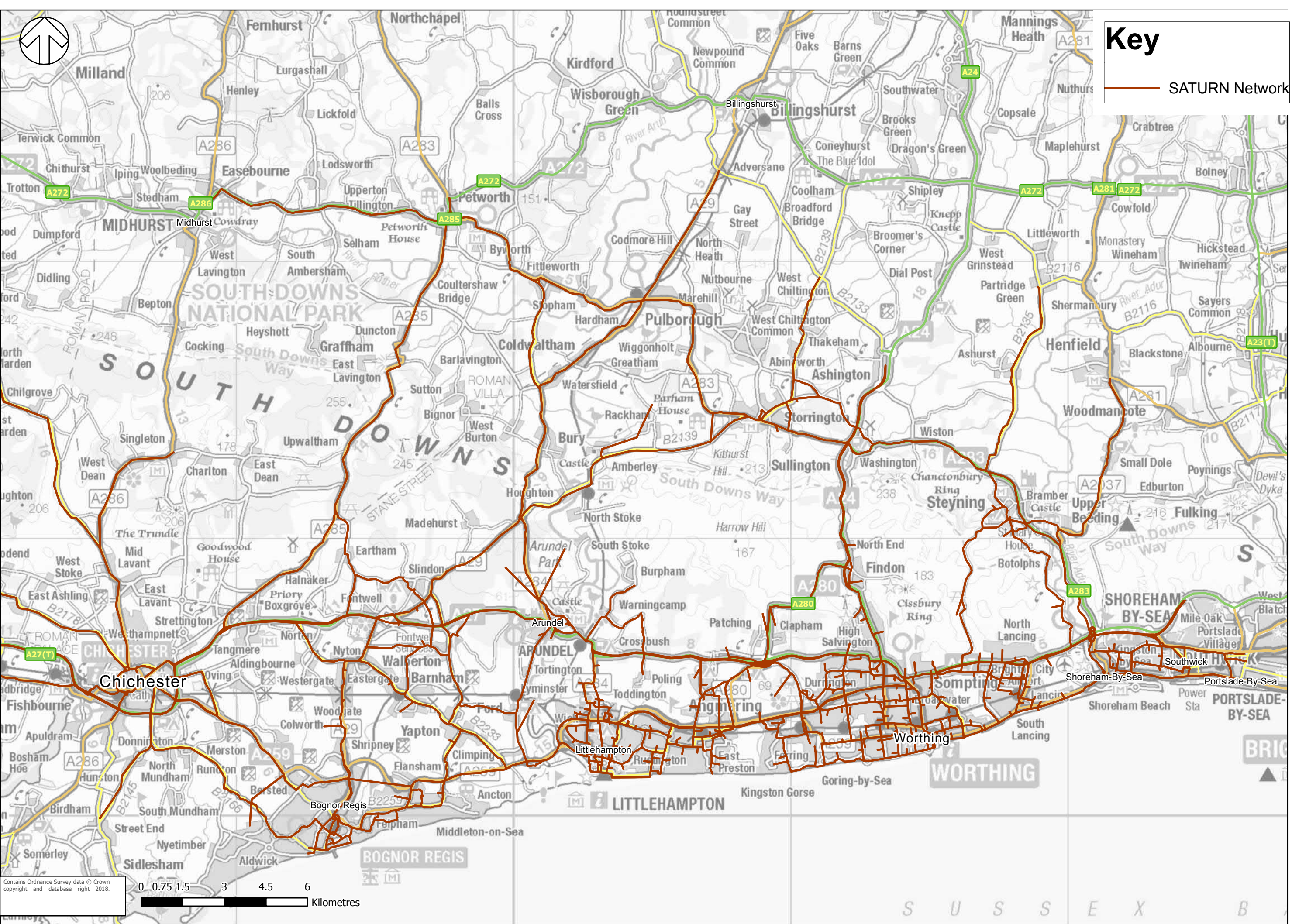


Notification made on 6th September: The Combined Modelling and Appraisal Report (ComMA) published on 30th August did not contain updates to the noise economic data. This version includes the updates. This affects: ComMA tables 3-11, 3-17, 3-22 to 3-27 and 14-17 to 14-23; and appendix E-7. No other consultation documents are affected. The ComMAs that were placed in deposit points on 30th August are also unaffected as they contained the updated noise economic data.

Appendix A

PCF Stage 2 A27 transport model



Key

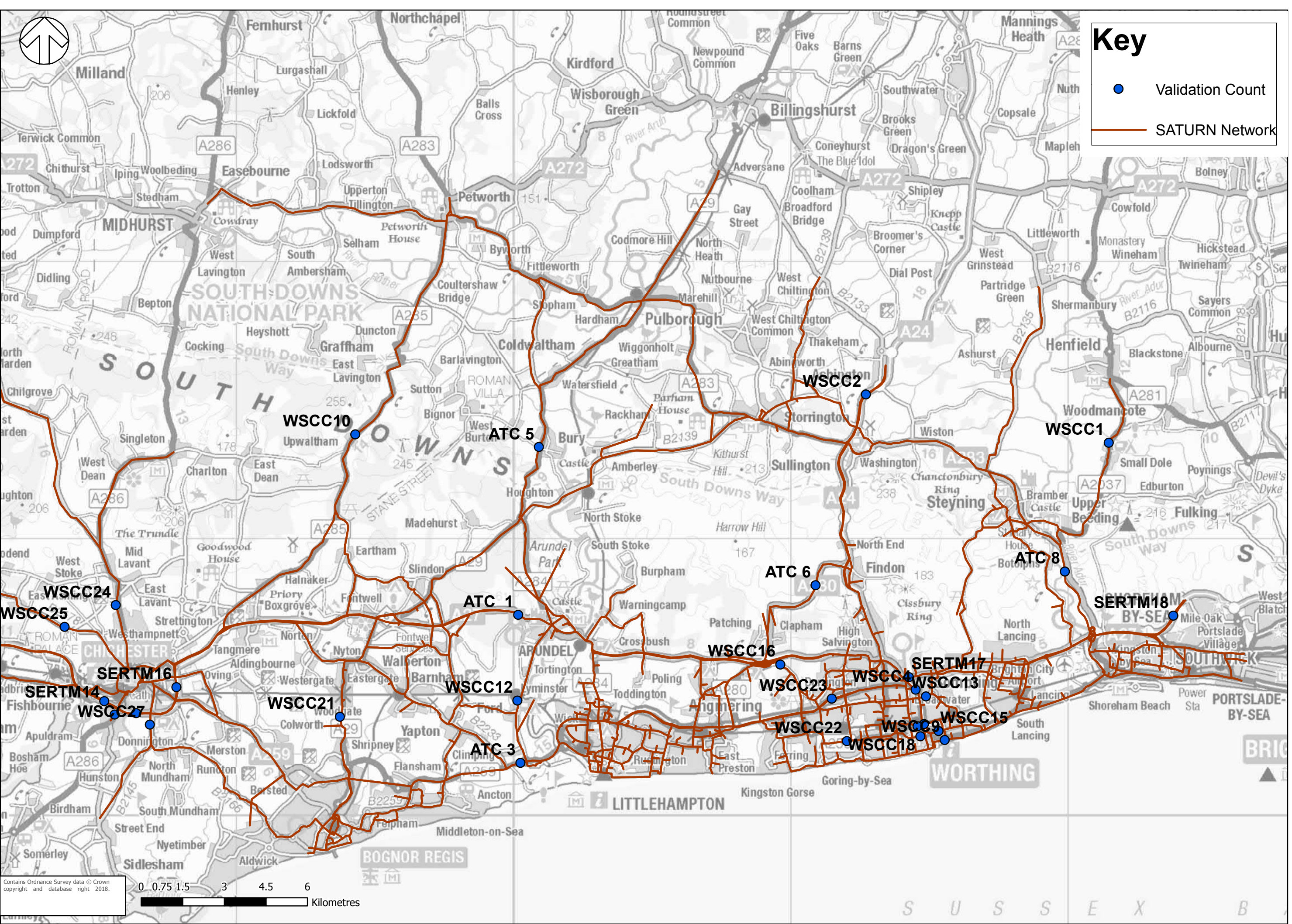
— SATURN Network

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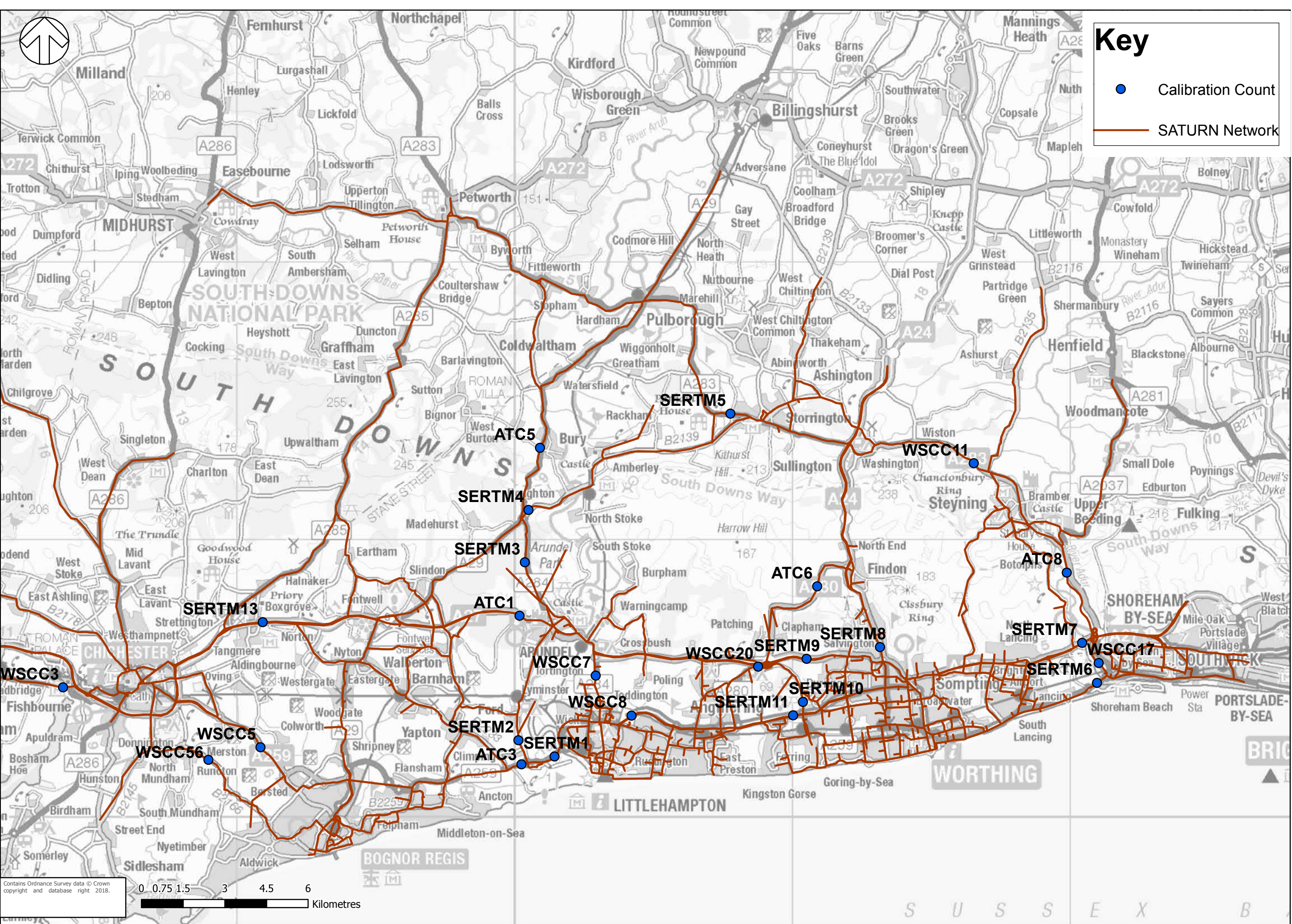
S U S S E X B

Observed count
location:
Validation



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Observed count
location:
Calibration



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Automatic Traffic Count Data Summary

| SITE* | LOCATION | DATE |
|--------|-----------------------|-----------|
| ATC1 | A27 Chichester Road | June 2015 |
| ATC 2 | A27 Old Shoreham Road | June 2015 |
| ATC 3 | A259 Crookthorne Lane | June 2015 |
| ATC 4 | A259 Brighton Road | June 2015 |
| ATC 5 | A284 London Road | June 2015 |
| ATC 6 | A280 Longfurlong | June 2015 |
| ATC 7 | A24 Findon Road | June 2015 |
| ATC 8 | A283 Steyning Road | June 2015 |
| ATC 9 | A29 Fairmile Bottom | June 2015 |
| ATC 10 | B2139 Amberley | June 2015 |

*See **Figure 4.3** for site location

Junction Turning Count Locations

| SITE* | ROAD NAME / LOCATION | DATE |
|-----------|--|----------|
| JTC1 | B2132 Shellbridge Rd/A27 Arundel Rd/B2132 Yapton Lane/A27 Arundel Rd staggered junction | 24/06/15 |
| JTC 2 | A27 Arundel Road / Binsted Lane | 24/06/15 |
| JTC 3 | A27 Chichester Road / A284 / Maltravers Street / A27 Arundel Bypass / Ford Road | 24/06/15 |
| JTC 4 | A27 Arundel Bypass / The Causeway / A27 The Causeway | 24/06/15 |
| JTC 5 | A27 Lyminster Road / A27 / A284 Lyminster Road (Crossbush Junction) | 24/06/15 |
| JTC 6 | A284 Ford Road / A259 Crookthorne Lane | 24/06/15 |
| JTC 7 | A29 / B2139 / A284 London Road/A29 | 24/06/15 |
| JTC 8 | Blackhurst Lane / A27 / Poling Street and Arundel Road / A27 | 24/06/15 |
| JTC 9 | A27 Arundel Road off-slip / Arundel Road | 24/06/15 |
| JTC 10 | A24 London Road / A283 The Pike / A24 London Road / A283 Washington Road | 23/06/15 |
| JTC 11 | A24 Findon Bypass / School Hill / A24 Findon Bypass/A280 Longfurlong | 23/06/15 |
| JTC 12 | A280 / A27 / A27 | 24/06/15 |
| JTC 13 | A24 Findon Road / A27 Warren Road/A2031 Offington Lane/Goodwood Road/A27 Crockhurst Hill | 23/06/15 |
| JTC 14 | Salvington Hill / A27 / Durrington Hill / A27 Arundel Road staggered junction | 23/06/15 |
| JTC 15 | Hill Barn Lane / A27 Upper Brighton Road / A24 Broadwater Street West / A24 Warren Road | 23/06/15 |
| JTC 16 | Sompting Road / A27 / Sompting Road / A27 | 23/06/15 |
| JTC 17 | Lyons Way / A27 Sompting Bypass / Upper Brighton Road / A27 | 23/06/15 |
| JTC 18 | Church Lane / A27 / Church Lane / A27 Sompting Bypass | 23/06/15 |
| JTC 19 | Dankton Lane / A27 Upper Brighton Road / Dankton Lane / A27 Upper Brighton Road | 23/06/15 |
| JTC 20 | Halewick Lane / A27 Upper Brighton Road / Busticle Lane / A27 Upper Brighton Road | 23/06/15 |
| JTC 21 | Manor Road / A27 Upper Brighton Road / Upper Boundstone Lane / A27 Upper Brighton Road | 23/06/15 |
| JTC 22 | Manor Road / A27 Old Shoreham Road / A2025 Grinstead Lane / A27 Upper Brighton Road | 23/06/15 |
| JTC 23 | A27 Shoreham Bypass / Old Shoreham Road/A27 | 23/06/15 |
| JTC 24 | Coombes Road / A27 Shoreham Bypass/A27 | 23/06/15 |
| JTC 25A/B | A27 Shoreham Bypass / A283 on- and off-slips | 23/06/15 |
| JTC 26A/B | A283 Steyning Road / A27 on- and off-slips | 23/06/15 |
| JTC 27 | A27/Holmbush Centre access/A270 Upper Shoreham Road/Stoney Lane/Upper Shoreham Road | 23/06/15 |
| JTC 28 | A283/A259 High Street/A259 Brighton Road | 23/06/15 |
| JTC 29 | A2025 South Street/A259 Brighton Road/A259 | 23/06/15 |
| JTC 30 | Western Road/A259 Brighton Road | 23/06/15 |
| JTC 31 | B2223 / A259 Brighton Road | 23/06/15 |
| JTC 32 | A24 Broadwater Street West / Broadwater Street East / A24 Broadwater Street Road | 23/06/15 |
| JTC 33 | A24 Broadwater Road / B2223 Sompting Avenue / A24 Broadwater Road/Carnegie Road | 23/06/15 |
| JTC 34 | A259 High Street / A259 Brighton Road / The Steyne | 23/06/15 |
| JTC 35 | A24 Broadwater Road / Newland Road / A24 Broadwater Road | 23/06/15 |
| JTC 36 | A24 Broadwater Road / A24 Chapel Road / A2031 Teville Road | 23/06/15 |
| JTC 37 | A280 Water Lane/A259 Littlehampton Road/B2140 Old Worthing Road/A259 Roundstone Bypass | 23/06/15 |
| JTC 38 | A284 / A259 Worthing Road / A284 Wick Street / A259 / Hawthorn Road | 24/06/15 |

*See Figure 4.3 for site location

WSSC Traffic Monitoring Database – Count site and description

| COUNT | DESCRIPTION | SOURCE | DATE |
|--------|--|----------------------------|------------|
| WSCC1 | A2037 Small Dole, Shoreham Rd. O/S The Wickets | West Sussex County Council | March 2015 |
| WSCC2 | A24 Ashington By-Pass, Just N. Of London Rd. | West Sussex County Council | March 2015 |
| WSCC3 | A259 Fishbourne, Just West Of Roundabout | West Sussex County Council | March 2015 |
| WSCC4 | A24 Worthing, Broadwater St West O/S No.47/49 | West Sussex County Council | March 2015 |
| WSCC5 | A259 Bognor Regis, Chichester Rd. (Elbridge Farm) | West Sussex County Council | March 2015 |
| WSCC6 | Runcton, Lagness Rd. / Pagham Rd. By Garden Cent. | West Sussex County Council | March 2015 |
| WSCC7 | A284 Lyminster, Lyminster Road North Of Bends | West Sussex County Council | March 2015 |
| WSCC8 | A259 Rustington Bypass | West Sussex County Council | March 2015 |
| WSCC9 | A259 Worthing, Brighton Rd O/S Aquarena E. Of Made | West Sussex County Council | March 2015 |
| WSCC10 | A285 Duncton, Outside Dogkennel Cottages | West Sussex County Council | March 2015 |
| WSCC11 | Steyning A283 Washington Road, West Of B2135 | West Sussex County Council | March 2015 |
| WSCC12 | C17 Ford, Ford Rd. Just S. Of Jct. With Tortington | West Sussex County Council | March 2015 |
| WSCC13 | B2223 Worthing, Sompting Ave O/S No.22 | West Sussex County Council | March 2015 |
| WSCC14 | Worthing, Chesswood Rd O/S No.1 Just E. Of Station | West Sussex County Council | March 2015 |
| WSCC15 | Worthing, Lyndhurst Rd. O/S Hospital E. Of Park Rd | West Sussex County Council | March 2015 |
| WSCC16 | Worthing, Titnor Lane, S. Of A27/A280 Jct. | West Sussex County Council | March 2015 |
| WSCC17 | A283 Shoreham, Old Shoreham Rd N. Of Buckingham Stre | West Sussex County Council | March 2015 |
| WSCC18 | A2031 Worthing, Teville Rd W Of Christchurch Rd | West Sussex County Council | March 2015 |
| WSCC19 | A259 Worthing, Richmond Rd. E. Of Sailsbury Rd. | West Sussex County Council | March 2015 |
| WSCC20 | A280 Angmering, Water Lane | West Sussex County Council | March 2015 |
| WSCC21 | A29 Woodgate, Lidsey Rd. (S. Of Railway Crossing) | West Sussex County Council | March 2015 |
| WSCC22 | Worthing, Marine Parade W. Of Prospect Place & Lid | West Sussex County Council | March 2015 |
| WSCC23 | A2032 Worthing, Durrington O/S Northbrook College | West Sussex County Council | March 2015 |
| WSCC24 | A286 Chichester, Broyle Rd Just N. Of The Bell Inn | West Sussex County Council | March 2015 |
| WSCC25 | B2178 Chichester, St Paul's Rd. O/P No.55 | West Sussex County Council | March 2015 |
| WSCC26 | A286 Chichester, Stockbridge, Birdham Rd O/S 53 | West Sussex County Council | March 2015 |
| WSCC27 | Hunston, B2145 Hunston Rd. By Sub Station | West Sussex County Council | March 2015 |

*See Figure 4.3 for site location

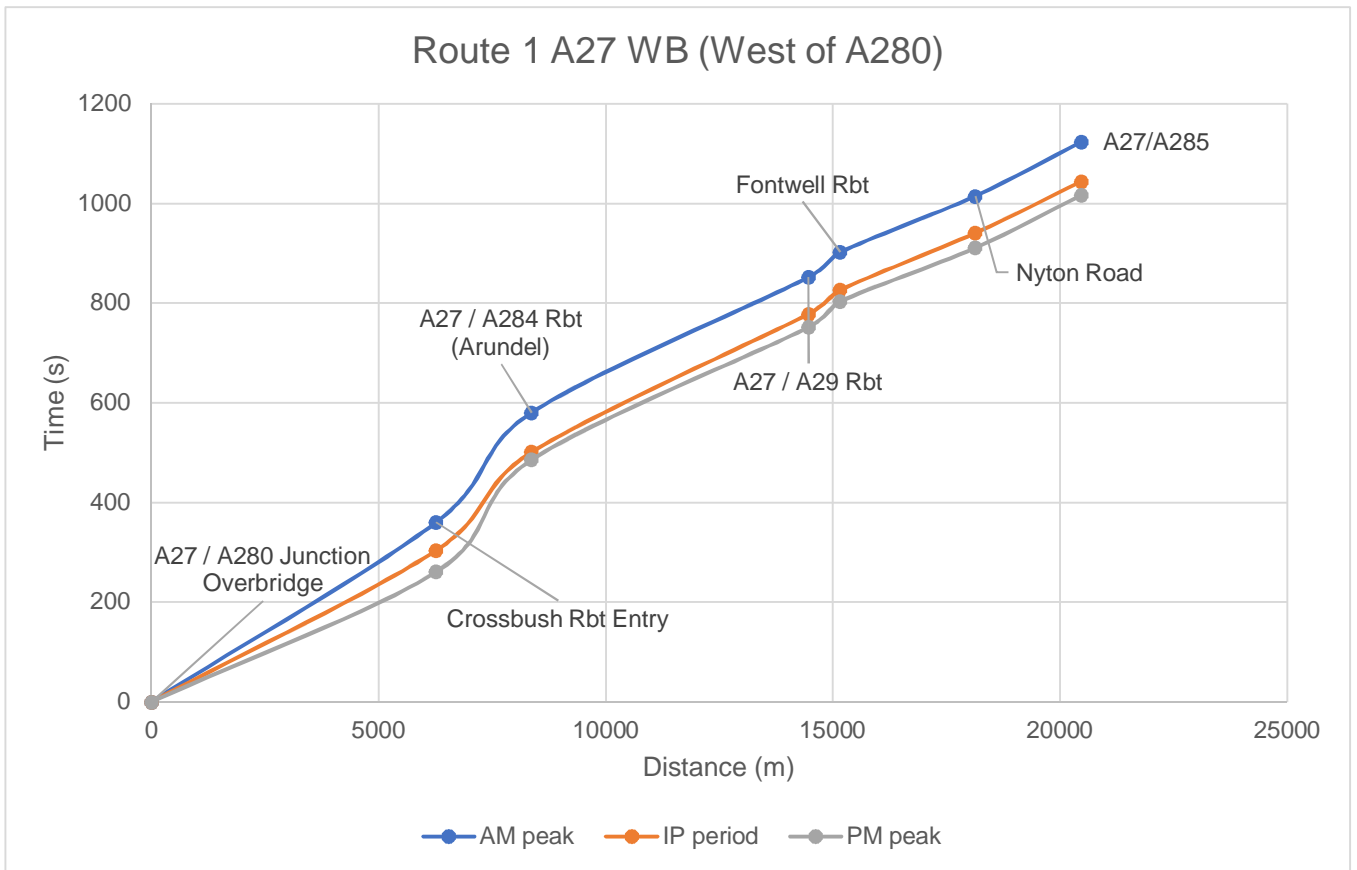
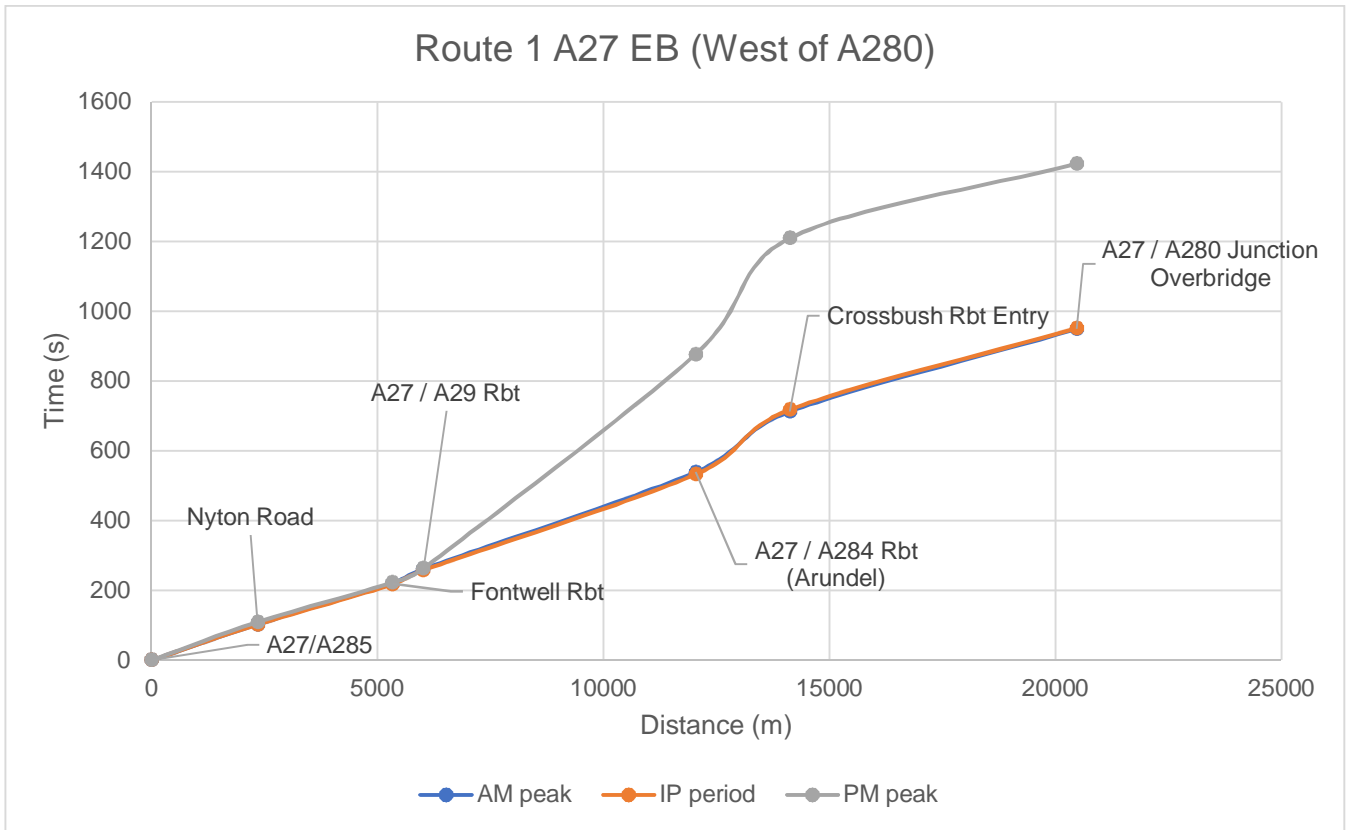
SERTM – Count site and description

| COUNT | DESCRIPTION | SOURCE | DATE |
|---------|--|--------|------------|
| SERTM1 | A259 Bridge Road | SERTM | March 2015 |
| SERTM2 | C17 Ford Rd | SERTM | March 2015 |
| SERTM3 | A284 London Road | SERTM | March 2015 |
| SERTM4 | B2139 Amberley, New Barn Rd | SERTM | March 2015 |
| SERTM5 | A283 Pulborough Rd | SERTM | March 2015 |
| SERTM6 | A259 Shoreham, E. OF New Salts Farm Rbt | SERTM | March 2015 |
| SERTM7 | A27 Old Shoreham Road | SERTM | March 2015 |
| SERTM8 | A24 Findon Road | SERTM | March 2015 |
| SERTM9 | A27 Arundel Road | SERTM | March 2015 |
| SERTM10 | C37 Titnore Lane | SERTM | March 2015 |
| SERTM11 | A259 Littlehampton Road | SERTM | March 2015 |
| SERTM12 | A27 west of Chichester | SERTM | March 2015 |
| SERTM13 | A27 between A285 Chichester (east) and A29 Bognor Regis (west) | SERTM | March 2015 |
| SERTM14 | A27 Chichester (A259-A286) | SERTM | March 2015 |
| SERTM15 | A27 between A286 and B2145 | SERTM | March 2015 |
| SERTM16 | A27, Portfield (E487804, N104821) | SERTM | March 2015 |
| SERTM17 | A27 Worthing (Grove Road - Lyons Way) | SERTM | March 2015 |
| SERTM18 | A27 between A270 near Brighton (west) and A293 | SERTM | March 2015 |

