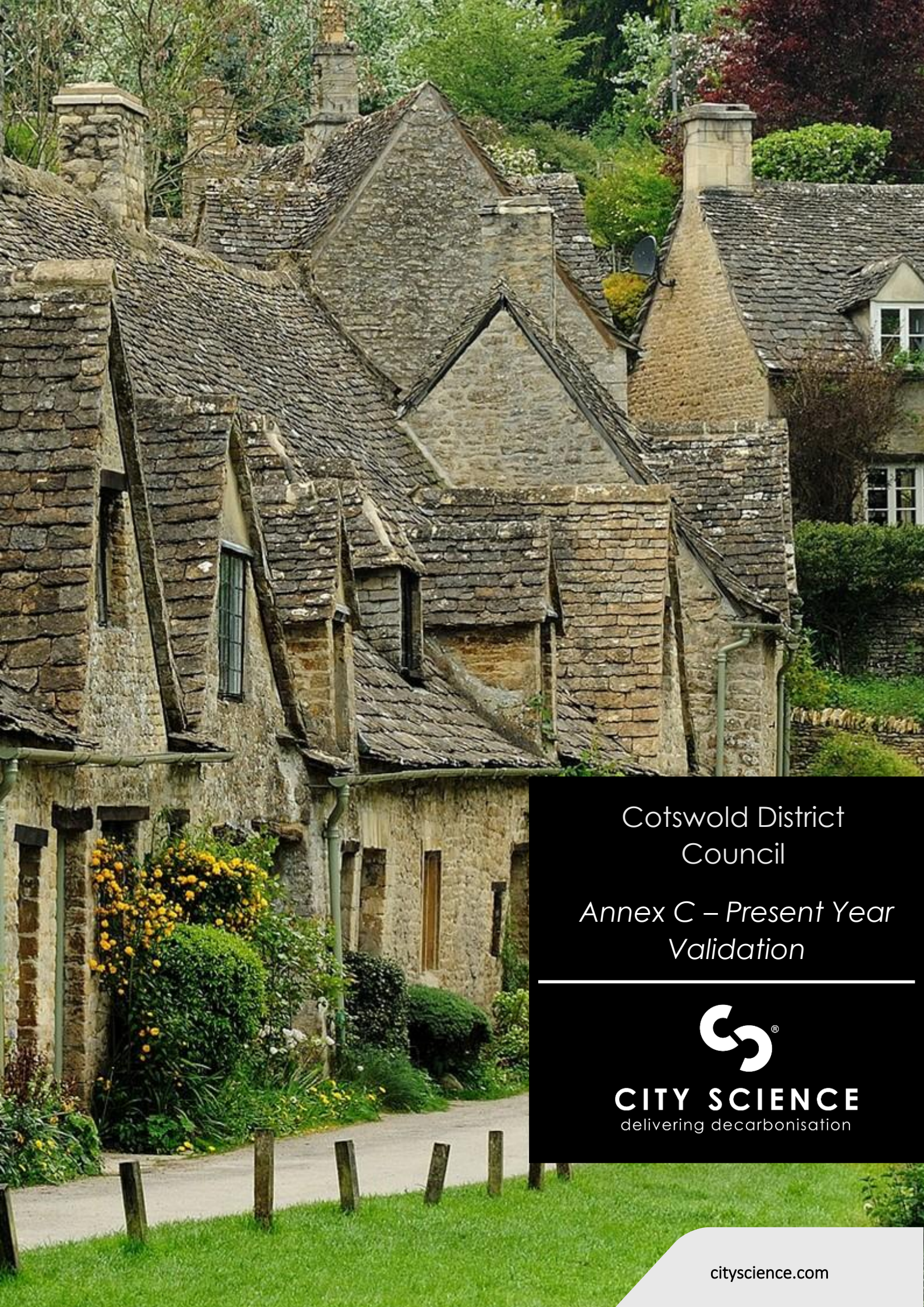




Cotswold District
Council

*Annex C – Present Year
Validation*



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Document details

Date issued: 09/01/2026
Document status: Final
Version number: 1.0

Document history

Version	Date issued	Description
0.1	06/11/2025	First Draft
1.0	09/01/2026	Updated following GCC & NH Feedback

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1 Introduction

1.1 Overview

City Science has been commissioned by Cotswold District Council (CDC) to support the development of the Regulation 19 transport evidence base for the Cotswold Local Plan. The Gloucestershire Countywide Multi-Modal Model (GC3M) will support the identification of the preferred spatial option, assess the impacts of Local Plan land use on the transport network, and test potential transport interventions to inform the strategic transport assessment. Figure 1-1 illustrates the geographical extent of the GC3M and highlights the Cotswold District area.

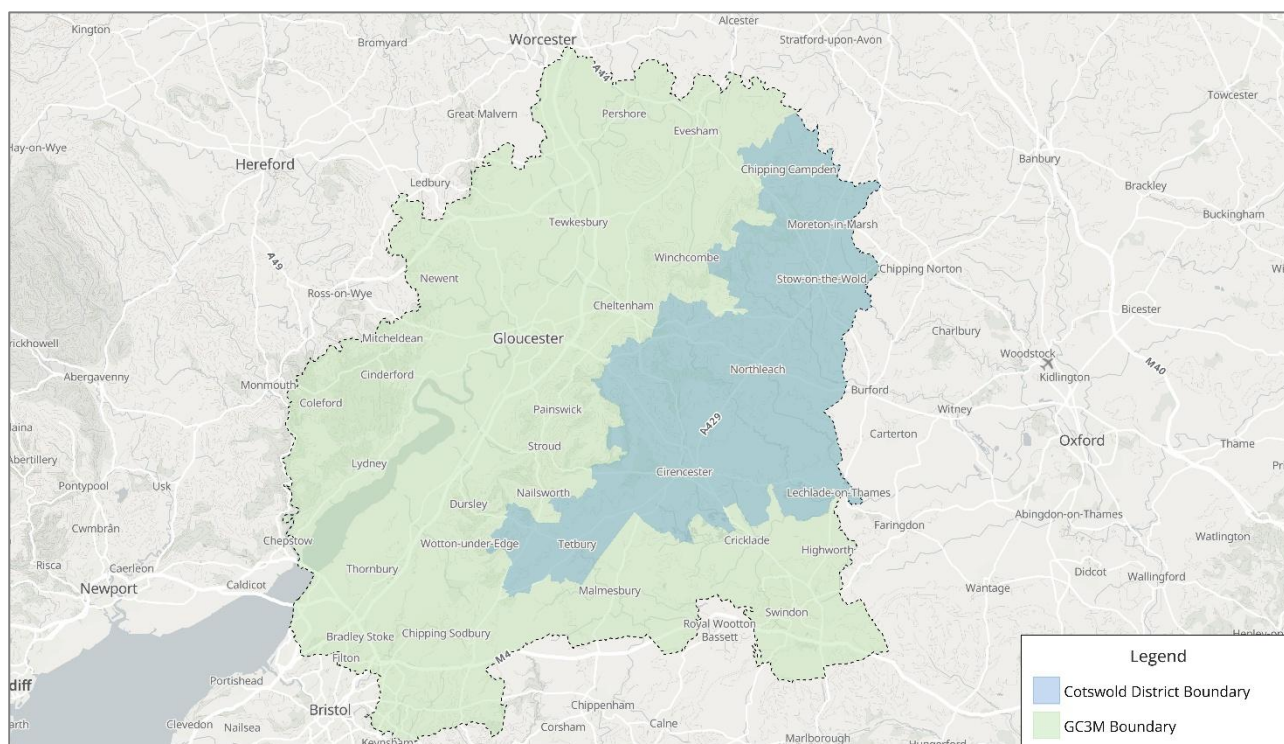


Figure 1-1: Extent of the GC3M and Cotswold District Boundary

1.2 Note Purpose

The purpose of this technical note is to present the methodology and results of the present year (2024) validation of the updated version of the GC3M that is being utilised and developed as part of the Cotswold Local Plan Regulation 19 transport evidence base. To ensure the transport evidence base for Cotswold is accurately informed, this validation was conducted to confirm the reliability of the GC3M. This note presents the validation of the 2024 Highway and Public Transport models against the available data sources, with reference to the Department for Transport's (DfT) Transport Analysis Guidance (TAG) criteria, and their suitability for future forecasting scenarios and evaluation of the Cotswold local plan.

2 Highway Model Validation

2.1 Overview

This Chapter details the development of the 2024 GC3M highway model present year validation, utilising the data sources outlined in Section 2.2. The following updates have been undertaken:

- **Network Updates:** All identified uncertainty log schemes between 2019-2024 have been included in the modelled network (see Section 2.3)
- **Parameters:** Assignment Value of Time (VoT) and Vehicle Operating Costs (VOC) parameters have been updated based on TAG Databook v1.24 (November 2024).
- **Matrix Adjustments:** In line with the observed traffic trends, matrix adjustments have been applied by modelled period and vehicle class.
- **Highway:** Highway assignments have been undertaken using SATURN version 11.6.03E.

2.2 Present Year Highway Data Analysis

2.2.1 Data Sources

A 2024 present year validation of the GC3M has been undertaken to check the accuracy of the model against observed post-pandemic travel behaviour using updated demand and network data. This 2024 present year validation has been undertaken utilising available traffic counts from Gloucestershire County Council and National Highways. The Gloucestershire County Council counts cover local roads within Cheltenham, Gloucester, Tewkesbury, and Cotswold and have been sourced through Gloucestershire County Council's Drakewell C2 cloud-based traffic count platform. This includes counts from the following sources:

- Vivacity sensors (November 2024 data).
- Permanent count sites (on both trunk and non-trunk networks, with data taken from 2024).
- Temporary Automatic Traffic Count sites (November 2024 data).

Figure 2-1 below shows the coverage of the existing GC3M 2019 traffic count data as well as the additional observed 2024 validation data. INRIX 2024 data, mapped against the Ordnance Survey Highway Network, has been used for journey time validation. The present year validation journey time routes are presented in Figure 2-3. These data sources have been used to undertake the validation of the highway model as follows:

- **Screenline Validation:** Based on the previous 2019 GC3M screenline count data uplifted to 2024 (See Section 2.2.2).
- **Link Flow Validation:** Separate evaluations have been undertaken based on the previous 2019 GC3M data uplifted to 2024, as well as a selection of new 2024 observed validation data sites.
- **Journey Time Validation:** For the 2024 Journey Time Route Validation, several GC3M 2019 model routes within the Cotswold area were divided, as the original routes did not meet the TAG criteria for route length. According to TAG guidance, validation routes should be neither excessively long (greater than 15 km) nor excessively short (less than 3 km). All routes have now been reviewed and adjusted to ensure compliance with these criteria. The observed journey time data used for validation was derived from 2024 INRIX data.

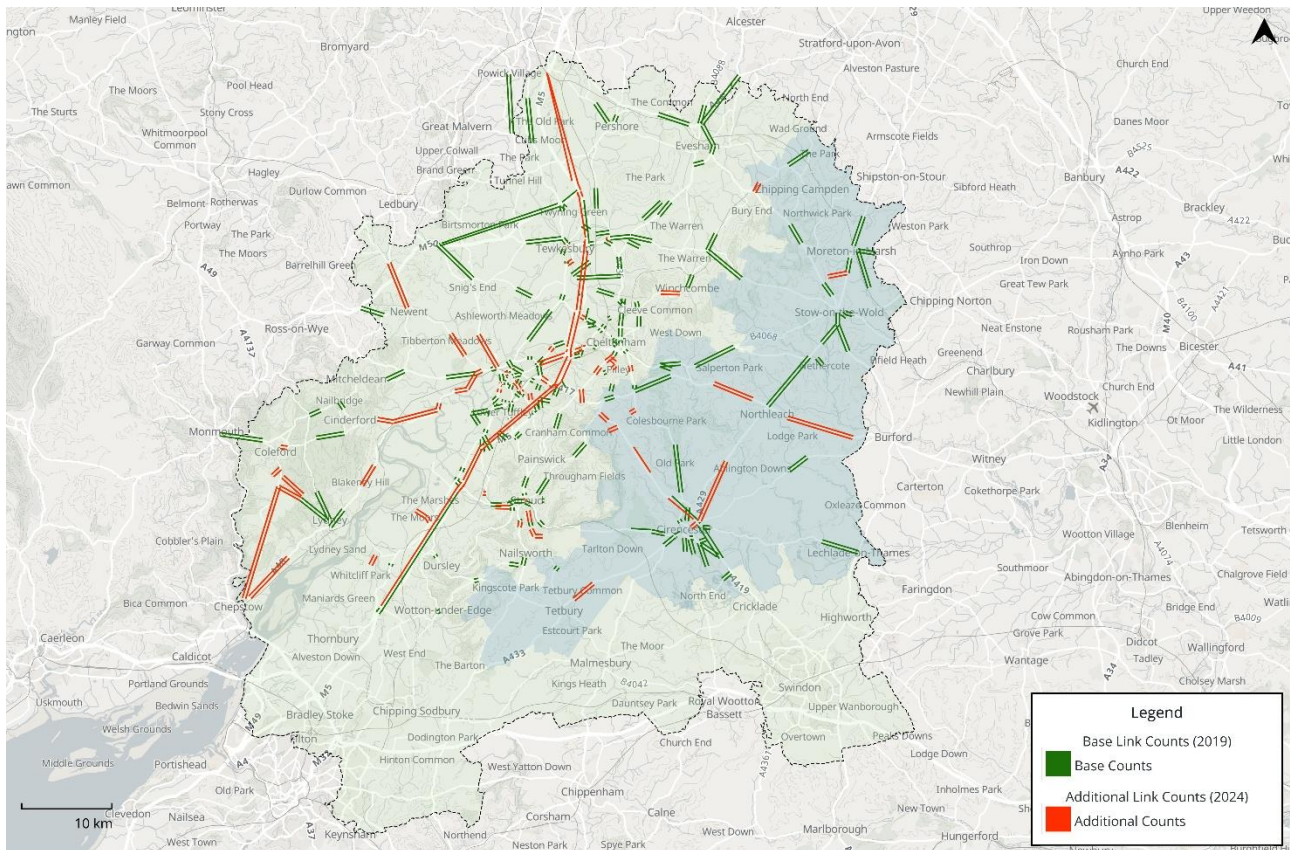


Figure 2-1: GC3M Present Year Validation – Traffic Count Data Coverage

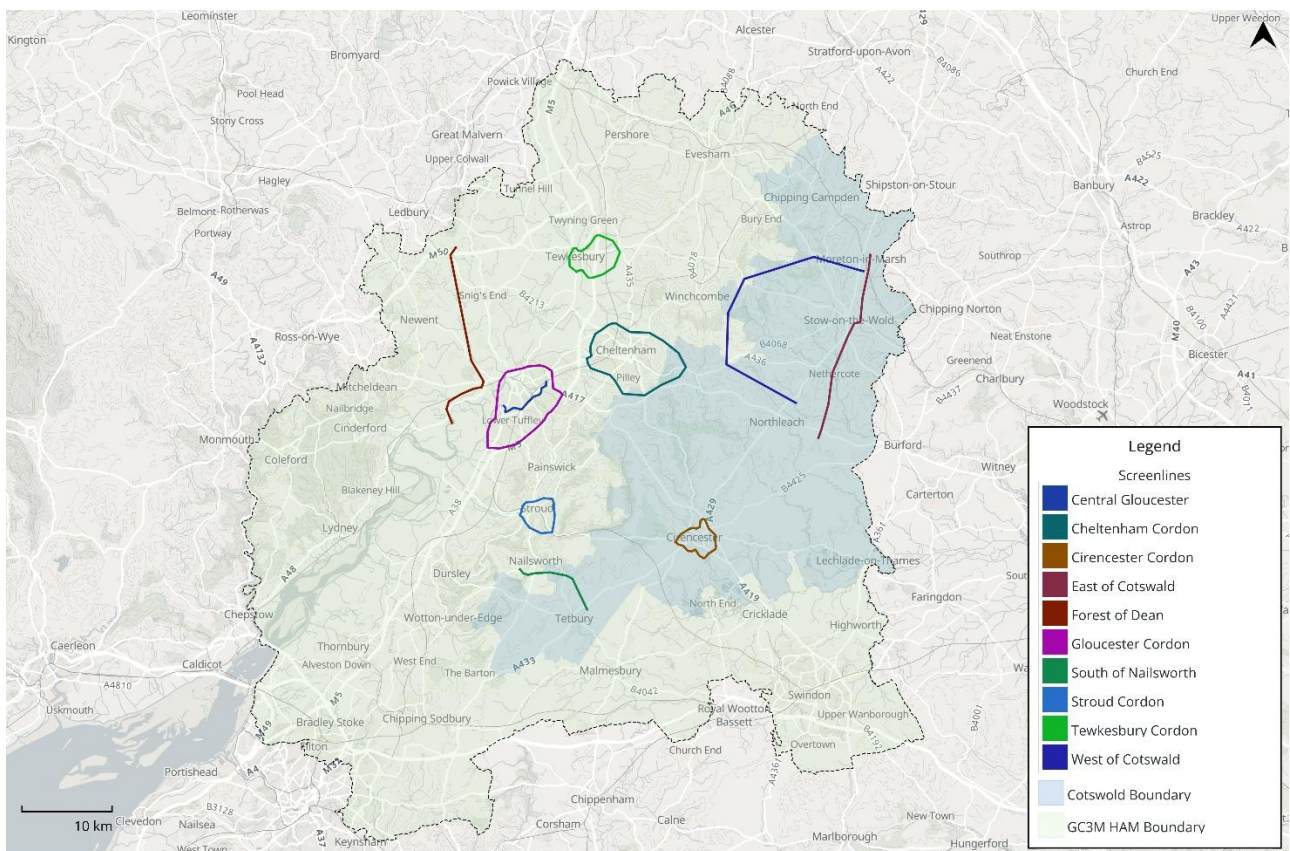


Figure 2-2: GC3M Screenlines & Cordons

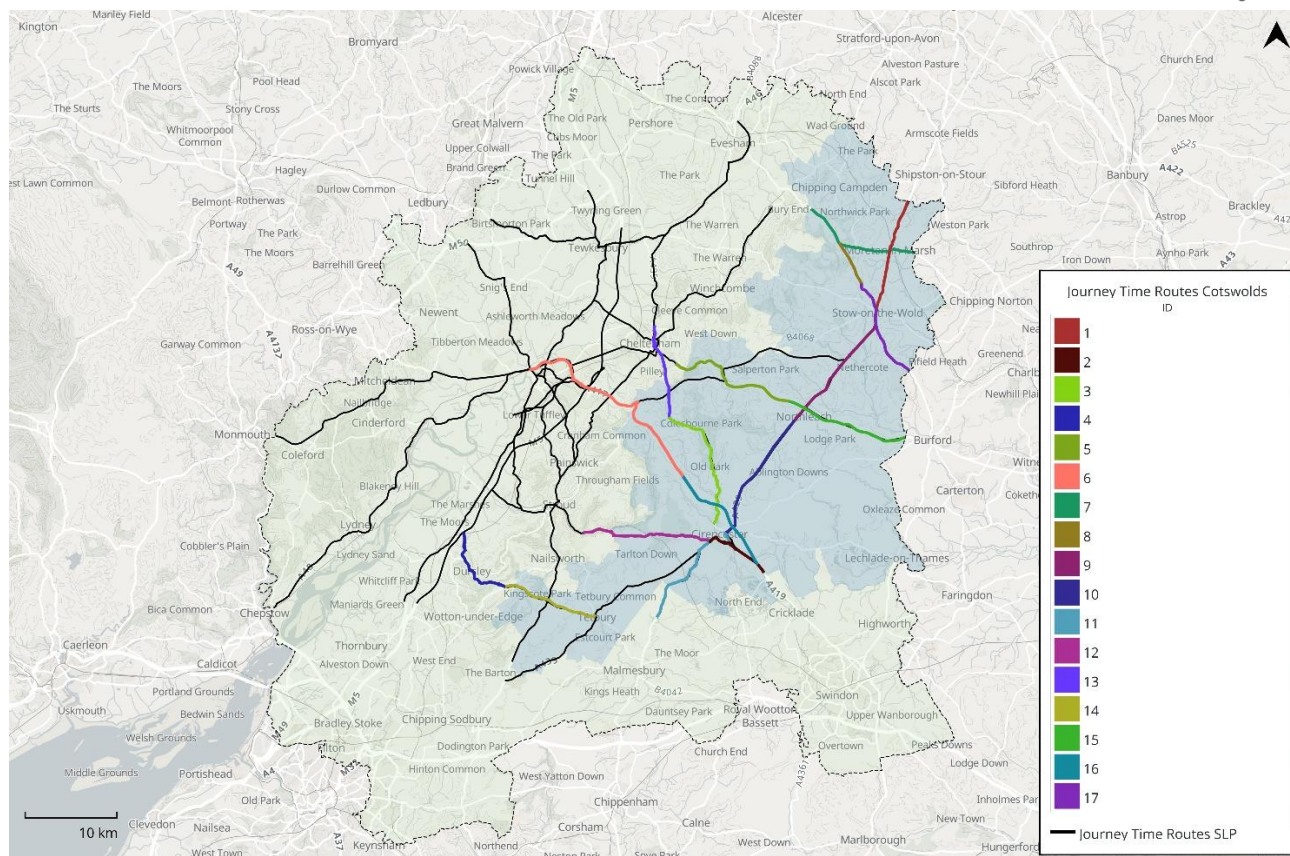


Figure 2-3: GC3M Present Year Validation - Journey Time Routes

2.2.2 Traffic Growth: 2019 to 2024

Highways traffic trends have been derived from the analysis of DfT and National Highways' WebTRIS data sources. Figure 2-4 below shows the overall annual traffic trends across Gloucestershire derived from DfT road traffic statistics. Figure 2-5 shows the total analysis of all comparable DfT Average Annual Daily Flow traffic counters between 2019 and 2024. Overall, there has been a decrease in traffic of around 1% in total traffic and around 4% in car and taxi traffic. HGV traffic trends also show a decrease in traffic of around 5% whereas LGVs (with a gross weight below 3.5 tonnes or 4.25 tonnes if zero emission, including many vans for example) show an increase of approximately 18% between 2019 and 2024.

Annual traffic by vehicle type in Gloucestershire

Traffic in Great Britain from 1993 to 2024 by vehicle type in vehicle miles (millions)

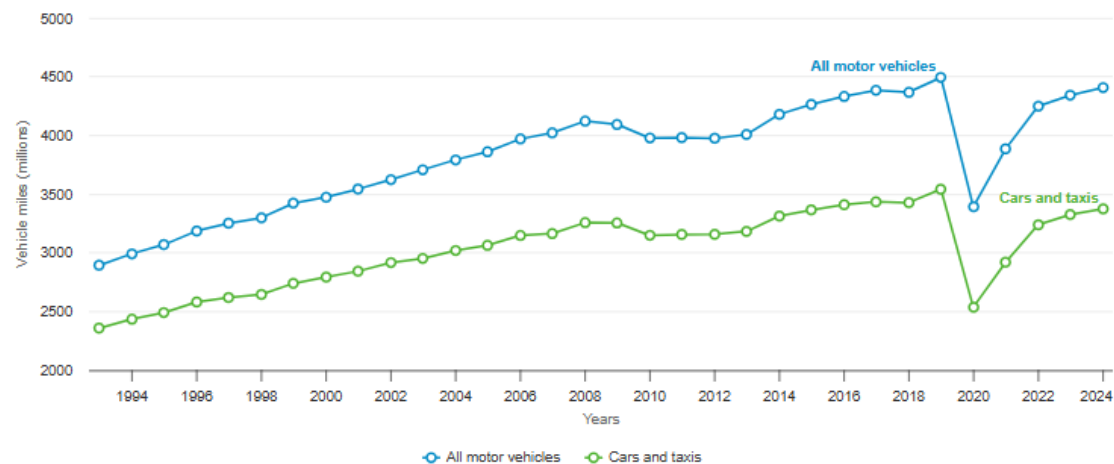


Figure 2-4: DfT Annual Traffic Trends (DfT, 2024a)

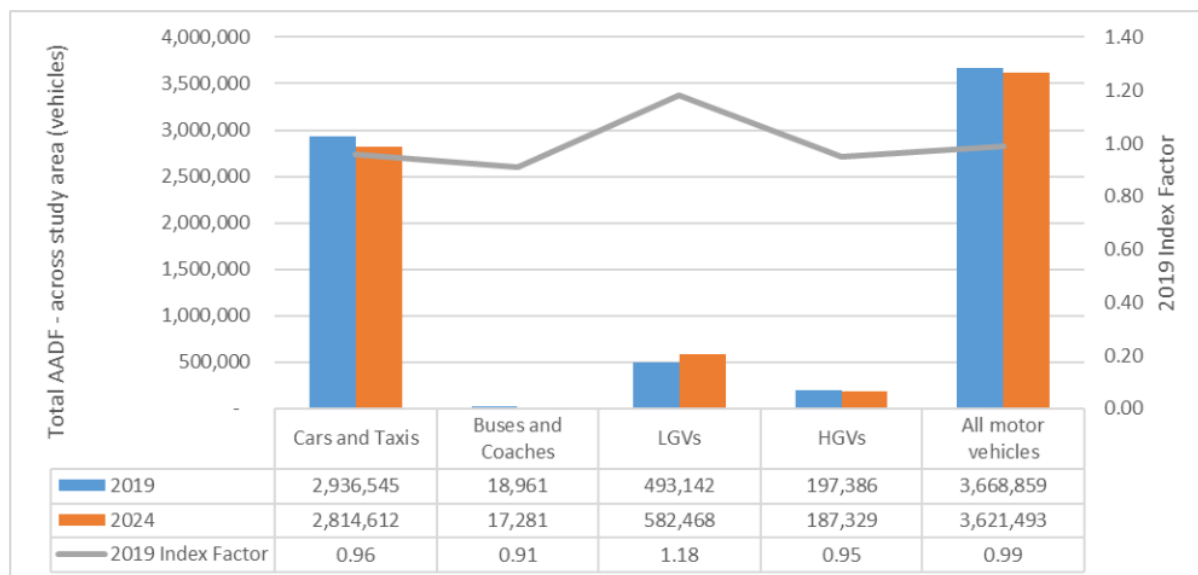


Figure 2-5: DfT Average Annual Daily Flow Traffic Comparison 2019 vs 2024 (DfT, 2024a)

From the DfT raw traffic count information a database of around 670 one-day Manual Classified Counts, within the GC3M's simulation network, were extracted for 2024. Figure 2-6 below shows the aggregate vehicle class proportions derived from the AM, IP and PM peak traffic counts.

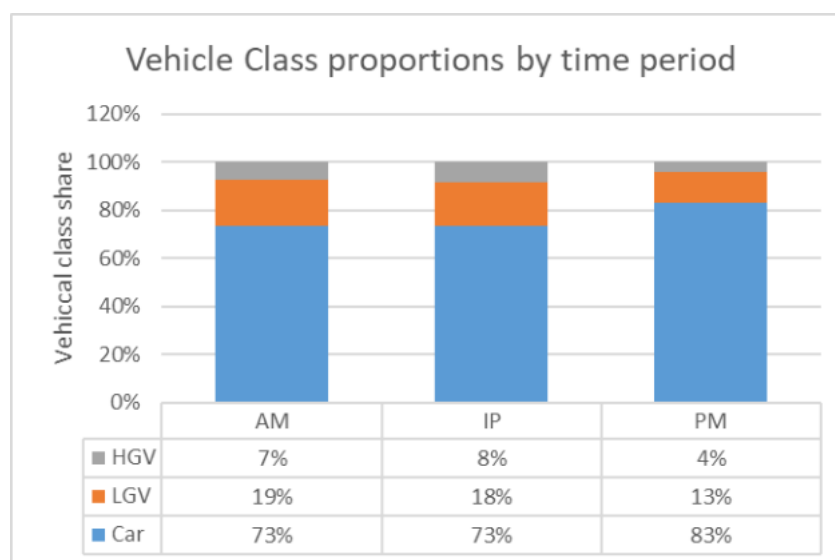


Figure 2-6: DfT Raw Traffic Count Vehicle Class Proportions (DfT, 2024a)

Table 2-1 below shows the traffic trends by model period (AM, IP, PM) derived from a sample of consistent traffic counters between November 2019 and 2024 in Gloucestershire Area. Overall, a consistent pattern of traffic trends was observed, showing a decrease in the AM (8:00-9:00) and PM (17:00-18:00) peaks of around 4% and 5% respectively. Whereas the IP shows only a slight decrease of less than 1% between 2019 and 2024. The traffic counts cover various areas across Gloucestershire, and the factors were derived using the same method as the SLP model to maintain consistency.

Site			2019			2024			Difference			Factor		
Code	Location	Dir	AM	IP Ave	PM	AM	IP Ave	PM	AM	IP Ave	PM	AM	IP Ave	PM
M5/7810B	M5 J11 between J10	NB	2,688	3,100	3,354	2,608	3,046	3,174	81	53	180	0.970	0.983	0.946
M5/7802A		SB	3,414	2,720	3,013	3,287	2,750	2,864	-127	30	-49	0.963	1.011	0.951
M5/7846B	M5 J11 between Jn11A	NB	2,944	3,012	3,273	3,125	2,979	3,201	182	-34	-72	1.062	0.989	0.978
M5/7845A		SB	3,310	2,889	3,421	3,211	2,939	3,327	-99	50	-94	0.970	1.017	0.973
M5/7877B	M5 J11A between 12	NB	3,823	3,098	3,770	3,573	3,056	3,520	-250	-42	-251	0.935	0.987	0.933
M5/7890A		SB	3,334	2,857	3,758	3,284	2,881	3,493	-50	24	-265	0.985	1.008	0.929
M5/8031B	M5 J12 between 13	NB	2,880	2,847	3,241	2,707	2,756	3,003	-173	-91	-237	0.940	0.968	0.927
M5/8031A		SB	2,825	2,512	2,872	2,594	2,487	2,653	- 231	-25	-219	0.918	0.990	0.924
M50/2020B	M50\M5 J8 between M50 J1	EB	1,681	1,072	1,089	1,545	1,116	1,031	-136	43	-58	0.919	1.040	0.947
M50/2020A		WB	1,102	1,022	1,563	1,030	1,049	1,390	-72	28	-173	0.934	1.027	0.889
5297/1	A417 between A429 and A436	NB	880	941	1,098	840	903	1,036	-41	-38	-62	0.954	0.959	0.943
5297/2		SB	1,257	957	1,062	1,160	960	1,067	-97	3	5	0.923	1.003	1.004
7004/1	A46 between A435 near Bishop's Cleeve and A44 near Evesham	NB	697	595	833	665	622	817	-32	26	-16	0.954	1.044	0.981
7004/2		SB	790	584	700	720	588	652	-71	4	-48	0.911	1.007	0.931
Total			31,626	28,206	33,050	30,348	28,132	31,228	1,278	74	1,821	0.960	0.997	0.945

Table 2-1: WebTRIS Traffic Comparison 2019 vs 2024 (National Highways, 2025)

Table 2-2 below shows the combined DfT and National Highways' WebTRIS growth factors between 2019 and 2024. The DfT daily Car growth factors have been adjusted to fit the WebTRIS data at a time period level based on the vehicle class proportions derived in Figure 2-6, whilst LGV and HGV factors have been held constant over the day. Therefore, the LGV and HGV growth factors are weighted by the DfT proportions of vehicle class traffic by modelled period and the Car factors are adjusted in line with the WebTRIS data. As expected, the factors derived across the three time periods are relatively consistent with the daily DfT traffic factors, in particular the IP factors which represent a larger proportion of the total daily traffic (IP: Car 0.96, Daily (DfT) 0.96). The primary adjustment to the WebTRIS time period data relates to the Car AM and PM peak factors, which have been reduced in line with the DfT vehicle class proportion data (AM: 0.91, PM 0.91, Daily (DfT) 0.96).

Vehicle Class	AM	IP	PM	Daily (DfT)
Car	0.91	0.96	0.91	0.96
LGV	1.18	1.18	1.18	1.18
HGV	0.95	0.95	0.95	0.95
Total	0.960	0.997	0.945	0.99

Table 2-2: Traffic Growth Factors split by Modelled Period and Vehicle Class - 2019 vs 2024 (National Highways, 2025)

2.3 Highway Network Updates

Table 2-3 below shows the network scheme changes completed between 2019 and 2024, identified from the latest Uncertainty Log (v5.0) provided by Gloucestershire County Council. These schemes were verified using Google Map imagery, comparing historical street views from previous years up to 2024 where available. These schemes were also cross-referenced with information available on Gloucestershire County Council website, which provided further detail (e.g. planned construction start dates and expected completion dates). In addition to the schemes listed below, additional network coding was added to represent the access arrangements to the Fiddington Masterplan, located to the east of the M5 Junction 9. Figure 2-7 below shows the extent of the SATURN simulation node network alterations applied to produce the 2024 present day validation.

Highway Scheme Name
Elmbridge Transport Scheme, Gloucester
A417/A40 Barnwood Link
A40 Over Roundabout Improvement (phase 2), Gloucester
Junction improvement A40 Longford Roundabout, Gloucester
A38 Cross Key Roundabout
West Cheltenham Transport Improvement P1 Arle Court
West Cheltenham Transport Improvement P2 (J11)
West Cheltenham Transport Improvement P3 Arle Court
West Cheltenham Transport Improvement P4 Arle Court
Arle Court Transport Hub (access improvements for all vehicles)
Twigworth Development Access (new roundabout on A38, and new roundabout within site)
Perrybrook Development Access (new roundabout on Court Road for site access)
Fiddington development A46/A438 mitigation
Innsworth Development Roundabout Improvement (new roundabout on A40)
Junction improvement A429 Cherry Tree junction, Cirencester
A46 / Kidnappers Lane, Cheltenham
M5 Gloucester Motorway Services
Land at Barnwood Link Road (Centre Severn – Barnwood)

Highway Scheme Name
Staverton crossroads junction (B4063 / B4634), Staverton
Highway improvement A435 corridor improvement, Bishops Cleeve
Highway improvement Thames Street / High Street, Lechlade on Thames
Junction improvement Highfield Hill including traffic calming, Lydney
Land west of Farm Lane, Shurdington. Site Access Junctions.
Parcel 3745, Land At Pirton Fields, Churchdown (new priority access junction)
Land At North Road West/Grovefield Way
M4 J16
M49 Avonmouth Junction
Land at Quedgeley Trading Estate
SA3 Land northeast of Draycott Cam - 3x site access junctions on Box Road, 1x site access junction on A4135
SA2 Land west of Stonehouse, site link road, and 3x new access points into development site

Table 2-3: Completed Highway Schemes (2019-2024)

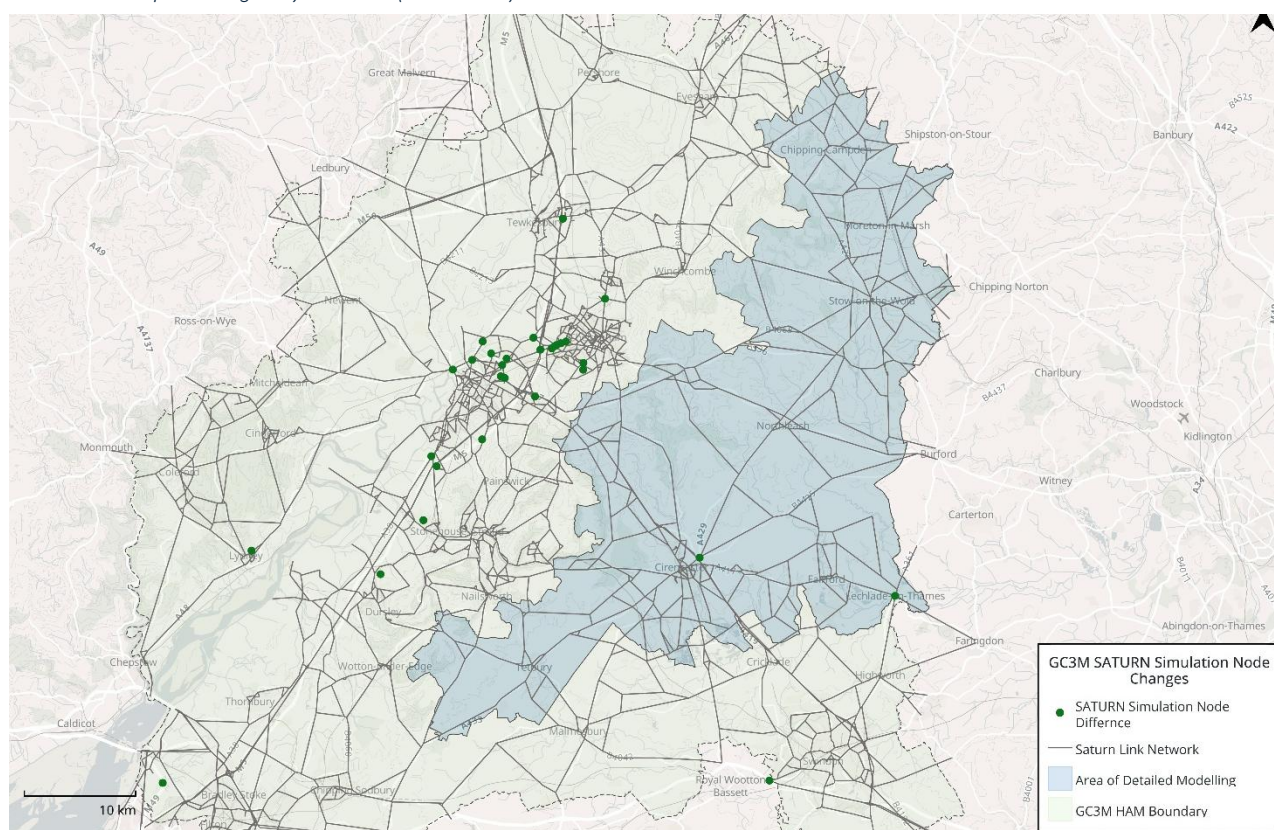


Figure 2-7: GC3M SATURN Simulation Node Changes between 2019 and 2024

Table 2-4 and Table 2-5 show the generalised cost parameters, VoT and VOC, used in the 2024 GC3M highway model. The VoT and VOC parameters were derived from TAG Databook v1.24 (November 2024) and are displayed below in units of Pence Per Minute (PPM) and Pence Per Kilometre (PPK) respectively.

Time Period	Car - Business	Car - Commuting	Car - Other	LGV	HGV
AM	31.23	20.95	14.45	23.23	48.52
IP	32.01	21.29	15.39	23.23	48.52
PM	31.68	21.02	15.13	23.23	48.52

Table 2-4: Value of Time (PPM) - 2024

Time Period	Car - Business	Car - Commuting	Car - Other	LGV	HGV
AM, IP, and PM	11.66	5.89	5.89	13.22	37.04

Table 2-5: Vehicle Operating Cost (PPK) - 2024

2.4 Matrix Adjustments

Table 2-6 below shows the derived 2019-2024 matrix adjustment factors applied to the 2019 base year matrix, to create 2024 present year demand matrices by modelled period. The TAG adjustments, correspond to the proposed TAG Post-Covid adjustments by journey purpose (DfT, 2023). The 'Global Factors' shown in Table 2-6 below are calculated for all Car user classes combined based on the total 2024 validation data set. The 'Adjusted TAG factors' are based on the combination of the TAG proposed factors, which are split by journey purpose, and the 'Global Factors' which match the total 2024 validation data set. Overall, a decrease of around 0.02 is derived in the AM and PM, between the proposed TAG and adjusted values.

User Class	TAG Adjustments			Global Factors			Adjusted TAG Factors		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
Car-EB	0.91	0.91	0.91	0.93	0.99	0.93	0.89	0.94	0.89
Car-Work	0.94	0.94	0.94	0.93	0.99	0.93	0.92	0.98	0.92
Car-Other	0.96	0.96	0.96	0.93	0.99	0.93	0.94	1.00	0.94
LGV	1.14	1.14	1.16	1.14	1.14	1.16	1.14	1.14	1.16
HGV	0.99	0.97	0.94	0.99	0.97	0.94	0.99	0.97	0.94
Car Total	0.95	0.95	0.95	0.93	0.99	0.93	0.93	0.99	0.93
Total	0.98	0.98	0.97	0.96	1.00	0.96	0.96	1.00	0.96

Table 2-6: Matrix Adjustment Factors (DfT, 2023)

2.5 TAG Criteria

Model calibration and validation is a vital part of model development. It is the basis on which the model can be considered suitable for use for future year reference case model production, scheme option testing, changes in land use and future year forecasting. TAG Unit M3.1 provides criteria and acceptability guidelines for the following features of the model:

- Modelled flows and observed counts on screenlines (See Table 2-7 (Source: TAG Unit M3.1 Paragraph 3.3.7 - Table 1) (DfT, 2024b)))
- Modelled flows and observed counts on links (See Table 2-8 (Source: TAG Unit M3.1 Paragraph 3.3.11 - Table 2) (DfT, 2024b)))
- Modelled and observed journey times (See Table 2-9 (Source: TAG Unit M3.1 Paragraph 3.3.15 - Table 3) (DfT, 2024b)))

While the evaluation of the model against TAG criteria has been reported on in this technical note, it should be recognised that TAG is primarily designed for scheme appraisal and central government business cases. Furthermore, TAG notes that 'achievement of the validation acceptability guidelines specified in this section does not necessarily guarantee that a model is 'fit for purpose' and likewise a failure to meet the specified validation standards does not mean that a model is not 'fit for purpose'. It is therefore considered that, if in most cases TAG criteria have been met (or exceeded), then where they are not met and the differences are relatively minor a slight widening of the criteria allows them to be met.

Description of Criteria	Acceptability Guideline
Total screenline flows (normally >5 links) to be within $\pm 5\%$.	All or nearly all screenlines

Table 2-7: Screenline Calibration Criteria and Acceptability Guideline (DfT, 2024b)

Criteria	Description of Criteria	Acceptability Guideline
1	Individual flows within 100 vehicles/hour of counts for flows less than 700 vehicles/hour	> 85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 vehicles/hour	> 85% of cases
	Individual flows within 400 vehicles/hour of counts for flows more than 2,700 vehicles/hour	> 85% of cases
2	GEH < 5 for individual flows	> 85% of cases

Table 2-8: Link Flow Validation Criteria and Acceptability Guideline (DfT, 2024b)

Description of Criteria	Acceptability Guideline
Modelled times along routes should be within 15% of surveyed times (or 1 minute, if higher)	> 85% of routes

Table 2-9: Journey Time Validation Criteria and Acceptability Guideline (DfT, 2024b)

2.6 Screenline Validation

Table 2-10 below summarises the screenline validation across the GC3M simulation area. **Table 2-11** details the validation results of total traffic flow (in vehicles) across all 30 screenlines by time period. The results indicate that a good level of validation has been achieved. The 5% flow difference criterion is met for 100% of screenlines in the AM Peak, 87% of screenlines in the Inter Peak and 90% of screenlines in the PM Peak. The screenline 10% flow difference criterion is achieved for 100%, 93% and 97% of Screenlines for the AM Peak, Inter Peak and PM Peak respectively.

Only the East of Cotswold screenline in the Westbound direction for IP and the Central Gloucester screenline in the Southeast bound direction for both IP and PM do not pass the 10% criteria. On a link validation level, most of the counts pass the TAG link criteria and all are within GEH 7.5. However, the screenline totals are calculated from the difference between the summed modelled and observed flows across the individual count locations contained within the screenline. This indicates that as the modelled flows are consistently higher across the screenline than the observed flows, the total screenline flows add up to be slightly above the +10% boundary. As the screenline is relatively short, only consisting of six counts in total, it is not considered that this positive bias (slightly above the 10% threshold) will unduly impact the model's overall validation.

The total flow differences are negligible at just approximately 1% to 2%. The 2024 GC3M therefore is in line with the TAG screenline criteria for all model periods, with nearly all screenlines having total model flows within +/-5% of the observed across the screenlines.

Screenline	AM Peak	Inter-Peak	PM Peak
No of Screenlines	30	30	30
No of Screenlines with Differences within $\pm 5\%$	30	26	27
Pass Rates	100%	87%	90%
No of Screenlines with Differences within $\pm 10\%$	30	28	29
Pass Rates	100%	93%	97%

Table 2-10: Screenline Validation Summary

Name	Dir	AM					IP					PM				
		Obs	Mod	% Diff	Flow Diff <5%	Flow Diff <10%	Obs	Mod	% Diff	Flow Diff <5%	Flow Diff <10%	Obs	Mod	% Diff	Flow Diff <5%	Flow Diff <10%
Central Gloucester	NWB	4,003	3,888	-2.9%	✓	✓	2,526	2,743	8.6%	✗	✓	3,200	3,213	0.4%	✓	✓
Central Gloucester	SEB	2,976	2,956	-0.7%	✓	✓	2,607	2,889	10.8%	✗	✗	3,547	3,936	10.9%	✗	✗
Cheltenham	IB	9,017	9,137	1.3%	✓	✓	5,235	5,382	2.8%	✓	✓	7,374	7,645	3.7%	✓	✓
Cheltenham	OB	7,524	7,862	4.5%	✓	✓	5,463	5,686	4.1%	✓	✓	8,968	9,186	2.4%	✓	✓
Cirencester	IB	6,962	6,884	-1.1%	✓	✓	4,537	4,536	0.0%	✓	✓	5,752	6,014	4.6%	✓	✓
Cirencester	OB	5,423	5,691	5.0%	✓	✓	4,571	4,577	0.1%	✓	✓	6,669	6,857	2.8%	✓	✓
East of Cotswold	EB	1,586	1,642	3.5%	✓	✓	1,259	1,376	9.3%	✗	✓	1,544	1,665	7.8%	✗	✓
East of Cotswold	WB	1,507	1,499	-0.5%	✓	✓	1,250	1,378	10.2%	✗	✗	1,639	1,672	2.0%	✓	✓
Forest of Dean	EB	2,957	2,951	-0.2%	✓	✓	2,093	2,080	-0.6%	✓	✓	2,244	2,144	-4.5%	✓	✓
Forest of Dean	WB	2,089	2,023	-3.1%	✓	✓	2,114	2,105	-0.4%	✓	✓	3,415	3,414	0.0%	✓	✓
Gloucester	IB	11,717	11,895	1.5%	✓	✓	7,546	7,725	2.4%	✓	✓	10,759	10,861	1.0%	✓	✓
Gloucester	OB	10,532	10,691	1.5%	✓	✓	7,634	7,823	2.5%	✓	✓	11,633	11,941	2.6%	✓	✓
South of Nailsworth	NB	883	875	-0.9%	✓	✓	653	655	0.4%	✓	✓	998	1,017	1.9%	✓	✓
South of Nailsworth	SB	1,029	1,001	-2.7%	✓	✓	643	637	-1.0%	✓	✓	906	917	1.2%	✓	✓
Stroud	IB	4,738	4,718	-0.4%	✓	✓	3,428	3,368	-1.7%	✓	✓	4,569	4,610	0.9%	✓	✓
Stroud	OB	4,305	4,296	-0.2%	✓	✓	3,457	3,464	0.2%	✓	✓	4,586	4,620	0.7%	✓	✓
Tewkesbury	IB	9,468	9,515	0.5%	✓	✓	7,671	7,901	3.0%	✓	✓	9,483	9,566	0.9%	✓	✓
Tewkesbury	OB	9,148	9,304	1.7%	✓	✓	7,972	8,053	1.0%	✓	✓	9,874	9,909	0.4%	✓	✓
West of Cotswold	EB	1,289	1,309	1.5%	✓	✓	1,030	1,066	3.4%	✓	✓	1,306	1,342	2.8%	✓	✓
West of Cotswold	WB	1,228	1,247	1.6%	✓	✓	1,049	1,095	4.4%	✓	✓	1,343	1,408	4.8%	✓	✓
North of Evesham	NB	6,199	6,304	1.7%	✓	✓	5,709	5,865	2.7%	✓	✓	6,392	6,492	1.6%	✓	✓

North of Evesham	SB	6,390	6,653	4.1%	✓	✓	5,416	5,486	1.3%	✓	✓	6,252	6,333	1.3%	✓	✓
North of Tewkesbury	NB	3,494	3,604	3.2%	✓	✓	3,786	3,765	-0.5%	✓	✓	4,916	4,879	-0.8%	✓	✓
North of Tewkesbury	SB	4,546	4,439	-2.3%	✓	✓	3,075	3,174	3.2%	✓	✓	3,533	3,536	0.1%	✓	✓
West of Tewkesbury	EB	2,494	2,451	-1.7%	✓	✓	1,568	1,608	2.5%	✓	✓	1,866	1,897	1.7%	✓	✓
West of Tewkesbury	WB	2,019	1,983	-1.8%	✓	✓	1,720	1,734	0.8%	✓	✓	2,648	2,484	-6.2%	✗	✓
East of Tewkesbury	EB	1,493	1,518	1.7%	✓	✓	811	834	2.9%	✓	✓	1,329	1,380	3.8%	✓	✓
East of Tewkesbury	WB	1,313	1,250	-4.8%	✓	✓	871	881	1.1%	✓	✓	1,450	1,460	0.7%	✓	✓
South of Tewkesbury	NB	4,864	4,923	1.2%	✓	✓	4,833	4,908	1.6%	✓	✓	6,683	6,818	2.0%	✓	✓
South of Tewkesbury	SB	6,413	6,665	3.9%	✓	✓	4,483	4,557	1.6%	✓	✓	5,152	5,212	1.2%	✓	✓
Total		137,603	139,174	1.1%	✓	✓	105,011	107,352	2.2%	✓	✓	140,032	142,428	1.7%	✓	✓

Table 2-11: Screenline Validation Detailed Results

2.7 Link Flow Validation

Table 2-13 summarises the GC3M link validation results across the following datasets:

- **2019 Uplifted Dataset:** The existing GC3M 2019 count data set, uplifted to 2024 (factors detailed in Section 2.2), with no 2024 data included
- **2024 Dataset:** The additional 2024 observed independent validation data sites
- **Total:** Both the factored 2019 and additional 2024 count data sets combined

2.7.1 GC3M Area

For all three modelled periods, the TAG criteria (passing either GEH 5 or the TAG flow criterion) are met for 87-94% of the “Total” data set defined above, exceeding the 85% acceptability guideline in all periods. For the 2024 validation data TAG criterion pass rates are between 83% and 93%. If a slightly wider pass range of GEH 7.5 is considered, then the model achieves a pass rate of between 92% to 96% for the 2024 validation data set. **Appendix D – Link flow Validation Tables** details the flow validation per link within the GC3M model for cars and total vehicles in each time period.

Count	AM			IP			PM		
	2019 Uplifted Dataset	2024 Dataset	Total	2019 data set	2024 data set	Total	2019 data set	2024 data set	Total
No of counts	512	168	680	512	168	680	512	168	680
Total flow difference across all counts	2%	3%	2%	1%	-3%	0%	2%	3%	2%
Counts satisfying TAG criteria	89%	83%	88%	93%	93%	93%	88%	84%	87%
Counts with GEH <7.5	93%	92%	93%	95%	96%	95%	92%	93%	92%

Table 2-12: GC3M Count Data Validation

2.7.2 Cotswold Area

For all three modelled periods, the TAG criteria (passing either GEH 5 or the TAG flow criterion) are met for 88-93%, exceeding the 85% acceptability guideline in all periods. Furthermore, Figure 2-8 to Figure 2-10 illustrate the spatial distribution of GEH results across the GC3M study area around key developments in Cotswold. As part of the process, we ensured that traffic counts in the vicinity of this location achieved a good level of validation. As shown in the figures, most links are within acceptable limits (GEH < 5), and there are no nearby locations with GEH values exceeding 10.

Validation All Flows				
Link Counts		DMRB Diff Test	GEH<5	DMRB and GEH<5
AM Peak	% Pass	88%	75%	88%
Inter-Peak	% Pass	93%	83%	93%
PM Peak	% Pass	88%	80%	88%

Table 2-13: Cotswold Link Flow Validation Summary - All Peak Periods

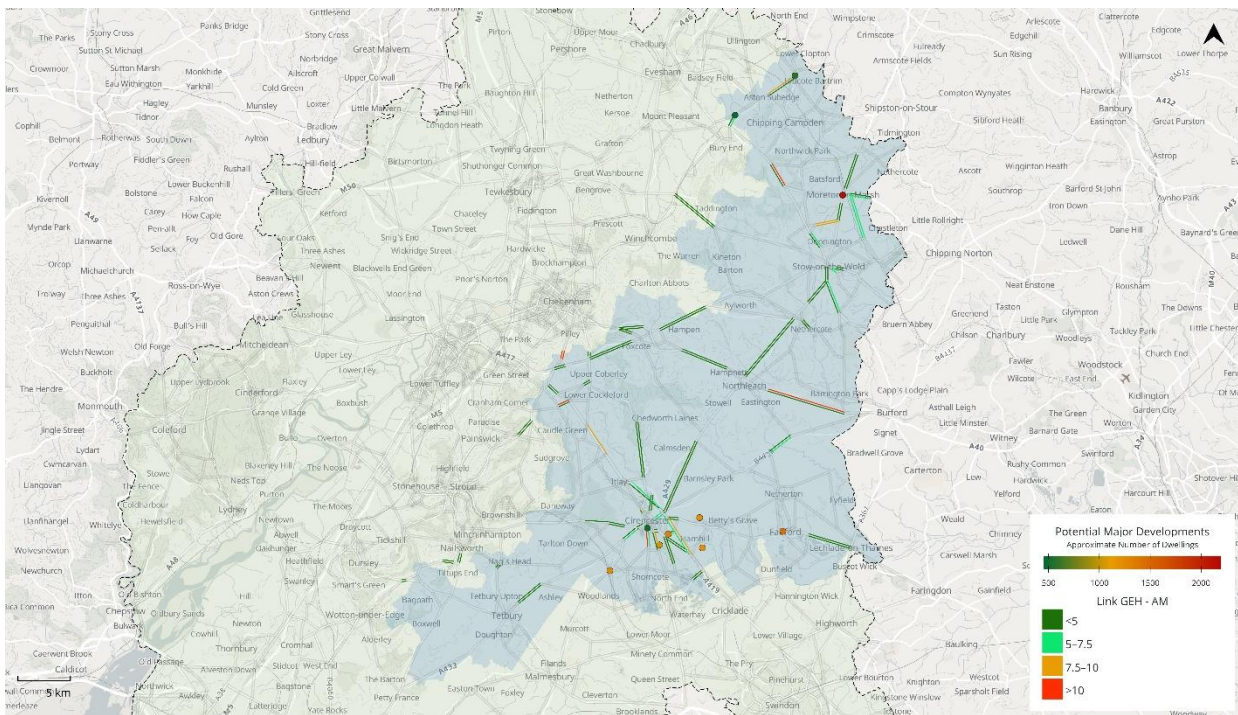


Figure 2-8: AM Peak Count GEH Statistics by Link

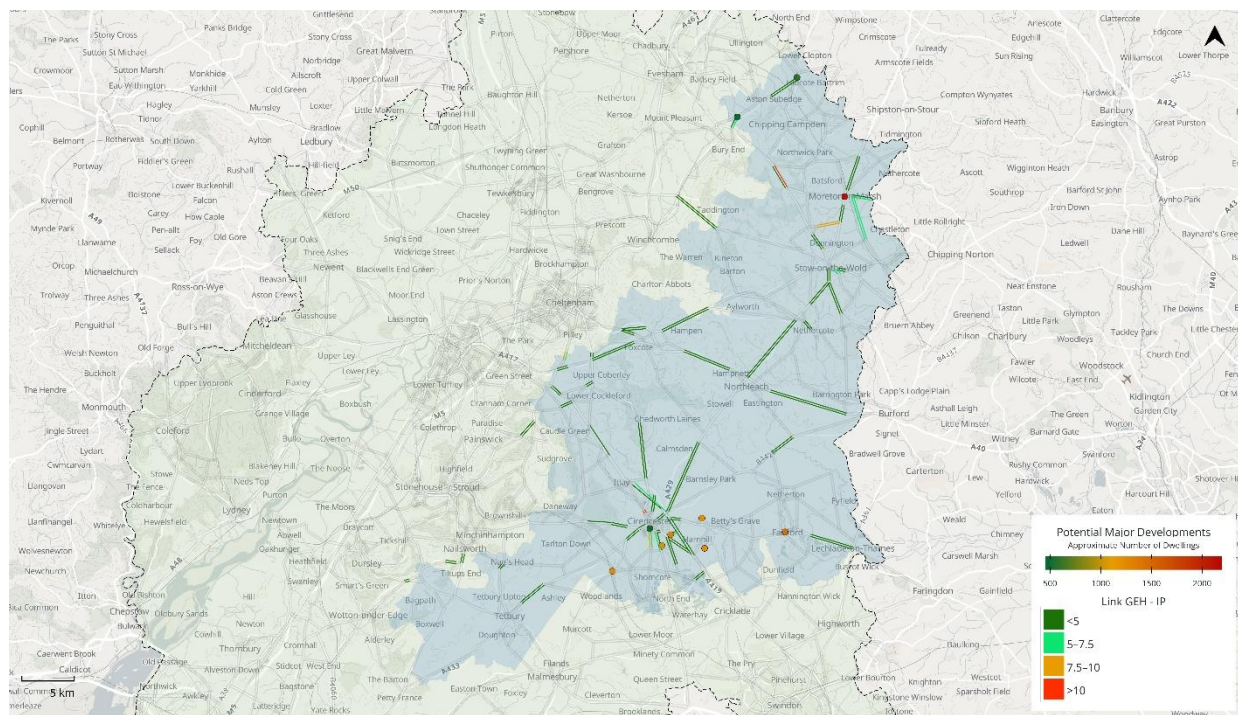


Figure 2-9: IP Peak Count GEH Statistics by link

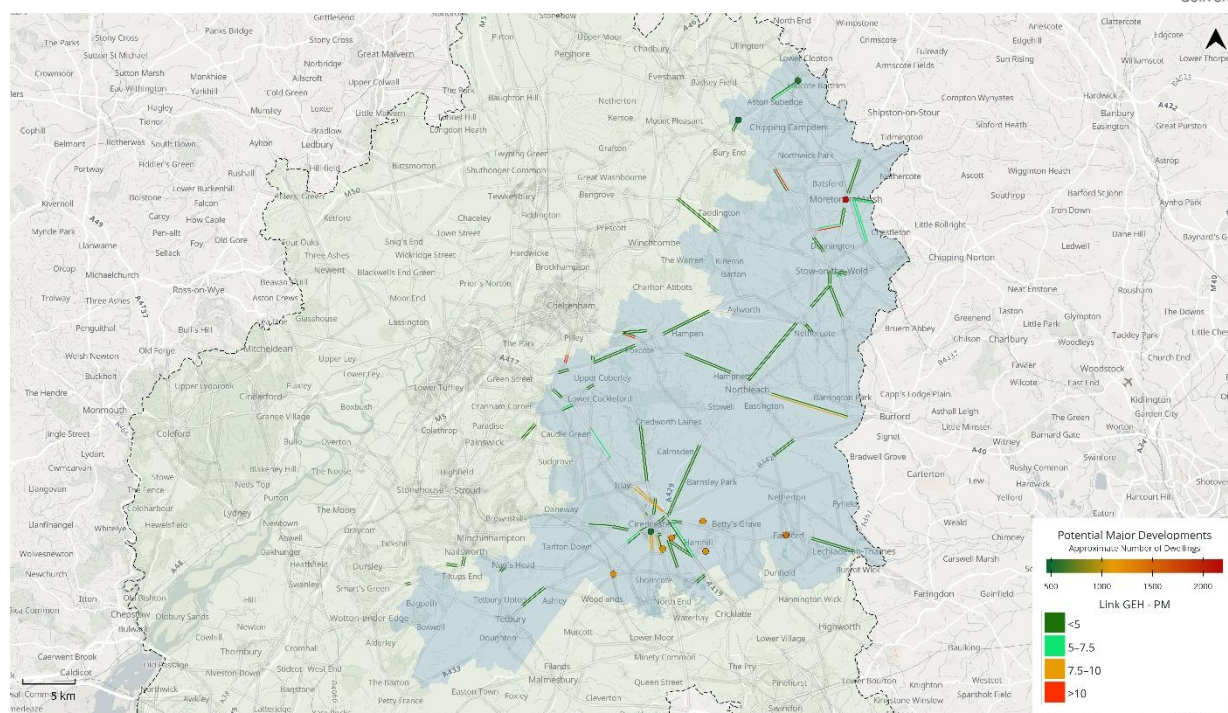


Figure 2-10: PM Peak Count GEH Statistics by Link

2.8 Journey Time Validation

2.8.1 GC3M Area

Table 2-14 summarises the present year GC3M journey time validation results. **Appendix B – Journey Time Route Graphs** provides the time distance profile of all journey times results and all time periods. In summary 93%, 100% and 96% of routes fall within $\pm 15\%$ (or 1 minute if greater) of observed journey times for the AM Peak, Inter Peak and PM Peak respectively. This exceeds the TAG acceptability guidance of 85% for this criterion in all periods. Based on a wider pass criterion of $\pm 25\%$, the AM and PM peak pass rates increase further to 100%.

Route Name	Route ID	Dir	AM						IP						PM					
			Observed	Modelled	Absolute Diff	% Diff	Pass/Fail	Wider Pass/Fail	Observed	Modelled	Absolute Diff	% Diff	Pass/Fail	Wider Pass/Fail	Observed	Modelled	Absolute Diff	% Diff	Pass/Fail	Wider Pass/Fail
A4019	1A	EB	11.7	12.0	0.3	2%	✓	✓	11.5	10.8	0.8	-7%	✓	✓	12.3	11.0	1.4	-11%	✓	✓
	1B	WB	11.7	10.8	0.9	-7%	✓	✓	11.6	11.0	0.6	-5%	✓	✓	13.0	13.8	0.8	6%	✓	✓
B4008	3A	NB	28.0	30.4	2.5	9%	✓	✓	26.1	27.8	1.7	6%	✓	✓	33.6	29.7	3.9	-12%	✓	✓
	3B	SB	30.1	31.3	1.2	4%	✓	✓	26.8	28.8	2.1	8%	✓	✓	38.6	31.3	7.3	-19%	✗	✓
A4135	4A	EB	21.0	22.4	1.4	7%	✓	✓	21.8	20.5	1.3	-6%	✓	✓	22.6	21.1	1.5	-6%	✓	✓
	4B	WB	21.6	21.5	0.1	-1%	✓	✓	22.0	20.9	1.1	-5%	✓	✓	22.3	22.3	0.0	0%	✓	✓
A38	5A	NB	33.1	34.9	1.9	6%	✓	✓	32.5	33.6	1.1	3%	✓	✓	34.9	36.9	2.0	6%	✓	✓
	5B	SB	33.5	37.4	3.9	12%	✓	✓	33.1	34.7	1.6	5%	✓	✓	35.9	36.5	0.6	2%	✓	✓
A435	6A	NB	40.3	39.8	0.6	-1%	✓	✓	39.9	37.2	2.7	-7%	✓	✓	42.2	40.6	1.6	-4%	✓	✓
	6B	SB	38.4	41.5	3.1	8%	✓	✓	38.9	37.0	1.9	-5%	✓	✓	39.9	39.9	0.1	0%	✓	✓
A419	8A	EB	37.1	43.5	6.4	17%	✗	✓	36.7	38.7	2.1	6%	✓	✓	38.8	42.6	3.8	10%	✓	✓
	8B	WB	36.7	43.6	6.9	19%	✗	✓	36.9	40.6	3.7	10%	✓	✓	39.1	43.8	4.7	12%	✓	✓
A38	9A	NB	46.3	49.0	2.7	6%	✓	✓	44.6	46.8	2.1	5%	✓	✓	48.0	49.6	1.6	3%	✓	✓
	9B	SB	45.8	50.0	4.2	9%	✓	✓	45.2	48.1	2.8	6%	✓	✓	49.1	49.7	0.6	1%	✓	✓
A417	10A	EB	47.1	44.1	3.0	-6%	✓	✓	45.9	42.5	3.4	-7%	✓	✓	50.7	46.9	3.9	-8%	✓	✓
	10B	WB	44.4	48.0	3.5	8%	✓	✓	42.1	41.6	0.5	-1%	✓	✓	42.0	42.5	0.5	1%	✓	✓
A48	11A	NB	61.5	60.1	1.4	-2%	✓	✓	59.9	58.0	1.9	-3%	✓	✓	62.8	60.5	2.3	-4%	✓	✓
	11B	SB	56.8	58.4	1.5	3%	✓	✓	58.5	56.8	1.7	-3%	✓	✓	67.5	62.1	5.4	-8%	✓	✓
A40	12A	NB	58.1	58.3	0.2	0%	✓	✓	53.9	54.7	0.8	2%	✓	✓	57.5	56.0	1.5	-3%	✓	✓
	12B	SB	56.9	54.6	2.4	-4%	✓	✓	55.1	54.7	0.3	-1%	✓	✓	61.4	57.2	4.2	-7%	✓	✓
A429	13A	NB	64.8	64.7	0.0	0%	✓	✓	68.5	62.0	6.5	-10%	✓	✓	70.0	63.3	6.7	-10%	✓	✓
	13B	SB	66.8	67.1	0.2	0%	✓	✓	70.1	62.6	7.5	-11%	✓	✓	69.6	65.2	4.3	-6%	✓	✓
A46	14A	EB	87.7	78.9	8.8	-10%	✓	✓	79.0	74.9	4.1	-5%	✓	✓	83.1	79.2	3.9	-5%	✓	✓
	14B	WB	90.0	91.9	1.8	2%	✓	✓	89.4	84.8	4.5	-5%	✓	✓	91.9	88.5	3.4	-4%	✓	✓
M5	15A	NB	45.6	47.5	2.0	4%	✓	✓	45.9	47.7	1.8	4%	✓	✓	45.7	48.3	2.6	6%	✓	✓
	15B	SB	47.2	48.7	1.5	3%	✓	✓	46.8	47.0	0.2	0%	✓	✓	45.4	46.8	1.5	3%	✓	✓
A46-A438	7A	EB	41.9	45.5	3.6	9%	✓	✓	40.2	41.8	1.6	4%	✓	✓	45.0	42.7	2.3	-5%	✓	✓
	7B	WB	42.8	42.3	0.5	-1%	✓	✓	40.0	41.7	1.7	4%	✓	✓	45.3	43.4	2.0	-4%	✓	✓

Table 2-14: GC3M Present Year Validation - Journey Time Validation

2.8.2 Cotswold Area

Further validation was undertaken focusing on the Cotswold area. Tables 2-16 to 2-18 summarise the 2024 GC3M journey time within Cotswold validation results. Overall, 91% of routes in the AM Peak and Inter Peak, and 88% in the PM Peak, are within $\pm 15\%$ (or 1 minute, if greater) of the observed journey times. Where validation failures occur, they are generally marginal, indicating that the model demonstrates a very good level of validation against the 2024 observed data. Some delays on the A417 routes are not reflected in the observed data, which could be due to seasonality. After reviewing the model outputs, Google Maps data, and 2019 data, we believe the model accurately represents the level of delay, while the observed data for this section of the A417 (Route 6SB, just south of A436) appears to be inaccurate or not fully capturing actual conditions. The difference for this section is 1–2 minutes, but coding has been checked against the layout, and the capacity index reflects the road characteristics. A few subsections of routes show discrepancies of more than 25%, or 2–3 minutes; however, for the full routes in Gloucestershire as mentioned earlier, we achieve 100% of routes with less than 25% deviation. We therefore did not adjust the CI or the road characteristics solely to achieve a validation pass. This approach has been consistently applied to all JT routes. **Appendix B – Journey Time Route Graphs** includes journey time graphs by showing detailed information for each route and a visual comparison of modelled and observed journey times for each modelled peak period. Table 2-15 below identifies the journey time routes incorporated within the GC3M Model for Cotswold and classifies them by route name and direction.

Route	JTR ID	Route Name
R1	1_NB	A429
R2	1_SB	A429
R3	2_EB	A419
R4	2_WB	A419
R5	3_NB	A435
R6	3_SB	A435
R7	4_EB	A4135
R8	4_WB	A4135
R9	5_EB	A40
R10	5_WB	A40
R11	6_NB	A417
R12	6_SB	A417
R13	7_EB	A44
R14	7_WB	A44
R15	8_NB	A424
R16	8_SB	A424
R17	9_NB	A429
R18	9_SB	A429
R19	10_NB	A429
R20	10_SB	A429
R21	11_NB	A429
R22	11_SB	A429
R23	12_EB	A419
R24	12_WB	A419
R25	13_NB	A435
R26	13_SB	A435
R27	14_EB	A435
R28	14_WB	A435

R29	15_EB	A40
R30	15_WB	A40
R31	16_NB	A417
R32	16_SB	A417
R33	17_NB	A424
R34	17_SB	A424

Table 2-15: Journey Time Route Information

AM Peak												
JTR_ID	Journey Time Route	Direction	Name	Obs Distance (m)	Modelled Dist (m)	diff	%diff	Obs JT (mins)	Modelled JT (mins)	diff	%diff	Pass Fail
1_NB	1	NB	A429	12702	13059	357	3%	12.05	12.62	1	5%	✓
1_SB	1	SB	A429	14420	14418	-2	0%	14.60	13.61	-1	-7%	✓
2_EB	2	EB	A419	7076	6780	-296	-4%	6.20	6.73	1	9%	✓
2_WB	2	WB	A419	7551	7763	212	3%	7.00	7.20	0	3%	✓
3_NB	3	NB	A435	15049	15014	-35	0%	12.61	11.38	-1	-10%	✓
3_SB	3	SB	A435	15014	15056	43	0%	12.08	11.74	0	-3%	✓
4_EB	4	EB	A4135	8615	8575	-40	0%	10.89	11.60	1	7%	✓
4_WB	4	WB	A4135	8635	8575	-60	-1%	11.17	11.65	0	4%	✓
5_EB	5	EB	A40	14838	15205	367	2%	10.84	11.98	1	11%	✓
5_WB	5	WB	A40	14834	15202	368	2%	11.02	12.17	1	10%	✓
6_NB	6	NB	A417	10177	10306	129	1%	10.75	9.41	-1	-12%	✓
6_SB	6	SB	A417	10304	10277	-27	0%	8.17	11.49	3	41%	✗
7_EB	7	EB	A44	11770	11720	-50	0%	11.07	10.34	-1	-7%	✓
7_WB	7	WB	A44	11768	11720	-48	0%	11.36	10.05	-1	-12%	✓
8_NB	8	NB	A424	4925	4939	14	0%	4.05	3.60	0	-11%	✓
8_SB	8	SB	A424	4925	4939	14	0%	3.62	3.71	0	2%	✓
9_NB	9	NB	A429	13678	13666	-12	0%	12.32	12.63	0	3%	✓
9_SB	9	SB	A429	13682	13666	-16	0%	12.77	13.32	1	4%	✓
10_NB	10	NB	A429	14599	14601	2	0%	11.84	12.98	1	10%	✓
10_SB	10	SB	A429	14607	14596	-11	0%	12.24	16.01	4	31%	✗
11_NB	11	NB	A429	13048	13281	233	2%	12.13	11.93	0	-2%	✓
11_SB	11	SB	A429	13371	13350	-21	0%	12.50	11.16	-1	-11%	✓
12_EB	12	EB	A419	14372	14351	-21	0%	13.11	14.27	1	9%	✓
12_WB	12	WB	A419	14409	14388	-21	0%	12.94	12.80	0	-1%	✓
13_NB	13	NB	A435	10556	10544	-12	0%	17.27	15.69	-2	-9%	✓
13_SB	13	SB	A435	10522	10547	25	0%	14.75	16.95	2	15%	✓
14_EB	14	EB	A435	10774	10744	-30	0%	9.45	10.06	1	7%	✓
14_WB	14	WB	A435	10752	10744	-8	0%	9.84	8.64	-1	-12%	✓
15_EB	15	EB	A40	11998	12026	28	0%	8.62	10.28	2	19%	✗
15_WB	15	WB	A40	11996	12026	30	0%	8.90	9.44	1	6%	✓
16_NB	16	NB	A417	12756	12748	-8	0%	6.91	7.02	0	2%	✓
16_SB	16	SB	A417	12871	12857	-14	0%	7.09	7.29	0	3%	✓
17_NB	17	NB	A424	10404	10381	-23	0%	9.48	9.81	0	3%	✓
17_SB	17	SB	A424	10385	10368	-17	0%	9.60	10.06	0	5%	✓

Table 2-16: Journey Time Route Validation - AM Peak

IP Peak												
JTR_ID	Journey Time Route	Direction	Name	Obs Distance (m)	Modelled Dist (m)	diff	%diff	Obs JT (mins)	Modelled JT (mins)	diff	%diff	Pass Fail
1_NB	1	NB	A429	12702	13059	357	3%	13.40	12.19	-1	-9%	✓
1_SB	1	SB	A429	14420	14418	-2	0%	15.97	13.13	-3	-18%	✗
2_EB	2	EB	A419	7076	6780	-296	-4%	6.64	6.32	0	-5%	✓
2_WB	2	WB	A419	7551	7763	212	3%	7.01	6.65	0	-5%	✓
3_NB	3	NB	A435	15049	15014	-35	0%	12.63	11.28	-1	-11%	✓
3_SB	3	SB	A435	15014	15056	43	0%	12.63	11.44	-1	-9%	✓
4_EB	4	EB	A4135	8615	8575	-40	0%	11.32	11.19	0	-1%	✓
4_WB	4	WB	A4135	8635	8575	-60	-1%	11.47	11.29	0	-2%	✓
5_EB	5	EB	A40	14838	15205	367	2%	11.12	11.44	0	3%	✓
5_WB	5	WB	A40	14834	15202	368	2%	11.34	12.25	1	8%	✓
6_NB	6	NB	A417	10177	10306	129	1%	10.36	9.32	-1	-10%	✓
6_SB	6	SB	A417	10304	10277	-27	0%	7.28	8.68	1	19%	✗
7_EB	7	EB	A44	11770	11720	-50	0%	11.79	10.03	-2	-15%	✓
7_WB	7	WB	A44	11768	11720	-48	0%	12.23	10.08	-2	-18%	✗
8_NB	8	NB	A424	4925	4939	14	0%	3.95	3.62	0	-8%	✓
8_SB	8	SB	A424	4925	4939	14	0%	3.88	3.63	0	-6%	✓
9_NB	9	NB	A429	13678	13666	-12	0%	13.13	12.37	-1	-6%	✓
9_SB	9	SB	A429	13682	13666	-16	0%	13.45	12.92	-1	-4%	✓
10_NB	10	NB	A429	14599	14601	2	0%	12.29	12.74	0	4%	✓
10_SB	10	SB	A429	14607	14596	-11	0%	12.77	13.09	0	3%	✓
11_NB	11	NB	A429	13048	13281	233	2%	13.07	11.18	-2	-14%	✓
11_SB	11	SB	A429	13371	13350	-21	0%	12.70	11.02	-2	-13%	✓
12_EB	12	EB	A419	14372	14351	-21	0%	13.14	12.37	-1	-6%	✓
12_WB	12	WB	A419	14409	14388	-21	0%	13.15	12.61	-1	-4%	✓
13_NB	13	NB	A435	10556	10544	-12	0%	16.52	14.44	-2	-13%	✓
13_SB	13	SB	A435	10522	10547	25	0%	15.36	14.83	-1	-3%	✓
14_EB	14	EB	A435	10774	10744	-30	0%	9.87	8.55	-1	-13%	✓
14_WB	14	WB	A435	10752	10744	-8	0%	9.94	8.45	-1	-15%	✗
15_EB	15	EB	A40	11998	12026	28	0%	8.84	9.62	1	9%	✓
15_WB	15	WB	A40	11996	12026	30	0%	9.15	9.72	1	6%	✓
16_NB	16	NB	A417	12756	12748	-8	0%	7.00	6.99	0	0%	✓
16_SB	16	SB	A417	12871	12857	-14	0%	7.13	7.05	0	-1%	✓
17_NB	17	NB	A424	10404	10381	-23	0%	10.04	9.63	0	-4%	✓
17_SB	17	SB	A424	10385	10368	-17	0%	10.29	9.50	-1	-8%	✓

Table 2-17: Journey Time Route Validation - IP Peak

PM Peak												
JTR_ID	Journey Time Route	Direction	Name	Obs Distance (m)	Modelled Dist (m)	diff	%diff	Obs JT (mins)	Modelled JT (mins)	diff	%diff	Pass Fail
1_NB	1	NB	A429	12702	13059	357	3%	14.67	12.51	-2	-15%	✓
1_SB	1	SB	A429	14420	14418	-2	0%	14.79	13.48	-1	-9%	✓
2_EB	2	EB	A419	7076	6780	-296	-4%	6.77	7.09	0	5%	✓
2_WB	2	WB	A419	7551	7763	212	3%	7.12	6.92	0	-3%	✓
3_NB	3	NB	A435	15049	15014	-35	0%	12.21	11.41	-1	-7%	✓
3_SB	3	SB	A435	15014	15056	43	0%	12.22	11.63	-1	-5%	✓
4_EB	4	EB	A4135	8615	8575	-40	0%	12.02	11.55	0	-4%	✓
4_WB	4	WB	A4135	8635	8575	-60	-1%	11.75	12.10	0	3%	✓
5_EB	5	EB	A40	14838	15205	367	2%	10.94	11.54	1	6%	✓
5_WB	5	WB	A40	14834	15202	368	2%	11.38	12.58	1	11%	✓
6_NB	6	NB	A417	10177	10306	129	1%	12.57	11.39	-1	-9%	✓
6_SB	6	SB	A417	10304	10277	-27	0%	7.24	9.23	2	28%	✗
7_EB	7	EB	A44	11770	11720	-50	0%	11.90	10.02	-2	-16%	✗
7_WB	7	WB	A44	11768	11720	-48	0%	12.01	10.30	-2	-14%	✓
8_NB	8	NB	A424	4925	4939	14	0%	3.42	3.67	0	7%	✓
8_SB	8	SB	A424	4925	4939	14	0%	3.80	3.63	0	-5%	✓
9_NB	9	NB	A429	13678	13666	-12	0%	12.98	12.66	0	-2%	✓
9_SB	9	SB	A429	13682	13666	-16	0%	13.19	13.72	1	4%	✓
10_NB	10	NB	A429	14599	14601	2	0%	12.08	12.72	1	5%	✓
10_SB	10	SB	A429	14607	14596	-11	0%	13.20	13.52	0	2%	✓
11_NB	11	NB	A429	13048	13281	233	2%	13.62	11.48	-2	-16%	✗
11_SB	11	SB	A429	13371	13350	-21	0%	12.48	11.40	-1	-9%	✓
12_EB	12	EB	A419	14372	14351	-21	0%	12.92	12.46	0	-4%	✓
12_WB	12	WB	A419	14409	14388	-21	0%	12.99	13.86	1	7%	✓
13_NB	13	NB	A435	10556	10544	-12	0%	18.97	15.19	-4	-20%	✗
13_SB	13	SB	A435	10522	10547	25	0%	16.06	16.56	1	3%	✓
14_EB	14	EB	A435	10774	10744	-30	0%	9.89	8.77	-1	-11%	✓
14_WB	14	WB	A435	10752	10744	-8	0%	9.89	8.85	-1	-10%	✓
15_EB	15	EB	A40	11998	12026	28	0%	8.76	9.67	1	10%	✓
15_WB	15	WB	A40	11996	12026	30	0%	8.93	10.10	1	13%	✓
16_NB	16	NB	A417	12756	12748	-8	0%	6.86	7.09	0	3%	✓
16_SB	16	SB	A417	12871	12857	-14	0%	6.97	7.15	0	2%	✓
17_NB	17	NB	A424	10404	10381	-23	0%	10.45	9.92	-1	-5%	✓
17_SB	17	SB	A424	10385	10368	-17	0%	10.32	9.67	-1	-6%	✓

Table 2-18: Journey Time Route Validation - PM Peak

2.9 Convergence

2.9.1 Convergence Criteria

Model convergence is essential to produce a stable model suitable for forecasting and option testing. As described in TAG Unit M1.1, it refers to the process of ensuring the model reaches a stable balance between supply and demand so that the results are reliable. Models typically run iteratively, with each cycle adjusting travel choices such as mode and destination until they are close to optimum. While perfect convergence is rarely achieved, the process should reduce changes in costs and demand to a small level, giving confidence that the outputs are robust enough for analysis.

Table 2-19 summarises the TAG guidelines for convergence measures of proximity and stability (Source: TAG Unit M3.1 Paragraph 3.4.17 - Table 4 (DfT, 2024b))

Measure of Convergence	Base Model Acceptable Values (TAG Unit M3.1)
Delta and %Gap	Less than 0.1% or at least stable with convergence fully documented and all other criteria met
Percentage of Links with Flow Change Less than 1%	Four consecutive iterations greater than 98%
Percentage of links with Cost Change Less than 1%	Four consecutive iterations greater than 98%

Table 2-19: Convergence Guidelines and Stopping Criteria (DfT, 2024b)

2.9.2 Model Convergence

The convergence results in the final four loops for the AM Peak, Inter Peak and PM Peak are shown in Table 2-20 to Table 2-22. The results show high levels of convergence throughout. Achieving convergence to better than 0.001% for all three periods indicates a good level of convergence. In addition, the TAG %Flow and %Delay criteria are achieved across all three modelled periods.

Loop	Delta (δ)	%Flows	%Delays	%Gap
35	0.0001	99.8	99.8	0.0001
36	0.0001	99.9	99.8	0.00012
37	0.0001	99.7	99.8	0.00017
38	0.0001	99.5	99.7	0.00018

Table 2-20: AM Peak Convergence

Loop	Delta (δ)	%Flows	%Delays	%Gap
37	0.0000	99.5	99.9	0.00004
38	0.0000	99.7	99.9	0.00004
39	0.0000	99.6	99.9	0.00005
40	0.0000	99.7	99.9	0.00005

Table 2-21: IP Peak Convergence

Loop	Delta (δ)	%Flows	%Delays	%Gap
67	0.0001	99.2	99.8	0.00006
68	0.0001	99.9	99.9	0.00009
69	0.0001	99.7	99.8	0.00008
70	0.0001	99.7	99.8	0.00006

Table 2-22: PM Peak Convergence

2.10 Route Validation

As part of the model validation process, routing was assessed by comparing modelled routes against those suggested by Google Maps. This helped confirm that key journey paths are logical, reflect expected driver behaviour, and are free from significant anomalies such as inappropriate rat-running.

The review also ensured that the network connectivity is functioning correctly and that no unrealistic diversions or missing links are impacting route choice. Where discrepancies were identified, further checks were carried out to verify junction coding, restrictions, and turn penalties. Detailed routing validation results are presented in Appendix A – Highway Route Choice Validation Checks

2.11 Assignment Stress Testing

In line with TAG, a stress test was undertaken on the Cotswold highway model to assess how it performs under artificially increased traffic demand. This exercise helps identify any issues such as unrealistic congestion or route choice - that may not emerge during base year calibration but could affect future forecasting scenarios. TAG suggests increasing demand by 10% to 20%; for Cotswold, a 20% increase was applied, reflecting the scale of growth anticipated in future years based on TEMPro projections.

The model assignment results were closely reviewed to identify any locations where excessive delays appeared under this increased demand. Where delays were found to be the result of network coding issues, the model was refined accordingly. However, where increased delays were a natural outcome of higher traffic volumes, no further adjustments were made. This process ensured the model is resilient and performs realistically under future growth conditions.

2.12 Cross Boundary Count Validation

We compared the modelled flows against some DfT counts, including observed data from outside the study area and counts from the buffer area, to assess how the model performs in these locations, particularly in Wiltshire. The results of this comparison are presented in Appendix C.

Please note that these data are based on a single day of MCC data. Additionally, these areas were not modelled in great detail and were not part of the formal validation process. However, taking these factors into account, the results appear reasonable and the model behaviour is considered robust.

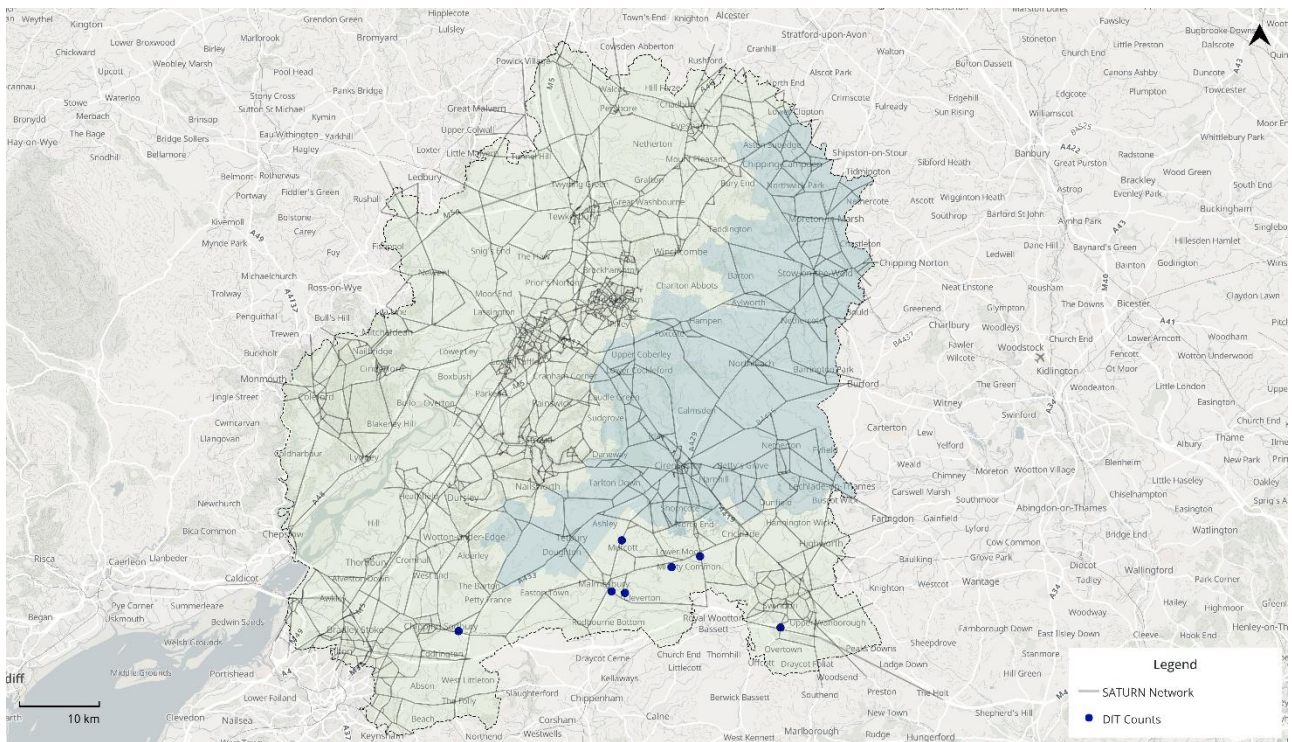


Figure 2-11 Additional Counts in Buffer Area

3 Public Transport Model Validation

3.1 Overview

This section details the 2024 present year validation of the updated GC3M public transport model. The following updates have been undertaken:

- **Bus Network Lines:** Updated from 2019 to 2024 based on the latest (July 2025) DfT Bus Open Data Service (BODS) data.
- **Fare Parameters:** Updated to 2024 based on TAG Databook v1.24 (DfT, 2024c)
- **Matrix Adjustments:** DfT and Office of Rail and Road statistics (ORR) data has been reviewed to assess the change in aggregate level passenger demand from 2019 to 2024.

The Public Transport assignments have been undertaken utilising PTV VISUM 2025. Section 4 of the GC3M forecasting note details the application of network forecasting changes in the Foundation Case GC3M post covid forecasting. As part of this assessment BODs 2025 (August) data was utilised to updated bus routes and timetables.

3.2 Bus Service Updates

Bus routes and timetables were obtained from the DfT's BODS data set. All bus services that are within the study area were included. Bus service data was imported to VISUM as GTFS files and modelled as full timetabled services. Therefore, the GC3M has been updated to reflect the latest bus supply data, including bus routes and timetables. As part of the GTFS import, the following bus routes have been identified as being discontinued since 2019 and therefore removed from the 2024 modelled bus network:

- | | | | |
|-------|-------|-------|-------|
| • E | • 132 | • 860 | • 866 |
| • 24A | • 761 | • 861 | • 867 |
| • 61 | • 827 | • 862 | • 869 |
| • 60F | • 864 | • 863 | • 710 |
| • 66X | • 805 | • 865 | • 748 |
| • 94U | | | |

3.3 Rail Service Updates

The rail network has been updated to include three additional service lines, each fully coded with their corresponding time profiles and vehicle journeys. These services were taken from the GC3M foundation case forecast models. The newly added services include:

- A rail passenger service line between Cheltenham Spa and Maesteg
- A rail passenger service line between Bristol Temple Meads and Gloucester
- A rail passenger service line between Worcester Foregate Street and Westbury

3.4 Fare Adjustments

Bus and Rail fares are included and represented in the GC3M using generalised journey time (minutes). Therefore, based on TAG databook (DfT, 2024c), the fares were uplifted to represent the generalised journey time based on the ratio of 2019 and 2024 VOT. In addition, real term Retail Price Index (RPI) growth was applied to represent increases in fares between 2019 to 2024. It is noted that in 2024 a £2 national bus fare price cap was introduced by DfT, which was subsequently increased to £3 in 2025. However, as bus fare is applied in the GC3M by distance band, the cap would only be relevant to relatively larger distances (circa 25km trips). Therefore, given that this cap is only applicable to single journey bus services and is not relevant to other fare types (i.e. single, weekly, Day Rider, Return, Monthly etc), concessionary users or coach services, the price cap has not been

directly applied as a cap within the model. Table 3-1 below details the VOT and RPI fare adjustment factors derived from the TAG databook.

User Class	VOT Adjustment	RPI Growth	Fare Adjustment Factor
PT Fare Adjustment Parameters	100.4%	110.7%	111.1%

Table 3-1: GC3M 2024 PT Fare Adjustment Parameters (DfT, 2024c)

3.5 Matrix Adjustments

Figure 3-1 below show the long-term trend in bus passenger journeys across Gloucestershire based on the DfT's local bus passenger journeys information. Overall, a relative decrease in the level of passenger journeys is observed, of around 25% in 2024 compared to 2019.

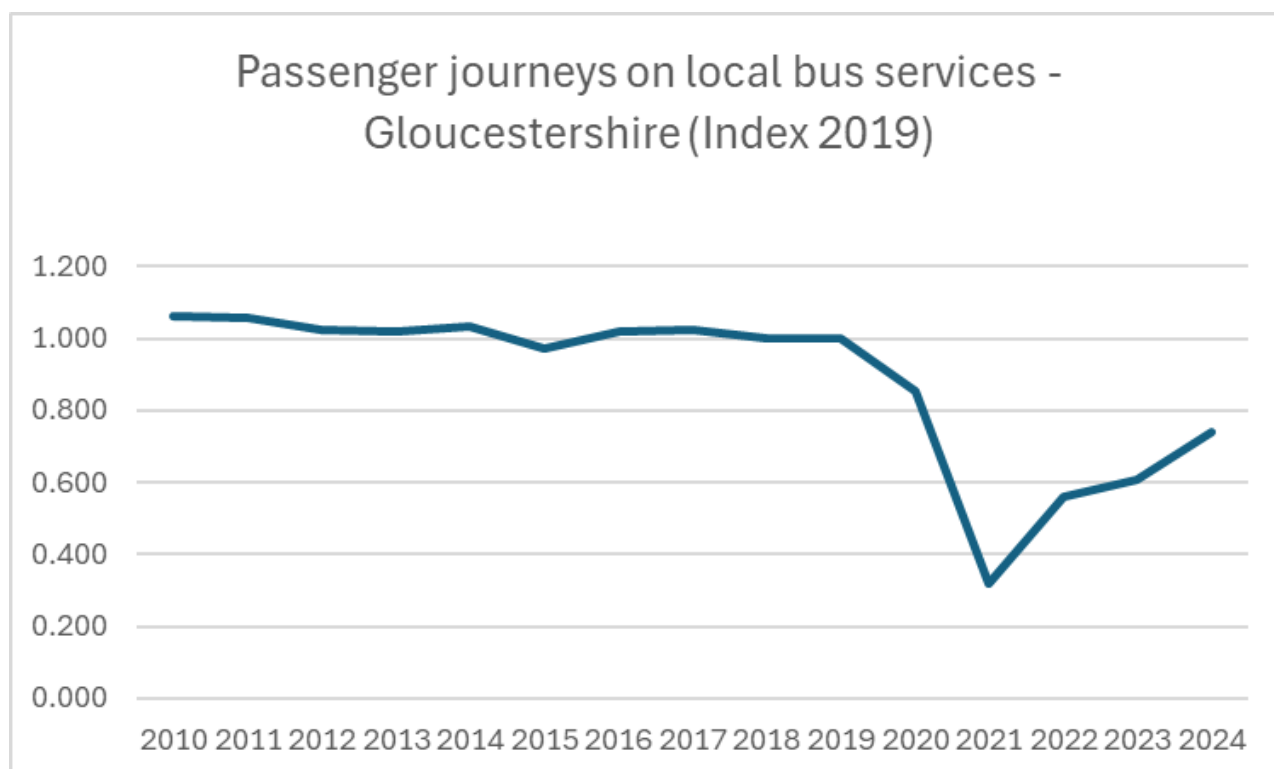


Figure 3-1: DfT Passenger Journeys on Local Bus Services in Gloucestershire (DfT, 2025)

Figure 3-2 below shows the long-term trends in total station entries and exits derived from the ORR data. It should be noted that data is only available up until 2023-24 so data for 2024-25 has been extrapolated from the latest 2023-2024 trend.

Overall rail passenger flows for Gloucester have recovered to above the 2019 (pre-covid) observations (approximately 2% above 2019 in 2023-24 and 10% in 2024-2025). Whereas at Cheltenham Spa railway station passenger flows, although showing an increasing yearly trend, passenger numbers are still below the 2019 observations (approximately -20% below 2019 in 2023-24 and -18% in 2024-2025). Ashchurch for Tewkesbury shows a slight decrease of around 2% compared to the 2019 observations.

In contrast, rail passenger flows within the Cotswold area have demonstrated a stronger recovery, exceeding 2019 levels by approximately 10 percent in 2024/25.

To account for varying levels of post-COVID rail passenger recovery across different areas, separate adjustment factors have been applied to the GC3M rail passenger demand matrix, one for zones within the Cotswold area and another combined factor for all remaining origin and destination pairs. Accordingly, the rail passenger demand matrix has been factored using the following values:

- Cotswold Rail Factor: 1.096
- Rest of GCC Rail Factor: 0.944

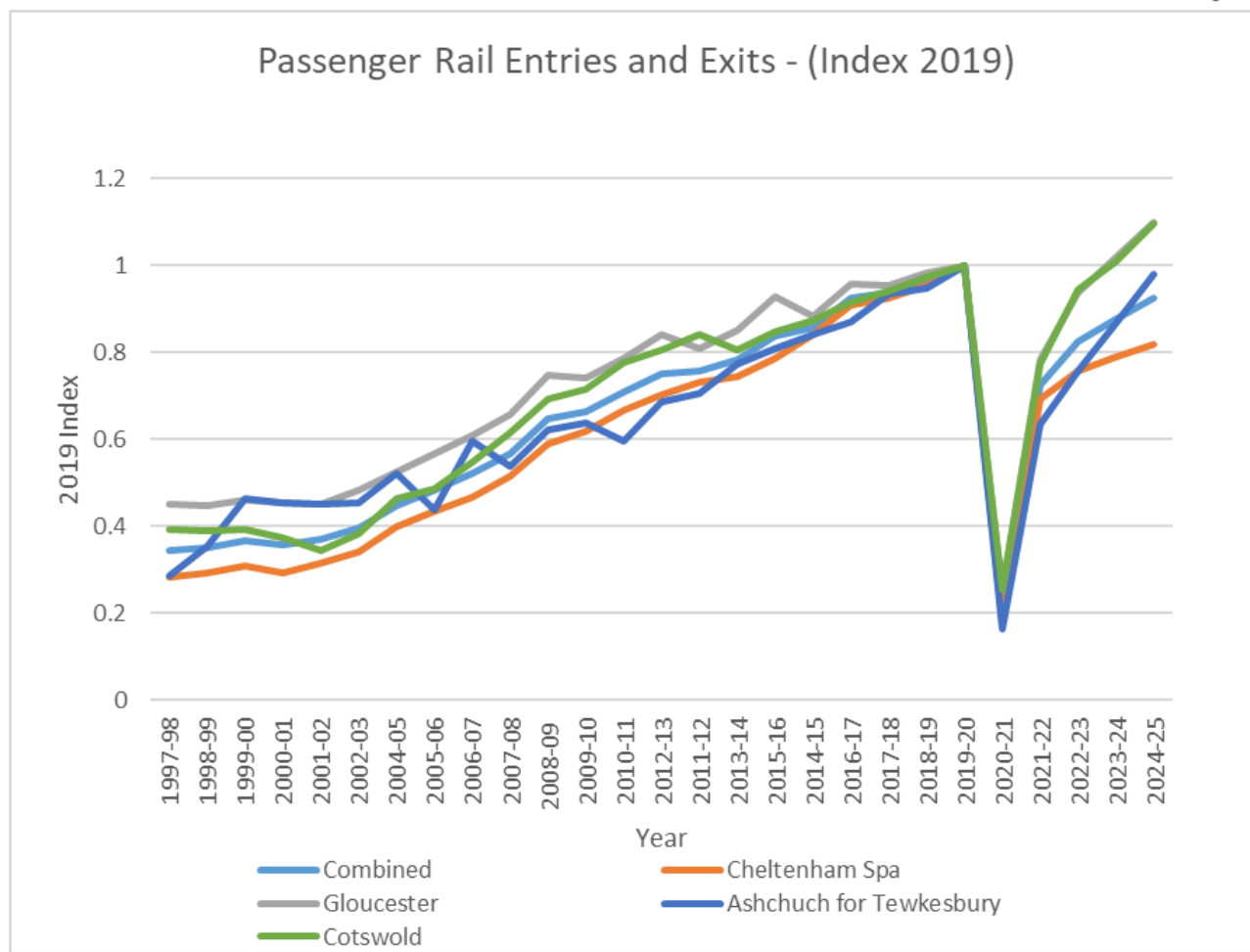


Figure 3-2: ORR passenger entries and exits – Index 2019 (ORR, 2025)

3.6 TAG Criteria

TAG Unit M3.2 provides the primary source for guidance for all public transport modelling. The criteria and acceptability guidelines adopted for the GC3M assignment validation are listed below:

- Grouped stops/stations by fare stages or corridors, applied at a sector level (See Table 3-2 (Source: TAG Unit M3.2 Paragraph 4.3.3 - Table 4) (DfT, 2024d))
- Individual stops/stations (See Table 3-3 for validation criteria (Source: TAG Unit M3.2 Paragraph 4.3.9 - Table 5 (DfT, 2024d))
- Annual Patronage (Source: TAG Unit M3.2 Paragraph 4.3.17) (DfT, 2024d))

“Wherever possible, a check should be made between the annual patronage derived from the model and annual patronage obtained from the operators (TAG unit M1.2 Data Sources and Surveys provides advice on annualisation). Differences in total patronage should be as small as possible (for instance less than 5% for services with significant patronage). Greater differences need to be explained, including how model results might be used to predict future patronage and revenue. Practitioners should note and make adjustment for definitional inconsistencies, for example, operator patronage may be boardings and not trips. Boarding information will contain the start location but not the end of the journey, whereas trip data contains start to end information for a journey”

As discussed in Section 2.5, that while the evaluation of the model against TAG criteria has been reported on in this technical note, it should be recognised that TAG is primarily designed for scheme appraisal and central government business cases. As, TAG notes that ‘achievement of the validation acceptability guidelines specified in this section does not necessarily guarantee that a model is ‘fit for purpose’ and likewise a failure to meet the specified validation standards does not mean that a model is not ‘fit for purpose’. It is therefore considered that, if in most cases TAG criteria have been met (or exceeded), then where they are not met and the differences are relatively minor where a slight widening of the criteria allows them to be met, then the model can still be deemed fit for purpose. Furthermore, consideration of the relative age of the observed data as well as any other data limitations, such as annualisation parameters, should also be considered when evaluating the model’s validation.

Description of Criteria	Acceptability Guideline	GC3M Supplementary Criteria
Differences between assigned and observed flows should be less than 15% across screenline, boarding, alighting and service groups.	All or nearly all screenlines (e.g. 95%)	GEH values of <5 are also monitored if the observed flows < 150 passengers per hour.

Table 3-2: Screenline Calibration Criteria and Acceptability Guideline (DfT, 2024d)

Description of Criteria	Acceptability Guideline	GC3M Supplementary Criteria
Individual stops/stations (total passengers) passengers) < 25% (except where observed flows < 150 passengers per hour).	All or nearly all (e.g. 95%) stops/stations.	GEH values of <5 are also monitored if the observed flows < 150 passengers per hour.

Table 3-3 Individual Stops/Stations Validation Criteria and Acceptability Guideline (DfT, 2024d)

3.7 Validation Summary

Table 3-4 compares the observed annual bus passenger journeys, derived from DfT Bus statistics (Table BUS01e), compared to annualised boardings taken from the assignment model. Table 3-5 Table 3-7 presents the validation of the bus boarding validation results, based on the GC3M sector definitions defined in Section 12 of the MDVR Report, compared to the 2019 observations adjusted to 2024 as discussed in Section 3.4 above.

In summary, the updated 2024 present year validation of the GC3M, with the refreshed 2024 public transport lines and timetables, retains a good level of validation at an aggregated boarding sector level.

Furthermore the 2024 present year validated GC3M compares well to the observed DfT annual bus passenger journeys. As discussed in Section 3.5 above there has been a decrease in overall bus passenger journeys across the Gloucestershire region since 2019 of around 25%. Therefore, the annual validation, presented in Table 3-4, indicates that this decrease in bus passenger journeys has been replicated in the GC3M. As noted in the GC3M Model Development and Validation Report, considering the uncertainty in the expansion of the model from weekday periods to annualised boardings, the assignment compares well to the observed data across the region.

Authority	Observed Annual Pax Journeys (millions)	Annualised Modelled Boardings (millions)	% Difference
Gloucestershire	14.9	13.9	-7%

Table 3-4: Comparison of Estimated Annual Modelled Bus Journeys to Observed

Sector	AM Observed Boardings	AM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Gloucester	1,532	1,517	-1%	0.4	-15	Pass
Cheltenham Spa	1,141	1,070	-6%	2.1	-71	Pass
Stroud	409	393	-4%	0.8	-16	Pass
Tewkesbury	406	399	-2%	0.4	-7	Pass
Cotswold	174	197	14%	1.7	23	Pass
Forest of Dean	187	170	-9%	1.3	-17	Pass
Total	3,849	3,746	-3%	1.7	-103	Pass
Bus Terminal	AM Observed Boardings	AM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 25%; GEH <5 if flow <150)
Gloucester City Centre	482	470	-3%	0.6	-12	Pass
Cheltenham Spa	323	205	-37%	7.3	-119	Fail
Stroud	81	84	4%	0.4	3	Pass
P&R Sites	AM Observed Boardings	AM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 25%; GEH <5 if flow <150)
Waterwells P&R	6	6	-3%	0.1	0	Pass
Arle Court P&R	71	76	8%	0.6	6	Pass
Racecourse P&R	34	23	-33%	2.1	-11	Pass

Table 3-5: Bus AM Peak Boarding Comparison

Sector	IP Observed Boardings	IP Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Gloucester	1,323	1,338	1%	0.4	15	Pass
Cheltenham Spa	1,118	1,106	-1%	0.4	-13	Pass
Stroud	343	340	-1%	0.2	-3	Pass
Tewkesbury	336	356	6%	1.1	20	Pass
Cotswold	143	188	31%	3.5	45	Pass
Forest of Dean	122	133	9%	0.9	11	Pass
Total	3,387	3,461	2%	1.3	74	Pass
Bus Terminal	IP Observed Boardings	IP Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 25%; GEH <5 if flow <150)
Gloucester City Centre	631	626	-1%	0.2	-5	Pass
Cheltenham Spa	530	437	-17%	4.2	-93	Pass
Stroud	111	121	9%	0.9	10	Pass
P&R Sites	IP Observed Boardings	IP Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 25%; GEH <5 if flow <150)
Waterwells P&R	10	10	-4%	0.1	0	Pass

Arle Court P&R	17	27	59%	2.1	10	Pass
Racecourse P&R	22	20	-9%	0.4	-2	Pass

Table 3-6: Bus IP Peak Boarding Comparison

Sector	PM Observed Boardings	PM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Gloucester	1,405	1,341	-5%	1.7	-64	Pass
Cheltenham Spa	1,214	1,172	-3%	1.2	-41	Pass
Stroud	219	224	2%	0.3	4	Pass
Tewkesbury	292	305	5%	0.8	14	Pass
Cotswold	91	161	77%	6.2	70	Fail
Forest of Dean	52	61	18%	1.3	9	Pass
Total	3,272	3,264	0%	0.1	-8	Pass
Bus Terminal	PM Observed Boardings	PM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 25%; GEH <5 if flow <150)
Gloucester City Centre	874	803	-8%	2.4	-71	Pass
Cheltenham Spa	741	522	-30%	8.7	-219	Fail
Stroud	102	98	-4%	0.4	-4	Pass
P&R Sites	PM Observed Boardings	PM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 25%; GEH <5 if flow <150)
Waterwells P&R	31	26	-15%	0.8	-4	Pass
Arle Court P&R	4	25	565%	5.6	21	Fail
Racecourse P&R	11	10	-13%	0.4	-1	Pass

Table 3-7: Bus PM Peak Boarding Comparison

3.7.1 Cotswold Area

Network Rail's SRAM 2023 data has been collated and processed for the two rail stations within the Cotswold District, namely Kemble and Moreton-in-Marsh, and subsequently factored to 2024 using ORR-derived growth factors. As the SRAM dataset represents post-COVID conditions, relies on a good sample of OD data from mobile phone data and is closer to the modelled 2024 present year, it has been considered more suitable for comparison and validation purposes.

Table 3-8 to Table 3-13 present the validation of rail entries and exits by time-period. Overall, the validation results show a good level of alignment, with modelled values closely matching the observed entries and exits. The only notable exception is Kemble station exits, which currently fall outside the acceptable validation range.

A closer review of the observed data indicates that the results may have been influenced by an unusually high observation recorded during a specific hour, which has skewed the average. When focusing on the 16:00–17:00 hour, the observed exits are 12 passengers, which aligns closely with the modelled value. Furthermore, when comparing against the earlier 2019 observed counts from the GC3M model data collation, the number of entries was only 8.

Based on this evidence, it is considered likely that the observed data for Kemble station contains an inconsistency. As there is insufficient recent data to verify this further, no adjustment has been made to the modelled values at this stage.

Table 3-14 to Table 3-16 presents the validation of the bus boarding validation results within Cotswold, based on the GC3M sector definitions defined in Section 12 of the MDVR Report, compared to the 2019 observations adjusted to 2024 as discussed in Section 3.4 above.

All sectors within the Cotswold District record fewer than 150 observed boardings during peak periods. Despite the low observed totals, the modelled results show comparable values and low GEH statistics, indicating a satisfactory level of validation for all sectors except Cirencester in the PM peak, which was also identified as an issue in the original 2019 GC3M model validation.

It is important to note that the 2019 observed data for Cotswold sectors are based on relatively small sample sizes. When these observed values were factored to 2024 using a growth factor derived for the wider Gloucestershire area, rather than specifically for Cotswold, the adjusted values decreased by approximately 25 percent. This reduction may not accurately represent local conditions, particularly for Cirencester, which is served by more than 50 bus stops across the town. The observed values therefore appear to under-represent actual demand.

Given this uncertainty and the limited availability of more recent data, no further adjustment or down-lifting has been applied to the modelled values at this stage.

Name	AM Observed Entries	AM Modelled Entries	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Kemble	56	50	-10%	1	-6	Pass
Moreton In Marsh	54	58	7%	1	4	Pass

Table 3-8: Rail AM Peak Entries Comparison

Name	AM Observed Exits	AM Modelled Exits	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
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Kemble	19	45	138%	5	26	Pass
Moreton In Marsh	9	20	122%	3	11	Pass

Table 3-9: Rail AM Peak Exits Comparison

Name	IP Observed Entries	IP Modelled Entries	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Kemble	43	20	-53%	4	-23	Pass
Moreton In Marsh	26	24	-9%	0	-2	Pass

Table 3-10: Rail IP Peak Entries Comparison

Name	IP Observed Exits	IP Modelled Exits	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Kemble	35	15	-57%	4	-20	Pass
Moreton In Marsh	23	18	-23%	1	-5	Pass

Table 3-11: Rail IP Peak Exits Comparison

Name	PM Observed Entries	PM Modelled Entries	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Kemble	28	29	5%	0	1	Pass
Moreton In Marsh	23	35	49%	2	12	Pass

Table 3-12: Rail PM Peak Entries Comparison

Name	PM Observed Exits	PM Modelled Exits	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Kemble	56	5	-91%	9	-51	Fail
Moreton In Marsh	58	27	-53%	5	-31	Pass

Table 3-13: Rail PM Peak Exits Comparison

Sector	AM Observed Boardings	AM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Cotswold Central	74	87	18%	1	13	Pass
Cotswold East	48	48	0%	0	0	Pass
Cotswold South	40	31	-22%	2	-9	Pass
Cirencester	12	30	152%	4	18	Pass
Cotswold West	1	1	0%	0	0	Pass

Table 3-14: Bus AM Peak Boarding Comparison

Sector	IP Observed Boardings	IP Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Cotswold Central	72	110	53%	4	38	Pass

Cotswold East	33	29	-11%	1	-4	Pass
Cotswold South	19	16	-16%	1	-3	Pass
Cirencester	19	30	59%	2	11	Pass
Cotswold West	0	1	185%	1	1	Pass

Table 3-15: Bus IP Peak Boarding Comparison

Sector	PM Observed Boardings	PM Modelled Boardings	% Diff	GEH	Absolute Difference	Pass / Fail (% diff <= 15%; GEH <5 if flow <150)
Cotswold Central	47	83	75%	4	36	Pass
Cotswold East	27	31	16%	1	4	Pass
Cotswold South	11	10	-9%	0	-1	Pass
Cirencester	6	41	594%	7	35	Fail
Cotswold West	0	1	708%	1	1	Pass

Table 3-16: Bus PM Peak Boarding Comparison

4 Conclusion & Next Steps

4.1 Conclusion

Chapter 2 provides the statistics for the highway model validation for screenline, counts and journey time assessments for each modelled time period. The evidence presented in Chapter 2 demonstrates a high level of model calibration and validation performance has been achieved. In summary:

- Networks have been updated based on the latest 2024 uncertainty log information and matrices adjusted based on observed count data.
- Screenline validation (Flow Difference <5%): Screenline 1 meets the TAG criterion of in all time periods. Screenline 2 was validated using GEH values, as this approach is more appropriate for screenlines with low observed traffic volumes. GEH values are below 5 across all periods and directions, indicating good performance, though a stricter margin of GEH <4 criterion shows minor deviations mainly during the PM peak period.
- Link flow calibration for the combined 'total' data set: AM =88%, IP = 96% PM =88%. This exceeds the TAG acceptability guideline of 85% for this criterion in all periods.
- Journey time validation: AM = 91%, IP = 91%, PM = 94%. This exceeds the TAG acceptability guideline of 85% for this criterion in all periods.
- TAG Convergence criteria achieved all time periods.

Similarly, Chapter 3 summarises the development of the 2024 present year public transport validation assessment:

- Bus supply and demand data have been updated to incorporate the latest DfT data and 2024 bus timetables.
- A high level of validation has been achieved across AM, IP and PM periods for bus boardings.
- A good match against the aggregate annualised DfT passenger journey data has been achieved. Since 2019, there has been a decrease in overall bus passenger journeys across the Gloucestershire region of around 25%. Therefore, the aggregated annualised validation indicates that this decrease in passenger journeys has been replicated in the GC3M
- Within the Cotswold area, rail demand has shown strong recovery, exceeding 2019 levels by approximately 10 percent.
- Network Rail's SRAM 2023 rail validation data for Kemble and Moreton-in-Marsh, factored to 2024 using ORR-derived growth rates, confirm that the rail model provides a good level of alignment with observed data. All validation results fall within acceptable ranges, except for Kemble station exits, where anomalies in the observed data are suspected and no model adjustment has been applied.

Overall, the model results demonstrate a good level of validation against 2024 data has been achieved for both GC3M's Highway and Public Transport models. With respect to the Highways model, a good level of screenline calibration was achieved, with the flow difference criterion met for all Screenlines in all peak periods. Link flow calibration results are appropriate for a strategic model. Furthermore, the modelling achieved a good level of journey time validation in the context of a strategic modelling assessment with most routes meeting the DfT TAG criterion. TAG Convergence criteria are achieved for all time periods.

As discussed in Sections 2.5 and 3.5, that the evaluation of the model against TAG criteria does not necessarily guarantee that a model is 'fit for purpose' and likewise a failure to meet the specified validation standards does not mean that a model is not 'fit for purpose'. Overall, for the 2024 present year validation of the GC3M, in most cases TAG criteria have been met (or exceeded). Where they are not met the differences are relatively minor and slight widening of the criteria allows them to be met. This performance, against TAG criteria designed for more detailed appraisals, represents a strong performance for a strategic model for the purpose of assessing a local plan's impact.

Therefore, given the overall high level of validation achieved, the model is regarded as ‘fit for purpose’ for assessing the Cotswold’s Local Plan.

4.2 Next Steps

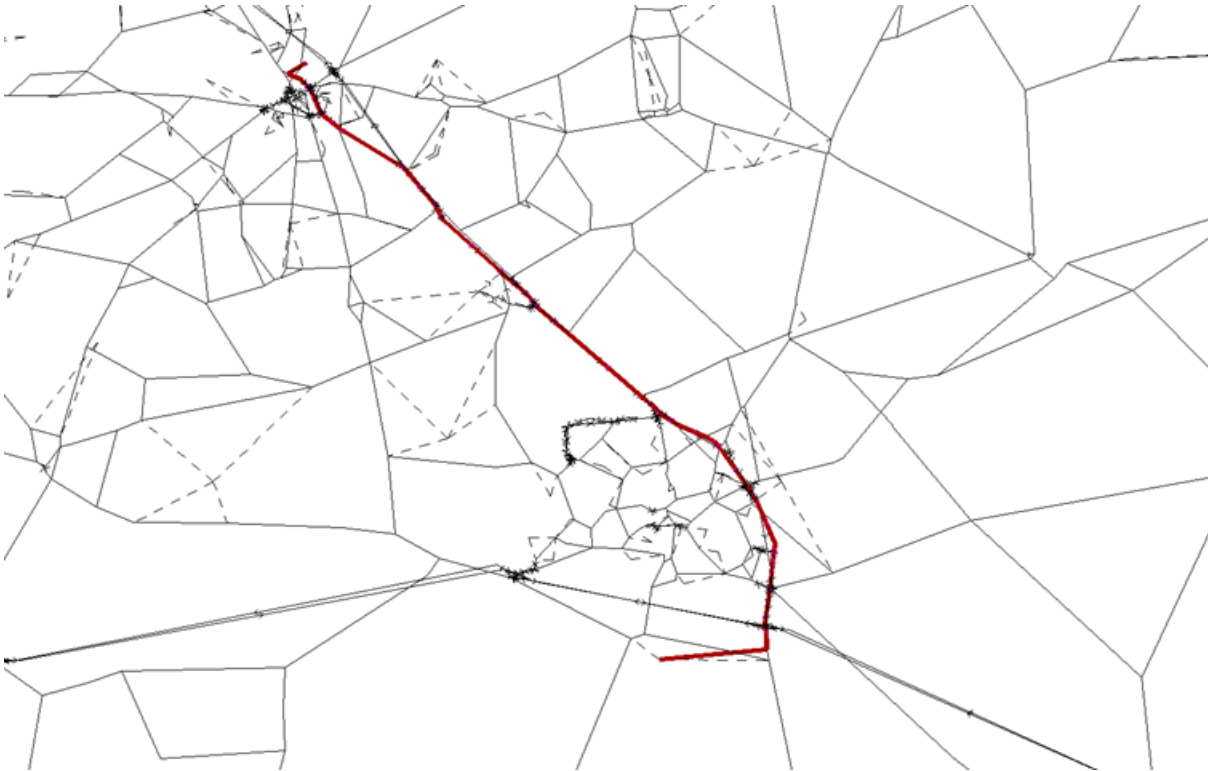
This document details the development of the 2024 present year validation of the GC3M. The updated GC3M will provide the baseline for forecasting the impacts of the Cotswold development scenarios, as well as assessing public transport and highway network impacts and improvements. As such the 2024 demand matrix alterations and supply side updates will be incorporated into the forecast year models. In addition, further analysis of the base year highway model will be conducted when the location of the local plan spatial options has been defined. This will provide further information on the validation of the model in the specific area impacted by any potential development sites.

