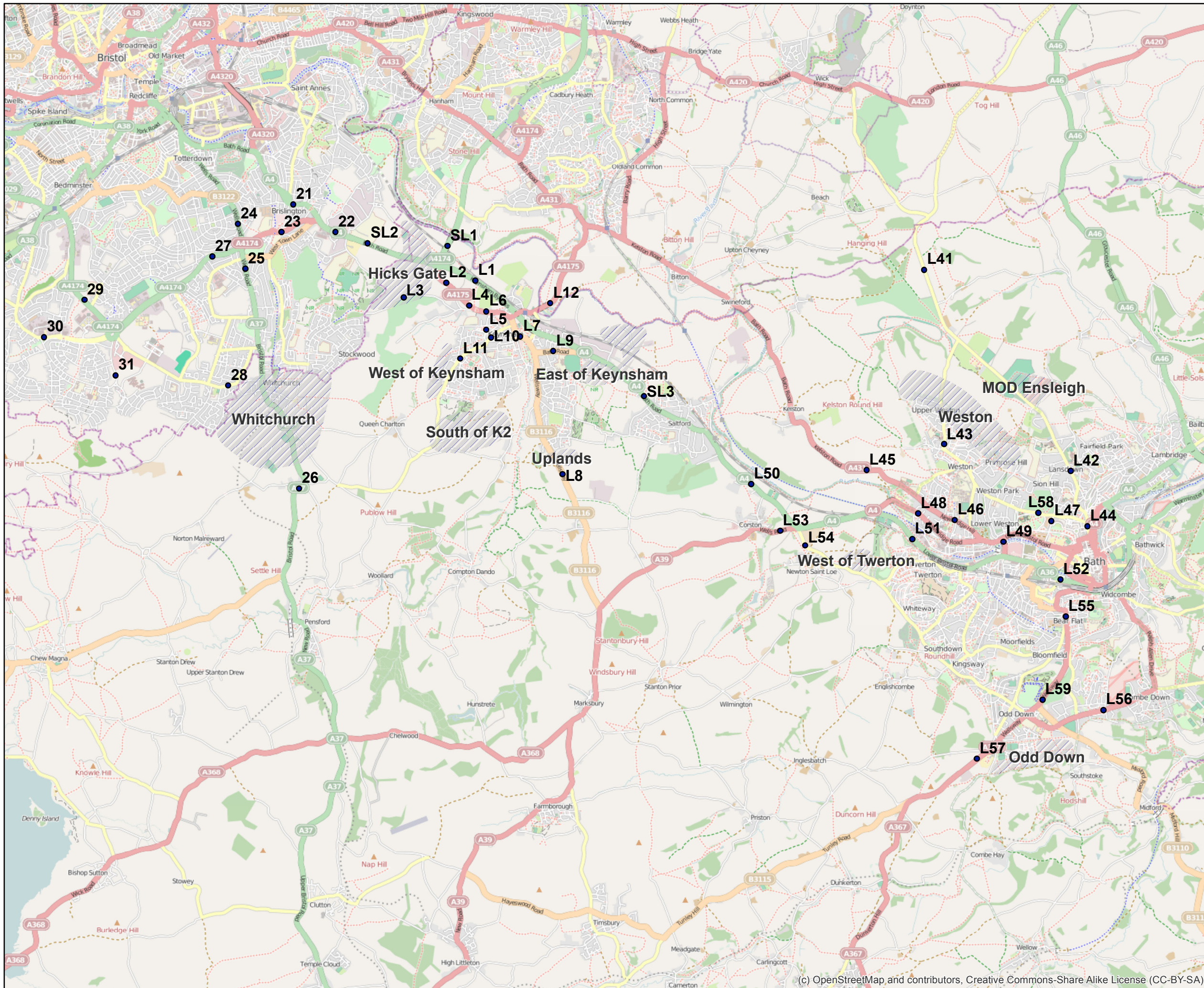


Appendix T

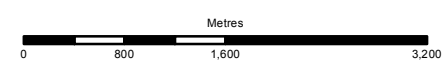
Baseline Model: Link Forecasts



- L1 Keynsham Bypass
- L2 Durley Hill
- L3 Stockwood Lane
- L4 Bristol Road E of Stockwood Lane
- L5 St Ladoc Rd
- L6 Bristol Road E of St Ladoc Rd
- L7 Bath Hill/High Street
- L8 Wellsay South of Keynsham
- L9 Bath Road W of Eastern RB
- L10 A4 W of Brislington
- L11 A4 E of Brislington
- L12 A4174 S of Brislington
- L13 A37 W of A4174
- L14 A37 E of A4174
- L15 A37 S of Whitchurch
- L16 Whitchurch Lane
- L17 A4174 Ring road
- L18 A4 E of Brislington from Ring Road
- L19 A4 towards Saltford
- L20 Lansdown Road (N)
- L21 Lansdown Road (S)
- L22 Lansdown Lane
- L23 Lansdown Road (S of Julian Road)
- L24 Kelston Road
- L25 Newbridge Hill
- L26 Marlborough Buildings
- L27 A4 Newbridge Road
- L28 Windsor Bridge Rd
- L29 A4 to Saltford
- L30 A36 Lower Bristol Road (W)
- L31 A36 Lower Bristol Road (E)
- L32 A39 to Corston
- L33 Pennyquick/Whiteway Road
- L34 Wells Road (N)
- L35 A3062 Bradford Road
- L36 A367 Roman Road
- L37 Weston Lane
- L38 Wells Road (S)
- L39
- L40
- L41
- L42
- L43
- L44
- L45
- L46
- L47
- L48
- L49
- L50
- L51
- L52
- L53
- L54
- L55
- L56
- L57
- L58
- L59
- SL1
- SL2
- SL3

P0	Feb 2013	HH	DW	AJ
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Issue	Date	By	Chkd	Appd

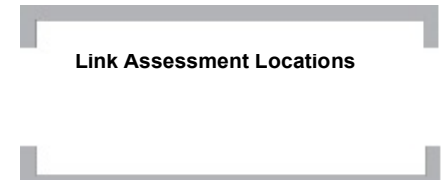


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Client
Bath & North East Somerset

Job Title
B&NES Core Strategy - Transport



Scale at A3
1:60,000

Job No 229042-00	Drawing Status Preliminary
----------------------------	--------------------------------------

Drawing No 001	Issue P0
--------------------------	--------------------

Base Year Data = Year 2012 Future Year Data - Year 2021 Future Year Data - Year 2029 Link Capacity Impact of dev on 2012

Impacts AM

	NB	SB	EB	WB
L41	0	0		
L42	0	0		
L43	1	0		
L44			0	0
L45			0	0
L46	1	0		
L47	3	1		
L48			11	3
L49	0	0		
L50			8	27
L51			27	8
L52			25	7
L53			7	22
L54			23	8
L55	2	1		
L56			8	3
L57	3	8		
L58			0	0
L59	1	4		

SL1	8	3		
SL2			3	10
SL3			8	27

J41	93
J42	14

Impacts outside of Model

Bristol from A4	% of Bristol	NB	SB	EB	WB
A4 to Centre	52%			2	6
A4174 to A37	21%	1	2		
A37 to Centre	7%			0	1
A4174 to Hengrove	13%	1	2		

Keynsham	% of Keynsham	NB	SB	EB	WB
L9 (Bath Rd)	86%			2	5
L7 (Bath Hill)	71%			1	4
L6 Bristol Road	10%			0	1