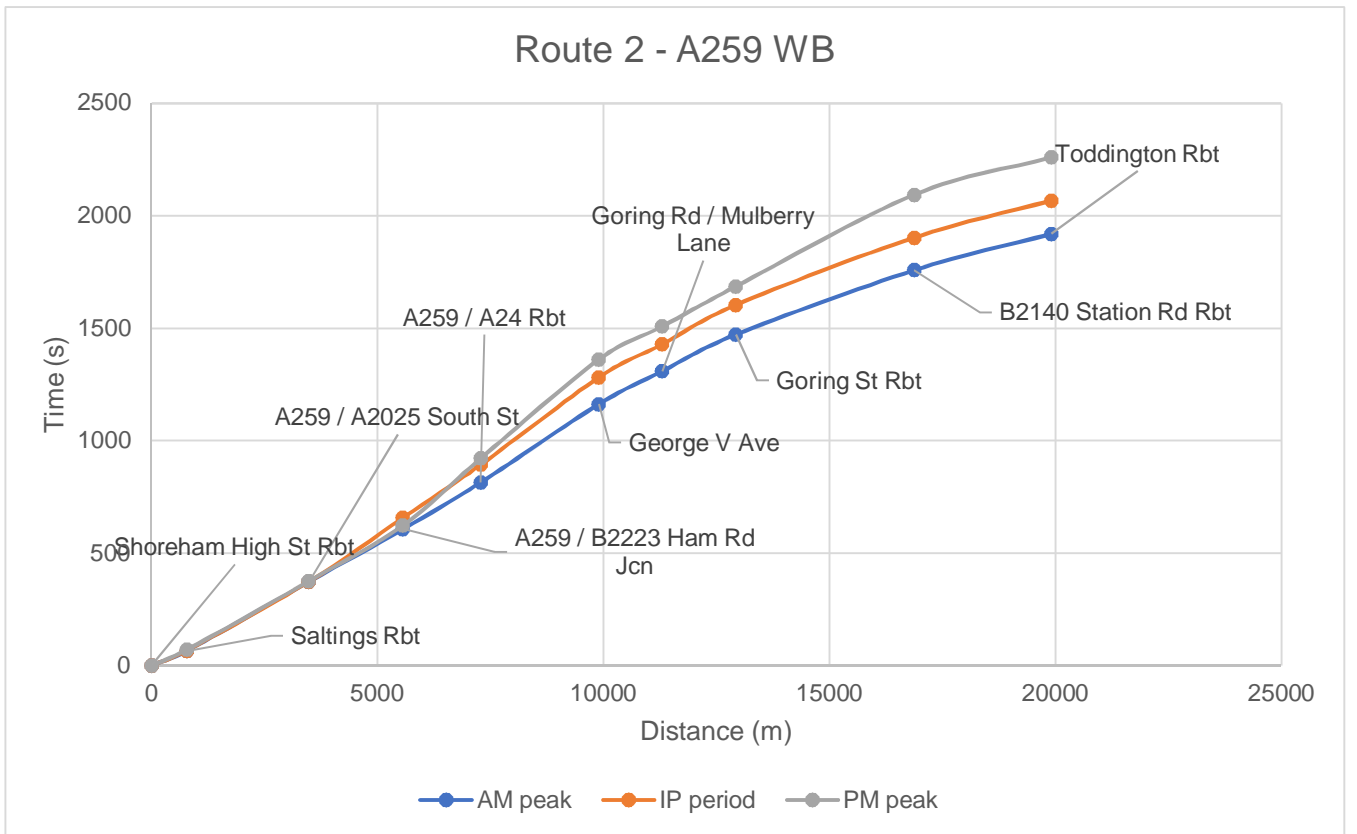
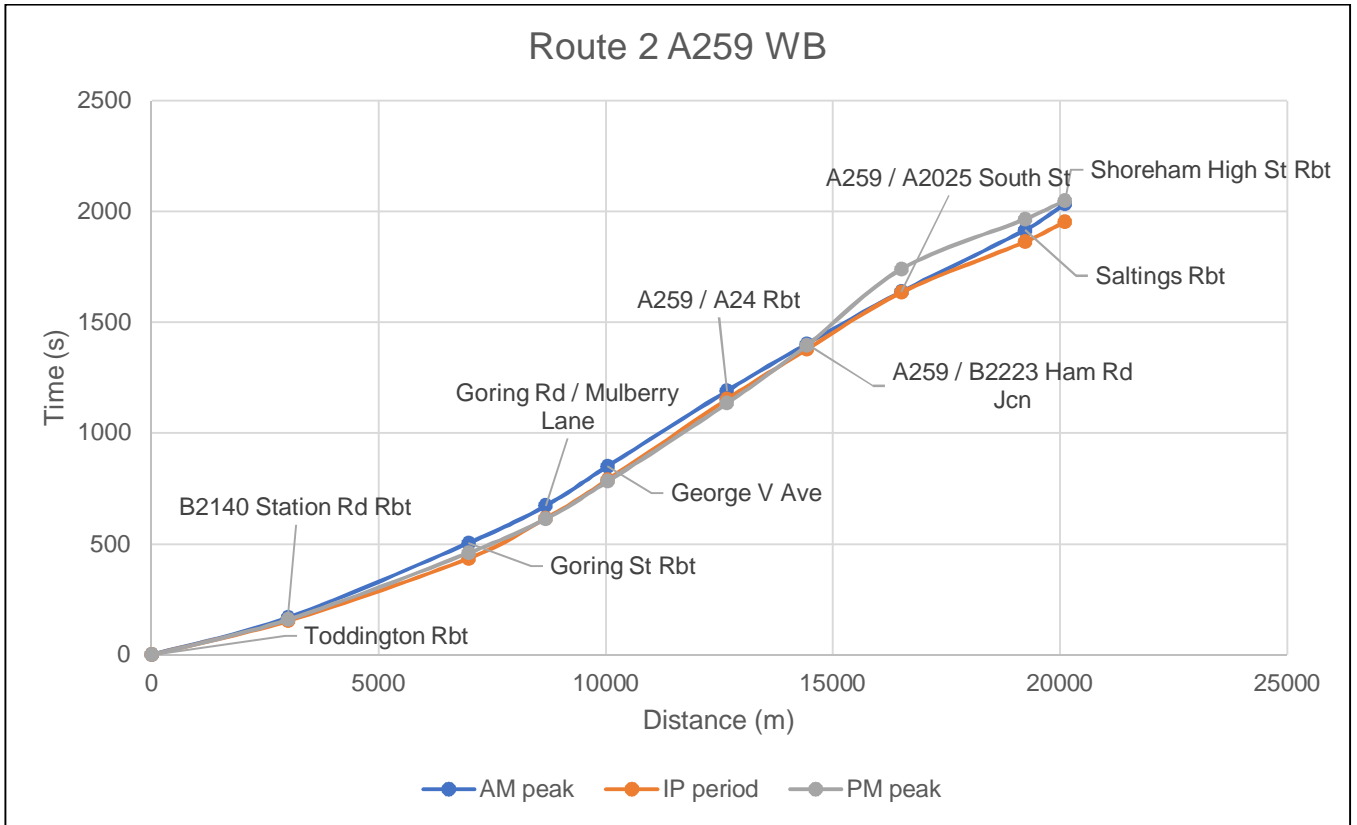
**See Figure 4.3 for site location*

**Journey
time/distance
graphs**

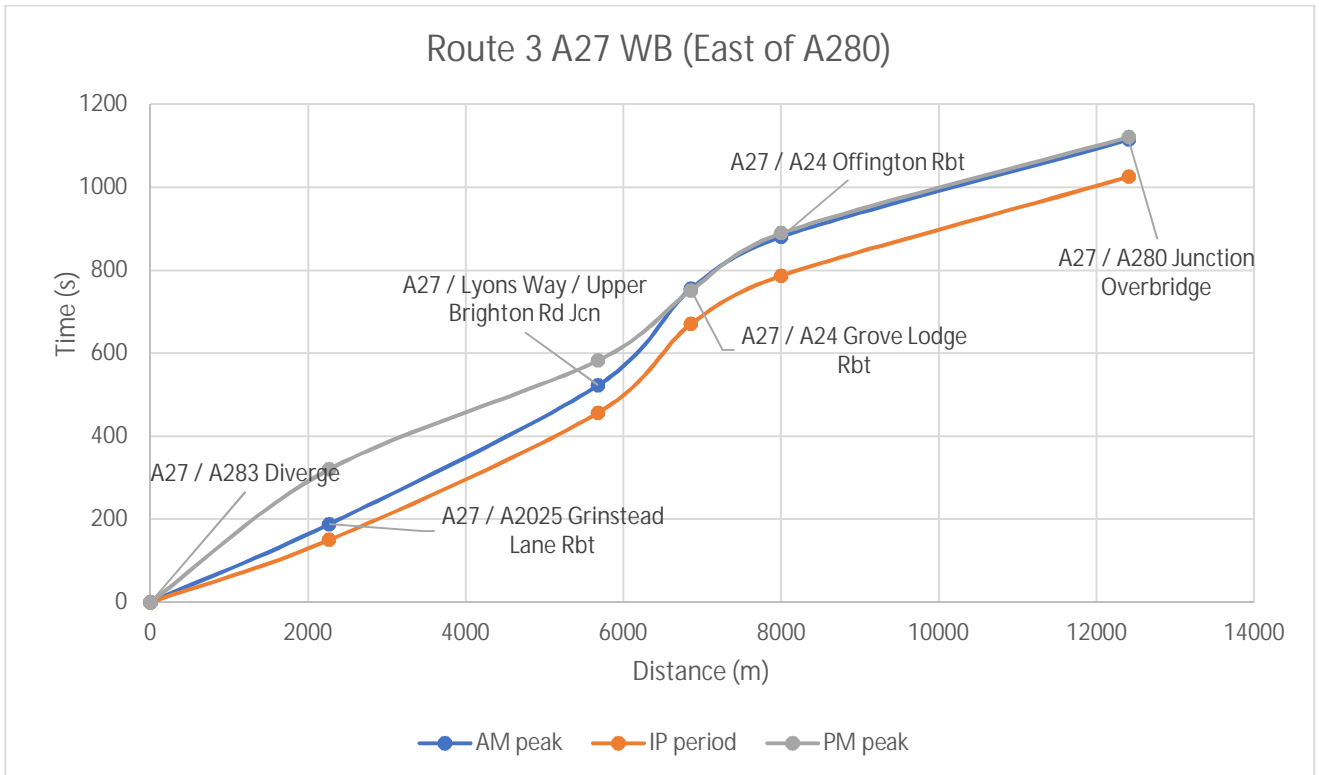
Journey time/distance graph for Route 1 – A27 between A285 and Long Furlong junction:



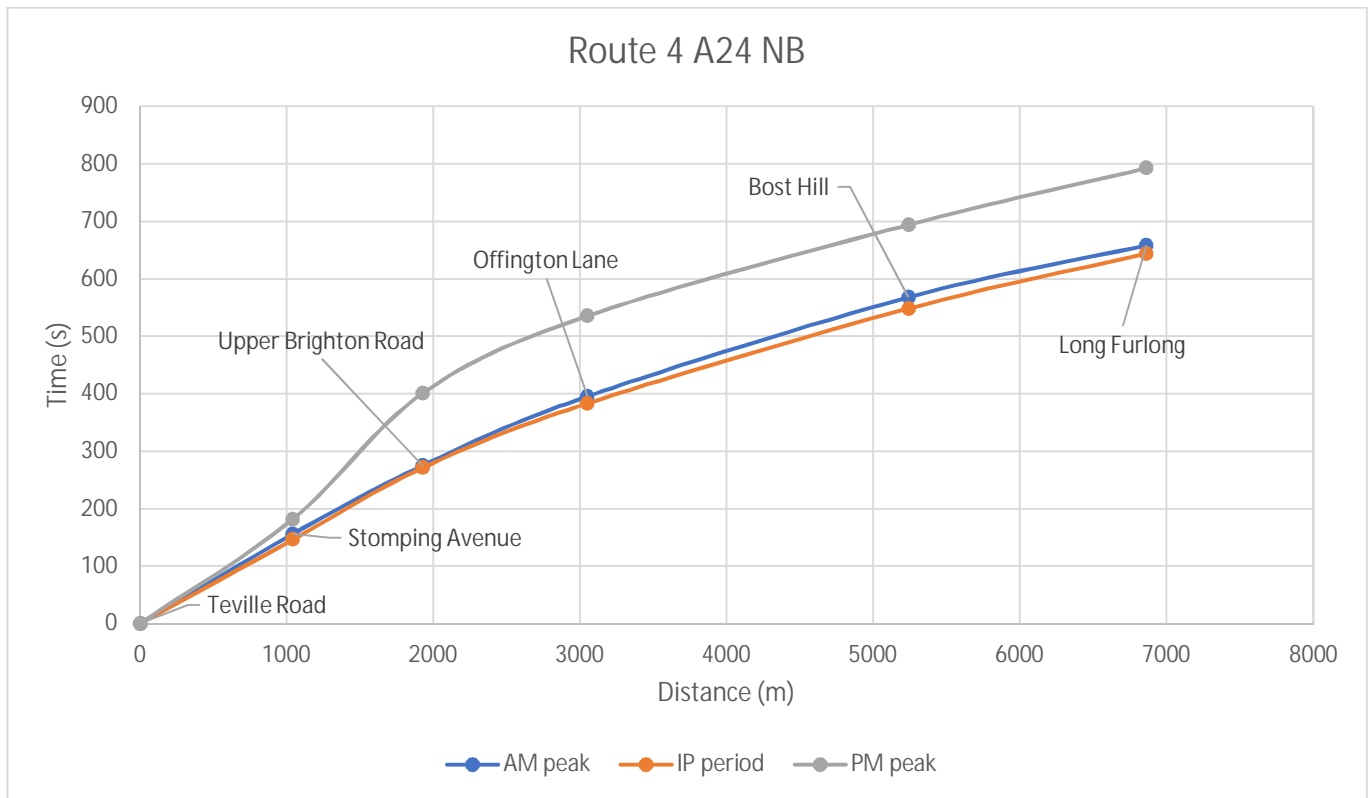
Journey time/distance graph for Route 2 –A259 between Wick Roundabout and Shoreham High Street roundabout:



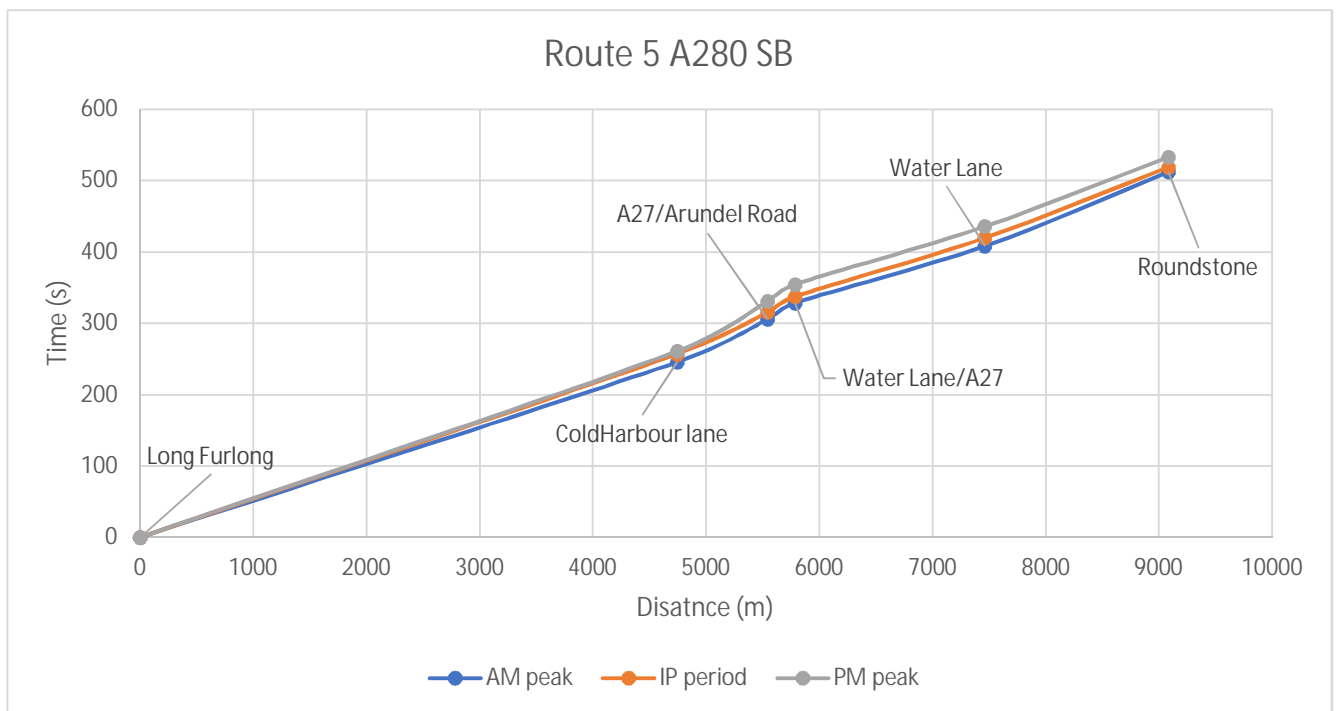
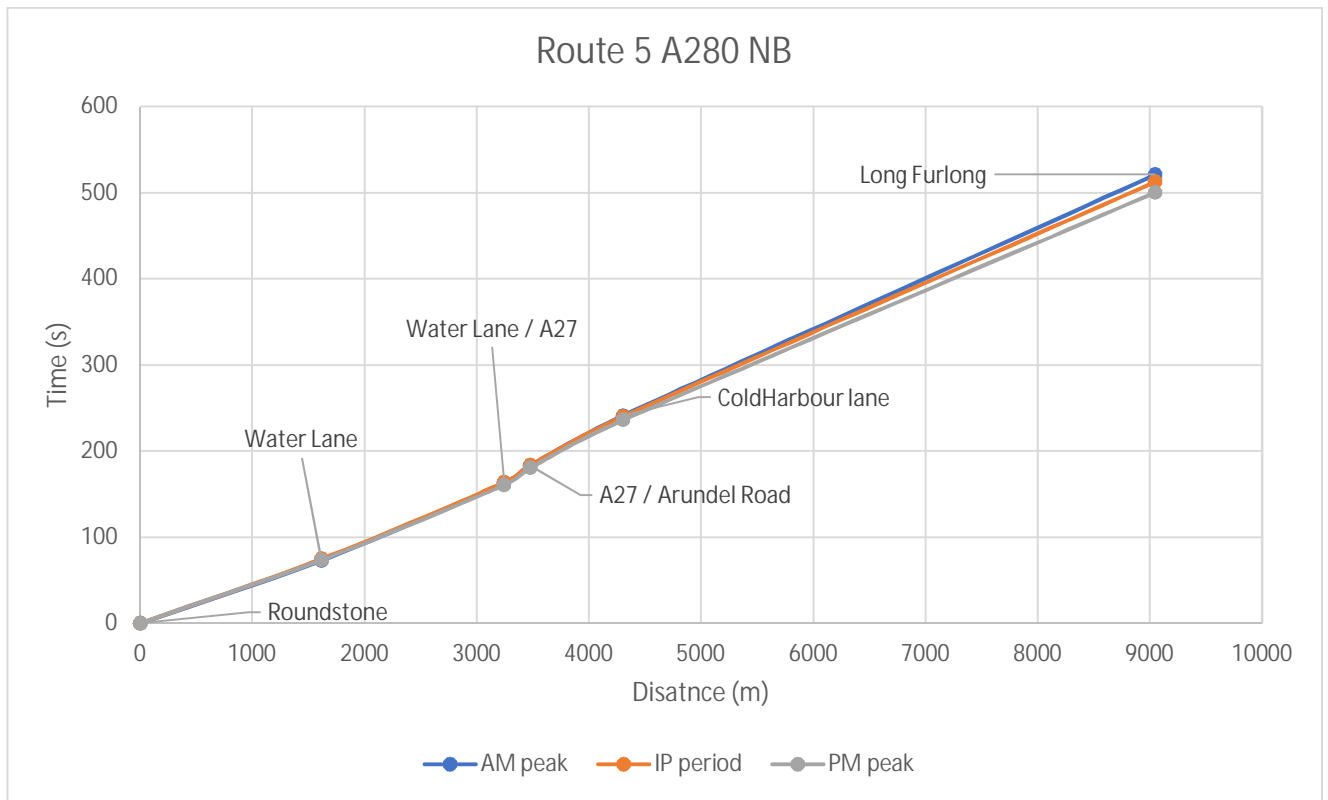
Journey time/distance graph for Route 3 –A27 between Long Furlong and A27/A283 diverge:



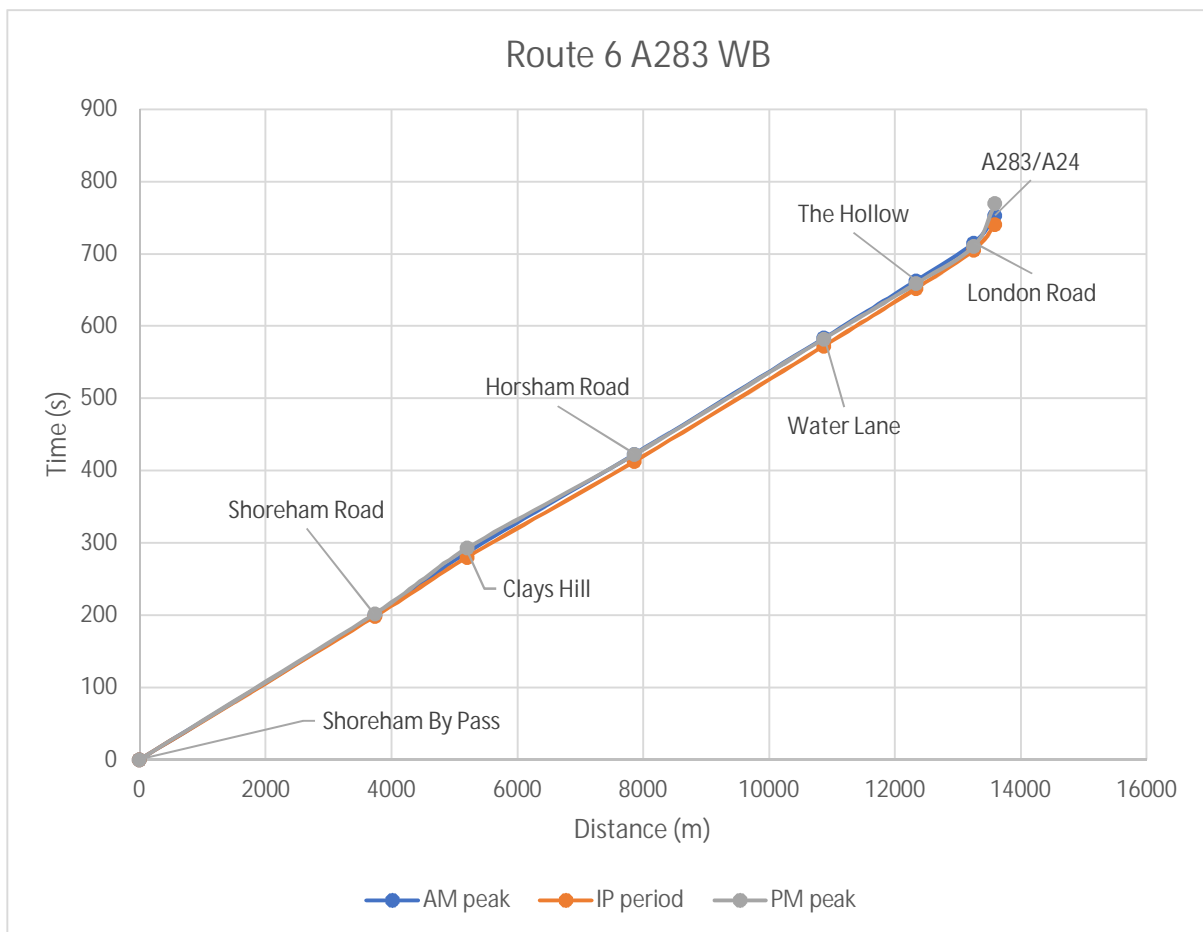
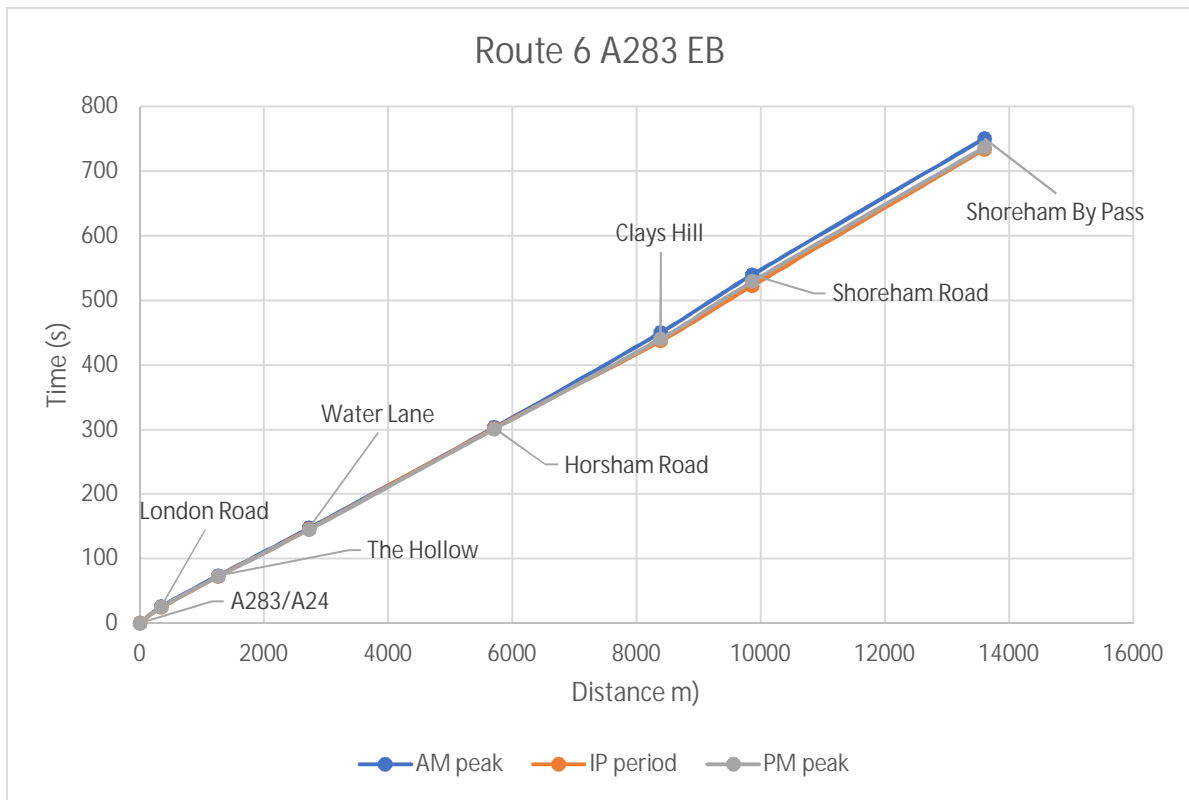
Journey time/distance graph for Route 4 –A24 between Chapel Road/North Street roundabout and Long Furlong:



