APPENDICES

Appendix A. Link Types

Table A1 – Link Types

Link type No.	Description	Available Transport System	No. Lanes	Cap (pcus/hr)	Free-flow speed (kph)	Volume Delay function Parameters			
						a	b	b1	c
1	Rural dual 6 motorway	B,Cc,Ce,Co,HGV,LGV	6	13980	113	0.39	2.78	9.00	1.00
2	Rural dual 5 motorway	B,Cc,Ce,Co,HGV,LGV	5	11650	113	0.39	2.78	9.00	1.00
3	Rural dual 4 motorway	B,Cc,Ce,Co,HGV,LGV	4	9320	113	0.39	2.78	9.00	1.00
4	Rural dual 3 motorway	B,Cc,Ce,Co,HGV,LGV	3	6990	113	0.39	2.78	9.00	1.00
5	Rural dual 2 motorway	B,Cc,Ce,Co,HGV,LGV	2	4659	113	0.52	2.78	9.00	1.00
6	Rural dual 1 motorway slip	B,Cc,Ce,Co,HGV,LGV	1	1680	65	1.52	2.45	9.00	1.00
7	Rural dual 3 motorway (M40_SEB)	B,Cc,Ce,Co,HGV,LGV	3	6990	113	1.22	2.78	9.00	1.00
8	Rural dual 3 motorway (M4 roadworks)	B,Cc,Ce,Co,HGV,LGV	3	5580	80	0.25	2.65	9.00	1.00
9	Rural dual 4 motorway (M25_NB)	B,Cc,Ce,Co,HGV,LGV	4	9320	113	0.94	2.78	9.00	1.00
10	Roundabout Circulate 4	B,Cc,Ce,Co,HGV,LGV,W	4	5000	48	1.00	2.00	9.00	1.00
11	Roundabout Circulate 3	B,Cc,Ce,Co,HGV,LGV,W	3	4680	48	1.00	2.00	9.00	1.00
12	Roundabout Circulate 2	B,Cc,Ce,Co,HGV,LGV,W	2	3780	48	1.00	2.00	9.00	1.00
13	Roundabout Circulate 1	B,Cc,Ce,Co,HGV,LGV,W	1	2250	48	1.00	2.00	9.00	1.00
15	Rural single carriageway 10m typical 2 lanes	B,Cc,Ce,Co,HGV,LGV,W	2	3400	93	0.70	2.20	9.00	1.00

Link type No.	Description	Available Transport System	No. Lanes	Cap (pcus/hr)	Free-flow speed (kph)	Volume Delay function Parameters			
						a	b	b1	c
16	Rural carriageway typical 3 lanes	B,Cc,Ce,Co,HGV,LGV,W	3	6300	112	0.41	2.86	9.00	1.00
17	Rural carriageway typical 2 lanes	B,Cc,Ce,Co,HGV,LGV,W	2	4200	112	0.55	2.86	9.00	1.00
18	Rural single carriageway 10m good	B,Cc,Ce,Co,HGV,LGV,W	1	1900	105	0.70	2.20	9.00	1.00
19	Rural single carriageway 10m typical	B,Cc,Ce,Co,HGV,LGV,W	1	1700	93	0.70	2.20	9.00	1.00
20	Rural single carriageway 7.3m good	B,Cc,Ce,Co,HGV,LGV,W	1	1300	87	0.50	2.20	9.00	1.00
21	Rural single carriageway 7m typical	B,Cc,Ce,Co,HGV,LGV,W	1	1176	84	0.50	2.20	9.00	1.00
22	Rural single carriageway 6.5m bad	B,Cc,Ce,Co,HGV,LGV,W	1	1000	67	0.50	1.90	9.00	1.00
23	Rural single carriageway 5m awful HGV ban	B,Cc,Ce,Co,LGV,W	1	900	54	0.55	1.70	9.00	1.00
24	Rural single carriageway 5m awful	B,Cc,Ce,Co,HGV,LGV,W	1	900	54	0.55	1.70	9.00	1.00
25	Rural single carriageway 5m extremely bad	B,Cc,Ce,Co,HGV,LGV,W	1	250	32	0.55	1.70	9.00	1.00
26	Rural single carriageway 7.3m good 2 lanes	B,Cc,Ce,Co,HGV,LGV,W	2	2600	87	0.50	2.20	9.00	1.00
27	Rural single carriageway 7.3m good 3 lanes	B,Cc,Ce,Co,HGV,LGV,W	3	3900	87	0.50	2.20	9.00	1.00
28	Rural single carriageway 10m typical HGV ban	B,Cc,Ce,Co,LGV,W	1	1705	92	0.70	2.20	9.00	1.00
29	Rural single carriageway 7.3m good HGV ban	B,Cc,Ce,Co,LGV,W	1	1470	87	0.50	2.20	9.00	1.00
30	Rural single carriageway 7m typical HGV ban	B,Cc,Ce,Co,LGV,W	1	1176	84	0.50	2.20	9.00	1.00

Link type No.	Description	Available Transport System	No. Lanes	Cap (pcus/hr)	Free-flow speed (kph)	Volume Delay function Parameters			
						a	b	b1	c
31	Rural single carriageway 6.5m bad HGV ban	B,Cc,Ce,Co,LGV,W	1	1000	67	0.50	1.90	9.00	1.00
32	Suburban dual 4 slight development	B,Cc,Ce,Co,HGV,LGV,W	4	6720	65	1.52	2.45	9.00	1.00
33	Suburban dual 3 slight development	B,Cc,Ce,Co,HGV,LGV,W	3	5040	65	1.52	2.45	9.00	1.00
34	Suburban dual 4 heavy development	B,Cc,Ce,Co,HGV,LGV,W	4	6720	58	1.29	1.01	9.00	1.00
35	Suburban dual 3 heavy development	B,Cc,Ce,Co,HGV,LGV,W	3	5040	58	1.29	1.01	9.00	1.00
36	Suburban dual 2 slight development	B,Cc,Ce,Co,HGV,LGV,W	2	3360	65	1.52	2.45	9.00	1.00
37	Suburban dual 2 typical development	B,Cc,Ce,Co,HGV,LGV,W	2	3360	61	1.45	1.60	9.00	1.00
38	Suburban dual 2 heavy development	B,Cc,Ce,Co,HGV,LGV,W	2	3360	58	1.29	1.01	9.00	1.00
39	Suburban single slight development	B,Cc,Ce,Co,HGV,LGV,W	1	1680	65	1.52	2.45	9.00	1.00
40	Suburban single slight development HGV ban	B,Cc,Ce,Co,LGV,W	1	1680	65	1.52	2.45	9.00	1.00
41	Suburban single typical development	B,Cc,Ce,Co,HGV,LGV,W	1	1680	61	1.45	1.60	9.00	1.00
42	Suburban single typical development HGV ban	B,Cc,Ce,Co,LGV,W	1	1680	61	1.45	1.60	9.00	1.00
43	Suburban single heavy development	B,Cc,Ce,Co,HGV,LGV,W	1	1680	58	1.29	1.01	9.00	1.00
44	Suburban single heavy development HGV ban	B,Cc,Ce,Co,LGV,W	1	1680	58	1.29	1.01	9.00	1.00
45	Rural carriageway 7m typical 2 lanes	B,Cc,Ce,Co,HGV,LGV,W	2	2352	84	0.50	2.20	9.00	1.00

Link type No.	Description	Available Transport System	No. Lanes	Cap (pcus/hr)	Free-flow speed (kph)	Volume Delay function Parameters			
						a	b	b1	c
46	Rural dual 4 motorway (M25_SB)_1	B,Cc,Ce,Co,HGV,LGV	4	9320	113	2.44	2.78	9.00	1.00
47	Rural dual 4 motorway (M25_SB)_2	B,Cc,Ce,Co,HGV,LGV	4	9320	113	0.88	2.78	9.00	1.00
48	Rural dual 3 motorway (M25_SB)	B,Cc,Ce,Co,HGV,LGV	3	6990	113	3.30	1.20	9.00	1.00
51	Urban non-central 80% development 3 lanes	B,Cc,Ce,Co,HGV,LGV,W	3	2688	48	0.98	1.74	9.00	1.00
52	Urban non-central 80% development 2 lanes	B,Cc,Ce,Co,HGV,LGV,W	2	1792	48	0.98	1.74	9.00	1.00
53	Urban non-central 80% development 2 lanes HGV ban	B,Cc,Ce,Co,LGV,W	2	1792	48	0.98	1.74	9.00	1.00
54	Urban non-central 50% development	B,Cc,Ce,Co,HGV,LGV,W	1	896	48	0.74	2.65	9.00	1.00
55	Urban non-central 50% development HGV ban	B,Cc,Ce,Co,LGV,W	1	896	48	0.74	2.65	9.00	1.00
56	Urban non-central 80% development	B,Cc,Ce,Co,HGV,LGV,W	1	896	48	0.98	1.74	9.00	1.00
57	Urban non-central 80% development HGV ban	B,Cc,Ce,Co,LGV,W	1	896	48	0.98	1.74	9.00	1.00
58	Urban non-central 100% development	B,Cc,Ce,Co,HGV,LGV,W	1	896	46	0.89	1.25	9.00	1.00
59	Urban non-central 100% development HGV ban	B,Cc,Ce,Co,LGV,W	1	896	46	0.89	1.25	9.00	1.00
60	Urban non-central 50% development - 2 lanes	B,Cc,Ce,Co,HGV,LGV,W	2	1960	55	0.74	2.65	9.00	1.00
61	Urban non-central 50% development 3 lanes	B,Cc,Ce,Co,HGV,LGV,W	3	2940	55	0.74	2.65	9.00	1.00
68	Urban central INT = 2	B,Cc,Ce,Co,HGV,LGV,W	1	944	37	1.44	1.48	9.00	1.00

Link type No.	Description	Available Transport System	No. Lanes	Cap (pcus/hr)	Free-flow speed (kph)	Volume Delay function Parameters			
						a	b	b1	c
69	Urban central INT = 2 HGV ban	B,Cc,Ce,Co,LGV,W	1	944	37	1.44	1.48	9.00	1.00
70	Urban central INT = 4.5	B,Cc,Ce,Co,HGV,LGV,W	1	944	33	1.35	1.24	9.00	1.00
71	Urban central INT = 4.5 HGV ban	B,Cc,Ce,Co,LGV,W	1	944	33	1.35	1.24	9.00	1.00
72	Urban central INT = 9	B,Cc,Ce,Co,HGV,LGV,W	1	896	28	0.95	0.85	9.00	1.00
73	Urban central INT = 9 HGV ban	B,Cc,Ce,Co,LGV,W	1	896	28	0.95	0.85	9.00	1.00
74	Urban central INT = 9_Narrow Road	B,Cc,Ce,Co,LGV,W	1	450	15	1.15	4.00	2.50	1.00
75	Small town 35% development HGV ban	B,Cc,Ce,Co,LGV,W	1	1300	66	0.85	2.49	9.00	1.00
76	Small town 60% development HGV ban	B,Cc,Ce,Co,LGV,W	1	1000	48	0.85	2.46	9.00	1.00
77	Small town 90% development HGV ban	B,Cc,Ce,Co,LGV,W	1	450	29	0.65	1.54	9.00	1.00
78	Small town 35% development	B,Cc,Ce,Co,HGV,LGV,W	1	1344	63	0.85	2.49	9.00	1.00
79	Small town 60% development	B,Cc,Ce,Co,HGV,LGV,W	1	1344	56	0.85	2.46	9.00	1.00
80	Small town 90% development	B,Cc,Ce,Co,HGV,LGV,W	1	1344	46	0.65	1.54	9.00	1.00
81	Residential Road	B,Cc,Ce,Co,HGV,LGV,W	1	944	33	1.35	1.24	9.00	1.00
82	Single track road	B,Cc,Ce,Co,LGV,W	1	200	32	4.00	0.30	9.00	1.00
87	Car Park	B,Cc,Ce,Co,LGV,W	1	100	48	1.15	4.00	2.50	0.80
88	Bus only	B,W	1	99999	48	1.15	4.00	2.50	0.80
89	LU LinkS	U	1	99999	50	1.15	4.00	2.50	0.80
90	Rail Link	T	1	99999	50	1.15	4.00	2.50	0.80
91	Walk Links	B,W	1	99999	5	1.15	4.00	2.50	0.80

Link type No.	Description	Available Transport System	No. Lanes	Cap (pcus/hr)	Free-flow speed (kph)	Volume Delay function Parameters			
						a	b	b1	c
92	Walk Links (Cycle dismount)	B,W	1	99999	50	1.15	4.00	2.50	0.80
93	Walk Links Stations Access (Cycle dismount)	W	1	99999	50	1.15	4.00	2.50	0.80
94	Cycling Paths	B,W	1	99999	50	1.15	4.00	2.50	0.80
97	External Links (30mph)	B,Cc,Ce,Co,HGV,LGV,W	1	99999	48	1.00	2.00	9.00	1.00
98	External Links (70mph)	B,Cc,Ce,Co,HGV,LGV,W	1	99999	113	1.00	2.00	9.00	1.00
99	Spigot	B,Cc,Ce,Co,HGV,LGV,W	1	99999	50	1.00	2.00	9.00	1.00

Appendix B. VDF Curves

Figure B1 – VDF for link type- Motorway

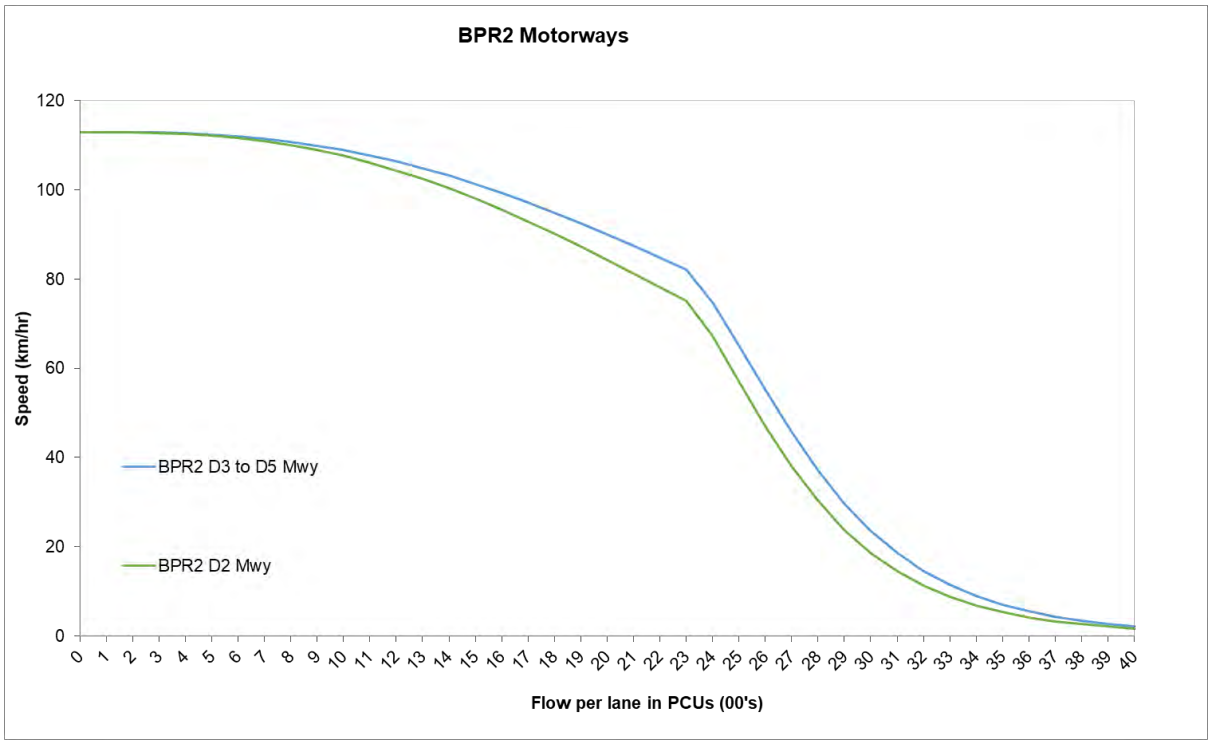


Figure B2 – VDF for link type- Rural All-purpose carriageway

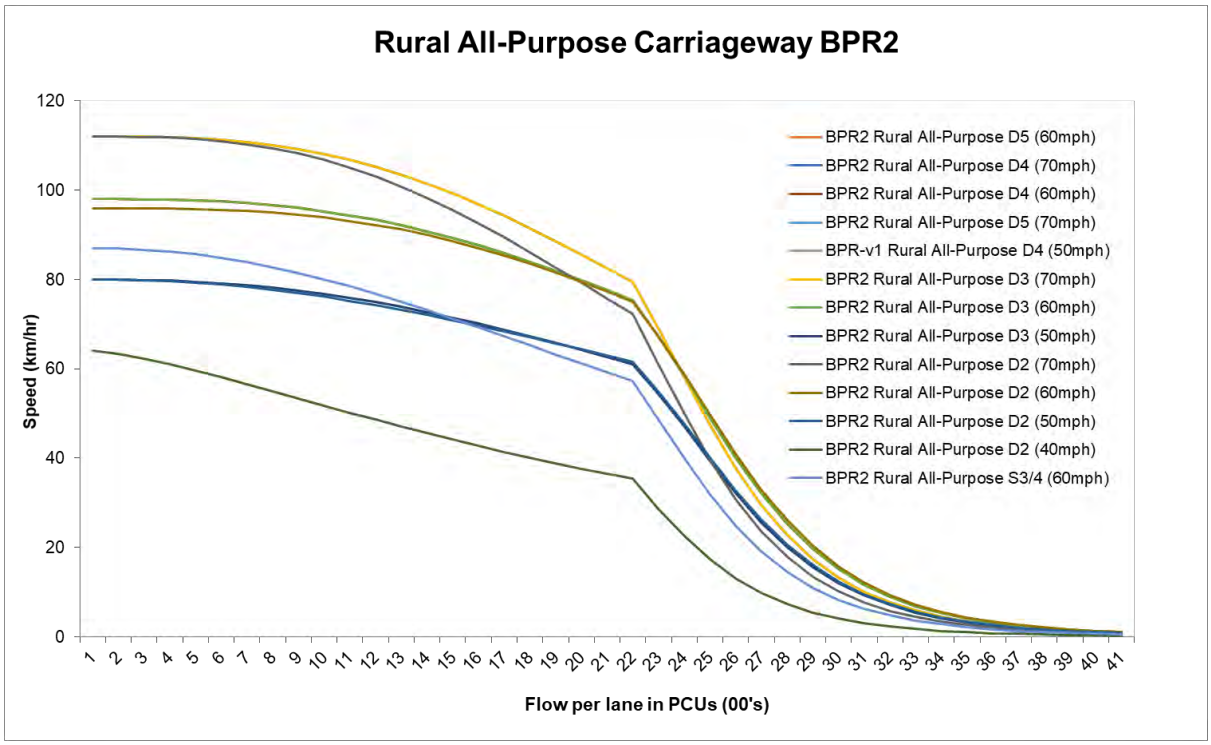


Figure B3 – VDF for link type- Rural

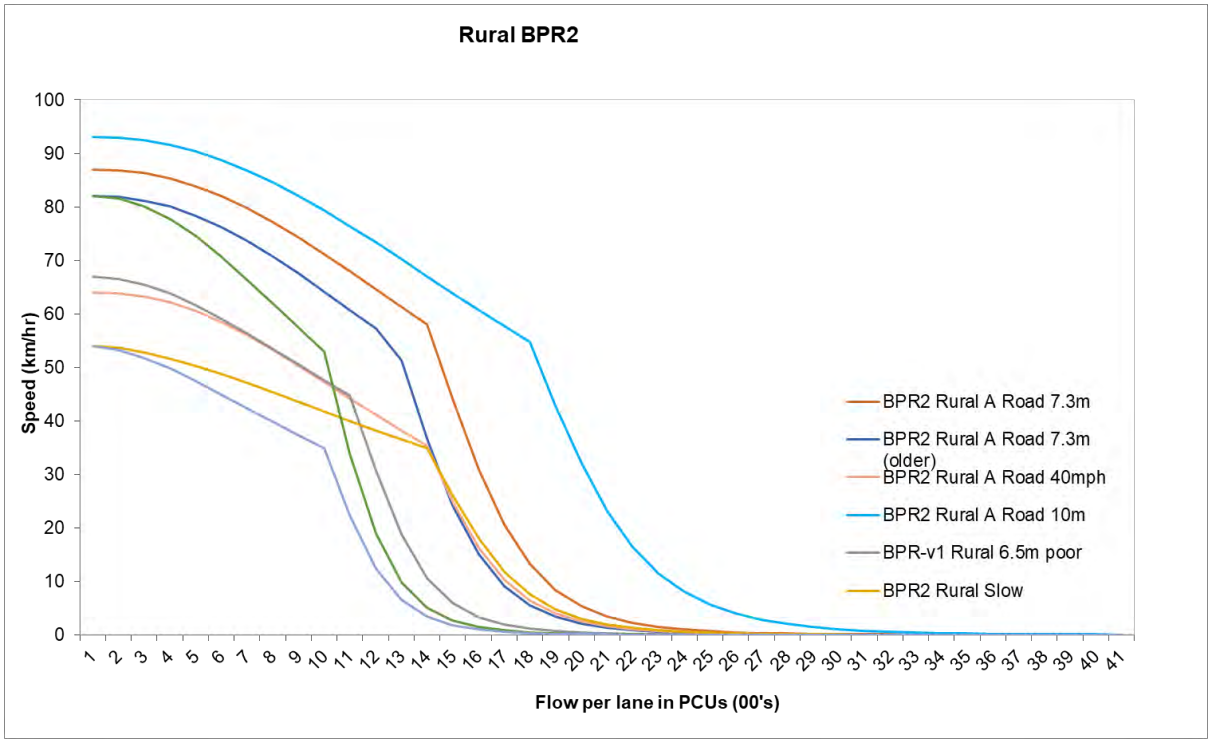


Figure B4 – VDF for link type- Suburban

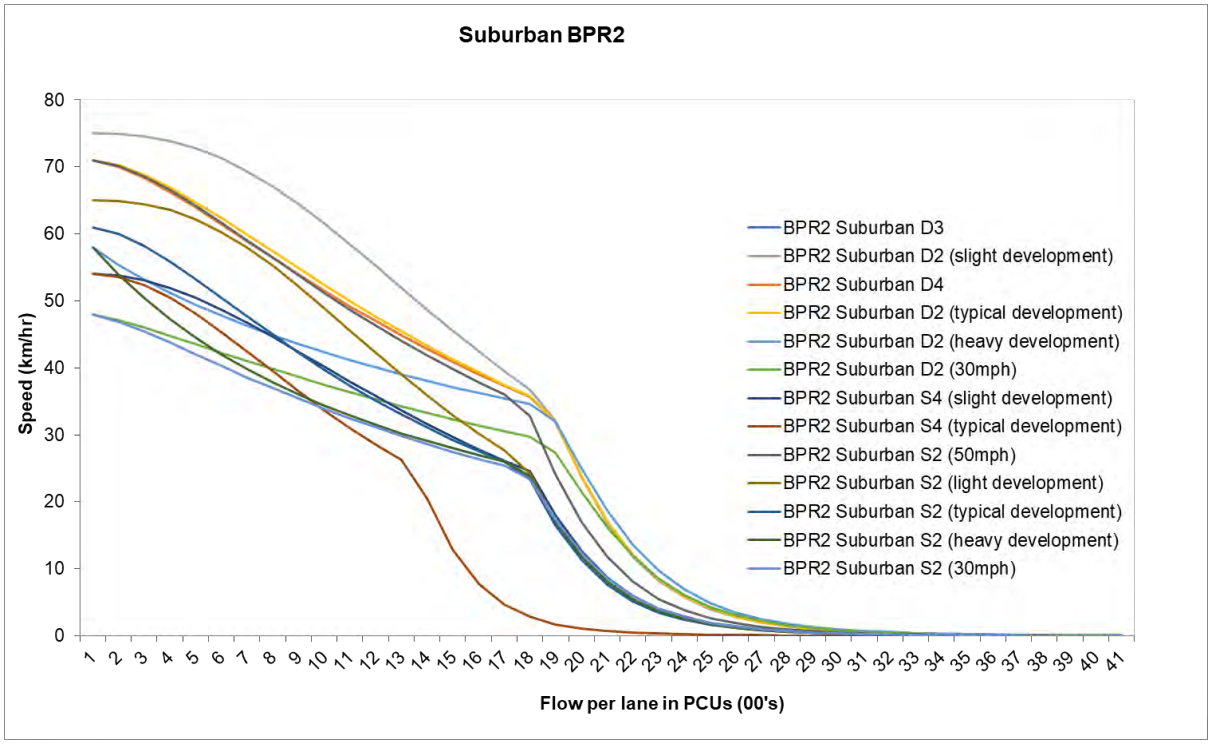


Figure B5 – VDF for link type- Urban

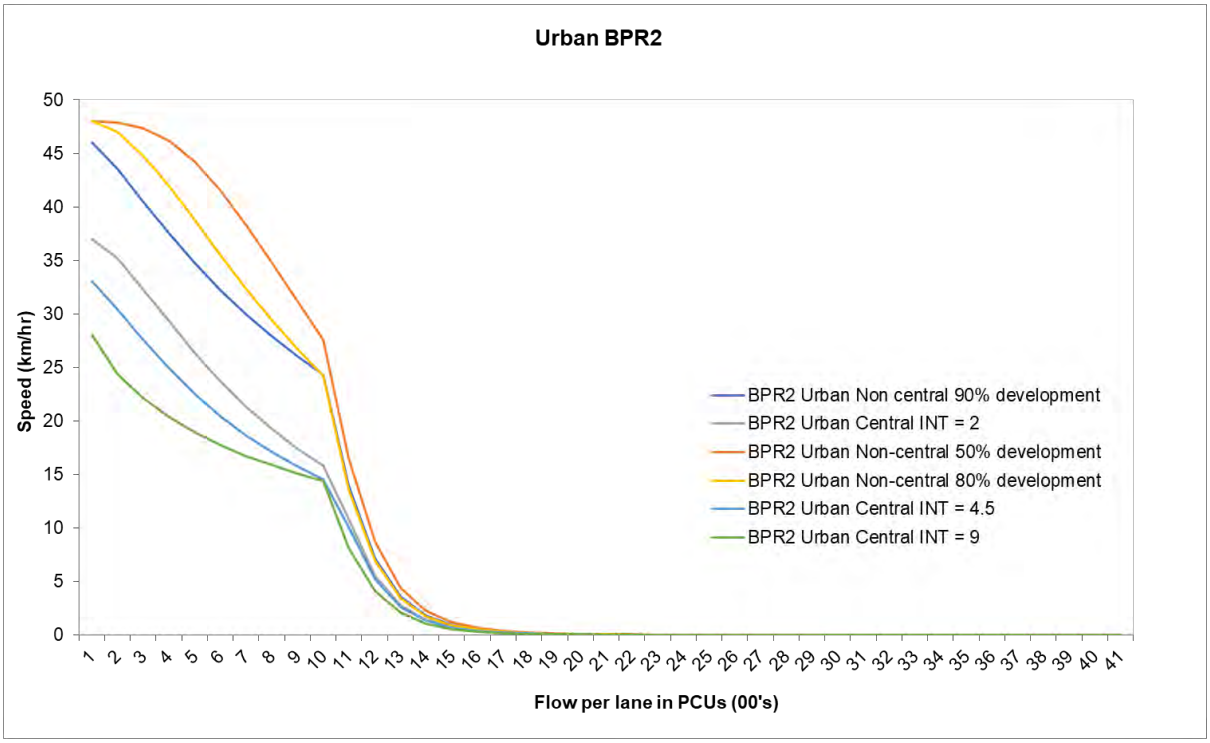
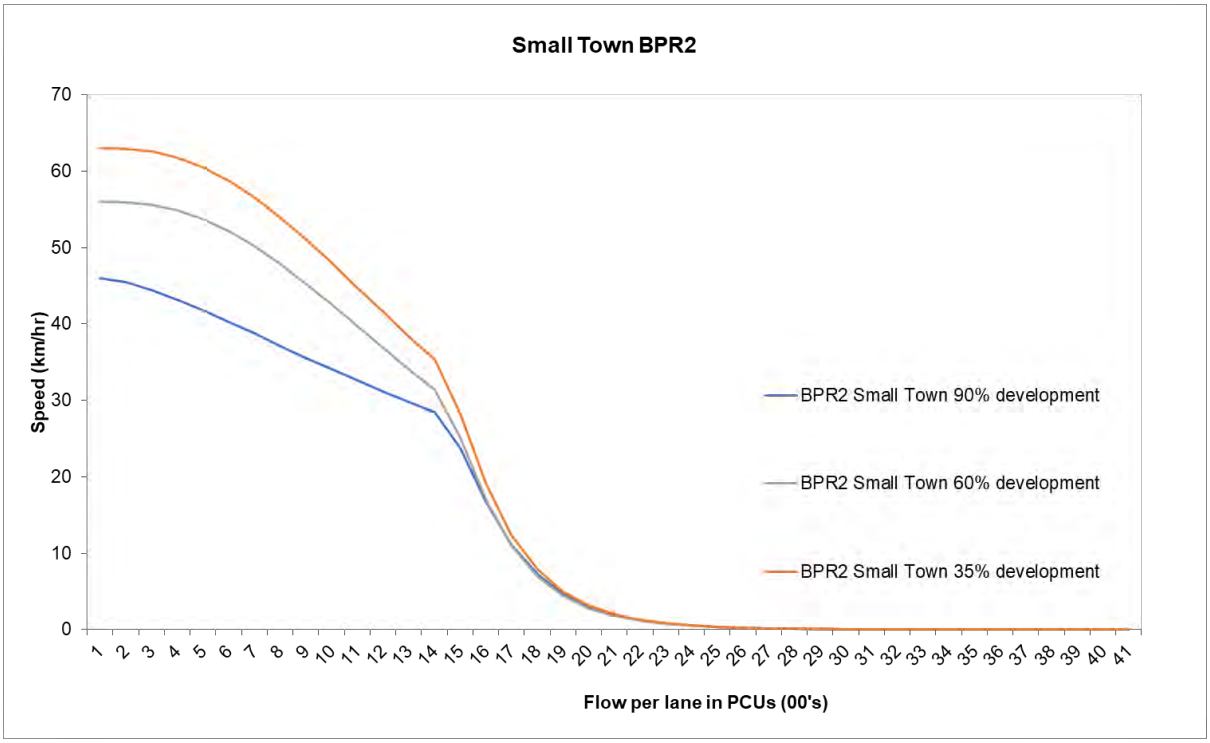


Figure B6 – VDF for link type- Small Town



Appendix C. Correspondence of BSTM2 Zones to BSTM Zones

Table C1 – Correspondence of BSTM2 Zones to BSTM Zones

BSTM2 Zone	BSTM Zone	BSTM2 Zone	BSTM Zone
8001	167	8025	195
8002	167	8026	195
8003	167	8027	196
8004	167	8028	196
8005	179	8029	201
8006	179	8030	201
8007	179	8031	201
8008	179	8032	202
8009	180	8033	202
8010	180	8034	202
8011	180	8035	202
8012	180	8036	204
8013	182	8037	204
8014	182	8038	204
8015	182	8039	204
8016	182	8040	467
8017	183	8041	467
8018	183	8042	467
8019	183	8043	467
8020	183	8044	467
8021	185	8045	62
8022	185	8046	62
8023	185	8047	62
8024	185		

Appendix D. Location of Connectors in model improvement areas

Figure D1 - Location of connectors in Aylesbury

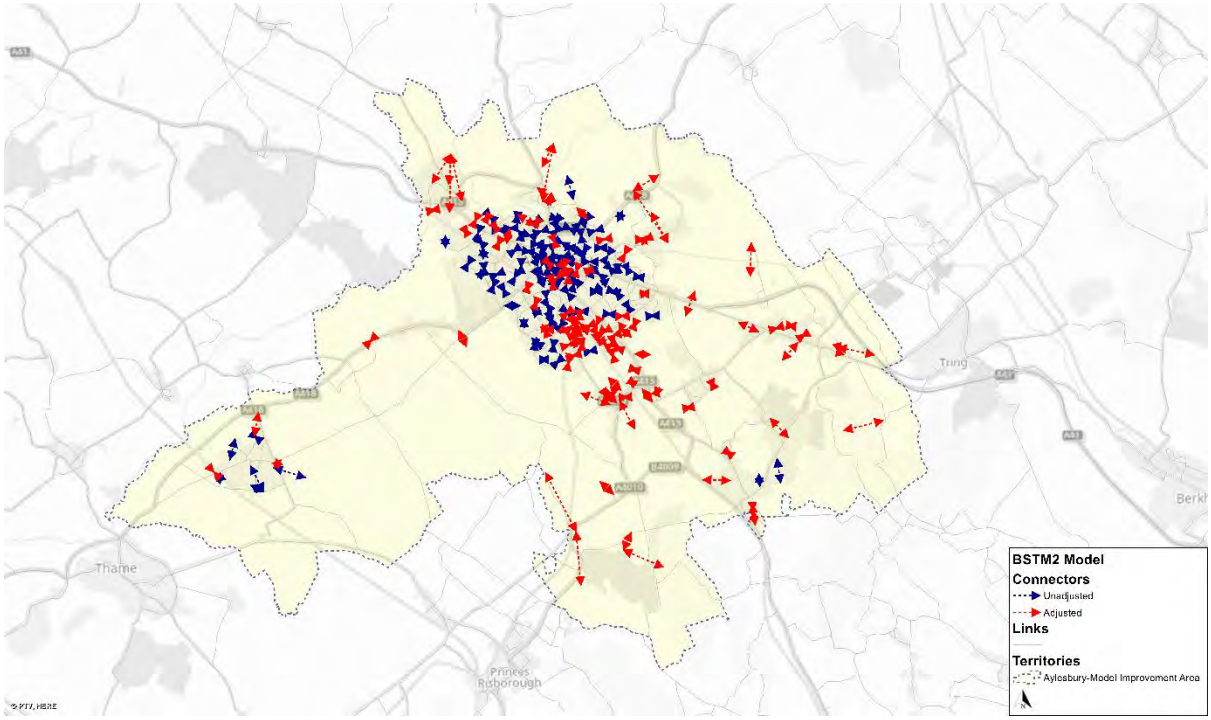


Figure D2 - Location of connectors in High Wycombe

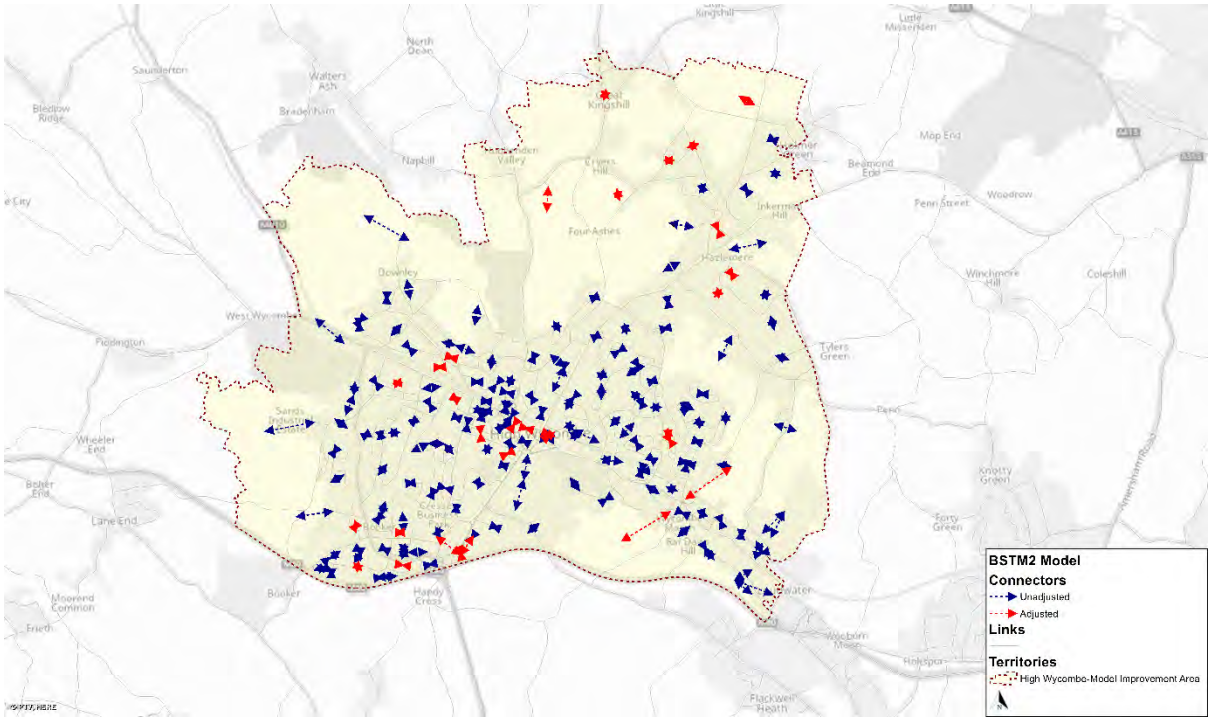


Figure D3 - Location of connectors in Marlow

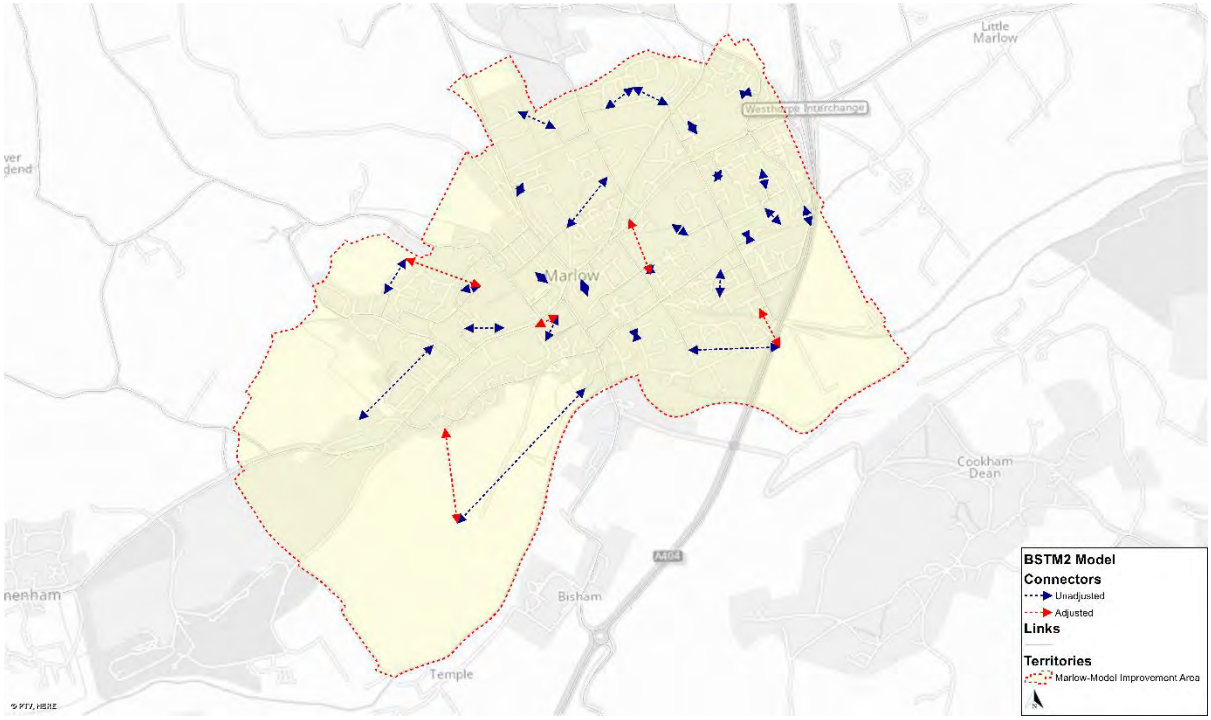


Figure D4 - Location of connectors in Bourne End

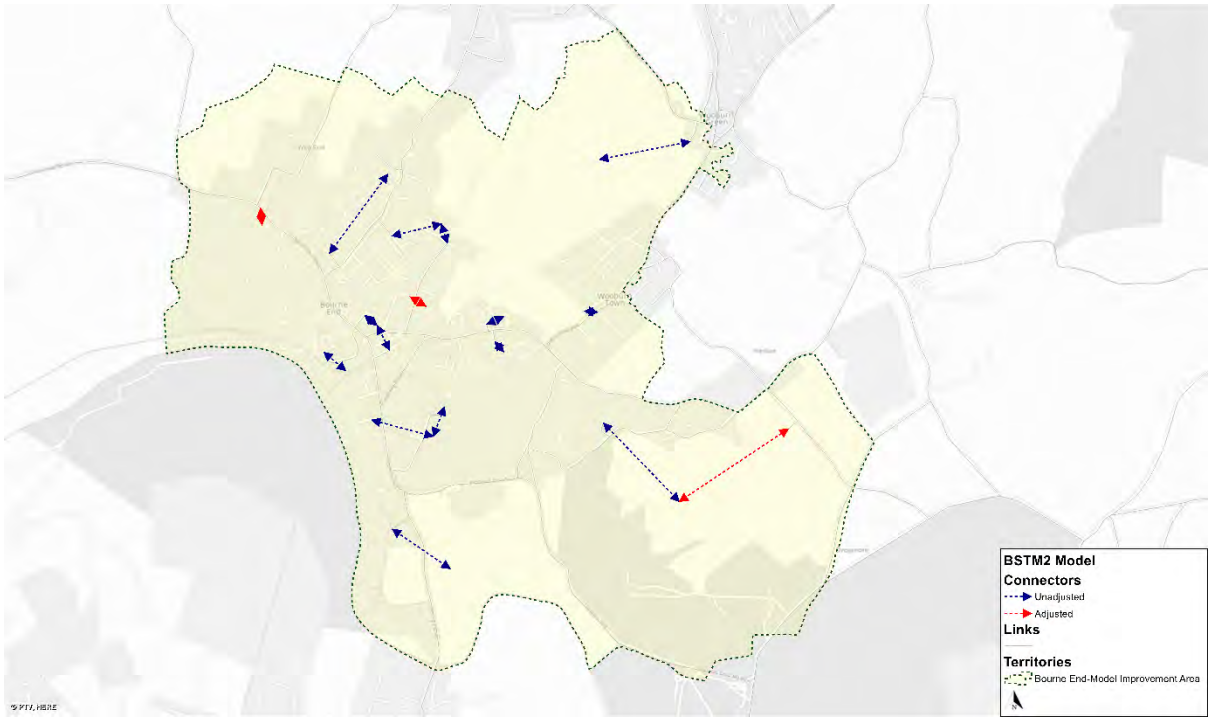
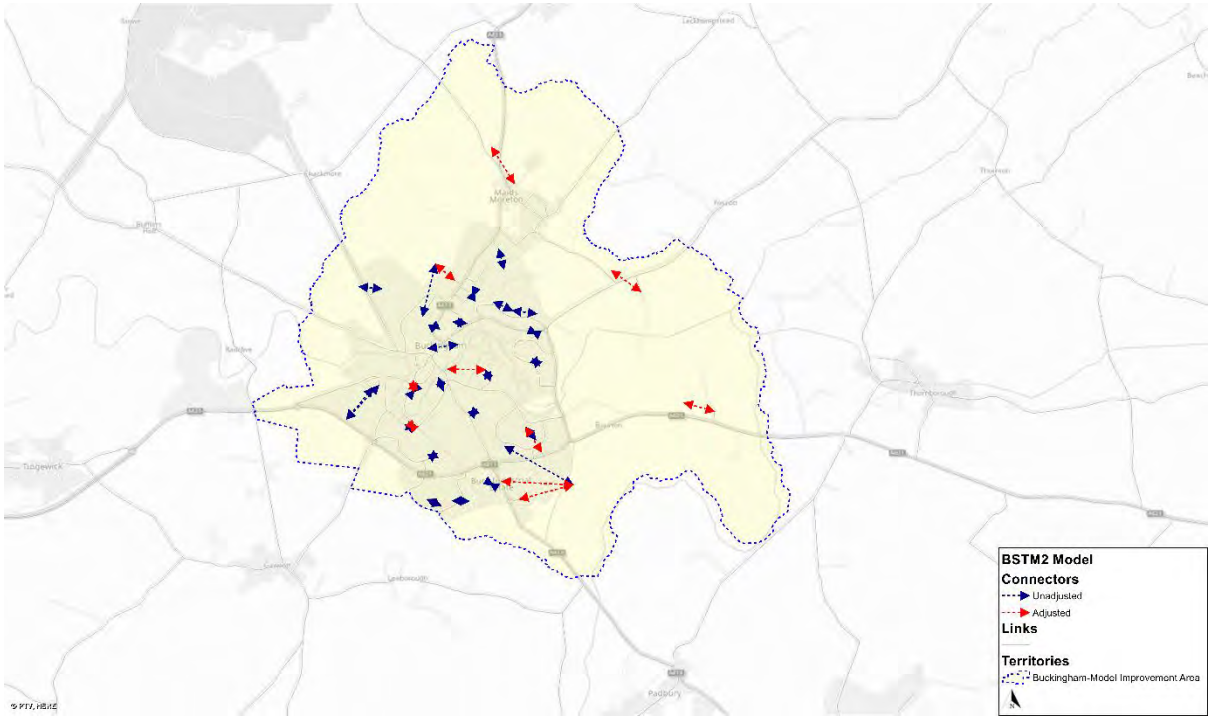


Figure D5 - Location of connectors in Buckingham



Appendix E. Screenline Calibration with Prior Matrices

Table E1 - Prior Screenline Calibration AM Peak Hour; Cars, LGVs, HGVs and Total Vehicles

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Amersham cordon	In	6	3,151	3,018	-132	2	Pass	416	348	-68	3	Fail	54	48	-5	1	Fail	3,620	3,414	-206	3	Fail
Amersham cordon	Out	6	3,016	2,956	-60	1	Pass	378	334	-44	2	Fail	41	49	7	1	Fail	3,435	3,338	-97	2	Pass
Aylesbury / Tring	EB	3	1,681	1,745	64	2	Pass	219	255	36	2	Fail	43	53	10	1	Fail	1,944	2,053	109	2	Fail
Aylesbury / Tring	WB	3	1,551	1,593	43	1	Pass	202	228	25	2	Fail	40	72	32	4	Fail	1,793	1,893	100	2	Fail
Aylesbury / Wendover	NB	5	2,409	2,540	131	3	Fail	300	283	-17	1	Fail	48	49	1	0	Pass	2,757	2,872	115	2	Pass
Aylesbury / Wendover	SB	5	2,646	2,406	-241	5	Fail	392	348	-44	2	Fail	66	56	-10	1	Fail	3,105	2,809	-295	5	Fail
Aylesbury 3 (within)	NB	4	3,124	3,346	222	4	Fail	367	362	-5	0	Pass	108	102	-6	1	Fail	3,599	3,809	210	3	Fail
Aylesbury 3 (within)	SB	4	2,680	2,578	-102	2	Pass	311	323	12	1	Pass	99	82	-17	2	Fail	3,089	2,983	-107	2	Pass
Aylesbury_East_West_Railway line	EB	6	3,906	3,802	-104	2	Pass	469	466	-3	0	Pass	180	140	-39	3	Fail	4,555	4,408	-147	2	Pass
Aylesbury_East_West_Railway line	WB	6	4,082	3,971	-111	2	Pass	588	491	-97	4	Fail	224	164	-60	4	Fail	4,893	4,625	-268	4	Fail
Aylesbury_Inner_Cordon	In	8	6,079	6,408	329	4	Fail	728	696	-32	1	Pass	200	189	-10	1	Fail	7,006	7,293	286	3	Pass
Aylesbury_Inner_Cordon	Out	8	5,626	5,680	53	1	Pass	739	753	14	1	Pass	189	170	-18	1	Fail	6,554	6,603	50	1	Pass
Aylesbury_North_South_SL	SB	9	3,439	3,698	259	4	Fail	440	432	-8	0	Pass	142	145	3	0	Pass	4,021	4,275	254	4	Fail
Aylesbury_North_South_SL	NB	9	3,464	3,832	368	6	Fail	425	444	19	1	Pass	127	141	14	1	Fail	4,017	4,417	400	6	Fail
Aylesbury_Outer_Cordon	In	16	6,952	7,486	534	6	Fail	865	927	62	2	Fail	198	250	53	4	Fail	8,015	8,664	649	7	Fail

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury_Outer_Cordon	Out	16	7,381	7,663	281	3	Pass	1,104	1,076	-28	1	Pass	201	233	32	2	Fail	8,686	8,971	285	3	Pass
Beaconsfield (south of)	NB	2	1,250	1,148	-103	3	Fail	160	152	-8	1	Fail	28	34	6	1	Fail	1,439	1,334	-104	3	Fail
Beaconsfield (south of)	SB	2	1,310	1,286	-24	1	Pass	179	157	-22	2	Fail	31	30	-1	0	Pass	1,520	1,473	-48	1	Pass
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	WB	2	4,440	4,678	238	4	Fail	369	406	37	2	Fail	470	465	-5	0	Pass	5,279	5,549	270	4	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	EB	2	4,909	5,071	162	2	Pass	494	547	53	2	Fail	565	557	-8	0	Pass	5,968	6,175	208	3	Pass
Beaconsfield cordon	In	7	2,530	2,286	-244	5	Fail	295	242	-53	3	Fail	40	28	-12	2	Fail	2,864	2,556	-308	6	Fail
Beaconsfield cordon	Out	7	1,989	1,907	-82	2	Pass	170	187	17	1	Fail	27	28	1	0	Pass	2,186	2,123	-64	1	Pass
Bicester (east of)	EB	3	749	759	10	0	Pass	98	88	-10	1	Fail	19	33	14	3	Fail	865	880	15	0	Pass
Bicester (east of)	WB	3	639	687	48	2	Fail	83	83	0	0	Pass	16	43	27	5	Fail	739	813	74	3	Fail
Bourne End	NB	2	704	760	56	2	Fail	94	104	11	1	Fail	1	9	8	3	Fail	799	874	75	3	Fail
Bourne End	SB	2	706	716	10	0	Pass	104	112	8	1	Fail	2	8	6	3	Fail	812	836	23	1	Pass
Buckingham (west of)	EB	3	1,276	1,178	-98	3	Fail	171	167	-5	0	Pass	53	58	5	1	Fail	1,501	1,403	-98	3	Fail
Buckingham (west of)	WB	3	1,154	1,065	-88	3	Fail	229	157	-72	5	Fail	58	66	8	1	Fail	1,441	1,289	-152	4	Fail
Buckingham cordon	Out	9	2,744	2,509	-234	5	Fail	288	279	-8	0	Pass	75	89	14	2	Fail	3,106	2,878	-229	4	Fail
Buckingham cordon	In	9	2,104	1,899	-205	5	Fail	234	225	-8	1	Pass	79	79	0	0	Pass	2,416	2,203	-213	4	Fail

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Chalfont St Peter / Gerrards Cross cordon	In	4	2,144	1,978	-166	4	Fail	280	242	-38	2	Fail	46	39	-7	1	Fail	2,470	2,259	-211	4	Fail
Chalfont St Peter / Gerrards Cross cordon	Out	4	2,190	1,965	-225	5	Fail	284	260	-24	1	Fail	52	46	-7	1	Fail	2,527	2,271	-256	5	Fail
Chesham cordon	Out	6	2,529	2,410	-119	2	Pass	317	279	-38	2	Fail	48	35	-13	2	Fail	2,894	2,724	-169	3	Fail
Chesham cordon	In	6	2,440	2,347	-93	2	Pass	337	281	-56	3	Fail	57	38	-19	3	Fail	2,834	2,667	-168	3	Fail
Great Missenden (south of)	SB	4	1,760	1,675	-85	2	Pass	252	253	1	0	Pass	31	54	23	4	Fail	2,043	1,981	-61	1	Pass
Great Missenden (south of)	NB	4	1,517	1,521	4	0	Pass	197	197	1	0	Pass	20	49	29	5	Fail	1,734	1,767	33	1	Pass
High Wycombe	SB	2	1,239	1,299	60	2	Pass	93	95	1	0	Pass	5	9	4	1	Fail	1,337	1,403	66	2	Pass
High Wycombe	NB	2	655	697	41	2	Fail	82	83	1	0	Pass	4	12	8	3	Fail	741	792	51	2	Fail
High Wycombe - Marlow *A404	SB	2	2,555	2,458	-98	2	Pass	206	202	-4	0	Pass	192	179	-13	1	Fail	2,953	2,839	-115	2	Pass
High Wycombe - Marlow *A404	NB	2	1,839	1,935	96	2	Fail	116	139	23	2	Fail	98	92	-6	1	Fail	2,053	2,166	113	2	Fail
High Wycombe 2 (within)	WB	3	756	814	58	2	Fail	104	117	13	1	Fail	17	17	-1	0	Pass	877	947	70	2	Fail
High Wycombe 2 (within)	EB	3	974	1,076	103	3	Fail	115	124	8	1	Fail	14	19	5	1	Fail	1,103	1,219	116	3	Fail
High Wycombe 3 (within)	SB	3	2,185	2,287	102	2	Pass	274	261	-13	1	Pass	47	38	-9	1	Fail	2,506	2,586	80	2	Pass
High Wycombe 3 (within)	NB	3	1,289	1,338	50	1	Pass	179	185	6	0	Pass	29	26	-3	0	Fail	1,497	1,550	53	1	Pass
High Wycombe 4 (within)	SB	5	2,103	2,092	-10	0	Pass	203	163	-39	3	Fail	20	22	2	0	Fail	2,326	2,278	-48	1	Pass

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
High Wycombe 4 (within)	NB	5	1,199	1,183	-16	0	Pass	149	153	3	0	Pass	24	29	5	1	Fail	1,373	1,365	-8	0	Pass
High Wycombe cordon	Out	12	7,478	7,432	-46	1	Pass	934	924	-10	0	Pass	153	169	16	1	Fail	8,565	8,525	-40	0	Pass
High Wycombe cordon	In	12	7,577	7,587	10	0	Pass	916	864	-52	2	Fail	160	185	24	2	Fail	8,654	8,637	-17	0	Pass
Iver / Uxbridge 1 *M4 (east of M25)	WB	5	7,410	7,753	342	4	Pass	542	619	77	3	Fail	465	482	17	1	Pass	8,417	8,853	436	5	Fail
Iver / Uxbridge 1 *M4 (east of M25)	EB	5	7,941	8,272	331	4	Pass	594	656	62	2	Fail	543	534	-9	0	Pass	9,078	9,462	384	4	Pass
Iver / Uxbridge 2	EB	3	2,404	2,400	-4	0	Pass	321	308	-13	1	Pass	112	111	-1	0	Pass	2,837	2,819	-18	0	Pass
Iver / Uxbridge 2	WB	3	2,235	2,344	109	2	Pass	312	324	13	1	Pass	90	106	16	2	Fail	2,636	2,774	137	3	Fail
Iver 2 (within)	SB	4	1,210	964	-245	7	Fail	193	162	-31	2	Fail	44	50	6	1	Fail	1,448	1,177	-271	7	Fail
Iver 2 (within)	NB	4	1,152	1,036	-116	4	Fail	156	143	-13	1	Fail	59	61	3	0	Pass	1,366	1,240	-127	4	Fail
Iver 3 (within) *M4 (west of M25)	EB	4	6,145	6,203	59	1	Pass	758	718	-39	1	Fail	764	732	-31	1	Pass	7,666	7,654	-12	0	Pass
Iver 3 (within) *M4 (west of M25)	WB	4	6,633	6,330	-303	4	Pass	557	545	-12	1	Pass	567	546	-21	1	Pass	7,756	7,421	-335	4	Pass
Leighton Buzzard (west of)	WB	4	1,303	1,491	188	5	Fail	169	195	25	2	Fail	33	115	82	10	Fail	1,505	1,801	296	7	Fail
Leighton Buzzard (west of)	EB	4	1,348	1,500	152	4	Fail	175	211	36	3	Fail	33	75	42	6	Fail	1,556	1,786	230	6	Fail
Marlow cordon	Out	6	2,870	2,652	-218	4	Fail	318	289	-29	2	Fail	35	37	2	0	Fail	3,223	2,978	-245	4	Fail
Marlow cordon	In	6	3,472	3,245	-227	4	Fail	327	299	-28	2	Fail	41	49	8	1	Fail	3,840	3,593	-247	4	Fail

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Milton Keynes 2 (south of)	NB	5	1,590	1,940	350	8	Fail	209	219	10	1	Pass	33	84	50	7	Fail	1,832	2,243	411	9	Fail
Milton Keynes 2 (south of)	SB	5	1,218	1,385	167	5	Fail	159	220	61	4	Fail	25	47	23	4	Fail	1,402	1,652	251	6	Fail
Princes Risborough cordon	Out	8	1,922	2,087	165	4	Fail	252	249	-3	0	Pass	73	50	-23	3	Fail	2,248	2,386	138	3	Fail
Princes Risborough cordon	In	8	2,261	2,323	62	1	Pass	367	335	-32	2	Fail	49	34	-15	2	Fail	2,677	2,692	15	0	Pass
Slough 1 (north of)	SB	6	2,518	2,776	258	5	Fail	303	309	6	0	Pass	70	77	7	1	Fail	2,892	3,162	270	5	Fail
Slough 1 (north of)	NB	6	3,604	3,505	-99	2	Pass	393	338	-55	3	Fail	86	110	24	2	Fail	4,083	3,953	-130	2	Pass
Slough 2 (north of)	SB	4	1,704	1,775	71	2	Pass	210	211	1	0	Pass	26	38	13	2	Fail	1,940	2,025	85	2	Pass
Slough 2 (north of)	NB	4	1,524	1,469	-55	1	Pass	205	203	-2	0	Pass	28	44	16	3	Fail	1,758	1,716	-42	1	Pass
Thame - Prince Risborough *M40 (High Wyc)	EB	7	5,018	5,647	630	9	Fail	503	611	108	5	Fail	531	581	50	2	Fail	6,052	6,839	787	10	Fail
Thame - Prince Risborough *M40 (High Wyc)	WB	7	4,369	4,308	-61	1	Pass	469	462	-7	0	Pass	398	406	8	0	Pass	5,236	5,176	-60	1	Pass
Tring (north of)	EB	3	575	698	123	5	Fail	74	98	24	3	Fail	17	25	8	2	Fail	667	822	155	6	Fail
Tring (north of)	WB	3	1,162	1,131	-31	1	Pass	155	169	14	1	Fail	32	46	14	2	Fail	1,349	1,346	-3	0	Pass
Winslow cordon	Out	3	1,164	1,093	-71	2	Fail	160	149	-11	1	Fail	34	44	10	2	Fail	1,357	1,286	-71	2	Fail
Winslow cordon	In	3	942	987	45	1	Pass	175	146	-29	2	Fail	39	45	6	1	Fail	1,156	1,179	23	1	Pass

Table E2 - Prior Screenline Calibration IP Peak Hour; Cars, LGVs, HGVs and Total Vehicles

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Amersham cordon	In	6	2,151	1,261	-890	22	Fail	374	215	-160	9	Fail	57	92	35	4	Fail	2,583	1,568	-1015	22	Fail
Amersham cordon	Out	6	2,258	1,265	-993	24	Fail	398	226	-173	10	Fail	51	91	40	5	Fail	2,707	1,581	-1126	24	Fail
Aylesbury / Tring	EB	3	1,054	943	-111	4	Fail	196	225	29	2	Fail	41	257	216	18	Fail	1,292	1,425	133	4	Fail
Aylesbury / Tring	WB	3	1,065	1,029	-36	1	Pass	198	220	21	1	Fail	42	282	240	19	Fail	1,305	1,531	226	6	Fail
Aylesbury / Wendover	NB	5	1,341	1,095	-247	7	Fail	258	244	-14	1	Fail	48	200	153	14	Fail	1,647	1,539	-108	3	Fail
Aylesbury / Wendover	SB	5	1,416	1,080	-335	9	Fail	258	199	-59	4	Fail	47	259	212	17	Fail	1,721	1,539	-182	5	Fail
Aylesbury 3 (within)	NB	4	2,377	1,616	-761	17	Fail	381	263	-118	7	Fail	136	373	238	15	Fail	2,893	2,252	-642	13	Fail
Aylesbury 3 (within)	SB	4	2,378	1,524	-854	19	Fail	355	229	-125	7	Fail	124	405	281	17	Fail	2,856	2,158	-698	14	Fail
Aylesbury_East_West_Railway line	EB	6	2,860	2,296	-564	11	Fail	501	394	-107	5	Fail	195	385	189	11	Fail	3,557	3,074	-483	8	Fail
Aylesbury_East_West_Railway line	WB	6	2,905	2,318	-586	11	Fail	436	370	-65	3	Fail	185	445	260	15	Fail	3,525	3,134	-392	7	Fail
Aylesbury_Inner_Cordon	In	8	3,768	2,973	-795	14	Fail	735	566	-169	7	Fail	236	778	542	24	Fail	4,739	4,318	-421	6	Fail
Aylesbury_Inner_Cordon	Out	8	3,770	2,896	-874	15	Fail	717	527	-190	8	Fail	246	759	513	23	Fail	4,732	4,182	-550	8	Fail
Aylesbury_North_South_SL	SB	9	2,895	1,745	-1150	24	Fail	430	284	-145	8	Fail	177	371	194	12	Fail	3,501	2,400	-1102	20	Fail
Aylesbury_North_South_SL	NB	9	3,025	1,965	-1060	21	Fail	445	309	-136	7	Fail	177	379	202	12	Fail	3,647	2,653	-994	18	Fail
Aylesbury_Outer_Cordon	In	16	4,365	3,559	-806	13	Fail	853	716	-138	5	Fail	198	945	747	31	Fail	5,416	5,219	-197	3	Pass

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury_Outer_Cordon	Out	16	4,324	3,493	-832	13	Fail	838	674	-164	6	Fail	198	885	687	30	Fail	5,360	5,052	-309	4	Fail
Beaconsfield (south of)	NB	2	777	421	-357	15	Fail	181	95	-86	7	Fail	29	54	25	4	Fail	986	569	-417	15	Fail
Beaconsfield (south of)	SB	2	721	507	-214	9	Fail	163	117	-46	4	Fail	28	61	33	5	Fail	913	686	-227	8	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	WB	2	3,811	3,625	-186	3	Pass	359	874	515	21	Fail	461	877	416	16	Fail	4,631	5,377	745	11	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	EB	2	3,718	3,565	-153	3	Pass	391	732	341	14	Fail	436	846	410	16	Fail	4,545	5,143	598	9	Fail
Beaconsfield cordon	In	7	1,447	1,055	-392	11	Fail	209	215	6	0	Pass	32	51	19	3	Fail	1,688	1,321	-368	9	Fail
Beaconsfield cordon	Out	7	1,532	1,060	-472	13	Fail	227	228	1	0	Pass	33	47	14	2	Fail	1,792	1,335	-457	12	Fail
Bicester (east of)	EB	3	402	306	-96	5	Fail	75	72	-3	0	Pass	16	216	200	19	Fail	492	594	101	4	Fail
Bicester (east of)	WB	3	440	321	-119	6	Fail	82	77	-5	1	Fail	17	233	216	19	Fail	539	631	92	4	Fail
Bourne End	NB	2	367	558	192	9	Fail	70	63	-6	1	Fail	1	10	9	4	Fail	437	632	194	8	Fail
Bourne End	SB	2	400	507	107	5	Fail	83	64	-19	2	Fail	2	10	9	4	Fail	485	582	97	4	Fail
Buckingham (west of)	EB	3	635	770	135	5	Fail	180	181	0	0	Pass	66	289	223	17	Fail	881	1,240	359	11	Fail
Buckingham (west of)	WB	3	670	792	122	5	Fail	164	178	14	1	Fail	58	254	197	16	Fail	892	1,225	333	10	Fail
Buckingham cordon	Out	9	1,244	1,057	-187	6	Fail	201	248	47	3	Fail	73	217	145	12	Fail	1,518	1,522	5	0	Pass
Buckingham cordon	In	9	1,219	1,057	-162	5	Fail	202	237	35	2	Fail	70	225	154	13	Fail	1,492	1,520	28	1	Pass

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Chalfont St Peter / Gerrards Cross cordon	In	4	1,286	948	-338	10	Fail	212	151	-61	5	Fail	49	69	21	3	Fail	1,547	1,168	-378	10	Fail
Chalfont St Peter / Gerrards Cross cordon	Out	4	1,337	915	-422	13	Fail	228	159	-69	5	Fail	42	57	15	2	Fail	1,607	1,131	-476	13	Fail
Chesham cordon	Out	6	1,760	1,147	-613	16	Fail	356	175	-182	11	Fail	58	66	8	1	Fail	2,174	1,388	-786	19	Fail
Chesham cordon	In	6	1,550	1,147	-403	11	Fail	319	170	-149	10	Fail	53	64	11	1	Fail	1,922	1,381	-541	13	Fail
Great Missenden (south of)	SB	4	931	791	-140	5	Fail	186	198	12	1	Fail	27	170	143	14	Fail	1,144	1,159	15	0	Pass
Great Missenden (south of)	NB	4	955	750	-205	7	Fail	203	227	24	2	Fail	33	143	110	12	Fail	1,190	1,120	-71	2	Fail
High Wycombe	SB	2	613	697	83	3	Fail	84	72	-12	1	Fail	7	24	16	4	Fail	705	792	87	3	Fail
High Wycombe	NB	2	613	738	124	5	Fail	84	66	-19	2	Fail	8	21	13	4	Fail	705	824	119	4	Fail
High Wycombe - Marlow *A404	SB	2	1,572	1,717	145	4	Fail	135	150	15	1	Fail	114	180	66	5	Fail	1,820	2,047	226	5	Fail
High Wycombe - Marlow *A404	NB	2	1,663	1,853	190	5	Fail	130	161	31	3	Fail	107	126	19	2	Fail	1,900	2,140	240	5	Fail
High Wycombe 2 (within)	WB	3	837	875	38	1	Pass	155	138	-17	1	Fail	24	35	10	2	Fail	1,016	1,047	31	1	Pass
High Wycombe 2 (within)	EB	3	1,017	900	-117	4	Fail	147	143	-4	0	Pass	22	44	22	4	Fail	1,186	1,087	-99	3	Fail
High Wycombe 3 (within)	SB	3	2,283	1,943	-340	7	Fail	362	300	-62	3	Fail	56	166	110	10	Fail	2,701	2,410	-292	6	Fail
High Wycombe 3 (within)	NB	3	1,495	1,647	152	4	Fail	242	222	-20	1	Fail	40	67	27	4	Fail	1,777	1,936	159	4	Fail
High Wycombe 4 (within)	SB	5	1,254	1,290	36	1	Pass	194	122	-72	6	Fail	30	101	71	9	Fail	1,478	1,513	35	1	Pass

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV						Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
High Wycombe 4 (within)	NB	5	1,257	1,251	-5	0	Pass	201	117	-84	7	Fail	27	74	47	7	Fail	1,485	1,443	-42	1	Pass
High Wycombe cordon	Out	12	5,168	4,732	-436	6	Fail	912	715	-197	7	Fail	167	337	170	11	Fail	6,246	5,784	-462	6	Fail
High Wycombe cordon	In	12	5,080	5,276	195	3	Pass	972	909	-63	2	Fail	180	496	316	17	Fail	6,232	6,681	449	6	Fail
Iver / Uxbridge 1 *M4 (east of M25)	WB	5	5,705	5,675	-30	0	Pass	672	1,182	510	17	Fail	622	1,057	435	15	Fail	6,999	7,914	914	11	Fail
Iver / Uxbridge 1 *M4 (east of M25)	EB	5	5,135	5,169	34	0	Pass	542	1,121	579	20	Fail	552	1,001	449	16	Fail	6,230	7,290	1061	13	Fail
Iver / Uxbridge 2	EB	3	1,389	1,493	104	3	Fail	287	275	-13	1	Pass	76	162	86	8	Fail	1,753	1,930	177	4	Fail
Iver / Uxbridge 2	WB	3	1,332	1,483	151	4	Fail	266	256	-10	1	Pass	108	195	87	7	Fail	1,706	1,934	229	5	Fail
Iver 2 (within)	SB	4	615	307	-308	14	Fail	121	73	-48	5	Fail	61	184	123	11	Fail	797	564	-233	9	Fail
Iver 2 (within)	NB	4	712	297	-415	18	Fail	120	82	-38	4	Fail	41	115	74	8	Fail	873	494	-379	14	Fail
Iver 3 (within) *M4 (west of M25)	EB	4	4,821	4,133	-688	10	Fail	696	646	-49	2	Fail	620	764	145	5	Fail	6,136	5,544	-593	8	Fail
Iver 3 (within) *M4 (west of M25)	WB	4	4,895	4,203	-693	10	Fail	557	670	113	5	Fail	587	529	-58	2	Fail	6,039	5,401	-638	8	Fail
Leighton Buzzard (west of)	WB	4	823	843	20	1	Pass	153	132	-21	2	Fail	31	219	187	17	Fail	1,007	1,193	186	6	Fail
Leighton Buzzard (west of)	EB	4	885	746	-138	5	Fail	165	126	-39	3	Fail	34	98	64	8	Fail	1,083	971	-112	4	Fail
Marlow cordon	Out	6	1,637	1,420	-217	6	Fail	294	193	-101	6	Fail	36	58	22	3	Fail	1,967	1,671	-296	7	Fail
Marlow cordon	In	6	1,785	1,418	-367	9	Fail	327	189	-137	9	Fail	39	75	36	5	Fail	2,151	1,682	-468	11	Fail

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV						Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Milton Keynes 2 (south of)	NB	5	857	929	73	2	Fail	164	208	43	3	Fail	33	320	287	22	Fail	1,054	1,457	403	11	Fail
Milton Keynes 2 (south of)	SB	5	856	885	29	1	Pass	162	177	15	1	Fail	32	313	281	21	Fail	1,050	1,376	326	9	Fail
Princes Risborough cordon	Out	8	1,176	980	-195	6	Fail	220	176	-44	3	Fail	63	100	37	4	Fail	1,459	1,256	-202	5	Fail
Princes Risborough cordon	In	8	1,216	1,001	-216	6	Fail	225	173	-52	4	Fail	54	105	51	6	Fail	1,495	1,278	-217	6	Fail
Slough 1 (north of)	SB	6	2,043	1,864	-179	4	Fail	344	315	-28	2	Fail	76	212	137	11	Fail	2,463	2,392	-71	1	Pass
Slough 1 (north of)	NB	6	2,367	2,161	-205	4	Fail	399	341	-58	3	Fail	85	248	163	13	Fail	2,851	2,750	-101	2	Pass
Slough 2 (north of)	SB	4	1,121	726	-395	13	Fail	212	147	-64	5	Fail	28	140	112	12	Fail	1,360	1,013	-347	10	Fail
Slough 2 (north of)	NB	4	933	843	-90	3	Fail	178	141	-36	3	Fail	26	110	84	10	Fail	1,137	1,094	-43	1	Pass
Thame - Prince Risborough *M40 (High Wyc)	EB	7	3,822	3,866	44	1	Pass	417	643	226	10	Fail	387	1,037	650	24	Fail	4,627	5,546	919	13	Fail
Thame - Prince Risborough *M40 (High Wyc)	WB	7	3,938	3,873	-66	1	Pass	473	648	175	7	Fail	467	857	389	15	Fail	4,878	5,377	499	7	Fail
Tring (north of)	EB	3	461	537	76	3	Fail	102	119	17	2	Fail	22	84	62	8	Fail	585	740	154	6	Fail
Tring (north of)	WB	3	417	590	173	8	Fail	89	117	28	3	Fail	18	105	87	11	Fail	524	812	288	11	Fail
Winslow cordon	Out	3	595	435	-160	7	Fail	130	80	-50	5	Fail	26	130	104	12	Fail	751	645	-106	4	Fail
Winslow cordon	In	3	564	466	-98	4	Fail	118	88	-29	3	Fail	25	130	105	12	Fail	706	685	-21	1	Pass

Table E3 - Prior Screenline Calibration PM Peak Hour; Cars, LGVs , HGVs and Total Vehicles

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Amersham cordon	In	6	3,066	2,294	-772	15	Fail	257	216	-41	3	Fail	9	71	62	10	Fail	3,332	2,581	-751	14	Fail
Amersham cordon	Out	6	3,173	2,318	-855	16	Fail	312	267	-46	3	Fail	16	66	50	8	Fail	3,501	2,651	-850	15	Fail
Aylesbury / Tring	EB	3	1,769	1,570	-198	5	Fail	168	300	132	9	Fail	11	156	144	16	Fail	1,948	2,026	78	2	Pass
Aylesbury / Tring	WB	3	1,978	1,878	-100	2	Fail	188	291	104	7	Fail	13	204	191	18	Fail	2,178	2,373	195	4	Fail
Aylesbury / Wendover	NB	5	2,305	2,911	605	12	Fail	210	357	147	9	Fail	20	56	36	6	Fail	2,535	3,323	788	15	Fail
Aylesbury / Wendover	SB	5	2,406	1,767	-639	14	Fail	227	173	-54	4	Fail	11	92	81	11	Fail	2,644	2,032	-613	13	Fail
Aylesbury 3 (within)	NB	4	3,038	2,146	-891	18	Fail	279	220	-59	4	Fail	38	188	150	14	Fail	3,354	2,555	-800	15	Fail
Aylesbury 3 (within)	SB	4	3,439	2,848	-591	11	Fail	289	224	-65	4	Fail	36	193	156	15	Fail	3,764	3,264	-500	8	Fail
Aylesbury_East_West_Railwayline	EB	6	4,376	4,068	-308	5	Fail	495	443	-52	2	Fail	114	215	101	8	Fail	4,985	4,726	-259	4	Fail
Aylesbury_East_West_Railwayline	WB	6	4,183	4,382	199	3	Pass	377	360	-17	1	Pass	103	227	124	10	Fail	4,663	4,968	305	4	Fail
Aylesbury_Inner_Cordon	In	8	6,471	6,570	99	1	Pass	679	671	-8	0	Pass	68	415	348	22	Fail	7,217	7,656	439	5	Fail
Aylesbury_Inner_Cordon	Out	8	5,625	5,576	-49	1	Pass	570	550	-20	1	Pass	60	374	315	21	Fail	6,255	6,500	246	3	Pass
Aylesbury_North_South_SL	SB	9	3,870	3,654	-216	4	Fail	389	328	-61	3	Fail	68	226	158	13	Fail	4,328	4,209	-119	2	Pass
Aylesbury_North_South_SL	NB	9	3,810	3,460	-350	6	Fail	380	322	-59	3	Fail	64	235	171	14	Fail	4,255	4,017	-238	4	Fail
Aylesbury_Outer_Cordon	In	16	8,145	7,960	-185	2	Pass	873	953	79	3	Fail	69	561	491	28	Fail	9,088	9,473	385	4	Pass

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury_Outer_Cordon	Out	16	7,141	7,114	-27	0	Pass	759	815	56	2	Fail	54	507	453	27	Fail	7,954	8,436	482	5	Fail
Beaconsfield (south of)	NB	2	1,714	892	-822	23	Fail	124	135	11	1	Fail	5	43	38	8	Fail	1,842	1,070	-772	20	Fail
Beaconsfield (south of)	SB	2	1,244	1,146	-98	3	Fail	137	106	-31	3	Fail	11	48	37	7	Fail	1,392	1,300	-92	3	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	WB	2	5,379	4,983	-396	6	Fail	320	842	522	22	Fail	325	661	336	15	Fail	6,024	6,486	462	6	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	EB	2	4,988	4,815	-173	2	Pass	431	742	311	13	Fail	321	590	269	13	Fail	5,740	6,147	407	5	Fail
Beaconsfield cordon	In	7	2,001	1,727	-274	6	Fail	159	202	42	3	Fail	6	33	27	6	Fail	2,167	1,962	-205	5	Fail
Beaconsfield cordon	Out	7	2,251	1,721	-530	12	Fail	195	183	-12	1	Fail	13	32	19	4	Fail	2,459	1,936	-523	11	Fail
Bicester (east of)	EB	3	722	567	-155	6	Fail	69	77	8	1	Fail	5	164	159	17	Fail	795	807	12	0	Pass
Bicester (east of)	WB	3	854	551	-303	11	Fail	81	69	-13	1	Fail	5	180	175	18	Fail	941	800	-141	5	Fail
Bourne End	NB	2	687	631	-56	2	Fail	58	78	20	2	Fail	3	5	2	1	Fail	749	714	-35	1	Pass
Bourne End	SB	2	605	710	105	4	Fail	56	63	7	1	Fail	2	7	5	2	Fail	663	779	116	4	Fail
Buckingham (west of)	EB	3	1,284	1,162	-122	3	Fail	183	187	3	0	Pass	24	191	167	16	Fail	1,491	1,540	48	1	Pass
Buckingham (west of)	WB	3	1,363	1,276	-87	2	Fail	117	232	115	9	Fail	31	179	148	14	Fail	1,512	1,688	176	4	Fail
Buckingham cordon	Out	9	2,228	1,977	-252	5	Fail	197	267	70	5	Fail	24	117	93	11	Fail	2,449	2,360	-88	2	Pass
Buckingham cordon	In	9	2,447	1,731	-715	16	Fail	205	276	70	5	Fail	26	117	91	11	Fail	2,678	2,124	-555	11	Fail

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Chalfont St Peter / Gerrards Cross cordon	In	4	2,041	1,465	-577	14	Fail	184	209	25	2	Fail	10	35	25	5	Fail	2,236	1,709	-527	12	Fail
Chalfont St Peter / Gerrards Cross cordon	Out	4	2,163	1,535	-628	15	Fail	198	189	-9	1	Pass	12	31	19	4	Fail	2,373	1,755	-618	14	Fail
Chesham cordon	Out	6	2,852	2,270	-582	12	Fail	305	210	-95	6	Fail	19	47	28	5	Fail	3,176	2,527	-649	12	Fail
Chesham cordon	In	6	2,203	2,210	7	0	Pass	242	226	-17	1	Fail	11	47	35	7	Fail	2,456	2,482	26	1	Pass
Great Missenden (south of)	SB	4	1,461	1,610	148	4	Fail	155	196	41	3	Fail	7	92	85	12	Fail	1,623	1,897	274	7	Fail
Great Missenden (south of)	NB	4	1,903	1,518	-385	9	Fail	247	272	25	2	Fail	13	101	88	12	Fail	2,163	1,891	-272	6	Fail
High Wycombe	SB	2	737	889	152	5	Fail	59	71	12	1	Fail	1	17	15	5	Fail	797	976	179	6	Fail
High Wycombe	NB	2	1,240	1,256	16	0	Pass	85	90	5	1	Fail	1	12	11	4	Fail	1,326	1,358	32	1	Pass
High Wycombe - Marlow *A404	SB	2	2,371	2,001	-370	8	Fail	112	154	42	4	Fail	73	104	31	3	Fail	2,556	2,259	-296	6	Fail
High Wycombe - Marlow *A404	NB	2	2,671	1,729	-941	20	Fail	111	190	79	6	Fail	82	77	-5	1	Fail	2,864	1,997	-867	18	Fail
High Wycombe 2 (within)	WB	3	1,082	1,188	106	3	Fail	94	77	-17	2	Fail	2	20	18	5	Fail	1,179	1,286	107	3	Fail
High Wycombe 2 (within)	EB	3	1,081	1,118	37	1	Pass	87	101	14	1	Fail	6	19	13	4	Fail	1,175	1,238	64	2	Fail
High Wycombe 3 (within)	SB	3	2,691	2,349	-342	7	Fail	225	164	-61	4	Fail	12	100	89	12	Fail	2,928	2,613	-315	6	Fail
High Wycombe 3 (within)	NB	3	1,713	1,990	278	6	Fail	154	138	-16	1	Fail	7	36	29	6	Fail	1,874	2,164	290	6	Fail
High Wycombe 4 (within)	SB	5	1,462	1,494	31	1	Pass	146	80	-66	6	Fail	6	43	38	8	Fail	1,614	1,617	3	0	Pass

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
High Wycombe 4 (within)	NB	5	2,092	1,997	-95	2	Pass	198	138	-60	5	Fail	4	38	34	7	Fail	2,295	2,173	-121	3	Fail
High Wycombe cordon	Out	12	8,466	7,688	-778	9	Fail	766	772	6	0	Pass	27	192	165	16	Fail	9,259	8,652	-607	6	Fail
High Wycombe cordon	In	12	8,020	6,610	-1410	16	Fail	812	759	-53	2	Fail	46	296	250	19	Fail	8,879	7,665	-1213	13	Fail
Iver / Uxbridge 1 *M4 (east of M25)	WB	5	9,405	8,850	-555	6	Fail	500	1,288	789	26	Fail	317	743	425	18	Fail	10,222	10,881	659	6	Fail
Iver / Uxbridge 1 *M4 (east of M25)	EB	5	8,158	8,512	354	4	Pass	432	1,166	734	26	Fail	260	712	452	21	Fail	8,849	10,390	1541	16	Fail
Iver / Uxbridge 2	EB	3	2,457	2,074	-384	8	Fail	199	326	127	8	Fail	26	86	60	8	Fail	2,682	2,486	-197	4	Fail
Iver / Uxbridge 2	WB	3	2,466	2,081	-384	8	Fail	256	320	64	4	Fail	42	151	109	11	Fail	2,764	2,553	-211	4	Fail
Iver 2 (within)	SB	4	1,016	673	-343	12	Fail	137	96	-41	4	Fail	41	144	103	11	Fail	1,193	912	-282	9	Fail
Iver 2 (within)	NB	4	1,240	596	-644	21	Fail	143	108	-35	3	Fail	19	71	52	8	Fail	1,402	775	-627	19	Fail
Iver 3 (within) *M4 (west of M25)	EB	4	6,227	6,263	36	0	Pass	636	859	223	8	Fail	446	605	159	7	Fail	7,309	7,727	417	5	Fail
Iver 3 (within) *M4 (west of M25)	WB	4	6,985	6,876	-109	1	Pass	458	939	481	18	Fail	443	385	-58	3	Fail	7,886	8,200	314	4	Pass
Leighton Buzzard (west of)	WB	4	1,492	1,737	245	6	Fail	142	172	30	2	Fail	9	172	163	17	Fail	1,643	2,081	438	10	Fail
Leighton Buzzard (west of)	EB	4	1,571	1,681	110	3	Fail	149	177	28	2	Fail	10	101	91	12	Fail	1,730	1,959	229	5	Fail
Marlow cordon	Out	6	3,172	2,511	-661	12	Fail	149	218	69	5	Fail	6	55	49	9	Fail	3,327	2,784	-543	10	Fail
Marlow cordon	In	6	3,019	2,112	-907	18	Fail	206	187	-18	1	Fail	10	53	43	8	Fail	3,235	2,353	-882	17	Fail

Cordon / Screenline	Direction	No of Links	Prior ME CAR					Prior ME LGV					Prior ME HGV					Prior ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Milton Keynes 2 (south of)	NB	5	1,513	1,359	-155	4	Fail	151	243	92	7	Fail	13	217	204	19	Fail	1,677	1,818	141	3	Fail
Milton Keynes 2 (south of)	SB	5	1,762	1,786	24	1	Pass	147	205	58	4	Fail	9	201	193	19	Fail	1,918	2,192	275	6	Fail
Princes Risborough cordon	Out	8	2,096	2,568	471	10	Fail	220	245	25	2	Fail	17	44	27	5	Fail	2,333	2,857	524	10	Fail
Princes Risborough cordon	In	8	1,887	2,072	185	4	Fail	185	212	27	2	Fail	12	52	40	7	Fail	2,085	2,336	251	5	Fail
Slough 1 (north of)	SB	6	2,985	3,028	43	1	Pass	261	319	58	3	Fail	18	111	93	12	Fail	3,264	3,458	195	3	Fail
Slough 1 (north of)	NB	6	3,567	3,210	-357	6	Fail	324	330	7	0	Pass	23	133	110	12	Fail	3,913	3,673	-240	4	Fail
Slough 2 (north of)	SB	4	1,945	1,517	-428	10	Fail	216	166	-50	4	Fail	6	83	77	11	Fail	2,168	1,766	-402	9	Fail
Slough 2 (north of)	NB	4	1,910	1,298	-612	15	Fail	182	135	-47	4	Fail	5	76	71	11	Fail	2,097	1,509	-588	14	Fail
Thame - Prince Risborough *M40 (High Wyc)	EB	7	5,581	5,626	45	1	Pass	434	620	186	8	Fail	292	716	424	19	Fail	6,307	6,962	655	8	Fail
Thame - Prince Risborough *M40 (High Wyc)	WB	7	5,439	5,688	250	3	Pass	447	711	264	11	Fail	343	652	309	14	Fail	6,228	7,051	823	10	Fail
Tring (north of)	EB	3	1,306	1,038	-267	8	Fail	172	173	2	0	Pass	7	45	39	8	Fail	1,484	1,257	-227	6	Fail
Tring (north of)	WB	3	654	1,078	424	14	Fail	77	129	52	5	Fail	6	62	56	10	Fail	736	1,268	532	17	Fail
Winslow cordon	Out	3	1,081	827	-254	8	Fail	152	89	-63	6	Fail	2	62	60	11	Fail	1,235	978	-257	8	Fail
Winslow cordon	In	3	951	815	-136	5	Fail	112	136	24	2	Fail	7	62	55	9	Fail	1,070	1,013	-56	2	Fail

Appendix F. Comparison of trip length distribution for all user classes and for all time periods.

Figure F1 – Car Commute AM Trip Length Distribution

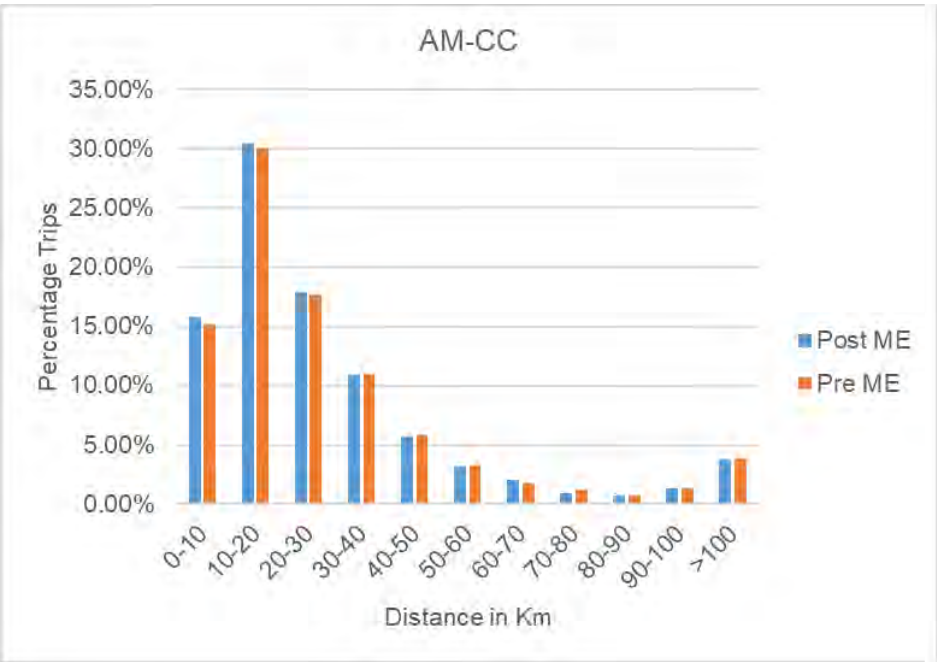


Figure F2 – Car Business AM Trip Length Distribution

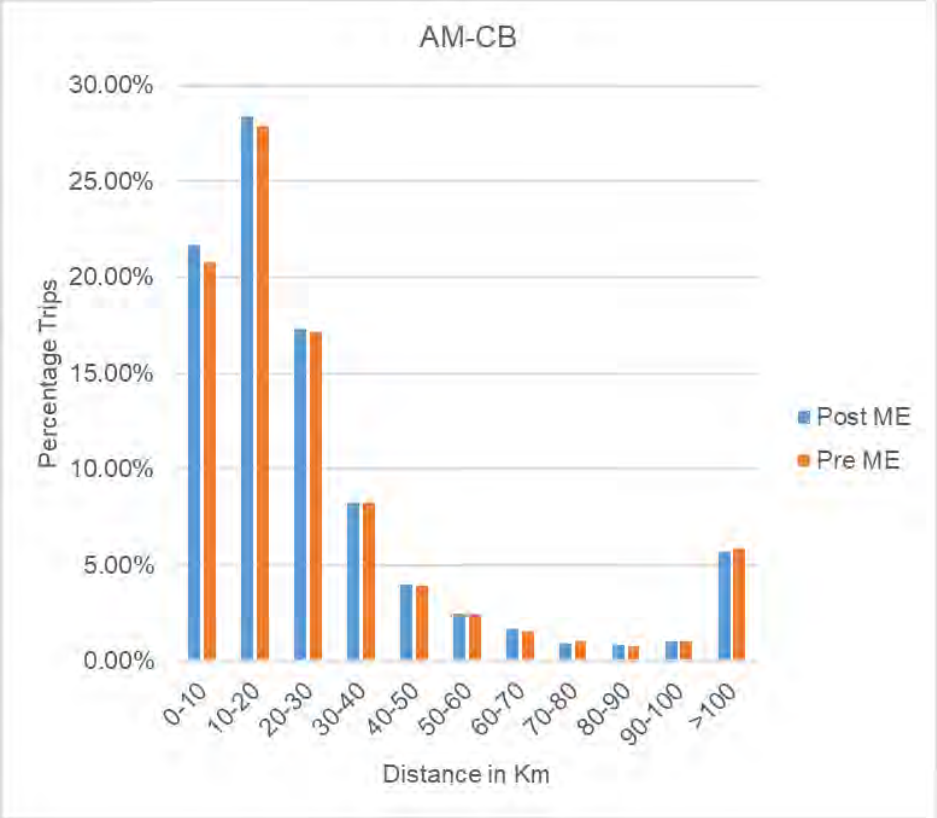


Figure F3 – Car Others AM Trip Length Distribution

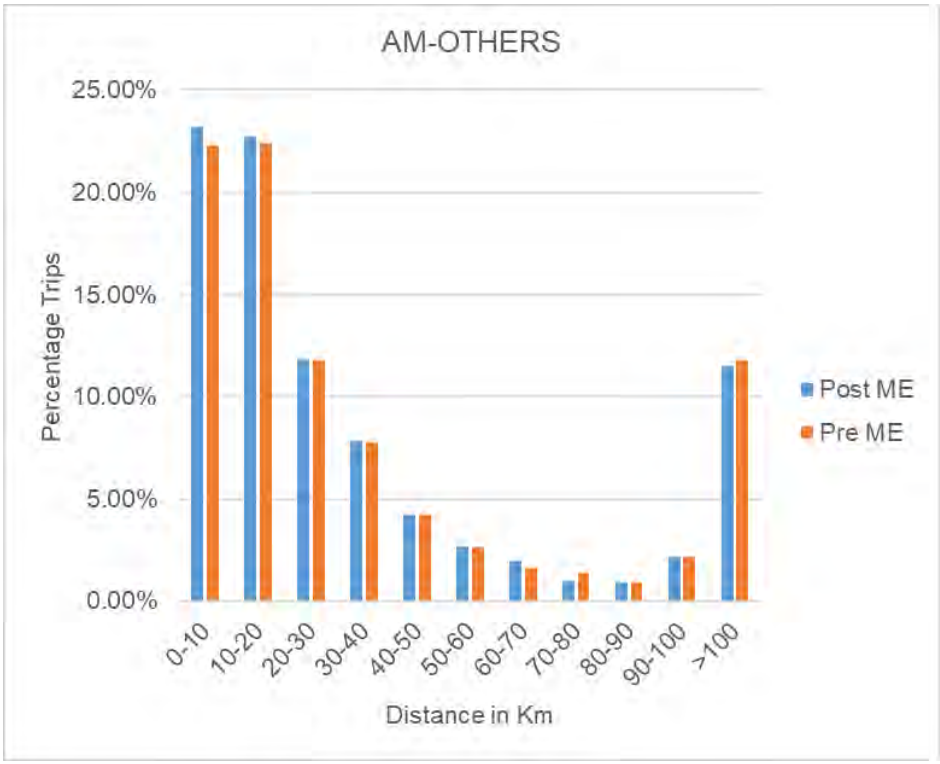


Figure F4 – LGV AM Trip Length Distribution

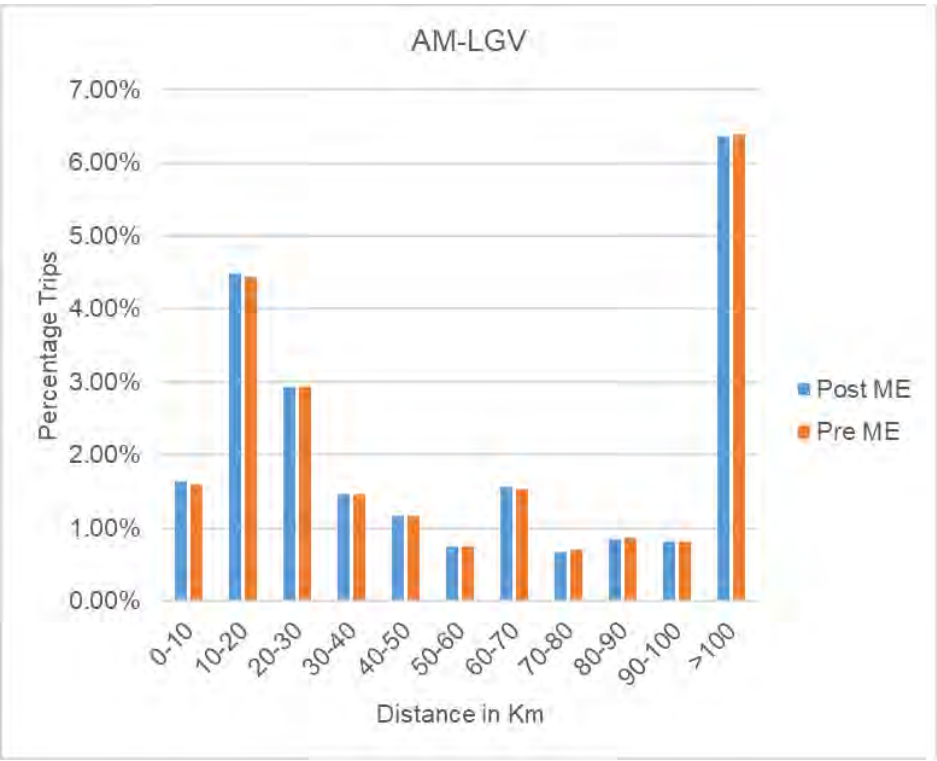


Figure F5 – HGV AM Trip Length Distribution

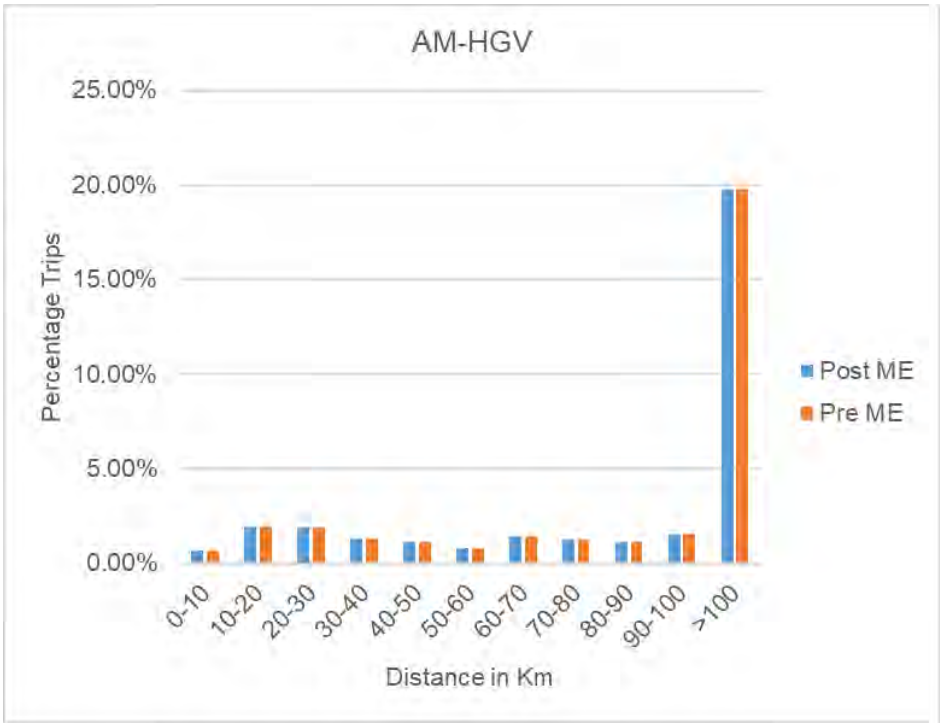


Figure F6 – Car Commute IP Trip Length Distribution

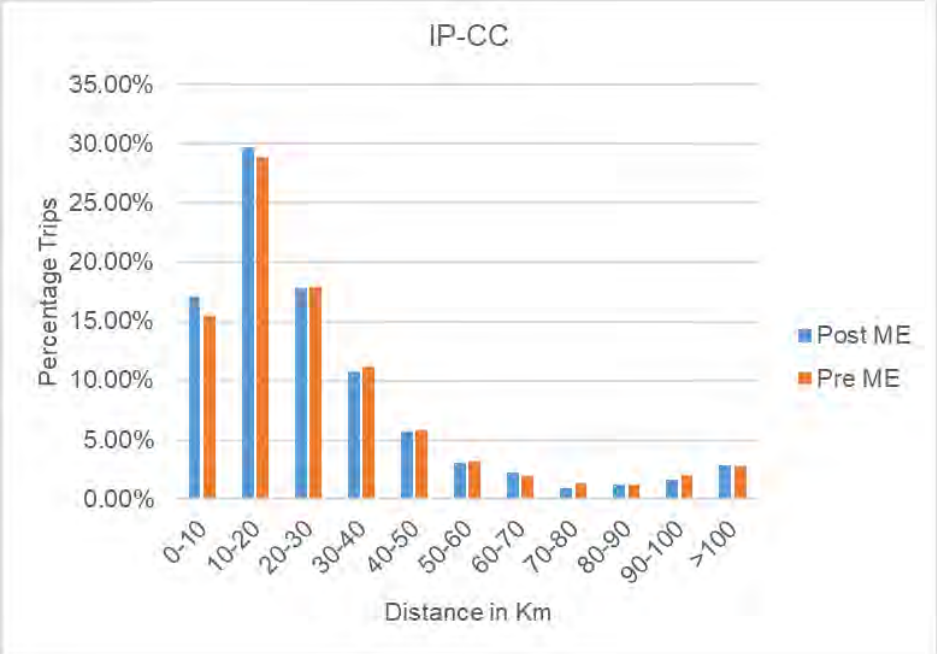


Figure F7 – Car Business IP Trip Length Distribution

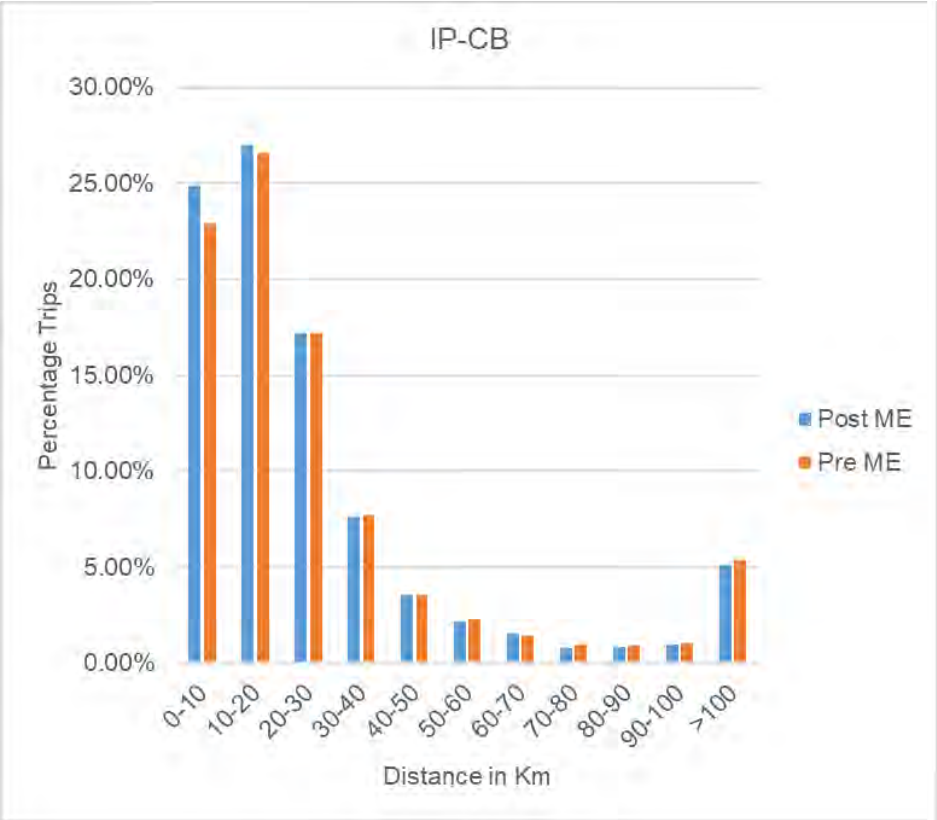


Figure F8 – Car Others IP Trip Length Distribution

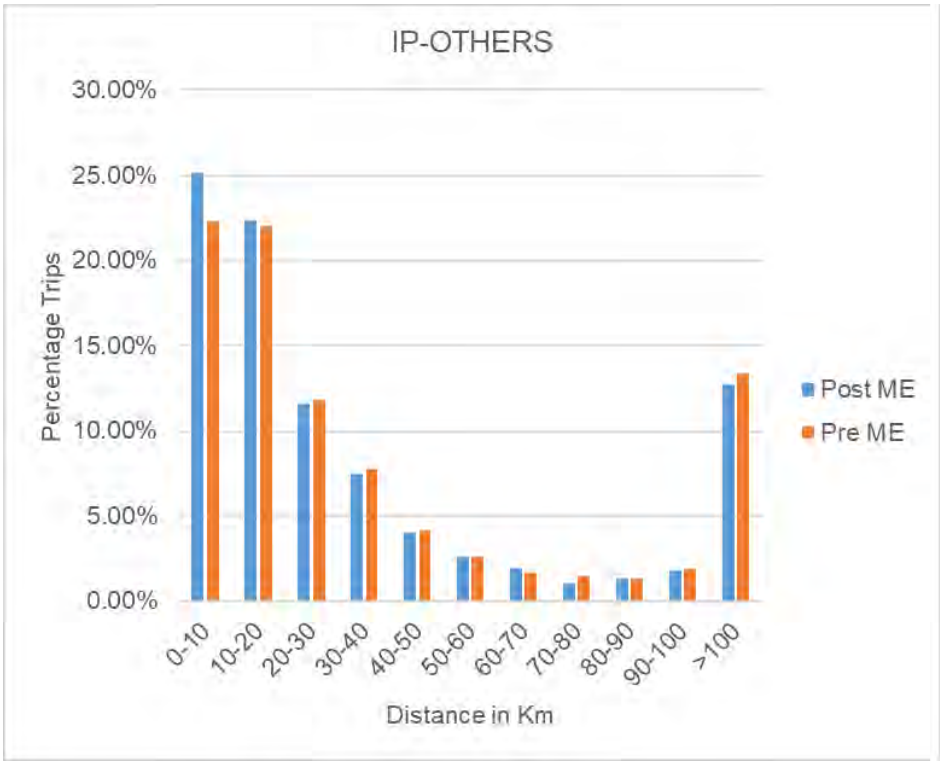


Figure F9 – LGV IP Trip Length Distribution

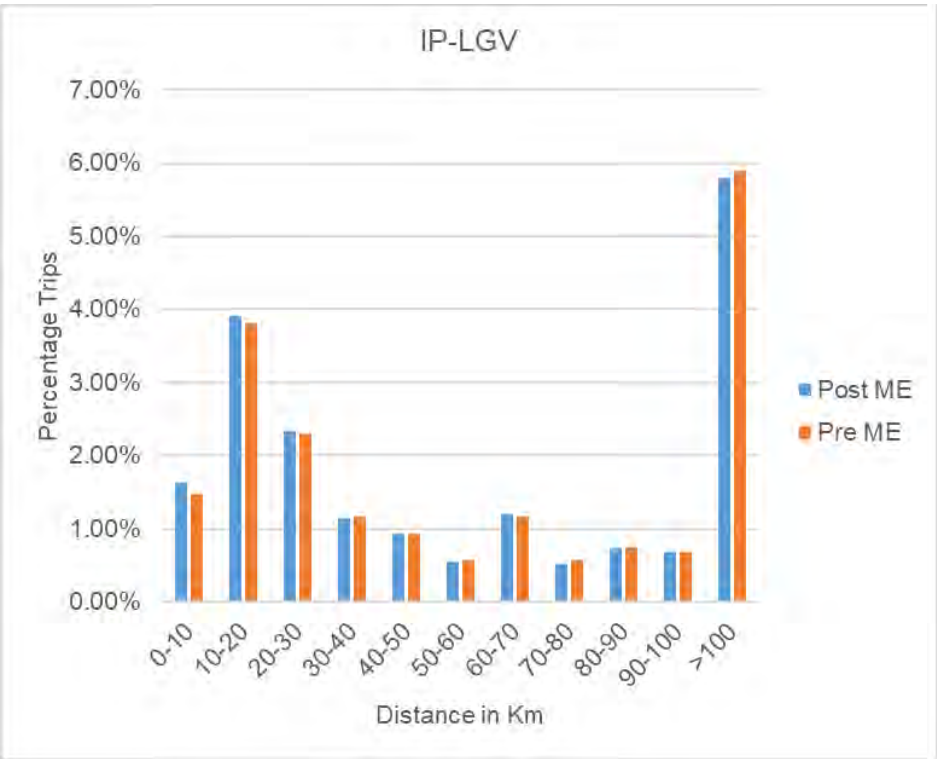


Figure F10 – HGV IP Trip Length Distribution

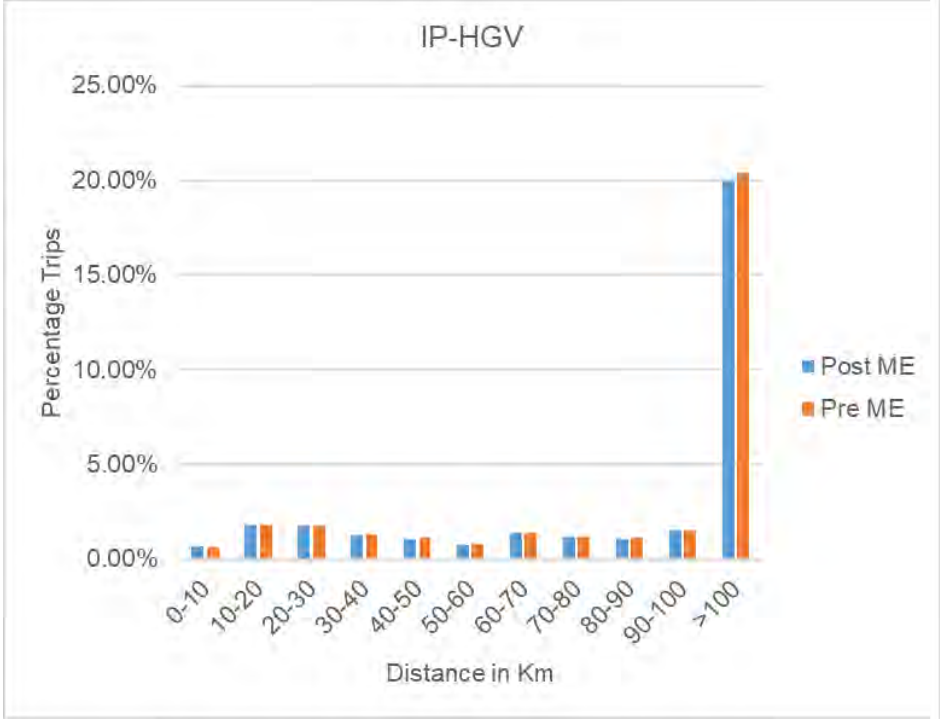


Figure F11 – Car Commute PM Trip Length Distribution

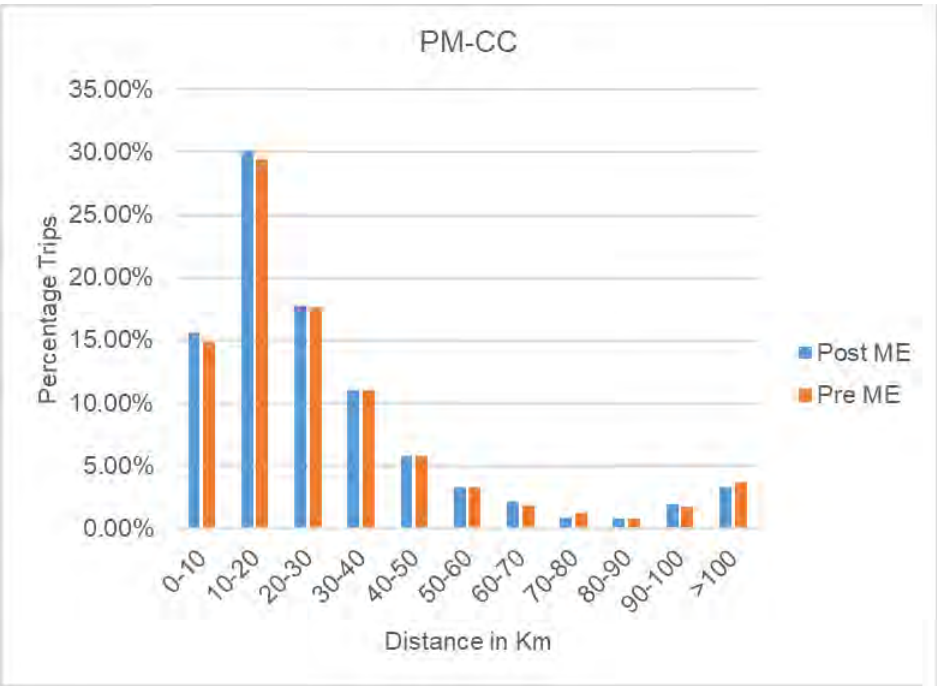


Figure F12 – Car Business PM Trip Length Distribution

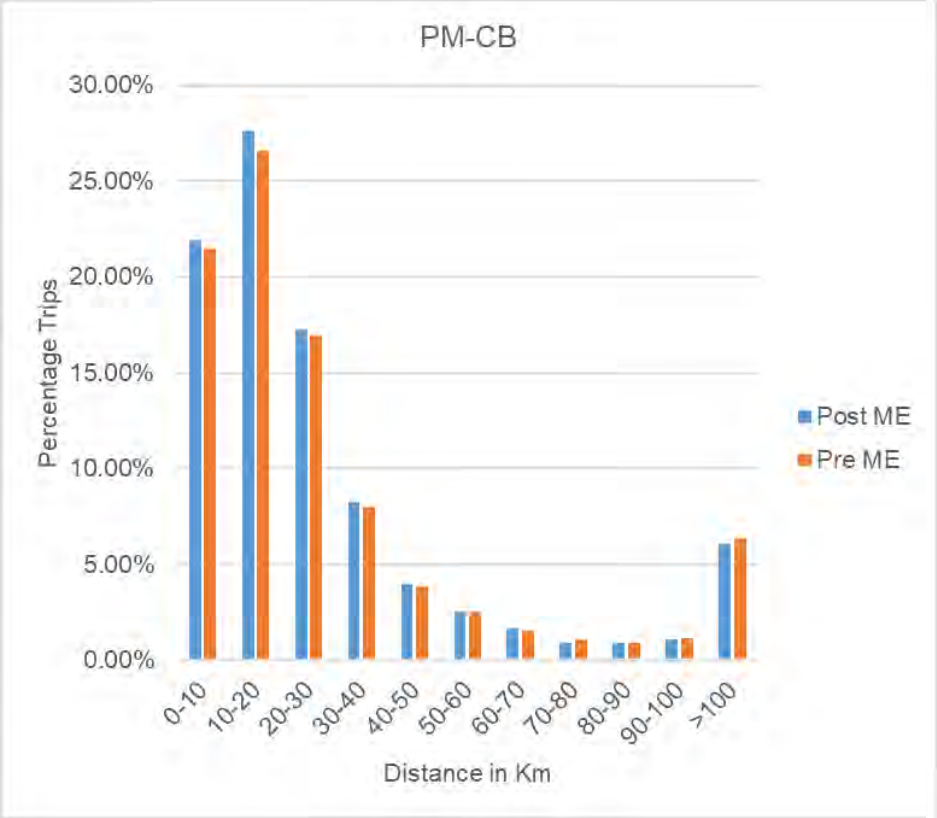


Figure F13 – Car Others PM Trip Length Distribution

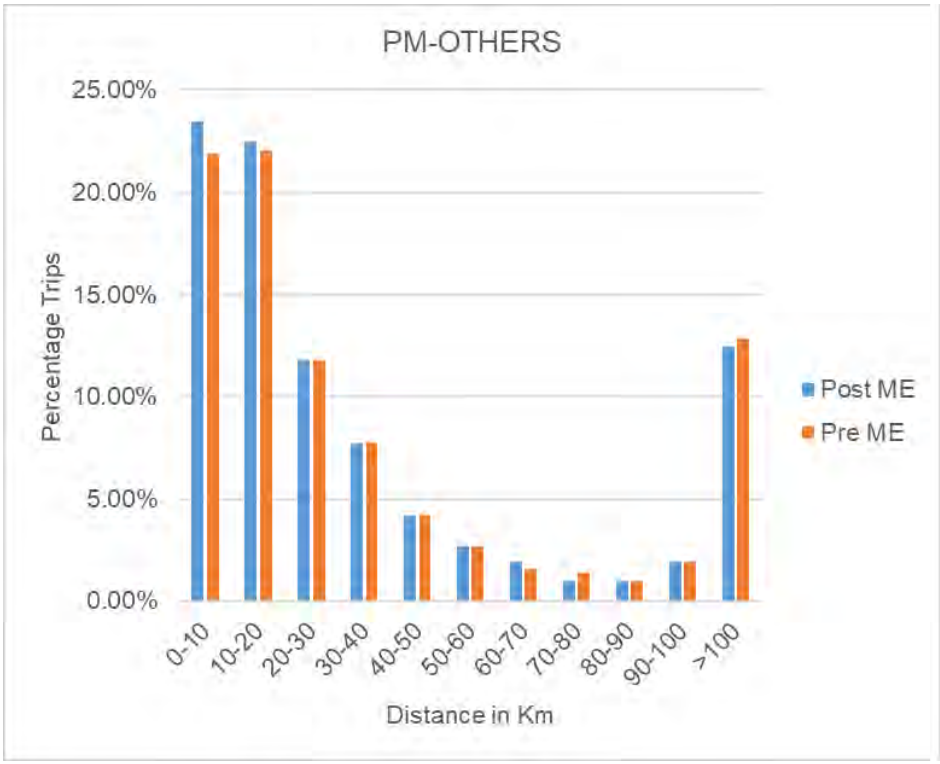


Figure F14 – LGV PM Trip Length Distribution

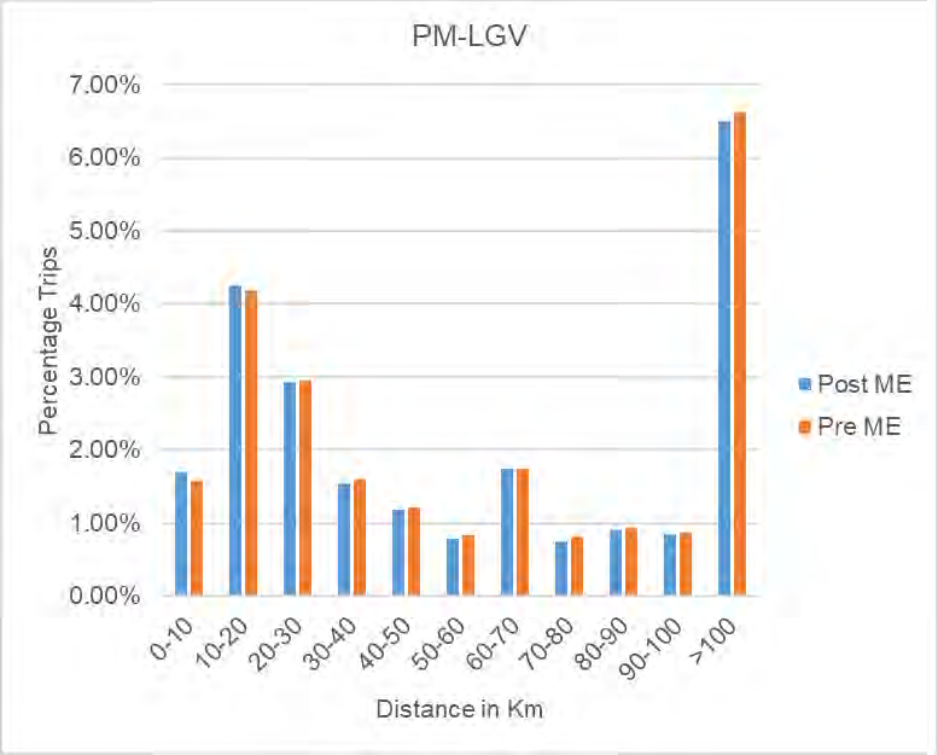
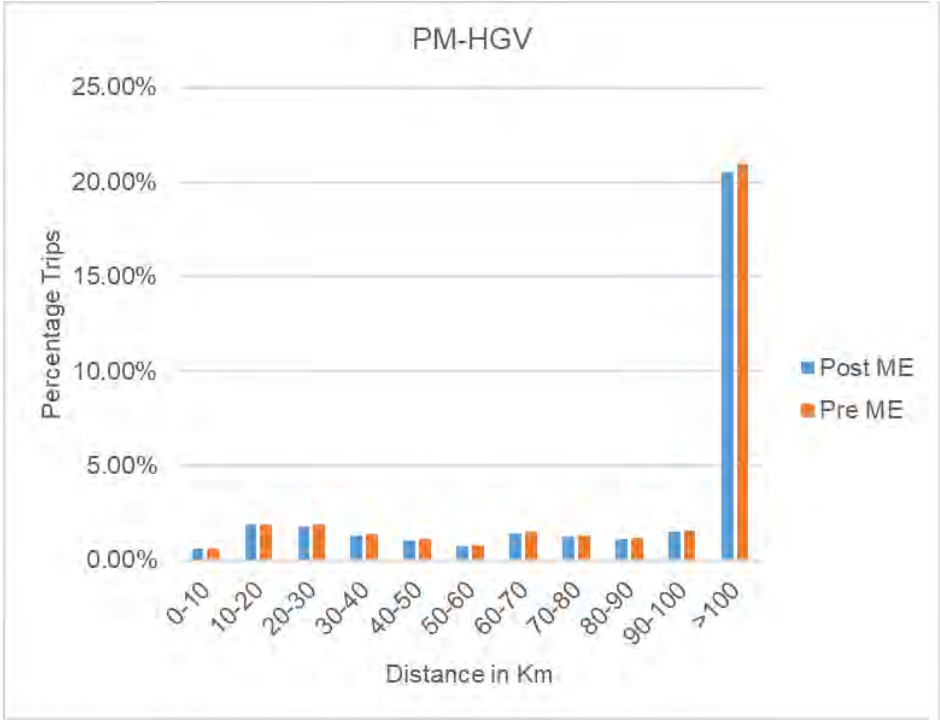


Figure F15 – HGV PM Trip Length Distribution



Appendix G. Percentage change in trip levels between sectors, prior to post matrix estimation

Table G1 - % Change sector to sector AM Peak Hour; Car Commute

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacorur	East Lo	East Mic	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windsor	Wycomb	Wycomb	Wycomb	Yorkshi
Aylesbury Central	4.1%	0.3%	-2.7%	-35.8%	-6.3%	5.3%	13.2%	-13.3%	-11.3%	-6.6%	-1.5%	11.0%	-8.8%	-11.1%	-30.6%	-11.1%	-29.5%	-10.8%	22.8%	-11.2%	-10.3%	-11.1%	-33.3%	-30.2%	-2.8%	-13.2%	-21.7%	-26.1%	-3.7%	-14.6%	18.3%	19.0%	42.2%	-17.5%	-10.5%	-8.8%	-11.0%	-14.2%	-10.1%	-10.9%	21.1%	-3.0%	-11.4%	-8.7%	-7.2%	-1.4%	-30.6%	-27.2%
Aylesbury North	3.2%	0.7%	5.4%	-2.3%	1.1%	4.4%	0.5%	-7.0%	4.5%	10.0%	6.7%	13.7%	3.4%	3.7%	8.4%	1.4%	-16.2%	3.9%	7.2%	-1.9%	2.1%	2.9%	-11.2%	6.2%	5.7%	4.0%	0.3%	0.9%	3.4%	-13.4%	9.8%	11.3%	3.6%	-4.6%	4.8%	3.2%	6.4%	0.8%	-3.0%	6.5%	3.3%	11.9%	2.4%	0.4%	1.3%	17.1%	-4.2%	5.0%
Aylesbury South	1.4%	-9.5%	13.7%	-34.7%	-2.3%	7.1%	15.5%	-3.0%	-3.1%	-7.9%	-9.2%	-1.3%	-13.1%	-0.2%	-26.2%	-0.6%	-1.4%	1.5%	13.4%	-1.5%	12.0%	0.2%	-30.5%	-29.4%	-23.1%	-29.0%	-9.0%	-10.2%	-27.8%	-11.4%	12.9%	9.0%	9.3%	-15.0%	-5.0%	-5.3%	-3.4%	-7.4%	-21.2%	-2.8%	17.9%	-21.6%	-1.8%	-10.9%	10.3%	18.0%	-1.9%	-32.6%
Bedford	-32.6%	5.7%	-7.4%	0.0%	0.0%	-0.4%	-1.3%	0.0%	0.0%	3.3%	-5.3%	0.0%	-1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-23.9%	-6.9%	14.0%	-18.1%	0.0%	0.0%	0.0%	0.0%	-4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.1%	-15.7%	-3.2%	-26.5%	0.0%
Bedfordshire	-4.4%	0.4%	13.9%	0.0%	0.0%	-0.9%	11.8%	0.0%	-0.2%	-4.1%	-2.6%	-3.0%	-0.8%	-0.2%	0.0%	-0.1%	0.0%	-0.1%	-1.6%	-0.1%	-2.3%	0.0%	0.0%	0.0%	0.0%	0.2%	-32.2%	-8.7%	0.0%	-22.9%	3.4%	0.8%	17.3%	-22.1%	-1.0%	-0.6%	-0.6%	-3.7%	-21.5%	-0.2%	8.7%	5.9%	0.0%	-4.1%	-7.1%	-5.5%	-9.0%	0.0%
Berkshire	-19.6%	-4.6%	-14.5%	3.4%	0.0%	0.0%	-2.1%	1.5%	-4.8%	-1.1%	-21.1%	-10.5%	2.7%	-4.1%	-2.2%	0.0%	2.4%	-5.4%	0.0%	0.3%	-1.7%	0.0%	-18.0%	-5.4%	-1.9%	-2.2%	0.0%	-0.1%	-0.1%	-0.3%	-2.2%	-14.2%	0.0%	0.0%	-1.2%	0.1%	2.3%	-4.9%	0.0%	2.1%	0.0%	-3.0%	0.0%	0.0%	-1.9%	8.6%	-2.9%	-3.2%
Bicester	7.0%	0.2%	-6.2%	-21.1%	-14.6%	-3.3%	0.0%	-13.1%	-20.9%	-0.3%	-36.9%	-16.3%	-3.4%	-14.8%	-2.8%	-17.7%	-19.5%	-8.9%	0.0%	-9.6%	-20.4%	-22.8%	-19.0%	0.0%	0.0%	-3.0%	0.0%	0.0%	0.0%	-22.0%	-8.9%	-10.5%	0.0%	0.0%	-17.8%	-17.7%	-16.2%	-22.8%	0.0%	-8.7%	0.0%	0.0%	-17.8%	-8.1%	-6.7%	11.8%	1.8%	0.0%
Cambridgeshire	-23.2%	1.5%	-12.1%	0.0%	0.0%	0.7%	5.4%	0.0%	0.0%	2.8%	4.4%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.2%	0.0%	-15.3%	1.2%	-4.3%	-9.2%	0.0%	0.0%	0.0%	0.0%	-1.2%	0.0%	0.0%	0.7%	0.0%	0.0%	2.0%	4.9%	-2.6%	-11.2%	0.0%
Central and North West London	-16.3%	-29.8%	-10.0%	0.0%	-0.7%	-2.2%	-7.8%	0.0%	0.0%	-9.6%	-1.0%	-6.8%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.7%	-0.7%	-5.7%	-9.1%	-9.7%	-9.7%	-5.8%	-12.7%	-3.8%	8.4%	-5.9%	-1.3%	0.0%	0.0%	0.0%	0.0%	-3.5%	0.0%	-3.1%	-6.4%	0.0%	-1.2%	-3.5%	-0.8%	-5.7%	-0.6%
Cherwell	-10.9%	16.5%	-1.4%	20.3%	-15.8%	-0.2%	0.0%	-6.6%	-22.1%	0.0%	-0.9%	-11.3%	-2.0%	-22.8%	-1.2%	-17.8%	-3.4%	-3.9%	0.0%	-5.2%	-19.4%	-22.8%	1.0%	-0.4%	0.0%	-0.1%	0.0%	0.0%	0.0%	-21.3%	-13.6%	-11.7%	0.3%	0.0%	-17.8%	-14.6%	-3.7%	-22.8%	0.0%	-22.4%	0.0%	0.0%	-17.8%	-9.1%	-15.8%	47.5%	3.3%	-3.4%
Chiltern North	-19.7%	-12.2%	16.6%	-4.2%	6.5%	-12.8%	-5.1%	6.9%	2.2%	-29.4%	1.8%	4.6%	5.4%	3.9%	-26.3%	-2.5%	7.1%	7.4%	-17.8%	3.0%	9.9%	-0.9%	-42.1%	-41.5%	-31.3%	-18.4%	-8.9%	-9.0%	-27.6%	-8.6%	12.7%	-0.5%	-11.7%	-7.3%	-7.6%	-7.9%	-2.5%	-3.4%	-18.0%	1.7%	-3.8%	-33.0%	-2.4%	-6.2%	6.3%	5.0%	4.9%	-41.9%
Chiltern South	-26.5%	-19.4%	11.5%	0.1%	-2.1%	-5.6%	-18.0%	0.0%	-0.7%	-12.6%	0.5%	1.0%	-0.6%	-1.4%	-3.8%	0.6%	0.1%	-0.5%	0.7%	-0.1%	3.8%	-1.5%	-36.2%	-14.7%	-9.6%	-15.9%	-9.6%	-9.6%	-9.6%	9.9%	11.8%	8.0%	-6.8%	-0.8%	-1.0%	0.9%	0.0%	-1.1%	-4.1%	0.2%	-1.0%	-9.6%	0.0%	0.5%	3.6%	2.1%	3.7%	-14.7%
Dacorum	-17.2%	-13.3%	-10.6%	-1.1%	-1.0%	1.1%	5.7%	-0.6%	0.0%	-55.7%	-6.1%	1.2%	0.0%	0.0%	-3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.7%	0.0%	-6.5%	-16.7%	-0.8%	-22.6%	6.3%	7.2%	-0.7%	-23.5%	3.5%	-4.0%	5.3%	7.3%	0.0%	0.0%	0.0%	-3.6%	7.7%	0.0%	1.4%	-36.0%	0.0%	-1.7%	-8.8%	-2.9%	-10.3%	-2.3%
East London	-7.9%	-24.2%	-11.2%	0.0%	-0.2%	-1.1%	-2.4%	0.0%	0.0%	-10.3%	-1.3%	-5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.0%	0.0%	-4.2%	-5.9%	-10.3%	-10.4%	-1.5%	-3.8%	-4.7%	9.1%	-5.3%	-1.5%	0.0%	0.0%	0.0%	0.0%	-3.4%	0.0%	-3.1%	-3.4%	0.0%	-2.4%	-3.7%	-0.5%	-4.0%	0.0%
East Midlands	7.5%	7.5%	-27.6%	0.0%	0.0%	-0.3%	-21.1%	0.0%	0.0%	-1.5%	-32.3%	-9.4%	-9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-23.8%	-1.1%	-8.9%	0.0%	0.0%	-6.5%	-12.6%	-3.7%	-7.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.5%	-17.8%	-2.1%	-3.2%	0.0%
East Sussex	-5.6%	9.3%	-5.6%	0.0%	-0.2%	0.0%	-10.5%	0.0%	0.0%	-10.5%	-2.9%	-7.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.7%	0.0%	-10.5%	-6.2%	-10.5%	-10.5%	-10.5%	0.8%	13.3%	5.5%	-0.4%	-3.6%	0.0%	0.0%	0.0%	-2.3%	-1.4%	0.0%	0.0%	-10.5%	0.0%	0.1%	-10.1%	6.1%	-12.3%	0.0%
East of England	-11.4%	2.6%	-0.6%	0.0%	0.0%	0.8%	13.7%	0.0%	0.0%	3.7%	-5.6%	-0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-40.3%	17.5%	7.4%	-1.5%	0.0%	0.0%	0.0%	0.0%	-1.4%	0.0%	0.0%	0.8%	0.0%	0.0%	2.7%	16.9%	-1.6%	-1.7%	0.0%
Essex	-15.9%	-32.7%	-3.7%	0.0%	-0.6%	-1.2%	6.8%	0.0%	0.0%	-21.4%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.7%	0.0%	0.0%	-8.5%	-10.5%	-10.5%	0.0%	-5.1%	-5.4%	16.7%	-6.8%	-1.5%	0.0%	0.0%	0.0%	0.0%	-2.4%	0.0%	-3.1%	-2.7%	0.0%	-2.2%	-0.2%	-1.2%	-4.8%	0.0%
Hampshire	4.9%	7.8%	-12.7%	0.0%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.1%	-3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.2%	10.1%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.1%	6.2%	-6.5%	0.0%
Hertfordshire	-16.2%	-15.5%	-10.7%	0.0%	0.0%	-0.3%	7.4%	0.0%	0.0%	-9.9%	-3.1%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.3%	0.0%	-1.2%	0.0%	0.0%	-1.1%	-10.5%	-10.5%	0.0%	-22.3%	-3.0%	6.5%	-6.0%	-0.5%	0.0%	0.0%	0.0%	-0.5%	0.5%	0.0%	-0.3%	-1.0%	0.0%	-3.1%	1.7%	-2.2%	-5.5%	0.0%
Hillingdon South	-32.7%	-20.3%	-16.6%	-0.8%	-3.6%	-2.7%	-11.7%	-0.5%	0.0%	-12.1%	-4.4%	-12.3%	-0.7%	0.0%	-7.5%	0.0%	-0.6%	0.0%	0.0%	0.0%	-0.6%	0.0%	-32.8%	-10.6%	-10.5%	-7.4%	-11.6%	-11.3%	-10.6%	-1.7%	3.9%	3.2%	-5.6%	-1.3%	0.0%	0.0%	-0.8%	-0.1%	-3.4%	-0.5%	-2.2%	-11.8%	0.0%	-2.6%	-5.3%	-2.8%	-8.1%	-10.2%
Kent	-16.6%	-31.1%	-7.9%	0.0%	-0.6%	0.0%	-10.5%	0.0%	0.0%	-10.5%	0.2%	-9.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.9%	0.0%	0.0%	-8.1%	-10.5%	-10.5%	0.0%	0.6%	-0.1%	11.7%	-0.1%	-2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.0%	0.0%	-0.4%	-2.2%	-3.9%	-8.2%	0.0%
Milton Keynes	-20.1%	-2.5%	-26.8%	0.0%	0.0%	-24.4%	-10.3%	0.0%	-8.7%	18.6%	-33.6%	-22.1%	-30.8%	-9.0%	0.0%	-9.2%	0.0%	-8.7%	-7.1%	-4.4%	-22.1%	-9.2%	0.0%	0.0%	0.0%	0.3%	-4.7%	-5.5%	0.0%	-35.4%	-15.9%	-26.8%	-20.4%	24.0%	-18.8%	-19.7%	-18.7%	-21.4%	15.5%	-16.0%	-6.6%	10.2%	-9.2%	-28.8%	-21.7%	-8.5%	-24.6%	0.0%
North East	38.2%	19.1%	-1.5%	0.0%	0.0%	0.0%	-5.5%	0.0%	0.0%	-3.3%	-30.1%	-16.1%	-2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-39.4%	-9.9%	7.1%	0.0%	0.0%	-5.1%	-15.1%	-23.5%	-15.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.9%	-19.5%	24.4%	10.1%	0.0%
North West	-1.1%	6.2%	-28.1%	0.0%	0.0%	-1.0%	0.0%	0.0%	-8.4%	0.0%	-21.7%	-12.9%	-23.7%	0.0%	0.0%	-17.8%	0.0%	0.0%	0.0%	0.0%	-18.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-20.4%	-2.5%	-22.8%	0.0%	0.0%	-17.8%	-17.1%	-17.7%	-22.8%	0.0%	-5.9%	0.0%	0.0%	-17.8%	-11.3%	-14.4%	6.0%	-29.2%	0.0%
Northamptonshire	-15.0%	10.2%	-6.2%	0.0%	-2.0%	-4.8%	-4.7%	0.0%	-4.4%	-0.6%	-18.4%	-13.3%	-14.3%	-2.9%	0.0%	-10.6%	0.0%	-1.5%	0.0%	-1.9%	-6.0%	-4.9%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-26.9%	-11.5%	-17.8%	-0.1%	0.0%	-6.2%	-5.8%	-5.2%	-8.6%	0.0%	-3.5%	0.0%	0.0%	-7.8%	-8.4%	-26.9%	7.4%	-10.9%	0.0%
Oxford	-10.7%	7.2%	-6.0%	0.0%	-15.2%	0.0%	0.0%	-22.3%	0.0%	-25.8%	-10.2%	-4.6%	-22.8%	0.0%	-17.8%	0.0%	-17.8%	0.0%	-17.8%	-20.8%	-22.8%	6.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	-12.4%	-7.5%	-10.6%	0.0%	0.0%	-17.8%	-11.8%	-18.1%	-22.8%	0.0%	-17.8%	0.0%	0.0%	-17.8%	2.2%	-13.3%	18.1%	3.6%	0.0%
Oxfordshire	-7.6%	9.7%	-12.2%	0.0%	-11.5%	0.0%	0.0%	-10.4%	-21.8%	0.0%	-22.1%	-13.3%	-2.9%	-22.8%	0.0%	-17.8%	0.0%	-17.8%	0.0%	-17.8%	-19.6%	-22.8%	13.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	-7.6%	-3.3%	-6.3%	0.0%	0.0%	-12.0%	-9.7%	-17.8%	-22.8%	0.0%	-17.8%	0.0%	0.0%	-17.8%	-0.7%	-13.5%	26.0%	-4.3%	0.0%
Scotland	-7.4%	9.5%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.1%	0.0%	-19.0%	-11.7%	-18.0%	0.0%	0.0%	-17.8%	0.0%	0.0%	0.0%	0.0%	-17.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.4%	-11.8%	-24.5%	0.0%	0.0%	-17.8%	-17.7%	-16.4%	-22.8%	0.0%	-4.6%	0.0%	0.0%	-17.8%	-10.7%	-15.8%	24.4%	4.5%	0.0%
Slough	-42.7%	-14.6%	-18.2%	-10.0%	-11.5%	3.0%	-10.6%	-9.6%	-9.7%	-10.1%	-20.4%	-8.0%	-9.3%	-7.0%	-9.6%	5.4%	-10.3%	-10.1%	1.3%	-11.3%	0.6%	-6.4%	-30.8%	-17.0%	-9.6%	-13.1%	-9.4%	-2.6%	-3.0%	2.8%	9.6%	-2.9%	3.8%	7.0%	-5.5%	2.9%	-4.9%	-18.5%	7.9%	-9.4%	6.8%	-10.7%	5.4%	1.9%	-16.0%	8.2%	-4.8%	-9.9%
South Bucks East	-26.5%	-9.2%	4.1%	1.4%	-2.9%	-0.1%	-4.3%	0.9%	-7.6%	-5.1%	6.6%	4.6%	2.6%	-4.9%	-1.4%	6.3%	2.8%	-3.9%	3.8%	0.0%	9.4%	-4.0%	-25.0%	-7.1%	-3.9%	-4.9%	-4.3%	-4.3%	-7.5%	11.6%	20.0%	13.0%	-2.1%	-2.4%	-0.2%	8.4%	0.0%	-6.6%	-5.3%	0.9%	-2.1%	-4.2%	7.7%	3.5%	0.1%	3.6%	-0.1%	-4.0%
South Bucks West	-24.9%	-12.9%	9.1%	6.3%	9.9%	-13.2%	7.0%	8.4%	-1.0%	2.1%	0.2%	12.0%	4.6%	-3.9%	0.7%	-3.4%	7.0%	8.7%	-15.2%	11.3%	-2.4%	-3.4%	-20.3%	3.6%	6.0%	-2.2%	4.1%	3.1%	-0.1%	-5.9%	13.9%	9.5%	-3.6%	-14.6%	0.7%	1.7%	9.1%	2.6%	-8.6%	11.7%	-20.0%	5.9%	2.2%	-3.6%	5.3%	20.6%	-4.0%	1.2%
South Oxfordshire	-10.2%	-5.0%	-9.9%	-14.9%	-12.4%	0.0%	0.0%	-4.0%	-13.4%	0.0%	-26.6%	-8.7%	-6.5%	-11.1%	0.0%	-3.0%	-6.5%	-11.6%	0.0%	-8.3%	-10.2%	-4.4%	-9.9%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	-0.6%	-5.3%	24.8%	0.0%	0.0%	-7.3%	0.3%	-10.8%	-17.5%	0.0%	-11.8%	0.0%	0.0%	-5.1%	0.7%	-4.2%	19.5%	1.7%	0.0%
South West	-5.2%	-2.9%	-12.1%	0.0%	-13.6%	0.0%	0.0%	0.0%	-6.2%	0.0%	-9.8%	-15.9%	3.1%	-4.7%	0.0%	-4.9%	0.0%	-3.2%	0.0%	3.5%	-4.7%	-7.1%	-1.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	-3.9%	0.1%	-9.5%	0.0%	0.0%	-3.2%	-2.8%	1.1%	-8.0%	0.0%	4.5%	0.0%	0.0%	-7.5%	-1.9%	-3.0%	19.3%	-5.8%	0.0%
South and West London	-17.8%	-41.2%	-10.1%	0.0%	-1.4%	-0.5%	-10.5%	0.0%	0.0%	-10.5%	3.4%	-8.1%	0.0%	0.0%	-2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.2%	-5.0%	-10.5%	-6.8%	-10.5%	-10.5%	-10.5%	-2.3%	6.7%	3.0%	-5.3%	-1.8%	0.0%	0.0%	0.0%	0.0%	-3.6%	0.0%	-0.2%	-10.5%	0.0%	-2.1%	-5.1%	1.1%	0.8%	-2.9%
Surrey	-19.7%	-9.3%	-18.5%	0.0%	-3.9%	0.0%	-10.5%	0.0%	0.0%	-10.5%	0.9%	-5.6%	0.0%	0.0%	0.0%	-3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-29.4%	-6.9%	-10.5%	-6.7%	-6.8%	-8.1%	-10.5%	3.7%	11.6%	3.6%	-0.9%	-1.8%	0.0%	0.0%	0.0%	-1.5%	-0.6%	0.0%	0.1%	-10.5%	0.0%	0.0%	-6.3%	1.3%	-5.9%	-7.3%
Three Rivers	-13.0%	-27.6%	-0.8%	0.0%	-2.5%	0.5%	-6.9%	0.0%	-0.5%	-20.7%	-0.4%	-1.1%	0.0%	0.0%	-4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.0%	0.0%	-26.9%	-10.5%	-5.6%	-5.5%	-10.5%	-10.5%	-10.8%	-18.0%	2.8%	6.5%	-7.5%	-0.5%	0.0%	0.0%	0.0%	-1.4%	-0.1%	0.0%	0.8%	-9.0%	0.0%	-2.1%	3.0%	-1.3%	-0.9%	-30.9%
Uxbridge	-21.4%	-12.9%	-11.5%	0.0%	-2.0%	-0.2%	-9.4%	0.0%	0.0%	-9.4%	-0.1%	-7.7%	0.0%	0.0%	-2.6%	0.5%	0.0%	0.0%	0.7%	0.0%	0.1%	0.0%	-18.0%	-6.3%	-9.4%	-3.6%	-9.4%	-9.4%	-9.4%	-12.0%	-2.2%	7.7%	-5.2%	0.5%	0.0%	0.5%	0.0%	0.0%	-3.6%	0.0%	0.3%	-9.4%	0.5%	-1.7%	-3.4%	-0.2%	-0.1%	-6.3%
Wales	-15.0%	10.2%	-20.0%	0.0%	-8.3%	0.0%	0.0%	0.0%	-7.8%	0.0%	-22.2%	-14.4%	-10.2%	-5.5%	0.0%	-3.1%	0.0%	-5.7%	0.0%	2.4%	-3.4%	0.0%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	-17.6%	-12.1%	0.0%	0.0%	-6.4%	-0.9%	5.3%	-3.9%	0.0%	1.1%	0.0%	0.0%	-4.7%	-2.1%	-8.9%	6.5%	6.7%	0.0%
Watford	-17.4%	-31.2%	-7.6%	0.0%	-2.8%	0.6%	2.3%	0.0%	0.0%	-10.5%	-7.3%	-2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.1%	0.0%	-5.3%	-3.8%	-10.5%	-10.5%	-10.4%	-17.7%	3.3%	5.4%	-6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.8%	-6.7%	0.0%	-3.8%	2.9%	-1.4%	-3.1%	0.0%
West Berkshire	7.3%	-1.5%	-0.4%	0.0%	5.6%	0.0%	0.0%	3.9%	-7.5%	0.0%	-8.9%	-12.5%	4.6%	-7.5%	0.0%	0.0%	5.8%	-7.5%	0.0%	0.8%	-1.6%	0.0%	10.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	3.5%	-9.4%	0.0%	0.0%	-5.2%	0.0%	5.8%	-3.2%	0.0%	5.8%	0.0%	0.0%	0.0%	0.0%	-3.5%	7.5%	-8.0%	0.0%
West Midlands	-10.8%	9.7%	-4.0%	0.0%	-3.8%	-1.1%	0.0%	0.0%	-12.4%	0.0%	-15.7%	-13.2%	-11.7%	-3.3%	0.0%	-17.8%	0.0%	-4.0%	0.0%	-1.3%	-19.0%	-4.4%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-23.4%	-12.5%	-12.3%	0.0%	0.0%	-16.9%	-17.2%	-17.1%	-22.8%	0.0%	-10.8%	0.0%	0.0%	-17.8%	-10.4%	-14.3%	30.6%	2.8%	0.0%
West Sussex	-22.0%	-12.9%	-6.3%	0.0%	0.0%	0.0%	-10.5%	0.0%	0.0%	-10.5%	4.6%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.6%	0.0%	-10.5%	-7.5%	-10.5%	-10.5%	-10.5%	0.6%	14.8%	2.7%	-2.6%	-3.9%	0.0%	0.0%	0.0%	-1.3%	-1.8%	0.0%	0.0%	-10.5%	0.0%	0.0%	-6.6%	-0.2%	-10.1%	0.0%
Windsor and Maidenhead	-25.3%	-7.0%	-16.6%	2.8%	3.2%	0.0%	-8.6%	4.7%	-5.5%	-9.6%	-19.6%	-8.4%	2.0%	-6.1%	-8.1%	1.1%	6.3%	-5.2%	0.0%	2.5%	-1.1%	-3.6%	-25.3%	-10.3%	-11.6%	-9.8%	-0.2%	-2.7%	-9.8%	-2.6%	10.0%	-8.0%	-0.1%	-0.7%	-5.0%	0.1%	4.2%	-2.7%	-1.5%	4.0%	0.0%	-10.0%	0.4%	0.0%	-10.0%	8.6%	-2.6%	-11.3%
Wycombe Central and East	-26.8%	-13.0%	14.5%	-24.6%	-4.0%	-3.4%	-11.1%	-5.5%	-8.0%	-8.6%	4.9%	1.8%	4.9%	-8.8%	-11.7%	-5.7%	-5.3%	-4.6%	-3.7%	-5.7%	-5.8%	-11.2%	-43.1%	-11.9%	-9.7%	-12.3%	-7.5%	-7.7%	-11.1%	-3.3%	8.2%	18.0%	-5.0%	-3.1%	-4.5%	-4.4%	-4.7%	-8.5%	-6.8%	-6.5%	-3.5%	-8.9%	-5.5%	-5.6%	0.3%	1.6%	9.5%	-10.6%
Wycombe South	-25.6%	-11.2%	-5.6%	7.3%	5.3%	-4.3%	-11.4%	7.6%	-0.4%	-16.3%	11.4%	18.1%	10.7%	-9.8%	-13.3%	-0.9%	7.5%	7.5%	-7.0%	7.4%	-1.8%	-13.4%	-30.4%	-15.1%	-15.9%	-16.6%	-14.0%	-13.8%	-15.1%	-8.0%	15.3%	14.4%	1.0%	-7.2%	-9.5%	-3.6%	6.6%	0.7%	-11.2%	7.4%	-6.5%	-16.2%	-1.7%	-6.0%	-4.3%	10.9%	-2.8%	-16.3%
Wycome North-West	-28.9%	2.6%	-4.8%	-43.0%	-13.6%	0.9%	1.7%	-7.2%	-10.8%	0.7%	-7.3%	-5.1%	5.7%	-10.5%	-5.9%	-10.7%	-7.4%	-4.4%	0.3%	-1.1%	-7.8%	-16.9%	-26.4%	-3.2%	-2.8%	-7.0%	-0.6%	-0.7%	-3.2%	-5.3%	4.7%	-2.0%	-0.9%	-2.3%	-11.5%	-9.0%	-7.1%	-11.9%	-2.4%	-4.4%	0.3%	-2.1%	-10.9%	11.0%	3.4%	2.0%	3.2%	-2.7%
Yorkshire and The Humber	35.2%	60.2%	6.5%	0.0%	0.0%	-1.6%	-11.1%	0.0%	0.0%	-2.5%	-28.7%	-16.1%	-21.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-23.0%	-25.8%	4.0%	0.0%	0.0%	-6.5%	-14.9%	-14.5%	-7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.3%	-13.0%	-14.9%	9.4%	0.0%

Table G2 - % Change sector to sector AM Peak Hour; Car Business

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	-1.0%	7.3%	-4.6%	-30.3%	-9.4%	0.6%	22.1%	-19.7%	-12.4%	3.9%	-7.1%	1.5%	-9.4%	-12.6%	-21.5%	-12.9%	-28.9%	-12.8%	34.3%	-13.1%	-5.2%	-12.6%	-32.5%	-9.8%	7.4%	7.8%	-2.1%	-1.8%	5.6%	-8.5%	9.7%	18.7%	47.3%	1.0%	-12.0%	-11.7%	-12.7%	-9.5%	3.4%	-13.1%	33.2%	7.2%	-13.1%	-17.4%	-13.3%	-15.7%	-31.3%	-11.8%
Aylesbury North	3.8%	-2.4%	2.8%	1.1%	2.0%	14.3%	0.1%	-13.0%	-8.0%	5.4%	-1.4%	5.1%	-1.6%	-9.2%	8.4%	-8.0%	-19.6%	-11.1%	2.2%	-6.8%	-6.8%	-10.8%	-11.0%	6.9%	3.7%	4.3%	0.4%	0.3%	0.4%	-14.2%	3.2%	17.5%	0.9%	-5.0%	-6.8%	-7.3%	-6.0%	-8.5%	-6.4%	-5.3%	1.9%	7.3%	-9.0%	-4.9%	-1.3%	6.7%	-1.4%	9.2%
Aylesbury South	2.0%	-11.8%	9.0%	-24.7%	1.6%	-0.4%	9.7%	0.6%	1.2%	1.8%	-3.4%	5.6%	-2.3%	0.3%	-19.8%	6.3%	3.4%	1.5%	17.2%	1.1%	11.4%	-1.8%	-22.9%	-36.8%	-5.0%	-22.3%	2.1%	2.4%	-8.4%	-1.0%	15.8%	21.2%	8.0%	1.5%	-0.9%	-1.0%	0.6%	4.7%	-5.9%	0.1%	22.0%	-2.6%	6.2%	-7.1%	11.0%	5.7%	3.9%	-25.2%
Bedford	9.7%	16.3%	12.6%	0.0%	0.0%	-6.5%	-1.4%	0.0%	0.0%	2.6%	-10.0%	0.0%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.0%	9.2%	9.1%	-5.4%	0.0%	0.0%	0.0%	0.0%	-2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.7%	-11.2%	0.4%	-37.7%	0.0%
Bedfordshire	4.3%	2.3%	11.8%	0.0%	0.0%	0.1%	13.2%	0.0%	-0.2%	-1.5%	2.7%	-2.0%	0.7%	-0.2%	0.0%	-0.3%	0.0%	-0.2%	-1.1%	-0.1%	-1.6%	-0.4%	0.0%	0.0%	0.0%	0.1%	-27.6%	-5.3%	0.0%	-21.2%	2.8%	5.2%	12.4%	-23.1%	-1.0%	-0.3%	-1.0%	-2.8%	-12.6%	-0.3%	2.3%	4.1%	-0.3%	-3.9%	-6.2%	-8.9%	-13.4%	0.0%
Berkshire	-21.8%	-4.5%	-12.8%	4.2%	0.4%	0.0%	-1.9%	3.2%	-4.1%	-1.4%	-6.2%	1.6%	3.7%	-3.6%	-3.1%	0.0%	3.5%	-4.4%	0.0%	1.5%	0.5%	0.0%	-9.8%	-2.8%	-2.5%	-4.3%	0.0%	-0.1%	-1.7%	-0.3%	-1.6%	-7.1%	0.0%	-0.1%	-1.1%	0.2%	3.3%	-3.5%	-0.2%	3.9%	0.0%	-2.8%	0.0%	0.0%	1.5%	7.1%	-3.7%	-3.0%
Bicester	7.0%	-2.2%	-2.4%	-20.1%	-30.0%	-2.4%	0.0%	-21.7%	-21.1%	-0.1%	-25.9%	-13.4%	-19.9%	-21.6%	-0.6%	-16.4%	-24.0%	-17.9%	0.0%	-19.0%	-18.6%	-21.9%	-9.3%	-6.5%	0.0%	-3.3%	0.0%	0.0%	0.0%	-12.0%	-6.4%	-8.6%	0.0%	0.0%	-16.4%	-15.7%	-20.0%	-21.9%	0.0%	-18.2%	0.0%	0.0%	-16.4%	-8.5%	-6.5%	11.4%	1.9%	-4.3%
Cambridgeshire	2.8%	3.9%	28.5%	0.0%	0.0%	0.5%	28.1%	0.0%	0.0%	1.4%	1.3%	0.0%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.6%	-9.6%	0.0%	-13.7%	0.9%	8.4%	-9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	-1.6%	1.4%	-2.3%	-1.7%	0.0%
Central and North West London	-11.2%	-28.1%	-9.6%	0.0%	-0.5%	-2.0%	-10.6%	0.0%	0.0%	-12.1%	-0.1%	-8.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.0%	0.0%	-6.2%	-7.9%	-12.2%	-12.2%	-6.8%	-8.7%	-3.4%	8.2%	-7.2%	-1.3%	0.0%	0.0%	0.0%	0.0%	-3.5%	0.0%	-2.8%	-7.5%	0.0%	-1.9%	-6.2%	-0.5%	-8.5%	0.0%
Cherwell	-5.0%	11.3%	1.7%	14.5%	-15.9%	-0.3%	0.0%	-9.0%	-20.9%	0.0%	5.3%	-4.5%	-22.0%	-22.3%	-1.7%	-16.4%	-9.4%	-24.8%	0.0%	-20.3%	-17.8%	-21.9%	2.1%	-2.1%	0.0%	0.1%	0.0%	0.0%	0.0%	-15.9%	-3.2%	-13.2%	0.6%	0.0%	-16.4%	-15.3%	-20.4%	-21.9%	0.0%	-22.1%	0.0%	0.0%	-16.4%	-8.1%	-14.7%	7.6%	4.3%	-3.0%
Chiltern North	-12.8%	-15.1%	14.1%	-2.9%	6.4%	-11.2%	-15.6%	0.3%	1.8%	-32.8%	2.6%	1.6%	6.9%	3.4%	-32.9%	-2.4%	0.7%	5.5%	-10.1%	3.3%	9.9%	-1.9%	-36.3%	-37.4%	-31.9%	-20.1%	-12.5%	-12.7%	-30.0%	-2.8%	13.2%	8.6%	-14.1%	-12.0%	-6.7%	-7.3%	-2.3%	-2.2%	-21.9%	0.7%	-3.1%	-33.5%	-2.5%	-5.6%	6.7%	2.0%	11.1%	-39.5%
Chiltern South	-19.5%	-23.0%	7.4%	0.5%	-4.4%	-1.8%	-20.3%	0.8%	-3.6%	-13.7%	-1.0%	1.0%	0.1%	-3.6%	-4.4%	-0.6%	0.8%	0.0%	-0.6%	0.3%	1.8%	-4.4%	-29.8%	-19.6%	-9.9%	-14.8%	-9.9%	-9.9%	-10.1%	16.0%	9.7%	16.6%	-4.3%	2.8%	-2.7%	-0.5%	0.6%	-3.8%	-3.6%	0.5%	4.7%	-10.0%	-0.6%	-5.3%	4.0%	4.5%	5.5%	-17.3%
Dacorum	-16.0%	-12.5%	-8.6%	-0.9%	-1.6%	0.7%	-1.1%	-0.5%	0.0%	-26.4%	-1.3%	1.1%	0.0%	0.0%	-4.5%	0.0%	-0.6%	0.0%	0.0%	0.0%	-1.5%	0.0%	-8.1%	-6.3%	-6.3%	-8.0%	9.5%	9.8%	-8.1%	-19.6%	1.9%	7.3%	3.9%	2.1%	0.0%	0.0%	0.0%	-1.9%	2.2%	0.0%	2.7%	-15.7%	0.0%	-3.0%	-4.0%	-4.7%	-9.1%	-4.1%
East London	-13.5%	-32.2%	-7.9%	0.0%	-0.1%	-1.2%	-8.2%	0.0%	0.0%	-12.0%	0.3%	-5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.3%	0.0%	-3.9%	-8.9%	-11.9%	-11.9%	-2.9%	-2.8%	-0.2%	10.2%	-6.6%	-1.7%	0.0%	0.0%	0.0%	0.0%	-3.0%	0.0%	-2.8%	-3.9%	0.0%	-2.2%	-4.3%	-0.8%	-5.0%	0.0%
East Midlands	8.7%	9.0%	-12.6%	0.0%	0.0%	-0.5%	-13.4%	0.0%	0.0%	-2.2%	-36.9%	-17.6%	-5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.5%	-7.4%	-12.4%	0.0%	0.0%	-6.9%	-9.2%	-21.1%	-9.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.7%	-18.1%	16.6%	-7.1%	0.0%
East Sussex	-10.6%	-23.7%	-8.3%	0.0%	-1.0%	0.0%	-13.0%	0.0%	0.0%	-13.0%	0.3%	-3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.9%	0.0%	-13.0%	-5.6%	-13.0%	-13.0%	-13.0%	0.4%	11.7%	10.9%	-3.4%	-3.4%	0.0%	0.0%	0.0%	-1.7%	-1.4%	0.0%	0.0%	-13.0%	0.0%	-0.2%	-8.1%	-0.6%	-13.0%	0.0%
East of England	3.7%	-0.5%	14.2%	0.0%	0.0%	0.5%	16.0%	0.0%	0.0%	1.7%	2.1%	-1.1%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.0%	-11.0%	0.0%	-12.8%	3.9%	12.5%	-9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	-2.2%	2.6%	-2.7%	6.1%	0.0%
Essex	-13.2%	-34.7%	-10.6%	0.0%	-1.9%	-1.1%	-5.0%	0.0%	0.0%	-22.2%	2.9%	-1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.9%	0.0%	0.0%	-11.2%	-13.0%	-13.0%	0.0%	-4.5%	-2.0%	9.0%	-7.1%	-2.0%	0.0%	0.0%	0.0%	0.0%	-2.2%	0.0%	-2.8%	-3.3%	0.0%	-1.1%	0.9%	-2.6%	-0.5%	0.0%
Hampshire	-1.9%	5.3%	-11.5%	0.0%	-1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.6%	-6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.1%	5.3%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	7.6%	-4.3%	0.0%
Hertfordshire	-11.5%	-14.9%	-4.8%	0.0%	-0.1%	0.2%	-0.4%	0.0%	0.0%	-16.5%	-1.1%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.8%	0.0%	-2.1%	0.0%	0.0%	-3.7%	-13.0%	-13.0%	0.0%	-19.6%	2.1%	6.5%	-8.1%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.5%	-0.3%	0.0%	-4.0%	1.5%	-1.8%	-2.4%	0.0%
Hillingdon South	-20.8%	-7.1%	-9.9%	-0.5%	-2.3%	-1.7%	-13.6%	-0.3%	0.0%	-13.9%	-6.7%	-14.3%	-1.1%	0.0%	-8.2%	0.0%	-0.3%	0.0%	0.0%	-0.6%	0.0%	0.0%	-22.8%	-13.4%	-13.8%	-4.4%	-13.8%	-13.4%	-13.2%	-1.6%	3.3%	2.6%	-5.4%	-1.5%	0.0%	0.0%	-1.2%	-0.1%	-0.7%	-0.6%	-1.6%	-13.8%	0.0%	-2.8%	-9.1%	-2.8%	-13.4%	-13.9%
Kent	-13.3%	-32.3%	-3.7%	0.0%	-0.1%	0.0%	-13.0%	0.0%	0.0%	-13.0%	-3.9%	-10.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.7%	0.0%	-13.0%	-9.1%	-13.0%	-13.0%	-13.0%	0.5%	2.4%	9.1%	-4.2%	-3.1%	0.0%	0.0%	0.0%	0.0%	-2.8%	0.0%	0.0%	-11.0%	0.0%	0.2%	-8.5%	-1.6%	-11.1%	0.0%
Milton Keynes	-32.2%	-1.1%	-29.2%	0.0%	0.0%	-20.0%	-5.2%	0.0%	-12.5%	12.4%	-38.7%	-27.9%	-16.6%	-12.4%	0.0%	-12.6%	0.0%	-13.5%	-6.2%	-3.7%	-23.9%	-12.5%	0.0%	0.0%	0.0%	-0.4%	-5.3%	-5.7%	0.0%	-34.5%	-18.3%	-23.8%	-13.9%	10.9%	-24.7%	-22.8%	-23.5%	-24.2%	9.5%	-22.7%	-6.0%	5.6%	-12.5%	-28.6%	-23.7%	-23.9%	-22.3%	0.0%
North East	23.3%	12.7%	-3.6%	0.0%	0.0%	-0.3%	-7.9%	0.0%	0.0%	-4.4%	-36.8%	-20.6%	-5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.5%	-15.6%	-6.6%	0.0%	0.0%	-6.4%	-11.8%	-27.7%	-15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.5%	-18.8%	19.2%	8.0%	0.0%
North West	-8.3%	8.6%	-1.4%	0.0%	0.0%	-0.5%	0.0%	0.0%	-9.7%	0.0%	-24.2%	-10.8%	-9.4%	-3.6%	0.0%	-16.4%	0.0%	0.0%	0.0%	0.0%	-17.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.2%	-1.7%	-9.4%	0.0%	0.0%	-16.4%	-15.8%	-20.5%	-21.9%	0.0%	-8.1%	0.0%	0.0%	-16.4%	-9.3%	-12.5%	7.7%	5.1%	0.0%
Northamptonshire	-12.3%	13.1%	-14.1%	0.0%	-1.3%	-3.1%	-5.4%	0.0%	-7.7%	-0.4%	-30.4%	-22.4%	-11.6%	-7.4%	0.0%	-8.1%	0.0%	-8.1%	0.2%	-4.8%	-9.1%	-9.0%	-0.7%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	-19.7%	0.0%	-7.7%	-1.4%	0.0%	-10.3%	-7.1%	-13.0%	-8.9%	0.0%	-8.7%	0.3%	0.0%	-12.0%	-10.7%	-27.4%	-10.6%	-8.7%	0.0%
Oxford	2.5%	3.4%	-0.8%	0.0%	-23.6%	0.0%	0.0%	-15.5%	-21.2%	0.0%	-23.2%	-10.7%	-15.4%	-21.9%	0.0%	-16.4%	-17.8%	-16.4%	0.0%	-16.4%	-17.8%	-21.9%	8.8%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	-10.9%	-4.5%	-4.1%	0.0%	0.0%	-16.4%	-12.0%	-16.6%	-21.9%	0.0%	-16.4%	0.0%	0.0%	-16.4%	1.4%	-13.1%	8.9%	3.0%	0.0%
Oxfordshire	3.5%	4.3%	-4.6%	0.0%	-21.5%	0.0%	0.0%	-13.9%	-20.5%	0.0%	-21.6%	-10.4%	-16.2%	-21.9%	0.0%	-16.4%	-17.8%	-16.4%	0.0%	-16.4%	-16.7%	-21.9%	7.4%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	-5.9%	-4.7%	-6.7%	0.0%	0.0%	-11.4%	-9.6%	-17.0%	-21.9%	0.0%	-16.4%	0.0%	0.0%	-16.4%	-2.0%	-12.8%	14.5%	2.1%	0.0%
Scotland	-11.5%	7.7%	-14.2%	0.0%	0.0%	-1.3%	0.0%	0.0%	-11.0%	0.0%	-22.7%	-9.6%	-24.7%	-3.1%	0.0%	-16.4%	0.0%	0.0%	0.0%	0.0%	-16.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.4%	-11.2%	-4.8%	0.0%	0.0%	-16.4%	-16.0%	-15.3%	-21.9%	0.0%	-6.7%	0.0%	0.0%	-16.4%	-8.4%	-14.3%	12.7%	11.0%	0.0%
Slough	-28.7%	-13.8%	3.1%	-8.9%	-11.1%	2.0%	-3.6%	-8.4%	-8.7%	-3.5%	-7.4%	1.8%	-9.0%	-5.7%	-4.5%	6.3%	-8.3%	-8.9%	0.8%	-13.2%	2.8%	-5.1%	-26.5%	-0.7%	-1.5%	-5.8%	-8.3%	0.8%	9.4%	2.3%	15.0%	3.5%	1.8%	3.8%	-3.7%	2.4%	-6.3%	-14.7%	15.3%	-14.4%	5.4%	-2.6%	6.3%	0.6%	-11.3%	7.7%	-0.4%	-2.6%
South Bucks East	-19.7%	-8.3%	10.9%	2.4%	-1.2%	3.8%	-4.0%	4.0%	-6.5%	-4.0%	6.0%	-1.7%	3.5%	-4.4%	0.6%	14.1%	5.2%	-3.7%	1.7%	0.2%	2.8%	-3.3%	-18.2%	-6.0%	-2.8%	0.2%	-4.0%	-4.1%	-7.5%	14.3%	16.6%	16.8%	-2.7%	-0.8%	0.2%	12.6%	0.0%	-5.7%	-4.6%	1.2%	0.6%	-2.9%	13.2%	5.3%	3.2%	4.9%	0.9%	-3.4%
South Bucks West	-22.0%	-17.6%	6.4%	11.9%	-1.3%	-6.8%	3.1%	10.4%	-2.7%	2.9%	-15.7%	3.7%	4.6%	-5.0%	4.1%	5.5%	11.4%	4.4%	-11.6%	9.6%	-1.4%	-4.1%	-22.9%	-2.3%	5.1%	-2.5%	0.7%	1.1%	-1.7%	-7.5%	9.5%	9.2%	-0.6%	-3.6%	-0.1%	2.1%	7.1%	2.3%	-8.6%	11.1%	-11.3%	5.0%	3.9%	-3.7%	13.2%	21.3%	0.6%	5.5%
South Oxfordshire	-15.4%	-2.5%	-6.6%	-3.1%	-22.1%	0.0%	0.0%	-4.2%	-12.5%	0.0%	-15.0%	-7.7%	-13.0%	-13.7%	0.0%	-4.3%	-14.1%	-10.6%	0.0%	-8.4%	-6.8%	-8.8%	-3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.4%	-4.9%	59.0%	0.0%	0.0%	-6.1%	-0.9%	-9.5%	-15.6%	0.0%	-6.1%	0.0%	0.0%	-3.3%	0.5%	-0.3%	14.2%	0.4%	0.0%
South West	4.3%	0.7%	-13.1%	0.0%	-21.1%	0.0%	0.0%	0.0%	-4.2%	0.0%	-1.5%	4.0%	-3.4%	-3.9%	0.0%	-4.5%	0.0%	-2.4%	0.0%	-1.0%	-2.6%	-5.7%	-2.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	-2.3%	5.4%	-6.1%	0.0%	0.0%	-3.2%	-2.5%	-1.0%	-6.2%	0.0%	-0.8%	0.0%	0.0%	-4.5%	-1.2%	-0.5%	5.7%	1.5%	0.0%
South and West London	-17.7%	-17.7%	-7.2%	0.0%	-2.3%	-0.7%	-13.0%	0.0%	0.0%	-13.0%	-4.4%	-8.9%	0.0%	0.0%	-4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.0%	-5.4%	-13.0%	-6.3%	-13.0%	-13.0%	-13.0%	-2.1%	4.3%	3.7%	-6.6%	-2.5%	0.0%	0.0%	0.0%	0.0%	-3.6%	0.0%	-1.9%	-13.0%	0.0%	-2.0%	-8.2%	-2.7%	-10.9%	-4.6%
Surrey	-8.5%	-17.8%	-10.0%	0.0%	-2.6%	0.0%	-13.0%	0.0%	0.0%	-13.0%	2.4%	-6.5%	0.0%	0.0%	-4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.5%	-8.4%	-13.0%	-5.5%	-9.1%	-10.4%	-13.0%	5.0%	13.7%	2.8%	-1.8%	-2.5%	0.0%	0.0%	0.0%	-1.8%	-0.6%	0.0%	0.1%	-13.0%	0.0%	0.0%	-8.4%	1.7%	-6.5%	-8.8%
Three Rivers	-19.6%	-21.1%	-8.4%	0.0%	-2.6%	0.5%	-25.1%	0.0%	-0.6%	-13.9%	-1.5%	-0.5%	0.0%	0.0%	-5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.3%	0.0%	0.0%	-20.3%	-0.3%	-9.5%	-9.6%	-13.0%	-13.0%	-11.5%	-15.9%	1.8%	8.0%	-8.6%	-0.4%	0.0%	0.0%	-0.6%	0.1%	0.0%	0.9%	-11.1%	0.0%	-5.0%	1.8%	-1.6%	4.9%	-4.6%
Uxbridge	-22.3%	-17.2%	-7.4%	0.0%	-4.1%	-0.3%	-11.9%	0.0%	0.0%	-11.9%	-1.6%	-9.7%	0.0%	0.0%	-4.0%	0.4%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	-14.6%	-9.1%	-11.9%	-3.7%	-11.9%	-11.9%	-11.9%	-12.8%	-2.2%	9.2%	-6.0%	0.2%	0.0%	0.4%	0.0%	0.0%	-1.5%	0.0%	0.3%	-11.9%	0.4%	-5.4%	-5.7%	-0.7%	-4.4%	-7.9%
Wales	-5.4%	3.2%	-15.6%	0.0%	-10.0%	0.0%	0.0%	0.0%	-7.1%	0.0%	-3.3%	-1.3%	-2.5%	-5.9%	0.0%	-3.7%	0.0%	-5.0%	0.0%	2.2%	2.4%	0.0%	-1.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	-2.7%	4.5%	-5.8%	0.0%	0.0%	-6.8%	-1.0%	3.2%	-4.4%	0.0%	3.6%	0.0%	0.0%	-2.6%	-1.7%	-1.0%	9.8%	2.6%	0.0%
Watford	-15.1%	-27.0%	-10.4%	0.0%	-2.2%	0.5%	-4.4%	0.0%	0.0%	-14.4%	-5.7%	-1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.3%	0.0%	-5.7%	-18.1%	-13.0%	-13.0%	-5.3%	-8.7%	-3.0%	9.1%	-7.3%	-0.6%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.9%	-6.6%	0.0%	-6.5%	4.1%	-3.2%	-2.2%	0.0%
West Berkshire	0.4%	7.0%	-12.5%	0.0%	-2.6%	0.0%	0.0%	6.1%	-6.3%	0.0%	3.9%	7.6%	4.6%	-6.3%	0.0%	0.0%	7.6%	-6.3%	0.0%	3.2%	1.7%	0.0%	8.7%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	-0.5%	5.3%	-4.4%	0.0%	0.0%	-4.2%	0.0%	7.2%	-2.0%	0.0%	7.6%	0.0%	0.0%	0.0%	0.0%	-1.3%	7.1%	-3.2%	0.0%
West Midlands	-8.2%	7.2%	-5.2%	0.0%	-3.2%	-0.7%	0.0%	0.0%	-11.9%	0.0%	-18.9%	-11.1%	-8.9%	-5.9%	0.0%	-16.4%	0.0%	-4.2%	0.0%	-1.5%	-17.3%	-3.2%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.5%	-3.5%	-11.2%	0.0%	0.0%	-15.8%	-15.7%	-19.4%	-21.9%	0.0%	-8.5%	0.0%	0.0%	-16.4%	-9.1%	-13.0%	13.6%	5.6%	0.0%
West Sussex	-28.1%	-38.0%	-11.6%	0.0%	-0.8%	0.0%	-13.0%	0.0%	0.0%	-13.0%	1.3%	-7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.3%	0.0%	-13.0%	-7.5%	-13.0%	-13.0%	-13.0%	0.5%	11.9%	6.4%	-4.0%	-3.3%	0.0%	0.0%	0.0%	-1.8%	-1.2%	0.0%	0.0%	-13.0%	0.0%	0.2%	-7.9%	-0.5%	-11.9%	0.0%
Windsor and Maidenhead	-27.4%	-12.0%	-18.4%	5.2%	2.6%	0.0%	-13.0%	3.6%	-12.2%	-12.6%	-17.6%	-12.3%	2.0%	-12.9%	-10.2%	0.2%	4.0%	-14.1%	0.0%	2.8%	-4.4%	-9.5%	-21.2%	-13.3%	-13.0%	-12.9%	-1.0%	-3.9%	-13.3%	-6.9%	6.8%	-6.2%	-0.4%	-1.1%	-8.2%	-1.1%	3.8%	-4.7%	-1.3%	5.0%	0.0%	-13.2%	-0.5%	0.0%	-6.3%	5.8%	-2.2%	-13.4%
Wycombe Central and East	-19.4%	-20.0%	17.0%	-30.5%	-12.2%	-1.4%	-15.2%	-1.4%	-4.6%	-10.3%	4.6%	3.4%	8.9%	-5.2%	-14.1%	-1.5%	-1.5%	-0.8%	-0.9%	-1.6%	-2.1%	-8.0%	-40.8%	-13.6%	-10.5%	-13.6%	-9.4%	-9.5%	-11.3%	-1.9%	11.5%	24.6%	-4.9%	-3.6%	-0.6%	0.2%	-2.2%	-5.8%	-7.9%	-2.2%	-1.1%	-9.9%	-1.3%	-2.0%	0.5%	3.0%	5.3%	-11.9%
Wycombe South	-25.1%	-17.2%	-5.2%	7.3%	-8.1%	0.0%	-11.6%	7.3%	-0.9%	-15.6%	8.9%	15.6%	13.6%	-5.7%	-12.3%	2.9%	7.3%	7.3%	-3.5%	7.1%	-1.4%	-7.6%	-25.5%	-13.2%	-17.5%	-16.2%	-12.3%	-12.2%	-12.2%	-9.8%	11.7%	34.0%	1.2%	-5.4%	-6.3%	0.7%	6.1%	-0.1%	-9.9%	7.0%	-4.1%	-17.4%	2.6%	-2.3%	-2.6%	7.7%	-0.5%	-17.0%
Wycome North-West	-28.6%	1.0%	-4.2%	-35.2%	-37.2%	2.7%	8.0%	-10.5%	-9.5%	3.5%	-8.6%	-4.2%	4.1%	-11.2%	-1.6%	-8.8%	-10.4%	-4.8%	0.8%	-4.3%	-6.2%	-15.3%	-14.4%	-3.8%	3.3%	-6.8%	3.8%	3.7%	-2.0%	-0.8%	4.1%	13.1%	1.9%	2.9%	-9.2%	-4.7%	-10.0%	-8.9%	0.2%	-5.1%	1.4%	3.5%	-8.7%	12.9%	3.7%	2.0%	6.1%	-2.1%
Yorkshire and The Humber	23.6%	6.8%	-6.5%	0.0%	0.0%	-0.6%	-6.7%	0.0%	0.0%	-3.9%	-39.7%	-24.2%	-7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.8%	-11.9%	-12.8%	0.0%	0.0%	-6.4%	-11.7%	-27.3%	-11.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.8%	-17.0%	20.5%	3.0%	0.0%

Table G3 - % Change sector to sector AM Peak Hour; Car Others

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	-0.1%	-1.1%	-5.7%	-30.8%	-1.4%	-7.7%	15.8%	-20.7%	-6.9%	14.6%	-14.3%	-3.1%	-5.6%	-4.5%	-27.4%	0.6%	-31.4%	-5.8%	21.3%	-7.5%	3.7%	-2.9%	-31.0%	-28.3%	12.1%	-1.6%	19.4%	19.0%	8.1%	-13.4%	11.4%	2.0%	40.7%	16.6%	-2.9%	-2.3%	-3.2%	-3.2%	13.3%	-5.7%	20.1%	11.6%	-7.6%	5.0%	-8.7%	-25.6%	-37.5%	-28.0%
Aylesbury North	1.0%	0.6%	-1.9%	-7.1%	3.3%	3.6%	-1.1%	-10.3%	-13.2%	8.1%	-4.5%	3.9%	1.6%	-17.5%	8.8%	-10.7%	-23.3%	-13.5%	2.1%	-6.5%	-9.6%	-13.4%	-15.6%	9.9%	7.4%	4.6%	8.2%	6.9%	16.0%	-22.6%	-5.2%	9.6%	8.5%	2.2%	-13.4%	-12.2%	-9.8%	-15.3%	-1.6%	-7.7%	-2.4%	8.9%	-16.5%	2.3%	-14.3%	14.9%	-7.5%	3.0%
Aylesbury South	-1.8%	-8.2%	4.8%	-28.2%	-4.1%	10.9%	2.1%	-3.9%	15.7%	2.4%	-12.6%	-2.4%	-0.3%	12.7%	-19.9%	17.4%	-11.0%	15.7%	1.5%	10.8%	23.5%	10.8%	-32.8%	-15.3%	-3.3%	-11.4%	3.4%	5.0%	-1.4%	9.8%	15.3%	5.6%	4.6%	3.8%	19.3%	15.4%	11.7%	12.4%	6.8%	13.9%	6.8%	-0.9%	23.0%	1.4%	14.4%	19.2%	-0.7%	-25.3%
Bedford	13.5%	8.2%	-3.6%	0.0%	0.0%	-6.9%	-12.5%	0.0%	0.0%	4.4%	-12.2%	0.0%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	1.2%	0.0%	-17.9%	3.3%	12.3%	-7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	-0.9%	-18.7%	6.4%	-33.2%	0.0%
Bedfordshire	13.5%	4.0%	3.2%	0.0%	0.0%	0.6%	2.5%	0.0%	-0.2%	-4.3%	0.2%	-2.2%	-0.6%	-0.2%	0.0%	-0.4%	0.0%	-0.2%	-1.2%	0.0%	-0.6%	-0.3%	0.0%	0.0%	0.0%	-0.3%	-23.2%	-9.8%	0.0%	-18.7%	4.6%	8.9%	6.0%	-21.2%	-0.4%	-0.3%	-0.9%	-0.7%	-11.9%	-0.3%	1.7%	2.9%	-0.4%	-2.1%	-5.9%	-1.5%	-12.5%	0.0%
Berkshire	-20.0%	-5.1%	-11.9%	4.3%	0.7%	0.0%	-1.9%	4.3%	-4.1%	-1.2%	-15.9%	-4.6%	3.9%	-3.6%	-3.3%	0.0%	4.7%	-4.5%	0.0%	2.0%	1.3%	0.0%	-23.9%	-2.9%	-3.0%	-4.4%	0.0%	-0.1%	-2.7%	-0.4%	-3.6%	-8.7%	0.0%	-0.1%	-1.4%	0.2%	3.9%	-2.0%	-0.2%	4.4%	0.0%	-3.1%	0.0%	0.0%	4.3%	5.7%	-5.3%	-3.3%
Bicester	9.6%	4.8%	-3.8%	-30.0%	-19.8%	-1.3%	0.0%	-14.3%	-13.9%	-0.2%	-30.2%	-18.3%	-9.3%	-12.5%	-4.4%	-10.6%	-28.1%	-7.5%	0.0%	-8.6%	-11.3%	-15.9%	-28.4%	-8.2%	0.0%	-4.9%	0.0%	0.0%	0.0%	-13.8%	-12.4%	-13.2%	0.0%	0.0%	-10.6%	-10.9%	-15.3%	-15.9%	0.0%	-7.0%	0.0%	0.0%	-10.6%	-13.1%	2.1%	4.3%	-2.5%	-4.0%
Cambridgeshire	-7.1%	-1.1%	16.3%	0.0%	0.0%	1.1%	16.6%	0.0%	0.0%	0.0%	0.6%	0.0%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.0%	-9.3%	0.0%	-14.0%	5.1%	10.3%	-5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	-0.5%	5.4%	4.0%	3.0%	0.0%
Central and North West London	-8.1%	-25.0%	-8.8%	0.0%	-0.5%	-1.7%	-9.0%	0.0%	0.0%	-10.6%	-2.3%	-7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.7%	0.0%	-5.3%	-5.8%	-10.4%	-10.4%	-5.6%	-8.0%	-2.2%	11.9%	-5.9%	-1.1%	0.0%	0.0%	-0.1%	0.0%	-2.9%	0.0%	-2.4%	-6.3%	0.0%	-1.2%	-1.5%	2.1%	-5.4%	0.0%
Cherwell	-3.9%	17.5%	2.0%	17.6%	-11.4%	-0.4%	0.0%	-7.7%	-15.2%	0.0%	7.0%	-8.2%	-13.4%	-16.4%	-1.8%	-10.6%	-8.0%	-17.7%	0.0%	-16.3%	-11.1%	-15.9%	7.8%	-3.5%	0.0%	0.1%	0.0%	0.0%	0.0%	-16.4%	-8.6%	-18.7%	0.8%	0.0%	-10.6%	-10.6%	-13.7%	-15.9%	0.0%	-17.0%	0.0%	0.0%	-10.6%	-12.9%	-19.0%	6.8%	2.4%	-2.8%
Chiltern North	-7.6%	-10.1%	9.8%	-3.2%	6.5%	-13.5%	11.0%	-2.1%	2.5%	-25.1%	0.8%	-0.3%	5.5%	1.4%	-38.1%	4.4%	-1.1%	3.5%	-3.9%	-0.4%	20.8%	-2.8%	-39.6%	-43.9%	-19.4%	-33.9%	-5.3%	-7.5%	-22.1%	9.5%	16.0%	0.6%	-12.5%	-4.6%	2.7%	1.5%	-2.4%	-0.8%	-6.6%	-0.1%	-9.1%	-20.0%	4.4%	3.8%	0.7%	2.5%	12.4%	-41.5%
Chiltern South	-12.9%	-28.1%	6.3%	0.2%	-2.5%	0.9%	-13.3%	0.2%	2.2%	-15.1%	-1.3%	0.3%	-1.0%	1.7%	-13.6%	8.2%	0.2%	0.7%	8.6%	0.2%	10.9%	2.7%	-39.3%	-18.0%	-12.6%	-16.4%	-12.5%	-12.5%	-12.5%	18.8%	10.1%	9.8%	-3.2%	-0.8%	4.1%	8.3%	0.0%	1.5%	-0.3%	0.4%	0.3%	-12.7%	8.6%	-0.8%	1.9%	1.9%	8.9%	-21.5%
Dacorum	-14.4%	-7.3%	-6.4%	-1.0%	-1.7%	1.4%	-3.5%	-0.9%	0.0%	-35.8%	-1.6%	0.8%	0.0%	0.0%	-5.3%	0.0%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.2%	-6.8%	-6.3%	-14.2%	1.3%	1.3%	-10.0%	-16.6%	4.0%	2.3%	2.6%	0.9%	0.0%	0.0%	0.0%	-1.1%	0.4%	0.0%	1.8%	-21.2%	0.0%	-0.8%	-2.2%	0.8%	-2.9%	-5.0%
East London	-12.4%	-30.3%	-7.6%	0.0%	-0.1%	-1.0%	-6.8%	0.0%	0.0%	-10.8%	-1.0%	-5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.3%	0.0%	-3.0%	-7.8%	-10.5%	-10.5%	-2.5%	-2.6%	-4.6%	14.8%	-6.3%	-1.2%	0.0%	0.0%	0.0%	0.0%	-2.6%	0.0%	-2.4%	-3.2%	0.0%	-2.0%	0.2%	1.7%	-3.6%	0.0%
East Midlands	14.7%	6.1%	-0.3%	0.0%	0.0%	-0.6%	-15.5%	0.0%	0.0%	-2.6%	-35.8%	-22.9%	-13.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.4%	-9.5%	-19.6%	0.0%	0.0%	-4.2%	-6.7%	-21.9%	-6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.5%	-21.9%	11.2%	-9.7%	0.0%
East Sussex	-14.5%	-19.6%	-4.4%	0.0%	-1.3%	0.0%	-10.1%	0.0%	0.0%	-10.1%	-0.6%	-3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.5%	0.0%	-10.1%	-6.7%	-10.1%	-10.1%	-10.1%	0.9%	13.5%	16.0%	-3.1%	-2.6%	0.0%	0.0%	0.0%	-1.7%	-1.3%	0.0%	0.0%	-10.1%	0.0%	-0.3%	-1.3%	2.8%	-8.6%	0.0%
East of England	9.7%	-6.2%	8.6%	0.0%	0.0%	1.2%	-0.2%	0.0%	0.0%	1.1%	1.0%	0.3%	-0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.2%	-17.2%	0.0%	-13.2%	7.3%	15.8%	-4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	-0.8%	6.8%	1.8%	12.0%	0.0%
Essex	-11.0%	-31.7%	-8.5%	0.0%	-1.8%	-1.0%	-3.4%	0.0%	0.0%	-24.8%	1.4%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.7%	0.0%	0.0%	-10.7%	-10.1%	-10.1%	0.0%	-4.3%	-4.2%	15.0%	-5.9%	-1.6%	0.0%	0.0%	0.0%	0.0%	-1.9%	0.0%	-2.4%	-2.4%	0.0%	-0.2%	5.1%	2.5%	4.9%	0.0%
Hampshire	9.6%	7.8%	-12.6%	0.0%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.9%	-5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	3.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	3.0%	-1.7%	0.0%
Hertfordshire	-8.0%	-11.8%	-2.7%	0.0%	-0.1%	0.7%	0.0%	0.0%	0.0%	-19.2%	-2.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.1%	0.0%	0.0%	-5.3%	-10.1%	-10.1%	0.0%	-17.1%	3.8%	12.1%	-5.0%	-0.6%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	1.0%	2.6%	0.0%	-1.4%	5.0%	3.3%	2.1%	0.0%
Hillingdon South	-11.0%	-8.3%	-6.6%	-0.7%	-3.1%	-1.2%	-11.2%	-0.4%	0.0%	-11.3%	-7.6%	-12.2%	-1.3%	0.0%	-7.0%	0.0%	-0.4%	0.0%	0.0%	-0.5%	0.0%	0.0%	-24.5%	-10.7%	-11.1%	-4.5%	-10.7%	-10.6%	-10.2%	-2.2%	1.5%	6.7%	-3.9%	-1.3%	0.0%	0.0%	-1.3%	-0.1%	-0.1%	-0.6%	-0.4%	-11.2%	0.0%	-1.9%	-3.7%	-0.1%	-11.1%	-11.3%
Kent	-13.7%	-31.1%	-3.6%	0.0%	-0.2%	0.0%	-10.1%	0.0%	0.0%	-10.1%	-6.0%	-9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.6%	0.0%	-10.1%	-9.5%	-10.1%	-10.1%	-10.1%	1.0%	7.2%	16.3%	-3.1%	-2.4%	0.0%	0.0%	0.0%	0.0%	-2.1%	0.0%	0.0%	-8.6%	0.0%	-0.1%	-2.2%	2.2%	-7.4%	0.0%
Milton Keynes	-15.2%	-3.1%	-17.3%	0.0%	0.0%	-19.3%	-9.2%	0.0%	-10.3%	9.3%	-37.2%	-35.8%	-27.2%	-9.8%	0.0%	-10.7%	0.0%	-10.3%	-8.0%	-5.7%	-30.1%	-9.3%	0.0%	0.0%	0.0%	-0.2%	-6.9%	-7.2%	0.0%	-44.2%	-28.4%	-22.2%	-11.5%	6.9%	-27.0%	-27.4%	-26.3%	-31.0%	6.6%	-26.3%	-7.0%	3.4%	-10.9%	-27.2%	-30.4%	-10.7%	-19.3%	0.0%
North East	12.8%	9.9%	-5.2%	0.0%	0.0%	-0.5%	-13.8%	0.0%	0.0%	-4.2%	-32.5%	-20.6%	-16.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.1%	-13.6%	-14.3%	0.0%	0.0%	-4.3%	-8.5%	-23.2%	-9.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.7%	-22.6%	25.0%	1.8%	0.0%
North West	-6.8%	16.0%	0.3%	0.0%	0.0%	-0.8%	0.0%	0.0%	-6.8%	0.0%	-21.9%	-17.8%	-18.4%	-2.6%	0.0%	-10.6%	0.0%	0.0%	0.0%	0.0%	-10.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-16.3%	-8.0%	-17.4%	0.0%	0.0%	-10.6%	-11.0%	-15.1%	-15.9%	0.0%	0.0%	0.0%	0.0%	-10.6%	-13.5%	-15.8%	10.5%	5.6%	0.0%
Northamptonshire	-10.9%	13.7%	-15.4%	0.0%	-2.5%	-5.9%	-8.7%	0.0%	-6.3%	-0.3%	-30.2%	-21.2%	-16.2%	-5.5%	0.0%	-9.8%	0.0%	-5.8%	0.3%	-5.4%	-5.8%	-6.1%	-0.7%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	-19.0%	-0.5%	-18.3%	-3.0%	0.0%	-8.2%	-6.1%	-12.4%	-4.5%	0.0%	-6.4%	0.4%	0.0%	-9.9%	-13.4%	-26.5%	-5.2%	-14.8%	0.0%
Oxford	3.7%	7.1%	-2.8%	0.0%	-16.9%	0.0%	0.0%	-13.8%	-15.1%	0.0%	-18.3%	-17.6%	-1.4%	-15.9%	0.0%	-10.6%	-15.6%	-10.6%	0.0%	-10.6%	-11.3%	-15.9%	19.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	-12.3%	-9.1%	-11.9%	0.0%	0.0%	-10.6%	-7.8%	-11.1%	-15.9%	0.0%	-10.6%	0.0%	0.0%	-10.6%	0.0%	-16.9%	5.4%	5.2%	0.0%
Oxfordshire	6.5%	9.0%	-3.6%	0.0%	-16.1%	0.0%	0.0%	-12.5%	-14.8%	0.0%	-19.7%	-18.1%	-1.4%	-15.9%	0.0%	-10.6%	-15.6%	-10.6%	0.0%	-10.6%	-10.9%	-15.9%	16.5%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	-7.8%	-7.5%	-16.1%	0.0%	0.0%	-8.9%	-6.6%	-11.2%	-15.9%	0.0%	-10.6%	0.0%	0.0%	-10.6%	-5.4%	-15.8%	12.7%	4.0%	0.0%
Scotland	-10.5%	27.3%	-12.5%	0.0%	0.0%	-0.6%	0.0%	0.0%	-7.0%	0.0%	-22.8%	-17.3%	-24.8%	-3.3%	0.0%	-10.6%	0.0%	0.0%	0.0%	0.0%	-10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.4%	-8.1%	-13.9%	0.0%	0.0%	-10.6%	-10.9%	-11.4%	-15.9%	0.0%	0.0%	0.0%	0.0%	-10.6%	-13.5%	-15.4%	-12.9%	12.0%	0.0%
Slough	-24.4%	-23.2%	-2.0%	-7.2%	-8.1%	0.9%	-15.5%	-6.3%	-9.5%	-19.2%	-11.1%	7.9%	-6.9%	-6.3%	-15.9%	7.1%	-6.4%	-9.5%	0.4%	-9.1%	1.6%	-5.5%	-39.0%	-17.0%	-18.7%	-17.0%	-6.2%	-10.4%	-17.0%	1.7%	8.6%	-5.1%	2.1%	2.2%	-4.5%	1.8%	-6.4%	-16.2%	15.3%	-10.1%	4.9%	-19.2%	6.9%	-3.2%	-12.6%	2.8%	-5.7%	-18.8%
South Bucks East	-8.2%	-17.6%	8.3%	5.2%	2.0%	1.3%	-3.4%	5.7%	-6.4%	-1.6%	5.0%	0.6%	1.6%	-3.5%	-0.3%	17.7%	8.1%	-0.6%	1.9%	2.0%	5.5%	-1.0%	-34.7%	-8.8%	-1.5%	0.5%	-2.6%	-1.3%	-9.6%	8.1%	13.2%	8.2%	-0.8%	-1.6%	2.1%	9.8%	0.2%	-6.5%	-0.8%	1.5%	-1.2%	-1.8%	16.6%	4.8%	5.6%	1.6%	3.9%	-1.6%
South Bucks West	-16.1%	-28.8%	-0.6%	22.6%	20.2%	-8.8%	2.5%	22.4%	10.5%	-0.4%	-12.1%	3.8%	11.4%	2.8%	2.5%	14.5%	22.7%	10.8%	-15.2%	20.5%	8.2%	6.7%	-49.6%	0.4%	0.7%	-3.9%	-1.6%	-0.8%	3.0%	-14.1%	8.7%	2.9%	-7.3%	-7.2%	6.1%	6.9%	14.0%	15.3%	-5.5%	21.4%	-14.7%	0.3%	11.5%	-2.2%	4.5%	13.9%	1.9%	0.7%
South Oxfordshire	-10.9%	-5.4%	-5.8%	-7.6%	-17.4%	0.0%	0.0%	1.9%	-10.0%	0.0%	-18.9%	-11.2%	-2.7%	-10.9%	0.0%	-1.4%	-6.3%	-8.2%	0.0%	-0.3%	-1.4%	-7.2%	-15.3%	0.0%	0.0%	-0.9%	0.0%	0.0%	0.0%	-0.4%	-8.7%	31.3%	0.0%	0.0%	-5.6%	0.4%	1.3%	-7.4%	0.0%	2.7%	0.0%	0.0%	-0.9%	0.0%	-0.9%	18.2%	-0.5%	0.0%
South West	5.8%	3.2%	-10.6%	0.0%	-16.4%	0.0%	0.0%	0.0%	-2.9%	0.0%	-4.1%	-3.5%	-0.8%	-3.0%	0.0%	-2.9%	0.0%	-1.7%	0.0%	-0.7%	-1.7%	-4.0%	-3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.5%	-1.3%	-14.5%	0.0%	0.0%	-2.2%	-1.8%	-0.8%	-5.4%	0.0%	-0.5%	0.0%	0.0%	-3.0%	-1.9%	0.3%	1.9%	3.9%	0.0%
South and West London	-12.8%	-15.6%	-2.3%	0.0%	-1.9%	-0.6%	-10.1%	0.0%	0.0%	-10.1%	-6.0%	-7.1%	0.0%	0.0%	-3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.6%	-4.3%	-10.1%	-4.9%	-10.1%	-10.1%	-10.1%	-2.2%	0.5%	11.0%	-5.4%	-2.0%	0.0%	0.0%	0.0%	0.0%	-3.1%	0.0%	-1.6%	-10.1%	0.0%	-1.6%	-1.6%	1.3%	-5.2%	-3.9%
Surrey	0.3%	-19.3%	-4.9%	0.0%	-2.4%	0.2%	-10.1%	0.0%	0.0%	-10.0%	-1.3%	-5.1%	0.0%	0.0%	-3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.5%	-6.7%	-10.1%	-4.0%	-7.1%	-7.7%	-10.1%	5.8%	12.2%	8.8%	0.1%	-2.0%	0.0%	0.0%	-0.1%	-1.6%	1.6%	0.0%	-0.2%	-10.1%	0.0%	0.3%	-1.9%	4.0%	-0.7%	-6.8%
Three Rivers	-16.4%	-21.8%	-5.2%	0.0%	-2.5%	1.2%	-10.1%	0.0%	-0.4%	-12.5%	-2.8%	0.1%	0.0%	0.0%	-5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	-21.8%	-7.4%	-9.2%	-7.2%	-10.1%	-10.1%	-8.7%	-12.1%	4.9%	12.1%	-3.4%	-0.7%	-1.2%	-0.2%	0.0%	-0.5%	1.2%	0.0%	1.4%	-8.7%	0.0%	-2.8%	7.0%	3.5%	4.0%	-5.9%
Uxbridge	-15.1%	-16.9%	-11.3%	0.0%	-1.4%	0.5%	-10.5%	0.0%	0.0%	-10.5%	-1.9%	-6.3%	0.0%	0.0%	-5.5%	-1.0%	0.0%	0.0%	-1.4%	0.0%	0.0%	0.0%	-19.5%	-8.4%	-10.5%	-5.4%	-10.5%	-10.5%	-10.5%	-13.9%	0.5%	8.7%	-0.9%	-1.8%	0.0%	-0.9%	0.0%	0.0%	-2.0%	0.0%	0.0%	-10.5%	-0.9%	-4.0%	-1.5%	2.4%	2.1%	-7.7%
Wales	-1.9%	0.6%	-13.5%	0.0%	-7.6%	-0.1%	0.0%	0.0%	-6.6%	0.0%	-5.5%	-8.6%	1.2%	-6.0%	0.0%	-3.1%	0.0%	-5.2%	0.0%	3.1%	4.3%	0.0%	-2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.2%	0.1%	-12.4%	0.0%	0.0%	-5.8%	0.0%	5.2%	-2.3%	0.0%	7.6%	0.0%	0.0%	-2.3%	-1.9%	2.0%	-0.1%	4.2%	0.0%
Watford	-10.3%	-21.7%	-7.3%	0.0%	-2.3%	1.1%	-2.1%	0.0%	0.0%	-26.5%	-6.3%	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.7%	0.0%	-0.3%	0.0%	-11.2%	0.0%	-4.6%	-9.1%	-10.3%	-10.3%	-4.7%	-4.6%	2.8%	15.9%	-4.7%	-1.2%	0.0%	-0.3%	0.0%	0.0%	0.9%	0.0%	1.4%	-5.5%	0.0%	-2.6%	5.6%	0.9%	-0.3%	0.0%
West Berkshire	8.8%	6.1%	-10.3%	0.0%	4.5%	0.0%	0.0%	8.1%	-6.5%	0.0%	-5.7%	-0.3%	8.8%	-6.5%	0.0%	0.0%	9.7%	-6.5%	0.0%	4.4%	3.9%	0.0%	17.6%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	-0.5%	0.9%	-9.7%	0.0%	0.0%	-4.2%	0.0%	8.9%	-0.5%	0.0%	9.7%	0.0%	0.0%	0.0%	0.0%	1.0%	2.6%	-0.7%	0.0%
West Midlands	-7.6%	15.3%	-2.4%	0.0%	-1.8%	-0.7%	0.0%	0.0%	-7.8%	0.0%	-16.0%	-18.1%	-15.1%	-3.9%	0.0%	-10.6%	0.0%	-2.7%	0.0%	-0.6%	-10.9%	-2.1%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.9%	-8.7%	-18.1%	0.0%	0.0%	-10.2%	-10.8%	-13.8%	-15.9%	0.0%	-2.3%	0.0%	0.0%	-10.6%	-13.5%	-17.0%	12.1%	6.1%	0.0%
West Sussex	-11.1%	-30.1%	-3.9%	0.0%	-1.2%	0.0%	-10.1%	0.0%	0.0%	-10.1%	-1.9%	-5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.4%	0.0%	-10.1%	-7.7%	-10.1%	-10.1%	-10.1%	0.9%	12.4%	13.8%	-2.4%	-2.6%	0.0%	0.0%	0.0%	-1.7%	-0.9%	0.0%	0.0%	-10.1%	0.0%	-0.1%	-1.6%	2.7%	-9.1%	0.0%
Windsor and Maidenhead	-23.9%	-19.9%	-14.6%	6.6%	4.2%	0.0%	-14.2%	6.3%	-9.7%	-14.0%	-20.2%	-13.7%	2.7%	-11.7%	-10.3%	-0.1%	5.8%	-11.0%	0.0%	4.6%	-3.5%	-8.7%	-28.6%	-14.1%	-14.3%	-13.5%	-0.9%	-4.6%	-14.5%	-5.6%	7.2%	-5.1%	-0.3%	-1.1%	-7.7%	-0.7%	6.2%	-2.1%	-1.3%	7.3%	0.0%	-14.4%	0.0%	0.0%	-5.3%	2.8%	-4.0%	-14.4%
Wycombe Central and East	-11.2%	-34.8%	17.0%	-27.0%	-18.5%	-0.8%	-11.1%	4.8%	7.7%	-11.4%	5.5%	0.1%	7.8%	7.7%	-15.0%	13.0%	5.5%	7.5%	-1.1%	2.4%	10.7%	5.8%	-54.5%	-15.3%	-13.8%	-21.0%	-10.8%	-11.0%	-15.5%	-4.1%	8.5%	16.6%	-3.9%	-5.2%	11.5%	10.9%	0.1%	3.6%	-6.8%	1.8%	-1.2%	-12.8%	13.0%	-4.7%	0.4%	2.0%	2.3%	-16.2%
Wycombe South	-16.7%	-30.0%	-4.2%	17.1%	7.3%	-2.7%	-11.8%	18.5%	9.6%	-16.0%	12.1%	15.5%	23.2%	1.9%	-11.8%	7.2%	18.3%	17.9%	-6.1%	18.1%	10.6%	-2.1%	-42.4%	-14.4%	-15.2%	-16.1%	-15.8%	-14.1%	-17.2%	-14.0%	9.7%	22.5%	3.1%	-6.9%	2.0%	3.9%	17.5%	11.4%	-9.1%	17.7%	-5.0%	-14.6%	8.6%	-3.9%	-6.3%	5.2%	-2.5%	-14.4%
Wycome North-West	-31.4%	1.3%	-0.6%	-46.8%	-40.1%	1.0%	-0.3%	-14.8%	0.1%	-1.4%	2.5%	-3.3%	2.0%	-5.9%	-2.9%	0.8%	-9.1%	-1.9%	-1.2%	-3.9%	2.1%	-8.3%	-40.5%	1.7%	-3.3%	-4.9%	-1.3%	-1.5%	-5.9%	2.2%	1.9%	0.6%	-0.2%	-3.3%	2.3%	7.5%	-7.9%	3.2%	-6.4%	-1.8%	-0.5%	-2.5%	0.4%	15.4%	-3.1%	1.3%	0.4%	-3.2%
Yorkshire and The Humber	18.7%	5.7%	3.3%	0.0%	0.0%	-0.8%	-12.0%	0.0%	0.0%	-4.3%	-37.9%	-26.6%	-15.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.8%	-7.9%	-21.3%	0.0%	0.0%	-4.2%	-8.6%	-28.5%	-9.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.4%	-21.5%	25.9%	-3.3%	0.0%

Table G4 - % Change sector to sector AM Peak Hour; LGV

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	9.9%	10.5%	11.1%	-15.9%	-0.8%	4.2%	-6.0%	-38.3%	-27.8%	7.4%	-6.5%	4.9%	-25.5%	-29.6%	-35.9%	-27.5%	-38.1%	-28.5%	5.3%	-28.6%	6.9%	-32.3%	-25.4%	0.0%	2.3%	-30.5%	1.3%	3.0%	0.0%	14.1%	12.8%	18.8%	14.3%	-2.7%	-16.6%	-7.0%	-27.8%	-19.9%	5.3%	-30.2%	12.8%	12.6%	-35.7%	12.6%	-6.7%	-7.4%	-9.7%	-38.9%
Aylesbury North	8.7%	12.1%	2.0%	-2.2%	-5.8%	61.9%	0.4%	-11.6%	-19.2%	61.9%	-8.4%	-1.8%	-5.0%	-39.0%	-4.5%	0.0%	-3.9%	-31.6%	74.0%	-12.3%	-20.2%	-12.7%	-13.1%	-6.1%	10.2%	1.9%	52.5%	80.0%	0.0%	-15.1%	-3.3%	12.5%	19.6%	68.0%	-28.9%	-30.5%	-15.1%	-13.9%	25.1%	-11.7%	154.0%	4.1%	-45.6%	-5.3%	3.0%	-13.9%	8.4%	-3.5%
Aylesbury South	4.3%	5.4%	14.2%	-32.2%	8.5%	8.7%	0.9%	-8.9%	-4.7%	6.1%	5.8%	15.2%	-3.2%	-7.7%	-30.1%	-16.5%	-4.7%	-12.2%	7.1%	-3.3%	23.2%	-20.7%	-27.9%	0.0%	5.3%	-22.7%	9.5%	4.1%	0.0%	-0.5%	23.3%	30.1%	6.0%	5.8%	-2.2%	4.1%	-5.6%	3.3%	-8.6%	-1.8%	7.0%	8.0%	-6.2%	13.9%	6.3%	9.3%	12.5%	-15.5%
Bedford	13.8%	3.8%	-16.1%	0.0%	0.0%	-7.0%	-37.5%	0.0%	0.0%	13.5%	-2.3%	3.4%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	-1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	-12.7%	-2.9%	4.9%	-25.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	2.1%	-29.8%	-12.3%	-58.4%	0.0%
Bedfordshire	8.9%	-3.6%	-11.5%	0.0%	0.0%	11.5%	2.6%	0.0%	0.0%	15.3%	10.6%	1.3%	1.6%	-0.1%	0.0%	0.0%	0.0%	0.0%	-4.9%	0.0%	-0.1%	-0.1%	0.0%	0.0%	0.0%	-2.7%	-14.2%	-7.4%	0.0%	-14.0%	-0.7%	2.5%	15.8%	-23.6%	-0.1%	-0.1%	-0.2%	0.0%	-12.5%	-0.1%	9.6%	-6.2%	0.0%	1.3%	-15.0%	-21.4%	-3.7%	0.0%
Berkshire	-24.5%	-6.0%	6.4%	-1.8%	6.9%	0.0%	-0.7%	14.6%	-6.7%	-0.4%	8.8%	-4.8%	12.1%	-3.0%	-0.4%	0.0%	15.7%	-9.4%	0.0%	8.9%	1.3%	0.0%	-34.7%	0.0%	-0.2%	3.5%	0.0%	0.0%	0.0%	2.9%	-2.8%	-9.3%	0.0%	-0.1%	-1.7%	0.9%	13.8%	-7.7%	-0.1%	13.3%	0.0%	-0.2%	0.0%	0.0%	2.1%	7.0%	-3.2%	0.0%
Bicester	-7.0%	5.8%	0.9%	-48.5%	-22.0%	-2.2%	0.0%	3.9%	-30.3%	0.0%	-22.4%	-23.0%	27.2%	-8.5%	-14.2%	-32.3%	13.6%	-20.1%	0.0%	15.9%	-33.2%	-42.3%	-15.7%	-23.3%	0.0%	-2.3%	0.0%	0.0%	0.0%	-26.6%	-22.1%	-4.4%	0.0%	0.0%	-32.3%	-32.3%	-36.6%	-42.3%	0.0%	3.2%	0.0%	0.0%	-32.3%	-26.0%	-3.4%	-11.1%	10.7%	0.0%
Cambridgeshire	-22.7%	-5.9%	35.8%	0.0%	0.0%	13.7%	-22.1%	0.0%	0.0%	10.4%	1.5%	4.8%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.9%	-14.9%	0.0%	-12.7%	-0.6%	6.9%	-22.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.9%	0.0%	0.0%	7.2%	11.9%	-8.9%	19.4%	0.0%
Central and North West London	-4.0%	-23.7%	-7.5%	0.0%	-0.8%	-8.1%	-22.9%	0.0%	0.0%	-24.6%	2.4%	-13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.0%	0.0%	-5.4%	-3.8%	-23.1%	-24.8%	0.0%	-15.6%	-8.8%	-7.6%	-18.8%	-0.8%	0.0%	0.0%	-0.6%	0.0%	-14.0%	0.0%	-17.0%	-7.2%	0.0%	-8.3%	-11.6%	-22.2%	-12.4%	0.0%
Cherwell	10.3%	18.0%	8.2%	-5.3%	12.2%	-0.6%	0.0%	19.2%	-35.5%	0.0%	2.0%	-11.3%	-15.3%	-35.4%	-5.2%	-32.3%	20.4%	-28.3%	0.0%	-11.4%	-31.3%	-42.3%	8.1%	0.0%	0.0%	-1.2%	0.0%	0.0%	0.0%	-29.0%	-26.0%	-6.0%	0.7%	0.0%	-32.3%	-30.9%	-31.0%	-42.3%	0.0%	-28.3%	0.0%	0.0%	-32.3%	-22.8%	-17.0%	-20.3%	10.8%	-9.4%
Chiltern North	-6.7%	-5.6%	0.9%	-7.9%	13.5%	6.3%	-5.0%	4.3%	1.5%	-12.1%	4.1%	11.7%	11.5%	3.4%	-12.9%	4.1%	1.9%	4.7%	11.2%	5.2%	7.2%	2.1%	-41.1%	0.0%	-8.6%	-20.2%	-5.9%	-3.3%	0.0%	11.6%	19.0%	8.1%	-9.3%	9.4%	0.0%	-1.1%	1.3%	-1.7%	-14.6%	1.7%	16.7%	-12.3%	2.2%	4.8%	8.4%	6.5%	7.2%	-10.5%
Chiltern South	-21.8%	-20.5%	-2.9%	-0.6%	-2.4%	18.5%	3.6%	-0.6%	-3.9%	-1.2%	8.5%	1.7%	1.1%	-2.7%	-47.9%	9.4%	-0.6%	-1.1%	18.4%	-0.5%	9.8%	-2.9%	-47.9%	0.0%	1.0%	-18.7%	5.2%	5.3%	0.0%	14.8%	11.4%	25.5%	-0.3%	18.0%	-3.4%	9.8%	0.4%	-3.5%	0.0%	-0.5%	16.0%	4.5%	9.9%	11.3%	20.7%	9.7%	13.8%	-51.0%
Dacorum	-3.2%	-12.2%	-13.3%	-4.4%	-3.4%	12.3%	-16.4%	-1.7%	0.0%	-21.1%	5.6%	2.6%	0.0%	0.0%	-7.3%	0.0%	-0.5%	0.0%	0.0%	-0.1%	0.9%	0.0%	-6.2%	0.0%	-1.6%	-14.4%	-20.2%	-18.2%	-10.3%	-10.4%	2.4%	2.9%	-17.4%	-8.9%	0.0%	0.0%	0.0%	0.0%	-3.2%	0.0%	16.6%	-33.1%	0.0%	4.7%	-15.6%	-8.7%	-10.4%	-4.5%
East London	-8.2%	-28.5%	9.7%	0.0%	-0.2%	-3.1%	-21.6%	0.0%	0.0%	-27.7%	8.7%	-10.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.1%	0.0%	-1.0%	-0.2%	-25.9%	-25.9%	0.0%	-11.6%	-9.8%	-7.3%	-19.2%	-0.6%	0.0%	0.0%	-0.5%	0.0%	-15.7%	0.0%	-17.0%	-2.3%	0.0%	-10.1%	-10.8%	-26.5%	-14.1%	0.0%
East Midlands	7.1%	9.5%	-12.3%	0.0%	0.0%	0.1%	-3.6%	0.0%	0.0%	-3.9%	-33.1%	-17.4%	-2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-28.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.4%	-20.8%	-16.5%	0.0%	0.0%	0.0%	-19.6%	-3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.0%	-27.0%	-21.9%	9.7%	0.0%
East Sussex	0.0%	-9.0%	-24.1%	0.0%	-1.6%	0.0%	-10.8%	0.0%	0.0%	-10.8%	-1.6%	-2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.1%	0.0%	-10.8%	-0.5%	-10.8%	-10.8%	0.0%	1.1%	11.2%	14.3%	5.4%	-0.1%	0.0%	0.0%	0.0%	-1.3%	-3.0%	0.0%	0.0%	-10.8%	0.0%	2.9%	3.5%	-5.3%	0.8%	0.0%
East of England	7.9%	-8.5%	12.3%	0.0%	0.0%	14.1%	-22.1%	0.0%	0.0%	11.8%	0.9%	3.9%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.9%	-22.9%	0.0%	-12.1%	-1.0%	11.6%	-21.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.8%	0.0%	0.0%	1.9%	10.5%	-12.0%	17.1%	0.0%
Essex	-4.4%	-24.3%	-11.6%	0.0%	-0.3%	-11.0%	-21.1%	0.0%	0.0%	-29.2%	3.3%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.2%	0.0%	0.0%	-7.6%	-25.9%	-25.9%	0.0%	-12.0%	-10.1%	-8.6%	-20.9%	-1.2%	0.0%	0.0%	0.0%	0.0%	-8.0%	0.0%	-17.0%	-6.2%	0.0%	-10.7%	0.4%	-25.3%	-5.8%	0.0%
Hampshire	1.4%	13.3%	-3.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.6%	-2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.6%	0.0%	0.0%	-0.9%	0.0%	0.0%	0.0%	2.2%	8.3%	-7.7%	0.0%	0.0%	0.0%	0.0%	-0.1%	-2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	-1.2%	-1.2%	0.0%
Hertfordshire	-9.8%	-9.7%	2.8%	0.0%	0.0%	8.9%	-14.9%	0.0%	0.0%	-7.0%	2.6%	3.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	-1.8%	0.0%	0.0%	-4.5%	-15.6%	-16.7%	0.0%	-16.1%	-0.5%	6.9%	-18.5%	-1.0%	0.0%	0.0%	0.0%	0.0%	7.4%	0.0%	8.1%	-6.8%	0.0%	-2.6%	17.2%	-12.1%	-7.6%	0.0%
Hillingdon South	-33.0%	-28.8%	-6.7%	-4.0%	-3.1%	-2.9%	-12.2%	0.3%	0.0%	-14.5%	1.3%	-4.7%	-5.9%	0.0%	-2.2%	0.0%	0.1%	0.0%	0.0%	-0.8%	0.0%	0.0%	-40.7%	-15.7%	-16.8%	-3.4%	-13.8%	-12.7%	-19.5%	2.5%	8.6%	3.6%	-9.1%	-0.4%	0.0%	0.0%	-2.0%	0.0%	6.7%	-0.8%	-2.9%	-12.4%	0.0%	2.6%	-0.7%	-13.9%	-13.0%	-0.6%
Kent	-11.4%	-37.6%	-4.2%	0.0%	0.0%	0.0%	-25.9%	0.0%	0.0%	-25.9%	3.0%	-15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	-11.3%	0.0%	-25.9%	-1.2%	-25.9%	-25.9%	-25.9%	-9.8%	-11.6%	-5.7%	-8.5%	-0.8%	0.0%	0.0%	-2.0%	0.0%	-1.7%	0.0%	0.0%	-18.5%	0.0%	-2.8%	-14.5%	-26.3%	-24.6%	0.0%
Milton Keynes	-25.2%	-13.3%	-33.8%	0.0%	0.0%	-27.9%	-19.8%	0.0%	-4.9%	30.2%	-31.1%	-23.8%	-3.3%	-3.6%	0.0%	-2.9%	0.0%	-7.6%	-8.0%	-0.8%	-13.3%	-4.7%	0.0%	0.0%	0.0%	-1.0%	-10.1%	-10.6%	0.0%	-40.9%	-15.9%	-45.5%	-26.3%	0.8%	-9.6%	-9.3%	-14.9%	-10.4%	6.4%	-10.2%	-11.2%	0.7%	-3.2%	-25.4%	-50.3%	-40.0%	-30.7%	0.0%
North East	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-32.3%	0.0%	0.0%	0.0%	0.0%	-32.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
North West	7.8%	7.1%	22.0%	0.0%	0.0%	-0.5%	0.0%	0.0%	-12.5%	0.0%	9.8%	-19.9%	-1.8%	-10.5%	0.0%	-32.3%	0.0%	0.0%	0.0%	0.0%	-35.4%	-42.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-27.3%	-21.8%	-5.4%	0.0%	0.0%	-32.3%	-32.3%	-11.2%	-42.3%	0.0%	0.0%	0.0%	0.0%	-32.3%	-33.0%	-15.2%	-16.1%	16.1%	0.0%
Northamptonshire	-23.4%	9.4%	-11.6%	0.0%	-1.2%	0.4%	8.5%	0.0%	-2.7%	-0.4%	-25.9%	-21.8%	-3.2%	-0.4%	0.0%	-1.2%	0.0%	-6.0%	0.3%	-1.3%	-9.6%	-2.2%	-0.4%	0.0%	0.0%	0.0%	1.0%	3.3%	0.0%	-27.0%	-17.8%	-20.2%	0.6%	0.0%	-7.9%	-11.1%	-9.4%	-8.7%	0.0%	-4.5%	0.5%	0.0%	-4.9%	-24.5%	-11.5%	-20.1%	17.4%	0.0%
Oxford	1.7%	10.2%	1.9%	0.0%	18.4%	0.0%	0.0%	29.3%	-38.2%	0.0%	-21.7%	-21.8%	21.9%	-42.3%	0.0%	-32.3%	0.0%	-32.3%	0.0%	-32.3%	-32.7%	-42.3%	17.0%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	3.6%	-24.6%	-3.3%	0.0%	0.0%	-32.3%	-18.7%	-32.3%	-42.3%	0.0%	-32.3%	0.0%	0.0%	-32.3%	-3.5%	-12.5%	-13.0%	11.5%	0.0%
Oxfordshire	1.3%	11.2%	3.0%	0.0%	21.4%	0.0%	0.0%	15.3%	-39.4%	0.0%	-24.4%	-21.7%	26.4%	-42.3%	0.0%	-32.3%	29.3%	-32.3%	0.0%	-32.3%	-31.7%	-42.3%	18.4%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	-1.8%	-16.6%	-8.0%	0.0%	0.0%	-32.3%	-24.0%	-33.0%	-42.3%	0.0%	-32.3%	0.0%	0.0%	-32.3%	-5.8%	-12.0%	-23.2%	11.8%	0.0%
Scotland	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-42.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-32.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.7%	0.0%
Slough	-36.5%	-18.8%	5.7%	-0.7%	-3.9%	2.2%	6.6%	0.3%	-11.8%	-5.9%	-5.2%	31.5%	0.2%	-11.2%	10.1%	6.8%	-1.3%	-14.5%	0.7%	-4.0%	4.0%	-9.5%	-47.0%	0.0%	-11.3%	0.9%	-1.7%	4.4%	0.0%	1.6%	19.6%	1.6%	3.2%	1.5%	-8.0%	2.9%	-4.3%	-14.7%	10.3%	-15.1%	4.7%	13.0%	4.8%	0.2%	3.0%	-10.9%	9.1%	5.0%
South Bucks East	-17.7%	-7.8%	1.5%	4.1%	0.0%	1.9%	6.7%	8.2%	0.9%	6.1%	11.1%	5.1%	6.1%	-8.2%	1.7%	21.5%	6.0%	3.1%	7.4%	5.2%	12.3%	-11.8%	-32.1%	0.0%	6.6%	1.9%	6.7%	8.9%	0.0%	9.0%	10.5%	26.5%	0.0%	4.6%	-3.2%	12.7%	4.7%	2.1%	10.5%	3.9%	4.3%	6.6%	18.0%	2.9%	16.2%	4.7%	14.7%	-1.1%
South Bucks West	-23.4%	-19.5%	2.4%	-8.2%	-19.0%	-5.7%	9.9%	2.1%	-13.8%	9.4%	2.1%	2.5%	2.2%	-20.9%	-21.6%	-3.6%	-6.1%	-2.5%	-7.4%	-0.1%	-0.6%	-22.1%	-66.5%	0.0%	14.5%	4.4%	10.7%	10.6%	0.0%	-10.7%	6.5%	-0.5%	1.6%	-2.0%	-10.4%	1.1%	0.7%	-14.1%	1.3%	0.0%	-7.4%	8.9%	-0.9%	-2.0%	22.6%	5.1%	14.4%	21.4%
South Oxfordshire	-13.4%	6.7%	2.8%	-31.4%	26.8%	0.0%	0.0%	-6.5%	-33.8%	0.5%	-15.4%	-20.8%	27.4%	-34.2%	0.0%	-32.3%	-35.6%	-29.8%	0.0%	-14.7%	-2.3%	-31.1%	-24.6%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	5.5%	-13.0%	18.9%	0.0%	0.0%	-16.6%	6.6%	0.4%	-33.2%	0.0%	-3.2%	0.0%	0.0%	-14.0%	-1.3%	-9.2%	22.7%	5.0%	0.0%
South West	-1.3%	16.7%	-1.5%	0.0%	-6.7%	0.0%	0.0%	0.0%	-1.0%	0.0%	5.5%	4.9%	1.0%	-1.0%	0.0%	-0.9%	0.0%	-1.4%	0.0%	-1.6%	-2.0%	-1.0%	-26.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.0%	-1.3%	-5.7%	0.0%	0.0%	-1.6%	-1.1%	-0.7%	-5.5%	0.0%	-2.7%	0.0%	0.0%	-0.8%	-2.6%	-5.3%	-5.5%	11.0%	0.0%
South and West London	-21.2%	-26.9%	-13.4%	0.0%	-2.2%	-1.3%	-10.8%	0.0%	0.0%	-10.8%	-0.1%	-2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.9%	0.0%	-10.8%	-1.2%	-10.8%	-10.8%	0.0%	-7.3%	4.7%	5.6%	-9.8%	-0.4%	0.0%	0.0%	-0.8%	0.0%	-6.6%	0.0%	-5.0%	-10.0%	0.0%	-4.7%	2.4%	-15.8%	-9.0%	0.0%
Surrey	-40.6%	-18.2%	-16.3%	0.0%	-3.3%	0.4%	-10.0%	0.0%	0.0%	-10.2%	-1.6%	-2.8%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-26.8%	0.0%	-11.4%	-1.7%	-6.2%	-6.4%	-10.8%	5.0%	12.9%	11.4%	4.8%	-0.2%	0.0%	0.0%	0.0%	-2.8%	1.6%	0.0%	0.0%	-11.5%	0.0%	1.1%	1.4%	-2.4%	-8.2%	0.0%
Three Rivers	-11.0%	-15.4%	-14.7%	0.0%	-2.1%	11.8%	-15.0%	0.0%	-0.3%	-12.6%	0.1%	4.2%	0.0%	-0.3%	-0.1%	0.0%	0.0%	0.0%	-3.3%	0.0%	2.5%	-0.5%	-24.8%	0.0%	-2.3%	-0.2%	-11.8%	-12.0%	0.0%	-2.0%	1.3%	21.3%	-26.2%	-2.7%	-1.7%	-1.6%	0.0%	-0.4%	14.8%	0.0%	14.3%	-10.9%	0.0%	-4.8%	23.0%	-1.8%	9.9%	0.0%
Uxbridge	-8.1%	-18.0%	-17.7%	0.0%	-2.4%	-10.5%	-24.8%	0.0%	0.0%	-25.9%	-2.3%	-12.8%	0.0%	0.0%	0.0%	-6.0%	0.0%	0.0%	-3.7%	0.0%	-0.2%	0.0%	-30.9%	0.0%	-25.9%	-3.3%	-25.9%	-25.9%	0.0%	-22.8%	-6.1%	-10.2%	-30.4%	-5.8%	0.0%	-3.9%	0.0%	0.0%	-17.0%	0.0%	-11.1%	-22.9%	-1.9%	-17.8%	-12.7%	-22.3%	-13.1%	0.0%
Wales	0.2%	20.5%	-11.2%	0.0%	13.0%	0.0%	0.0%	-21.1%	0.0%	19.0%	-15.2%	15.4%	-17.7%	0.0%	-1.5%	0.0%	-13.2%	0.0%	3.9%	9.2%	-9.0%	-24.5%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	-0.5%	2.4%	-5.9%	0.0%	0.0%	-14.6%	4.7%	16.0%	-15.3%	0.0%	16.0%	0.0%	0.0%	-3.8%	-1.5%	-11.1%	-11.5%	1.8%	0.0%
Watford	3.2%	-16.0%	1.2%	0.0%	-1.9%	13.7%	-12.9%	0.0%	0.0%	-26.8%	0.5%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.5%	0.0%	0.0%	-0.2%	-10.8%	-10.8%	0.0%	-4.0%	4.0%	26.9%	-19.2%	-0.6%	0.0%	0.0%	0.0%	0.0%	7.9%	0.0%	14.8%	-1.1%	0.0%	-1.9%	20.8%	-1.4%	-0.6%	0.0%
West Berkshire	-3.1%	31.3%	3.7%	0.0%	17.4%	0.0%	0.0%	15.0%	-22.2%	0.0%	26.7%	-6.0%	16.8%	-22.2%	0.0%	0.0%	16.0%	-22.2%	0.0%	11.1%	7.3%	0.0%	18.6%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	7.3%	5.5%	-2.1%	0.0%	0.0%	-3.7%	0.0%	15.5%	-6.7%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	-7.4%	-7.5%	5.7%	0.0%
West Midlands	13.1%	7.6%	9.8%	0.0%	-10.1%	-0.8%	0.0%	0.0%	-15.7%	0.0%	3.3%	-20.6%	-13.8%	-10.4%	0.0%	-32.3%	0.0%	-6.4%	0.0%	-11.2%	-32.6%	-31.4%	-4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-26.2%	-21.8%	-4.7%	0.0%	0.0%	-28.5%	-31.2%	-27.6%	-39.4%	0.0%	-5.3%	0.0%	0.0%	-32.3%	-23.6%	-14.1%	-14.1%	12.8%	0.0%
West Sussex	-27.0%	-38.3%	-15.5%	0.0%	0.0%	0.0%	-10.8%	0.0%	0.0%	-10.8%	-5.0%	-2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.8%	0.0%	-10.8%	-1.5%	-10.8%	-10.8%	-10.8%	6.9%	6.6%	13.0%	6.2%	-0.2%	0.0%	0.0%	0.0%	-2.2%	-0.6%	0.0%	0.0%	-10.8%	0.0%	7.6%	4.8%	-13.5%	-10.4%	0.0%
Windsor and Maidenhead	-46.9%	-17.9%	-20.1%	11.9%	3.1%	0.0%	-16.0%	13.6%	-13.8%	-19.1%	-0.2%	7.0%	7.7%	-16.9%	-8.2%	7.3%	15.8%	-11.8%	0.0%	11.6%	-1.0%	-2.1%	-21.5%	0.0%	-18.5%	-15.4%	-0.6%	-5.0%	-22.7%	-1.2%	12.1%	-3.6%	-0.3%	-1.2%	-12.1%	0.0%	9.0%	-13.1%	0.0%	7.7%	0.0%	-18.1%	1.5%	0.0%	-5.5%	7.4%	15.7%	0.6%
Wycombe Central and East	-9.0%	9.3%	29.8%	-39.5%	-28.9%	-9.8%	-8.7%	-5.2%	-11.4%	0.6%	21.8%	12.6%	-11.0%	-17.4%	-7.3%	-7.0%	-5.8%	-8.2%	-12.7%	-7.7%	-0.2%	-19.8%	-50.4%	0.0%	-2.8%	-1.2%	-0.3%	-0.6%	-2.7%	-4.5%	12.0%	7.3%	-5.0%	-7.5%	-4.9%	-4.9%	-1.3%	-16.1%	-11.2%	-3.3%	-5.2%	-1.5%	-4.3%	-11.3%	3.9%	-3.7%	21.5%	-3.3%
Wycombe South	-21.6%	5.6%	14.1%	-3.9%	-24.5%	1.3%	-10.8%	-3.6%	-17.9%	-10.6%	-3.6%	7.8%	0.3%	-24.3%	-10.9%	-6.6%	-5.0%	-3.8%	4.1%	-4.2%	-5.3%	-22.6%	-57.3%	0.0%	-6.4%	-16.4%	-4.4%	-5.3%	0.0%	-20.3%	4.0%	-0.1%	5.6%	-7.0%	-18.9%	-12.6%	-3.9%	-18.5%	-12.5%	-3.0%	-4.5%	-11.1%	-23.3%	-0.3%	6.8%	8.3%	12.4%	-12.6%
Wycome North-West	-11.6%	-2.2%	29.7%	-51.5%	-45.7%	1.4%	7.9%	-18.3%	-20.2%	5.5%	-8.5%	-5.0%	-28.7%	-17.7%	7.8%	-25.3%	-23.0%	-22.0%	4.3%	-22.4%	-0.8%	-21.3%	-37.9%	0.0%	3.1%	8.0%	3.1%	3.0%	8.4%	-7.2%	-8.5%	-1.8%	4.0%	2.8%	-11.3%	-4.2%	-19.5%	-24.3%	2.8%	-8.8%	0.6%	1.5%	-9.3%	-3.4%	1.6%	-7.3%	3.6%	19.1%
Yorkshire and The Humber	12.9%	19.6%	-43.7%	0.0%	0.0%	-1.4%	0.0%	0.0%	0.0%	-8.0%	-37.1%	-23.5%	-4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-32.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-29.7%	-32.1%	-16.3%	0.0%	0.0%	0.0%	-23.1%	-8.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-30.8%	-39.9%	-25.1%	21.0%	0.0%

