Appendix K   HGV Demand Changes

AM HGVs Demand Changes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
1	0	57	0	42	0	-3	0	0	0	0	1	-5	1	-3	-3	-1	-2	-2	-6	1	0	0	-1	-4	-7	0	4	0	0	-1	0	3	0
2	74	5	0	0	0	0	0	0	1	0	-1	0	-1	-1	-1	-1	-1	-3	-2	1	0	0	-1	-3	0	0	0	2	-1	0	0	0	0
3	1	6	0	1	0	1	0	2	0	0	1	0	1	3	0	0	1	0	3	1	1	1	0	0	0	1	8	0	0	3	0	4	0
4	14	-7	0	0	0	-1	0	0	0	1	1	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0
5	0	0	0	0	0	5	0	1	4	0	1	0	0	1	0	1	0	2	2	3	0	4	4	0	0	1	2	0	0	0	0	0	0
6	-4	0	-1	-1	8	-16	0	7	1	0	0	-1	1	2	0	0	-1	0	0	-1	1	0	0	-1	0	2	7	0	-1	0	-2	2	0
7	-1	0	0	0	0	0	0	1	2	0	0	0	-1	2	-1	-1	0	-1	-4	-11	1	1	-1	-1	0	0	0	0	0	0	0	0	-2
8	-1	0	0	0	0	3	0	6	-18	0	0	1	2	4	0	3	-4	0	0	-27	3	1	-5	12	1	6	15	0	0	0	0	0	0
9	0	0	0	0	1	0	1	-14	0	0	0	0	0	0	0	0	-2	0	-2	-7	-2	1	0	0	0	1	1	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	42	17	0	-1	-1	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0
11	1	0	0	0	0	-1	0	0	0	15	0	3	0	-4	-4	1	3	-6	-10	-6	-1	-1	-1	-2	1	0	1	0	0	10	-1	0	0
12	0	3	0	1	0	0	0	1	0	37	24	0	1	19	3	0	1	9	8	5	-1	2	1	0	0	0	1	0	0	1	1	1	0
13	2	0	0	0	0	1	0	1	0	0	0	0	0	4	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
14	-3	-1	-1	-1	1	1	1	-6	9	-3	-4	2	2	0	0	-3	-2	0	0	0	0	1	0	-6	0	0	4	0	-1	-1	-1	0	0
15	-4	-1	-1	-1	2	-1	0	0	1	-2	-1	0	0	0	0	2	1	0	-11	0	0	0	0	3	1	0	-1	0	-1	0	0	0	0
16	-2	0	0	0	0	-1	0	1	0	-2	0	0	0	6	-4	0	0	-8	-9	-3	-3	0	-1	-1	0	0	0	0	0	-1	0	0	0
17	-1	-2	-2	0	1	-6	0	0	0	-6	1	0	1	2	-4	0	0	-3	-5	-2	-14	-2	-6	-2	0	-1	7	0	-1	1	-1	0	-1
18	-1	-1	-1	-1	2	-1	0	3	1	-2	-3	0	0	0	1	1	0	0	-9	0	0	0	-1	0	2	1	0	-1	-1	-1	0	0	0
19	-8	-2	-3	-1	8	-1	0	1	5	-3	-1	10	1	0	0	2	1	0	0	-4	0	1	0	-1	0	9	2	0	-2	-1	-3	1	0
20	23	-1	-2	-1	1	0	1	4	1	-2	-1	7	1	0	-1	2	1	-1	-1	0	-4	3	1	-3	0	0	4	0	-1	0	-2	0	-1
21	0	1	0	0	2	0	0	0	0	0	1	-1	1	0	0	-2	-7	0	0	-3	0	0	0	0	0	3	2	0	0	0	0	1	0
22	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	-7	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	0	0
23	-1	0	0	0	20	1	0	6	13	-1	0	0	0	0	0	0	-5	0	0	-2	0	1	0	0	2	1	0	0	0	0	0	0	0
24	10	1	-1	1	1	0	0	22	7	0	1	0	1	3	0	0	3	1	0	8	0	0	0	-1	0	0	2	0	0	1	-1	2	-1
25	-9	-2	0	0	0	0	0	1	0	-1	1	0	0	1	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
26	8	-1	0	0	0	0	0	1	0	0	-1	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	1	0	0	0	-1	0	0	0
27	0	-2	-1	0	0	0	0	0	0	-1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-1	0	-1	-1	0
28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
29	3	12	0	3	1	1	0	2	1	0	1	0	2	4	1	0	2	2	3	4	0	0	1	4	0	1	8	0	1	2	3	2	0
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31	-4	10	0	0	0	0	0	0	0	0	5	0	0	0	-1	0	-1	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	1	0
32	10	0	0	0	0	0	0	0	0	1	-1	0	-1	-1	0	-1	-1	-1	-1	1	0	0	-1	-1	0	0	0	0	0	0	0	0	0
33	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	1	-1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0

AM HGVs % Demand Changes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
1	-	53%	-	85%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	93%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