Impacts PM

	NB	SB	EB	WB
L41	0	0		
L42	0	0		
L43	0	1		
L44			0	0
L45			0	0
L46	0	1		
L47	2	3		
L48			6	11
L49	0	0		
L50			28	15
L51			16	28
L52			15	26
L53			23	13
L54			14	25
L55	1	2		
L56			5	8
L57	9	6		
L58			0	0
L59	4	2		

SL1	4	8		
SL2			11	6
SL3			28	15

J41	114
J42	17

Impacts outside of Model

Bristol from A4	% of Bristol	NB	SB	EB	WB
A4 to Centre	52%			7	4
A4174 to A37	21%	3	1		
A37 to Centre	7%			1	0
A4174 to Hengrove	13%	2	1		

Keynsham	% of Keynsham	NB	SB	EB	WB
L9 (Bath Rd)	86%			6	3
L7 (Bath Hill)	71%			5	3
L6 Bristol Road	10%			1	0

Counter	Date	NB	SB	EB	WB
BATH8	06/11/2012	597	1034		
ATC2	Dec-12	312	503		
Site Ref: 00000275	28/04/2003	333	658		
ATC3	Dec-12			418	434
BATH7	06/11/2012			708	287
Bth Jnc Surveys 1-3 (	29/05/2012	549	488		
BATH11	20/11/2012			550	876
Bth Jnc Surveys 1-3 (	29/05/2012	743	527		
00029144	28/09/2009			1257	871
BATH6	20/11/2012			527	541
Site 47	May-12			579	642
Site 23	May-12			510	242
BATH5	20/11/2012			565	521
Site 7	May-12	705	556		
00000641	23/02/2009			650	476
BATH4	13/11/2012	832	452		
Weston Rd	2012			643	481
00000526	2007	588	561		

Keyn Site 1	13/06/2012	961	1355		
Keyn Site 1	13/06/2012			804	1638
BCC1	24/10/2012			998	1110

J41	2687
J42	1247

Base Year Data = Year 2012 Future Year Data - Year 2021 Future Year Data - Year 2029 Link Capacity Impact of dev on 2012

Counter	Date	NB	SB	EB	WB
BATH8	06/11/2012	662	621		
ATC2	Dec-12	303	369		
Site Ref: 00000275	28/04/2003	421	499		
ATC3	Dec-12			270	502
BATH7	06/11/2012			199	741
Bth Jnc Surveys 1-3 (	29/05/2012	475	669		
BATH11	20/11/2012			1184	569
Bth Jnc Surveys 1-3 (	29/05/2012	831	548		
00029144	28/09/2009			968	1041
BATH6	20/11/2012			518	673
Site 47	May-12			586	705
Site 23	May-12			312	577
BATH5	20/11/2012			767	507
Site 7	May-12	604	719		
00000641	23/02/2009			550	581
BATH4	13/11/2012	647	929		
Weston Rd	2012			605	445
00000526	2007	565	816		

Keyn Site 1	13/06/2012	974	1553		
Keyn Site 1	13/06/2012			1042	1229
BCC1	24/10/2012			1169	716

J41	2921
J42	1722

	NB	SB	EB	WB
L41	698	1210		
L42	365	588		
L43	389	770		
L44			489	508
L45			828	336
L46	642	571	0	0
L47				
L48			643	1025
L49	869	617		
L50			1471	1019
L51			617	633
L52			677	751
L53			597	283
L54			661	610
L55	825	650		
L56			760	557
L57	973	529		
L58			752	563
L59	688	656		

SL1	1124	1585		
SL2			941	1916
SL3			1168	1299

J41	3144
J42	1459

	NB	SB	EB	WB
L41	782	1355		
L42	409	659		
L43	436	862		
L44			548	569
L45			928	376
L46	719	639		
L47				
L48			721	1148
L49	974	691		
L50			1647	1141
L51			691	709
L52			759	841
L53			668	317
L54			740	683
L55	924	729		
L56			852	624
L57	1090	592		
L58			843	630
L59	770	735		

SL1	1259	1775		
SL2			1053	2146
SL3			1308	1454

J41	3521
J42	1634

Cap VPH	NB	SB	EB	WB
1260				
1300				
900				
1530				
1260				
1300				
750				
1530				
1620				
1510				
1550				
1300				
1300				
1100				
1530				
1300				
1510				
750				
1700				

SL1	1%	0%		
SL2			0%	1%
SL3			1%	2%

J41	3%
J42	1%

2-Way Cap	NB	SB	EB	WB
1260				
1300				
900				
1530				
1260				
1300				
750				
1530				
1620				
1510				
1550				
1300				
1300				
1100				
1530				
1300				
1510				
750				
1700				

SL1	0%	1%		
SL2			1%	0%
SL3			2%	2%

J41	4%
J42	1%

Odd Down

Base Year Data - Year 2012

Future Year Data - Year 2021

Future Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts AM

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Impacts outside of Model

Table with 5 columns: Counter, NB, SB, EB, WB. Rows A4 to Centre, A4174 to A37, A37 to Centre, A4174 to Hengrove.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L9 (Bath Rd), L7 (Bath Hill), L6 Bristol Road.

Counter Date

Table with 5 columns: Counter, Date, NB, SB, EB, WB. Rows BATH8, ATC2, ATC3, BATH7, Bth Jnc Surv, BATH11, Bth Jnc Surv, 00029144, BATH6, Site 47, Site 23, BATH5, Site 7, 00000641, BATH4, Weston Rd, 00000526.

Table with 5 columns: Counter, Date, NB, SB, EB, WB. Rows Keyn Site 1, Keyn Site 1, BCC1.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Base Year Data - Year 2012

Future Year Data - Year 2021

Future Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts PM

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Impacts outside of Model

Table with 5 columns: Counter, NB, SB, EB, WB. Rows A4 to Centre, A4174 to A37, A37 to Centre, A4174 to Hengrove.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L9 (Bath Rd), L7 (Bath Hill), L6 Bristol Road.

Counter Date

Table with 5 columns: Counter, Date, NB, SB, EB, WB. Rows BATH8, ATC2, ATC3, BATH7, Bth Jnc Surv, BATH11, Bth Jnc Surv, 00029144, BATH6, Site 47, Site 23, BATH5, Site 7, 00000641, BATH4, Weston Rd, 00000526.

Table with 5 columns: Counter, Date, NB, SB, EB, WB. Rows Keyn Site 1, Keyn Site 1, BCC1.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows L41-L59.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows SL1-SL3.

Table with 5 columns: Counter, NB, SB, EB, WB. Rows J41, J42.

MOD Ensligh

Base Year Data = Year 2012

Future Year Data - Year 2021

Future Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts AM

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table titled 'Impacts outside of Model' for Bristol from A4.

Table titled 'Impacts outside of Model' for Keynsham.

Counter Date

Table with columns NB, SB, EB, WB for counter BATH8, ATC2, etc.

Table with columns NB, SB, EB, WB for counter Keyn Site 1, BCC1.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Base Year Data = Year 2012

Future Year Data - Year 2021

Future Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts PM

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table titled 'Impacts outside of Model' for Bristol from A4.

Table titled 'Impacts outside of Model' for Keynsham.

Counter Date

Table with columns NB, SB, EB, WB for counter BATH8, ATC2, etc.

Table with columns NB, SB, EB, WB for counter Keyn Site 1, BCC1.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Table with columns NB, SB, EB, WB for counter SL1-SL3.