Table G5 - % Change sector to sector AM Peak Hour; HGV

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	47.1%	13.1%	-1.4%	-10.8%	-17.3%	-2.9%	-28.8%	-39.6%	3.4%	-14.8%	77.2%	-7.8%	3.9%	3.4%	-62.4%	20.6%	-35.7%	4.1%	-45.7%	2.5%	9.6%	3.5%	-55.1%	-62.1%	-2.0%	-51.9%	-46.1%	-46.0%	-2.0%	-28.8%	-5.8%	-12.8%	-35.4%	-46.2%	4.9%	6.6%	1.9%	1.2%	-42.9%	4.0%	-45.6%	-6.3%	20.9%	-4.8%	22.5%	4.2%	16.7%	-62.1%
Aylesbury North	35.1%	48.1%	21.9%	-14.5%	-7.1%	40.4%	39.6%	-3.6%	-14.2%	163.6%	-1.5%	-8.5%	-14.9%	-19.6%	-6.1%	-10.9%	-22.5%	-18.9%	13.8%	-12.9%	-5.1%	-20.8%	-25.6%	-11.5%	-4.4%	11.9%	59.4%	54.5%	-4.3%	-29.2%	-7.5%	-9.1%	34.8%	54.7%	-9.3%	-9.0%	-10.7%	-0.9%	51.9%	-20.6%	40.2%	-3.9%	-12.4%	-1.0%	22.2%	-14.3%	47.6%	-5.6%
Aylesbury South	5.3%	-24.0%	9.8%	-53.7%	-37.7%	4.1%	19.8%	-42.8%	2.7%	-15.2%	18.9%	-3.4%	0.6%	-0.7%	-35.4%	7.3%	-39.4%	6.2%	-11.8%	-0.9%	10.8%	1.4%	-65.2%	-34.6%	-36.9%	-32.4%	10.3%	9.8%	-37.0%	-24.2%	1.1%	-3.0%	25.9%	9.5%	5.2%	5.9%	4.7%	5.4%	8.7%	1.3%	7.1%	-38.1%	6.7%	0.9%	20.7%	1.3%	39.7%	-34.5%
Bedford	-2.3%	-9.9%	-30.6%	0.0%	0.0%	13.3%	-20.3%	0.0%	0.0%	-8.0%	15.1%	-0.9%	-0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-37.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	-0.1%	-37.0%	-37.0%	0.0%	-23.4%	13.9%	12.9%	-38.5%	-37.0%	0.0%	0.0%	0.0%	0.0%	-26.9%	0.0%	-37.0%	0.0%	0.0%	5.0%	-34.6%	15.6%	-49.9%	0.0%
Bedfordshire	-9.2%	-17.3%	-7.2%	0.0%	0.0%	13.0%	-39.4%	0.0%	-0.1%	37.3%	37.0%	13.4%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.8%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-64.3%	-43.5%	0.0%	-23.9%	10.7%	4.9%	15.1%	-15.6%	0.0%	0.0%	-3.7%	0.0%	-18.1%	-0.1%	-6.4%	0.0%	-1.8%	5.2%	-21.9%	-9.1%	-11.4%	0.0%
Berkshire	-16.2%	38.7%	-8.6%	6.4%	7.5%	0.0%	0.3%	8.4%	-0.3%	-4.4%	-19.2%	-0.1%	7.3%	-0.2%	1.2%	0.0%	8.9%	-0.9%	0.0%	7.7%	1.3%	0.0%	-41.6%	0.2%	0.2%	0.2%	0.0%	0.0%	0.3%	0.4%	-8.0%	-14.4%	0.0%	0.0%	-0.2%	0.6%	7.3%	-5.2%	0.0%	8.9%	0.0%	0.3%	0.0%	0.0%	0.7%	-24.8%	-4.5%	0.2%
Bicester	-20.6%	4.0%	19.2%	-75.7%	-58.2%	0.0%	0.0%	-16.3%	-8.8%	-11.7%	-27.4%	-10.6%	-5.9%	-8.9%	-13.8%	-6.7%	-81.7%	-10.2%	0.0%	-7.6%	-4.0%	-8.9%	-72.3%	-66.0%	-18.5%	-6.7%	0.0%	0.0%	-18.2%	-34.6%	-6.3%	-8.6%	0.0%	0.0%	-6.7%	-1.4%	0.0%	0.0%	-1.8%	-16.1%	0.0%	-18.8%	-6.7%	-0.2%	-7.5%	-14.3%	3.6%	-13.5%
Cambridgeshire	-47.6%	-6.3%	-15.1%	0.0%	0.0%	13.8%	-12.0%	0.0%	0.0%	18.8%	0.3%	-0.3%	-1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.6%	-10.7%	0.0%	-23.8%	12.8%	8.8%	21.1%	-3.7%	0.0%	0.0%	0.0%	0.0%	-7.5%	0.0%	8.1%	0.0%	0.0%	4.6%	0.1%	11.7%	9.0%	0.0%
Central and North West London	-23.2%	0.9%	-8.6%	0.0%	0.0%	-1.7%	-3.7%	0.0%	0.0%	-9.7%	1.4%	-2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.6%	0.0%	-0.5%	0.0%	-3.9%	-3.9%	-0.3%	-4.3%	-0.8%	-1.5%	-11.2%	-0.3%	0.0%	0.0%	-0.6%	0.0%	-10.5%	0.0%	-12.4%	-1.0%	0.0%	-18.4%	-6.1%	7.2%	-12.7%	0.0%
Cherwell	-10.6%	76.6%	-11.1%	63.3%	37.3%	-4.2%	-10.0%	4.1%	-12.6%	0.0%	-21.6%	-3.2%	43.4%	-11.4%	-3.6%	-11.7%	7.3%	-10.0%	0.0%	53.3%	-9.0%	-12.7%	51.2%	-3.6%	0.0%	2.3%	0.0%	0.0%	0.0%	-46.9%	-11.4%	-24.2%	-2.1%	0.0%	-11.4%	-7.8%	-8.9%	-12.8%	0.0%	-8.2%	0.0%	0.0%	0.0%	-11.3%	-5.2%	-26.5%	-11.7%	-6.9%	-3.6%
Chiltern North	34.4%	-6.7%	11.5%	14.0%	20.7%	-17.3%	-26.7%	23.1%	11.5%	-39.3%	3.3%	6.5%	15.0%	25.9%	0.4%	11.1%	24.8%	23.4%	-11.4%	23.9%	11.8%	14.4%	-66.4%	8.6%	-24.9%	8.7%	-27.6%	-28.1%	-24.9%	-15.7%	25.6%	12.1%	3.0%	-12.4%	8.3%	8.8%	24.6%	12.2%	-13.4%	26.3%	-10.4%	-27.0%	10.9%	-14.2%	10.3%	-11.8%	1.3%	9.1%
Chiltern South	-20.8%	-21.3%	-9.7%	4.9%	5.6%	10.7%	-27.4%	4.8%	14.4%	-11.0%	-2.1%	-0.4%	4.6%	12.9%	-42.4%	16.5%	4.9%	8.2%	13.4%	5.5%	20.3%	14.9%	-71.6%	-19.3%	-2.8%	-21.5%	-2.8%	-3.1%	-2.8%	3.8%	23.1%	6.7%	65.7%	12.5%	16.6%	17.1%	8.1%	13.4%	9.2%	8.4%	10.2%	-3.9%	16.7%	7.1%	15.6%	9.2%	4.1%	-21.2%
Dacorum	-4.3%	-13.2%	-9.7%	-1.4%	-0.9%	12.7%	-30.7%	-0.9%	0.0%	66.4%	15.7%	1.4%	-0.1%	0.0%	-10.0%	0.0%	-0.8%	0.0%	0.0%	0.0%	1.2%	0.0%	-5.2%	-10.2%	-10.0%	-2.5%	-30.9%	-31.6%	-10.0%	-24.3%	12.0%	0.6%	47.5%	-2.4%	0.0%	0.0%	0.0%	0.0%	-25.3%	0.0%	12.5%	-9.1%	0.0%	4.9%	-7.3%	8.5%	0.5%	-10.0%
East London	-23.2%	2.0%	-11.0%	0.0%	0.0%	-0.3%	-4.9%	0.0%	0.0%	-9.9%	7.1%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	-4.9%	-4.9%	0.0%	-0.6%	0.5%	-7.7%	-11.4%	-0.3%	0.0%	0.0%	-0.1%	0.0%	-8.5%	0.0%	-7.7%	-0.6%	0.0%	-21.7%	-7.2%	4.8%	-9.8%	0.0%
East Midlands	-67.9%	-25.7%	-43.5%	0.0%	0.0%	0.1%	-18.0%	0.0%	0.0%	-3.9%	-79.1%	-66.0%	-10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.8%	8.3%	-21.0%	-0.2%	0.0%	0.0%	0.0%	-4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	-30.1%	-10.7%	0.6%	0.0%
East Sussex	-0.3%	-3.4%	17.0%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	-3.2%	1.8%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	3.1%	3.1%	3.1%	0.1%	8.4%	9.1%	8.4%	0.3%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	2.4%	0.0%	2.4%	-0.2%	4.7%	2.2%	0.0%
East of England	-17.8%	-17.5%	2.8%	0.0%	0.0%	14.1%	-71.0%	0.0%	0.0%	22.8%	4.2%	-0.2%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	-57.9%	-57.9%	0.0%	-19.7%	13.7%	9.6%	50.9%	-5.5%	0.0%	0.0%	0.0%	0.0%	-28.6%	0.0%	14.1%	0.0%	0.0%	4.9%	4.7%	13.6%	-1.6%	0.0%
Essex	-24.6%	-2.3%	-1.4%	0.0%	0.0%	-1.8%	-21.4%	0.0%	0.0%	-29.8%	6.6%	-1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	-4.9%	-4.9%	0.0%	-6.2%	-1.2%	0.9%	-11.1%	-0.3%	0.0%	0.0%	0.0%	0.0%	-5.3%	0.0%	-14.5%	-2.7%	0.0%	-16.9%	-2.7%	7.7%	-4.0%	0.0%
Hampshire	-21.4%	23.6%	-1.8%	0.0%	-4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.4%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.9%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	6.9%	-11.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	-22.6%	0.5%	0.0%	0.0%
Hertfordshire	-24.3%	-14.9%	-9.0%	0.0%	0.0%	12.7%	-29.7%	0.0%	0.0%	-2.7%	5.7%	-0.4%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.1%	0.3%	0.9%	0.0%	-14.0%	11.8%	7.2%	67.4%	0.0%	0.0%	0.0%	0.0%	0.0%	7.5%	0.0%	13.0%	-0.7%	0.0%	2.7%	2.0%	12.8%	0.2%	0.0%
Hillingdon South	-10.2%	-18.4%	4.3%	-1.5%	-2.7%	0.4%	0.8%	-1.2%	0.0%	-5.5%	0.7%	2.2%	-2.5%	0.0%	-2.1%	0.0%	-1.4%	0.0%	0.0%	-0.8%	0.0%	0.0%	-42.7%	-2.8%	0.0%	-1.3%	1.9%	0.5%	0.5%	2.6%	22.1%	7.2%	13.9%	0.0%	0.0%	0.0%	-1.2%	0.0%	10.9%	-0.4%	12.7%	0.0%	0.0%	-4.6%	-2.2%	12.0%	-6.2%	-2.6%
Kent	-23.6%	1.7%	-8.9%	0.0%	0.0%	0.0%	-4.9%	0.0%	0.0%	-9.9%	8.4%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	-4.9%	-4.9%	0.0%	-0.7%	2.8%	-6.7%	-2.6%	-0.4%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	0.0%	-0.7%	0.0%	-18.6%	-7.0%	4.4%	-12.6%	0.0%
Milton Keynes	-39.8%	-20.5%	-42.3%	0.0%	-0.3%	-67.9%	-36.6%	0.0%	-22.8%	75.2%	-74.6%	-75.0%	-1.1%	-15.0%	0.0%	-36.9%	0.0%	0.0%	-36.8%	0.0%	-46.2%	-46.2%	0.0%	0.0%	0.0%	-0.1%	-43.0%	-44.0%	0.0%	-56.4%	-30.0%	-82.7%	-49.1%	-43.4%	-25.5%	-43.0%	-27.9%	-55.6%	-14.6%	-23.6%	-45.5%	-1.6%	-28.1%	-39.5%	-49.3%	-58.4%	-21.6%	0.0%
North East	-72.1%	-32.6%	-43.2%	0.0%	0.0%	0.0%	-16.7%	0.0%	0.0%	-3.9%	-79.1%	-83.6%	-11.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.0%	7.9%	-15.2%	0.0%	0.0%	0.0%	0.1%	-2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	-29.8%	-7.5%	-0.3%	0.0%
North West	-6.9%	-25.1%	-33.0%	0.0%	0.0%	0.0%	-15.3%	0.0%	-1.6%	0.0%	-52.6%	-1.1%	-11.9%	0.0%	0.0%	-6.7%	0.0%	0.0%	0.0%	0.0%	-5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-37.5%	-7.2%	-20.9%	0.0%	0.0%	-6.7%	-3.0%	-4.0%	-8.9%	0.0%	0.0%	0.0%	0.0%	-6.7%	-0.2%	-21.9%	-7.2%	-5.7%	0.0%
Northamptonshire	-54.0%	-12.2%	-44.3%	0.0%	-0.1%	-0.2%	-11.0%	-0.1%	0.0%	-3.3%	-76.9%	-65.8%	-11.5%	0.1%	0.0%	0.0%	-0.1%	0.3%	-0.1%	0.2%	-73.1%	0.1%	-0.4%	0.0%	0.0%	-1.0%	-0.6%	-1.7%	0.0%	-84.7%	-78.5%	-55.4%	-0.7%	0.0%	-0.1%	-59.7%	-64.3%	-18.0%	0.0%	0.0%	-0.3%	0.0%	0.0%	-17.4%	-34.2%	-25.2%	-4.9%	0.0%
Oxford	-20.7%	76.3%	2.4%	67.8%	-54.2%	0.0%	0.0%	-9.5%	-8.7%	0.0%	-29.0%	3.1%	-8.9%	-8.9%	0.0%	-6.7%	-41.6%	-8.9%	0.0%	-7.4%	-4.8%	-8.9%	-18.4%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	-0.3%	-7.7%	-15.9%	0.0%	0.0%	-6.7%	-3.0%	-8.1%	-8.9%	0.0%	-6.7%	0.0%	0.0%	-6.7%	-1.4%	-21.9%	-5.1%	6.9%	0.0%
Oxfordshire	-20.8%	64.6%	2.6%	67.8%	-50.0%	0.0%	0.0%	-7.9%	-8.9%	0.0%	-29.1%	3.1%	-5.5%	-8.9%	0.0%	8.5%	-41.6%	-8.9%	0.0%	-7.3%	5.6%	-8.9%	-20.6%	0.0%	0.0%	11.6%	0.0%	0.0%	0.0%	-0.8%	-7.5%	-13.8%	0.0%	0.0%	-8.3%	3.8%	-8.1%	-8.9%	0.0%	-6.7%	0.0%	0.0%	8.4%	-1.2%	-22.2%	-2.4%	7.1%	0.0%
Scotland	-6.9%	-25.1%	-33.0%	0.0%	0.0%	0.0%	-15.3%	0.0%	-1.8%	0.0%	-52.6%	-1.1%	-11.9%	0.0%	0.0%	-6.7%	0.0%	0.0%	0.0%	0.0%	-4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-25.2%	-7.2%	-20.9%	0.0%	0.0%	-6.7%	-1.8%	-4.2%	-8.9%	0.0%	0.0%	0.0%	0.0%	-6.7%	-0.2%	-21.9%	-7.2%	-5.7%	0.0%
Slough	-18.4%	-11.5%	-5.7%	4.0%	3.2%	0.2%	-18.6%	6.5%	-7.8%	-24.3%	9.0%	9.5%	5.1%	-8.1%	7.0%	0.2%	6.2%	-9.9%	0.2%	0.9%	1.6%	-7.2%	-30.7%	6.9%	-18.6%	2.3%	-0.6%	-6.2%	-16.9%	0.9%	7.1%	-11.3%	0.7%	-0.6%	-5.0%	1.0%	-12.4%	-6.8%	0.2%	1.8%	1.0%	-18.5%	0.2%	-10.7%	-26.5%	-19.3%	-20.8%	7.6%
South Bucks East	-14.2%	-12.9%	1.4%	17.1%	11.6%	-6.9%	0.4%	14.7%	3.6%	-4.8%	5.6%	9.4%	14.1%	7.0%	11.3%	-0.5%	15.6%	4.1%	-0.3%	12.9%	18.2%	9.3%	-27.0%	11.7%	0.4%	-6.4%	-0.7%	-1.4%	0.4%	5.8%	12.8%	5.6%	58.5%	-0.4%	16.8%	9.3%	11.3%	7.2%	-9.4%	9.6%	-13.0%	0.4%	2.8%	-5.3%	-0.6%	12.8%	-3.3%	11.8%
South Bucks West	-20.3%	-29.8%	-7.1%	0.9%	11.1%	-14.6%	-12.4%	15.5%	10.0%	-18.5%	-5.1%	15.9%	12.0%	7.8%	-15.8%	9.7%	15.5%	9.2%	-11.8%	14.0%	11.9%	2.4%	-78.2%	-10.2%	-12.5%	-81.8%	-13.7%	-10.5%	-12.5%	-9.5%	16.0%	-8.7%	-3.2%	-12.9%	9.0%	7.2%	13.8%	10.0%	-12.9%	11.1%	-13.0%	-12.5%	9.7%	-16.2%	-2.1%	-8.7%	-2.0%	-10.2%
South Oxfordshire	-16.1%	52.1%	24.4%	-3.7%	20.4%	0.0%	0.0%	-13.7%	-8.7%	-2.4%	-7.5%	66.3%	48.4%	-8.7%	-1.7%	5.1%	68.8%	-8.8%	0.0%	48.4%	6.0%	-3.0%	-48.9%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.1%	41.0%	-9.1%	0.0%	0.0%	-8.2%	4.5%	0.0%	0.0%	0.0%	59.5%	0.0%	0.0%	5.4%	-0.4%	2.3%	10.7%	3.7%	0.0%
South West	-20.1%	92.8%	2.5%	0.0%	-19.7%	0.0%	0.0%	-6.0%	-0.8%	0.0%	-11.3%	2.8%	-0.7%	-0.7%	0.0%	-0.5%	-7.9%	-0.6%	0.0%	-0.5%	-0.5%	-0.7%	-6.8%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	-0.7%	1.8%	-14.5%	0.0%	0.0%	-0.6%	-0.2%	-0.8%	-1.5%	0.0%	-0.6%	0.0%	0.0%	-0.4%	0.0%	0.0%	-11.1%	5.8%	0.0%
South and West London	-5.1%	-16.6%	10.5%	0.0%	-0.2%	-0.8%	3.1%	0.0%	0.0%	-2.8%	1.9%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.9%	0.0%	2.2%	0.0%	3.1%	3.1%	2.4%	-1.7%	13.5%	-3.0%	-7.8%	0.3%	0.0%	0.0%	-0.4%	0.0%	-9.5%	0.0%	-11.1%	2.1%	0.0%	-22.2%	1.0%	15.3%	-7.6%	0.0%
Surrey	-3.6%	-11.3%	13.1%	0.0%	-0.5%	0.0%	5.7%	0.0%	0.0%	-3.2%	0.7%	5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.9%	0.0%	5.9%	0.1%	1.7%	0.8%	6.3%	0.3%	12.1%	5.2%	2.4%	0.1%	0.0%	0.0%	0.0%	-0.3%	0.4%	0.0%	0.0%	4.6%	0.0%	-1.8%	0.9%	12.3%	-5.7%	0.0%
Three Rivers	-23.9%	-2.4%	-10.0%	0.0%	-1.0%	13.2%	0.0%	0.0%	-0.8%	-14.9%	3.0%	2.4%	0.0%	-0.1%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	-0.3%	-21.3%	0.0%	0.0%	0.0%	0.7%	0.2%	0.0%	-10.4%	11.4%	15.2%	0.0%	0.0%	-0.2%	0.0%	0.0%	-0.2%	13.3%	0.0%	13.6%	-1.8%	0.0%	2.2%	8.7%	3.7%	1.1%	0.0%
Uxbridge	-21.2%	-5.8%	-6.5%	0.0%	-0.5%	-12.1%	0.0%	0.0%	0.0%	-11.6%	-0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.7%	0.0%	0.0%	0.0%	-30.9%	0.0%	-2.4%	0.0%	-4.9%	-4.9%	-2.4%	-14.9%	3.3%	1.7%	0.0%	-1.5%	0.0%	-0.6%	0.0%	0.0%	-10.3%	0.0%	-12.9%	-2.6%	0.0%	-13.0%	-5.9%	6.9%	-11.2%	0.0%
Wales	-16.9%	62.0%	-1.0%	0.0%	-11.7%	0.0%	-2.5%	-18.6%	-5.6%	0.0%	-16.5%	0.7%	1.1%	-3.1%	0.0%	-0.7%	-28.5%	-2.8%	0.0%	6.1%	4.7%	0.0%	-1.4%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	-0.3%	-13.8%	-15.3%	0.0%	0.0%	-6.5%	3.2%	6.6%	-17.0%	0.0%	8.3%	0.0%	0.0%	-0.6%	-0.1%	1.8%	-12.3%	4.1%	0.0%
Watford	-24.3%	1.6%	-10.8%	0.0%	-0.9%	1.9%	-23.3%	0.0%	0.0%	-27.3%	6.8%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.4%	0.0%	0.0%	0.1%	-1.6%	-1.7%	0.0%	-23.4%	7.3%	18.9%	61.1%	-0.2%	0.0%	0.0%	0.0%	0.0%	5.2%	0.0%	0.5%	-2.2%	0.0%	-12.4%	7.2%	19.9%	2.2%	0.0%
West Berkshire	-21.1%	40.9%	0.6%	67.8%	-8.5%	0.0%	0.0%	4.7%	-8.5%	0.0%	-10.0%	1.0%	8.3%	-8.5%	0.0%	0.0%	8.9%	-8.5%	0.0%	7.9%	5.7%	0.0%	-26.9%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	1.1%	-16.3%	-14.0%	0.0%	0.0%	-7.4%	0.0%	7.3%	-18.9%	0.0%	8.9%	0.0%	0.0%	0.0%	0.0%	2.7%	-13.1%	-1.3%	0.0%
West Midlands	-18.4%	-26.2%	-42.3%	0.0%	-0.3%	0.0%	-15.3%	0.0%	-2.8%	0.0%	-42.5%	-2.2%	-11.3%	-1.2%	0.0%	-5.6%	0.0%	0.4%	0.0%	0.2%	-5.1%	-1.7%	-4.1%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.0%	-35.6%	-6.9%	-20.9%	0.0%	0.0%	-6.2%	-3.8%	-4.2%	-8.7%	0.0%	0.2%	0.0%	-5.3%	0.0%	-5.3%	-0.2%	-21.9%	-7.2%	-5.7%	0.0%
West Sussex	-1.4%	-7.4%	12.1%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	-2.7%	1.4%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	3.1%	3.1%	3.1%	0.1%	11.1%	9.1%	8.1%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	2.3%	0.0%	3.0%	0.0%	6.9%	1.5%	0.0%
Windsor and Maidenhead	24.2%	32.0%	41.3%	-0.4%	0.9%	0.0%	14.1%	0.8%	-11.5%	7.8%	17.4%	-0.8%	2.2%	-11.0%	10.9%	-2.0%	0.7%	-11.4%	0.0%	-1.0%	1.5%	-3.9%	-36.4%	12.5%	15.4%	7.9%	-1.1%	1.9%	15.5%	-3.7%	-1.8%	-4.4%	-0.4%	2.2%	-8.9%	-0.4%	-0.9%	-13.1%	3.4%	-6.0%	0.0%	15.4%	-1.7%	0.0%	-2.2%	-31.9%	-5.6%	12.5%
Wycombe Central and East	23.2%	-13.4%	20.8%	-14.3%	-16.3%	6.5%	0.0%	-6.6%	11.1%	-16.5%	12.1%	35.2%	5.6%	10.0%	-53.9%	8.1%	8.0%	9.1%	5.2%	8.9%	22.6%	15.2%	-63.1%	-53.4%	-10.8%	-61.8%	-10.7%	-10.9%	-10.6%	-24.3%	29.3%	43.5%	4.9%	4.2%	14.7%	15.5%	9.8%	11.4%	5.0%	9.6%	5.3%	-10.9%	16.1%	4.8%	12.5%	-10.2%	10.2%	-54.4%
Wycombe South	-22.2%	33.0%	-19.5%	-24.3%	-1.5%	-13.6%	-7.0%	25.2%	19.8%	-16.1%	-9.6%	33.7%	22.3%	21.6%	-13.8%	-16.9%	22.9%	27.7%	-10.5%	25.1%	18.1%	18.4%	-75.9%	-12.1%	-11.4%	-26.6%	-7.2%	-6.1%	-11.2%	-28.2%	21.6%	-25.3%	15.7%	-3.9%	19.6%	3.2%	27.0%	20.6%	-3.0%	26.0%	1.4%	-11.4%	-0.9%	-24.4%	-11.8%	-10.4%	-9.4%	-9.7%
Wycome North-West	24.4%	7.4%	31.2%	-69.0%	-30.6%	7.9%	-2.9%	-30.5%	-0.3%	-9.4%	-1.1%	9.0%	16.7%	1.8%	-35.7%	3.1%	0.2%	6.4%	3.6%	4.7%	5.3%	-1.6%	-48.8%	-45.9%	-7.4%	-25.7%	4.1%	3.7%	-7.3%	-17.6%	29.5%	41.6%	3.6%	0.3%	1.6%	5.5%	-2.0%	-2.2%	1.5%	0.9%	-1.3%	-7.5%	2.9%	5.9%	5.5%	-9.4%	8.5%	-42.0%
Yorkshire and The Humber	-72.1%	-30.1%	-43.0%	0.0%	0.0%	0.0%	-13.8%	0.0%	0.0%	-3.9%	-79.1%	-83.6%	-11.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-23.7%	7.8%	-15.2%	0.0%	0.0%	0.0%	0.1%	-3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	-29.3%	-7.2%	-0.6%	0.0%

Table G6 - % Change sector to sector AM Peak Hour; Total Vehicles

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	2.8%	1.0%	-3.5%	-21.4%	-4.6%	1.3%	13.9%	-20.8%	-15.1%	1.7%	-3.1%	7.0%	-9.4%	-13.6%	-35.9%	-0.2%	-33.9%	-10.5%	10.7%	-13.8%	-5.0%	-8.8%	-33.6%	-39.8%	9.3%	-16.3%	-12.9%	-13.3%	2.1%	-9.8%	14.1%	18.2%	30.8%	0.5%	-10.2%	-4.4%	-13.8%	-15.4%	-12.8%	-13.2%	13.9%	7.8%	-5.8%	-2.5%	-7.5%	-6.0%	-30.2%	-35.9%
Aylesbury North	3.7%	1.3%	2.0%	-3.7%	1.7%	18.4%	-0.1%	-10.3%	-7.9%	14.5%	0.0%	6.2%	0.9%	-13.9%	6.4%	-8.5%	-18.1%	-12.4%	11.3%	-5.7%	-4.9%	-11.6%	-13.3%	4.0%	5.7%	4.2%	6.8%	11.1%	4.9%	-16.3%	0.7%	12.2%	6.0%	7.0%	-5.4%	-7.6%	-2.4%	-6.4%	12.6%	-1.8%	14.6%	9.4%	-12.7%	-1.4%	-0.6%	7.6%	-1.6%	3.2%
Aylesbury South	0.0%	-7.5%	8.2%	-32.2%	-2.6%	6.9%	8.5%	-4.6%	1.1%	-2.0%	-8.0%	3.2%	-6.2%	1.3%	-24.5%	7.2%	-7.1%	5.2%	8.1%	1.4%	15.1%	0.8%	-32.3%	-24.4%	-5.1%	-22.0%	-2.0%	-1.9%	-12.2%	-7.3%	17.1%	15.0%	7.6%	0.0%	1.7%	2.8%	-0.4%	-1.9%	3.6%	-0.1%	13.4%	-2.7%	11.7%	-5.4%	10.5%	13.8%	0.9%	-22.9%
Bedford	-3.9%	6.3%	-7.6%	0.0%	0.0%	5.6%	-14.3%	0.0%	0.0%	2.7%	-5.5%	0.3%	-0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.3%	0.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.5%	-6.2%	0.0%	-19.6%	1.6%	11.1%	-15.5%	-18.6%	0.0%	0.0%	0.0%	-1.1%	-18.7%	0.0%	-9.9%	0.0%	0.0%	1.1%	-20.9%	4.7%	-41.1%	0.0%
Bedfordshire	3.3%	1.7%	6.2%	0.0%	0.0%	3.6%	6.8%	0.0%	-0.2%	2.2%	1.8%	-1.6%	-0.5%	-0.1%	0.0%	-0.2%	0.0%	-0.1%	-2.0%	0.0%	-0.9%	-0.2%	0.0%	0.0%	0.0%	-0.4%	-25.7%	-9.7%	0.0%	-19.4%	3.4%	4.3%	10.8%	-20.9%	-0.4%	-0.3%	-0.9%	-1.8%	-13.5%	-0.2%	3.6%	1.1%	-0.6%	-1.9%	-10.1%	-6.7%	-10.0%	0.0%
Berkshire	-20.8%	-1.3%	-10.6%	5.4%	2.9%	0.0%	-1.7%	6.8%	-3.8%	-2.2%	-12.3%	-6.9%	5.5%	-2.1%	-1.1%	0.0%	7.3%	-2.9%	0.0%	4.2%	-0.3%	0.0%	-29.6%	-1.8%	-1.4%	-1.1%	0.0%	0.0%	-1.0%	0.0%	-2.9%	-11.6%	0.0%	-0.1%	-1.3%	0.3%	6.2%	-4.0%	-0.2%	6.1%	0.0%	-1.8%	0.0%	0.0%	0.6%	7.2%	-3.6%	-1.4%
Bicester	7.0%	3.1%	-4.3%	-33.6%	-18.1%	-2.3%	0.0%	-15.3%	-19.6%	-0.3%	-31.4%	-15.8%	-4.9%	-16.4%	-5.1%	-16.3%	-24.1%	-12.9%	0.0%	-8.0%	-17.7%	-19.0%	-24.1%	-18.6%	-0.4%	-4.0%	0.0%	0.0%	-7.5%	-18.8%	-11.2%	-9.2%	0.0%	0.0%	-17.9%	-16.1%	-18.8%	-22.6%	-0.4%	-9.7%	0.0%	-0.2%	-16.2%	-8.8%	-5.0%	9.5%	0.6%	-4.2%
Cambridgeshire	-13.9%	-0.8%	14.7%	0.0%	0.0%	6.0%	16.7%	0.0%	0.0%	9.6%	1.5%	0.8%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.1%	-9.5%	0.0%	-15.7%	3.7%	8.8%	-5.3%	-0.8%	0.0%	0.0%	0.0%	-0.2%	-4.1%	0.0%	2.8%	0.0%	0.0%	0.8%	6.1%	1.5%	2.2%	0.0%
Central and North West London	-11.6%	-26.9%	-9.2%	0.0%	-0.6%	-2.5%	-10.0%	0.0%	0.0%	-11.3%	-0.9%	-7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.4%	0.0%	-4.1%	-4.3%	-9.7%	-10.1%	-4.0%	-10.0%	-3.4%	8.9%	-6.6%	-1.0%	0.0%	0.0%	0.0%	0.0%	-3.9%	0.0%	-4.9%	-5.2%	0.0%	0.0%	-2.7%	-4.3%	0.2%	-6.8%	0.0%
Cherwell	-6.4%	16.7%	1.2%	27.5%	-6.0%	-2.0%	-0.1%	1.7%	-18.8%	0.0%	2.5%	-9.4%	-9.2%	-17.8%	-2.2%	-13.1%	4.3%	-17.8%	0.0%	-9.4%	-14.4%	-17.2%	7.7%	-3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.6%	-13.5%	-13.4%	0.5%	0.0%	-14.3%	-14.0%	-12.9%	-19.5%	0.0%	-17.2%	0.0%	0.0%	-14.0%	-12.3%	-17.8%	13.2%	4.8%	-3.7%
Chiltern North	-14.5%	-11.1%	12.6%	-2.8%	7.5%	-8.3%	-5.0%	2.0%	2.3%	-27.1%	1.3%	2.5%	6.2%	4.1%	-25.2%	1.7%	2.6%	9.3%	-8.1%	2.8%	11.2%	3.8%	-41.4%	-31.4%	-22.4%	-24.3%	-10.2%	-10.5%	-25.7%	-3.6%	14.0%	1.7%	-12.0%	-4.8%	-5.2%	-4.9%	-1.9%	-2.4%	-12.6%	1.5%	2.3%	-20.0%	1.7%	-3.5%	4.3%	4.0%	8.6%	-30.0%
Chiltern South	-22.3%	-22.1%	7.7%	0.4%	-2.1%	3.8%	-16.2%	0.3%	-0.5%	-12.9%	-0.1%	0.5%	-0.5%	0.5%	-20.3%	7.2%	0.5%	1.7%	7.2%	0.2%	5.9%	5.2%	-39.7%	-17.5%	-11.2%	-16.2%	-8.8%	-8.7%	-9.9%	13.5%	11.0%	11.3%	-3.2%	2.3%	-0.5%	6.5%	0.1%	-0.8%	0.2%	0.3%	5.8%	-9.7%	8.8%	0.2%	4.7%	2.9%	5.4%	-23.7%
Dacorum	-14.7%	-10.5%	-8.6%	-1.5%	-1.4%	4.3%	0.5%	-0.9%	0.0%	-36.7%	-2.6%	1.2%	0.0%	0.0%	-7.3%	0.0%	-0.7%	0.0%	0.0%	0.0%	-0.6%	0.0%	-6.7%	-7.5%	-7.0%	-15.4%	-9.9%	-2.6%	-9.7%	-19.2%	3.5%	-0.8%	2.0%	0.4%	0.0%	0.0%	0.0%	-1.9%	-7.7%	0.0%	5.5%	-20.8%	0.0%	-0.4%	-7.8%	-1.8%	-7.5%	-6.5%
East London	-11.1%	-27.6%	-6.3%	0.0%	-0.1%	-0.9%	-8.7%	0.0%	0.0%	-12.2%	0.7%	-5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.5%	0.0%	-1.3%	-3.6%	-9.1%	-9.5%	-0.8%	-2.8%	-5.0%	11.7%	-6.8%	-0.8%	0.0%	0.0%	-0.1%	0.0%	-4.4%	0.0%	-4.6%	-2.2%	0.0%	-4.4%	-4.6%	-1.4%	-5.9%	0.0%
East Midlands	-3.0%	6.1%	-9.0%	0.0%	0.0%	-0.2%	-13.8%	0.0%	0.0%	-2.6%	-38.8%	-21.5%	-10.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.3%	-9.3%	-18.2%	0.0%	0.0%	-2.4%	-4.6%	-14.0%	-5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.4%	-23.3%	3.0%	-4.9%	0.0%
East Sussex	-11.7%	-19.6%	-4.9%	0.0%	-1.2%	0.0%	-10.4%	0.0%	0.0%	-9.0%	-1.2%	-3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.4%	0.0%	-6.4%	-3.2%	-5.2%	-7.3%	-3.4%	0.5%	12.2%	14.5%	-1.7%	-1.5%	0.0%	0.0%	0.0%	-1.7%	-1.0%	0.0%	0.0%	-7.6%	0.0%	0.5%	-1.4%	2.9%	-9.0%	0.0%
East of England	2.5%	-5.9%	8.5%	0.0%	0.0%	5.9%	1.3%	0.0%	0.0%	11.7%	1.4%	0.6%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-25.0%	-18.9%	0.0%	-14.6%	6.8%	13.9%	-2.4%	-1.2%	0.0%	0.0%	-0.2%	-7.0%	0.0%	3.2%	0.0%	0.0%	0.1%	6.7%	4.0%	10.1%	0.0%
Essex	-14.7%	-24.7%	-7.6%	0.0%	-0.6%	-2.2%	-6.6%	0.0%	0.0%	-26.7%	2.5%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.3%	0.0%	0.0%	-2.8%	-8.3%	-9.5%	0.0%	-5.9%	-4.3%	8.9%	-7.5%	-0.8%	0.0%	0.0%	0.0%	0.0%	-4.5%	0.0%	-6.4%	-3.0%	0.0%	-8.5%	1.7%	1.5%	0.2%	0.0%
Hampshire	0.8%	8.6%	-10.2%	0.0%	-1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.1%	-4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.1%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.4%	6.8%	-3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	2.5%	-2.7%	0.0%
Hertfordshire	-12.7%	-13.5%	-4.9%	0.0%	-0.1%	5.0%	-0.8%	0.0%	0.0%	-13.8%	-1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	-1.3%	0.0%	0.0%	-2.7%	-8.1%	-9.2%	0.0%	-17.9%	1.1%	9.5%	6.0%	-0.5%	0.0%	0.0%	0.0%	-0.2%	4.4%	0.0%	4.1%	0.0%	0.0%	-1.7%	7.9%	0.2%	-3.1%	0.0%
Hillingdon South	-23.2%	-15.0%	-11.0%	-0.9%	-3.2%	-2.0%	-11.6%	-0.4%	0.0%	-11.3%	-5.1%	-12.1%	-1.4%	0.0%	-6.1%	0.0%	-0.4%	0.0%	0.0%	-0.6%	0.0%	0.0%	-30.9%	-9.7%	-10.2%	-4.1%	-9.5%	-10.5%	-10.2%	-1.6%	3.2%	4.3%	-4.6%	-1.2%	0.0%	0.0%	-1.1%	-0.1%	0.6%	-0.6%	-1.0%	-10.4%	0.0%	-2.1%	-4.5%	-2.1%	-9.3%	-8.4%
Kent	-17.4%	-26.8%	-4.7%	0.0%	-0.1%	0.0%	-11.0%	0.0%	0.0%	-11.4%	-0.5%	-8.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.1%	0.0%	-2.5%	-2.7%	-7.6%	-8.7%	-2.4%	-0.5%	2.5%	8.9%	-3.5%	-1.1%	0.0%	0.0%	-0.6%	0.0%	-0.5%	0.0%	0.0%	-4.8%	0.0%	-8.6%	-5.9%	-0.7%	-10.5%	0.0%
Milton Keynes	-22.3%	-3.5%	-25.8%	0.0%	0.0%	-29.6%	-11.0%	0.0%	-12.6%	23.4%	-35.0%	-28.0%	-15.4%	-12.3%	0.0%	-23.0%	0.0%	-2.9%	-26.5%	-2.5%	-24.5%	-36.1%	0.0%	0.0%	0.0%	0.0%	-16.7%	-12.8%	0.0%	-43.1%	-20.6%	-32.5%	-20.5%	-3.6%	-20.6%	-24.8%	-20.1%	-21.9%	-9.6%	-17.9%	-14.6%	3.0%	-19.3%	-29.0%	-32.3%	-19.8%	-24.3%	0.0%
North East	11.2%	3.0%	-11.2%	0.0%	0.0%	-0.3%	-12.6%	0.0%	0.0%	-4.0%	-37.3%	-21.9%	-13.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.0%	-6.2%	-3.5%	0.0%	0.0%	-3.0%	-7.5%	-18.9%	-8.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.1%	-22.4%	17.7%	3.2%	0.0%
North West	-6.1%	11.3%	-3.1%	0.0%	0.0%	-0.4%	-0.5%	0.0%	-5.2%	0.0%	-24.5%	-16.0%	-14.2%	-1.3%	0.0%	-10.9%	0.0%	0.0%	0.0%	0.0%	-10.6%	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.6%	-8.4%	-16.7%	0.0%	0.0%	-10.4%	-10.2%	-11.4%	-15.8%	0.0%	-0.1%	0.0%	0.0%	-11.0%	-10.0%	-16.3%	6.0%	4.1%	0.0%
Northamptonshire	-18.2%	11.5%	-12.6%	0.0%	-1.6%	-2.3%	-4.5%	0.0%	-3.3%	-0.5%	-28.7%	-18.5%	-10.0%	-2.4%	0.0%	-4.2%	0.0%	-1.3%	0.1%	-2.1%	-12.3%	-1.5%	-0.7%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	-31.7%	-8.3%	-18.2%	-1.1%	0.0%	-5.6%	-16.9%	-19.0%	-7.7%	0.0%	-2.0%	0.3%	0.0%	-5.4%	-14.5%	-22.3%	-5.8%	-8.1%	0.0%
Oxford	-5.5%	7.6%	-3.7%	8.9%	-15.9%	0.0%	0.0%	-10.3%	-17.2%	0.0%	-22.7%	-13.7%	-2.0%	-15.9%	0.0%	-9.5%	-20.9%	-10.8%	0.0%	-12.2%	-13.8%	-12.2%	3.2%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	-7.0%	-10.2%	-9.8%	0.0%	0.0%	-12.7%	-7.9%	-14.5%	-20.3%	0.0%	-13.9%	0.0%	0.0%	-10.5%	0.1%	-14.0%	10.1%	5.0%	0.0%
Oxfordshire	-2.5%	9.3%	-6.4%	7.7%	-11.8%	0.0%	0.0%	-10.6%	-17.3%	0.0%	-22.1%	-16.9%	0.3%	-15.8%	0.0%	-0.1%	-13.4%	-11.4%	0.0%	-13.3%	-12.7%	-13.8%	7.8%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	-5.4%	-7.1%	-12.5%	0.0%	0.0%	-11.1%	-7.3%	-14.7%	-19.5%	0.0%	-14.9%	0.0%	0.0%	-4.8%	-3.2%	-13.9%	16.5%	2.0%	0.0%
Scotland	-8.2%	6.7%	-12.8%	0.0%	0.0%	-0.2%	-3.5%	0.0%	-4.3%	0.0%	-27.6%	-14.6%	-13.1%	-0.3%	0.0%	-8.9%	0.0%	0.0%	0.0%	0.0%	-10.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.4%	-8.1%	-18.0%	0.0%	0.0%	-9.6%	-9.3%	-8.5%	-13.7%	0.0%	0.0%	0.0%	0.0%	-10.3%	-2.9%	-16.7%	-2.7%	10.1%	0.0%
Slough	-37.4%	-17.9%	-7.0%	-0.5%	-5.5%	1.8%	-6.4%	0.5%	-9.5%	-14.8%	-13.6%	3.8%	-4.3%	-7.0%	-2.2%	3.3%	1.1%	-10.3%	0.6%	-6.5%	1.5%	-6.3%	-33.9%	5.3%	-17.7%	-9.9%	-5.0%	-4.2%	-16.5%	2.0%	10.4%	-3.1%	2.7%	2.3%	-5.1%	2.3%	-7.2%	-16.7%	5.1%	-9.1%	5.4%	-16.3%	3.9%	-1.0%	-13.1%	4.5%	-3.1%	-2.7%
South Bucks East	-19.9%	-12.6%	5.7%	5.6%	0.9%	0.7%	-1.2%	6.5%	-5.6%	-0.5%	6.3%	1.9%	3.0%	-4.0%	2.0%	17.5%	8.1%	1.3%	3.3%	2.4%	7.1%	2.0%	-31.3%	4.0%	0.0%	-0.8%	-1.3%	-0.6%	-3.5%	9.9%	14.1%	12.4%	-0.1%	-0.3%	0.8%	10.0%	0.7%	-5.9%	-1.7%	1.5%	0.2%	0.7%	15.5%	3.8%	4.6%	3.2%	3.7%	2.0%
South Bucks West	-22.8%	-22.6%	5.2%	17.9%	10.0%	-10.5%	5.6%	18.1%	2.2%	2.1%	-7.0%	6.2%	6.6%	-1.6%	0.9%	10.9%	18.3%	7.9%	-12.8%	13.8%	0.6%	3.8%	-43.8%	-0.6%	1.3%	-2.8%	2.1%	2.4%	-3.7%	-9.7%	11.1%	3.6%	-4.4%	-6.8%	0.6%	3.8%	9.9%	4.2%	-9.9%	13.4%	-13.2%	1.1%	8.5%	-3.0%	7.2%	16.5%	-0.1%	0.9%
South Oxfordshire	-11.6%	-0.7%	-6.1%	-7.4%	-11.9%	0.0%	0.0%	-0.1%	-12.7%	0.0%	-21.9%	-9.4%	4.6%	-11.9%	-0.2%	-2.8%	-6.5%	-10.2%	0.0%	1.4%	-4.7%	-7.0%	-18.2%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.0%	0.5%	-6.5%	27.6%	0.0%	0.0%	-8.2%	2.6%	-5.2%	-13.1%	0.0%	-0.4%	0.0%	0.0%	-3.2%	0.1%	-2.8%	18.6%	1.1%	0.0%
South West	0.0%	5.3%	-10.1%	0.0%	-16.1%	0.0%	0.0%	-1.2%	-2.5%	0.0%	-3.9%	-2.3%	-0.6%	-2.0%	0.0%	-1.8%	-1.8%	-1.1%	0.0%	-0.7%	-1.8%	-2.1%	-6.9%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	-2.4%	-0.4%	-12.8%	0.0%	0.0%	-1.7%	-1.2%	-0.7%	-5.3%	0.0%	-0.3%	0.0%	0.0%	-1.3%	-1.8%	-1.1%	4.8%	2.9%	0.0%
South and West London	-15.4%	-22.2%	-5.2%	0.0%	-1.4%	-0.7%	-10.4%	0.0%	0.0%	-9.7%	0.0%	-6.4%	0.0%	0.0%	-2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.0%	-3.3%	-6.2%	-3.1%	-8.7%	-9.3%	-5.3%	-2.4%	4.0%	7.0%	-6.1%	-1.2%	0.0%	0.0%	-0.2%	0.0%	-4.1%	0.0%	-2.5%	-7.7%	0.0%	-2.5%	-2.3%	1.6%	-3.2%	-2.4%
Surrey	-8.2%	-16.7%	-10.0%	0.0%	-2.6%	0.1%	-9.8%	0.0%	0.0%	-8.7%	-0.2%	-4.1%	0.0%	0.0%	-1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.6%	-4.4%	-6.2%	-3.4%	-4.5%	-5.9%	-6.6%	4.6%	12.3%	7.0%	1.1%	-1.1%	0.0%	0.0%	-0.1%	-1.7%	1.2%	0.0%	0.0%	-6.5%	0.0%	0.3%	-2.0%	2.2%	-4.4%	-3.8%
Three Rivers	-13.8%	-23.9%	-3.9%	0.0%	-2.4%	2.2%	-10.3%	0.0%	-0.5%	-14.5%	-1.3%	-0.2%	0.0%	-0.1%	-3.5%	0.0%	0.0%	0.0%	-0.4%	0.0%	-0.7%	-0.2%	-24.0%	-4.3%	-6.6%	-5.3%	-9.9%	-10.3%	-6.3%	-13.3%	3.5%	9.8%	-6.5%	-0.8%	-0.8%	-0.2%	0.0%	-0.8%	2.4%	0.0%	3.7%	-8.3%	0.0%	-2.6%	6.9%	0.5%	1.5%	-4.8%
Uxbridge	-17.4%	-15.4%	-10.9%	0.0%	-1.6%	-1.9%	-12.0%	0.0%	0.0%	-12.2%	-1.0%	-7.8%	0.0%	0.0%	-4.3%	-1.4%	0.0%	0.0%	-0.8%	0.0%	0.0%	0.0%	-23.8%	-2.4%	-10.1%	-4.1%	-11.6%	-12.3%	-5.7%	-13.1%	-1.7%	8.0%	-5.4%	-1.5%	0.0%	-0.4%	0.0%	0.0%	-5.2%	0.0%	-1.6%	-10.4%	-0.8%	-4.4%	-4.8%	-0.5%	-2.8%	-6.2%
Wales	-7.4%	7.4%	-13.3%	0.0%	-7.9%	0.0%	-0.2%	-11.4%	-6.7%	0.0%	-8.5%	-10.2%	2.5%	-5.1%	0.0%	0.0%	-2.3%	-13.3%	-3.7%	0.0%	4.8%	4.1%	-0.1%	-3.5%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	-1.4%	-2.2%	-11.5%	0.0%	0.0%	-6.4%	1.1%	5.9%	-5.2%	0.0%	8.1%	0.0%	0.0%	-1.8%	-1.4%	1.1%	-0.4%	0.0%
Watford	-11.5%	-25.3%	-6.9%	0.0%	-2.0%	1.7%	-1.1%	0.0%	0.0%	-25.6%	-6.0%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.3%	0.0%	-0.1%	0.0%	-15.1%	0.0%	-1.3%	-2.2%	-8.0%	-9.5%	-0.8%	-10.8%	2.1%	12.8%	-2.6%	-0.8%	0.0%	-0.1%	0.0%	0.0%	1.9%	0.0%	3.9%	-3.6%	0.0%	-3.4%	6.7%	-0.5%	-1.7%	0.0%
West Berkshire	2.6%	5.6%	-4.7%	8.6%	8.7%	0.0%	0.0%	10.7%	-9.6%	0.0%	-2.1%	-4.0%	11.1%	-8.8%	0.0%	0.0%	11.5%	-8.6%	0.0%	7.3%	2.8%	0.0%	5.3%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	1.0%	2.7%	-6.4%	0.0%	0.0%	-4.3%	0.0%	9.6%	-2.2%	0.0%	12.6%	0.0%	0.0%	0.0%	0.0%	-2.1%	2.5%	-3.7%	0.0%
West Midlands	-5.8%	11.0%	-2.3%	0.0%	-2.8%	-0.5%	-0.4%	0.0%	-7.1%	0.0%	-16.1%	-16.8%	-13.3%	-3.2%	0.0%	-10.8%	0.0%	-1.1%	0.0%	-1.9%	-11.5%	-3.3%	-2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.8%	-10.4%	-16.5%	0.0%	0.0%	-11.1%	-10.4%	-14.2%	-17.0%	0.0%	-1.5%	0.0%	0.0%	-11.4%	-11.2%	-16.2%	12.8%	6.1%	0.0%
West Sussex	-13.4%	-30.5%	-4.8%	0.0%	-0.6%	0.0%	-10.4%	0.0%	0.0%	-7.3%	-0.2%	-4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.4%	0.0%	-5.4%	-4.0%	-7.0%	-7.5%	-8.4%	1.2%	11.1%	11.7%	-0.5%	-0.8%	0.0%	0.0%	0.0%	-1.7%	-0.7%	0.0%	0.0%	-7.4%	0.0%	4.1%	-1.6%	0.0%	-9.5%	0.0%
Windsor and Maidenhead	-24.8%	-10.9%	-15.7%	4.0%	3.2%	0.0%	-10.7%	6.5%	-8.6%	-10.5%	-17.2%	-7.4%	4.0%	-10.7%	-3.6%	2.3%	10.0%	-10.8%	0.0%	5.4%	-1.9%	-6.3%	-28.6%	1.5%	-3.8%	-10.2%	-0.7%	-3.1%	6.2%	-4.3%	8.6%	-6.1%	-0.2%	-0.7%	-7.2%	-0.3%	5.9%	-3.7%	-0.3%	5.5%	0.0%	-7.4%	0.6%	0.0%	-7.8%	6.1%	-1.2%	-3.2%
Wycombe Central and East	-18.7%	-12.2%	17.4%	-29.2%	-17.1%	-3.0%	-11.6%	-1.3%	-5.1%	-8.1%	6.5%	3.0%	1.8%	-4.0%	-15.5%	3.2%	1.5%	0.3%	-3.9%	-2.9%	-2.3%	7.1%	-50.3%	-17.6%	-11.2%	-12.8%	-6.6%	-6.9%	-11.5%	-3.4%	9.5%	17.0%	-4.7%	-4.3%	-1.9%	0.3%	-1.5%	-7.2%	-3.3%	-3.6%	-3.0%	-9.8%	5.1%	-5.1%	0.8%	1.4%	6.6%	-16.0%
Wycombe South	-24.1%	-6.6%	-4.0%	-2.0%	-2.2%	-2.9%	-11.4%	12.4%	0.2%	-15.3%	10.1%	16.0%	11.5%	-1.9%	-12.1%	1.5%	16.3%	16.0%	-3.9%	9.1%	-0.2%	5.7%	-44.2%	-13.9%	-14.1%	-17.0%	-12.4%	-12.4%	-14.2%	-10.2%	11.5%	17.0%	2.1%	-6.8%	-9.0%	-4.9%	9.6%	-0.6%	-9.5%	6.0%	-5.3%	-14.4%	1.4%	-4.3%	-4.5%	6.6%	-1.2%	-13.8%
Wycome North-West	-28.1%	1.6%	-0.9%	-47.4%	-33.0%	1.4%	1.8%	-13.9%	-9.5%	0.6%	-2.9%	-4.4%	0.7%	-9.7%	-4.4%	-5.5%	-13.2%	-2.4%	0.7%	-5.1%	-6.0%	-7.6%	-34.1%	-5.5%	-2.7%	-4.4%	0.8%	0.3%	-2.7%	-3.8%	1.7%	0.5%	0.0%	-1.9%	-9.1%	-3.9%	-8.9%	-10.5%	-2.6%	-4.7%	0.2%	-2.0%	-6.2%	10.9%	0.2%	1.2%	1.5%	-6.4%
Yorkshire and The Humber	6.1%	5.0%	-2.3%	0.0%	0.0%	-0.5%	-11.1%	0.0%	0.0%	-4.2%	-40.6%	-27.6%	-13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.1%	-9.1%	-18.6%	0.0%	0.0%	-2.4%	-7.1%	-20.1%	-6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.9%	-23.7%	14.9%	1.9%	0.0%

Table G7 - % Change sector to sector IP Peak Hour; Car Commute

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	53.9%	48.5%	57.2%	70.0%	45.1%	-1.1%	10.2%	-6.0%	28.6%	62.7%	26.4%	20.6%	27.0%	46.3%	-34.5%	1.6%	22.8%	36.1%	32.7%	36.7%	-3.3%	40.8%	-6.1%	-1.6%	70.3%	-27.7%	28.3%	32.4%	43.1%	2.4%	51.5%	36.5%	8.5%	24.9%	-2.1%	-10.9%	39.9%	2.5%	33.1%	40.9%	28.4%	62.1%	47.3%	-19.0%	39.1%	12.1%	14.4%	-40.9%
Aylesbury North	36.3%	44.8%	43.2%	3.1%	32.5%	28.4%	5.5%	-5.0%	-1.7%	4.5%	22.0%	5.6%	-7.4%	6.4%	9.7%	-1.2%	0.4%	0.8%	10.4%	2.4%	3.6%	3.7%	-2.6%	37.9%	-11.8%	-1.4%	10.1%	14.4%	0.0%	16.1%	26.9%	44.3%	5.4%	7.6%	-5.2%	-7.3%	-2.4%	-4.9%	-16.0%	-1.2%	-3.5%	2.7%	-2.7%	-12.3%	15.6%	13.7%	38.6%	11.0%
Aylesbury South	38.7%	30.5%	21.6%	4.4%	-14.9%	7.7%	1.1%	-24.7%	-6.4%	28.5%	12.9%	16.9%	-3.4%	-3.3%	-34.4%	-11.3%	-21.1%	-4.0%	-3.9%	-5.8%	-16.6%	16.0%	-17.8%	0.0%	5.6%	-19.7%	6.6%	10.3%	0.0%	3.3%	38.5%	33.0%	-5.2%	8.2%	-23.7%	-19.9%	4.3%	-12.2%	92.7%	1.0%	4.8%	14.6%	-21.9%	-16.6%	33.7%	12.8%	45.9%	-38.7%
Bedford	42.4%	-6.2%	2.2%	0.0%	0.0%	9.4%	-66.4%	0.0%	0.0%	-41.7%	8.7%	-0.5%	-9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.5%	12.8%	143.2%	-68.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.5%	-41.0%	26.5%	-55.3%	0.0%
Bedfordshire	27.6%	19.4%	-4.7%	0.0%	0.0%	11.6%	-33.2%	0.0%	-0.8%	-2.5%	1.3%	-8.1%	-5.0%	-0.7%	0.0%	0.0%	0.0%	-0.2%	1.2%	-0.1%	6.4%	-1.6%	0.0%	0.0%	0.0%	-0.4%	-12.5%	-15.0%	0.0%	-3.7%	19.1%	11.2%	-33.8%	-3.9%	-2.2%	-2.1%	-1.8%	-0.7%	-3.2%	-0.9%	7.4%	3.2%	0.0%	-1.6%	-38.7%	10.2%	-12.9%	0.0%
Berkshire	-5.5%	8.5%	-12.7%	26.2%	25.4%	0.0%	10.3%	21.2%	-1.6%	1.8%	11.5%	89.3%	18.7%	-1.0%	5.0%	0.0%	21.9%	-1.3%	0.0%	20.4%	2.1%	0.0%	-6.0%	0.0%	2.5%	3.3%	0.0%	0.0%	0.0%	2.7%	34.1%	5.3%	0.0%	0.0%	-0.5%	0.0%	24.7%	19.0%	0.0%	23.0%	0.0%	3.7%	0.0%	0.0%	-26.1%	13.6%	-14.2%	5.0%
Bicester	21.2%	8.6%	5.6%	-3.1%	-24.9%	-0.3%	0.0%	-42.8%	-13.5%	1.6%	-37.1%	2.5%	-54.8%	-25.2%	-12.9%	-9.4%	-9.9%	-47.4%	0.0%	-51.9%	-7.7%	-12.4%	-13.4%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	12.8%	67.3%	32.4%	0.0%	0.0%	-9.4%	-9.3%	-35.1%	-12.4%	0.0%	-46.2%	0.0%	0.0%	-9.4%	-4.2%	-18.0%	39.2%	11.0%	0.0%
Cambridgeshire	-16.6%	6.9%	-30.7%	0.0%	0.0%	7.4%	-46.4%	0.0%	0.0%	-28.9%	18.2%	-0.1%	-1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.5%	0.0%	1.8%	24.2%	-21.2%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	0.0%	0.0%	0.1%	5.4%	24.9%	-7.2%	0.0%
Central and North West London	20.5%	6.6%	-12.0%	0.0%	-1.2%	-1.0%	-20.8%	0.0%	0.0%	-11.7%	18.4%	-22.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.9%	0.0%	-10.8%	-3.7%	-15.0%	-15.0%	-10.5%	-15.5%	8.8%	22.2%	-7.5%	-4.1%	0.0%	0.0%	1.1%	0.0%	-3.8%	0.0%	-1.7%	-11.8%	0.0%	-5.2%	-14.9%	28.8%	-31.5%	0.0%
Cherwell	47.9%	12.6%	32.2%	-30.3%	-8.4%	0.0%	1.3%	-9.0%	-10.4%	0.0%	18.4%	61.5%	-10.8%	-10.8%	-2.7%	-9.4%	-6.5%	12.3%	0.0%	3.3%	-6.6%	-12.4%	-26.5%	-5.1%	0.0%	-2.2%	0.0%	0.0%	0.0%	15.5%	61.8%	22.0%	0.1%	0.0%	-9.4%	-7.3%	3.4%	-12.4%	0.0%	10.2%	0.0%	0.0%	-9.4%	-4.5%	-29.0%	38.6%	21.2%	-4.6%
Chiltern North	25.0%	33.2%	28.1%	4.2%	4.7%	-27.2%	-30.2%	15.4%	30.0%	40.6%	24.5%	100.1%	23.2%	19.3%	-15.5%	-2.1%	16.3%	30.6%	8.5%	11.2%	50.6%	18.3%	-25.1%	0.0%	32.6%	-34.0%	5.6%	-2.7%	0.0%	30.8%	126.2%	59.4%	-14.5%	37.9%	21.1%	14.4%	28.8%	43.4%	-26.6%	20.8%	-14.4%	34.9%	25.6%	-22.5%	37.2%	12.9%	55.3%	-41.8%
Chiltern South	27.1%	12.5%	46.0%	0.1%	-3.0%	24.8%	-30.8%	0.0%	-15.2%	30.2%	42.6%	5.7%	9.1%	-15.5%	37.5%	-25.5%	0.5%	-3.8%	-13.0%	-1.2%	-3.5%	-18.0%	-37.3%	0.0%	-0.3%	-21.8%	22.8%	0.6%	0.0%	61.1%	43.9%	86.2%	16.6%	-7.9%	-16.3%	-16.7%	0.5%	-13.6%	44.9%	-0.2%	101.6%	18.2%	-14.4%	1.7%	32.4%	122.9%	40.9%	0.0%
Dacorum	16.0%	2.5%	-9.0%	-4.1%	-2.4%	8.6%	-54.8%	-0.9%	1.0%	-43.4%	22.4%	-3.9%	-0.1%	0.0%	-5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	8.5%	0.0%	-11.0%	0.0%	-5.8%	-33.9%	-48.6%	-49.6%	0.0%	-2.7%	24.7%	74.8%	-45.7%	-7.4%	0.0%	0.0%	0.0%	0.0%	-9.6%	0.0%	6.6%	-22.8%	0.0%	-1.9%	-11.3%	15.7%	-8.4%	-1.1%
East London	27.7%	5.9%	-11.2%	0.0%	-0.6%	-0.6%	-34.8%	0.0%	0.0%	-13.5%	25.5%	-18.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.2%	0.0%	-5.2%	-1.5%	-15.1%	-15.1%	-4.6%	-4.0%	9.6%	26.5%	-5.6%	-3.7%	0.0%	0.0%	0.0%	0.0%	-3.1%	0.0%	-1.7%	-6.4%	0.0%	-0.8%	-19.6%	26.4%	-23.8%	0.0%
East Midlands	-23.4%	1.0%	-17.4%	0.0%	0.0%	1.6%	-22.3%	0.0%	0.0%	-2.8%	-10.9%	43.1%	-14.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	46.2%	116.5%	0.0%	0.0%	-4.2%	-3.6%	-4.1%	-1.4%	0.0%	-2.0%	0.0%	0.0%	0.0%	-2.0%	-13.3%	32.1%	-0.8%	0.0%
East Sussex	28.1%	1.2%	5.0%	0.0%	0.0%	0.0%	-15.2%	0.0%	0.0%	-15.2%	19.8%	-8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.7%	0.0%	-15.2%	-7.7%	-15.2%	-6.1%	-15.2%	9.1%	66.8%	10.4%	-2.6%	-6.1%	0.0%	0.0%	0.0%	6.4%	-3.9%	0.0%	0.0%	-15.2%	0.0%	5.0%	-11.6%	16.1%	-22.4%	0.0%
East of England	11.5%	6.6%	-33.6%	0.0%	0.0%	8.3%	-25.8%	0.0%	0.0%	-17.7%	18.0%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.7%	30.8%	0.0%	-8.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.4%	0.0%	0.0%	2.4%	10.7%	26.8%	-14.5%	0.0%
Essex	22.2%	6.6%	-11.5%	0.0%	-0.2%	-0.8%	-43.1%	0.0%	0.0%	34.0%	31.8%	-12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.2%	0.0%	0.0%	-8.5%	-15.2%	-15.2%	0.0%	-11.0%	4.7%	35.6%	-7.8%	-3.2%	0.0%	0.0%	0.0%	0.0%	-1.4%	0.0%	-1.7%	-3.6%	0.0%	-1.4%	-6.2%	27.2%	6.0%	0.0%
Hampshire	35.6%	20.7%	16.4%	0.0%	-5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.2%	-17.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	-1.3%	0.0%	0.0%	0.0%	4.0%	31.3%	21.0%	0.0%	0.0%	0.0%	0.0%	2.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.4%	9.5%	-22.6%	0.0%
Hertfordshire	22.5%	10.6%	-12.6%	0.0%	0.0%	7.5%	-52.4%	0.0%	0.0%	18.9%	18.8%	-1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	0.0%	-0.4%	0.0%	0.0%	-0.9%	-23.8%	-23.7%	0.0%	-2.9%	11.0%	10.5%	-5.7%	-1.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	9.0%	1.8%	0.0%	-5.6%	2.0%	28.5%	-2.0%	0.0%
Hillingdon South	24.1%	10.3%	12.6%	16.6%	8.3%	-0.4%	-6.1%	13.5%	0.0%	-9.4%	29.6%	-1.1%	14.5%	0.0%	-1.9%	0.0%	15.0%	0.0%	0.0%	10.5%	0.0%	0.0%	-21.3%	-8.5%	-12.9%	11.6%	-8.3%	-10.4%	-15.2%	1.9%	30.2%	27.3%	-4.5%	-1.5%	0.0%	0.0%	17.4%	0.3%	-0.7%	11.2%	-3.1%	-9.5%	0.0%	-0.6%	-2.8%	48.0%	-23.0%	-11.5%
Kent	25.1%	8.1%	-4.9%	0.0%	-0.9%	0.0%	-15.2%	0.0%	0.0%	-15.2%	27.1%	-19.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.4%	0.0%	0.0%	-0.3%	-15.2%	-9.9%	0.0%	8.8%	15.1%	37.6%	5.8%	-6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.7%	0.0%	4.4%	-5.3%	24.8%	-47.8%	0.0%
Milton Keynes	-13.5%	4.9%	-15.1%	0.0%	0.0%	-35.7%	-36.6%	0.0%	-10.7%	-14.0%	-29.0%	-43.4%	-36.1%	-5.6%	0.0%	-9.6%	0.0%	-8.4%	-10.9%	-2.5%	-48.3%	-6.3%	0.0%	0.0%	0.0%	-0.9%	-10.0%	-17.0%	0.0%	-11.3%	-30.3%	2.2%	-36.3%	7.6%	-36.3%	-47.2%	-43.5%	-36.5%	4.1%	-38.9%	-22.2%	1.8%	-7.1%	-50.7%	-7.4%	-16.7%	-1.5%	0.0%
North East	-4.0%	16.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	147.6%	0.0%	177.8%	0.0%	0.0%	-5.5%	-3.6%	-53.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.3%	0.0%	0.0%	0.0%	0.0%
North West	58.8%	-20.2%	77.5%	0.0%	0.0%	-0.1%	0.0%	0.0%	-7.8%	0.0%	-21.8%	66.9%	-19.1%	-5.7%	0.0%	-9.4%	0.0%	0.0%	0.0%	0.0%	-8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	70.2%	3.7%	0.0%	0.0%	-9.4%	-5.4%	-4.8%	-12.4%	0.0%	-2.3%	0.0%	0.0%	-9.4%	-3.3%	-24.1%	36.3%	9.6%	0.0%
Northamptonshire	-33.3%	-10.2%	-14.0%	0.0%	-1.8%	-3.6%	-9.1%	0.0%	-4.3%	-2.4%	-21.7%	-11.7%	-32.5%	-1.2%	0.0%	-3.8%	0.0%	-12.1%	0.0%	-2.6%	8.1%	-2.7%	-1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.1%	41.2%	15.4%	0.0%	0.0%	-13.6%	-5.3%	-11.1%	-7.3%	0.0%	-8.6%	0.0%	0.0%	-3.5%	-4.5%	-17.2%	37.3%	-11.0%	0.0%
Oxford	30.1%	16.4%	8.3%	0.0%	-36.1%	0.0%	0.0%	0.0%	-11.8%	0.0%	-3.9%	69.3%	-48.7%	-12.4%	0.0%	0.0%	0.0%	-9.4%	0.0%	-9.4%	-9.1%	-12.4%	2.8%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	6.3%	72.6%	31.5%	0.0%	0.0%	-9.4%	-4.9%	-9.7%	-12.4%	0.0%	-9.4%	0.0%	0.0%	0.0%	-0.3%	-26.8%	33.6%	22.8%	0.0%
Oxfordshire	29.1%	22.7%	10.0%	0.0%	-18.1%	0.0%	0.0%	-4.7%	-11.9%	0.0%	-10.7%	64.3%	-48.2%	-12.4%	0.0%	-4.2%	0.0%	-9.4%	0.0%	-9.4%	-8.5%	-7.1%	-0.3%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	8.3%	78.3%	22.0%	0.0%	0.0%	-9.4%	-5.9%	-9.6%	-12.4%	0.0%	-9.4%	0.0%	0.0%	-5.7%	-1.5%	-27.3%	32.7%	22.4%	0.0%
Scotland	33.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.8%	0.0%	0.0%	0.0%	0.0%	-2.8%	0.0%	-9.4%	0.0%	0.0%	0.0%	0.0%	-9.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.4%	0.0%	0.0%	-9.4%	-8.4%	0.0%	-12.4%	0.0%	0.0%	0.0%	0.0%	-9.4%	-9.7%	-37.2%	0.0%	0.0%	0.0%
Slough	41.1%	15.3%	34.9%	1.5%	9.1%	5.0%	-11.3%	22.0%	-15.3%	-12.3%	49.4%	21.4%	19.4%	-6.7%	-2.5%	23.4%	16.7%	-12.8%	4.9%	6.3%	7.1%	-1.4%	-12.5%	-24.7%	-10.8%	6.3%	8.0%	3.8%	0.0%	15.9%	75.5%	26.4%	6.4%	0.2%	-0.2%	13.8%	6.3%	-17.7%	-2.4%	10.3%	7.8%	-6.9%	21.6%	9.2%	-31.5%	-3.4%	-23.3%	-14.6%
South Bucks East	72.1%	33.8%	68.6%	5.1%	13.6%	20.5%	22.6%	19.9%	2.3%	-2.2%	75.6%	35.7%	43.8%	-3.0%	6.5%	21.1%	51.2%	-7.1%	12.8%	1.0%	20.0%	1.2%	-6.0%	0.0%	17.7%	6.0%	23.0%	32.6%	0.0%	46.5%	103.4%	97.7%	25.8%	11.6%	5.0%	23.9%	23.4%	3.3%	51.2%	17.0%	38.3%	7.1%	18.4%	27.8%	8.8%	100.5%	3.0%	17.8%
South Bucks West	21.3%	32.9%	35.8%	416.9%	44.7%	26.6%	82.5%	9.5%	63.5%	62.0%	34.7%	213.0%	109.2%	83.8%	218.9%	29.0%	0.0%	132.2%	59.4%	49.0%	54.7%	111.4%	23.5%	452.7%	-20.9%	-8.6%	58.6%	48.3%	-33.5%	71.0%	180.1%	57.8%	16.9%	139.3%	61.8%	68.1%	53.7%	71.7%	-3.6%	68.5%	31.5%	56.6%	90.7%	19.7%	14.7%	92.5%	28.9%	452.7%
South Oxfordshire	3.1%	4.8%	-4.3%	1.3%	-21.0%	0.0%	0.0%	21.7%	-6.4%	0.1%	20.8%	107.9%	-22.4%	-5.2%	0.0%	-3.4%	4.2%	-4.9%	0.0%	15.5%	1.5%	0.0%	-9.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	2.7%	54.1%	39.3%	0.0%	0.0%	-4.7%	1.3%	19.5%	9.1%	0.0%	17.7%	0.0%	0.0%	-4.1%	-0.2%	-23.2%	59.3%	5.9%	0.0%
South West	28.0%	17.5%	10.0%	0.0%	-4.7%	0.0%	0.0%	0.0%	-2.8%	0.0%	18.2%	-13.4%	-6.9%	-2.3%	0.0%	-4.7%	0.0%	-1.1%	0.0%	-0.5%	-1.1%	-3.2%	10.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	31.1%	22.9%	0.0%	0.0%	-2.8%	-2.3%	1.4%	6.7%	0.0%	-0.2%	0.0%	0.0%	-5.6%	-0.5%	-22.2%	15.8%	17.6%	0.0%
South and West London	32.4%	-0.4%	14.4%	0.0%	-3.5%	-0.3%	-15.2%	0.0%	0.0%	-15.2%	27.0%	-18.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.4%	0.0%	-15.2%	-10.3%	-15.2%	-15.2%	-15.2%	-1.6%	18.3%	19.1%	-5.6%	-3.5%	0.0%	0.0%	0.0%	0.0%	-2.7%	0.0%	-1.1%	-15.2%	0.0%	-0.5%	-14.9%	24.0%	-24.9%	0.0%
Surrey	35.8%	2.8%	21.3%	0.0%	-6.7%	0.0%	-15.1%	0.0%	0.0%	-10.4%	24.4%	-17.8%	0.0%	0.0%	-3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-27.3%	-5.3%	-4.8%	-4.2%	-10.4%	-8.3%	-15.2%	9.8%	47.4%	20.6%	-0.2%	-2.8%	0.0%	0.0%	0.3%	4.9%	-1.0%	0.0%	0.0%	-8.1%	0.0%	0.6%	-16.1%	21.0%	-22.1%	-5.3%
Three Rivers	24.5%	4.6%	-4.8%	0.0%	-3.8%	9.2%	-52.8%	0.0%	1.4%	13.8%	19.7%	-1.1%	0.0%	0.1%	-7.8%	0.0%	0.0%	0.0%	2.7%	0.0%	15.2%	3.1%	-28.2%	-43.5%	-11.4%	-6.6%	-15.2%	-15.2%	0.0%	-5.3%	16.0%	11.5%	-6.9%	2.1%	0.0%	0.5%	0.0%	1.2%	10.2%	0.0%	10.4%	-5.2%	0.0%	2.1%	24.1%	35.9%	10.2%	-31.5%
Uxbridge	23.4%	3.0%	-11.0%	0.0%	-3.6%	10.0%	-19.3%	0.0%	0.0%	-15.0%	13.0%	-20.6%	0.0%	0.0%	0.0%	10.7%	0.0%	0.0%	13.4%	0.0%	1.3%	0.0%	-22.8%	0.0%	-15.0%	-9.7%	-15.0%	-15.0%	-15.0%	-23.9%	5.5%	17.3%	-11.3%	9.6%	0.0%	10.2%	0.0%	0.0%	9.3%	0.0%	9.4%	-14.5%	7.7%	-2.8%	-17.9%	29.3%	-21.3%	0.0%
Wales	61.2%	-12.0%	85.4%	0.0%	-12.2%	0.0%	0.0%	-3.8%	0.0%	-35.0%	139.9%	8.9%	-3.7%	0.0%	-3.4%	0.0%	-2.3%	0.0%	24.1%	11.5%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	26.3%	34.2%	0.0%	0.0%	-3.3%	-0.8%	27.3%	20.8%	0.0%	27.8%	0.0%	0.0%	-4.1%	-0.6%	-69.8%	2.1%	17.6%	0.0%
Watford	24.4%	5.4%	-8.0%	0.0%	-3.9%	8.2%	-48.1%	0.0%	0.0%	30.9%	18.2%	-1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.7%	0.0%	0.0%	-7.2%	-15.2%	-15.2%	0.0%	-2.6%	16.4%	11.7%	-8.8%	-0.4%	0.0%	0.0%	0.0%	0.0%	9.9%	0.0%	10.4%	-3.6%	0.0%	2.7%	9.3%	29.2%	6.9%	0.0%
West Berkshire	23.8%	8.0%	9.2%	0.0%	28.3%	0.0%	0.0%	26.0%	-2.8%	0.0%	89.2%	137.8%	23.0%	-2.8%	0.0%	0.0%	29.0%	-2.8%	0.0%	23.9%	6.4%	0.0%	-2.8%	0.0%	0.0%	-2.6%	0.0%	0.0%	0.0%	1.5%	18.2%	10.8%	0.0%	0.0%	-1.8%	0.0%	29.0%	21.1%	0.0%	29.0%	0.0%	0.0%	0.0%	0.0%	-28.2%	9.2%	-11.8%	0.0%
West Midlands	52.8%	-16.6%	47.0%	0.0%	-5.3%	-0.3%	0.0%	0.0%	-8.5%	0.0%	-23.5%	66.1%	-7.3%	-5.1%	0.0%	-9.4%	0.0%	-2.4%	0.0%	0.5%	-7.6%	-1.9%	-2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.8%	56.8%	18.9%	0.0%	0.0%	-9.3%	-6.4%	-2.7%	-12.0%	0.0%	-4.5%	0.0%	0.0%	-9.4%	-4.3%	-31.0%	34.1%	26.9%	0.0%
West Sussex	39.9%	2.4%	1.4%	0.0%	0.0%	0.0%	-15.2%	0.0%	0.0%	-15.2%	17.5%	-3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.9%	0.0%	-15.2%	-5.7%	-15.2%	-8.7%	-15.2%	8.8%	37.0%	25.3%	-5.8%	-8.1%	0.0%	0.0%	0.0%	4.6%	-5.2%	0.0%	0.0%	-15.2%	0.0%	2.9%	-20.1%	25.4%	-27.7%	0.0%
Windsor and Maidenhead	-6.0%	9.8%	-6.0%	-7.3%	9.2%	0.0%	14.3%	12.6%	0.6%	15.5%	17.5%	9.0%	7.1%	9.9%	21.0%	5.5%	17.0%	11.2%	0.0%	0.1%	8.8%	1.6%	-13.5%	26.8%	21.2%	15.7%	-2.0%	7.0%	10.2%	1.5%	28.1%	3.5%	-1.3%	5.1%	3.0%	1.4%	12.9%	-14.7%	7.3%	12.9%	0.0%	17.3%	3.8%	0.0%	-34.9%	0.5%	-23.0%	16.4%
Wycombe Central and East	47.6%	43.0%	54.2%	17.6%	-15.2%	-19.8%	-0.3%	21.2%	-9.8%	2.2%	61.9%	68.5%	-0.9%	-6.1%	9.1%	-1.5%	48.6%	17.1%	-19.5%	24.6%	-1.6%	-0.2%	7.7%	0.0%	12.3%	-3.1%	6.2%	5.4%	-38.4%	5.5%	62.2%	76.8%	-12.0%	-10.2%	-9.2%	-10.6%	41.6%	-13.6%	-30.3%	28.6%	-21.7%	-2.5%	-12.5%	-24.2%	6.8%	19.1%	27.0%	-6.0%
Wycombe South	10.2%	17.9%	11.2%	-19.5%	7.0%	-4.2%	38.4%	-14.6%	-1.6%	21.4%	68.9%	91.5%	24.1%	3.5%	37.6%	21.5%	-0.8%	16.0%	-5.4%	-1.7%	4.3%	6.2%	1.5%	0.0%	18.1%	30.2%	16.0%	15.8%	0.0%	-10.7%	67.1%	75.4%	31.6%	6.3%	2.4%	-0.9%	0.1%	4.4%	-18.2%	8.8%	-4.8%	22.1%	6.0%	-8.4%	-13.3%	50.3%	-7.0%	32.7%
Wycome North-West	21.0%	49.5%	38.4%	-20.1%	-3.9%	-11.9%	16.0%	-7.7%	-25.8%	28.4%	74.2%	45.7%	-13.2%	-8.9%	13.3%	-20.0%	-7.7%	16.9%	-12.8%	-9.3%	-22.3%	-35.4%	34.7%	0.0%	-6.7%	22.6%	18.1%	20.0%	0.0%	-6.0%	44.2%	64.5%	7.6%	9.6%	-25.0%	-21.2%	21.9%	-15.1%	7.3%	8.4%	-4.8%	20.3%	-25.3%	-17.1%	15.1%	20.8%	22.0%	23.0%
Yorkshire and The Humber	-3.0%	-2.1%	-2.4%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	-5.2%	-35.3%	0.0%	-18.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	58.4%	177.8%	0.0%	0.0%	-4.5%	-4.1%	-10.0%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.7%	-30.3%	36.5%	17.4%	0.0%

Table G8 - % Change sector to sector IP Peak Hour; Car Business

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	54.6%	48.0%	50.6%	101.7%	54.0%	-3.7%	12.6%	1.7%	25.0%	61.0%	26.5%	14.0%	32.5%	35.8%	-36.1%	21.5%	83.0%	35.7%	29.5%	29.6%	-6.9%	39.5%	-8.2%	-40.5%	78.8%	-37.1%	30.4%	29.9%	141.2%	24.8%	67.5%	39.8%	4.7%	29.4%	6.2%	2.0%	34.4%	-7.6%	59.6%	32.2%	31.3%	66.8%	21.2%	-20.3%	45.3%	2.8%	15.7%	-52.3%
Aylesbury North	31.8%	31.0%	54.0%	1.1%	28.1%	-13.6%	4.4%	2.9%	1.8%	2.5%	25.5%	15.7%	-3.4%	4.9%	9.8%	-3.8%	0.1%	5.7%	4.0%	1.6%	1.1%	5.9%	-0.5%	33.5%	-3.3%	1.2%	6.5%	6.0%	-9.5%	14.1%	63.0%	55.5%	-7.0%	1.5%	0.3%	-3.2%	0.9%	-2.7%	9.3%	0.1%	2.9%	-0.3%	-2.0%	-20.7%	12.4%	4.3%	31.4%	16.6%
Aylesbury South	33.3%	36.2%	30.5%	2.0%	-5.5%	0.5%	0.0%	-20.6%	-8.3%	12.5%	8.4%	4.9%	-6.4%	-5.4%	-28.3%	-13.3%	-13.9%	-9.0%	-6.0%	-8.7%	-15.8%	-6.2%	-23.8%	-12.7%	14.5%	-7.5%	2.7%	4.9%	19.6%	15.1%	48.5%	37.5%	-5.0%	9.7%	-11.9%	-13.5%	1.7%	-19.0%	13.1%	-4.1%	10.6%	9.6%	-13.1%	-26.5%	27.0%	2.0%	43.1%	-36.8%
Bedford	30.5%	0.2%	-3.9%	0.0%	0.0%	9.4%	-66.8%	0.0%	0.0%	-43.4%	-8.4%	0.0%	-5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-67.3%	-67.3%	0.0%	-4.9%	39.9%	6.2%	-60.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-67.3%	0.0%	0.0%	1.8%	-49.8%	18.6%	-58.2%	0.0%
Bedfordshire	31.0%	17.0%	-5.3%	0.0%	0.0%	9.8%	-31.6%	0.0%	-0.3%	-5.5%	0.1%	-7.0%	-4.4%	-0.5%	0.0%	-0.6%	0.0%	-0.3%	0.6%	0.0%	8.9%	-0.7%	0.0%	0.0%	0.0%	-0.7%	-28.3%	-17.4%	0.0%	-11.8%	30.8%	-4.4%	-41.0%	-2.0%	-1.9%	-0.6%	-1.9%	-0.4%	2.1%	-0.6%	9.5%	0.7%	-0.5%	-0.5%	-36.5%	-8.1%	-18.2%	0.0%
Berkshire	-10.7%	-2.8%	-14.9%	26.7%	22.0%	0.0%	-1.2%	24.2%	-1.0%	-0.6%	18.8%	99.3%	22.8%	-0.8%	1.2%	0.0%	25.0%	-0.8%	0.0%	21.8%	5.5%	0.0%	-10.8%	-0.3%	-0.7%	4.8%	0.0%	0.0%	-0.4%	2.3%	49.8%	4.6%	0.0%	0.0%	-0.3%	0.0%	25.5%	20.3%	0.0%	25.8%	0.0%	-1.0%	0.0%	0.0%	-19.3%	12.9%	-3.2%	-0.9%
Bicester	22.5%	6.2%	1.5%	-6.4%	-29.8%	-1.6%	0.0%	-44.8%	-16.1%	2.5%	-31.3%	6.0%	-55.5%	-19.9%	-4.2%	-13.8%	-11.1%	-35.5%	0.0%	-42.3%	-12.1%	-14.3%	-15.9%	0.0%	0.0%	14.8%	0.0%	0.0%	0.0%	8.2%	71.6%	29.6%	0.0%	0.0%	-13.8%	-13.6%	-53.1%	-14.3%	0.0%	-42.3%	0.0%	0.0%	-13.8%	-15.3%	-5.2%	25.2%	11.6%	0.0%
Cambridgeshire	-13.7%	6.9%	-31.3%	0.0%	0.0%	9.1%	-32.4%	0.0%	0.0%	-39.6%	15.5%	0.0%	-2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-58.5%	-50.6%	0.0%	-2.4%	44.9%	15.5%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.4%	0.0%	0.0%	2.6%	6.4%	9.8%	-6.7%	0.0%
Central and North West London	9.4%	12.6%	-15.0%	0.0%	-0.3%	-1.2%	-13.0%	0.0%	0.0%	3.8%	13.6%	-27.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.9%	0.0%	-4.7%	-2.6%	-7.8%	-7.8%	-4.9%	-15.0%	4.2%	13.5%	-4.8%	-1.6%	0.0%	0.0%	1.1%	0.0%	-2.7%	0.0%	-2.1%	-5.5%	0.0%	-3.2%	-3.7%	12.2%	-14.9%	0.0%
Cherwell	59.1%	4.0%	25.7%	-25.7%	-26.5%	-0.4%	0.0%	-16.7%	-11.2%	0.0%	29.7%	40.0%	24.5%	-4.2%	-4.2%	-13.8%	-21.6%	46.7%	0.0%	18.5%	-12.5%	-14.3%	-36.8%	-3.3%	0.0%	-1.8%	0.0%	0.0%	0.0%	14.6%	82.6%	15.0%	0.2%	0.0%	-13.8%	-12.4%	13.1%	-14.3%	0.0%	28.6%	0.0%	0.0%	-13.8%	-14.9%	-8.1%	20.3%	22.4%	-7.4%
Chiltern North	25.9%	32.4%	24.7%	-5.6%	7.8%	-7.5%	-24.3%	5.0%	23.1%	53.6%	28.6%	73.5%	20.7%	18.7%	-26.6%	16.9%	4.2%	18.4%	14.2%	14.7%	46.5%	7.8%	-22.9%	-42.2%	28.0%	-29.0%	6.8%	6.4%	-5.0%	51.9%	134.3%	50.7%	-5.9%	33.1%	13.4%	14.2%	27.0%	30.9%	57.0%	18.0%	1.4%	28.0%	16.1%	-8.5%	37.6%	19.4%	61.7%	-41.7%
Chiltern South	35.5%	17.0%	54.2%	-0.4%	-1.6%	64.2%	-12.0%	-0.6%	-16.2%	54.1%	47.4%	3.6%	7.7%	-14.5%	-30.1%	-12.0%	-0.3%	-7.0%	-14.0%	-3.0%	-9.8%	-18.4%	-31.2%	-55.4%	38.3%	3.0%	46.4%	44.4%	61.5%	62.3%	35.0%	101.1%	40.5%	-8.3%	-15.0%	-14.1%	-0.9%	-16.1%	106.6%	-0.9%	131.0%	40.8%	-13.8%	22.8%	51.1%	127.6%	56.9%	-40.2%
Dacorum	10.5%	5.6%	-11.5%	-3.2%	-2.9%	9.4%	-55.6%	-0.7%	0.8%	34.0%	21.5%	-2.7%	0.0%	0.0%	-8.0%	0.0%	-0.7%	0.0%	0.0%	0.0%	13.8%	0.0%	-15.1%	-6.3%	-7.5%	-33.2%	-49.2%	-49.1%	-8.0%	-2.5%	21.3%	83.0%	-40.6%	-5.8%	0.0%	0.0%	0.0%	0.0%	8.6%	0.0%	11.0%	-15.3%	0.0%	0.7%	-9.6%	4.0%	-13.6%	-6.9%
East London	11.3%	16.9%	-15.5%	0.0%	0.0%	-0.9%	-20.9%	0.0%	0.0%	29.0%	20.7%	-21.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.0%	0.0%	-2.9%	0.1%	-7.8%	-7.8%	-3.5%	-3.8%	7.0%	19.2%	-4.5%	-1.5%	0.0%	0.0%	0.0%	0.0%	-2.2%	0.0%	-2.1%	-3.7%	0.0%	-1.0%	-1.1%	10.4%	-13.2%	0.0%
East Midlands	-25.8%	1.2%	-17.5%	0.0%	0.0%	-0.8%	-11.3%	0.0%	0.0%	-4.2%	-33.4%	5.0%	-19.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.6%	47.4%	22.9%	0.0%	0.0%	0.0%	-7.2%	-18.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.1%	-20.6%	21.6%	1.6%	0.0%
East Sussex	15.2%	4.8%	-2.6%	0.0%	0.0%	0.0%	-8.0%	0.0%	0.0%	-8.0%	12.7%	-23.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.0%	0.0%	-8.0%	-3.4%	-8.0%	-4.6%	-8.0%	7.8%	49.1%	31.8%	-0.6%	-3.1%	0.0%	0.0%	0.0%	5.7%	-2.1%	0.0%	0.0%	-8.0%	0.0%	4.7%	-9.5%	12.6%	-15.0%	0.0%
East of England	18.8%	6.1%	-28.6%	0.0%	0.0%	9.2%	-16.9%	0.0%	0.0%	-36.6%	9.2%	1.4%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	-67.3%	-67.3%	0.0%	-2.8%	34.5%	41.3%	-30.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.8%	0.0%	0.0%	3.4%	2.4%	8.9%	0.2%	0.0%
Essex	13.0%	18.4%	-19.2%	0.0%	-0.4%	-1.0%	-30.5%	0.0%	0.0%	79.8%	29.4%	-12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.9%	0.0%	0.0%	-2.2%	-7.8%	-7.8%	0.0%	-11.8%	0.1%	29.5%	-4.5%	-1.5%	0.0%	0.0%	0.0%	0.0%	-1.7%	0.0%	-2.1%	29.4%	0.0%	-0.8%	4.0%	11.9%	8.9%	0.0%
Hampshire	30.2%	11.5%	-0.6%	0.0%	-2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	10.3%	-24.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	-1.3%	0.0%	0.0%	0.0%	3.5%	59.0%	11.0%	0.0%	0.0%	0.0%	0.0%	1.9%	9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-16.4%	5.5%	-10.3%	0.0%
Hertfordshire	7.6%	12.5%	-16.4%	0.0%	0.0%	8.1%	-49.6%	0.0%	0.0%	62.5%	18.2%	-1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	0.0%	-0.4%	0.0%	0.0%	-0.3%	-25.9%	-21.8%	0.0%	-10.3%	16.8%	7.3%	-5.2%	-0.9%	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%	9.5%	11.5%	0.0%	-1.6%	3.1%	13.0%	-0.6%	0.0%
Hillingdon South	3.4%	6.5%	-0.1%	9.8%	11.2%	-0.6%	-3.5%	8.4%	0.0%	-3.1%	27.4%	-5.4%	22.5%	0.0%	8.7%	0.0%	8.5%	0.0%	0.0%	14.2%	0.0%	0.0%	-16.1%	2.4%	-4.1%	-0.7%	-2.2%	-5.4%	-7.4%	5.2%	31.0%	21.3%	1.2%	-0.9%	0.0%	0.0%	17.8%	0.4%	4.6%	11.0%	-0.1%	-3.6%	0.0%	-1.2%	3.3%	28.7%	-8.2%	11.0%
Kent	15.5%	16.7%	-14.7%	0.0%	0.0%	0.0%	-8.0%	0.0%	0.0%	-8.0%	13.2%	-29.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.9%	0.0%	-8.0%	0.9%	-8.0%	-4.9%	-8.0%	7.8%	11.1%	31.4%	-1.5%	-2.8%	0.0%	0.0%	0.0%	0.0%	-2.5%	0.0%	0.0%	-7.2%	0.0%	3.7%	-6.5%	9.4%	-19.9%	0.0%
Milton Keynes	-25.2%	8.0%	-21.9%	0.0%	0.0%	-35.4%	-24.8%	0.0%	-8.4%	-16.7%	-46.9%	-41.1%	-37.2%	-5.6%	0.0%	-5.6%	0.0%	-5.6%	-6.2%	-1.6%	-34.5%	-5.5%	0.0%	0.0%	0.0%	-2.4%	-6.4%	-7.3%	0.0%	-40.3%	-11.4%	-37.6%	-27.6%	-6.5%	-31.2%	-34.1%	-35.0%	-29.5%	-6.3%	-29.5%	-9.2%	-6.7%	-5.7%	-49.8%	-35.4%	-48.1%	-8.9%	0.0%
North East	-30.5%	8.6%	-9.5%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	-9.1%	-34.2%	47.4%	-12.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	46.0%	-14.8%	37.1%	0.0%	0.0%	0.0%	-7.6%	-37.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.9%	46.8%	24.3%	14.2%	0.0%
North West	77.1%	-23.1%	75.1%	0.0%	0.0%	-0.9%	0.0%	0.0%	-9.1%	0.0%	27.8%	34.3%	-24.1%	-5.5%	0.0%	-13.8%	0.0%	0.0%	0.0%	0.0%	-12.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	127.9%	30.7%	0.0%	0.0%	-13.8%	-11.7%	-24.6%	-14.3%	0.0%	-6.6%	0.0%	0.0%	-13.8%	-14.5%	-5.9%	15.6%	22.9%	0.0%
Northamptonshire	-22.4%	-1.5%	-28.3%	0.0%	-2.0%	-2.1%	-4.0%	0.0%	-3.1%	-1.9%	-35.9%	6.7%	-29.1%	-1.0%	0.0%	-5.3%	0.0%	-2.4%	0.0%	-3.5%	-5.4%	-1.5%	-3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.2%	58.8%	31.3%	-0.4%	0.0%	-11.8%	-8.5%	-25.4%	-7.5%	0.0%	-8.6%	0.0%	0.0%	-6.4%	-17.8%	-24.6%	14.2%	-12.9%	0.0%
Oxford	31.9%	12.4%	5.4%	-40.4%	-26.3%	0.0%	0.0%	19.7%	-14.2%	0.0%	-13.1%	42.9%	-48.5%	-14.3%	0.0%	0.0%	22.8%	-14.3%	0.0%	-13.8%	-12.5%	-14.3%	2.6%	0.0%	0.0%	-1.3%	0.0%	0.0%	0.0%	4.9%	75.6%	14.7%	0.0%	0.0%	-13.8%	-6.2%	-13.8%	-14.3%	0.0%	-13.8%	0.0%	0.0%	0.0%	-2.3%	-8.0%	18.9%	20.1%	0.0%
Oxfordshire	30.9%	11.7%	5.4%	-40.4%	-16.9%	0.0%	0.0%	17.0%	-14.2%	0.0%	-14.8%	42.8%	-50.7%	-14.3%	0.0%	-9.0%	22.8%	-14.3%	0.0%	-13.8%	-12.9%	-7.3%	2.6%	0.0%	0.0%	-0.8%	0.0%	0.0%	0.0%	3.6%	72.9%	13.7%	0.0%	0.0%	-13.8%	-9.3%	-13.9%	-14.3%	0.0%	-13.8%	0.0%	0.0%	0.0%	-8.3%	-6.8%	-6.4%	19.4%	20.9%	0.0%
Scotland	108.7%	-13.4%	129.5%	0.0%	0.0%	-2.7%	0.0%	0.0%	-10.6%	0.0%	-8.1%	61.9%	-41.3%	-7.5%	0.0%	-13.8%	0.0%	0.0%	0.0%	0.0%	-13.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.8%	62.2%	35.1%	0.0%	0.0%	-13.8%	-12.0%	-21.6%	-14.3%	0.0%	-6.8%	0.0%	0.0%	-13.8%	-14.9%	-48.5%	11.1%	40.2%	0.0%
Slough	44.2%	14.0%	36.6%	1.9%	-2.5%	3.0%	10.4%	3.0%	-12.7%	12.2%	59.6%	47.6%	10.9%	-6.4%	4.1%	18.8%	1.3%	-13.9%	3.6%	-4.3%	9.2%	-3.6%	-16.2%	2.9%	11.3%	7.6%	5.2%	7.0%	0.5%	9.8%	83.6%	31.0%	6.3%	3.2%	0.4%	11.7%	-4.3%	-19.7%	26.2%	2.8%	9.5%	10.3%	19.8%	7.8%	-16.5%	-9.7%	13.2%	4.5%
South Bucks East	59.3%	31.0%	55.8%	6.5%	8.9%	14.9%	29.5%	16.1%	-2.5%	29.5%	67.6%	19.6%	26.8%	0.2%	34.1%	28.8%	27.3%	-8.0%	13.6%	2.4%	-1.5%	3.2%	-4.9%	-14.3%	32.8%	24.6%	28.1%	30.2%	72.4%	32.5%	101.5%	104.5%	28.0%	17.4%	13.5%	28.4%	4.9%	0.0%	35.9%	6.2%	48.5%	29.5%	25.2%	21.7%	29.6%	78.7%	23.1%	43.3%
South Bucks West	22.4%	35.2%	35.2%	38.1%	35.0%	8.0%	27.8%	21.3%	38.4%	8.8%	22.6%	162.0%	90.5%	33.1%	23.9%	64.8%	43.2%	43.9%	25.9%	38.4%	20.1%	37.2%	6.0%	75.6%	22.1%	-6.0%	26.0%	23.2%	58.7%	17.5%	109.0%	20.7%	13.7%	18.8%	26.7%	35.2%	40.5%	43.2%	32.6%	46.6%	21.0%	22.0%	45.1%	6.0%	-12.9%	3.7%	10.6%	16.2%
South Oxfordshire	-0.1%	3.2%	-3.8%	-15.8%	-24.5%	0.0%	0.0%	4.0%	-7.1%	0.6%	8.2%	48.6%	-35.1%	-7.4%	-0.1%	-7.9%	15.3%	-7.0%	0.0%	6.4%	-0.4%	-5.0%	-7.8%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	2.7%	44.7%	12.8%	0.0%	0.0%	-6.6%	-1.4%	-7.0%	-7.8%	0.0%	5.4%	0.0%	0.0%	-7.3%	-0.8%	-10.3%	59.6%	7.9%	0.0%
South West	31.6%	9.4%	9.1%	0.0%	-3.7%	0.0%	0.0%	0.0%	-3.3%	0.0%	15.0%	-16.5%	-6.0%	-2.6%	0.0%	-6.5%	0.0%	-2.2%	0.0%	-0.9%	-3.6%	-3.8%	-10.6%	0.0%	0.0%	-2.0%	0.0%	0.0%	0.0%	1.3%	71.3%	16.7%	0.0%	0.0%	-4.4%	-3.8%	1.4%	7.7%	0.0%	-0.8%	0.0%	0.0%	-6.3%	-1.4%	-9.1%	9.9%	23.5%	0.0%
South and West London	11.1%	9.7%	-2.2%	0.0%	-2.9%	-0.4%	-8.0%	0.0%	0.0%	-8.0%	14.6%	-24.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.7%	0.0%	-8.0%	-8.7%	-8.0%	-8.0%	-8.0%	-1.5%	17.9%	13.9%	-4.2%	-2.0%	0.0%	0.0%	0.3%	0.0%	-2.2%	0.0%	-1.4%	-7.6%	0.0%	-0.8%	-7.4%	10.4%	-15.6%	0.0%
Surrey	11.2%	6.0%	-0.7%	0.0%	-3.0%	0.0%	-7.4%	0.0%	0.0%	-7.3%	15.2%	-25.3%	0.0%	0.0%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-20.2%	-1.2%	-7.9%	-7.4%	-5.9%	-4.4%	-7.9%	11.3%	90.0%	13.3%	-0.4%	-1.6%	0.0%	0.0%	0.2%	5.9%	-2.2%	0.0%	0.0%	-7.9%	0.0%	0.5%	-7.8%	8.7%	-13.3%	-1.1%
Three Rivers	11.7%	5.3%	-5.8%	0.0%	-3.4%	9.5%	-54.8%	0.0%	1.7%	55.1%	17.2%	0.1%	0.0%	0.4%	-11.1%	0.0%	0.0%	2.8%	0.0%	18.6%	2.4%	-24.3%	-0.4%	-6.7%	-8.4%	-7.9%	-8.0%	-8.0%	-6.7%	-13.4%	19.8%	17.9%	-1.3%	1.6%	0.3%	0.3%	0.0%	1.3%	10.1%	0.0%	10.8%	3.2%	0.0%	0.1%	23.9%	15.6%	17.0%	-9.7%
Uxbridge	9.7%	6.6%	-12.2%	0.0%	-3.4%	9.9%	-12.2%	0.0%	0.0%	-6.8%	10.8%	-27.1%	0.0%	0.0%	0.0%	7.4%	0.0%	0.0%	12.1%	0.0%	1.5%	0.0%	-17.9%	0.0%	-7.8%	-5.8%	-7.8%	-7.8%	-7.8%	-17.1%	4.5%	12.3%	-10.8%	10.2%	0.0%	8.5%	0.0%	0.0%	8.5%	0.0%	9.6%	-7.5%	7.2%	-11.9%	-5.6%	12.9%	-6.8%	0.0%
Wales	52.9%	1.1%	12.9%	0.0%	-8.1%	-0.1%	0.0%	0.0%	-3.1%	0.0%	29.5%	156.9%	15.6%	-2.2%	0.0%	-4.1%	0.0%	-1.4%	0.0%	22.2%	15.1%	0.0%	-11.4%	0.0%	0.0%	-1.9%	0.0%	0.0%	0.0%	0.6%	49.5%	19.6%	0.0%	0.0%	-3.8%	-2.2%	28.5%	22.8%	0.0%	26.7%	0.0%	0.0%	-2.9%	-4.2%	-2.5%	0.5%	8.3%	0.0%
Watford	11.3%	9.8%	-11.6%	0.0%	-1.6%	9.1%	-38.6%	0.0%	0.0%	88.4%	15.4%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.3%	0.0%	0.0%	-11.1%	-8.0%	-8.0%	0.0%	-14.6%	6.6%	7.0%	-7.1%	-0.3%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	10.8%	-1.3%	0.0%	0.2%	20.2%	8.8%	7.8%	0.0%
West Berkshire	30.3%	3.2%	2.9%	-40.4%	24.8%	0.0%	0.0%	27.6%	-1.7%	0.0%	59.3%	135.9%	25.5%	-1.7%	0.0%	0.0%	29.4%	-1.7%	0.0%	25.8%	10.4%	0.0%	1.7%	0.0%	0.0%	-2.2%	0.0%	0.0%	0.0%	2.1%	41.3%	7.8%	0.0%	0.0%	-1.1%	0.0%	29.3%	24.4%	0.0%	29.4%	0.0%	0.0%	0.0%	0.0%	-12.5%	7.0%	1.4%	0.0%
West Midlands	69.3%	-22.0%	55.0%	0.0%	-19.8%	-1.2%	0.0%	0.0%	-10.2%	0.0%	13.0%	44.0%	-4.1%	-6.2%	0.0%	-13.8%	0.0%	16.6%	0.0%	-1.5%	-12.6%	-3.1%	-18.2%	0.0%	0.0%	-0.3%	0.0%	0.0%	0.0%	4.6%	97.5%	24.7%	0.0%	0.0%	-13.6%	-11.6%	-14.5%	-13.9%	0.0%	-7.1%	0.0%	0.0%	-13.8%	-14.5%	-9.1%	20.8%	23.1%	0.0%
West Sussex	15.9%	15.5%	-2.0%	0.0%	0.0%	0.0%	-8.0%	0.0%	0.0%	-8.0%	11.1%	-24.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.1%	0.0%	-8.0%	-3.0%	-8.0%	-4.7%	-8.0%	7.5%	48.4%	22.7%	-1.7%	-3.0%	0.0%	0.0%	0.0%	5.6%	-2.0%	0.0%	0.0%	-8.0%	0.0%	3.7%	-6.9%	10.3%	-13.1%	0.0%
Windsor and Maidenhead	-12.4%	1.0%	-25.0%	13.0%	13.5%	0.0%	-13.0%	16.5%	3.4%	-11.8%	26.1%	13.3%	13.4%	8.8%	-2.8%	6.2%	18.4%	9.6%	0.0%	13.9%	10.7%	1.3%	-24.3%	-8.1%	-10.0%	-8.3%	-4.8%	-9.3%	-10.0%	5.6%	40.9%	3.0%	-1.9%	-2.7%	3.4%	1.0%	15.6%	-8.0%	-2.5%	19.3%	0.0%	-11.3%	7.1%	0.0%	-31.4%	-2.1%	-8.7%	-7.4%
Wycombe Central and East	58.9%	30.8%	47.0%	-31.0%	-8.9%	-16.8%	4.7%	40.8%	2.7%	17.3%	56.3%	88.8%	9.8%	8.6%	18.3%	-0.4%	27.0%	27.0%	-17.0%	32.7%	6.8%	-2.3%	-10.3%	19.8%	16.0%	4.5%	18.0%	18.2%	10.6%	9.9%	88.8%	103.5%	-4.6%	-7.2%	0.9%	-1.8%	63.8%	-1.9%	-5.6%	52.8%	-16.4%	16.6%	-0.5%	-23.3%	7.3%	20.1%	16.8%	10.0%
Wycombe South	15.7%	9.4%	9.0%	19.4%	7.1%	-5.1%	15.9%	13.0%	9.9%	5.8%	65.4%	100.7%	34.4%	10.0%	7.0%	11.8%	0.8%	11.1%	-2.0%	11.9%	16.5%	10.3%	-8.2%	-8.1%	4.1%	8.8%	7.0%	5.4%	-17.8%	-2.2%	90.1%	106.5%	28.7%	2.2%	-0.5%	10.2%	16.6%	15.7%	-7.3%	11.9%	4.3%	5.3%	9.4%	-14.1%	-0.7%	38.0%	10.1%	5.7%
Wycome North-West	21.2%	43.6%	37.4%	-47.0%	-17.3%	-5.0%	17.3%	-4.7%	-20.6%	27.2%	72.5%	54.5%	-16.3%	-13.8%	17.6%	-15.8%	-4.1%	3.5%	-6.2%	-2.6%	-17.8%	-22.9%	10.0%	48.0%	23.8%	28.2%	22.6%	23.2%	75.7%	5.3%	57.6%	107.6%	6.1%	19.5%	-19.0%	-17.8%	29.5%	-11.9%	8.5%	11.7%	-1.4%	24.1%	-15.6%	-12.0%	13.8%	30.4%	23.4%	4.8%
Yorkshire and The Humber	-8.6%	-0.5%	-6.4%	0.0%	0.0%	-1.1%	0.0%	0.0%	0.0%	-7.3%	-22.8%	-17.2%	-19.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	26.5%	28.1%	0.0%	0.0%	0.0%	-7.4%	-32.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.8%	1.3%	20.3%	9.4%	0.0%

Table G9 - % Change sector to sector IP Peak Hour; Car Others

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	51.6%	43.1%	45.8%	89.4%	52.3%	-11.3%	12.8%	-3.7%	33.2%	53.6%	21.8%	13.8%	18.1%	39.7%	-24.3%	36.7%	82.1%	38.5%	32.3%	30.3%	11.5%	55.5%	-0.8%	-15.6%	64.2%	-14.3%	33.1%	31.4%	126.1%	27.7%	81.1%	29.6%	3.3%	29.7%	25.4%	18.1%	39.7%	7.0%	51.0%	34.3%	32.4%	53.8%	35.9%	-14.0%	34.1%	1.3%	12.6%	-28.2%
Aylesbury North	30.2%	33.6%	35.4%	4.9%	28.5%	-10.1%	9.2%	6.6%	1.9%	12.1%	17.6%	2.7%	-6.9%	5.7%	9.2%	-5.6%	6.9%	4.7%	5.1%	1.1%	14.6%	9.5%	1.0%	26.5%	-0.1%	-3.2%	6.0%	7.9%	2.5%	25.6%	42.6%	30.5%	-1.1%	5.2%	25.0%	3.9%	-1.3%	-9.6%	5.5%	-2.7%	-3.0%	-13.6%	-3.0%	-20.4%	20.5%	4.2%	53.0%	5.1%
Aylesbury South	33.0%	32.3%	25.9%	4.3%	-8.1%	6.9%	-1.5%	-23.5%	-5.6%	16.1%	16.3%	20.2%	-9.6%	-6.9%	-23.3%	2.8%	-16.8%	-8.8%	4.2%	-8.3%	7.4%	-8.4%	-20.2%	-13.0%	16.0%	-1.5%	4.6%	7.2%	44.8%	55.4%	75.2%	38.3%	1.4%	9.9%	10.4%	12.3%	1.1%	-3.5%	17.5%	-4.2%	11.8%	10.2%	6.0%	-18.1%	43.4%	7.4%	60.9%	-28.6%
Bedford	-2.2%	6.3%	-28.9%	0.0%	0.0%	8.1%	-64.1%	0.0%	0.0%	-39.2%	2.9%	0.2%	-6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-63.3%	-63.3%	0.0%	-5.5%	26.6%	24.9%	-48.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-63.3%	0.0%	0.0%	-1.1%	-40.6%	27.3%	-44.1%	0.0%
Bedfordshire	32.6%	17.6%	-5.6%	0.0%	0.0%	7.4%	-20.6%	0.0%	-0.5%	-12.1%	4.9%	-4.7%	-4.3%	-0.4%	0.0%	-0.8%	0.0%	-0.4%	0.8%	0.0%	6.0%	-0.5%	0.0%	0.0%	0.0%	-2.2%	-26.3%	-17.4%	0.0%	-9.5%	29.0%	11.7%	-26.9%	-1.9%	-0.8%	-0.6%	-1.8%	-0.4%	-2.3%	-0.6%	9.0%	-12.2%	-0.9%	-4.6%	-33.0%	-1.5%	-5.4%	0.0%
Berkshire	-13.0%	3.6%	-3.8%	24.7%	23.1%	0.0%	-0.4%	24.5%	-1.1%	-0.3%	14.2%	101.7%	21.3%	-0.9%	0.9%	0.0%	25.4%	-1.0%	0.0%	20.8%	5.4%	0.0%	-9.8%	-0.3%	-0.3%	1.5%	0.0%	0.0%	-0.4%	3.4%	36.8%	4.6%	0.0%	0.0%	-0.4%	0.0%	23.1%	11.0%	-0.1%	24.7%	0.0%	-0.4%	0.0%	0.0%	-17.1%	13.2%	-6.8%	-0.4%
Bicester	17.8%	16.0%	1.1%	-0.5%	-22.0%	-1.6%	0.0%	-33.5%	-11.3%	1.9%	-32.2%	-10.9%	-39.1%	-15.1%	-1.9%	-5.7%	-1.9%	-24.4%	0.0%	-30.8%	-4.9%	-11.6%	-11.7%	0.0%	0.0%	9.2%	0.0%	0.0%	0.0%	16.9%	46.8%	19.9%	0.0%	0.0%	-5.7%	-8.6%	-51.7%	-11.6%	0.0%	-28.0%	0.0%	0.0%	-5.7%	-18.8%	-0.5%	20.4%	0.9%	0.0%
Cambridgeshire	-23.1%	16.2%	-34.1%	0.0%	0.0%	8.1%	-30.0%	0.0%	0.0%	-32.2%	16.7%	0.4%	-1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-56.4%	-48.6%	0.0%	-3.3%	39.4%	16.2%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.4%	0.0%	0.0%	1.6%	10.6%	18.0%	-6.7%	0.0%
Central and North West London	7.2%	17.9%	-13.7%	0.0%	-0.1%	-1.3%	-10.1%	0.0%	0.0%	3.2%	16.3%	-22.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.7%	0.0%	-4.1%	-1.1%	-7.1%	-7.1%	-4.0%	-15.4%	5.5%	13.6%	-4.5%	-1.4%	0.0%	0.0%	0.5%	0.0%	-2.7%	0.0%	-2.5%	-4.9%	0.0%	-3.6%	6.6%	10.6%	-16.9%	0.0%
Cherwell	32.5%	6.1%	19.1%	-32.1%	-27.3%	-0.6%	0.0%	-7.7%	-5.2%	0.0%	30.0%	31.7%	31.6%	2.1%	-4.6%	-5.7%	-7.6%	55.0%	0.0%	37.2%	-5.9%	-11.6%	-33.3%	-7.1%	0.0%	-1.5%	0.0%	0.0%	0.0%	13.4%	62.8%	14.8%	0.3%	0.0%	-5.7%	-6.8%	29.6%	-11.6%	0.0%	44.5%	0.0%	0.0%	-5.7%	-17.6%	-7.5%	15.6%	29.7%	-7.0%
Chiltern North	24.3%	33.3%	32.2%	-0.5%	12.8%	-15.8%	-24.8%	10.3%	34.1%	88.6%	25.0%	75.1%	22.2%	22.9%	-26.7%	27.1%	8.9%	22.2%	19.7%	13.6%	68.9%	15.4%	-23.8%	-30.4%	48.6%	-20.1%	9.0%	16.0%	9.7%	90.8%	146.8%	42.2%	-20.0%	38.1%	22.2%	25.0%	29.4%	41.5%	67.3%	23.1%	1.3%	39.6%	25.6%	-17.1%	30.2%	6.0%	70.2%	-33.0%
Chiltern South	32.3%	1.7%	51.5%	0.5%	-1.9%	60.7%	-26.0%	0.6%	-6.3%	66.9%	46.2%	2.4%	4.0%	-5.3%	-27.0%	1.3%	0.9%	-2.0%	1.3%	0.1%	8.5%	-6.9%	-33.1%	-34.6%	43.5%	0.6%	50.8%	44.3%	58.6%	76.1%	39.0%	80.0%	25.7%	4.3%	-4.9%	1.1%	0.0%	-5.1%	88.6%	0.0%	117.4%	43.0%	1.1%	21.8%	51.8%	99.5%	56.3%	-31.8%
Dacorum	1.7%	1.9%	-15.7%	-3.5%	-2.3%	7.0%	-35.7%	-0.2%	0.5%	18.5%	21.3%	-1.9%	0.0%	0.0%	-7.3%	0.0%	0.1%	0.0%	0.0%	0.0%	9.4%	0.0%	-13.3%	-7.0%	-7.6%	-15.8%	-25.4%	-25.1%	-14.6%	-2.7%	19.0%	83.0%	-30.2%	-2.8%	0.0%	0.0%	0.0%	0.0%	4.9%	0.0%	11.4%	-4.0%	0.0%	-0.9%	-14.4%	12.6%	-10.7%	-6.9%
East London	8.0%	29.6%	-16.0%	0.0%	0.0%	-1.1%	-14.4%	0.0%	0.0%	20.6%	24.2%	-19.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.0%	0.0%	-3.0%	0.9%	-8.0%	-8.0%	-3.6%	-4.2%	8.5%	20.2%	-5.2%	-1.6%	0.0%	0.0%	0.0%	0.0%	-2.7%	0.0%	-2.5%	-3.8%	0.0%	0.0%	4.4%	9.8%	-16.4%	0.0%
East Midlands	-3.1%	1.3%	-12.3%	0.0%	0.0%	-0.8%	-6.5%	0.0%	0.0%	-4.9%	-33.1%	-0.6%	-19.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	37.4%	16.7%	0.0%	0.0%	0.0%	-3.7%	-17.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.9%	-11.1%	16.4%	9.4%	0.0%
East Sussex	15.0%	9.1%	15.0%	0.0%	0.0%	0.0%	-2.3%	0.0%	0.0%	-2.3%	12.0%	-15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.9%	0.0%	-2.3%	-0.8%	-2.3%	-1.5%	-2.3%	8.6%	32.1%	35.8%	1.0%	-0.8%	0.0%	0.0%	0.0%	4.4%	-0.7%	0.0%	0.0%	-2.3%	0.0%	4.7%	16.4%	17.3%	-19.1%	0.0%
East of England	-6.7%	12.1%	-31.6%	0.0%	0.0%	8.5%	-18.6%	0.0%	0.0%	-35.2%	13.1%	1.0%	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-63.3%	-63.3%	0.0%	-3.3%	49.2%	16.7%	-22.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.7%	0.0%	0.0%	-0.3%	11.1%	16.3%	7.1%	0.0%
Essex	8.0%	24.9%	-17.0%	0.0%	0.0%	-1.3%	-21.6%	0.0%	0.0%	66.1%	30.9%	-11.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.0%	0.0%	0.0%	1.0%	-8.0%	-8.0%	0.0%	-11.3%	2.3%	24.0%	-5.0%	-1.5%	0.0%	0.0%	0.0%	0.0%	-2.1%	0.0%	-2.5%	22.2%	0.0%	-0.7%	2.9%	13.1%	13.0%	0.0%
Hampshire	37.5%	26.6%	8.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	-18.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.8%	0.0%	0.0%	-1.3%	0.0%	0.0%	0.0%	4.4%	34.8%	18.4%	0.0%	0.0%	0.0%	0.0%	1.3%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.4%	3.9%	-16.8%	0.0%
Hertfordshire	4.5%	13.3%	-18.4%	0.0%	0.0%	7.1%	-32.0%	0.0%	0.0%	52.1%	18.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%	-0.3%	0.0%	0.0%	-1.3%	-11.0%	-10.4%	0.0%	-10.3%	16.7%	17.9%	-1.7%	-0.5%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	8.4%	2.7%	0.0%	-2.0%	2.6%	19.0%	1.1%	0.0%
Hillingdon South	12.7%	13.8%	13.2%	9.7%	10.2%	0.3%	0.5%	6.9%	0.0%	-0.2%	27.4%	2.3%	14.8%	0.0%	6.4%	0.0%	6.9%	0.0%	0.0%	0.0%	7.8%	0.0%	0.0%	-19.8%	2.6%	-0.9%	-0.8%	-0.7%	-1.3%	-2.2%	4.0%	27.3%	21.8%	2.0%	-0.3%	0.0%	0.0%	13.5%	0.2%	4.8%	6.3%	2.9%	-0.6%	0.0%	-0.1%	16.5%	22.8%	-15.5%	7.4%
Kent	13.0%	24.7%	-12.0%	0.0%	0.0%	0.0%	-2.3%	0.0%	0.0%	-2.3%	15.6%	-25.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.8%	0.0%	-2.3%	1.6%	-2.3%	-1.4%	-2.3%	8.8%	10.7%	33.9%	0.8%	-0.8%	0.0%	0.0%	0.0%	0.0%	-0.7%	0.0%	0.0%	-2.1%	0.0%	4.9%	10.1%	17.2%	-19.2%	0.0%
Milton Keynes	-21.2%	6.1%	-26.3%	0.0%	0.0%	-40.4%	-32.0%	0.0%	-10.1%	-11.1%	-51.8%	-51.7%	-36.0%	-7.2%	0.0%	-7.0%	0.0%	-7.5%	-10.4%	-2.5%	-44.7%	-7.0%	0.0%	0.0%	0.0%	-1.1%	-10.2%	-10.9%	0.0%	-49.8%	-34.5%	-54.6%	-23.1%	0.6%	-36.3%	-41.5%	-41.2%	-29.3%	-1.5%	-35.2%	-13.9%	-10.5%	-7.5%	-53.5%	-38.7%	-49.5%	4.1%	0.0%
North East	-8.1%	-2.8%	-3.9%	0.0%	0.0%	-1.0%	0.0%	0.0%	0.0%	-8.1%	-27.6%	34.6%	-22.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.3%	39.6%	0.0%	0.0%	0.0%	-3.6%	-21.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.4%	4.3%	26.9%	46.8%	0.0%
North West	40.1%	-18.4%	36.9%	0.0%	0.0%	-1.5%	0.0%	0.0%	-6.5%	0.0%	32.4%	33.5%	-24.5%	-4.4%	0.0%	-5.7%	0.0%	0.0%	0.0%	0.0%	-5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	70.7%	18.1%	0.0%	0.0%	-5.7%	-4.8%	-23.0%	-11.6%	0.0%	0.0%	0.0%	0.0%	-5.7%	-17.7%	-7.7%	17.8%	24.8%	0.0%
Northamptonshire	-28.6%	1.6%	-21.1%	0.0%	-3.3%	-7.0%	-5.2%	0.0%	-2.5%	-1.4%	-36.0%	-2.8%	-26.4%	-1.0%	0.0%	-2.6%	0.0%	-2.5%	-1.9%	-4.3%	-5.2%	-1.4%	-1.0%	0.0%	0.0%	0.0%	-1.8%	-1.2%	0.0%	0.2%	51.4%	2.7%	-2.0%	0.0%	-8.2%	-7.6%	-21.4%	-6.2%	0.0%	-11.7%	-2.8%	0.0%	-2.5%	-18.6%	-21.5%	9.2%	-16.6%	0.0%
Oxford	32.7%	26.0%	7.3%	-44.2%	-23.9%	0.0%	0.0%	-9.0%	-10.2%	0.0%	-13.3%	35.3%	-30.0%	-11.6%	0.0%	0.0%	-10.3%	-11.6%	0.0%	-12.1%	-5.4%	-11.6%	-22.6%	0.0%	0.0%	-1.1%	0.0%	0.0%	0.0%	4.5%	65.6%	15.7%	0.0%	0.0%	-5.7%	-2.3%	-6.5%	-11.6%	0.0%	-5.7%	0.0%	0.0%	0.0%	-2.9%	-7.8%	15.1%	24.0%	0.0%
Oxfordshire	27.7%	25.7%	9.6%	-44.2%	-22.4%	0.0%	0.0%	-7.9%	-10.0%	0.0%	-20.5%	24.7%	-29.8%	-11.6%	0.0%	-4.0%	-10.3%	-11.6%	0.0%	-11.5%	-5.7%	-5.5%	-21.4%	0.0%	0.0%	-0.8%	0.0%	0.0%	0.0%	5.0%	75.7%	13.9%	0.0%	0.0%	-5.7%	-3.7%	-6.6%	-11.6%	0.0%	-5.7%	0.0%	0.0%	-3.7%	-8.5%	-6.1%	16.8%	22.2%	0.0%
Scotland	54.4%	-19.2%	79.4%	0.0%	0.0%	-1.3%	0.0%	0.0%	-7.0%	0.0%	-6.8%	36.0%	-30.2%	-4.9%	0.0%	-5.7%	0.0%	0.0%	0.0%	0.0%	-5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.9%	40.7%	17.7%	0.0%	0.0%	-5.7%	-5.1%	-21.1%	-11.6%	0.0%	0.0%	0.0%	0.0%	-5.7%	-17.6%	0.7%	7.4%	34.9%	0.0%
Slough	51.0%	9.1%	50.3%	7.1%	4.6%	4.1%	14.0%	6.9%	-14.5%	15.1%	56.2%	39.6%	9.0%	-6.6%	7.0%	19.7%	6.9%	-15.5%	4.4%	-0.6%	9.0%	-3.6%	-9.5%	8.6%	14.6%	7.1%	3.1%	10.2%	5.7%	9.3%	49.6%	16.3%	6.2%	4.7%	0.1%	11.2%	-1.6%	-19.3%	25.2%	4.8%	9.2%	14.6%	19.6%	14.1%	-12.4%	-13.6%	12.1%	8.3%
South Bucks East	76.7%	10.1%	75.7%	8.4%	13.1%	12.3%	24.8%	17.5%	3.2%	32.8%	74.5%	28.2%	21.3%	6.1%	32.3%	27.3%	27.5%	-4.9%	12.9%	7.9%	6.0%	7.0%	-7.2%	-13.0%	27.5%	26.4%	29.8%	32.0%	68.7%	30.2%	77.0%	74.6%	24.6%	16.6%	24.2%	24.7%	12.9%	9.5%	30.0%	11.7%	36.0%	28.2%	25.5%	20.9%	35.8%	65.4%	10.0%	36.9%
South Bucks West	28.3%	52.5%	52.4%	41.3%	37.9%	6.9%	26.3%	41.2%	37.0%	12.2%	28.1%	114.0%	109.9%	30.8%	10.0%	54.7%	47.5%	40.0%	26.4%	43.2%	23.1%	33.0%	15.7%	76.8%	7.4%	5.5%	27.7%	20.8%	44.3%	14.7%	85.4%	14.8%	6.6%	17.0%	28.3%	34.3%	49.0%	35.7%	24.6%	46.2%	17.7%	10.1%	46.6%	3.8%	36.0%	17.4%	17.3%	5.6%
South Oxfordshire	0.0%	8.5%	-0.4%	-12.7%	-17.4%	0.0%	0.0%	15.4%	-5.4%	0.4%	-0.6%	34.2%	-13.0%	-6.0%	-0.1%	-3.3%	3.1%	-5.7%	0.0%	11.1%	5.0%	-4.4%	-12.1%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	2.1%	35.7%	4.2%	0.0%	0.0%	-2.8%	0.1%	10.9%	-2.1%	0.0%	10.5%	0.0%	0.0%	-2.8%	-0.8%	-9.5%	52.0%	6.5%	0.0%
South West	29.8%	25.2%	13.4%	0.0%	-7.5%	0.0%	0.0%	0.0%	-2.0%	0.0%	11.2%	-14.7%	-4.1%	-2.0%	0.0%	-2.4%	0.0%	-1.8%	0.0%	-0.7%	-1.4%	-2.7%	-27.1%	0.0%	0.0%	-1.3%	0.0%	0.0%	0.0%	3.7%	39.8%	15.0%	0.0%	0.0%	-1.8%	-1.6%	0.9%	6.7%	0.0%	-0.3%	0.0%	0.0%	-2.4%	-1.8%	-10.0%	8.5%	16.9%	0.0%
South and West London	19.1%	19.8%	11.0%	0.0%	-0.4%	-0.5%	-2.3%	0.0%	0.0%	-2.3%	15.7%	-21.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.8%	0.0%	-2.3%	-4.9%	-2.3%	-2.3%	-2.3%	-1.9%	23.8%	22.1%	-2.1%	-0.6%	0.0%	0.0%	0.2%	0.0%	-1.8%	0.0%	-1.6%	-2.3%	0.0%	-0.6%	9.8%	16.5%	-14.6%	0.0%
Surrey	14.6%	16.7%	19.9%	0.0%	-0.4%	0.0%	-2.4%	0.0%	0.0%	-2.4%	13.7%	-19.1%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.5%	-0.6%	5.2%	-4.3%	-1.8%	-1.4%	2.8%	11.7%	46.1%	19.0%	0.6%	-0.5%	0.0%	0.0%	0.4%	4.0%	1.6%	0.0%	0.0%	4.8%	0.0%	0.3%	5.7%	13.2%	-11.4%	-0.5%
Three Rivers	7.0%	6.5%	-5.9%	0.0%	-1.4%	7.7%	-52.9%	0.0%	0.9%	34.5%	22.4%	0.4%	0.0%	0.2%	-9.5%	0.0%	0.0%	1.5%	0.0%	14.2%	0.8%	-23.5%	-13.5%	-7.4%	-13.0%	-3.2%	-3.2%	-3.1%	-11.2%	17.4%	14.7%	-1.7%	1.2%	0.6%	0.6%	0.0%	0.8%	9.2%	0.0%	9.0%	-0.4%	0.0%	-2.2%	28.7%	19.6%	13.9%	-11.6%
Uxbridge	4.3%	-5.3%	-10.1%	0.0%	-0.2%	3.5%	-13.0%	0.0%	0.0%	-8.0%	15.9%	-19.7%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	8.6%	0.0%	0.4%	0.0%	-13.4%	0.0%	-8.0%	-7.5%	-8.0%	-8.0%	-8.0%	-26.5%	7.5%	5.3%	-13.7%	8.0%	0.0%	5.3%	0.0%	0.0%	1.7%	0.0%	2.8%	-7.7%	4.7%	-17.0%	-3.5%	9.5%	-2.0%	0.0%
Wales	34.6%	0.9%	28.4%	0.0%	-10.2%	-0.2%	0.0%	0.0%	-2.6%	0.0%	40.9%	123.3%	18.4%	-2.5%	0.0%	-2.1%	0.0%	-1.7%	0.0%	22.5%	17.1%	0.0%	-17.4%	0.0%	0.0%	-1.1%	0.0%	0.0%	0.0%	3.7%	40.7%	16.5%	0.0%	0.0%	-2.5%	-0.9%	25.9%	16.3%	0.0%	27.2%	0.0%	0.0%	-1.7%	-4.8%	-11.5%	7.0%	17.5%	0.0%
Watford	8.4%	12.7%	-13.6%	0.0%	-0.5%	8.2%	-25.7%	0.0%	0.0%	65.7%	20.3%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.4%	0.0%	0.0%	-6.4%	-2.3%	-2.3%	0.0%	-11.7%	13.5%	16.4%	-0.7%	-0.1%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	9.7%	-0.4%	0.0%	-2.0%	9.8%	16.1%	13.4%	0.0%
West Berkshire	34.0%	14.3%	13.3%	-44.2%	26.0%	0.0%	0.0%	27.7%	-2.0%	0.0%	52.8%	141.1%	27.6%	-2.0%	0.0%	0.0%	29.1%	-2.0%	0.0%	25.2%	16.1%	0.0%	-21.6%	0.0%	0.0%	-1.9%	0.0%	0.0%	0.0%	2.2%	31.9%	6.9%	0.0%	0.0%	-1.3%	0.0%	28.1%	18.4%	0.0%	29.1%	0.0%	0.0%	0.0%	0.0%	-14.2%	7.2%	-4.9%	0.0%
West Midlands	39.3%	-19.5%	30.8%	0.0%	-17.4%	-1.5%	0.0%	0.0%	-7.0%	0.0%	18.8%	28.5%	-4.4%	-5.1%	0.0%	-5.7%	0.0%	18.0%	0.0%	1.1%	-5.8%	-2.5%	-14.6%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	9.6%	68.3%	15.9%	0.0%	0.0%	-5.6%	-4.8%	-10.4%	-11.2%	0.0%	-1.2%	0.0%	0.0%	-5.7%	-17.5%	-9.5%	16.8%	24.5%	0.0%
West Sussex	29.5%	26.4%	10.1%	0.0%	0.0%	0.0%	-2.3%	0.0%	0.0%	-2.3%	11.5%	-19.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.1%	0.0%	-2.3%	-0.8%	-2.3%	-1.3%	-2.3%	8.5%	36.5%	30.2%	1.1%	-0.9%	0.0%	0.0%	0.0%	4.3%	-0.5%	0.0%	0.0%	-2.3%	0.0%	4.7%	10.3%	15.6%	-20.1%	0.0%
Windsor and Maidenhead	-4.0%	0.9%	-11.9%	20.5%	14.9%	0.0%	-10.0%	21.0%	2.8%	-8.4%	30.8%	5.4%	15.5%	7.3%	-1.9%	6.4%	19.7%	8.0%	0.0%	14.8%	11.7%	0.9%	-29.8%	-2.7%	-7.4%	-6.4%	-7.0%	-8.8%	-8.7%	10.8%	20.3%	3.0%	-2.3%	-2.1%	3.1%	0.8%	16.8%	-8.1%	-1.9%	19.5%	0.0%	-7.1%	5.8%	0.0%	-33.2%	-6.1%	-22.9%	-4.3%
Wycombe Central and East	59.6%	54.5%	89.8%	-22.9%	-9.1%	-22.3%	4.6%	42.5%	11.2%	15.6%	51.1%	80.4%	6.3%	14.6%	9.6%	17.3%	37.0%	25.7%	-23.9%	28.2%	16.2%	6.4%	-3.0%	18.2%	7.8%	3.4%	13.4%	14.9%	2.3%	12.8%	83.3%	80.6%	-10.1%	-14.7%	14.6%	7.8%	54.5%	6.2%	-12.4%	40.3%	-23.7%	10.2%	15.6%	-27.4%	4.4%	16.0%	11.9%	5.2%
Wycombe South	6.6%	-10.9%	21.9%	32.0%	19.9%	1.3%	16.0%	27.4%	16.7%	2.4%	86.8%	86.6%	39.4%	18.2%	0.0%	25.3%	16.9%	19.6%	-4.2%	26.3%	22.2%	18.4%	-12.1%	-17.1%	-0.8%	5.7%	2.9%	2.0%	-21.2%	-17.2%	62.1%	83.8%	22.9%	-0.1%	8.6%	16.7%	33.7%	23.9%	-8.3%	23.8%	0.4%	0.6%	22.5%	-9.8%	-5.0%	30.7%	-0.7%	0.9%
Wycome North-West	27.8%	54.4%	58.2%	-45.2%	-15.1%	-7.6%	3.6%	3.2%	-18.7%	31.6%	71.7%	53.1%	-12.4%	-14.9%	22.0%	-14.9%	0.9%	5.5%	-13.0%	-4.4%	-16.1%	-21.4%	15.2%	51.7%	21.3%	29.9%	21.7%	20.9%	80.8%	3.6%	44.5%	52.3%	4.2%	16.0%	-12.6%	-16.3%	21.8%	-9.6%	10.3%	12.6%	-6.0%	20.7%	-13.2%	-18.2%	4.0%	18.8%	17.6%	18.6%
Yorkshire and The Humber	17.0%	-4.8%	-7.6%	0.0%	0.0%	-1.6%	0.0%	0.0%	0.0%	-7.5%	-27.7%	-5.0%	-20.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	39.0%	14.7%	0.0%	0.0%	0.0%	-3.6%	-21.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.5%	-6.9%	17.7%	11.2%	0.0%

Table G10 - % Change sector to sector IP Peak Hour; LGV

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacorum	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	23.7%	67.0%	81.8%	-47.2%	104.3%	49.1%	97.9%	-2.7%	-10.4%	24.3%	26.0%	13.8%	1.4%	-4.4%	-62.8%	-19.5%	-15.5%	-5.1%	132.3%	1.4%	0.5%	3.6%	-31.7%	-65.2%	-3.0%	-52.7%	127.0%	109.6%	0.0%	107.9%	39.8%	43.7%	86.4%	88.2%	-17.2%	-25.2%	2.3%	-18.8%	79.0%	-7.9%	102.1%	3.4%	-14.7%	25.5%	89.8%	118.0%	140.3%	-61.5%
Aylesbury North	49.6%	14.1%	81.2%	-22.2%	19.1%	-7.1%	11.2%	-12.7%	-19.4%	36.8%	30.9%	20.6%	-6.5%	-17.6%	-9.8%	-5.9%	-12.1%	-10.8%	23.0%	-2.8%	14.6%	-30.7%	-15.1%	-1.7%	-1.7%	-9.8%	22.4%	19.7%	-5.8%	61.2%	41.2%	15.6%	13.3%	36.3%	-21.1%	-27.3%	-6.9%	-14.4%	-15.1%	-9.7%	29.0%	-5.2%	-29.9%	0.9%	26.2%	12.0%	45.5%	-5.9%
Aylesbury South	70.3%	61.8%	13.8%	-46.7%	33.9%	19.8%	13.2%	-18.3%	-31.3%	29.5%	5.5%	-1.9%	-21.2%	-23.7%	-38.6%	-41.8%	-8.1%	-23.1%	70.8%	-19.1%	-9.5%	-26.8%	-34.2%	0.0%	67.9%	-12.6%	40.0%	39.7%	0.0%	65.7%	18.0%	41.9%	24.6%	56.6%	-32.0%	-38.1%	-16.6%	-39.9%	51.4%	-21.8%	77.4%	28.8%	-47.7%	5.2%	55.8%	36.3%	87.1%	-30.5%
Bedford	104.5%	1.1%	3.2%	0.0%	0.0%	-12.0%	-28.7%	0.0%	0.0%	-37.3%	23.4%	4.5%	-1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-54.6%	-54.6%	0.0%	-18.6%	16.4%	-37.5%	-48.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-54.6%	0.0%	0.0%	-4.0%	-20.5%	-61.2%	-18.0%	0.0%
Bedfordshire	116.6%	16.0%	1.3%	0.0%	0.0%	27.0%	3.4%	0.0%	-0.1%	2.9%	64.3%	57.7%	-6.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	3.9%	-0.1%	0.0%	0.0%	0.0%	-3.0%	11.5%	-1.7%	0.0%	5.4%	18.4%	1.2%	-10.2%	6.3%	0.0%	-0.2%	-1.3%	-1.1%	3.9%	-0.3%	13.6%	-16.1%	0.0%	-7.7%	-20.3%	-39.8%	3.2%	0.0%
Berkshire	23.3%	6.0%	6.1%	56.4%	64.5%	0.0%	-2.5%	112.3%	-35.4%	-1.3%	51.2%	84.5%	104.1%	-35.6%	-0.4%	0.0%	97.6%	-36.4%	0.0%	45.3%	-7.2%	0.0%	-44.2%	0.0%	-1.1%	4.8%	0.0%	0.0%	0.0%	14.5%	54.0%	3.9%	0.0%	0.0%	-17.1%	0.0%	77.3%	-17.5%	0.0%	100.7%	0.0%	-2.3%	0.0%	0.0%	-25.0%	7.5%	6.3%	-1.9%
Bicester	54.5%	8.9%	7.2%	-60.9%	-14.8%	-4.5%	0.0%	-45.8%	-73.7%	5.0%	-15.2%	-24.1%	-49.6%	-75.0%	0.7%	-60.8%	5.4%	-73.4%	0.0%	-53.0%	-61.4%	-78.0%	-43.2%	0.0%	0.0%	25.5%	0.0%	0.0%	0.0%	-6.3%	-23.0%	-1.7%	0.0%	0.0%	-60.8%	-59.3%	-58.8%	-78.0%	0.0%	-56.2%	0.0%	0.0%	-60.8%	-42.8%	-7.1%	-6.8%	34.2%	0.0%
Cambridgeshire	0.7%	1.3%	-31.7%	0.0%	0.0%	11.9%	30.4%	0.0%	0.0%	-33.2%	30.1%	4.2%	-3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-39.3%	-38.4%	0.0%	-19.6%	11.9%	-34.8%	-32.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.8%	0.0%	0.0%	-25.0%	-6.1%	-66.1%	-11.9%	0.0%
Central and North West London	-13.2%	-5.0%	-33.1%	0.0%	0.0%	-31.5%	-70.4%	0.0%	0.0%	-65.6%	32.9%	-12.5%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.7%	0.0%	-28.3%	-8.2%	-73.3%	-73.1%	0.0%	-44.0%	-10.8%	-68.6%	-70.5%	-13.5%	0.0%	0.0%	-0.8%	0.0%	-65.9%	0.0%	-62.4%	-44.0%	0.0%	-55.0%	-61.1%	-64.3%	-43.6%	0.0%
Cherwell	28.3%	48.7%	54.8%	-33.8%	13.5%	-1.6%	0.0%	44.6%	-68.8%	0.0%	8.2%	3.7%	-24.0%	-56.1%	-10.3%	-60.8%	45.6%	-24.1%	0.0%	-26.2%	-56.2%	-78.0%	3.1%	-30.1%	0.0%	-3.9%	0.0%	0.0%	0.0%	-5.0%	-22.6%	-18.6%	0.6%	0.0%	-60.8%	-54.9%	-39.1%	-78.0%	0.0%	-27.4%	0.0%	0.0%	-60.8%	-40.3%	6.2%	-22.5%	24.4%	-19.9%
Chiltern North	30.5%	82.9%	-9.0%	32.3%	93.2%	27.3%	-19.6%	14.5%	10.3%	51.9%	11.4%	65.7%	72.2%	15.5%	-6.6%	-12.5%	9.9%	15.6%	2.5%	16.3%	84.7%	-2.0%	39.5%	0.0%	63.2%	-20.0%	4.0%	3.8%	0.0%	97.8%	122.4%	13.4%	-12.0%	1.7%	-4.1%	-7.5%	28.6%	15.1%	82.3%	18.3%	76.3%	51.2%	-8.0%	2.5%	27.3%	12.7%	9.8%	-57.2%
Chiltern South	27.9%	45.0%	-13.5%	-0.6%	11.7%	140.9%	-2.8%	-0.9%	-36.0%	42.4%	39.8%	3.7%	15.7%	-31.7%	-46.0%	-0.1%	-1.0%	-13.0%	-0.1%	-3.6%	17.5%	-32.7%	-40.1%	0.0%	39.0%	-58.5%	43.0%	43.8%	0.0%	111.5%	35.4%	51.4%	18.9%	3.1%	-33.2%	-0.2%	0.0%	-33.5%	147.3%	-0.8%	189.8%	34.8%	-0.1%	81.6%	87.6%	72.9%	37.5%	-66.2%
Dacorum	0.0%	2.4%	-20.2%	0.0%	-4.4%	26.9%	-13.9%	-1.4%	-0.2%	-7.4%	78.0%	40.6%	-0.8%	0.0%	-11.8%	0.0%	-1.5%	0.0%	0.0%	-0.3%	-2.2%	0.0%	-5.8%	0.0%	-8.2%	-4.8%	-17.9%	-16.0%	0.0%	22.9%	23.8%	102.0%	-22.6%	-3.7%	0.0%	0.0%	0.0%	0.0%	13.1%	0.0%	62.6%	-18.3%	0.0%	-5.9%	6.0%	37.1%	-8.1%	-8.3%
East London	-13.6%	-1.0%	-30.0%	0.0%	0.0%	-24.5%	-69.3%	0.0%	0.0%	-50.3%	47.0%	-7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.5%	-74.3%	-74.3%	0.0%	-44.3%	-20.4%	-73.4%	-69.8%	-14.5%	0.0%	0.0%	-0.1%	0.0%	-64.4%	0.0%	-50.1%	-21.3%	0.0%	-52.9%	-59.5%	-65.0%	-20.1%	0.0%
East Midlands	-53.7%	-14.5%	-15.1%	0.0%	0.0%	-1.8%	-4.6%	0.0%	0.0%	-12.8%	-41.8%	-51.5%	-5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	11.6%	-33.9%	0.0%	0.0%	0.0%	-13.2%	-13.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-35.6%	-7.8%	-23.5%	-3.3%	0.0%
East Sussex	-71.2%	-45.4%	-68.8%	0.0%	0.0%	0.0%	-68.8%	0.0%	0.0%	-68.8%	-11.6%	-6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-68.8%	-9.8%	-68.8%	-46.2%	0.0%	9.8%	0.9%	-51.7%	-22.2%	-5.3%	0.0%	0.0%	0.0%	-14.7%	-3.4%	0.0%	0.0%	-68.8%	0.0%	11.4%	-47.6%	-48.9%	-57.5%	0.0%
East of England	17.3%	-2.4%	-32.6%	0.0%	0.0%	19.1%	34.5%	0.0%	0.0%	-35.0%	21.8%	2.9%	-2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-54.6%	-54.6%	0.0%	-16.2%	5.8%	-34.4%	-39.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	31.0%	0.0%	0.0%	-56.4%	-21.5%	-61.8%	0.3%	0.0%
Essex	-13.7%	3.1%	-23.4%	0.0%	0.0%	-34.5%	-68.2%	0.0%	0.0%	-8.4%	59.7%	-7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	-74.3%	-74.3%	0.0%	-45.3%	-8.9%	-58.8%	-71.2%	-13.8%	0.0%	0.0%	0.0%	0.0%	-55.2%	0.0%	-68.8%	0.3%	0.0%	-59.3%	-30.7%	-67.0%	-18.0%	0.0%
Hampshire	52.5%	34.8%	6.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.4%	-9.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.1%	0.0%	0.0%	-7.2%	0.0%	0.0%	0.0%	0.4%	25.0%	-13.3%	0.0%	0.0%	0.0%	0.0%	-6.5%	-14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.6%	12.8%	13.5%	0.0%
Hertfordshire	-10.0%	10.9%	-22.4%	0.0%	0.0%	-11.0%	-30.5%	0.0%	0.0%	-3.6%	40.1%	3.3%	-0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	-0.7%	-36.1%	-43.3%	0.0%	-29.3%	0.7%	-9.1%	-51.9%	-6.6%	0.0%	0.0%	0.0%	0.0%	4.6%	0.0%	-20.2%	-6.4%	0.0%	-41.9%	-20.4%	-59.1%	-12.4%	0.0%
Hillingdon South	6.5%	9.4%	-14.6%	20.8%	23.0%	-26.4%	-61.9%	12.5%	0.0%	-61.9%	74.3%	39.5%	22.7%	0.0%	24.7%	0.0%	22.2%	0.0%	0.0%	10.7%	0.0%	0.0%	3.0%	82.2%	-63.5%	33.4%	-56.9%	-61.9%	-68.8%	7.3%	48.9%	-24.8%	-35.7%	-14.1%	0.0%	0.0%	21.8%	0.0%	-20.1%	16.0%	-39.9%	-62.7%	0.0%	-14.7%	-48.6%	-44.8%	-33.2%	17.6%
Kent	-14.1%	12.9%	-28.6%	0.0%	0.0%	0.0%	-74.3%	0.0%	0.0%	-74.3%	56.3%	-9.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.0%	-74.3%	-74.3%	0.0%	-29.5%	-26.4%	-71.2%	-53.5%	-11.5%	0.0%	0.0%	-1.5%	0.0%	0.0%	0.0%	0.0%	-19.5%	0.0%	-15.2%	-58.1%	-66.8%	-48.9%	0.0%
Milton Keynes	-37.7%	-4.4%	-26.6%	0.0%	0.0%	-59.2%	-23.8%	0.0%	-2.9%	0.4%	-35.2%	-52.7%	-6.2%	-2.4%	0.0%	0.0%	0.0%	0.0%	15.7%	0.0%	-18.7%	-1.8%	0.0%	0.0%	0.0%	-2.7%	10.7%	19.6%	0.0%	-30.6%	-24.1%	-53.7%	-33.4%	16.3%	-6.5%	-17.7%	-21.9%	-8.5%	30.5%	-14.0%	14.4%	-12.8%	-2.3%	-29.0%	-43.6%	-46.3%	-32.8%	0.0%
North East	-26.5%	-8.4%	-27.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.6%	0.0%	0.0%	-12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.9%	0.0%	0.0%	0.0%	0.0%	-6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-52.7%	43.5%	-41.2%	0.0%	0.0%
North West	24.8%	5.7%	63.5%	0.0%	0.0%	-1.5%	0.0%	0.0%	-41.5%	0.0%	4.9%	-6.0%	-5.3%	-22.6%	0.0%	-60.8%	0.0%	0.0%	0.0%	0.0%	-58.4%	-78.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.4%	-15.8%	-27.0%	0.0%	0.0%	-60.8%	-46.8%	-30.0%	-78.0%	0.0%	0.0%	0.0%	0.0%	-60.8%	-38.5%	15.5%	7.0%	18.2%	0.0%
Northamptonshire	-35.2%	-1.6%	-0.2%	0.0%	-6.1%	-6.4%	5.6%	0.0%	-6.7%	-4.3%	-19.3%	-47.5%	-7.7%	-0.4%	0.0%	-12.4%	0.0%	0.4%	-0.7%	-3.5%	-19.4%	-5.3%	-4.0%	0.0%	0.0%	0.0%	-1.0%	-1.4%	0.0%	3.7%	-24.3%	-29.2%	-4.5%	0.0%	-17.4%	-21.9%	-20.0%	-30.9%	0.0%	-12.6%	-2.5%	0.0%	-10.7%	-43.5%	-7.7%	-20.5%	-4.6%	0.0%
Oxford	73.3%	34.3%	36.5%	-46.4%	4.2%	0.0%	0.0%	45.2%	-75.0%	0.0%	-42.5%	-9.4%	-53.3%	-78.0%	0.0%	0.0%	76.4%	-78.0%	0.0%	-60.1%	-55.1%	-78.0%	33.4%	0.0%	0.0%	-7.1%	0.0%	0.0%	0.0%	112.1%	-23.2%	-20.1%	0.0%	0.0%	-60.8%	-18.5%	-64.9%	-78.0%	0.0%	-60.8%	0.0%	0.0%	0.0%	-7.4%	4.0%	-22.9%	20.1%	0.0%
Oxfordshire	70.7%	45.4%	16.3%	-46.4%	2.5%	0.0%	0.0%	55.9%	-75.9%	0.0%	-40.4%	-7.5%	-54.0%	-78.0%	0.0%	-32.5%	76.4%	-78.0%	0.0%	-55.3%	-51.9%	-78.0%	40.1%	0.0%	0.0%	-3.6%	0.0%	0.0%	0.0%	25.3%	-14.9%	-19.7%	0.0%	0.0%	-60.8%	-19.7%	-62.8%	-78.0%	0.0%	-60.8%	0.0%	0.0%	-29.1%	-6.7%	5.5%	-20.0%	12.9%	0.0%
Scotland	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-60.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-60.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.8%	0.0%	0.0%	0.0%	0.0%	-60.8%	0.0%	-78.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	54.4%	0.0%	0.0%	0.0%
Slough	32.5%	52.5%	29.7%	76.2%	70.2%	20.5%	24.9%	22.0%	-41.4%	18.9%	49.7%	62.0%	76.0%	-61.4%	35.2%	54.7%	41.8%	-42.8%	-0.6%	9.5%	-2.9%	-46.8%	-2.5%	46.9%	15.4%	-16.8%	53.4%	27.1%	0.0%	10.5%	39.0%	8.0%	30.5%	4.5%	-47.8%	27.2%	33.5%	-19.0%	47.0%	40.7%	38.1%	-1.9%	80.4%	29.3%	27.1%	16.5%	101.5%	36.8%
South Bucks East	42.1%	21.7%	3.8%	10.4%	30.9%	38.0%	5.0%	18.4%	-27.2%	-2.6%	57.4%	25.5%	48.9%	-36.1%	28.2%	62.0%	11.3%	-24.0%	12.1%	-5.5%	17.4%	-33.2%	-16.0%	13.1%	5.3%	-18.3%	2.6%	5.2%	0.0%	32.7%	33.3%	39.3%	19.6%	5.5%	-27.5%	36.6%	24.8%	-26.7%	14.1%	12.7%	54.9%	3.9%	39.0%	20.8%	34.9%	116.5%	84.0%	54.5%
South Bucks West	15.1%	40.0%	2.7%	43.1%	74.1%	8.2%	45.6%	3.4%	-60.6%	14.7%	13.3%	53.8%	109.8%	-66.7%	-16.0%	-28.0%	1.1%	-59.7%	-5.9%	-4.1%	-36.7%	-67.4%	-65.6%	-75.3%	5.8%	-21.0%	14.1%	14.1%	0.0%	19.6%	41.0%	0.9%	-4.0%	0.9%	-57.5%	10.1%	3.6%	-53.4%	14.9%	-3.0%	14.5%	6.5%	11.8%	6.7%	88.5%	19.8%	112.3%	-21.5%
South Oxfordshire	66.9%	13.9%	20.9%	-49.2%	-9.6%	0.0%	0.0%	4.5%	-74.4%	0.4%	-26.8%	-29.8%	-47.7%	-75.3%	-4.3%	-15.9%	13.3%	-74.8%	0.0%	-63.4%	-25.8%	-52.2%	-20.0%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	49.0%	5.4%	-13.5%	0.0%	0.0%	-60.4%	11.4%	-26.7%	-81.4%	0.0%	-49.2%	0.0%	0.0%	-1.6%	-1.9%	-14.4%	25.5%	11.7%	0.0%
South West	67.4%	50.6%	42.6%	0.0%	2.1%	0.0%	0.0%	0.0%	-12.8%	0.0%	1.1%	-10.6%	-21.9%	-10.7%	0.0%	-3.4%	0.0%	-13.1%	0.0%	-9.1%	-11.5%	-9.5%	28.8%	0.0%	0.0%	-1.2%	0.0%	0.0%	0.0%	-0.4%	9.4%	-11.4%	0.0%	0.0%	-6.2%	-4.0%	-16.1%	-27.7%	0.0%	-4.3%	0.0%	0.0%	-3.4%	2.5%	-11.9%	3.5%	19.6%	0.0%
South and West London	-52.1%	-33.2%	-66.9%	0.0%	0.0%	-15.3%	-68.8%	0.0%	0.0%	-68.8%	5.5%	-20.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.2%	0.0%	-68.8%	-20.9%	-68.8%	-68.8%	-68.8%	-35.7%	0.7%	-66.7%	-60.9%	-9.8%	0.0%	0.0%	-1.3%	0.0%	-45.8%	0.0%	-30.8%	-65.5%	0.0%	-43.2%	-56.0%	-66.5%	-47.1%	0.0%
Surrey	-71.6%	-43.5%	-70.5%	0.0%	0.0%	0.0%	-54.6%	0.0%	0.0%	-55.4%	-3.2%	-11.1%	0.0%	0.0%	-4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.6%	-10.4%	-50.7%	-33.8%	-38.5%	-31.2%	-61.6%	15.8%	26.8%	-26.3%	-0.6%	-6.1%	0.0%	0.0%	-0.9%	-11.3%	-2.3%	0.0%	0.0%	-49.8%	0.0%	3.8%	-52.1%	-27.1%	-32.4%	-7.0%
Three Rivers	-10.6%	-0.9%	-23.9%	0.0%	-1.3%	14.8%	-47.7%	0.0%	-2.8%	-21.3%	25.9%	4.8%	0.0%	-0.6%	-6.9%	0.0%	0.0%	0.0%	-0.9%	0.0%	4.7%	-4.0%	-15.2%	0.0%	-51.5%	-23.5%	-67.7%	-68.1%	-68.8%	-10.5%	13.3%	-13.3%	-75.4%	-5.5%	-1.7%	-0.6%	0.0%	-2.8%	20.4%	0.0%	30.0%	-44.5%	0.0%	-9.5%	10.1%	-43.6%	-12.5%	-3.1%
Uxbridge	-5.1%	-3.1%	-33.6%	0.0%	0.0%	-28.8%	-73.4%	0.0%	0.0%	-73.2%	19.1%	-9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.7%	0.0%	-0.3%	0.0%	-18.4%	0.0%	-74.3%	-34.7%	-74.3%	-74.3%	0.0%	-20.1%	-9.1%	-68.0%	-76.7%	-23.5%	0.0%	-6.2%	0.0%	0.0%	-57.9%	0.0%	-38.7%	-74.3%	0.0%	-53.0%	-63.6%	-64.0%	-31.4%	0.0%
Wales	61.1%	45.5%	88.9%	0.0%	-12.3%	0.0%	0.0%	0.0%	-70.8%	0.0%	17.5%	60.0%	184.1%	-67.9%	0.0%	0.0%	0.0%	-58.2%	0.0%	85.3%	-1.6%	-15.9%	8.7%	0.0%	0.0%	-1.8%	0.0%	0.0%	0.0%	160.6%	60.8%	-2.5%	0.0%	0.0%	-52.3%	-1.8%	183.3%	-66.6%	0.0%	204.5%	0.0%	0.0%	-9.0%	-1.2%	-18.6%	16.3%	22.1%	0.0%
Watford	-13.6%	-5.7%	-19.3%	0.0%	0.0%	18.3%	-39.0%	0.0%	0.0%	-6.7%	29.6%	4.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.9%	0.0%	0.0%	-7.7%	-68.8%	-68.8%	0.0%	-4.2%	3.7%	-35.0%	-69.6%	-6.8%	0.0%	0.0%	0.0%	0.0%	31.0%	0.0%	31.0%	0.3%	0.0%	-22.1%	-7.3%	-55.9%	-6.9%	0.0%
West Berkshire	74.3%	26.5%	18.6%	-46.4%	124.7%	0.0%	0.0%	204.0%	-73.5%	0.0%	92.3%	121.0%	239.6%	-73.5%	0.0%	0.0%	216.7%	-73.5%	0.0%	52.7%	-28.0%	0.0%	2.2%	0.0%	0.0%	-5.9%	0.0%	0.0%	0.0%	69.1%	63.6%	10.7%	0.0%	0.0%	-43.6%	0.0%	199.0%	-44.2%	0.0%	216.7%	0.0%	0.0%	0.0%	0.0%	-19.4%	22.6%	13.7%	0.0%
West Midlands	15.9%	3.3%	52.3%	0.0%	-26.8%	-1.4%	0.0%	0.0%	-53.2%	0.0%	7.4%	-6.7%	-13.2%	-32.8%	0.0%	-60.8%	0.0%	-5.1%	0.0%	-12.5%	-60.6%	-71.8%	-17.8%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	-9.7%	-21.1%	-27.6%	0.0%	0.0%	-58.0%	-45.9%	-34.2%	-78.0%	0.0%	-4.3%	0.0%	0.0%	-60.8%	-39.0%	15.7%	-17.6%	15.4%	0.0%
West Sussex	-71.2%	-42.9%	-66.7%	0.0%	0.0%	0.0%	-68.8%	0.0%	0.0%	-68.8%	0.5%	-11.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-68.8%	-22.2%	-68.8%	-22.4%	0.0%	11.2%	7.3%	-41.7%	-31.8%	-4.4%	0.0%	0.0%	0.0%	-10.7%	-13.7%	0.0%	0.0%	-68.8%	0.0%	3.5%	-51.7%	-42.9%	-31.0%	0.0%
Windsor and Maidenhead	-14.1%	-9.7%	-36.4%	59.9%	89.9%	0.0%	-56.1%	72.8%	-59.0%	-52.5%	30.3%	31.5%	76.7%	-55.5%	-28.4%	20.3%	29.0%	-59.2%	0.0%	-1.0%	-6.4%	-22.8%	-2.1%	0.0%	-56.5%	-48.0%	-12.8%	-24.7%	-56.1%	23.9%	39.7%	1.3%	-3.7%	-10.8%	-45.7%	9.3%	51.8%	-37.1%	-1.7%	94.9%	0.0%	-55.2%	11.2%	0.0%	-22.0%	24.0%	3.8%	-52.8%
Wycombe Central and East	112.8%	61.9%	48.7%	-11.1%	20.9%	-19.3%	18.2%	9.2%	-53.5%	24.7%	64.5%	108.9%	31.3%	-53.4%	-11.1%	-22.7%	8.4%	-31.6%	-21.8%	3.4%	-19.2%	-56.9%	-34.2%	0.0%	20.0%	-1.7%	28.8%	19.6%	54.9%	66.7%	59.5%	71.7%	0.9%	-6.1%	-23.1%	-24.0%	35.2%	-54.6%	-1.4%	22.0%	-16.8%	21.8%	-23.1%	-17.1%	12.5%	41.5%	31.2%	10.6%
Wycombe South	141.4%	38.4%	50.6%	-39.4%	3.7%	15.4%	7.0%	-16.7%	-50.1%	-8.6%	26.9%	74.9%	29.4%	-57.3%	-20.6%	-2.7%	-18.9%	-63.5%	31.0%	-37.8%	-24.8%	-54.4%	-44.5%	-3.0%	-17.4%	-3.5%	-1.9%	-5.9%	0.0%	18.0%	93.4%	28.3%	-6.9%	22.9%	-50.1%	7.9%	-17.3%	-53.0%	3.9%	-19.4%	34.7%	-7.1%	7.1%	26.5%	19.8%	61.7%	59.1%	-6.9%
Wycome North-West	55.0%	33.1%	48.6%	-24.2%	18.3%	3.9%	30.9%	5.0%	-49.3%	6.7%	23.9%	48.7%	-17.0%	-42.2%	-3.4%	-25.1%	-7.2%	-16.4%	21.5%	-0.5%	-35.2%	-54.9%	-43.3%	0.0%	11.1%	7.8%	13.5%	16.1%	0.0%	48.1%	38.7%	57.2%	10.3%	12.5%	-39.5%	-24.6%	21.9%	-61.9%	13.9%	5.2%	6.3%	10.6%	-51.8%	-2.0%	11.2%	51.3%	5.0%	17.1%
Yorkshire and The Humber	-46.2%	-13.6%	-19.1%	0.0%	0.0%	-1.3%	0.0%	0.0%	0.0%	-21.0%	-43.1%	-42.7%	-9.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.8%	10.6%	-23.0%	0.0%	0.0%	0.0%	-18.4%	-16.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-20.8%	5.5%	-44.7%	1.3%	0.0%

Table G11 - % Change sector to sector IP Peak Hour; HGV

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	403.7%	140.2%	56.1%	60.4%	23.2%	-30.7%	15.9%	-77.6%	-15.0%	-5.5%	107.4%	-37.5%	-11.8%	-35.5%	-55.6%	-28.8%	188.3%	-33.5%	1.3%	-36.8%	-9.8%	-34.1%	-51.7%	-50.2%	-5.2%	-61.6%	0.1%	-3.0%	-5.2%	-66.2%	-38.8%	-46.5%	1.5%	-4.9%	-22.9%	-29.6%	-38.4%	4.0%	-5.0%	-34.5%	1.4%	-10.0%	-28.4%	-44.5%	-53.7%	-55.9%	-19.9%	-50.2%
Aylesbury North	134.1%	9.8%	-34.3%	-48.3%	-55.6%	-37.0%	-13.6%	-43.1%	-41.7%	80.0%	-57.7%	-63.0%	-50.0%	-46.2%	-29.4%	-37.8%	-53.9%	-48.6%	-29.9%	-52.4%	-51.9%	-40.0%	-64.4%	-33.0%	-32.7%	-42.2%	-16.7%	-17.2%	-33.2%	-80.6%	-62.6%	-71.7%	-29.3%	-17.4%	-61.8%	-56.5%	-43.0%	0.0%	-18.5%	-51.8%	-23.0%	-35.2%	-45.4%	-53.0%	-75.9%	-72.0%	-54.3%	-27.4%
Aylesbury South	42.6%	-45.7%	-13.6%	-74.4%	-65.8%	-7.4%	-15.1%	-68.4%	6.5%	-58.1%	-34.4%	-25.4%	-24.0%	-18.9%	-71.9%	-26.6%	-61.5%	-9.6%	-9.2%	-24.3%	2.5%	-9.5%	-83.9%	-72.7%	-68.1%	-75.4%	-25.2%	-25.7%	-68.0%	-62.1%	-28.7%	-32.2%	-14.5%	-25.6%	-24.3%	-18.1%	-45.1%	13.8%	-29.0%	-33.3%	-29.7%	-69.3%	-22.5%	-22.4%	-30.9%	-40.2%	-15.5%	-70.8%
Bedford	33.9%	-44.9%	-88.6%	0.0%	0.0%	-6.2%	-72.9%	0.0%	0.0%	-63.9%	-20.7%	-31.7%	-8.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.2%	0.0%	0.0%	0.0%	0.0%	-0.5%	-62.2%	-62.2%	0.0%	-48.1%	-20.8%	-70.2%	-78.1%	-62.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-62.2%	-18.3%	0.0%	133.4%	-88.7%	-85.5%	-91.1%	0.0%
Bedfordshire	-18.5%	-57.2%	-73.7%	0.0%	0.0%	-31.5%	-90.9%	0.0%	0.0%	-84.6%	-21.9%	-33.3%	-5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.5%	0.0%	7.3%	0.0%	-0.4%	0.0%	0.0%	-0.9%	-91.2%	-91.2%	0.0%	-46.5%	-15.0%	-51.2%	-84.6%	-34.6%	0.0%	0.0%	-0.8%	0.0%	-61.5%	0.0%	-48.7%	-27.0%	0.0%	127.5%	-77.6%	-72.4%	-79.8%	0.0%
Berkshire	-30.6%	-39.4%	-36.1%	-14.2%	-5.5%	0.0%	0.3%	-1.2%	-4.1%	-12.9%	-54.4%	-29.7%	5.8%	-3.4%	-0.8%	0.0%	8.9%	-12.9%	0.0%	22.0%	-6.6%	0.0%	-91.8%	0.2%	0.3%	-54.6%	0.0%	0.0%	0.3%	-1.1%	-41.4%	-40.2%	0.0%	0.0%	-4.3%	0.0%	104.6%	-32.4%	0.0%	11.1%	0.0%	0.4%	0.0%	0.0%	0.2%	-41.6%	-4.9%	0.3%
Bicester	-11.1%	-30.5%	-10.2%	-74.8%	-81.7%	-0.9%	0.0%	-61.7%	-51.1%	-27.4%	-47.7%	-53.5%	-57.0%	-49.9%	-54.6%	-71.6%	-96.0%	-54.6%	0.0%	-58.2%	-67.3%	-49.9%	-88.1%	-82.6%	-36.9%	-35.6%	0.0%	0.0%	-36.5%	-87.0%	-74.3%	-63.0%	0.0%	0.0%	-71.6%	-55.7%	0.0%	0.0%	-5.9%	-61.6%	0.0%	-37.2%	-71.6%	-47.6%	-29.7%	-42.5%	-23.6%	-54.4%
Cambridgeshire	-74.0%	-41.5%	-75.4%	0.0%	0.0%	17.3%	-61.5%	0.0%	0.0%	-54.8%	-19.6%	-24.6%	-6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	0.0%	-0.2%	-50.1%	-34.9%	0.0%	-46.7%	-15.5%	-49.2%	-53.8%	-15.2%	0.0%	0.0%	0.0%	0.0%	-27.8%	0.0%	158.6%	0.0%	0.0%	129.7%	-66.0%	-49.5%	-83.6%	0.0%
Central and North West London	-30.3%	-42.7%	-30.3%	0.0%	0.0%	-10.0%	-40.7%	0.0%	0.0%	-50.9%	-0.6%	9.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.7%	-1.3%	-40.5%	-38.6%	-14.5%	-55.8%	5.8%	-35.7%	-39.2%	-7.3%	0.0%	0.0%	4.3%	0.0%	-35.2%	0.0%	-30.2%	-20.6%	0.0%	-41.4%	-54.0%	-20.4%	-40.2%	0.0%
Cherwell	-26.3%	66.0%	-58.1%	-38.0%	-81.2%	-14.3%	-29.4%	-26.6%	-60.1%	0.0%	-71.4%	-69.7%	-80.0%	-60.5%	-16.1%	-75.9%	-27.9%	-79.4%	0.0%	-85.3%	-71.7%	-57.7%	-74.6%	-16.1%	0.0%	-18.3%	0.0%	0.0%	0.0%	-91.9%	-78.0%	-76.4%	-8.0%	0.0%	-75.5%	-55.3%	-81.9%	-59.4%	0.0%	-85.8%	0.0%	0.0%	-75.5%	-53.6%	-71.5%	-67.0%	-45.1%	-16.1%
Chiltern North	159.0%	-38.1%	-26.5%	13.3%	-1.7%	-47.0%	-53.4%	-3.5%	35.4%	-64.1%	-19.9%	-18.6%	-8.9%	37.4%	-74.8%	40.1%	10.7%	16.0%	-22.3%	11.8%	19.1%	37.4%	-66.5%	-79.7%	-62.0%	-80.0%	-54.9%	-55.4%	-62.0%	-52.6%	-25.9%	-37.0%	-51.6%	-30.7%	11.6%	30.6%	26.1%	30.5%	-17.4%	25.9%	-4.6%	-65.0%	37.3%	-36.1%	-30.9%	-51.5%	-38.7%	-78.6%
Chiltern South	-11.7%	-52.6%	-30.3%	-3.7%	5.5%	-33.8%	-49.0%	-3.8%	76.5%	-34.1%	-15.0%	-6.8%	-2.2%	66.8%	-79.1%	6.6%	-3.8%	48.7%	3.0%	9.4%	30.1%	71.9%	-66.6%	-86.9%	-15.4%	-93.5%	-18.0%	-19.1%	-15.4%	-42.8%	-4.2%	-12.2%	72.0%	-1.7%	63.0%	8.7%	-0.6%	65.5%	18.0%	-0.3%	28.9%	-25.8%	6.9%	-13.2%	-0.6%	-13.1%	-19.7%	-88.1%
Dacorum	-30.9%	-48.3%	-44.5%	-3.0%	-4.6%	45.3%	-76.9%	-4.5%	0.5%	-67.9%	-12.5%	-33.0%	-0.3%	0.0%	-6.7%	0.0%	-5.2%	0.0%	-4.4%	-0.3%	7.4%	0.0%	-13.5%	-6.3%	-6.1%	-15.2%	-76.5%	-77.7%	-6.1%	-46.3%	-21.2%	-51.8%	-59.3%	-19.3%	0.0%	0.0%	0.0%	0.0%	-35.5%	0.0%	361.3%	-31.2%	0.0%	102.1%	-52.3%	-63.1%	-45.0%	-6.1%
East London	-43.3%	-43.0%	-39.4%	0.0%	0.0%	-1.8%	-38.5%	0.0%	0.0%	-52.1%	2.8%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	-38.5%	-38.5%	0.0%	-60.4%	11.9%	-37.6%	-38.6%	-5.5%	0.0%	0.0%	0.7%	0.0%	-31.0%	0.0%	-3.0%	-10.9%	0.0%	-44.1%	-55.2%	-18.4%	-39.1%	0.0%
East Midlands	-73.4%	-32.3%	-78.4%	0.0%	0.0%	-21.4%	-57.3%	0.0%	0.0%	-16.4%	-96.4%	-90.4%	-26.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-55.7%	-39.4%	-99.1%	-3.2%	0.0%	0.0%	-1.7%	-5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	-87.6%	-72.5%	-49.7%	0.0%
East Sussex	-48.0%	-34.0%	-60.7%	0.0%	0.0%	0.0%	-60.1%	0.0%	0.0%	-65.7%	-15.3%	-25.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-60.1%	0.0%	0.0%	-5.6%	-60.1%	-0.2%	26.1%	21.5%	-10.5%	-10.3%	0.0%	0.0%	0.0%	0.0%	-12.0%	0.0%	0.0%	-53.3%	0.0%	27.5%	-73.2%	-46.6%	-53.7%	0.0%
East of England	-71.2%	-55.6%	-65.8%	0.0%	0.0%	77.5%	-97.6%	0.0%	0.0%	-59.5%	-12.3%	-25.9%	-5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	0.0%	-0.2%	-88.3%	-88.3%	0.0%	-47.2%	-19.1%	-49.1%	-56.9%	-21.6%	0.0%	0.0%	0.0%	0.0%	-66.1%	0.0%	523.1%	0.0%	0.0%	134.8%	-41.6%	-47.6%	-57.5%	0.0%
Essex	-42.0%	-54.7%	-35.0%	0.0%	0.0%	-7.7%	-55.4%	0.0%	0.0%	-77.4%	-4.2%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.5%	-38.5%	-38.5%	0.0%	-53.2%	2.6%	-34.7%	-38.6%	-5.2%	0.0%	0.0%	0.0%	0.0%	-24.1%	0.0%	-38.7%	-28.2%	0.0%	-38.9%	-52.0%	-17.1%	-30.3%	0.0%
Hampshire	-18.6%	7.3%	-33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.5%	-23.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-78.6%	0.0%	0.0%	-0.3%	0.0%	0.0%	0.0%	-0.6%	-22.1%	-37.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.3%	-34.9%	-12.3%	0.0%
Hertfordshire	-44.7%	-53.7%	-45.3%	0.0%	0.0%	75.0%	-75.5%	0.0%	0.0%	-84.5%	-7.8%	-21.3%	-0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	-1.6%	-69.0%	-69.0%	0.0%	-50.4%	-11.4%	-44.4%	31.5%	-10.4%	0.0%	0.0%	0.0%	0.0%	249.6%	0.0%	384.2%	-25.0%	0.0%	84.5%	-33.4%	-41.2%	-39.3%	0.0%
Hillingdon South	-21.1%	-53.9%	-43.4%	5.0%	5.3%	1.9%	-55.7%	0.4%	0.0%	-60.0%	-16.4%	-14.2%	8.0%	0.0%	6.8%	0.0%	0.4%	0.0%	0.0%	0.3%	0.0%	0.0%	5.5%	8.4%	-53.4%	-19.3%	-57.5%	247.8%	-54.3%	30.4%	35.5%	54.6%	247.1%	-8.1%	0.0%	0.0%	3.8%	0.0%	176.3%	0.2%	240.2%	-53.2%	0.0%	118.5%	-63.8%	-38.2%	-37.2%	8.2%
Kent	-43.0%	-40.8%	-28.8%	0.0%	0.0%	0.0%	-38.5%	0.0%	0.0%	-52.1%	4.7%	6.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.9%	-38.5%	-38.5%	0.0%	-37.1%	10.1%	-34.0%	-20.8%	-7.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	-11.9%	0.0%	-27.4%	-55.3%	-18.3%	-38.0%	0.0%
Milton Keynes	-28.0%	-63.5%	-92.7%	0.0%	-0.8%	-97.2%	-89.8%	0.0%	-20.1%	-70.4%	-95.4%	-97.0%	-24.9%	0.0%	0.0%	-46.5%	0.0%	0.0%	-79.9%	0.0%	-41.6%	0.0%	0.0%	0.0%	0.0%	-2.0%	-84.0%	-83.9%	0.0%	-75.9%	-63.7%	-99.1%	-90.7%	-85.0%	-46.5%	-48.2%	-50.4%	-50.1%	-58.6%	-39.1%	-85.3%	-26.7%	-43.3%	-77.9%	-98.3%	-98.6%	-96.5%	0.0%
North East	-71.8%	-32.2%	-75.1%	0.0%	0.0%	-0.9%	-60.0%	0.0%	0.0%	-16.4%	-96.9%	-90.7%	-26.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-65.2%	-40.2%	-99.3%	0.0%	0.0%	0.0%	0.0%	-5.5%	-3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-28.1%	-83.6%	-61.8%	-36.8%	0.0%
North West	-31.2%	-45.2%	-73.6%	0.0%	0.0%	-0.8%	-39.0%	0.0%	-16.8%	0.0%	-77.3%	-60.8%	-26.3%	0.0%	0.0%	-71.6%	0.0%	0.0%	0.0%	0.0%	-66.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-88.0%	-74.8%	-73.9%	0.0%	0.0%	-48.2%	-56.0%	-12.5%	-36.7%	0.0%	0.0%	0.0%	0.0%	-71.6%	-47.6%	-67.7%	-61.8%	-42.9%	0.0%
Northamptonshire	-58.3%	-35.1%	-79.3%	-0.7%	-0.9%	-3.9%	-37.4%	-0.2%	-0.3%	-16.3%	-96.7%	-98.0%	-27.5%	-0.5%	0.0%	0.0%	-0.1%	-1.5%	-0.5%	-2.0%	-36.7%	-0.8%	-2.7%	0.0%	0.0%	-0.7%	-4.4%	-11.6%	0.0%	-95.9%	-83.9%	-98.5%	-3.7%	0.0%	0.0%	-0.5%	-1.3%	-35.7%	0.0%	0.0%	-0.3%	-2.1%	0.0%	-0.1%	-72.1%	-95.9%	-92.4%	-74.0%	0.0%
Oxford	-10.2%	35.6%	-10.6%	-67.8%	-90.0%	0.0%	0.0%	-46.6%	-52.3%	0.0%	-48.4%	-60.3%	-58.4%	-49.9%	0.0%	0.0%	-87.7%	-49.9%	0.0%	-66.3%	-66.2%	-49.9%	-79.5%	0.0%	0.0%	-3.3%	0.0%	0.0%	0.0%	-11.7%	-72.2%	-63.5%	0.0%	0.0%	-71.6%	-26.9%	-66.2%	-49.9%	0.0%	-71.6%	0.0%	0.0%	0.0%	-4.4%	-67.8%	-58.8%	-22.8%	0.0%
Oxfordshire	-10.5%	30.1%	-11.1%	-67.8%	-89.9%	0.0%	0.0%	-40.2%	-51.6%	0.0%	-48.6%	-60.1%	-58.3%	-49.9%	0.0%	-6.2%	-87.7%	-49.9%	0.0%	-65.7%	22.0%	-49.9%	-80.3%	0.0%	0.0%	-15.7%	0.0%	0.0%	0.0%	-21.5%	-67.0%	-58.3%	0.0%	0.0%	-64.9%	-14.9%	-66.8%	-49.9%	0.0%	-71.6%	0.0%	0.0%	-8.2%	-12.4%	-69.0%	-50.1%	-22.7%	0.0%
Scotland	-31.2%	-45.1%	-73.6%	0.0%	0.0%	-0.9%	-39.0%	0.0%	-18.7%	0.0%	-77.3%	-60.8%	-26.3%	0.0%	0.0%	-71.6%	0.0%	0.0%	0.0%	0.0%	-65.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-85.8%	-74.8%	-73.9%	0.0%	0.0%	-30.8%	-52.0%	-12.6%	-36.9%	0.0%	0.0%	0.0%	0.0%	-71.6%	-47.6%	-67.6%	-61.9%	-42.9%	0.0%
Slough	-54.5%	-57.4%	-64.4%	86.5%	87.7%	11.8%	-66.9%	127.4%	-57.8%	-72.5%	-54.4%	-43.9%	76.8%	-62.6%	89.2%	0.0%	122.8%	-57.3%	-0.2%	31.8%	3.0%	-59.8%	93.5%	78.5%	-67.0%	-94.6%	46.9%	33.4%	-66.6%	0.6%	-39.2%	-34.3%	60.0%	-10.4%	-54.5%	-2.4%	-53.6%	-47.8%	40.2%	-8.4%	56.8%	-65.6%	0.0%	-8.6%	-61.6%	-31.4%	-56.9%	106.4%
South Bucks East	-12.2%	-54.6%	-36.0%	-30.4%	-26.7%	-37.2%	-32.2%	-30.2%	6.4%	-39.9%	-19.6%	-11.8%	-26.0%	10.4%	-56.1%	-5.1%	-30.1%	-0.6%	-21.6%	-18.3%	18.4%	3.8%	-44.6%	-58.4%	-30.9%	-84.3%	-28.1%	-23.8%	-30.9%	-41.5%	-21.4%	-25.9%	33.6%	-23.0%	2.0%	-15.8%	-32.2%	0.8%	-33.0%	-31.3%	-33.9%	-30.3%	-0.8%	-31.6%	-45.4%	-25.5%	-32.9%	-58.7%
South Bucks West	-10.6%	-57.0%	-31.1%	-6.6%	-15.8%	-31.8%	-37.2%	-14.8%	8.5%	-47.7%	-31.5%	1.0%	-25.0%	2.9%	-94.2%	-12.8%	-14.8%	1.7%	-28.2%	-4.8%	17.0%	-10.3%	-72.2%	-98.0%	-41.9%	-97.3%	-42.0%	-37.5%	-41.9%	-35.8%	-24.6%	-23.0%	-18.5%	-32.1%	-39.2%	-17.9%	-17.2%	14.7%	-33.1%	-18.4%	-30.3%	-42.4%	-12.5%	-29.5%	-35.6%	-29.8%	-30.7%	-98.0%
South Oxfordshire	-18.8%	-8.9%	-13.1%	-79.0%	-57.6%	0.0%	0.0%	-45.2%	-60.5%	-7.5%	-42.7%	8.3%	-30.5%	-59.9%	-4.3%	0.0%	-21.7%	-58.1%	0.0%	-7.6%	59.0%	-31.7%	-87.2%	0.0%	0.0%	-9.6%	0.0%	0.0%	0.0%	-5.1%	-25.6%	-27.4%	0.0%	0.0%	-64.9%	-7.8%	0.0%	0.0%	0.0%	15.3%	0.0%	0.0%	0.0%	-1.4%	-33.1%	-15.0%	-17.1%	0.0%
South West	-11.3%	31.3%	-10.7%	-67.8%	-37.1%	0.0%	0.0%	-12.5%	-9.4%	0.0%	-16.1%	-33.1%	-14.9%	-7.7%	0.0%	-10.6%	-16.9%	-6.5%	0.0%	-10.4%	-13.8%	-7.7%	-79.2%	0.0%	0.0%	0.0%	-0.5%	0.0%	0.0%	-14.9%	-30.4%	-42.8%	0.0%	0.0%	-13.0%	-4.3%	-12.6%	-0.9%	0.0%	-12.8%	0.0%	0.0%	-9.5%	-5.1%	-27.9%	-47.3%	-14.7%	0.0%
South and West London	-47.5%	-62.3%	-59.1%	0.0%	0.0%	-5.7%	-60.1%	0.0%	0.0%	-65.2%	-14.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-46.2%	-0.4%	-60.1%	-40.4%	-34.1%	-22.3%	-2.5%	-51.8%	-44.1%	-10.2%	0.0%	0.0%	3.8%	0.0%	-33.6%	0.0%	0.0%	-44.2%	0.0%	-45.2%	-69.7%	-56.4%	-60.8%	0.0%
Surrey	-48.6%	-52.9%	-55.2%	0.0%	0.0%	0.0%	-24.9%	0.0%	0.0%	-40.9%	-16.0%	-26.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-31.4%	-0.2%	-15.5%	-0.8%	-18.4%	4.6%	4.2%	-21.7%	10.9%	-4.3%	0.0%	0.0%	0.1%	4.3%	-2.4%	0.0%	0.0%	-36.7%	0.0%	4.8%	-66.3%	-40.9%	-54.1%	0.0%
Three Rivers	-41.4%	-37.0%	-35.7%	0.0%	-2.6%	124.2%	0.0%	0.0%	17.8%	-80.9%	-6.1%	-26.1%	0.0%	2.4%	-1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	5.5%	-25.0%	0.0%	0.0%	-19.9%	-56.4%	-56.5%	0.0%	-54.1%	-21.1%	-45.9%	0.0%	-11.7%	5.4%	0.1%	0.0%	0.0%	403.5%	0.0%	457.1%	-32.4%	0.0%	81.5%	-31.0%	-45.8%	0.0%	0.0%
Uxbridge	4.5%	-33.8%	-30.5%	0.0%	0.0%	-47.8%	0.0%	0.0%	0.0%	-45.4%	-3.7%	-1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-28.1%	0.0%	-38.5%	-38.5%	-28.4%	-54.8%	1.6%	-28.2%	0.0%	0.8%	0.0%	4.0%	0.0%	0.0%	-42.3%	0.0%	-41.3%	-29.2%	0.0%	-34.5%	-48.9%	-19.6%	-38.0%	0.0%
Wales	-17.6%	10.9%	-29.9%	-41.9%	-63.6%	-0.1%	-9.5%	-38.9%	-54.1%	0.0%	-36.7%	-12.4%	-37.8%	-42.1%	0.0%	-15.2%	-60.0%	-39.6%	0.0%	70.8%	30.1%	0.0%	-47.2%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	-20.5%	-49.9%	-50.1%	0.0%	0.0%	-53.8%	-5.7%	117.3%	-54.6%	0.0%	153.9%	0.0%	0.0%	-12.0%	-17.2%	-19.6%	-37.7%	-24.3%	0.0%
Watford	-42.9%	-42.4%	-44.3%	0.0%	0.0%	12.5%	-57.6%	0.0%	0.0%	-83.6%	-0.5%	-24.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	-60.1%	-60.1%	0.0%	-58.2%	-18.9%	-46.6%	5.9%	-13.1%	0.0%	0.0%	0.0%	0.0%	114.8%	0.0%	47.6%	-24.9%	0.0%	-10.7%	-29.7%	-40.1%	-34.4%	0.0%
West Berkshire	-10.8%	17.7%	-12.4%	-67.8%	-68.2%	0.0%	0.0%	52.4%	-60.5%	0.0%	-28.0%	3.7%	119.1%	-50.0%	0.0%	0.0%	178.6%	-64.2%	0.0%	111.6%	60.7%	0.0%	-81.7%	0.0%	0.0%	-1.8%	0.0%	0.0%	0.0%	-3.5%	-38.3%	-37.0%	0.0%	0.0%	-53.7%	0.0%	132.1%	-56.6%	0.0%	178.6%	0.0%	0.0%	0.0%	0.0%	-0.8%	-29.3%	-11.5%	0.0%
West Midlands	-41.1%	-42.9%	-77.1%	0.0%	-22.9%	-1.1%	-39.1%	0.0%	-25.7%	0.0%	-78.5%	-64.7%	-41.6%	-12.1%	0.0%	-65.3%	0.0%	-27.1%	0.0%	-25.1%	-67.1%	-16.4%	-27.7%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	-86.9%	-73.9%	-73.9%	0.0%	0.0%	-53.7%	-60.1%	-38.4%	-39.5%	0.0%	-17.2%	0.0%	0.0%	-63.7%	-47.6%	-67.8%	-61.8%	-43.3%	0.0%
West Sussex	-48.6%	-38.1%	-59.4%	0.0%	0.0%	0.0%	-60.1%	0.0%	0.0%	-65.2%	-15.1%	-25.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-60.1%	-0.1%	0.0%	-5.4%	-60.1%	-0.2%	26.3%	27.1%	-14.4%	-7.3%	0.0%	0.0%	0.0%	0.0%	-7.2%	0.0%	0.0%	-51.9%	0.0%	47.9%	-72.5%	-47.5%	-53.7%	0.0%
Windsor and Maidenhead	-46.2%	-59.8%	-50.8%	28.7%	30.6%	0.0%	14.8%	27.6%	-51.5%	0.5%	-45.1%	-32.1%	18.6%	-57.1%	17.3%	0.0%	15.7%	-40.2%	0.0%	8.7%	22.3%	-14.1%	-55.4%	20.2%	16.7%	-83.9%	-2.2%	0.8%	16.8%	-12.4%	-42.5%	-36.4%	-1.0%	2.6%	-55.7%	-1.3%	-11.8%	-31.7%	4.0%	-24.4%	0.0%	16.6%	0.0%	0.0%	-11.5%	-45.1%	-10.3%	18.7%
Wycombe Central and East	-61.7%	-79.8%	-47.7%	-77.3%	-71.4%	47.7%	-31.4%	-29.4%	73.2%	-53.9%	-22.5%	46.7%	-57.9%	82.2%	-88.9%	-4.2%	20.0%	83.9%	43.6%	20.8%	31.9%	88.3%	-90.4%	-88.8%	-49.4%	-95.5%	-49.2%	-49.6%	-49.2%	-41.3%	2.0%	-2.3%	-12.3%	9.4%	2.4%	19.4%	25.7%	83.4%	16.0%	22.5%	40.3%	-49.6%	4.8%	38.3%	-0.8%	-15.0%	-17.9%	-88.8%
Wycombe South	-53.0%	-67.9%	-53.9%	-44.8%	-53.6%	-25.8%	-24.0%	4.8%	81.6%	-33.9%	-40.9%	25.2%	-20.1%	92.1%	-47.5%	-22.7%	6.4%	102.0%	-23.8%	31.2%	37.7%	94.2%	-86.8%	-30.2%	-24.7%	-93.1%	-23.6%	-22.8%	-24.5%	-34.1%	-3.6%	-31.4%	-8.9%	-27.0%	-19.9%	-17.1%	19.9%	88.7%	-19.0%	9.3%	-17.1%	-24.0%	-10.4%	-27.0%	-33.1%	-19.8%	-35.6%	-32.8%
Wycome North-West	-36.1%	-59.1%	-27.0%	-86.0%	-40.2%	36.0%	-22.6%	-71.5%	53.9%	-42.5%	-36.0%	6.1%	-43.9%	30.2%	-75.5%	-0.7%	-5.9%	8.4%	2.4%	-18.6%	8.2%	56.9%	-94.0%	-72.4%	-39.3%	-81.9%	-21.4%	-21.4%	-39.2%	-50.2%	-12.8%	-12.0%	-13.5%	-8.4%	-17.9%	5.5%	-14.0%	39.4%	-19.9%	-16.7%	-2.7%	-39.9%	-10.0%	30.8%	-16.3%	-14.8%	-21.1%	-70.7%
Yorkshire and The Humber	-71.8%	-31.2%	-75.0%	0.0%	0.0%	-0.8%	-55.4%	0.0%	0.0%	-16.4%	-96.9%	-90.7%	-26.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-56.1%	-41.5%	-99.3%	0.0%	0.0%	0.0%	-4.7%	-5.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-28.1%	-83.7%	-63.3%	-36.8%	0.0%

Table G12 - % Change sector to sector IP Peak Hour; Total Vehicles

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	53.0%	50.9%	50.8%	48.4%	54.8%	-3.5%	15.8%	-10.6%	17.4%	49.2%	27.2%	11.3%	18.2%	11.7%	-40.9%	0.2%	68.9%	2.0%	46.2%	15.6%	2.4%	-1.0%	-14.2%	-36.6%	40.3%	-39.8%	44.3%	37.2%	10.1%	4.2%	48.4%	33.0%	17.5%	37.6%	4.1%	-6.6%	30.8%	-7.1%	19.2%	22.8%	42.0%	34.3%	-0.3%	-12.4%	33.4%	0.0%	19.9%	-38.1%
Aylesbury North	37.4%	32.4%	39.2%	-3.9%	26.1%	-9.5%	7.9%	0.9%	-3.0%	12.0%	18.3%	-2.5%	-7.0%	-2.6%	3.7%	-6.0%	1.6%	-17.1%	5.5%	-1.3%	7.4%	-6.5%	-1.8%	9.9%	-4.2%	-3.5%	8.0%	9.0%	-14.8%	3.3%	36.0%	25.3%	0.0%	6.4%	8.0%	-7.4%	-2.6%	-7.7%	-4.6%	-4.6%	3.2%	-9.0%	-9.6%	-17.2%	-8.9%	-26.5%	36.2%	0.8%
Aylesbury South	36.5%	31.6%	23.5%	-19.9%	-9.2%	6.2%	0.2%	-24.3%	-9.6%	17.6%	13.2%	10.7%	-9.4%	-11.0%	-33.7%	-6.5%	-17.0%	-12.0%	11.8%	-10.8%	-3.1%	-11.0%	-31.4%	-37.4%	9.1%	-28.3%	6.2%	9.3%	-22.5%	15.1%	36.0%	35.7%	0.8%	9.9%	-4.8%	-5.0%	0.1%	-18.5%	6.8%	-4.9%	18.5%	7.1%	-2.2%	-17.5%	33.5%	3.9%	58.1%	-35.4%
Bedford	34.1%	-2.5%	-39.6%	0.0%	0.0%	1.5%	-60.8%	0.0%	0.0%	-50.0%	1.8%	-5.9%	-6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	0.0%	-0.1%	-55.1%	-57.5%	0.0%	-30.2%	15.9%	-16.4%	-57.7%	-35.0%	0.0%	0.0%	0.0%	0.0%	-32.5%	0.0%	-61.4%	-9.6%	0.0%	38.6%	-56.3%	-44.9%	-55.3%	0.0%
Bedfordshire	35.3%	15.2%	-11.2%	0.0%	0.0%	3.8%	-24.0%	0.0%	-0.4%	-37.3%	8.6%	-1.9%	-4.8%	-0.3%	0.0%	-0.5%	0.0%	-0.1%	-4.2%	0.0%	5.9%	-0.3%	0.0%	0.0%	0.0%	-1.7%	-41.0%	-27.6%	0.0%	-15.9%	23.7%	-0.3%	-31.8%	-12.9%	-0.6%	-0.5%	-1.6%	-0.5%	-28.9%	-0.5%	8.2%	-17.4%	-0.4%	5.4%	-54.9%	-49.1%	-26.5%	0.0%
Berkshire	-7.1%	-1.7%	-6.9%	13.0%	23.9%	0.0%	0.9%	26.1%	-8.9%	-5.6%	12.1%	87.8%	30.5%	-7.3%	0.1%	0.0%	26.9%	-12.6%	0.0%	25.2%	1.5%	0.0%	-72.4%	0.0%	0.0%	-21.4%	0.0%	0.0%	0.0%	3.7%	36.1%	3.1%	0.0%	0.0%	-6.0%	0.0%	35.6%	10.4%	0.0%	29.7%	0.0%	-0.4%	0.0%	0.0%	-21.0%	11.4%	-7.9%	-0.1%
Bicester	21.2%	12.4%	2.3%	-13.4%	-22.8%	-1.8%	0.0%	-37.4%	-25.1%	2.0%	-31.0%	-6.4%	-46.7%	-30.1%	-4.4%	-11.8%	-3.1%	-38.7%	0.0%	-42.8%	-13.8%	-26.8%	-23.8%	-9.8%	-1.2%	9.1%	0.0%	0.0%	-13.9%	-0.4%	20.8%	19.3%	0.0%	0.0%	-20.2%	-20.1%	-49.4%	-36.0%	-0.8%	-41.5%	0.0%	-0.9%	-15.8%	-20.0%	-7.7%	22.1%	5.9%	-3.4%
Cambridgeshire	-23.6%	11.1%	-35.4%	0.0%	0.0%	9.9%	-24.1%	0.0%	0.0%	-45.5%	16.1%	-0.7%	-3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	-0.1%	-51.0%	-43.6%	0.0%	-19.1%	31.5%	-3.9%	-2.6%	-4.8%	0.0%	0.0%	0.0%	0.0%	-10.8%	0.0%	14.1%	0.0%	0.0%	5.7%	-7.8%	-13.2%	-12.6%	0.0%
Central and North West London	1.5%	9.4%	-19.7%	0.0%	-0.2%	-11.1%	-26.6%	0.0%	0.0%	-23.7%	20.0%	-20.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.2%	0.0%	-8.3%	-2.7%	-19.0%	-19.5%	-7.5%	-23.5%	3.2%	-9.1%	-18.0%	-3.9%	0.0%	0.0%	0.4%	0.0%	-14.1%	0.0%	-30.4%	-14.5%	0.0%	-21.9%	-35.8%	-7.5%	-29.7%	0.0%
Cherwell	31.0%	11.5%	20.2%	-35.1%	-44.2%	-8.5%	-0.1%	-11.3%	-27.0%	0.0%	11.1%	16.5%	-4.1%	-21.6%	-7.9%	-26.0%	-7.6%	-40.9%	0.0%	-28.2%	-15.0%	-44.3%	-47.4%	-13.7%	0.0%	-3.1%	0.0%	0.0%	0.0%	-49.9%	10.5%	-4.2%	-0.3%	0.0%	-23.9%	-23.0%	8.7%	-34.3%	0.0%	-68.3%	0.0%	0.0%	-31.3%	-21.5%	-26.6%	-14.7%	17.2%	-12.9%
Chiltern North	30.0%	37.2%	25.8%	7.3%	20.4%	-10.7%	-26.0%	10.4%	26.6%	55.1%	23.2%	75.5%	26.9%	21.0%	-31.6%	19.1%	9.1%	19.7%	12.2%	13.7%	59.3%	17.6%	-14.6%	-51.6%	25.4%	-27.4%	-1.0%	2.0%	-22.7%	52.3%	136.1%	41.2%	-16.4%	31.3%	15.4%	16.4%	28.9%	34.2%	40.8%	21.3%	9.9%	23.9%	19.3%	-15.7%	30.5%	6.5%	58.4%	-43.8%
Chiltern South	26.9%	9.7%	27.5%	-0.3%	1.1%	60.6%	-18.4%	0.1%	-12.7%	48.1%	43.8%	2.8%	6.7%	-9.6%	-38.7%	-2.6%	0.1%	3.9%	-1.2%	-0.7%	3.7%	1.2%	-43.5%	-54.7%	31.9%	-23.5%	35.0%	35.8%	31.7%	70.3%	39.3%	75.6%	26.1%	3.2%	-13.7%	-2.2%	0.0%	-11.0%	86.8%	-0.2%	134.1%	33.7%	0.4%	22.0%	48.9%	99.2%	43.9%	-43.2%
Dacorum	5.3%	1.9%	-14.6%	-2.7%	-2.8%	13.6%	-40.5%	-2.0%	0.5%	-7.6%	25.9%	0.2%	-0.3%	0.0%	-7.8%	0.0%	-2.0%	0.0%	-0.9%	-0.1%	7.6%	0.0%	-10.9%	-5.9%	-7.0%	-14.3%	-39.8%	-32.7%	-8.7%	-11.7%	19.5%	75.1%	-32.7%	-5.4%	0.0%	0.0%	0.0%	0.0%	-4.2%	0.0%	29.1%	-15.3%	0.0%	5.3%	-12.9%	6.2%	-11.0%	-6.7%
East London	-2.4%	15.8%	-19.8%	0.0%	0.0%	-4.4%	-27.3%	0.0%	0.0%	-16.0%	27.2%	-17.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	-1.2%	0.0%	-26.5%	-24.9%	-1.2%	-35.3%	1.8%	-11.0%	-25.3%	-4.6%	0.0%	0.0%	0.0%	0.0%	-17.3%	0.0%	-21.6%	-8.2%	0.0%	-18.1%	-40.2%	-6.7%	-19.4%	0.0%
East Midlands	-36.3%	-3.6%	-26.3%	0.0%	0.0%	-11.3%	-10.3%	0.0%	0.0%	-8.3%	-51.5%	-29.5%	-21.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-25.2%	7.3%	-19.4%	-0.6%	0.0%	0.0%	-3.5%	-13.4%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.3%	-40.9%	-14.8%	-6.8%	0.0%
East Sussex	-11.3%	3.1%	-6.8%	0.0%	0.0%	0.0%	-15.7%	0.0%	0.0%	-23.2%	6.8%	-15.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	-21.1%	-2.6%	-3.1%	-6.8%	-32.3%	4.3%	25.0%	20.1%	-4.3%	-4.5%	0.0%	0.0%	0.0%	2.6%	-3.7%	0.0%	0.0%	0.0%	-17.6%	0.0%	8.5%	-32.2%	6.9%	-20.7%	0.0%
East of England	-17.9%	7.1%	-34.7%	0.0%	0.0%	18.4%	-19.2%	0.0%	0.0%	-49.3%	9.2%	-3.3%	-2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	-0.1%	-71.8%	-64.1%	0.0%	-18.7%	29.3%	-9.5%	-25.3%	-3.8%	0.0%	0.0%	0.0%	0.0%	-31.3%	0.0%	18.1%	0.0%	0.0%	-8.8%	-15.4%	-15.4%	-5.2%	0.0%
Essex	-15.6%	-3.6%	-23.0%	0.0%	0.0%	-9.1%	-37.7%	0.0%	0.0%	-32.6%	25.9%	-7.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	0.0%	-0.7%	-32.2%	-28.7%	0.0%	-40.7%	0.9%	-13.7%	-25.5%	-5.4%	0.0%	0.0%	0.0%	0.0%	-23.3%	0.0%	-34.5%	-15.8%	0.0%	-33.9%	-30.7%	-9.6%	-9.5%	0.0%
Hampshire	29.3%	24.3%	5.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	-18.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-65.4%	0.0%	0.0%	-1.4%	0.0%	0.0%	0.0%	1.7%	23.5%	-3.7%	0.0%	0.0%	0.0%	0.0%	-0.2%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.0%	3.7%	-13.9%	0.0%
Hertfordshire	-1.2%	9.8%	-19.0%	0.0%	0.0%	17.1%	-37.3%	0.0%	0.0%	-4.4%	21.8%	-0.3%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	0.0%	-0.1%	0.0%	0.0%	-1.2%	-44.8%	-36.8%	0.0%	-21.8%	10.6%	-1.8%	-7.6%	-4.1%	0.0%	0.0%	0.0%	0.0%	88.3%	0.0%	22.9%	-11.0%	0.0%	-3.0%	-12.6%	-17.0%	-5.4%	0.0%
Hillingdon South	12.3%	7.1%	6.2%	9.8%	11.1%	-4.0%	-8.7%	7.4%	0.0%	-14.2%	30.8%	1.6%	15.1%	0.0%	7.5%	0.0%	7.4%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	-7.2%	3.3%	-9.7%	-0.7%	-15.2%	6.0%	-3.6%	4.8%	30.1%	20.3%	-0.5%	-2.0%	0.0%	0.0%	15.7%	0.2%	14.4%	8.5%	-4.7%	-11.7%	0.0%	2.8%	-14.5%	16.3%	-21.2%	7.9%
Kent	-21.0%	9.0%	-18.0%	0.0%	0.0%	0.0%	-14.9%	0.0%	0.0%	-32.3%	17.5%	-19.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	0.0%	-0.5%	-0.8%	-30.7%	-26.0%	0.0%	-23.7%	6.1%	0.3%	-10.2%	-5.7%	0.0%	0.0%	-0.2%	0.0%	-0.1%	0.0%	0.0%	-8.4%	0.0%	-14.7%	-29.4%	1.3%	-26.2%	0.0%
Milton Keynes	-22.5%	4.5%	-30.4%	0.0%	0.0%	-84.2%	-36.3%	0.0%	-13.5%	-32.5%	-52.0%	-61.9%	-26.2%	-1.8%	0.0%	-39.7%	0.0%	-1.3%	-63.7%	-1.0%	-39.2%	-1.1%	0.0%	0.0%	0.0%	-1.5%	-50.7%	-36.7%	0.0%	-65.7%	-43.9%	-71.3%	-52.4%	-43.5%	-35.3%	-40.6%	-35.2%	-29.0%	-39.3%	-32.8%	-34.8%	-16.4%	-33.0%	-59.8%	-60.8%	-71.0%	-23.3%	0.0%
North East	-51.2%	-10.7%	-44.0%	0.0%	0.0%	-0.9%	-15.4%	0.0%	0.0%	-14.6%	-68.3%	-38.6%	-24.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-38.3%	-29.6%	-65.6%	0.0%	0.0%	0.0%	-16.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.1%	-49.1%	-24.3%	1.9%	0.0%
North West	14.2%	-21.5%	24.1%	0.0%	0.0%	-1.1%	-2.1%	0.0%	-12.9%	0.0%	-2.6%	12.4%	-23.8%	-3.1%	0.0%	-27.6%	0.0%	0.0%	0.0%	0.0%	-20.7%	-2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-41.7%	9.8%	5.6%	0.0%	0.0%	-25.0%	-19.5%	-20.4%	-21.6%	0.0%	0.0%	0.0%	0.0%	-28.9%	-24.3%	-25.2%	-3.9%	10.6%	0.0%
Northamptonshire	-40.9%	-2.6%	-34.3%	-0.2%	-2.7%	-5.3%	-4.8%	-0.1%	-2.3%	-3.1%	-42.6%	-27.6%	-22.0%	-0.7%	0.0%	-2.5%	0.0%	-1.6%	-1.1%	-3.0%	-9.6%	-1.1%	-2.0%	0.0%	0.0%	-0.1%	-1.6%	-2.3%	0.0%	-40.9%	13.5%	-17.6%	-2.3%	0.0%	-7.3%	-8.1%	-23.9%	-9.8%	0.0%	-3.9%	-2.5%	0.0%	-2.5%	-25.4%	-34.5%	-19.1%	-19.9%	0.0%
Oxford	37.1%	22.1%	9.0%	-49.3%	-36.5%	0.0%	0.0%	-12.9%	-24.9%	0.0%	-23.0%	23.4%	-42.8%	-39.5%	0.0%	0.0%	-48.2%	-44.7%	0.0%	-47.9%	-13.9%	-43.9%	-40.3%	0.0%	0.0%	0.0%	-2.4%	0.0%	0.0%	1.4%	16.8%	-1.1%	0.0%	0.0%	-25.2%	-15.0%	-31.2%	-27.6%	0.0%	-48.2%	0.0%	0.0%	0.0%	-3.6%	-15.7%	3.1%	20.9%	0.0%
Oxfordshire	37.5%	25.5%	9.6%	-49.8%	-27.4%	0.0%	0.0%	-5.7%	-26.7%	0.0%	-26.5%	8.8%	-40.8%	-35.7%	0.0%	-6.9%	-14.0%	-40.4%	0.0%	-41.8%	-8.9%	-36.4%	-30.9%	0.0%	0.0%	0.0%	-4.0%	0.0%	0.0%	-2.7%	31.1%	-2.1%	0.0%	0.0%	-22.3%	-9.9%	-23.0%	-26.3%	0.0%	-40.9%	0.0%	0.0%	0.0%	-8.9%	-7.6%	-13.3%	5.4%	18.9%	0.0%
Scotland	-22.0%	-31.5%	-25.7%	0.0%	0.0%	-1.1%	-15.4%	0.0%	-13.5%	0.0%	-45.0%	-6.5%	-26.6%	-0.6%	0.0%	-47.1%	0.0%	0.0%	0.0%	0.0%	-8.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-48.3%	-63.9%	-45.8%	0.0%	0.0%	-18.8%	-16.6%	-16.3%	-30.1%	0.0%	0.0%	0.0%	0.0%	-16.1%	-39.6%	-45.3%	-28.3%	-0.2%	0.0%
Slough	22.1%	2.0%	23.4%	54.3%	28.0%	6.7%	2.6%	41.5%	-23.3%	-30.6%	41.1%	36.7%	28.5%	-38.1%	44.7%	11.7%	46.9%	-43.1%	1.9%	8.9%	7.5%	-44.4%	62.9%	59.5%	-28.1%	-38.2%	30.5%	19.8%	-52.8%	9.6%	51.6%	16.6%	13.7%	0.5%	-9.8%	12.8%	-14.5%	-19.7%	35.8%	6.8%	19.6%	-19.9%	22.2%	12.6%	-20.9%	-8.0%	-2.9%	53.6%
South Bucks East	54.3%	18.7%	45.3%	1.7%	14.3%	17.4%	15.9%	14.6%	-1.8%	4.3%	71.5%	28.6%	29.0%	-5.4%	5.1%	29.5%	19.1%	-6.2%	7.7%	1.3%	8.4%	-1.9%	-21.6%	-46.0%	2.1%	-1.1%	10.7%	16.7%	-16.6%	29.6%	61.3%	70.1%	24.1%	9.7%	10.0%	24.2%	13.7%	3.7%	2.5%	10.8%	39.1%	7.1%	26.1%	19.6%	28.8%	79.3%	28.3%	-2.9%
South Bucks West	19.2%	39.5%	30.9%	32.2%	53.0%	10.2%	39.2%	20.1%	14.2%	10.8%	26.1%	113.4%	99.2%	-11.1%	-14.2%	34.6%	20.3%	0.5%	7.0%	14.3%	24.2%	-2.8%	-47.9%	-13.2%	3.3%	-11.4%	18.1%	16.4%	-5.1%	22.2%	92.6%	14.9%	5.7%	9.6%	-2.7%	26.5%	37.2%	37.5%	-11.7%	37.0%	15.1%	7.5%	31.8%	6.5%	30.5%	25.2%	32.4%	-25.4%
South Oxfordshire	12.8%	5.7%	0.6%	-42.8%	-18.0%	0.0%	0.0%	12.3%	-19.4%	0.0%	2.8%	53.0%	-21.8%	-25.5%	-1.1%	-4.9%	4.6%	-30.8%	0.0%	-2.7%	0.3%	-17.6%	-35.5%	0.0%	0.0%	-0.9%	0.0%	0.0%	0.0%	6.5%	33.3%	7.2%	0.0%	0.0%	-22.8%	3.0%	8.3%	-13.0%	0.0%	2.6%	0.0%	0.0%	-2.6%	-0.9%	-14.5%	51.5%	6.9%	0.0%
South West	32.4%	26.1%	15.0%	-36.7%	-16.8%	0.0%	0.0%	-4.4%	-5.3%	0.0%	8.6%	-15.1%	-7.8%	-5.7%	0.0%	-5.7%	-3.1%	-5.8%	0.0%	-5.1%	-3.6%	-6.2%	-41.2%	0.0%	0.0%	-0.9%	0.0%	0.0%	0.0%	-0.9%	30.0%	6.2%	0.0%	0.0%	-6.0%	-2.9%	-2.0%	3.3%	0.0%	-6.9%	0.0%	0.0%	-5.8%	-1.4%	-12.6%	2.5%	15.4%	0.0%
South and West London	-12.1%	4.3%	-13.3%	0.0%	-0.4%	-5.4%	-23.5%	0.0%	0.0%	-24.5%	15.4%	-20.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.7%	0.0%	-21.1%	-7.2%	-21.1%	-17.4%	-13.9%	-6.1%	18.4%	-9.1%	-18.2%	-5.2%	0.0%	0.0%	-0.2%	0.0%	-14.7%	0.0%	-17.1%	-20.6%	0.0%	-13.6%	-36.6%	-12.6%	-29.9%	0.0%
Surrey	-35.3%	-0.2%	-6.4%	0.0%	-0.5%	0.0%	-15.8%	0.0%	0.0%	-19.6%	9.7%	-18.1%	0.0%	0.0%	-0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.9%	-1.0%	-4.1%	-10.6%	-12.4%	-5.7%	-1.0%	11.2%	43.1%	3.2%	0.9%	-3.1%	0.0%	0.0%	0.1%	1.7%	0.4%	0.0%	0.0%	-9.3%	0.0%	1.1%	-30.7%	-0.5%	-21.3%	-1.0%
Three Rivers	8.7%	3.8%	-8.1%	0.0%	-2.0%	11.1%	-52.4%	0.0%	0.8%	15.3%	21.1%	0.2%	0.0%	0.0%	-7.4%	0.0%	0.0%	1.2%	0.0%	14.7%	-0.3%	-21.2%	-9.7%	-9.6%	-15.9%	-25.2%	-17.2%	-7.6%	-19.2%	15.4%	3.8%	-4.9%	0.1%	0.1%	0.4%	0.0%	0.6%	26.0%	0.0%	16.5%	-14.5%	0.0%	0.9%	23.1%	13.4%	8.0%	-7.8%
Uxbridge	7.9%	-1.3%	-15.7%	0.0%	-0.8%	2.7%	-28.4%	0.0%	0.0%	-21.4%	13.9%	-20.6%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	7.0%	0.0%	0.6%	0.0%	-13.5%	0.0%	-14.0%	-11.3%	-21.4%	-22.7%	-16.9%	-22.9%	5.0%	4.1%	-16.9%	5.2%	0.0%	4.6%	0.0%	0.0%	-3.9%	0.0%	0.0%	-17.3%	4.4%	-15.7%	-22.8%	5.3%	-17.5%	0.0%
Wales	20.7%	4.8%	20.0%	-29.3%	-37.9%	-0.1%	-1.4%	-19.5%	-23.1%	0.0%	11.8%	94.2%	5.8%	-26.2%	0.0%	-7.4%	-30.5%	-34.1%	0.0%	44.2%	17.3%	-0.2%	-35.5%	0.0%	0.0%	-0.8%	0.0%	0.0%	0.0%	1.4%	10.3%	-13.1%	0.0%	0.0%	-24.2%	-2.4%	40.9%	4.8%	0.0%	75.7%	0.0%	0.0%	-6.0%	-8.2%	-14.5%	-5.8%	7.8%	0.0%
Watford	9.0%	5.5%	-12.9%	0.0%	-0.7%	9.7%	-36.0%	0.0%	0.0%	-58.1%	20.2%	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.3%	0.0%	0.0%	-2.1%	-45.4%	-35.6%	0.0%	-19.2%	11.2%	3.2%	-9.0%	-5.5%	0.0%	0.0%	0.0%	0.0%	28.3%	0.0%	12.3%	-15.2%	0.0%	-2.6%	2.6%	-0.8%	6.3%	0.0%
West Berkshire	39.8%	13.9%	12.0%	-51.1%	35.0%	0.0%	0.0%	41.3%	-35.3%	0.0%	60.1%	127.2%	61.2%	-33.1%	0.0%	0.0%	48.4%	-39.1%	0.0%	37.7%	4.1%	0.0%	-31.6%	0.0%	0.0%	-2.8%	0.0%	0.0%	0.0%	11.6%	31.8%	5.4%	0.0%	0.0%	-25.1%	0.0%	71.3%	6.9%	0.0%	63.4%	0.0%	0.0%	0.0%	0.0%	-18.0%	10.0%	-4.9%	0.0%
West Midlands	20.3%	-17.7%	24.0%	0.0%	-20.7%	-1.3%	-1.6%	0.0%	-19.4%	0.0%	-6.2%	7.3%	-24.1%	-11.4%	0.0%	-23.6%	0.0%	-16.8%	0.0%	-12.6%	-20.6%	-14.8%	-20.3%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	-25.6%	17.0%	5.9%	0.0%	0.0%	-22.8%	-25.9%	-22.0%	-25.8%	0.0%	-11.7%	0.0%	0.0%	-21.2%	-21.9%	-18.2%	-0.2%	14.2%	0.0%
West Sussex	-20.6%	13.8%	-12.6%	0.0%	0.0%	0.0%	-15.8%	0.0%	0.0%	-35.2%	7.7%	-18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.2%	0.0%	-25.9%	-4.0%	-4.3%	-5.8%	-8.2%	5.5%	31.5%	11.6%	-5.2%	-4.8%	0.0%	0.0%	0.0%	2.4%	-3.1%	0.0%	0.0%	-19.4%	0.0%	7.4%	-22.3%	2.5%	-22.8%	0.0%
Windsor and Maidenhead	-10.3%	-0.4%	-14.4%	29.8%	31.8%	0.0%	-8.7%	25.7%	-19.4%	-11.3%	23.0%	9.9%	23.0%	-18.9%	0.5%	7.7%	20.5%	-30.9%	0.0%	9.0%	9.0%	-11.3%	-35.2%	5.8%	-3.1%	-16.6%	-5.0%	-7.9%	2.9%	8.7%	24.2%	2.1%	-2.3%	-2.4%	-14.6%	2.4%	18.0%	-14.3%	-0.3%	27.4%	0.0%	-5.8%	7.2%	0.0%	-32.5%	-2.2%	-18.7%	-0.5%
Wycombe Central and East	45.5%	2.6%	53.2%	-34.8%	-26.1%	-18.9%	4.4%	20.1%	-13.7%	1.2%	54.4%	79.7%	5.9%	-24.6%	-24.4%	0.8%	22.6%	22.5%	-19.1%	14.1%	2.8%	14.6%	-43.3%	-51.6%	-3.6%	-15.2%	6.0%	2.5%	-36.6%	11.6%	74.2%	80.0%	-9.2%	-11.2%	-6.0%	-5.8%	43.8%	-11.7%	-2.7%	32.0%	-20.5%	2.4%	1.4%	-24.5%	6.0%	18.5%	16.4%	-27.8%
Wycombe South	5.1%	-23.4%	7.0%	-16.2%	-20.5%	1.1%	22.2%	13.4%	-4.1%	-4.1%	70.6%	86.8%	26.7%	-5.7%	-9.8%	20.7%	5.0%	12.7%	4.6%	-3.5%	9.8%	27.0%	-53.7%	-22.8%	-5.1%	-7.1%	2.0%	0.9%	-22.8%	-9.8%	70.7%	73.8%	22.7%	1.7%	-8.7%	8.8%	16.4%	3.9%	-10.5%	4.9%	10.0%	-1.6%	16.1%	-7.4%	-4.7%	36.5%	2.3%	-5.6%
Wycome North-West	25.8%	38.1%	51.7%	-41.8%	-11.9%	-6.3%	8.8%	-1.3%	-25.5%	17.5%	65.9%	49.0%	-14.0%	-17.8%	0.8%	-16.5%	-1.5%	3.3%	-7.7%	-5.1%	-20.1%	-1.9%	-11.7%	15.5%	11.2%	14.1%	18.1%	17.8%	13.7%	1.3%	45.1%	63.6%	5.9%	13.8%	-23.4%	-18.3%	17.7%	-20.2%	4.5%	9.5%	-3.7%	13.5%	-22.3%	-14.9%	7.0%	22.0%	15.5%	-1.1%
Yorkshire and The Humber	-21.0%	-8.7%	-21.1%	0.0%	0.0%	-1.2%	-4.7%	0.0%	0.0%	-14.0%	-44.1%	-28.2%	-22.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.7%	-2.5%	-24.7%	0.0%	0.0%	-0.1%	-5.2%	-16.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.7%	-39.5%	-7.9%	-2.5%	0.0%