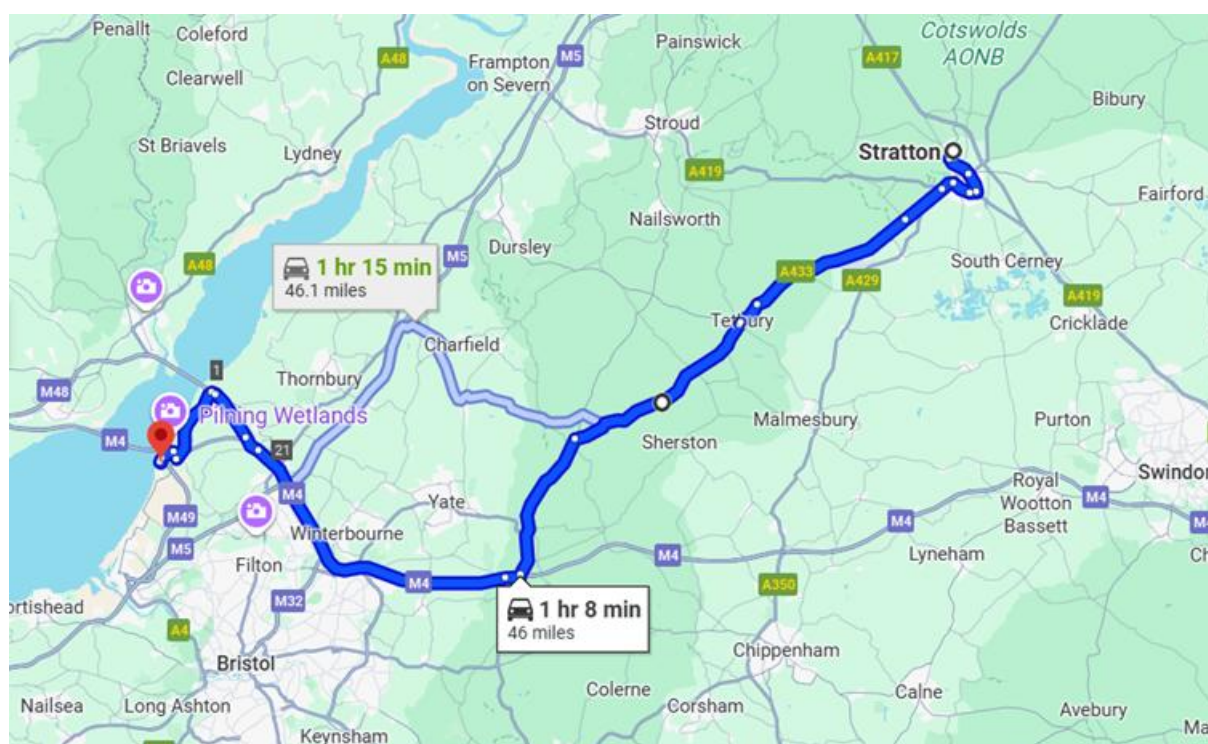
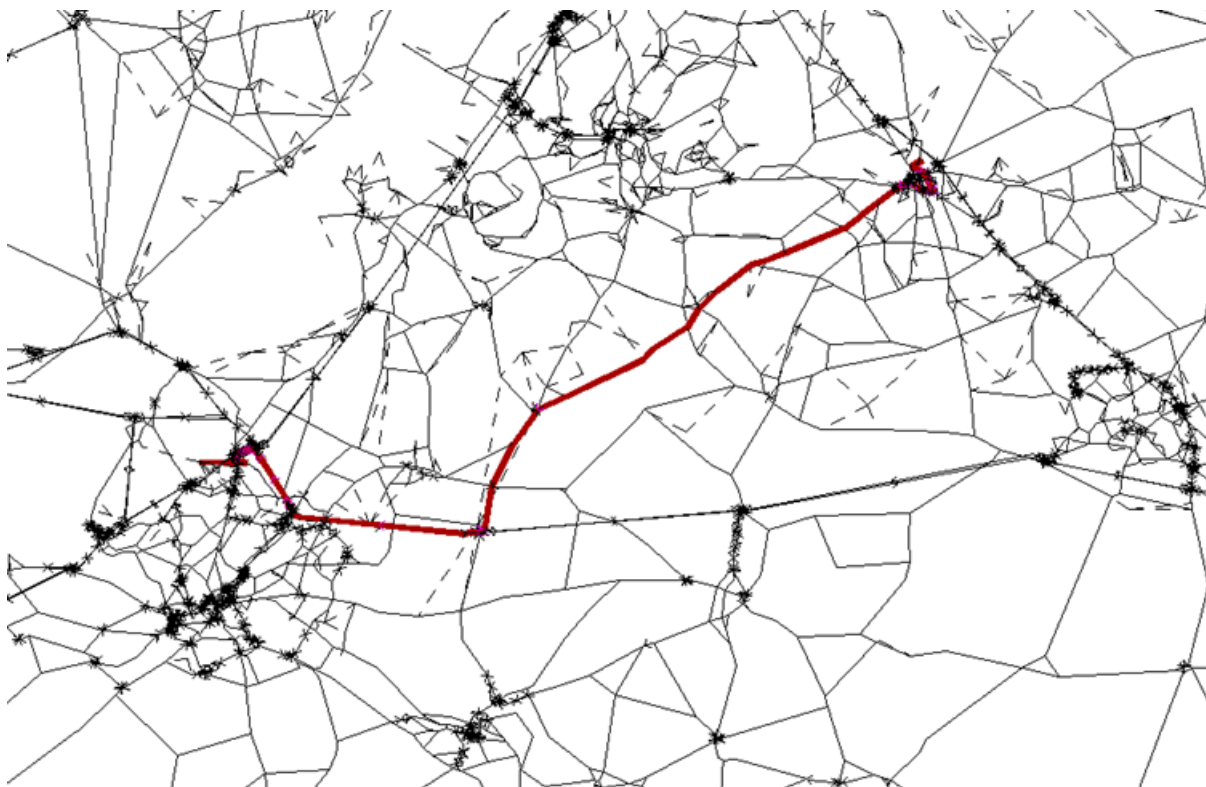
5 Bibliography

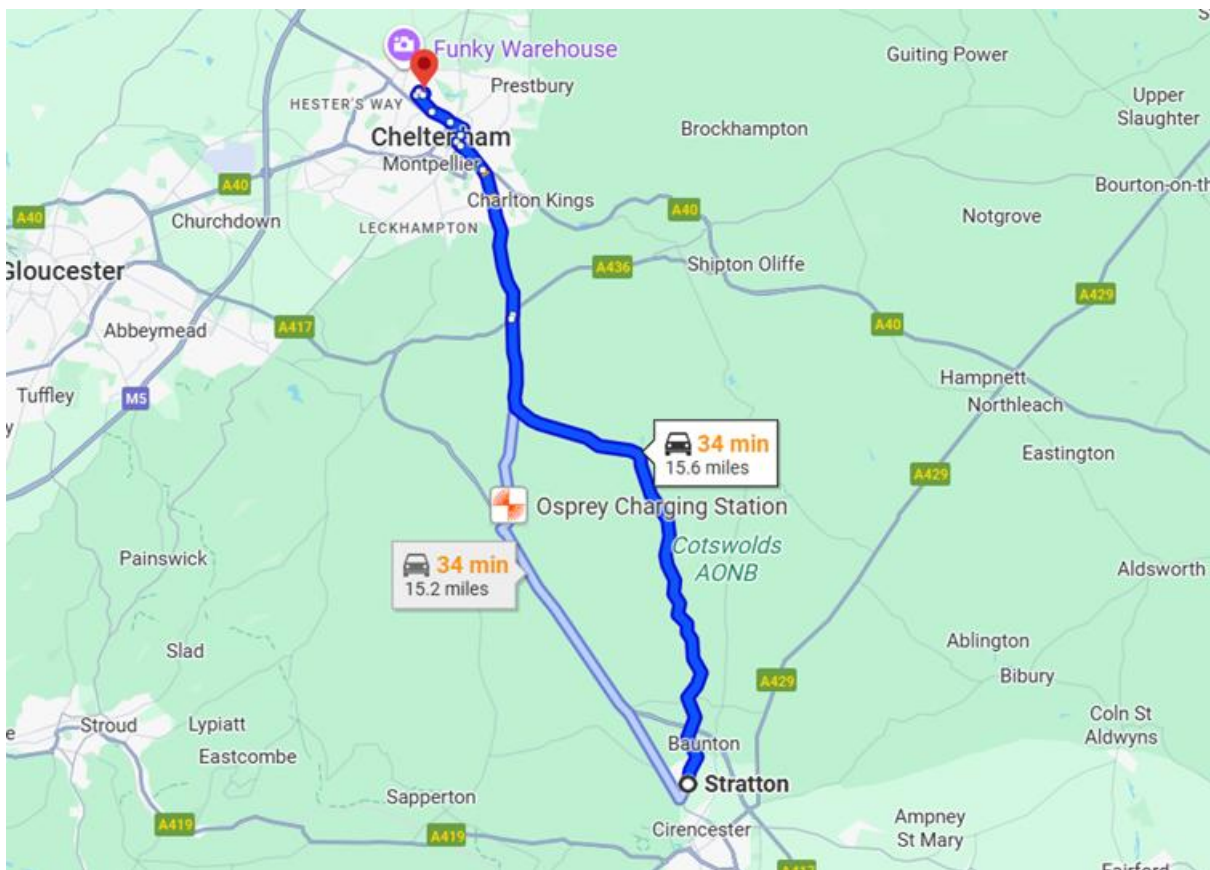
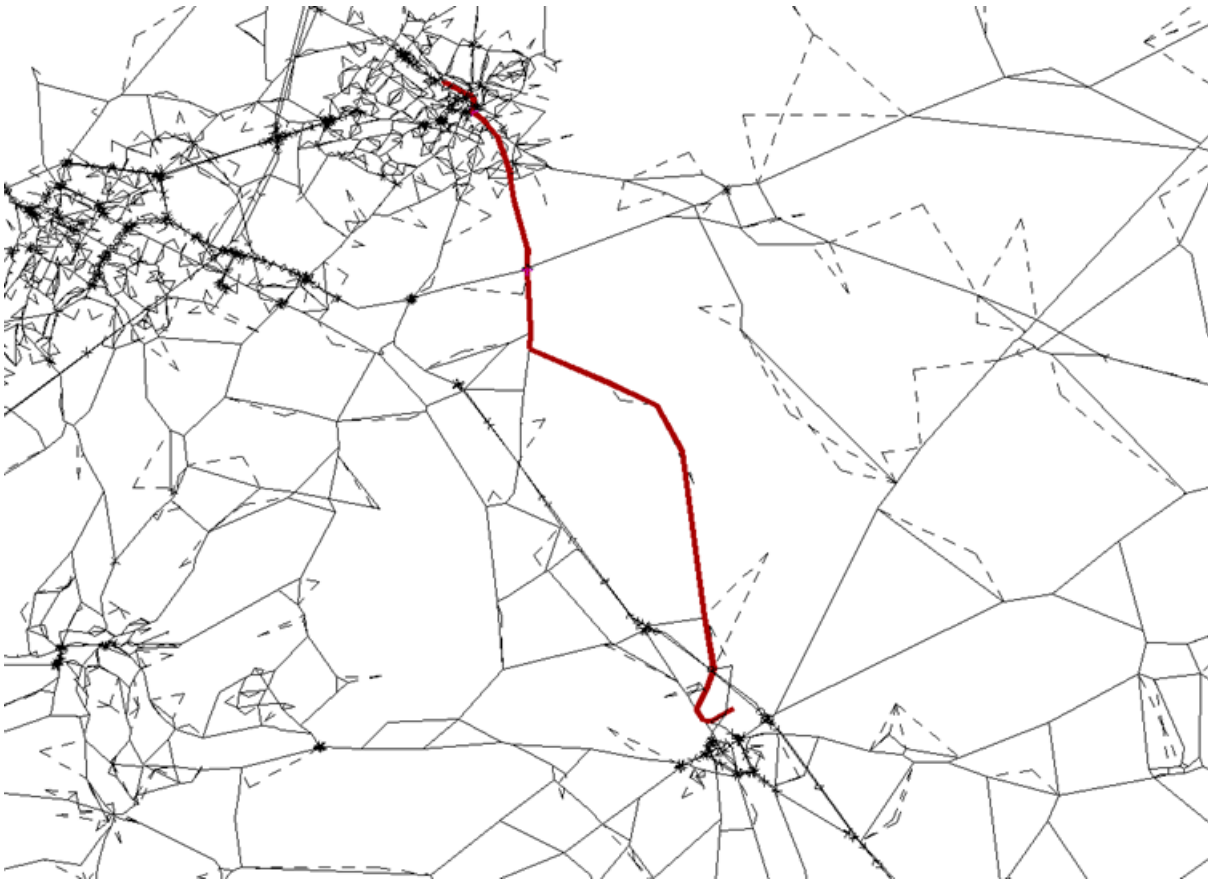
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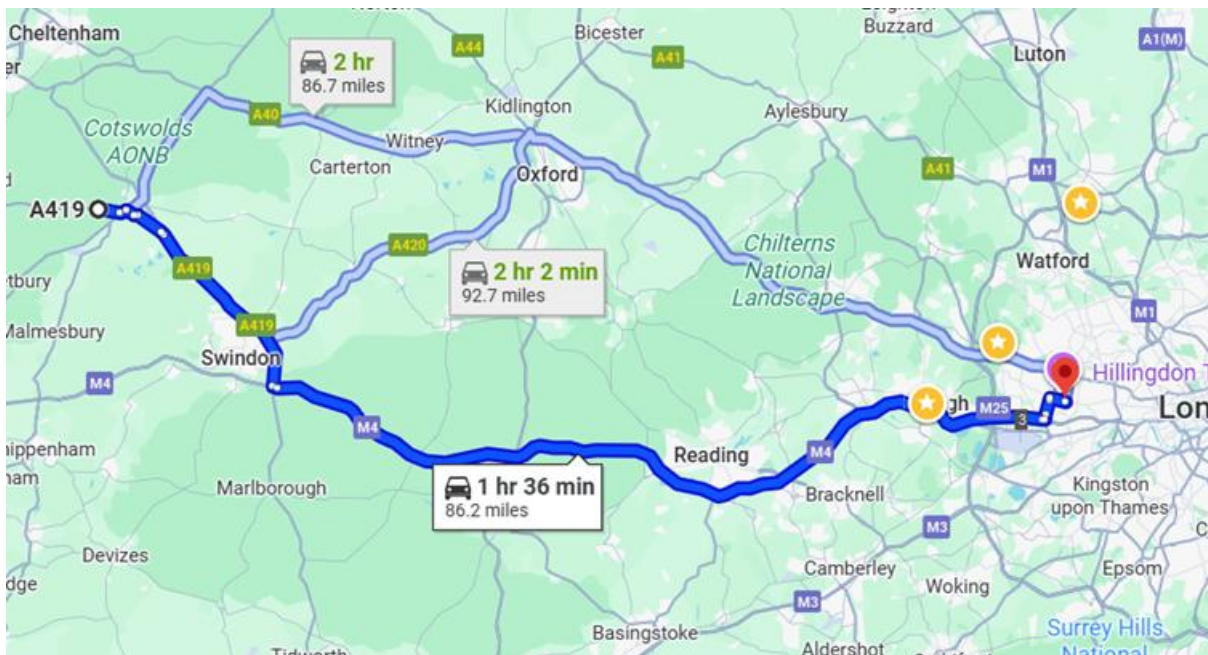
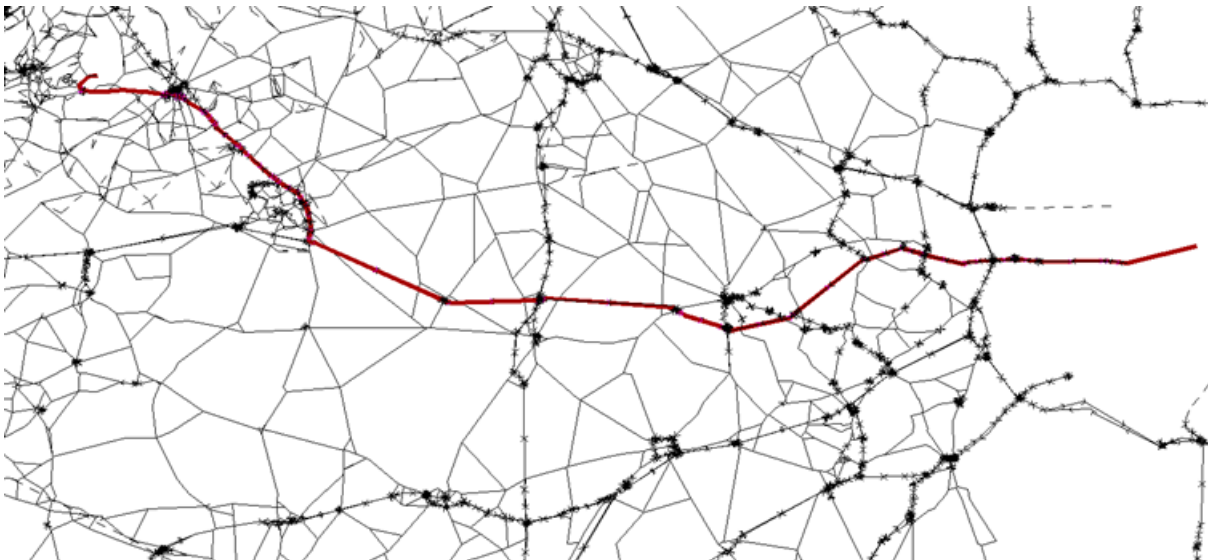
6 Appendices

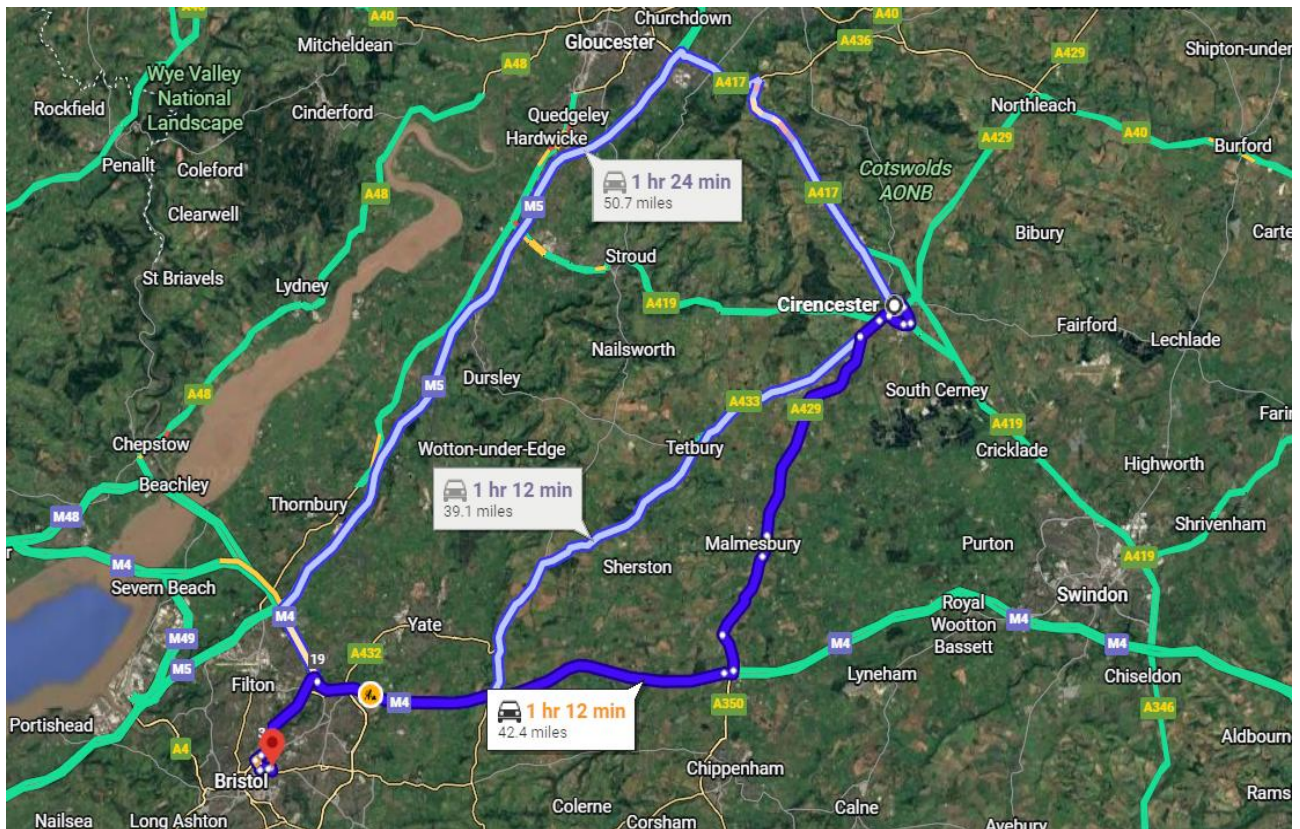
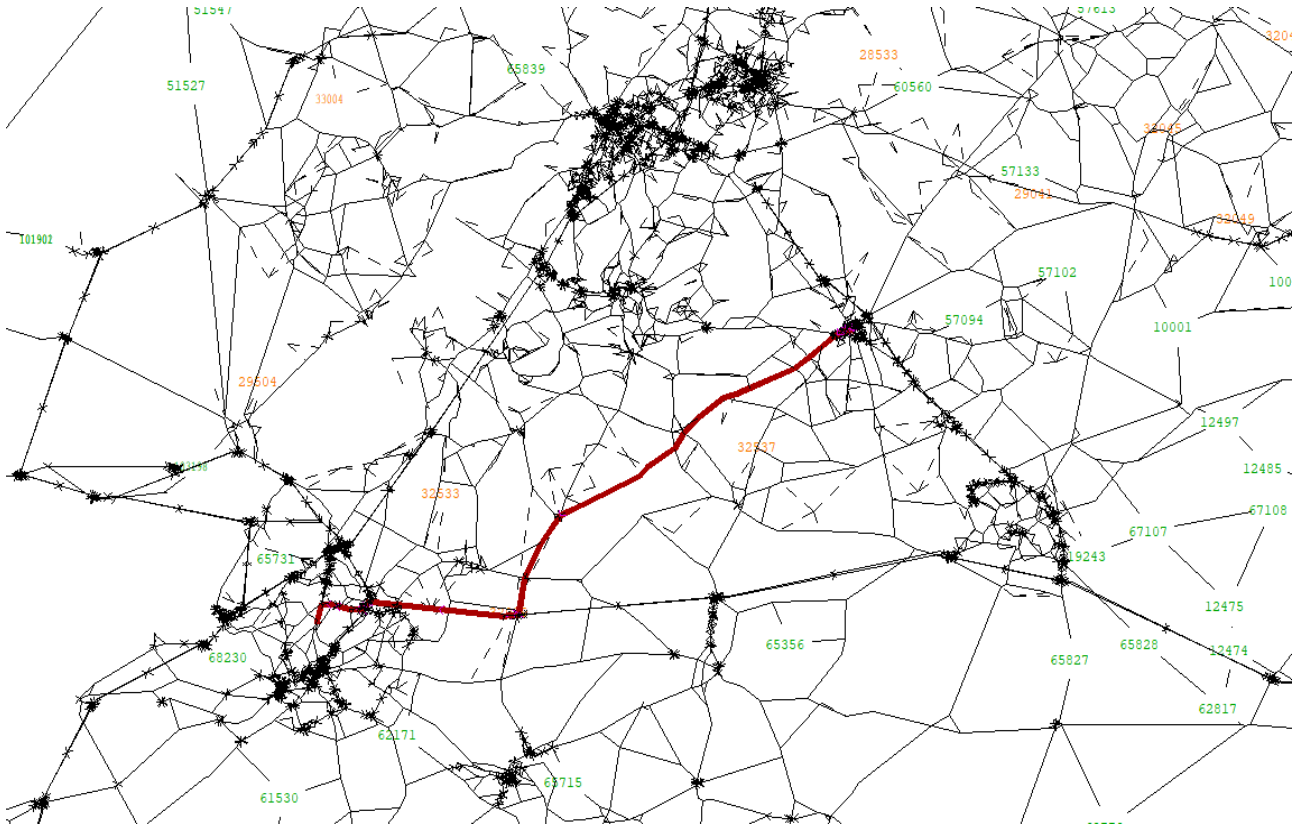
6.1 Appendix A – Highway Route Validation Comparison

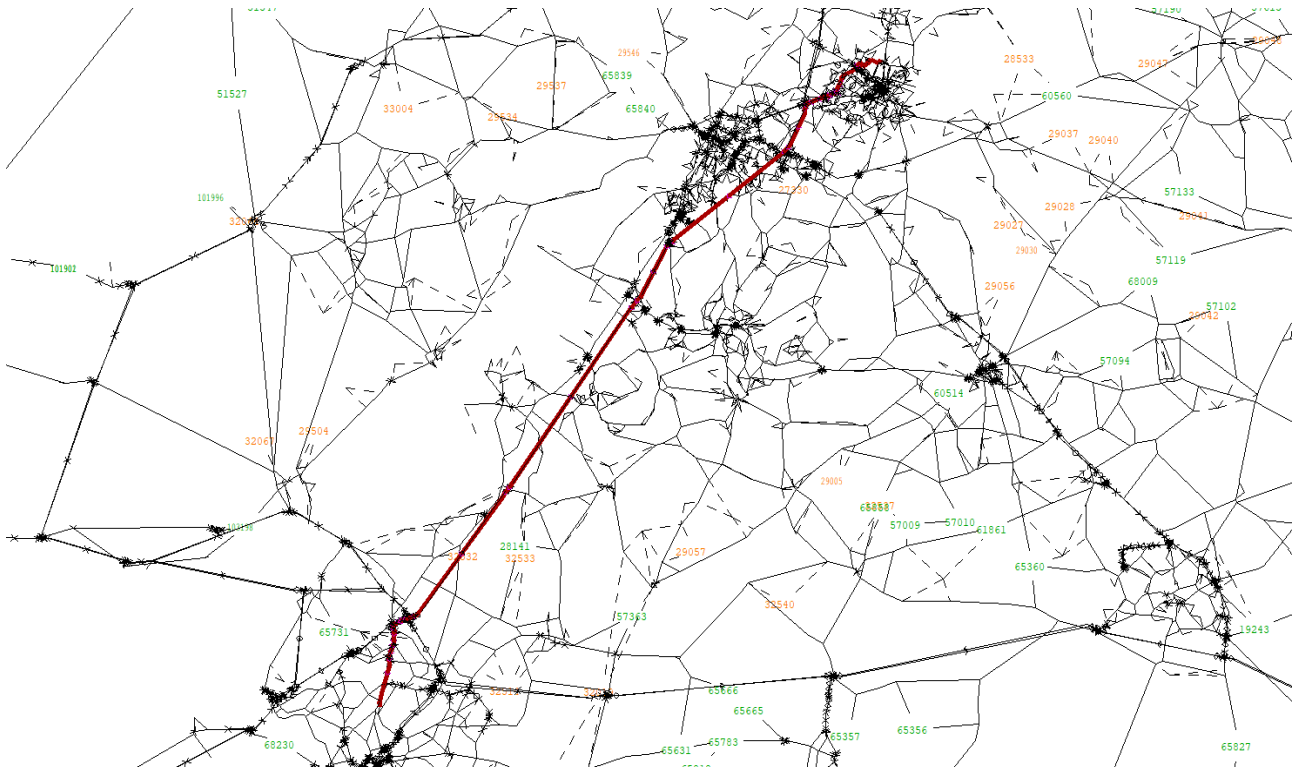


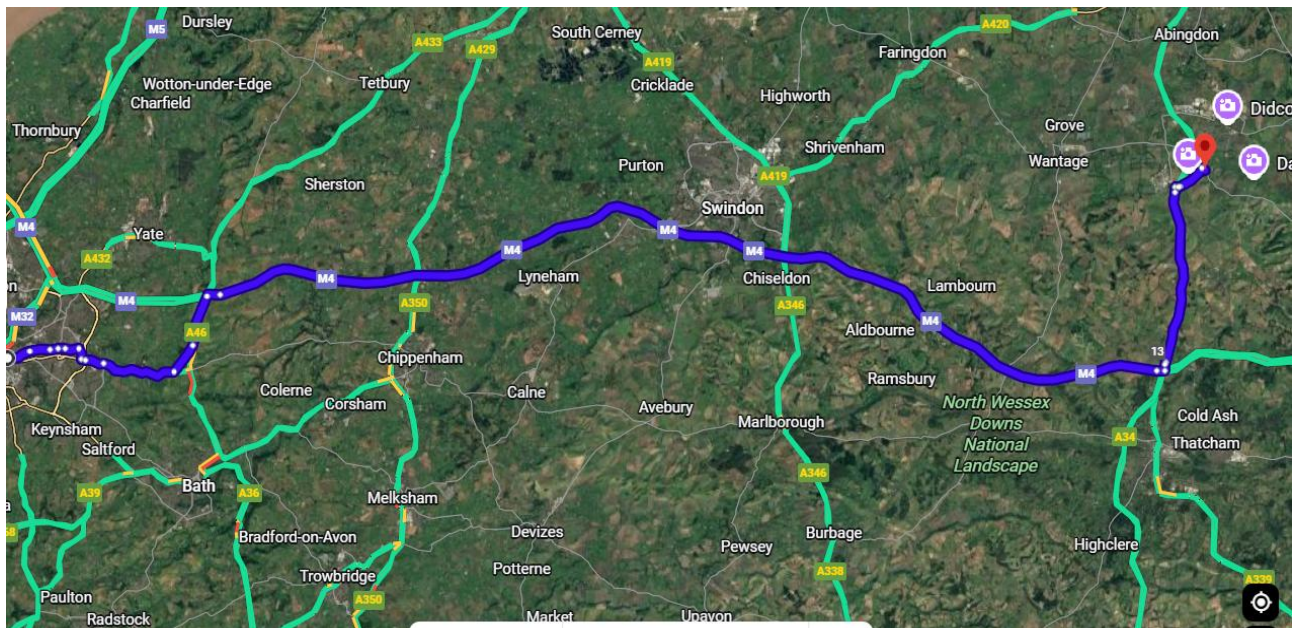
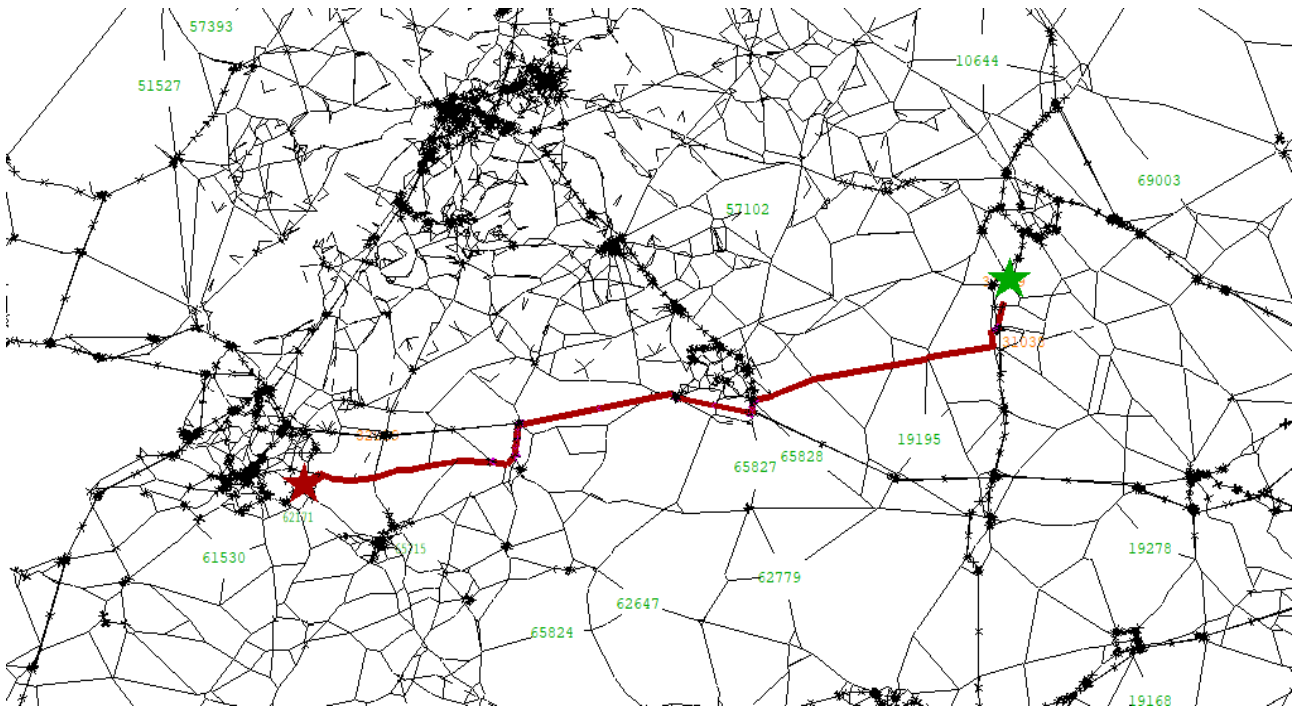


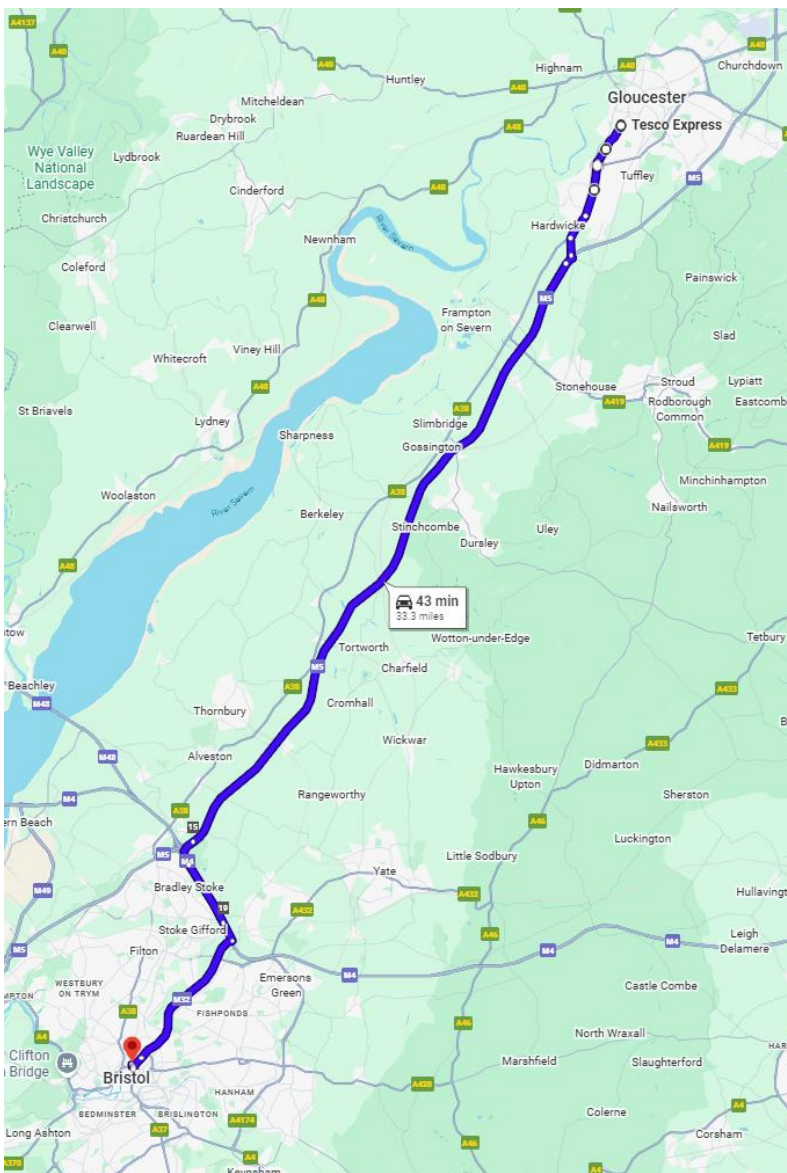
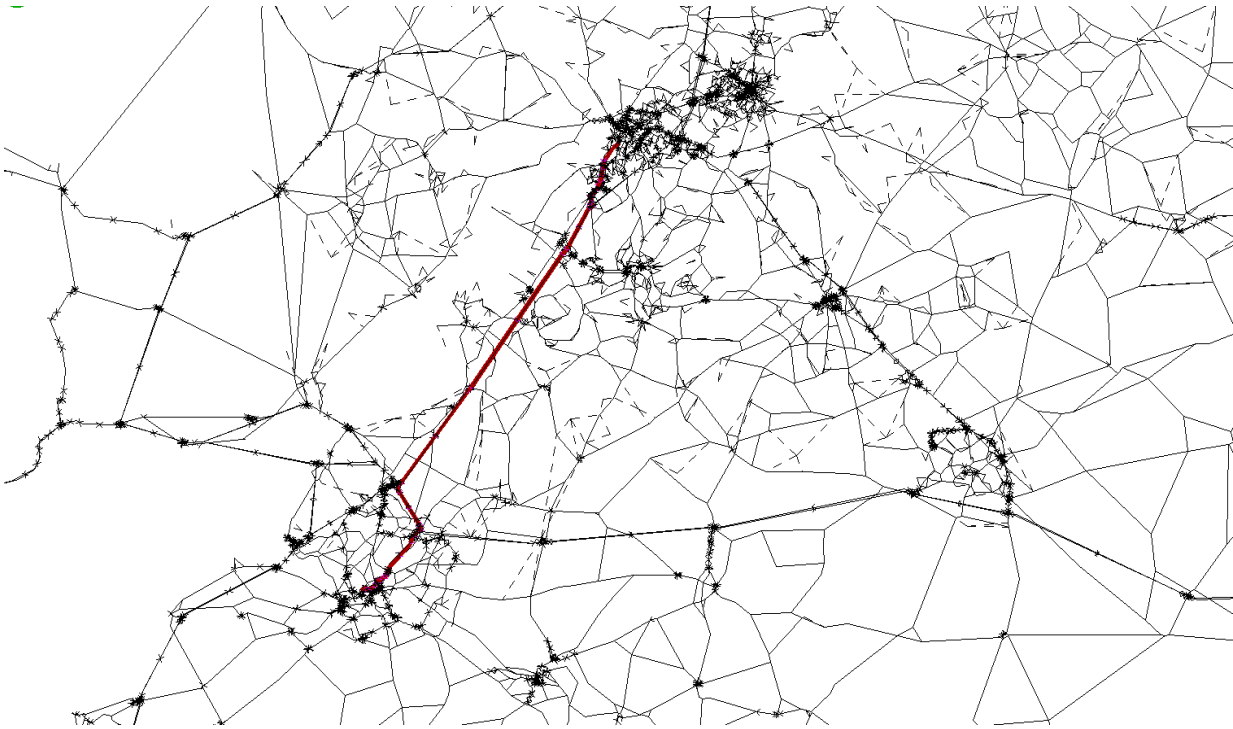


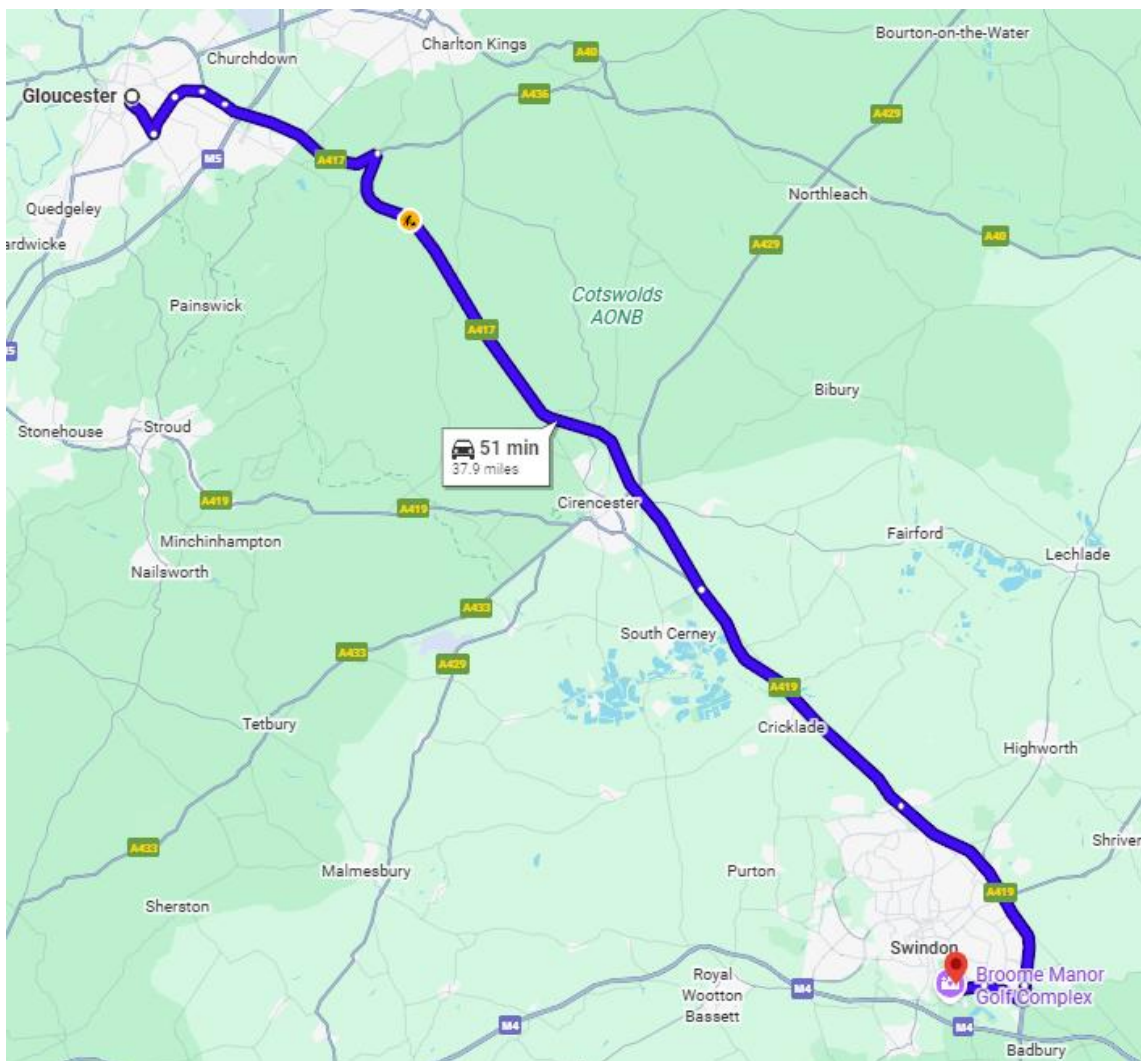
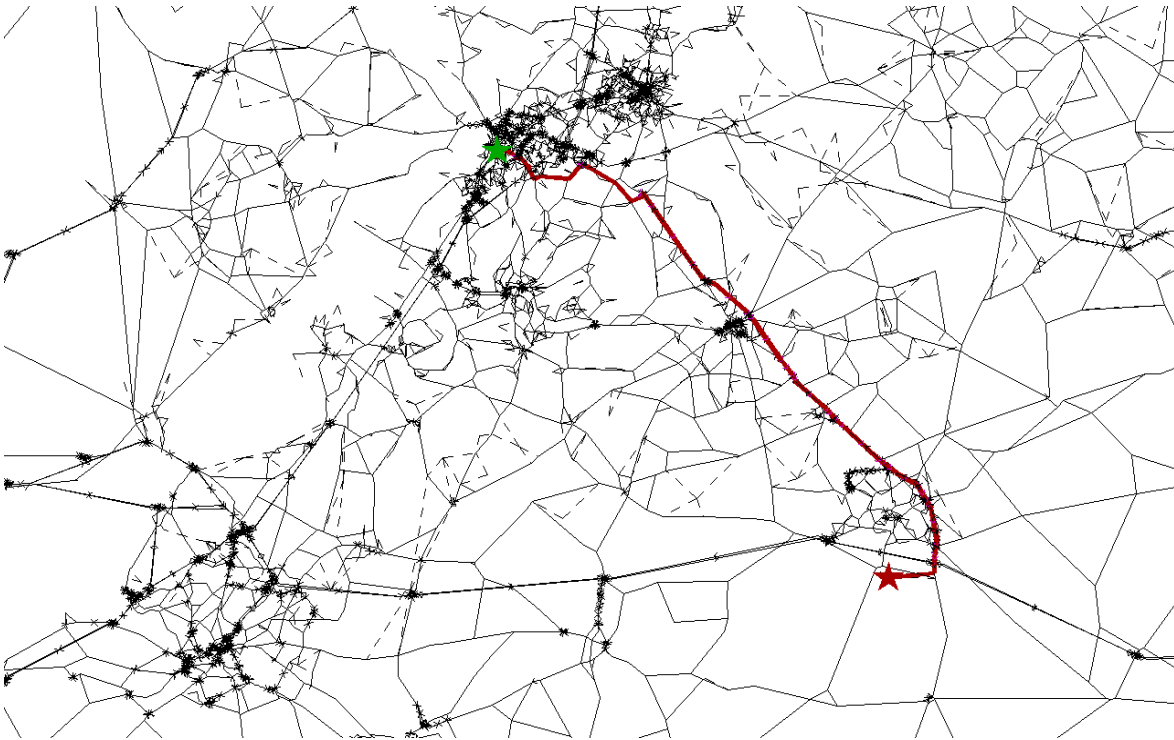


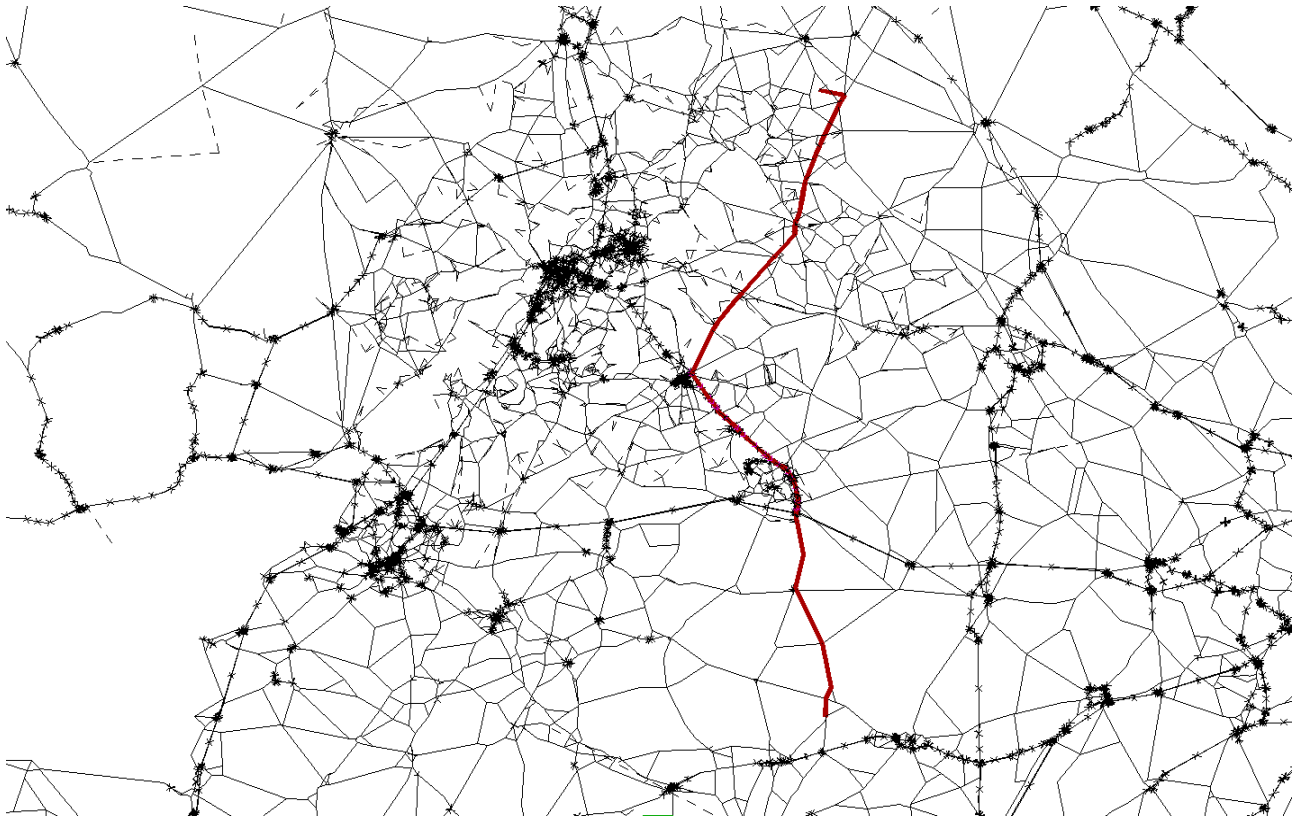


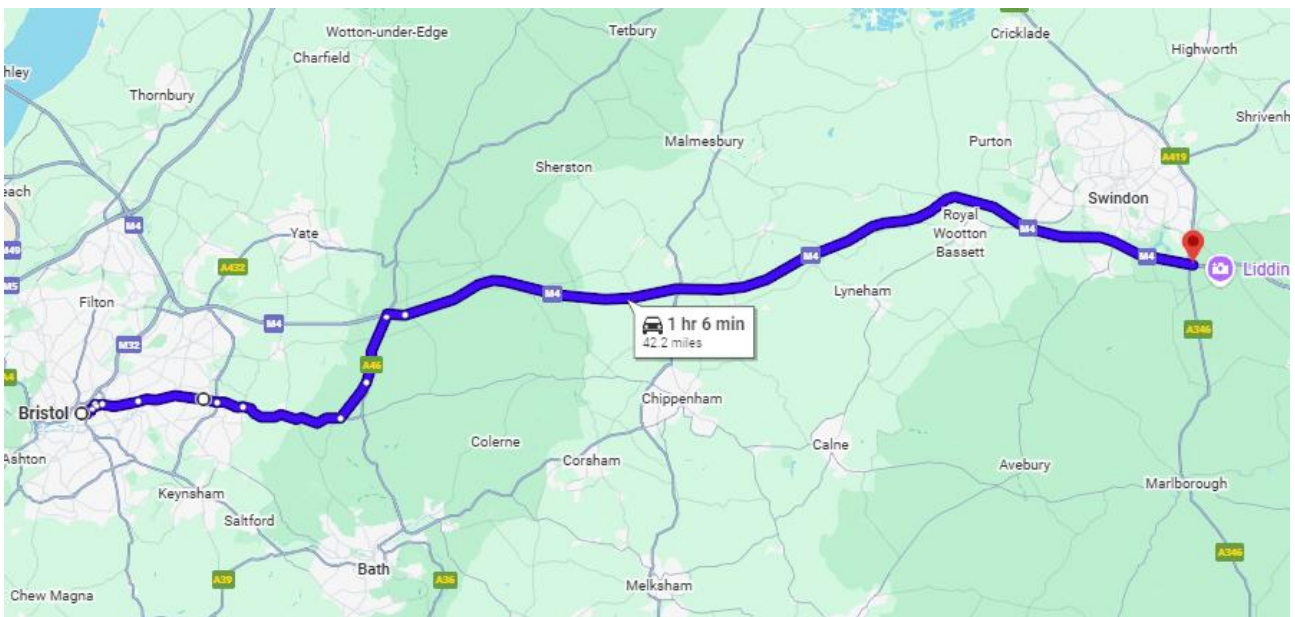
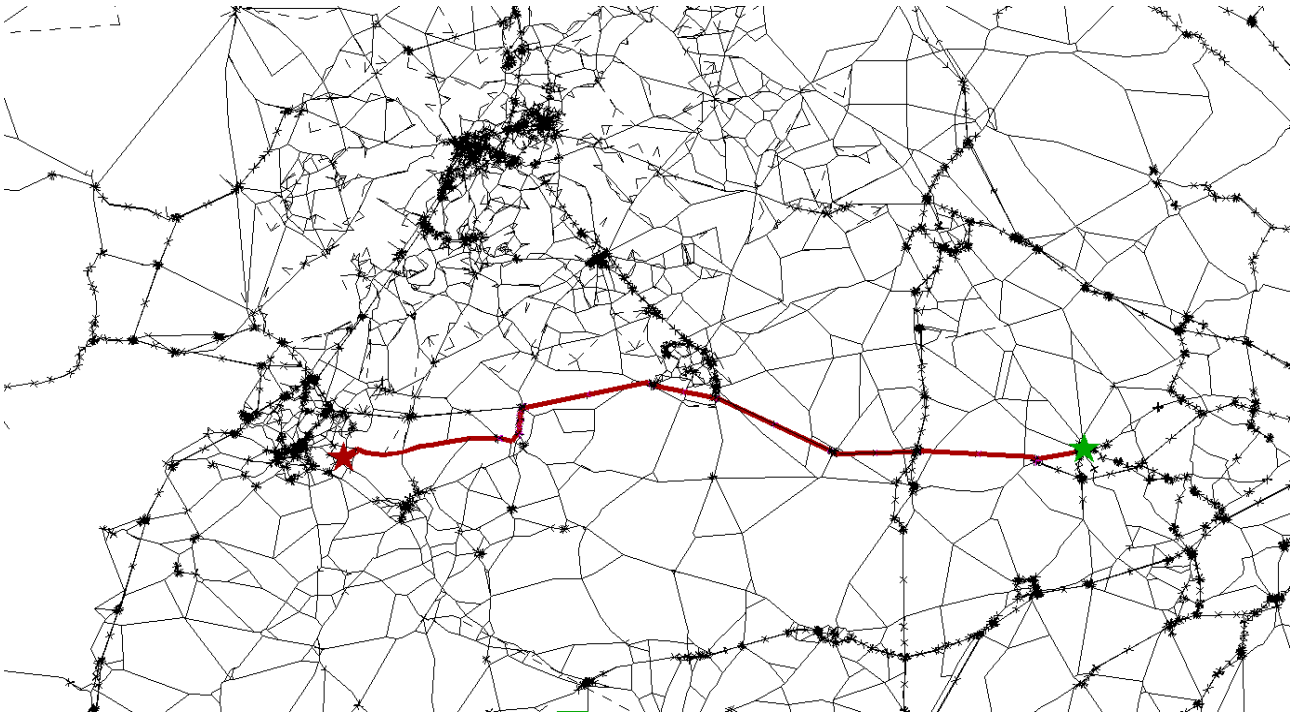








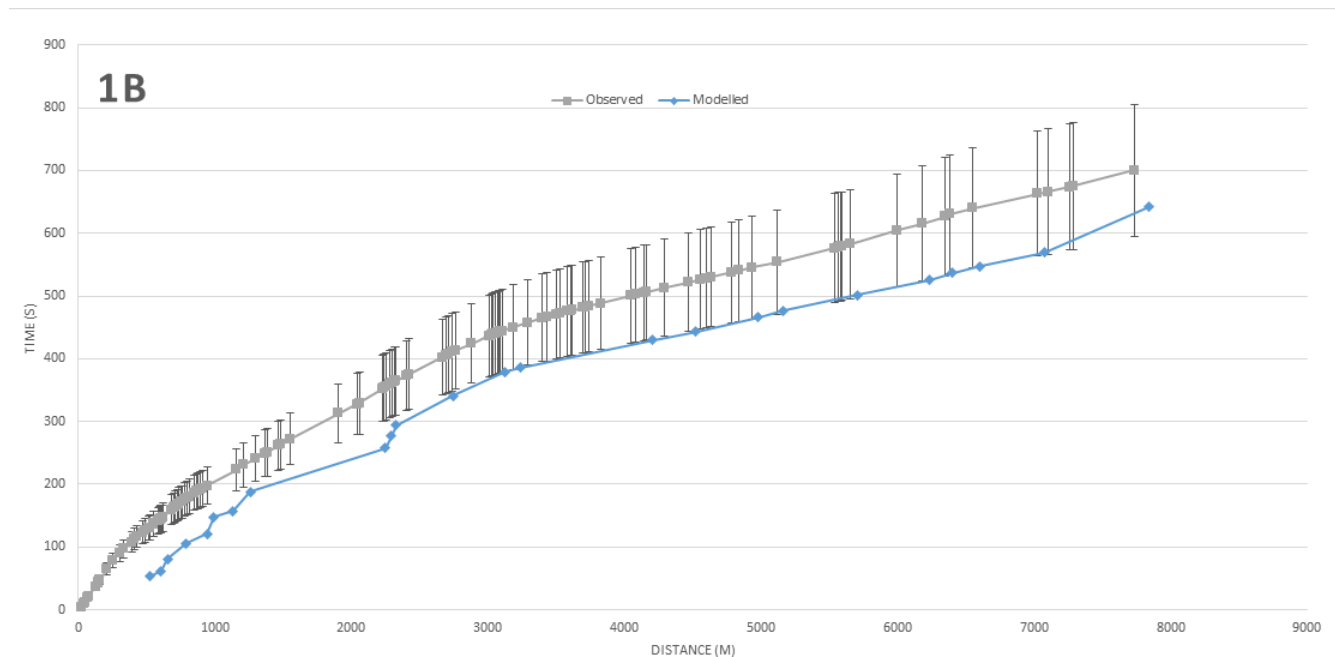
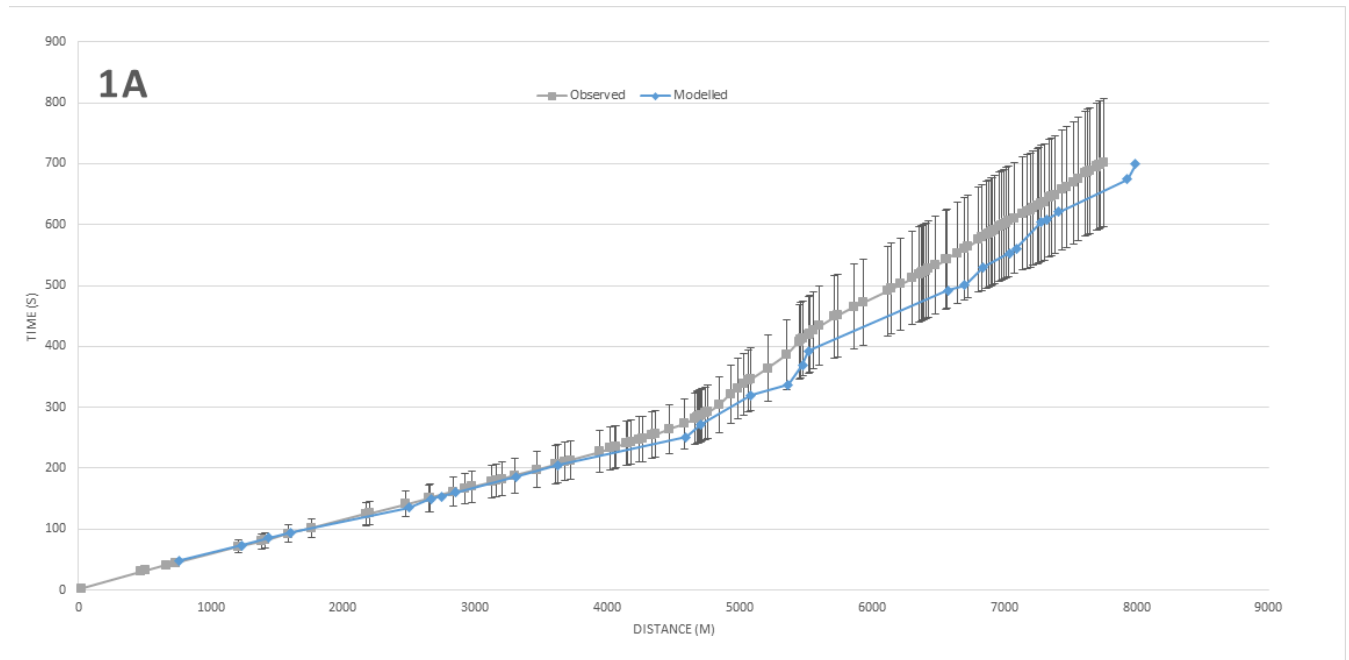


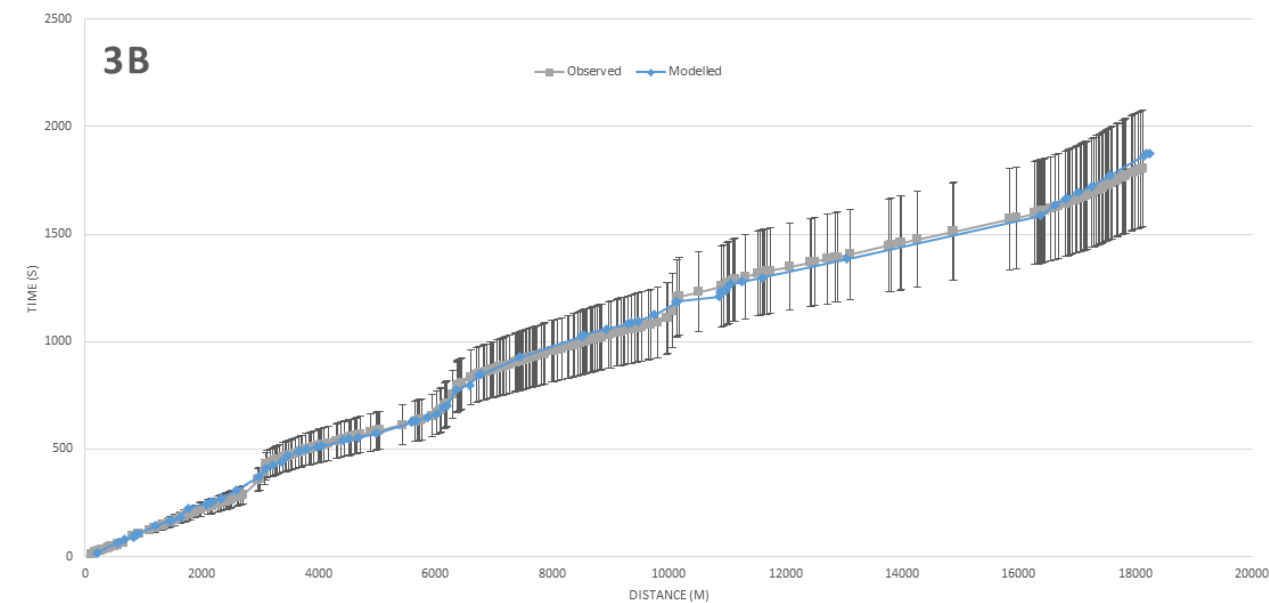
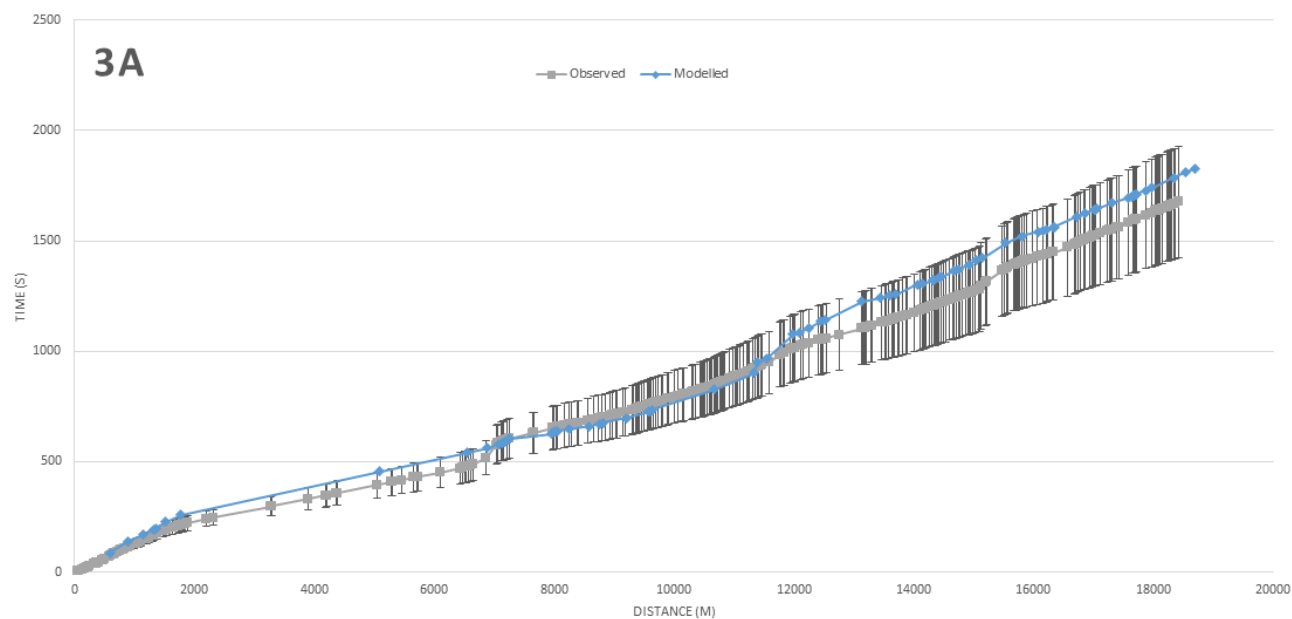


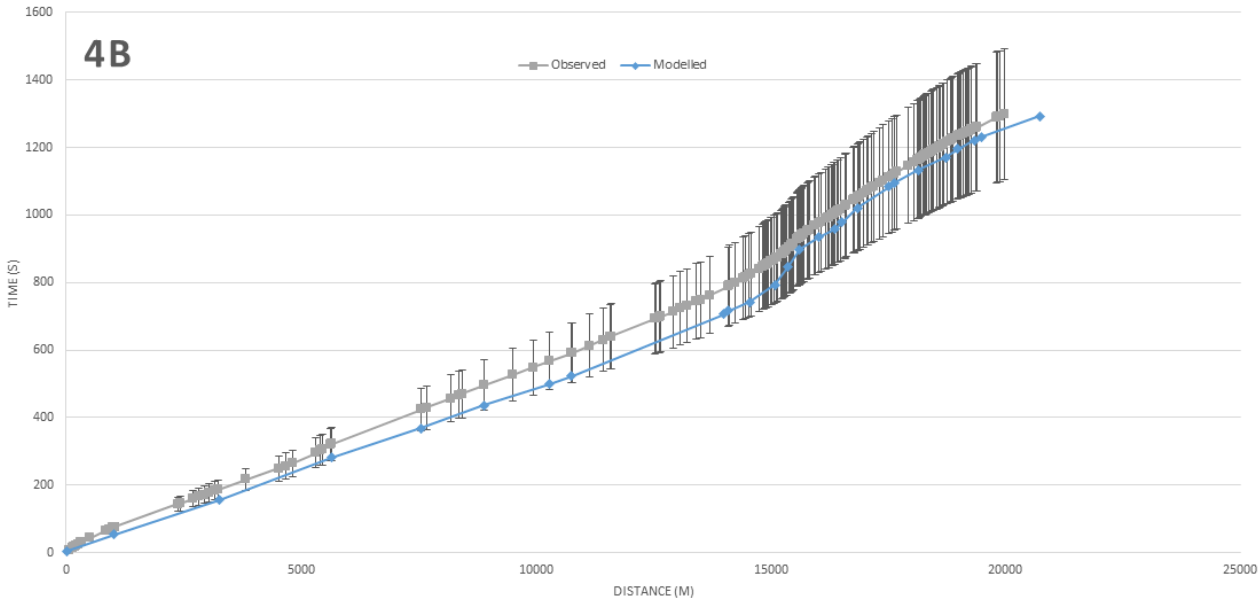
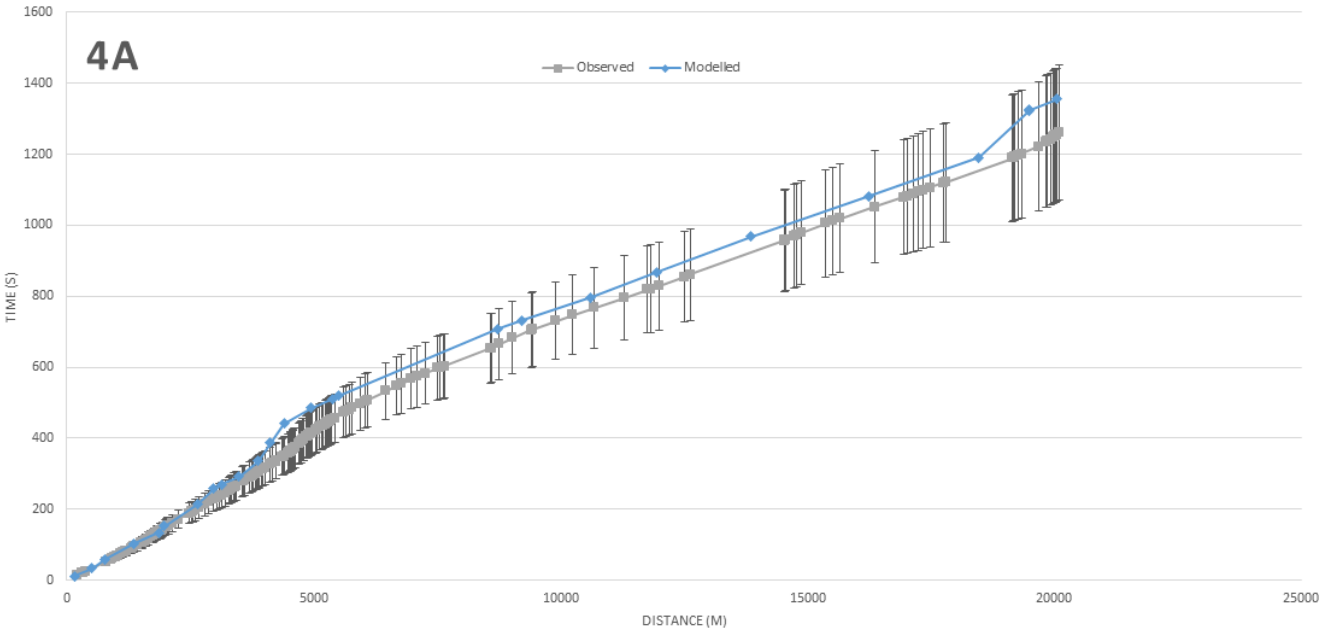
6.2 Appendix B – Journey Time Route Graphs

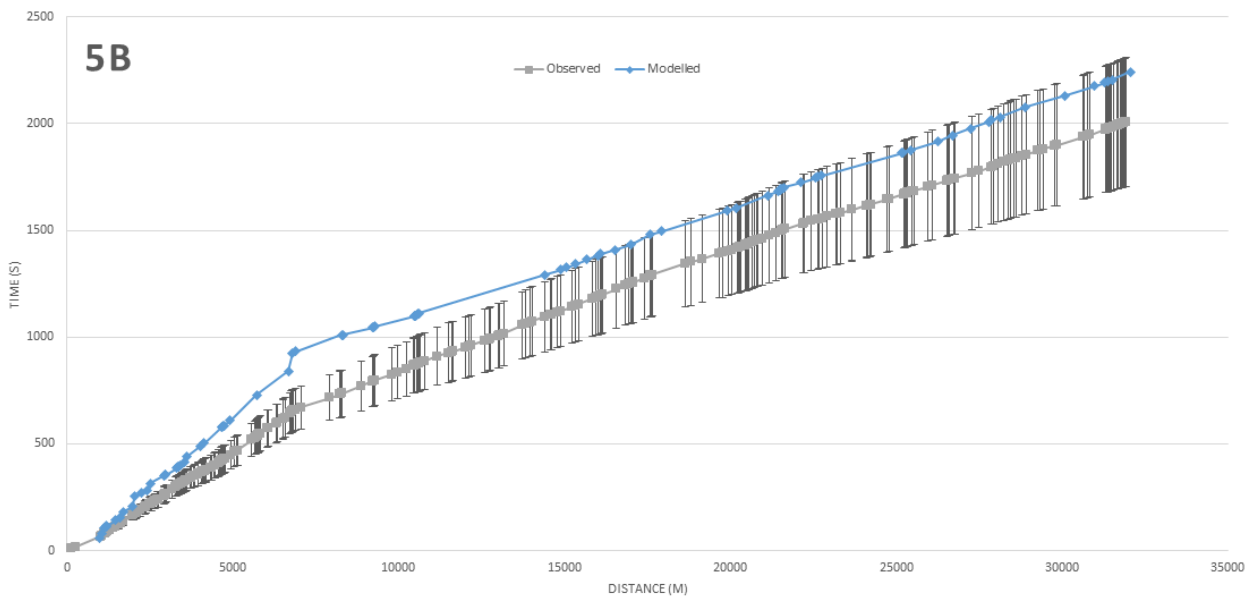
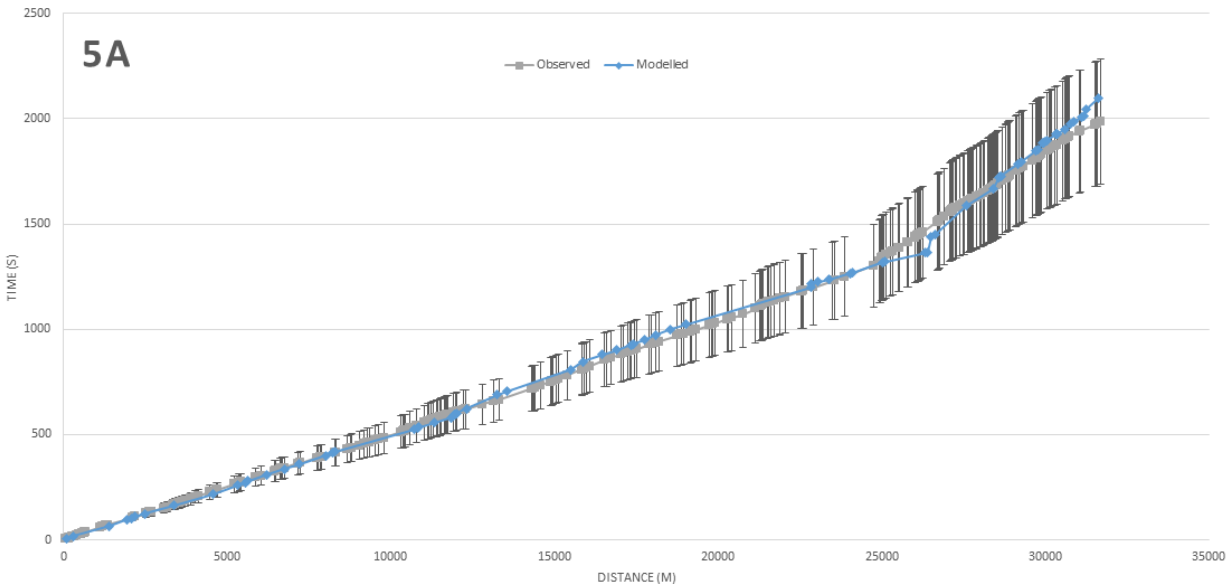
6.2.1 GC3M Journey Time Route Graphs

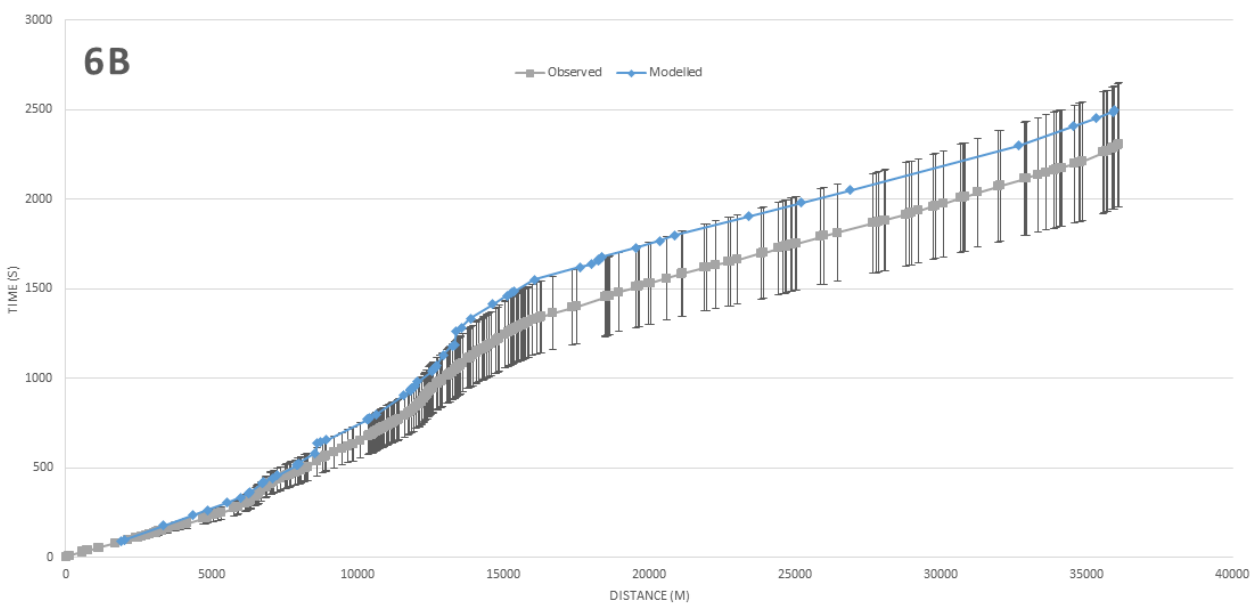
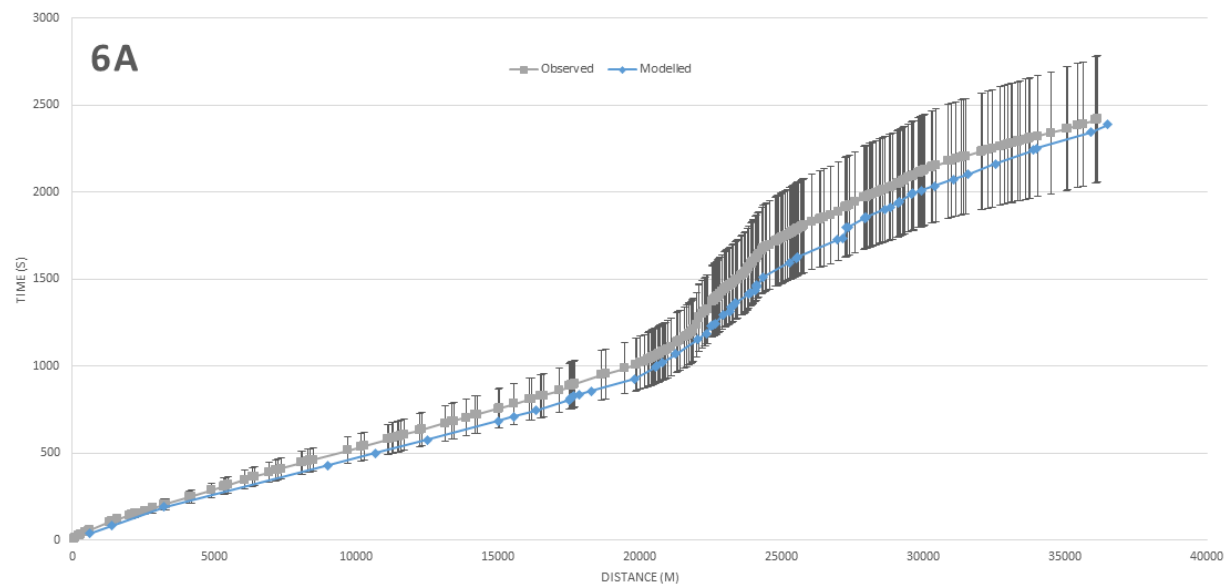
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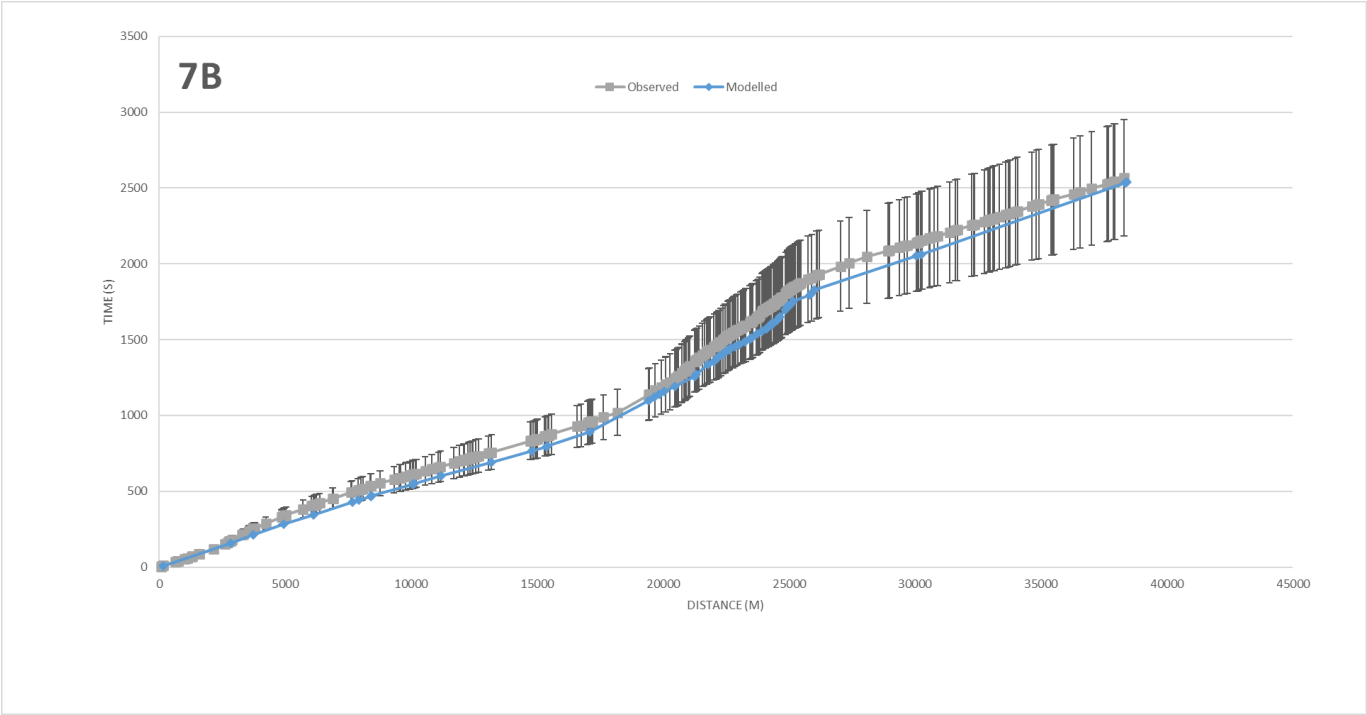
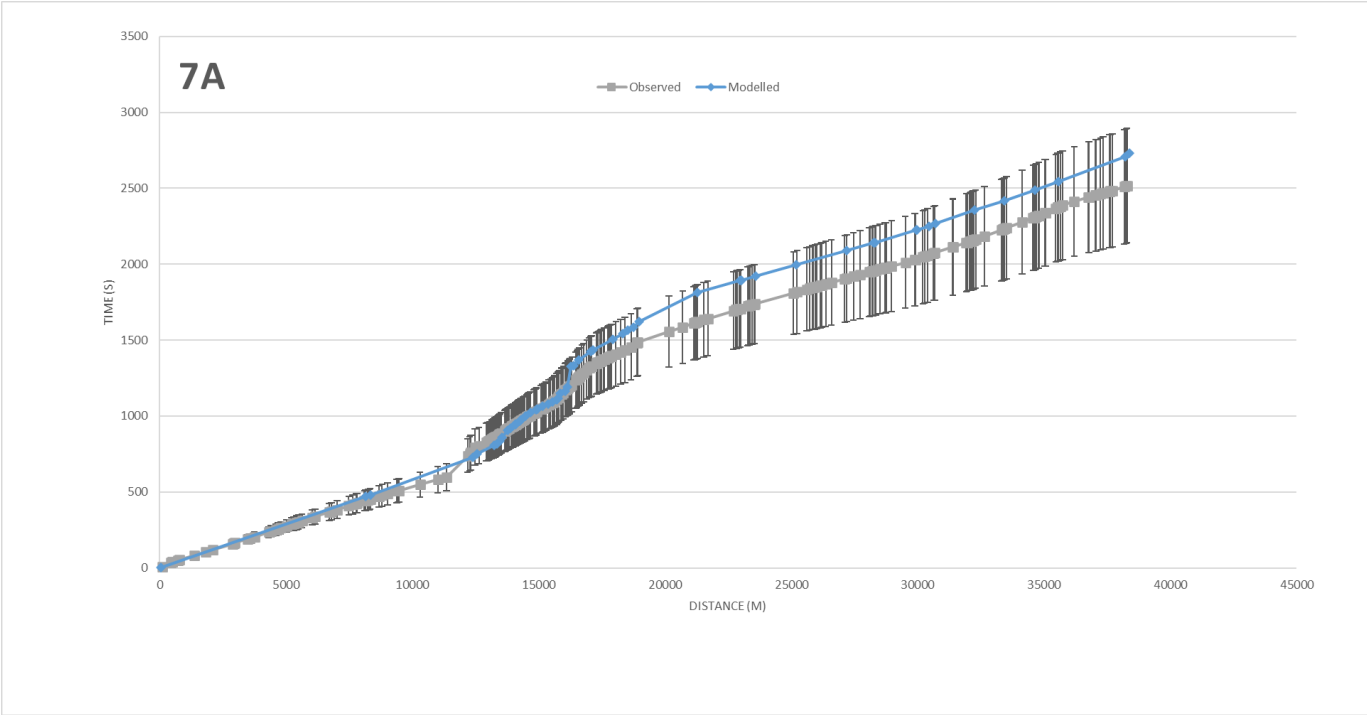


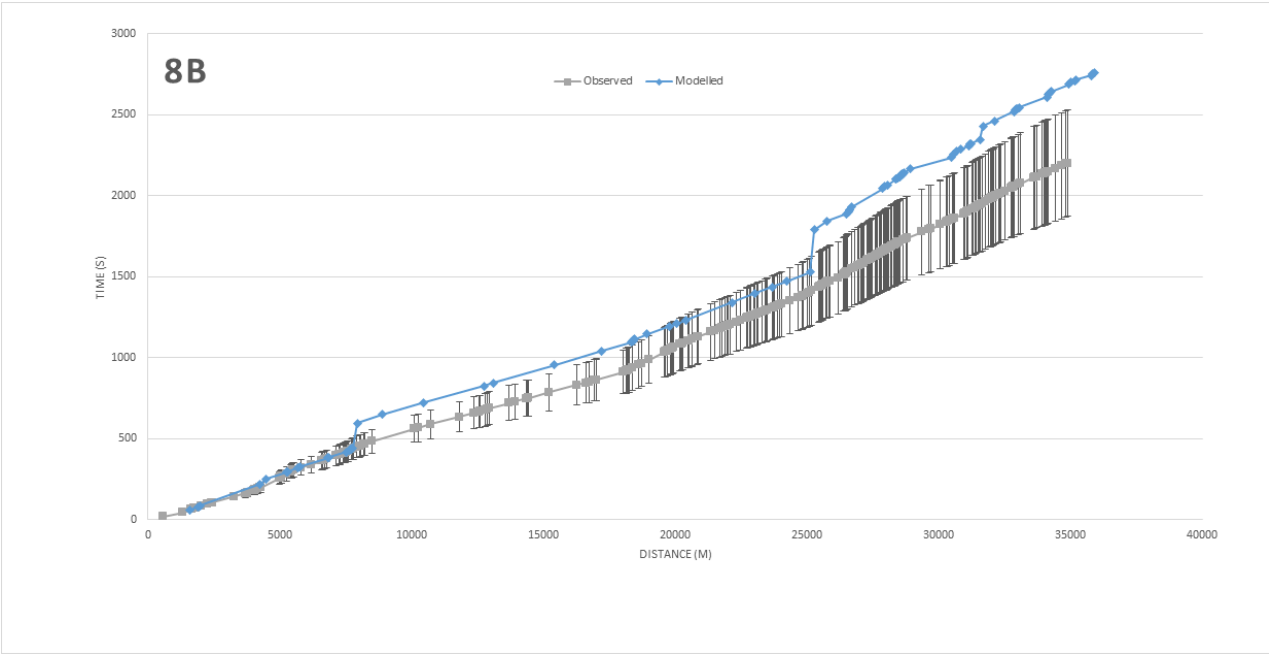
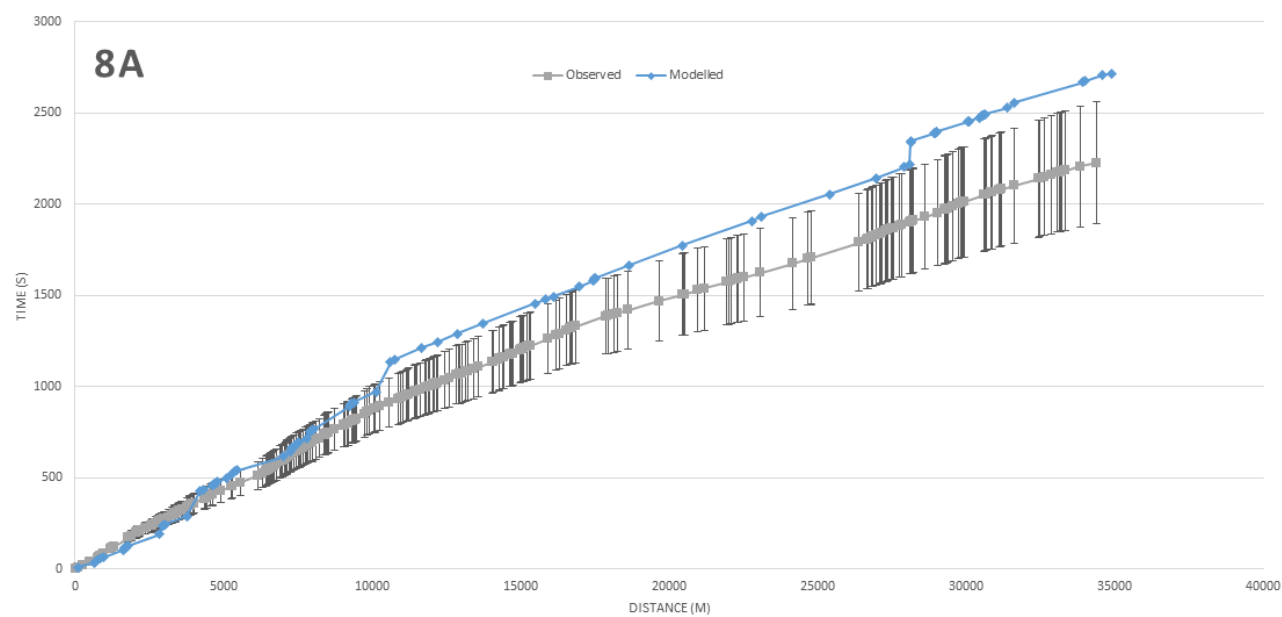


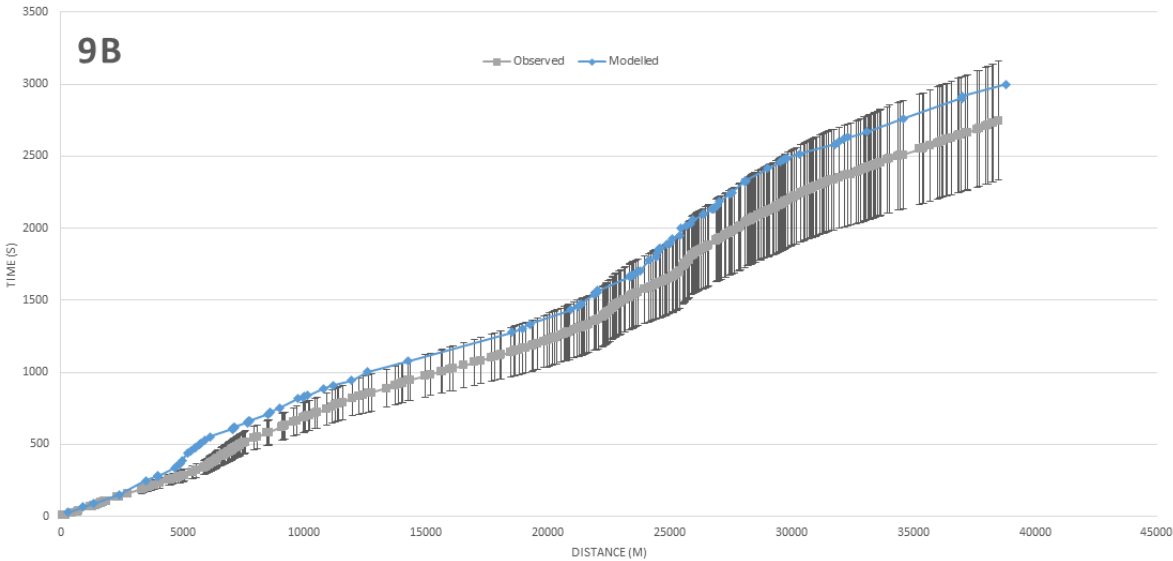
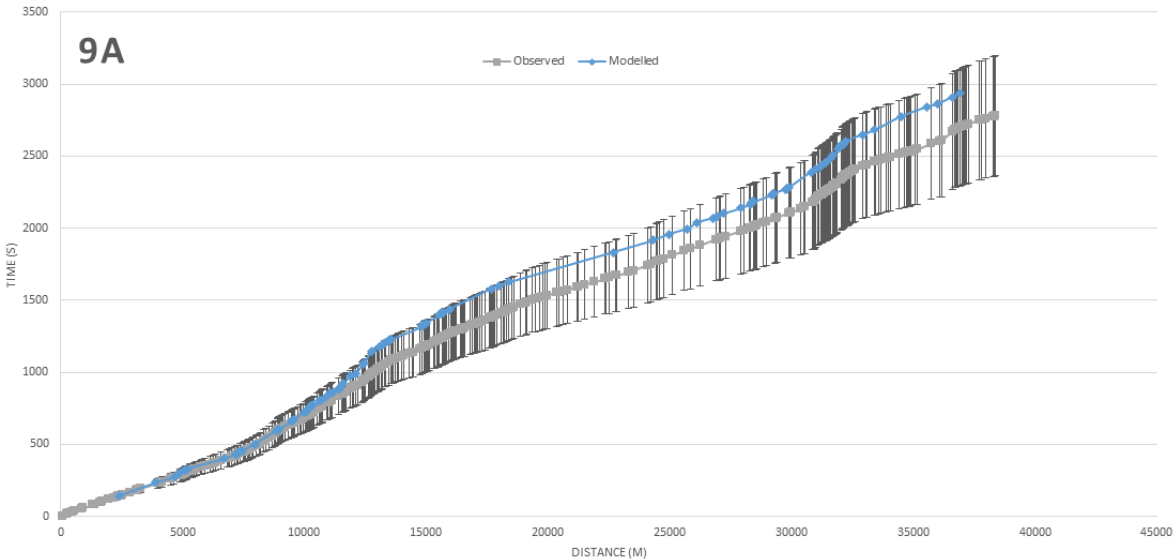


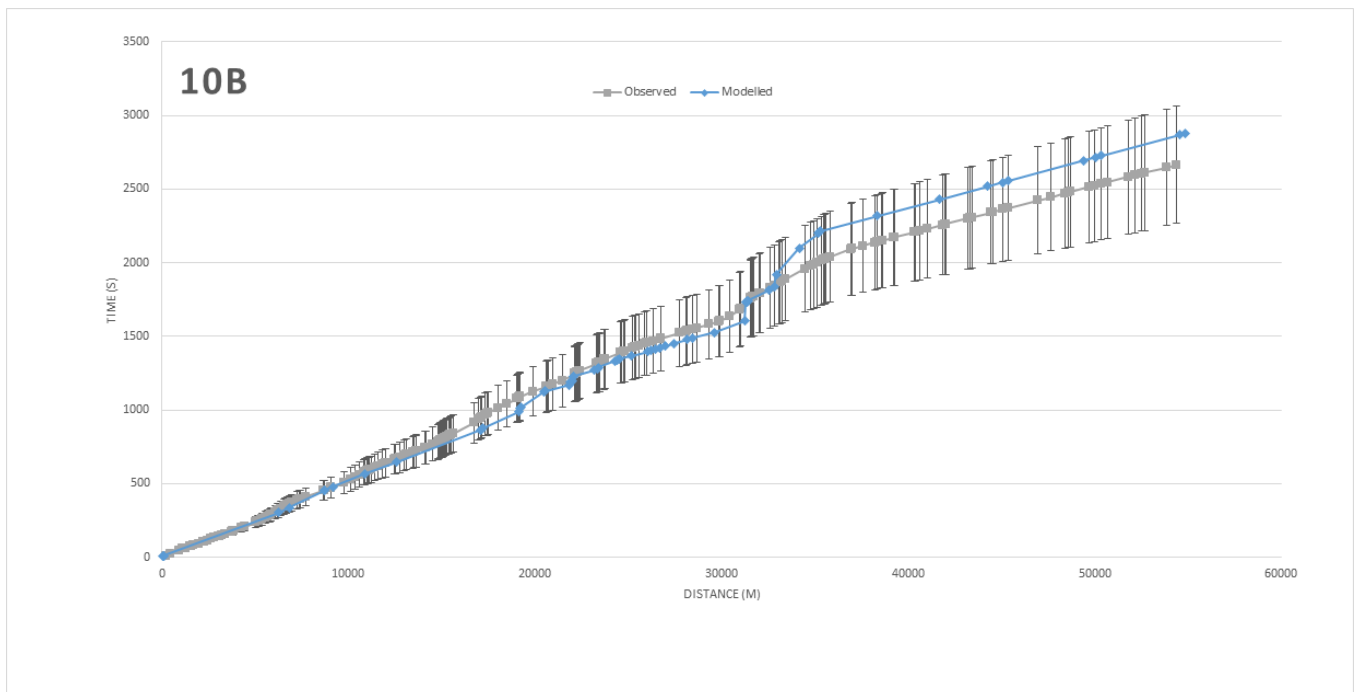
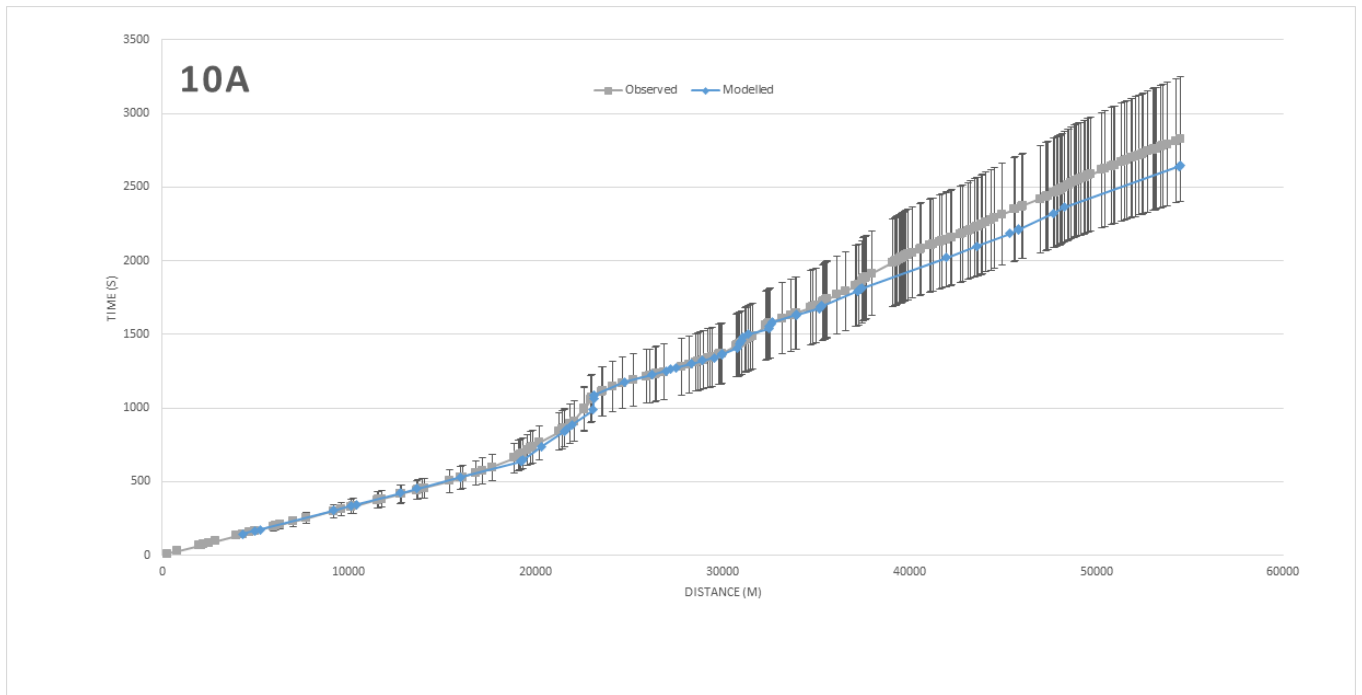


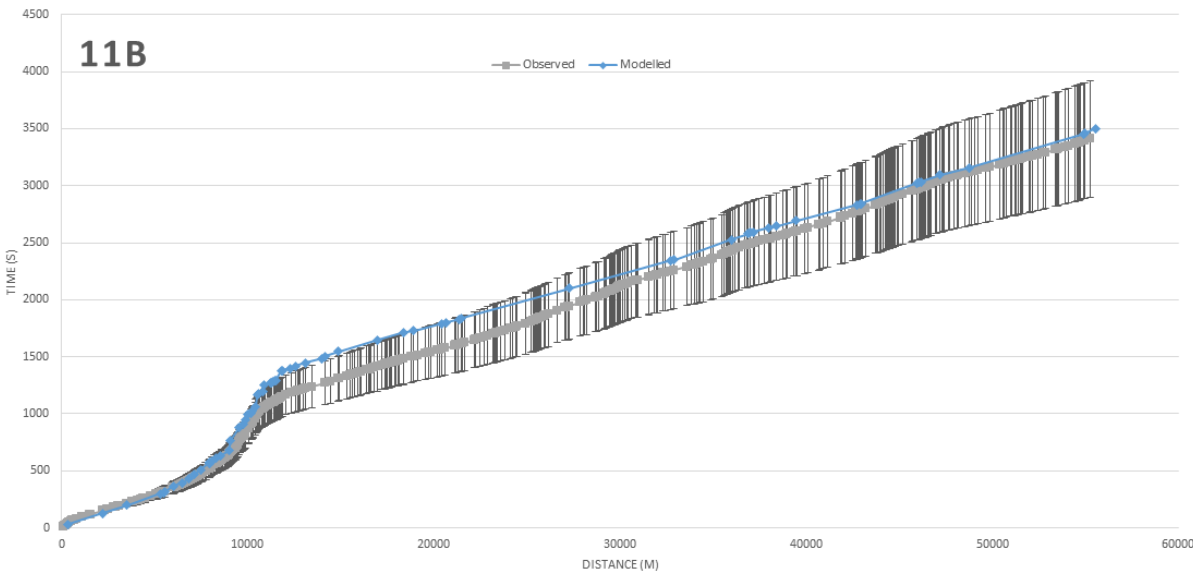
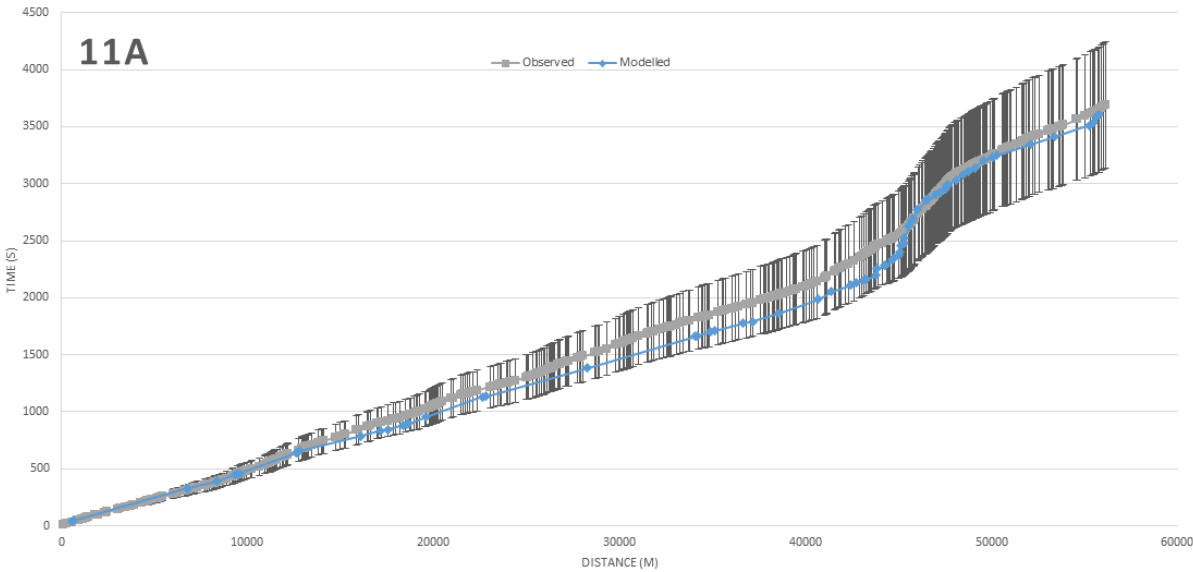


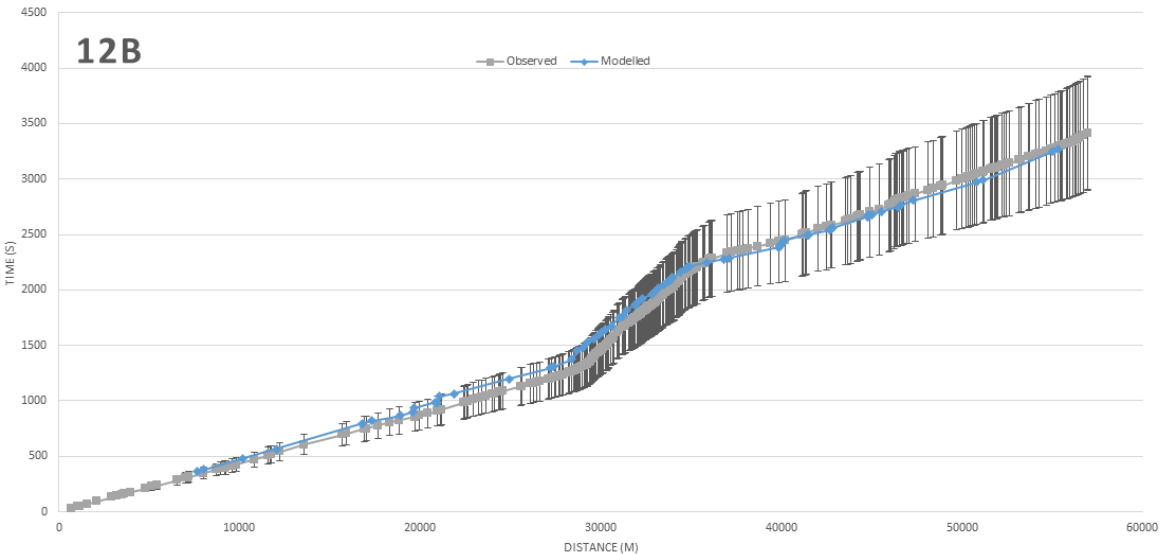
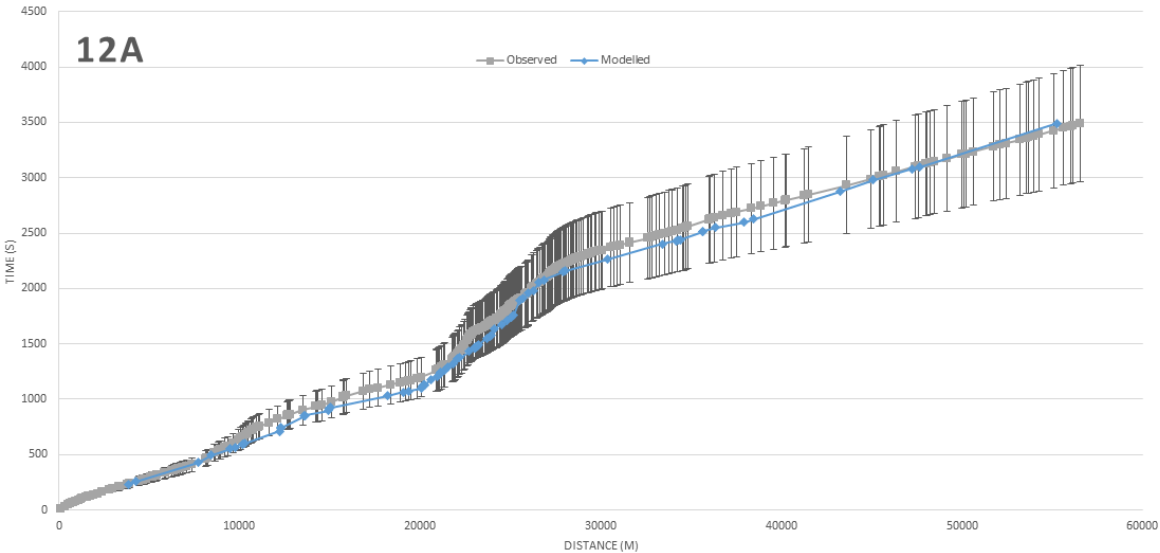


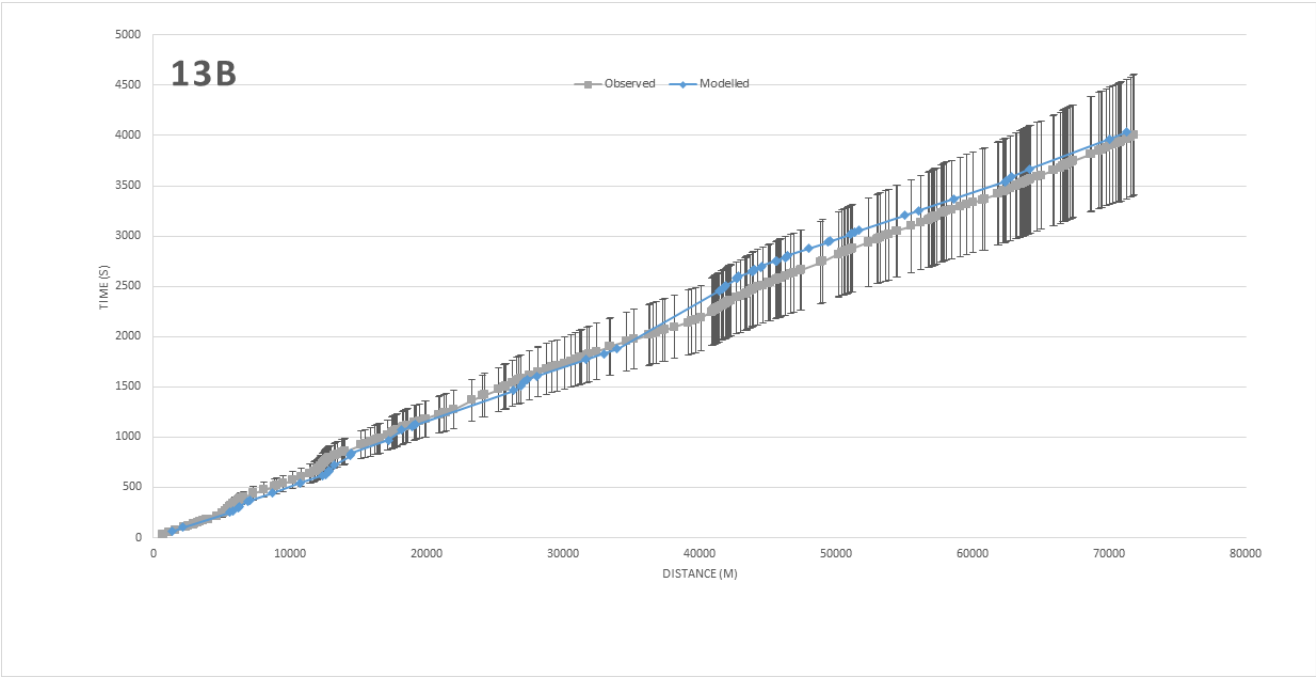
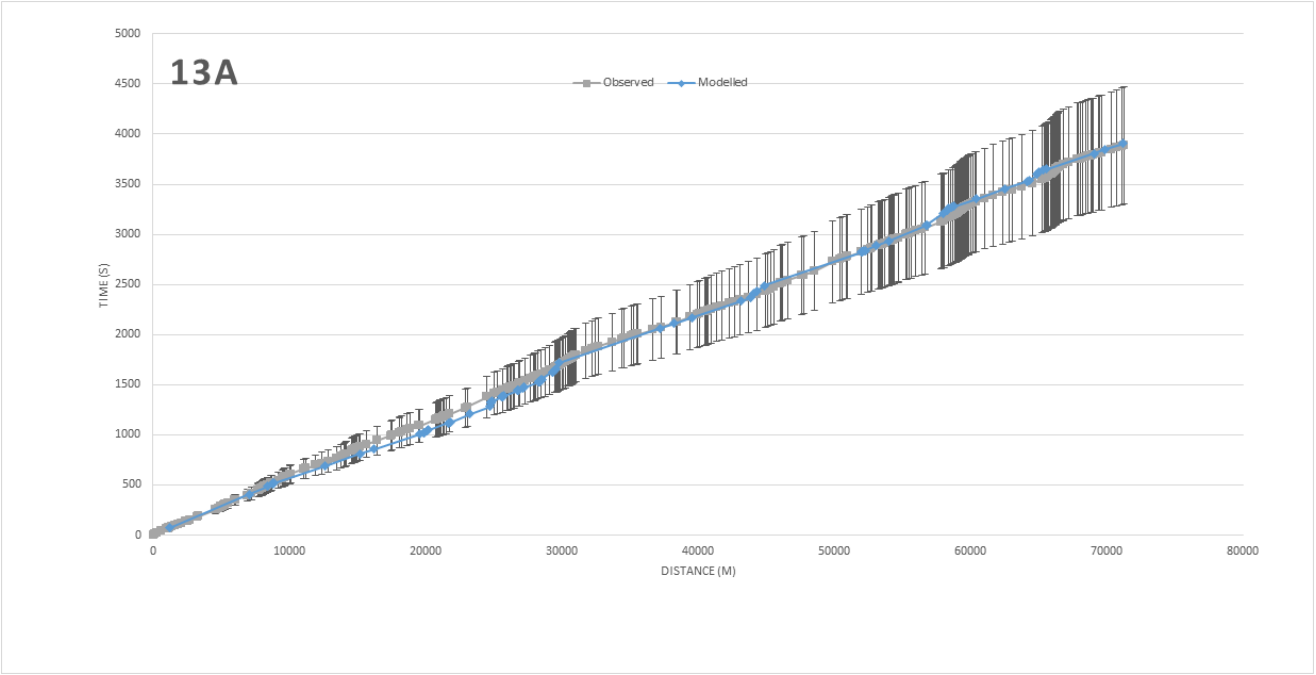


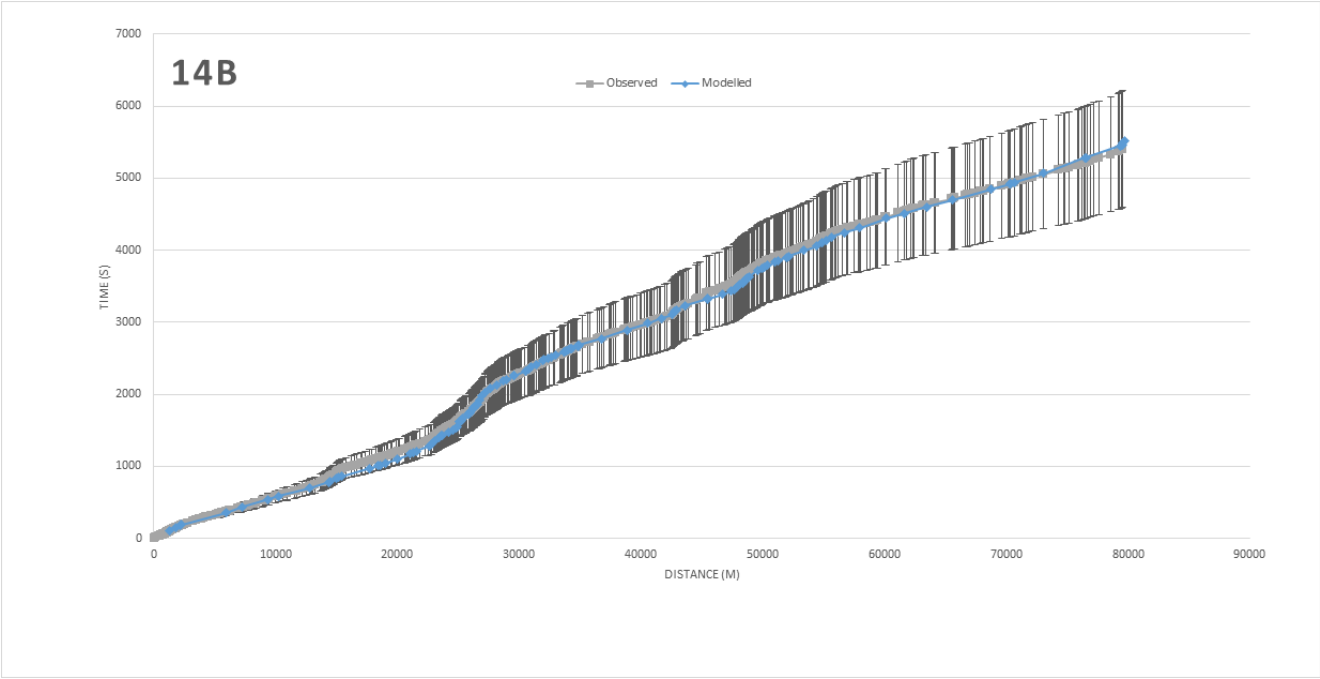
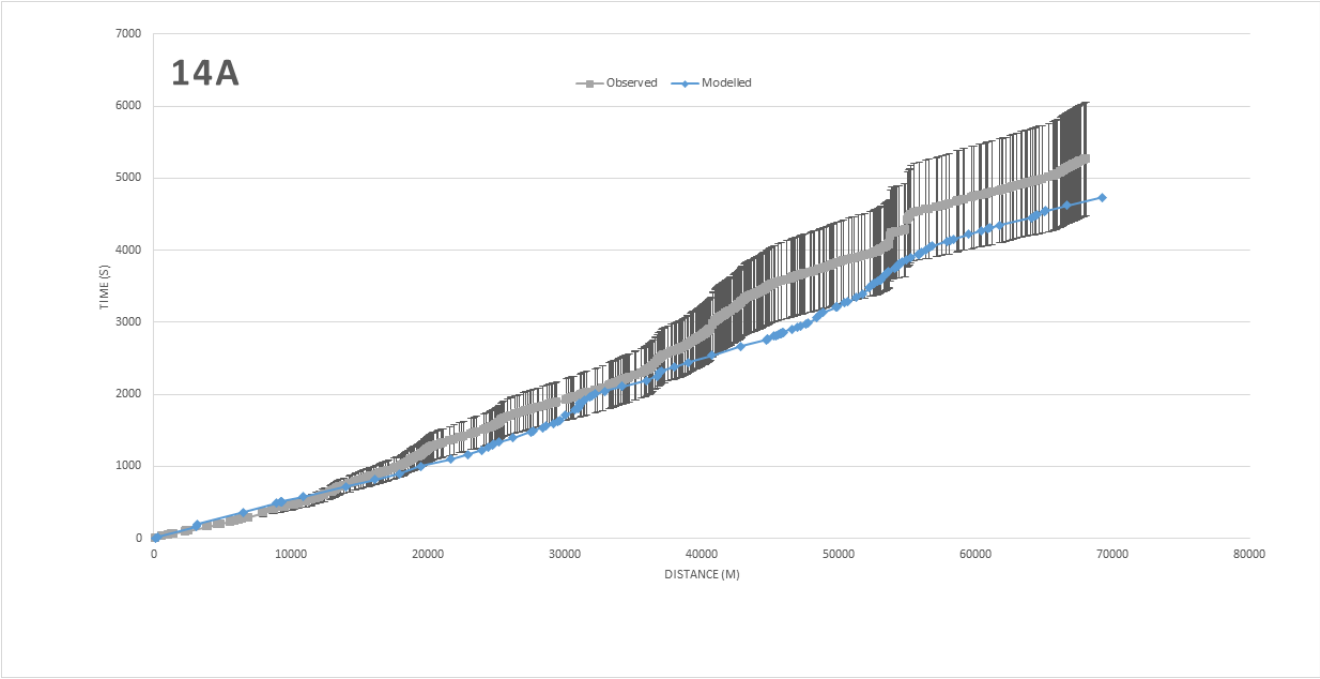


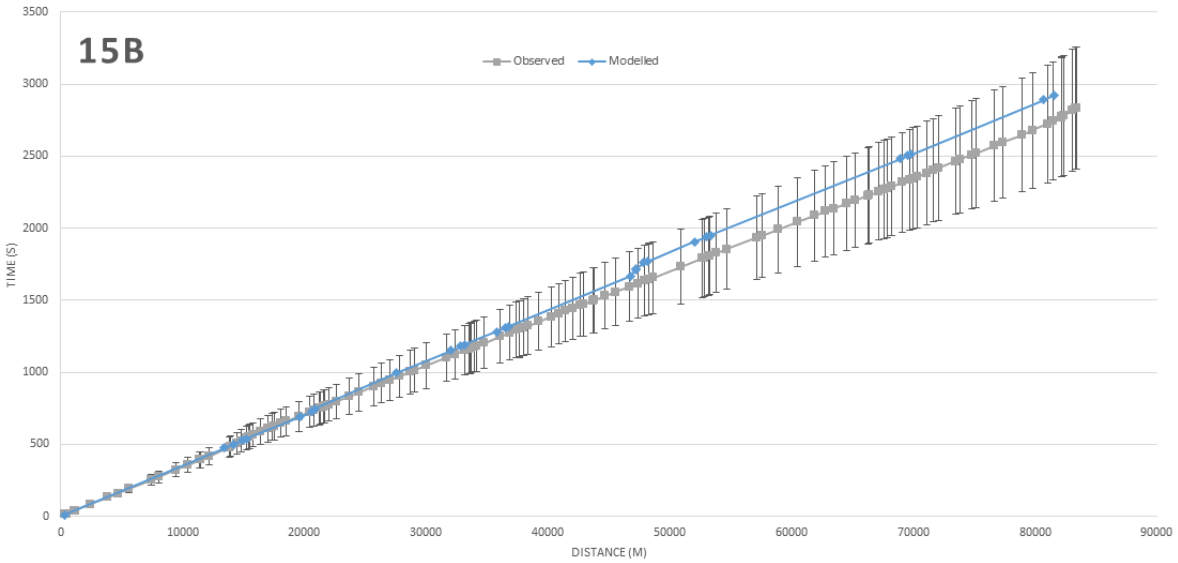
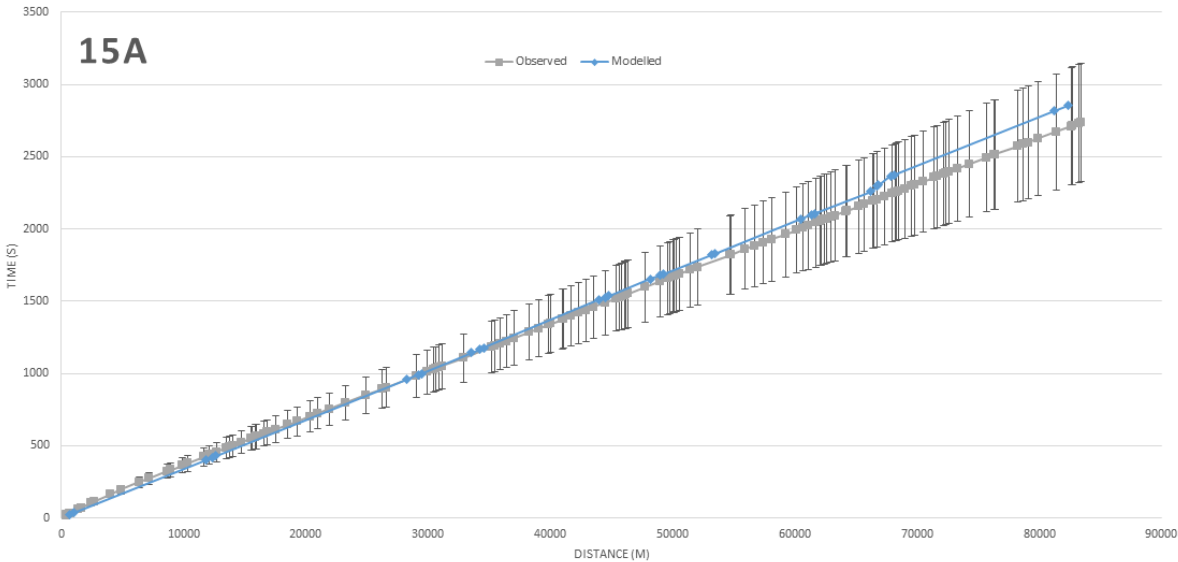




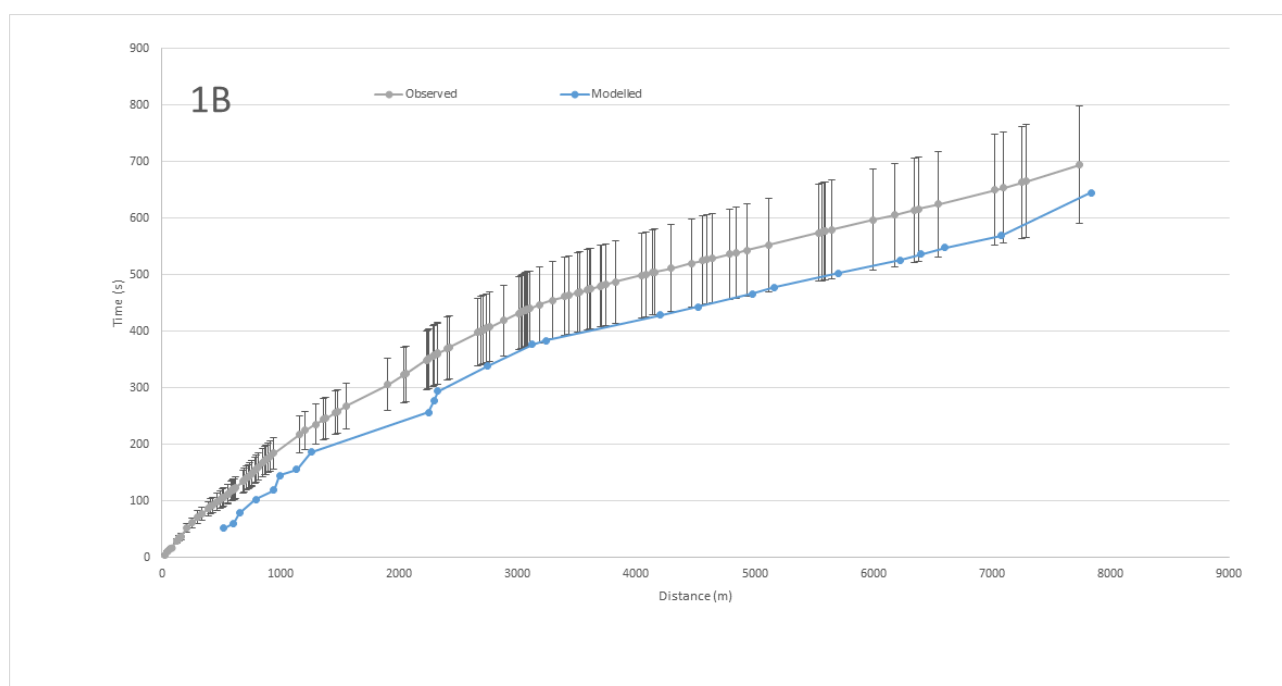
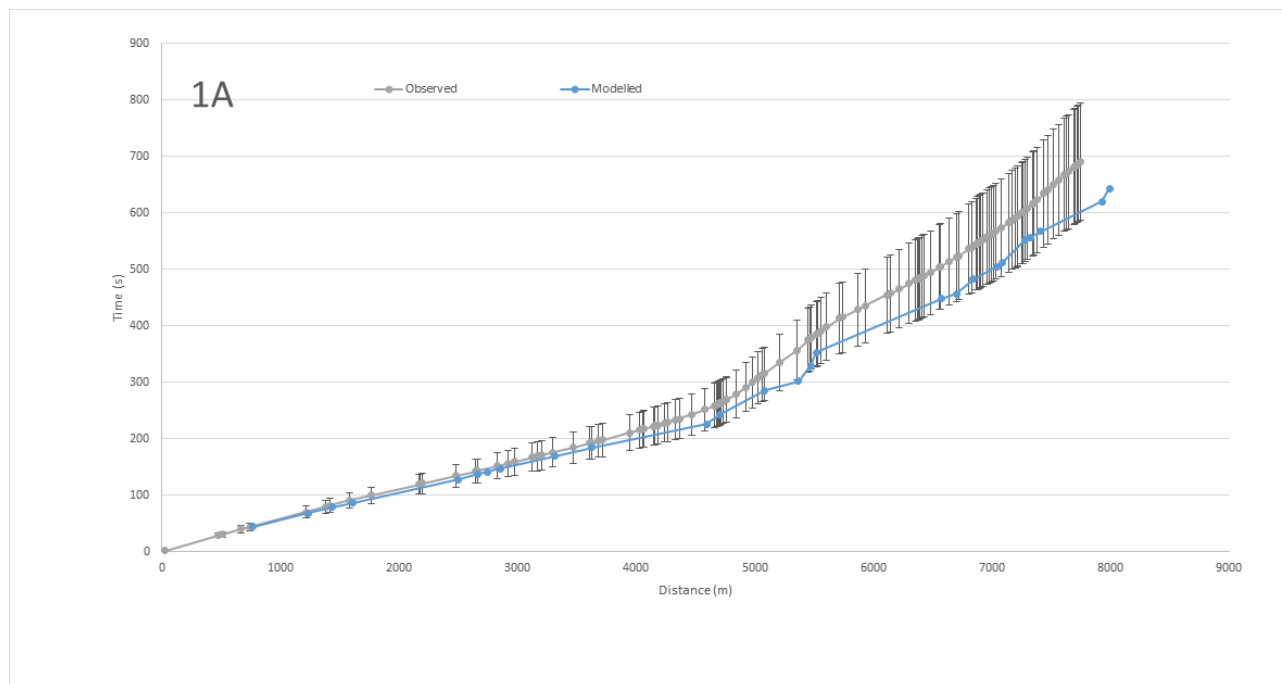