IP HGVs Demand Changes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
1	1	9	0	3	0	-1	0	0	0	2	3	2	2	-2	-2	-1	-2	5	-3	1	0	0	-1	-2	-4	0	9	0	1	4	2	0	0
2	86	0	1	0	0	1	0	0	0	-1	-1	1	0	-3	-2	0	-2	-2	-4	-3	1	0	-1	0	-2	0	-1	0	9	0	1	0	0
3	-1	2	0	0	0	-1	0	0	0	0	1	0	-2	-1	0	-1	-2	-2	-2	0	0	-1	-1	0	0	1	0	0	1	0	1	0	
4	21	10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	1	0	0	0	0			
5	0	0	0	0	0	4	0	1	3	0	0	0	3	1	0	0	2	6	3	0	2	6	0	0	0	0	0	0	0	0	0	0	0
6	-2	1	0	1	20	-26	-1	3	0	0	0	2	1	1	0	0	0	0	-1	0	0	0	-1	0	0	0	3	0	0	0	0	2	0
7	0	0	0	0	0	0	0	1	1	0	0	0	0	6	0	0	0	1	-1	-2	0	0	0	0	0	0	0	0	0	0	0	0	0
8	-1	0	0	0	1	1	0	3	-14	0	0	0	0	7	0	0	-9	0	0	0	0	-2	3	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	7	0	0	-7	-2	0	0	0	0	3	1	0	-3	1	3	-7	-1	1	3	0	0	0	0	0	0	0	0	0	0
10	1	0	0	0	0	0	0	0	0	25	-17	0	-9	-1	-1	-9	-5	-2	-1	0	0	-10	0	0	-1	-1	0	0	0	0	0	0	0
11	3	0	0	1	1	1	0	0	-1	13	0	-16	3	-5	-3	0	0	-3	1	0	1	0	-1	0	3	2	0	0	3	-1	0	0	
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13	5	-1	0	0	1	1	0	1	0	0	0	0	0	3	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0				
14	-2	-2	-1	0	21	3	9	18	17	-3	-2	2	0	0	0	-19	-16	0	0	0	1	0	-3	-3	0	0	0	0	-1	-1	-1	1	
15	-4	-1	0	1	2	0	0	0	0	-1	-1	5	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	
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17	-2	-3	-1	0	0	0	0	0	-2	-6	6	1	1	2	-1	0	0	-1	-1	2	-7	0	-2	-1	0	0	1	0	0	1	-1	0	-1
18	-2	-2	-1	0	4	0	0	3	0	-2	-4	3	0	0	0	2	1	0	0	3	0	0	0	0	0	0	1	0	0	-1	0	-1	
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20	3	-1	-1	0	3	0	-2	0	-3	-3	-4	1	0	0	-1	-5	-7	0	-1	0	-2	2	0	-2	-1	0	2	0	2	0	1	0	-1
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22	-1	0	0	0	6	0	0	0	0	0	-1	3	1	0	0	0	7	0	0	3	0	0	0	1	0	1	2	0	0	0	0	0	0
23	-1	0	0	0	9	0	0	1	1	0	0	3	0	0	0	0	-31	0	0	-3	0	1	0	0	0	0	0	0	0	0	0	0	0
24	-1	-1	-1	0	-1	-1	1	3	0	-1	2	1	3	0	0	0	2	0	0	6	0	0	0	-1	0	0	0	0	0	-1	0	-1	
25	-8	-3	0	0	2	0	0	1	0	-1	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	-1	-1	0	
26	7	0	0	0	1	0	0	1	0	0	1	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	0	0	
27	1	-2	0	-3	1	1	-1	1	0	-2	0	1	1	1	0	0	0	0	0	1	0	0	1	0	0	2	0	0	-1	-1	0		
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	5	0	2	1	0	0	0	0	0	1	2	0	0	0	1	1	0	4	0	0	0	1	0	1	5	0	1	2	2	0		
30	-1	-1	0	0	0	0	0	0	0	4	1	0	1	0	0	1	1	1	1	0	0	-3	1	0	0	0	0	3	0	0	0		
31	3	1	0	0	1	0	0	0	0	-1	-1	-12	0	0	0	-1	0	1	-1	1	0	0	1	-2	0	-1	0	4	0	0	1	0	
32	1	0	2	0	2	0	0	0	0	0	0	0	-1	-1	0	-1	-1	-1	-2	2	1	0	-1	-1	0	-1	0	0	0	2	0	1	
33	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	

IP HGVs % Demand Changes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	94%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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JACOBS

PM HGVs Demand Changes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
1	-	17%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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PM HGVs Demand % Changes

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
1	0	44	0	0	0	5	0	1	0	-1	-1	1	2	0	-1	-1	5	3	0	21	0	0	0	1	-3	1	5	0	1	0	0	0	0
2	-12	-46	0	0	0	0	0	0	0	-1	0	2	0	0	0	0	2	0	-1	-1	0	0	0	1	-1	0	0	0	22	0	0	0	0
3	0	0	0	0	0	0	0	1	0	0	0	1	0	-1	-1	0	-1	-1	-2	-2	0	1	0	-1	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	1	-1	0	0	0	1	-1	0	0	0	0	0	0	0	0
5	0	0	0	0	0	7	0	1	5	0	0	0	0	2	1	1	0	2	2	2	0	4	4	0	0	0	1	0	0	0	0	0	0
6	-3	-1	0	0	11	-8	0	2	0	0	0	1	0	20	0	0	-6	0	-1	0	0	0	0	0	-1	0	0	0	1	0	0	0	0
7	0	0	0	0	0	0	0	1	2	0	0	0	0	5	0	0	0	2	-1	-1	0	0	0	0	0	0	-1	0	0	0	0	0	0
8	-1	0	0	0	10	0	14	3	0	0	0	0	0	1	0	0	-5	1	0	-18	-19	0	-2	23	0	0	0	0	0	0	0	0	1
9	0	0	0	0	-4	0	0	-11	0	0	0	0	0	0	-1	-1	-2	-10	-2	0	-1	0	0	0	0	0	0	0	0	0	0	0	0
10	-1	0	0	0	0	0	0	0	0	0	14	0	0	-12	-2	0	1	-2	-1	0	0	0	-1	0	0	0	0	0	0	0	-5	0	0
11	-2	0	0	0	0	0	0	0	0	3	0	-7	0	-11	-6	0	2	-10	-17	-7	-1	-1	-1	-1	0	0	1	0	0	1	0	0	0
12	0	1	0	1	0	3	0	2	0	-2	2	0	0	11	3	0	0	2	8	0	0	2	1	1	0	0	1	0	0	0	0	0	0
13	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
14	-2	0	-1	0	-1	0	-2	-1	2	-3	-2	2	5	0	0	-2	-2	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0
15	-2	0	0	0	2	-1	0	0	0	-1	-1	1	1	0	0	-2	0	0	0	-15	0	0	0	0	0	1	0	0	0	0	0	0	0
16	-1	0	0	0	3	1	0	0	0	0	0	0	1	3	-1	0	0	-3	-4	-3	-1	0	0	0	0	0	0	0	0	0	-1	-1	0
17	0	-1	-1	0	2	-4	0	3	0	-7	0	0	1	1	-1	0	0	-1	-2	-9	-10	-12	0	0	0	0	0	0	0	0	-1	-1	0
18	-1	0	-1	-1	2	-4	-1	0	0	-2	-3	0	1	0	0	-1	0	0	0	-12	0	0	0	0	0	1	-1	0	0	-1	-1	0	0
19	-5	0	-1	-1	11	-1	-1	1	1	0	-3	5	1	0	0	-1	0	0	-4	0	0	0	3	0	3	1	0	-1	-1	-1	-1	0	0
20	2	0	-1	0	2	0	-2	6	0	-14	-2	0	2	0	-11	-3	-3	-8	-5	0	-12	-3	0	0	-1	0	0	0	1	-1	0	0	0
21	-1	0	0	0	0	0	0	-2	0	0	-1	0	0	0	0	0	-4	0	0	-3	0	0	0	0	0	0	0	0	-1	0	0	0	0
22	-1	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	-14	0	0	-9	0	0	0	0	1	0	0	0	0	0	0	0	0
23	-1	0	0	0	5	0	0	0	1	0	0	1	0	0	0	0	-3	0	0	-1	0	0	0	1	0	1	0	0	0	0	0	0	0
24	-1	0	-1	-1	0	0	0	8	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	-1	0	0	0
25	-5	-1	0	-1	2	0	0	2	0	0	1	0	1	0	0	0	0	-1	0	-17	0	0	0	0	0	-1	0	0	-4	-1	-1	0	0
26	2	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	1	5	0	0	1	1	0	0	0	0	0	0	0	1	0	0
27	0	0	0	0	1	3	0	3	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
29	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0
30	-1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	1	0	0	0	0	0	0	0	0	0
31	0	0	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	1	0	0	0	6	0	0
32	0	0	2	0	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
33	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix L   Calibration and Validation