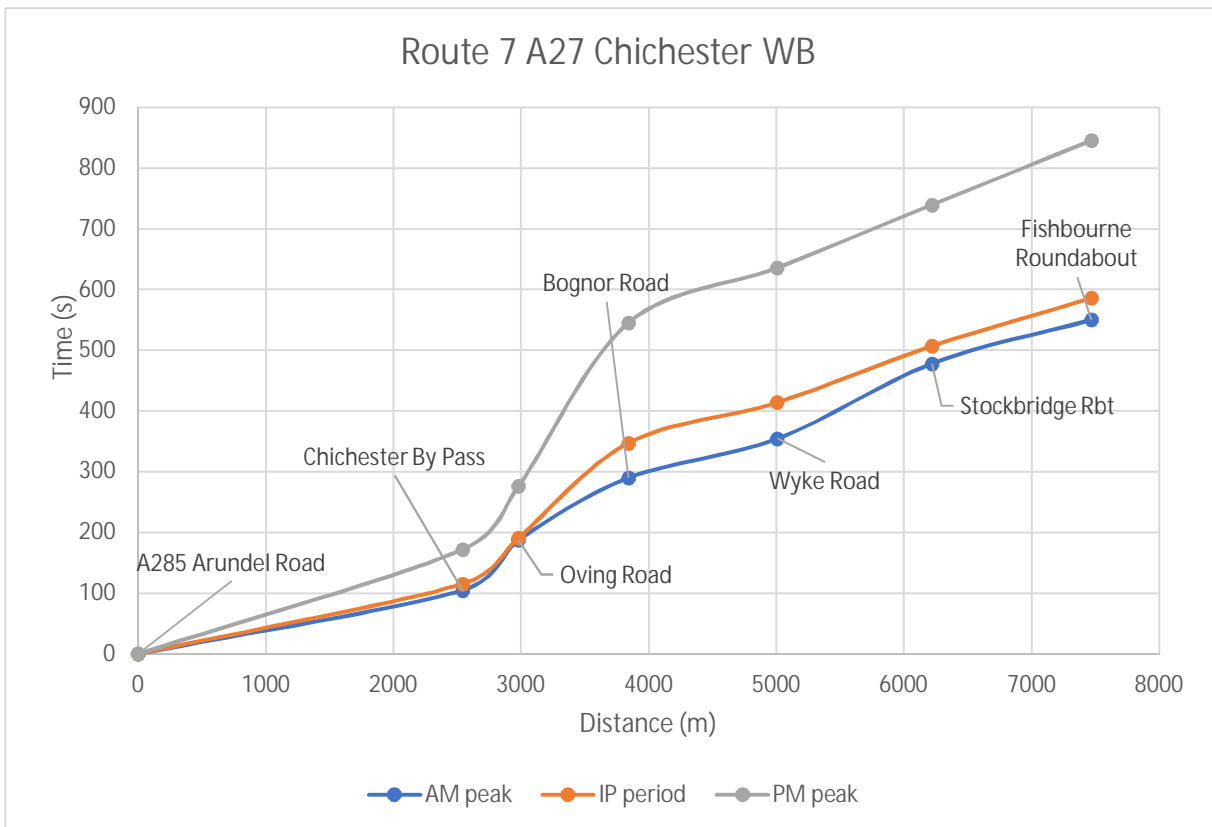
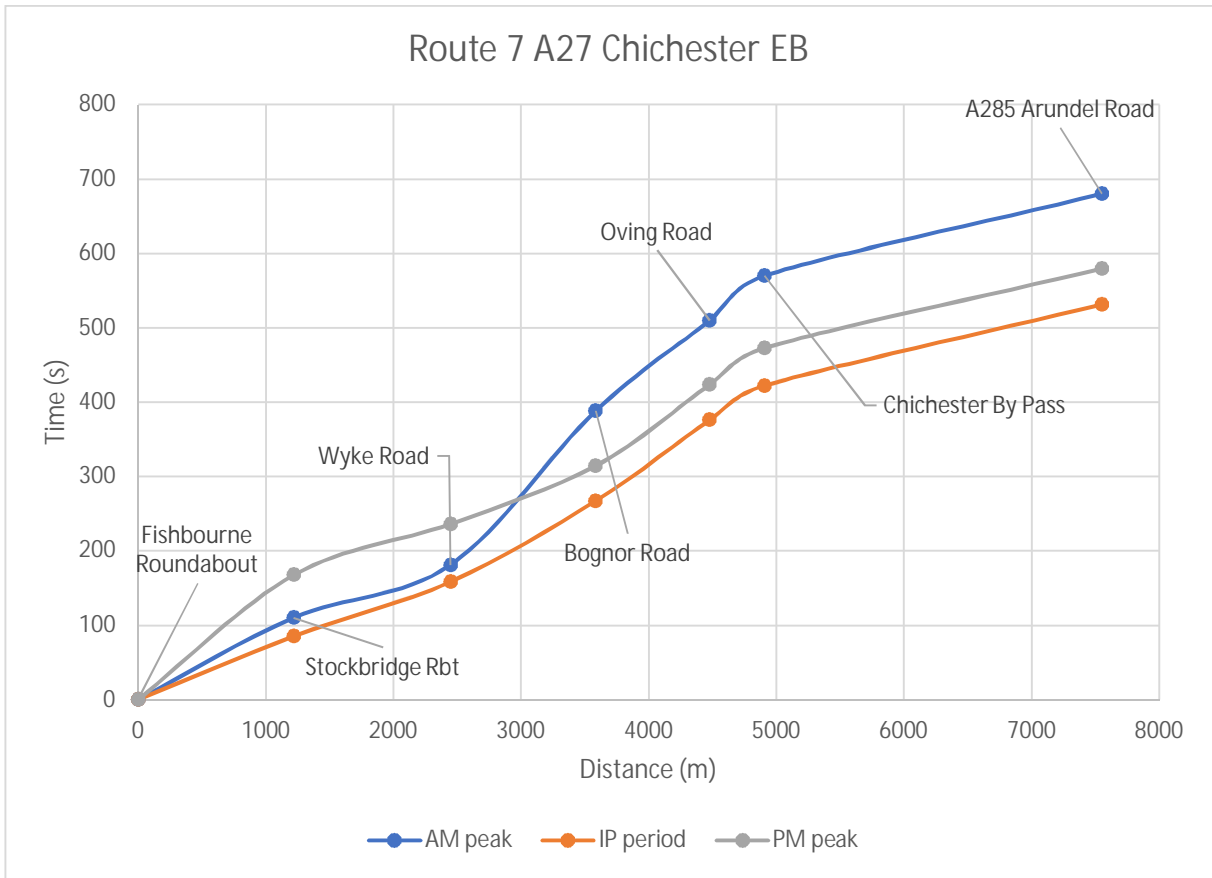
Journey time/distance graph for Route 5 –A280 between Roundstone and Long Furlong:



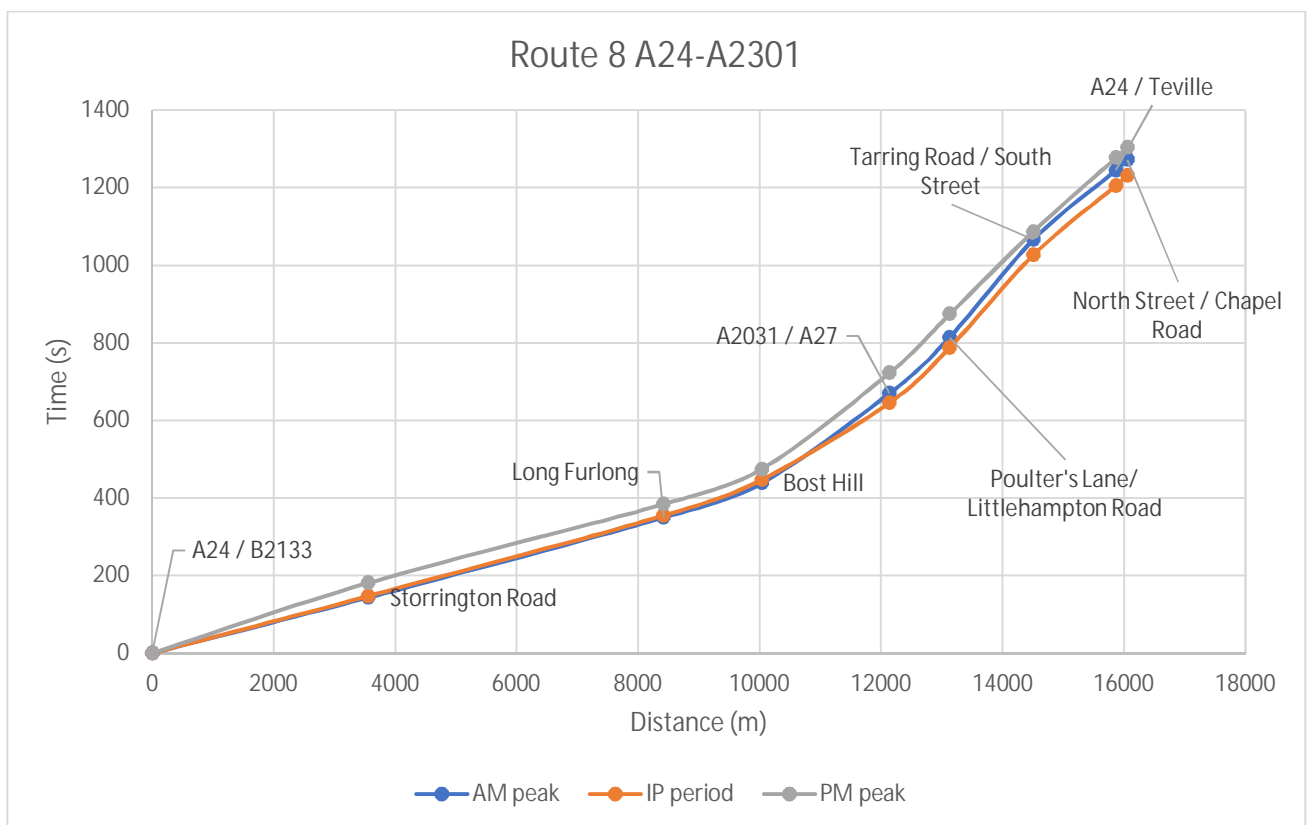
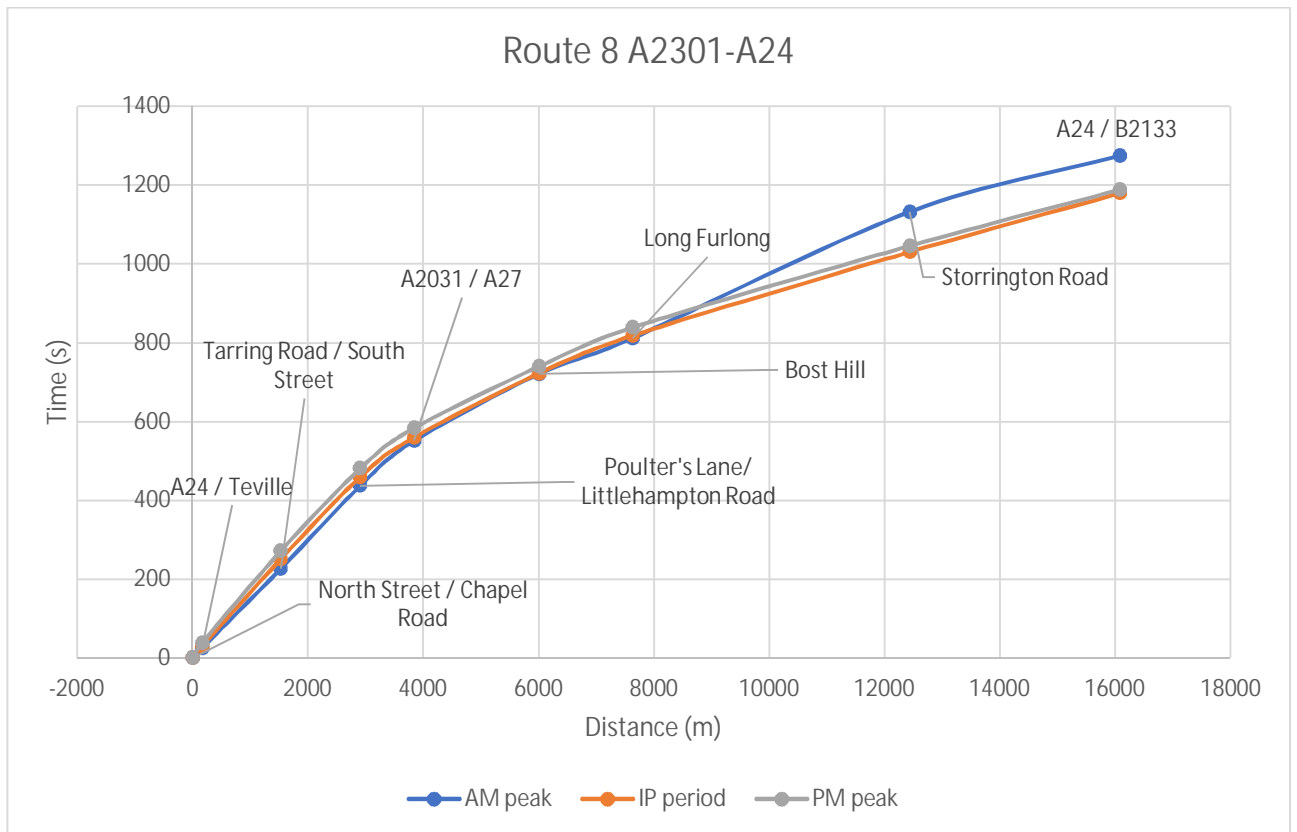
Journey time/distance graph for Route 6 –A283 between Shoreham bypass and A283/A24 junction:

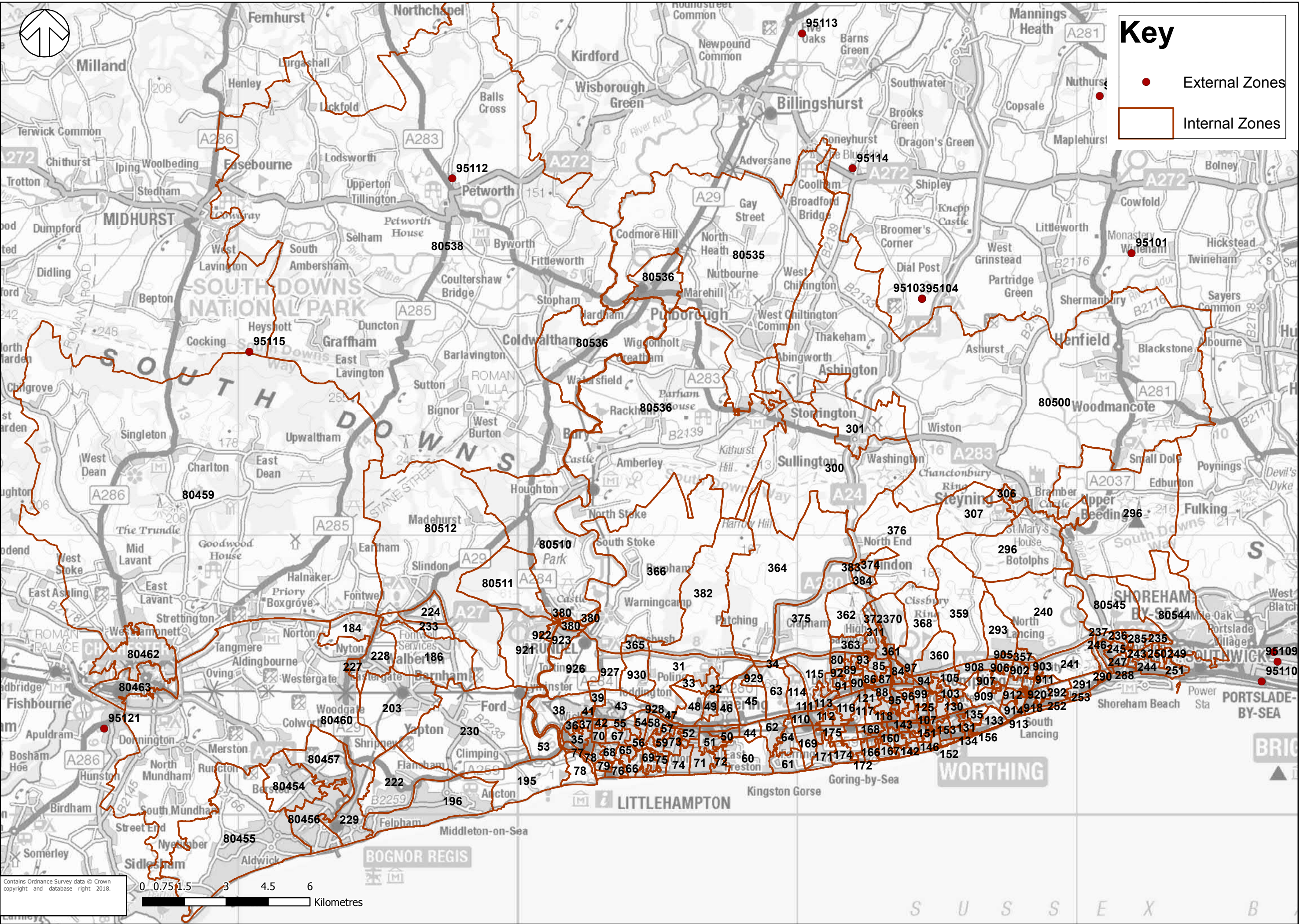


Journey time/distance graph for Route 7 –A27 between Fishbourne Roundabout and A285 junction



Journey time/distance graph for Route 8 –North street/Chapel road roundabout to A24/B2133 junction:





Key

- External Zones
- Internal Zones

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S U S S E X B

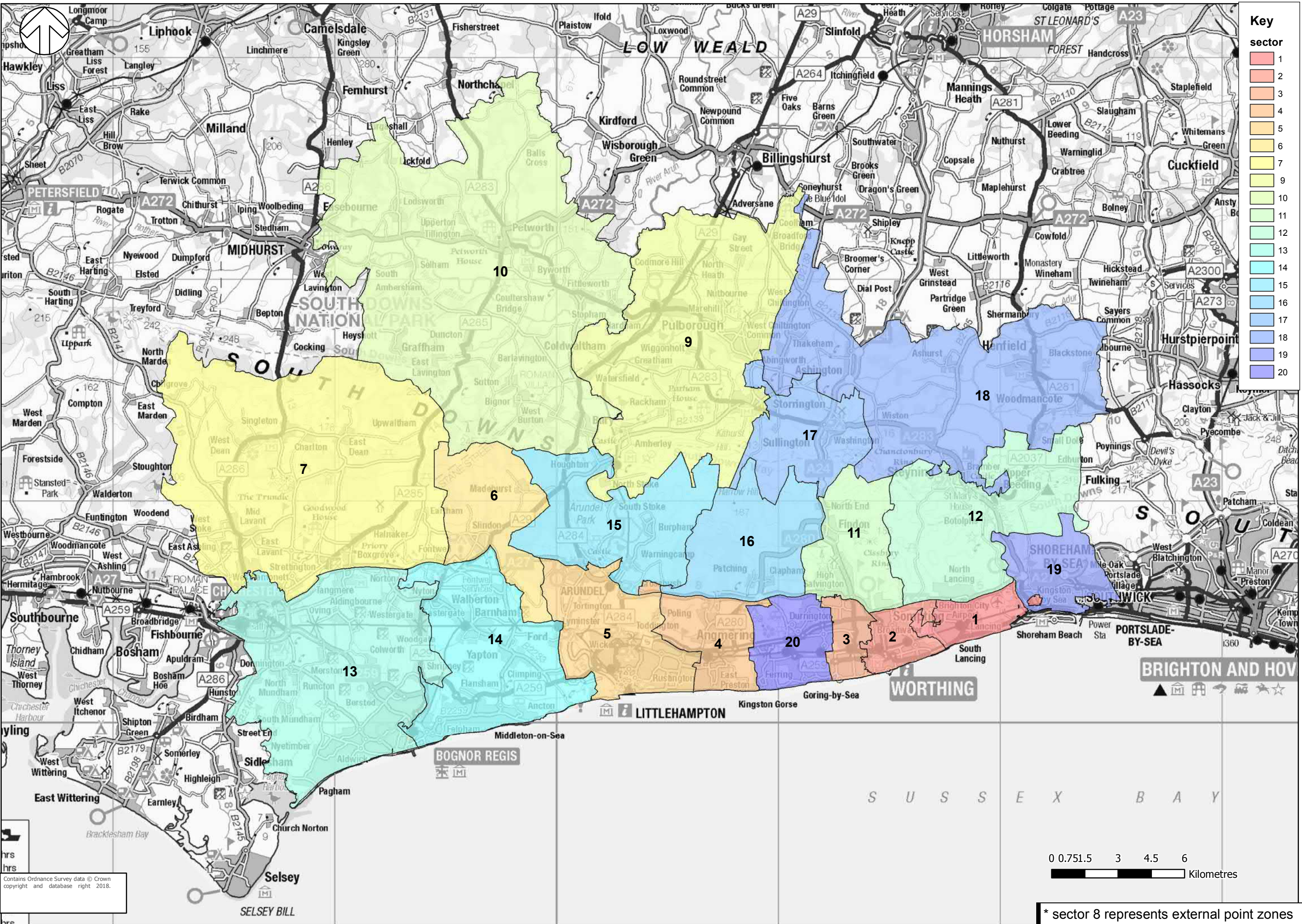
| DESCRIPTION | ID | FREE FLOW SPEED | SPEED AT CAPACITY | CAPACITY | POWER VALUE |
|-------------|----|-----------------|-------------------|----------|-------------|
| | 1 | 113 | 81 | 11650 | 2.8 |
| | 2 | 113 | 81 | 9320 | 2.8 |
| | 3 | 113 | 81 | 6990 | 2.8 |
| | 4 | 100 | 75 | 9320 | 4.7 |
| | 5 | 113 | 74 | 4659 | 2.8 |
| | 6 | 98 | 76 | 8397 | 2.8 |
| | 7 | 80 | 62 | 8397 | 2.2 |
| | 8 | 112 | 80 | 6298 | 2.8 |
| | 9 | 98 | 76 | 6298 | 2.8 |
| | 10 | 80 | 62 | 6298 | 2.2 |
| | 11 | 112 | 73 | 4199 | 2.8 |
| | 12 | 80 | 62 | 4199 | 2.2 |
| | 13 | 64 | 35 | 4199 | 1.6 |
| | 14 | 93 | 55 | 1686 | 2.2 |
| | 15 | 87 | 58 | 1328 | 2 |
| | 16 | 82 | 53 | 1328 | 2 |
| | 17 | 64 | 35 | 1328 | 2.4 |
| | 18 | 67 | 45 | 1010 | 1.8 |
| | 19 | 54 | 35 | 1328 | 1.5 |
| | 20 | 82 | 53 | 950 | 2.1 |
| | 21 | 54 | 35 | 950 | 1.5 |
| | 22 | 71 | 35 | 7080 | 1.4 |
| | 23 | 71 | 35 | 5310 | 1.4 |
| | 24 | 75 | 35 | 3540 | 2.6 |
| | 25 | 71 | 35 | 3540 | 1.4 |
| | 26 | 58 | 35 | 3540 | 0.9 |
| | 27 | 48 | 30 | 3540 | 1.3 |
| | 28 | 54 | 25 | 3400 | 2 |
| | 29 | 54 | 25 | 2500 | 2 |
| | 30 | 71 | 35 | 1680 | 1.5 |
| | 31 | 65 | 25 | 1680 | 2.6 |
| | 32 | 61 | 25 | 1680 | 1.6 |
| | 33 | 58 | 25 | 1680 | 1 |
| | 34 | 48 | 25 | 1680 | 1.3 |
| | 35 | 48 | 30 | 896 | 2.2 |
| | 36 | 48 | 25 | 896 | 1.5 |
| | 37 | 46 | 25 | 896 | 1.3 |
| | 38 | 37 | 15 | 944 | 1.5 |
| | 39 | 33 | 15 | 944 | 1.2 |
| | 40 | 28 | 15 | 896 | 0.7 |
| | 41 | 63 | 32 | 1344 | 2.9 |
| | 42 | 56 | 30 | 1344 | 2.4 |
| | 43 | 46 | 30 | 1344 | 1.3 |
| | 44 | 80 | 64 | 5580 | 2.6 |
| | 45 | 113 | 80 | 10497 | 2.8 |
| | 46 | 98 | 76 | 10497 | 2.8 |
| | 47 | 113 | 80 | 8397 | 2.8 |
| | 48 | 113 | 81 | 13980 | 2.8 |
| | 49 | 113 | 81 | 2330 | 2.8 |