Table with columns NB, SB, EB, WB for counter J41, J42.

Table with columns NB, SB, EB, WB for counter L41-L59.

Hicks Gate, IAM A, AMD, PMA
Impact of dev on 2021

Impact of dev on 2029

V/C > 2012 base

V/C > 2021 base

V/C > 2029 base

V/C > 2021 base with dev

V/C > 2029 base with dev

	NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB
SL1	8%	3%			7%	3%				27%	38%				31%	44%				35%	49%				34%	45%				37%	51%								
SL2			20%	5%				18%	5%				25%	51%			29%	60%					33%	67%			35%	63%			39%	70%							
SL3			3%	1%				2%	1%				77%	85%			90%	100%					101%	112%			92%	101%			103%	113%							

	NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB
L1			5%	2%				5%	2%				24%	32%			28%	37%			31%	42%				29%	38%			33%	42%													
L2			7%	6%				6%	5%				41%	51%			49%	60%			54%	67%				52%	63%			58%	71%													
L3			0%	0%				0%	0%				44%	58%			51%	68%			57%	77%				51%	68%			57%	77%													
L4			6%	3%				5%	3%				48%	55%			56%	65%			63%	73%				59%	67%			66%	74%													
L5	1%	2%			1%	2%				1%	2%				55%	35%				55%	35%				71%	46%				72%	47%													
L6			7%	4%				6%	3%				44%	42%			51%	50%			57%	56%				55%	51%			61%	57%													
L7			0%	0%				0%	0%				120%	111%			140%	130%			157%	145%				140%	130%			157%	145%													
L8	0%	0%			0%	0%				0%	0%				37%	30%				43%	35%				48%	40%			48%	40%														
L9			1%	1%				1%	1%				46%	45%			54%	52%			60%	58%				54%	53%			60%	59%													
21			3%	4%				3%	4%				40%	62%			46%	73%			52%	81%				48%	76%			54%	84%													
22			3%	6%				3%	5%				42%	38%			50%	44%			56%	49%				51%	47%			57%	52%													
23	1%	2%			1%	1%				1%	1%				34%	39%				40%	45%				44%	51%			45%	51%														
24			1%	1%				0%	1%				44%	32%			51%	38%			57%	42%				51%	38%			57%	43%													
25			0%	0%				0%	0%				31%	54%			36%	63%			41%	71%				36%	63%			41%	71%													
26			3%	1%				3%	1%				31%	50%			37%	58%			41%	66%				38%	59%			42%	66%													
28			1%	1%				1%	1%				21%	37%			25%	43%			28%	48%				25%	43%			28%	48%													

	NB	SB	EB	WB
A4 E of Salford			2%	1%
BATH5			0%	0%
A4 dual carriageway			2%	1%
BATH11			2%	1%
BATH6			2%	1%

	NB	SB	EB	WB
A4 E of Salford			2%	1%
BATH5			0%	0%
A4 dual carriageway			2%	1%
BATH11			2%	1%
BATH6			2%	1%

	NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB
SL1	5%	5%			5%	4%				27%	43%				32%	50%				35%	57%				33%	53%			37%	59%														
SL2			11%	13%				10%	12%				33%	38%			38%	45%			43%	50%				42%	51%			47%	56%													
SL3			2%	4%				2%	4%				90%	55%			105%	64%			118%	72%				107%	67%			120%	75%													

	NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB		NB	SB	EB	WB
L1			3%	4%				2%	4%				35%	31%			41%	36%			46%	41%				42%	38%			47%	42%													
L2			4%	7%				3%	6%				56%	42%			68%	49%			77%	55%				71%	53%			79%	59%													
L3			0%	0%				0%	0%				30%	66%			36%	78%			40%	87%				36%	78%			40%	87%													
L4			4%	7%				3%	6%				67%	53%			67%	53%			75%	60%				69%	57%			77%	63%													
L5	2%	1%			2%	1%				2%	1%				38%	48%				45%	56%				50%	63%			51%	64%														
L6			5%	8%				4%	7%				48%	40%			56%	47%			63%	52%				59%	50%			66%	56%													
L7			0%	0%				0%	0%				113%	98%			133%	112%			149%	125%				133%	112%			149%	125%													
L8	0%	0%			0%	0%				0%	0%				33%	41%				38%	48%				43%	54%			43%	54%														
L9			1%	1%				1%	1%				40%	51%			47%	60%			52%	67%				47%	61%			53%	68%													
21			5%	3%				5%	3%				51%	62%			60%	72%			67%	81%				63%	74%			70%	83%													
22			4%	4%				4%	4%				42%	54%			49%	63%			55%	70%				51%	66%			57%	73%													
23	2%	1%			2%	1%				2%	1%				40%	41%				47%	48%				52%	54%			53%	55%														
24			1%	1%				1%	1%				57%	51%			67%	59%			75%	66%				67%	60%			75%	67%													
25			0%	0%				0%	0%				37%	51%			43%	60%			48%	67%				43%	60%			48%	67%													
26			1%	2%				1%	1%				42%	54%			49%	64%			55%	71%				50%	65%			55%	72%													
28			1%	1%				1%	1%				45%	24%			52%	28%			58%	32%				52%	29%			59%	32%													

	NB	SB	EB	WB
A4 E of Salford			2%	2%
BATH5			0%	0%
A4 dual carriageway			1%	2%
BATH11			1%	2%
BATH6			2%	2%

	NB	SB	EB	WB
A4 E of Salford			2%	2%
BATH5			0%	0%
A4 dual carriageway			1%	2%
BATH11			1%	2%
BATH6			1%	1%

Whitchurch

Base Year Data = Year 2012

Base Year Data - Year 2021

Base Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts AM

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Counter Date

Table with columns NB, SB, EB, WB for Keyn Site 1, Keyn Site 2, Keyn Site 3, BCC2, Keyn Site 12, BCC, BCC4960, BCC4970, BCC3, BCC.

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Table with columns Cap VPH for SL1, SL2, SL3 and L1-L31.

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Impacts outside of Model

Table with columns NB, SB, EB, WB for A4 E of Saltford, Pennyquick Lane, A4 dual carriageway, A4 to Bath, A36 to Bath.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns Cap VPH for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Impacts PM

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Base Year Data = Year 2012

Table with columns NB, SB, EB, WB for Keyn Site 1, Keyn Site 2, Keyn Site 3, BCC2, Keyn Site 12, BCC, BCC4960, BCC4970, BCC3, BCC.

Base Year Data - Year 2021

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Base Year Data - Year 2029

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Link Capacity

Table with columns Cap VPH for SL1, SL2, SL3 and L1-L31.

Impact of dev on 2012

Table with columns NB, SB, EB, WB for SL1, SL2, SL3 and L1-L31.

Impacts outside of Model

Table with columns NB, SB, EB, WB for A4 E of Saltford, Pennyquick Lane, A4 dual carriageway, A4 to Bath, A36 to Bath.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns Cap VPH for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

Table with columns NB, SB, EB, WB for A4 E of Saltford, BATH5, A4 dual carriageway, BATH11, BATH6.