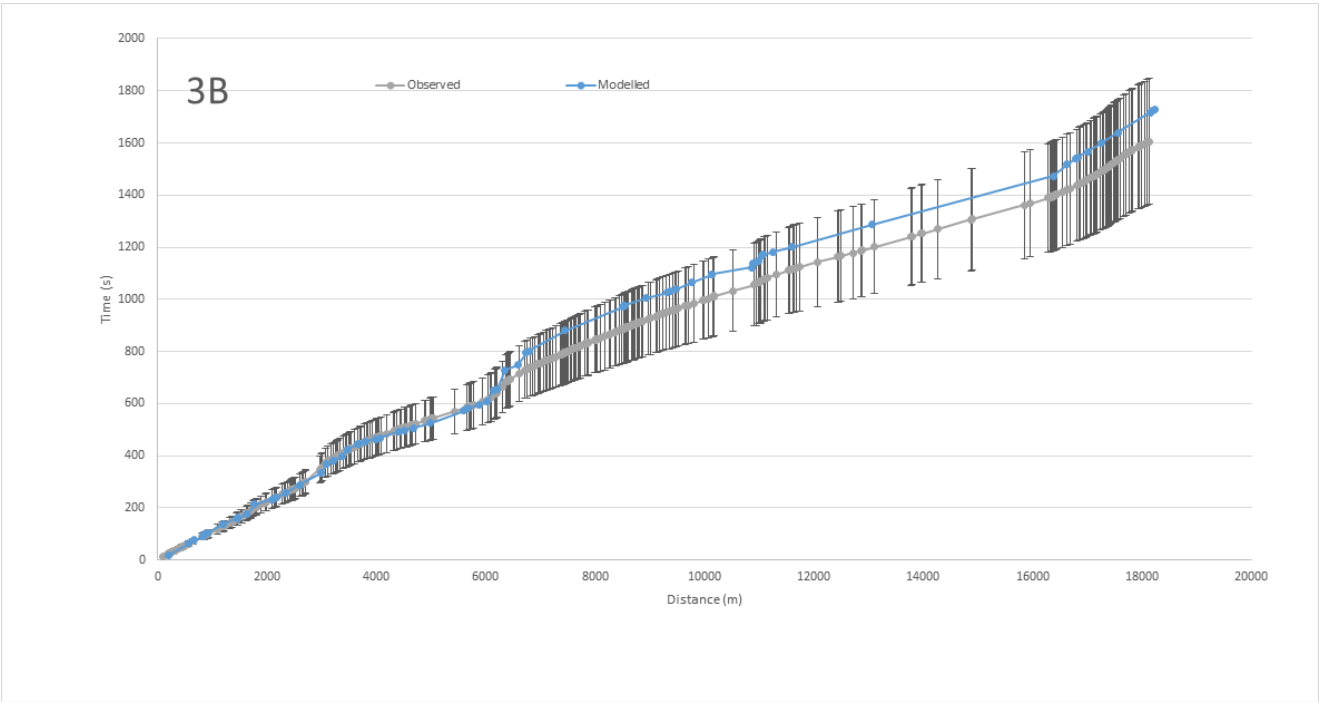
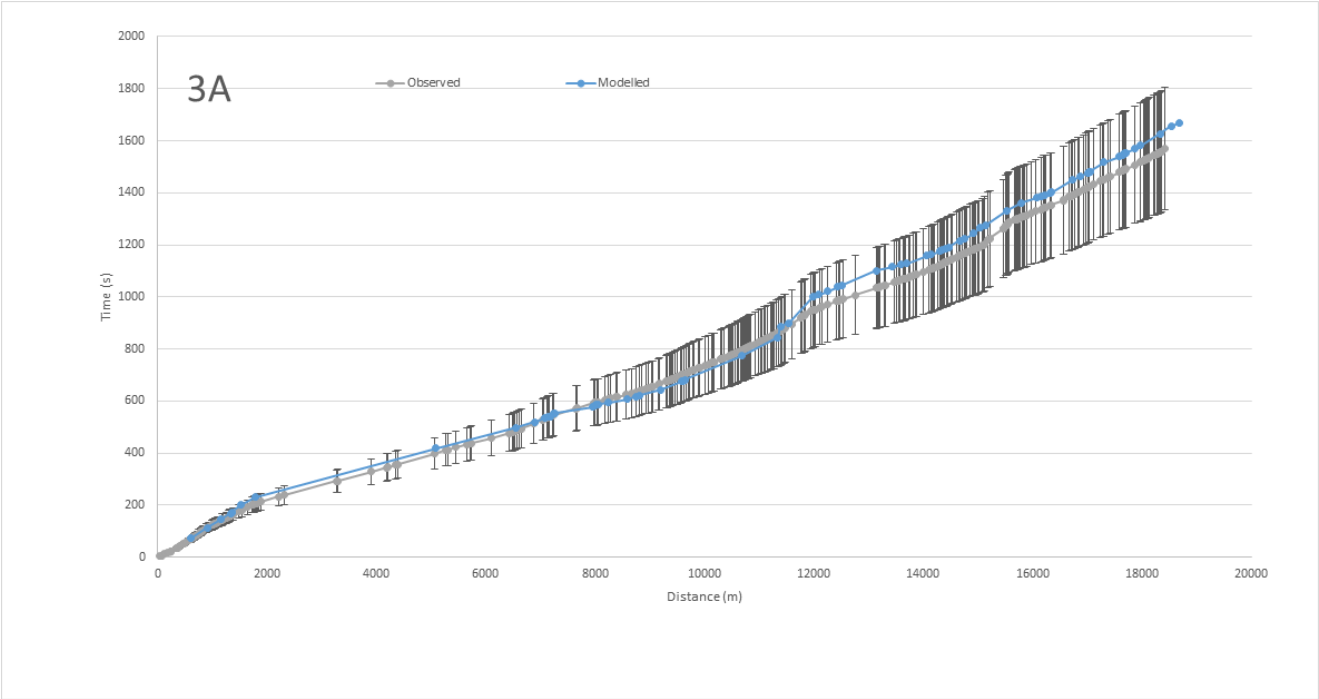


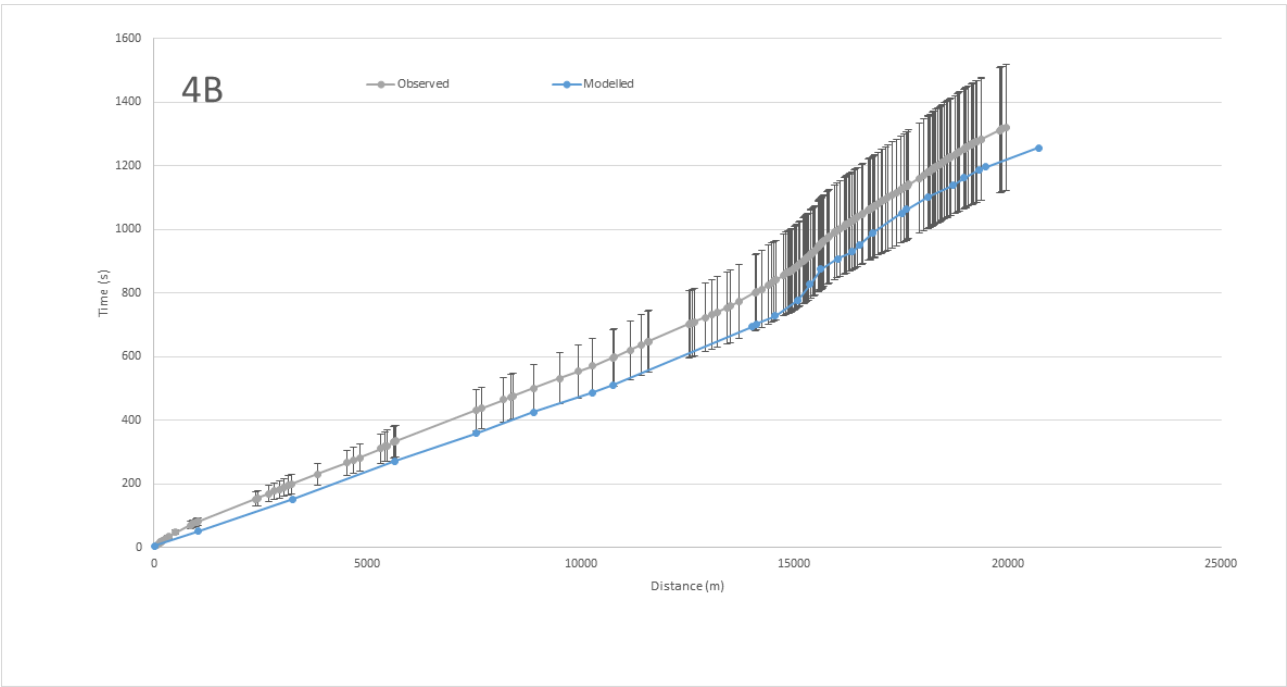
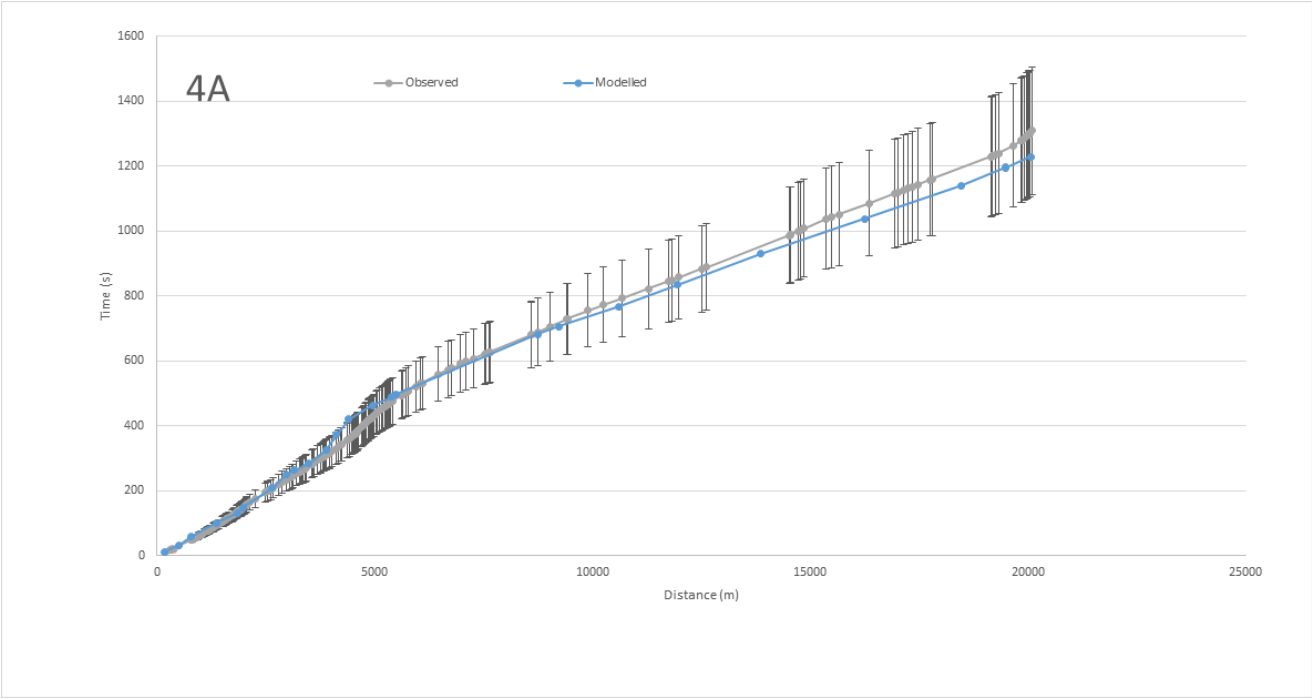


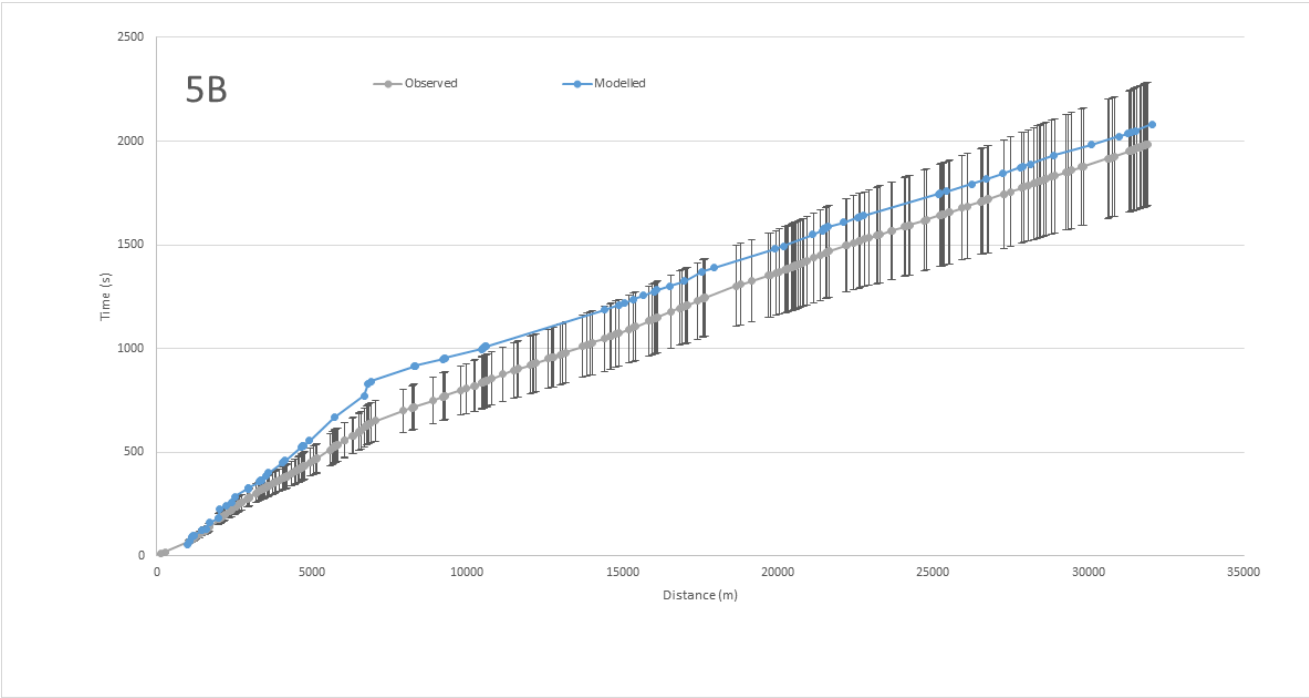
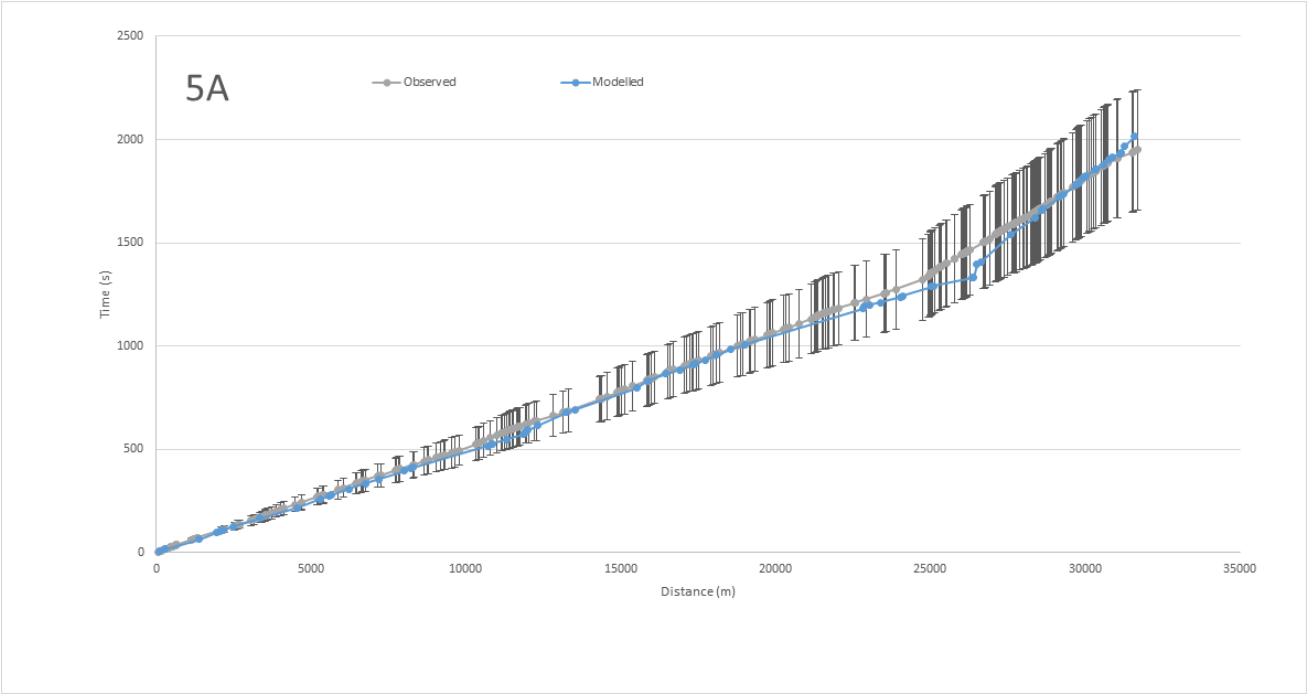


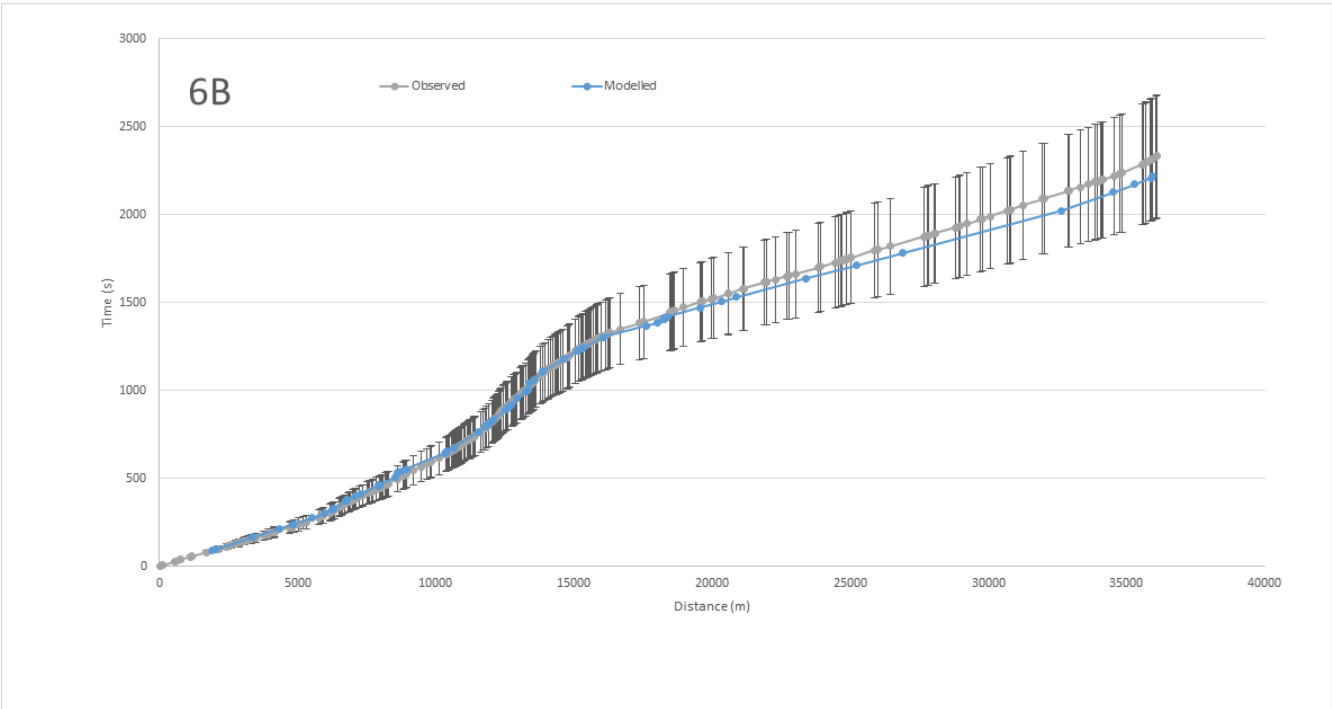
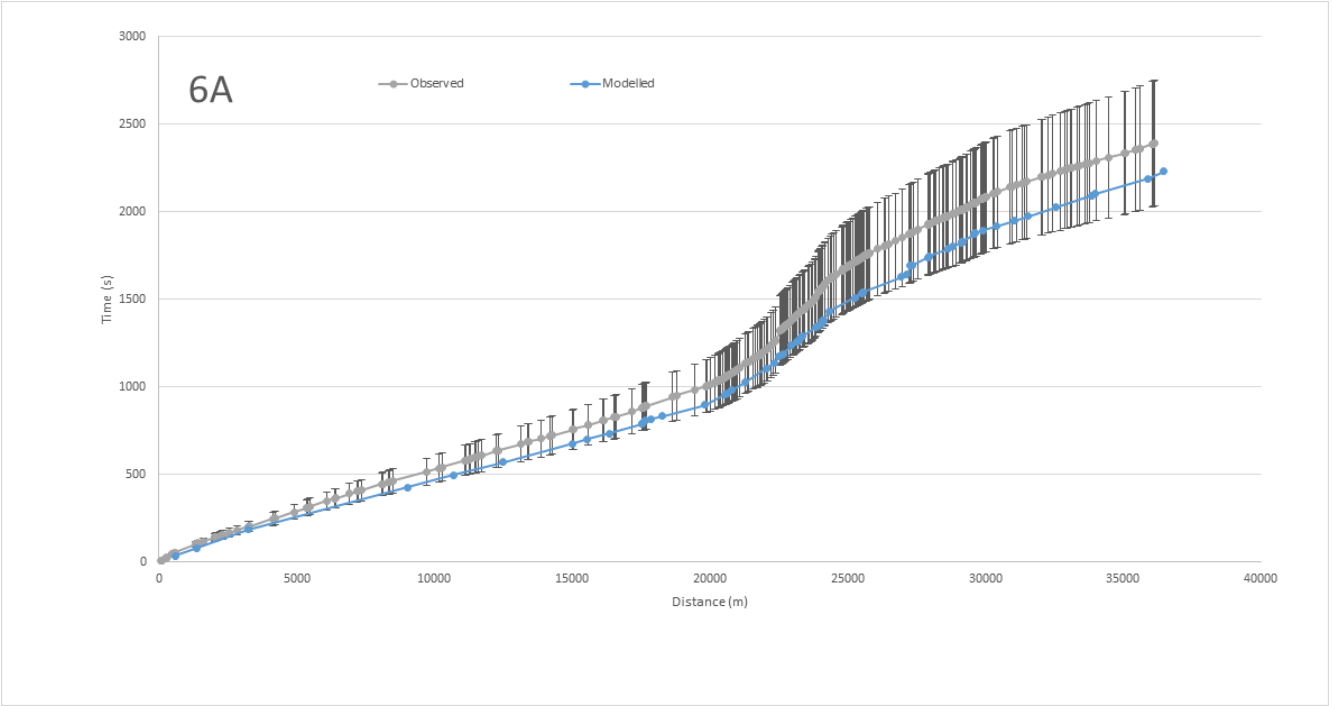
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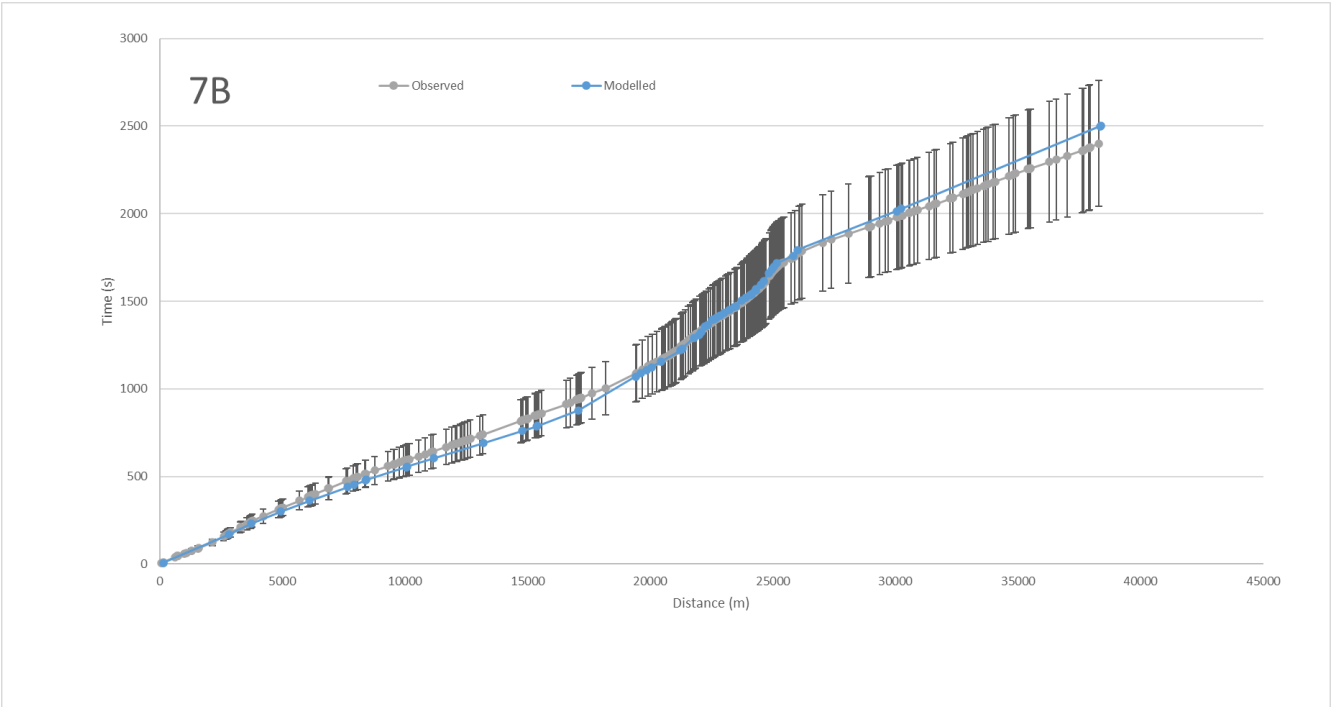
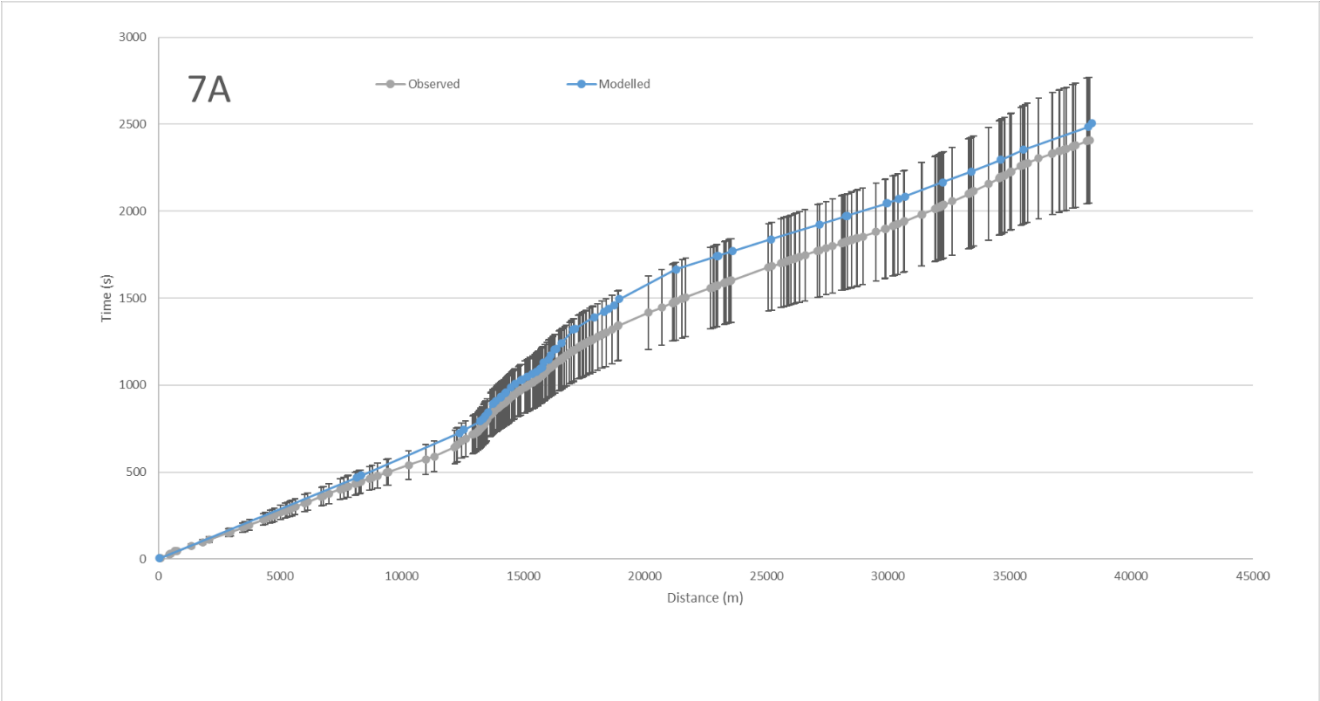


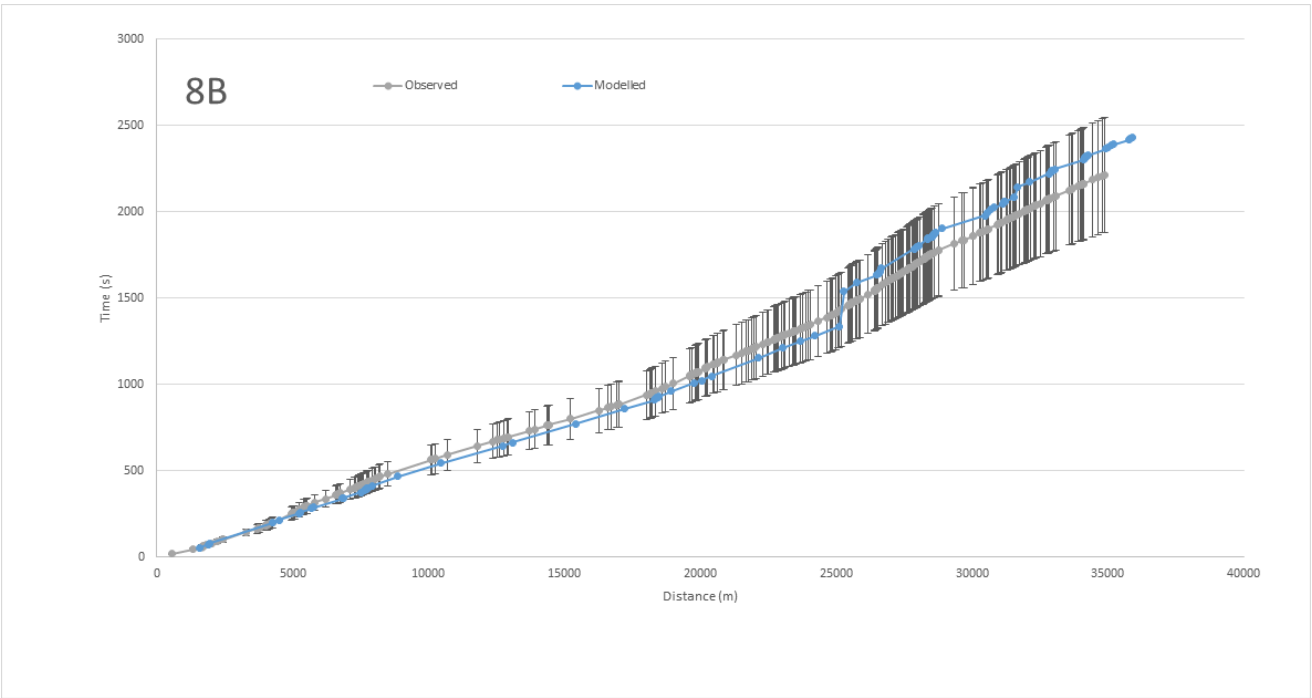
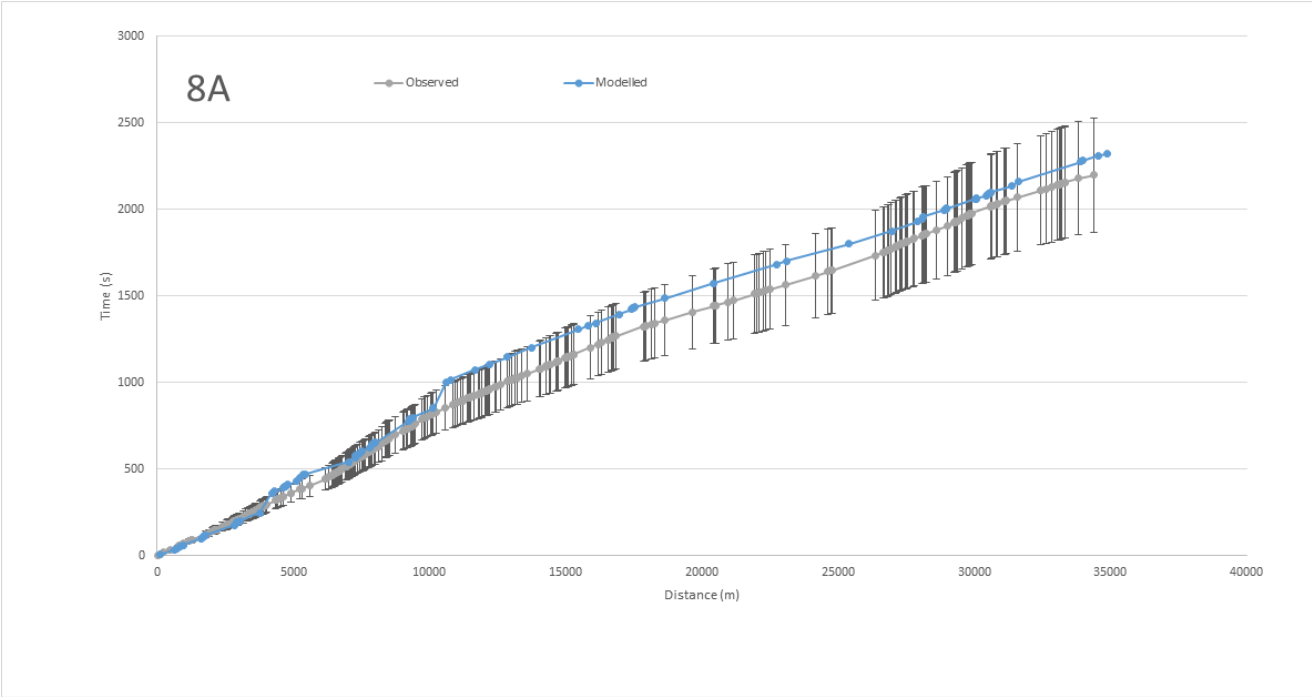


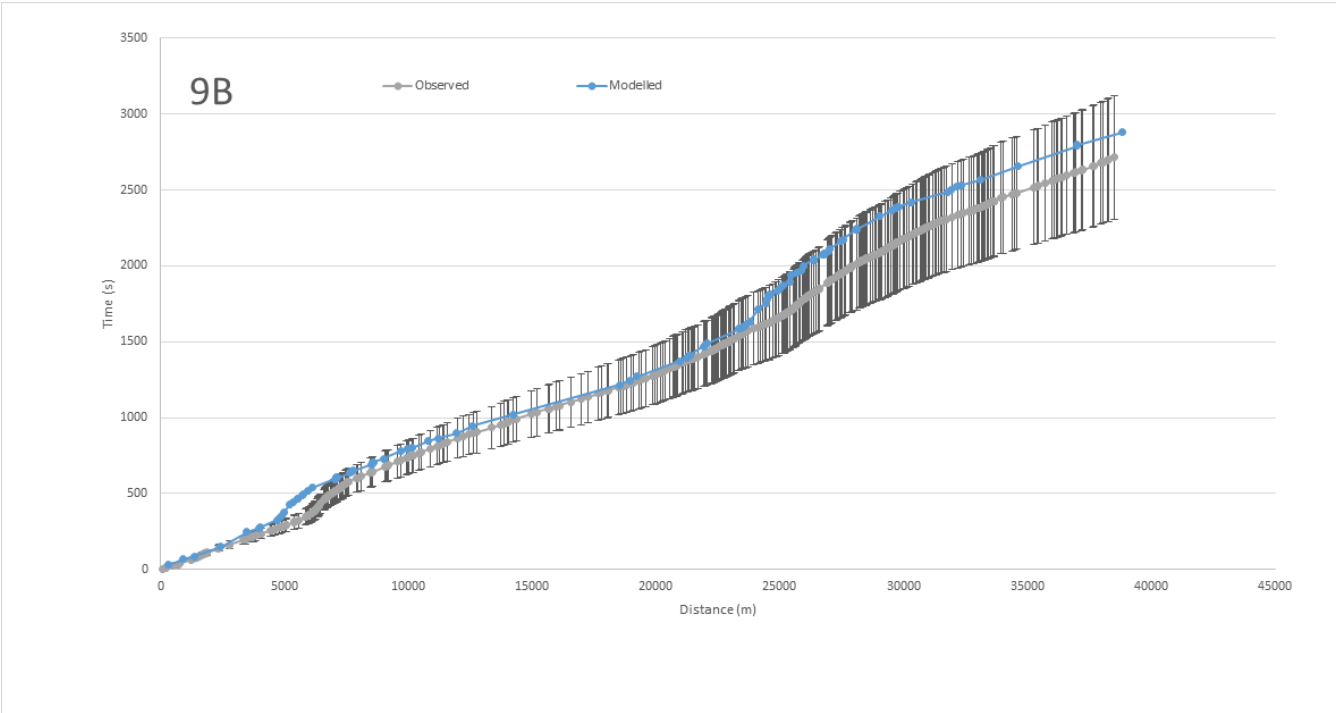
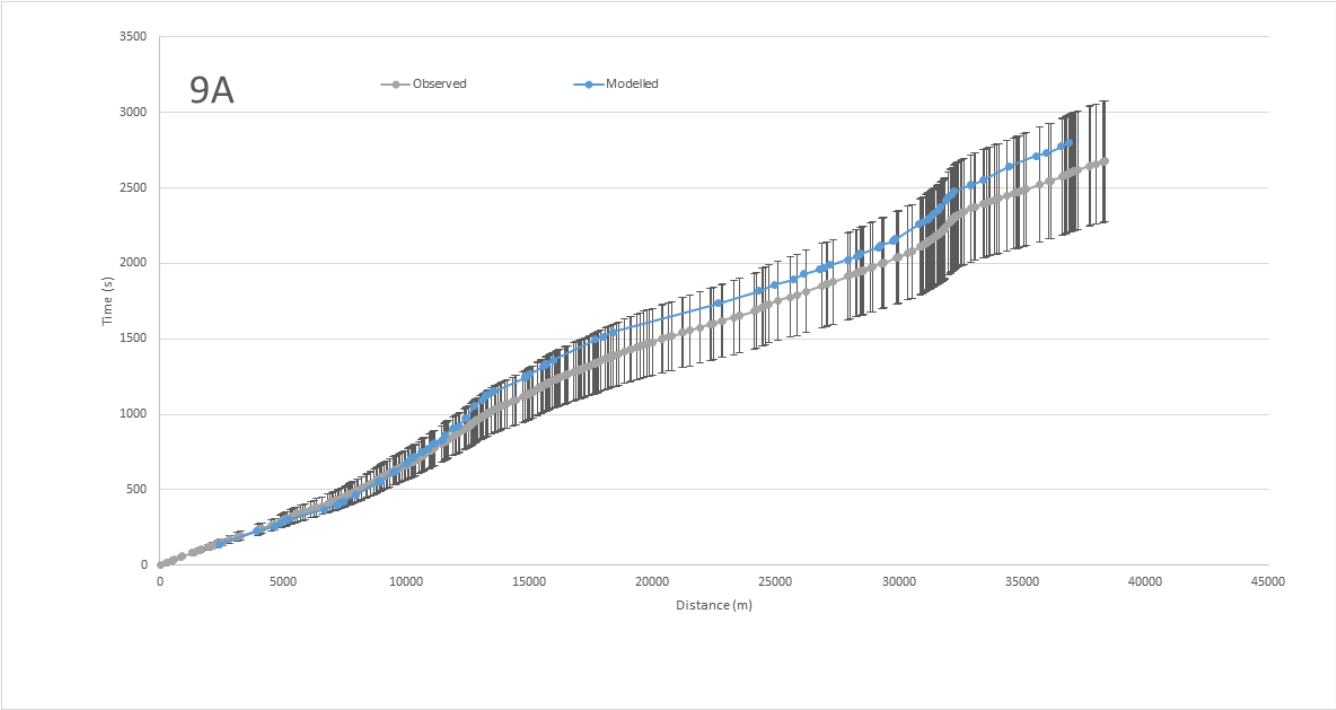


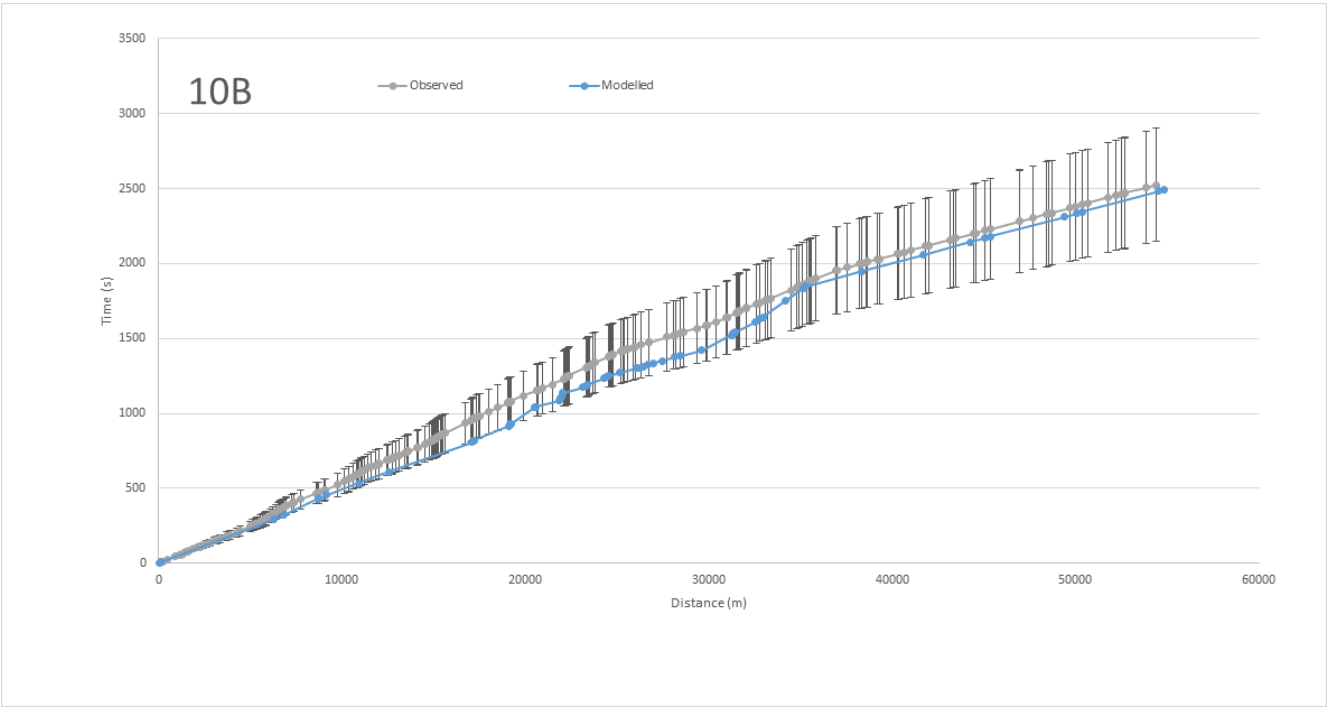
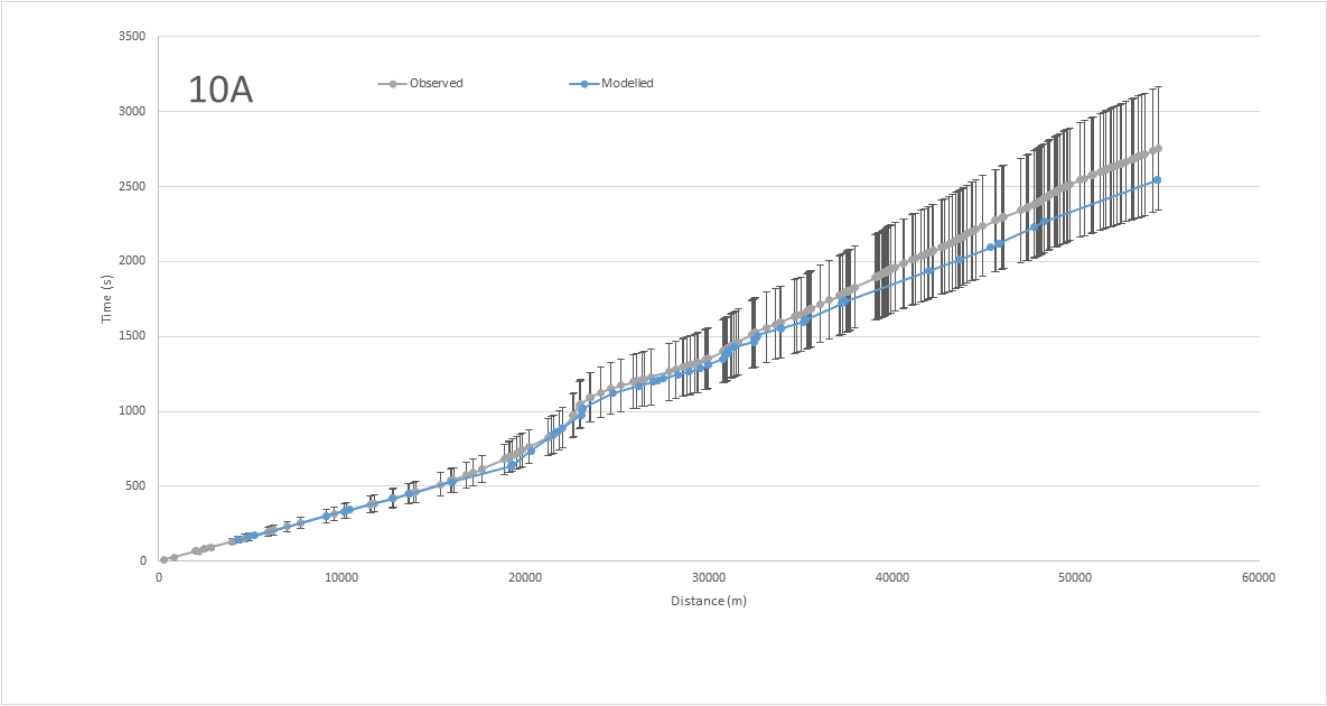


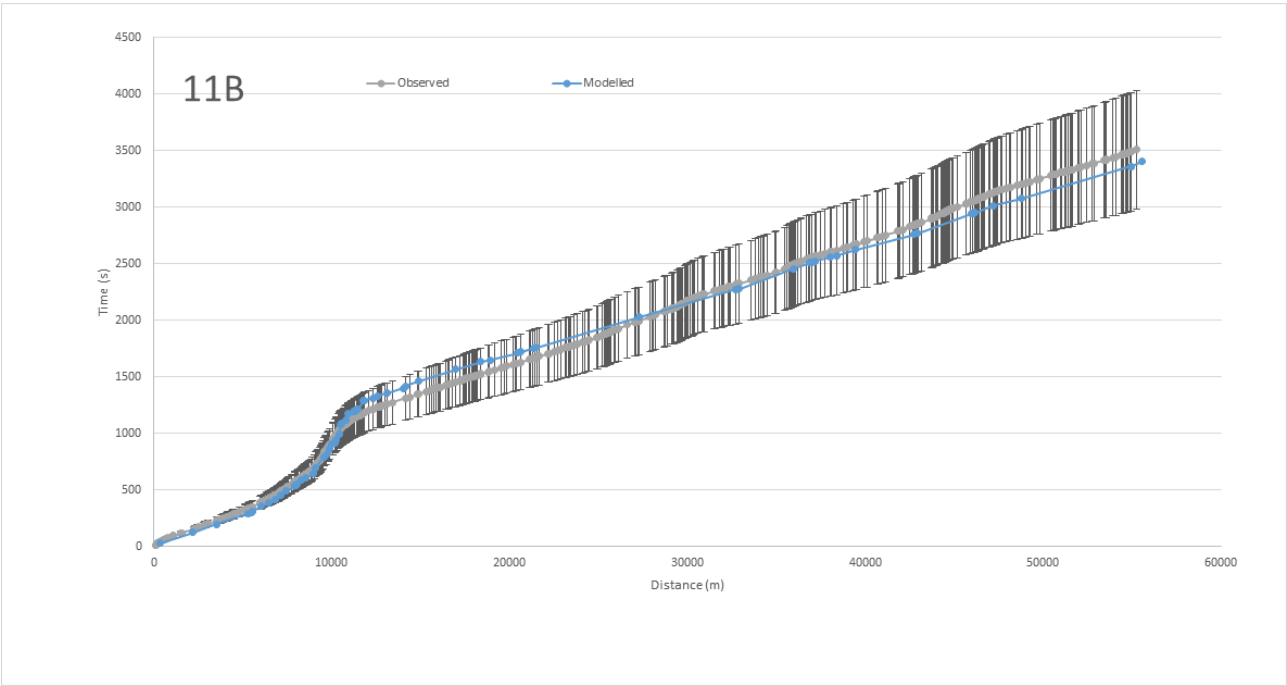
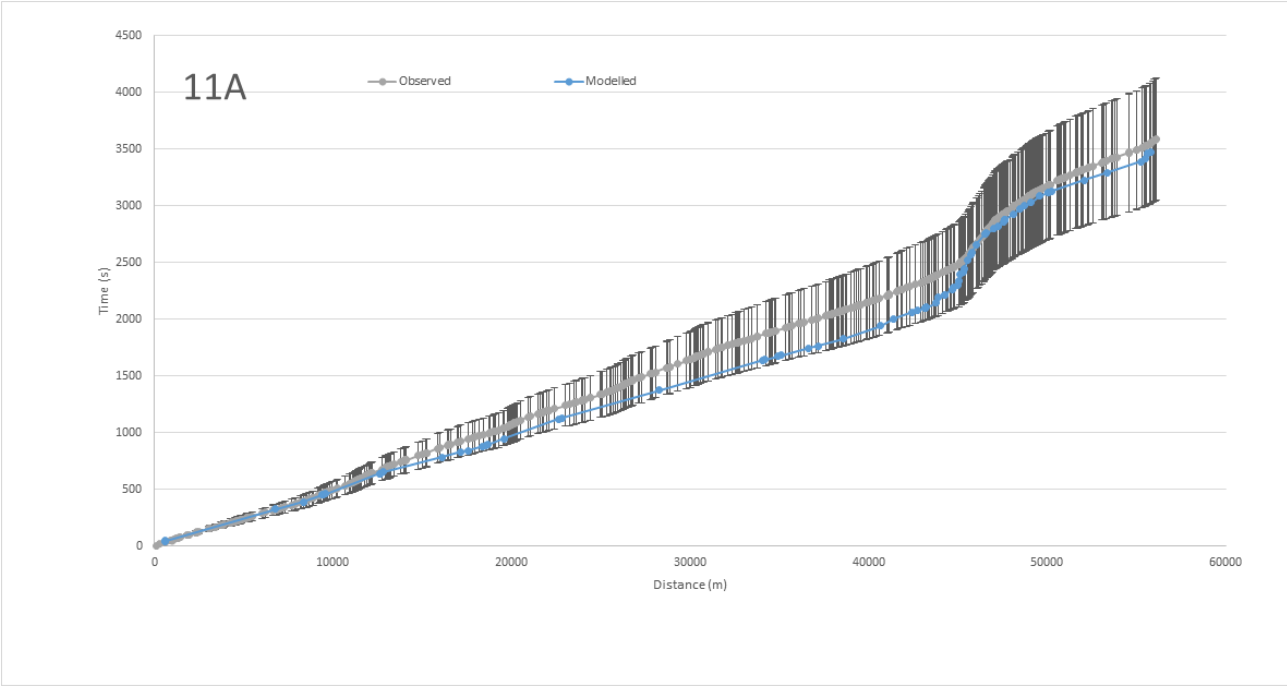


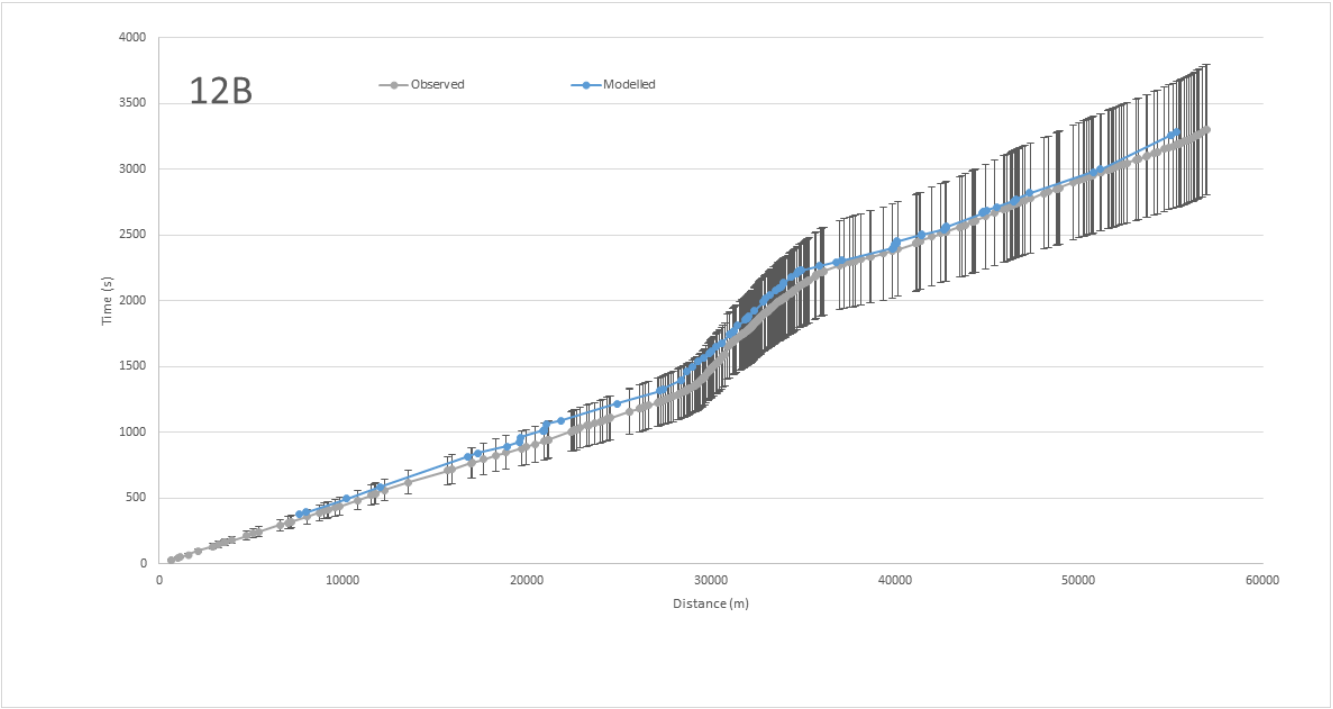
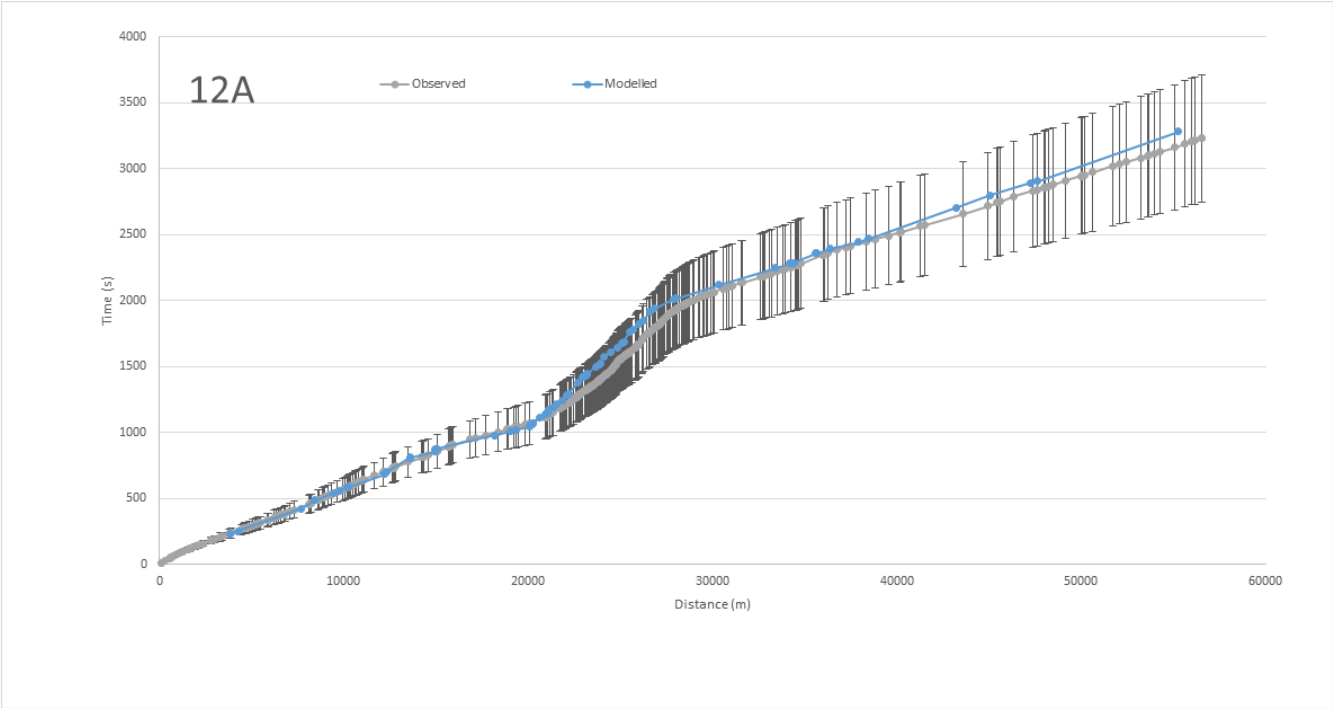


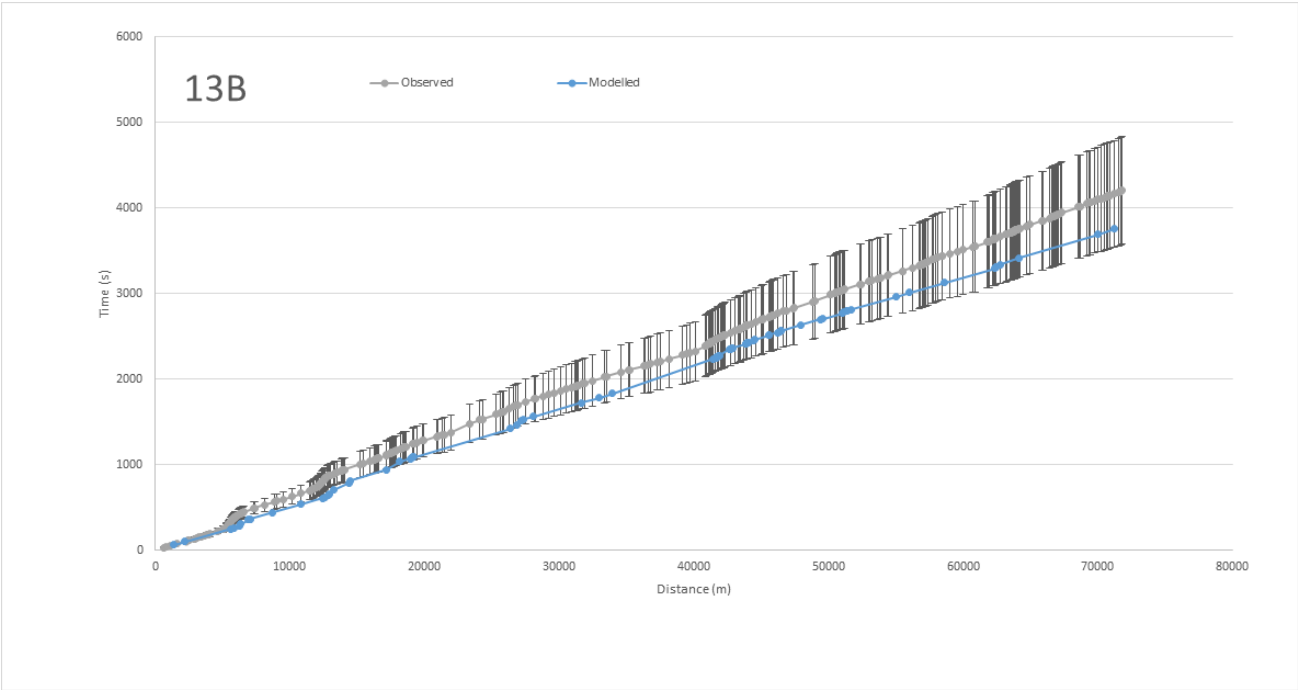
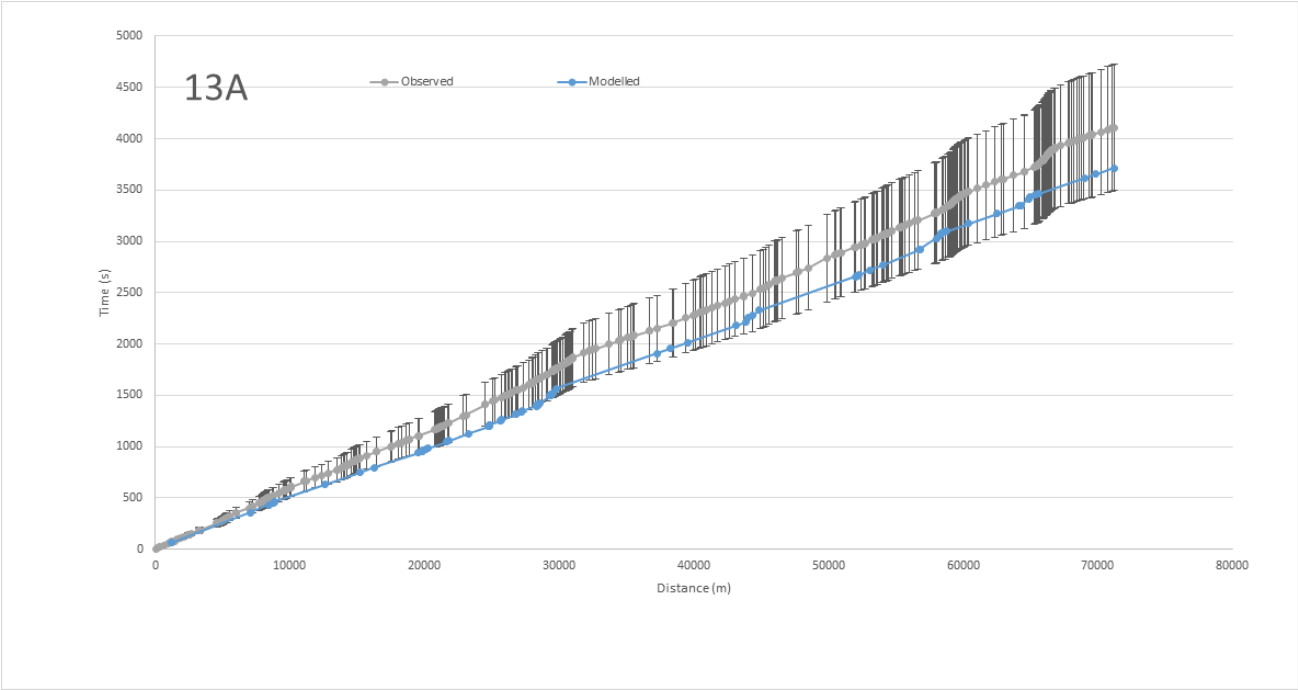


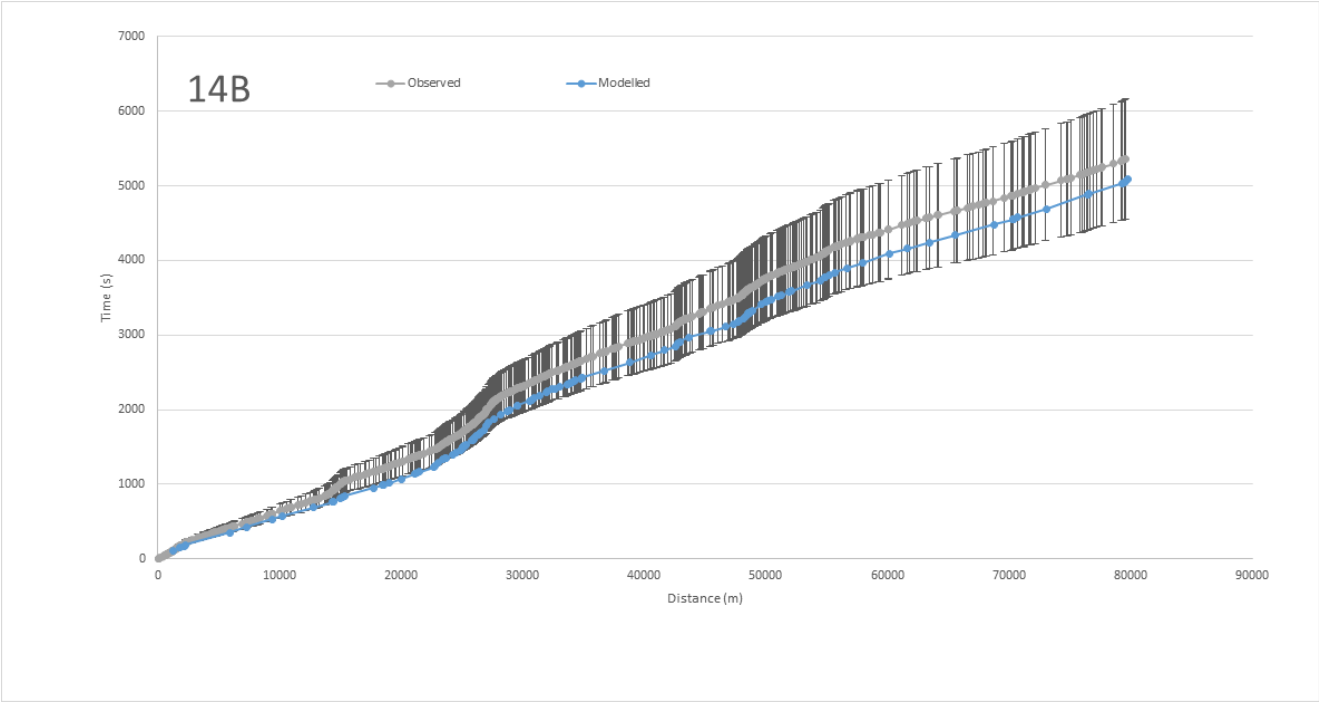
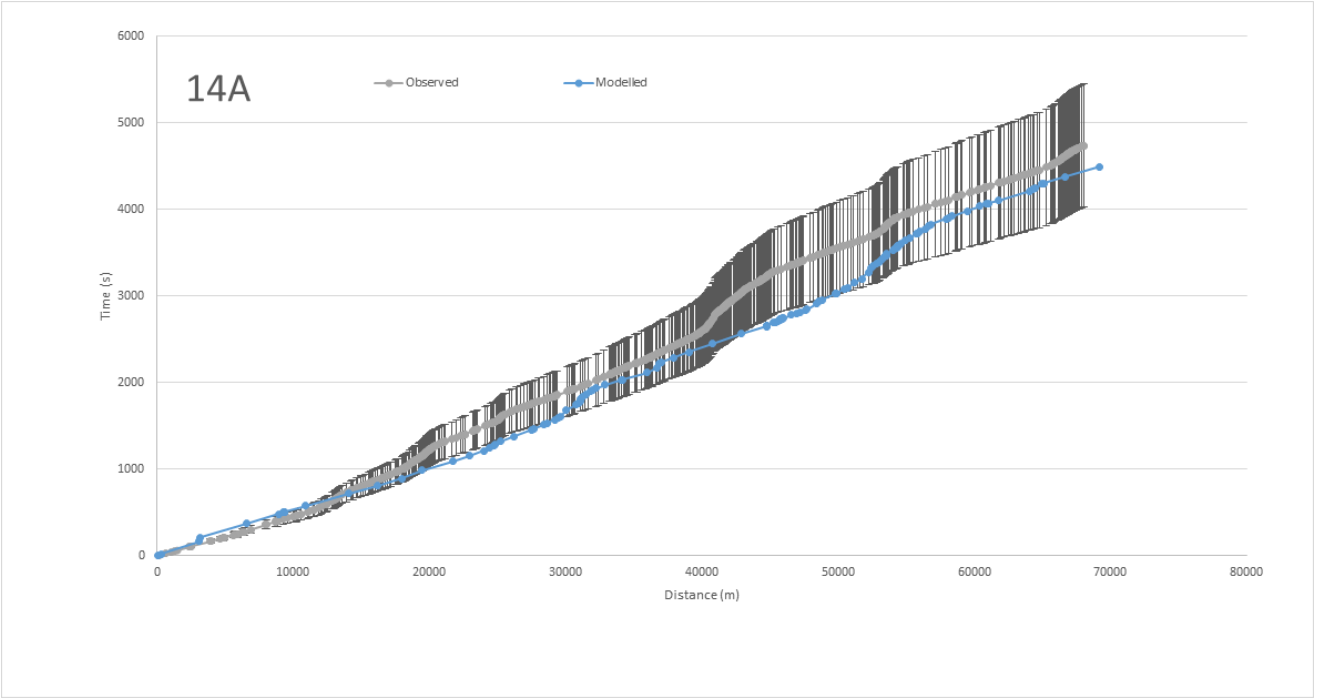


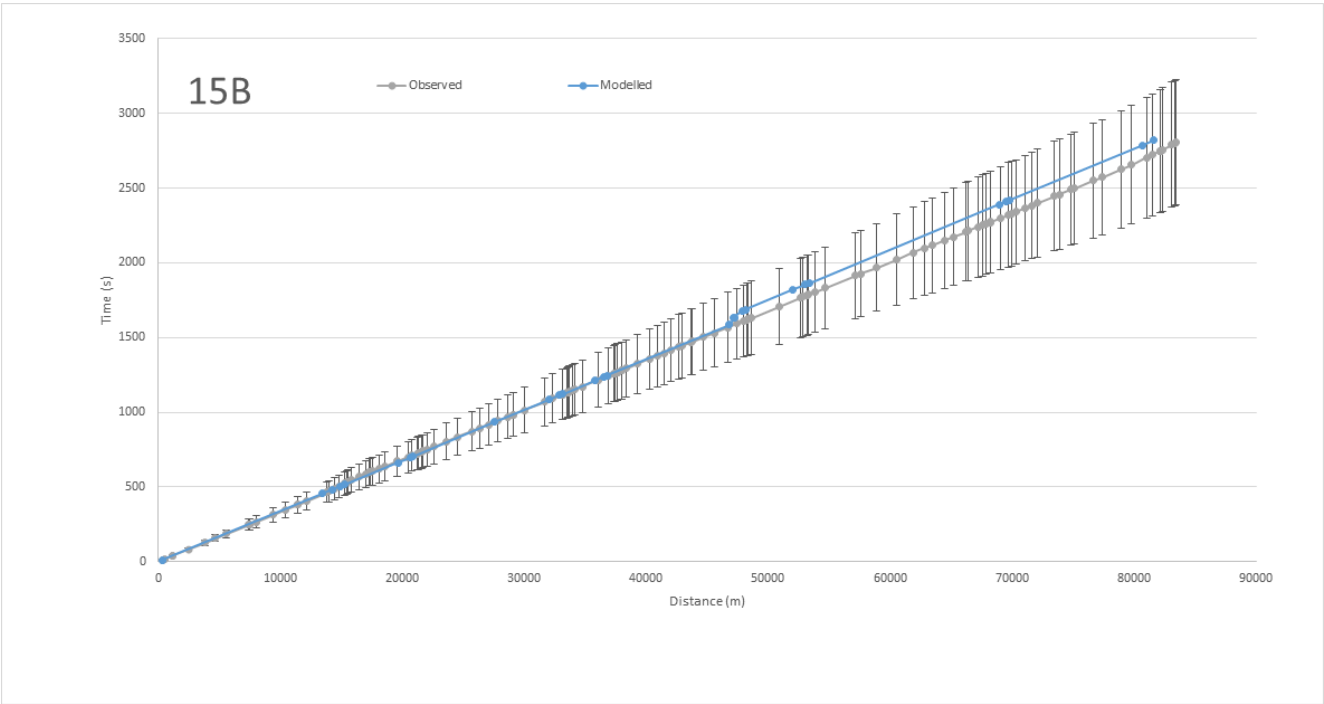
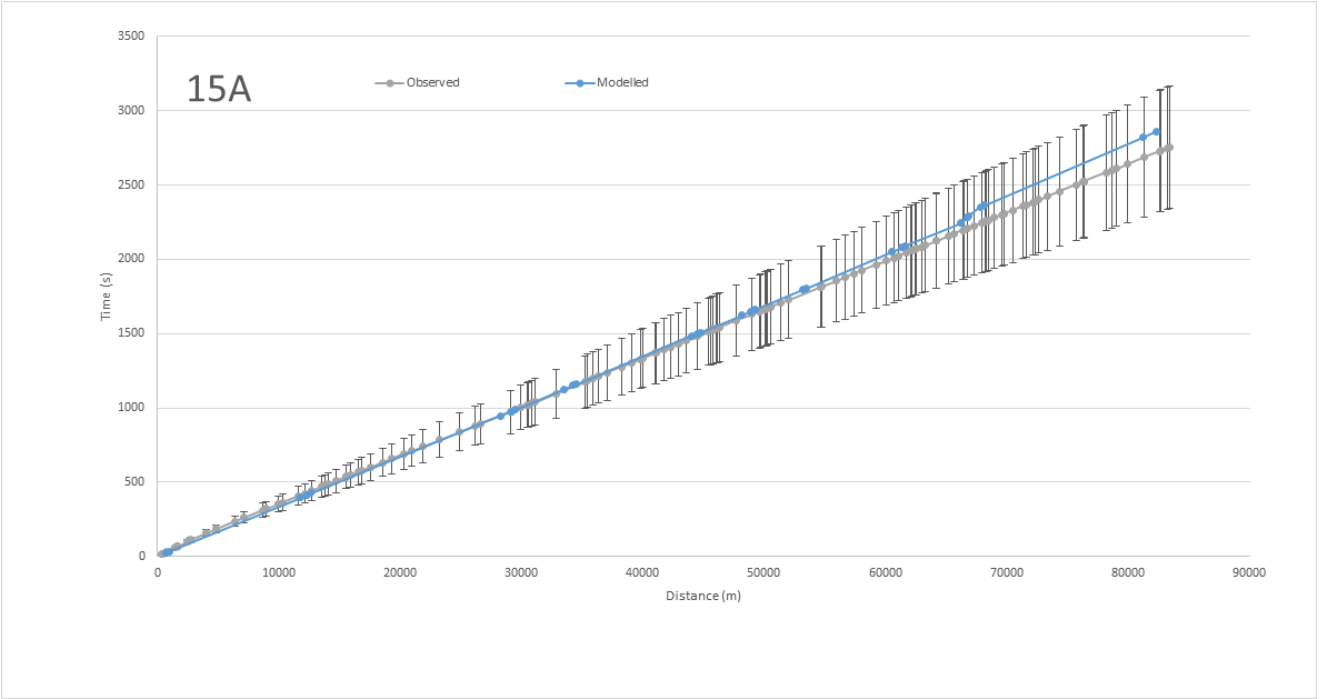




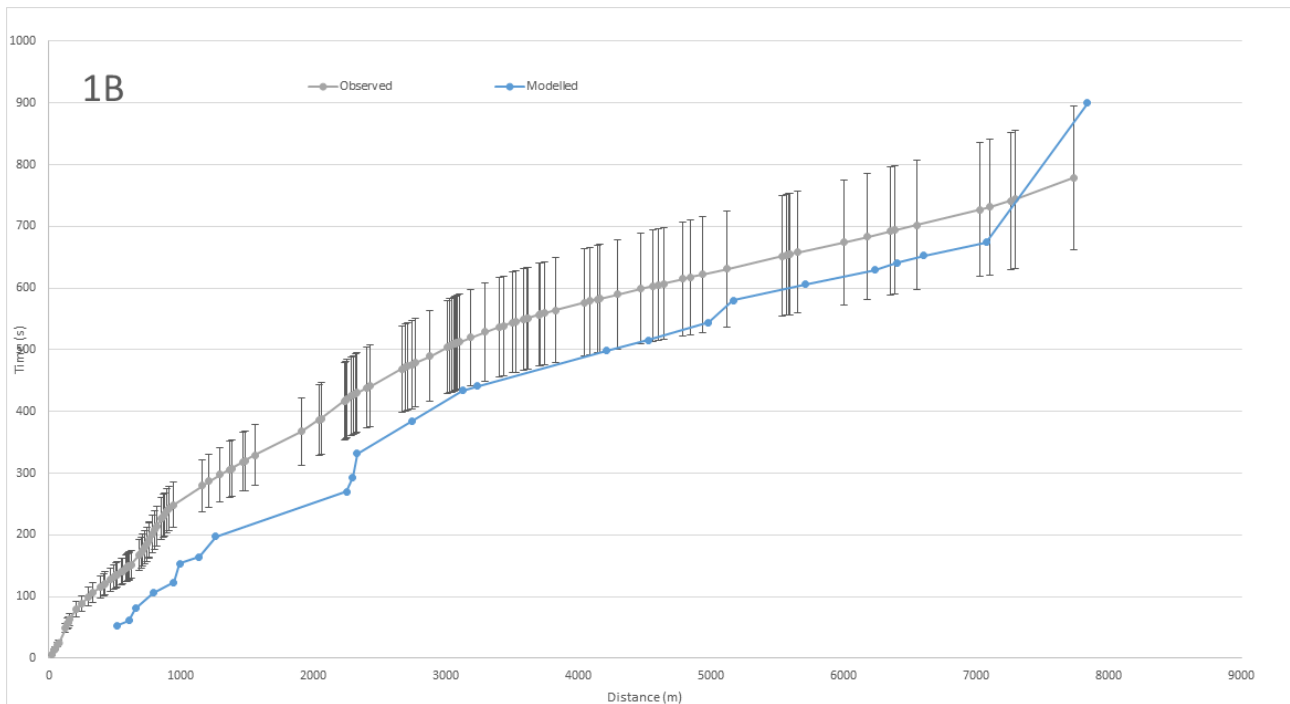
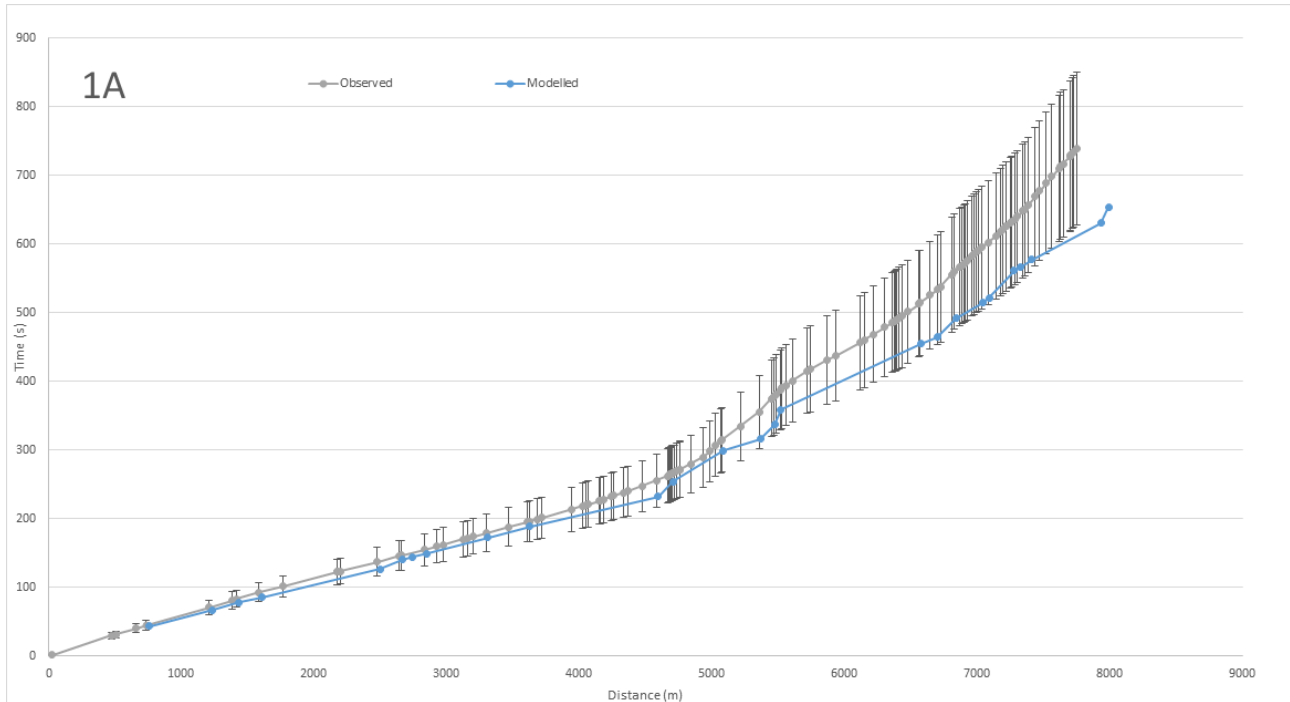


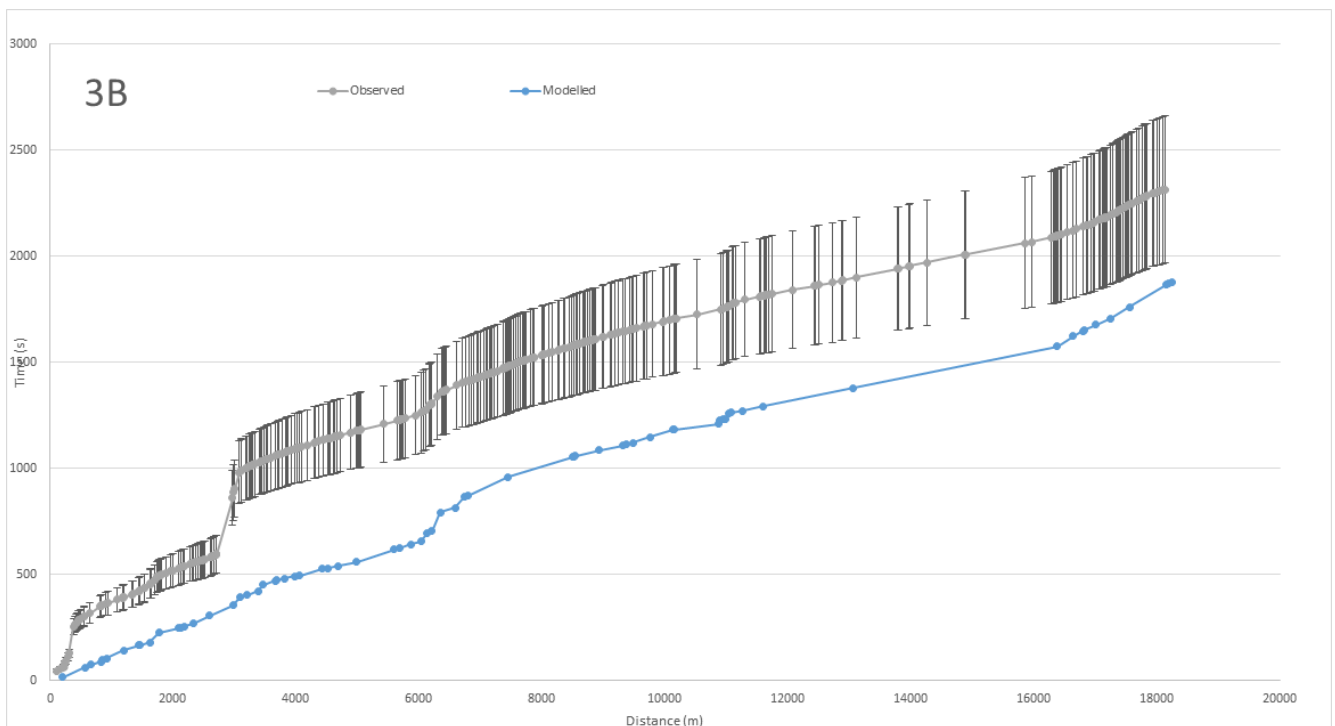
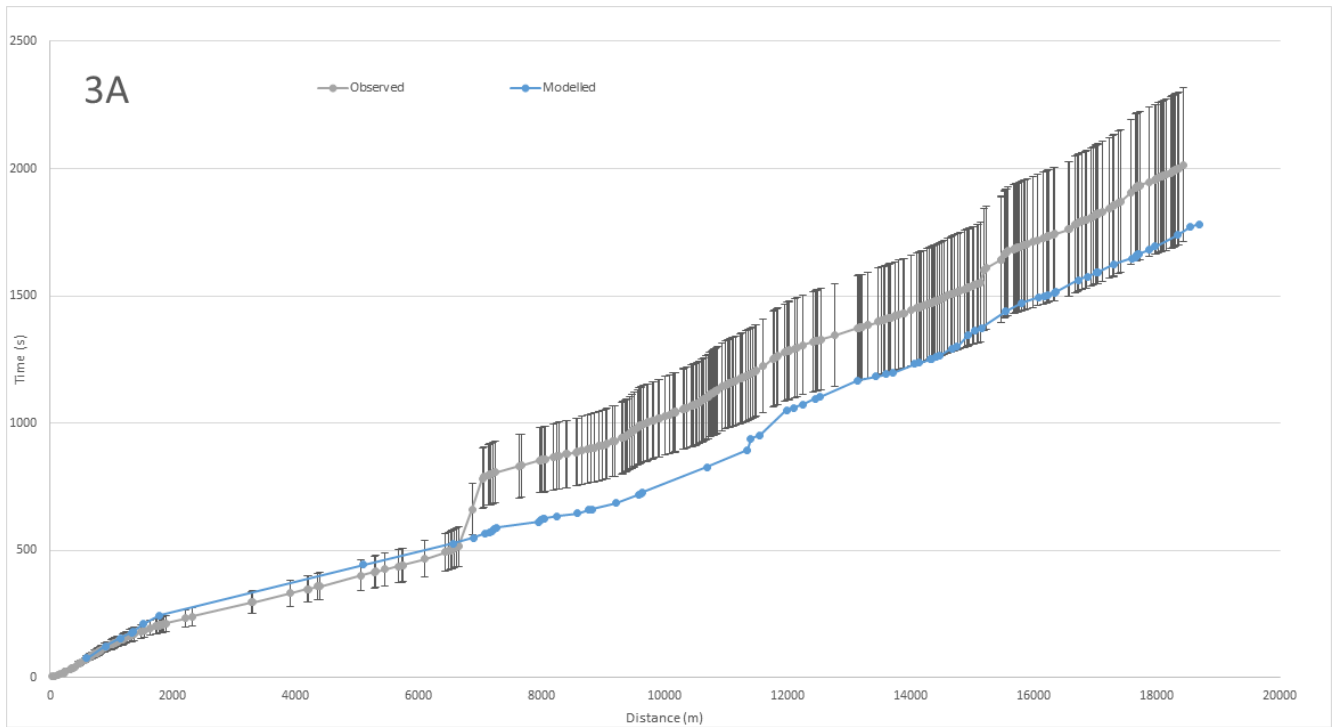


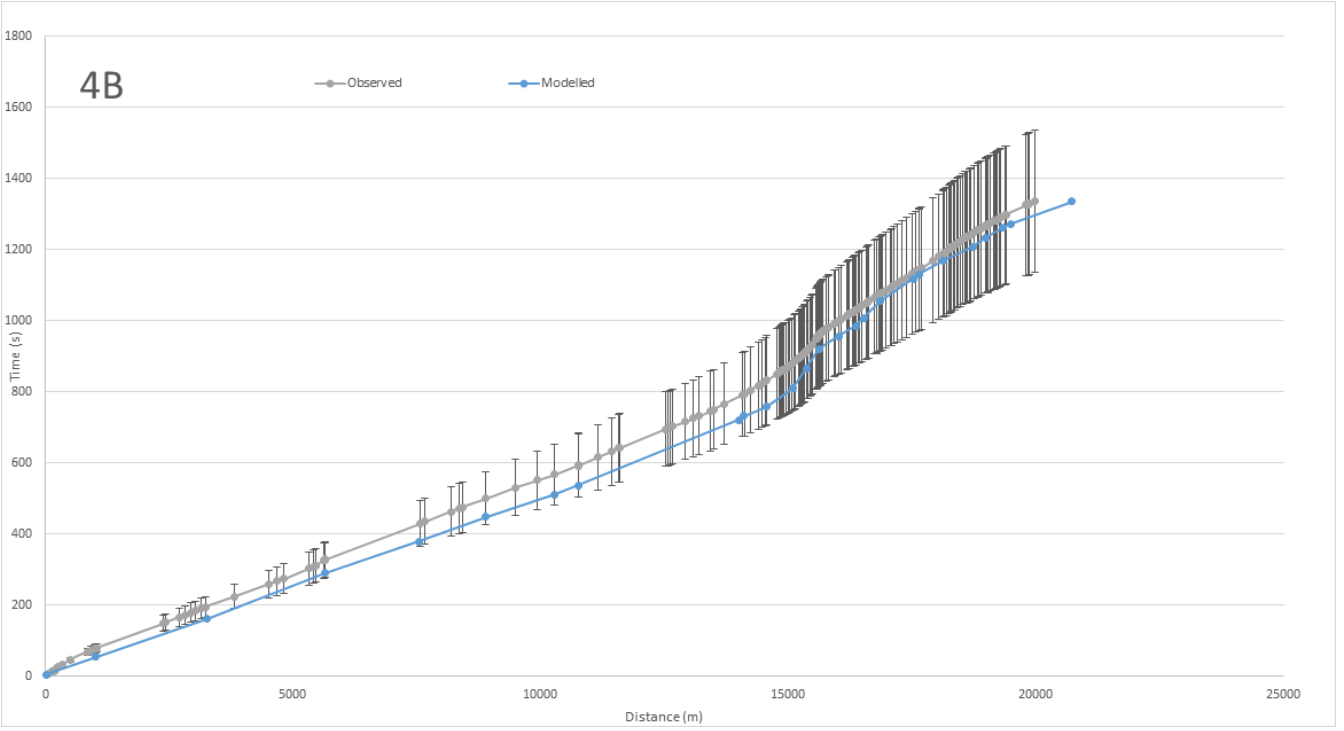
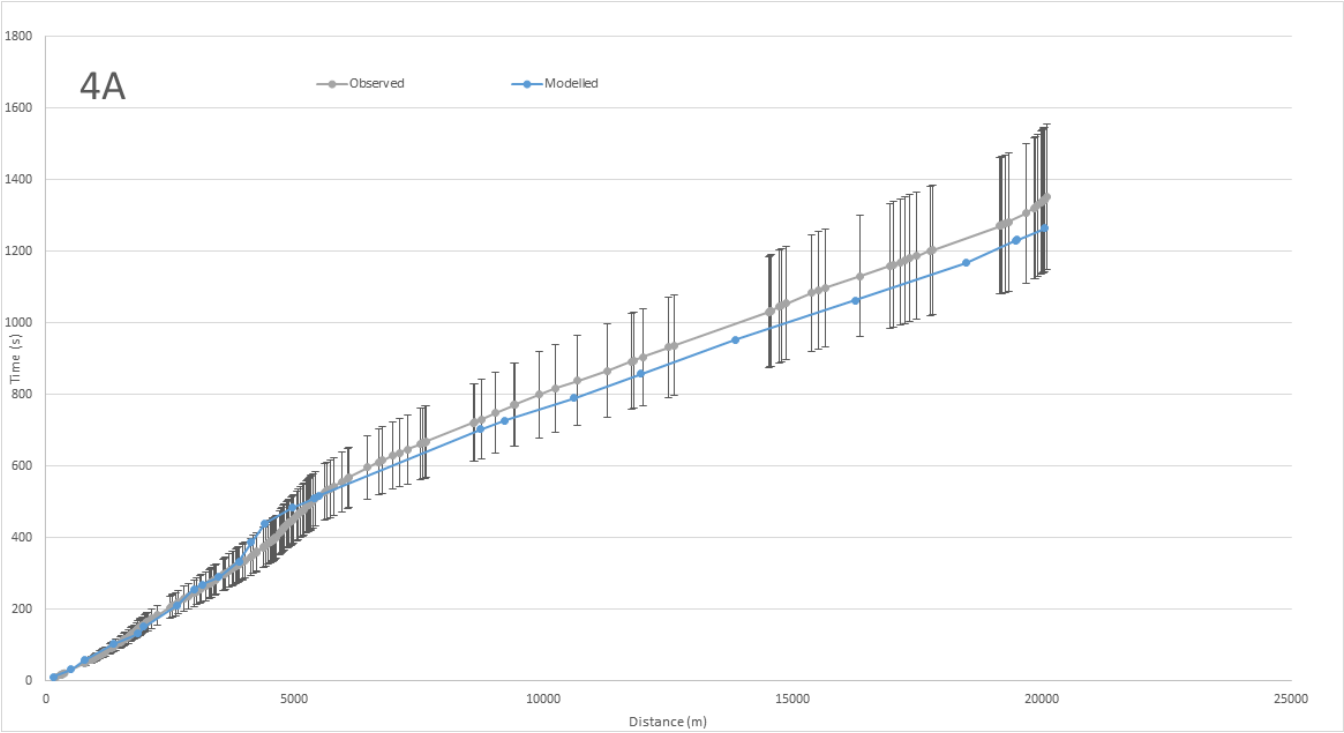


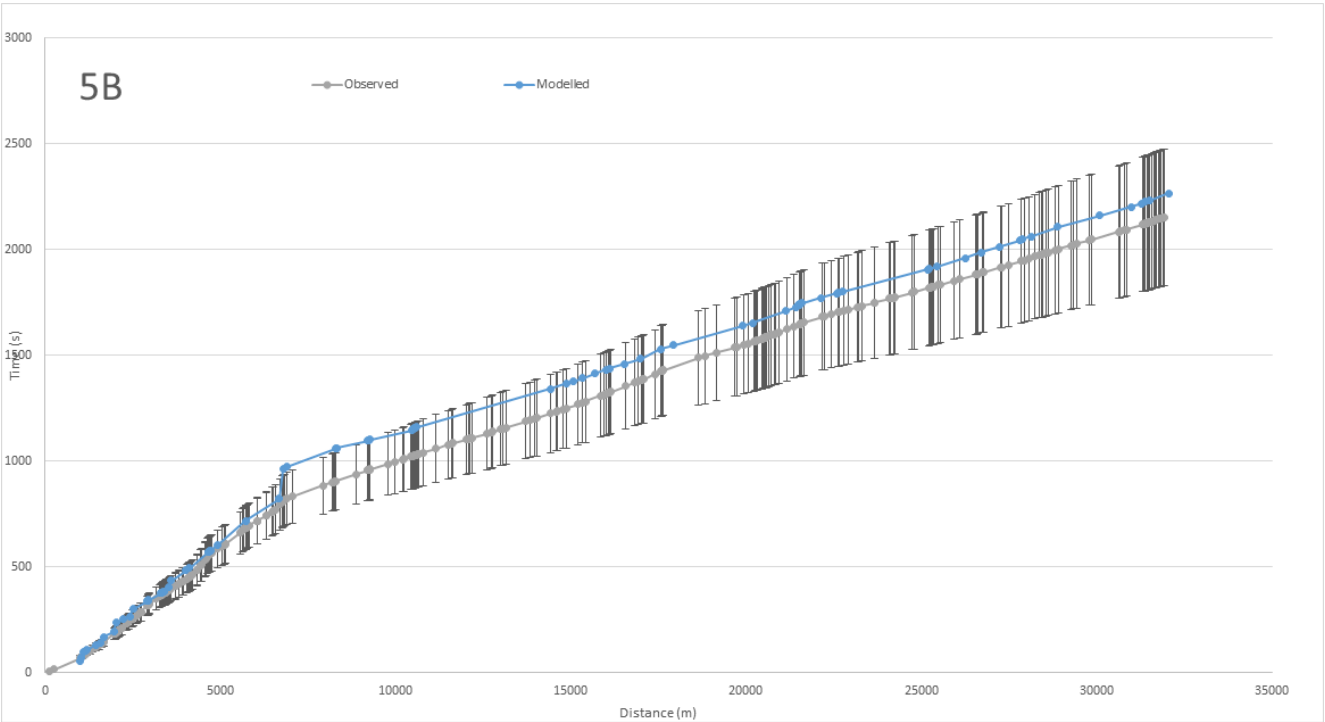
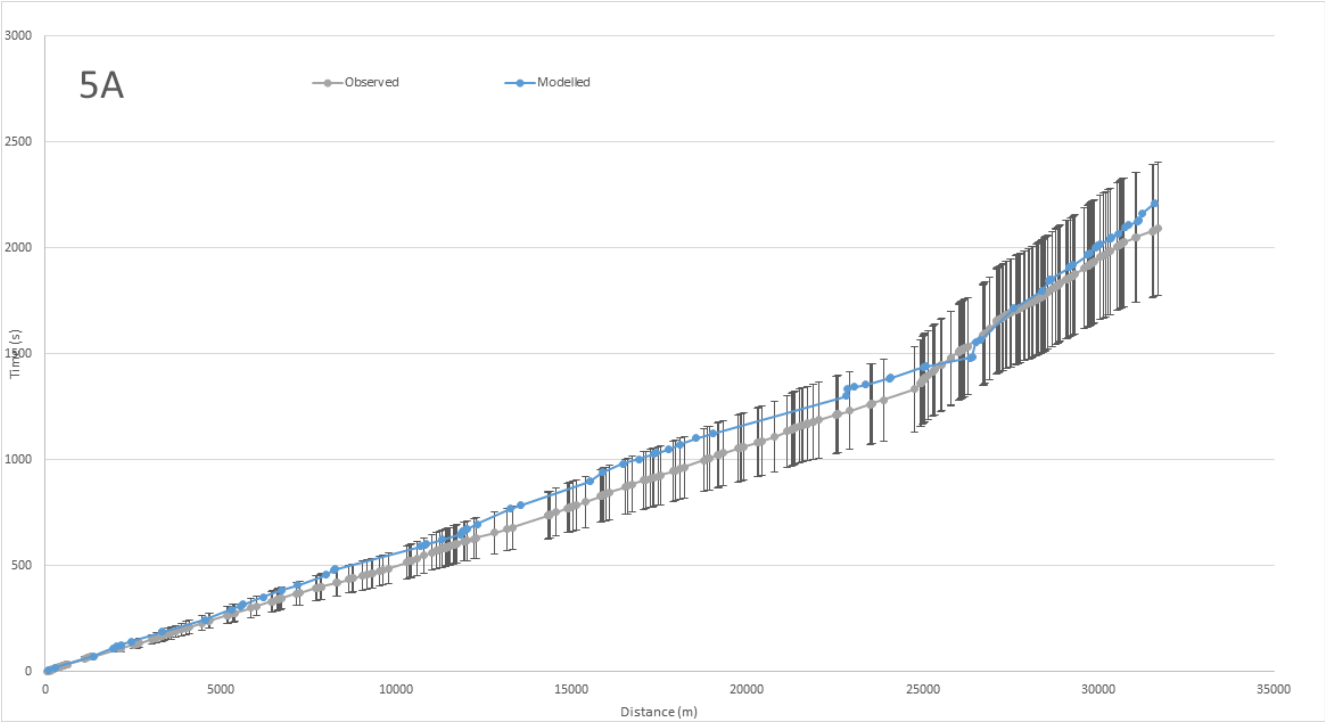


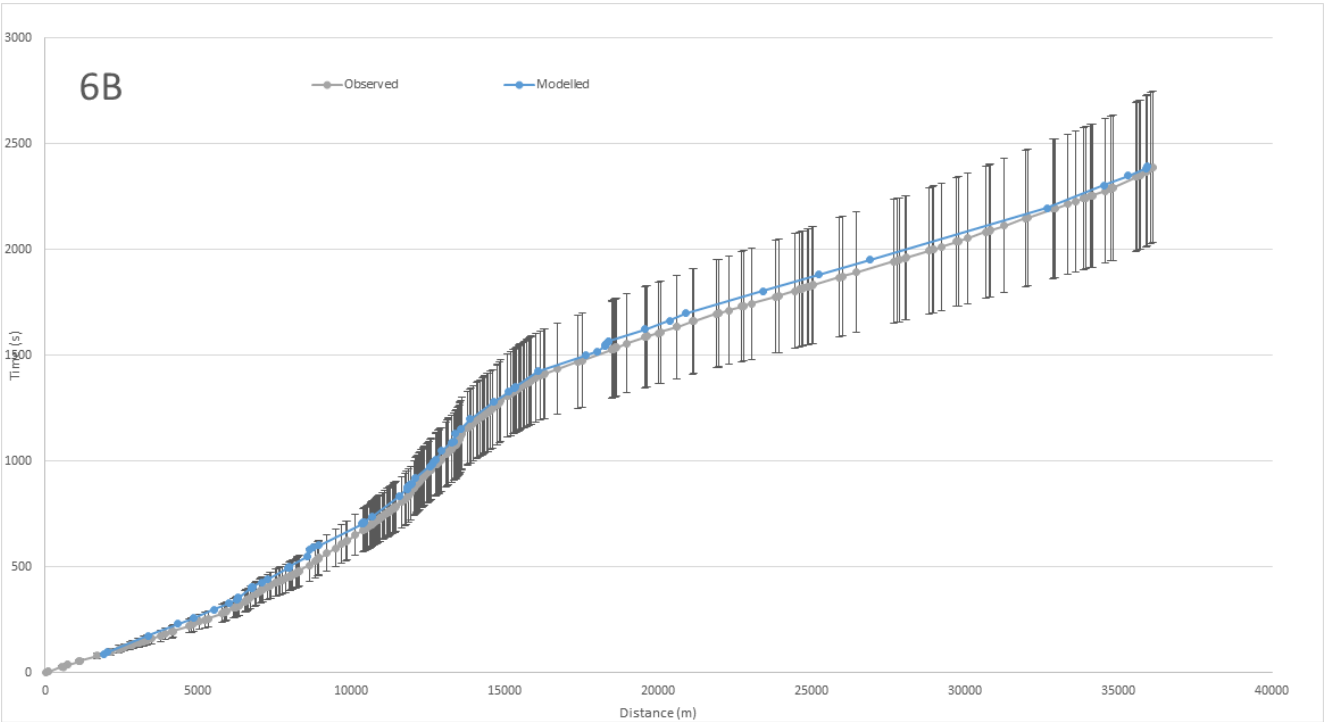
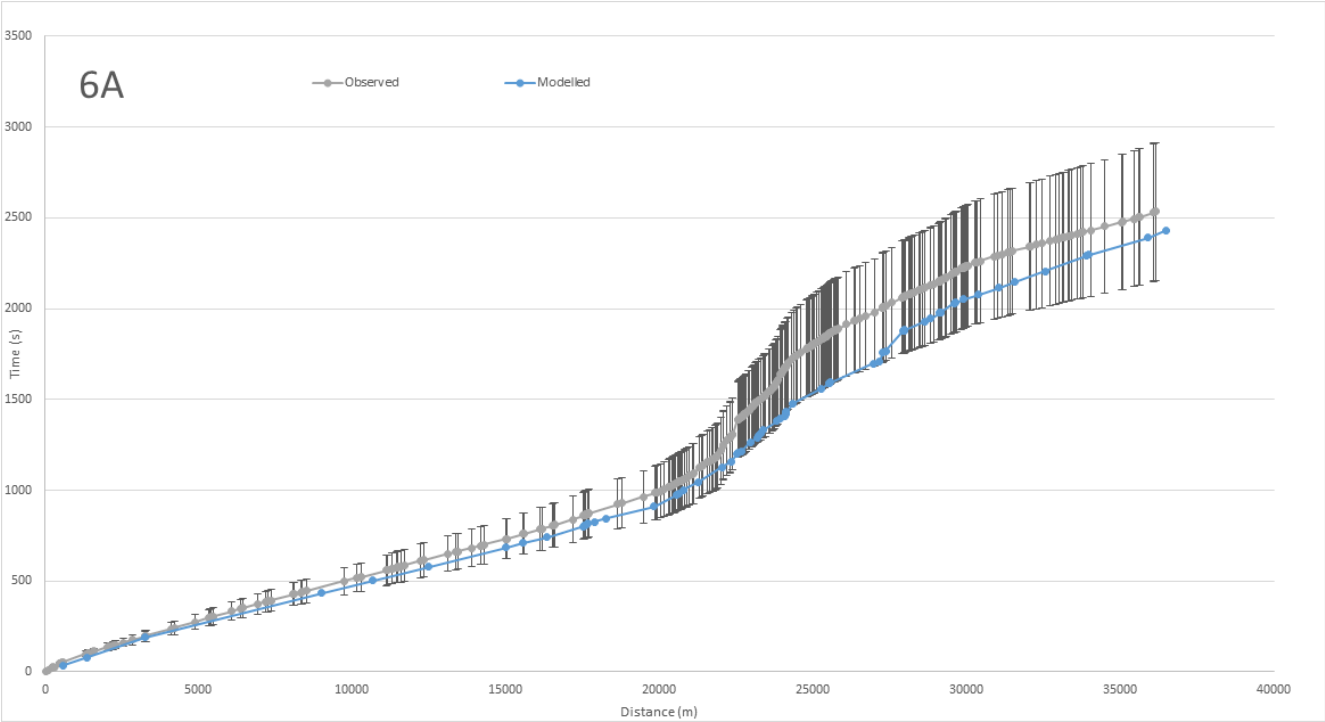
PM Peak

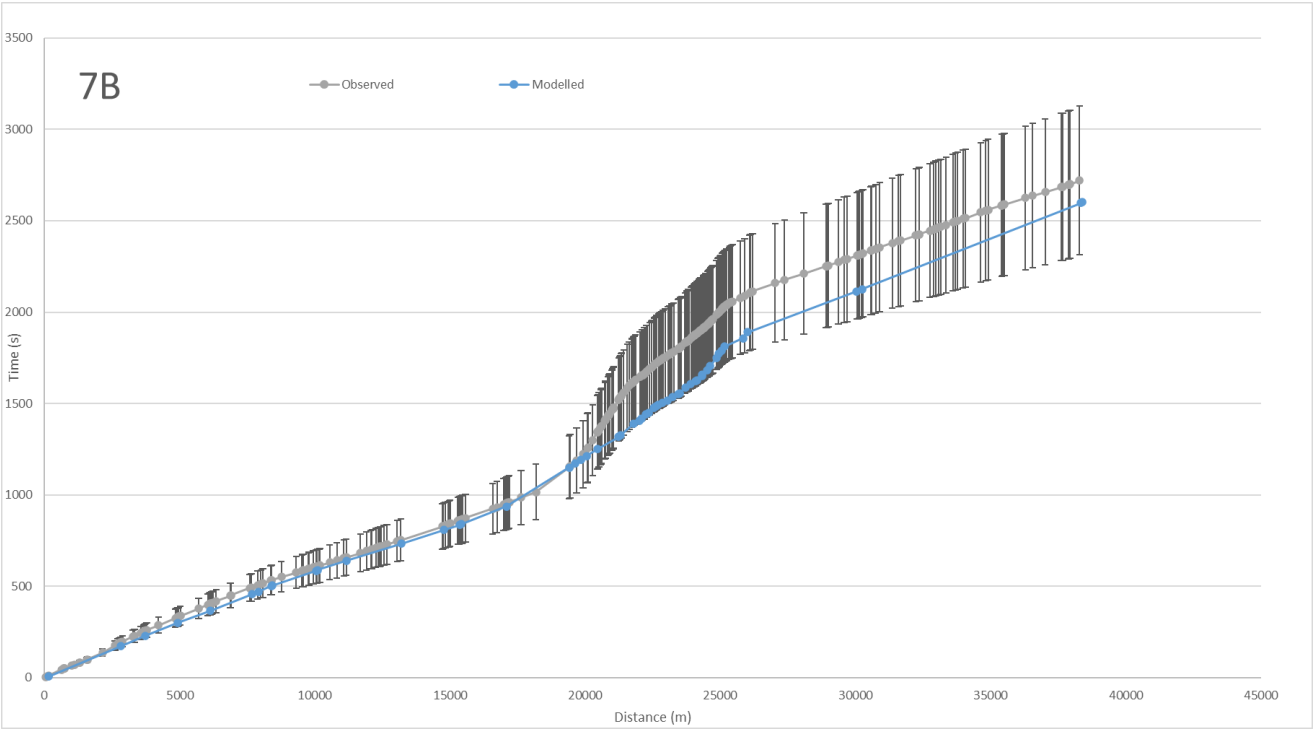
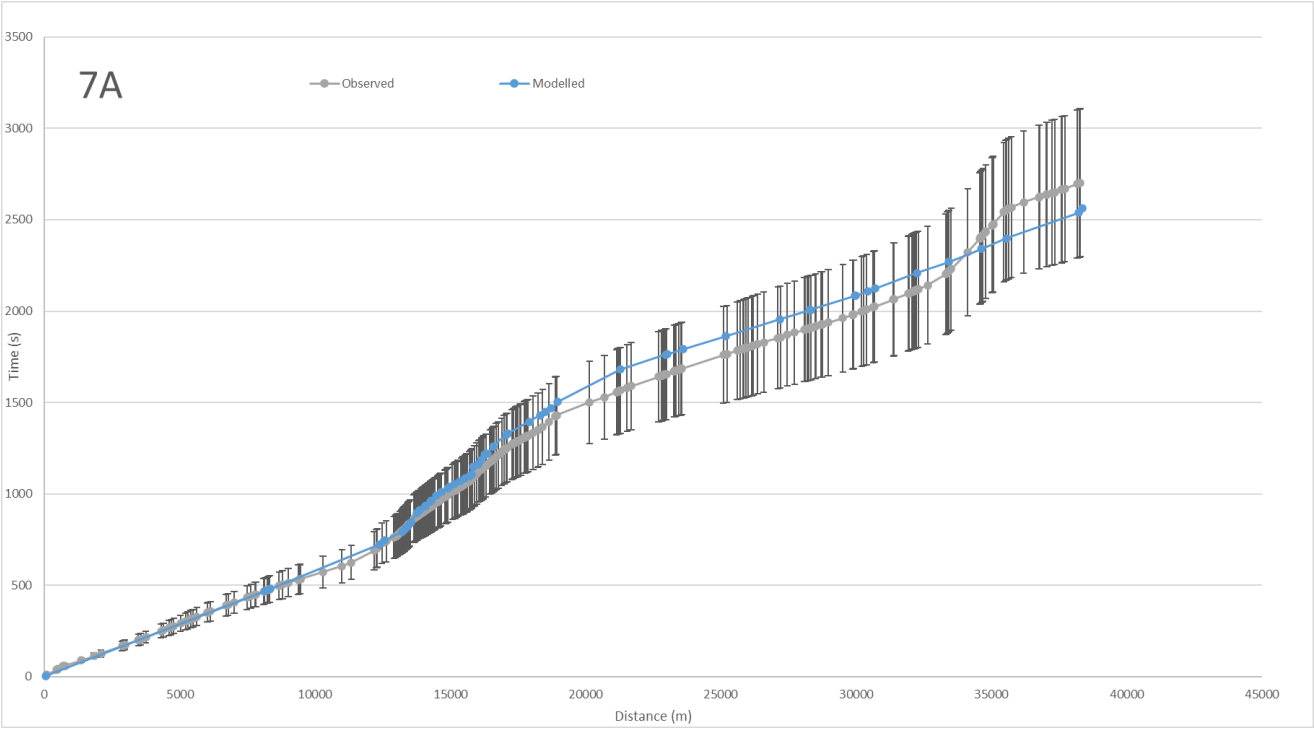


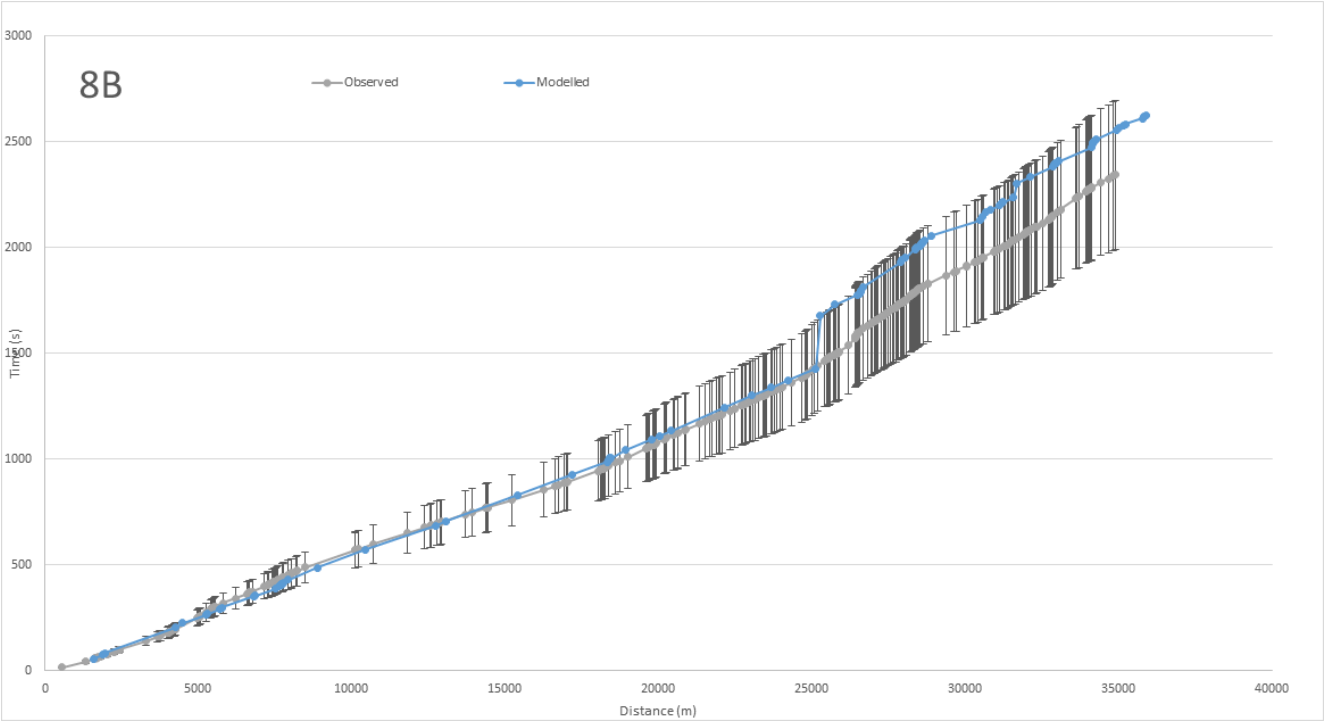
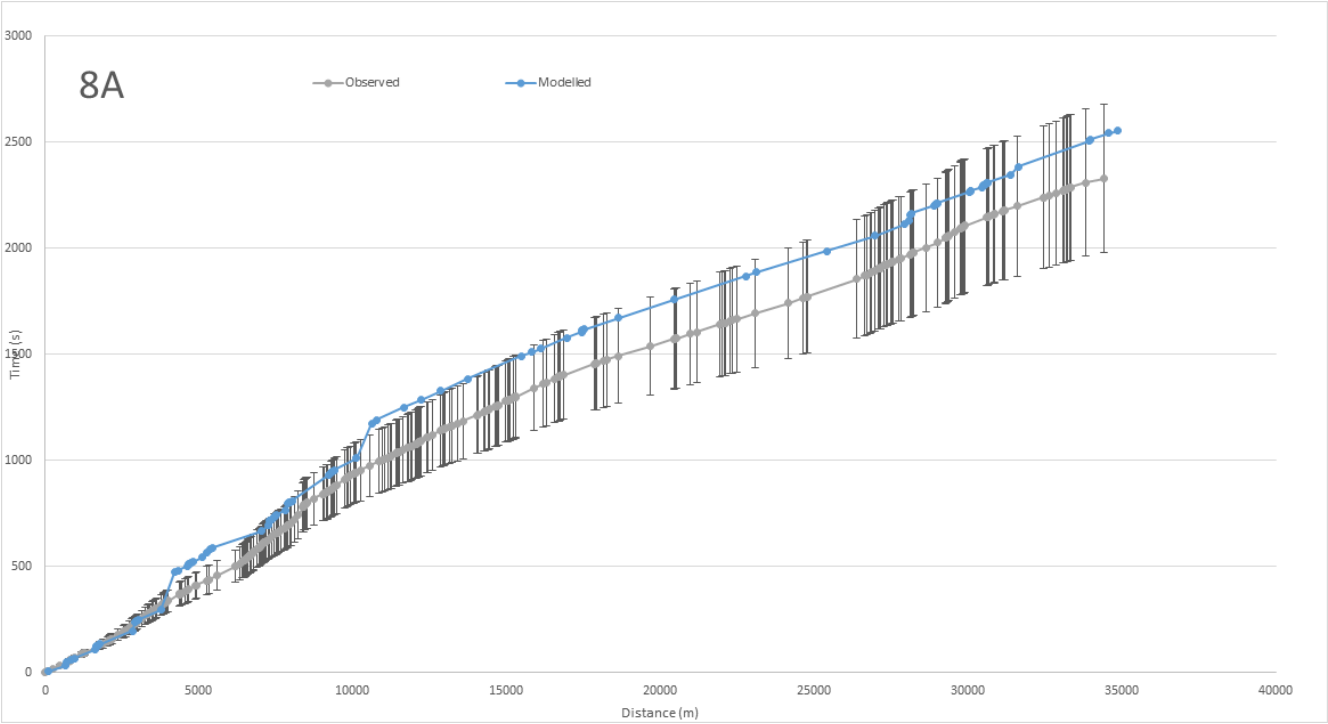


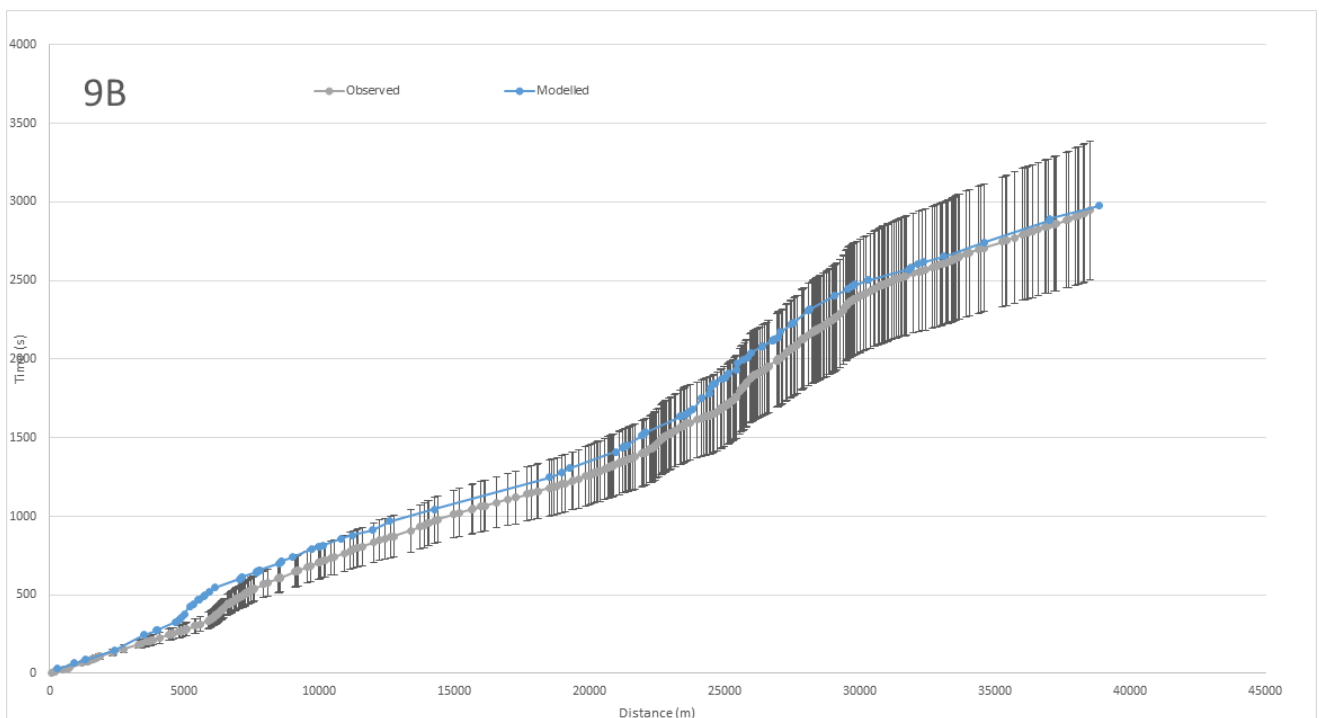
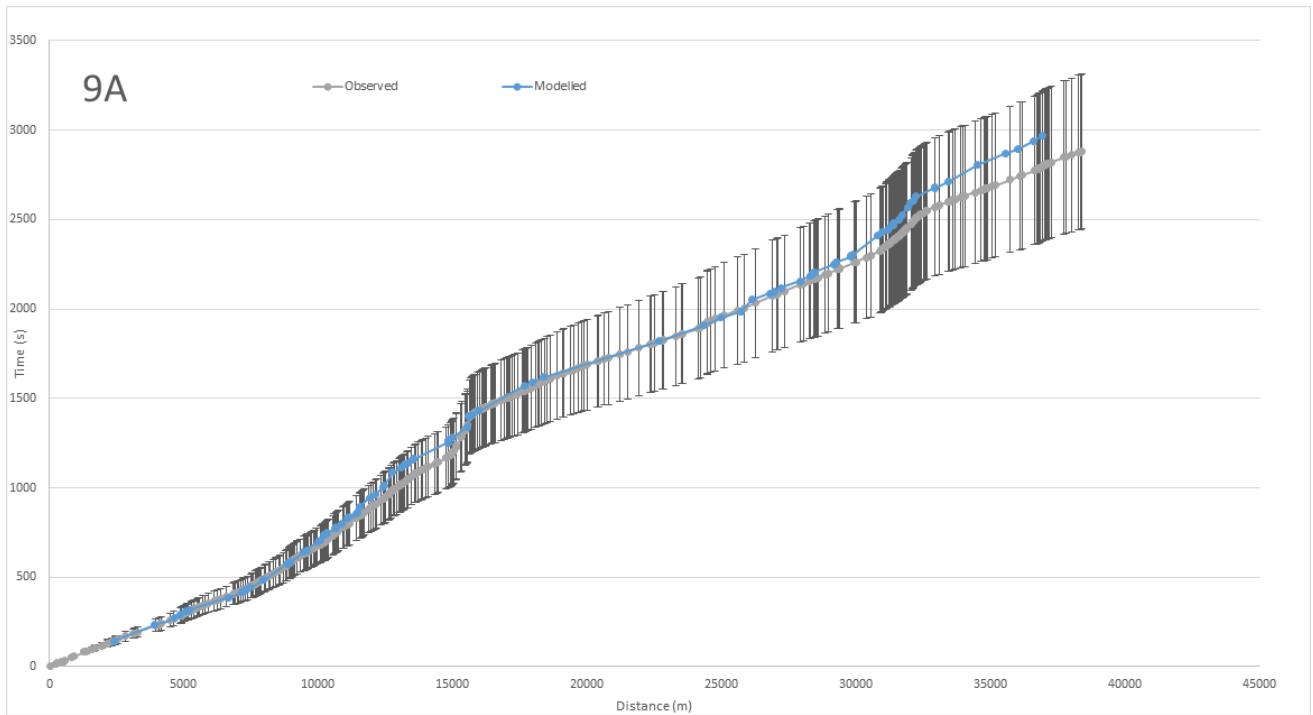