Table G13 - % Change sector to sector PM Peak Hour; Car Commute

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	19.6%	32.9%	1.0%	3.0%	7.8%	-43.6%	-25.2%	-27.9%	-19.8%	23.8%	13.1%	-21.3%	-21.9%	-13.9%	-16.3%	-43.0%	-9.1%	-21.0%	-12.2%	-17.1%	-19.5%	-21.3%	-0.4%	19.9%	13.2%	15.8%	7.4%	-4.3%	24.0%	-12.0%	6.4%	-3.9%	-40.0%	10.5%	-17.3%	-10.8%	-14.3%	-31.4%	6.9%	-16.5%	-12.6%	26.8%	-7.2%	-31.7%	-17.0%	-24.9%	-50.8%	-12.4%
Aylesbury North	5.9%	29.1%	10.6%	-0.2%	20.6%	-7.9%	-2.8%	-4.5%	-11.3%	13.7%	3.5%	-20.7%	-11.4%	-6.0%	8.6%	-1.8%	4.1%	-13.3%	-2.1%	2.3%	-15.3%	-11.1%	-0.1%	26.1%	5.7%	12.2%	0.5%	0.6%	5.9%	-25.1%	-5.5%	-28.9%	-10.4%	31.2%	-27.1%	-10.9%	-4.3%	-13.0%	7.4%	-14.2%	-5.0%	19.9%	-20.2%	-14.7%	-30.4%	-20.9%	-14.6%	71.9%
Aylesbury South	-7.5%	30.9%	-10.3%	-7.9%	17.6%	-13.9%	-4.9%	36.3%	-29.2%	17.0%	1.5%	-17.7%	-16.5%	-27.9%	-24.3%	-14.8%	46.5%	-30.2%	12.2%	-10.5%	-8.6%	-27.8%	-14.6%	-17.1%	-12.6%	9.7%	-3.4%	-2.8%	-2.2%	-0.1%	5.7%	-7.9%	-15.1%	-0.7%	-22.0%	7.0%	0.3%	-24.4%	15.8%	-15.9%	9.8%	-11.9%	-39.0%	1.4%	1.4%	8.3%	21.9%	8.9%
Bedford	44.0%	9.0%	-10.6%	0.0%	0.0%	9.4%	-61.8%	0.0%	0.0%	-20.5%	-2.8%	0.0%	-11.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.8%	12.6%	-14.0%	-43.5%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.1%	-15.6%	11.2%	-71.8%	0.0%
Bedfordshire	13.1%	18.3%	2.5%	0.0%	0.0%	-0.6%	-35.3%	0.0%	-0.5%	7.1%	5.2%	-7.9%	-4.7%	-0.6%	0.0%	-0.4%	0.0%	-0.1%	-1.4%	0.0%	2.2%	-1.4%	0.0%	0.0%	0.0%	0.4%	-21.6%	-16.7%	0.0%	-16.9%	8.6%	-14.2%	-29.9%	-14.2%	-0.8%	-1.5%	-1.5%	2.2%	-4.0%	-0.7%	5.7%	7.0%	0.0%	-9.2%	-61.6%	-7.6%	-52.1%	0.0%
Berkshire	56.3%	38.0%	31.1%	14.5%	-5.9%	0.0%	6.6%	-0.7%	-6.8%	0.9%	91.0%	111.8%	-2.3%	-4.0%	4.6%	0.0%	-1.7%	-7.3%	0.0%	-1.0%	-8.7%	0.0%	-13.2%	6.0%	5.3%	6.8%	0.0%	0.0%	5.6%	0.8%	20.8%	10.6%	0.0%	0.0%	-1.8%	-0.1%	1.9%	-2.0%	0.0%	1.0%	0.0%	5.5%	0.0%	0.0%	44.5%	18.5%	14.3%	6.9%
Bicester	46.8%	14.6%	34.9%	-3.3%	-26.5%	4.2%	0.0%	-6.4%	-26.4%	6.5%	-50.8%	-28.8%	-66.9%	-40.5%	-15.5%	-24.7%	-14.0%	-62.3%	0.0%	-65.8%	-24.9%	-24.7%	-9.5%	-0.9%	0.0%	7.6%	0.0%	0.0%	0.0%	-10.6%	8.8%	-8.3%	0.0%	0.0%	-24.7%	-24.4%	-31.2%	-25.8%	0.0%	-58.4%	0.0%	0.0%	-24.7%	11.0%	-6.4%	12.5%	20.4%	-1.8%
Cambridgeshire	-6.8%	4.5%	6.5%	0.0%	0.0%	4.2%	-14.6%	0.0%	0.0%	10.6%	30.0%	0.1%	-1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.2%	11.5%	-14.1%	-3.6%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	2.8%	0.0%	-5.1%	-8.0%	12.2%	-13.7%	0.0%
Central and North West London	14.2%	10.1%	20.1%	0.0%	-0.4%	-11.0%	-16.4%	0.0%	0.0%	-12.0%	25.5%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.5%	0.0%	-6.8%	-6.6%	-12.7%	-12.7%	-3.0%	-15.3%	27.4%	7.2%	-15.6%	-5.2%	0.0%	0.0%	1.4%	0.0%	-16.4%	0.0%	-17.1%	-9.3%	0.0%	-14.3%	13.3%	31.5%	-1.3%	0.0%
Cherwell	77.9%	19.7%	29.2%	9.5%	5.1%	0.3%	-0.1%	9.8%	-23.7%	0.0%	7.3%	1.2%	8.8%	-19.0%	-0.3%	-24.7%	10.0%	25.8%	0.0%	12.4%	-24.4%	-24.7%	19.4%	-0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	-9.9%	3.9%	-14.1%	0.0%	0.0%	-24.7%	-16.2%	-0.9%	-25.8%	0.0%	7.4%	0.0%	0.0%	-24.7%	10.7%	-2.9%	17.5%	25.9%	-0.4%
Chiltern North	-9.7%	37.1%	7.2%	0.8%	16.5%	12.8%	-30.0%	39.7%	22.7%	31.6%	3.7%	54.1%	10.4%	11.6%	-19.9%	9.6%	18.3%	26.6%	24.7%	6.6%	37.6%	19.3%	-39.4%	-36.4%	72.1%	-15.5%	21.6%	30.3%	-3.7%	25.0%	75.9%	-0.2%	17.6%	38.1%	31.2%	35.4%	16.9%	31.5%	-23.9%	11.8%	-10.3%	-5.6%	27.2%	3.8%	4.8%	19.3%	25.0%	-35.6%
Chiltern South	45.7%	60.3%	93.8%	0.0%	0.0%	26.0%	-5.0%	0.2%	-1.9%	30.2%	19.3%	5.4%	15.4%	-0.3%	16.7%	-18.4%	1.0%	0.1%	0.1%	0.8%	2.9%	-16.5%	-24.7%	-11.2%	-11.1%	-4.6%	18.0%	-2.4%	13.1%	12.8%	28.9%	45.3%	65.2%	34.0%	-3.9%	-7.0%	3.8%	1.5%	32.7%	1.6%	69.8%	14.7%	-3.6%	14.9%	30.0%	66.6%	36.2%	-11.2%
Dacorum	10.2%	21.3%	12.5%	-0.9%	0.7%	-6.3%	-36.2%	0.2%	0.0%	-8.3%	15.9%	-6.9%	0.1%	0.0%	-7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	0.0%	-14.2%	-2.8%	-11.0%	-4.3%	-19.2%	-18.8%	-15.7%	-13.0%	10.1%	11.0%	-36.4%	-3.4%	0.0%	0.0%	0.0%	2.5%	-12.4%	0.0%	-1.4%	7.5%	0.0%	-5.3%	-34.1%	1.1%	-26.2%	-0.9%
East London	12.4%	11.7%	9.6%	0.0%	-0.5%	-6.7%	-28.2%	0.0%	0.0%	-21.7%	24.4%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.4%	0.0%	-8.4%	-5.3%	-20.6%	-21.2%	-6.7%	-14.1%	18.4%	-8.3%	-20.1%	-5.5%	0.0%	0.0%	0.0%	0.0%	-17.9%	0.0%	-14.1%	-9.9%	0.0%	-14.8%	-2.9%	6.4%	-18.1%	0.0%
East Midlands	-35.7%	15.2%	-39.5%	0.0%	0.0%	0.8%	0.8%	0.0%	0.0%	-4.6%	-33.2%	-3.2%	-9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.4%	10.5%	-13.2%	0.0%	0.0%	0.0%	-7.2%	-1.7%	-7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	10.7%	-29.8%	16.0%	9.5%	0.0%
East Sussex	15.7%	10.3%	23.9%	0.0%	-0.2%	0.0%	-29.2%	0.0%	0.0%	-29.2%	11.2%	-8.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.9%	0.0%	-29.2%	-16.6%	-29.2%	-29.2%	-29.2%	7.7%	28.4%	-5.9%	-6.3%	-8.2%	0.0%	0.0%	0.0%	1.8%	-4.3%	0.0%	0.0%	-29.2%	0.0%	2.7%	-9.4%	8.4%	-11.6%	0.0%
East of England	30.1%	-0.6%	-2.5%	0.0%	0.0%	4.7%	-47.4%	0.0%	0.0%	5.7%	29.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-16.8%	15.0%	-12.0%	-2.7%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	4.2%	0.0%	0.0%	-10.4%	-7.7%	13.3%	-15.9%	0.0%
Essex	12.1%	11.1%	10.2%	0.0%	-0.8%	-8.7%	-32.6%	0.0%	0.0%	-14.6%	33.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.9%	0.0%	0.0%	-5.2%	-29.2%	-29.2%	0.0%	-22.3%	5.9%	-9.4%	-22.7%	-5.3%	0.0%	0.0%	0.0%	0.0%	-15.2%	0.0%	-18.9%	-6.6%	0.0%	-15.2%	-7.3%	11.6%	-11.3%	0.0%
Hampshire	64.6%	19.5%	36.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	-8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	4.3%	22.5%	2.3%	0.0%	0.0%	0.0%	0.0%	0.4%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.7%	24.0%	30.2%	0.0%
Hertfordshire	10.5%	5.3%	9.5%	0.0%	-0.1%	1.2%	-32.8%	0.0%	0.0%	1.4%	20.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	-1.8%	0.0%	0.0%	0.1%	-29.2%	-29.2%	0.0%	-17.2%	10.2%	-11.5%	10.2%	-0.9%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	-4.6%	0.3%	0.0%	-11.7%	-10.2%	9.4%	-15.8%	0.0%
Hillingdon South	67.8%	29.5%	105.7%	21.7%	12.0%	-8.8%	-7.4%	15.6%	0.0%	-10.3%	36.2%	42.6%	16.0%	0.0%	0.0%	-9.9%	0.0%	13.5%	0.0%	0.0%	13.1%	0.0%	0.0%	-20.5%	-15.4%	-16.8%	13.7%	-9.3%	-10.9%	-27.7%	-1.6%	41.3%	14.8%	-10.3%	-1.9%	0.0%	0.0%	22.7%	0.1%	-6.4%	12.7%	-13.2%	-11.0%	0.0%	-6.4%	24.4%	41.6%	17.9%	-10.2%
Kent	11.9%	10.8%	12.0%	0.0%	-0.2%	0.0%	-29.2%	0.0%	0.0%	-29.2%	21.1%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.5%	0.0%	0.0%	-7.8%	-29.2%	-29.2%	0.0%	7.8%	25.8%	0.7%	2.1%	-9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.7%	0.0%	1.9%	-9.0%	7.7%	-23.0%	0.0%
Milton Keynes	-58.8%	1.1%	-56.5%	0.0%	0.0%	-35.7%	-47.4%	0.0%	-1.7%	2.9%	-53.6%	-46.2%	-18.1%	-2.7%	0.0%	0.0%	0.0%	-1.8%	-21.0%	-0.5%	-25.4%	0.4%	0.0%	0.0%	0.0%	0.2%	-21.3%	-23.2%	0.0%	-44.8%	-23.6%	-79.0%	-44.5%	8.0%	-9.6%	-25.7%	-30.9%	-18.9%	4.5%	-19.7%	-23.9%	2.8%	0.5%	-40.0%	-83.1%	-71.2%	-66.8%	0.0%
North East	-41.7%	11.7%	-39.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.8%	-48.3%	-13.8%	-18.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.7%	0.0%	0.0%	0.0%	-3.5%	-18.6%	-17.2%	0.0%	0.0%	0.0%	0.0%	0.0%	11.7%	-14.0%	16.0%	17.4%	0.0%
North West	83.1%	-5.4%	38.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.8%	0.0%	-37.7%	-0.2%	-2.5%	0.0%	0.0%	-24.7%	0.0%	0.0%	0.0%	0.0%	-25.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.8%	5.5%	-13.3%	0.0%	0.0%	-24.7%	-16.7%	-13.1%	-25.8%	0.0%	0.0%	0.0%	0.0%	-24.7%	17.4%	-5.4%	16.0%	44.4%	0.0%
Northamptonshire	-7.2%	16.3%	-2.9%	0.0%	0.0%	1.8%	-0.8%	0.0%	-3.5%	-2.6%	-43.6%	-4.3%	-19.2%	-1.9%	0.0%	-4.2%	0.0%	-4.1%	0.0%	-1.1%	-3.1%	-8.9%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.2%	3.0%	-29.3%	0.0%	0.0%	-7.9%	-4.6%	-9.6%	-9.5%	0.0%	-7.9%	0.0%	0.0%	-6.7%	8.7%	-24.0%	10.4%	15.5%	0.0%
Oxford	59.2%	13.1%	24.8%	0.0%	-13.5%	0.0%	0.0%	0.0%	-25.8%	0.0%	-38.3%	0.7%	-33.8%	-25.3%	0.0%	-24.7%	0.0%	-24.7%	0.0%	-24.7%	-25.1%	-24.7%	24.6%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	-8.9%	8.9%	-4.6%	0.0%	0.0%	-24.7%	-13.9%	-24.9%	-25.8%	0.0%	-24.7%	0.0%	0.0%	-24.7%	-0.6%	-0.7%	9.7%	46.1%	0.0%
Oxfordshire	58.3%	14.1%	26.4%	0.0%	-9.8%	0.0%	0.0%	0.0%	-24.7%	0.0%	-39.7%	0.3%	-36.6%	-18.8%	0.0%	-24.7%	0.0%	-24.7%	0.0%	-24.7%	-23.3%	-24.7%	24.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	-0.6%	9.5%	-5.9%	0.0%	0.0%	-16.5%	-12.8%	-24.8%	-25.8%	0.0%	-24.7%	0.0%	0.0%	-24.7%	3.2%	-1.3%	9.2%	45.9%	0.0%
Scotland	90.4%	7.1%	29.8%	0.0%	0.0%	0.1%	0.0%	0.0%	-3.5%	0.0%	-39.8%	-0.1%	-1.8%	0.0%	0.0%	-24.7%	0.0%	0.0%	0.0%	0.0%	-24.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	-5.0%	-16.4%	0.0%	0.0%	-24.7%	-24.5%	-16.6%	-25.8%	0.0%	0.0%	0.0%	0.0%	-24.7%	1.0%	-8.0%	16.0%	52.6%	0.0%
Slough	69.5%	35.1%	112.9%	3.4%	4.3%	1.3%	6.9%	17.8%	-6.1%	17.6%	31.7%	48.8%	12.3%	-11.0%	5.2%	-4.9%	21.1%	-12.5%	-0.8%	12.3%	-7.4%	-8.0%	-27.2%	14.5%	2.2%	4.4%	-7.4%	2.7%	5.3%	6.5%	45.3%	4.3%	-1.5%	1.2%	-7.0%	-1.3%	12.4%	11.7%	6.8%	7.8%	1.5%	1.3%	4.3%	-4.6%	2.0%	0.8%	6.6%	22.0%	3.9%
South Bucks East	120.2%	73.5%	161.7%	14.8%	33.3%	1.2%	19.8%	37.5%	5.3%	10.9%	54.2%	37.2%	45.0%	7.7%	24.6%	11.6%	90.3%	10.0%	14.1%	17.1%	0.8%	-2.3%	0.9%	13.0%	22.8%	5.7%	22.4%	28.9%	8.8%	16.2%	59.2%	53.5%	30.8%	15.0%	0.1%	13.6%	36.7%	2.0%	2.2%	27.5%	19.7%	4.4%	1.3%	8.0%	56.4%	66.1%	55.4%	2.8%
South Bucks West	104.6%	116.0%	170.1%	56.8%	55.6%	7.3%	57.9%	92.6%	38.0%	34.5%	34.5%	66.3%	57.1%	16.4%	50.2%	4.7%	64.1%	45.6%	2.9%	96.3%	7.9%	6.7%	-2.9%	19.7%	20.0%	45.0%	36.0%	56.8%	52.8%	5.3%	55.4%	7.2%	21.4%	11.4%	10.4%	13.6%	56.5%	54.1%	20.3%	52.2%	7.7%	44.5%	11.8%	10.9%	63.0%	40.3%	79.3%	22.7%
South Oxfordshire	38.1%	11.8%	50.4%	-2.8%	-23.5%	0.0%	0.0%	-0.7%	-18.6%	0.8%	-10.2%	58.1%	-42.5%	-10.5%	0.0%	-5.1%	-6.8%	-16.7%	0.0%	19.2%	-16.4%	-3.9%	-2.9%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.9%	23.9%	8.9%	0.0%	0.0%	-10.8%	-5.1%	6.7%	-4.8%	0.0%	16.7%	0.0%	0.0%	-6.5%	-0.4%	19.6%	13.3%	18.4%	0.0%
South West	55.8%	6.9%	31.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.7%	0.0%	31.1%	40.6%	-3.9%	-5.1%	0.0%	-8.7%	0.0%	-3.7%	0.0%	-1.2%	-2.9%	-5.5%	10.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	19.6%	11.4%	0.0%	0.0%	-4.4%	-3.3%	-1.8%	-5.3%	0.0%	-0.1%	0.0%	0.0%	-9.5%	1.1%	35.8%	24.2%	42.3%	0.0%
South and West London	25.1%	8.9%	34.9%	0.0%	-1.8%	-3.9%	-29.2%	0.0%	0.0%	-29.2%	8.3%	-10.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.9%	0.0%	-29.2%	-9.1%	-29.2%	-29.2%	-29.2%	-11.8%	5.0%	-12.6%	-20.2%	-5.3%	0.0%	0.0%	0.0%	0.0%	-16.8%	0.0%	0.0%	-27.6%	0.0%	-12.3%	-8.2%	-1.4%	-14.1%	0.0%
Surrey	33.2%	11.9%	33.5%	0.0%	-6.0%	0.0%	-29.2%	0.0%	0.0%	-23.9%	11.0%	-9.5%	0.0%	0.0%	-21.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-27.8%	-27.3%	-29.2%	-10.3%	-16.9%	-14.8%	-29.2%	7.0%	27.4%	1.7%	-2.1%	-3.5%	0.0%	0.0%	0.1%	1.5%	-2.7%	0.0%	0.0%	-29.0%	0.0%	0.4%	-0.8%	9.5%	-7.3%	-26.2%
Three Rivers	13.3%	10.5%	11.5%	0.0%	-3.0%	7.6%	-34.1%	0.0%	0.6%	-18.8%	9.5%	0.1%	0.0%	0.0%	-6.2%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	-27.3%	-34.3%	-27.9%	-7.6%	-26.8%	-29.1%	-17.7%	-9.7%	10.6%	-2.7%	-0.9%	-1.0%	0.0%	0.2%	0.0%	1.8%	3.8%	0.0%	4.2%	-22.5%	0.0%	-3.8%	2.1%	16.2%	-12.4%	-22.6%
Uxbridge	17.3%	9.7%	50.4%	0.0%	-3.2%	7.6%	-10.3%	0.0%	0.0%	-10.3%	7.9%	5.3%	0.0%	0.0%	0.0%	13.3%	0.0%	0.0%	17.7%	0.0%	1.0%	0.0%	-22.8%	0.0%	-10.3%	-7.3%	-10.3%	-10.3%	-10.3%	-2.7%	28.3%	13.0%	2.9%	7.3%	0.0%	12.4%	0.0%	0.0%	8.1%	0.0%	9.5%	-10.1%	7.7%	1.6%	16.5%	34.7%	8.0%	0.0%
Wales	70.3%	8.7%	39.3%	0.0%	-11.0%	0.0%	0.0%	-10.5%	0.0%	4.3%	72.8%	-26.5%	-7.8%	0.0%	0.0%	-6.1%	0.0%	-8.4%	0.0%	-4.9%	-20.4%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	11.4%	6.9%	0.0%	0.0%	-10.9%	-4.4%	-10.2%	-14.6%	0.0%	-5.4%	0.0%	0.0%	-7.3%	2.5%	20.1%	20.5%	52.2%	0.0%
Watford	13.2%	10.1%	9.3%	0.0%	-1.7%	5.0%	-34.4%	0.0%	0.0%	-14.5%	14.4%	-2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.4%	0.0%	0.0%	-1.4%	-29.2%	-29.2%	0.0%	-6.1%	6.5%	-11.4%	-5.0%	-0.8%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	4.2%	-9.0%	0.0%	-6.7%	-7.9%	7.2%	-11.8%	0.0%
West Berkshire	55.7%	15.6%	30.7%	0.0%	0.7%	0.0%	0.0%	-4.8%	-9.3%	0.0%	138.5%	128.3%	-9.0%	-7.9%	0.0%	0.0%	-6.3%	-10.4%	0.0%	-8.0%	-16.0%	0.0%	24.2%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	-0.1%	20.2%	15.7%	0.0%	0.0%	-6.1%	0.0%	-6.3%	-8.8%	0.0%	-6.3%	0.0%	0.0%	0.0%	0.0%	42.2%	23.9%	22.6%	0.0%
West Midlands	79.8%	1.6%	30.6%	0.0%	3.4%	1.0%	0.0%	-16.2%	0.0%	-33.4%	-0.5%	18.1%	-5.7%	0.0%	-24.7%	0.0%	-6.6%	0.0%	-5.3%	-24.5%	-4.3%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.0%	5.5%	-12.4%	0.0%	0.0%	-22.8%	-20.3%	-19.5%	-25.4%	0.0%	-10.9%	0.0%	0.0%	-24.7%	11.8%	-3.7%	16.8%	45.6%	0.0%
West Sussex	14.7%	10.2%	24.4%	0.0%	0.0%	0.0%	-29.2%	0.0%	0.0%	-29.2%	10.5%	-5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.5%	0.0%	-29.2%	-13.5%	-29.2%	-29.2%	-29.2%	7.9%	26.4%	1.1%	-8.4%	-12.3%	0.0%	0.0%	0.0%	1.5%	-6.6%	0.0%	0.0%	-29.2%	0.0%	2.0%	-9.4%	9.3%	-12.0%	0.0%
Windsor and Maidenhead	56.6%	39.8%	81.9%	29.9%	18.5%	0.0%	37.4%	36.9%	-3.5%	33.4%	54.6%	39.6%	38.3%	-7.9%	27.2%	-0.1%	62.7%	-5.3%	0.0%	56.9%	-8.6%	-1.8%	-0.3%	38.0%	31.2%	36.3%	2.2%	12.1%	0.5%	-0.4%	15.7%	7.0%	1.3%	3.7%	-6.3%	-0.3%	39.4%	48.4%	4.1%	29.1%	0.0%	32.4%	0.1%	0.0%	36.8%	18.2%	59.1%	20.8%
Wycombe Central and East	-2.0%	36.7%	-8.8%	44.4%	-11.7%	-4.2%	15.1%	16.7%	2.9%	-11.7%	33.3%	35.7%	7.3%	14.0%	-21.9%	1.7%	38.3%	15.6%	-0.5%	27.4%	-1.3%	15.3%	-24.9%	-18.6%	-21.6%	5.3%	-11.2%	-13.2%	-28.8%	9.7%	36.6%	8.4%	2.1%	-10.0%	-2.9%	-0.7%	38.0%	-5.8%	-10.3%	35.3%	1.6%	-15.4%	-6.9%	-10.1%	-0.8%	19.4%	17.4%	-7.5%
Wycombe South	4.4%	25.6%	-10.9%	11.6%	2.4%	6.7%	32.2%	-1.4%	3.8%	32.6%	42.7%	34.9%	-3.8%	7.5%	26.0%	7.4%	4.8%	11.6%	8.9%	1.2%	1.8%	0.6%	-8.5%	25.7%	29.3%	28.1%	13.7%	19.6%	25.7%	-0.6%	31.0%	31.5%	8.4%	21.1%	-1.7%	6.6%	0.1%	6.0%	25.5%	2.5%	12.7%	21.3%	5.9%	9.4%	24.5%	20.1%	42.4%	12.6%
Wycome North-West	-16.9%	43.5%	-24.1%	0.3%	-21.3%	8.7%	16.2%	-15.4%	-21.1%	29.5%	34.1%	16.4%	-36.3%	2.0%	2.7%	-12.7%	57.0%	21.7%	11.9%	-21.6%	-22.9%	-14.3%	-13.6%	-0.3%	-23.2%	36.5%	18.2%	14.8%	16.0%	-1.7%	22.2%	-5.1%	5.8%	9.8%	-15.2%	-17.8%	10.6%	-15.0%	-0.3%	-1.1%	12.5%	18.2%	-24.4%	15.4%	11.9%	12.0%	17.0%	3.2%
Yorkshire and The Humber	-44.7%	10.6%	-24.1%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	-10.5%	-49.5%	-13.8%	-3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-25.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.8%	5.6%	-10.6%	0.0%	0.0%	0.0%	-14.3%	-1.2%	-19.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	-14.9%	17.5%	19.6%	0.0%

Table G14 - % Change sector to sector PM Peak Hour; Car Business

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	16.6%	28.4%	-9.9%	-6.7%	15.9%	-46.2%	-23.2%	39.6%	-32.0%	31.6%	32.4%	-14.6%	-29.9%	-32.7%	-17.6%	-31.3%	-1.3%	-31.9%	-12.8%	-19.1%	-17.7%	-28.4%	-7.6%	-22.1%	45.7%	-4.3%	0.7%	2.7%	43.5%	-3.7%	8.8%	0.9%	-41.1%	12.9%	-17.2%	-8.9%	-33.0%	-32.3%	30.6%	-33.6%	-16.9%	37.7%	-30.8%	-24.6%	-11.3%	-34.9%	-55.0%	-25.1%
Aylesbury North	13.3%	21.6%	7.5%	-5.4%	13.9%	-19.5%	-5.7%	5.5%	-9.2%	9.4%	3.6%	-14.1%	-14.5%	-5.6%	11.9%	-8.9%	9.7%	-9.6%	-6.4%	-0.3%	-2.6%	-9.9%	3.8%	22.0%	0.9%	10.4%	0.7%	-0.9%	1.3%	-14.4%	1.3%	-16.2%	-10.4%	21.4%	-10.7%	-3.4%	-6.3%	-14.0%	17.3%	-8.9%	-7.4%	18.5%	-15.5%	-16.4%	-32.2%	-25.6%	-1.9%	13.4%
Aylesbury South	4.3%	32.1%	-3.4%	4.6%	31.3%	3.6%	-2.7%	78.2%	-20.7%	13.6%	10.6%	-25.7%	-3.9%	-25.0%	-14.9%	-13.1%	82.6%	-27.9%	23.4%	-3.4%	-19.6%	-23.8%	-19.2%	-10.7%	2.9%	15.8%	1.8%	3.6%	-2.4%	-3.4%	-1.2%	-13.5%	-9.1%	8.9%	-14.1%	-5.2%	-6.6%	-27.2%	7.8%	-7.9%	8.2%	-0.4%	-16.9%	-18.7%	5.3%	8.0%	42.4%	-26.3%
Bedford	67.9%	13.1%	-7.8%	0.0%	0.0%	6.9%	-55.2%	0.0%	0.0%	-16.2%	-9.4%	0.6%	-7.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.9%	20.4%	-5.8%	-21.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.2%	-27.2%	16.4%	-73.4%	0.0%
Bedfordshire	7.0%	27.4%	7.9%	0.0%	0.0%	2.3%	-38.3%	0.0%	0.0%	16.2%	-1.0%	-9.9%	-4.9%	0.0%	0.0%	0.0%	0.0%	-0.3%	-1.8%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.6%	-18.5%	-18.1%	0.0%	-16.0%	11.2%	-10.6%	-28.7%	-18.6%	-1.2%	-0.5%	-1.5%	-0.2%	-7.4%	-0.4%	-1.8%	12.5%	0.0%	-4.0%	-59.8%	-28.8%	-56.7%	0.0%
Berkshire	3.2%	59.7%	-8.9%	0.9%	-2.3%	0.0%	2.8%	0.1%	-6.6%	1.1%	86.3%	165.0%	-1.0%	-4.8%	0.8%	0.0%	-0.6%	-6.9%	0.0%	-1.2%	-10.3%	0.0%	12.0%	0.8%	1.4%	16.9%	0.0%	0.0%	0.8%	1.3%	50.4%	13.2%	0.0%	0.0%	-2.3%	-0.1%	1.1%	-2.3%	0.1%	0.5%	0.0%	1.8%	0.0%	0.0%	54.6%	29.6%	24.9%	1.6%
Bicester	44.3%	26.8%	11.2%	34.1%	-20.9%	0.7%	0.0%	-4.8%	-29.2%	7.9%	-40.3%	-27.3%	-79.8%	-33.0%	-0.7%	-23.3%	19.6%	-55.4%	0.0%	-57.4%	-23.7%	-23.3%	22.2%	0.0%	0.0%	10.1%	0.0%	0.0%	0.0%	-1.1%	11.5%	-6.7%	0.0%	0.0%	-23.3%	-21.3%	-38.8%	-27.4%	0.0%	-60.8%	0.0%	0.0%	-23.3%	-2.1%	-8.2%	8.2%	29.7%	0.0%
Cambridgeshire	-32.9%	3.5%	0.6%	0.0%	0.0%	6.7%	-40.8%	0.0%	0.0%	6.5%	21.9%	0.6%	-2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	22.7%	4.1%	-3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	-1.3%	-4.1%	16.4%	-26.0%	0.0%
Central and North West London	4.8%	10.3%	12.0%	0.0%	0.0%	-10.3%	-16.8%	0.0%	0.0%	-8.9%	23.8%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.9%	0.0%	-5.3%	-3.2%	-12.2%	-12.4%	-5.0%	-13.2%	22.0%	13.0%	-15.0%	-3.9%	0.0%	0.0%	1.8%	0.0%	-16.1%	0.0%	-18.3%	-7.7%	0.0%	-13.5%	19.9%	38.5%	-4.9%	0.0%
Cherwell	101.1%	20.2%	21.9%	-6.6%	0.4%	0.1%	0.0%	4.8%	-23.0%	0.0%	-6.3%	-2.5%	39.2%	-14.8%	-0.4%	-23.3%	5.8%	45.0%	0.0%	18.8%	-23.6%	-23.3%	-0.7%	-0.3%	0.0%	-0.3%	0.0%	0.0%	0.0%	1.1%	11.3%	-11.0%	0.1%	0.0%	-23.3%	-19.3%	4.0%	-27.4%	0.0%	19.1%	0.0%	0.0%	-23.3%	-2.7%	-8.7%	8.5%	36.0%	-0.6%
Chiltern North	0.3%	37.2%	1.4%	4.1%	27.9%	-5.7%	-23.0%	-11.2%	20.9%	46.0%	8.3%	38.5%	10.7%	15.7%	-40.4%	29.8%	-11.0%	11.1%	29.8%	1.3%	38.4%	10.3%	-42.7%	-44.8%	-18.3%	-38.4%	17.9%	14.8%	-7.9%	26.3%	77.5%	24.3%	-4.0%	-1.0%	10.9%	29.1%	14.2%	26.1%	11.7%	7.7%	-1.6%	-9.6%	31.2%	-16.8%	16.6%	-0.4%	31.9%	-45.8%
Chiltern South	36.7%	63.6%	54.1%	-0.4%	4.1%	23.7%	-13.9%	-0.4%	-2.6%	36.9%	31.5%	5.8%	13.8%	0.2%	-13.3%	-3.3%	-0.5%	-0.5%	-0.9%	-0.6%	3.5%	-2.4%	-17.4%	-14.0%	7.6%	-3.8%	12.6%	8.1%	12.2%	21.9%	23.3%	69.1%	51.2%	31.2%	-4.4%	-0.6%	0.3%	-0.9%	34.9%	-0.4%	42.6%	7.4%	0.3%	14.5%	36.2%	74.6%	42.3%	-18.6%
Dacorum	3.3%	22.2%	17.6%	2.2%	3.5%	5.8%	-46.3%	1.4%	0.0%	11.2%	18.6%	-8.1%	0.1%	0.0%	-11.2%	0.0%	2.8%	0.0%	0.0%	0.2%	4.4%	0.0%	-21.7%	-19.8%	-11.7%	-13.3%	-29.9%	-29.8%	-13.0%	-13.8%	9.4%	67.5%	-41.9%	-4.9%	0.0%	0.0%	0.0%	0.0%	-1.6%	0.0%	0.6%	10.8%	0.0%	-3.0%	-30.3%	-0.7%	-33.7%	-10.9%
East London	3.6%	8.4%	9.9%	0.0%	0.0%	-8.1%	-30.6%	0.0%	0.0%	-19.8%	21.6%	-1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.6%	0.0%	0.0%	-1.4%	-22.8%	-24.0%	0.0%	-14.3%	17.4%	-1.1%	-20.8%	-5.9%	0.0%	0.0%	0.0%	0.0%	-15.0%	0.0%	-18.3%	-7.7%	0.0%	-14.3%	0.8%	10.3%	-23.8%	0.0%
East Midlands	-23.7%	21.4%	-35.2%	0.0%	0.0%	0.7%	-0.1%	0.0%	0.0%	-6.8%	-47.3%	-5.7%	-11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-16.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.3%	20.3%	-12.9%	0.0%	0.0%	0.0%	-17.7%	-2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.8%	-30.0%	11.1%	18.3%	0.0%
East Sussex	7.0%	10.3%	4.8%	0.0%	0.0%	0.0%	-28.9%	0.0%	0.0%	-28.9%	12.6%	-11.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.5%	0.0%	-28.9%	-8.6%	-28.9%	-28.9%	-28.9%	4.4%	30.6%	8.9%	-6.7%	-8.0%	0.0%	0.0%	0.0%	1.3%	-5.9%	0.0%	0.0%	-28.9%	0.0%	3.3%	-2.7%	12.4%	-8.9%	0.0%
East of England	46.3%	2.9%	-4.0%	0.0%	0.0%	6.8%	-47.3%	0.0%	0.0%	7.3%	15.8%	7.7%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.9%	13.0%	25.5%	-9.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.6%	0.0%	0.0%	-1.2%	-7.2%	16.6%	-24.2%	0.0%
Essex	3.9%	9.1%	10.3%	0.0%	-0.3%	-8.9%	-39.4%	0.0%	0.0%	8.7%	35.7%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.3%	0.0%	0.0%	-15.0%	-28.9%	-28.9%	0.0%	-19.9%	1.8%	0.8%	-22.0%	-4.6%	0.0%	0.0%	0.0%	0.0%	-15.1%	0.0%	-18.3%	-7.5%	0.0%	-13.7%	-4.5%	13.3%	-20.9%	0.0%
Hampshire	56.2%	33.9%	28.8%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	10.6%	-10.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.7%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	1.9%	28.2%	0.5%	0.0%	0.0%	0.0%	0.2%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.6%	30.1%	45.5%	0.0%
Hertfordshire	-1.2%	11.6%	12.6%	0.0%	0.0%	3.5%	-40.8%	0.0%	0.0%	16.9%	27.8%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	-1.7%	0.0%	0.0%	-1.5%	-28.9%	-28.9%	0.0%	-13.6%	15.7%	-5.8%	-9.3%	-1.2%	0.0%	0.0%	0.0%	0.0%	-2.2%	0.0%	-2.1%	11.1%	0.0%	-5.9%	-8.0%	13.7%	-24.4%	0.0%
Hillingdon South	37.4%	22.1%	43.2%	11.2%	16.6%	-9.7%	-11.4%	7.6%	0.0%	-11.6%	41.5%	34.4%	27.3%	0.0%	2.6%	0.0%	7.5%	0.0%	0.0%	15.9%	0.0%	0.0%	-17.4%	0.7%	-13.4%	-1.3%	-12.5%	-18.0%	-27.2%	-1.6%	48.1%	29.9%	-6.5%	-3.0%	0.0%	0.0%	24.5%	0.1%	-3.1%	14.0%	-8.1%	-13.5%	0.0%	-4.0%	32.8%	47.9%	20.4%	1.8%
Kent	4.6%	8.6%	9.1%	0.0%	0.0%	0.0%	-28.9%	0.0%	0.0%	-28.9%	17.5%	-2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.5%	0.0%	0.0%	-2.8%	-28.9%	-28.9%	0.0%	4.3%	21.8%	10.5%	-8.6%	-7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.8%	0.0%	3.6%	-5.0%	9.4%	-26.3%	0.0%
Milton Keynes	-57.1%	0.3%	-56.5%	0.0%	0.0%	-35.2%	-38.2%	0.0%	-0.3%	9.2%	-56.9%	-39.5%	-22.4%	0.0%	0.0%	0.0%	0.0%	-1.7%	-25.3%	-0.2%	-23.2%	0.0%	0.0%	0.0%	0.0%	1.0%	-26.3%	-26.0%	0.0%	-39.6%	-20.1%	-75.7%	-38.5%	52.0%	-8.2%	-22.0%	-24.7%	-19.1%	37.3%	-15.8%	-26.2%	18.3%	0.0%	-34.5%	-77.3%	-68.3%	-48.2%	0.0%
North East	-21.4%	14.7%	-35.1%	0.0%	0.0%	0.1%	-21.9%	0.0%	0.0%	-15.2%	-52.0%	-17.7%	-7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.4%	13.2%	-13.2%	0.0%	0.0%	0.0%	-20.3%	-4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.2%	-14.7%	7.0%	19.0%	0.0%
North West	123.1%	2.0%	9.8%	0.0%	0.0%	0.1%	0.0%	0.0%	-8.2%	0.0%	-23.8%	-1.5%	-12.5%	0.0%	0.0%	-23.3%	0.0%	0.0%	0.0%	0.0%	-23.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	19.1%	1.1%	0.0%	0.0%	-23.3%	-21.1%	-13.6%	-27.4%	0.0%	0.0%	0.0%	0.0%	-23.3%	-1.9%	-8.5%	7.5%	40.0%	0.0%
Northamptonshire	12.1%	18.6%	-18.8%	0.0%	0.0%	-0.2%	-8.5%	0.0%	-4.4%	-2.1%	-44.2%	-13.4%	-18.3%	-3.0%	0.0%	-5.5%	0.0%	-2.7%	0.0%	-1.2%	-8.3%	-1.7%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.9%	7.6%	-13.4%	-0.3%	0.0%	-8.9%	-6.8%	-22.9%	-9.4%	0.0%	-8.6%	0.0%	0.0%	-6.6%	-7.6%	-23.5%	-13.0%	12.6%	0.0%
Oxford	61.0%	27.0%	20.5%	0.0%	3.1%	0.0%	0.0%	0.0%	-27.1%	0.0%	-37.1%	-0.3%	-67.9%	-27.4%	0.0%	-23.3%	0.0%	-23.3%	0.0%	-23.3%	-23.6%	-23.3%	9.5%	0.0%	0.0%	-0.5%	0.0%	0.0%	0.0%	-6.8%	10.1%	-4.0%	0.0%	0.0%	-23.3%	-14.7%	-23.7%	-27.4%	0.0%	-23.3%	0.0%	0.0%	-23.3%	-2.1%	-6.4%	4.6%	46.1%	0.0%
Oxfordshire	60.3%	25.7%	18.1%	0.0%	-3.6%	0.0%	0.0%	0.0%	-25.6%	0.0%	-37.9%	0.0%	-65.4%	-19.4%	0.0%	-14.1%	0.0%	-23.3%	0.0%	-23.3%	-16.7%	-16.6%	9.5%	0.0%	0.0%	-0.3%	0.0%	0.0%	0.0%	3.4%	9.9%	-6.4%	0.0%	0.0%	-15.6%	-8.7%	-24.2%	-27.4%	0.0%	-23.3%	0.0%	0.0%	-13.1%	-2.2%	-6.2%	4.0%	46.5%	0.0%
Scotland	124.4%	4.4%	8.7%	0.0%	0.0%	0.2%	0.0%	0.0%	-6.1%	0.0%	-33.7%	-2.2%	-10.2%	0.0%	0.0%	-23.3%	0.0%	0.0%	0.0%	0.0%	-23.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	2.9%	-11.2%	0.0%	0.0%	-23.3%	-22.0%	-14.5%	-27.4%	0.0%	0.0%	0.0%	0.0%	-23.3%	-4.2%	-11.1%	10.0%	49.8%	0.0%
Slough	55.1%	32.3%	50.2%	6.3%	4.2%	1.1%	1.6%	6.3%	-1.7%	1.3%	30.1%	77.6%	7.7%	-9.1%	1.3%	-2.9%	5.9%	-12.6%	-0.2%	5.4%	-8.4%	-6.6%	-21.7%	-2.7%	-3.1%	-5.2%	-3.7%	2.0%	9.1%	8.7%	46.0%	4.6%	-0.7%	1.4%	-6.5%	-0.6%	7.6%	15.9%	4.5%	8.7%	2.5%	-4.0%	-3.2%	1.9%	-0.1%	4.4%	31.4%	-1.9%
South Bucks East	97.6%	80.5%	90.0%	38.3%	37.7%	4.0%	22.5%	41.6%	0.0%	30.3%	57.3%	19.7%	32.1%	6.0%	26.1%	20.5%	52.8%	4.0%	12.2%	23.8%	-8.9%	12.8%	8.6%	0.9%	30.3%	44.9%	21.8%	27.5%	20.1%	14.5%	48.4%	61.8%	22.1%	17.0%	5.6%	15.7%	21.3%	-3.2%	11.1%	15.1%	11.6%	27.3%	19.4%	11.6%	65.6%	63.5%	62.7%	23.8%
South Bucks West	102.4%	115.8%	112.8%	98.7%	69.7%	3.9%	74.9%	121.2%	44.1%	54.2%	41.8%	95.3%	72.1%	24.6%	57.9%	28.8%	91.5%	66.3%	3.4%	91.8%	-1.4%	24.3%	6.5%	44.1%	43.3%	47.6%	45.3%	45.8%	48.8%	4.1%	62.8%	10.6%	27.9%	11.8%	10.4%	9.9%	82.6%	72.4%	13.5%	94.7%	6.2%	45.6%	18.2%	3.3%	50.2%	-2.7%	107.8%	51.5%
South Oxfordshire	22.0%	37.0%	26.1%	21.2%	-16.4%	0.0%	0.0%	7.8%	-19.7%	2.3%	2.9%	61.2%	-36.3%	-17.5%	0.0%	-10.0%	6.0%	-15.7%	0.0%	9.3%	-14.5%	-6.3%	17.5%	0.0%	0.0%	4.7%	0.0%	0.0%	0.0%	3.5%	25.5%	5.6%	0.0%	0.0%	-10.4%	-5.5%	22.6%	-3.2%	0.0%	11.9%	0.0%	0.0%	-8.8%	-0.7%	19.5%	22.7%	22.2%	0.0%
South West	65.1%	5.0%	17.8%	0.0%	1.3%	0.0%	0.0%	0.0%	-8.4%	0.0%	15.2%	30.3%	-5.3%	-8.4%	0.0%	-6.6%	0.0%	-3.7%	0.0%	-1.5%	-3.7%	-6.1%	-18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	26.9%	12.1%	0.0%	0.0%	-4.6%	-3.6%	-1.0%	-6.4%	0.0%	-1.1%	0.0%	0.0%	-6.4%	-0.1%	39.3%	30.9%	52.5%	0.0%
South and West London	5.0%	9.3%	7.3%	0.0%	-0.2%	-4.9%	-28.9%	0.0%	0.0%	-28.9%	8.6%	-12.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.3%	0.0%	-28.9%	-12.5%	-28.9%	-28.9%	-28.9%	-10.5%	13.9%	-9.2%	-20.7%	-5.9%	0.0%	0.0%	0.0%	0.0%	-17.8%	0.0%	-2.4%	-27.5%	0.0%	-12.4%	-2.9%	1.4%	-12.0%	0.0%
Surrey	6.0%	11.6%	15.0%	0.0%	-0.3%	0.1%	-22.5%	0.0%	0.0%	-23.5%	9.3%	-11.5%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.7%	3.5%	-22.9%	-8.5%	-18.3%	-18.0%	-24.7%	3.9%	39.9%	3.4%	-4.0%	-4.1%	0.0%	0.0%	0.0%	1.4%	-2.7%	0.0%	0.0%	-23.3%	0.0%	0.4%	1.8%	10.9%	-2.0%	3.7%
Three Rivers	4.0%	11.4%	16.8%	0.0%	-1.4%	8.0%	-48.1%	0.0%	0.5%	-2.6%	9.5%	1.5%	0.0%	0.0%	-8.8%	0.0%	0.0%	0.0%	0.0%	0.0%	6.1%	0.0%	-22.9%	-1.1%	-18.3%	-10.2%	-26.1%	-27.3%	-14.5%	-11.7%	8.1%	5.8%	-0.5%	0.1%	0.6%	0.1%	0.0%	0.6%	0.8%	0.0%	9.2%	-18.3%	0.0%	-0.5%	4.2%	17.5%	-13.2%	-9.4%
Uxbridge	6.9%	12.1%	25.0%	0.0%	-0.4%	9.7%	-8.6%	0.0%	0.0%	-8.6%	9.0%	2.8%	0.0%	0.0%	0.0%	9.9%	0.0%	0.0%	20.8%	0.0%	0.4%	0.0%	-20.3%	0.0%	-8.6%	-6.7%	-8.6%	-8.6%	-8.6%	-1.2%	23.0%	20.3%	3.8%	12.8%	0.0%	11.7%	0.0%	0.0%	5.6%	0.0%	13.1%	-8.4%	10.1%	7.5%	23.2%	43.9%	13.4%	0.0%
Wales	92.3%	5.8%	8.1%	0.0%	0.6%	0.0%	0.0%	-10.0%	0.0%	-2.9%	119.6%	-24.6%	-8.0%	0.0%	0.0%	-4.5%	0.0%	-8.1%	0.0%	-4.8%	-9.5%	0.0%	-16.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	38.7%	30.6%	0.0%	0.0%	-10.8%	-3.9%	-6.6%	-12.9%	0.0%	-4.4%	0.0%	0.0%	-3.1%	-0.6%	19.2%	14.2%	46.4%	0.0%
Watford	3.6%	12.2%	21.5%	0.0%	-0.4%	6.7%	-39.7%	0.0%	0.0%	8.7%	12.7%	-0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.1%	0.0%	0.0%	-6.5%	-28.9%	-28.9%	0.0%	0.8%	3.9%	-4.2%	-2.4%	-0.9%	0.0%	0.0%	0.0%	0.0%	4.9%	0.0%	6.6%	-6.8%	0.0%	-4.8%	-4.7%	12.3%	-20.3%	0.0%
West Berkshire	52.2%	30.2%	12.8%	0.0%	-1.8%	0.0%	0.0%	-4.5%	-9.9%	0.0%	140.7%	252.4%	-14.2%	-9.9%	0.0%	0.0%	-5.5%	-9.9%	0.0%	-6.9%	-11.9%	0.0%	9.1%	0.0%	0.0%	-0.9%	0.0%	0.0%	0.0%	2.1%	60.0%	22.1%	0.0%	0.0%	-5.1%	0.0%	-5.8%	-10.3%	0.0%	-5.5%	0.0%	0.0%	0.0%	0.0%	51.5%	30.1%	36.3%	0.0%
West Midlands	115.1%	1.3%	14.3%	0.0%	-2.5%	0.1%	0.0%	0.0%	-13.8%	0.0%	-21.9%	0.3%	12.6%	-6.4%	0.0%	-20.5%	0.0%	-6.2%	0.0%	-1.2%	-23.4%	-3.3%	-7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	16.5%	-3.6%	0.0%	0.0%	-22.4%	-20.8%	-11.7%	-26.9%	0.0%	-4.5%	0.0%	0.0%	-20.3%	-1.3%	-6.8%	10.8%	37.9%	0.0%
West Sussex	7.0%	8.4%	5.8%	0.0%	0.0%	0.0%	-28.9%	0.0%	0.0%	-28.9%	11.8%	-11.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.6%	0.0%	-28.9%	-7.8%	-28.9%	-28.9%	-28.9%	4.0%	21.6%	5.5%	-8.6%	-8.1%	0.0%	0.0%	0.0%	1.2%	-5.1%	0.0%	0.0%	-28.9%	0.0%	3.6%	-3.8%	9.7%	-7.7%	0.0%
Windsor and Maidenhead	14.0%	81.3%	29.4%	49.4%	21.8%	0.0%	30.9%	23.8%	-3.2%	30.0%	56.9%	42.8%	24.7%	-6.1%	25.4%	-0.6%	25.5%	5.5%	0.0%	34.1%	-8.1%	-0.9%	11.2%	34.7%	27.5%	27.8%	1.5%	9.8%	33.7%	1.2%	20.7%	6.7%	0.7%	3.5%	-6.3%	-0.1%	38.4%	35.9%	3.0%	35.5%	0.0%	31.3%	-0.4%	0.0%	45.6%	25.0%	60.9%	33.6%
Wycombe Central and East	-21.5%	21.1%	-12.9%	19.0%	-12.1%	-0.5%	14.2%	37.5%	3.9%	-10.7%	42.5%	45.3%	16.3%	10.7%	-18.1%	1.2%	17.6%	31.1%	-4.3%	37.7%	1.2%	1.3%	-29.2%	-20.8%	-11.9%	-2.7%	-11.3%	-11.2%	-14.9%	24.4%	43.8%	14.4%	4.5%	-6.3%	1.9%	2.1%	58.1%	-2.7%	-12.2%	55.5%	-4.2%	-10.7%	1.4%	-6.6%	3.7%	25.9%	16.9%	-10.6%
Wycombe South	-17.2%	54.2%	-19.6%	25.2%	-11.0%	6.2%	20.2%	16.9%	5.1%	15.0%	49.6%	38.5%	-0.1%	0.1%	17.3%	9.6%	13.9%	13.6%	12.1%	12.5%	4.8%	2.7%	11.8%	15.3%	15.4%	22.8%	9.8%	8.5%	8.4%	0.9%	38.2%	35.9%	8.5%	11.9%	3.6%	4.6%	12.6%	8.2%	10.9%	8.4%	14.2%	15.5%	2.7%	0.3%	21.3%	16.2%	41.2%	15.4%
Wycome North-West	-42.6%	12.0%	0.7%	-26.4%	-27.2%	6.2%	19.8%	-7.0%	-20.0%	44.9%	45.0%	18.4%	-45.1%	-16.8%	-15.0%	-15.5%	12.2%	-13.9%	33.6%	-11.8%	-19.5%	-27.4%	-13.4%	-11.4%	15.3%	19.4%	28.4%	26.8%	37.6%	3.9%	24.8%	-9.8%	4.6%	32.9%	-15.5%	-10.7%	23.2%	-14.7%	31.5%	-2.6%	16.8%	23.8%	-16.7%	5.8%	11.7%	10.2%	14.0%	-28.0%
Yorkshire and The Humber	-18.6%	16.1%	-38.2%	0.0%	0.0%	0.1%	-15.4%	0.0%	0.0%	-11.3%	-59.5%	-32.6%	-9.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.9%	16.5%	-10.4%	0.0%	0.0%	0.0%	-20.7%	-5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.3%	-10.5%	11.7%	14.7%	0.0%

Table G15 - % Change sector to sector PM Peak Hour; Car Others

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	16.4%	23.9%	-8.5%	-9.2%	9.8%	-56.6%	-27.1%	15.1%	-25.8%	30.4%	21.0%	-18.9%	-27.6%	-26.1%	4.8%	-26.2%	-6.7%	-24.2%	-19.4%	-18.1%	4.4%	-17.6%	-5.9%	12.2%	41.0%	24.8%	-0.1%	-0.6%	58.2%	-9.7%	13.3%	-14.2%	-47.5%	13.1%	1.5%	27.7%	-26.7%	-28.8%	38.3%	-27.6%	-22.7%	37.2%	-23.4%	-21.8%	-14.4%	-31.2%	-48.8%	12.5%
Aylesbury North	10.4%	20.3%	3.3%	-3.6%	11.8%	-26.3%	-7.3%	2.5%	-13.0%	19.7%	-6.9%	-21.5%	-16.4%	-10.7%	18.3%	-13.4%	8.5%	-14.0%	-9.5%	-1.9%	3.0%	-16.8%	7.9%	30.8%	2.3%	14.8%	-0.5%	-2.7%	-11.8%	-44.7%	-22.7%	-52.7%	-11.8%	19.0%	-12.6%	2.3%	-7.1%	-22.9%	13.2%	-12.1%	-9.6%	27.1%	-21.8%	-21.4%	-37.8%	-51.5%	-8.0%	20.1%
Aylesbury South	9.9%	40.6%	-3.6%	-9.4%	22.5%	3.5%	-5.9%	35.1%	-25.3%	27.6%	-0.8%	-27.6%	-21.8%	-33.9%	-3.7%	-11.1%	41.8%	-30.7%	21.7%	-14.0%	-16.5%	-26.8%	-9.6%	14.9%	15.7%	34.1%	4.5%	7.6%	16.9%	-0.5%	-2.4%	-22.3%	-4.1%	15.9%	5.4%	4.3%	-16.1%	-28.7%	22.7%	-23.2%	17.3%	10.8%	-5.6%	-14.6%	-1.4%	4.4%	32.2%	-3.8%
Bedford	46.6%	15.1%	-19.4%	0.0%	0.0%	12.0%	-58.6%	0.0%	0.0%	-28.9%	-4.9%	0.6%	-7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	25.7%	22.7%	-10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.5%	-14.8%	50.6%	-73.5%	0.0%
Bedfordshire	28.8%	20.6%	1.3%	0.0%	0.0%	9.2%	-36.9%	0.0%	-0.1%	8.9%	4.1%	-6.2%	-5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.7%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.8%	-23.7%	-21.4%	0.0%	-5.3%	20.7%	11.1%	-16.3%	-4.8%	-0.4%	-0.5%	-1.4%	-0.3%	-11.4%	-0.5%	3.2%	8.0%	0.0%	3.2%	-48.2%	11.0%	-47.6%	0.0%
Berkshire	13.1%	40.5%	-38.2%	2.7%	4.1%	0.0%	1.0%	5.4%	-6.5%	0.6%	79.1%	174.1%	3.8%	-4.8%	0.6%	0.0%	3.7%	-6.9%	0.0%	0.6%	-7.0%	0.0%	-8.7%	0.7%	0.9%	14.6%	0.0%	0.0%	0.8%	1.2%	25.2%	5.8%	0.0%	0.0%	-2.3%	-0.1%	6.6%	5.4%	0.1%	4.9%	0.0%	0.9%	0.0%	0.0%	59.3%	25.7%	12.2%	0.9%
Bicester	47.0%	22.3%	7.5%	10.3%	9.0%	-1.2%	0.0%	-3.7%	-16.5%	8.2%	-44.8%	-41.8%	-34.8%	-17.3%	-1.6%	-17.6%	9.0%	-26.5%	0.0%	-21.5%	-15.9%	-17.0%	3.6%	0.0%	0.0%	14.6%	0.0%	0.0%	0.0%	-18.3%	-8.5%	-23.0%	0.0%	0.0%	-17.6%	-17.0%	-32.8%	-15.9%	0.0%	-29.2%	0.0%	0.0%	-17.6%	-10.5%	-4.6%	1.4%	7.3%	0.0%
Cambridgeshire	-16.7%	8.8%	-1.7%	0.0%	0.0%	13.1%	-23.4%	0.0%	0.0%	7.0%	20.0%	0.7%	-2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.0%	28.8%	23.5%	34.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.3%	0.0%	0.0%	6.6%	14.2%	52.1%	-33.8%	0.0%
Central and North West London	12.9%	7.1%	16.8%	0.0%	-0.1%	-10.7%	-5.4%	0.0%	0.0%	1.9%	27.0%	16.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.4%	0.0%	-1.0%	-0.8%	-1.7%	-1.8%	-1.7%	-15.3%	22.9%	37.6%	-10.4%	-0.7%	0.0%	0.0%	0.8%	0.0%	-16.7%	0.0%	-19.8%	-1.1%	0.0%	-13.3%	55.1%	73.6%	11.3%	0.0%
Cherwell	96.4%	19.7%	10.2%	-5.5%	5.3%	-0.2%	0.0%	10.9%	-10.0%	0.0%	-0.7%	-20.8%	51.5%	-2.4%	-1.3%	-17.6%	12.8%	51.1%	0.0%	35.7%	-16.4%	-17.0%	0.6%	-2.1%	0.0%	-0.4%	0.0%	0.0%	0.0%	-20.3%	-1.5%	-31.8%	0.0%	0.0%	-17.6%	-15.5%	6.4%	-15.9%	0.0%	41.2%	0.0%	0.0%	-17.6%	-9.9%	-18.9%	-7.6%	23.2%	-2.1%
Chiltern North	-9.2%	62.3%	-2.3%	-2.2%	31.3%	8.7%	2.0%	-6.8%	25.0%	90.9%	6.3%	36.8%	13.1%	14.7%	-27.1%	36.8%	-7.5%	11.6%	31.2%	-0.3%	45.6%	13.1%	-25.5%	-20.6%	3.2%	-10.2%	41.1%	33.9%	-8.3%	37.5%	78.4%	7.5%	1.9%	9.8%	29.5%	31.3%	11.4%	22.0%	32.5%	8.0%	9.6%	10.2%	37.0%	-12.8%	13.5%	-6.6%	38.3%	-30.4%
Chiltern South	30.2%	58.0%	28.1%	0.8%	0.3%	29.1%	-13.6%	0.7%	2.0%	37.0%	33.0%	2.5%	10.7%	3.8%	-22.0%	0.6%	1.3%	1.5%	4.0%	0.9%	4.2%	2.1%	-30.9%	-23.6%	-1.3%	-9.8%	2.7%	-2.5%	2.8%	17.7%	22.1%	58.9%	65.0%	23.7%	2.2%	4.2%	1.8%	6.4%	34.2%	0.6%	43.2%	-1.7%	5.0%	16.3%	34.3%	65.9%	42.6%	-26.7%
Dacorum	5.6%	19.6%	9.3%	0.4%	1.2%	9.0%	-41.5%	2.4%	0.0%	19.2%	13.8%	-5.6%	0.0%	0.0%	-10.3%	0.0%	2.7%	0.0%	0.0%	0.1%	4.1%	0.0%	-16.8%	-12.4%	-12.2%	-3.6%	-20.0%	-19.9%	-18.0%	-1.3%	11.5%	42.7%	-22.0%	-3.3%	0.0%	0.0%	0.0%	0.0%	-3.3%	0.0%	4.5%	6.8%	0.0%	4.8%	-23.2%	33.8%	-26.2%	-9.9%
East London	9.2%	13.4%	10.9%	0.0%	0.0%	-8.7%	-18.5%	0.0%	0.0%	-7.6%	23.4%	10.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.2%	0.0%	0.0%	0.2%	-10.8%	-11.5%	0.0%	-13.6%	18.0%	20.9%	-15.5%	-2.8%	0.0%	0.0%	0.0%	0.0%	-16.2%	0.0%	-19.8%	-3.4%	0.0%	-15.3%	32.4%	38.8%	-6.1%	0.0%
East Midlands	-28.8%	15.1%	-36.1%	0.0%	0.0%	0.7%	-10.2%	0.0%	0.0%	-7.1%	-48.3%	-19.0%	-11.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.3%	11.9%	-28.5%	0.0%	0.0%	0.0%	-8.5%	-2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-6.5%	-27.0%	-2.2%	19.3%	0.0%
East Sussex	11.7%	6.3%	12.8%	0.0%	0.0%	0.0%	-15.7%	0.0%	0.0%	-15.7%	9.3%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.6%	0.0%	-15.7%	-3.7%	-15.7%	-15.7%	-15.7%	6.7%	27.1%	35.4%	-2.7%	-4.1%	0.0%	0.0%	0.0%	2.6%	-3.6%	0.0%	0.0%	-15.7%	0.0%	6.3%	41.1%	41.4%	1.6%	0.0%
East of England	37.9%	1.6%	-10.6%	0.0%	0.0%	12.8%	-49.6%	0.0%	0.0%	10.4%	16.9%	1.6%	-1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.5%	34.3%	26.2%	20.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.0%	0.0%	0.0%	6.5%	15.6%	54.9%	-13.9%	0.0%
Essex	11.0%	9.2%	21.4%	0.0%	-0.4%	-10.0%	-27.8%	0.0%	0.0%	26.2%	30.8%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.8%	0.0%	0.0%	-3.7%	-15.7%	-15.7%	0.0%	-15.1%	16.7%	27.0%	-18.3%	-2.4%	0.0%	0.0%	0.0%	0.0%	-16.6%	0.0%	-19.8%	-3.8%	0.0%	-12.0%	18.4%	54.2%	-11.3%	0.0%
Hampshire	69.5%	41.3%	28.7%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	13.7%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.4%	0.0%	0.0%	-0.4%	0.0%	0.0%	0.0%	2.2%	19.2%	11.1%	0.0%	0.0%	0.0%	0.5%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.5%	27.8%	43.0%	0.0%
Hertfordshire	7.7%	4.6%	14.9%	0.0%	0.0%	7.7%	-28.4%	0.0%	0.0%	29.0%	14.6%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	-2.5%	0.0%	0.0%	1.1%	-16.9%	-16.8%	0.0%	-1.8%	20.0%	22.5%	29.2%	-0.4%	0.0%	0.0%	0.0%	0.0%	-0.4%	0.0%	0.0%	5.6%	0.0%	4.5%	7.7%	50.0%	-17.2%	0.0%
Hillingdon South	53.6%	27.0%	41.8%	10.0%	11.4%	-6.7%	-0.6%	5.5%	0.0%	-1.7%	52.3%	55.5%	17.2%	0.0%	3.4%	0.0%	5.5%	0.0%	0.0%	0.0%	8.0%	0.0%	-28.7%	1.3%	-3.7%	-1.9%	-5.1%	-6.8%	-14.6%	-0.6%	35.5%	41.7%	1.6%	-1.6%	0.0%	0.0%	16.8%	0.1%	2.1%	8.0%	-1.4%	-3.3%	0.0%	-4.9%	73.8%	85.9%	32.3%	3.1%
Kent	13.1%	7.2%	11.4%	0.0%	0.0%	0.0%	-15.7%	0.0%	0.0%	-15.7%	22.9%	16.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.6%	0.0%	0.0%	-0.8%	-15.7%	-15.7%	0.0%	6.9%	26.9%	36.7%	-2.7%	-3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.6%	0.0%	6.4%	33.3%	43.0%	-3.2%	0.0%
Milton Keynes	-67.2%	-17.4%	-66.3%	0.0%	0.0%	-44.9%	-65.2%	0.0%	-0.5%	-0.5%	-57.3%	-48.1%	-22.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-38.8%	0.0%	-22.7%	0.0%	0.0%	0.0%	0.0%	0.7%	-40.3%	-39.2%	0.0%	-53.0%	-34.9%	-81.0%	-43.9%	47.3%	-8.8%	-21.3%	-25.7%	-26.7%	32.4%	-16.3%	-40.2%	14.6%	0.0%	-31.3%	-81.3%	-76.6%	-69.2%	0.0%
North East	-25.5%	23.6%	-25.8%	0.0%	0.0%	-0.2%	-26.5%	0.0%	0.0%	-13.2%	-60.1%	-24.0%	-9.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	5.6%	-26.6%	0.0%	0.0%	0.0%	-12.4%	-8.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.4%	-29.6%	-4.7%	60.3%	0.0%
North West	103.8%	-2.1%	14.6%	0.0%	0.0%	-0.3%	0.0%	0.0%	-5.1%	0.0%	-36.2%	-23.1%	-12.7%	0.0%	0.0%	-17.6%	0.0%	0.0%	0.0%	0.0%	-16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.8%	1.5%	-29.5%	0.0%	0.0%	-17.6%	-16.8%	-13.5%	-15.9%	0.0%	0.0%	0.0%	0.0%	-17.6%	-9.9%	-18.8%	-5.9%	32.9%	0.0%
Northamptonshire	5.0%	22.1%	-13.9%	0.0%	-0.8%	-1.5%	-9.6%	0.0%	-2.6%	-1.8%	-50.2%	-23.1%	-21.9%	-2.2%	0.0%	-4.6%	0.0%	-5.7%	0.0%	-2.2%	-6.0%	-1.9%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.5%	5.6%	-39.0%	-0.8%	0.0%	-6.0%	-6.5%	-17.8%	-8.7%	0.0%	-8.4%	0.0%	0.0%	-4.5%	-10.8%	-34.6%	-13.5%	2.3%	0.0%
Oxford	76.0%	37.8%	9.2%	0.0%	-1.7%	0.0%	0.0%	0.0%	-16.0%	0.0%	-43.6%	-21.1%	-26.5%	-15.9%	0.0%	-17.6%	0.0%	-17.6%	0.0%	-17.6%	-16.5%	-17.0%	7.8%	0.0%	0.0%	-0.3%	0.0%	0.0%	0.0%	-13.9%	-2.8%	-19.9%	0.0%	0.0%	-17.6%	-11.1%	-17.3%	-15.9%	0.0%	-17.6%	0.0%	0.0%	-17.6%	-2.4%	-17.0%	-6.1%	31.8%	0.0%
Oxfordshire	73.1%	34.1%	14.6%	0.0%	9.2%	0.0%	0.0%	0.0%	-15.4%	0.0%	-42.6%	-25.3%	-26.8%	-13.5%	0.0%	-11.7%	0.0%	-17.6%	0.0%	-17.6%	-12.1%	-13.3%	9.6%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	-12.1%	1.5%	-28.5%	0.0%	0.0%	-13.5%	-7.0%	-17.3%	-15.9%	0.0%	-17.6%	0.0%	0.0%	-10.9%	-5.1%	-15.3%	-7.3%	33.0%	0.0%
Scotland	103.2%	4.5%	18.6%	0.0%	0.0%	-0.3%	0.0%	0.0%	-4.3%	0.0%	-43.7%	-19.3%	-16.0%	0.0%	0.0%	-17.6%	0.0%	0.0%	0.0%	0.0%	-17.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	-3.6%	-25.8%	0.0%	0.0%	-17.6%	-17.0%	-10.0%	-15.9%	0.0%	0.0%	0.0%	0.0%	-17.6%	-9.6%	-9.1%	-12.2%	49.2%	0.0%
Slough	47.1%	38.7%	51.9%	26.4%	21.6%	0.9%	1.2%	23.1%	-0.6%	-0.6%	45.4%	104.6%	20.3%	-9.5%	3.2%	-3.1%	23.3%	-12.9%	1.3%	21.0%	-10.1%	-7.6%	-29.2%	-1.5%	-1.4%	-4.8%	-6.3%	0.3%	13.6%	4.3%	25.3%	-3.3%	-0.8%	1.7%	-7.3%	0.0%	19.4%	24.2%	4.0%	24.1%	2.0%	-2.5%	-3.2%	2.3%	6.5%	-3.3%	25.9%	-2.3%
South Bucks East	82.9%	61.1%	86.3%	30.8%	39.1%	3.5%	15.3%	46.3%	11.9%	26.7%	72.9%	26.9%	31.7%	19.4%	30.7%	19.1%	59.2%	15.6%	11.2%	29.7%	-3.8%	23.9%	-4.4%	-9.9%	24.7%	49.0%	15.6%	27.1%	24.7%	14.7%	47.4%	48.5%	29.1%	15.0%	21.1%	13.8%	26.0%	14.6%	10.9%	21.8%	11.7%	22.9%	17.5%	11.3%	61.1%	51.6%	63.6%	30.4%
South Bucks West	56.8%	101.7%	61.1%	141.8%	117.5%	3.0%	45.2%	154.0%	68.5%	23.2%	20.0%	55.8%	99.6%	41.0%	32.2%	26.6%	139.0%	93.2%	4.8%	125.8%	18.2%	29.5%	44.0%	17.7%	22.4%	29.9%	13.5%	15.4%	12.7%	-4.3%	42.5%	5.3%	12.0%	8.6%	15.9%	12.7%	99.0%	108.7%	-0.7%	114.5%	4.2%	22.3%	21.1%	1.6%	52.1%	5.1%	47.0%	25.2%
South Oxfordshire	34.6%	33.0%	9.3%	17.5%	26.6%	0.0%	0.0%	50.4%	-13.1%	2.4%	5.8%	70.7%	13.6%	-12.5%	0.0%	-7.8%	37.5%	-13.1%	0.0%	49.2%	-9.5%	-6.5%	6.8%	0.0%	0.0%	6.6%	0.0%	0.0%	0.0%	0.4%	25.5%	7.7%	0.0%	0.0%	-10.1%	-4.8%	64.3%	41.4%	0.0%	71.2%	0.0%	0.0%	-6.4%	-0.6%	16.7%	11.0%	12.0%	0.0%
South West	71.7%	10.2%	13.3%	0.0%	-0.7%	0.0%	0.0%	0.0%	-4.7%	0.0%	15.7%	18.9%	-2.5%	-4.9%	0.0%	-4.6%	0.0%	-2.8%	0.0%	-1.1%	-2.5%	-4.1%	-36.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.3%	16.1%	-4.8%	0.0%	0.0%	-3.6%	-2.8%	-0.5%	0.2%	0.0%	-0.8%	0.0%	0.0%	-4.7%	-1.0%	40.6%	21.5%	40.3%	0.0%
South and West London	17.8%	15.8%	13.0%	0.0%	-0.4%	-5.3%	-15.7%	0.0%	0.0%	-15.7%	21.0%	15.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.9%	0.0%	-15.7%	-7.4%	-15.7%	-15.7%	-15.7%	-8.7%	13.5%	7.8%	-16.9%	-3.2%	0.0%	0.0%	0.0%	0.0%	-17.7%	0.0%	-3.2%	-15.0%	0.0%	-12.9%	34.2%	39.9%	15.7%	0.0%
Surrey	24.5%	10.0%	28.0%	0.0%	-0.4%	0.1%	-12.7%	0.0%	0.0%	-12.3%	10.1%	1.8%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-30.2%	2.2%	-12.3%	-6.7%	-10.0%	-9.9%	-13.1%	4.5%	22.8%	18.1%	-0.8%	-2.5%	0.0%	0.0%	0.1%	2.0%	-0.5%	0.0%	0.0%	-12.5%	0.0%	0.6%	37.3%	42.5%	28.3%	2.2%
Three Rivers	9.1%	7.0%	16.4%	0.0%	-1.6%	15.1%	-33.2%	0.0%	0.6%	3.3%	14.4%	1.3%	0.0%	0.0%	-10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	-31.3%	-13.2%	-13.6%	-15.0%	-12.7%	-12.1%	-8.8%	-0.3%	9.2%	25.3%	41.9%	0.3%	1.2%	0.3%	0.0%	0.5%	9.1%	0.0%	13.6%	-11.6%	0.0%	12.3%	21.6%	57.8%	-13.3%	-13.1%
Uxbridge	18.1%	-6.6%	33.3%	0.0%	-0.3%	9.4%	1.4%	0.0%	0.0%	1.4%	21.0%	15.2%	0.0%	0.0%	0.0%	6.6%	0.0%	0.0%	13.5%	0.0%	0.1%	0.0%	-24.9%	0.0%	1.4%	-3.9%	1.4%	1.4%	1.4%	3.2%	23.3%	50.8%	30.5%	12.1%	0.0%	6.8%	0.0%	0.0%	4.8%	0.0%	10.7%	1.3%	6.1%	13.6%	46.2%	81.5%	63.3%	0.0%
Wales	87.9%	11.2%	12.5%	0.0%	-3.8%	0.0%	0.0%	0.0%	-9.4%	0.0%	37.3%	189.0%	-11.6%	-7.9%	0.0%	-4.1%	0.0%	-8.3%	0.0%	-5.3%	-8.1%	0.0%	-23.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	45.6%	8.2%	0.0%	0.0%	-10.2%	-3.4%	-5.9%	-8.3%	0.0%	-4.3%	0.0%	0.0%	-3.0%	-1.3%	37.5%	30.1%	42.0%	0.0%
Watford	10.6%	8.2%	22.0%	0.0%	-0.6%	13.5%	-27.0%	0.0%	0.0%	20.0%	15.2%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.3%	0.0%	0.0%	-6.8%	-15.7%	-15.7%	0.0%	9.9%	6.4%	42.8%	43.9%	-0.5%	0.0%	0.0%	0.0%	0.0%	8.5%	0.0%	11.0%	-3.5%	0.0%	8.3%	16.6%	56.9%	-12.7%	0.0%
West Berkshire	57.2%	25.1%	14.5%	0.0%	-3.3%	0.0%	0.0%	-4.6%	-10.0%	0.0%	112.9%	246.4%	-8.2%	-10.0%	0.0%	0.0%	-5.5%	-10.0%	0.0%	-6.9%	-8.7%	0.0%	9.7%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	0.6%	40.1%	11.9%	0.0%	0.0%	-4.9%	0.0%	-5.2%	-5.8%	0.0%	-5.5%	0.0%	0.0%	0.0%	0.0%	62.7%	28.0%	19.5%	0.0%
West Midlands	98.7%	0.5%	14.2%	0.0%	-5.4%	-0.3%	0.0%	0.0%	-7.9%	0.0%	-26.7%	-23.9%	9.2%	-3.8%	0.0%	-15.3%	0.0%	-4.3%	0.0%	-1.8%	-16.7%	-3.6%	-11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.1%	-0.3%	-32.0%	0.0%	0.0%	-16.8%	-16.5%	-10.0%	-15.5%	0.0%	-3.8%	0.0%	0.0%	-15.2%	-9.8%	-18.6%	-6.3%	33.2%	0.0%
West Sussex	25.0%	7.7%	5.5%	0.0%	0.0%	0.0%	-15.7%	0.0%	0.0%	-15.7%	11.3%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.7%	0.0%	-15.7%	-4.0%	-15.7%	-15.7%	-15.7%	6.5%	28.0%	29.2%	-1.9%	-4.3%	0.0%	0.0%	0.0%	2.4%	-2.6%	0.0%	0.0%	-15.7%	0.0%	6.3%	33.8%	43.2%	0.6%	0.0%
Windsor and Maidenhead	38.0%	81.0%	-5.3%	42.6%	33.6%	0.0%	19.7%	31.5%	-0.3%	19.1%	55.4%	32.3%	33.1%	-6.5%	18.8%	-0.6%	30.5%	8.5%	0.0%	39.0%	-7.3%	-1.2%	-13.6%	21.3%	19.4%	17.4%	1.1%	7.8%	21.0%	2.1%	8.0%	2.2%	0.4%	2.1%	-6.2%	-0.1%	47.7%	52.3%	2.1%	45.9%	0.0%	19.7%	-0.6%	0.0%	47.1%	15.4%	64.6%	19.7%
Wycombe Central and East	0.6%	119.1%	18.8%	29.7%	17.4%	0.4%	13.9%	53.9%	35.9%	-17.0%	37.2%	43.7%	29.8%	39.2%	-14.0%	32.2%	43.1%	44.1%	-2.3%	43.2%	34.7%	32.3%	17.5%	-20.5%	-24.0%	-5.1%	-21.1%	-21.1%	-25.4%	12.4%	44.6%	12.5%	-3.6%	-5.4%	31.4%	26.6%	56.7%	33.8%	-11.0%	51.1%	-2.1%	-21.7%	32.1%	-13.0%	3.5%	14.5%	10.2%	-11.6%
Wycombe South	-27.1%	27.5%	-26.0%	58.7%	31.5%	10.4%	22.0%	53.1%	49.6%	6.5%	77.2%	32.2%	37.2%	38.8%	11.4%	41.3%	51.6%	51.5%	12.4%	50.1%	43.1%	32.7%	2.7%	11.9%	6.8%	21.9%	4.4%	3.3%	-19.3%	-11.0%	23.3%	33.0%	8.5%	11.5%	37.7%	29.2%	53.8%	50.4%	7.5%	44.9%	13.5%	7.8%	33.0%	5.4%	20.1%	12.7%	30.8%	6.0%
Wycome North-West	-31.7%	-7.6%	-2.1%	-53.4%	-44.0%	2.2%	-5.2%	-10.2%	-6.8%	39.1%	32.0%	22.9%	-47.0%	-11.2%	-9.8%	-0.3%	4.7%	-12.2%	22.6%	-16.2%	-3.3%	-10.9%	-24.7%	-5.7%	16.7%	33.3%	24.1%	20.4%	50.0%	-10.8%	26.0%	-3.9%	0.6%	23.8%	-0.9%	0.7%	12.4%	7.1%	31.8%	-5.5%	10.1%	20.9%	-3.5%	-1.2%	-1.6%	3.3%	9.5%	-16.5%
Yorkshire and The Humber	-25.6%	7.4%	-39.6%	0.0%	0.0%	-0.3%	-17.4%	0.0%	0.0%	-11.1%	-55.1%	-27.5%	-10.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.6%	13.5%	-33.6%	0.0%	0.0%	0.0%	-10.6%	-4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-9.4%	-27.4%	-4.1%	9.0%	0.0%

Table G16 - % Change sector to sector PM Peak Hour; LGV

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycoml	Yorkshi
Aylesbury Central	20.3%	10.0%	51.8%	84.7%	29.9%	-10.8%	39.8%	-52.4%	-56.7%	24.7%	-7.0%	-16.9%	-42.3%	-55.1%	-64.0%	-53.7%	30.0%	-54.6%	14.7%	-54.8%	-42.8%	-57.3%	-54.0%	-73.2%	46.8%	-41.0%	67.3%	67.1%	0.0%	49.1%	-17.1%	-1.3%	98.3%	16.5%	-53.1%	-34.2%	-50.7%	-51.1%	145.4%	-55.0%	88.3%	-9.6%	-65.4%	10.9%	33.4%	28.7%	54.3%	-72.1%
Aylesbury North	32.3%	10.6%	22.6%	-31.3%	-1.7%	6.2%	3.6%	-22.3%	-31.7%	-14.6%	-1.2%	2.5%	-21.3%	-40.1%	-3.2%	-18.1%	-36.9%	-40.5%	-6.1%	-23.0%	-20.6%	-43.1%	-36.6%	-26.7%	3.7%	-20.8%	-7.3%	-3.0%	0.0%	-7.7%	13.8%	-3.9%	1.3%	-14.7%	-41.4%	-33.3%	-14.2%	-31.3%	4.9%	-33.0%	-10.5%	-23.6%	-29.9%	-23.8%	11.2%	-24.2%	3.4%	-3.3%
Aylesbury South	22.8%	-4.5%	17.9%	-54.2%	-25.1%	67.9%	8.6%	-66.7%	-56.2%	20.9%	16.3%	5.8%	-56.7%	-58.8%	-55.7%	-42.8%	-72.9%	-58.2%	41.8%	-56.6%	-32.0%	-55.8%	-59.7%	0.0%	3.8%	-36.4%	12.0%	15.1%	0.0%	34.4%	-18.8%	26.0%	22.8%	58.2%	-47.8%	-19.6%	-44.3%	-37.2%	23.2%	-55.0%	34.2%	-17.7%	-55.6%	6.3%	65.2%	54.3%	112.4%	-77.5%
Bedford	95.8%	-9.6%	-58.4%	0.0%	0.0%	-37.3%	-47.4%	0.0%	0.0%	-48.7%	-17.5%	0.0%	-3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	24.1%	13.5%	-75.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-31.9%	-62.5%	-71.0%	-73.7%	0.0%
Bedfordshire	33.3%	-5.4%	-36.8%	0.0%	0.0%	-34.5%	-52.1%	0.0%	-1.0%	-13.4%	60.3%	3.3%	-5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.6%	0.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	-3.7%	-39.8%	-34.0%	0.0%	-2.8%	7.4%	-17.3%	-54.6%	-14.2%	0.0%	0.0%	-1.2%	-0.9%	-21.7%	-0.9%	-31.3%	-28.2%	0.0%	-31.3%	-46.3%	-64.9%	-51.4%	0.0%
Berkshire	-17.9%	49.0%	-50.1%	32.3%	63.4%	0.0%	-8.9%	60.5%	-52.6%	-2.5%	-14.5%	0.7%	42.0%	-40.9%	-6.2%	0.0%	66.9%	-60.3%	0.0%	5.9%	-43.4%	0.0%	-63.7%	0.0%	-4.3%	-3.2%	0.0%	-0.2%	0.0%	8.2%	39.0%	-0.9%	0.0%	-0.3%	-24.2%	3.6%	25.1%	-75.4%	0.0%	60.9%	0.0%	-4.7%	0.0%	0.0%	-24.9%	7.4%	-7.1%	-1.7%
Bicester	45.9%	-2.0%	9.2%	-72.9%	-44.3%	-5.6%	0.0%	-51.9%	-70.8%	6.5%	-43.8%	-33.8%	-66.9%	-73.2%	-2.8%	-56.9%	-72.5%	-58.0%	0.0%	-62.6%	-53.3%	-74.1%	-66.3%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	-17.3%	-20.3%	10.5%	0.0%	0.0%	-56.9%	-56.5%	-68.2%	-74.1%	0.0%	-74.9%	0.0%	0.0%	-56.9%	-47.1%	12.6%	-32.4%	14.2%	0.0%
Cambridgeshire	-25.3%	-14.4%	-39.3%	0.0%	0.0%	-33.8%	-28.1%	0.0%	0.0%	-21.9%	14.1%	-0.8%	-2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.7%	-14.4%	0.0%	-15.9%	51.1%	-44.2%	-8.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-31.9%	0.0%	0.0%	-19.1%	-26.6%	-71.0%	-37.5%	0.0%
Central and North West London	-31.5%	-25.8%	-41.9%	0.0%	0.0%	-39.3%	-77.9%	0.0%	0.0%	-74.7%	0.0%	-49.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.6%	0.0%	-24.9%	-11.5%	-78.9%	-78.7%	0.0%	-60.4%	-36.0%	-78.0%	-79.7%	-10.7%	0.0%	0.0%	-1.6%	0.0%	-77.9%	0.0%	-75.2%	-46.9%	0.0%	-65.8%	-62.6%	-79.4%	-65.8%	0.0%
Cherwell	40.8%	68.7%	36.7%	-41.8%	19.0%	-1.1%	0.0%	78.7%	-62.2%	0.0%	34.7%	-0.5%	-42.1%	-65.2%	-11.1%	-56.9%	125.1%	-44.7%	0.0%	-28.2%	-54.3%	-74.1%	38.5%	-25.6%	0.0%	-5.0%	0.0%	0.0%	0.0%	-23.1%	-16.5%	20.2%	0.1%	0.0%	-56.9%	-48.7%	-43.9%	-74.1%	0.0%	-47.8%	0.0%	0.0%	0.0%	-56.9%	-50.6%	4.1%	-28.9%	17.7%	-24.4%
Chiltern North	15.4%	30.0%	-16.9%	-12.1%	39.8%	14.6%	-20.5%	-16.8%	0.0%	3.0%	0.7%	32.0%	5.8%	7.2%	-45.7%	-16.2%	-20.2%	10.8%	43.9%	4.6%	2.0%	0.3%	-37.0%	0.0%	-22.7%	-37.0%	-13.6%	-3.4%	0.0%	43.2%	57.2%	-0.6%	-14.4%	79.7%	-16.8%	-16.9%	-1.3%	0.3%	0.0%	1.7%	142.4%	-1.4%	-0.8%	-3.8%	17.6%	6.3%	-0.9%	0.0%
Chiltern South	11.1%	2.6%	8.0%	-0.7%	0.1%	81.4%	-23.1%	-1.0%	-41.5%	31.9%	22.2%	0.3%	11.8%	-24.6%	-16.6%	0.0%	-0.9%	-1.1%	30.7%	-1.7%	-14.3%	-45.1%	-55.7%	0.0%	0.0%	-44.4%	37.2%	41.2%	0.0%	50.6%	17.0%	43.1%	8.9%	50.0%	-42.3%	-15.2%	-2.8%	-43.0%	171.1%	-1.2%	212.1%	29.1%	-13.4%	34.8%	62.8%	20.7%	21.2%	-54.0%
Dacorum	-14.9%	-0.5%	-29.9%	3.6%	-0.7%	-12.7%	-62.0%	0.6%	0.0%	-46.4%	43.9%	-10.5%	-0.2%	0.0%	-10.9%	0.0%	0.0%	0.0%	0.0%	0.1%	-29.5%	0.0%	-10.8%	0.0%	-11.2%	-11.2%	-60.2%	-59.9%	0.0%	-4.9%	32.1%	40.4%	-61.3%	-16.4%	0.0%	0.0%	0.0%	0.0%	-31.9%	0.0%	38.8%	-34.8%	0.0%	-20.2%	-29.0%	2.6%	-42.7%	-11.3%
East London	-14.5%	-23.6%	-40.8%	0.0%	0.0%	-27.3%	-73.2%	0.0%	0.0%	-62.4%	19.6%	-37.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-78.3%	-72.8%	0.0%	-64.4%	-46.9%	-80.9%	-81.7%	-12.2%	0.0%	0.0%	0.0%	0.0%	-79.3%	0.0%	-63.0%	-20.9%	0.0%	-71.5%	-55.9%	-80.4%	-43.7%	0.0%
East Midlands	-29.8%	-17.4%	-24.0%	0.0%	0.0%	0.0%	-11.5%	0.0%	0.0%	-17.9%	-46.6%	15.9%	-6.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34.1%	55.3%	-11.5%	0.0%	0.0%	0.0%	-3.7%	-6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-36.9%	0.6%	-17.3%	-4.3%	0.0%
East Sussex	-60.0%	-17.3%	-54.2%	0.0%	0.0%	0.0%	-65.4%	0.0%	0.0%	-65.4%	-6.8%	-18.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-65.4%	-14.5%	-65.4%	-65.4%	0.0%	-5.8%	-23.7%	-69.1%	-31.4%	-3.0%	0.0%	0.0%	0.0%	-13.7%	-3.4%	0.0%	0.0%	-63.9%	0.0%	-4.1%	-30.1%	-60.5%	-42.5%	0.0%
East of England	42.9%	-18.4%	-35.9%	0.0%	0.0%	-40.8%	0.0%	0.0%	0.0%	-3.8%	24.4%	-1.3%	-0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.7%	-15.7%	0.0%	-4.9%	9.1%	-38.9%	-27.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-31.9%	0.0%	0.0%	-35.3%	-29.2%	0.0%	-36.3%	0.0%
Essex	-24.3%	-22.1%	-35.9%	0.0%	0.0%	-46.6%	-64.6%	0.0%	0.0%	-35.4%	28.0%	-2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.3%	0.0%	0.0%	-5.0%	-65.4%	-65.4%	0.0%	-73.8%	-36.8%	-46.6%	-78.4%	-10.7%	0.0%	0.0%	0.0%	0.0%	-65.3%	0.0%	-82.2%	-16.6%	0.0%	-67.5%	-27.9%	-70.6%	-45.3%	0.0%
Hampshire	44.1%	34.1%	25.3%	0.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.7%	-19.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-52.1%	0.0%	0.0%	-8.0%	0.0%	0.0%	0.0%	-2.2%	27.5%	-20.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.1%	-17.8%	-10.1%	0.0%
Hertfordshire	-22.9%	-22.6%	-39.1%	0.0%	0.0%	-52.6%	-63.5%	0.0%	0.0%	-32.2%	32.8%	-2.1%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	0.0%	-0.1%	0.0%	0.0%	-4.5%	-62.4%	-60.3%	0.0%	-9.6%	1.6%	-26.3%	-76.4%	-9.9%	0.0%	0.0%	0.0%	0.0%	-36.9%	0.0%	-56.8%	-22.8%	0.0%	-46.1%	-34.3%	-67.2%	-48.3%	0.0%
Hillingdon South	13.4%	-34.9%	-26.0%	20.0%	-5.1%	-55.4%	-64.4%	7.1%	0.0%	-60.4%	32.7%	6.3%	1.1%	0.0%	6.7%	0.0%	18.8%	0.0%	0.0%	11.5%	0.0%	0.0%	-40.8%	-6.8%	-66.0%	-39.4%	-46.4%	-65.6%	0.0%	-12.3%	34.8%	-44.5%	-61.5%	-3.6%	0.0%	0.0%	6.3%	0.0%	-35.2%	13.4%	-62.8%	-58.9%	0.0%	-45.2%	-40.0%	-57.8%	-7.4%	0.0%
Kent	-13.5%	-30.8%	-36.9%	0.0%	0.0%	0.0%	-65.4%	0.0%	0.0%	-65.4%	0.5%	-49.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-8.7%	-65.4%	-65.4%	0.0%	-8.0%	-33.4%	-68.2%	-55.9%	-6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.4%	0.0%	-11.5%	-29.2%	-71.4%	-51.4%	0.0%
Milton Keynes	-40.2%	-19.0%	-45.6%	0.0%	0.0%	-47.0%	-35.3%	0.0%	-0.2%	-36.8%	-38.9%	33.0%	-6.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-26.4%	0.0%	-24.0%	0.0%	0.0%	0.0%	0.0%	-2.5%	-23.4%	-36.0%	0.0%	-3.1%	22.9%	-71.0%	-32.7%	-37.3%	-5.8%	-17.3%	-5.8%	-14.8%	-34.2%	-8.3%	-30.4%	-18.4%	0.0%	-53.4%	-54.6%	-67.5%	-24.0%	0.0%
North East	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
North West	45.9%	25.2%	48.5%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.5%	0.0%	42.0%	0.0%	-3.9%	0.0%	0.0%	-56.9%	0.0%	0.0%	0.0%	0.0%	-58.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	-12.8%	-1.9%	0.0%	0.0%	-56.9%	-56.3%	-56.9%	-74.1%	0.0%	0.0%	0.0%	0.0%	-56.9%	-48.4%	-10.7%	-51.2%	6.8%	0.0%
Northamptonshire	-32.8%	-0.5%	-13.9%	0.0%	-3.3%	-5.7%	-20.0%	0.0%	-6.4%	-5.2%	-44.1%	27.8%	-5.6%	-23.5%	0.0%	-12.4%	0.0%	-5.6%	-0.8%	-10.6%	-36.9%	-6.9%	-4.7%	0.0%	0.0%	0.0%	0.0%	-1.7%	0.0%	35.6%	-0.6%	-34.4%	-4.6%	0.0%	-16.2%	-20.8%	-14.8%	-14.5%	0.0%	-15.8%	0.0%	0.0%	-4.1%	-49.4%	12.4%	-15.3%	-8.9%	0.0%
Oxford	49.1%	10.7%	16.2%	-55.5%	-55.5%	0.0%	0.0%	-71.0%	-70.9%	0.0%	-52.0%	-20.2%	-66.3%	-74.1%	0.0%	-56.9%	-72.3%	-56.9%	0.0%	-56.9%	-56.4%	-74.1%	-65.7%	0.0%	0.0%	-7.1%	0.0%	0.0%	0.0%	49.1%	-15.7%	-8.7%	0.0%	0.0%	-56.9%	-36.7%	-73.1%	-74.1%	0.0%	-56.9%	0.0%	0.0%	-56.9%	-1.1%	-12.5%	-36.2%	15.2%	0.0%
Oxfordshire	68.9%	84.9%	0.1%	-55.5%	-51.2%	0.0%	0.0%	-48.8%	-73.0%	0.0%	-55.7%	-20.2%	-70.9%	-74.1%	0.0%	-56.9%	-72.3%	-56.9%	0.0%	-56.9%	-64.8%	-74.1%	-63.5%	0.0%	0.0%	-3.4%	0.0%	0.0%	0.0%	-1.9%	-4.7%	-17.3%	0.0%	0.0%	-75.7%	-26.6%	-75.2%	-74.1%	0.0%	-56.9%	0.0%	0.0%	-56.9%	-19.5%	-0.7%	-37.6%	15.8%	0.0%
Scotland	82.8%	0.0%	48.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-56.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-56.9%	-56.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Slough	3.4%	5.9%	-10.4%	-17.9%	-14.3%	9.3%	20.3%	-22.7%	-61.0%	16.4%	-5.7%	41.6%	-14.8%	-71.9%	3.5%	26.5%	-21.5%	-73.9%	0.2%	-35.6%	-15.0%	-36.0%	-51.2%	-51.3%	-7.8%	-0.4%	26.3%	18.3%	60.7%	3.8%	35.1%	-4.0%	29.6%	12.4%	-54.2%	23.7%	-28.5%	-49.7%	25.3%	-14.6%	19.2%	4.4%	28.3%	4.4%	16.9%	0.9%	45.8%	24.1%
South Bucks East	34.8%	2.0%	19.2%	-6.2%	-19.3%	13.1%	9.4%	-19.6%	-41.9%	-19.0%	12.3%	2.0%	2.8%	-47.4%	2.2%	133.6%	-21.0%	-28.1%	15.3%	-15.9%	-1.2%	-46.2%	-48.2%	0.0%	15.1%	-19.7%	8.9%	-7.1%	-58.9%	18.6%	31.3%	16.7%	-12.3%	15.4%	-40.9%	12.6%	-7.4%	-37.8%	14.0%	-14.2%	21.7%	6.1%	43.1%	9.3%	50.9%	-10.5%	57.0%	18.1%
South Bucks West	25.0%	-1.8%	9.2%	-7.0%	-4.7%	-4.3%	60.0%	-17.8%	-62.4%	21.4%	-0.7%	38.5%	11.2%	-67.0%	3.4%	-6.4%	-21.6%	-26.2%	-3.1%	-14.8%	-45.8%	-62.1%	-49.8%	0.0%	4.9%	-29.1%	8.5%	8.0%	4.6%	-9.8%	36.5%	2.4%	-5.6%	3.2%	-18.9%	6.4%	-17.6%	-48.4%	-1.0%	-6.4%	-2.8%	4.6%	33.9%	-2.1%	96.9%	12.7%	74.5%	4.9%
South Oxfordshire	57.4%	20.5%	38.1%	-66.4%	-39.5%	0.0%	0.0%	-65.1%	-81.4%	0.5%	-43.8%	-36.7%	-65.2%	-79.0%	0.0%	-56.9%	-67.6%	-75.7%	0.0%	-71.0%	-64.1%	-77.3%	-63.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.3%	-0.6%	-1.3%	0.0%	0.0%	-22.1%	46.7%	-74.4%	-81.2%	0.0%	-69.6%	0.0%	0.0%	5.9%	-0.2%	-3.4%	25.7%	11.8%	0.0%
South West	52.3%	45.7%	15.1%	0.0%	-22.0%	0.0%	0.0%	0.0%	-7.4%	0.0%	-27.6%	-20.5%	-18.5%	-8.7%	0.0%	-4.8%	0.0%	-7.6%	0.0%	-7.6%	-8.7%	-9.4%	-48.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.5%	5.4%	-10.5%	0.0%	0.0%	-2.4%	-3.6%	-9.3%	-35.1%	0.0%	-8.1%	0.0%	0.0%	-3.6%	-4.0%	-19.8%	-16.6%	20.0%	0.0%
South and West London	-56.6%	-34.7%	-68.7%	0.0%	-0.7%	-24.2%	-65.4%	0.0%	0.0%	-65.4%	-16.5%	-53.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-19.7%	0.0%	-65.4%	-31.7%	-65.4%	-65.4%	0.0%	-50.6%	-11.5%	-73.7%	-70.4%	-7.3%	0.0%	0.0%	-1.9%	0.0%	-73.3%	0.0%	-41.6%	-56.6%	0.0%	-44.8%	-46.4%	-71.6%	-43.5%	0.0%
Surrey	-66.7%	-37.7%	-69.9%	0.0%	-0.7%	0.3%	-52.8%	0.0%	0.0%	-61.0%	-33.5%	-21.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-33.4%	0.0%	-64.5%	-37.4%	-42.2%	-49.8%	0.0%	1.1%	20.7%	-36.5%	-2.6%	-5.4%	0.0%	0.0%	0.0%	-8.8%	-5.7%	0.0%	0.0%	-63.7%	0.0%	-0.9%	-40.4%	-23.1%	-31.6%	0.0%
Three Rivers	-14.4%	-22.1%	-33.0%	0.0%	-3.8%	-39.3%	-64.4%	0.0%	-1.3%	-55.0%	9.0%	-1.5%	0.0%	0.0%	-5.6%	0.0%	0.0%	0.0%	-2.1%	0.0%	1.2%	0.0%	-44.8%	0.0%	-65.4%	-33.5%	-65.4%	-67.5%	0.0%	25.3%	23.4%	-18.7%	-74.2%	-5.7%	-2.2%	-1.4%	0.0%	-2.0%	-37.2%	0.0%	-31.9%	-57.2%	0.0%	-33.2%	-19.0%	-58.8%	-50.1%	-8.6%
Uxbridge	-30.7%	-43.0%	-38.9%	0.0%	0.0%	-77.3%	-82.5%	0.0%	0.0%	-83.1%	-24.5%	-46.9%	0.0%	0.0%	0.0%	-27.1%	0.0%	0.0%	-16.7%	0.0%	-0.4%	0.0%	-25.6%	0.0%	-83.1%	-61.0%	-83.1%	-83.1%	0.0%	-42.8%	-28.8%	-76.2%	-83.2%	-28.8%	0.0%	-18.7%	0.0%	0.0%	-82.2%	0.0%	-77.9%	-83.1%	-3.0%	-55.1%	-72.2%	-81.6%	-63.5%	0.0%
Wales	39.9%	104.6%	-20.7%	0.0%	-22.0%	0.0%	0.0%	-80.0%	0.0%	-78.8%	0.0%	-13.6%	-75.4%	0.0%	0.0%	0.0%	0.0%	-56.7%	0.0%	58.5%	-73.7%	0.0%	-28.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	12.0%	-35.4%	0.0%	0.0%	-65.5%	13.0%	108.0%	-82.2%	0.0%	108.0%	0.0%	0.0%	-3.8%	-7.1%	-28.7%	11.0%	41.1%	0.0%
Watford	-21.9%	-20.3%	-29.2%	0.0%	-0.1%	-45.2%	-63.9%	0.0%	0.0%	-46.0%	26.2%	-1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.4%	0.0%	0.0%	-10.6%	-65.4%	-65.4%	0.0%	25.8%	1.2%	-2.8%	-75.7%	-11.2%	0.0%	0.0%	0.0%	0.0%	-31.9%	0.0%	-31.9%	-27.4%	0.0%	-34.8%	-28.4%	-42.5%	-42.6%	0.0%
West Berkshire	78.3%	33.6%	30.7%	-55.5%	63.9%	0.0%	0.0%	98.9%	-82.2%	0.0%	9.8%	101.4%	94.3%	-82.2%	0.0%	0.0%	108.0%	-82.2%	0.0%	9.4%	-16.9%	0.0%	-67.0%	0.0%	0.0%	-6.6%	0.0%	0.0%	0.0%	12.6%	42.0%	1.1%	0.0%	0.0%	-38.0%	0.0%	52.1%	-76.1%	0.0%	108.0%	0.0%	0.0%	0.0%	0.0%	-27.3%	-3.0%	2.8%	0.0%
West Midlands	40.1%	3.0%	36.0%	0.0%	-23.4%	-1.8%	0.0%	0.0%	-43.8%	0.0%	44.8%	-23.9%	-26.6%	-28.8%	0.0%	-51.5%	0.0%	-15.6%	0.0%	-22.0%	-59.1%	-28.5%	-14.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-5.2%	-11.8%	-20.1%	0.0%	0.0%	-51.8%	-55.2%	-32.8%	-71.2%	0.0%	-17.3%	0.0%	0.0%	-49.6%	-49.0%	22.4%	-30.5%	6.7%	0.0%
West Sussex	-42.8%	-44.5%	-54.1%	0.0%	0.0%	0.0%	-65.4%	0.0%	0.0%	-65.4%	-21.5%	-20.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-65.4%	-15.3%	-65.4%	-65.4%	0.0%	-8.8%	9.9%	-47.1%	-51.7%	-3.5%	0.0%	0.0%	0.0%	-6.6%	-2.4%	0.0%	0.0%	-57.5%	0.0%	-7.1%	-35.0%	-62.3%	-34.6%	0.0%
Windsor and Maidenhead	-28.0%	-43.9%	-65.3%	3.4%	-16.5%	0.0%	-53.3%	57.0%	-63.8%	-56.2%	-30.4%	-1.5%	24.0%	-67.0%	-0.1%	22.7%	4.8%	-65.5%	0.0%	-3.0%	-39.7%	-23.9%	-39.7%	0.0%	-58.1%	-44.6%	-6.3%	-19.5%	0.0%	-0.9%	20.0%	-4.0%	-3.7%	-7.6%	-51.9%	7.0%	6.7%	-44.7%	0.0%	45.5%	0.0%	-53.6%	9.4%	0.0%	-23.5%	7.3%	-4.9%	-54.4%
Wycombe Central and East	38.2%	15.7%	-10.9%	-42.1%	-8.2%	-26.1%	29.0%	-3.9%	-41.9%	-4.1%	43.6%	66.9%	-31.5%	-50.1%	-32.0%	-29.2%	-1.8%	-17.4%	-22.5%	-6.5%	-25.1%	-52.1%	-60.7%	0.9%	-8.1%	-9.6%	-11.0%	-9.4%	0.0%	45.5%	60.9%	37.4%	-15.3%	-23.0%	-20.9%	-23.6%	18.9%	-52.2%	-32.5%	-14.4%	-21.2%	-8.5%	-26.8%	-18.7%	20.0%	16.5%	26.6%	0.2%
Wycombe South	78.6%	-12.5%	-16.0%	-37.5%	-27.3%	-32.7%	-35.4%	-35.4%	-51.0%	-52.2%	1.4%	11.8%	-33.6%	-71.7%	-54.8%	0.0%	-47.1%	-42.0%	-20.0%	-41.1%	-43.9%	-75.5%	-64.1%	0.0%	-55.1%	-52.4%	-41.4%	-52.3%	0.0%	-18.1%	18.8%	-17.6%	-48.0%	-30.5%	-49.2%	-30.0%	-36.8%	-72.0%	-34.6%	-52.7%	-27.0%	-50.1%	-33.3%	-23.5%	-1.4%	3.6%	36.0%	0.0%
Wycome North-West	10.5%	-5.4%	-11.0%	-64.0%	-27.0%	-1.3%	14.5%	-21.2%	-44.2%	1.0%	-6.9%	6.7%	-63.1%	-55.2%	-29.1%	0.0%	-14.3%	-37.3%	4.0%	-19.3%	-45.5%	-68.4%	-70.7%	0.0%	0.9%	-16.2%	4.5%	-0.5%	0.0%	-3.7%	11.8%	-8.1%	3.2%	2.4%	-48.1%	-38.0%	-12.7%	-63.3%	-12.8%	-54.1%	3.5%	-1.3%	-49.0%	-11.7%	23.4%	21.3%	0.1%	-14.3%
Yorkshire and The Humber	-35.9%	-20.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-23.9%	0.0%	0.0%	-23.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	41.3%	-39.4%	0.0%	0.0%	0.0%	-2.4%	-10.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-32.6%	25.7%	-54.8%	0.0%	0.0%

Table G17 - % Change sector to sector PM Peak Hour; HGV

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	212.7%	12.9%	11.5%	22.4%	-39.8%	-61.2%	-9.8%	-72.4%	-61.9%	-35.9%	-63.7%	-79.8%	-44.1%	-54.8%	-58.9%	-57.6%	-31.5%	-53.3%	-21.2%	-54.4%	-74.0%	-57.2%	-27.8%	-53.7%	-36.4%	-62.1%	-29.0%	-28.4%	-36.4%	-86.0%	-83.0%	-82.3%	-30.2%	-28.6%	-61.2%	-61.0%	-68.0%	-83.3%	-30.1%	-53.7%	-25.6%	-38.1%	-56.6%	-80.5%	-68.4%	-80.2%	-39.0%	-53.6%
Aylesbury North	13.9%	-18.9%	-43.8%	-55.0%	-61.9%	-55.0%	-5.2%	-44.4%	-47.7%	-17.1%	-73.1%	-84.9%	-52.8%	-34.8%	-36.9%	-32.9%	-44.9%	-39.8%	-25.0%	-52.9%	-64.2%	-36.3%	-67.5%	-36.0%	-40.6%	-44.0%	-17.1%	-15.9%	-40.6%	-89.8%	-80.7%	-87.1%	-27.7%	-20.5%	-71.3%	-59.7%	0.0%	0.0%	-22.7%	-39.3%	-16.5%	-42.6%	-34.2%	-66.9%	-73.7%	-79.5%	-46.7%	-35.8%
Aylesbury South	5.2%	-56.9%	-37.8%	-87.9%	-75.7%	-52.6%	-43.9%	-76.2%	-64.2%	-69.4%	-57.0%	-68.1%	-62.3%	-61.3%	-64.2%	-38.4%	-66.4%	-53.9%	-56.2%	-62.3%	-49.6%	-57.8%	-88.1%	-66.2%	-76.7%	-70.2%	-44.0%	-44.9%	-76.5%	-76.8%	-70.3%	-64.2%	-42.8%	-44.8%	-37.3%	-32.6%	-58.5%	-87.9%	-46.8%	-63.6%	-58.8%	-76.7%	-37.4%	-63.9%	-50.3%	-63.7%	-41.0%	-60.1%
Bedford	-48.8%	-48.5%	-83.3%	0.0%	0.0%	174.0%	-62.2%	0.0%	0.0%	-40.5%	-45.1%	-36.1%	-7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	-72.0%	0.0%	-16.4%	0.0%	0.0%	0.0%	0.0%	0.0%	-72.0%	-72.0%	0.0%	-63.6%	-40.1%	-40.9%	-75.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-72.0%	0.0%	0.0%	46.7%	-87.4%	-69.3%	-87.9%	0.0%
Bedfordshire	-44.3%	-67.9%	-82.2%	0.0%	0.0%	10.0%	-84.2%	0.0%	0.0%	-79.9%	-49.8%	-55.7%	-5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-20.7%	0.0%	-17.8%	0.0%	-0.6%	0.0%	0.0%	-0.6%	-88.5%	-86.0%	0.0%	-63.4%	-39.7%	-56.6%	-83.4%	-68.6%	0.0%	0.0%	-0.7%	0.0%	-54.4%	0.0%	-69.7%	-23.5%	0.0%	31.4%	-80.7%	-77.3%	-82.8%	0.0%
Berkshire	-52.1%	-13.6%	-50.9%	88.8%	87.4%	0.0%	0.4%	114.7%	-6.2%	-14.7%	-43.1%	-33.5%	91.3%	-3.4%	8.6%	0.0%	130.8%	-19.3%	0.0%	86.7%	-32.8%	0.0%	-83.6%	0.4%	0.5%	-0.2%	0.0%	0.0%	0.6%	-1.9%	-50.4%	-14.5%	0.0%	0.0%	-4.3%	-1.4%	92.4%	-73.9%	0.0%	130.8%	0.0%	0.6%	0.0%	0.0%	-7.7%	-36.7%	-28.0%	0.4%
Bicester	-22.9%	-37.9%	-48.1%	-88.1%	-87.3%	-0.5%	0.0%	-53.5%	-57.6%	-31.8%	-58.0%	-70.5%	-75.3%	-58.3%	-56.7%	-49.1%	0.0%	-62.7%	0.0%	-63.1%	-57.4%	-58.3%	-83.0%	-83.3%	-41.8%	-48.9%	0.0%	0.0%	-41.3%	-83.0%	-69.6%	-68.6%	0.0%	0.0%	-49.1%	-36.0%	0.0%	0.0%	-5.0%	-71.3%	0.0%	-42.5%	-49.1%	-29.3%	-60.2%	-63.4%	-24.7%	-56.1%
Cambridgeshire	-60.8%	-40.8%	-80.8%	0.0%	0.0%	209.9%	-50.2%	0.0%	0.0%	-38.2%	-35.1%	-34.5%	-5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.7%	0.0%	0.0%	0.0%	0.0%	-49.7%	-32.9%	0.0%	-63.4%	-37.3%	-41.4%	-40.5%	-15.6%	0.0%	0.0%	0.0%	-27.8%	0.0%	48.8%	0.0%	0.0%	44.8%	-66.5%	-14.0%	-85.5%	0.0%
Central and North West London	-61.4%	-43.5%	-68.5%	0.0%	0.0%	-10.3%	-54.1%	0.0%	0.0%	-61.9%	-58.7%	-53.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-15.7%	-1.3%	-53.0%	-53.6%	-15.0%	-54.8%	-43.0%	-52.3%	-44.2%	-9.4%	0.0%	0.0%	-5.4%	0.0%	-37.5%	0.0%	-39.2%	-25.3%	0.0%	-47.4%	-75.6%	-42.5%	-65.9%	0.0%
Cherwell	-35.0%	-13.9%	-74.9%	-42.4%	-85.5%	-14.3%	-29.4%	-39.4%	-64.6%	0.0%	-86.5%	-80.0%	-83.3%	-68.2%	-15.3%	-56.4%	-42.5%	-85.7%	0.0%	-83.4%	-62.3%	-64.9%	-83.4%	-15.4%	0.0%	-18.5%	0.0%	0.0%	0.0%	-87.1%	-74.8%	-73.6%	-8.0%	0.0%	-55.7%	-43.2%	-71.8%	-64.7%	0.0%	-84.9%	0.0%	0.0%	-55.9%	-39.4%	-79.6%	-69.0%	-47.5%	-15.2%
Chiltern North	-46.1%	-65.7%	-38.4%	-23.8%	-23.9%	-51.2%	-58.0%	-19.9%	-41.9%	-77.5%	-31.0%	-39.3%	-30.5%	-15.9%	-75.6%	15.5%	-11.8%	-18.9%	-36.4%	-13.9%	-32.9%	-34.7%	-88.3%	-71.7%	-72.1%	-72.3%	-63.2%	-63.3%	-72.1%	-63.6%	-51.9%	-46.7%	-66.8%	-43.6%	-27.5%	7.3%	-10.5%	-33.9%	-39.5%	-10.9%	-32.5%	-76.2%	12.9%	-53.4%	-51.4%	-57.4%	-52.4%	-71.7%
Chiltern South	-62.1%	-73.5%	-35.7%	-7.2%	-30.7%	-29.9%	-58.5%	-7.2%	-28.0%	-47.9%	-33.8%	-13.2%	-13.6%	-22.8%	-79.4%	0.0%	-6.5%	-15.1%	-9.9%	-7.8%	-22.6%	-24.8%	-90.0%	-80.5%	-32.1%	-87.9%	-33.0%	-33.5%	-31.9%	-50.0%	-24.5%	-29.8%	53.4%	-15.6%	-11.6%	0.2%	-7.9%	-22.5%	-16.5%	-7.3%	-10.6%	-35.6%	0.5%	-40.3%	-47.5%	-24.2%	-42.0%	-80.5%
Dacorum	-40.2%	-55.4%	-76.5%	-6.3%	-2.8%	145.5%	-87.4%	-2.4%	0.0%	-75.5%	-35.0%	-45.9%	-0.2%	0.0%	-8.5%	0.0%	-0.9%	0.0%	0.0%	-0.1%	-13.4%	0.0%	-22.4%	-7.9%	-7.3%	-19.8%	-86.2%	-86.8%	-7.2%	-63.3%	-41.5%	-53.6%	-51.5%	-20.6%	0.0%	0.0%	0.0%	0.0%	87.1%	0.0%	155.1%	-28.5%	0.0%	25.7%	-68.1%	-45.3%	-70.0%	-7.2%
East London	-47.3%	-30.0%	-75.9%	0.0%	0.0%	-1.8%	-62.2%	0.0%	0.0%	-65.2%	-32.0%	-45.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	-55.0%	-55.0%	0.0%	-59.9%	-42.2%	-51.0%	-45.0%	-7.8%	0.0%	0.0%	-1.0%	0.0%	-33.0%	0.0%	-30.9%	-15.7%	0.0%	-48.4%	-77.7%	-41.8%	-64.6%	0.0%
East Midlands	-54.8%	-35.3%	-67.5%	0.0%	0.0%	17.8%	-54.3%	0.0%	0.0%	-15.6%	-86.2%	-82.6%	-9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-65.1%	-42.7%	-85.3%	0.0%	0.0%	0.0%	0.0%	-0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.0%	-83.1%	-67.7%	-47.5%	0.0%
East Sussex	-66.3%	0.0%	-43.2%	0.0%	0.0%	0.0%	-33.6%	0.0%	0.0%	-43.5%	-28.1%	-25.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-33.6%	0.0%	-33.6%	-2.2%	-33.6%	-0.2%	-4.1%	49.6%	56.3%	-6.1%	0.0%	0.0%	0.0%	0.0%	-6.5%	0.0%	0.0%	-29.8%	0.0%	9.6%	-72.4%	-2.6%	0.0%	0.0%
East of England	-54.8%	-63.9%	-79.8%	0.0%	0.0%	235.3%	-96.3%	0.0%	0.0%	-40.3%	-32.0%	-34.8%	-4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-13.8%	0.0%	0.0%	0.0%	0.0%	0.0%	-89.6%	-89.6%	0.0%	-60.5%	-38.3%	-40.6%	-8.4%	-22.1%	0.0%	0.0%	0.0%	0.0%	-67.0%	0.0%	235.3%	0.0%	0.0%	51.9%	-56.3%	-13.5%	-67.0%	0.0%
Essex	-48.4%	-32.1%	-72.7%	0.0%	0.0%	-8.1%	-69.5%	0.0%	0.0%	-85.0%	-33.9%	-46.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.5%	-55.0%	-55.0%	0.0%	-52.6%	-39.7%	-54.2%	-46.1%	-7.4%	0.0%	0.0%	0.0%	0.0%	-25.2%	0.0%	-40.9%	-31.1%	0.0%	-41.9%	-64.2%	-42.3%	-63.2%	0.0%
Hampshire	-19.7%	-18.0%	-57.4%	0.0%	-17.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-31.9%	-25.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-79.1%	0.0%	0.0%	-0.3%	0.0%	0.0%	0.0%	-0.9%	-8.1%	-20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.9%	-36.5%	-16.1%	0.0%
Hertfordshire	-47.7%	-59.3%	-77.1%	0.0%	0.0%	171.2%	-83.3%	0.0%	0.0%	-74.1%	-31.3%	-35.4%	-0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-10.0%	0.0%	0.0%	0.0%	0.0%	-1.2%	-41.4%	-39.3%	0.0%	-59.3%	-36.2%	-45.4%	45.0%	-7.0%	0.0%	0.0%	0.0%	0.0%	125.3%	0.0%	168.2%	-24.7%	0.0%	22.1%	-57.2%	-15.2%	-60.3%	0.0%
Hillingdon South	-74.4%	-71.7%	-49.8%	-11.9%	-16.6%	-4.9%	-33.6%	-11.6%	0.0%	-50.8%	-48.8%	-42.2%	-18.4%	0.0%	-16.7%	0.0%	-13.4%	0.0%	0.0%	-7.8%	0.0%	0.0%	-71.3%	-21.8%	-44.0%	-8.0%	-37.6%	98.1%	-42.4%	8.3%	-7.0%	4.9%	160.5%	-6.9%	0.0%	0.0%	-11.0%	0.0%	67.3%	-3.9%	117.5%	-43.8%	0.0%	27.2%	-70.7%	-31.2%	-51.9%	-19.6%
Kent	-51.6%	-30.1%	-73.4%	0.0%	0.0%	0.0%	-55.0%	0.0%	0.0%	-62.1%	-43.1%	-43.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.4%	-55.0%	-55.0%	0.0%	-3.0%	-39.7%	-46.1%	-26.8%	-10.0%	0.0%	0.0%	-4.2%	0.0%	0.0%	0.0%	0.0%	-17.6%	0.0%	-10.5%	-77.8%	-42.0%	-66.6%	0.0%
Milton Keynes	-68.2%	-66.7%	-87.7%	0.0%	-0.7%	-87.1%	-93.7%	0.0%	0.0%	-79.9%	-87.0%	-91.2%	-22.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-79.6%	0.0%	-60.6%	0.0%	0.0%	0.0%	0.0%	-1.9%	-83.5%	-84.7%	0.0%	-82.3%	-72.5%	-93.3%	-91.8%	-85.0%	-23.2%	-43.6%	-49.4%	-48.3%	-59.0%	-37.5%	-87.1%	-26.1%	0.0%	-78.0%	-91.3%	-94.3%	-92.7%	0.0%
North East	-48.5%	-37.5%	-62.6%	0.0%	0.0%	-0.6%	-58.3%	0.0%	0.0%	-15.5%	-87.0%	-82.4%	-8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-20.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-65.4%	-41.4%	-84.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.8%	-81.2%	-63.6%	-37.0%	0.0%
North West	-36.7%	-35.8%	-82.4%	0.0%	0.0%	-0.5%	-39.3%	0.0%	-14.2%	0.0%	-88.5%	-71.6%	-7.7%	0.0%	0.0%	-49.1%	0.0%	0.0%	0.0%	0.0%	-54.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-83.9%	-71.2%	-70.3%	0.0%	0.0%	-33.2%	-37.7%	0.0%	-43.0%	0.0%	0.0%	0.0%	0.0%	-49.1%	-29.3%	-78.0%	-64.3%	-45.2%	0.0%
Northamptonshire	-59.1%	-35.9%	-72.0%	0.0%	-0.6%	-1.6%	-39.7%	0.0%	-0.1%	-16.9%	-90.4%	-95.3%	-24.5%	-0.1%	0.0%	0.0%	0.0%	-0.5%	-0.7%	-1.5%	-14.1%	-0.4%	-2.6%	0.0%	0.0%	-0.7%	-4.8%	-13.0%	0.0%	-71.5%	-58.6%	-98.5%	-3.6%	0.0%	-0.3%	-0.7%	-32.1%	0.0%	0.0%	-0.2%	-1.1%	0.0%	0.0%	-31.3%	-89.1%	-66.6%	-56.5%	0.0%
Oxford	-23.7%	-18.6%	-52.6%	-75.9%	-89.5%	0.0%	0.0%	-47.9%	-57.2%	0.0%	-62.3%	-72.8%	-75.0%	-58.3%	0.0%	-49.1%	-90.1%	-58.3%	0.0%	-54.1%	-55.5%	-58.3%	-80.8%	0.0%	0.0%	-3.5%	0.0%	0.0%	0.0%	-12.8%	-69.1%	-61.3%	0.0%	0.0%	-49.1%	-25.9%	-51.3%	-58.3%	0.0%	-49.1%	0.0%	0.0%	-49.1%	-4.4%	-78.1%	-61.5%	-24.5%	0.0%
Oxfordshire	-23.5%	-16.4%	-55.7%	-75.9%	-87.8%	0.0%	0.0%	-38.8%	-59.5%	0.0%	-62.3%	-72.6%	-74.3%	-61.4%	0.0%	-3.1%	-90.1%	-58.3%	0.0%	-53.3%	8.8%	-69.3%	-81.2%	0.0%	0.0%	0.0%	-17.6%	0.0%	0.0%	-21.3%	-65.7%	-57.4%	0.0%	0.0%	-69.0%	-5.7%	-50.5%	-58.3%	0.0%	-49.1%	0.0%	0.0%	-4.5%	-11.8%	-78.9%	-56.9%	-25.4%	0.0%
Scotland	-36.7%	-36.1%	-82.3%	0.0%	0.0%	-0.6%	-39.1%	0.0%	-15.3%	0.0%	-88.5%	-71.6%	-7.7%	0.0%	0.0%	-49.1%	0.0%	0.0%	0.0%	0.0%	-56.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-78.7%	-71.3%	-70.3%	0.0%	0.0%	-21.2%	-34.6%	0.0%	-43.1%	0.0%	0.0%	0.0%	0.0%	-49.1%	-29.3%	-77.9%	-64.3%	-45.0%	0.0%
Slough	-84.2%	-63.0%	-63.5%	65.3%	63.5%	9.8%	-66.4%	97.6%	-65.4%	-72.6%	-65.3%	-53.8%	68.7%	-69.4%	63.9%	-0.1%	94.3%	-66.9%	-0.3%	17.2%	-9.6%	-66.4%	-26.4%	54.5%	-66.6%	50.4%	37.0%	25.4%	-64.9%	-0.3%	-46.6%	-34.8%	49.6%	-10.6%	-59.9%	-7.6%	-48.9%	-61.4%	32.0%	-14.3%	47.6%	-66.1%	-0.2%	-14.8%	-61.6%	-39.9%	-62.8%	75.5%
South Bucks East	-72.1%	-71.3%	-47.6%	-31.1%	-35.6%	-46.0%	-40.2%	-33.3%	-38.0%	-48.0%	-48.8%	-32.5%	-33.2%	-36.5%	-47.7%	-8.9%	-32.0%	-40.7%	-28.8%	-34.8%	-12.8%	-42.6%	-75.6%	-49.1%	-38.6%	-58.7%	-35.5%	-31.1%	-38.7%	-46.3%	-36.4%	-44.0%	22.2%	-30.6%	-33.8%	-22.5%	-36.2%	-42.7%	-39.4%	-34.3%	-41.0%	-38.1%	-10.4%	-41.0%	-68.5%	-28.4%	-52.7%	-50.0%
South Bucks West	-67.2%	-79.0%	-37.9%	-4.9%	-30.8%	-32.6%	-44.7%	1.9%	-27.1%	-51.5%	-46.8%	-36.4%	-27.6%	-31.9%	-81.9%	49.3%	3.3%	-40.9%	-30.1%	-7.9%	4.1%	-41.1%	-93.7%	-83.6%	-44.0%	-94.8%	-45.8%	-40.6%	-44.0%	-41.6%	-47.5%	-24.2%	-37.2%	-34.7%	-21.8%	10.9%	-11.3%	-22.9%	-35.6%	-10.3%	-33.0%	-44.0%	51.7%	-36.8%	-54.6%	-42.6%	-44.4%	-83.6%
South Oxfordshire	-21.9%	-15.3%	-43.9%	-84.5%	-82.1%	0.0%	0.0%	-50.7%	-67.5%	-8.6%	-57.0%	17.3%	-11.7%	-67.7%	-2.5%	69.1%	-90.1%	-65.0%	0.0%	87.2%	32.8%	-40.9%	-79.7%	0.0%	0.0%	-12.7%	0.0%	0.0%	0.0%	-5.9%	8.7%	-37.3%	0.0%	0.0%	-69.0%	0.9%	0.0%	0.0%	0.0%	122.0%	0.0%	0.0%	73.2%	-1.4%	-30.2%	-35.7%	-18.6%	0.0%
South West	-27.2%	-17.7%	-53.8%	0.0%	-38.1%	0.0%	0.0%	-13.3%	-10.3%	0.0%	-40.0%	-39.1%	-18.9%	-9.2%	0.0%	-7.6%	-17.8%	-7.5%	0.0%	-9.1%	-11.6%	-9.3%	-80.7%	0.0%	0.0%	0.0%	-0.5%	0.0%	0.0%	-14.8%	-18.6%	-28.0%	0.0%	0.0%	-9.1%	-3.6%	-10.2%	-18.1%	0.0%	-8.8%	0.0%	0.0%	-6.6%	-5.1%	-38.2%	-47.4%	-18.9%	0.0%
South and West London	-67.3%	-66.1%	-36.1%	0.0%	0.0%	-5.8%	-33.6%	0.0%	0.0%	-43.2%	-29.1%	-40.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-21.2%	0.0%	-26.0%	-0.2%	-33.6%	-40.3%	-19.0%	-22.3%	-35.7%	-37.7%	-38.7%	-5.8%	0.0%	0.0%	-3.9%	0.0%	-35.9%	0.0%	-39.3%	-24.9%	0.0%	-50.1%	-65.2%	-33.9%	-52.7%	0.0%
Surrey	-65.8%	-49.2%	-38.7%	0.0%	0.0%	2.3%	-6.0%	0.0%	0.0%	-28.8%	-28.9%	-27.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-54.7%	0.0%	-10.7%	-0.1%	-21.7%	-0.1%	0.9%	3.2%	-13.4%	19.9%	27.7%	-2.4%	0.0%	0.0%	0.0%	-3.1%	6.7%	0.0%	0.0%	-15.2%	0.0%	1.4%	-63.1%	-17.2%	-47.7%	0.0%
Three Rivers	-68.6%	0.0%	-71.5%	0.0%	-3.5%	177.3%	0.0%	0.0%	-9.8%	-74.4%	-31.2%	-34.4%	0.0%	-0.9%	-3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.7%	-3.0%	-54.8%	0.0%	0.0%	-19.9%	-37.7%	-36.3%	0.0%	-60.6%	-38.2%	-49.4%	0.0%	-7.9%	-2.8%	-0.1%	0.0%	0.0%	189.4%	0.0%	203.4%	-29.7%	0.0%	15.6%	-58.2%	-2.6%	0.0%	0.0%
Uxbridge	-80.8%	-35.9%	-64.7%	0.0%	0.0%	-54.5%	0.0%	0.0%	0.0%	-60.8%	-35.1%	-36.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-14.5%	0.0%	0.0%	0.0%	-69.3%	0.0%	-39.5%	0.0%	-55.0%	-55.0%	-40.6%	-58.2%	-35.8%	-53.8%	0.0%	-16.5%	0.0%	-4.3%	0.0%	0.0%	-48.8%	0.0%	0.0%	-41.5%	0.0%	-51.6%	-76.2%	-42.0%	-66.9%	0.0%
Wales	-30.2%	-19.5%	-64.3%	0.0%	-57.1%	-0.1%	-9.5%	-40.6%	-58.5%	0.0%	-59.9%	-44.5%	30.0%	-46.0%	0.0%	-9.6%	-62.5%	-43.3%	0.0%	46.4%	8.7%	0.0%	-48.8%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	-19.8%	-53.9%	-40.8%	0.0%	0.0%	-55.9%	-8.4%	83.5%	-66.6%	0.0%	113.4%	0.0%	0.0%	-7.7%	-10.8%	-26.4%	-38.9%	-22.4%	0.0%
Watford	-48.0%	-30.8%	-75.8%	0.0%	0.0%	31.8%	-71.7%	0.0%	0.0%	-84.1%	-29.9%	-31.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-25.2%	0.0%	0.0%	0.0%	-20.0%	0.0%	0.0%	-0.1%	-47.9%	-47.9%	0.0%	-66.7%	-35.3%	-63.7%	14.7%	-29.7%	0.0%	-12.8%	0.0%	0.0%	25.9%	0.0%	-24.3%	-26.2%	0.0%	-49.1%	-61.8%	-40.4%	-62.9%	0.0%
West Berkshire	-21.2%	-23.9%	-67.2%	-75.9%	-73.1%	0.0%	0.0%	30.2%	-66.9%	0.0%	-61.2%	-36.4%	80.1%	-54.6%	0.0%	0.0%	130.8%	-70.6%	0.0%	75.8%	31.2%	0.0%	-81.9%	0.0%	0.0%	-1.1%	0.0%	0.0%	0.0%	-4.1%	-47.2%	-25.3%	0.0%	0.0%	-63.0%	0.0%	94.5%	-69.3%	0.0%	130.8%	0.0%	0.0%	0.0%	0.0%	-11.1%	-33.3%	-16.3%	0.0%
West Midlands	-39.5%	-37.7%	-80.7%	0.0%	-22.9%	-0.7%	-39.4%	0.0%	-25.8%	0.0%	-90.7%	-72.9%	-29.6%	-14.2%	0.0%	-44.8%	0.0%	-29.2%	0.0%	-25.7%	-54.5%	-19.2%	-26.7%	0.0%	0.0%	-0.6%	0.0%	0.0%	0.0%	-83.4%	-70.2%	-70.3%	0.0%	0.0%	-34.5%	-40.8%	-23.8%	-45.2%	0.0%	-18.4%	0.0%	0.0%	-43.5%	-29.8%	-78.0%	-64.0%	-45.2%	0.0%
West Sussex	-66.3%	-20.1%	-43.2%	0.0%	0.0%	0.0%	-33.6%	0.0%	0.0%	-43.1%	-28.2%	-25.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-33.6%	0.0%	-33.6%	-2.5%	-33.6%	-0.3%	-6.9%	56.3%	78.5%	-4.1%	0.0%	0.0%	0.0%	0.0%	-3.8%	0.0%	0.0%	-29.0%	0.0%	19.0%	-71.6%	-4.2%	-25.3%	0.0%
Windsor and Maidenhead	-64.8%	-9.8%	-40.4%	43.9%	34.3%	0.0%	30.4%	41.1%	-65.3%	11.1%	-40.0%	-41.0%	35.4%	-66.4%	47.8%	1.4%	32.5%	-47.8%	0.0%	13.2%	-6.0%	-16.2%	-58.0%	48.8%	32.5%	14.0%	-0.8%	4.4%	32.6%	-20.3%	-44.4%	-15.6%	-0.6%	5.3%	-65.1%	-1.3%	-0.5%	-44.4%	7.5%	-7.4%	0.0%	32.4%	1.6%	0.0%	-10.9%	-34.6%	-30.2%	49.3%
Wycombe Central and East	-56.1%	-74.7%	-42.9%	-78.4%	-59.5%	8.3%	-66.7%	-22.2%	-16.2%	-71.2%	-44.1%	-34.5%	-46.0%	-15.4%	-77.5%	-7.0%	-5.9%	-13.6%	12.2%	-10.9%	-9.5%	-13.0%	-93.7%	-73.4%	-67.3%	-84.0%	-67.3%	-67.2%	-67.2%	-55.6%	-38.5%	-33.2%	-37.0%	-23.4%	2.9%	7.9%	-4.5%	-14.9%	-13.6%	-3.4%	4.6%	-67.2%	1.0%	4.8%	-28.6%	-32.6%	-48.6%	-73.5%
Wycombe South	-69.3%	-52.4%	-58.8%	50.6%	-63.1%	-41.7%	-49.3%	53.6%	24.9%	-51.9%	-59.7%	-28.0%	13.6%	25.4%	-51.8%	56.2%	61.5%	26.0%	-40.4%	51.4%	20.7%	19.1%	-95.5%	-47.6%	-44.0%	-43.3%	-41.7%	-42.2%	-44.1%	-75.5%	-59.6%	-67.4%	-35.2%	-40.2%	-24.2%	-6.9%	43.6%	27.7%	-39.2%	55.2%	-38.5%	-43.8%	50.7%	-49.2%	-47.7%	-43.8%	-53.2%	-45.2%
Wycome North-West	-22.9%	-50.2%	-38.4%	-92.1%	-72.0%	-17.0%	-28.8%	-86.4%	-41.7%	-51.4%	-50.0%	-39.7%	-56.0%	-45.3%	-47.1%	0.0%	-39.2%	-40.3%	-13.3%	-38.2%	-35.9%	-48.1%	-88.0%	-27.6%	-49.3%	-60.6%	-29.8%	-30.6%	-49.3%	-59.5%	-54.7%	-54.4%	-22.3%	-20.6%	-32.7%	-24.9%	-31.9%	-37.3%	-26.0%	-34.9%	-15.4%	-49.7%	-15.9%	-30.0%	-46.2%	-52.1%	-30.2%	-38.3%
Yorkshire and The Humber	-48.5%	-35.7%	-63.2%	0.0%	0.0%	-0.5%	-55.2%	0.0%	0.0%	-15.5%	-86.9%	-83.7%	-7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-16.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-64.0%	-42.4%	-84.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24.4%	-81.5%	-64.2%	-38.5%	0.0%

Table G18 - % Change sector to sector PM Peak Hour; Total Vehicles

% Difference	Aylesbu	Aylesbu	Aylesbu	Bedford	Bedford	Berkshi	Bicester	Cambric	Central	Cherwe	Chiltern	Chiltern	Dacoru	East Lo	East Mi	East Su	East of I	Essex	Hampsh	Hertford	Hillingd	Kent	Milton K	North E	North W	Northan	Oxford	Oxfords	Scotlan	Slough	South B	South B	South C	South W	South a	Surrey	Three R	Uxbridg	Wales	Watford	West Be	West Mi	West Su	Windso	Wycoml	Wycoml	Wycom	Yorkshi
Aylesbury Central	18.2%	27.1%	-2.2%	10.2%	8.8%	-46.5%	-23.8%	-1.8%	-31.7%	25.3%	15.5%	-21.7%	-27.2%	-39.7%	-20.5%	-38.4%	-4.3%	-37.2%	-13.4%	-26.4%	-15.8%	-49.8%	-8.9%	-8.8%	27.2%	-2.1%	7.3%	1.0%	9.6%	-13.9%	2.2%	-5.6%	-35.9%	9.5%	-23.8%	-3.0%	-22.2%	-36.1%	15.5%	-26.0%	-4.6%	22.2%	-34.5%	-29.0%	-15.0%	-29.5%	-48.2%	-10.7%
Aylesbury North	10.0%	21.3%	6.6%	-5.9%	12.9%	-19.8%	-5.7%	-4.6%	-14.0%	13.5%	-1.5%	-20.9%	-15.0%	-13.6%	9.6%	-12.3%	1.4%	-22.4%	-8.0%	-2.2%	-7.4%	-20.7%	0.7%	19.5%	-0.4%	10.9%	-0.5%	-1.5%	-14.8%	-32.9%	-12.4%	-39.9%	-10.6%	15.8%	-21.2%	-5.2%	-6.3%	-17.4%	7.9%	-15.7%	-7.9%	13.5%	-22.0%	-18.0%	-33.4%	-42.9%	-10.1%	13.9%
Aylesbury South	5.2%	29.3%	-3.5%	-18.9%	15.7%	-1.9%	-4.5%	24.1%	-32.9%	21.1%	1.9%	-20.8%	-22.0%	-39.8%	-18.7%	-14.7%	41.7%	-39.1%	20.5%	-16.8%	-15.0%	-41.0%	-24.4%	-2.7%	7.2%	1.0%	0.6%	2.4%	-11.7%	-2.4%	-4.0%	-9.3%	-7.9%	12.9%	-13.5%	-2.8%	-9.2%	-29.8%	11.7%	-22.0%	14.9%	3.3%	-11.9%	-6.1%	9.4%	5.7%	31.8%	-16.3%
Bedford	28.1%	7.4%	-31.1%	0.0%	0.0%	75.4%	-58.1%	0.0%	0.0%	-31.5%	-8.0%	-2.8%	-8.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.4%	-12.8%	0.0%	-20.2%	20.7%	13.9%	-29.7%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	-17.6%	0.0%	0.0%	12.8%	-44.5%	-15.2%	-75.0%	0.0%
Bedfordshire	17.0%	16.9%	-4.5%	0.0%	0.0%	5.1%	-38.0%	0.0%	-0.3%	-14.5%	7.8%	-8.3%	-5.3%	-0.1%	0.0%	0.0%	0.0%	0.0%	-3.7%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	-0.1%	-33.2%	-25.6%	0.0%	-12.9%	15.9%	-5.3%	-25.2%	-16.9%	-0.4%	-0.6%	-1.4%	0.2%	-25.6%	-0.6%	-6.1%	-5.0%	0.0%	-1.9%	-61.8%	-38.2%	-53.8%	0.0%
Berkshire	19.8%	40.6%	-8.8%	39.7%	20.9%	0.0%	0.1%	27.7%	-14.7%	-4.0%	60.5%	81.9%	14.3%	-9.9%	2.4%	0.0%	32.3%	-19.7%	0.0%	14.8%	-11.5%	0.0%	-55.1%	1.0%	0.8%	5.4%	0.0%	0.0%	1.0%	1.2%	23.9%	7.7%	0.0%	0.0%	-7.2%	0.1%	12.4%	-11.8%	0.1%	23.3%	0.0%	0.3%	0.0%	0.0%	38.8%	20.5%	12.6%	0.7%
Bicester	46.3%	17.8%	16.5%	1.9%	-14.9%	0.7%	0.0%	-8.6%	-24.7%	7.4%	-46.8%	-31.2%	-56.6%	-25.1%	-3.6%	-22.7%	6.6%	-37.9%	0.0%	-43.1%	-24.3%	-24.4%	-10.7%	-3.4%	-0.9%	8.9%	0.0%	0.0%	-7.5%	-11.4%	-0.2%	-7.9%	0.0%	0.0%	-29.3%	-29.0%	-34.2%	-30.2%	-0.3%	-48.7%	0.0%	-0.6%	-25.6%	-5.6%	-5.4%	5.1%	14.8%	-2.0%
Cambridgeshire	-19.2%	4.3%	-9.3%	0.0%	0.0%	37.8%	-27.6%	0.0%	0.0%	-14.3%	17.9%	-0.8%	-2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	-11.1%	-3.6%	0.0%	-13.6%	29.2%	15.5%	25.6%	-1.9%	0.0%	0.0%	0.0%	0.4%	-13.8%	0.0%	2.3%	0.0%	0.0%	5.2%	-14.3%	15.5%	-29.7%	0.0%
Central and North West London	0.2%	-0.1%	-5.2%	0.0%	-0.1%	-18.0%	-20.6%	0.0%	0.0%	-19.9%	20.6%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-2.8%	0.0%	-5.1%	-3.3%	-11.1%	-10.5%	-4.7%	-22.8%	15.6%	-2.5%	-20.7%	-3.2%	0.0%	0.0%	0.7%	0.0%	-23.0%	0.0%	-39.9%	-10.2%	0.0%	-25.7%	-20.0%	5.7%	-18.7%	0.0%
Cherwell	76.7%	22.0%	16.9%	-17.2%	-20.2%	-5.6%	-0.2%	5.8%	-19.3%	0.0%	-3.0%	-13.0%	13.4%	-18.2%	-4.1%	-28.1%	24.9%	-25.9%	0.0%	-6.0%	-21.7%	-40.7%	-10.1%	-9.2%	0.0%	-0.9%	0.0%	0.0%	0.0%	-38.9%	-6.2%	-24.1%	-0.2%	0.0%	-29.3%	-25.4%	-0.1%	-27.6%	0.0%	-53.7%	0.0%	0.0%	-32.5%	-13.0%	-20.0%	-14.4%	21.6%	-9.4%
Chiltern North	-5.4%	38.7%	0.3%	-2.8%	25.6%	8.3%	-20.6%	-1.5%	20.3%	46.5%	5.5%	40.9%	11.2%	11.5%	-36.1%	25.9%	-9.8%	9.0%	28.1%	3.2%	36.4%	2.9%	-38.8%	-33.9%	-0.7%	-20.7%	20.2%	20.3%	-17.4%	27.0%	75.6%	5.7%	5.0%	12.8%	23.6%	25.3%	13.1%	24.3%	8.1%	9.3%	16.2%	-1.5%	32.3%	-4.4%	10.1%	4.9%	29.7%	-36.9%
Chiltern South	31.3%	39.6%	53.9%	-0.1%	-0.2%	33.1%	-11.4%	0.3%	-4.5%	31.5%	27.7%	2.8%	12.9%	-2.5%	-23.5%	-3.6%	0.8%	-0.8%	5.6%	0.4%	2.5%	-12.8%	-36.0%	-26.1%	-4.3%	-13.9%	9.7%	3.0%	1.2%	17.2%	23.7%	53.8%	59.6%	25.8%	-8.5%	-3.6%	2.1%	-0.2%	37.5%	0.8%	62.5%	0.9%	3.3%	16.9%	32.7%	61.1%	35.7%	-33.3%
Dacorum	5.9%	17.9%	7.8%	-0.7%	0.8%	14.5%	-41.3%	0.8%	0.0%	-6.1%	16.3%	-7.2%	0.0%	0.0%	-9.6%	0.0%	1.5%	0.0%	0.0%	0.1%	-0.6%	0.0%	-15.3%	-10.3%	-10.7%	-8.1%	-34.2%	-29.0%	-11.3%	-14.0%	11.4%	28.7%	-36.9%	-4.8%	0.0%	0.0%	0.0%	0.6%	23.5%	0.0%	20.5%	-4.4%	0.0%	-3.0%	-31.4%	4.8%	-28.6%	-8.9%
East London	-0.9%	3.5%	-1.0%	0.0%	-0.1%	-8.4%	-31.5%	0.0%	0.0%	-27.2%	21.8%	-2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.9%	0.0%	-0.3%	-0.2%	-25.8%	-23.9%	0.0%	-30.0%	4.8%	-15.1%	-23.8%	-5.4%	0.0%	0.0%	0.0%	0.0%	-26.8%	0.0%	-29.8%	-8.4%	0.0%	-26.0%	-26.0%	-16.8%	-26.9%	0.0%
East Midlands	-35.3%	11.5%	-39.3%	0.0%	0.0%	6.2%	-10.8%	0.0%	0.0%	-8.0%	-52.8%	-23.8%	-9.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-18.5%	8.8%	-34.8%	0.0%	0.0%	0.0%	-6.5%	-2.9%	-0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.2%	-38.0%	-16.1%	8.2%	0.0%
East Sussex	0.1%	6.8%	2.0%	0.0%	0.0%	0.0%	-28.7%	0.0%	0.0%	-23.1%	8.2%	-3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.9%	0.0%	-22.9%	-4.3%	-24.7%	-16.4%	-24.1%	3.5%	18.3%	19.2%	-5.8%	-4.4%	0.0%	0.0%	0.0%	1.3%	-4.1%	0.0%	0.0%	0.0%	-22.0%	0.0%	2.2%	-12.9%	17.2%	-8.2%	0.0%
East of England	27.9%	-0.9%	-15.2%	0.0%	0.0%	40.8%	-49.3%	0.0%	0.0%	-11.1%	12.6%	-1.9%	-2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	-22.8%	-7.2%	0.0%	-7.4%	21.4%	7.8%	12.0%	-1.7%	0.0%	0.0%	0.0%	0.2%	-20.0%	0.0%	5.2%	0.0%	0.0%	5.1%	-12.7%	37.0%	-22.1%	0.0%
Essex	-9.4%	-2.7%	-6.6%	0.0%	-0.2%	-13.2%	-41.2%	0.0%	0.0%	-34.9%	20.5%	-4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-3.9%	0.0%	0.0%	-1.9%	-40.9%	-34.8%	0.0%	-50.6%	-11.3%	-15.3%	-30.8%	-6.0%	0.0%	0.0%	0.0%	0.0%	-26.6%	0.0%	-38.8%	-22.3%	0.0%	-32.9%	-18.3%	-2.3%	-31.5%	0.0%
Hampshire	51.3%	33.7%	27.5%	0.0%	-2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	-4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-60.5%	0.0%	0.0%	-1.0%	0.0%	0.0%	0.0%	1.8%	18.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.4%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.2%	17.4%	33.7%	0.0%
Hertfordshire	0.5%	0.8%	2.8%	0.0%	0.0%	17.6%	-40.5%	0.0%	0.0%	-4.4%	19.5%	-0.2%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	-1.2%	0.0%	0.0%	-0.9%	-31.6%	-25.7%	0.0%	-14.1%	12.5%	1.1%	3.9%	-1.8%	0.0%	0.0%	0.0%	0.3%	47.7%	0.0%	-7.0%	-7.0%	0.0%	-4.5%	-17.3%	-3.9%	-22.9%	0.0%
Hillingdon South	54.3%	18.7%	60.6%	10.4%	7.2%	-13.7%	-9.6%	5.8%	0.0%	-10.6%	39.0%	44.5%	14.7%	0.0%	2.5%	0.0%	5.7%	0.0%	0.0%	9.5%	0.0%	0.0%	-33.4%	-0.5%	-10.0%	-4.0%	-10.7%	-12.2%	-16.6%	-1.6%	38.2%	22.1%	-5.0%	-2.0%	0.0%	0.0%	19.3%	0.1%	2.6%	10.5%	-10.6%	-10.7%	0.0%	-8.9%	15.7%	24.1%	15.6%	1.3%
Kent	-15.7%	0.5%	-5.6%	0.0%	0.0%	0.0%	-26.1%	0.0%	0.0%	-38.6%	7.2%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.6%	0.0%	0.0%	-1.1%	-44.2%	-35.8%	0.0%	1.2%	-6.1%	2.2%	-11.5%	-7.3%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	0.0%	-11.5%	0.0%	-1.9%	-28.2%	5.7%	-23.9%	0.0%
Milton Keynes	-59.7%	-8.4%	-61.5%	0.0%	0.0%	-68.7%	-57.3%	0.0%	-0.6%	-22.1%	-55.2%	-25.7%	-17.2%	-0.2%	0.0%	0.0%	0.0%	-0.1%	-67.3%	-0.2%	-27.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-45.3%	-44.2%	0.0%	-62.2%	-32.1%	-82.6%	-51.6%	-19.5%	-13.6%	-27.2%	-19.2%	-23.4%	-28.5%	-21.8%	-47.0%	-6.9%	0.0%	-52.4%	-77.0%	-76.5%	-66.0%	0.0%
North East	-36.3%	10.6%	-41.5%	0.0%	0.0%	-0.3%	-27.7%	0.0%	0.0%	-14.4%	-62.4%	-34.1%	-8.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-33.5%	-18.0%	-52.2%	0.0%	0.0%	0.0%	-11.0%	-7.5%	-0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	11.5%	-43.0%	-21.3%	24.0%	0.0%
North West	63.6%	-2.6%	7.5%	0.0%	0.0%	-0.3%	-1.3%	0.0%	-8.3%	0.0%	-41.5%	-22.7%	-9.5%	0.0%	0.0%	-27.6%	0.0%	0.0%	0.0%	0.0%	-26.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-39.6%	-12.0%	-30.1%	0.0%	0.0%	-27.2%	-24.2%	-11.7%	-23.1%	0.0%	0.0%	0.0%	0.0%	-29.0%	-14.5%	-30.2%	-19.3%	23.1%	0.0%
Northamptonshire	-12.4%	17.7%	-16.3%	0.0%	-0.6%	-2.2%	-7.1%	0.0%	-2.6%	-2.8%	-50.8%	-16.4%	-18.7%	-5.9%	0.0%	-3.6%	0.0%	-2.4%	-0.3%	-2.5%	-9.0%	-1.3%	-0.8%	0.0%	0.0%	0.0%	-0.3%	-0.8%	0.0%	-22.9%	2.1%	-38.8%	-1.1%	0.0%	-6.2%	-7.0%	-17.5%	-9.2%	0.0%	-5.2%	-0.1%	0.0%	-3.3%	-12.8%	-28.7%	-13.6%	4.6%	0.0%
Oxford	58.4%	22.5%	17.2%	-20.5%	-19.9%	0.0%	0.0%	-23.7%	-22.7%	0.0%	-41.1%	-8.9%	-50.4%	-29.1%	0.0%	-34.6%	-38.7%	-44.0%	0.0%	-33.5%	-21.8%	-45.3%	-40.0%	0.0%	0.0%	0.0%	-1.3%	0.0%	0.0%	0.0%	-7.1%	-3.1%	-14.1%	0.0%	0.0%	-28.8%	-18.6%	-26.7%	-26.5%	0.0%	-30.8%	0.0%	0.0%	-29.2%	-2.0%	-10.8%	-6.7%	38.3%	0.0%
Oxfordshire	59.6%	31.5%	17.1%	-28.6%	-8.1%	0.0%	0.0%	-7.5%	-23.8%	0.0%	-42.8%	-18.8%	-44.2%	-25.5%	0.0%	-13.4%	-13.6%	-36.1%	0.0%	-33.2%	-16.9%	-40.7%	-26.8%	0.0%	0.0%	0.0%	-2.0%	0.0%	0.0%	-6.9%	-0.5%	-21.7%	0.0%	0.0%	-34.8%	-11.4%	-24.2%	-28.9%	0.0%	-32.2%	0.0%	0.0%	0.0%	-15.0%	-5.1%	-10.1%	-4.0%	38.4%	0.0%
Scotland	10.4%	-10.8%	-29.9%	0.0%	0.0%	-0.4%	-12.5%	0.0%	-9.0%	0.0%	-54.8%	-28.5%	-8.9%	0.0%	0.0%	-37.2%	0.0%	0.0%	0.0%	0.0%	-19.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-53.3%	-55.8%	-53.0%	0.0%	0.0%	-19.9%	-22.7%	-6.6%	-31.8%	0.0%	0.0%	0.0%	0.0%	0.0%	-23.3%	-25.1%	-37.9%	-25.2%	24.2%	0.0%
Slough	46.5%	23.1%	67.0%	27.1%	17.0%	1.9%	4.6%	32.0%	-11.6%	-19.4%	27.8%	69.2%	16.3%	-32.9%	22.2%	-1.0%	33.2%	-48.3%	0.1%	8.9%	-9.0%	-39.0%	-28.5%	26.3%	-26.1%	12.2%	10.1%	7.9%	-31.4%	5.0%	33.0%	-0.5%	3.1%	0.5%	-12.4%	1.3%	-1.3%	8.3%	15.8%	8.4%	5.4%	-18.4%	0.5%	1.9%	-0.9%	2.7%	21.4%	25.6%
South Bucks East	81.6%	43.9%	85.3%	15.2%	15.2%	3.3%	17.3%	33.2%	2.3%	-4.0%	57.1%	28.5%	34.2%	-3.1%	10.8%	49.0%	40.7%	-12.2%	8.9%	10.7%	-3.0%	-15.8%	-26.1%	-24.7%	9.4%	21.4%	12.2%	20.6%	-13.6%	14.2%	44.9%	46.6%	24.3%	10.5%	4.6%	12.1%	25.3%	0.9%	-5.2%	17.3%	15.1%	11.3%	22.8%	8.7%	58.4%	48.6%	58.1%	5.5%
South Bucks West	72.4%	51.3%	105.8%	52.2%	35.8%	3.9%	60.0%	101.4%	25.7%	21.8%	26.0%	57.5%	63.1%	-10.6%	8.9%	24.2%	87.6%	12.4%	-3.0%	57.7%	6.7%	-9.9%	-36.2%	-6.8%	14.7%	8.8%	14.2%	17.9%	5.1%	-1.7%	46.5%	5.3%	14.3%	3.9%	2.6%	11.6%	65.1%	58.5%	-11.9%	76.6%	2.0%	16.4%	26.4%	4.1%	59.3%	15.7%	75.6%	-7.4%
South Oxfordshire	38.3%	22.3%	31.1%	-8.9%	1.4%	0.0%	0.0%	26.8%	-22.3%	1.2%	-8.3%	57.7%	-25.4%	-19.2%	-0.2%	-7.7%	14.3%	-31.2%	0.0%	26.2%	-16.9%	-20.9%	-23.8%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	1.7%	23.3%	7.2%	0.0%	0.0%	-15.6%	11.3%	-2.3%	-0.7%	0.0%	26.9%	0.0%	0.0%	-4.0%	-0.6%	17.0%	13.5%	15.6%	0.0%
South West	57.4%	11.6%	14.7%	0.0%	-8.3%	0.0%	0.0%	-1.9%	-6.0%	0.0%	13.2%	16.1%	-4.6%	-6.5%	0.0%	-5.5%	-1.1%	-5.7%	0.0%	-3.0%	-3.5%	-6.9%	-45.2%	0.0%	0.0%	0.0%	-0.1%	0.0%	0.0%	-4.8%	13.0%	-6.2%	0.0%	0.0%	-4.3%	-3.1%	-1.4%	-4.9%	0.0%	-3.0%	0.0%	0.0%	-5.1%	-1.1%	20.3%	13.7%	36.9%	0.0%
South and West London	-1.5%	-4.1%	-12.2%	0.0%	-0.6%	-9.4%	-33.8%	0.0%	0.0%	-29.9%	4.7%	-12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-17.6%	0.0%	-23.5%	-10.8%	-23.8%	-27.1%	-17.6%	-13.6%	7.0%	-21.0%	-26.6%	-4.8%	0.0%	0.0%	-0.6%	0.0%	-26.7%	0.0%	-17.8%	-23.7%	0.0%	-19.5%	-24.1%	-16.8%	-17.8%	0.0%
Surrey	-10.3%	5.2%	3.8%	0.0%	-1.0%	0.1%	-26.3%	0.0%	0.0%	-24.0%	4.5%	-7.5%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-35.5%	-0.3%	-15.8%	-10.3%	-16.4%	-13.2%	-12.1%	5.1%	23.9%	4.0%	-0.8%	-3.3%	0.0%	0.0%	0.1%	0.1%	-0.2%	0.0%	0.0%	-20.8%	0.0%	0.4%	-16.2%	5.0%	-4.3%	1.5%
Three Rivers	6.4%	3.6%	8.7%	0.0%	-2.5%	9.8%	-39.1%	0.0%	0.4%	-8.1%	11.0%	0.5%	0.0%	0.0%	-8.2%	0.0%	0.0%	0.0%	-0.1%	0.0%	6.4%	-0.1%	-35.6%	-13.4%	-13.3%	-16.7%	-19.7%	-23.1%	-7.6%	-9.6%	9.7%	3.6%	6.2%	-0.1%	-0.4%	0.1%	0.0%	0.7%	19.2%	0.0%	4.8%	-19.5%	0.0%	1.3%	2.4%	5.6%	-23.6%	-10.8%
Uxbridge	-3.5%	1.3%	22.4%	0.0%	-1.1%	-7.3%	-16.1%	0.0%	0.0%	-16.8%	7.8%	5.3%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	8.1%	0.0%	0.5%	0.0%	-27.2%	0.0%	-3.0%	-7.4%	-9.0%	-23.4%	-7.6%	-5.4%	20.8%	16.9%	2.8%	7.8%	0.0%	5.5%	0.0%	0.0%	-0.8%	0.0%	-8.4%	-9.4%	6.0%	-0.3%	1.5%	22.8%	-12.0%	0.0%
Wales	50.8%	10.0%	0.1%	0.0%	-24.1%	0.0%	-1.0%	-24.7%	-22.8%	0.0%	-0.1%	137.7%	1.4%	-25.8%	0.0%	-5.6%	-21.7%	-35.6%	0.0%	22.5%	-11.4%	0.0%	-39.3%	0.0%	0.0%	-0.2%	0.0%	0.0%	0.0%	-4.8%	3.2%	-9.2%	0.0%	0.0%	-25.4%	-3.1%	11.7%	-29.5%	0.0%	54.2%	0.0%	0.0%	-4.3%	-2.9%	5.7%	12.6%	33.4%	0.0%
Watford	8.0%	4.2%	8.7%	0.0%	-0.7%	8.3%	-35.4%	0.0%	0.0%	-55.0%	15.2%	-0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-4.3%	0.0%	0.0%	0.0%	-14.9%	0.0%	0.0%	-2.6%	-31.2%	-27.2%	0.0%	-3.9%	5.4%	8.7%	-0.6%	-5.1%	0.0%	-0.2%	0.0%	0.0%	9.0%	0.0%	-4.1%	-15.4%	0.0%	-5.1%	-10.9%	4.6%	-21.0%	0.0%
West Berkshire	65.9%	24.1%	20.9%	-25.3%	10.9%	0.0%	0.0%	12.2%	-37.8%	0.0%	99.9%	192.1%	32.0%	-35.4%	0.0%	0.0%	18.5%	-45.0%	0.0%	6.1%	-11.3%	0.0%	-36.2%	0.0%	0.0%	-1.4%	0.0%	0.0%	0.0%	1.0%	30.4%	8.7%	0.0%	0.0%	-19.7%	0.0%	41.5%	-28.4%	0.0%	43.7%	0.0%	0.0%	0.0%	0.0%	31.8%	20.1%	19.7%	0.0%
West Midlands	72.3%	0.1%	12.8%	0.0%	-10.7%	-0.5%	-1.0%	0.0%	-16.4%	0.0%	-26.1%	-25.3%	-6.5%	-9.2%	0.0%	-24.6%	0.0%	-21.0%	0.0%	-9.9%	-26.6%	-12.0%	-12.2%	0.0%	0.0%	-0.1%	0.0%	0.0%	0.0%	-30.5%	-7.9%	-31.6%	0.0%	0.0%	-25.5%	-26.9%	-15.4%	-23.0%	0.0%	-12.1%	0.0%	0.0%	-23.0%	-12.6%	-16.0%	-12.1%	27.7%	0.0%
West Sussex	-7.7%	3.3%	-1.9%	0.0%	0.0%	0.0%	-28.3%	0.0%	0.0%	-29.4%	8.1%	-3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-0.8%	0.0%	-23.8%	-4.5%	-23.6%	-17.7%	-18.3%	3.6%	22.3%	10.6%	-6.7%	-4.0%	0.0%	0.0%	0.0%	1.5%	-3.0%	0.0%	0.0%	0.0%	-22.3%	0.0%	5.0%	-6.5%	14.0%	-7.6%	0.0%
Windsor and Maidenhead	27.2%	43.0%	19.8%	27.4%	9.9%	0.0%	18.7%	35.0%	-16.2%	8.3%	44.3%	29.0%	32.9%	-29.8%	22.0%	3.5%	28.6%	-27.8%	0.0%	33.7%	-11.4%	-10.6%	-28.0%	34.2%	19.5%	2.5%	0.0%	5.4%	26.0%	0.8%	12.6%	3.1%	0.4%	1.2%	-17.9%	0.6%	37.9%	28.9%	3.0%	37.1%	0.0%	16.9%	2.1%	0.0%	36.4%	16.9%	56.1%	23.7%
Wycombe Central and East	-3.4%	21.2%	-8.1%	-7.4%	-11.9%	-4.5%	15.2%	32.4%	0.2%	-17.1%	35.7%	39.5%	0.9%	-17.8%	-30.9%	2.0%	16.9%	11.0%	-3.7%	14.3%	2.2%	-5.0%	-48.8%	-29.2%	-29.5%	-9.8%	-16.6%	-17.2%	-36.8%	13.0%	41.5%	11.6%	-0.4%	-9.6%	-1.2%	-2.0%	38.1%	-6.8%	-13.6%	29.4%	-3.2%	-23.2%	8.1%	-10.9%	3.4%	16.6%	13.6%	-26.7%
Wycombe South	-5.4%	7.0%	-14.7%	29.0%	-19.0%	4.1%	19.3%	30.4%	-1.6%	-12.5%	53.7%	32.5%	2.8%	-7.9%	-7.6%	35.0%	35.5%	25.1%	5.0%	9.7%	1.4%	-4.5%	-42.2%	3.0%	-3.5%	-3.3%	-2.2%	-19.2%	-15.6%	-6.8%	27.6%	26.4%	4.9%	4.7%	-0.9%	-1.6%	20.1%	-10.5%	0.1%	3.3%	3.3%	-2.0%	20.5%	4.6%	20.0%	13.0%	36.6%	-4.2%
Wycome North-West	-23.7%	11.0%	-12.9%	-48.4%	-34.4%	5.4%	4.4%	-13.6%	-21.1%	25.1%	30.6%	17.1%	-44.3%	-23.2%	-15.4%	-4.7%	9.0%	-26.5%	14.5%	-19.0%	-20.1%	-31.4%	-35.7%	-7.7%	8.6%	19.6%	19.3%	15.2%	24.0%	-4.5%	22.5%	-5.6%	3.4%	19.0%	-23.8%	-14.8%	8.2%	-18.4%	16.9%	-13.1%	10.9%	14.6%	-15.7%	9.0%	4.5%	7.6%	9.8%	-17.0%
Yorkshire and The Humber	-34.2%	1.5%	-42.7%	0.0%	0.0%	-0.3%	-18.4%	0.0%	0.0%	-14.2%	-59.3%	-36.1%	-9.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-7.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-24.1%	0.7%	-45.6%	0.0%	0.0%	0.0%	-9.2%	-4.3%	-0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	-1.8%	-34.2%	-19.2%	1.1%	0.0%

Appendix H. Screenline calibration by vehicle type

Table H1 - Post Screenline Calibration AM Peak Hour; Cars, LGVs, HGVs and Total Vehicles

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Amersham cordon	In	6	3,151	3,026	-124	2	Pass	416	392	-24	1	Fail	54	48	-5	1	Fail	3,620	3,467	-153	3	Pass
Amersham cordon	Out	6	3,016	2,943	-73	1	Pass	378	373	-5	0	Pass	41	48	7	1	Fail	3,435	3,364	-72	1	Pass
Aylesbury / Tring	EB	3	1,681	1,664	-17	0	Pass	219	219	-1	0	Pass	43	49	6	1	Fail	1,944	1,932	-12	0	Pass
Aylesbury / Tring	WB	3	1,551	1,559	8	0	Pass	202	217	14	1	Fail	40	52	12	2	Fail	1,793	1,827	34	1	Pass
Aylesbury / Wendover	NB	5	2,409	2,373	-36	1	Pass	300	300	-1	0	Pass	48	57	9	1	Fail	2,757	2,729	-28	1	Pass
Aylesbury / Wendover	SB	5	2,646	2,443	-203	4	Fail	392	379	-13	1	Pass	66	57	-9	1	Fail	3,105	2,879	-225	4	Fail
Aylesbury 3 (within)	NB	4	3,124	3,228	104	2	Pass	367	401	34	2	Fail	108	118	11	1	Fail	3,599	3,747	148	2	Pass
Aylesbury 3 (within)	SB	4	2,680	2,541	-138	3	Fail	311	309	-2	0	Pass	99	87	-12	1	Fail	3,089	2,938	-152	3	Pass
Aylesbury_East_West_Railwayline	EB	6	3,906	3,837	-69	1	Pass	469	463	-6	0	Pass	180	147	-33	3	Fail	4,555	4,447	-108	2	Pass
Aylesbury_East_West_Railwayline	WB	6	4,082	3,919	-163	3	Pass	588	545	-43	2	Fail	224	172	-51	4	Fail	4,893	4,636	-257	4	Fail
Aylesbury_Inner_Cordon	In	8	6,079	6,009	-70	1	Pass	728	715	-13	0	Pass	200	172	-28	2	Fail	7,006	6,896	-110	1	Pass
Aylesbury_Inner_Cordon	Out	8	5,626	5,613	-13	0	Pass	739	749	11	0	Pass	189	153	-36	3	Fail	6,554	6,516	-38	0	Pass
Aylesbury_North_South_SL	SB	9	3,439	3,338	-101	2	Pass	440	454	14	1	Pass	142	143	1	0	Pass	4,021	3,935	-86	1	Pass
Aylesbury_North_South_SL	NB	9	3,464	3,556	92	2	Pass	425	440	15	1	Pass	127	133	5	0	Pass	4,017	4,129	113	2	Pass
Aylesbury_Outer_Cordon	In	16	6,952	6,946	-6	0	Pass	865	919	55	2	Fail	198	223	25	2	Fail	8,015	8,088	73	1	Pass
Aylesbury_Outer_Cordon	Out	16	7,381	7,235	-147	2	Pass	1,104	1,096	-7	0	Pass	201	206	5	0	Pass	8,686	8,537	-149	2	Pass
Beaconsfield (south of)	NB	2	1,250	1,201	-50	1	Pass	160	139	-21	2	Fail	28	32	4	1	Fail	1,439	1,372	-66	2	Pass
Beaconsfield (south of)	SB	2	1,310	1,301	-9	0	Pass	179	172	-8	1	Pass	31	33	2	0	Fail	1,520	1,505	-15	0	Pass
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	WB	2	4,440	4,486	46	1	Pass	369	376	7	0	Pass	470	467	-3	0	Pass	5,279	5,329	50	1	Pass
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	EB	2	4,909	4,853	-56	1	Pass	494	492	-1	0	Pass	565	561	-4	0	Pass	5,968	5,907	-61	1	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Beaconsfield cordon	In	7	2,530	2,412	-117	2	Pass	295	240	-55	3	Fail	40	27	-13	2	Fail	2,864	2,679	-185	4	Fail
Beaconsfield cordon	Out	7	1,989	1,947	-42	1	Pass	170	202	32	2	Fail	27	26	-1	0	Pass	2,186	2,175	-11	0	Pass
Bicester (east of)	EB	3	749	753	4	0	Pass	98	97	-1	0	Pass	19	25	6	1	Fail	865	875	9	0	Pass
Bicester (east of)	WB	3	639	649	10	0	Pass	83	91	8	1	Fail	16	27	11	2	Fail	739	768	29	1	Pass
Bourne End	NB	2	704	716	11	0	Pass	94	97	3	0	Pass	1	7	6	3	Fail	799	819	20	1	Pass
Bourne End	SB	2	706	659	-47	2	Fail	104	98	-6	1	Fail	2	6	4	2	Fail	812	763	-49	2	Fail
Buckingham (west of)	EB	3	1,276	1,289	13	0	Pass	171	146	-25	2	Fail	53	56	3	0	Fail	1,501	1,492	-9	0	Pass
Buckingham (west of)	WB	3	1,154	1,142	-11	0	Pass	229	225	-5	0	Pass	58	38	-20	3	Fail	1,441	1,405	-36	1	Pass
Buckingham cordon	Out	9	2,744	2,651	-92	2	Pass	288	295	7	0	Pass	75	45	-30	4	Fail	3,106	2,991	-115	2	Pass
Buckingham cordon	In	9	2,104	2,107	3	0	Pass	234	245	11	1	Pass	79	44	-34	4	Fail	2,416	2,396	-20	0	Pass
Chalfont St Peter / Gerrards Cross cordon	In	4	2,144	2,039	-105	2	Pass	280	269	-11	1	Pass	46	41	-5	1	Fail	2,470	2,349	-121	2	Pass
Chalfont St Peter / Gerrards Cross cordon	Out	4	2,190	2,054	-137	3	Fail	284	260	-24	1	Fail	52	50	-2	0	Pass	2,527	2,364	-163	3	Fail
Chesham cordon	Out	6	2,529	2,442	-88	2	Pass	317	299	-18	1	Fail	48	37	-10	2	Fail	2,894	2,778	-115	2	Pass
Chesham cordon	In	6	2,440	2,279	-161	3	Fail	337	310	-27	1	Fail	57	42	-15	2	Fail	2,834	2,631	-203	4	Fail
Great Missenden (south of)	SB	4	1,760	1,684	-77	2	Pass	252	245	-6	0	Pass	31	50	19	3	Fail	2,043	1,978	-64	1	Pass
Great Missenden (south of)	NB	4	1,517	1,470	-47	1	Pass	197	199	3	0	Pass	20	48	28	5	Fail	1,734	1,717	-17	0	Pass
High Wycombe	SB	2	1,239	1,204	-34	1	Pass	93	90	-3	0	Pass	5	7	2	1	Fail	1,337	1,302	-36	1	Pass
High Wycombe	NB	2	655	656	1	0	Pass	82	80	-2	0	Pass	4	10	6	2	Fail	741	746	5	0	Pass
High Wycombe - Marlow *A404	SB	2	2,555	2,469	-86	2	Pass	206	197	-9	1	Pass	192	189	-3	0	Pass	2,953	2,855	-98	2	Pass
High Wycombe - Marlow *A404	NB	2	1,839	1,906	67	2	Pass	116	131	15	1	Fail	98	99	1	0	Pass	2,053	2,136	83	2	Pass
High Wycombe 2 (within)	WB	3	756	777	21	1	Pass	104	100	-4	0	Pass	17	18	0	0	Pass	877	894	17	1	Pass
High Wycombe 2 (within)	EB	3	974	995	21	1	Pass	115	116	1	0	Pass	14	17	3	1	Fail	1,103	1,128	25	1	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
High Wycombe 3 (within)	SB	3	2,185	2,301	115	2	Fail	274	297	23	1	Fail	47	41	-6	1	Fail	2,506	2,639	133	3	Fail
High Wycombe 3 (within)	NB	3	1,289	1,280	-8	0	Pass	179	183	4	0	Pass	29	31	2	0	Fail	1,497	1,495	-2	0	Pass
High Wycombe 4 (within)	SB	5	2,103	2,184	81	2	Pass	203	203	0	0	Pass	20	24	4	1	Fail	2,326	2,411	85	2	Pass
High Wycombe 4 (within)	NB	5	1,199	1,205	6	0	Pass	149	175	26	2	Fail	24	29	5	1	Fail	1,373	1,410	37	1	Pass
High Wycombe cordon	Out	12	7,478	7,249	-228	3	Pass	934	922	-13	0	Pass	153	170	18	1	Fail	8,565	8,341	-223	2	Pass
High Wycombe cordon	In	12	7,577	7,409	-168	2	Pass	916	895	-22	1	Pass	160	179	19	1	Fail	8,654	8,483	-171	2	Pass
Iver / Uxbridge 1 *M4 (east of M25)	WB	5	7,410	7,465	55	1	Pass	542	544	2	0	Pass	465	472	7	0	Pass	8,417	8,481	64	1	Pass
Iver / Uxbridge 1 *M4 (east of M25)	EB	5	7,941	7,962	21	0	Pass	594	600	7	0	Pass	543	531	-12	1	Pass	9,078	9,093	15	0	Pass
Iver / Uxbridge 2	EB	3	2,404	2,381	-23	0	Pass	321	343	22	1	Fail	112	111	-1	0	Pass	2,837	2,835	-2	0	Pass
Iver / Uxbridge 2	WB	3	2,235	2,287	52	1	Pass	312	340	28	2	Fail	90	91	1	0	Pass	2,636	2,718	82	2	Pass
Iver 2 (within)	SB	4	1,210	1,108	-102	3	Fail	193	165	-28	2	Fail	44	39	-5	1	Fail	1,448	1,313	-135	4	Fail
Iver 2 (within)	NB	4	1,152	1,155	4	0	Pass	156	156	0	0	Pass	59	60	2	0	Pass	1,366	1,371	5	0	Pass
Iver 3 (within) *M4 (west of M25)	EB	4	6,145	6,059	-85	1	Pass	758	737	-20	1	Pass	764	771	7	0	Pass	7,666	7,568	-98	1	Pass
Iver 3 (within) *M4 (west of M25)	WB	4	6,633	6,517	-115	1	Pass	557	550	-7	0	Pass	567	575	8	0	Pass	7,756	7,642	-114	1	Pass
Leighton Buzzard (west of)	WB	4	1,303	1,360	57	2	Pass	169	198	29	2	Fail	33	56	24	4	Fail	1,505	1,614	109	3	Fail
Leighton Buzzard (west of)	EB	4	1,348	1,341	-7	0	Pass	175	185	10	1	Fail	33	38	5	1	Fail	1,556	1,564	8	0	Pass
Marlow cordon	Out	6	2,870	2,779	-91	2	Pass	318	295	-23	1	Fail	35	34	-2	0	Pass	3,223	3,108	-115	2	Pass
Marlow cordon	In	6	3,472	3,361	-112	2	Pass	327	307	-20	1	Fail	41	42	1	0	Pass	3,840	3,709	-131	2	Pass
Milton Keynes 2 (south of)	NB	5	1,590	1,758	168	4	Fail	209	205	-4	0	Pass	33	77	43	6	Fail	1,832	2,040	207	5	Fail
Milton Keynes 2 (south of)	SB	5	1,218	1,267	49	1	Pass	159	177	18	1	Fail	25	38	14	2	Fail	1,402	1,482	81	2	Fail
Princes Risborough cordon	Out	8	1,922	1,937	15	0	Pass	252	254	2	0	Pass	73	51	-22	3	Fail	2,248	2,242	-5	0	Pass
Princes Risborough cordon	In	8	2,261	2,210	-51	1	Pass	367	350	-17	1	Pass	49	36	-13	2	Fail	2,677	2,596	-81	2	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Slough 1 (north of)	SB	6	2,518	2,586	68	1	Pass	303	310	7	0	Pass	70	73	3	0	Pass	2,892	2,970	78	1	Pass
Slough 1 (north of)	NB	6	3,604	3,465	-139	2	Pass	393	441	48	2	Fail	86	89	3	0	Pass	4,083	3,995	-88	1	Pass
Slough 2 (north of)	SB	4	1,704	1,696	-8	0	Pass	210	190	-20	1	Fail	26	33	7	1	Fail	1,940	1,919	-21	0	Pass
Slough 2 (north of)	NB	4	1,524	1,514	-10	0	Pass	205	211	6	0	Pass	28	38	10	2	Fail	1,758	1,764	6	0	Pass
Thame - Prince Risborough *M40 (High Wyc)	EB	7	5,018	5,158	140	2	Pass	503	522	19	1	Pass	531	554	23	1	Pass	6,052	6,234	182	2	Pass
Thame - Prince Risborough *M40 (High Wyc)	WB	7	4,369	4,238	-131	2	Pass	469	451	-18	1	Pass	398	390	-8	0	Pass	5,236	5,078	-158	2	Pass
Tring (north of)	EB	3	575	569	-6	0	Pass	74	79	5	1	Fail	17	20	3	1	Fail	667	669	2	0	Pass
Tring (north of)	WB	3	1,162	1,136	-26	1	Pass	155	153	-1	0	Pass	32	31	-1	0	Pass	1,349	1,321	-29	1	Pass
Winslow cordon	Out	3	1,164	1,114	-50	1	Pass	160	151	-8	1	Fail	34	37	3	1	Fail	1,357	1,302	-55	2	Pass
Winslow cordon	In	3	942	915	-27	1	Pass	175	182	7	1	Pass	39	39	0	0	Pass	1,156	1,136	-21	1	Pass

Table H2 - Post Screenline Calibration IP Peak Hour; Cars, LGVs , HGVs and Total Vehicles

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Amersham cordon	In	6	2,151	2,019	-132	3	Fail	374	343	-32	2	Fail	57	55	-2	0	Pass	2,583	2,417	-165	3	Fail
Amersham cordon	Out	6	2,258	2,128	-130	3	Fail	398	360	-38	2	Fail	51	55	5	1	Fail	2,707	2,544	-163	3	Fail
Aylesbury / Tring	EB	3	1,054	1,054	-1	0	Pass	196	193	-3	0	Pass	41	54	13	2	Fail	1,292	1,301	9	0	Pass
Aylesbury / Tring	WB	3	1,065	1,017	-48	1	Pass	198	201	3	0	Pass	42	52	10	1	Fail	1,305	1,269	-36	1	Pass
Aylesbury / Wendover	NB	5	1,341	1,316	-26	1	Pass	258	264	6	0	Pass	48	71	23	3	Fail	1,647	1,650	3	0	Pass
Aylesbury / Wendover	SB	5	1,416	1,376	-40	1	Pass	258	259	1	0	Pass	47	71	24	3	Fail	1,721	1,707	-15	0	Pass
Aylesbury 3 (within)	NB	4	2,377	2,264	-113	2	Pass	381	369	-12	1	Pass	136	130	-6	1	Pass	2,893	2,763	-131	2	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury 3 (within)	SB	4	2,378	2,332	-45	1	Pass	355	352	-2	0	Pass	124	109	-15	1	Fail	2,856	2,794	-63	1	Pass
Aylesbury_East_West_Railwayline	EB	6	2,860	2,923	63	1	Pass	501	496	-5	0	Pass	195	134	-61	5	Fail	3,557	3,553	-4	0	Pass
Aylesbury_East_West_Railwayline	WB	6	2,905	2,879	-26	0	Pass	436	420	-16	1	Pass	185	123	-62	5	Fail	3,525	3,422	-103	2	Pass
Aylesbury_Inner_Cordon	In	8	3,768	3,683	-85	1	Pass	735	707	-28	1	Pass	236	203	-33	2	Fail	4,739	4,593	-146	2	Pass
Aylesbury_Inner_Cordon	Out	8	3,770	3,667	-103	2	Pass	717	684	-32	1	Pass	246	203	-43	3	Fail	4,732	4,554	-178	3	Pass
Aylesbury_North_South_SL	SB	9	2,895	2,736	-159	3	Fail	430	417	-12	1	Pass	177	172	-5	0	Pass	3,501	3,324	-177	3	Fail
Aylesbury_North_South_SL	NB	9	3,025	2,849	-176	3	Fail	445	409	-36	2	Fail	177	168	-9	1	Pass	3,647	3,427	-220	4	Fail
Aylesbury_Outer_Cordon	In	16	4,365	4,243	-122	2	Pass	853	817	-36	1	Pass	198	242	44	3	Fail	5,416	5,302	-114	2	Pass
Aylesbury_Outer_Cordon	Out	16	4,324	4,218	-106	2	Pass	838	814	-24	1	Pass	198	239	42	3	Fail	5,360	5,272	-88	1	Pass
Beaconsfield (south of)	NB	2	777	700	-77	3	Fail	181	149	-32	2	Fail	29	32	4	1	Fail	986	882	-104	3	Fail
Beaconsfield (south of)	SB	2	721	692	-30	1	Pass	163	140	-23	2	Fail	28	27	-2	0	Fail	913	859	-54	2	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	WB	2	3,811	4,115	304	5	Fail	359	425	66	3	Fail	461	463	1	0	Pass	4,631	5,003	371	5	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	EB	2	3,718	4,040	322	5	Fail	391	402	12	1	Pass	436	421	-15	1	Pass	4,545	4,863	319	5	Fail
Beaconsfield cordon	In	7	1,447	1,441	-6	0	Pass	209	194	-15	1	Fail	32	26	-6	1	Fail	1,688	1,661	-27	1	Pass
Beaconsfield cordon	Out	7	1,532	1,563	32	1	Pass	227	241	14	1	Fail	33	30	-3	1	Fail	1,792	1,834	43	1	Pass
Bicester (east of)	EB	3	402	400	-2	0	Pass	75	78	3	0	Pass	16	27	11	2	Fail	492	505	12	1	Pass
Bicester (east of)	WB	3	440	414	-26	1	Fail	82	79	-3	0	Pass	17	26	9	2	Fail	539	518	-20	1	Pass
Bourne End	NB	2	367	379	13	1	Pass	70	70	1	0	Pass	1	7	6	3	Fail	437	457	20	1	Pass
Bourne End	SB	2	400	373	-27	1	Fail	83	73	-10	1	Fail	2	5	4	2	Fail	485	451	-34	2	Fail
Buckingham (west of)	EB	3	635	694	59	2	Fail	180	194	14	1	Fail	66	117	51	5	Fail	881	1,006	125	4	Fail
Buckingham (west of)	WB	3	670	708	38	1	Fail	164	154	-9	1	Fail	58	92	34	4	Fail	892	954	62	2	Fail
Buckingham cordon	Out	9	1,244	1,251	8	0	Pass	201	207	6	0	Pass	73	75	2	0	Pass	1,518	1,533	16	0	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Buckingham cordon	In	9	1,219	1,284	65	2	Fail	202	215	13	1	Fail	70	67	-4	0	Fail	1,492	1,566	75	2	Fail
Chalfont St Peter / Gerrards Cross cordon	In	4	1,286	1,199	-87	2	Fail	212	200	-12	1	Fail	49	43	-6	1	Fail	1,547	1,442	-104	3	Fail
Chalfont St Peter / Gerrards Cross cordon	Out	4	1,337	1,200	-137	4	Fail	228	207	-21	1	Fail	42	46	4	1	Fail	1,607	1,454	-153	4	Fail
Chesham cordon	Out	6	1,760	1,720	-40	1	Pass	356	305	-51	3	Fail	58	43	-15	2	Fail	2,174	2,068	-106	2	Pass
Chesham cordon	In	6	1,550	1,557	7	0	Pass	319	276	-42	2	Fail	53	43	-10	1	Fail	1,922	1,876	-46	1	Pass
Great Missenden (south of)	SB	4	931	934	3	0	Pass	186	190	4	0	Pass	27	56	29	5	Fail	1,144	1,181	37	1	Pass
Great Missenden (south of)	NB	4	955	966	11	0	Pass	203	209	6	0	Pass	33	54	21	3	Fail	1,190	1,229	38	1	Pass
High Wycombe	SB	2	613	594	-19	1	Pass	84	83	-1	0	Pass	7	10	3	1	Fail	705	688	-17	1	Pass
High Wycombe	NB	2	613	618	5	0	Pass	84	81	-3	0	Pass	8	11	4	1	Fail	705	711	5	0	Pass
High Wycombe - Marlow *A404	SB	2	1,572	1,691	119	3	Fail	135	147	13	1	Fail	114	120	6	1	Pass	1,820	1,958	137	3	Fail
High Wycombe - Marlow *A404	NB	2	1,663	1,727	64	2	Pass	130	144	14	1	Fail	107	94	-13	1	Fail	1,900	1,964	64	1	Pass
High Wycombe 2 (within)	WB	3	837	821	-16	1	Pass	155	148	-7	1	Pass	24	20	-4	1	Fail	1,016	989	-27	1	Pass
High Wycombe 2 (within)	EB	3	1,017	952	-66	2	Fail	147	130	-17	1	Fail	22	24	2	0	Fail	1,186	1,105	-81	2	Fail
High Wycombe 3 (within)	SB	3	2,283	2,175	-107	2	Pass	362	355	-8	0	Pass	56	59	3	0	Pass	2,701	2,589	-113	2	Pass
High Wycombe 3 (within)	NB	3	1,495	1,518	23	1	Pass	242	250	8	1	Pass	40	39	-1	0	Pass	1,777	1,807	30	1	Pass
High Wycombe 4 (within)	SB	5	1,254	1,247	-7	0	Pass	194	186	-8	1	Pass	30	43	13	2	Fail	1,478	1,475	-2	0	Pass
High Wycombe 4 (within)	NB	5	1,257	1,316	59	2	Pass	201	191	-10	1	Pass	27	30	3	0	Fail	1,485	1,537	52	1	Pass
High Wycombe cordon	Out	12	5,168	5,210	42	1	Pass	912	903	-8	0	Pass	167	196	29	2	Fail	6,246	6,309	62	1	Pass
High Wycombe cordon	In	12	5,080	5,175	94	1	Pass	972	972	1	0	Pass	180	221	42	3	Fail	6,232	6,368	136	2	Pass
Iver / Uxbridge 1 *M4 (east of M25)	WB	5	5,705	5,993	288	4	Fail	672	728	56	2	Fail	622	633	11	0	Pass	6,999	7,355	355	4	Fail
Iver / Uxbridge 1 *M4 (east of M25)	EB	5	5,135	5,359	223	3	Pass	542	573	31	1	Fail	552	546	-6	0	Pass	6,230	6,477	247	3	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Iver / Uxbridge 2	EB	3	1,389	1,426	37	1	Pass	287	293	6	0	Pass	76	133	56	6	Fail	1,753	1,852	99	2	Fail
Iver / Uxbridge 2	WB	3	1,332	1,459	128	3	Fail	266	273	7	0	Pass	108	138	31	3	Fail	1,706	1,870	165	4	Fail
Iver 2 (within)	SB	4	615	622	7	0	Pass	121	107	-14	1	Fail	61	77	16	2	Fail	797	806	9	0	Pass
Iver 2 (within)	NB	4	712	699	-14	1	Pass	120	105	-15	1	Fail	41	91	50	6	Fail	873	894	21	1	Pass
Iver 3 (within) *M4 (west of M25)	EB	4	4,821	4,618	-203	3	Pass	696	657	-39	1	Fail	620	560	-60	2	Fail	6,136	5,835	-302	4	Pass
Iver 3 (within) *M4 (west of M25)	WB	4	4,895	4,607	-289	4	Fail	557	525	-32	1	Fail	587	551	-37	2	Fail	6,039	5,682	-358	5	Fail
Leighton Buzzard (west of)	WB	4	823	876	54	2	Fail	153	154	1	0	Pass	31	31	-1	0	Pass	1,007	1,061	54	2	Fail
Leighton Buzzard (west of)	EB	4	885	874	-11	0	Pass	165	156	-8	1	Pass	34	39	5	1	Fail	1,083	1,069	-14	0	Pass
Marlow cordon	Out	6	1,637	1,593	-43	1	Pass	294	278	-16	1	Fail	36	39	3	0	Fail	1,967	1,910	-56	1	Pass
Marlow cordon	In	6	1,785	1,729	-56	1	Pass	327	297	-30	2	Fail	39	42	4	1	Fail	2,151	2,068	-82	2	Pass
Milton Keynes 2 (south of)	NB	5	857	930	74	2	Fail	164	176	12	1	Fail	33	92	59	7	Fail	1,054	1,199	145	4	Fail
Milton Keynes 2 (south of)	SB	5	856	905	48	2	Fail	162	173	11	1	Fail	32	66	34	5	Fail	1,050	1,144	93	3	Fail
Princes Risborough cordon	Out	8	1,176	1,145	-30	1	Pass	220	209	-10	1	Pass	63	48	-15	2	Fail	1,459	1,403	-56	1	Pass
Princes Risborough cordon	In	8	1,216	1,184	-32	1	Pass	225	215	-10	1	Pass	54	44	-9	1	Fail	1,495	1,443	-51	1	Pass
Slough 1 (north of)	SB	6	2,043	2,074	30	1	Pass	344	345	1	0	Pass	76	86	10	1	Fail	2,463	2,505	42	1	Pass
Slough 1 (north of)	NB	6	2,367	2,367	0	0	Pass	399	386	-13	1	Pass	85	108	23	2	Fail	2,851	2,861	10	0	Pass
Slough 2 (north of)	SB	4	1,121	1,120	-1	0	Pass	212	201	-11	1	Fail	28	36	8	1	Fail	1,360	1,357	-3	0	Pass
Slough 2 (north of)	NB	4	933	886	-48	2	Fail	178	171	-7	1	Pass	26	42	15	3	Fail	1,137	1,098	-40	1	Pass
Thame - Prince Risborough *M40 (High Wyc)	EB	7	3,822	4,163	341	5	Fail	417	436	19	1	Pass	387	404	16	1	Pass	4,627	5,003	377	5	Fail
Thame - Prince Risborough *M40 (High Wyc)	WB	7	3,938	4,211	272	4	Fail	473	514	41	2	Fail	467	455	-13	1	Pass	4,878	5,179	301	4	Fail
Tring (north of)	EB	3	461	540	79	4	Fail	102	108	6	1	Fail	22	28	6	1	Fail	585	676	91	4	Fail
Tring (north of)	WB	3	417	537	120	5	Fail	89	94	5	1	Fail	18	31	12	2	Fail	524	662	137	6	Fail

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Winslow cordon	Out	3	595	525	-70	3	Fail	130	112	-19	2	Fail	26	37	11	2	Fail	751	673	-78	3	Fail
Winslow cordon	In	3	564	514	-49	2	Fail	118	113	-5	0	Pass	25	37	13	2	Fail	706	664	-42	2	Fail

Table H3 - Post Screenline Calibration PM Peak Hour; Cars, LGVs, HGVs and Total Vehicles

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Amersham cordon	In	6	3,066	2,900	-167	3	Fail	257	228	-29	2	Fail	9	25	16	4	Fail	3,332	3,153	-179	3	Fail
Amersham cordon	Out	6	3,173	2,985	-188	3	Fail	312	274	-39	2	Fail	16	24	8	2	Fail	3,501	3,282	-219	4	Fail
Aylesbury / Tring	EB	3	1,769	1,716	-53	1	Pass	168	169	1	0	Pass	11	23	11	3	Fail	1,948	1,908	-40	1	Pass
Aylesbury / Tring	WB	3	1,978	2,025	47	1	Pass	188	205	17	1	Fail	13	38	25	5	Fail	2,178	2,268	90	2	Pass
Aylesbury / Wendover	NB	5	2,305	2,436	131	3	Fail	210	254	44	3	Fail	20	23	2	0	Fail	2,535	2,713	177	3	Fail
Aylesbury / Wendover	SB	5	2,406	2,183	-223	5	Fail	227	194	-33	2	Fail	11	19	8	2	Fail	2,644	2,396	-248	5	Fail
Aylesbury 3 (within)	NB	4	3,038	3,105	67	1	Pass	279	301	22	1	Fail	38	53	16	2	Fail	3,354	3,460	105	2	Pass
Aylesbury 3 (within)	SB	4	3,439	3,560	121	2	Pass	289	290	1	0	Pass	36	45	9	1	Fail	3,764	3,895	131	2	Pass
Aylesbury_East_West_Railway line	EB	6	4,376	4,297	-79	1	Pass	495	445	-51	2	Fail	114	80	-34	3	Fail	4,985	4,822	-163	2	Pass
Aylesbury_East_West_Railway line	WB	6	4,183	4,135	-48	1	Pass	377	371	-6	0	Pass	103	82	-22	2	Fail	4,663	4,588	-75	1	Pass
Aylesbury_Inner_Cordon	In	8	6,471	6,378	-93	1	Pass	679	663	-15	1	Pass	68	88	20	2	Fail	7,217	7,129	-88	1	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury_Inner_Cordon	Out	8	5,625	5,481	-144	2	Pass	570	551	-19	1	Pass	60	82	23	3	Fail	6,255	6,114	-141	2	Pass
Aylesbury_North_South_SL	SB	9	3,870	3,789	-81	1	Pass	389	386	-3	0	Pass	68	71	3	0	Pass	4,328	4,246	-81	1	Pass
Aylesbury_North_South_SL	NB	9	3,810	3,748	-62	1	Pass	380	366	-14	1	Pass	64	70	6	1	Fail	4,255	4,184	-70	1	Pass
Aylesbury_Outer_Cordon	In	16	8,145	8,113	-32	0	Pass	873	858	-16	1	Pass	69	118	49	5	Fail	9,088	9,088	0	0	Pass
Aylesbury_Outer_Cordon	Out	16	7,141	7,044	-97	1	Pass	759	760	1	0	Pass	54	112	58	6	Fail	7,954	7,916	-38	0	Pass
Beaconsfield (south of)	NB	2	1,714	1,454	-260	7	Fail	124	104	-20	2	Fail	5	16	11	3	Fail	1,842	1,574	-268	6	Fail
Beaconsfield (south of)	SB	2	1,244	1,255	10	0	Pass	137	112	-25	2	Fail	11	21	10	3	Fail	1,392	1,388	-5	0	Pass
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	WB	2	5,379	5,679	301	4	Fail	320	342	21	1	Fail	325	339	14	1	Pass	6,024	6,360	336	4	Fail
Beaconsfield / Gerrards Cross *M40 + A40 (Iver)	EB	2	4,988	5,170	183	3	Pass	431	433	2	0	Pass	321	289	-32	2	Fail	5,740	5,893	153	2	Pass
Beaconsfield cordon	In	7	2,001	2,141	140	3	Fail	159	143	-17	1	Fail	6	15	8	3	Fail	2,167	2,298	131	3	Fail
Beaconsfield cordon	Out	7	2,251	2,403	153	3	Fail	195	211	15	1	Fail	13	18	5	1	Fail	2,459	2,632	173	3	Fail
Bicester (east of)	EB	3	722	720	-2	0	Pass	69	70	2	0	Pass	5	19	15	4	Fail	795	810	15	1	Pass
Bicester (east of)	WB	3	854	888	34	1	Pass	81	78	-3	0	Pass	5	24	19	5	Fail	941	990	49	2	Fail
Bourne End	NB	2	687	729	42	2	Fail	58	49	-9	1	Fail	3	4	1	1	Fail	749	782	34	1	Pass
Bourne End	SB	2	605	625	20	1	Pass	56	58	1	0	Pass	2	4	2	1	Fail	663	686	23	1	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Buckingham (west of)	EB	3	1,284	1,339	55	2	Pass	183	185	2	0	Pass	24	56	32	5	Fail	1,491	1,581	89	2	Fail
Buckingham (west of)	WB	3	1,363	1,407	44	1	Pass	117	132	14	1	Fail	31	33	2	0	Fail	1,512	1,572	60	2	Pass
Buckingham cordon	Out	9	2,228	2,216	-12	0	Pass	197	196	-1	0	Pass	24	36	12	2	Fail	2,449	2,448	-1	0	Pass
Buckingham cordon	In	9	2,447	2,421	-25	1	Pass	205	230	25	2	Fail	26	38	12	2	Fail	2,678	2,690	12	0	Pass
Chalfont St Peter / Gerrards Cross cordon	In	4	2,041	1,945	-97	2	Pass	184	175	-9	1	Pass	10	12	1	0	Fail	2,236	2,131	-105	2	Pass
Chalfont St Peter / Gerrards Cross cordon	Out	4	2,163	1,952	-211	5	Fail	198	186	-12	1	Fail	12	13	1	0	Fail	2,373	2,151	-222	5	Fail
Chesham cordon	Out	6	2,852	2,753	-99	2	Pass	305	253	-51	3	Fail	19	17	-2	0	Fail	3,176	3,024	-152	3	Pass
Chesham cordon	In	6	2,203	2,245	43	1	Pass	242	219	-24	2	Fail	11	16	5	1	Fail	2,456	2,480	24	0	Pass
Great Missenden (south of)	SB	4	1,461	1,479	18	0	Pass	155	168	13	1	Fail	7	33	26	6	Fail	1,623	1,680	56	1	Pass
Great Missenden (south of)	NB	4	1,903	1,756	-147	3	Fail	247	239	-7	0	Pass	13	27	14	3	Fail	2,163	2,022	-141	3	Fail
High Wycombe	SB	2	737	777	41	1	Fail	59	64	5	1	Fail	1	5	4	2	Fail	797	847	50	2	Fail
High Wycombe	NB	2	1,240	1,265	25	1	Pass	85	85	0	0	Pass	1	6	5	3	Fail	1,326	1,356	30	1	Pass
High Wycombe - Marlow *A404	SB	2	2,371	2,325	-45	1	Pass	112	116	3	0	Pass	73	69	-3	0	Pass	2,556	2,510	-45	1	Pass
High Wycombe - Marlow *A404	NB	2	2,671	2,352	-319	6	Fail	111	122	11	1	Fail	82	67	-15	2	Fail	2,864	2,540	-323	6	Fail
High Wycombe 2 (within)	WB	3	1,082	1,163	81	2	Fail	94	90	-4	0	Pass	2	7	4	2	Fail	1,179	1,260	81	2	Fail

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
High Wycombe 2 (within)	EB	3	1,081	1,089	8	0	Pass	87	92	4	0	Pass	6	7	1	0	Fail	1,175	1,188	14	0	Pass
High Wycombe 3 (within)	SB	3	2,691	2,691	-1	0	Pass	225	222	-3	0	Pass	12	17	5	1	Fail	2,928	2,929	1	0	Pass
High Wycombe 3 (within)	NB	3	1,713	1,895	183	4	Fail	154	162	8	1	Pass	7	11	4	1	Fail	1,874	2,068	194	4	Fail
High Wycombe 4 (within)	SB	5	1,462	1,508	45	1	Pass	146	135	-11	1	Fail	6	15	9	3	Fail	1,614	1,657	44	1	Pass
High Wycombe 4 (within)	NB	5	2,092	2,179	86	2	Pass	198	177	-21	2	Fail	4	14	10	3	Fail	2,295	2,370	75	2	Pass
High Wycombe cordon	Out	12	8,466	8,405	-60	1	Pass	766	766	0	0	Pass	27	81	54	7	Fail	9,259	9,253	-6	0	Pass
High Wycombe cordon	In	12	8,020	7,959	-62	1	Pass	812	775	-37	1	Pass	46	95	49	6	Fail	8,879	8,829	-50	1	Pass
Iver / Uxbridge 1 *M4 (east of M25)	WB	5	9,405	9,535	130	1	Pass	500	538	38	2	Fail	317	334	17	1	Fail	10,222	10,406	184	2	Pass
Iver / Uxbridge 1 *M4 (east of M25)	EB	5	8,158	8,403	245	3	Pass	432	477	45	2	Fail	260	276	17	1	Fail	8,849	9,157	308	3	Pass
Iver / Uxbridge 2	EB	3	2,457	2,392	-65	1	Pass	199	202	3	0	Pass	26	40	14	2	Fail	2,682	2,634	-48	1	Pass
Iver / Uxbridge 2	WB	3	2,466	2,486	20	0	Pass	256	255	-1	0	Pass	42	59	17	2	Fail	2,764	2,800	36	1	Pass
Iver 2 (within)	SB	4	1,016	894	-122	4	Fail	137	134	-3	0	Pass	41	40	-1	0	Pass	1,193	1,068	-126	4	Fail
Iver 2 (within)	NB	4	1,240	1,067	-173	5	Fail	143	118	-26	2	Fail	19	17	-2	0	Fail	1,402	1,202	-200	6	Fail
Iver 3 (within) *M4 (west of M25)	EB	4	6,227	6,198	-29	0	Pass	636	603	-33	1	Fail	446	451	4	0	Pass	7,309	7,251	-58	1	Pass
Iver 3 (within) *M4 (west of M25)	WB	4	6,985	6,905	-80	1	Pass	458	423	-34	2	Fail	443	411	-33	2	Fail	7,886	7,738	-147	2	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Leighton Buzzard (west of)	WB	4	1,492	1,587	95	2	Fail	142	128	-14	1	Fail	9	46	37	7	Fail	1,643	1,761	118	3	Fail
Leighton Buzzard (west of)	EB	4	1,571	1,607	36	1	Pass	149	167	17	1	Fail	10	32	23	5	Fail	1,730	1,806	76	2	Pass
Marlow cordon	Out	6	3,172	3,044	-128	2	Pass	149	154	6	0	Pass	6	26	20	5	Fail	3,327	3,224	-102	2	Pass
Marlow cordon	In	6	3,019	2,891	-128	2	Pass	206	172	-34	2	Fail	10	26	15	4	Fail	3,235	3,089	-146	3	Pass
Milton Keynes 2 (south of)	NB	5	1,513	1,598	84	2	Fail	151	164	13	1	Fail	13	34	21	4	Fail	1,677	1,796	118	3	Fail
Milton Keynes 2 (south of)	SB	5	1,762	1,924	162	4	Fail	147	167	20	2	Fail	9	34	26	6	Fail	1,918	2,125	208	5	Fail
Princes Risborough cordon	Out	8	2,096	2,333	237	5	Fail	220	219	0	0	Pass	17	17	0	0	Pass	2,333	2,569	237	5	Fail
Princes Risborough cordon	In	8	1,887	2,045	158	4	Fail	185	192	7	1	Pass	12	16	4	1	Fail	2,085	2,254	169	4	Fail
Slough 1 (north of)	SB	6	2,985	2,971	-14	0	Pass	261	289	28	2	Fail	18	38	20	4	Fail	3,264	3,298	34	1	Pass
Slough 1 (north of)	NB	6	3,567	3,569	3	0	Pass	324	281	-42	2	Fail	23	52	29	5	Fail	3,913	3,903	-10	0	Pass
Slough 2 (north of)	SB	4	1,945	1,858	-87	2	Pass	216	195	-21	1	Fail	6	23	16	4	Fail	2,168	2,076	-92	2	Pass
Slough 2 (north of)	NB	4	1,910	1,691	-219	5	Fail	182	152	-30	2	Fail	5	29	24	6	Fail	2,097	1,872	-225	5	Fail
Thame - Prince Risborough *M40 (High Wyc)	EB	7	5,581	5,747	166	2	Pass	434	449	14	1	Pass	292	288	-4	0	Pass	6,307	6,484	176	2	Pass
Thame - Prince Risborough *M40 (High Wyc)	WB	7	5,439	5,667	228	3	Pass	447	449	2	0	Pass	343	347	4	0	Pass	6,228	6,462	234	3	Pass
Tring (north of)	EB	3	1,306	1,272	-34	1	Pass	172	155	-17	1	Fail	7	20	14	4	Fail	1,484	1,447	-37	1	Pass

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Tring (north of)	WB	3	654	804	150	6	Fail	77	91	14	2	Fail	6	21	15	4	Fail	736	916	180	6	Fail
Winslow cordon	Out	3	1,081	986	-95	3	Fail	152	136	-16	1	Fail	2	15	13	5	Fail	1,235	1,138	-98	3	Fail
Winslow cordon	In	3	951	874	-77	3	Fail	112	128	16	1	Fail	7	15	9	3	Fail	1,070	1,017	-53	2	Pass

Appendix I. Link Calibration by Vehicle Type

Table I1 – Link calibration- AM PEAK

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Princes Risborough	SB	10686-10695	760	91	23	874	786	-88	-10%	3.1	Pass	Pass	683	-77	-10%	2.9	Pass	Pass	80	-11	-12%	1.2	Pass	Pass	23	0	0%	0.0	Pass	Pass
Princes Risborough	NB	10695-10686	462	87	7	555	576	21	4%	0.9	Pass	Pass	471	10	2%	0.4	Pass	Pass	93	7	8%	0.7	Pass	Pass	12	5	75%	1.6	Pass	Pass
Chesham	EB	21784-21988	416	43	4	463	458	-5	-1%	0.2	Pass	Pass	417	0	0%	0.0	Pass	Pass	39	-4	-10%	0.7	Pass	Pass	3	-1	-36%	0.8	Pass	Pass
Chesham	WB	21988-21784	296	30	4	330	333	3	1%	0.2	Pass	Pass	303	7	2%	0.4	Pass	Pass	27	-3	-9%	0.5	Pass	Pass	3	-1	-25%	0.5	Pass	Pass
Chesham	NB	21597-21621	532	76	8	617	552	-65	-11%	2.7	Pass	Pass	480	-53	-10%	2.3	Pass	Pass	67	-9	-12%	1.1	Pass	Pass	5	-3	-40%	1.3	Pass	Pass
Chesham	SB	21621-21597	365	82	13	460	450	-10	-2%	0.5	Pass	Pass	364	-1	0%	0.1	Pass	Pass	77	-4	-5%	0.5	Pass	Pass	9	-4	-33%	1.3	Pass	Pass
Aylesbury	SB	11383-11392	1,170	119	23	1,312	1,192	-120	-9%	3.4	Pass	Pass	1,068	-102	-9%	3.0	Pass	Pass	101	-18	-15%	1.7	Pass	Pass	23	0	-2%	0.1	Pass	Pass
Aylesbury	NB	11392-11383	540	101	15	656	701	45	7%	1.7	Pass	Pass	581	41	8%	1.7	Pass	Pass	97	-4	-4%	0.4	Pass	Pass	24	9	57%	2.0	Pass	Pass
Leighton Buzzard	SB	17599-17644	317	41	8	367	521	154	42%	7.3	Fail	Fail	425	108	34%	5.6	Fail	Fail	69	28	67%	3.7	Pass	Pass	26	18	224%	4.4	Pass	Pass
Leighton Buzzard	NB	17644-17599	317	41	8	366	471	105	29%	5.1	Fail	Fail	376	59	19%	3.2	Pass	Pass	76	35	85%	4.6	Pass	Pass	19	11	135%	3.0	Pass	Pass
High Wycombe	SB	12042-12227	691	82	4	777	737	-40	-5%	1.5	Pass	Pass	659	-32	-5%	1.2	Pass	Pass	72	-10	-13%	1.2	Pass	Pass	6	2	44%	0.8	Pass	Pass
High Wycombe	NB	12227-12042	452	41	3	496	483	-13	-3%	0.6	Pass	Pass	439	-13	-3%	0.6	Pass	Pass	39	-2	-4%	0.2	Pass	Pass	5	2	52%	0.8	Pass	Pass
Bicester	EB	6472-6600	434	57	11	502	511	9	2%	0.4	Pass	Pass	437	3	1%	0.2	Pass	Pass	60	3	6%	0.5	Pass	Pass	14	2	21%	0.7	Pass	Pass
Bicester	WB	6600-6472	502	65	13	580	602	22	4%	0.9	Pass	Pass	505	4	1%	0.2	Pass	Pass	77	12	18%	1.4	Pass	Pass	19	6	48%	1.5	Pass	Pass
Bicester	NB	5866-5916	122	16	3	141	142	1	1%	0.1	Pass	Pass	123	1	1%	0.1	Pass	Pass	11	-5	-33%	1.5	Pass	Pass	8	5	168%	2.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bicester	SB	5916-5866	277	37	7	320	312	-8	-3%	0.5	Pass	Pass	270	-7	-3%	0.4	Pass	Pass	31	-6	-15%	1.0	Pass	Pass	11	4	60%	1.4	Pass	Pass
Chesham	NB	20306-20348	1,310	171	34	1,514	1,303	-211	-14%	5.6	Pass	Fail	1,129	-181	-14%	5.2	Pass	Fail	149	-21	-13%	1.7	Pass	Pass	25	-9	-26%	1.6	Pass	Pass
Chesham	SB	20348-20306	1,127	147	29	1,303	1,308	5	0%	0.1	Pass	Pass	1,131	4	0%	0.1	Pass	Pass	151	4	3%	0.3	Pass	Pass	26	-3	-11%	0.6	Pass	Pass
Tring	EB	19367-19589	285	38	7	330	357	28	8%	1.5	Pass	Pass	309	25	9%	1.4	Pass	Pass	40	2	6%	0.3	Pass	Pass	8	1	13%	0.3	Pass	Pass
Tring	WB	19589-19367	678	90	17	785	708	-77	-10%	2.8	Pass	Pass	610	-68	-10%	2.7	Pass	Pass	80	-10	-11%	1.0	Pass	Pass	17	0	0%	0.0	Pass	Pass
Aylesbury	NB	10920-10992	906	103	16	1,025	962	-63	-6%	2.0	Pass	Pass	855	-51	-6%	1.7	Pass	Pass	85	-18	-17%	1.8	Pass	Pass	22	6	35%	1.3	Pass	Pass
Aylesbury	SB	10992-10920	696	82	13	791	710	-81	-10%	2.9	Pass	Pass	613	-83	-12%	3.3	Pass	Pass	80	-2	-2%	0.2	Pass	Pass	18	5	35%	1.2	Pass	Pass
Buckingham	SEB	7553-7566	696	77	13	786	795	9	1%	0.3	Pass	Pass	717	21	3%	0.8	Pass	Pass	74	-3	-4%	0.3	Pass	Pass	4	-9	-69%	3.1	Pass	Pass
Buckingham	NWB	7566-7553	499	66	16	581	639	58	10%	2.4	Pass	Pass	546	47	9%	2.0	Pass	Pass	67	1	1%	0.1	Pass	Pass	27	11	66%	2.3	Pass	Pass
Great Missenden	SB	16686-16890	505	69	12	586	576	-10	-2%	0.4	Pass	Pass	490	-15	-3%	0.7	Pass	Pass	72	2	3%	0.3	Pass	Pass	15	3	24%	0.8	Pass	Pass
Great Missenden	NB	16890-16686	452	53	7	512	525	12	2%	0.5	Pass	Pass	459	6	1%	0.3	Pass	Pass	56	3	5%	0.4	Pass	Pass	10	3	46%	1.1	Pass	Pass
Princes Risborough	WB	9359-8515	379	45	5	429	385	-44	-10%	2.2	Pass	Pass	345	-34	-9%	1.8	Pass	Pass	32	-14	-31%	2.2	Pass	Pass	8	4	75%	1.4	Pass	Pass
Princes Risborough	EB	8515-9359	169	20	2	191	219	28	15%	1.9	Pass	Pass	192	23	14%	1.7	Pass	Pass	23	2	12%	0.5	Pass	Pass	4	2	92%	1.1	Pass	Pass
High Wycombe	NB	14061-13632	1,387	75	95	1,557	1,653	96	6%	2.4	Pass	Pass	1,467	80	6%	2.1	Pass	Pass	92	17	23%	1.9	Pass	Pass	94	-1	-1%	0.1	Pass	Pass
Aylesbury	EB	16160-17129	824	108	21	953	995	42	4%	1.3	Pass	Pass	863	38	5%	1.3	Pass	Pass	110	2	2%	0.2	Pass	Pass	22	1	6%	0.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	WB	14630-14548	1,384	170	28	1,582	1,638	56	4%	1.4	Pass	Pass	1,432	48	3%	1.3	Pass	Pass	185	14	8%	1.1	Pass	Pass	21	-7	-25%	1.4	Pass	Pass
High Wycombe	EB	14550-14621	491	75	9	576	512	-64	-11%	2.7	Pass	Pass	437	-55	-11%	2.5	Pass	Pass	70	-6	-8%	0.7	Pass	Pass	6	-3	-38%	1.3	Pass	Pass
Marlow	EB	14034-14050	598	57	12	667	815	148	22%	5.4	Fail	Fail	734	136	23%	5.3	Fail	Fail	64	7	12%	0.8	Pass	Pass	18	6	46%	1.4	Pass	Pass
High Wycombe	SB	14193-14161	403	53	10	466	607	141	30%	6.1	Fail	Fail	526	123	30%	5.7	Fail	Fail	67	15	28%	1.9	Pass	Pass	14	3	33%	1.0	Pass	Pass
Aylesbury	SB	11705-11773	808	107	21	935	910	-25	-3%	0.8	Pass	Pass	791	-17	-2%	0.6	Pass	Pass	101	-6	-6%	0.6	Pass	Pass	18	-2	-11%	0.5	Pass	Pass
Aylesbury	WB	17075-16149	644	84	17	745	788	43	6%	1.6	Pass	Pass	671	26	4%	1.0	Pass	Pass	96	12	14%	1.3	Pass	Pass	21	5	30%	1.1	Pass	Pass
High Wycombe	SB	13842-13790	850	82	14	946	1,041	95	10%	3.0	Pass	Pass	913	63	7%	2.1	Pass	Pass	106	24	30%	2.5	Pass	Pass	22	8	56%	1.8	Pass	Pass
High Wycombe	NB	14150-14190	287	37	7	332	407	75	23%	3.9	Pass	Pass	339	51	18%	2.9	Pass	Pass	53	15	41%	2.3	Pass	Pass	16	8	111%	2.4	Pass	Pass
High Wycombe	SB	13611-14078	1,864	124	188	2,176	2,119	-57	-3%	1.2	Pass	Pass	1,810	-54	-3%	1.3	Pass	Pass	126	1	1%	0.1	Pass	Pass	183	-5	-2%	0.3	Pass	Pass
Marlow	WB	14060-14039	1,530	138	21	1,689	1,642	-47	-3%	1.2	Pass	Pass	1,482	-48	-3%	1.2	Pass	Pass	135	-3	-2%	0.3	Pass	Pass	25	4	20%	0.9	Pass	Pass
High Wycombe	NB	13772-13821	986	90	21	1,097	1,047	-50	-5%	1.5	Pass	Pass	941	-45	-5%	1.5	Pass	Pass	77	-13	-14%	1.4	Pass	Pass	29	8	37%	1.6	Pass	Pass
Buckingham	EB	6018-6296	497	69	3	570	603	33	6%	1.4	Pass	Pass	530	33	7%	1.4	Pass	Pass	57	-12	-17%	1.5	Pass	Pass	16	13	375%	4.1	Pass	Pass
Buckingham	WB	6296-6018	340	48	3	392	409	17	4%	0.9	Pass	Pass	357	17	5%	0.9	Pass	Pass	43	-5	-10%	0.7	Pass	Pass	9	5	160%	2.2	Pass	Pass
Bicester	NB	6258-6312	16	2	0	18	24	6	35%	1.4	Pass	Pass	21	5	31%	1.2	Pass	Pass	3	1	79%	0.9	Pass	Pass	-	0	-100%	0.6	Pass	Pass
Bicester	SB	6312-6258	38	5	0	43	52	9	20%	1.3	Pass	Pass	46	8	20%	1.2	Pass	Pass	6	1	31%	0.6	Pass	Pass	-	0	-100%	1.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	7166-7219	732	110	104	947	953	6	1%	0.2	Pass	Pass	790	57	8%	2.1	Pass	Pass	88	-22	-20%	2.2	Pass	Pass	75	-30	-28%	3.1	Pass	Pass
Buckingham	WB	7219-7166	935	189	77	1,201	1,091	-110	-9%	3.2	Pass	Pass	885	-50	-5%	1.7	Pass	Pass	168	-21	-11%	1.6	Pass	Pass	38	-39	-50%	5.1	Pass	Fail
Buckingham	EB	7490-8005	17	2	0	20	7	-13	-64%	3.5	Pass	Pass	3	-14	-81%	4.4	Pass	Pass	4	1	70%	0.9	Pass	Pass	0	0	-39%	0.2	Pass	Pass
Buckingham	WB	8005-7490	8	1	0	9	8	-1	-12%	0.4	Pass	Pass	6	-2	-28%	0.9	Pass	Pass	2	1	131%	1.0	Pass	Pass	0	0	-76%	0.3	Pass	Pass
Buckingham	EB	8203-8523	729	61	21	811	751	-60	-7%	2.2	Pass	Pass	659	-70	-10%	2.7	Pass	Pass	69	8	13%	1.0	Pass	Pass	23	2	8%	0.4	Pass	Pass
Buckingham	WB	8523-8203	470	68	26	564	511	-53	-9%	2.3	Pass	Pass	447	-23	-5%	1.1	Pass	Pass	59	-9	-13%	1.1	Pass	Pass	5	-21	-81%	5.4	Pass	Fail
Princes Risborough	EB	8378-8735	451	60	12	522	493	-29	-6%	1.3	Pass	Pass	423	-28	-6%	1.3	Pass	Pass	57	-3	-4%	0.3	Pass	Pass	13	1	13%	0.4	Pass	Pass
Princes Risborough	WB	8735-8378	518	69	13	600	500	-100	-17%	4.3	Fail	Pass	431	-87	-17%	4.0	Pass	Pass	66	-3	-4%	0.3	Pass	Pass	3	-10	-77%	3.5	Pass	Pass
Winslow	EB	9414-9503	471	64	13	548	499	-49	-9%	2.1	Pass	Pass	420	-50	-11%	2.4	Pass	Pass	65	0	0%	0.0	Pass	Pass	14	1	9%	0.3	Pass	Pass
Winslow	WB	9503-9414	288	63	19	369	396	27	7%	1.4	Pass	Pass	315	27	10%	1.6	Pass	Pass	64	0	1%	0.1	Pass	Pass	18	-1	-5%	0.2	Pass	Pass
Milton Keynes	NB	10644-10867	149	24	-	173	218	45	26%	3.2	Pass	Pass	180	31	21%	2.4	Pass	Pass	15	-9	-39%	2.1	Pass	Pass	24	24		6.9	Pass	Fail
Milton Keynes	SB	10867-10644	124	22	-	146	201	55	38%	4.2	Pass	Pass	162	38	31%	3.2	Pass	Pass	34	12	56%	2.3	Pass	Pass	5	5		3.2	Pass	Pass
Aylesbury	EB	10855-11429	256	33	7	296	356	60	20%	3.3	Pass	Pass	307	51	20%	3.1	Pass	Pass	41	8	23%	1.3	Pass	Pass	8	1	15%	0.4	Pass	Pass
Aylesbury	WB	11429-10855	455	59	12	526	567	41	8%	1.8	Pass	Pass	502	47	10%	2.1	Pass	Pass	58	-1	-2%	0.2	Pass	Pass	7	-4	-37%	1.4	Pass	Pass
Milton Keynes	EB	10684-11648	1,138	149	29	1,316	1,515	199	15%	5.3	Fail	Fail	1,299	161	14%	4.6	Pass	Pass	166	18	12%	1.4	Pass	Pass	49	20	70%	3.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	WB	11648-10684	862	113	22	997	1,064	67	7%	2.1	Pass	Pass	908	46	5%	1.5	Pass	Pass	126	13	12%	1.2	Pass	Pass	30	8	37%	1.6	Pass	Pass
Princes Risborough	SB	11140-11650	53	6	1	60	64	4	6%	0.5	Pass	Pass	60	7	12%	0.9	Pass	Pass	1	-5	-79%	2.5	Pass	Pass	3	2	331%	1.6	Pass	Pass
Princes Risborough	NB	11650-11140	53	6	1	60	54	-6	-10%	0.8	Pass	Pass	49	-4	-8%	0.6	Pass	Pass	3	-3	-51%	1.5	Pass	Pass	2	1	230%	1.3	Pass	Pass
Princes Risborough	SB	11822-12288	83	10	1	94	133	39	41%	3.6	Pass	Pass	102	19	23%	2.0	Pass	Pass	26	16	158%	3.7	Pass	Pass	5	4	400%	2.3	Pass	Pass
Princes Risborough	NB	12288-11822	76	9	1	86	120	34	39%	3.3	Pass	Pass	90	14	18%	1.5	Pass	Pass	23	14	158%	3.6	Pass	Pass	6	5	580%	2.8	Pass	Pass
Great Missenden	SB	14533-14568	165	23	4	193	171	-21	-11%	1.6	Pass	Pass	151	-14	-8%	1.1	Pass	Pass	20	-3	-14%	0.7	Pass	Pass	-	-4	-100%	2.8	Pass	Pass
Great Missenden	NB	14568-14533	211	40	1	252	209	-43	-17%	2.8	Pass	Pass	176	-35	-17%	2.5	Pass	Pass	33	-6	-16%	1.1	Pass	Pass	-	-1	-100%	1.4	Pass	Pass
High Wycombe	SB	14958-15027	606	48	3	657	478	-179	-27%	7.5	Fail	Fail	444	-162	-27%	7.1	Fail	Fail	31	-17	-36%	2.8	Pass	Pass	4	1	19%	0.3	Pass	Pass
High Wycombe	NB	15027-14958	616	78	3	697	518	-179	-26%	7.3	Fail	Fail	464	-152	-25%	6.5	Fail	Fail	51	-27	-34%	3.3	Pass	Pass	3	0	3%	0.0	Pass	Pass
Leighton Buzzard	EB	15623-16554	100	13	3	116	98	-18	-16%	1.8	Pass	Pass	90	-10	-10%	1.0	Pass	Pass	7	-7	-50%	2.1	Pass	Pass	1	-2	-69%	1.4	Pass	Pass
Leighton Buzzard	WB	16554-15623	169	22	4	195	173	-22	-11%	1.6	Pass	Pass	154	-15	-9%	1.2	Pass	Pass	18	-4	-18%	0.9	Pass	Pass	1	-3	-74%	1.9	Pass	Pass
Great Missenden	SB	16668-17231	1,014	147	15	1,176	1,125	-51	-4%	1.5	Pass	Pass	964	-50	-5%	1.6	Pass	Pass	142	-5	-3%	0.4	Pass	Pass	19	4	25%	0.9	Pass	Pass
Great Missenden	NB	17231-16668	721	97	12	829	830	1	0%	0.0	Pass	Pass	706	-14	-2%	0.5	Pass	Pass	107	11	11%	1.0	Pass	Pass	16	4	34%	1.1	Pass	Pass
Slough	SB	17767-17787	528	64	4	596	637	41	7%	1.6	Pass	Pass	559	31	6%	1.3	Pass	Pass	68	3	5%	0.4	Pass	Pass	11	7	168%	2.5	Pass	Pass
Slough	NB	17787-17767	507	63	5	575	591	16	3%	0.7	Pass	Pass	514	7	1%	0.3	Pass	Pass	68	4	7%	0.6	Pass	Pass	10	5	90%	1.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Chesham	WB	18842-19911	14	7	1	22	52	29	130%	4.8	Pass	Pass	33	19	131%	3.9	Pass	Pass	18	11	156%	3.1	Pass	Pass	0	-1	-68%	0.8	Pass	Pass
Chesham	EB	19911-18842	29	2	1	32	53	21	66%	3.2	Pass	Pass	46	17	60%	2.8	Pass	Pass	7	5	223%	2.2	Pass	Pass	0	-1	-67%	0.8	Pass	Pass
Chesham	SB	20028-20047	284	27	3	315	297	-18	-6%	1.1	Pass	Pass	281	-4	-1%	0.2	Pass	Pass	12	-16	-57%	3.5	Pass	Pass	4	1	24%	0.4	Pass	Pass
Chesham	NB	20047-20028	137	14	2	153	118	-35	-23%	3.0	Pass	Pass	107	-30	-22%	2.7	Pass	Pass	8	-6	-40%	1.7	Pass	Pass	2	0	2%	0.0	Pass	Pass
Princes Risborough	NB	13162-8851	2,398	215	352	2,965	2,967	2	0%	0.0	Pass	Pass	2,411	13	1%	0.3	Pass	Pass	204	-11	-5%	0.8	Pass	Pass	353	0	0%	0.0	Pass	Pass
Princes Risborough	SB	8869-13200	3,191	266	487	3,944	4,125	181	5%	2.9	Pass	Pass	3,328	137	4%	2.4	Pass	Pass	286	20	8%	1.2	Pass	Pass	511	24	5%	1.1	Pass	Pass
Buckingham	EB	5975-6380	722	95	49	867	810	-57	-7%	2.0	Pass	Pass	698	-24	-3%	0.9	Pass	Pass	76	-19	-20%	2.0	Pass	Pass	35	-14	-29%	2.2	Pass	Pass
Buckingham	WB	6386-6204	712	170	53	935	870	-65	-7%	2.2	Pass	Pass	681	-31	-4%	1.2	Pass	Pass	166	-4	-2%	0.3	Pass	Pass	23	-30	-57%	4.9	Pass	Pass
High Wycombe	NB	12297-38115	453	47	12	512	553	41	8%	1.8	Pass	Pass	486	33	7%	1.5	Pass	Pass	53	6	14%	0.9	Pass	Pass	14	2	19%	0.6	Pass	Pass
High Wycombe	SB	38115-12297	318	55	11	384	378	-6	-2%	0.3	Pass	Pass	315	-3	-1%	0.2	Pass	Pass	54	-1	-1%	0.1	Pass	Pass	9	-2	-23%	0.8	Pass	Pass
Amersham	NB	21217-38444	696	99	16	811	731	-81	-10%	2.9	Pass	Pass	634	-62	-9%	2.4	Pass	Pass	84	-15	-16%	1.6	Pass	Pass	13	-3	-18%	0.7	Pass	Pass
Amersham	SB	38444-21217	531	66	11	609	605	-4	-1%	0.1	Pass	Pass	524	-8	-1%	0.3	Pass	Pass	68	2	3%	0.3	Pass	Pass	13	2	19%	0.6	Pass	Pass
Chesham	EB	38330-38331	170	21	2	193	197	4	2%	0.3	Pass	Pass	169	-1	-1%	0.1	Pass	Pass	26	6	29%	1.2	Pass	Pass	1	-1	-30%	0.5	Pass	Pass
Chesham	WB	38331-38330	288	35	3	326	290	-36	-11%	2.1	Pass	Pass	261	-27	-9%	1.6	Pass	Pass	28	-7	-21%	1.3	Pass	Pass	2	-2	-47%	1.0	Pass	Pass
High Wycombe	SB	14341-38192	238	15	-	253	274	21	8%	1.3	Pass	Pass	262	24	10%	1.5	Pass	Pass	12	-3	-18%	0.7	Pass	Pass	-	0			Pass	Fail