East of Keynsham

Impact of dev on 2012

Base Year Data - Year 2021

Base Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts AM

	Counter				Date				Counter				Counter				2-Way Cap				NB SB EB WB						
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
SL1	73	65	0	0	Keyn Site 1	13/06/2012	961	1355	SL1	1124	1585		SL1	1259	1775		2-Way Cap				SL1	8%	5%				
SL2	0	0	65	74	Keyn Site 1	13/06/2012		804	1638	SL2		941	1916	SL2		1053	2146					3200	SL2			8%	5%
SL3	0	0	35	32	BCC1	24/10/2012		998	1110	SL3		1168	1299	SL3		1308	1454					1300	SL3			3%	3%

Impacts outside of Model

Bristol from A4	% of Bristol				NB SB EB WB				NB SB EB WB				NB SB EB WB				2-Way Cap				NB SB EB WB						
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
A4 to Centre	63%			41	47	A4 to Centre	63%		674	1054	A4 to Centre	63%		789	1233	A4 to Centre	63%		883	1381	1700	A4 to Centre				6%	4%
A4174 to A37	25%	16	18			A4174 to A37	25%	607	691	A4174 to A37	25%	607	691	A4174 to A37	25%	607	691	1530	A4174 to A37	3%	3%						
A37 to Centre	7%			6	5	A37 to Centre	7%		578	429	A37 to Centre	7%		673	497	A37 to Centre	7%		753	567	1320	A37 to Centre				1%	1%

Impacts PM

Base Year Data - Year 2021

Base Year Data - Year 2029

Link Capacity

Impact of dev on 2012

	Counter				Date				Counter				Counter				2-Way Cap				NB SB EB WB						
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
SL1	0	0	0	0	Keyn Site 1	13/06/2012	974	1553	SL1	1140	1817		SL1	1276	2036		2-Way Cap				SL1	7%	4%				
SL2	0	0	63	65	Keyn Site 1	13/06/2012		1042	1228	SL2		1218	1438	SL2		1365	1610					3200	SL2			6%	5%
SL3	0	0	31	30	BCC1	24/10/2012		1168	716	SL3		1368	838	SL3		1532	938					1300	SL3			3%	4%

Impacts outside of Model

Bristol from A4	% of Bristol				NB SB EB WB				NB SB EB WB				NB SB EB WB				2-Way Cap				NB SB EB WB						
	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB			
A4 to Centre	63%			40	41	A4 to Centre	63%		873	1048	A4 to Centre	63%		1021	1224	A4 to Centre	63%		1144	1371	1700	A4 to Centre				5%	4%
A4174 to A37	25%	16	18			A4174 to A37	25%	610	631	A4174 to A37	25%	610	631	A4174 to A37	25%	610	631	1530	A4174 to A37	3%	3%						
A37 to Centre	7%			4	5	A37 to Centre	7%		752	668	A37 to Centre	7%		860	782	A37 to Centre	7%		985	875	1320	A37 to Centre				1%	1%

South West Keynesham
Impact of dev on 2021

Impact of dev on 2029

VC > 2012 base

VC > 2021 base

VC > 2029 base

VC > 2021 base with dev

VC > 2029 base with dev

	NB	SB	EB	WB
SL1	3%	1%		
SL2			1%	2%
SL3			2%	

	NB	SB	EB	WB
SL1	3%	1%		
SL2			1%	2%
SL3			1%	0%

	NB	SB	EB	WB
SL1	27%	38%		
SL2			25%	51%
SL3			77%	85%

	NB	SB	EB	WB
SL1	31%	44%		
SL2			29%	60%
SL3			90%	100%

	NB	SB	EB	WB
SL1	35%	49%		
SL2			33%	67%
SL3			101%	112%

	NB	SB	EB	WB
SL1	32%	44%		
SL2			30%	61%
SL3			91%	100%

	NB	SB	EB	WB
SL1	36%	50%		
SL2			33%	68%
SL3			102%	112%

	NB	SB	EB	WB
L1			0%	0%
L2			10%	3%
L3			0%	0%
L4			9%	2%
L5		16%	8%	
L6			0%	0%
L7			2%	1%
L8	0%	1%		
L9			3%	1%
L10			0%	2%
L11			32%	8%
L12	0%	0%		

	NB	SB	EB	WB
L1			0%	0%
L2			9%	2%
L3			0%	0%
L4			8%	2%
L5		14%	7%	
L6			0%	0%
L7			2%	1%
L8	0%	0%		
L9			3%	1%
L10			4%	2%
L11			28%	7%
L12	0%	0%		

	NB	SB	EB	WB
L1			24%	32%
L2			41%	51%
L3			46%	68%
L4			48%	55%
L5		55%	35%	
L6			44%	42%
L7			125%	111%
L8	37%	30%		
L9			46%	45%
L10			50%	43%
L11			42%	58%
L12	43%	51%		

	NB	SB	EB	WB
L1			28%	37%
L2			49%	60%
L3			51%	68%
L4			56%	65%
L5		64%	41%	
L6			51%	50%
L7			157%	145%
L8	43%	35%		
L9			54%	52%
L10			58%	50%
L11			49%	73%
L12	50%	60%		

	NB	SB	EB	WB
L1			31%	42%
L2			54%	67%
L3			57%	77%
L4			63%	73%
L5		71%	46%	
L6			57%	56%
L7			157%	145%
L8	48%	40%		
L9			60%	58%
L10			60%	56%
L11			64%	73%
L12	57%	67%		

	NB	SB	EB	WB
L1			28%	37%
L2			53%	62%
L3			51%	68%
L4			61%	68%
L5		74%	45%	
L6			51%	50%
L7			143%	131%
L8	43%	38%		
L9			55%	53%
L10			61%	51%
L11			64%	70%
L12	51%	60%		

	NB	SB	EB	WB
L1			28%	37%
L2			59%	69%
L3			57%	77%
L4			67%	74%
L5		82%	50%	
L6			57%	56%
L7			162%	149%
L8	48%	40%		
L9			55%	53%
L10			62%	59%
L11			67%	70%
L12	57%	68%		

	NB	SB	EB	WB
A4 to Centre			1%	2%
A4174 to A37	0%	1%		
A37 to Centre			0%	1%

	NB	SB	EB	WB
A4 to Centre			1%	2%
A4174 to A37	0%	0%		
A37 to Centre			0%	1%

	NB	SB	EB	WB
A4 to Centre			40%	62%
A4174 to A37	40%	45%		
A37 to Centre			44%	32%

	NB	SB	EB	WB
A4 to Centre			46%	73%
A4174 to A37	46%	53%		
A37 to Centre			51%	38%

	NB	SB	EB	WB
A4 to Centre			52%	81%
A4174 to A37	52%	59%		
A37 to Centre			57%	42%

	NB	SB	EB	WB
A4 to Centre			47%	74%
A4174 to A37	47%	53%		
A37 to Centre			51%	38%

	NB	SB	EB	WB
A4 to Centre			52%	83%
A4174 to A37	52%	59%		
A37 to Centre			57%	42%

	NB	SB	EB	WB
A4 E of Salford			1%	0%
BATH6			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

	NB	SB	EB	WB
A4 E of Salford			0%	0%
BATH6			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

	NB	SB	EB	WB
A4 E of Salford			63%	68%
BATH6			51%	47%
A4 dual carriageway			30%	39%
BATH11			36%	57%
BATH6			34%	35%

	NB	SB	EB	WB
A4 E of Salford			67%	67%
BATH6			60%	52%
A4 dual carriageway			35%	46%
BATH11			42%	67%
BATH6			40%	41%

	NB	SB	EB	WB
A4 E of Salford			69%	76%
BATH6			67%	62%
A4 dual carriageway			39%	52%
BATH11			47%	75%
BATH6			45%	46%