| DESCRIPTION | ID | FREE FLOW SPEED | SPEED AT CAPACITY | CAPACITY | POWER VALUE |
|-------------|-----|-----------------|-------------------|----------|-------------|
| | 50 | 87 | 58 | 3400 | 2.0 |
| | 51 | 98 | 76 | 4199 | 2.8 |
| | 58 | 80 | 54 | 6687 | 3.0 |
| | 99 | 70 | 50 | 10000 | 1.4 |
| | 101 | 117 | 88 | 2330 | 2.8 |
| | 102 | 101 | 72 | 2330 | 2.9 |
| | 103 | 80 | 51 | 2330 | 3.1 |
| | 104 | 117 | 88 | 4660 | 2.8 |
| | 105 | 101 | 72 | 4660 | 2.9 |
| | 106 | 80 | 51 | 4660 | 3.1 |
| | 107 | 117 | 88 | 6990 | 2.8 |
| | 108 | 101 | 72 | 6990 | 2.9 |
| | 109 | 80 | 51 | 6990 | 3.1 |
| | 110 | 117 | 88 | 9320 | 2.8 |
| | 111 | 101 | 72 | 9320 | 2.9 |
| | 112 | 80 | 51 | 9320 | 3.1 |
| | 113 | 117 | 88 | 11650 | 2.8 |
| | 114 | 101 | 72 | 11650 | 2.9 |
| | 115 | 80 | 51 | 11650 | 3.1 |
| | 116 | 117 | 88 | 13980 | 2.8 |
| | 117 | 101 | 72 | 13980 | 2.9 |
| | 118 | 80 | 51 | 13980 | 3.1 |
| | 119 | 94 | 67 | 2100 | 2.9 |
| | 120 | 78 | 51 | 2100 | 3.1 |
| | 121 | 62 | 45 | 2100 | 2 |
| | 122 | 94 | 67 | 4200 | 2.9 |
| | 123 | 78 | 51 | 4200 | 3.1 |
| | 124 | 62 | 45 | 4200 | 2.0 |
| | 125 | 115 | 89 | 4200 | 2.8 |
| | 126 | 99 | 73 | 4200 | 2.8 |
| | 127 | 83 | 57 | 4200 | 3.0 |
| | 128 | 67 | 45 | 4200 | 2.7 |
| | 129 | 115 | 89 | 6300 | 2.8 |
| | 130 | 99 | 73 | 6300 | 2.8 |
| | 131 | 83 | 57 | 6300 | 3.0 |
| | 132 | 67 | 45 | 6300 | 2.7 |
| | 133 | 115 | 89 | 8400 | 2.8 |
| | 134 | 99 | 73 | 8400 | 2.8 |
| | 135 | 83 | 57 | 8400 | 3.0 |
| | 136 | 67 | 45 | 8400 | 2.7 |
| | 137 | 115 | 89 | 10500 | 2.8 |
| | 138 | 99 | 73 | 10500 | 2.8 |
| | 139 | 83 | 57 | 10500 | 3.0 |
| | 140 | 67 | 45 | 10500 | 2.7 |
| | 201 | 92 | 62 | 1415 | 2.0 |
| | 202 | 76 | 46 | 1415 | 2.2 |
| | 203 | 60 | 30 | 1415 | 2.5 |
| | 204 | 92 | 62 | 2829 | 2.0 |
| | 205 | 76 | 46 | 2829 | 2.2 |

| DESCRIPTION | ID | FREE FLOW SPEED | SPEED AT CAPACITY | CAPACITY | POWER VALUE |
|-------------|-----|-----------------|-------------------|----------|-------------|
| | 206 | 60 | 30 | 2829 | 2.5 |
| | 207 | 82 | 52 | 1415 | 2.1 |
| | 208 | 67 | 37 | 1415 | 2.4 |
| | 209 | 54 | 24 | 1415 | 2.8 |
| | 210 | 82 | 52 | 2829 | 2.1 |
| | 211 | 67 | 37 | 2829 | 2.4 |
| | 212 | 54 | 24 | 2829 | 2.8 |
| | 301 | 108 | 73 | 3536 | 2.5 |
| | 302 | 92 | 57 | 3536 | 2.7 |
| | 303 | 76 | 41 | 3536 | 2.9 |
| | 304 | 60 | 30 | 3536 | 2.7 |
| | 305 | 44 | 30 | 3536 | 0.7 |
| | 306 | 108 | 73 | 5304 | 2.5 |
| | 307 | 92 | 57 | 5304 | 2.7 |
| | 308 | 76 | 41 | 5304 | 2.9 |
| | 309 | 60 | 30 | 5304 | 2.7 |
| | 310 | 44 | 30 | 5304 | 0.7 |
| | 311 | 108 | 73 | 7073 | 2.5 |
| | 312 | 92 | 57 | 7073 | 2.7 |
| | 313 | 76 | 41 | 7073 | 2.9 |
| | 314 | 60 | 30 | 7073 | 2.7 |
| | 315 | 44 | 30 | 7073 | 0.7 |
| | 316 | 108 | 73 | 8841 | 2.5 |
| | 317 | 92 | 57 | 8841 | 2.7 |
| | 318 | 76 | 41 | 8841 | 2.9 |
| | 319 | 60 | 30 | 8841 | 2.7 |
| | 320 | 44 | 30 | 8841 | 0.7 |
| | 321 | 108 | 73 | 10609 | 2.5 |
| | 322 | 92 | 57 | 10609 | 2.7 |
| | 323 | 76 | 41 | 10609 | 2.9 |
| | 324 | 60 | 30 | 10609 | 2.7 |
| | 325 | 44 | 30 | 10609 | 0.7 |
| | 326 | 88 | 51 | 1764 | 2.8 |
| | 327 | 72 | 35 | 1764 | 3.1 |
| | 328 | 56 | 20 | 1764 | 3.8 |
| | 329 | 40 | 20 | 1764 | 1.6 |
| | 330 | 88 | 51 | 3528 | 2.8 |
| | 331 | 72 | 35 | 3528 | 3.1 |
| | 332 | 56 | 20 | 3528 | 3.8 |
| | 333 | 40 | 20 | 3528 | 1.6 |
| | 360 | 29 | 15 | 450 | 1.6 |
| | 401 | 80 | 60 | 1860 | 2.6 |
| | 402 | 80 | 60 | 3720 | 2.6 |
| | 403 | 80 | 60 | 5580 | 2.6 |
| | 404 | 80 | 60 | 7440 | 2.6 |
| | 405 | 80 | 60 | 9300 | 2.6 |
| | 406 | 80 | 60 | 11160 | 2.6 |

Appendix B

PCF Stage 2 A27 transport model – 2015 base year calibration and validation



Key

| sector | Color |
|--------|----------------------|
| 1 | Red |
| 2 | Orange-red |
| 3 | Orange |
| 4 | Light orange |
| 5 | Yellow-orange |
| 6 | Yellow |
| 7 | Light yellow |
| 8 | External point zones |
| 9 | Yellow-green |
| 10 | Light green |
| 11 | Green |
| 12 | Light green |
| 13 | Teal |
| 14 | Light blue |
| 15 | Blue |
| 16 | Light blue |
| 17 | Blue |
| 18 | Light blue |
| 19 | Blue |
| 20 | Purple |



* sector 8 represents external point zones

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**Calibration count
sites (tables)**

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | AM PEAK – ALL VEHICLES | | | | | AM PEAK - CAR | | | | | AM PEAK – LGV | | | | | AM PEAK - HGV | | | | |
|-------|---------|---|-----------|------------|--------|--------|------------------------|----------|-----|-----------|------------|---------------|----------|-----|-----------|------------|---------------|----------|-----|-----------|------------|---------------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH Pass? | Flow pass? |
| 1 | ATC1 | A27 Arundel Road - Site 1 - F | EB | RSI - Link | 2392 | 2390 | 904 | 916 | 0 | Yes | Yes | 683 | 701 | 1 | Yes | Yes | 184 | 130 | 4 | Yes | Yes | 83 | 85 | 0 | Yes | Yes |
| 2 | 2 | A27 Arundel Road - Site 1 - R | WB | RSI - Link | 2390 | 2392 | 1023 | 1066 | 1 | Yes | Yes | 824 | 840 | 1 | Yes | Yes | 128 | 160 | 3 | Yes | Yes | 59 | 66 | 1 | Yes | Yes |
| 32 | SERTM1 | A259 Bridge Road | EB | SERTM | 9552 | 1316 | 1090 | 1081 | 0 | Yes | Yes | 882 | 900 | 1 | Yes | Yes | 166 | 147 | 1 | Yes | Yes | 44 | 34 | 2 | Yes | Yes |
| 35 | SERTM3 | A284 London Road | EB | SERTM | 7572 | 2594 | 318 | 317 | 3 | Yes | Yes | 261 | 260 | 0 | Yes | Yes | 48 | 50 | 0 | Yes | Yes | 7 | 6 | 0 | Yes | Yes |
| 36 | SERTM4 | B2139 Amberley, New Barn Rd | EB | SERTM | 2596 | 7570 | 374 | 382 | 0 | Yes | Yes | 327 | 316 | 1 | Yes | Yes | 47 | 54 | 1 | Yes | Yes | 3 | 12 | 3 | Yes | Yes |
| 37 | SERTM5 | A283 Pulborough Rd | EB | SERTM | 2772 | 2766 | 245 | 193 | 4 | Yes | Yes | 212 | 150 | 5 | Yes | Yes | 21 | 35 | 3 | Yes | Yes | 11 | 8 | 1 | Yes | Yes |
| 38 | SERTM1 | A259 Bridge Road | WB | SERTM | 1316 | 9552 | 1106 | 894 | 7 | No | Yes | 820 | 714 | 4 | Yes | Yes | 160 | 143 | 1 | Yes | Yes | 43 | 36 | 1 | Yes | Yes |
| 41 | SERTM3 | A284 London Road | WB | SERTM | 2594 | 7572 | 212 | 267 | 6 | No | Yes | 169 | 219 | 4 | Yes | Yes | 33 | 44 | 2 | Yes | Yes | 9 | 3 | 2 | Yes | Yes |
| 42 | SERTM4 | B2139 Amberley, New Barn Rd | WB | SERTM | 7570 | 2596 | 384 | 384 | 0 | Yes | Yes | 367 | 309 | 3 | Yes | Yes | 39 | 50 | 2 | Yes | Yes | 3 | 25 | 6 | No | Yes |
| 43 | SERTM5 | A283 Pulborough Rd | WB | SERTM | 2766 | 2772 | 297 | 267 | 2 | Yes | Yes | 245 | 215 | 2 | Yes | Yes | 38 | 41 | 0 | Yes | Yes | 12 | 11 | 0 | Yes | Yes |
| 44 | SERTM6 | A259 Shoreham, E. OF New Salts farm rbt | WB | SERTM | 1880 | 1772 | 746 | 751 | 0 | Yes | Yes | 629 | 611 | 1 | Yes | Yes | 78 | 116 | 4 | Yes | Yes | 31 | 24 | 1 | Yes | Yes |
| 45 | SERTM7 | A27 Old Shoreham Road | WB | SERTM | 2218 | 7371 | 1781 | 1578 | 7 | No | Yes | 1104 | 1088 | 0 | Yes | Yes | 180 | 184 | 0 | Yes | Yes | 49 | 295 | 19 | No | No |
| 46 | SERTM8 | A24 Findon Road | SB | SERTM | 7616 | 2044 | 891 | 892 | 0 | Yes | Yes | 780 | 780 | 0 | Yes | Yes | 71 | 71 | 0 | Yes | Yes | 40 | 40 | 0 | Yes | Yes |
| 47 | SERTM9 | A27 Arundel Road | EB | SERTM | 2076 | 2096 | 1074 | 1087 | 0 | Yes | Yes | 880 | 886 | 0 | Yes | Yes | 164 | 139 | 2 | Yes | Yes | 55 | 56 | 0 | Yes | Yes |
| 49 | SERTM11 | A259 Littlehampton Road | EB | SERTM | 1524 | 1562 | 1562 | 1568 | 0 | Yes | Yes | 1383 | 1304 | 2 | Yes | Yes | 132 | 229 | 7 | No | Yes | 30 | 35 | 1 | Yes | Yes |
| 50 | SERTM6 | A259 Shoreham, E. OF New Salts farm rbt | EB | SERTM | 1772 | 1880 | 1090 | 1094 | 0 | Yes | Yes | 958 | 869 | 3 | Yes | Yes | 98 | 166 | 6 | No | Yes | 30 | 59 | 4 | Yes | Yes |
| 51 | SERTM7 | A27 Old Shoreham Road | EB | SERTM | 7370 | 2222 | 2363 | 2055 | 10 | No | Yes | 1906 | 1555 | 8 | No | Yes | 389 | 259 | 7 | No | No | 117 | 223 | 8 | No | No |
| 52 | SERTM8 | A24 Findon Road | NB | SERTM | 2044 | 7616 | 947 | 947 | 0 | Yes | Yes | 756 | 756 | 0 | Yes | Yes | 125 | 125 | 0 | Yes | Yes | 66 | 66 | 0 | Yes | Yes |
| 53 | SERTM9 | A27 Arundel Road | WB | SERTM | 2096 | 2066 | 1427 | 1130 | 8 | No | Yes | 809 | 909 | 2 | Yes | Yes | 238 | 182 | 4 | Yes | Yes | 76 | 53 | 3 | Yes | Yes |
| 55 | SERTM11 | A259 Littlehampton Road | WB | SERTM | 1548 | 1520 | 1034 | 1049 | 0 | Yes | Yes | 890 | 857 | 1 | Yes | Yes | 115 | 166 | 4 | Yes | Yes | 26 | 27 | 0 | Yes | Yes |
| 56 | SERTM12 | A27 west of Chichester | WB | SERTM | 11327 | 13917 | 1409 | 2044 | 15 | No | Yes | 1103 | 1574 | 13 | No | Yes | 243 | 278 | 2 | Yes | Yes | 78 | 191 | 10 | No | Yes |
| 57 | SERTM12 | A27 west of Chichester | EB | SERTM | 13961 | 11328 | 1919 | 1782 | 3 | Yes | No | 1417 | 1396 | 1 | Yes | Yes | 188 | 245 | 4 | Yes | Yes | 67 | 141 | 7 | No | No |
| 58 | SERTM13 | A27 between A285 and A29 | EB | SERTM | 12159 | 2330 | 1440 | 1435 | 0 | Yes | Yes | 1151 | 1083 | 2 | Yes | Yes | 321 | 208 | 7 | No | Yes | 98 | 144 | 4 | Yes | Yes |
| 59 | SERTM13 | A27 between A29 and A285 | WB | SERTM | 12160 | 12158 | 1731 | 1693 | 1 | Yes | Yes | 1152 | 1322 | 5 | Yes | Yes | 203 | 252 | 3 | Yes | Yes | 65 | 120 | 6 | No | Yes |
| 74 | WSCC3 | A259 Fishbourne, Just West Of Roundabout | EB | WSCC | 11360 | 13718 | 507 | 494 | 1 | Yes | Yes | 420 | 416 | 0 | Yes | Yes | 65 | 63 | 0 | Yes | Yes | 17 | 15 | 1 | Yes | Yes |
| 75 | WSCC3 | A259 Fishbourne, Just West Of Roundabout | WB | WSCC | 13718 | 11360 | 474 | 458 | 1 | Yes | Yes | 382 | 375 | 0 | Yes | Yes | 72 | 70 | 0 | Yes | Yes | 17 | 13 | 1 | Yes | Yes |
| 78 | WSCC5 | A259 Bognor Regis, Chichester Rd. (Elbridge Farm) | WB | WSCC | 13734 | 12138 | 1172 | 1141 | 1 | Yes | Yes | 1019 | 1004 | 0 | Yes | No | 107 | 108 | 1 | Yes | Yes | 37 | 28 | 3 | Yes | Yes |
| 79 | WSCC5 | A259 Bognor Regis, Chichester Rd. (Elbridge Farm) | EB | WSCC | 12138 | 13734 | 665 | 592 | 3 | Yes | Yes | 516 | 457 | 3 | Yes | Yes | 99 | 95 | 1 | Yes | Yes | 48 | 40 | 0 | Yes | Yes |
| 80 | WSCC6 | Runcton, Lagness Rd. / Pagham Rd. By Garden Cent. | EB | WSCC | 11361 | 12129 | 362 | 354 | 0 | Yes | Yes | 291 | 286 | 0 | Yes | Yes | 54 | 52 | 0 | Yes | Yes | 16 | 16 | 0 | Yes | Yes |
| 81 | WSCC6 | Runcton, Lagness Rd. / Pagham Rd. By Garden Cent. | WB | WSCC | 12129 | 11361 | 797 | 782 | 1 | Yes | No | 707 | 702 | 0 | Yes | No | 69 | 68 | 0 | Yes | Yes | 16 | 11 | 1 | Yes | Yes |
| 82 | WSCC7 | A284 Lyminster, Lyminster Road North Of Bends | NB | WSCC | 8092 | 7936 | 431 | 389 | 2 | Yes | Yes | 352 | 345 | 0 | Yes | Yes | 51 | 40 | 2 | Yes | Yes | 26 | 3 | 6 | No | Yes |
| 83 | WSCC7 | A284 Lyminster, Lyminster Road North Of Bends | SB | WSCC | 7936 | 8092 | 438 | 351 | 4 | Yes | Yes | 335 | 292 | 2 | Yes | Yes | 68 | 51 | 2 | Yes | Yes | 33 | 8 | 6 | No | Yes |
| 84 | WSCC8 | A259 Rustington Bypass | EB | WSCC | 1504 | 4137 | 1096 | 1015 | 2 | Yes | Yes | 937 | 885 | 2 | Yes | Yes | 115 | 101 | 1 | Yes | Yes | 30 | 29 | 0 | Yes | Yes |
| 85 | WSCC8 | A259 Rustington Bypass | WB | WSCC | 10159 | 1500 | 927 | 871 | 2 | Yes | Yes | 792 | 751 | 1 | Yes | Yes | 104 | 99 | 0 | Yes | Yes | 23 | 21 | 1 | Yes | Yes |
| 90 | WSCC11 | Steyning A283 Washington Road, West Of B2135 | EB | WSCC | 2640 | 2728 | 636 | 621 | 1 | Yes | Yes | 536 | 531 | 0 | Yes | Yes | 67 | 66 | 0 | Yes | Yes | 30 | 24 | 1 | Yes | Yes |
| 91 | WSCC11 | Steyning A283 Washington Road, West Of B2135 | WB | WSCC | 2728 | 2640 | 673 | 639 | 1 | Yes | Yes | 549 | 525 | 1 | Yes | Yes | 87 | 85 | 0 | Yes | Yes | 34 | 30 | 1 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | AM PEAK – ALL VEHICLES | | | | | AM PEAK - CAR | | | | | AM PEAK – LGV | | | | | AM PEAK - HGV | | | | |
|-------|--------|--|-----------|-----------|--------|--------|------------------------|----------|-----|-----------|------------|---------------|----------|-----|-----------|------------|---------------|----------|-----|-----------|------------|---------------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH Pass? | Flow pass? |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 102 | WSCC17 | A283 Shoreham, Old Shoreham Rd N. Of Buckingham St | NB | WSCC | 1912 | 2114 | 524 | 506 | 1 | Yes | Yes | 424 | 428 | 0 | Yes | Yes | 50 | 50 | 0 | Yes | Yes | 29 | 29 | 0 | Yes | Yes |
| 103 | WSCC17 | A283 Shoreham, Old Shoreham Rd N. Of Buckingham St | SB | WSCC | 2114 | 1912 | 391 | 378 | 1 | Yes | Yes | 322 | 316 | 0 | Yes | Yes | 44 | 43 | 0 | Yes | Yes | 21 | 19 | 0 | Yes | Yes |
| 108 | WSCC20 | A280 Angmering, Water Lane | NB | WSCC | 7644 | 1956 | 677 | 645 | 1 | Yes | Yes | 518 | 550 | 1 | Yes | Yes | 132 | 77 | 5 | No | Yes | 17 | 18 | 0 | Yes | Yes |
| 109 | WSCC20 | A280 Angmering, Water Lane | SB | WSCC | 1956 | 7644 | 536 | 507 | 1 | Yes | Yes | 393 | 410 | 1 | Yes | Yes | 125 | 75 | 5 | No | Yes | 26 | 22 | 1 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | INTER PEAK – ALL VEHICLES | | | | INTER PEAK – CAR | | | | INTER PEAK – LGV | | | INTER PEAK - HGV | | | | | | | | |
|-------|---------|---|-----------|------------|--------|--------|---------------------------|----------|-----|-----------|------------------|----------|----------|-----|------------------|------------|----------|------------------|-----|-----------|------------|----|-----|----|-----|-----|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | ATC1 | A27 Arundel Road - Site 1 - F | EB | RSI - Link | 2392 | 2390 | 871 | 880 | 0 | Yes | Yes | 703 | 676 | 1 | Yes | Yes | 145 | 131 | 1 | Yes | Yes | 72 | 73 | 0 | Yes | Yes |
| 2 | 2 | A27 Arundel Road - Site 1 - R | WB | RSI - Link | 2390 | 2392 | 960 | 906 | 2 | Yes | Yes | 714 | 693 | 1 | Yes | Yes | 160 | 141 | 2 | Yes | Yes | 76 | 72 | 0 | Yes | Yes |
| 32 | SERTM1 | A259 Bridge Road | EB | SERTM | 9552 | 1316 | 968 | 949 | 1 | Yes | Yes | 754 | 796 | 1 | Yes | Yes | 130 | 120 | 1 | Yes | Yes | 44 | 33 | 2 | Yes | Yes |
| 35 | SERTM3 | A284 London Road | EB | SERTM | 7572 | 2594 | 200 | 202 | 3 | Yes | Yes | 163 | 169 | 0 | Yes | Yes | 28 | 32 | 1 | Yes | Yes | 6 | 1 | 3 | Yes | Yes |
| 36 | SERTM4 | B2139 Amberley, New Barn Rd | EB | SERTM | 2596 | 7570 | 221 | 258 | 2 | Yes | Yes | 230 | 203 | 2 | Yes | Yes | 32 | 35 | 1 | Yes | Yes | 3 | 20 | 5 | No | Yes |
| 37 | SERTM5 | A283 Pulborough Rd | EB | SERTM | 2772 | 2766 | 292 | 237 | 3 | Yes | Yes | 253 | 189 | 4 | Yes | Yes | 27 | 36 | 2 | Yes | Yes | 11 | 12 | 0 | Yes | Yes |
| 38 | SERTM1 | A259 Bridge Road | WB | SERTM | 1316 | 9552 | 970 | 967 | 0 | Yes | Yes | 774 | 808 | 1 | Yes | Yes | 138 | 129 | 1 | Yes | Yes | 46 | 30 | 3 | Yes | Yes |
| 41 | SERTM3 | A284 London Road | WB | SERTM | 2594 | 7572 | 236 | 246 | 2 | Yes | Yes | 189 | 202 | 1 | Yes | Yes | 35 | 39 | 1 | Yes | Yes | 9 | 4 | 2 | Yes | Yes |
| 42 | SERTM4 | B2139 Amberley, New Barn Rd | WB | SERTM | 7570 | 2596 | 259 | 304 | 3 | Yes | Yes | 280 | 242 | 2 | Yes | Yes | 39 | 42 | 0 | Yes | Yes | 2 | 20 | 5 | No | Yes |
| 43 | SERTM5 | A283 Pulborough Rd | WB | SERTM | 2766 | 2772 | 283 | 227 | 3 | Yes | Yes | 237 | 179 | 4 | Yes | Yes | 30 | 34 | 1 | Yes | Yes | 13 | 14 | 0 | Yes | Yes |
| 44 | SERTM6 | A259 Shoreham, E. OF New Salts farm rbt | WB | SERTM | 1880 | 1772 | 880 | 868 | 0 | Yes | Yes | 756 | 705 | 2 | Yes | Yes | 83 | 135 | 5 | Yes | Yes | 33 | 28 | 1 | Yes | Yes |
| 45 | SERTM7 | A27 Old Shoreham Road | WB | SERTM | 2218 | 7371 | 1418 | 1431 | 2 | Yes | Yes | 1010 | 957 | 2 | Yes | Yes | 216 | 172 | 3 | Yes | Yes | 82 | 292 | 15 | No | No |
| 46 | SERTM8 | A24 Findon Road | SB | SERTM | 7616 | 2044 | 864 | 864 | 0 | Yes | Yes | 721 | 721 | 0 | Yes | Yes | 73 | 73 | 0 | Yes | Yes | 70 | 70 | 0 | Yes | Yes |
| 47 | SERTM9 | A27 Arundel Road | EB | SERTM | 2076 | 2096 | 971 | 980 | 1 | Yes | Yes | 762 | 770 | 1 | Yes | Yes | 165 | 146 | 3 | Yes | Yes | 70 | 59 | 4 | Yes | Yes |
| 49 | SERTM11 | A259 Littlehampton Road | EB | SERTM | 1524 | 1562 | 1422 | 1443 | 1 | Yes | Yes | 1278 | 1184 | 3 | Yes | Yes | 107 | 226 | 9 | No | No | 29 | 33 | 1 | Yes | Yes |
| 50 | SERTM6 | A259 Shoreham, E. OF New Salts farm rbt | EB | SERTM | 1772 | 1880 | 837 | 849 | 0 | Yes | Yes | 728 | 685 | 2 | Yes | Yes | 75 | 130 | 5 | No | Yes | 28 | 34 | 1 | Yes | Yes |
| 51 | SERTM7 | A27 Old Shoreham Road | EB | SERTM | 7370 | 2222 | 1332 | 1518 | 2 | Yes | Yes | 1289 | 1096 | 6 | No | Yes | 273 | 176 | 6 | No | Yes | 94 | 231 | 11 | No | No |
| 52 | SERTM8 | A24 Findon Road | NB | SERTM | 2044 | 7616 | 841 | 841 | 0 | Yes | Yes | 702 | 702 | 0 | Yes | Yes | 71 | 71 | 0 | Yes | Yes | 68 | 68 | 0 | Yes | Yes |
| 53 | SERTM9 | A27 Arundel Road | WB | SERTM | 2096 | 2066 | 1014 | 973 | 1 | Yes | Yes | 833 | 756 | 1 | Yes | Yes | 187 | 162 | 2 | Yes | Yes | 65 | 58 | 4 | Yes | Yes |
| 55 | SERTM11 | A259 Littlehampton Road | WB | SERTM | 1548 | 1520 | 1409 | 1416 | 0 | Yes | Yes | 1280 | 1176 | 3 | Yes | Yes | 97 | 210 | 9 | No | No | 29 | 30 | 0 | Yes | Yes |
| 56 | SERTM12 | A27 west of Chichester | WB | SERTM | 11327 | 13917 | 1376 | 1504 | 3 | Yes | Yes | 1136 | 1184 | 1 | Yes | Yes | 191 | 179 | 1 | Yes | Yes | 68 | 141 | 7 | No | Yes |
| 57 | SERTM12 | A27 west of Chichester | EB | SERTM | 13961 | 11328 | 1374 | 1608 | 6 | No | No | 1228 | 1176 | 2 | Yes | Yes | 189 | 251 | 4 | Yes | Yes | 86 | 180 | 8 | No | No |
| 58 | SERTM13 | A27 between A285 and A29 | EB | SERTM | 12159 | 2330 | 1424 | 1439 | 0 | Yes | Yes | 1185 | 1103 | 2 | Yes | Yes | 253 | 210 | 3 | Yes | Yes | 85 | 126 | 4 | Yes | Yes |
| 59 | SERTM13 | A27 between A29 and A285 | WB | SERTM | 12160 | 12158 | 1241 | 1290 | 1 | Yes | Yes | 998 | 962 | 1 | Yes | Yes | 205 | 193 | 1 | Yes | Yes | 83 | 135 | 5 | Yes | Yes |
| 74 | WSCC3 | A259 Fishbourne, Just West Of Roundabout | EB | WSCC | 11360 | 13718 | 479 | 472 | 0 | Yes | Yes | 399 | 401 | 0 | Yes | Yes | 60 | 58 | 0 | Yes | Yes | 17 | 13 | 1 | Yes | Yes |
| 75 | WSCC3 | A259 Fishbourne, Just West Of Roundabout | WB | WSCC | 13718 | 11360 | 482 | 474 | 0 | Yes | Yes | 403 | 405 | 0 | Yes | Yes | 58 | 55 | 0 | Yes | Yes | 19 | 14 | 1 | Yes | Yes |
| 78 | WSCC5 | A259 Bognor Regis, Chichester Rd. (Elbridge Farm) | WB | WSCC | 13734 | 12138 | 816 | 790 | 1 | Yes | Yes | 673 | 664 | 0 | Yes | No | 92 | 91 | 0 | Yes | Yes | 46 | 34 | 2 | Yes | Yes |
| 79 | WSCC5 | A259 Bognor Regis, Chichester Rd. (Elbridge Farm) | EB | WSCC | 12138 | 13734 | 811 | 790 | 1 | Yes | Yes | 677 | 671 | 0 | Yes | No | 87 | 84 | 1 | Yes | Yes | 44 | 35 | 2 | Yes | Yes |
| 80 | WSCC6 | Runcton, Lagness Rd. / Pagham Rd. By Garden Cent. | EB | WSCC | 11361 | 12129 | 499 | 492 | 0 | Yes | Yes | 433 | 433 | 0 | Yes | Yes | 47 | 46 | 0 | Yes | Yes | 17 | 13 | 1 | Yes | Yes |
| 81 | WSCC6 | Runcton, Lagness Rd. / Pagham Rd. By Garden Cent. | WB | WSCC | 12129 | 11361 | 439 | 455 | 1 | Yes | Yes | 376 | 398 | 1 | Yes | Yes | 44 | 43 | 0 | Yes | Yes | 18 | 14 | 1 | Yes | Yes |
| 82 | WSCC7 | A284 Lyminster, Lyminster Road North Of Bends | NB | WSCC | 8092 | 7936 | 380 | 333 | 2 | Yes | Yes | 294 | 295 | 0 | Yes | Yes | 52 | 32 | 3 | Yes | Yes | 31 | 6 | 6 | No | Yes |
| 83 | WSCC7 | A284 Lyminster, Lyminster Road North Of Bends | SB | WSCC | 7936 | 8092 | 423 | 310 | 6 | No | No | 333 | 274 | 3 | Yes | Yes | 56 | 33 | 3 | Yes | Yes | 32 | 3 | 7 | No | Yes |
| 84 | WSCC8 | A259 Rustington Bypass | EB | WSCC | 1504 | 4137 | 874 | 808 | 2 | Yes | Yes | 749 | 708 | 2 | Yes | Yes | 90 | 67 | 3 | Yes | Yes | 29 | 33 | 1 | Yes | Yes |
| 85 | WSCC8 | A259 Rustington Bypass | WB | WSCC | 10159 | 1500 | 930 | 835 | 3 | Yes | Yes | 797 | 732 | 2 | Yes | Yes | 96 | 72 | 3 | Yes | Yes | 30 | 31 | 0 | Yes | Yes |
| 90 | WSCC11 | Steyning A283 Washington Road, West Of B2135 | EB | WSCC | 2640 | 2728 | 444 | 439 | 0 | Yes | Yes | 360 | 361 | 0 | Yes | Yes | 54 | 54 | 0 | Yes | Yes | 26 | 24 | 0 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | INTER PEAK – ALL VEHICLES | | | | INTER PEAK – CAR | | | | INTER PEAK – LGV | | | | INTER PEAK - HGV | | | | | | | |
|-------|--------|--|-----------|-----------|--------|--------|---------------------------|----------|-----|-----------|------------------|----------|----------|-----|------------------|------------|----------|----------|------------------|-----------|------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? |
| 91 | WSCC11 | Steyning A283 Washington Road, West Of B2135 | WB | WSCC | 2728 | 2640 | 459 | 452 | 0 | Yes | Yes | 371 | 372 | 0 | Yes | Yes | 55 | 54 | 0 | Yes | Yes | 29 | 25 | 1 | Yes | Yes |
| 102 | WSCC17 | A283 Shoreham, Old Shoreham Rd N. Of Buckingham St | NB | WSCC | 1912 | 2114 | 454 | 436 | 1 | Yes | Yes | 377 | 382 | 0 | Yes | Yes | 37 | 37 | 0 | Yes | Yes | 26 | 17 | 2 | Yes | Yes |
| 103 | WSCC17 | A283 Shoreham, Old Shoreham Rd N. Of Buckingham St | SB | WSCC | 2114 | 1912 | 425 | 426 | 0 | Yes | Yes | 361 | 366 | 0 | Yes | Yes | 40 | 40 | 0 | Yes | Yes | 21 | 20 | 0 | Yes | Yes |
| 108 | WSCC20 | A280 Angmering, Water Lane | NB | WSCC | 7644 | 1956 | 502 | 512 | 0 | Yes | Yes | 369 | 431 | 3 | Yes | Yes | 90 | 57 | 4 | Yes | Yes | 25 | 24 | 0 | Yes | Yes |
| 109 | WSCC20 | A280 Angmering, Water Lane | SB | WSCC | 1956 | 7644 | 568 | 582 | 1 | Yes | Yes | 433 | 494 | 3 | Yes | Yes | 103 | 68 | 4 | Yes | Yes | 26 | 20 | 1 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | PM PEAK – ALL VEHICLES | | | | PM PEAK – CAR | | | | PM PEAK – LGV | | | | PM PEAK - HG V | | | | | | | |
|-------|---------|---|-----------|------------|--------|--------|------------------------|----------|-----|-----------|---------------|----------|----------|-----|---------------|------------|----------|----------|----------------|-----------|------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? |
| 1 | ATC1 | A27 Arundel Road - Site 1 - F | EB | RSI - Link | 2392 | 2390 | 859 | 909 | 2 | Yes | Yes | 814 | 814 | 0 | Yes | Yes | 101 | 69 | 4 | Yes | Yes | 35 | 26 | 2 | Yes | Yes |
| 2 | 2 | A27 Arundel Road - Site 1 - R | WB | RSI - Link | 2390 | 2392 | 1018 | 1053 | 1 | Yes | Yes | 831 | 875 | 2 | Yes | Yes | 131 | 148 | 1 | Yes | Yes | 39 | 30 | 2 | Yes | Yes |
| 32 | SERTM1 | A259 Bridge Road | EB | SERTM | 9552 | 1316 | 1161 | 1142 | 1 | Yes | Yes | 1092 | 1006 | 3 | Yes | Yes | 159 | 120 | 3 | Yes | Yes | 21 | 17 | 1 | Yes | Yes |
| 35 | SERTM3 | A284 London Road | EB | SERTM | 7572 | 2594 | 191 | 195 | 11 | No | Yes | 167 | 161 | 0 | Yes | Yes | 20 | 31 | 2 | Yes | Yes | 2 | 2 | 0 | Yes | Yes |
| 36 | SERTM4 | B2139 Amberley, New Barn Rd | EB | SERTM | 2596 | 7570 | 359 | 394 | 2 | Yes | Yes | 410 | 322 | 5 | Yes | Yes | 29 | 58 | 4 | Yes | Yes | 2 | 14 | 4 | Yes | Yes |
| 37 | SERTM5 | A283 Pulborough Rd | EB | SERTM | 2772 | 2766 | 322 | 287 | 2 | Yes | Yes | 291 | 235 | 3 | Yes | Yes | 26 | 45 | 3 | Yes | Yes | 4 | 7 | 1 | Yes | Yes |
| 38 | SERTM1 | A259 Bridge Road | WB | SERTM | 1316 | 9552 | 1108 | 1137 | 1 | Yes | Yes | 1056 | 992 | 2 | Yes | Yes | 138 | 130 | 1 | Yes | Yes | 24 | 14 | 2 | Yes | Yes |
| 41 | SERTM3 | A284 London Road | WB | SERTM | 2594 | 7572 | 379 | 384 | 11 | No | Yes | 321 | 320 | 0 | Yes | Yes | 50 | 62 | 2 | Yes | Yes | 5 | 2 | 2 | Yes | Yes |
| 42 | SERTM4 | B2139 Amberley, New Barn Rd | WB | SERTM | 7570 | 2596 | 389 | 401 | 1 | Yes | Yes | 374 | 325 | 3 | Yes | Yes | 34 | 61 | 4 | Yes | Yes | 2 | 15 | 5 | Yes | Yes |
| 43 | SERTM5 | A283 Pulborough Rd | WB | SERTM | 2766 | 2772 | 249 | 204 | 3 | Yes | Yes | 224 | 167 | 4 | Yes | Yes | 19 | 32 | 3 | Yes | Yes | 4 | 5 | 0 | Yes | Yes |
| 44 | SERTM6 | A259 Shoreham, E. OF New Salts farm rbt | WB | SERTM | 1880 | 1772 | 1245 | 1257 | 0 | Yes | Yes | 1123 | 1038 | 3 | Yes | Yes | 93 | 198 | 9 | No | No | 16 | 20 | 1 | Yes | Yes |
| 45 | SERTM7 | A27 Old Shoreham Road | WB | SERTM | 2218 | 7371 | 2489 | 1367 | 25 | No | No | 1185 | 889 | 9 | No | No | 228 | 159 | 5 | Yes | No | 74 | 322 | 18 | No | No |
| 46 | SERTM8 | A24 Findon Road | SB | SERTM | 7616 | 2044 | 1070 | 1111 | 1 | Yes | Yes | 1008 | 1008 | 0 | Yes | Yes | 62 | 63 | 0 | Yes | Yes | 41 | 41 | 0 | Yes | Yes |
| 47 | SERTM9 | A27 Arundel Road | EB | SERTM | 2076 | 2096 | 1242 | 940 | 9 | No | No | 881 | 855 | 1 | Yes | Yes | 190 | 84 | 9 | No | Yes | 34 | 13 | 4 | Yes | Yes |
| 49 | SERTM11 | A259 Littlehampton Road | EB | SERTM | 1524 | 1562 | 1335 | 1443 | 3 | Yes | Yes | 1214 | 1204 | 0 | Yes | Yes | 93 | 222 | 10 | No | No | 16 | 18 | 1 | Yes | Yes |
| 50 | SERTM6 | A259 Shoreham, E. OF New Salts farm rbt | EB | SERTM | 1772 | 1880 | 884 | 884 | 0 | Yes | Yes | 807 | 729 | 3 | Yes | Yes | 56 | 141 | 9 | No | Yes | 14 | 14 | 0 | Yes | Yes |
| 51 | SERTM7 | A27 Old Shoreham Road | EB | SERTM | 7370 | 2222 | 1710 | 1841 | 0 | Yes | Yes | 1688 | 1432 | 6 | No | No | 267 | 226 | 3 | Yes | Yes | 45 | 169 | 12 | No | No |
| 52 | SERTM8 | A24 Findon Road | NB | SERTM | 2044 | 7616 | 872 | 864 | 0 | Yes | Yes | 741 | 741 | 0 | Yes | Yes | 99 | 98 | 0 | Yes | Yes | 25 | 25 | 0 | Yes | Yes |
| 53 | SERTM9 | A27 Arundel Road | WB | SERTM | 2096 | 2066 | 1002 | 1285 | 8 | No | No | 965 | 1089 | 4 | Yes | Yes | 131 | 130 | 0 | Yes | Yes | 32 | 33 | 0 | Yes | Yes |
| 55 | SERTM11 | A259 Littlehampton Road | WB | SERTM | 1548 | 1520 | 1457 | 1478 | 1 | Yes | Yes | 1357 | 1243 | 3 | Yes | Yes | 72 | 220 | 12 | No | No | 16 | 15 | 0 | Yes | Yes |
| 56 | SERTM12 | A27 west of Chichester | WB | SERTM | 11327 | 13917 | 1595 | 1886 | 7 | No | No | 1316 | 1605 | 8 | No | No | 133 | 211 | 6 | No | Yes | 33 | 70 | 5 | No | Yes |
| 57 | SERTM12 | A27 west of Chichester | EB | SERTM | 13961 | 11328 | 1791 | 1872 | 2 | Yes | Yes | 1419 | 1570 | 4 | Yes | Yes | 218 | 212 | 0 | Yes | Yes | 42 | 91 | 6 | No | Yes |
| 58 | SERTM13 | A27 between A285 and A29 | EB | SERTM | 12159 | 2330 | 1993 | 1921 | 2 | Yes | Yes | 1373 | 1557 | 5 | Yes | Yes | 177 | 296 | 8 | No | Yes | 42 | 67 | 3 | Yes | Yes |
| 59 | SERTM13 | A27 between A29 and A285 | WB | SERTM | 12160 | 12158 | 1307 | 1469 | 4 | Yes | Yes | 1153 | 1187 | 1 | Yes | Yes | 237 | 223 | 1 | Yes | Yes | 41 | 59 | 3 | Yes | Yes |
| 74 | WSCC3 | A259 Fishbourne, Just West Of Roundabout | EB | WSCC | 11360 | 13718 | 484 | 498 | 1 | Yes | Yes | 416 | 413 | 0 | Yes | Yes | 56 | 78 | 3 | Yes | Yes | 8 | 7 | 0 | Yes | Yes |
| 75 | WSCC3 | A259 Fishbourne, Just West Of Roundabout | WB | WSCC | 13718 | 11360 | 471 | 465 | 0 | Yes | Yes | 418 | 418 | 0 | Yes | Yes | 40 | 40 | 0 | Yes | Yes | 9 | 7 | 1 | Yes | Yes |
| 78 | WSCC5 | A259 Bognor Regis, Chichester Rd. (Elbridge Farm) | WB | WSCC | 13734 | 12138 | 731 | 722 | 0 | Yes | Yes | 636 | 640 | 0 | Yes | No | 67 | 66 | 2 | Yes | Yes | 24 | 15 | 1 | Yes | Yes |
| 79 | WSCC5 | A259 Bognor Regis, Chichester Rd. (Elbridge Farm) | EB | WSCC | 12138 | 13734 | 1145 | 1148 | 0 | Yes | Yes | 1039 | 1045 | 0 | Yes | Yes | 82 | 93 | 3 | Yes | Yes | 17 | 10 | 3 | Yes | Yes |
| 80 | WSCC6 | Runcton, Lagness Rd. / Pagham Rd. By Garden Cent. | EB | WSCC | 11361 | 12129 | 871 | 896 | 1 | Yes | Yes | 781 | 822 | 1 | Yes | Yes | 72 | 67 | 1 | Yes | Yes | 11 | 8 | 1 | Yes | Yes |
| 81 | WSCC6 | Runcton, Lagness Rd. / Pagham Rd. By Garden Cent. | WB | WSCC | 12129 | 11361 | 371 | 367 | 0 | Yes | Yes | 323 | 325 | 0 | Yes | Yes | 35 | 35 | 0 | Yes | Yes | 11 | 7 | 1 | Yes | Yes |
| 82 | WSCC7 | A284 Lyminster, Lyminster Road North Of Bends | NB | WSCC | 8092 | 7936 | 396 | 409 | 1 | Yes | Yes | 344 | 367 | 1 | Yes | Yes | 37 | 36 | 0 | Yes | Yes | 12 | 6 | 2 | Yes | Yes |
| 83 | WSCC7 | A284 Lyminster, Lyminster Road North Of Bends | SB | WSCC | 7936 | 8092 | 549 | 462 | 4 | Yes | Yes | 476 | 404 | 3 | Yes | Yes | 55 | 47 | 1 | Yes | Yes | 14 | 10 | 1 | Yes | Yes |
| 84 | WSCC8 | A259 Rustington Bypass | EB | WSCC | 1504 | 4137 | 1031 | 1049 | 1 | Yes | Yes | 922 | 969 | 2 | Yes | Yes | 84 | 69 | 2 | Yes | Yes | 12 | 12 | 0 | Yes | Yes |
| 85 | WSCC8 | A259 Rustington Bypass | WB | WSCC | 10159 | 1500 | 1169 | 1015 | 5 | Yes | Yes | 1038 | 921 | 4 | Yes | Yes | 101 | 82 | 2 | Yes | Yes | 14 | 11 | 1 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | PM PEAK – ALL VEHICLES | | | PM PEAK – CAR | | | PM PEAK – LGV | | | PM PEAK - HGV | | | | | | | | | | |
|-------|--------|--|-----------|-----------|--------|--------|------------------------|----------|-----|---------------|------------|----------|---------------|-----|-----------|---------------|----------|----------|-----|-----------|------------|----|----|---|-----|-----|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | | | | | |
| 90 | WSCC11 | Steyning A283 Washington Road, West Of B2135 | EB | WSCC | 2640 | 2728 | 692 | 675 | 1 | Yes | Yes | 602 | 595 | 0 | Yes | Yes | 71 | 69 | 0 | Yes | Yes | 14 | 11 | 1 | Yes | Yes |
| 91 | WSCC11 | Steyning A283 Washington Road, West Of B2135 | WB | WSCC | 2728 | 2640 | 718 | 703 | 1 | Yes | Yes | 644 | 624 | 1 | Yes | No | 66 | 69 | 0 | Yes | Yes | 12 | 10 | 1 | Yes | Yes |
| 102 | WSCC17 | A283 Shoreham, Old Shoreham Rd N. Of Buckingham St | NB | WSCC | 1912 | 2114 | 422 | 402 | 1 | Yes | Yes | 386 | 367 | 1 | Yes | Yes | 27 | 27 | 0 | Yes | Yes | 10 | 8 | 1 | Yes | Yes |
| 103 | WSCC17 | A283 Shoreham, Old Shoreham Rd N. Of Buckingham St | SB | WSCC | 2114 | 1912 | 582 | 581 | 0 | Yes | Yes | 528 | 527 | 0 | Yes | Yes | 41 | 46 | 1 | Yes | Yes | 10 | 8 | 1 | Yes | Yes |
| 108 | WSCC20 | A280 Angmering, Water Lane | NB | WSCC | 7644 | 1956 | 491 | 514 | 1 | Yes | Yes | 387 | 458 | 3 | Yes | Yes | 68 | 45 | 3 | Yes | Yes | 8 | 11 | 1 | Yes | Yes |
| 109 | WSCC20 | A280 Angmering, Water Lane | SB | WSCC | 1956 | 7644 | 911 | 862 | 2 | Yes | Yes | 696 | 776 | 3 | Yes | No | 122 | 76 | 5 | Yes | Yes | 10 | 9 | 1 | Yes | Yes |