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	NB	38192-14341	88	10	-	98	85	-13	-13%	1.3	Pass	Pass	75	-13	-15%	1.5	Pass	Pass	10	0	3%	0.1	Pass	Pass	-	0			Pass	Fail
High Wycombe	NB	38597-38600	41	5	0	46	40	-7	-14%	1.0	Pass	Pass	37	-4	-10%	0.6	Pass	Pass	2	-3	-51%	1.3	Pass	Pass	0	0	-15%	0.1	Pass	Pass
High Wycombe	SB	38600-38597	116	14	1	132	114	-19	-14%	1.7	Pass	Pass	101	-16	-13%	1.5	Pass	Pass	12	-2	-17%	0.7	Pass	Pass	1	0	-29%	0.4	Pass	Pass
Beaconsfield	NB	17488-38820	535	63	9	608	562	-46	-8%	1.9	Pass	Pass	501	-35	-6%	1.5	Pass	Pass	49	-15	-23%	1.9	Pass	Pass	12	3	35%	1.0	Pass	Pass
Beaconsfield	SB	38820-17488	636	71	11	718	677	-42	-6%	1.6	Pass	Pass	599	-37	-6%	1.5	Pass	Pass	69	-3	-4%	0.3	Pass	Pass	9	-2	-22%	0.8	Pass	Pass
Beaconsfield	NB	18149-38836	305	29	4	339	308	-31	-9%	1.7	Pass	Pass	291	-14	-5%	0.8	Pass	Pass	17	-12	-41%	2.5	Pass	Pass	-	-4	-100%	2.8	Pass	Pass
Beaconsfield	SB	38836-18149	528	30	3	562	527	-34	-6%	1.5	Pass	Pass	496	-32	-6%	1.4	Pass	Pass	31	1	4%	0.2	Pass	Pass	-	-3	-100%	2.5	Pass	Pass
Beaconsfield	NB	18619-38849	259	25	1	285	232	-54	-19%	3.3	Pass	Pass	231	-29	-11%	1.8	Pass	Pass	1	-24	-97%	6.7	Pass	Fail	-	-1	-100%	1.4	Pass	Pass
Beaconsfield	SB	38849-18619	111	17	2	131	139	8	6%	0.7	Pass	Pass	105	-7	-6%	0.7	Pass	Pass	35	17	100%	3.4	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
High Wycombe	SB	14158-38938	685	89	18	792	888	96	12%	3.3	Pass	Pass	768	83	12%	3.1	Pass	Pass	101	11	13%	1.2	Pass	Pass	19	2	9%	0.4	Pass	Pass
Princes Risborough	SB	10420-38989	69	9	2	80	120	40	50%	4.0	Pass	Pass	95	25	36%	2.8	Pass	Pass	26	17	187%	4.0	Pass	Pass	-	-2	-100%	1.9	Pass	Pass
Princes Risborough	NB	38989-10420	66	8	2	76	123	47	61%	4.7	Pass	Pass	100	34	52%	3.8	Pass	Pass	22	14	167%	3.6	Pass	Pass	-	-2	-100%	1.8	Pass	Pass
Beaconsfield	WB	19638-39060	249	24	2	275	278	3	1%	0.2	Pass	Pass	258	9	3%	0.5	Pass	Pass	21	-3	-13%	0.7	Pass	Pass	-	-2	-100%	2.2	Pass	Pass
Beaconsfield	EB	39060-19638	144	13	2	159	216	57	36%	4.1	Pass	Pass	196	52	36%	4.0	Pass	Pass	19	6	48%	1.6	Pass	Pass	-	-2	-100%	1.9	Pass	Pass
Buckingham	WB	6899-39453	195	0	6	202	191	-11	-6%	0.8	Pass	Pass	183	-12	-6%	0.9	Pass	Pass	7	6	1811%	3.3	Pass	Pass	1	-5	-82%	2.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	39453-6899	170	-	12	181	188	7	4%	0.5	Pass	Pass	161	-9	-5%	0.7	Pass	Pass	24	24		7.0	Pass	Fail	2	-9	-80%	3.5	Pass	Pass
Great Missenden	SB	15269-39539	76	12	-	88	106	18	20%	1.8	Pass	Pass	78	2	3%	0.3	Pass	Pass	11	-1	-5%	0.2	Pass	Pass	16	16		5.7	Pass	Fail
Great Missenden	NB	39539-15269	133	7	-	140	153	13	9%	1.1	Pass	Pass	129	-4	-3%	0.4	Pass	Pass	3	-4	-57%	1.8	Pass	Pass	21	21		6.5	Pass	Fail
High Wycombe	NB	13514-39596	519	80	15	614	594	-20	-3%	0.8	Pass	Pass	490	-29	-6%	1.3	Pass	Pass	86	6	8%	0.7	Pass	Pass	18	3	18%	0.7	Pass	Pass
High Wycombe	SB	39596-13514	501	66	12	579	559	-20	-3%	0.8	Pass	Pass	484	-17	-3%	0.8	Pass	Pass	59	-7	-11%	0.9	Pass	Pass	16	4	34%	1.1	Pass	Pass
Buckingham	NB	7015-40276	32	-	2	34	55	21	61%	3.1	Pass	Pass	51	19	61%	3.0	Pass	Pass	3	3		2.3	Pass	Pass	1	-1	-71%	1.3	Pass	Pass
Buckingham	SB	40276-7015	101	0	5	106	119	13	13%	1.3	Pass	Pass	113	12	12%	1.2	Pass	Pass	5	4	2586%	2.9	Pass	Pass	2	-3	-64%	1.7	Pass	Pass
High Wycombe	NB	15683-51702	363	43	3	409	448	39	10%	1.9	Pass	Pass	397	34	9%	1.7	Pass	Pass	46	3	8%	0.5	Pass	Pass	5	2	78%	1.1	Pass	Pass
High Wycombe	SB	51702-15683	838	69	1	908	897	-11	-1%	0.4	Pass	Pass	821	-17	-2%	0.6	Pass	Pass	72	3	4%	0.4	Pass	Pass	4	3	313%	2.0	Pass	Pass
Princes Risborough	NB	11260-11441	410	48	24	482	533	51	11%	2.3	Pass	Pass	455	45	11%	2.2	Pass	Pass	64	16	34%	2.2	Pass	Pass	14	-10	-42%	2.3	Pass	Pass
Princes Risborough	SB	11441-11260	796	138	19	952	818	-134	-14%	4.5	Pass	Pass	685	-111	-14%	4.1	Pass	Pass	122	-15	-11%	1.3	Pass	Pass	10	-8	-44%	2.1	Pass	Pass
High Wycombe	WB	13974-51471	236	28	3	267	266	-1	-1%	0.1	Pass	Pass	235	-1	0%	0.0	Pass	Pass	28	-1	-2%	0.1	Pass	Pass	3	0	-2%	0.0	Pass	Pass
High Wycombe	EB	51471-13974	188	23	2	213	193	-20	-9%	1.4	Pass	Pass	171	-16	-9%	1.2	Pass	Pass	19	-3	-14%	0.7	Pass	Pass	2	0	-7%	0.1	Pass	Pass
Amersham	NB	20819-50932	627	71	10	708	709	1	0%	0.1	Pass	Pass	627	0	0%	0.0	Pass	Pass	74	3	4%	0.4	Pass	Pass	8	-2	-17%	0.6	Pass	Pass
Amersham	SB	50932-20819	754	75	4	833	739	-94	-11%	3.4	Pass	Pass	661	-93	-12%	3.5	Pass	Pass	70	-5	-6%	0.5	Pass	Pass	8	4	94%	1.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Tring	SB	17911-51040	175	38	9	222	206	-16	-7%	1.1	Pass	Pass	166	-9	-5%	0.7	Pass	Pass	36	-1	-4%	0.2	Pass	Pass	3	-6	-64%	2.3	Pass	Pass
Tring	NB	51040-17911	98	12	3	114	105	-9	-8%	0.8	Pass	Pass	90	-8	-8%	0.8	Pass	Pass	11	-1	-7%	0.3	Pass	Pass	4	1	17%	0.3	Pass	Pass
Marlow	SB	13651-51671	392	28	1	421	478	57	13%	2.7	Pass	Pass	444	52	13%	2.5	Pass	Pass	28	0	-2%	0.1	Pass	Pass	6	5	537%	2.8	Pass	Pass
Marlow	NB	51671-13651	773	85	6	864	750	-114	-13%	4.0	Pass	Pass	670	-103	-13%	3.8	Pass	Pass	74	-11	-12%	1.2	Pass	Pass	6	0	4%	0.1	Pass	Pass
High Wycombe	EB	12285-51343	367	34	4	405	389	-16	-4%	0.8	Pass	Pass	352	-15	-4%	0.8	Pass	Pass	33	-1	-3%	0.2	Pass	Pass	4	0	3%	0.1	Pass	Pass
High Wycombe	WB	51343-12285	381	47	8	436	470	34	8%	1.6	Pass	Pass	411	30	8%	1.5	Pass	Pass	49	2	5%	0.3	Pass	Pass	10	2	19%	0.5	Pass	Pass
Buckingham	WB	6205-52053	101	12	1	114	126	12	11%	1.1	Pass	Pass	104	3	3%	0.3	Pass	Pass	16	4	31%	1.0	Pass	Pass	6	5	416%	2.6	Pass	Pass
Buckingham	EB	52053-6205	57	7	1	64	79	15	24%	1.8	Pass	Pass	61	4	8%	0.6	Pass	Pass	13	6	88%	1.9	Pass	Pass	6	5	702%	2.7	Pass	Pass
Buckingham	SB	7281-51836	235	27	6	267	268	0	0%	0.0	Pass	Pass	234	-1	0%	0.1	Pass	Pass	30	3	13%	0.7	Pass	Pass	4	-2	-41%	1.1	Pass	Pass
Buckingham	NB	51836-7281	213	27	9	249	234	-15	-6%	1.0	Pass	Pass	203	-10	-5%	0.7	Pass	Pass	27	0	0%	0.0	Pass	Pass	4	-5	-54%	1.9	Pass	Pass
Princes Risborough	WB	9215-52034	307	40	8	355	337	-18	-5%	1.0	Pass	Pass	284	-23	-7%	1.3	Pass	Pass	42	2	5%	0.3	Pass	Pass	11	3	34%	0.9	Pass	Pass
Princes Risborough	EB	52034-9215	428	56	11	495	511	16	3%	0.7	Pass	Pass	444	16	4%	0.8	Pass	Pass	56	0	0%	0.0	Pass	Pass	11	0	2%	0.1	Pass	Pass
Winslow	NB	9103-51815	177	23	5	205	202	-2	-1%	0.2	Pass	Pass	155	-22	-13%	1.7	Pass	Pass	41	18	80%	3.2	Pass	Pass	6	2	42%	0.8	Pass	Pass
Winslow	SB	51815-9103	172	22	4	199	182	-17	-8%	1.2	Pass	Pass	164	-8	-5%	0.6	Pass	Pass	12	-10	-45%	2.4	Pass	Pass	6	1	28%	0.6	Pass	Pass
Princes Risborough	EB	51539-9398	314	41	8	363	357	-6	-2%	0.3	Pass	Pass	311	-3	-1%	0.2	Pass	Pass	39	-2	-4%	0.2	Pass	Pass	7	-1	-15%	0.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Princes Risborough	WB	9398-51539	394	51	10	455	449	-6	-1%	0.3	Pass	Pass	391	-3	-1%	0.1	Pass	Pass	50	-1	-3%	0.2	Pass	Pass	9	-2	-15%	0.5	Pass	Pass
Princes Risborough	EB	9389-51337	309	40	8	357	362	5	1%	0.2	Pass	Pass	316	8	2%	0.4	Pass	Pass	42	2	5%	0.3	Pass	Pass	3	-5	-61%	2.0	Pass	Pass
Princes Risborough	WB	51337-9389	273	36	7	316	321	5	2%	0.3	Pass	Pass	276	3	1%	0.2	Pass	Pass	43	7	20%	1.1	Pass	Pass	3	-4	-63%	2.0	Pass	Pass
Milton Keynes	EB	9586-52064	56	7	1	65	38	-27	-41%	3.7	Pass	Pass	36	-21	-37%	3.0	Pass	Pass	2	-5	-74%	2.5	Pass	Pass	0	-1	-77%	1.0	Pass	Pass
Milton Keynes	WB	52064-9586	26	-	-	26	9	-17	-65%	4.0	Pass	Pass	9	-17	-66%	4.1	Pass	Pass	0	0		0.7	Pass	Pass	0	0		0.0	Pass	Pass
Princes Risborough	EB	51555-51556	157	20	4	181	168	-13	-7%	1.0	Pass	Pass	144	-13	-8%	1.1	Pass	Pass	19	-1	-6%	0.3	Pass	Pass	5	1	27%	0.5	Pass	Pass
Princes Risborough	WB	51556-51555	100	13	3	116	119	3	3%	0.3	Pass	Pass	100	0	0%	0.0	Pass	Pass	15	2	18%	0.6	Pass	Pass	4	1	50%	0.7	Pass	Pass
Princes Risborough	NB	10286-50974	95	11	1	107	94	-13	-12%	1.3	Pass	Pass	90	-5	-5%	0.5	Pass	Pass	2	-9	-84%	3.7	Pass	Pass	2	1	113%	1.0	Pass	Pass
Princes Risborough	SB	50974-10286	90	11	1	102	92	-10	-10%	1.0	Pass	Pass	87	-4	-4%	0.4	Pass	Pass	4	-7	-67%	2.7	Pass	Pass	2	1	64%	0.6	Pass	Pass
Aylesbury	WB	11935-52889	707	90	18	815	780	-36	-4%	1.3	Pass	Pass	687	-20	-3%	0.8	Pass	Pass	75	-15	-17%	1.7	Pass	Pass	18	0	0%	0.0	Pass	Pass
Aylesbury	EB	52889-11935	602	77	15	695	586	-108	-16%	4.3	Fail	Pass	488	-114	-19%	4.9	Fail	Pass	82	5	7%	0.6	Pass	Pass	16	1	4%	0.1	Pass	Pass
Aylesbury	NB	12740-51650	163	16	-	179	177	-2	-1%	0.2	Pass	Pass	155	-8	-5%	0.6	Pass	Pass	16	0	-1%	0.0	Pass	Pass	6	6		3.4	Pass	Pass
Aylesbury	SB	51650-12740	272	42	7	321	320	-1	0%	0.1	Pass	Pass	269	-3	-1%	0.2	Pass	Pass	42	0	1%	0.1	Pass	Pass	8	1	15%	0.4	Pass	Pass
Marlow	WB	12880-51655	67	25	4	96	80	-16	-16%	1.7	Pass	Pass	62	-4	-6%	0.5	Pass	Pass	18	-8	-30%	1.6	Pass	Pass	0	-4	-94%	2.6	Pass	Pass
Marlow	EB	51655-12880	113	8	4	125	110	-15	-12%	1.4	Pass	Pass	107	-6	-5%	0.6	Pass	Pass	2	-6	-70%	2.5	Pass	Pass	0	-4	-90%	2.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	WB	13425-51989	72	9	1	82	80	-2	-2%	0.2	Pass	Pass	72	-1	-1%	0.1	Pass	Pass	8	-1	-9%	0.3	Pass	Pass	1	0	-24%	0.2	Pass	Pass
Milton Keynes	EB	51989-13425	82	10	1	93	84	-9	-9%	0.9	Pass	Pass	77	-5	-6%	0.5	Pass	Pass	6	-4	-41%	1.4	Pass	Pass	1	0	0%	0.0	Pass	Pass
High Wycombe	SB	14246-51434	665	57	6	728	871	143	20%	5.1	Fail	Fail	785	120	18%	4.5	Fail	Pass	75	18	31%	2.2	Pass	Pass	11	5	88%	1.8	Pass	Pass
High Wycombe	NB	51434-14246	507	76	12	595	698	103	17%	4.0	Fail	Pass	594	87	17%	3.7	Pass	Pass	88	12	16%	1.4	Pass	Pass	15	3	27%	0.9	Pass	Pass
Milton Keynes	NB	51028-51922	174	21	2	197	188	-9	-5%	0.6	Pass	Pass	172	-2	-1%	0.2	Pass	Pass	14	-7	-33%	1.6	Pass	Pass	2	0	5%	0.1	Pass	Pass
Milton Keynes	SB	51922-51028	124	15	2	140	124	-16	-12%	1.4	Pass	Pass	111	-13	-10%	1.2	Pass	Pass	11	-4	-28%	1.2	Pass	Pass	2	1	44%	0.5	Pass	Pass
High Wycombe	WB	16417-51420	727	111	15	853	801	-52	-6%	1.8	Pass	Pass	675	-52	-7%	2.0	Pass	Pass	110	-1	-1%	0.1	Pass	Pass	15	0	1%	0.0	Pass	Pass
High Wycombe	EB	51420-16417	661	86	12	759	607	-152	-20%	5.8	Fail	Fail	537	-124	-19%	5.1	Fail	Fail	60	-25	-30%	3.0	Pass	Pass	9	-3	-21%	0.8	Pass	Pass
Leighton Buzzard	WB	51776-51906	750	98	19	867	831	-36	-4%	1.2	Pass	Pass	708	-42	-6%	1.6	Pass	Pass	99	1	1%	0.1	Pass	Pass	25	5	28%	1.1	Pass	Pass
Leighton Buzzard	EB	51906-51776	827	108	21	956	874	-82	-9%	2.7	Pass	Pass	770	-57	-7%	2.0	Pass	Pass	89	-19	-17%	1.9	Pass	Pass	15	-7	-31%	1.6	Pass	Pass
Aylesbury	WB	17223-51952	704	92	18	814	780	-34	-4%	1.2	Pass	Pass	668	-36	-5%	1.4	Pass	Pass	93	1	1%	0.1	Pass	Pass	19	1	5%	0.2	Pass	Pass
Aylesbury	EB	51952-17223	678	88	17	784	744	-40	-5%	1.5	Pass	Pass	638	-40	-6%	1.6	Pass	Pass	87	-1	-1%	0.1	Pass	Pass	18	1	4%	0.2	Pass	Pass
Aylesbury	EB	16488-52599	179	23	5	207	193	-14	-7%	1.0	Pass	Pass	163	-16	-9%	1.2	Pass	Pass	21	-2	-8%	0.4	Pass	Pass	9	4	90%	1.6	Pass	Pass
Aylesbury	WB	52599-16488	202	26	5	234	259	25	11%	1.6	Pass	Pass	220	18	9%	1.2	Pass	Pass	27	1	4%	0.2	Pass	Pass	12	6	122%	2.2	Pass	Pass
Beaconsfield	SB	18692-50957	618	81	16	715	688	-27	-4%	1.0	Pass	Pass	603	-16	-3%	0.6	Pass	Pass	75	-6	-7%	0.7	Pass	Pass	10	-6	-37%	1.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Beaconsfield	NB	50957-18692	240	31	6	277	286	9	3%	0.5	Pass	Pass	249	10	4%	0.6	Pass	Pass	32	1	2%	0.1	Pass	Pass	4	-2	-27%	0.7	Pass	Pass
Tring	WB	19041-51960	309	28	6	342	407	64	19%	3.3	Pass	Pass	359	50	16%	2.7	Pass	Pass	37	9	34%	1.7	Pass	Pass	11	5	81%	1.7	Pass	Pass
Tring	EB	51960-19041	192	24	7	223	206	-17	-8%	1.2	Pass	Pass	169	-22	-12%	1.7	Pass	Pass	28	4	16%	0.7	Pass	Pass	9	2	22%	0.5	Pass	Pass
Leighton Buzzard	WB	16189-51020	67	8	1	76	89	13	17%	1.5	Pass	Pass	73	6	9%	0.7	Pass	Pass	12	4	48%	1.2	Pass	Pass	4	3	389%	2.1	Pass	Pass
Leighton Buzzard	EB	51020-16189	104	13	1	118	121	3	3%	0.3	Pass	Pass	105	0	0%	0.0	Pass	Pass	13	0	2%	0.1	Pass	Pass	4	2	189%	1.5	Pass	Pass
High Wycombe	EB	13834-51460	611	71	9	691	650	-41	-6%	1.6	Pass	Pass	573	-37	-6%	1.5	Pass	Pass	67	-4	-6%	0.5	Pass	Pass	10	0	5%	0.1	Pass	Pass
High Wycombe	WB	51460-13834	278	47	11	336	362	26	8%	1.4	Pass	Pass	303	25	9%	1.4	Pass	Pass	48	1	3%	0.2	Pass	Pass	11	0	-2%	0.1	Pass	Pass
High Wycombe	NB	38213-51401	232	36	-	268	286	18	7%	1.1	Pass	Pass	235	3	1%	0.2	Pass	Pass	48	12	32%	1.8	Pass	Pass	4	4		2.8	Pass	Pass
High Wycombe	SB	51401-38213	410	43	-	453	472	19	4%	0.9	Pass	Pass	428	18	4%	0.9	Pass	Pass	41	-2	-4%	0.3	Pass	Pass	3	3		2.5	Pass	Pass
Aylesbury	WB	38106-52192	752	96	58	905	944	38	4%	1.3	Pass	Pass	751	-1	0%	0.0	Pass	Pass	129	34	35%	3.2	Pass	Pass	63	5	9%	0.6	Pass	Pass
Aylesbury	EB	52192-38106	712	101	53	865	876	11	1%	0.4	Pass	Pass	735	23	3%	0.9	Pass	Pass	100	-1	-1%	0.1	Pass	Pass	41	-12	-22%	1.7	Pass	Pass
Amersham	EB	21552-51144	674	88	17	779	777	-2	0%	0.1	Pass	Pass	676	2	0%	0.1	Pass	Pass	86	-2	-2%	0.2	Pass	Pass	15	-3	-15%	0.6	Pass	Pass
Amersham	WB	51144-21552	564	74	14	652	668	16	2%	0.6	Pass	Pass	577	13	2%	0.5	Pass	Pass	78	5	6%	0.5	Pass	Pass	13	-2	-11%	0.4	Pass	Pass
Amersham	SB	20557-50941	631	107	6	744	678	-66	-9%	2.5	Pass	Pass	572	-59	-9%	2.4	Pass	Pass	96	-11	-11%	1.1	Pass	Pass	11	5	89%	1.8	Pass	Pass
Amersham	NB	50941-20557	451	77	4	532	540	8	2%	0.4	Pass	Pass	454	3	1%	0.1	Pass	Pass	76	-1	-1%	0.1	Pass	Pass	10	6	153%	2.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	EB	12267-51469	874	102	31	1,007	983	-24	-2%	0.8	Pass	Pass	858	-15	-2%	0.5	Pass	Pass	95	-6	-6%	0.7	Pass	Pass	29	-2	-8%	0.4	Pass	Pass
High Wycombe	WB	51469-12267	883	119	17	1,019	1,065	46	5%	1.4	Pass	Pass	923	40	5%	1.3	Pass	Pass	123	4	3%	0.3	Pass	Pass	19	2	13%	0.5	Pass	Pass
High Wycombe	NB	38635-51384	295	28	3	326	309	-17	-5%	0.9	Pass	Pass	278	-16	-6%	1.0	Pass	Pass	29	1	4%	0.2	Pass	Pass	2	-1	-46%	0.9	Pass	Pass
High Wycombe	SB	51384-38635	613	57	2	672	688	16	2%	0.6	Pass	Pass	632	20	3%	0.8	Pass	Pass	53	-4	-7%	0.5	Pass	Pass	2	0	20%	0.3	Pass	Pass
Beaconsfield	WB	19665-50705	337	42	4	383	364	-19	-5%	1.0	Pass	Pass	324	-12	-4%	0.7	Pass	Pass	38	-4	-10%	0.6	Pass	Pass	1	-3	-70%	1.8	Pass	Pass
Beaconsfield	EB	50705-19665	170	21	2	194	204	10	5%	0.7	Pass	Pass	175	4	2%	0.3	Pass	Pass	28	7	31%	1.3	Pass	Pass	2	0	-22%	0.3	Pass	Pass
Beaconsfield	WB	19710-50689	175	33	6	214	239	25	12%	1.7	Pass	Pass	192	17	10%	1.2	Pass	Pass	39	6	19%	1.0	Pass	Pass	9	2	41%	0.9	Pass	Pass
Beaconsfield	EB	50689-19710	265	25	3	293	303	10	3%	0.6	Pass	Pass	268	3	1%	0.2	Pass	Pass	29	3	13%	0.6	Pass	Pass	7	4	126%	1.7	Pass	Pass
Beaconsfield	NB	19513-50699	586	62	6	653	571	-83	-13%	3.3	Pass	Pass	514	-72	-12%	3.1	Pass	Pass	50	-12	-19%	1.6	Pass	Pass	7	1	13%	0.3	Pass	Pass
Beaconsfield	SB	50699-19513	530	31	9	571	499	-71	-13%	3.1	Pass	Pass	458	-72	-14%	3.3	Pass	Pass	28	-3	-10%	0.6	Pass	Pass	13	4	44%	1.2	Pass	Pass
High Wycombe	NB	51288-14258	757	99	19	875	943	68	8%	2.3	Pass	Pass	807	50	7%	1.8	Pass	Pass	111	13	13%	1.2	Pass	Pass	25	6	29%	1.2	Pass	Pass
Princes Risborough	SB	10069-51340	330	59	10	399	364	-35	-9%	1.8	Pass	Pass	320	-10	-3%	0.5	Pass	Pass	40	-19	-32%	2.6	Pass	Pass	3	-7	-67%	2.6	Pass	Pass
Princes Risborough	NB	51340-10069	286	40	13	339	277	-62	-18%	3.5	Pass	Pass	254	-32	-11%	2.0	Pass	Pass	19	-21	-53%	3.9	Pass	Pass	5	-8	-64%	2.8	Pass	Pass
Princes Risborough	SB	9935-51308	379	48	10	437	449	12	3%	0.6	Pass	Pass	409	30	8%	1.5	Pass	Pass	40	-8	-16%	1.2	Pass	Pass	-	-10	-100%	4.4	Pass	Pass
Princes Risborough	NB	51308-9935	173	38	9	220	234	14	6%	0.9	Pass	Pass	196	23	13%	1.7	Pass	Pass	38	0	-1%	0.1	Pass	Pass	-	-9	-100%	4.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Marlow	NB	39177-51274	429	52	5	486	462	-24	-5%	1.1	Pass	Pass	413	-16	-4%	0.8	Pass	Pass	45	-7	-14%	1.1	Pass	Pass	4	-1	-19%	0.5	Pass	Pass
Marlow	SB	51274-39177	568	69	7	643	619	-25	-4%	1.0	Pass	Pass	547	-21	-4%	0.9	Pass	Pass	66	-2	-3%	0.3	Pass	Pass	5	-2	-22%	0.6	Pass	Pass
Slough	SB	50848-50855	151	18	2	171	264	94	55%	6.4	Pass	Fail	229	79	52%	5.7	Pass	Fail	28	10	56%	2.1	Pass	Pass	7	5	262%	2.4	Pass	Pass
Slough	NB	50855-50848	323	39	4	366	420	54	15%	2.7	Pass	Pass	372	49	15%	2.6	Pass	Pass	40	1	4%	0.2	Pass	Pass	8	4	104%	1.7	Pass	Pass
High Wycombe	EB	37463-51435	176	21	2	199	285	86	43%	5.5	Pass	Fail	250	74	42%	5.1	Pass	Fail	30	9	41%	1.7	Pass	Pass	5	3	135%	1.5	Pass	Pass
High Wycombe	WB	51435-37463	241	29	3	274	267	-7	-3%	0.4	Pass	Pass	239	-3	-1%	0.2	Pass	Pass	24	-5	-17%	0.9	Pass	Pass	4	1	26%	0.4	Pass	Pass
Aylesbury	EB	13585-51940	716	115	26	857	754	-103	-12%	3.6	Pass	Pass	628	-89	-12%	3.4	Pass	Pass	108	-7	-6%	0.6	Pass	Pass	19	-8	-29%	1.6	Pass	Pass
Aylesbury	WB	51940-13585	573	53	20	647	620	-27	-4%	1.1	Pass	Pass	545	-28	-5%	1.2	Pass	Pass	57	4	7%	0.5	Pass	Pass	18	-2	-10%	0.5	Pass	Pass
High Wycombe	EB	40064-51361	727	95	19	841	647	-194	-23%	7.1	Fail	Fail	556	-171	-24%	6.8	Fail	Fail	77	-18	-18%	1.9	Pass	Pass	13	-5	-29%	1.3	Pass	Pass
High Wycombe	WB	51361-40064	676	88	17	782	625	-157	-20%	5.9	Fail	Fail	545	-131	-19%	5.3	Fail	Fail	70	-19	-21%	2.1	Pass	Pass	11	-7	-38%	1.7	Pass	Pass
Winslow	EB	9135-51819	477	89	16	582	537	-45	-8%	1.9	Pass	Pass	445	-32	-7%	1.5	Pass	Pass	77	-12	-13%	1.3	Pass	Pass	15	-1	-8%	0.3	Pass	Pass
Winslow	WB	51819-9135	521	73	16	611	621	10	2%	0.4	Pass	Pass	529	8	2%	0.4	Pass	Pass	74	1	2%	0.1	Pass	Pass	17	1	6%	0.2	Pass	Pass
Marlow	SB	39870-50461	499	54	-	553	455	-98	-18%	4.4	Pass	Pass	404	-95	-19%	4.5	Pass	Pass	51	-3	-6%	0.5	Pass	Pass	-	0			Pass	Fail
Marlow	NB	50461-39870	392	38	2	432	348	-84	-19%	4.3	Pass	Pass	315	-77	-20%	4.1	Pass	Pass	33	-5	-14%	0.9	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Aylesbury	EB	40247-52232	601	99	6	706	652	-54	-8%	2.1	Pass	Pass	557	-44	-7%	1.8	Pass	Pass	88	-11	-11%	1.1	Pass	Pass	7	1	24%	0.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	52232-40247	710	107	3	820	797	-23	-3%	0.8	Pass	Pass	679	-31	-4%	1.2	Pass	Pass	111	3	3%	0.3	Pass	Pass	8	5	150%	2.0	Pass	Pass
High Wycombe	EB	13366-38171	773	116	43	932	929	-3	0%	0.1	Pass	Pass	769	-4	-1%	0.1	Pass	Pass	117	1	1%	0.1	Pass	Pass	43	0	-1%	0.0	Pass	Pass
High Wycombe	WB	38171-13366	980	143	31	1,154	1,144	-10	-1%	0.3	Pass	Pass	976	-4	0%	0.1	Pass	Pass	137	-6	-4%	0.5	Pass	Pass	32	1	3%	0.2	Pass	Pass
Aylesbury	NB	11744-54018	1,136	148	29	1,313	1,569	256	19%	6.7	Fail	Fail	1,368	233	20%	6.6	Fail	Fail	170	21	14%	1.7	Pass	Pass	31	2	6%	0.3	Pass	Pass
Marlow	SB	12534-54076	504	45	8	557	546	-11	-2%	0.5	Pass	Pass	496	-8	-2%	0.4	Pass	Pass	44	-1	-1%	0.1	Pass	Pass	5	-3	-33%	1.0	Pass	Pass
Marlow	NB	54076-12534	478	46	6	530	514	-16	-3%	0.7	Pass	Pass	466	-12	-3%	0.6	Pass	Pass	43	-3	-6%	0.4	Pass	Pass	5	-1	-19%	0.5	Pass	Pass
Gerrards Cross	NB	290555-290573	424	59	2	485	439	-46	-9%	2.1	Pass	Pass	396	-28	-6%	1.4	Pass	Pass	41	-18	-31%	2.6	Pass	Pass	2	0	-15%	0.2	Pass	Pass
Gerrards Cross	SB	290573-290555	398	48	8	453	398	-55	-12%	2.7	Pass	Pass	357	-40	-10%	2.1	Pass	Pass	37	-11	-24%	1.7	Pass	Pass	4	-4	-47%	1.5	Pass	Pass
Beaconsfield	NB	290158-290178	715	97	19	831	811	-20	-2%	0.7	Pass	Pass	700	-15	-2%	0.6	Pass	Pass	91	-6	-7%	0.7	Pass	Pass	20	1	4%	0.2	Pass	Pass
Beaconsfield	SB	290178-290158	674	108	20	802	828	26	3%	0.9	Pass	Pass	701	27	4%	1.0	Pass	Pass	103	-5	-5%	0.5	Pass	Pass	24	4	20%	0.9	Pass	Pass
Iver	NB	290835-290867	854	119	72	1,045	1,164	119	11%	3.6	Pass	Pass	946	92	11%	3.1	Pass	Pass	147	28	23%	2.4	Pass	Pass	72	0	0%	0.0	Pass	Pass
Iver	SB	290867-290835	823	128	54	1,004	1,124	120	12%	3.7	Pass	Pass	911	88	11%	3.0	Pass	Pass	156	28	22%	2.4	Pass	Pass	57	4	7%	0.5	Pass	Pass
Gerrards Cross	WB	290601-290628	1,109	148	28	1,285	1,167	-118	-9%	3.4	Pass	Pass	1,006	-103	-9%	3.2	Pass	Pass	136	-12	-8%	1.0	Pass	Pass	26	-2	-7%	0.4	Pass	Pass
Slough	SB	290592-290570	670	89	17	776	775	-2	0%	0.1	Pass	Pass	668	-2	0%	0.1	Pass	Pass	86	-2	-2%	0.2	Pass	Pass	20	3	16%	0.7	Pass	Pass
Gerrards Cross	SB	290590-290581	647	83	4	734	718	-16	-2%	0.6	Pass	Pass	634	-13	-2%	0.5	Pass	Pass	78	-4	-5%	0.5	Pass	Pass	5	1	34%	0.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	WB	291033-290981	3,464	218	258	3,940	4,032	92	2%	1.5	Pass	Pass	3,534	69	2%	1.2	Pass	Pass	234	16	7%	1.1	Pass	Pass	264	6	3%	0.4	Pass	Pass
Iver	EB	290707-290880	4,173	501	608	5,283	5,251	-31	-1%	0.4	Pass	Pass	4,159	-15	0%	0.2	Pass	Pass	490	-11	-2%	0.5	Pass	Pass	603	-5	-1%	0.2	Pass	Pass
Iver	WB	290883-290704	4,676	312	479	5,467	5,439	-27	-1%	0.4	Pass	Pass	4,641	-34	-1%	0.5	Pass	Pass	306	-5	-2%	0.3	Pass	Pass	491	13	3%	0.6	Pass	Pass
Slough	NB	290566-290584	968	128	25	1,121	1,134	13	1%	0.4	Pass	Pass	974	6	1%	0.2	Pass	Pass	131	3	2%	0.3	Pass	Pass	29	4	17%	0.8	Pass	Pass
Gerrards Cross	NB	290626-290594	738	95	20	853	918	65	8%	2.2	Pass	Pass	785	47	6%	1.7	Pass	Pass	112	18	19%	1.7	Pass	Pass	21	1	3%	0.2	Pass	Pass
Gerrards Cross	NB	290580-290588	364	35	7	406	380	-26	-6%	1.3	Pass	Pass	340	-25	-7%	1.3	Pass	Pass	34	-1	-2%	0.1	Pass	Pass	6	-1	-14%	0.4	Pass	Pass
Slough	EB	290239-290257	190	23	2	215	363	148	69%	8.7	Fail	Fail	324	134	71%	8.4	Fail	Fail	30	7	33%	1.5	Pass	Pass	9	6	262%	2.6	Pass	Pass
Slough	WB	290257-290239	203	24	3	230	310	80	35%	4.9	Pass	Pass	280	77	38%	4.9	Pass	Pass	25	1	3%	0.2	Pass	Pass	5	3	102%	1.3	Pass	Pass
Iver	EB	290708-290658	794	104	20	918	938	20	2%	0.6	Pass	Pass	809	15	2%	0.5	Pass	Pass	108	5	5%	0.5	Pass	Pass	20	0	-2%	0.1	Pass	Pass
Iver	WB	290663-290712	1,092	142	28	1,262	1,167	-95	-7%	2.7	Pass	Pass	1,006	-86	-8%	2.7	Pass	Pass	136	-7	-5%	0.6	Pass	Pass	26	-2	-6%	0.3	Pass	Pass
Iver	SB	290691-290694	28	4	1	33	28	-5	-15%	0.9	Pass	Pass	16	-12	-44%	2.6	Pass	Pass	12	8	215%	3.0	Pass	Pass	-	-1	-100%	1.6	Pass	Pass
Iver	NB	290694-290691	69	3	-	73	68	-5	-7%	0.6	Pass	Pass	61	-8	-11%	1.0	Pass	Pass	6	3	95%	1.4	Pass	Pass	-	0			Pass	Fail
Iver	EB	290979-291034	3,359	230	339	3,927	4,007	79	2%	1.3	Pass	Pass	3,416	57	2%	1.0	Pass	Pass	238	8	4%	0.5	Pass	Pass	353	14	4%	0.8	Pass	Pass
Beaconsfield	WB	290679-290235	3,942	304	457	4,703	4,747	45	1%	0.7	Pass	Pass	3,982	40	1%	0.6	Pass	Pass	309	5	2%	0.3	Pass	Pass	456	-1	0%	0.0	Pass	Pass
Beaconsfield	EB	290234-290614	4,274	411	549	5,234	5,238	4	0%	0.1	Pass	Pass	4,265	-9	0%	0.1	Pass	Pass	421	10	2%	0.5	Pass	Pass	552	4	1%	0.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	EB	290880-291024	2,494	114	143	2,751	2,792	41	2%	0.8	Pass	Pass	2,524	31	1%	0.6	Pass	Pass	124	10	8%	0.9	Pass	Pass	144	1	1%	0.1	Pass	Pass
Iver	WB	291025-290883	2,452	133	164	2,749	2,748	0	0%	0.0	Pass	Pass	2,427	-24	-1%	0.5	Pass	Pass	135	3	2%	0.2	Pass	Pass	186	21	13%	1.6	Pass	Pass
Iver	NB	290765-291349	683	79	55	817	847	29	4%	1.0	Pass	Pass	707	24	4%	0.9	Pass	Pass	81	2	3%	0.2	Pass	Pass	58	3	5%	0.4	Pass	Pass
Iver	SB	291349-290765	690	93	37	820	777	-43	-5%	1.5	Pass	Pass	673	-17	-3%	0.7	Pass	Pass	67	-26	-28%	3.0	Pass	Pass	37	0	1%	0.1	Pass	Pass
Iver	NB	290828-291408	289	68	1	359	348	-10	-3%	0.5	Pass	Pass	284	-5	-2%	0.3	Pass	Pass	63	-5	-8%	0.7	Pass	Pass	2	1	56%	0.5	Pass	Pass
Iver	SB	291408-290828	386	83	3	471	361	-110	-23%	5.4	Fail	Fail	282	-103	-27%	5.7	Fail	Fail	76	-6	-7%	0.7	Pass	Pass	2	-1	-26%	0.5	Pass	Pass
Iver	EB	290688-291624	458	60	12	530	503	-27	-5%	1.2	Pass	Pass	430	-29	-6%	1.4	Pass	Pass	61	1	1%	0.1	Pass	Pass	13	1	12%	0.4	Pass	Pass
Iver	WB	291624-290688	618	81	16	714	656	-58	-8%	2.2	Pass	Pass	566	-51	-8%	2.1	Pass	Pass	76	-5	-6%	0.5	Pass	Pass	14	-2	-12%	0.5	Pass	Pass
Slough	SB	291591-291592	452	59	12	522	453	-69	-13%	3.1	Pass	Pass	392	-59	-13%	2.9	Pass	Pass	54	-5	-8%	0.6	Pass	Pass	7	-5	-41%	1.6	Pass	Pass
Slough	NB	291592-291591	471	61	12	544	472	-72	-13%	3.2	Pass	Pass	428	-43	-9%	2.0	Pass	Pass	37	-25	-40%	3.5	Pass	Pass	8	-4	-34%	1.3	Pass	Pass
Slough	NB	290426-291639	388	51	10	449	502	53	12%	2.4	Pass	Pass	441	53	14%	2.6	Pass	Pass	51	0	0%	0.0	Pass	Pass	10	0	5%	0.2	Pass	Pass
Slough	SB	291639-290426	366	48	9	423	428	5	1%	0.3	Pass	Pass	373	8	2%	0.4	Pass	Pass	48	0	0%	0.0	Pass	Pass	7	-2	-25%	0.8	Pass	Pass
Beaconsfield	WB	291633-291634	498	65	13	576	582	6	1%	0.2	Pass	Pass	505	6	1%	0.3	Pass	Pass	66	1	2%	0.2	Pass	Pass	11	-2	-16%	0.6	Pass	Pass
Beaconsfield	EB	291634-291633	635	83	16	734	669	-65	-9%	2.5	Pass	Pass	588	-47	-7%	1.9	Pass	Pass	72	-11	-14%	1.3	Pass	Pass	9	-7	-45%	2.1	Pass	Pass
Slough	SB	290450-291646	522	62	8	592	518	-73	-12%	3.1	Pass	Pass	465	-57	-11%	2.5	Pass	Pass	43	-19	-30%	2.6	Pass	Pass	10	2	29%	0.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Slough	NB	291646-290450	358	58	9	424	338	-87	-20%	4.4	Pass	Pass	249	-109	-30%	6.2	Fail	Fail	76	19	32%	2.3	Pass	Pass	12	3	40%	1.1	Pass	Pass
Iver	EB	290684-291443	954	128	135	1,217	1,199	-18	-1%	0.5	Pass	Pass	922	-32	-3%	1.0	Pass	Pass	124	-4	-3%	0.4	Pass	Pass	153	18	13%	1.5	Pass	Pass
Iver	WB	291443-290684	1,129	140	71	1,341	1,250	-91	-7%	2.5	Pass	Pass	1,044	-85	-8%	2.6	Pass	Pass	138	-2	-2%	0.2	Pass	Pass	67	-4	-5%	0.5	Pass	Pass
Iver	NB	291674-291675	110	5	2	118	108	-9	-8%	0.9	Pass	Pass	103	-7	-7%	0.7	Pass	Pass	5	0	0%	0.0	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Iver	SB	291675-291674	106	14	3	123	147	24	19%	2.0	Pass	Pass	138	32	30%	2.9	Pass	Pass	9	-4	-33%	1.3	Pass	Pass	-	-3	-100%	2.6	Pass	Pass
Iver	NB	290919-291661	601	56	23	681	621	-60	-9%	2.3	Pass	Pass	572	-29	-5%	1.2	Pass	Pass	49	-7	-13%	1.0	Pass	Pass	-	-23	-100%	6.8	Pass	Fail
Iver	SB	291661-290919	331	39	13	384	385	1	0%	0.1	Pass	Pass	348	17	5%	0.9	Pass	Pass	37	-2	-5%	0.3	Pass	Pass	-	-13	-100%	5.1	Pass	Fail
Gerrards Cross	NB	291707-291708	598	78	15	691	694	3	0%	0.1	Pass	Pass	598	1	0%	0.0	Pass	Pass	77	-1	-1%	0.1	Pass	Pass	18	3	20%	0.7	Pass	Pass
Gerrards Cross	SB	291708-291707	835	109	21	965	829	-136	-14%	4.5	Pass	Pass	712	-123	-15%	4.4	Pass	Pass	100	-9	-8%	0.9	Pass	Pass	17	-4	-19%	0.9	Pass	Pass
Slough	SB	291309-291506	513	67	13	593	529	-64	-11%	2.7	Pass	Pass	453	-60	-12%	2.7	Pass	Pass	66	-1	-1%	0.1	Pass	Pass	10	-3	-25%	1.0	Pass	Pass
Slough	NB	291506-291309	615	80	16	711	563	-148	-21%	5.9	Fail	Fail	477	-138	-22%	5.9	Fail	Fail	74	-6	-7%	0.7	Pass	Pass	12	-4	-27%	1.2	Pass	Pass
Slough	NB	290524-291573	800	29	19	847	712	-135	-16%	4.8	Fail	Pass	665	-135	-17%	5.0	Fail	Pass	37	8	29%	1.5	Pass	Pass	10	-8	-44%	2.1	Pass	Pass
Slough	SB	291573-290524	494	39	20	554	494	-60	-11%	2.6	Pass	Pass	449	-45	-9%	2.1	Pass	Pass	31	-9	-22%	1.5	Pass	Pass	14	-6	-30%	1.5	Pass	Pass
Iver	WB	291368-291686	328	39	4	372	407	35	9%	1.8	Pass	Pass	360	32	10%	1.7	Pass	Pass	40	1	3%	0.2	Pass	Pass	6	2	50%	0.9	Pass	Pass
Iver	EB	291686-291368	400	48	5	453	469	16	3%	0.7	Pass	Pass	420	20	5%	1.0	Pass	Pass	42	-6	-12%	0.8	Pass	Pass	7	2	32%	0.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	WB	291384-291683	584	76	15	675	636	-39	-6%	1.5	Pass	Pass	561	-23	-4%	1.0	Pass	Pass	69	-7	-9%	0.8	Pass	Pass	6	-9	-57%	2.6	Pass	Pass
Iver	EB	291683-291384	595	78	15	688	691	3	0%	0.1	Pass	Pass	602	7	1%	0.3	Pass	Pass	76	-2	-2%	0.2	Pass	Pass	12	-3	-18%	0.7	Pass	Pass
Iver	EB	291387-291614	893	116	23	1,032	982	-50	-5%	1.6	Pass	Pass	847	-46	-5%	1.6	Pass	Pass	114	-2	-2%	0.2	Pass	Pass	21	-2	-7%	0.3	Pass	Pass
Iver	WB	291614-291387	580	76	15	670	679	9	1%	0.3	Pass	Pass	595	16	3%	0.7	Pass	Pass	68	-8	-11%	1.0	Pass	Pass	16	1	6%	0.2	Pass	Pass
Iver	EB	291405-291684	617	80	16	713	648	-65	-9%	2.5	Pass	Pass	558	-58	-9%	2.4	Pass	Pass	81	1	1%	0.1	Pass	Pass	9	-7	-45%	2.0	Pass	Pass
Iver	WB	291684-291405	499	65	13	577	546	-31	-5%	1.3	Pass	Pass	471	-28	-6%	1.3	Pass	Pass	65	0	0%	0.0	Pass	Pass	10	-3	-23%	0.9	Pass	Pass
Gerrards Cross	SB	290579-292699	147	18	2	167	162	-4	-3%	0.3	Pass	Pass	146	-2	-1%	0.1	Pass	Pass	16	-2	-9%	0.4	Pass	Pass	1	-1	-61%	1.0	Pass	Pass
Gerrards Cross	NB	292699-290579	86	10	1	98	104	7	7%	0.7	Pass	Pass	92	6	7%	0.7	Pass	Pass	10	0	0%	0.0	Pass	Pass	1	0	33%	0.3	Pass	Pass
Slough	EB	18438-290109	324	42	8	375	479	104	28%	5.0	Fail	Fail	413	89	27%	4.6	Pass	Pass	51	8	20%	1.2	Pass	Pass	15	7	84%	2.0	Pass	Pass
Slough	WB	290109-18438	509	66	13	589	663	74	13%	2.9	Pass	Pass	536	27	5%	1.2	Pass	Pass	107	41	62%	4.4	Pass	Pass	19	6	47%	1.5	Pass	Pass
Amersham	SB	39572-293139	509	55	5	569	586	18	3%	0.7	Pass	Pass	531	22	4%	1.0	Pass	Pass	56	1	1%	0.1	Pass	Pass	-	-5	-100%	3.2	Pass	Pass
Amersham	NB	293139-39572	384	43	5	431	417	-15	-3%	0.7	Pass	Pass	378	-6	-2%	0.3	Pass	Pass	39	-4	-9%	0.6	Pass	Pass	-	-5	-100%	3.2	Pass	Pass
Amersham	EB	19538-293141	248	23	2	273	264	-9	-3%	0.6	Pass	Pass	240	-9	-4%	0.6	Pass	Pass	22	-1	-5%	0.2	Pass	Pass	3	1	28%	0.4	Pass	Pass
Amersham	WB	293141-19538	97	17	-	114	117	3	3%	0.3	Pass	Pass	99	1	1%	0.1	Pass	Pass	16	-1	-4%	0.2	Pass	Pass	2	2		2.1	Pass	Pass
High Wycombe	NB	14518-586295	297	38	14	349	322	-27	-8%	1.5	Pass	Pass	278	-19	-6%	1.1	Pass	Pass	36	-2	-7%	0.4	Pass	Pass	8	-6	-40%	1.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	SB	586295-14518	439	35	8	482	370	-112	-23%	5.4	Fail	Fail	336	-103	-23%	5.2	Fail	Fail	29	-6	-17%	1.0	Pass	Pass	5	-3	-38%	1.2	Pass	Pass
Buckingham	SB	6834-6829	178	21	2	201	177	-24	-12%	1.7	Pass	Pass	163	-14	-8%	1.1	Pass	Pass	14	-7	-34%	1.7	Pass	Pass	0	-2	-98%	2.0	Pass	Pass
Buckingham	NB	6829-6834	100	12	1	113	84	-29	-25%	2.9	Pass	Pass	78	-22	-22%	2.3	Pass	Pass	6	-5	-46%	1.8	Pass	Pass	0	-1	-99%	1.5	Pass	Pass
Buckingham	WB	50991-700051	74	19	9	102	106	4	4%	0.4	Pass	Pass	86	12	16%	1.3	Pass	Pass	20	1	7%	0.3	Pass	Pass	-	-9	-100%	4.2	Pass	Pass
Buckingham	EB	700051-50991	129	19	6	154	126	-28	-18%	2.4	Pass	Pass	112	-17	-13%	1.6	Pass	Pass	14	-5	-28%	1.3	Pass	Pass	-	-6	-100%	3.5	Pass	Pass
Aylesbury	EB	10100-10577	875	107	31	1,013	1,036	23	2%	0.7	Pass	Pass	897	22	3%	0.8	Pass	Pass	109	2	2%	0.2	Pass	Pass	30	-1	-4%	0.2	Pass	Pass
Aylesbury	WB	10577-10100	1,020	165	26	1,211	1,250	39	3%	1.1	Pass	Pass	1,061	41	4%	1.3	Pass	Pass	165	0	0%	0.0	Pass	Pass	23	-3	-10%	0.5	Pass	Pass
Aylesbury	NB	10597-12607	144	17	2	163	165	3	2%	0.2	Pass	Pass	134	-10	-7%	0.9	Pass	Pass	26	8	49%	1.8	Pass	Pass	6	4	242%	2.2	Pass	Pass
Aylesbury	SB	12607-10597	145	17	2	164	194	30	19%	2.3	Pass	Pass	162	17	12%	1.4	Pass	Pass	25	7	43%	1.6	Pass	Pass	8	6	344%	2.8	Pass	Pass
Aylesbury	NB	13289-13775	550	72	14	636	611	-25	-4%	1.0	Pass	Pass	525	-25	-5%	1.1	Pass	Pass	69	-2	-3%	0.3	Pass	Pass	17	3	19%	0.7	Pass	Pass
Aylesbury	SB	13775-13289	763	100	20	882	801	-81	-9%	2.8	Pass	Pass	677	-86	-11%	3.2	Pass	Pass	97	-2	-2%	0.2	Pass	Pass	27	7	36%	1.5	Pass	Pass
Aylesbury	EB	12362-39842	930	123	24	1,076	1,011	-66	-6%	2.0	Pass	Pass	869	-60	-6%	2.0	Pass	Pass	115	-8	-6%	0.7	Pass	Pass	26	2	10%	0.5	Pass	Pass
Aylesbury	WB	39842-12362	894	118	23	1,035	1,112	77	7%	2.4	Pass	Pass	960	66	7%	2.2	Pass	Pass	124	6	5%	0.5	Pass	Pass	28	5	22%	1.0	Pass	Pass
Aylesbury	SB	10325-40269	593	77	15	686	718	32	5%	1.2	Pass	Pass	605	12	2%	0.5	Pass	Pass	91	14	18%	1.5	Pass	Pass	22	6	41%	1.5	Pass	Pass
Aylesbury	NB	40269-10325	382	50	10	442	525	83	19%	3.8	Pass	Pass	437	55	14%	2.7	Pass	Pass	64	14	28%	1.8	Pass	Pass	24	14	142%	3.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	EB	8876-51843	499	65	13	577	606	29	5%	1.2	Pass	Pass	523	24	5%	1.1	Pass	Pass	69	4	6%	0.5	Pass	Pass	13	1	4%	0.2	Pass	Pass
Aylesbury	WB	51843-8876	739	96	19	854	823	-31	-4%	1.1	Pass	Pass	706	-32	-4%	1.2	Pass	Pass	98	1	1%	0.1	Pass	Pass	19	0	3%	0.1	Pass	Pass
Aylesbury	SB	10780-51793	542	77	11	630	705	75	12%	2.9	Pass	Pass	603	61	11%	2.5	Pass	Pass	83	6	8%	0.7	Pass	Pass	19	8	69%	2.0	Pass	Pass
Aylesbury	NB	51793-10780	378	69	11	458	509	51	11%	2.3	Pass	Pass	410	32	8%	1.6	Pass	Pass	75	6	9%	0.7	Pass	Pass	24	13	116%	3.1	Pass	Pass
Aylesbury	EB	13067-140010	1,052	139	27	1,218	1,351	133	11%	3.7	Pass	Pass	1,156	103	10%	3.1	Pass	Pass	158	19	14%	1.5	Pass	Pass	37	11	39%	1.9	Pass	Pass
Aylesbury	WB	140010-13067	1,117	148	29	1,293	1,320	27	2%	0.8	Pass	Pass	1,129	12	1%	0.3	Pass	Pass	154	6	4%	0.5	Pass	Pass	38	9	33%	1.6	Pass	Pass
Aylesbury	EB	9078-8000055	144	10	-	154	154	0	0%	0.0	Pass	Pass	128	-16	-11%	1.3	Pass	Pass	12	2	19%	0.6	Pass	Pass	14	14		5.3	Pass	Fail
Aylesbury	WB	8000055-9078	64	2	1	67	81	14	21%	1.6	Pass	Pass	72	8	13%	1.0	Pass	Pass	4	2	81%	1.0	Pass	Pass	5	4	418%	2.4	Pass	Pass
Aylesbury	EB	11692-11742	739	78	6	823	924	101	12%	3.4	Pass	Pass	820	81	11%	2.9	Pass	Pass	94	16	21%	1.7	Pass	Pass	11	4	68%	1.5	Pass	Pass
Aylesbury	WB	11742-11692	610	64	5	679	679	0	0%	0.0	Pass	Pass	615	5	1%	0.2	Pass	Pass	57	-7	-11%	0.9	Pass	Pass	7	2	30%	0.6	Pass	Pass
Aylesbury	EB	11403-11450	947	120	32	1,099	1,140	41	4%	1.2	Pass	Pass	987	40	4%	1.3	Pass	Pass	121	1	1%	0.1	Pass	Pass	31	0	0%	0.0	Pass	Pass
Aylesbury	WB	11450-11403	817	103	27	948	1,005	58	6%	1.8	Pass	Pass	828	11	1%	0.4	Pass	Pass	132	29	28%	2.7	Pass	Pass	45	17	64%	2.9	Pass	Pass
Aylesbury	NB	12529-13469	439	80	16	535	543	8	2%	0.3	Pass	Pass	449	11	2%	0.5	Pass	Pass	77	-4	-5%	0.4	Pass	Pass	17	1	7%	0.3	Pass	Pass
Aylesbury	SB	13469-12529	569	157	11	737	682	-56	-8%	2.1	Pass	Pass	528	-41	-7%	1.8	Pass	Pass	141	-16	-10%	1.3	Pass	Pass	13	2	14%	0.4	Pass	Pass
Aylesbury	NB	14165-38008	320	26	8	355	282	-73	-21%	4.1	Pass	Pass	250	-70	-22%	4.1	Pass	Pass	22	-5	-17%	0.9	Pass	Pass	10	2	21%	0.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	SB	38008-14165	415	35	11	461	432	-28	-6%	1.3	Pass	Pass	386	-29	-7%	1.5	Pass	Pass	38	3	8%	0.5	Pass	Pass	8	-2	-20%	0.7	Pass	Pass
Aylesbury	NB	15959-39904	382	43	19	444	402	-41	-9%	2.0	Pass	Pass	348	-34	-9%	1.8	Pass	Pass	39	-4	-9%	0.6	Pass	Pass	15	-4	-21%	1.0	Pass	Pass
Aylesbury	SB	39904-15959	547	62	27	636	588	-48	-8%	1.9	Pass	Pass	507	-40	-7%	1.7	Pass	Pass	59	-3	-5%	0.4	Pass	Pass	23	-5	-17%	0.9	Pass	Pass
Aylesbury	SB	10768-52264	448	53	5	506	499	-7	-1%	0.3	Pass	Pass	441	-7	-1%	0.3	Pass	Pass	51	-2	-4%	0.3	Pass	Pass	7	2	30%	0.6	Pass	Pass
Aylesbury	NB	52264-10768	691	81	9	781	721	-61	-8%	2.2	Pass	Pass	644	-47	-7%	1.8	Pass	Pass	71	-10	-13%	1.2	Pass	Pass	6	-4	-39%	1.3	Pass	Pass
Aylesbury	SB	9932-52020	273	47	7	328	307	-21	-6%	1.2	Pass	Pass	260	-14	-5%	0.8	Pass	Pass	41	-7	-14%	1.0	Pass	Pass	7	-1	-7%	0.2	Pass	Pass
Aylesbury	NB	52020-9932	170	29	4	204	241	37	18%	2.5	Pass	Pass	200	30	17%	2.2	Pass	Pass	36	7	23%	1.2	Pass	Pass	5	0	9%	0.2	Pass	Pass
Aylesbury	SB	11686-52178	155	15	1	170	131	-39	-23%	3.2	Pass	Pass	107	-48	-31%	4.2	Pass	Pass	16	2	12%	0.4	Pass	Pass	8	7	679%	3.3	Pass	Pass
Aylesbury	NB	52178-11686	83	7	-	90	84	-7	-8%	0.7	Pass	Pass	68	-15	-18%	1.8	Pass	Pass	15	8	105%	2.3	Pass	Pass	1	1		1.2	Pass	Pass
Aylesbury	SB	52092-52093	883	72	11	965	862	-103	-11%	3.4	Pass	Pass	796	-87	-10%	3.0	Pass	Pass	66	-5	-7%	0.6	Pass	Pass	-	-11	-100%	4.6	Pass	Pass
Aylesbury	NB	52093-52092	1,001	82	13	1,095	971	-124	-11%	3.9	Pass	Pass	904	-97	-10%	3.1	Pass	Pass	67	-15	-18%	1.7	Pass	Pass	-	-13	-100%	5.0	Pass	Fail
Aylesbury	NB	51897-51921	593	66	28	687	629	-58	-8%	2.3	Pass	Pass	543	-50	-8%	2.1	Pass	Pass	69	2	3%	0.3	Pass	Pass	18	-11	-38%	2.3	Pass	Pass
Aylesbury	SB	51921-51897	962	107	47	1,117	991	-126	-11%	3.9	Pass	Pass	864	-98	-10%	3.3	Pass	Pass	97	-10	-9%	1.0	Pass	Pass	30	-17	-36%	2.8	Pass	Pass
Aylesbury	SB	16706-52395	103	12	3	118	153	35	30%	3.0	Pass	Pass	127	24	23%	2.2	Pass	Pass	26	15	126%	3.4	Pass	Pass	-	-3	-100%	2.5	Pass	Pass
Aylesbury	NB	52395-16706	40	4	1	45	86	41	91%	5.1	Pass	Fail	76	36	90%	4.7	Pass	Pass	10	6	141%	2.2	Pass	Pass	-	-1	-100%	1.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	11675-52180	644	90	64	799	739	-60	-7%	2.2	Pass	Pass	643	-1	0%	0.0	Pass	Pass	60	-31	-34%	3.5	Pass	Pass	36	-28	-44%	4.0	Pass	Pass
Aylesbury	EB	52180-11675	758	106	76	940	893	-47	-5%	1.6	Pass	Pass	706	-52	-7%	1.9	Pass	Pass	119	12	12%	1.2	Pass	Pass	68	-8	-10%	0.9	Pass	Pass
Aylesbury	EB	52098-52891	596	52	8	656	633	-23	-3%	0.9	Pass	Pass	567	-29	-5%	1.2	Pass	Pass	57	5	10%	0.7	Pass	Pass	10	1	16%	0.4	Pass	Pass
Aylesbury	WB	52891-52098	809	69	12	890	817	-73	-8%	2.5	Pass	Pass	743	-66	-8%	2.4	Pass	Pass	62	-8	-11%	0.9	Pass	Pass	12	1	6%	0.2	Pass	Pass
Aylesbury	SWB	11151-52249	462	108	108	678	598	-80	-12%	3.2	Pass	Pass	401	-61	-13%	3.0	Pass	Pass	99	-9	-8%	0.8	Pass	Pass	98	-10	-9%	1.0	Pass	Pass
Aylesbury	NEB	52249-11151	641	164	80	884	820	-64	-7%	2.2	Pass	Pass	608	-33	-5%	1.3	Pass	Pass	139	-25	-15%	2.0	Pass	Pass	73	-7	-9%	0.8	Pass	Pass
High Wycombe	NEB	39264-51366	487	118	18	624	583	-40	-6%	1.6	Pass	Pass	462	-25	-5%	1.2	Pass	Pass	108	-10	-9%	1.0	Pass	Pass	13	-5	-27%	1.2	Pass	Pass
High Wycombe	SWB	51366-39264	348	69	16	434	551	117	27%	5.3	Fail	Fail	457	108	31%	5.4	Fail	Fail	81	12	18%	1.4	Pass	Pass	13	-3	-20%	0.8	Pass	Pass
Aylesbury	NEB	51938-140011	75	14	2	91	90	-2	-2%	0.2	Pass	Pass	83	8	10%	0.8	Pass	Pass	7	-7	-53%	2.3	Pass	Pass	0	-2	-84%	1.6	Pass	Pass
Aylesbury	SWB	140011-51938	42	11	2	55	165	110	201%	10.5	Fail	Fail	151	109	261%	11.1	Fail	Fail	11	0	1%	0.0	Pass	Pass	3	1	37%	0.5	Pass	Pass
Aylesbury	NEB	52234-52233	582	79	24	684	571	-113	-17%	4.5	Fail	Pass	484	-97	-17%	4.2	Pass	Pass	74	-4	-6%	0.5	Pass	Pass	12	-12	-49%	2.7	Pass	Pass
Aylesbury	SWB	52233-52234	395	105	16	516	504	-13	-2%	0.6	Pass	Pass	398	3	1%	0.1	Pass	Pass	96	-9	-9%	0.9	Pass	Pass	10	-6	-37%	1.7	Pass	Pass
Aylesbury	SB	10916-10977	286	22	4	313	306	-7	-2%	0.4	Pass	Pass	282	-4	-1%	0.2	Pass	Pass	20	-2	-9%	0.4	Pass	Pass	3	-1	-19%	0.4	Pass	Pass
Aylesbury	NB	10977-10916	471	37	6	514	468	-46	-9%	2.1	Pass	Pass	444	-27	-6%	1.2	Pass	Pass	22	-15	-41%	2.8	Pass	Pass	2	-4	-62%	1.9	Pass	Pass
Aylesbury	SEB	11229-11278	423	54	14	491	452	-39	-8%	1.8	Pass	Pass	377	-46	-11%	2.3	Pass	Pass	56	2	4%	0.3	Pass	Pass	20	6	40%	1.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	NWB	11278-11229	330	42	11	382	465	83	22%	4.0	Pass	Pass	378	48	15%	2.6	Pass	Pass	67	26	62%	3.5	Pass	Pass	20	9	84%	2.3	Pass	Pass
Aylesbury	SWB	52231-52247	215	18	6	239	336	97	41%	5.7	Pass	Fail	286	71	33%	4.5	Pass	Pass	41	23	126%	4.2	Pass	Pass	9	3	54%	1.1	Pass	Pass
Aylesbury	NEB	52247-52231	89	7	2	99	81	-18	-18%	1.9	Pass	Pass	75	-14	-16%	1.5	Pass	Pass	4	-3	-39%	1.2	Pass	Pass	1	-1	-45%	0.8	Pass	Pass
High Wycombe	SEB	14400-51771	423	45	1	469	533	64	14%	2.9	Pass	Pass	462	39	9%	1.9	Pass	Pass	64	19	41%	2.5	Pass	Pass	7	6	610%	3.0	Pass	Pass
High Wycombe	NWB	51771-14400	361	74	2	437	548	111	26%	5.0	Fail	Fail	460	99	27%	4.9	Pass	Pass	81	7	10%	0.8	Pass	Pass	7	6	344%	2.7	Pass	Pass
High Wycombe	SWB	50865-50866	129	10	1	140	164	24	17%	1.9	Pass	Pass	149	19	15%	1.6	Pass	Pass	15	5	51%	1.5	Pass	Pass	0	-1	-98%	1.1	Pass	Pass
High Wycombe	NEB	50866-50865	104	13	1	118	142	24	20%	2.1	Pass	Pass	115	10	10%	1.0	Pass	Pass	27	14	105%	3.1	Pass	Pass	0	0	-92%	0.9	Pass	Pass
High Wycombe	SEB	15607-50864	43	3	0	47	41	-6	-12%	0.8	Pass	Pass	41	-2	-5%	0.3	Pass	Pass	0	-3	-95%	2.4	Pass	Pass	-	0	-100%	0.7	Pass	Pass
High Wycombe	NWB	50864-15607	52	7	0	59	42	-18	-30%	2.5	Pass	Pass	41	-11	-21%	1.6	Pass	Pass	0	-6	-96%	3.4	Pass	Pass	-	0	-100%	0.7	Pass	Pass
High Wycombe	EB	16659-17168	451	59	12	522	516	-6	-1%	0.3	Pass	Pass	447	-4	-1%	0.2	Pass	Pass	57	-2	-4%	0.3	Pass	Pass	12	0	4%	0.1	Pass	Pass
High Wycombe	WB	17168-16659	662	86	17	765	694	-70	-9%	2.6	Pass	Pass	607	-54	-8%	2.2	Pass	Pass	75	-11	-13%	1.3	Pass	Pass	12	-5	-28%	1.2	Pass	Pass
Aylesbury	NEB	10514-10645	763	27	14	804	744	-60	-7%	2.1	Pass	Pass	700	-63	-8%	2.3	Pass	Pass	32	5	20%	1.0	Pass	Pass	12	-2	-14%	0.6	Pass	Pass
Aylesbury	SWB	10645-10514	598	35	12	645	727	81	13%	3.1	Pass	Pass	673	76	13%	3.0	Pass	Pass	42	6	18%	1.0	Pass	Pass	12	-1	-5%	0.2	Pass	Pass
Aylesbury	SWB	11948-52206	464	21	13	498	442	-56	-11%	2.6	Pass	Pass	402	-61	-13%	2.9	Pass	Pass	29	7	34%	1.4	Pass	Pass	11	-2	-16%	0.6	Pass	Pass
Aylesbury	NEB	52206-11948	331	20	5	356	273	-83	-23%	4.7	Pass	Pass	254	-78	-23%	4.5	Pass	Pass	17	-3	-17%	0.8	Pass	Pass	3	-2	-35%	0.8	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bourne End	EB	51772-51773	773	132	16	920	749	-171	-19%	5.9	Fail	Fail	630	-142	-18%	5.4	Fail	Fail	105	-26	-20%	2.4	Pass	Pass	14	-3	-16%	0.7	Pass	Pass
Bourne End	WB	51773-51772	983	113	6	1,102	1,027	-75	-7%	2.3	Pass	Pass	914	-69	-7%	2.2	Pass	Pass	106	-6	-6%	0.6	Pass	Pass	7	1	10%	0.2	Pass	Pass
Aylesbury	WB	10895-38271	841	123	73	1,036	1,103	67	6%	2.0	Pass	Pass	899	58	7%	2.0	Pass	Pass	133	10	8%	0.9	Pass	Pass	72	-1	-1%	0.1	Pass	Pass
Aylesbury	EB	38271-10895	1,011	147	86	1,244	1,228	-16	-1%	0.5	Pass	Pass	999	-12	-1%	0.4	Pass	Pass	144	-3	-2%	0.3	Pass	Pass	85	-1	-1%	0.1	Pass	Pass
Aylesbury	SB	38009-51127	786	66	14	865	846	-19	-2%	0.7	Pass	Pass	760	-26	-3%	0.9	Pass	Pass	74	8	12%	1.0	Pass	Pass	12	-1	-10%	0.4	Pass	Pass
Aylesbury	NB	51127-38009	675	57	12	743	762	18	2%	0.7	Pass	Pass	688	12	2%	0.5	Pass	Pass	64	8	13%	1.0	Pass	Pass	10	-2	-16%	0.6	Pass	Pass
Aylesbury	EB	12754-40046	225	26	-	251	256	5	2%	0.3	Pass	Pass	229	3	2%	0.2	Pass	Pass	28	1	5%	0.3	Pass	Pass	-	0			Pass	Fail
Aylesbury	WB	40046-12754	345	41	-	386	421	35	9%	1.7	Pass	Pass	369	24	7%	1.3	Pass	Pass	52	11	26%	1.5	Pass	Pass	-	0			Pass	Fail
Aylesbury	EB	52241-52242	351	47	6	404	344	-60	-15%	3.1	Pass	Pass	295	-56	-16%	3.1	Pass	Pass	45	-2	-5%	0.3	Pass	Pass	4	-2	-34%	0.9	Pass	Pass
Aylesbury	WB	52242-52241	291	43	-	334	315	-19	-6%	1.1	Pass	Pass	269	-22	-8%	1.3	Pass	Pass	44	1	2%	0.2	Pass	Pass	1	1		1.7	Pass	Pass
High Wycombe	SB	51452-12891	580	46	3	628	717	89	14%	3.4	Pass	Pass	654	74	13%	3.0	Pass	Pass	58	12	26%	1.7	Pass	Pass	5	2	75%	1.1	Pass	Pass
High Wycombe	NB	12891-51452	376	54	4	434	429	-4	-1%	0.2	Pass	Pass	372	-3	-1%	0.2	Pass	Pass	52	-2	-3%	0.2	Pass	Pass	5	1	17%	0.3	Pass	Pass
High Wycombe	SB	13797-13834	659	48	2	709	585	-124	-18%	4.9	Fail	Pass	551	-109	-17%	4.4	Fail	Pass	32	-15	-32%	2.4	Pass	Pass	2	0	-13%	0.2	Pass	Pass
High Wycombe	NB	13834-13797	279	28	-	307	317	10	3%	0.5	Pass	Pass	284	4	2%	0.3	Pass	Pass	28	0	-1%	0.1	Pass	Pass	5	5		3.3	Pass	Pass
Bourne End	SEB	38774-16654	628	71	12	711	631	-80	-11%	3.1	Pass	Pass	568	-59	-9%	2.4	Pass	Pass	54	-18	-25%	2.2	Pass	Pass	9	-3	-23%	0.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bourne End	NWB	16654-38774	505	53	10	568	520	-48	-8%	2.1	Pass	Pass	473	-32	-6%	1.5	Pass	Pass	44	-9	-17%	1.3	Pass	Pass	3	-7	-68%	2.7	Pass	Pass
Bourne End	NEB	16455-51732	103	6	-	109	119	10	10%	1.0	Pass	Pass	94	-8	-8%	0.9	Pass	Pass	19	13	215%	3.7	Pass	Pass	6	6		3.4	Pass	Pass
Bourne End	SWB	51732-16455	263	37	3	303	275	-28	-9%	1.6	Pass	Pass	239	-23	-9%	1.5	Pass	Pass	31	-6	-15%	1.0	Pass	Pass	4	1	48%	0.7	Pass	Pass
Bourne End	NWB	17222-17181	250	27	-	277	274	-3	-1%	0.2	Pass	Pass	256	5	2%	0.3	Pass	Pass	18	-8	-31%	1.7	Pass	Pass	-	0			Pass	Fail
Bourne End	SEB	17181-17222	211	40	-	251	215	-36	-14%	2.4	Pass	Pass	180	-31	-15%	2.2	Pass	Pass	35	-5	-12%	0.8	Pass	Pass	-	0			Pass	Fail
Bourne End	SB	16247-39979	433	46	1	480	467	-13	-3%	0.6	Pass	Pass	416	-17	-4%	0.8	Pass	Pass	51	5	10%	0.7	Pass	Pass	-	-1	-100%	1.4	Pass	Pass
Bourne End	NB	39979-16247	227	46	1	274	298	25	9%	1.4	Pass	Pass	248	21	9%	1.4	Pass	Pass	51	5	10%	0.7	Pass	Pass	-	-1	-100%	1.4	Pass	Pass
Aylesbury	SB	13646-13534	897	208	25	1,131	991	-139	-12%	4.3	Pass	Pass	781	-117	-13%	4.0	Pass	Pass	187	-21	-10%	1.5	Pass	Pass	24	-2	-6%	0.3	Pass	Pass
Aylesbury	NB	13534-13646	624	70	24	718	719	1	0%	0.0	Pass	Pass	619	-5	-1%	0.2	Pass	Pass	72	2	2%	0.2	Pass	Pass	28	4	15%	0.7	Pass	Pass
High Wycombe	EB	51377-51376	147	14	2	163	166	3	2%	0.2	Pass	Pass	152	5	3%	0.4	Pass	Pass	13	-1	-8%	0.3	Pass	Pass	1	-1	-63%	1.1	Pass	Pass
High Wycombe	WB	51376-51377	252	38	-	290	272	-18	-6%	1.1	Pass	Pass	240	-12	-5%	0.8	Pass	Pass	31	-7	-18%	1.2	Pass	Pass	1	1		1.2	Pass	Pass
Aylesbury	WB	52169-11138	258	36	26	320	380	60	19%	3.2	Pass	Pass	311	53	21%	3.2	Pass	Pass	39	2	7%	0.4	Pass	Pass	30	4	16%	0.8	Pass	Pass
Aylesbury	EB	11138-52169	522	73	52	648	581	-67	-10%	2.7	Pass	Pass	460	-62	-12%	2.8	Pass	Pass	68	-5	-6%	0.6	Pass	Pass	53	1	1%	0.1	Pass	Pass
Bourne End	SB	38764-16551	495	64	2	561	548	-13	-2%	0.6	Pass	Pass	479	-16	-3%	0.7	Pass	Pass	63	-1	-2%	0.1	Pass	Pass	6	4	190%	1.9	Pass	Pass
Bourne End	NB	16551-38764	454	67	1	522	545	23	4%	1.0	Pass	Pass	460	6	1%	0.3	Pass	Pass	78	11	17%	1.3	Pass	Pass	7	6	554%	2.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Car						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	7035-40028	506	93	4	603	541	-61	-10%	2.6	Pass	Pass	447	-59	-12%	2.7	Pass	Pass	94	1	1%	0.1	Pass	Pass	-	-4	-100%	2.8	Pass	Pass
Buckingham	WB	40028-7035	500	61	3	564	601	37	7%	1.5	Pass	Pass	534	34	7%	1.5	Pass	Pass	68	7	11%	0.8	Pass	Pass	-	-3	-100%	2.5	Pass	Pass
Buckingham	WB	6809-700048	667	160	51	878	778	-100	-11%	3.5	Pass	Pass	604	-63	-9%	2.5	Pass	Pass	144	-16	-10%	1.3	Pass	Pass	29	-22	-42%	3.4	Pass	Pass
Buckingham	EB	700048-6809	635	86	51	772	784	12	2%	0.4	Pass	Pass	668	33	5%	1.3	Pass	Pass	64	-22	-26%	2.5	Pass	Pass	52	1	3%	0.2	Pass	Pass
Buckingham	NB	51829-7252	921	99	22	1,043	980	-62	-6%	2.0	Pass	Pass	877	-44	-5%	1.5	Pass	Pass	88	-11	-11%	1.2	Pass	Pass	15	-7	-30%	1.5	Pass	Pass
Buckingham	SB	7252-51829	793	102	36	931	916	-15	-2%	0.5	Pass	Pass	795	3	0%	0.1	Pass	Pass	92	-11	-10%	1.1	Pass	Pass	29	-7	-19%	1.2	Pass	Pass
Buckingham	SB	51830-7238	540	80	9	630	611	-19	-3%	0.8	Pass	Pass	523	-17	-3%	0.7	Pass	Pass	76	-4	-5%	0.5	Pass	Pass	11	2	16%	0.5	Pass	Pass
Buckingham	NB	7238-51830	461	41	9	512	518	6	1%	0.3	Pass	Pass	472	11	2%	0.5	Pass	Pass	39	-2	-5%	0.3	Pass	Pass	6	-3	-35%	1.2	Pass	Pass
Buckingham	SWB	700019-7586	740	110	34	884	914	30	3%	1.0	Pass	Pass	750	10	1%	0.4	Pass	Pass	137	27	24%	2.4	Pass	Pass	27	-7	-20%	1.2	Pass	Pass
Buckingham	NEB	7586-700019	745	101	43	889	1,007	118	13%	3.8	Pass	Pass	873	128	17%	4.5	Fail	Pass	101	0	0%	0.0	Pass	Pass	33	-10	-24%	1.7	Pass	Pass
Buckingham	NEB	8000141-7560	875	126	56	1,057	1,088	31	3%	0.9	Pass	Pass	931	56	6%	1.9	Pass	Pass	100	-26	-21%	2.4	Pass	Pass	56	0	1%	0.1	Pass	Pass
Buckingham	SWB	7560-8000141	1,067	146	44	1,257	1,151	-106	-8%	3.1	Pass	Pass	980	-87	-8%	2.7	Pass	Pass	143	-3	-2%	0.3	Pass	Pass	28	-16	-35%	2.6	Pass	Pass
Buckingham	EB	7160-7208	376	53	2	431	360	-71	-17%	3.6	Pass	Pass	311	-65	-17%	3.5	Pass	Pass	47	-6	-11%	0.8	Pass	Pass	1	-1	-27%	0.4	Pass	Pass
Buckingham	WB	7208-7160	521	64	9	594	582	-12	-2%	0.5	Pass	Pass	528	7	1%	0.3	Pass	Pass	49	-16	-24%	2.1	Pass	Pass	6	-3	-34%	1.1	Pass	Pass

Table I2 – Link calibration- IP PEAK

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Princes Risborough	SB	10686-10695	419	74	20	514	465	-49	-9%	2.2	Pass	Pass	378	-42	-10%	2.1	Pass	Pass	69	-5	-7%	0.6	Pass	Pass	18	-2	-9%	0.4	Pass	Pass
Princes Risborough	NB	10695-10686	345	70	11	426	438	12	3%	0.6	Pass	Pass	351	7	2%	0.4	Pass	Pass	73	2	3%	0.3	Pass	Pass	14	3	27%	0.9	Pass	Pass
Chesham	EB	21784-21988	139	20	2	162	158	-4	-2%	0.3	Pass	Pass	140	1	1%	0.1	Pass	Pass	16	-4	-21%	1.0	Pass	Pass	2	-1	-29%	0.5	Pass	Pass
Chesham	WB	21988-21784	131	24	4	159	150	-8	-5%	0.7	Pass	Pass	136	5	4%	0.4	Pass	Pass	14	-11	-44%	2.4	Pass	Pass	1	-2	-67%	1.5	Pass	Pass
Chesham	NB	21597-21621	301	91	12	403	370	-33	-8%	1.7	Pass	Pass	290	-11	-4%	0.6	Pass	Pass	75	-16	-18%	1.8	Pass	Pass	6	-6	-50%	2.0	Pass	Pass
Chesham	SB	21621-21597	279	82	12	374	336	-38	-10%	2.0	Pass	Pass	264	-15	-6%	0.9	Pass	Pass	64	-18	-22%	2.2	Pass	Pass	8	-4	-31%	1.2	Pass	Pass
Aylesbury	SB	11383-11392	474	87	35	596	631	35	6%	1.4	Pass	Pass	494	20	4%	0.9	Pass	Pass	86	-1	-1%	0.1	Pass	Pass	52	16	46%	2.5	Pass	Pass
Aylesbury	NB	11392-11383	524	95	28	647	656	9	1%	0.4	Pass	Pass	525	1	0%	0.0	Pass	Pass	87	-8	-8%	0.8	Pass	Pass	44	16	57%	2.7	Pass	Pass
Leighton Buzzard	SB	17599-17644	190	35	7	233	344	111	47%	6.5	Fail	Fail	284	93	49%	6.1	Pass	Fail	52	16	46%	2.5	Pass	Pass	8	1	11%	0.3	Pass	Pass
Leighton Buzzard	NB	17644-17599	215	40	8	263	347	84	32%	4.8	Pass	Pass	287	72	34%	4.6	Pass	Pass	48	8	19%	1.2	Pass	Pass	13	5	55%	1.4	Pass	Pass
High Wycombe	SB	12042-12227	225	34	4	262	264	2	1%	0.1	Pass	Pass	220	-5	-2%	0.3	Pass	Pass	37	4	11%	0.6	Pass	Pass	6	3	74%	1.2	Pass	Pass
High Wycombe	NB	12227-12042	258	45	7	309	276	-33	-11%	1.9	Pass	Pass	224	-33	-13%	2.1	Pass	Pass	46	0	1%	0.1	Pass	Pass	6	0	-3%	0.1	Pass	Pass
Bicester	EB	6472-6600	304	57	12	373	379	6	1%	0.3	Pass	Pass	302	-3	-1%	0.2	Pass	Pass	61	4	7%	0.5	Pass	Pass	16	4	35%	1.1	Pass	Pass
Bicester	WB	6600-6472	330	61	13	404	381	-23	-6%	1.1	Pass	Pass	301	-28	-9%	1.6	Pass	Pass	64	3	5%	0.4	Pass	Pass	16	3	23%	0.8	Pass	Pass
Bicester	NB	5866-5916	94	18	4	116	115	-1	0%	0.0	Pass	Pass	94	-1	-1%	0.1	Pass	Pass	11	-7	-37%	1.7	Pass	Pass	10	7	178%	2.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bicester	SB	5916-5866	85	16	3	104	103	-1	-1%	0.1	Pass	Pass	80	-5	-6%	0.6	Pass	Pass	13	-3	-19%	0.8	Pass	Pass	11	8	227%	2.8	Pass	Pass
Chesham	NB	20306-20348	790	147	31	968	979	11	1%	0.4	Pass	Pass	799	9	1%	0.3	Pass	Pass	150	3	2%	0.2	Pass	Pass	30	-1	-2%	0.1	Pass	Pass
Chesham	SB	20348-20306	924	172	36	1,133	1,099	-34	-3%	1.0	Pass	Pass	907	-17	-2%	0.6	Pass	Pass	162	-10	-6%	0.8	Pass	Pass	29	-7	-19%	1.2	Pass	Pass
Tring	EB	19367-19589	241	45	9	295	351	55	19%	3.1	Pass	Pass	290	50	21%	3.1	Pass	Pass	45	0	0%	0.0	Pass	Pass	15	5	57%	1.5	Pass	Pass
Tring	WB	19589-19367	227	43	9	278	383	104	38%	5.7	Fail	Fail	329	103	45%	6.2	Fail	Fail	38	-5	-11%	0.7	Pass	Pass	15	6	71%	1.8	Pass	Pass
Aylesbury	NB	10920-10992	595	93	21	708	663	-46	-6%	1.8	Pass	Pass	545	-50	-8%	2.1	Pass	Pass	94	1	2%	0.2	Pass	Pass	23	2	11%	0.5	Pass	Pass
Aylesbury	SB	10992-10920	598	79	17	694	609	-84	-12%	3.3	Pass	Pass	524	-73	-12%	3.1	Pass	Pass	68	-11	-14%	1.3	Pass	Pass	17	0	2%	0.1	Pass	Pass
Buckingham	SEB	7553-7566	309	54	22	384	376	-8	-2%	0.4	Pass	Pass	305	-4	-1%	0.2	Pass	Pass	44	-9	-17%	1.3	Pass	Pass	26	5	22%	1.0	Pass	Pass
Buckingham	NWB	7566-7553	245	57	19	321	325	5	2%	0.3	Pass	Pass	239	-6	-2%	0.4	Pass	Pass	64	7	12%	0.9	Pass	Pass	23	4	22%	0.9	Pass	Pass
Great Missenden	SB	16686-16890	252	57	6	315	346	31	10%	1.7	Pass	Pass	268	16	6%	1.0	Pass	Pass	62	5	10%	0.7	Pass	Pass	16	10	156%	2.9	Pass	Pass
Great Missenden	NB	16890-16686	236	56	9	301	315	15	5%	0.8	Pass	Pass	238	3	1%	0.2	Pass	Pass	63	7	12%	0.9	Pass	Pass	13	5	58%	1.5	Pass	Pass
Princes Risborough	WB	9359-8515	168	30	4	202	204	2	1%	0.1	Pass	Pass	167	-1	-1%	0.1	Pass	Pass	32	2	6%	0.3	Pass	Pass	5	1	34%	0.6	Pass	Pass
Princes Risborough	EB	8515-9359	154	28	3	185	201	16	9%	1.1	Pass	Pass	159	5	3%	0.4	Pass	Pass	37	9	34%	1.6	Pass	Pass	5	2	52%	0.8	Pass	Pass
High Wycombe	NB	14061-13632	1,406	85	100	1,591	1,688	97	6%	2.4	Pass	Pass	1,502	97	7%	2.5	Pass	Pass	98	13	16%	1.4	Pass	Pass	88	-13	-13%	1.3	Pass	Pass
Aylesbury	EB	16160-17129	517	96	20	634	635	1	0%	0.1	Pass	Pass	517	0	0%	0.0	Pass	Pass	94	-2	-3%	0.3	Pass	Pass	24	4	19%	0.8	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	WB	14630-14548	1,356	190	22	1,567	1,519	-48	-3%	1.2	Pass	Pass	1,308	-48	-4%	1.3	Pass	Pass	191	2	1%	0.1	Pass	Pass	20	-2	-7%	0.3	Pass	Pass
High Wycombe	EB	14550-14621	643	83	8	734	731	-4	0%	0.1	Pass	Pass	641	-2	0%	0.1	Pass	Pass	81	-2	-3%	0.3	Pass	Pass	8	1	8%	0.2	Pass	Pass
Marlow	EB	14034-14050	620	130	16	765	743	-22	-3%	0.8	Pass	Pass	610	-10	-2%	0.4	Pass	Pass	115	-14	-11%	1.3	Pass	Pass	18	2	13%	0.5	Pass	Pass
High Wycombe	SB	14193-14161	370	69	15	453	489	36	8%	1.7	Pass	Pass	387	17	5%	0.9	Pass	Pass	75	6	9%	0.7	Pass	Pass	28	14	93%	2.9	Pass	Pass
Aylesbury	SB	11705-11773	737	139	29	904	917	13	1%	0.4	Pass	Pass	724	-12	-2%	0.5	Pass	Pass	156	17	12%	1.4	Pass	Pass	37	8	28%	1.4	Pass	Pass
Aylesbury	WB	17075-16149	545	102	21	668	625	-43	-6%	1.7	Pass	Pass	510	-35	-7%	1.5	Pass	Pass	99	-3	-3%	0.3	Pass	Pass	17	-5	-22%	1.1	Pass	Pass
High Wycombe	SB	13842-13790	741	102	16	859	990	131	15%	4.3	Fail	Pass	819	78	11%	2.8	Pass	Pass	128	26	25%	2.4	Pass	Pass	44	27	169%	5.0	Pass	Fail
High Wycombe	NB	14150-14190	385	72	15	472	526	54	11%	2.4	Pass	Pass	424	39	10%	1.9	Pass	Pass	84	12	17%	1.4	Pass	Pass	18	3	19%	0.7	Pass	Pass
High Wycombe	SB	13611-14078	1,347	101	110	1,559	1,694	136	9%	3.4	Pass	Pass	1,471	124	9%	3.3	Pass	Pass	110	9	9%	0.9	Pass	Pass	113	3	3%	0.3	Pass	Pass
Marlow	WB	14060-14039	647	135	18	801	800	-1	0%	0.0	Pass	Pass	654	7	1%	0.3	Pass	Pass	124	-12	-9%	1.0	Pass	Pass	22	4	20%	0.8	Pass	Pass
High Wycombe	NB	13772-13821	662	109	23	794	900	106	13%	3.6	Pass	Pass	722	61	9%	2.3	Pass	Pass	138	29	27%	2.6	Pass	Pass	39	16	69%	2.9	Pass	Pass
Buckingham	EB	6018-6296	133	37	5	175	293	118	68%	7.7	Fail	Fail	194	62	46%	4.8	Pass	Pass	42	5	12%	0.7	Pass	Pass	57	52	1148%	9.4	Pass	Fail
Buckingham	WB	6296-6018	143	40	3	186	334	147	79%	9.1	Fail	Fail	254	111	77%	7.9	Fail	Fail	47	7	19%	1.1	Pass	Pass	33	29	859%	6.9	Pass	Fail
Bicester	NB	6258-6312	16	3	0	19	22	3	15%	0.6	Pass	Pass	18	3	18%	0.7	Pass	Pass	3	0	15%	0.2	Pass	Pass	-	0	-100%	0.8	Pass	Pass
Bicester	SB	6312-6258	13	2	0	16	23	7	47%	1.7	Pass	Pass	19	6	45%	1.5	Pass	Pass	4	2	75%	1.0	Pass	Pass	-	0	-100%	0.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	7166-7219	549	134	95	778	733	-45	-6%	1.6	Pass	Pass	515	-34	-6%	1.5	Pass	Pass	129	-5	-4%	0.4	Pass	Pass	89	-6	-6%	0.6	Pass	Pass
Buckingham	WB	7219-7166	604	128	72	804	717	-87	-11%	3.2	Pass	Pass	550	-54	-9%	2.2	Pass	Pass	95	-33	-26%	3.2	Pass	Pass	72	0	0%	0.0	Pass	Pass
Buckingham	EB	7490-8005	7	1	0	8	5	-3	-36%	1.1	Pass	Pass	4	-3	-45%	1.3	Pass	Pass	1	0	19%	0.2	Pass	Pass	0	0	-52%	0.2	Pass	Pass
Buckingham	WB	8005-7490	8	1	0	10	15	5	50%	1.4	Pass	Pass	9	1	13%	0.4	Pass	Pass	6	4	272%	2.2	Pass	Pass	0	0	-39%	0.2	Pass	Pass
Buckingham	EB	8203-8523	219	43	20	282	317	34	12%	2.0	Pass	Pass	226	7	3%	0.5	Pass	Pass	50	7	15%	1.0	Pass	Pass	41	21	104%	3.8	Pass	Pass
Buckingham	WB	8523-8203	286	53	25	363	374	11	3%	0.5	Pass	Pass	284	-1	0%	0.1	Pass	Pass	54	1	2%	0.2	Pass	Pass	35	10	41%	1.9	Pass	Pass
Princes Risborough	EB	8378-8735	331	63	13	407	396	-11	-3%	0.6	Pass	Pass	321	-11	-3%	0.6	Pass	Pass	62	-1	-2%	0.1	Pass	Pass	14	1	5%	0.2	Pass	Pass
Princes Risborough	WB	8735-8378	290	55	11	356	338	-17	-5%	0.9	Pass	Pass	272	-17	-6%	1.0	Pass	Pass	52	-3	-6%	0.4	Pass	Pass	14	3	26%	0.8	Pass	Pass
Winslow	EB	9414-9503	213	48	13	274	256	-19	-7%	1.1	Pass	Pass	188	-25	-12%	1.8	Pass	Pass	48	-1	-2%	0.1	Pass	Pass	20	7	59%	1.8	Pass	Pass
Winslow	WB	9503-9414	236	50	10	296	284	-12	-4%	0.7	Pass	Pass	212	-24	-10%	1.6	Pass	Pass	59	9	17%	1.2	Pass	Pass	12	3	27%	0.8	Pass	Pass
Milton Keynes	NB	10644-10867	58	16	3	77	110	33	43%	3.4	Pass	Pass	73	15	27%	1.9	Pass	Pass	22	6	40%	1.5	Pass	Pass	14	11	357%	3.8	Pass	Pass
Milton Keynes	SB	10867-10644	55	13	2	70	99	29	42%	3.2	Pass	Pass	69	14	26%	1.8	Pass	Pass	19	6	48%	1.5	Pass	Pass	11	9	463%	3.5	Pass	Pass
Aylesbury	EB	10855-11429	180	34	7	221	227	6	3%	0.4	Pass	Pass	182	2	1%	0.1	Pass	Pass	39	6	17%	0.9	Pass	Pass	6	-1	-15%	0.4	Pass	Pass
Aylesbury	WB	11429-10855	166	31	7	204	215	11	6%	0.8	Pass	Pass	173	7	4%	0.5	Pass	Pass	35	4	14%	0.7	Pass	Pass	7	1	9%	0.2	Pass	Pass
Milton Keynes	EB	10684-11648	653	122	26	800	916	116	14%	4.0	Pass	Pass	706	53	8%	2.0	Pass	Pass	135	14	11%	1.2	Pass	Pass	74	49	191%	6.9	Pass	Fail

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	WB	11648-10684	645	120	25	791	894	103	13%	3.5	Pass	Pass	705	60	9%	2.3	Pass	Pass	138	18	15%	1.5	Pass	Pass	51	26	102%	4.2	Pass	Pass
Princes Risborough	SB	11140-11650	29	5	1	34	44	10	28%	1.6	Pass	Pass	35	6	22%	1.1	Pass	Pass	7	2	40%	0.8	Pass	Pass	2	1	248%	1.3	Pass	Pass
Princes Risborough	NB	11650-11140	29	5	1	35	44	9	27%	1.5	Pass	Pass	35	6	19%	1.0	Pass	Pass	7	2	41%	0.9	Pass	Pass	2	2	298%	1.5	Pass	Pass
Princes Risborough	SB	11822-12288	38	7	1	45	64	19	41%	2.5	Pass	Pass	41	4	10%	0.6	Pass	Pass	12	5	74%	1.6	Pass	Pass	11	10	1250 %	4.1	Pass	Pass
Princes Risborough	NB	12288-11822	40	7	1	48	61	13	26%	1.7	Pass	Pass	46	5	13%	0.8	Pass	Pass	11	4	51%	1.2	Pass	Pass	4	3	410%	2.2	Pass	Pass
Great Missenden	SB	14533-14568	172	27	2	202	160	-42	-21%	3.1	Pass	Pass	147	-26	-15%	2.0	Pass	Pass	13	-14	-51%	3.1	Pass	Pass	-	-2	-100%	2.2	Pass	Pass
Great Missenden	NB	14568-14533	167	34	3	204	163	-41	-20%	3.0	Pass	Pass	144	-23	-14%	1.8	Pass	Pass	18	-15	-45%	3.0	Pass	Pass	-	-3	-100%	2.6	Pass	Pass
High Wycombe	SB	14958-15027	246	30	4	280	264	-16	-6%	1.0	Pass	Pass	231	-15	-6%	1.0	Pass	Pass	26	-5	-15%	0.9	Pass	Pass	8	4	101%	1.6	Pass	Pass
High Wycombe	NB	15027-14958	265	36	4	305	276	-29	-10%	1.7	Pass	Pass	244	-22	-8%	1.4	Pass	Pass	28	-8	-22%	1.4	Pass	Pass	4	0	5%	0.1	Pass	Pass
Leighton Buzzard	EB	15623-16554	82	15	3	100	84	-16	-16%	1.7	Pass	Pass	74	-8	-9%	0.9	Pass	Pass	9	-6	-41%	1.8	Pass	Pass	1	-3	-83%	1.9	Pass	Pass
Leighton Buzzard	WB	16554-15623	79	15	3	97	83	-14	-15%	1.5	Pass	Pass	72	-7	-9%	0.8	Pass	Pass	10	-5	-34%	1.5	Pass	Pass	1	-2	-76%	1.7	Pass	Pass
Great Missenden	SB	16668-17231	444	94	18	556	578	22	4%	0.9	Pass	Pass	454	10	2%	0.5	Pass	Pass	104	9	10%	0.9	Pass	Pass	21	2	12%	0.5	Pass	Pass
Great Missenden	NB	17231-16668	513	107	21	641	679	38	6%	1.5	Pass	Pass	534	21	4%	0.9	Pass	Pass	114	7	6%	0.6	Pass	Pass	31	10	48%	2.0	Pass	Pass
Slough	SB	17767-17787	245	42	3	290	356	66	23%	3.7	Pass	Pass	287	42	17%	2.6	Pass	Pass	57	15	35%	2.1	Pass	Pass	12	10	336%	3.5	Pass	Pass
Slough	NB	17787-17767	225	43	3	271	297	26	9%	1.5	Pass	Pass	239	14	6%	0.9	Pass	Pass	46	4	9%	0.6	Pass	Pass	11	8	235%	2.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Chesham	WB	18842-19911	17	5	1	23	38	15	65%	2.7	Pass	Pass	30	13	76%	2.7	Pass	Pass	7	2	41%	0.9	Pass	Pass	0	0	-29%	0.3	Pass	Pass
Chesham	EB	19911-18842	15	4	0	19	35	16	86%	3.1	Pass	Pass	27	12	81%	2.6	Pass	Pass	8	4	104%	1.7	Pass	Pass	0	0	161%	0.5	Pass	Pass
Chesham	SB	20028-20047	93	16	1	109	93	-17	-15%	1.7	Pass	Pass	84	-9	-9%	0.9	Pass	Pass	8	-8	-51%	2.4	Pass	Pass	1	0	8%	0.1	Pass	Pass
Chesham	NB	20047-20028	114	21	2	138	115	-23	-17%	2.1	Pass	Pass	102	-13	-11%	1.2	Pass	Pass	9	-12	-57%	3.1	Pass	Pass	4	2	91%	1.0	Pass	Pass
Princes Risborough	NB	13162-8851	2,775	256	425	3,456	3,796	340	10%	5.7	Pass	Fail	3,079	304	11%	5.6	Pass	Fail	307	51	20%	3.0	Pass	Pass	410	-15	-3%	0.7	Pass	Pass
Princes Risborough	SB	8869-13200	2,662	201	345	3,208	3,620	412	13%	7.1	Fail	Fail	3,041	379	14%	7.1	Pass	Fail	226	25	12%	1.7	Pass	Pass	353	8	2%	0.4	Pass	Pass
Buckingham	EB	5975-6380	459	135	60	654	645	-9	-1%	0.4	Pass	Pass	454	-4	-1%	0.2	Pass	Pass	140	5	3%	0.4	Pass	Pass	51	-10	-16%	1.3	Pass	Pass
Buckingham	WB	6386-6204	487	117	54	657	554	-103	-16%	4.2	Fail	Pass	410	-77	-16%	3.6	Pass	Pass	95	-22	-18%	2.1	Pass	Pass	49	-4	-8%	0.6	Pass	Pass
High Wycombe	NB	12297-38115	325	47	15	387	349	-38	-10%	2.0	Pass	Pass	298	-27	-8%	1.5	Pass	Pass	42	-6	-12%	0.8	Pass	Pass	10	-5	-36%	1.5	Pass	Pass
High Wycombe	SB	38115-12297	322	48	15	385	350	-35	-9%	1.8	Pass	Pass	296	-26	-8%	1.5	Pass	Pass	44	-4	-8%	0.6	Pass	Pass	9	-5	-37%	1.5	Pass	Pass
Amersham	NB	21217-38444	387	84	13	484	458	-25	-5%	1.2	Pass	Pass	369	-17	-5%	0.9	Pass	Pass	78	-6	-7%	0.7	Pass	Pass	11	-2	-15%	0.5	Pass	Pass
Amersham	SB	38444-21217	365	79	9	453	459	7	2%	0.3	Pass	Pass	377	12	3%	0.6	Pass	Pass	69	-10	-13%	1.1	Pass	Pass	14	5	50%	1.4	Pass	Pass
Chesham	EB	38330-38331	240	44	5	289	279	-9	-3%	0.6	Pass	Pass	244	4	2%	0.2	Pass	Pass	33	-10	-24%	1.7	Pass	Pass	2	-3	-57%	1.5	Pass	Pass
Chesham	WB	38331-38330	266	48	6	319	291	-28	-9%	1.6	Pass	Pass	254	-12	-4%	0.7	Pass	Pass	35	-13	-27%	2.0	Pass	Pass	2	-4	-67%	1.9	Pass	Pass
High Wycombe	SB	14341-38192	95	12	1	108	113	5	5%	0.5	Pass	Pass	101	6	6%	0.6	Pass	Pass	12	-1	-4%	0.2	Pass	Pass	-	-1	-100%	1.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	NB	38192-14341	86	7	0	93	98	6	6%	0.6	Pass	Pass	89	4	4%	0.4	Pass	Pass	9	2	26%	0.7	Pass	Pass	-	0	-100%	0.6	Pass	Pass
High Wycombe	NB	38597-38600	64	12	1	77	63	-14	-18%	1.7	Pass	Pass	57	-7	-12%	1.0	Pass	Pass	6	-6	-48%	1.9	Pass	Pass	0	-1	-69%	1.0	Pass	Pass
High Wycombe	SB	38600-38597	93	17	2	112	113	1	1%	0.1	Pass	Pass	94	1	1%	0.1	Pass	Pass	17	0	2%	0.1	Pass	Pass	1	-1	-29%	0.4	Pass	Pass
Beaconsfield	NB	17488-38820	374	74	11	459	379	-80	-17%	3.9	Pass	Pass	314	-60	-16%	3.2	Pass	Pass	54	-20	-27%	2.5	Pass	Pass	11	0	0%	0.0	Pass	Pass
Beaconsfield	SB	38820-17488	342	69	12	423	371	-51	-12%	2.6	Pass	Pass	305	-36	-11%	2.0	Pass	Pass	55	-14	-20%	1.8	Pass	Pass	11	-1	-8%	0.3	Pass	Pass
Beaconsfield	NB	18149-38836	240	27	2	268	203	-65	-24%	4.2	Pass	Pass	193	-47	-20%	3.2	Pass	Pass	11	-16	-60%	3.7	Pass	Pass	-	-2	-100%	2.1	Pass	Pass
Beaconsfield	SB	38836-18149	257	29	2	288	281	-7	-2%	0.4	Pass	Pass	256	-1	0%	0.0	Pass	Pass	25	-4	-15%	0.8	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Beaconsfield	NB	18619-38849	148	14	2	164	172	8	5%	0.6	Pass	Pass	154	6	4%	0.5	Pass	Pass	18	4	26%	0.9	Pass	Pass	-	-2	-100%	1.9	Pass	Pass
Beaconsfield	SB	38849-18619	119	15	1	135	176	41	31%	3.3	Pass	Pass	138	19	16%	1.6	Pass	Pass	38	24	159%	4.6	Pass	Pass	-	-1	-100%	1.2	Pass	Pass
High Wycombe	SB	14158-38938	834	155	33	1,022	957	-65	-6%	2.1	Pass	Pass	773	-60	-7%	2.1	Pass	Pass	146	-9	-6%	0.8	Pass	Pass	37	5	14%	0.8	Pass	Pass
Princes Risborough	SB	10420-38989	30	6	1	37	53	16	42%	2.3	Pass	Pass	40	9	31%	1.6	Pass	Pass	13	7	133%	2.4	Pass	Pass	-	-1	-100%	1.5	Pass	Pass
Princes Risborough	NB	38989-10420	34	6	1	42	53	11	27%	1.7	Pass	Pass	41	7	21%	1.2	Pass	Pass	12	5	88%	1.8	Pass	Pass	-	-1	-100%	1.6	Pass	Pass
Beaconsfield	WB	19638-39060	87	15	2	104	137	33	32%	3.0	Pass	Pass	122	35	40%	3.4	Pass	Pass	15	0	-1%	0.0	Pass	Pass	-	-2	-100%	1.9	Pass	Pass
Beaconsfield	EB	39060-19638	89	14	2	104	200	95	91%	7.7	Pass	Fail	165	76	85%	6.8	Pass	Fail	34	20	149%	4.2	Pass	Pass	-	-2	-100%	1.8	Pass	Pass
Buckingham	WB	6899-39453	79	0	7	86	81	-5	-6%	0.6	Pass	Pass	77	-2	-2%	0.2	Pass	Pass	3	3	1494%	2.3	Pass	Pass	1	-6	-87%	3.1	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	39453-6899	84	0	7	91	100	9	9%	0.9	Pass	Pass	89	5	6%	0.6	Pass	Pass	9	9	3534%	4.1	Pass	Pass	1	-6	-83%	2.9	Pass	Pass
Great Missenden	SB	15269-39539	63	8	-	70	96	26	38%	2.9	Pass	Pass	66	3	5%	0.4	Pass	Pass	11	4	50%	1.2	Pass	Pass	20	20		6.3	Pass	Fail
Great Missenden	NB	39539-15269	39	6	0	45	72	27	59%	3.5	Pass	Pass	49	10	25%	1.5	Pass	Pass	13	7	133%	2.4	Pass	Pass	10	10	2901%	4.3	Pass	Pass
High Wycombe	NB	13514-39596	372	109	11	492	527	35	7%	1.6	Pass	Pass	425	52	14%	2.6	Pass	Pass	87	-22	-20%	2.2	Pass	Pass	16	5	43%	1.3	Pass	Pass
High Wycombe	SB	39596-13514	284	74	11	368	366	-2	-1%	0.1	Pass	Pass	285	2	1%	0.1	Pass	Pass	67	-7	-9%	0.8	Pass	Pass	14	3	30%	0.9	Pass	Pass
Buckingham	NB	7015-40276	36	-	3	39	36	-3	-8%	0.5	Pass	Pass	35	-1	-2%	0.1	Pass	Pass	0	0		1.0	Pass	Pass	0	-3	-88%	2.2	Pass	Pass
Buckingham	SB	40276-7015	36	0	3	39	24	-15	-38%	2.6	Pass	Pass	23	-13	-35%	2.3	Pass	Pass	0	0	584%	0.5	Pass	Pass	1	-2	-73%	1.5	Pass	Pass
High Wycombe	NB	15683-51702	236	49	1	285	492	207	73%	10.5	Fail	Fail	413	178	75%	9.9	Fail	Fail	73	24	50%	3.1	Pass	Pass	6	5	617%	2.8	Pass	Pass
High Wycombe	SB	51702-15683	208	46	1	255	338	84	33%	4.9	Pass	Pass	285	78	37%	4.9	Pass	Pass	50	4	10%	0.6	Pass	Pass	3	2	144%	1.2	Pass	Pass
Princes Risborough	NB	11260-11441	277	63	16	357	360	3	1%	0.1	Pass	Pass	282	5	2%	0.3	Pass	Pass	63	0	0%	0.0	Pass	Pass	14	-2	-12%	0.5	Pass	Pass
Princes Risborough	SB	11441-11260	412	67	21	500	462	-38	-8%	1.7	Pass	Pass	377	-36	-9%	1.8	Pass	Pass	65	-2	-3%	0.3	Pass	Pass	21	0	0%	0.0	Pass	Pass
High Wycombe	WB	13974-51471	244	44	5	293	262	-32	-11%	1.9	Pass	Pass	221	-24	-10%	1.6	Pass	Pass	39	-5	-12%	0.8	Pass	Pass	2	-3	-55%	1.5	Pass	Pass
High Wycombe	EB	51471-13974	185	33	4	222	201	-21	-10%	1.5	Pass	Pass	175	-10	-6%	0.8	Pass	Pass	22	-11	-34%	2.1	Pass	Pass	4	0	11%	0.2	Pass	Pass
Amersham	NB	20819-50932	455	62	10	526	492	-34	-6%	1.5	Pass	Pass	419	-35	-8%	1.7	Pass	Pass	61	-1	-1%	0.1	Pass	Pass	12	2	21%	0.6	Pass	Pass
Amersham	SB	50932-20819	492	72	9	572	489	-83	-15%	3.6	Pass	Pass	416	-76	-15%	3.6	Pass	Pass	57	-15	-21%	1.9	Pass	Pass	16	8	90%	2.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Tring	SB	17911-51040	51	19	6	76	91	14	19%	1.6	Pass	Pass	69	18	34%	2.3	Pass	Pass	20	1	3%	0.1	Pass	Pass	2	-4	-61%	1.9	Pass	Pass
Tring	NB	51040-17911	65	27	9	101	124	23	23%	2.2	Pass	Pass	94	28	43%	3.2	Pass	Pass	26	-1	-4%	0.2	Pass	Pass	5	-4	-44%	1.5	Pass	Pass
Marlow	SB	13651-51671	304	49	3	356	370	14	4%	0.8	Pass	Pass	314	10	3%	0.6	Pass	Pass	48	-1	-1%	0.1	Pass	Pass	8	5	151%	2.1	Pass	Pass
Marlow	NB	51671-13651	244	34	5	282	329	47	17%	2.7	Pass	Pass	276	33	13%	2.0	Pass	Pass	43	9	26%	1.4	Pass	Pass	10	6	120%	2.0	Pass	Pass
High Wycombe	EB	12285-51343	145	32	3	180	159	-21	-12%	1.6	Pass	Pass	128	-17	-12%	1.5	Pass	Pass	27	-5	-14%	0.8	Pass	Pass	4	1	32%	0.5	Pass	Pass
High Wycombe	WB	51343-12285	150	34	5	188	181	-7	-4%	0.5	Pass	Pass	145	-5	-3%	0.4	Pass	Pass	33	-1	-3%	0.2	Pass	Pass	4	-1	-16%	0.4	Pass	Pass
Buckingham	WB	6205-52053	41	7	1	49	67	18	37%	2.4	Pass	Pass	45	4	9%	0.6	Pass	Pass	12	5	67%	1.6	Pass	Pass	10	9	1075%	3.9	Pass	Pass
Buckingham	EB	52053-6205	44	8	1	52	68	16	30%	2.0	Pass	Pass	46	2	5%	0.3	Pass	Pass	13	5	62%	1.5	Pass	Pass	10	9	968%	3.8	Pass	Pass
Buckingham	SB	7281-51836	93	17	5	116	115	0	0%	0.0	Pass	Pass	92	-2	-2%	0.2	Pass	Pass	20	3	20%	0.8	Pass	Pass	3	-2	-39%	1.0	Pass	Pass
Buckingham	NB	51836-7281	91	19	7	116	112	-4	-3%	0.4	Pass	Pass	88	-3	-3%	0.3	Pass	Pass	22	3	17%	0.7	Pass	Pass	2	-4	-67%	2.1	Pass	Pass
Princes Risborough	WB	9215-52034	193	36	8	236	250	14	6%	0.9	Pass	Pass	203	10	5%	0.7	Pass	Pass	37	1	3%	0.2	Pass	Pass	10	2	30%	0.8	Pass	Pass
Princes Risborough	EB	52034-9215	198	37	8	243	244	1	0%	0.0	Pass	Pass	191	-8	-4%	0.5	Pass	Pass	37	0	1%	0.1	Pass	Pass	16	8	101%	2.3	Pass	Pass
Winslow	NB	9103-51815	103	19	4	126	103	-22	-18%	2.1	Pass	Pass	88	-15	-15%	1.5	Pass	Pass	10	-8	-45%	2.2	Pass	Pass	5	1	31%	0.6	Pass	Pass
Winslow	SB	51815-9103	85	16	3	104	99	-5	-5%	0.5	Pass	Pass	83	-2	-2%	0.2	Pass	Pass	11	-5	-30%	1.3	Pass	Pass	4	1	27%	0.5	Pass	Pass
Princes Risborough	EB	51539-9398	202	38	8	248	230	-18	-7%	1.1	Pass	Pass	186	-16	-8%	1.1	Pass	Pass	35	-3	-7%	0.4	Pass	Pass	9	1	11%	0.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Princes Risborough	WB	9398-51539	217	40	9	266	249	-17	-7%	1.1	Pass	Pass	201	-16	-7%	1.1	Pass	Pass	39	-1	-3%	0.2	Pass	Pass	8	0	0%	0.0	Pass	Pass
Princes Risborough	EB	9389-51337	165	31	6	202	193	-9	-4%	0.6	Pass	Pass	162	-2	-2%	0.2	Pass	Pass	29	-2	-6%	0.3	Pass	Pass	2	-5	-72%	2.3	Pass	Pass
Princes Risborough	WB	51337-9389	160	30	6	196	195	-1	0%	0.1	Pass	Pass	166	6	4%	0.5	Pass	Pass	28	-2	-8%	0.4	Pass	Pass	2	-5	-74%	2.4	Pass	Pass
Milton Keynes	EB	9586-52064	7	2	1	10	2	-8	-84%	3.5	Pass	Pass	1	-6	-79%	2.7	Pass	Pass	0	-2	-93%	1.7	Pass	Pass	0	-1	-100%	1.6	Pass	Pass
Milton Keynes	WB	52064-9586	10	2	2	13	2	-11	-84%	4.0	Pass	Pass	2	-8	-79%	3.1	Pass	Pass	0	-2	-94%	1.9	Pass	Pass	0	-2	-100%	1.8	Pass	Pass
Princes Risborough	EB	51555-51556	109	20	4	134	120	-14	-11%	1.3	Pass	Pass	104	-6	-5%	0.6	Pass	Pass	10	-10	-49%	2.6	Pass	Pass	6	1	34%	0.7	Pass	Pass
Princes Risborough	WB	51556-51555	136	25	5	167	148	-19	-11%	1.5	Pass	Pass	123	-13	-10%	1.2	Pass	Pass	20	-6	-22%	1.2	Pass	Pass	5	0	2%	0.0	Pass	Pass
Princes Risborough	NB	10286-50974	51	9	1	61	42	-19	-32%	2.7	Pass	Pass	40	-11	-22%	1.7	Pass	Pass	1	-8	-88%	3.5	Pass	Pass	1	0	-10%	0.1	Pass	Pass
Princes Risborough	SB	50974-10286	47	8	1	56	37	-19	-34%	2.8	Pass	Pass	35	-12	-25%	1.8	Pass	Pass	1	-7	-88%	3.4	Pass	Pass	1	0	2%	0.0	Pass	Pass
Aylesbury	WB	11935-52889	352	64	14	430	407	-23	-5%	1.1	Pass	Pass	334	-18	-5%	1.0	Pass	Pass	56	-8	-13%	1.0	Pass	Pass	17	3	21%	0.7	Pass	Pass
Aylesbury	EB	52889-11935	375	69	15	458	417	-40	-9%	1.9	Pass	Pass	345	-29	-8%	1.5	Pass	Pass	54	-14	-21%	1.9	Pass	Pass	18	3	22%	0.8	Pass	Pass
Aylesbury	NB	12740-51650	106	23	2	131	145	14	11%	1.2	Pass	Pass	109	3	3%	0.3	Pass	Pass	25	2	7%	0.3	Pass	Pass	11	9	627%	3.8	Pass	Pass
Aylesbury	SB	51650-12740	104	21	2	126	148	22	17%	1.9	Pass	Pass	109	5	4%	0.4	Pass	Pass	22	1	6%	0.3	Pass	Pass	18	16	1070%	5.2	Pass	Fail
Marlow	WB	12880-51655	61	14	2	77	49	-28	-37%	3.6	Pass	Pass	46	-15	-24%	2.0	Pass	Pass	2	-11	-83%	4.0	Pass	Pass	0	-2	-94%	2.0	Pass	Pass
Marlow	EB	51655-12880	56	16	3	75	45	-31	-40%	3.9	Pass	Pass	41	-15	-27%	2.1	Pass	Pass	3	-13	-79%	4.1	Pass	Pass	0	-3	-92%	2.1	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	WB	13425-51989	49	9	1	59	70	11	19%	1.4	Pass	Pass	60	11	23%	1.5	Pass	Pass	9	0	3%	0.1	Pass	Pass	1	0	-24%	0.3	Pass	Pass
Milton Keynes	EB	51989-13425	46	8	1	55	49	-6	-11%	0.9	Pass	Pass	41	-4	-10%	0.7	Pass	Pass	6	-2	-22%	0.7	Pass	Pass	1	0	-8%	0.1	Pass	Pass
High Wycombe	SB	14246-51434	395	61	11	467	495	27	6%	1.2	Pass	Pass	402	7	2%	0.3	Pass	Pass	64	3	5%	0.4	Pass	Pass	29	18	157%	4.0	Pass	Pass
High Wycombe	NB	51434-14246	409	68	10	487	526	39	8%	1.7	Pass	Pass	438	28	7%	1.4	Pass	Pass	72	4	6%	0.5	Pass	Pass	16	7	68%	1.8	Pass	Pass
Milton Keynes	NB	51028-51922	90	16	2	108	102	-6	-6%	0.6	Pass	Pass	89	-1	-1%	0.1	Pass	Pass	9	-7	-42%	1.9	Pass	Pass	3	1	50%	0.6	Pass	Pass
Milton Keynes	SB	51922-51028	101	18	2	121	100	-21	-18%	2.0	Pass	Pass	87	-14	-14%	1.4	Pass	Pass	10	-9	-47%	2.3	Pass	Pass	3	1	43%	0.6	Pass	Pass
High Wycombe	WB	16417-51420	729	135	21	885	713	-171	-19%	6.1	Fail	Fail	583	-146	-20%	5.7	Fail	Fail	111	-24	-18%	2.2	Pass	Pass	19	-1	-5%	0.3	Pass	Pass
High Wycombe	EB	51420-16417	633	112	19	763	597	-166	-22%	6.4	Fail	Fail	499	-134	-21%	5.6	Fail	Fail	87	-25	-22%	2.5	Pass	Pass	11	-8	-41%	2.0	Pass	Pass
Leighton Buzzard	WB	51776-51906	506	94	20	620	539	-81	-13%	3.4	Pass	Pass	444	-62	-12%	2.8	Pass	Pass	79	-16	-17%	1.7	Pass	Pass	16	-4	-18%	0.8	Pass	Pass
Leighton Buzzard	EB	51906-51776	538	100	21	659	566	-93	-14%	3.7	Pass	Pass	457	-80	-15%	3.6	Pass	Pass	90	-10	-10%	1.1	Pass	Pass	19	-2	-10%	0.5	Pass	Pass
Aylesbury	WB	17223-51952	386	72	15	473	483	10	2%	0.5	Pass	Pass	385	-1	0%	0.0	Pass	Pass	77	5	7%	0.6	Pass	Pass	21	6	41%	1.5	Pass	Pass
Aylesbury	EB	51952-17223	382	71	15	468	479	11	2%	0.5	Pass	Pass	389	7	2%	0.3	Pass	Pass	73	1	2%	0.2	Pass	Pass	18	3	20%	0.7	Pass	Pass
Aylesbury	EB	16488-52599	155	29	6	190	186	-4	-2%	0.3	Pass	Pass	148	-7	-5%	0.6	Pass	Pass	27	-2	-8%	0.4	Pass	Pass	12	6	95%	1.9	Pass	Pass
Aylesbury	WB	52599-16488	134	25	5	164	161	-3	-2%	0.2	Pass	Pass	122	-12	-9%	1.0	Pass	Pass	25	0	2%	0.1	Pass	Pass	13	8	156%	2.7	Pass	Pass
Beaconsfield	SB	18692-50957	236	44	9	289	298	9	3%	0.5	Pass	Pass	251	15	6%	0.9	Pass	Pass	43	-1	-3%	0.2	Pass	Pass	5	-4	-47%	1.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Beaconsfield	NB	50957-18692	263	49	10	322	294	-28	-9%	1.6	Pass	Pass	246	-16	-6%	1.0	Pass	Pass	42	-7	-14%	1.0	Pass	Pass	6	-5	-44%	1.6	Pass	Pass
Tring	WB	19041-51960	139	27	3	170	188	19	11%	1.4	Pass	Pass	139	-1	-1%	0.1	Pass	Pass	37	10	36%	1.7	Pass	Pass	13	10	313%	3.5	Pass	Pass
Tring	EB	51960-19041	155	30	4	189	201	12	6%	0.9	Pass	Pass	156	1	0%	0.0	Pass	Pass	37	7	24%	1.3	Pass	Pass	8	4	102%	1.7	Pass	Pass
Leighton Buzzard	WB	16189-51020	47	9	1	57	96	39	68%	4.4	Pass	Pass	77	29	62%	3.7	Pass	Pass	14	5	60%	1.5	Pass	Pass	5	4	414%	2.4	Pass	Pass
Leighton Buzzard	EB	51020-16189	51	9	1	61	72	11	18%	1.4	Pass	Pass	56	5	11%	0.7	Pass	Pass	10	1	9%	0.3	Pass	Pass	6	5	442%	2.6	Pass	Pass
High Wycombe	EB	13834-51460	569	66	12	648	567	-81	-13%	3.3	Pass	Pass	493	-76	-13%	3.3	Pass	Pass	62	-4	-6%	0.5	Pass	Pass	12	-1	-5%	0.2	Pass	Pass
High Wycombe	WB	51460-13834	342	66	14	422	446	24	6%	1.2	Pass	Pass	368	26	8%	1.4	Pass	Pass	67	1	2%	0.2	Pass	Pass	11	-3	-22%	0.9	Pass	Pass
High Wycombe	NB	38213-51401	221	43	1	265	298	33	12%	1.9	Pass	Pass	258	37	17%	2.4	Pass	Pass	37	-6	-13%	0.9	Pass	Pass	3	1	88%	0.8	Pass	Pass
High Wycombe	SB	51401-38213	203	31	2	235	224	-12	-5%	0.8	Pass	Pass	196	-7	-3%	0.5	Pass	Pass	26	-5	-15%	0.9	Pass	Pass	2	0	4%	0.1	Pass	Pass
Aylesbury	WB	38106-52192	550	102	74	726	766	41	6%	1.5	Pass	Pass	608	58	11%	2.4	Pass	Pass	100	-2	-2%	0.2	Pass	Pass	59	-15	-20%	1.9	Pass	Pass
Aylesbury	EB	52192-38106	571	113	68	752	771	20	3%	0.7	Pass	Pass	622	51	9%	2.1	Pass	Pass	107	-6	-5%	0.6	Pass	Pass	43	-25	-37%	3.4	Pass	Pass
Amersham	EB	21552-51144	530	99	21	649	601	-48	-7%	1.9	Pass	Pass	502	-27	-5%	1.2	Pass	Pass	90	-8	-8%	0.8	Pass	Pass	8	-13	-60%	3.3	Pass	Pass
Amersham	WB	51144-21552	543	101	21	665	610	-55	-8%	2.2	Pass	Pass	503	-39	-7%	1.7	Pass	Pass	92	-10	-9%	1.0	Pass	Pass	15	-6	-29%	1.5	Pass	Pass
Amersham	SB	20557-50941	473	86	11	570	529	-41	-7%	1.7	Pass	Pass	439	-34	-7%	1.6	Pass	Pass	75	-11	-13%	1.2	Pass	Pass	16	5	42%	1.3	Pass	Pass
Amersham	NB	50941-20557	521	99	10	629	580	-49	-8%	2.0	Pass	Pass	479	-42	-8%	1.9	Pass	Pass	86	-12	-12%	1.3	Pass	Pass	15	5	49%	1.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	EB	12267-51469	543	100	26	669	656	-13	-2%	0.5	Pass	Pass	526	-16	-3%	0.7	Pass	Pass	101	1	1%	0.1	Pass	Pass	29	3	10%	0.5	Pass	Pass
High Wycombe	WB	51469-12267	560	125	21	706	717	11	2%	0.4	Pass	Pass	569	9	2%	0.4	Pass	Pass	124	-1	-1%	0.1	Pass	Pass	24	3	16%	0.7	Pass	Pass
High Wycombe	NB	38635-51384	202	32	4	238	195	-43	-18%	2.9	Pass	Pass	180	-22	-11%	1.6	Pass	Pass	14	-18	-55%	3.7	Pass	Pass	1	-3	-80%	2.0	Pass	Pass
High Wycombe	SB	51384-38635	252	34	3	289	202	-87	-30%	5.6	Pass	Fail	179	-73	-29%	5.0	Pass	Pass	21	-13	-37%	2.4	Pass	Pass	1	-1	-55%	1.0	Pass	Pass
Beaconsfield	WB	19665-50705	166	31	3	201	176	-25	-12%	1.8	Pass	Pass	149	-17	-10%	1.4	Pass	Pass	26	-5	-16%	0.9	Pass	Pass	1	-3	-74%	1.7	Pass	Pass
Beaconsfield	EB	50705-19665	143	27	3	172	182	9	5%	0.7	Pass	Pass	155	12	9%	1.0	Pass	Pass	25	-1	-5%	0.3	Pass	Pass	2	-1	-48%	0.9	Pass	Pass
Beaconsfield	WB	19710-50689	173	33	4	210	266	57	27%	3.7	Pass	Pass	215	42	24%	3.0	Pass	Pass	42	9	26%	1.4	Pass	Pass	10	6	171%	2.4	Pass	Pass
Beaconsfield	EB	50689-19710	159	33	3	195	167	-28	-14%	2.0	Pass	Pass	140	-18	-11%	1.5	Pass	Pass	23	-10	-29%	1.8	Pass	Pass	4	0	6%	0.1	Pass	Pass
Beaconsfield	NB	19513-50699	397	45	10	452	408	-44	-10%	2.1	Pass	Pass	358	-39	-10%	2.0	Pass	Pass	40	-5	-10%	0.7	Pass	Pass	10	0	0%	0.0	Pass	Pass
Beaconsfield	SB	50699-19513	503	60	12	576	535	-41	-7%	1.7	Pass	Pass	463	-40	-8%	1.8	Pass	Pass	52	-8	-13%	1.0	Pass	Pass	19	7	56%	1.7	Pass	Pass
High Wycombe	NB	51288-14258	787	147	31	965	1,013	48	5%	1.5	Pass	Pass	819	32	4%	1.1	Pass	Pass	163	16	11%	1.3	Pass	Pass	30	-1	-3%	0.2	Pass	Pass
Princes Risborough	SB	10069-51340	188	32	6	227	205	-21	-9%	1.5	Pass	Pass	184	-5	-3%	0.4	Pass	Pass	21	-11	-35%	2.2	Pass	Pass	1	-5	-83%	2.7	Pass	Pass
Princes Risborough	NB	51340-10069	193	27	10	230	205	-25	-11%	1.7	Pass	Pass	186	-8	-4%	0.6	Pass	Pass	17	-10	-35%	2.0	Pass	Pass	2	-8	-82%	3.4	Pass	Pass
Princes Risborough	SB	9935-51308	120	29	11	161	138	-23	-14%	1.8	Pass	Pass	113	-7	-6%	0.7	Pass	Pass	25	-4	-14%	0.8	Pass	Pass	-	-11	-100%	4.7	Pass	Pass
Princes Risborough	NB	51308-9935	138	29	13	180	175	-5	-3%	0.4	Pass	Pass	147	9	6%	0.7	Pass	Pass	28	-1	-2%	0.1	Pass	Pass	-	-13	-100%	5.1	Pass	Fail

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Marlow	NB	39177-51274	291	53	6	350	302	-48	-14%	2.7	Pass	Pass	247	-44	-15%	2.7	Pass	Pass	49	-4	-7%	0.5	Pass	Pass	6	0	-7%	0.2	Pass	Pass
Marlow	SB	51274-39177	279	51	6	336	306	-29	-9%	1.6	Pass	Pass	256	-23	-8%	1.4	Pass	Pass	44	-6	-12%	0.9	Pass	Pass	6	0	-4%	0.1	Pass	Pass
Slough	SB	50848-50855	198	36	4	238	271	33	14%	2.1	Pass	Pass	223	25	12%	1.7	Pass	Pass	39	4	10%	0.6	Pass	Pass	9	4	105%	1.8	Pass	Pass
Slough	NB	50855-50848	234	42	5	282	309	27	10%	1.6	Pass	Pass	254	20	9%	1.3	Pass	Pass	44	2	5%	0.3	Pass	Pass	10	5	101%	1.9	Pass	Pass
High Wycombe	EB	37463-51435	263	48	6	316	337	21	7%	1.2	Pass	Pass	284	21	8%	1.3	Pass	Pass	46	-2	-4%	0.3	Pass	Pass	8	2	39%	0.8	Pass	Pass
High Wycombe	WB	51435-37463	250	45	5	300	281	-19	-6%	1.1	Pass	Pass	232	-18	-7%	1.2	Pass	Pass	42	-3	-6%	0.4	Pass	Pass	7	2	30%	0.6	Pass	Pass
Aylesbury	EB	13585-51940	372	69	17	457	447	-10	-2%	0.5	Pass	Pass	360	-12	-3%	0.6	Pass	Pass	70	2	3%	0.2	Pass	Pass	16	0	-3%	0.1	Pass	Pass
Aylesbury	WB	51940-13585	375	79	21	475	464	-10	-2%	0.5	Pass	Pass	359	-16	-4%	0.8	Pass	Pass	79	0	0%	0.0	Pass	Pass	26	5	25%	1.1	Pass	Pass
High Wycombe	EB	40064-51361	538	100	21	659	609	-50	-8%	2.0	Pass	Pass	504	-34	-6%	1.5	Pass	Pass	88	-12	-12%	1.3	Pass	Pass	18	-4	-17%	0.8	Pass	Pass
High Wycombe	WB	51361-40064	526	98	21	645	614	-31	-5%	1.2	Pass	Pass	509	-18	-3%	0.8	Pass	Pass	90	-8	-9%	0.9	Pass	Pass	16	-5	-23%	1.1	Pass	Pass
Winslow	EB	9135-51819	225	49	11	284	277	-7	-2%	0.4	Pass	Pass	214	-11	-5%	0.7	Pass	Pass	43	-5	-10%	0.7	Pass	Pass	19	9	80%	2.2	Pass	Pass
Winslow	WB	51819-9135	297	66	10	373	319	-54	-15%	2.9	Pass	Pass	253	-44	-15%	2.6	Pass	Pass	53	-13	-20%	1.7	Pass	Pass	12	2	25%	0.7	Pass	Pass
Marlow	SB	39870-50461	222	29	1	251	250	-1	0%	0.1	Pass	Pass	218	-4	-2%	0.3	Pass	Pass	32	3	12%	0.6	Pass	Pass	-	-1	-100%	1.0	Pass	Pass
Marlow	NB	50461-39870	276	33	0	309	291	-18	-6%	1.1	Pass	Pass	256	-20	-7%	1.2	Pass	Pass	34	2	6%	0.3	Pass	Pass	-	0	-100%	0.8	Pass	Pass
Aylesbury	EB	40247-52232	399	69	8	476	479	3	1%	0.1	Pass	Pass	389	-10	-2%	0.5	Pass	Pass	77	8	12%	0.9	Pass	Pass	13	5	58%	1.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	52232-40247	328	58	4	390	407	17	4%	0.8	Pass	Pass	332	4	1%	0.2	Pass	Pass	65	7	11%	0.8	Pass	Pass	11	7	170%	2.5	Pass	Pass
High Wycombe	EB	13366-38171	740	108	39	888	912	24	3%	0.8	Pass	Pass	763	23	3%	0.8	Pass	Pass	109	1	1%	0.1	Pass	Pass	40	0	1%	0.0	Pass	Pass
High Wycombe	WB	38171-13366	638	146	40	824	845	20	2%	0.7	Pass	Pass	664	25	4%	1.0	Pass	Pass	143	-3	-2%	0.2	Pass	Pass	38	-2	-6%	0.4	Pass	Pass
Aylesbury	NB	11744-54018	881	164	35	1,080	1,046	-34	-3%	1.0	Pass	Pass	845	-36	-4%	1.2	Pass	Pass	158	-6	-4%	0.5	Pass	Pass	43	8	23%	1.3	Pass	Pass
Marlow	SB	12534-54076	200	36	7	242	238	-4	-2%	0.3	Pass	Pass	196	-4	-2%	0.3	Pass	Pass	37	2	4%	0.3	Pass	Pass	5	-2	-25%	0.7	Pass	Pass
Marlow	NB	54076-12534	223	43	8	274	256	-18	-7%	1.1	Pass	Pass	207	-16	-7%	1.1	Pass	Pass	42	0	-1%	0.0	Pass	Pass	6	-2	-22%	0.7	Pass	Pass
Gerrards Cross	NB	290555-290573	334	38	8	381	287	-94	-25%	5.1	Pass	Fail	255	-79	-24%	4.6	Pass	Pass	30	-8	-22%	1.4	Pass	Pass	2	-6	-73%	2.6	Pass	Pass
Gerrards Cross	SB	290573-290555	332	39	4	375	300	-74	-20%	4.1	Pass	Pass	268	-63	-19%	3.7	Pass	Pass	30	-10	-24%	1.6	Pass	Pass	2	-2	-41%	0.9	Pass	Pass
Beaconsfield	NB	290158-290178	404	107	18	528	503	-24	-5%	1.1	Pass	Pass	387	-17	-4%	0.8	Pass	Pass	95	-12	-11%	1.2	Pass	Pass	21	4	21%	0.8	Pass	Pass
Beaconsfield	SB	290178-290158	380	94	17	490	487	-3	-1%	0.1	Pass	Pass	386	7	2%	0.3	Pass	Pass	85	-9	-10%	0.9	Pass	Pass	16	-1	-4%	0.2	Pass	Pass
Iver	NB	290835-290867	567	134	44	745	886	141	19%	4.9	Fail	Pass	644	77	14%	3.1	Pass	Pass	146	12	9%	1.0	Pass	Pass	97	53	120%	6.3	Pass	Fail
Iver	SB	290867-290835	544	119	77	740	915	175	24%	6.1	Fail	Fail	687	143	26%	5.8	Fail	Fail	125	6	5%	0.5	Pass	Pass	103	26	34%	2.8	Pass	Pass
Gerrards Cross	WB	290601-290628	485	93	19	596	555	-41	-7%	1.7	Pass	Pass	449	-36	-7%	1.7	Pass	Pass	88	-5	-5%	0.5	Pass	Pass	19	0	-1%	0.0	Pass	Pass
Slough	SB	290592-290570	359	68	14	441	563	122	28%	5.5	Fail	Fail	462	103	29%	5.1	Fail	Fail	77	10	14%	1.1	Pass	Pass	24	10	69%	2.2	Pass	Pass
Gerrards Cross	SB	290590-290581	297	48	6	351	350	-1	0%	0.1	Pass	Pass	304	7	2%	0.4	Pass	Pass	41	-7	-15%	1.1	Pass	Pass	5	0	-9%	0.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	WB	291033-290981	2,749	292	390	3,432	3,820	388	11%	6.4	Pass	Fail	3,062	313	11%	5.8	Pass	Fail	355	62	21%	3.5	Pass	Pass	403	13	3%	0.7	Pass	Pass
Iver	EB	290707-290880	3,321	421	519	4,260	4,107	-153	-4%	2.4	Pass	Pass	3,249	-72	-2%	1.3	Pass	Pass	406	-15	-3%	0.7	Pass	Pass	452	-67	-13%	3.0	Pass	Pass
Iver	WB	290883-290704	3,594	273	426	4,293	4,087	-206	-5%	3.2	Pass	Pass	3,413	-181	-5%	3.1	Pass	Pass	266	-7	-3%	0.4	Pass	Pass	408	-17	-4%	0.9	Pass	Pass
Slough	NB	290566-290584	561	106	22	689	702	14	2%	0.5	Pass	Pass	568	7	1%	0.3	Pass	Pass	106	1	1%	0.1	Pass	Pass	28	6	29%	1.3	Pass	Pass
Gerrards Cross	NB	290626-290594	436	78	21	535	569	34	6%	1.5	Pass	Pass	467	31	7%	1.5	Pass	Pass	78	0	0%	0.0	Pass	Pass	24	3	16%	0.7	Pass	Pass
Gerrards Cross	NB	290580-290588	258	35	5	298	270	-28	-9%	1.7	Pass	Pass	232	-27	-10%	1.7	Pass	Pass	35	-1	-1%	0.1	Pass	Pass	4	-1	-20%	0.5	Pass	Pass
Slough	EB	290239-290257	92	17	2	111	130	19	17%	1.8	Pass	Pass	118	26	28%	2.5	Pass	Pass	11	-6	-34%	1.5	Pass	Pass	1	-1	-46%	0.7	Pass	Pass
Slough	WB	290257-290239	212	38	5	255	245	-10	-4%	0.6	Pass	Pass	206	-6	-3%	0.4	Pass	Pass	34	-4	-10%	0.7	Pass	Pass	5	0	10%	0.2	Pass	Pass
Iver	EB	290708-290658	463	86	18	567	567	0	0%	0.0	Pass	Pass	456	-6	-1%	0.3	Pass	Pass	89	3	3%	0.3	Pass	Pass	21	3	16%	0.7	Pass	Pass
Iver	WB	290663-290712	477	89	19	585	555	-30	-5%	1.2	Pass	Pass	449	-29	-6%	1.3	Pass	Pass	88	-1	-1%	0.1	Pass	Pass	19	0	0%	0.0	Pass	Pass
Iver	SB	290691-290694	30	7	-	37	-	-37	-100%	8.6	Pass	Fail	-	-30	-100%	7.7	Pass	Fail	-	-7	-100%	3.7	Pass	Pass	-	0			Pass	Fail
Iver	NB	290694-290691	24	3	1	28	30	2	6%	0.3	Pass	Pass	24	0	-1%	0.0	Pass	Pass	6	3	96%	1.4	Pass	Pass	-	-1	-100%	1.4	Pass	Pass
Iver	EB	290979-291034	2,500	247	371	3,118	3,321	203	7%	3.6	Pass	Pass	2,698	197	8%	3.9	Pass	Pass	261	15	6%	0.9	Pass	Pass	362	-9	-2%	0.5	Pass	Pass
Beaconsfield	WB	290679-290235	3,433	288	446	4,167	4,569	402	10%	6.1	Fail	Fail	3,759	327	10%	5.4	Pass	Fail	359	70	24%	3.9	Pass	Pass	451	5	1%	0.2	Pass	Pass
Beaconsfield	EB	290234-290614	3,339	320	422	4,081	4,415	335	8%	5.1	Pass	Fail	3,662	323	10%	5.5	Pass	Fail	338	18	6%	1.0	Pass	Pass	416	-6	-1%	0.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	EB	290880-291024	1,638	105	133	1,876	1,973	97	5%	2.2	Pass	Pass	1,687	50	3%	1.2	Pass	Pass	130	24	23%	2.2	Pass	Pass	156	23	17%	1.9	Pass	Pass
Iver	WB	291025-290883	1,719	153	179	2,052	2,099	47	2%	1.0	Pass	Pass	1,734	14	1%	0.3	Pass	Pass	161	8	5%	0.6	Pass	Pass	205	25	14%	1.8	Pass	Pass
Iver	NB	290765-291349	424	54	30	508	576	68	13%	2.9	Pass	Pass	436	12	3%	0.6	Pass	Pass	51	-3	-6%	0.4	Pass	Pass	89	59	197%	7.7	Pass	Fail
Iver	SB	291349-290765	337	52	55	444	534	90	20%	4.1	Pass	Pass	400	63	19%	3.3	Pass	Pass	59	7	13%	0.9	Pass	Pass	75	20	37%	2.5	Pass	Pass
Iver	NB	290828-291408	185	51	5	242	222	-20	-8%	1.3	Pass	Pass	175	-10	-5%	0.8	Pass	Pass	46	-6	-11%	0.8	Pass	Pass	2	-4	-69%	2.0	Pass	Pass
Iver	SB	291408-290828	174	52	4	229	207	-23	-10%	1.5	Pass	Pass	159	-14	-8%	1.1	Pass	Pass	46	-6	-12%	0.9	Pass	Pass	2	-2	-61%	1.4	Pass	Pass
Iver	EB	290688-291624	345	64	14	423	411	-12	-3%	0.6	Pass	Pass	334	-11	-3%	0.6	Pass	Pass	60	-4	-7%	0.6	Pass	Pass	17	3	25%	0.9	Pass	Pass
Iver	WB	291624-290688	326	61	13	399	389	-10	-3%	0.5	Pass	Pass	316	-9	-3%	0.5	Pass	Pass	59	-2	-3%	0.3	Pass	Pass	14	1	9%	0.3	Pass	Pass
Slough	SB	291591-291592	356	66	14	436	363	-73	-17%	3.6	Pass	Pass	303	-53	-15%	2.9	Pass	Pass	52	-14	-21%	1.8	Pass	Pass	8	-6	-43%	1.8	Pass	Pass
Slough	NB	291592-291591	362	68	14	444	385	-59	-13%	2.9	Pass	Pass	304	-58	-16%	3.2	Pass	Pass	64	-4	-6%	0.5	Pass	Pass	18	3	23%	0.8	Pass	Pass
Slough	NB	290426-291639	220	41	9	270	292	22	8%	1.3	Pass	Pass	238	18	8%	1.2	Pass	Pass	42	1	1%	0.1	Pass	Pass	12	3	39%	1.1	Pass	Pass
Slough	SB	291639-290426	219	41	9	269	306	37	14%	2.2	Pass	Pass	253	34	15%	2.2	Pass	Pass	45	4	10%	0.6	Pass	Pass	8	0	-6%	0.2	Pass	Pass
Beaconsfield	WB	291633-291634	379	71	15	464	433	-31	-7%	1.4	Pass	Pass	356	-22	-6%	1.2	Pass	Pass	66	-5	-7%	0.6	Pass	Pass	11	-4	-24%	1.0	Pass	Pass
Beaconsfield	EB	291634-291633	379	71	15	464	448	-16	-3%	0.7	Pass	Pass	378	-1	0%	0.1	Pass	Pass	65	-6	-8%	0.7	Pass	Pass	6	-9	-60%	2.8	Pass	Pass
Slough	SB	290450-291646	308	65	6	379	392	13	3%	0.7	Pass	Pass	324	16	5%	0.9	Pass	Pass	58	-7	-11%	0.9	Pass	Pass	11	4	66%	1.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Slough	NB	291646-290450	253	51	7	311	285	-26	-8%	1.5	Pass	Pass	224	-29	-12%	1.9	Pass	Pass	49	-2	-3%	0.2	Pass	Pass	12	5	73%	1.6	Pass	Pass
Iver	EB	290684-291443	861	158	80	1,099	1,006	-93	-8%	2.9	Pass	Pass	767	-93	-11%	3.3	Pass	Pass	145	-13	-8%	1.1	Pass	Pass	94	13	17%	1.4	Pass	Pass
Iver	WB	291443-290684	650	164	140	954	857	-97	-10%	3.2	Pass	Pass	580	-69	-11%	2.8	Pass	Pass	150	-14	-8%	1.1	Pass	Pass	127	-14	-10%	1.2	Pass	Pass
Iver	NB	291674-291675	79	11	4	95	66	-29	-30%	3.2	Pass	Pass	64	-15	-19%	1.8	Pass	Pass	2	-9	-82%	3.5	Pass	Pass	-	-4	-100%	2.9	Pass	Pass
Iver	SB	291675-291674	74	11	2	87	65	-22	-25%	2.5	Pass	Pass	62	-12	-16%	1.4	Pass	Pass	3	-8	-72%	3.0	Pass	Pass	-	-2	-100%	2.2	Pass	Pass
Iver	NB	290919-291661	234	48	18	300	275	-25	-8%	1.5	Pass	Pass	234	0	0%	0.0	Pass	Pass	41	-7	-14%	1.0	Pass	Pass	-	-18	-100%	6.0	Pass	Fail
Iver	SB	291661-290919	245	42	14	301	271	-30	-10%	1.8	Pass	Pass	235	-10	-4%	0.6	Pass	Pass	36	-6	-15%	1.0	Pass	Pass	-	-14	-100%	5.3	Pass	Fail
Gerrards Cross	NB	291707-291708	467	87	18	572	533	-39	-7%	1.6	Pass	Pass	427	-39	-8%	1.9	Pass	Pass	82	-5	-6%	0.6	Pass	Pass	24	6	32%	1.3	Pass	Pass
Gerrards Cross	SB	291708-291707	475	89	19	582	532	-50	-9%	2.1	Pass	Pass	432	-43	-9%	2.0	Pass	Pass	84	-4	-5%	0.4	Pass	Pass	16	-3	-15%	0.7	Pass	Pass
Slough	SB	291309-291506	384	72	15	471	378	-93	-20%	4.5	Pass	Pass	312	-73	-19%	3.9	Pass	Pass	55	-17	-24%	2.1	Pass	Pass	12	-3	-22%	0.9	Pass	Pass
Slough	NB	291506-291309	372	69	15	456	430	-26	-6%	1.2	Pass	Pass	348	-24	-6%	1.3	Pass	Pass	63	-6	-9%	0.8	Pass	Pass	19	4	30%	1.1	Pass	Pass
Slough	NB	290524-291573	389	31	12	432	460	28	6%	1.3	Pass	Pass	409	19	5%	1.0	Pass	Pass	37	6	18%	1.0	Pass	Pass	14	3	21%	0.7	Pass	Pass
Slough	SB	291573-290524	354	29	13	397	396	-1	0%	0.0	Pass	Pass	344	-10	-3%	0.5	Pass	Pass	39	9	32%	1.6	Pass	Pass	13	0	1%	0.0	Pass	Pass
Iver	WB	291368-291686	271	49	6	325	324	-1	0%	0.1	Pass	Pass	268	-3	-1%	0.2	Pass	Pass	48	-1	-2%	0.2	Pass	Pass	9	3	52%	1.1	Pass	Pass
Iver	EB	291686-291368	277	50	6	333	330	-3	-1%	0.2	Pass	Pass	284	7	3%	0.4	Pass	Pass	38	-12	-25%	1.9	Pass	Pass	8	2	40%	0.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	WB	291384-291683	376	70	15	461	448	-13	-3%	0.6	Pass	Pass	375	-1	0%	0.0	Pass	Pass	70	0	-1%	0.1	Pass	Pass	3	-12	-80%	4.0	Pass	Pass
Iver	EB	291683-291384	259	48	10	318	338	20	6%	1.1	Pass	Pass	279	19	7%	1.2	Pass	Pass	51	3	6%	0.4	Pass	Pass	9	-1	-14%	0.5	Pass	Pass
Iver	EB	291387-291614	504	94	20	618	570	-48	-8%	2.0	Pass	Pass	461	-43	-8%	1.9	Pass	Pass	90	-4	-5%	0.5	Pass	Pass	19	-1	-5%	0.2	Pass	Pass
Iver	WB	291614-291387	615	115	24	754	717	-37	-5%	1.4	Pass	Pass	587	-28	-5%	1.2	Pass	Pass	107	-7	-6%	0.7	Pass	Pass	23	-2	-7%	0.3	Pass	Pass
Iver	EB	291405-291684	362	68	14	444	392	-52	-12%	2.5	Pass	Pass	318	-45	-12%	2.4	Pass	Pass	69	1	2%	0.1	Pass	Pass	6	-8	-60%	2.7	Pass	Pass
Iver	WB	291684-291405	381	71	15	467	413	-54	-11%	2.6	Pass	Pass	346	-35	-9%	1.8	Pass	Pass	61	-10	-15%	1.3	Pass	Pass	7	-8	-56%	2.6	Pass	Pass
Gerrards Cross	SB	290579-292699	41	7	1	49	54	5	9%	0.6	Pass	Pass	45	4	10%	0.7	Pass	Pass	8	1	7%	0.2	Pass	Pass	1	0	-21%	0.2	Pass	Pass
Gerrards Cross	NB	292699-290579	53	10	1	64	65	1	1%	0.1	Pass	Pass	55	2	3%	0.2	Pass	Pass	9	-1	-11%	0.4	Pass	Pass	1	0	3%	0.0	Pass	Pass
Slough	EB	18438-290109	528	98	21	647	590	-57	-9%	2.3	Pass	Pass	479	-49	-9%	2.2	Pass	Pass	90	-8	-8%	0.9	Pass	Pass	21	0	0%	0.0	Pass	Pass
Slough	WB	290109-18438	590	110	23	723	668	-55	-8%	2.1	Pass	Pass	550	-40	-7%	1.7	Pass	Pass	94	-16	-14%	1.6	Pass	Pass	24	1	3%	0.1	Pass	Pass
Amersham	SB	39572-293139	253	33	2	288	306	18	6%	1.1	Pass	Pass	266	13	5%	0.8	Pass	Pass	40	7	21%	1.1	Pass	Pass	-	-2	-100%	1.7	Pass	Pass
Amersham	NB	293139-39572	209	29	2	239	226	-13	-5%	0.9	Pass	Pass	203	-5	-3%	0.4	Pass	Pass	23	-6	-20%	1.2	Pass	Pass	-	-2	-100%	1.8	Pass	Pass
Amersham	EB	19538-293141	86	13	1	99	102	3	3%	0.3	Pass	Pass	85	0	0%	0.0	Pass	Pass	15	2	12%	0.4	Pass	Pass	2	1	243%	1.2	Pass	Pass
Amersham	WB	293141-19538	98	18	0	116	109	-8	-7%	0.7	Pass	Pass	88	-10	-10%	1.1	Pass	Pass	19	1	5%	0.2	Pass	Pass	2	2	500%	1.6	Pass	Pass
High Wycombe	NB	14518-586295	364	47	7	418	420	3	1%	0.1	Pass	Pass	365	2	1%	0.1	Pass	Pass	46	-1	-2%	0.1	Pass	Pass	9	2	27%	0.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	SB	586295-14518	334	49	10	393	448	55	14%	2.7	Pass	Pass	384	50	15%	2.6	Pass	Pass	52	3	7%	0.5	Pass	Pass	12	2	17%	0.5	Pass	Pass
Buckingham	SB	6834-6829	85	15	2	102	104	1	1%	0.1	Pass	Pass	92	7	9%	0.8	Pass	Pass	11	-4	-28%	1.2	Pass	Pass	0	-2	-99%	1.9	Pass	Pass
Buckingham	NB	6829-6834	75	13	2	89	94	5	6%	0.5	Pass	Pass	83	8	11%	0.9	Pass	Pass	12	-1	-10%	0.4	Pass	Pass	0	-2	-99%	1.7	Pass	Pass
Buckingham	WB	50991-700051	40	12	3	54	64	9	17%	1.2	Pass	Pass	45	5	13%	0.8	Pass	Pass	19	7	61%	1.8	Pass	Pass	-	-3	-100%	2.4	Pass	Pass
Buckingham	EB	700051-50991	69	17	4	90	91	2	2%	0.2	Pass	Pass	71	2	3%	0.3	Pass	Pass	20	3	17%	0.7	Pass	Pass	-	-4	-100%	2.7	Pass	Pass
Aylesbury	EB	10100-10577	587	154	23	764	749	-15	-2%	0.5	Pass	Pass	587	0	0%	0.0	Pass	Pass	138	-16	-10%	1.3	Pass	Pass	25	1	5%	0.3	Pass	Pass
Aylesbury	WB	10577-10100	551	125	25	701	684	-17	-2%	0.6	Pass	Pass	539	-11	-2%	0.5	Pass	Pass	119	-6	-5%	0.5	Pass	Pass	26	1	2%	0.1	Pass	Pass
Aylesbury	NB	10597-12607	54	10	1	64	74	10	15%	1.2	Pass	Pass	55	1	2%	0.2	Pass	Pass	15	6	61%	1.7	Pass	Pass	4	3	245%	1.7	Pass	Pass
Aylesbury	SB	12607-10597	51	9	1	62	73	11	18%	1.3	Pass	Pass	56	4	8%	0.6	Pass	Pass	12	3	34%	0.9	Pass	Pass	5	4	365%	2.3	Pass	Pass
Aylesbury	NB	13289-13775	436	81	17	534	464	-70	-13%	3.1	Pass	Pass	371	-65	-15%	3.2	Pass	Pass	68	-13	-17%	1.6	Pass	Pass	26	9	51%	1.9	Pass	Pass
Aylesbury	SB	13775-13289	404	75	16	495	440	-55	-11%	2.5	Pass	Pass	367	-37	-9%	1.9	Pass	Pass	53	-23	-30%	2.8	Pass	Pass	21	5	30%	1.1	Pass	Pass
Aylesbury	EB	12362-39842	606	114	24	744	789	45	6%	1.6	Pass	Pass	636	30	5%	1.2	Pass	Pass	112	-2	-2%	0.2	Pass	Pass	40	17	71%	3.0	Pass	Pass
Aylesbury	WB	39842-12362	624	118	24	766	804	37	5%	1.3	Pass	Pass	642	18	3%	0.7	Pass	Pass	121	3	3%	0.3	Pass	Pass	41	16	67%	2.9	Pass	Pass
Aylesbury	SB	10325-40269	244	45	10	299	367	68	23%	3.7	Pass	Pass	262	18	7%	1.1	Pass	Pass	55	10	22%	1.4	Pass	Pass	50	40	422%	7.4	Pass	Fail
Aylesbury	NB	40269-10325	272	51	11	333	391	58	18%	3.1	Pass	Pass	290	19	7%	1.1	Pass	Pass	61	10	21%	1.4	Pass	Pass	40	30	277%	5.9	Pass	Fail

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	EB	8876-51843	423	79	17	518	533	15	3%	0.7	Pass	Pass	434	11	3%	0.5	Pass	Pass	82	3	4%	0.4	Pass	Pass	17	1	4%	0.1	Pass	Pass
Aylesbury	WB	51843-8876	453	84	18	555	523	-32	-6%	1.4	Pass	Pass	426	-27	-6%	1.3	Pass	Pass	81	-3	-4%	0.3	Pass	Pass	17	-1	-7%	0.3	Pass	Pass
Aylesbury	SB	10780-51793	300	72	14	386	458	72	19%	3.5	Pass	Pass	319	19	6%	1.1	Pass	Pass	88	16	22%	1.7	Pass	Pass	52	38	264%	6.6	Pass	Fail
Aylesbury	NB	51793-10780	284	72	12	368	434	66	18%	3.3	Pass	Pass	310	26	9%	1.5	Pass	Pass	82	10	14%	1.1	Pass	Pass	42	30	240%	5.7	Pass	Fail
Aylesbury	EB	13067-140010	834	158	33	1,024	1,017	-8	-1%	0.2	Pass	Pass	826	-8	-1%	0.3	Pass	Pass	150	-8	-5%	0.6	Pass	Pass	41	8	25%	1.3	Pass	Pass
Aylesbury	WB	140010-13067	801	151	31	983	957	-26	-3%	0.8	Pass	Pass	772	-28	-4%	1.0	Pass	Pass	147	-4	-3%	0.4	Pass	Pass	38	6	20%	1.1	Pass	Pass
Aylesbury	EB	9078-8000055	50	10	1	60	31	-30	-49%	4.4	Pass	Pass	20	-29	-59%	4.9	Pass	Pass	3	-7	-67%	2.6	Pass	Pass	7	6	952%	3.2	Pass	Pass
Aylesbury	WB	8000055-9078	39	8	1	47	37	-10	-22%	1.6	Pass	Pass	23	-16	-41%	2.9	Pass	Pass	8	0	-6%	0.2	Pass	Pass	7	6	1229%	3.3	Pass	Pass
Aylesbury	EB	11692-11742	648	77	13	737	741	4	1%	0.1	Pass	Pass	652	4	1%	0.2	Pass	Pass	78	1	1%	0.1	Pass	Pass	11	-2	-12%	0.5	Pass	Pass
Aylesbury	WB	11742-11692	654	78	13	745	770	25	3%	0.9	Pass	Pass	674	20	3%	0.8	Pass	Pass	83	5	7%	0.6	Pass	Pass	12	-1	-5%	0.2	Pass	Pass
Aylesbury	EB	11403-11450	729	98	29	856	933	77	9%	2.6	Pass	Pass	768	40	5%	1.5	Pass	Pass	122	24	25%	2.3	Pass	Pass	43	13	45%	2.2	Pass	Pass
Aylesbury	WB	11450-11403	844	114	34	992	1,063	72	7%	2.2	Pass	Pass	891	46	6%	1.6	Pass	Pass	126	12	11%	1.1	Pass	Pass	47	13	38%	2.0	Pass	Pass
Aylesbury	NB	12529-13469	229	68	13	311	293	-18	-6%	1.0	Pass	Pass	225	-5	-2%	0.3	Pass	Pass	55	-13	-19%	1.6	Pass	Pass	12	0	-2%	0.1	Pass	Pass
Aylesbury	SB	13469-12529	263	57	16	336	298	-38	-11%	2.1	Pass	Pass	240	-22	-9%	1.4	Pass	Pass	44	-13	-22%	1.8	Pass	Pass	13	-3	-19%	0.8	Pass	Pass
Aylesbury	NB	14165-38008	182	25	6	213	207	-7	-3%	0.5	Pass	Pass	176	-6	-3%	0.4	Pass	Pass	26	1	3%	0.2	Pass	Pass	5	-2	-28%	0.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	SB	38008-14165	188	26	6	221	206	-15	-7%	1.0	Pass	Pass	172	-16	-8%	1.2	Pass	Pass	29	3	10%	0.5	Pass	Pass	4	-2	-31%	0.8	Pass	Pass
Aylesbury	NB	15959-39904	262	45	30	338	335	-3	-1%	0.1	Pass	Pass	270	8	3%	0.5	Pass	Pass	46	1	2%	0.1	Pass	Pass	19	-11	-37%	2.3	Pass	Pass
Aylesbury	SB	39904-15959	236	40	27	303	304	2	1%	0.1	Pass	Pass	247	12	5%	0.8	Pass	Pass	42	2	4%	0.3	Pass	Pass	16	-12	-43%	2.5	Pass	Pass
Aylesbury	SB	10768-52264	386	56	9	451	453	2	0%	0.1	Pass	Pass	399	13	3%	0.7	Pass	Pass	49	-7	-13%	1.0	Pass	Pass	5	-5	-50%	1.8	Pass	Pass
Aylesbury	NB	52264-10768	343	49	8	401	366	-35	-9%	1.8	Pass	Pass	323	-20	-6%	1.1	Pass	Pass	38	-11	-23%	1.7	Pass	Pass	5	-4	-45%	1.5	Pass	Pass
Aylesbury	SB	9932-52020	95	22	4	121	145	24	20%	2.1	Pass	Pass	103	8	9%	0.8	Pass	Pass	35	12	57%	2.3	Pass	Pass	8	3	79%	1.4	Pass	Pass
Aylesbury	NB	52020-9932	97	22	4	123	133	10	8%	0.8	Pass	Pass	101	5	5%	0.5	Pass	Pass	24	2	9%	0.4	Pass	Pass	7	3	67%	1.2	Pass	Pass
Aylesbury	SB	11686-52178	104	14	1	119	109	-10	-8%	0.9	Pass	Pass	100	-5	-4%	0.4	Pass	Pass	7	-6	-46%	1.9	Pass	Pass	2	1	112%	0.9	Pass	Pass
Aylesbury	NB	52178-11686	80	11	1	91	84	-7	-8%	0.7	Pass	Pass	76	-4	-5%	0.4	Pass	Pass	6	-4	-41%	1.5	Pass	Pass	2	1	116%	0.9	Pass	Pass
Aylesbury	SB	52092-52093	574	74	15	662	581	-81	-12%	3.3	Pass	Pass	517	-57	-10%	2.4	Pass	Pass	64	-10	-13%	1.2	Pass	Pass	-15	-100%	5.4	Pass	Fail	
Aylesbury	NB	52093-52092	588	76	16	679	600	-79	-12%	3.1	Pass	Pass	525	-63	-11%	2.7	Pass	Pass	75	-1	-1%	0.1	Pass	Pass	-16	-100%	5.6	Pass	Fail	
Aylesbury	NB	51897-51921	471	81	56	608	489	-119	-20%	5.1	Fail	Fail	390	-81	-17%	3.9	Pass	Pass	68	-13	-15%	1.5	Pass	Pass	31	-25	-44%	3.7	Pass	Pass
Aylesbury	SB	51921-51897	433	75	50	558	461	-97	-17%	4.3	Pass	Pass	385	-48	-11%	2.4	Pass	Pass	53	-22	-29%	2.7	Pass	Pass	24	-27	-53%	4.4	Pass	Pass
Aylesbury	SB	16706-52395	33	5	1	39	59	20	51%	2.8	Pass	Pass	45	13	39%	2.1	Pass	Pass	13	8	151%	2.6	Pass	Pass	-1	-100%	1.5	Pass	Pass	
Aylesbury	NB	52395-16706	34	5	1	40	76	36	91%	4.8	Pass	Pass	59	26	77%	3.8	Pass	Pass	17	12	219%	3.5	Pass	Pass	-1	-100%	1.5	Pass	Pass	

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	11675-52180	524	99	93	715	531	-184	-26%	7.4	Fail	Fail	415	-109	-21%	5.0	Fail	Fail	59	-40	-40%	4.5	Pass	Pass	57	-36	-38%	4.1	Pass	Pass
Aylesbury	EB	52180-11675	548	103	97	748	589	-159	-21%	6.1	Fail	Fail	451	-97	-18%	4.3	Pass	Pass	64	-39	-38%	4.3	Pass	Pass	73	-23	-24%	2.5	Pass	Pass
Aylesbury	EB	52098-52891	423	56	13	491	528	37	8%	1.7	Pass	Pass	451	28	7%	1.4	Pass	Pass	60	4	8%	0.6	Pass	Pass	17	5	36%	1.2	Pass	Pass
Aylesbury	WB	52891-52098	407	54	13	473	522	48	10%	2.2	Pass	Pass	440	33	8%	1.6	Pass	Pass	57	4	7%	0.5	Pass	Pass	24	12	93%	2.7	Pass	Pass
Aylesbury	SWB	11151-52249	528	117	46	691	579	-113	-16%	4.5	Fail	Pass	463	-65	-12%	2.9	Pass	Pass	86	-31	-26%	3.1	Pass	Pass	29	-17	-37%	2.7	Pass	Pass
Aylesbury	NEB	52249-11151	555	165	60	781	691	-90	-11%	3.3	Pass	Pass	513	-42	-8%	1.8	Pass	Pass	140	-26	-15%	2.1	Pass	Pass	38	-22	-37%	3.2	Pass	Pass
High Wycombe	NEB	39264-51366	423	92	16	532	468	-64	-12%	2.9	Pass	Pass	381	-42	-10%	2.1	Pass	Pass	79	-13	-14%	1.4	Pass	Pass	7	-9	-55%	2.6	Pass	Pass
High Wycombe	SWB	51366-39264	273	56	11	340	331	-9	-3%	0.5	Pass	Pass	277	4	1%	0.2	Pass	Pass	49	-7	-13%	1.0	Pass	Pass	5	-6	-51%	2.0	Pass	Pass
Aylesbury	NEB	51938-140011	24	6	1	31	48	17	54%	2.7	Pass	Pass	37	13	54%	2.3	Pass	Pass	11	5	74%	1.6	Pass	Pass	0	-1	-55%	0.7	Pass	Pass
Aylesbury	SWB	140011-51938	25	7	1	32	47	14	45%	2.3	Pass	Pass	28	3	13%	0.6	Pass	Pass	18	12	178%	3.3	Pass	Pass	1	0	-41%	0.4	Pass	Pass
Aylesbury	NEB	52234-52233	373	48	13	434	415	-20	-5%	1.0	Pass	Pass	362	-11	-3%	0.6	Pass	Pass	41	-6	-13%	1.0	Pass	Pass	11	-2	-17%	0.7	Pass	Pass
Aylesbury	SWB	52233-52234	325	83	13	421	386	-35	-8%	1.8	Pass	Pass	312	-13	-4%	0.8	Pass	Pass	61	-22	-26%	2.6	Pass	Pass	13	0	-1%	0.0	Pass	Pass
Aylesbury	SB	10916-10977	240	25	4	269	239	-30	-11%	1.9	Pass	Pass	220	-20	-8%	1.3	Pass	Pass	14	-11	-43%	2.4	Pass	Pass	4	0	4%	0.1	Pass	Pass
Aylesbury	NB	10977-10916	286	30	5	322	326	5	1%	0.3	Pass	Pass	290	4	1%	0.2	Pass	Pass	30	0	-2%	0.1	Pass	Pass	6	1	17%	0.4	Pass	Pass
Aylesbury	SEB	11229-11278	741	100	29	870	759	-110	-13%	3.9	Pass	Pass	626	-115	-15%	4.4	Fail	Pass	101	1	1%	0.1	Pass	Pass	32	3	10%	0.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	NWB	11278-11229	750	101	30	882	779	-103	-12%	3.6	Pass	Pass	646	-105	-14%	4.0	Pass	Pass	94	-7	-7%	0.7	Pass	Pass	39	9	30%	1.5	Pass	Pass
Aylesbury	SWB	52231-52247	81	11	3	95	114	18	19%	1.8	Pass	Pass	99	18	22%	1.9	Pass	Pass	12	1	8%	0.3	Pass	Pass	2	-1	-22%	0.4	Pass	Pass
Aylesbury	NEB	52247-52231	82	11	3	96	84	-12	-13%	1.3	Pass	Pass	74	-8	-10%	0.9	Pass	Pass	9	-2	-19%	0.7	Pass	Pass	1	-2	-76%	1.6	Pass	Pass
High Wycombe	SEB	14400-51771	319	58	5	383	446	63	16%	3.1	Pass	Pass	364	45	14%	2.4	Pass	Pass	73	15	26%	1.9	Pass	Pass	9	3	62%	1.3	Pass	Pass
High Wycombe	NWB	51771-14400	264	55	4	323	353	30	9%	1.6	Pass	Pass	275	11	4%	0.7	Pass	Pass	70	15	28%	1.9	Pass	Pass	8	4	113%	1.7	Pass	Pass
High Wycombe	SWB	50865-50866	72	9	1	82	74	-8	-9%	0.9	Pass	Pass	63	-9	-13%	1.1	Pass	Pass	11	3	31%	0.8	Pass	Pass	0	-1	-98%	1.5	Pass	Pass
High Wycombe	NEB	50866-50865	72	10	1	83	85	2	2%	0.2	Pass	Pass	65	-7	-10%	0.9	Pass	Pass	20	10	103%	2.6	Pass	Pass	0	-1	-99%	1.4	Pass	Pass
High Wycombe	SEB	15607-50864	31	4	0	35	17	-18	-51%	3.5	Pass	Pass	17	-14	-45%	2.8	Pass	Pass	0	-4	-97%	2.6	Pass	Pass	-	0	-100%	1.0	Pass	Pass
High Wycombe	NWB	50864-15607	28	4	0	32	15	-17	-54%	3.6	Pass	Pass	14	-13	-48%	2.9	Pass	Pass	0	-4	-96%	2.6	Pass	Pass	-	0	-100%	0.9	Pass	Pass
High Wycombe	EB	16659-17168	379	71	15	465	437	-27	-6%	1.3	Pass	Pass	364	-15	-4%	0.8	Pass	Pass	61	-10	-14%	1.2	Pass	Pass	12	-2	-17%	0.7	Pass	Pass
High Wycombe	WB	17168-16659	336	63	13	412	389	-23	-6%	1.1	Pass	Pass	319	-18	-5%	1.0	Pass	Pass	58	-5	-8%	0.6	Pass	Pass	13	-1	-4%	0.2	Pass	Pass
Aylesbury	NEB	10514-10645	478	28	14	520	541	21	4%	0.9	Pass	Pass	487	9	2%	0.4	Pass	Pass	36	8	30%	1.5	Pass	Pass	17	3	23%	0.8	Pass	Pass
Aylesbury	SWB	10645-10514	503	27	14	544	522	-22	-4%	1.0	Pass	Pass	474	-29	-6%	1.3	Pass	Pass	31	3	12%	0.6	Pass	Pass	17	4	28%	1.0	Pass	Pass
Aylesbury	SWB	11948-52206	472	24	10	507	496	-11	-2%	0.5	Pass	Pass	462	-10	-2%	0.5	Pass	Pass	22	-2	-9%	0.5	Pass	Pass	12	2	19%	0.6	Pass	Pass
Aylesbury	NEB	52206-11948	351	22	7	379	288	-92	-24%	5.0	Pass	Fail	265	-85	-24%	4.9	Pass	Pass	17	-5	-23%	1.2	Pass	Pass	5	-1	-22%	0.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bourne End	EB	51772-51773	496	92	12	601	564	-37	-6%	1.5	Pass	Pass	464	-32	-6%	1.4	Pass	Pass	88	-4	-4%	0.4	Pass	Pass	11	-1	-11%	0.4	Pass	Pass
Bourne End	WB	51773-51772	353	95	11	458	467	9	2%	0.4	Pass	Pass	362	9	3%	0.5	Pass	Pass	94	-1	-1%	0.1	Pass	Pass	12	0	3%	0.1	Pass	Pass
Aylesbury	WB	10895-38271	911	188	180	1,280	1,131	-148	-12%	4.3	Pass	Pass	838	-74	-8%	2.5	Pass	Pass	159	-29	-16%	2.2	Pass	Pass	135	-45	-25%	3.6	Pass	Pass
Aylesbury	EB	38271-10895	861	179	170	1,209	1,095	-114	-9%	3.4	Pass	Pass	816	-45	-5%	1.6	Pass	Pass	150	-29	-16%	2.3	Pass	Pass	130	-40	-23%	3.2	Pass	Pass
Aylesbury	SB	38009-51127	437	62	21	521	511	-9	-2%	0.4	Pass	Pass	429	-9	-2%	0.4	Pass	Pass	58	-4	-6%	0.5	Pass	Pass	24	3	15%	0.6	Pass	Pass
Aylesbury	NB	51127-38009	474	67	23	565	524	-40	-7%	1.7	Pass	Pass	443	-32	-7%	1.5	Pass	Pass	65	-3	-4%	0.3	Pass	Pass	17	-6	-26%	1.4	Pass	Pass
Aylesbury	EB	12754-40046	146	24	-	170	168	-3	-2%	0.2	Pass	Pass	148	2	1%	0.2	Pass	Pass	19	-5	-19%	1.0	Pass	Pass	-	0			Pass	Fail
Aylesbury	WB	40046-12754	142	23	-	165	157	-8	-5%	0.6	Pass	Pass	138	-4	-3%	0.3	Pass	Pass	19	-4	-19%	1.0	Pass	Pass	-	0			Pass	Fail
Aylesbury	EB	52241-52242	159	32	3	193	206	13	7%	0.9	Pass	Pass	165	7	4%	0.5	Pass	Pass	38	6	20%	1.1	Pass	Pass	2	0	-16%	0.3	Pass	Pass
Aylesbury	WB	52242-52241	157	35	2	193	187	-6	-3%	0.5	Pass	Pass	154	-2	-1%	0.2	Pass	Pass	31	-3	-10%	0.6	Pass	Pass	1	0	-29%	0.4	Pass	Pass
High Wycombe	SB	51452-12891	300	43	4	348	348	0	0%	0.0	Pass	Pass	296	-4	-1%	0.2	Pass	Pass	46	2	5%	0.3	Pass	Pass	6	2	53%	0.9	Pass	Pass
High Wycombe	NB	12891-51452	303	41	4	349	326	-23	-7%	1.3	Pass	Pass	280	-23	-8%	1.4	Pass	Pass	39	-2	-6%	0.4	Pass	Pass	7	2	56%	1.0	Pass	Pass
High Wycombe	SB	13797-13834	313	41	3	357	340	-17	-5%	0.9	Pass	Pass	299	-15	-5%	0.8	Pass	Pass	37	-3	-8%	0.5	Pass	Pass	4	1	19%	0.3	Pass	Pass
High Wycombe	NB	13834-13797	310	43	3	356	385	29	8%	1.5	Pass	Pass	338	28	9%	1.6	Pass	Pass	42	-1	-2%	0.1	Pass	Pass	5	1	36%	0.6	Pass	Pass
Bourne End	SEB	38774-16654	324	60	6	390	264	-126	-32%	7.0	Fail	Fail	218	-106	-33%	6.4	Fail	Fail	40	-19	-32%	2.7	Pass	Pass	5	-1	-15%	0.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bourne End	NWB	16654-38774	290	57	6	354	303	-50	-14%	2.8	Pass	Pass	266	-24	-8%	1.5	Pass	Pass	31	-26	-45%	3.9	Pass	Pass	6	0	-4%	0.1	Pass	Pass
Bourne End	NEB	16455-51732	75	18	1	94	88	-6	-6%	0.6	Pass	Pass	67	-8	-11%	1.0	Pass	Pass	16	-1	-8%	0.4	Pass	Pass	5	4	396%	2.3	Pass	Pass
Bourne End	SWB	51732-16455	114	26	2	142	121	-21	-14%	1.8	Pass	Pass	97	-18	-15%	1.7	Pass	Pass	21	-5	-20%	1.1	Pass	Pass	4	2	128%	1.3	Pass	Pass
Bourne End	NWB	17222-17181	114	25	0	140	113	-27	-19%	2.4	Pass	Pass	103	-11	-10%	1.1	Pass	Pass	10	-15	-61%	3.7	Pass	Pass	-	0	-100%	0.8	Pass	Pass
Bourne End	SEB	17181-17222	115	23	1	138	58	-80	-58%	8.0	Pass	Fail	42	-73	-64%	8.2	Pass	Fail	16	-6	-28%	1.4	Pass	Pass	-	-1	-100%	1.0	Pass	Pass
Bourne End	SB	16247-39979	180	32	3	215	207	-8	-4%	0.6	Pass	Pass	167	-13	-7%	1.0	Pass	Pass	40	8	24%	1.3	Pass	Pass	-	-3	-100%	2.4	Pass	Pass
Bourne End	NB	39979-16247	147	30	2	180	213	33	19%	2.4	Pass	Pass	170	22	15%	1.8	Pass	Pass	43	13	43%	2.1	Pass	Pass	-	-2	-100%	1.8	Pass	Pass
Aylesbury	SB	13646-13534	401	74	19	494	506	12	2%	0.5	Pass	Pass	402	1	0%	0.1	Pass	Pass	80	6	8%	0.7	Pass	Pass	23	5	24%	1.0	Pass	Pass
Aylesbury	NB	13534-13646	370	96	20	487	519	32	7%	1.4	Pass	Pass	385	15	4%	0.8	Pass	Pass	100	4	4%	0.4	Pass	Pass	33	13	63%	2.5	Pass	Pass
High Wycombe	EB	51377-51376	92	18	2	111	104	-7	-7%	0.7	Pass	Pass	92	0	0%	0.0	Pass	Pass	12	-6	-34%	1.6	Pass	Pass	0	-1	-70%	1.1	Pass	Pass
High Wycombe	WB	51376-51377	117	21	1	139	124	-14	-10%	1.2	Pass	Pass	111	-6	-5%	0.6	Pass	Pass	13	-8	-38%	1.9	Pass	Pass	1	0	-30%	0.3	Pass	Pass
Aylesbury	WB	52169-11138	313	59	55	428	332	-96	-22%	4.9	Pass	Pass	254	-59	-19%	3.5	Pass	Pass	35	-24	-40%	3.5	Pass	Pass	42	-13	-23%	1.9	Pass	Pass
Aylesbury	EB	11138-52169	315	59	56	430	345	-85	-20%	4.3	Pass	Pass	250	-65	-21%	3.9	Pass	Pass	44	-15	-25%	2.1	Pass	Pass	51	-5	-8%	0.6	Pass	Pass
Bourne End	SB	38764-16551	285	61	1	347	393	46	13%	2.4	Pass	Pass	331	45	16%	2.6	Pass	Pass	57	-4	-6%	0.5	Pass	Pass	5	4	440%	2.5	Pass	Pass
Bourne End	NB	16551-38764	252	44	1	297	344	47	16%	2.6	Pass	Pass	277	24	10%	1.5	Pass	Pass	60	16	36%	2.2	Pass	Pass	7	6	967%	3.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	7035-40028	296	65	6	367	447	80	22%	4.0	Pass	Pass	378	81	28%	4.4	Pass	Pass	70	5	8%	0.6	Pass	Pass	-	-6	-100%	3.4	Pass	Pass
Buckingham	WB	40028-7035	312	65	6	383	450	67	17%	3.3	Pass	Pass	386	74	24%	4.0	Pass	Pass	63	-2	-3%	0.2	Pass	Pass	-	-6	-100%	3.4	Pass	Pass
Buckingham	WB	6809-700048	431	102	50	583	510	-73	-12%	3.1	Pass	Pass	370	-61	-14%	3.0	Pass	Pass	74	-28	-27%	3.0	Pass	Pass	66	16	32%	2.1	Pass	Pass
Buckingham	EB	700048-6809	400	121	59	580	579	-1	0%	0.0	Pass	Pass	382	-18	-4%	0.9	Pass	Pass	119	-2	-2%	0.2	Pass	Pass	78	19	33%	2.3	Pass	Pass
Buckingham	NB	51829-7252	622	87	18	727	616	-111	-15%	4.3	Fail	Pass	550	-71	-11%	2.9	Pass	Pass	55	-32	-37%	3.8	Pass	Pass	11	-8	-42%	2.0	Pass	Pass
Buckingham	SB	7252-51829	613	81	34	728	700	-28	-4%	1.0	Pass	Pass	608	-5	-1%	0.2	Pass	Pass	69	-11	-14%	1.3	Pass	Pass	23	-11	-32%	2.1	Pass	Pass
Buckingham	SB	51830-7238	379	57	9	446	452	6	1%	0.3	Pass	Pass	392	13	3%	0.6	Pass	Pass	56	-1	-1%	0.1	Pass	Pass	3	-6	-64%	2.4	Pass	Pass
Buckingham	NB	7238-51830	323	43	6	372	415	43	12%	2.2	Pass	Pass	381	58	18%	3.1	Pass	Pass	30	-13	-30%	2.2	Pass	Pass	4	-2	-30%	0.8	Pass	Pass
Buckingham	SWB	700019-7586	448	88	44	579	626	47	8%	1.9	Pass	Pass	494	46	10%	2.1	Pass	Pass	86	-2	-2%	0.2	Pass	Pass	46	3	6%	0.4	Pass	Pass
Buckingham	NEB	7586-700019	318	82	43	443	533	91	20%	4.1	Pass	Pass	367	50	16%	2.7	Pass	Pass	112	30	36%	3.0	Pass	Pass	54	11	26%	1.6	Pass	Pass
Buckingham	NEB	8000141-7560	400	113	57	570	634	64	11%	2.6	Pass	Pass	426	26	7%	1.3	Pass	Pass	134	21	18%	1.9	Pass	Pass	74	17	30%	2.1	Pass	Pass
Buckingham	SWB	7560-8000141	593	116	61	770	777	7	1%	0.3	Pass	Pass	618	25	4%	1.0	Pass	Pass	89	-26	-23%	2.6	Pass	Pass	70	9	15%	1.1	Pass	Pass
Buckingham	EB	7160-7208	218	44	5	267	273	6	2%	0.4	Pass	Pass	231	13	6%	0.9	Pass	Pass	39	-5	-12%	0.8	Pass	Pass	4	-2	-30%	0.7	Pass	Pass
Buckingham	WB	7208-7160	258	50	6	314	311	-3	-1%	0.2	Pass	Pass	264	5	2%	0.3	Pass	Pass	44	-5	-11%	0.8	Pass	Pass	3	-3	-47%	1.3	Pass	Pass

Table I3 – Link calibration- PM PEAK

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Princes Risborough	SB	10686-10695	637	68	4	709	679	-30	-4%	1.1	Pass	Pass	606	-31	-5%	1.2	Pass	Pass	66	-2	-3%	0.2	Pass	Pass	7	3	61%	1.1	Pass	Pass
Princes Risborough	NB	10695-10686	545	54	2	602	729	127	21%	4.9	Fail	Pass	660	115	21%	4.7	Fail	Pass	62	7	13%	1.0	Pass	Pass	7	5	238%	2.4	Pass	Pass
Chesham	EB	21784-21988	282	9	-	291	311	19	7%	1.1	Pass	Pass	299	17	6%	1.0	Pass	Pass	11	1	15%	0.4	Pass	Pass	1	1		1.4	Pass	Pass
Chesham	WB	21988-21784	240	27	-	267	300	34	13%	2.0	Pass	Pass	282	42	17%	2.6	Pass	Pass	18	-9	-33%	1.8	Pass	Pass	1	1		1.3	Pass	Pass
Chesham	NB	21597-21621	613	90	8	711	582	-129	-18%	5.1	Fail	Fail	510	-103	-17%	4.3	Fail	Pass	69	-21	-23%	2.3	Pass	Pass	3	-5	-63%	2.2	Pass	Pass
Chesham	SB	21621-21597	509	62	3	574	491	-83	-14%	3.6	Pass	Pass	438	-72	-14%	3.3	Pass	Pass	50	-12	-19%	1.6	Pass	Pass	3	0	9%	0.2	Pass	Pass
Aylesbury	SB	11383-11392	677	91	6	774	831	57	7%	2.0	Pass	Pass	724	47	7%	1.8	Pass	Pass	90	-1	-1%	0.1	Pass	Pass	17	11	181%	3.2	Pass	Pass
Aylesbury	NB	11392-11383	1,097	106	12	1,215	1,171	-44	-4%	1.3	Pass	Pass	1,056	-41	-4%	1.2	Pass	Pass	97	-9	-9%	0.9	Pass	Pass	18	6	52%	1.6	Pass	Pass
Leighton Buzzard	SB	17599-17644	331	31	2	364	539	175	48%	8.2	Fail	Fail	470	140	42%	7.0	Fail	Fail	39	8	24%	1.3	Pass	Pass	30	27	1288%	6.9	Pass	Fail
Leighton Buzzard	NB	17644-17599	375	36	2	413	573	160	39%	7.2	Fail	Fail	483	108	29%	5.2	Fail	Fail	69	33	94%	4.6	Pass	Pass	21	18	750%	5.4	Pass	Fail
High Wycombe	SB	12042-12227	404	20	-	424	431	7	2%	0.3	Pass	Pass	402	-2	0%	0.1	Pass	Pass	25	5	25%	1.0	Pass	Pass	4	4		2.7	Pass	Pass
High Wycombe	NB	12227-12042	607	38	3	648	632	-16	-2%	0.6	Pass	Pass	588	-19	-3%	0.8	Pass	Pass	41	3	8%	0.5	Pass	Pass	3	0	4%	0.1	Pass	Pass
Bicester	EB	6472-6600	566	54	4	623	636	13	2%	0.5	Pass	Pass	569	3	1%	0.1	Pass	Pass	56	2	5%	0.3	Pass	Pass	11	7	202%	2.7	Pass	Pass
Bicester	WB	6600-6472	506	48	3	557	624	67	12%	2.8	Pass	Pass	555	49	10%	2.1	Pass	Pass	54	6	13%	0.9	Pass	Pass	15	12	354%	3.8	Pass	Pass
Bicester	NB	5866-5916	316	30	2	349	327	-21	-6%	1.2	Pass	Pass	298	-18	-6%	1.0	Pass	Pass	20	-10	-34%	2.1	Pass	Pass	9	7	357%	3.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bicester	SB	5916-5866	139	13	1	153	142	-11	-7%	0.9	Pass	Pass	123	-16	-12%	1.4	Pass	Pass	11	-2	-17%	0.6	Pass	Pass	8	8	841%	3.5	Pass	Pass
Chesham	NB	20306-20348	1,036	98	7	1,141	1,214	73	6%	2.1	Pass	Pass	1,094	58	6%	1.8	Pass	Pass	109	10	11%	1.0	Pass	Pass	11	4	62%	1.4	Pass	Pass
Chesham	SB	20348-20306	1,504	143	10	1,656	1,629	-27	-2%	0.7	Pass	Pass	1,484	-19	-1%	0.5	Pass	Pass	132	-10	-7%	0.9	Pass	Pass	12	2	25%	0.7	Pass	Pass
Tring	EB	19367-19589	705	68	5	777	728	-49	-6%	1.8	Pass	Pass	664	-41	-6%	1.6	Pass	Pass	56	-12	-17%	1.5	Pass	Pass	8	3	76%	1.4	Pass	Pass
Tring	WB	19589-19367	408	39	3	449	557	107	24%	4.8	Fail	Pass	510	102	25%	4.8	Fail	Pass	35	-4	-11%	0.7	Pass	Pass	12	9	359%	3.5	Pass	Pass
Aylesbury	NB	10920-10992	769	76	7	852	823	-29	-3%	1.0	Pass	Pass	714	-55	-7%	2.0	Pass	Pass	89	12	16%	1.4	Pass	Pass	20	13	187%	3.6	Pass	Pass
Aylesbury	SB	10992-10920	890	89	4	982	865	-117	-12%	3.9	Pass	Pass	787	-103	-12%	3.5	Pass	Pass	64	-25	-28%	2.8	Pass	Pass	14	10	242%	3.3	Pass	Pass
Buckingham	SEB	7553-7566	619	49	7	675	654	-21	-3%	0.8	Pass	Pass	611	-8	-1%	0.3	Pass	Pass	37	-12	-24%	1.8	Pass	Pass	6	-1	-20%	0.6	Pass	Pass
Buckingham	NWB	7566-7553	523	51	2	576	635	59	10%	2.4	Pass	Pass	542	19	4%	0.8	Pass	Pass	69	18	34%	2.3	Pass	Pass	25	23	1126%	6.2	Pass	Fail
Great Missenden	SB	16686-16890	470	42	3	515	561	47	9%	2.0	Pass	Pass	503	33	7%	1.5	Pass	Pass	52	11	25%	1.5	Pass	Pass	6	3	100%	1.4	Pass	Pass
Great Missenden	NB	16890-16686	395	53	3	451	492	41	9%	1.9	Pass	Pass	424	29	7%	1.4	Pass	Pass	62	9	18%	1.2	Pass	Pass	6	3	97%	1.4	Pass	Pass
Princes Risborough	WB	9359-8515	225	22	1	247	251	4	1%	0.2	Pass	Pass	224	0	0%	0.0	Pass	Pass	23	1	6%	0.3	Pass	Pass	3	2	465%	1.8	Pass	Pass
Princes Risborough	EB	8515-9359	303	30	1	333	368	35	10%	1.9	Pass	Pass	338	35	11%	1.9	Pass	Pass	27	-3	-9%	0.5	Pass	Pass	3	3	377%	1.8	Pass	Pass
High Wycombe	NB	14061-13632	2,064	73	79	2,216	1,908	-307	-14%	6.8	Pass	Fail	1,764	-300	-15%	6.9	Pass	Fail	81	7	10%	0.8	Pass	Pass	64	-15	-19%	1.7	Pass	Pass
Aylesbury	EB	16160-17129	787	75	5	867	892	25	3%	0.9	Pass	Pass	812	24	3%	0.9	Pass	Pass	73	-2	-3%	0.2	Pass	Pass	8	3	62%	1.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	WB	14630-14548	1,444	106	4	1,554	1,607	53	3%	1.3	Pass	Pass	1,494	50	3%	1.3	Pass	Pass	109	3	2%	0.3	Pass	Pass	4	0	6%	0.1	Pass	Pass
High Wycombe	EB	14550-14621	694	57	1	753	852	99	13%	3.5	Pass	Pass	792	97	14%	3.6	Pass	Pass	57	0	0%	0.0	Pass	Pass	2	1	133%	1.0	Pass	Pass
Marlow	EB	14034-14050	1,250	54	4	1,308	1,150	-158	-12%	4.5	Pass	Pass	1,085	-165	-13%	4.8	Pass	Pass	53	-1	-1%	0.1	Pass	Pass	11	7	179%	2.6	Pass	Pass
High Wycombe	SB	14193-14161	399	38	3	439	488	49	11%	2.3	Pass	Pass	435	37	9%	1.8	Pass	Pass	44	6	16%	0.9	Pass	Pass	9	6	240%	2.6	Pass	Pass
Aylesbury	SB	11705-11773	1,168	112	8	1,288	1,441	153	12%	4.1	Pass	Pass	1,298	130	11%	3.7	Pass	Pass	130	18	16%	1.7	Pass	Pass	12	5	63%	1.5	Pass	Pass
Aylesbury	WB	17075-16149	937	89	6	1,032	1,074	42	4%	1.3	Pass	Pass	981	44	5%	1.4	Pass	Pass	93	4	4%	0.4	Pass	Pass	0	-6	-97%	3.3	Pass	Pass
High Wycombe	SB	13842-13790	1,261	80	3	1,344	1,400	56	4%	1.5	Pass	Pass	1,291	30	2%	0.8	Pass	Pass	92	12	15%	1.3	Pass	Pass	17	14	463%	4.4	Pass	Pass
High Wycombe	NB	14150-14190	630	60	4	694	744	50	7%	1.9	Pass	Pass	673	42	7%	1.7	Pass	Pass	66	6	11%	0.8	Pass	Pass	5	1	26%	0.5	Pass	Pass
High Wycombe	SB	13611-14078	1,967	92	73	2,132	2,080	-52	-2%	1.1	Pass	Pass	1,923	-44	-2%	1.0	Pass	Pass	91	-1	-2%	0.2	Pass	Pass	66	-7	-9%	0.8	Pass	Pass
Marlow	WB	14060-14039	1,197	64	7	1,268	1,260	-8	-1%	0.2	Pass	Pass	1,191	-6	-1%	0.2	Pass	Pass	58	-6	-10%	0.8	Pass	Pass	12	5	70%	1.6	Pass	Pass
High Wycombe	NB	13772-13821	1,201	69	6	1,276	1,193	-83	-7%	2.4	Pass	Pass	1,112	-89	-7%	2.6	Pass	Pass	71	2	3%	0.2	Pass	Pass	10	4	72%	1.5	Pass	Pass
Buckingham	EB	6018-6296	300	39	5	343	567	224	65%	10.5	Fail	Fail	513	213	71%	10.6	Fail	Fail	38	-1	-1%	0.1	Pass	Pass	16	11	247%	3.5	Pass	Pass
Buckingham	WB	6296-6018	396	34	3	433	531	97	22%	4.4	Pass	Pass	462	66	17%	3.2	Pass	Pass	58	24	70%	3.5	Pass	Pass	11	7	213%	2.7	Pass	Pass
Bicester	NB	6258-6312	32	3	0	35	39	4	10%	0.6	Pass	Pass	35	3	8%	0.5	Pass	Pass	4	1	32%	0.5	Pass	Pass	-	0	-100%	0.4	Pass	Pass
Bicester	SB	6312-6258	17	2	0	19	32	13	70%	2.6	Pass	Pass	29	12	67%	2.4	Pass	Pass	3	2	97%	1.0	Pass	Pass	-	0	-100%	0.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	7166-7219	1,045	125	51	1,221	1,066	-155	-13%	4.6	Pass	Pass	903	-141	-14%	4.5	Pass	Pass	111	-13	-11%	1.2	Pass	Pass	51	0	0%	0.0	Pass	Pass
Buckingham	WB	7219-7166	927	88	40	1,054	961	-94	-9%	3.0	Pass	Pass	886	-41	-4%	1.4	Pass	Pass	51	-37	-42%	4.4	Pass	Pass	24	-16	-40%	2.8	Pass	Pass
Buckingham	EB	7490-8005	10	1	0	11	6	-5	-46%	1.7	Pass	Pass	5	-5	-54%	2.0	Pass	Pass	1	0	34%	0.3	Pass	Pass	0	0	99%	0.1	Pass	Pass
Buckingham	WB	8005-7490	12	1	0	13	28	15	117%	3.3	Pass	Pass	22	10	86%	2.5	Pass	Pass	6	5	441%	2.6	Pass	Pass	0	0	59%	0.1	Pass	Pass
Buckingham	EB	8203-8523	328	42	7	377	472	95	25%	4.6	Pass	Pass	392	64	20%	3.4	Pass	Pass	53	11	26%	1.6	Pass	Pass	27	20	282%	4.8	Pass	Pass
Buckingham	WB	8523-8203	687	55	7	749	696	-53	-7%	2.0	Pass	Pass	638	-49	-7%	1.9	Pass	Pass	53	-2	-4%	0.3	Pass	Pass	6	-1	-14%	0.4	Pass	Pass
Princes Risborough	EB	8378-8735	864	83	6	952	694	-259	-27%	9.0	Fail	Fail	615	-249	-29%	9.2	Fail	Fail	72	-11	-13%	1.2	Pass	Pass	7	1	18%	0.4	Pass	Pass
Princes Risborough	WB	8735-8378	362	35	2	399	378	-21	-5%	1.1	Pass	Pass	338	-24	-7%	1.3	Pass	Pass	33	-2	-5%	0.3	Pass	Pass	7	5	216%	2.3	Pass	Pass
Winslow	EB	9414-9503	321	56	-	377	387	10	3%	0.5	Pass	Pass	323	1	0%	0.1	Pass	Pass	55	-1	-2%	0.1	Pass	Pass	10	10		4.4	Pass	Pass
Winslow	WB	9503-9414	509	66	3	579	478	-100	-17%	4.4	Fail	Pass	414	-95	-19%	4.4	Pass	Pass	60	-6	-9%	0.8	Pass	Pass	4	1	27%	0.5	Pass	Pass
Milton Keynes	NB	10644-10867	96	17	1	114	152	38	34%	3.3	Pass	Pass	124	27	28%	2.6	Pass	Pass	25	8	50%	1.8	Pass	Pass	4	3	278%	1.8	Pass	Pass
Milton Keynes	SB	10867-10644	342	11	-	353	350	-3	-1%	0.2	Pass	Pass	335	-7	-2%	0.4	Pass	Pass	13	2	15%	0.5	Pass	Pass	2	2		2.0	Pass	Pass
Aylesbury	EB	10855-11429	465	44	3	512	435	-77	-15%	3.5	Pass	Pass	390	-75	-16%	3.6	Pass	Pass	44	0	1%	0.0	Pass	Pass	1	-2	-58%	1.2	Pass	Pass
Aylesbury	WB	11429-10855	263	25	2	290	344	54	19%	3.0	Pass	Pass	317	54	20%	3.1	Pass	Pass	24	-1	-3%	0.1	Pass	Pass	3	1	76%	0.8	Pass	Pass
Milton Keynes	EB	10684-11648	1,174	111	8	1,293	1,432	139	11%	3.8	Pass	Pass	1,278	104	9%	3.0	Pass	Pass	126	15	13%	1.4	Pass	Pass	28	20	270%	4.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	WB	11648-10684	1,101	104	7	1,213	1,439	226	19%	6.2	Fail	Fail	1,280	178	16%	5.2	Fail	Fail	128	24	23%	2.2	Pass	Pass	31	24	336%	5.5	Pass	Fail
Princes Risborough	SB	11140-11650	39	4	0	43	77	34	77%	4.3	Pass	Pass	59	20	50%	2.8	Pass	Pass	16	12	321%	3.9	Pass	Pass	2	1	1689%	1.6	Pass	Pass
Princes Risborough	NB	11650-11140	81	8	0	89	63	-25	-29%	2.9	Pass	Pass	59	-22	-27%	2.6	Pass	Pass	3	-5	-61%	2.1	Pass	Pass	2	1	755%	1.5	Pass	Pass
Princes Risborough	SB	11822-12288	62	6	0	68	103	35	51%	3.8	Pass	Pass	93	31	51%	3.6	Pass	Pass	5	-1	-17%	0.4	Pass	Pass	5	5	3439%	3.0	Pass	Pass
Princes Risborough	NB	12288-11822	85	8	0	94	163	69	74%	6.1	Pass	Fail	137	52	61%	4.9	Pass	Pass	22	14	169%	3.6	Pass	Pass	3	3	1644%	2.3	Pass	Pass
Great Missenden	SB	14533-14568	263	40	1	303	248	-55	-18%	3.3	Pass	Pass	224	-39	-15%	2.5	Pass	Pass	25	-15	-38%	2.7	Pass	Pass	-	-1	-100%	1.4	Pass	Pass
Great Missenden	NB	14568-14533	252	36	-	287	230	-57	-20%	3.6	Pass	Pass	210	-42	-17%	2.7	Pass	Pass	20	-16	-43%	2.9	Pass	Pass	-	0			Pass	Fail
High Wycombe	SB	14958-15027	358	44	-	402	345	-57	-14%	3.0	Pass	Pass	307	-51	-14%	2.8	Pass	Pass	34	-10	-23%	1.6	Pass	Pass	3	3		2.5	Pass	Pass
High Wycombe	NB	15027-14958	443	37	-	480	384	-96	-20%	4.6	Pass	Pass	342	-101	-23%	5.1	Fail	Fail	37	0	0%	0.0	Pass	Pass	4	4		2.9	Pass	Pass
Leighton Buzzard	EB	15623-16554	158	15	1	174	151	-23	-13%	1.8	Pass	Pass	136	-22	-14%	1.8	Pass	Pass	14	-1	-9%	0.4	Pass	Pass	1	0	-24%	0.3	Pass	Pass
Leighton Buzzard	WB	16554-15623	171	16	1	188	162	-26	-14%	2.0	Pass	Pass	151	-20	-12%	1.6	Pass	Pass	11	-6	-34%	1.5	Pass	Pass	1	-1	-46%	0.6	Pass	Pass
Great Missenden	SB	16668-17231	632	64	3	699	749	49	7%	1.8	Pass	Pass	651	19	3%	0.7	Pass	Pass	84	19	30%	2.2	Pass	Pass	14	11	375%	3.8	Pass	Pass
Great Missenden	NB	17231-16668	1,210	155	10	1,375	1,169	-206	-15%	5.8	Pass	Fail	1,018	-192	-16%	5.8	Fail	Fail	141	-14	-9%	1.2	Pass	Pass	10	0	4%	0.1	Pass	Pass
Slough	SB	17767-17787	557	62	1	620	685	65	10%	2.5	Pass	Pass	603	46	8%	1.9	Pass	Pass	70	8	12%	0.9	Pass	Pass	13	12	1174%	4.5	Pass	Pass
Slough	NB	17787-17767	475	44	-	519	557	38	7%	1.6	Pass	Pass	493	18	4%	0.8	Pass	Pass	53	10	22%	1.4	Pass	Pass	11	11		4.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Chesham	WB	18842-19911	23	8	-	31	63	32	104%	4.7	Pass	Pass	53	30	134%	4.9	Pass	Pass	10	1	18%	0.5	Pass	Pass	0	0		0.7	Pass	Pass
Chesham	EB	19911-18842	12	4	-	16	58	41	253%	6.8	Pass	Fail	49	37	302%	6.7	Pass	Fail	8	4	100%	1.6	Pass	Pass	0	0		0.7	Pass	Pass
Chesham	SB	20028-20047	97	18	1	116	89	-27	-23%	2.7	Pass	Pass	80	-17	-18%	1.8	Pass	Pass	9	-9	-52%	2.6	Pass	Pass	0	-1	-63%	0.8	Pass	Pass
Chesham	NB	20047-20028	214	37	1	252	205	-48	-19%	3.2	Pass	Pass	184	-30	-14%	2.1	Pass	Pass	20	-17	-46%	3.2	Pass	Pass	1	-1	-49%	0.6	Pass	Pass
Princes Risborough	NB	13162-8851	3,609	272	332	4,213	4,519	306	7%	4.6	Pass	Pass	3,911	302	8%	4.9	Pass	Pass	283	11	4%	0.7	Pass	Pass	325	-7	-2%	0.4	Pass	Pass
Princes Risborough	SB	8869-13200	3,227	209	278	3,714	4,159	445	12%	7.1	Fail	Fail	3,666	439	14%	7.5	Fail	Fail	227	18	9%	1.2	Pass	Pass	265	-13	-5%	0.8	Pass	Pass
Buckingham	EB	5975-6380	863	133	19	1,016	866	-149	-15%	4.9	Pass	Pass	703	-161	-19%	5.7	Fail	Fail	131	-2	-2%	0.2	Pass	Pass	33	14	71%	2.7	Pass	Pass
Buckingham	WB	6386-6204	906	77	28	1,011	948	-63	-6%	2.0	Pass	Pass	873	-33	-4%	1.1	Pass	Pass	60	-17	-22%	2.0	Pass	Pass	15	-13	-47%	2.9	Pass	Pass
High Wycombe	NB	12297-38115	432	48	-	480	504	24	5%	1.1	Pass	Pass	446	14	3%	0.7	Pass	Pass	54	6	12%	0.8	Pass	Pass	4	4		2.7	Pass	Pass
High Wycombe	SB	38115-12297	597	51	1	649	605	-44	-7%	1.8	Pass	Pass	558	-39	-7%	1.6	Pass	Pass	45	-6	-12%	0.9	Pass	Pass	2	1	148%	1.1	Pass	Pass
Amersham	NB	21217-38444	574	47	2	623	588	-34	-6%	1.4	Pass	Pass	543	-31	-5%	1.3	Pass	Pass	42	-5	-11%	0.7	Pass	Pass	4	2	91%	1.1	Pass	Pass
Amersham	SB	38444-21217	534	66	1	602	624	22	4%	0.9	Pass	Pass	563	29	5%	1.2	Pass	Pass	55	-11	-16%	1.4	Pass	Pass	5	4	430%	2.4	Pass	Pass
Chesham	EB	38330-38331	298	29	1	328	324	-4	-1%	0.2	Pass	Pass	299	1	0%	0.1	Pass	Pass	24	-6	-20%	1.1	Pass	Pass	1	0	18%	0.1	Pass	Pass
Chesham	WB	38331-38330	227	22	0	250	240	-9	-4%	0.6	Pass	Pass	226	0	0%	0.0	Pass	Pass	13	-9	-40%	2.1	Pass	Pass	1	0	7%	0.0	Pass	Pass
High Wycombe	SB	14341-38192	169	9	-	178	156	-22	-13%	1.7	Pass	Pass	149	-20	-12%	1.6	Pass	Pass	6	-3	-30%	1.0	Pass	Pass	-	0			Pass	Fail