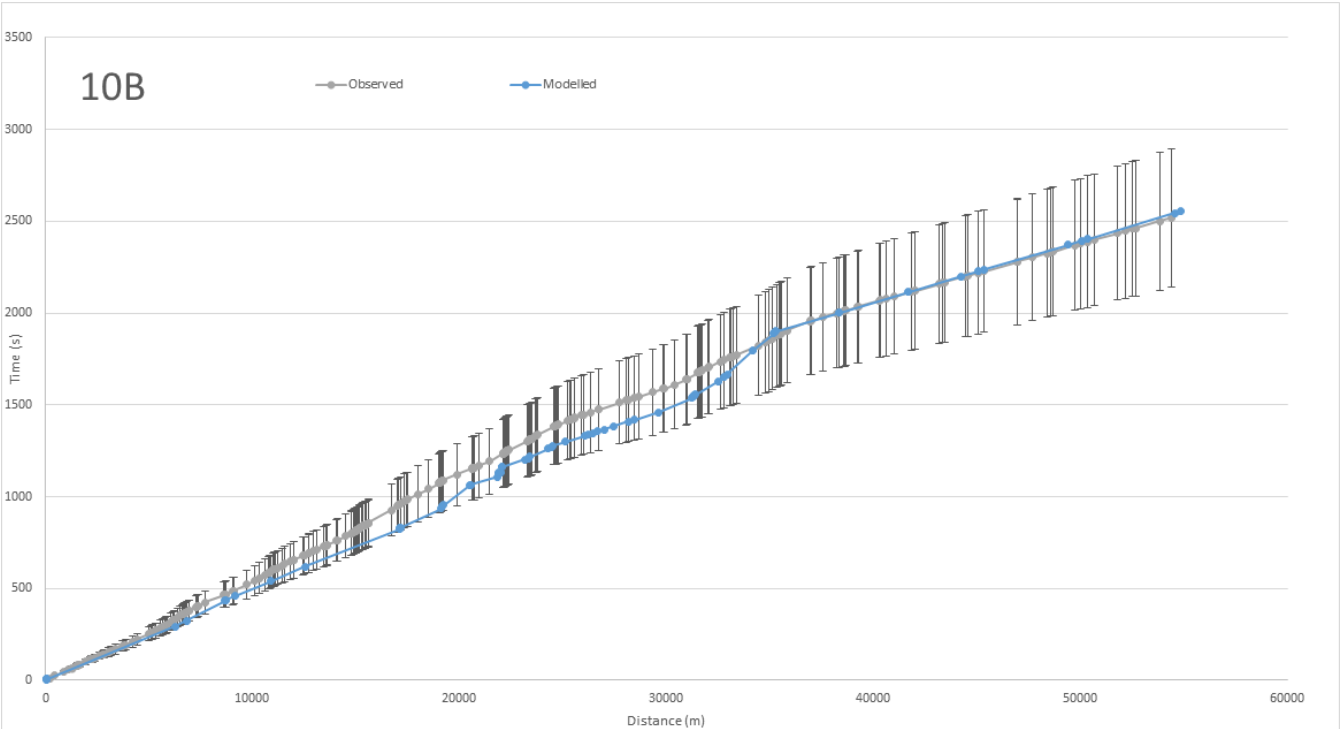
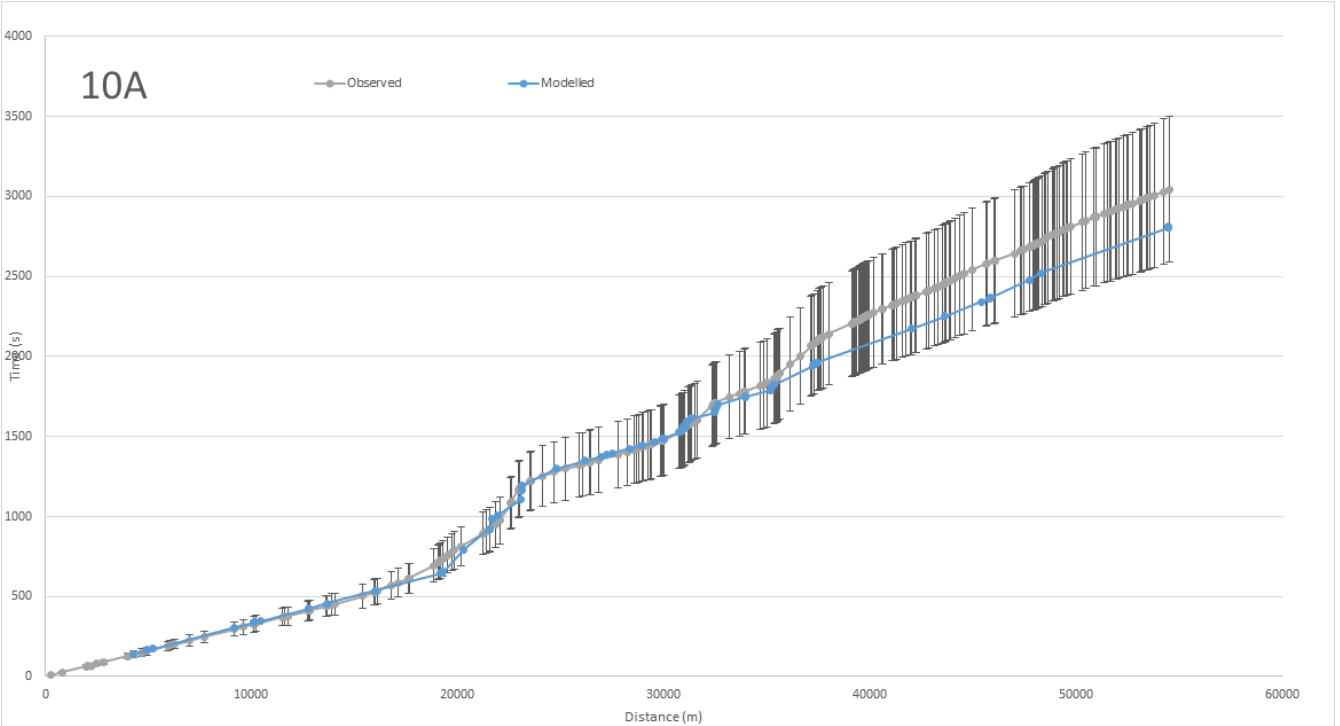


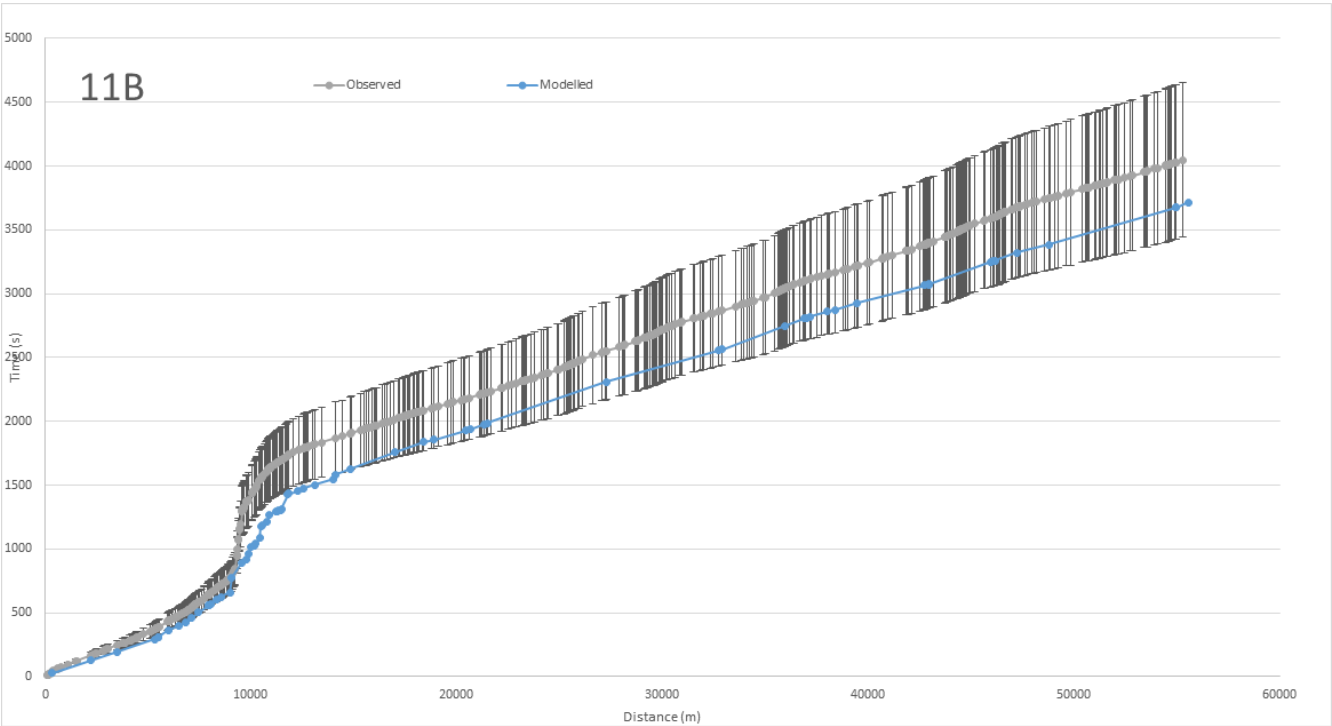
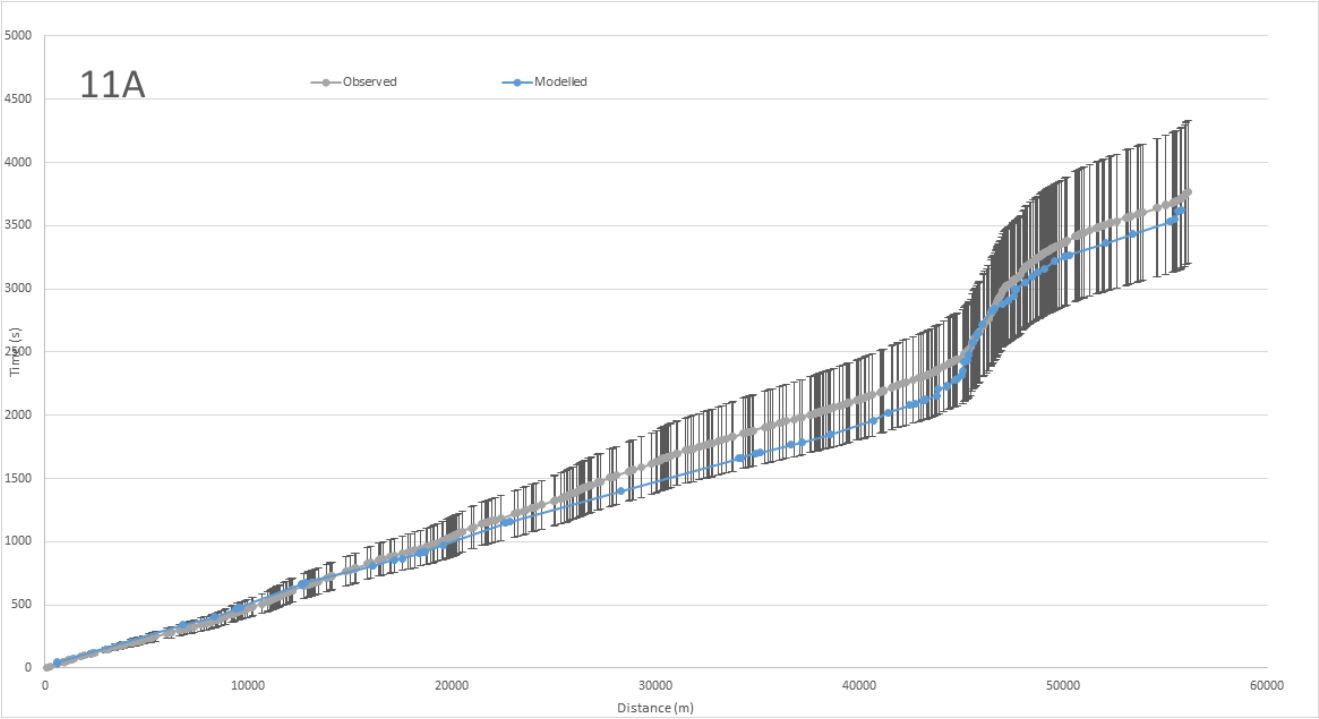


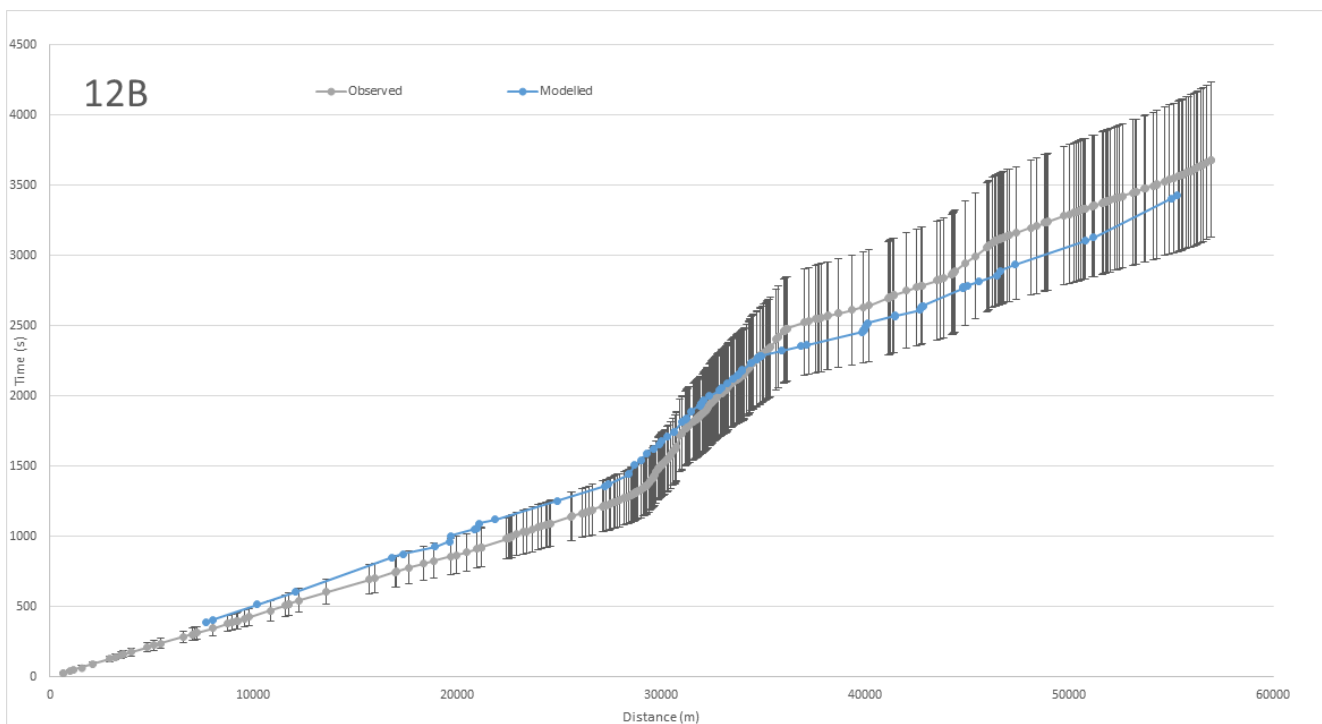
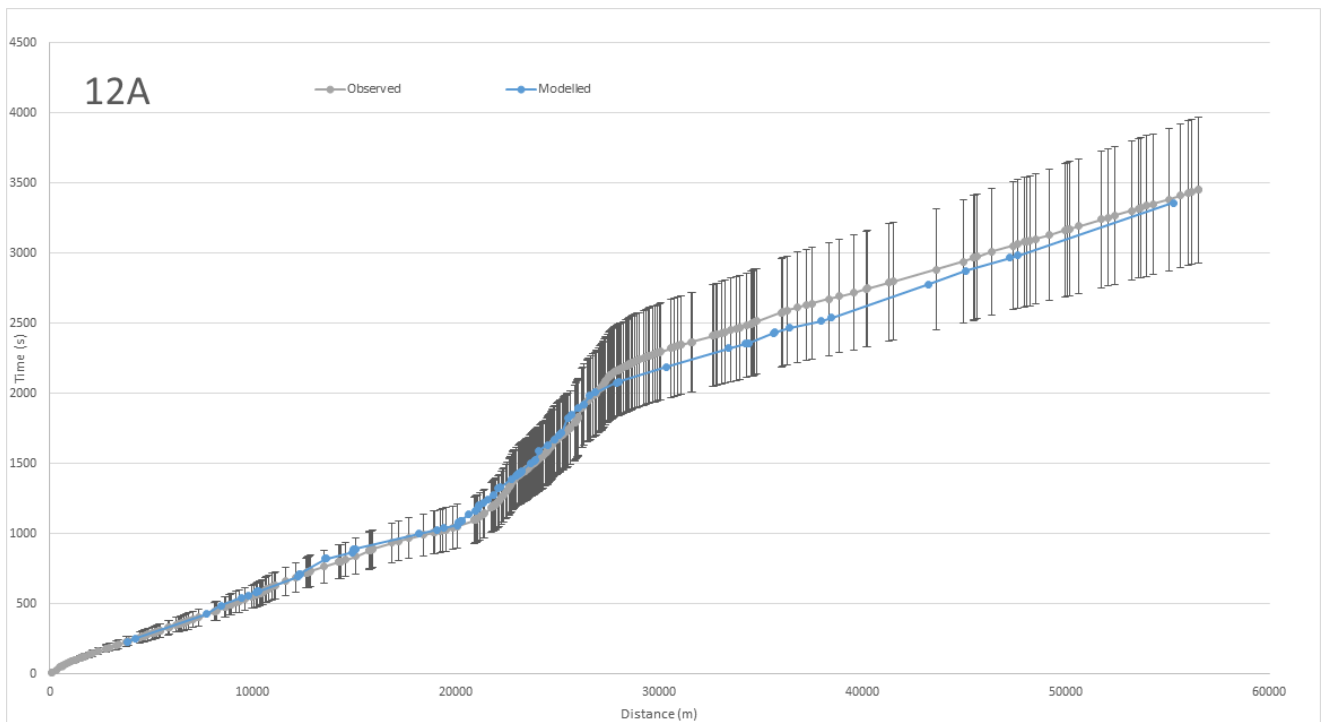


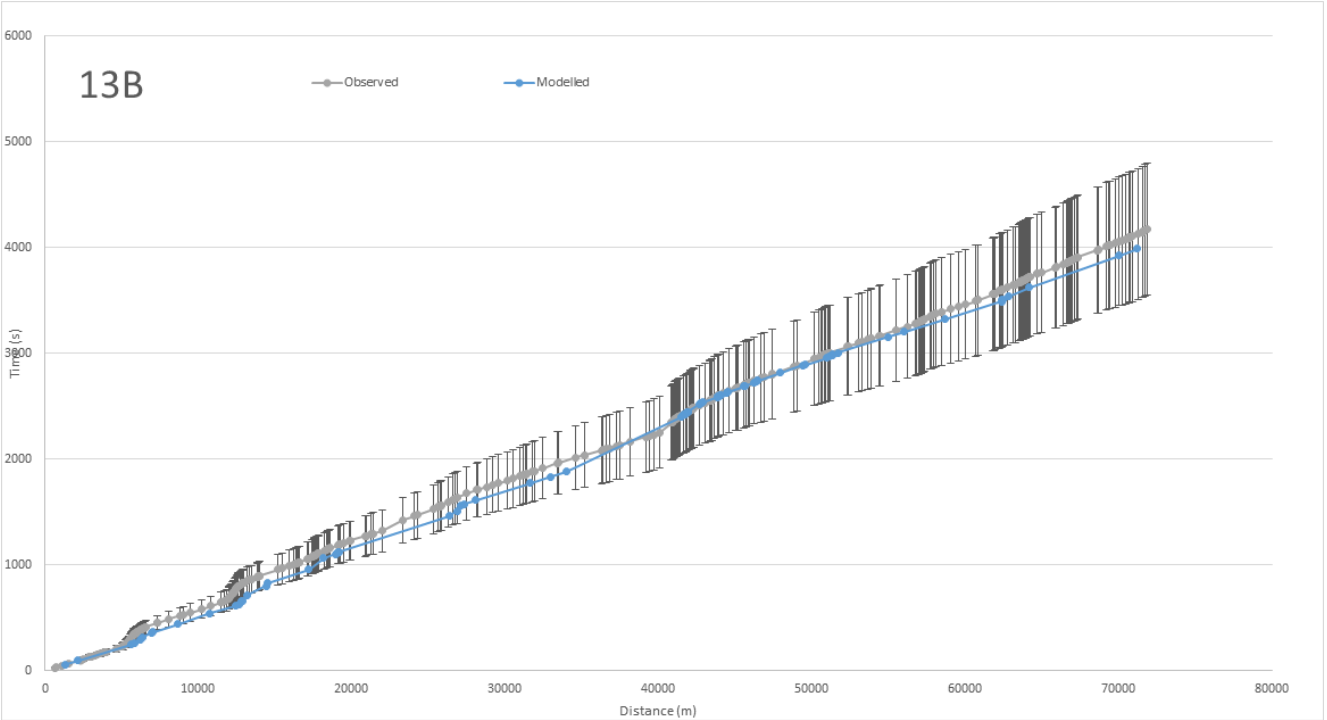
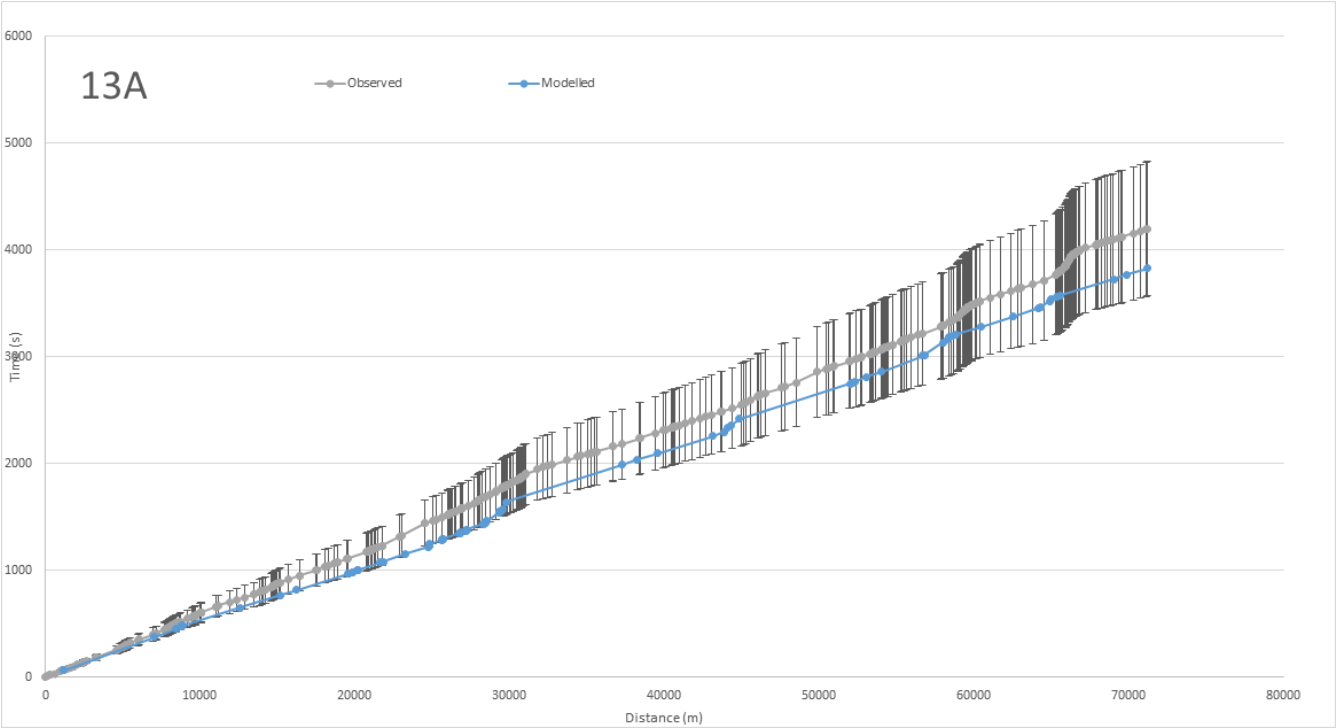


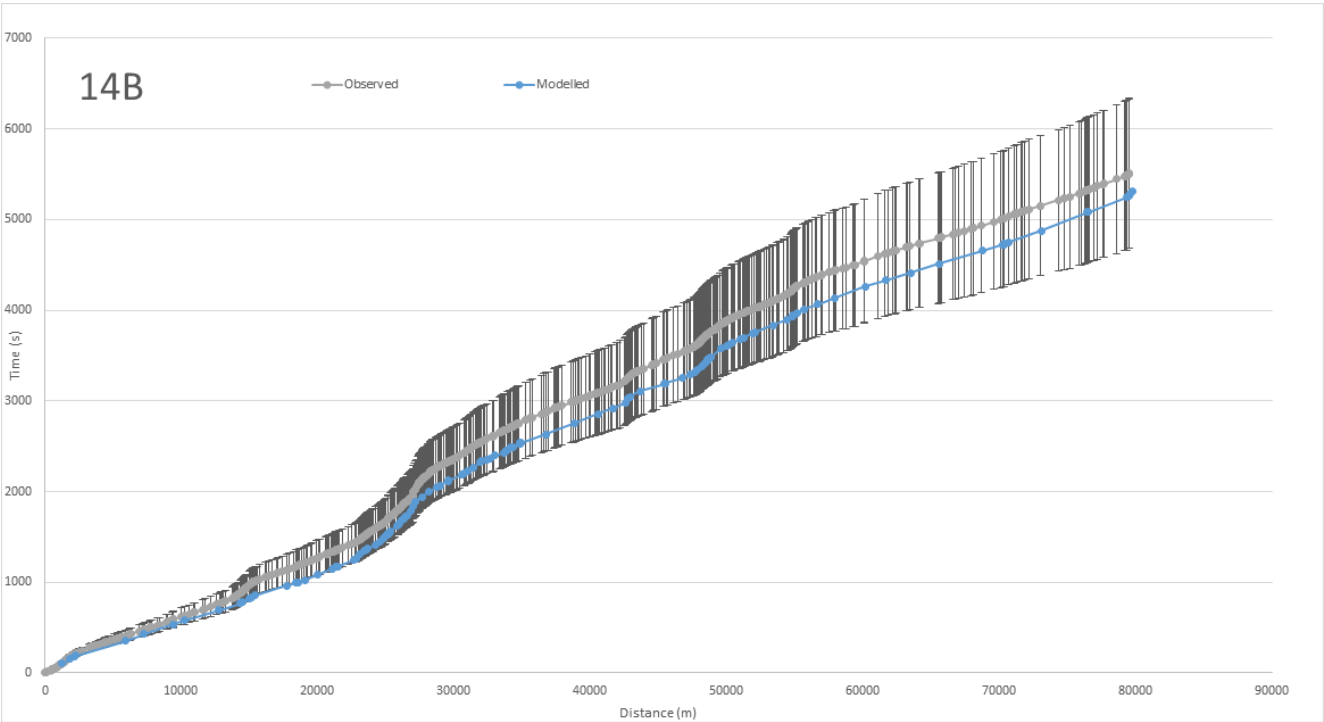
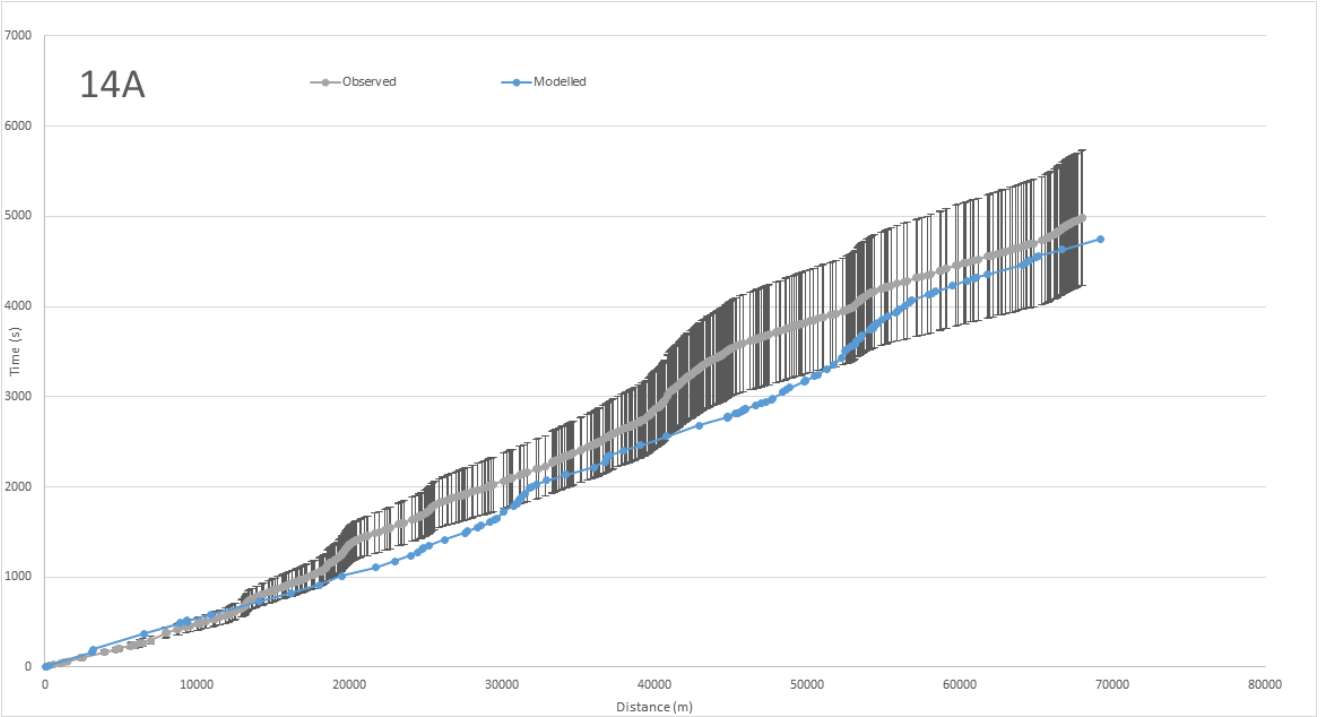


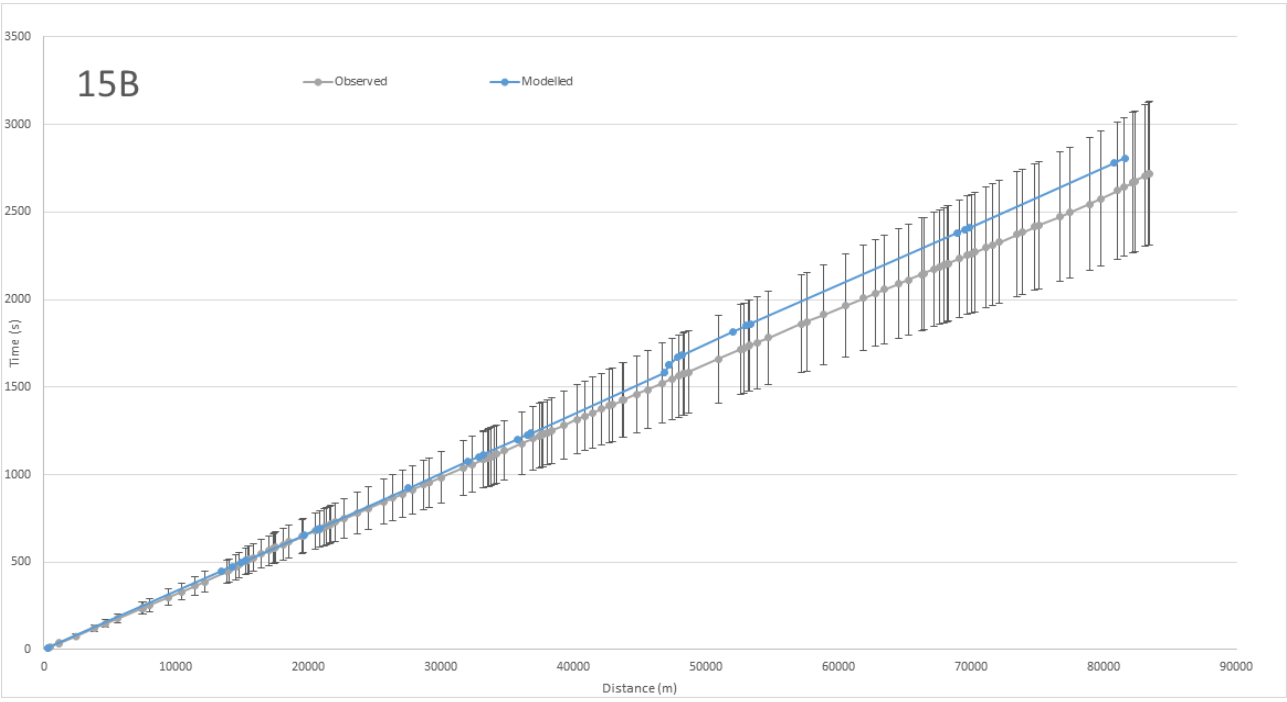
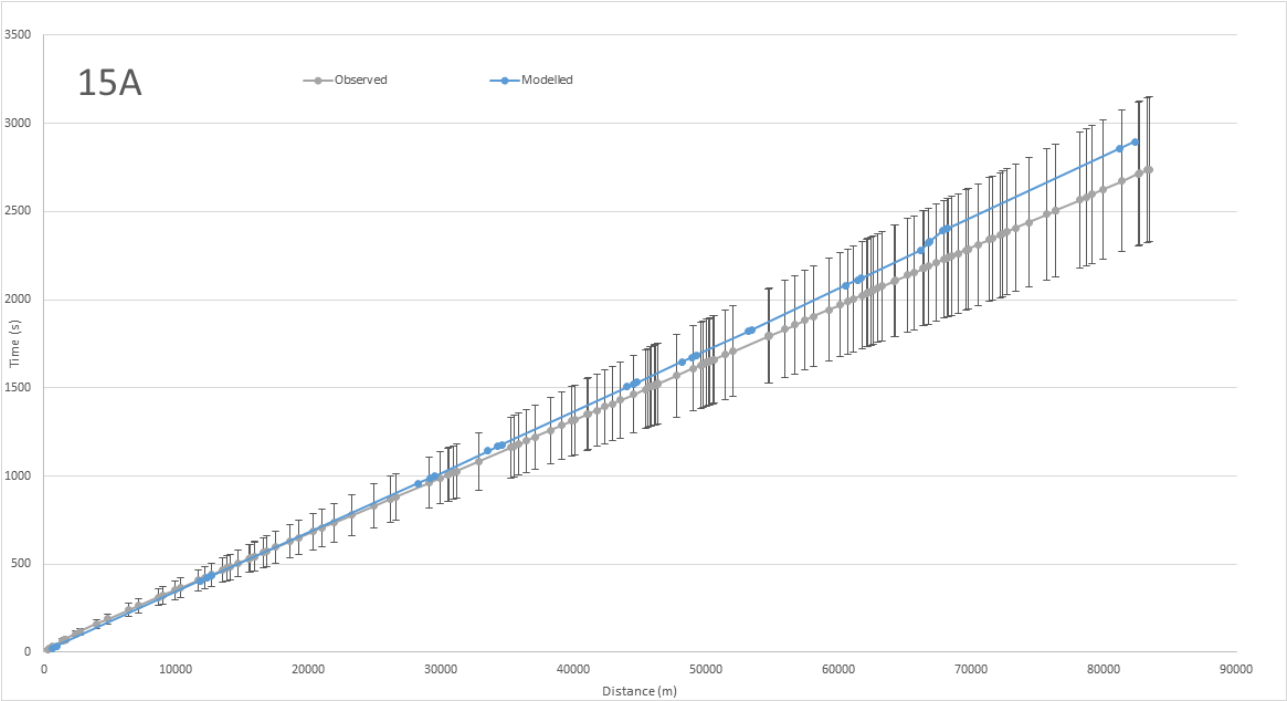






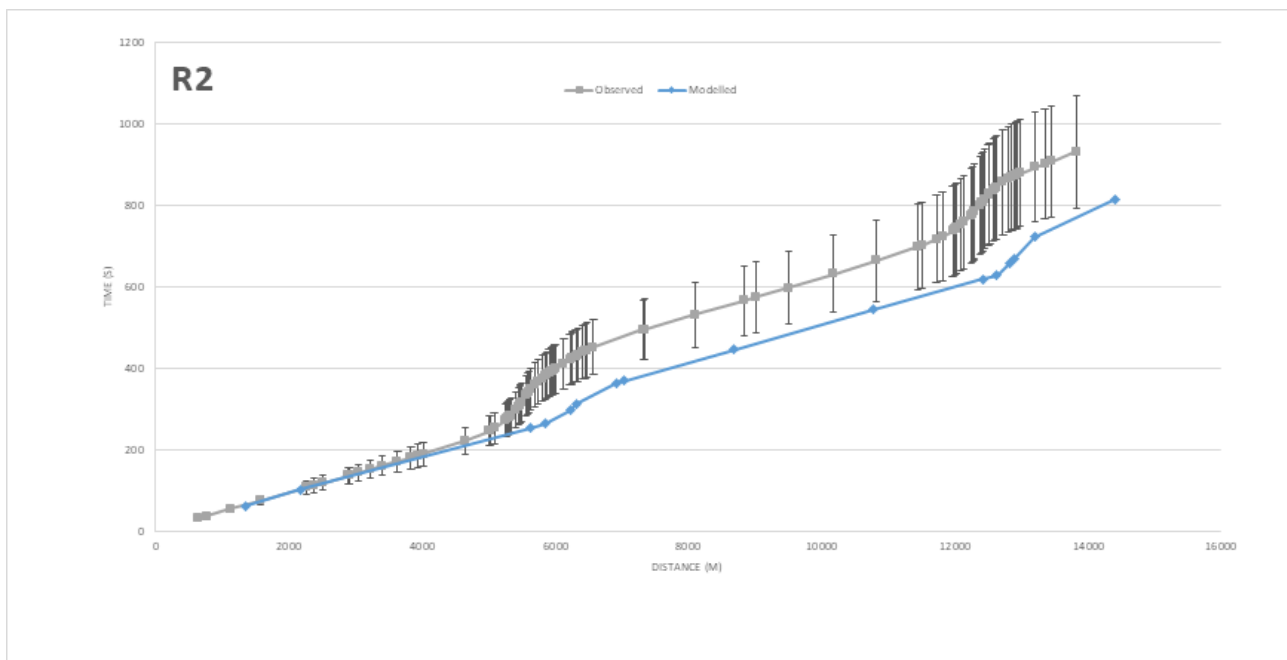
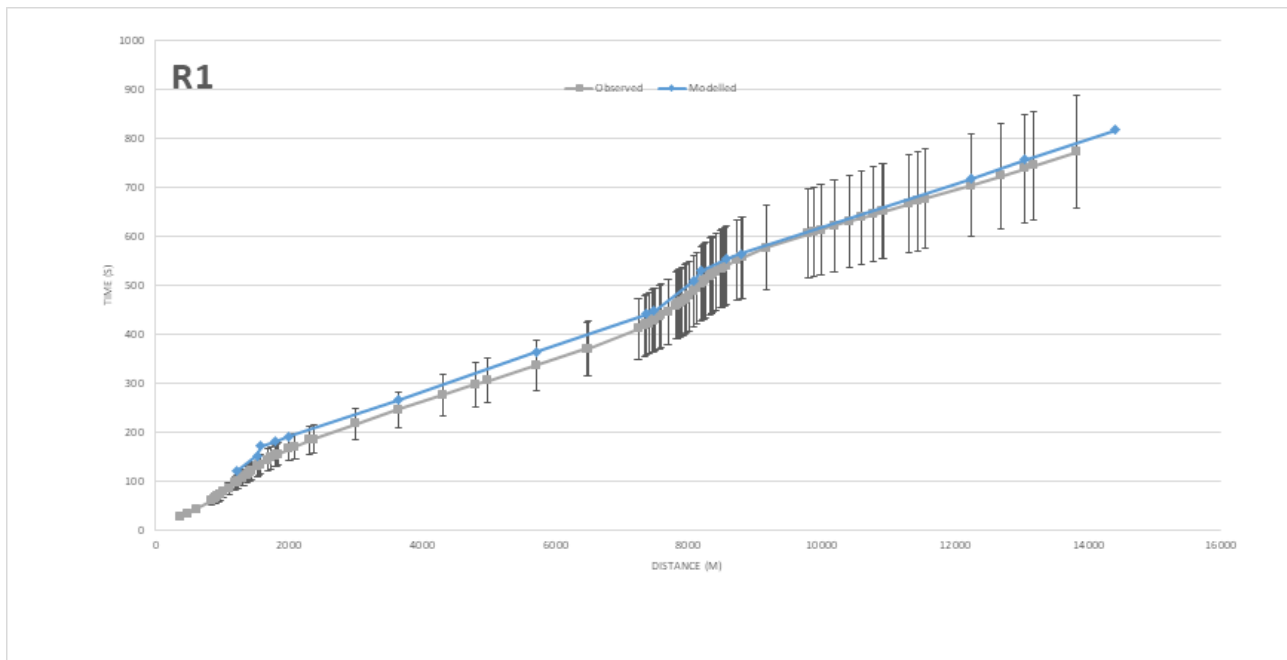


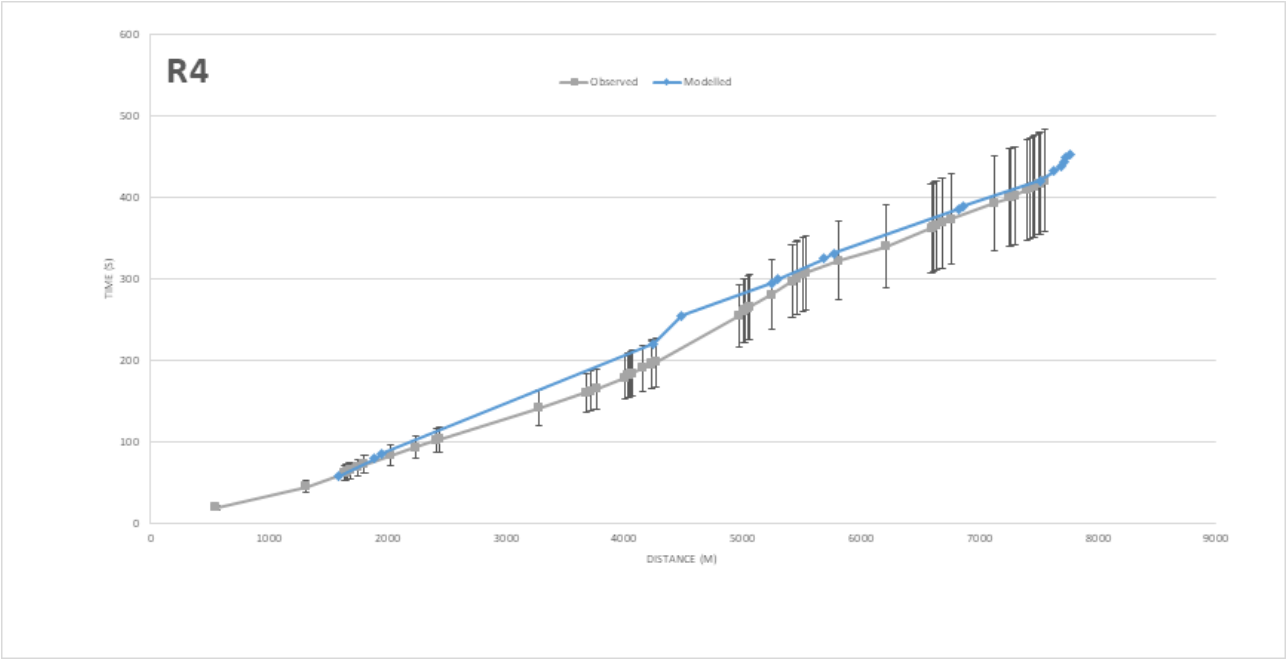
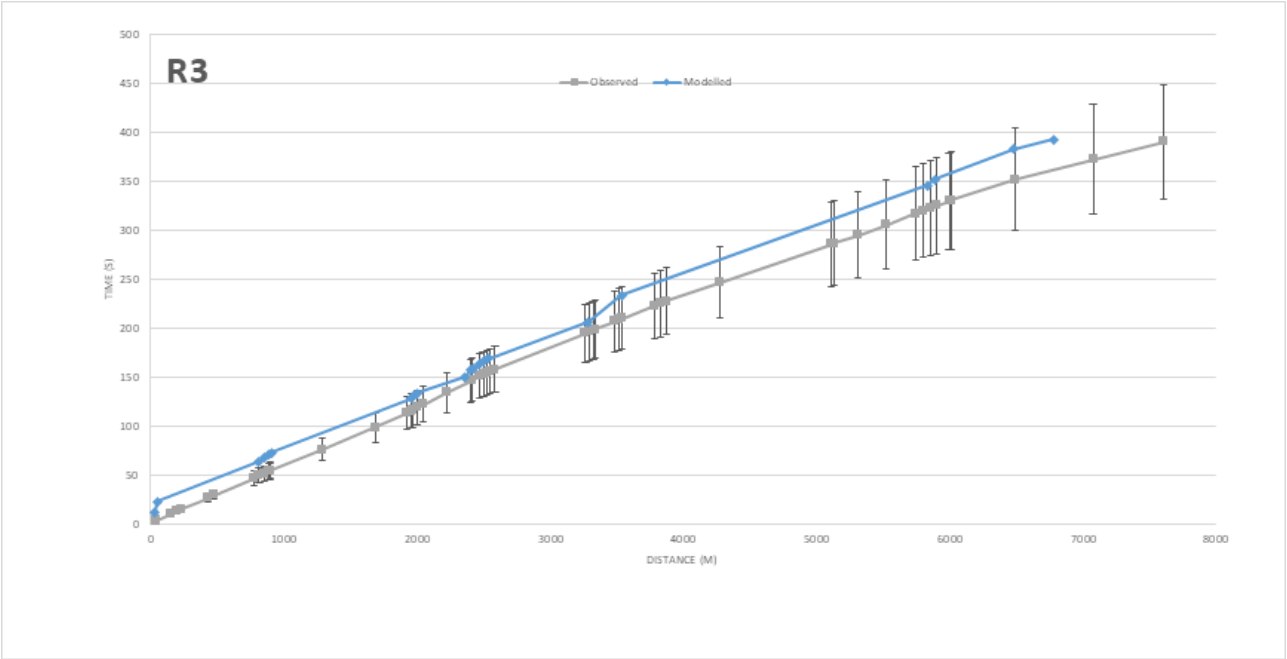


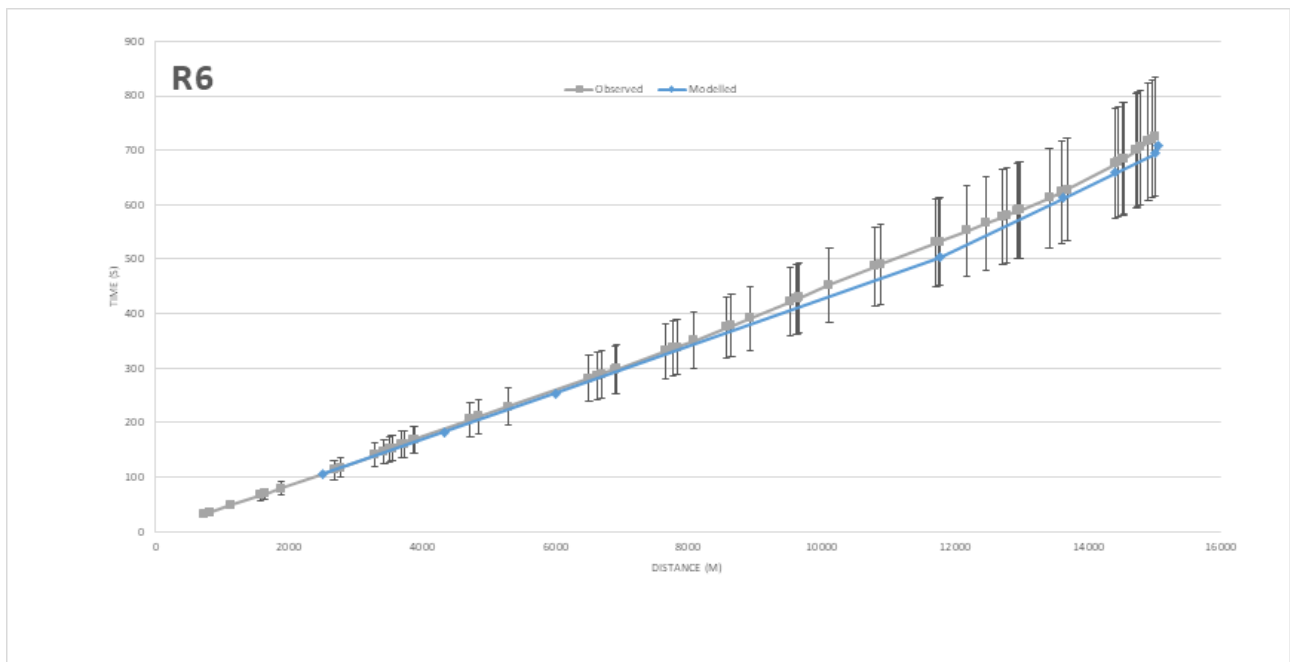
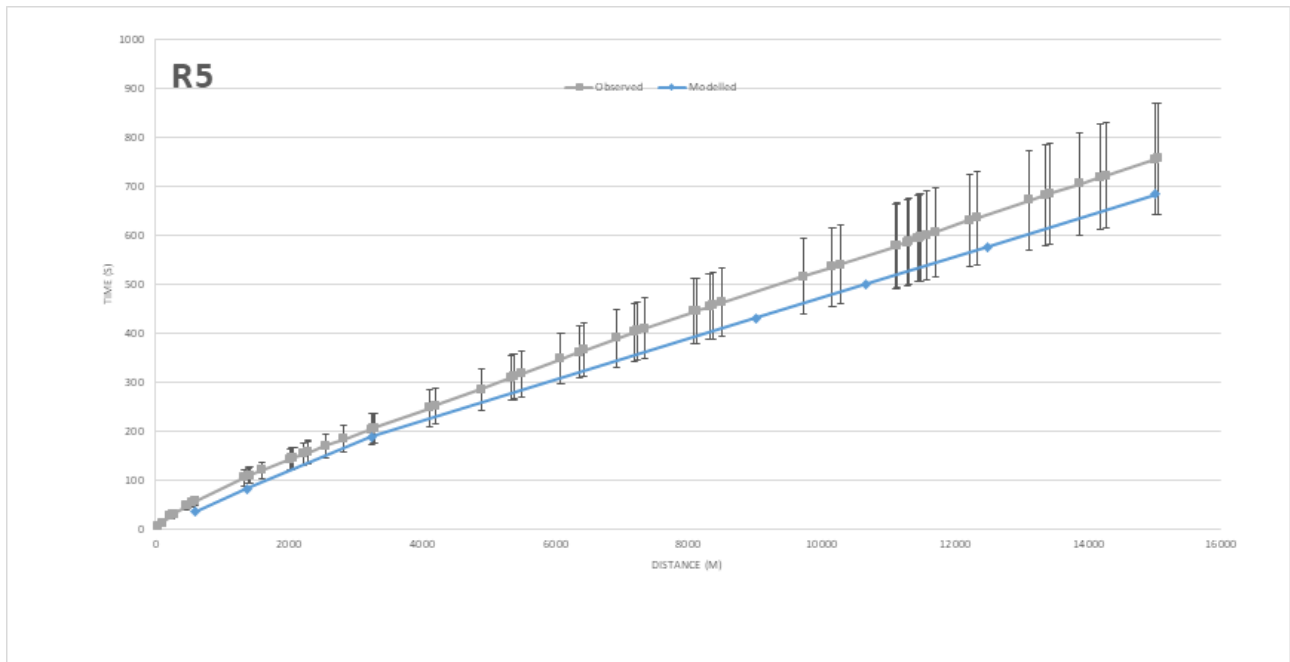


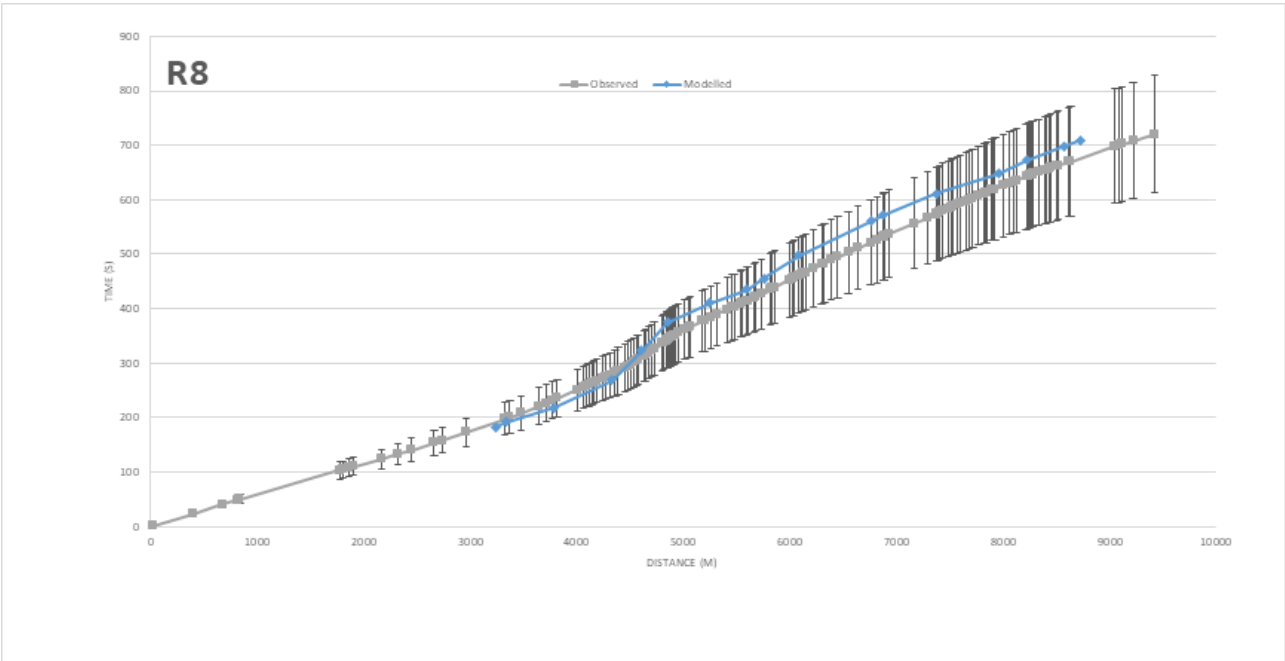
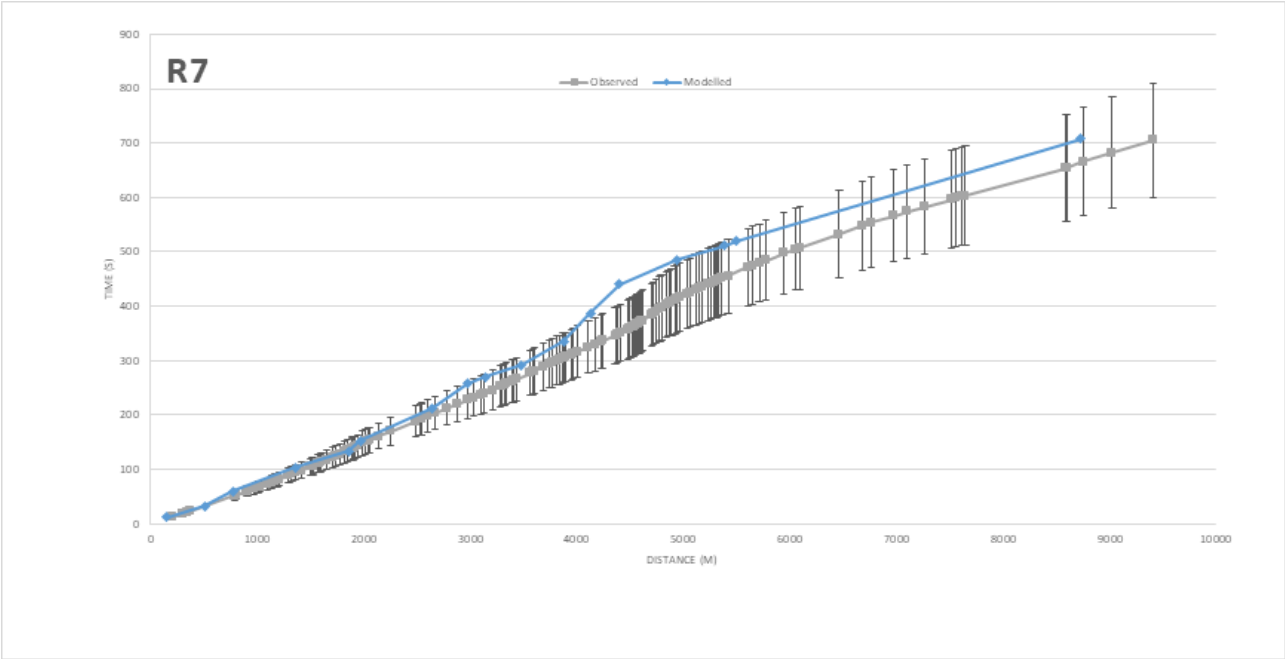
6.2.2 Cotswold Journey Time Route Graphs

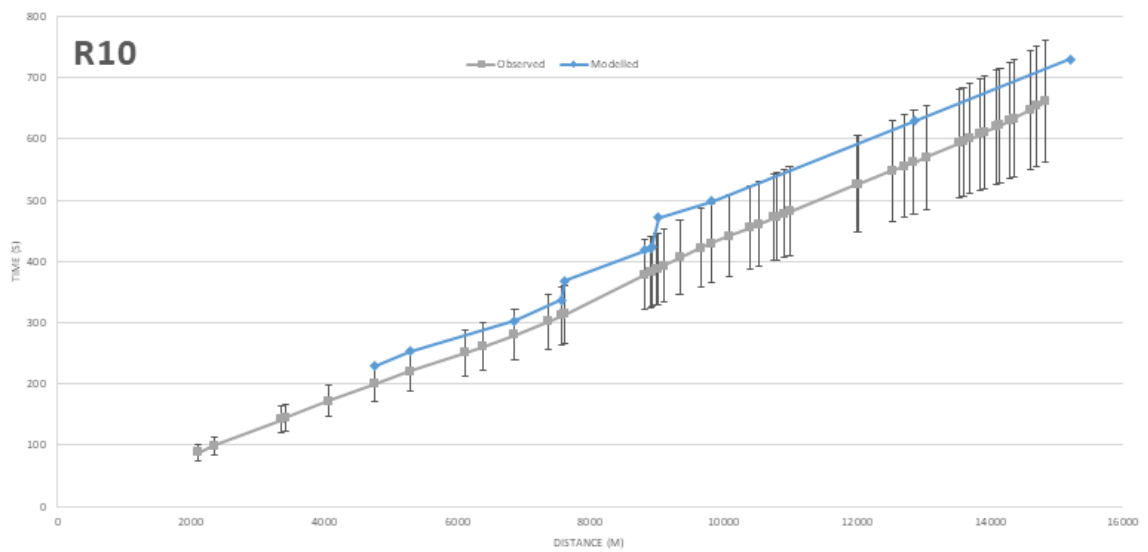
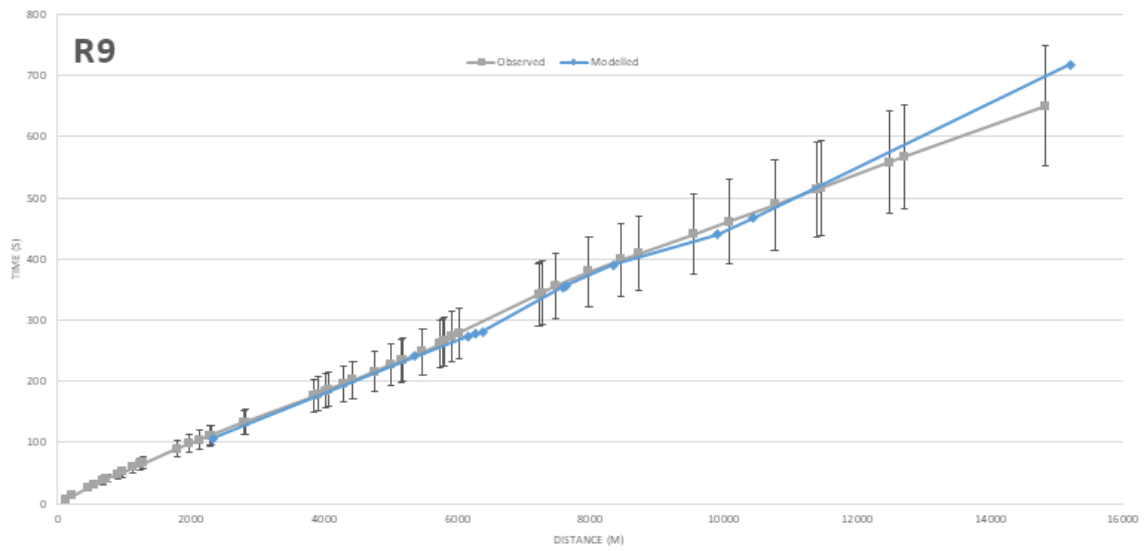
AM Peak Period

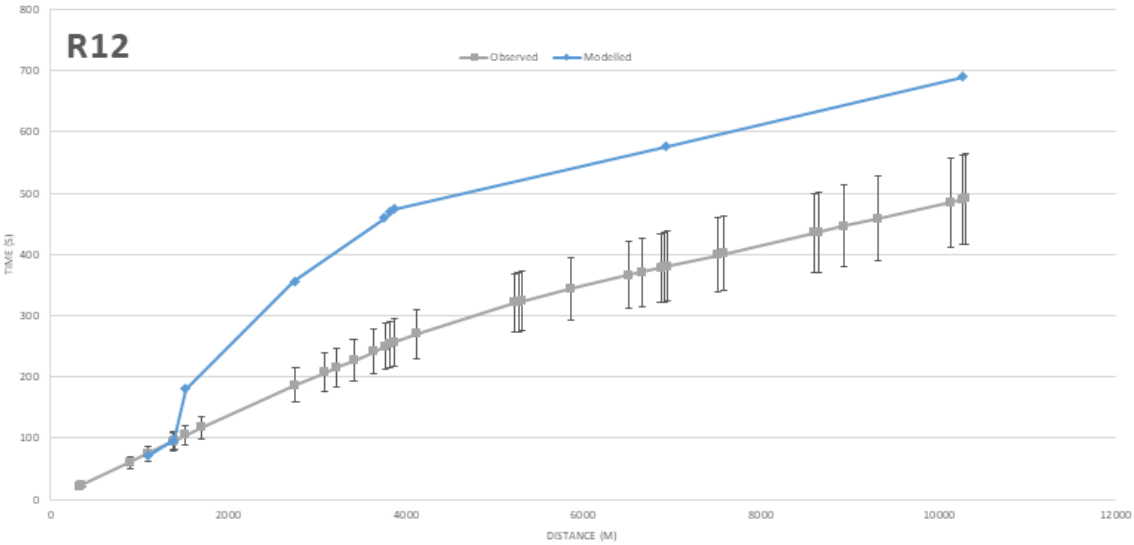
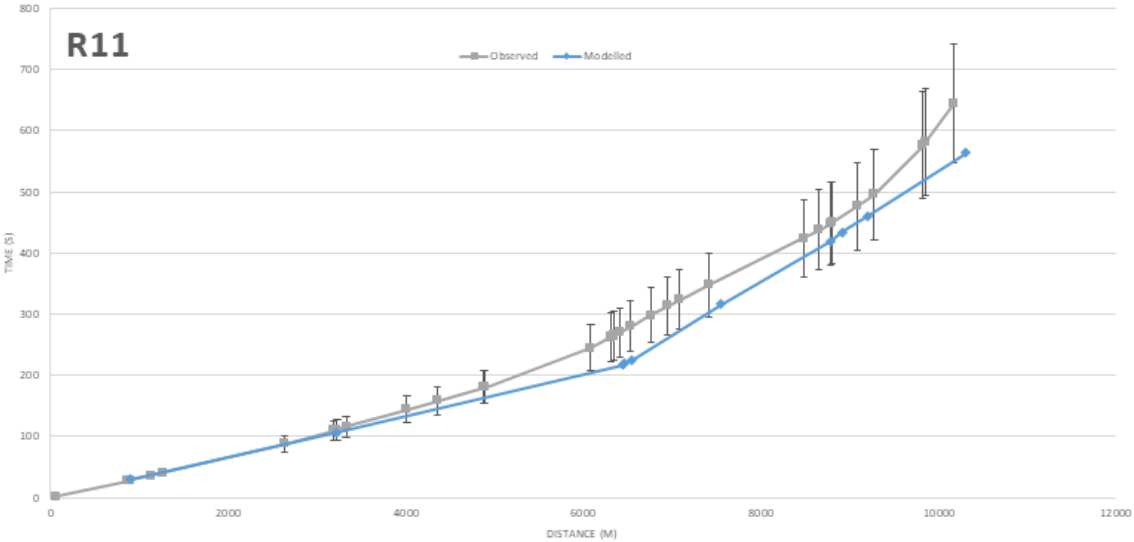


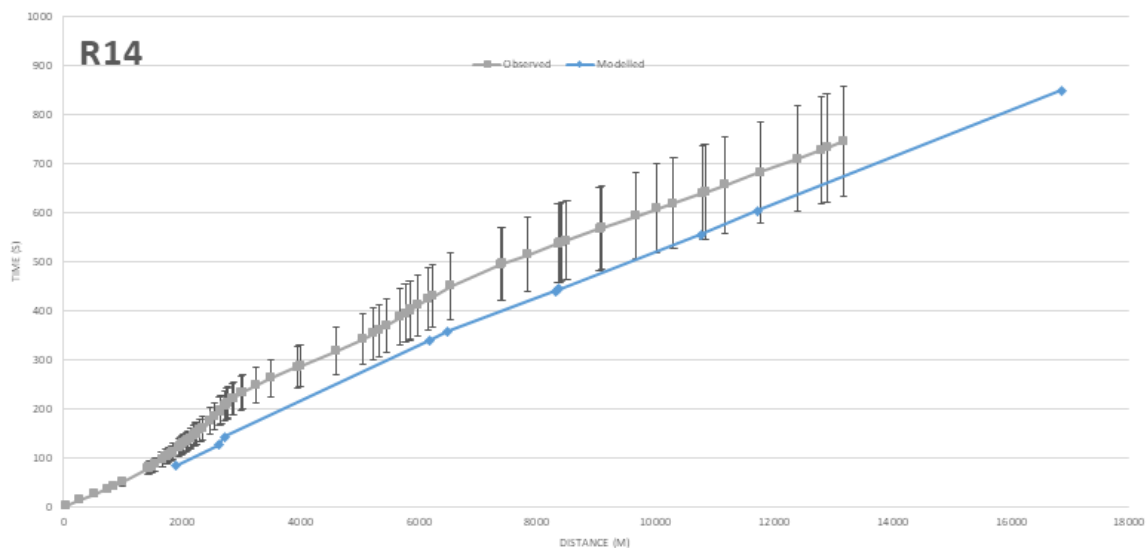
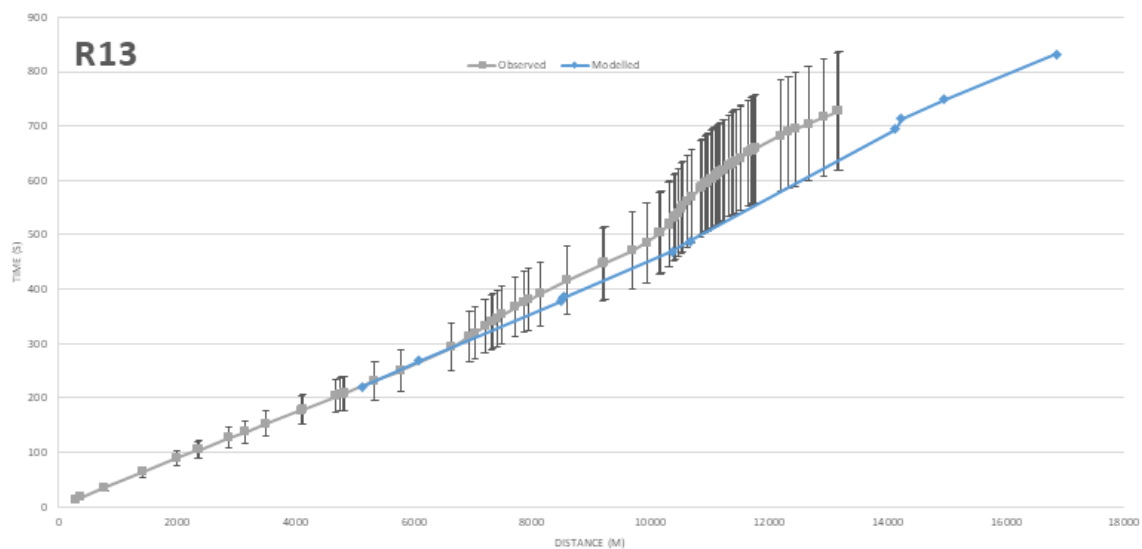


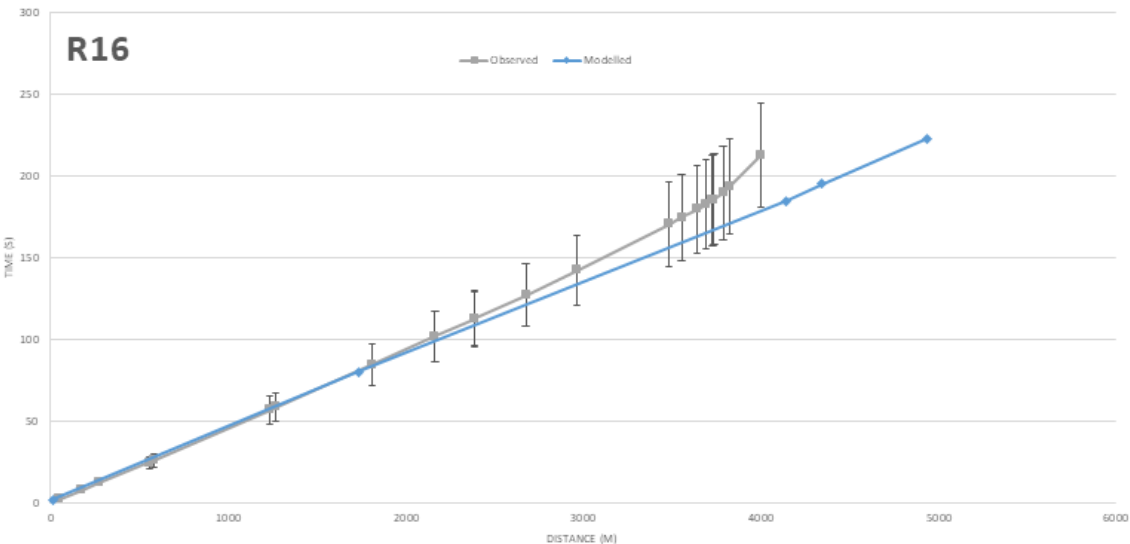
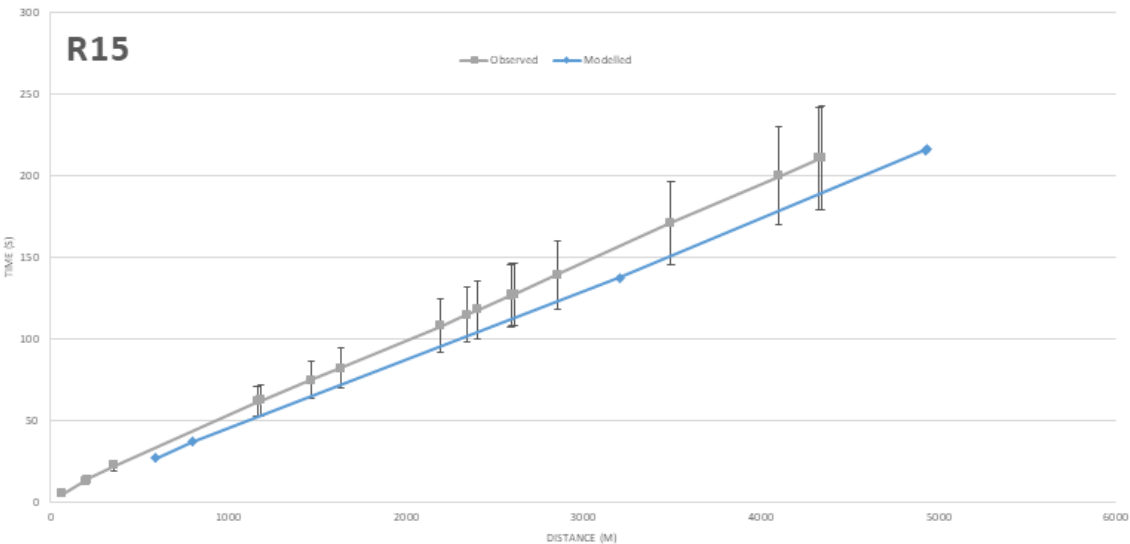


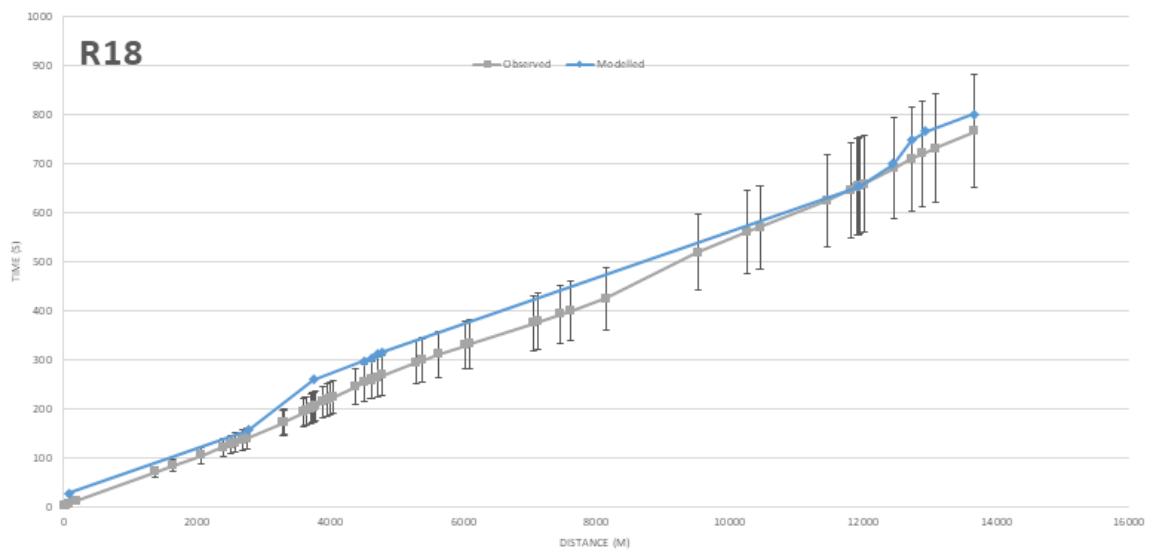
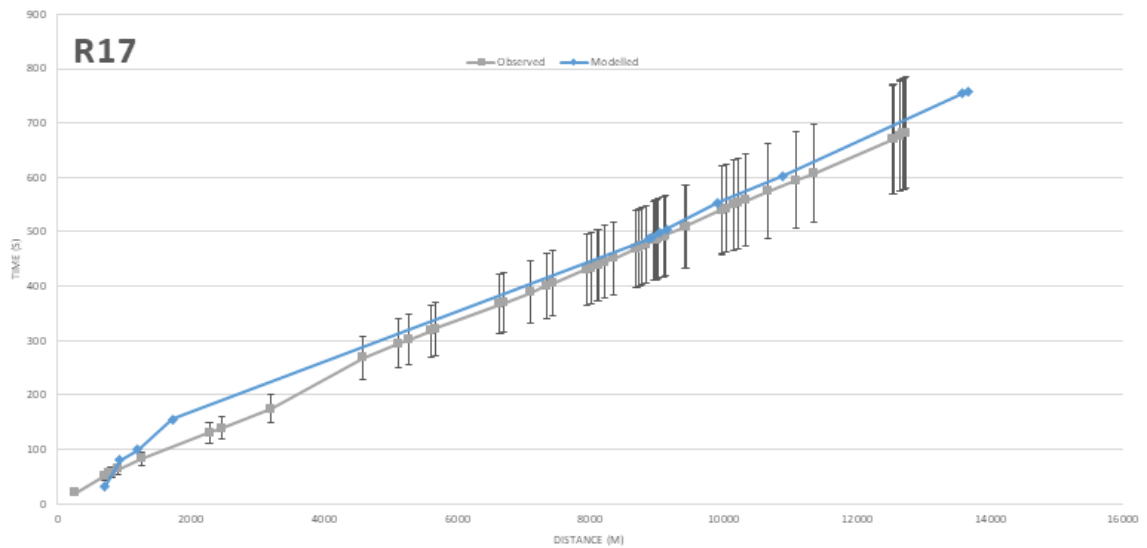


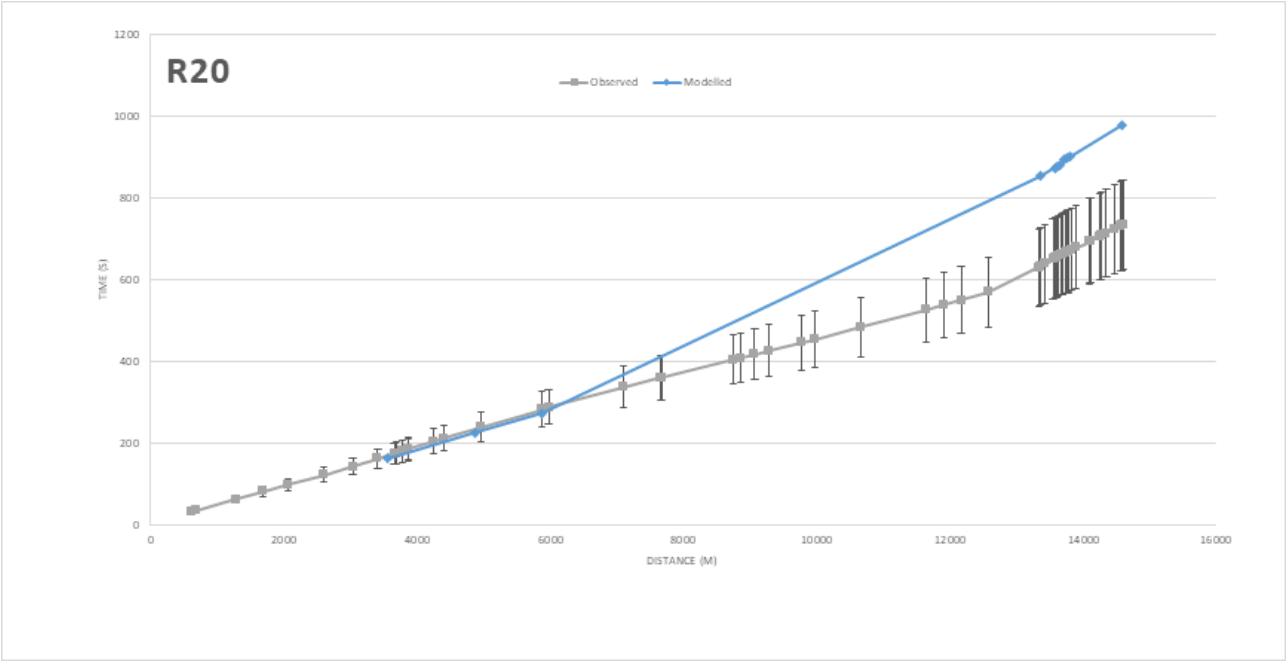
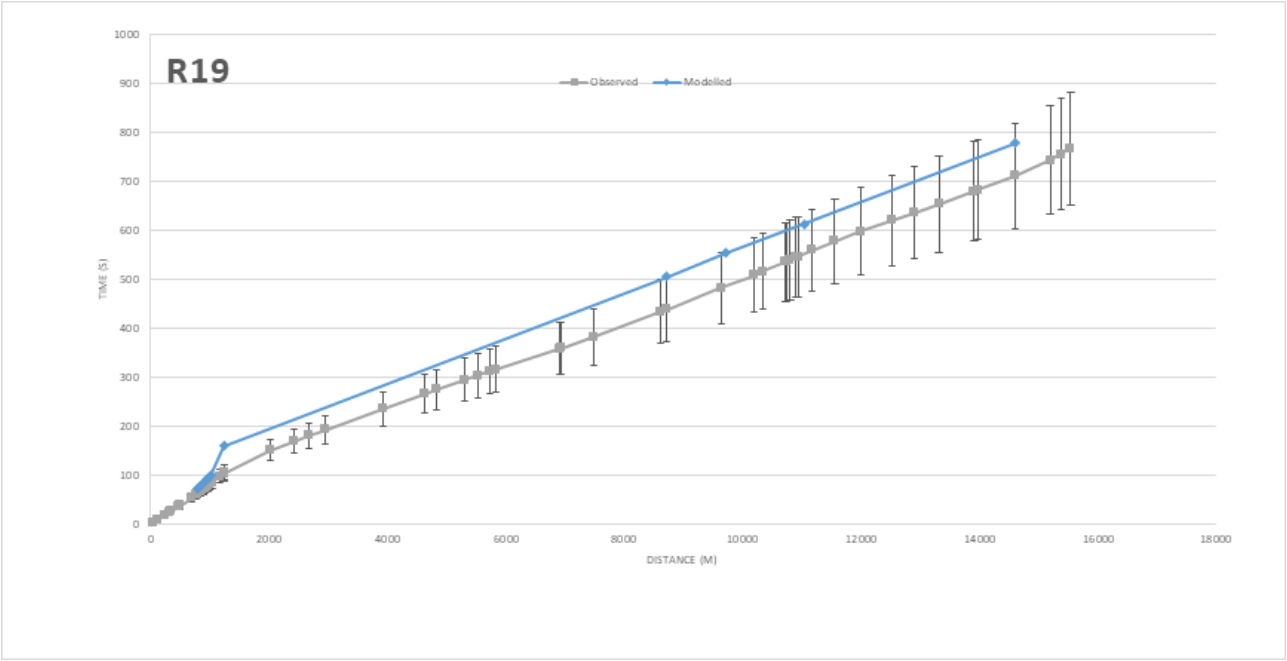


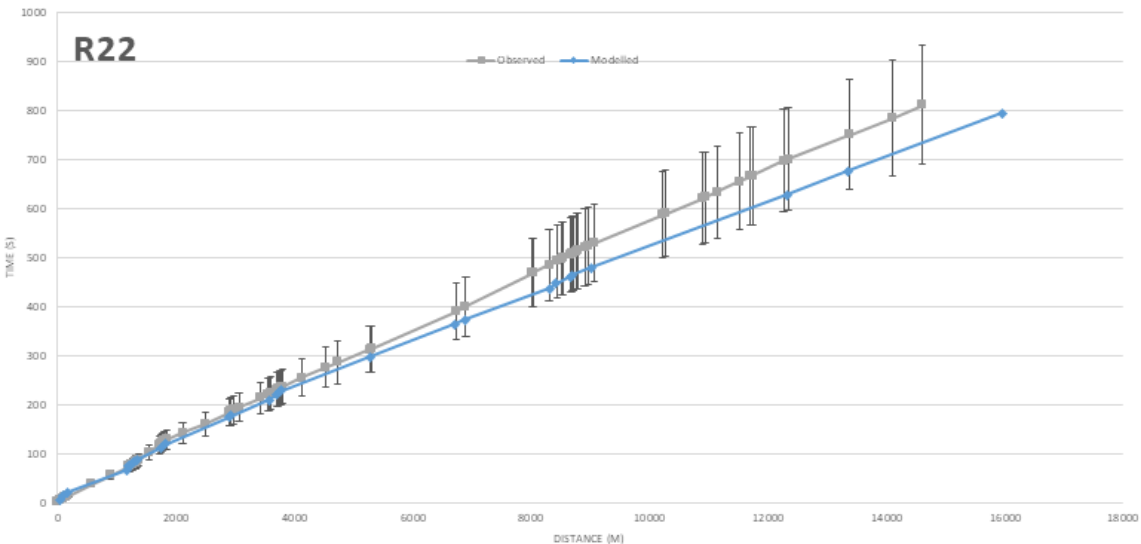
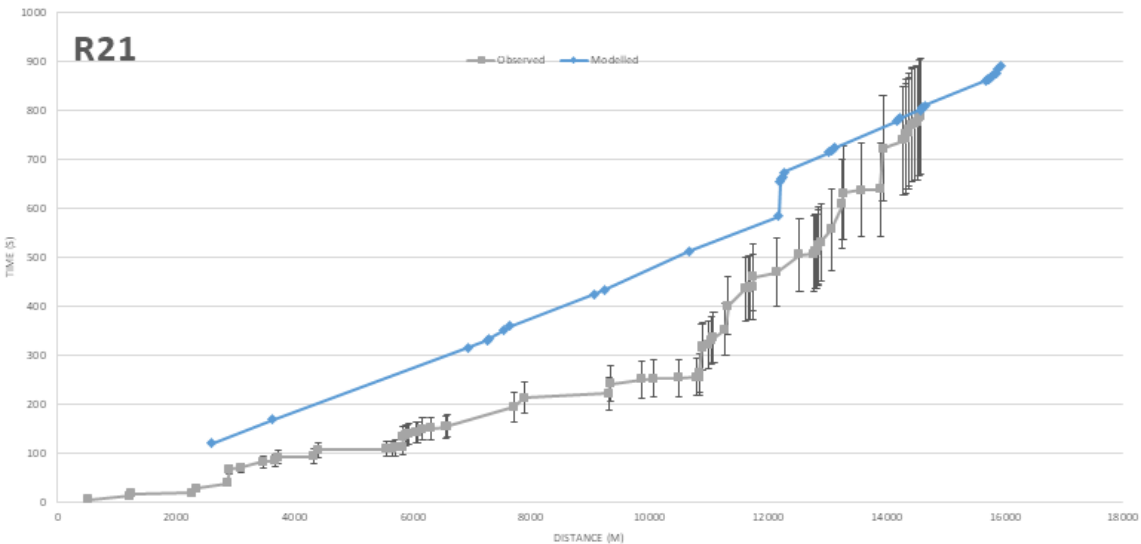


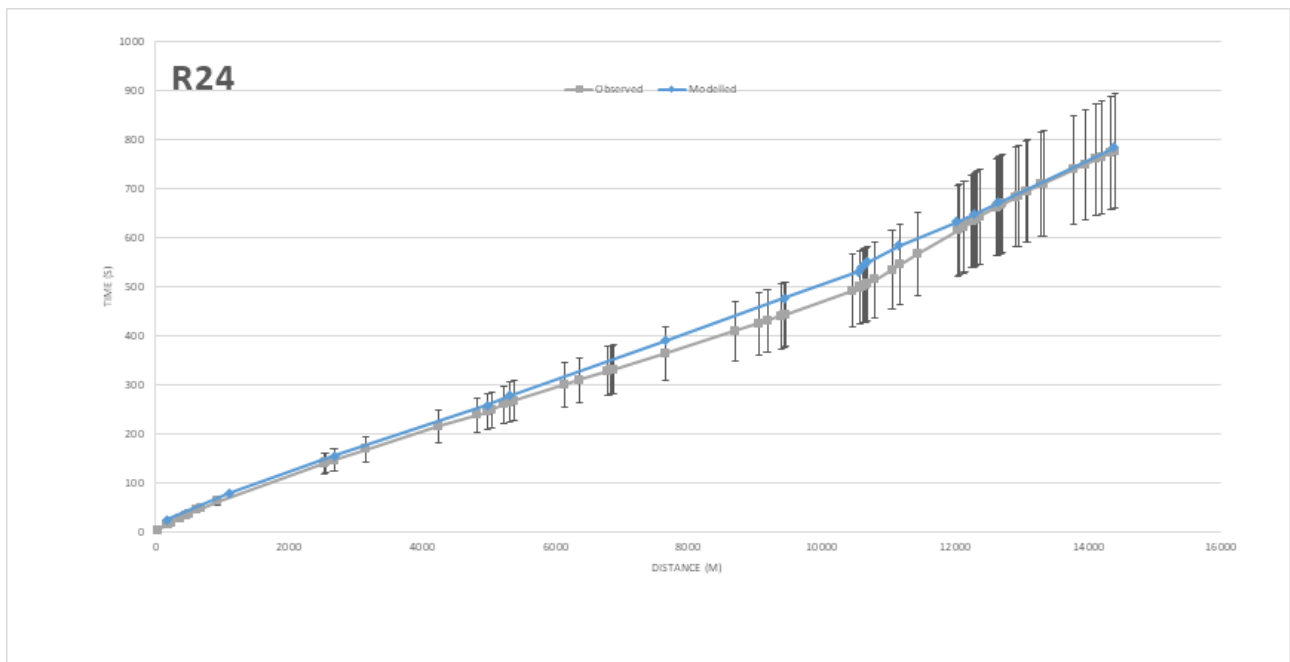
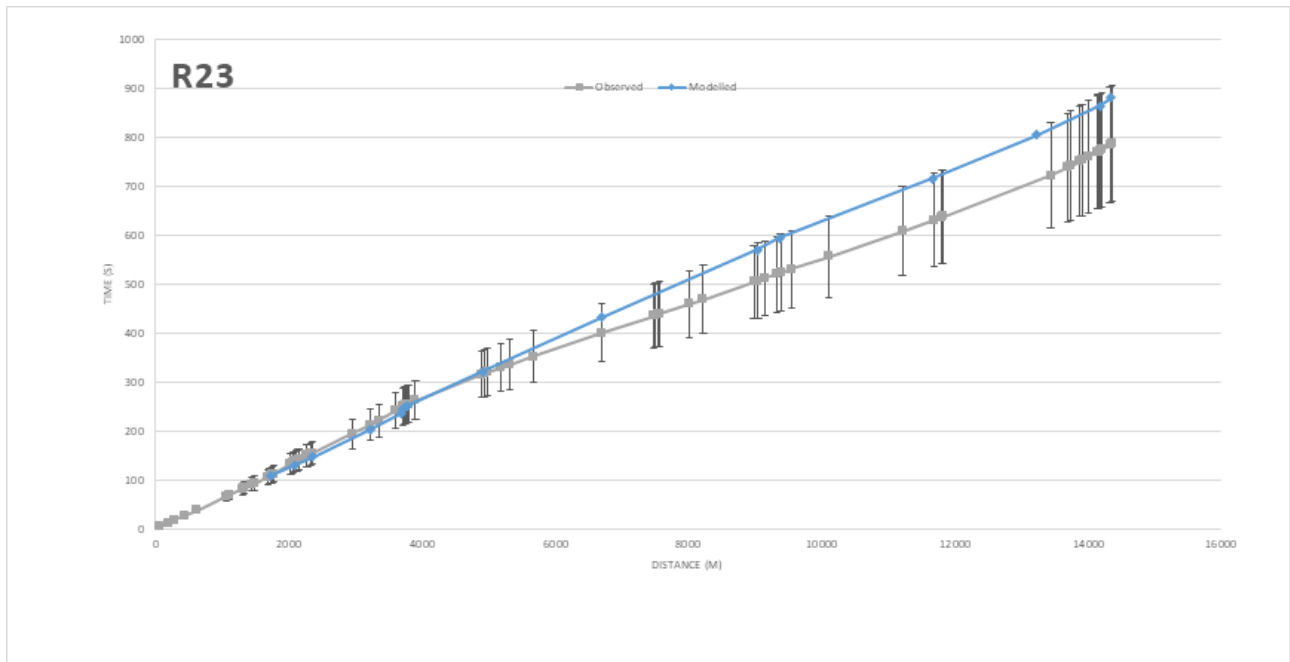


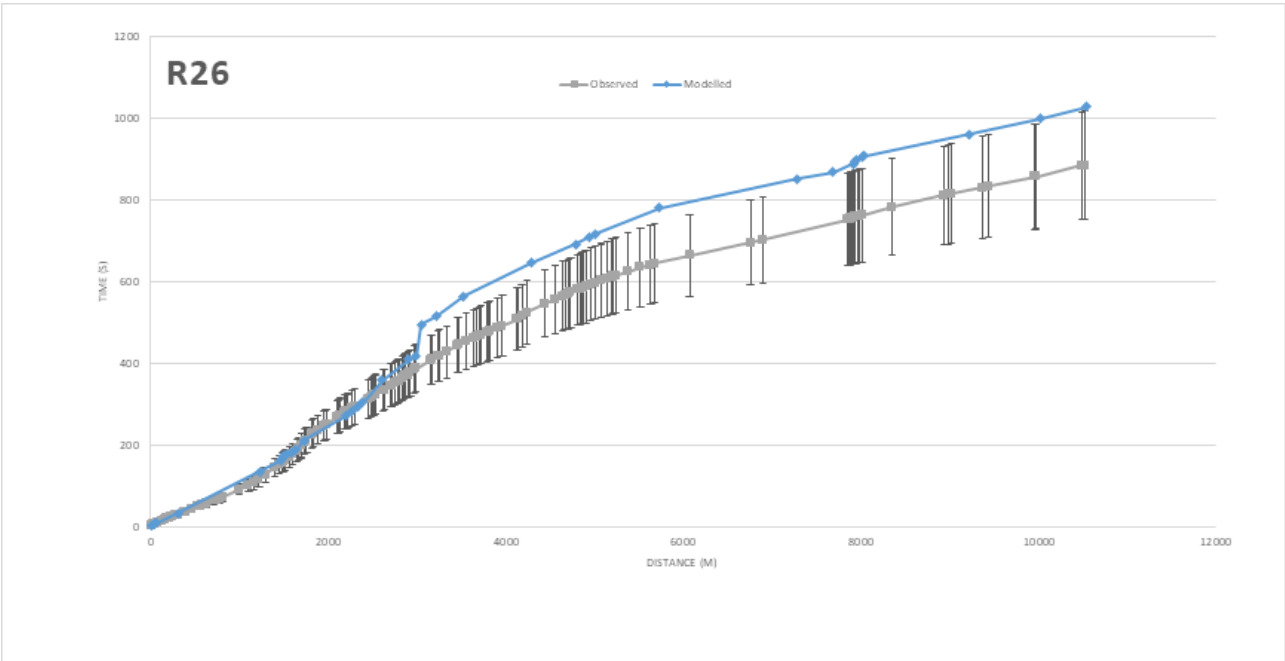
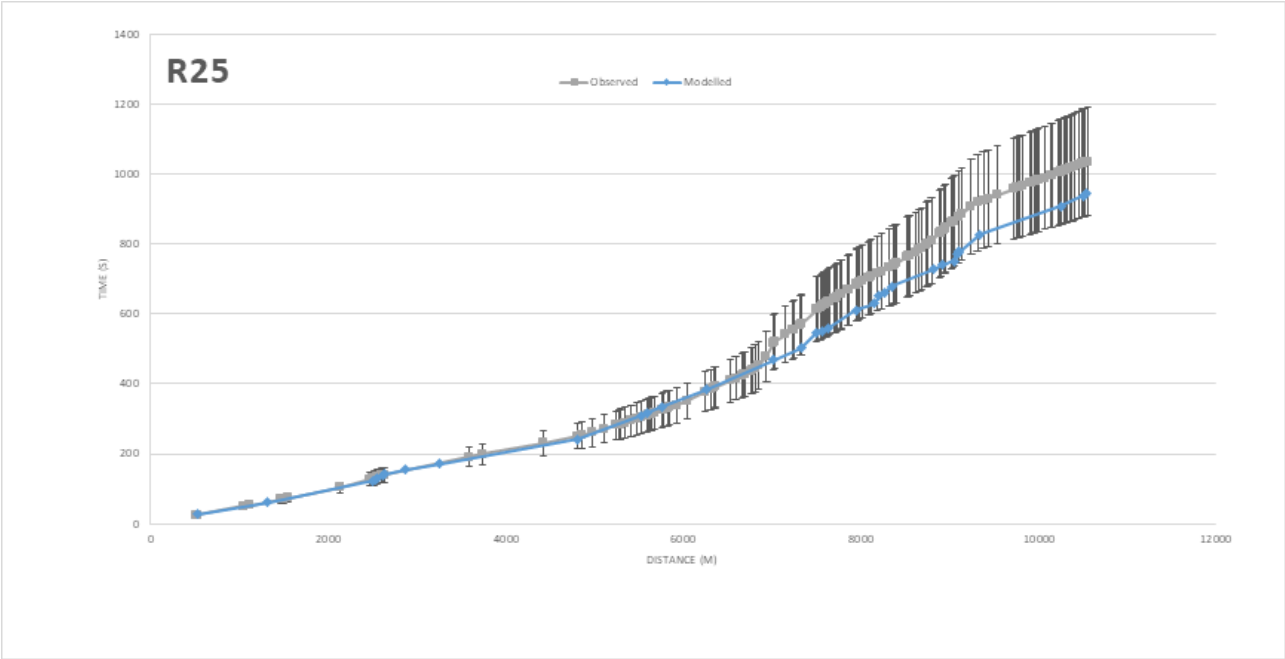


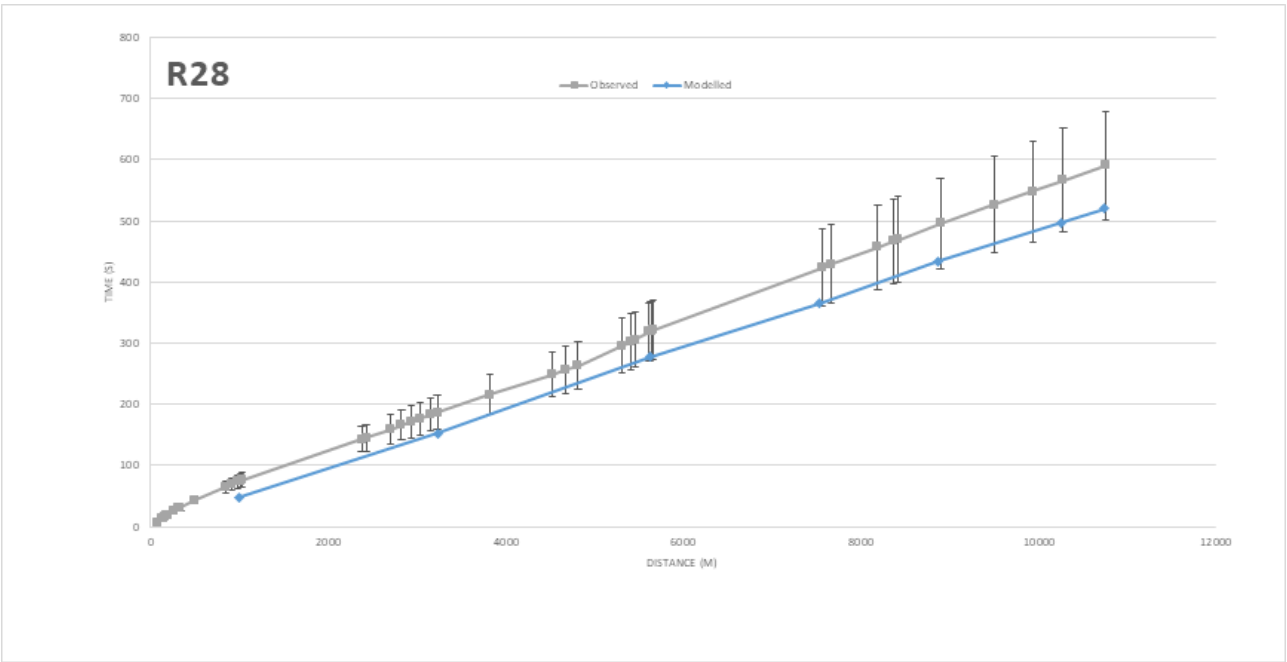
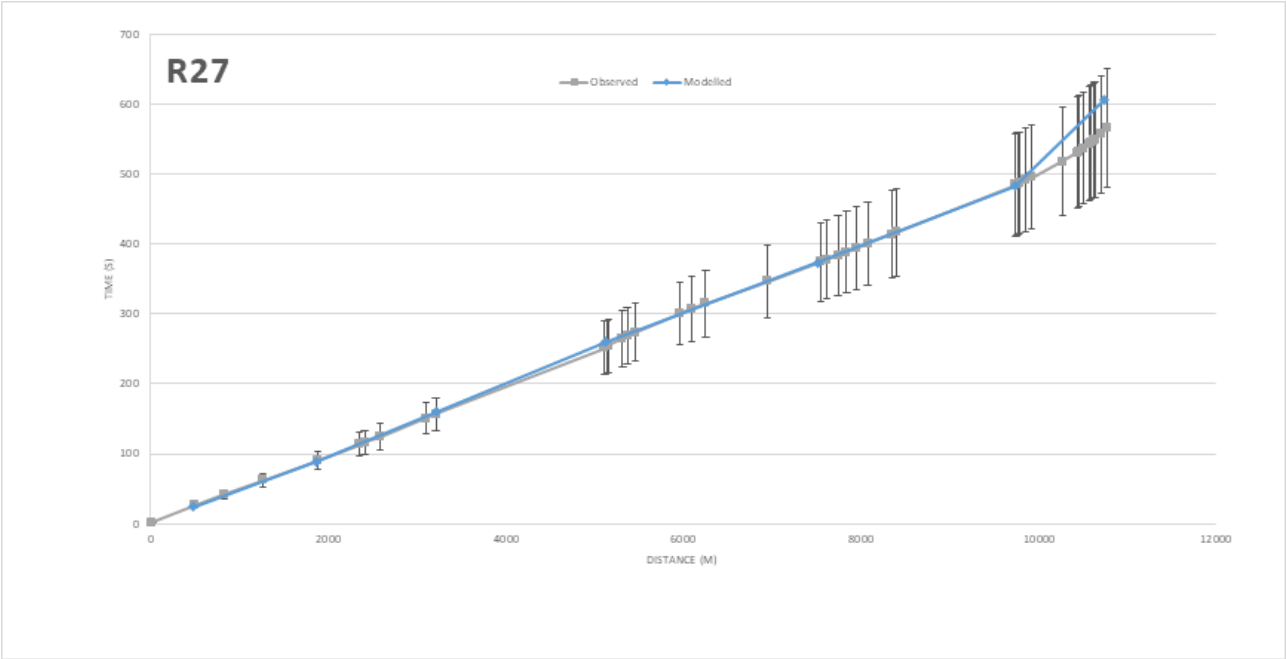


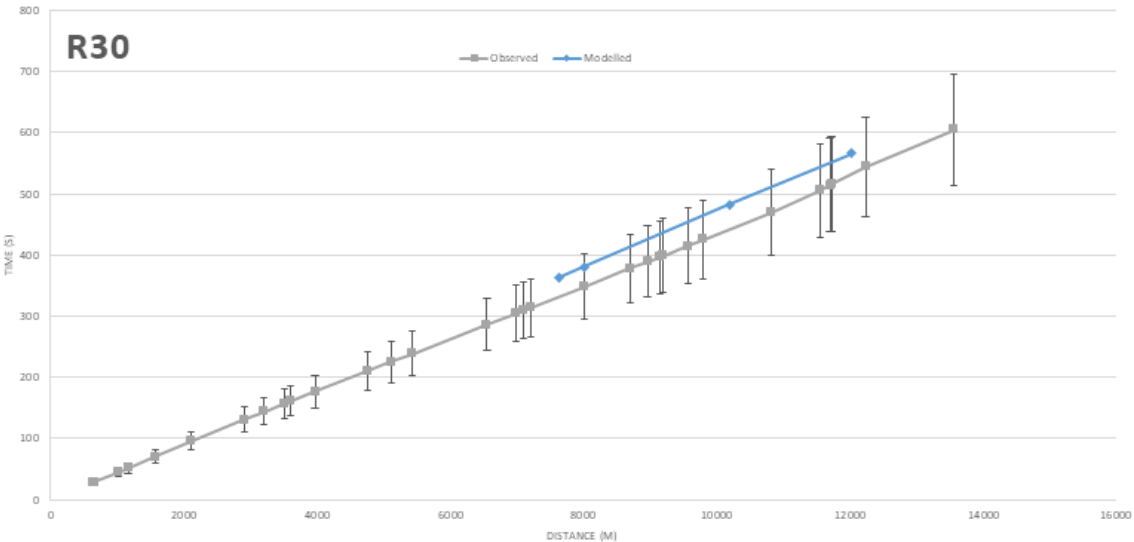
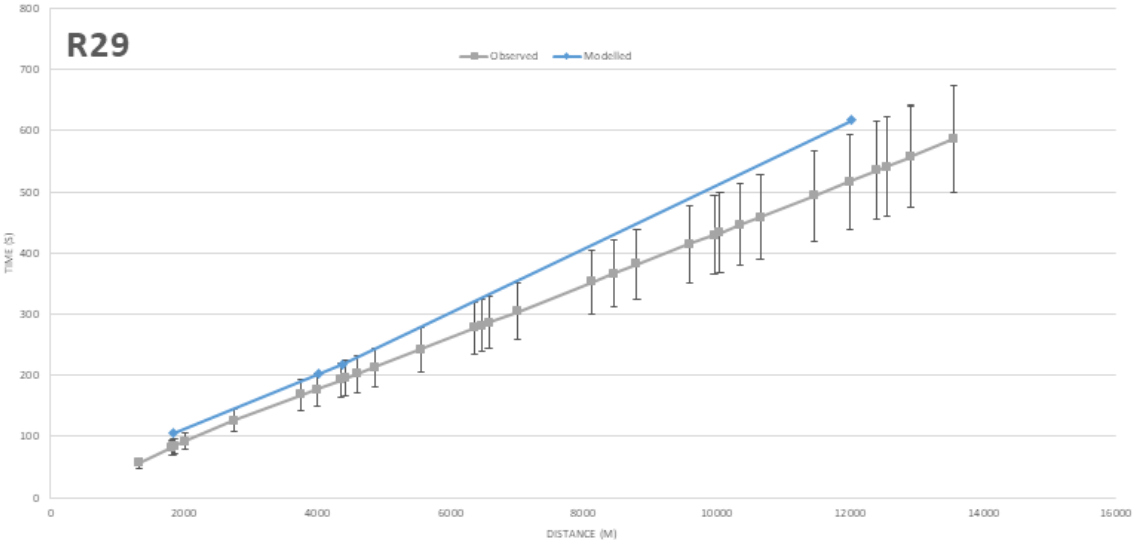


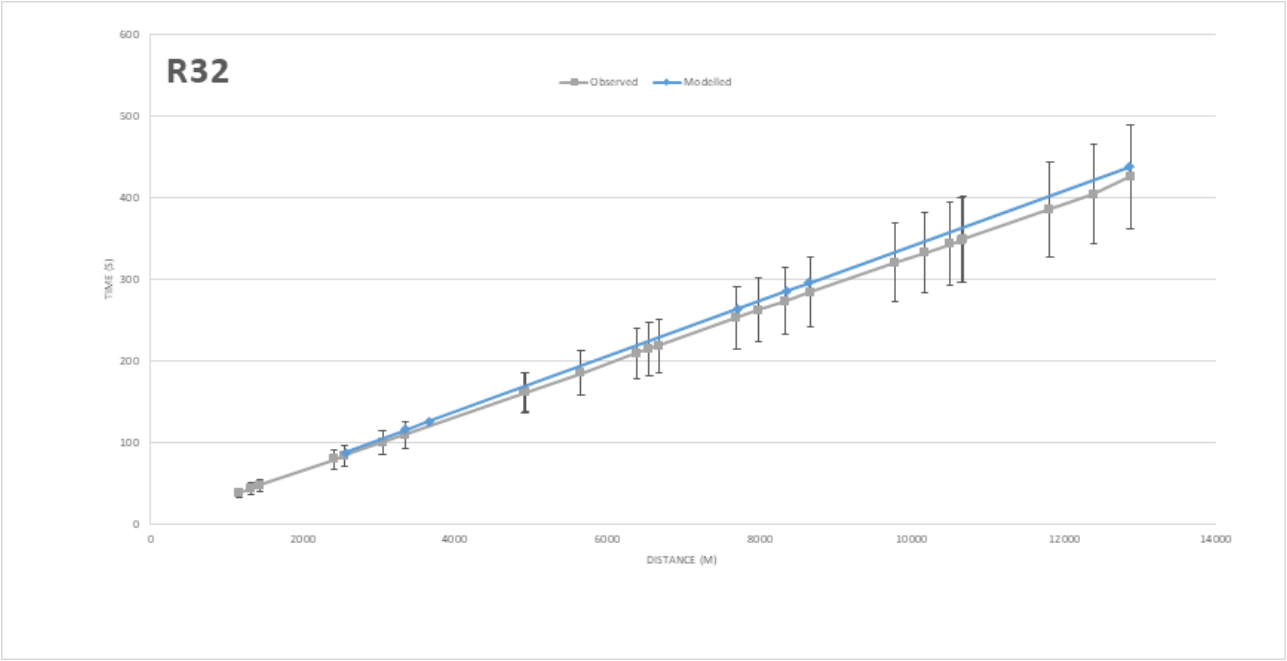
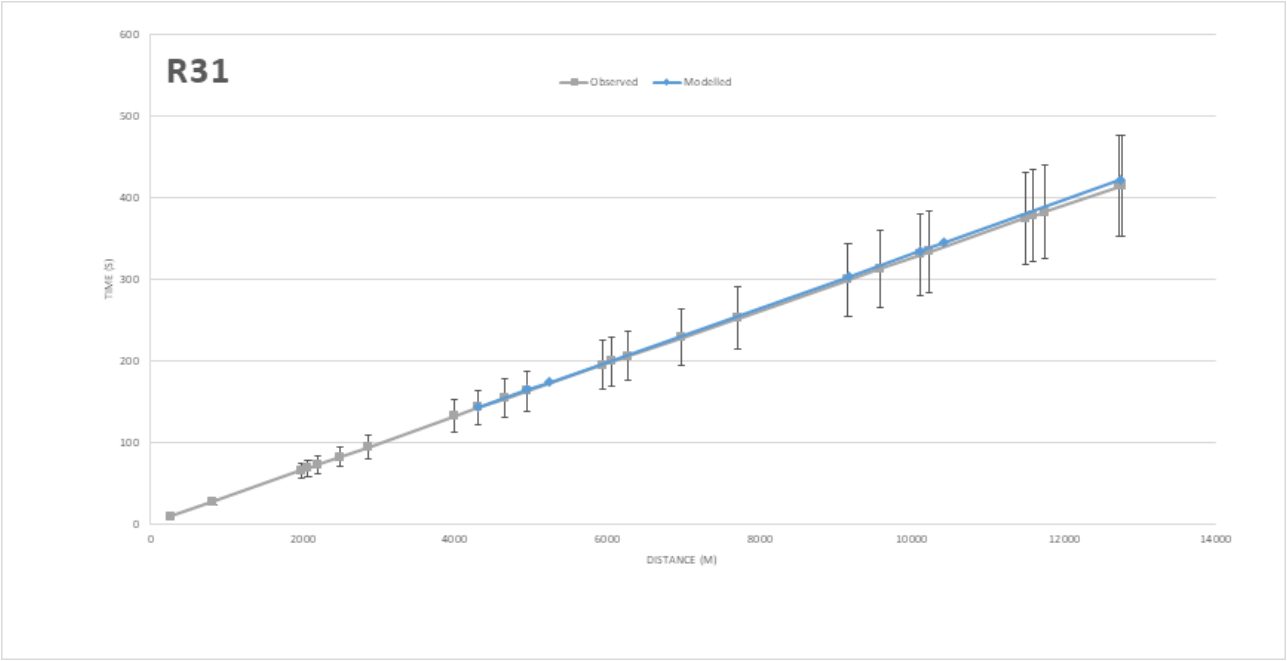


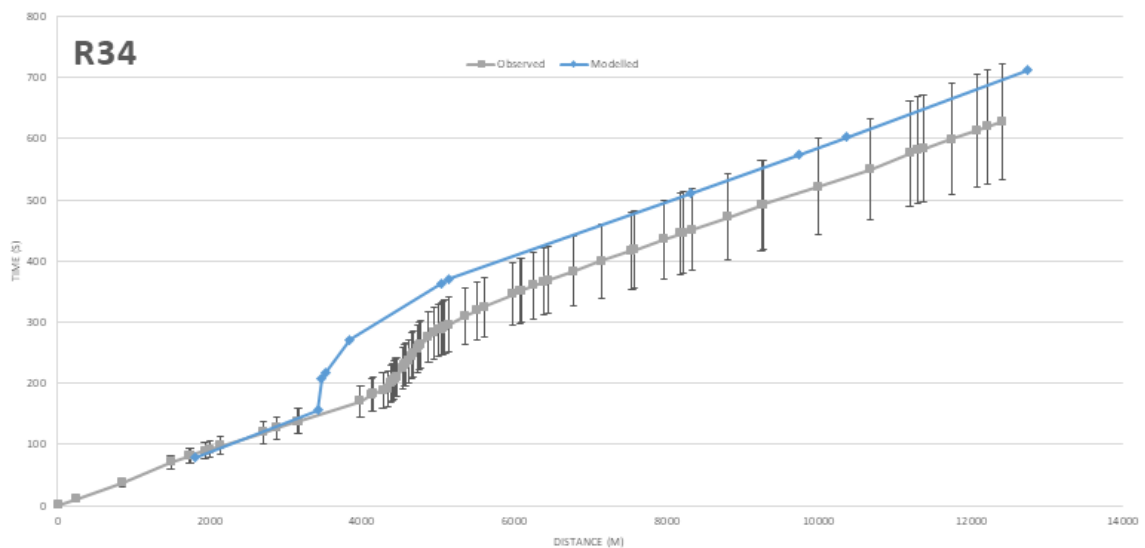
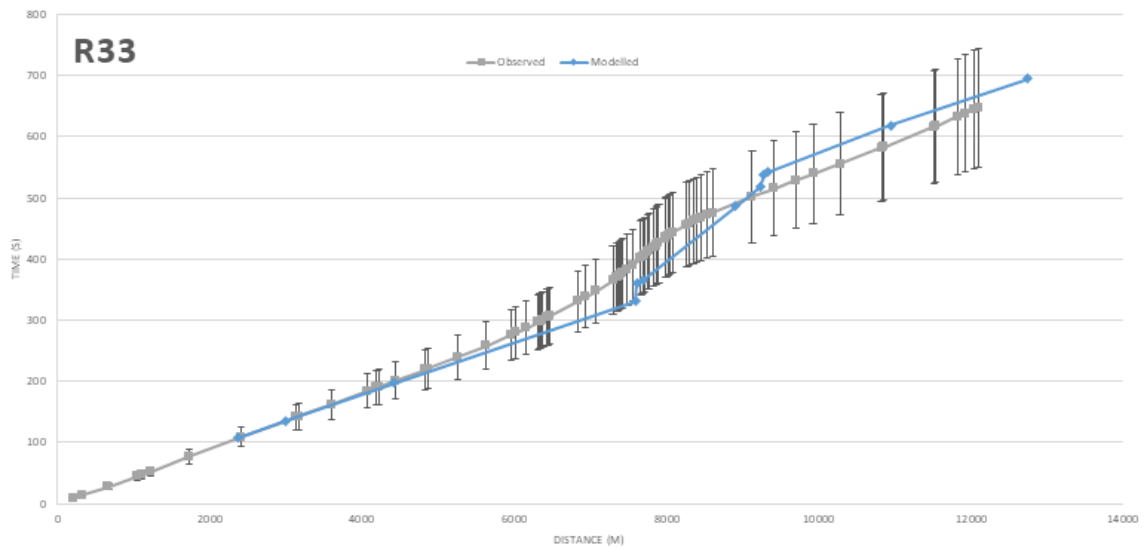




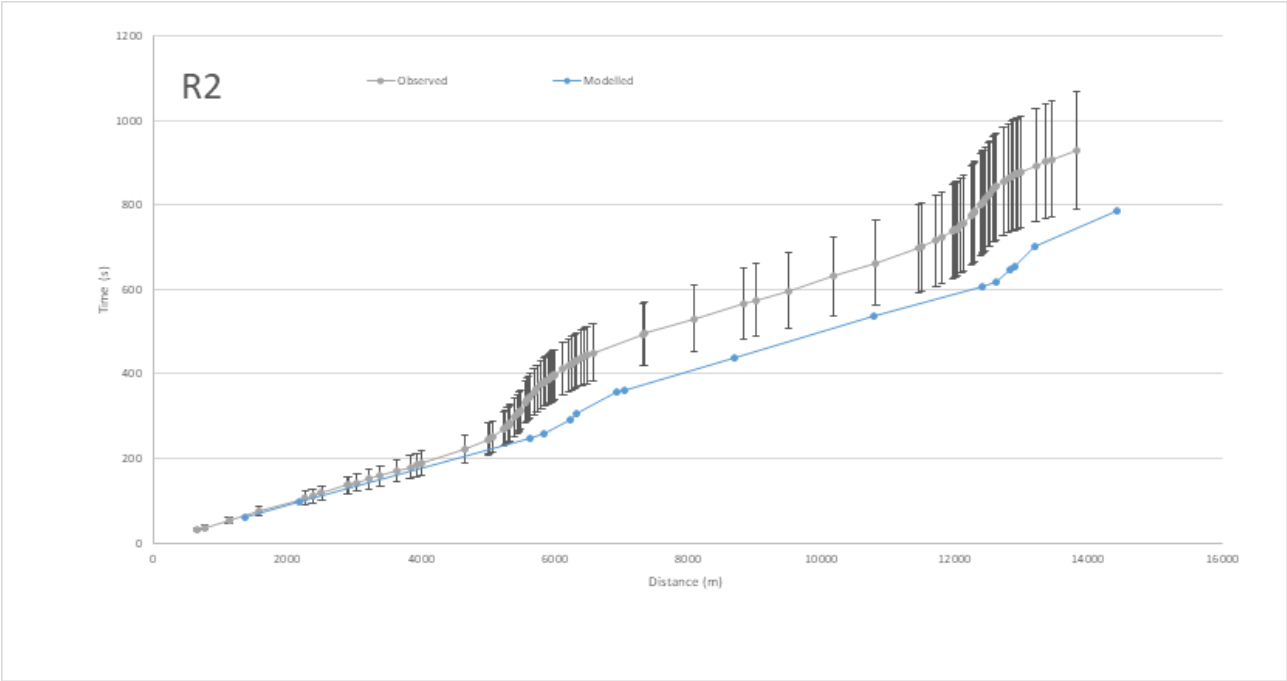
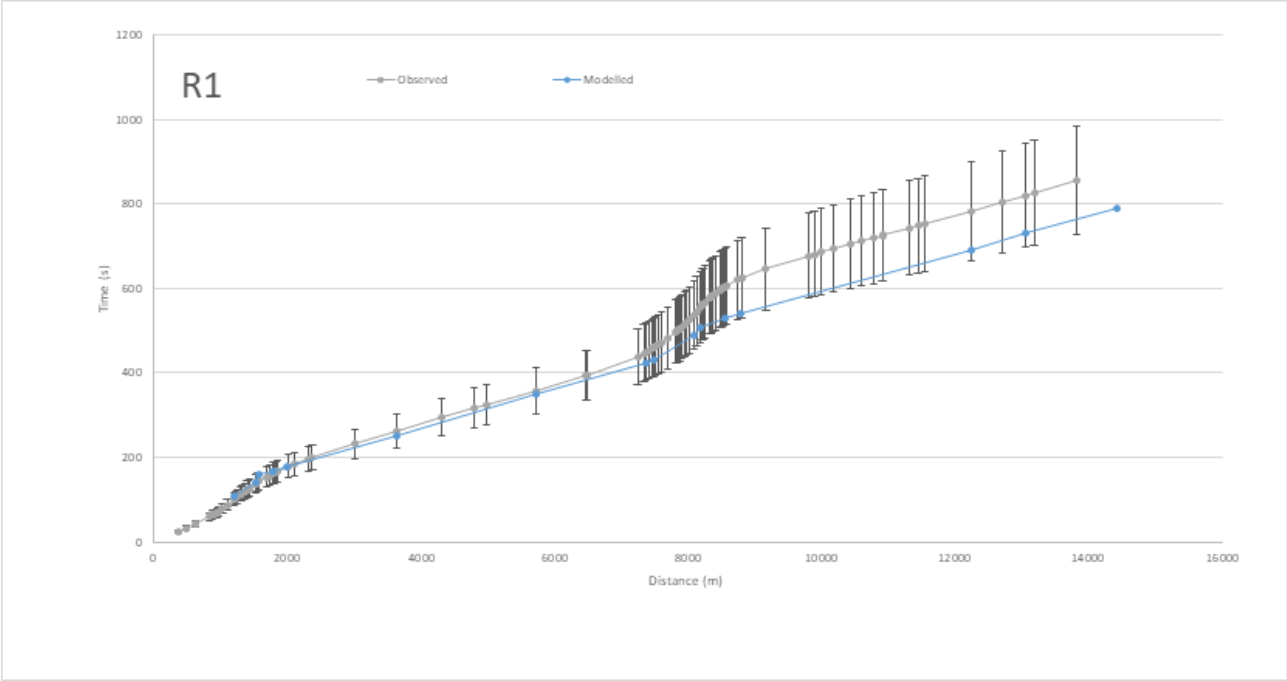