	NB	SB	EB	WB
A4 E of Salford			69%	68%
BATH6			69%	59%
A4 dual carriageway			35%	46%
BATH11			43%	67%
BATH6			40%	41%

	NB	SB	EB	WB
A4 E of Salford			99%	96%
BATH6			97%	92%
A4 dual carriageway			55%	71%
BATH11			63%	95%
BATH6			55%	55%

Impact of dev on 2021

Impact of dev on 2029

VC > 2012 base

VC > 2021 base

VC > 2029 base

VC > 2021 base with dev

VC > 2029 base with dev

	NB	SB	EB	WB
SL1	2%	2%		
SL2			3%	1%
SL3			1%	2%

	NB	SB	EB	WB
SL1	2%	2%		
SL2			3%	1%
SL3			1%	2%

	NB	SB	EB	WB
SL1	27%	45%		
SL2			33%	38%
SL3			90%	55%

	NB	SB	EB	WB
SL1	32%	50%		
SL2			38%	45%
SL3			105%	64%

	NB	SB	EB	WB
SL1	35%	57%		
SL2			43%	50%
SL3			118%	72%

	NB	SB	EB	WB
SL1	32%	52%		
SL2			39%	46%
SL3			100%	66%

	NB	SB	EB	WB
SL1	36%	58%		
SL2			44%	51%
SL3			119%	74%

	NB	SB	EB	WB
L1			0%	0%
L2			4%	10%
L3			0%	0%
L4			4%	9%
L5		13%	19%	
L6			0%	0%
L7			1%	3%
L8	0%	0%		
L9			2%	3%
L10			3%	5%
L11			15%	19%
L12	0%	0%		

	NB	SB	EB	WB
L1			0%	0%
L2			4%	9%
L3			0%	0%
L4			4%	8%
L5		12%	17%	
L6			0%	0%
L7			1%	3%
L8	0%	0%		
L9			2%	3%
L10			3%	4%
L11			13%	17%
L12	0%	0%		

	NB	SB	EB	WB
L1			35%	31%
L2			58%	42%
L3			30%	60%
L4			57%	46%
L5		38%	48%	
L6			48%	40%
L7			133%	112%
L8	33%	41%		
L9			40%	51%
L10			44%	49%
L11			52%	72%
L12	51%	52%		

	NB	SB	EB	WB
L1			41%	36%
L2			68%	49%
L3			36%	78%
L4			67%	53%
L5		45%	56%	
L6			56%	47%
L7			149%	129%
L8	38%	48%		
L9			47%	60%
L10			51%	57%
L11			61%	84%
L12	59%	60%		

	NB	SB	EB	WB
L1			46%	41%
L2			77%	55%
L3			40%	87%
L4			75%	60%
L5		60%	63%	
L6			63%	52%
L7			149%	129%
L8	43%	54%		
L9			52%	67%
L10			57%	64%
L11			68%	94%
L12	67%	68%		

	NB
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Land at Uplands

Base Year Data - Year 2012

Base Year Data - Year 2021

Base Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts AM

	NB	SB	EB	WB
SL1	33	10	0	0
SL2	0	0	10	33
SL3	0	0	16	5

	NB	SB	EB	WB
L1			20	66
L2			0	0
L3			0	0
L4			0	0
L5	1	2		
L6			1	4
L7			6	18
L8	106	33		
L9			26	85
L10			3	8
L11			1	4
L12	2	1		

Impacts outside of Model

Bristol from A4	% of Bristol	NB	SB	EB	WB
A4 to Centre	63%			6	21
A4174 to A37	25%	3	8		
A37 to Centre	7%			1	2
A4174 to Hengrove	18%	2	6		

Bath	% Bath	NB	SB	EB	WB
A4 E of Saltford	100%			15	5
Pennyquick Lane	8%			1	0
A4 dual carriageway	92%			14	5
A4 to Bath	47%			7	2
A36 to Bath	45%			7	2

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012	961	1355		
Keyn Site 1	13/06/2012			804	1638
BCC1	24/10/2012			998	1110

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012			854	1142
Keyn Site 1	13/06/2012			643	795
Keyn Site 2	13/06/2012			218	292
Keyn Site 2	13/06/2012			731	848
Keyn Site 3	13/06/2012	409	266		
Keyn Site 3	13/06/2012			570	551
Keyn Site 9	13/06/2012			1079	997
BCC2	24/10/2012	538	445		
Keyn Site 12	13/06/2012			701	683
Site 1 MM	22/04/2009			646	553
Charlton Rd 3	09/09/2009			313	420
Site 32	May-12	669	798		

Counter	Date	NB	SB	EB	WB
A4 E of Saltford				1257	871
BATH5	20/11/2012			565	521
A4 dual carriageway				1077	1417
BATH11	20/11/2012			550	876
BATH6	20/11/2012			527	541

Counter	NB	SB	EB	WB
SL1	1124	1585		
SL2			941	1916
SL3			1168	1299

Counter	NB	SB	EB	WB
L1			999	1336
L2			752	930
L3			255	342
L4			855	992
L5	479	311		
L6			667	645
L7			1262	1166
L8	629	521		
L9			820	799
L10			756	647
L11			366	491
L12	783	934		

Counter	NB	SB	EB	WB
A4 E of Saltford			1471	1019
BATH5			661	610
A4 dual carriageway			1260	1658
BATH11			843	1025
BATH6			617	633

Counter	NB	SB	EB	WB
SL1	1259	1775		
SL2			1053	2146
SL3			1308	1454

Counter	NB	SB	EB	WB
L1			1119	1496
L2			843	1042
L3			286	383
L4			958	1111
L5	536	349		
L6			747	722
L7			1414	1306
L8	705	583		
L9			919	895
L10			846	725
L11			410	550
L12	877	1046		

Counter	NB	SB	EB	WB
A4 E of Saltford			1647	1141
BATH5			740	683
A4 dual carriageway			1411	1857
BATH11			721	1148
BATH6			691	709

2-Way Cap
3600
3200
1300

2-Way Cap
3600
1550
500
1530
750
1300
900
1470
1530
1300
750
1550

2-Way Cap
1700
1530
1320

2-Way Cap
1510
1100
3300
1530
1550

	NB	SB	EB	WB
SL1				
SL2			1%	2%
SL3			2%	0%

	NB	SB	EB	WB
L1			2%	6%
L2			0%	0%
L3			0%	0%
L4			0%	0%
L5	0%	1%		
L6			0%	1%
L7			1%	2%
L8	20%	7%		
L9			4%	12%
L10			0%	1%
L11			0%	1%
L12	0%	0%		

	NB	SB	EB	WB
A4 to Centre			1%	2%
A4174 to A37			0%	1%
A37 to Centre			0%	1%

	NB	SB	EB	WB
A4 E of Saltford			1%	1%
BATH5			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

Impacts PM

	NB	SB	EB	WB
SL1	19	34	0	0
SL2	0	0	34	20
SL3	0	0	10	16

	NB	SB	EB	WB
L1	0	0	68	38
L2	0	0	0	0
L3	0	0	0	0
L4	0	0	0	0
L5	2	1	0	0
L6	0	0	4	3
L7	0	0	18	10
L8	62	109	0	0
L9	0	0	87	50
L10			9	5
L11			4	2
L12	1	2		

Impacts outside of Model

Bristol from A4	% of Bristol	NB	SB	EB	WB
A4 to Centre	63%			22	12
A4174 to A37	25%	8	5		
A37 to Centre	7%			2	1
A4174 to Hengrove	18%	6	3		