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	NB	38192-14341	152	12	-	164	135	-29	-18%	2.4	Pass	Pass	127	-25	-17%	2.1	Pass	Pass	8	-4	-35%	1.3	Pass	Pass	-	0			Pass	Fail
High Wycombe	NB	38597-38600	112	11	0	123	99	-24	-20%	2.3	Pass	Pass	94	-18	-16%	1.7	Pass	Pass	5	-7	-60%	2.4	Pass	Pass	0	0	-20%	0.1	Pass	Pass
High Wycombe	SB	38600-38597	110	11	0	121	119	-2	-2%	0.2	Pass	Pass	110	0	0%	0.0	Pass	Pass	8	-3	-23%	0.8	Pass	Pass	0	0	107%	0.4	Pass	Pass
Beaconsfield	NB	17488-38820	753	35	1	788	712	-77	-10%	2.8	Pass	Pass	674	-79	-10%	3.0	Pass	Pass	32	-3	-8%	0.5	Pass	Pass	6	5	497%	2.7	Pass	Pass
Beaconsfield	SB	38820-17488	532	45	-	577	517	-60	-10%	2.6	Pass	Pass	477	-55	-10%	2.5	Pass	Pass	32	-13	-28%	2.0	Pass	Pass	8	8		3.9	Pass	Pass
Beaconsfield	NB	18149-38836	464	31	-	495	404	-91	-18%	4.3	Pass	Pass	388	-75	-16%	3.7	Pass	Pass	16	-15	-49%	3.1	Pass	Pass	-	0			Pass	Fail
Beaconsfield	SB	38836-18149	348	45	-	393	302	-91	-23%	4.9	Pass	Pass	271	-77	-22%	4.4	Pass	Pass	32	-14	-31%	2.2	Pass	Pass	-	0			Pass	Fail
Beaconsfield	NB	18619-38849	207	12	-	219	343	124	57%	7.4	Fail	Fail	339	131	63%	7.9	Fail	Fail	5	-7	-60%	2.5	Pass	Pass	-	0			Pass	Fail
Beaconsfield	SB	38849-18619	136	8	-	144	272	128	89%	8.9	Fail	Fail	246	109	80%	7.9	Fail	Fail	26	19	249%	4.6	Pass	Pass	-	0			Pass	Fail
High Wycombe	SB	14158-38938	1,137	108	7	1,252	1,203	-49	-4%	1.4	Pass	Pass	1,086	-51	-4%	1.5	Pass	Pass	104	-3	-3%	0.3	Pass	Pass	12	5	66%	1.5	Pass	Pass
Princes Risborough	SB	10420-38989	58	5	0	64	113	49	77%	5.2	Pass	Fail	107	49	85%	5.4	Pass	Fail	5	0	0%	0.0	Pass	Pass	-	0	-100%	0.9	Pass	Pass
Princes Risborough	NB	38989-10420	43	4	0	47	147	100	211%	10.1	Pass	Fail	124	81	190%	8.9	Pass	Fail	23	19	465%	5.1	Pass	Fail	-	0	-100%	0.7	Pass	Pass
Beaconsfield	WB	19638-39060	102	8	0	111	152	41	37%	3.6	Pass	Pass	143	41	40%	3.7	Pass	Pass	9	1	12%	0.3	Pass	Pass	-	0	-100%	0.8	Pass	Pass
Beaconsfield	EB	39060-19638	134	8	-	141	176	34	24%	2.7	Pass	Pass	151	17	13%	1.4	Pass	Pass	25	17	228%	4.3	Pass	Pass	-	0			Pass	Fail
Buckingham	WB	6899-39453	136	0	5	141	125	-15	-11%	1.3	Pass	Pass	120	-16	-12%	1.4	Pass	Pass	5	5	2985%	3.1	Pass	Pass	1	-4	-89%	2.7	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	39453-6899	157	1	5	163	153	-10	-6%	0.8	Pass	Pass	146	-11	-7%	0.9	Pass	Pass	6	6	1086%	3.1	Pass	Pass	1	-4	-86%	2.5	Pass	Pass
Great Missenden	SB	15269-39539	97	9	-	106	122	16	15%	1.5	Pass	Pass	102	5	5%	0.5	Pass	Pass	7	-2	-22%	0.7	Pass	Pass	13	13		5.1	Pass	Fail
Great Missenden	NB	39539-15269	47	3	-	50	131	81	162%	8.5	Pass	Fail	105	58	123%	6.6	Pass	Fail	16	13	442%	4.3	Pass	Pass	10	10		4.5	Pass	Pass
High Wycombe	NB	13514-39596	701	94	8	802	799	-3	0%	0.1	Pass	Pass	699	-1	0%	0.0	Pass	Pass	81	-13	-14%	1.4	Pass	Pass	19	11	132%	2.9	Pass	Pass
High Wycombe	SB	39596-13514	498	68	2	569	549	-19	-3%	0.8	Pass	Pass	481	-17	-3%	0.8	Pass	Pass	60	-8	-12%	1.0	Pass	Pass	8	6	277%	2.5	Pass	Pass
Buckingham	NB	7015-40276	80	-	4	84	81	-3	-4%	0.3	Pass	Pass	79	-2	-2%	0.2	Pass	Pass	3	3		2.3	Pass	Pass	0	-4	-98%	2.7	Pass	Pass
Buckingham	SB	40276-7015	66	0	3	69	84	14	21%	1.6	Pass	Pass	83	17	25%	1.9	Pass	Pass	0	0	-54%	0.4	Pass	Pass	0	-2	-88%	1.9	Pass	Pass
High Wycombe	NB	15683-51702	730	48	-	778	852	74	9%	2.6	Pass	Pass	793	63	9%	2.3	Pass	Pass	54	6	13%	0.9	Pass	Pass	4	4		3.0	Pass	Pass
High Wycombe	SB	51702-15683	315	33	-	348	441	93	27%	4.7	Pass	Pass	404	89	28%	4.7	Pass	Pass	35	2	7%	0.4	Pass	Pass	2	2		1.8	Pass	Pass
Princes Risborough	NB	11260-11441	591	74	8	673	868	195	29%	7.0	Fail	Fail	795	204	34%	7.7	Fail	Fail	71	-3	-5%	0.4	Pass	Pass	2	-5	-68%	2.3	Pass	Pass
Princes Risborough	SB	11441-11260	588	51	8	646	621	-25	-4%	1.0	Pass	Pass	563	-25	-4%	1.0	Pass	Pass	55	4	8%	0.6	Pass	Pass	3	-5	-60%	2.0	Pass	Pass
High Wycombe	WB	13974-51471	245	24	1	270	295	26	10%	1.5	Pass	Pass	273	28	11%	1.7	Pass	Pass	21	-3	-13%	0.6	Pass	Pass	1	1	128%	0.7	Pass	Pass
High Wycombe	EB	51471-13974	198	19	0	218	151	-67	-31%	4.9	Pass	Pass	140	-58	-29%	4.4	Pass	Pass	10	-9	-46%	2.3	Pass	Pass	1	0	39%	0.2	Pass	Pass
Amersham	NB	20819-50932	626	38	1	665	628	-37	-6%	1.5	Pass	Pass	587	-39	-6%	1.6	Pass	Pass	35	-3	-7%	0.5	Pass	Pass	6	5	484%	2.6	Pass	Pass
Amersham	SB	50932-20819	724	60	4	788	599	-189	-24%	7.2	Fail	Fail	546	-178	-25%	7.1	Fail	Fail	45	-15	-26%	2.1	Pass	Pass	8	4	96%	1.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Tring	SB	17911-51040	50	13	1	65	120	55	85%	5.7	Pass	Fail	98	47	94%	5.5	Pass	Fail	21	7	55%	1.8	Pass	Pass	2	1	56%	0.5	Pass	Pass
Tring	NB	51040-17911	252	52	2	306	310	4	1%	0.2	Pass	Pass	264	11	5%	0.7	Pass	Pass	45	-7	-14%	1.0	Pass	Pass	2	0	-4%	0.1	Pass	Pass
Marlow	SB	13651-51671	490	35	-	525	506	-19	-4%	0.9	Pass	Pass	470	-20	-4%	0.9	Pass	Pass	29	-6	-17%	1.0	Pass	Pass	7	7		3.6	Pass	Pass
Marlow	NB	51671-13651	512	20	-	532	688	156	29%	6.3	Fail	Fail	654	142	28%	5.9	Fail	Fail	25	5	24%	1.0	Pass	Pass	9	9		4.3	Pass	Pass
High Wycombe	EB	12285-51343	372	44	-	416	451	35	8%	1.7	Pass	Pass	406	34	9%	1.7	Pass	Pass	42	-2	-4%	0.3	Pass	Pass	3	3		2.3	Pass	Pass
High Wycombe	WB	51343-12285	353	37	1	391	426	35	9%	1.7	Pass	Pass	386	33	9%	1.7	Pass	Pass	38	1	4%	0.2	Pass	Pass	2	1	139%	1.1	Pass	Pass
Buckingham	WB	6205-52053	62	6	0	68	94	26	38%	2.9	Pass	Pass	73	11	18%	1.3	Pass	Pass	13	7	120%	2.3	Pass	Pass	8	8	5616%	3.8	Pass	Pass
Buckingham	EB	52053-6205	121	12	0	133	148	15	11%	1.2	Pass	Pass	123	2	2%	0.2	Pass	Pass	17	5	43%	1.4	Pass	Pass	8	7	2835%	3.7	Pass	Pass
Buckingham	SB	7281-51836	174	16	2	193	201	9	5%	0.6	Pass	Pass	178	4	2%	0.3	Pass	Pass	22	5	32%	1.2	Pass	Pass	2	0	-11%	0.2	Pass	Pass
Buckingham	NB	51836-7281	196	21	-	217	210	-8	-4%	0.5	Pass	Pass	187	-9	-5%	0.7	Pass	Pass	22	0	2%	0.1	Pass	Pass	1	1		1.4	Pass	Pass
Princes Risborough	WB	9215-52034	434	41	3	478	428	-50	-10%	2.4	Pass	Pass	391	-43	-10%	2.1	Pass	Pass	32	-9	-22%	1.5	Pass	Pass	5	2	65%	0.9	Pass	Pass
Princes Risborough	EB	52034-9215	340	32	2	374	380	6	2%	0.3	Pass	Pass	337	-2	-1%	0.1	Pass	Pass	37	5	15%	0.8	Pass	Pass	6	3	155%	1.7	Pass	Pass
Winslow	NB	9103-51815	167	16	1	184	214	31	17%	2.2	Pass	Pass	179	12	7%	0.9	Pass	Pass	30	14	93%	3.0	Pass	Pass	5	4	366%	2.3	Pass	Pass
Winslow	SB	51815-9103	155	14	1	171	160	-11	-6%	0.8	Pass	Pass	147	-8	-5%	0.7	Pass	Pass	11	-3	-24%	1.0	Pass	Pass	2	1	77%	0.7	Pass	Pass
Princes Risborough	EB	51539-9398	416	39	3	458	399	-59	-13%	2.8	Pass	Pass	356	-59	-14%	3.0	Pass	Pass	40	1	2%	0.1	Pass	Pass	3	0	8%	0.1	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Princes Risborough	WB	9398-51539	327	31	2	360	354	-6	-2%	0.3	Pass	Pass	316	-11	-3%	0.6	Pass	Pass	34	3	10%	0.6	Pass	Pass	3	1	52%	0.7	Pass	Pass
Princes Risborough	EB	9389-51337	319	30	2	351	365	14	4%	0.7	Pass	Pass	329	10	3%	0.5	Pass	Pass	36	5	18%	0.9	Pass	Pass	1	-1	-64%	1.1	Pass	Pass
Princes Risborough	WB	51337-9389	311	30	2	343	354	11	3%	0.6	Pass	Pass	327	15	5%	0.9	Pass	Pass	26	-3	-11%	0.6	Pass	Pass	1	-1	-64%	1.1	Pass	Pass
Milton Keynes	EB	9586-52064	19	1	4	25	2	-22	-90%	6.0	Pass	Fail	2	-17	-89%	5.3	Pass	Fail	0	-1	-82%	1.1	Pass	Pass	0	-4	-95%	2.6	Pass	Pass
Milton Keynes	WB	52064-9586	24	2	1	27	15	-12	-43%	2.5	Pass	Pass	14	-9	-40%	2.2	Pass	Pass	1	-1	-61%	1.0	Pass	Pass	0	-1	-85%	1.1	Pass	Pass
Princes Risborough	EB	51555-51556	114	11	1	125	120	-5	-4%	0.5	Pass	Pass	106	-8	-7%	0.7	Pass	Pass	10	-1	-8%	0.3	Pass	Pass	4	3	420%	2.0	Pass	Pass
Princes Risborough	WB	51556-51555	171	16	1	188	179	-9	-5%	0.7	Pass	Pass	159	-12	-7%	0.9	Pass	Pass	17	1	5%	0.2	Pass	Pass	3	2	205%	1.5	Pass	Pass
Princes Risborough	NB	10286-50974	113	11	0	124	101	-23	-19%	2.2	Pass	Pass	99	-14	-12%	1.3	Pass	Pass	1	-10	-89%	4.0	Pass	Pass	1	0	101%	0.4	Pass	Pass
Princes Risborough	SB	50974-10286	89	9	0	98	65	-32	-33%	3.6	Pass	Pass	64	-25	-28%	2.8	Pass	Pass	1	-8	-93%	3.7	Pass	Pass	1	0	220%	0.7	Pass	Pass
Aylesbury	WB	11935-52889	516	48	3	567	698	131	23%	5.2	Fail	Fail	636	120	23%	5.0	Fail	Fail	59	11	22%	1.5	Pass	Pass	3	0	-1%	0.0	Pass	Pass
Aylesbury	EB	52889-11935	817	76	5	898	748	-150	-17%	5.2	Fail	Fail	685	-132	-16%	4.8	Fail	Pass	57	-19	-25%	2.4	Pass	Pass	6	1	11%	0.3	Pass	Pass
Aylesbury	NB	12740-51650	255	23	-	278	422	144	52%	7.7	Fail	Fail	383	128	50%	7.1	Fail	Fail	36	13	55%	2.4	Pass	Pass	3	3		2.6	Pass	Pass
Aylesbury	SB	51650-12740	136	16	-	152	147	-5	-3%	0.4	Pass	Pass	128	-8	-6%	0.7	Pass	Pass	16	0	2%	0.1	Pass	Pass	3	3		2.4	Pass	Pass
Marlow	WB	12880-51655	75	4	-	79	48	-31	-40%	3.9	Pass	Pass	47	-28	-37%	3.6	Pass	Pass	1	-3	-86%	2.3	Pass	Pass	0	0		0.5	Pass	Pass
Marlow	EB	51655-12880	51	9	-	60	33	-28	-46%	4.0	Pass	Pass	32	-19	-37%	3.0	Pass	Pass	1	-9	-93%	3.9	Pass	Pass	0	0		0.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	WB	13425-51989	91	9	0	100	65	-35	-35%	3.9	Pass	Pass	60	-31	-34%	3.6	Pass	Pass	5	-4	-49%	1.7	Pass	Pass	0	0	122%	0.4	Pass	Pass
Milton Keynes	EB	51989-13425	101	10	0	111	137	26	24%	2.4	Pass	Pass	122	21	21%	2.0	Pass	Pass	15	5	50%	1.4	Pass	Pass	0	0	62%	0.3	Pass	Pass
High Wycombe	SB	14246-51434	511	47	1	559	602	43	8%	1.8	Pass	Pass	542	31	6%	1.3	Pass	Pass	50	3	6%	0.4	Pass	Pass	11	10	955%	4.0	Pass	Pass
High Wycombe	NB	51434-14246	784	50	2	836	885	49	6%	1.7	Pass	Pass	813	29	4%	1.0	Pass	Pass	65	15	30%	2.0	Pass	Pass	7	5	261%	2.4	Pass	Pass
Milton Keynes	NB	51028-51922	133	13	0	146	144	-2	-1%	0.2	Pass	Pass	135	2	1%	0.2	Pass	Pass	8	-5	-38%	1.5	Pass	Pass	1	1	402%	1.3	Pass	Pass
Milton Keynes	SB	51922-51028	195	19	0	214	184	-30	-14%	2.1	Pass	Pass	173	-22	-11%	1.6	Pass	Pass	10	-9	-46%	2.3	Pass	Pass	1	1	127%	0.7	Pass	Pass
High Wycombe	WB	16417-51420	806	88	5	899	803	-96	-11%	3.3	Pass	Pass	722	-84	-10%	3.0	Pass	Pass	77	-10	-12%	1.1	Pass	Pass	3	-2	-37%	0.9	Pass	Pass
High Wycombe	EB	51420-16417	752	81	3	837	676	-161	-19%	5.9	Fail	Fail	608	-144	-19%	5.5	Fail	Fail	64	-17	-21%	2.0	Pass	Pass	4	0	11%	0.2	Pass	Pass
Leighton Buzzard	WB	51776-51906	893	85	6	983	898	-85	-9%	2.8	Pass	Pass	822	-71	-8%	2.4	Pass	Pass	63	-21	-25%	2.5	Pass	Pass	13	7	129%	2.4	Pass	Pass
Leighton Buzzard	EB	51906-51776	952	90	6	1,048	968	-80	-8%	2.5	Pass	Pass	893	-58	-6%	1.9	Pass	Pass	67	-23	-26%	2.6	Pass	Pass	8	2	35%	0.8	Pass	Pass
Aylesbury	WB	17223-51952	861	82	6	948	1,005	57	6%	1.8	Pass	Pass	894	34	4%	1.1	Pass	Pass	89	7	9%	0.8	Pass	Pass	22	16	290%	4.4	Pass	Pass
Aylesbury	EB	51952-17223	651	62	4	717	682	-35	-5%	1.3	Pass	Pass	612	-39	-6%	1.6	Pass	Pass	64	3	4%	0.3	Pass	Pass	6	2	40%	0.7	Pass	Pass
Aylesbury	EB	16488-52599	331	31	2	364	333	-31	-8%	1.6	Pass	Pass	293	-38	-11%	2.1	Pass	Pass	32	1	2%	0.1	Pass	Pass	8	6	297%	2.8	Pass	Pass
Aylesbury	WB	52599-16488	180	17	1	198	188	-10	-5%	0.7	Pass	Pass	149	-31	-17%	2.4	Pass	Pass	23	6	36%	1.4	Pass	Pass	16	15	1300%	5.1	Pass	Fail
Beaconsfield	SB	18692-50957	252	24	2	278	313	35	13%	2.0	Pass	Pass	281	29	11%	1.8	Pass	Pass	30	6	25%	1.1	Pass	Pass	2	0	21%	0.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Beaconsfield	NB	50957-18692	665	63	4	732	674	-58	-8%	2.2	Pass	Pass	617	-47	-7%	1.9	Pass	Pass	53	-10	-15%	1.3	Pass	Pass	3	-1	-34%	0.8	Pass	Pass
Tring	WB	19041-51960	196	24	2	222	239	17	8%	1.1	Pass	Pass	196	0	0%	0.0	Pass	Pass	36	11	47%	2.1	Pass	Pass	7	5	270%	2.5	Pass	Pass
Tring	EB	51960-19041	349	52	-	401	409	8	2%	0.4	Pass	Pass	345	-4	-1%	0.2	Pass	Pass	54	2	4%	0.3	Pass	Pass	10	10		4.5	Pass	Pass
Leighton Buzzard	WB	16189-51020	98	10	0	108	162	54	50%	4.6	Pass	Pass	144	45	46%	4.1	Pass	Pass	15	6	59%	1.6	Pass	Pass	3	3	1172%	2.1	Pass	Pass
Leighton Buzzard	EB	51020-16189	86	8	0	95	114	19	20%	1.9	Pass	Pass	95	8	10%	0.9	Pass	Pass	17	9	102%	2.4	Pass	Pass	3	2	1278%	2.1	Pass	Pass
High Wycombe	EB	13834-51460	572	37	5	615	569	-45	-7%	1.9	Pass	Pass	519	-54	-9%	2.3	Pass	Pass	47	10	27%	1.5	Pass	Pass	4	-2	-32%	0.8	Pass	Pass
High Wycombe	WB	51460-13834	513	38	1	553	588	35	6%	1.5	Pass	Pass	546	33	6%	1.4	Pass	Pass	39	0	1%	0.0	Pass	Pass	3	2	178%	1.3	Pass	Pass
High Wycombe	NB	38213-51401	345	39	-	384	517	133	35%	6.3	Fail	Fail	473	128	37%	6.3	Fail	Fail	41	2	5%	0.3	Pass	Pass	3	3		2.4	Pass	Pass
High Wycombe	SB	51401-38213	123	35	-	158	187	29	18%	2.2	Pass	Pass	152	29	23%	2.5	Pass	Pass	34	-1	-4%	0.2	Pass	Pass	2	2		1.9	Pass	Pass
Aylesbury	WB	38106-52192	774	87	22	883	983	100	11%	3.3	Pass	Pass	864	90	12%	3.2	Pass	Pass	96	9	10%	0.9	Pass	Pass	23	1	3%	0.1	Pass	Pass
Aylesbury	EB	52192-38106	820	75	20	915	974	59	6%	1.9	Pass	Pass	886	66	8%	2.2	Pass	Pass	73	-2	-2%	0.2	Pass	Pass	15	-5	-23%	1.1	Pass	Pass
Amersham	EB	21552-51144	700	66	5	771	740	-31	-4%	1.1	Pass	Pass	676	-24	-3%	0.9	Pass	Pass	61	-5	-8%	0.6	Pass	Pass	3	-2	-38%	0.9	Pass	Pass
Amersham	WB	51144-21552	896	85	6	987	900	-87	-9%	2.8	Pass	Pass	820	-76	-9%	2.6	Pass	Pass	74	-11	-13%	1.3	Pass	Pass	6	1	9%	0.2	Pass	Pass
Amersham	SB	20557-50941	604	59	-	663	640	-23	-3%	0.9	Pass	Pass	580	-24	-4%	1.0	Pass	Pass	52	-7	-12%	0.9	Pass	Pass	8	8		4.0	Pass	Pass
Amersham	NB	50941-20557	626	73	6	705	651	-54	-8%	2.1	Pass	Pass	585	-41	-7%	1.7	Pass	Pass	59	-14	-19%	1.7	Pass	Pass	7	1	10%	0.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	EB	12267-51469	963	110	5	1,078	1,024	-54	-5%	1.7	Pass	Pass	910	-54	-6%	1.8	Pass	Pass	104	-6	-5%	0.5	Pass	Pass	10	5	104%	1.9	Pass	Pass
High Wycombe	WB	51469-12267	1,071	119	2	1,192	1,232	39	3%	1.1	Pass	Pass	1,108	38	4%	1.1	Pass	Pass	113	-6	-5%	0.5	Pass	Pass	10	8	387%	3.2	Pass	Pass
High Wycombe	NB	38635-51384	423	45	-	468	402	-66	-14%	3.1	Pass	Pass	372	-51	-12%	2.5	Pass	Pass	28	-16	-36%	2.7	Pass	Pass	1	1		1.6	Pass	Pass
High Wycombe	SB	51384-38635	376	27	-	403	455	53	13%	2.5	Pass	Pass	431	55	15%	2.7	Pass	Pass	23	-4	-13%	0.7	Pass	Pass	1	1		1.3	Pass	Pass
Beaconsfield	WB	19665-50705	205	21	0	226	222	-4	-2%	0.3	Pass	Pass	200	-5	-2%	0.3	Pass	Pass	21	0	2%	0.1	Pass	Pass	0	0	-8%	0.1	Pass	Pass
Beaconsfield	EB	50705-19665	191	19	0	211	363	152	72%	8.9	Fail	Fail	335	144	75%	8.9	Fail	Fail	27	7	37%	1.5	Pass	Pass	1	0	68%	0.4	Pass	Pass
Beaconsfield	WB	19710-50689	325	30	-	355	462	108	30%	5.3	Fail	Fail	419	94	29%	4.9	Pass	Pass	35	5	18%	0.9	Pass	Pass	8	8		4.0	Pass	Pass
Beaconsfield	EB	50689-19710	196	13	3	213	226	14	6%	0.9	Pass	Pass	210	14	7%	1.0	Pass	Pass	14	1	7%	0.2	Pass	Pass	2	-1	-28%	0.5	Pass	Pass
Beaconsfield	NB	19513-50699	446	34	4	483	402	-82	-17%	3.9	Pass	Pass	370	-75	-17%	3.7	Pass	Pass	27	-7	-20%	1.2	Pass	Pass	5	0	12%	0.2	Pass	Pass
Beaconsfield	SB	50699-19513	580	39	5	625	619	-5	-1%	0.2	Pass	Pass	573	-7	-1%	0.3	Pass	Pass	34	-5	-13%	0.9	Pass	Pass	12	7	141%	2.4	Pass	Pass
High Wycombe	NB	51288-14258	906	86	6	998	1,117	119	12%	3.7	Pass	Pass	1,009	103	11%	3.3	Pass	Pass	100	14	16%	1.5	Pass	Pass	8	2	38%	0.8	Pass	Pass
Princes Risborough	SB	10069-51340	276	38	-	314	287	-27	-9%	1.6	Pass	Pass	257	-19	-7%	1.2	Pass	Pass	29	-8	-22%	1.5	Pass	Pass	0	0		0.9	Pass	Pass
Princes Risborough	NB	51340-10069	295	32	3	330	239	-91	-28%	5.4	Pass	Fail	224	-71	-24%	4.4	Pass	Pass	15	-18	-55%	3.7	Pass	Pass	0	-3	-85%	2.0	Pass	Pass
Princes Risborough	SB	9935-51308	142	10	1	153	177	25	16%	1.9	Pass	Pass	163	21	15%	1.7	Pass	Pass	14	4	45%	1.3	Pass	Pass	-	-1	-100%	1.5	Pass	Pass
Princes Risborough	NB	51308-9935	340	23	1	364	390	26	7%	1.4	Pass	Pass	367	27	8%	1.4	Pass	Pass	24	1	3%	0.1	Pass	Pass	-	-1	-100%	1.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Marlow	NB	39177-51274	635	63	1	699	653	-46	-7%	1.8	Pass	Pass	602	-33	-5%	1.3	Pass	Pass	48	-14	-23%	1.9	Pass	Pass	3	2	112%	1.1	Pass	Pass
Marlow	SB	51274-39177	469	46	1	516	466	-50	-10%	2.3	Pass	Pass	430	-39	-8%	1.8	Pass	Pass	32	-14	-31%	2.3	Pass	Pass	3	2	236%	1.6	Pass	Pass
Slough	SB	50848-50855	319	31	1	351	443	93	26%	4.7	Pass	Pass	403	85	27%	4.5	Pass	Pass	35	3	11%	0.6	Pass	Pass	5	5	644%	2.6	Pass	Pass
Slough	NB	50855-50848	427	42	1	469	485	15	3%	0.7	Pass	Pass	439	13	3%	0.6	Pass	Pass	39	-3	-7%	0.5	Pass	Pass	7	6	619%	3.0	Pass	Pass
High Wycombe	EB	37463-51435	311	31	1	342	468	126	37%	6.2	Fail	Fail	430	120	39%	6.2	Fail	Fail	34	3	11%	0.6	Pass	Pass	3	2	369%	1.8	Pass	Pass
High Wycombe	WB	51435-37463	324	32	1	357	376	20	6%	1.0	Pass	Pass	344	20	6%	1.1	Pass	Pass	30	-2	-5%	0.3	Pass	Pass	2	2	254%	1.4	Pass	Pass
Aylesbury	EB	13585-51940	687	56	2	745	668	-77	-10%	2.9	Pass	Pass	612	-75	-11%	2.9	Pass	Pass	51	-6	-10%	0.8	Pass	Pass	6	4	183%	1.9	Pass	Pass
Aylesbury	WB	51940-13585	803	87	12	901	781	-120	-13%	4.1	Pass	Pass	684	-119	-15%	4.4	Pass	Pass	89	2	2%	0.2	Pass	Pass	9	-3	-26%	1.0	Pass	Pass
High Wycombe	EB	40064-51361	762	72	5	839	813	-26	-3%	0.9	Pass	Pass	745	-17	-2%	0.6	Pass	Pass	64	-9	-12%	1.1	Pass	Pass	5	0	5%	0.1	Pass	Pass
High Wycombe	WB	51361-40064	778	74	5	857	807	-50	-6%	1.7	Pass	Pass	737	-41	-5%	1.5	Pass	Pass	65	-8	-11%	1.0	Pass	Pass	5	0	-8%	0.2	Pass	Pass
Winslow	EB	9135-51819	275	30	2	307	324	17	6%	1.0	Pass	Pass	281	5	2%	0.3	Pass	Pass	37	7	25%	1.3	Pass	Pass	6	4	191%	2.0	Pass	Pass
Winslow	WB	51819-9135	604	82	1	687	590	-97	-14%	3.8	Pass	Pass	516	-88	-15%	3.7	Pass	Pass	70	-12	-15%	1.4	Pass	Pass	4	3	277%	1.9	Pass	Pass
Marlow	SB	39870-50461	383	6	-	389	354	-35	-9%	1.8	Pass	Pass	340	-43	-11%	2.3	Pass	Pass	14	8	134%	2.5	Pass	Pass	-	0			Pass	Fail
Marlow	NB	50461-39870	448	30	-	478	434	-44	-9%	2.0	Pass	Pass	406	-42	-9%	2.0	Pass	Pass	28	-2	-5%	0.3	Pass	Pass	-	0			Pass	Fail
Aylesbury	EB	40247-52232	503	54	2	559	489	-70	-12%	3.0	Pass	Pass	441	-62	-12%	2.8	Pass	Pass	46	-8	-14%	1.1	Pass	Pass	2	0	-12%	0.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	52232-40247	267	8	2	277	376	99	36%	5.5	Pass	Fail	344	77	29%	4.4	Pass	Pass	26	18	223%	4.4	Pass	Pass	6	4	195%	2.0	Pass	Pass
High Wycombe	EB	13366-38171	1,021	93	8	1,122	1,161	39	3%	1.2	Pass	Pass	1,048	27	3%	0.8	Pass	Pass	100	7	8%	0.8	Pass	Pass	13	5	61%	1.5	Pass	Pass
High Wycombe	WB	38171-13366	722	102	14	838	905	67	8%	2.3	Pass	Pass	796	74	10%	2.7	Pass	Pass	93	-9	-9%	0.9	Pass	Pass	16	2	14%	0.5	Pass	Pass
Aylesbury	NB	11744-54018	1,034	98	7	1,139	1,166	27	2%	0.8	Pass	Pass	1,063	29	3%	0.9	Pass	Pass	94	-5	-5%	0.5	Pass	Pass	9	2	30%	0.7	Pass	Pass
Marlow	SB	12534-54076	317	2	1	320	332	12	4%	0.7	Pass	Pass	316	-1	0%	0.1	Pass	Pass	13	11	556%	4.1	Pass	Pass	3	2	193%	1.4	Pass	Pass
Marlow	NB	54076-12534	364	21	2	388	390	3	1%	0.1	Pass	Pass	362	-2	-1%	0.1	Pass	Pass	24	3	14%	0.6	Pass	Pass	4	2	76%	0.9	Pass	Pass
Gerrards Cross	NB	290555-290573	393	34	1	428	281	-148	-34%	7.8	Fail	Fail	255	-138	-35%	7.7	Fail	Fail	24	-9	-27%	1.7	Pass	Pass	1	0	-23%	0.3	Pass	Pass
Gerrards Cross	SB	290573-290555	417	31	1	449	383	-66	-15%	3.2	Pass	Pass	347	-70	-17%	3.6	Pass	Pass	34	3	11%	0.6	Pass	Pass	2	1	93%	0.8	Pass	Pass
Beaconsfield	NB	290158-290178	961	89	4	1,054	862	-192	-18%	6.2	Fail	Fail	780	-181	-19%	6.1	Fail	Fail	72	-17	-19%	1.9	Pass	Pass	10	6	156%	2.3	Pass	Pass
Beaconsfield	SB	290178-290158	712	92	11	815	870	55	7%	1.9	Pass	Pass	777	65	9%	2.4	Pass	Pass	79	-13	-14%	1.4	Pass	Pass	14	3	25%	0.8	Pass	Pass
Iver	NB	290835-290867	1,152	75	18	1,244	1,239	-5	0%	0.2	Pass	Pass	1,138	-14	-1%	0.4	Pass	Pass	75	0	0%	0.0	Pass	Pass	27	9	51%	1.9	Pass	Pass
Iver	SB	290867-290835	941	112	32	1,085	1,219	135	12%	4.0	Pass	Pass	1,049	108	11%	3.4	Pass	Pass	128	16	15%	1.5	Pass	Pass	42	11	33%	1.7	Pass	Pass
Gerrards Cross	WB	290601-290628	730	71	5	806	789	-17	-2%	0.6	Pass	Pass	715	-16	-2%	0.6	Pass	Pass	70	-1	-2%	0.1	Pass	Pass	4	0	-4%	0.1	Pass	Pass
Slough	SB	290592-290570	749	72	5	826	862	36	4%	1.2	Pass	Pass	775	25	3%	0.9	Pass	Pass	77	6	8%	0.6	Pass	Pass	10	6	115%	2.0	Pass	Pass
Gerrards Cross	SB	290590-290581	476	28	-	503	501	-3	-1%	0.1	Pass	Pass	471	-5	-1%	0.2	Pass	Pass	27	-1	-2%	0.1	Pass	Pass	3	3		2.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	WB	291033-290981	3,982	164	186	4,332	4,630	298	7%	4.4	Pass	Pass	4,246	263	7%	4.1	Pass	Pass	186	22	14%	1.7	Pass	Pass	198	12	7%	0.9	Pass	Pass
Iver	EB	290707-290880	4,102	436	399	4,937	5,083	146	3%	2.1	Pass	Pass	4,244	141	3%	2.2	Pass	Pass	444	8	2%	0.4	Pass	Pass	396	-3	-1%	0.1	Pass	Pass
Iver	WB	290883-290704	4,875	228	342	5,445	5,375	-70	-1%	0.9	Pass	Pass	4,842	-33	-1%	0.5	Pass	Pass	216	-12	-5%	0.8	Pass	Pass	317	-25	-7%	1.4	Pass	Pass
Slough	NB	290566-290584	1,063	102	7	1,172	1,092	-80	-7%	2.4	Pass	Pass	1,016	-47	-4%	1.5	Pass	Pass	64	-39	-38%	4.2	Pass	Pass	12	6	83%	1.8	Pass	Pass
Gerrards Cross	NB	290626-290594	935	82	5	1,023	1,080	57	6%	1.8	Pass	Pass	992	57	6%	1.8	Pass	Pass	81	-1	-1%	0.1	Pass	Pass	6	1	20%	0.4	Pass	Pass
Gerrards Cross	NB	290580-290588	470	36	1	506	426	-81	-16%	3.7	Pass	Pass	391	-78	-17%	3.8	Pass	Pass	33	-3	-7%	0.4	Pass	Pass	1	0	48%	0.4	Pass	Pass
Slough	EB	290239-290257	314	31	1	346	453	108	31%	5.4	Fail	Fail	406	92	29%	4.9	Pass	Pass	39	8	26%	1.3	Pass	Pass	8	8	1070%	3.6	Pass	Pass
Slough	WB	290257-290239	283	28	1	312	344	33	11%	1.8	Pass	Pass	313	29	10%	1.7	Pass	Pass	29	1	3%	0.2	Pass	Pass	3	3	413%	1.9	Pass	Pass
Iver	EB	290708-290658	972	92	6	1,070	999	-71	-7%	2.2	Pass	Pass	910	-62	-6%	2.0	Pass	Pass	82	-10	-11%	1.0	Pass	Pass	7	1	19%	0.4	Pass	Pass
Iver	WB	290663-290712	719	68	5	792	789	-3	0%	0.1	Pass	Pass	715	-5	-1%	0.2	Pass	Pass	70	2	2%	0.2	Pass	Pass	4	0	-4%	0.1	Pass	Pass
Iver	SB	290691-290694	21	-	-	21	10	-10	-50%	2.7	Pass	Pass	-	-21	-100%	6.4	Pass	Fail	10	10		4.5	Pass	Pass	-	0			Pass	Fail
Iver	NB	290694-290691	59	1	3	63	49	-14	-23%	1.9	Pass	Pass	44	-15	-25%	2.1	Pass	Pass	4	3	282%	2.0	Pass	Pass	-	-3	-100%	2.4	Pass	Pass
Iver	EB	290979-291034	3,983	207	161	4,351	4,533	182	4%	2.7	Pass	Pass	4,148	165	4%	2.6	Pass	Pass	224	17	8%	1.2	Pass	Pass	162	1	0%	0.0	Pass	Pass
Beaconsfield	WB	290679-290235	4,756	261	321	5,338	5,687	349	7%	4.7	Pass	Pass	5,068	312	7%	4.5	Pass	Pass	284	23	9%	1.4	Pass	Pass	335	14	4%	0.8	Pass	Pass
Beaconsfield	EB	290234-290614	4,492	384	318	5,194	5,381	187	4%	2.6	Pass	Pass	4,700	208	5%	3.1	Pass	Pass	395	10	3%	0.5	Pass	Pass	287	-31	-10%	1.8	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	EB	290880-291024	2,733	79	84	2,895	2,997	102	4%	1.9	Pass	Pass	2,785	53	2%	1.0	Pass	Pass	110	31	39%	3.2	Pass	Pass	102	18	22%	1.9	Pass	Pass
Iver	WB	291025-290883	2,915	102	111	3,127	3,275	148	5%	2.6	Pass	Pass	3,008	94	3%	1.7	Pass	Pass	143	41	40%	3.7	Pass	Pass	124	13	12%	1.2	Pass	Pass
Iver	NB	290765-291349	784	77	14	875	797	-77	-9%	2.7	Pass	Pass	714	-70	-9%	2.5	Pass	Pass	67	-10	-13%	1.2	Pass	Pass	16	3	20%	0.7	Pass	Pass
Iver	SB	291349-290765	580	57	35	672	680	8	1%	0.3	Pass	Pass	574	-6	-1%	0.3	Pass	Pass	67	10	18%	1.3	Pass	Pass	39	4	11%	0.7	Pass	Pass
Iver	NB	290828-291408	298	50	-	348	266	-82	-24%	4.7	Pass	Pass	231	-68	-23%	4.2	Pass	Pass	35	-15	-30%	2.3	Pass	Pass	1	1		1.3	Pass	Pass
Iver	SB	291408-290828	324	70	2	396	311	-85	-21%	4.5	Pass	Pass	260	-64	-20%	3.8	Pass	Pass	51	-19	-28%	2.5	Pass	Pass	1	-1	-61%	1.0	Pass	Pass
Iver	EB	290688-291624	587	56	4	646	606	-40	-6%	1.6	Pass	Pass	540	-47	-8%	2.0	Pass	Pass	58	2	4%	0.3	Pass	Pass	9	5	135%	2.0	Pass	Pass
Iver	WB	291624-290688	553	52	4	609	581	-28	-5%	1.1	Pass	Pass	528	-25	-5%	1.1	Pass	Pass	45	-8	-15%	1.1	Pass	Pass	9	5	143%	2.1	Pass	Pass
Slough	SB	291591-291592	573	54	4	631	495	-136	-21%	5.7	Fail	Fail	453	-120	-21%	5.3	Fail	Fail	40	-15	-27%	2.1	Pass	Pass	2	-1	-39%	0.8	Pass	Pass
Slough	NB	291592-291591	523	50	3	576	500	-76	-13%	3.3	Pass	Pass	460	-63	-12%	2.9	Pass	Pass	33	-17	-34%	2.7	Pass	Pass	8	4	126%	1.8	Pass	Pass
Slough	NB	290426-291639	316	30	2	348	416	68	20%	3.5	Pass	Pass	376	60	19%	3.2	Pass	Pass	34	4	12%	0.7	Pass	Pass	7	5	221%	2.2	Pass	Pass
Slough	SB	291639-290426	254	24	2	280	399	119	42%	6.4	Fail	Fail	355	101	40%	5.8	Fail	Fail	39	15	60%	2.6	Pass	Pass	5	3	180%	1.7	Pass	Pass
Beaconsfield	WB	291633-291634	623	59	4	686	673	-13	-2%	0.5	Pass	Pass	611	-11	-2%	0.5	Pass	Pass	57	-2	-3%	0.3	Pass	Pass	5	1	14%	0.3	Pass	Pass
Beaconsfield	EB	291634-291633	496	47	3	546	512	-34	-6%	1.5	Pass	Pass	470	-26	-5%	1.2	Pass	Pass	39	-8	-18%	1.3	Pass	Pass	3	-1	-19%	0.4	Pass	Pass
Slough	SB	290450-291646	532	72	1	605	551	-55	-9%	2.3	Pass	Pass	489	-43	-8%	1.9	Pass	Pass	57	-15	-21%	1.9	Pass	Pass	4	3	309%	2.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Slough	NB	291646-290450	598	58	1	657	362	-295	-45%	13.1	Fail	Fail	332	-266	-44%	12.3	Fail	Fail	27	-31	-53%	4.7	Pass	Pass	3	2	177%	1.3	Pass	Pass
Iver	EB	290684-291443	1,225	114	44	1,382	1,273	-109	-8%	3.0	Pass	Pass	1,147	-78	-6%	2.3	Pass	Pass	78	-36	-32%	3.7	Pass	Pass	49	5	12%	0.7	Pass	Pass
Iver	WB	291443-290684	912	115	96	1,122	1,097	-26	-2%	0.8	Pass	Pass	913	1	0%	0.0	Pass	Pass	97	-18	-16%	1.7	Pass	Pass	87	-9	-9%	0.9	Pass	Pass
Iver	NB	291674-291675	99	15	2	116	90	-26	-23%	2.6	Pass	Pass	79	-20	-20%	2.1	Pass	Pass	11	-4	-25%	1.0	Pass	Pass	-	-2	-100%	2.2	Pass	Pass
Iver	SB	291675-291674	91	10	4	104	66	-38	-36%	4.1	Pass	Pass	60	-30	-33%	3.5	Pass	Pass	6	-4	-41%	1.4	Pass	Pass	-	-4	-100%	2.7	Pass	Pass
Iver	NB	290919-291661	370	44	8	422	408	-14	-3%	0.7	Pass	Pass	366	-4	-1%	0.2	Pass	Pass	42	-2	-5%	0.3	Pass	Pass	-	-8	-100%	4.0	Pass	Pass
Iver	SB	291661-290919	531	46	8	585	565	-20	-3%	0.8	Pass	Pass	522	-9	-2%	0.4	Pass	Pass	44	-2	-5%	0.3	Pass	Pass	-	-8	-100%	4.0	Pass	Pass
Gerrards Cross	NB	291707-291708	892	85	6	982	826	-156	-16%	5.2	Fail	Fail	748	-143	-16%	5.0	Fail	Fail	72	-12	-15%	1.4	Pass	Pass	5	0	-7%	0.2	Pass	Pass
Gerrards Cross	SB	291708-291707	658	62	4	725	698	-27	-4%	1.0	Pass	Pass	631	-27	-4%	1.1	Pass	Pass	62	0	-1%	0.1	Pass	Pass	4	0	2%	0.0	Pass	Pass
Slough	SB	291309-291506	590	56	4	650	513	-137	-21%	5.7	Fail	Fail	463	-127	-22%	5.6	Fail	Fail	48	-8	-15%	1.2	Pass	Pass	3	-1	-23%	0.5	Pass	Pass
Slough	NB	291506-291309	472	45	3	520	464	-56	-11%	2.5	Pass	Pass	421	-51	-11%	2.4	Pass	Pass	38	-7	-16%	1.1	Pass	Pass	5	2	64%	1.0	Pass	Pass
Slough	NB	290524-291573	548	35	6	588	614	25	4%	1.0	Pass	Pass	567	19	3%	0.8	Pass	Pass	39	4	11%	0.6	Pass	Pass	8	3	53%	1.1	Pass	Pass
Slough	SB	291573-290524	520	25	3	548	442	-105	-19%	4.7	Fail	Pass	413	-106	-20%	4.9	Fail	Pass	27	2	7%	0.4	Pass	Pass	2	-1	-29%	0.6	Pass	Pass
Iver	WB	291368-291686	430	42	1	473	521	48	10%	2.1	Pass	Pass	470	40	9%	1.9	Pass	Pass	46	3	8%	0.5	Pass	Pass	5	4	427%	2.4	Pass	Pass
Iver	EB	291686-291368	362	35	1	398	415	17	4%	0.8	Pass	Pass	385	23	6%	1.2	Pass	Pass	25	-11	-30%	1.9	Pass	Pass	5	4	461%	2.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	WB	291384-291683	859	81	6	946	876	-70	-7%	2.3	Pass	Pass	806	-53	-6%	1.8	Pass	Pass	68	-14	-17%	1.6	Pass	Pass	2	-3	-60%	1.7	Pass	Pass
Iver	EB	291683-291384	316	30	2	348	440	92	26%	4.6	Pass	Pass	400	84	27%	4.5	Pass	Pass	36	6	19%	1.0	Pass	Pass	4	2	88%	1.1	Pass	Pass
Iver	EB	291387-291614	756	72	5	833	778	-55	-7%	1.9	Pass	Pass	704	-52	-7%	1.9	Pass	Pass	65	-6	-9%	0.8	Pass	Pass	9	4	86%	1.6	Pass	Pass
Iver	WB	291614-291387	1,118	106	7	1,231	1,059	-172	-14%	5.1	Pass	Fail	953	-165	-15%	5.1	Pass	Fail	97	-9	-9%	0.9	Pass	Pass	10	2	33%	0.8	Pass	Pass
Iver	EB	291405-291684	538	51	3	592	480	-112	-19%	4.8	Fail	Pass	422	-116	-22%	5.3	Fail	Fail	57	6	11%	0.8	Pass	Pass	2	-2	-47%	1.0	Pass	Pass
Iver	WB	291684-291405	768	73	5	846	746	-100	-12%	3.5	Pass	Pass	679	-89	-12%	3.3	Pass	Pass	65	-8	-11%	0.9	Pass	Pass	2	-3	-61%	1.6	Pass	Pass
Gerrards Cross	SB	290579-292699	54	5	0	60	72	13	21%	1.6	Pass	Pass	65	11	20%	1.4	Pass	Pass	7	1	26%	0.6	Pass	Pass	0	0	157%	0.4	Pass	Pass
Gerrards Cross	NB	292699-290579	124	12	0	136	153	17	12%	1.4	Pass	Pass	142	18	15%	1.6	Pass	Pass	10	-2	-18%	0.7	Pass	Pass	1	1	278%	0.9	Pass	Pass
Slough	EB	18438-290109	553	52	4	609	637	28	5%	1.1	Pass	Pass	562	9	2%	0.4	Pass	Pass	64	11	21%	1.5	Pass	Pass	12	8	238%	3.0	Pass	Pass
Slough	WB	290109-18438	741	70	5	816	833	17	2%	0.6	Pass	Pass	750	9	1%	0.3	Pass	Pass	69	-1	-2%	0.1	Pass	Pass	13	8	175%	2.8	Pass	Pass
Amersham	SB	39572-293139	360	24	-	384	451	67	17%	3.3	Pass	Pass	418	58	16%	2.9	Pass	Pass	33	9	39%	1.7	Pass	Pass	-	0			Pass	Fail
Amersham	NB	293139-39572	272	18	-	290	275	-15	-5%	0.9	Pass	Pass	261	-11	-4%	0.7	Pass	Pass	14	-4	-21%	0.9	Pass	Pass	-	0			Pass	Fail
Amersham	EB	19538-293141	94	10	-	105	122	17	17%	1.6	Pass	Pass	109	15	16%	1.5	Pass	Pass	11	1	9%	0.3	Pass	Pass	1	1		1.5	Pass	Pass
Amersham	WB	293141-19538	229	23	-	251	219	-33	-13%	2.1	Pass	Pass	197	-32	-14%	2.2	Pass	Pass	20	-3	-12%	0.6	Pass	Pass	1	1		1.7	Pass	Pass
High Wycombe	NB	14518-586295	542	43	-	585	573	-12	-2%	0.5	Pass	Pass	534	-8	-1%	0.3	Pass	Pass	34	-9	-21%	1.5	Pass	Pass	5	5		3.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	SB	586295-14518	396	37	3	436	372	-64	-15%	3.2	Pass	Pass	340	-56	-14%	2.9	Pass	Pass	28	-9	-25%	1.6	Pass	Pass	3	0	8%	0.1	Pass	Pass
Buckingham	SB	6834-6829	137	13	0	151	154	3	2%	0.3	Pass	Pass	139	2	2%	0.2	Pass	Pass	15	1	9%	0.3	Pass	Pass	0	0	-94%	0.7	Pass	Pass
Buckingham	NB	6829-6834	169	16	0	186	182	-4	-2%	0.3	Pass	Pass	171	2	1%	0.2	Pass	Pass	10	-6	-37%	1.7	Pass	Pass	0	0	-97%	0.8	Pass	Pass
Buckingham	WB	50991-700051	129	16	-	145	147	2	1%	0.1	Pass	Pass	131	2	2%	0.2	Pass	Pass	15	-1	-3%	0.1	Pass	Pass	-	0			Pass	Fail
Buckingham	EB	700051-50991	154	20	2	176	186	10	6%	0.8	Pass	Pass	166	12	8%	0.9	Pass	Pass	20	0	2%	0.1	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Aylesbury	EB	10100-10577	1,222	156	8	1,386	1,342	-44	-3%	1.2	Pass	Pass	1,181	-41	-3%	1.2	Pass	Pass	145	-11	-7%	0.9	Pass	Pass	17	9	109%	2.5	Pass	Pass
Aylesbury	WB	10577-10100	797	97	6	900	934	34	4%	1.1	Pass	Pass	827	30	4%	1.1	Pass	Pass	92	-5	-5%	0.5	Pass	Pass	15	9	145%	2.7	Pass	Pass
Aylesbury	NB	10597-12607	135	13	0	149	196	47	31%	3.6	Pass	Pass	168	33	24%	2.7	Pass	Pass	21	8	59%	1.9	Pass	Pass	6	6	2028%	3.3	Pass	Pass
Aylesbury	SB	12607-10597	88	9	0	97	183	86	88%	7.3	Pass	Fail	160	72	82%	6.5	Pass	Fail	16	8	88%	2.2	Pass	Pass	6	6	3216%	3.4	Pass	Pass
Aylesbury	NB	13289-13775	765	73	5	843	781	-62	-7%	2.2	Pass	Pass	699	-66	-9%	2.4	Pass	Pass	71	-2	-3%	0.2	Pass	Pass	11	6	116%	2.0	Pass	Pass
Aylesbury	SB	13775-13289	643	61	4	708	677	-31	-4%	1.2	Pass	Pass	609	-34	-5%	1.4	Pass	Pass	60	-1	-2%	0.2	Pass	Pass	8	4	97%	1.6	Pass	Pass
Aylesbury	EB	12362-39842	786	75	5	866	884	17	2%	0.6	Pass	Pass	804	18	2%	0.6	Pass	Pass	70	-6	-8%	0.7	Pass	Pass	10	5	102%	1.9	Pass	Pass
Aylesbury	WB	39842-12362	1,123	108	7	1,238	1,254	16	1%	0.4	Pass	Pass	1,136	13	1%	0.4	Pass	Pass	106	-2	-2%	0.2	Pass	Pass	11	4	58%	1.4	Pass	Pass
Aylesbury	SB	10325-40269	465	44	3	512	611	99	19%	4.2	Pass	Pass	540	75	16%	3.4	Pass	Pass	55	10	24%	1.5	Pass	Pass	17	14	450%	4.3	Pass	Pass
Aylesbury	NB	40269-10325	627	59	4	691	706	15	2%	0.6	Pass	Pass	620	-8	-1%	0.3	Pass	Pass	68	8	14%	1.1	Pass	Pass	18	14	341%	4.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	EB	8876-51843	795	75	5	876	870	-6	-1%	0.2	Pass	Pass	788	-8	-1%	0.3	Pass	Pass	74	-1	-2%	0.2	Pass	Pass	8	3	63%	1.2	Pass	Pass
Aylesbury	WB	51843-8876	597	57	4	658	637	-21	-3%	0.8	Pass	Pass	564	-33	-6%	1.4	Pass	Pass	62	5	10%	0.7	Pass	Pass	10	6	167%	2.4	Pass	Pass
Aylesbury	SB	10780-51793	518	57	5	580	659	79	14%	3.2	Pass	Pass	577	59	11%	2.5	Pass	Pass	63	6	11%	0.8	Pass	Pass	18	13	258%	3.8	Pass	Pass
Aylesbury	NB	51793-10780	625	59	6	690	725	35	5%	1.3	Pass	Pass	641	16	3%	0.6	Pass	Pass	67	8	14%	1.0	Pass	Pass	17	11	177%	3.2	Pass	Pass
Aylesbury	EB	13067-140010	1,056	101	7	1,164	1,222	59	5%	1.7	Pass	Pass	1,093	38	4%	1.2	Pass	Pass	113	12	12%	1.1	Pass	Pass	16	9	135%	2.7	Pass	Pass
Aylesbury	WB	140010-13067	1,155	111	7	1,274	1,280	6	0%	0.2	Pass	Pass	1,129	-26	-2%	0.8	Pass	Pass	130	19	17%	1.7	Pass	Pass	21	14	185%	3.6	Pass	Pass
Aylesbury	EB	9078-8000055	55	7	2	64	45	-19	-29%	2.5	Pass	Pass	35	-20	-36%	2.9	Pass	Pass	6	-1	-9%	0.2	Pass	Pass	4	2	91%	1.1	Pass	Pass
Aylesbury	WB	8000055-9078	49	6	-	55	89	34	62%	4.0	Pass	Pass	75	26	53%	3.3	Pass	Pass	10	4	74%	1.5	Pass	Pass	3	3		2.6	Pass	Pass
Aylesbury	EB	11692-11742	727	76	2	804	787	-17	-2%	0.6	Pass	Pass	725	-2	0%	0.1	Pass	Pass	60	-16	-21%	1.9	Pass	Pass	3	1	33%	0.4	Pass	Pass
Aylesbury	WB	11742-11692	882	91	3	977	1,091	114	12%	3.5	Pass	Pass	979	97	11%	3.2	Pass	Pass	103	12	13%	1.2	Pass	Pass	8	5	159%	2.1	Pass	Pass
Aylesbury	EB	11403-11450	935	70	9	1,015	981	-34	-3%	1.1	Pass	Pass	887	-48	-5%	1.6	Pass	Pass	84	13	19%	1.5	Pass	Pass	10	1	5%	0.2	Pass	Pass
Aylesbury	WB	11450-11403	1,060	80	12	1,151	1,072	-79	-7%	2.4	Pass	Pass	989	-71	-7%	2.2	Pass	Pass	71	-9	-11%	1.0	Pass	Pass	13	1	12%	0.4	Pass	Pass
Aylesbury	NB	12529-13469	686	92	1	779	736	-43	-5%	1.5	Pass	Pass	672	-14	-2%	0.6	Pass	Pass	61	-30	-33%	3.4	Pass	Pass	3	2	210%	1.5	Pass	Pass
Aylesbury	SB	13469-12529	492	47	7	546	523	-23	-4%	1.0	Pass	Pass	479	-13	-3%	0.6	Pass	Pass	38	-9	-19%	1.4	Pass	Pass	6	-1	-14%	0.4	Pass	Pass
Aylesbury	NB	14165-38008	345	28	4	378	345	-33	-9%	1.7	Pass	Pass	312	-33	-9%	1.8	Pass	Pass	30	1	4%	0.2	Pass	Pass	3	-1	-28%	0.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	SB	38008-14165	451	38	6	495	426	-69	-14%	3.2	Pass	Pass	391	-60	-13%	2.9	Pass	Pass	34	-4	-10%	0.6	Pass	Pass	1	-5	-83%	2.7	Pass	Pass
Aylesbury	NB	15959-39904	674	68	11	753	725	-28	-4%	1.0	Pass	Pass	641	-33	-5%	1.3	Pass	Pass	68	-1	-1%	0.1	Pass	Pass	16	5	52%	1.5	Pass	Pass
Aylesbury	SB	39904-15959	345	35	5	385	428	43	11%	2.1	Pass	Pass	374	29	8%	1.5	Pass	Pass	41	6	17%	1.0	Pass	Pass	13	8	150%	2.6	Pass	Pass
Aylesbury	SB	10768-52264	809	66	3	878	738	-140	-16%	4.9	Fail	Pass	681	-127	-16%	4.7	Fail	Pass	54	-12	-18%	1.5	Pass	Pass	2	-1	-26%	0.5	Pass	Pass
Aylesbury	NB	52264-10768	583	48	2	633	518	-115	-18%	4.8	Fail	Pass	481	-102	-17%	4.4	Fail	Pass	35	-14	-28%	2.1	Pass	Pass	2	0	6%	0.1	Pass	Pass
Aylesbury	SB	9932-52020	162	20	1	183	236	53	29%	3.6	Pass	Pass	204	42	26%	3.1	Pass	Pass	29	9	47%	1.9	Pass	Pass	2	1	105%	0.9	Pass	Pass
Aylesbury	NB	52020-9932	213	26	1	241	280	39	16%	2.4	Pass	Pass	249	35	16%	2.3	Pass	Pass	29	2	9%	0.4	Pass	Pass	3	2	160%	1.2	Pass	Pass
Aylesbury	SB	11686-52178	180	22	1	203	142	-61	-30%	4.6	Pass	Pass	125	-54	-30%	4.4	Pass	Pass	14	-8	-35%	1.8	Pass	Pass	2	1	116%	0.9	Pass	Pass
Aylesbury	NB	52178-11686	120	15	-	135	119	-16	-12%	1.4	Pass	Pass	104	-16	-13%	1.5	Pass	Pass	12	-3	-17%	0.7	Pass	Pass	2	2		2.2	Pass	Pass
Aylesbury	SB	52092-52093	755	69	4	829	720	-109	-13%	3.9	Pass	Pass	657	-98	-13%	3.7	Pass	Pass	63	-7	-10%	0.8	Pass	Pass	-	-4	-100%	2.9	Pass	Pass
Aylesbury	NB	52093-52092	937	86	5	1,028	968	-61	-6%	1.9	Pass	Pass	889	-48	-5%	1.6	Pass	Pass	79	-8	-9%	0.8	Pass	Pass	-	-5	-100%	3.2	Pass	Pass
Aylesbury	NB	51897-51921	938	95	15	1,047	903	-144	-14%	4.6	Pass	Pass	819	-119	-13%	4.0	Pass	Pass	74	-21	-22%	2.3	Pass	Pass	11	-4	-26%	1.1	Pass	Pass
Aylesbury	SB	51921-51897	715	73	12	799	711	-88	-11%	3.2	Pass	Pass	643	-73	-10%	2.8	Pass	Pass	60	-12	-17%	1.5	Pass	Pass	8	-3	-28%	1.0	Pass	Pass
Aylesbury	SB	16706-52395	44	4	1	49	93	43	88%	5.1	Pass	Fail	75	31	70%	4.0	Pass	Pass	18	13	320%	4.1	Pass	Pass	-	-1	-100%	1.5	Pass	Pass
Aylesbury	NB	52395-16706	107	11	2	120	179	59	49%	4.8	Pass	Pass	148	40	38%	3.6	Pass	Pass	31	21	196%	4.5	Pass	Pass	-	-2	-100%	2.1	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	11675-52180	589	100	39	728	637	-90	-12%	3.5	Pass	Pass	537	-52	-9%	2.2	Pass	Pass	83	-17	-17%	1.8	Pass	Pass	18	-21	-55%	4.0	Pass	Pass
Aylesbury	EB	52180-11675	698	119	46	863	765	-98	-11%	3.4	Pass	Pass	641	-58	-8%	2.2	Pass	Pass	97	-22	-18%	2.1	Pass	Pass	28	-19	-40%	3.1	Pass	Pass
Aylesbury	EB	52098-52891	501	38	6	545	547	3	1%	0.1	Pass	Pass	504	4	1%	0.2	Pass	Pass	39	2	4%	0.3	Pass	Pass	4	-3	-40%	1.1	Pass	Pass
Aylesbury	WB	52891-52098	513	39	7	559	566	7	1%	0.3	Pass	Pass	516	3	1%	0.1	Pass	Pass	46	7	17%	1.0	Pass	Pass	4	-3	-42%	1.3	Pass	Pass
Aylesbury	SWB	11151-52249	599	113	68	780	664	-117	-15%	4.3	Pass	Pass	540	-60	-10%	2.5	Pass	Pass	81	-32	-28%	3.2	Pass	Pass	43	-25	-37%	3.4	Pass	Pass
Aylesbury	NEB	52249-11151	663	159	72	893	837	-56	-6%	1.9	Pass	Pass	646	-16	-2%	0.6	Pass	Pass	140	-19	-12%	1.6	Pass	Pass	50	-21	-29%	2.7	Pass	Pass
High Wycombe	NEB	39264-51366	527	97	15	639	596	-43	-7%	1.7	Pass	Pass	507	-20	-4%	0.9	Pass	Pass	83	-14	-14%	1.4	Pass	Pass	6	-10	-63%	3.0	Pass	Pass
High Wycombe	SWB	51366-39264	408	57	15	480	454	-26	-5%	1.2	Pass	Pass	399	-9	-2%	0.4	Pass	Pass	49	-8	-15%	1.1	Pass	Pass	6	-9	-60%	2.8	Pass	Pass
Aylesbury	NEB	51938-140011	49	10	1	61	103	43	71%	4.7	Pass	Pass	96	47	97%	5.6	Pass	Fail	7	-4	-36%	1.3	Pass	Pass	0	-1	-69%	1.0	Pass	Pass
Aylesbury	SWB	140011-51938	88	15	2	105	126	21	20%	2.0	Pass	Pass	113	25	28%	2.5	Pass	Pass	10	-4	-30%	1.3	Pass	Pass	2	1	44%	0.5	Pass	Pass
Aylesbury	NEB	52234-52233	425	48	8	482	475	-7	-1%	0.3	Pass	Pass	426	1	0%	0.0	Pass	Pass	43	-6	-12%	0.9	Pass	Pass	6	-2	-21%	0.6	Pass	Pass
Aylesbury	SWB	52233-52234	437	108	7	552	454	-98	-18%	4.4	Pass	Pass	370	-67	-15%	3.3	Pass	Pass	82	-26	-24%	2.6	Pass	Pass	2	-5	-72%	2.4	Pass	Pass
Aylesbury	SB	10916-10977	371	32	1	404	363	-41	-10%	2.1	Pass	Pass	341	-30	-8%	1.6	Pass	Pass	21	-11	-34%	2.1	Pass	Pass	1	0	42%	0.4	Pass	Pass
Aylesbury	NB	10977-10916	420	36	1	456	462	6	1%	0.3	Pass	Pass	422	3	1%	0.1	Pass	Pass	35	-1	-2%	0.1	Pass	Pass	4	3	320%	2.0	Pass	Pass
Aylesbury	SEB	11229-11278	591	44	6	641	746	105	16%	4.0	Fail	Pass	666	75	13%	3.0	Pass	Pass	61	17	38%	2.3	Pass	Pass	18	13	222%	3.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	NW B	11278-11229	589	44	7	641	765	124	19%	4.7	Fail	Pass	673	83	14%	3.3	Pass	Pass	73	29	65%	3.7	Pass	Pass	19	12	181%	3.4	Pass	Pass
Aylesbury	SWB	52231-52247	84	7	1	93	203	110	119%	9.1	Fail	Fail	190	106	125%	9.0	Fail	Fail	12	5	65%	1.5	Pass	Pass	1	0	-24%	0.3	Pass	Pass
Aylesbury	NEB	52247-52231	238	19	3	261	192	-69	-26%	4.6	Pass	Pass	175	-64	-27%	4.4	Pass	Pass	14	-6	-30%	1.4	Pass	Pass	3	0	11%	0.2	Pass	Pass
High Wycombe	SEB	14400-51771	608	44	-	653	682	30	5%	1.2	Pass	Pass	623	15	2%	0.6	Pass	Pass	52	8	17%	1.1	Pass	Pass	7	7		3.9	Pass	Pass
High Wycombe	NW B	51771-14400	447	45	2	493	544	51	10%	2.3	Pass	Pass	488	42	9%	1.9	Pass	Pass	48	4	8%	0.5	Pass	Pass	7	6	348%	2.7	Pass	Pass
High Wycombe	SWB	50865-50866	116	14	-	130	104	-26	-20%	2.4	Pass	Pass	90	-26	-22%	2.5	Pass	Pass	13	-1	-7%	0.3	Pass	Pass	0	0		0.2	Pass	Pass
High Wycombe	NEB	50866-50865	114	10	-	124	124	0	0%	0.0	Pass	Pass	111	-3	-3%	0.3	Pass	Pass	13	3	36%	1.0	Pass	Pass	0	0		0.2	Pass	Pass
High Wycombe	SEB	15607-50864	40	5	-	45	20	-25	-56%	4.4	Pass	Pass	20	-20	-51%	3.7	Pass	Pass	0	-5	-97%	3.0	Pass	Pass	-	0			Pass	Fail
High Wycombe	NW B	50864-15607	31	3	-	33	23	-10	-30%	1.9	Pass	Pass	23	-8	-25%	1.5	Pass	Pass	0	-2	-96%	2.1	Pass	Pass	-	0			Pass	Fail
High Wycombe	EB	16659-17168	707	67	5	778	689	-89	-11%	3.3	Pass	Pass	632	-75	-11%	2.9	Pass	Pass	53	-14	-21%	1.8	Pass	Pass	4	0	-10%	0.2	Pass	Pass
High Wycombe	WB	17168-16659	443	42	3	488	504	15	3%	0.7	Pass	Pass	457	13	3%	0.6	Pass	Pass	42	0	0%	0.0	Pass	Pass	5	2	62%	0.9	Pass	Pass
Aylesbury	NEB	10514-10645	669	16	5	690	657	-33	-5%	1.3	Pass	Pass	629	-41	-6%	1.6	Pass	Pass	23	8	50%	1.8	Pass	Pass	5	0	-5%	0.1	Pass	Pass
Aylesbury	SWB	10645-10514	807	15	4	826	832	6	1%	0.2	Pass	Pass	794	-13	-2%	0.5	Pass	Pass	32	17	116%	3.6	Pass	Pass	6	2	60%	1.0	Pass	Pass
Aylesbury	SWB	11948-52206	561	14	5	579	615	36	6%	1.5	Pass	Pass	589	28	5%	1.2	Pass	Pass	22	9	63%	2.0	Pass	Pass	4	-1	-14%	0.3	Pass	Pass
Aylesbury	NEB	52206-11948	461	17	2	480	488	8	2%	0.4	Pass	Pass	463	3	1%	0.1	Pass	Pass	23	6	33%	1.3	Pass	Pass	2	0	-9%	0.1	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bourne End	EB	51772-51773	865	80	2	948	921	-27	-3%	0.9	Pass	Pass	842	-23	-3%	0.8	Pass	Pass	70	-10	-12%	1.2	Pass	Pass	8	6	291%	2.6	Pass	Pass
Bourne End	WB	51773-51772	704	55	2	762	727	-35	-5%	1.3	Pass	Pass	668	-36	-5%	1.4	Pass	Pass	53	-2	-5%	0.3	Pass	Pass	6	4	197%	2.0	Pass	Pass
Aylesbury	WB	10895-38271	1,292	140	35	1,468	1,302	-166	-11%	4.5	Pass	Pass	1,148	-144	-11%	4.1	Pass	Pass	127	-13	-9%	1.1	Pass	Pass	26	-9	-26%	1.6	Pass	Pass
Aylesbury	EB	38271-10895	1,111	121	31	1,263	1,215	-48	-4%	1.4	Pass	Pass	1,081	-30	-3%	0.9	Pass	Pass	109	-11	-9%	1.1	Pass	Pass	25	-7	-22%	1.3	Pass	Pass
Aylesbury	SB	38009-51127	653	61	3	717	685	-32	-4%	1.2	Pass	Pass	619	-34	-5%	1.4	Pass	Pass	63	2	3%	0.2	Pass	Pass	4	1	31%	0.5	Pass	Pass
Aylesbury	NB	51127-38009	783	73	4	860	872	12	1%	0.4	Pass	Pass	800	16	2%	0.6	Pass	Pass	68	-4	-6%	0.5	Pass	Pass	4	0	-6%	0.1	Pass	Pass
Aylesbury	EB	12754-40046	328	32	-	360	405	45	13%	2.3	Pass	Pass	348	20	6%	1.1	Pass	Pass	56	25	78%	3.7	Pass	Pass	-	0			Pass	Fail
Aylesbury	WB	40046-12754	225	22	-	247	230	-17	-7%	1.1	Pass	Pass	209	-16	-7%	1.1	Pass	Pass	22	0	-2%	0.1	Pass	Pass	-	0			Pass	Fail
Aylesbury	EB	52241-52242	281	20	-	301	308	7	2%	0.4	Pass	Pass	287	6	2%	0.4	Pass	Pass	19	-1	-5%	0.2	Pass	Pass	1	1		1.5	Pass	Pass
Aylesbury	WB	52242-52241	256	29	1	286	290	4	1%	0.2	Pass	Pass	260	4	2%	0.2	Pass	Pass	30	1	2%	0.1	Pass	Pass	1	0	-25%	0.3	Pass	Pass
High Wycombe	SB	51452-12891	380	35	1	416	451	35	8%	1.7	Pass	Pass	409	29	8%	1.5	Pass	Pass	39	4	11%	0.6	Pass	Pass	3	2	159%	1.2	Pass	Pass
High Wycombe	NB	12891-51452	666	56	-	721	696	-25	-3%	0.9	Pass	Pass	645	-21	-3%	0.8	Pass	Pass	49	-7	-12%	0.9	Pass	Pass	3	3		2.3	Pass	Pass
High Wycombe	SB	13797-13834	357	24	-	381	396	15	4%	0.8	Pass	Pass	368	11	3%	0.6	Pass	Pass	25	1	5%	0.2	Pass	Pass	3	3		2.3	Pass	Pass
High Wycombe	NB	13834-13797	574	29	1	604	660	55	9%	2.2	Pass	Pass	621	46	8%	1.9	Pass	Pass	36	7	24%	1.2	Pass	Pass	3	2	185%	1.4	Pass	Pass
Bourne End	SEB	38774-16654	589	41	1	631	487	-144	-23%	6.1	Fail	Fail	453	-136	-23%	6.0	Fail	Fail	31	-10	-25%	1.7	Pass	Pass	3	2	227%	1.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bourne End	NWB	16654-38774	494	30	2	526	488	-38	-7%	1.7	Pass	Pass	461	-33	-7%	1.5	Pass	Pass	23	-8	-25%	1.5	Pass	Pass	4	2	91%	1.1	Pass	Pass
Bourne End	NEB	16455-51732	260	19	4	283	300	17	6%	1.0	Pass	Pass	289	30	12%	1.8	Pass	Pass	8	-11	-58%	3.0	Pass	Pass	3	-1	-37%	0.8	Pass	Pass
Bourne End	SWB	51732-16455	211	15	-	226	171	-55	-24%	3.9	Pass	Pass	158	-53	-25%	3.9	Pass	Pass	10	-5	-32%	1.4	Pass	Pass	3	3		2.4	Pass	Pass
Bourne End	NWB	17222-17181	212	18	-	231	219	-12	-5%	0.8	Pass	Pass	202	-10	-5%	0.7	Pass	Pass	17	-2	-9%	0.4	Pass	Pass	-	0			Pass	Fail
Bourne End	SEB	17181-17222	149	13	-	162	147	-15	-9%	1.2	Pass	Pass	132	-16	-11%	1.4	Pass	Pass	14	1	7%	0.3	Pass	Pass	-	0			Pass	Fail
Bourne End	SB	16247-39979	282	21	-	303	365	62	21%	3.4	Pass	Pass	334	52	19%	3.0	Pass	Pass	31	10	49%	2.0	Pass	Pass	-	0			Pass	Fail
Bourne End	NB	39979-16247	277	28	1	306	406	100	33%	5.3	Fail	Fail	369	92	33%	5.1	Pass	Fail	37	9	33%	1.6	Pass	Pass	-	-1	-100%	1.4	Pass	Pass
Aylesbury	SB	13646-13534	762	51	4	817	798	-19	-2%	0.7	Pass	Pass	742	-20	-3%	0.7	Pass	Pass	46	-5	-10%	0.7	Pass	Pass	10	6	147%	2.2	Pass	Pass
Aylesbury	NB	13534-13646	1,071	126	8	1,205	1,124	-82	-7%	2.4	Pass	Pass	1,006	-66	-6%	2.0	Pass	Pass	108	-18	-14%	1.7	Pass	Pass	10	2	27%	0.7	Pass	Pass
High Wycombe	EB	51377-51376	121	9	-	130	132	2	2%	0.2	Pass	Pass	124	3	3%	0.3	Pass	Pass	7	-2	-17%	0.5	Pass	Pass	0	0		0.7	Pass	Pass
High Wycombe	WB	51376-51377	164	23	-	187	175	-12	-7%	0.9	Pass	Pass	159	-5	-3%	0.4	Pass	Pass	16	-7	-31%	1.6	Pass	Pass	0	0		0.7	Pass	Pass
Aylesbury	WB	52169-11138	269	46	18	332	328	-5	-1%	0.2	Pass	Pass	274	5	2%	0.3	Pass	Pass	41	-4	-9%	0.6	Pass	Pass	13	-5	-28%	1.3	Pass	Pass
Aylesbury	EB	11138-52169	262	45	17	324	386	62	19%	3.3	Pass	Pass	319	57	22%	3.3	Pass	Pass	49	5	11%	0.7	Pass	Pass	17	0	-1%	0.0	Pass	Pass
Bourne End	SB	38764-16551	456	43	2	501	539	38	8%	1.7	Pass	Pass	492	36	8%	1.7	Pass	Pass	43	0	1%	0.1	Pass	Pass	4	2	92%	1.1	Pass	Pass
Bourne End	NB	16551-38764	475	40	3	518	564	46	9%	2.0	Pass	Pass	527	52	11%	2.3	Pass	Pass	32	-8	-19%	1.3	Pass	Pass	4	1	37%	0.6	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Car						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	EB	7035-40028	440	60	2	502	557	55	11%	2.4	Pass	Pass	496	56	13%	2.6	Pass	Pass	62	1	2%	0.2	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Buckingham	WB	40028-7035	478	59	-	537	611	74	14%	3.1	Pass	Pass	535	57	12%	2.5	Pass	Pass	76	17	28%	2.0	Pass	Pass	-	0			Pass	Fail
Buckingham	WB	6809-700048	882	73	31	986	904	-82	-8%	2.7	Pass	Pass	835	-47	-5%	1.6	Pass	Pass	45	-28	-38%	3.6	Pass	Pass	23	-8	-25%	1.5	Pass	Pass
Buckingham	EB	700048-6809	778	124	19	921	819	-102	-11%	3.5	Pass	Pass	666	-112	-14%	4.2	Pass	Pass	109	-15	-12%	1.4	Pass	Pass	44	25	134%	4.5	Pass	Pass
Buckingham	NB	51829-7252	889	81	6	976	905	-71	-7%	2.3	Pass	Pass	836	-53	-6%	1.8	Pass	Pass	65	-16	-19%	1.8	Pass	Pass	5	-2	-28%	0.8	Pass	Pass
Buckingham	SB	7252-51829	1,021	89	12	1,121	1,028	-94	-8%	2.9	Pass	Pass	950	-70	-7%	2.2	Pass	Pass	69	-20	-22%	2.2	Pass	Pass	8	-4	-33%	1.2	Pass	Pass
Buckingham	SB	51830-7238	607	53	2	663	597	-66	-10%	2.6	Pass	Pass	548	-60	-10%	2.5	Pass	Pass	47	-6	-11%	0.9	Pass	Pass	2	0	-7%	0.1	Pass	Pass
Buckingham	NB	7238-51830	490	45	4	539	528	-11	-2%	0.5	Pass	Pass	481	-9	-2%	0.4	Pass	Pass	42	-3	-7%	0.4	Pass	Pass	5	1	22%	0.4	Pass	Pass
Buckingham	SWB	700019-7586	902	44	23	969	995	26	3%	0.8	Pass	Pass	915	13	1%	0.4	Pass	Pass	60	16	37%	2.3	Pass	Pass	19	-4	-16%	0.8	Pass	Pass
Buckingham	NEB	7586-700019	678	81	20	779	834	55	7%	2.0	Pass	Pass	724	46	7%	1.7	Pass	Pass	89	8	10%	0.9	Pass	Pass	21	1	7%	0.3	Pass	Pass
Buckingham	NEB	8000141-7560	851	110	21	982	959	-23	-2%	0.7	Pass	Pass	808	-43	-5%	1.5	Pass	Pass	107	-3	-3%	0.3	Pass	Pass	44	23	112%	4.1	Pass	Pass
Buckingham	SWB	7560-8000141	1,171	71	29	1,271	1,139	-132	-10%	3.8	Pass	Pass	1,069	-102	-9%	3.1	Pass	Pass	46	-25	-35%	3.2	Pass	Pass	23	-6	-19%	1.1	Pass	Pass
Buckingham	EB	7160-7208	339	51	1	391	442	51	13%	2.5	Pass	Pass	395	56	17%	2.9	Pass	Pass	45	-6	-11%	0.8	Pass	Pass	1	0	35%	0.3	Pass	Pass
Buckingham	WB	7208-7160	477	52	4	533	516	-17	-3%	0.7	Pass	Pass	466	-10	-2%	0.5	Pass	Pass	48	-4	-8%	0.6	Pass	Pass	2	-2	-59%	1.4	Pass	Pass

Appendix J. Screenline Validation by Vehicle Type

Table J1 - Post Screenline Validation AM Peak Hour; Cars, LGVs, HGV's and Total Vehicles

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury NewVal	WB	5	3,002	3,144	142	3	Pass	383	434	51	3	Fail	129	137	8	1	Fail	3,515	3,715	200	3	Fail
Aylesbury NewVal	EB	5	2,724	2,574	-150	3	Fail	489	377	-112	5	Fail	120	105	-15	1	Fail	3,333	3,056	-277	5	Fail
Iver 1 (within)	EB	4	2,541	2,464	-76	2	Pass	293	293	1	0	Pass	89	105	17	2	Fail	2,922	2,863	-59	1	Pass
Iver 1 (within)	WB	4	2,324	2,196	-129	3	Fail	317	248	-69	4	Fail	142	70	-72	7	Fail	2,784	2,514	-270	5	Fail
Amersham 1 (west of) *A413	EB	4	1,925	1,940	15	0	Pass	249	274	24	1	Fail	45	50	4	1	Fail	2,219	2,263	44	1	Pass
Amersham 1 (west of) *A413	WB	4	1,423	1,514	91	2	Fail	192	208	15	1	Fail	31	41	10	2	Fail	1,646	1,762	117	3	Fail
Beaconsfield / Gerrards Cross *A355	NB	2	1,712	1,826	114	3	Fail	214	197	-16	1	Fail	53	42	-11	2	Fail	1,978	2,065	87	2	Pass
Beaconsfield / Gerrards Cross *A355	SB	2	1,915	1,967	52	1	Pass	278	242	-36	2	Fail	55	65	10	1	Fail	2,247	2,274	26	1	Pass
Milton Keynes 1 (south of)	NB	2	3,622	3,591	-31	1	Pass	222	372	150	9	Fail	136	463	327	19	Fail	3,981	4,427	446	7	Fail
Milton Keynes 1 (south of)	SB	2	1,931	1,771	-160	4	Fail	173	307	134	9	Fail	146	255	109	8	Fail	2,250	2,334	83	2	Pass
High Wycombe 1 (within)	EB	5	2,944	2,936	-9	0	Pass	345	340	-4	0	Pass	59	66	6	1	Fail	3,349	3,342	-7	0	Pass
High Wycombe 1 (within)	WB	5	3,566	3,524	-42	1	Pass	350	392	42	2	Fail	46	56	9	1	Fail	3,962	3,971	10	0	Pass
Amersham 2 (south of) *A413	NB	3	1,819	1,841	22	1	Pass	241	219	-21	1	Fail	48	43	-6	1	Fail	2,108	2,103	-5	0	Pass
Amersham 2 (south of) *A413	SB	3	1,827	1,936	108	2	Fail	240	298	58	4	Fail	46	42	-4	1	Fail	2,113	2,276	163	3	Fail

Table J2 - Post Screenline Validation IP Peak Hour; Cars, LGVs, HGV's and Total Vehicles

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury NewVal	WB	5	2,105	2,202	97	2	Pass	393	386	-6	0	Pass	140	156	16	1	Fail	2,637	2,744	107	2	Pass
Aylesbury NewVal	EB	5	2,155	2,209	54	1	Pass	445	413	-32	2	Fail	136	145	9	1	Fail	2,737	2,767	30	1	Pass
Iver 1 (within)	EB	4	1,315	1,521	206	5	Fail	285	238	-48	3	Fail	140	137	-3	0	Pass	1,740	1,896	155	4	Fail
Iver 1 (within)	WB	4	1,364	1,411	48	1	Pass	259	224	-35	2	Fail	101	116	15	1	Fail	1,723	1,751	28	1	Pass
Amersham 1 (west of) *A413	EB	4	956	920	-36	1	Pass	179	200	22	2	Fail	33	52	19	3	Fail	1,168	1,172	4	0	Pass
Amersham 1 (west of) *A413	WB	4	1,012	963	-48	2	Pass	192	211	19	1	Fail	36	58	22	3	Fail	1,239	1,232	-7	0	Pass
Beaconsfield / Gerrards Cross *A355	NB	2	1,113	1,512	399	11	Fail	226	193	-33	2	Fail	47	51	4	1	Fail	1,386	1,756	370	9	Fail
Beaconsfield / Gerrards Cross *A355	SB	2	1,092	1,546	454	12	Fail	230	266	36	2	Fail	47	76	29	4	Fail	1,368	1,888	519	13	Fail
Milton Keynes 1 (south of)	NB	2	1,919	1,943	24	1	Pass	200	351	151	9	Fail	134	482	348	20	Fail	2,253	2,776	524	10	Fail
Milton Keynes 1 (south of)	SB	2	1,747	1,385	-362	9	Fail	164	285	122	8	Fail	121	322	200	13	Fail	2,032	1,992	-40	1	Pass
High Wycombe 1 (within)	EB	5	2,166	2,440	274	6	Fail	360	377	17	1	Pass	47	77	30	4	Fail	2,573	2,894	321	6	Fail
High Wycombe 1 (within)	WB	5	2,334	2,501	167	3	Fail	415	426	11	1	Pass	48	79	30	4	Fail	2,797	3,005	208	4	Fail
Amersham 2 (south of) *A413	NB	3	1,293	1,317	24	1	Pass	243	244	2	0	Pass	51	55	4	1	Fail	1,587	1,616	30	1	Pass
Amersham 2 (south of) *A413	SB	3	1,230	1,450	220	6	Fail	230	241	10	1	Pass	46	47	1	0	Pass	1,506	1,738	232	6	Fail

Table J3 - Post Screenline Validation PM Peak Hour; Cars, LGVs, HGV's and Total Vehicles

Cordon / Screenline	Direction	No of Links	Post ME CAR					Post ME LGV					Post ME HGV					Post ME Total				
			Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG	Observed	Modelled	Modelled - Observed	GEH	TAG
Aylesbury NewVal	WB	5	3,305	3,704	399	7	Fail	386	367	-20	1	Fail	30	49	20	3	Fail	3,721	4,120	399	6	Fail
Aylesbury NewVal	EB	5	3,183	3,150	-33	1	Pass	359	352	-7	0	Pass	35	51	17	3	Fail	3,578	3,553	-24	0	Pass
Iver 1 (within)	EB	4	2,305	2,273	-32	1	Pass	182	197	15	1	Fail	63	37	-25	4	Fail	2,550	2,508	-42	1	Pass
Iver 1 (within)	WB	4	2,297	2,293	-4	0	Pass	281	258	-22	1	Fail	50	58	8	1	Fail	2,628	2,609	-19	0	Pass
Amersham 1 (west of) *A413	EB	4	1,407	1,472	64	2	Pass	138	166	27	2	Fail	8	27	19	5	Fail	1,553	1,664	110	3	Fail
Amersham 1 (west of) *A413	WB	4	1,996	1,788	-208	5	Fail	193	217	23	2	Fail	12	21	10	2	Fail	2,201	2,026	-174	4	Fail
Beaconsfield / Gerrards Cross *A355	NB	2	1,576	1,727	150	4	Fail	183	114	-69	6	Fail	7	22	15	4	Fail	1,766	1,862	96	2	Fail
Beaconsfield / Gerrards Cross *A355	SB	2	1,530	1,895	365	9	Fail	150	218	67	5	Fail	11	42	31	6	Fail	1,692	2,154	463	11	Fail
Milton Keynes 1 (south of)	NB	2	2,478	2,077	-401	8	Fail	140	229	89	7	Fail	71	194	123	11	Fail	2,690	2,500	-190	4	Fail
Milton Keynes 1 (south of)	SB	2	3,294	2,730	-563	10	Fail	125	225	100	8	Fail	61	309	247	18	Fail	3,480	3,264	-216	4	Fail
High Wycombe 1 (within)	EB	5	3,427	3,607	181	3	Fail	323	302	-20	1	Fail	8	42	33	7	Fail	3,758	3,951	194	3	Fail
High Wycombe 1 (within)	WB	5	3,707	3,584	-123	2	Pass	279	288	9	1	Pass	6	35	29	6	Fail	3,992	3,907	-85	1	Pass
Amersham 2 (south of) *A413	NB	3	2,489	1,976	-513	11	Fail	207	181	-26	2	Fail	17	23	7	1	Fail	2,713	2,181	-532	11	Fail
Amersham 2 (south of) *A413	SB	3	1,788	2,010	221	5	Fail	184	207	23	2	Fail	10	27	17	4	Fail	1,982	2,243	261	6	Fail

Appendix K. Link Validation by Vehicle Type

Table K1 – Link Validation- AM PEAK

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	SB	15786-16299	1,209	81	128	1,417	1,745	328	23%	8.2	Fail	Fail	1,268	59	5%	1.7	Pass	Pass	242	161	200%	12.7	Fail	Fail	235	108	85%	8.0	Fail	Fail
High Wycombe	NB	13831-13956	1,390	147	30	1,567	1,672	105	7%	2.6	Pass	Pass	1,492	102	7%	2.7	Pass	Pass	144	-3	-2%	0.2	Pass	Pass	36	6	18%	1.0	Pass	Pass
Amersham	EB	19049-19601	602	79	15	696	867	171	25%	6.1	Fail	Fail	743	141	23%	5.4	Fail	Fail	105	26	34%	2.8	Pass	Pass	19	4	25%	0.9	Pass	Pass
Milton Keynes	NB	16268-15774	2,344	59	104	2,506	2,859	353	14%	6.8	Pass	Fail	2,192	-151	-6%	3.2	Pass	Pass	246	188	320%	15.2	Fail	Fail	421	317	306%	19.6	Fail	Fail
Amersham	WB	19538-19315	219	35	-	255	122	-132	-52%	9.6	Fail	Fail	99	-120	-55%	9.5	Fail	Fail	21	-14	-40%	2.6	Pass	Pass	2	2		2.1	Pass	Pass
Amersham	EB	19315-19538	243	30	2	275	293	17	6%	1.0	Pass	Pass	262	19	8%	1.2	Pass	Pass	28	-2	-8%	0.5	Pass	Pass	3	1	28%	0.4	Pass	Pass
Bicester	NB	5758-4945	1,685	105	196	1,985	1,927	-58	-3%	1.3	Pass	Pass	1,492	-192	-11%	4.8	Pass	Pass	135	30	29%	2.8	Pass	Pass	299	104	53%	6.6	Fail	Fail
Bicester	SB	4966-5759	2,401	180	327	2,908	2,689	-219	-8%	4.1	Pass	Pass	2,052	-349	-15%	7.4	Pass	Fail	181	1	1%	0.1	Pass	Pass	456	128	39%	6.5	Fail	Fail
Amersham	EB	18240-38336	371	48	10	429	483	54	13%	2.5	Pass	Pass	411	40	11%	2.0	Pass	Pass	58	10	20%	1.3	Pass	Pass	15	5	55%	1.5	Pass	Pass
Amersham	WB	38336-18240	272	35	7	314	387	73	23%	3.9	Pass	Pass	334	63	23%	3.6	Pass	Pass	42	7	19%	1.1	Pass	Pass	11	4	53%	1.2	Pass	Pass
Beaconsfield	NB	19665-38905	717	94	18	829	835	6	1%	0.2	Pass	Pass	712	-5	-1%	0.2	Pass	Pass	98	4	4%	0.4	Pass	Pass	25	7	36%	1.4	Pass	Pass
Beaconsfield	SB	38905-19665	781	102	20	903	1,116	214	24%	6.7	Fail	Fail	962	181	23%	6.1	Fail	Fail	129	27	27%	2.5	Pass	Pass	25	5	25%	1.1	Pass	Pass
Amersham	SB	22322-40237	650	86	16	752	681	-71	-9%	2.6	Pass	Pass	573	-77	-12%	3.1	Pass	Pass	91	5	6%	0.6	Pass	Pass	17	1	8%	0.3	Pass	Pass
Amersham	NB	40237-22322	635	86	18	739	751	12	2%	0.5	Pass	Pass	660	25	4%	1.0	Pass	Pass	70	-16	-18%	1.8	Pass	Pass	20	2	14%	0.6	Pass	Pass
High Wycombe	WB	12891-51466	723	93	6	823	757	-66	-8%	2.4	Pass	Pass	670	-54	-7%	2.0	Pass	Pass	76	-17	-18%	1.8	Pass	Pass	11	4	71%	1.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	EB	51466-12891	542	67	10	620	603	-16	-3%	0.7	Pass	Pass	527	-15	-3%	0.7	Pass	Pass	63	-4	-6%	0.5	Pass	Pass	13	3	29%	0.9	Pass	Pass
Amersham	WB	24104-50857	495	65	13	572	630	58	10%	2.4	Pass	Pass	555	61	12%	2.6	Pass	Pass	70	6	9%	0.7	Pass	Pass	4	-9	-68%	3.0	Pass	Pass
Amersham	EB	50857-24104	415	54	11	480	566	86	18%	3.7	Pass	Pass	492	77	19%	3.6	Pass	Pass	70	16	30%	2.0	Pass	Pass	3	-7	-69%	2.8	Pass	Pass
Milton Keynes	WB	13245-52337	722	92	18	833	589	-244	-29%	9.2	Fail	Fail	503	-219	-30%	8.9	Fail	Fail	66	-27	-29%	3.0	Pass	Pass	20	2	9%	0.4	Pass	Pass
Amersham	WB	19592-50898	290	38	7	335	434	99	29%	5.0	Pass	Fail	370	80	28%	4.4	Pass	Pass	47	9	25%	1.4	Pass	Pass	16	9	120%	2.6	Pass	Pass
Aylesbury	NB	12317-52218	920	89	13	1,022	1,175	154	15%	4.6	Fail	Pass	1,024	104	11%	3.3	Pass	Pass	124	35	39%	3.4	Pass	Pass	28	15	113%	3.3	Pass	Pass
Milton Keynes	EB	52336-13230	1,279	164	33	1,475	1,568	93	6%	2.4	Pass	Pass	1,399	120	9%	3.3	Pass	Pass	126	-38	-23%	3.1	Pass	Pass	43	10	30%	1.6	Pass	Pass
High Wycombe	NB	51510-51511	528	84	13	625	546	-79	-13%	3.3	Pass	Pass	461	-67	-13%	3.0	Pass	Pass	72	-11	-13%	1.3	Pass	Pass	12	-1	-8%	0.3	Pass	Pass
High Wycombe	SB	51511-51510	423	53	7	483	616	134	28%	5.7	Fail	Fail	557	134	32%	6.1	Fail	Fail	50	-3	-6%	0.4	Pass	Pass	9	2	35%	0.9	Pass	Pass
Amersham	EB	19562-50927	708	92	18	819	620	-199	-24%	7.4	Fail	Fail	524	-184	-26%	7.4	Fail	Fail	83	-9	-10%	1.0	Pass	Pass	13	-5	-30%	1.4	Pass	Pass
Amersham	WB	50927-19562	642	84	16	742	819	77	10%	2.8	Pass	Pass	710	69	11%	2.6	Pass	Pass	97	13	16%	1.4	Pass	Pass	12	-5	-29%	1.3	Pass	Pass
Amersham	NB	20259-50952	689	90	18	797	721	-76	-9%	2.7	Pass	Pass	625	-65	-9%	2.5	Pass	Pass	79	-11	-13%	1.2	Pass	Pass	18	0	2%	0.1	Pass	Pass
Amersham	SB	50952-20259	762	99	20	881	1,029	148	17%	4.8	Fail	Pass	871	109	14%	3.8	Pass	Pass	136	37	37%	3.4	Pass	Pass	22	2	12%	0.5	Pass	Pass
Aylesbury	EB	37508-52196	780	217	47	1,043	797	-246	-24%	8.1	Fail	Fail	633	-147	-19%	5.5	Fail	Fail	124	-93	-43%	7.1	Pass	Fail	41	-6	-14%	1.0	Pass	Pass
Aylesbury	WB	52196-37508	843	143	74	1,061	999	-62	-6%	1.9	Pass	Pass	793	-50	-6%	1.7	Pass	Pass	143	-1	0%	0.0	Pass	Pass	62	-12	-16%	1.4	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	NB	12144-51894	507	68	31	607	644	37	6%	1.5	Pass	Pass	540	33	6%	1.4	Pass	Pass	70	2	3%	0.3	Pass	Pass	33	2	8%	0.4	Pass	Pass
Aylesbury	SB	51894-12144	821	94	36	951	895	-56	-6%	1.8	Pass	Pass	771	-50	-6%	1.8	Pass	Pass	84	-10	-11%	1.1	Pass	Pass	40	4	12%	0.7	Pass	Pass
High Wycombe	SB	38546-51478	518	54	6	578	531	-47	-8%	2.0	Pass	Pass	487	-31	-6%	1.4	Pass	Pass	41	-13	-24%	1.9	Pass	Pass	4	-2	-38%	1.0	Pass	Pass
High Wycombe	NB	51478-38546	252	31	5	288	303	15	5%	0.8	Pass	Pass	270	18	7%	1.1	Pass	Pass	30	-1	-5%	0.3	Pass	Pass	3	-2	-36%	0.9	Pass	Pass
High Wycombe	WB	51477-51478	221	18	2	241	218	-23	-9%	1.5	Pass	Pass	193	-28	-13%	2.0	Pass	Pass	24	6	32%	1.3	Pass	Pass	2	0	-9%	0.1	Pass	Pass
High Wycombe	EB	51478-51477	232	16	1	249	218	-31	-12%	2.0	Pass	Pass	185	-47	-20%	3.2	Pass	Pass	31	15	97%	3.2	Pass	Pass	1	0	41%	0.4	Pass	Pass
Amersham	NB	40238-50968	365	42	4	411	316	-95	-23%	5.0	Pass	Fail	281	-84	-23%	4.7	Pass	Pass	32	-10	-23%	1.6	Pass	Pass	2	-2	-42%	1.0	Pass	Pass
Amersham	SB	50968-40238	319	46	6	371	418	47	13%	2.4	Pass	Pass	379	60	19%	3.2	Pass	Pass	37	-9	-20%	1.4	Pass	Pass	2	-4	-61%	1.8	Pass	Pass
Aylesbury	SB	54074-12317	920	120	26	1,066	993	-73	-7%	2.3	Pass	Pass	854	-66	-7%	2.2	Pass	Pass	113	-7	-6%	0.6	Pass	Pass	26	0	0%	0.0	Pass	Pass
Aylesbury	NB	11789-40190	265	34	3	301	368	67	22%	3.6	Pass	Pass	299	34	13%	2.1	Pass	Pass	62	28	85%	4.1	Pass	Pass	7	4	122%	1.7	Pass	Pass
Aylesbury	SB	40190-11789	394	48	1	443	420	-23	-5%	1.1	Pass	Pass	368	-26	-7%	1.3	Pass	Pass	47	-1	-2%	0.2	Pass	Pass	5	4	375%	2.2	Pass	Pass
Aylesbury	EB	140032-140033	123	36	15	174	202	28	16%	2.0	Pass	Pass	179	56	45%	4.5	Pass	Pass	23	-13	-37%	2.4	Pass	Pass	-	-15	-100%	5.4	Pass	Fail
Aylesbury	WB	140033-140032	153	24	3	180	278	98	54%	6.5	Pass	Fail	257	103	67%	7.2	Fail	Fail	22	-2	-9%	0.5	Pass	Pass	-	-3	-100%	2.5	Pass	Pass
Beaconsfield	NB	290203-290213	1,250	172	46	1,468	1,408	-61	-4%	1.6	Pass	Pass	1,225	-25	-2%	0.7	Pass	Pass	144	-28	-16%	2.2	Pass	Pass	39	-8	-16%	1.2	Pass	Pass
Iver	WB	290690-290619	1,265	137	52	1,455	1,123	-331	-23%	9.2	Fail	Fail	981	-284	-22%	8.5	Fail	Fail	116	-21	-15%	1.8	Pass	Pass	26	-26	-51%	4.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	EB	290620-290731	1,358	122	52	1,532	1,510	-23	-1%	0.6	Pass	Pass	1,290	-68	-5%	1.9	Pass	Pass	176	53	44%	4.4	Pass	Pass	44	-8	-15%	1.1	Pass	Pass
Iver	NB	290760-290763	357	41	5	403	425	22	5%	1.1	Pass	Pass	359	2	1%	0.1	Pass	Pass	66	25	60%	3.4	Pass	Pass	-	-5	-100%	3.3	Pass	Pass
Iver	SB	290763-290760	378	61	5	443	594	151	34%	6.6	Fail	Fail	551	174	46%	8.1	Fail	Fail	42	-18	-30%	2.6	Pass	Pass	-	-5	-100%	3.0	Pass	Pass
Iver	NB	290942-290762	5,119	821	885	6,824	6,495	-329	-5%	4.0	Pass	Pass	4,786	-333	-6%	4.7	Pass	Pass	716	-105	-13%	3.8	Pass	Pass	994	109	12%	3.6	Pass	Pass
Iver	WB	290698-291662	381	50	10	441	490	49	11%	2.3	Pass	Pass	414	32	8%	1.6	Pass	Pass	44	-6	-12%	0.9	Pass	Pass	33	23	236%	5.0	Pass	Pass
Iver	EB	291662-290698	254	33	7	294	587	293	100%	14.0	Fail	Fail	497	242	95%	12.5	Fail	Fail	39	6	19%	1.0	Pass	Pass	51	44	678%	8.3	Pass	Fail
Beaconsfield	SB	290555-291656	443	53	9	506	577	71	14%	3.1	Pass	Pass	524	81	18%	3.7	Pass	Pass	47	-6	-12%	0.9	Pass	Pass	5	-3	-39%	1.3	Pass	Pass
Beaconsfield	NB	291656-290555	462	41	7	510	657	147	29%	6.1	Fail	Fail	601	139	30%	6.0	Fail	Fail	53	12	29%	1.7	Pass	Pass	3	-4	-54%	1.6	Pass	Pass
Iver	NB	291745-292717	571	96	25	692	342	-351	-51%	15.4	Fail	Fail	319	-252	-44%	12.0	Fail	Fail	12	-84	-87%	11.4	Pass	Fail	10	-14	-58%	3.4	Pass	Pass
Iver	SB	292717-291745	300	70	76	445	307	-139	-31%	7.2	Fail	Fail	250	-50	-17%	3.0	Pass	Pass	45	-24	-35%	3.2	Pass	Pass	12	-64	-84%	9.7	Pass	Fail
Beaconsfield	SB	290216-292783	1,471	224	46	1,742	1,697	-45	-3%	1.1	Pass	Pass	1,442	-29	-2%	0.8	Pass	Pass	195	-29	-13%	2.0	Pass	Pass	60	14	29%	1.9	Pass	Pass
High Wycombe	SB	13938-800070	1,681	132	25	1,837	1,849	12	1%	0.3	Pass	Pass	1,618	-63	-4%	1.5	Pass	Pass	201	70	53%	5.4	Pass	Fail	30	5	20%	0.9	Pass	Pass
Iver	SB	800112-290949	5,601	541	855	6,997	6,982	-15	0%	0.2	Pass	Pass	5,499	-102	-2%	1.4	Pass	Pass	576	35	6%	1.5	Pass	Pass	907	52	6%	1.8	Pass	Pass
Aylesbury	NB	13786-51900	597	89	40	727	497	-229	-32%	9.3	Fail	Fail	435	-162	-27%	7.1	Fail	Fail	48	-42	-47%	5.0	Pass	Fail	14	-26	-64%	5.0	Pass	Pass
Aylesbury	SB	51900-13786	681	114	41	837	580	-257	-31%	9.7	Fail	Fail	477	-204	-30%	8.5	Fail	Fail	78	-37	-32%	3.8	Pass	Pass	25	-16	-40%	2.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	9801-51841	706	103	61	870	823	-47	-5%	1.6	Pass	Pass	706	0	0%	0.0	Pass	Pass	98	-5	-5%	0.5	Pass	Pass	19	-42	-68%	6.6	Pass	Fail
Aylesbury	EB	51841-9801	544	79	46	669	606	-63	-9%	2.5	Pass	Pass	523	-20	-4%	0.9	Pass	Pass	69	-10	-12%	1.1	Pass	Pass	13	-33	-71%	6.0	Pass	Fail
Buckingham	SB	7513-7527	476	53	9	538	727	190	35%	7.5	Fail	Fail	673	197	41%	8.2	Fail	Fail	50	-3	-5%	0.4	Pass	Pass	4	-5	-54%	1.9	Pass	Pass
Buckingham	NB	7527-7513	618	82	20	720	724	4	1%	0.2	Pass	Pass	645	27	4%	1.1	Pass	Pass	53	-29	-36%	3.6	Pass	Pass	27	7	34%	1.4	Pass	Pass
Buckingham	NB	7875-7606	422	45	10	478	637	160	33%	6.8	Fail	Fail	567	145	34%	6.5	Fail	Fail	57	12	26%	1.6	Pass	Pass	13	3	31%	0.9	Pass	Pass
Buckingham	SB	7606-7875	393	51	18	462	484	22	5%	1.0	Pass	Pass	398	5	1%	0.2	Pass	Pass	73	22	44%	2.9	Pass	Pass	12	-5	-30%	1.4	Pass	Pass
Buckingham	SB	700015-40029	569	66	4	640	651	11	2%	0.4	Pass	Pass	564	-5	-1%	0.2	Pass	Pass	87	21	31%	2.4	Pass	Pass	-	-4	-100%	2.8	Pass	Pass
Buckingham	NB	40029-700015	483	75	3	561	565	4	1%	0.2	Pass	Pass	489	6	1%	0.3	Pass	Pass	77	1	1%	0.1	Pass	Pass	-	-3	-100%	2.5	Pass	Pass
Buckingham	WB	7052-39797	406	47	2	456	475	20	4%	0.9	Pass	Pass	421	15	4%	0.7	Pass	Pass	54	7	14%	0.9	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Buckingham	EB	39797-7052	499	69	4	572	501	-72	-13%	3.1	Pass	Pass	410	-89	-18%	4.2	Pass	Pass	90	21	30%	2.3	Pass	Pass	-	-4	-100%	2.8	Pass	Pass
Buckingham	EB	6582-700050	749	99	51	899	910	11	1%	0.4	Pass	Pass	780	31	4%	1.1	Pass	Pass	78	-21	-22%	2.3	Pass	Pass	52	1	3%	0.2	Pass	Pass
Buckingham	WB	700050-6582	726	173	54	953	884	-69	-7%	2.3	Pass	Pass	690	-36	-5%	1.3	Pass	Pass	164	-9	-5%	0.7	Pass	Pass	29	-25	-46%	3.8	Pass	Pass
Buckingham	WB	7399-7264	823	161	81	1,066	1,188	122	11%	3.6	Pass	Pass	1,011	188	23%	6.2	Fail	Fail	148	-13	-8%	1.1	Pass	Pass	29	-53	-65%	7.1	Pass	Fail
Buckingham	EB	7264-7399	828	118	95	1,042	1,207	165	16%	4.9	Fail	Pass	1,048	220	27%	7.2	Fail	Fail	102	-17	-14%	1.6	Pass	Pass	57	-38	-40%	4.4	Pass	Pass
Aylesbury	WB	40037-51945	167	22	4	194	231	37	19%	2.5	Pass	Pass	200	33	20%	2.4	Pass	Pass	24	1	7%	0.3	Pass	Pass	7	2	54%	1.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow - LGV						Modelled Flow - HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	EB	51945-40037	142	19	4	164	102	-62	-38%	5.3	Pass	Fail	86	-56	-39%	5.2	Pass	Fail	8	-11	-56%	2.9	Pass	Pass	8	5	125%	1.9	Pass	Pass
Aylesbury	SWB	52238-13470	425	36	11	472	597	126	27%	5.4	Fail	Fail	527	101	24%	4.6	Fail	Pass	61	25	71%	3.6	Pass	Pass	10	-1	-8%	0.3	Pass	Pass
Aylesbury	NEB	13470-52238	358	29	9	396	307	-89	-23%	4.8	Pass	Pass	269	-89	-25%	5.0	Pass	Fail	27	-2	-8%	0.4	Pass	Pass	11	2	16%	0.5	Pass	Pass
Aylesbury	WB	38033-11189	563	44	16	623	534	-89	-14%	3.7	Pass	Pass	416	-147	-26%	6.7	Fail	Fail	75	31	71%	4.1	Pass	Pass	43	27	166%	4.9	Pass	Pass
Aylesbury	EB	11182-54014	470	33	8	511	639	128	25%	5.3	Fail	Fail	512	42	9%	1.9	Pass	Pass	95	62	189%	7.8	Pass	Fail	31	23	292%	5.3	Pass	Fail

Table K2 – Link Validation- IP PEAK

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Cars						Modelled Flow -LGV						Modelled Flow -HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	SB	15786-16299	1,164	57	98	1,319	1,351	32	2%	0.9	Pass	Pass	856	-307	-26%	9.7	Fail	Fail	200	143	252%	12.6	Fail	Fail	295	197	200%	14.0	Fail	Fail
High Wycombe	NB	13831-13956	978	153	26	1,157	1,445	288	25%	8.0	Fail	Fail	1,216	238	24%	7.2	Fail	Fail	183	30	20%	2.3	Pass	Pass	46	20	76%	3.3	Pass	Pass
Amersham	EB	19049-19601	245	46	10	300	379	79	26%	4.3	Pass	Pass	296	51	21%	3.1	Pass	Pass	63	17	38%	2.3	Pass	Pass	21	11	118%	2.9	Pass	Pass
Milton Keynes	NB	16268-15774	1,147	59	104	1,310	1,826	516	39%	13.0	Fail	Fail	1,142	-5	0%	0.1	Pass	Pass	246	187	316%	15.1	Fail	Fail	438	335	323%	20.3	Fail	Fail
Amersham	WB	19538-19315	122	26	1	149	122	-28	-18%	2.4	Pass	Pass	97	-25	-20%	2.4	Pass	Pass	22	-4	-15%	0.8	Pass	Pass	2	1	200%	1.2	Pass	Pass
Amersham	EB	19315-19538	117	22	1	140	109	-31	-22%	2.8	Pass	Pass	90	-27	-23%	2.7	Pass	Pass	17	-5	-23%	1.2	Pass	Pass	2	1	243%	1.2	Pass	Pass
Bicester	NB	5758-4945	2,029	146	243	2,419	2,537	118	5%	2.4	Pass	Pass	2,055	25	1%	0.6	Pass	Pass	211	64	44%	4.8	Pass	Pass	272	28	12%	1.8	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Cars						Modelled Flow -LGV						Modelled Flow -HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Bicester	SB	4966-5759	1,858	104	223	2,186	2,507	321	15%	6.6	Pass	Fail	2,099	240	13%	5.4	Pass	Fail	137	33	32%	3.0	Pass	Pass	271	48	22%	3.1	Pass	Pass
Amersham	EB	18240-38336	180	34	7	221	273	52	24%	3.3	Pass	Pass	209	29	16%	2.1	Pass	Pass	49	15	45%	2.4	Pass	Pass	15	8	117%	2.5	Pass	Pass
Amersham	WB	38336-18240	171	32	7	210	275	65	31%	4.1	Pass	Pass	213	41	24%	3.0	Pass	Pass	49	17	54%	2.7	Pass	Pass	13	6	89%	1.9	Pass	Pass
Beaconsfield	NB	19665-38905	562	105	22	689	772	83	12%	3.1	Pass	Pass	631	69	12%	2.8	Pass	Pass	107	2	2%	0.2	Pass	Pass	34	12	53%	2.2	Pass	Pass
Beaconsfield	SB	38905-19665	508	95	20	622	650	28	4%	1.1	Pass	Pass	520	12	2%	0.5	Pass	Pass	101	7	7%	0.7	Pass	Pass	29	9	45%	1.8	Pass	Pass
Amersham	SB	22322-40237	349	66	12	426	572	146	34%	6.5	Fail	Fail	476	127	36%	6.3	Fail	Fail	79	13	20%	1.5	Pass	Pass	18	6	51%	1.6	Pass	Pass
Amersham	NB	40237-22322	405	77	16	499	493	-6	-1%	0.3	Pass	Pass	395	-11	-3%	0.5	Pass	Pass	72	-5	-7%	0.6	Pass	Pass	26	10	62%	2.2	Pass	Pass
High Wycombe	WB	12891-51466	482	68	12	562	479	-83	-15%	3.6	Pass	Pass	403	-79	-16%	3.8	Pass	Pass	65	-4	-5%	0.4	Pass	Pass	11	0	-3%	0.1	Pass	Pass
High Wycombe	EB	51466-12891	413	57	8	477	441	-36	-8%	1.7	Pass	Pass	370	-43	-10%	2.2	Pass	Pass	56	0	-1%	0.1	Pass	Pass	15	7	83%	2.0	Pass	Pass
Amersham	WB	24104-50857	382	71	15	468	547	79	17%	3.5	Pass	Pass	463	81	21%	3.9	Pass	Pass	81	10	14%	1.1	Pass	Pass	3	-12	-78%	3.8	Pass	Pass
Amersham	EB	50857-24104	375	70	15	460	549	89	19%	4.0	Pass	Pass	489	113	30%	5.5	Fail	Fail	57	-13	-18%	1.6	Pass	Pass	3	-12	-80%	4.0	Pass	Pass
Milton Keynes	WB	13245-52337	584	107	23	713	641	-72	-10%	2.8	Pass	Pass	529	-55	-9%	2.3	Pass	Pass	86	-21	-20%	2.1	Pass	Pass	26	4	16%	0.7	Pass	Pass
Amersham	WB	19592-50898	264	49	10	324	409	85	26%	4.4	Pass	Pass	311	47	18%	2.7	Pass	Pass	67	18	36%	2.3	Pass	Pass	31	20	195%	4.5	Pass	Pass
Aylesbury	NB	12317-52218	665	109	20	795	832	37	5%	1.3	Pass	Pass	670	5	1%	0.2	Pass	Pass	120	11	10%	1.0	Pass	Pass	41	21	102%	3.7	Pass	Pass
Milton Keynes	EB	52336-13230	771	141	30	942	950	7	1%	0.2	Pass	Pass	801	29	4%	1.0	Pass	Pass	105	-36	-25%	3.2	Pass	Pass	44	14	46%	2.3	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Cars						Modelled Flow -LGV						Modelled Flow -HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	NB	51510-51511	437	90	5	533	536	3	1%	0.1	Pass	Pass	448	11	2%	0.5	Pass	Pass	76	-14	-16%	1.6	Pass	Pass	12	7	123%	2.2	Pass	Pass
High Wycombe	SB	51511-51510	476	95	8	579	488	-91	-16%	3.9	Pass	Pass	404	-72	-15%	3.4	Pass	Pass	75	-19	-21%	2.1	Pass	Pass	9	1	9%	0.2	Pass	Pass
Amersham	EB	19562-50927	414	77	16	507	411	-96	-19%	4.5	Pass	Pass	325	-88	-21%	4.6	Pass	Pass	72	-6	-7%	0.6	Pass	Pass	14	-2	-13%	0.5	Pass	Pass
Amersham	WB	50927-19562	454	85	18	556	427	-129	-23%	5.8	Fail	Fail	342	-111	-25%	5.6	Fail	Fail	72	-12	-14%	1.4	Pass	Pass	13	-5	-29%	1.3	Pass	Pass
Amersham	NB	20259-50952	506	94	20	620	576	-44	-7%	1.8	Pass	Pass	459	-47	-9%	2.1	Pass	Pass	91	-3	-3%	0.3	Pass	Pass	26	6	30%	1.2	Pass	Pass
Amersham	SB	50952-20259	506	94	20	620	617	-3	-1%	0.1	Pass	Pass	486	-20	-4%	0.9	Pass	Pass	104	10	11%	1.0	Pass	Pass	27	7	35%	1.4	Pass	Pass
Aylesbury	EB	37508-52196	586	162	62	810	857	47	6%	1.6	Pass	Pass	671	84	14%	3.4	Pass	Pass	133	-29	-18%	2.4	Pass	Pass	54	-8	-13%	1.1	Pass	Pass
Aylesbury	WB	52196-37508	693	160	75	929	833	-95	-10%	3.2	Pass	Pass	625	-68	-10%	2.6	Pass	Pass	137	-24	-15%	1.9	Pass	Pass	71	-4	-5%	0.5	Pass	Pass
Aylesbury	NB	12144-51894	431	99	38	568	512	-56	-10%	2.4	Pass	Pass	381	-50	-12%	2.5	Pass	Pass	86	-13	-13%	1.3	Pass	Pass	45	6	16%	1.0	Pass	Pass
Aylesbury	SB	51894-12144	344	60	32	437	538	101	23%	4.6	Fail	Pass	451	107	31%	5.4	Fail	Fail	50	-10	-17%	1.4	Pass	Pass	37	4	13%	0.7	Pass	Pass
High Wycombe	SB	38546-51478	218	44	4	265	299	34	13%	2.0	Pass	Pass	248	31	14%	2.0	Pass	Pass	46	3	6%	0.4	Pass	Pass	4	1	19%	0.4	Pass	Pass
High Wycombe	NB	51478-38546	220	39	6	265	272	6	2%	0.4	Pass	Pass	234	14	6%	0.9	Pass	Pass	34	-5	-12%	0.8	Pass	Pass	4	-3	-41%	1.2	Pass	Pass
High Wycombe	WB	51477-51478	115	21	2	138	164	26	19%	2.1	Pass	Pass	135	20	18%	1.8	Pass	Pass	27	6	26%	1.1	Pass	Pass	2	0	-19%	0.3	Pass	Pass
High Wycombe	EB	51478-51477	118	22	1	141	201	60	43%	4.6	Pass	Pass	172	54	46%	4.5	Pass	Pass	28	6	28%	1.2	Pass	Pass	1	0	-7%	0.1	Pass	Pass
Amersham	NB	40238-50968	192	42	4	238	214	-24	-10%	1.6	Pass	Pass	185	-7	-3%	0.5	Pass	Pass	26	-16	-38%	2.7	Pass	Pass	2	-2	-49%	1.2	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Cars						Modelled Flow -LGV						Modelled Flow -HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Amersham	SB	50968-40238	166	35	5	206	195	-10	-5%	0.7	Pass	Pass	165	-1	0%	0.1	Pass	Pass	28	-6	-18%	1.1	Pass	Pass	2	-3	-67%	1.8	Pass	Pass
Aylesbury	SB	54074-12317	596	92	15	703	817	114	16%	4.1	Fail	Pass	664	68	11%	2.7	Pass	Pass	112	20	22%	2.0	Pass	Pass	41	25	164%	4.8	Pass	Pass
Aylesbury	NB	11789-40190	339	42	4	385	448	63	16%	3.1	Pass	Pass	375	36	11%	1.9	Pass	Pass	66	24	57%	3.3	Pass	Pass	7	3	66%	1.2	Pass	Pass
Aylesbury	SB	40190-11789	417	66	5	487	453	-34	-7%	1.6	Pass	Pass	380	-37	-9%	1.8	Pass	Pass	67	1	1%	0.1	Pass	Pass	6	1	26%	0.6	Pass	Pass
Aylesbury	EB	140032-140033	125	27	15	168	128	-40	-24%	3.3	Pass	Pass	113	-13	-10%	1.2	Pass	Pass	15	-12	-44%	2.6	Pass	Pass	-	-15	-100%	5.6	Pass	Fail
Aylesbury	WB	140033-140032	63	21	8	92	93	2	2%	0.2	Pass	Pass	80	17	26%	2.0	Pass	Pass	14	-7	-35%	1.7	Pass	Pass	-	-8	-100%	4.0	Pass	Pass
Beaconsfield	NB	290203-290213	803	179	39	1,021	1,330	309	30%	9.0	Fail	Fail	1,132	329	41%	10.6	Fail	Fail	150	-29	-16%	2.2	Pass	Pass	48	9	23%	1.4	Pass	Pass
Iver	WB	290690-290619	698	111	40	849	849	0	0%	0.0	Pass	Pass	700	2	0%	0.1	Pass	Pass	116	5	4%	0.5	Pass	Pass	33	-7	-18%	1.2	Pass	Pass
Iver	EB	290620-290731	677	108	44	828	934	106	13%	3.6	Pass	Pass	747	70	10%	2.6	Pass	Pass	145	36	34%	3.2	Pass	Pass	42	-1	-3%	0.2	Pass	Pass
Iver	NB	290760-290763	172	50	2	224	396	172	77%	9.8	Fail	Fail	339	167	97%	10.5	Fail	Fail	57	7	14%	1.0	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Iver	SB	290763-290760	159	32	3	194	347	153	79%	9.3	Fail	Fail	306	147	93%	9.7	Fail	Fail	41	9	27%	1.4	Pass	Pass	-	-3	-100%	2.5	Pass	Pass
Iver	NB	290942-290762	4,312	906	1,171	6,390	5,773	-617	-10%	7.9	Fail	Fail	4,329	17	0%	0.3	Pass	Pass	611	-296	-33%	10.7	Fail	Fail	834	-338	-29%	10.7	Fail	Fail
Iver	WB	290698-291662	233	43	9	286	366	80	28%	4.4	Pass	Pass	265	32	14%	2.0	Pass	Pass	28	-15	-34%	2.5	Pass	Pass	72	63	690%	9.9	Pass	Fail
Iver	EB	291662-290698	239	45	9	293	405	112	38%	6.0	Fail	Fail	292	53	22%	3.3	Pass	Pass	27	-17	-39%	2.9	Pass	Pass	86	76	812%	11.1	Pass	Fail
Beaconsfield	SB	290555-291656	313	48	8	370	477	108	29%	5.2	Fail	Fail	430	117	37%	6.1	Fail	Fail	43	-5	-10%	0.7	Pass	Pass	4	-4	-54%	1.8	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Cars						Modelled Flow -LGV						Modelled Flow -HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Beaconsfield	NB	291656-290555	309	47	9	365	426	61	17%	3.1	Pass	Pass	379	70	23%	3.8	Pass	Pass	43	-4	-9%	0.6	Pass	Pass	4	-5	-56%	1.9	Pass	Pass
Iver	NB	291745-292717	227	83	85	395	160	-235	-59%	14.1	Fail	Fail	142	-85	-38%	6.3	Pass	Fail	9	-74	-89%	10.9	Pass	Fail	10	-75	-89%	11.0	Pass	Fail
Iver	SB	292717-291745	274	72	48	394	189	-205	-52%	12.0	Fail	Fail	140	-134	-49%	9.3	Fail	Fail	38	-33	-46%	4.5	Pass	Pass	10	-38	-78%	7.0	Pass	Fail
Beaconsfield	SB	290216-292783	778	181	39	999	1,410	412	41%	11.9	Fail	Fail	1,115	337	43%	10.9	Fail	Fail	222	41	23%	2.9	Pass	Pass	73	34	86%	4.5	Pass	Pass
High Wycombe	SB	13938-800070	1,044	186	23	1,253	1,575	322	26%	8.6	Fail	Fail	1,311	267	26%	7.8	Fail	Fail	212	26	14%	1.8	Pass	Pass	52	30	130%	4.8	Pass	Pass
Iver	SB	800112-290949	4,765	557	923	6,244	6,232	-12	0%	0.1	Pass	Pass	4,934	169	4%	2.4	Pass	Pass	536	-21	-4%	0.9	Pass	Pass	763	-160	-17%	5.5	Fail	Fail
Aylesbury	NB	13786-51900	378	74	39	491	400	-91	-18%	4.3	Pass	Pass	313	-65	-17%	3.5	Pass	Pass	65	-9	-12%	1.0	Pass	Pass	22	-17	-44%	3.1	Pass	Pass
Aylesbury	SB	51900-13786	268	68	33	368	387	18	5%	0.9	Pass	Pass	310	42	16%	2.5	Pass	Pass	58	-10	-14%	1.2	Pass	Pass	19	-14	-42%	2.7	Pass	Pass
Aylesbury	WB	9801-51841	411	85	81	577	523	-54	-9%	2.3	Pass	Pass	426	14	3%	0.7	Pass	Pass	81	-4	-5%	0.4	Pass	Pass	17	-64	-80%	9.2	Pass	Fail
Aylesbury	EB	51841-9801	386	80	76	542	533	-8	-2%	0.4	Pass	Pass	434	48	12%	2.4	Pass	Pass	82	2	3%	0.3	Pass	Pass	17	-59	-77%	8.6	Pass	Fail
Buckingham	SB	7513-7527	297	52	21	369	412	43	12%	2.2	Pass	Pass	340	43	15%	2.4	Pass	Pass	45	-6	-12%	0.9	Pass	Pass	26	6	27%	1.2	Pass	Pass
Buckingham	NB	7527-7513	337	79	25	441	400	-41	-9%	2.0	Pass	Pass	334	-3	-1%	0.2	Pass	Pass	43	-35	-45%	4.5	Pass	Pass	23	-3	-11%	0.6	Pass	Pass
Buckingham	NB	7875-7606	284	40	8	332	271	-61	-18%	3.5	Pass	Pass	217	-67	-24%	4.3	Pass	Pass	45	5	13%	0.8	Pass	Pass	9	1	9%	0.3	Pass	Pass
Buckingham	SB	7606-7875	280	37	16	333	281	-52	-16%	3.0	Pass	Pass	219	-61	-22%	3.9	Pass	Pass	43	6	18%	1.0	Pass	Pass	18	3	18%	0.7	Pass	Pass
Buckingham	SB	700015-40029	391	67	5	462	486	23	5%	1.1	Pass	Pass	420	30	8%	1.5	Pass	Pass	65	-2	-3%	0.2	Pass	Pass	-	-5	-100%	3.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow - Cars						Modelled Flow -LGV						Modelled Flow -HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Buckingham	NB	40029-700015	334	61	4	399	467	68	17%	3.3	Pass	Pass	401	66	20%	3.5	Pass	Pass	67	6	10%	0.8	Pass	Pass	-	-4	-100%	2.9	Pass	Pass
Buckingham	WB	7052-39797	280	47	4	331	445	114	35%	5.8	Fail	Fail	394	115	41%	6.2	Fail	Fail	51	4	8%	0.5	Pass	Pass	-	-4	-100%	2.8	Pass	Pass
Buckingham	EB	39797-7052	320	54	4	378	462	83	22%	4.1	Pass	Pass	405	85	27%	4.5	Pass	Pass	56	2	4%	0.3	Pass	Pass	-	-4	-100%	2.9	Pass	Pass
Buckingham	EB	6582-700050	452	133	59	645	670	26	4%	1.0	Pass	Pass	454	2	0%	0.1	Pass	Pass	139	5	4%	0.5	Pass	Pass	78	19	32%	2.3	Pass	Pass
Buckingham	WB	700050-6582	453	109	50	612	574	-38	-6%	1.6	Pass	Pass	415	-39	-9%	1.9	Pass	Pass	93	-16	-15%	1.6	Pass	Pass	66	16	33%	2.2	Pass	Pass
Buckingham	WB	7399-7264	505	109	77	691	791	100	14%	3.7	Pass	Pass	631	125	25%	5.3	Fail	Fail	91	-18	-17%	1.8	Pass	Pass	70	-7	-10%	0.9	Pass	Pass
Buckingham	EB	7264-7399	516	139	89	745	759	14	2%	0.5	Pass	Pass	548	32	6%	1.4	Pass	Pass	137	-2	-2%	0.2	Pass	Pass	74	-16	-17%	1.7	Pass	Pass
Aylesbury	WB	40037-51945	166	31	6	203	114	-89	-44%	7.1	Pass	Fail	94	-71	-43%	6.3	Pass	Fail	10	-21	-68%	4.7	Pass	Pass	10	4	58%	1.3	Pass	Pass
Aylesbury	EB	51945-40037	149	28	6	183	132	-51	-28%	4.1	Pass	Pass	112	-37	-25%	3.2	Pass	Pass	10	-18	-63%	4.1	Pass	Pass	9	3	57%	1.2	Pass	Pass
Aylesbury	SWB	52238-13470	222	31	7	260	259	-1	0%	0.0	Pass	Pass	221	-1	-1%	0.1	Pass	Pass	33	2	7%	0.4	Pass	Pass	6	-2	-24%	0.7	Pass	Pass
Aylesbury	NEB	13470-52238	227	32	8	267	260	-7	-3%	0.4	Pass	Pass	222	-5	-2%	0.4	Pass	Pass	32	0	0%	0.0	Pass	Pass	6	-2	-23%	0.7	Pass	Pass
Aylesbury	WB	38033-11189	490	54	8	552	524	-28	-5%	1.2	Pass	Pass	440	-50	-10%	2.3	Pass	Pass	72	18	33%	2.3	Pass	Pass	12	5	59%	1.4	Pass	Pass
Aylesbury	EB	11182-54014	518	68	12	598	576	-22	-4%	0.9	Pass	Pass	474	-45	-9%	2.0	Pass	Pass	84	17	25%	1.9	Pass	Pass	18	6	52%	1.6	Pass	Pass

Table K3 – Link Validation- PM PEAK

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Milton Keynes	SB	15786-16299	2,354	38	55	2,447	2,559	112	5%	2.2	Pass	Pass	2,094	-260	-11%	5.5	Pass	Fail	168	130	345%	12.8	Fail	Fail	297	242	437%	18.2	Fail	Fail
High Wycombe	NB	13831-13956	1,523	135	4	1,661	1,843	182	11%	4.3	Pass	Pass	1,701	178	12%	4.4	Pass	Pass	115	-19	-14%	1.7	Pass	Pass	27	23	569%	5.8	Pass	Fail
Amersham	EB	19049-19601	293	28	2	323	491	168	52%	8.3	Fail	Fail	426	133	45%	7.0	Fail	Fail	51	23	82%	3.7	Pass	Pass	14	13	664%	4.4	Pass	Pass
Milton Keynes	NB	16268-15774	1,604	59	66	1,728	1,681	-47	-3%	1.1	Pass	Pass	1,338	-266	-17%	6.9	Fail	Fail	158	100	171%	9.6	Pass	Fail	185	119	181%	10.6	Fail	Fail
Amersham	WB	19538-19315	208	24	-	232	247	15	6%	1.0	Pass	Pass	219	11	5%	0.8	Pass	Pass	26	2	10%	0.5	Pass	Pass	1	1		1.7	Pass	Pass
Amersham	EB	19315-19538	221	26	-	247	133	-114	-46%	8.3	Fail	Fail	118	-104	-47%	7.9	Fail	Fail	14	-12	-47%	2.7	Pass	Pass	1	1		1.5	Pass	Pass
Bicester	NB	5758-4945	2,325	123	228	2,676	2,674	-1	0%	0.0	Pass	Pass	2,226	-99	-4%	2.1	Pass	Pass	181	59	48%	4.8	Pass	Pass	267	39	17%	2.5	Pass	Pass
Bicester	SB	4966-5759	1,976	86	172	2,234	2,456	221	10%	4.6	Pass	Pass	2,104	128	6%	2.8	Pass	Pass	138	51	59%	4.8	Pass	Pass	214	42	25%	3.0	Pass	Pass
Amersham	EB	18240-38336	283	27	2	312	423	111	35%	5.8	Fail	Fail	377	93	33%	5.1	Pass	Fail	41	14	52%	2.4	Pass	Pass	5	3	186%	1.8	Pass	Pass
Amersham	WB	38336-18240	334	32	2	368	440	72	19%	3.6	Pass	Pass	388	54	16%	2.8	Pass	Pass	47	15	49%	2.5	Pass	Pass	5	3	128%	1.5	Pass	Pass
Beaconsfield	NB	19665-38905	959	91	6	1,056	1,122	66	6%	2.0	Pass	Pass	1,023	64	7%	2.0	Pass	Pass	79	-12	-13%	1.3	Pass	Pass	21	14	233%	3.9	Pass	Pass
Beaconsfield	SB	38905-19665	689	65	4	759	899	140	19%	4.9	Fail	Pass	793	103	15%	3.8	Fail	Pass	85	20	31%	2.3	Pass	Pass	22	17	384%	4.7	Pass	Pass
Amersham	SB	22322-40237	506	62	2	570	784	214	37%	8.2	Fail	Fail	717	211	42%	8.5	Fail	Fail	62	0	-1%	0.0	Pass	Pass	5	3	152%	1.6	Pass	Pass
Amersham	NB	40237-22322	1,151	80	8	1,239	771	-468	-38%	14.8	Fail	Fail	701	-450	-39%	14.8	Fail	Fail	63	-17	-21%	2.0	Pass	Pass	7	-1	-11%	0.3	Pass	Pass
High Wycombe	WB	12891-51466	703	53	1	757	703	-54	-7%	2.0	Pass	Pass	640	-63	-9%	2.4	Pass	Pass	58	6	11%	0.8	Pass	Pass	4	3	303%	1.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
High Wycombe	EB	51466-12891	609	53	4	665	703	38	6%	1.4	Pass	Pass	632	24	4%	0.9	Pass	Pass	65	12	23%	1.6	Pass	Pass	6	2	49%	0.9	Pass	Pass
Amersham	WB	24104-50857	602	57	4	663	673	10	1%	0.4	Pass	Pass	612	10	2%	0.4	Pass	Pass	59	2	3%	0.2	Pass	Pass	2	-2	-43%	1.0	Pass	Pass
Amersham	EB	50857-24104	575	54	4	633	570	-63	-10%	2.6	Pass	Pass	511	-64	-11%	2.7	Pass	Pass	57	3	5%	0.4	Pass	Pass	2	-2	-54%	1.2	Pass	Pass
Milton Keynes	WB	13245-52337	940	87	6	1,033	705	-328	-32%	11.1	Fail	Fail	637	-303	-32%	10.8	Fail	Fail	57	-30	-35%	3.6	Pass	Pass	11	5	89%	1.8	Pass	Pass
Amersham	WB	19592-50898	620	59	4	683	717	34	5%	1.3	Pass	Pass	624	4	1%	0.1	Pass	Pass	83	24	41%	2.9	Pass	Pass	11	7	163%	2.4	Pass	Pass
Aylesbury	NB	12317-52218	1,091	151	2	1,244	1,279	35	3%	1.0	Pass	Pass	1,161	71	6%	2.1	Pass	Pass	106	-45	-30%	4.0	Pass	Pass	11	9	466%	3.6	Pass	Pass
Milton Keynes	EB	52336-13230	874	81	6	961	819	-142	-15%	4.8	Pass	Pass	739	-135	-15%	4.8	Fail	Pass	70	-11	-13%	1.2	Pass	Pass	9	4	66%	1.4	Pass	Pass
High Wycombe	NB	51510-51511	660	70	-	730	586	-144	-20%	5.6	Fail	Fail	516	-143	-22%	5.9	Fail	Fail	64	-6	-9%	0.7	Pass	Pass	5	5		3.3	Pass	Pass
High Wycombe	SB	51511-51510	432	51	-	483	490	7	2%	0.3	Pass	Pass	440	8	2%	0.4	Pass	Pass	45	-6	-11%	0.8	Pass	Pass	5	5		3.2	Pass	Pass
Amersham	EB	19562-50927	609	58	4	671	617	-54	-8%	2.1	Pass	Pass	551	-58	-10%	2.4	Pass	Pass	60	3	4%	0.3	Pass	Pass	6	2	46%	0.8	Pass	Pass
Amersham	WB	50927-19562	834	79	5	918	623	-295	-32%	10.6	Fail	Fail	558	-276	-33%	10.4	Fail	Fail	61	-18	-23%	2.2	Pass	Pass	5	-1	-16%	0.4	Pass	Pass
Amersham	NB	20259-50952	736	70	5	811	737	-74	-9%	2.7	Pass	Pass	663	-73	-10%	2.8	Pass	Pass	59	-11	-15%	1.3	Pass	Pass	14	9	192%	3.0	Pass	Pass
Amersham	SB	50952-20259	707	67	5	779	890	111	14%	3.8	Pass	Pass	782	74	10%	2.7	Pass	Pass	88	21	31%	2.3	Pass	Pass	20	16	345%	4.5	Pass	Pass
Aylesbury	EB	37508-52196	821	139	22	982	964	-18	-2%	0.6	Pass	Pass	842	21	3%	0.7	Pass	Pass	103	-36	-26%	3.2	Pass	Pass	19	-3	-15%	0.7	Pass	Pass
Aylesbury	WB	52196-37508	991	143	20	1,154	962	-192	-17%	5.9	Fail	Fail	817	-175	-18%	5.8	Fail	Fail	123	-20	-14%	1.7	Pass	Pass	22	2	12%	0.5	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	NB	12144-51894	845	71	7	924	805	-118	-13%	4.0	Pass	Pass	704	-141	-17%	5.1	Fail	Fail	84	13	18%	1.5	Pass	Pass	17	10	145%	2.9	Pass	Pass
Aylesbury	SB	51894-12144	462	36	6	504	729	226	45%	9.1	Fail	Fail	662	201	43%	8.5	Fail	Fail	53	17	47%	2.5	Pass	Pass	14	8	138%	2.6	Pass	Pass
High Wycombe	SB	38546-51478	256	40	-	296	324	28	9%	1.6	Pass	Pass	293	37	14%	2.2	Pass	Pass	29	-11	-27%	1.8	Pass	Pass	2	2		1.9	Pass	Pass
High Wycombe	NB	51478-38546	361	37	-	398	534	136	34%	6.3	Fail	Fail	499	138	38%	6.6	Fail	Fail	33	-4	-10%	0.6	Pass	Pass	2	2		1.9	Pass	Pass
High Wycombe	WB	51477-51478	210	15	-	225	200	-25	-11%	1.7	Pass	Pass	180	-30	-15%	2.2	Pass	Pass	19	4	30%	1.1	Pass	Pass	1	1		1.2	Pass	Pass
High Wycombe	EB	51478-51477	275	28	-	303	285	-18	-6%	1.0	Pass	Pass	259	-16	-6%	1.0	Pass	Pass	24	-4	-13%	0.7	Pass	Pass	1	1		1.7	Pass	Pass
Amersham	NB	40238-50968	329	47	-	376	343	-33	-9%	1.7	Pass	Pass	317	-12	-4%	0.6	Pass	Pass	25	-22	-48%	3.7	Pass	Pass	1	1		1.7	Pass	Pass
Amersham	SB	50968-40238	359	35	3	397	356	-41	-10%	2.1	Pass	Pass	324	-35	-10%	1.9	Pass	Pass	31	-4	-11%	0.7	Pass	Pass	1	-2	-72%	1.5	Pass	Pass
Aylesbury	SB	54074-12317	846	72	2	921	935	15	2%	0.5	Pass	Pass	856	9	1%	0.3	Pass	Pass	70	-3	-4%	0.3	Pass	Pass	10	8	407%	3.3	Pass	Pass
Aylesbury	NB	11789-40190	661	47	-	707	974	267	38%	9.2	Fail	Fail	899	238	36%	8.5	Fail	Fail	74	27	57%	3.4	Pass	Pass	2	2		1.9	Pass	Pass
Aylesbury	SB	40190-11789	509	52	1	562	544	-17	-3%	0.7	Pass	Pass	460	-49	-10%	2.2	Pass	Pass	79	27	52%	3.4	Pass	Pass	6	5	453%	2.5	Pass	Pass
Aylesbury	EB	140032-140033	161	25	3	189	304	115	61%	7.3	Fail	Fail	288	127	78%	8.5	Fail	Fail	16	-9	-36%	2.0	Pass	Pass	-	-3	-100%	2.4	Pass	Pass
Aylesbury	WB	140033-140032	101	9	2	112	176	64	57%	5.3	Pass	Fail	165	64	64%	5.6	Pass	Fail	11	2	21%	0.6	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Beaconsfield	NB	290203-290213	1,148	133	5	1,286	1,348	63	5%	1.7	Pass	Pass	1,249	101	9%	2.9	Pass	Pass	79	-53	-40%	5.2	Pass	Fail	20	15	303%	4.3	Pass	Pass
Iver	WB	290690-290619	1,246	111	27	1,384	1,313	-72	-5%	2.0	Pass	Pass	1,179	-67	-5%	1.9	Pass	Pass	119	8	7%	0.8	Pass	Pass	14	-13	-49%	2.9	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Iver	EB	290620-290731	1,124	35	14	1,173	1,361	188	16%	5.3	Fail	Fail	1,243	119	11%	3.4	Pass	Pass	102	67	193%	8.1	Pass	Fail	17	3	21%	0.7	Pass	Pass
Iver	NB	290760-290763	353	37	7	396	414	17	4%	0.9	Pass	Pass	365	13	4%	0.7	Pass	Pass	48	12	32%	1.8	Pass	Pass	-	-7	-100%	3.8	Pass	Pass
Iver	SB	290763-290760	311	53	1	365	469	104	28%	5.1	Fail	Fail	430	119	38%	6.2	Fail	Fail	39	-14	-27%	2.1	Pass	Pass	-	-1	-100%	1.5	Pass	Pass
Iver	NB	290942-290762	5,177	856	588	6,621	6,908	287	4%	3.5	Pass	Pass	5,619	442	9%	6.0	Fail	Fail	620	-236	-28%	8.7	Fail	Fail	669	81	14%	3.2	Pass	Pass
Iver	WB	290698-291662	267	25	2	294	516	222	75%	11.0	Fail	Fail	418	151	57%	8.2	Fail	Fail	59	34	134%	5.2	Pass	Fail	38	37	2121%	8.2	Pass	Fail
Iver	EB	291662-290698	449	43	3	494	505	11	2%	0.5	Pass	Pass	451	3	1%	0.1	Pass	Pass	38	-5	-11%	0.7	Pass	Pass	15	13	435%	4.2	Pass	Pass
Beaconsfield	SB	290555-291656	480	36	5	522	573	51	10%	2.2	Pass	Pass	536	55	11%	2.5	Pass	Pass	35	-1	-2%	0.1	Pass	Pass	2	-4	-70%	2.0	Pass	Pass
Beaconsfield	NB	291656-290555	428	50	2	480	514	33	7%	1.5	Pass	Pass	478	50	12%	2.3	Pass	Pass	34	-16	-32%	2.5	Pass	Pass	2	-1	-27%	0.4	Pass	Pass
Iver	NB	291745-292717	380	68	39	487	229	-259	-53%	13.7	Fail	Fail	214	-166	-44%	9.6	Fail	Fail	9	-59	-86%	9.5	Pass	Fail	5	-34	-87%	7.2	Pass	Fail
Iver	SB	292717-291745	473	91	21	585	312	-272	-47%	12.9	Fail	Fail	265	-207	-44%	10.8	Fail	Fail	41	-51	-55%	6.2	Pass	Fail	6	-14	-70%	4.0	Pass	Pass
Beaconsfield	SB	290216-292783	1,050	114	6	1,170	1,582	412	35%	11.1	Fail	Fail	1,359	309	29%	8.9	Fail	Fail	182	68	60%	5.6	Pass	Fail	40	34	573%	7.1	Pass	Fail
High Wycombe	SB	13938-800070	2,106	120	5	2,232	2,191	-41	-2%	0.9	Pass	Pass	2,031	-75	-4%	1.7	Pass	Pass	136	16	13%	1.4	Pass	Pass	23	18	368%	4.9	Pass	Pass
Iver	SB	800112-290949	6,098	406	551	7,055	6,676	-378	-5%	4.6	Pass	Pass	5,631	-467	-8%	6.1	Fail	Fail	487	81	20%	3.8	Pass	Pass	558	8	1%	0.3	Pass	Pass
Aylesbury	NB	13786-51900	737	52	17	806	707	-99	-12%	3.6	Pass	Pass	652	-85	-12%	3.2	Pass	Pass	50	-2	-4%	0.3	Pass	Pass	5	-12	-69%	3.6	Pass	Pass
Aylesbury	SB	51900-13786	418	40	10	468	546	77	16%	3.4	Pass	Pass	489	70	17%	3.3	Pass	Pass	47	7	17%	1.1	Pass	Pass	10	0	-1%	0.0	Pass	Pass

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	WB	9801-51841	619	67	17	703	637	-67	-9%	2.6	Pass	Pass	564	-55	-9%	2.3	Pass	Pass	62	-5	-8%	0.7	Pass	Pass	10	-7	-39%	1.8	Pass	Pass
Aylesbury	EB	51841-9801	746	81	21	848	870	22	3%	0.8	Pass	Pass	788	42	6%	1.5	Pass	Pass	74	-7	-9%	0.8	Pass	Pass	8	-13	-60%	3.3	Pass	Pass
Buckingham	SB	7513-7527	489	39	6	533	655	122	23%	5.0	Fail	Fail	624	135	28%	5.7	Fail	Fail	26	-13	-33%	2.2	Pass	Pass	6	0	1%	0.0	Pass	Pass
Buckingham	NB	7527-7513	678	66	3	747	663	-84	-11%	3.2	Pass	Pass	594	-84	-12%	3.3	Pass	Pass	44	-22	-34%	3.0	Pass	Pass	25	22	846%	6.0	Pass	Fail
Buckingham	NB	7875-7606	412	37	3	453	482	30	7%	1.4	Pass	Pass	425	12	3%	0.6	Pass	Pass	54	17	45%	2.5	Pass	Pass	3	0	9%	0.2	Pass	Pass
Buckingham	SB	7606-7875	443	39	5	487	438	-49	-10%	2.3	Pass	Pass	393	-50	-11%	2.5	Pass	Pass	39	1	2%	0.1	Pass	Pass	5	0	8%	0.2	Pass	Pass
Buckingham	SB	700015-40029	569	59	-	629	666	38	6%	1.5	Pass	Pass	582	13	2%	0.5	Pass	Pass	84	25	41%	2.9	Pass	Pass	-	0			Pass	Fail
Buckingham	NB	40029-700015	427	66	-	493	473	-20	-4%	0.9	Pass	Pass	397	-30	-7%	1.5	Pass	Pass	76	10	14%	1.1	Pass	Pass	-	0			Pass	Fail
Buckingham	WB	7052-39797	392	49	-	442	440	-2	0%	0.1	Pass	Pass	377	-15	-4%	0.8	Pass	Pass	63	13	27%	1.8	Pass	Pass	-	0			Pass	Fail
Buckingham	EB	39797-7052	497	43	2	542	580	38	7%	1.6	Pass	Pass	524	27	5%	1.2	Pass	Pass	56	13	30%	1.8	Pass	Pass	-	-2	-100%	2.0	Pass	Pass
Buckingham	EB	6582-700050	896	138	20	1,054	1,005	-49	-5%	1.5	Pass	Pass	831	-65	-7%	2.2	Pass	Pass	129	-9	-6%	0.8	Pass	Pass	44	24	122%	4.3	Pass	Pass
Buckingham	WB	700050-6582	975	83	30	1,088	1,050	-38	-3%	1.1	Pass	Pass	967	-8	-1%	0.3	Pass	Pass	61	-22	-27%	2.6	Pass	Pass	23	-7	-23%	1.3	Pass	Pass
Buckingham	WB	7399-7264	936	94	42	1,072	1,130	58	5%	1.8	Pass	Pass	1,059	123	13%	3.9	Pass	Pass	48	-46	-49%	5.5	Pass	Fail	23	-18	-44%	3.2	Pass	Pass
Buckingham	EB	7264-7399	1,040	131	46	1,217	1,182	-34	-3%	1.0	Pass	Pass	1,029	-11	-1%	0.3	Pass	Pass	109	-22	-17%	2.0	Pass	Pass	45	-2	-3%	0.2	Pass	Pass
Aylesbury	WB	40037-51945	194	19	1	214	154	-61	-28%	4.5	Pass	Pass	112	-82	-42%	6.6	Pass	Fail	22	3	17%	0.7	Pass	Pass	20	18	1461%	5.7	Pass	Fail

			Observed Counts				Modelled Flow – Total Vehicles						Modelled Flow – Cars						Modelled Flow – LGV						Modelled Flow – HGV					
Location	Dir	Link	Car	LGV	HGV	Total	Modelled Flow (Total)	Diff	% Diff	GEH	DMRB		Modelled Flow (Car)	Diff	% Diff	GEH	DMRB		Modelled Flow (LGV)	Diff	% Diff	GEH	DMRB		Modelled Flow (HGV)	Diff	% Diff	GEH	DMRB	
											Flow	GEH					Flow	GEH					Flow	GEH					Flow	GEH
Aylesbury	EB	51945-40037	184	18	1	202	131	-72	-35%	5.6	Pass	Fail	124	-60	-33%	4.8	Pass	Pass	5	-12	-70%	3.6	Pass	Pass	2	1	44%	0.4	Pass	Pass
Aylesbury	SWB	52238-13470	340	28	5	373	408	36	10%	1.8	Pass	Pass	367	27	8%	1.5	Pass	Pass	40	12	41%	2.0	Pass	Pass	1	-3	-71%	1.9	Pass	Pass
Aylesbury	NEB	13470-52238	461	38	6	504	417	-87	-17%	4.1	Pass	Pass	379	-81	-18%	4.0	Pass	Pass	34	-4	-10%	0.7	Pass	Pass	4	-2	-33%	0.9	Pass	Pass
Aylesbury	WB	38033-11189	562	38	1	601	580	-21	-3%	0.8	Pass	Pass	511	-51	-9%	2.2	Pass	Pass	51	13	35%	2.0	Pass	Pass	19	18	1760%	5.6	Pass	Fail
Aylesbury	EB	11182-54014	732	46	4	782	705	-77	-10%	2.8	Pass	Pass	591	-141	-19%	5.5	Fail	Fail	91	45	97%	5.4	Pass	Fail	23	19	479%	5.2	Pass	Fail

Appendix L. JT Route Validation Statistics

Table L1 - Comparison of Modelled Journey Times Against Observed, AM PEAK

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
1	11	A4010/John Hall Way --> A40/Pedestal Roundabout	NB	4.874	00:09:21	00:10:36	13.47%	PASS
	12	A40/Pedestal Roundabout --> A4010/John Hall Way	SB	4.867	00:15:55	00:13:33	-14.93%	PASS
2	21	A40/Abbey Way --> A4128/ Valley Road	NB	3.847	00:06:24	00:07:19	14.57%	PASS
	22	A4128/ Valley Road --> A40/Abbey Way	SB	3.789	00:12:16	00:10:17	-16.17%	FAIL
3	31	A40/Abbey Way at Easton Street --> A40 at Aylesbury End	EB	8.932	00:24:54	00:24:34	-1.34%	PASS
	32	A40 at Aylesbury End --> A40/Abbey Way at Easton Street	WB	8.623	00:16:06	00:17:47	10.53%	PASS
4	41	A413/ at New Road --> A413/ at New Street	SB	3.748	00:12:13	00:08:11	-33.03%	FAIL
	42	A413/ at New Street --> A413/ at New Road	NB	3.781	00:05:41	00:06:40	17.16%	PASS
5	51	A418/ at Portway --> A418/at Elmhurst Rd roundabout	NB	4.950	00:13:37	00:13:29	-0.98%	PASS
	52	A418/at Elmhurst Rd roundabout --> A418/ at Portway	SB	5.048	00:15:22	00:13:58	-9.04%	PASS
6	61	A413/ at Wendover Road --> A41/ Bicester Road roundabout	WB	4.656	00:15:30	00:15:23	-0.83%	PASS
	62	A41/ Bicester Road roundabout --> A413/ at Wendover Road	EB	4.645	00:17:09	00:14:57	-12.81%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
7	71	A413/ at Bycell Road -> A413/ neat Benthill	SB	8.396	00:13:01	00:13:05	0.45%	PASS
	72	A413/ neat Benthill --> A413/ at Bycell Road	NB	8.581	00:13:52	00:14:11	2.18%	PASS
8	81	A5/A508 roundabout --> A413/at Lenborough Road	SB	7.421	00:09:18	00:08:45	-5.95%	PASS
	82	A413/at Lenborough Road --> A5/A508 roundabout	NB	7.672	00:10:29	00:09:45	-6.90%	PASS
9	91	A422/at Globe Terrace --> A43/ Barleymow Roundabout	WB	8.564	00:11:21	00:11:10	-1.64%	PASS
	92	A43/ Barleymow Roundabout --> A422/at Globe Terrace	EB	8.696	00:11:13	00:12:03	7.55%	PASS
10	101	A422/at Globe Terrace --> A421/ Tingewick Road	WB	6.740	00:09:30	00:09:48	3.07%	PASS
	102	A421/ Tingewick Road --> A422/at Globe Terrace	EB	6.996	00:08:50	00:09:44	10.17%	PASS
11	111	A413/ near Benthill --> A422/ near Radclive	NB	4.207	00:08:45	00:08:18	-5.12%	PASS
	112	A422/ near Radclive --> A413/ near Benthill	SB	4.052	00:08:09	00:08:14	0.98%	PASS
12	121	A422/ near Radclive --> A421/A413 roundabout	EB	4.428	00:08:10	00:07:56	-2.76%	PASS
	122	A421/A413 roundabout --> A422/ near Radclive	WB	4.448	00:08:32	00:08:18	-2.84%	PASS
13	131	A355/A413 roundabout --> A416/	NB	10.759	00:21:18	00:22:22	5.00%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
		near Hockeridge Wood						
	132	A416/ near Hockeridge Wood --> A355/A413 roundabout	SB	10.722	00:26:57	00:22:19	-17.19%	FAIL
14	141	A413/A404 roundabout --> A404/ at Cokes Lane	EB	4.847	00:11:26	00:10:22	-9.37%	PASS
	142	A404/ at Cokes Lane --> A413/A404 roundabout	WB	4.851	00:11:04	00:10:00	-9.73%	PASS
15	151	MC2/at Berkeley --> Botley Road/Tylers Hill Road	EB	4.285	00:09:58	00:08:36	-13.74%	PASS
	152	Botley Road/Tylers Hill Road --> MC2/at Berkeley	WB	4.335	00:09:58	00:09:16	-7.03%	PASS
16	161	A404/A413/A355 Stanley Roundabout --> A413/A40	SB	11.827	00:16:35	00:14:39	-11.70%	PASS
	162	A413/A40 --> A404/A413/A355 Stanley Roundabout	NB	11.833	00:12:19	00:12:55	4.84%	PASS
17	171	Hillingdon Hill/Kingston Ln --> A40 Pyebush Roundabout	WB	11.834	00:15:58	00:16:16	1.87%	PASS
	172	A40 Pyebush Roundabout --> Hillingdon Hill/Kingston Ln	EB	11.850	00:20:10	00:16:29	-18.27%	FAIL
18	181	A413/near Buckingham Park --> A421/413 roundabout	NB	23.209	00:23:41	00:23:05	-2.52%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
	182	A421/413 roundabout --> A413/near Buckingham Park	SB	23.196	00:25:33	00:23:32	-7.87%	PASS
19	191	M40/ Junction 5 --> M40/ Denham Roundabout	NB	31.777	00:23:19	00:21:18	-8.66%	PASS
	192	M40/ Denham Roundabout --> M40/ Junction 5	SB	31.812	00:19:06	00:18:58	-0.70%	PASS
20	201	A40/A355 roundabout --> A355/ at M4 J6	NB	8.570	00:14:33	00:13:45	-5.49%	PASS
	202	A355/ at M4 J6 --> A40/A355 roundabout	SB	8.361	00:13:05	00:14:50	13.29%	PASS
21	211	M25/at J15 --> M25/at J17	NB	8.512	00:07:16	00:06:55	-4.74%	PASS
	212	M25/at J17 --> M25/at J15	SB	8.378	00:10:34	00:09:40	-8.55%	PASS
22	221	A412/ at M40 Denham roundabout --> B470/ at A4 London Road	NB	6.908	00:13:25	00:10:34	-21.15%	FAIL
	222	B470/ at A4 London Road --> A412/ at M40 Denham roundabout	SB	6.933	00:10:07	00:09:28	-6.46%	PASS
23	231	A412/at Red Cow roundabout --> A4007/at Trumper Way roundabout	EB	5.733	00:07:33	00:06:56	-8.08%	PASS
	232	A4007/at Trumper Way roundabout --> A412/at Red Cow roundabout	WB	5.701	00:08:36	00:07:12	-16.20%	FAIL
24	241	B416/ at B416/A413 roundabout --> A332/ at Ragstone Road	EB	8.973	00:18:20	00:15:08	-17.42%	FAIL

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
	242	A332/ at Ragstone Road --> B416/ at B416/A413 roundabout	WB	8.962	00:17:31	00:16:35	-5.33%	PASS
25	251	A5/ at A5/A416 junction --> A4146/A418 roundabout	EB	10.885	00:09:27	00:08:28	-10.38%	PASS
	252	A4146/A418 roundabout --> A5/ at A5/A416 junction	WB	10.927	00:10:23	00:09:27	-8.95%	PASS
26	261	Huntercombe Spur/ M4 J7 --> B4440/ at B4440/A40 roundabout	EB	8.947	00:11:58	00:10:41	-10.68%	PASS
	262	B4440/ at B4440/A40 roundabout --> Huntercombe Spur/ M4 J7	WB	9.074	00:13:55	00:12:21	-11.25%	PASS
27	271	A4155/ at Fawley road --> The Parade/Station Road roundabout	EB	15.822	00:24:54	00:24:51	-0.22%	PASS
	272	The Parade/Station Road roundabout --> A4155/ at Fawley road	WB	15.828	00:26:02	00:23:40	-9.08%	PASS
28	281	A40 Pyebush Roundabout --> A413/at Aylesbury Road	EB	17.461	00:17:37	00:17:06	-3.00%	PASS
	282	A413/at Aylesbury Road --> A40 Pyebush Roundabout	WB	17.475	00:25:44	00:20:51	-18.97%	FAIL
29	291	A413/at Aylesbury Road --> A413/A41 Exchange Street roundabout	NB	14.027	00:18:45	00:17:49	-4.90%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
	292	A413/A41 Exchange Street roundabout --> A413/at Aylesbury Road	SB	13.946	00:20:26	00:19:46	-3.20%	PASS
30	301	A4128/A40 Abbey Way/Oxford Road --> A4010/Aylesbury Road	NB	13.531	00:20:29	00:20:01	-2.22%	PASS
	302	A4010/Aylesbury Road --> A4128/A40 Abbey Way/Oxford Road	SB	13.500	00:25:05	00:22:30	-10.30%	PASS
31	311	A4010/Aylesbury Road --> A413/A41 Exchange Street roundabout	EB	12.340	00:23:58	00:22:31	-6.03%	PASS
	312	A413/A41 Exchange Street roundabout --> A4010/Aylesbury Road	WB	12.513	00:25:17	00:24:04	-4.80%	PASS
32	321	A43/at Buckingham Road --> A421/B4033 roundabout	SB	20.376	00:23:18	00:23:58	2.86%	PASS
	322	A421/B4033 roundabout --> A43/at Buckingham Road	NB	20.363	00:22:28	00:23:48	5.94%	PASS
33	331	A421/B4033 roundabout --> A421 Kents Hill Roundabout	NB	2.927	00:05:08	00:03:43	-27.46%	FAIL
	332	A421 Kents Hill Roundabout --> A421/B4033 roundabout	SB	4.456	00:04:28	00:04:26	-0.58%	PASS
34	341	A41/A4421 roundabout --> A41/at Waddesdon Hill	SB	13.224	00:12:37	00:11:43	-7.11%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
35	342	A41/at Waddesdon Hill --> A41/A4421 roundabout	NB	12.991	00:11:47	00:11:49	0.34%	PASS
	351	A41/at Blackgrove road --> A41 /B488 junction	EB	17.261	00:33:02	00:29:39	-10.26%	PASS
	352	A41 /B488 junction --> A41/at Blackgrove road	WB	17.195	00:32:07	00:30:30	-5.01%	PASS
36	361	A418/A4129 --> A418/near Coppice	SB	16.696	00:27:02	00:26:38	-1.49%	PASS
	362	A418/near Coppice --> A418/A4129	NB	16.796	00:32:00	00:27:14	-14.88%	PASS
37	371	A418/near Coppice --> A4146/A418 roundabout	SB	11.873	00:13:38	00:13:39	0.06%	PASS
	372	A4146/A418 roundabout --> A418/near Coppice	NB	11.863	00:15:55	00:15:28	-2.79%	PASS
38	381	A404/A308 Bisham roundabout --> A404/at Holmer Green Road	NB	10.229	00:30:33	00:24:03	-21.27%	FAIL
	382	A404/at Holmer Green Road --> A404/A308 Bisham roundabout	SB	10.341	00:31:15	00:26:19	-15.78%	FAIL
39	391	A404/at Holmer Green Road --> A404/at Green Street	EB	15.203	00:23:26	00:21:44	-7.27%	PASS
	392	A404/at Green Street --> A404/at Holmer Green Road	WB	15.228	00:24:45	00:22:04	-10.84%	PASS
40	401	Aylesbury/London/Weston Road roundabout -->	WB	13.642	00:18:48	00:16:32	-12.04%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
		Ford/Bishopstone/Port way Road						
	402	Ford/Bishopstone/Port way Road --> Aylesbury/London/We ston Road roundabout	EB	13.547	00:17:59	00:16: 32	-8.04%	PASS
41	411	B482 Marlow Road/Seymour Court Lane --> Bisham roundabout	SB	4.143	00:12:55	00:11: 26	-11.43%	PASS
	412	Bisham roundabout -- > B482 Marlow Road/Seymour Court Lane	NB	3.975	00:13:30	00:10: 15	-24.03%	FAIL
42	421	B4440/ at B4440/A40 roundabout --> Ferry Lane/Riversdale	SB	5.128	00:10:20	00:09: 32	-7.77%	PASS
	422	Ferry Lane/Riversdale --> B4440/ at B4440/A40 roundabout	NB	5.617	00:11:05	00:10: 28	-5.63%	PASS

Table L2 - Comparison of Modelled Journey Times Against Observed, IP PEAK

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
1	11	A4010/John Hall Way --> A40/Pedestal Roundabout	NB	4.874	00:08:33	00:08:53	4.01%	PASS
	12	A40/Pedestal Roundabout --> A4010/John Hall Way	SB	4.867	00:08:53	00:09:40	8.93%	PASS
2	21	A40/Abbey Way --> A4128/ Valley Road	NB	3.847	00:06:16	00:07:01	11.83%	PASS
	22	A4128/ Valley Road -- > A40/Abbey Way	SB	3.789	00:06:15	00:07:57	26.95%	FAIL

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
3	31	A40/Abbey Way at Easton Street --> A40 at Aylesbury End	EB	8.932	00:14:59	00:17:05	13.98%	PASS
	32	A40 at Aylesbury End --> A40/Abbey Way at Easton Street	WB	8.623	00:13:07	00:17:45	35.31%	FAIL
4	41	A413/ at New Road --> A413/ at New Street	SB	3.748	00:05:13	00:05:08	-1.60%	PASS
	42	A413/ at New Street --> A413/ at New Road	NB	3.781	00:05:01	00:05:12	3.49%	PASS
5	51	A418/ at Portway --> A418/at Elmhurst Rd roundabout	NB	4.950	00:09:57	00:09:48	-1.55%	PASS
	52	A418/at Elmhurst Rd roundabout --> A418/ at Portway	SB	5.048	00:09:31	00:10:21	8.70%	PASS
6	61	A413/ at Wendover Road --> A41/ Bicester Road roundabout	WB	4.656	00:09:56	00:10:43	7.87%	PASS
	62	A41/ Bicester Road roundabout --> A413/ at Wendover Road	EB	4.645	00:09:37	00:10:40	11.02%	PASS
7	71	A413/ at Bycell Road --> A413/ neat Benthill	SB	8.396	00:11:41	00:12:10	4.24%	PASS
	72	A413/ neat Benthill --> A413/ at Bycell Road	NB	8.581	00:12:00	00:12:41	5.66%	PASS
8	81	A5/A508 roundabout --> A413/at Lenborough Road	SB	7.421	00:07:55	00:07:57	0.39%	PASS
	82	A413/at Lenborough Road --> A5/A508 roundabout	NB	7.672	00:08:21	00:08:39	3.76%	PASS
9	91	A422/at Globe Terrace --> A43/ Barleymow Roundabout	WB	8.564	00:10:30	00:10:10	-3.07%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
	92	A43/ Barleymow Roundabout --> A422/at Globe Terrace	EB	8.696	00:10:48	00:10:41	-1.01%	PASS
10	101	A422/at Globe Terrace --> A421/ Tingewick Road	WB	6.740	00:08:26	00:08:37	2.17%	PASS
	102	A421/ Tingewick Road --> A422/at Globe Terrace	EB	6.996	00:08:10	00:08:40	6.10%	PASS
11	111	A413/ near Benthill --> A422/ near Radclive	NB	4.207	00:06:32	00:07:14	10.68%	PASS
	112	A422/ near Radclive --> A413/ near Benthill	SB	4.052	00:06:21	00:07:13	13.48%	PASS
12	121	A422/ near Radclive --> A421/A413 roundabout	EB	4.428	00:06:19	00:06:42	6.17%	PASS
	122	A421/A413 roundabout --> A422/ near Radclive	WB	4.448	00:06:42	00:07:09	6.78%	PASS
13	131	A355/A413 roundabout --> A416/ near Hockeridge Wood	NB	10.759	00:17:31	00:18:39	6.48%	PASS
	132	A416/ near Hockeridge Wood --> A355/A413 roundabout	SB	10.722	00:17:01	00:18:35	9.13%	PASS
14	141	A413/A404 roundabout --> A404/ at Cokes Lane	EB	4.847	00:06:56	00:08:29	22.34%	FAIL
	142	A404/ at Cokes Lane --> A413/A404 roundabout	WB	4.851	00:07:24	00:08:46	18.36%	FAIL
15	151	MC2/at Berkeley --> Botley Road/Tylers Hill Road	EB	4.285	00:07:08	00:07:21	2.99%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
16	152	Botley Road/Tylers Hill Road --> MC2/at Berkeley	WB	4.335	00:07:49	00:07:59	2.12%	PASS
	161	A404/A413/A355 Stanley Roundabout --> A413/A40	SB	11.827	00:10:59	00:11:38	5.83%	PASS
	162	A413/A40 --> A404/A413/A355 Stanley Roundabout	NB	11.833	00:11:18	00:12:04	6.85%	PASS
17	171	Hillingdon Hill/Kingston Ln --> A40 Pyebush Roundabout	WB	11.834	00:13:25	00:15:15	13.72%	PASS
	172	A40 Pyebush Roundabout --> Hillingdon Hill/Kingston Ln	EB	11.850	00:13:16	00:15:18	15.26%	FAIL
18	181	A413/near Buckingham Park --> A421/413 roundabout	NB	23.209	00:22:28	00:21:18	-5.19%	PASS
	182	A421/413 roundabout --> A413/near Buckingham Park	SB	23.196	00:22:34	00:21:19	-5.52%	PASS
19	191	M40/ Junction 5 --> M40/ Denham Roundabout	NB	31.777	00:17:30	00:19:03	8.87%	PASS
	192	M40/ Denham Roundabout --> M40/ Junction 5	SB	31.812	00:17:53	00:19:18	7.95%	PASS
20	201	A40/A355 roundabout --> A355/ at M4 J6	NB	8.570	00:11:06	00:12:30	12.62%	PASS
	202	A355/ at M4 J6 --> A40/A355 roundabout	SB	8.361	00:11:03	00:12:00	8.60%	PASS
21	211	M25/at J15 --> M25/at J17	NB	8.512	00:06:39	00:05:30	-17.42%	FAIL

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
	212	M25/at J17 --> M25/at J15	SB	8.378	00:06:17	00:05:30	-12.62%	PASS
22	221	A412/ at M40 Denham roundabout --> B470/ at A4 London Road	NB	6.908	00:08:06	00:08:18	2.46%	PASS
	222	B470/ at A4 London Road --> A412/ at M40 Denham roundabout	SB	6.933	00:08:23	00:07:54	-5.82%	PASS
23	231	A412/at Red Cow roundabout --> A4007/at Trumper Way roundabout	EB	5.733	00:06:08	00:06:03	-1.55%	PASS
	232	A4007/at Trumper Way roundabout --> A412/at Red Cow roundabout	WB	5.701	00:06:38	00:06:17	-5.27%	PASS
24	241	B416/ at B416/A413 roundabout --> A332/ at Ragstone Road	EB	8.973	00:14:02	00:13:54	-1.02%	PASS
	242	A332/ at Ragstone Road --> B416/ at B416/A413 roundabout	WB	8.962	00:13:46	00:13:57	1.36%	PASS
25	251	A5/ at A5/A416 junction --> A4146/A418 roundabout	EB	10.885	00:07:45	00:08:14	6.08%	PASS
	252	A4146/A418 roundabout --> A5/ at A5/A416 junction	WB	10.927	00:07:54	00:08:33	8.27%	PASS
26	261	Huntercombe Spur/ M4 J7 --> B4440/ at B4440/A40 roundabout	EB	8.947	00:11:11	00:09:41	-13.41%	PASS
	262	B4440/ at B4440/A40 roundabout -->	WB	9.074	00:11:02	00:10:10	-7.90%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
		Huntercombe Spur/ M4 J7						
27	271	A4155/ at Fawley road --> The Parade/Station Road roundabout	EB	15.822	00:20:50	00:20:59	0.70%	PASS
	272	The Parade/Station Road roundabout --> A4155/ at Fawley road	WB	15.828	00:20:50	00:19:52	-4.62%	PASS
28	281	A40 Pyebush Roundabout --> A413/at Aylesbury Road	EB	17.461	00:16:48	00:16:28	-1.99%	PASS
	282	A413/at Aylesbury Road --> A40 Pyebush Roundabout	WB	17.475	00:16:51	00:16:22	-2.88%	PASS
29	291	A413/at Aylesbury Road --> A413/A41 Exchange Street roundabout	NB	14.027	00:15:26	00:15:17	-0.89%	PASS
	292	A413/A41 Exchange Street roundabout --> A413/at Aylesbury Road	SB	13.946	00:15:17	00:15:15	-0.22%	PASS
30	301	A4128/A40 Abbey Way/Oxford Road --> A4010/Aylesbury Road	NB	13.531	00:18:08	00:18:27	1.77%	PASS
	302	A4010/Aylesbury Road --> A4128/A40 Abbey Way/Oxford Road	SB	13.500	00:18:14	00:19:09	5.04%	PASS
31	311	A4010/Aylesbury Road --> A413/A41 Exchange Street roundabout	EB	12.340	00:16:54	00:16:12	-4.22%	PASS
	312	A413/A41 Exchange Street roundabout -->	WB	12.513	00:16:54	00:17:15	2.06%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
		A4010/Aylesbury Road						
32	321	A43/at Buckingham Road --> A421/B4033 roundabout	SB	20.376	00:20:19	00:20:47	2.35%	PASS
	322	A421/B4033 roundabout --> A43/at Buckingham Road	NB	20.363	00:20:21	00:21:01	3.29%	PASS
33	331	A421/B4033 roundabout --> A421 Kents Hill Roundabout	NB	2.927	00:02:42	00:03:05	14.21%	PASS
	332	A421 Kents Hill Roundabout --> A421/B4033 roundabout	SB	4.456	00:04:07	00:04:11	1.58%	PASS
34	341	A41/A4421 roundabout --> A41/at Waddesdon Hill	SB	13.224	00:13:20	00:11:15	-15.57%	FAIL
	342	A41/at Waddesdon Hill --> A41/A4421 roundabout	NB	12.991	00:11:27	00:11:06	-2.97%	PASS
35	351	A41/at Blackgrove road --> A41 /B488 junction	EB	17.261	00:22:22	00:24:09	8.00%	PASS
	352	A41 /B488 junction --> A41/at Blackgrove road	WB	17.195	00:22:10	00:24:46	11.77%	PASS
36	361	A418/A4129 --> A418/near Coppice	SB	16.696	00:21:21	00:21:42	1.65%	PASS
	362	A418/near Coppice --> A418/A4129	NB	16.796	00:21:06	00:22:29	6.55%	PASS
37	371	A418/near Coppice --> A4146/A418 roundabout	SB	11.873	00:12:40	00:12:47	0.93%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
	372	A4146/A418 roundabout --> A418/near Coppice	NB	11.863	00:12:31	00:12:23	-1.12%	PASS
38	381	A404/A308 Bisham roundabout --> A404/at Holmer Green Road	NB	10.229	00:16:38	00:18:49	13.10%	PASS
	382	A404/at Holmer Green Road --> A404/A308 Bisham roundabout	SB	10.341	00:16:14	00:17:44	9.26%	PASS
39	391	A404/at Holmer Green Road --> A404/at Green Street	EB	15.203	00:17:36	00:19:12	9.15%	PASS
	392	A404/at Green Street --> A404/at Holmer Green Road	WB	15.228	00:18:12	00:19:40	8.03%	PASS
40	401	Aylesbury/London/Weston Road roundabout --> Ford/Bishopstone/Portway Road	WB	13.642	00:16:27	00:14:28	-12.04%	PASS
	402	Ford/Bishopstone/Portway Road --> Aylesbury/London/Weston Road roundabout	EB	13.547	00:16:32	00:14:28	-12.47%	PASS
41	411	B482 Marlow Road/Seymour Court Lane --> Bisham roundabout	SB	4.143	00:08:35	00:07:19	-14.78%	PASS
	412	Bisham roundabout --> B482 Marlow Road/Seymour Court Lane	NB	3.975	00:08:19	00:07:12	-13.39%	PASS
42	421	B4440/ at B4440/A40 roundabout --> Ferry Lane/Riversdale	SB	5.128	00:08:06	00:07:57	-1.81%	PASS
	422	Ferry Lane/Riversdale --> B4440/ at	NB	5.617	00:09:03	00:08:32	-5.64%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
		B4440/A40 roundabout						

Table L3 - Comparison of Modelled Journey Times Against Observed, PM PEAK

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
1	11	A4010/John Hall Way --> A40/Pedestal Roundabout	NB	4.874	00:11:08	00:11:58	7.41%	PASS
	12	A40/Pedestal Roundabout --> A4010/John Hall Way	SB	4.867	00:12:47	00:12:06	-5.31%	PASS
2	21	A40/Abbey Way --> A4128/ Valley Road	NB	3.847	00:07:17	00:08:53	21.88%	FAIL
	22	A4128/ Valley Road --> A40/Abbey Way	SB	3.789	00:06:51	00:08:36	25.50%	FAIL
3	31	A40/Abbey Way at Easton Street --> A40 at Aylesbury End	EB	8.932	00:19:37	00:18:55	-3.59%	PASS
	32	A40 at Aylesbury End --> A40/Abbey Way at Easton Street	WB	8.623	00:17:59	00:19:29	8.33%	PASS
4	41	A413/ at New Road --> A413/ at New Street	SB	3.748	00:06:16	00:06:15	-0.36%	PASS
	42	A413/ at New Street --> A413/ at New Road	NB	3.781	00:07:08	00:07:41	7.91%	PASS
5	51	A418/ at Portway --> A418/at Elmhurst Rd roundabout	NB	4.950	00:15:14	00:14:14	-6.53%	PASS
	52	A418/at Elmhurst Rd roundabout --> A418/ at Portway	SB	5.048	00:12:59	00:13:54	7.17%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
6	61	A413/ at Wendover Road --> A41/ Bicester Road roundabout	WB	4.656	00:13:11	00:14:23	9.09%	PASS
	62	A41/ Bicester Road roundabout --> A413/ at Wendover Road	EB	4.645	00:12:57	00:14:15	9.95%	PASS
7	71	A413/ at Bycell Road --> A413/ neat Benthill	SB	8.396	00:12:17	00:13:47	12.11%	PASS
	72	A413/ neat Benthill --> A413/ at Bycell Road	NB	8.581	00:14:12	00:13:36	-4.20%	PASS
8	81	A5/A508 roundabout --> A413/at Lenborough Road	SB	7.421	00:08:44	00:08:56	2.20%	PASS
	82	A413/at Lenborough Road --> A5/A508 roundabout	NB	7.672	00:08:46	00:09:11	4.80%	PASS
9	91	A422/at Globe Terrace --> A43/ Barleymow Roundabout	WB	8.564	00:11:16	00:10:53	-3.39%	PASS
	92	A43/ Barleymow Roundabout --> A422/at Globe Terrace	EB	8.696	00:13:38	00:12:05	-11.32%	PASS
10	101	A422/at Globe Terrace --> A421/ Tingewick Road	WB	6.740	00:09:06	00:09:36	5.59%	PASS
	102	A421/ Tingewick Road --> A422/at Globe Terrace	EB	6.996	00:11:03	00:09:34	-13.41%	PASS
11	111	A413/ near Benthill --> A422/ near Radclive	NB	4.207	00:08:57	00:08:01	-10.51%	PASS
	112	A422/ near Radclive --> A413/ near Benthill	SB	4.052	00:08:36	00:08:36	-0.14%	PASS
12	121	A422/ near Radclive --> A421/A413 roundabout	EB	4.428	00:08:36	00:08:11	-4.74%	PASS

	Route No.	Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
	122	A421/A413 roundabout --> A422/ near Radclive	WB	4.448	00:08:56	00:08:06	-9.30%	PASS
13	131	A355/A413 roundabout --> A416/ near Hockeridge Wood	NB	10.759	00:25:03	00:20:14	-19.27%	FAIL
	132	A416/ near Hockeridge Wood --> A355/A413 roundabout	SB	10.722	00:18:28	00:20:12	9.41%	PASS
14	141	A413/A404 roundabout --> A404/ at Cokes Lane	EB	4.847	00:07:22	00:08:55	21.12%	FAIL
	142	A404/ at Cokes Lane --> A413/A404 roundabout	WB	4.851	00:08:41	00:09:58	14.67%	PASS
15	151	MC2/at Berkeley --> Botley Road/Tylers Hill Road	EB	4.285	00:07:43	00:07:38	-1.11%	PASS
	152	Botley Road/Tylers Hill Road --> MC2/at Berkeley	WB	4.335	00:07:29	00:08:14	9.83%	PASS
16	161	A404/A413/A355 Stanley Roundabout --> A413/A40	SB	11.827	00:11:18	00:12:31	10.74%	PASS
	162	A413/A40 --> A404/A413/A355 Stanley Roundabout	NB	11.833	00:14:02	00:13:30	-3.80%	PASS
17	171	Hillingdon Hill/Kingston Ln --> A40 Pyebush Roundabout	WB	11.834	00:15:29	00:16:24	5.93%	PASS
	172	A40 Pyebush Roundabout --> Hillingdon Hill/Kingston Ln	EB	11.850	00:15:45	00:15:50	0.48%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
18	181	A413/near Buckingham Park --> A421/413 roundabout	NB	23.209	00:22:56	00:23:23	1.90%	PASS
	182	A421/413 roundabout --> A413/near Buckingham Park	SB	23.196	00:22:41	00:22:34	-0.52%	PASS
19	191	M40/ Junction 5 --> M40/ Denham Roundabout	NB	31.777	00:19:29	00:19:37	0.68%	PASS
	192	M40/ Denham Roundabout --> M40/ Junction 5	SB	31.812	00:18:48	00:20:05	6.81%	PASS
20	201	A40/A355 roundabout --> A355/ at M4 J6	NB	8.570	00:12:11	00:13:55	14.32%	PASS
	202	A355/ at M4 J6 --> A40/A355 roundabout	SB	8.361	00:13:47	00:14:21	4.16%	PASS
21	211	M25/at J15 --> M25/at J17	NB	8.512	00:10:06	00:06:58	-30.91%	FAIL
	212	M25/at J17 --> M25/at J15	SB	8.378	00:07:51	00:09:04	15.52%	FAIL
22	221	A412/ at M40 Denham roundabout --> B470/ at A4 London Road	NB	6.908	00:10:29	00:10:22	-1.18%	PASS
	222	B470/ at A4 London Road --> A412/ at M40 Denham roundabout	SB	6.933	00:13:16	00:09:16	-30.20%	FAIL
23	231	A412/at Red Cow roundabout --> A4007/at Trumper Way roundabout	EB	5.733	00:07:12	00:06:29	-9.97%	PASS
	232	A4007/at Trumper Way roundabout --> A412/at Red Cow roundabout	WB	5.701	00:10:14	00:07:33	-26.26%	FAIL

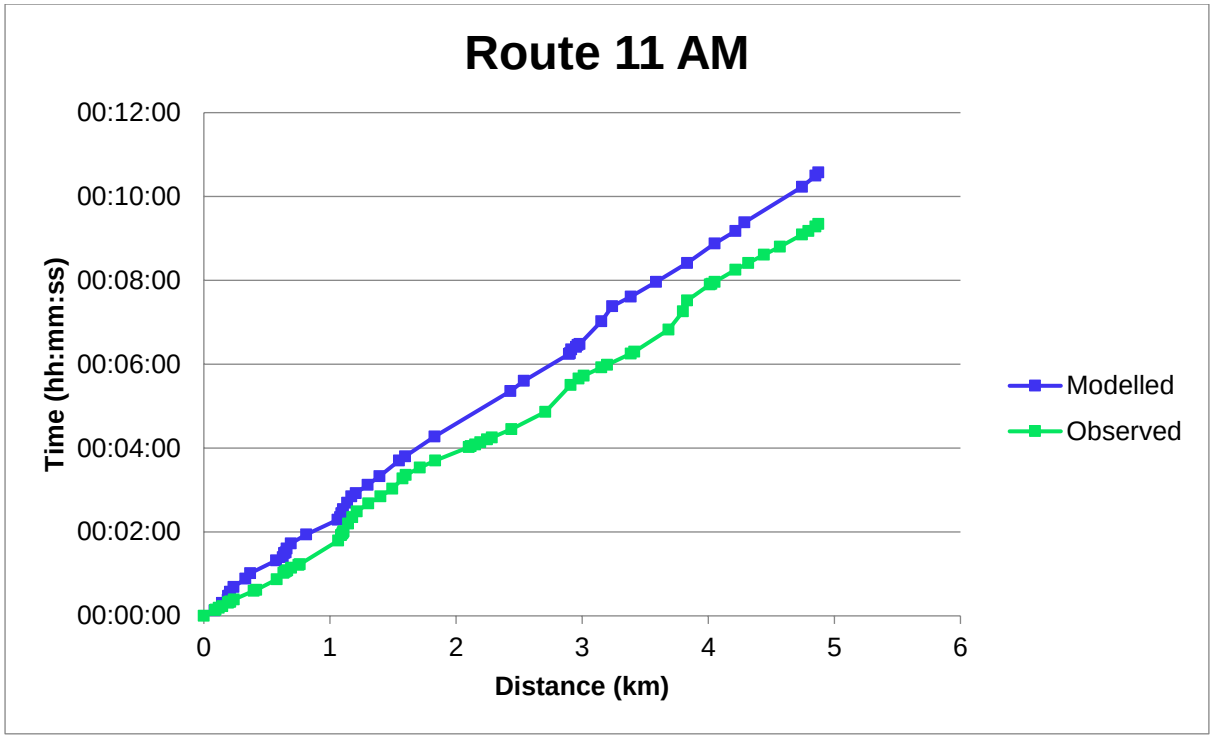
Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
24	241	B416/ at B416/A413 roundabout --> A332/ at Ragstone Road	EB	8.973	00:15:28	00:14:43	-4.93%	PASS
	242	A332/ at Ragstone Road --> B416/ at B416/A413 roundabout	WB	8.962	00:15:22	00:15:18	-0.45%	PASS
25	251	A5/ at A5/A416 junction --> A4146/A418 roundabout	EB	10.885	00:09:17	00:08:50	-4.87%	PASS
	252	A4146/A418 roundabout --> A5/ at A5/A416 junction	WB	10.927	00:08:03	00:08:11	1.63%	PASS
26	261	Huntercombe Spur/ M4 J7 --> B4440/ at B4440/A40 roundabout	EB	8.947	00:12:23	00:10:49	-12.58%	PASS
	262	B4440/ at B4440/A40 roundabout --> Huntercombe Spur/ M4 J7	WB	9.074	00:11:24	00:12:30	9.63%	PASS
27	271	A4155/ at Fawley road --> The Parade/Station Road roundabout	EB	15.822	00:24:11	00:23:16	-3.82%	PASS
	272	The Parade/Station Road roundabout --> A4155/ at Fawley road	WB	15.828	00:22:45	00:21:40	-4.75%	PASS
28	281	A40 Pyebush Roundabout --> A413/at Aylesbury Road	EB	17.461	00:23:00	00:18:05	-21.40%	FAIL
	282	A413/at Aylesbury Road --> A40 Pyebush Roundabout	WB	17.475	00:17:22	00:17:20	-0.25%	PASS
29	291	A413/at Aylesbury Road --> A413/A41	NB	14.027	00:19:59	00:18:51	-5.65%	PASS

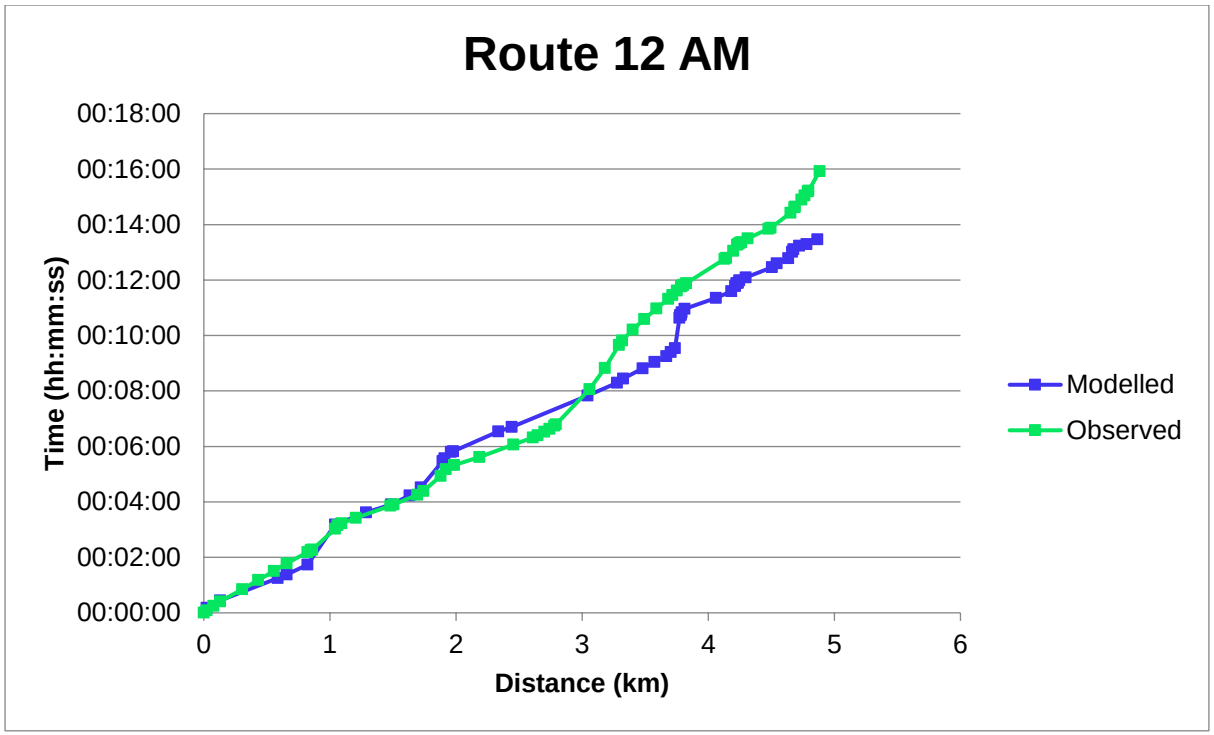
Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
		Exchange Street roundabout						
	292	A413/A41 Exchange Street roundabout --> A413/at Aylesbury Road	SB	13.946	00:16:49	00:17:53	6.32%	PASS
30	301	A4128/A40 Abbey Way/Oxford Road --> A4010/Aylesbury Road	NB	13.531	00:22:21	00:21:43	-2.78%	PASS
	302	A4010/Aylesbury Road --> A4128/A40 Abbey Way/Oxford Road	SB	13.500	00:21:13	00:22:21	5.34%	PASS
31	311	A4010/Aylesbury Road --> A413/A41 Exchange Street roundabout	EB	12.340	00:24:44	00:27:29	11.09%	PASS
	312	A413/A41 Exchange Street roundabout --> A4010/Aylesbury Road	WB	12.513	00:18:28	00:21:35	16.86%	FAIL
32	321	A43/at Buckingham Road --> A421/B4033 roundabout	SB	20.376	00:22:28	00:23:22	4.00%	PASS
	322	A421/B4033 roundabout --> A43/at Buckingham Road	NB	20.363	00:22:02	00:23:54	8.46%	PASS
33	331	A421/B4033 roundabout --> A421 Kents Hill Roundabout	NB	2.927	00:03:09	00:03:24	8.30%	PASS
	332	A421 Kents Hill Roundabout --> A421/B4033 roundabout	SB	4.456	00:05:15	00:05:02	-4.01%	PASS

Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
34	341	A41/A4421 roundabout --> A41/at Waddesdon Hill	SB	13.224	00:11:45	00:12:07	3.16%	PASS
	342	A41/at Waddesdon Hill --> A41/A4421 roundabout	NB	12.991	00:11:11	00:11:43	4.83%	PASS
35	351	A41/at Blackgrove road --> A41 /B488 junction	EB	17.261	00:25:35	00:28:00	9.44%	PASS
	352	A41 /B488 junction --> A41/at Blackgrove road	WB	17.195	00:31:44	00:30:16	-4.65%	PASS
36	361	A418/A4129 --> A418/near Coppice	SB	16.696	00:30:52	00:28:05	-8.98%	PASS
	362	A418/near Coppice --> A418/A4129	NB	16.796	00:25:32	00:25:48	1.05%	PASS
37	371	A418/near Coppice --> A4146/A418 roundabout	SB	11.873	00:13:23	00:15:15	13.99%	PASS
	372	A4146/A418 roundabout --> A418/near Coppice	NB	11.863	00:12:30	00:13:46	10.09%	PASS
38	381	A404/A308 Bisham roundabout --> A404/at Holmer Green Road	NB	10.229	00:23:59	00:23:26	-2.30%	PASS
	382	A404/at Holmer Green Road --> A404/A308 Bisham roundabout	SB	10.341	00:19:59	00:22:48	14.08%	PASS
39	391	A404/at Holmer Green Road --> A404/at Green Street	EB	15.203	00:19:01	00:20:34	8.17%	PASS
	392	A404/at Green Street --> A404/at Holmer Green Road	WB	15.228	00:20:32	00:21:57	6.94%	PASS

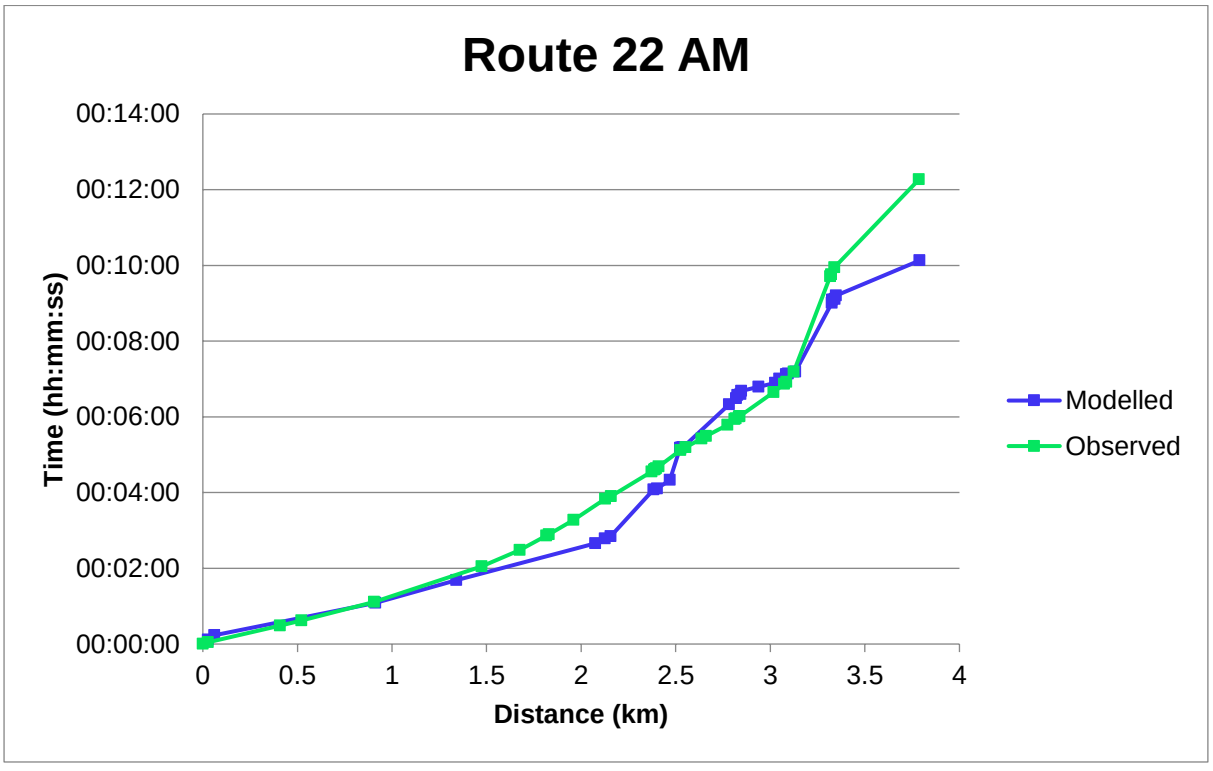
Route No.		Description	Direction	Length	Observed time	Modelled time	Difference	Pass/ Fail
40	401	Aylesbury/London/Weston Road roundabout --> Ford/Bishopstone/Portway Road	WB	13.642	00:17:06	00:15:57	-6.74%	PASS
	402	Ford/Bishopstone/Portway Road --> Aylesbury/London/Weston Road roundabout	EB	13.547	00:18:18	00:16:04	-12.20%	PASS
41	411	B482 Marlow Road/Seymour Court Lane --> Bisham roundabout	SB	4.143	00:12:08	00:10:15	-15.44%	FAIL
	412	Bisham roundabout --> B482 Marlow Road/Seymour Court Lane	NB	3.975	00:10:55	00:10:32	-3.43%	PASS
42	421	B4440/ at B4440/A40 roundabout --> Ferry Lane/Riversdale	SB	5.128	00:09:12	00:08:47	-4.56%	PASS
	422	Ferry Lane/Riversdale --> B4440/ at B4440/A40 roundabout	NB	5.617	00:12:23	00:10:36	-14.40%	PASS

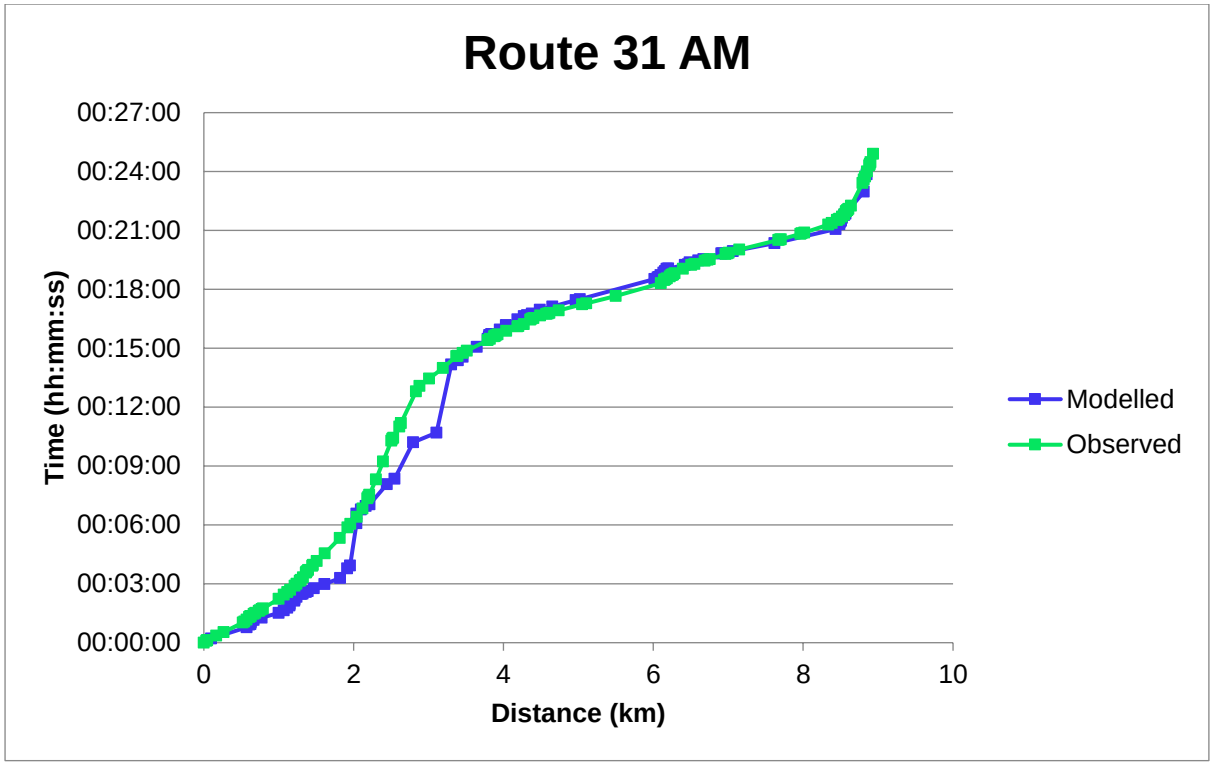
Appendix M. Journey Time Validation Plots

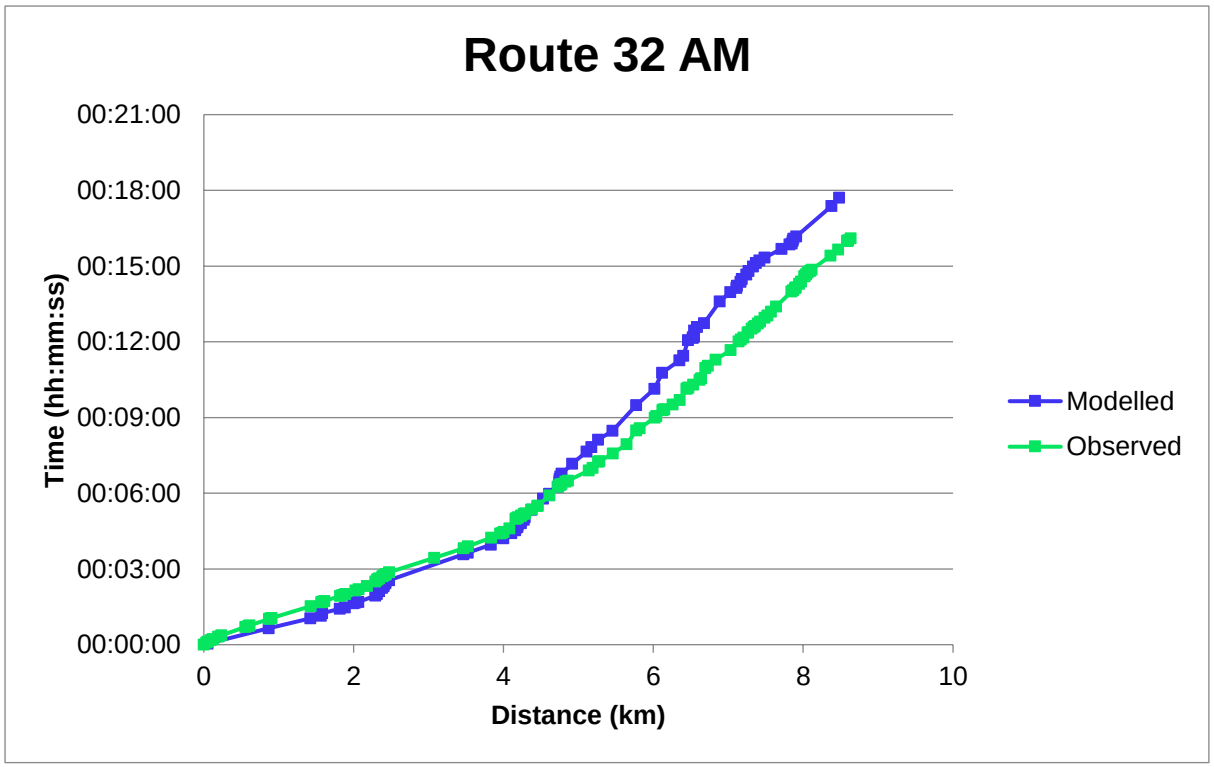

Route 11 AM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

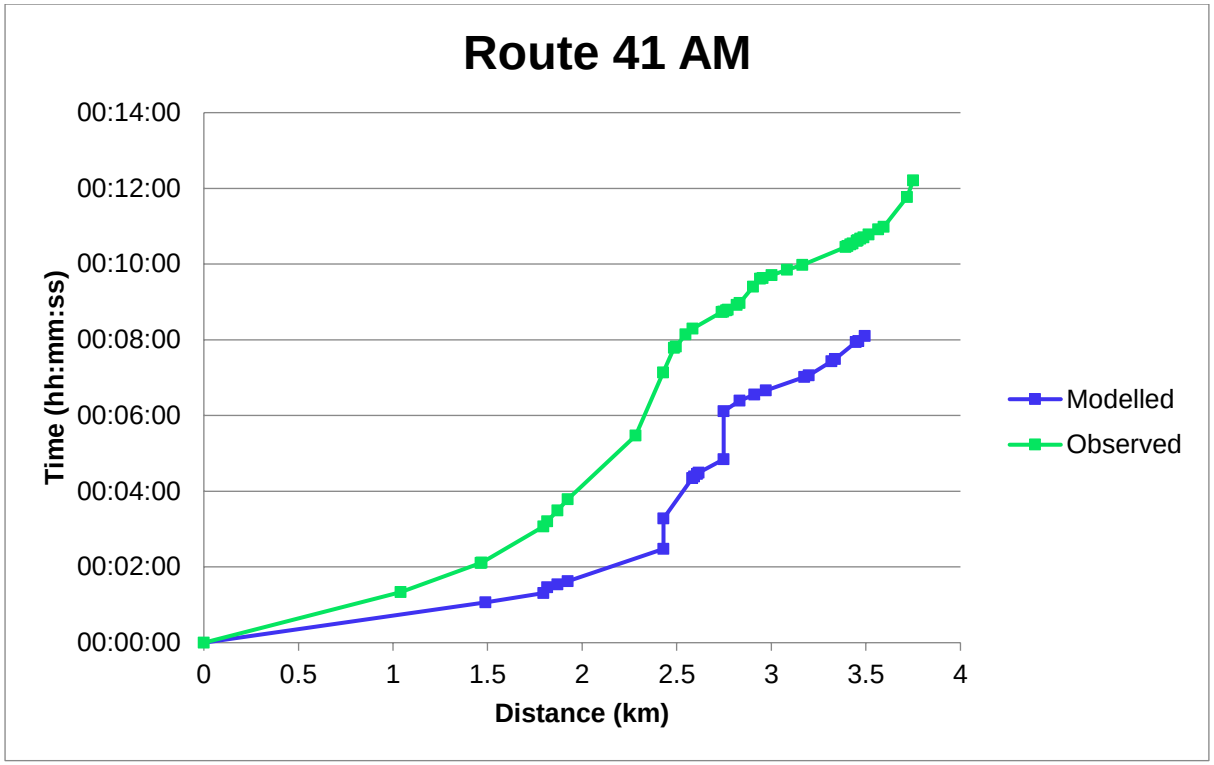

Route 12 AM
00:18:00
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

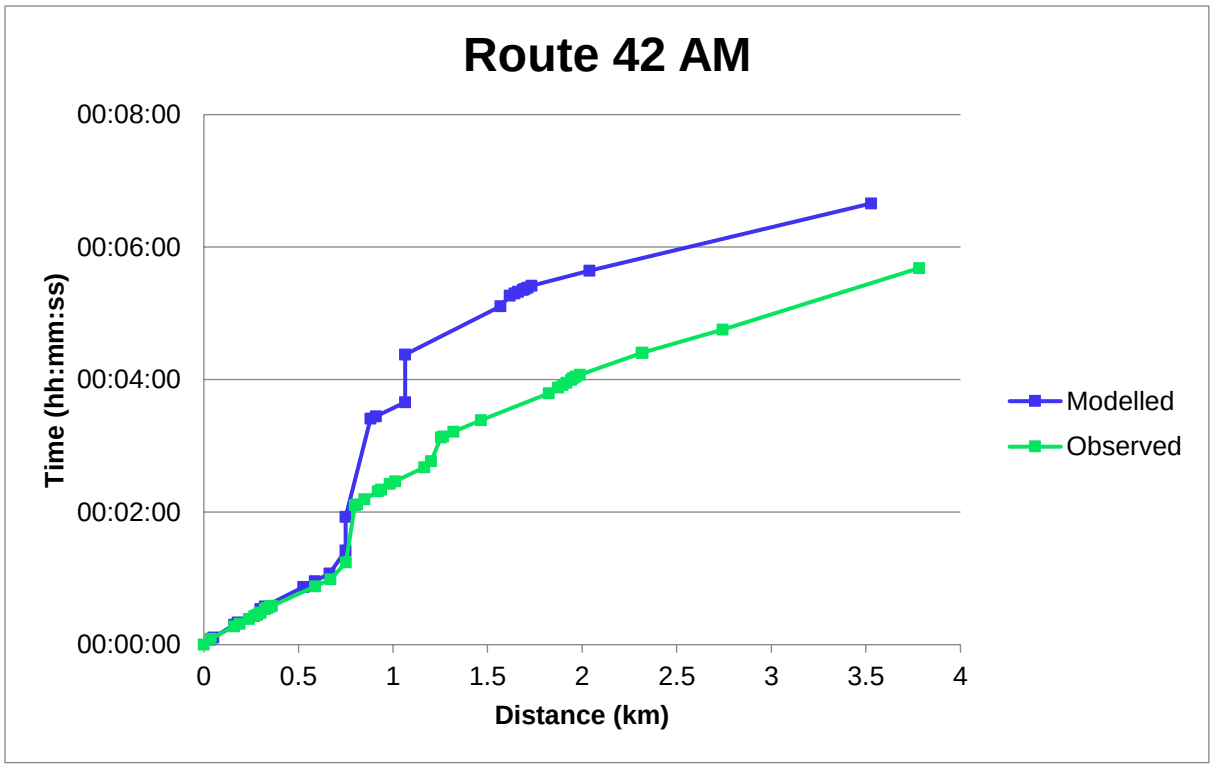

Route 21 AM
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00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

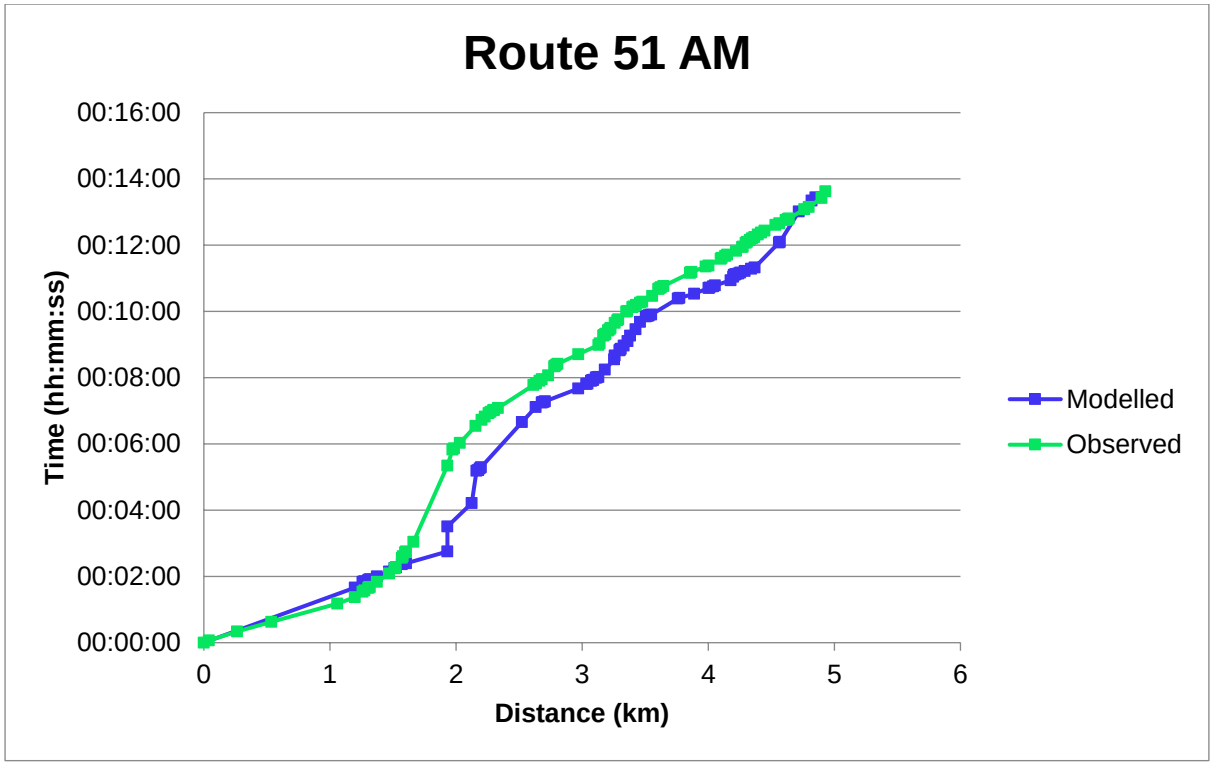

Route 22 AM
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed


Route 31 AM
Time (hh:mm:ss)
00:27:00
00:24:00
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

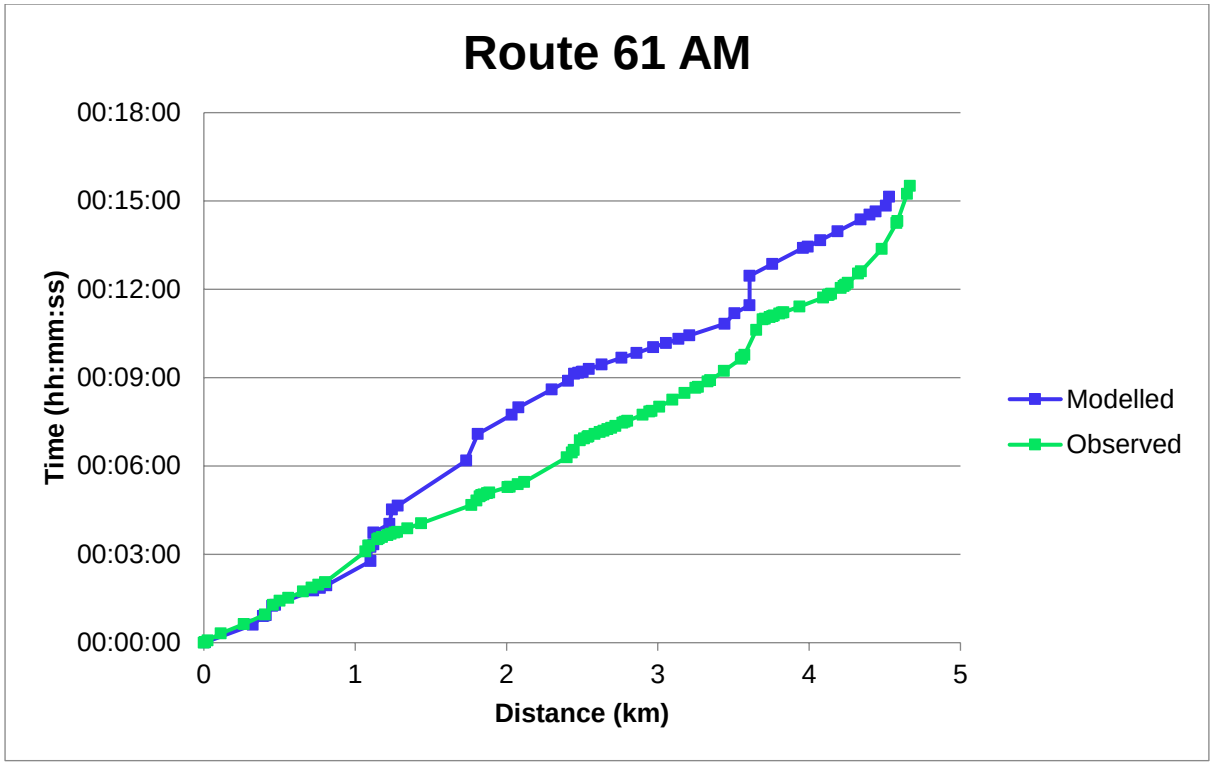

Route 32 AM
Time (hh:mm:ss)
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

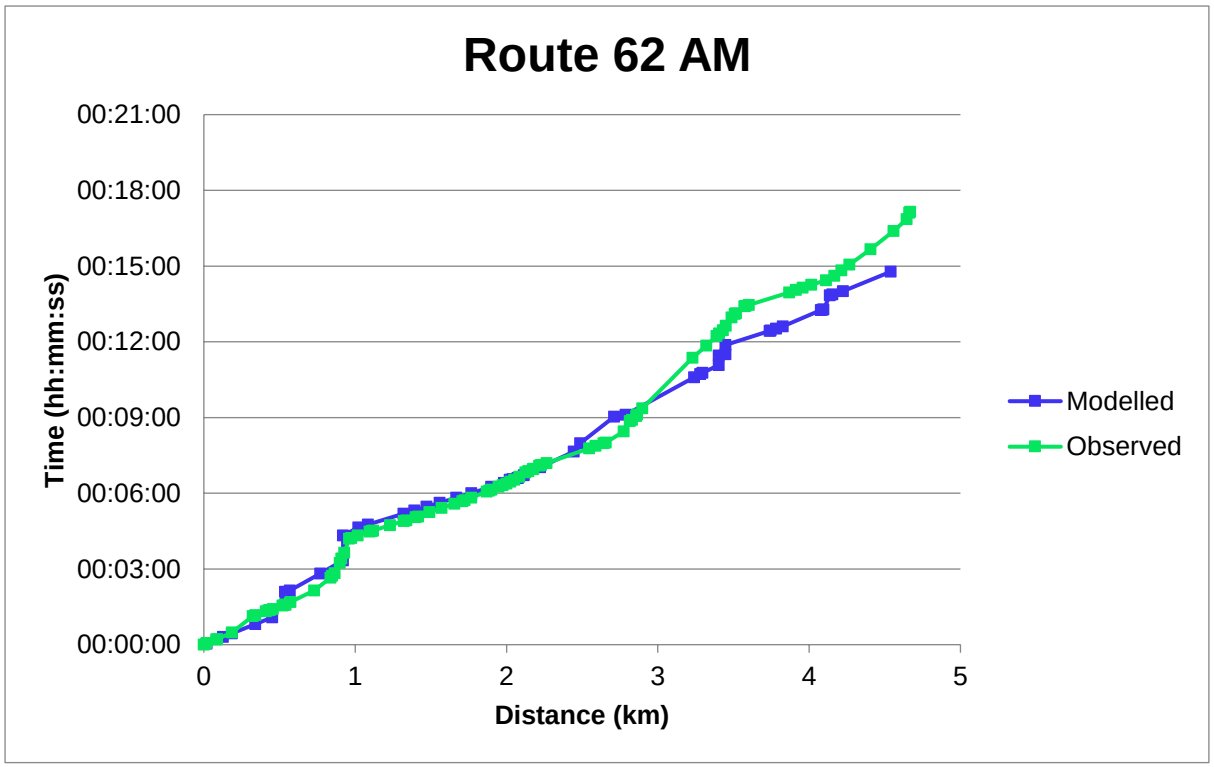

Route 41 AM
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed

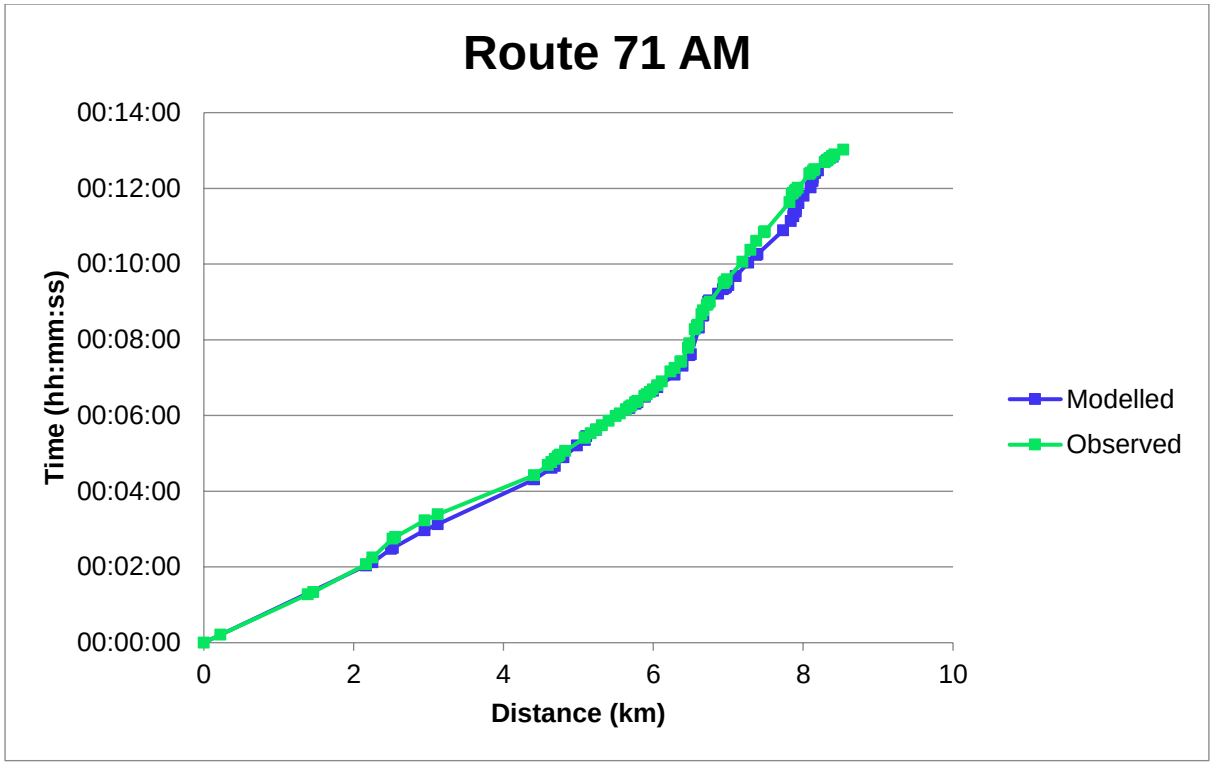

Route 42 AM
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed


Route 51 AM
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

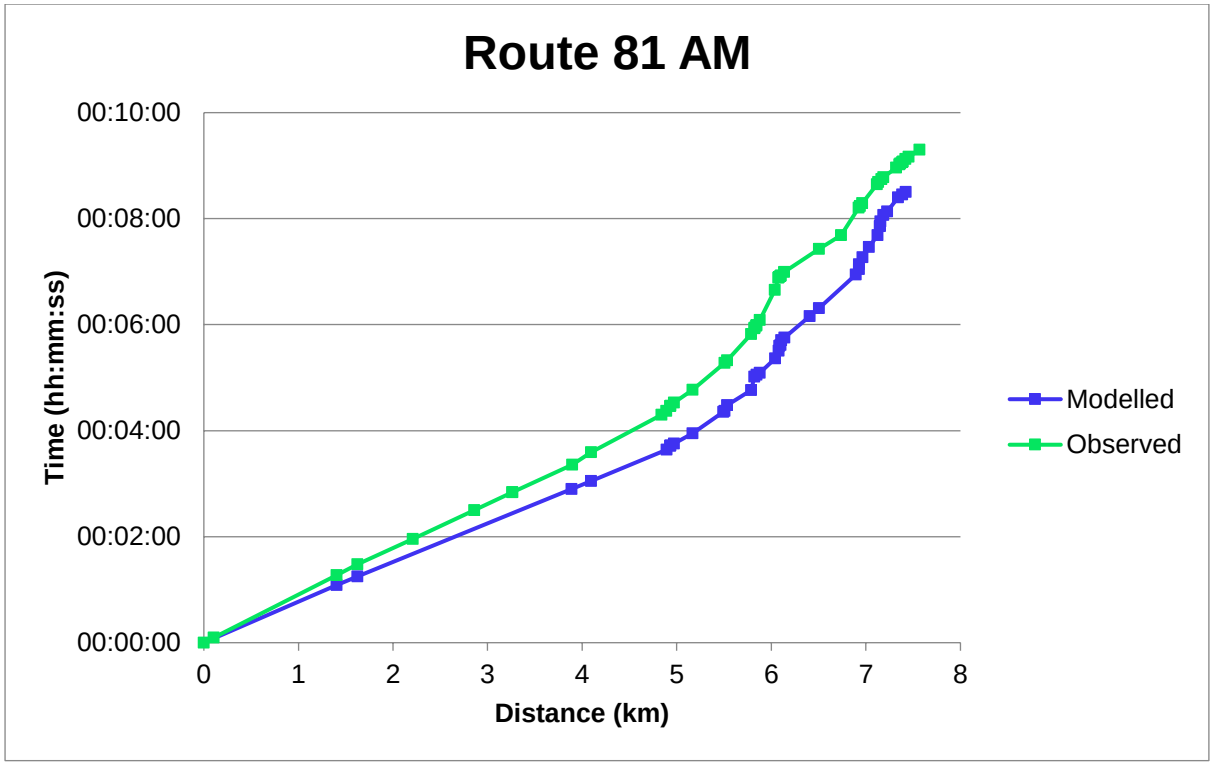

Route 52 AM
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00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

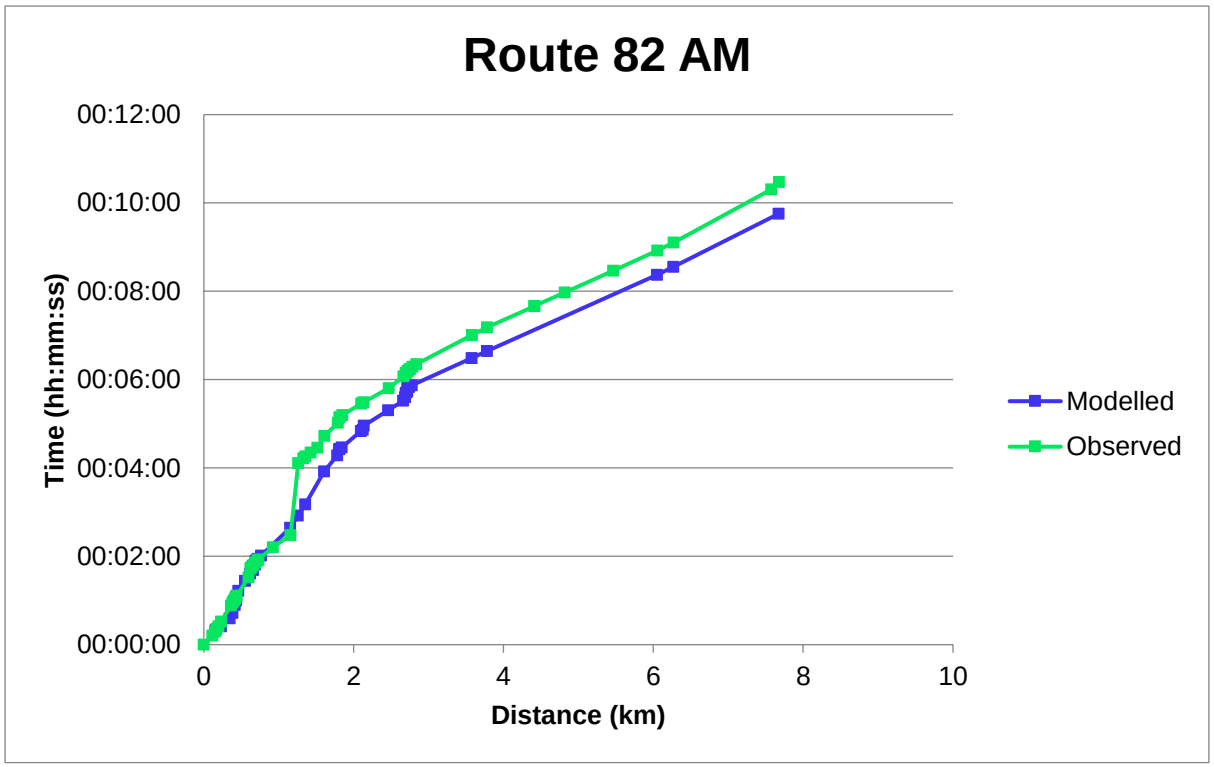

Route 61 AM
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

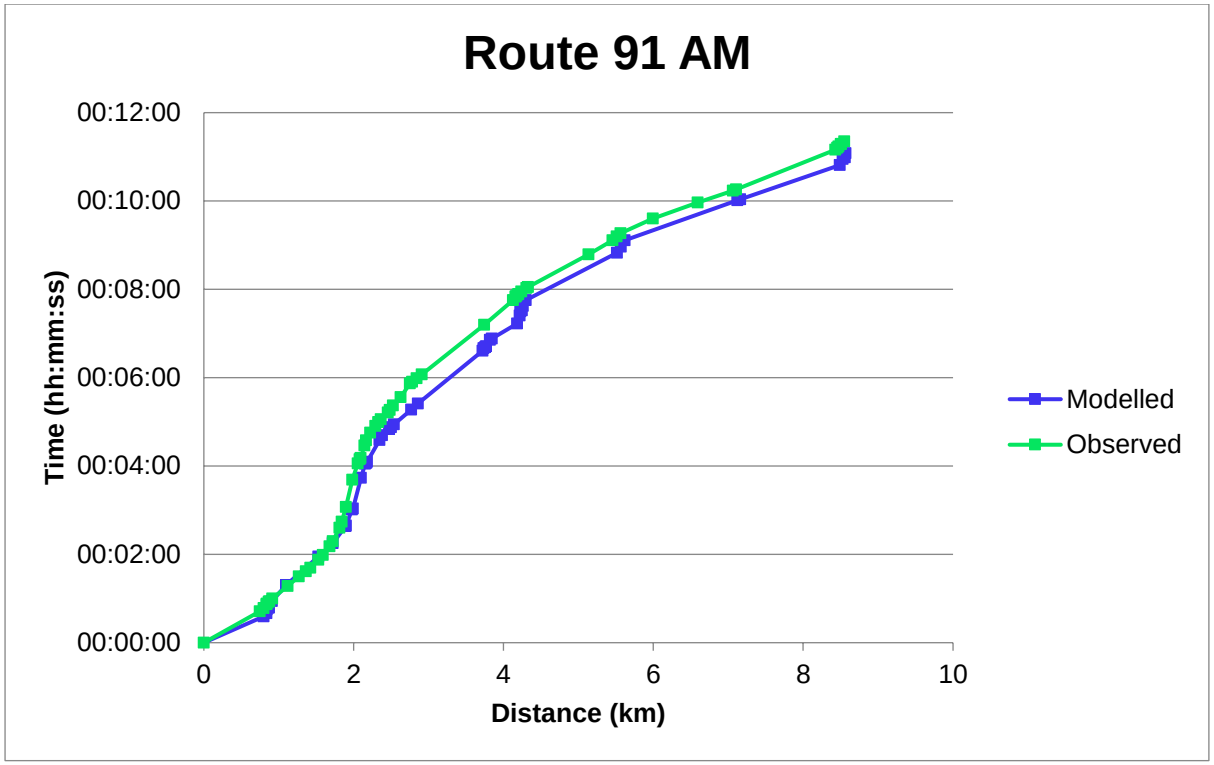

Route 62 AM
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

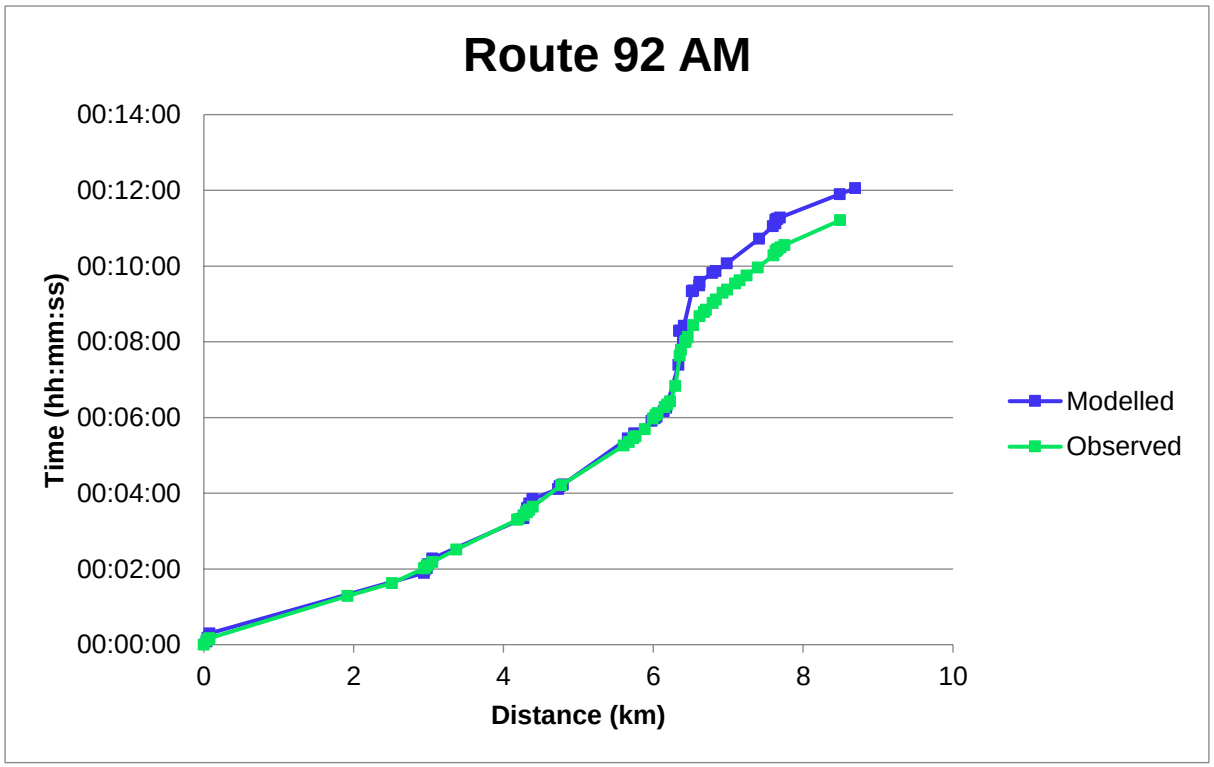

Route 71 AM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

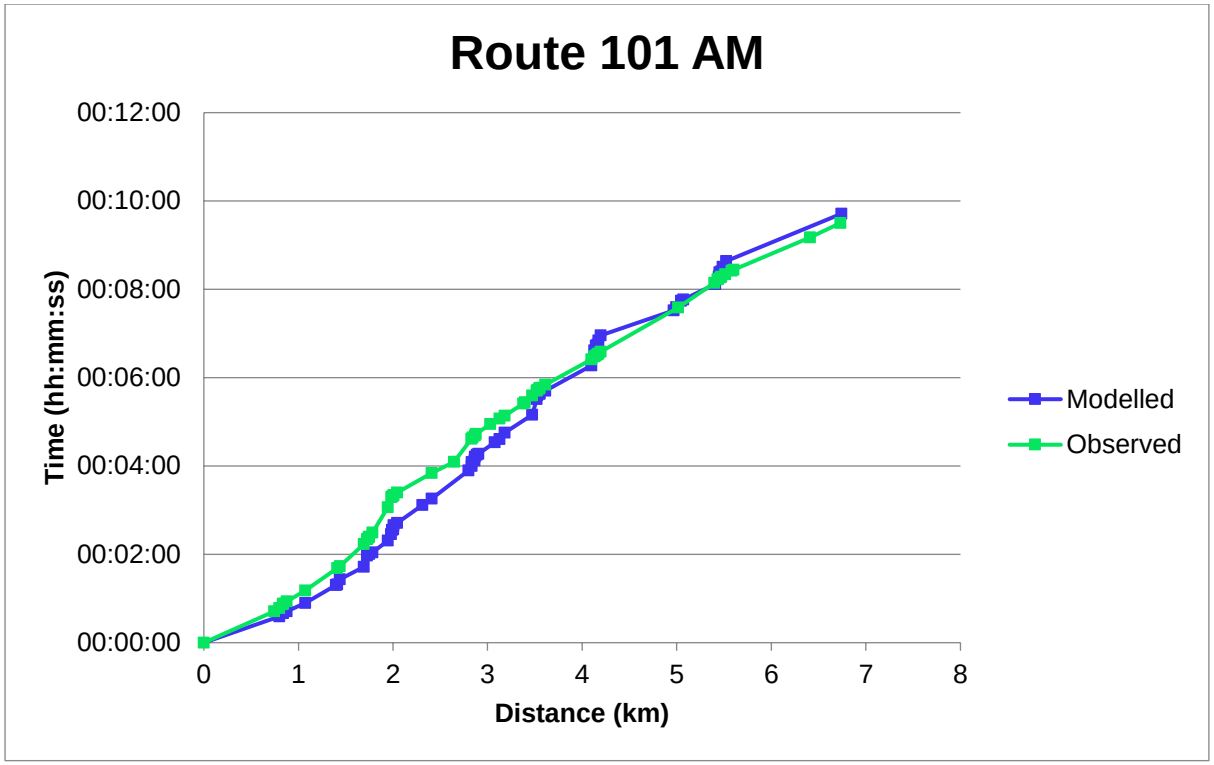

Route 72 AM
Time (hh:mm:ss)
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

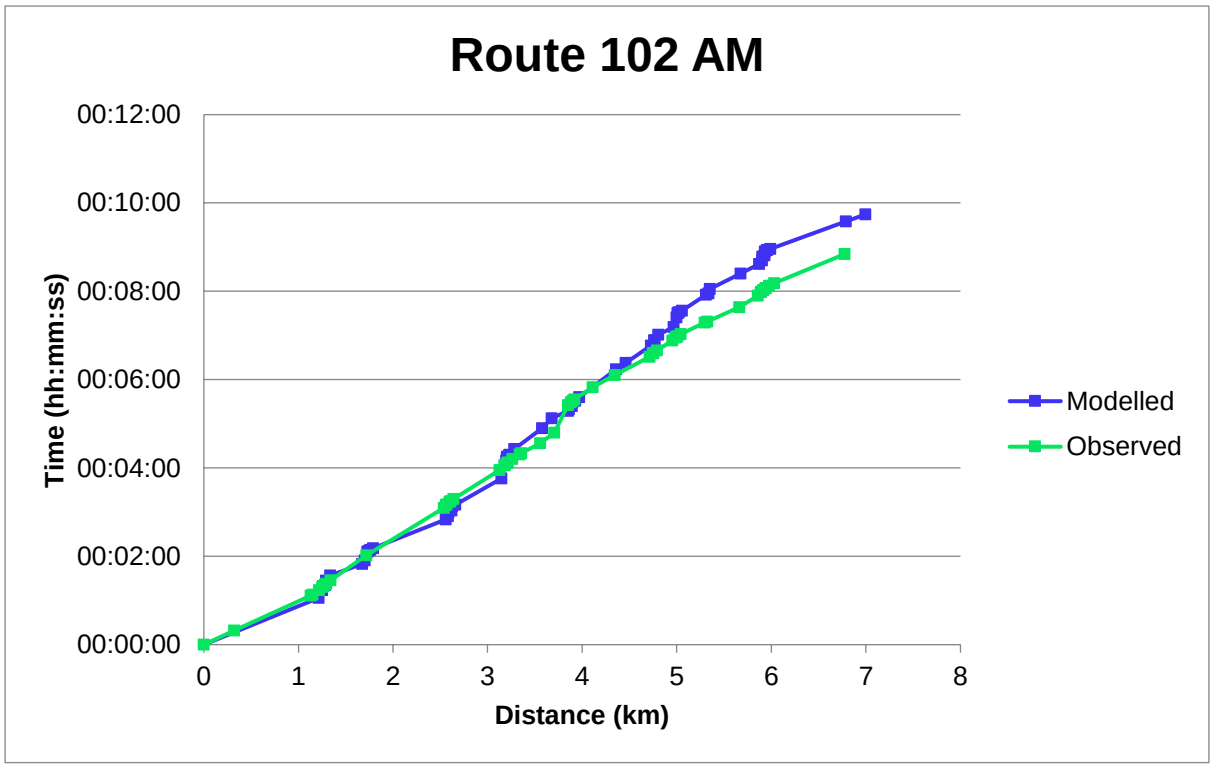

Route 81 AM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed


Route 82 AM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

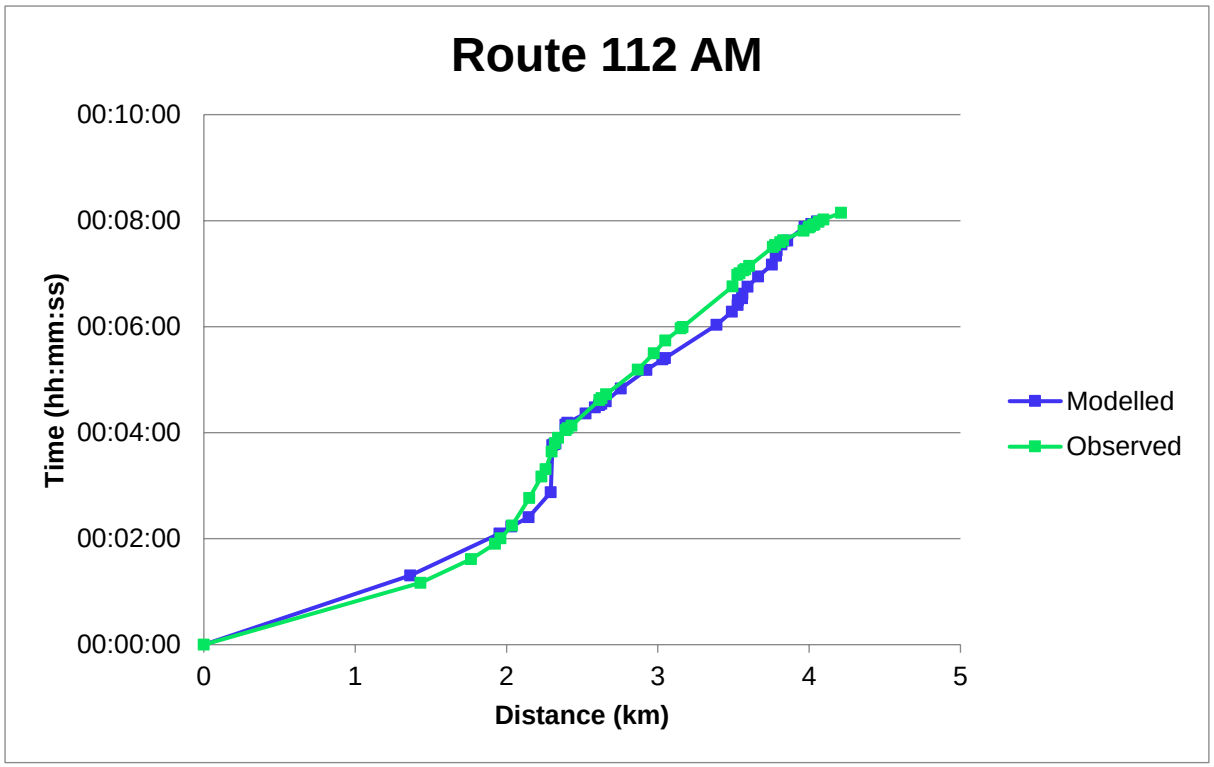

Route 91 AM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed


Route 92 AM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

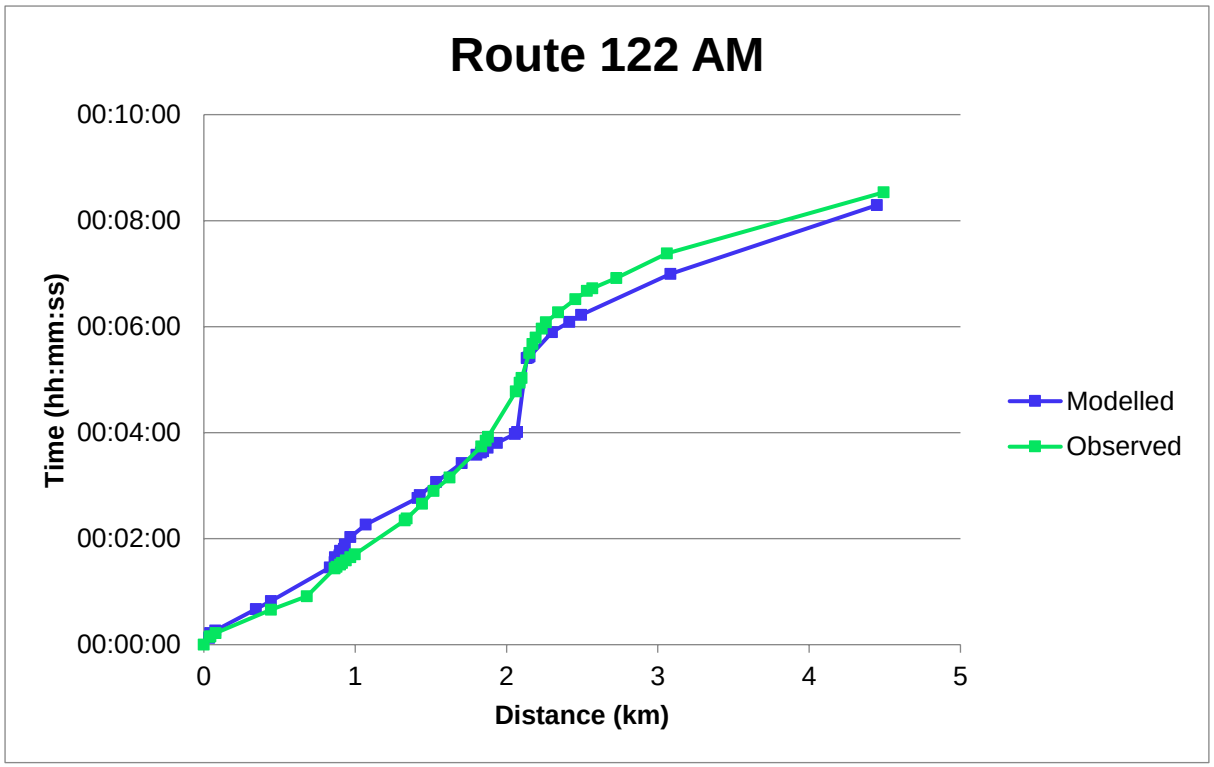

Route 101 AM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed


Route 102 AM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed


Route 111 AM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed


Route 112 AM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed


Route 121 AM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed


Route 122 AM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

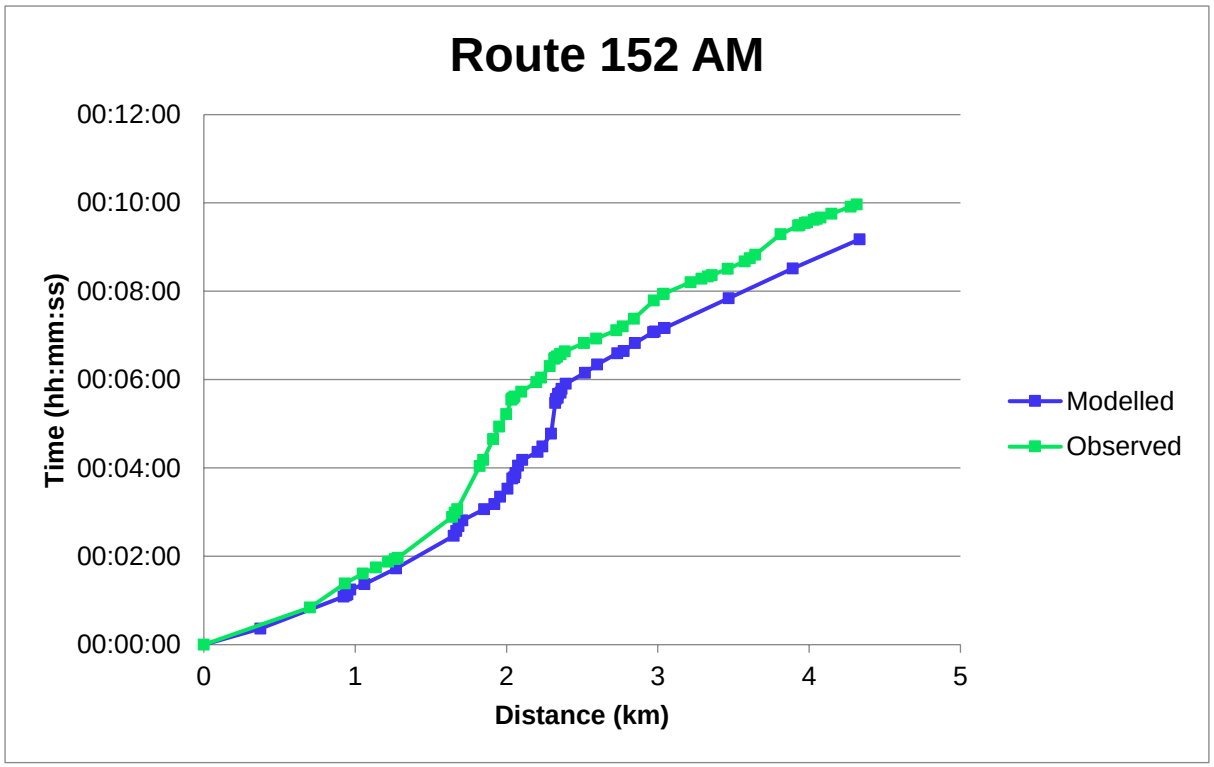

Route 131 AM
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

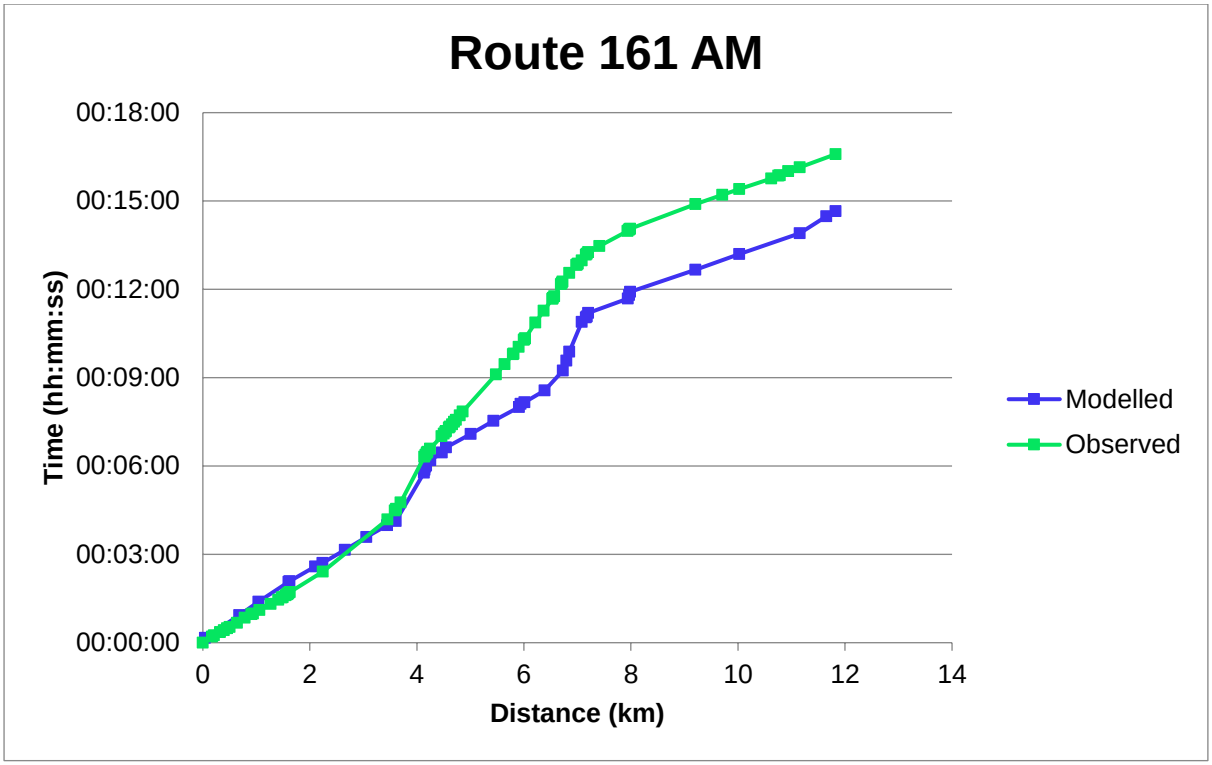

Route 132 AM
Time (hh:mm:ss)
00:32:00
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

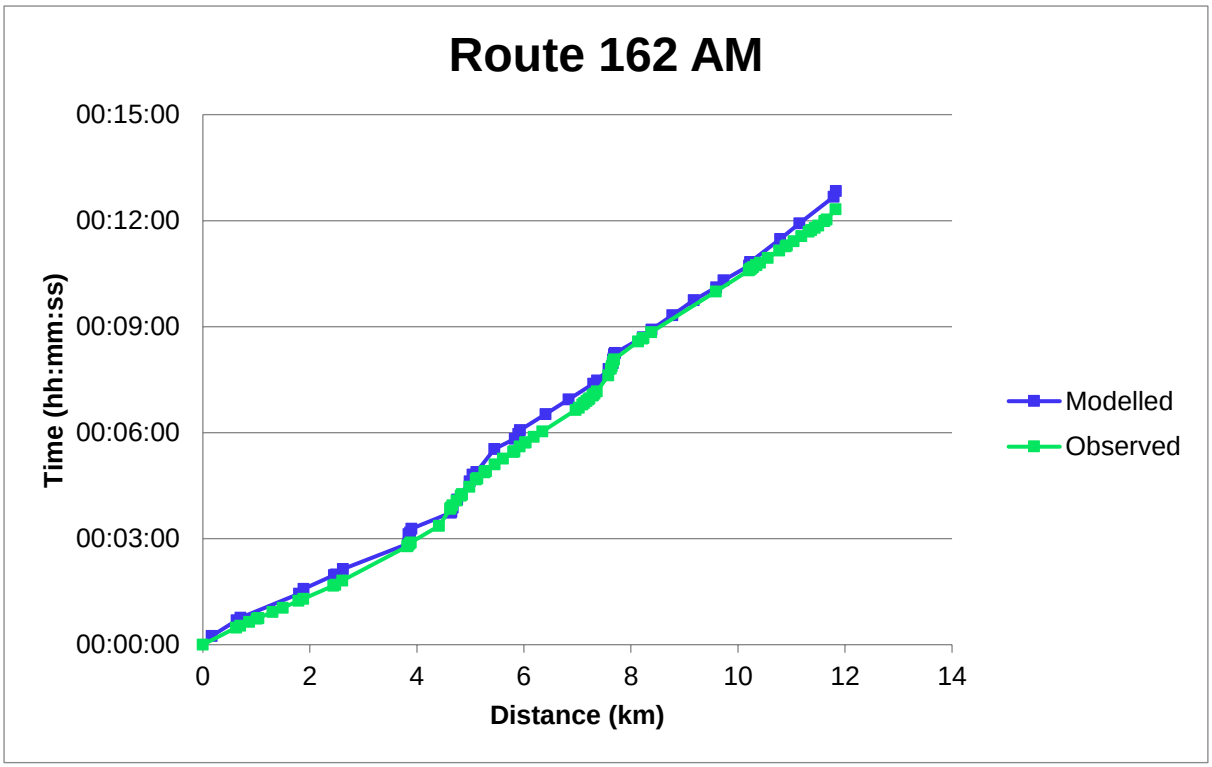

Route 141 AM
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

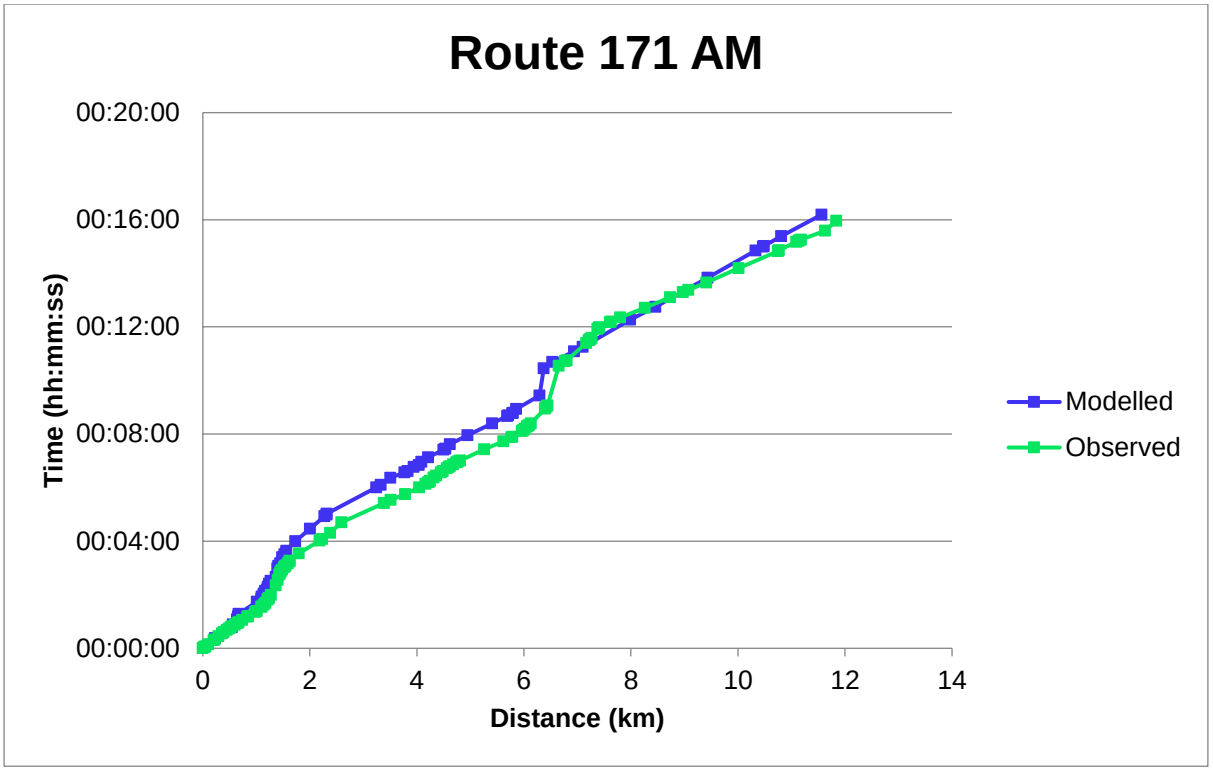

Route 142 AM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

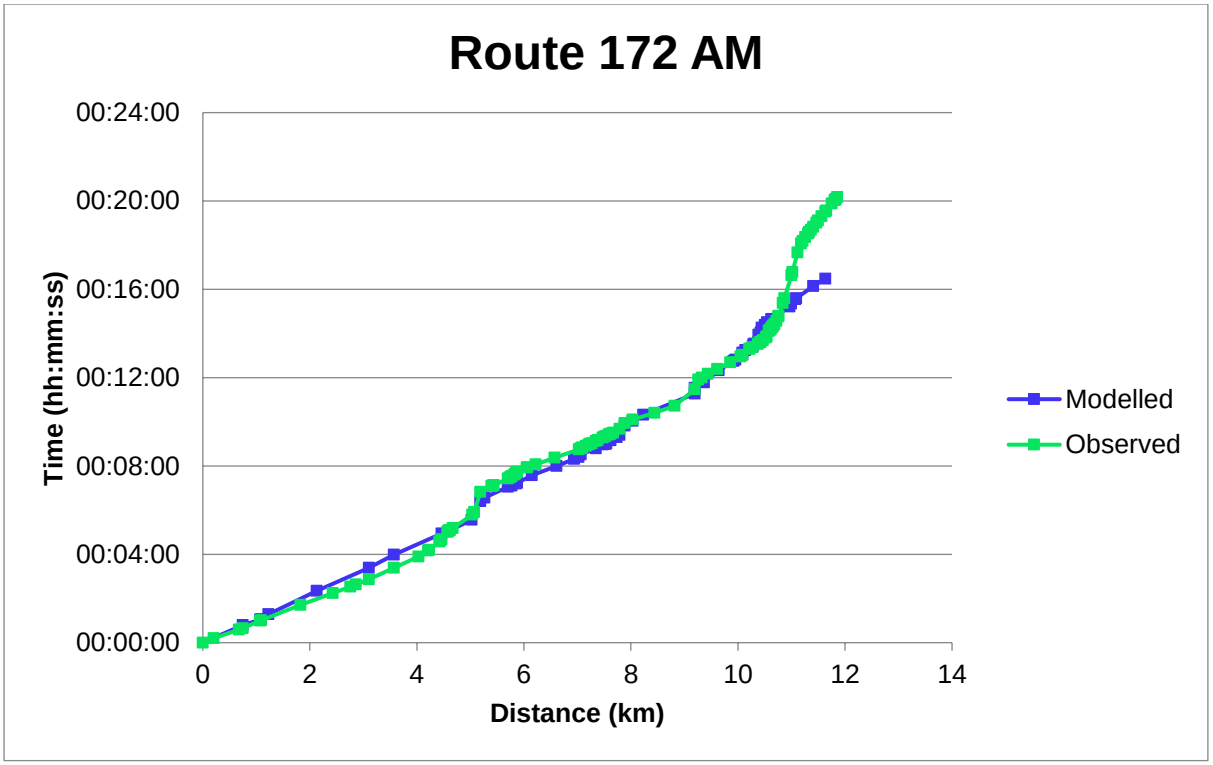

Route 151 AM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

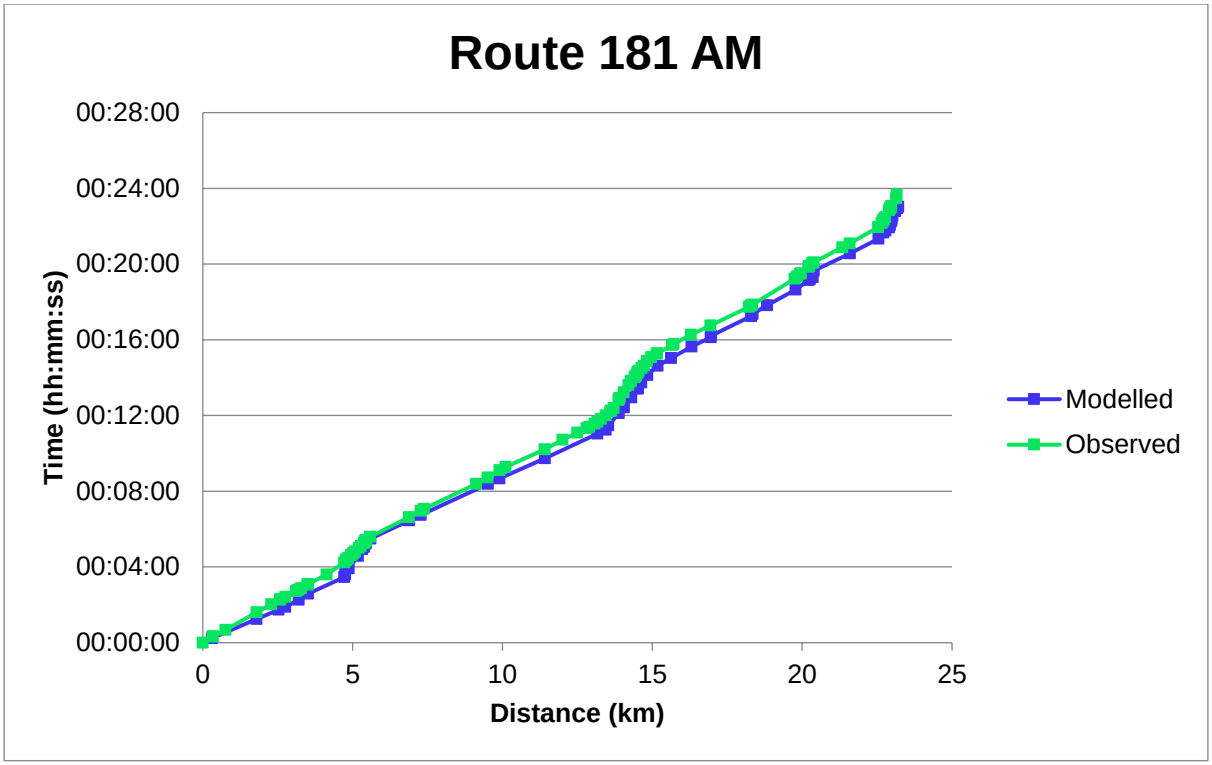

Route 152 AM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

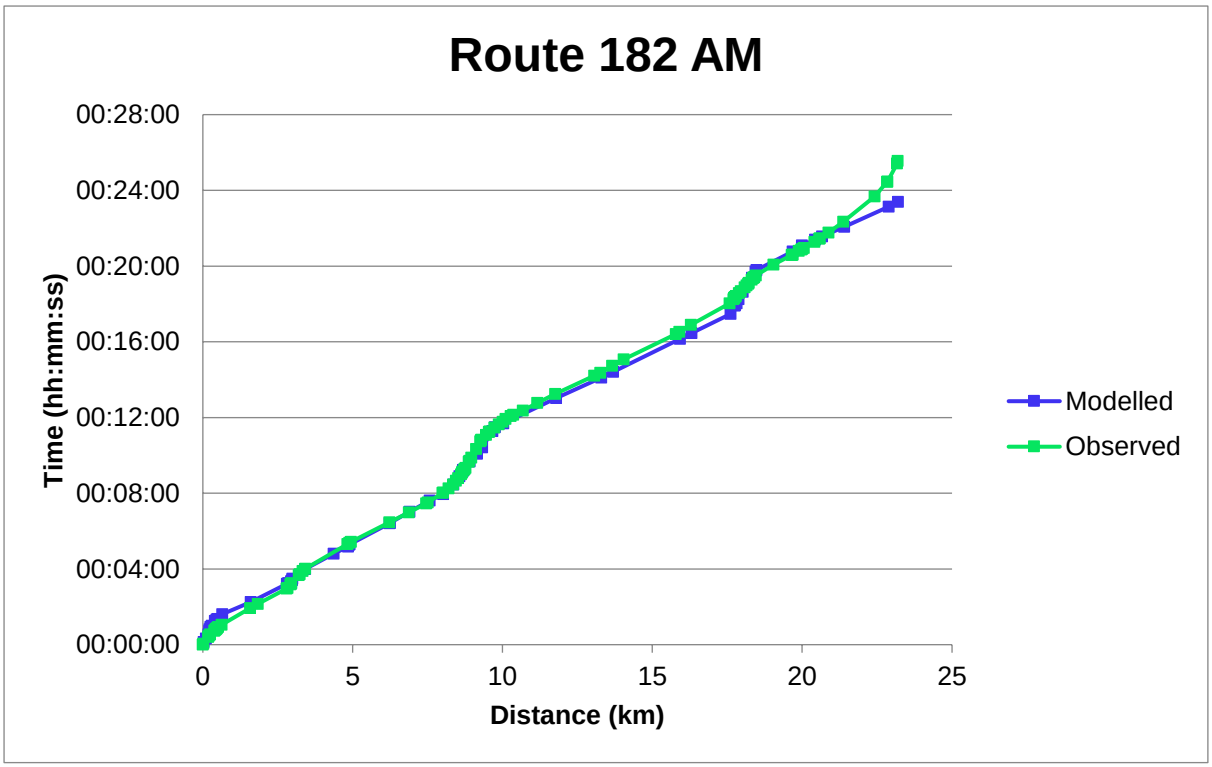

Route 161 AM
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

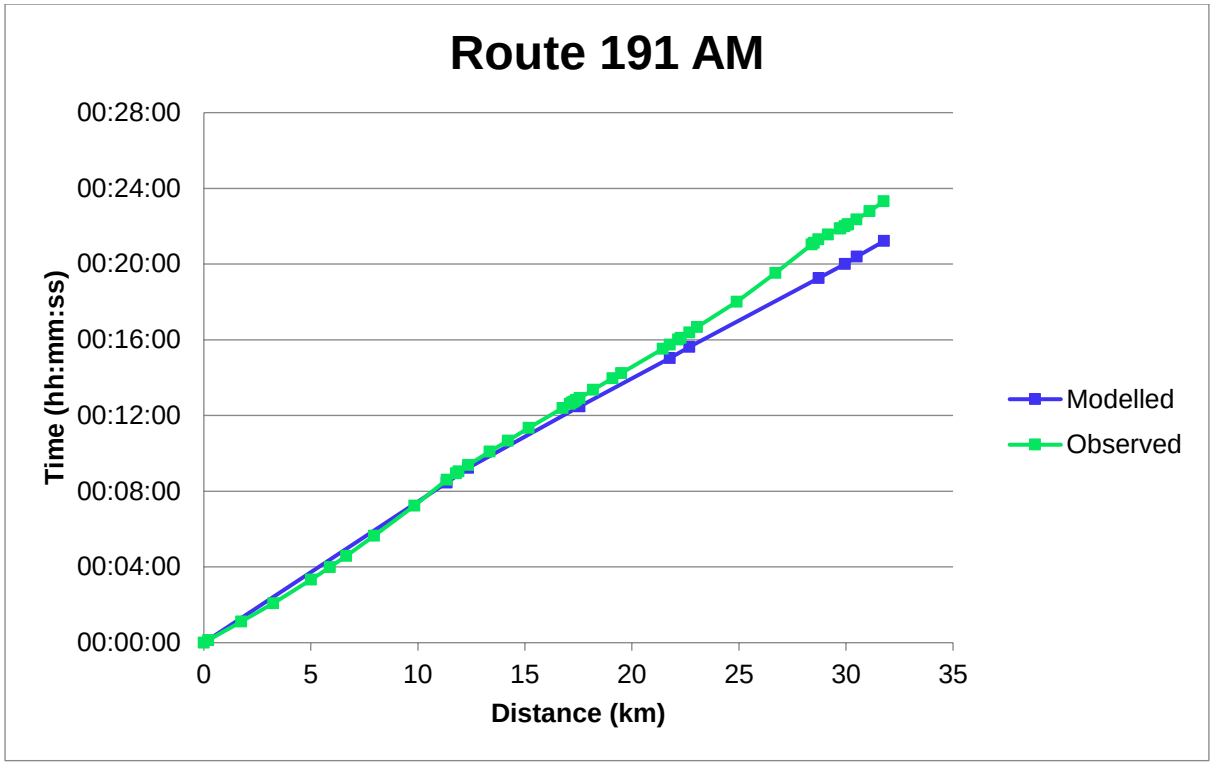

Route 162 AM
Time (hh:mm:ss)
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