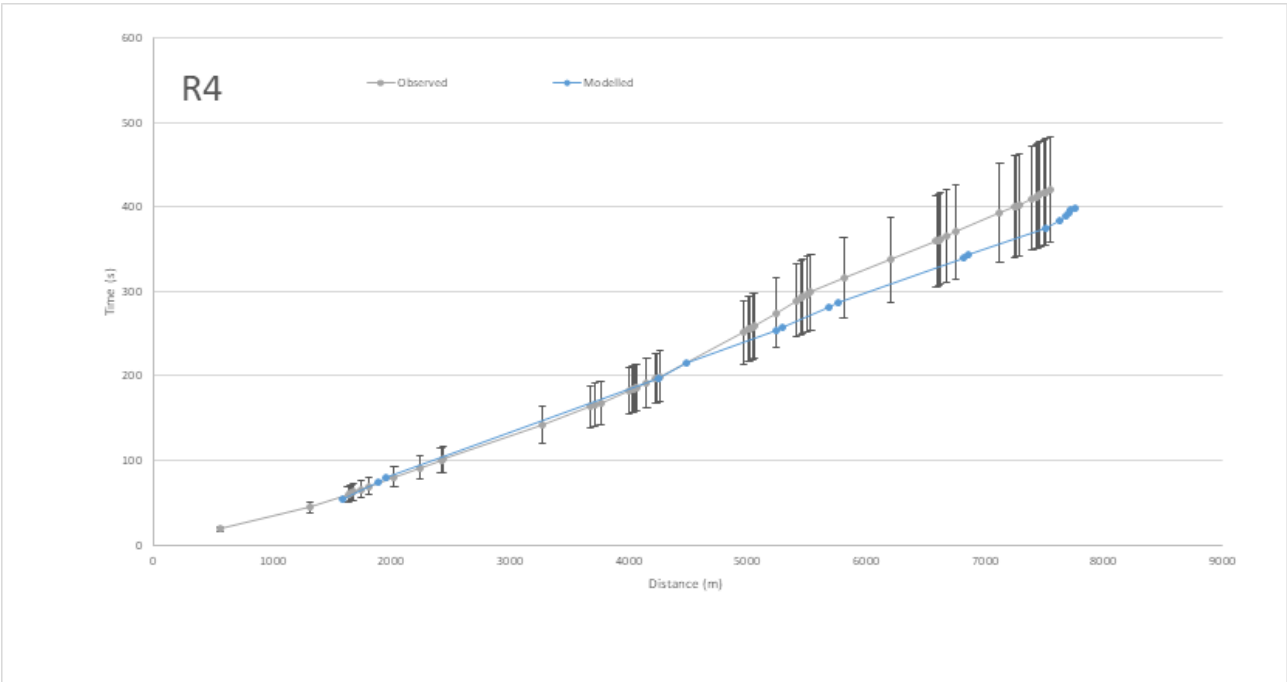
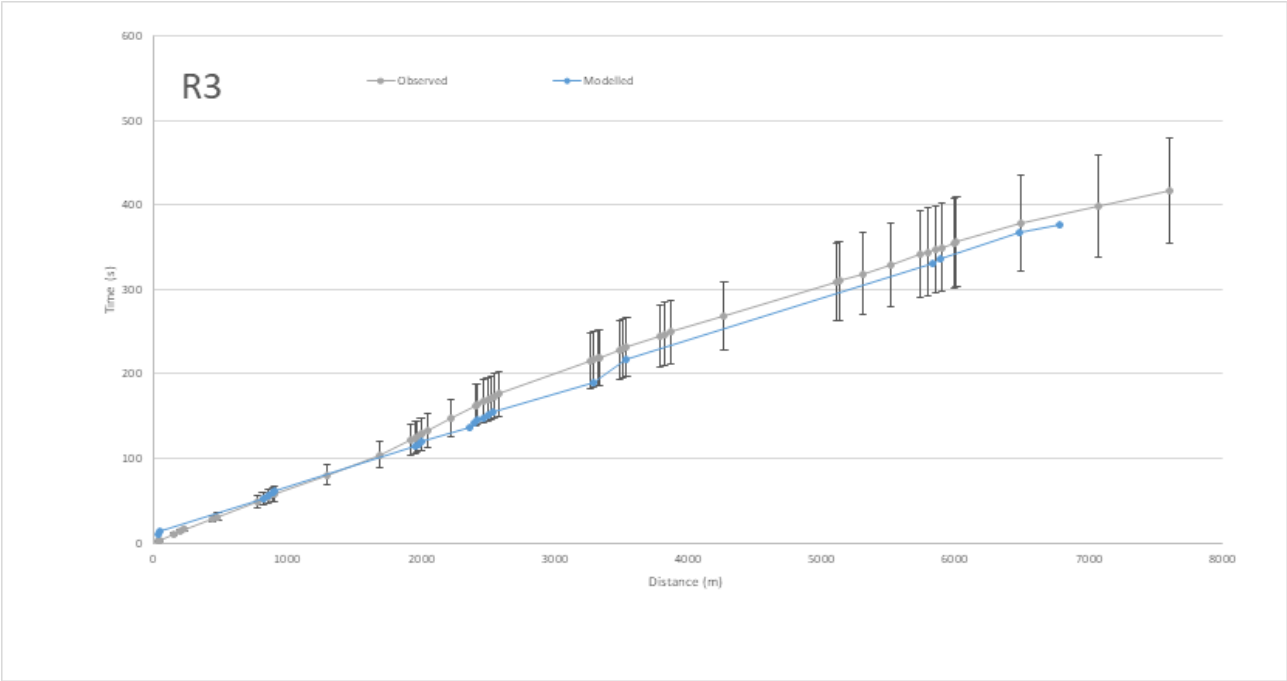


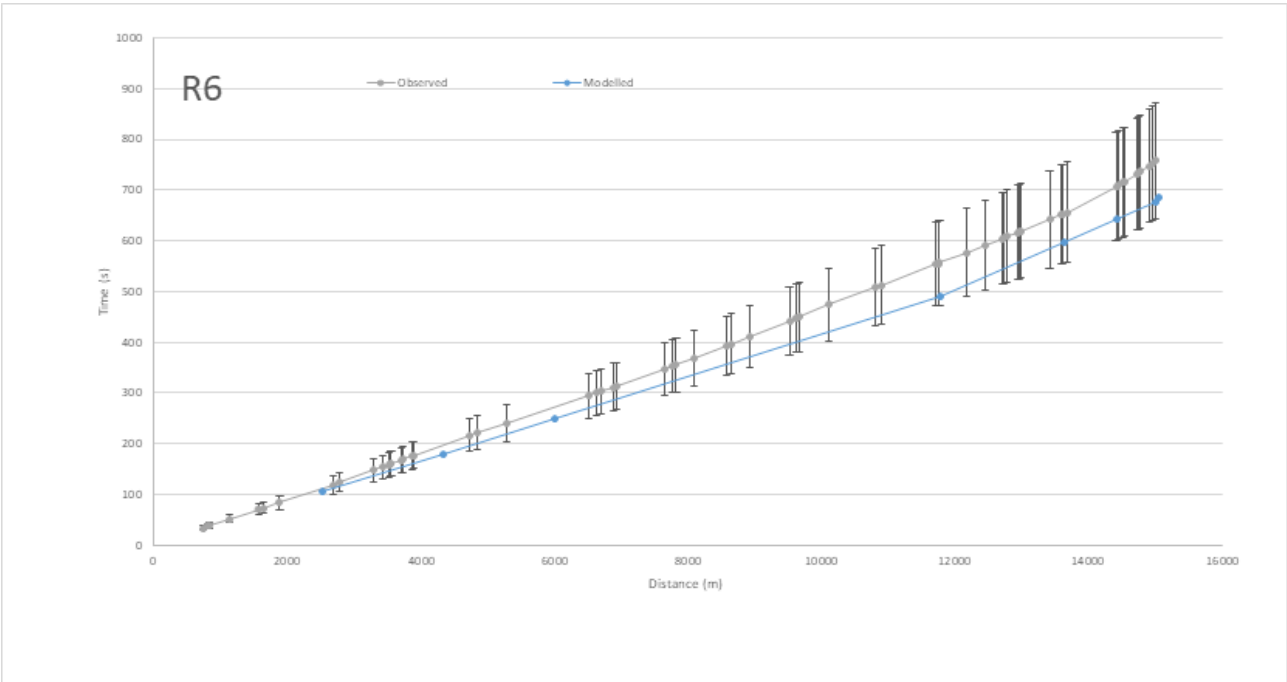
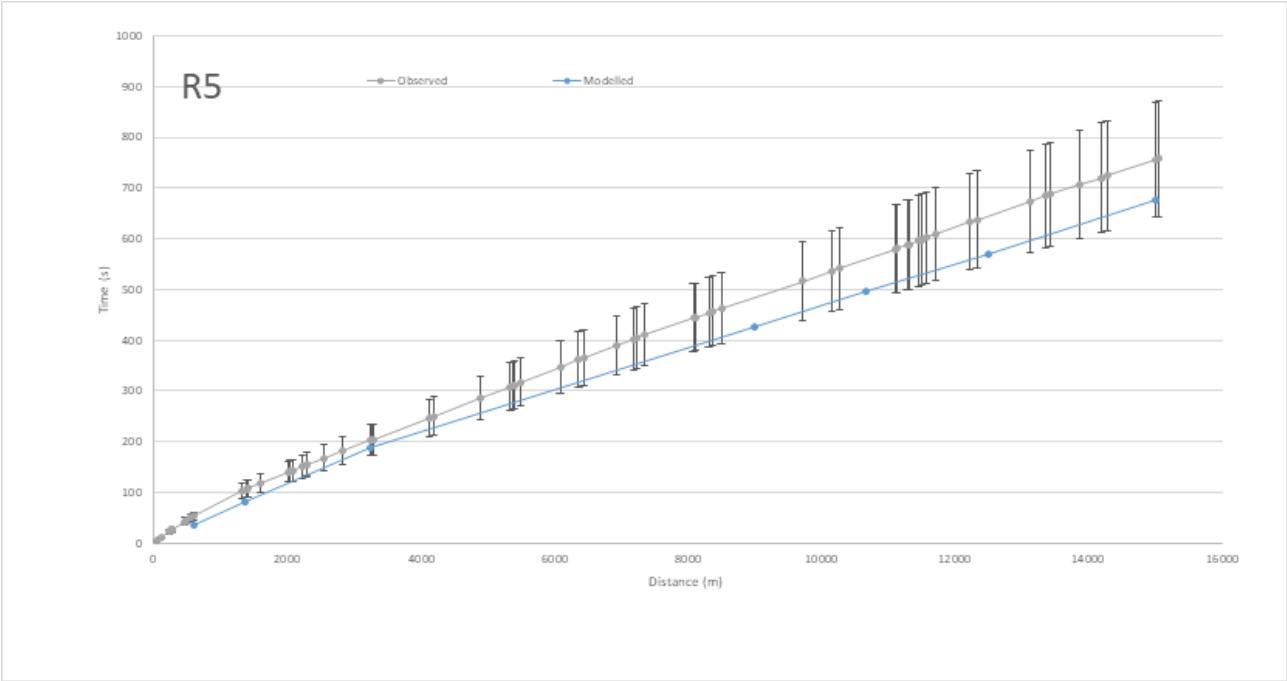


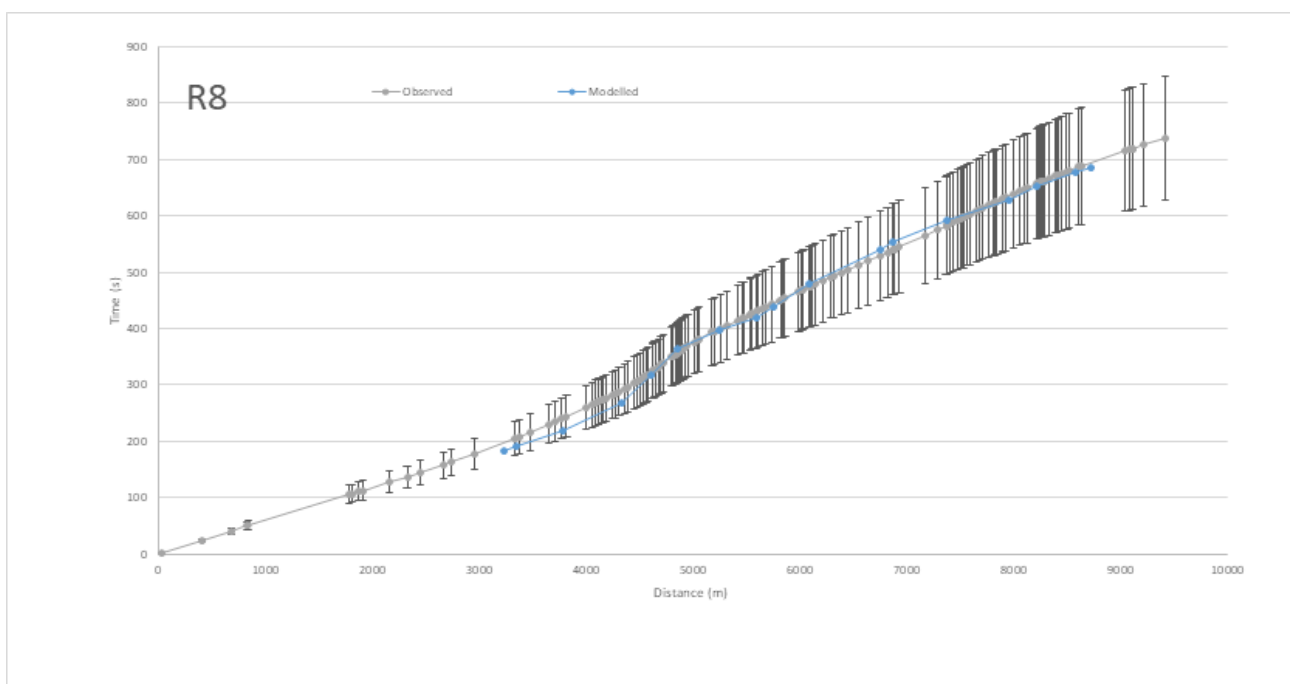
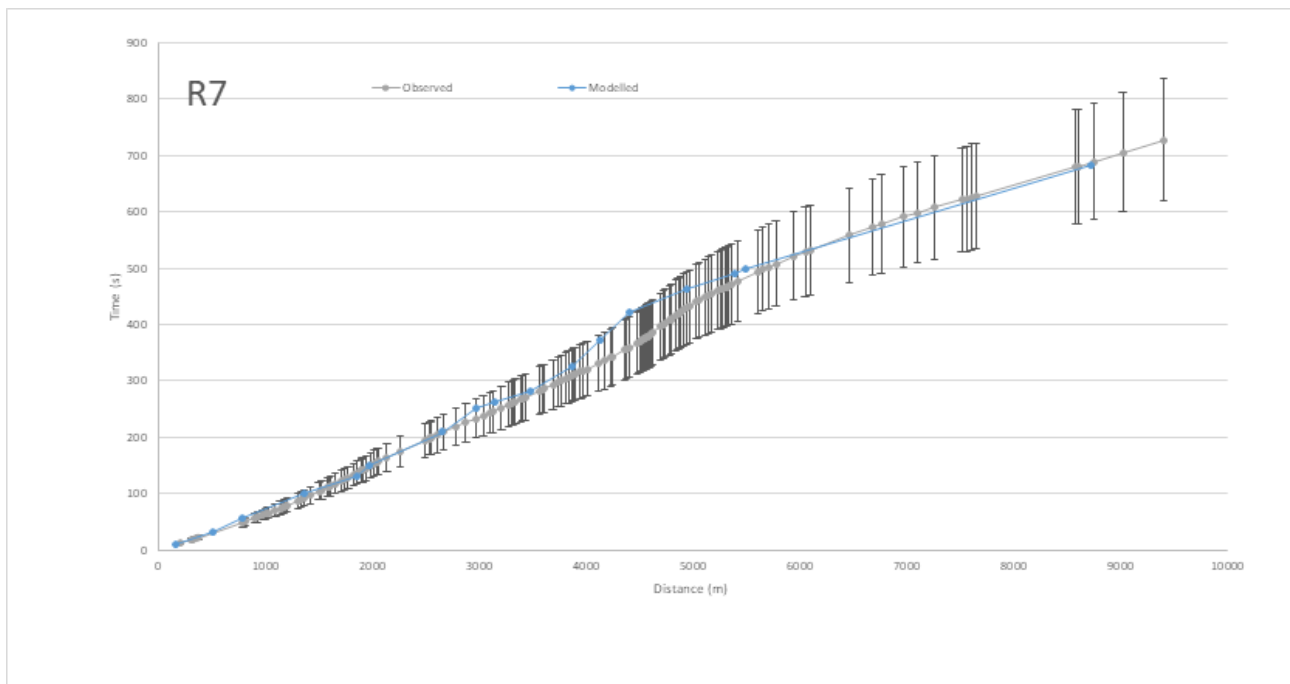


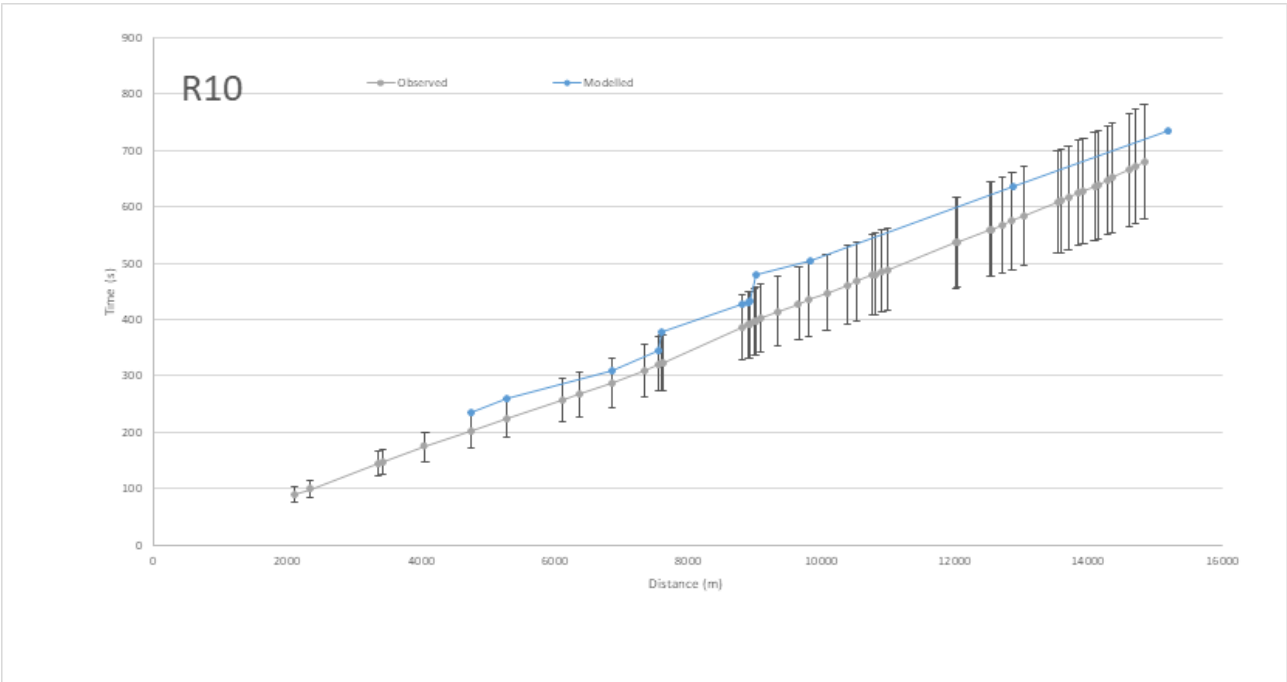
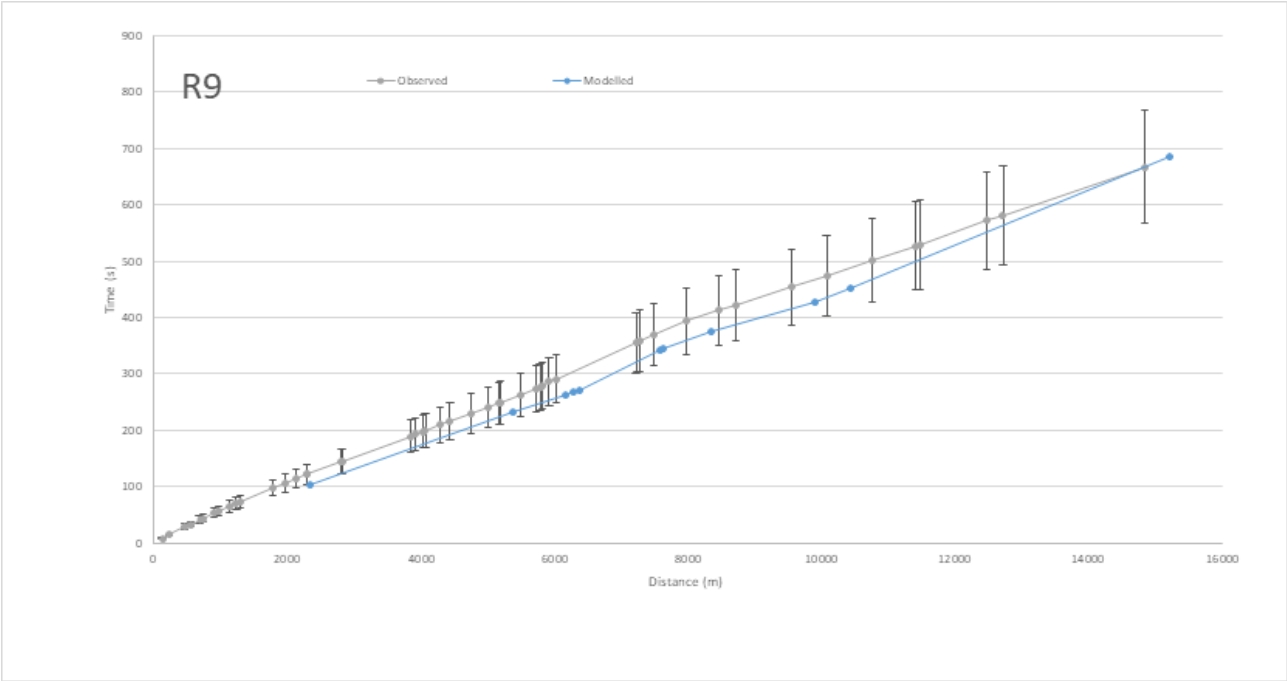
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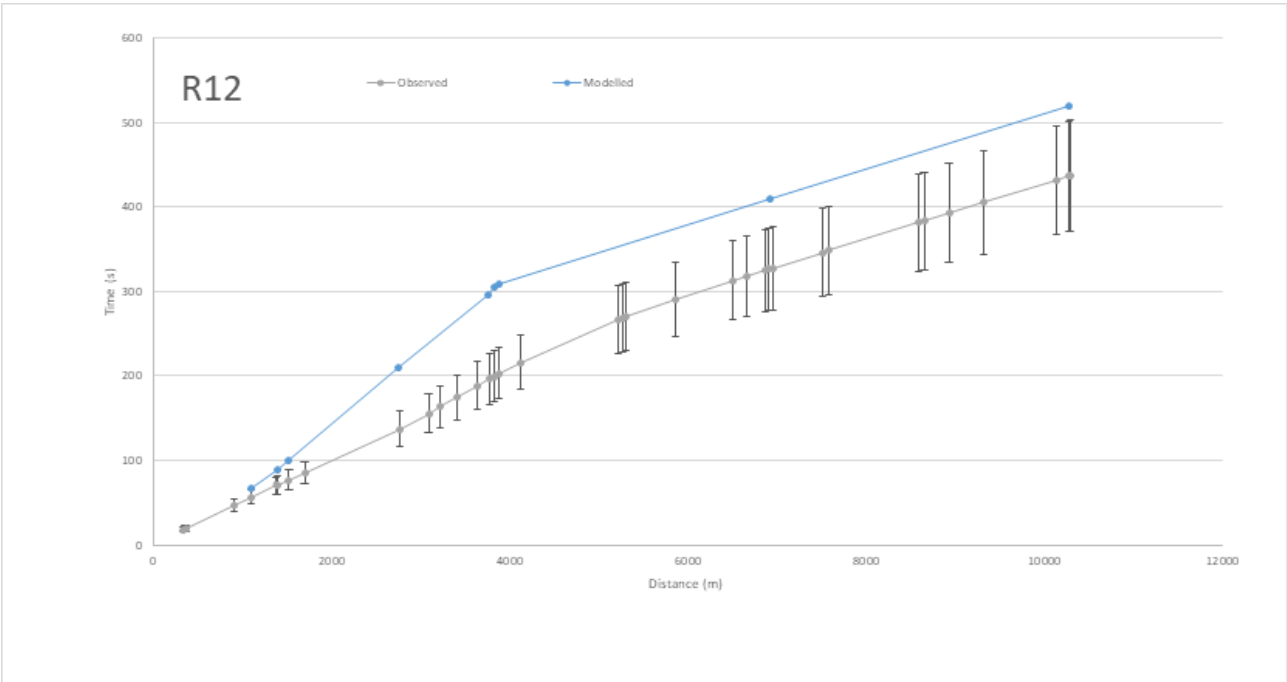
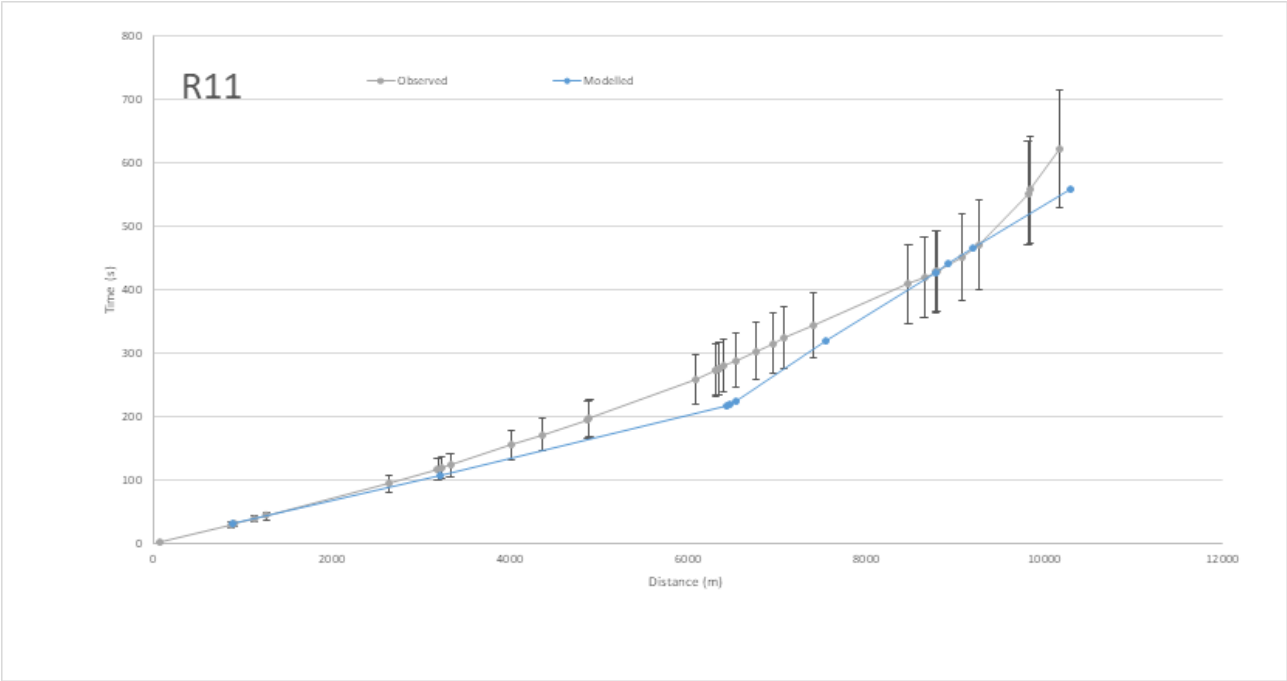


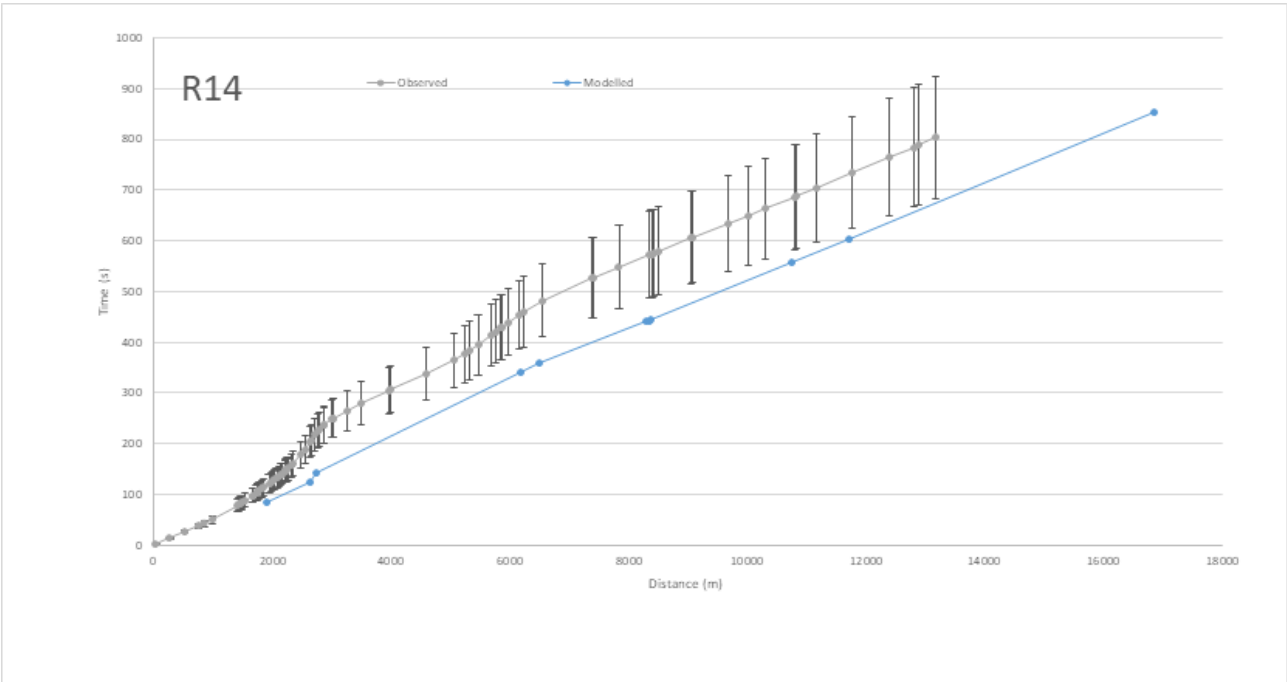
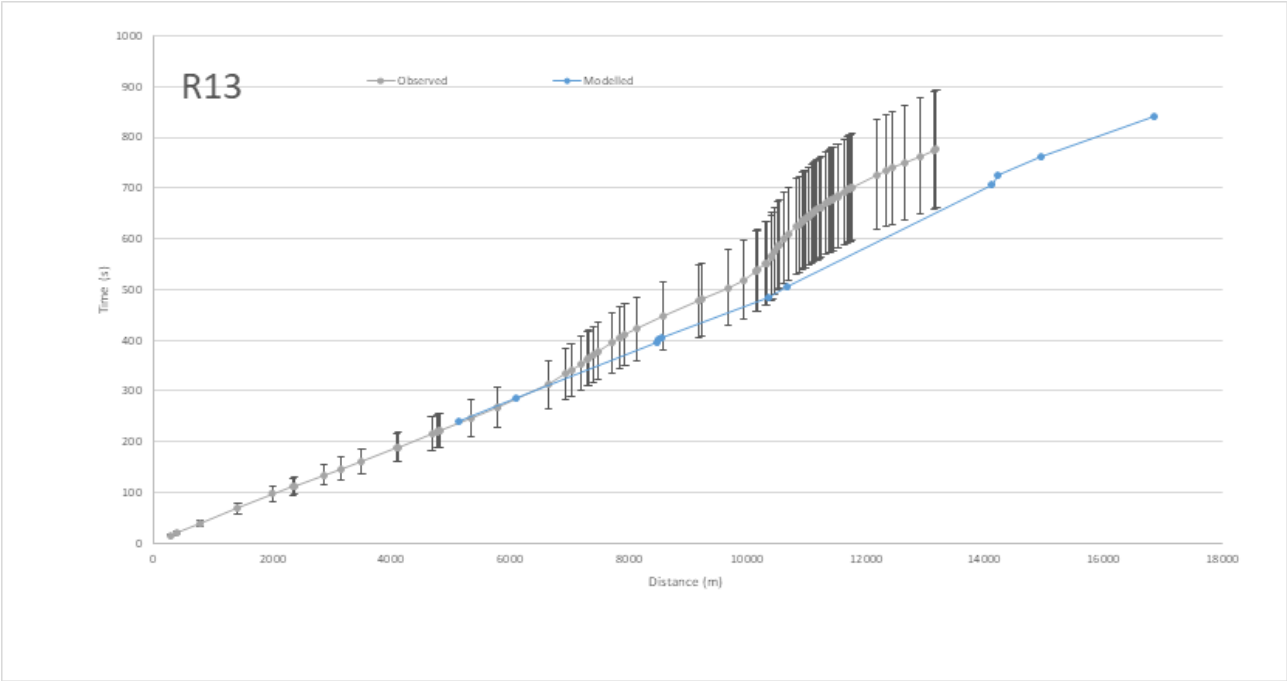


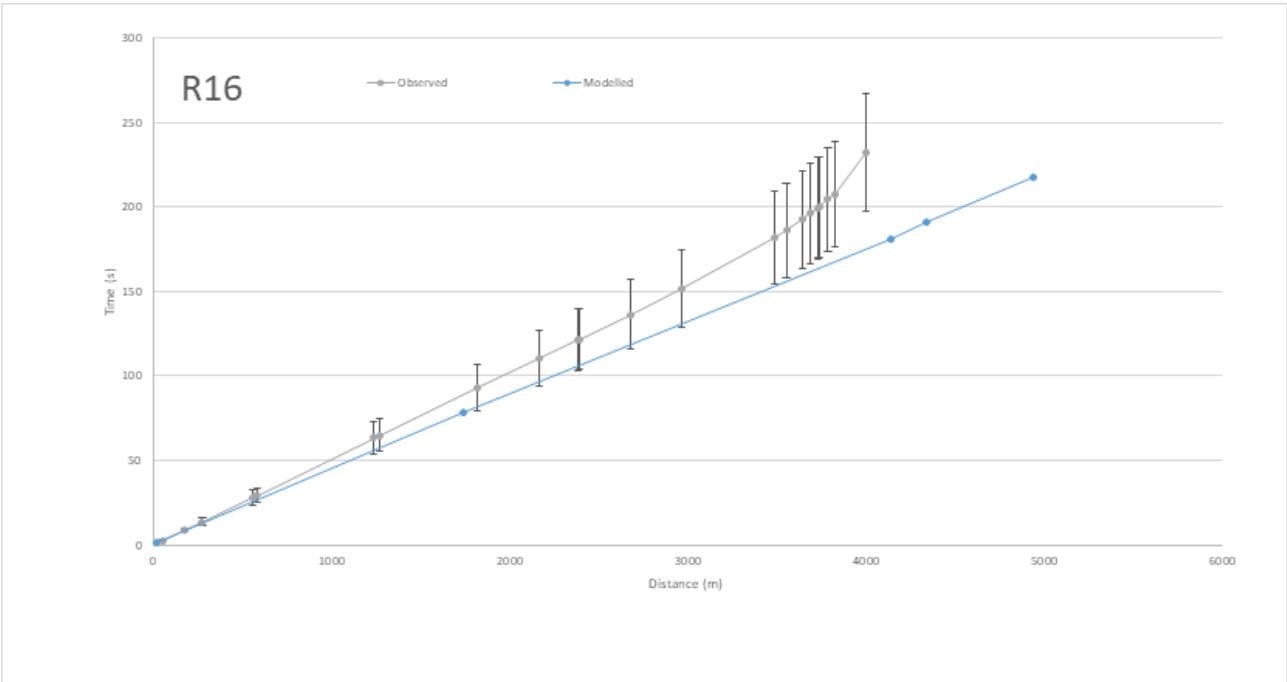
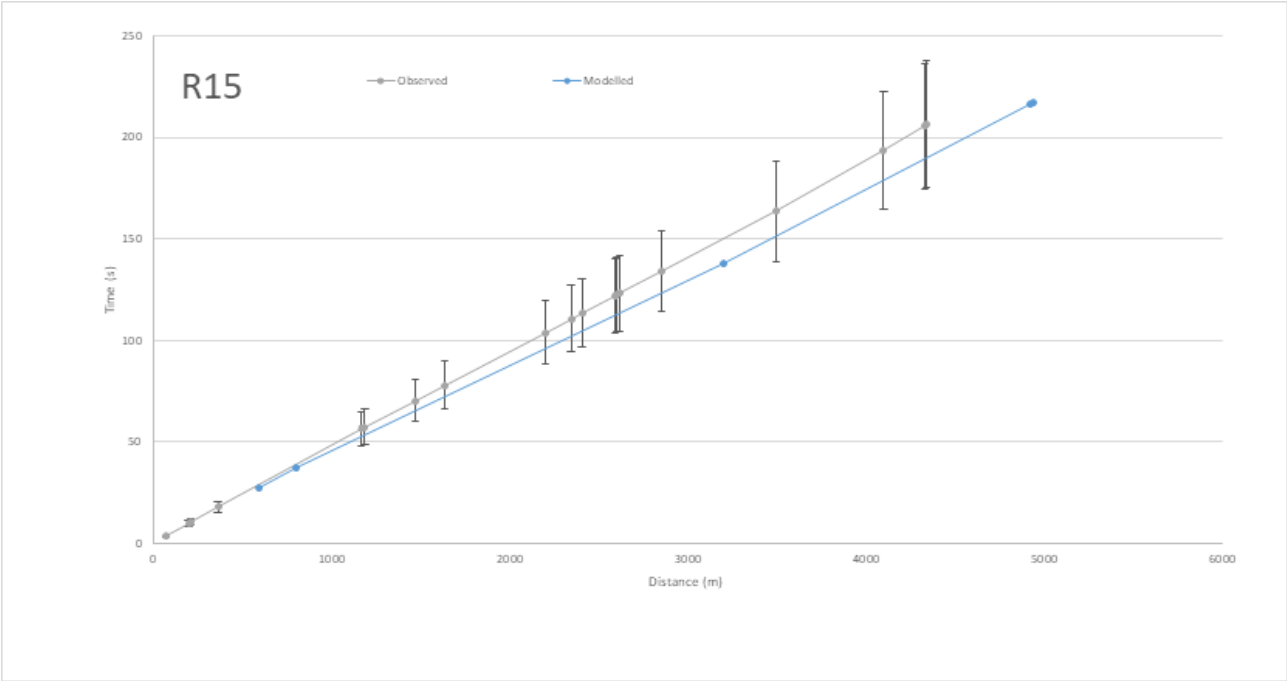


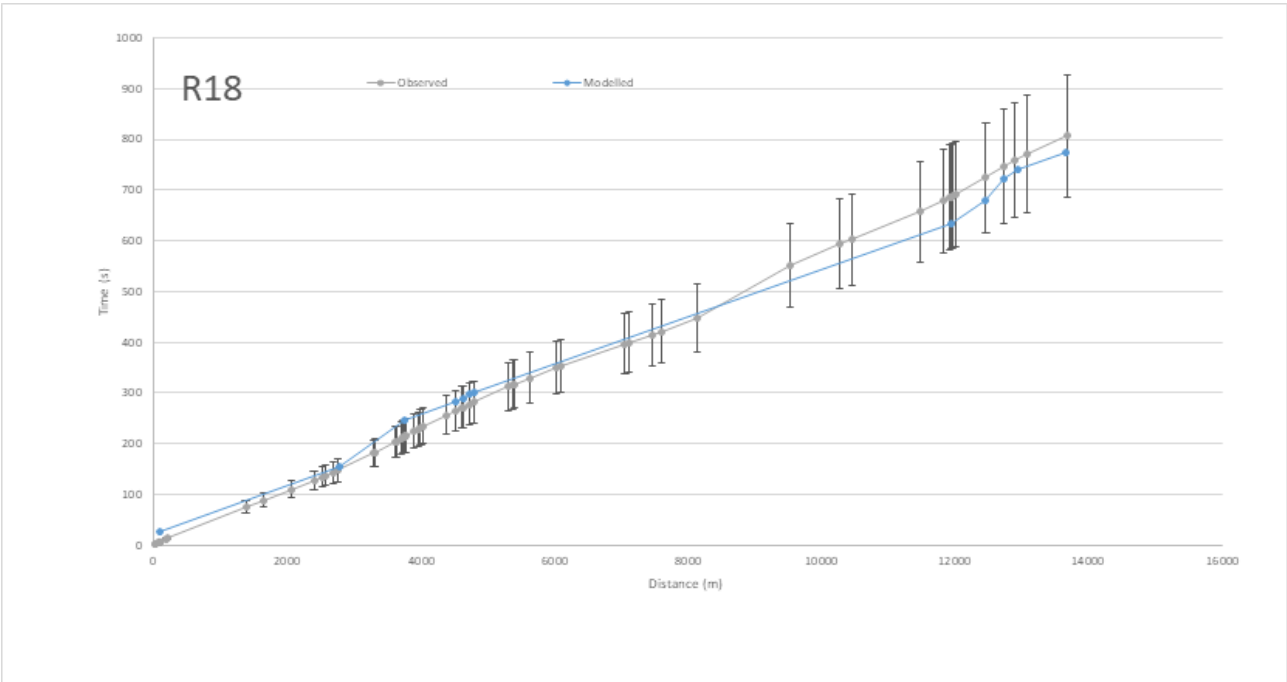
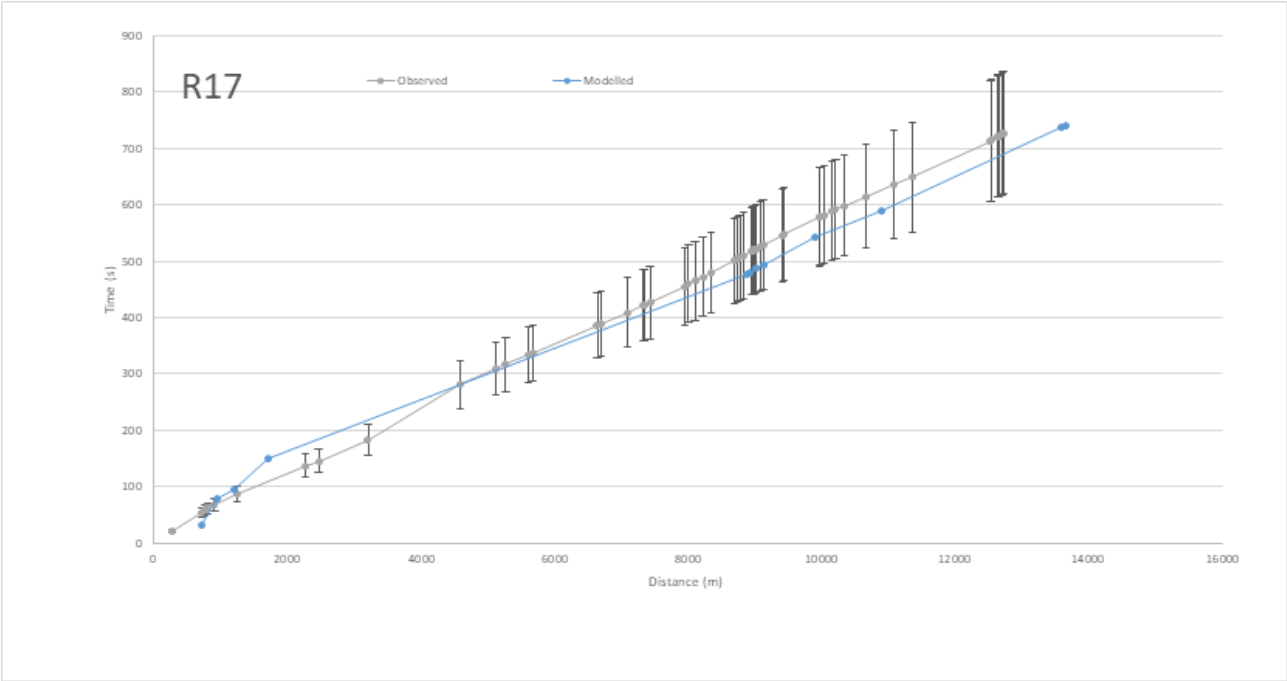


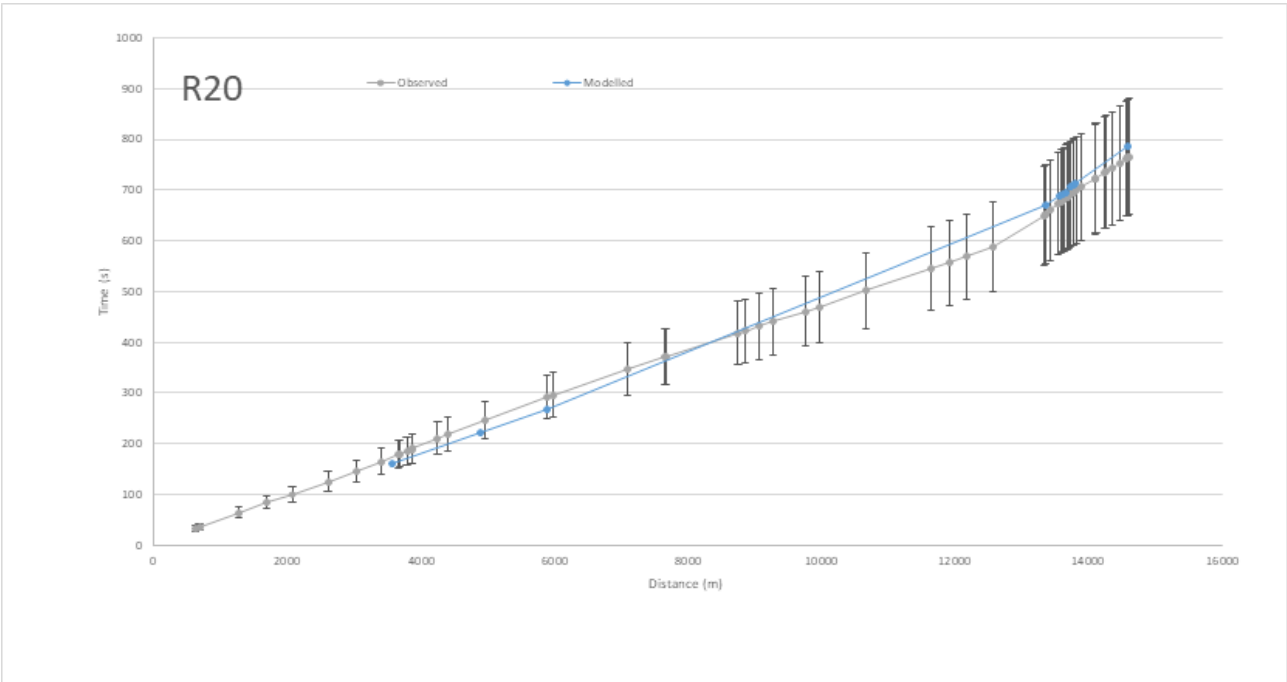
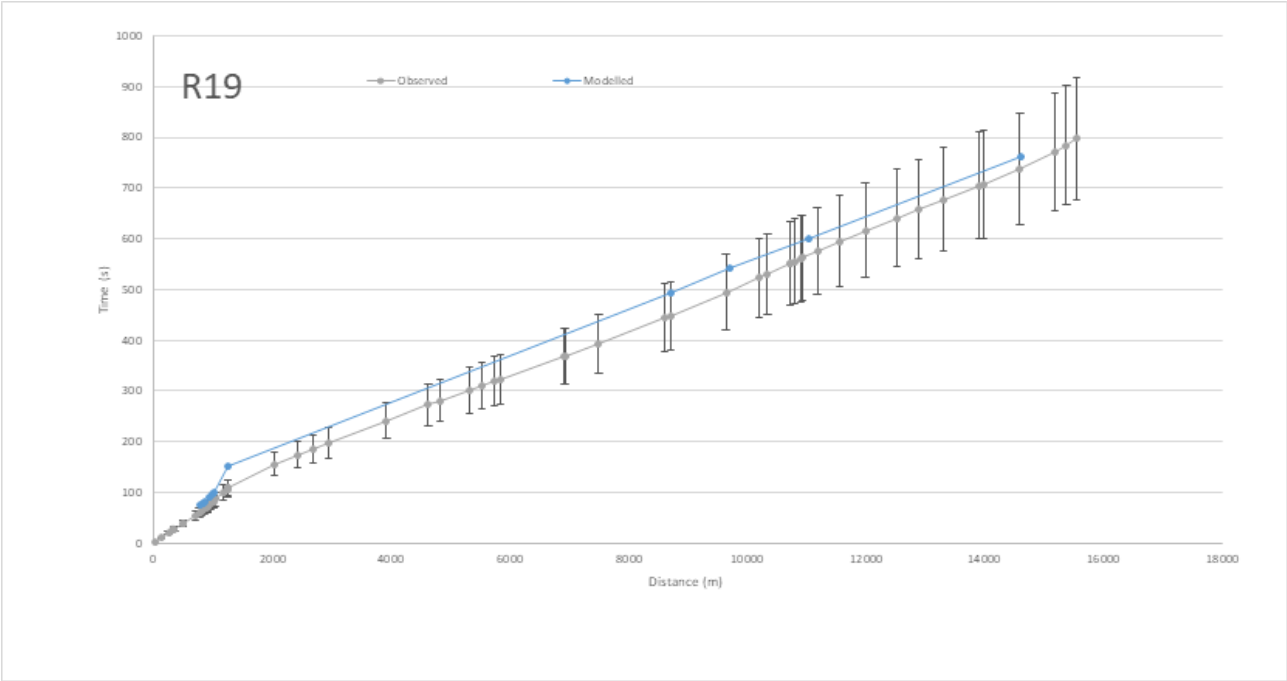


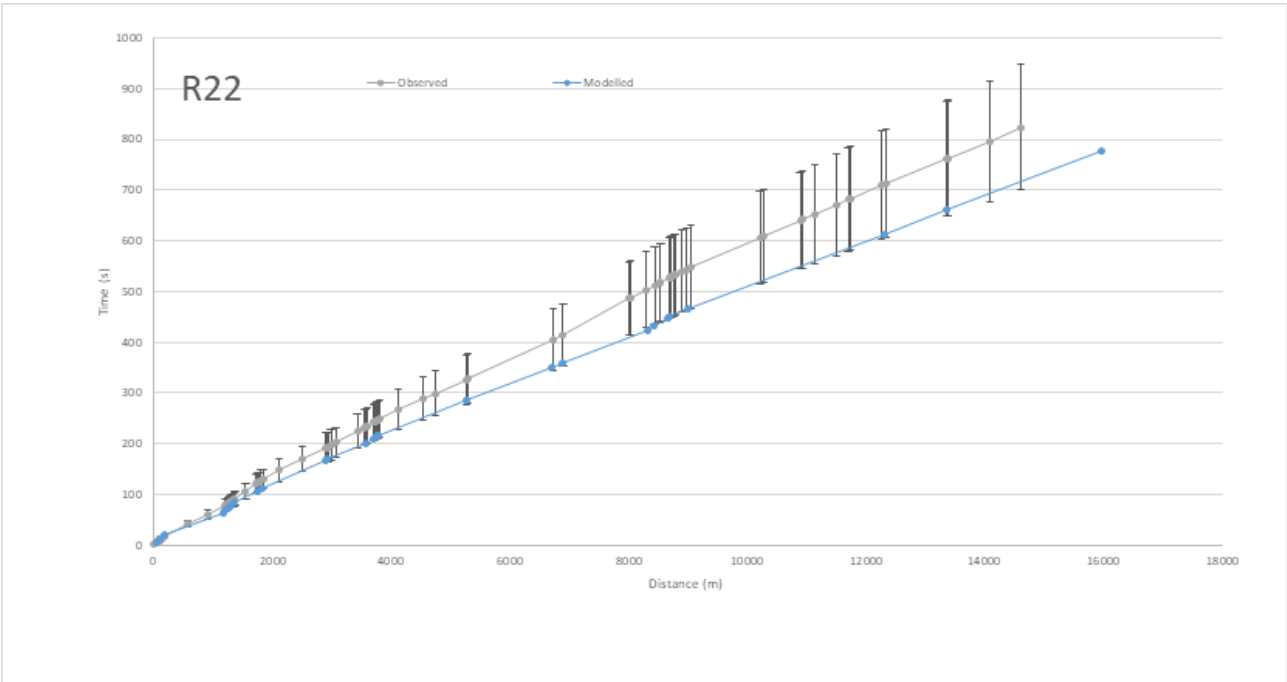
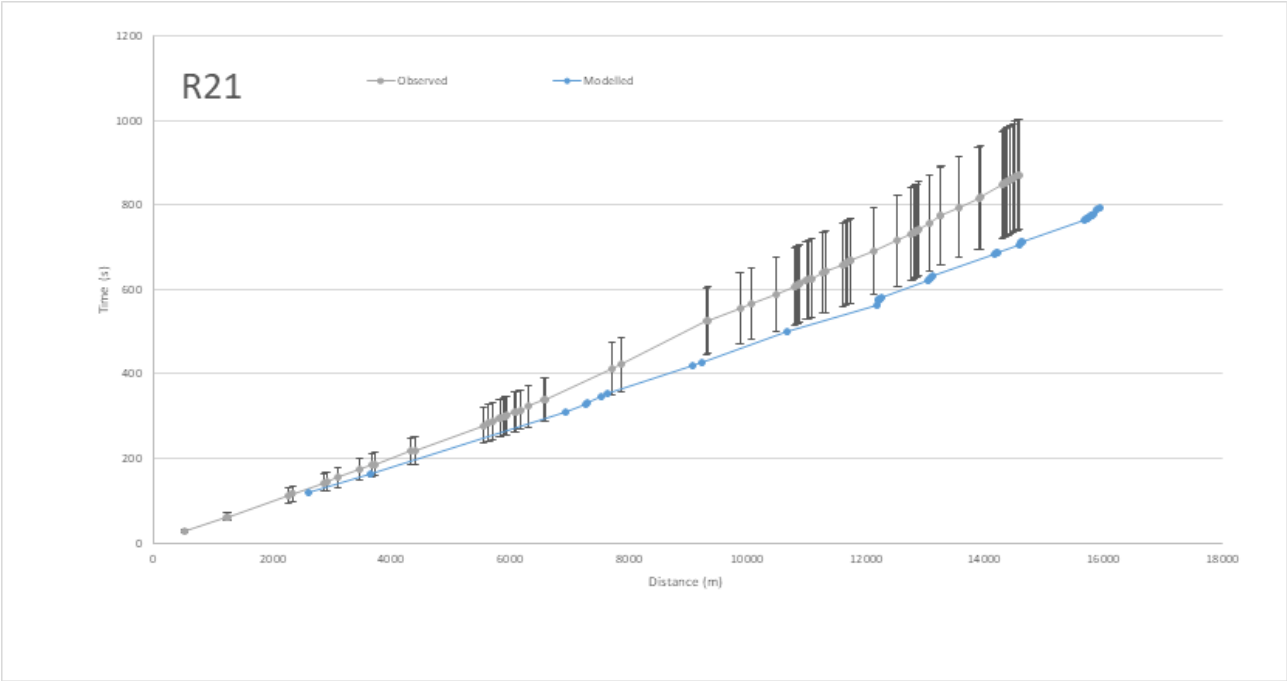


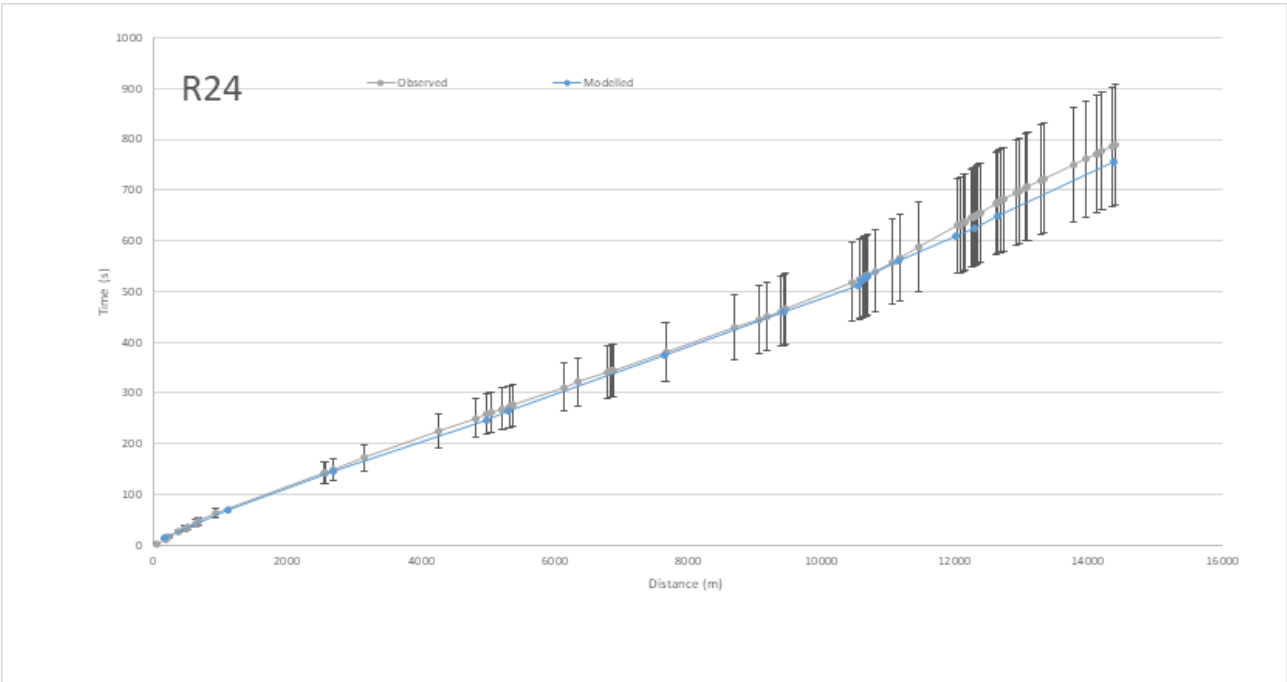
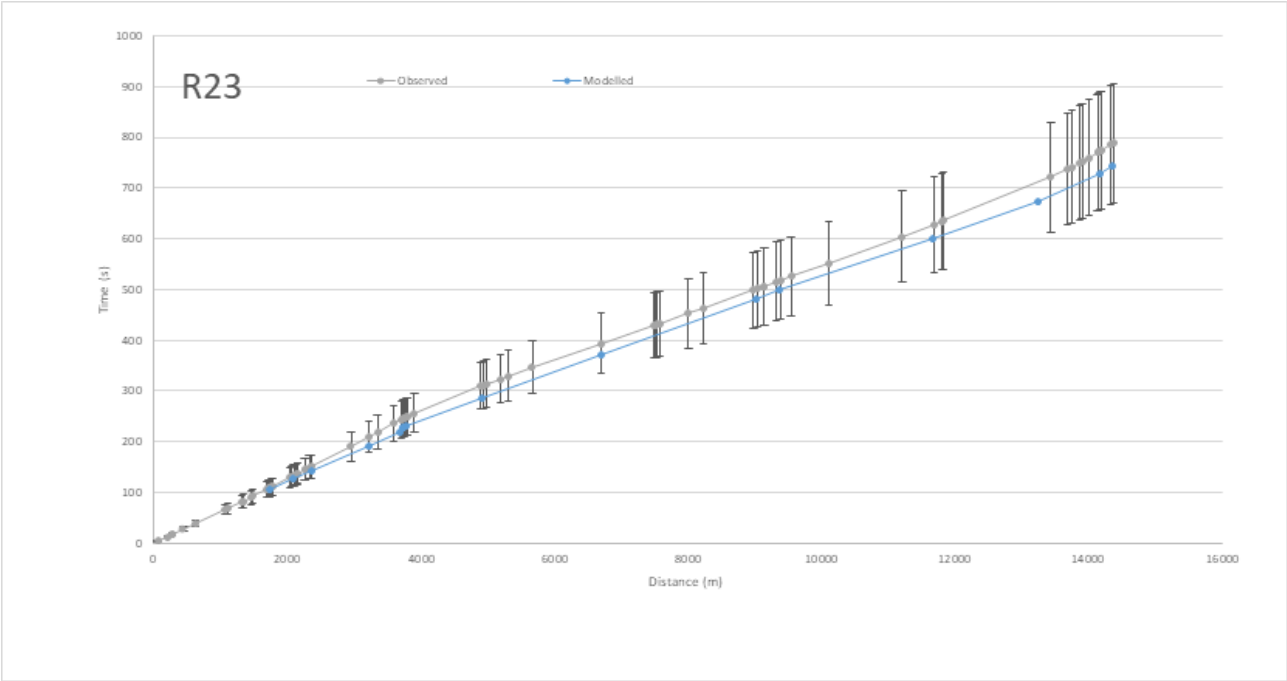


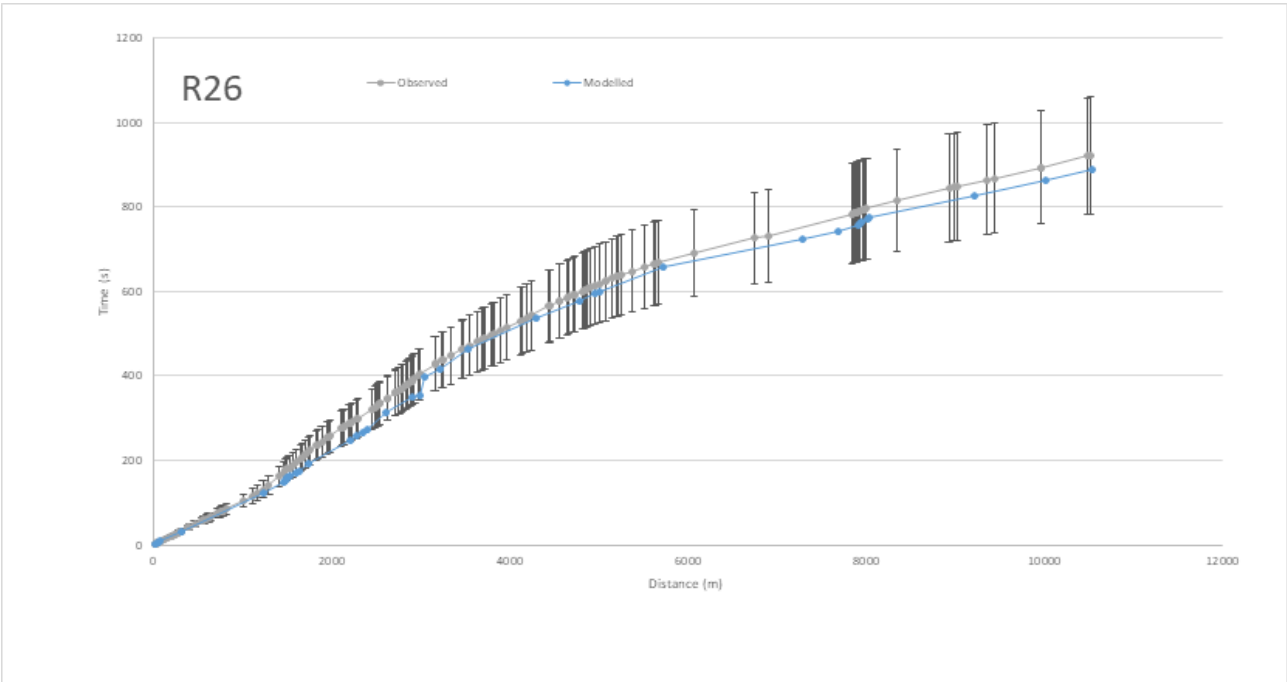
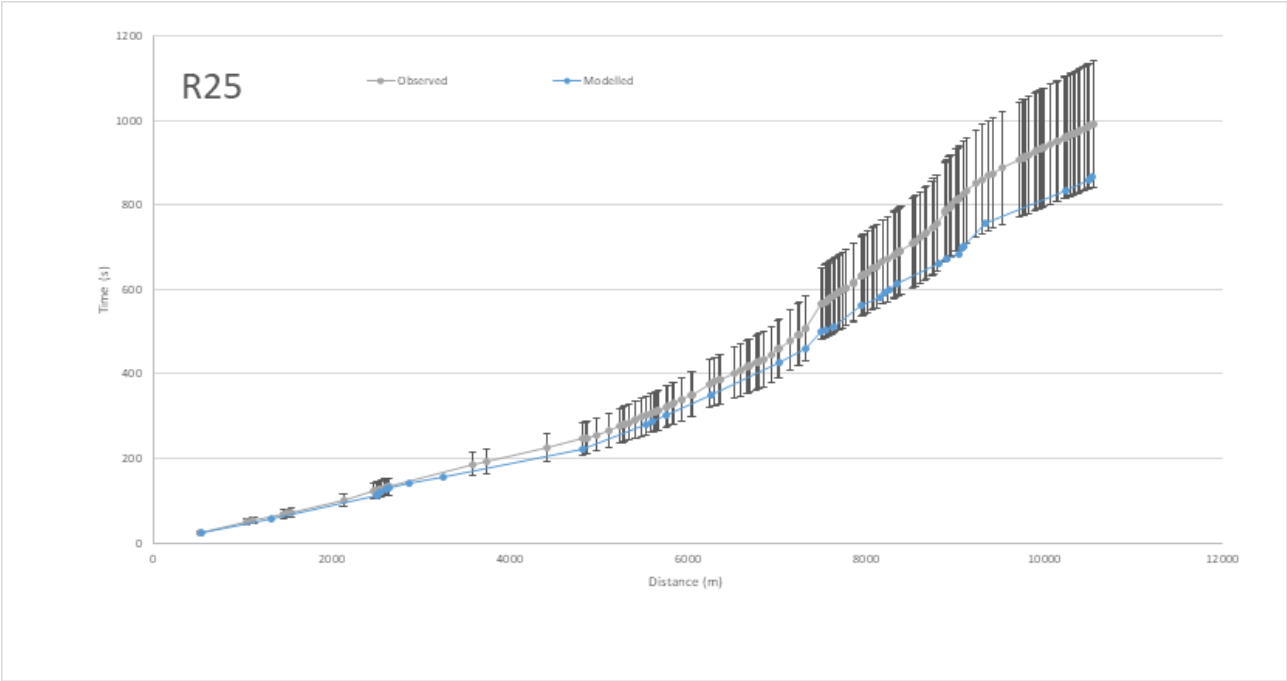


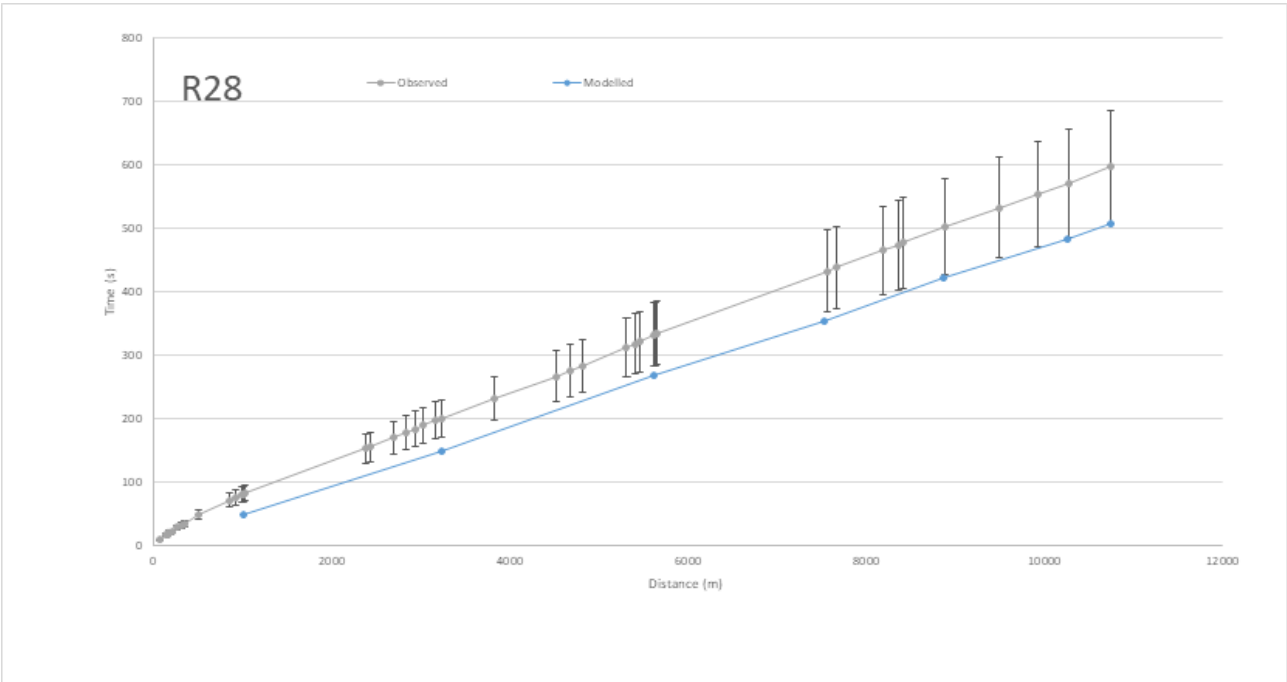
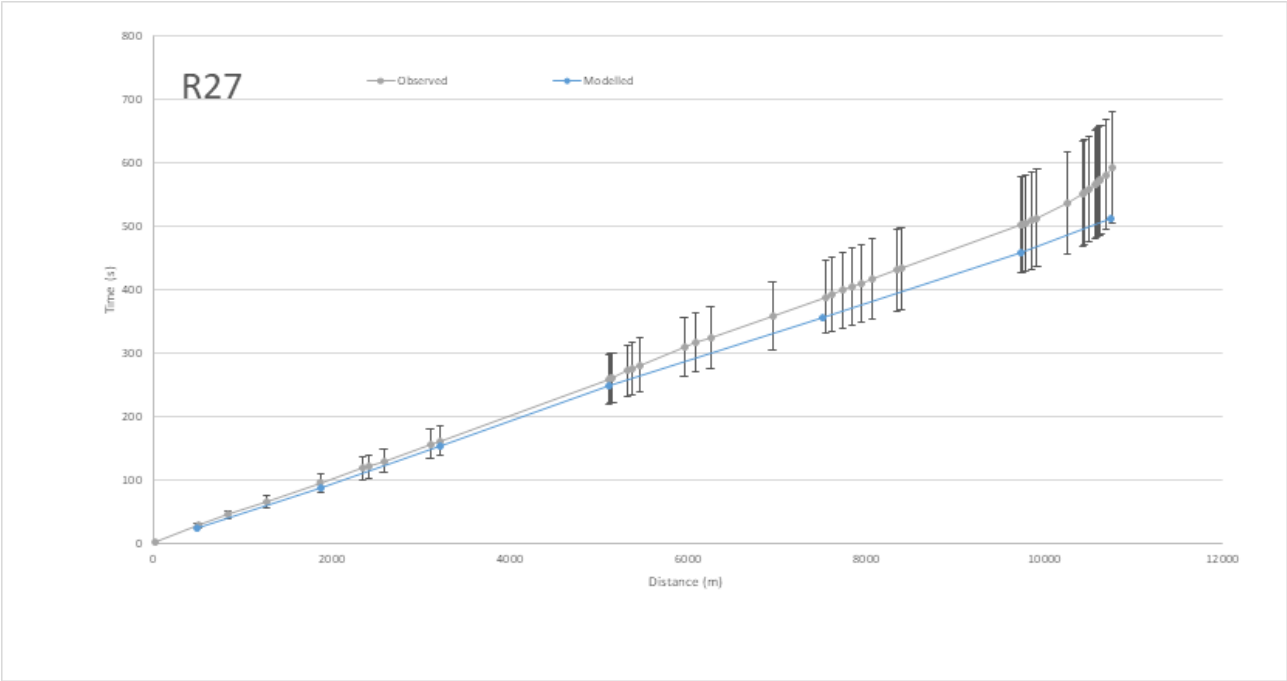


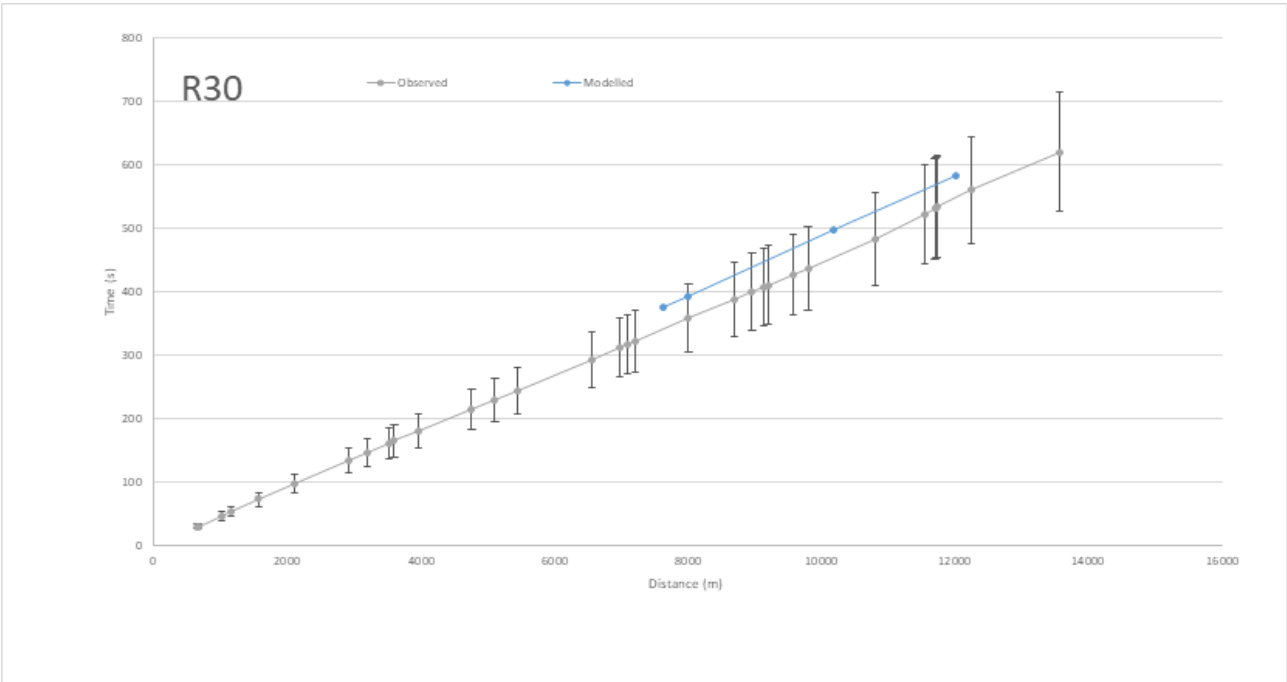
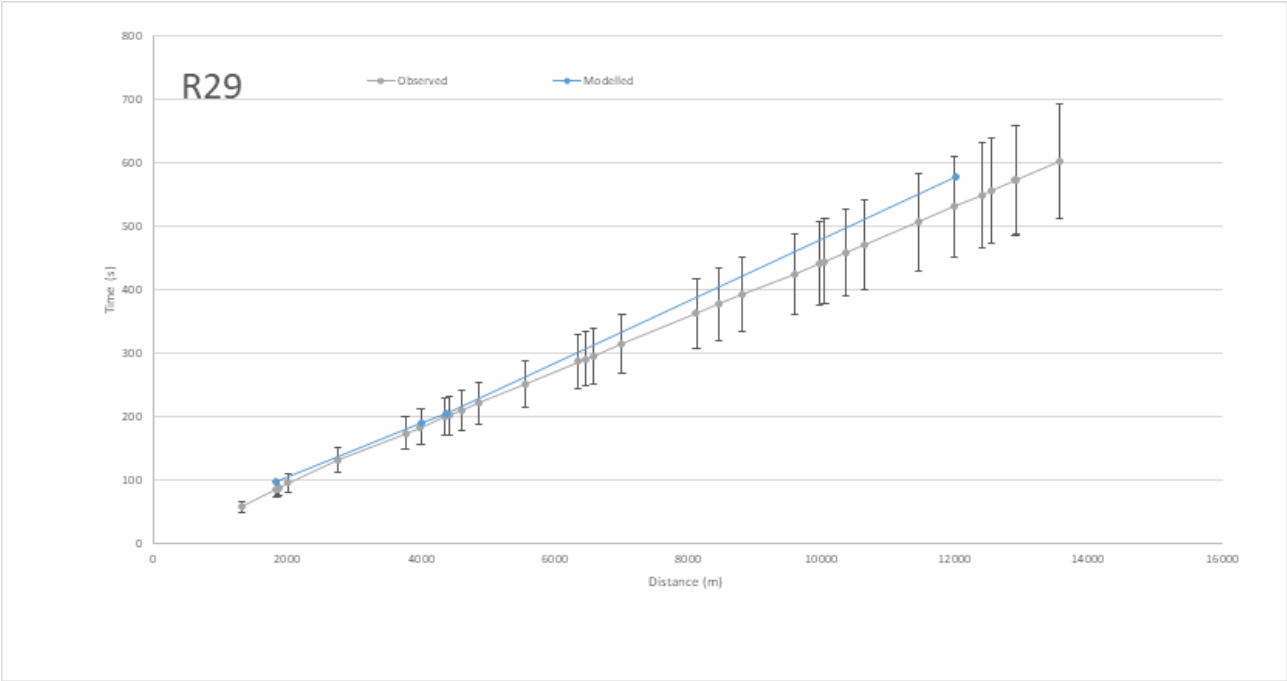


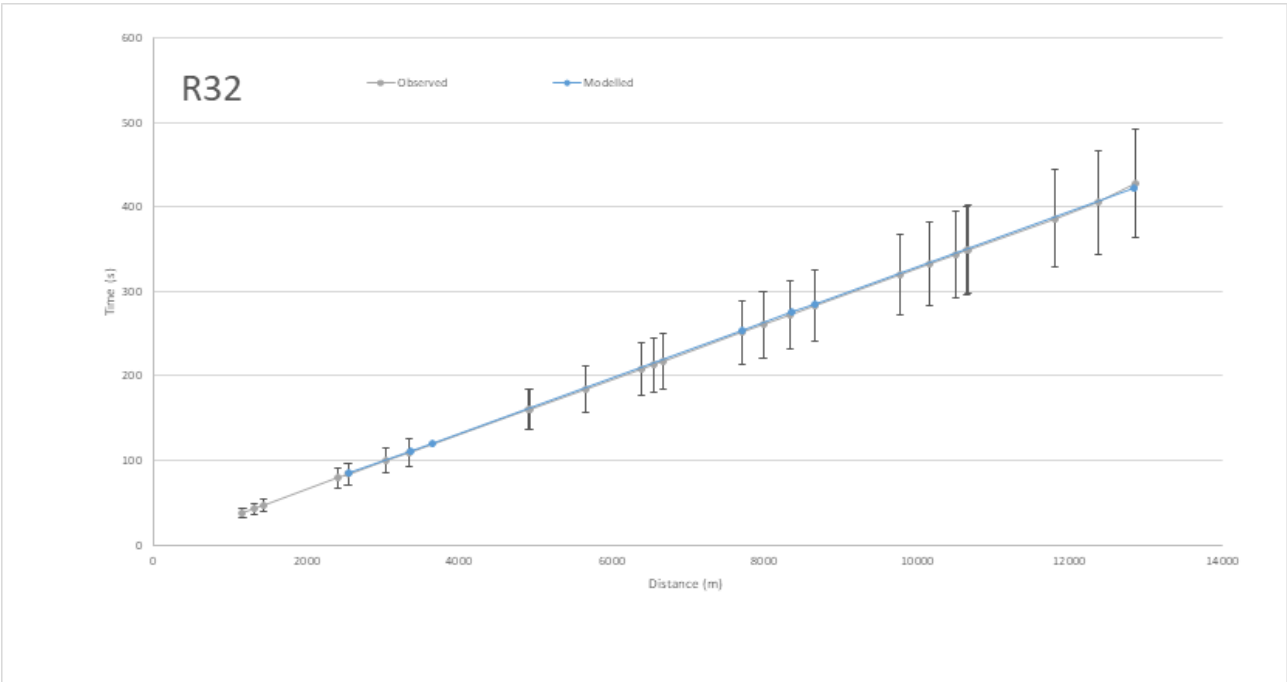
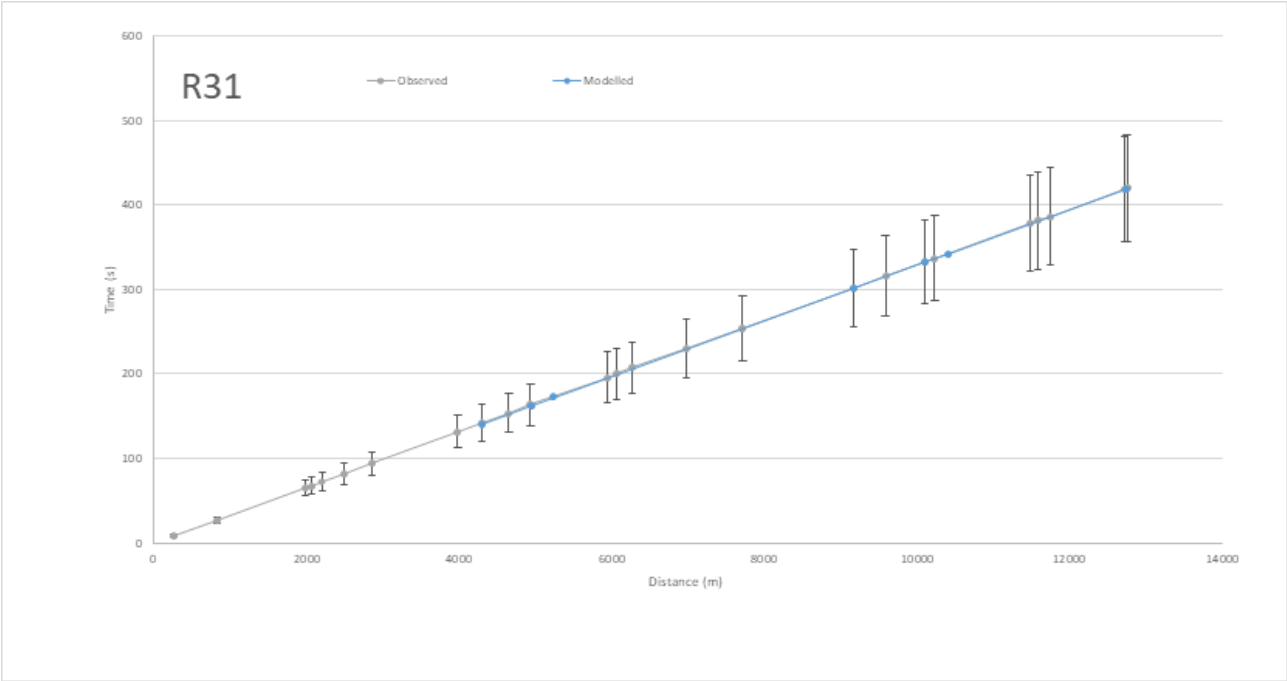


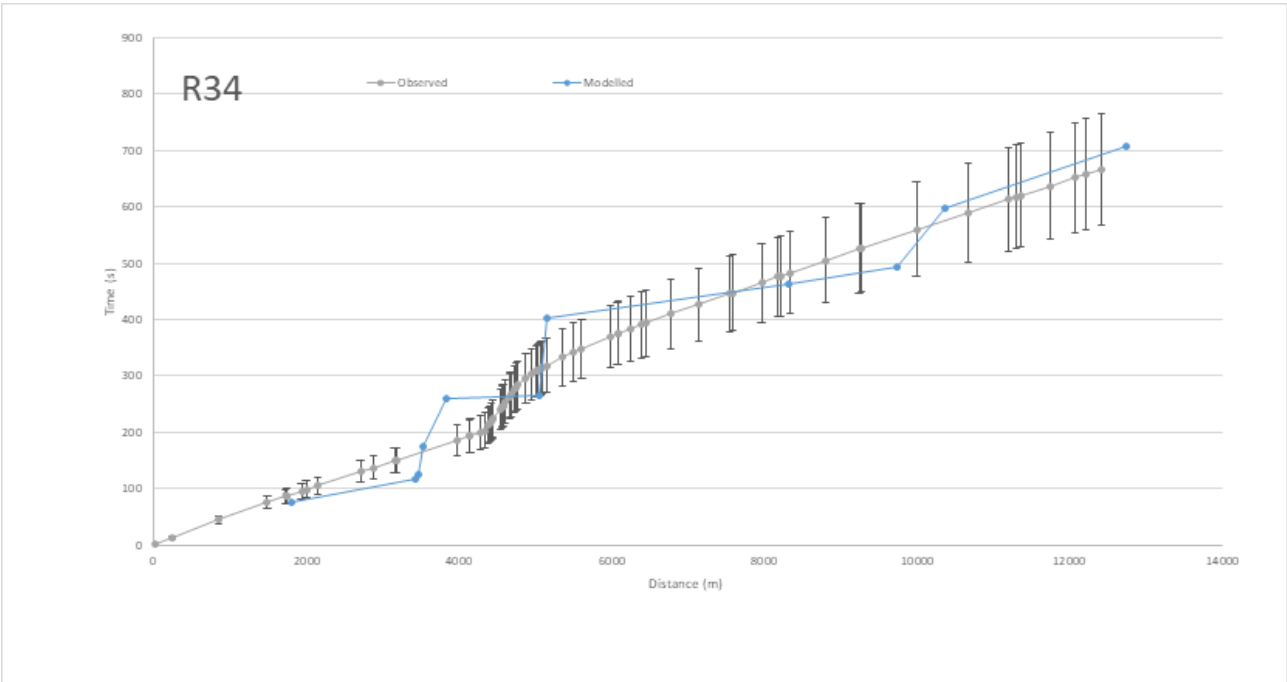
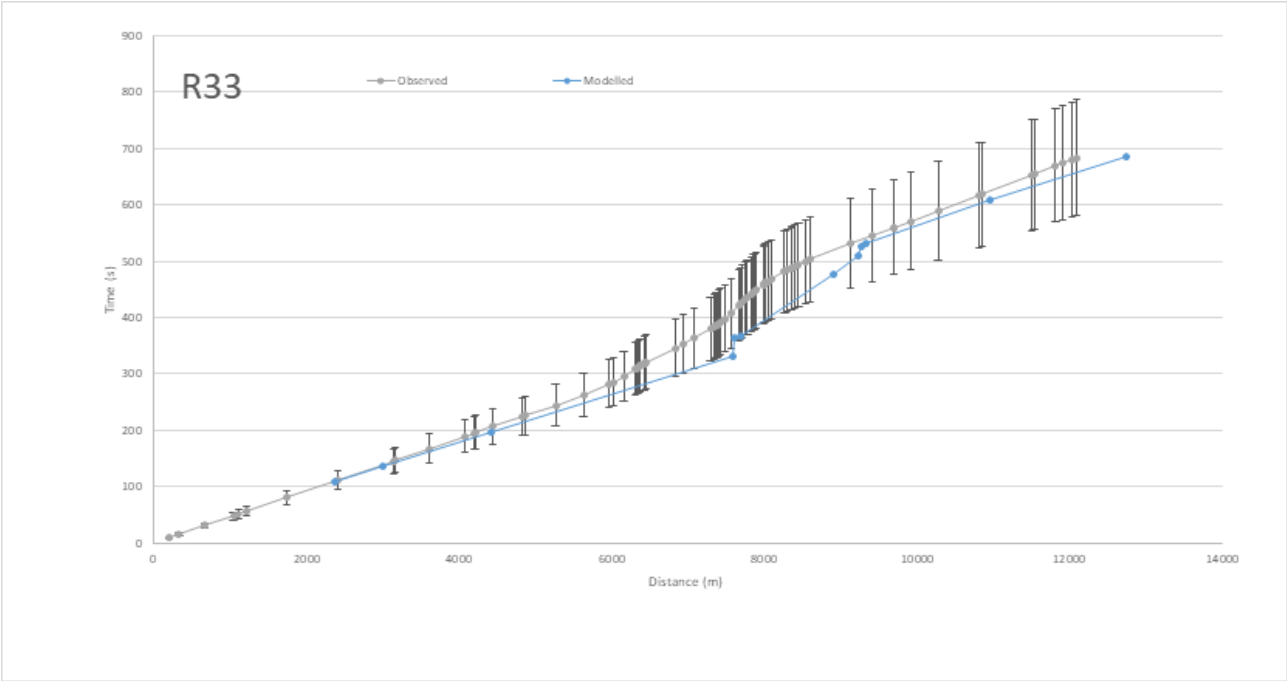




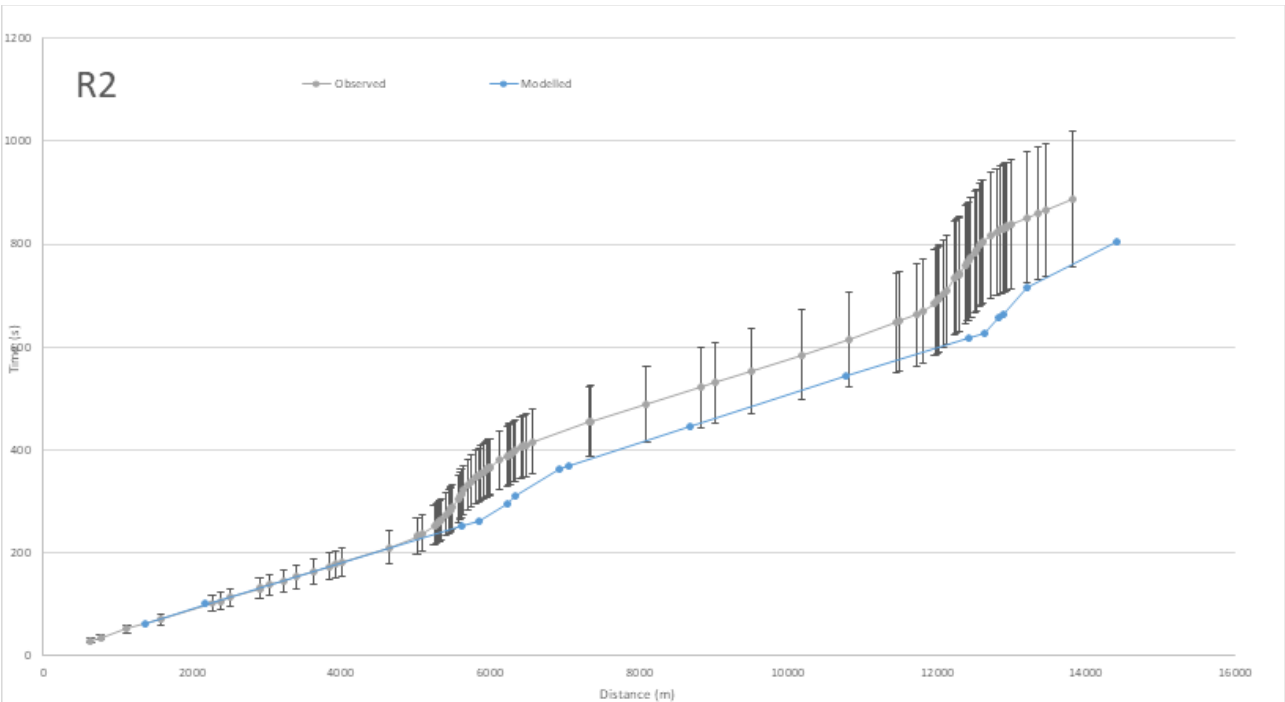
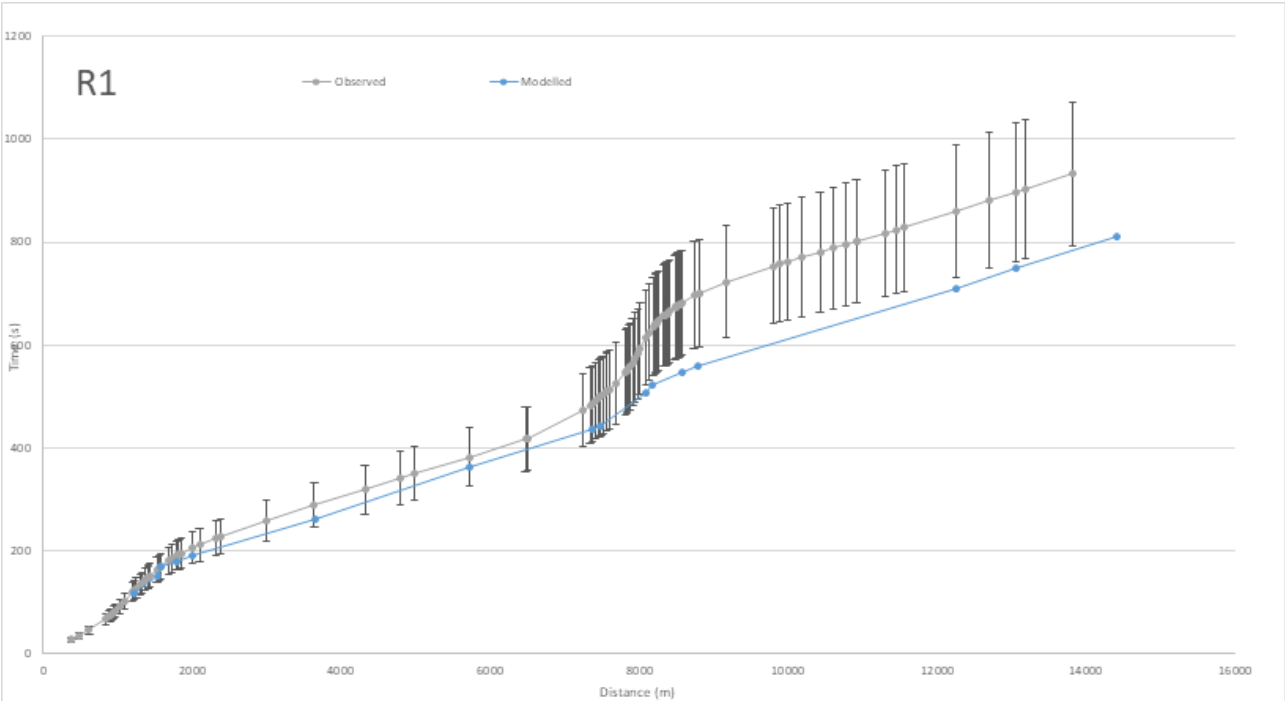


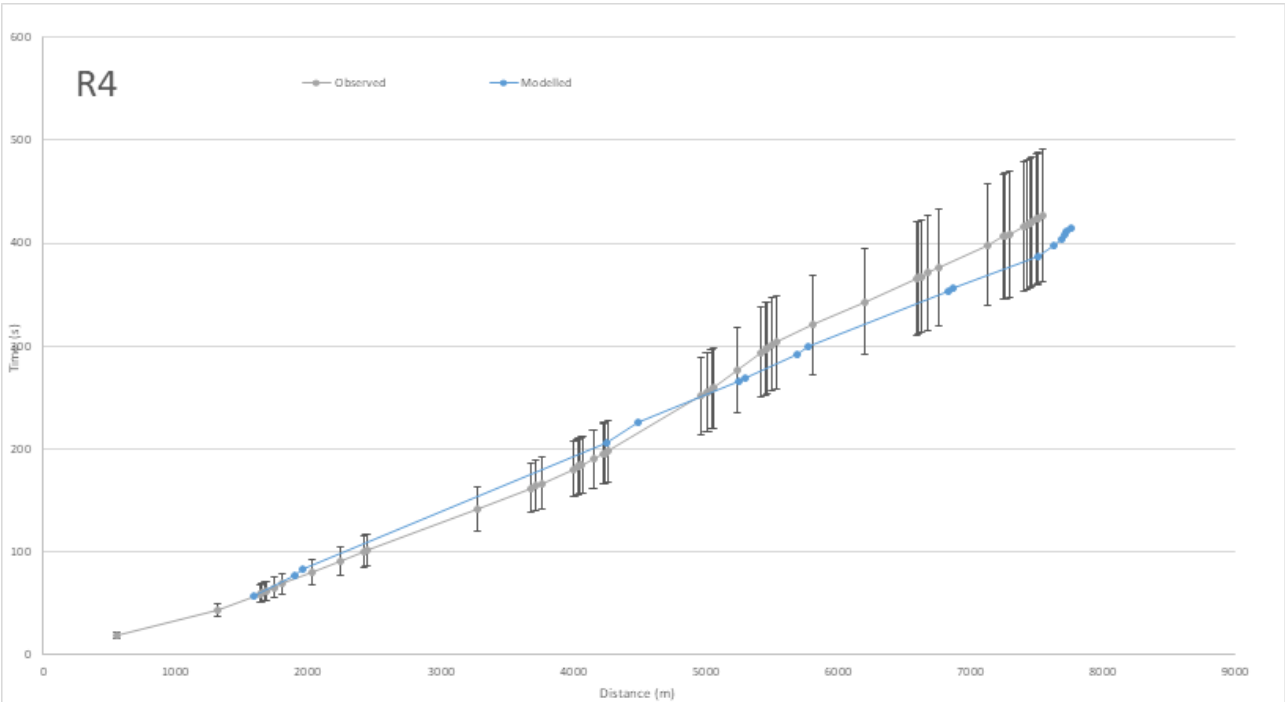
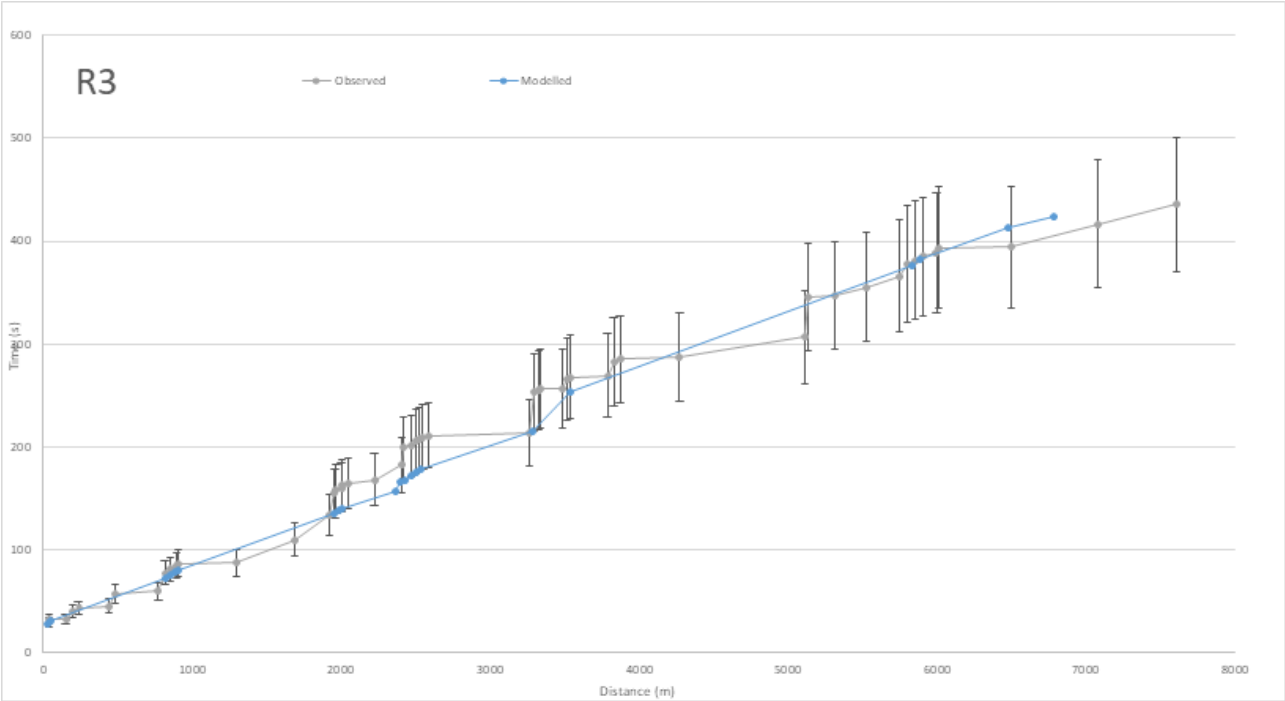


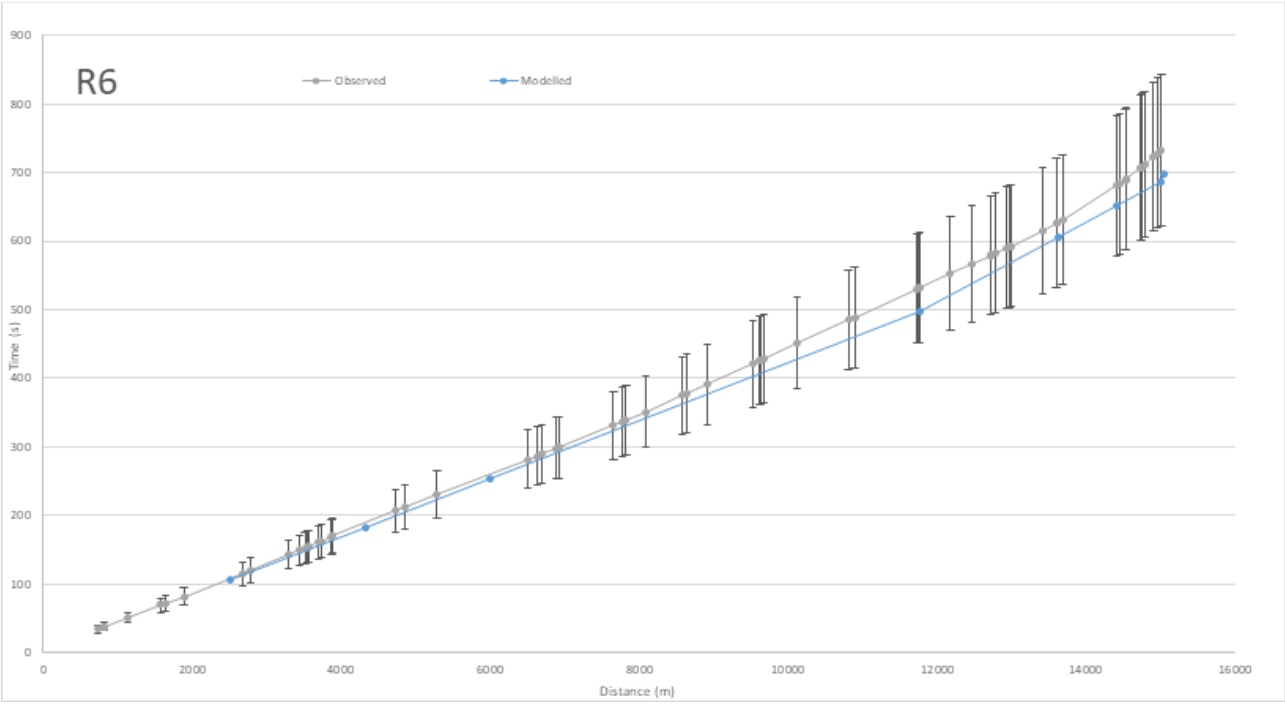
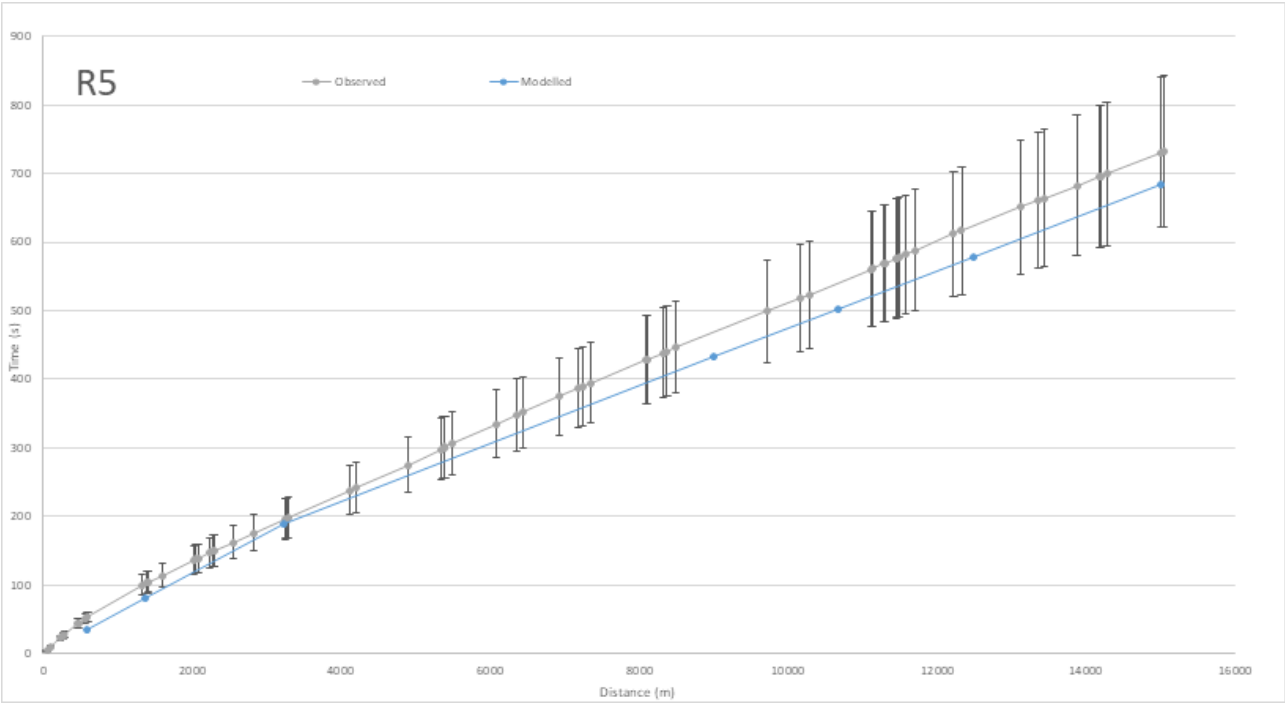


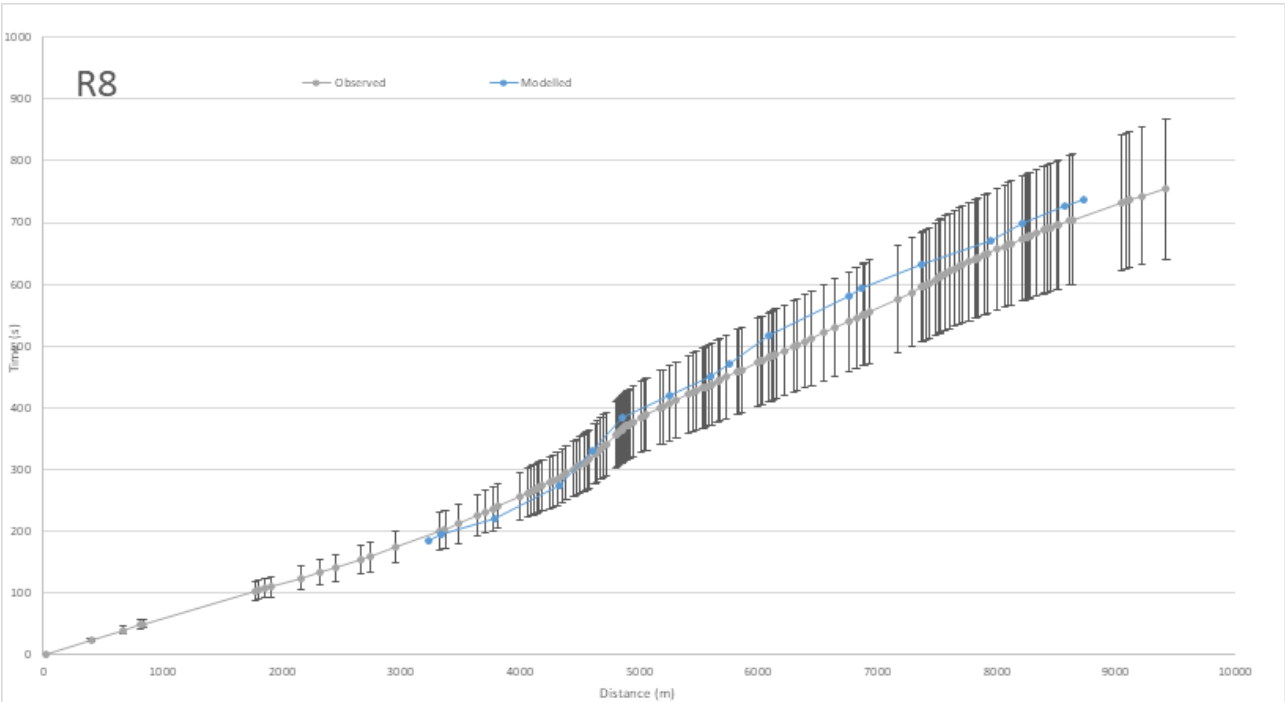
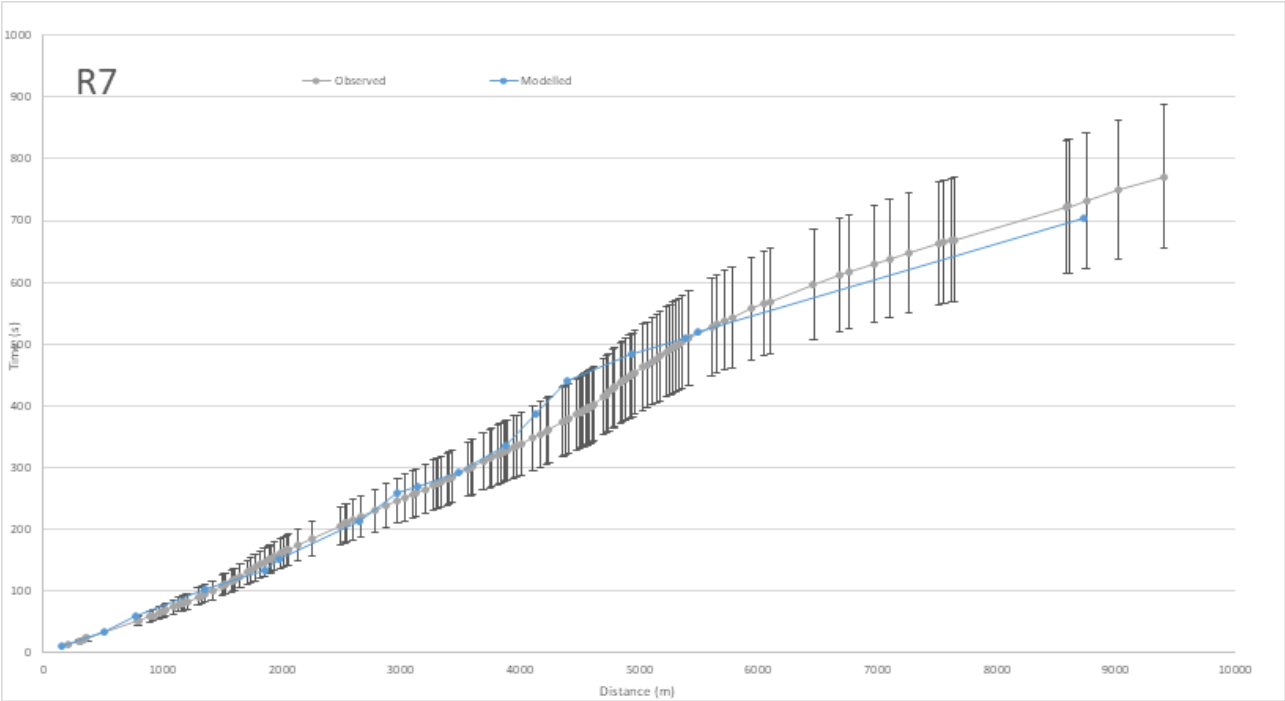


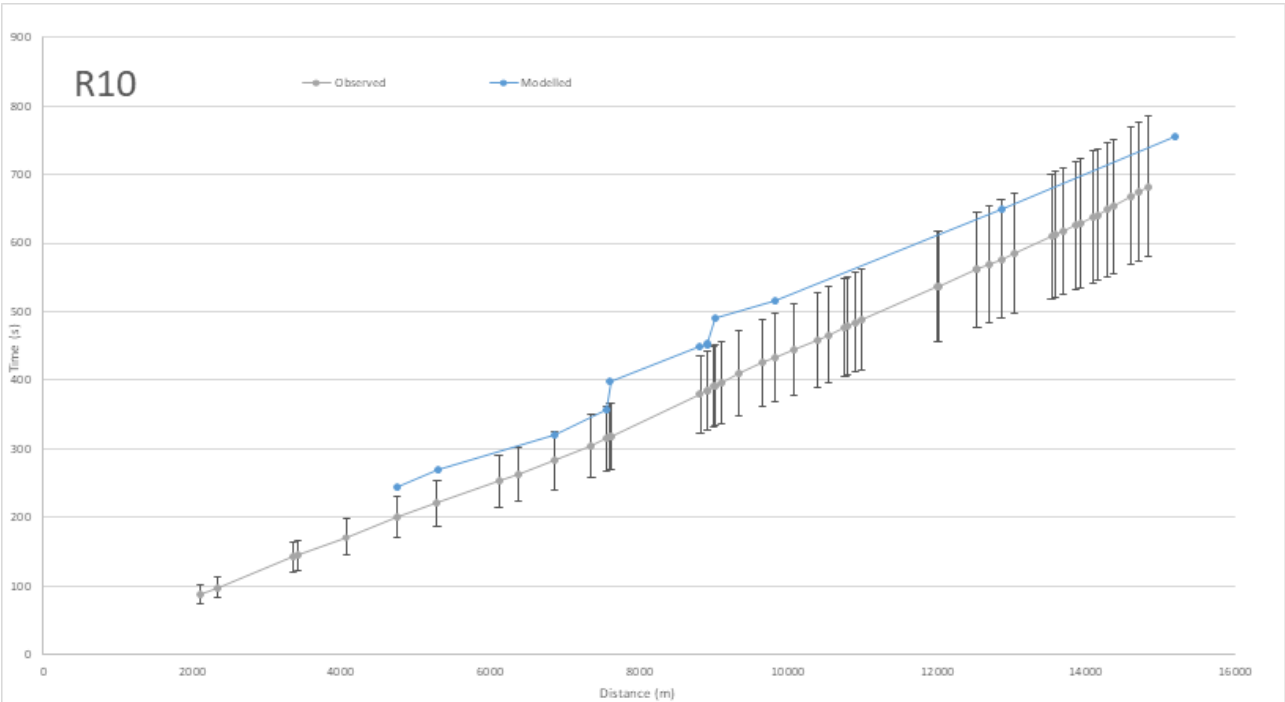
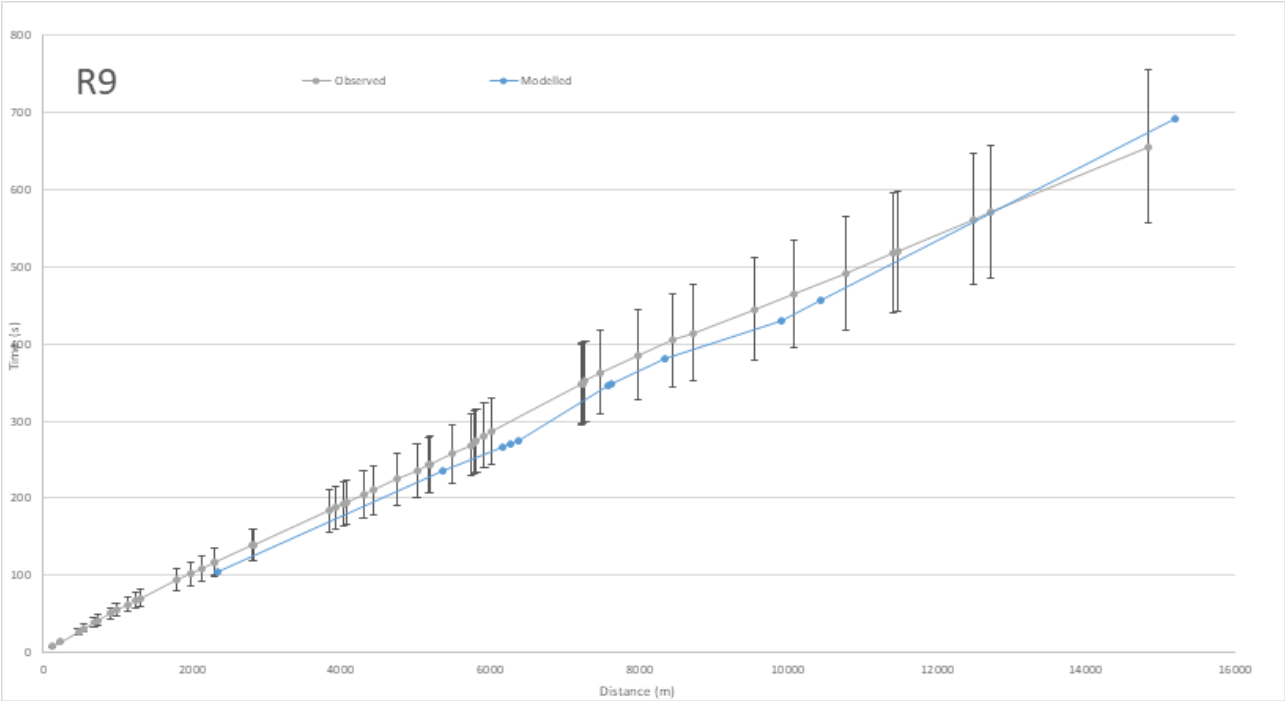
Peak PM Period

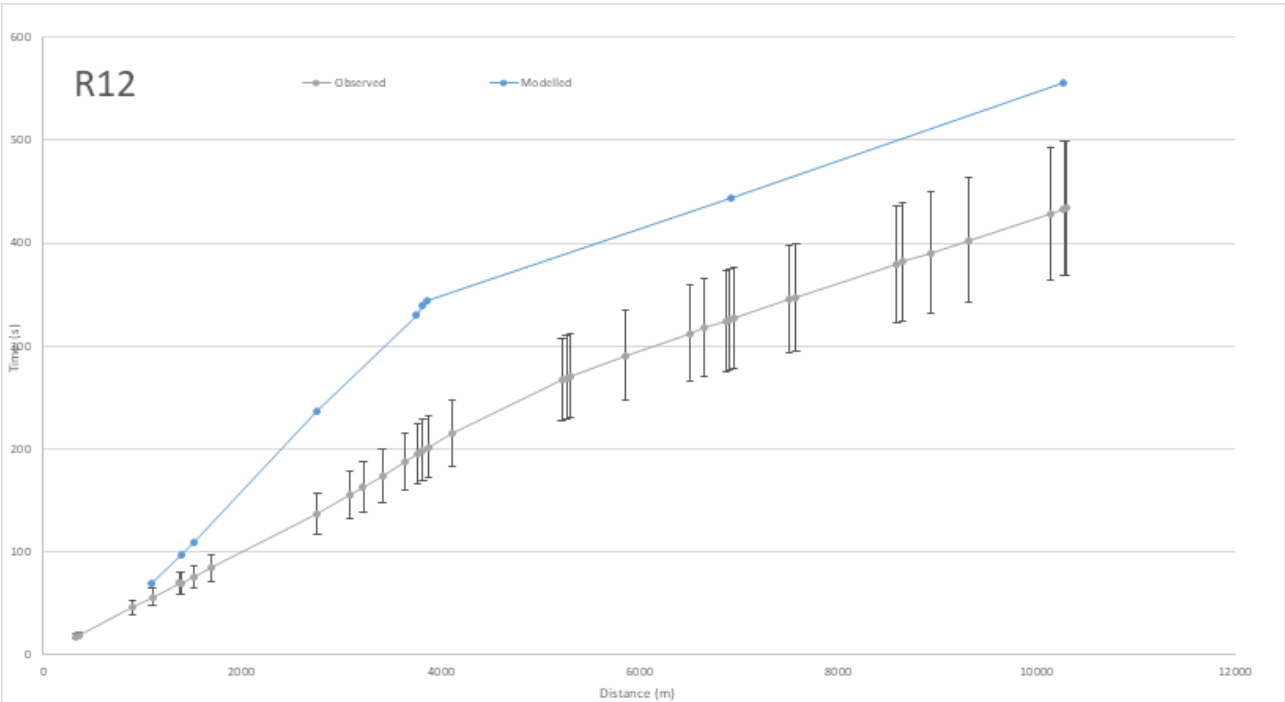
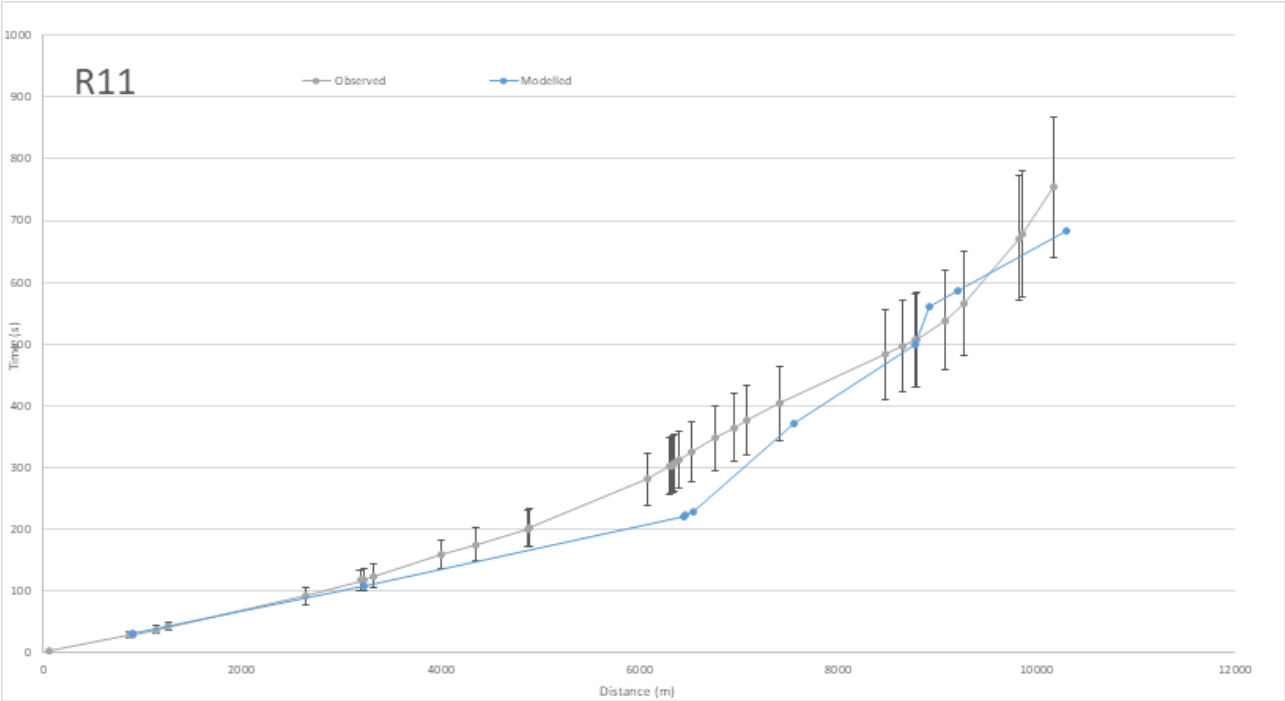