Cars - AM Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	1,949	1,950	7	100%	0	0%	PASS	0	PASS
SL_1B	Inbound	Calibration	Yes	3,232	3,234	10	100%	2	0%	PASS	0	PASS
SL_1C	Inbound	Calibration	Yes	2,767	2,767	7	100%	0	0%	PASS	0	PASS
SL_1D	Inbound	Calibration		1,938	1,937	4	100%	-1	0%	PASS	0	PASS
SL_1E	Inbound	Calibration		2,181	2,181	9	89%	1	0%	PASS	0	PASS
SL_2A	Inbound	Calibration		417	418	2	100%	1	0%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	2,186	2,187	5	100%	1	0%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	3,769	3,769	8	75%	0	0%	PASS	0	PASS
SL_7B	Inbound	Model Development		4,033	4,033	10	90%	0	0%	PASS	0	PASS
SL_8A	Inbound	Calibration		702	703	3	100%	1	0%	PASS	0	PASS
SL_11A	Inbound	Calibration	Yes	4,217	4,251	13	100%	34	1%	PASS	1	PASS
SL_11B	Inbound	Calibration		2,599	2,599	3	100%	0	0%	PASS	0	PASS
SL_13A	Inbound	Calibration		2,295	2,298	7	57%	3	0%	PASS	0	PASS
SL_15A	Inbound	Calibration		2,241	2,240	5	100%	-1	0%	PASS	0	PASS
SL_16A	Inbound	Calibration		2,933	2,935	10	100%	2	0%	PASS	0	PASS
SL_17A	Inbound	Calibration		3,817	3,877	4	100%	60	2%	PASS	1	PASS
SL_1A	Outbound	Calibration	Yes	2,070	2,069	7	100%	-1	0%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	3,281	3,276	10	100%	-6	0%	PASS	0	PASS
SL_1C	Outbound	Calibration	Yes	2,641	2,642	7	100%	1	0%	PASS	0	PASS
SL_1D	Outbound	Calibration		1,996	1,996	4	100%	0	0%	PASS	0	PASS
SL_1E	Outbound	Calibration		2,268	2,267	9	100%	-1	0%	PASS	0	PASS
SL_2A	Outbound	Calibration		532	532	2	100%	0	0%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	2,271	2,271	5	100%	0	0%	PASS	0	PASS
SL_7A	Outbound	Model Development	Yes	3,670	3,668	8	100%	-2	0%	PASS	0	PASS
SL_7B	Outbound	Model Development		4,114	4,114	10	90%	0	0%	PASS	0	PASS
SL_8A	Outbound	Calibration		627	627	3	100%	0	0%	PASS	0	PASS
SL_11A	Outbound	Calibration	Yes	4,009	4,024	13	85%	15	0%	PASS	0	PASS
SL_11B	Outbound	Calibration		2,655	2,656	3	67%	1	0%	PASS	0	PASS
SL_13A	Outbound	Calibration		2,214	2,175	8	88%	-39	-2%	PASS	1	PASS
SL_15A	Outbound	Calibration		2,307	2,357	5	80%	50	2%	PASS	1	PASS
SL_16A	Outbound	Calibration		2,669	2,577	10	90%	-92	-3%	PASS	2	PASS
SL_17A	Outbound	Calibration		4,599	4,600	4	100%	1	0%	PASS	0	PASS
Total										**100%**		**100%**