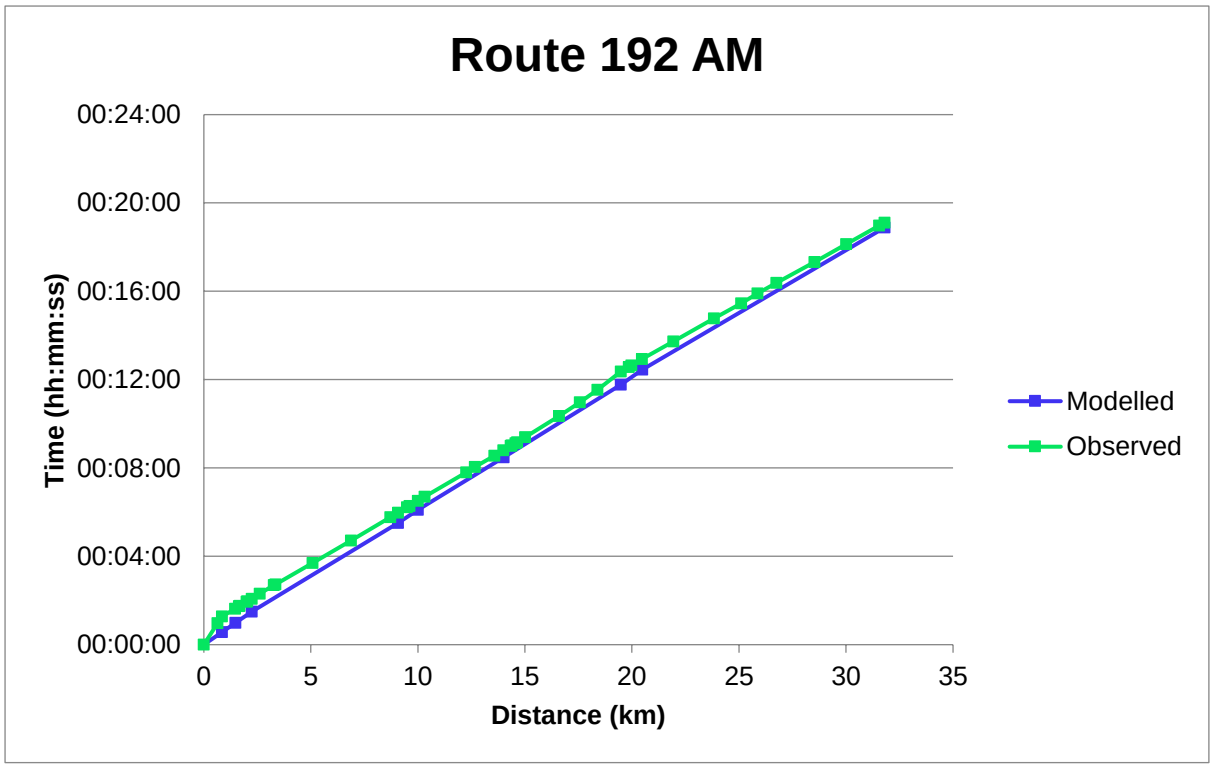

Route 171 AM
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

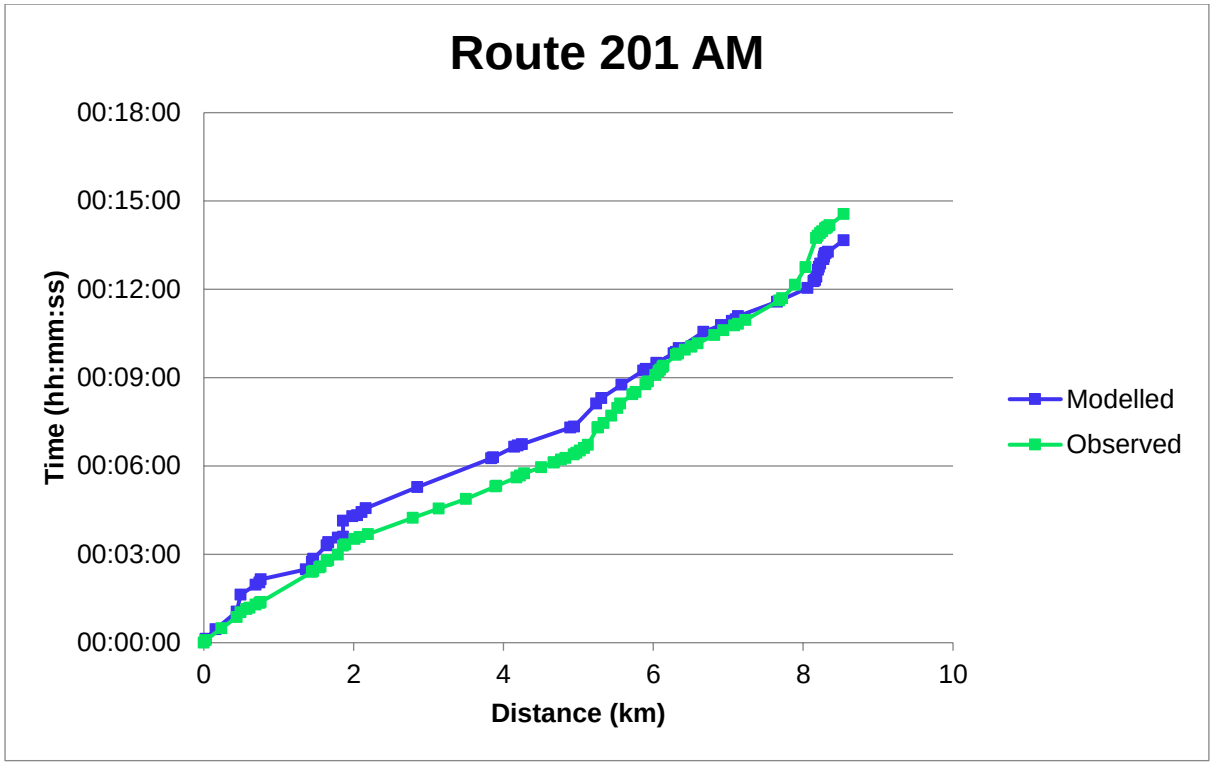

Route 172 AM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

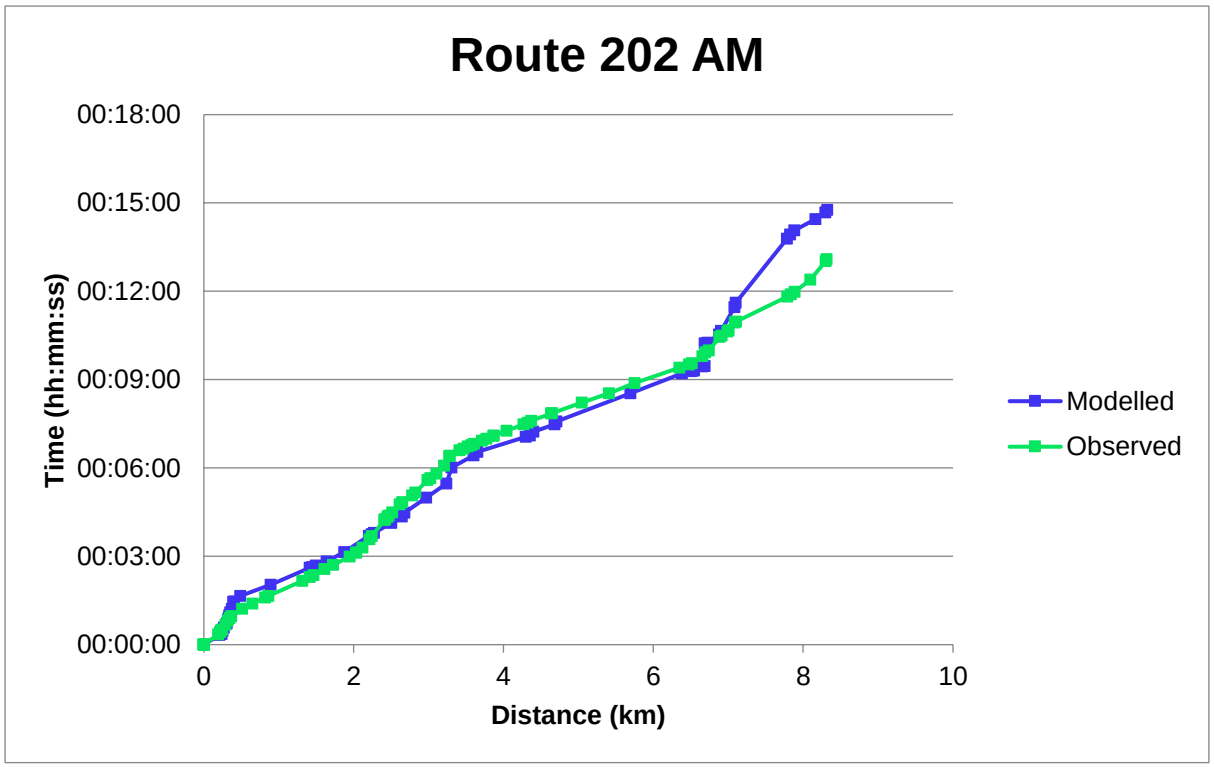

Route 181 AM
Time (hh:mm:ss)
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
5
10
15
20
25
Distance (km)
Modelled
Observed

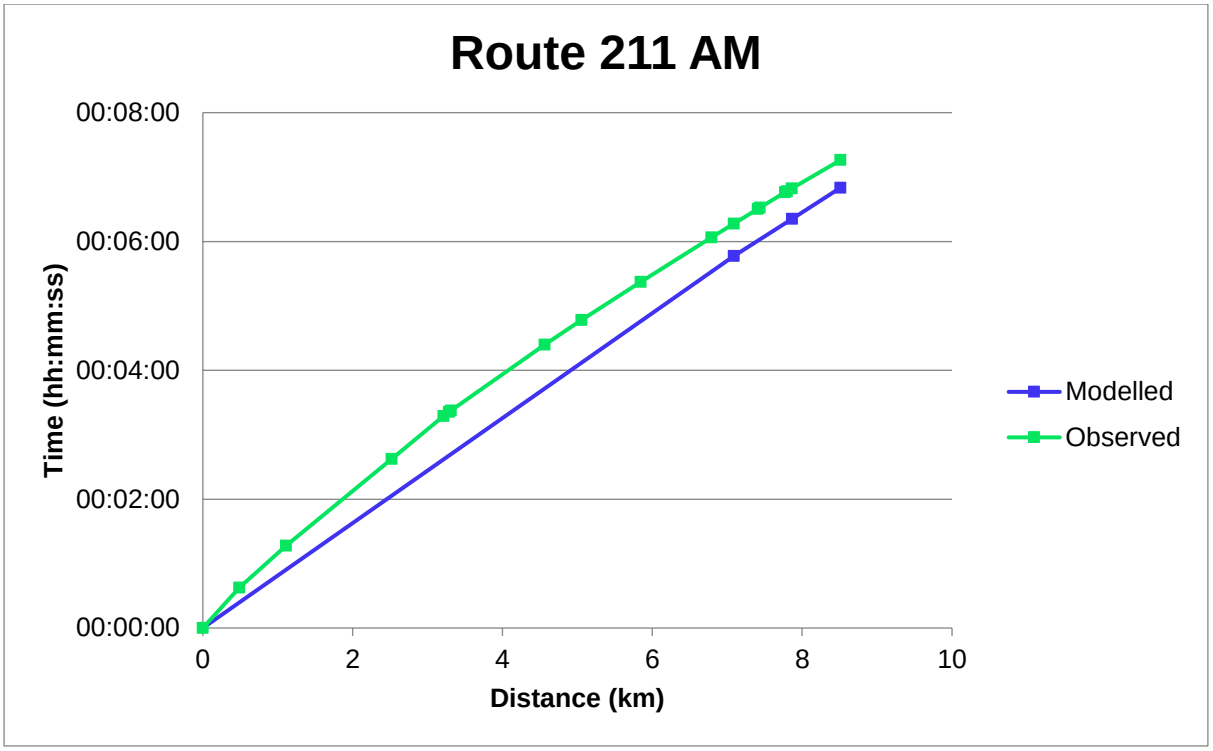

Route 182 AM
Time (hh:mm:ss)
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
5
10
15
20
25
Distance (km)
Modelled
Observed

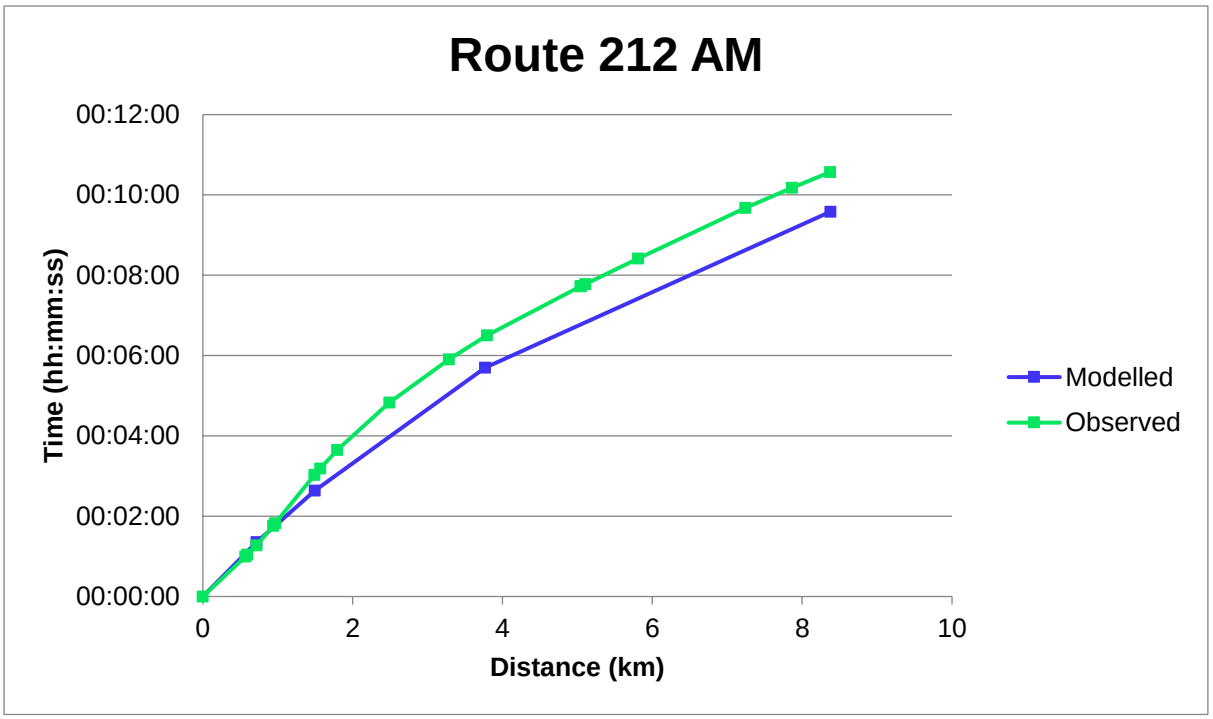

Route 191 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
30
35
Distance (km)
Modelled
Observed

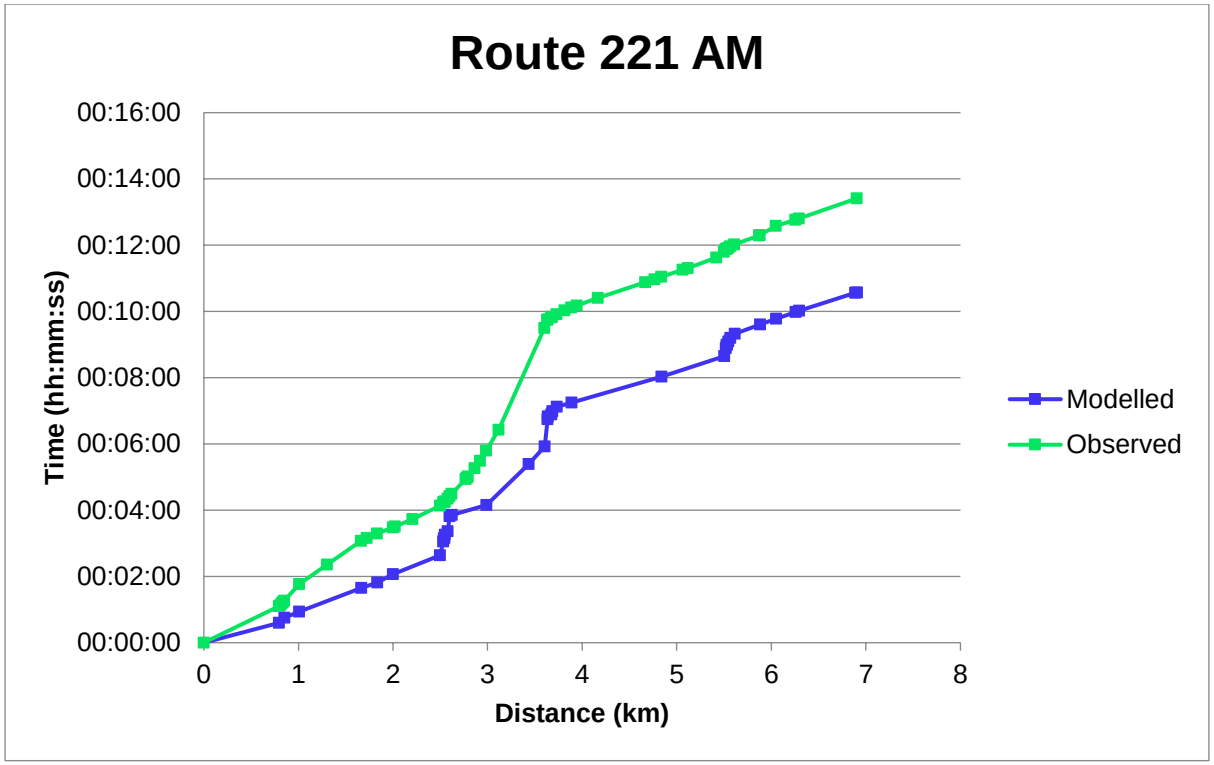

Route 192 AM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
30
35
Distance (km)
Modelled
Observed

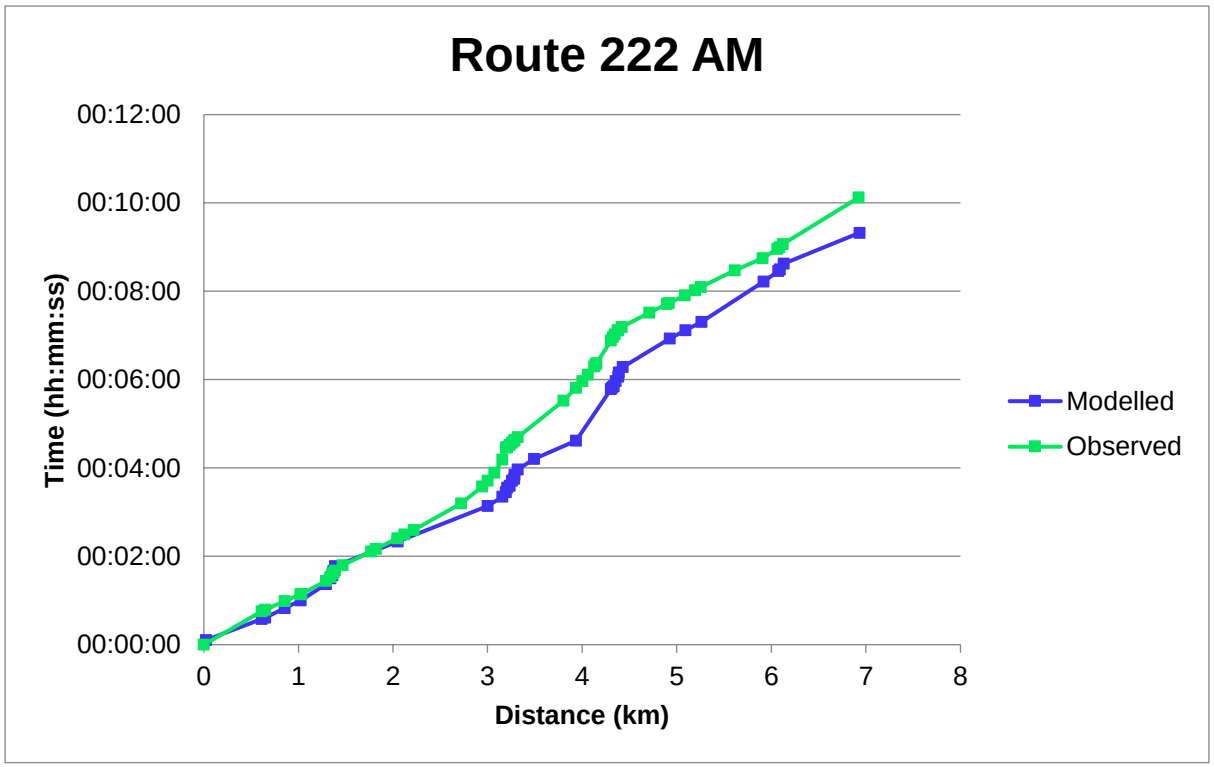

Route 201 AM
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed


Route 202 AM
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

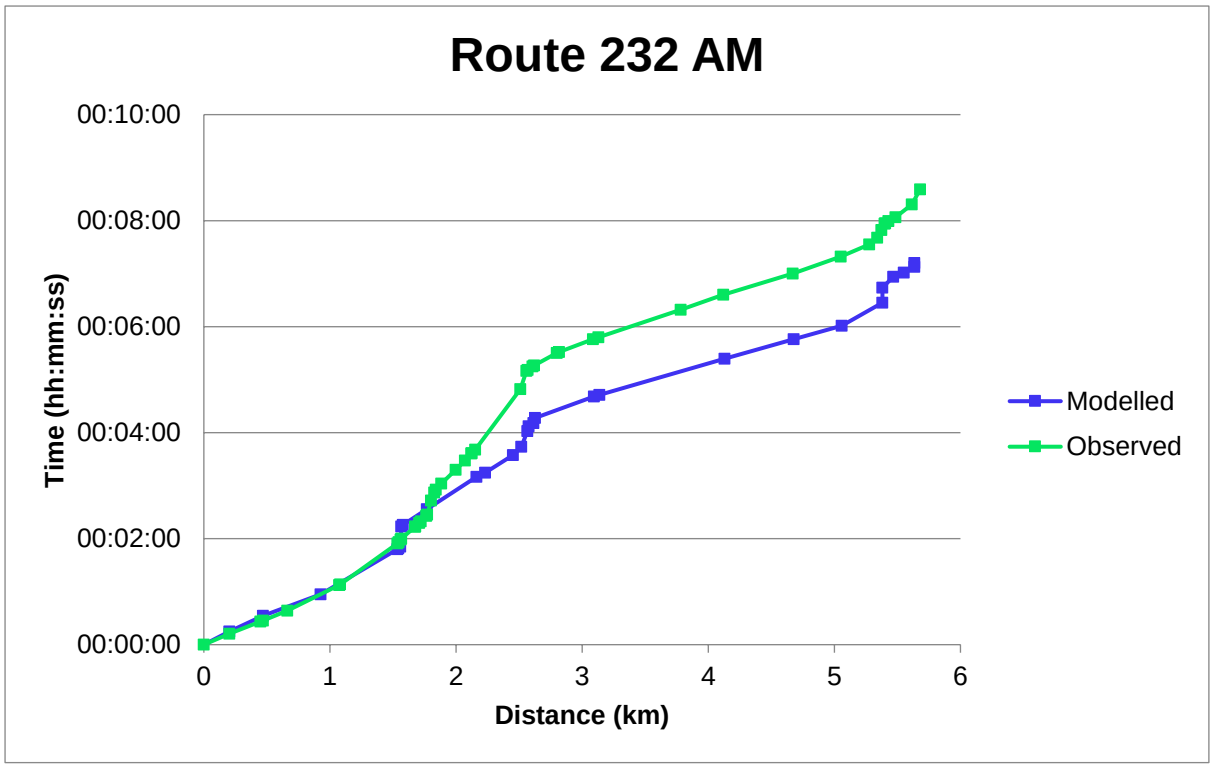

Route 211 AM
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

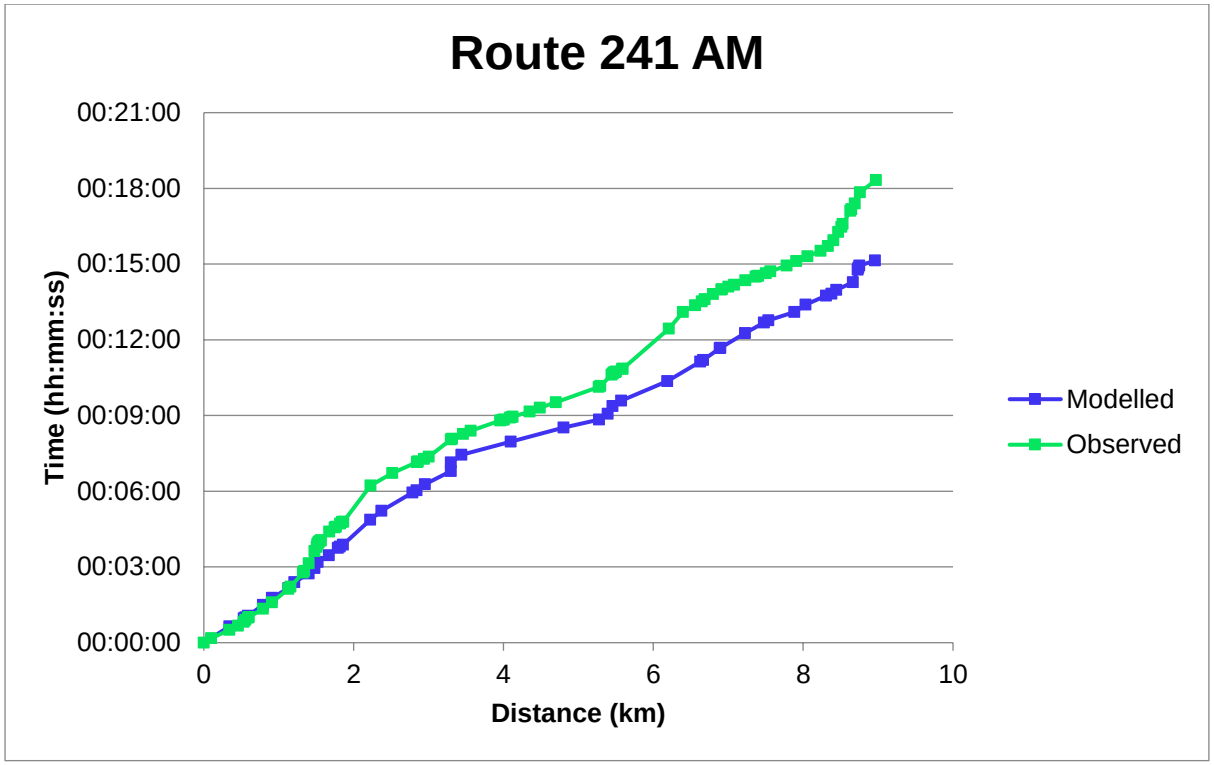

Route 212 AM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

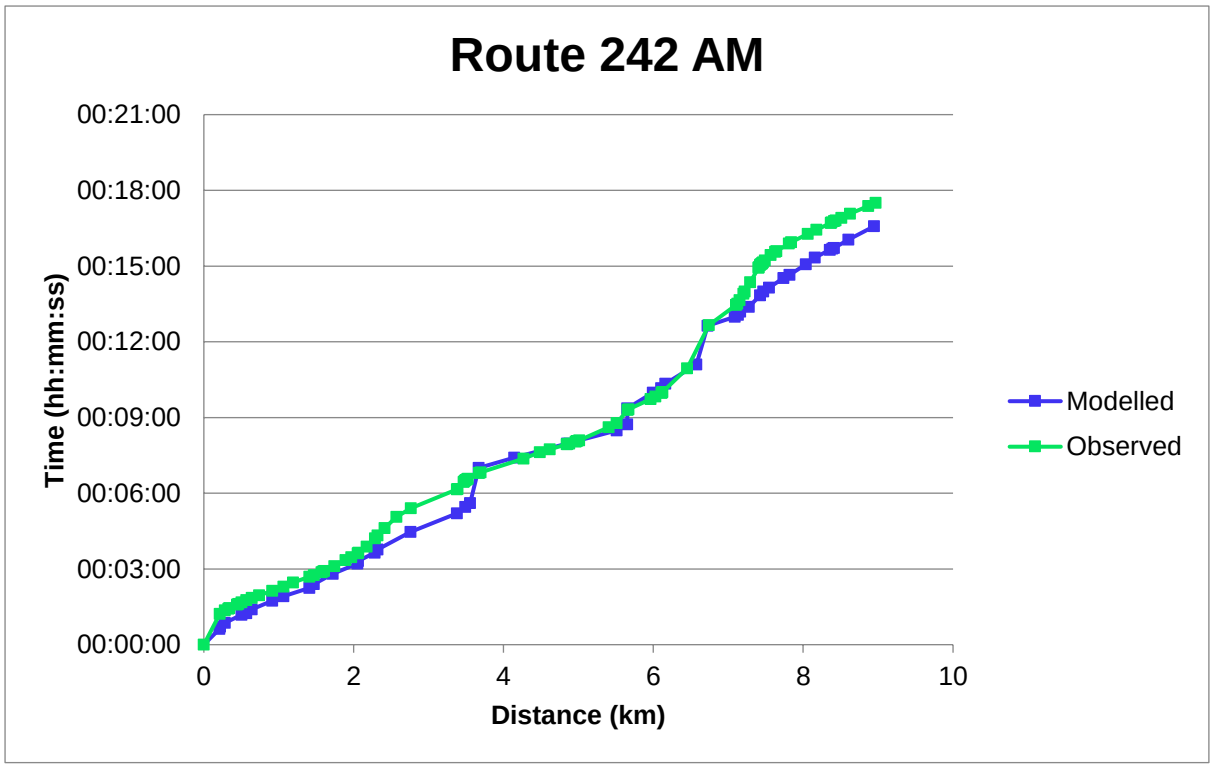

Route 221 AM
Time (hh:mm:ss)
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed


Route 222 AM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

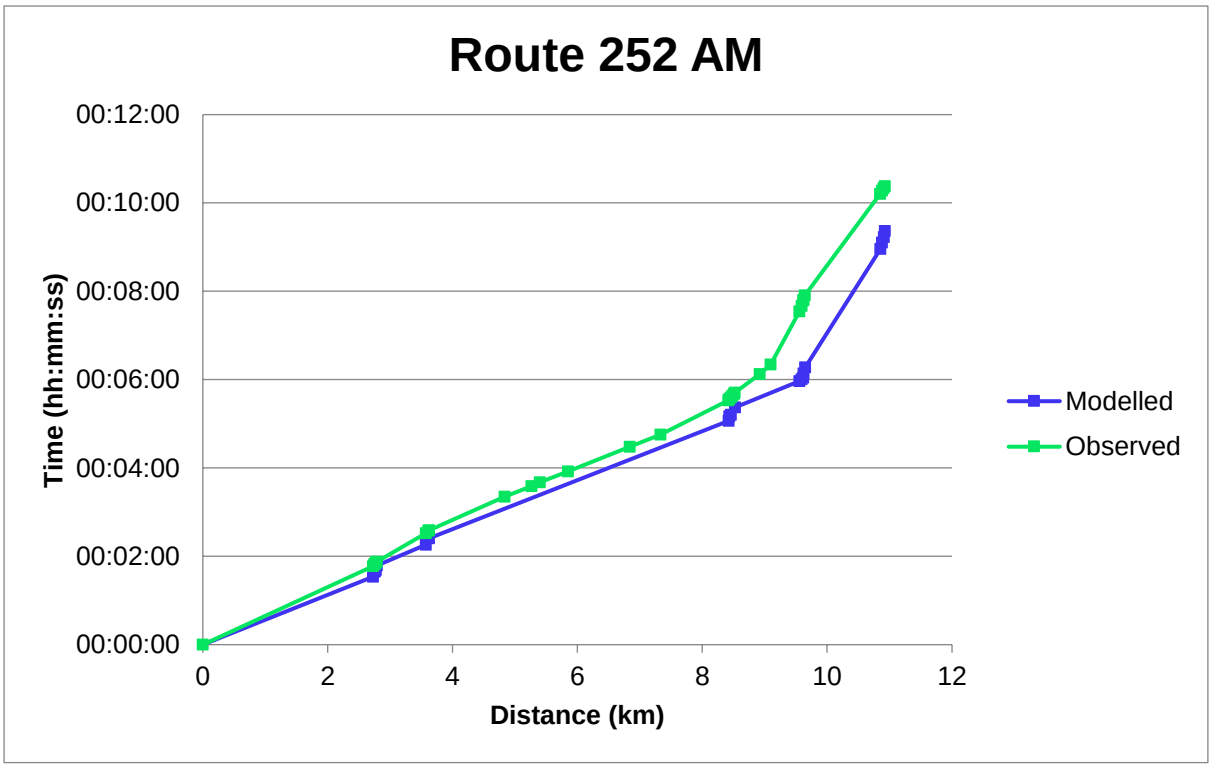

Route 231 AM
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed


Route 232 AM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

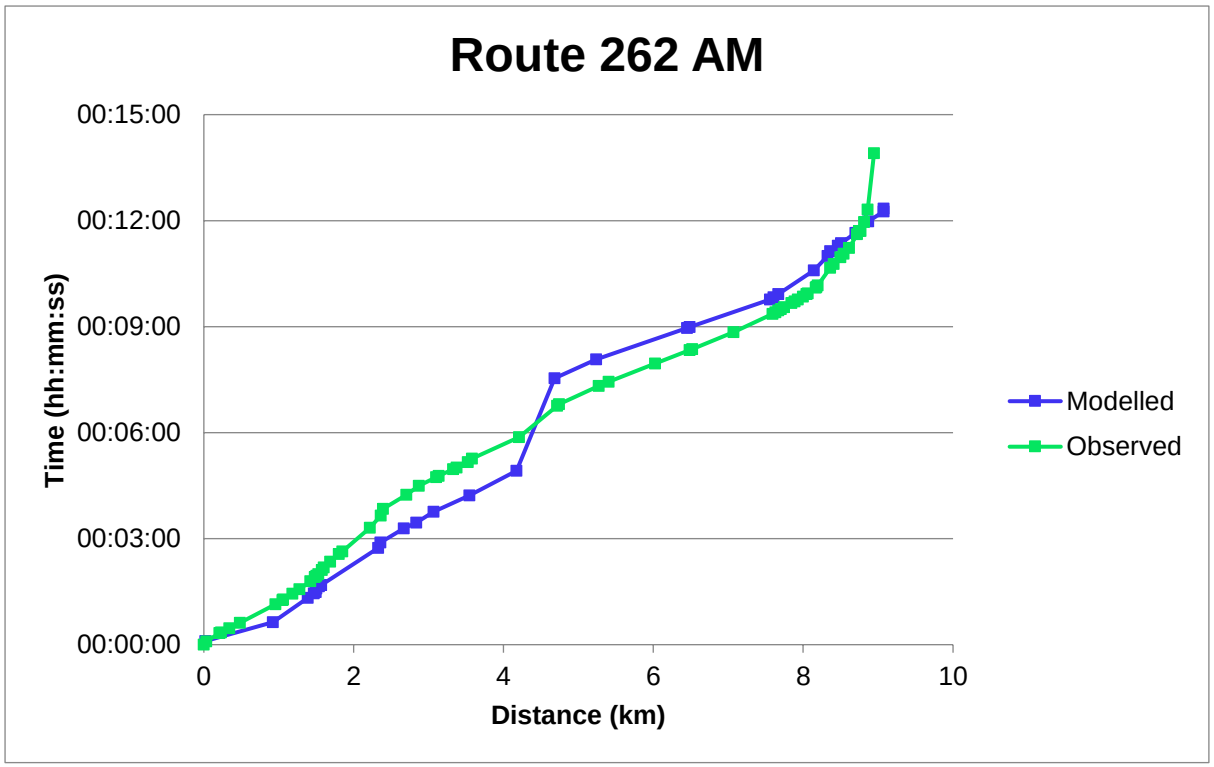

Route 241 AM
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

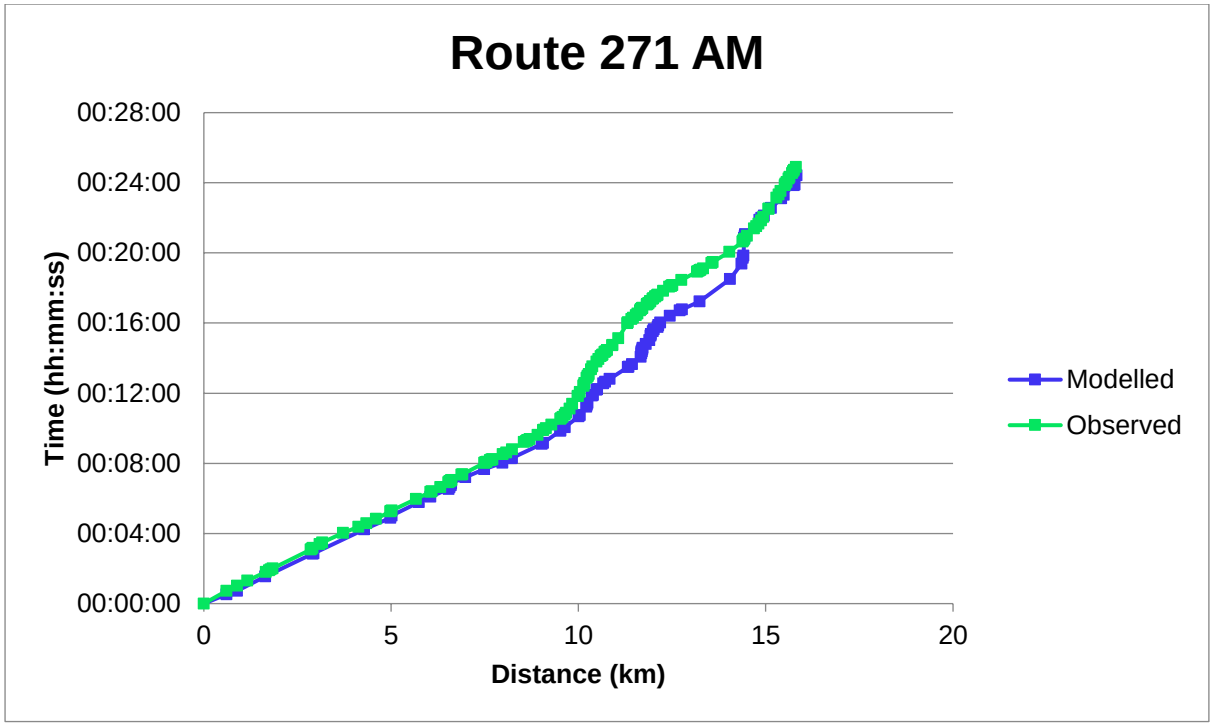

Route 242 AM
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed


Route 251 AM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

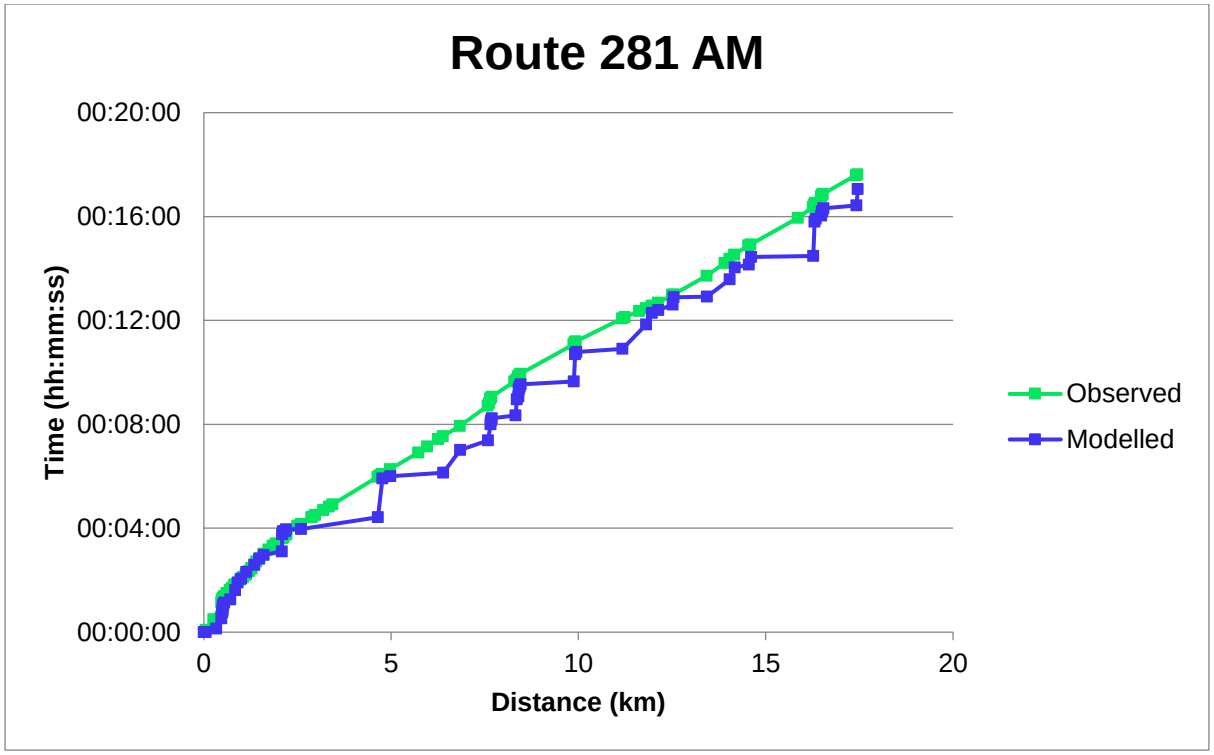

Route 252 AM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed


Route 261 AM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

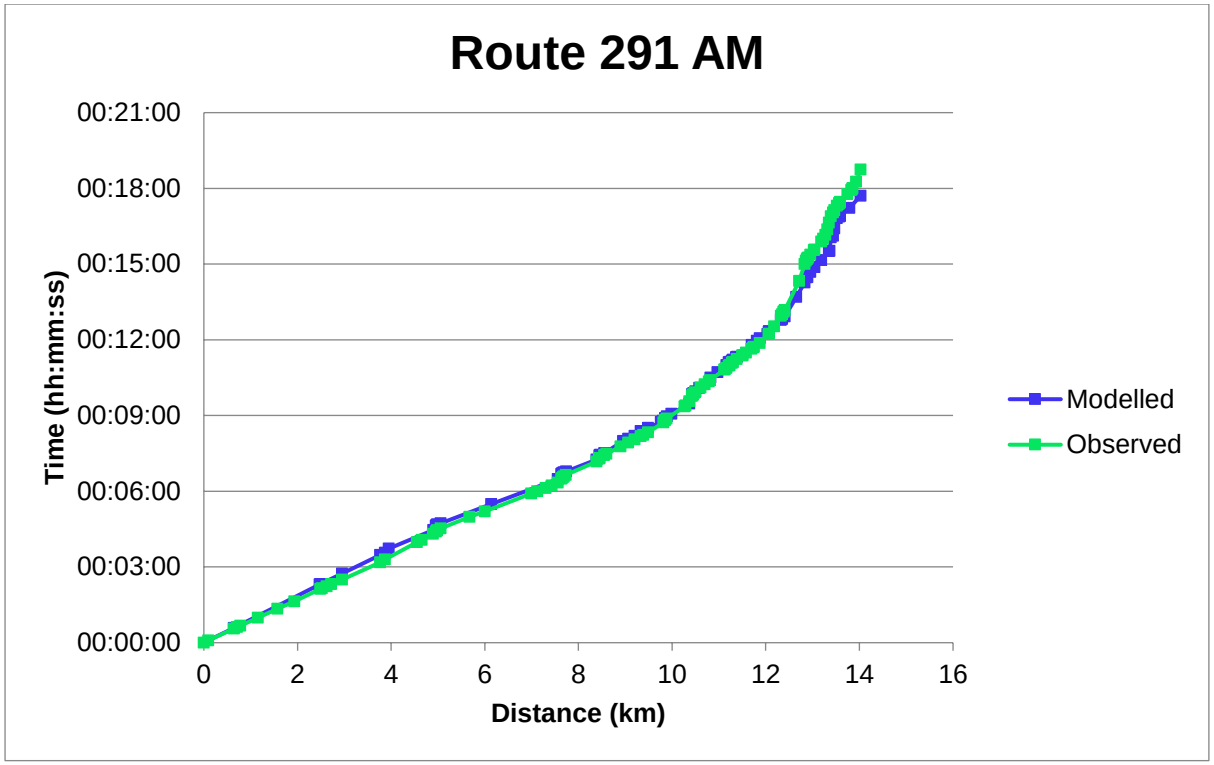

Route 262 AM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

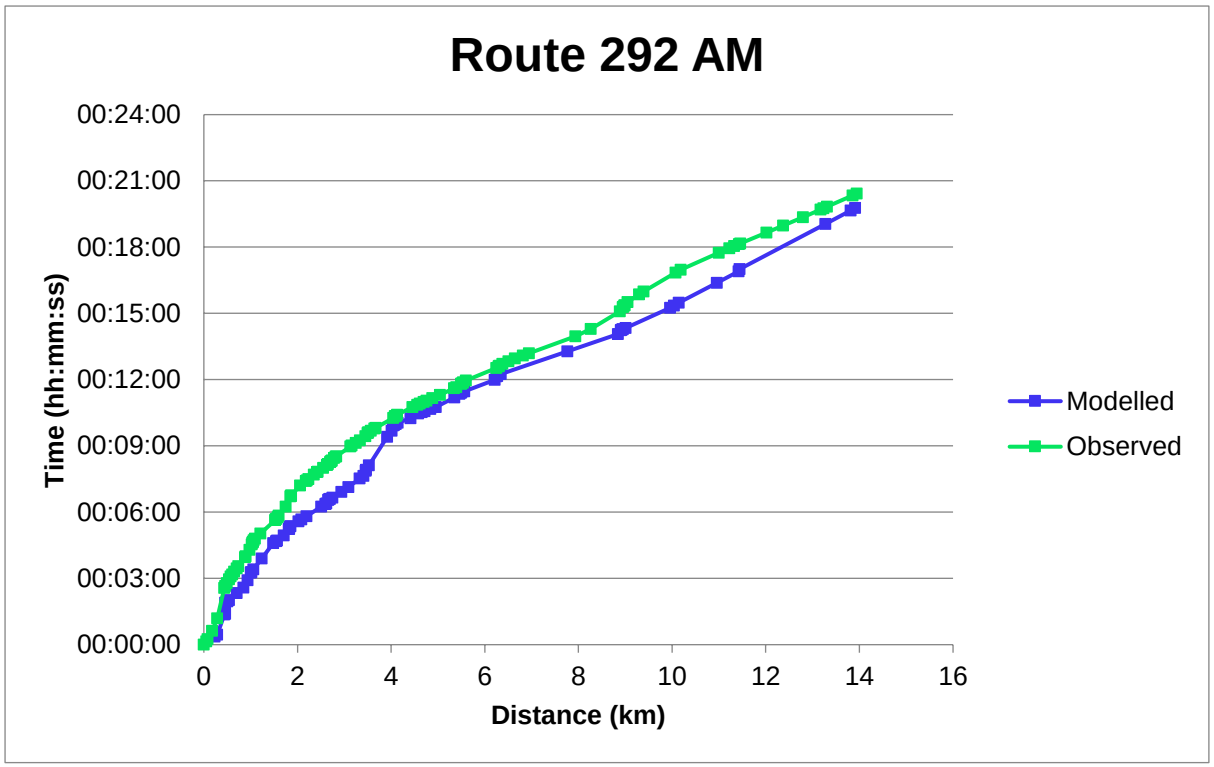

Route 271 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

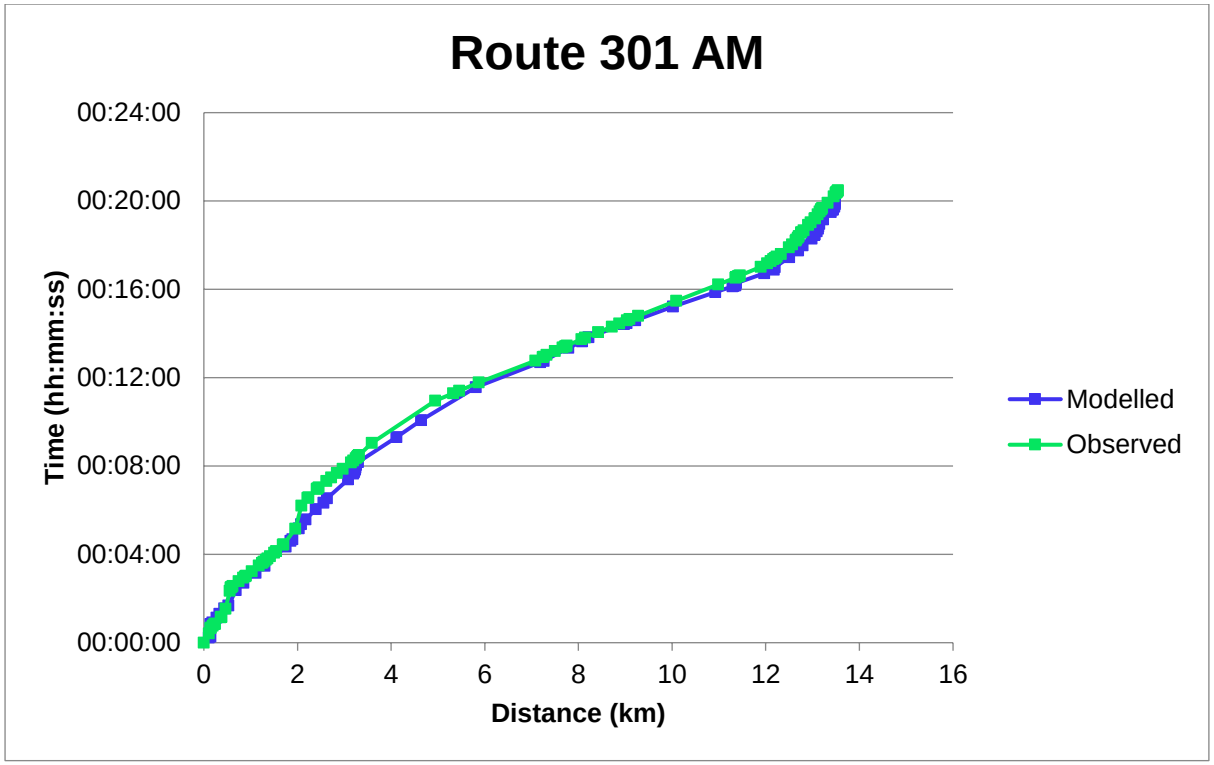

Route 272 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

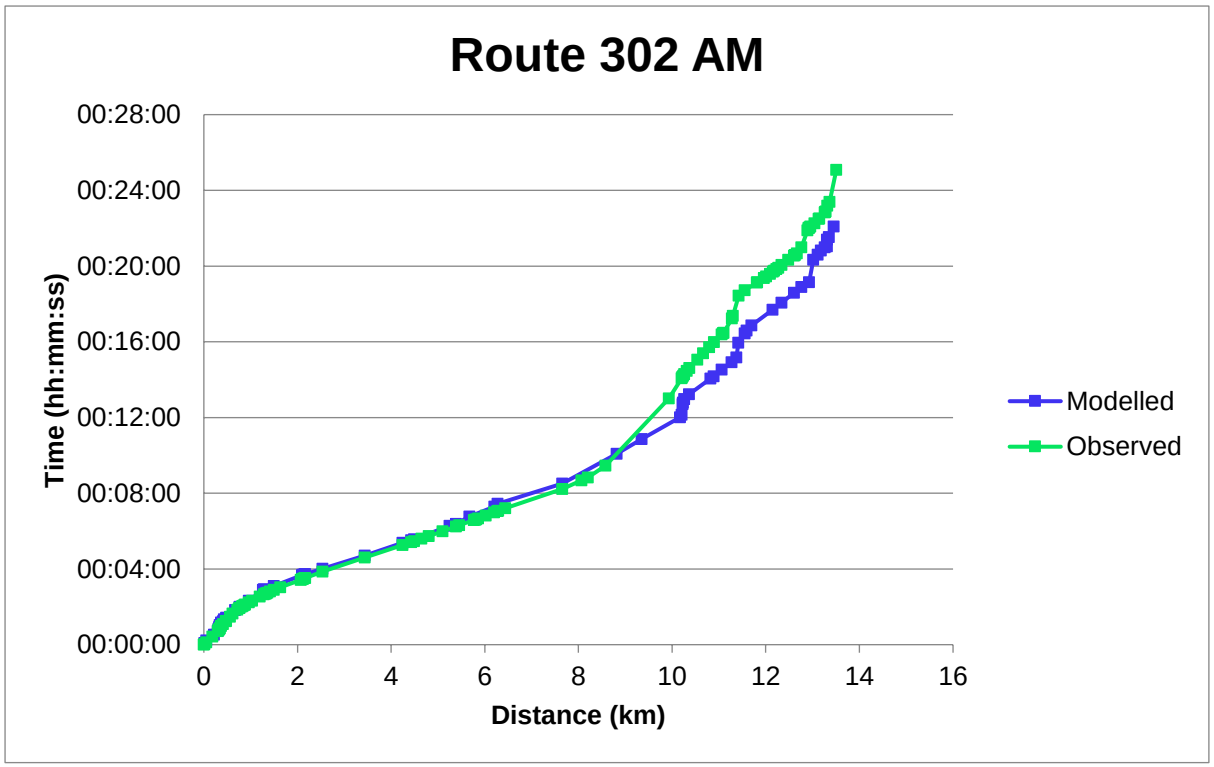

Route 281 AM
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Observed
Modelled

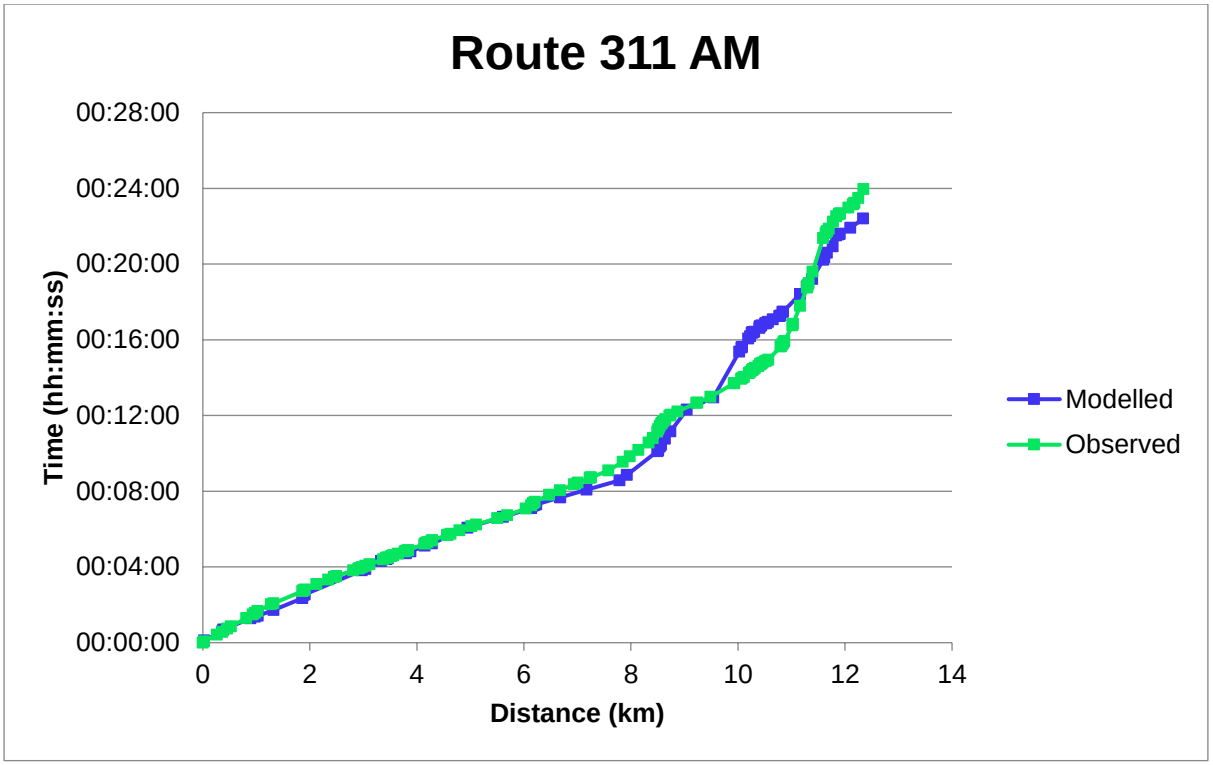

Route 282 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed


Route 291 AM
Time (hh:mm:ss)
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

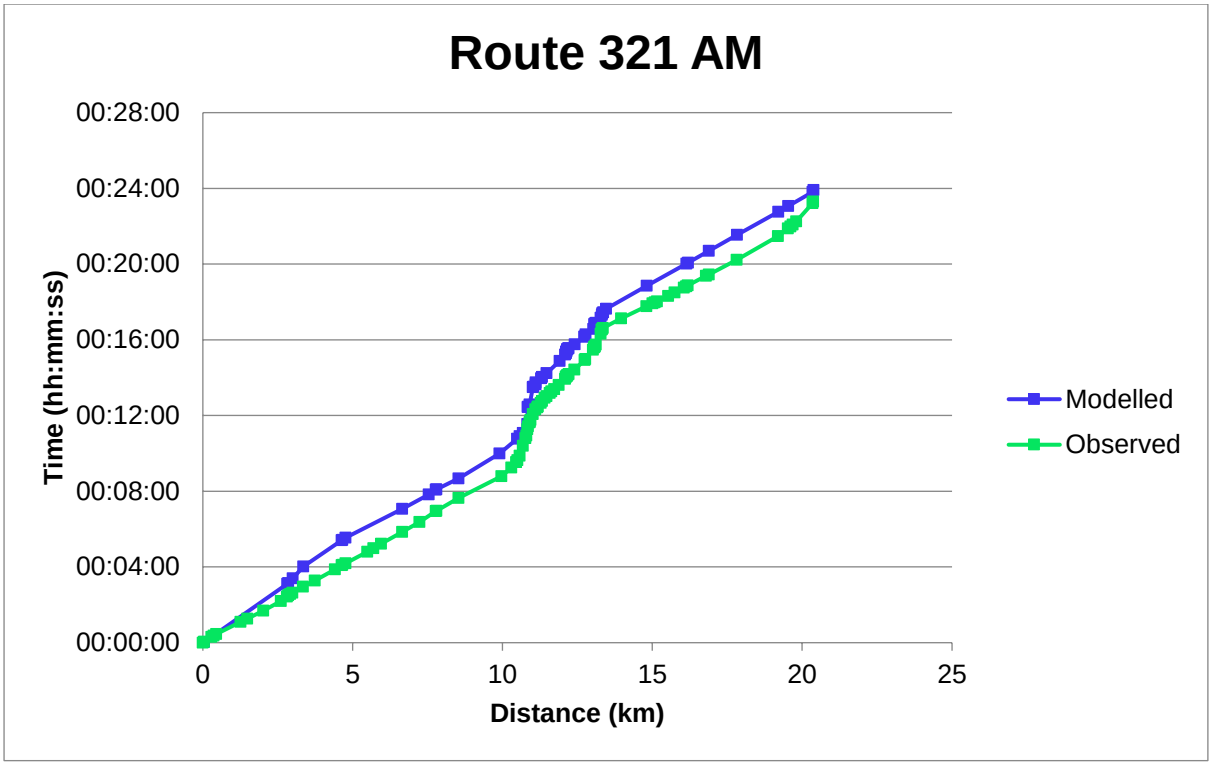

Route 292 AM
Time (hh:mm:ss)
00:24:00
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

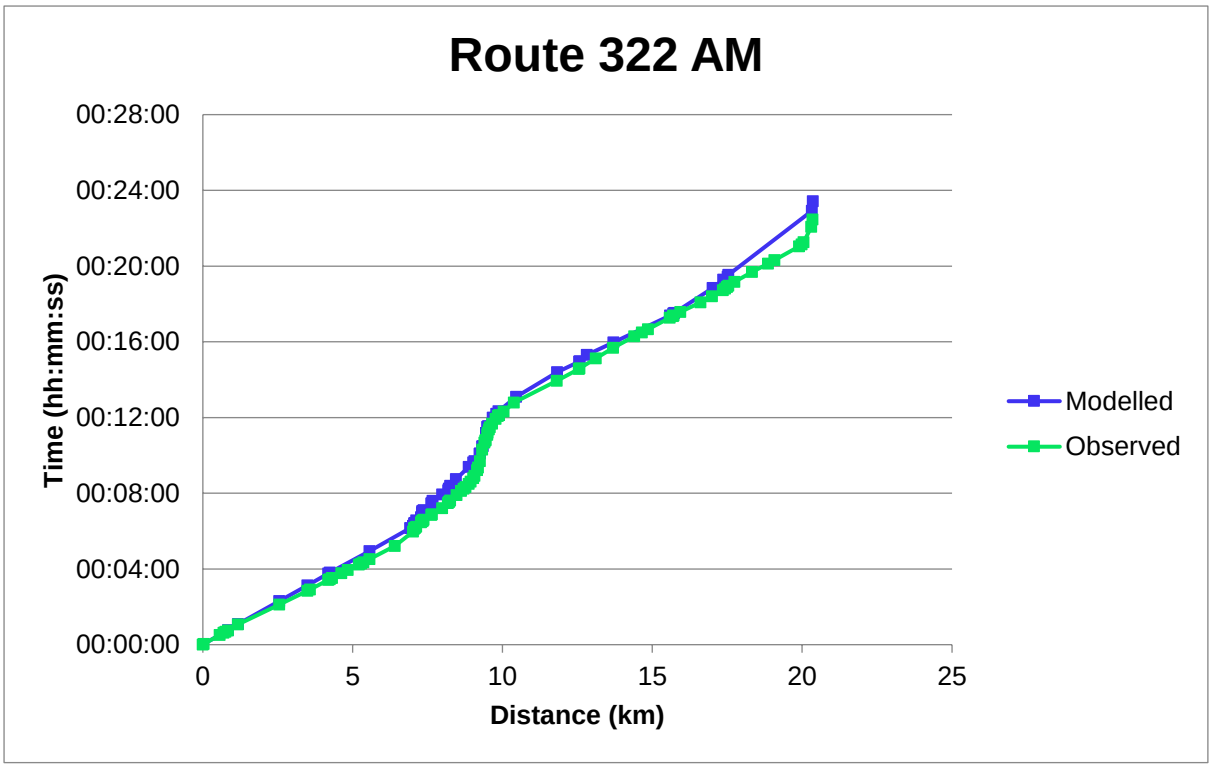

Route 301 AM
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed


Route 302 AM
Time (hh:mm:ss)
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

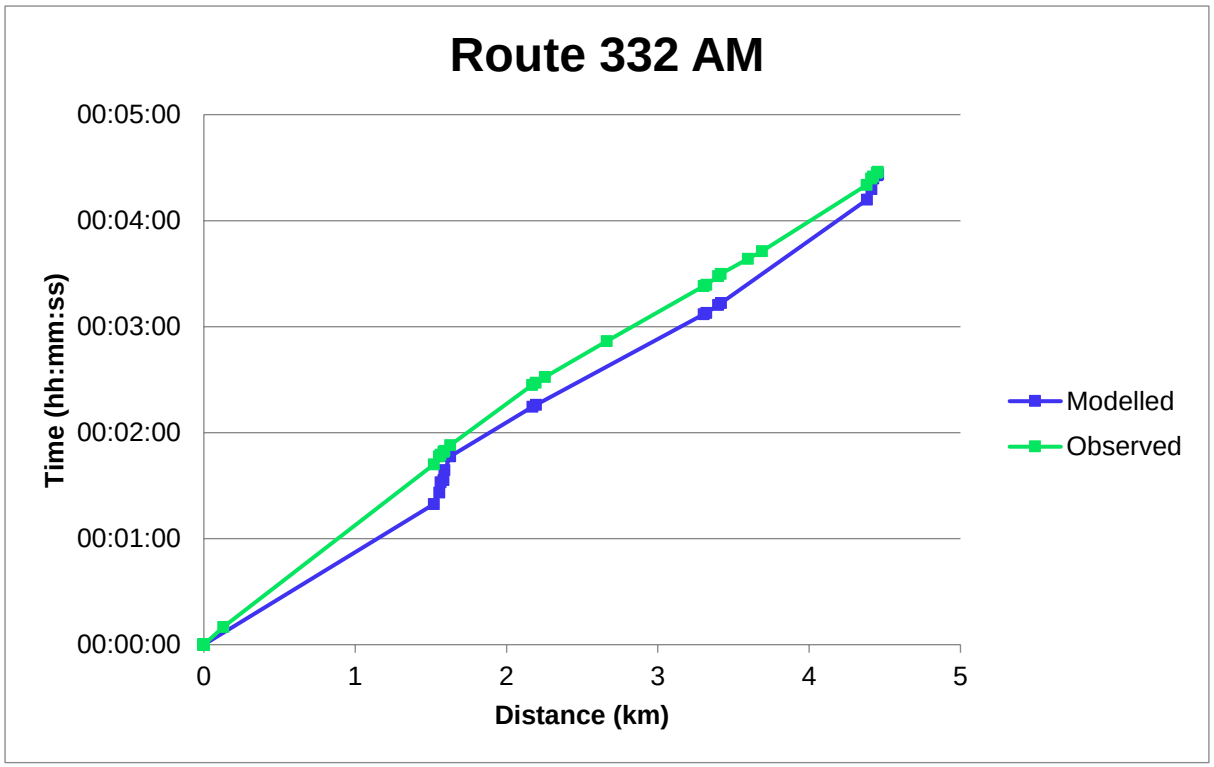

Route 311 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed


Route 312 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

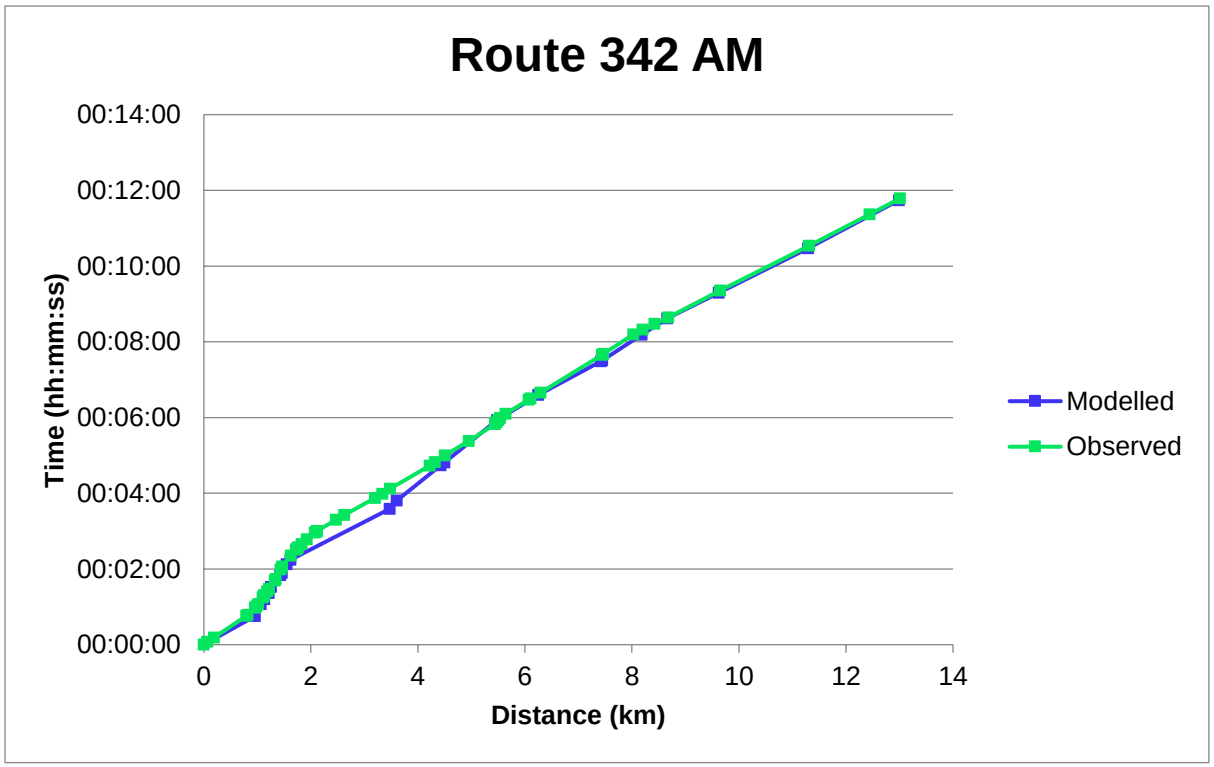

Route 321 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed

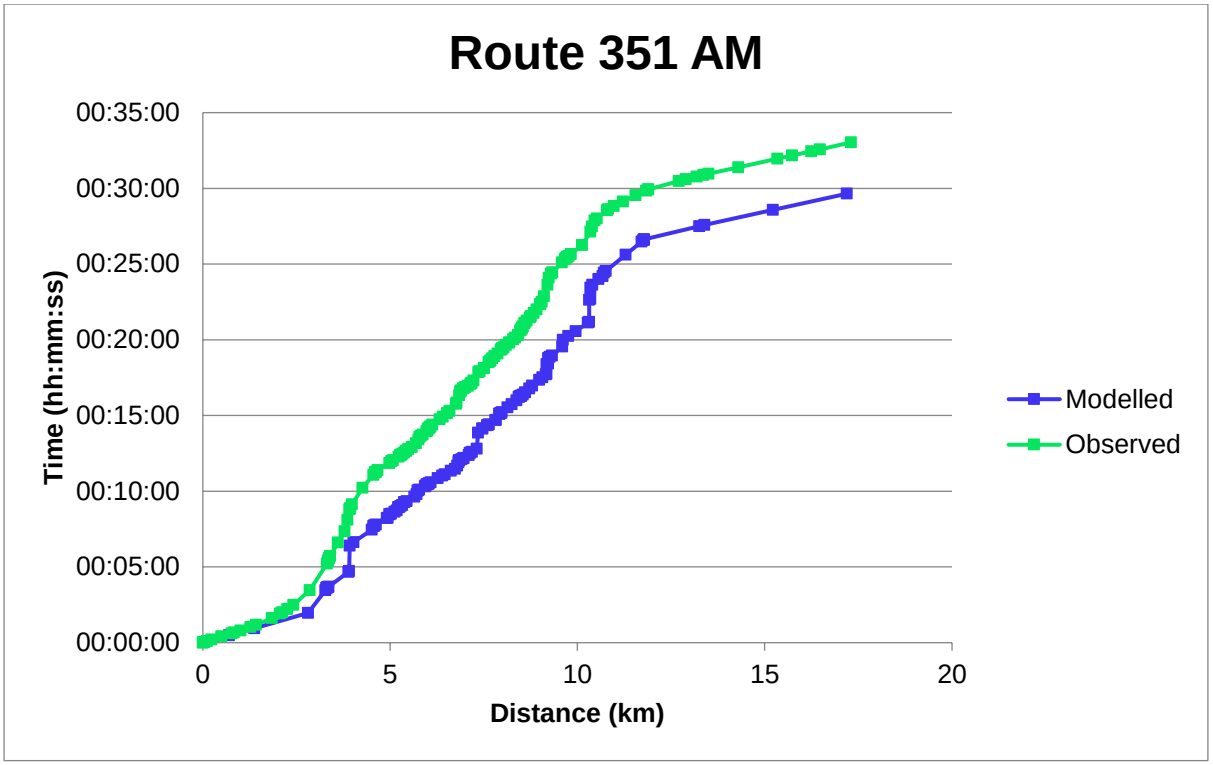

Route 322 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed

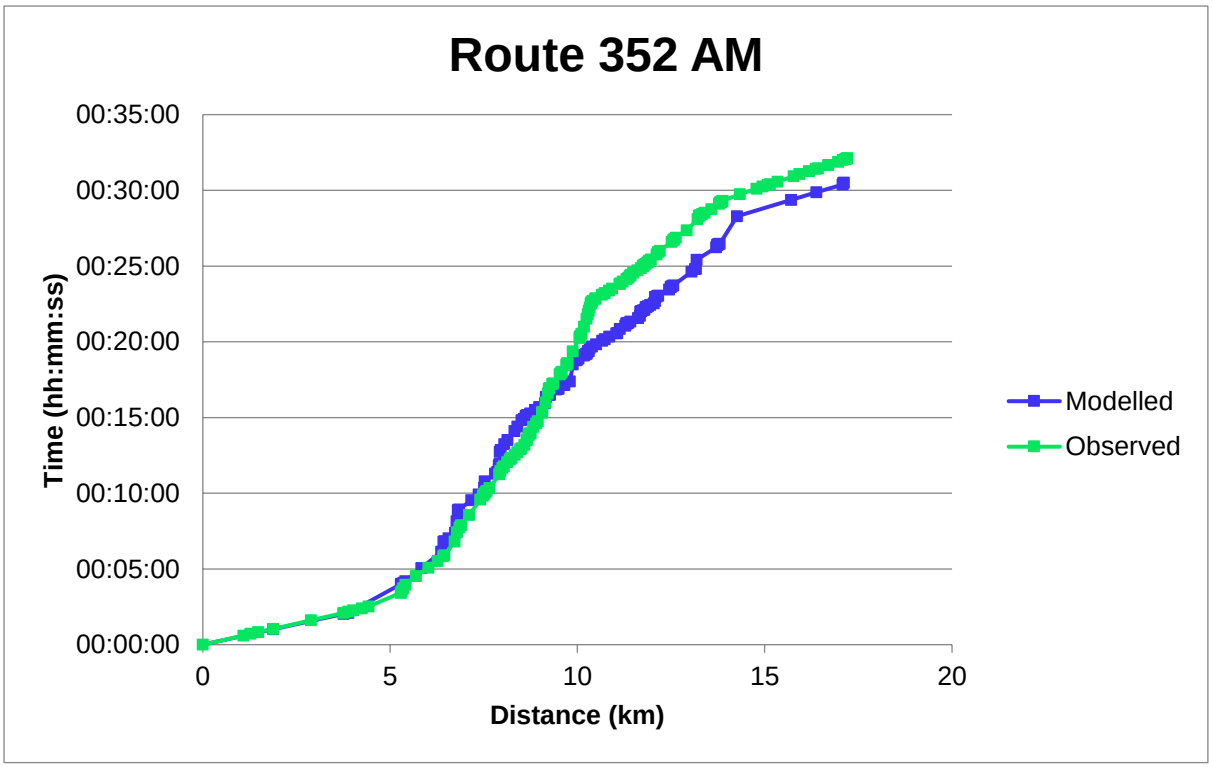

Route 331 AM
00:06:00
00:05:00
00:04:00
00:03:00
00:02:00
00:01:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
Distance (km)
Modelled
Observed

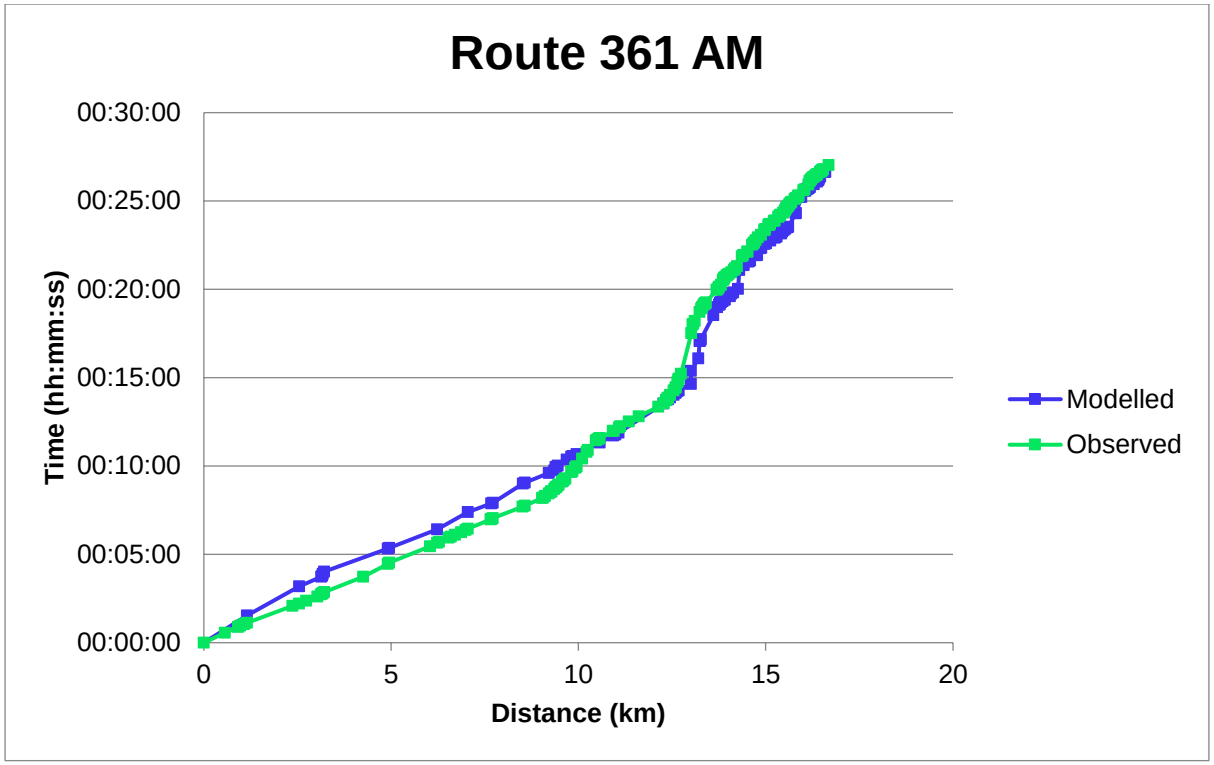

Route 332 AM
00:05:00
00:04:00
00:03:00
00:02:00
00:01:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

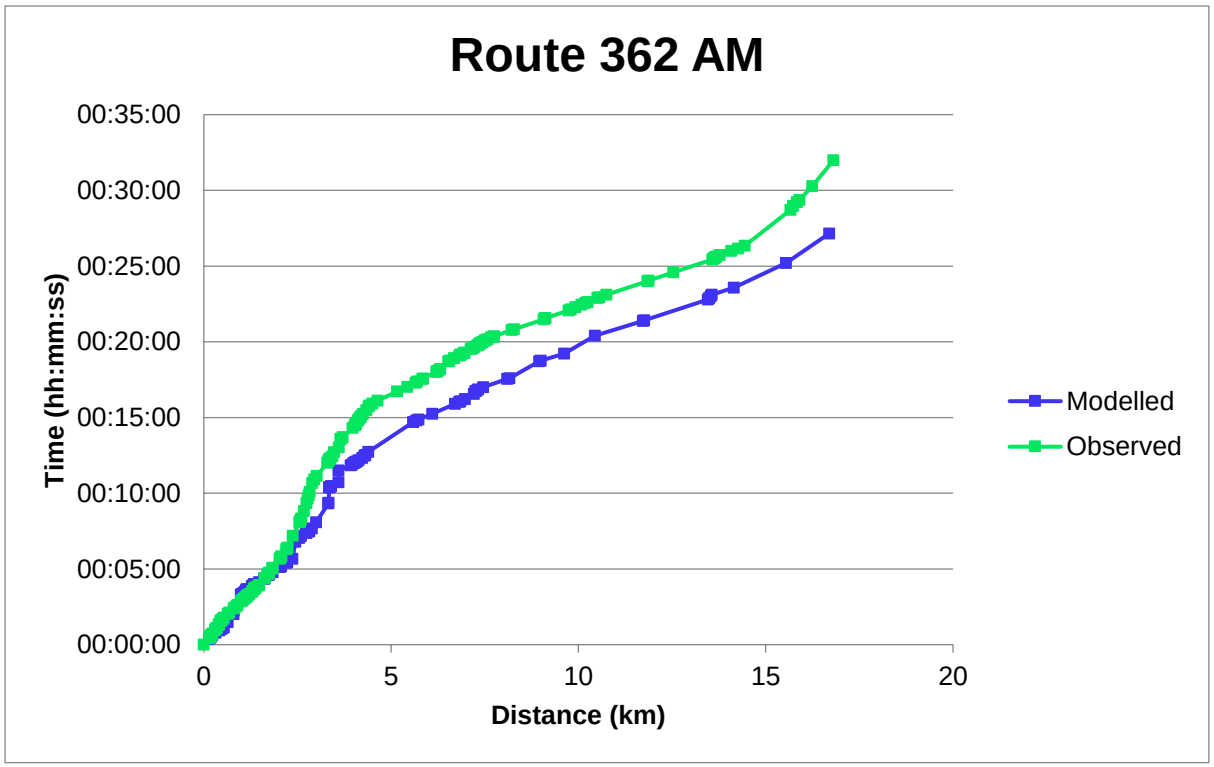

Route 341 AM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed


Route 342 AM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed


Route 351 AM
00:35:00
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

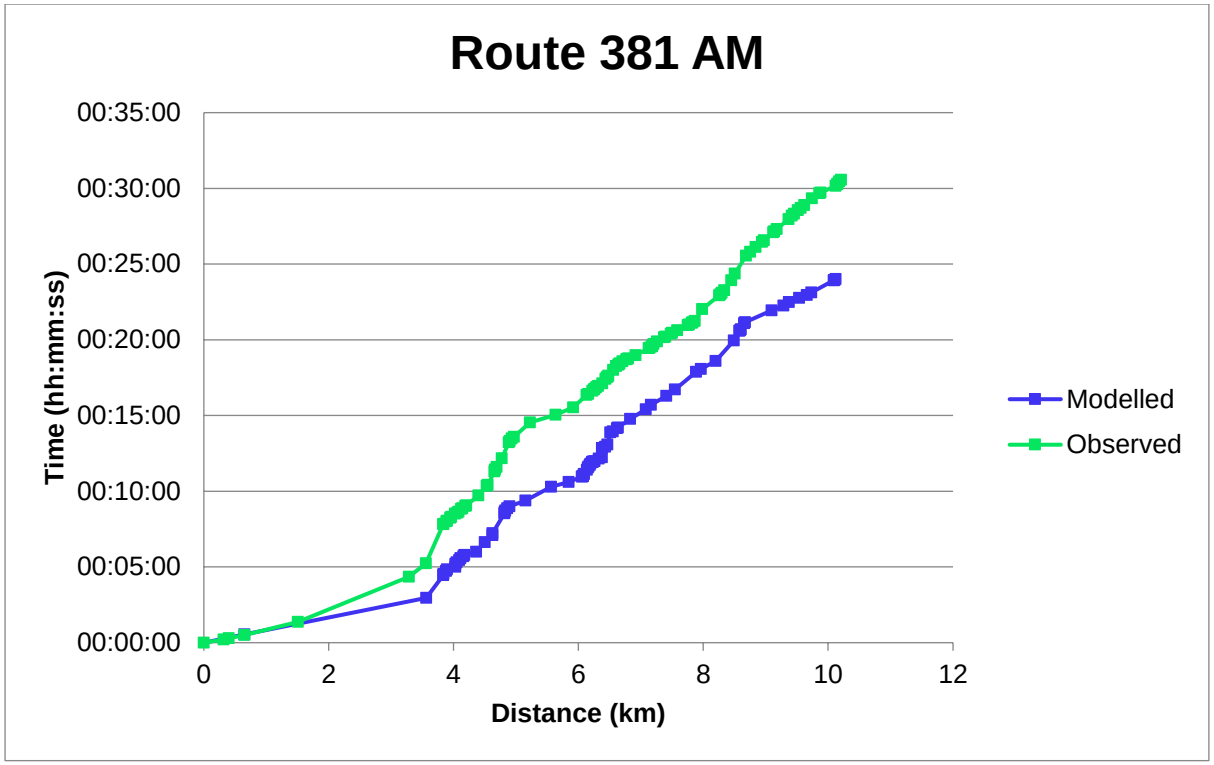

Route 352 AM
00:35:00
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

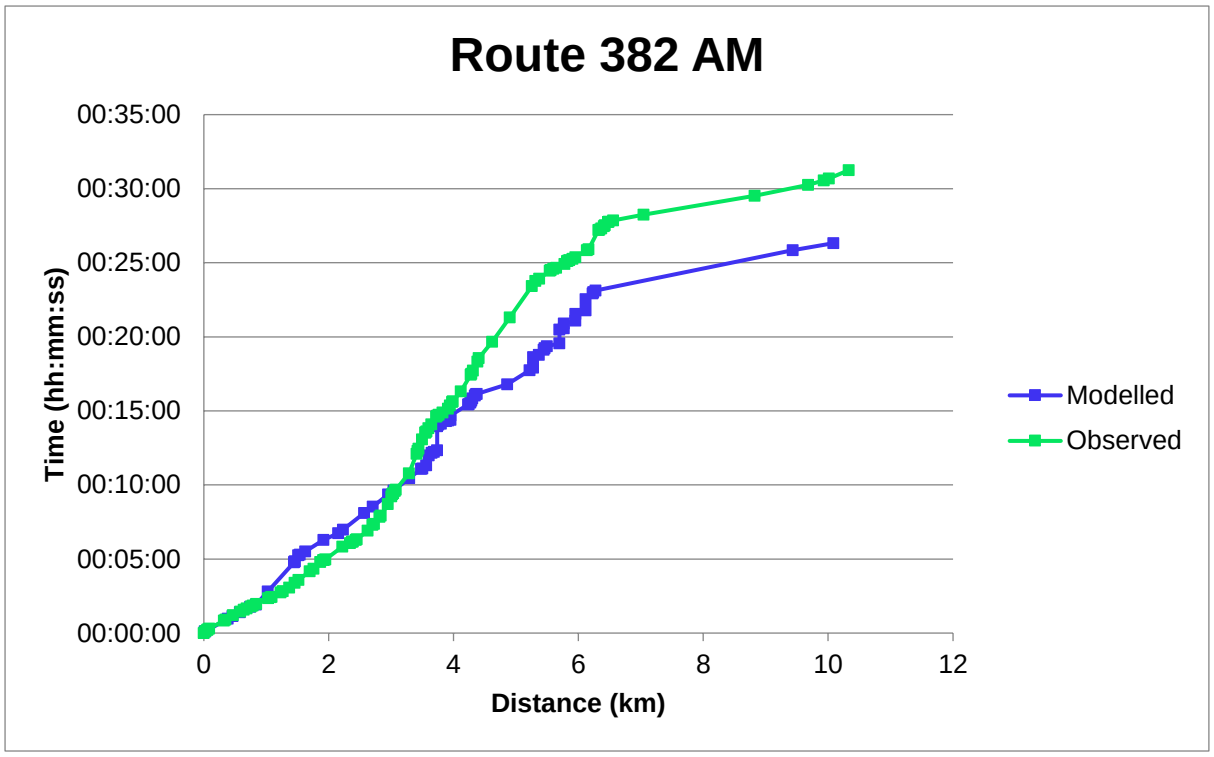

Route 361 AM
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

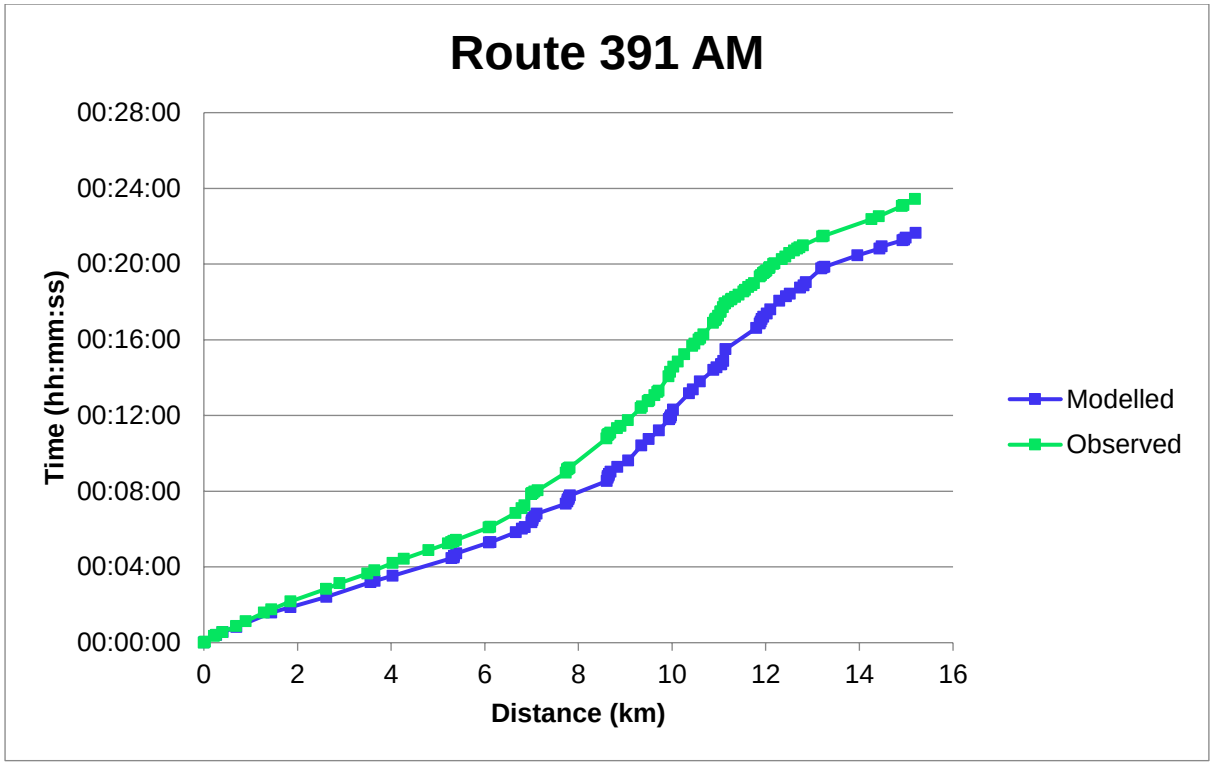

Route 362 AM
00:35:00
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

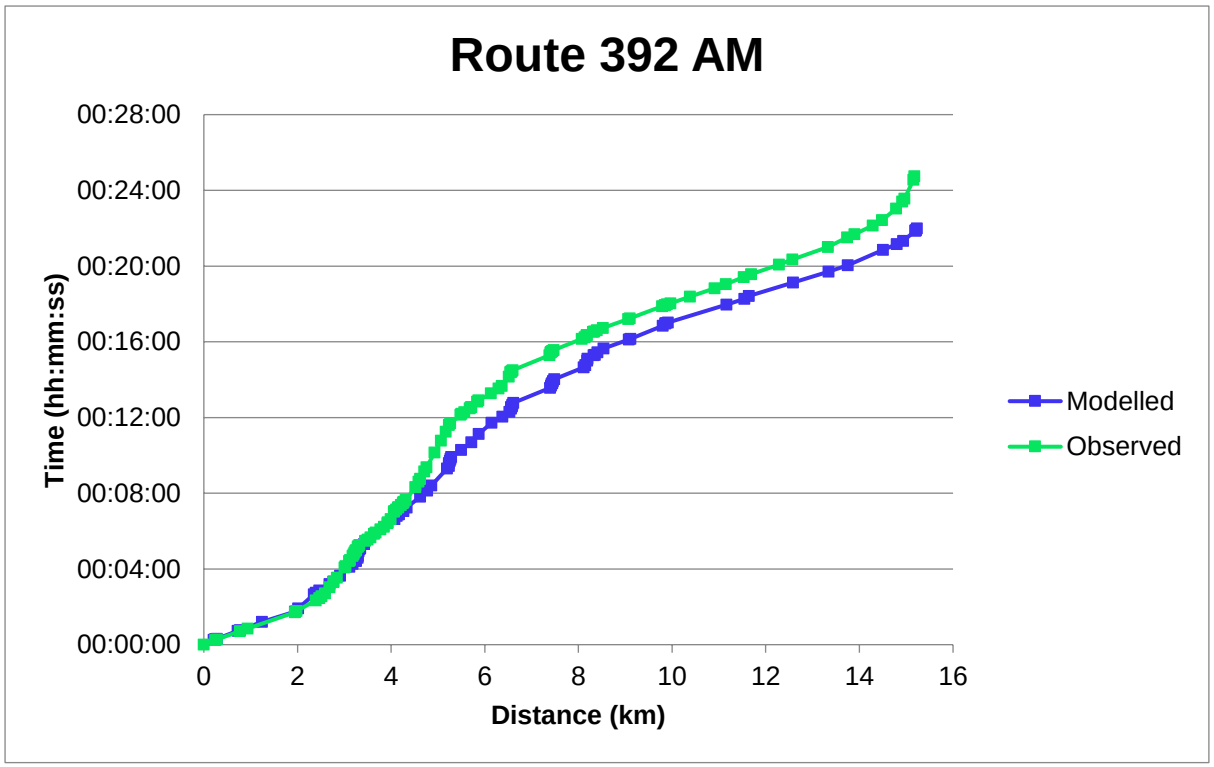

Route 371 AM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

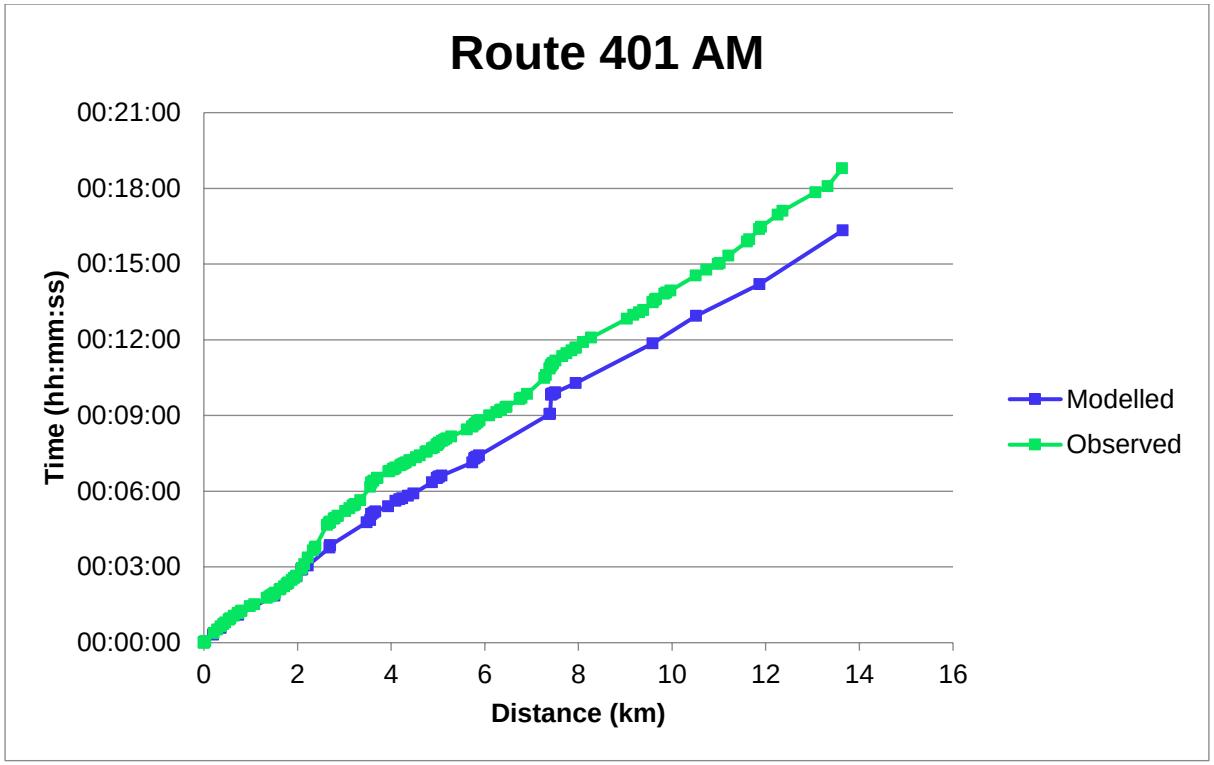

Route 372 AM
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

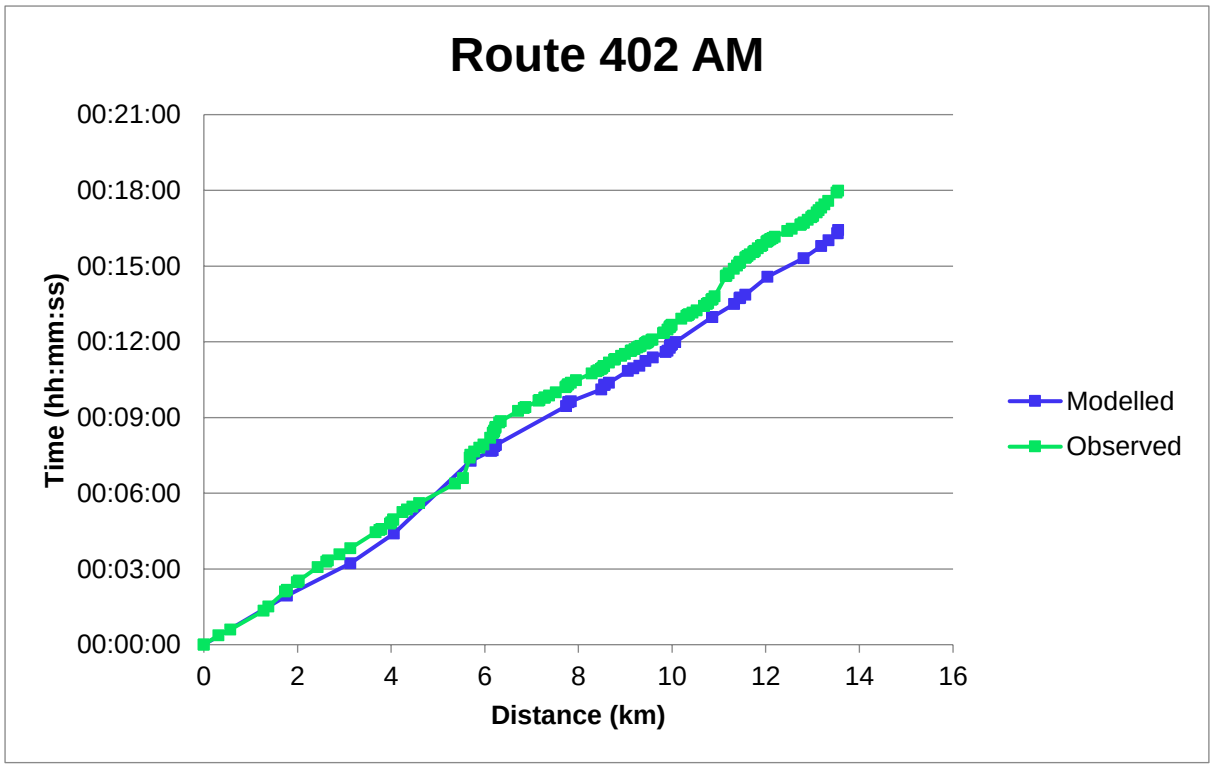

Route 381 AM
Time (hh:mm:ss)
00:35:00
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

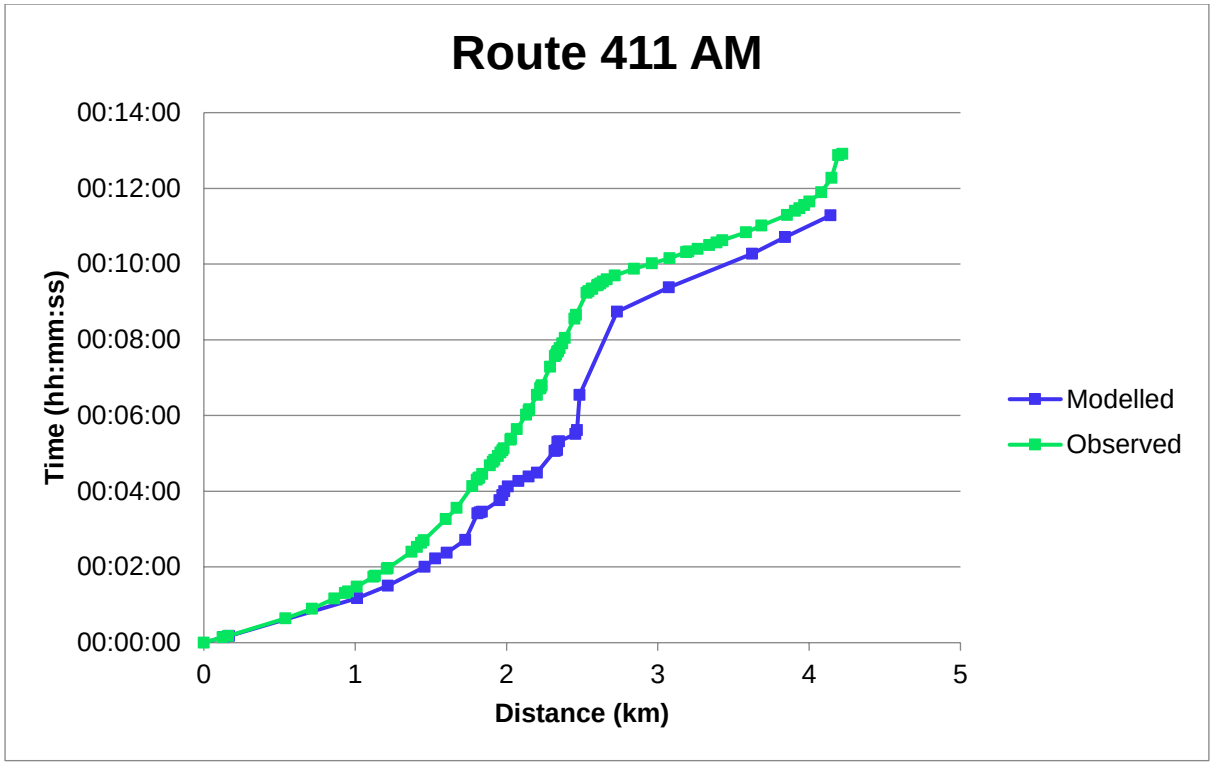

Route 382 AM
Time (hh:mm:ss)
00:35:00
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

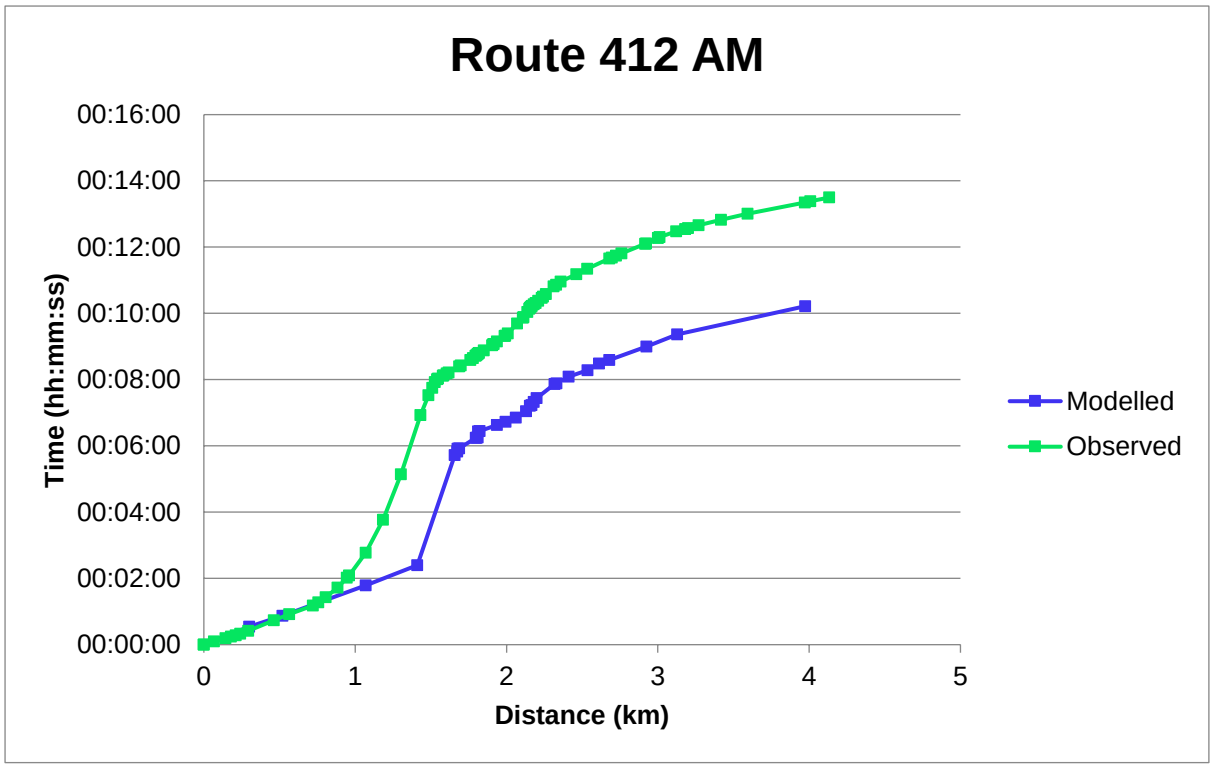

Route 391 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed


Route 392 AM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed


Route 401 AM
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed


Route 402 AM
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

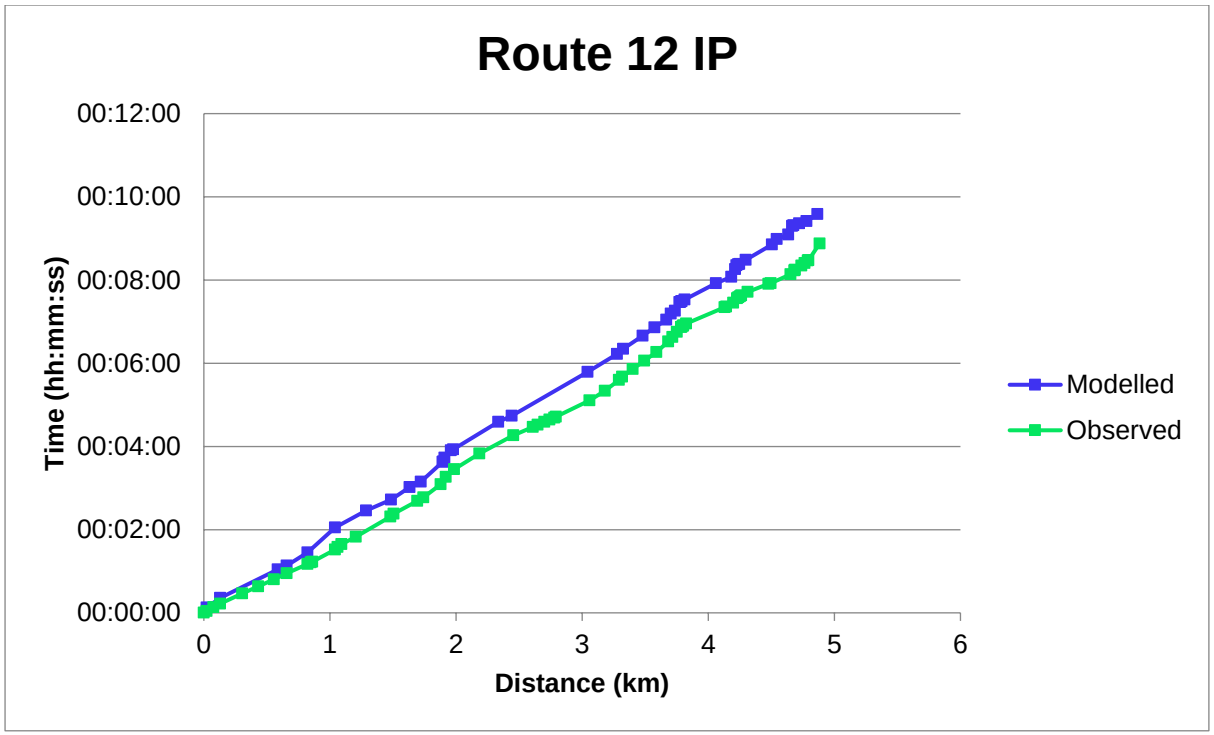

Route 411 AM
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

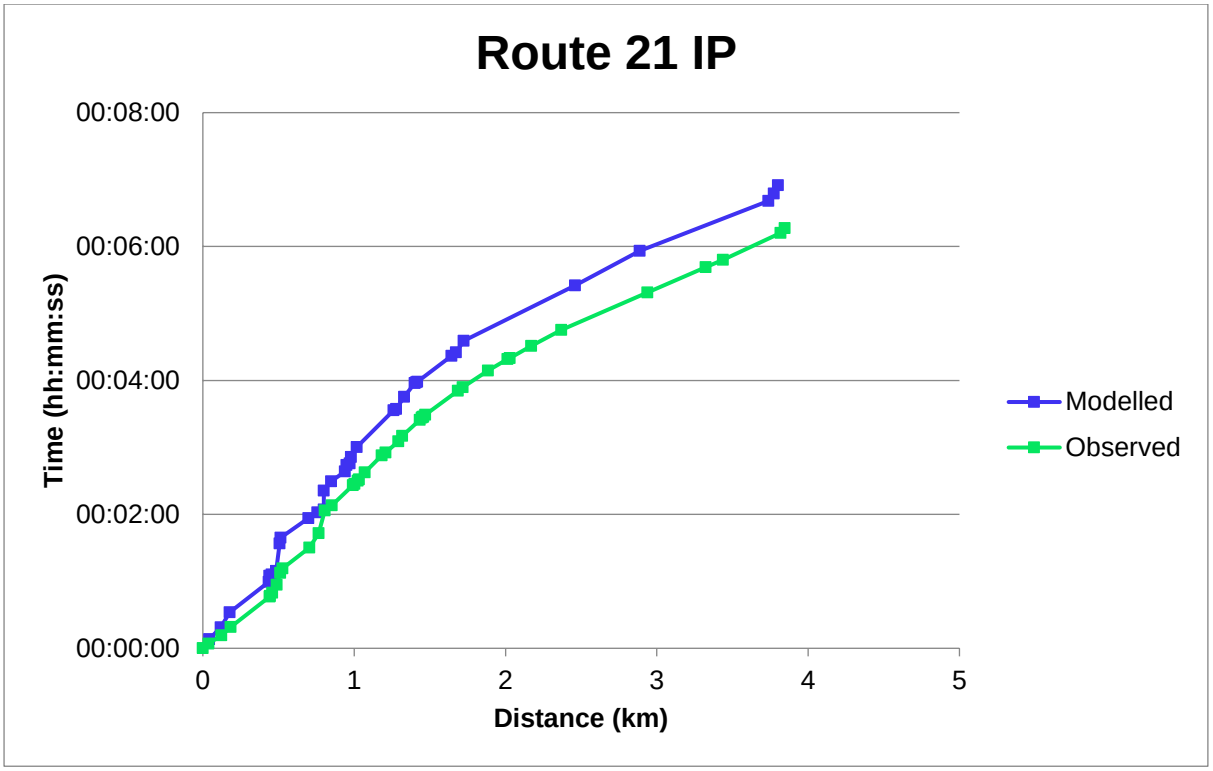

Route 412 AM
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

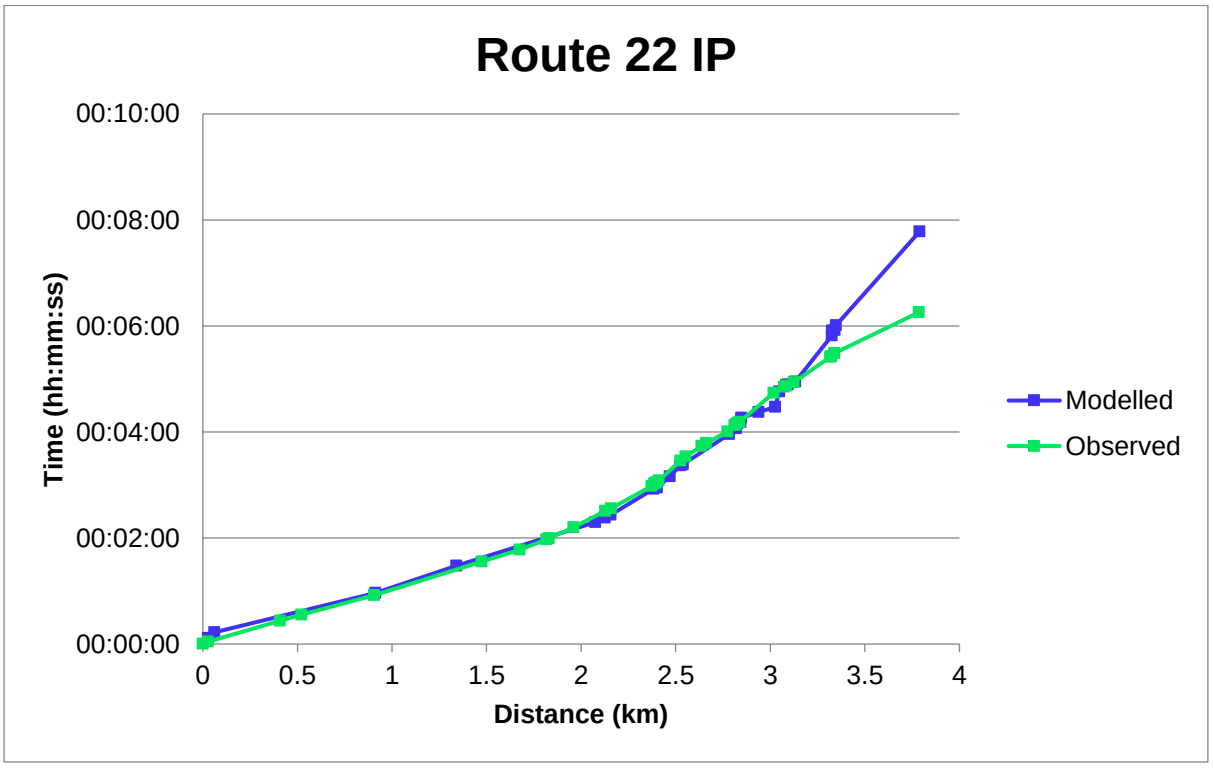

Route 421 AM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed


Route 422 AM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

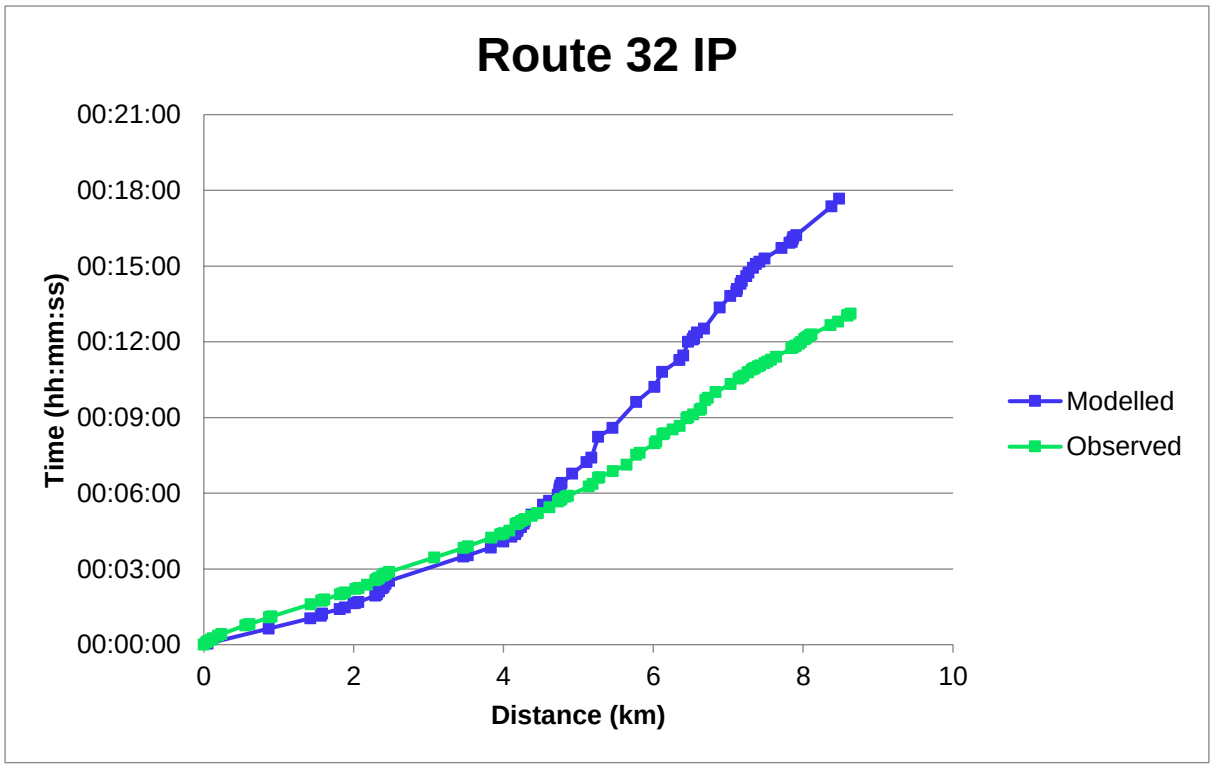

Route 11 IP
Time (hh:mm:ss)
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed


Route 12 IP
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed


Route 21 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

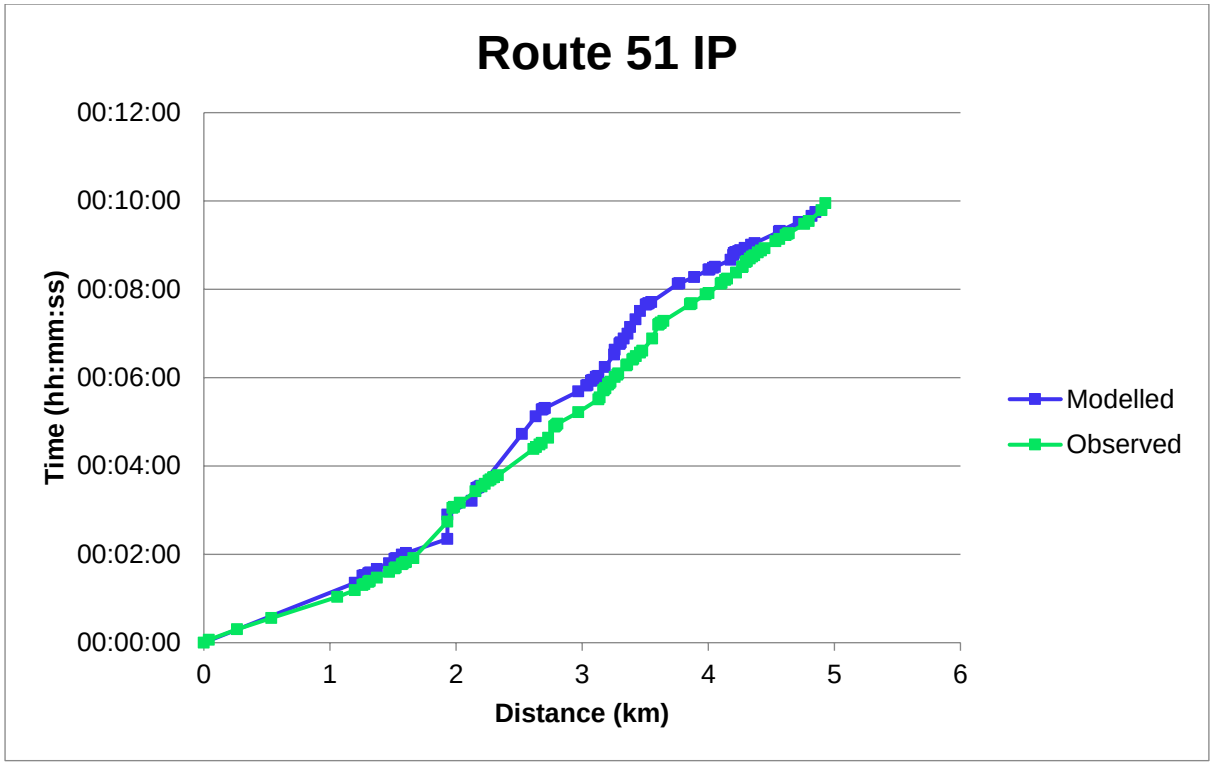

Route 22 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed

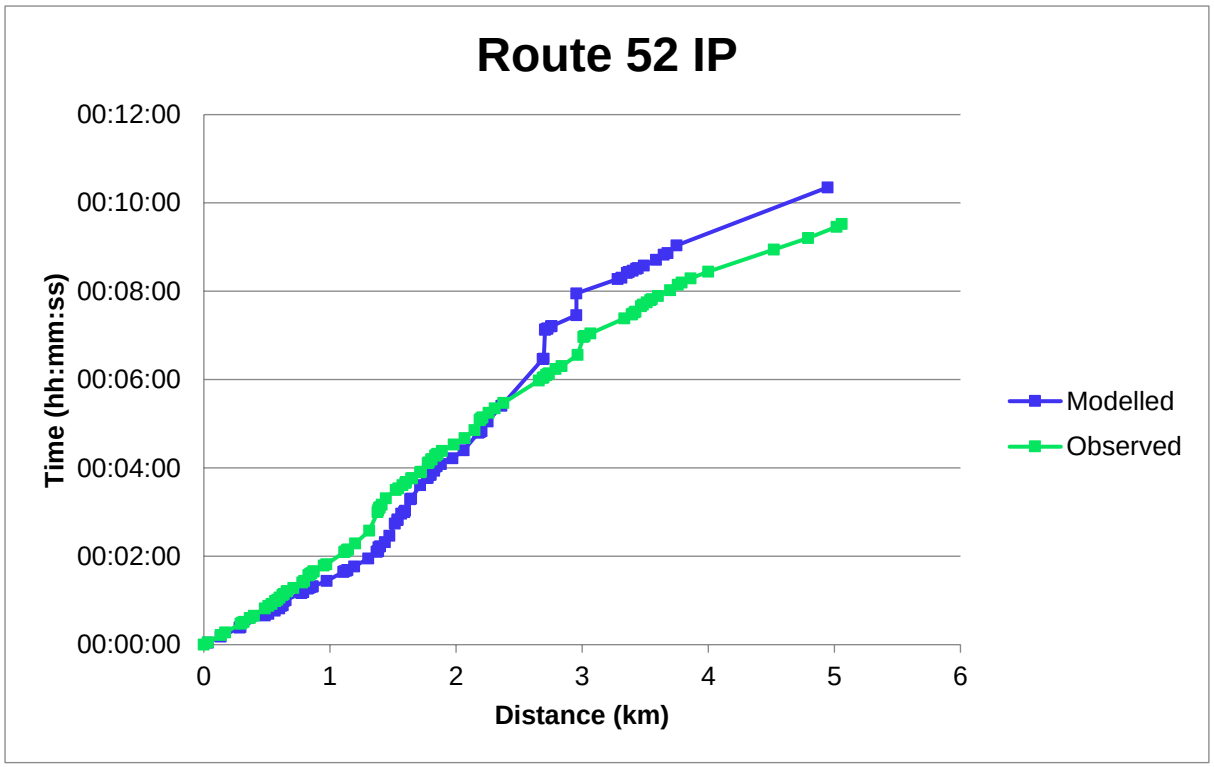

Route 31 IP
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

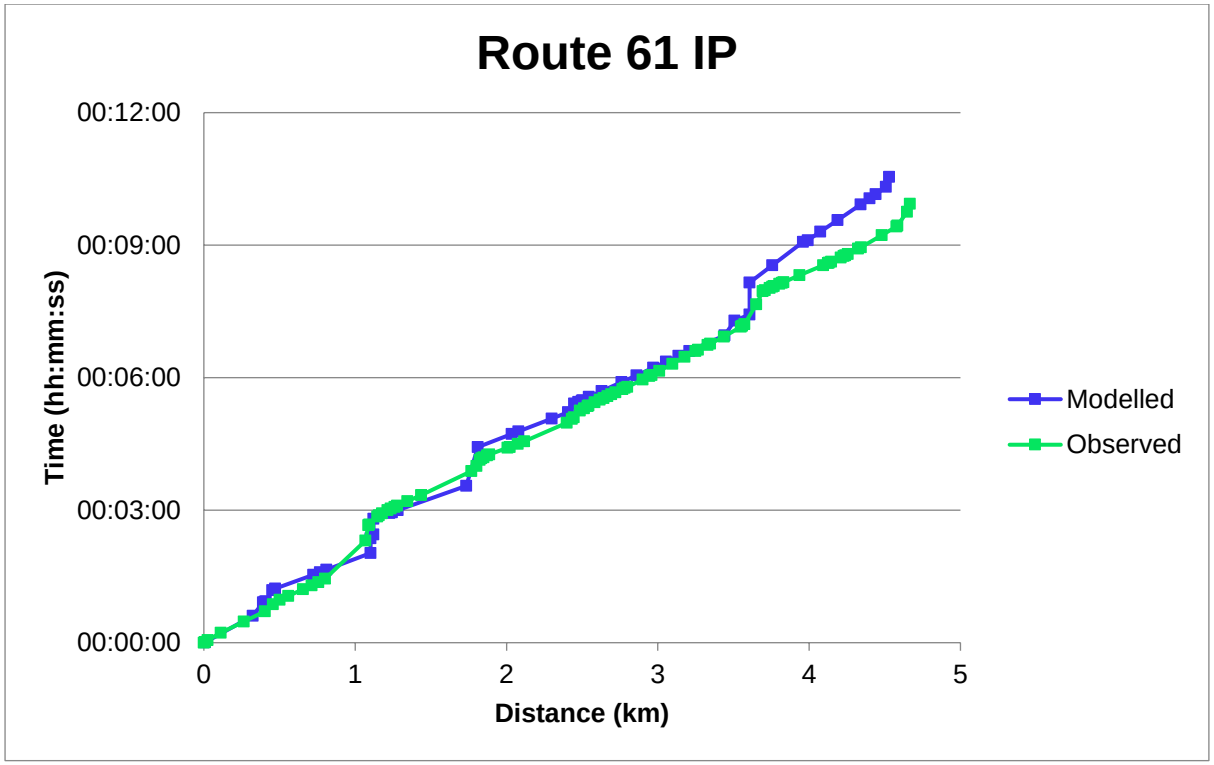

Route 32 IP
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

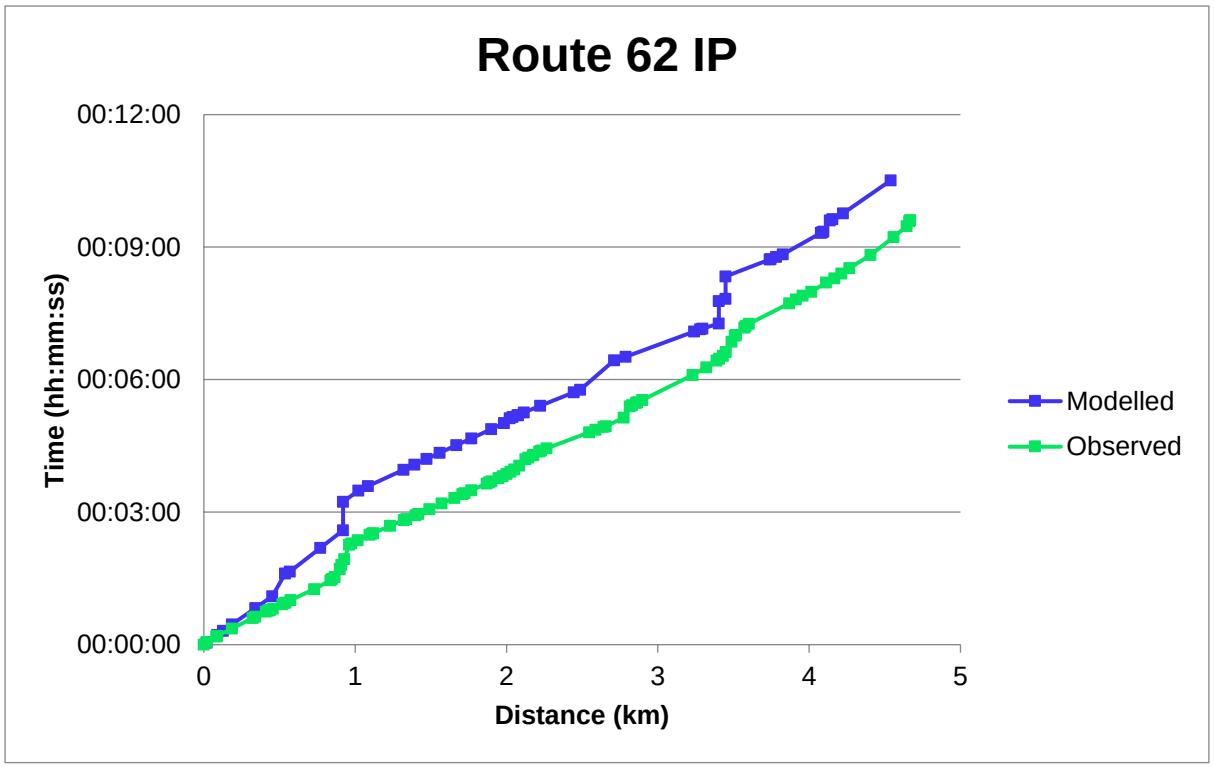

Route 41 IP
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed

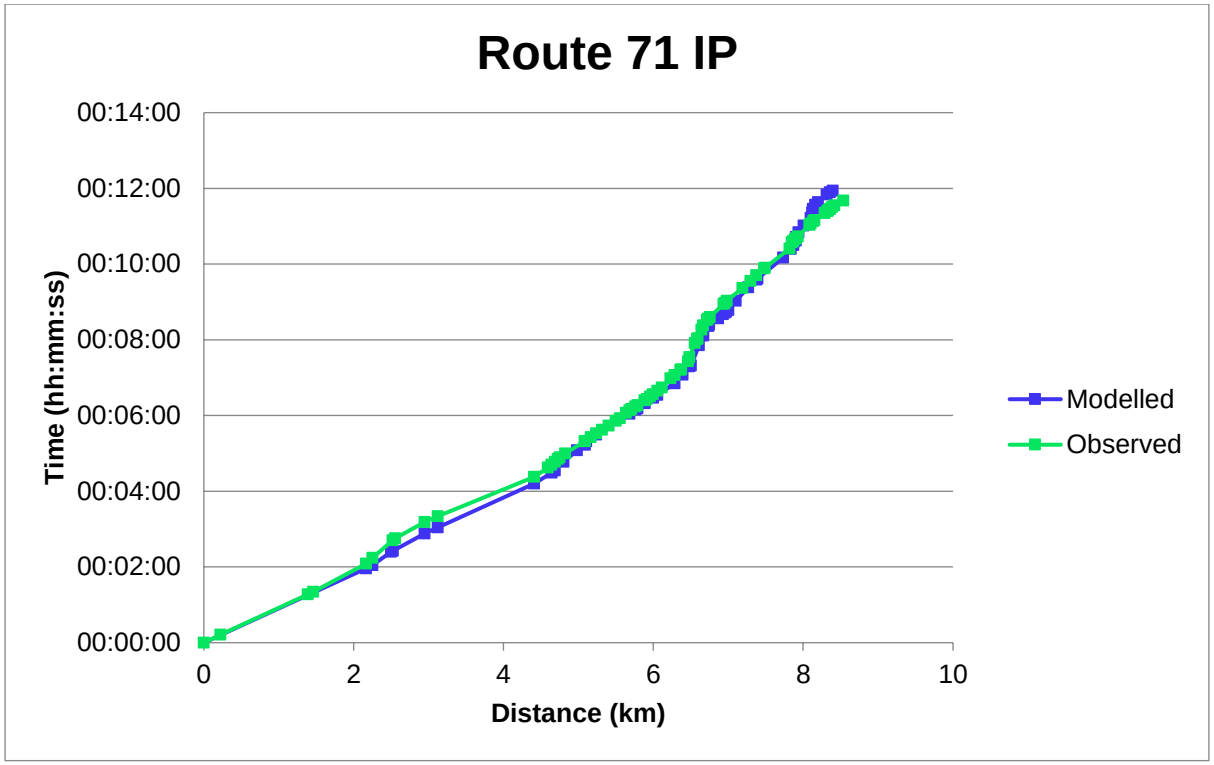

Route 42 IP
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed


Route 51 IP
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

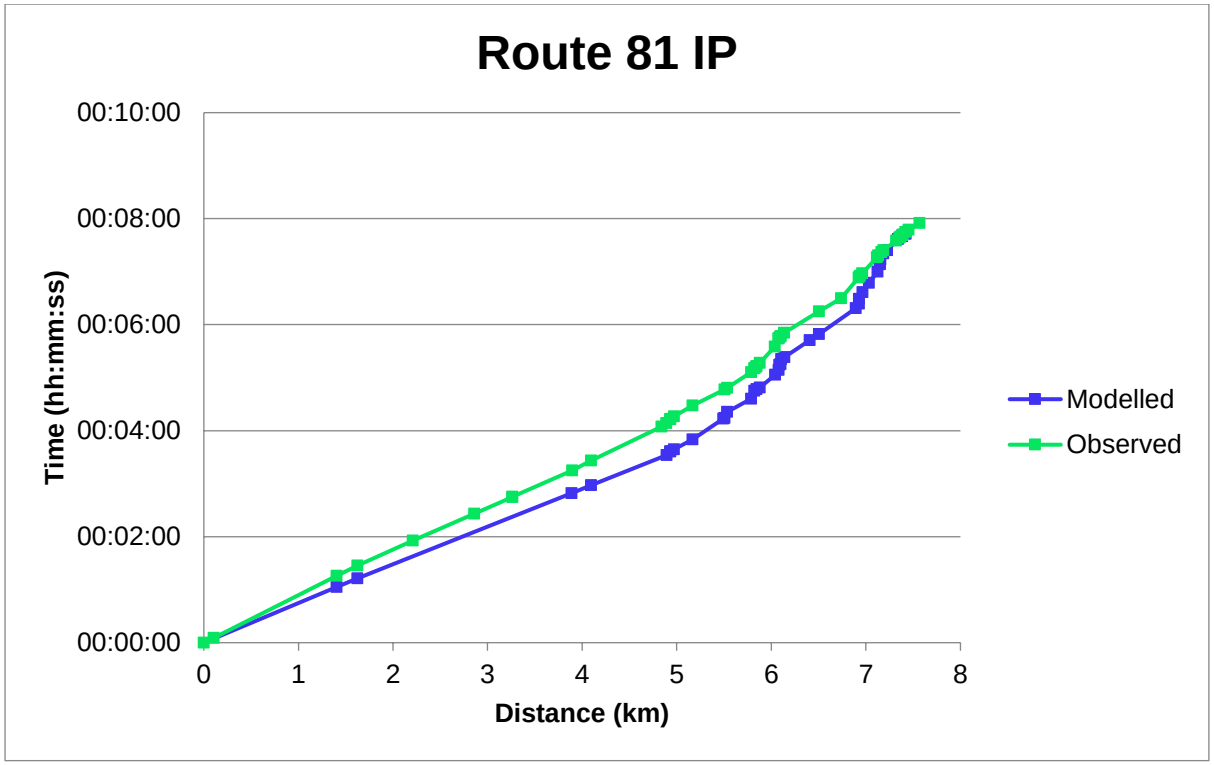

Route 52 IP
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

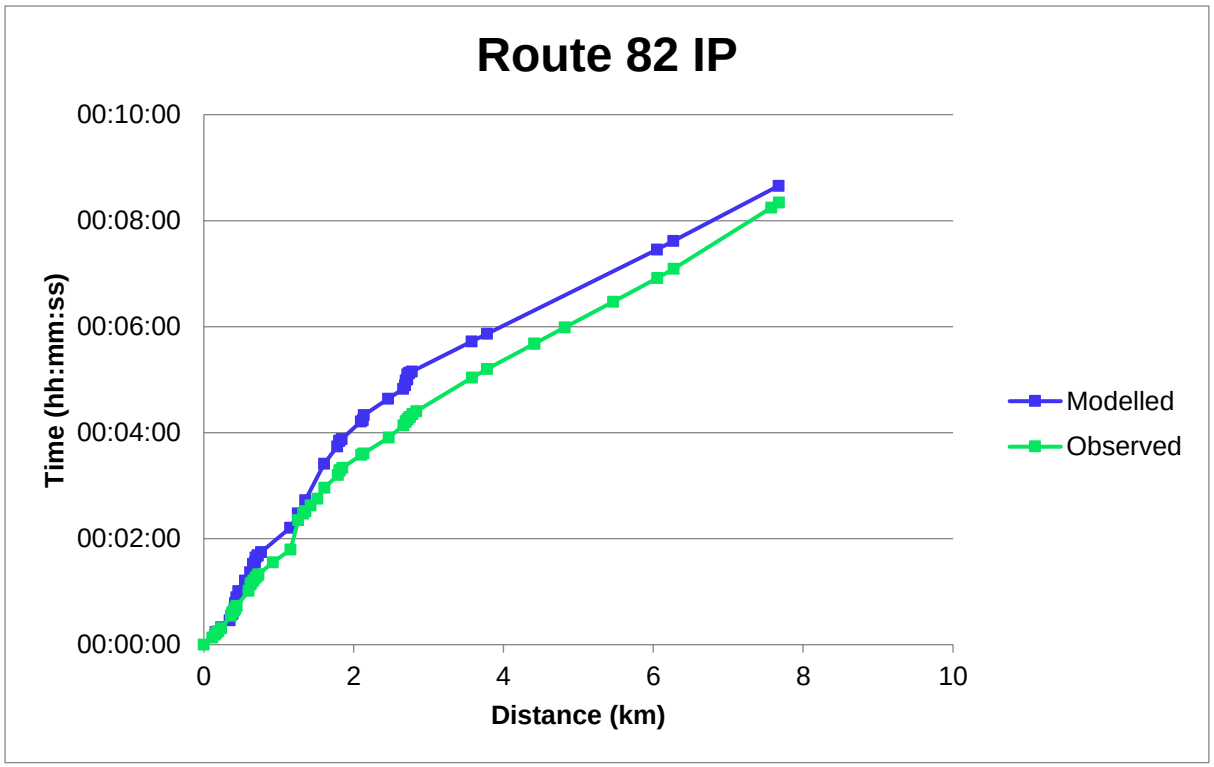

Route 61 IP
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

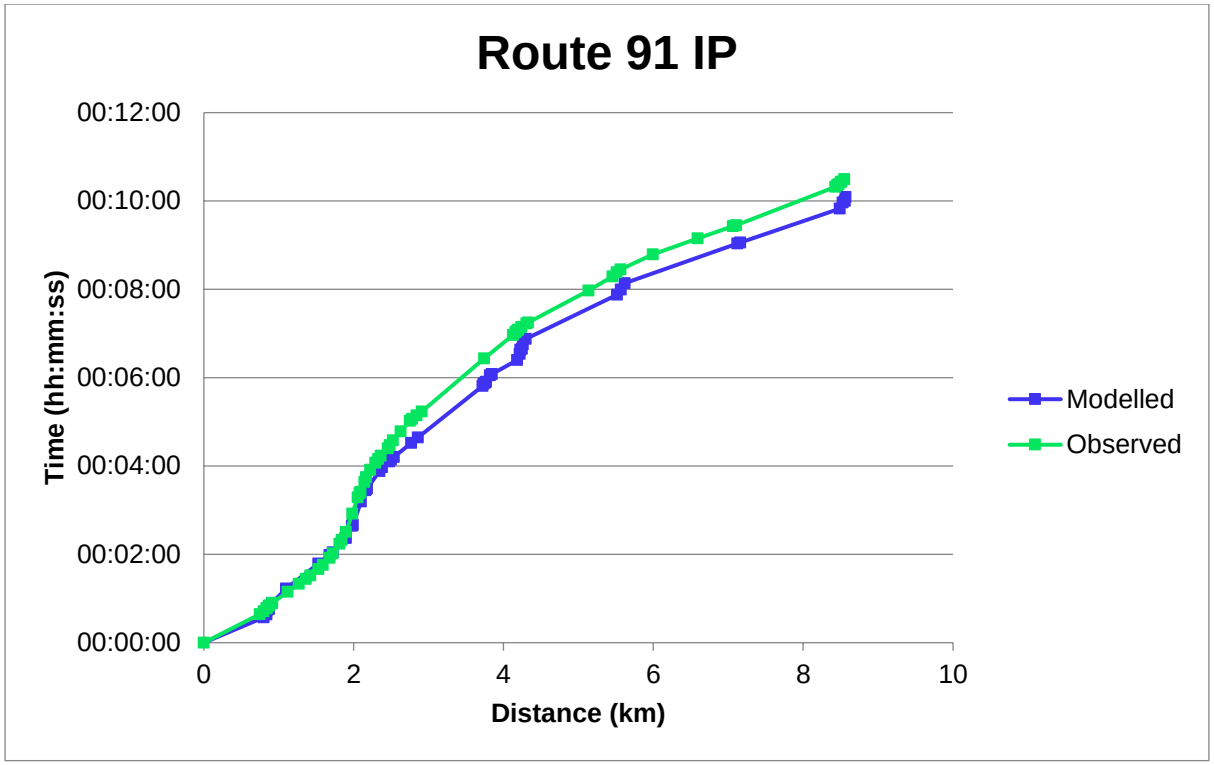

Route 62 IP
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

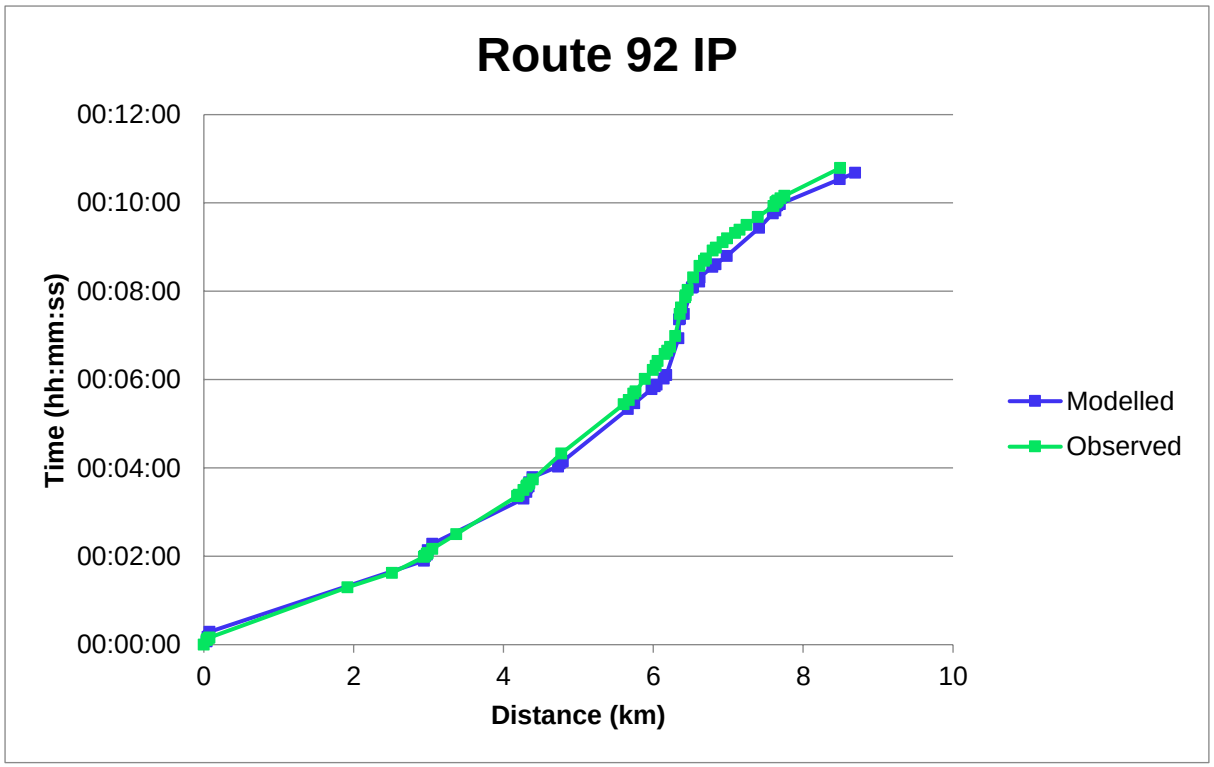

Route 71 IP
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

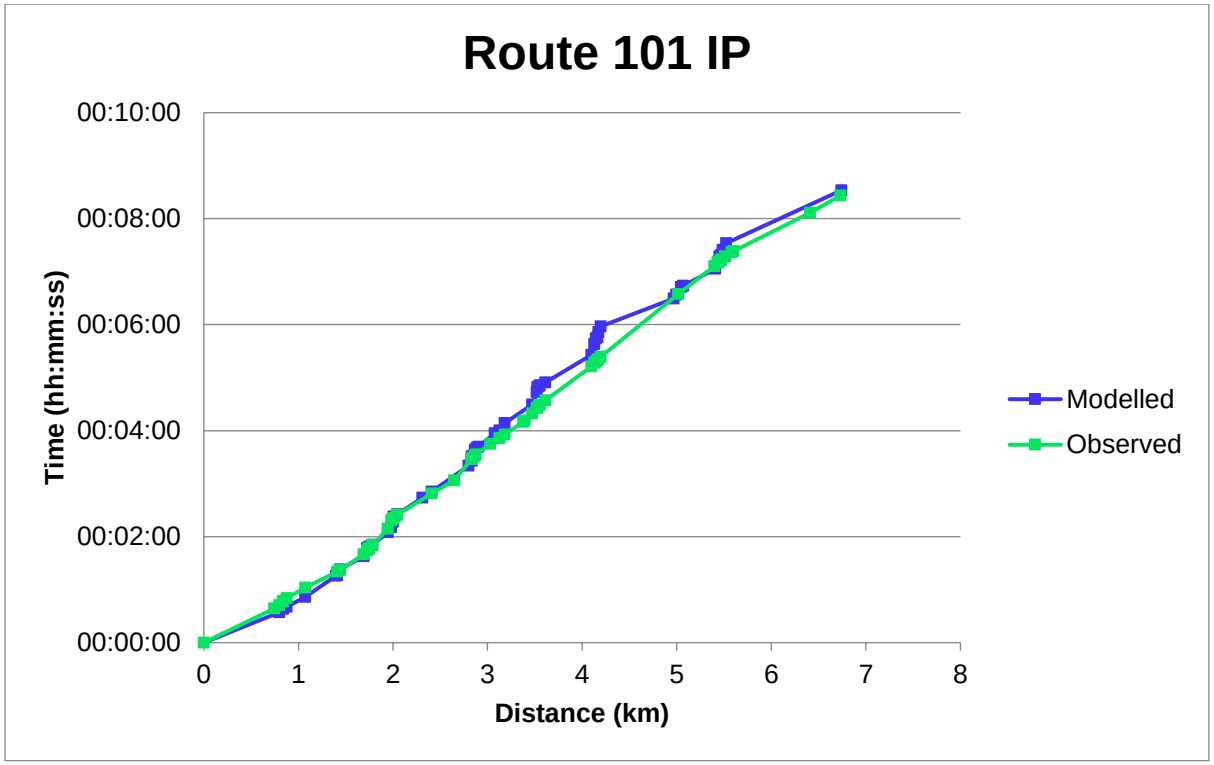

Route 72 IP
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

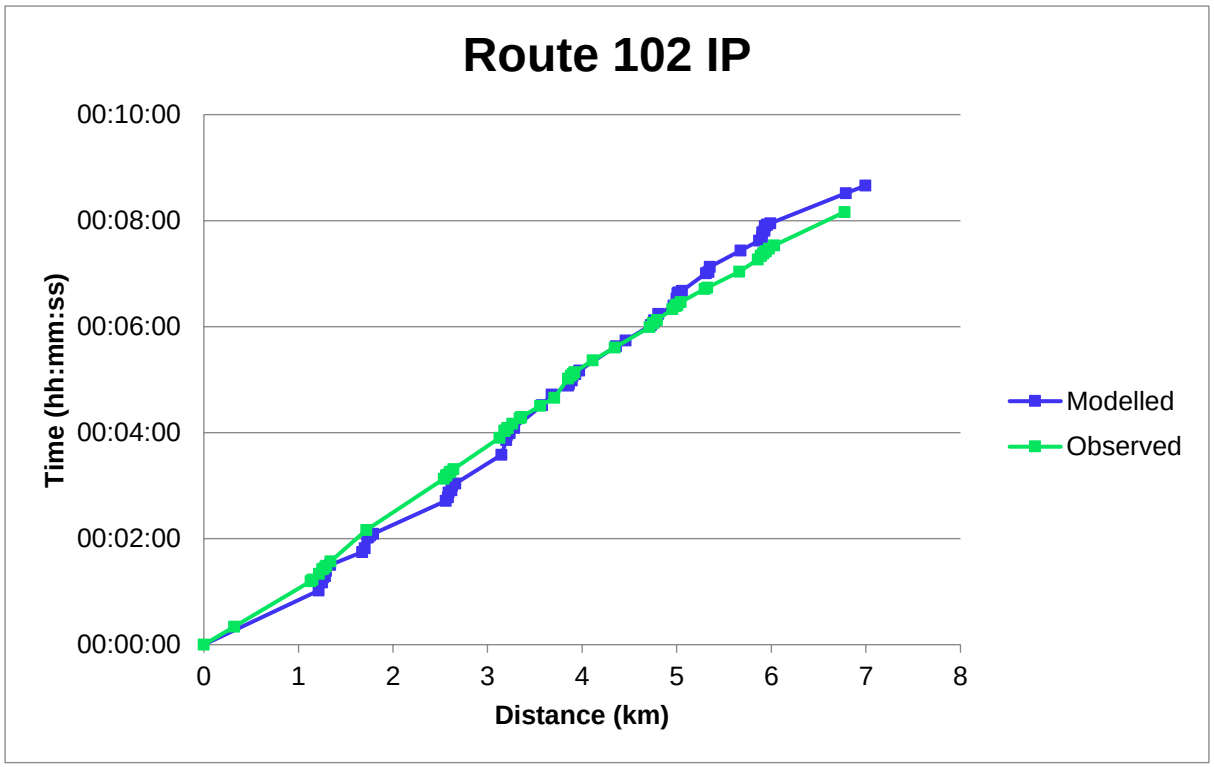

Route 81 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

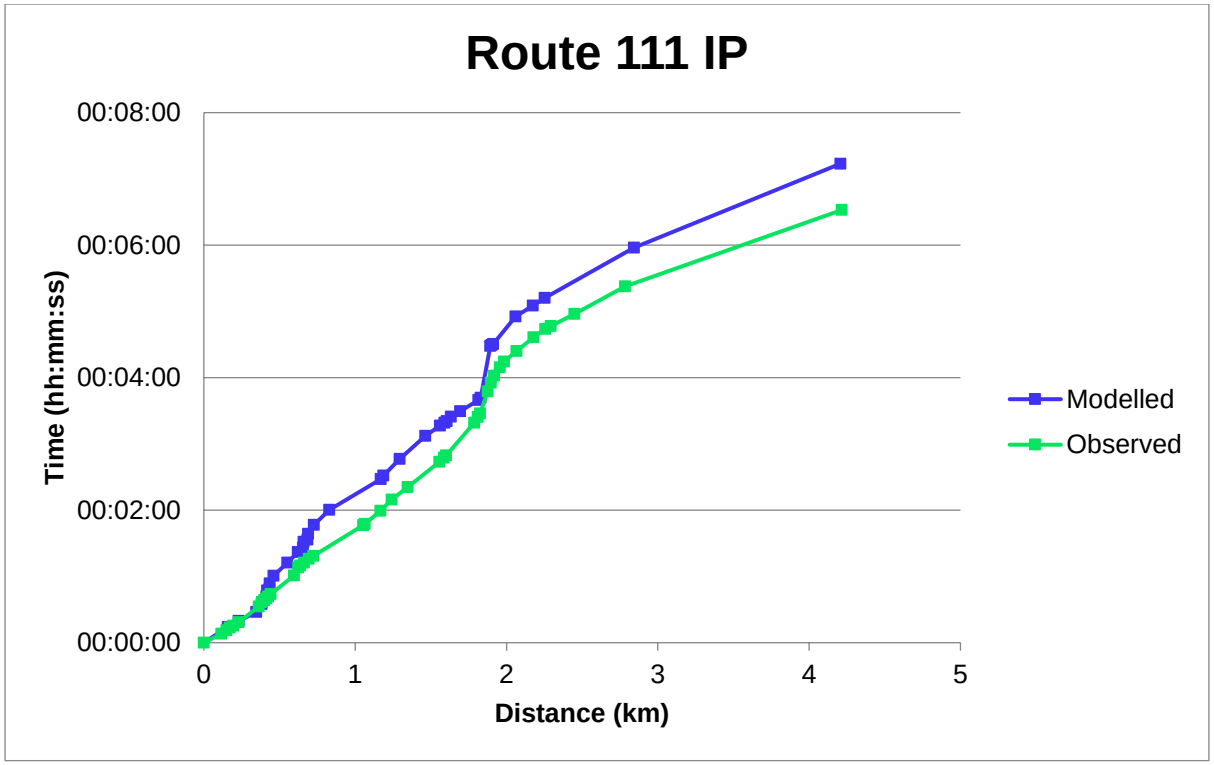

Route 82 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

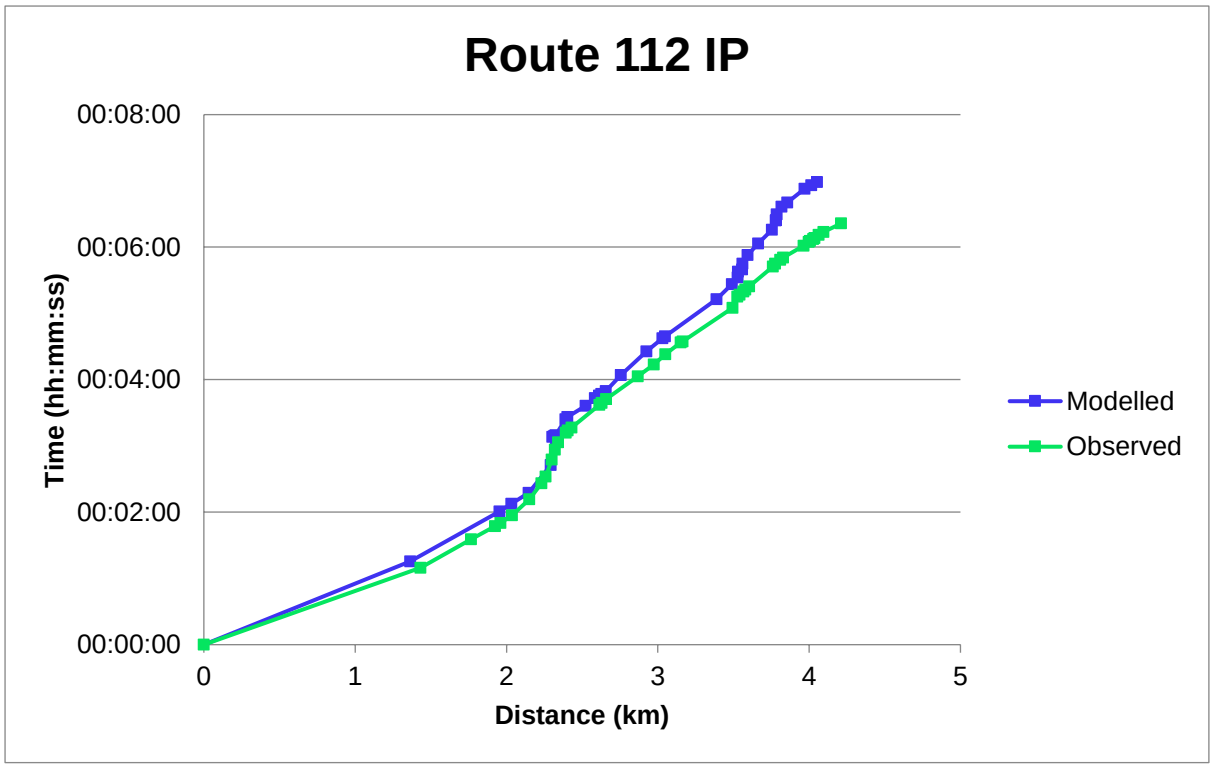

Route 91 IP
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

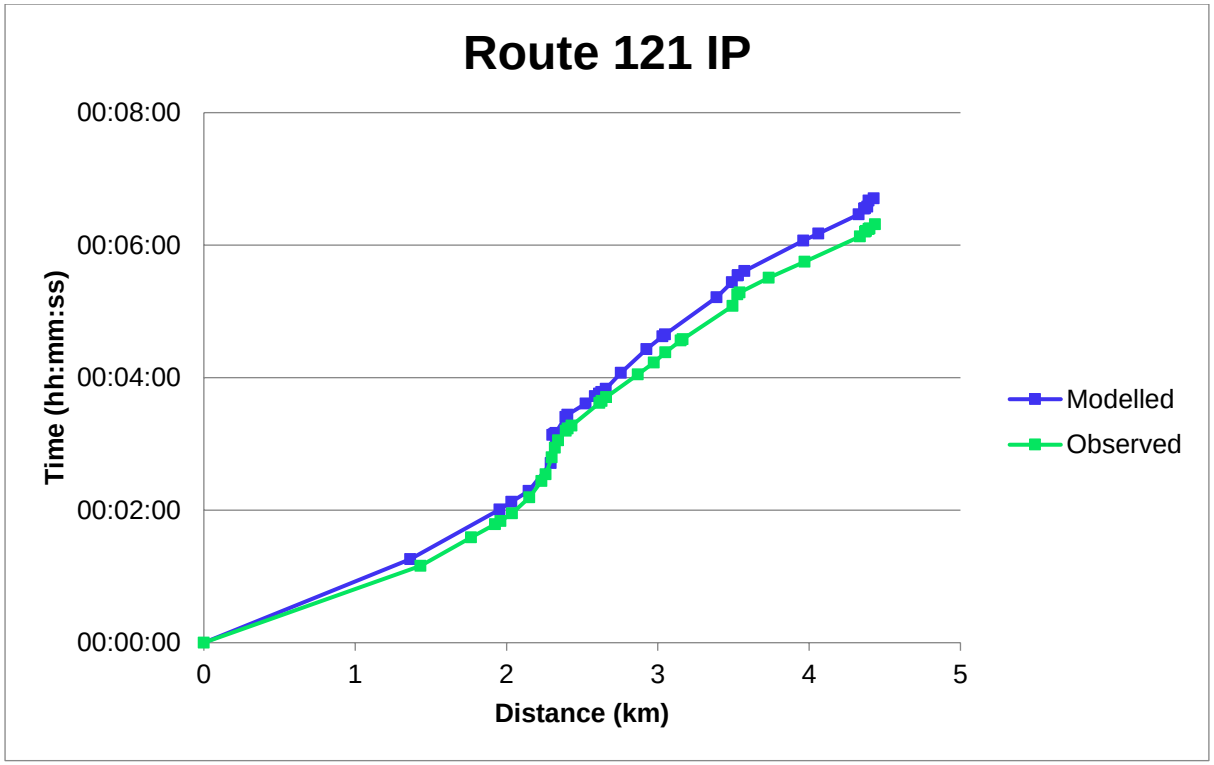

Route 92 IP
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

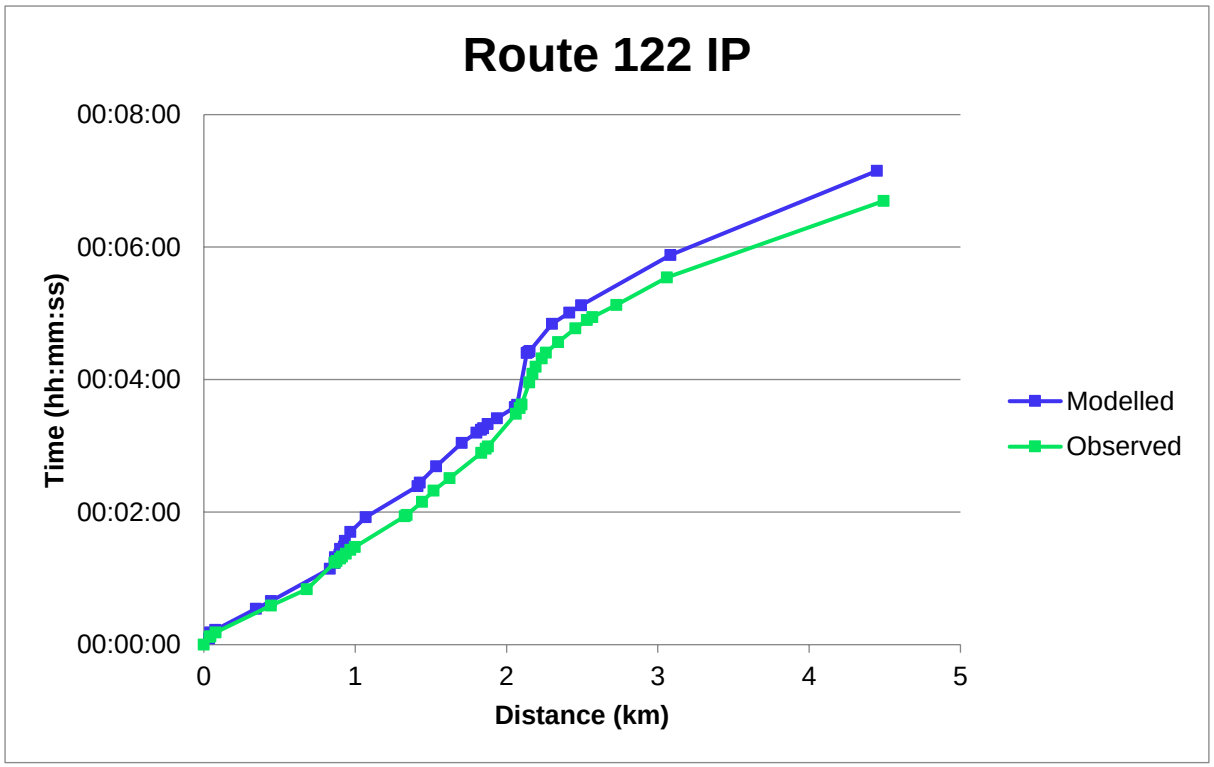

Route 101 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

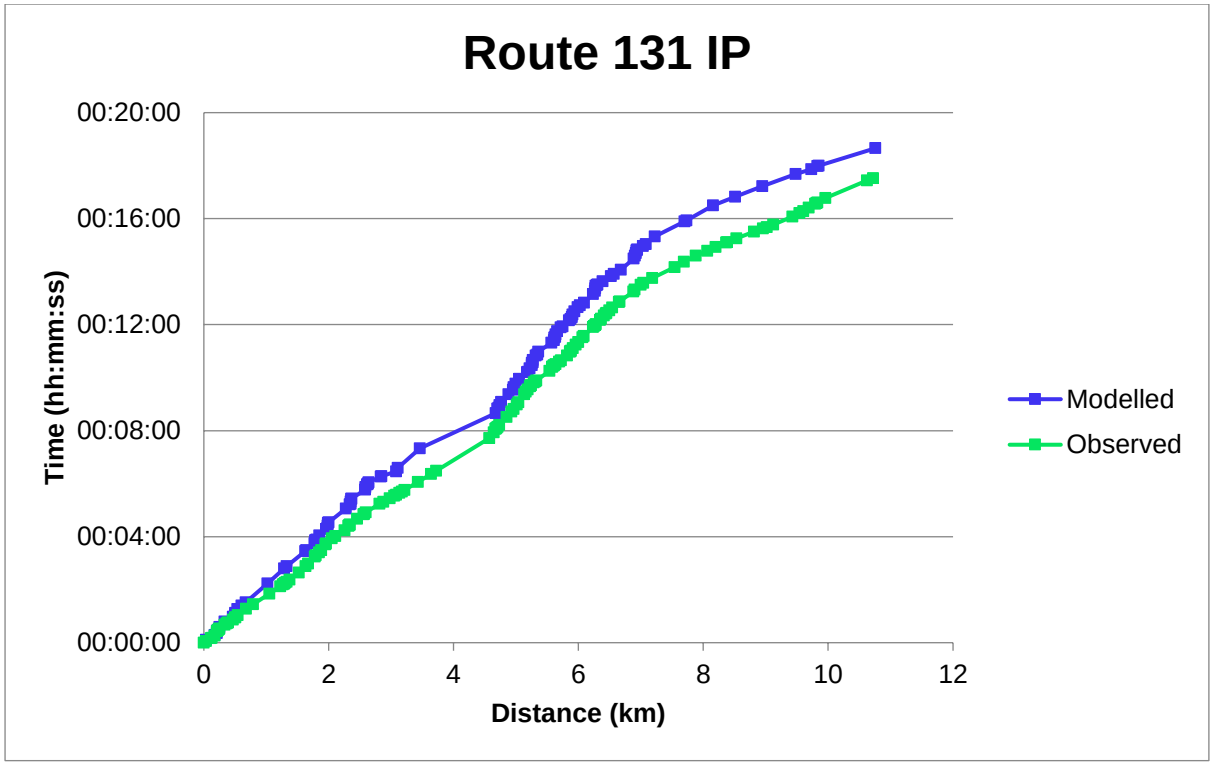

Route 102 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed


Route 111 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

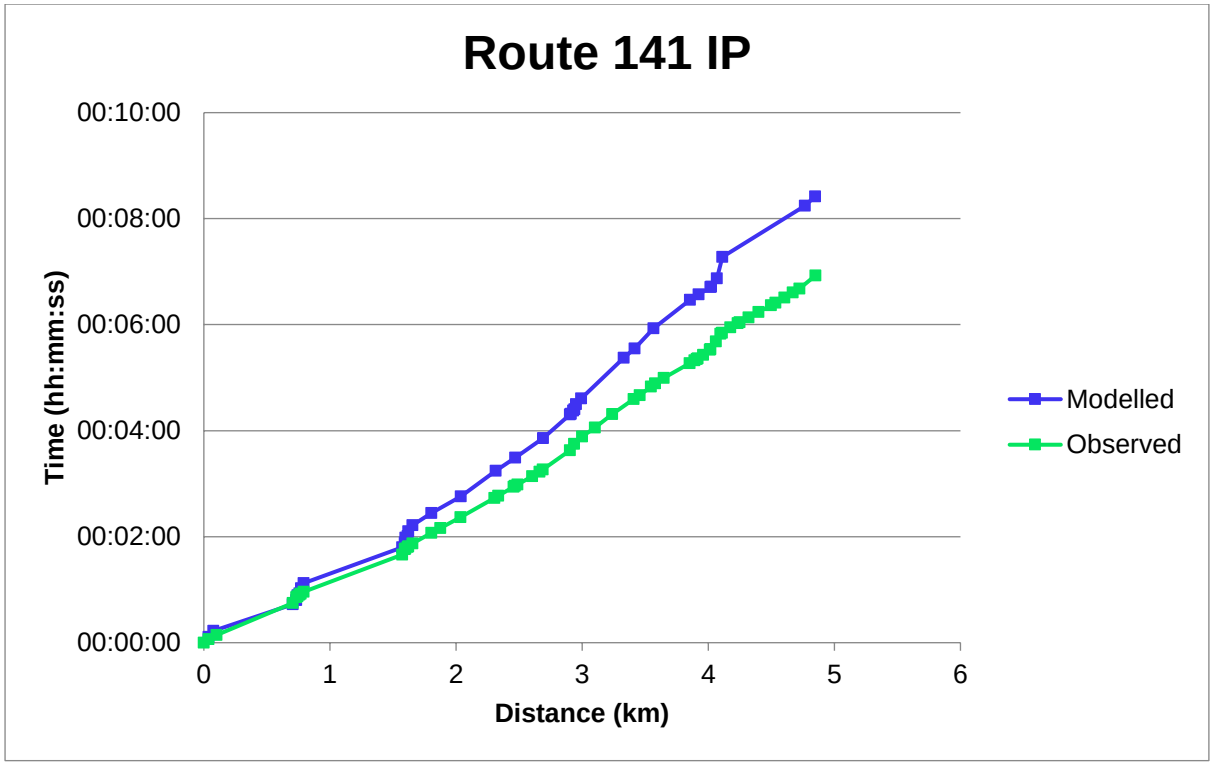

Route 112 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

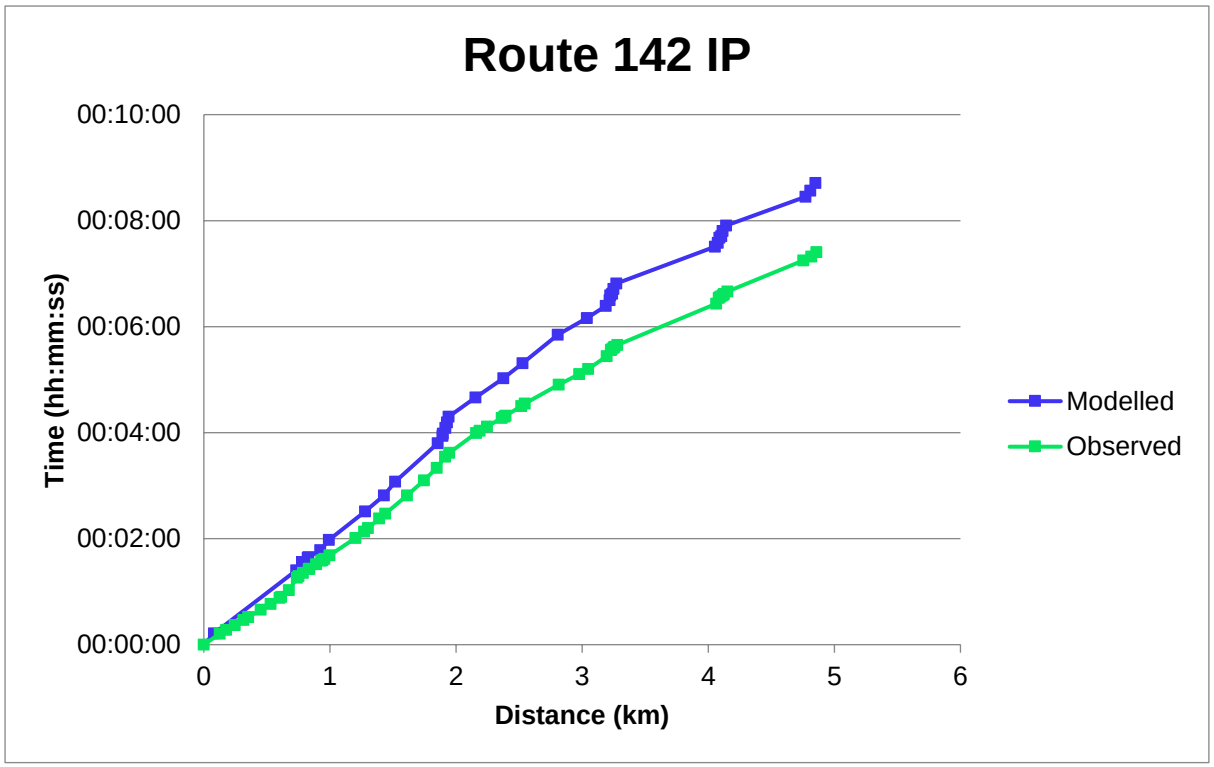

Route 121 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

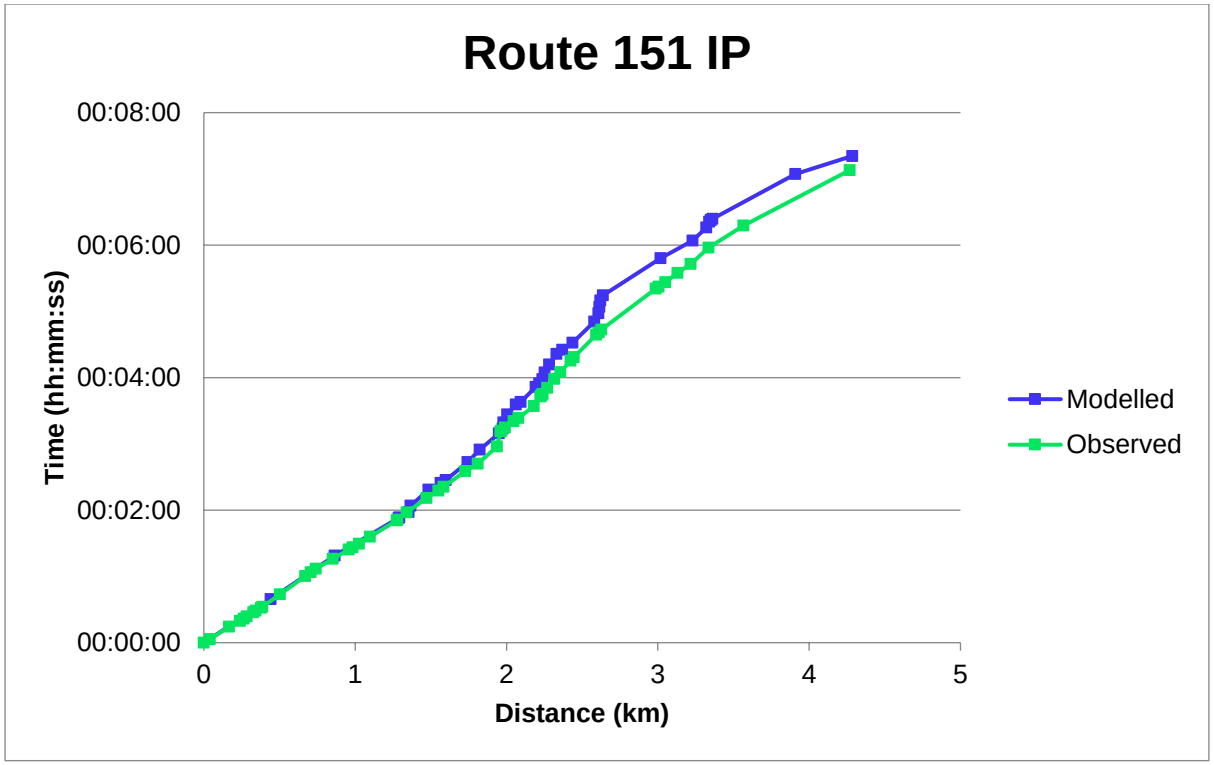

Route 122 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

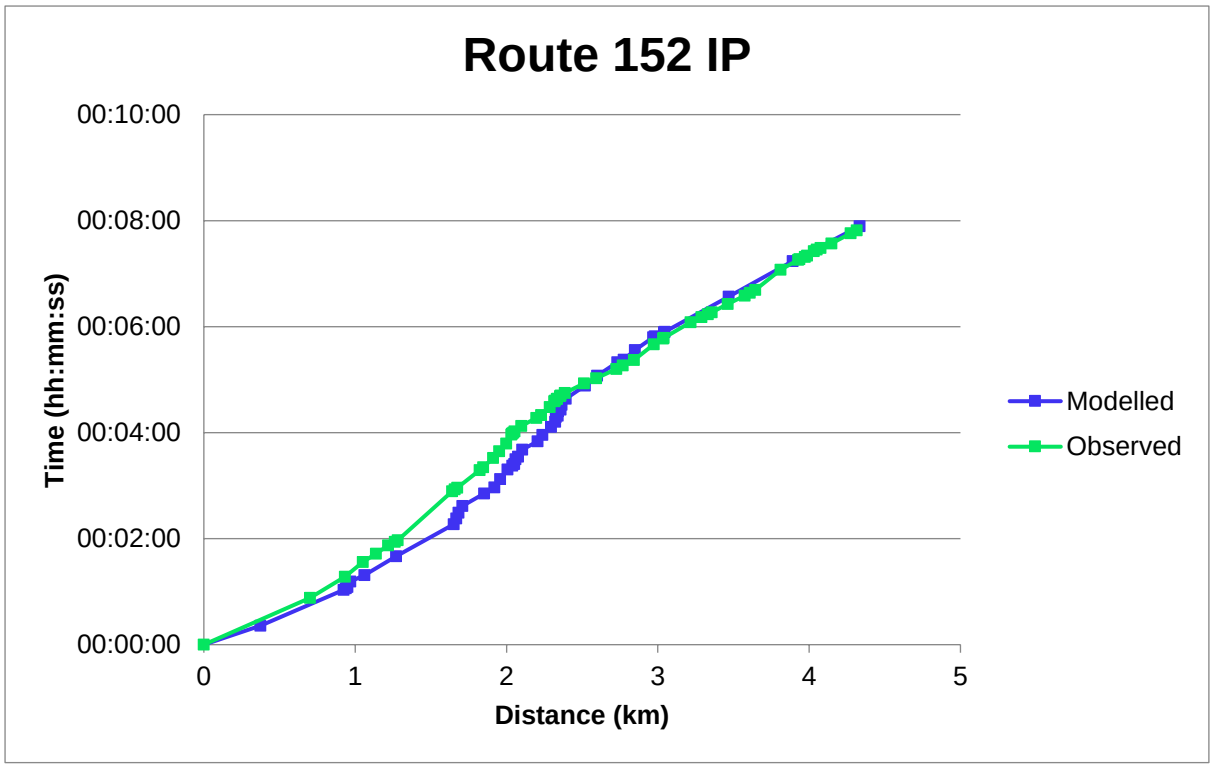

Route 131 IP
Time (hh:mm:ss)
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

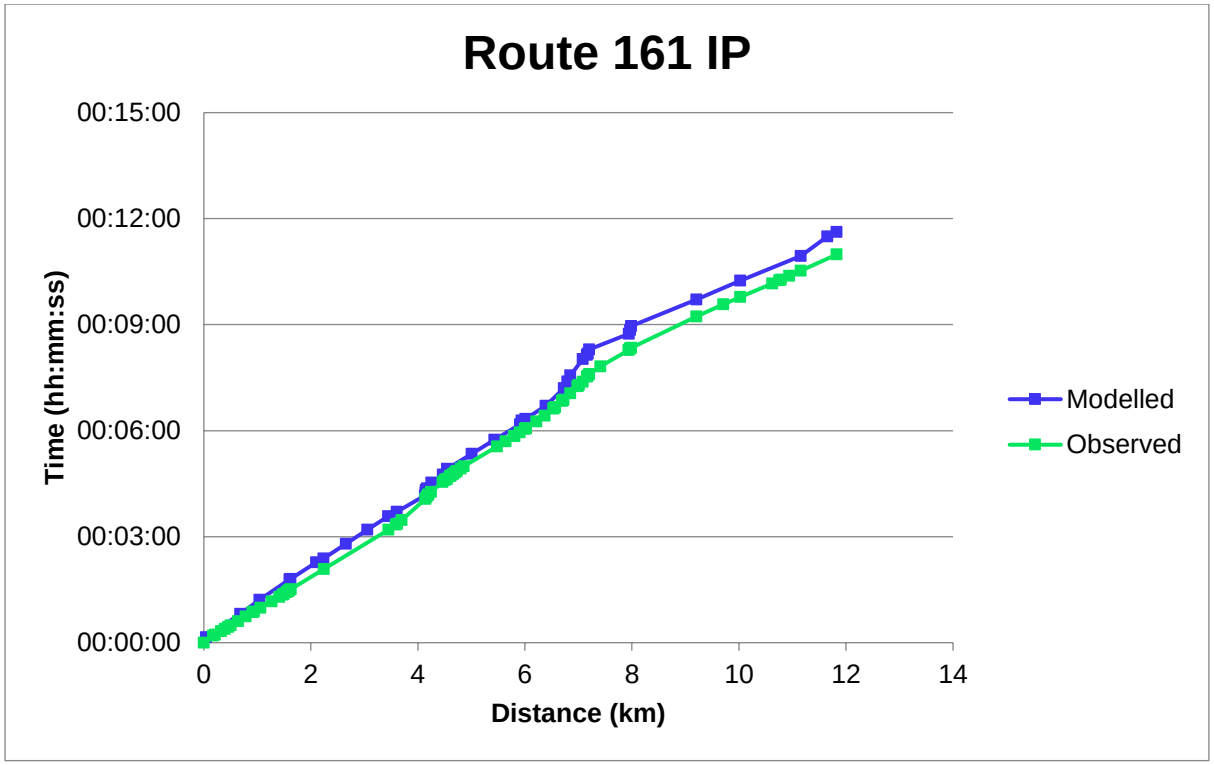

Route 132 IP
Time (hh:mm:ss)
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

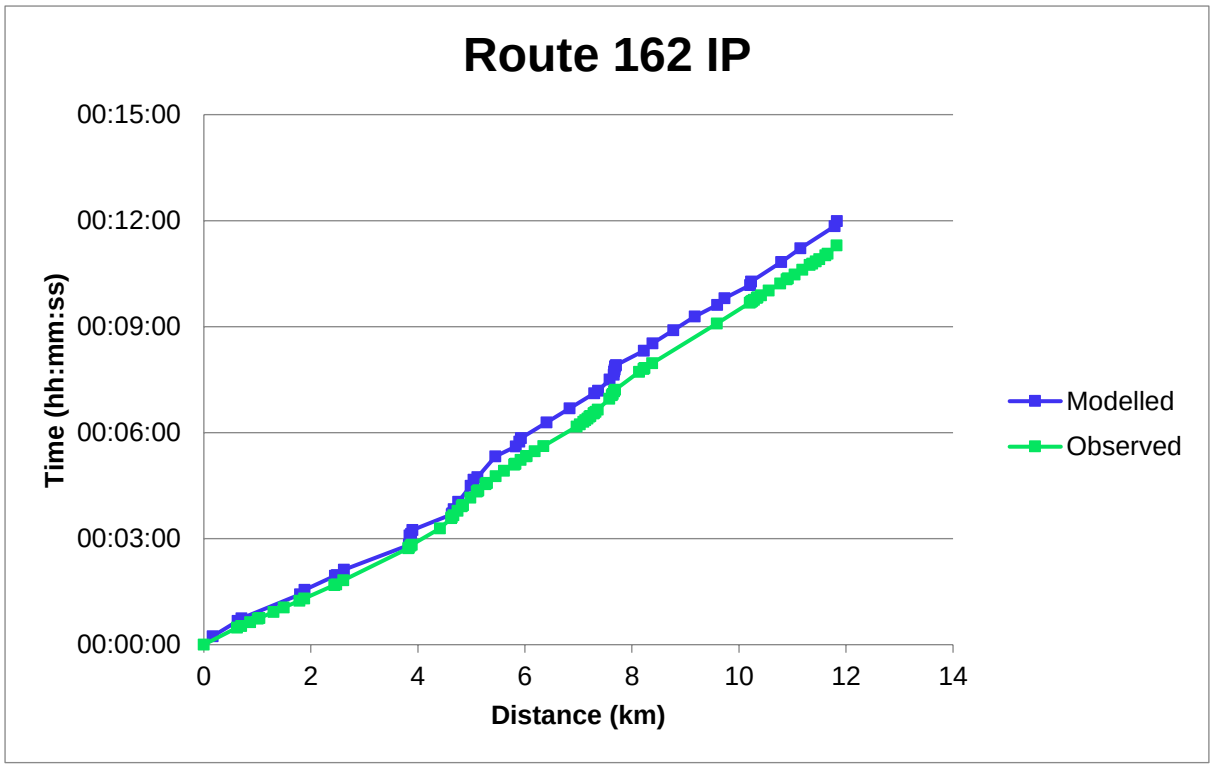

Route 141 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

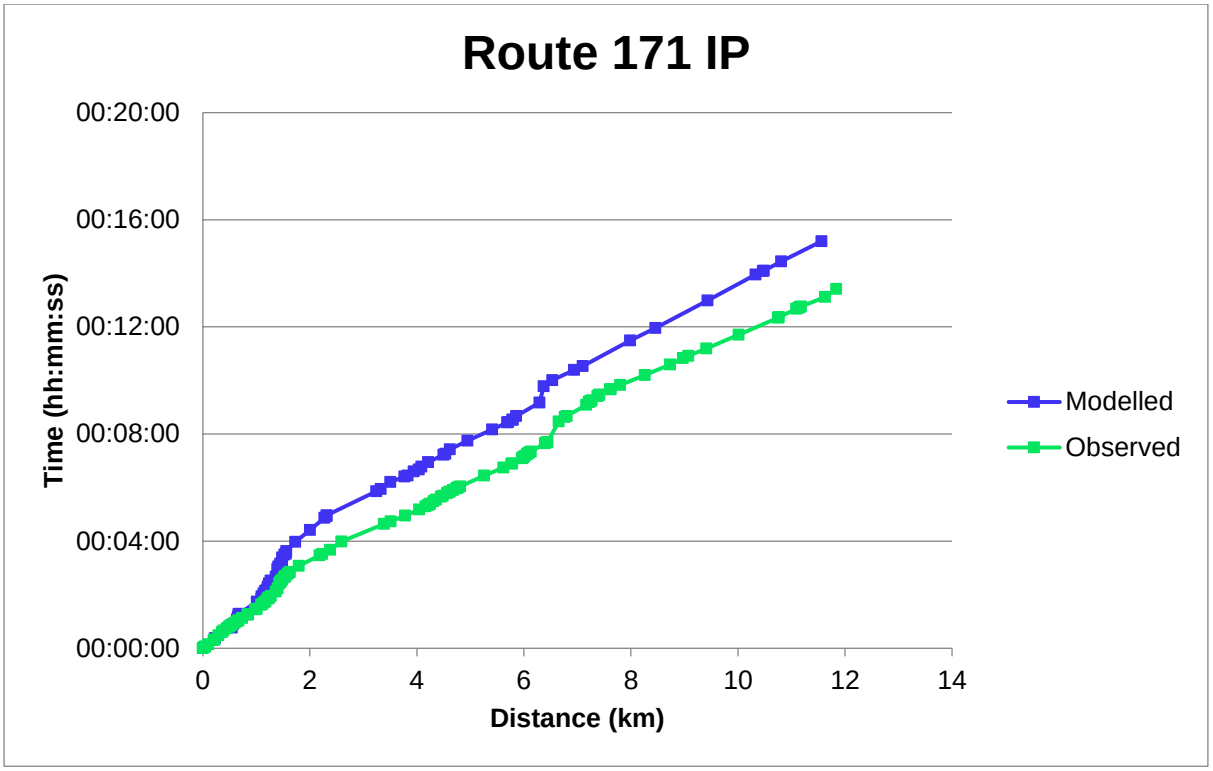

Route 142 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

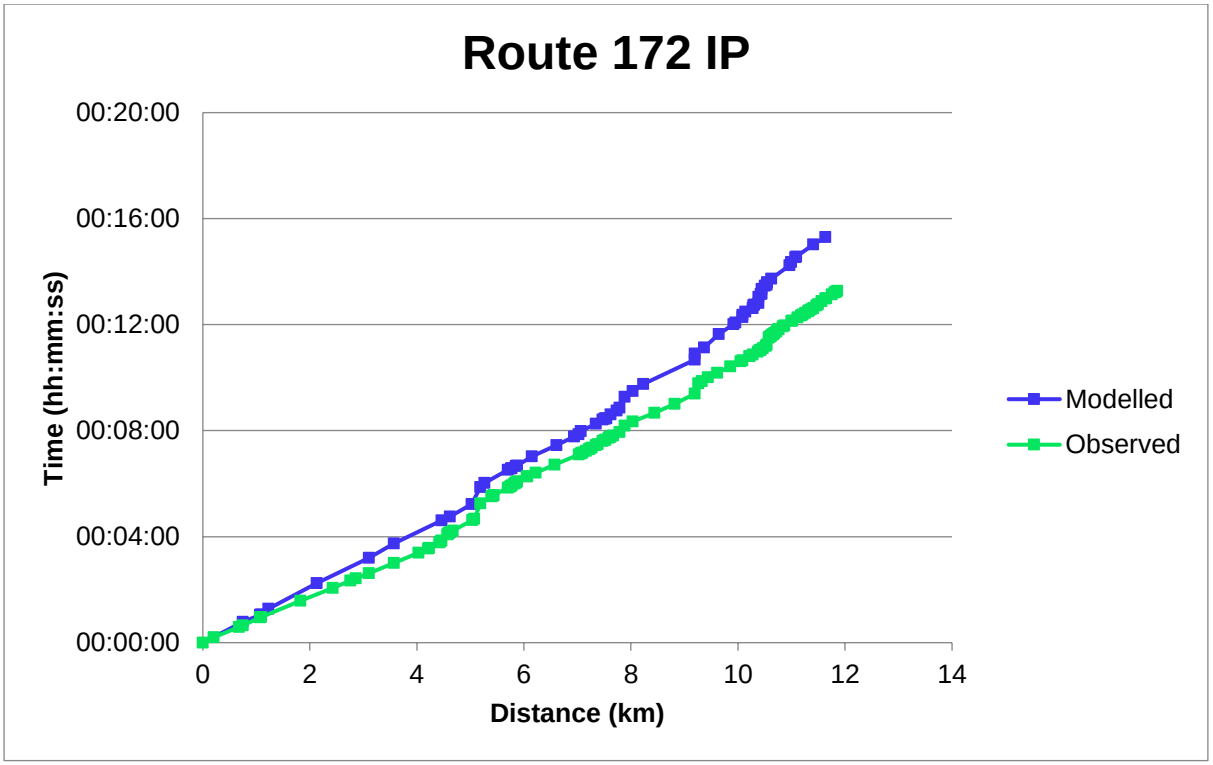

Route 151 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

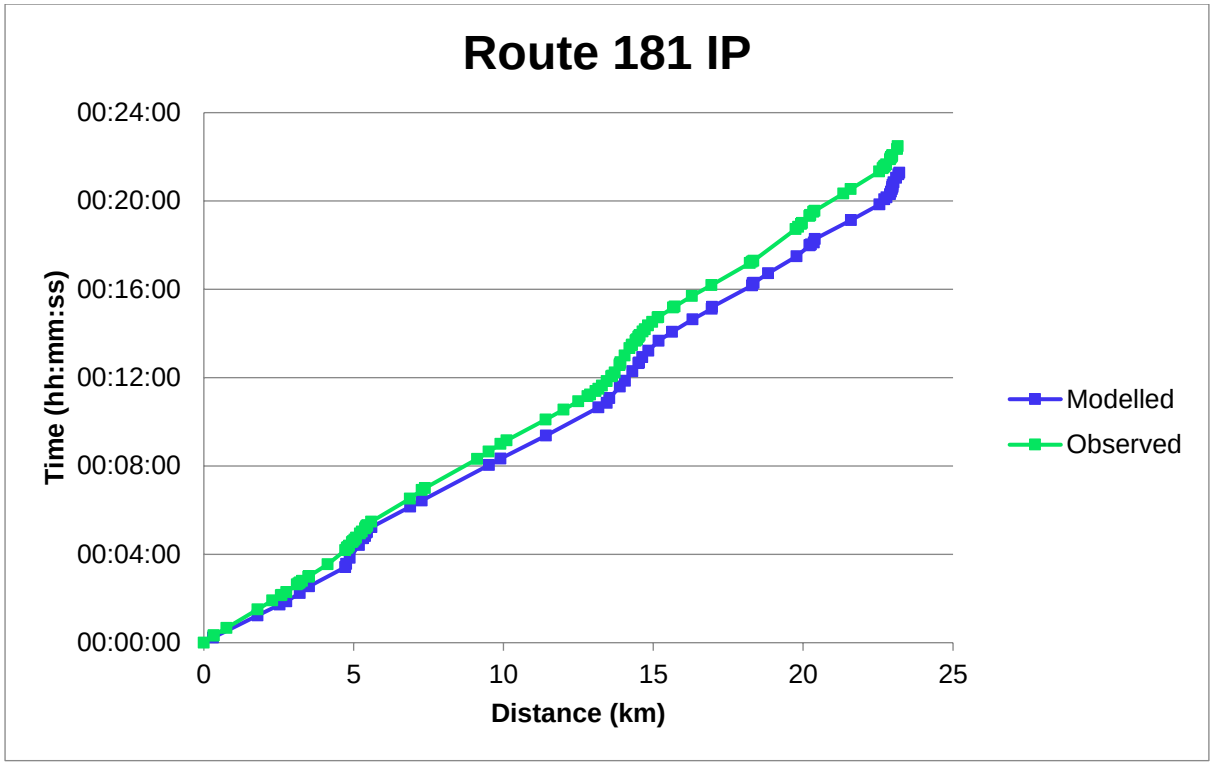

Route 152 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

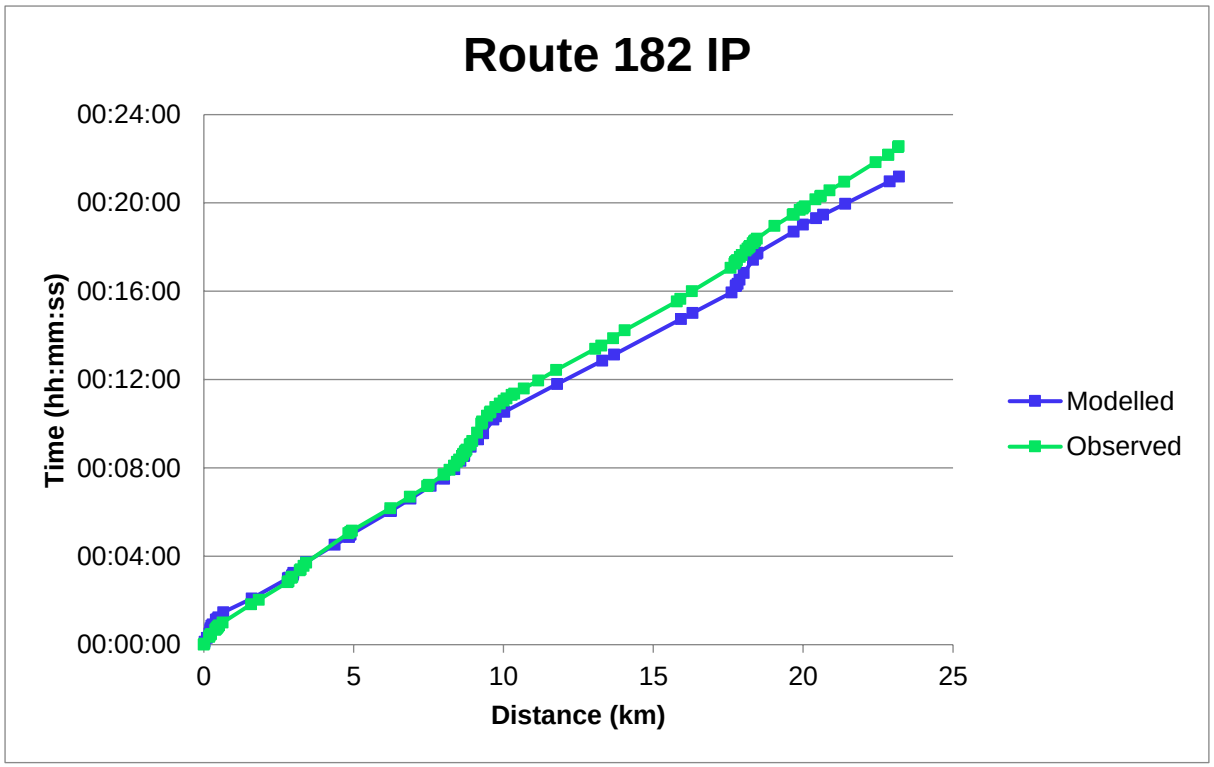

Route 161 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

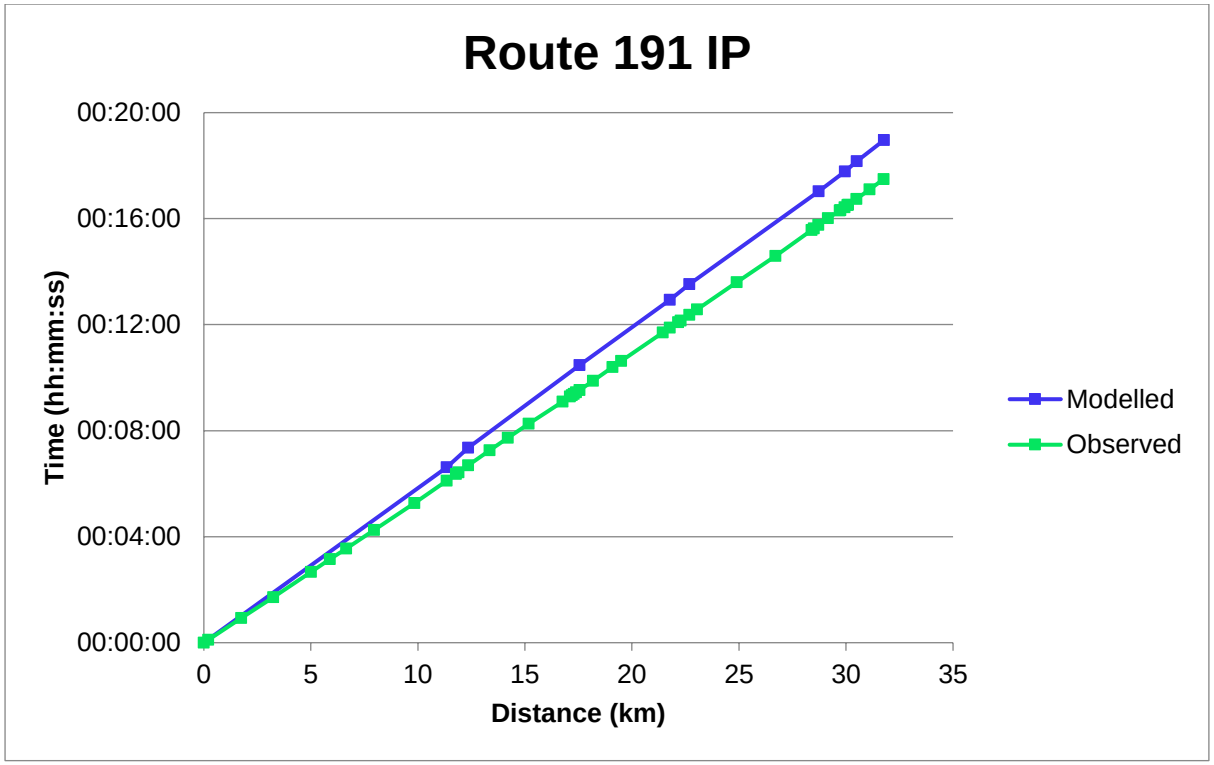

Route 162 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

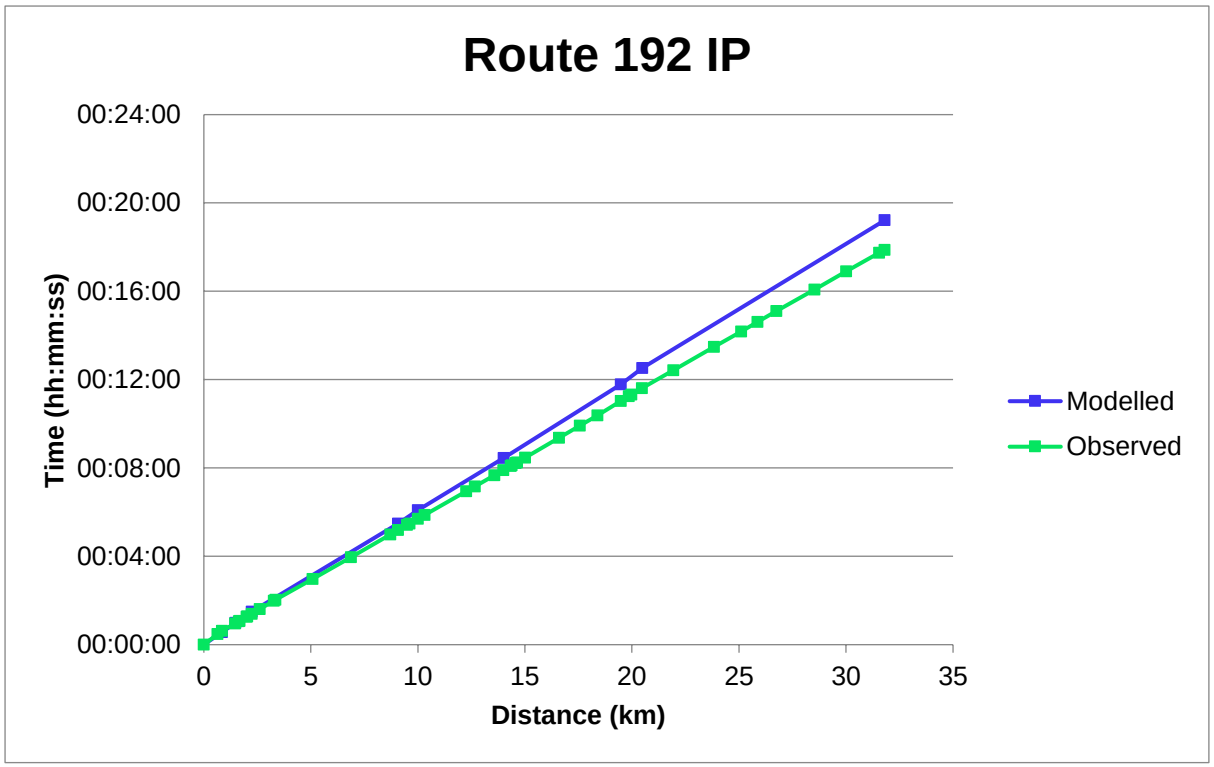

Route 171 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

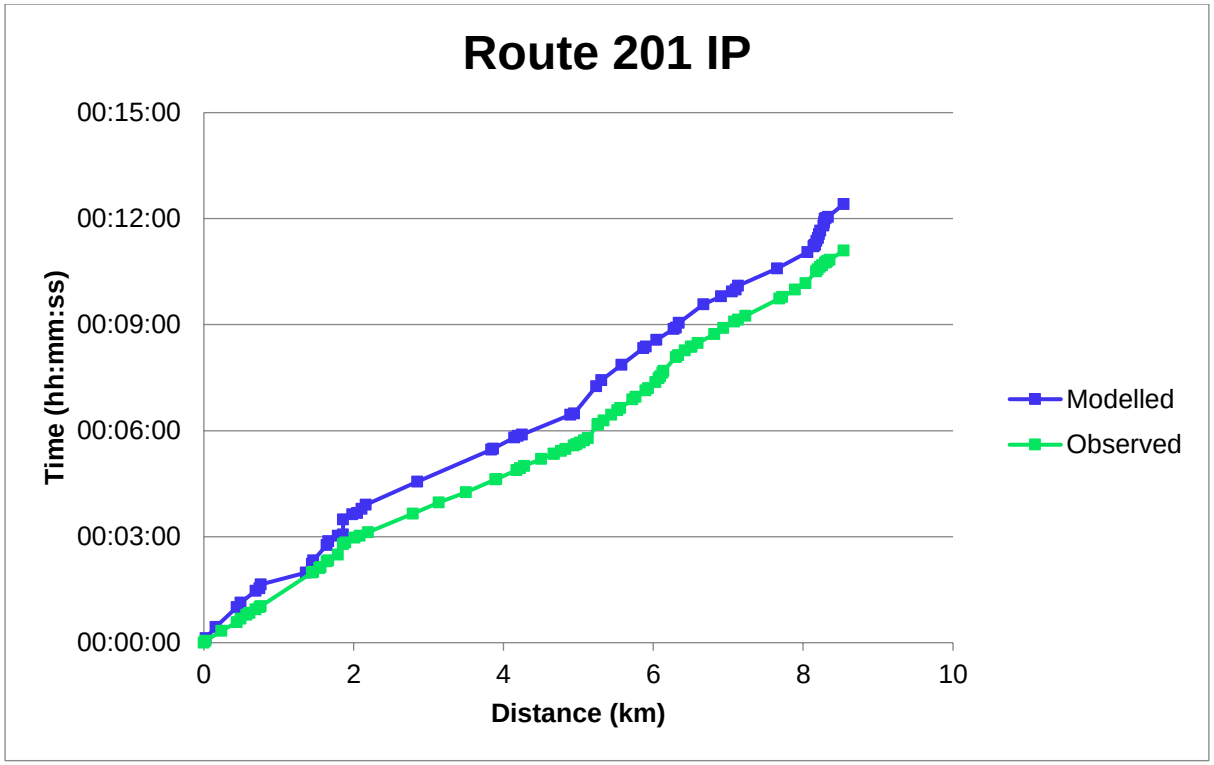

Route 172 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

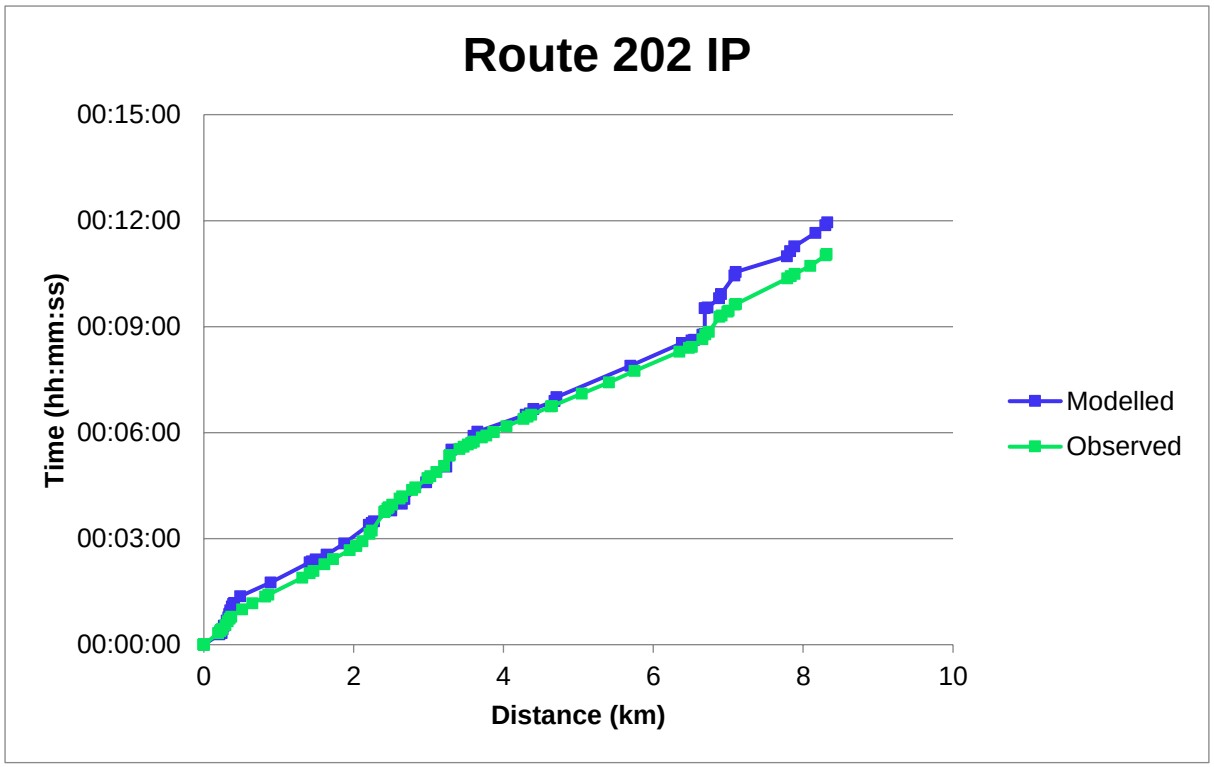

Route 181 IP
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed

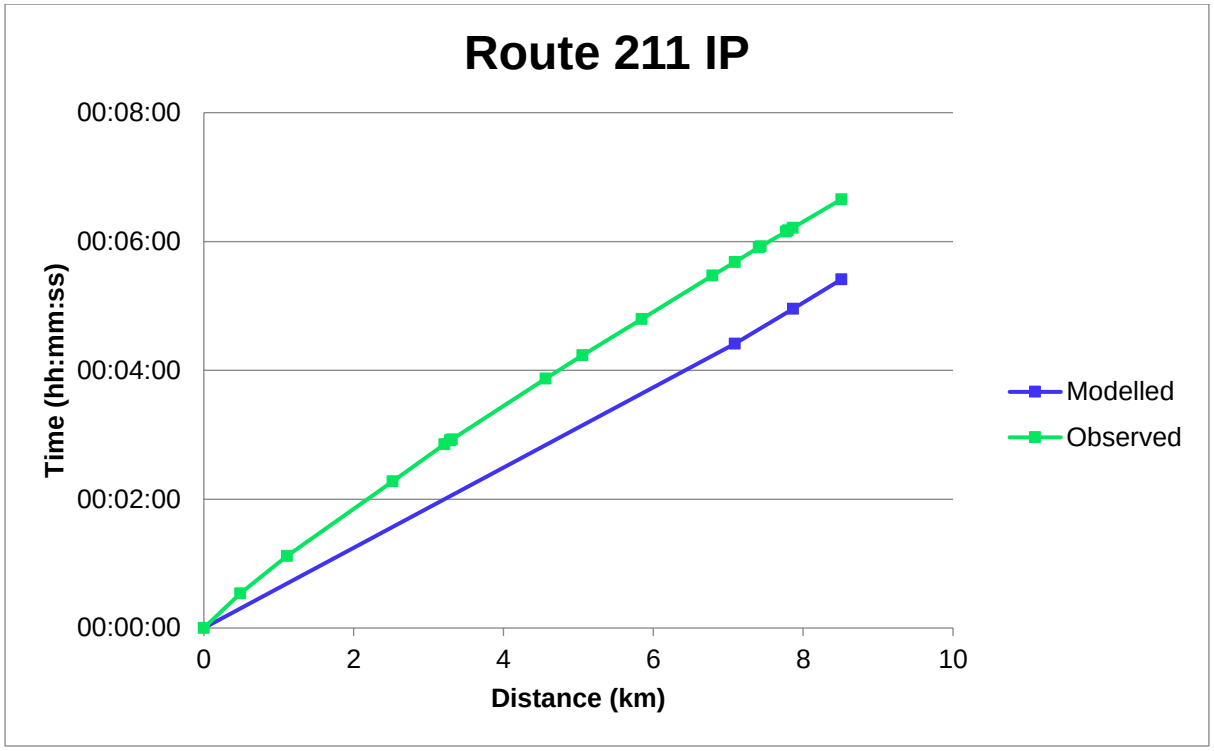

Route 182 IP
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed

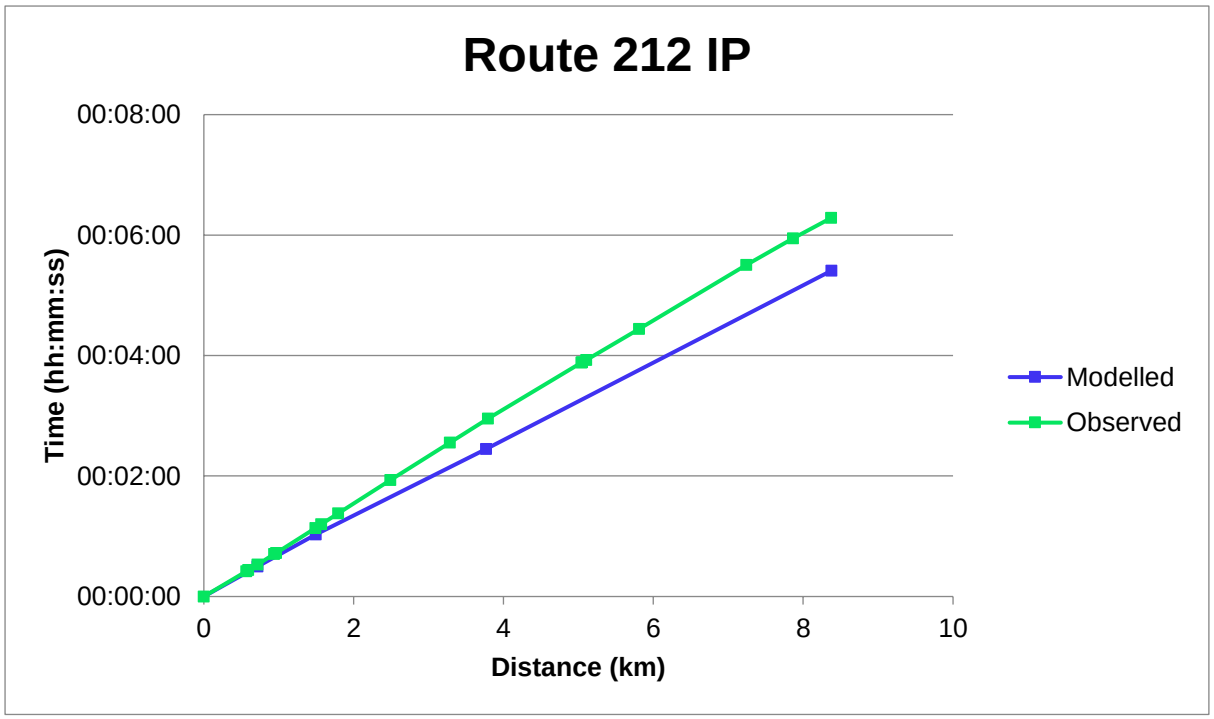

Route 191 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
30
35
Distance (km)
Modelled
Observed

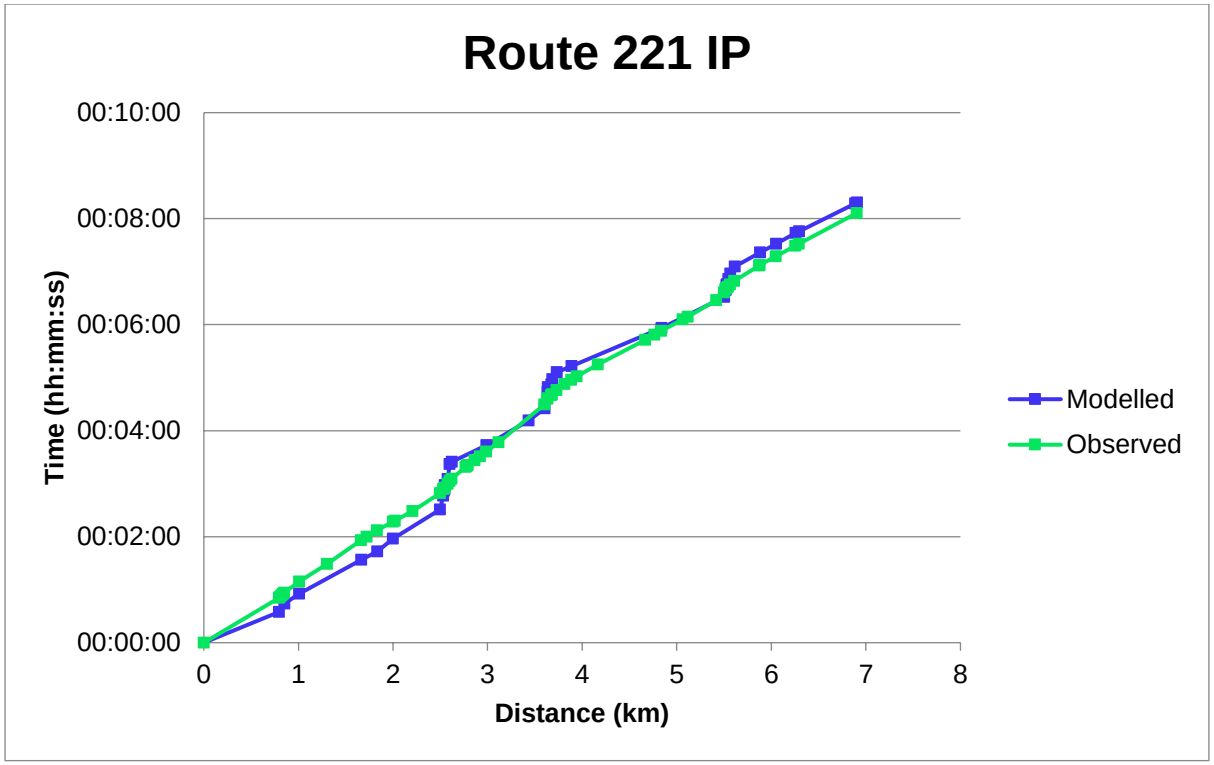

Route 192 IP
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
30
35
Distance (km)
Modelled
Observed