Bath	% Bath	NB	SB	EB	WB
A4 E of Saltford	100%			9	15
Pennyquick Lane	8%			1	1
A4 dual carriageway	92%			8	14
A4 to Bath	47%			4	7
A36 to Bath	45%			4	7

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012	974	1553		
Keyn Site 1	13/06/2012			1042	1229
BCC1	24/10/2012			1169	716

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012			1265	1123
Keyn Site 1	13/06/2012			905	655
Keyn Site 2	13/06/2012			152	332
Keyn Site 2	13/06/2012			872	697
Keyn Site 3	13/06/2012	286	361		
Keyn Site 3	13/06/2012			627	519
Keyn Site 9	13/06/2012			1020	860
BCC2	24/10/2012	483	601		
Keyn Site 12	13/06/2012			610	786
Site 1 MM	22/04/2009			570	631
09/09/2009				390	539
Site 32	May-12	787	800		

Counter	Date	NB	SB	EB	WB
A4 E of Saltford				968	1041
BATH5	20/11/2012			767	593
A4 dual carriageway				1702	1242
BATH11	20/11/2012			1184	969
BATH6	20/11/2012			518	673

Base Year Data - Year 2021

Base Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Counter	NB	SB	EB	WB
SL1	1140	1817		
SL2			1219	1438
SL3			1368	838

Counter	NB	SB	EB	WB
L1			1480	1314
L2			1059	766
L3			178	388
L4			1020	815
L5	335	422		
L6			734	607
L7			1193	1006
L8	565	703		
L9			714	920
L10			667	738
L11			456	631
L12	921	936		

Counter	NB	SB	EB	WB
A4 E of Saltford			1133	1218
BATH5			897	593
A4 dual carriageway			1991	1453
BATH11			1385	666
BATH6			606	787

Counter	NB	SB	EB	WB
SL1	1276	2035		
SL2			1365	1610
SL3			1532	938

Counter	NB	SB	EB	WB
L1			1658	1

Land at Uplands
Impact of dev on 2021

	NB	SB	EB	WB
SL1	3%	1%		
SL2			1%	2%
SL3			1%	0%

	NB	SB	EB	WB
L1			2%	5%
L2			0%	0%
L3			0%	0%
L4			0%	0%
L5	0%	1%		
L6			0%	1%
L7			0%	2%
L8	17%	6%		
L9			3%	11%
L10			0%	1%
L11			0%	1%
L12	0%	0%		

	NB	SB	EB	WB
A4 to Centre			1%	2%
A4174 to A37	0%	1%		
A37 to Centre			0%	0%

	NB	SB	EB	WB
A4 E of Salford			1%	0%
BATH5			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

Impact of dev on 2029

	NB	SB	EB	WB
SL1	3%	1%		
SL2			1%	2%
SL3			1%	0%

	NB	SB	EB	WB
L1			2%	4%
L2			0%	0%
L3			0%	0%
L4			0%	0%
L5	0%	1%		
L6			0%	1%
L7			0%	1%
L8	15%	6%		
L9			3%	10%
L10			0%	1%
L11			0%	1%
L12	0%	0%		

	NB	SB	EB	WB
A4 to Centre			1%	2%
A4174 to A37	0%	1%		
A37 to Centre			0%	0%

	NB	SB	EB	WB
A4 E of Salford			1%	0%
BATH5			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

V/C > 2012 base

	NB	SB	EB	WB
SL1	27%	38%		
SL2			25%	51%
SL3			77%	85%

	NB	SB	EB	WB
L1			24%	32%
L2			41%	51%
L3			44%	58%
L4			48%	55%
L5	55%	35%		
L6			44%	42%
L7			120%	111%
L8	37%	30%		
L9			46%	45%
L10			50%	43%
L11			42%	56%
L12	43%	51%		

	NB	SB	EB	WB
A4 to Centre			40%	62%
A4174 to A37	40%	45%		
A37 to Centre			44%	32%

	NB	SB	EB	WB
A4 E of Salford			83%	58%
BATH5			51%	47%
A4 dual carriageway			30%	39%
BATH11			36%	57%
BATH6			34%	35%

V/C > 2021 base

	NB	SB	EB	WB
SL1	31%	44%		
SL2			29%	60%
SL3			90%	100%

	NB	SB	EB	WB
L1			28%	37%
L2			49%	60%
L3			51%	68%
L4			56%	65%
L5	64%	41%		
L6			51%	50%
L7			140%	130%
L8	43%	35%		
L9			54%	52%
L10			58%	50%
L11			49%	66%
L12	50%	60%		

	NB	SB	EB	WB
A4 to Centre			46%	73%
A4174 to A37	46%	53%		
A37 to Centre			51%	38%

	NB	SB	EB	WB
A4 E of Salford			97%	67%
BATH5			60%	55%
A4 dual carriageway			35%	46%
BATH11			42%	67%
BATH6			40%	41%

V/C > 2029 base

	NB	SB	EB	WB
SL1	35%	49%		
SL2			33%	67%
SL3			101%	112%

	NB	SB	EB	WB
L1			31%	42%
L2			54%	67%
L3			57%	77%
L4			63%	73%
L5	71%	46%		
L6			57%	56%
L7			157%	145%
L8	48%	40%		
L9			60%	58%
L10			65%	56%
L11			55%	73%
L12	57%	67%		

	NB	SB	EB	WB
A4 to Centre			52%	81%
A4174 to A37	52%	59%		
A37 to Centre			57%	42%

	NB	SB	EB	WB
A4 E of Salford			109%	76%
BATH5			67%	62%
A4 dual carriageway			39%	52%
BATH11			47%	75%
BATH6			45%	46%

V/C > 2021 base with dev

	NB	SB	EB	WB
SL1	32%	44%		
SL2			30%	61%
SL3			91%	100%

	NB	SB	EB	WB
L1			28%	39%
L2			49%	60%
L3			51%	68%
L4			56%	65%
L5	64%	42%		
L6			51%	50%
L7			141%	132%
L8	50%	38%		
L9			55%	58%
L10			58%	50%
L11			49%	66%
L12	51%	60%		

	NB	SB	EB	WB
A4 to Centre			47%	74%
A4174 to A37	47%	53%		
A37 to Centre			51%	38%

	NB	SB	EB	WB
A4 E of Salford			98%	68%
BATH5			60%	55%
A4 dual carriageway			35%	46%
BATH11			43%	67%
BATH6			40%	41%

V/C > 2029 base with dev

	NB	SB	EB	WB
SL1	36%	50%		
SL2			33%	68%
SL3			102%	112%

	NB	SB	EB	WB
L1			32%	43%
L2			54%	67%
L3			57%	77%
L4			63%	73%
L5	72%	47%		
L6			58%	56%
L7			158%	147%
L8	55%	42%		
L9			62%	64%
L10			65%	56%
L11			55%	74%
L12	57%	67%		

	NB	SB	EB	WB
A4 to Centre			52%	82%
A4174 to A37	52%	60%		
A37 to Centre			57%	42%

	NB	SB	EB	WB
A4 E of Salford			110%	76%
BATH5			67%	62%
A4 dual carriageway			40%	52%
BATH11			48%	75%
BATH6			45%	46%

Impact of dev on 2021

	NB	SB	EB	WB
SL1	2%	2%		
SL2			3%	1%
SL3			1%	2%

	NB	SB	EB	WB
L1			5%	3%
L2			0%	0%
L3			0%	0%
L4			0%	0%
L5	1%	0%		
L6			1%	0%
L7			2%	1%
L8	11%	16%		
L9			12%	5%
L10			1%	1%
L11			1%	0%
L12	0%	0%		