JACOBS

LGV - AM Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	287	261	7	100%	-26	-9%	FAIL	2	PASS
SL_1B	Inbound	Calibration	Yes	515	501	10	100%	-14	-3%	PASS	1	PASS
SL_1C	Inbound	Calibration	Yes	406	425	7	100%	18	4%	PASS	1	PASS
SL_1D	Inbound	Calibration		328	315	4	100%	-13	-4%	PASS	1	PASS
SL_1E	Inbound	Calibration		321	325	9	100%	4	1%	PASS	0	PASS
SL_2A	Inbound	Calibration		65	68	2	100%	3	5%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	352	348	5	100%	-4	-1%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	502	552	8	100%	50	10%	FAIL	2	PASS
SL_7B	Inbound	Model Development		586	616	10	100%	29	5%	PASS	1	PASS
SL_8A	Inbound	Calibration		99	88	3	100%	-11	-11%	FAIL	1	PASS
SL_11A	Inbound	Calibration	Yes	558	587	13	100%	30	5%	PASS	1	PASS
SL_11B	Inbound	Calibration		319	326	3	100%	7	2%	PASS	0	PASS
SL_13A	Inbound	Calibration		365	365	7	100%	-1	0%	PASS	0	PASS
SL_15A	Inbound	Calibration		328	339	5	100%	11	3%	PASS	1	PASS
SL_16A	Inbound	Calibration		328	322	10	100%	-6	-2%	PASS	0	PASS
SL_17A	Inbound	Calibration		634	636	4	100%	2	0%	PASS	0	PASS
SL_1A	Outbound	Calibration	Yes	320	317	7	100%	-3	-1%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	523	494	10	100%	-30	-6%	FAIL	1	PASS
SL_1C	Outbound	Calibration	Yes	396	385	7	100%	-11	-3%	PASS	1	PASS
SL_1D	Outbound	Calibration		336	353	4	100%	17	5%	PASS	1	PASS
SL_1E	Outbound	Calibration		325	316	9	100%	-8	-3%	PASS	0	PASS
SL_2A	Outbound	Calibration		83	87	2	100%	4	4%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	363	365	5	100%	1	0%	PASS	0	PASS
SL_7A	Outbound	Model Development	Yes	495	545	8	100%	50	10%	FAIL	2	PASS
SL_7B	Outbound	Model Development		584	630	10	100%	46	8%	FAIL	2	PASS
SL_8A	Outbound	Calibration		79	59	3	100%	-20	-25%	FAIL	2	PASS
SL_11A	Outbound	Calibration	Yes	566	502	13	100%	-64	-11%	FAIL	3	PASS
SL_11B	Outbound	Calibration		325	360	3	100%	35	11%	FAIL	2	PASS
SL_13A	Outbound	Calibration		381	374	8	100%	-7	-2%	PASS	0	PASS
SL_15A	Outbound	Calibration		333	322	5	80%	-11	-3%	PASS	1	PASS
SL_16A	Outbound	Calibration		302	306	10	90%	4	1%	PASS	0	PASS
SL_17A	Outbound	Calibration		764	785	4	100%	21	3%	PASS	1	PASS
Total										**72%**		**100%**

JACOBS

HGV - AM Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	217	217	7	100%	1	0%	PASS	0	PASS
SL_1B	Inbound	Calibration	Yes	565	608	10	100%	43	8%	FAIL	2	PASS
SL_1C	Inbound	Calibration	Yes	490	490	7	100%	0	0%	PASS	0	PASS
SL_1D	Inbound	Calibration		302	289	4	100%	-14	-4%	PASS	1	PASS
SL_1E	Inbound	Calibration		181	162	9	100%	-19	-11%	FAIL	1	PASS
SL_2A	Inbound	Calibration		70	69	2	100%	0	0%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	312	310	5	100%	-2	-1%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	210	219	8	100%	8	4%	PASS	1	PASS
SL_7B	Inbound	Model Development		290	304	10	100%	13	5%	PASS	1	PASS
SL_8A	Inbound	Calibration		81	59	3	100%	-22	-27%	FAIL	3	PASS
SL_11A	Inbound	Calibration	Yes	396	363	13	100%	-33	-8%	FAIL	2	PASS
SL_11B	Inbound	Calibration		181	181	3	100%	0	0%	PASS	0	PASS
SL_13A	Inbound	Calibration		120	122	7	100%	2	2%	PASS	0	PASS
SL_15A	Inbound	Calibration		319	310	5	100%	-9	-3%	PASS	0	PASS
SL_16A	Inbound	Calibration		252	262	10	100%	9	4%	PASS	1	PASS
SL_17A	Inbound	Calibration		774	776	4	100%	1	0%	PASS	0	PASS
SL_1A	Outbound	Calibration	Yes	200	199	7	100%	0	0%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	563	524	10	100%	-39	-7%	FAIL	2	PASS
SL_1C	Outbound	Calibration	Yes	427	417	7	100%	-10	-2%	PASS	0	PASS
SL_1D	Outbound	Calibration		336	352	4	100%	17	5%	PASS	1	PASS
SL_1E	Outbound	Calibration		190	178	9	100%	-12	-7%	FAIL	1	PASS
SL_2A	Outbound	Calibration		77	77	2	100%	0	0%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	227	227	5	100%	0	0%	PASS	0	PASS
SL_7A	Outbound	Model Development	Yes	202	203	8	100%	1	1%	PASS	0	PASS
SL_7B	Outbound	Model Development		308	315	10	100%	6	2%	PASS	0	PASS
SL_8A	Outbound	Calibration		50	50	3	100%	0	-1%	PASS	0	PASS
SL_11A	Outbound	Calibration	Yes	399	250	13	100%	-148	-37%	FAIL	8	FAIL
SL_11B	Outbound	Calibration		170	170	3	100%	-1	0%	PASS	0	PASS
SL_13A	Outbound	Calibration		142	138	8	100%	-4	-3%	PASS	0	PASS
SL_15A	Outbound	Calibration		351	345	5	80%	-6	-2%	PASS	0	PASS
SL_16A	Outbound	Calibration		298	285	10	90%	-13	-4%	PASS	1	PASS
SL_17A	Outbound	Calibration		882	883	4	100%	1	0%	PASS	0	PASS
Total										**78%**		**97%**