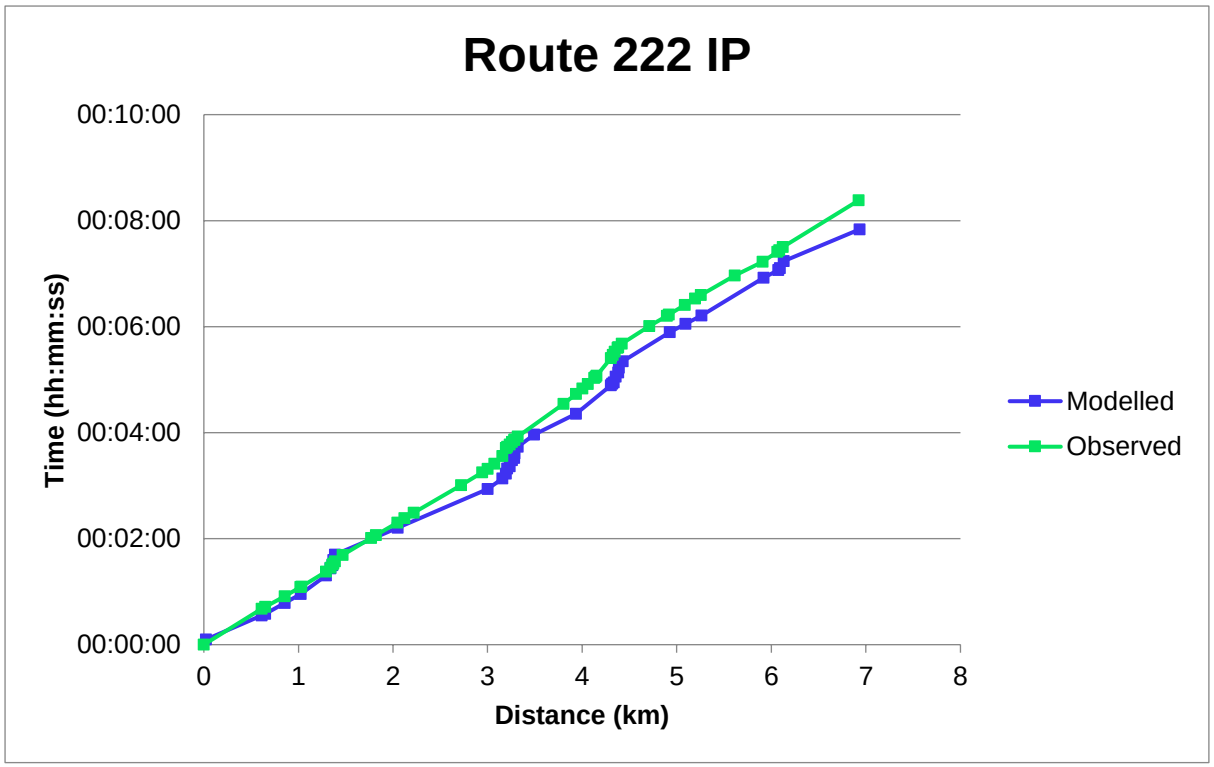

Route 201 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

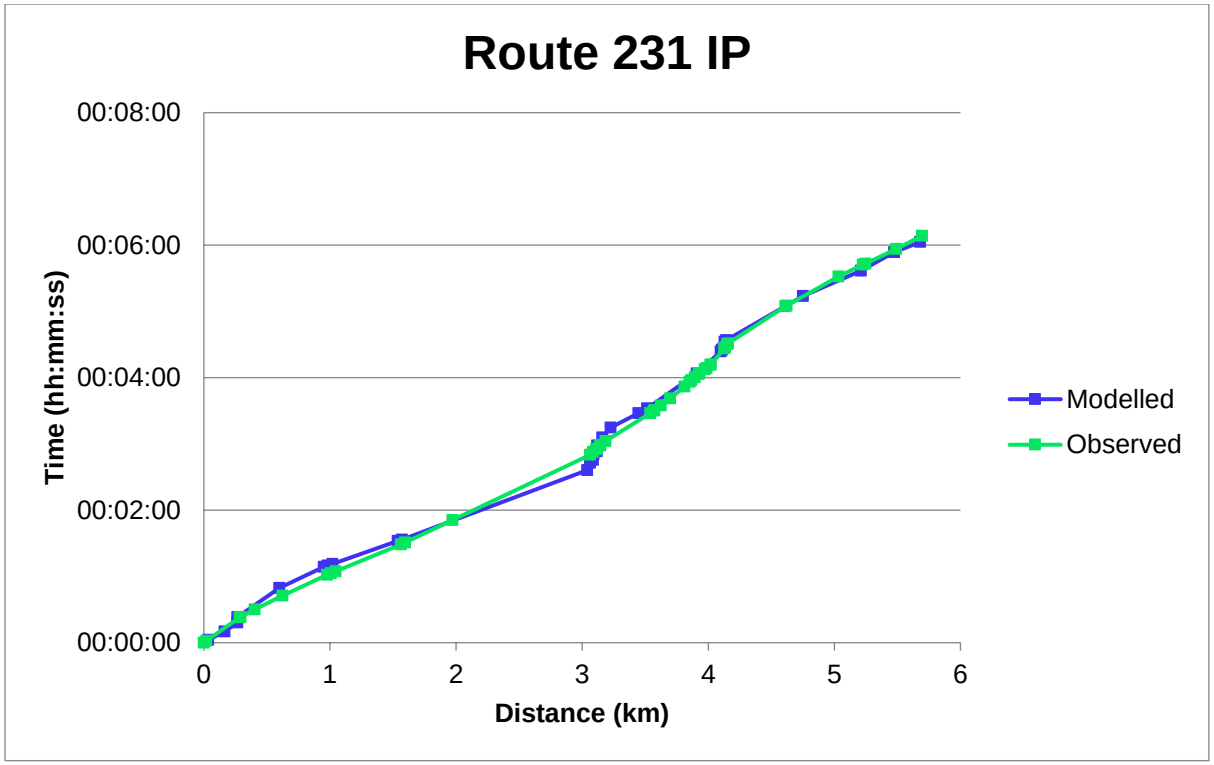

Route 202 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

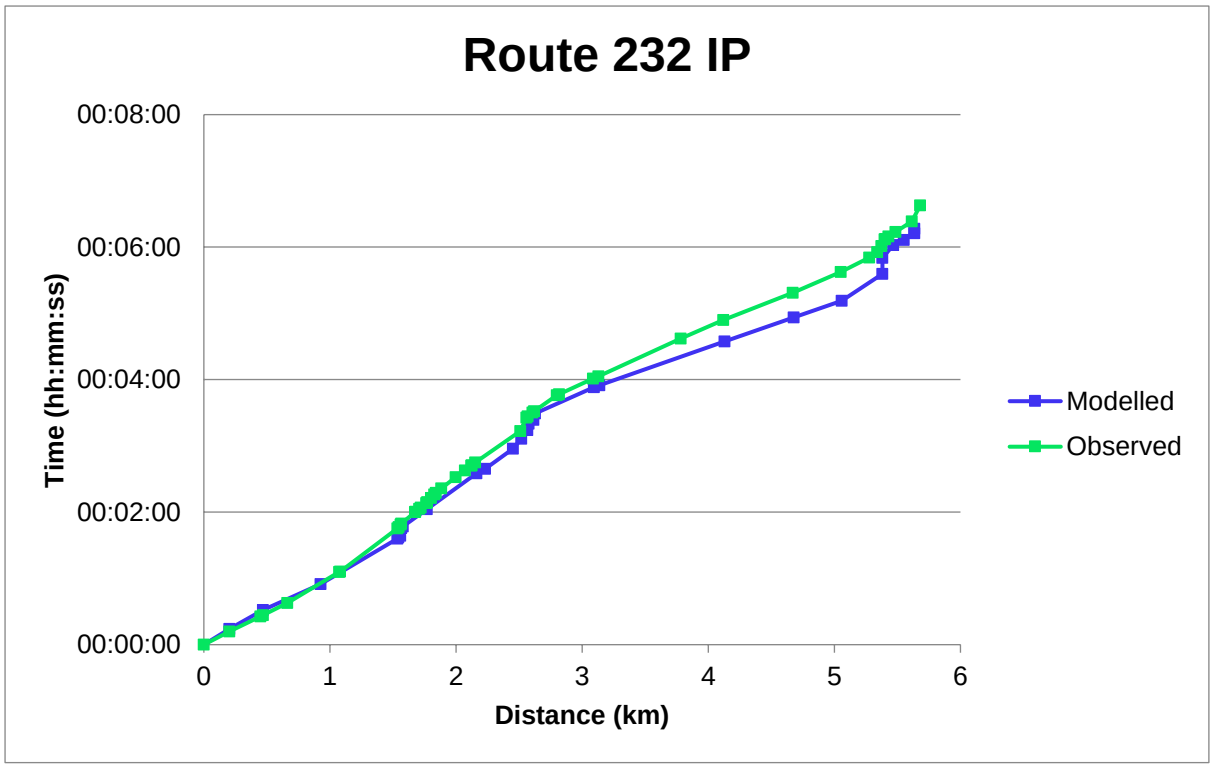

Route 211 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

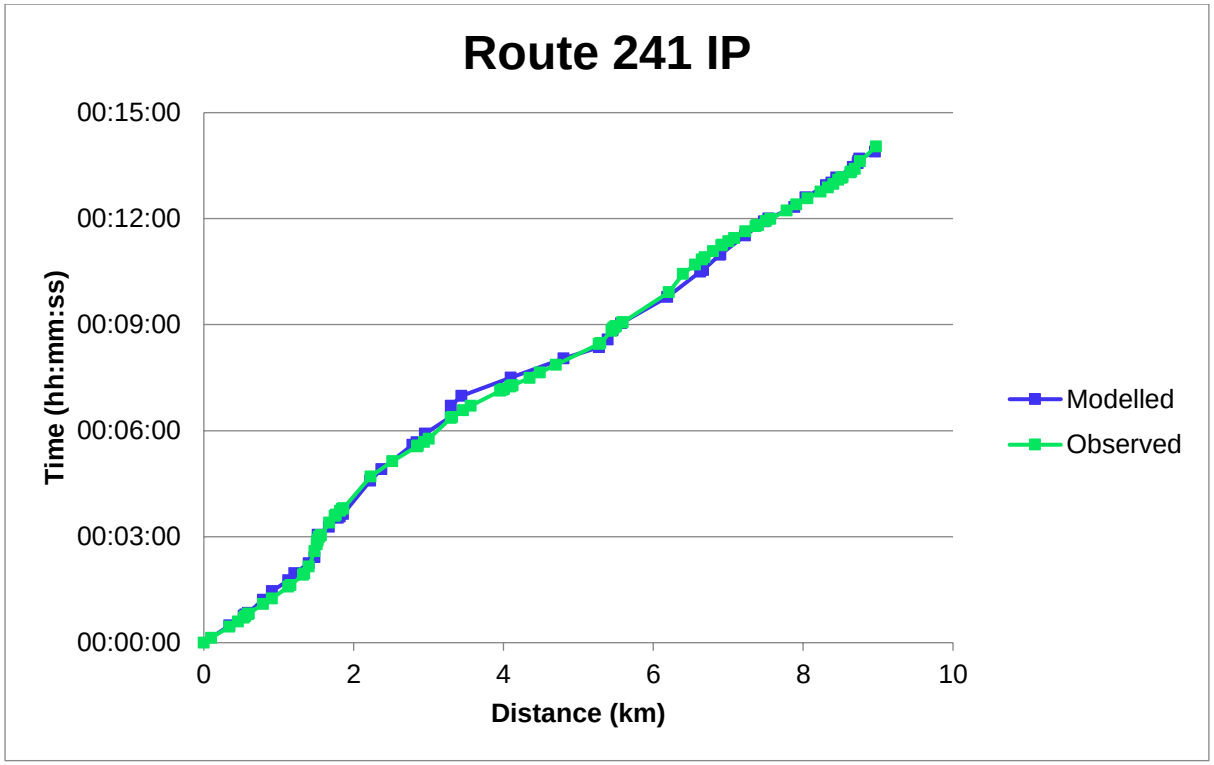

Route 212 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

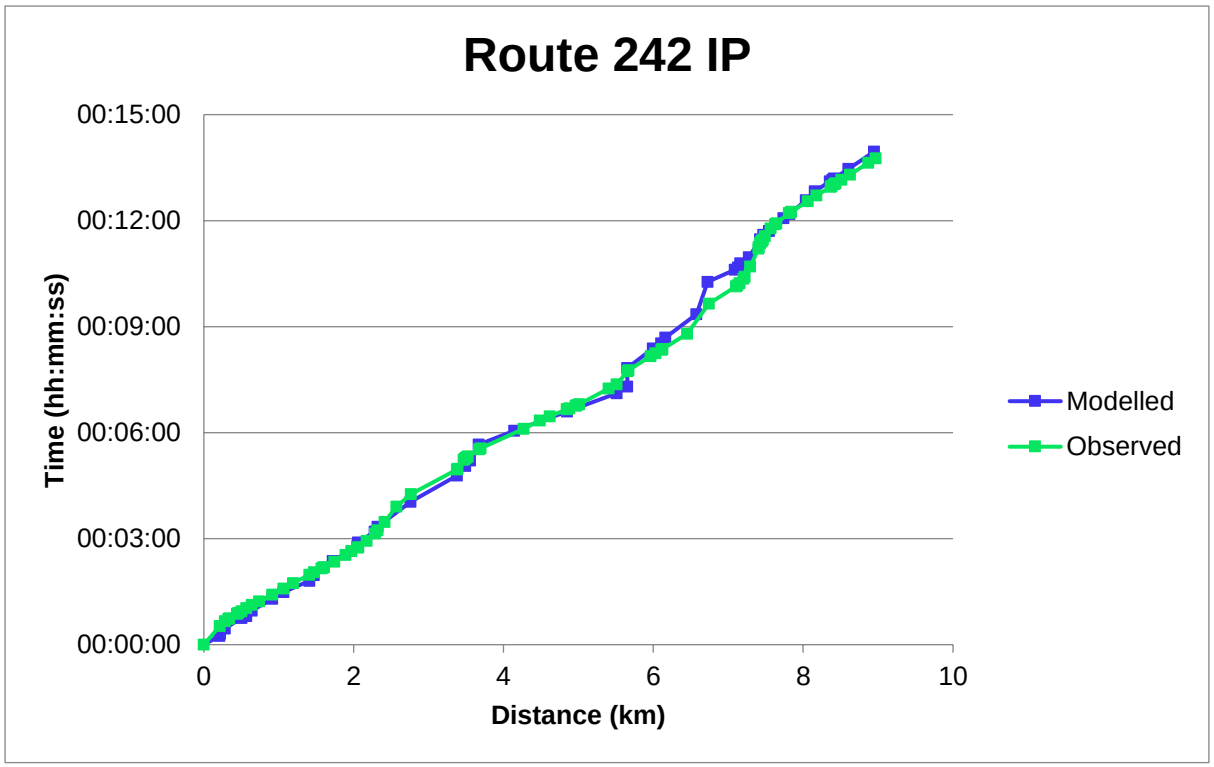

Route 221 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

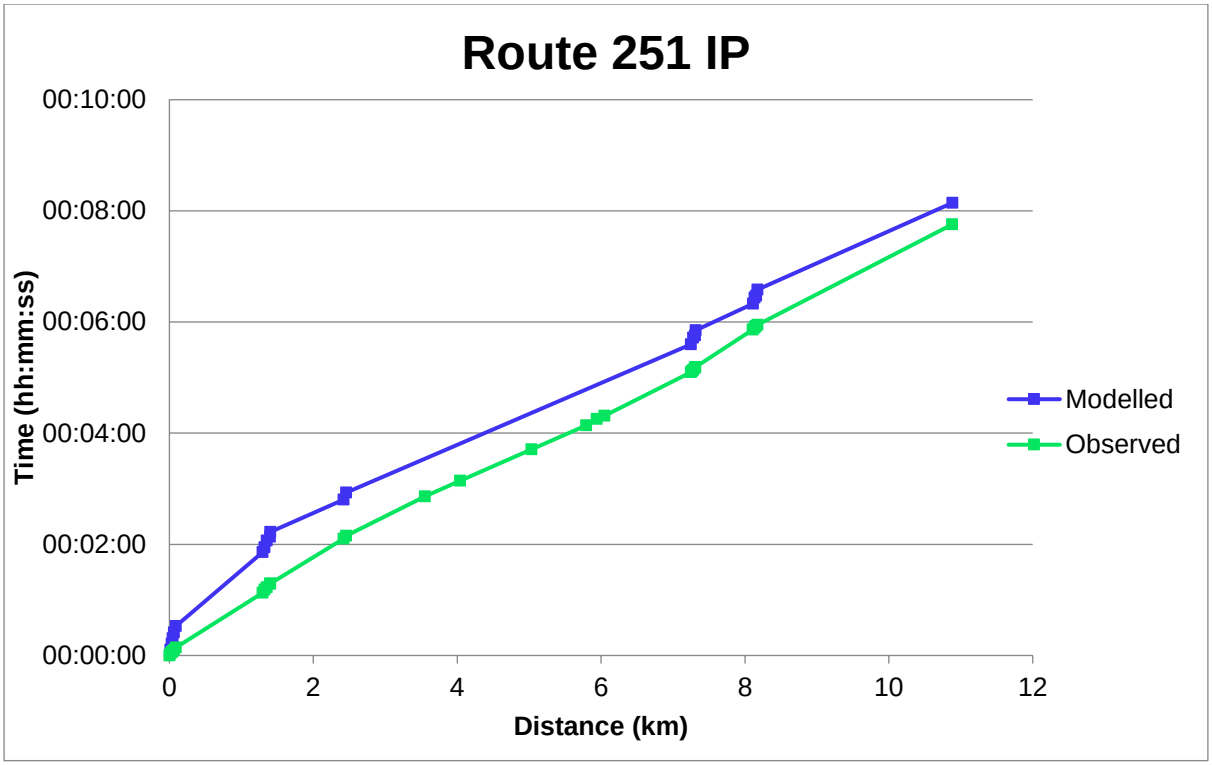

Route 222 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

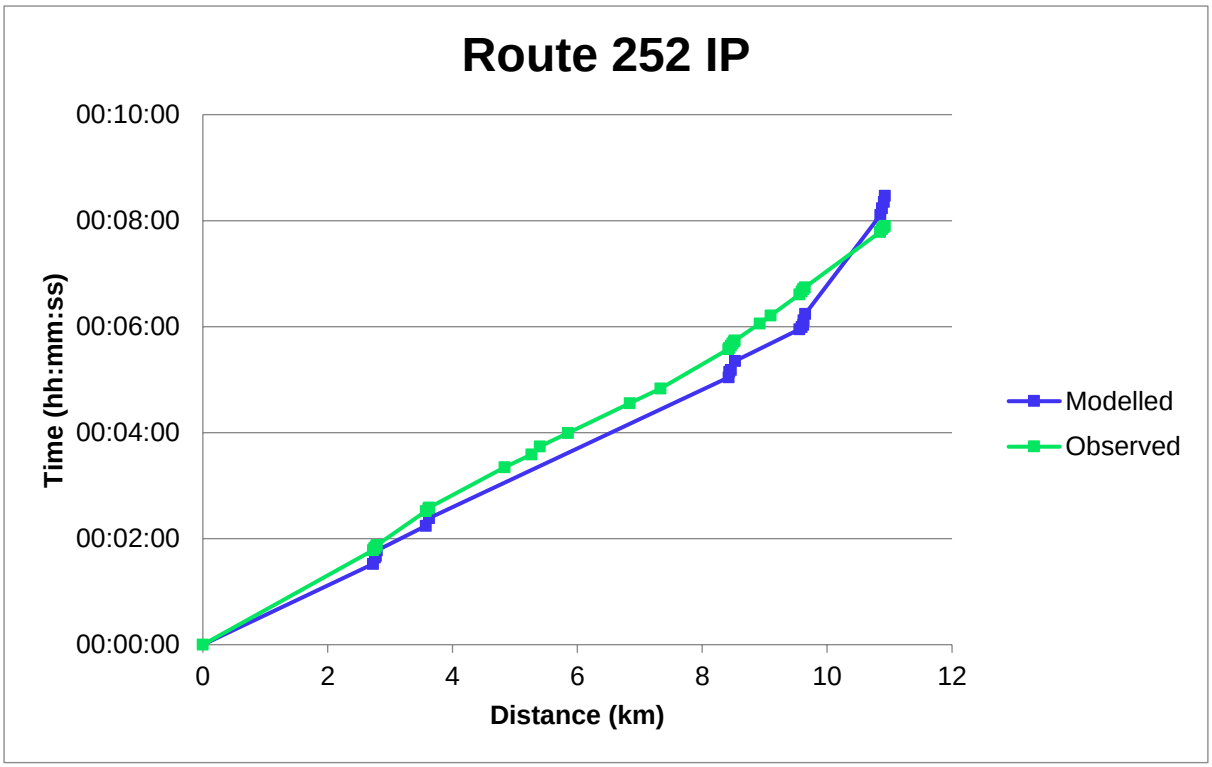

Route 231 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

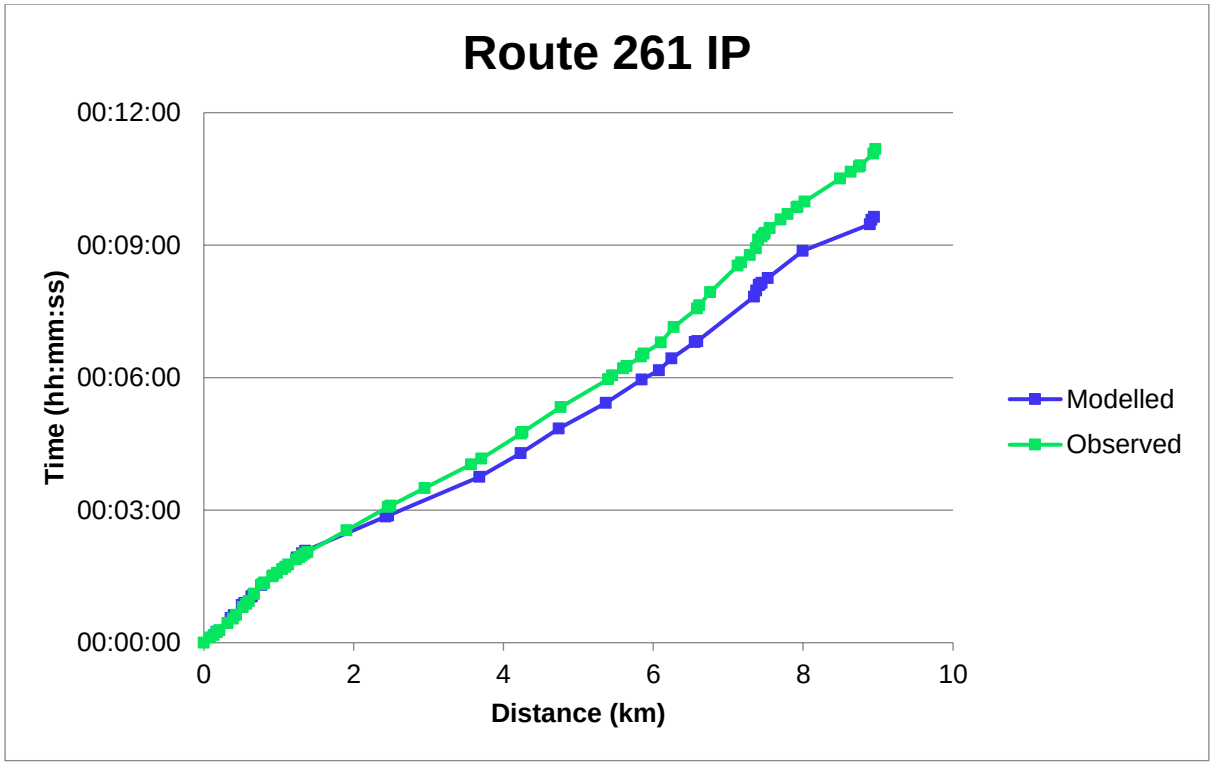

Route 232 IP
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

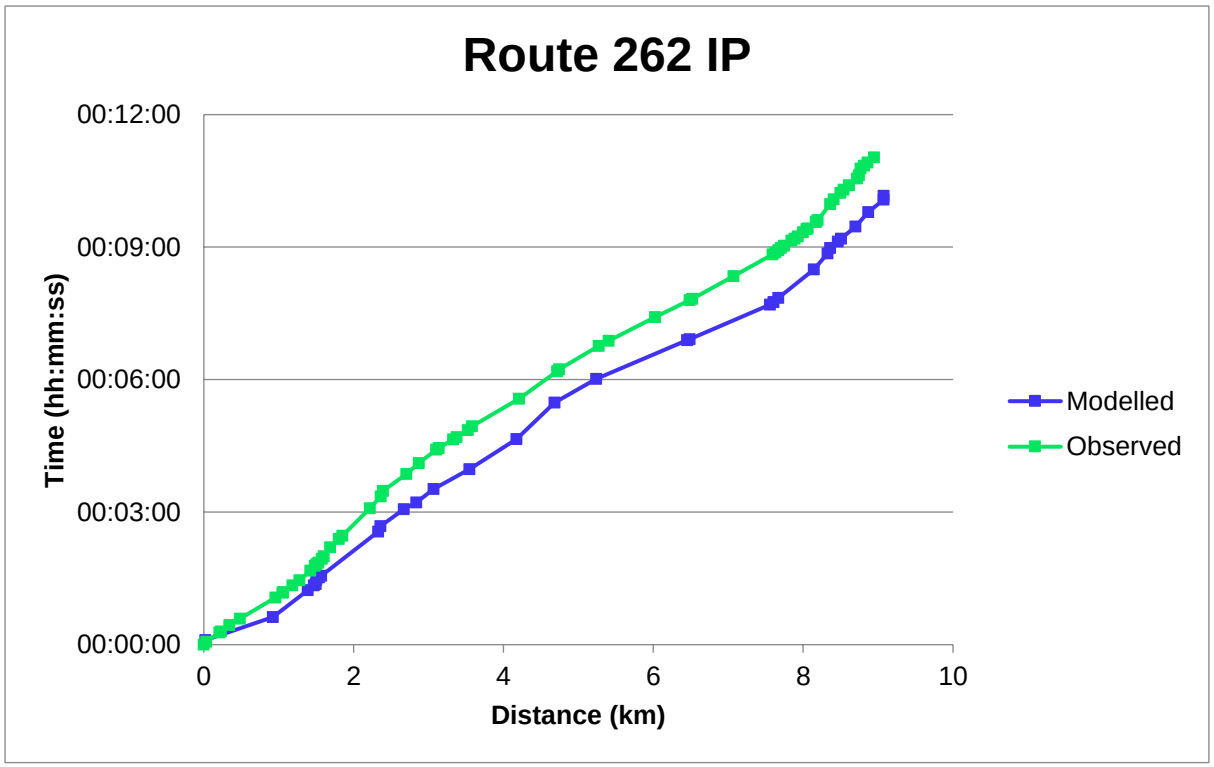

Route 241 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

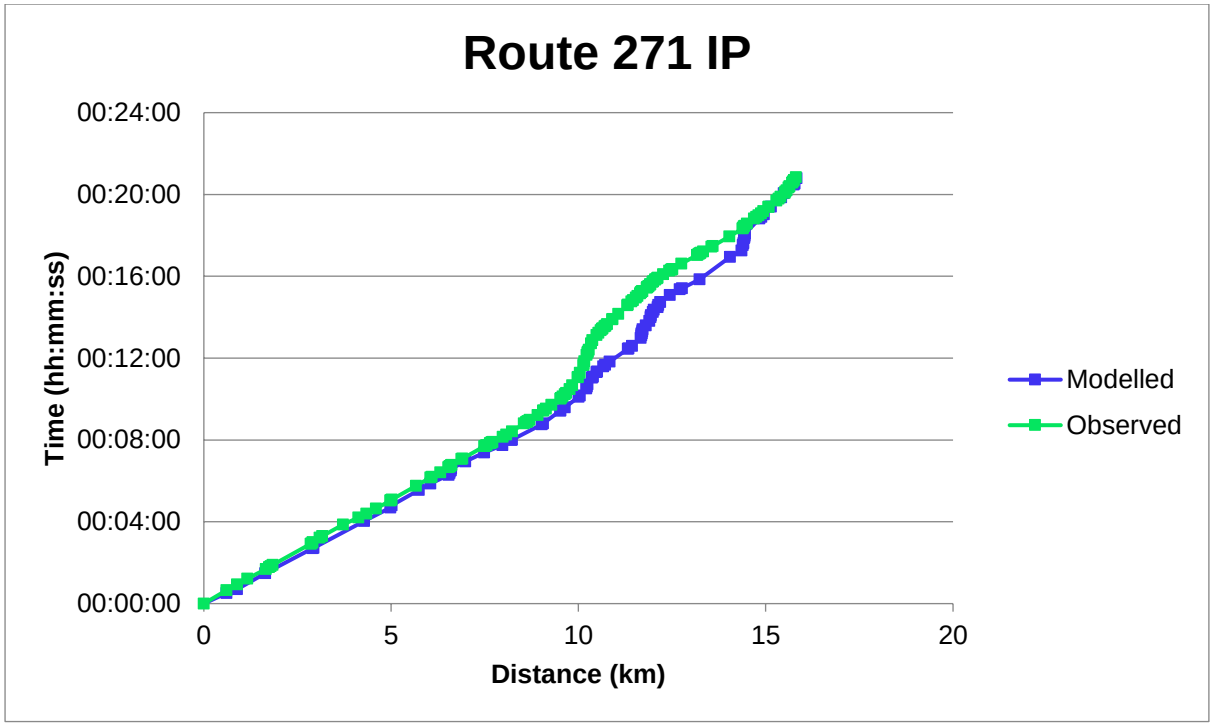

Route 242 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

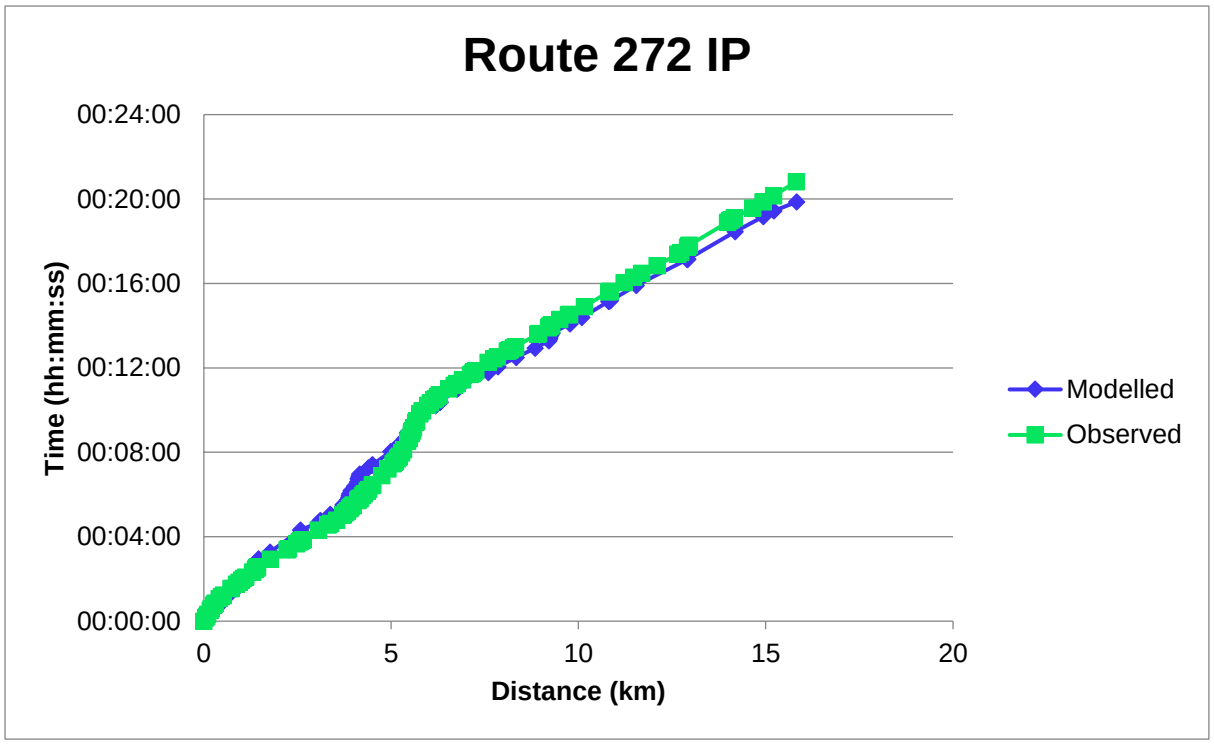

Route 251 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

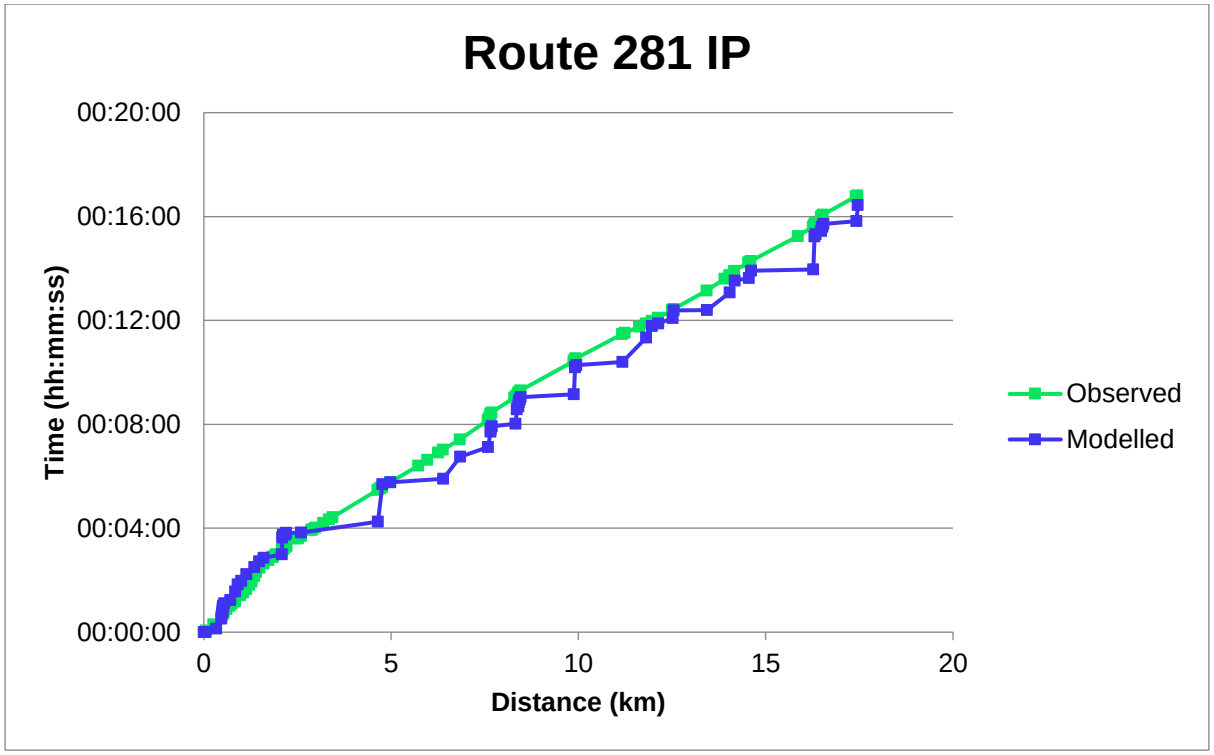

Route 252 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

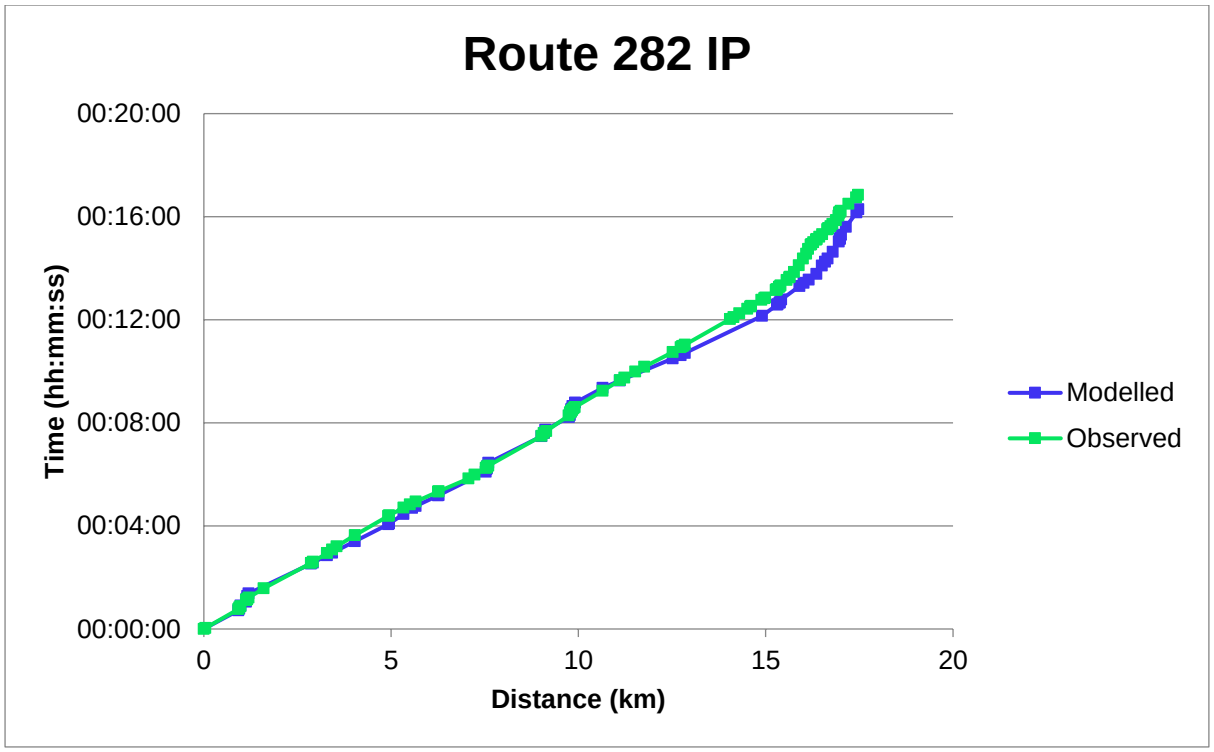

Route 261 IP
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

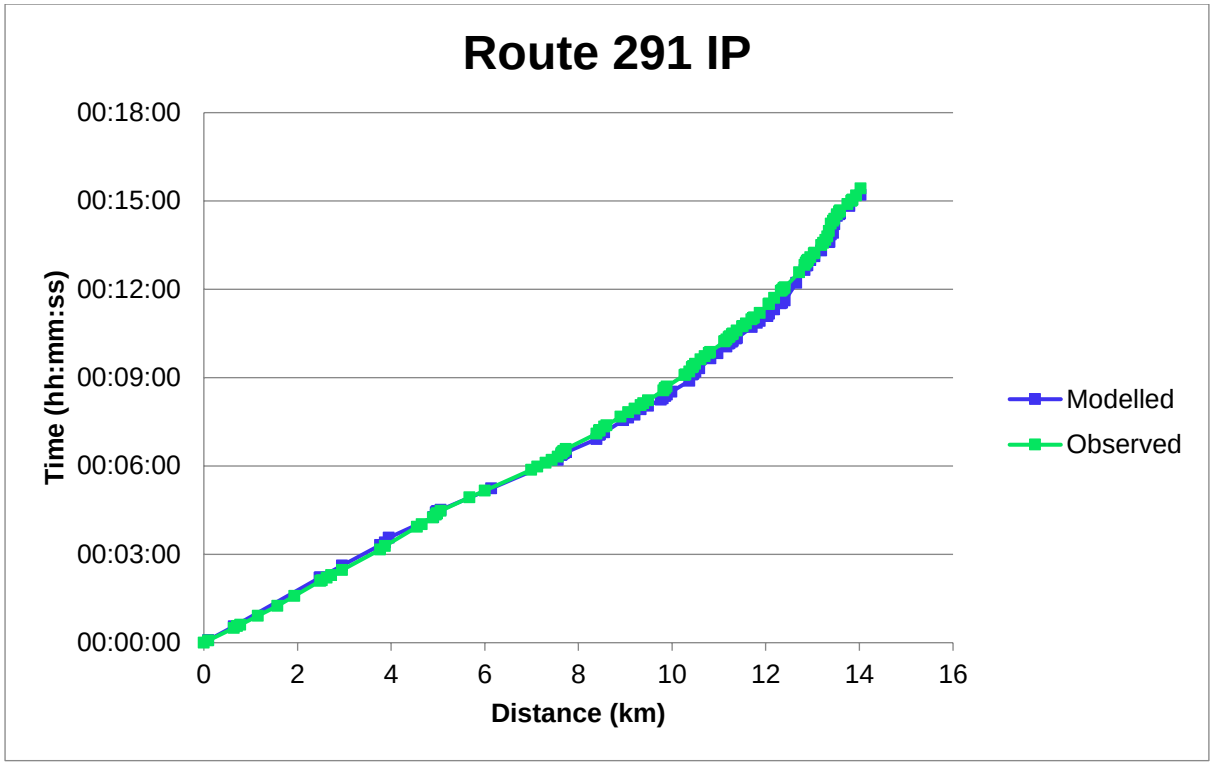

Route 262 IP
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

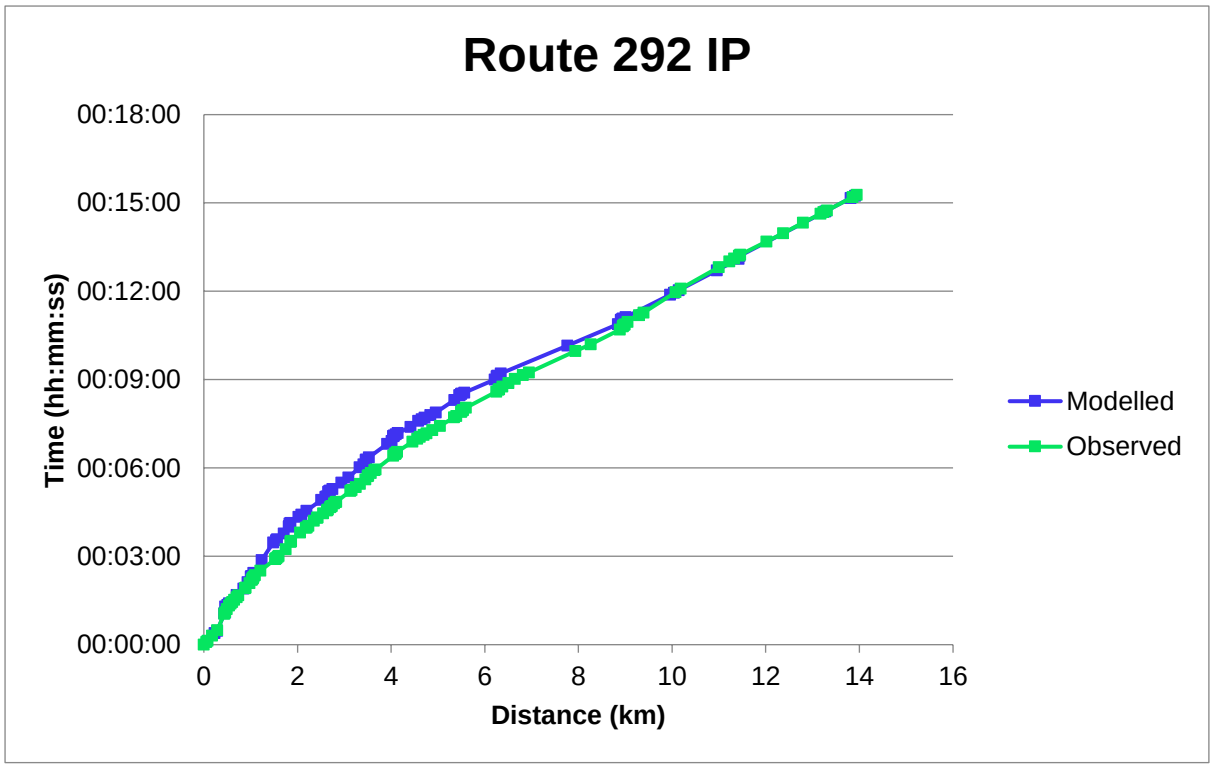

Route 271 IP
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

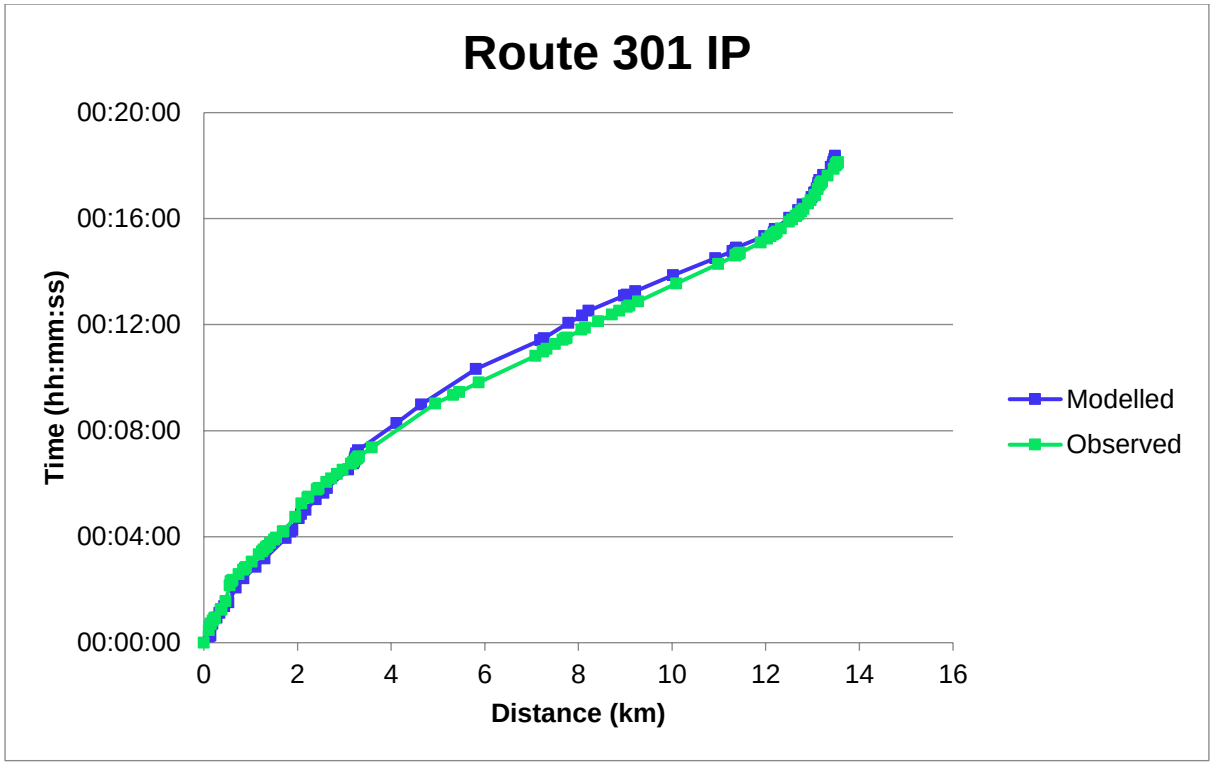

Route 272 IP
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

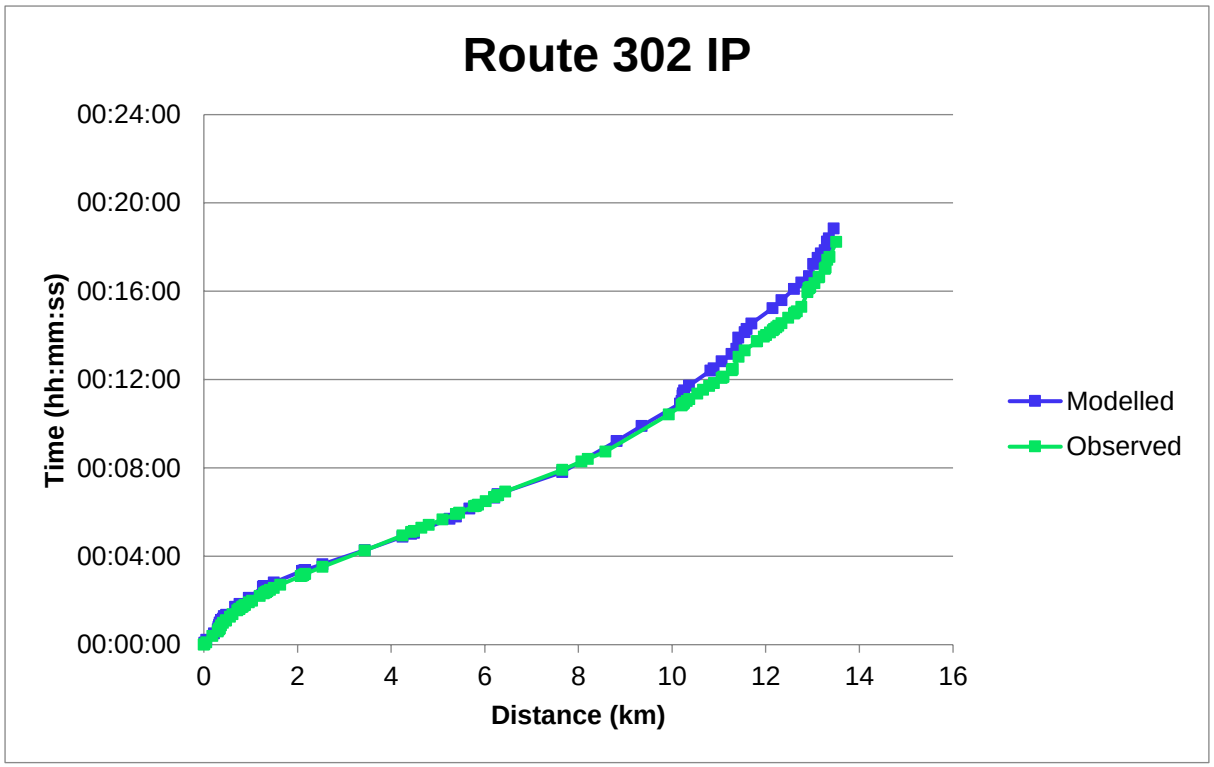

Route 281 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Observed
Modelled

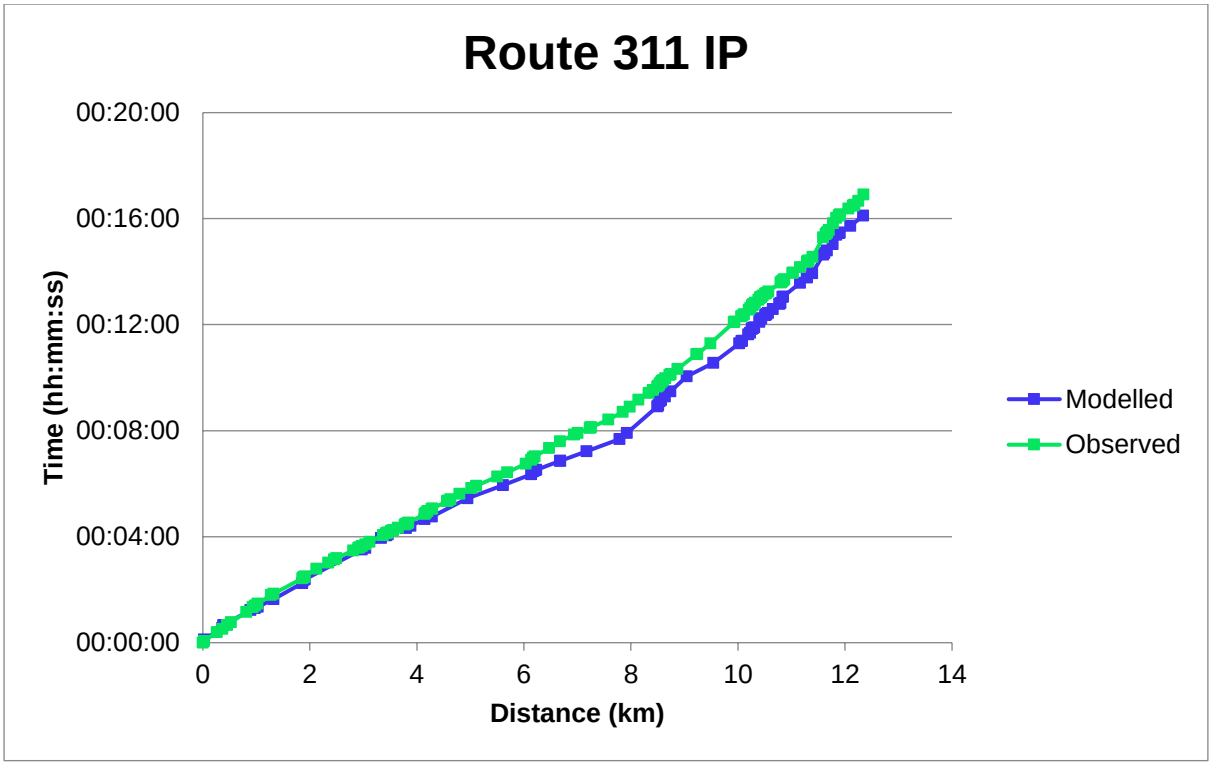

Route 282 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

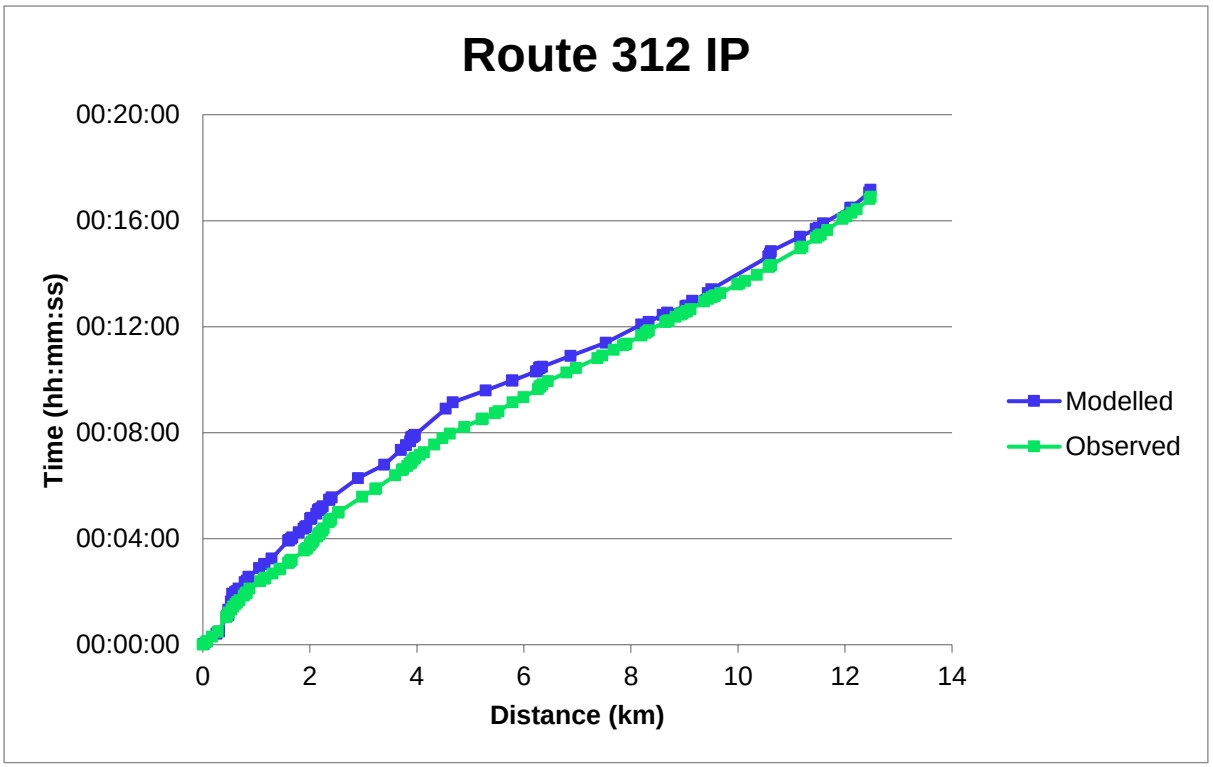

Route 291 IP
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

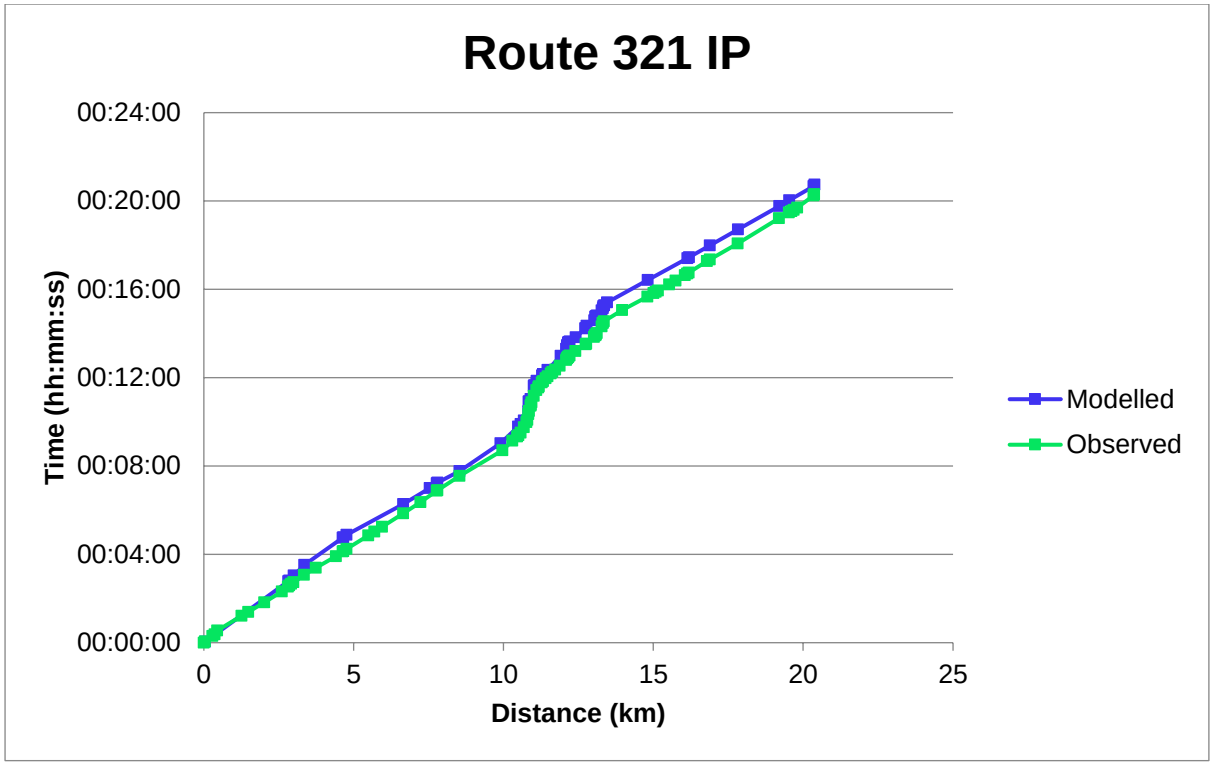

Route 292 IP
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

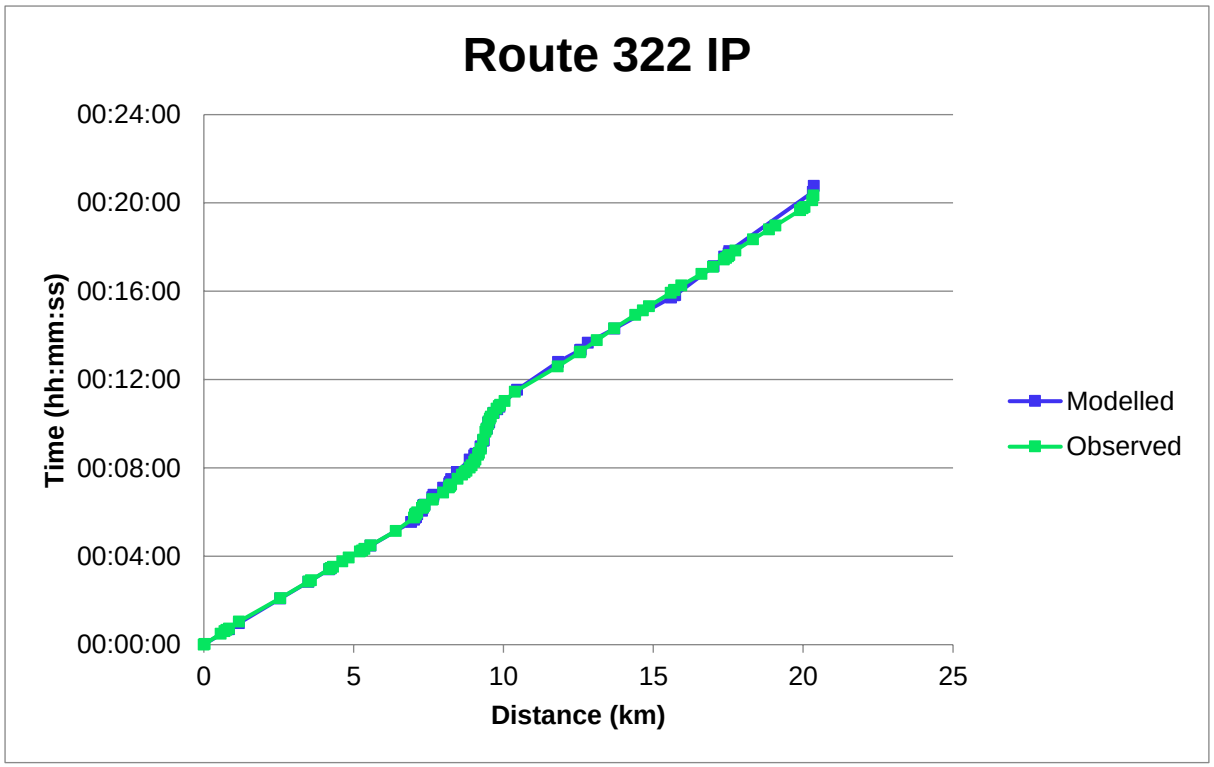

Route 301 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

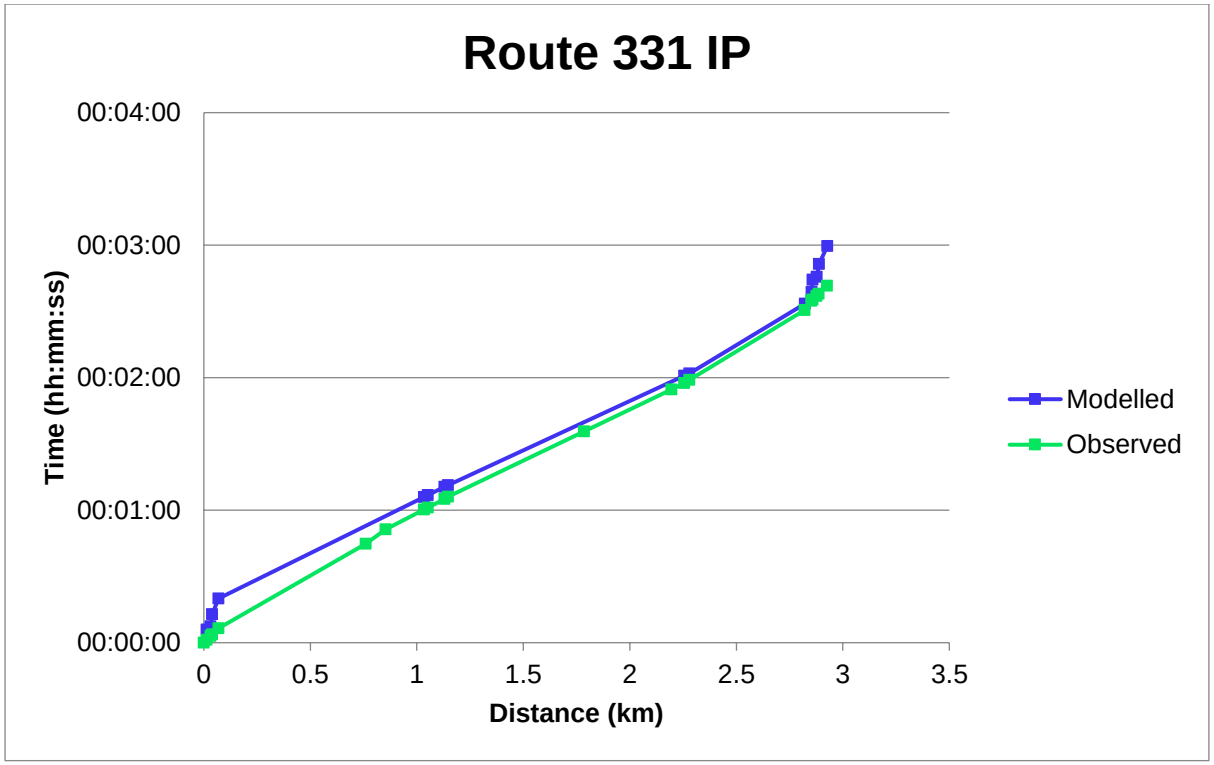

Route 302 IP
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

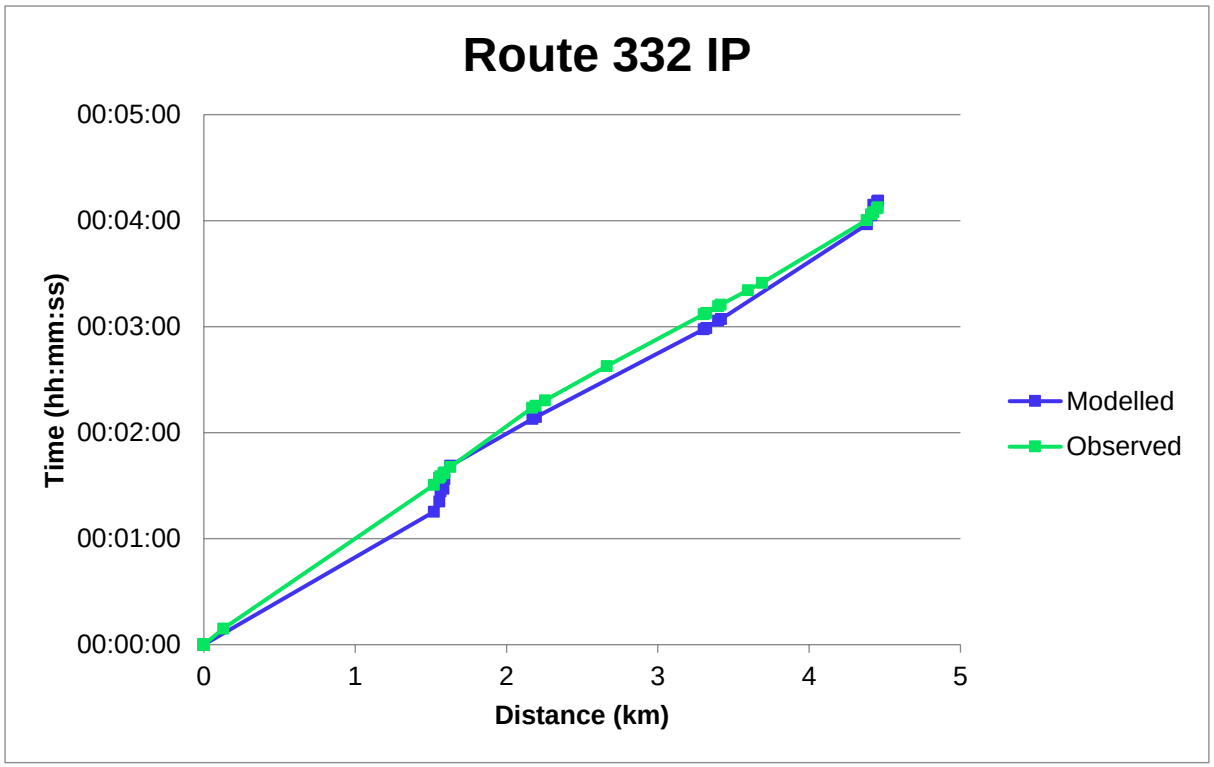

Route 311 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

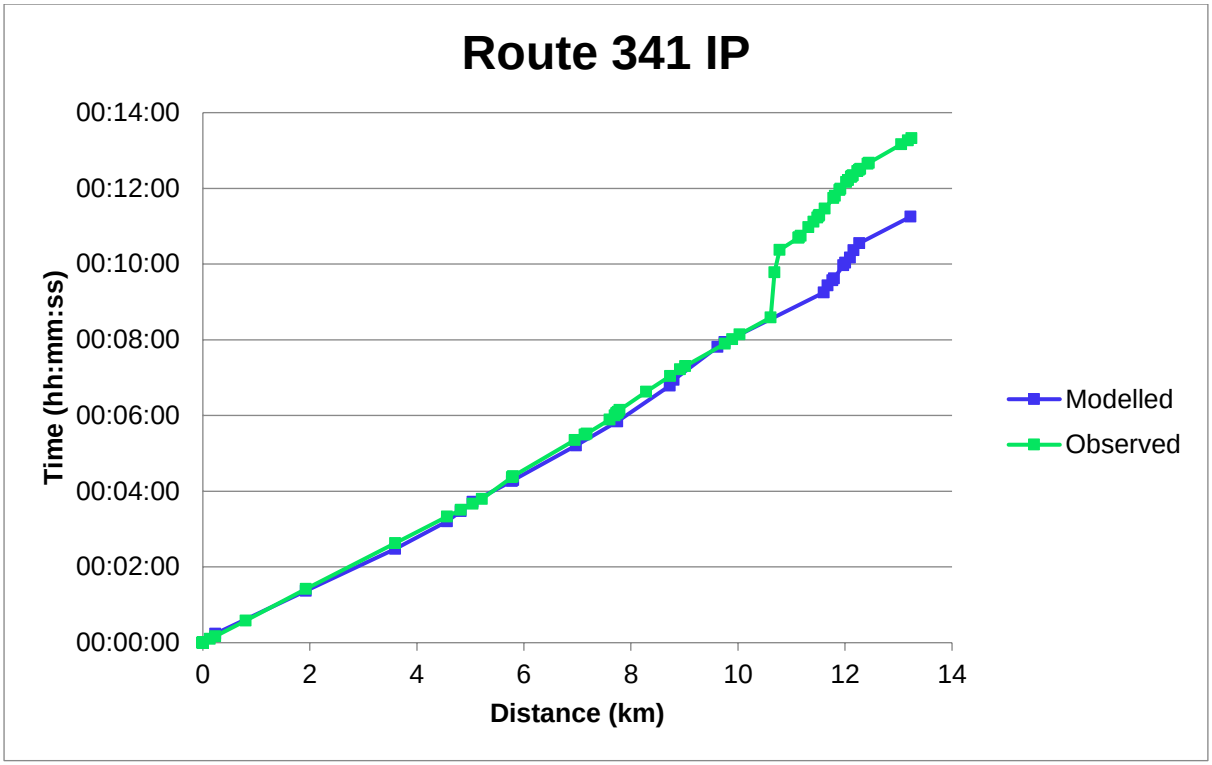

Route 312 IP
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

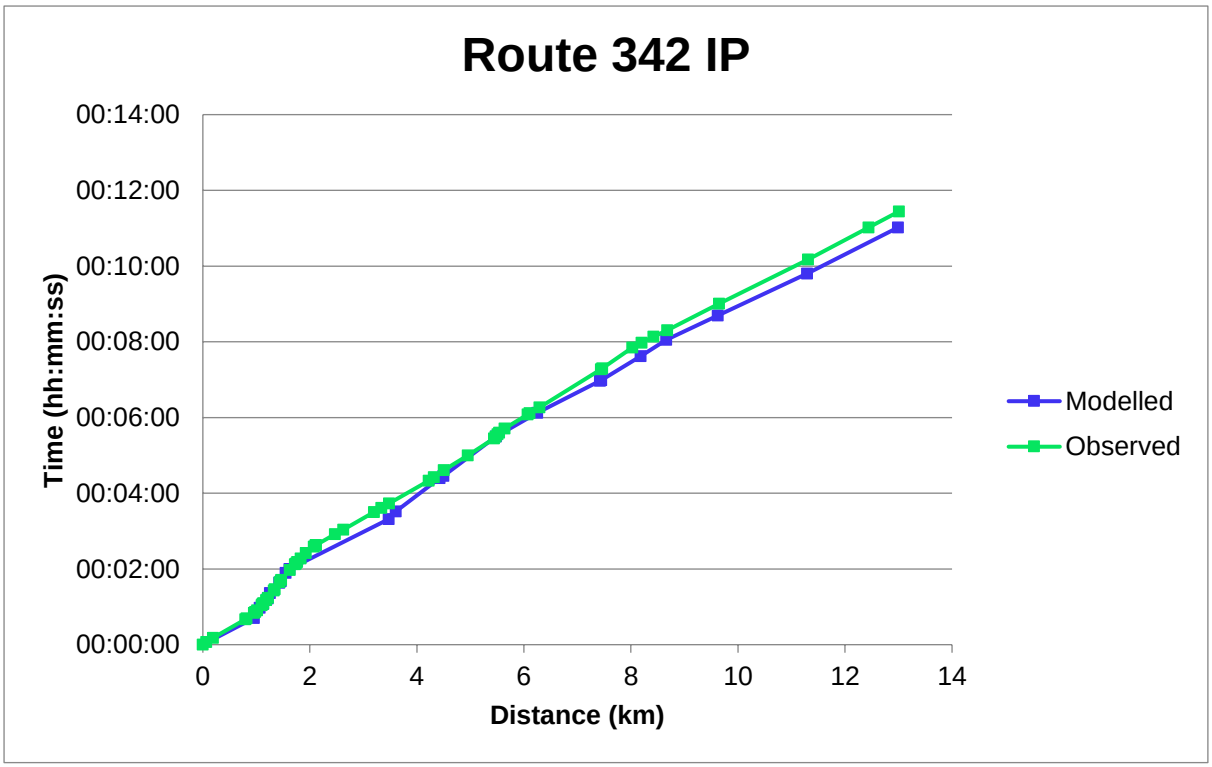

Route 321 IP
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
5
10
15
20
25
Distance (km)
Modelled
Observed

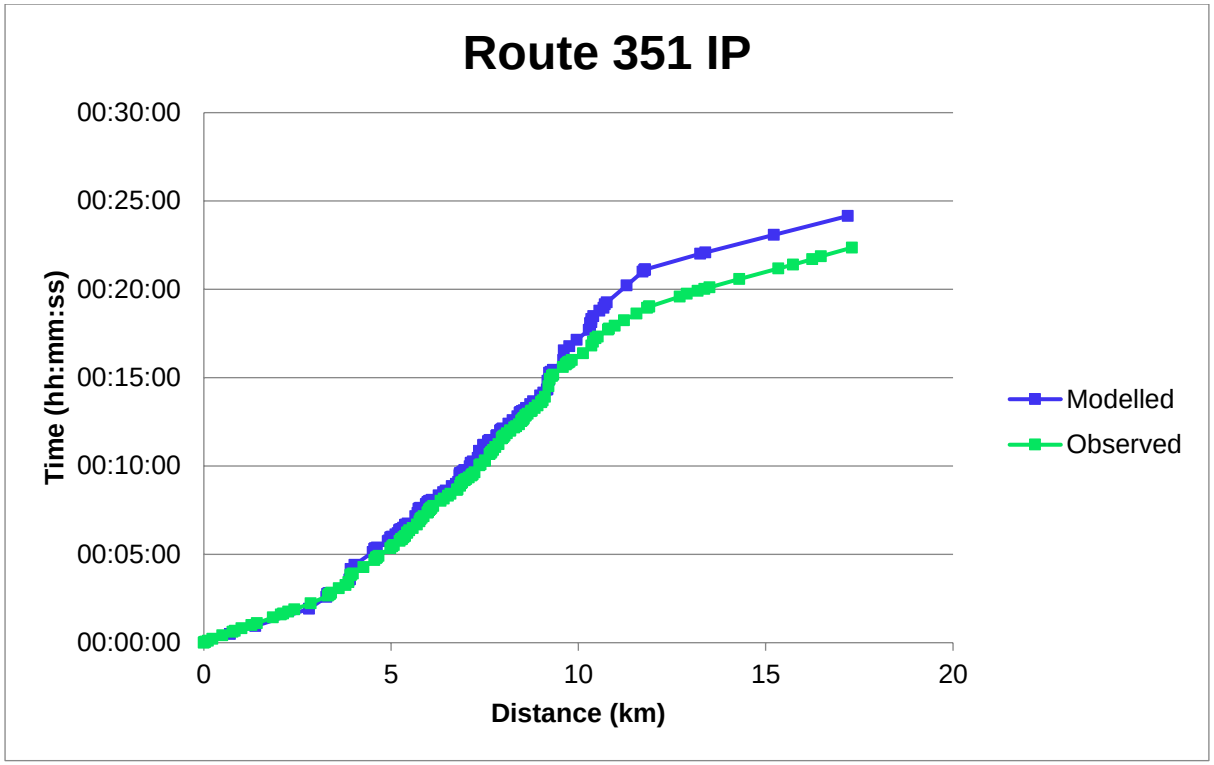

Route 322 IP
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
5
10
15
20
25
Distance (km)
Modelled
Observed


Route 331 IP
00:04:00
00:03:00
00:02:00
00:01:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
Distance (km)
Modelled
Observed

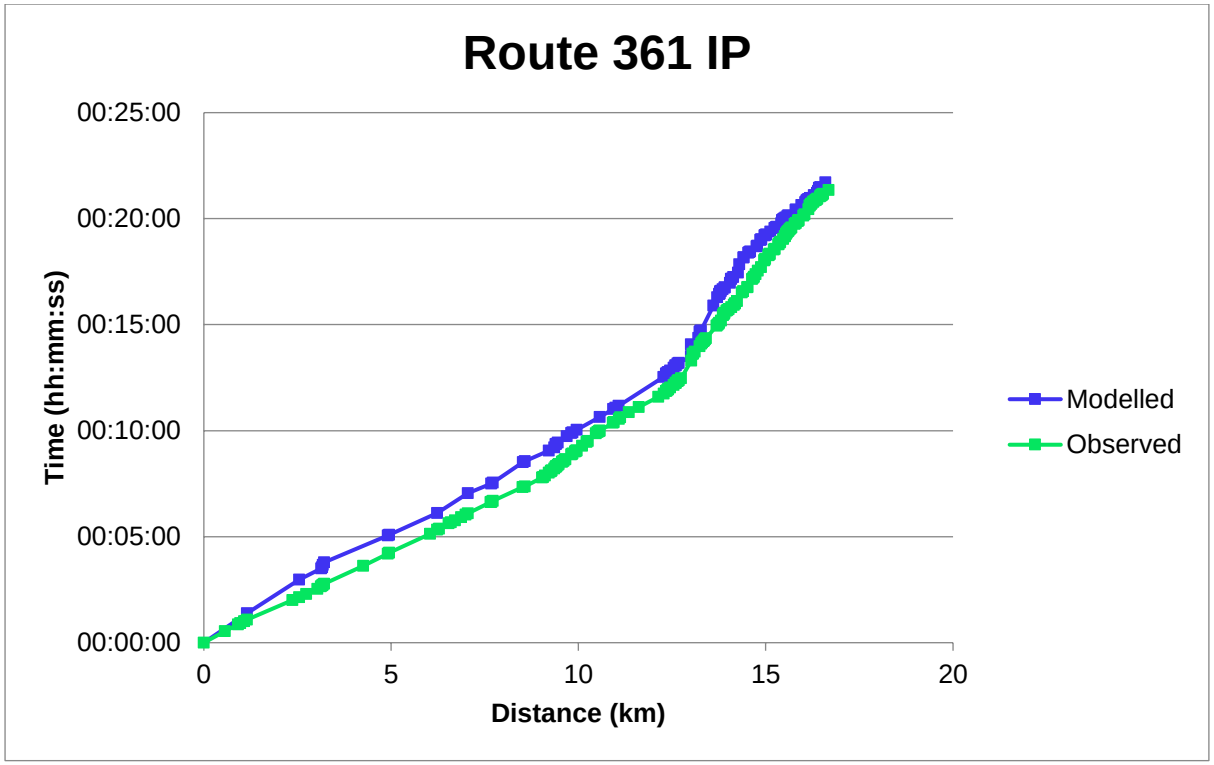

Route 332 IP
00:05:00
00:04:00
00:03:00
00:02:00
00:01:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

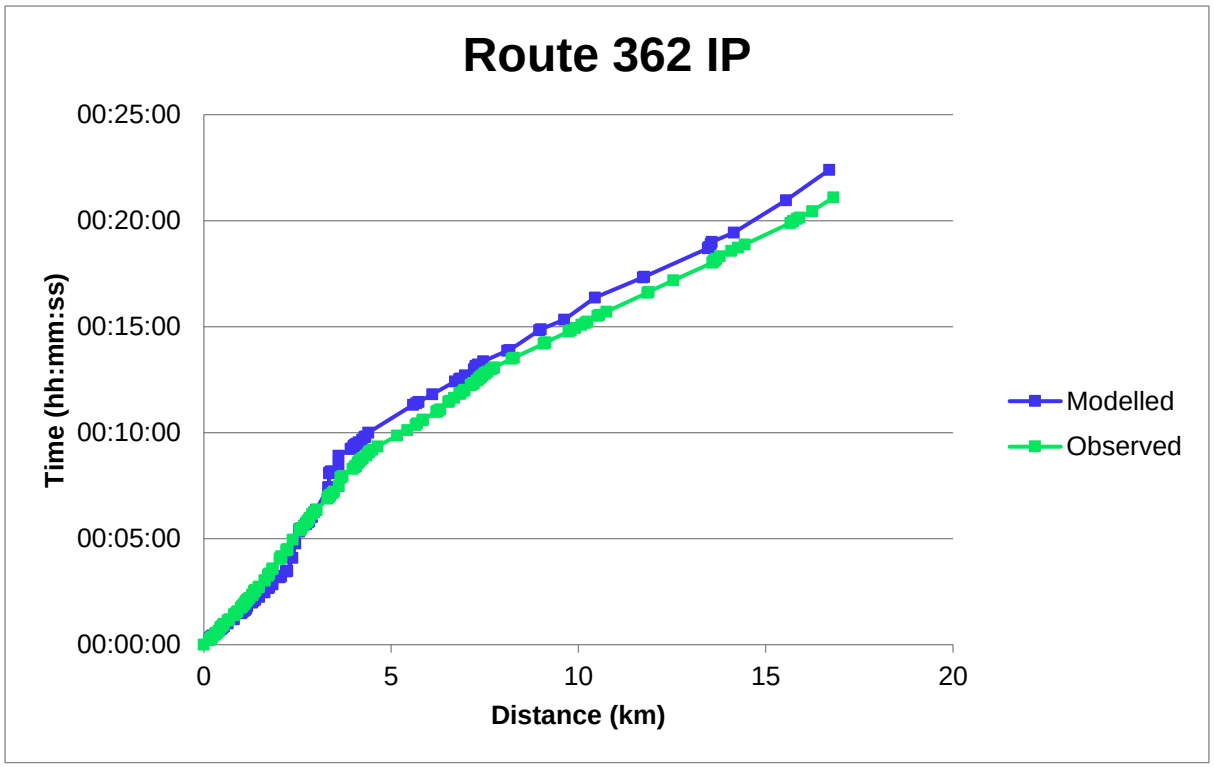

Route 341 IP
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

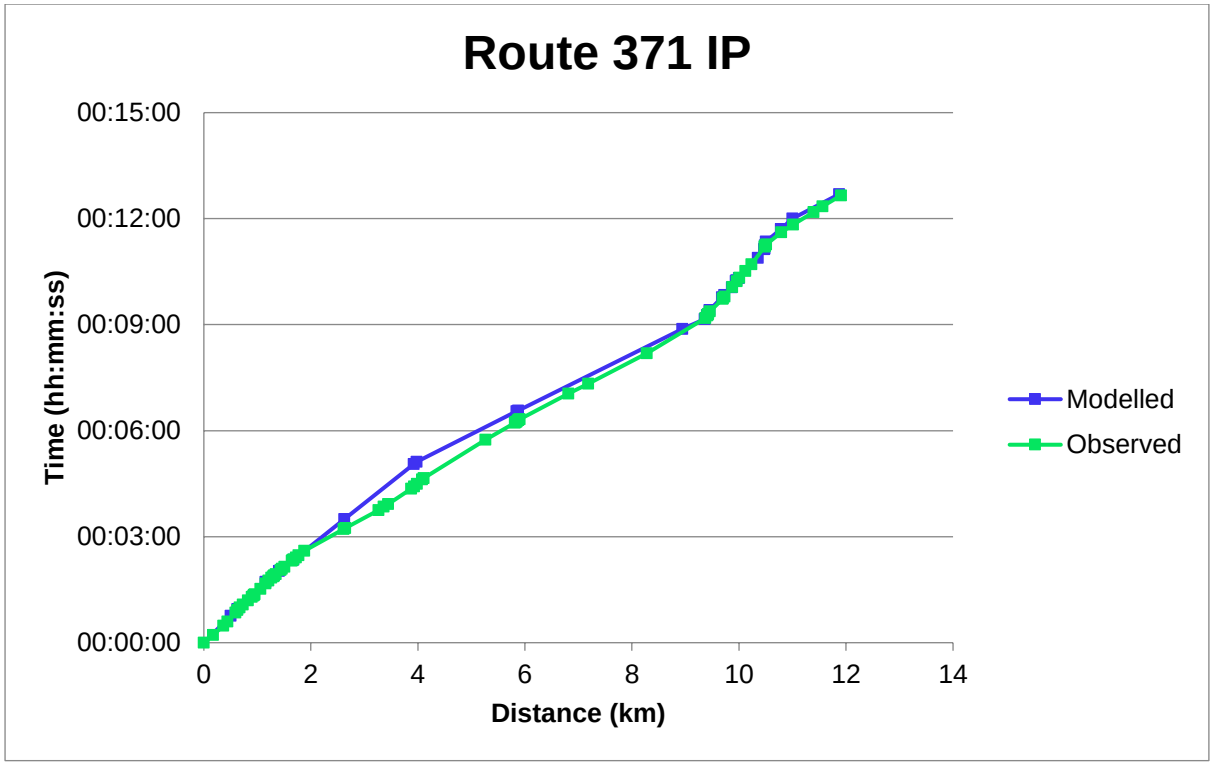

Route 342 IP
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

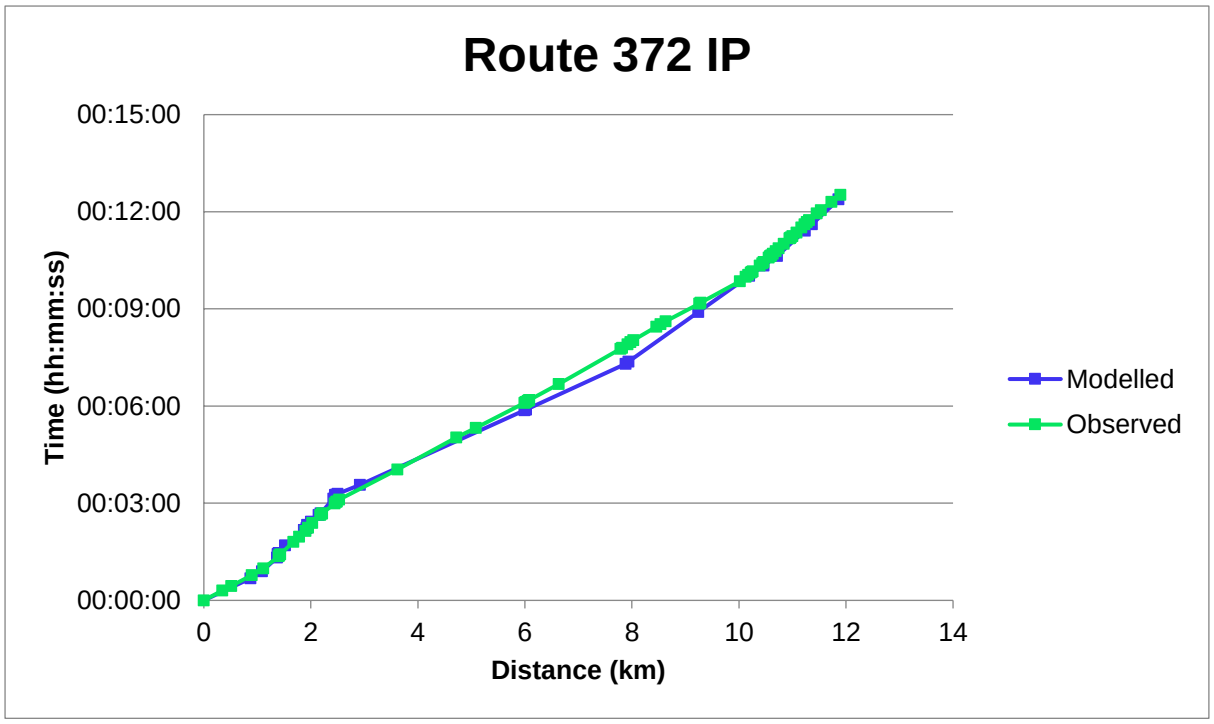

Route 351 IP
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

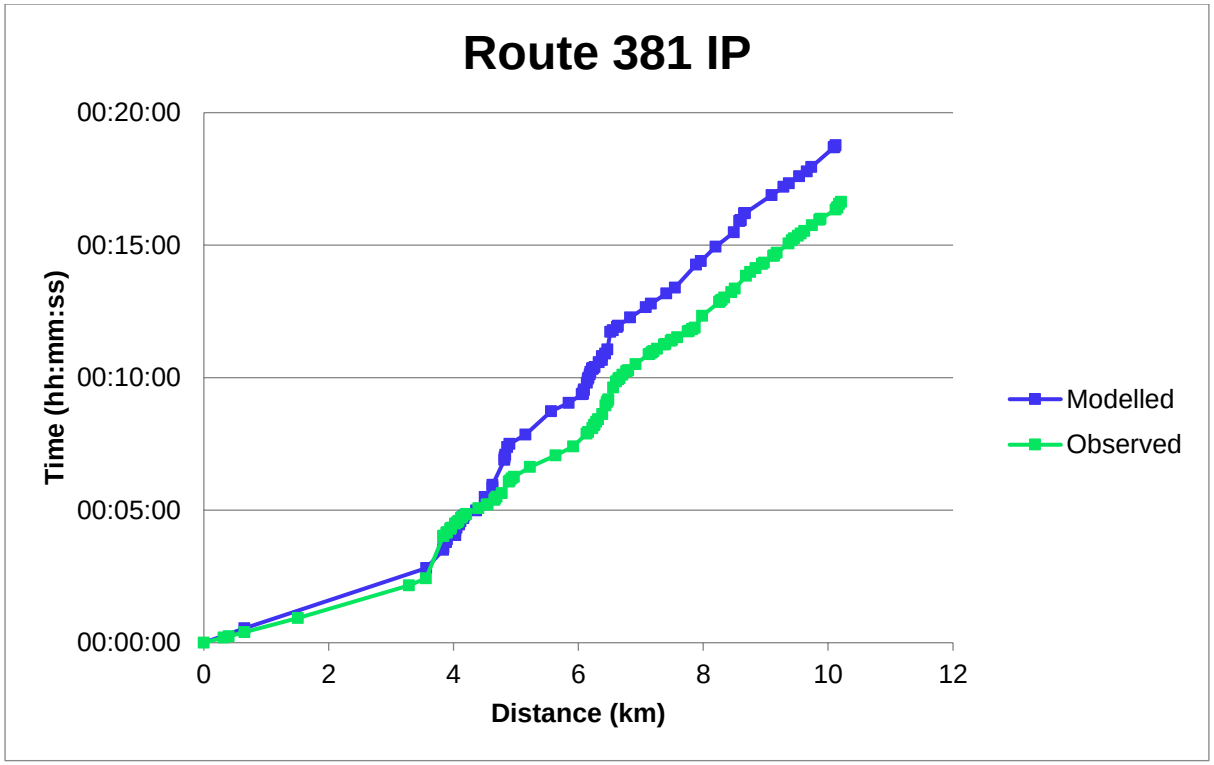

Route 352 IP
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

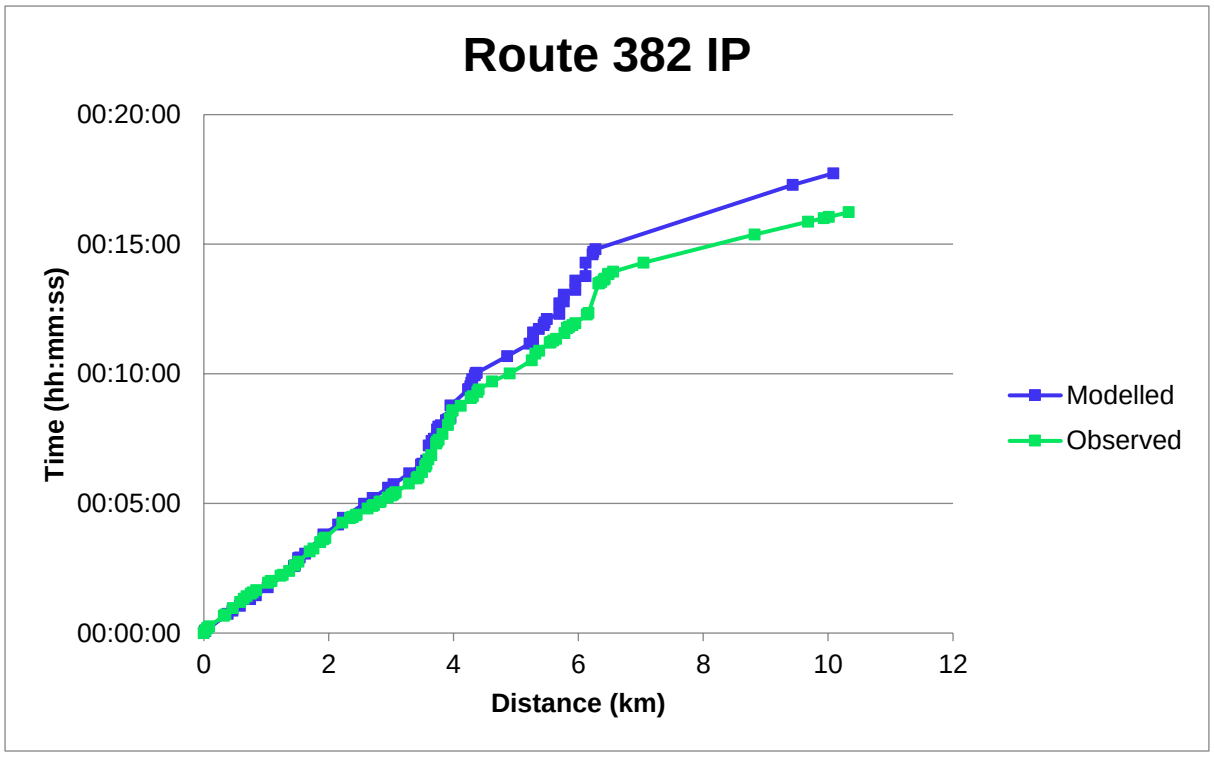

Route 361 IP
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

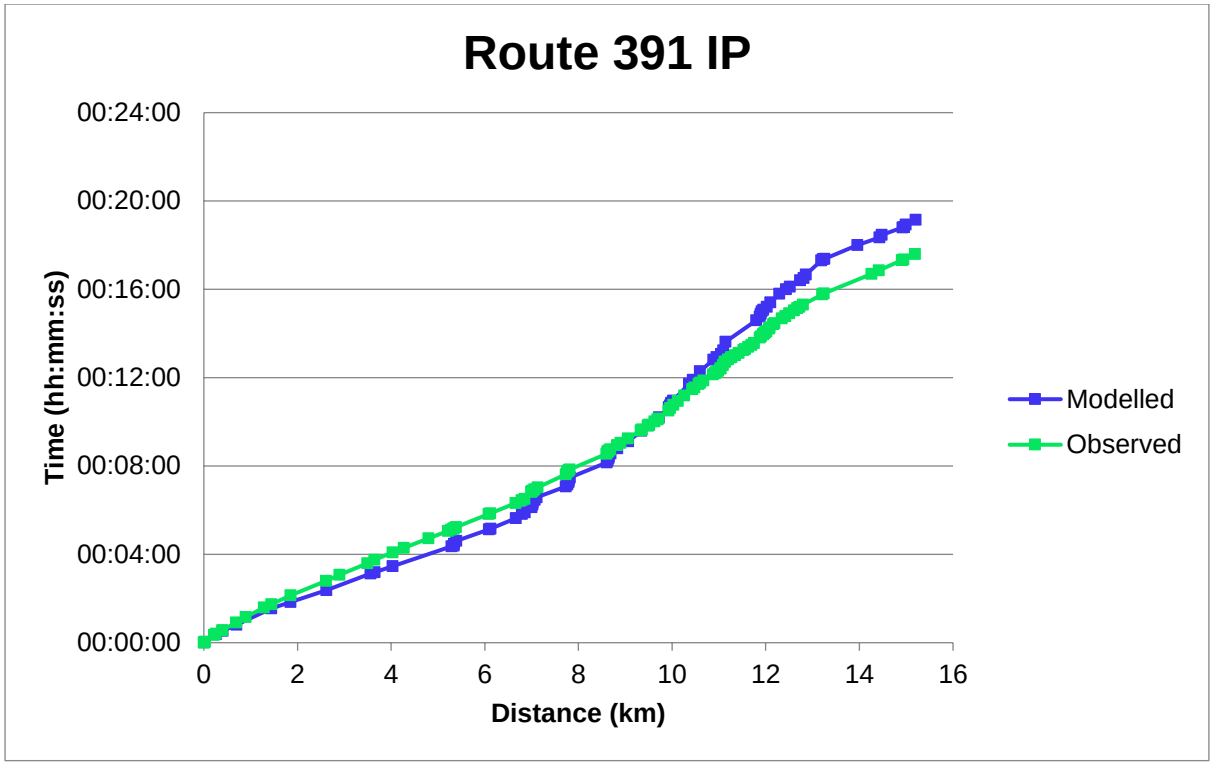

Route 362 IP
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

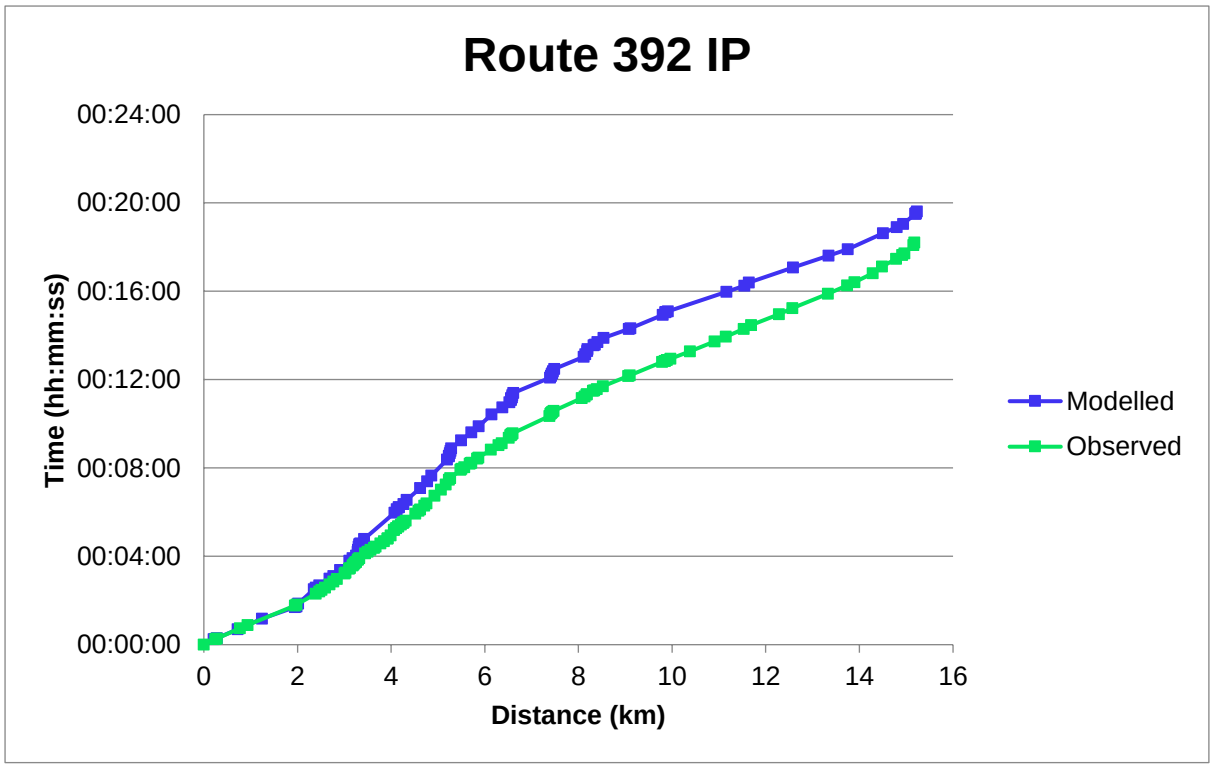

Route 371 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

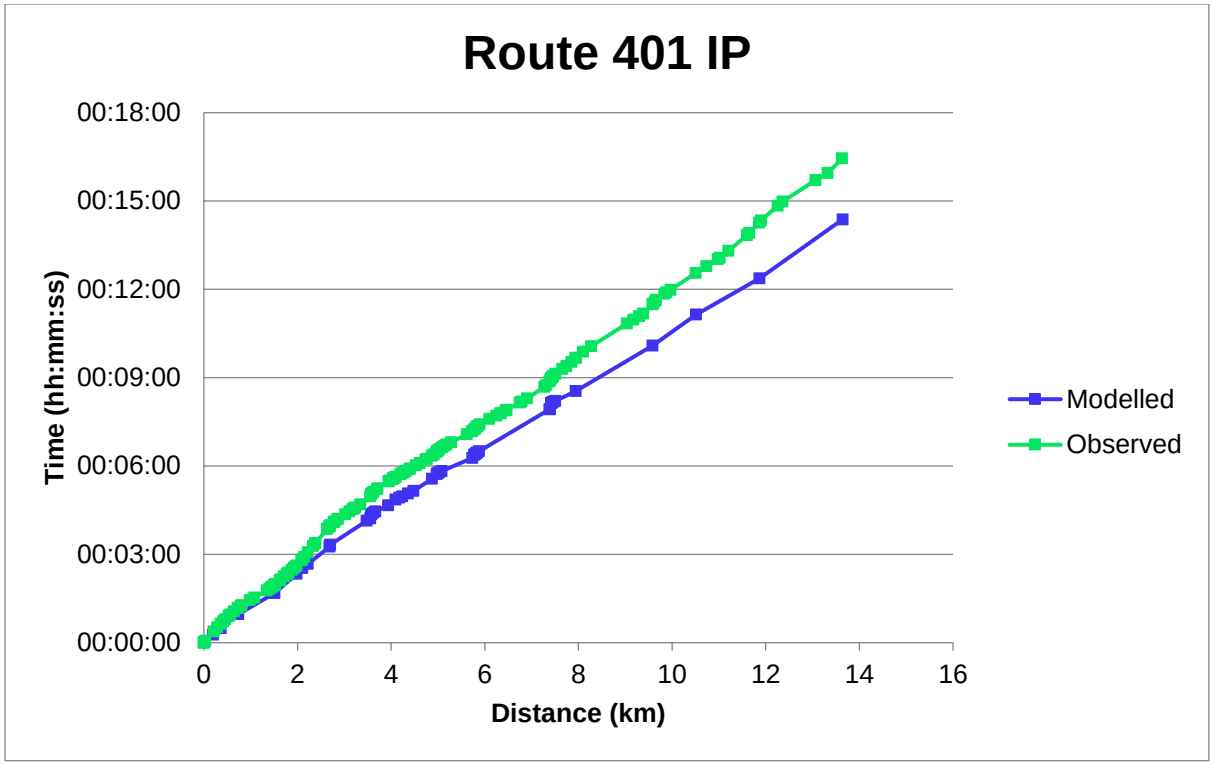

Route 372 IP
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

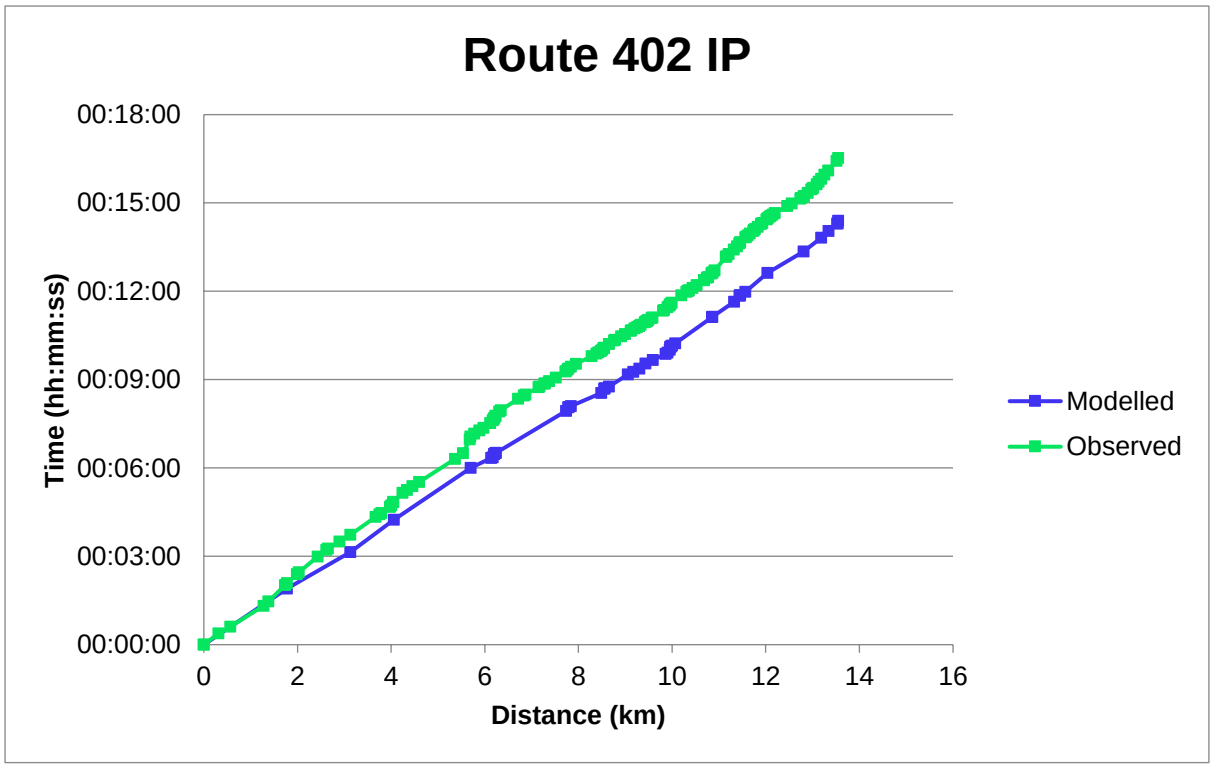

Route 381 IP
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

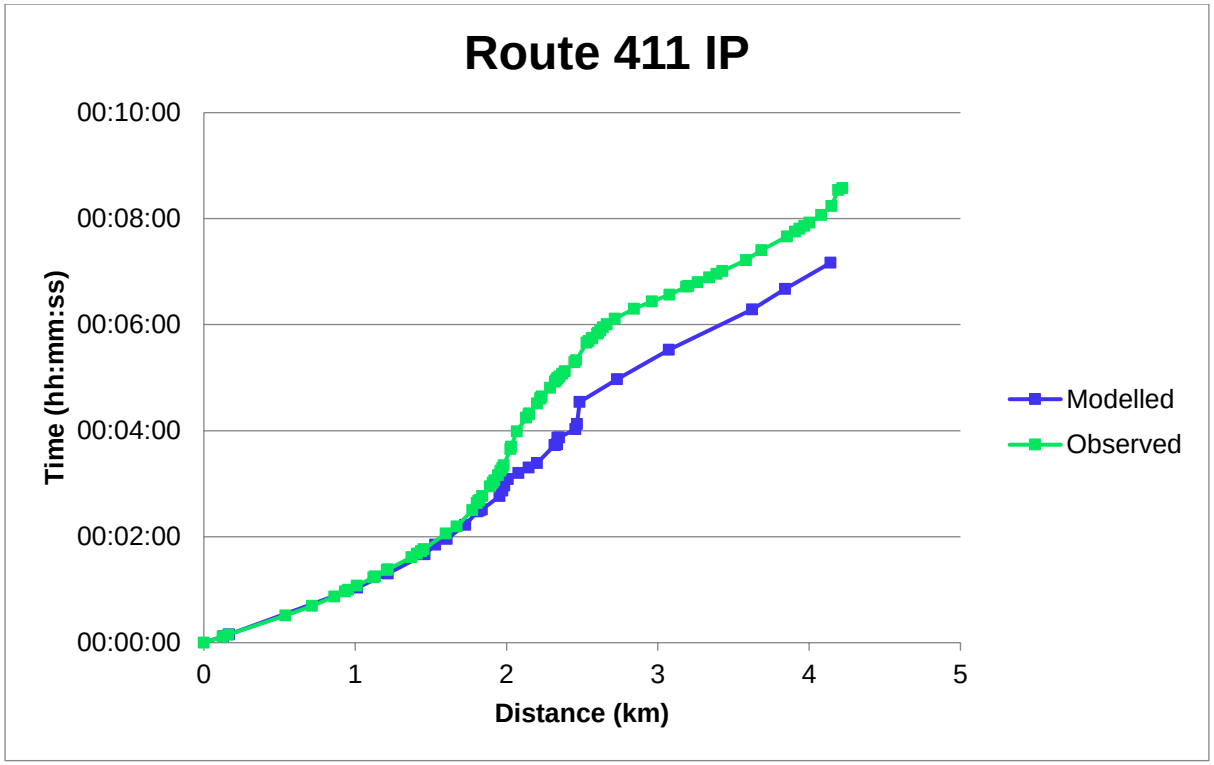

Route 382 IP
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed


Route 391 IP
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

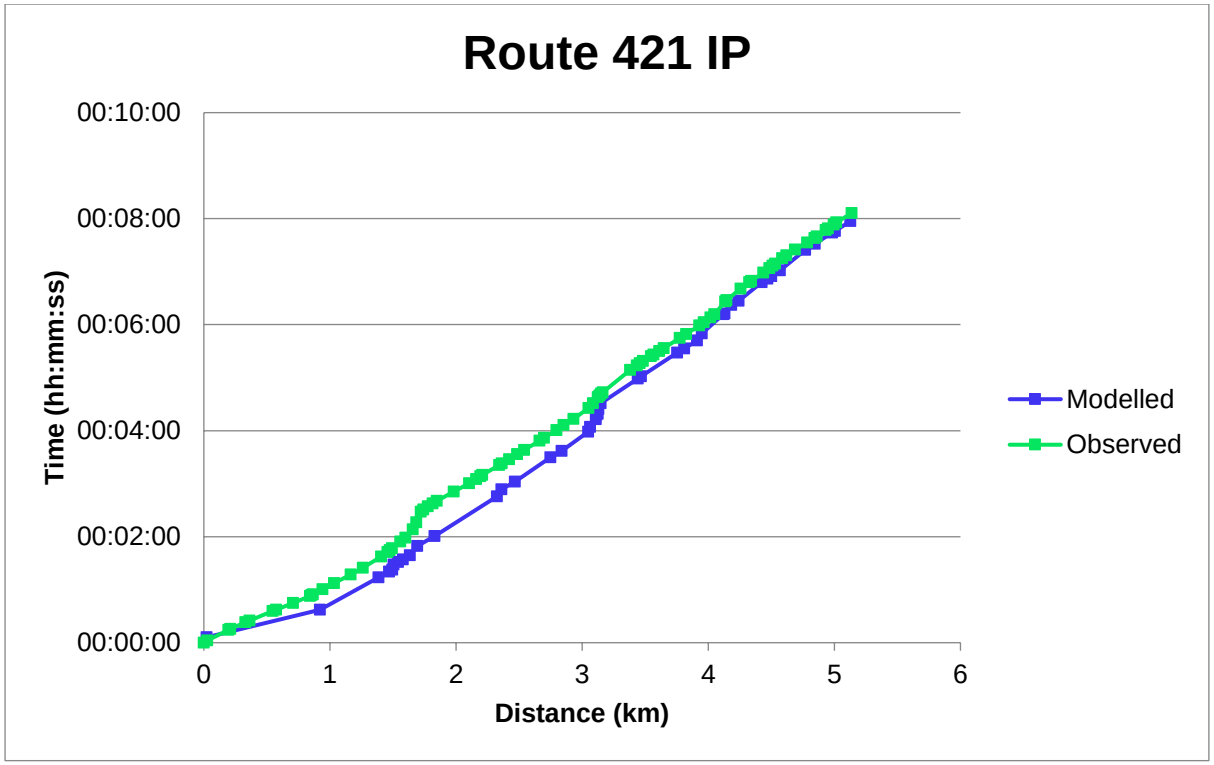

Route 392 IP
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

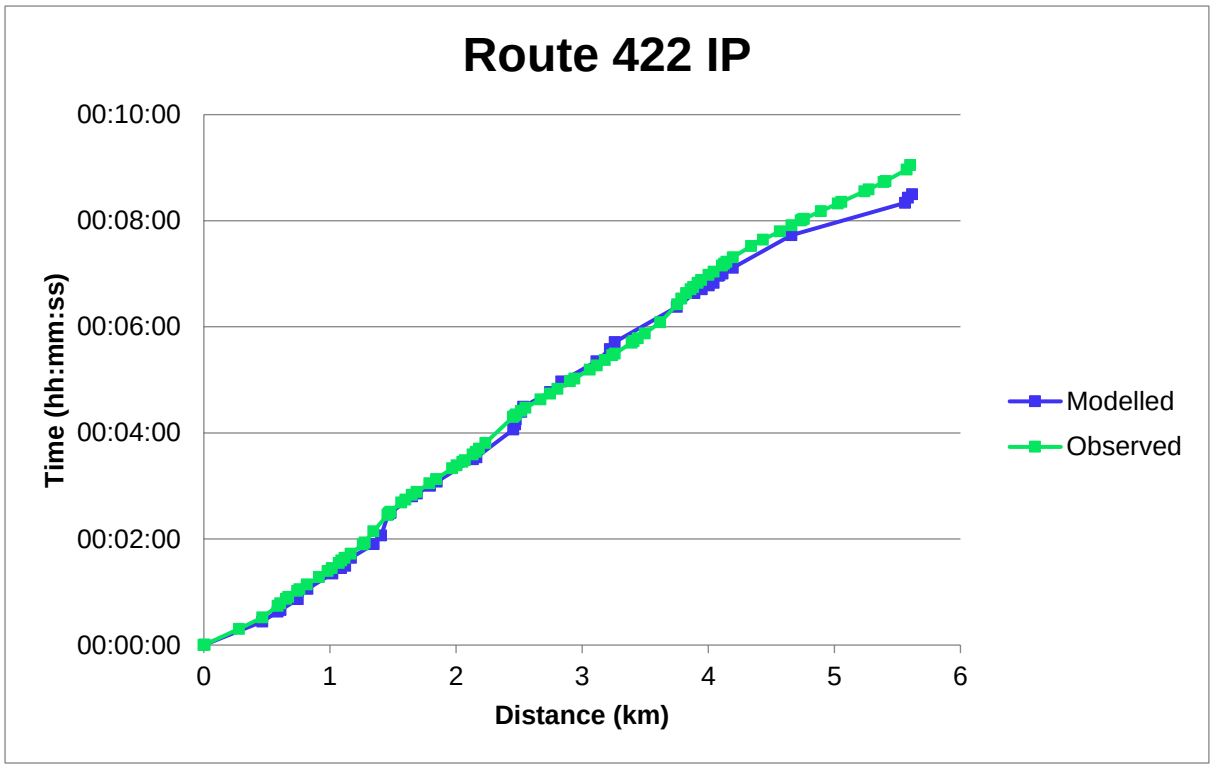

Route 401 IP
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

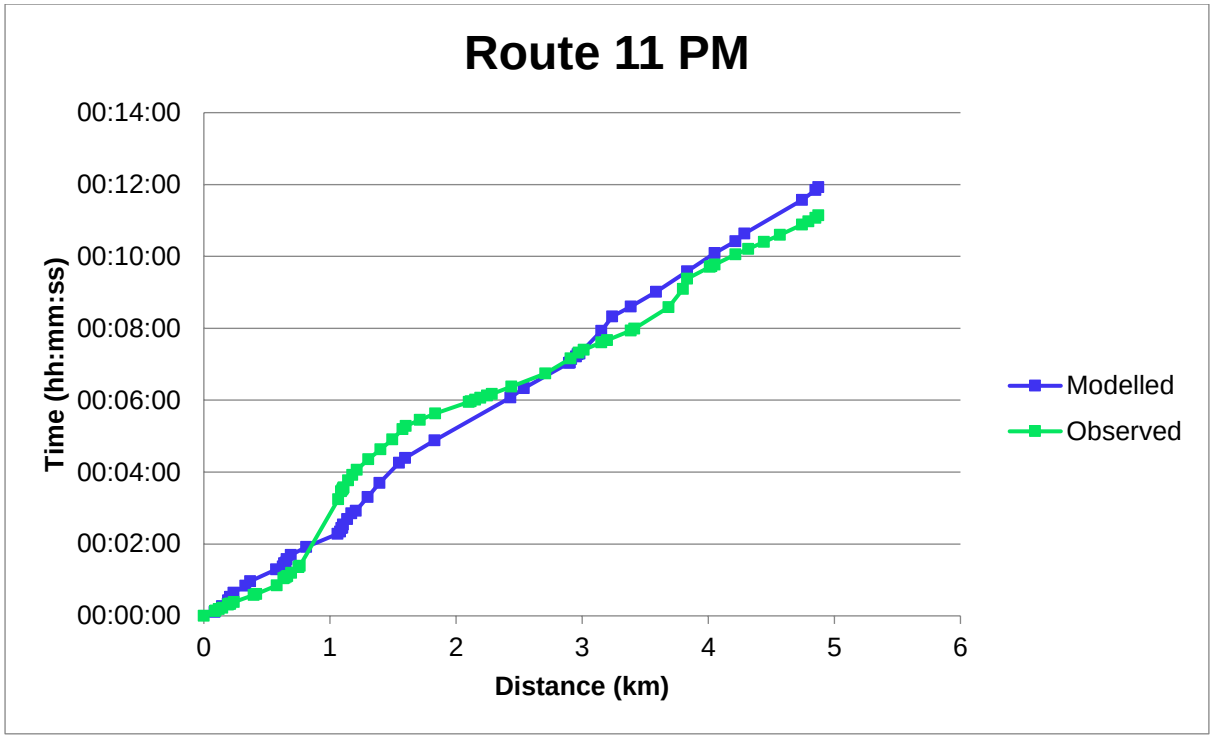

Route 402 IP
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

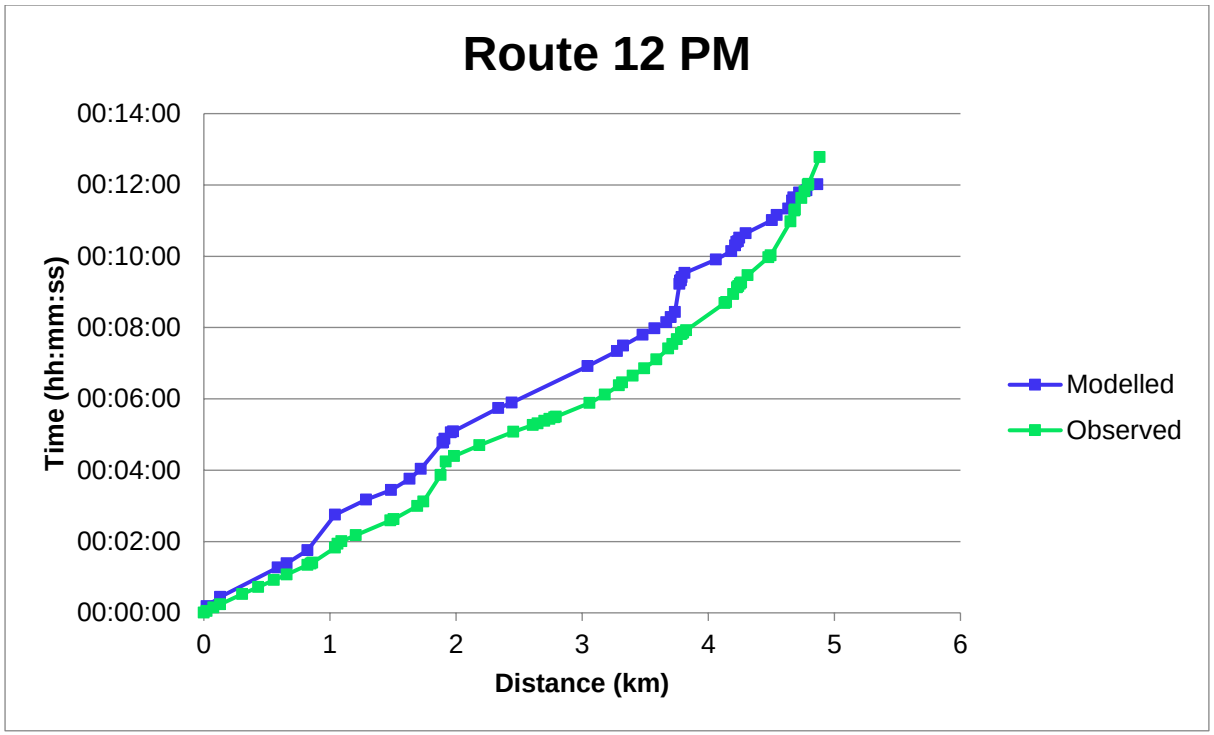

Route 411 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

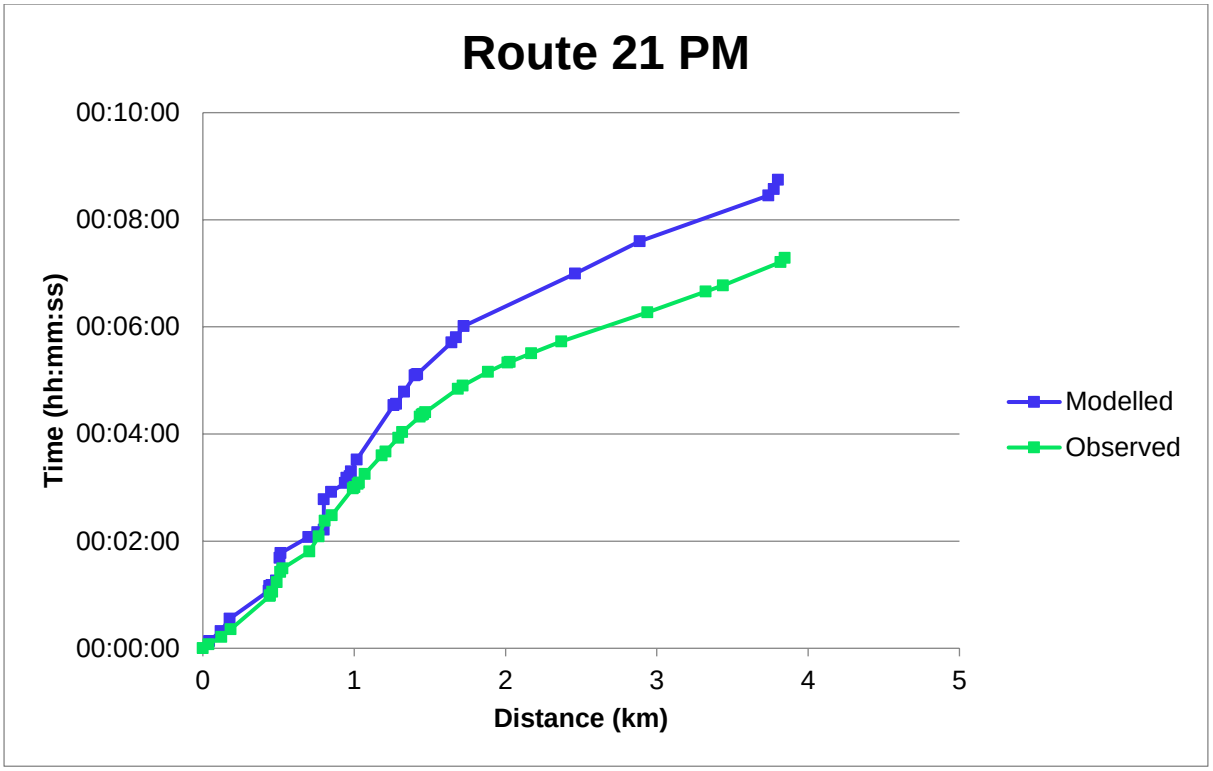

Route 412 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

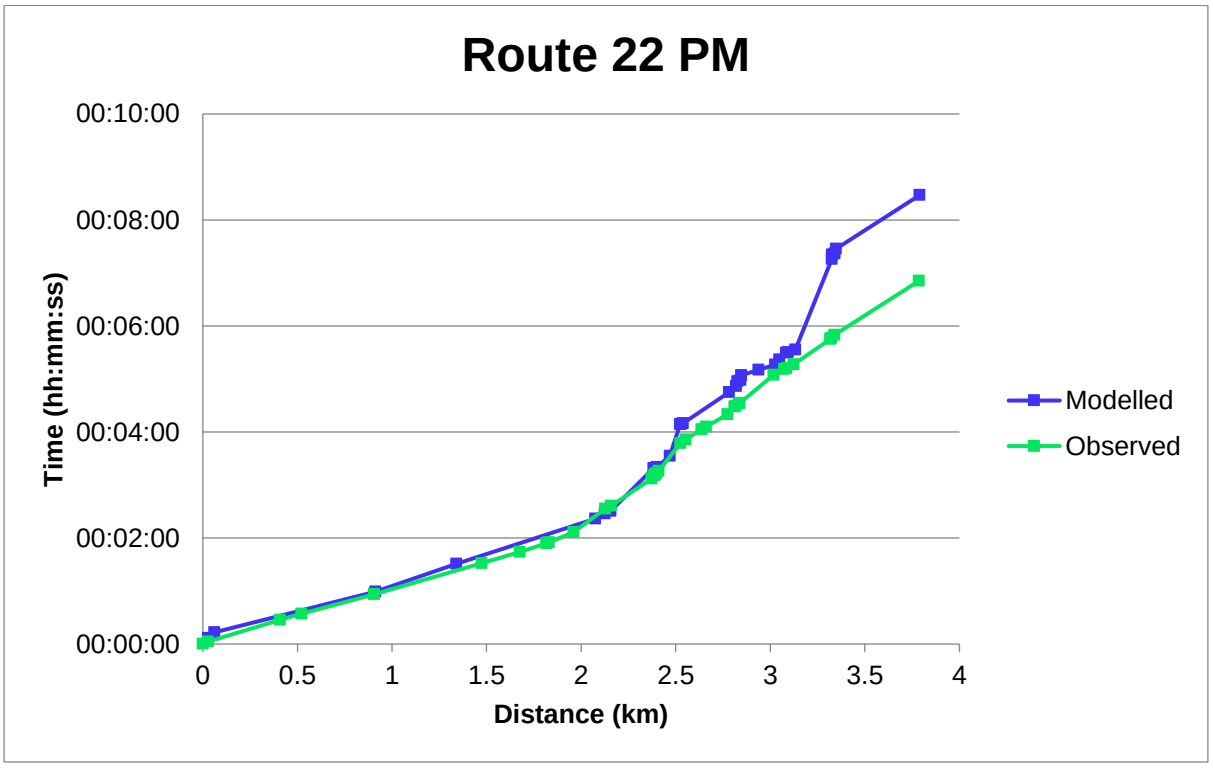

Route 421 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

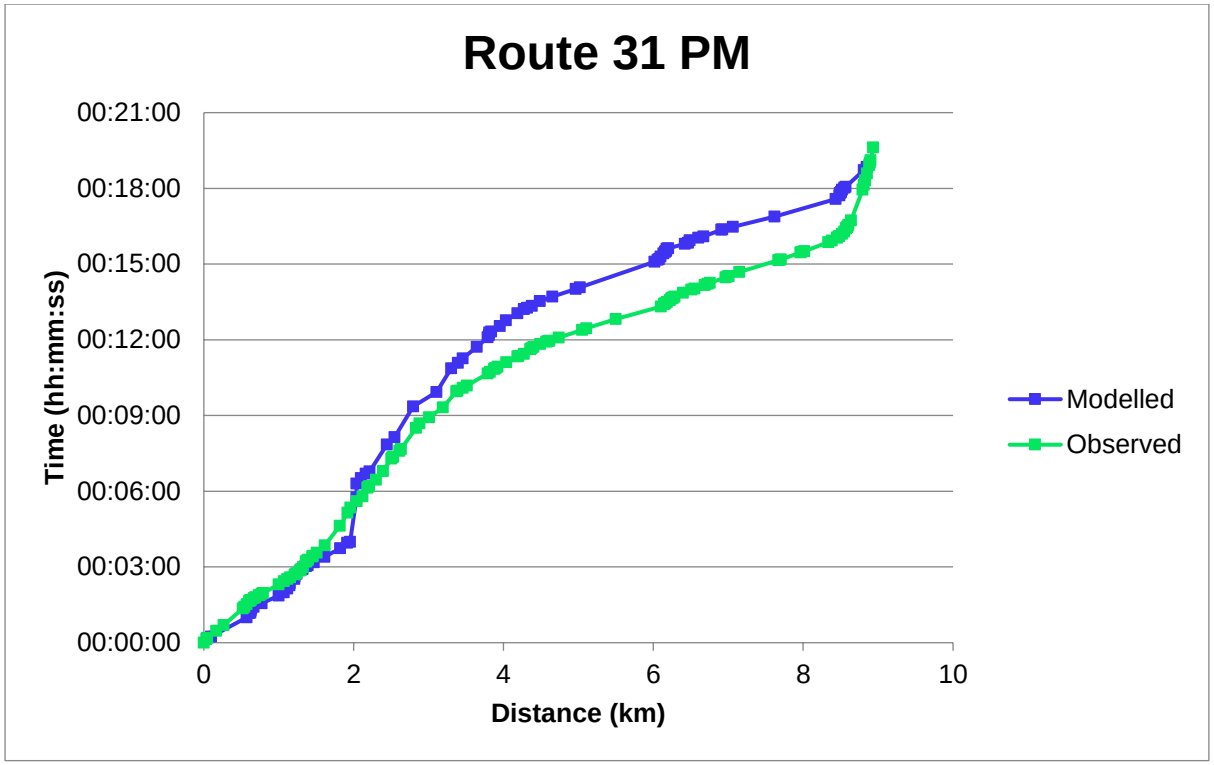

Route 422 IP
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

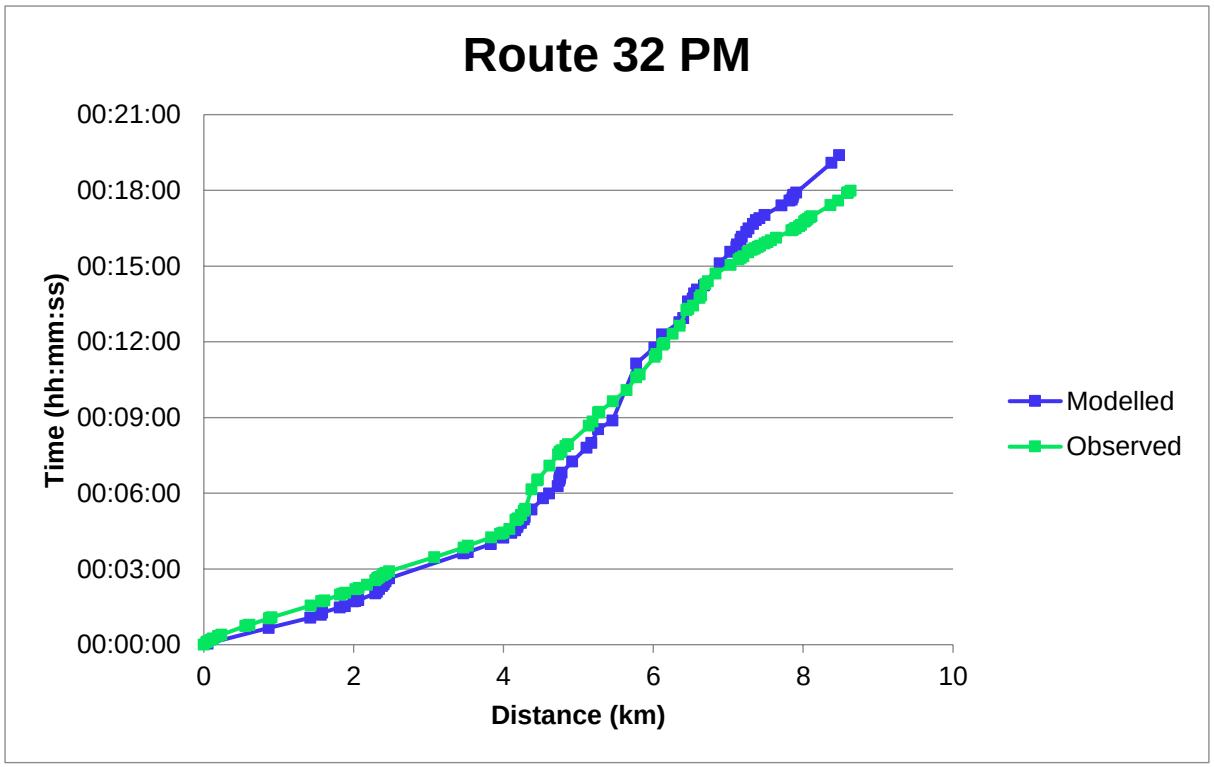

Route 11 PM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

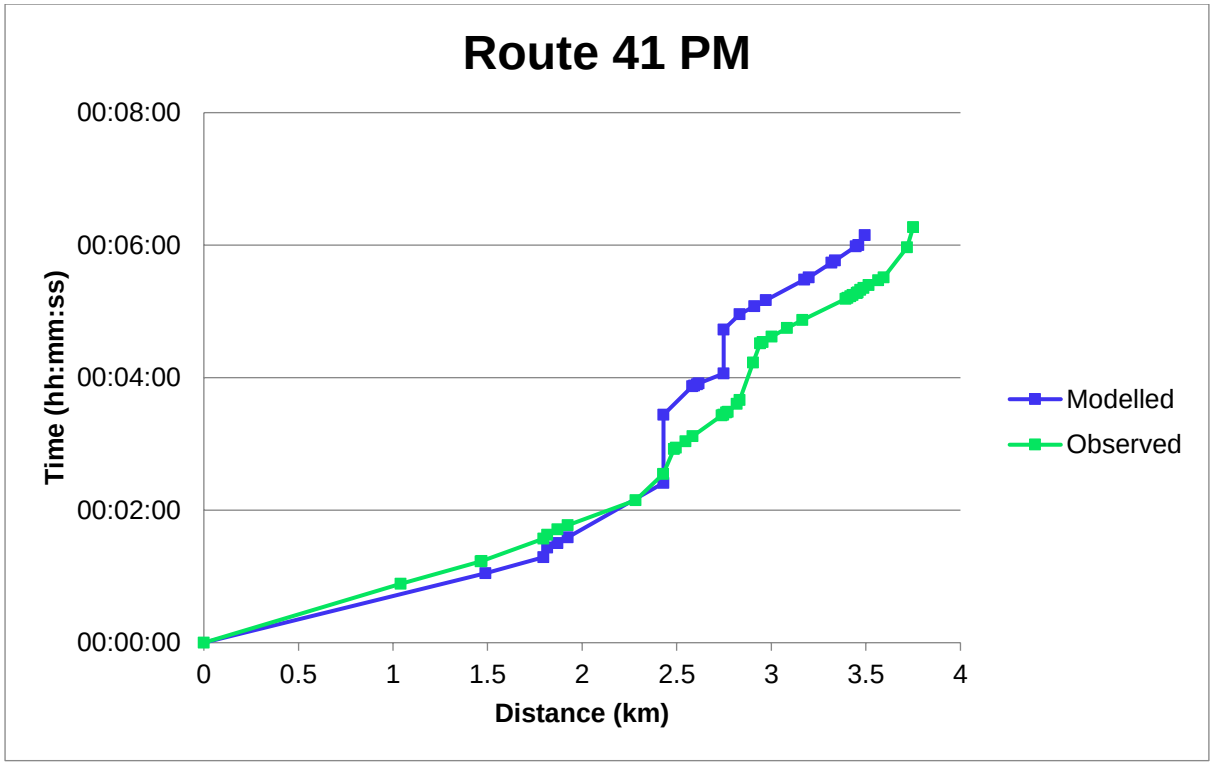

Route 12 PM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

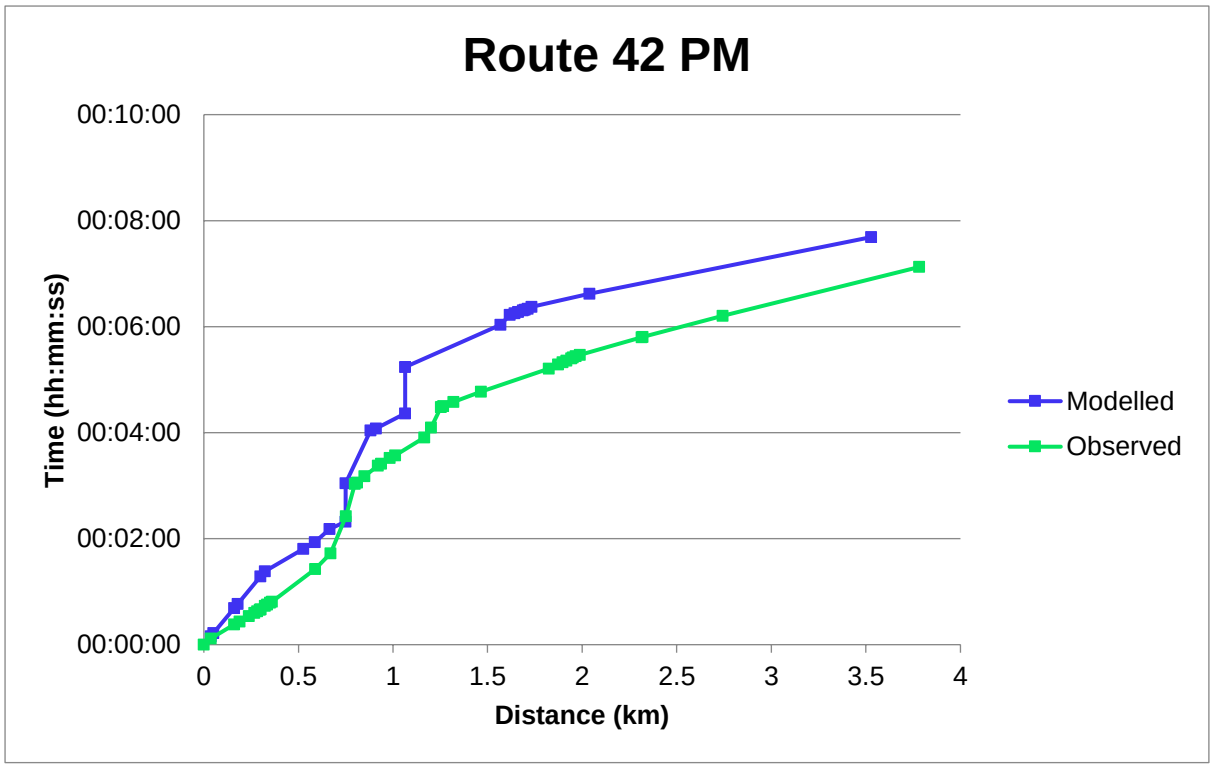

Route 21 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

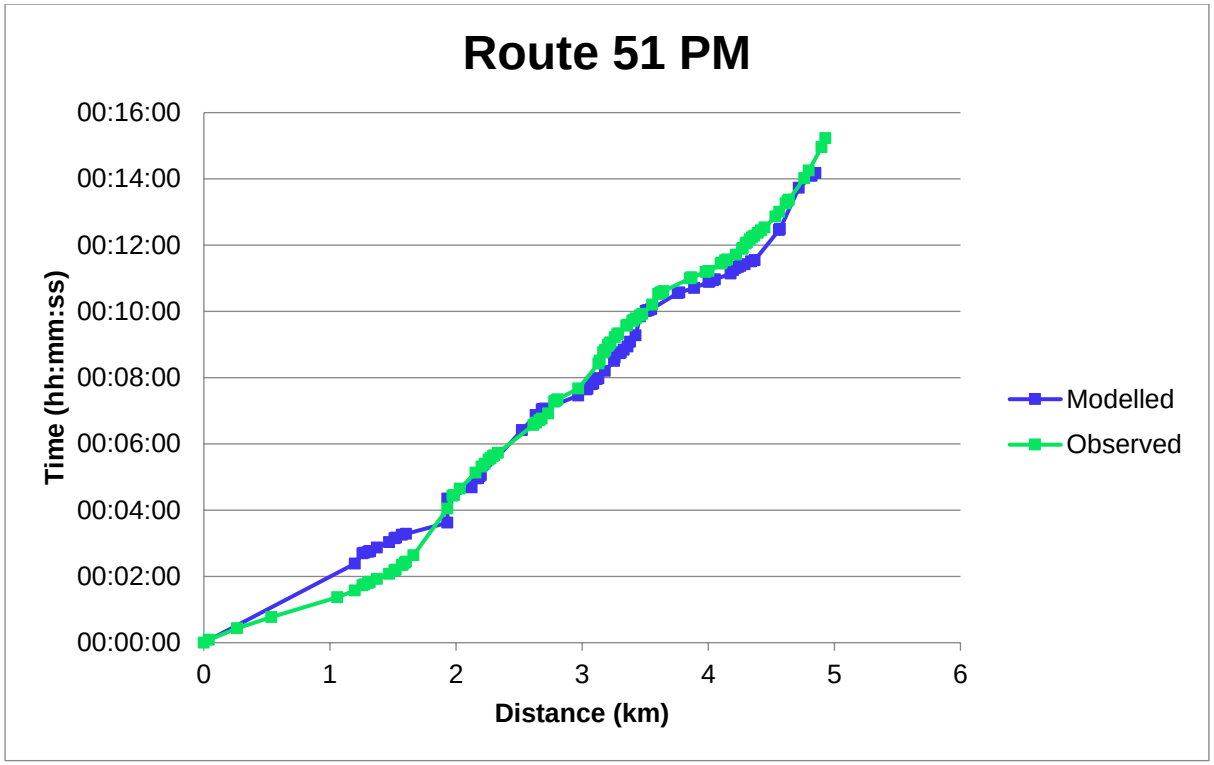

Route 22 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed

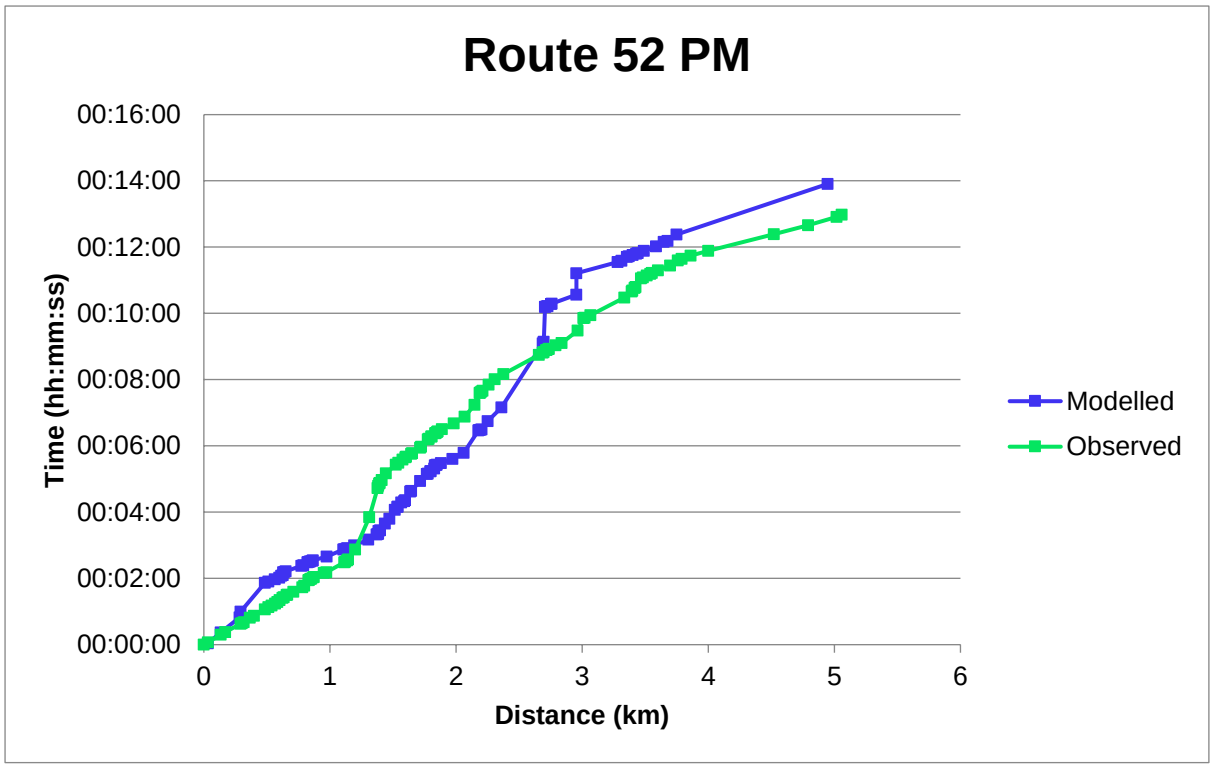

Route 31 PM
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

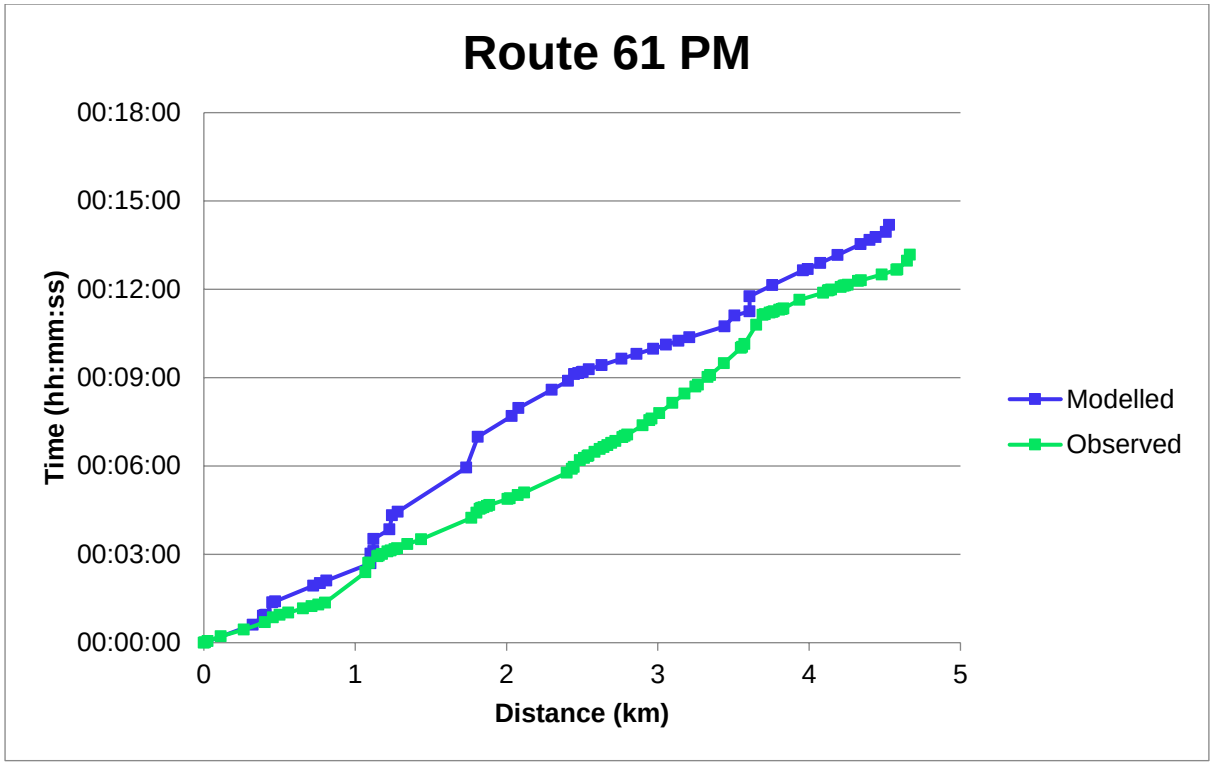

Route 32 PM
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

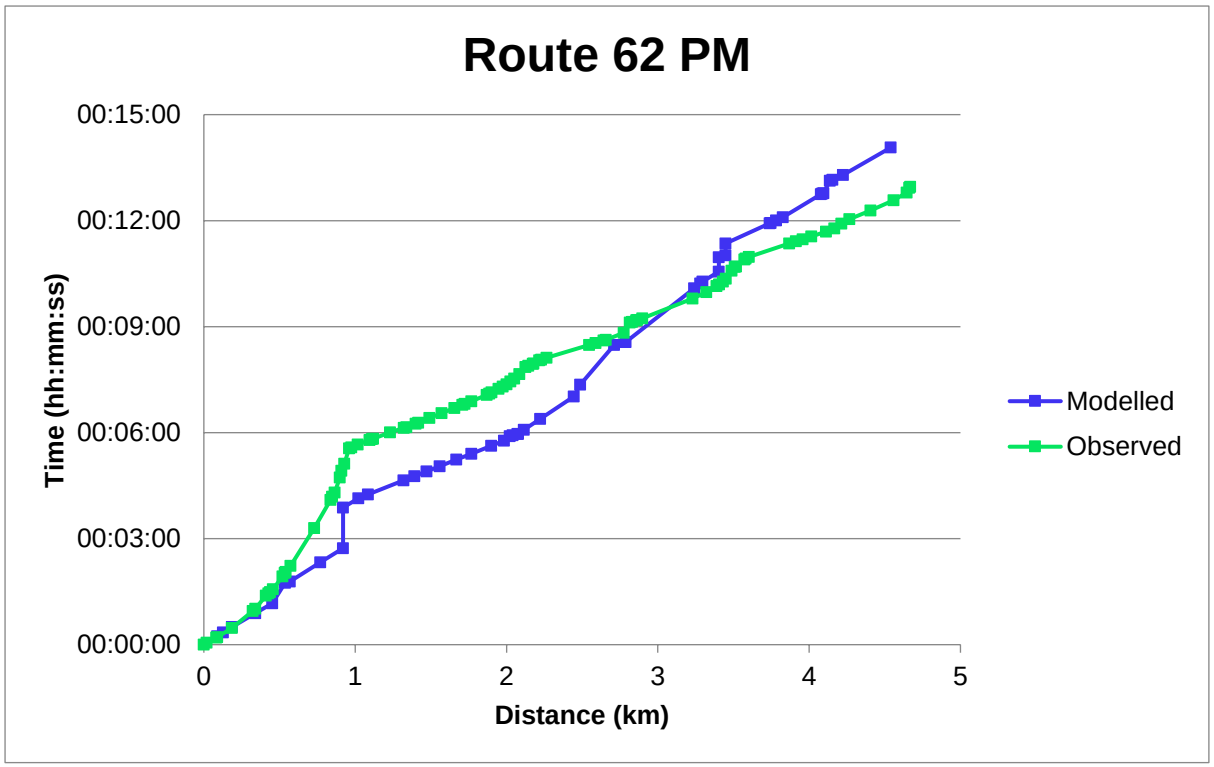

Route 41 PM
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed

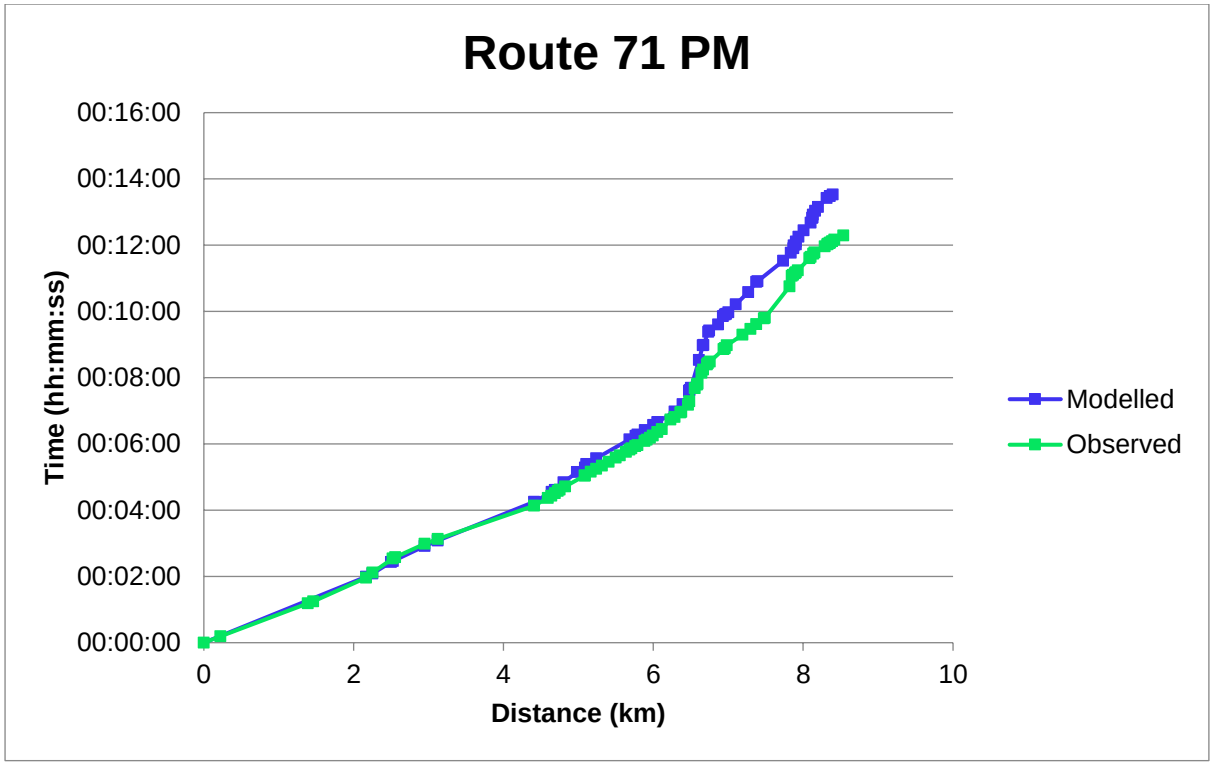

Route 42 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
4
Distance (km)
Modelled
Observed

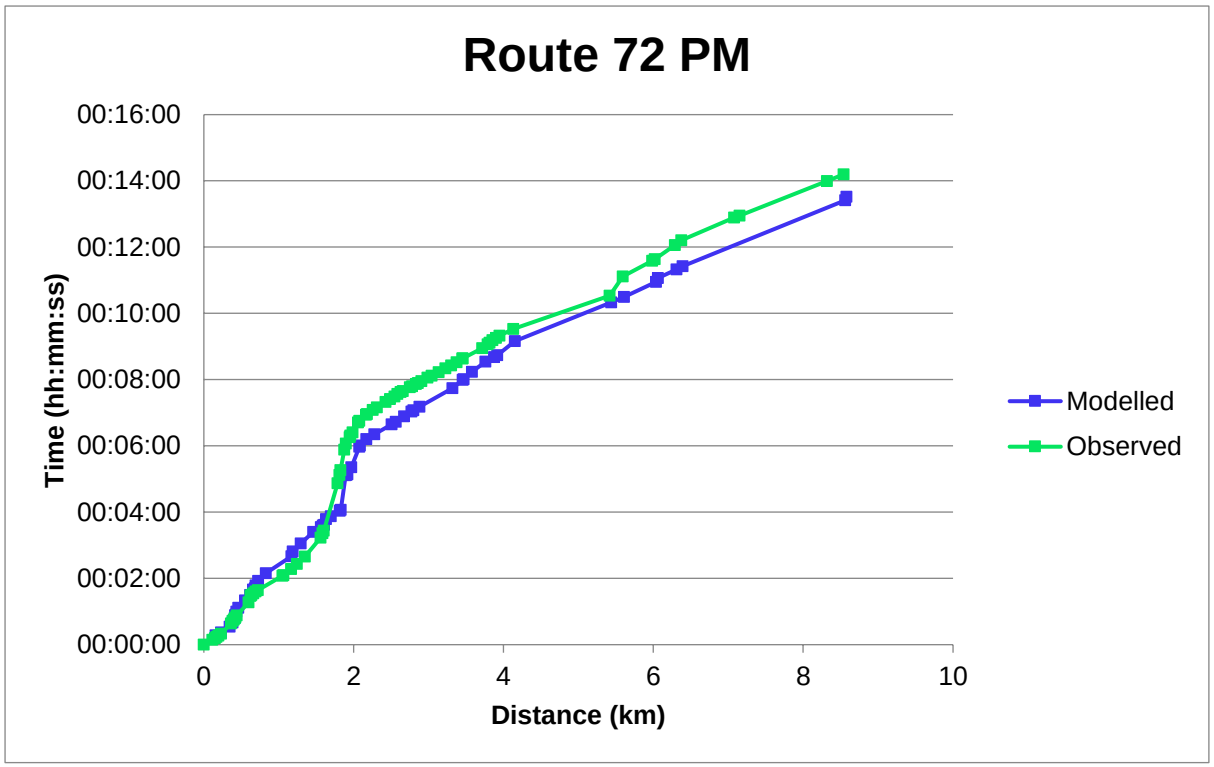

Route 51 PM
Time (hh:mm:ss)
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

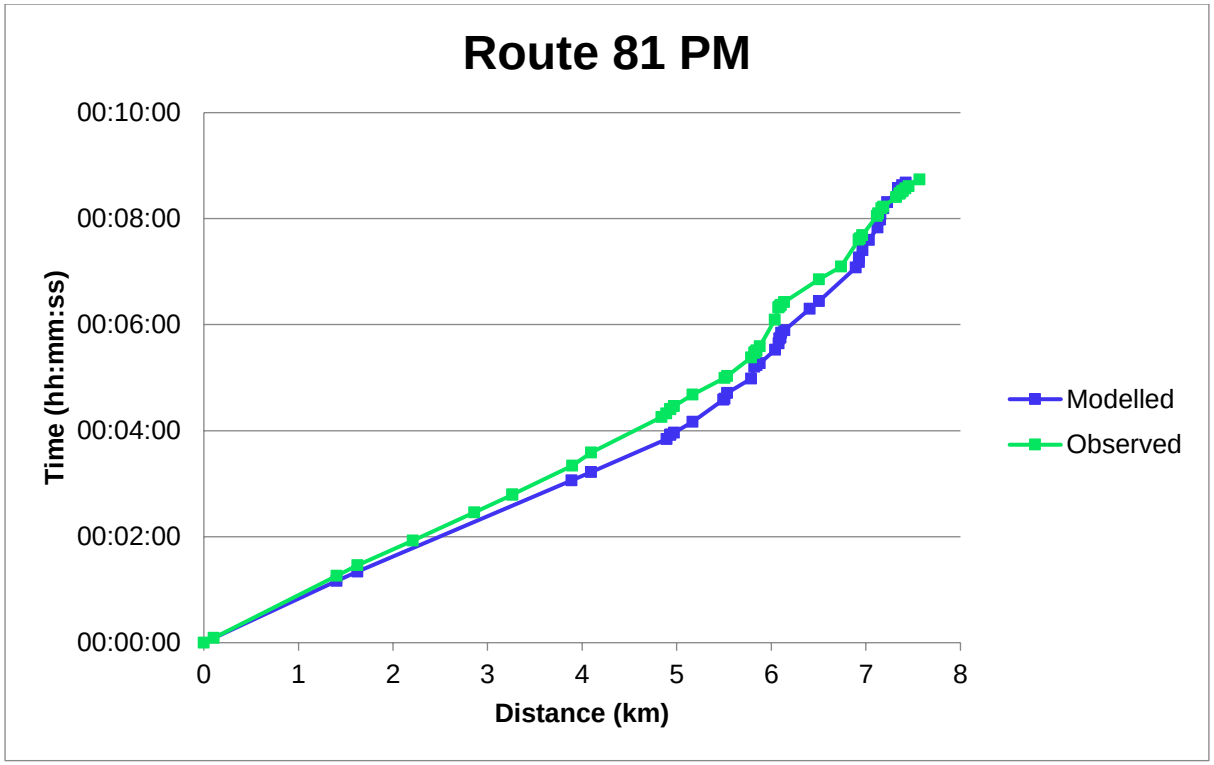

Route 52 PM
Time (hh:mm:ss)
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

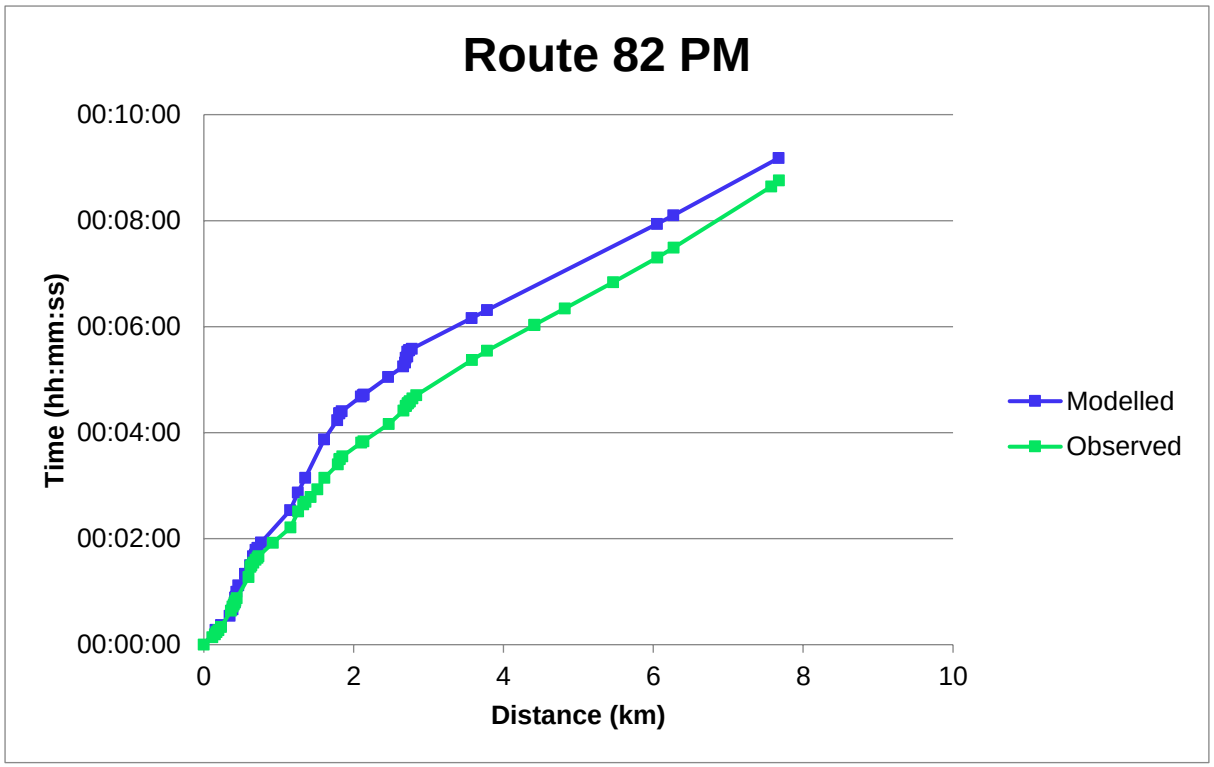

Route 61 PM
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

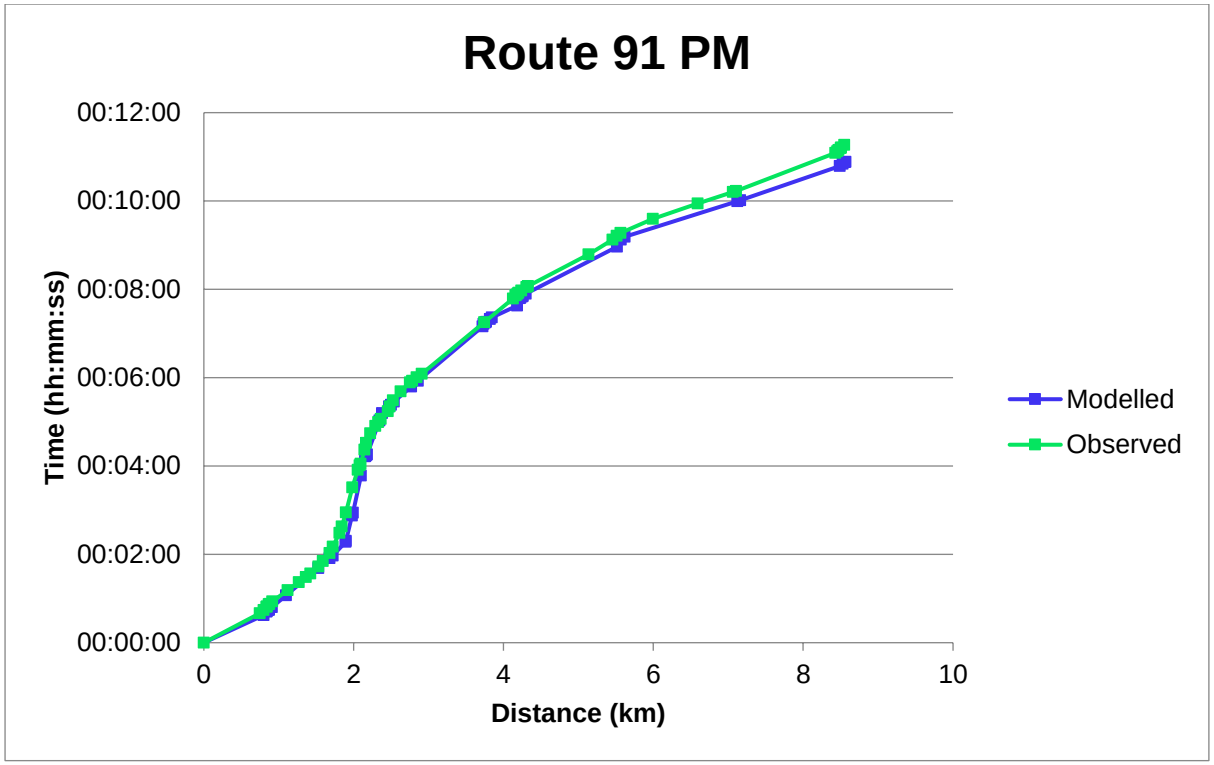

Route 62 PM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

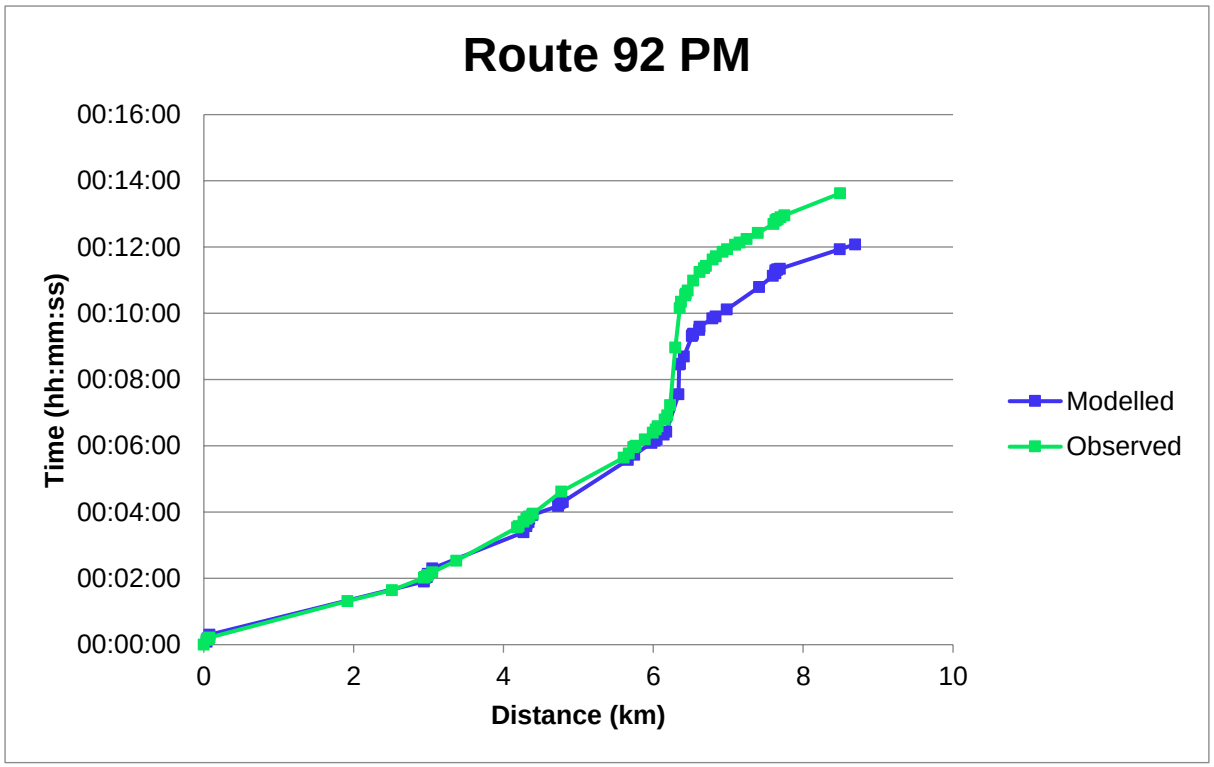

Route 71 PM
Time (hh:mm:ss)
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

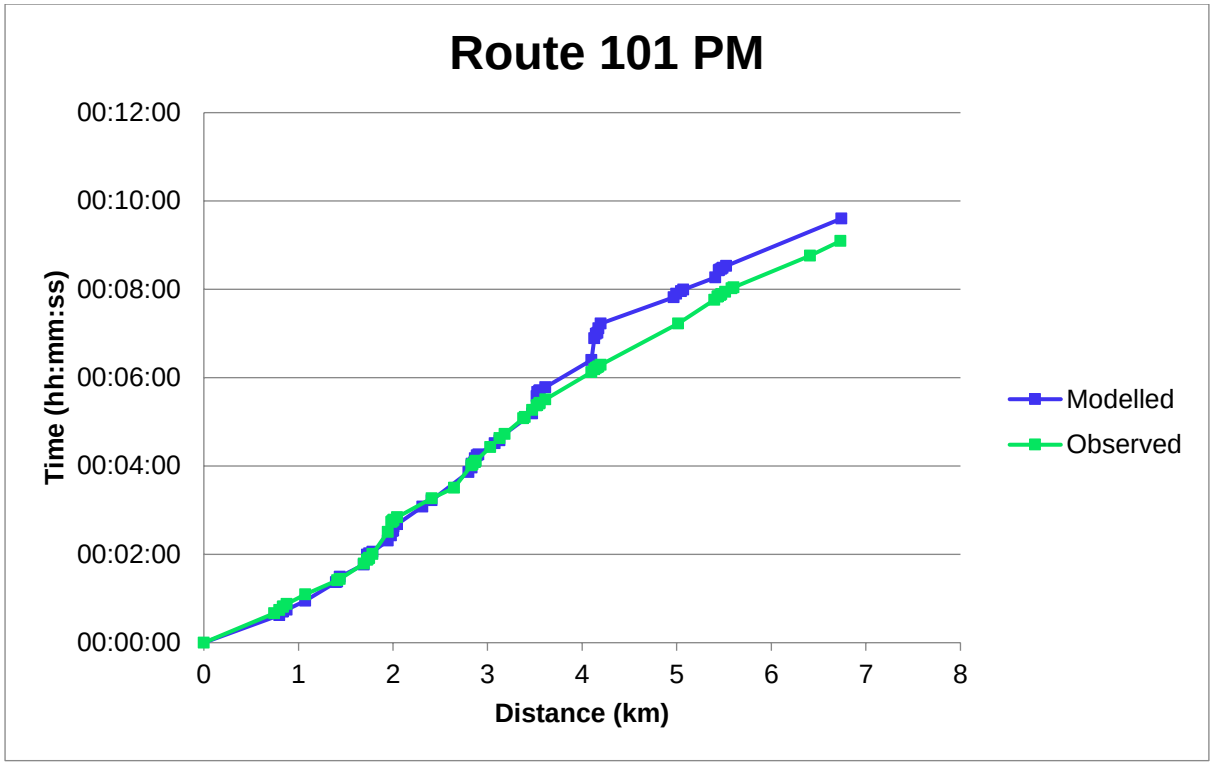

Route 72 PM
Time (hh:mm:ss)
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed


Route 81 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

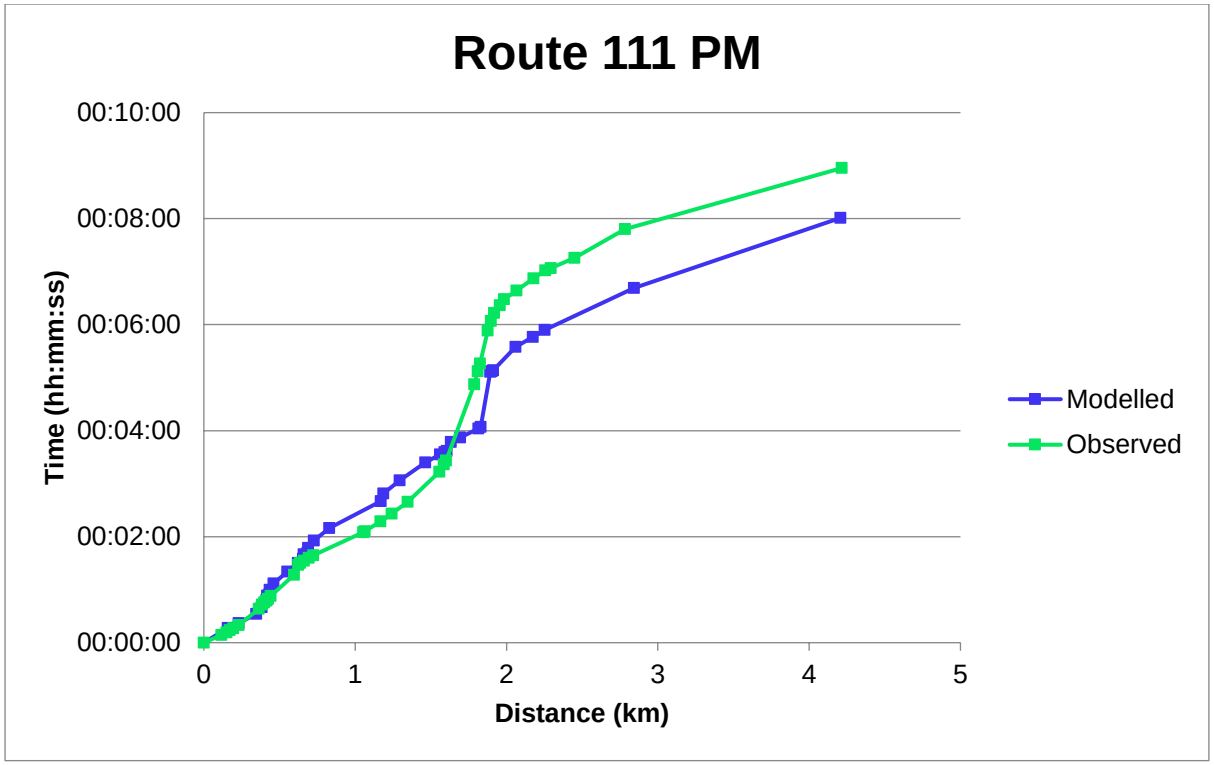

Route 82 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

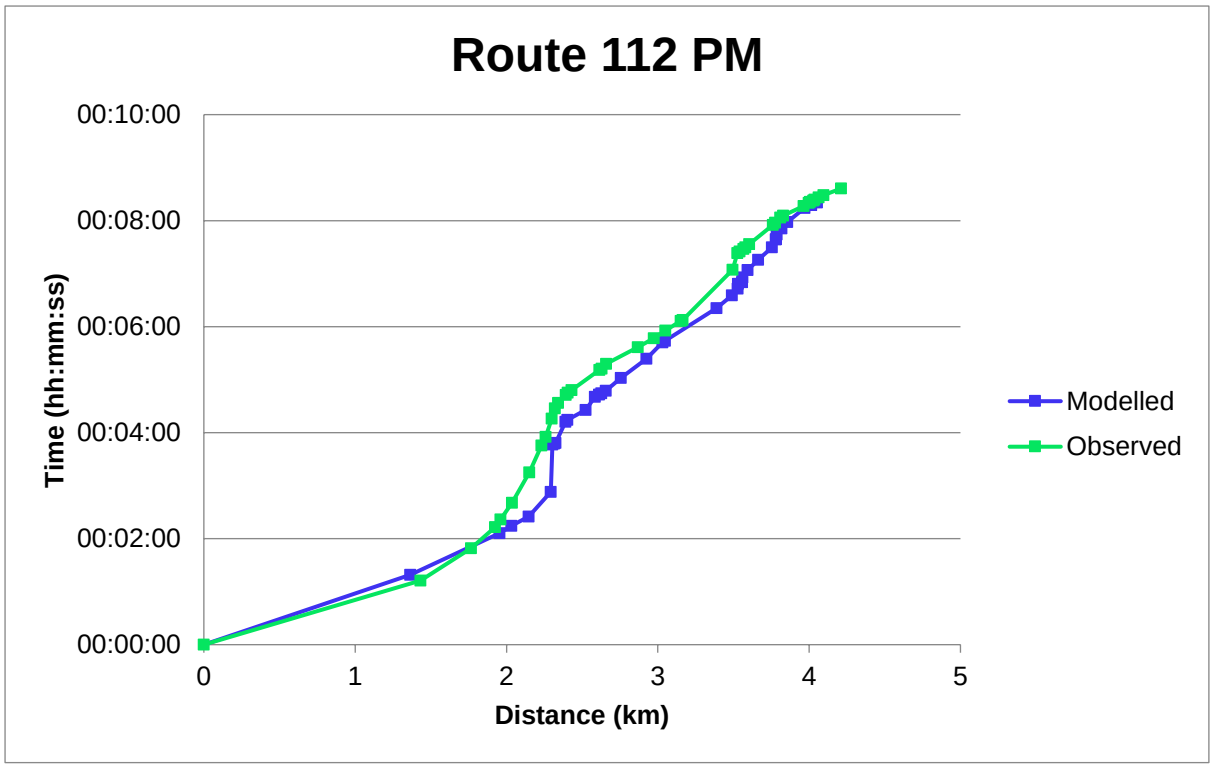

Route 91 PM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

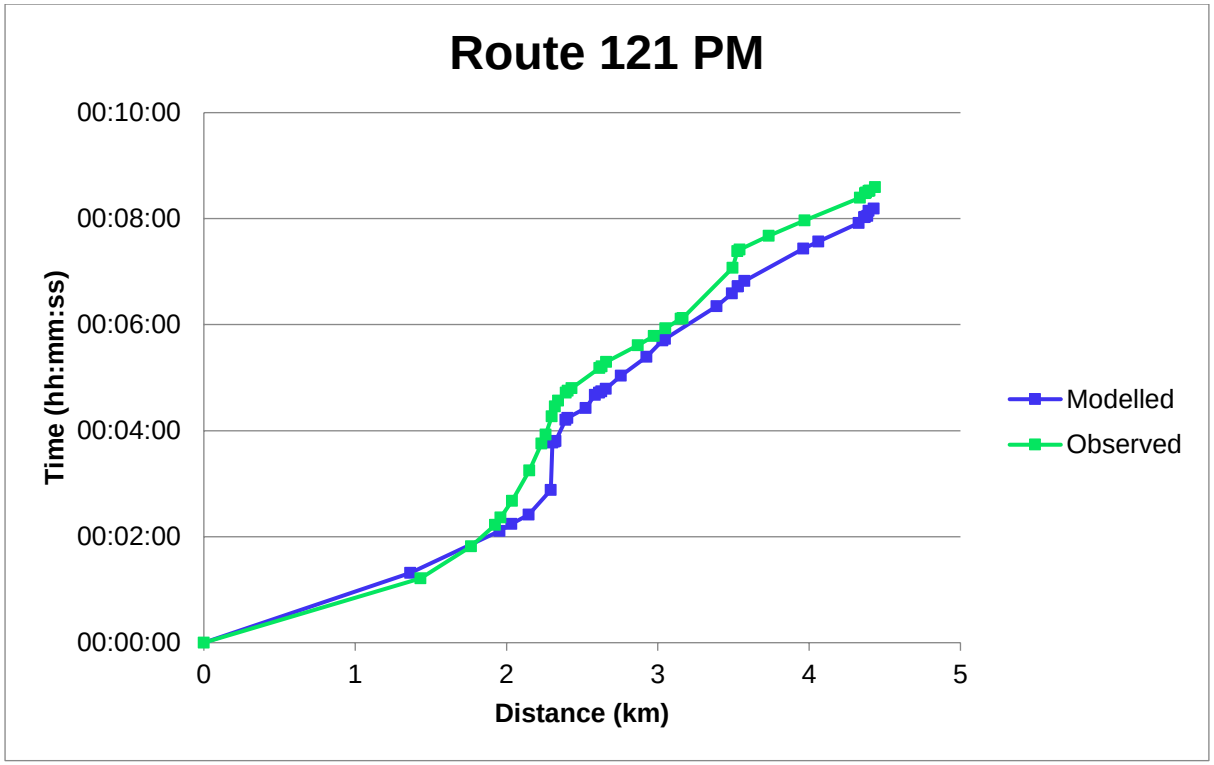

Route 92 PM
Time (hh:mm:ss)
00:16:00
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

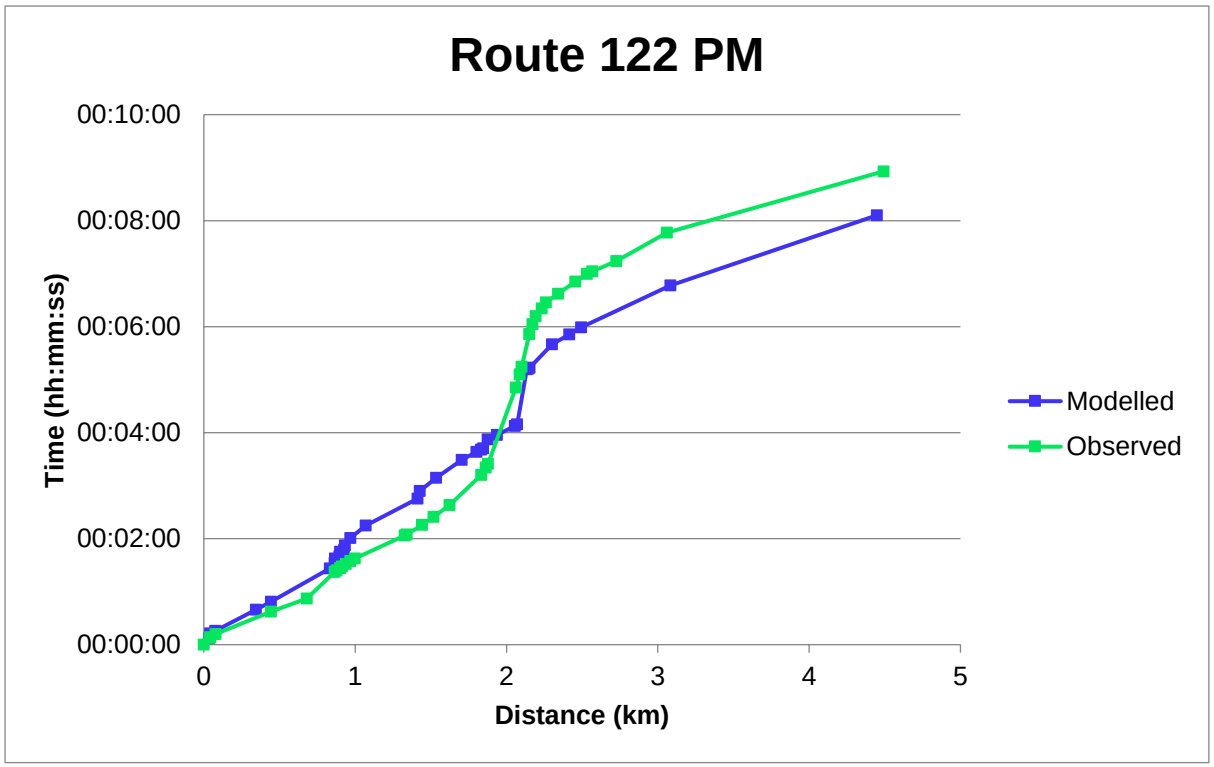

Route 101 PM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

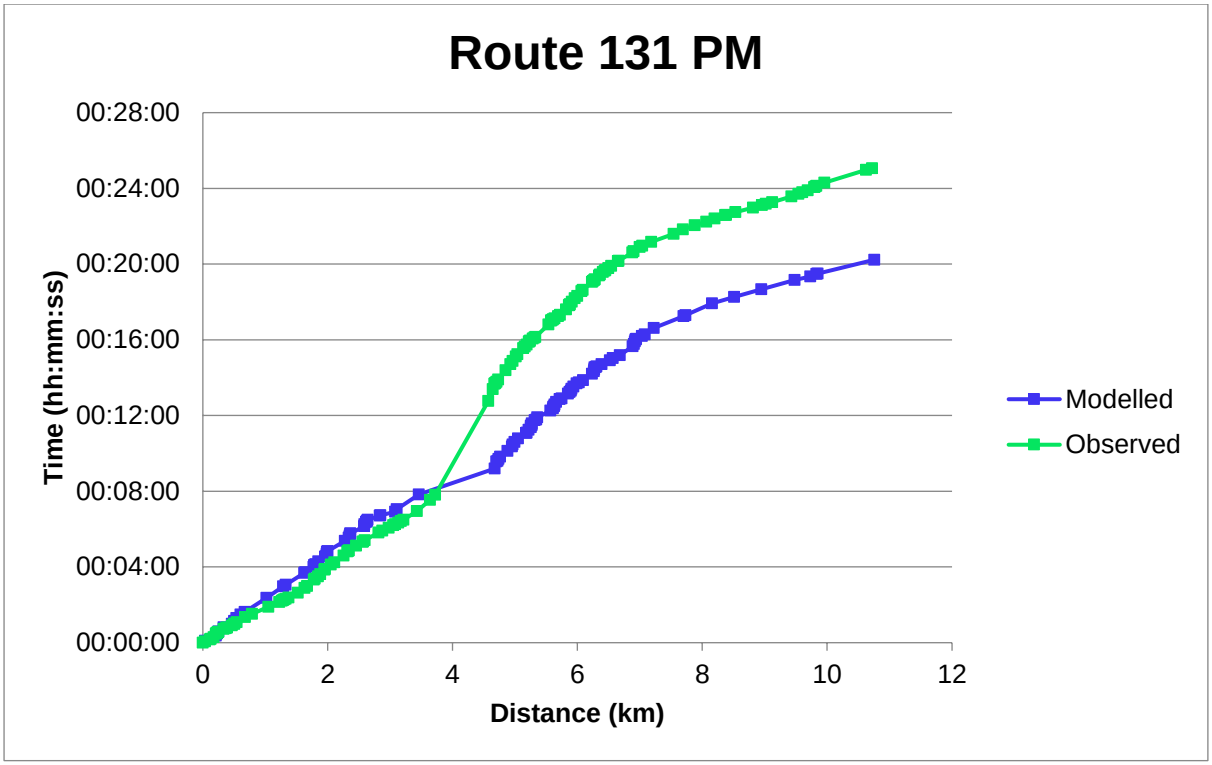

Route 102 PM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed


Route 111 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

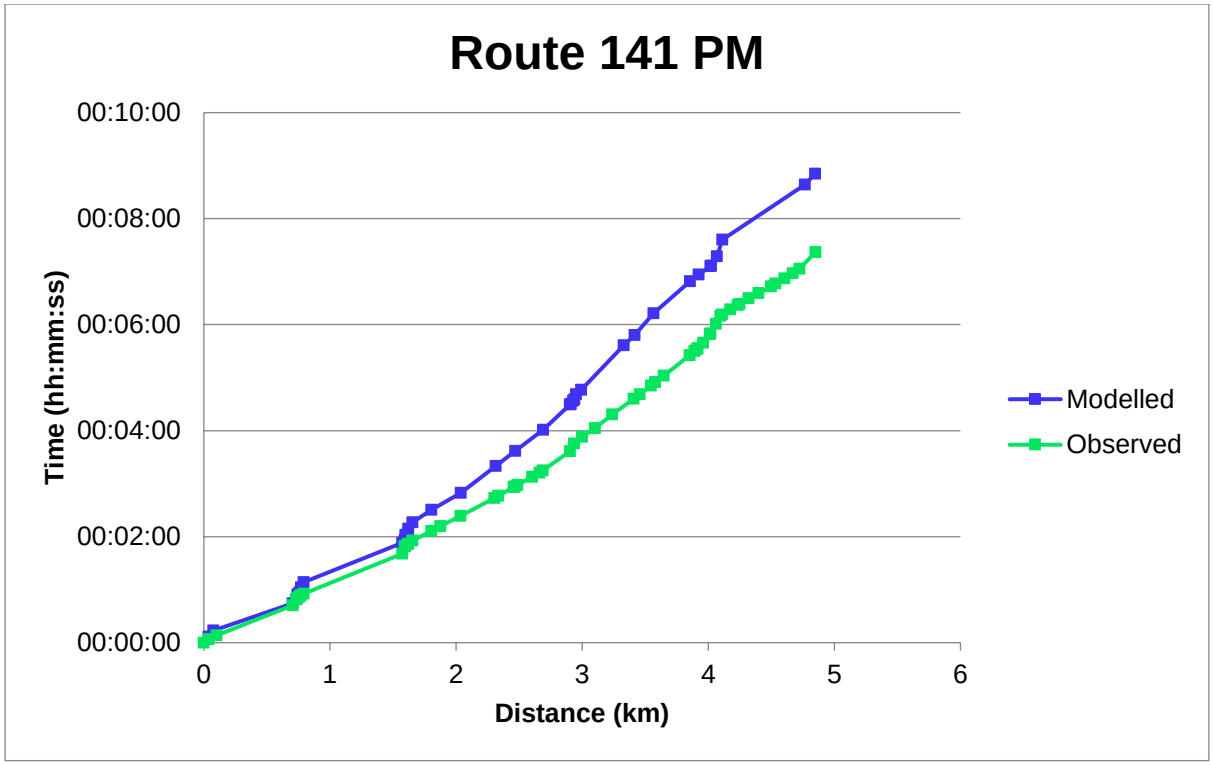

Route 112 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed


Route 121 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

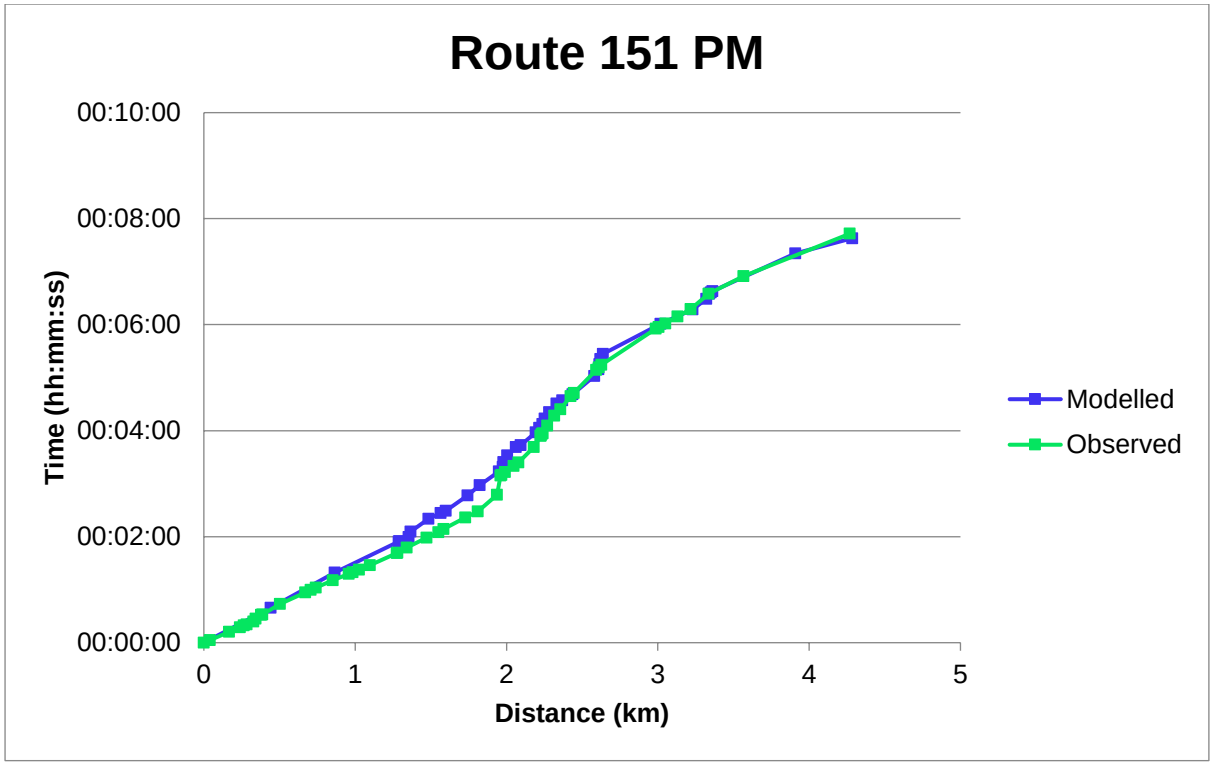

Route 122 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

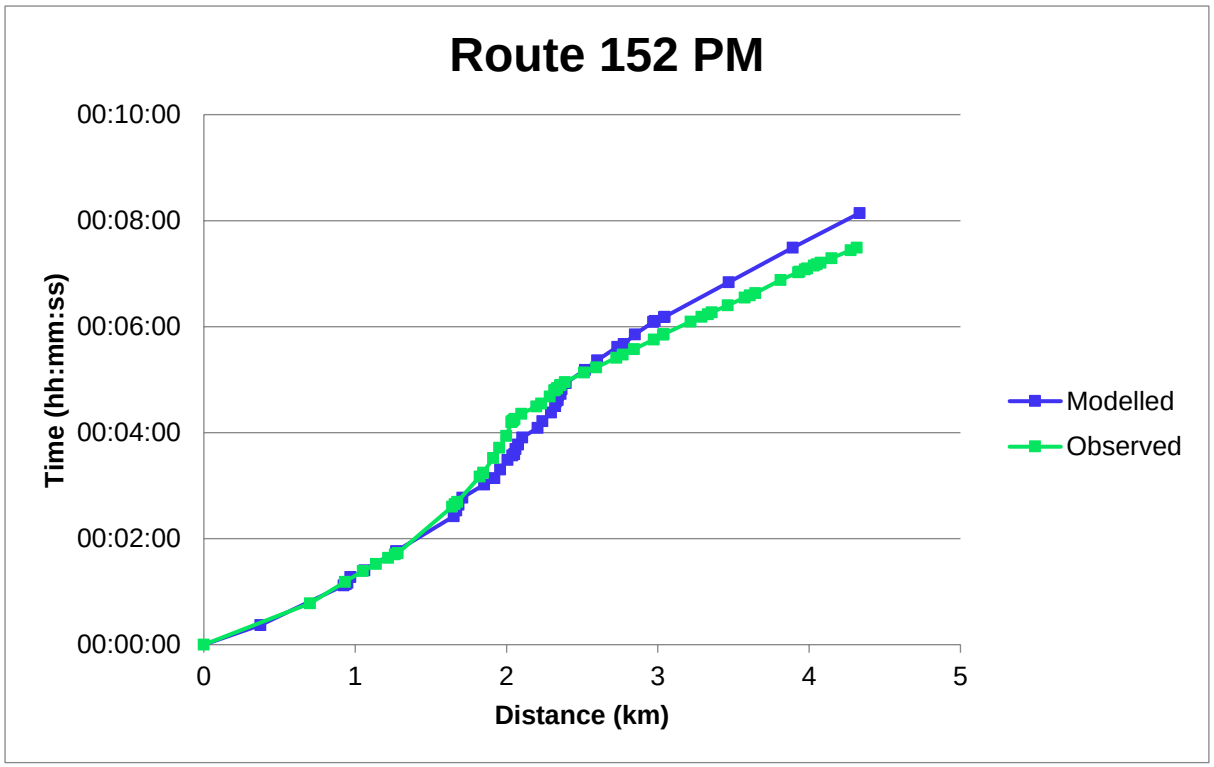

Route 131 PM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

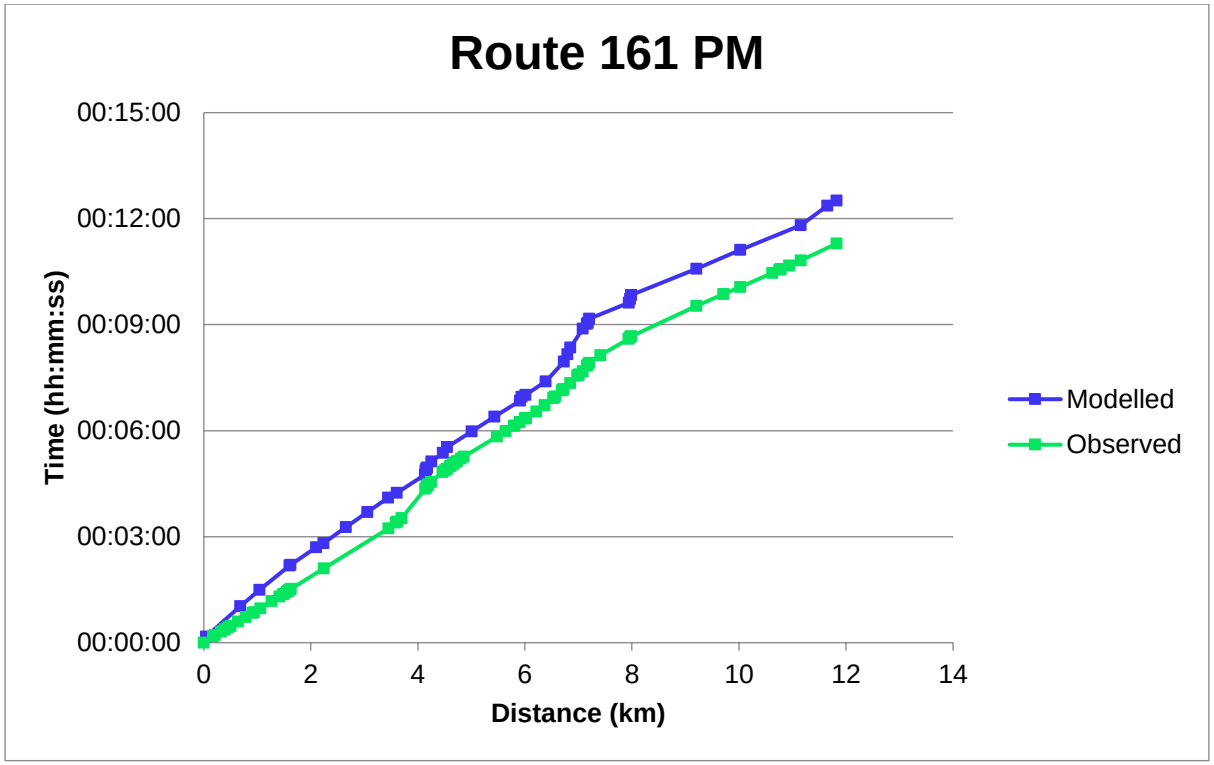

Route 132 PM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

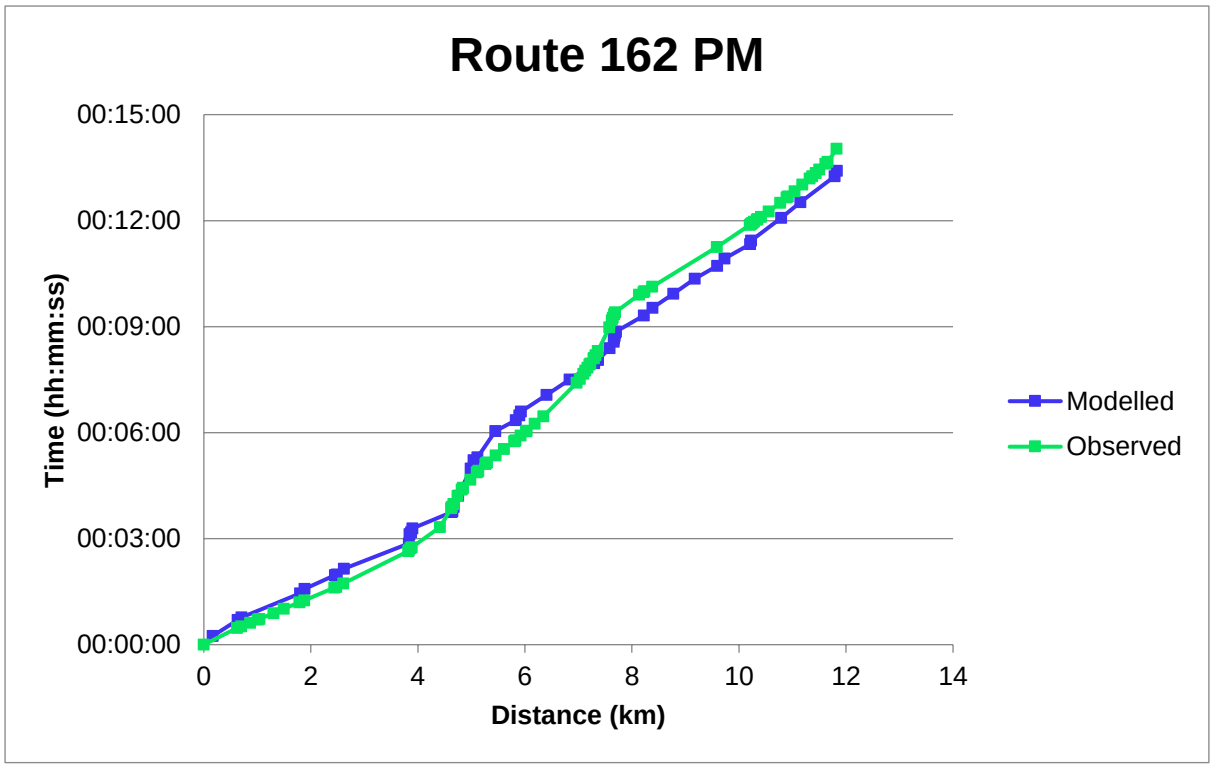

Route 141 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

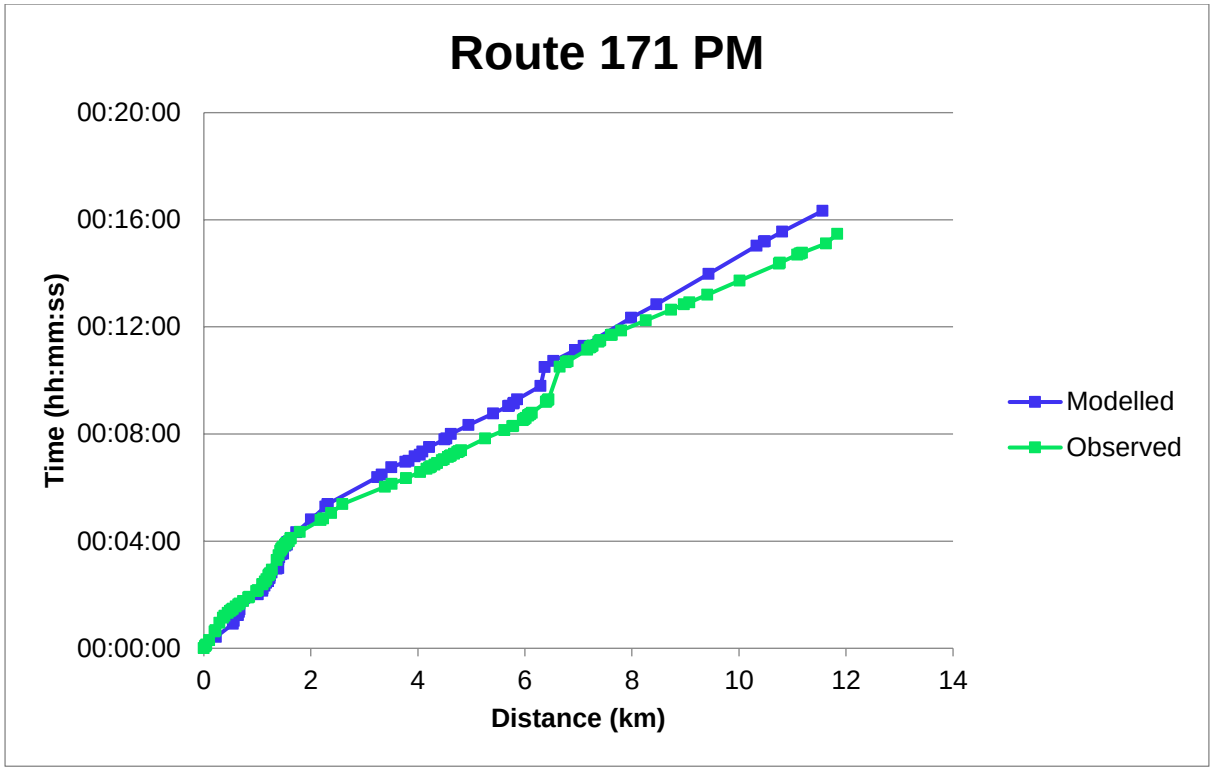

Route 142 PM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

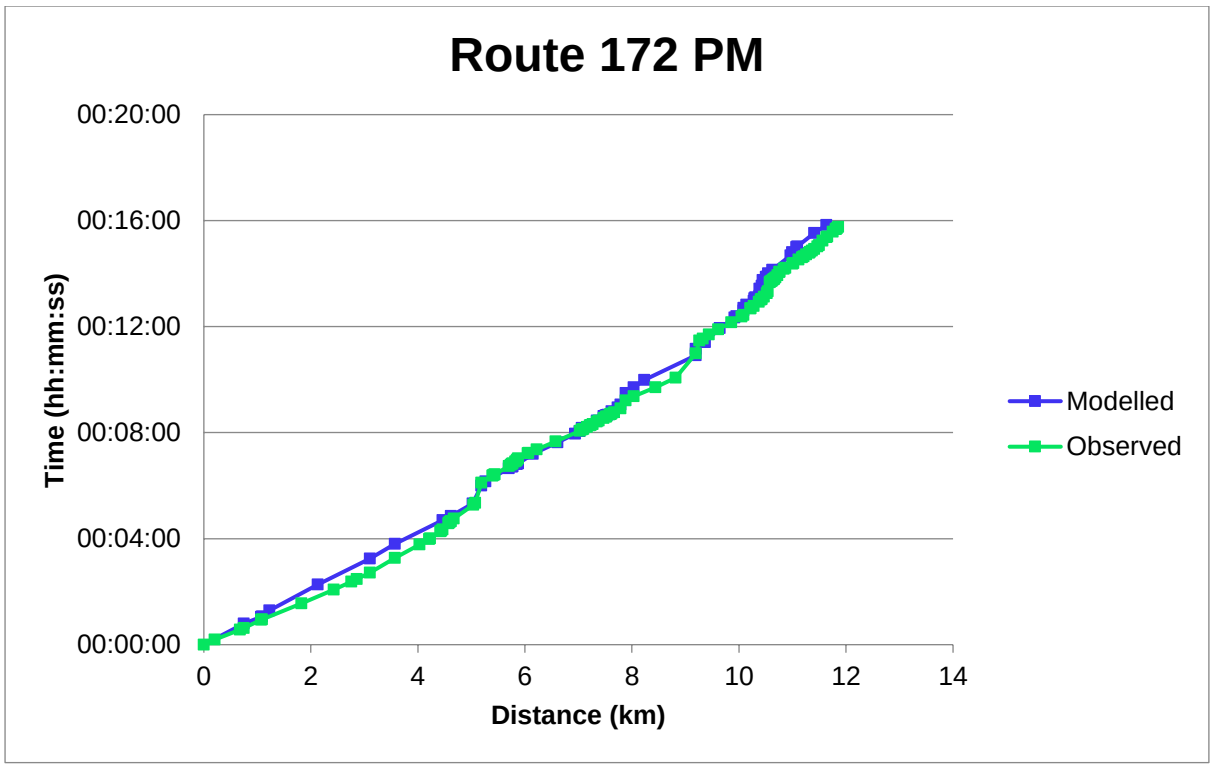

Route 151 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

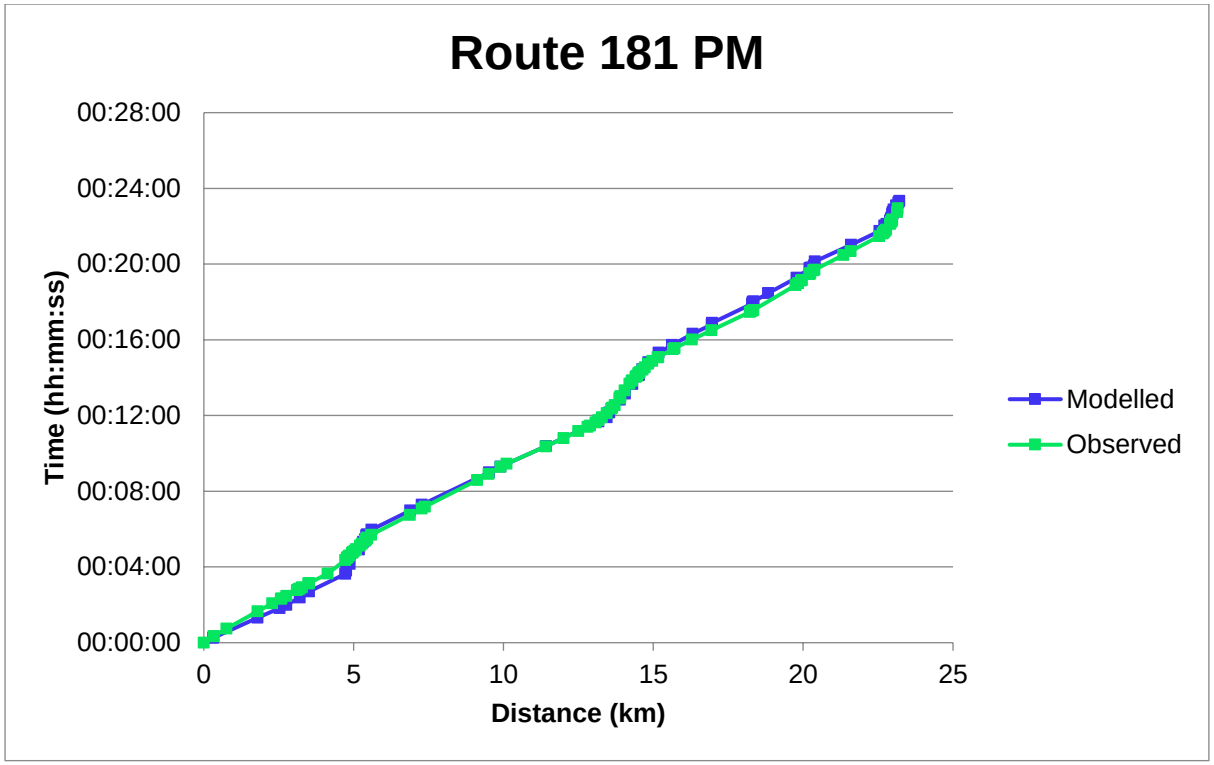

Route 152 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

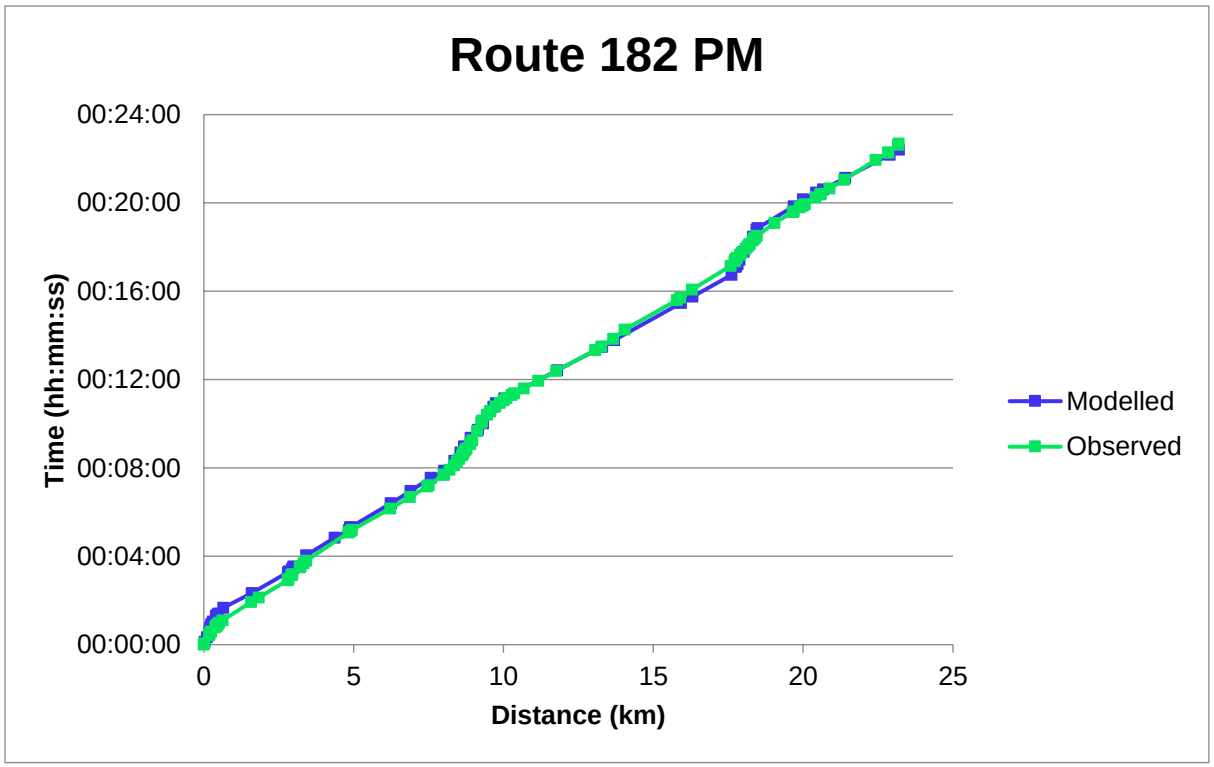

Route 161 PM
Time (hh:mm:ss)
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

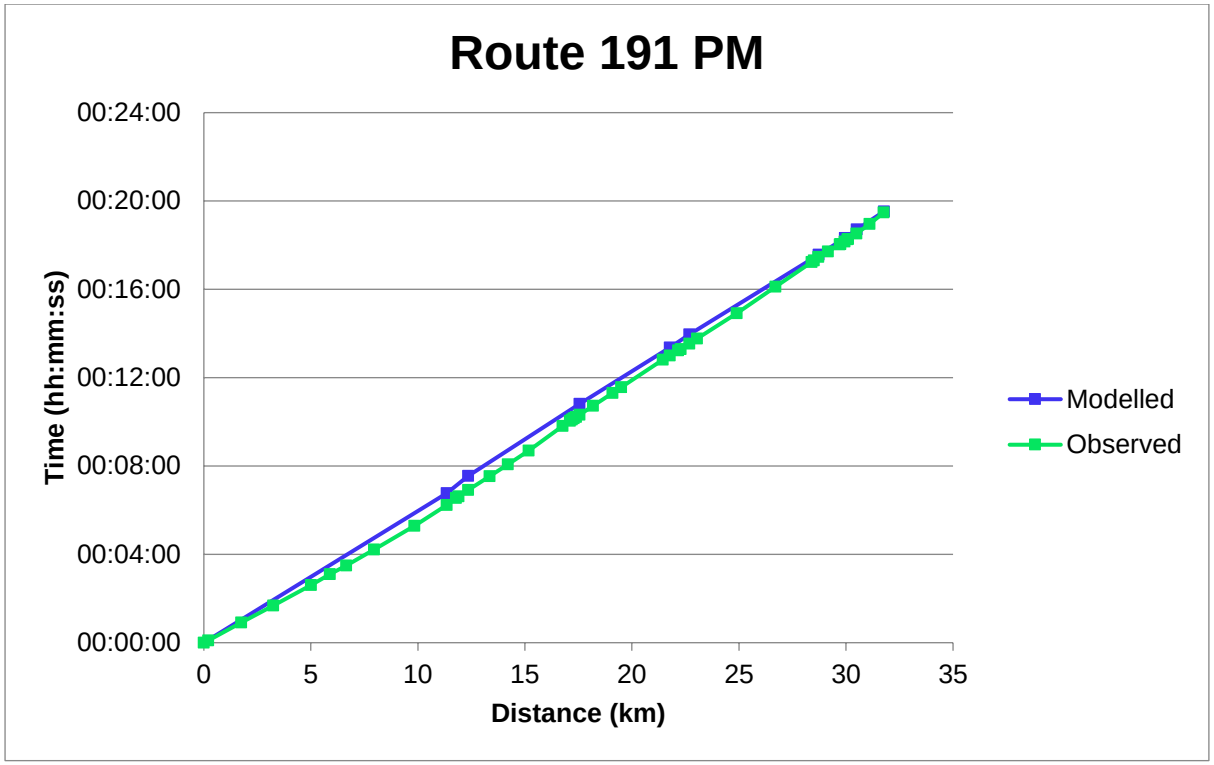

Route 162 PM
Time (hh:mm:ss)
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

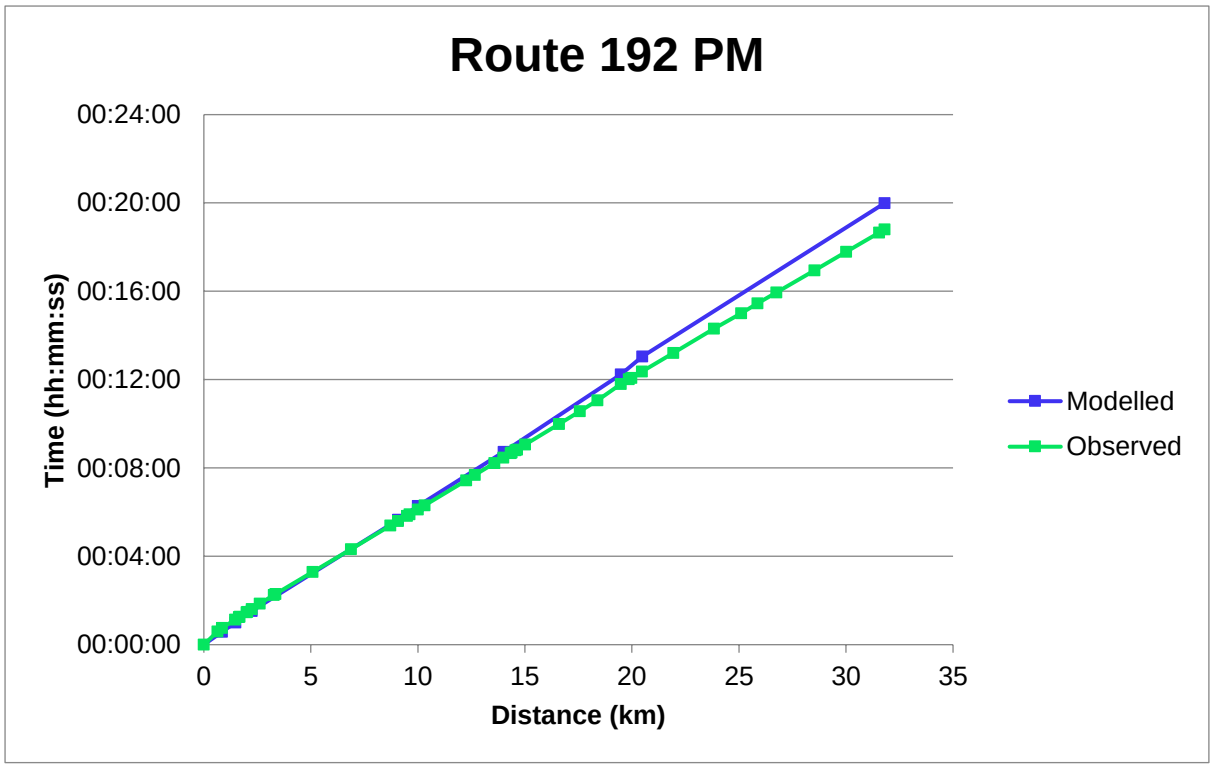

Route 171 PM
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

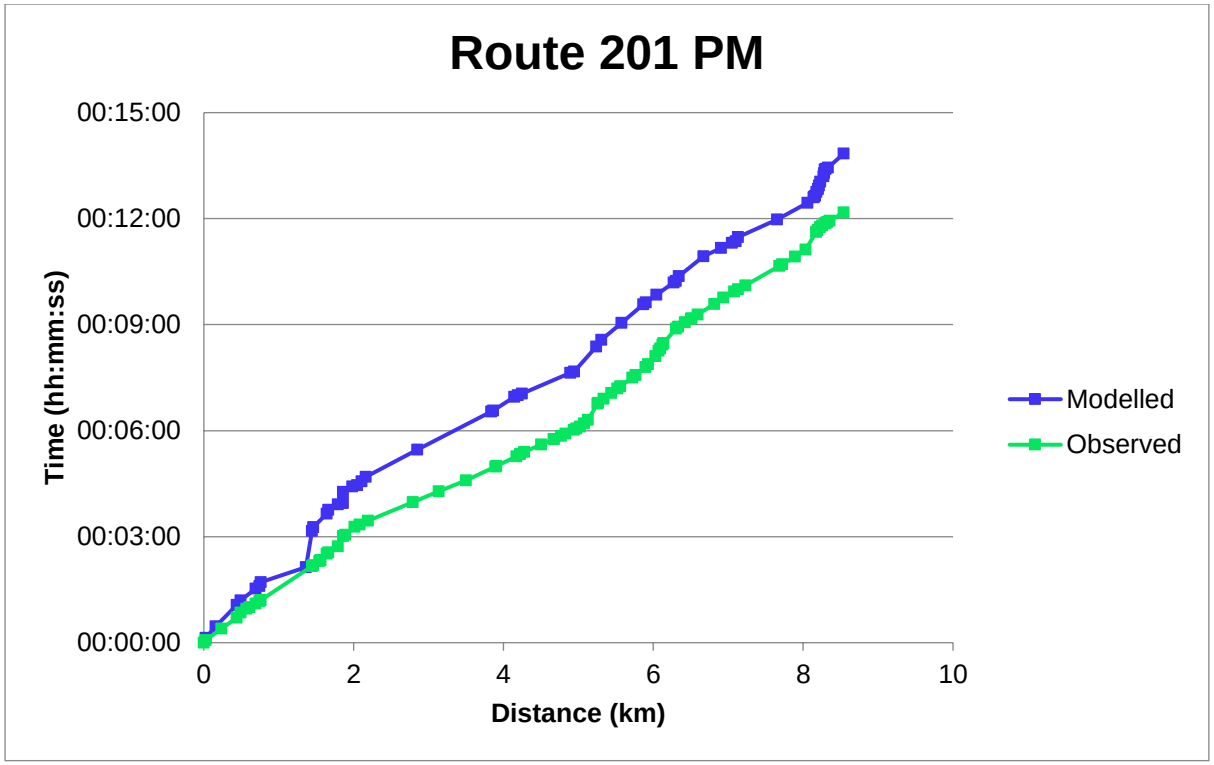

Route 172 PM
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

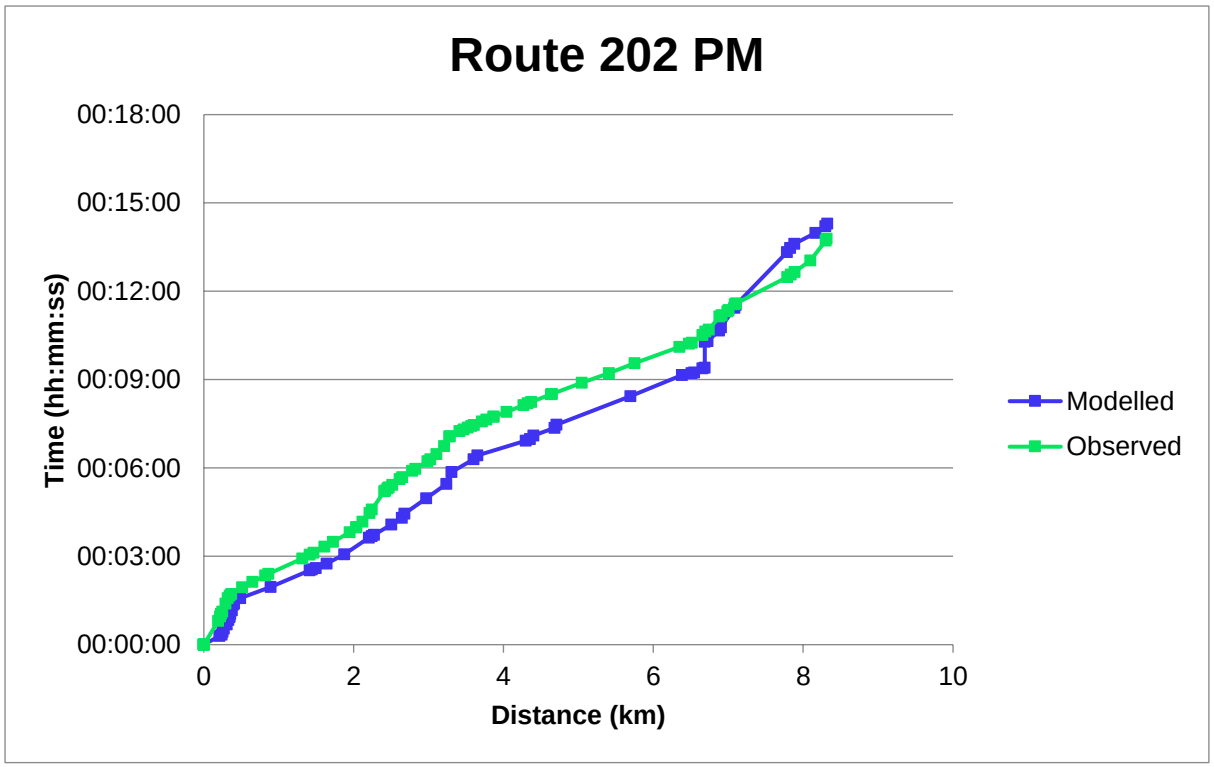

Route 181 PM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed


Route 182 PM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed


Route 191 PM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
30
35
Distance (km)
Modelled
Observed