	NB	SB	EB	WB
A4 to Centre			2%	1%
A4174 to A37	1%	1%		
A37 to Centre			0%	0%

	NB	SB	EB	WB
A4 E of Salford			1%	1%
BATH5			0%	0%
A4 dual carriageway			0%	1%
BATH11			0%	1%
BATH6			1%	1%

Impact of dev on 2029

	NB	SB	EB	WB
SL1	1%	2%		
SL2			2%	1%
SL3			1%	2%

	NB	SB	EB	WB
L1			4%	3%
L2			0%	0%
L3			0%	0%
L4			0%	0%
L5	1%	0%		
L6			1%	0%
L7			1%	1%
L8	10%	14%		
L9			11%	5%
L10			1%	1%
L11			1%	0%
L12	0%	0%		

	NB	SB	EB	WB
A4 to Centre			2%	1%
A4174 to A37	1%	1%		
A37 to Centre			0%	0%

	NB	SB	EB	WB
A4 E of Salford			1%	1%
BATH5			0%	0%
A4 dual carriageway			0%	1%
BATH11			0%	1%
BATH6			1%	1%

V/C > 2012 base

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West of Keynsham

Base Year Data - Year 2012

Base Year Data - Year 2021

Base Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Impacts AM

	NB	SB	EB	WB
SL1	20	6	0	0
SL2	0	0	5	17
SL3	0	0	9	2

Counter

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012	961	1355		
Keyn Site 1	13/06/2012			904	1638
BCC1	24/10/2012			998	1110

Counter

	NB	SB	EB	WB
SL1	1124	1585		
SL2			941	1916
SL3			1168	1299

Counter

	NB	SB	EB	WB
SL1	1259	1775		
SL2			1053	2146
SL3			1308	1454

2-Way Cap	NB	SB	EB	WB
	3600			
	3200		1%	1%
	1300		1%	0%

2-Way Cap	NB	SB	EB	WB
SL1			2%	0%
SL2			1%	1%
SL3			1%	0%

	NB	SB	EB	WB
L1			0	0
L2			36	11
L3			0	0
L4			36	11
L5	38	11		
L6			0	0
L7			14	4
L8	0	1		
L9			12	3
L10			17	5
L11			58	17
L12	1	0		

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012			854	1142
Keyn Site 1	13/06/2012			643	795
Keyn Site 2	13/06/2012			218	292
Keyn Site 2	13/06/2012			731	848
Keyn Site 3	13/06/2012	409	266		
Keyn Site 3	13/06/2012			570	551
Keyn Site 9	13/06/2012			1079	997
BCC2	24/10/2012	538	445		
Keyn Site 12	13/06/2012			701	683
Site 1 MM	22/04/2009			646	553
Charlton Rd 3	09/09/2009			313	420
Site 32	May-12	669	798		

	NB	SB	EB	WB
L1			999	1336
L2			752	930
L3			255	342
L4			855	992
L5	479	311		
L6			667	645
L7			1262	1166
L8	629	521		
L9			820	799
L10			756	647
L11			366	491
L12	783	934		

	NB	SB	EB	WB
L1			1119	1496
L2			843	1042
L3			286	383
L4			958	1111
L5	536	349		
L6			747	722
L7			1414	1306
L8	705	583		
L9			919	895
L10			846	725
L11			410	550
L12	877	1046		

2-Way Cap	NB	SB	EB	WB
	3600			
	1550		6%	1%
	500		0%	0%
	1530		5%	1%
	750	9%	4%	
	1300		0%	0%
	900		1%	0%
	1470	0%	0%	
	1530		2%	0%
	1300		3%	1%
	750		18%	4%
	1550	0%	0%	

2-Way Cap	NB	SB	EB	WB
L1			0%	0%
L2			6%	1%
L3			0%	0%
L4			5%	1%
L5	9%	4%		
L6			0%	0%
L7			1%	0%
L8	0%	0%		
L9			2%	0%
L10			3%	1%
L11			18%	4%
L12	0%	0%		

Impacts outside of Model					
Bristol from A4	% of Bristol	NB	SB	EB	WB
A4 to Centre	77%			4	13
A4174 to A37	11%	1	2		
A37 to Centre	9%			0	1
A4174 to Hengrove	3%	0	0		

	NB	SB	EB	WB
A4 to Centre	77%		674	1054
A4174 to A37	11%	607	691	
A37 to Centre	9%		575	425

	NB	SB	EB	WB
A4 to Centre			789	1233
A4174 to A37	710	809		
A37 to Centre			673	497

	NB	SB	EB	WB
A4 to Centre			883	1381
A4174 to A37	796	906		
A37 to Centre			753	557

2-Way Cap	NB	SB	EB	WB
	1700			
	1530		1%	1%
	1320		0%	0%

2-Way Cap	NB	SB	EB	WB
A4 to Centre			1%	1%
A4174 to A37	0%	0%		
A37 to Centre			0%	0%

Bath					
A4 E of Saltford	% Bath	NB	SB	EB	WB
A4 E of Saltford	100%			8	2
Pennyquick Lane	8%			1	0
A4 dual carriageway	92%			7	2
A4 to Bath	47%			4	1
A36 to Bath	45%			4	1

	NB	SB	EB	WB
A4 E of Saltford			1257	871
BATH5	20/11/2012		565	521
A4 dual carriageway			1077	1417
BATH11	20/11/2012		550	876
BATH6	20/11/2012		527	541

	NB	SB	EB	WB
A4 E of Saltford			1471	1019
BATH5			661	610
A4 dual carriageway			1260	1658
BATH11			643	1025
BATH6			617	633

	NB	SB	EB	WB
A4 E of Saltford			1647	1141
BATH5			740	683
A4 dual carriageway			1411	1857
BATH11			721	1148
BATH6			691	709

2-Way Cap	NB	SB	EB	WB
	1510		1%	0%
	1100		0%	0%
	3300		1%	0%
	1530		1%	0%
	1550		1%	0%

2-Way Cap	NB	SB	EB	WB
A4 E of Saltford			1%	0%
BATH5			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

Impacts PM

	NB	SB	EB	WB
SL1	12	20	0	0
SL2	0	0	17	10
SL3	0	0	5	9

Base Year Data - Year 2012

Base Year Data - Year 2021

Base Year Data - Year 2029

Link Capacity

Impact of dev on 2012

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012	974	1553		
Keyn Site 1	13/06/2012			1042	1229
BCC1	24/10/2012			1169	716

	NB	SB	EB	WB
SL1	1140	1817		
SL2			1219	1438
SL3			1368	839

	NB	SB	EB	WB
SL1	1276	2035		
SL2			1365	1610
SL3			1532	938

2-Way Cap	NB	SB	EB	WB
	3600			
	3200		2%	1%
	1300		0%	1%

2-Way Cap	NB	SB	EB	WB
SL1			1%	1%
SL2			2%	1%
SL3			0%	1%

	NB	SB	EB	WB
L1			0	0
L2			22	37
L3			0	0
L4			22	37
L5	23	39		
L6			0	0
L7			8	14
L8	1	1		
L9			7	12
L10			9	17
L11			34	58
L12	1	1		