JACOBS

Cars - IP Average Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	1,949	1,950	7	100%	0	0%	PASS	0	PASS
SL_1B	Inbound	Calibration	Yes	3,232	3,234	10	100%	2	0%	PASS	0	PASS
SL_1C	Inbound	Calibration	Yes	2,767	2,767	7	100%	0	0%	PASS	0	PASS
SL_1D	Inbound	Calibration		1,938	1,937	4	100%	-1	0%	PASS	0	PASS
SL_1E	Inbound	Calibration		2,181	2,181	9	89%	1	0%	PASS	0	PASS
SL_2A	Inbound	Calibration		417	418	2	100%	1	0%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	2,186	2,187	5	100%	1	0%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	3,769	3,769	8	75%	0	0%	PASS	0	PASS
SL_7B	Inbound	Model Development		4,033	4,033	10	90%	0	0%	PASS	0	PASS
SL_8A	Inbound	Calibration		702	703	3	100%	1	0%	PASS	0	PASS
SL_11A	Inbound	Calibration	Yes	4,217	4,251	13	100%	34	1%	PASS	1	PASS
SL_11B	Inbound	Calibration		2,599	2,599	3	100%	0	0%	PASS	0	PASS
SL_13A	Inbound	Calibration		2,295	2,298	7	57%	3	0%	PASS	0	PASS
SL_15A	Inbound	Calibration		2,241	2,240	5	100%	-1	0%	PASS	0	PASS
SL_16A	Inbound	Calibration		2,933	2,935	10	100%	2	0%	PASS	0	PASS
SL_17A	Inbound	Calibration		3,817	3,877	4	100%	60	2%	PASS	1	PASS
SL_1A	Outbound	Calibration	Yes	2,070	2,069	7	100%	-1	0%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	3,281	3,276	10	100%	-6	0%	PASS	0	PASS
SL_1C	Outbound	Calibration	Yes	2,641	2,642	7	100%	1	0%	PASS	0	PASS
SL_1D	Outbound	Calibration		1,996	1,996	4	100%	0	0%	PASS	0	PASS
SL_1E	Outbound	Calibration		2,268	2,267	9	100%	-1	0%	PASS	0	PASS
SL_2A	Outbound	Calibration		532	532	2	100%	0	0%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	2,271	2,271	5	100%	0	0%	PASS	0	PASS
SL_7A	Outbound	Model Development	Yes	3,670	3,668	8	100%	-2	0%	PASS	0	PASS
SL_7B	Outbound	Model Development		4,114	4,114	10	90%	0	0%	PASS	0	PASS
SL_8A	Outbound	Calibration		627	627	3	100%	0	0%	PASS	0	PASS
SL_11A	Outbound	Calibration	Yes	4,009	4,024	13	85%	15	0%	PASS	0	PASS
SL_11B	Outbound	Calibration		2,655	2,656	3	67%	1	0%	PASS	0	PASS
SL_13A	Outbound	Calibration		2,214	2,175	8	88%	-39	-2%	PASS	1	PASS
SL_15A	Outbound	Calibration		2,307	2,357	5	80%	50	2%	PASS	1	PASS
SL_16A	Outbound	Calibration		2,669	2,577	10	90%	-92	-3%	PASS	2	PASS
SL_17A	Outbound	Calibration		4,599	4,600	4	100%	1	0%	PASS	0	PASS
Total										**100%**		**100%**

LGV - IP Average Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	287	261	7	100%	-26	-9%	FAIL	2	PASS
SL_1B	Inbound	Calibration	Yes	515	501	10	100%	-14	-3%	PASS	1	PASS
SL_1C	Inbound	Calibration	Yes	406	425	7	100%	18	4%	PASS	1	PASS
SL_1D	Inbound	Calibration		328	315	4	100%	-13	-4%	PASS	1	PASS
SL_1E	Inbound	Calibration		321	325	9	100%	4	1%	PASS	0	PASS
SL_2A	Inbound	Calibration		65	68	2	100%	3	5%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	352	348	5	100%	-4	-1%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	502	552	8	100%	50	10%	FAIL	2	PASS
SL_7B	Inbound	Model Development		586	616	10	100%	29	5%	PASS	1	PASS
SL_8A	Inbound	Calibration		99	88	3	100%	-11	-11%	FAIL	1	PASS
SL_11A	Inbound	Calibration	Yes	558	587	13	100%	30	5%	PASS	1	PASS
SL_11B	Inbound	Calibration		319	326	3	100%	7	2%	PASS	0	PASS
SL_13A	Inbound	Calibration		365	365	7	100%	-1	0%	PASS	0	PASS
SL_15A	Inbound	Calibration		328	339	5	100%	11	3%	PASS	1	PASS
SL_16A	Inbound	Calibration		328	322	10	100%	-6	-2%	PASS	0	PASS
SL_17A	Inbound	Calibration		634	636	4	100%	2	0%	PASS	0	PASS
SL_1A	Outbound	Calibration	Yes	320	317	7	100%	-3	-1%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	523	494	10	100%	-30	-6%	FAIL	1	PASS
SL_1C	Outbound	Calibration	Yes	396	385	7	100%	-11	-3%	PASS	1	PASS
SL_1D	Outbound	Calibration		336	353	4	100%	17	5%	PASS	1	PASS
SL_1E	Outbound	Calibration		325	316	9	100%	-8	-3%	PASS	0	PASS
SL_2A	Outbound	Calibration		83	87	2	100%	4	4%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	363	365	5	100%	1	0%	PASS	0	PASS
SL_7A	Outbound	Model Development	Yes	495	545	8	100%	50	10%	FAIL	2	PASS
SL_7B	Outbound	Model Development		584	630	10	100%	46	8%	FAIL	2	PASS
SL_8A	Outbound	Calibration		79	59	3	100%	-20	-25%	FAIL	2	PASS
SL_11A	Outbound	Calibration	Yes	566	502	13	100%	-64	-11%	FAIL	3	PASS
SL_11B	Outbound	Calibration		325	360	3	100%	35	11%	FAIL	2	PASS
SL_13A	Outbound	Calibration		381	374	8	100%	-7	-2%	PASS	0	PASS
SL_15A	Outbound	Calibration		333	322	5	80%	-11	-3%	PASS	1	PASS
SL_16A	Outbound	Calibration		302	306	10	90%	4	1%	PASS	0	PASS
SL_17A	Outbound	Calibration		764	785	4	100%	21	3%	PASS	1	PASS
Total										**72%**		**100%**