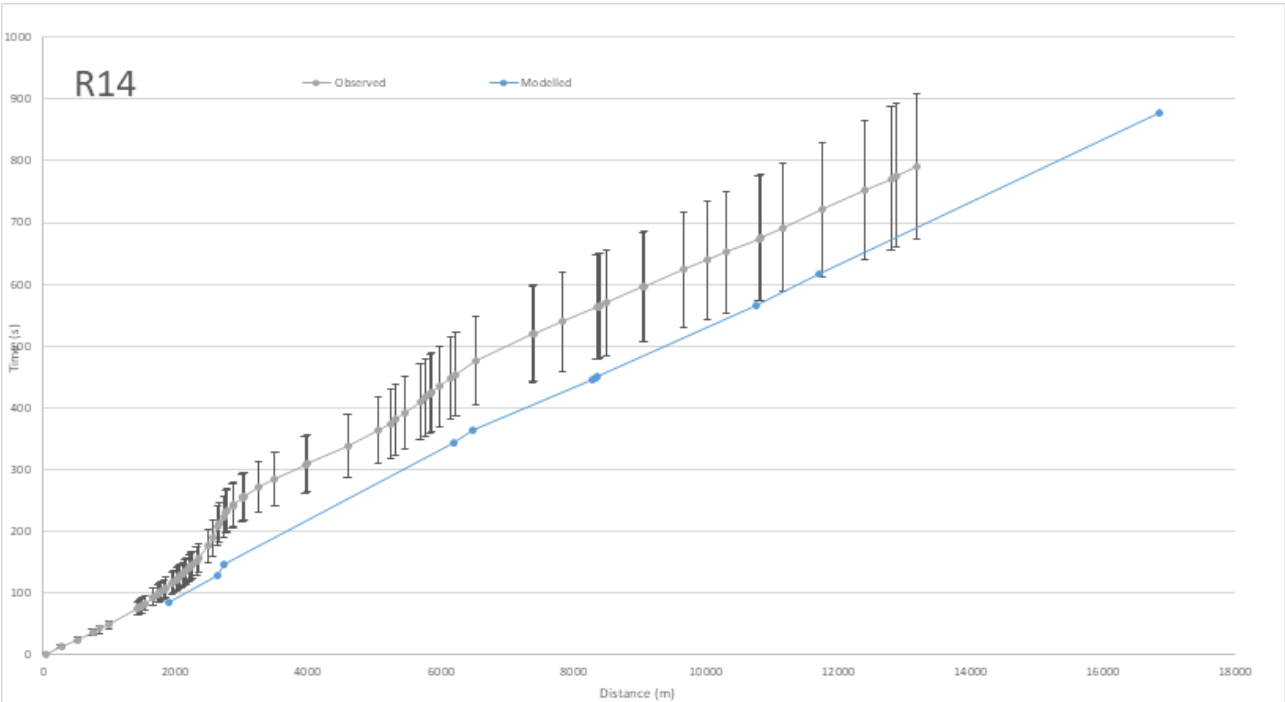
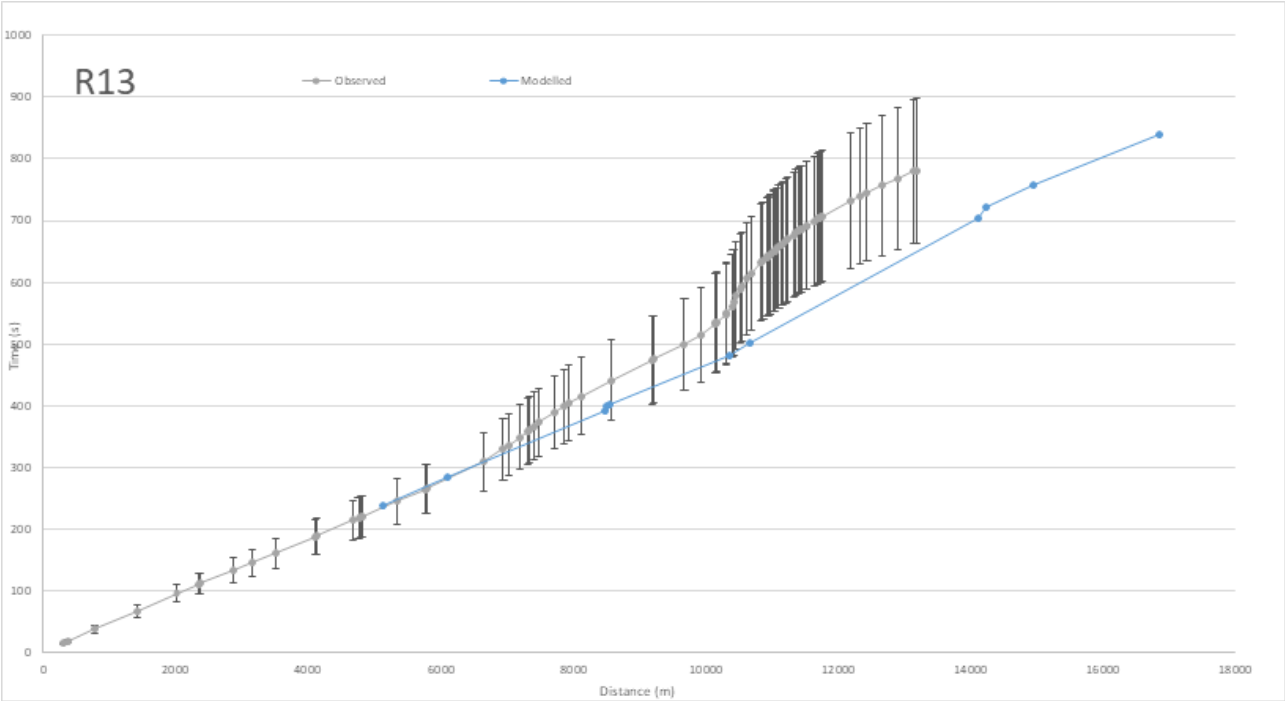


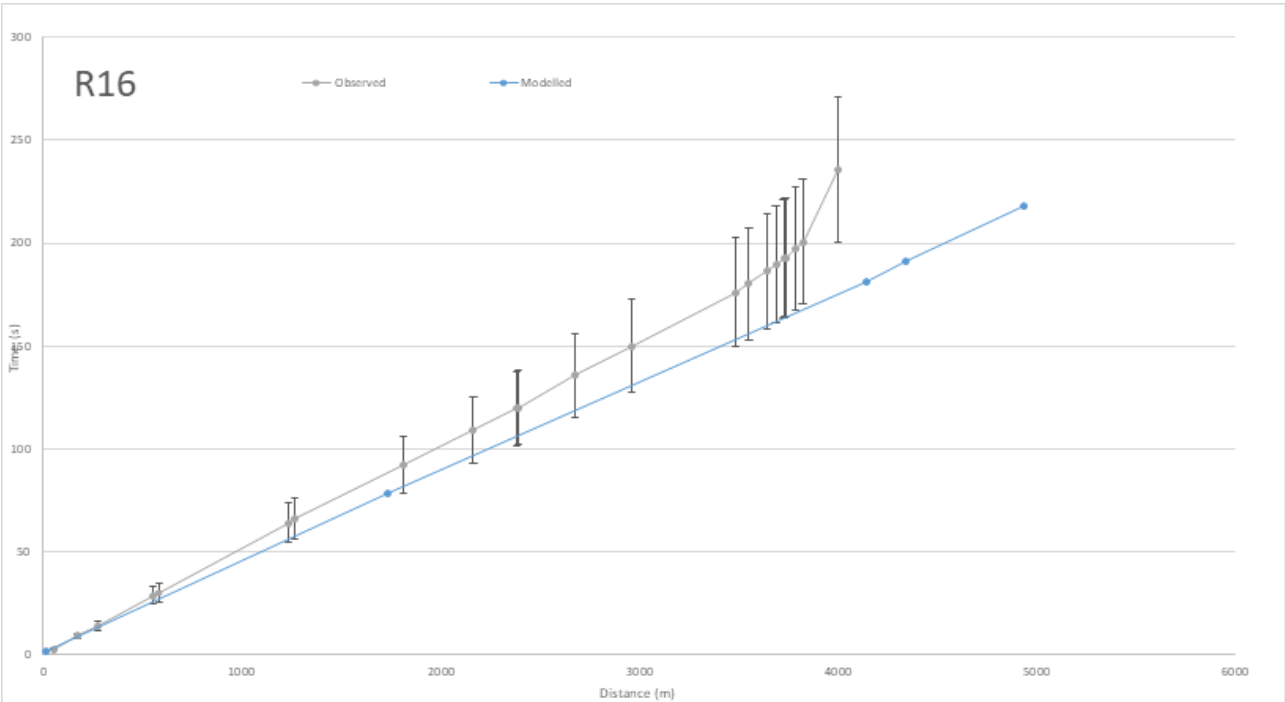
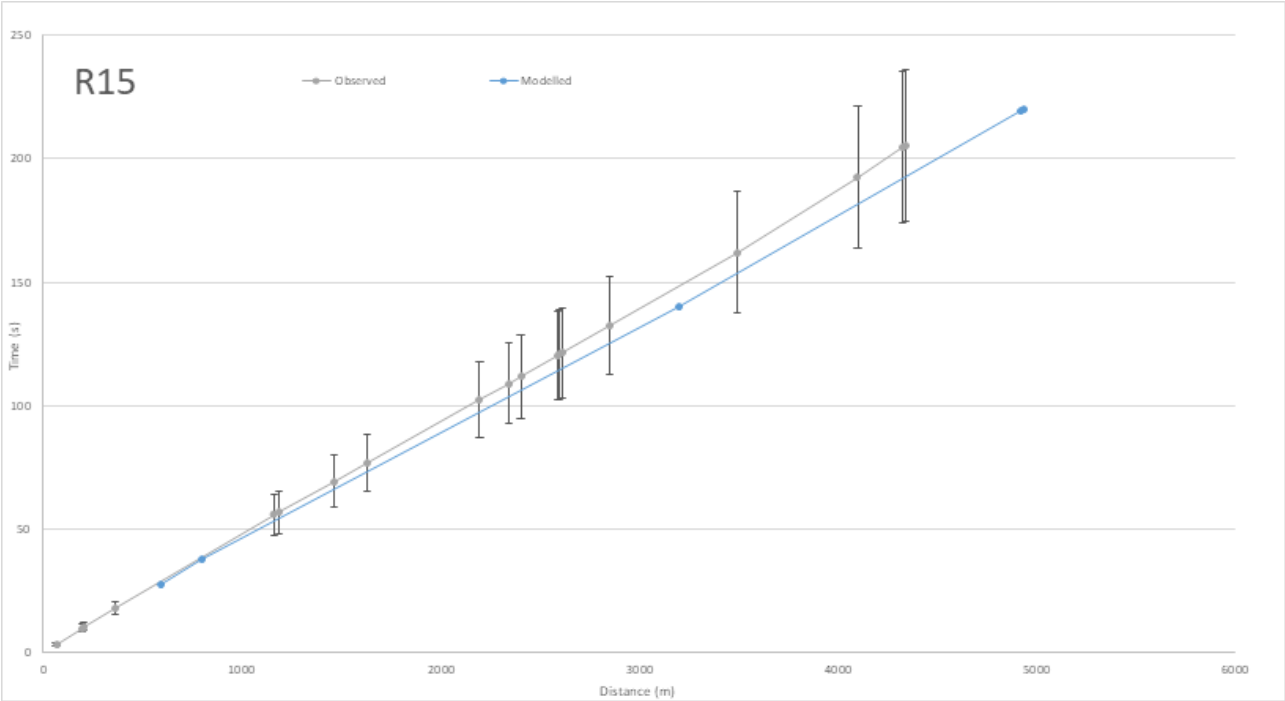


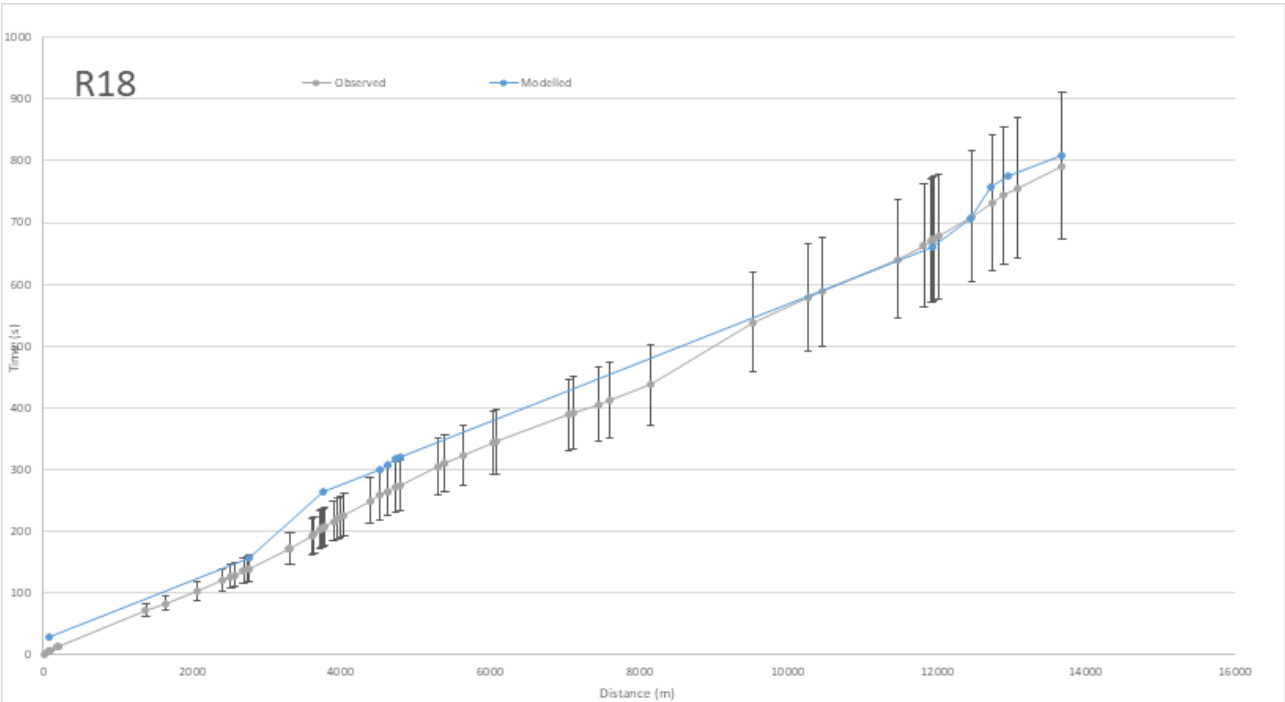
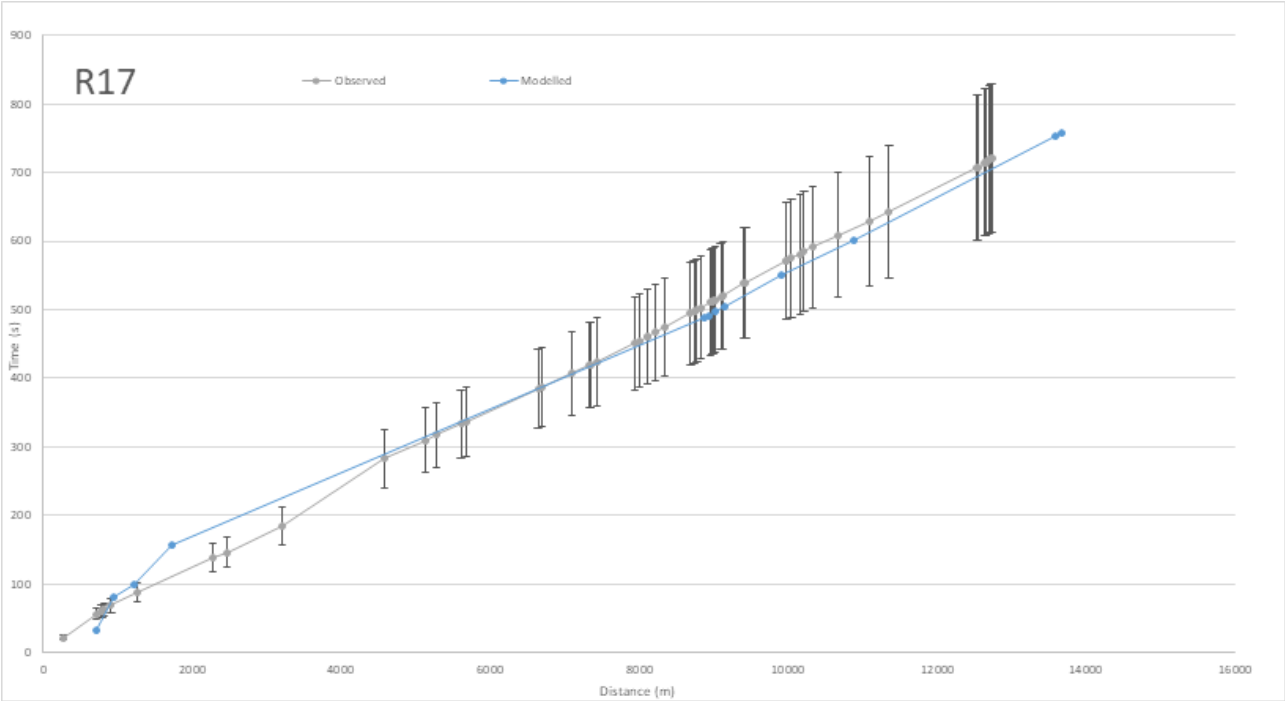


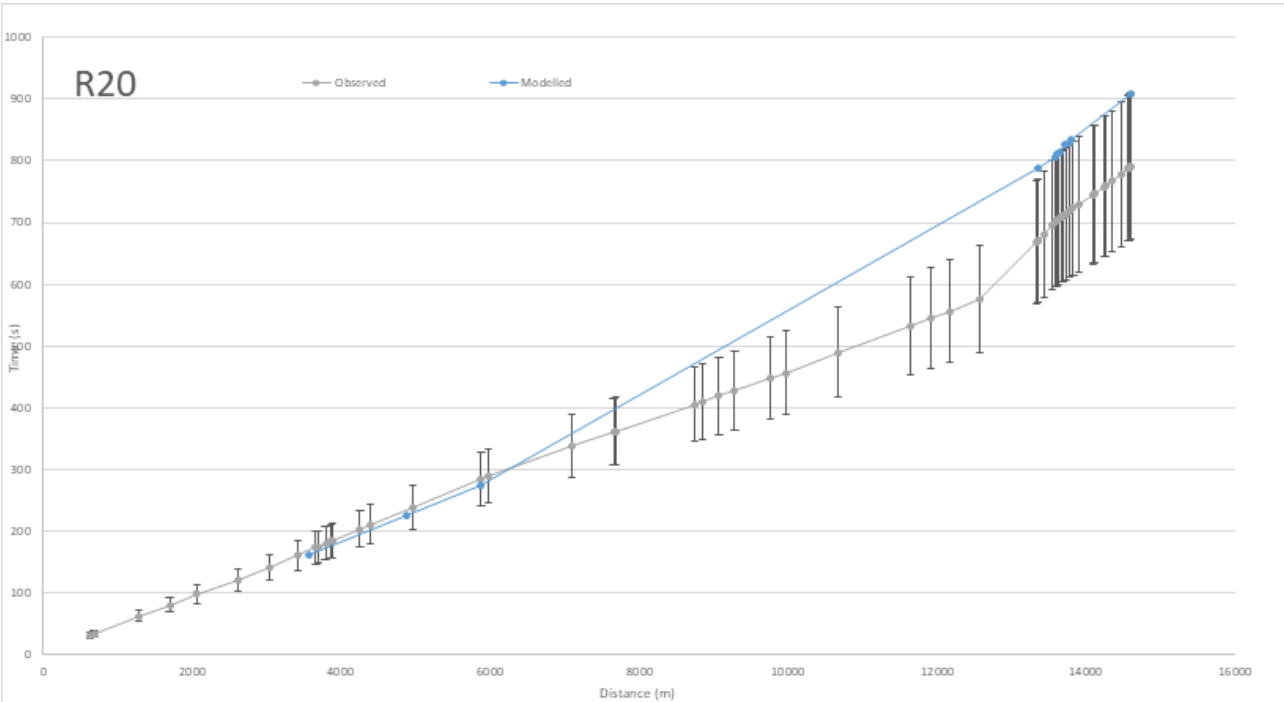
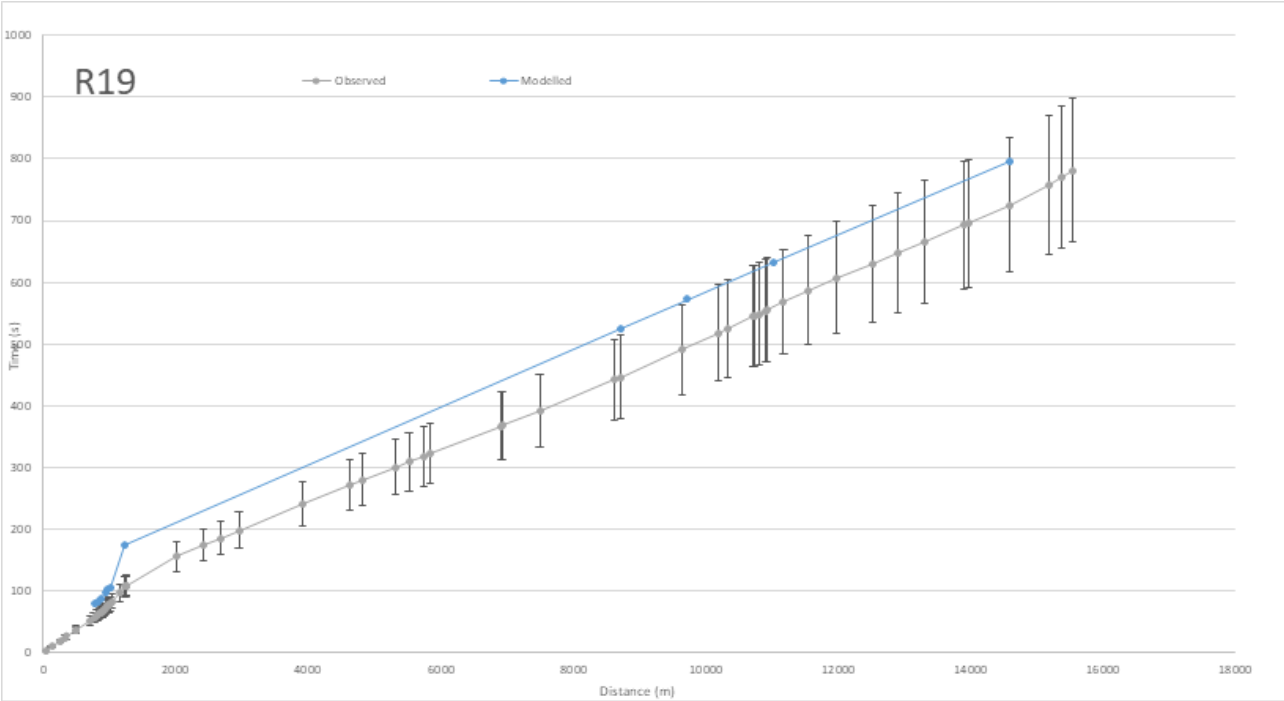


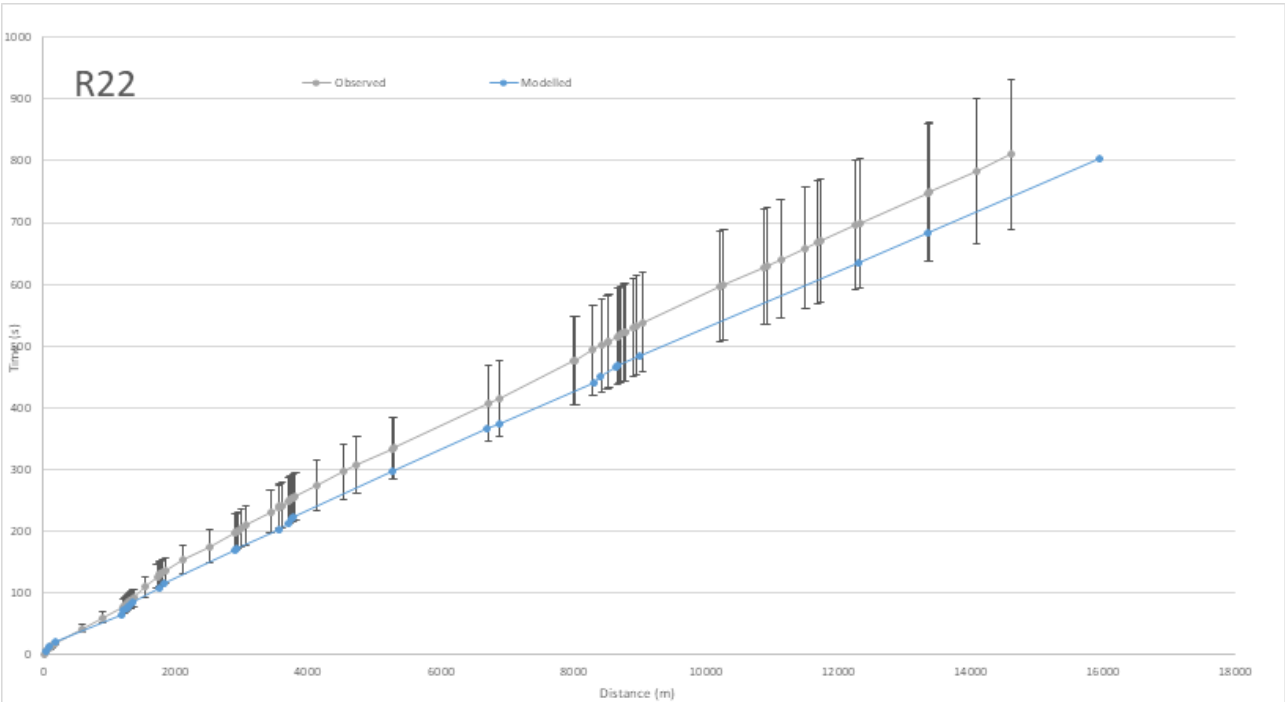
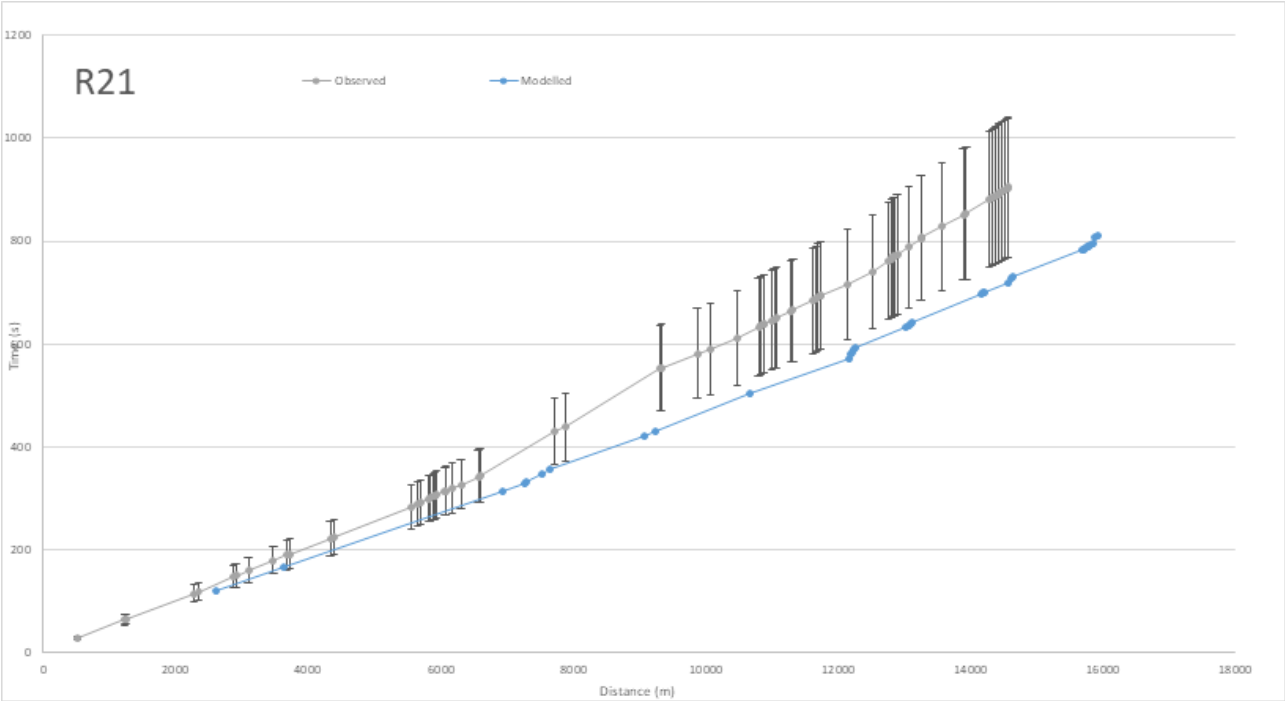


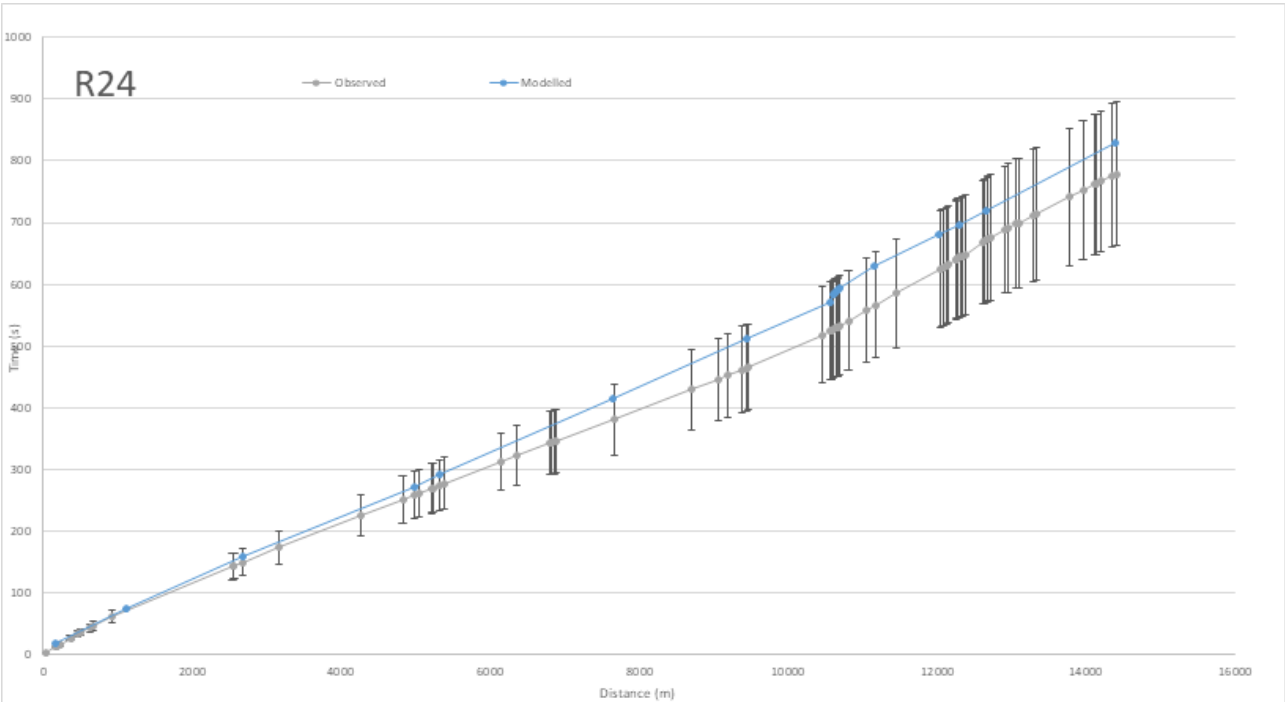
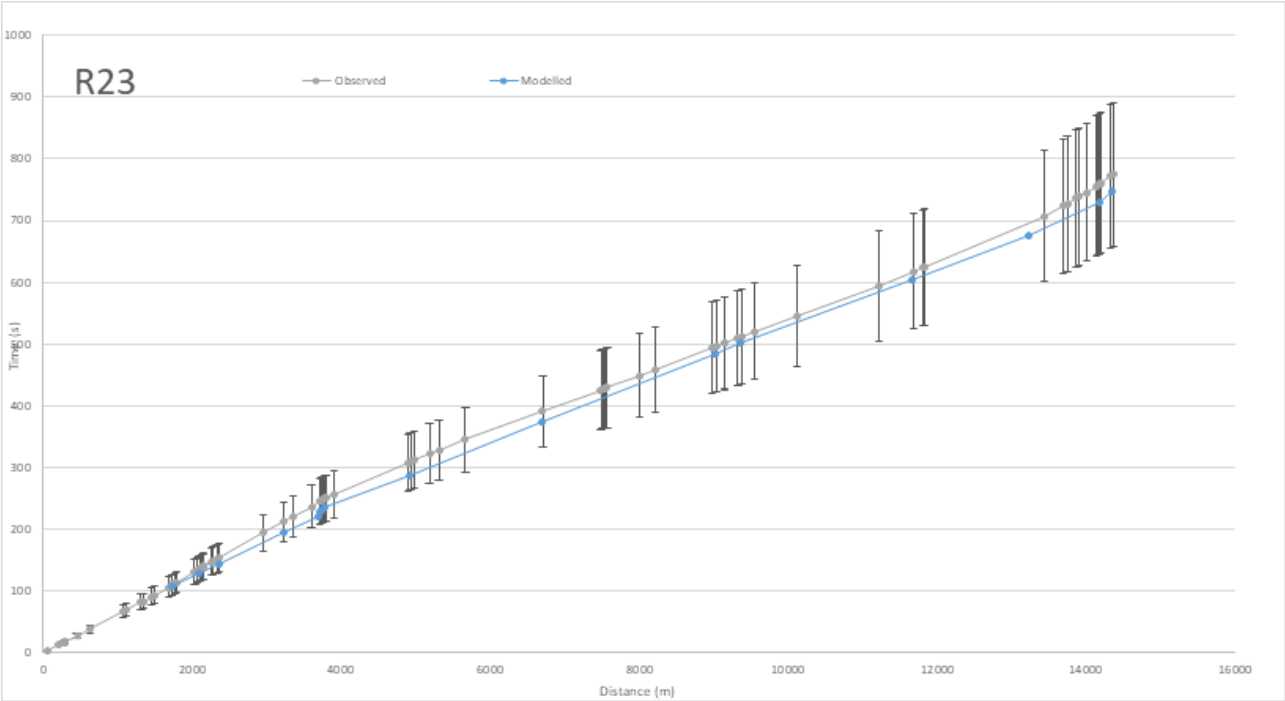


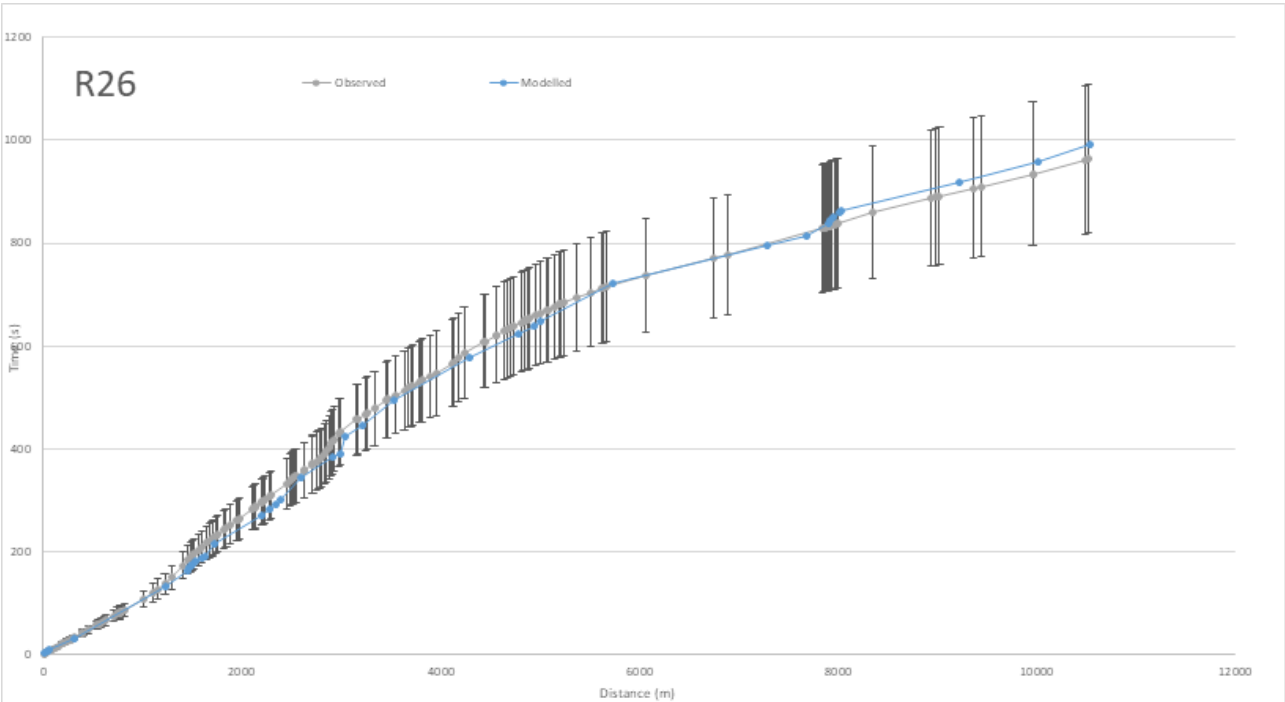
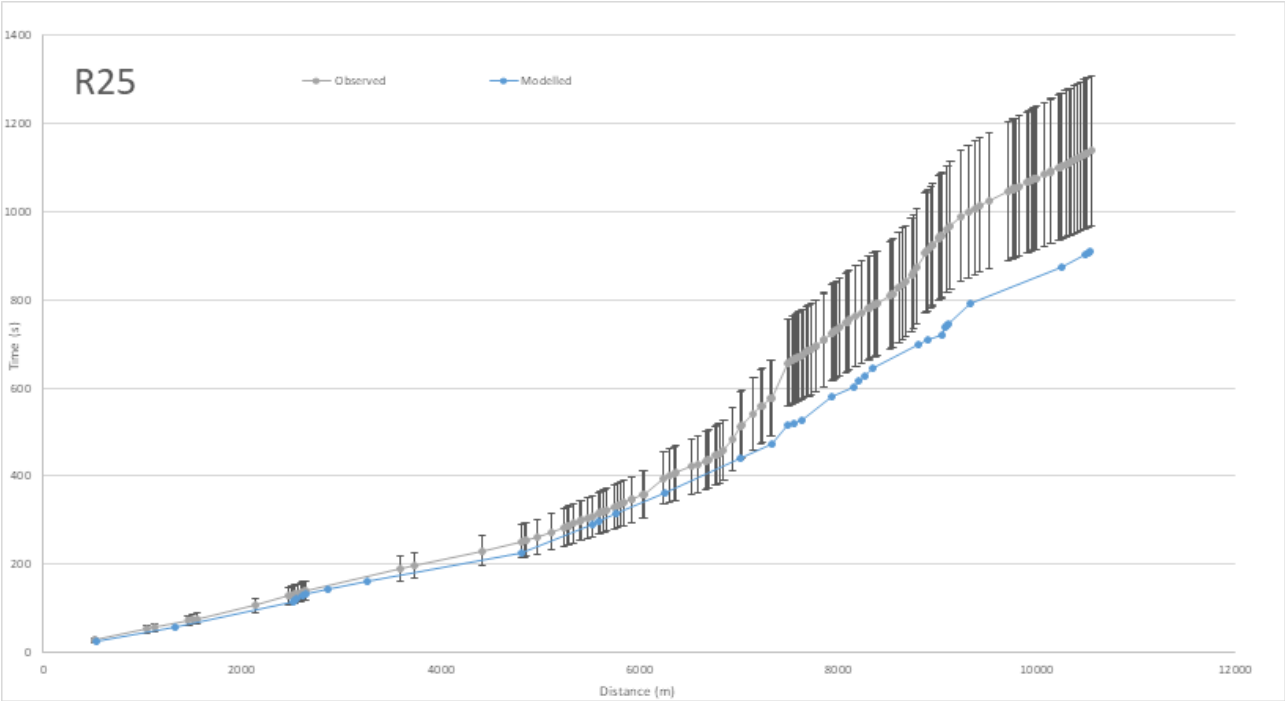


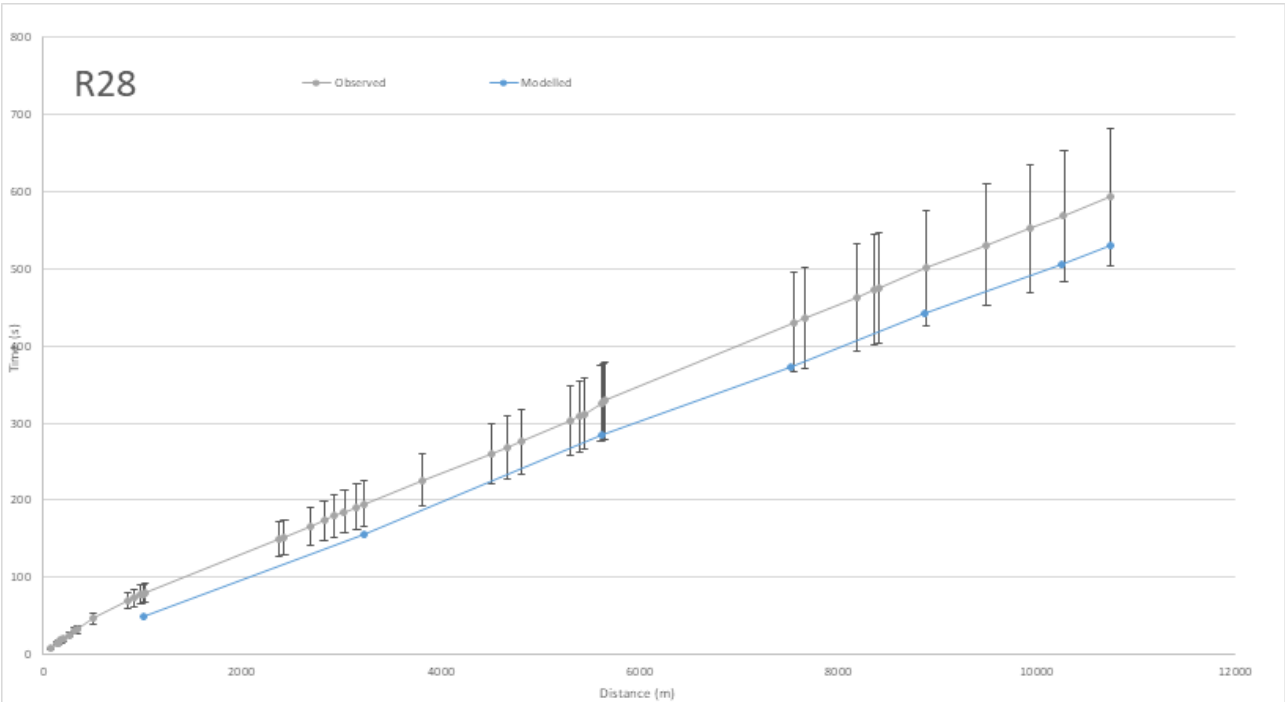
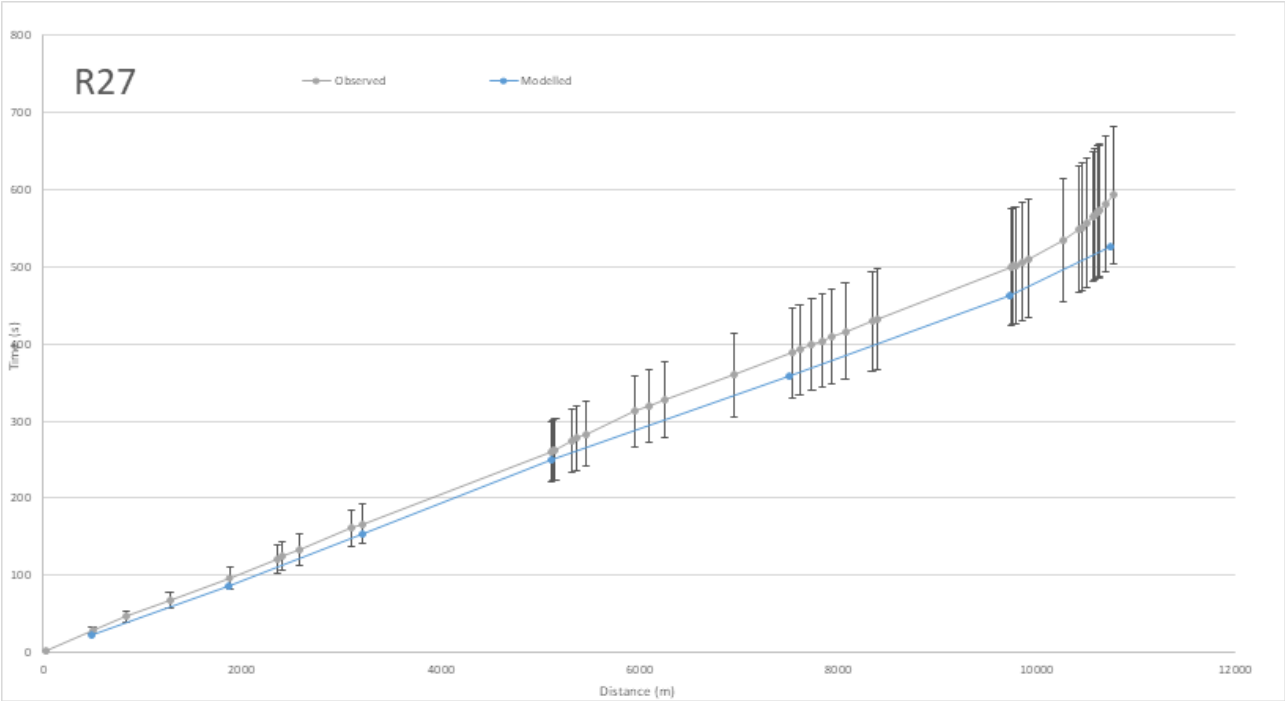


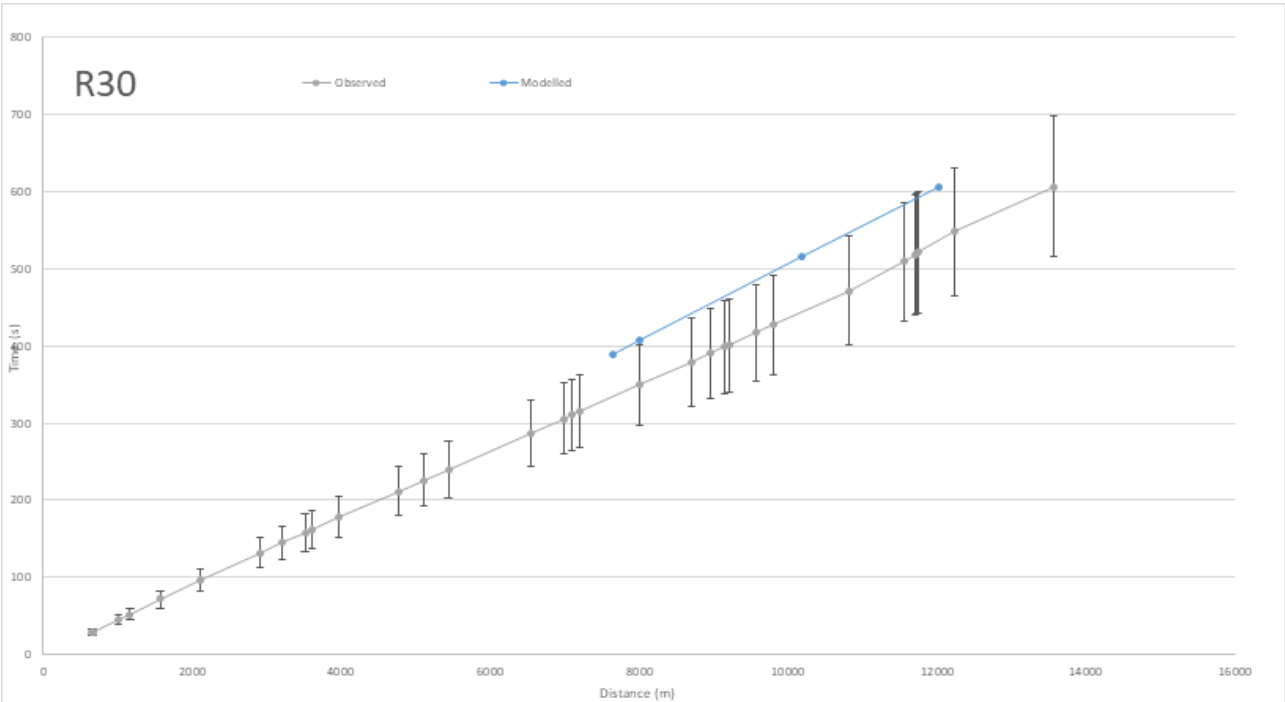
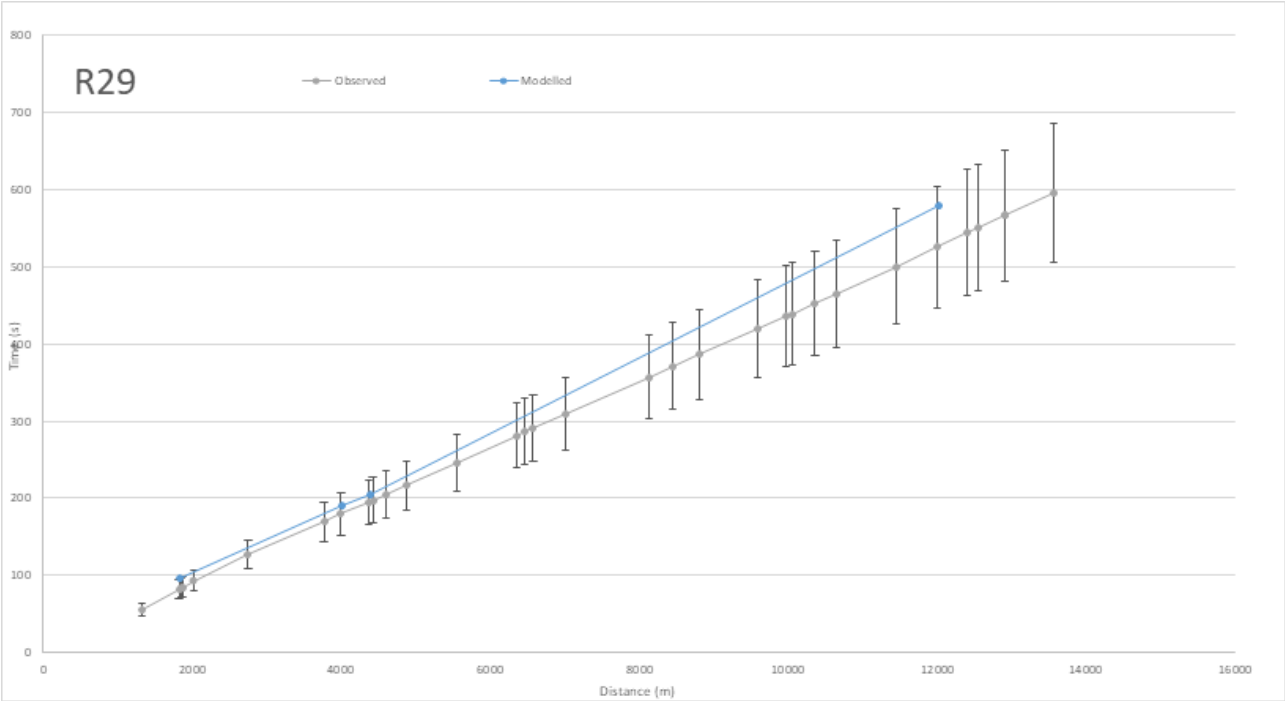


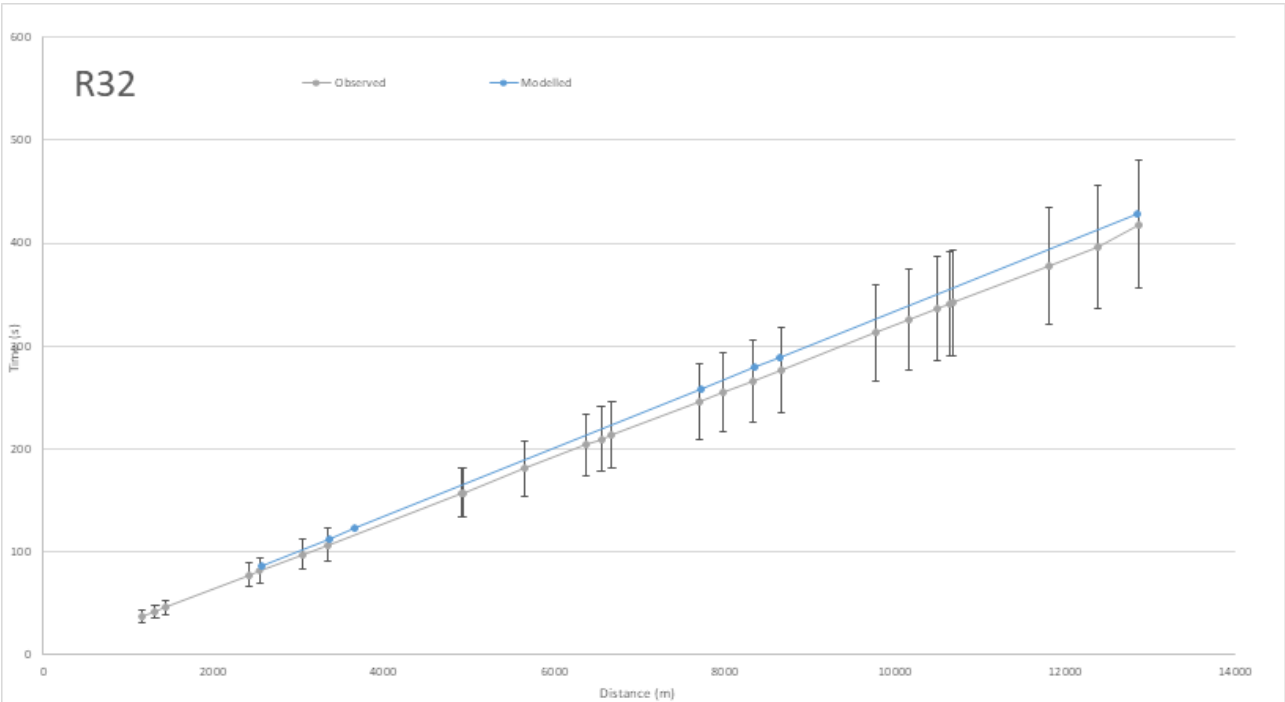
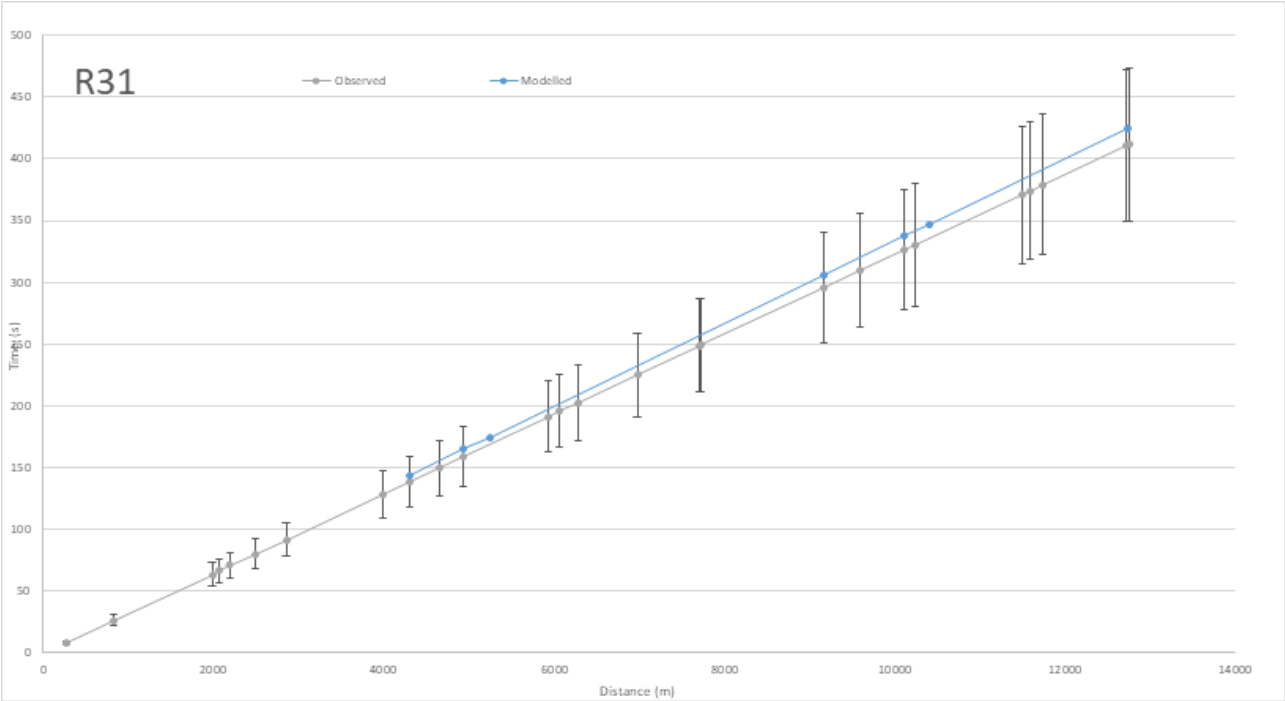


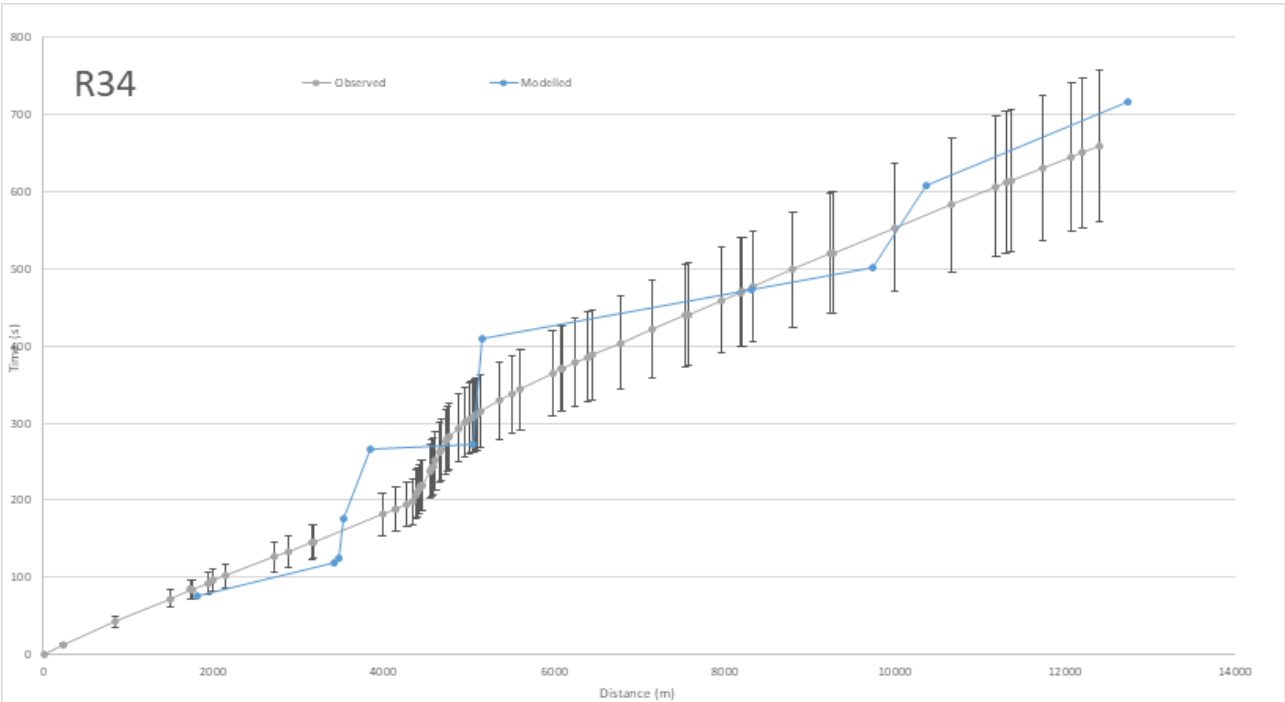
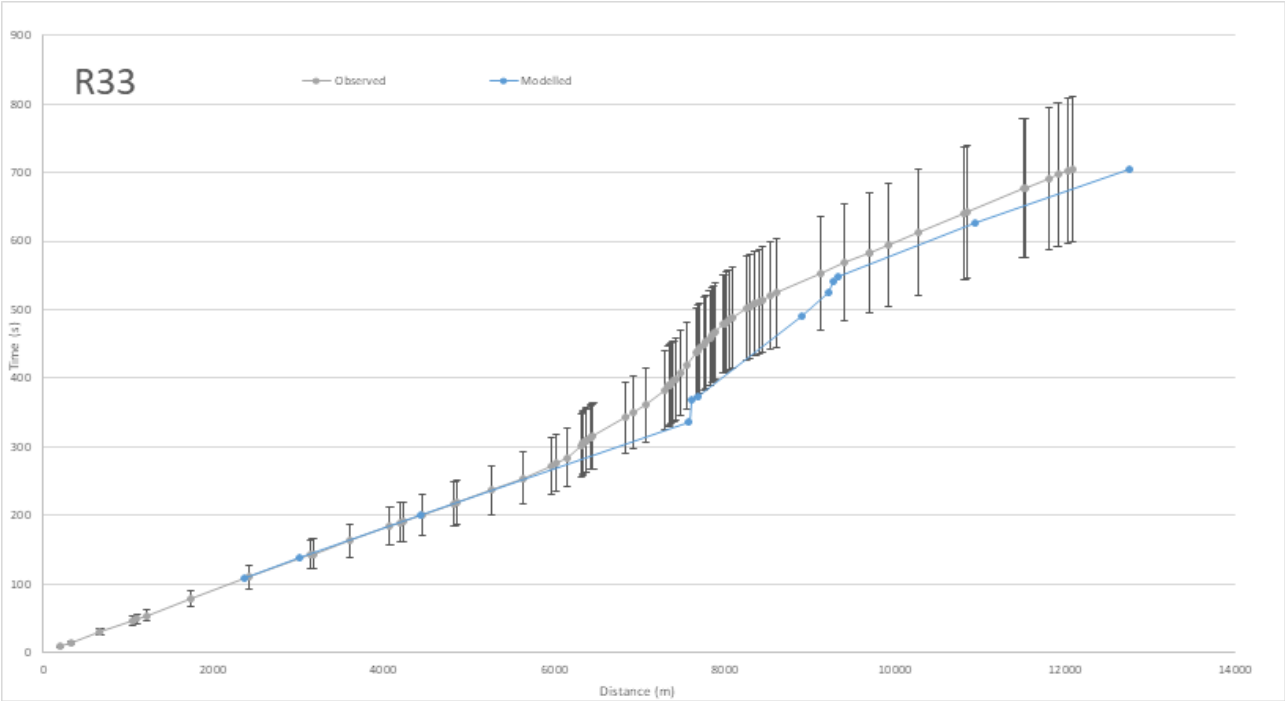












6.3 Appendix C - Cross Boundary Count Validation

AM Peak

Name	Direction	Link ID	Total							
			Obs	Modelled	diff	%diff	GEH	Flow	GEH	Pass Fail
73527	N	65858-57014	378	292	-86	-23%	4.69	✓	✓	✓
73527	S	57014-65858	298	258	-40	-14%	2.42	✓	✓	✓
810635	E	57006-57007	53	0	-53	-100%	10.30	✓	✗	✓
810635	W	57007-57006	32	0	-32	-100%	8.00	✓	✗	✓
947647	N	65360-63006	261	241	-20	-8%	1.29	✓	✓	✓
947647	S	63006-65360	300	234	-66	-22%	4.04	✓	✓	✓
947650	E	62415-57006	348	400	52	15%	2.68	✓	✓	✓
947650	W	57006-62415	514	360	-154	-30%	7.38	✗	✗	✗
947641	W	61861-57008	219	177	-42	-19%	2.95	✓	✓	✓
947641	E	57008-61861	152	165	13	8%	0.99	✓	✓	✓
56706	S	63000-62797	480	606	126	26%	5.40	✗	✗	✗
57129	E	62233-62241	553	477	-76	-14%	3.33	✓	✓	✓
57129	W	62241-62233	518	454	-64	-12%	2.90	✓	✓	✓

IP Peak

Name	Direction	Link ID	Total							
			Obs	Modelled	diff	%diff	GEH	Flow	GEH	Pass Fail
73527	N	65858-57014	241	182	-59	-24%	4.05	✓	✓	✓
73527	S	57014-65858	244	198	-46	-19%	3.07	✓	✓	✓
810635	E	57006-57007	27	0	-27	-100%	7.39	✓	✗	✓
810635	W	57007-57006	36	0	-36	-100%	8.43	✓	✗	✓
947647	N	65360-63006	137	241	103	75%	7.51	✗	✗	✗
947647	S	63006-65360	150	234	84	56%	6.05	✓	✗	✓
947650	E	62415-57006	255	400	145	57%	8.04	✗	✗	✗
947650	W	57006-62415	228	360	132	58%	7.69	✗	✗	✗
947641	W	61861-57008	85	177	93	110%	8.10	✓	✗	✓
947641	E	57008-61861	94	165	71	75%	6.22	✓	✗	✓
56706	S	63000-62797	459	606	147	32%	6.38	✗	✗	✗
57129	E	62233-62241	314	477	164	52%	8.23	✗	✗	✗
57129	W	62241-62233	343	454	111	32%	5.58	✗	✗	✗

PM Peak

Name	Direction	Link ID	Total							
			Obs PCU	Modelled PCU	diff	%diff	GEH	Flow	GEH	Pass Fail
73527	N	65858-57014	301	241	-60	-20%	3.64	✓	✓	✓
73527	S	57014-65858	385	347	-38	-10%	2.00	✓	✓	✓
810635	E	57006-57007	52	0	-52	-100%	10.20	✓	×	✓
810635	W	57007-57006	35	0	-35	-100%	8.37	✓	×	✓
947647	N	65360-63006	285	241	-44	-16%	2.74	✓	✓	✓
947647	S	63006-65360	296	234	-62	-21%	3.81	✓	✓	✓
947650	E	62415-57006	448	400	-48	-11%	2.34	✓	✓	✓
947650	W	57006-62415	349	360	11	3%	0.57	✓	✓	✓
947641	W	61861-57008	136	177	41	30%	3.31	✓	✓	✓
947641	E	57008-61861	258	165	-94	-36%	6.43	✓	×	✓
56706	S	63000-62797	797	606	-191	-24%	7.21	×	×	×
57129	E	62233-62241	495	477	-18	-4%	0.80	✓	✓	✓
57129	W	62241-62233	617	454	-163	-26%	7.05	×	×	×

6.4 Appendix D – Link flow Validation Tables

6.4.1 AM Link Flows

6.4.1.1 Existing Counts

Central Gloucester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
GSWBP Nethrdg Sctn	NWB	60496-27268	1031	1092	61	6%	1.9	✓	✓	✓	1311	1343	32	2%	0.9	✓	✓	✓
Bristol Rd Glos	NWB	27261-58009	546	458	-88	-16%	3.9	✓	✓	✓	652	598	-55	-8%	2.2	✓	✓	✓
Podsmead Rd Glos	NWB	56086-56475	331	294	-37	-11%	2.1	✓	✓	✓	401	368	-33	-8%	1.7	✓	✓	✓
Stroud rd N	NWB	56095-27441	640	625	-16	-2%	0.6	✓	✓	✓	764	749	-16	-2%	0.6	✓	✓	✓
Tredworth Rd, Glos	NWB	27015-27428	294	315	21	7%	1.2	✓	✓	✓	351	346	-5	-1%	0.3	✓	✓	✓
B4073 Pnswck Rd W	NWB	56092-56090	427	382	-44	-10%	2.2	✓	✓	✓	524	485	-38	-7%	1.7	✓	✓	✓
GSWBP Nethrdg Sctn	SEB	27268-60496	649	597	-52	-8%	2.1	✓	✓	✓	806	927	122	15%	4.1	✗	✓	✓
Bristol Rd Glos	SEB	58009-27261	470	279	-191	-41%	9.9	✗	✗	✗	561	387	-175	-31%	8.0	✗	✗	✗
Podsmead Rd Glos	SEB	56475-56086	224	142	-82	-36%	6.0	✓	✗	✓	273	190	-83	-30%	5.5	✓	✗	✓
Stroud rd N	SEB	27441-56095	533	524	-9	-2%	0.4	✓	✓	✓	636	648	12	2%	0.5	✓	✓	✓
Tredworth Rd, Glos	SEB	27428-27015	286	271	-15	-5%	0.9	✓	✓	✓	342	397	55	16%	2.9	✓	✓	✓
B4073 Pnswck Rd W	SEB	56090-56092	287	324	38	13%	2.2	✓	✓	✓	358	407	49	14%	2.5	✓	✓	✓

Cheltenham																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Tewkesbury Road, Cheltenham	IB	56434-60402	818	766	-52	-6%	1.9	✓	✓	✓	994	934	-60	-6%	1.9	✓	✓	✓
Hyde lane, Swndn Vlg	IB	27058-56367	542	553	11	2%	0.5	✓	✓	✓	685	695	11	2%	0.4	✓	✓	✓

A435 Chelt Racecrse	IB	27156-27142	741	769	28	4%	1.0	✓	✓	✓	885	911	27	3%	0.9	✓	✓	✓
N of Prestbury	IB	27067-27066	558	559	2	0%	0.1	✓	✓	✓	666	668	2	0%	0.1	✓	✓	✓
Sandywell Lodge	IB	60550-26040	260	240	-20	-8%	1.3	✓	✓	✓	346	291	-55	-16%	3.1	✓	✓	✓
DOWDESWELL 3_TO UPPER DOWDESWELL	IB	26063-26040	31	43	12	38%	2.0	✓	✓	✓	38	60	23	60%	3.2	✓	✓	✓
A435 N Seven Spring	IB	27110-27109	448	437	-10	-2%	0.5	✓	✓	✓	540	527	-13	-2%	0.6	✓	✓	✓
S of Leckhampton	IB	27589-26058	452	438	-14	-3%	0.7	✓	✓	✓	523	504	-19	-4%	0.9	✓	✓	✓
LECKHAMPTON LANE CHELTENHAM	IB	27108-56907	256	289	33	13%	2.0	✓	✓	✓	305	340	35	11%	1.9	✓	✓	✓
CHARGROVE	IB	27106-27104	519	520	2	0%	0.1	✓	✓	✓	621	627	6	1%	0.2	✓	✓	✓
The Reddings, Hatherley	IB	27040-27041	125	109	-15	-12%	1.4	✓	✓	✓	149	131	-18	-12%	1.5	✓	✓	✓
GOLDEN VALLEY E OF M5	IB	65492-27088	1839	2096	257	14%	5.8	✓	✗	✓	2208	2543	335	15%	6.9	✗	✗	✗
B4063, GLOUCESTER ROAD	IB	27039-27077	385	374	-11	-3%	0.6	✓	✓	✓	466	441	-25	-5%	1.2	✓	✓	✓
B4634, BETWEEN HYDEN LANE AND WITHYRIDGE LANE	IB	65842-56364	490	369	-121	-25%	5.8	✗	✗	✗	593	466	-127	-21%	5.5	✗	✗	✗
Tewkesbury Road, Cheltenham	OB	60402-56434	548	564	16	3%	0.7	✓	✓	✓	672	689	17	3%	0.7	✓	✓	✓
Hyde lane, Swndn Vlg	OB	56367-27058	406	450	44	11%	2.1	✓	✓	✓	538	594	56	10%	2.3	✓	✓	✓
A435 Chelt Racecrse	OB	27142-27156	610	636	26	4%	1.1	✓	✓	✓	728	757	29	4%	1.1	✓	✓	✓
N of Prestbury	OB	27066-27067	356	363	8	2%	0.4	✓	✓	✓	424	432	8	2%	0.4	✓	✓	✓
Sandywell Lodge	OB	26040-60550	282	303	20	7%	1.2	✓	✓	✓	383	411	28	7%	1.4	✓	✓	✓
DOWDESWELL 3_TO UPPER DOWDESWELL	OB	26040-26063	19	19	1	3%	0.1	✓	✓	✓	22	23	1	3%	0.2	✓	✓	✓
A435 N Seven Spring	OB	27109-27110	389	384	-5	-1%	0.2	✓	✓	✓	478	471	-8	-2%	0.4	✓	✓	✓

S of Leckhampton	OB	26058-27589	300	320	20	7%	1.1	✓	✓	✓	348	368	20	6%	1.1	✓	✓	✓
LECKHAMPTON LANE CHELTENHAM	OB	56907-27108	262	272	10	4%	0.6	✓	✓	✓	313	327	14	5%	0.8	✓	✓	✓
CHARGROVE	OB	27104-27106	494	498	4	1%	0.2	✓	✓	✓	626	614	-13	-2%	0.5	✓	✓	✓
The Reddings, Hatherley	OB	27041-27040	233	182	-51	-22%	3.5	✓	✓	✓	278	186	-92	-33%	6.0	✓	✗	✓
GOLDEN VALLEY E OF M5	OB	56645-60315	1757	1917	160	9%	3.7	✓	✓	✓	2113	2300	187	9%	4.0	✓	✓	✓
B4063, GLOUCESTER ROAD	OB	27077-27039	300	375	75	25%	4.1	✓	✓	✓	363	473	110	30%	5.4	✗	✗	✗
B4634, BETWEEN HYDEN LANE AND WITHYRIDGE LANE	OB	56364-65842	197	183	-14	-7%	1.0	✓	✓	✓	236	217	-19	-8%	1.3	✓	✓	✓

Cirencester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Burford Rd	IB	60536-60535	452	429	-22	-5%	1.1	✓	✓	✓	539	541	2	0%	0.1	✓	✓	✓
EAST OF NORCOTE CROSSRDS	IB	57082-27573	339	307	-32	-10%	1.8	✓	✓	✓	405	384	-20	-5%	1.0	✓	✓	✓
5302/1	IB	62962-60530	742	829	86	12%	3.1	✓	✓	✓	982	1165	183	19%	5.6	✗	✗	✗
KINGSHILL LANE, PRESTON VILLAGE	IB	57084-57085	17	0	-17	-100%	5.9	✓	✗	✓	20	0	-20	-100%	6.3	✓	✗	✓
A419 Siddington	IB	62782-60515	639	641	1	0%	0.1	✓	✓	✓	827	798	-29	-4%	1.0	✓	✓	✓
South Cerney Road	IB	27524-65370	137	114	-23	-17%	2.0	✓	✓	✓	161	139	-22	-14%	1.8	✓	✓	✓
Ashton Road, Siddington	IB	57183-57814	86	118	32	37%	3.1	✓	✓	✓	106	144	37	35%	3.3	✓	✓	✓
Somerford Road, Cirencester	IB	57181-57180	208	19	-189	-91%	17.8	✗	✗	✗	246	33	-213	-87%	18.1	✗	✗	✗

Royal Ag College	IB	60514-27552	554	593	39	7%	1.6	✓	✓	✓	702	739	37	5%	1.4	✓	✓	✓
STROUD ROAD, CIRENCESTER	IB	57038-27341	682	610	-72	-11%	2.8	✓	✓	✓	801	773	-28	-4%	1.0	✓	✓	✓
A435 Gloucester Road, Cirencester	IB	65388-65944	501	382	-119	-24%	5.7	✗	✗	✗	662	436	-226	-34%	9.7	✗	✗	✗
The Whiteway, Cirencester	IB	57063-57057	69	71	1	2%	0.2	✓	✓	✓	86	73	-13	-15%	1.4	✓	✓	✓
5300/1	IB	65471-60529	1121	1342	220	20%	6.3	✗	✗	✗	1445	1658	213	15%	5.4	✓	✗	✓
Burford Rd	OB	60535-60536	433	292	-141	-33%	7.4	✗	✗	✗	517	444	-73	-14%	3.3	✓	✓	✓
EAST OF NORCOTE CROSSRDS	OB	27573-57082	237	295	58	25%	3.6	✓	✓	✓	283	328	45	16%	2.6	✓	✓	✓
5303/1	OB	65469-62963	967	1283	316	33%	9.4	✗	✗	✗	1261	1581	320	25%	8.5	✗	✗	✗
KINGSHILL LANE, PRESTON VILLAGE	OB	57085-57084	19	0	-19	-100%	6.1	✓	✗	✓	23	23	0	-2%	0.1	✓	✓	✓
A419 Siddington	OB	60515-62782	485	443	-42	-9%	1.9	✓	✓	✓	632	599	-34	-5%	1.4	✓	✓	✓
South Cerney Road	OB	65370-27524	122	106	-16	-13%	1.5	✓	✓	✓	146	121	-26	-18%	2.2	✓	✓	✓
Ashton Road, Siddington	OB	57814-57183	71	155	84	118%	7.9	✓	✗	✓	85	166	81	96%	7.3	✓	✗	✓
Somerford Road, Cirencester	OB	57180-57181	127	78	-49	-39%	4.8	✓	✓	✓	150	89	-61	-41%	5.6	✓	✗	✓
Royal Ag College	OB	27552-60514	512	376	-136	-27%	6.4	✗	✗	✗	663	483	-180	-27%	7.5	✗	✗	✗
STROUD ROAD, CIRENCESTER	OB	27341-57038	282	326	44	15%	2.5	✓	✓	✓	333	428	95	29%	4.9	✓	✓	✓
A435 Gloucester Road, Cirencester	OB	65944-65388	291	274	-16	-6%	1.0	✓	✓	✓	394	321	-74	-19%	3.9	✓	✓	✓
The Whiteway, Cirencester	OB	57057-57063	48	58	10	21%	1.4	✓	✓	✓	57	59	2	3%	0.2	✓	✓	✓
5301/1	OB	65470-60540	660	740	80	12%	3.0	✓	✓	✓	878	1051	173	20%	5.6	✗	✗	✗

East of Cotswold																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
East of Moreton	EB	57208-57223	365	301	-64	-17%	3.5	✓	✓	✓	466	382	-83	-18%	4.0	✓	✓	✓
C131 Evenlode Road, Moreton-in-Marsh	EB	57208-57613	19	0	-19	-100%	6.1	✓	✗	✓	23	0	-23	-100%	6.8	✓	✗	✓
MARTINS HILL STOW	EB	57500-60571	287	257	-30	-10%	1.8	✓	✓	✓	386	360	-25	-7%	1.3	✓	✓	✓
MAUGERSBURY ROAD	EB	57232-57233	9	0	-9	-100%	4.4	✓	✓	✓	14	0	-14	-100%	5.3	✓	✗	✓
STOW RAILWAY STATION	EB	60565-57156	239	292	53	22%	3.3	✓	✓	✓	285	378	93	33%	5.1	✓	✗	✓
RISSINGTON ROAD	EB	57159-57158	108	149	41	38%	3.6	✓	✓	✓	130	164	34	26%	2.8	✓	✓	✓
SHERBORNE	EB	57135-57121	230	216	-13	-6%	0.9	✓	✓	✓	297	357	60	20%	3.3	✓	✓	✓
East of Moreton	WB	57223-57208	206	261	55	27%	3.6	✓	✓	✓	274	317	43	16%	2.5	✓	✓	✓
C131 Evenlode Road, Moreton-in-Marsh	WB	57613-57208	14	0	-14	-100%	5.2	✓	✗	✓	19	0	-19	-100%	6.2	✓	✗	✓
MARTINS HILL STOW	WB	60571-57500	211	175	-35	-17%	2.5	✓	✓	✓	286	240	-45	-16%	2.8	✓	✓	✓
MAUGERSBURY ROAD	WB	57233-57232	11	0	-11	-100%	4.7	✓	✓	✓	14	0	-14	-100%	5.4	✓	✗	✓
STOW RAILWAY STATION	WB	57156-60565	219	176	-43	-20%	3.1	✓	✓	✓	261	239	-22	-8%	1.4	✓	✓	✓
RISSINGTON ROAD	WB	57158-57159	170	151	-19	-11%	1.5	✓	✓	✓	203	168	-35	-17%	2.6	✓	✓	✓
SHERBORNE	WB	57121-57135	353	333	-20	-6%	1.1	✓	✓	✓	449	535	85	19%	3.8	✓	✓	✓

Forest of Dean																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M50/2092B	EB	65514-60437	832	842	11	1%	0.4	✓	✓	✓	1144	1152	8	1%	0.2	✓	✓	✓
SOUTH OF M50	EB	60376-60386	323	328	5	2%	0.3	✓	✓	✓	386	389	3	1%	0.2	✓	✓	✓
RUDFORD	EB	65839-65840	313	321	8	3%	0.5	✓	✓	✓	433	425	-8	-2%	0.4	✓	✓	✓
HIGHNAM	EB	60199-60200	317	324	6	2%	0.3	✓	✓	✓	432	407	-25	-6%	1.2	✓	✓	✓
A48 Severn Bore PH, Minsterworth	EB	60103-60105	476	480	4	1%	0.2	✓	✓	✓	563	578	15	3%	0.6	✓	✓	✓
M50/2092A	WB	65513-60381	533	525	-8	-2%	0.3	✓	✓	✓	801	803	2	0%	0.1	✓	✓	✓
SOUTH OF M50	WB	60386-60376	202	205	2	1%	0.2	✓	✓	✓	241	244	3	1%	0.2	✓	✓	✓
RUDFORD	WB	65840-65839	230	235	5	2%	0.3	✓	✓	✓	362	315	-47	-13%	2.5	✓	✓	✓
HIGHNAM	WB	60200-60199	279	286	8	3%	0.5	✓	✓	✓	394	352	-42	-11%	2.2	✓	✓	✓
A48 Severn Bore PH, Minsterworth	WB	60105-60103	230	243	13	6%	0.8	✓	✓	✓	291	309	18	6%	1.1	✓	✓	✓

Gloucester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
OVER S OF MAISEMORE (from 2009) E/B	IB	60207-65103	1369	1399	30	2%	0.8	✓	✓	✓	1659	1696	38	2%	0.9	✓	✓	✓
NORTH OF MAISEMORE	IB	57250-27257	457	468	11	2%	0.5	✓	✓	✓	604	616	13	2%	0.5	✓	✓	✓
SANDHURST LANE	IB	56473-56525	81	85	3	4%	0.4	✓	✓	✓	105	91	-14	-13%	1.4	✓	✓	✓
INNSWORTH LANE GLOS (CC)	IB	56124-65891	400	327	-72	-18%	3.8	✓	✓	✓	475	383	-91	-19%	4.4	✓	✓	✓
CHELTENHAM ROAD EAST	IB	66700-66708	456	488	31	7%	1.4	✓	✓	✓	545	579	34	6%	1.4	✓	✓	✓
GOLDEN VALLEY W OF M5	IB	65490-26086	1532	1618	87	6%	2.2	✓	✓	✓	1850	1973	123	7%	2.8	✓	✓	✓
BARNWOOD B/P E OF C G	IB	27322-26084	1649	1673	23	1%	0.6	✓	✓	✓	1975	2013	38	2%	0.8	✓	✓	✓

Hucclecote Rd E M5	IB	65421-26092	361	374	14	4%	0.7	✓	✓	✓	455	451	-4	-1%	0.2	✓	✓	✓
LOBLEYS DRIVE BRIDGE, GLOUCESTER	IB	65966-26047	260	267	7	3%	0.4	✓	✓	✓	312	306	-5	-2%	0.3	✓	✓	✓
Upton Lane	IB	56105-26046	127	135	8	7%	0.7	✓	✓	✓	147	153	5	4%	0.4	✓	✓	✓
THE WHEATRIDGE (EAST)	IB	56104-26045	54	56	1	2%	0.2	✓	✓	✓	68	65	-2	-3%	0.3	✓	✓	✓
B4073 Pnswk Rd W M5	IB	65413-26017	196	178	-18	-9%	1.3	✓	✓	✓	244	230	-13	-5%	0.9	✓	✓	✓
UPTON LANE (North of Grange Cottages)	IB	26012-26015	142	145	3	2%	0.2	✓	✓	✓	170	164	-6	-4%	0.5	✓	✓	✓
A4173, BETWEEN GRANGE ROAD AND M5	IB	65959-26012	519	547	28	5%	1.2	✓	✓	✓	616	636	21	3%	0.8	✓	✓	✓
Naas Lane	IB	28046-28047	141	142	1	1%	0.1	✓	✓	✓	166	165	-1	-1%	0.1	✓	✓	✓
HARESFIELD LANE	IB	28040-56154	40	0	-40	-100%	9.0	✓	✗	✓	50	0	-50	-100%	10.0	✓	✗	✓
B4008 N of M5 J12	IB	65110-27309	1234	1259	24	2%	0.7	✓	✓	✓	1473	1494	20	1%	0.5	✓	✓	✓
A38, BETWEEN A419 AND B4008	IB	28062-60091	311	315	4	1%	0.2	✓	✓	✓	398	404	6	2%	0.3	✓	✓	✓
SCHOOL LANE, QUEDGELEY	IB	56143-56142	66	67	1	2%	0.2	✓	✓	✓	78	73	-5	-6%	0.6	✓	✓	✓
ELMORE LANE WEST	IB	56143-56144	36	36	0	0%	0.0	✓	✓	✓	43	43	0	1%	0.1	✓	✓	✓
OVER S OF MAISEMORE (from 2009) W/B	OB	60225-60206	832	862	29	4%	1.0	✓	✓	✓	1037	1073	35	3%	1.1	✓	✓	✓
NORTH OF MAISEMORE	OB	27257-57250	350	360	10	3%	0.5	✓	✓	✓	474	487	13	3%	0.6	✓	✓	✓
SANDHURST LANE	OB	56525-56473	51	42	-9	-18%	1.4	✓	✓	✓	60	47	-13	-22%	1.8	✓	✓	✓
INNSWORTH LANE GLOS (CC)	OB	65891-56124	314	277	-36	-12%	2.1	✓	✓	✓	373	297	-76	-20%	4.2	✓	✓	✓
CHELTENHAM ROAD EAST	OB	66708-66700	504	463	-41	-8%	1.8	✓	✓	✓	602	526	-75	-13%	3.2	✓	✓	✓
GOLDEN VALLEY W OF M5	OB	66709-60304	1225	1430	205	17%	5.6	✗	✗	✗	1523	1812	290	19%	7.1	✗	✗	✗

BARNWOOD B/P E OF C G	OB	66701-27324	1061	1036	-25	-2%	0.8	✓	✓	✓	1280	1265	-15	-1%	0.4	✓	✓	✓
Hucclecote Rd E M5	OB	26092-65421	573	591	18	3%	0.7	✓	✓	✓	702	722	21	3%	0.8	✓	✓	✓
LOBLEYS DRIVE BRIDGE, GLOUCESTER	OB	26047-65966	392	408	16	4%	0.8	✓	✓	✓	457	466	10	2%	0.5	✓	✓	✓
Upton Lane	OB	26046-56105	169	173	4	2%	0.3	✓	✓	✓	196	198	2	1%	0.1	✓	✓	✓
THE WHEATRIDGE (EAST)	OB	26045-56104	66	58	-8	-12%	1.0	✓	✓	✓	79	70	-9	-11%	1.0	✓	✓	✓
B4073 Pnswk Rd W M5	OB	26017-65413	208	212	4	2%	0.3	✓	✓	✓	262	256	-6	-2%	0.4	✓	✓	✓
UPTON LANE (North of Grange Cottages)	OB	26015-26012	227	217	-10	-5%	0.7	✓	✓	✓	268	249	-18	-7%	1.1	✓	✓	✓
A4173, BETWEEN GRANGE ROAD AND M5	OB	26012-65959	388	392	4	1%	0.2	✓	✓	✓	460	463	3	1%	0.1	✓	✓	✓
Naas Lane	OB	28047-28046	78	78	0	0%	0.0	✓	✓	✓	92	93	0	0%	0.0	✓	✓	✓
HARESFIELD LANE	OB	56154-28040	65	65	0	0%	0.0	✓	✓	✓	76	75	-1	-1%	0.1	✓	✓	✓
B4008 N of M5 J12	OB	27304-65109	1264	1297	33	3%	0.9	✓	✓	✓	1509	1529	20	1%	0.5	✓	✓	✓
A38, BETWEEN A419 AND B4008	OB	60091-28062	385	398	13	3%	0.7	✓	✓	✓	476	499	23	5%	1.1	✓	✓	✓
SCHOOL LANE, QUEDGELEY	OB	56142-56143	63	63	0	0%	0.0	✓	✓	✓	78	75	-3	-3%	0.3	✓	✓	✓
ELMORE LANE WEST	OB	56144-56143	32	35	2	7%	0.4	✓	✓	✓	39	41	2	6%	0.4	✓	✓	✓

South of Nailsworth

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4058 Horsley, West of Hollingham Lane	NB	27355-27356	87	89	2	2%	0.2	✓	✓	✓	104	106	1	1%	0.1	✓	✓	✓
BARTON END S OF NAILSWTH	NB	27351-27352	247	241	-6	-3%	0.4	✓	✓	✓	327	305	-22	-7%	1.2	✓	✓	✓

TETBURY HILL, AVENING	NB	28079-65861	142	147	4	3%	0.4	✓	✓	✓	168	171	3	2%	0.2	✓	✓	✓
ILSUM STUD E OF TETBURY	NB	57017-57003	223	233	10	4%	0.6	✓	✓	✓	284	293	9	3%	0.5	✓	✓	✓
B4058 Horsley, West of Hollingham Lane	SB	27356-27355	70	63	-7	-11%	0.9	✓	✓	✓	85	80	-5	-6%	0.5	✓	✓	✓
BARTON END S OF NAILSWTH	SB	27352-27351	208	213	4	2%	0.3	✓	✓	✓	281	259	-22	-8%	1.3	✓	✓	✓
TETBURY HILL, AVENING	SB	65861-28079	120	122	2	2%	0.2	✓	✓	✓	144	141	-3	-2%	0.3	✓	✓	✓
ILSUM STUD E OF TETBURY	SB	57003-57017	432	431	-1	0%	0.1	✓	✓	✓	520	522	2	0%	0.1	✓	✓	✓

Stroud																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
North of Stratford Park, Stroud	IB	56266-27383	612	629	17	3%	0.7	✓	✓	✓	727	742	15	2%	0.6	✓	✓	✓
Slad Road, Stroud_Site 1 (South of Slad Lane)	IB	26066-65897	64	65	0	0%	0.0	✓	✓	✓	79	79	0	0%	0.0	✓	✓	✓
Bisley Old Road	IB	26004-56285	46	41	-5	-11%	0.8	✓	✓	✓	57	49	-8	-14%	1.1	✓	✓	✓
W OF BRIMSCOMBE CORNER	IB	65403-28145	405	416	11	3%	0.6	✓	✓	✓	550	496	-53	-10%	2.3	✓	✓	✓
Minchinhampton Common	IB	28147-28146	308	308	0	0%	0.0	✓	✓	✓	367	364	-4	-1%	0.2	✓	✓	✓
A46 BATH ROAD, NORTH WOODCHESTER	IB	28143-56227	541	556	15	3%	0.6	✓	✓	✓	649	670	21	3%	0.8	✓	✓	✓
SELSLEY HILL (North)	IB	65961-56504	265	262	-3	-1%	0.2	✓	✓	✓	313	308	-5	-1%	0.3	✓	✓	✓
EBLEY BYPASS	IB	60074-27370	793	818	25	3%	0.9	✓	✓	✓	964	996	32	3%	1.0	✓	✓	✓
WESTWARD ROAD	IB	27522-60083	239	243	3	1%	0.2	✓	✓	✓	286	285	-1	0%	0.1	✓	✓	✓
CASHES GREEN ROAD	IB	56257-60083	375	392	17	5%	0.9	✓	✓	✓	439	419	-21	-5%	1.0	✓	✓	✓
FARMHILL LANE	IB	56268-26005	260	264	4	2%	0.2	✓	✓	✓	309	312	3	1%	0.2	✓	✓	✓

North of Stratford Park, Stroud	OB	27383-56266	509	521	12	2%	0.5	✓	✓	✓	597	609	13	2%	0.5	✓	✓	✓
Slad Road, Stroud_Site 1 (South of Slad Lane)	OB	65897-26066	93	92	-1	-1%	0.1	✓	✓	✓	110	106	-4	-3%	0.3	✓	✓	✓
Bisley Old Road	OB	56285-26004	76	77	1	1%	0.1	✓	✓	✓	94	84	-10	-11%	1.1	✓	✓	✓
W OF BRIMSCOMBE CORNER	OB	28145-65403	326	327	1	0%	0.1	✓	✓	✓	468	449	-18	-4%	0.9	✓	✓	✓
Minchinhampton Common	OB	28146-28147	495	502	7	1%	0.3	✓	✓	✓	591	579	-13	-2%	0.5	✓	✓	✓
A46 BATH ROAD, NORTH WOODCHESTER	OB	56227-28143	514	520	6	1%	0.3	✓	✓	✓	628	644	16	3%	0.6	✓	✓	✓
SELSLEY HILL (North)	OB	56504-65961	156	158	3	2%	0.2	✓	✓	✓	185	179	-6	-3%	0.5	✓	✓	✓
EBLEY BYPASS	OB	27370-60074	694	717	23	3%	0.9	✓	✓	✓	842	864	22	3%	0.8	✓	✓	✓
WESTWARD ROAD	OB	60083-27522	299	309	10	3%	0.6	✓	✓	✓	354	365	10	3%	0.6	✓	✓	✓
CASHES GREEN ROAD	OB	60083-56257	168	172	4	2%	0.3	✓	✓	✓	201	195	-6	-3%	0.4	✓	✓	✓
FARMHILL LANE	OB	26005-56268	199	202	3	1%	0.2	✓	✓	✓	236	223	-13	-5%	0.9	✓	✓	✓

Tewkesbury

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
ASTONFIELD LANE, NORTHWAY	IB	29452-29451	29	29	0	1%	0.1	✓	✓	✓	33	35	2	5%	0.3	✓	✓	✓
7005/1	IB	56016-56017	449	531	82	18%	3.7	✓	✓	✓	630	730	100	16%	3.8	✓	✓	✓
Pamington Lane, East of Ellendene Drive	IB	29502-29501	7	13	6	91%	1.9	✓	✓	✓	9	18	9	104%	2.5	✓	✓	✓
7036/2 + 7036/1	IB	65494-60415	2189	2242	53	2%	1.1	✓	✓	✓	3001	3084	83	3%	1.5	✓	✓	✓
Fiddington Lane, Tredington	IB	60431-29505	90	70	-20	-22%	2.2	✓	✓	✓	108	89	-18	-17%	1.8	✓	✓	✓
TEWKESBURY EASTERN BYPASS	IB	28127-65847	269	276	7	3%	0.4	✓	✓	✓	316	324	8	2%	0.4	✓	✓	✓

GLOUCESTER ROAD, N OF JUNC.	IB	28131-29190	360	371	11	3%	0.6	✓	✓	✓	433	445	12	3%	0.6	✓	✓	✓
MYTHE WTR WKS N OF TEWKS	IB	60436-60414	415	424	9	2%	0.4	✓	✓	✓	556	524	-31	-6%	1.3	✓	✓	✓
Bredon Road, Tewkesbury	IB	56028-56499	420	425	5	1%	0.2	✓	✓	✓	488	496	7	1%	0.3	✓	✓	✓
HARDWICK BANK ROAD	IB	29045-29244	331	345	14	4%	0.7	✓	✓	✓	388	407	19	5%	0.9	✓	✓	✓
7035/2 + 7035/1	IB	65499-60425	2541	2456	-85	-3%	1.7	✓	✓	✓	3513	3381	-132	-4%	2.3	✓	✓	✓
ASTONFIELD LANE, NORTHWAY	OB	29451-29452	11	18	7	67%	1.9	✓	✓	✓	13	39	26	209%	5.2	✓	×	✓
7005/2	OB	56017-56016	700	647	-52	-7%	2.0	✓	✓	✓	904	856	-48	-5%	1.6	✓	✓	✓
Pamington Lane, East of Ellendene Drive	OB	29501-29502	8	0	-8	-100%	3.9	✓	✓	✓	9	7	-2	-24%	0.8	✓	✓	✓
7006/1	OB	65496-60394	2851	2960	109	4%	2.0	✓	✓	✓	3863	4045	181	5%	2.9	✓	✓	✓
Fiddington Lane, Tredington	OB	29505-60431	75	48	-27	-36%	3.4	✓	✓	✓	88	57	-31	-35%	3.6	✓	✓	✓
TEWKESBURY EASTERN BYPASS	OB	65847-28127	380	407	26	7%	1.3	✓	✓	✓	443	467	24	5%	1.1	✓	✓	✓
GLOUCESTER ROAD, N OF JUNC.	OB	29190-28131	387	382	-5	-1%	0.3	✓	✓	✓	456	448	-8	-2%	0.4	✓	✓	✓
MYTHE WTR WKS N OF TEWKS	OB	60414-60436	303	309	6	2%	0.4	✓	✓	✓	414	389	-25	-6%	1.3	✓	✓	✓
Bredon Road, Tewkesbury	OB	56499-56028	290	301	11	4%	0.6	✓	✓	✓	344	358	14	4%	0.8	✓	✓	✓
HARDWICK BANK ROAD	OB	29244-29045	177	186	9	5%	0.7	✓	✓	✓	214	224	10	5%	0.7	✓	✓	✓
M5/7650B	OB	65497-60446	1759	1790	31	2%	0.7	✓	✓	✓	2413	2453	40	2%	0.8	✓	✓	✓

West of Cotswold

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
TRPRS LODGE W B-ON-HILL	EB	60564-57217	204	209	5	2%	0.4	✓	✓	✓	264	269	5	2%	0.3	✓	✓	✓
STANWAY	EB	60557-57170	111	110	-1	-1%	0.1	✓	✓	✓	169	160	-8	-5%	0.6	✓	✓	✓
HAMPEN	EB	57172-60560	248	259	11	5%	0.7	✓	✓	✓	347	347	0	0%	0.0	✓	✓	✓
E OF PUESDOWN W NLEACH	EB	57173-57130	307	323	16	5%	0.9	✓	✓	✓	510	533	23	5%	1.0	✓	✓	✓
TRPRS LODGE W B-ON-HILL	WB	57217-60564	376	382	6	2%	0.3	✓	✓	✓	484	488	3	1%	0.2	✓	✓	✓
STANWAY	WB	57170-60557	64	65	1	1%	0.1	✓	✓	✓	94	98	4	5%	0.4	✓	✓	✓
HAMPEN	WB	60560-57172	213	212	-1	0%	0.0	✓	✓	✓	283	290	7	3%	0.4	✓	✓	✓
E OF PUESDOWN W NLEACH	WB	57130-57173	230	230	0	0%	0.0	✓	✓	✓	367	372	5	1%	0.3	✓	✓	✓

North of Evesham

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4424 Upton Road	NB	29183-51790	140	143	2	2%	0.2	✓	✓	✓	163	165	2	1%	0.1	✓	✓	✓
A38 Clifton	NB	29274-29272	183	186	3	2%	0.2	✓	✓	✓	219	220	1	0%	0.1	✓	✓	✓
M5 Between J7 and J8	NB	29423-51885	1941	1962	21	1%	0.5	✓	✓	✓	2702	2735	33	1%	0.6	✓	✓	✓
B4084 Worcester Road	NB	29014-29280	440	475	34	8%	1.6	✓	✓	✓	514	557	43	8%	1.8	✓	✓	✓
A4104 Station Road	NB	29286-51882	540	538	-3	0%	0.1	✓	✓	✓	647	635	-12	-2%	0.5	✓	✓	✓
A44 Worcester Road	NB	52954-29076	676	686	10	1%	0.4	✓	✓	✓	815	822	7	1%	0.2	✓	✓	✓
B4088 Evesham Road	NB	52956-29128	219	224	4	2%	0.3	✓	✓	✓	257	260	3	1%	0.2	✓	✓	✓
A46 north of Evesham	NB	52957-53402	689	703	14	2%	0.5	✓	✓	✓	880	910	29	3%	1.0	✓	✓	✓
B4424 Upton Road	SB	51790-29183	195	198	3	2%	0.2	✓	✓	✓	227	230	3	1%	0.2	✓	✓	✓
A38 Clifton	SB	29272-29274	181	157	-25	-14%	1.9	✓	✓	✓	216	186	-30	-14%	2.1	✓	✓	✓

M5 Between J7 and J8	SB	29431-51646	2159	2339	179	8%	3.8	✓	✓	✓	3130	3330	199	6%	3.5	✓	✓	✓
B4084 Worcester Road	SB	29280-29014	416	470	54	13%	2.6	✓	✓	✓	489	542	53	11%	2.3	✓	✓	✓
A4104 Station Road	SB	51882-29286	561	533	-28	-5%	1.2	✓	✓	✓	661	629	-33	-5%	1.3	✓	✓	✓
A44 Worcester Road	SB	29076-52954	552	564	12	2%	0.5	✓	✓	✓	658	678	19	3%	0.7	✓	✓	✓
B4088 Evesham Road	SB	29128-52956	291	296	5	2%	0.3	✓	✓	✓	339	342	3	1%	0.2	✓	✓	✓
A46 north of Evesham	SB	53402-52957	512	562	50	10%	2.1	✓	✓	✓	668	718	50	7%	1.9	✓	✓	✓

North of Tewkesbury

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
A38 West of Twynning	NB	56002-60438	208	213	5	2%	0.3	✓	✓	✓	248	252	3	1%	0.2	✓	✓	✓
Brockridge Road	NB	29176-60439	97	97	0	0%	0.0	✓	✓	✓	114	114	0	0%	0.0	✓	✓	✓
M5/7650B	NB	65497-60446	1759	1790	31	2%	0.7	✓	✓	✓	2413	2453	40	2%	0.8	✓	✓	✓
B4080	NB	51642-29265	134	141	8	6%	0.7	✓	✓	✓	156	165	9	6%	0.7	✓	✓	✓
Beckford Road	NB	56008-29361	31	0	-31	-100%	7.8	✓	✗	✓	35	0	-35	-100%	8.4	✓	✗	✓
A46 south of Ashton Under Hill	NB	29053-29120	515	567	52	10%	2.2	✓	✓	✓	676	734	58	9%	2.2	✓	✓	✓
A38 West of Twynning	SB	60438-56002	250	256	6	2%	0.4	✓	✓	✓	299	303	4	1%	0.2	✓	✓	✓
Brockridge Road	SB	60439-29176	78	79	1	2%	0.1	✓	✓	✓	91	98	7	8%	0.7	✓	✓	✓
7035/2 + 7035/1	SB	65499-60425	2541	2456	-85	-3%	1.7	✓	✓	✓	3513	3381	-132	-4%	2.3	✓	✓	✓
B4080	SB	29265-51642	180	181	1	0%	0.1	✓	✓	✓	209	211	2	1%	0.1	✓	✓	✓
Beckford Road	SB	29361-56008	51	0	-51	-100%	10.1	✓	✗	✓	60	0	-60	-100%	11.0	✓	✗	✓
A46 south of Ashton Under Hill	SB	29120-29053	575	587	11	2%	0.5	✓	✓	✓	734	755	21	3%	0.8	✓	✓	✓

West of Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M50 Between J1 & J2	EB	65514-60437	832	842	11	1%	0.4	✓	✓	✓	1144	1152	8	1%	0.2	✓	✓	✓
A438	EB	51616-29456	206	105	-100	-49%	8.0	✗	✗	✗	238	146	-92	-39%	6.6	✓	✗	✓
B4213	EB	65681-56035	271	276	4	2%	0.3	✓	✓	✓	324	299	-24	-8%	1.4	✓	✓	✓
A38 East of Evington	EB	27033-28137	447	425	-21	-5%	1.0	✓	✓	✓	533	516	-17	-3%	0.7	✓	✓	✓
Cheltenham Road East	EB	60318-60317	369	357	-12	-3%	0.6	✓	✓	✓	493	483	-10	-2%	0.4	✓	✓	✓
M50 Between J1 & J2	WB	65513-60381	533	525	-8	-2%	0.3	✓	✓	✓	801	803	2	0%	0.1	✓	✓	✓
A438	WB	29456-51616	174	64	-110	-63%	10.1	✗	✗	✗	211	85	-126	-60%	10.4	✗	✗	✗
B4213	WB	56035-65681	137	139	2	2%	0.2	✓	✓	✓	163	160	-3	-2%	0.2	✓	✓	✓
A38 East of Evington	WB	28137-27033	326	328	2	1%	0.1	✓	✓	✓	389	399	10	3%	0.5	✓	✓	✓
Cheltenham Road East	WB	60317-60318	340	446	105	31%	5.3	✗	✗	✗	455	536	81	18%	3.7	✓	✓	✓

East of Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4077	EB	60449-56013	255	256	1	0%	0.0	✓	✓	✓	325	357	32	10%	1.7	✓	✓	✓
Teddington	EB	56014-56597	5	0	-5	-100%	3.0	✓	✓	✓	5	0	-5	-100%	3.2	✓	✓	✓
A435 North of Bishop's Cleeve	EB	65846-60429	508	541	33	6%	1.4	✓	✓	✓	630	633	2	0%	0.1	✓	✓	✓
Gotherington Fields	EB	56036-29001	23	30	8	34%	1.5	✓	✓	✓	26	39	13	50%	2.3	✓	✓	✓
Stoke Road	EB	28148-29381	450	476	26	6%	1.2	✓	✓	✓	538	528	-9	-2%	0.4	✓	✓	✓
B4077	WB	56013-60449	205	208	2	1%	0.2	✓	✓	✓	260	275	15	6%	0.9	✓	✓	✓
Teddington	WB	56597-56014	14	0	-14	-100%	5.2	✓	✗	✓	16	0	-16	-100%	5.6	✓	✗	✓
A435 North of Bishop's Cleeve	WB	60429-65846	495	507	11	2%	0.5	✓	✓	✓	618	592	-26	-4%	1.0	✓	✓	✓

Gotherington Fields	WB	29001-56036	42	15	-27	-64%	5.0	✓	✗	✓	50	17	-33	-67%	5.8	✓	✗	✓
Stoke Road	WB	29381-28148	323	321	-2	-1%	0.1	✓	✓	✓	386	366	-20	-5%	1.0	✓	✓	✓

South of Tewkesbury

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
A38 West of Bishop's Cleeve	NB	60395-60398	392	424	32	8%	1.6	✓	✓	✓	468	566	97	21%	4.3	✓	✓	✓
Main Road Stoke Orchard	NB	56435-56704	245	91	-154	-63%	11.9	✗	✗	✗	288	111	-177	-61%	12.5	✗	✗	✗
7036/2 + 7036/1	NB	65494-60415	2189	2242	53	2%	1.1	✓	✓	✓	3001	3084	83	3%	1.5	✓	✓	✓
A435 Bishop's Cleeve	NB	27144-56451	435	421	-13	-3%	0.6	✓	✓	✓	532	521	-10	-2%	0.4	✓	✓	✓
Cheltenham Road	NB	27145-27153	297	316	20	7%	1.1	✓	✓	✓	354	350	-4	-1%	0.2	✓	✓	✓
New Road Bishop's Cleeve	NB	27157-65843	190	270	81	43%	5.3	✓	✗	✓	220	291	70	32%	4.4	✓	✓	✓
A38 West of Bishop's Cleeve	SB	60398-60395	663	663	0	0%	0.0	✓	✓	✓	791	782	-10	-1%	0.4	✓	✓	✓
Main Road Stoke Orchard	SB	56704-56435	197	100	-98	-49%	8.0	✓	✗	✓	229	122	-107	-47%	8.1	✗	✗	✗
7006/1	SB	65496-60394	2851	2960	109	4%	2.0	✓	✓	✓	3863	4045	181	5%	2.9	✓	✓	✓
A435 Bishop's Cleeve	SB	56451-27144	575	605	30	5%	1.2	✓	✓	✓	692	710	17	2%	0.7	✓	✓	✓
Cheltenham Road	SB	27153-27145	482	499	17	4%	0.8	✓	✓	✓	575	563	-12	-2%	0.5	✓	✓	✓
New Road Bishop's Cleeve	SB	65843-27157	225	398	173	77%	9.8	✗	✗	✗	262	444	182	70%	9.7	✗	✗	✗

Uncategorised																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Gloucester Road	NB	28135-29196	351	360	9	3%	0.5	✓	✓	✓	436	423	-13	-3%	0.6	✓	✓	✓
Gloucester Road	SB	29196-28135	371	399	28	7%	1.4	✓	✓	✓	457	451	-6	-1%	0.3	✓	✓	✓
A46 Evesham Road	EB	60448-60449	380	535	155	41%	7.2	✗	✗	✗	568	757	189	33%	7.3	✗	✗	✗
A46 Evesham Road	WB	60449-60448	401	500	99	25%	4.6	✓	✓	✓	577	702	125	22%	4.9	✗	✓	✓
A46 Ashchurch Road	EB	29246-28182	477	479	3	1%	0.1	✓	✓	✓	676	679	3	0%	0.1	✓	✓	✓
A46 Ashchurch Road	WB	28182-29246	557	664	108	19%	4.4	✗	✓	✓	779	916	137	18%	4.7	✗	✓	✓
Ashchurch Rd Tewks	EB	28179-60417	392	404	12	3%	0.6	✓	✓	✓	563	598	36	6%	1.5	✓	✓	✓
Ashchurch Rd Tewks	WB	60417-28179	364	411	47	13%	2.4	✓	✓	✓	472	534	62	13%	2.8	✓	✓	✓
M50/2020B	EB	65512-29413	826	870	43	5%	1.5	✓	✓	✓	1110	1194	84	8%	2.5	✓	✓	✓
M5/7645A	SB	29447-60447	1807	2045	238	13%	5.4	✓	✗	✓	2429	2821	392	16%	7.7	✗	✗	✗
M5/7645B	NB	60446-29446	1445	1504	59	4%	1.5	✓	✓	✓	2020	2102	82	4%	1.8	✓	✓	✓
M5/7812A	SB	60394-60310	2309	2438	129	6%	2.7	✓	✓	✓	3286	3352	66	2%	1.1	✓	✓	✓
M5/7818B	NB	65493-60513	1893	1881	-13	-1%	0.3	✓	✓	✓	2629	2577	-52	-2%	1.0	✓	✓	✓
M5/7821A	SB	60310-60300	1741	1765	25	1%	0.6	✓	✓	✓	2597	2517	-80	-3%	1.6	✓	✓	✓
M5/7845A	SB	65491-60285	2420	2336	-84	-3%	1.7	✓	✓	✓	3302	3216	-86	-3%	1.5	✓	✓	✓
M5/7841B	NB	65511-60299	2040	2146	106	5%	2.3	✓	✓	✓	2849	2845	-4	0%	0.1	✓	✓	✓
M5/7866A	SB	60285-60261	1590	1626	36	2%	0.9	✓	✓	✓	2318	2273	-45	-2%	0.9	✓	✓	✓
M5/7870B	NB	60248-60249	1589	1615	26	2%	0.6	✓	✓	✓	2194	2162	-32	-1%	0.7	✓	✓	✓
M5/7960A	SB	65510-60456	2456	2508	52	2%	1.1	✓	✓	✓	3389	3360	-28	-1%	0.5	✓	✓	✓
M5/7959B	NB	65474-60248	2825	2845	20	1%	0.4	✓	✓	✓	3758	3704	-53	-1%	0.9	✓	✓	✓
M5/7970A	SB	60456-60457	1905	1908	3	0%	0.1	✓	✓	✓	2676	2702	26	1%	0.5	✓	✓	✓
M5/7973B	NB	60092-60455	2101	2099	-3	0%	0.1	✓	✓	✓	2782	2857	75	3%	1.4	✓	✓	✓
M5/7981A	SB	65475-60068	2302	2398	96	4%	2.0	✓	✓	✓	3198	3307	109	3%	1.9	✓	✓	✓
M5/7982B	NB	65476-60092	2633	2653	20	1%	0.4	✓	✓	✓	3494	3553	59	2%	1.0	✓	✓	✓

5290/2	SB	60068-60059	1852	1919	67	4%	1.6	✓	✓	✓	2545	2681	136	5%	2.7	✓	✓	✓
M5/8040A	SB	65477-62395	2053	2239	187	9%	4.0	✓	✓	✓	2814	3072	258	9%	4.7	✓	✓	✓
M5/8040B	NB	65478-60058	2043	2284	242	12%	5.2	✓	✗	✓	2734	3035	301	11%	5.6	✓	✗	✓
5288/2	SB	62395-62368	1971	1958	-13	-1%	0.3	✓	✓	✓	2690	2734	43	2%	0.8	✓	✓	✓
5287/2	NB	62382-62396	1704	1935	231	14%	5.4	✓	✗	✓	2301	2633	332	14%	6.7	✓	✗	✓
M5/7646L	NB	60446-51645	292	286	-6	-2%	0.3	✓	✓	✓	401	352	-49	-12%	2.5	✓	✓	✓
7035/1	SB	60425-60424	466	301	-165	-35%	8.4	✗	✗	✗	556	436	-120	-22%	5.4	✗	✗	✗
7036/1	NB	60415-60420	674	663	-11	-2%	0.4	✓	✓	✓	930	914	-16	-2%	0.5	✓	✓	✓
M5/7821J	SB	60310-60313	585	672	88	15%	3.5	✓	✓	✓	788	836	48	6%	1.7	✓	✓	✓
5293/1	SB	60285-65529	674	711	36	5%	1.4	✓	✓	✓	892	943	51	6%	1.7	✓	✓	✓
M5/7969J	SB	60456-60452	598	600	1	0%	0.1	✓	✓	✓	774	658	-116	-15%	4.3	✓	✓	✓
M5/7973L	NB	60092-65105	535	554	19	4%	0.8	✓	✓	✓	700	696	-3	0%	0.1	✓	✓	✓
5290/1	SB	60068-60064	458	479	21	5%	1.0	✓	✓	✓	607	626	18	3%	0.7	✓	✓	✓
M5/8025K	SB	60062-60059	283	320	37	13%	2.1	✓	✓	✓	384	391	7	2%	0.4	✓	✓	✓
5288/1	SB	62395-62389	276	282	5	2%	0.3	✓	✓	✓	363	338	-25	-7%	1.3	✓	✓	✓
5287/1	NB	62382-62378	341	351	10	3%	0.5	✓	✓	✓	440	432	-8	-2%	0.4	✓	✓	✓
7003/1	SB	29444-52946	754	801	47	6%	1.7	✓	✓	✓	984	1031	47	5%	1.5	✓	✓	✓
7003/2	NB	52946-29444	991	1011	20	2%	0.6	✓	✓	✓	1246	1249	3	0%	0.1	✓	✓	✓
30361812	SB	52946-52944	737	737	0	0%	0.0	✓	✓	✓	930	964	34	4%	1.1	✓	✓	✓
30361813	NB	52944-52946	649	615	-34	-5%	1.4	✓	✓	✓	833	850	17	2%	0.6	✓	✓	✓
30361815	NB	29051-52941	490	522	33	7%	1.5	✓	✓	✓	650	667	16	3%	0.6	✓	✓	✓
30361814	SB	52941-29051	593	535	-58	-10%	2.4	✓	✓	✓	779	686	-93	-12%	3.4	✓	✓	✓
5298/1	SB	65410-65387	1157	1308	150	13%	4.3	✓	✓	✓	1495	1617	122	8%	3.1	✓	✓	✓
5297/2	SB	60286-26034	946	929	-17	-2%	0.6	✓	✓	✓	1250	1180	-70	-6%	2.0	✓	✓	✓
5297/1	NB	26034-60286	626	637	11	2%	0.4	✓	✓	✓	838	908	70	8%	2.4	✓	✓	✓
EAST OF STAUNTON COLEFRD	EB	57373-60027	126	82	-43	-34%	4.2	✓	✓	✓	184	84	-100	-54%	8.6	✓	✗	✓
WINDING WHEEL BREAM	NB	65061-57333	126	112	-14	-11%	1.3	✓	✓	✓	164	135	-29	-18%	2.4	✓	✓	✓
POPES HILL LITTLEDEAN	EB	57324-60100	254	255	2	1%	0.1	✓	✓	✓	303	317	13	4%	0.8	✓	✓	✓

GORSLEY	EB	51608-60368	267	175	-92	-35%	6.2	✓	✗	✓	338	216	-122	-36%	7.3	✗	✗	✗
FOREST ROAD, LYDNEY	NB	60025-57329	139	148	9	7%	0.8	✓	✓	✓	169	175	6	4%	0.5	✓	✓	✓
BREAM ROAD, LYDNEY	NB	57333-65633	149	153	5	3%	0.4	✓	✓	✓	189	184	-5	-2%	0.3	✓	✓	✓
BERKELEY HEATH	NB	28091-28013	235	295	60	25%	3.7	✓	✓	✓	391	337	-55	-14%	2.9	✓	✓	✓
STROUDWATER WEST OF M5	EB	27422-27423	366	393	27	7%	1.4	✓	✓	✓	511	471	-40	-8%	1.8	✓	✓	✓
EAST OF DURSLEY	EB	62455-62408	355	360	5	1%	0.3	✓	✓	✓	438	437	-1	0%	0.1	✓	✓	✓
Longhope Rd Huntley	EB	60109-60113	280	222	-58	-21%	3.7	✓	✓	✓	366	263	-103	-28%	5.8	✗	✗	✗
BRIDGE STREET NEWENT	NB	60369-60470	125	127	3	2%	0.3	✓	✓	✓	191	176	-15	-8%	1.1	✓	✓	✓
New Rd, Wott U Edge	EB	62399-56185	267	275	8	3%	0.5	✓	✓	✓	345	332	-13	-4%	0.7	✓	✓	✓
FIDDLERS ELBOW W CRANHAM	NB	26021-65414	223	306	83	37%	5.1	✓	✗	✓	267	328	61	23%	3.6	✓	✓	✓
PITCHCOMBE	NB	27384-60090	420	441	21	5%	1.0	✓	✓	✓	524	533	9	2%	0.4	✓	✓	✓
Bear Hill W-cheste	NB	56223-28143	450	510	60	13%	2.7	✓	✓	✓	633	616	-17	-3%	0.7	✓	✓	✓
BARNWOOD LINK	NB	56489-26087	1072	1180	108	10%	3.2	✓	✓	✓	1485	1488	3	0%	0.1	✓	✓	✓
CAINSCROSS ROAD, STROUD	EB	27387-64925	425	602	178	42%	7.8	✗	✗	✗	561	663	102	18%	4.1	✗	✓	✓
EBLEY	EB	27393-56250	246	253	8	3%	0.5	✓	✓	✓	310	275	-35	-11%	2.0	✓	✓	✓
Kingsholm rd	NB	56048-27229	329	309	-20	-6%	1.1	✓	✓	✓	406	399	-7	-2%	0.3	✓	✓	✓
HARESFIELD EAST OF M5	NB	28210-28039	156	247	92	59%	6.5	✓	✗	✓	211	316	105	50%	6.5	✗	✗	✗
B4063 Chelt Rd Glos	NB	56119-66706	525	548	23	4%	1.0	✓	✓	✓	667	604	-62	-9%	2.5	✓	✓	✓
LONDON RD GLOUCESTER	EB	56463-56053	158	166	8	5%	0.6	✓	✓	✓	203	173	-31	-15%	2.2	✓	✓	✓
MERRYWALKS STROUD	NB	60085-56269	552	571	19	3%	0.8	✓	✓	✓	728	650	-77	-11%	2.9	✓	✓	✓

HORTON ROAD, GLOS (CC)	NB	27449-27450	265	268	3	1%	0.2	✓	✓	✓	323	415	92	29%	4.8	✓	✓	✓
B4008 Bristol Rd Hardwick	NB	60097-65884	222	222	0	0%	0.0	✓	✓	✓	290	267	-22	-8%	1.3	✓	✓	✓
STROUD ROAD GLOS, NR GRANGE RD (CC)	NB	60117-56511	358	455	97	27%	4.8	✓	✓	✓	514	522	8	2%	0.4	✓	✓	✓
Commercial Road	EB	60209-56068	478	496	18	4%	0.8	✓	✓	✓	609	792	183	30%	6.9	✗	✗	✗
Southgate srt, Glos	SB	27500-27258	433	402	-31	-7%	1.5	✓	✓	✓	559	465	-94	-17%	4.2	✓	✓	✓
GLOUCESTER TRADING EST LINK RD (VALIANT WAY), BROCKWORTH	NB	60246-27586	396	464	68	17%	3.3	✓	✓	✓	548	547	-1	0%	0.0	✓	✓	✓
Secunda Way, Glos	NB	27269-60509	1017	1039	22	2%	0.7	✓	✓	✓	1320	1357	38	3%	1.0	✓	✓	✓
GSWBP Castlemeads	NB	60464-60468	808	819	11	1%	0.4	✓	✓	✓	1057	1062	4	0%	0.1	✓	✓	✓
St Oswalds Rd North	NB	60221-27248	551	564	13	2%	0.5	✓	✓	✓	665	747	82	12%	3.1	✓	✓	✓
ST Oswalds Rd (South)	NB	60218-60220	681	703	22	3%	0.8	✓	✓	✓	841	887	45	5%	1.5	✓	✓	✓
Eastern Ave, South, Gloucester	NB	56093-27020	811	844	33	4%	1.1	✓	✓	✓	971	1170	199	20%	6.1	✗	✗	✗
Priory Rd Glos	EB	60220-56056	400	424	23	6%	1.2	✓	✓	✓	527	482	-45	-9%	2.0	✓	✓	✓
High Street, Tewkesbury	NB	29202-29204	311	319	9	3%	0.5	✓	✓	✓	373	355	-18	-5%	0.9	✓	✓	✓
A40 London Rd Chelt	NB	60330-60339	467	473	5	1%	0.2	✓	✓	✓	617	655	38	6%	1.5	✓	✓	✓
GLOUCESTER ROAD, Cheltenham	NB	27469-56332	528	616	88	17%	3.7	✓	✓	✓	676	858	182	27%	6.6	✗	✗	✗
Ullenwood	EB	26080-26060	393	398	5	1%	0.3	✓	✓	✓	580	578	-2	0%	0.1	✓	✓	✓
UCKINGTON EAST OF M5	EB	60390-65948	950	842	-108	-11%	3.6	✓	✓	✓	1142	1019	-124	-11%	3.8	✓	✓	✓

PEW NORTH CHELTENHAM	NB	27458-27189	662	724	62	9%	2.4	✓	✓	✓	804	933	128	16%	4.3	✗	✓	✓
Hayden Road Chelt	EB	56364-60400	553	588	35	6%	1.5	✓	✓	✓	687	683	-4	-1%	0.2	✓	✓	✓
Kingsditch Lane	NB	27188-56368	452	521	69	15%	3.1	✓	✓	✓	709	706	-3	0%	0.1	✓	✓	✓
Royal Well Rd, Chelt	NB	27516-56381	36	135	99	278%	10.7	✓	✗	✓	75	329	253	337%	17.8	✗	✗	✗
STANTON	NB	60557-56011	125	132	7	5%	0.6	✓	✓	✓	167	229	62	37%	4.4	✓	✓	✓
DILLIES FARM N OF CIREN	NB	60536-68010	240	243	4	2%	0.2	✓	✓	✓	314	354	39	13%	2.2	✓	✓	✓
A435 Rendcomb	NB	65391-65675	185	177	-7	-4%	0.5	✓	✓	✓	237	203	-34	-14%	2.3	✓	✓	✓
KILKENNY SW ANDOVERSFORD	EB	27112-60546	348	355	7	2%	0.4	✓	✓	✓	542	546	4	1%	0.2	✓	✓	✓
CERNEY SPINE RD (WILTS)	EB	65369-62956	261	244	-17	-7%	1.1	✓	✓	✓	408	316	-92	-23%	4.9	✓	✓	✓
SOUTH OF WINCHCOMBE	NB	56452-27160	228	187	-42	-18%	2.9	✓	✓	✓	275	281	5	2%	0.3	✓	✓	✓
BURFORD RD W OF CIREN B/P	NB	65158-60526	205	212	7	3%	0.5	✓	✓	✓	309	326	16	5%	0.9	✓	✓	✓
ASTON SUBEDGE	NB	60583-60584	122	60	-62	-51%	6.5	✓	✗	✓	143	65	-78	-54%	7.6	✓	✗	✓
E of Whelford Turn	EB	65392-62966	196	200	4	2%	0.3	✓	✓	✓	253	220	-33	-13%	2.2	✓	✓	✓
FOSSE MANOR S OF STOW	NB	57163-60566	365	373	8	2%	0.4	✓	✓	✓	552	472	-80	-14%	3.5	✓	✓	✓
B4425 Aldsworth	NB	68009-57119	83	88	5	6%	0.5	✓	✓	✓	109	168	59	54%	5.0	✓	✗	✓
BROADWAY RD, WILLERSEY	NB	52948-29187	88	62	-26	-30%	3.0	✓	✓	✓	112	73	-38	-34%	4.0	✓	✓	✓
NORTH OF BLAKENEY	NB	57327-60051	208	209	1	1%	0.1	✓	✓	✓	290	251	-39	-13%	2.4	✓	✓	✓
LINTON S OF HIGHNAM	EB	60200-60201	550	855	304	55%	11.5	✗	✗	✗	683	1036	353	52%	12.1	✗	✗	✗
WESTBURY ON SEVERN (GPRS)	NB	60100-60102	439	442	3	1%	0.1	✓	✓	✓	546	537	-9	-2%	0.4	✓	✓	✓
TIDENHAM CHASE	NB	57342-65061	76	77	1	1%	0.1	✓	✓	✓	91	100	9	10%	1.0	✓	✓	✓
BRIERLEY NR LYDBROOK	EB	60037-57268	389	396	7	2%	0.4	✓	✓	✓	464	439	-25	-5%	1.2	✓	✓	✓