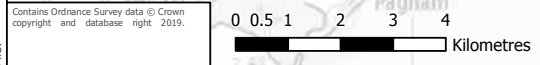
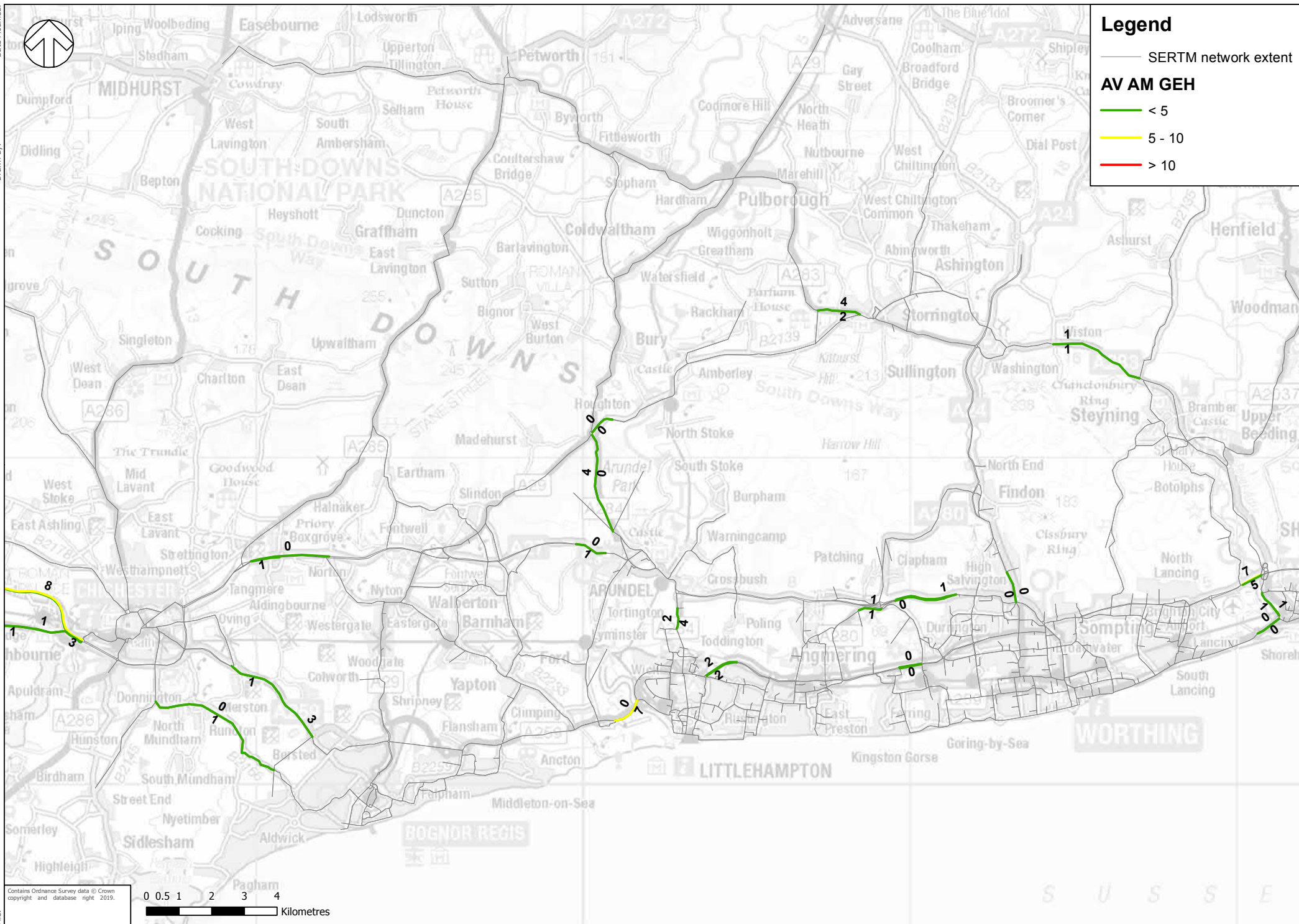


Legend

— SERTM network extent

AV AM GEH

- < 5
- 5 - 10
- > 10



S U S S E

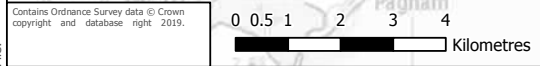
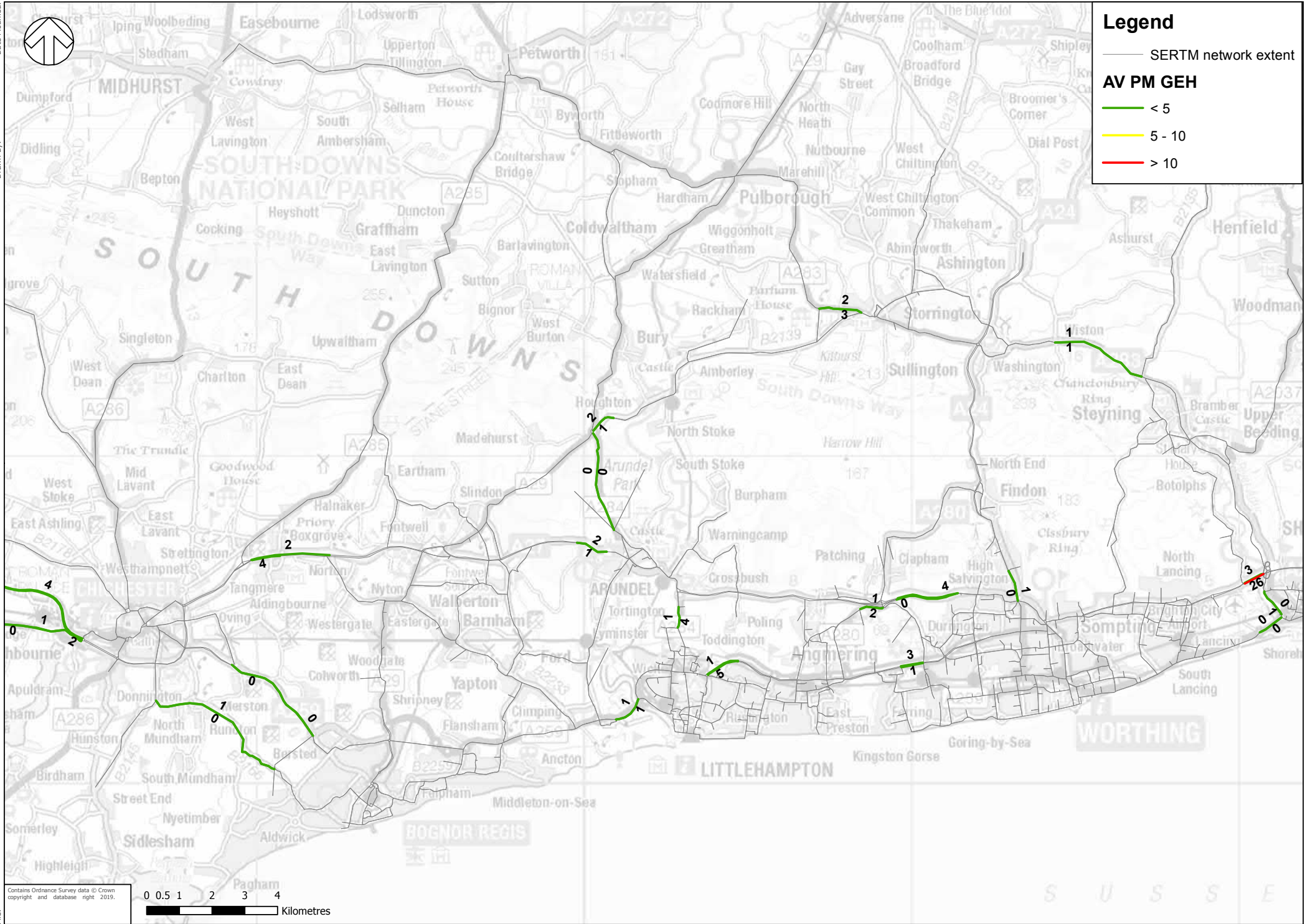