JACOBS

HGV - IP Average Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	217	217	7	100%	1	0%	PASS	0	PASS
SL_1B	Inbound	Calibration	Yes	565	608	10	100%	43	8%	FAIL	2	PASS
SL_1C	Inbound	Calibration	Yes	490	490	7	100%	0	0%	PASS	0	PASS
SL_1D	Inbound	Calibration		302	289	4	100%	-14	-4%	PASS	1	PASS
SL_1E	Inbound	Calibration		181	162	9	100%	-19	-11%	FAIL	1	PASS
SL_2A	Inbound	Calibration		70	69	2	100%	0	0%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	312	310	5	100%	-2	-1%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	210	219	8	100%	8	4%	PASS	1	PASS
SL_7B	Inbound	Model Development		290	304	10	100%	13	5%	PASS	1	PASS
SL_8A	Inbound	Calibration		81	59	3	100%	-22	-27%	FAIL	3	PASS
SL_11A	Inbound	Calibration	Yes	396	363	13	100%	-33	-8%	FAIL	2	PASS
SL_11B	Inbound	Calibration		181	181	3	100%	0	0%	PASS	0	PASS
SL_13A	Inbound	Calibration		120	122	7	100%	2	2%	PASS	0	PASS
SL_15A	Inbound	Calibration		319	310	5	100%	-9	-3%	PASS	0	PASS
SL_16A	Inbound	Calibration		252	262	10	100%	9	4%	PASS	1	PASS
SL_17A	Inbound	Calibration		774	776	4	100%	1	0%	PASS	0	PASS
SL_1A	Outbound	Calibration	Yes	200	199	7	100%	0	0%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	563	524	10	100%	-39	-7%	FAIL	2	PASS
SL_1C	Outbound	Calibration	Yes	427	417	7	100%	-10	-2%	PASS	0	PASS
SL_1D	Outbound	Calibration		336	352	4	100%	17	5%	PASS	1	PASS
SL_1E	Outbound	Calibration		190	178	9	100%	-12	-7%	FAIL	1	PASS
SL_2A	Outbound	Calibration		77	77	2	100%	0	0%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	227	227	5	100%	0	0%	PASS	0	PASS
SL_7A	Outbound	Model Development	Yes	202	203	8	100%	1	1%	PASS	0	PASS
SL_7B	Outbound	Model Development		308	315	10	100%	6	2%	PASS	0	PASS
SL_8A	Outbound	Calibration		50	50	3	100%	0	-1%	PASS	0	PASS
SL_11A	Outbound	Calibration	Yes	399	250	13	100%	-148	-37%	FAIL	8	FAIL
SL_11B	Outbound	Calibration		170	170	3	100%	-1	0%	PASS	0	PASS
SL_13A	Outbound	Calibration		142	138	8	100%	-4	-3%	PASS	0	PASS
SL_15A	Outbound	Calibration		351	345	5	80%	-6	-2%	PASS	0	PASS
SL_16A	Outbound	Calibration		298	285	10	90%	-13	-4%	PASS	1	PASS
SL_17A	Outbound	Calibration		882	883	4	100%	1	0%	PASS	0	PASS
Total										78%		97%

JACOBS

Cars - PM Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	3,182	3,183	7	100%	1	0%	PASS	0	PASS
SL_1B	Inbound	Calibration	Yes	4,187	4,298	10	100%	111	3%	PASS	2	PASS
SL_1C	Inbound	Calibration	Yes	5,079	5,079	7	100%	0	0%	PASS	0	PASS
SL_1D	Inbound	Calibration		3,406	3,406	4	100%	0	0%	PASS	0	PASS
SL_1E	Inbound	Calibration		2,952	2,954	9	100%	2	0%	PASS	0	PASS
SL_2A	Inbound	Calibration		707	707	2	100%	0	0%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	3,982	3,998	5	100%	15	0%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	5,773	5,771	8	100%	-2	0%	PASS	0	PASS
SL_7B	Inbound	Model Development		5,777	5,779	10	100%	3	0%	PASS	0	PASS
SL_8A	Inbound	Calibration		912	911	3	67%	-1	0%	PASS	0	PASS
SL_11A	Inbound	Calibration	Yes	4,701	4,835	13	85%	135	3%	PASS	2	PASS
SL_11B	Inbound	Calibration		2,836	2,838	3	100%	3	0%	PASS	0	PASS
SL_13A	Inbound	Calibration		2,647	2,415	7	43%	-232	-9%	FAIL	5	FAIL
SL_15A	Inbound	Calibration		4,252	4,253	5	60%	2	0%	PASS	0	PASS
SL_16A	Inbound	Calibration		3,931	3,855	10	100%	-75	-2%	PASS	1	PASS
SL_17A	Inbound	Calibration		5,777	6,166	4	50%	390	7%	FAIL	5	FAIL
SL_1A	Outbound	Calibration	Yes	3,242	3,243	7	100%	1	0%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	4,924	4,831	10	100%	-93	-2%	PASS	1	PASS
SL_1C	Outbound	Calibration	Yes	5,278	5,278	7	100%	0	0%	PASS	0	PASS
SL_1D	Outbound	Calibration		3,382	3,382	4	100%	0	0%	PASS	0	PASS
SL_1E	Outbound	Calibration		3,736	3,741	9	100%	5	0%	PASS	0	PASS
SL_2A	Outbound	Calibration		685	685	2	100%	0	0%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	3,828	3,839	5	100%	11	0%	PASS	0	PASS
SL_7A	Outbound	Model Development	Yes	5,719	5,720	8	100%	1	0%	PASS	0	PASS
SL_7B	Outbound	Model Development		6,491	6,546	10	90%	55	1%	PASS	1	PASS
SL_8A	Outbound	Calibration		1,223	1,223	3	67%	0	0%	PASS	0	PASS
SL_11A	Outbound	Calibration	Yes	5,124	5,175	13	92%	51	1%	PASS	1	PASS
SL_11B	Outbound	Calibration		5,019	5,020	3	100%	1	0%	PASS	0	PASS
SL_13A	Outbound	Calibration		2,979	2,672	8	88%	-307	-10%	FAIL	6	FAIL
SL_15A	Outbound	Calibration		4,366	4,627	5	60%	261	6%	FAIL	4	PASS
SL_16A	Outbound	Calibration		3,642	3,644	10	70%	2	0%	PASS	0	PASS
SL_17A	Outbound	Calibration		7,587	7,586	4	100%	0	0%	PASS	0	PASS
Total										**88%**		**91%**