STEAM MILLS CINDERFORD	NB	60039-60040	470	481	11	2%	0.5	✓	✓	✓	561	509	-53	-9%	2.3	✓	✓	✓
YEW TREE BRAKE CINDERFRD	EB	57307-60036	271	211	-60	-22%	3.9	✓	✓	✓	324	264	-59	-18%	3.5	✓	✓	✓
Whitminster	NB	27426-28095	553	524	-29	-5%	1.2	✓	✓	✓	660	601	-59	-9%	2.4	✓	✓	✓
KINGSHILL DURSLEY	EB	56164-62402	606	627	21	3%	0.8	✓	✓	✓	723	672	-51	-7%	1.9	✓	✓	✓
Estcourt Road	EB	27232-27213	450	463	14	3%	0.6	✓	✓	✓	537	563	27	5%	1.1	✓	✓	✓
St Oswalds Rd	EB	56525-27236	802	761	-41	-5%	1.5	✓	✓	✓	957	961	3	0%	0.1	✓	✓	✓
DR NEWTONS WAY, STROUD	EB	27343-26002	571	588	17	3%	0.7	✓	✓	✓	682	673	-9	-1%	0.3	✓	✓	✓
Stroud rd S	NB	27436-27194	615	603	-11	-2%	0.5	✓	✓	✓	734	668	-66	-9%	2.5	✓	✓	✓
The Quay	NB	60214-60210	349	346	-3	-1%	0.1	✓	✓	✓	417	475	59	14%	2.8	✓	✓	✓
Elmore Lane, Quedg	NB	27499-60120	763	769	6	1%	0.2	✓	✓	✓	910	916	6	1%	0.2	✓	✓	✓
LONDON RD GLOS (CC)	EB	27219-27448	518	562	44	9%	1.9	✓	✓	✓	618	602	-16	-3%	0.6	✓	✓	✓
COLE AVE GLOS (CC)	EB	60123-27433	580	605	25	4%	1.0	✓	✓	✓	692	815	123	18%	4.5	✗	✓	✓
Chelt SW link	NB	27042-27091	485	489	4	1%	0.2	✓	✓	✓	579	512	-67	-12%	2.9	✓	✓	✓
Park end rd	NB	60149-27277	409	402	-7	-2%	0.4	✓	✓	✓	489	530	41	8%	1.8	✓	✓	✓
North Upton Lane	NB	27025-65415	423	367	-56	-13%	2.8	✓	✓	✓	505	379	-126	-25%	6.0	✗	✗	✗
NORTH OF COATES	EB	57039-57038	625	582	-42	-7%	1.7	✓	✓	✓	746	737	-9	-1%	0.3	✓	✓	✓
POOLE WAY, CHELT	EB	27508-60344	366	403	37	10%	1.9	✓	✓	✓	436	533	97	22%	4.4	✓	✓	✓
SALTBOX SHEEPSCOMBE	NB	26008-65408	74	97	24	32%	2.6	✓	✓	✓	88	105	17	19%	1.7	✓	✓	✓
BATH ROAD CHELT (BC)	NB	26057-60323	377	348	-29	-8%	1.5	✓	✓	✓	451	431	-20	-4%	0.9	✓	✓	✓
St Johns Avenue	NB	60351-27161	247	239	-7	-3%	0.5	✓	✓	✓	294	336	42	14%	2.4	✓	✓	✓
Evesham road	NB	56454-65876	352	309	-43	-12%	2.4	✓	✓	✓	420	431	11	3%	0.6	✓	✓	✓
PRESTBURY RD CHELT (BC)	NB	27134-56419	251	216	-35	-14%	2.3	✓	✓	✓	300	277	-23	-8%	1.4	✓	✓	✓

ST GEORGES RD CHELT (BC)	NB	27454-27453	112	51	-61	-54%	6.7	✓	✗	✓	134	74	-60	-44%	5.8	✓	✗	✓
IMPERIAL SQ CHELT (BC)	WB	56596-60328	619	648	28	5%	1.1	✓	✓	✓	739	759	20	3%	0.7	✓	✓	✓
Ambrose Str, Chelt	NB	27510-27509	209	62	-147	-70%	12.6	✗	✗	✗	249	82	-167	-67%	13.0	✗	✗	✗
North Place	NB	60352-27163	30	46	15	50%	2.5	✓	✓	✓	36	143	107	295%	11.3	✗	✗	✗
St Georges Place	NB	27514-27511	88	25	-63	-72%	8.4	✓	✗	✓	105	42	-63	-60%	7.3	✓	✗	✓
NORTH OF WINCHCOMBE	NB	60555-56041	141	103	-38	-27%	3.4	✓	✓	✓	169	179	11	6%	0.8	✓	✓	✓
WATERMOOR RD CIRENCESTER	NB	27543-27534	1077	1115	38	4%	1.2	✓	✓	✓	1286	1437	151	12%	4.1	✓	✓	✓
W Chesterton lane	NB	27571-27546	1184	1203	20	2%	0.6	✓	✓	✓	1413	1515	102	7%	2.7	✓	✓	✓
Longborough	NB	57199-57193	131	148	17	13%	1.5	✓	✓	✓	156	182	26	17%	2.0	✓	✓	✓
South Stow	NB	60567-60568	519	530	11	2%	0.5	✓	✓	✓	620	691	71	12%	2.8	✓	✓	✓
NORTH OF MORETON	NB	57210-57211	275	284	9	3%	0.5	✓	✓	✓	328	373	45	14%	2.4	✓	✓	✓
Lydney Bypass	NB	57341-57334	167	147	-20	-12%	1.6	✓	✓	✓	199	181	-18	-9%	1.3	✓	✓	✓
THE ASH PATH, UPTON ST. LEONARDS	NB	26044-56104	42	56	13	32%	1.9	✓	✓	✓	49	65	16	32%	2.1	✓	✓	✓
THE GREEN	NB	56434-56635	13	1	-12	-90%	4.4	✓	✓	✓	16	1	-15	-92%	5.0	✓	✗	✓
EAST OF STAUNTON COLEFRD	WB	60027-57373	91	0	-91	-100%	13.5	✓	✗	✓	147	0	-147	-100%	17.2	✗	✗	✗
WINDING WHEEL BREAM	SB	57333-65061	141	120	-21	-15%	1.9	✓	✓	✓	177	144	-33	-19%	2.6	✓	✓	✓
POPES HILL LITTLEDEAN	WB	60100-57324	144	149	5	3%	0.4	✓	✓	✓	186	190	4	2%	0.3	✓	✓	✓
GORSLEY	WB	60368-51608	215	151	-64	-30%	4.7	✓	✓	✓	283	169	-114	-40%	7.6	✗	✗	✗
FOREST ROAD, LYDNEY	SB	57329-60025	114	111	-3	-2%	0.3	✓	✓	✓	139	137	-2	-1%	0.1	✓	✓	✓
BREAM ROAD, LYDNEY	SB	65633-57333	188	157	-30	-16%	2.3	✓	✓	✓	228	186	-42	-18%	2.9	✓	✓	✓
Berkeley Heath	SB	28013-28091	367	569	202	55%	9.4	✗	✗	✗	516	611	95	18%	4.0	✓	✓	✓

STROUDWATER WEST OF M5	WB	27423-27422	318	326	8	2%	0.4	✓	✓	✓	484	446	-38	-8%	1.8	✓	✓	✓
EAST OF DURSLEY	WB	62408-62455	224	232	8	3%	0.5	✓	✓	✓	283	301	19	7%	1.1	✓	✓	✓
Longhope Rd Huntley	WB	60113-60109	196	200	4	2%	0.3	✓	✓	✓	278	245	-33	-12%	2.0	✓	✓	✓
BRIDGE STREET NEWENT	SB	60470-60369	125	133	8	7%	0.7	✓	✓	✓	191	192	1	1%	0.1	✓	✓	✓
New Rd, Wott U Edge	WB	56185-62399	355	364	10	3%	0.5	✓	✓	✓	439	432	-7	-2%	0.3	✓	✓	✓
FIDDLERS ELBOW W CRANHAM	SB	65414-26021	185	167	-18	-10%	1.3	✓	✓	✓	225	206	-20	-9%	1.4	✓	✓	✓
PITCHCOMBE	SB	60090-27384	461	544	83	18%	3.7	✓	✓	✓	586	655	68	12%	2.7	✓	✓	✓
Bear Hill W-cheste	SB	28143-56223	410	493	83	20%	3.9	✓	✓	✓	583	614	32	5%	1.3	✓	✓	✓
BARNWOOD LINK	SB	58004-56489	1324	1342	18	1%	0.5	✓	✓	✓	1800	1650	-150	-8%	3.6	✓	✓	✓
CAINSCROSS ROAD, STROUD	WB	64925-27387	422	543	120	29%	5.5	✗	✗	✗	548	601	53	10%	2.2	✓	✓	✓
EBLEY	WB	56250-27393	343	341	-2	-1%	0.1	✓	✓	✓	423	349	-74	-17%	3.8	✓	✓	✓
Kingsholm rd	SB	27229-56048	570	584	14	3%	0.6	✓	✓	✓	686	632	-53	-8%	2.1	✓	✓	✓
HARESFIELD EAST OF M5	SB	28039-28210	286	285	-1	0%	0.0	✓	✓	✓	387	342	-45	-12%	2.4	✓	✓	✓
B4063 Chelt Rd Glos	SB	66706-56119	576	567	-10	-2%	0.4	✓	✓	✓	724	629	-95	-13%	3.7	✓	✓	✓
LONDON RD GLOUCESTER	WB	56053-56463	454	481	27	6%	1.3	✓	✓	✓	561	542	-18	-3%	0.8	✓	✓	✓
MERRYWALKS STROUD	SB	56269-60085	574	562	-12	-2%	0.5	✓	✓	✓	753	591	-163	-22%	6.3	✗	✗	✗
HORTON ROAD, GLOS (CC)	SB	27450-27449	124	150	26	21%	2.2	✓	✓	✓	156	227	70	45%	5.1	✓	✗	✓
B4008 Bristol Rd Hardwick	SB	65884-60097	265	323	58	22%	3.4	✓	✓	✓	339	476	137	40%	6.8	✗	✗	✗
STROUD ROAD GLOS, NR GRANGE RD (CC)	SB	56511-60118	298	399	100	34%	5.4	✗	✗	✗	431	475	43	10%	2.0	✓	✓	✓

Commercial Road	WB	56068-60209	253	256	3	1%	0.2	✓	✓	✓	336	417	81	24%	4.2	✓	✓	✓
Southgate srt, Glos	NB	27258-27500	304	310	5	2%	0.3	✓	✓	✓	409	450	41	10%	2.0	✓	✓	✓
GLOUCESTER TRADING EST LINK RD (VALIANT WAY), BROCKWORTH	SB	60255-60247	449	446	-3	-1%	0.2	✓	✓	✓	601	544	-57	-9%	2.4	✓	✓	✓
Secunda Way, Glos	SB	60509-27269	564	589	25	4%	1.0	✓	✓	✓	732	849	116	16%	4.1	✗	✓	✓
GSWBP Castlemeads	SB	60468-60464	531	552	21	4%	0.9	✓	✓	✓	675	676	1	0%	0.1	✓	✓	✓
St Oswalds Rd North	SB	27247-60221	754	814	60	8%	2.2	✓	✓	✓	902	1069	167	18%	5.3	✗	✗	✗
ST Oswalds Rd (South)	SB	60220-60213	893	910	17	2%	0.6	✓	✓	✓	1060	1133	73	7%	2.2	✓	✓	✓
Eastern Ave, South, Gloucester	SB	27019-27017	667	820	153	23%	5.6	✗	✗	✗	813	1080	267	33%	8.7	✗	✗	✗
Priory Rd Glos	WB	56056-60220	485	381	-104	-22%	5.0	✗	✗	✗	632	406	-226	-36%	9.9	✗	✗	✗
High Street, Tewkesbury	SB	29204-29202	446	448	2	0%	0.1	✓	✓	✓	533	486	-47	-9%	2.1	✓	✓	✓
A40 London Rd Chelt	SB	60339-60330	650	698	48	7%	1.9	✓	✓	✓	816	831	15	2%	0.5	✓	✓	✓
GLOUCESTER ROAD, Cheltenham	SB	56332-27469	703	723	20	3%	0.7	✓	✓	✓	865	951	86	10%	2.9	✓	✓	✓
Ullenwood	WB	26060-26080	306	303	-3	-1%	0.2	✓	✓	✓	412	466	53	13%	2.5	✓	✓	✓
UCKINGTON EAST OF M5	WB	65948-60390	504	600	96	19%	4.1	✓	✓	✓	622	749	127	20%	4.9	✗	✓	✓
PEW NORTH CHELTENHAM	SB	27189-27458	775	781	5	1%	0.2	✓	✓	✓	926	1010	84	9%	2.7	✓	✓	✓
Hayden Road Chelt	WB	60400-56364	281	270	-11	-4%	0.6	✓	✓	✓	350	305	-46	-13%	2.5	✓	✓	✓
Kingsditch Lane	SB	56368-27188	470	472	2	0%	0.1	✓	✓	✓	713	722	9	1%	0.3	✓	✓	✓

Royal Well Rd, Chelt	SB	56382-56383	3	8	4	137%	1.9	✓	✓	✓	9	49	40	440%	7.4	✓	✗	✓
STANTON	SB	56011-60557	130	131	0	0%	0.0	✓	✓	✓	175	239	64	37%	4.5	✓	✓	✓
DILLIES FARM N OF CIREN	SB	68010-60536	280	300	21	7%	1.2	✓	✓	✓	353	375	22	6%	1.1	✓	✓	✓
A435 Rendcomb	SB	65675-65391	279	278	-1	-1%	0.1	✓	✓	✓	340	318	-22	-6%	1.2	✓	✓	✓
KILKENNY SW ANDOVERSFORD	WB	60546-27112	279	276	-2	-1%	0.1	✓	✓	✓	392	441	49	12%	2.4	✓	✓	✓
CERNEY SPINE RD (WILTS)	WB	62956-65369	385	391	6	2%	0.3	✓	✓	✓	563	464	-99	-18%	4.4	✓	✓	✓
SOUTH OF WINCHCOMBE	SB	27160-56452	367	296	-71	-19%	3.9	✓	✓	✓	434	421	-13	-3%	0.6	✓	✓	✓
BURFORD RD W OF CIREN B/P	SB	60526-65158	531	499	-32	-6%	1.4	✓	✓	✓	697	615	-82	-12%	3.2	✓	✓	✓
ASTON SUBEDGE	SB	60584-60583	89	108	19	21%	1.9	✓	✓	✓	106	123	17	16%	1.5	✓	✓	✓
E of Whelford Turn	WB	62966-65392	149	148	-1	-1%	0.1	✓	✓	✓	196	171	-24	-12%	1.8	✓	✓	✓
FOSSE MANOR S OF STOW	SB	60566-57163	346	374	28	8%	1.5	✓	✓	✓	524	446	-79	-15%	3.6	✓	✓	✓
B4425 Aldsworth	SB	57119-68009	81	77	-4	-5%	0.4	✓	✓	✓	104	166	63	61%	5.4	✓	✗	✓
BROADWAY RD, WILLERSEY	SB	29187-52948	117	59	-58	-50%	6.2	✓	✗	✓	145	74	-71	-49%	6.8	✓	✗	✓
NORTH OF BLAKENEY	SB	60051-57327	119	122	3	2%	0.2	✓	✓	✓	196	154	-42	-22%	3.2	✓	✓	✓
LINTON S OF HIGHNAM	WB	60201-60200	450	540	90	20%	4.1	✓	✓	✓	605	670	65	11%	2.6	✓	✓	✓
WESTBURY ON SEVERN (GPRS)	SB	60102-60100	229	234	4	2%	0.3	✓	✓	✓	317	297	-21	-6%	1.2	✓	✓	✓
TIDENHAM CHASE	SB	65061-57342	121	122	1	1%	0.1	✓	✓	✓	145	165	21	14%	1.6	✓	✓	✓
BRIERLEY NR LYDBROOK	WB	57268-60037	272	278	6	2%	0.3	✓	✓	✓	325	322	-3	-1%	0.2	✓	✓	✓
STEAM MILLS CINDERFORD	SB	60040-60039	533	545	13	2%	0.6	✓	✓	✓	636	582	-54	-8%	2.2	✓	✓	✓
YEW TREE BRAKE CINDERFRD	WB	60036-57307	241	188	-53	-22%	3.6	✓	✓	✓	288	236	-52	-18%	3.2	✓	✓	✓
Whitminster	SB	28096-27427	188	194	6	3%	0.4	✓	✓	✓	224	267	43	19%	2.7	✓	✓	✓

KINGSHILL DURSLEY	WB	62402-56164	537	547	10	2%	0.4	✓	✓	✓	641	580	-61	-10%	2.5	✓	✓	✓
Estcourt Road	WB	27212-27234	441	459	18	4%	0.8	✓	✓	✓	527	547	20	4%	0.9	✓	✓	✓
St Oswalds Rd	WB	27230-56526	994	1024	30	3%	1.0	✓	✓	✓	1186	1267	80	7%	2.3	✓	✓	✓
DR NEWTONS WAY, STROUD	WB	26002-27343	512	578	66	13%	2.8	✓	✓	✓	611	642	31	5%	1.3	✓	✓	✓
Stroud rd S	SB	27194-27436	504	518	14	3%	0.6	✓	✓	✓	602	588	-14	-2%	0.6	✓	✓	✓
The Quay	SB	56074-60214	772	791	18	2%	0.7	✓	✓	✓	922	1077	155	17%	4.9	✗	✓	✓
LONDON RD GLOS (CC)	WB	27448-27219	520	524	4	1%	0.2	✓	✓	✓	621	578	-43	-7%	1.8	✓	✓	✓
COLE AVE GLOS (CC)	WB	27433-60123	750	772	22	3%	0.8	✓	✓	✓	895	983	88	10%	2.9	✓	✓	✓
Chelt SW link	SB	27091-27042	234	286	52	22%	3.2	✓	✓	✓	279	309	30	11%	1.7	✓	✓	✓
Park end rd	SB	27277-60149	285	273	-12	-4%	0.7	✓	✓	✓	340	337	-3	-1%	0.2	✓	✓	✓
North Upton Lane	SB	65415-27025	288	253	-35	-12%	2.2	✓	✓	✓	344	258	-86	-25%	5.0	✓	✓	✓
POOLE WAY, CHELT	WB	60344-27508	498	501	2	0%	0.1	✓	✓	✓	595	705	110	18%	4.3	✗	✓	✓
SALTBOX SHEEPSCOMBE	SB	65408-26008	61	72	11	17%	1.3	✓	✓	✓	73	85	12	16%	1.4	✓	✓	✓
BATH ROAD CHELT (BC)	SB	60323-26057	341	326	-14	-4%	0.8	✓	✓	✓	407	428	21	5%	1.1	✓	✓	✓
St Johns Avenue	SB	27161-60351	645	696	52	8%	2.0	✓	✓	✓	770	900	131	17%	4.5	✗	✓	✓
Evesham road	SB	65876-56454	498	430	-68	-14%	3.2	✓	✓	✓	594	542	-53	-9%	2.2	✓	✓	✓
PRESTBURY RD CHELT (BC)	SB	56419-27134	430	479	49	11%	2.3	✓	✓	✓	513	575	62	12%	2.7	✓	✓	✓
ST GEORGES RD CHELT (BC)	SB	27453-27454	482	331	-152	-31%	7.5	✗	✗	✗	575	344	-231	-40%	10.8	✗	✗	✗
IMPERIAL SQ CHELT (BC)	EB	60328-56596	201	43	-158	-78%	14.3	✗	✗	✗	240	48	-192	-80%	16.0	✗	✗	✗
Ambrose Str, Chelt	SB	27509-27510	502	394	-107	-21%	5.1	✗	✗	✗	599	560	-39	-7%	1.6	✓	✓	✓
North Place	SB	27163-60352	52	56	4	9%	0.6	✓	✓	✓	62	89	27	44%	3.1	✓	✓	✓
St Georges Place	SB	27511-27514	117	110	-7	-6%	0.7	✓	✓	✓	140	137	-4	-3%	0.3	✓	✓	✓

NORTH OF WINCHCOMBE	SB	56041-60555	209	142	-67	-32%	5.1	✓	✗	✓	249	240	-9	-4%	0.6	✓	✓	✓
WATERMOOR RD CIRENCESTER	SB	27533-27540	1561	1462	-99	-6%	2.5	✓	✓	✓	1863	1703	-160	-9%	3.8	✓	✓	✓
W Chesterton lane	SB	57176-27550	1221	1170	-51	-4%	1.5	✓	✓	✓	1458	1496	38	3%	1.0	✓	✓	✓
Longborough	SB	57193-57199	201	267	66	33%	4.3	✓	✓	✓	240	323	84	35%	5.0	✓	✓	✓
SOUTH STOW	SB	60568-60567	610	646	36	6%	1.4	✓	✓	✓	728	803	75	10%	2.7	✓	✓	✓
NORTH OF MORETON	SB	57211-57210	243	271	28	11%	1.7	✓	✓	✓	290	351	61	21%	3.4	✓	✓	✓
LYDNEY BYPASS	SB	57334-57341	174	172	-2	-1%	0.2	✓	✓	✓	208	215	8	4%	0.5	✓	✓	✓
THE ASH PATH, UPTON ST. LEONARDS	SB	56104-26044	98	59	-39	-40%	4.4	✓	✓	✓	115	71	-44	-38%	4.5	✓	✓	✓
A429 S of Moreton	NB	57198-64942	282	289	7	2%	0.4	✓	✓	✓	394	397	3	1%	0.1	✓	✓	✓
A429 S of Moreton	SB	64942-57198	247	274	27	11%	1.7	✓	✓	✓	362	369	7	2%	0.4	✓	✓	✓
A429 N NORTHLEACH	NB	65128-60561	251	256	5	2%	0.3	✓	✓	✓	342	350	7	2%	0.4	✓	✓	✓
A429 N NORTHLEACH	SB	60561-65128	235	261	26	11%	1.7	✓	✓	✓	324	328	3	1%	0.2	✓	✓	✓
BARNWOOD ROAD (CC)	WB	56495-27203	299	597	298	99%	14.1	✗	✗	✗	357	638	281	79%	12.6	✗	✗	✗
BARNWOOD ROAD (CC)	EB	27203-56495	317	398	80	25%	4.2	✓	✓	✓	379	438	59	15%	2.9	✓	✓	✓

6.4.1.2 New Counts

Additional Counts																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M5/7970B	Northbound	60092-60455	2101	2099	-3	0%	0.1	✓	✓	✓	2724	2857	133	5%	2.5	✓	✓	✓
M5/7978A	Southbound	60457-65475	2097	2398	301	14%	6.4	✓	✗	✓	3187	3307	119	4%	2.1	✓	✓	✓
M5/7969J	Southbound	60456-60452	598	600	1	0%	0.1	✓	✓	✓	917	658	-259	-28%	9.2	✗	✗	✗
M5/7974A	Southbound	60456-60457	1905	1908	3	0%	0.1	✓	✓	✓	2436	2702	266	11%	5.2	✓	✗	✓

M5/7823M	Northbound	60308-60309	426	300	-126	-30%	6.6	x	x	x	647	447	-200	-31%	8.6	x	x	x
M5/7650B	Northbound	65497-60446	1759	1790	31	2%	0.7	✓	✓	✓	2231	2453	223	10%	4.6	✓	✓	✓
30360100	Northbound	60250-60256	359	586	228	64%	10.5	x	x	x	545	703	158	29%	6.3	x	x	x
5301/1	Northbound	65470-60540	660	740	80	12%	3.0	✓	✓	✓	978	1051	73	7%	2.3	✓	✓	✓
5298/1	Southbound	65410-65387	1157	1308	150	13%	4.3	✓	✓	✓	1314	1617	302	23%	7.9	x	x	x
5297/2	Southbound	60286-26034	946	929	-17	-2%	0.6	✓	✓	✓	1160	1180	20	2%	0.6	✓	✓	✓
5297/1	Northbound	26034-60286	626	637	11	2%	0.4	✓	✓	✓	840	908	68	8%	2.3	✓	✓	✓
5289/2	Northbound	60058-60069	1597	1981	384	24%	9.1	x	x	x	2427	2670	242	10%	4.8	✓	✓	✓
5289/1	Northbound	60058-60061	211	303	93	44%	5.8	✓	x	✓	320	366	45	14%	2.5	✓	✓	✓
5292/1	Northbound	60248-60250	864	1230	366	42%	11.3	x	x	x	1314	1543	229	17%	6.1	x	x	x
7005/2	Northbound	56017-56016	700	647	-52	-7%	2.0	✓	✓	✓	689	856	167	24%	6.0	x	x	x
7005/1	Southbound	56016-56017	449	531	82	18%	3.7	✓	✓	✓	732	730	-2	0%	0.1	✓	✓	✓
7036/2	Northbound	60415-60421	1271	1579	307	24%	8.1	x	x	x	1932	2170	238	12%	5.3	✓	x	✓
7036/1	Northbound	60415-60420	674	663	-11	-2%	0.4	✓	✓	✓	1092	914	-179	-16%	5.6	x	x	x
M5/7645A	Southbound	29447-60447	1807	2045	238	13%	5.4	✓	x	✓	2374	2821	446	19%	8.8	x	x	x
M5/7646L	Northbound	60446-51645	292	286	-6	-2%	0.3	✓	✓	✓	340	352	11	3%	0.6	✓	✓	✓
M5/7860A	Southbound	60285-60261	1590	1626	36	2%	0.9	✓	✓	✓	2234	2273	39	2%	0.8	✓	✓	✓
M5/7523A	Southbound	29431-51646	2159	2339	179	8%	3.8	✓	✓	✓	2654	3330	676	25%	12.4	x	x	x
M5/7571B	Northbound	29423-51885	1941	1962	21	1%	0.5	✓	✓	✓	2482	2735	253	10%	5.0	✓	✓	✓
7006/1	Southbound	65496-60394	2851	2960	109	4%	2.0	✓	✓	✓	3855	4045	189	5%	3.0	✓	✓	✓
M5/8031B	Northbound	65478-60058	2043	2284	242	12%	5.2	✓	x	✓	2707	3035	329	12%	6.1	✓	x	✓
M5/8031A	Southbound	60059-65477	1707	2239	532	31%	12.0	x	x	x	2594	3072	477	18%	9.0	x	x	x
5122/1	Northbound	65494-60415	2189	2242	53	2%	1.1	✓	✓	✓	3025	3084	59	2%	1.1	✓	✓	✓
30360101	Southbound	60276-60261	698	881	184	26%	6.5	x	x	x	1060	1087	26	2%	0.8	✓	✓	✓
M5/7632J	Southbound	51646-29414	339	294	-45	-13%	2.5	✓	✓	✓	516	509	-7	-1%	0.3	✓	✓	✓
M5/8025K	Southbound	60062-60059	283	320	37	13%	2.1	✓	✓	✓	342	391	49	14%	2.6	✓	✓	✓
M5/7828A	Southbound	60310-60300	1741	1765	25	1%	0.6	✓	✓	✓	2497	2517	20	1%	0.4	✓	✓	✓
M5/7828K	Southbound	60312-60300	505	571	66	13%	2.8	✓	✓	✓	768	699	-68	-9%	2.5	✓	✓	✓
30360102	Northbound	60250-60279	463	644	180	39%	7.7	x	x	x	704	840	136	19%	4.9	x	✓	✓
M5/7645B	Northbound	60446-29446	1445	1504	59	4%	1.5	✓	✓	✓	1759	2102	342	19%	7.8	x	x	x

99186741	NE	57295-57504	21	58	36	172%	5.8	✓	✗	✓	29	66	37	128%	5.4	✓	✗	✓
99186741	SW	57504-57295	23	56	34	150%	5.4	✓	✗	✓	31	61	30	97%	4.4	✓	✓	✓
99186743	NW	57332-57292	23	0	-23	-100%	6.8	✓	✗	✓	32	0	-32	-100%	8.0	✓	✗	✓
99186743	SE	57292-57332	25	0	-25	-100%	7.0	✓	✗	✓	34	0	-34	-100%	8.2	✓	✗	✓
99186745	N	56048-27229	329	309	-20	-6%	1.1	✓	✓	✓	462	399	-62	-14%	3.0	✓	✓	✓
99186745	S	27229-56048	570	584	14	3%	0.6	✓	✓	✓	764	632	-132	-17%	5.0	✗	✓	✓
99186747	E	57523-57198	28	0	-28	-100%	7.5	✓	✗	✓	38	0	-38	-100%	8.7	✓	✗	✓
99186747	W	57198-57523	35	0	-35	-100%	8.4	✓	✗	✓	48	0	-48	-100%	9.7	✓	✗	✓
99186748	NW	56106-56107	57	0	-56	-100%	10.6	✓	✗	✓	77	0	-77	-100%	12.4	✓	✗	✓
99186748	SE	56107-56106	36	0	-36	-100%	8.5	✓	✗	✓	49	0	-49	-100%	9.9	✓	✗	✓
99186760	NW	28173-56156	49	72	22	45%	2.9	✓	✓	✓	67	87	20	29%	2.3	✓	✓	✓
99186760	SE	56156-28173	10	69	59	558%	9.3	✓	✗	✓	14	79	65	454%	9.5	✓	✗	✓
99186762	NW	28172-28173	105	72	-33	-31%	3.5	✓	✓	✓	142	87	-55	-39%	5.2	✓	✗	✓
99186762	SE	28173-28172	83	69	-14	-17%	1.6	✓	✓	✓	113	79	-34	-30%	3.5	✓	✓	✓
99186767	N	28001-28002	70	27	-43	-61%	6.1	✓	✗	✓	95	42	-53	-55%	6.4	✓	✗	✓
99186767	S	28002-28001	93	38	-55	-59%	6.8	✓	✗	✓	126	54	-72	-57%	7.6	✓	✗	✓
99186768	NE	56908-26053	289	369	80	28%	4.4	✓	✓	✓	394	408	14	4%	0.7	✓	✓	✓
99186768	SW	26053-56908	246	363	117	47%	6.7	✗	✗	✗	335	405	70	21%	3.6	✓	✓	✓
99186771	NE	27037-60301	290	473	183	63%	9.4	✗	✗	✗	395	615	220	56%	9.8	✗	✗	✗
99186771	SW	60301-27037	194	337	143	74%	8.8	✗	✗	✗	264	399	134	51%	7.4	✗	✗	✗
99186773	N	28146-56222	136	183	46	34%	3.7	✓	✓	✓	186	221	36	19%	2.5	✓	✓	✓
99186773	S	56222-28146	244	389	146	60%	8.2	✗	✗	✗	332	430	98	30%	5.0	✓	✗	✓
99186775	E	28067-56216	382	434	52	14%	2.6	✓	✓	✓	520	507	-13	-3%	0.6	✓	✓	✓
99186775	W	56216-28067	329	344	15	5%	0.8	✓	✓	✓	447	417	-30	-7%	1.5	✓	✓	✓
99186776	NW	28065-28196	235	275	40	17%	2.5	✓	✓	✓	321	326	5	2%	0.3	✓	✓	✓
99186776	SE	28196-28065	352	383	31	9%	1.6	✓	✓	✓	479	453	-26	-5%	1.2	✓	✓	✓
99186782	NE	60029-60030	103	90	-13	-13%	1.4	✓	✓	✓	140	111	-29	-21%	2.6	✓	✓	✓
99186782	SW	60030-60029	75	93	18	24%	2.0	✓	✓	✓	102	119	17	17%	1.6	✓	✓	✓
99186784	N	57342-65061	76	77	1	1%	0.1	✓	✓	✓	151	100	-51	-34%	4.5	✓	✓	✓

99186784	S	65061-57342	121	122	1	1%	0.1	✓	✓	✓	225	165	-60	-27%	4.3	✓	✓	✓
99186797	E	56242-56244	143	120	-23	-16%	2.0	✓	✓	✓	195	209	15	8%	1.0	✓	✓	✓
99186797	W	56244-56242	174	344	170	98%	10.6	✗	✗	✗	237	422	185	78%	10.2	✗	✗	✗
99186813	E	60115-56583	424	480	56	13%	2.6	✓	✓	✓	577	578	2	0%	0.1	✓	✓	✓
99186813	W	56583-60115	241	243	1	1%	0.1	✓	✓	✓	329	309	-20	-6%	1.1	✓	✓	✓
99186817	NE	56583-60200	432	551	119	28%	5.4	✗	✗	✗	588	656	68	12%	2.7	✓	✓	✓
99186817	SW	60200-56583	260	274	14	5%	0.8	✓	✓	✓	355	345	-10	-3%	0.5	✓	✓	✓
99186827	NE	26030-26031	15	254	239	1646%	20.7	✗	✗	✗	20	260	240	1214%	20.3	✗	✗	✗
99186827	SW	26031-26030	9	13	4	42%	1.2	✓	✓	✓	12	16	4	32%	1.0	✓	✓	✓
99186828	NE	26035-26036	15	28	13	91%	2.9	✓	✓	✓	20	30	10	49%	2.0	✓	✓	✓
99186828	SW	26036-26035	8	8	0	0%	0.0	✓	✓	✓	11	9	-2	-14%	0.5	✓	✓	✓
99186831	E	26064-26026	42	0	-42	-100%	9.2	✓	✗	✓	57	0	-57	-100%	10.6	✓	✗	✓
99186831	W	26026-26064	36	0	-36	-100%	8.4	✓	✗	✓	49	0	-48	-100%	9.8	✓	✗	✓
99186833	NE	27106-27104	519	520	2	0%	0.1	✓	✓	✓	450	627	178	39%	7.7	✗	✗	✗
99186833	SW	27104-27106	494	498	4	1%	0.2	✓	✓	✓	557	614	57	10%	2.3	✓	✓	✓
99186835	NW	27449-27225	183	194	11	6%	0.8	✓	✓	✓	249	255	6	2%	0.4	✓	✓	✓
99186835	SE	27225-27449	209	133	-76	-36%	5.8	✓	✗	✓	285	195	-90	-32%	5.8	✓	✗	✓
99186836	N	27429-56604	286	379	93	32%	5.1	✓	✗	✓	390	480	90	23%	4.3	✓	✓	✓
99186836	S	56604-27429	269	269	0	0%	0.0	✓	✓	✓	366	339	-26	-7%	1.4	✓	✓	✓
99186837	N	56092-56090	427	382	-44	-10%	2.2	✓	✓	✓	482	485	3	1%	0.1	✓	✓	✓
99186837	S	56090-56092	287	324	38	13%	2.2	✓	✓	✓	372	407	35	9%	1.8	✓	✓	✓
99186838	NE	65423-26057	262	276	14	5%	0.8	✓	✓	✓	357	337	-20	-6%	1.1	✓	✓	✓
99186838	SW	26057-65423	291	311	20	7%	1.1	✓	✓	✓	397	415	18	5%	0.9	✓	✓	✓
99186839	NE	56344-65423	464	637	173	37%	7.4	✗	✗	✗	631	765	133	21%	5.0	✗	✗	✗
99186839	SW	65423-56344	438	577	139	32%	6.2	✗	✗	✗	596	702	105	18%	4.1	✗	✓	✓
99186841	NW	26056-65423	225	268	43	19%	2.8	✓	✓	✓	306	286	-20	-6%	1.2	✓	✓	✓
99186841	SE	65423-26056	168	231	63	37%	4.4	✓	✓	✓	229	262	32	14%	2.1	✓	✓	✓
99186853	E	56415-65677	297	384	87	29%	4.7	✓	✓	✓	538	471	-67	-13%	3.0	✓	✓	✓
99186853	NW	65677-56415	296	437	141	48%	7.4	✗	✗	✗	509	527	18	3%	0.8	✓	✓	✓
1006	N	57333-65061	141	120	-21	-15%	1.9	✓	✓	✓	197	144	-54	-27%	4.1	✓	✓	✓

1006	S	65061-57333	126	112	-14	-11%	1.3	✓	✓	✓	188	135	-53	-28%	4.1	✓	✓	✓
2003	E	57324-60100	254	255	2	1%	0.1	✓	✓	✓	291	317	26	9%	1.5	✓	✓	✓
2003	W	60100-57324	144	149	5	3%	0.4	✓	✓	✓	201	190	-11	-5%	0.8	✓	✓	✓
3014	N	65840-65839	230	235	5	2%	0.3	✓	✓	✓	394	315	-79	-20%	4.2	✓	✓	✓
3014	S	65839-65840	313	321	8	3%	0.5	✓	✓	✓	452	425	-27	-6%	1.3	✓	✓	✓
3016	N	60369-60470	125	127	3	2%	0.3	✓	✓	✓	225	176	-48	-22%	3.4	✓	✓	✓
3016	S	60470-60369	125	133	8	7%	0.7	✓	✓	✓	218	192	-26	-12%	1.8	✓	✓	✓
3020	N	60103-60105	476	480	4	1%	0.2	✓	✓	✓	514	578	64	13%	2.8	✓	✓	✓
3020	S	60105-60103	230	243	13	6%	0.8	✓	✓	✓	313	309	-4	-1%	0.2	✓	✓	✓
4019	N	56223-28143	450	510	60	13%	2.7	✓	✓	✓	643	616	-27	-4%	1.1	✓	✓	✓
4019	S	28143-56223	410	493	83	20%	3.9	✓	✓	✓	645	614	-30	-5%	1.2	✓	✓	✓
4021	N	27257-57250	350	360	10	3%	0.5	✓	✓	✓	455	487	32	7%	1.5	✓	✓	✓
4021	S	57250-27257	457	468	11	2%	0.5	✓	✓	✓	554	616	62	11%	2.6	✓	✓	✓
4091	N	60085-56269	552	571	19	3%	0.8	✓	✓	✓	787	650	-137	-17%	5.1	✗	✗	✗
4091	S	56269-60085	574	562	-12	-2%	0.5	✓	✓	✓	782	591	-192	-25%	7.3	✗	✗	✗
4100	E	60074-27370	793	818	25	3%	0.9	✓	✓	✓	1021	996	-26	-3%	0.8	✓	✓	✓
4100	W	27370-60074	694	717	23	3%	0.9	✓	✓	✓	1001	864	-138	-14%	4.5	✓	✓	✓
4109	N	28127-65847	269	276	7	3%	0.4	✓	✓	✓	263	324	61	23%	3.5	✓	✓	✓
4109	S	65847-28127	380	407	26	7%	1.3	✓	✓	✓	430	467	38	9%	1.8	✓	✓	✓
4146	N	27269-60509	1017	1039	22	2%	0.7	✓	✓	✓	1314	1357	44	3%	1.2	✓	✓	✓
4146	S	60509-27269	564	589	25	4%	1.0	✓	✓	✓	813	849	36	4%	1.2	✓	✓	✓
4155	N	60218-60220	681	703	22	3%	0.8	✓	✓	✓	833	887	54	6%	1.8	✓	✓	✓
4155	S	60220-60213	893	910	17	2%	0.6	✓	✓	✓	982	1133	151	15%	4.6	✗	✓	✓
4158	N	29202-29204	311	319	9	3%	0.5	✓	✓	✓	390	355	-35	-9%	1.8	✓	✓	✓
4158	S	29204-29202	446	448	2	0%	0.1	✓	✓	✓	533	486	-47	-9%	2.1	✓	✓	✓
5007	N	57003-57017	432	431	-1	0%	0.1	✓	✓	✓	512	522	10	2%	0.5	✓	✓	✓
5007	S	57017-57003	223	233	10	4%	0.6	✓	✓	✓	287	293	6	2%	0.4	✓	✓	✓
5017	E	28179-60417	392	404	12	3%	0.6	✓	✓	✓	645	598	-47	-7%	1.9	✓	✓	✓
5017	W	60417-28179	364	411	47	13%	2.4	✓	✓	✓	832	534	-298	-36%	11.4	✗	✗	✗
5018	E	60390-65948	950	842	-108	-11%	3.6	✓	✓	✓	1124	1019	-105	-9%	3.2	✓	✓	✓

5018	W	65948-60390	504	600	96	19%	4.1	✓	✓	✓	657	749	92	14%	3.5	✓	✓	✓
6008	N	60536-68010	240	243	4	2%	0.2	✓	✓	✓	387	354	-33	-8%	1.7	✓	✓	✓
6008	S	68010-60536	280	300	21	7%	1.2	✓	✓	✓	337	375	38	11%	2.0	✓	✓	✓
6019	N	56452-27160	228	187	-42	-18%	2.9	✓	✓	✓	285	281	-4	-1%	0.2	✓	✓	✓
6019	S	27160-56452	367	296	-71	-19%	3.9	✓	✓	✓	390	421	31	8%	1.5	✓	✓	✓
6020	N	65158-60526	205	212	7	3%	0.5	✓	✓	✓	444	326	-118	-27%	6.0	✗	✗	✗
6020	S	60526-65158	531	499	-32	-6%	1.4	✓	✓	✓	493	615	122	25%	5.2	✗	✗	✗
7011	N	52948-29187	88	62	-26	-30%	3.0	✓	✓	✓	76	73	-3	-4%	0.3	✓	✓	✓
7011	S	29187-52948	117	59	-58	-50%	6.2	✓	✗	✓	147	74	-73	-50%	7.0	✓	✗	✓
1000	N	62111-62112	257	331	73	29%	4.3	✓	✓	✓	350	392	41	12%	2.1	✓	✓	✓
1000	S	62112-62111	330	438	108	33%	5.5	✗	✗	✗	449	533	84	19%	3.8	✓	✓	✓
2000	N	57327-60051	208	209	1	1%	0.1	✓	✓	✓	263	251	-12	-4%	0.7	✓	✓	✓
2000	S	60051-57327	119	122	3	2%	0.2	✓	✓	✓	209	154	-55	-26%	4.1	✓	✓	✓
3003	E	60200-60201	550	855	304	55%	11.5	✗	✗	✗	1082	1036	-46	-4%	1.4	✓	✓	✓
3003	W	60201-60200	450	540	90	20%	4.1	✓	✓	✓	631	670	39	6%	1.5	✓	✓	✓
3006	N	60100-60102	439	442	3	1%	0.1	✓	✓	✓	517	537	19	4%	0.8	✓	✓	✓
3006	S	60102-60100	229	234	4	2%	0.3	✓	✓	✓	337	297	-41	-12%	2.3	✓	✓	✓
4013	E	66709-60304	1225	1430	205	17%	5.6	✗	✗	✗	1773	1812	39	2%	0.9	✓	✓	✓
4013	W	65490-26086	1532	1618	87	6%	2.2	✓	✓	✓	1670	1973	303	18%	7.1	✗	✗	✗
4024	E	66701-27324	1061	1036	-25	-2%	0.8	✓	✓	✓	1520	1265	-255	-17%	6.8	✗	✗	✗
4024	W	27322-26084	1649	1673	23	1%	0.6	✓	✓	✓	1882	2013	131	7%	3.0	✓	✓	✓
6000	E	57173-57130	307	323	16	5%	0.9	✓	✓	✓	442	533	91	21%	4.1	✓	✓	✓
6000	W	57130-57173	230	230	0	0%	0.0	✓	✓	✓	363	372	9	2%	0.5	✓	✓	✓
7000	N	57135-57121	230	216	-13	-6%	0.9	✓	✓	✓	393	357	-36	-9%	1.9	✓	✓	✓
7000	S	57121-57135	353	333	-20	-6%	1.1	✓	✓	✓	311	535	224	72%	10.9	✗	✗	✗
50021	E	65492-27088	1839	2096	257	14%	5.8	✓	✗	✓	2781	2543	-238	-9%	4.6	✓	✓	✓
50022	W	56645-60315	1757	1917	160	9%	3.7	✓	✓	✓	2119	2300	181	9%	3.8	✓	✓	✓
46962	W	60498-27274	287	275	-12	-4%	0.7	✓	✓	✓	390	333	-57	-15%	3.0	✓	✓	✓
46965	E	27274-60498	328	239	-89	-27%	5.3	✓	✗	✓	447	302	-145	-33%	7.5	✗	✗	✗
46966	S	27275-27274	676	840	164	24%	5.9	✗	✗	✗	921	1097	176	19%	5.5	✗	✗	✗

46970	N	27274-27275	989	1097	109	11%	3.4	✓	✓	✓	1346	1477	131	10%	3.5	✓	✓	✓
47343	E	27039-27077	385	374	-11	-3%	0.6	✓	✓	✓	443	441	-2	0%	0.1	✓	✓	✓
47343	W	27077-27039	300	375	75	25%	4.1	✓	✓	✓	491	473	-18	-4%	0.8	✓	✓	✓
47346	E	27079-27496	1455	1390	-65	-4%	1.7	✓	✓	✓	1981	1780	-200	-10%	4.6	✓	✓	✓

6.4.2 IP Link Flows

6.4.2.1 Existing Counts

Central Gloucester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
GSWBP Nethrdg Sctn	NWB	60496-27268	592	611	20	3%	0.8	✓	✓	✓	779	850	71	9%	2.5	✓	✓	✓
Bristol Rd Glos	NWB	27261-58009	416	251	-166	-40%	9.1	✗	✗	✗	510	372	-138	-27%	6.6	✗	✗	✗
Podsmead Rd Glos	NWB	56086-56475	157	191	34	22%	2.6	✓	✓	✓	194	219	25	13%	1.7	✓	✓	✓
Stroud rd N	NWB	56095-27441	342	412	69	20%	3.6	✓	✓	✓	419	509	90	21%	4.2	✓	✓	✓
Tredworth Rd, Glos	NWB	27015-27428	214	310	96	45%	5.9	✓	✗	✓	261	357	95	36%	5.4	✓	✗	✓
B4073 Pnswck Rd W	NWB	56092-56090	281	352	71	25%	4.0	✓	✓	✓	363	437	74	20%	3.7	✓	✓	✓
GSWBP Nethrdg Sctn	SEB	27268-60496	577	614	37	6%	1.5	✓	✓	✓	748	849	101	13%	3.6	✓	✓	✓
Bristol Rd Glos	SEB	58009-27261	456	361	-95	-21%	4.7	✓	✓	✓	559	459	-100	-18%	4.5	✗	✓	✓
Podsmead Rd Glos	SEB	56475-56086	150	132	-19	-12%	1.6	✓	✓	✓	189	177	-12	-6%	0.9	✓	✓	✓
Stroud rd N	SEB	27441-56095	368	499	131	36%	6.3	✗	✗	✗	450	583	132	29%	5.8	✗	✗	✗
Tredworth Rd, Glos	SEB	27428-27015	222	253	32	14%	2.1	✓	✓	✓	272	364	92	34%	5.2	✓	✗	✓
B4073 Pnswck Rd W	SEB	56090-56092	305	385	80	26%	4.3	✓	✓	✓	390	459	69	18%	3.4	✓	✓	✓

Cheltenham																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Tewkesbury Road, Cheltenham	IB	56434-60402	483	515	32	7%	1.4	✓	✓	✓	608	640	32	5%	1.3	✓	✓	✓
Hyde lane, Swndn Vlg	IB	27058-56367	344	359	16	5%	0.8	✓	✓	✓	468	481	13	3%	0.6	✓	✓	✓
A435 Chelt Racecrse	IB	27156-27142	432	451	19	4%	0.9	✓	✓	✓	529	546	16	3%	0.7	✓	✓	✓
N of Prestbury	IB	27067-27066	251	261	10	4%	0.6	✓	✓	✓	308	317	9	3%	0.5	✓	✓	✓
Sandywell Lodge	IB	60550-26040	217	191	-26	-12%	1.8	✓	✓	✓	306	238	-68	-22%	4.1	✓	✓	✓
DOWDESWELL 3_TO UPPER DOWDESWELL	IB	26063-26040	19	30	10	54%	2.1	✓	✓	✓	24	44	20	83%	3.4	✓	✓	✓
A435 N Seven Spring	IB	27110-27109	158	162	4	3%	0.3	✓	✓	✓	203	208	5	2%	0.3	✓	✓	✓
S of Leckhampton	IB	27589-26058	178	183	6	3%	0.4	✓	✓	✓	210	215	5	2%	0.3	✓	✓	✓
LECKHAMPTON LANE CHELTENHAM	IB	27108-56907	128	134	6	4%	0.5	✓	✓	✓	157	163	6	4%	0.5	✓	✓	✓
CHARGROVE	IB	27106-27104	390	402	12	3%	0.6	✓	✓	✓	478	488	10	2%	0.5	✓	✓	✓
The Reddings, Hatherley	IB	27040-27041	61	59	-2	-4%	0.3	✓	✓	✓	75	72	-3	-4%	0.3	✓	✓	✓
GOLDEN VALLEY E OF M5	IB	65492-27088	968	990	22	2%	0.7	✓	✓	✓	1235	1282	47	4%	1.3	✓	✓	✓
B4063, GLOUCESTER ROAD	IB	27039-27077	277	307	30	11%	1.8	✓	✓	✓	350	384	35	10%	1.8	✓	✓	✓
B4634, BETWEEN HYDEN LANE AND WITHYRIDGE LANE	IB	65842-56364	231	251	20	9%	1.3	✓	✓	✓	284	304	20	7%	1.2	✓	✓	✓

Tewkesbury Road, Cheltenham	OB	60402-56434	472	497	26	5%	1.2	✓	✓	✓	646	675	29	4%	1.1	✓	✓	✓
Hyde lane, Swndn Vlg	OB	56367-27058	356	386	30	8%	1.5	✓	✓	✓	474	507	33	7%	1.5	✓	✓	✓
A435 Chelt Racecrse	OB	27142-27156	423	438	15	4%	0.7	✓	✓	✓	518	531	13	3%	0.6	✓	✓	✓
N of Prestbury	OB	27066-27067	270	282	12	4%	0.7	✓	✓	✓	330	341	11	3%	0.6	✓	✓	✓
Sandywell Lodge	OB	26040-60550	203	213	11	5%	0.7	✓	✓	✓	281	290	9	3%	0.5	✓	✓	✓
DOWDESWELL 3_TO UPPER DOWDESWELL	OB	26040-26063	20	21	1	5%	0.2	✓	✓	✓	24	26	1	6%	0.3	✓	✓	✓
A435 N Seven Spring	OB	27109-27110	186	195	9	5%	0.7	✓	✓	✓	238	247	9	4%	0.6	✓	✓	✓
S of Leckhampton	OB	26058-27589	159	165	5	3%	0.4	✓	✓	✓	189	193	4	2%	0.3	✓	✓	✓
LECKHAMPTON LANE CHELTENHAM	OB	56907-27108	132	136	3	2%	0.3	✓	✓	✓	162	166	4	2%	0.3	✓	✓	✓
CHARGROVE	OB	27104-27106	348	361	12	4%	0.7	✓	✓	✓	460	455	-5	-1%	0.2	✓	✓	✓
The Reddings, Hatherley	OB	27041-27040	79	84	5	6%	0.5	✓	✓	✓	97	94	-3	-3%	0.3	✓	✓	✓
GOLDEN VALLEY E OF M5	OB	56645-60315	1153	1225	73	6%	2.1	✓	✓	✓	1449	1545	96	7%	2.5	✓	✓	✓
B4063, GLOUCESTER ROAD	OB	27077-27039	234	239	5	2%	0.3	✓	✓	✓	304	333	29	9%	1.6	✓	✓	✓
B4634, BETWEEN HYDEN LANE AND WITHYRIDGE LANE	OB	56364-65842	238	240	2	1%	0.1	✓	✓	✓	291	284	-7	-2%	0.4	✓	✓	✓

Cirencester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Burford Rd	IB	60536-60535	386	267	-119	-31%	6.6	×	×	×	473	369	-104	-22%	5.1	×	×	×
EAST OF NORCOTE CROSSRDS	IB	57082-27573	207	198	-9	-4%	0.6	✓	✓	✓	253	257	4	2%	0.3	✓	✓	✓
5302/1	IB	62962-60530	637	694	57	9%	2.2	✓	✓	✓	906	981	75	8%	2.5	✓	✓	✓
KINGSHILL LANE, PRESTON VILLAGE	IB	57084-57085	11	0	-11	-100%	4.6	✓	✓	✓	13	0	-13	-100%	5.1	✓	×	✓
A419 Siddington	IB	62782-60515	382	438	55	14%	2.7	✓	✓	✓	514	576	62	12%	2.6	✓	✓	✓
South Cerney Road	IB	27524-65370	103	107	4	4%	0.4	✓	✓	✓	126	122	-4	-3%	0.3	✓	✓	✓
Ashton Road, Siddington	IB	57183-57814	62	122	60	96%	6.2	✓	×	✓	77	137	60	78%	5.8	✓	×	✓
Somerford Road, Cirencester	IB	57181-57180	86	23	-63	-74%	8.6	✓	×	✓	103	34	-69	-67%	8.3	✓	×	✓
Royal Ag College	IB	60514-27552	355	304	-51	-14%	2.8	✓	✓	✓	475	396	-79	-17%	3.8	✓	✓	✓
STROUD ROAD, CIRENCESTER	IB	57038-27341	249	263	14	5%	0.9	✓	✓	✓	298	368	70	23%	3.8	✓	✓	✓
A435 Gloucester Road, Cirencester	IB	65388-65944	286	167	-119	-42%	7.9	×	×	×	402	193	-209	-52%	12.1	×	×	×
The Whiteway, Cirencester	IB	57063-57057	41	47	7	17%	1.0	✓	✓	✓	50	49	-1	-2%	0.1	✓	✓	✓
5300/1	IB	65471-60529	615	779	164	27%	6.2	×	×	×	860	1053	193	22%	6.2	×	×	×
Burford Rd	OB	60535-60536	360	256	-104	-29%	5.9	×	×	×	441	384	-57	-13%	2.8	✓	✓	✓
EAST OF NORCOTE CROSSRDS	OB	27573-57082	188	215	26	14%	1.9	✓	✓	✓	230	257	26	11%	1.7	✓	✓	✓
5303/1	OB	65469-62963	590	702	112	19%	4.4	×	✓	✓	830	973	143	17%	4.8	×	✓	✓
KINGSHILL LANE, PRESTON VILLAGE	OB	57085-57084	17	0	-17	-100%	5.8	✓	×	✓	20	5	-14	-73%	4.1	✓	✓	✓

A419 Siddington	OB	60515-62782	415	474	59	14%	2.8	✓	✓	✓	556	627	71	13%	2.9	✓	✓	✓
South Cerney Road	OB	65370-27524	79	108	29	37%	3.0	✓	✓	✓	97	122	25	26%	2.4	✓	✓	✓
Ashton Road, Siddington	OB	57814-57183	63	85	22	34%	2.5	✓	✓	✓	77	96	19	24%	2.0	✓	✓	✓
Somerford Road, Cirencester	OB	57180-57181	79	37	-42	-54%	5.6	✓	✗	✓	99	51	-48	-48%	5.5	✓	✗	✓
Royal Ag College	OB	27552-60514	366	344	-22	-6%	1.1	✓	✓	✓	491	459	-32	-7%	1.5	✓	✓	✓
STROUD ROAD, CIRENCESTER	OB	27341-57038	268	272	4	2%	0.2	✓	✓	✓	320	379	59	18%	3.1	✓	✓	✓
A435 Gloucester Road, Cirencester	OB	65944-65388	335	182	-153	-46%	9.5	✗	✗	✗	448	220	-228	-51%	12.5	✗	✗	✗
The Whiteway, Cirencester	OB	57057-57063	42	35	-7	-16%	1.1	✓	✓	✓	51	36	-15	-29%	2.2	✓	✓	✓
5301/1	OB	65470-60540	643	715	72	11%	2.7	✓	✓	✓	910	967	57	6%	1.9	✓	✓	✓

East of Cotswold

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
East of Moreton	EB	57208-57223	182	220	38	21%	2.7	✓	✓	✓	248	283	35	14%	2.2	✓	✓	✓
C131 Evenlode Road, Moreton-in-Marsh	EB	57208-57613	15	0	-15	-100%	5.5	✓	✗	✓	20	0	-20	-100%	6.3	✓	✗	✓
MARTINS HILL STOW	EB	57500-60571	183	192	9	5%	0.6	✓	✓	✓	250	257	7	3%	0.4	✓	✓	✓
MAUGERSBURY ROAD	EB	57232-57233	12	0	-12	-100%	4.9	✓	✓	✓	15	0	-15	-100%	5.4	✓	✗	✓
STOW RAILWAY STATION	EB	60565-57156	186	235	48	26%	3.3	✓	✓	✓	228	292	63	28%	3.9	✓	✓	✓
RISSINGTON ROAD	EB	57159-57158	111	111	0	0%	0.0	✓	✓	✓	136	121	-16	-11%	1.4	✓	✓	✓
SHERBORNE	EB	57135-57121	283	256	-27	-9%	1.6	✓	✓	✓	377	423	47	12%	2.3	✓	✓	✓
East of Moreton	WB	57223-57208	191	253	63	33%	4.2	✓	✓	✓	261	312	51	19%	3.0	✓	✓	✓

C131 Evenlode Road, Moreton-in-Marsh	WB	57613-57208	18	0	-18	-100%	5.9	✓	✗	✓	22	0	-22	-100%	6.7	✓	✗	✓
MARTINS HILL STOW	WB	60571-57500	172	160	-12	-7%	0.9	✓	✓	✓	244	251	7	3%	0.5	✓	✓	✓
MAUGERSBURY ROAD	WB	57233-57232	12	0	-12	-100%	4.8	✓	✓	✓	14	0	-14	-100%	5.4	✓	✗	✓
STOW RAILWAY STATION	WB	57156-60565	197	215	18	9%	1.2	✓	✓	✓	241	273	31	13%	2.0	✓	✓	✓
RISSINGTON ROAD	WB	57158-57159	101	123	22	21%	2.1	✓	✓	✓	124	136	12	10%	1.0	✓	✓	✓
SHERBORNE	WB	57121-57135	258	248	-10	-4%	0.6	✓	✓	✓	343	406	63	18%	3.3	✓	✓	✓

Forest of Dean

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M50/2092B	EB	65514-60437	490	501	12	2%	0.5	✓	✓	✓	794	802	8	1%	0.3	✓	✓	✓
SOUTH OF M50	EB	60376-60386	137	144	6	5%	0.5	✓	✓	✓	168	175	6	4%	0.5	✓	✓	✓
RUDFORD	EB	65839-65840	264	270	7	3%	0.4	✓	✓	✓	374	357	-18	-5%	0.9	✓	✓	✓
HIGHNAM	EB	60199-60200	282	291	9	3%	0.5	✓	✓	✓	400	384	-16	-4%	0.8	✓	✓	✓
A48 Severn Bore PH, Minsterworth	EB	60103-60105	289	297	7	3%	0.4	✓	✓	✓	357	363	6	2%	0.3	✓	✓	✓
M50/2092A	WB	65513-60381	490	503	14	3%	0.6	✓	✓	✓	757	777	20	3%	0.7	✓	✓	✓
SOUTH OF M50	WB	60386-60376	153	158	5	3%	0.4	✓	✓	✓	188	193	6	3%	0.4	✓	✓	✓
RUDFORD	WB	65840-65839	256	270	14	5%	0.8	✓	✓	✓	378	349	-29	-8%	1.5	✓	✓	✓
HIGHNAM	WB	60200-60199	275	287	12	4%	0.7	✓	✓	✓	394	362	-31	-8%	1.6	✓	✓	✓
A48 Severn Bore PH, Minsterworth	WB	60105-60103	322	334	11	4%	0.6	✓	✓	✓	398	424	26	7%	1.3	✓	✓	✓

Gloucester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
OVER S OF MAISEMORE (from 2009) E/B	IB	60207-65103	866	893	27	3%	0.9	✓	✓	✓	1113	1137	24	2%	0.7	✓	✓	✓
NORTH OF MAISEMORE	IB	57250-27257	247	252	5	2%	0.3	✓	✓	✓	344	349	5	1%	0.3	✓	✓	✓
SANDHURST LANE	IB	56473-56525	50	51	0	1%	0.1	✓	✓	✓	72	58	-14	-19%	1.7	✓	✓	✓
INNSWORTH LANE GLOS (CC)	IB	56124-65891	178	160	-18	-10%	1.4	✓	✓	✓	219	191	-28	-13%	2.0	✓	✓	✓
CHELTENHAM ROAD EAST	IB	66700-66708	398	428	30	8%	1.5	✓	✓	✓	487	516	29	6%	1.3	✓	✓	✓
GOLDEN VALLEY W OF M5	IB	65490-26086	853	919	66	8%	2.2	✓	✓	✓	1077	1173	96	9%	2.9	✓	✓	✓
BARNWOOD B/P E OF C G	IB	27322-26084	797	824	28	3%	1.0	✓	✓	✓	1005	1037	32	3%	1.0	✓	✓	✓
Hucclecote Rd E M5	IB	65421-26092	367	381	14	4%	0.7	✓	✓	✓	461	448	-13	-3%	0.6	✓	✓	✓
LOBLEYS DRIVE BRIDGE, GLOUCESTER	IB	65966-26047	243	249	6	3%	0.4	✓	✓	✓	292	288	-4	-1%	0.2	✓	✓	✓
Upton Lane	IB	56105-26046	85	88	3	3%	0.3	✓	✓	✓	102	102	-1	-1%	0.1	✓	✓	✓
THE WHEATRIDGE (EAST)	IB	56104-26045	48	50	2	4%	0.3	✓	✓	✓	59	58	-1	-2%	0.2	✓	✓	✓
B4073 Pnswk Rd W M5	IB	65413-26017	124	120	-4	-3%	0.4	✓	✓	✓	160	154	-6	-4%	0.5	✓	✓	✓
UPTON LANE (North of Grange Cottages)	IB	26012-26015	78	82	4	5%	0.4	✓	✓	✓	95	102	7	8%	0.7	✓	✓	✓
A4173, BETWEEN GRANGE ROAD AND M5	IB	65959-26012	228	246	18	8%	1.2	✓	✓	✓	281	301	19	7%	1.1	✓	✓	✓
Naas Lane	IB	28046-28047	35	37	2	6%	0.4	✓	✓	✓	44	46	2	5%	0.3	✓	✓	✓

HARESFIELD LANE	IB	28040-56154	22	0	-22	-100%	6.6	✓	✗	✓	27	0	-27	-100%	7.4	✓	✗	✓
B4008 N of M5 J12	IB	65110-27309	723	745	22	3%	0.8	✓	✓	✓	886	904	18	2%	0.6	✓	✓	✓
A38, BETWEEN A419 AND B4008	IB	28062-60091	312	323	11	4%	0.6	✓	✓	✓	407	416	10	2%	0.5	✓	✓	✓
SCHOOL LANE, QUEDGELEY	IB	56143-56142	45	47	2	4%	0.3	✓	✓	✓	55	52	-3	-6%	0.4	✓	✓	✓
ELMORE LANE WEST	IB	56143-56144	29	31	1	5%	0.3	✓	✓	✓	35	36	1	3%	0.2	✓	✓	✓
OVER S OF MAISEMORE (from 2009) W/B	OB	60225-60206	1047	1095	48	5%	1.5	✓	✓	✓	1301	1351	51	4%	1.4	✓	✓	✓
NORTH OF MAISEMORE	OB	27257-57250	242	260	17	7%	1.1	✓	✓	✓	339	361	22	6%	1.2	✓	✓	✓
SANDHURST LANE	OB	56525-56473	58	73	15	26%	1.9	✓	✓	✓	68	76	8	12%	1.0	✓	✓	✓
INNSWORTH LANE GLOS (CC)	OB	65891-56124	157	156	0	0%	0.0	✓	✓	✓	194	172	-23	-12%	1.7	✓	✓	✓
CHELTENHAM ROAD EAST	OB	66708-66700	400	398	-2	-1%	0.1	✓	✓	✓	490	454	-36	-7%	1.7	✓	✓	✓
GOLDEN VALLEY W OF M5	OB	66709-60304	844	880	36	4%	1.2	✓	✓	✓	1105	1168	63	6%	1.9	✓	✓	✓
BARNWOOD B/P E OF C G	OB	66701-27324	785	819	34	4%	1.2	✓	✓	✓	972	1006	35	4%	1.1	✓	✓	✓
Hucclecote Rd E M5	OB	26092-65421	359	374	14	4%	0.7	✓	✓	✓	449	462	13	3%	0.6	✓	✓	✓
LOBLEYS DRIVE BRIDGE, GLOUCESTER	OB	26047-65966	222	232	10	4%	0.7	✓	✓	✓	265	269	4	2%	0.3	✓	✓	✓
Upton Lane	OB	26046-56105	83	86	3	3%	0.3	✓	✓	✓	99	100	1	1%	0.1	✓	✓	✓
THE WHEATRIDGE (EAST)	OB	26045-56104	43	46	3	6%	0.4	✓	✓	✓	53	55	2	3%	0.2	✓	✓	✓
B4073 Pnswk Rd W M5	OB	26017-65413	117	124	6	5%	0.6	✓	✓	✓	152	158	6	4%	0.5	✓	✓	✓

UPTON LANE (North of Grange Cottages)	OB	26015-26012	75	73	-2	-2%	0.2	✓	✓	✓	91	91	0	0%	0.0	✓	✓	✓
A4173, BETWEEN GRANGE ROAD AND M5	OB	26012-65959	221	228	7	3%	0.5	✓	✓	✓	267	273	6	2%	0.3	✓	✓	✓
Naas Lane	OB	28047-28046	39	41	3	7%	0.4	✓	✓	✓	48	51	3	7%	0.5	✓	✓	✓
HARESFIELD LANE	OB	56154-28040	26	27	1	5%	0.2	✓	✓	✓	32	34	2	6%	0.3	✓	✓	✓
B4008 N of M5 J12	OB	27304-65109	736	762	26	3%	0.9	✓	✓	✓	901	926	25	3%	0.8	✓	✓	✓
A38, BETWEEN A419 AND B4008	OB	60091-28062	305	317	11	4%	0.6	✓	✓	✓	392	402	10	2%	0.5	✓	✓	✓
SCHOOL LANE, QUEDGELEY	OB	56142-56143	46	48	1	3%	0.2	✓	✓	✓	58	55	-3	-5%	0.4	✓	✓	✓
ELMORE LANE WEST	OB	56144-56143	28	30	2	6%	0.3	✓	✓	✓	34	36	1	3%	0.2	✓	✓	✓
South of Nailsworth																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4058 Horsley, West of Hollingham Lane	NB	27355-27356	82	84	2	3%	0.3	✓	✓	✓	99	102	3	3%	0.3	✓	✓	✓
BARTON END S OF NAILSWTH	NB	27351-27352	134	139	5	4%	0.4	✓	✓	✓	188	178	-9	-5%	0.7	✓	✓	✓
TETBURY HILL, AVENING	NB	28079-65861	78	81	3	4%	0.4	✓	✓	✓	95	97	2	2%	0.2	✓	✓	✓
ILSUM STUD E OF TETBURY	NB	57017-57003	209	216	7	3%	0.5	✓	✓	✓	271	278	7	3%	0.4	✓	✓	✓
B4058 Horsley, West of Hollingham Lane	SB	27356-27355	86	89	4	4%	0.4	✓	✓	✓	104	106	3	3%	0.3	✓	✓	✓
BARTON END S OF NAILSWTH	SB	27352-27351	130	134	4	3%	0.4	✓	✓	✓	185	170	-15	-8%	1.1	✓	✓	✓

TETBURY HILL, AVENING	SB	65861-28079	82	85	3	3%	0.3	✓	✓	✓	101	102	2	2%	0.2	✓	✓	✓
ILSUM STUD E OF TETBURY	SB	57003-57017	201	205	5	2%	0.3	✓	✓	✓	254	258	4	2%	0.2	✓	✓	✓
Stroud																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
North of Stratford Park, Stroud	IB	56266-27383	305	314	9	3%	0.5	✓	✓	✓	373	381	8	2%	0.4	✓	✓	✓
Slad Road, Stroud_Site 1 (South of Slad Lane)	IB	26066-65897	55	58	3	5%	0.4	✓	✓	✓	69	71	3	4%	0.3	✓	✓	✓
Bisley Old Road	IB	26004-56285	56	9	-47	-84%	8.2	✓	✗	✓	70	11	-59	-84%	9.2	✓	✗	✓
W OF BRIMSCOMBE CORNER	IB	65403-28145	293	302	9	3%	0.5	✓	✓	✓	421	387	-34	-8%	1.7	✓	✓	✓
Minchinhampton Common	IB	28147-28146	256	267	10	4%	0.6	✓	✓	✓	314	324	10	3%	0.6	✓	✓	✓
A46 BATH ROAD, NORTH WOODCHESTER	IB	28143-56227	432	447	15	4%	0.7	✓	✓	✓	537	547	10	2%	0.4	✓	✓	✓
SELSLEY HILL (North)	IB	65961-56504	139	145	6	4%	0.5	✓	✓	✓	168	173	5	3%	0.4	✓	✓	✓
EBLEY BYPASS	IB	60074-27370	602	626	24	4%	1.0	✓	✓	✓	741	763	21	3%	0.8	✓	✓	✓
WESTWARD ROAD	IB	27522-60083	268	278	11	4%	0.6	✓	✓	✓	324	315	-9	-3%	0.5	✓	✓	✓
CASHES GREEN ROAD	IB	56257-60083	212	221	9	4%	0.6	✓	✓	✓	258	250	-9	-3%	0.5	✓	✓	✓
FARMHILL LANE	IB	56268-26005	125	131	6	5%	0.5	✓	✓	✓	153	147	-6	-4%	0.5	✓	✓	✓
North of Stratford Park, Stroud	OB	27383-56266	316	331	15	5%	0.8	✓	✓	✓	386	400	14	4%	0.7	✓	✓	✓

Slad Road, Stroud_Site 1 (South of Slad Lane)	OB	65897-26066	54	57	3	5%	0.4	✓	✓	✓	66	68	2	4%	0.3	✓	✓	✓
Bisley Old Road	OB	56285-26004	60	63	3	4%	0.3	✓	✓	✓	76	68	-9	-11%	1.0	✓	✓	✓
W OF BRIMSCOMBE CORNER	OB	28145-65403	302	312	10	3%	0.6	✓	✓	✓	426	410	-16	-4%	0.8	✓	✓	✓
Minchinhampton Common	OB	28146-28147	235	244	9	4%	0.6	✓	✓	✓	288	292	4	1%	0.2	✓	✓	✓
A46 BATH ROAD, NORTH WOODCHESTER	OB	56227-28143	386	401	15	4%	0.7	✓	✓	✓	479	493	14	3%	0.6	✓	✓	✓
SELSLEY HILL (North)	OB	56504-65961	151	156	5	3%	0.4	✓	✓	✓	181	186	5	3%	0.4	✓	✓	✓
EBLEY BYPASS	OB	27370-60074	645	668	23	4%	0.9	✓	✓	✓	814	834	20	2%	0.7	✓	✓	✓
WESTWARD ROAD	OB	60083-27522	235	244	9	4%	0.6	✓	✓	✓	284	292	8	3%	0.5	✓	✓	✓
CASHES GREEN ROAD	OB	60083-56257	237	246	9	4%	0.6	✓	✓	✓	285	262	-23	-8%	1.4	✓	✓	✓
FARMHILL LANE	OB	26005-56268	141	145	4	3%	0.3	✓	✓	✓	172	158	-14	-8%	1.1	✓	✓	✓

Tewkesbury

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
ASTONFIELD LANE, NORTHWAY	IB	29452-29451	10	10	0	3%	0.1	✓	✓	✓	11	13	1	12%	0.4	✓	✓	✓
7005/1	IB	56016-56017	455	461	6	1%	0.3	✓	✓	✓	640	656	16	2%	0.6	✓	✓	✓
Pamington Lane, East of Ellendene Drive	IB	29502-29501	7	0	-7	-100%	3.9	✓	✓	✓	10	2	-7	-74%	2.9	✓	✓	✓
7036/2 + 7036/1	IB	65494-60415	2235	2331	96	4%	2.0	✓	✓	✓	3238	3337	99	3%	1.7	✓	✓	✓
Fiddington Lane, Tredington	IB	60431-29505	21	24	3	16%	0.7	✓	✓	✓	27	31	4	15%	0.7	✓	✓	✓

TEWKESBURY EASTERN BYPASS	IB	28127-65847	204	216	12	6%	0.8	✓	✓	✓	244	255	12	5%	0.7	✓	✓	✓
GLOUCESTER ROAD, N OF JUNC.	IB	28131-29190	277	283	6	2%	0.4	✓	✓	✓	341	346	5	1%	0.3	✓	✓	✓
MYTHE WTR WKS N OF TEWKS	IB	60436-60414	261	276	15	6%	0.9	✓	✓	✓	362	358	-5	-1%	0.3	✓	✓	✓
Bredon Road, Tewkesbury	IB	56028-56499	273	286	13	5%	0.8	✓	✓	✓	325	340	16	5%	0.9	✓	✓	✓
HARDWICK BANK ROAD	IB	29045-29244	116	122	6	5%	0.5	✓	✓	✓	141	147	6	4%	0.5	✓	✓	✓
7035/2 + 7035/1	IB	65499-60425	1602	1656	55	3%	1.4	✓	✓	✓	2343	2419	76	3%	1.6	✓	✓	✓
ASTONFIELD LANE, NORTHWAY	OB	29451-29452	7	14	7	103%	2.2	✓	✓	✓	8	28	20	240%	4.6	✓	✓	✓
7005/2	OB	56017-56016	469	469	0	0%	0.0	✓	✓	✓	659	663	4	1%	0.1	✓	✓	✓
Pamington Lane, East of Ellendene Drive	OB	29501-29502	8	0	-8	-100%	4.0	✓	✓	✓	10	2	-8	-83%	3.4	✓	✓	✓
7006/1	OB	65496-60394	2079	2149	70	3%	1.5	✓	✓	✓	2984	3076	92	3%	1.7	✓	✓	✓
Fiddington Lane, Tredington	OB	29505-60431	23	22	0	-2%	0.1	✓	✓	✓	30	29	-1	-3%	0.2	✓	✓	✓
TEWKESBURY EASTERN BYPASS	OB	65847-28127	187	201	14	8%	1.0	✓	✓	✓	225	241	17	7%	1.1	✓	✓	✓
GLOUCESTER ROAD, N OF JUNC.	OB	29190-28131	284	295	11	4%	0.7	✓	✓	✓	345	353	8	2%	0.4	✓	✓	✓
MYTHE WTR WKS N OF TEWKS	OB	60414-60436	270	282	11	4%	0.7	✓	✓	✓	369	365	-4	-1%	0.2	✓	✓	✓
Bredon Road, Tewkesbury	OB	56499-56028	231	241	9	4%	0.6	✓	✓	✓	280	288	8	3%	0.5	✓	✓	✓
HARDWICK BANK ROAD	OB	29244-29045	136	142	6	5%	0.5	✓	✓	✓	168	175	7	4%	0.6	✓	✓	✓
M5/7650B	OB	65497-60446	1991	1995	4	0%	0.1	✓	✓	✓	2903	2861	-42	-1%	0.8	✓	✓	✓

West of Cotswold																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
TRPRS LODGE W B-ON-HILL	EB	60564-57217	244	253	8	3%	0.5	✓	✓	✓	323	331	8	2%	0.4	✓	✓	✓
STANWAY	EB	60557-57170	70	71	1	2%	0.1	✓	✓	✓	105	107	2	2%	0.2	✓	✓	✓
HAMPEN	EB	57172-60560	154	161	7	4%	0.5	✓	✓	✓	216	217	1	0%	0.0	✓	✓	✓
E OF PUESDOWN W NLEACH	EB	57173-57130	221	245	25	11%	1.6	✓	✓	✓	386	412	25	7%	1.3	✓	✓	✓
TRPRS LODGE W B-ON-HILL	WB	57217-60564	228	238	10	4%	0.6	✓	✓	✓	300	314	14	5%	0.8	✓	✓	✓
STANWAY	WB	57170-60557	69	71	2	3%	0.2	✓	✓	✓	108	114	6	5%	0.5	✓	✓	✓
HAMPEN	WB	60560-57172	159	165	6	4%	0.4	✓	✓	✓	231	248	17	7%	1.1	✓	✓	✓
E OF PUESDOWN W NLEACH	WB	57130-57173	244	251	7	3%	0.4	✓	✓	✓	410	419	9	2%	0.4	✓	✓	✓
North of Evesham																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4424 Upton Road	NB	29183-51790	103	107	4	4%	0.4	✓	✓	✓	122	125	3	3%	0.3	✓	✓	✓
A38 Clifton	NB	29274-29272	147	88	-59	-40%	5.5	✓	✗	✓	180	101	-80	-44%	6.7	✓	✗	✓
M5 Between J7 and J8	NB	29423-51885	2007	2162	154	8%	3.4	✓	✓	✓	3032	3192	160	5%	2.9	✓	✓	✓
B4084 Worcester Road	NB	29014-29280	300	322	22	7%	1.3	✓	✓	✓	359	379	20	5%	1.0	✓	✓	✓
A4104 Station Road	NB	29286-51882	391	397	6	1%	0.3	✓	✓	✓	471	483	12	3%	0.6	✓	✓	✓
A44 Worcester Road	NB	52954-29076	462	478	16	4%	0.7	✓	✓	✓	566	583	17	3%	0.7	✓	✓	✓
B4088 Evesham Road	NB	52956-29128	205	213	8	4%	0.5	✓	✓	✓	244	251	8	3%	0.5	✓	✓	✓
A46 north of Evesham	NB	52957-53402	551	566	15	3%	0.6	✓	✓	✓	735	751	16	2%	0.6	✓	✓	✓

B4424 Upton Road	SB	51790-29183	113	117	4	4%	0.4	✓	✓	✓	134	138	4	3%	0.3	✓	✓	✓
A38 Clifton	SB	29272-29274	133	91	-41	-31%	3.9	✓	✓	✓	161	104	-57	-35%	4.9	✓	✓	✓
M5 Between J7 and J8	SB	29431-51646	1745	1788	43	2%	1.0	✓	✓	✓	2655	2718	63	2%	1.2	✓	✓	✓
B4084 Worcester Road	SB	29280-29014	316	331	15	5%	0.8	✓	✓	✓	378	391	13	3%	0.6	✓	✓	✓
A4104 Station Road	SB	51882-29286	408	419	11	3%	0.5	✓	✓	✓	487	496	9	2%	0.4	✓	✓	✓
A44 Worcester Road	SB	29076-52954	435	454	19	4%	0.9	✓	✓	✓	634	656	22	3%	0.9	✓	✓	✓
B4088 Evesham Road	SB	29128-52956	175	182	7	4%	0.5	✓	✓	✓	248	254	6	2%	0.4	✓	✓	✓
A46 north of Evesham	SB	53402-52957	554	569	15	3%	0.7	✓	✓	✓	719	729	11	1%	0.4	✓	✓	✓

North of Tewkesbury

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
A38 West of Twynning	NB	56002-60438	155	163	8	5%	0.6	✓	✓	✓	190	197	7	4%	0.5	✓	✓	✓
Brockridge Road	NB	29176-60439	61	63	2	3%	0.2	✓	✓	✓	73	75	2	3%	0.2	✓	✓	✓
M5/7650B	NB	65497-60446	1991	1995	4	0%	0.1	✓	✓	✓	2903	2861	-42	-1%	0.8	✓	✓	✓
B4080	NB	51642-29265	120	122	2	2%	0.2	✓	✓	✓	141	144	3	2%	0.3	✓	✓	✓
Beckford Road	NB	56008-29361	22	0	-22	-100%	6.7	✓	×	✓	26	0	-26	-100%	7.2	✓	×	✓
A46 south of Ashton Under Hill	NB	29053-29120	400	410	10	3%	0.5	✓	✓	✓	551	563	12	2%	0.5	✓	✓	✓
A38 West of Twynning	SB	60438-56002	154	163	10	6%	0.8	✓	✓	✓	188	197	9	5%	0.7	✓	✓	✓
Brockridge Road	SB	60439-29176	59	61	2	3%	0.3	✓	✓	✓	71	74	3	4%	0.3	✓	✓	✓
7035/2 + 7035/1	SB	65499-60425	1602	1656	55	3%	1.4	✓	✓	✓	2343	2419	76	3%	1.6	✓	✓	✓
B4080	SB	29265-51642	107	111	4	4%	0.4	✓	✓	✓	127	131	3	3%	0.3	✓	✓	✓

Beckford Road	SB	29361-56008	24	0	-24	-100%	7.0	✓	✗	✓	28	0	-28	-100%	7.5	✓	✗	✓
A46 south of Ashton Under Hill	SB	29120-29053	403	416	13	3%	0.7	✓	✓	✓	544	558	13	2%	0.6	✓	✓	✓
West of Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M50 Between J1 & J2	EB	65514-60437	490	501	12	2%	0.5	✓	✓	✓	794	802	8	1%	0.3	✓	✓	✓
A438	EB	51616-29456	125	58	-67	-54%	7.0	✓	✗	✓	147	88	-59	-40%	5.4	✓	✗	✓
B4213	EB	65681-56035	88	97	9	10%	0.9	✓	✓	✓	107	113	6	5%	0.6	✓	✓	✓
A38 East of Evington	EB	27033-28137	229	230	0	0%	0.0	✓	✓	✓	281	302	21	7%	1.2	✓	✓	✓
Cheltenham Road East	EB	60318-60317	276	310	34	12%	2.0	✓	✓	✓	386	391	5	1%	0.2	✓	✓	✓
M50 Between J1 & J2	WB	65513-60381	490	503	14	3%	0.6	✓	✓	✓	757	777	20	3%	0.7	✓	✓	✓
A438	WB	29456-51616	128	72	-56	-44%	5.6	✓	✗	✓	158	97	-61	-39%	5.4	✓	✗	✓
B4213	WB	56035-65681	103	107	4	4%	0.4	✓	✓	✓	126	129	3	2%	0.2	✓	✓	✓
A38 East of Evington	WB	28137-27033	238	250	12	5%	0.8	✓	✓	✓	291	315	24	8%	1.4	✓	✓	✓
Cheltenham Road East	WB	60317-60318	276	323	48	17%	2.7	✓	✓	✓	388	417	28	7%	1.4	✓	✓	✓
East of Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4077	EB	60449-56013	162	166	4	2%	0.3	✓	✓	✓	213	231	18	9%	1.2	P	P	P
Teddington	EB	56014-56597	7	0	-7	-100%	3.6	✓	✓	✓	8	0	-8	-100%	3.9	P	P	P
A435 North of Bishop's Cleeve	EB	65846-60429	294	305	11	4%	0.6	✓	✓	✓	386	382	-4	-1%	0.2	P	P	P
Gotherington Fields	EB	56036-29001	25	17	-9	-34%	1.9	✓	✓	✓	30	18	-13	-41%	2.5	P	P	P

Stoke Road	EB	28148-29381	173	180	7	4%	0.5	✓	✓	✓	211	221	10	5%	0.7	P	P	P
B4077	WB	56013-60449	177	182	5	3%	0.4	✓	✓	✓	235	245	10	4%	0.6	P	P	P
Teddington	WB	56597-56014	9	0	-9	-100%	4.3	✓	✓	✓	11	0	-11	-100%	4.7	P	P	P
A435 North of Bishop's Cleeve	WB	60429-65846	280	291	11	4%	0.7	✓	✓	✓	364	389	25	7%	1.3	P	P	P
Gotherington Fields	WB	29001-56036	25	8	-17	-67%	4.1	✓	✓	✓	30	9	-22	-71%	4.9	P	P	P
Stoke Road	WB	29381-28148	197	203	7	3%	0.5	✓	✓	✓	241	238	-3	-1%	0.2	P	P	P

South of Tewkesbury

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
A38 West of Bishop's Cleeve	NB	60395-60398	360	364	4	1%	0.2	✓	✓	✓	441	480	39	9%	1.8	✓	✓	✓
Main Road Stoke Orchard	NB	56435-56704	96	44	-52	-54%	6.2	✓	✗	✓	114	54	-60	-53%	6.5	✓	✗	✓
7036/2 + 7036/1	NB	65494-60415	2235	2331	96	4%	2.0	✓	✓	✓	3238	3337	99	3%	1.7	✓	✓	✓
A435 Bishop's Cleeve	NB	27144-56451	332	317	-15	-5%	0.8	✓	✓	✓	425	395	-30	-7%	1.5	✓	✓	✓
Cheltenham Road	NB	27145-27153	364	385	21	6%	1.1	✓	✓	✓	446	415	-31	-7%	1.5	✓	✓	✓
New Road Bishop's Cleeve	NB	27157-65843	143	213	70	49%	5.2	✓	✗	✓	169	228	59	35%	4.2	✓	✓	✓
A38 West of Bishop's Cleeve	SB	60398-60395	344	357	14	4%	0.7	✓	✓	✓	421	459	38	9%	1.8	✓	✓	✓
Main Road Stoke Orchard	SB	56704-56435	99	39	-60	-60%	7.2	✓	✗	✓	117	46	-71	-60%	7.8	✓	✗	✓
7006/1	SB	65496-60394	2079	2149	70	3%	1.5	✓	✓	✓	2984	3076	92	3%	1.7	✓	✓	✓
A435 Bishop's Cleeve	SB	56451-27144	334	313	-20	-6%	1.1	✓	✓	✓	425	403	-23	-5%	1.1	✓	✓	✓
Cheltenham Road	SB	27153-27145	328	343	15	5%	0.8	✓	✓	✓	401	390	-11	-3%	0.6	✓	✓	✓
New Road Bishop's Cleeve	SB	65843-27157	114	154	40	35%	3.4	✓	✓	✓	134	183	49	36%	3.9	✓	✓	✓

Uncategorised																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Gloucester Road	NB	28135-29196	326	311	-15	-4%	0.8	✓	✓	✓	408	368	-40	-10%	2.0	✓	✓	✓
Gloucester Road	SB	29196-28135	320	328	8	3%	0.5	✓	✓	✓	401	372	-29	-7%	1.5	✓	✓	✓
A46 Evesham Road	EB	60448-60449	412	429	18	4%	0.9	✓	✓	✓	586	603	16	3%	0.7	✓	✓	✓
A46 Evesham Road	WB	60449-60448	426	420	-6	-1%	0.3	✓	✓	✓	611	605	-6	-1%	0.2	✓	✓	✓
A46 Ashchurch Road	EB	29246-28182	604	610	6	1%	0.3	✓	✓	✓	807	818	11	1%	0.4	✓	✓	✓
A46 Ashchurch Road	WB	28182-29246	664	671	7	1%	0.3	✓	✓	✓	893	912	19	2%	0.6	✓	✓	✓
Ashchurch Rd Tewks	EB	28179-60417	394	442	48	12%	2.4	✓	✓	✓	557	617	60	11%	2.5	✓	✓	✓
Ashchurch Rd Tewks	WB	60417-28179	337	387	50	15%	2.6	✓	✓	✓	474	536	62	13%	2.8	✓	✓	✓
M50/2020B	EB	65512-29413	815	750	-65	-8%	2.3	✓	✓	✓	1102	1038	-64	-6%	1.9	✓	✓	✓
M5/7645A	SB	29447-60447	1345	1302	-43	-3%	1.2	✓	✓	✓	1922	2008	86	4%	1.9	✓	✓	✓
M5/7645B	NB	60446-29446	1735	1766	31	2%	0.7	✓	✓	✓	2602	2565	-37	-1%	0.7	✓	✓	✓
M5/7812A	SB	60394-60310	1786	1842	56	3%	1.3	✓	✓	✓	2675	2635	-40	-1%	0.8	✓	✓	✓
M5/7818B	NB	65493-60513	2006	2114	108	5%	2.4	✓	✓	✓	3011	2924	-87	-3%	1.6	✓	✓	✓
M5/7821A	SB	60310-60300	1457	1480	24	2%	0.6	✓	✓	✓	2253	2151	-102	-5%	2.2	✓	✓	✓
M5/7845A	SB	65491-60285	1966	1970	4	0%	0.1	✓	✓	✓	2804	2768	-35	-1%	0.7	✓	✓	✓
M5/7841B	NB	65511-60299	1889	2045	155	8%	3.5	✓	✓	✓	2928	2800	-127	-4%	2.4	✓	✓	✓
M5/7866A	SB	60285-60261	1403	1433	30	2%	0.8	✓	✓	✓	2115	2039	-75	-4%	1.7	✓	✓	✓
M5/7870B	NB	60248-60249	1531	1606	75	5%	1.9	✓	✓	✓	2318	2186	-132	-6%	2.8	✓	✓	✓
M5/7960A	SB	65510-60456	1961	2007	46	2%	1.0	✓	✓	✓	2854	2846	-8	0%	0.2	✓	✓	✓
M5/7959B	NB	65474-60248	2095	2168	72	3%	1.6	✓	✓	✓	3089	2976	-114	-4%	2.1	✓	✓	✓
M5/7970A	SB	60456-60457	1652	1693	41	2%	1.0	✓	✓	✓	2408	2490	82	3%	1.7	✓	✓	✓
M5/7973B	NB	60092-60455	1809	1856	47	3%	1.1	✓	✓	✓	2652	2598	-55	-2%	1.1	✓	✓	✓
M5/7981A	SB	65475-60068	2010	2016	6	0%	0.1	✓	✓	✓	2884	2902	17	1%	0.3	✓	✓	✓
M5/7982B	NB	65476-60092	2142	2188	46	2%	1.0	✓	✓	✓	3140	3047	-94	-3%	1.7	✓	✓	✓

5290/2	SB	60068-60059	1617	1675	58	4%	1.4	✓	✓	✓	2302	2437	135	6%	2.8	✓	✓	✓
M5/8040A	SB	65477-62395	1683	1850	166	10%	4.0	✓	✓	✓	2410	2670	260	11%	5.2	✓	✗	✓
M5/8040B	NB	65478-60058	1865	1961	95	5%	2.2	✓	✓	✓	2718	2672	-47	-2%	0.9	✓	✓	✓
5288/2	SB	62395-62368	1628	1703	75	5%	1.8	✓	✓	✓	2321	2457	136	6%	2.8	✓	✓	✓
5287/2	NB	62382-62396	1775	1729	-46	-3%	1.1	✓	✓	✓	2568	2384	-184	-7%	3.7	✓	✓	✓
M5/7646L	NB	60446-51645	218	229	11	5%	0.7	✓	✓	✓	314	296	-18	-6%	1.0	✓	✓	✓
7035/1	SB	60425-60424	207	240	33	16%	2.2	✓	✓	✓	254	323	69	27%	4.1	✓	✓	✓
7036/1	NB	60415-60420	465	566	101	22%	4.4	✗	✓	✓	659	799	140	21%	5.2	✗	✗	✗
M5/7821J	SB	60310-60313	327	362	35	11%	1.9	✓	✓	✓	438	484	45	10%	2.1	✓	✓	✓
5293/1	SB	60285-65529	414	537	122	30%	5.6	✗	✗	✗	596	729	134	22%	5.2	✗	✗	✗
M5/7969J	SB	60456-60452	306	314	8	3%	0.5	✓	✓	✓	433	356	-77	-18%	3.9	✓	✓	✓
M5/7973L	NB	60092-65105	320	333	13	4%	0.7	✓	✓	✓	457	449	-9	-2%	0.4	✓	✓	✓
5290/1	SB	60068-60064	328	341	13	4%	0.7	✓	✓	✓	447	465	17	4%	0.8	✓	✓	✓
M5/8025K	SB	60062-60059	147	175	28	19%	2.2	✓	✓	✓	225	233	9	4%	0.6	✓	✓	✓
5288/1	SB	62395-62389	142	147	5	3%	0.4	✓	✓	✓	204	213	9	5%	0.6	✓	✓	✓
5287/1	NB	62382-62378	247	256	9	4%	0.6	✓	✓	✓	336	326	-9	-3%	0.5	✓	✓	✓
7003/1	SB	29444-52946	773	798	25	3%	0.9	✓	✓	✓	1020	1083	63	6%	1.9	✓	✓	✓
7003/2	NB	52946-29444	690	706	17	2%	0.6	✓	✓	✓	933	897	-36	-4%	1.2	✓	✓	✓
30361812	SB	52946-52944	778	765	-13	-2%	0.5	✓	✓	✓	985	1007	23	2%	0.7	✓	✓	✓
30361813	NB	52944-52946	746	733	-13	-2%	0.5	✓	✓	✓	968	930	-39	-4%	1.3	✓	✓	✓
30361815	NB	29051-52941	547	554	7	1%	0.3	✓	✓	✓	724	696	-28	-4%	1.0	✓	✓	✓
30361814	SB	52941-29051	481	491	10	2%	0.4	✓	✓	✓	650	619	-31	-5%	1.2	✓	✓	✓
5298/1	SB	65410-65387	670	786	115	17%	4.3	✗	✓	✓	931	1076	144	16%	4.6	✗	✓	✓
5297/2	SB	60286-26034	647	659	11	2%	0.4	✓	✓	✓	900	910	10	1%	0.3	✓	✓	✓
5297/1	NB	26034-60286	638	673	35	5%	1.4	✓	✓	✓	908	919	10	1%	0.3	✓	✓	✓
EAST OF STAUNTON COLEFRD	EB	57373-60027	122	92	-30	-25%	2.9	✓	✓	✓	179	93	-86	-48%	7.4	✓	✗	✓
WINDING WHEEL BREAM	NB	65061-57333	124	105	-20	-16%	1.8	✓	✓	✓	162	123	-39	-24%	3.3	✓	✓	✓
POPES HILL LITTLEDEAN	EB	57324-60100	142	147	5	4%	0.4	✓	✓	✓	180	186	6	3%	0.5	✓	✓	✓

GORSLEY	EB	51608-60368	158	119	-39	-24%	3.3	✓	✓	✓	206	145	-61	-29%	4.6	✓	✓	✓
FOREST ROAD, LYDNEY	NB	60025-57329	143	121	-22	-16%	1.9	✓	✓	✓	175	141	-35	-20%	2.7	✓	✓	✓
BREAM ROAD, LYDNEY	NB	57333-65633	172	139	-33	-19%	2.6	✓	✓	✓	215	163	-52	-24%	3.8	✓	✓	✓
BERKELEY HEATH	NB	28091-28013	200	277	78	39%	5.0	✓	✗	✓	325	311	-14	-4%	0.8	✓	✓	✓
STROUDWATER WEST OF M5	EB	27422-27423	260	269	10	4%	0.6	✓	✓	✓	396	352	-44	-11%	2.3	✓	✓	✓
EAST OF DURSLEY	EB	62455-62408	165	170	5	3%	0.4	✓	✓	✓	214	238	24	11%	1.6	✓	✓	✓
Longhope Rd Huntley	EB	60109-60113	168	179	11	6%	0.8	✓	✓	✓	245	231	-14	-6%	0.9	✓	✓	✓
BRIDGE STREET NEWENT	NB	60369-60470	110	118	8	7%	0.8	✓	✓	✓	165	168	3	2%	0.3	✓	✓	✓
New Rd, Wott U Edge	EB	62399-56185	198	204	6	3%	0.4	✓	✓	✓	256	257	2	1%	0.1	✓	✓	✓
FIDDLERS ELBOW W CRANHAM	NB	26021-65414	159	148	-12	-7%	0.9	✓	✓	✓	200	166	-34	-17%	2.5	✓	✓	✓
PITCHCOMBE	NB	27384-60090	320	331	11	4%	0.6	✓	✓	✓	417	400	-17	-4%	0.9	✓	✓	✓
Bear Hill W-cheste	NB	56223-28143	380	416	36	10%	1.8	✓	✓	✓	550	512	-37	-7%	1.6	✓	✓	✓
BARNWOOD LINK	NB	56489-26087	819	851	33	4%	1.1	✓	✓	✓	1183	1098	-86	-7%	2.5	✓	✓	✓
CAINSCROSS ROAD, STROUD	EB	27387-64925	335	504	169	51%	8.3	✗	✗	✗	454	559	105	23%	4.7	✗	✓	✓
EBLEY	EB	27393-56250	197	204	8	4%	0.6	✓	✓	✓	252	212	-40	-16%	2.6	✓	✓	✓
Kingsholm rd	NB	56048-27229	281	291	10	3%	0.6	✓	✓	✓	352	353	1	0%	0.1	✓	✓	✓
HARESFIELD EAST OF M5	NB	28210-28039	185	139	-47	-25%	3.7	✓	✓	✓	255	171	-84	-33%	5.8	✓	✗	✓
B4063 Chelt Rd Glos	NB	56119-66706	383	404	21	6%	1.1	✓	✓	✓	499	455	-44	-9%	2.0	✓	✓	✓
LONDON RD GLOUCESTER	EB	56463-56053	230	238	8	3%	0.5	✓	✓	✓	292	255	-37	-13%	2.2	✓	✓	✓
MERRYWALKS STROUD	NB	60085-56269	524	544	19	4%	0.8	✓	✓	✓	707	608	-99	-14%	3.9	✓	✓	✓

HORTON ROAD, GLOS (CC)	NB	27449-27450	151	155	3	2%	0.3	✓	✓	✓	197	264	67	34%	4.4	✓	✓	✓
B4008 Bristol Rd Hardwick	NB	60097-65884	265	276	11	4%	0.7	✓	✓	✓	343	304	-39	-11%	2.2	✓	✓	✓
STROUD ROAD GLOS, NR GRANGE RD (CC)	NB	60117-56511	182	252	69	38%	4.7	✓	✓	✓	289	294	4	1%	0.2	✓	✓	✓
Commercial Road	EB	60209-56068	301	313	12	4%	0.7	✓	✓	✓	394	526	132	33%	6.1	✗	✗	✗
Southgate srt, Glos	SB	27500-27258	271	287	16	6%	1.0	✓	✓	✓	364	394	31	8%	1.6	✓	✓	✓
GLOUCESTER TRADING EST LINK RD (VALIANT WAY), BROCKWORTH	NB	60246-27586	159	274	115	72%	7.8	✗	✗	✗	240	326	86	36%	5.1	✓	✗	✓
Secunda Way, Glos	NB	27269-60509	556	576	20	4%	0.8	✓	✓	✓	756	874	117	15%	4.1	✗	✓	✓
GSWBP Castlemeads	NB	60464-60468	657	670	13	2%	0.5	✓	✓	✓	860	883	22	3%	0.8	✓	✓	✓
St Oswalds Rd North	NB	60221-27248	540	556	16	3%	0.7	✓	✓	✓	653	680	27	4%	1.0	✓	✓	✓
ST Oswalds Rd (South)	NB	60218-60220	674	672	-3	0%	0.1	✓	✓	✓	828	807	-21	-3%	0.7	✓	✓	✓
Eastern Ave, South, Gloucester	NB	56093-27020	692	720	28	4%	1.0	✓	✓	✓	850	997	147	17%	4.8	✗	✓	✓
Priory Rd Glos	EB	60220-56056	300	314	14	5%	0.8	✓	✓	✓	397	369	-28	-7%	1.4	✓	✓	✓
High Street, Tewkesbury	NB	29202-29204	338	350	11	3%	0.6	✓	✓	✓	411	387	-24	-6%	1.2	✓	✓	✓
A40 London Rd Chelt	NB	60330-60339	446	462	16	4%	0.8	✓	✓	✓	599	594	-6	-1%	0.2	✓	✓	✓
GLOUCESTER ROAD, Cheltenham	NB	27469-56332	592	611	19	3%	0.8	✓	✓	✓	771	756	-15	-2%	0.6	✓	✓	✓
Ullenwood	EB	26080-26060	289	313	24	8%	1.4	✓	✓	✓	425	458	34	8%	1.6	✓	✓	✓
UCKINGTON EAST OF M5	EB	60390-65948	472	533	60	13%	2.7	✓	✓	✓	596	663	67	11%	2.7	✓	✓	✓

PEW NORTH CHELTENHAM	NB	27458-27189	685	719	33	5%	1.3	✓	✓	✓	826	900	74	9%	2.5	✓	✓	✓
Hayden Road Chelt	EB	56364-60400	248	269	21	8%	1.3	✓	✓	✓	318	323	5	2%	0.3	✓	✓	✓
Kingsditch Lane	NB	27188-56368	518	553	35	7%	1.5	✓	✓	✓	774	687	-87	-11%	3.2	✓	✓	✓
Royal Well Rd, Chelt	NB	27516-56381	44	201	158	363%	14.3	✗	✗	✗	79	340	261	330%	18.0	✗	✗	✗
STANTON	NB	60557-56011	94	99	4	5%	0.4	✓	✓	✓	128	181	53	41%	4.3	✓	✓	✓
DILLIES FARM N OF CIREN	NB	60536-68010	219	211	-8	-4%	0.6	✓	✓	✓	290	312	22	8%	1.3	✓	✓	✓
A435 Rendcomb	NB	65391-65675	90	97	7	7%	0.7	✓	✓	✓	121	104	-18	-14%	1.6	✓	✓	✓
KILKENNY SW ANDOVERSFORD	EB	27112-60546	241	264	23	10%	1.5	✓	✓	✓	367	413	46	12%	2.3	✓	✓	✓
CERNEY SPINE RD (WILTS)	EB	65369-62956	191	199	8	4%	0.6	✓	✓	✓	322	255	-68	-21%	4.0	✓	✓	✓
SOUTH OF WINCHCOMBE	NB	56452-27160	206	135	-71	-35%	5.5	✓	✗	✓	251	221	-30	-12%	2.0	✓	✓	✓
BURFORD RD W OF CIREN B/P	NB	65158-60526	285	296	11	4%	0.7	✓	✓	✓	422	389	-33	-8%	1.7	✓	✓	✓
ASTON SUBEDGE	NB	60583-60584	81	52	-28	-35%	3.5	✓	✓	✓	97	56	-40	-42%	4.6	✓	✓	✓
E of Whelford Turn	EB	65392-62966	123	125	2	2%	0.2	✓	✓	✓	163	141	-23	-14%	1.8	✓	✓	✓
FOSSE MANOR S OF STOW	NB	57163-60566	315	313	-3	-1%	0.2	✓	✓	✓	469	405	-65	-14%	3.1	✓	✓	✓
B4425 Aldsworth	NB	68009-57119	62	69	6	10%	0.8	✓	✓	✓	83	121	38	45%	3.7	✓	✓	✓
BROADWAY RD, WILLERSEY	NB	52948-29187	81	47	-34	-42%	4.2	✓	✓	✓	103	61	-42	-41%	4.6	✓	✓	✓
NORTH OF BLAKENEY	NB	57327-60051	137	140	3	2%	0.3	✓	✓	✓	206	172	-34	-17%	2.5	✓	✓	✓
LINTON S OF HIGHNAM	EB	60200-60201	534	586	52	10%	2.2	✓	✓	✓	692	743	52	7%	1.9	✓	✓	✓
WESTBURY ON SEVERN (GPRS)	NB	60100-60102	265	273	8	3%	0.5	✓	✓	✓	350	336	-13	-4%	0.7	✓	✓	✓
TIDENHAM CHASE	NB	57342-65061	66	68	2	3%	0.3	✓	✓	✓	81	89	8	10%	0.9	✓	✓	✓
BRIERLEY NR LYDBROOK	EB	60037-57268	254	264	10	4%	0.6	✓	✓	✓	311	299	-12	-4%	0.7	✓	✓	✓

STEAM MILLS CINDERFORD	NB	60039-60040	369	383	14	4%	0.7	✓	✓	✓	452	407	-45	-10%	2.2	✓	✓	✓
YEW TREE BRAKE CINDERFRD	EB	57307-60036	184	159	-25	-14%	1.9	✓	✓	✓	226	197	-29	-13%	2.0	✓	✓	✓
Whitminster	NB	27426-28095	522	449	-73	-14%	3.3	✓	✓	✓	640	530	-110	-17%	4.6	✗	✓	✓
KINGSHILL DURSLEY	EB	56164-62402	424	441	17	4%	0.8	✓	✓	✓	519	478	-41	-8%	1.9	✓	✓	✓
Estcourt Road	EB	27232-27213	447	479	31	7%	1.5	✓	✓	✓	548	533	-14	-3%	0.6	✓	✓	✓
St Oswalds Rd	EB	56525-27236	696	632	-64	-9%	2.5	✓	✓	✓	852	771	-81	-10%	2.9	✓	✓	✓
DR NEWTONS WAY, STROUD	EB	27343-26002	518	532	15	3%	0.6	✓	✓	✓	634	608	-26	-4%	1.0	✓	✓	✓
Stroud rd S	NB	27436-27194	364	383	18	5%	1.0	✓	✓	✓	446	423	-23	-5%	1.1	✓	✓	✓
The Quay	NB	60214-60210	386	404	18	5%	0.9	✓	✓	✓	473	519	46	10%	2.1	✓	✓	✓
Elmore Lane, Quedg	NB	27499-60120	575	595	20	3%	0.8	✓	✓	✓	704	723	19	3%	0.7	✓	✓	✓
LONDON RD GLOS (CC)	EB	27219-27448	394	411	17	4%	0.8	✓	✓	✓	482	472	-10	-2%	0.5	✓	✓	✓
COLE AVE GLOS (CC)	EB	60123-27433	604	629	25	4%	1.0	✓	✓	✓	740	786	46	6%	1.7	✓	✓	✓
Chelt SW link	NB	27042-27091	265	269	5	2%	0.3	✓	✓	✓	324	298	-26	-8%	1.5	✓	✓	✓
Park end rd	NB	60149-27277	229	237	8	3%	0.5	✓	✓	✓	281	297	16	6%	1.0	✓	✓	✓
North Upton Lane	NB	27025-65415	255	265	10	4%	0.6	✓	✓	✓	312	269	-43	-14%	2.5	✓	✓	✓
NORTH OF COATES	EB	57039-57038	245	253	8	3%	0.5	✓	✓	✓	300	353	53	18%	2.9	✓	✓	✓
POOLE WAY, CHELT	EB	27508-60344	291	321	30	10%	1.7	✓	✓	✓	357	427	70	20%	3.6	✓	✓	✓
SALTBOX SHEEPSCOMBE	NB	26008-65408	40	53	13	33%	1.9	✓	✓	✓	48	58	10	21%	1.4	✓	✓	✓
BATH ROAD CHELT (BC)	NB	26057-60323	341	356	16	5%	0.8	✓	✓	✓	417	391	-27	-6%	1.3	✓	✓	✓
St Johns Avenue	NB	60351-27161	201	210	9	4%	0.6	✓	✓	✓	246	293	46	19%	2.8	✓	✓	✓
Evesham road	NB	56454-65876	286	204	-82	-29%	5.2	✓	✗	✓	350	297	-53	-15%	2.9	✓	✓	✓
PRESTBURY RD CHELT (BC)	NB	27134-56419	264	333	69	26%	4.0	✓	✓	✓	323	382	59	18%	3.1	✓	✓	✓

ST GEORGES RD CHELT (BC)	NB	27454-27453	137	54	-83	-60%	8.5	✓	✗	✓	167	70	-97	-58%	8.9	✓	✗	✓
IMPERIAL SQ CHELT (BC)	WB	56596-60328	558	572	14	3%	0.6	✓	✓	✓	683	639	-44	-6%	1.7	✓	✓	✓
Ambrose Str, Chelt	NB	27510-27509	186	120	-66	-36%	5.3	✓	✗	✓	228	139	-90	-39%	6.6	✓	✗	✓
North Place	NB	60352-27163	34	82	48	139%	6.3	✓	✗	✓	42	153	111	263%	11.2	✗	✗	✗
St Georges Place	NB	27514-27511	86	74	-13	-15%	1.4	✓	✓	✓	106	87	-18	-17%	1.9	✓	✓	✓
NORTH OF WINCHCOMBE	NB	60555-56041	132	73	-59	-45%	5.9	✓	✗	✓	162	144	-18	-11%	1.5	✓	✓	✓
WATERMOOR RD CIRENCESTER	NB	27543-27534	1035	1118	82	8%	2.5	✓	✓	✓	1268	1383	115	9%	3.2	✓	✓	✓
W Chesterton lane	NB	27571-27546	772	800	28	4%	1.0	✓	✓	✓	946	1030	84	9%	2.7	✓	✓	✓
Longborough	NB	57199-57193	144	171	27	19%	2.2	✓	✓	✓	176	212	36	20%	2.6	✓	✓	✓
South Stow	NB	60567-60568	506	513	7	1%	0.3	✓	✓	✓	620	662	42	7%	1.7	✓	✓	✓
NORTH OF MORETON	NB	57210-57211	228	224	-4	-2%	0.3	✓	✓	✓	279	307	28	10%	1.6	✓	✓	✓
Lydney Bypass	NB	57341-57334	134	126	-9	-6%	0.8	✓	✓	✓	165	156	-8	-5%	0.6	✓	✓	✓
THE ASH PATH, UPTON ST. LEONARDS	NB	26044-56104	34	50	16	46%	2.4	✓	✓	✓	42	58	16	39%	2.3	✓	✓	✓
THE GREEN	NB	56434-56635	18	1	-17	-96%	5.6	✓	✗	✓	22	1	-21	-96%	6.2	✓	✗	✓
EAST OF STAUNTON COLEFRD	WB	60027-57373	142	0	-142	-100%	16.8	✗	✗	✗	215	0	-215	-100%	20.7	✗	✗	✗
WINDING WHEEL BREAM	SB	57333-65061	122	104	-18	-15%	1.7	✓	✓	✓	157	123	-35	-22%	2.9	✓	✓	✓
POPES HILL LITTLEDEAN	WB	60100-57324	170	175	5	3%	0.4	✓	✓	✓	216	231	15	7%	1.0	✓	✓	✓
GORSLEY	WB	60368-51608	160	105	-55	-34%	4.8	✓	✓	✓	213	116	-97	-45%	7.5	✓	✗	✓
FOREST ROAD, LYDNEY	SB	57329-60025	132	121	-11	-8%	0.9	✓	✓	✓	162	142	-20	-12%	1.6	✓	✓	✓
BREAM ROAD, LYDNEY	SB	65633-57333	152	138	-14	-9%	1.2	✓	✓	✓	193	162	-31	-16%	2.3	✓	✓	✓
Berkeley Heath	SB	28013-28091	197	242	45	23%	3.0	✓	✓	✓	316	275	-41	-13%	2.4	✓	✓	✓

STROUDWATER WEST OF M5	WB	27423-27422	294	304	9	3%	0.5	✓	✓	✓	456	386	-70	-15%	3.4	✓	✓	✓
EAST OF DURSLEY	WB	62408-62455	173	179	6	3%	0.4	✓	✓	✓	227	249	22	9%	1.4	✓	✓	✓
Longhope Rd Huntley	WB	60113-60109	180	198	19	10%	1.4	✓	✓	✓	264	245	-18	-7%	1.1	✓	✓	✓
BRIDGE STREET NEWENT	SB	60470-60369	112	114	2	2%	0.2	✓	✓	✓	171	168	-3	-2%	0.2	✓	✓	✓
New Rd, Wott U Edge	WB	56185-62399	199	207	7	4%	0.5	✓	✓	✓	258	272	13	5%	0.8	✓	✓	✓
FIDDLERS ELBOW W CRANHAM	SB	65414-26021	163	144	-19	-12%	1.6	✓	✓	✓	200	162	-38	-19%	2.8	✓	✓	✓
PITCHCOMBE	SB	60090-27384	310	318	8	3%	0.5	✓	✓	✓	403	385	-18	-5%	0.9	✓	✓	✓
Bear Hill W-cheste	SB	28143-56223	327	372	45	14%	2.4	✓	✓	✓	471	461	-10	-2%	0.5	✓	✓	✓
BARNWOOD LINK	SB	58004-56489	506	513	7	1%	0.3	✓	✓	✓	704	772	67	10%	2.5	✓	✓	✓
CAINSCROSS ROAD, STROUD	WB	64925-27387	375	491	116	31%	5.6	✗	✗	✗	502	572	70	14%	3.0	✓	✓	✓
EBLEY	WB	56250-27393	162	167	6	4%	0.4	✓	✓	✓	210	174	-37	-17%	2.7	✓	✓	✓
Kingsholm rd	SB	27229-56048	289	308	19	6%	1.1	✓	✓	✓	362	344	-17	-5%	0.9	✓	✓	✓
HARESFIELD EAST OF M5	SB	28039-28210	203	210	7	3%	0.5	✓	✓	✓	282	249	-33	-12%	2.0	✓	✓	✓
B4063 Chelt Rd Glos	SB	66706-56119	415	425	9	2%	0.5	✓	✓	✓	531	480	-51	-10%	2.3	✓	✓	✓
LONDON RD GLOUCESTER	WB	56053-56463	299	295	-4	-1%	0.2	✓	✓	✓	383	348	-35	-9%	1.8	✓	✓	✓
MERRYWALKS STROUD	SB	56269-60085	551	476	-75	-14%	3.3	✓	✓	✓	730	511	-219	-30%	8.8	✗	✗	✗
HORTON ROAD, GLOS (CC)	SB	27450-27449	141	154	13	9%	1.1	✓	✓	✓	185	215	29	16%	2.1	✓	✓	✓
B4008 Bristol Rd Hardwick	SB	65884-60097	223	234	11	5%	0.7	✓	✓	✓	288	343	55	19%	3.1	✓	✓	✓
STROUD ROAD GLOS, NR GRANGE RD (CC)	SB	56511-60118	178	250	72	41%	4.9	✓	✓	✓	268	294	26	10%	1.6	✓	✓	✓

Commercial Road	WB	56068-60209	262	338	76	29%	4.4	✓	✓	✓	344	461	117	34%	5.8	✗	✗	✗
Southgate srt, Glos	NB	27258-27500	288	294	6	2%	0.4	✓	✓	✓	390	436	46	12%	2.3	✓	✓	✓
GLOUCESTER TRADING EST LINK RD (VALIANT WAY), BROCKWORTH	SB	60255-60247	164	211	47	29%	3.4	✓	✓	✓	263	297	33	13%	2.0	✓	✓	✓
Secunda Way, Glos	SB	60509-27269	542	569	27	5%	1.1	✓	✓	✓	727	746	19	3%	0.7	✓	✓	✓
GSWBP Castlemeads	SB	60468-60464	475	501	26	5%	1.2	✓	✓	✓	634	581	-53	-8%	2.1	✓	✓	✓
St Oswalds Rd North	SB	27247-60221	659	644	-15	-2%	0.6	✓	✓	✓	799	828	30	4%	1.0	✓	✓	✓
ST Oswalds Rd (South)	SB	60220-60213	818	857	39	5%	1.4	✓	✓	✓	989	1019	29	3%	0.9	✓	✓	✓
Eastern Ave, South, Gloucester	SB	27019-27017	735	718	-17	-2%	0.6	✓	✓	✓	907	961	55	6%	1.8	✓	✓	✓
Priory Rd Glos	WB	56056-60220	498	412	-86	-17%	4.0	✓	✓	✓	654	433	-221	-34%	9.5	✗	✗	✗
High Street, Tewkesbury	SB	29204-29202	319	334	15	5%	0.8	✓	✓	✓	392	376	-15	-4%	0.8	✓	✓	✓
A40 London Rd Chelt	SB	60339-60330	507	531	23	5%	1.0	✓	✓	✓	671	662	-10	-1%	0.4	✓	✓	✓
GLOUCESTER ROAD, Cheltenham	SB	56332-27469	656	681	25	4%	1.0	✓	✓	✓	859	846	-13	-2%	0.4	✓	✓	✓
Ullenwood	WB	26060-26080	292	303	12	4%	0.7	✓	✓	✓	439	503	65	15%	3.0	✓	✓	✓
UCKINGTON EAST OF M5	WB	65948-60390	486	533	47	10%	2.1	✓	✓	✓	611	730	119	19%	4.6	✗	✓	✓
PEW NORTH CHELTENHAM	SB	27189-27458	777	834	57	7%	2.0	✓	✓	✓	934	1019	84	9%	2.7	✓	✓	✓
Hayden Road Chelt	WB	60400-56364	266	270	4	1%	0.2	✓	✓	✓	341	312	-29	-9%	1.6	✓	✓	✓
Kingsditch Lane	SB	56368-27188	492	511	19	4%	0.8	✓	✓	✓	748	731	-17	-2%	0.6	✓	✓	✓

Royal Well Rd, Chelt	SB	56382-56383	7	14	7	95%	2.1	✓	✓	✓	15	52	37	255%	6.5	✓	✗	✓
STANTON	SB	56011-60557	86	89	3	3%	0.3	✓	✓	✓	121	148	26	22%	2.3	✓	✓	✓
DILLIES FARM N OF CIREN	SB	68010-60536	219	225	6	3%	0.4	✓	✓	✓	285	299	14	5%	0.8	✓	✓	✓
A435 Rendcomb	SB	65675-65391	89	92	4	4%	0.4	✓	✓	✓	115	103	-12	-10%	1.2	✓	✓	✓
KILKENNY SW ANDOVERSFORD	WB	60546-27112	246	256	9	4%	0.6	✓	✓	✓	388	455	67	17%	3.3	✓	✓	✓
CERNEY SPINE RD (WILTS)	WB	62956-65369	181	187	6	3%	0.4	✓	✓	✓	309	253	-56	-18%	3.3	✓	✓	✓
SOUTH OF WINCHCOMBE	SB	27160-56452	195	157	-37	-19%	2.8	✓	✓	✓	238	225	-13	-5%	0.8	✓	✓	✓
BURFORD RD W OF CIREN B/P	SB	60526-65158	354	363	10	3%	0.5	✓	✓	✓	499	468	-32	-6%	1.4	✓	✓	✓
ASTON SUBEDGE	SB	60584-60583	80	70	-10	-13%	1.2	✓	✓	✓	97	77	-20	-20%	2.1	✓	✓	✓
E of Whelford Turn	WB	62966-65392	122	126	4	4%	0.4	✓	✓	✓	166	151	-15	-9%	1.2	✓	✓	✓
FOSSE MANOR S OF STOW	SB	60566-57163	313	324	11	3%	0.6	✓	✓	✓	483	391	-92	-19%	4.4	✓	✓	✓
B4425 Aldsworth	SB	57119-68009	65	65	0	1%	0.0	✓	✓	✓	86	130	44	51%	4.2	✓	✓	✓
BROADWAY RD, WILLERSEY	SB	29187-52948	87	51	-37	-42%	4.4	✓	✓	✓	111	60	-51	-46%	5.5	✓	✗	✓
NORTH OF BLAKENEY	SB	60051-57327	142	145	3	2%	0.3	✓	✓	✓	219	183	-35	-16%	2.5	✓	✓	✓
LINTON S OF HIGHNAM	WB	60201-60200	625	655	30	5%	1.2	✓	✓	✓	805	824	19	2%	0.7	✓	✓	✓
WESTBURY ON SEVERN (GPRS)	SB	60102-60100	304	313	9	3%	0.5	✓	✓	✓	397	399	2	1%	0.1	✓	✓	✓
TIDENHAM CHASE	SB	65061-57342	72	75	3	4%	0.3	✓	✓	✓	89	95	7	7%	0.7	✓	✓	✓
BRIERLEY NR LYDBROOK	WB	57268-60037	288	300	12	4%	0.7	✓	✓	✓	353	335	-18	-5%	1.0	✓	✓	✓
STEAM MILLS CINDERFORD	SB	60040-60039	367	381	14	4%	0.7	✓	✓	✓	449	410	-39	-9%	1.9	✓	✓	✓
YEW TREE BRAKE CINDERFRD	WB	60036-57307	193	182	-10	-5%	0.7	✓	✓	✓	236	232	-4	-2%	0.3	✓	✓	✓
Whitminster	SB	28096-27427	172	179	7	4%	0.5	✓	✓	✓	210	228	18	8%	1.2	✓	✓	✓

KINGSHILL DURSLEY	WB	62402-56164	421	439	18	4%	0.9	✓	✓	✓	516	463	-52	-10%	2.4	✓	✓	✓
Estcourt Road	WB	27212-27234	396	410	15	4%	0.7	✓	✓	✓	485	474	-11	-2%	0.5	✓	✓	✓
St Oswalds Rd	WB	27230-56526	787	837	51	6%	1.8	✓	✓	✓	964	1009	45	5%	1.4	✓	✓	✓
DR NEWTONS WAY, STROUD	WB	26002-27343	476	493	17	4%	0.8	✓	✓	✓	583	587	4	1%	0.2	✓	✓	✓
Stroud rd S	SB	27194-27436	350	365	15	4%	0.8	✓	✓	✓	428	406	-22	-5%	1.1	✓	✓	✓
The Quay	SB	56074-60214	406	424	18	4%	0.9	✓	✓	✓	498	617	119	24%	5.0	✗	✗	✗
LONDON RD GLOS (CC)	WB	27448-27219	510	523	13	3%	0.6	✓	✓	✓	625	580	-44	-7%	1.8	✓	✓	✓
COLE AVE GLOS (CC)	WB	27433-60123	611	632	21	3%	0.8	✓	✓	✓	749	825	76	10%	2.7	✓	✓	✓
Chelt SW link	SB	27091-27042	310	329	19	6%	1.1	✓	✓	✓	380	347	-33	-9%	1.8	✓	✓	✓
Park end rd	SB	27277-60149	270	283	13	5%	0.8	✓	✓	✓	330	309	-21	-6%	1.2	✓	✓	✓
North Upton Lane	SB	65415-27025	247	251	4	2%	0.3	✓	✓	✓	302	255	-47	-15%	2.8	✓	✓	✓
POOLE WAY, CHELT	WB	60344-27508	421	443	22	5%	1.0	✓	✓	✓	516	621	106	20%	4.4	✗	✓	✓
SALTBOX SHEEPSCOMBE	SB	65408-26008	40	64	24	60%	3.4	✓	✓	✓	49	75	26	53%	3.3	✓	✓	✓
BATH ROAD CHELT (BC)	SB	60323-26057	324	335	11	3%	0.6	✓	✓	✓	397	403	7	2%	0.3	✓	✓	✓
St Johns Avenue	SB	27161-60351	466	496	29	6%	1.3	✓	✓	✓	571	652	82	14%	3.3	✓	✓	✓
Evesham road	SB	65876-56454	308	389	81	26%	4.3	✓	✓	✓	378	471	93	25%	4.5	✓	✓	✓
PRESTBURY RD CHELT (BC)	SB	56419-27134	292	378	87	30%	4.7	✓	✓	✓	357	438	81	23%	4.1	✓	✓	✓
ST GEORGES RD CHELT (BC)	SB	27453-27454	416	405	-11	-3%	0.6	✓	✓	✓	510	416	-94	-18%	4.4	✓	✓	✓
IMPERIAL SQ CHELT (BC)	EB	60328-56596	160	60	-100	-63%	9.5	✗	✗	✗	196	60	-136	-69%	12.0	✗	✗	✗
Ambrose Str, Chelt	SB	27509-27510	287	258	-29	-10%	1.8	✓	✓	✓	351	375	24	7%	1.2	✓	✓	✓
North Place	SB	27163-60352	49	53	4	9%	0.6	✓	✓	✓	60	68	8	13%	1.0	✓	✓	✓
St Georges Place	SB	27511-27514	102	63	-39	-39%	4.3	✓	✓	✓	125	71	-54	-43%	5.5	✓	✗	✓