Legend

- SERTM network extent

AV PM GEH

- < 5
- 5 - 10
- > 10



S U S S E

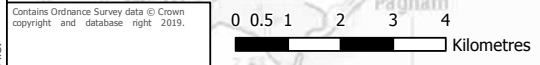
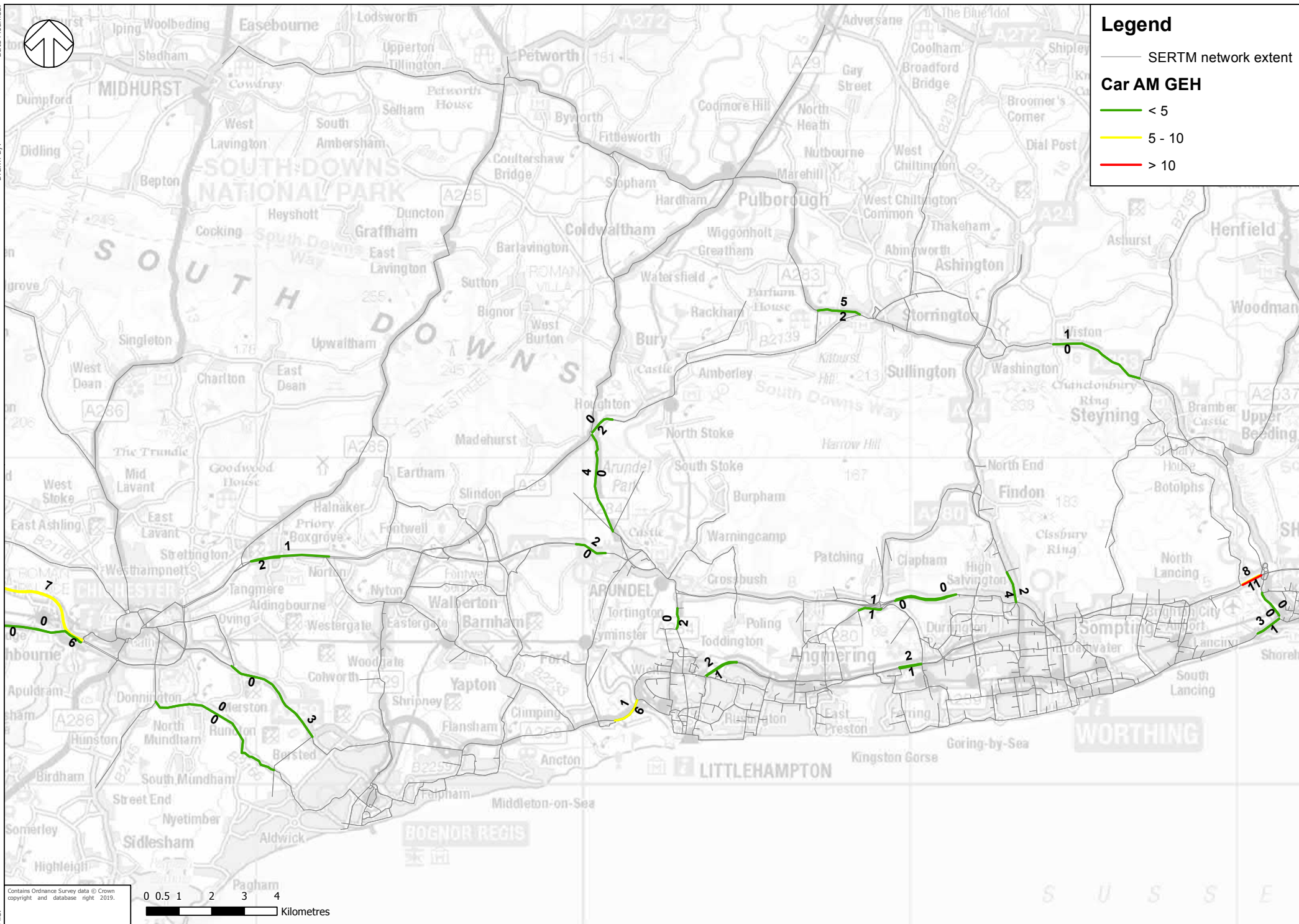


Legend

- SERTM network extent

Car AM GEH

- < 5
- 5 - 10
- > 10



S U S S E

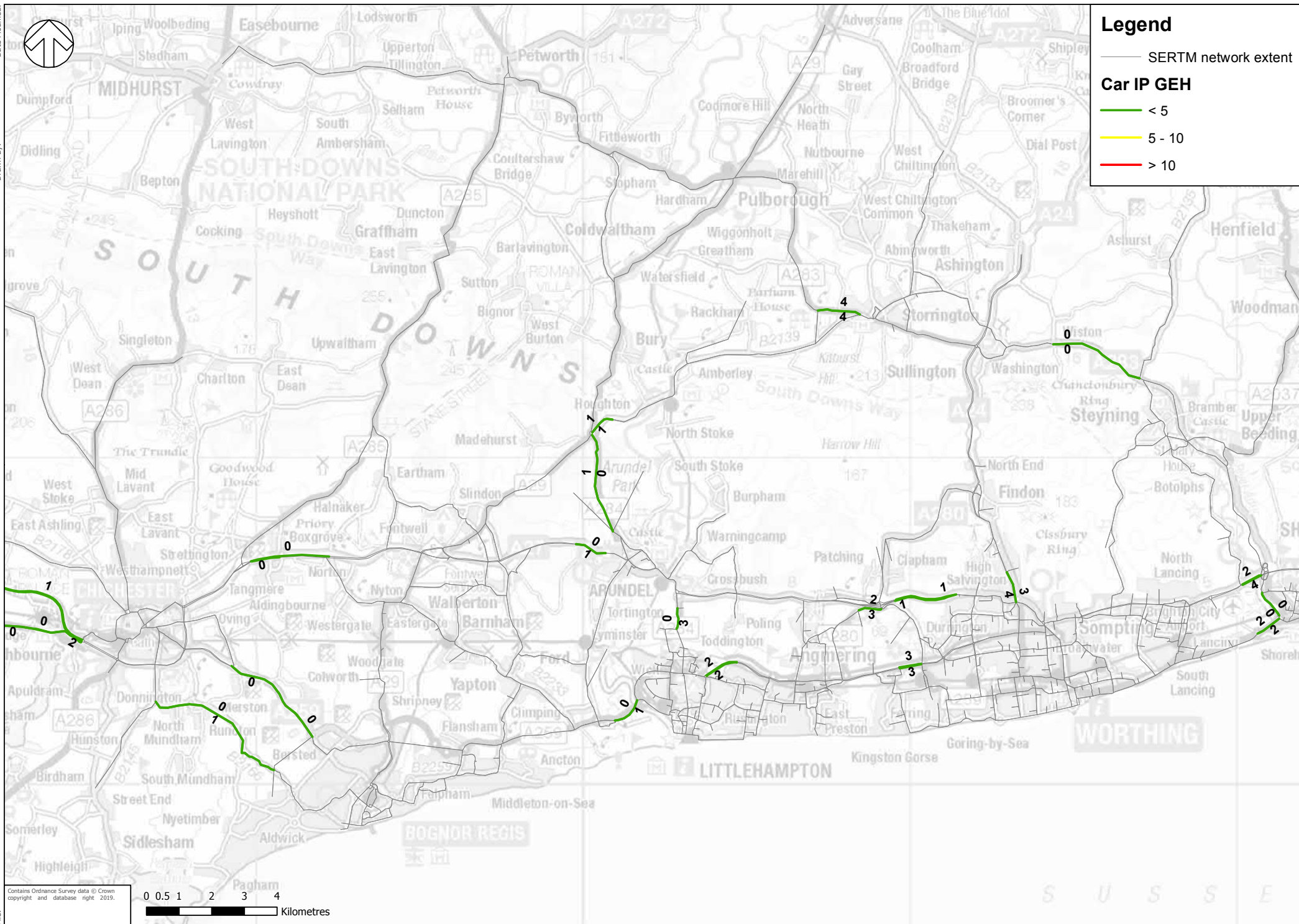


Legend

- SERTM network extent

Car IP GEH

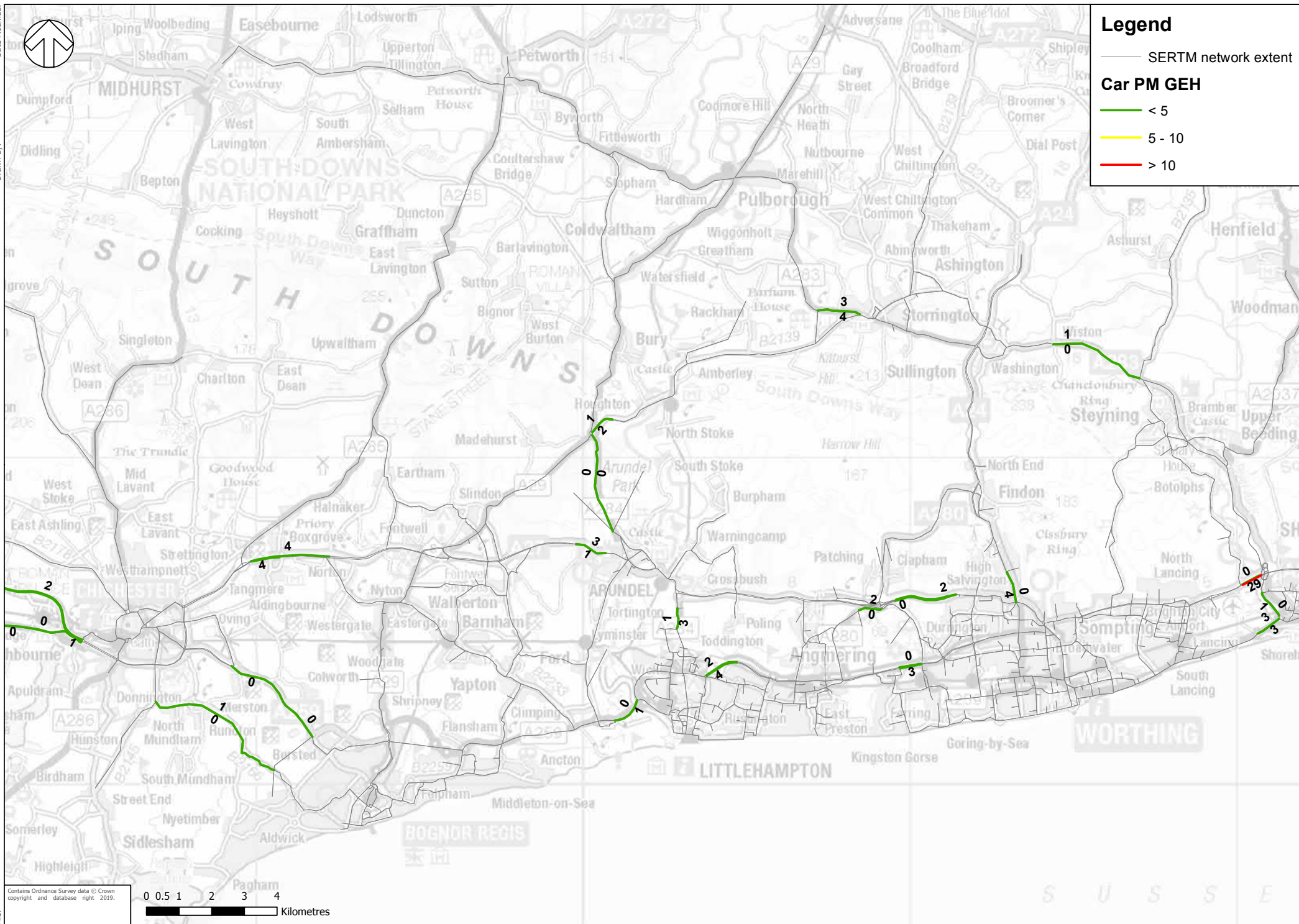
- < 5
- 5 - 10
- > 10



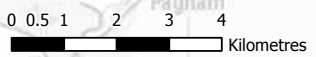


Legend

- SERTM network extent
- Car PM GEH**
 - < 5
 - 5 - 10
 - > 10



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S U S S E

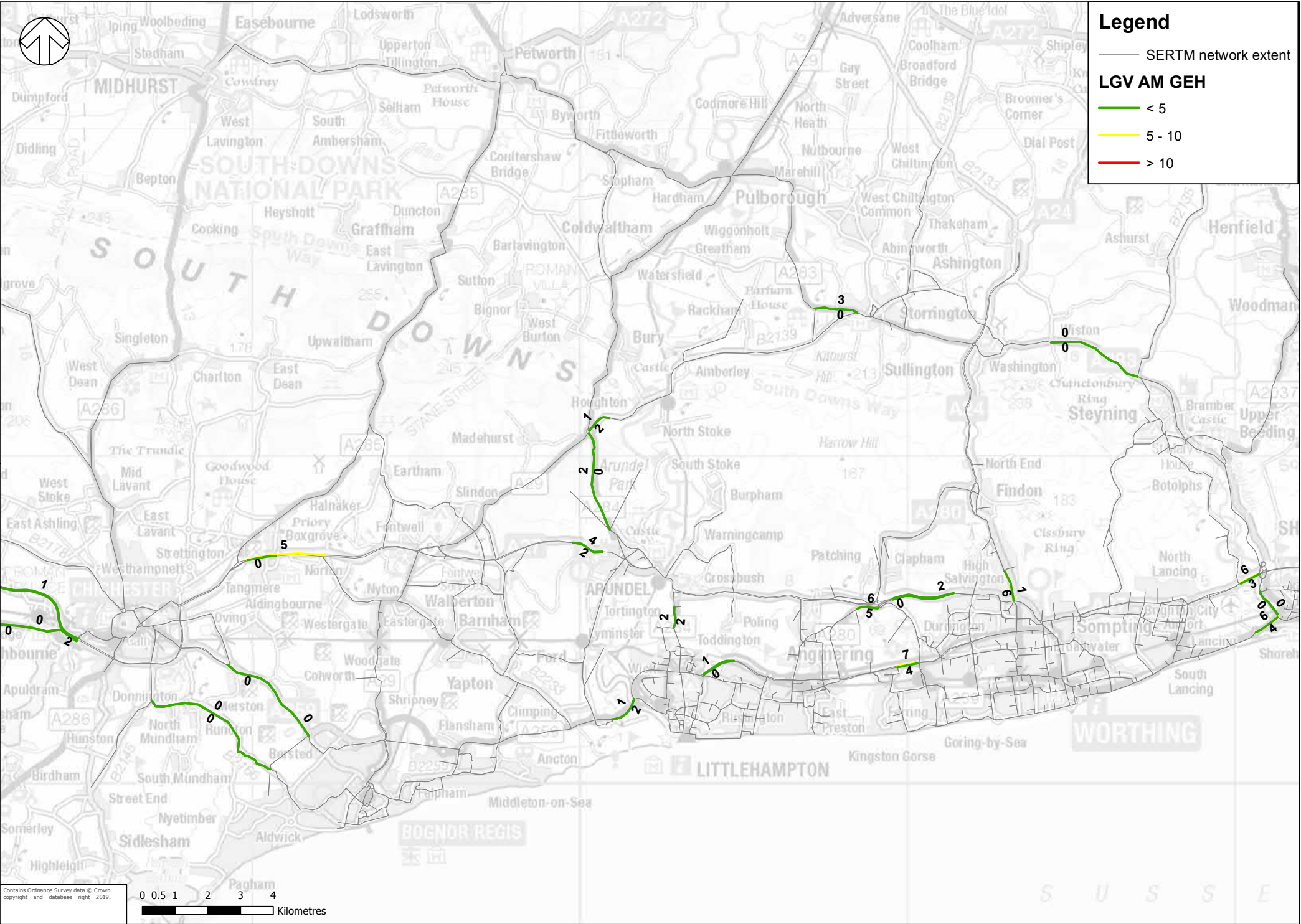


Legend

— SERTM network extent

LGV AM GEH

- < 5
- 5 - 10
- > 10



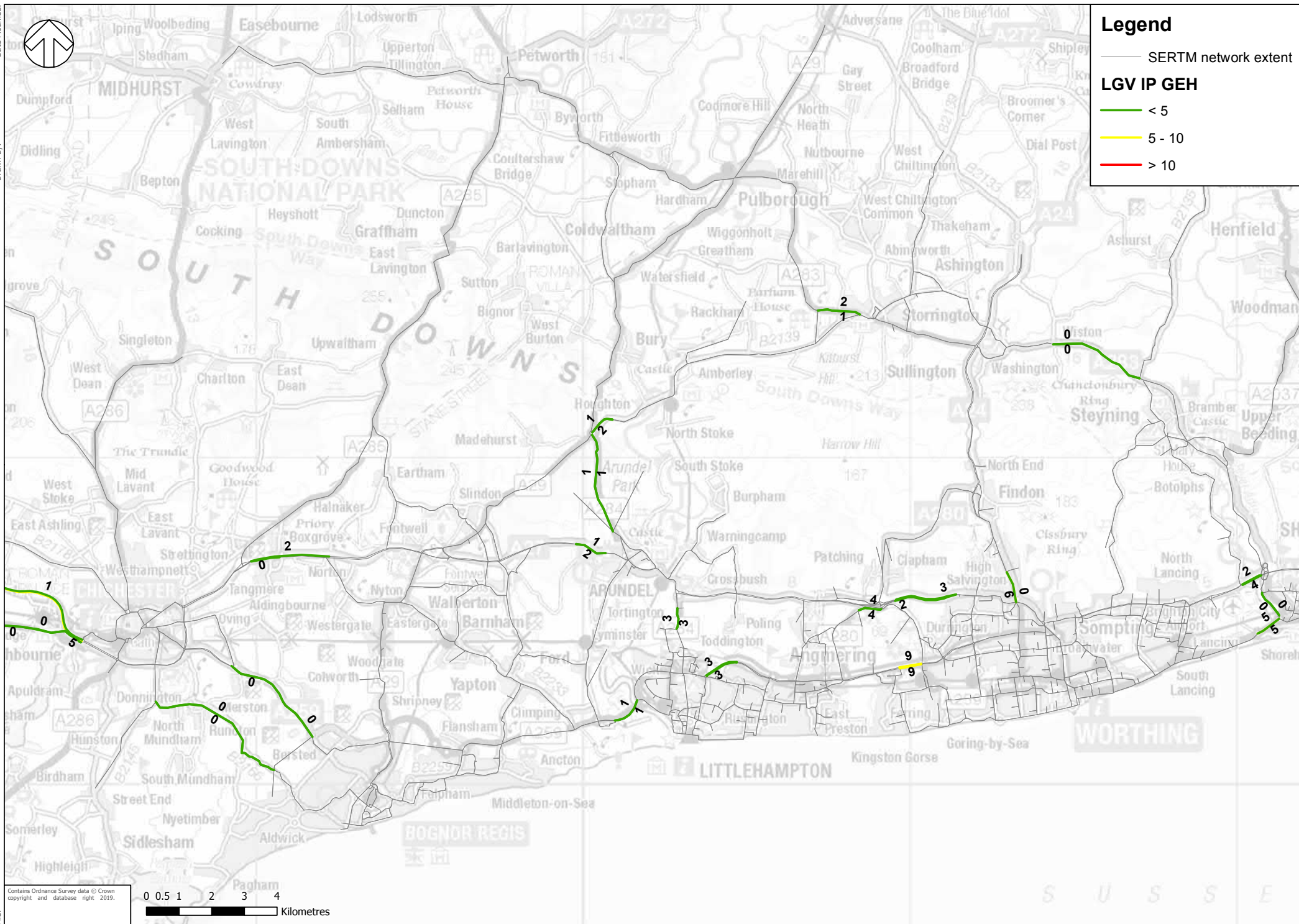


Legend

— SERTM network extent

LGV IP GEH

- < 5
- 5 - 10
- > 10



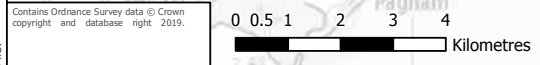
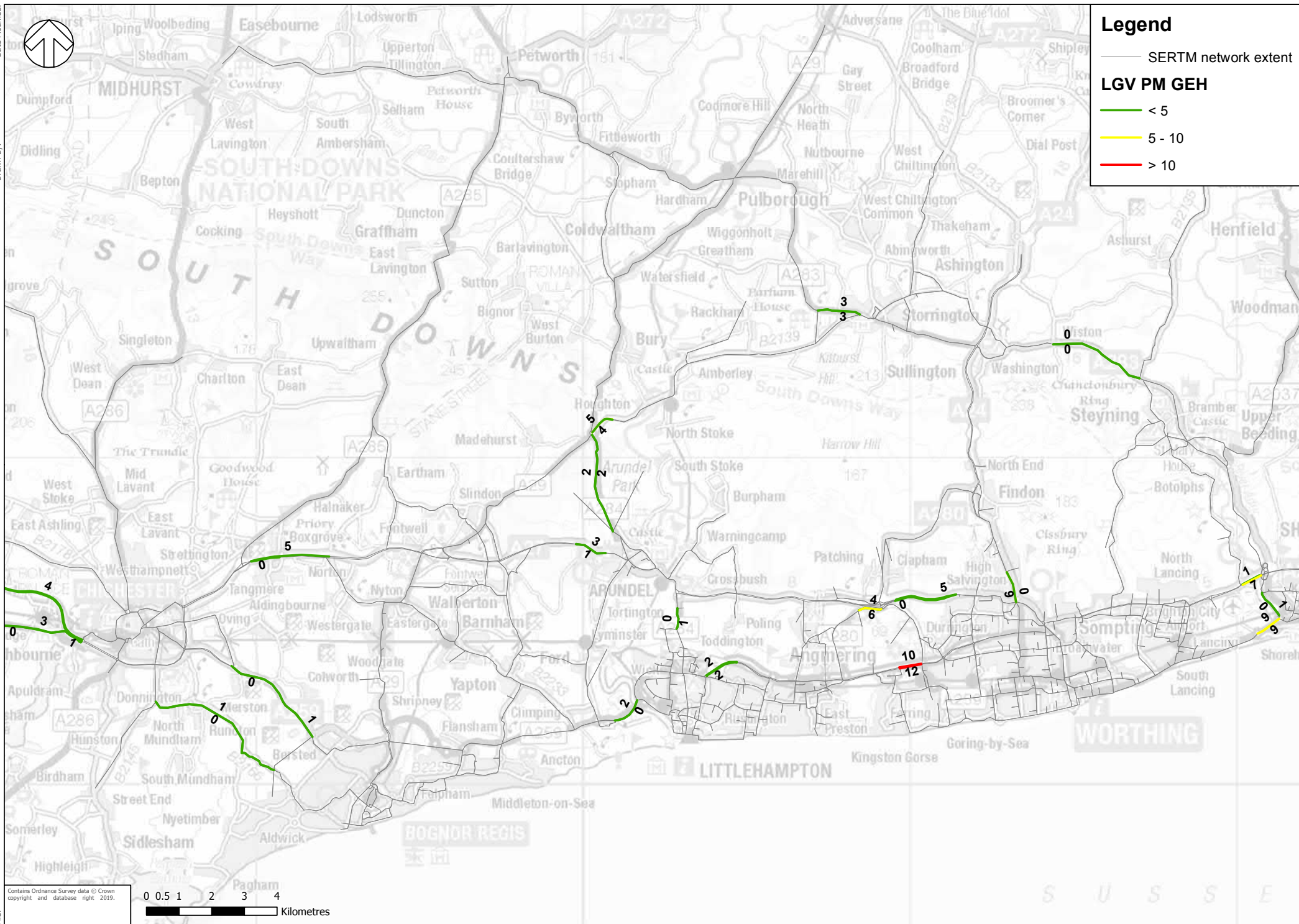


Legend

- SERTM network extent

LGV PM GEH

- < 5
- 5 - 10
- > 10

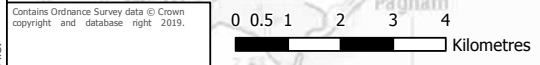
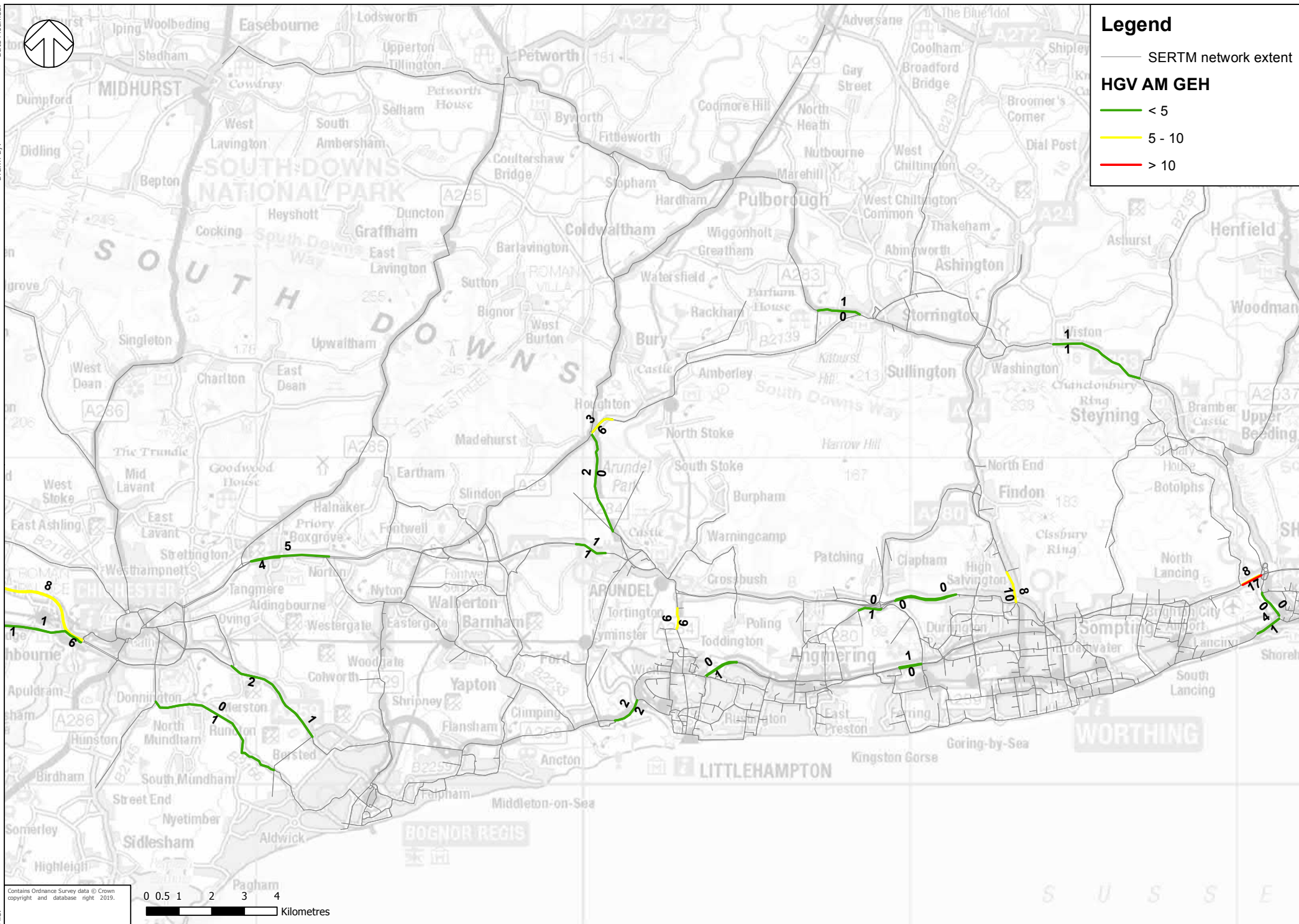