JACOBS

LGV - PM Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	396	369	7	100%	-27	-7%	FAIL	1	PASS
SL_1B	Inbound	Calibration	Yes	522	533	10	100%	11	2%	PASS	0	PASS
SL_1C	Inbound	Calibration	Yes	565	543	7	100%	-23	-4%	PASS	1	PASS
SL_1D	Inbound	Calibration		539	539	4	100%	0	0%	PASS	0	PASS
SL_1E	Inbound	Calibration		220	225	9	100%	5	2%	PASS	0	PASS
SL_2A	Inbound	Calibration		61	77	2	100%	17	28%	FAIL	2	PASS
SL_5A	Inbound	Calibration	Yes	518	487	5	100%	-31	-6%	FAIL	1	PASS
SL_7A	Inbound	Model Development	Yes	542	508	8	100%	-34	-6%	FAIL	1	PASS
SL_7B	Inbound	Model Development		548	555	10	100%	7	1%	PASS	0	PASS
SL_8A	Inbound	Calibration		88	99	3	100%	11	12%	FAIL	1	PASS
SL_11A	Inbound	Calibration	Yes	443	366	13	100%	-77	-17%	FAIL	4	PASS
SL_11B	Inbound	Calibration		241	262	3	100%	20	8%	FAIL	1	PASS
SL_13A	Inbound	Calibration		276	280	7	100%	3	1%	PASS	0	PASS
SL_15A	Inbound	Calibration		536	559	5	60%	23	4%	PASS	1	PASS
SL_16A	Inbound	Calibration		367	354	10	100%	-13	-4%	PASS	1	PASS
SL_17A	Inbound	Calibration		899	870	4	100%	-28	-3%	PASS	1	PASS
SL_1A	Outbound	Calibration	Yes	408	385	7	100%	-23	-6%	FAIL	1	PASS
SL_1B	Outbound	Calibration	Yes	575	587	10	100%	12	2%	PASS	0	PASS
SL_1C	Outbound	Calibration	Yes	612	596	7	100%	-16	-3%	PASS	1	PASS
SL_1D	Outbound	Calibration		539	521	4	100%	-18	-3%	PASS	1	PASS
SL_1E	Outbound	Calibration		295	302	9	100%	7	2%	PASS	0	PASS
SL_2A	Outbound	Calibration		57	60	2	100%	3	5%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	519	469	5	100%	-50	-10%	FAIL	2	PASS
SL_7A	Outbound	Model Development	Yes	504	529	8	100%	26	5%	PASS	1	PASS
SL_7B	Outbound	Model Development		491	516	10	100%	25	5%	PASS	1	PASS
SL_8A	Outbound	Calibration		96	119	3	100%	23	24%	FAIL	2	PASS
SL_11A	Outbound	Calibration	Yes	419	504	13	100%	85	20%	FAIL	4	PASS
SL_11B	Outbound	Calibration		282	386	3	100%	104	37%	FAIL	6	FAIL
SL_13A	Outbound	Calibration		256	265	8	100%	8	3%	PASS	1	PASS
SL_15A	Outbound	Calibration		504	512	5	80%	8	2%	PASS	0	PASS
SL_16A	Outbound	Calibration		357	351	10	90%	-6	-2%	PASS	0	PASS
SL_17A	Outbound	Calibration		1,198	1,180	4	100%	-18	-2%	PASS	1	PASS
Total										**63%**		**97%**

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HGV - PM Peak Hour

Screenline Number	Inbound/ Outbound	Use	Near PWD	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_1A	Inbound	Calibration	Yes	105	95	7	100%	-10	-10%	FAIL	1	PASS
SL_1B	Inbound	Calibration	Yes	372	381	10	100%	10	3%	PASS	1	PASS
SL_1C	Inbound	Calibration	Yes	327	304	7	100%	-23	-7%	FAIL	1	PASS
SL_1D	Inbound	Calibration		174	169	4	100%	-5	-3%	PASS	0	PASS
SL_1E	Inbound	Calibration		95	85	9	100%	-9	-10%	FAIL	1	PASS
SL_2A	Inbound	Calibration		55	56	2	100%	0	0%	PASS	0	PASS
SL_5A	Inbound	Calibration	Yes	155	154	5	100%	-1	-1%	PASS	0	PASS
SL_7A	Inbound	Model Development	Yes	68	69	8	100%	2	2%	PASS	0	PASS
SL_7B	Inbound	Model Development		120	126	10	100%	6	5%	PASS	1	PASS
SL_8A	Inbound	Calibration		40	23	3	100%	-17	-42%	FAIL	3	PASS
SL_11A	Inbound	Calibration	Yes	252	268	13	100%	16	6%	FAIL	1	PASS
SL_11B	Inbound	Calibration		70	70	3	100%	0	0%	PASS	0	PASS
SL_13A	Inbound	Calibration		64	72	7	100%	9	14%	FAIL	1	PASS
SL_15A	Inbound	Calibration		206	187	5	100%	-19	-9%	FAIL	1	PASS
SL_16A	Inbound	Calibration		147	149	10	100%	2	2%	PASS	0	PASS
SL_17A	Inbound	Calibration		625	603	4	100%	-22	-4%	PASS	1	PASS
SL_1A	Outbound	Calibration	Yes	108	108	7	100%	0	0%	PASS	0	PASS
SL_1B	Outbound	Calibration	Yes	391	331	10	100%	-60	-15%	FAIL	3	PASS
SL_1C	Outbound	Calibration	Yes	265	258	7	100%	-7	-3%	PASS	0	PASS
SL_1D	Outbound	Calibration		188	204	4	100%	15	8%	FAIL	1	PASS
SL_1E	Outbound	Calibration		102	109	9	100%	7	7%	FAIL	1	PASS
SL_2A	Outbound	Calibration		45	45	2	100%	0	0%	PASS	0	PASS
SL_5A	Outbound	Calibration	Yes	111	105	5	100%	-5	-5%	PASS	1	PASS
SL_7A	Outbound	Model Development	Yes	88	88	8	100%	0	0%	PASS	0	PASS
SL_7B	Outbound	Model Development		148	172	10	100%	24	16%	FAIL	2	PASS
SL_8A	Outbound	Calibration		45	45	3	100%	-1	-1%	PASS	0	PASS
SL_11A	Outbound	Calibration	Yes	265	250	13	100%	-15	-6%	FAIL	1	PASS
SL_11B	Outbound	Calibration		138	137	3	100%	-1	-1%	PASS	0	PASS
SL_13A	Outbound	Calibration		92	91	8	100%	-1	-1%	PASS	0	PASS
SL_15A	Outbound	Calibration		249	211	5	80%	-37	-15%	FAIL	2	PASS
SL_16A	Outbound	Calibration		188	165	10	90%	-24	-13%	FAIL	2	PASS
SL_17A	Outbound	Calibration		556	556	4	100%	0	0%	PASS	0	PASS
Total										56%		100%