NORTH OF WINCHCOMBE	SB	56041-60555	128	103	-25	-19%	2.3	✓	✓	✓	157	156	-1	0%	0.1	✓	✓	✓
WATERMOOR RD CIRENCESTER	SB	27533-27540	940	974	33	4%	1.1	✓	✓	✓	1151	1199	47	4%	1.4	✓	✓	✓
W Chesterton lane	SB	57176-27550	788	832	44	6%	1.6	✓	✓	✓	965	1137	172	18%	5.3	✗	✗	✗
Longborough	SB	57193-57199	138	177	39	28%	3.1	✓	✓	✓	170	214	44	26%	3.2	✓	✓	✓
SOUTH STOW	SB	60568-60567	526	544	18	3%	0.8	✓	✓	✓	644	667	24	4%	0.9	✓	✓	✓
NORTH OF MORETON	SB	57211-57210	220	228	7	3%	0.5	✓	✓	✓	270	292	22	8%	1.3	✓	✓	✓
LYDNEY BYPASS	SB	57334-57341	129	130	1	1%	0.1	✓	✓	✓	158	161	2	2%	0.2	✓	✓	✓
THE ASH PATH, UPTON ST. LEONARDS	SB	56104-26044	44	47	2	5%	0.3	✓	✓	✓	54	55	1	2%	0.1	✓	✓	✓
A429 S of Moreton	NB	57198-64942	244	241	-3	-1%	0.2	✓	✓	✓	351	338	-13	-4%	0.7	✓	✓	✓
A429 S of Moreton	SB	64942-57198	241	249	8	3%	0.5	✓	✓	✓	352	324	-28	-8%	1.5	✓	✓	✓
A429 N NORTHLEACH	NB	65128-60561	213	207	-5	-2%	0.4	✓	✓	✓	296	293	-3	-1%	0.2	✓	✓	✓
A429 N NORTHLEACH	SB	60561-65128	202	209	6	3%	0.4	✓	✓	✓	283	271	-12	-4%	0.7	✓	✓	✓
BARNWOOD ROAD (CC)	WB	56495-27203	390	493	103	27%	4.9	✗	✓	✓	477	534	56	12%	2.5	✓	✓	✓
BARNWOOD ROAD (CC)	EB	27203-56495	385	470	84	22%	4.1	✓	✓	✓	472	500	28	6%	1.3	✓	✓	✓

6.4.2.2 New Counts

Additional Counts																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M5/7970B	Northbound	60092-60455	1874	1856	-18	-1%	0.4	✓	✓	✓	2691	2598	-94	-3%	1.8	✓	✓	✓
M5/7978A	Southbound	60457-65475	2085	2016	-69	-3%	1.5	✓	✓	✓	2995	2902	-94	-3%	1.7	✓	✓	✓
M5/7969J	Southbound	60456-60452	376	314	-61	-16%	3.3	✓	✓	✓	540	356	-184	-34%	8.7	✗	✗	✗
M5/7974A	Southbound	60456-60457	1656	1693	37	2%	0.9	✓	✓	✓	2379	2490	111	5%	2.3	✓	✓	✓
M5/7823M	Northbound	60308-60309	381	288	-93	-24%	5.1	✓	✗	✓	548	440	-107	-20%	4.8	✗	✓	✓
M5/7650B	Northbound	65497-60446	2055	1995	-60	-3%	1.3	✓	✓	✓	2952	2861	-91	-3%	1.7	✓	✓	✓
30360100	Northbound	60250-60256	199	206	7	4%	0.5	✓	✓	✓	286	269	-16	-6%	1.0	✓	✓	✓
5301/1	Northbound	65470-60540	664	715	51	8%	1.9	✓	✓	✓	954	967	13	1%	0.4	✓	✓	✓
5298/1	Southbound	65410-65387	711	786	75	11%	2.7	✓	✓	✓	1021	1076	55	5%	1.7	✓	✓	✓
5297/2	Southbound	60286-26034	668	659	-10	-1%	0.4	✓	✓	✓	960	910	-50	-5%	1.6	✓	✓	✓
5297/1	Northbound	26034-60286	629	673	45	7%	1.8	✓	✓	✓	903	919	16	2%	0.5	✓	✓	✓
5289/2	Northbound	60058-60069	1775	1755	-20	-1%	0.5	✓	✓	✓	2549	2416	-134	-5%	2.7	✓	✓	✓
5289/1	Northbound	60058-60061	165	206	40	24%	3.0	✓	✓	✓	237	256	19	8%	1.2	✓	✓	✓
5292/1	Northbound	60248-60250	523	561	38	7%	1.6	✓	✓	✓	752	790	38	5%	1.4	✓	✓	✓
7005/2	Northbound	56017-56016	482	469	-14	-3%	0.6	✓	✓	✓	693	663	-30	-4%	1.2	✓	✓	✓
7005/1	Southbound	56016-56017	482	461	-21	-4%	1.0	✓	✓	✓	693	656	-37	-5%	1.4	✓	✓	✓
7036/2	Northbound	60415-60421	1810	1765	-46	-3%	1.1	✓	✓	✓	2600	2538	-62	-2%	1.2	✓	✓	✓
7036/1	Northbound	60415-60420	514	566	52	10%	2.2	✓	✓	✓	738	799	61	8%	2.2	✓	✓	✓
M5/7645A	Southbound	29447-60447	1366	1302	-64	-5%	1.7	✓	✓	✓	1962	2008	46	2%	1.0	✓	✓	✓
M5/7646L	Northbound	60446-51645	242	229	-13	-5%	0.8	✓	✓	✓	347	296	-51	-15%	2.8	✓	✓	✓
M5/7860A	Southbound	60285-60261	1514	1433	-81	-5%	2.1	✓	✓	✓	2175	2039	-136	-6%	3.0	✓	✓	✓

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
99186741	NE	57295-57504	18	43	25	133%	4.4	✓	✓	✓	25	49	24	96%	3.9	✓	✓	✓
99186741	SW	57504-57295	19	62	43	229%	6.8	✓	✗	✓	26	66	40	157%	6.0	✓	✗	✓
99186743	NW	57332-57292	19	0	-19	-100%	6.1	✓	✗	✓	25	0	-25	-100%	7.1	✓	✗	✓
99186743	SE	57292-57332	19	0	-19	-100%	6.2	✓	✗	✓	26	0	-26	-100%	7.3	✓	✗	✓
99186745	N	56048-27229	265	291	26	10%	1.6	✓	✓	✓	360	353	-7	-2%	0.4	✓	✓	✓
99186745	S	27229-56048	284	308	24	9%	1.4	✓	✓	✓	386	344	-42	-11%	2.2	✓	✓	✓
99186747	E	57523-57198	22	0	-22	-100%	6.7	✓	✗	✓	30	0	-30	-100%	7.8	✓	✗	✓
99186747	W	57198-57523	30	0	-30	-100%	7.8	✓	✗	✓	41	0	-41	-100%	9.1	✓	✗	✓
99186748	NW	56106-56107	34	0	-34	-100%	8.2	✓	✗	✓	46	0	-46	-100%	9.6	✓	✗	✓
99186748	SE	56107-56106	37	0	-37	-100%	8.6	✓	✗	✓	51	0	-51	-100%	10.1	✓	✗	✓
99186760	NW	28173-56156	38	51	14	36%	2.0	✓	✓	✓	52	65	14	27%	1.8	✓	✓	✓
99186760	SE	56156-28173	38	66	28	73%	3.8	✓	✓	✓	52	74	22	43%	2.8	✓	✓	✓
99186762	NW	28172-28173	70	51	-19	-27%	2.4	✓	✓	✓	95	65	-30	-32%	3.4	✓	✓	✓
99186762	SE	28173-28172	68	66	-3	-4%	0.3	✓	✓	✓	93	74	-19	-20%	2.1	✓	✓	✓
99186767	N	28001-28002	54	23	-30	-56%	4.9	✓	✓	✓	73	35	-38	-52%	5.1	✓	✗	✓
99186767	S	28002-28001	46	24	-22	-48%	3.7	✓	✓	✓	63	36	-28	-44%	3.9	✓	✓	✓
99186768	NE	56908-26053	161	183	22	14%	1.7	✓	✓	✓	219	215	-5	-2%	0.3	✓	✓	✓
99186768	SW	26053-56908	185	213	28	15%	2.0	✓	✓	✓	252	248	-5	-2%	0.3	✓	✓	✓
99186771	NE	27037-60301	204	322	118	58%	7.3	✗	✗	✗	278	425	147	53%	7.8	✗	✗	✗
99186771	SW	60301-27037	248	354	107	43%	6.1	✗	✗	✗	337	419	82	24%	4.2	✓	✓	✓
99186773	N	28146-56222	129	151	23	18%	1.9	✓	✓	✓	175	186	11	6%	0.8	✓	✓	✓
99186773	S	56222-28146	134	199	65	49%	5.1	✓	✗	✓	183	225	42	23%	3.0	✓	✓	✓
99186775	E	28067-56216	218	233	15	7%	1.0	✓	✓	✓	297	283	-14	-5%	0.8	✓	✓	✓
99186775	W	56216-28067	252	299	48	19%	2.9	✓	✓	✓	343	371	28	8%	1.5	✓	✓	✓
99186776	NW	28065-28196	211	225	14	7%	0.9	✓	✓	✓	287	273	-14	-5%	0.8	✓	✓	✓
99186776	SE	28196-28065	187	182	-5	-3%	0.4	✓	✓	✓	255	224	-31	-12%	2.0	✓	✓	✓
99186782	NE	60029-60030	83	72	-11	-13%	1.2	✓	✓	✓	113	88	-25	-22%	2.5	✓	✓	✓
99186782	SW	60030-60029	73	91	18	24%	2.0	✓	✓	✓	100	119	19	19%	1.8	✓	✓	✓

99186784	N	57342-65061	91	68	-23	-25%	2.6	✓	✓	✓	124	89	-35	-28%	3.4	✓	✓	✓
99186784	S	65061-57342	93	75	-18	-19%	1.9	✓	✓	✓	126	95	-31	-25%	2.9	✓	✓	✓
99186797	E	56242-56244	141	119	-22	-16%	1.9	✓	✓	✓	192	167	-25	-13%	1.8	✓	✓	✓
99186797	W	56244-56242	127	90	-37	-29%	3.5	✓	✓	✓	173	111	-62	-36%	5.2	✓	✗	✓
99186813	E	60115-56583	319	297	-22	-7%	1.3	✓	✓	✓	434	363	-71	-16%	3.6	✓	✓	✓
99186813	W	56583-60115	308	334	26	8%	1.4	✓	✓	✓	419	424	4	1%	0.2	✓	✓	✓
99186817	NE	56583-60200	311	318	7	2%	0.4	✓	✓	✓	423	387	-37	-9%	1.8	✓	✓	✓
99186817	SW	60200-56583	337	391	54	16%	2.8	✓	✓	✓	459	489	30	6%	1.4	✓	✓	✓
99186827	NE	26030-26031	7	18	11	171%	3.2	✓	✓	✓	9	20	11	123%	2.9	✓	✓	✓
99186827	SW	26031-26030	7	9	2	26%	0.7	✓	✓	✓	10	12	2	17%	0.5	✓	✓	✓
99186828	NE	26035-26036	17	6	-11	-62%	3.1	✓	✓	✓	23	7	-16	-69%	4.1	✓	✓	✓
99186828	SW	26036-26035	9	5	-5	-49%	1.7	✓	✓	✓	13	6	-7	-53%	2.2	✓	✓	✓
99186831	E	26064-26026	29	0	-29	-100%	7.6	✓	✗	✓	39	0	-39	-100%	8.8	✓	✗	✓
99186831	W	26026-26064	30	0	-30	-100%	7.8	✓	✗	✓	41	0	-41	-100%	9.0	✓	✗	✓
99186833	NE	27106-27104	281	402	121	43%	6.6	✗	✗	✗	382	488	106	28%	5.1	✗	✗	✗
99186833	SW	27104-27106	305	361	56	18%	3.1	✓	✓	✓	415	455	39	9%	1.9	✓	✓	✓
99186835	NW	27449-27225	159	162	3	2%	0.2	✓	✓	✓	217	210	-7	-3%	0.5	✓	✓	✓
99186835	SE	27225-27449	227	201	-25	-11%	1.7	✓	✓	✓	309	246	-63	-20%	3.8	✓	✓	✓
99186836	N	27429-56604	210	333	123	59%	7.5	✗	✗	✗	286	416	131	46%	7.0	✗	✗	✗
99186836	S	56604-27429	258	370	112	43%	6.3	✗	✗	✗	352	435	83	24%	4.2	✓	✓	✓
99186837	N	56092-56090	263	352	89	34%	5.1	✓	✗	✓	359	437	78	22%	3.9	✓	✓	✓
99186837	S	56090-56092	266	385	119	45%	6.6	✗	✗	✗	362	459	97	27%	4.8	✓	✓	✓
99186838	NE	65423-26057	248	309	61	25%	3.7	✓	✓	✓	338	338	0	0%	0.0	✓	✓	✓
99186838	SW	26057-65423	271	316	46	17%	2.7	✓	✓	✓	368	383	14	4%	0.7	✓	✓	✓
99186839	NE	56344-65423	394	537	142	36%	6.6	✗	✗	✗	537	621	85	16%	3.5	✓	✓	✓
99186839	SW	65423-56344	415	544	129	31%	5.9	✗	✗	✗	566	635	69	12%	2.8	✓	✓	✓
99186841	NW	26056-65423	128	168	40	31%	3.3	✓	✓	✓	175	189	14	8%	1.1	✓	✓	✓
99186841	SE	65423-26056	130	205	75	57%	5.8	✓	✗	✓	177	220	43	24%	3.0	✓	✓	✓
99186853	E	56415-65677	222	195	-27	-12%	1.8	✓	✓	✓	302	247	-55	-18%	3.3	✓	✓	✓
99186853	NW	65677-56415	271	162	-108	-40%	7.4	✗	✗	✗	369	208	-161	-44%	9.5	✗	✗	✗

1006	N	57333-65061	131	104	-28	-21%	2.6	✓	✓	✓	179	123	-56	-31%	4.6	✓	✓	✓
1006	S	65061-57333	128	105	-23	-18%	2.2	✓	✓	✓	175	123	-52	-30%	4.2	✓	✓	✓
2003	E	57324-60100	156	147	-8	-5%	0.7	✓	✓	✓	212	186	-26	-12%	1.8	✓	✓	✓
2003	W	60100-57324	179	175	-4	-2%	0.3	✓	✓	✓	244	231	-13	-5%	0.8	✓	✓	✓
3014	N	65840-65839	334	270	-64	-19%	3.7	✓	✓	✓	454	349	-105	-23%	5.2	✗	✗	✗
3014	S	65839-65840	327	270	-57	-17%	3.3	✓	✓	✓	446	357	-89	-20%	4.4	✓	✓	✓
3016	N	60369-60470	132	118	-14	-11%	1.3	✓	✓	✓	180	168	-11	-6%	0.9	✓	✓	✓
3016	S	60470-60369	142	114	-27	-19%	2.4	✓	✓	✓	193	168	-25	-13%	1.9	✓	✓	✓
3020	N	60103-60105	271	297	25	9%	1.5	✓	✓	✓	370	363	-6	-2%	0.3	✓	✓	✓
3020	S	60105-60103	302	334	31	10%	1.8	✓	✓	✓	411	424	12	3%	0.6	✓	✓	✓
4019	N	56223-28143	394	416	22	6%	1.1	✓	✓	✓	536	512	-24	-4%	1.0	✓	✓	✓
4019	S	28143-56223	363	372	9	2%	0.5	✓	✓	✓	495	461	-34	-7%	1.5	✓	✓	✓
4021	N	27257-57250	275	260	-15	-6%	0.9	✓	✓	✓	375	361	-14	-4%	0.7	✓	✓	✓
4021	S	57250-27257	278	252	-26	-9%	1.6	✓	✓	✓	378	349	-30	-8%	1.6	✓	✓	✓
4091	N	60085-56269	535	544	9	2%	0.4	✓	✓	✓	728	608	-120	-16%	4.6	✗	✓	✓
4091	S	56269-60085	555	476	-79	-14%	3.5	✓	✓	✓	756	511	-245	-32%	9.7	✗	✗	✗
4100	E	60074-27370	577	626	49	9%	2.0	✓	✓	✓	786	763	-23	-3%	0.8	✓	✓	✓
4100	W	27370-60074	639	668	29	5%	1.1	✓	✓	✓	870	834	-36	-4%	1.2	✓	✓	✓
4109	N	28127-65847	174	216	41	24%	3.0	✓	✓	✓	237	255	18	8%	1.2	✓	✓	✓
4109	S	65847-28127	168	201	33	20%	2.5	✓	✓	✓	229	241	12	5%	0.8	✓	✓	✓
4146	N	27269-60509	628	576	-51	-8%	2.1	✓	✓	✓	855	874	19	2%	0.6	✓	✓	✓
4146	S	60509-27269	590	569	-20	-3%	0.8	✓	✓	✓	803	746	-57	-7%	2.1	✓	✓	✓
4155	N	60218-60220	607	672	65	11%	2.6	✓	✓	✓	827	807	-20	-2%	0.7	✓	✓	✓
4155	S	60220-60213	738	857	119	16%	4.2	✗	✓	✓	1005	1019	14	1%	0.4	✓	✓	✓
4158	N	29202-29204	317	350	33	10%	1.8	✓	✓	✓	431	387	-44	-10%	2.2	✓	✓	✓
4158	S	29204-29202	291	334	43	15%	2.5	✓	✓	✓	396	376	-20	-5%	1.0	✓	✓	✓
5007	N	57003-57017	200	205	5	3%	0.4	✓	✓	✓	273	258	-15	-5%	0.9	✓	✓	✓
5007	S	57017-57003	211	216	4	2%	0.3	✓	✓	✓	288	278	-10	-3%	0.6	✓	✓	✓
5017	E	28179-60417	461	442	-19	-4%	0.9	✓	✓	✓	628	617	-11	-2%	0.4	✓	✓	✓
5017	W	60417-28179	479	387	-93	-19%	4.4	✓	✓	✓	653	536	-117	-18%	4.8	✗	✓	✓

5018	E	60390-65948	488	533	45	9%	2.0	✓	✓	✓	664	663	-2	0%	0.1	✓	✓	✓
5018	W	65948-60390	497	533	36	7%	1.6	✓	✓	✓	677	730	53	8%	2.0	✓	✓	✓
6008	N	60536-68010	248	211	-37	-15%	2.5	✓	✓	✓	337	312	-26	-8%	1.4	✓	✓	✓
6008	S	68010-60536	238	225	-12	-5%	0.8	✓	✓	✓	324	299	-25	-8%	1.4	✓	✓	✓
6019	N	56452-27160	176	135	-42	-24%	3.4	✓	✓	✓	240	221	-19	-8%	1.3	✓	✓	✓
6019	S	27160-56452	179	157	-22	-12%	1.7	✓	✓	✓	243	225	-18	-7%	1.2	✓	✓	✓
6020	N	65158-60526	358	296	-61	-17%	3.4	✓	✓	✓	487	389	-98	-20%	4.7	✓	✓	✓
6020	S	60526-65158	406	363	-42	-10%	2.2	✓	✓	✓	552	468	-85	-15%	3.7	✓	✓	✓
7011	N	52948-29187	59	47	-11	-19%	1.6	✓	✓	✓	80	61	-19	-24%	2.3	✓	✓	✓
7011	S	29187-52948	94	51	-44	-46%	5.1	✓	✗	✓	129	60	-68	-53%	7.0	✓	✗	✓
1000	N	62111-62112	277	322	44	16%	2.6	✓	✓	✓	378	378	0	0%	0.0	✓	✓	✓
1000	S	62112-62111	262	308	46	17%	2.7	✓	✓	✓	357	361	5	1%	0.2	✓	✓	✓
2000	N	57327-60051	154	140	-14	-9%	1.2	✓	✓	✓	210	172	-38	-18%	2.8	✓	✓	✓
2000	S	60051-57327	163	145	-18	-11%	1.4	✓	✓	✓	222	183	-39	-18%	2.7	✓	✓	✓
3003	E	60200-60201	604	586	-18	-3%	0.7	✓	✓	✓	823	743	-80	-10%	2.8	✓	✓	✓
3003	W	60201-60200	635	655	20	3%	0.8	✓	✓	✓	865	824	-40	-5%	1.4	✓	✓	✓
3006	N	60100-60102	270	273	2	1%	0.1	✓	✓	✓	368	336	-31	-9%	1.7	✓	✓	✓
3006	S	60102-60100	306	313	7	2%	0.4	✓	✓	✓	416	399	-17	-4%	0.8	✓	✓	✓
4013	E	66709-60304	901	880	-21	-2%	0.7	✓	✓	✓	1227	1168	-59	-5%	1.7	✓	✓	✓
4013	W	65490-26086	897	919	21	2%	0.7	✓	✓	✓	1222	1173	-49	-4%	1.4	✓	✓	✓
4024	E	66701-27324	864	819	-45	-5%	1.6	✓	✓	✓	1176	1006	-170	-14%	5.1	✓	✗	✓
4024	W	27322-26084	873	824	-49	-6%	1.7	✓	✓	✓	1189	1037	-152	-13%	4.6	✓	✓	✓
6000	E	57173-57130	279	245	-34	-12%	2.1	✓	✓	✓	380	412	31	8%	1.6	✓	✓	✓
6000	W	57130-57173	303	251	-52	-17%	3.1	✓	✓	✓	413	419	6	2%	0.3	✓	✓	✓
7000	N	57135-57121	267	256	-10	-4%	0.6	✓	✓	✓	363	423	61	17%	3.1	✓	✓	✓
7000	S	57121-57135	287	248	-39	-14%	2.4	✓	✓	✓	391	406	16	4%	0.8	✓	✓	✓
50021	E	65492-27088	1007	990	-18	-2%	0.6	✓	✓	✓	1372	1282	-89	-7%	2.5	✓	✓	✓
50022	W	56645-60315	1220	1225	6	0%	0.2	✓	✓	✓	1661	1545	-115	-7%	2.9	✓	✓	✓
46962	W	60498-27274	343	260	-84	-24%	4.8	✓	✓	✓	468	296	-171	-37%	8.8	✗	✗	✗
46965	E	27274-60498	345	229	-116	-34%	6.8	✗	✗	✗	469	277	-192	-41%	9.9	✗	✗	✗

46966	S	27275-27274	657	687	31	5%	1.2	✓	✓	✓	894	862	-33	-4%	1.1	✓	✓	✓
46970	N	27274-27275	749	743	-6	-1%	0.2	✓	✓	✓	1020	1081	62	6%	1.9	✓	✓	✓
47343	E	27039-27077	230	307	77	33%	4.7	✓	✓	✓	313	384	71	23%	3.8	✓	✓	✓
47343	W	27077-27039	209	239	30	14%	2.0	✓	✓	✓	284	333	49	17%	2.8	✓	✓	✓
47346	E	27079-27496	942	753	-189	-20%	6.5	✗	✗	✗	1283	1016	-267	-21%	7.9	✗	✗	✗

6.4.3 PM Link Flows

6.4.3.1 Existing Counts

Central Gloucester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
GSWBP Nethrdg Sctn	NWB	60496-27268	937	925	-12	-1%	0.4	✓	✓	✓	1081	1141	59	5%	1.8	✓	✓	✓
Bristol Rd Glos	NWB	27261-58009	521	293	-228	-44%	11.3	✗	✗	✗	586	436	-150	-26%	6.6	✗	✗	✗
Podsmead Rd Glos	NWB	56086-56475	208	242	34	17%	2.3	✓	✓	✓	241	282	41	17%	2.5	✓	✓	✓
Stroud rd N	NWB	56095-27441	457	506	49	11%	2.2	✓	✓	✓	514	601	87	17%	3.7	✓	✓	✓
Tredworth Rd, Glos	NWB	27015-27428	325	386	61	19%	3.2	✓	✓	✓	365	416	51	14%	2.6	✓	✓	✓
B4073 Pnswck Rd W	NWB	56092-56090	350	269	-81	-23%	4.6	✓	✓	✓	413	338	-75	-18%	3.9	✓	✓	✓
GSWBP Nethrdg Sctn	SEB	27268-60496	828	936	108	13%	3.6	✓	✓	✓	956	1153	197	21%	6.1	✗	✗	✗
Bristol Rd Glos	SEB	58009-27261	635	523	-112	-18%	4.7	✗	✓	✓	713	634	-80	-11%	3.1	✓	✓	✓
Podsmead Rd Glos	SEB	56475-56086	305	232	-72	-24%	4.4	✓	✓	✓	353	270	-83	-24%	4.7	✓	✓	✓
Stroud rd N	SEB	27441-56095	622	732	110	18%	4.2	✗	✓	✓	699	808	109	16%	4.0	✗	✓	✓
Tredworth Rd, Glos	SEB	27428-27015	337	367	30	9%	1.6	✓	✓	✓	379	467	89	23%	4.3	✓	✓	✓
B4073 Pnswck Rd W	SEB	56090-56092	379	533	154	41%	7.2	✗	✗	✗	447	604	157	35%	6.8	✗	✗	✗

Cheltenham																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Tewkesbury Road, Cheltenham	IB	56434-60402	662	685	24	4%	0.9	✓	✓	✓	757	782	25	3%	0.9	✓	✓	✓
Hyde lane, Swndn Vlg	IB	27058-56367	391	410	18	5%	0.9	✓	✓	✓	469	483	14	3%	0.7	✓	✓	✓
A435 Chelt Racecrse	IB	27156-27142	692	713	21	3%	0.8	✓	✓	✓	778	798	19	2%	0.7	✓	✓	✓
N of Prestbury	IB	27067-27066	354	360	6	2%	0.3	✓	✓	✓	398	403	6	1%	0.3	✓	✓	✓
Sandywell Lodge	IB	60550-26040	385	365	-20	-5%	1.0	✓	✓	✓	486	406	-80	-16%	3.8	✓	✓	✓
DOWDESWELL 3_TO UPPER DOWDESWELL	IB	26063-26040	22	104	82	374%	10.4	✓	×	✓	25	126	101	408%	11.7	×	×	×
A435 N Seven Spring	IB	27110-27109	299	317	17	6%	1.0	✓	✓	✓	347	363	17	5%	0.9	✓	✓	✓
S of Leckhampton	IB	27589-26058	357	359	3	1%	0.1	✓	✓	✓	396	399	2	1%	0.1	✓	✓	✓
LECKHAMPTON LANE CHELTENHAM	IB	27108-56907	207	221	14	7%	1.0	✓	✓	✓	233	246	14	6%	0.9	✓	✓	✓
CHARGROVE	IB	27106-27104	571	578	7	1%	0.3	✓	✓	✓	645	651	6	1%	0.2	✓	✓	✓
The Reddings, Hatherley	IB	27040-27041	123	118	-5	-4%	0.5	✓	✓	✓	138	132	-6	-4%	0.5	✓	✓	✓
GOLDEN VALLEY E OF M5	IB	65492-27088	1722	1804	82	5%	1.9	✓	✓	✓	1953	2044	90	5%	2.0	✓	✓	✓
B4063, GLOUCESTER ROAD	IB	27039-27077	308	337	29	9%	1.6	✓	✓	✓	350	386	36	10%	1.9	✓	✓	✓
B4634, BETWEEN HYDEN LANE AND WITHYRIDGE LANE	IB	65842-56364	355	379	25	7%	1.3	✓	✓	✓	398	426	27	7%	1.3	✓	✓	✓
Tewkesbury Road, Cheltenham	OB	60402-56434	1060	1093	32	3%	1.0	✓	✓	✓	1219	1254	35	3%	1.0	✓	✓	✓

Hyde lane,Swndn Vlg	OB	56367-27058	605	640	35	6%	1.4	✓	✓	✓	708	744	36	5%	1.3	✓	✓	✓
A435 Chelt Racecrse	OB	27142-27156	761	785	24	3%	0.9	✓	✓	✓	856	877	21	2%	0.7	✓	✓	✓
N of Prestbury	OB	27066-27067	529	537	8	1%	0.3	✓	✓	✓	595	602	7	1%	0.3	✓	✓	✓
Sandywell Lodge	OB	26040-60550	291	301	10	3%	0.6	✓	✓	✓	351	362	10	3%	0.5	✓	✓	✓
DOWDESWELL 3_TO UPPER DOWDESWELL	OB	26040-26063	30	31	1	5%	0.2	✓	✓	✓	34	36	2	5%	0.3	✓	✓	✓
A435 N Seven Spring	OB	27109-27110	634	640	5	1%	0.2	✓	✓	✓	725	723	-1	0%	0.1	✓	✓	✓
S of Leckhampton	OB	26058-27589	215	238	23	11%	1.5	✓	✓	✓	240	269	29	12%	1.8	✓	✓	✓
LECKHAMPTON LANE CHELTENHAM	OB	56907-27108	282	298	17	6%	1.0	✓	✓	✓	316	335	18	6%	1.0	✓	✓	✓
CHARGROVE	OB	27104-27106	520	516	-3	-1%	0.1	✓	✓	✓	614	590	-24	-4%	1.0	✓	✓	✓
The Reddings, Hatherley	OB	27041-27040	200	184	-17	-8%	1.2	✓	✓	✓	225	190	-36	-16%	2.5	✓	✓	✓
GOLDEN VALLEY E OF M5	OB	56645-60315	2017	2125	109	5%	2.4	✓	✓	✓	2277	2408	131	6%	2.7	✓	✓	✓
B4063, GLOUCESTER ROAD	OB	27077-27039	272	304	32	12%	1.9	✓	✓	✓	317	355	38	12%	2.1	✓	✓	✓
B4634, BETWEEN HYDEN LANE AND WITHYRIDGE LANE	OB	56364-65842	435	394	-41	-9%	2.0	✓	✓	✓	491	442	-49	-10%	2.3	✓	✓	✓

Cirencester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Burford Rd	IB	60536-60535	519	499	-20	-4%	0.9	✓	✓	✓	584	599	16	3%	0.6	✓	✓	✓
EAST OF NORCOTE CROSSRDS	IB	57082-27573	265	314	48	18%	2.8	✓	✓	✓	298	362	64	21%	3.5	✓	✓	✓
5302/1	IB	62962-60530	1061	1076	15	1%	0.5	✓	✓	✓	1270	1320	50	4%	1.4	✓	✓	✓
KINGSHILL LANE, PRESTON VILLAGE	IB	57084-57085	12	0	-12	-100%	4.9	✓	✓	✓	13	0	-13	-100%	5.2	✓	✗	✓
A419 Siddington	IB	62782-60515	573	577	4	1%	0.2	✓	✓	✓	681	693	12	2%	0.5	✓	✓	✓
South Cerney Road	IB	27524-65370	148	138	-10	-7%	0.8	✓	✓	✓	167	153	-14	-8%	1.1	✓	✓	✓
Ashton Road, Siddington	IB	57183-57814	86	202	116	135%	9.7	✗	✗	✗	99	213	115	116%	9.2	✗	✗	✗
Somerford Road, Cirencester	IB	57181-57180	143	53	-90	-63%	9.1	✓	✗	✓	161	65	-96	-59%	9.0	✓	✗	✓
Royal Ag College	IB	60514-27552	539	401	-137	-26%	6.3	✗	✗	✗	629	475	-155	-25%	6.6	✗	✗	✗
STROUD ROAD, CIRENCESTER	IB	57038-27341	288	309	21	7%	1.2	✓	✓	✓	324	383	60	18%	3.2	✓	✓	✓
A435 Gloucester Road, Cirencester	IB	65388-65944	309	290	-19	-6%	1.1	✓	✓	✓	386	343	-43	-11%	2.2	✓	✓	✓
The Whiteway, Cirencester	IB	57063-57057	59	62	3	4%	0.3	✓	✓	✓	68	64	-4	-6%	0.5	✓	✓	✓
5300/1	IB	65471-60529	904	1121	217	24%	6.8	✗	✗	✗	1086	1344	258	24%	7.4	✗	✗	✗
Burford Rd	OB	60535-60536	453	391	-62	-14%	3.0	✓	✓	✓	509	505	-4	-1%	0.2	✓	✓	✓
EAST OF NORCOTE CROSSRDS	OB	27573-57082	294	383	89	30%	4.8	✓	✓	✓	330	404	74	23%	3.9	✓	✓	✓
5303/1	OB	65469-62963	934	1138	204	22%	6.3	✗	✗	✗	1130	1364	235	21%	6.7	✗	✗	✗

KINGSHILL LANE, PRESTON VILLAGE	OB	57085- 57084	32	11	-21	-65%	4.5	✓	✓	✓	37	35	-2	-5%	0.3	✓	✓	✓
A419 Siddington	OB	60515- 62782	700	714	14	2%	0.5	✓	✓	✓	823	832	8	1%	0.3	✓	✓	✓
South Cerney Road	OB	65370- 27524	141	145	3	2%	0.3	✓	✓	✓	158	165	7	4%	0.6	✓	✓	✓
Ashton Road, Siddington	OB	57814- 57183	87	108	21	24%	2.1	✓	✓	✓	99	126	27	27%	2.5	✓	✓	✓
Somerford Road, Cirencester	OB	57180- 57181	141	58	-83	-59%	8.3	✓	✗	✓	160	78	-82	-51%	7.5	✓	✗	✓
Royal Ag College	OB	27552- 60514	652	703	52	8%	2.0	✓	✓	✓	756	816	60	8%	2.1	✓	✓	✓
STROUD ROAD, CIRENCESTER	OB	27341- 57038	638	626	-12	-2%	0.5	✓	✓	✓	715	730	15	2%	0.6	✓	✓	✓
A435 Gloucester Road, Cirencester	OB	65944- 65388	474	373	-101	-21%	4.9	✗	✓	✓	569	408	-161	-28%	7.3	✗	✗	✗
The Whiteway, Cirencester	OB	57057- 57063	80	63	-17	-22%	2.0	✓	✓	✓	92	65	-27	-30%	3.1	✓	✓	✓
5301/1	OB	65470- 60540	1086	1116	30	3%	0.9	✓	✓	✓	1291	1329	38	3%	1.0	✓	✓	✓

East of Cotswold

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
East of Moreton	EB	57208- 57223	221	274	52	24%	3.3	✓	✓	✓	272	320	48	18%	2.8	✓	✓	✓
C131 Evenlode Road, Moreton-in- Marsh	EB	57208- 57613	13	0	-13	- 100%	5.1	✓	✗	✓	16	0	-16	- 100%	5.6	✓	✗	✓
MARTINS HILL STOW	EB	57500- 60571	248	256	9	3%	0.5	✓	✓	✓	297	302	5	2%	0.3	✓	✓	✓
MAUGERSBURY ROAD	EB	57232- 57233	12	0	-12	- 100%	4.9	✓	✓	✓	13	0	-13	- 100%	5.1	✓	✗	✓
STOW RAILWAY STATION	EB	60565- 57156	249	280	31	12%	1.9	✓	✓	✓	280	319	39	14%	2.3	✓	✓	✓

RISSINGTON ROAD	EB	57159-57158	175	161	-14	-8%	1.1	✓	✓	✓	196	170	-26	-13%	1.9	✓	✓	✓
SHERBORNE	EB	57135-57121	417	403	-14	-3%	0.7	✓	✓	✓	483	553	69	14%	3.0	✓	✓	✓
East of Moreton	WB	57223-57208	397	364	-34	-9%	1.7	✓	✓	✓	468	416	-52	-11%	2.5	✓	✓	✓
C131 Evenlode Road, Moreton-in-Marsh	WB	57613-57208	13	0	-13	-99%	5.1	✓	×	✓	16	0	-16	-100%	5.6	✓	×	✓
MARTINS HILL STOW	WB	60571-57500	277	233	-44	-16%	2.8	✓	✓	✓	345	313	-32	-9%	1.8	✓	✓	✓
MAUGERSBURY ROAD	WB	57233-57232	9	0	-9	-100%	4.3	✓	✓	✓	11	0	-11	-100%	4.7	✓	✓	✓
STOW RAILWAY STATION	WB	57156-60565	257	264	7	3%	0.4	✓	✓	✓	289	325	35	12%	2.0	✓	✓	✓
RISSINGTON ROAD	WB	57158-57159	125	159	35	28%	2.9	✓	✓	✓	141	172	32	23%	2.5	✓	✓	✓
SHERBORNE	WB	57121-57135	314	314	0	0%	0.0	✓	✓	✓	369	446	78	21%	3.8	✓	✓	✓
Forest of Dean																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M50/2092B	EB	65514-60437	574	551	-23	-4%	1.0	✓	✓	✓	791	752	-39	-5%	1.4	✓	✓	✓
SOUTH OF M50	EB	60376-60386	203	190	-13	-6%	0.9	✓	✓	✓	229	216	-13	-6%	0.9	✓	✓	✓
RUDFORD	EB	65839-65840	318	318	1	0%	0.0	✓	✓	✓	418	386	-31	-8%	1.6	✓	✓	✓
HIGHNAM	EB	60199-60200	420	424	4	1%	0.2	✓	✓	✓	508	489	-19	-4%	0.8	✓	✓	✓
A48 Severn Bore PH, Minsterworth	EB	60103-60105	262	264	3	1%	0.2	✓	✓	✓	299	301	2	1%	0.1	✓	✓	✓
M50/2092A	WB	65513-60381	835	796	-38	-5%	1.3	✓	✓	✓	1032	993	-40	-4%	1.2	✓	✓	✓

SOUTH OF M50	WB	60386-60376	335	335	0	0%	0.0	✓	✓	✓	377	377	0	0%	0.0	✓	✓	✓
RUDFORD	WB	65840-65839	460	481	21	5%	1.0	✓	✓	✓	580	573	-7	-1%	0.3	✓	✓	✓
HIGHNAM	WB	60200-60199	458	490	32	7%	1.5	✓	✓	✓	554	547	-7	-1%	0.3	✓	✓	✓
A48 Severn Bore PH, Minsterworth	WB	60105-60103	775	814	39	5%	1.4	✓	✓	✓	872	925	53	6%	1.8	✓	✓	✓
Gloucester																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
OVER S OF MAISEMORE (from 2009) E/B	IB	60207-65103	907	927	20	2%	0.7	✓	✓	✓	1066	1090	24	2%	0.7	✓	✓	✓
NORTH OF MAISEMORE	IB	57250-27257	401	412	12	3%	0.6	✓	✓	✓	497	487	-10	-2%	0.5	✓	✓	✓
SANDHURST LANE	IB	56473-56525	41	44	3	8%	0.5	✓	✓	✓	58	49	-9	-16%	1.3	✓	✓	✓
INNSWORTH LANE GLOS (CC)	IB	56124-65891	391	340	-51	-13%	2.6	✓	✓	✓	443	379	-64	-14%	3.1	✓	✓	✓
CHELTENHAM ROAD EAST	IB	66700-66708	548	552	4	1%	0.2	✓	✓	✓	616	615	-1	0%	0.1	✓	✓	✓
GOLDEN VALLEY W OF M5	IB	65490-26086	1423	1500	78	5%	2.0	✓	✓	✓	1617	1730	113	7%	2.8	✓	✓	✓
BARNWOOD B/P E OF C G	IB	27322-26084	944	973	30	3%	1.0	✓	✓	✓	1114	1151	38	3%	1.1	✓	✓	✓
Hucclecote Rd E M5	IB	65421-26092	573	586	13	2%	0.5	✓	✓	✓	676	648	-28	-4%	1.1	✓	✓	✓
LOBLEYS DRIVE BRIDGE, GLOUCESTER	IB	65966-26047	513	533	20	4%	0.9	✓	✓	✓	577	582	4	1%	0.2	✓	✓	✓
Upton Lane	IB	56105-26046	114	116	2	1%	0.2	✓	✓	✓	127	129	2	1%	0.1	✓	✓	✓
THE WHEATRIDGE (EAST)	IB	56104-26045	69	72	2	4%	0.3	✓	✓	✓	80	80	-1	-1%	0.1	✓	✓	✓

B4073 Pnswk Rd W M5	IB	65413-26017	240	230	-10	-4%	0.7	✓	✓	✓	287	272	-15	-5%	0.9	✓	✓	✓
UPTON LANE (North of Grange Cottages)	IB	26012-26015	222	222	0	0%	0.0	✓	✓	✓	251	251	0	0%	0.0	✓	✓	✓
A4173, BETWEEN GRANGE ROAD AND M5	IB	65959-26012	410	435	24	6%	1.2	✓	✓	✓	470	494	24	5%	1.1	✓	✓	✓
Naas Lane	IB	28046-28047	107	108	1	1%	0.1	✓	✓	✓	122	121	-2	-1%	0.2	✓	✓	✓
HARESFIELD LANE	IB	28040-56154	27	0	-27	-100%	7.4	✓	✗	✓	31	0	-31	-100%	7.9	✓	✗	✓
B4008 N of M5 J12	IB	65110-27309	1464	1450	-14	-1%	0.4	✓	✓	✓	1646	1630	-16	-1%	0.4	✓	✓	✓
A38, BETWEEN A419 AND B4008	IB	28062-60091	415	469	54	13%	2.6	✓	✓	✓	484	540	56	12%	2.5	✓	✓	✓
SCHOOL LANE, QUEDGELEY	IB	56143-56142	63	66	3	4%	0.3	✓	✓	✓	72	70	-2	-3%	0.2	✓	✓	✓
ELMORE LANE WEST	IB	56143-56144	26	27	0	2%	0.1	✓	✓	✓	32	32	0	0%	0.0	✓	✓	✓
OVER S OF MAISEMORE (from 2009) W/B	OB	60225-60206	2006	2108	102	5%	2.3	✓	✓	✓	2260	2388	129	6%	2.7	✓	✓	✓
NORTH OF MAISEMORE	OB	27257-57250	460	488	28	6%	1.3	✓	✓	✓	560	584	24	4%	1.0	✓	✓	✓
SANDHURST LANE	OB	56525-56473	58	65	8	13%	1.0	✓	✓	✓	66	68	3	4%	0.3	✓	✓	✓
INNSWORTH LANE GLOS (CC)	OB	65891-56124	251	253	2	1%	0.1	✓	✓	✓	286	266	-20	-7%	1.2	✓	✓	✓
CHELTENHAM ROAD EAST	OB	66708-66700	633	597	-36	-6%	1.5	✓	✓	✓	712	668	-44	-6%	1.7	✓	✓	✓
GOLDEN VALLEY W OF M5	OB	66709-60304	1458	1543	86	6%	2.2	✓	✓	✓	1673	1767	94	6%	2.3	✓	✓	✓
BARNWOOD B/P E OF C G	OB	66701-27324	1398	1425	26	2%	0.7	✓	✓	✓	1573	1602	29	2%	0.7	✓	✓	✓
Hucclecote Rd E M5	OB	26092-65421	485	494	9	2%	0.4	✓	✓	✓	558	567	9	2%	0.4	✓	✓	✓

LOBLEYS DRIVE BRIDGE, GLOUCESTER	OB	26047-65966	313	317	4	1%	0.2	✓	✓	✓	350	350	0	0%	0.0	✓	✓	✓
Upton Lane	OB	26046-56105	118	121	3	3%	0.3	✓	✓	✓	131	134	3	2%	0.3	✓	✓	✓
THE WHEATRIDGE (EAST)	OB	26045-56104	62	58	-4	-6%	0.5	✓	✓	✓	70	66	-4	-6%	0.5	✓	✓	✓
B4073 Pnswk Rd W M5	OB	26017-65413	197	200	3	1%	0.2	✓	✓	✓	231	232	1	1%	0.1	✓	✓	✓
UPTON LANE (North of Grange Cottages)	OB	26015-26012	157	154	-3	-2%	0.3	✓	✓	✓	178	177	-1	0%	0.0	✓	✓	✓
A4173, BETWEEN GRANGE ROAD AND M5	OB	26012-65959	362	363	2	1%	0.1	✓	✓	✓	406	407	1	0%	0.0	✓	✓	✓
Naas Lane	OB	28047-28046	126	126	0	0%	0.0	✓	✓	✓	143	142	-1	0%	0.1	✓	✓	✓
HARESFIELD LANE	OB	56154-28040	50	49	-1	-2%	0.2	✓	✓	✓	57	56	-1	-2%	0.1	✓	✓	✓
B4008 N of M5 J12	OB	27304-65109	1138	1171	33	3%	1.0	✓	✓	✓	1280	1312	32	3%	0.9	✓	✓	✓
A38, BETWEEN A419 AND B4008	OB	60091-28062	459	492	33	7%	1.5	✓	✓	✓	536	569	33	6%	1.4	✓	✓	✓
SCHOOL LANE, QUEDGELEY	OB	56142-56143	67	63	-3	-5%	0.4	✓	✓	✓	77	70	-7	-9%	0.8	✓	✓	✓
ELMORE LANE WEST	OB	56144-56143	31	38	7	22%	1.2	✓	✓	✓	37	44	7	19%	1.1	✓	✓	✓

South of Nailsworth

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4058 Horsley, West of Hollingham Lane	NB	27355-27356	118	118	0	0%	0.0	✓	✓	✓	132	131	0	0%	0.0	✓	✓	✓
BARTON END S OF NAILSWTH	NB	27351-27352	196	198	2	1%	0.1	✓	✓	✓	237	229	-9	-4%	0.6	✓	✓	✓

TETBURY HILL, AVENING	NB	28079-65861	109	114	5	4%	0.4	✓	✓	✓	126	130	4	3%	0.3	✓	✓	✓
ILSUM STUD E OF TETBURY	NB	57017-57003	445	467	22	5%	1.0	✓	✓	✓	504	528	24	5%	1.1	✓	✓	✓
B4058 Horsley, West of Hollingham Lane	SB	27356-27355	96	97	1	1%	0.1	✓	✓	✓	109	110	1	1%	0.1	✓	✓	✓
BARTON END S OF NAILSWTH	SB	27352-27351	276	281	5	2%	0.3	✓	✓	✓	333	321	-12	-4%	0.7	✓	✓	✓
TETBURY HILL, AVENING	SB	65861-28079	152	153	1	1%	0.1	✓	✓	✓	170	171	1	1%	0.1	✓	✓	✓
ILSUM STUD E OF TETBURY	SB	57003-57017	259	278	20	8%	1.2	✓	✓	✓	294	315	21	7%	1.2	✓	✓	✓
Stroud																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
North of Stratford Park, Stroud	IB	56266-27383	598	604	6	1%	0.2	✓	✓	✓	672	685	14	2%	0.5	✓	✓	✓
Slad Road, Stroud_Site 1 (South of Slad Lane)	IB	26066-65897	80	79	-1	-1%	0.1	✓	✓	✓	94	93	0	0%	0.0	✓	✓	✓
Bisley Old Road	IB	26004-56285	60	29	-30	-51%	4.5	✓	✓	✓	68	35	-34	-49%	4.7	✓	✓	✓
W OF BRIMSCOMBE CORNER	IB	65403-28145	380	404	24	6%	1.2	✓	✓	✓	482	465	-17	-4%	0.8	✓	✓	✓
Minchinhampton Common	IB	28147-28146	509	522	13	3%	0.6	✓	✓	✓	572	584	12	2%	0.5	✓	✓	✓
A46 BATH ROAD, NORTH WOODCHESTER	IB	28143-56227	561	576	15	3%	0.6	✓	✓	✓	635	648	13	2%	0.5	✓	✓	✓
SELSLEY HILL (North)	IB	65961-56504	174	178	3	2%	0.3	✓	✓	✓	197	199	3	1%	0.2	✓	✓	✓
EBLEY BYPASS	IB	60074-27370	910	952	42	5%	1.4	✓	✓	✓	1022	1066	44	4%	1.4	✓	✓	✓

WESTWARD ROAD	IB	27522-60083	319	331	12	4%	0.7	✓	✓	✓	360	365	5	1%	0.3	✓	✓	✓
CASHES GREEN ROAD	IB	56257-60083	240	247	7	3%	0.4	✓	✓	✓	270	271	1	0%	0.1	✓	✓	✓
FARMHILL LANE	IB	56268-26005	174	187	12	7%	0.9	✓	✓	✓	197	199	2	1%	0.1	✓	✓	✓
North of Stratford Park, Stroud	OB	27383-56266	565	600	35	6%	1.5	✓	✓	✓	634	674	40	6%	1.6	✓	✓	✓
Slad Road, Stroud_Site 1 (South of Slad Lane)	OB	65897-26066	77	62	-15	-19%	1.8	✓	✓	✓	87	69	-18	-21%	2.0	✓	✓	✓
Bisley Old Road	OB	56285-26004	59	57	-2	-3%	0.2	✓	✓	✓	69	63	-6	-8%	0.7	✓	✓	✓
W OF BRIMSCOMBE CORNER	OB	28145-65403	447	462	14	3%	0.7	✓	✓	✓	551	533	-18	-3%	0.8	✓	✓	✓
Minchinhampton Common	OB	28146-28147	372	382	10	3%	0.5	✓	✓	✓	419	428	9	2%	0.5	✓	✓	✓
A46 BATH ROAD, NORTH WOODCHESTER	OB	56227-28143	482	516	34	7%	1.5	✓	✓	✓	549	582	33	6%	1.4	✓	✓	✓
SELSLEY HILL (North)	OB	56504-65961	236	230	-6	-2%	0.4	✓	✓	✓	265	259	-6	-2%	0.4	✓	✓	✓
EBLEY BYPASS	OB	27370-60074	790	811	20	3%	0.7	✓	✓	✓	901	921	20	2%	0.7	✓	✓	✓
WESTWARD ROAD	OB	60083-27522	303	315	12	4%	0.7	✓	✓	✓	340	351	11	3%	0.6	✓	✓	✓
CASHES GREEN ROAD	OB	60083-56257	410	437	27	7%	1.3	✓	✓	✓	463	450	-14	-3%	0.6	✓	✓	✓
FARMHILL LANE	OB	26005-56268	273	278	5	2%	0.3	✓	✓	✓	309	290	-19	-6%	1.1	✓	✓	✓

Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
ASTONFIELD LANE, NORTHWAY	IB	29452-29451	34	34	0	-1%	0.0	✓	✓	✓	38	38	0	1%	0.1	✓	✓	✓
7005/1	IB	56016-56017	643	741	98	15%	3.7	✓	✓	✓	778	882	104	13%	3.6	✓	✓	✓
Pamington Lane, East of Ellendene Drive	IB	29502-29501	10	19	9	96%	2.5	✓	✓	✓	11	26	15	138%	3.5	✓	✓	✓
7036/2 + 7036/1	IB	65494-60415	3077	3182	105	3%	1.9	✓	✓	✓	3877	3975	97	3%	1.6	✓	✓	✓
Fiddington Lane, Tredington	IB	60431-29505	37	38	1	2%	0.1	✓	✓	✓	43	44	0	1%	0.1	✓	✓	✓
TEWKESBURY EASTERN BYPASS	IB	28127-65847	400	383	-17	-4%	0.9	✓	✓	✓	446	425	-21	-5%	1.0	✓	✓	✓
GLOUCESTER ROAD, N OF JUNC.	IB	28131-29190	483	476	-7	-2%	0.3	✓	✓	✓	548	540	-8	-1%	0.3	✓	✓	✓
MYTHE WTR WKS N OF TEWKS	IB	60436-60414	341	358	16	5%	0.9	✓	✓	✓	433	413	-20	-5%	1.0	✓	✓	✓
Bredon Road, Tewkesbury	IB	56028-56499	463	475	12	3%	0.6	✓	✓	✓	516	531	16	3%	0.7	✓	✓	✓
HARDWICK BANK ROAD	IB	29045-29244	177	182	5	3%	0.4	✓	✓	✓	198	202	4	2%	0.3	✓	✓	✓
7035/2 + 7035/1	IB	65499-60425	2095	1997	-98	-5%	2.2	✓	✓	✓	2606	2515	-91	-3%	1.8	✓	✓	✓
ASTONFIELD LANE, NORTHWAY	OB	29451-29452	24	28	3	14%	0.7	✓	✓	✓	27	37	10	36%	1.7	✓	✓	✓
7005/2	OB	56017-56016	601	690	88	15%	3.5	✓	✓	✓	728	824	96	13%	3.4	✓	✓	✓
Pamington Lane, East of Ellendene Drive	OB	29501-29502	11	16	5	45%	1.4	✓	✓	✓	13	17	3	26%	0.9	✓	✓	✓
7006/1	OB	65496-60394	2690	2774	85	3%	1.6	✓	✓	✓	3292	3392	101	3%	1.7	✓	✓	✓

Fiddington Lane, Tredington	OB	29505-60431	67	40	-27	-40%	3.7	✓	✓	✓	75	45	-30	-40%	3.9	✓	✓	✓
TEWKESBURY EASTERN BYPASS	OB	65847-28127	290	311	21	7%	1.2	✓	✓	✓	324	348	24	7%	1.3	✓	✓	✓
GLOUCESTER ROAD, N OF JUNC.	OB	29190-28131	359	367	8	2%	0.4	✓	✓	✓	404	411	6	2%	0.3	✓	✓	✓
MYTHE WTR WKS N OF TEWKS	OB	60414-60436	451	437	-14	-3%	0.7	✓	✓	✓	556	507	-49	-9%	2.1	✓	✓	✓
Bredon Road, Tewkesbury	OB	56499-56028	418	434	16	4%	0.8	✓	✓	✓	470	480	11	2%	0.5	✓	✓	✓
HARDWICK BANK ROAD	OB	29244-29045	364	364	-1	0%	0.0	✓	✓	✓	414	411	-2	-1%	0.1	✓	✓	✓
M5/7650B	OB	65497-60446	2883	2765	-118	-4%	2.2	✓	✓	✓	3599	3474	-124	-3%	2.1	✓	✓	✓

West of Cotswold

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
TRPRS LODGE W B-ON-HILL	EB	60564-57217	425	431	6	1%	0.3	✓	✓	✓	494	500	6	1%	0.3	✓	✓	✓
STANWAY	EB	60557-57170	79	80	1	1%	0.1	✓	✓	✓	98	99	1	1%	0.1	✓	✓	✓
HAMPEN	EB	57172-60560	235	242	7	3%	0.5	✓	✓	✓	285	286	1	0%	0.1	✓	✓	✓
E OF PUESDOWN W NLEACH	EB	57173-57130	290	319	29	10%	1.7	✓	✓	✓	429	457	28	7%	1.3	✓	✓	✓
TRPRS LODGE W B-ON-HILL	WB	57217-60564	249	274	25	10%	1.5	✓	✓	✓	293	318	25	9%	1.4	✓	✓	✓
STANWAY	WB	57170-60557	138	131	-7	-5%	0.6	✓	✓	✓	175	169	-6	-4%	0.5	✓	✓	✓
HAMPEN	WB	60560-57172	257	280	23	9%	1.4	✓	✓	✓	325	357	33	10%	1.8	✓	✓	✓
E OF PUESDOWN W NLEACH	WB	57130-57173	401	412	11	3%	0.6	✓	✓	✓	550	564	13	2%	0.6	✓	✓	✓

North of Evesham																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4424 Upton Road	NB	29183-51790	148	150	2	1%	0.2	✓	✓	✓	166	168	2	1%	0.2	✓	✓	✓
A38 Clifton	NB	29274-29272	156	125	-31	-20%	2.6	✓	✓	✓	173	132	-41	-24%	3.4	✓	✓	✓
M5 Between J7 and J8	NB	29423-51885	2571	2554	-17	-1%	0.3	✓	✓	✓	3342	3334	-8	0%	0.1	✓	✓	✓
B4084 Worcester Road	NB	29014-29280	436	465	29	7%	1.4	✓	✓	✓	488	524	36	7%	1.6	✓	✓	✓
A4104 Station Road	NB	29286-51882	482	480	-2	0%	0.1	✓	✓	✓	545	535	-10	-2%	0.4	✓	✓	✓
A44 Worcester Road	NB	52954-29076	547	568	21	4%	0.9	✓	✓	✓	624	645	20	3%	0.8	✓	✓	✓
B4088 Evesham Road	NB	52956-29128	269	272	4	1%	0.2	✓	✓	✓	299	303	4	1%	0.2	✓	✓	✓
A46 north of Evesham	NB	52957-53402	641	742	102	16%	3.9	✗	✓	✓	754	852	98	13%	3.4	✓	✓	✓
B4424 Upton Road	SB	51790-29183	122	124	2	2%	0.2	✓	✓	✓	136	138	2	2%	0.2	✓	✓	✓
A38 Clifton	SB	29272-29274	143	112	-31	-22%	2.7	✓	✓	✓	159	120	-39	-25%	3.3	✓	✓	✓
M5 Between J7 and J8	SB	29431-51646	2230	2172	-58	-3%	1.2	✓	✓	✓	2836	2782	-54	-2%	1.0	✓	✓	✓
B4084 Worcester Road	SB	29280-29014	472	511	38	8%	1.7	✓	✓	✓	527	566	39	7%	1.7	✓	✓	✓
A4104 Station Road	SB	51882-29286	593	592	-1	0%	0.0	✓	✓	✓	662	659	-4	-1%	0.1	✓	✓	✓
A44 Worcester Road	SB	29076-52954	719	747	28	4%	1.0	✓	✓	✓	814	843	29	4%	1.0	✓	✓	✓
B4088 Evesham Road	SB	29128-52956	249	257	8	3%	0.5	✓	✓	✓	279	285	7	2%	0.4	✓	✓	✓
A46 north of Evesham	SB	53402-52957	720	823	103	14%	3.7	✓	✓	✓	839	940	101	12%	3.4	✓	✓	✓

North of Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
A38 West of Twynning	NB	56002-60438	263	261	-2	-1%	0.1	✓	✓	✓	295	290	-5	-2%	0.3	✓	✓	✓
Brockridge Road	NB	29176-60439	61	51	-10	-16%	1.3	✓	✓	✓	68	59	-9	-13%	1.1	✓	✓	✓
M5/7650B	NB	65497-60446	2883	2765	-118	-4%	2.2	✓	✓	✓	3599	3474	-124	-3%	2.1	✓	✓	✓
B4080	NB	51642-29265	235	233	-2	-1%	0.1	✓	✓	✓	262	261	-1	0%	0.0	✓	✓	✓
Beckford Road	NB	56008-29361	40	0	-40	-100%	8.9	✓	✗	✓	44	0	-44	-100%	9.4	✓	✗	✓
A46 south of Ashton Under Hill	NB	29053-29120	647	740	93	14%	3.5	✓	✓	✓	760	853	93	12%	3.3	✓	✓	✓
A38 West of Twynning	SB	60438-56002	220	219	-2	-1%	0.1	✓	✓	✓	248	246	-2	-1%	0.1	✓	✓	✓
Brockridge Road	SB	60439-29176	101	138	37	36%	3.4	✓	✓	✓	112	150	38	34%	3.3	✓	✓	✓
7035/2 + 7035/1	SB	65499-60425	2095	1997	-98	-5%	2.2	✓	✓	✓	2606	2515	-91	-3%	1.8	✓	✓	✓
B4080	SB	29265-51642	142	148	6	4%	0.5	✓	✓	✓	158	165	7	5%	0.6	✓	✓	✓
Beckford Road	SB	29361-56008	33	0	-33	-100%	8.2	✓	✗	✓	37	0	-37	-100%	8.6	✓	✗	✓
A46 south of Ashton Under Hill	SB	29120-29053	573	672	99	17%	4.0	✓	✓	✓	679	775	96	14%	3.6	✓	✓	✓
West of Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M50 Between J1 & J2	EB	65514-60437	574	551	-23	-4%	1.0	✓	✓	✓	791	752	-39	-5%	1.4	✓	✓	✓

A438	EB	51616-29456	153	75	-78	-51%	7.3	✓	✗	✓	170	98	-72	-42%	6.2	✓	✗	✓
B4213	EB	65681-56035	138	137	-1	-1%	0.1	✓	✓	✓	155	150	-5	-3%	0.4	✓	✓	✓
A38 East of Evington	EB	27033-28137	416	399	-17	-4%	0.9	✓	✓	✓	468	467	0	0%	0.0	✓	✓	✓
Cheltenham Road East	EB	60318-60317	378	460	82	22%	4.0	✓	✓	✓	453	528	75	17%	3.4	✓	✓	✓
M50 Between J1 & J2	WB	65513-60381	835	796	-38	-5%	1.3	✓	✓	✓	1032	993	-40	-4%	1.2	✓	✓	✓
A438	WB	29456-51616	213	100	-113	-53%	9.0	✗	✗	✗	244	123	-121	-49%	8.9	✗	✗	✗
B4213	WB	56035-65681	288	313	25	9%	1.4	✓	✓	✓	324	336	12	4%	0.7	✓	✓	✓
A38 East of Evington	WB	28137-27033	468	476	8	2%	0.4	✓	✓	✓	526	535	9	2%	0.4	✓	✓	✓
Cheltenham Road East	WB	60317-60318	435	426	-9	-2%	0.4	✓	✓	✓	522	496	-26	-5%	1.2	✓	✓	✓

East of Tewkesbury

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
B4077	EB	60449-56013	232	239	7	3%	0.5	✓	✓	✓	265	298	33	13%	2.0	✓	✓	✓
Teddington	EB	56014-56597	9	0	-9	-100%	4.3	✓	✓	✓	10	0	-10	-100%	4.5	✓	✓	✓
A435 North of Bishop's Cleeve	EB	65846-60429	574	599	25	4%	1.0	✓	✓	✓	657	671	14	2%	0.6	✓	✓	✓
Gotherington Fields	EB	56036-29001	40	32	-8	-21%	1.4	✓	✓	✓	44	33	-12	-26%	1.9	✓	✓	✓
Stoke Road	EB	28148-29381	363	367	5	1%	0.2	✓	✓	✓	408	411	3	1%	0.1	✓	✓	✓
B4077	WB	56013-60449	284	282	-2	-1%	0.1	✓	✓	✓	329	340	11	3%	0.6	✓	✓	✓
Teddington	WB	56597-56014	13	0	-13	-100%	5.1	✓	✗	✓	14	0	-14	-100%	5.4	✓	✗	✓

A435 North of Bishop's Cleeve	WB	60429-65846	517	548	31	6%	1.3	✓	✓	✓	587	609	22	4%	0.9	✓	✓	✓
Gotherington Fields	WB	29001-56036	25	14	-11	-43%	2.5	✓	✓	✓	29	16	-13	-45%	2.7	✓	✓	✓
Stoke Road	WB	29381-28148	449	454	4	1%	0.2	✓	✓	✓	505	496	-9	-2%	0.4	✓	✓	✓
South of Tewkesbury																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
A38 West of Bishop's Cleeve	NB	60395-60398	664	652	-13	-2%	0.5	✓	✓	✓	747	760	13	2%	0.5	✓	✓	✓
Main Road Stoke Orchard	NB	56435-56704	365	208	-157	-43%	9.3	✗	✗	✗	412	225	-187	-45%	10.5	✗	✗	✗
7036/2 + 7036/1	NB	65494-60415	3077	3182	105	3%	1.9	✓	✓	✓	3877	3975	97	3%	1.6	✓	✓	✓
A435 Bishop's Cleeve	NB	27144-56451	620	656	36	6%	1.4	✓	✓	✓	701	736	34	5%	1.3	✓	✓	✓
Cheltenham Road	NB	27145-27153	624	631	8	1%	0.3	✓	✓	✓	701	643	-58	-8%	2.2	✓	✓	✓
New Road Bishop's Cleeve	NB	27157-65843	219	460	241	110%	13.1	✗	✗	✗	245	479	235	96%	12.3	✗	✗	✗
A38 West of Bishop's Cleeve	SB	60398-60395	475	429	-47	-10%	2.2	✓	✓	✓	534	500	-34	-6%	1.5	✓	✓	✓
Main Road Stoke Orchard	SB	56704-56435	207	110	-97	-47%	7.7	✓	✗	✓	232	128	-103	-45%	7.7	✗	✗	✗
7006/1	SB	65496-60394	2690	2774	85	3%	1.6	✓	✓	✓	3292	3392	101	3%	1.7	✓	✓	✓
A435 Bishop's Cleeve	SB	56451-27144	490	489	-1	0%	0.0	✓	✓	✓	553	560	6	1%	0.3	✓	✓	✓
Cheltenham Road	SB	27153-27145	339	353	13	4%	0.7	✓	✓	✓	381	390	9	2%	0.5	✓	✓	✓
New Road Bishop's Cleeve	SB	65843-27157	142	219	78	55%	5.8	✓	✗	✓	159	241	81	51%	5.8	✓	✗	✓

Uncategorised																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
Gloucester Road	NB	28135-29196	470	423	-47	-10%	2.2	✓	✓	✓	541	478	-63	-12%	2.8	✓	✓	✓
Gloucester Road	SB	29196-28135	395	426	31	8%	1.5	✓	✓	✓	458	458	0	0%	0.0	✓	✓	✓
A46 Evesham Road	EB	60448-60449	451	588	137	30%	6.0	✗	✗	✗	562	720	157	28%	6.2	✗	✗	✗
A46 Evesham Road	WB	60449-60448	417	679	261	63%	11.2	✗	✗	✗	516	822	306	59%	11.8	✗	✗	✗
A46 Ashchurch Road	EB	29246-28182	393	572	180	46%	8.2	✗	✗	✗	493	677	184	37%	7.6	✗	✗	✗
A46 Ashchurch Road	WB	28182-29246	373	662	289	77%	12.7	✗	✗	✗	460	816	355	77%	14.1	✗	✗	✗
Ashchurch Rd Tewks	EB	28179-60417	720	754	35	5%	1.3	✓	✓	✓	857	904	47	5%	1.6	✓	✓	✓
Ashchurch Rd Tewks	WB	60417-28179	550	639	89	16%	3.6	✓	✓	✓	665	765	100	15%	3.7	✗	✓	✓
M50/2020B	EB	65512-29413	798	642	-156	-20%	5.8	✗	✗	✗	985	849	-136	-14%	4.5	✓	✓	✓
M5/7645A	SB	29447-60447	1561	1722	161	10%	4.0	✓	✓	✓	1935	2187	253	13%	5.6	✓	✗	✓
M5/7645B	NB	60446-29446	2260	2186	-74	-3%	1.6	✓	✓	✓	2909	2812	-96	-3%	1.8	✓	✓	✓
M5/7812A	SB	60394-60310	2288	2294	6	0%	0.1	✓	✓	✓	2884	2815	-69	-2%	1.3	✓	✓	✓
M5/7818B	NB	65493-60513	2573	2557	-15	-1%	0.3	✓	✓	✓	3319	3178	-141	-4%	2.5	✓	✓	✓
M5/7821A	SB	60310-60300	1691	1682	-9	-1%	0.2	✓	✓	✓	2207	2112	-96	-4%	2.1	✓	✓	✓
M5/7845A	SB	65491-60285	2650	2603	-47	-2%	0.9	✓	✓	✓	3235	3128	-107	-3%	1.9	✓	✓	✓
M5/7841B	NB	65511-60299	2463	2503	40	2%	0.8	✓	✓	✓	3245	3088	-157	-5%	2.8	✓	✓	✓

M5/7866A	SB	60285-60261	1848	1890	42	2%	1.0	✓	✓	✓	2346	2252	-94	-4%	2.0	✓	✓	✓
M5/7870B	NB	60248-60249	1859	1919	60	3%	1.4	✓	✓	✓	2452	2358	-94	-4%	1.9	✓	✓	✓
M5/7960A	SB	65510-60456	2903	2890	-13	0%	0.2	✓	✓	✓	3551	3468	-83	-2%	1.4	✓	✓	✓
M5/7959B	NB	65474-60248	2937	2986	49	2%	0.9	✓	✓	✓	3694	3607	-87	-2%	1.4	✓	✓	✓
M5/7970A	SB	60456-60457	2306	2233	-73	-3%	1.5	✓	✓	✓	2828	2768	-60	-2%	1.1	✓	✓	✓
M5/7973B	NB	60092-60455	2268	2333	65	3%	1.3	✓	✓	✓	2896	2903	7	0%	0.1	✓	✓	✓
M5/7981A	SB	65475-60068	2770	2718	-52	-2%	1.0	✓	✓	✓	3354	3326	-28	-1%	0.5	✓	✓	✓
M5/7982B	NB	65476-60092	2960	3007	47	2%	0.9	✓	✓	✓	3732	3711	-21	-1%	0.4	✓	✓	✓
5290/2	SB	60068-60059	2023	1962	-61	-3%	1.4	✓	✓	✓	2468	2482	14	1%	0.3	✓	✓	✓
M5/8040A	SB	65477-62395	2222	2257	35	2%	0.7	✓	✓	✓	2712	2839	127	5%	2.4	✓	✓	✓
M5/8040B	NB	65478-60058	2471	2345	-126	-5%	2.6	✓	✓	✓	3135	2952	-183	-6%	3.3	✓	✓	✓
5288/2	SB	62395-62368	1993	1902	-91	-5%	2.1	✓	✓	✓	2443	2445	2	0%	0.0	✓	✓	✓
5287/2	NB	62382-62396	2163	2039	-123	-6%	2.7	✓	✓	✓	2748	2576	-172	-6%	3.3	✓	✓	✓
M5/7646L	NB	60446-51645	578	579	2	0%	0.1	✓	✓	✓	689	662	-27	-4%	1.0	✓	✓	✓
7035/1	SB	60425-60424	283	204	-79	-28%	5.1	✓	✗	✓	318	268	-50	-16%	2.9	✓	✓	✓
7036/1	NB	60415-60420	675	819	144	21%	5.3	✗	✗	✗	858	987	129	15%	4.2	✓	✓	✓
M5/7821J	SB	60310-60313	589	612	23	4%	0.9	✓	✓	✓	687	704	17	2%	0.6	✓	✓	✓
5293/1	SB	60285-65529	669	713	44	7%	1.7	✓	✓	✓	806	876	70	9%	2.4	✓	✓	✓
M5/7969J	SB	60456-60452	679	657	-21	-3%	0.8	✓	✓	✓	826	700	-127	-15%	4.6	✗	✓	✓

M5/7973L	NB	60092-65105	662	675	12	2%	0.5	✓	✓	✓	797	808	12	1%	0.4	✓	✓	✓
5290/1	SB	60068-60064	704	757	53	7%	1.9	✓	✓	✓	816	844	27	3%	0.9	✓	✓	✓
M5/8025K	SB	60062-60059	256	295	40	15%	2.4	✓	✓	✓	323	357	34	11%	1.8	✓	✓	✓
5288/1	SB	62395-62389	348	355	8	2%	0.4	✓	✓	✓	405	394	-12	-3%	0.6	✓	✓	✓
5287/1	NB	62382-62378	655	699	44	7%	1.7	✓	✓	✓	755	769	14	2%	0.5	✓	✓	✓
7003/1	SB	29444-52946	1037	1133	96	9%	2.9	✓	✓	✓	1213	1299	86	7%	2.4	✓	✓	✓
7003/2	NB	52946-29444	885	956	72	8%	2.4	✓	✓	✓	1039	1097	58	6%	1.8	✓	✓	✓
30361812	SB	52946-52944	844	893	49	6%	1.7	✓	✓	✓	981	1044	63	6%	2.0	✓	✓	✓
30361813	NB	52944-52946	836	884	47	6%	1.6	✓	✓	✓	978	1032	54	6%	1.7	✓	✓	✓
30361815	NB	29051-52941	789	821	32	4%	1.1	✓	✓	✓	933	916	-17	-2%	0.6	✓	✓	✓
30361814	SB	52941-29051	494	559	64	13%	2.8	✓	✓	✓	589	647	58	10%	2.3	✓	✓	✓
5298/1	SB	65410-65387	938	1174	236	25%	7.2	✗	✗	✗	1124	1407	284	25%	8.0	✗	✗	✗
5297/2	SB	60286-26034	863	883	21	2%	0.7	✓	✓	✓	1038	1085	47	5%	1.5	✓	✓	✓
5297/1	NB	26034-60286	916	976	60	7%	1.9	✓	✓	✓	1111	1171	59	5%	1.8	✓	✓	✓
EAST OF STAUNTON COLEFRD	EB	57373-60027	153	132	-21	-14%	1.8	✓	✓	✓	190	134	-56	-30%	4.4	✓	✓	✓
WINDING WHEEL BREAM	NB	65061-57333	174	134	-40	-23%	3.2	✓	✓	✓	202	153	-48	-24%	3.6	✓	✓	✓
POPES HILL LITTLEDEAN	EB	57324-60100	138	138	-1	-1%	0.1	✓	✓	✓	161	162	1	1%	0.1	✓	✓	✓
GORSLEY	EB	51608-60368	229	194	-36	-15%	2.4	✓	✓	✓	270	220	-49	-18%	3.1	✓	✓	✓

FOREST ROAD, LYDNEY	NB	60025-57329	175	143	-32	-18%	2.6	✓	✓	✓	198	164	-34	-17%	2.6	✓	✓	✓
BREAM ROAD, LYDNEY	NB	57333-65633	264	176	-87	-33%	5.9	✓	✗	✓	298	203	-95	-32%	6.0	✓	✗	✓
BERKELEY HEATH	NB	28091-28013	471	656	185	39%	7.8	✗	✗	✗	611	687	76	13%	3.0	✓	✓	✓
STROUDWATER WEST OF M5	EB	27422-27423	355	372	17	5%	0.9	✓	✓	✓	455	433	-22	-5%	1.0	✓	✓	✓
EAST OF DURSLEY	EB	62455-62408	256	272	16	6%	1.0	✓	✓	✓	296	332	36	12%	2.0	✓	✓	✓
Longhope Rd Huntley	EB	60109-60113	212	224	12	6%	0.8	✓	✓	✓	264	260	-4	-1%	0.2	✓	✓	✓
BRIDGE STREET NEWENT	NB	60369-60470	152	170	18	12%	1.4	✓	✓	✓	200	221	22	11%	1.5	✓	✓	✓
New Rd, Wott U Edge	EB	62399-56185	340	337	-3	-1%	0.2	✓	✓	✓	399	392	-6	-2%	0.3	✓	✓	✓
FIDDLERS ELBOW W CRANHAM	NB	26021-65414	213	203	-11	-5%	0.8	✓	✓	✓	247	221	-26	-11%	1.7	✓	✓	✓
PITCHCOMBE	NB	27384-60090	530	555	25	5%	1.1	✓	✓	✓	622	628	6	1%	0.3	✓	✓	✓
Bear Hill W-cheste	NB	56223-28143	496	538	42	9%	1.9	✓	✓	✓	629	607	-22	-3%	0.9	✓	✓	✓
BARNWOOD LINK	NB	56489-26087	1522	1546	25	2%	0.6	✓	✓	✓	1858	1756	-102	-5%	2.4	✓	✓	✓
CAINSCROSS ROAD, STROUD	EB	27387-64925	353	500	146	41%	7.1	✗	✗	✗	430	544	113	26%	5.1	✗	✗	✗
EBLEY	EB	27393-56250	345	341	-4	-1%	0.2	✓	✓	✓	403	349	-55	-14%	2.8	✓	✓	✓
Kingsholm rd	NB	56048-27229	380	368	-12	-3%	0.6	✓	✓	✓	451	432	-19	-4%	0.9	✓	✓	✓
HARESFIELD EAST OF M5	NB	28210-28039	230	272	43	19%	2.7	✓	✓	✓	282	304	22	8%	1.3	✓	✓	✓
B4063 Chelt Rd Glos	NB	56119-66706	552	549	-3	-1%	0.1	✓	✓	✓	662	603	-59	-9%	2.3	✓	✓	✓
LONDON RD GLOUCESTER	EB	56463-56053	400	420	20	5%	1.0	✓	✓	✓	467	444	-23	-5%	1.1	✓	✓	✓
MERRYWALKS STROUD	NB	60085-56269	627	673	47	7%	1.8	✓	✓	✓	770	737	-33	-4%	1.2	✓	✓	✓

HORTON ROAD, GLOS (CC)	NB	27449-27450	169	175	6	3%	0.4	✓	✓	✓	196	248	52	26%	3.5	✓	✓	✓
B4008 Bristol Rd Hardwick	NB	60097-65884	500	509	9	2%	0.4	✓	✓	✓	600	539	-61	-10%	2.6	✓	✓	✓
STROUD ROAD GLOS, NR GRANGE RD (CC)	NB	60117-56511	387	372	-14	-4%	0.7	✓	✓	✓	553	423	-130	-24%	5.9	✗	✗	✗
Commercial Road	EB	60209-56068	327	360	33	10%	1.8	✓	✓	✓	395	551	156	39%	7.2	✗	✗	✗
Southgate srt, Glos	SB	27500-27258	359	371	12	3%	0.6	✓	✓	✓	433	437	4	1%	0.2	✓	✓	✓
GLOUCESTER TRADING EST LINK RD (VALIANT WAY), BROCKWORTH	NB	60246-27586	481	539	58	12%	2.6	✓	✓	✓	576	595	19	3%	0.8	✓	✓	✓
Secunda Way, Glos	NB	27269-60509	876	888	12	1%	0.4	✓	✓	✓	1033	1150	117	11%	3.6	✓	✓	✓
GSWBP Castlemeads	NB	60464-60468	1075	1104	29	3%	0.9	✓	✓	✓	1240	1301	61	5%	1.7	✓	✓	✓
St Oswalds Rd North	NB	60221-27248	634	624	-9	-1%	0.4	✓	✓	✓	715	757	42	6%	1.5	✓	✓	✓
ST Oswalds Rd (South)	NB	60218-60220	660	638	-23	-3%	0.9	✓	✓	✓	772	764	-8	-1%	0.3	✓	✓	✓
Eastern Ave, South, Gloucester	NB	56093-27020	842	867	25	3%	0.9	✓	✓	✓	954	1124	170	18%	5.3	✗	✗	✗
Priory Rd Glos	EB	60220-56056	340	344	4	1%	0.2	✓	✓	✓	415	380	-34	-8%	1.7	✓	✓	✓
High Street, Tewkesbury	NB	29202-29204	473	486	13	3%	0.6	✓	✓	✓	536	518	-18	-3%	0.8	✓	✓	✓
A40 London Rd Chelt	NB	60330-60339	546	575	29	5%	1.2	✓	✓	✓	641	704	62	10%	2.4	✓	✓	✓
GLOUCESTER ROAD, Cheltenham	NB	27469-56332	757	798	40	5%	1.5	✓	✓	✓	871	948	77	9%	2.5	✓	✓	✓
Ullenwood	EB	26080-26060	464	492	28	6%	1.3	✓	✓	✓	561	611	50	9%	2.1	✓	✓	✓
UCKINGTON EAST OF M5	EB	60390-65948	741	703	-39	-5%	1.4	✓	✓	✓	839	803	-36	-4%	1.2	✓	✓	✓

PEW NORTH CHELTENHAM	NB	27458-27189	702	728	25	4%	1.0	✓	✓	✓	802	909	107	13%	3.7	✓	✓	✓
Hayden Road Chelt	EB	56364-60400	441	459	18	4%	0.8	✓	✓	✓	508	508	-1	0%	0.0	✓	✓	✓
Kingsditch Lane	NB	27188-56368	689	716	28	4%	1.1	✓	✓	✓	894	842	-52	-6%	1.8	✓	✓	✓
Royal Well Rd,Chelt	NB	27516-56381	49	299	251	517%	19.0	✗	✗	✗	77	467	390	504%	23.6	✗	✗	✗
STANTON	NB	60557-56011	153	159	5	3%	0.4	✓	✓	✓	188	259	70	37%	4.7	✓	✓	✓
DILLIES FARM N OF CIREN	NB	60536-68010	307	325	18	6%	1.0	✓	✓	✓	360	418	58	16%	3.0	✓	✓	✓
A435 Rendcomb	NB	65391-65675	270	273	3	1%	0.2	✓	✓	✓	318	280	-38	-12%	2.2	✓	✓	✓
KILKENNY SW ANDOVERSFORD	EB	27112-60546	333	361	28	8%	1.5	✓	✓	✓	419	484	65	16%	3.1	✓	✓	✓
CERNEY SPINE RD (WILTS)	EB	65369-62956	408	426	18	4%	0.9	✓	✓	✓	536	470	-66	-12%	2.9	✓	✓	✓
SOUTH OF WINCHCOMBE	NB	56452-27160	343	233	-110	-32%	6.5	✗	✗	✗	386	330	-56	-15%	3.0	✓	✓	✓
BURFORD RD W OF CIREN B/P	NB	65158-60526	434	477	43	10%	2.0	✓	✓	✓	547	559	12	2%	0.5	✓	✓	✓
ASTON SUBEDGE	NB	60583-60584	101	69	-32	-31%	3.4	✓	✓	✓	113	75	-38	-33%	3.9	✓	✓	✓
E of Whelford Turn	EB	65392-62966	163	165	2	1%	0.1	✓	✓	✓	190	175	-15	-8%	1.1	✓	✓	✓
FOSSE MANOR S OF STOW	NB	57163-60566	402	419	17	4%	0.8	✓	✓	✓	519	499	-19	-4%	0.9	✓	✓	✓
B4425 Aldsworth	NB	68009-57119	85	101	16	19%	1.6	✓	✓	✓	102	139	38	37%	3.4	✓	✓	✓
BROADWAY RD, WILLERSEY	NB	52948-29187	108	65	-43	-40%	4.6	✓	✓	✓	123	78	-45	-36%	4.5	✓	✓	✓
NORTH OF BLAKENEY	NB	57327-60051	141	145	4	3%	0.3	✓	✓	✓	191	164	-26	-14%	2.0	✓	✓	✓
LINTON S OF HIGHNAM	EB	60200-60201	537	640	103	19%	4.2	✗	✓	✓	638	739	101	16%	3.9	✗	✓	✓
WESTBURY ON SEVERN (GPRS)	NB	60100-60102	246	248	2	1%	0.1	✓	✓	✓	301	283	-17	-6%	1.0	✓	✓	✓

TIDENHAM CHASE	NB	57342-65061	126	132	6	5%	0.6	✓	✓	✓	141	162	21	15%	1.7	✓	✓	✓
BRIERLEY NR LYDBROOK	EB	60037-57268	268	273	6	2%	0.3	✓	✓	✓	301	312	11	4%	0.6	✓	✓	✓
STEAM MILLS CINDERFORD	NB	60039-60040	492	507	15	3%	0.7	✓	✓	✓	553	530	-23	-4%	1.0	✓	✓	✓
YEW TREE BRAKE CINDERFRD	EB	57307-60036	251	182	-69	-27%	4.7	✓	✓	✓	282	217	-65	-23%	4.1	✓	✓	✓
Whitminster	NB	27426-28095	677	558	-120	-18%	4.8	✗	✓	✓	762	620	-142	-19%	5.4	✗	✗	✗
KINGSHILL DURSLEY	EB	56164-62402	692	718	26	4%	1.0	✓	✓	✓	778	755	-23	-3%	0.8	✓	✓	✓
Estcourt Road	EB	27232-27213	620	656	36	6%	1.4	✓	✓	✓	697	732	36	5%	1.3	✓	✓	✓
St Oswalds Rd	EB	56525-27236	857	927	70	8%	2.3	✓	✓	✓	963	1077	114	12%	3.6	✓	✓	✓
DR NEWTONS WAY, STROUD	EB	27343-26002	593	616	23	4%	0.9	✓	✓	✓	666	670	3	0%	0.1	✓	✓	✓
Stroud rd S	NB	27436-27194	515	511	-4	-1%	0.2	✓	✓	✓	579	562	-17	-3%	0.7	✓	✓	✓
The Quay	NB	60214-60210	765	787	22	3%	0.8	✓	✓	✓	860	901	41	5%	1.4	✓	✓	✓
Elmore Lane, Quedg	NB	27499-60120	640	653	13	2%	0.5	✓	✓	✓	719	770	50	7%	1.8	✓	✓	✓
LONDON RD GLOS (CC)	EB	27219-27448	466	487	21	4%	0.9	✓	✓	✓	524	564	40	8%	1.7	✓	✓	✓
COLE AVE GLOS (CC)	EB	60123-27433	778	803	25	3%	0.9	✓	✓	✓	875	952	77	9%	2.5	✓	✓	✓
Chelt SW link	NB	27042-27091	332	338	6	2%	0.3	✓	✓	✓	373	361	-12	-3%	0.6	✓	✓	✓
Park end rd	NB	60149-27277	239	248	9	4%	0.6	✓	✓	✓	269	338	69	25%	3.9	✓	✓	✓
North Upton Lane	NB	27025-65415	350	364	14	4%	0.8	✓	✓	✓	393	386	-7	-2%	0.4	✓	✓	✓
NORTH OF COATES	EB	57039-57038	278	296	19	7%	1.1	✓	✓	✓	312	366	54	17%	2.9	✓	✓	✓
POOLE WAY, CHELT	EB	27508-60344	397	422	25	6%	1.3	✓	✓	✓	446	516	70	16%	3.2	✓	✓	✓

SALTBOX SHEEPSCOMBE	NB	26008-65408	55	63	8	14%	1.0	✓	✓	✓	62	67	5	8%	0.6	✓	✓	✓
BATH ROAD CHELT (BC)	NB	26057-60323	367	372	5	1%	0.3	✓	✓	✓	412	407	-5	-1%	0.3	✓	✓	✓
St Johns Avenue	NB	60351-27161	220	233	13	6%	0.9	✓	✓	✓	247	318	70	29%	4.2	✓	✓	✓
Evesham road	NB	56454-65876	484	409	-75	-16%	3.6	✓	✓	✓	545	492	-52	-10%	2.3	✓	✓	✓
PRESTBURY RD CHELT (BC)	NB	27134-56419	422	547	124	29%	5.6	✗	✗	✗	475	598	123	26%	5.3	✗	✗	✗
ST GEORGES RD CHELT (BC)	NB	27454-27453	132	103	-29	-22%	2.7	✓	✓	✓	149	126	-23	-15%	1.9	✓	✓	✓
IMPERIAL SQ CHELT (BC)	WB	56596-60328	692	708	16	2%	0.6	✓	✓	✓	778	780	2	0%	0.1	✓	✓	✓
Ambrose Str, Chelt	NB	27510-27509	250	245	-5	-2%	0.3	✓	✓	✓	281	268	-13	-4%	0.8	✓	✓	✓
North Place	NB	60352-27163	38	122	84	223%	9.4	✓	✗	✓	42	211	169	398%	15.0	✗	✗	✗
St Georges Place	NB	27514-27511	182	51	-130	-72%	12.1	✗	✗	✗	204	65	-139	-68%	12.0	✗	✗	✗
NORTH OF WINCHCOMBE	NB	60555-56041	200	131	-69	-34%	5.4	✓	✗	✓	225	214	-11	-5%	0.7	✓	✓	✓
WATERMOOR RD CIRENCESTER	NB	27543-27534	1610	1747	137	9%	3.3	✓	✓	✓	1810	1973	163	9%	3.8	✓	✓	✓
W Chesterton lane	NB	27571-27546	1068	1148	80	7%	2.4	✓	✓	✓	1201	1332	132	11%	3.7	✓	✓	✓
Longborough	NB	57199-57193	205	269	64	31%	4.2	✓	✓	✓	230	310	80	35%	4.8	✓	✓	✓
SOUTH STOW	NB	60567-60568	644	662	18	3%	0.7	✓	✓	✓	724	802	78	11%	2.8	✓	✓	✓
NORTH OF MORETON	NB	57210-57211	295	317	22	7%	1.2	✓	✓	✓	332	388	56	17%	2.9	✓	✓	✓
LYDNEY BYPASS	NB	57341-57334	211	186	-25	-12%	1.8	✓	✓	✓	237	214	-23	-10%	1.5	✓	✓	✓
THE ASH PATH, UPTON ST. LEONARDS	NB	26044-56104	53	72	18	34%	2.3	✓	✓	✓	60	80	20	33%	2.3	✓	✓	✓

THE GREEN	NB	56434-56635	31	98	66	212%	8.3	✓	✗	✓	36	99	63	173%	7.6	✓	✗	✓
EAST OF STAUNTON COLEFRD	WB	60027-57373	176	0	-176	-100%	18.8	✗	✗	✗	224	0	-224	-100%	21.1	✗	✗	✗
WINDING WHEEL BREAM	SB	57333-65061	142	129	-12	-9%	1.1	✓	✓	✓	161	151	-10	-6%	0.8	✓	✓	✓
POPES HILL LITTLEDEAN	WB	60100-57324	422	431	9	2%	0.5	✓	✓	✓	482	499	16	3%	0.7	✓	✓	✓
GORSLEY	WB	60368-51608	283	216	-67	-24%	4.2	✓	✓	✓	328	239	-89	-27%	5.3	✓	✗	✓
FOREST ROAD, LYDNEY	SB	57329-60025	144	144	1	0%	0.0	✓	✓	✓	163	167	4	2%	0.3	✓	✓	✓
BREAM ROAD, LYDNEY	SB	65633-57333	168	176	8	5%	0.6	✓	✓	✓	191	202	11	6%	0.8	✓	✓	✓
BERKELEY HEATH	SB	28013-28091	277	450	174	63%	9.1	✗	✗	✗	364	491	127	35%	6.1	✗	✗	✗
STROUDWATER WEST OF M5	WB	27423-27422	537	518	-20	-4%	0.9	✓	✓	✓	677	576	-101	-15%	4.0	✗	✓	✓
EAST OF DURSLEY	WB	62408-62455	378	383	6	2%	0.3	✓	✓	✓	438	450	11	3%	0.5	✓	✓	✓
Longhope Rd Huntley	WB	60113-60109	410	327	-83	-20%	4.3	✓	✓	✓	492	365	-128	-26%	6.2	✗	✗	✗
BRIDGE STREET NEWENT	SB	60470-60369	140	143	3	2%	0.2	✓	✓	✓	194	180	-14	-7%	1.0	✓	✓	✓
New Rd, Wott U Edge	WB	56185-62399	286	288	2	1%	0.1	✓	✓	✓	334	352	18	5%	0.9	✓	✓	✓
FIDDLERS ELBOW W CRANHAM	SB	65414-26021	284	284	0	0%	0.0	✓	✓	✓	319	310	-9	-3%	0.5	✓	✓	✓
PITCHCOMBE	SB	60090-27384	470	484	15	3%	0.7	✓	✓	✓	546	565	19	3%	0.8	✓	✓	✓
Bear Hill W-cheste	SB	28143-56223	408	477	69	17%	3.3	✓	✓	✓	503	540	37	7%	1.6	✓	✓	✓
BARNWOOD LINK	SB	58004-56489	971	954	-18	-2%	0.6	✓	✓	✓	1244	1152	-92	-7%	2.7	✓	✓	✓
CAINSCROSS ROAD, STROUD	WB	64925-27387	554	595	41	7%	1.7	✓	✓	✓	657	636	-21	-3%	0.8	✓	✓	✓

EBLEY	WB	56250-27393	229	237	8	4%	0.5	✓	✓	✓	272	245	-28	-10%	1.7	✓	✓	✓
Kingsholm rd	SB	27229-56048	380	404	24	6%	1.2	✓	✓	✓	439	456	16	4%	0.8	✓	✓	✓
HARESFIELD EAST OF M5	SB	28039-28210	257	301	44	17%	2.7	✓	✓	✓	312	349	37	12%	2.0	✓	✓	✓
B4063 Chelt Rd Glos	SB	66706-56119	756	761	5	1%	0.2	✓	✓	✓	890	791	-99	-11%	3.4	✓	✓	✓
LONDON RD GLOUCESTER	WB	56053-56463	321	338	17	5%	0.9	✓	✓	✓	382	361	-21	-5%	1.1	✓	✓	✓
MERRYWALKS STROUD	SB	56269-60085	662	507	-156	-23%	6.4	✗	✗	✗	798	533	-264	-33%	10.2	✗	✗	✗
HORTON ROAD, GLOS (CC)	SB	27450-27449	205	296	90	44%	5.7	✓	✗	✓	241	379	138	57%	7.8	✗	✗	✗
B4008 Bristol Rd Hardwick	SB	65884-60097	235	246	11	5%	0.7	✓	✓	✓	280	339	59	21%	3.3	✓	✓	✓
STROUD ROAD GLOS, NR GRANGE RD (CC)	SB	56511-60118	273	391	118	43%	6.5	✗	✗	✗	362	436	74	20%	3.7	✓	✓	✓
Commercial Road	WB	56068-60209	479	570	91	19%	4.0	✓	✓	✓	561	689	128	23%	5.1	✗	✗	✗
Southgate srt, Glos	NB	27258-27500	336	338	2	1%	0.1	✓	✓	✓	402	474	72	18%	3.4	✓	✓	✓
GLOUCESTER TRADING EST LINK RD (VALIANT WAY), BROCKWORTH	SB	60255-60247	413	328	-85	-21%	4.4	✓	✓	✓	547	415	-133	-24%	6.0	✗	✗	✗
Secunda Way, Glos	SB	60509-27269	832	866	35	4%	1.2	✓	✓	✓	979	1027	48	5%	1.5	✓	✓	✓
GSWBP Castlemeads	SB	60468-60464	444	456	11	3%	0.5	✓	✓	✓	536	523	-13	-2%	0.6	✓	✓	✓
St Oswalds Rd North	SB	27247-60221	832	916	84	10%	2.8	✓	✓	✓	941	1093	151	16%	4.7	✗	✓	✓
ST Oswalds Rd (South)	SB	60220-60213	1156	1204	48	4%	1.4	✓	✓	✓	1299	1359	60	5%	1.6	✓	✓	✓
Eastern Ave, South, Gloucester	SB	27019-27017	969	1048	78	8%	2.5	✓	✓	✓	1101	1240	139	13%	4.1	✓	✓	✓

Priory Rd Glos	WB	56056-60220	732	619	-113	-15%	4.4	×	✓	✓	873	640	-233	-27%	8.5	×	×	×
High Street, Tewkesbury	SB	29204-29202	392	413	21	5%	1.0	✓	✓	✓	448	445	-3	-1%	0.1	✓	✓	✓
A40 London Rd Chelt	SB	60339-60330	662	710	48	7%	1.8	✓	✓	✓	787	840	53	7%	1.9	✓	✓	✓
GLOUCESTER ROAD, Cheltenham	SB	56332-27469	672	718	46	7%	1.7	✓	✓	✓	781	906	125	16%	4.3	×	✓	✓
Ullenwood	WB	26060-26080	375	397	22	6%	1.1	✓	✓	✓	480	576	96	20%	4.2	✓	✓	✓
UCKINGTON EAST OF M5	WB	65948-60390	1002	1049	47	5%	1.5	✓	✓	✓	1133	1226	93	8%	2.7	✓	✓	✓
PEW NORTH CHELTENHAM	SB	27189-27458	927	979	52	6%	1.7	✓	✓	✓	1040	1121	81	8%	2.5	✓	✓	✓
Hayden Road Chelt	WB	60400-56364	523	485	-37	-7%	1.7	✓	✓	✓	606	530	-76	-13%	3.2	✓	✓	✓
Kingsditch Lane	SB	56368-27188	575	635	60	10%	2.5	✓	✓	✓	767	794	27	4%	1.0	✓	✓	✓
Royal Well Rd, Chelt	SB	56382-56383	8	31	23	284%	5.2	✓	×	✓	12	77	65	540%	9.7	✓	×	✓
STANTON	SB	56011-60557	153	159	7	4%	0.5	✓	✓	✓	186	209	22	12%	1.6	✓	✓	✓
DILLIES FARM N OF CIREN	SB	68010-60536	296	427	131	44%	6.9	×	×	×	343	497	154	45%	7.5	×	×	×
A435 Rendcomb	SB	65675-65391	200	190	-10	-5%	0.7	✓	✓	✓	231	233	2	1%	0.1	✓	✓	✓
KILKENNY SW ANDOVERSFORD	WB	60546-27112	334	353	19	6%	1.0	✓	✓	✓	438	528	89	20%	4.1	✓	✓	✓
CERNEY SPINE RD (WILTS)	WB	62956-65369	336	348	12	4%	0.7	✓	✓	✓	443	413	-30	-7%	1.5	✓	✓	✓
SOUTH OF WINCHCOMBE	SB	27160-56452	247	222	-25	-10%	1.6	✓	✓	✓	280	274	-6	-2%	0.4	✓	✓	✓
BURFORD RD W OF CIREN B/P	SB	60526-65158	497	527	30	6%	1.3	✓	✓	✓	613	624	11	2%	0.4	✓	✓	✓
ASTON SUBEDGE	SB	60584-60583	154	80	-74	-48%	6.9	✓	×	✓	172	87	-85	-50%	7.5	✓	×	✓
E of Whelford Turn	WB	62966-65392	201	195	-6	-3%	0.4	✓	✓	✓	239	218	-21	-9%	1.4	✓	✓	✓

FOSSE MANOR S OF STOW	SB	60566-57163	405	436	31	8%	1.5	✓	✓	✓	549	499	-50	-9%	2.2	✓	✓	✓
B4425 Aldsworth	SB	57119-68009	108	111	3	3%	0.3	✓	✓	✓	125	171	46	37%	3.8	✓	✓	✓
BROADWAY RD, WILLERSEY	SB	29187-52948	112	64	-48	-43%	5.1	✓	✗	✓	127	73	-54	-42%	5.4	✓	✗	✓
NORTH OF BLAKENEY	SB	60051-57327	321	326	5	2%	0.3	✓	✓	✓	419	371	-47	-11%	2.4	✓	✓	✓
LINTON S OF HIGHNAM	WB	60201-60200	1295	1342	47	4%	1.3	✓	✓	✓	1481	1517	35	2%	0.9	✓	✓	✓
WESTBURY ON SEVERN (GPRS)	SB	60102-60100	742	755	13	2%	0.5	✓	✓	✓	859	862	3	0%	0.1	✓	✓	✓
TIDENHAM CHASE	SB	65061-57342	86	90	3	4%	0.4	✓	✓	✓	97	110	13	13%	1.3	✓	✓	✓
BRIERLEY NR LYDBROOK	WB	57268-60037	477	487	10	2%	0.4	✓	✓	✓	536	521	-15	-3%	0.7	✓	✓	✓
STEAM MILLS CINDERFORD	SB	60040-60039	500	509	9	2%	0.4	✓	✓	✓	562	538	-24	-4%	1.0	✓	✓	✓
YEW TREE BRAKE CINDERFRD	WB	60036-57307	352	294	-58	-16%	3.2	✓	✓	✓	395	351	-45	-11%	2.3	✓	✓	✓
Whitminster	SB	28096-27427	187	204	16	9%	1.2	✓	✓	✓	211	264	53	25%	3.5	✓	✓	✓
KINGSHILL DURSLEY	WB	62402-56164	581	599	17	3%	0.7	✓	✓	✓	654	623	-31	-5%	1.2	✓	✓	✓
Estcourt Road	WB	27212-27234	475	606	130	27%	5.6	✗	✗	✗	534	688	153	29%	6.2	✗	✗	✗
St Oswalds Rd	WB	27230-56526	1033	1065	31	3%	1.0	✓	✓	✓	1161	1230	68	6%	2.0	✓	✓	✓
DR NEWTONS WAY, STROUD	WB	26002-27343	525	547	22	4%	1.0	✓	✓	✓	590	609	19	3%	0.8	✓	✓	✓
Stroud rd S	SB	27194-27436	542	560	17	3%	0.7	✓	✓	✓	609	603	-7	-1%	0.3	✓	✓	✓
The Quay	SB	56074-60214	502	529	26	5%	1.2	✓	✓	✓	565	698	133	24%	5.3	✗	✗	✗
LONDON RD GLOS (CC)	WB	27448-27219	650	470	-181	-28%	7.6	✗	✗	✗	731	481	-250	-34%	10.2	✗	✗	✗
COLE AVE GLOS (CC)	WB	27433-60123	682	748	66	10%	2.5	✓	✓	✓	767	909	142	19%	4.9	✗	✓	✓

Chelt SW link	SB	27091-27042	461	463	2	0%	0.1	✓	✓	✓	518	474	-44	-9%	2.0	✓	✓	✓
Park end rd	SB	27277-60149	513	520	7	1%	0.3	✓	✓	✓	577	558	-19	-3%	0.8	✓	✓	✓
North Upton Lane	SB	65415-27025	420	283	-137	-33%	7.3	✗	✗	✗	472	286	-186	-39%	9.6	✗	✗	✗
POOLE WAY, CHELT	WB	60344-27508	463	481	18	4%	0.8	✓	✓	✓	520	677	156	30%	6.4	✗	✗	✗
SALTBOX SHEEPSCOMBE	SB	65408-26008	81	91	10	12%	1.1	✓	✓	✓	91	103	12	13%	1.2	✓	✓	✓
BATH ROAD CHELT (BC)	SB	60323-26057	447	448	2	0%	0.1	✓	✓	✓	502	519	17	3%	0.7	✓	✓	✓
St Johns Avenue	SB	27161-60351	653	683	30	5%	1.2	✓	✓	✓	734	845	111	15%	3.9	✗	✓	✓
Evesham road	SB	65876-56454	444	454	10	2%	0.5	✓	✓	✓	499	525	26	5%	1.2	✓	✓	✓
PRESTBURY RD CHELT (BC)	SB	56419-27134	354	402	48	13%	2.5	✓	✓	✓	398	471	73	18%	3.5	✓	✓	✓
ST GEORGES RD CHELT (BC)	SB	27453-27454	476	475	-1	0%	0.1	✓	✓	✓	536	488	-47	-9%	2.1	✓	✓	✓
IMPERIAL SQ CHELT (BC)	EB	60328-56596	263	50	-213	-81%	17.0	✗	✗	✗	296	54	-242	-82%	18.3	✗	✗	✗
Ambrose Str, Chelt	SB	27509-27510	407	246	-161	-40%	8.9	✗	✗	✗	458	374	-84	-18%	4.1	✓	✓	✓
North Place	SB	27163-60352	57	62	4	8%	0.6	✓	✓	✓	65	75	11	17%	1.3	✓	✓	✓
St Georges Place	SB	27511-27514	202	96	-106	-53%	8.7	✗	✗	✗	227	104	-123	-54%	9.6	✗	✗	✗
NORTH OF WINCHCOMBE	SB	56041-60555	177	167	-11	-6%	0.8	✓	✓	✓	199	209	9	5%	0.7	✓	✓	✓
WATERMOOR RD CIRENCESTER	SB	27533-27540	1187	1179	-8	-1%	0.2	✓	✓	✓	1335	1415	80	6%	2.2	✓	✓	✓
W Chesterton lane	SB	57176-27550	1309	1378	68	5%	1.9	✓	✓	✓	1472	1679	207	14%	5.2	✓	✗	✓
Longborough	SB	57193-57199	161	202	41	26%	3.1	✓	✓	✓	180	226	46	25%	3.2	✓	✓	✓
SOUTH STOW	SB	60568-60567	656	695	39	6%	1.5	✓	✓	✓	738	797	59	8%	2.1	✓	✓	✓

NORTH OF MORETON	SB	57211-57210	291	321	30	10%	1.7	✓	✓	✓	327	375	48	15%	2.6	✓	✓	✓
LYDNEY BYPASS	SB	57334-57341	166	205	38	23%	2.8	✓	✓	✓	187	238	51	27%	3.5	✓	✓	✓
THE ASH PATH, UPTON ST. LEONARDS	SB	56104-26044	59	59	0	0%	0.0	✓	✓	✓	66	66	1	1%	0.1	✓	✓	✓
A429 S of Moreton	NB	57198-64942	307	318	10	3%	0.6	✓	✓	✓	393	403	10	2%	0.5	✓	✓	✓
A429 S of Moreton	SB	64942-57198	309	330	21	7%	1.2	✓	✓	✓	395	395	0	0%	0.0	✓	✓	✓
A429 N NORTHLEACH	NB	65128-60561	290	302	13	4%	0.7	✓	✓	✓	356	378	22	6%	1.2	✓	✓	✓
A429 N NORTHLEACH	SB	60561-65128	309	339	30	10%	1.7	✓	✓	✓	372	397	25	7%	1.3	✓	✓	✓
BARNWOOD ROAD (CC)	WB	56495-27203	554	583	29	5%	1.2	✓	✓	✓	623	617	-6	-1%	0.2	✓	✓	✓
BARNWOOD ROAD (CC)	EB	27203-56495	356	664	308	87%	13.6	✗	✗	✗	400	686	286	71%	12.3	✗	✗	✗

6.4.3.2 New Counts

Additional Counts																		
Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
M5/7970B	Northbound	60092-60455	2139	2333	193	9%	4.1	✓	✓	✓	2750	2903	152	6%	2.9	✓	✓	✓
M5/7978A	Southbound	60457-65475	2583	2718	135	5%	2.6	✓	✓	✓	3321	3326	4	0%	0.1	✓	✓	✓
M5/7969J	Southbound	60456-60452	735	657	-77	-11%	2.9	✓	✓	✓	944	700	-245	-26%	8.5	✗	✗	✗
M5/7974A	Southbound	60456-60457	2053	2233	180	9%	3.9	✓	✓	✓	2639	2768	129	5%	2.5	✓	✓	✓
M5/7823M	Northbound	60308-60309	565	495	-70	-12%	3.0	✓	✓	✓	727	610	-116	-16%	4.5	✗	✓	✓
M5/7650B	Northbound	65497-60446	2684	2765	82	3%	1.6	✓	✓	✓	3450	3474	24	1%	0.4	✓	✓	✓
30360100	Northbound	60250-60256	360	403	43	12%	2.2	✓	✓	✓	463	455	-7	-2%	0.3	✓	✓	✓
5301/1	Northbound	65470-60540	834	1116	281	34%	9.0	✗	✗	✗	1072	1329	256	24%	7.4	✗	✗	✗
5298/1	Southbound	65410-65387	921	1174	253	27%	7.8	✗	✗	✗	1184	1407	223	19%	6.2	✗	✗	✗
5297/2	Southbound	60286-26034	830	883	53	6%	1.8	✓	✓	✓	1067	1085	18	2%	0.6	✓	✓	✓
5297/1	Northbound	26034-60286	806	976	170	21%	5.7	✗	✗	✗	1036	1171	135	13%	4.1	✓	✓	✓

5289/2	Northbound	60058-60069	2090	1969	-121	-6%	2.7	✓	✓	✓	2687	2506	-181	-7%	3.5	✓	✓	✓
5289/1	Northbound	60058-60061	280	376	96	34%	5.3	✓	✗	✓	360	446	85	24%	4.3	✓	✓	✓
5292/1	Northbound	60248-60250	902	1067	165	18%	5.2	✗	✗	✗	1160	1249	88	8%	2.5	✓	✓	✓
7005/2	Northbound	56017-56016	518	690	172	33%	7.0	✗	✗	✗	666	824	157	24%	5.8	✗	✗	✗
7005/1	Southbound	56016-56017	642	741	100	16%	3.8	✓	✓	✓	825	882	57	7%	2.0	✓	✓	✓
7036/2	Northbound	60415-60421	2271	2363	92	4%	1.9	✓	✓	✓	2920	2988	68	2%	1.3	✓	✓	✓
7036/1	Northbound	60415-60420	714	819	105	15%	3.8	✓	✓	✓	918	987	68	7%	2.2	✓	✓	✓
M5/7645A	Southbound	29447-60447	1480	1722	243	16%	6.1	✗	✗	✗	1902	2187	285	15%	6.3	✗	✗	✗
M5/7646L	Northbound	60446-51645	502	579	77	15%	3.3	✓	✓	✓	646	662	16	3%	0.6	✓	✓	✓
M5/7860A	Southbound	60285-60261	1850	1890	41	2%	0.9	✓	✓	✓	2378	2252	-126	-5%	2.6	✓	✓	✓

Name	Direction	Link ID	Car								Total							
			Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail	Obs Veh	Mod Veh	diff	%diff	GEH	Flow	GEH	Pass Fail
99186741	NE	57295-57504	15	44	29	195%	5.3	✓	✗	✓	19	49	30	160%	5.2	✓	✗	✓
99186741	SW	57504-57295	19	79	60	316%	8.6	✓	✗	✓	24	83	59	242%	8.0	✓	✗	✓
99186743	NW	57332-57292	21	0	-21	-100%	6.5	✓	✗	✓	27	0	-27	-100%	7.3	✓	✗	✓
99186743	SE	57292-57332	23	0	-23	-100%	6.8	✓	✗	✓	30	0	-30	-100%	7.7	✓	✗	✓
99186745	N	56048-27229	325	368	43	13%	2.3	✓	✓	✓	418	432	14	3%	0.7	✓	✓	✓
99186745	S	27229-56048	347	404	56	16%	2.9	✓	✓	✓	447	456	9	2%	0.4	✓	✓	✓
99186747	E	57523-57198	19	0	-19	-100%	6.2	✓	✗	✓	25	0	-25	-100%	7.0	✓	✗	✓
99186747	W	57198-57523	50	0	-50	-100%	10.0	✓	✗	✓	64	0	-64	-100%	11.3	✓	✗	✓
99186748	NW	56106-56107	44	0	-44	-100%	9.3	✓	✗	✓	56	0	-56	-100%	10.6	✓	✗	✓
99186748	SE	56107-56106	67	0	-67	-100%	11.6	✓	✗	✓	86	0	-86	-100%	13.1	✓	✗	✓
99186760	NW	28173-56156	21	65	45	215%	6.8	✓	✗	✓	27	77	50	189%	7.0	✓	✗	✓
99186760	SE	56156-28173	63	96	33	52%	3.7	✓	✓	✓	82	103	21	26%	2.2	✓	✓	✓
99186762	NW	28172-28173	67	65	-2	-3%	0.2	✓	✓	✓	86	77	-9	-11%	1.0	✓	✓	✓
99186762	SE	28173-28172	95	96	1	1%	0.1	✓	✓	✓	122	103	-19	-16%	1.8	✓	✓	✓
99186767	N	28001-28002	83	48	-36	-43%	4.4	✓	✓	✓	107	69	-38	-35%	4.0	✓	✓	✓
99186767	S	28002-28001	68	31	-37	-54%	5.2	✓	✗	✓	87	45	-42	-49%	5.2	✓	✗	✓
99186768	NE	56908-26053	223	284	60	27%	3.8	✓	✓	✓	287	310	22	8%	1.3	✓	✓	✓

99186768	SW	26053-56908	344	392	48	14%	2.5	✓	✓	✓	442	421	-21	-5%	1.0	✓	✓	✓
99186771	NE	27037-60301	184	384	200	109%	11.9	✗	✗	✗	236	485	249	105%	13.1	✗	✗	✗
99186771	SW	60301-27037	357	529	171	48%	8.1	✗	✗	✗	459	567	108	24%	4.8	✗	✓	✓
99186773	N	28146-56222	197	297	99	50%	6.3	✓	✗	✓	253	333	80	32%	4.7	✓	✓	✓
99186773	S	56222-28146	182	311	129	71%	8.2	✗	✗	✗	234	336	103	44%	6.1	✗	✗	✗
99186775	E	28067-56216	282	349	67	24%	3.8	✓	✓	✓	362	385	23	6%	1.2	✓	✓	✓
99186775	W	56216-28067	366	519	153	42%	7.3	✗	✗	✗	471	579	108	23%	4.7	✗	✓	✓
99186776	NW	28065-28196	322	443	121	37%	6.2	✗	✗	✗	414	496	83	20%	3.9	✓	✓	✓
99186776	SE	28196-28065	249	292	43	17%	2.6	✓	✓	✓	320	330	10	3%	0.6	✓	✓	✓
99186782	NE	60029-60030	118	85	-33	-28%	3.3	✓	✓	✓	152	99	-53	-35%	4.7	✓	✓	✓
99186782	SW	60030-60029	91	134	44	48%	4.1	✓	✓	✓	117	165	48	41%	4.1	✓	✓	✓
99186784	N	57342-65061	147	132	-15	-10%	1.2	✓	✓	✓	188	162	-26	-14%	2.0	✓	✓	✓
99186784	S	65061-57342	104	90	-15	-14%	1.5	✓	✓	✓	134	110	-25	-18%	2.2	✓	✓	✓
99186797	E	56242-56244	159	362	203	128%	12.6	✗	✗	✗	204	407	203	99%	11.6	✗	✗	✗
99186797	W	56244-56242	164	138	-25	-15%	2.1	✓	✓	✓	210	176	-35	-16%	2.5	✓	✓	✓
99186813	E	60115-56583	310	264	-45	-15%	2.7	✓	✓	✓	398	301	-97	-24%	5.2	✓	✗	✓
99186813	W	56583-60115	565	814	249	44%	9.5	✗	✗	✗	727	925	198	27%	6.9	✗	✗	✗
99186817	NE	56583-60200	289	277	-12	-4%	0.7	✓	✓	✓	371	314	-58	-16%	3.1	✓	✓	✓
99186817	SW	60200-56583	587	913	325	55%	11.9	✗	✗	✗	755	1034	279	37%	9.3	✗	✗	✗
99186827	NE	26030-26031	9	38	30	339%	6.1	✓	✗	✓	11	40	29	261%	5.8	✓	✗	✓
99186827	SW	26031-26030	51	80	28	55%	3.5	✓	✓	✓	66	85	19	28%	2.2	✓	✓	✓
99186828	NE	26035-26036	16	8	-8	-50%	2.4	✓	✓	✓	21	9	-12	-56%	3.1	✓	✓	✓
99186828	SW	26036-26035	10	28	18	178%	4.1	✓	✓	✓	13	30	17	131%	3.7	✓	✓	✓
99186831	E	26064-26026	22	7	-16	-69%	4.1	✓	✓	✓	29	7	-22	-76%	5.2	✓	✗	✓
99186831	W	26026-26064	47	3	-45	-95%	9.0	✓	✗	✓	61	3	-58	-96%	10.3	✓	✗	✓
99186833	NE	27106-27104	268	578	310	116%	15.1	✗	✗	✗	344	651	307	89%	13.8	✗	✗	✗
99186833	SW	27104-27106	358	516	158	44%	7.5	✗	✗	✗	461	590	129	28%	5.6	✗	✗	✗
99186835	NW	27449-27225	161	181	20	12%	1.5	✓	✓	✓	207	241	33	16%	2.2	✓	✓	✓
99186835	SE	27225-27449	297	257	-41	-14%	2.4	✓	✓	✓	382	286	-96	-25%	5.3	✓	✗	✓
99186836	N	27429-56604	208	232	23	11%	1.6	✓	✓	✓	267	299	31	12%	1.9	✓	✓	✓

99186836	S	56604-27429	374	520	146	39%	6.9	×	×	×	481	583	101	21%	4.4	×	✓	✓
99186837	N	56092-56090	331	269	-63	-19%	3.6	✓	✓	✓	426	338	-88	-21%	4.5	✓	✓	✓
99186837	S	56090-56092	341	533	191	56%	9.2	×	×	×	439	604	165	37%	7.2	×	×	×
99186838	NE	65423-26057	283	346	63	22%	3.5	✓	✓	✓	364	374	11	3%	0.6	✓	✓	✓
99186838	SW	26057-65423	384	341	-43	-11%	2.3	✓	✓	✓	493	406	-88	-18%	4.1	✓	✓	✓
99186839	NE	56344-65423	443	673	230	52%	9.7	×	×	×	570	747	177	31%	6.9	×	×	×
99186839	SW	65423-56344	577	685	108	19%	4.3	×	✓	✓	742	766	25	3%	0.9	✓	✓	✓
99186841	NW	26056-65423	197	206	8	4%	0.6	✓	✓	✓	254	229	-24	-10%	1.6	✓	✓	✓
99186841	SE	65423-26056	162	176	14	9%	1.1	✓	✓	✓	209	185	-23	-11%	1.7	✓	✓	✓
99186853	E	56415-65677	319	640	321	101%	14.6	×	×	×	410	723	313	76%	13.2	×	×	×
99186853	NW	65677-56415	563	316	-247	-44%	11.8	×	×	×	724	363	-361	-50%	15.5	×	×	×
1006	N	57333-65061	152	129	-23	-15%	1.9	✓	✓	✓	196	151	-45	-23%	3.4	✓	✓	✓
1006	S	65061-57333	144	134	-10	-7%	0.9	✓	✓	✓	185	153	-32	-17%	2.5	✓	✓	✓
2003	E	57324-60100	142	138	-4	-3%	0.4	✓	✓	✓	182	162	-20	-11%	1.5	✓	✓	✓
2003	W	60100-57324	328	431	103	32%	5.3	×	×	×	421	499	77	18%	3.6	✓	✓	✓
3014	N	65840-65839	489	481	-8	-2%	0.3	✓	✓	✓	628	573	-56	-9%	2.3	✓	✓	✓
3014	S	65839-65840	328	318	-10	-3%	0.6	✓	✓	✓	422	386	-36	-8%	1.8	✓	✓	✓
3016	N	60369-60470	164	170	7	4%	0.5	✓	✓	✓	210	221	11	5%	0.7	✓	✓	✓
3016	S	60470-60369	163	143	-20	-13%	1.7	✓	✓	✓	210	180	-30	-14%	2.1	✓	✓	✓
3020	N	60103-60105	253	264	12	5%	0.7	✓	✓	✓	325	301	-24	-7%	1.4	✓	✓	✓
3020	S	60105-60103	587	814	227	39%	8.6	×	×	×	755	925	170	23%	5.9	×	×	×
4019	N	56223-28143	480	538	58	12%	2.6	✓	✓	✓	617	607	-10	-2%	0.4	✓	✓	✓
4019	S	28143-56223	394	477	83	21%	4.0	✓	✓	✓	507	540	33	7%	1.5	✓	✓	✓
4021	N	27257-57250	375	488	113	30%	5.4	×	×	×	482	584	102	21%	4.4	×	✓	✓
4021	S	57250-27257	329	412	84	25%	4.3	✓	✓	✓	422	487	64	15%	3.0	✓	✓	✓
4091	N	60085-56269	582	673	92	16%	3.7	✓	✓	✓	748	737	-11	-1%	0.4	✓	✓	✓
4091	S	56269-60085	612	507	-105	-17%	4.5	×	✓	✓	787	533	-253	-32%	9.9	×	×	×
4100	E	60074-27370	730	952	222	30%	7.6	×	×	×	939	1066	127	14%	4.0	✓	✓	✓
4100	W	27370-60074	767	811	44	6%	1.6	✓	✓	✓	986	921	-65	-7%	2.1	✓	✓	✓
4109	N	28127-65847	316	383	67	21%	3.6	✓	✓	✓	407	425	18	5%	0.9	✓	✓	✓

4109	S	65847-28127	225	311	86	38%	5.3	✓	✗	✓	289	348	59	20%	3.3	✓	✓	✓
4146	N	27269-60509	857	888	31	4%	1.0	✓	✓	✓	1101	1150	49	4%	1.5	✓	✓	✓
4146	S	60509-27269	756	866	111	15%	3.9	✓	✓	✓	971	1027	56	6%	1.8	✓	✓	✓
4155	N	60218-60220	581	638	57	10%	2.3	✓	✓	✓	746	764	18	2%	0.6	✓	✓	✓
4155	S	60220-60213	956	1204	248	26%	7.5	✗	✗	✗	1229	1359	130	11%	3.6	✓	✓	✓
4158	N	29202-29204	425	486	62	15%	2.9	✓	✓	✓	546	518	-28	-5%	1.2	✓	✓	✓
4158	S	29204-29202	345	413	68	20%	3.5	✓	✓	✓	443	445	2	0%	0.1	✓	✓	✓
5007	N	57003-57017	217	278	61	28%	3.9	✓	✓	✓	279	315	36	13%	2.1	✓	✓	✓
5007	S	57017-57003	341	467	126	37%	6.3	✗	✗	✗	439	528	89	20%	4.1	✓	✓	✓
5017	E	28179-60417	592	754	163	27%	6.3	✗	✗	✗	761	904	143	19%	4.9	✗	✓	✓
5017	W	60417-28179	587	639	52	9%	2.1	✓	✓	✓	755	765	11	1%	0.4	✓	✓	✓
5018	E	60390-65948	625	703	77	12%	3.0	✓	✓	✓	804	803	-1	0%	0.0	✓	✓	✓
5018	W	65948-60390	809	1049	240	30%	7.9	✗	✗	✗	1040	1226	186	18%	5.5	✗	✗	✗
6008	N	60536-68010	270	325	54	20%	3.1	✓	✓	✓	347	418	71	20%	3.6	✓	✓	✓
6008	S	68010-60536	275	427	152	55%	8.1	✗	✗	✗	354	497	143	40%	6.9	✗	✗	✗
6019	N	56452-27160	266	233	-34	-13%	2.1	✓	✓	✓	343	330	-13	-4%	0.7	✓	✓	✓
6019	S	27160-56452	199	222	23	11%	1.6	✓	✓	✓	256	274	18	7%	1.1	✓	✓	✓
6020	N	65158-60526	399	477	78	19%	3.7	✓	✓	✓	513	559	46	9%	2.0	✓	✓	✓
6020	S	60526-65158	478	527	49	10%	2.2	✓	✓	✓	614	624	10	2%	0.4	✓	✓	✓
7011	N	52948-29187	85	65	-20	-24%	2.3	✓	✓	✓	109	78	-31	-28%	3.2	✓	✓	✓
7011	S	29187-52948	69	64	-5	-8%	0.7	✓	✓	✓	89	73	-15	-17%	1.7	✓	✓	✓
1000	N	62111-62112	409	509	100	25%	4.7	✗	✓	✓	525	569	44	8%	1.9	✓	✓	✓
1000	S	62112-62111	270	390	120	45%	6.6	✗	✗	✗	347	446	99	29%	5.0	✓	✓	✓
2000	N	57327-60051	144	145	1	1%	0.1	✓	✓	✓	185	164	-21	-11%	1.6	✓	✓	✓
2000	S	60051-57327	286	326	39	14%	2.2	✓	✓	✓	368	371	3	1%	0.2	✓	✓	✓
3003	E	60200-60201	563	640	77	14%	3.1	✓	✓	✓	724	739	15	2%	0.6	✓	✓	✓
3003	W	60201-60200	1015	1342	327	32%	9.5	✗	✗	✗	1305	1517	212	16%	5.6	✗	✗	✗
3006	N	60100-60102	246	248	2	1%	0.1	✓	✓	✓	317	283	-33	-11%	1.9	✓	✓	✓
3006	S	60102-60100	588	755	167	28%	6.4	✗	✗	✗	756	862	106	14%	3.7	✓	✓	✓
4013	E	66709-60304	1132	1543	411	36%	11.3	✗	✗	✗	1455	1767	312	21%	7.8	✗	✗	✗

4013	W	65490-26086	1357	1500	143	11%	3.8	✓	✓	✓	1745	1730	-14	-1%	0.3	✓	✓	✓
4024	E	66701-27324	1300	1425	124	10%	3.4	✓	✓	✓	1671	1602	-69	-4%	1.7	✓	✓	✓
4024	W	27322-26084	1203	973	-230	-19%	7.0	✗	✗	✗	1547	1151	-395	-26%	10.8	✗	✗	✗
6000	E	57173-57130	319	319	0	0%	0.0	✓	✓	✓	410	457	47	12%	2.3	✓	✓	✓
6000	W	57130-57173	358	412	54	15%	2.7	✓	✓	✓	461	564	103	22%	4.5	✗	✓	✓
7000	N	57135-57121	298	403	105	35%	5.6	✗	✗	✗	383	553	169	44%	7.8	✗	✗	✗
7000	S	57121-57135	320	314	-6	-2%	0.4	✓	✓	✓	412	446	35	8%	1.7	✓	✓	✓
50021	E	65492-27088	1487	1804	317	21%	7.8	✗	✗	✗	1912	2044	132	7%	3.0	✓	✓	✓
50022	W	56645-60315	1978	2125	147	7%	3.2	✓	✓	✓	2543	2408	-135	-5%	2.7	✓	✓	✓
46962	W	60498-27274	402	430	28	7%	1.4	✓	✓	✓	517	472	-45	-9%	2.0	✓	✓	✓
46965	E	27274-60498	356	278	-78	-22%	4.4	✓	✓	✓	458	325	-133	-29%	6.7	✗	✗	✗
46966	S	27275-27274	715	852	137	19%	4.9	✗	✓	✓	919	1007	88	10%	2.8	✓	✓	✓
46970	N	27274-27275	950	1251	301	32%	9.1	✗	✗	✗	1221	1569	348	29%	9.3	✗	✗	✗
47343	E	27039-27077	321	337	15	5%	0.9	✓	✓	✓	413	386	-26	-6%	1.3	✓	✓	✓
47343	W	27077-27039	216	304	88	41%	5.5	✓	✗	✓	278	355	78	28%	4.4	✓	✓	✓
47346	E	27079-27496	992	1059	67	7%	2.1	✓	✓	✓	1276	1281	5	0%	0.1	✓	✓	✓