S U S S E



Legend

- SERTM network extent
- HGV AM GEH**
 - < 5
 - 5 - 10
 - > 10



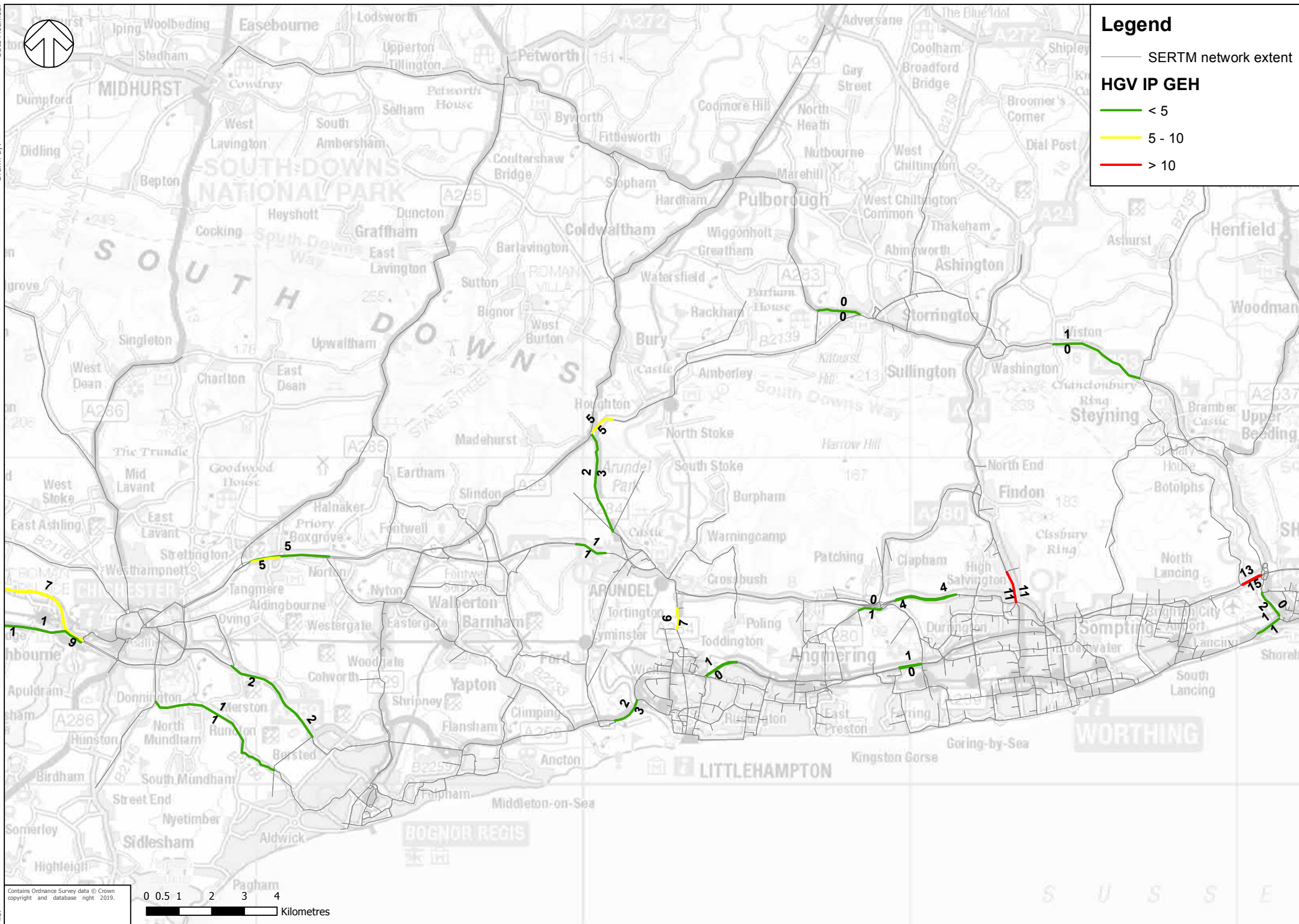


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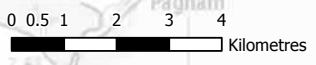
- SERTM network extent

HGV IP GEH

- < 5
- 5 - 10
- > 10



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S U S S E

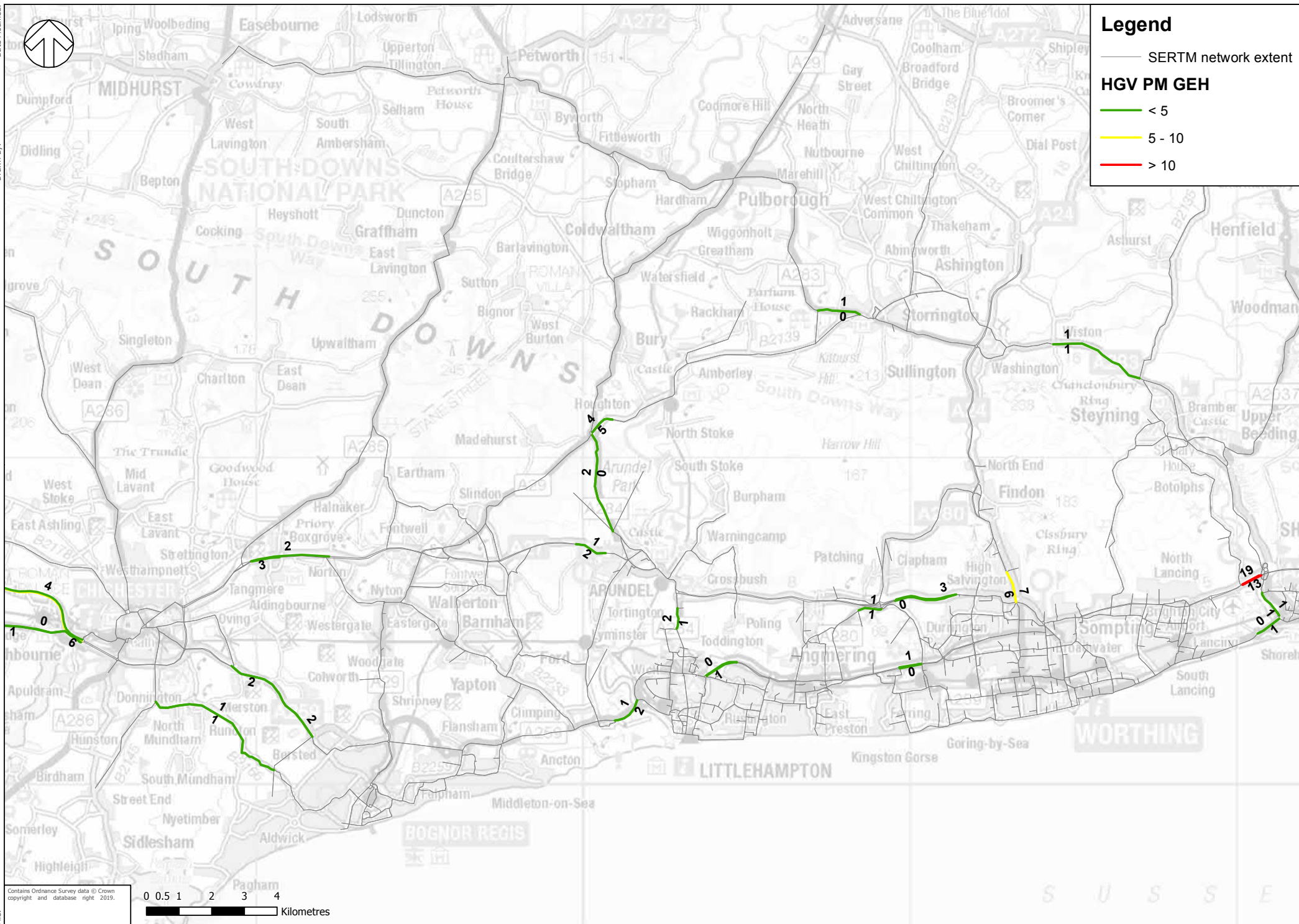


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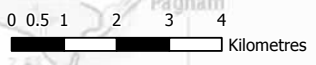
- SERTM network extent

HGV PM GEH

- < 5
- 5 - 10
- > 10



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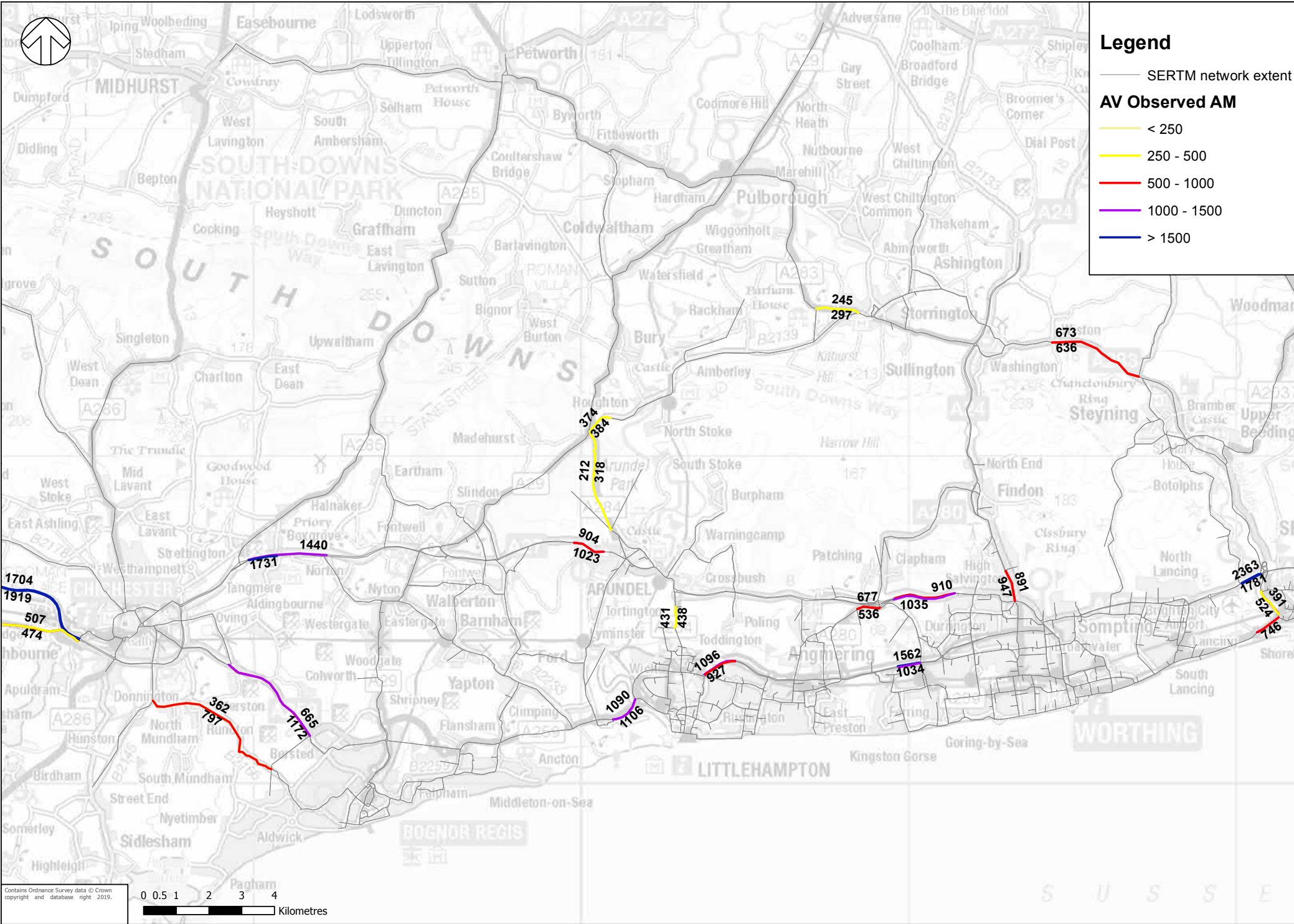
S U S S E

**Calibration sites
(Graphically)**



Legend

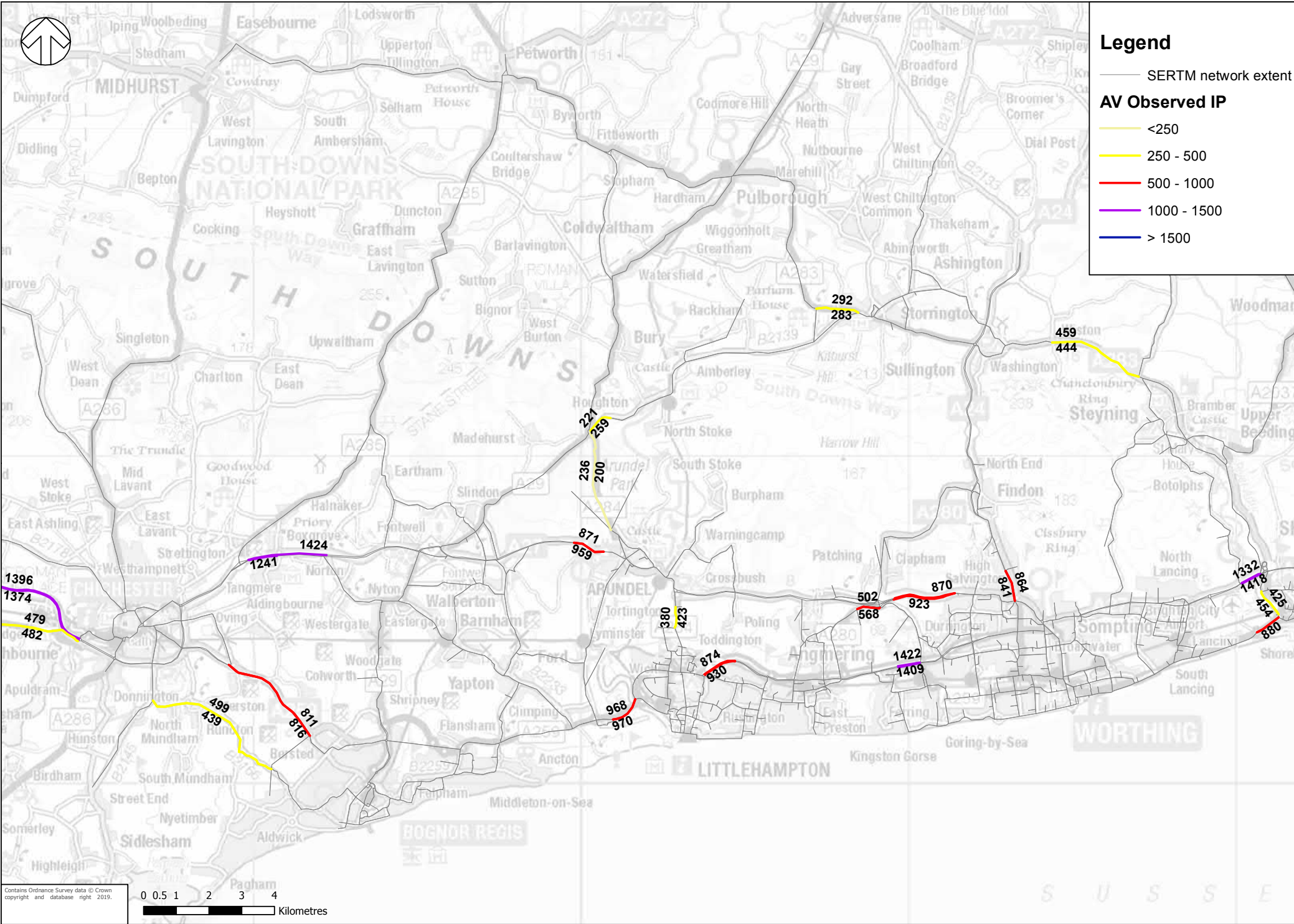
- SERTM network extent
- AV Observed AM
- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500





Legend

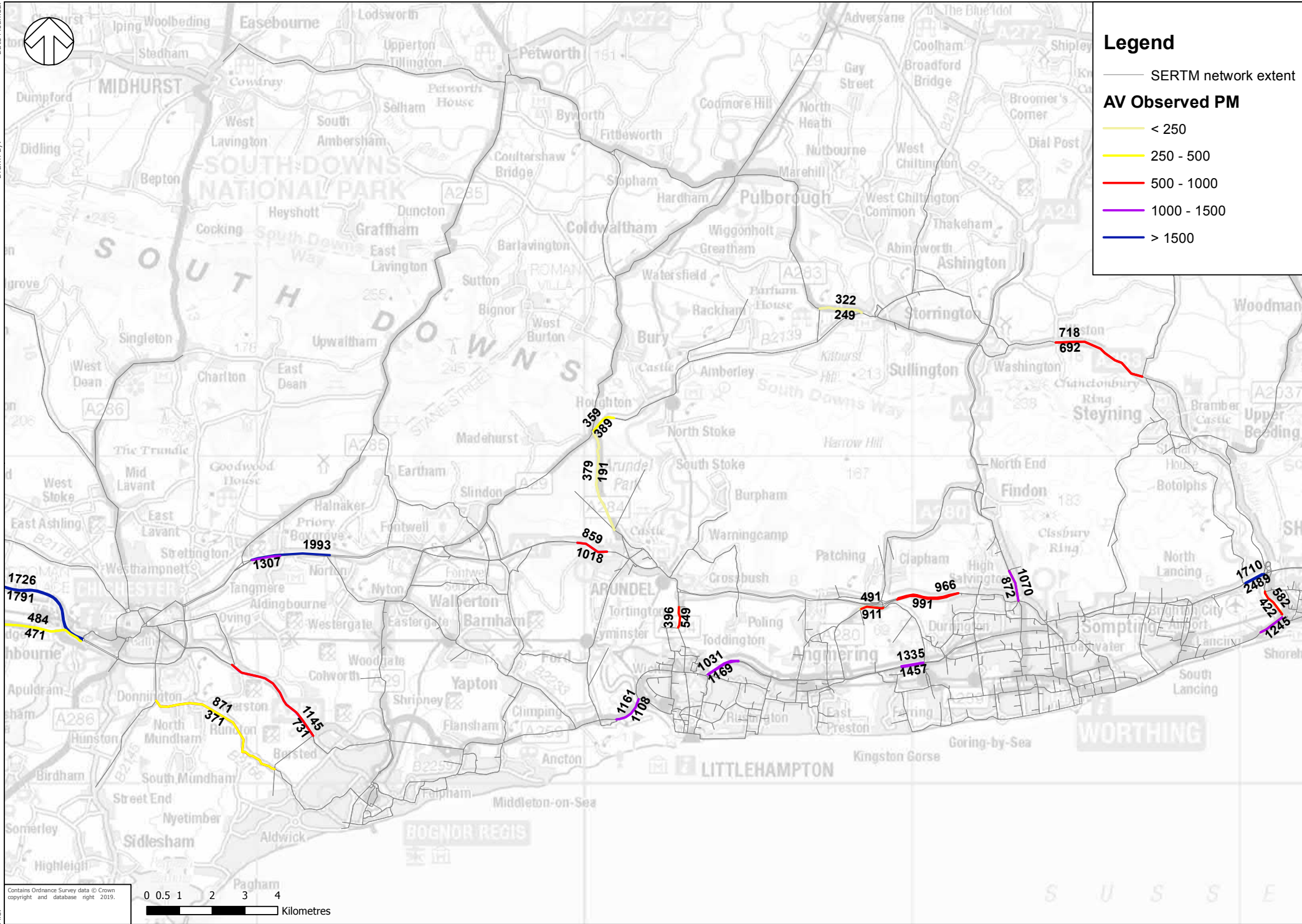
- SERTM network extent
- AV Observed IP**
- <250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



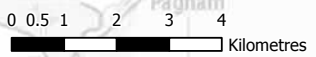


Legend

- SERTM network extent
- AV Observed PM
- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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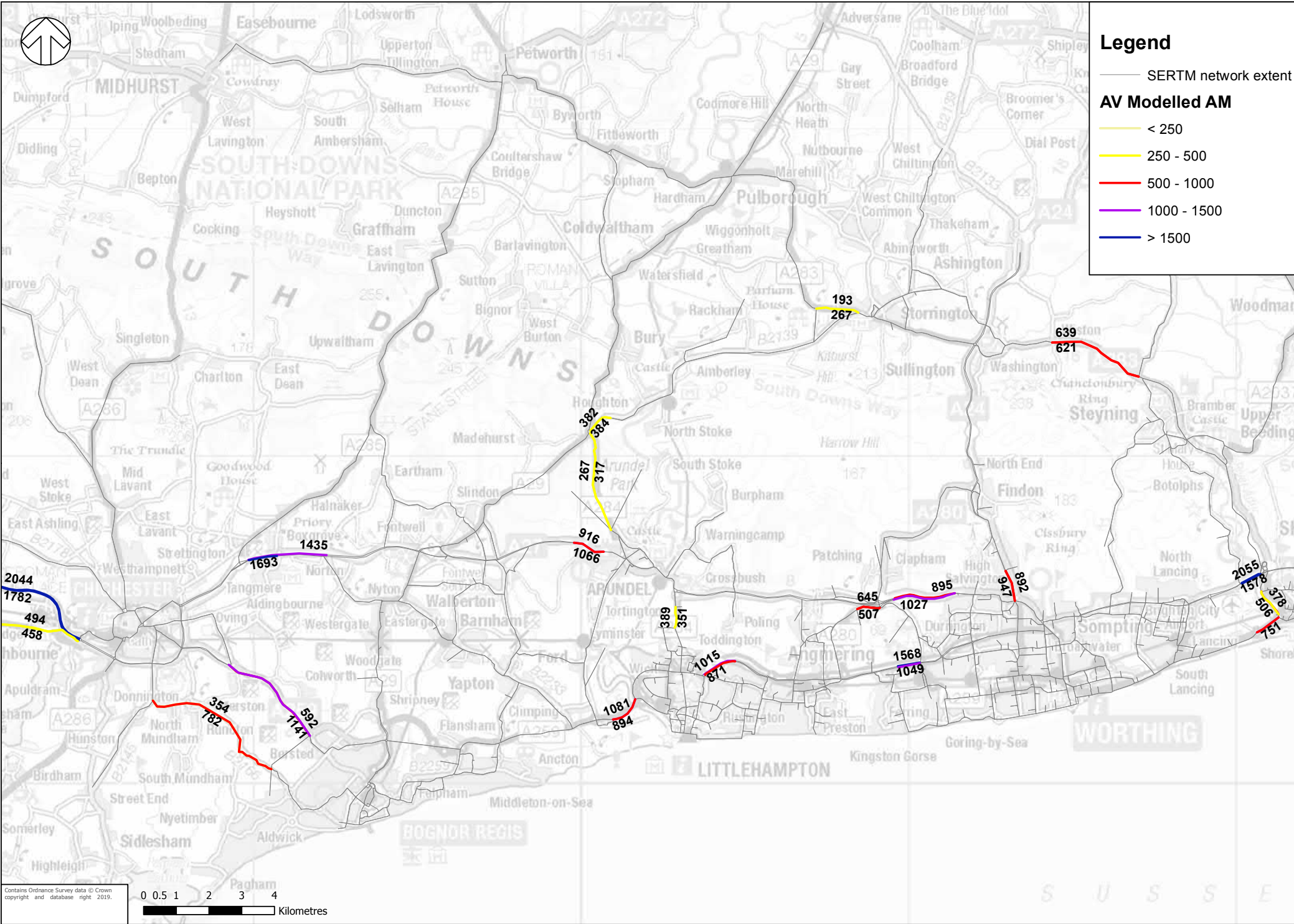


S U S S E

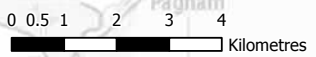


Legend

- SERTM network extent
- AV Modelled AM
- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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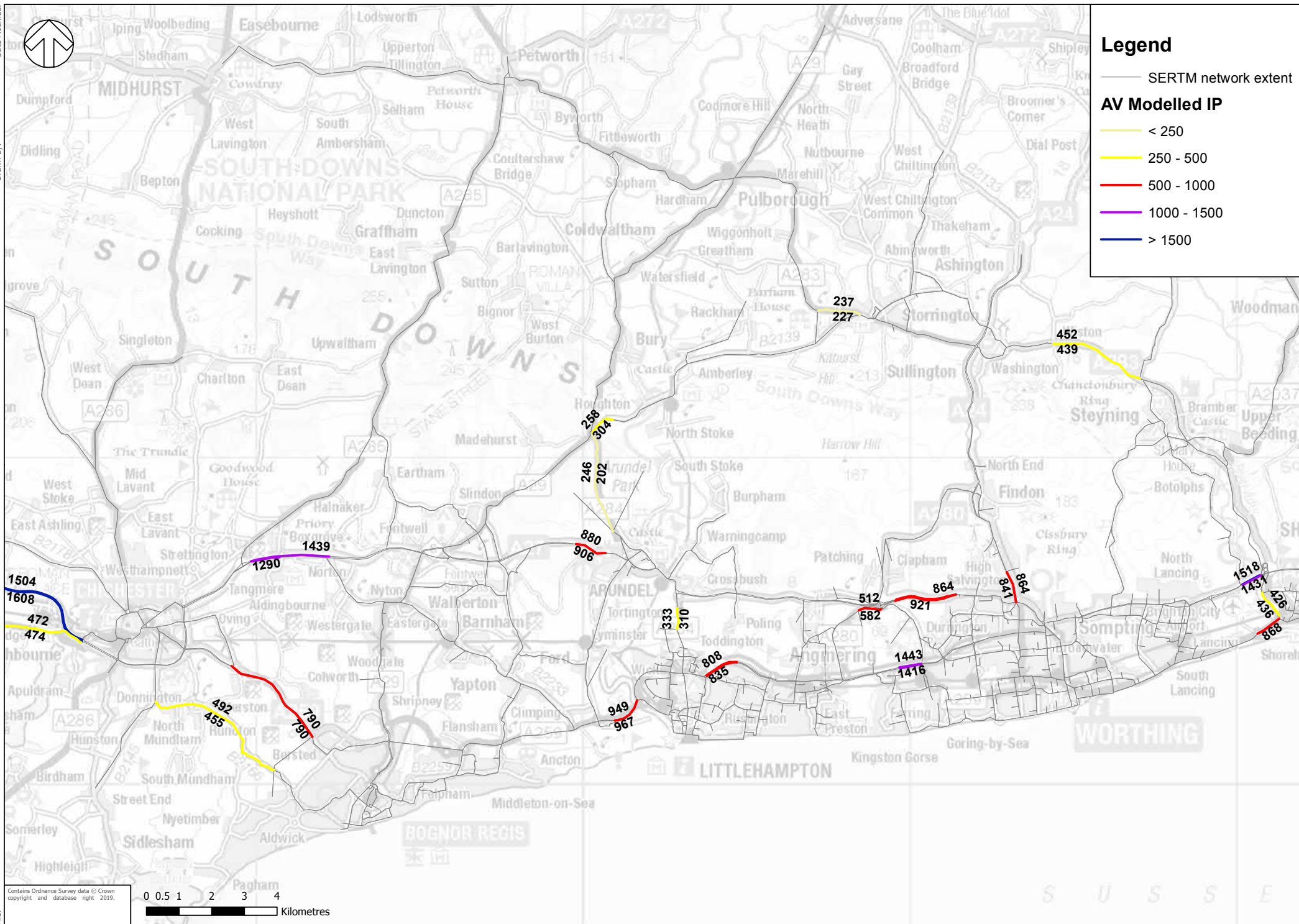