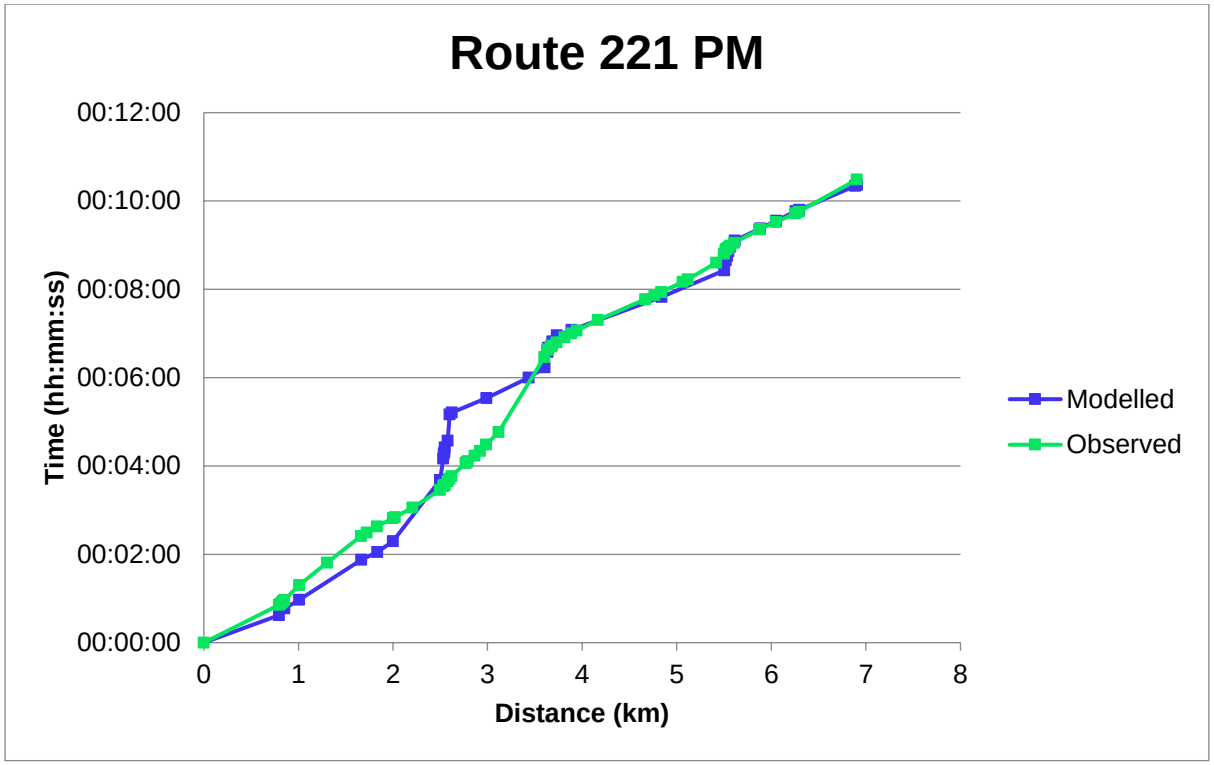

Route 192 PM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
30
35
Distance (km)
Modelled
Observed

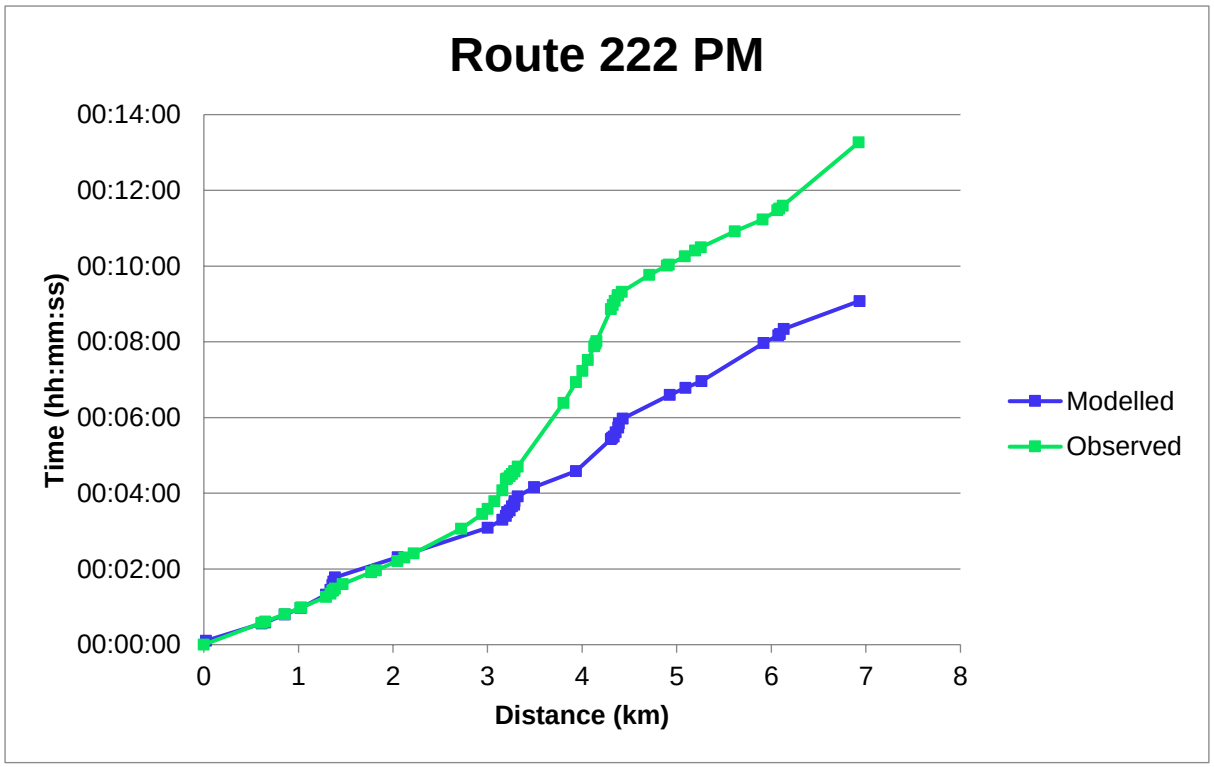

Route 201 PM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed


Route 202 PM
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

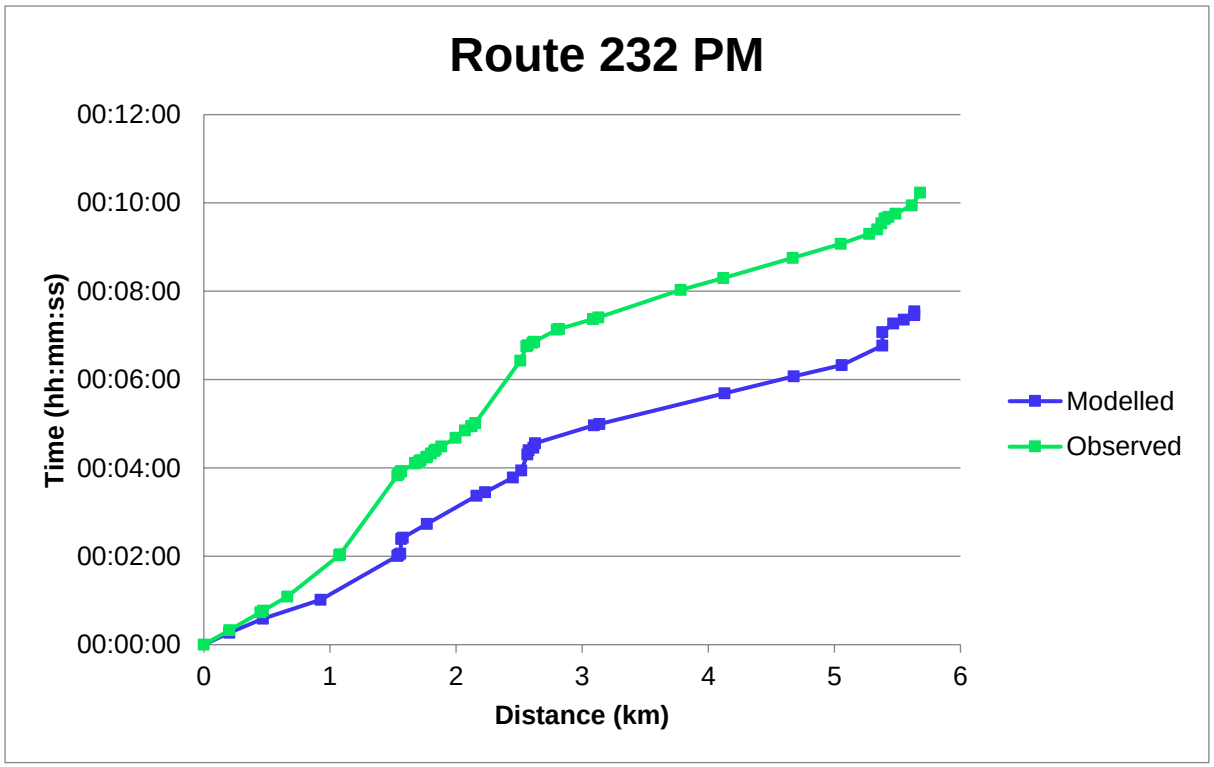

Route 211 PM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

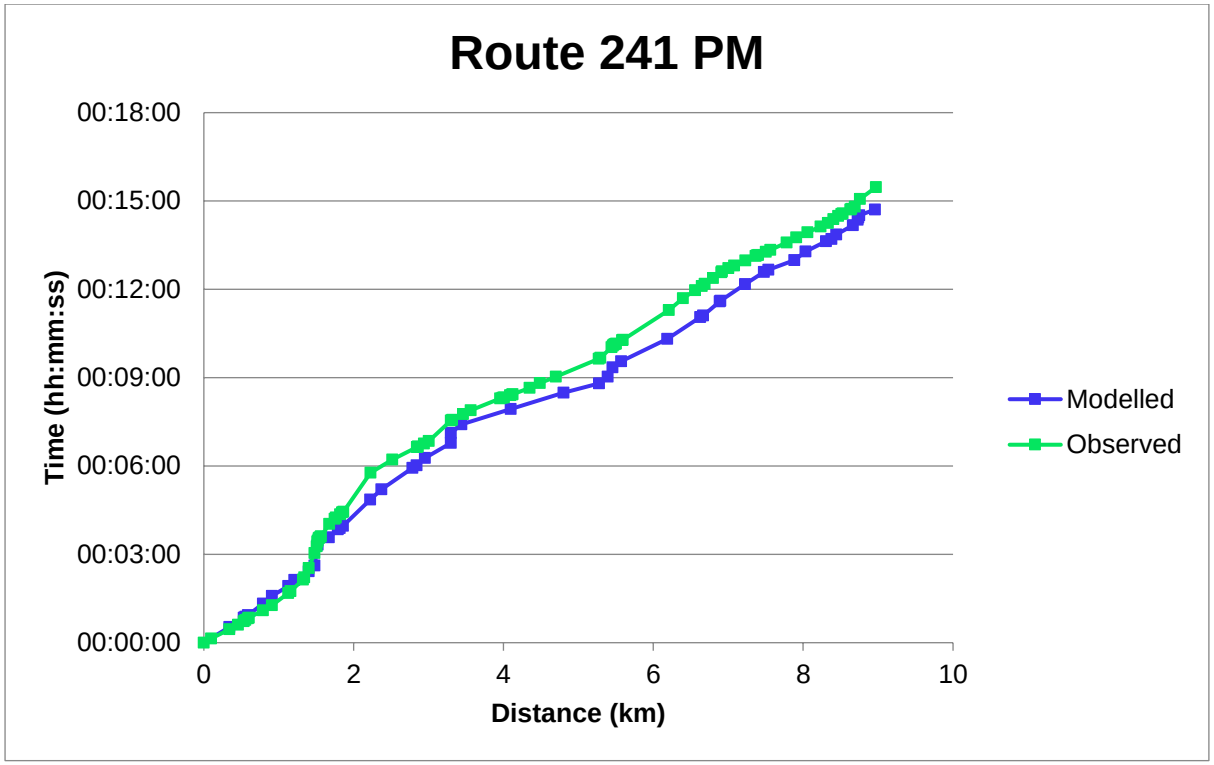

Route 212 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

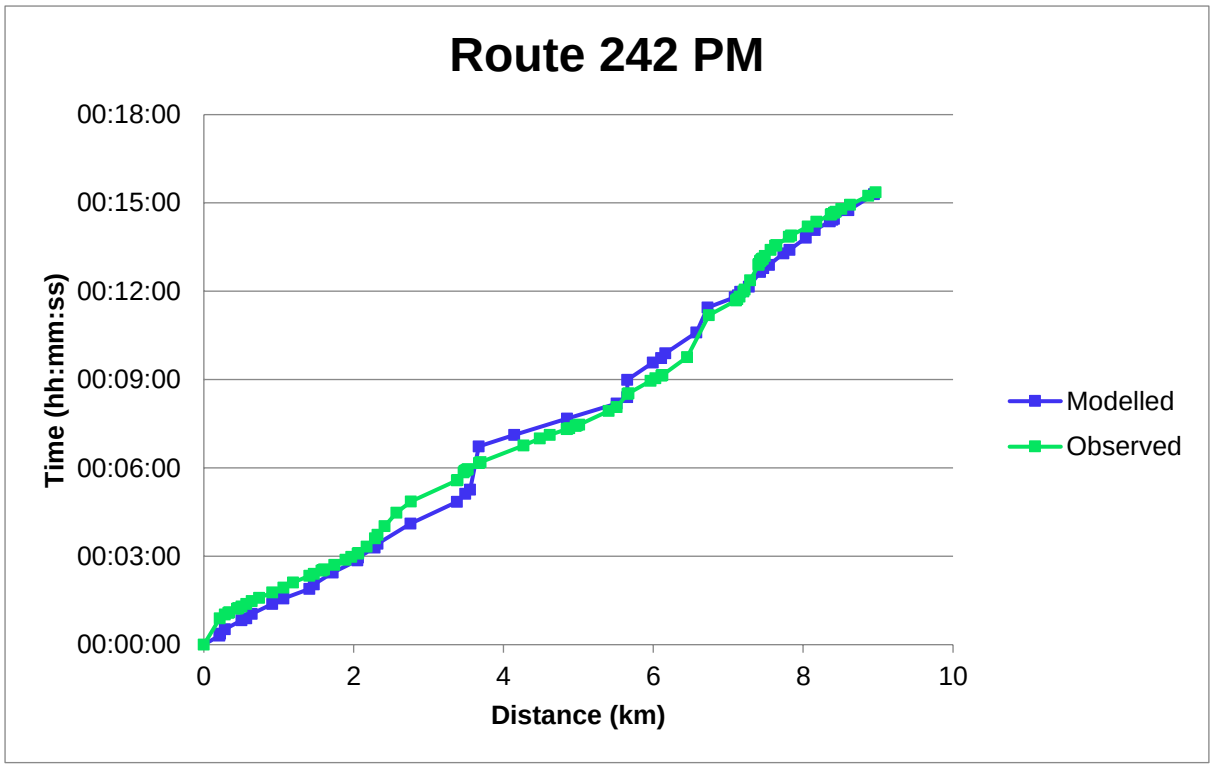

Route 221 PM
Time (hh:mm:ss)
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

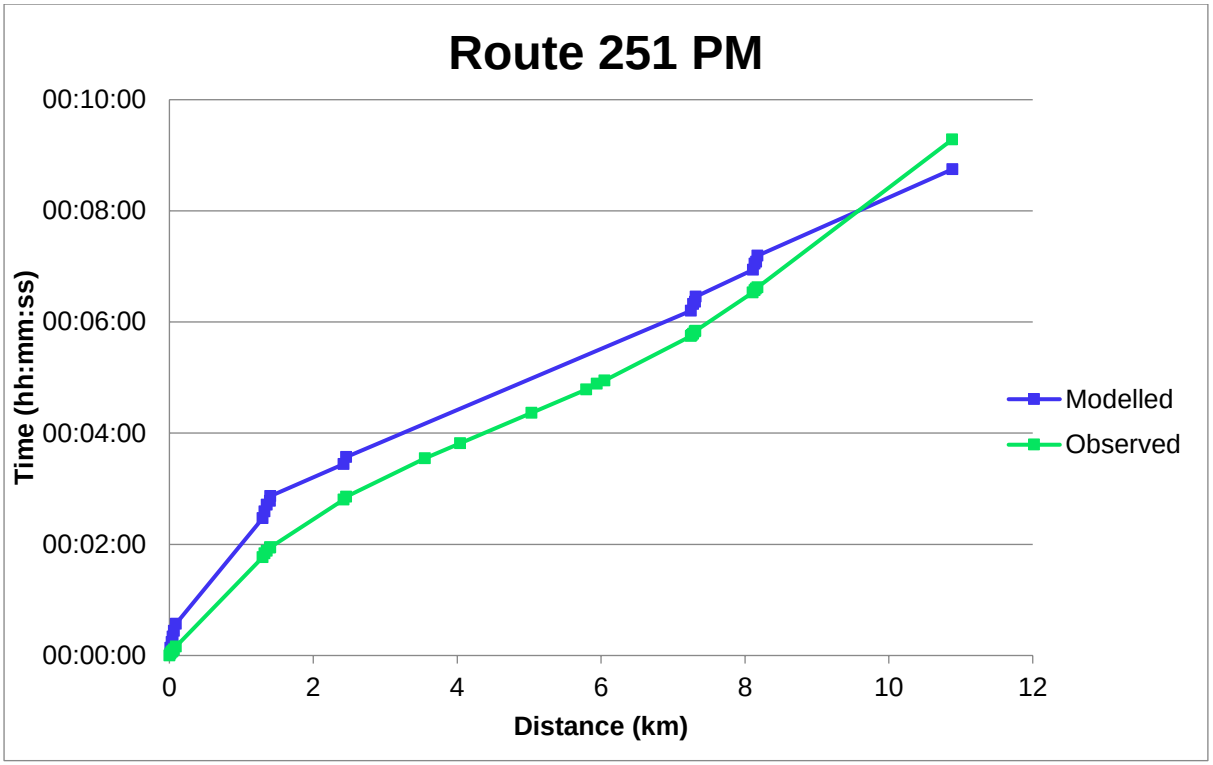

Route 222 PM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
7
8
Distance (km)
Modelled
Observed

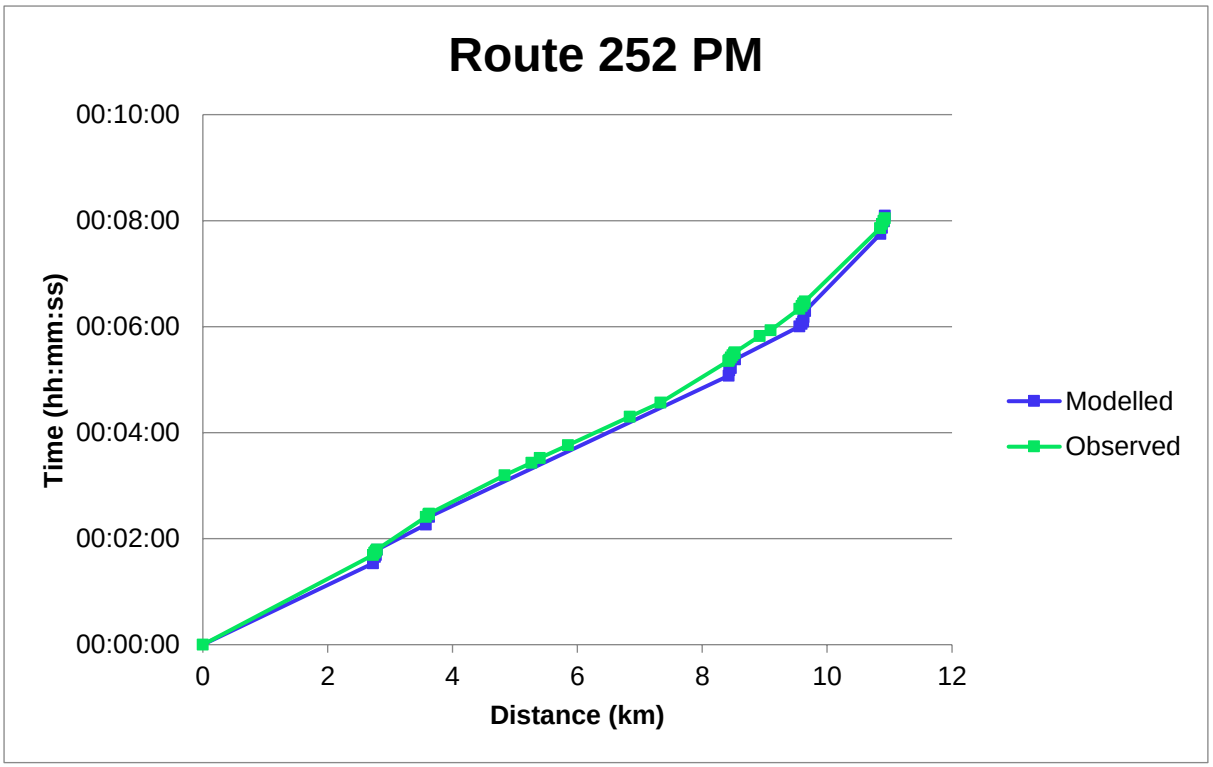

Route 231 PM
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

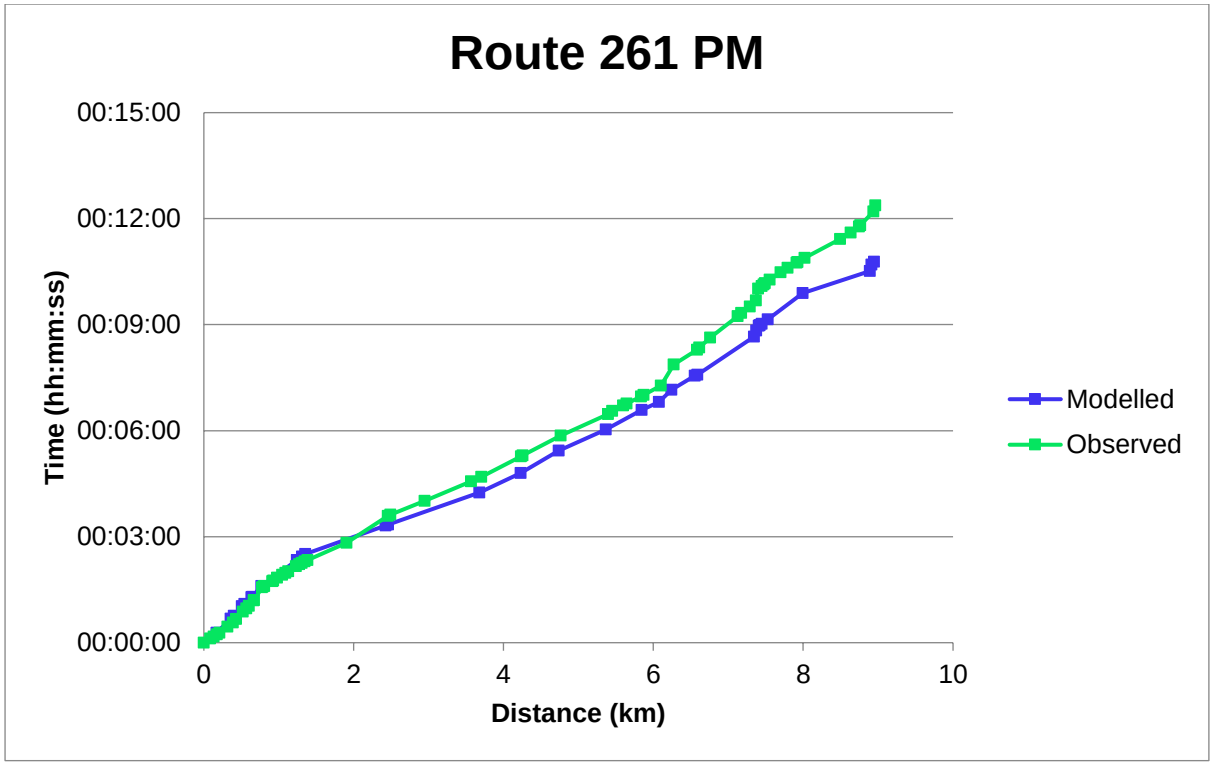

Route 232 PM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

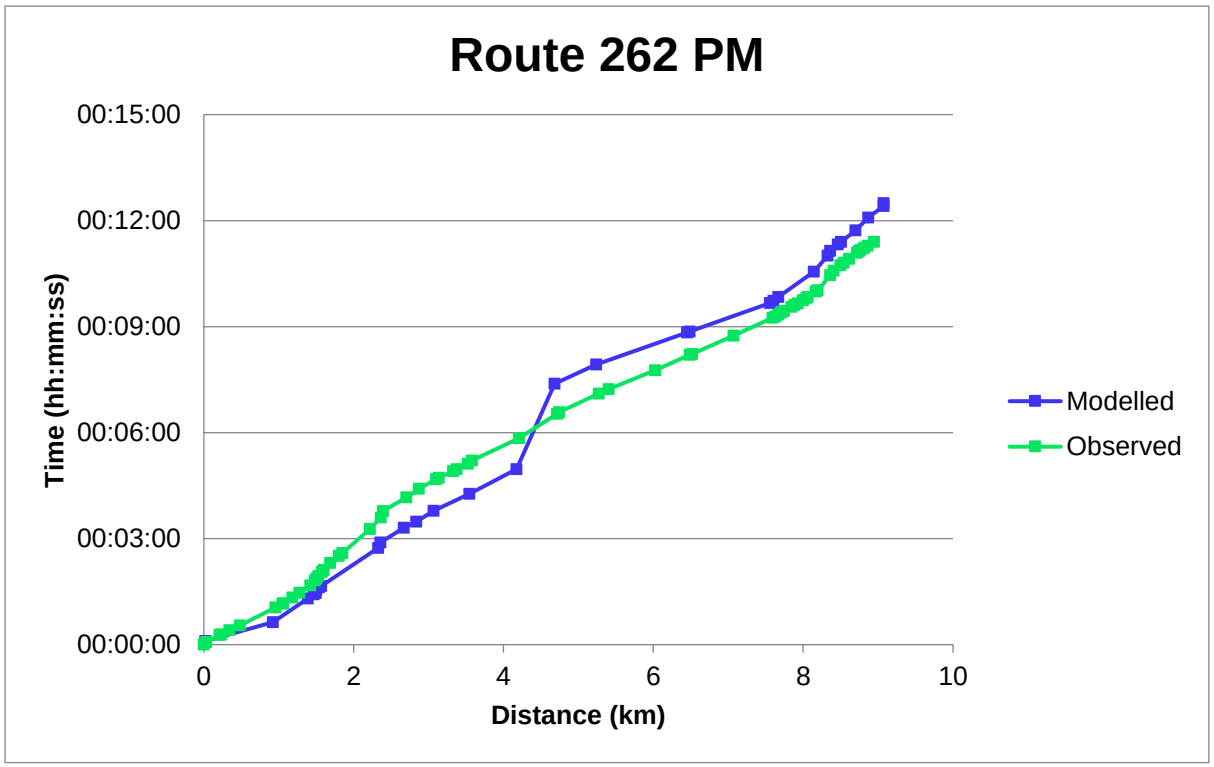

Route 241 PM
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

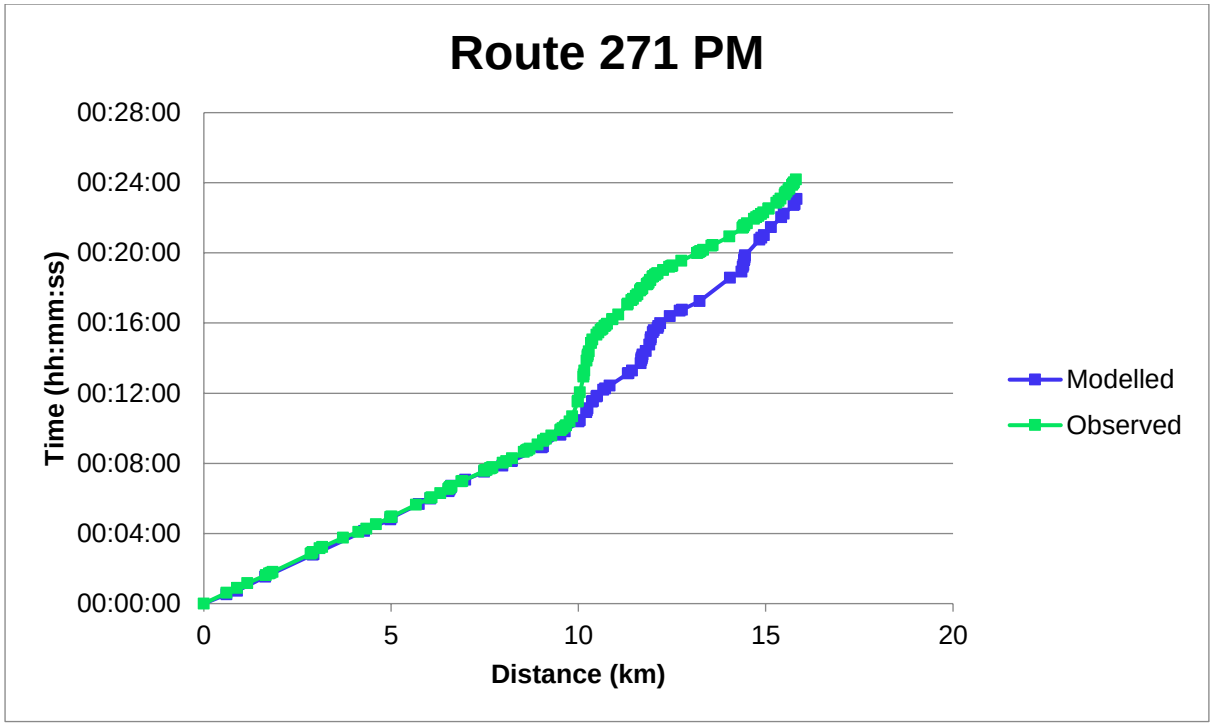

Route 242 PM
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
Distance (km)
Modelled
Observed

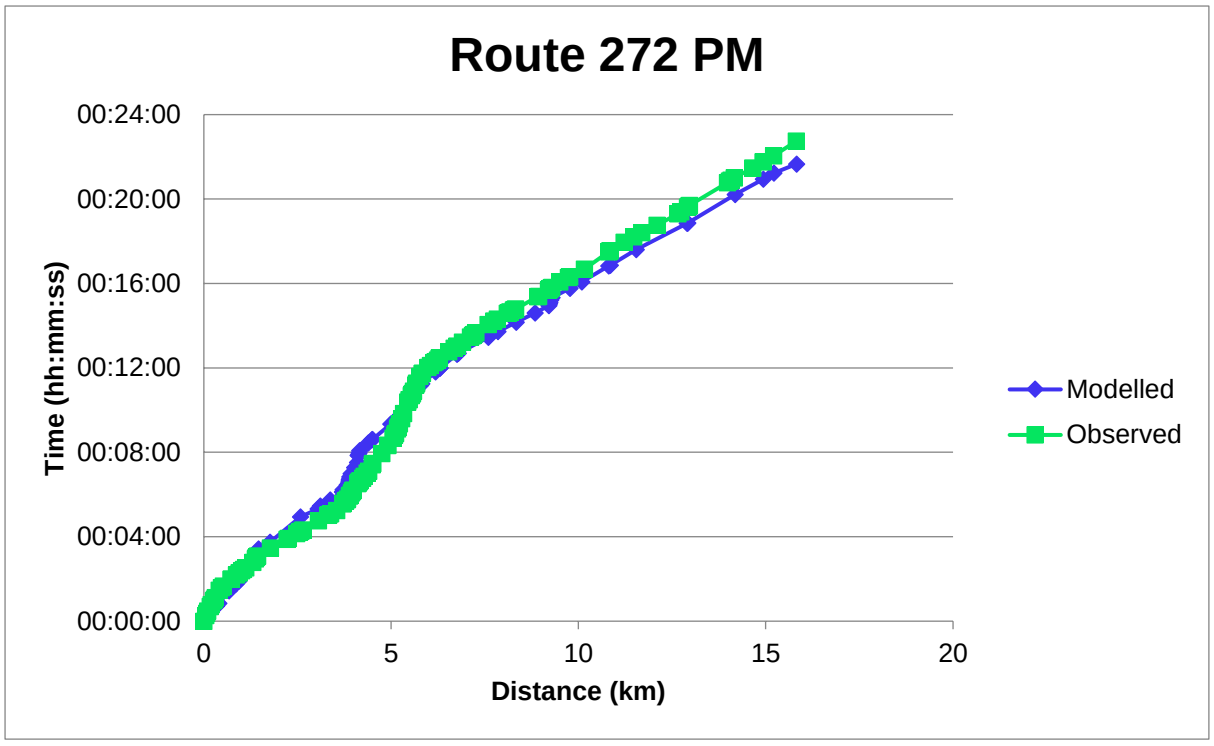

Route 251 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

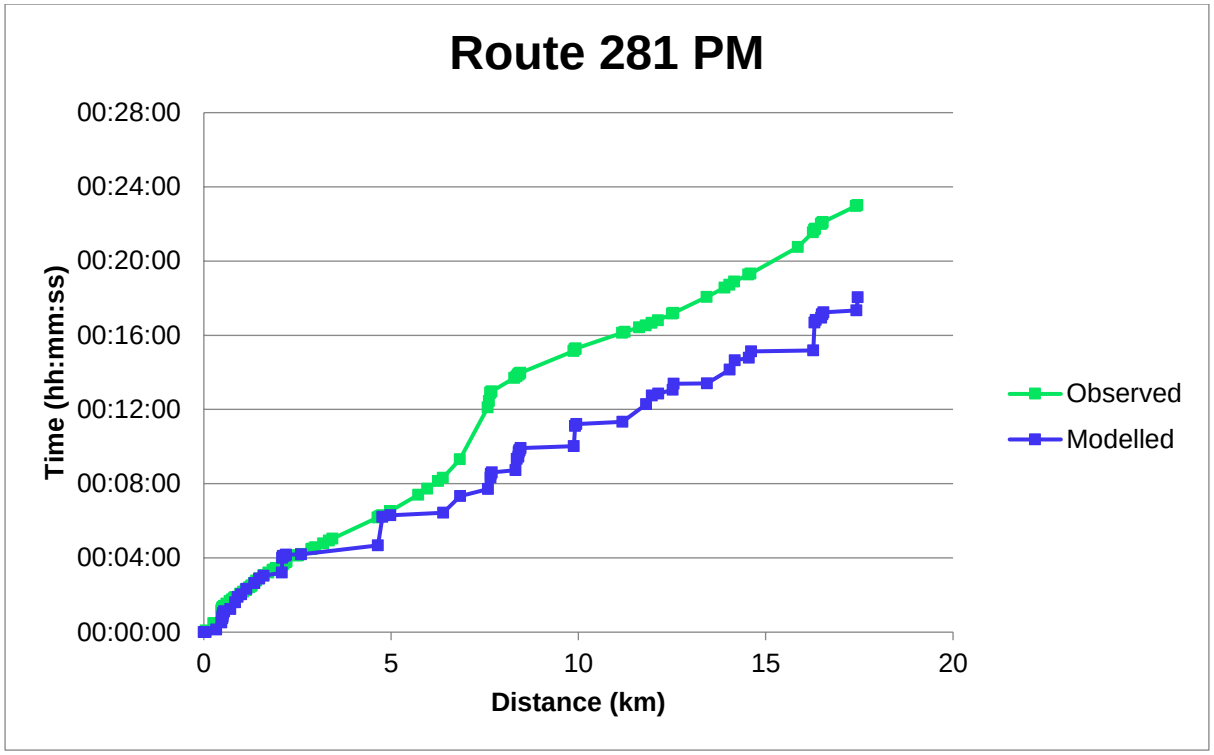

Route 252 PM
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed


Route 261 PM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

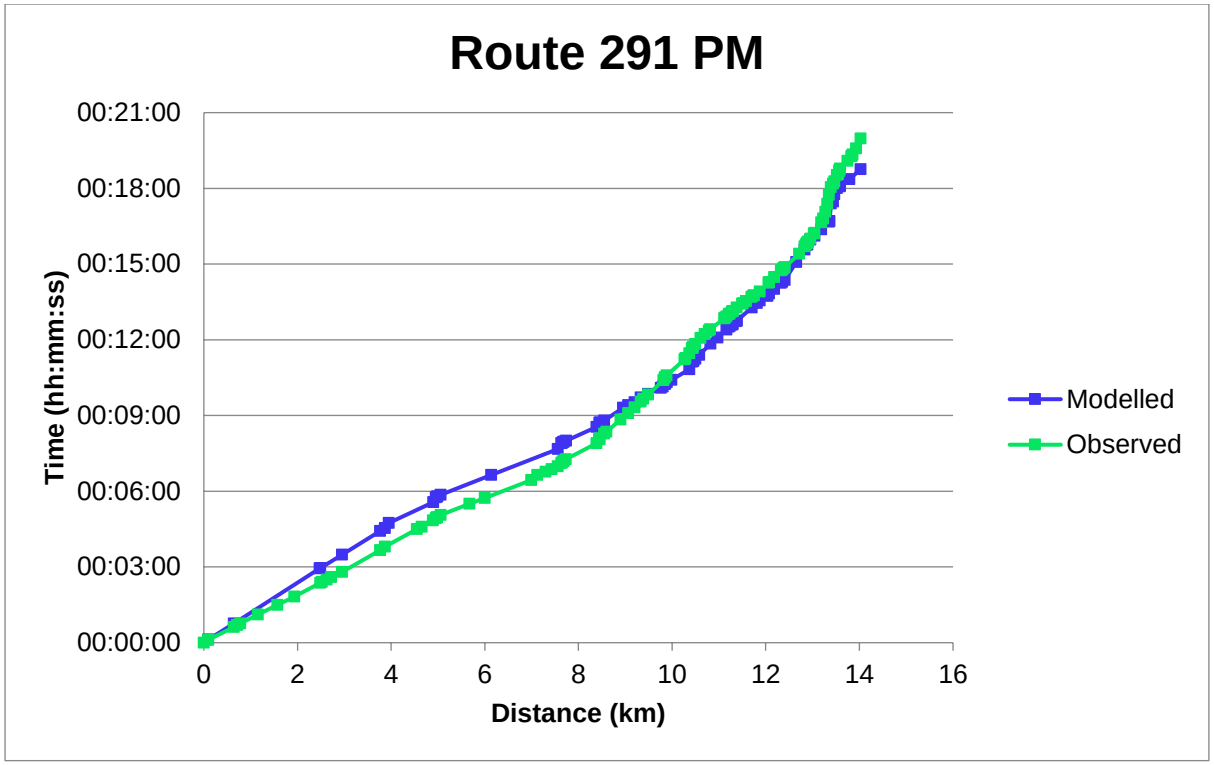

Route 262 PM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
Distance (km)
Modelled
Observed

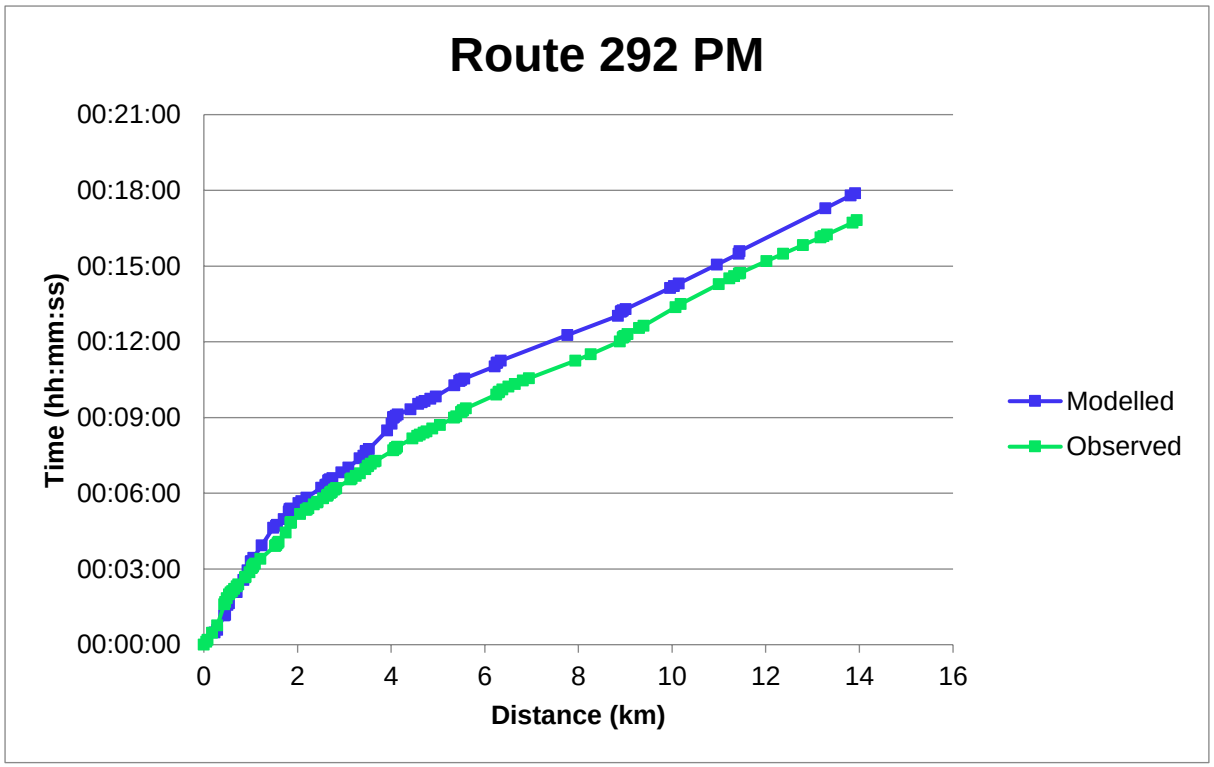

Route 271 PM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

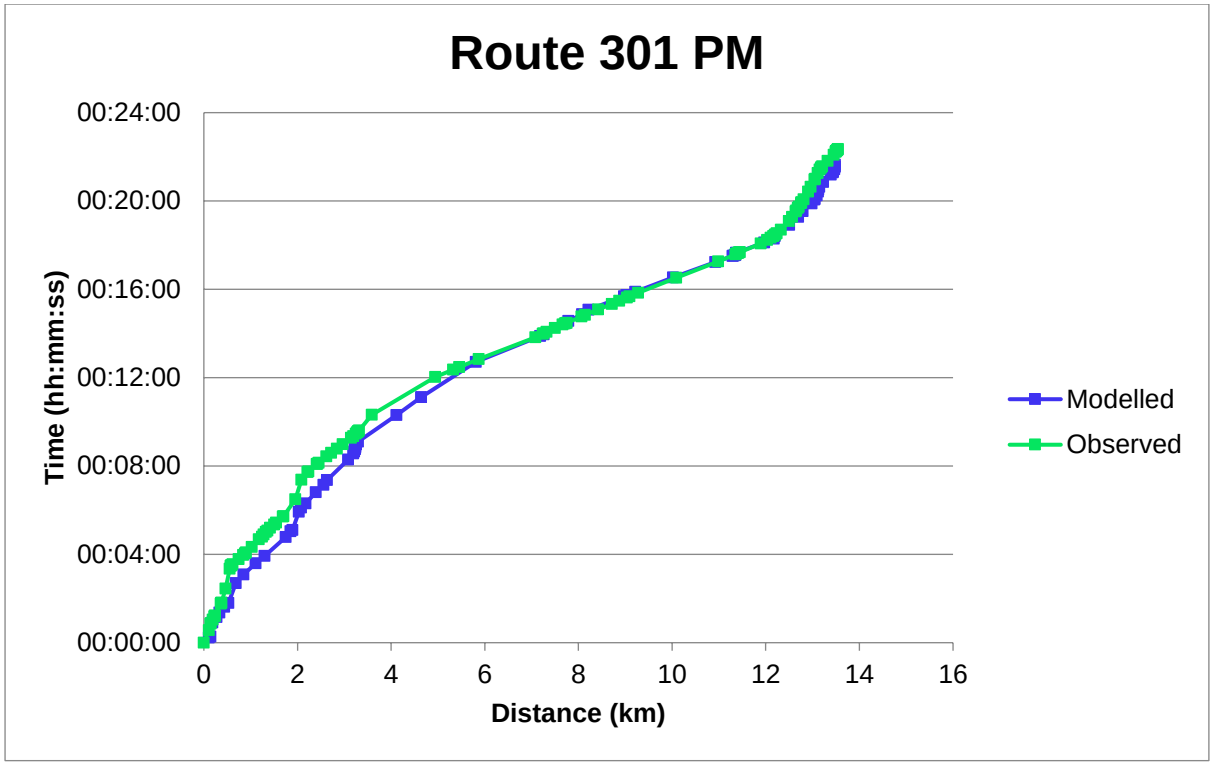

Route 272 PM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

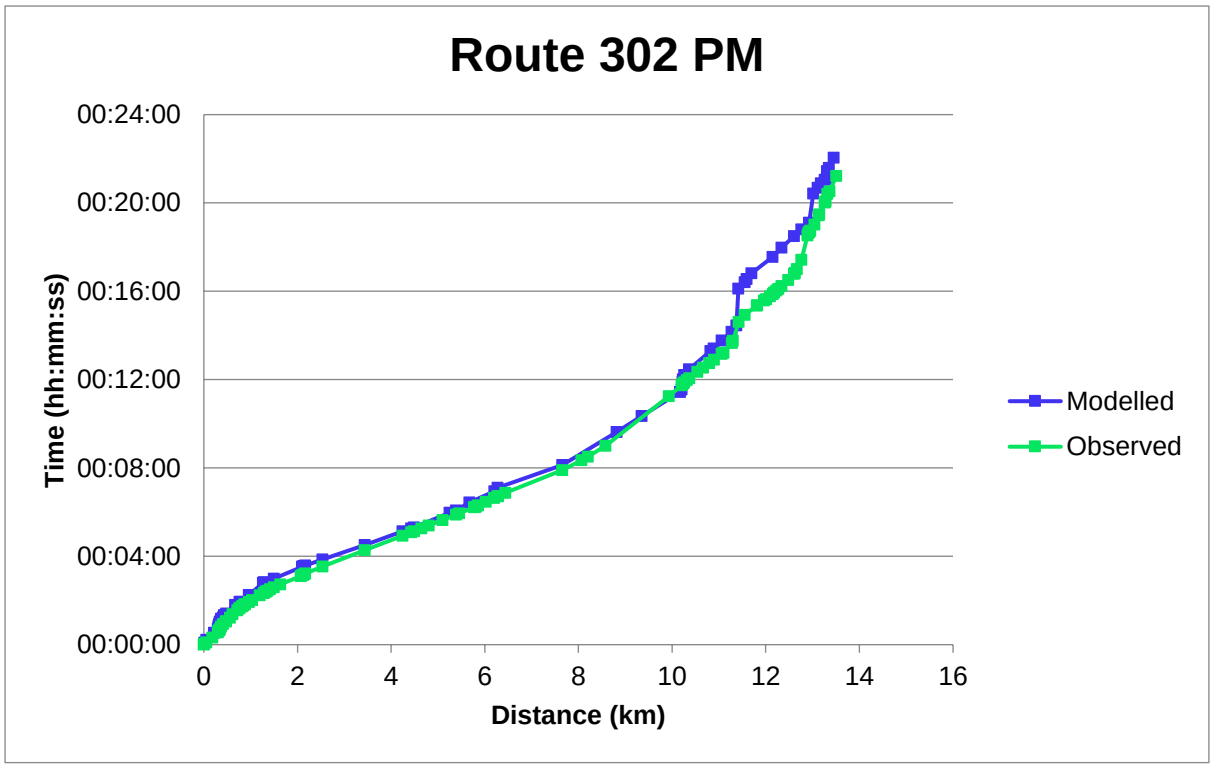

Route 281 PM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Observed
Modelled

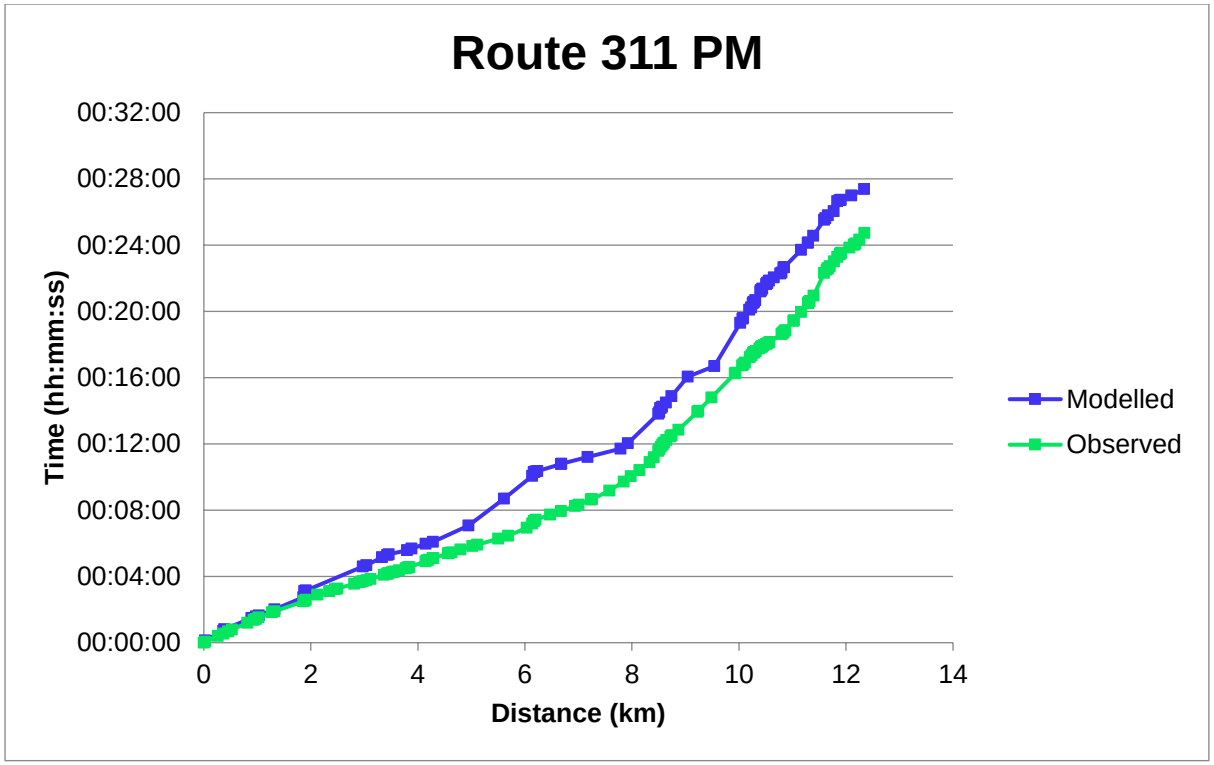

Route 282 PM
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

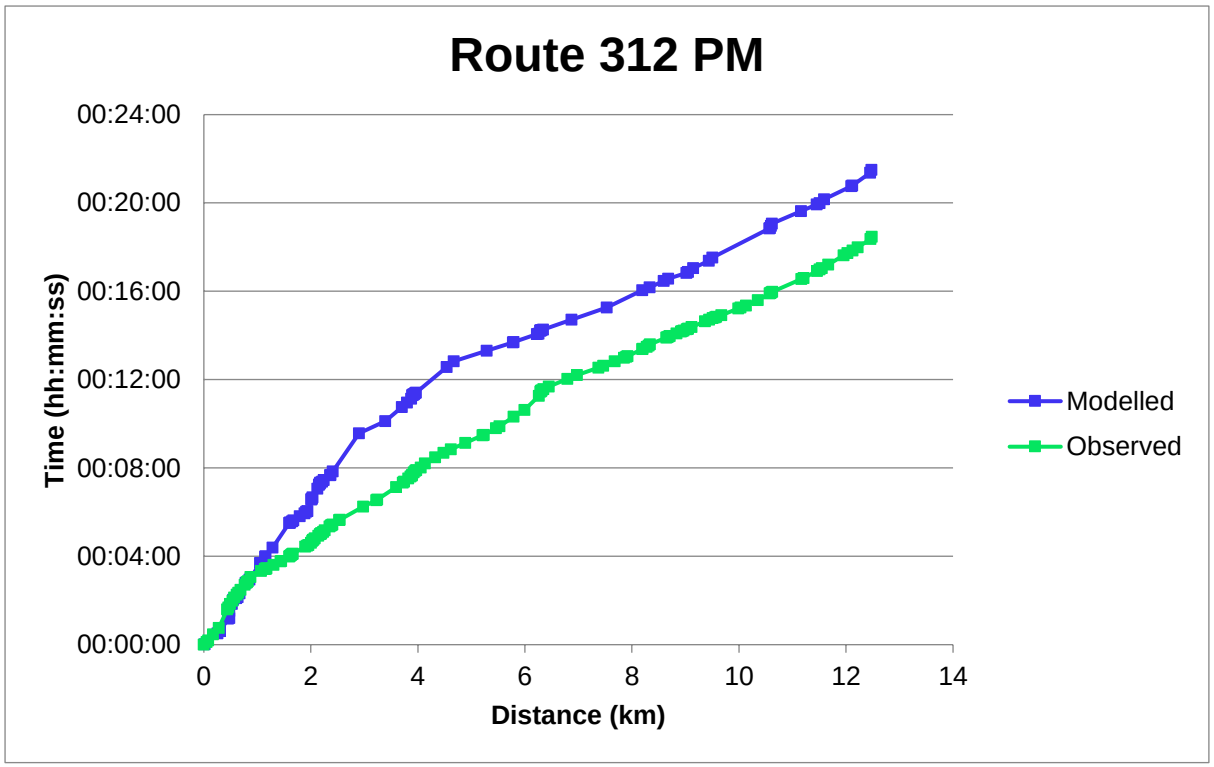

Route 291 PM
Time (hh:mm:ss)
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

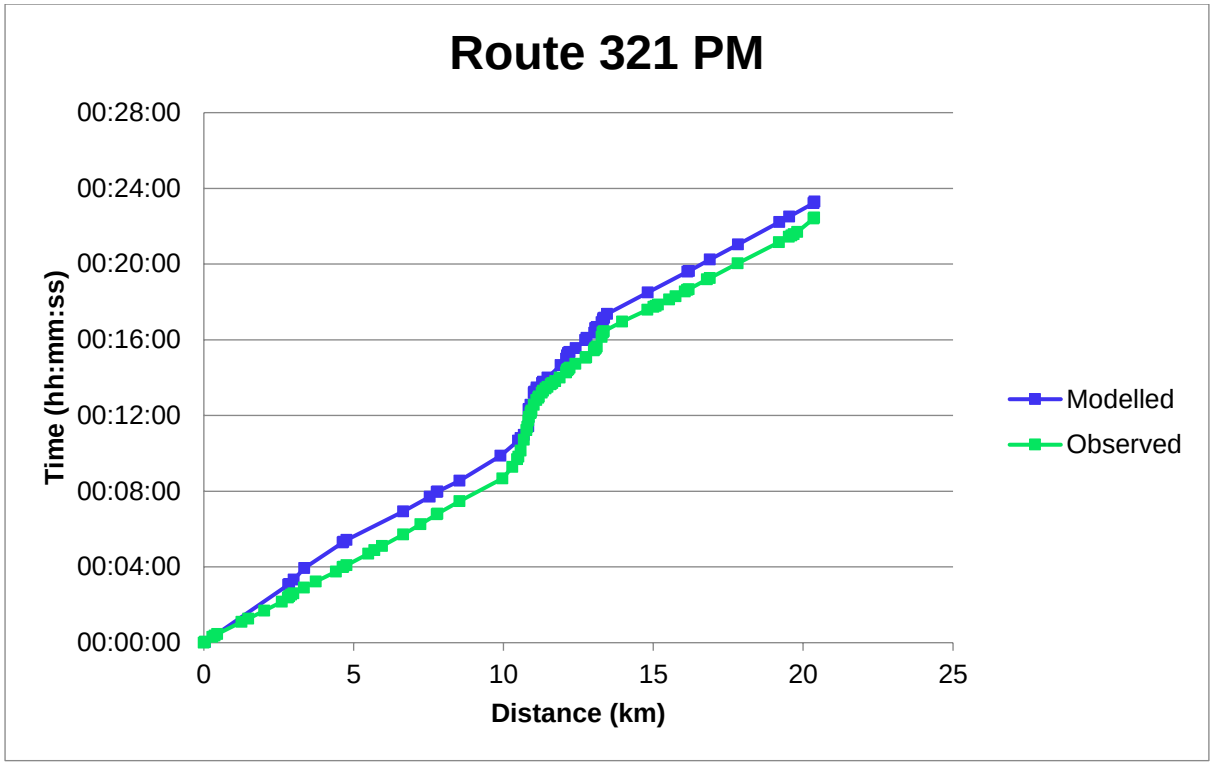

Route 292 PM
Time (hh:mm:ss)
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

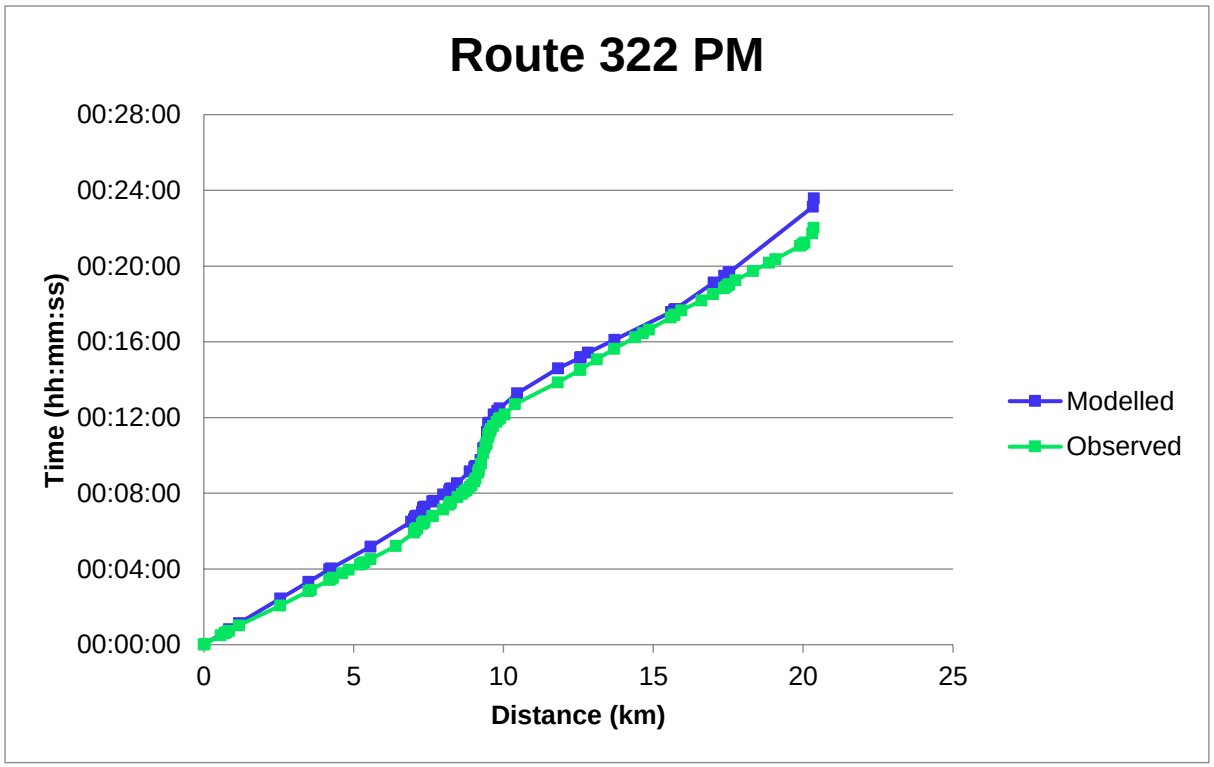

Route 301 PM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

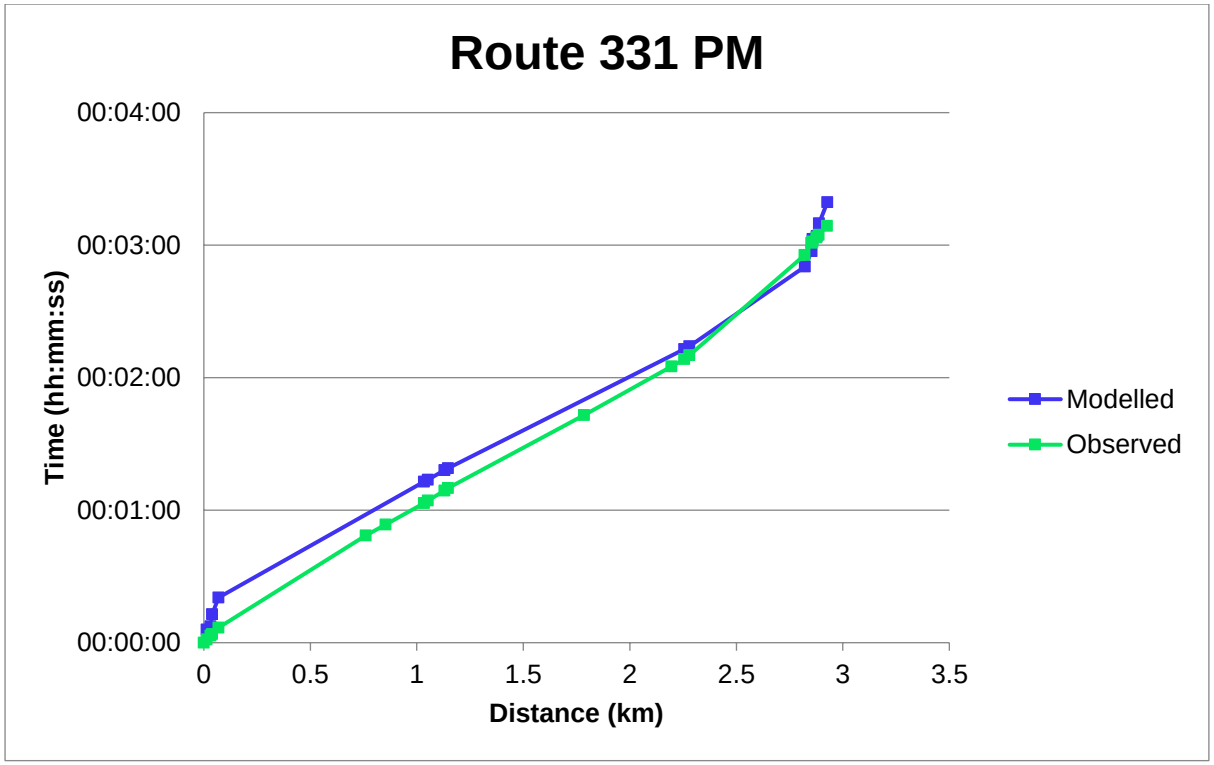

Route 302 PM
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

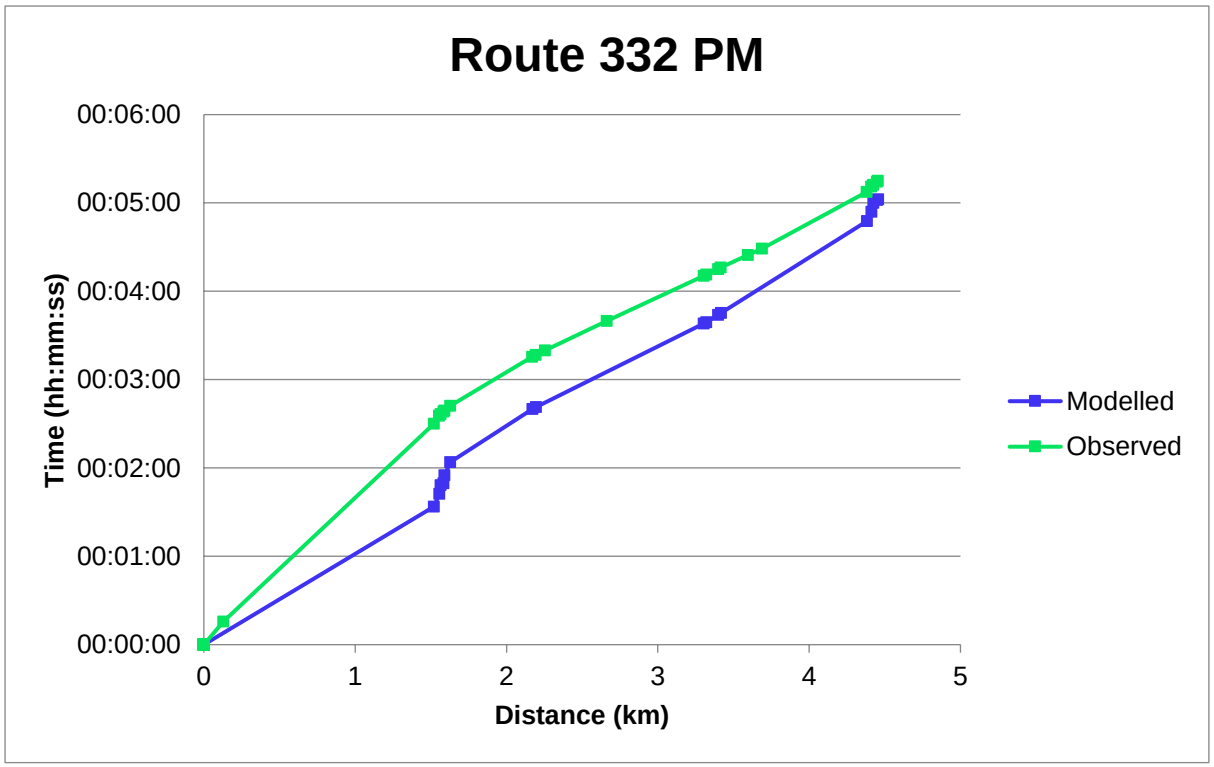

Route 311 PM
Time (hh:mm:ss)
00:32:00
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

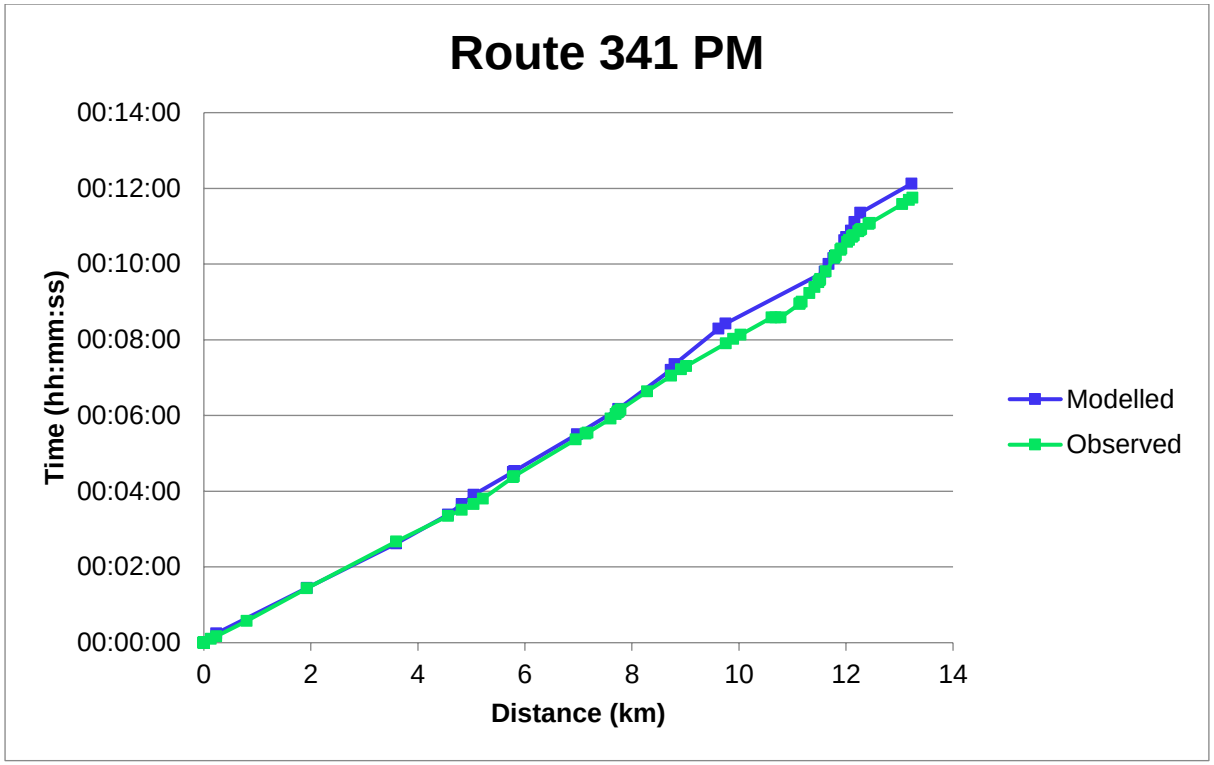

Route 312 PM
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

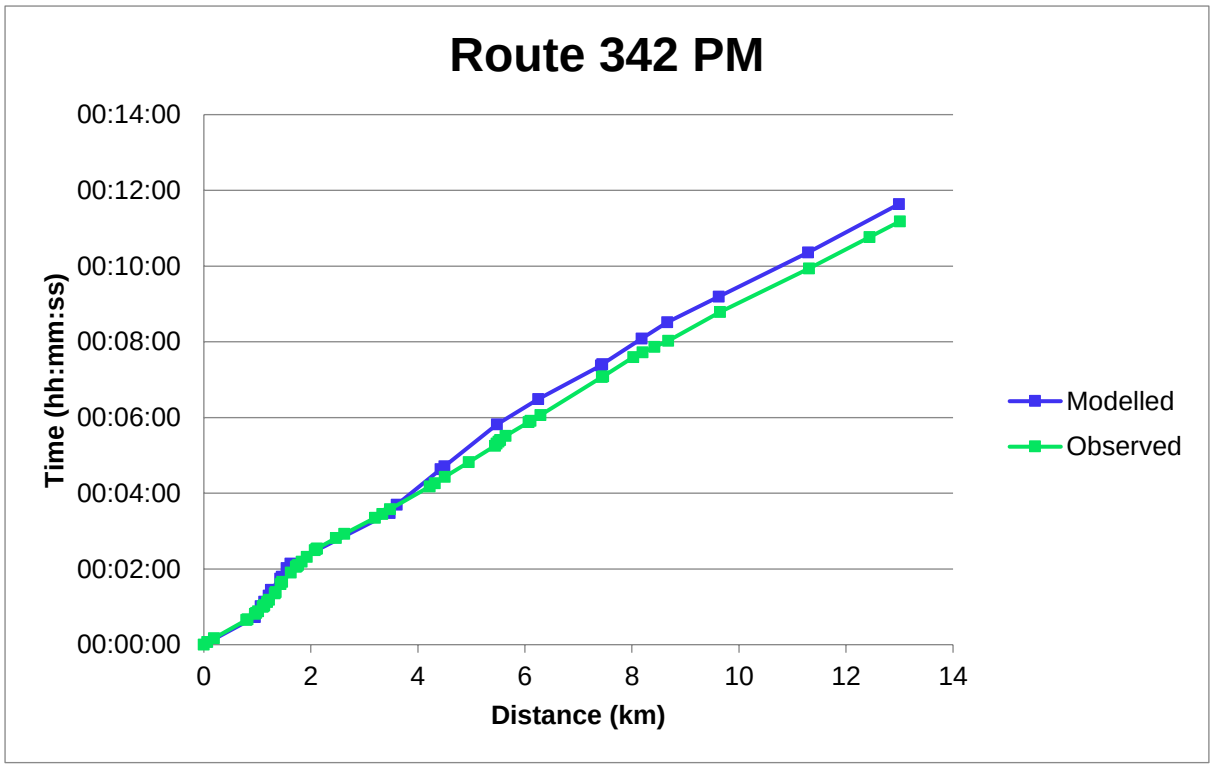

Route 321 PM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed

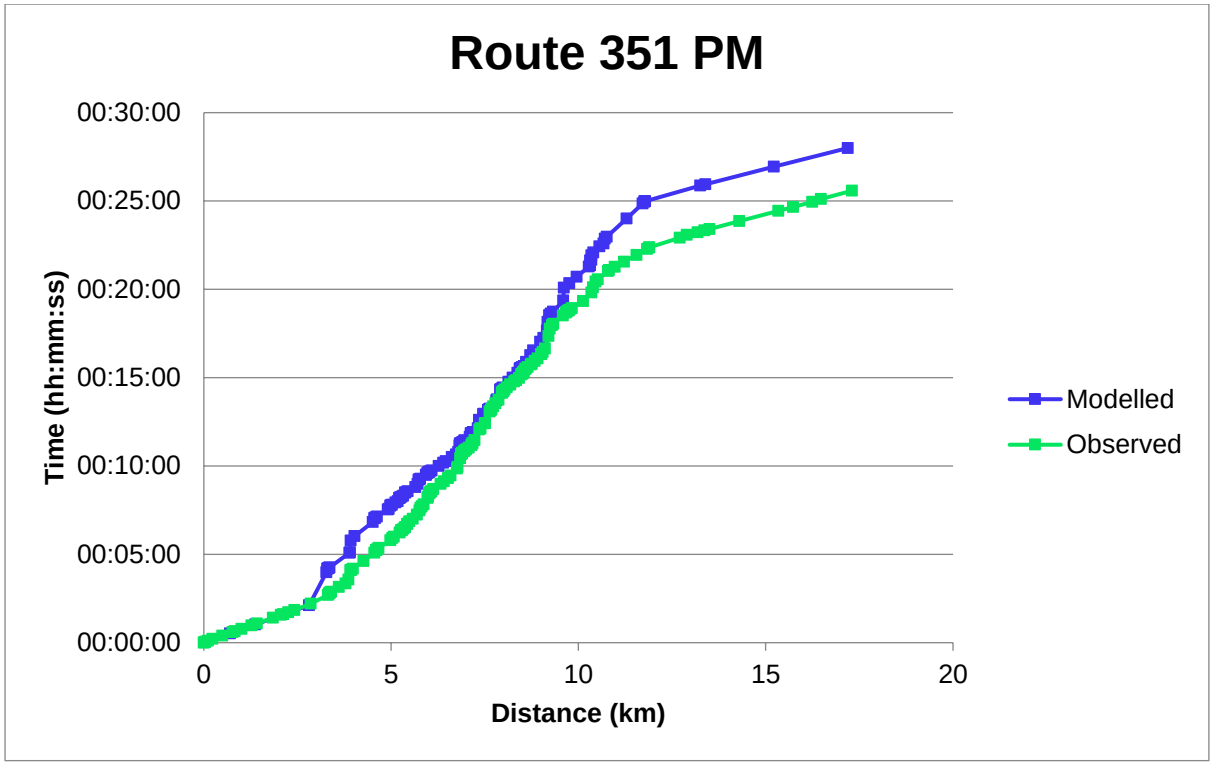

Route 322 PM
00:28:00
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
25
Distance (km)
Modelled
Observed

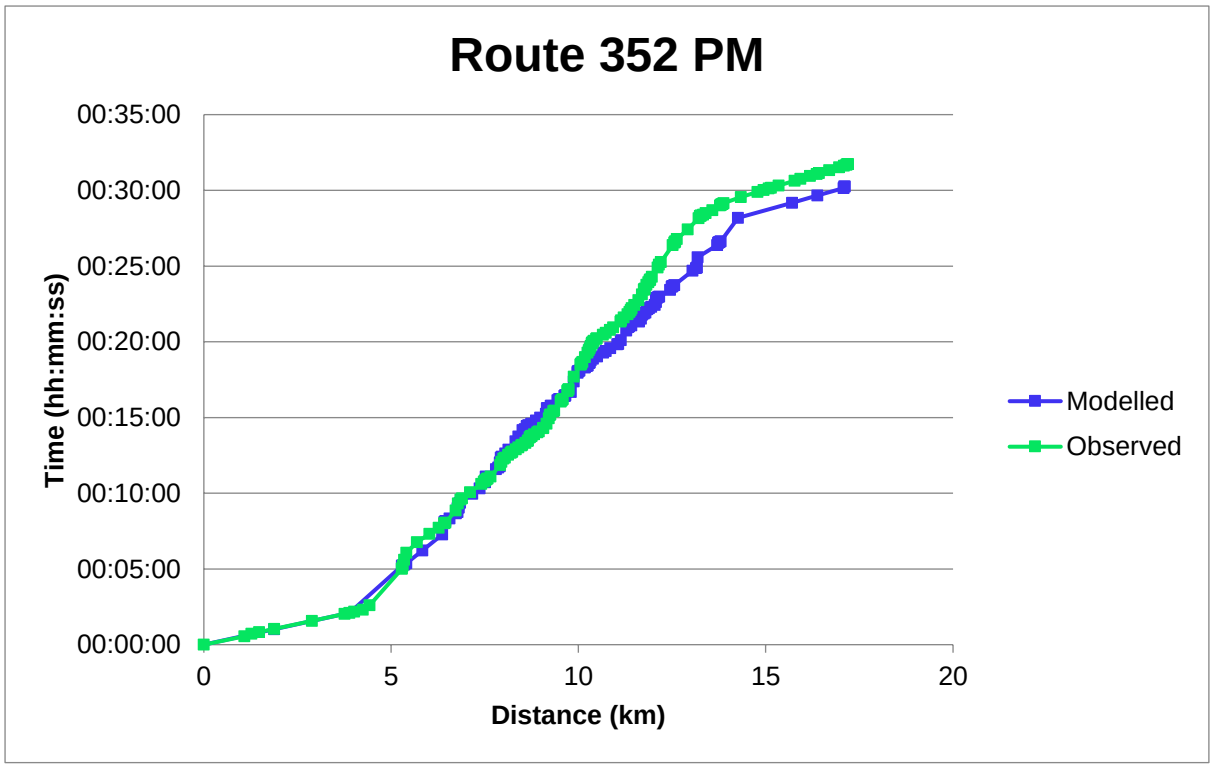

Route 331 PM
00:04:00
00:03:00
00:02:00
00:01:00
00:00:00
Time (hh:mm:ss)
0
0.5
1
1.5
2
2.5
3
3.5
Distance (km)
Modelled
Observed

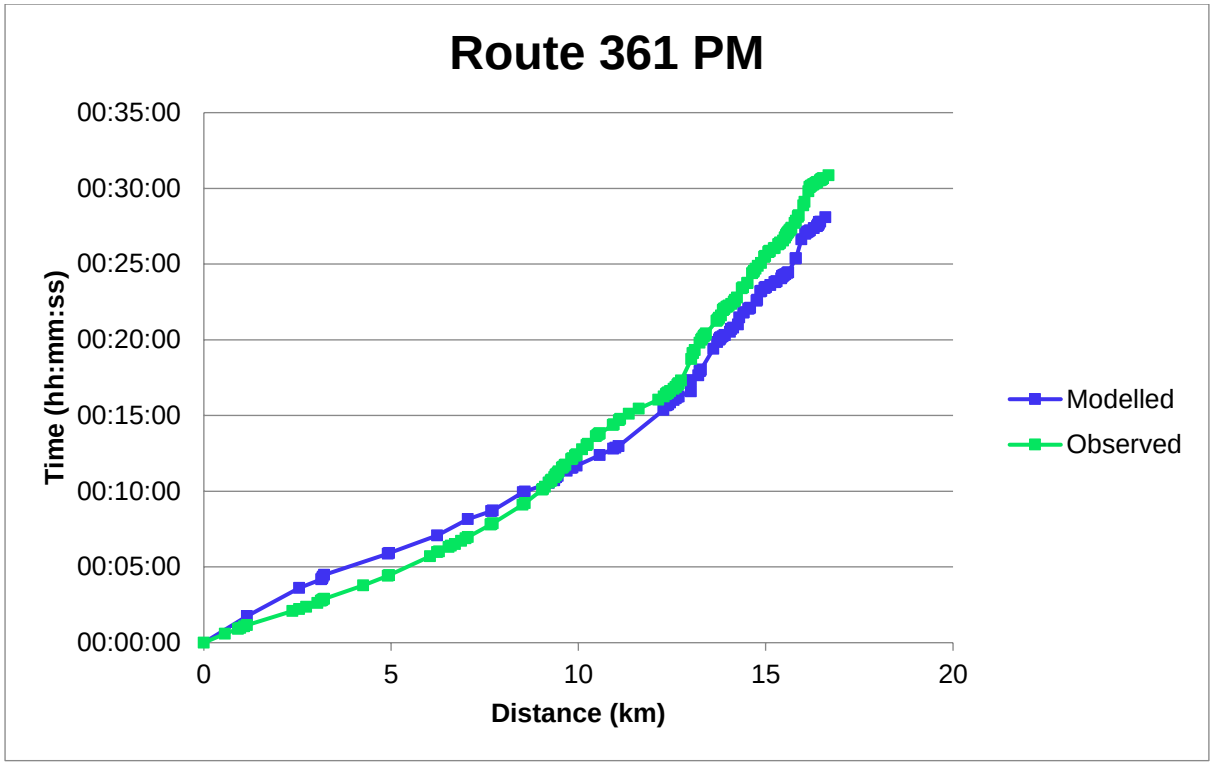

Route 332 PM
00:06:00
00:05:00
00:04:00
00:03:00
00:02:00
00:01:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

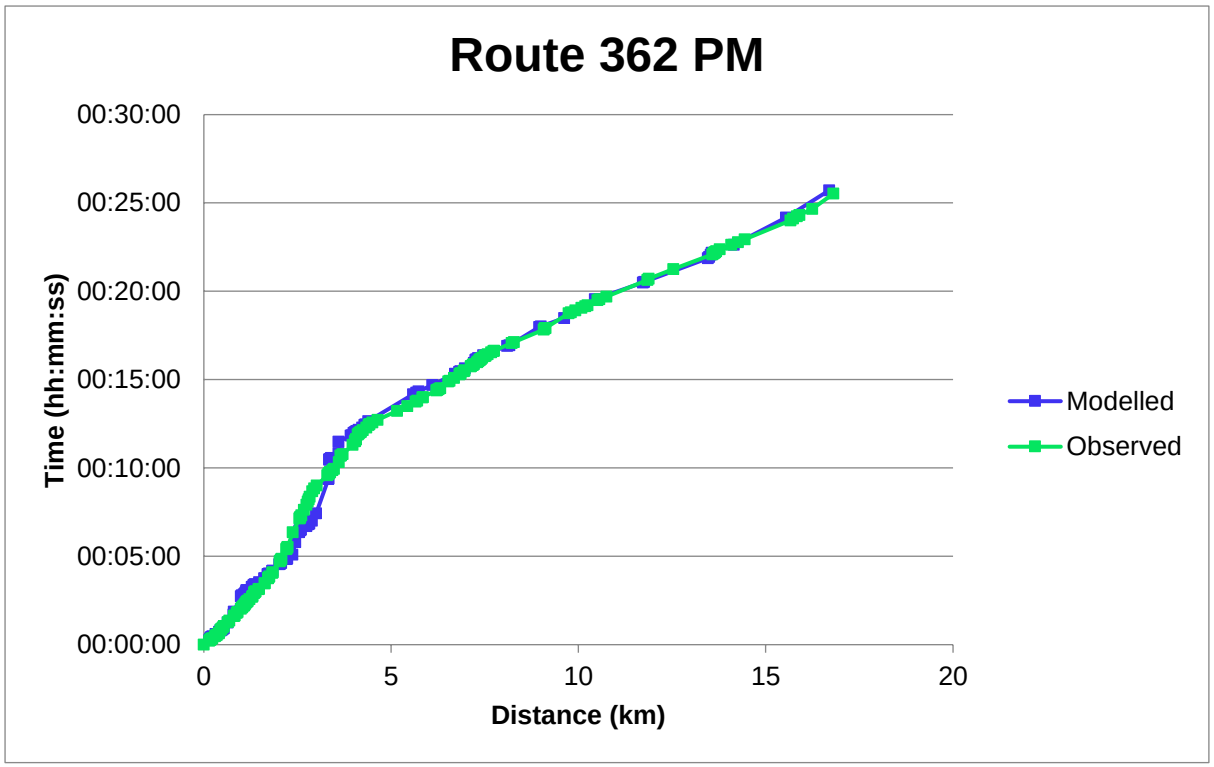

Route 341 PM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

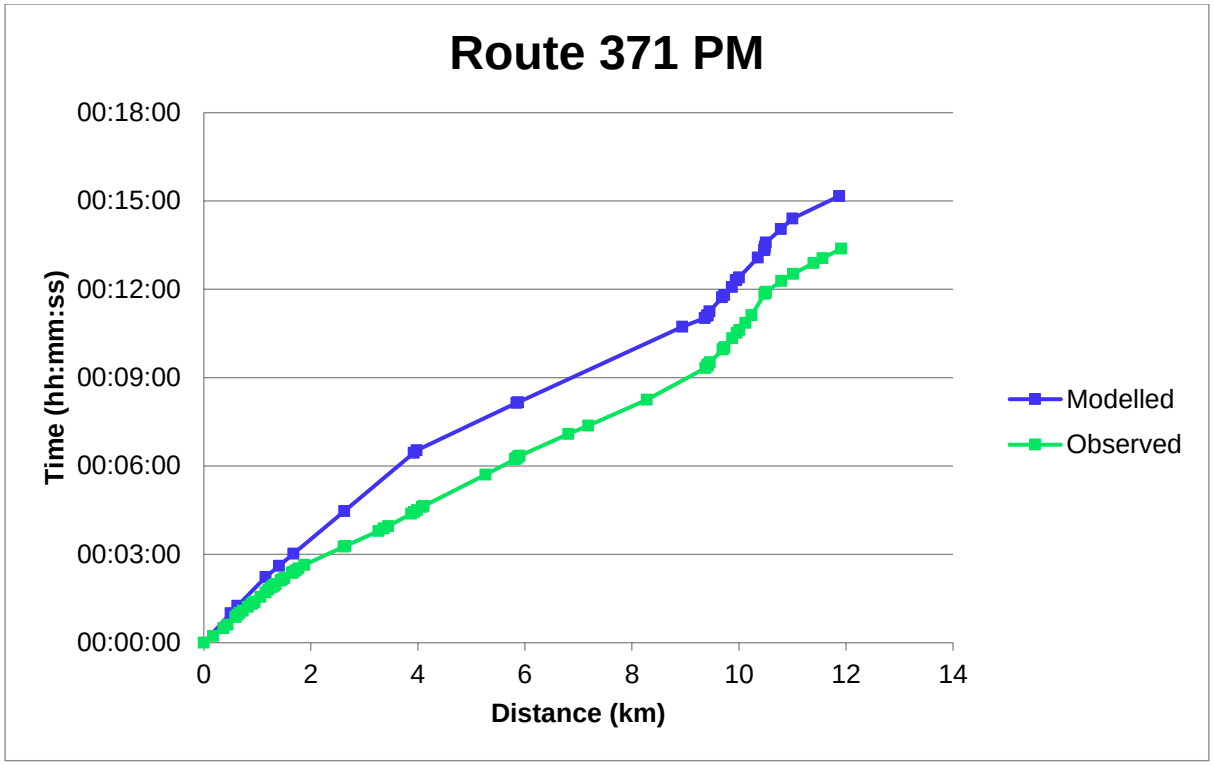

Route 342 PM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed


Route 351 PM
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

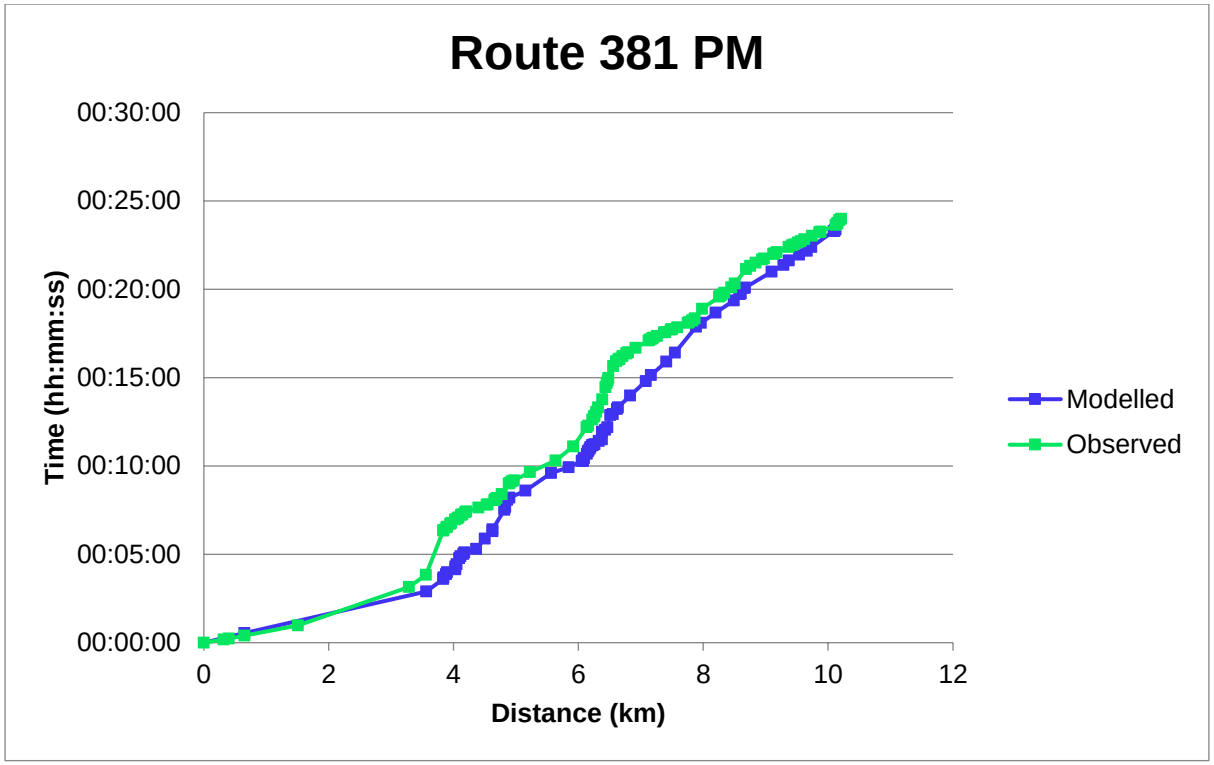

Route 352 PM
00:35:00
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

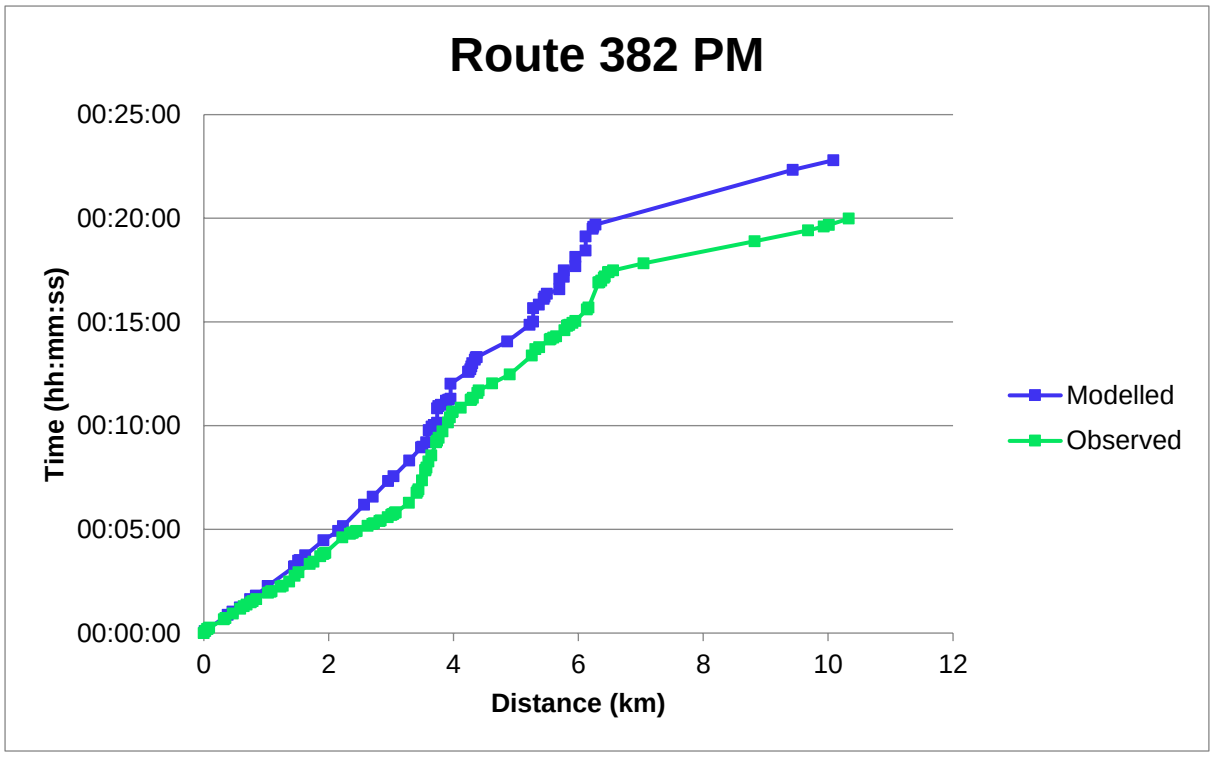

Route 361 PM
00:35:00
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

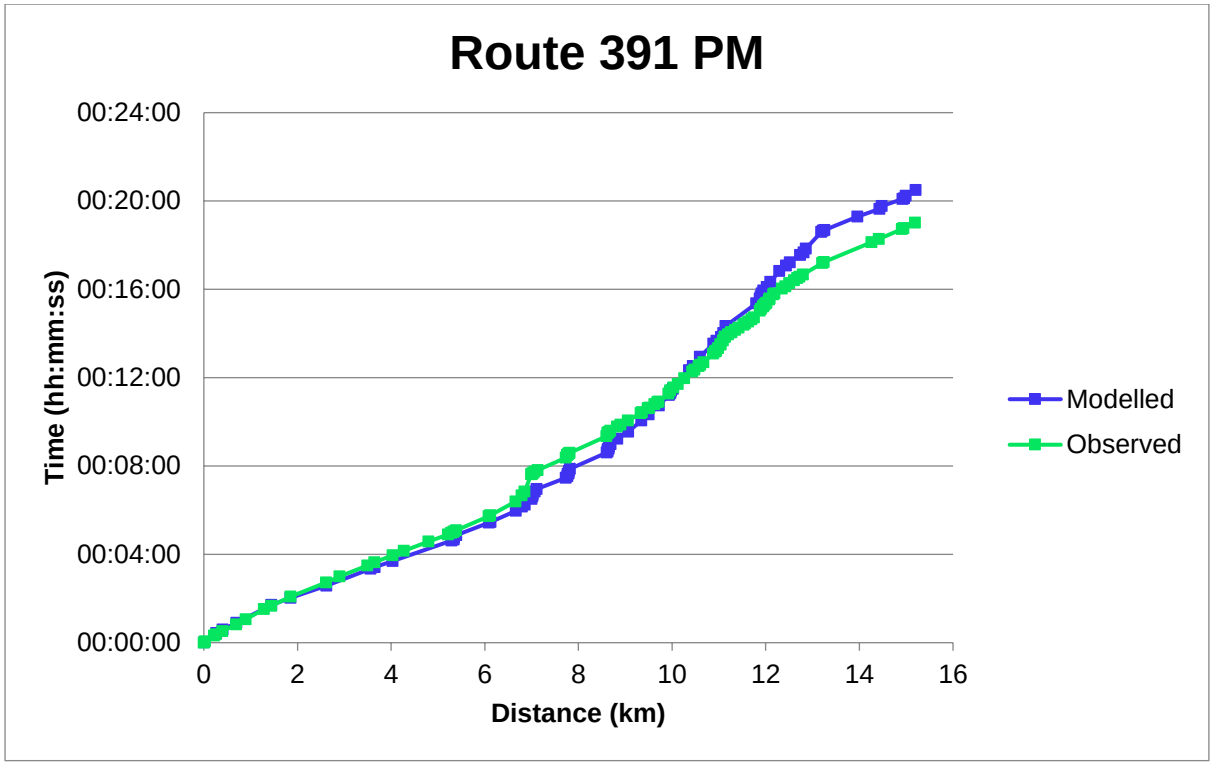

Route 362 PM
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
5
10
15
20
Distance (km)
Modelled
Observed

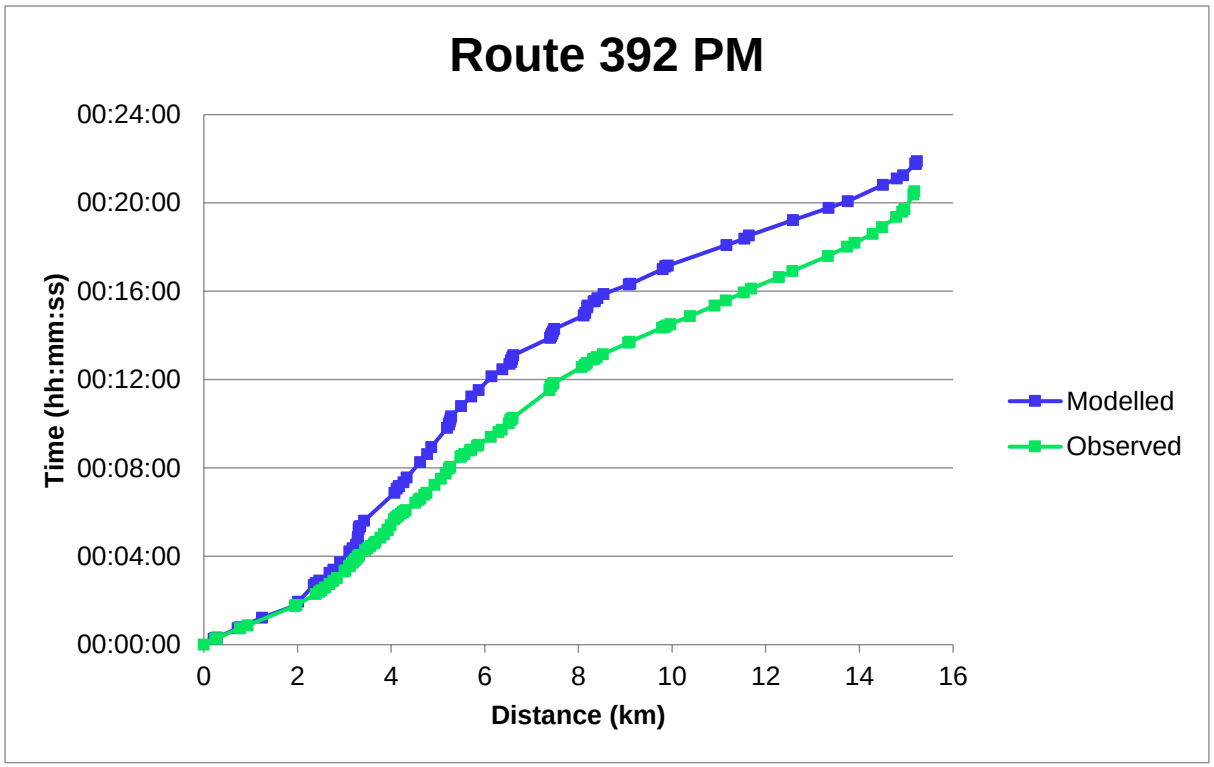

Route 371 PM
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

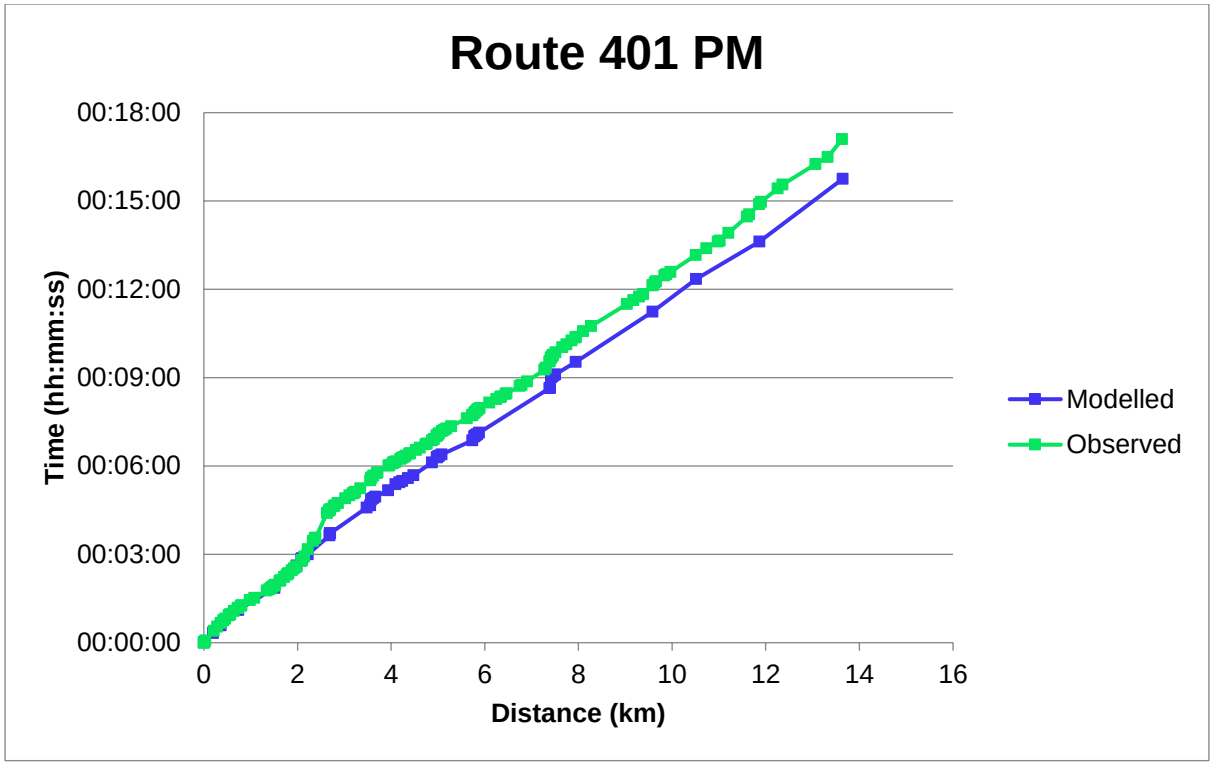

Route 372 PM
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
14
Distance (km)
Modelled
Observed

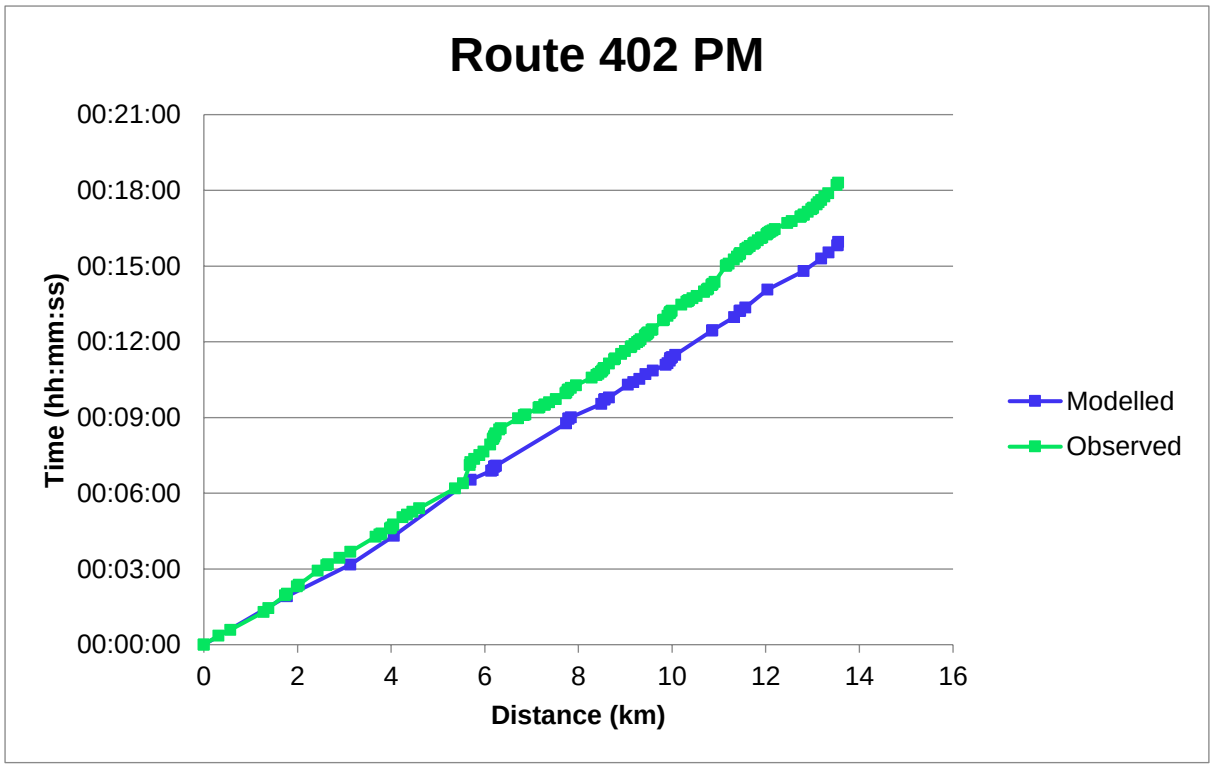

Route 381 PM
00:30:00
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

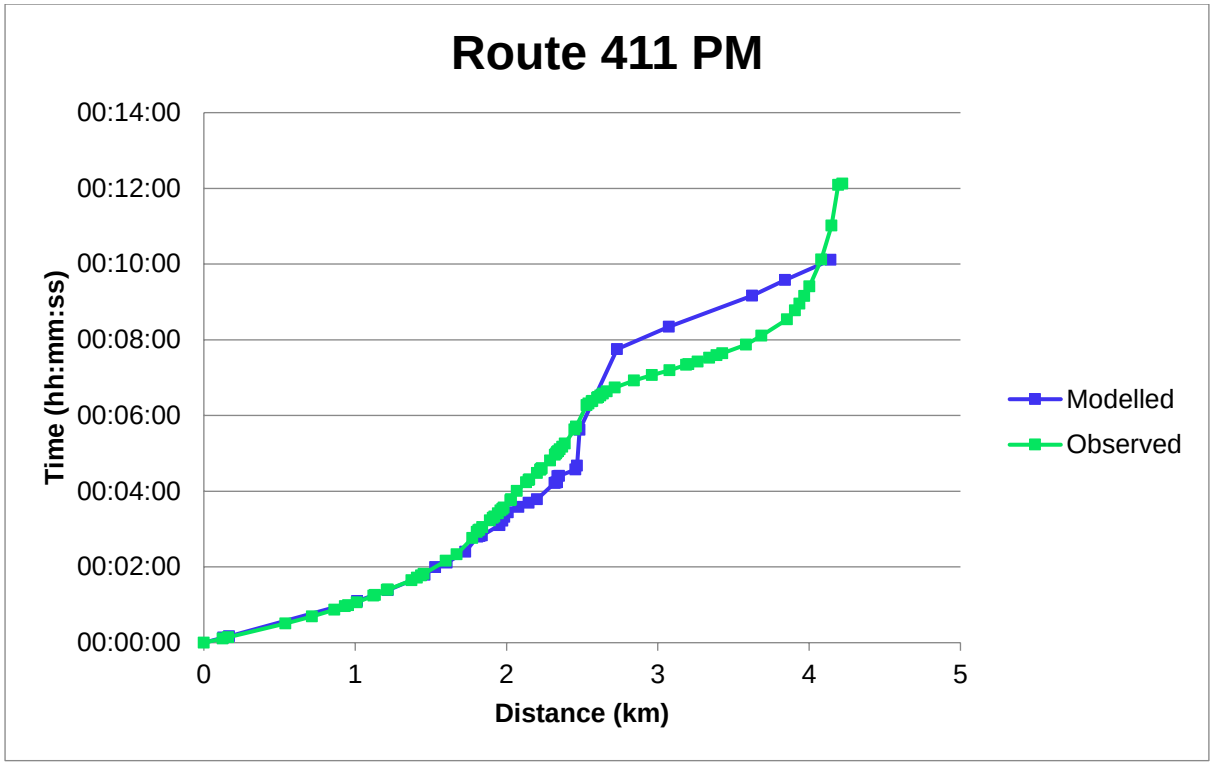

Route 382 PM
00:25:00
00:20:00
00:15:00
00:10:00
00:05:00
00:00:00
Time (hh:mm:ss)
0
2
4
6
8
10
12
Distance (km)
Modelled
Observed

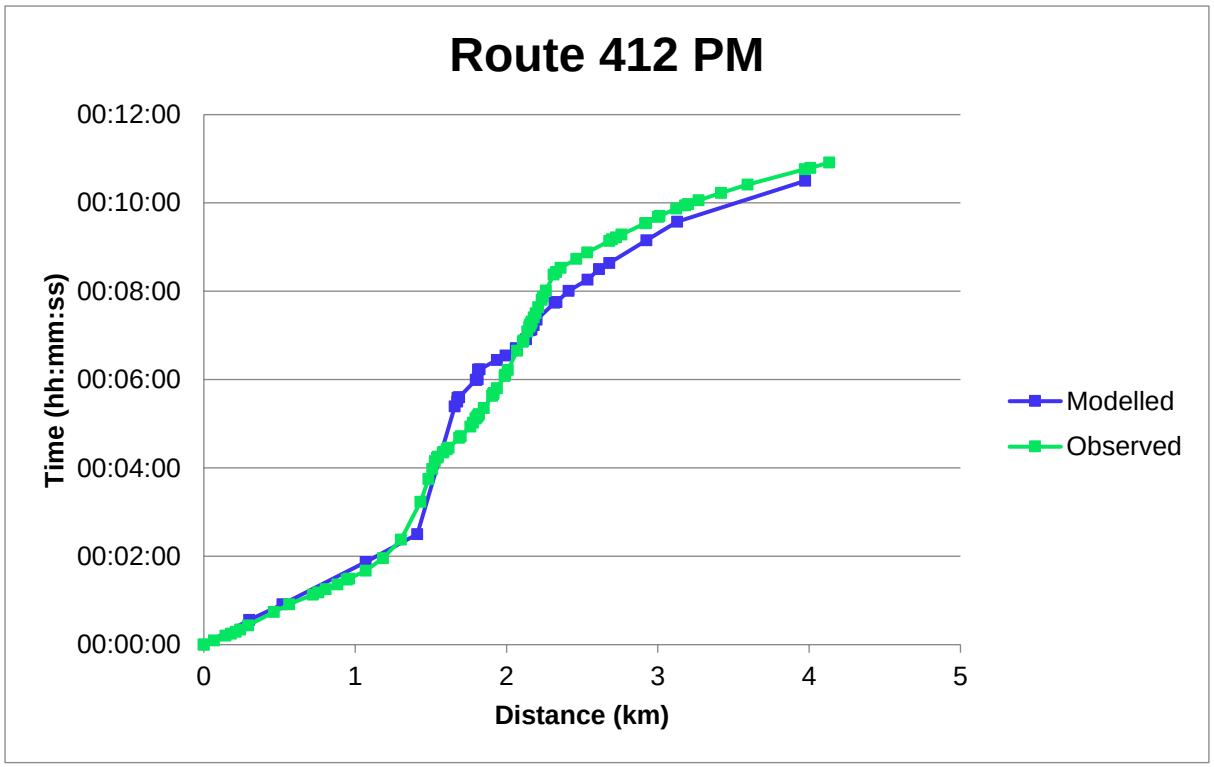

Route 391 PM
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

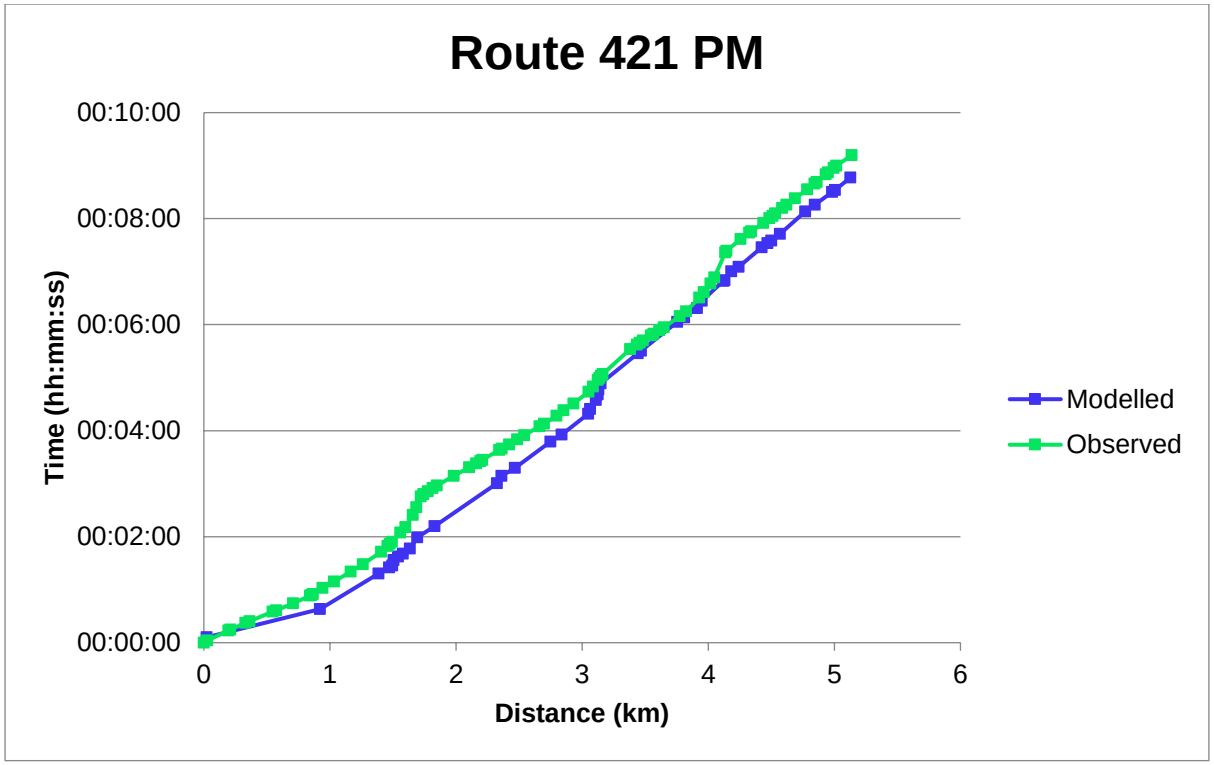

Route 392 PM
Time (hh:mm:ss)
00:24:00
00:20:00
00:16:00
00:12:00
00:08:00
00:04:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed

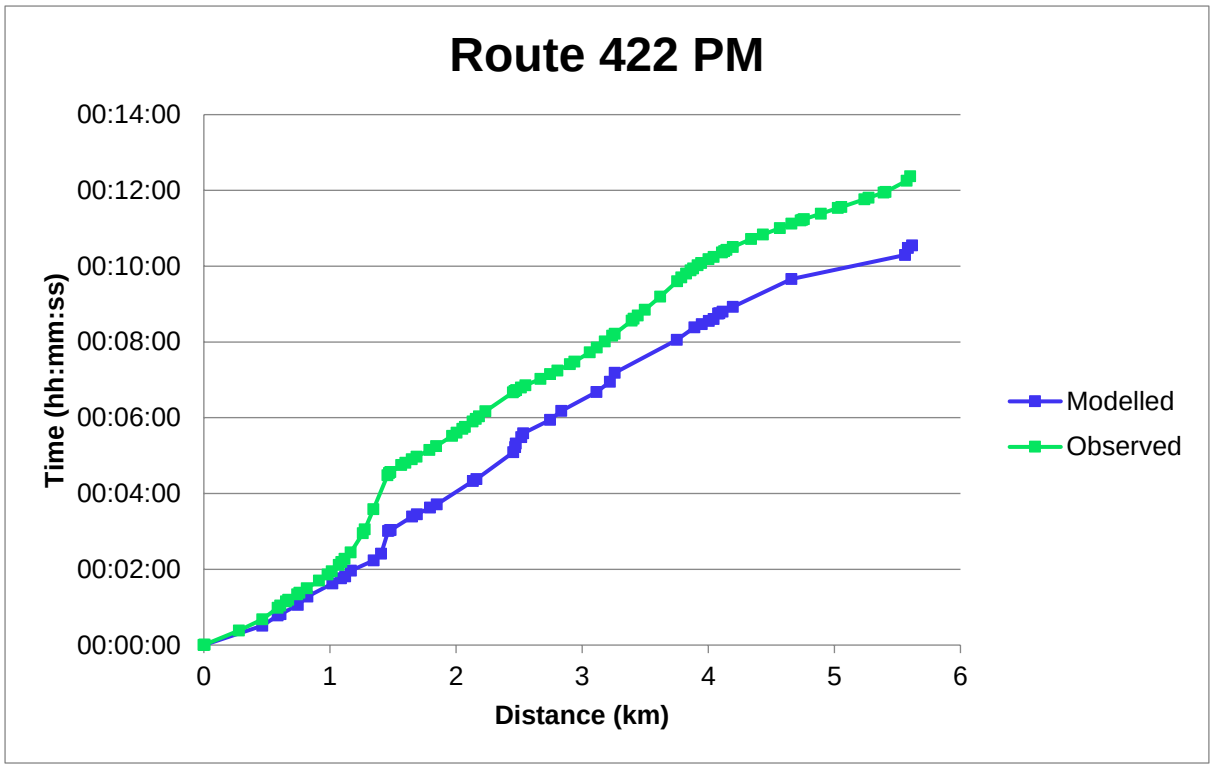

Route 401 PM
Time (hh:mm:ss)
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed


Route 402 PM
Time (hh:mm:ss)
00:21:00
00:18:00
00:15:00
00:12:00
00:09:00
00:06:00
00:03:00
00:00:00
0
2
4
6
8
10
12
14
16
Distance (km)
Modelled
Observed


Route 411 PM
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed


Route 412 PM
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
Time (hh:mm:ss)
0
1
2
3
4
5
Distance (km)
Modelled
Observed

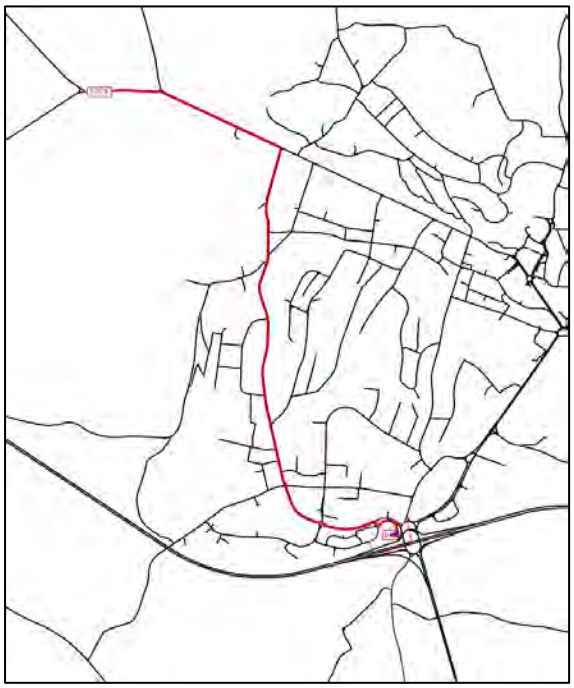

Route 421 PM
Time (hh:mm:ss)
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

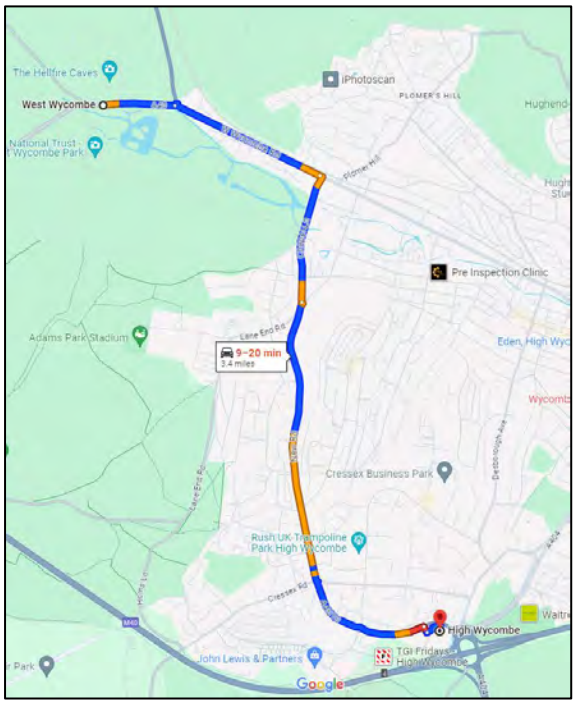

Route 422 PM
Time (hh:mm:ss)
00:14:00
00:12:00
00:10:00
00:08:00
00:06:00
00:04:00
00:02:00
00:00:00
0
1
2
3
4
5
6
Distance (km)
Modelled
Observed

Appendix N. Route Choice Validation

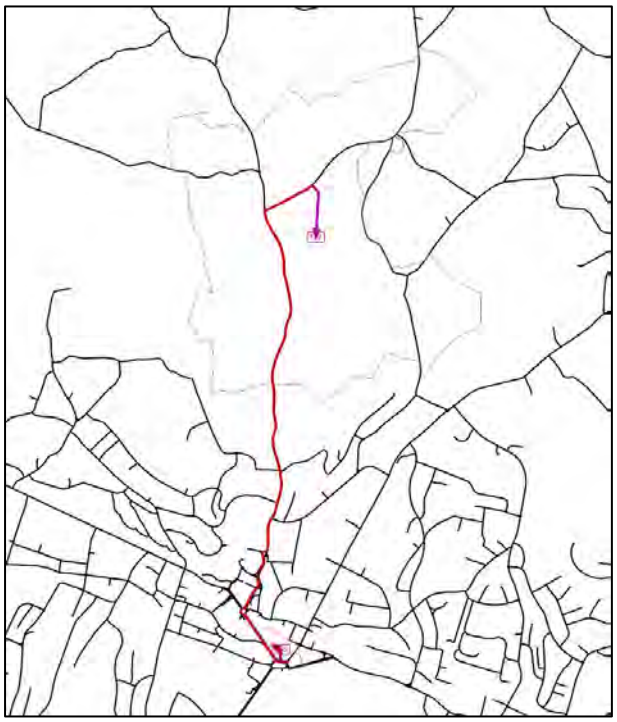
Figure N1 to N27 – Shortest Path Routes for AM peak using route choice criteria as Impedance - Car Commute.

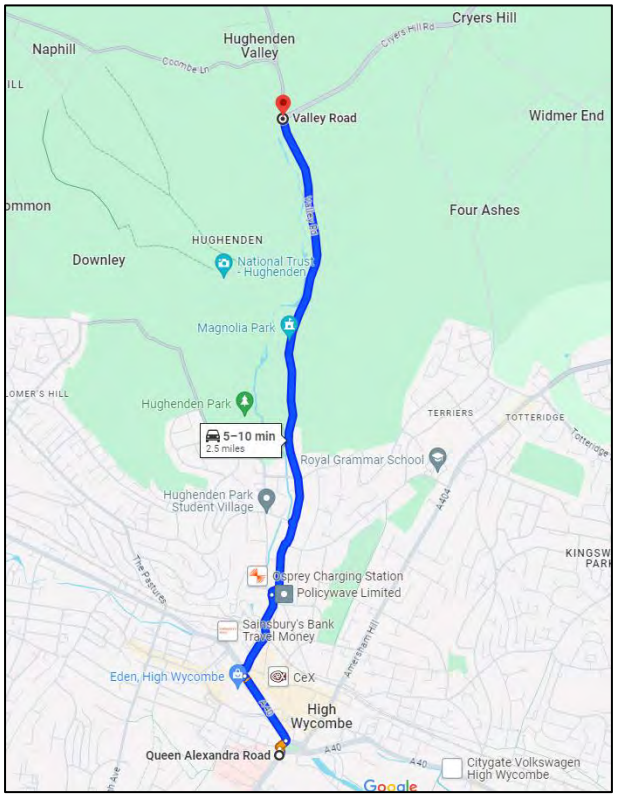
N1. West Wycombe Road to Crest Road



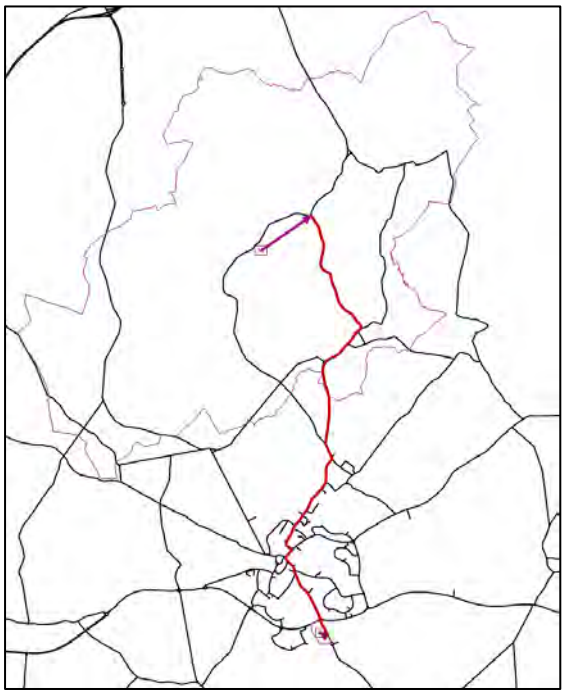


N2. Central Wycombe Roundabout to Valley Road



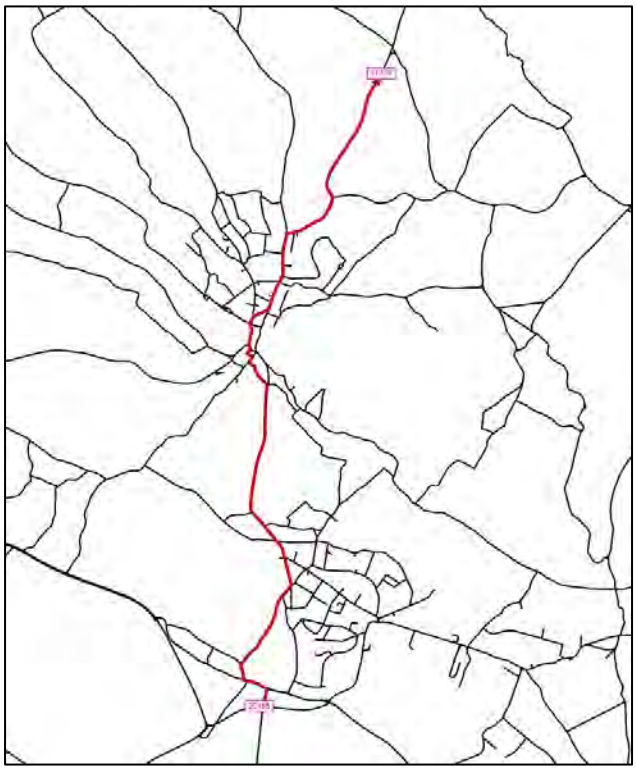


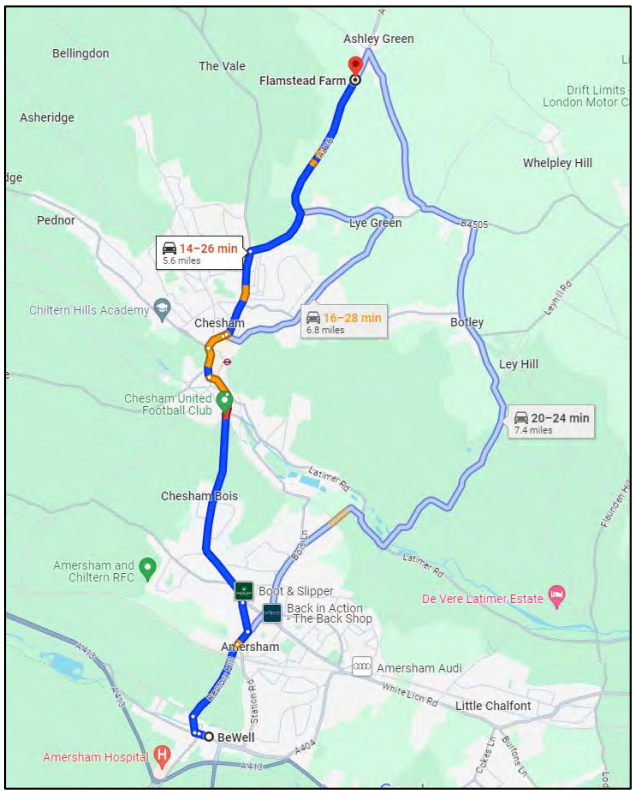
N3. Lillingstone Dayrell to London Road, Buckingham



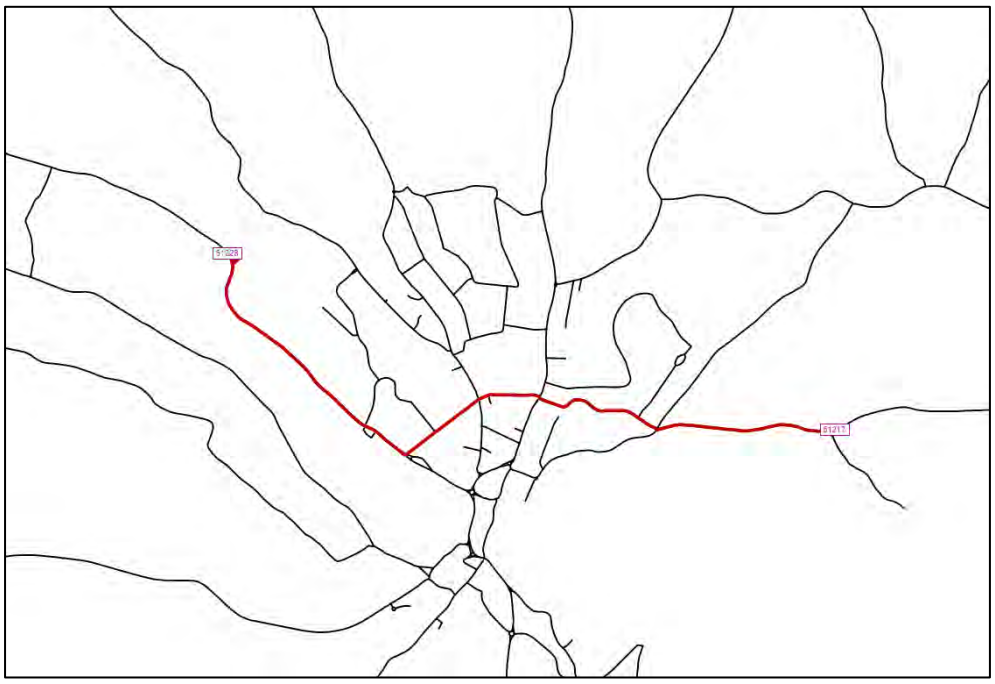


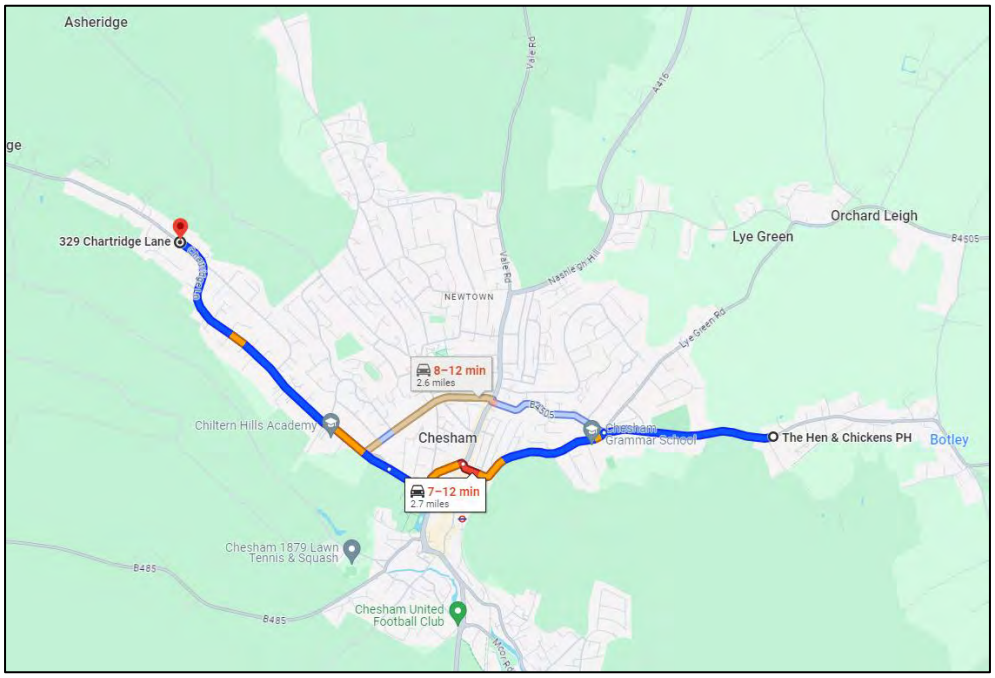
N4. A355 South of Amersham to Ashley Green



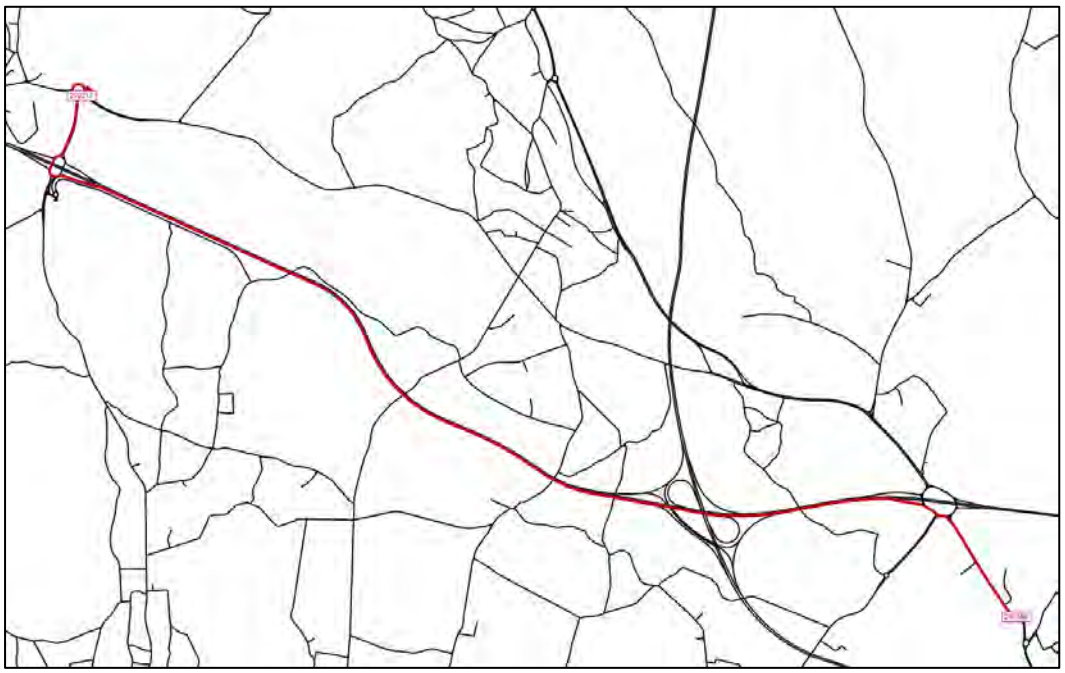


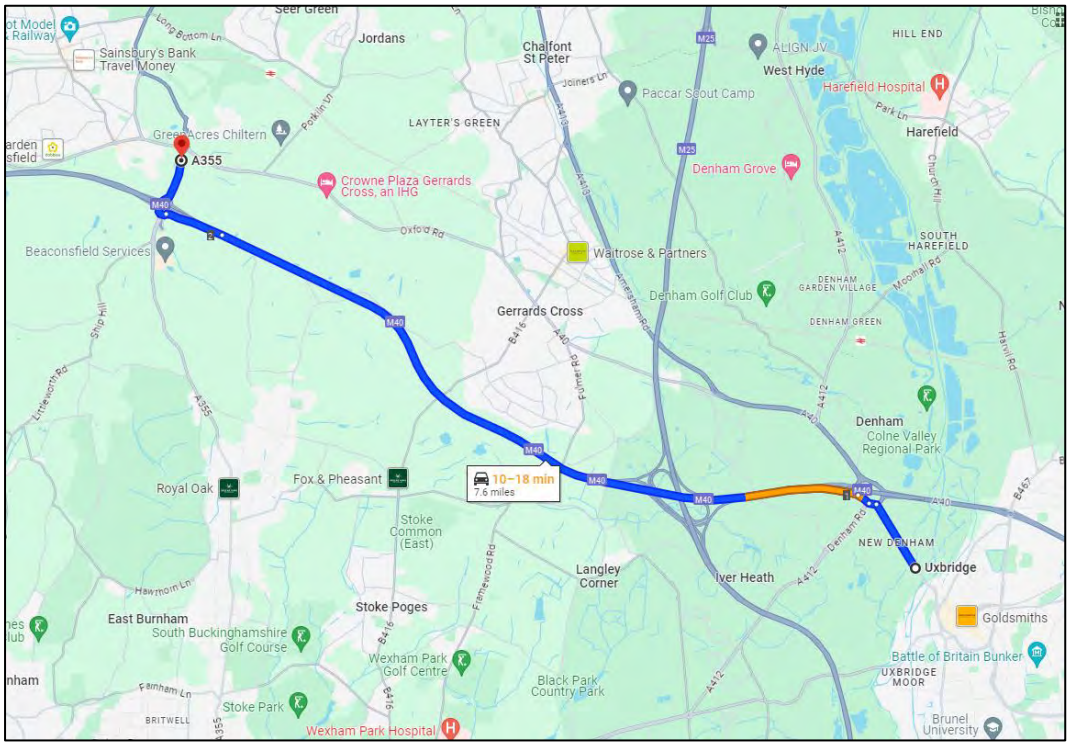
N5. Botley Road to Chartridge Lane, Chesam



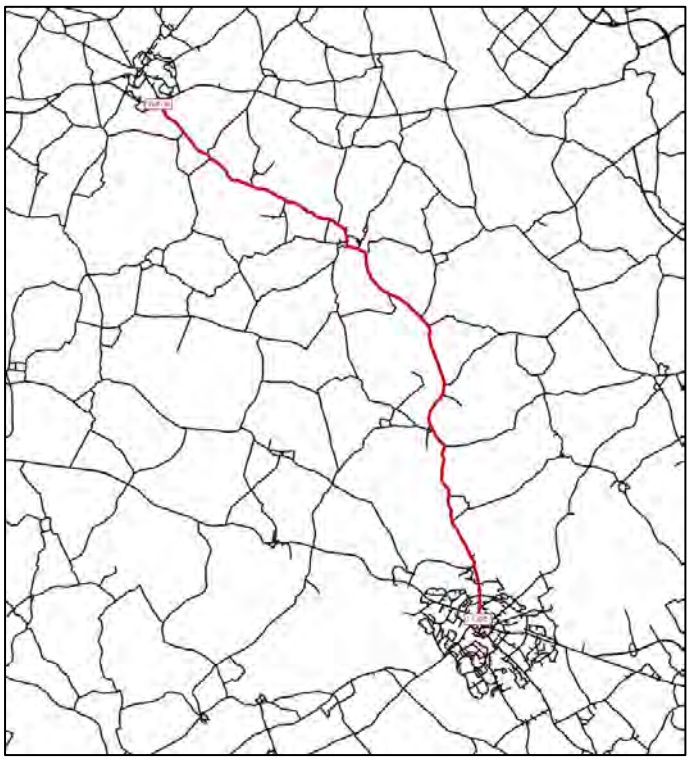


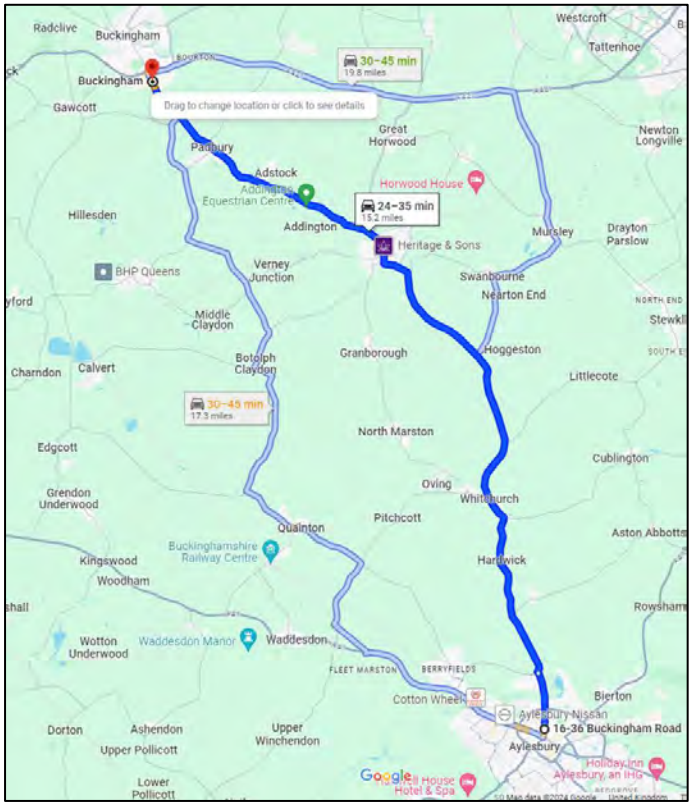
N6. Uxbridge to Beaconsfield



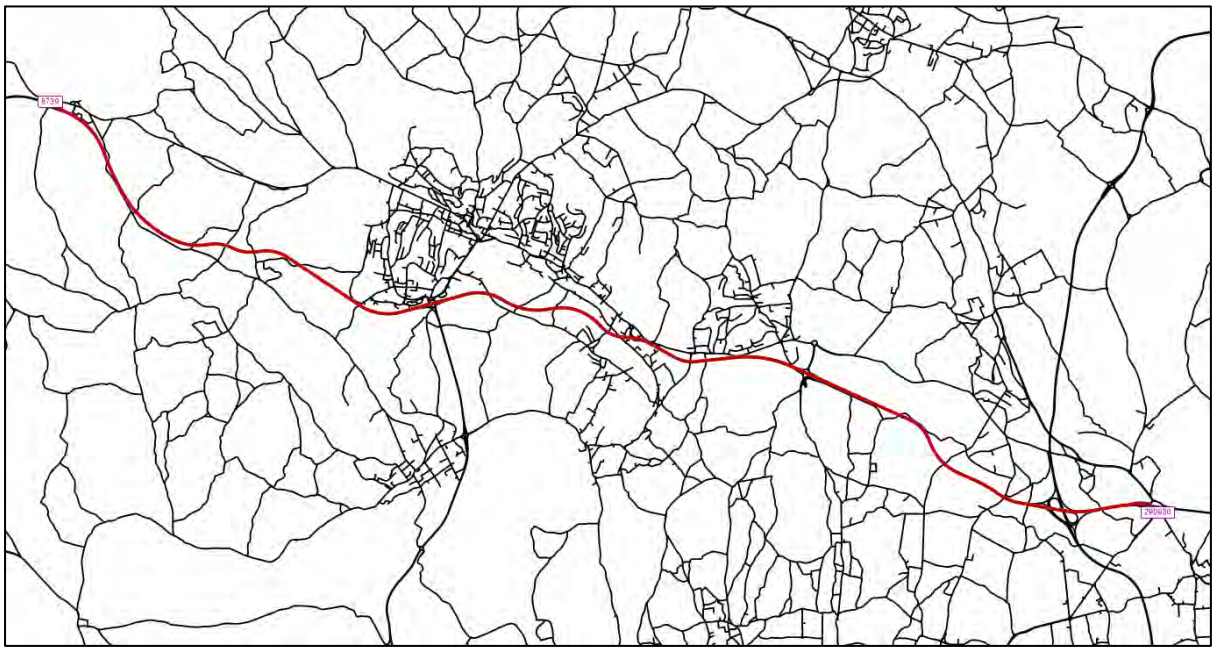


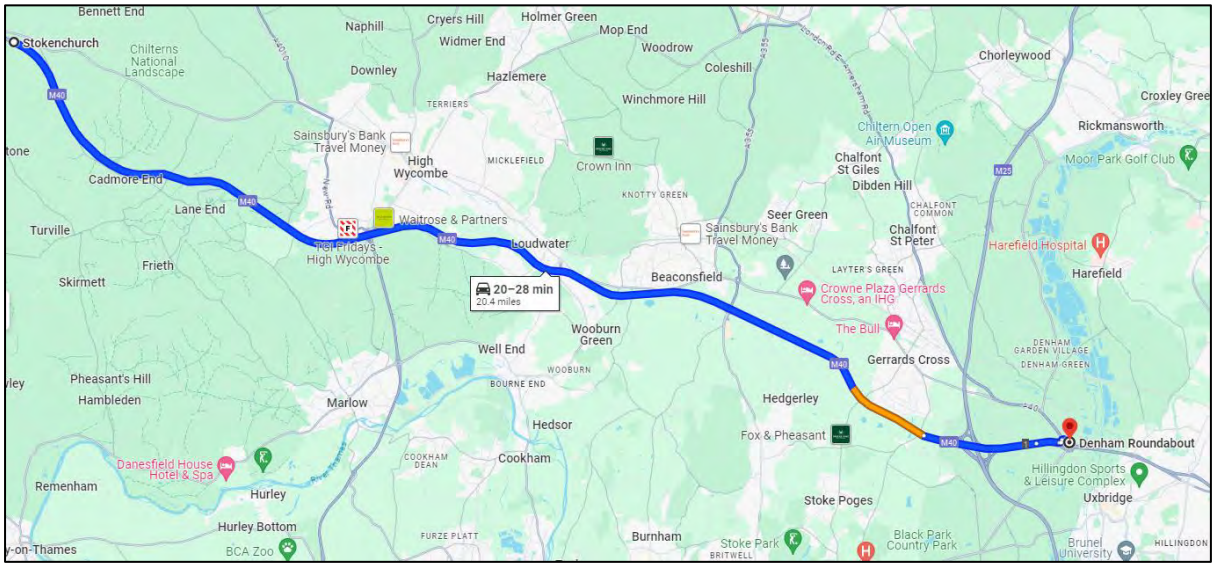
N7. Aylesbury to Buckingham



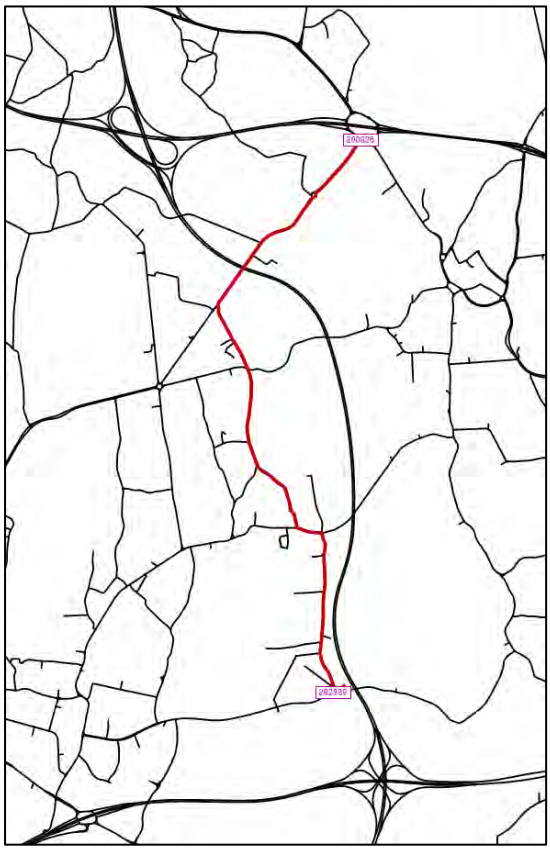


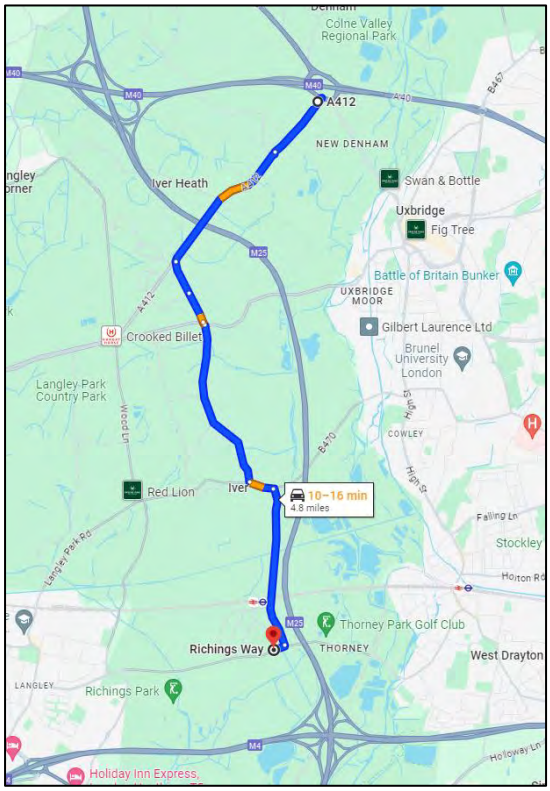
N8. Stokenchurch to Denham, Roundabout, Uxbridge



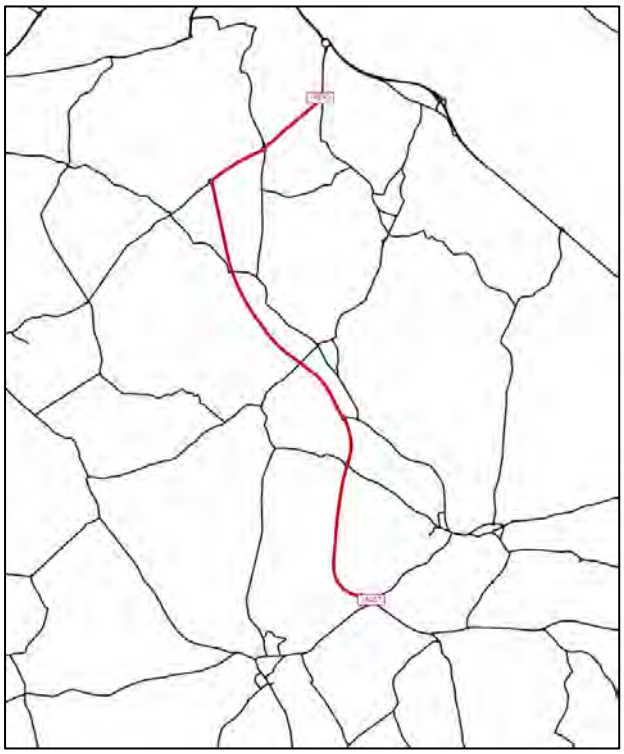


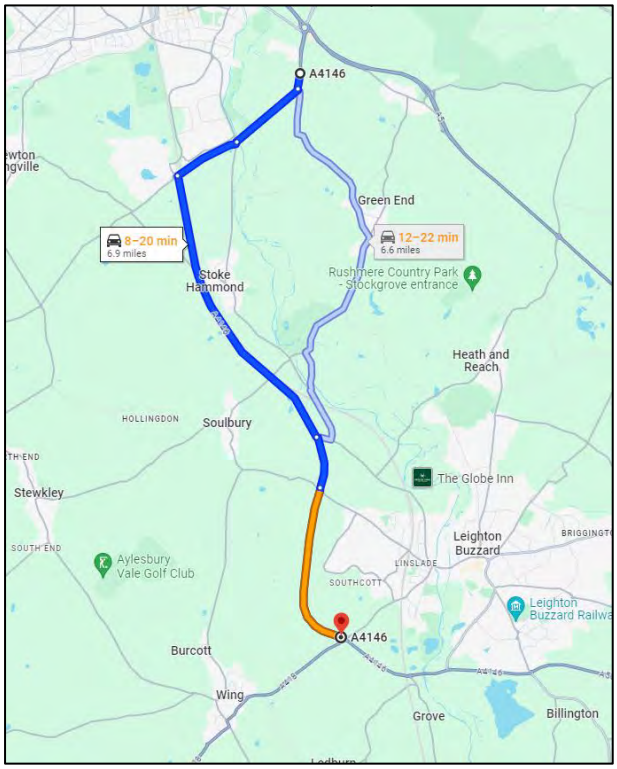
N9. Denham Roundabout to Richings Way



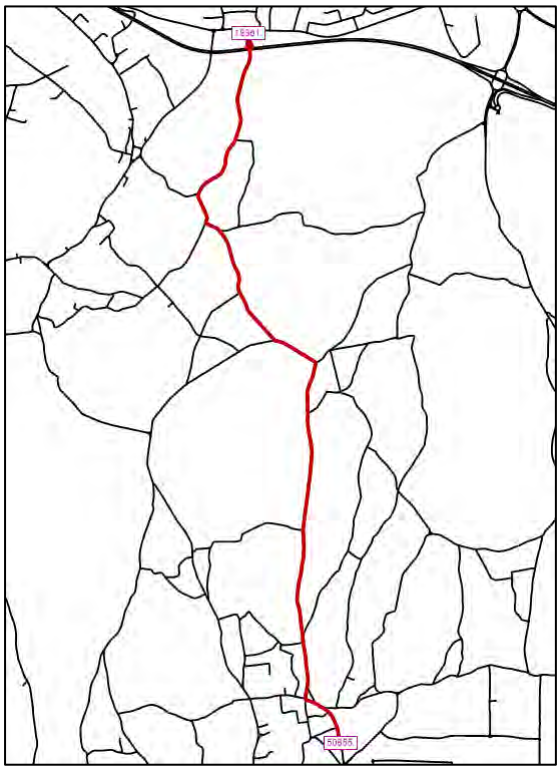


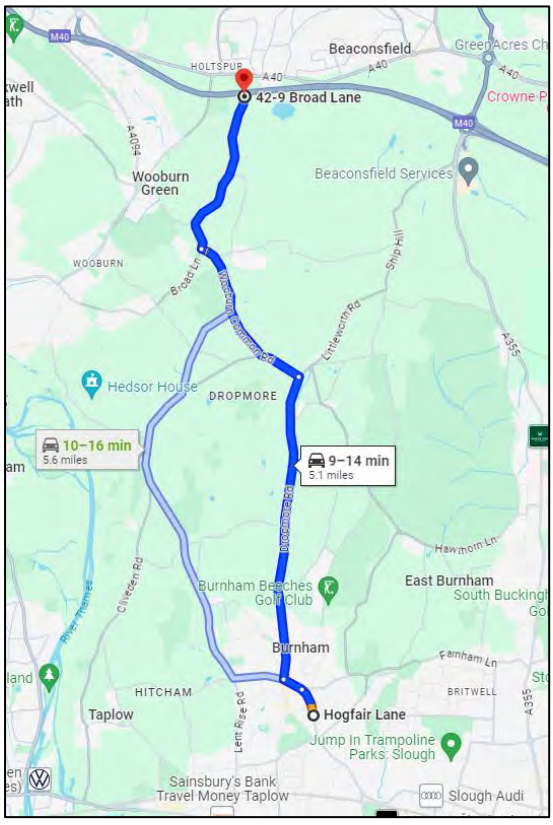
N10. Great Brickhill to A4146/A418 Roundabout



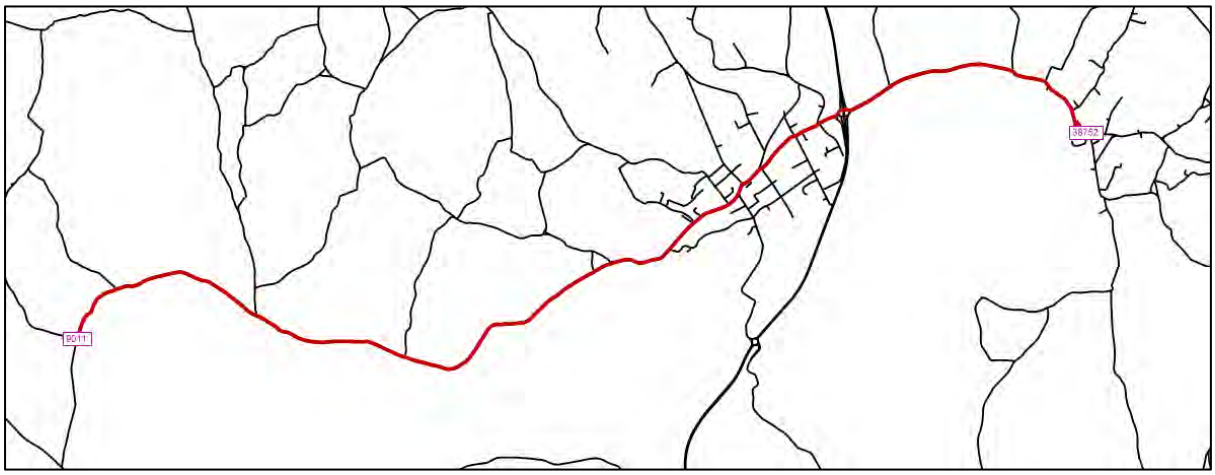


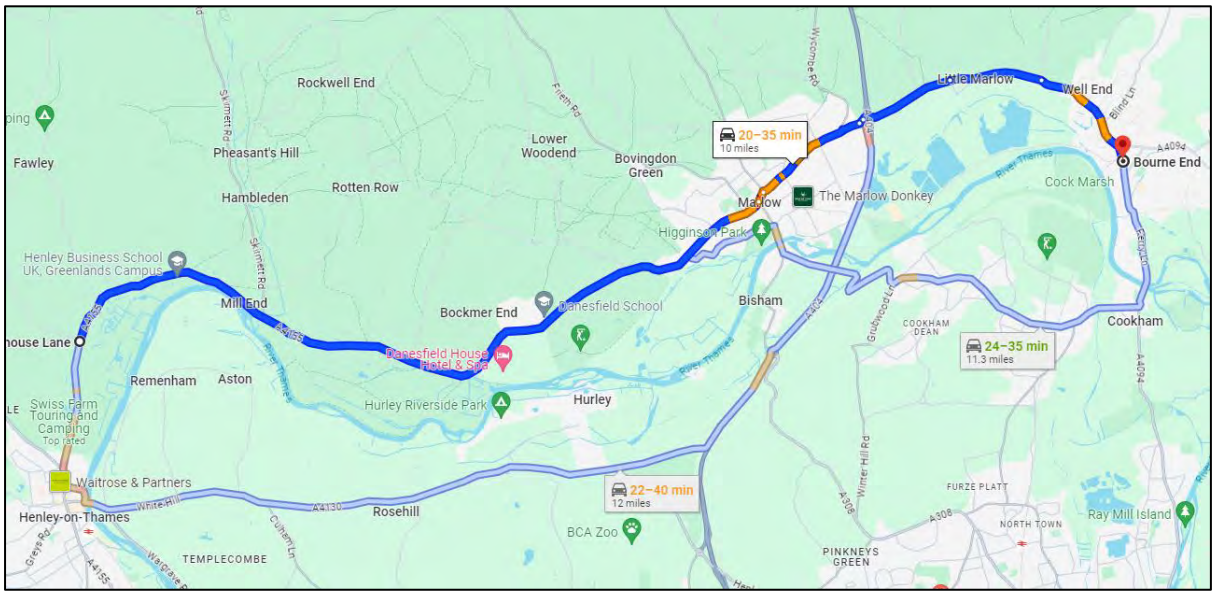
N11. Hogfair Lane, Slough to Broad Lane, Beaconsfield



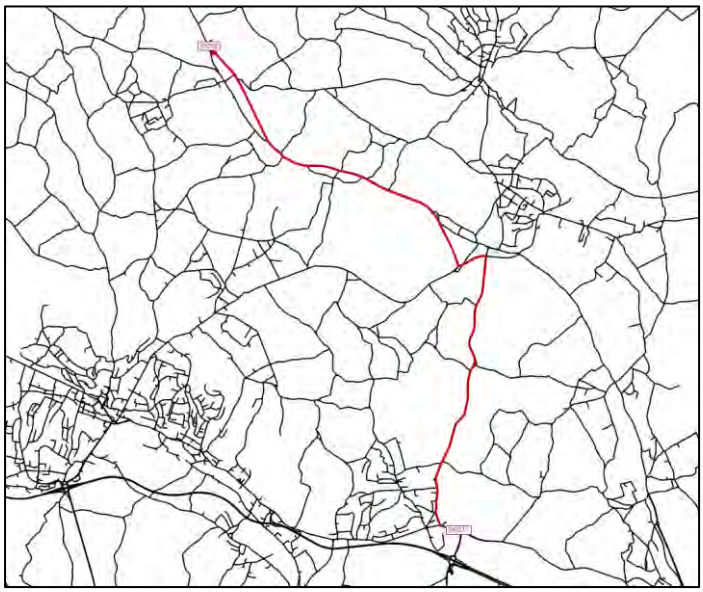


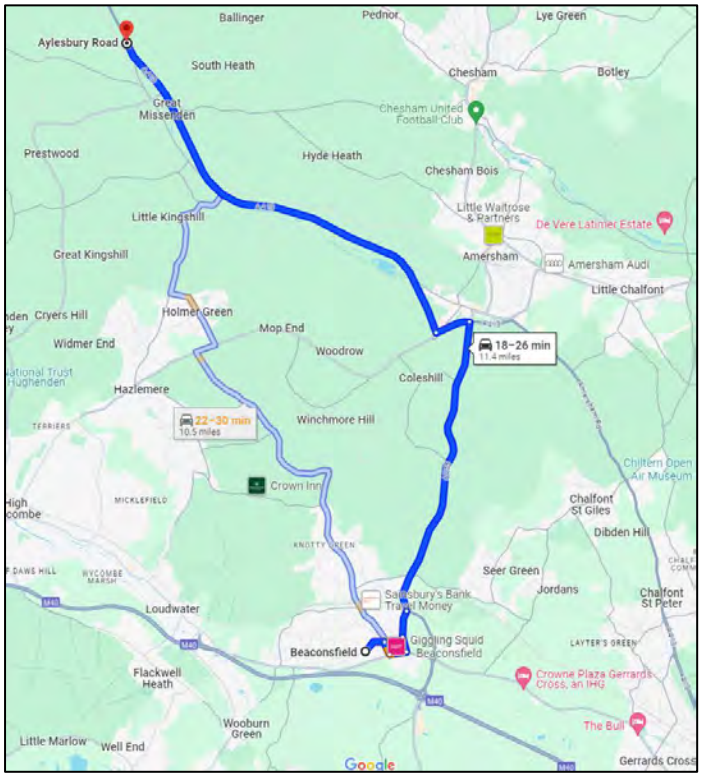
N12. A4155 North of Henley-on-Thames to The Parade, Bourne End



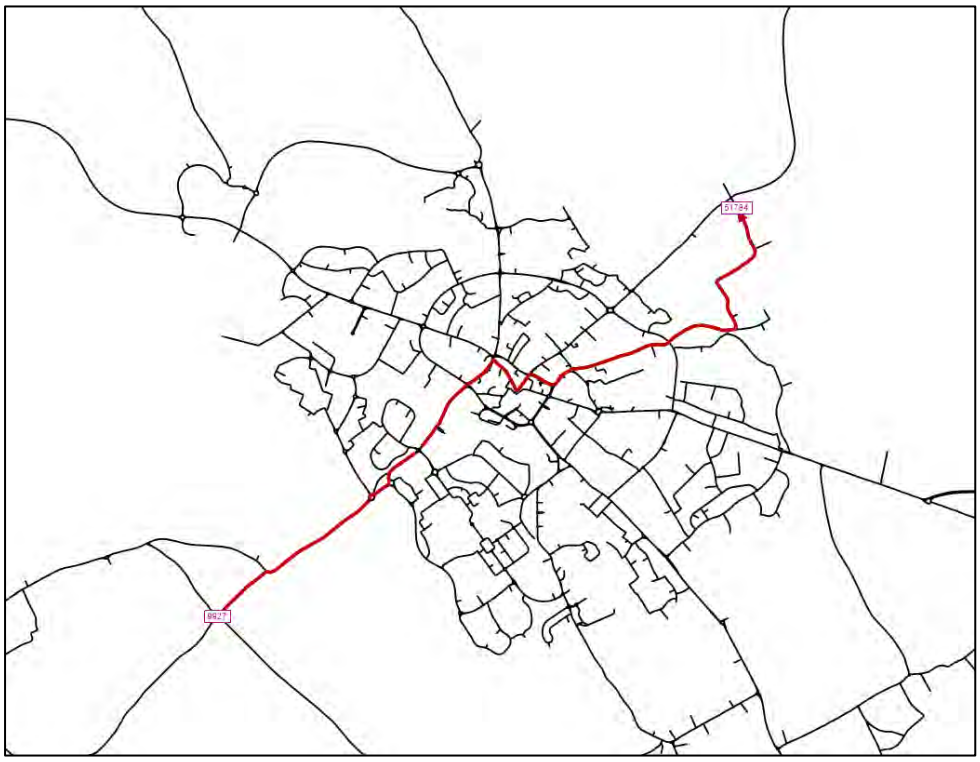


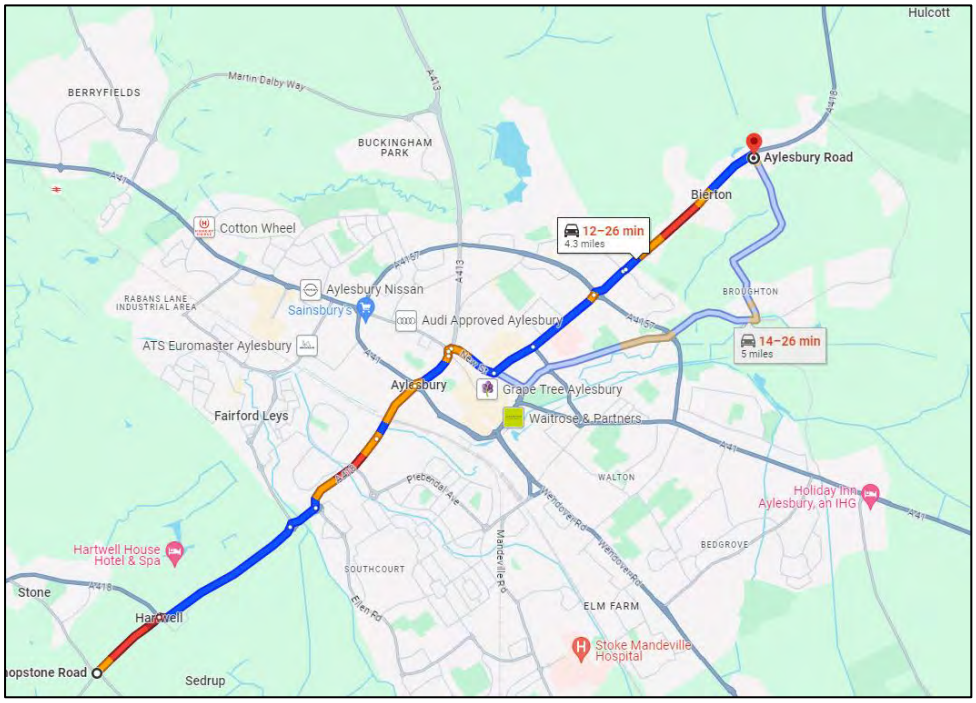
N13. Beaconsfield to Aylesbury Road, Great Missenden



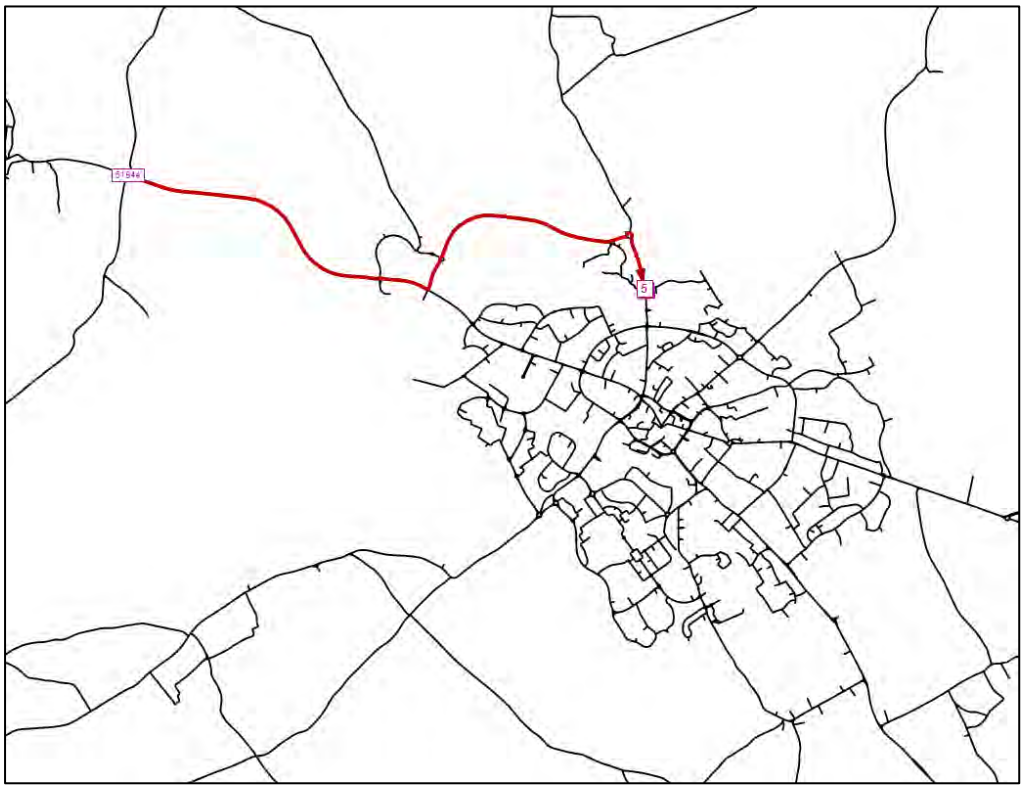


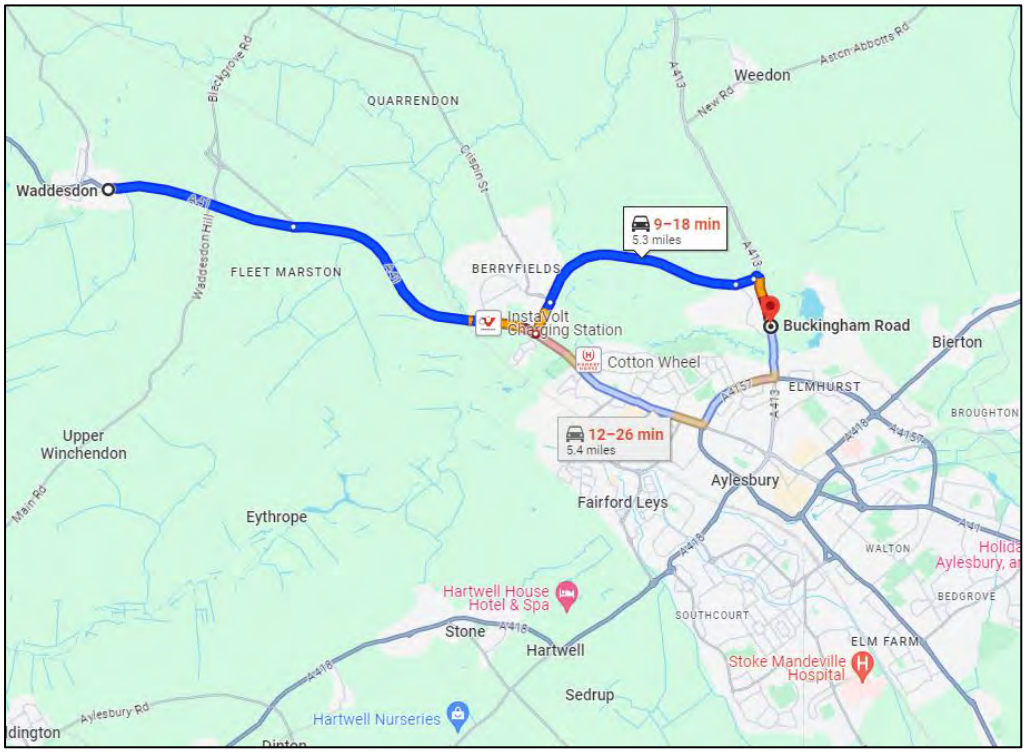
N14. Bishopstone Road to Aylesbury Road, Aylesbury



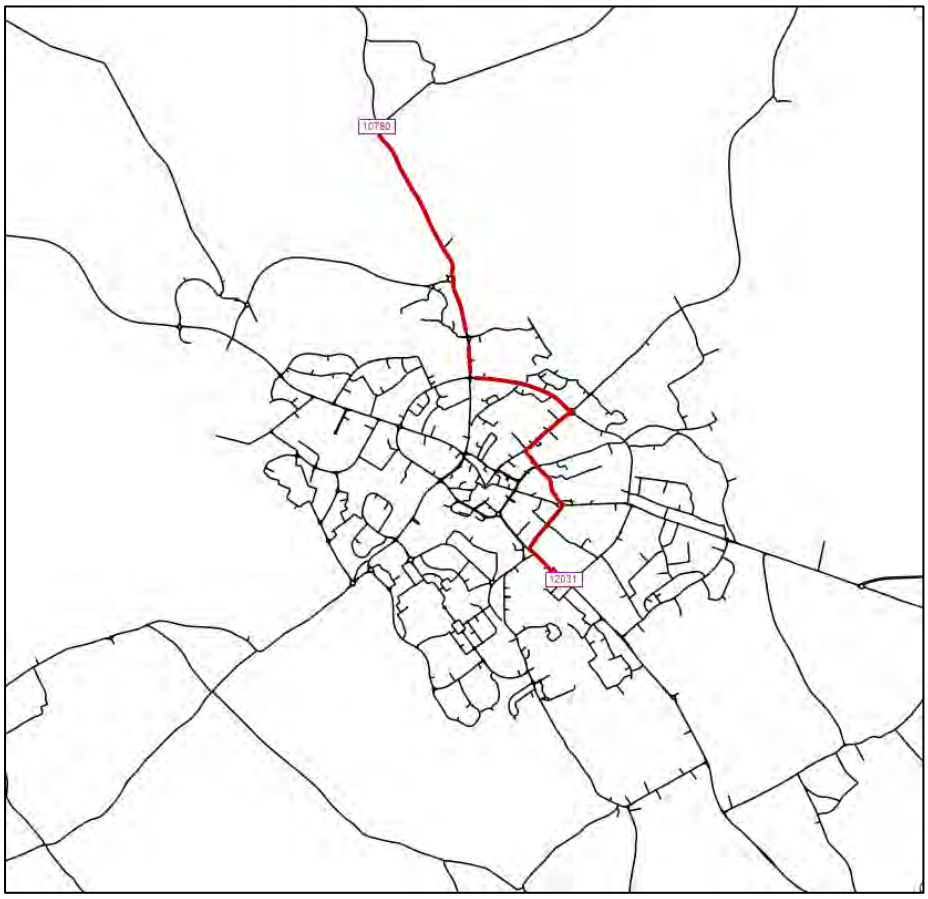


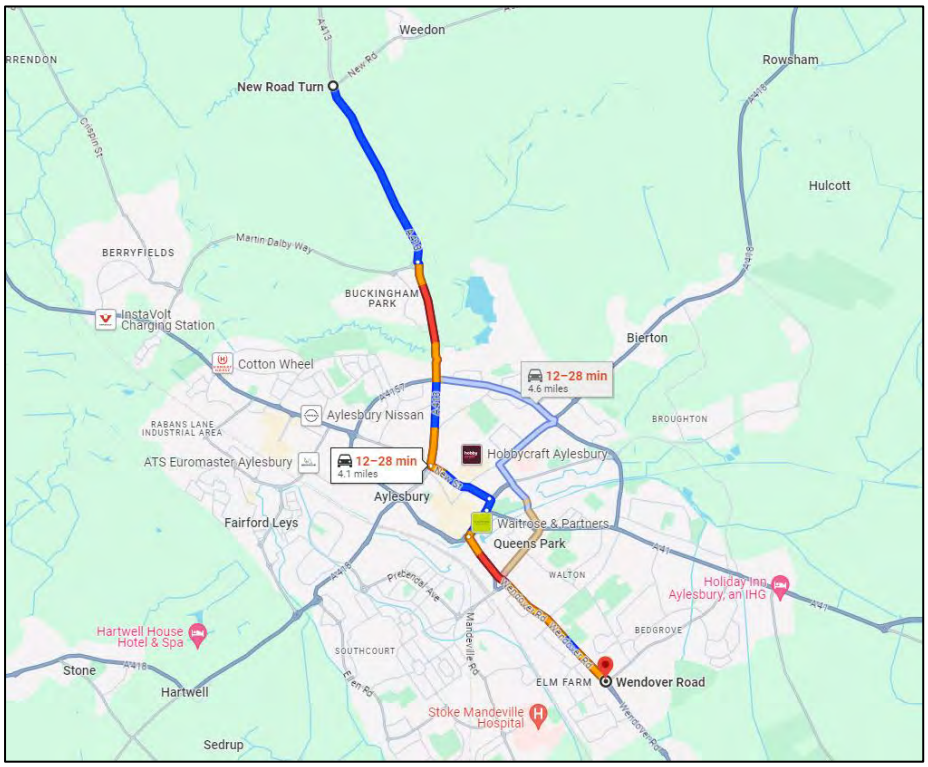
N15. Waddesdon to Buckingham Road, Aylesbury



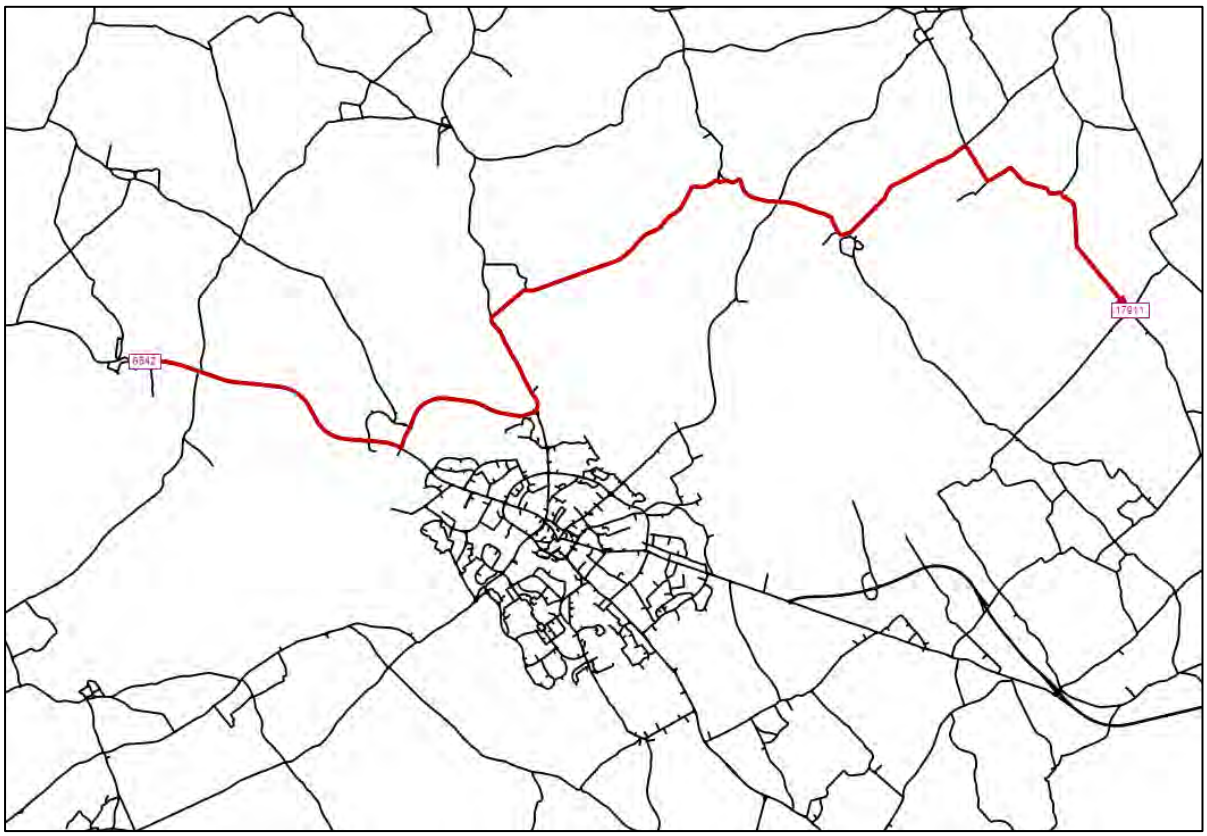


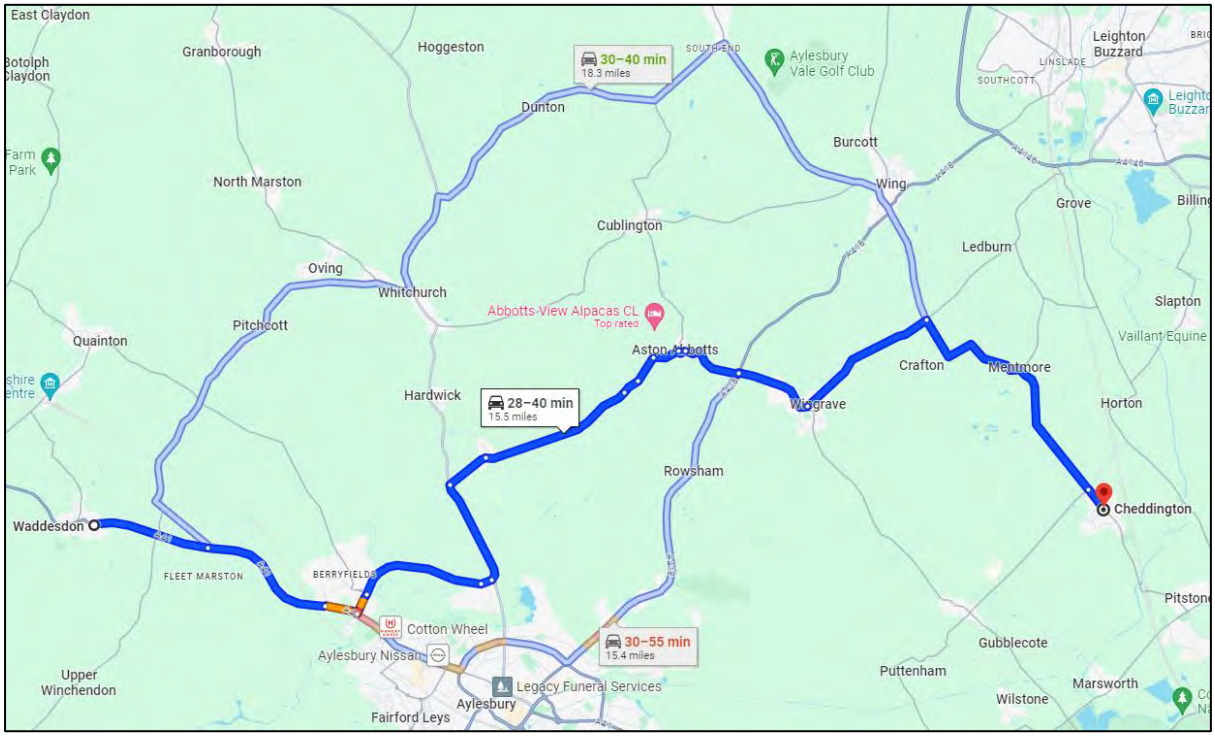
N16. New Road Turn to Wendover Road, Aylesbury



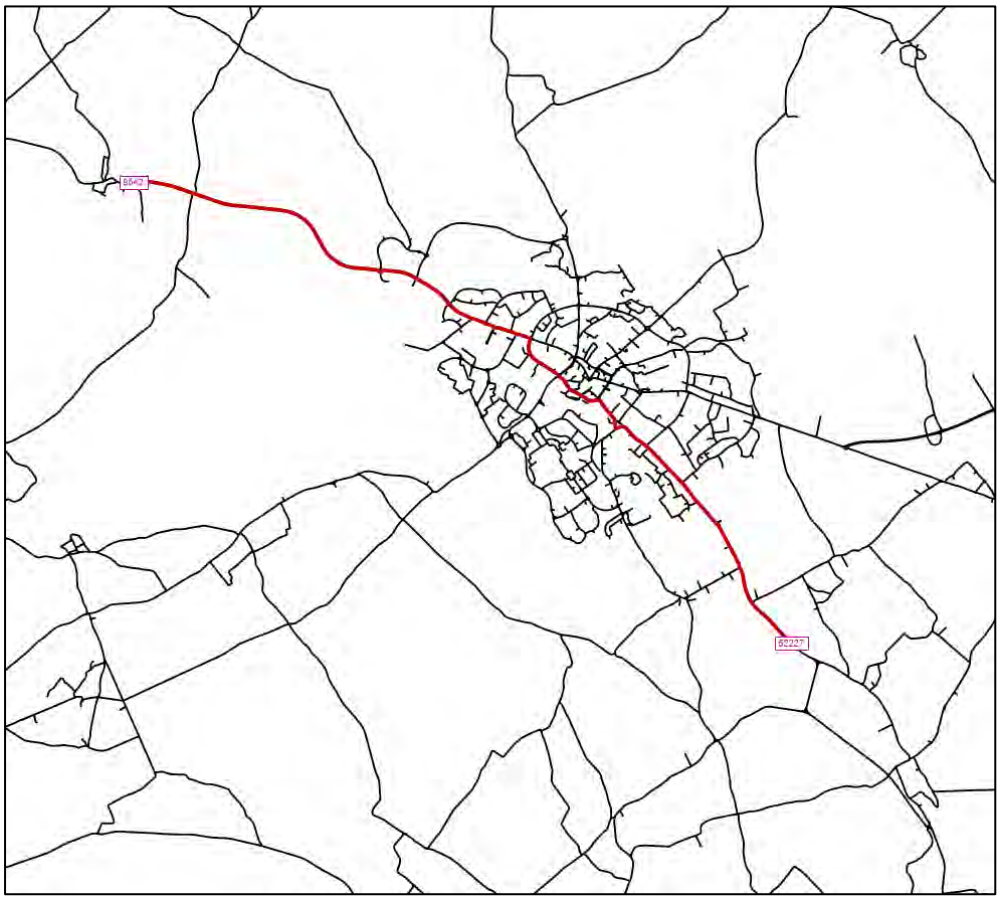


N17. Waddesdon to Cheddington, Aylesbury



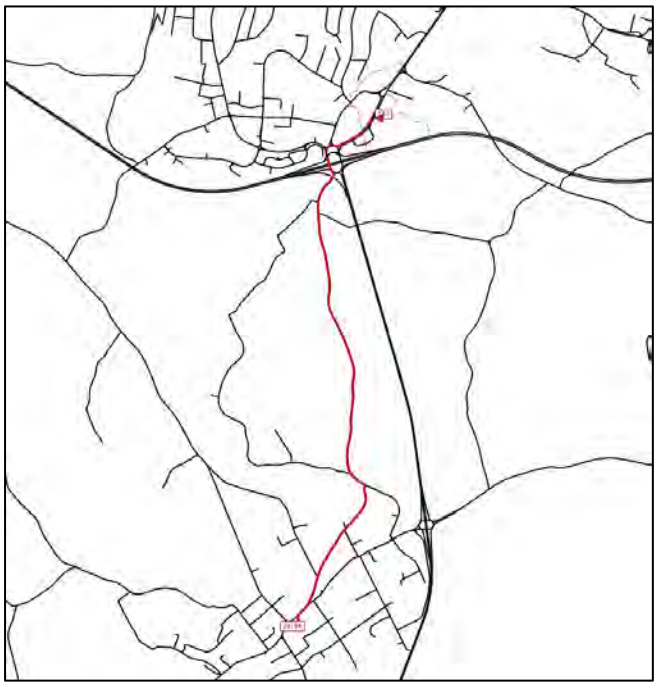


N18. Wendover Road to Waddesdon, Aylesbury



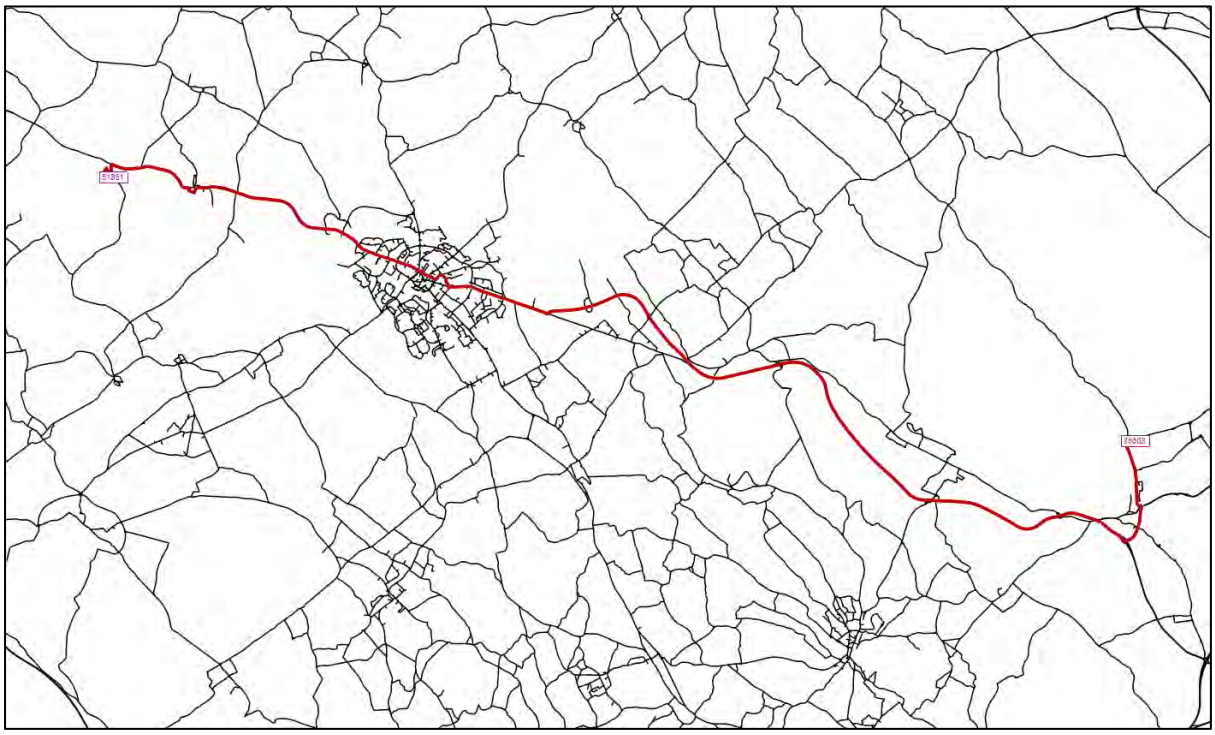


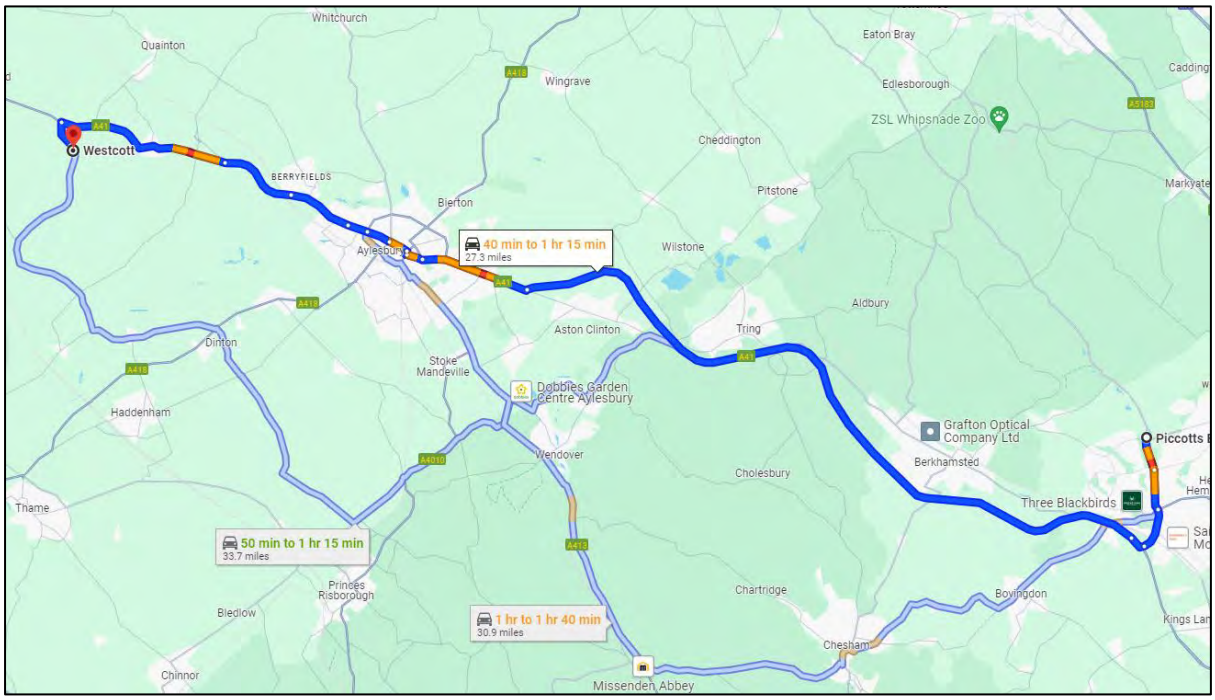
N19. Marlow to High Wycombe



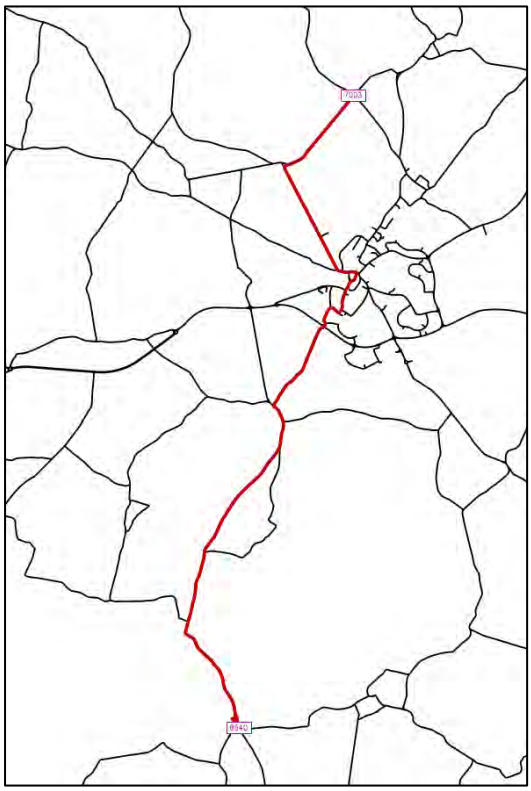


N20. Piccotts End Road to Westcott, Aylesbury



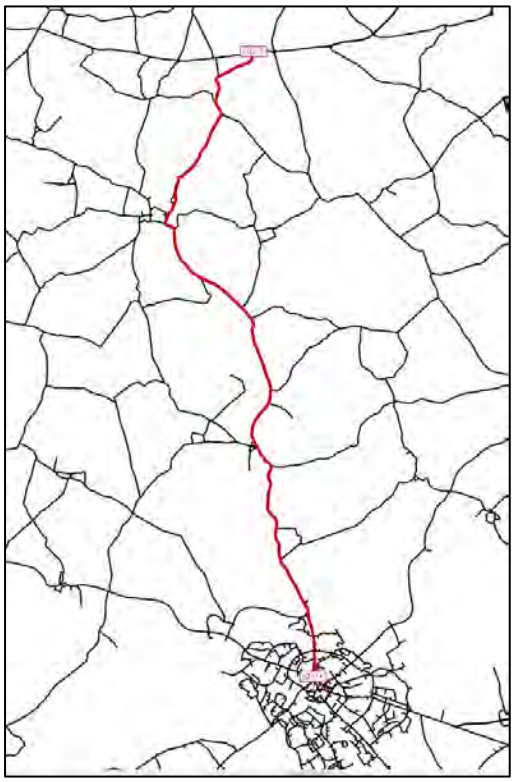


N21. Lillingstone Dayrell to Twyford, Buckingham



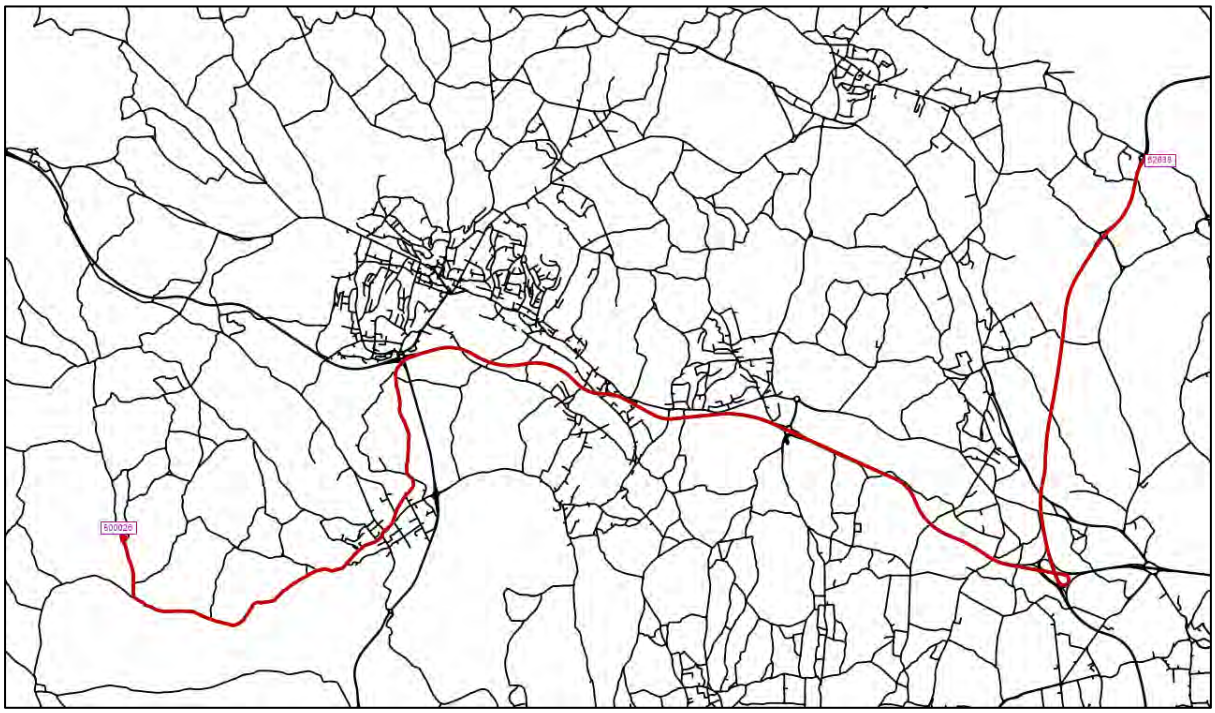


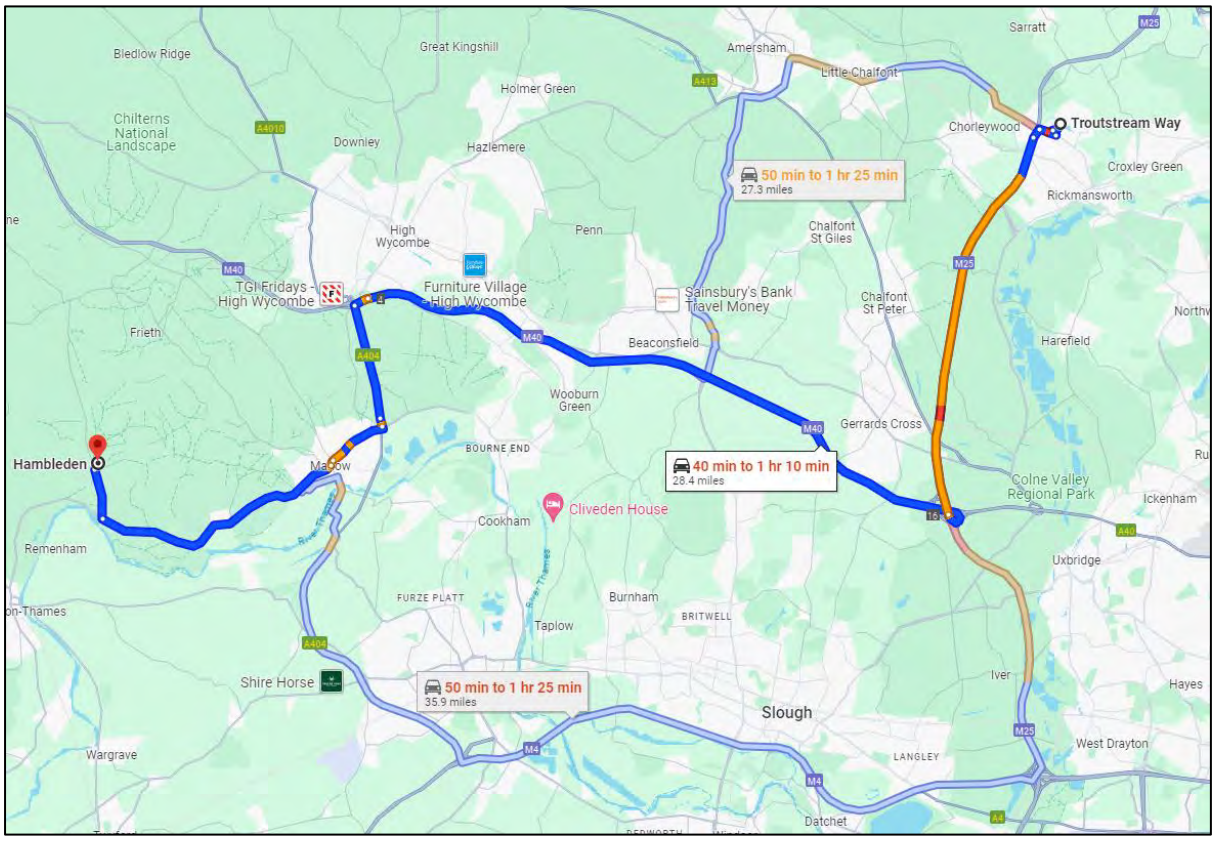
N22. A421, Buckingham to Aylesbury



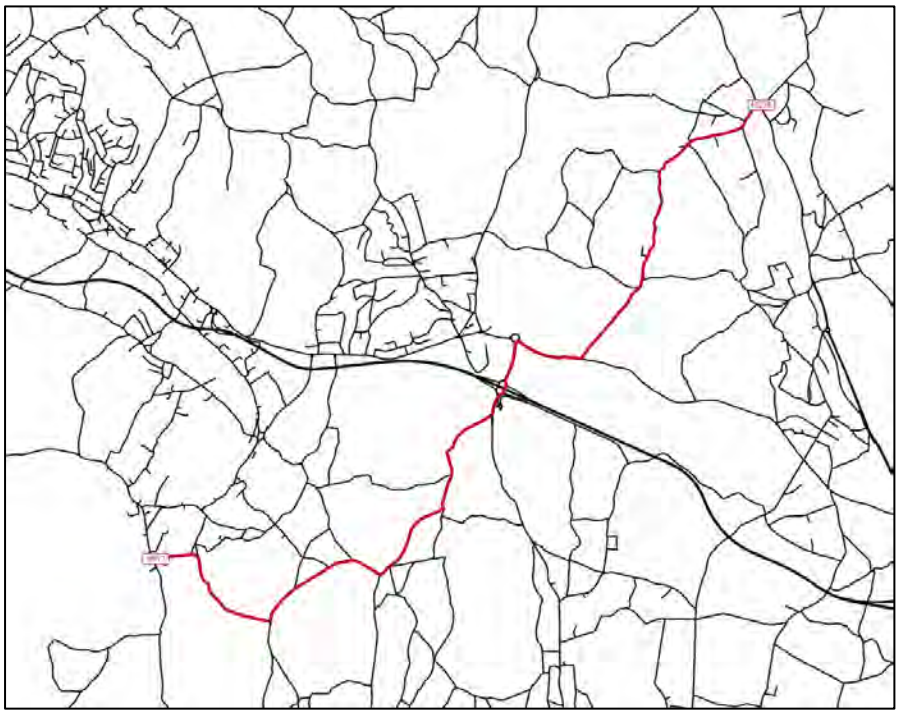


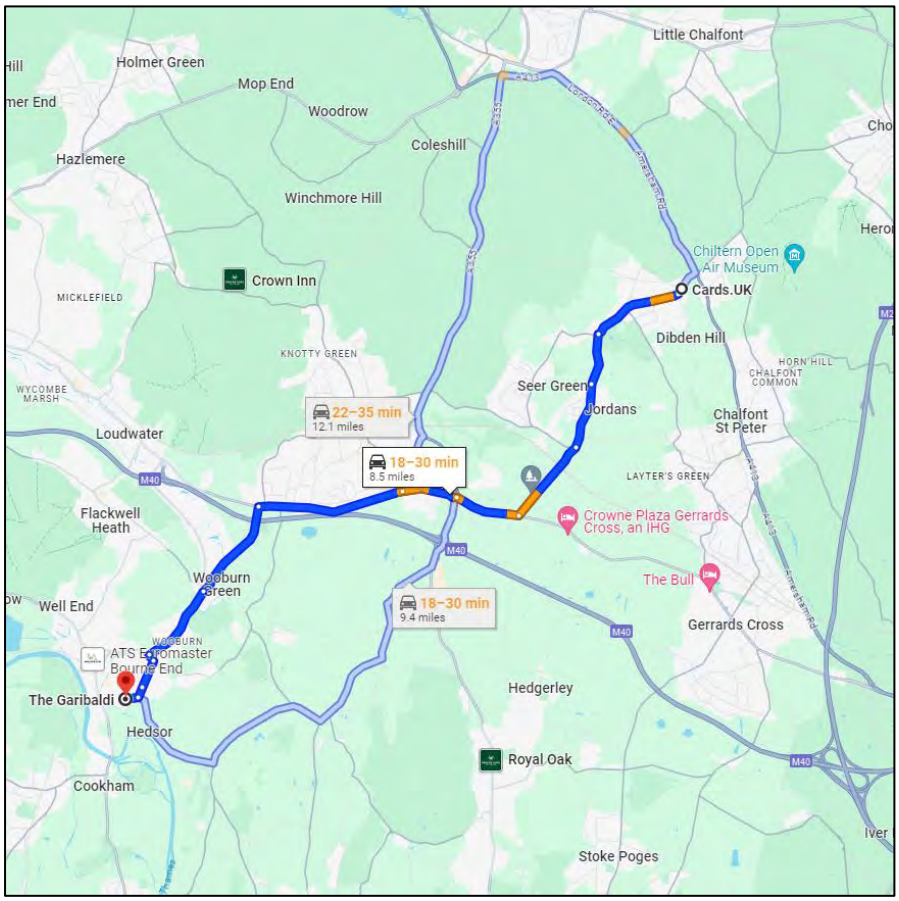
N23. Troutsream Way to Hambleden



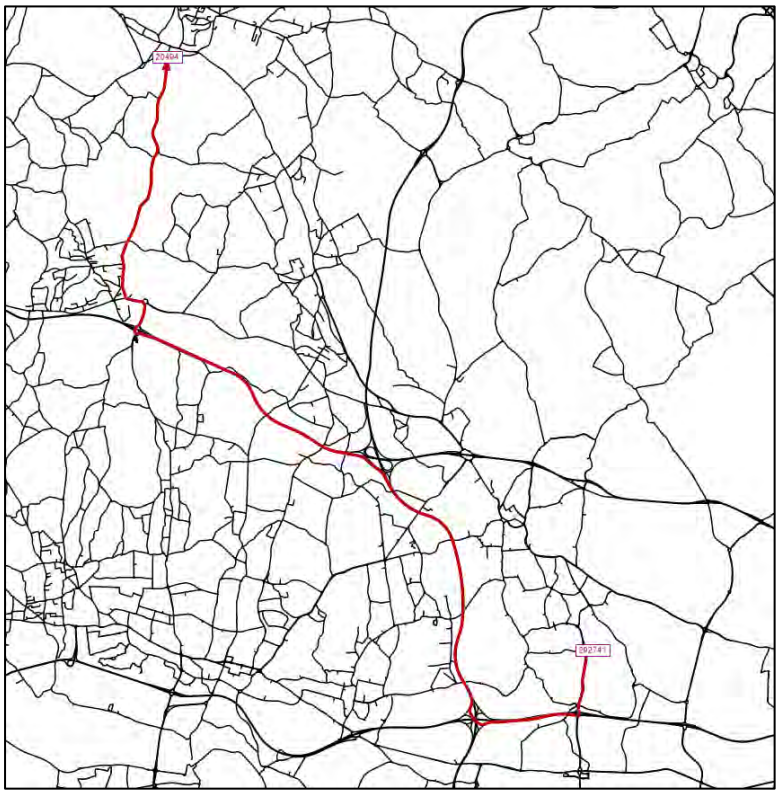


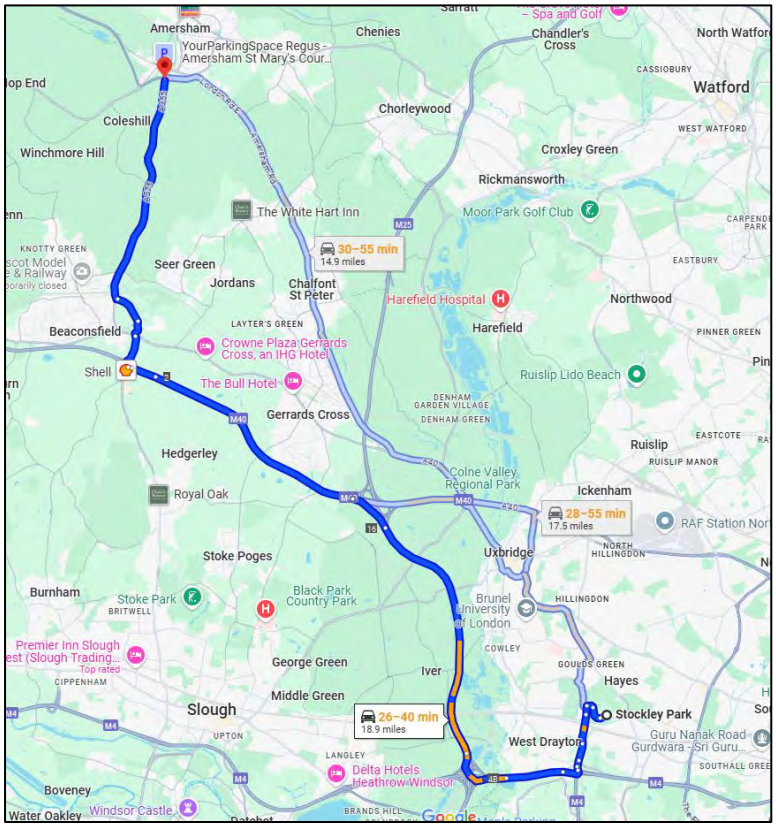
N24. Chalfont St Giles to Hedsor Road



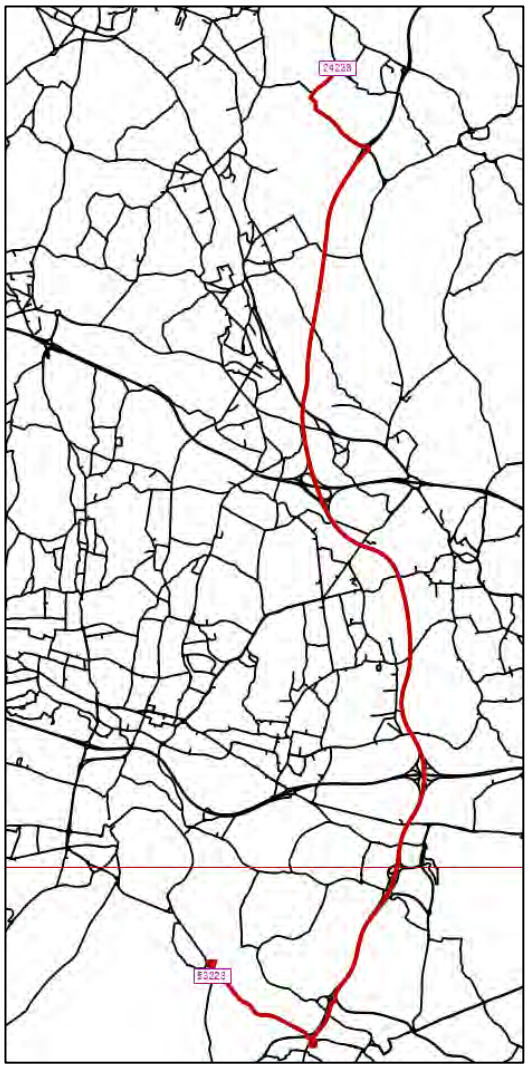


N25. Stockley Park to Amersham



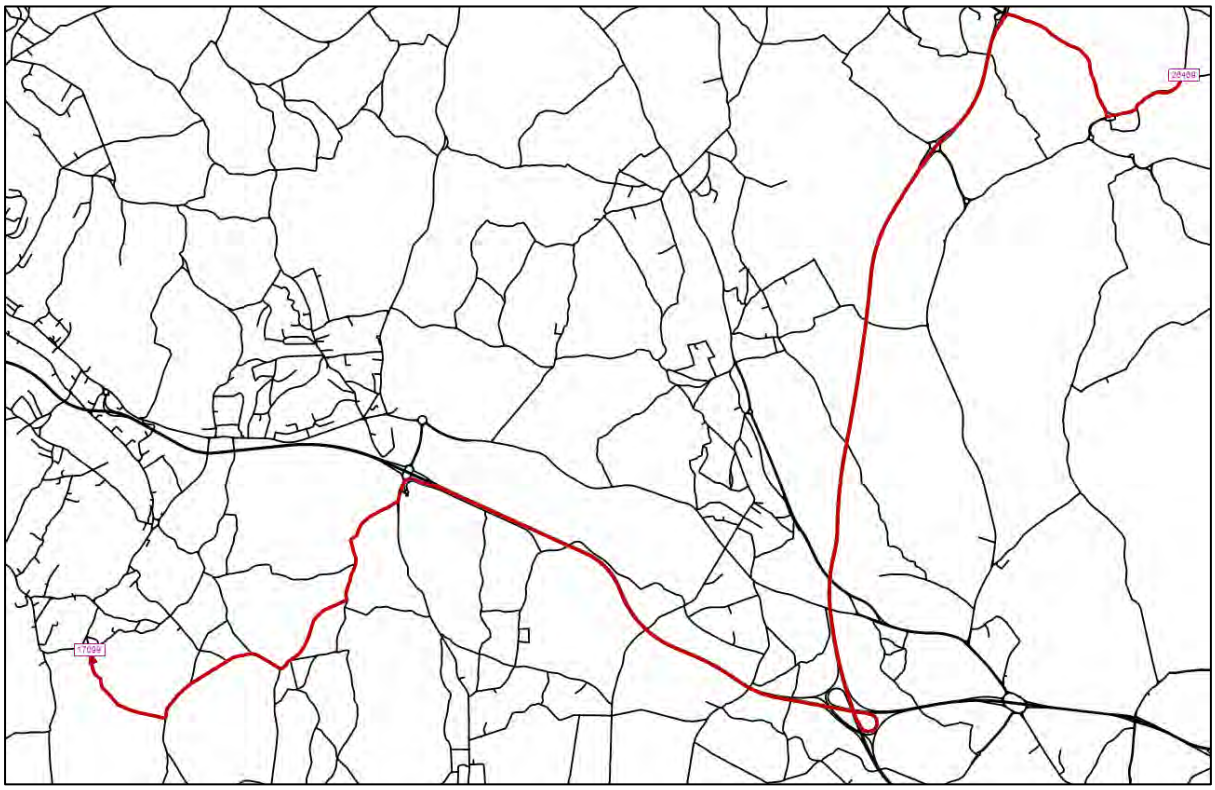


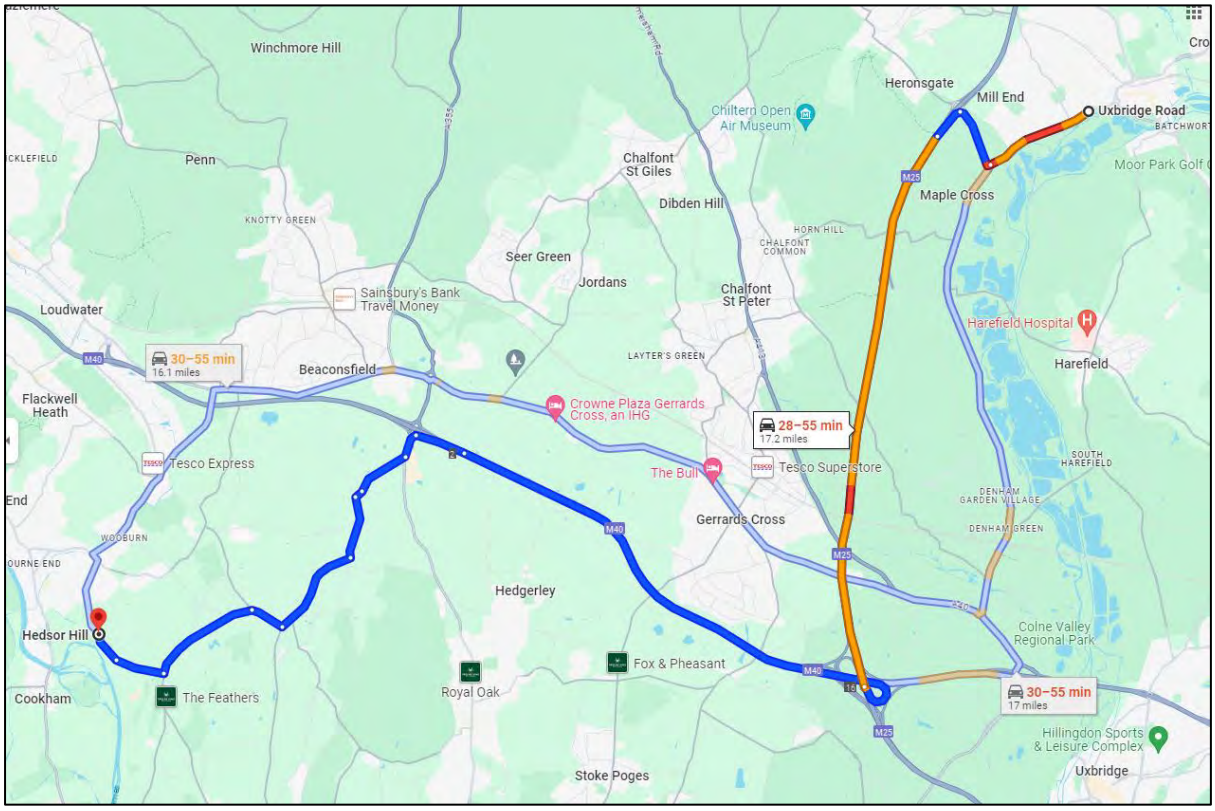
N26. Old Winsdor to Farm Road, Amersham





N27. Uxbridge Road to Hedsor Hill, M40





Appendix O. Local Model Validation Report - BSTM

Appendix P. Local Model Validation Report - SEALR

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