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Cars - AM Peak Hour Validation Screenlines

Screenline Number	Near PWD	Inbound/ Outbound	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_3A	Yes	Inbound	1,759	1,735	4	100%	-25	-1%	PASS	1	PASS
SL_4A	Yes	Inbound	2,196	2,175	5	100%	-22	-1%	PASS	0	PASS
SL_6A	Yes	Inbound	6,283	6,253	9	100%	-30	0%	PASS	0	PASS
SL_9A		Inbound	2,818	2,889	7	86%	71	3%	PASS	1	PASS
SL_10A	Yes	Inbound	1,434	1,422	2	100%	-12	-1%	PASS	0	PASS
SL_12A		Inbound	3,931	3,735	9	67%	-196	-5%	PASS	3	PASS
SL_14A		Inbound	1,703	1,754	8	100%	51	3%	PASS	1	PASS
SL_3A	Yes	Outbound	1,288	1,247	4	100%	-41	-3%	PASS	1	PASS
SL_4A	Yes	Outbound	2,140	2,115	5	100%	-24	-1%	PASS	1	PASS
SL_6A	Yes	Outbound	6,545	6,657	9	89%	112	2%	PASS	1	PASS
SL_9A		Outbound	1,597	1,605	7	86%	8	1%	PASS	0	PASS
SL_10A	Yes	Outbound	1,160	1,220	2	100%	60	5%	PASS	2	PASS
SL_12A		Outbound	3,059	3,042	10	70%	-17	-1%	PASS	0	PASS
SL_14A		Outbound	1,966	2,138	8	75%	171	9%	FAIL	4	PASS
Total									**93%**		**100%**

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LGV - AM Peak Hour Validation Screenlines

Screenline Number	Near PWD	Inbound/Outbound	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_3A	Yes	Inbound	199	182	4	100%	-17	-8%	FAIL	1	PASS
SL_4A	Yes	Inbound	218	191	5	100%	-27	-12%	FAIL	2	PASS
SL_6A	Yes	Inbound	631	654	9	100%	22	4%	PASS	1	PASS
SL_9A		Inbound	355	365	7	100%	10	3%	PASS	1	PASS
SL_10A	Yes	Inbound	115	116	2	100%	1	1%	PASS	0	PASS
SL_12A		Inbound	539	342	9	100%	-197	-37%	FAIL	9	FAIL
SL_14A		Inbound	254	205	8	100%	-49	-19%	FAIL	3	PASS
SL_3A	Yes	Outbound	125	139	4	100%	14	11%	FAIL	1	PASS
SL_4A	Yes	Outbound	250	191	5	100%	-59	-24%	FAIL	4	PASS
SL_6A	Yes	Outbound	742	777	9	100%	34	5%	PASS	1	PASS
SL_9A		Outbound	187	210	7	100%	22	12%	FAIL	2	PASS
SL_10A	Yes	Outbound	135	112	2	100%	-23	-17%	FAIL	2	PASS
SL_12A		Outbound	461	342	10	100%	-120	-26%	FAIL	6	FAIL
SL_14A		Outbound	207	258	8	88%	50	24%	FAIL	3	PASS
Total									**29%**		**86%**

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HGV - AM Peak Hour Validation Screenlines

Screenline Number	Near PWD	Inbound/Outbound	Observed Flow	Modelled Flow	Number of links	% of Links Compliant	Actual Difference	% Difference	PASS /FAIL	GEH	PASS /FAIL
SL_3A	Yes	Inbound	66	88	4	100%	22	33%	FAIL	2	PASS
SL_4A	Yes	Inbound	103	107	5	100%	4	4%	PASS	0	PASS
SL_6A	Yes	Inbound	640	598	9	100%	-41	-6%	FAIL	2	PASS
SL_9A		Inbound	172	125	7	100%	-47	-27%	FAIL	4	PASS
SL_10A	Yes	Inbound	142	110	2	100%	-31	-22%	FAIL	3	PASS
SL_12A		Inbound	179	198	9	100%	18	10%	FAIL	1	PASS
SL_14A		Inbound	160	95	8	100%	-65	-41%	FAIL	6	FAIL
SL_3A	Yes	Outbound	49	93	4	100%	44	89%	FAIL	5	FAIL
SL_4A	Yes	Outbound	116	123	5	100%	7	6%	FAIL	1	PASS
SL_6A	Yes	Outbound	674	631	9	100%	-43	-6%	FAIL	2	PASS
SL_9A		Outbound	111	83	7	100%	-28	-25%	FAIL	3	PASS
SL_10A	Yes	Outbound	88	49	2	100%	-39	-44%	FAIL	5	FAIL
SL_12A		Outbound	178	198	10	100%	20	11%	FAIL	1	PASS
SL_14A		Outbound	163	111	8	88%	-51	-32%	FAIL	4	FAIL
Total									**7%**		**71%**