Counter	Date	NB	SB	EB	WB
Keyn Site 1	13/06/2012			1265	1123
Keyn Site 1	13/06/2012			905	655
Keyn Site 2	13/06/2012			152	332
Keyn Site 2	13/06/2012			872	697
Keyn Site 3	13/06/2012	286	361		
Keyn Site 3	13/06/2012			627	519
Keyn Site 9	13/06/2012			1020	860
BCC2	24/10/2012	483	601		
Keyn Site 12	13/06/2012			610	786
Site 1 MM	22/04/2009			570	631
Charlton Rd 3	09/09/2009			390	539
Site 32	May-12	787	800		

	NB	SB	EB	WB
L1			1480	1314
L2			1186	

West of Keynsham
Impact of dev on 2021

Impact of dev on 2029

V/C > 2012 base

V/C > 2021 base

V/C > 2029 base

V/C > 2021 base with dev

V/C > 2029 base with dev

	NB	SB	EB	WB
SL1	2%	0%		
SL2			1%	1%
SL3			1%	0%

	NB	SB	EB	WB
SL1	2%	0%		
SL2			0%	1%
SL3			1%	0%

	NB	SB	EB	WB
SL1	27%	38%		
SL2			25%	51%
SL3			77%	85%

	NB	SB	EB	WB
SL1	31%	44%		
SL2			29%	60%
SL3			90%	100%

	NB	SB	EB	WB
SL1	35%	49%		
SL2			33%	67%
SL3			101%	112%

	NB	SB	EB	WB
SL1	32%	44%		
SL2			30%	60%
SL3			90%	100%

	NB	SB	EB	WB
SL1	36%	49%		
SL2			33%	68%
SL3			101%	112%

	NB	SB	EB	WB
L1			0%	0%
L2			5%	1%
L3			0%	0%
L4			4%	1%
L5	8%	4%		
L6			0%	0%
L7			1%	0%
L8	0%	0%		
L9			2%	0%
L10			2%	1%
L11			16%	3%
L12	0%	0%		

	NB	SB	EB	WB
L1			0%	0%
L2			4%	1%
L3			0%	0%
L4			4%	1%
L5	7%	3%		
L6			0%	0%
L7			1%	0%
L8	0%	0%		
L9			1%	0%
L10			2%	1%
L11			14%	3%
L12	0%	0%		

	NB	SB	EB	WB
L1			24%	32%
L2			41%	51%
L3			44%	58%
L4			48%	55%
L5	55%	35%		
L6			44%	42%
L7			120%	111%
L8	37%	30%		
L9			46%	45%
L10			50%	43%
L11			42%	56%
L12	43%	51%		

	NB	SB	EB	WB
L1			28%	37%
L2			49%	60%
L3			51%	68%
L4			56%	65%
L5	64%	41%		
L6			51%	50%
L7			140%	130%
L8	43%	35%		
L9			54%	52%
L10			58%	50%
L11			49%	66%
L12	50%	60%		

	NB	SB	EB	WB
L1			31%	42%
L2			54%	67%
L3			57%	77%
L4			63%	73%
L5	71%	46%		
L6			57%	56%
L7			157%	145%
L8	48%	40%		
L9			60%	58%
L10			65%	56%
L11			55%	73%
L12	57%	67%		

	NB	SB	EB	WB
L1			28%	37%
L2			51%	61%
L3			51%	68%
L4			58%	66%
L5	69%	43%		
L6			51%	50%
L7			142%	130%
L8	43%	36%		
L9			54%	52%
L10			59%	50%
L11			57%	68%
L12	51%	60%		

	NB	SB	EB	WB
L1			31%	42%
L2			57%	68%
L3			57%	77%
L4			65%	73%
L5	77%	48%		
L6			57%	56%
L7			159%	146%
L8	48%	40%		
L9			61%	59%
L10			66%	56%
L11			62%	76%
L12	57%	67%		

	NB	SB	EB	WB
A4 to Centre			0%	1%
A4174 to A37	0%	0%		
A37 to Centre			0%	0%

	NB	SB	EB	WB
A4 to Centre			0%	1%
A4174 to A37	0%	0%		
A37 to Centre			0%	0%

	NB	SB	EB	WB
A4 to Centre			40%	62%
A4174 to A37	40%	45%		
A37 to Centre			44%	32%

	NB	SB	EB	WB
A4 to Centre			46%	73%
A4174 to A37	46%	53%		
A37 to Centre			51%	38%

	NB	SB	EB	WB
A4 to Centre			52%	81%
A4174 to A37	52%	59%		
A37 to Centre			57%	42%

	NB	SB	EB	WB
A4 to Centre			47%	73%
A4174 to A37	46%	53%		
A37 to Centre			51%	38%

	NB	SB	EB	WB
A4 to Centre			52%	82%
A4174 to A37	52%	59%		
A37 to Centre			57%	42%

	NB	SB	EB	WB
A4 E of Saltford			1%	0%
BATH5			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

	NB	SB	EB	WB
A4 E of Saltford			0%	0%
BATH5			0%	0%
A4 dual carriageway			1%	0%
BATH11			1%	0%
BATH6			1%	0%

	NB	SB	EB	WB
A4 E of Saltford			83%	58%
BATH5			51%	47%
A4 dual carriageway			30%	39%
BATH11			36%	57%
BATH6			34%	35%

	NB	SB	EB	WB
A4 E of Saltford			97%	67%
BATH5			60%	55%
A4 dual carriageway			35%	46%
BATH11			42%	67%
BATH6			40%	41%

	NB	SB	EB	WB
A4 E of Saltford			109%	76%
BATH5			67%	62%
A4 dual carriageway			39%	52%
BATH11			47%	75%
BATH6			45%	46%

	NB	SB	EB	WB
A4 E of Saltford			98%	68%
BATH5			60%	55%
A4 dual carriageway			35%	46%
BATH11			42%	67%
BATH6			40%	41%

	NB	SB	EB	WB
A4 E of Saltford			110%	76%
BATH5			67%	62%
A4 dual carriageway			39%	52%
BATH11			47%	75%
BATH6			45%	46%

Impact of dev on 2021

Impact of dev on 2029

V/C > 2012 base

V/C > 2021 base

V/C > 2029 base

V/C > 2021 base with dev

V/C > 2029 base with dev

	NB	SB	EB	WB
SL1	1%	1%		
SL2			1%	1%
SL3			0%	1%

	NB	SB	EB	WB
SL1	1%	1%		
SL2			1%	1%
SL3			0%	1%

	NB	SB	EB	WB
SL1	27%	43%		
SL2			33%	38%
SL3			90%	95%

	NB	SB	EB	WB
SL1	32%	50%		
SL2			38%	45%
SL3			105%	64%

	NB	SB	EB	WB
SL1	35%	57%		
SL2			43%	50%
SL3			118%	72%

	NB	SB	EB	WB
SL1	32%	51%		
SL2			39%	45%
SL3			106%	65%

	NB	SB	EB	WB
SL1	36%	57%		
SL2			43%	51%
SL3			118%	73%

	NB	SB	EB	WB
L1			0%	0%
L2			2%	5%
L3			0%	0%
L4			2%	5%
L5	7%	9%		
L6			0%	0%
L7			1%	1%
L8	0%	0%		
L9			1%	1%
L10			1%	2%
L11			8%	9%
L12	0%	0%		

	NB	SB	EB	WB
L1			0%	0%
L2			2%	4%
L3			0%	0%
L4			2%	4%
L5	6%	8%		
L6			0%	0%
L7			1%	1%
L8	0%	0%		
L9</				