S U S S E



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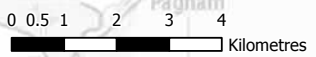
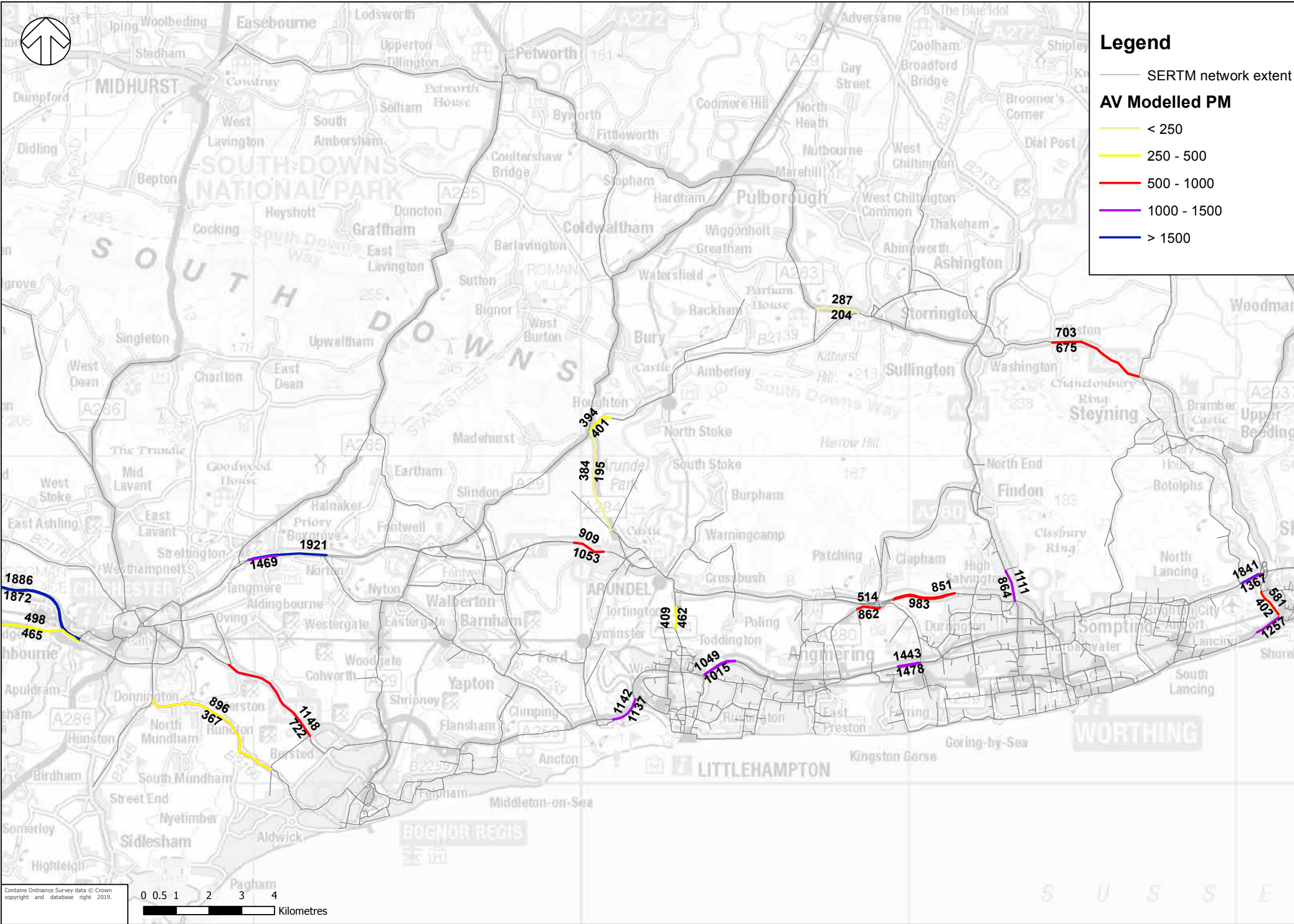
- SERTM network extent
- AV Modelled IP**
 - < 250
 - 250 - 500
 - 500 - 1000
 - 1000 - 1500
 - > 1500





Legend

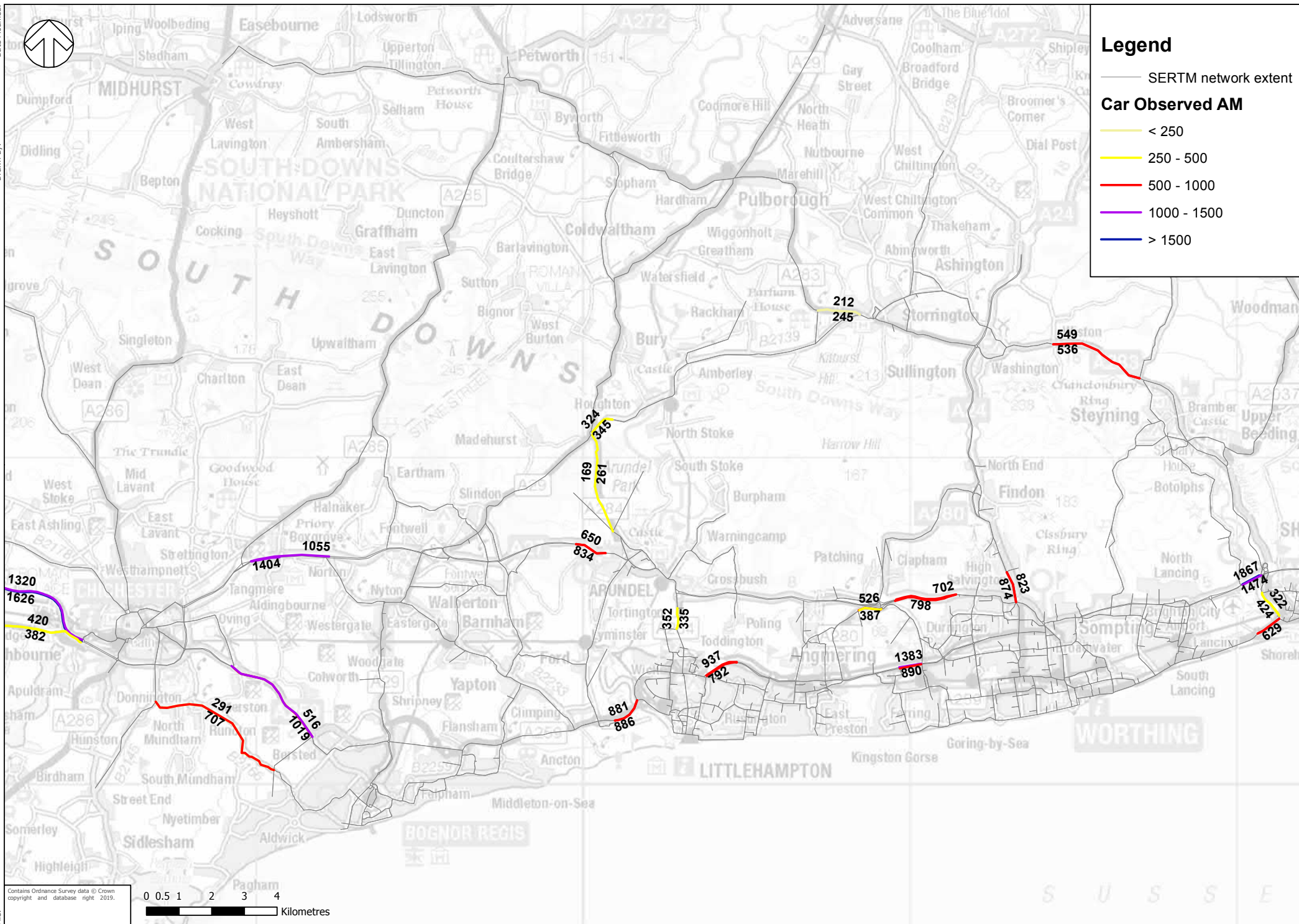
- SERTM network extent
- AV Modelled PM
- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



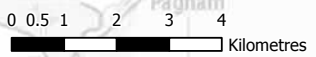


Legend

- SERTM network extent
- Car Observed AM
 - < 250
 - 250 - 500
 - 500 - 1000
 - 1000 - 1500
 - > 1500



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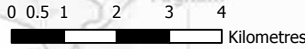
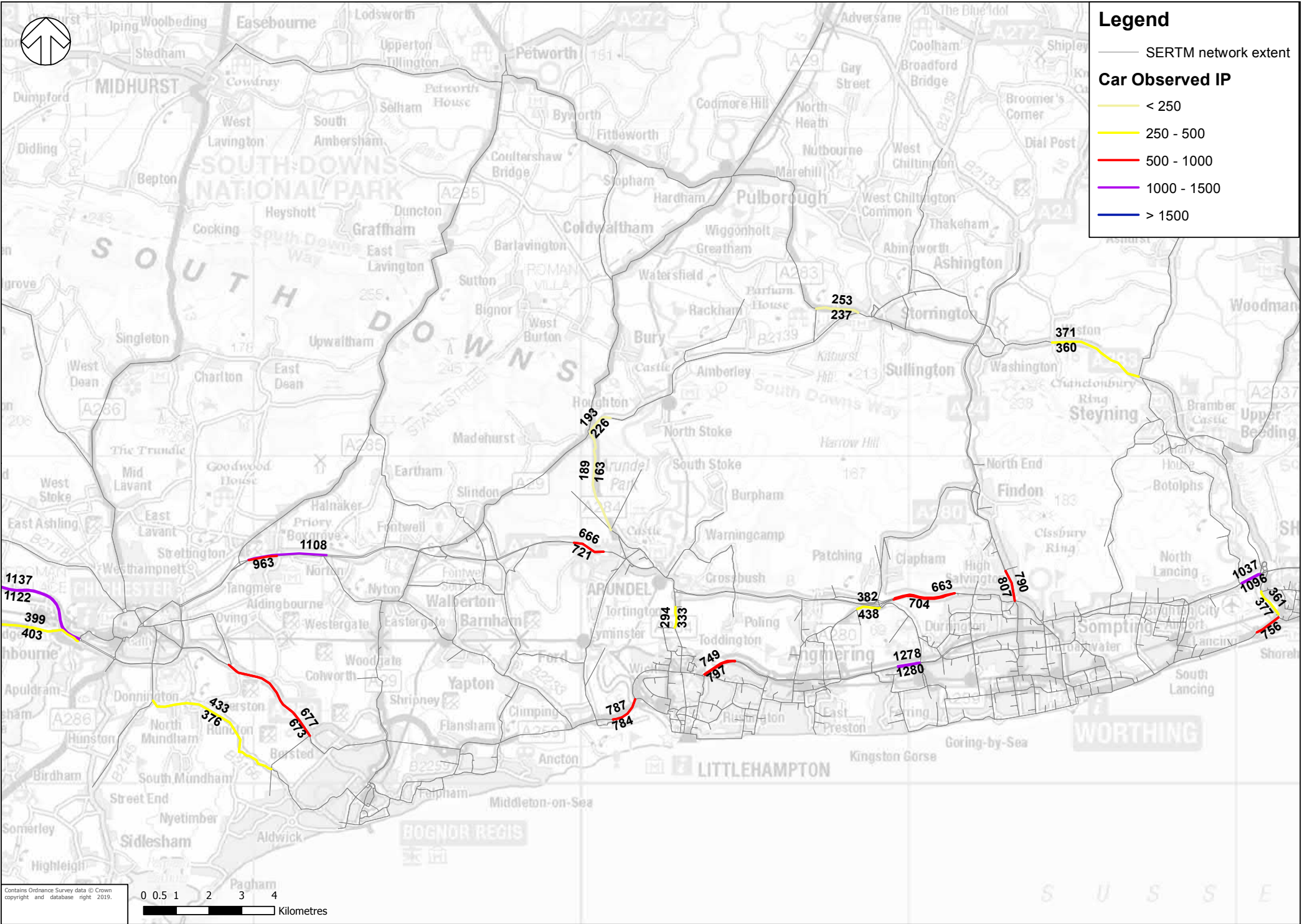


S U S S E



Legend

- SERTM network extent
- Car Observed IP**
 - < 250
 - 250 - 500
 - 500 - 1000
 - 1000 - 1500
 - > 1500



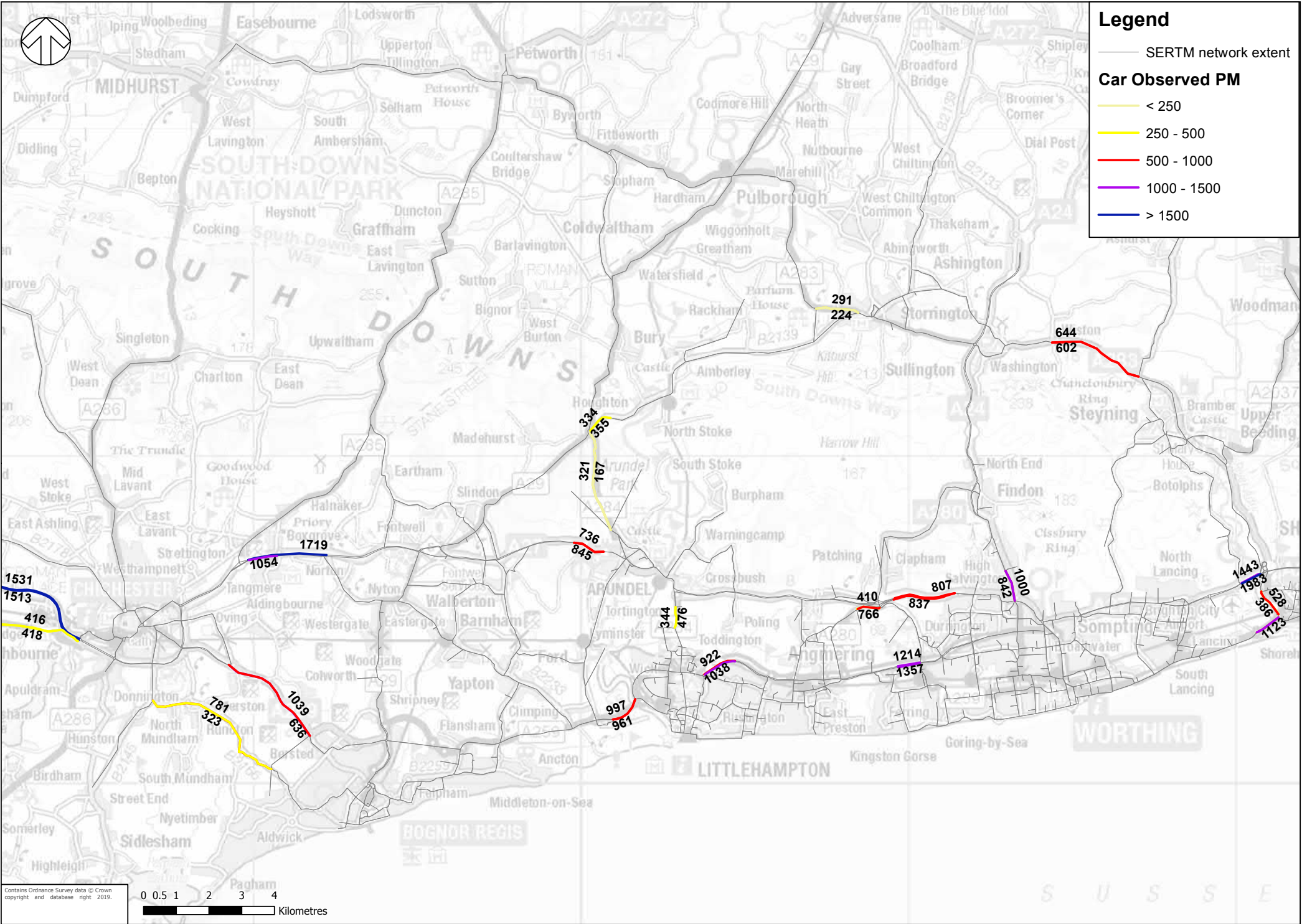


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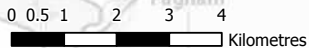
- SERTM network extent

Car Observed PM

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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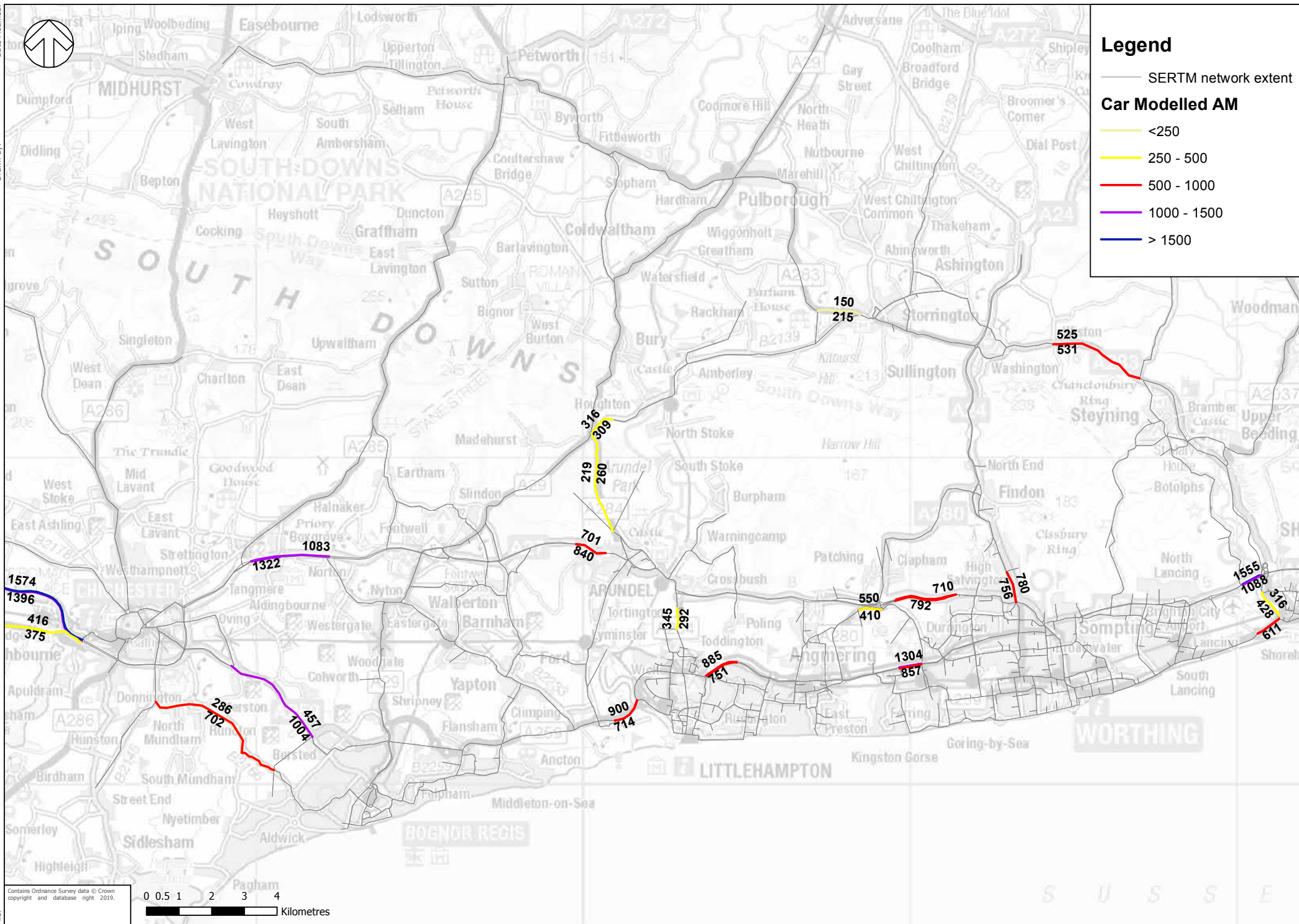


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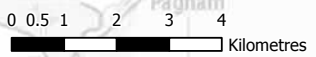


Legend

- SERTM network extent
- <250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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S U S S E

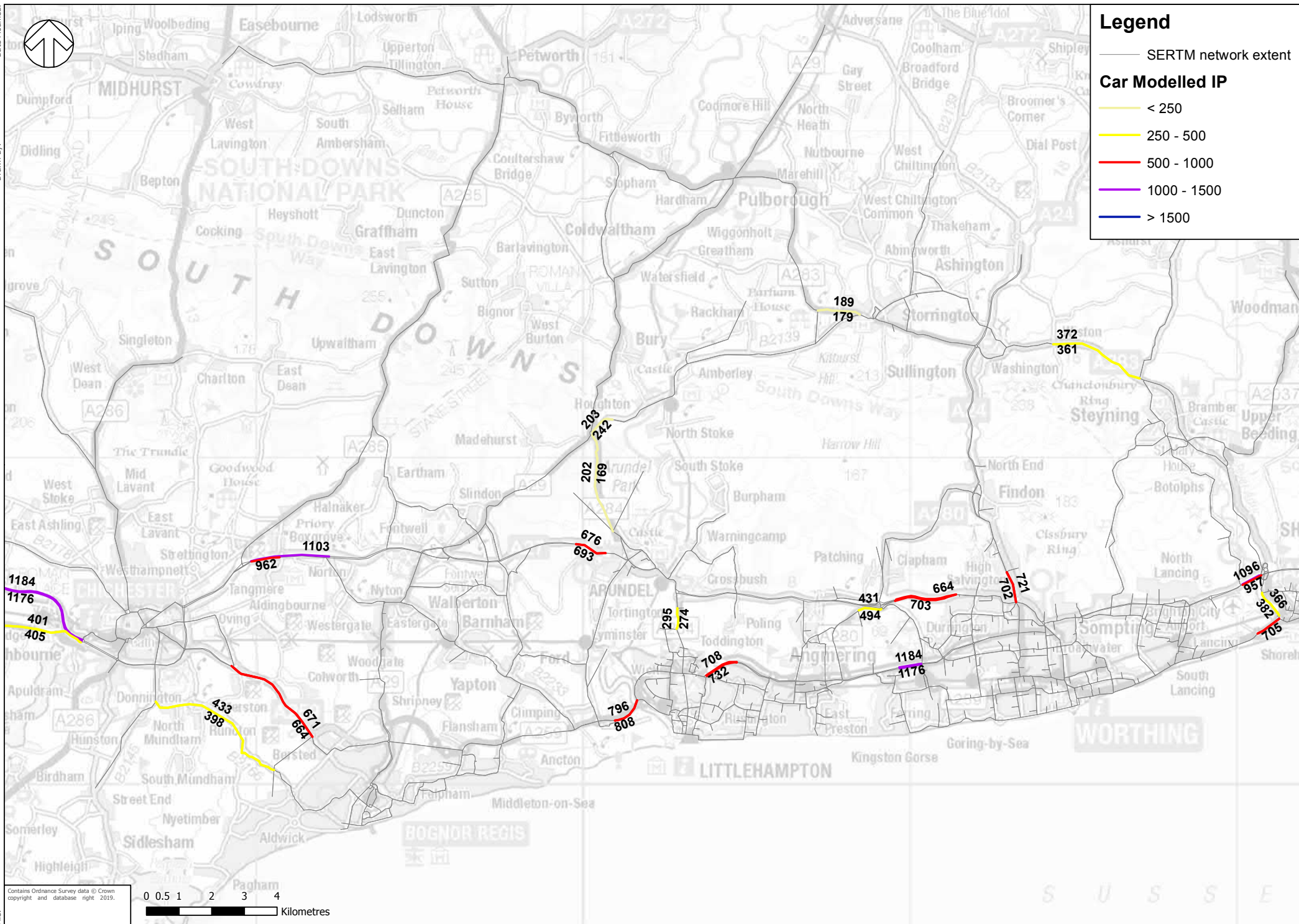


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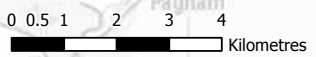
- SERTM network extent

Car Modelled IP

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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S U S S E

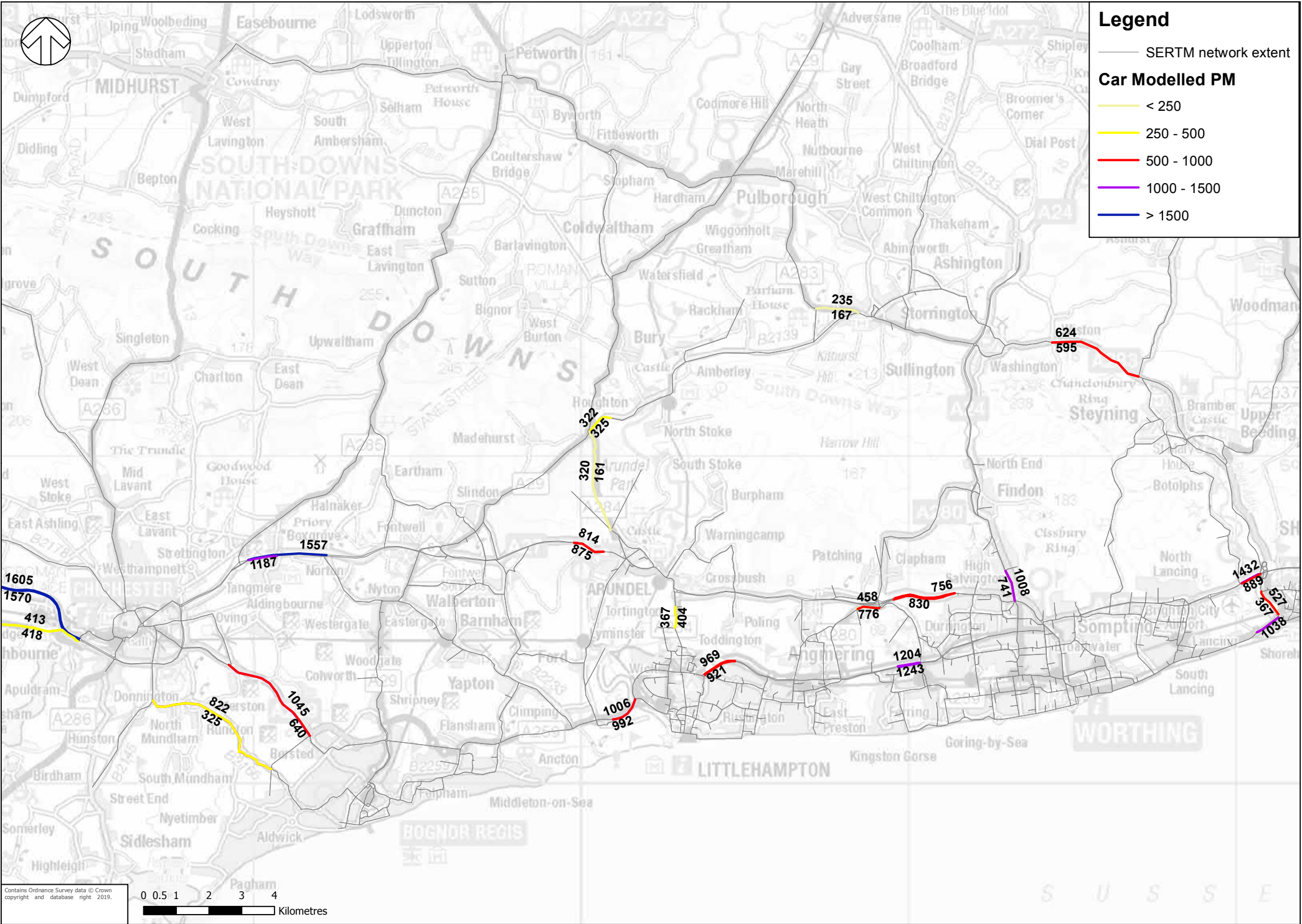


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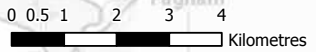
- SERTM network extent

Car Modelled PM

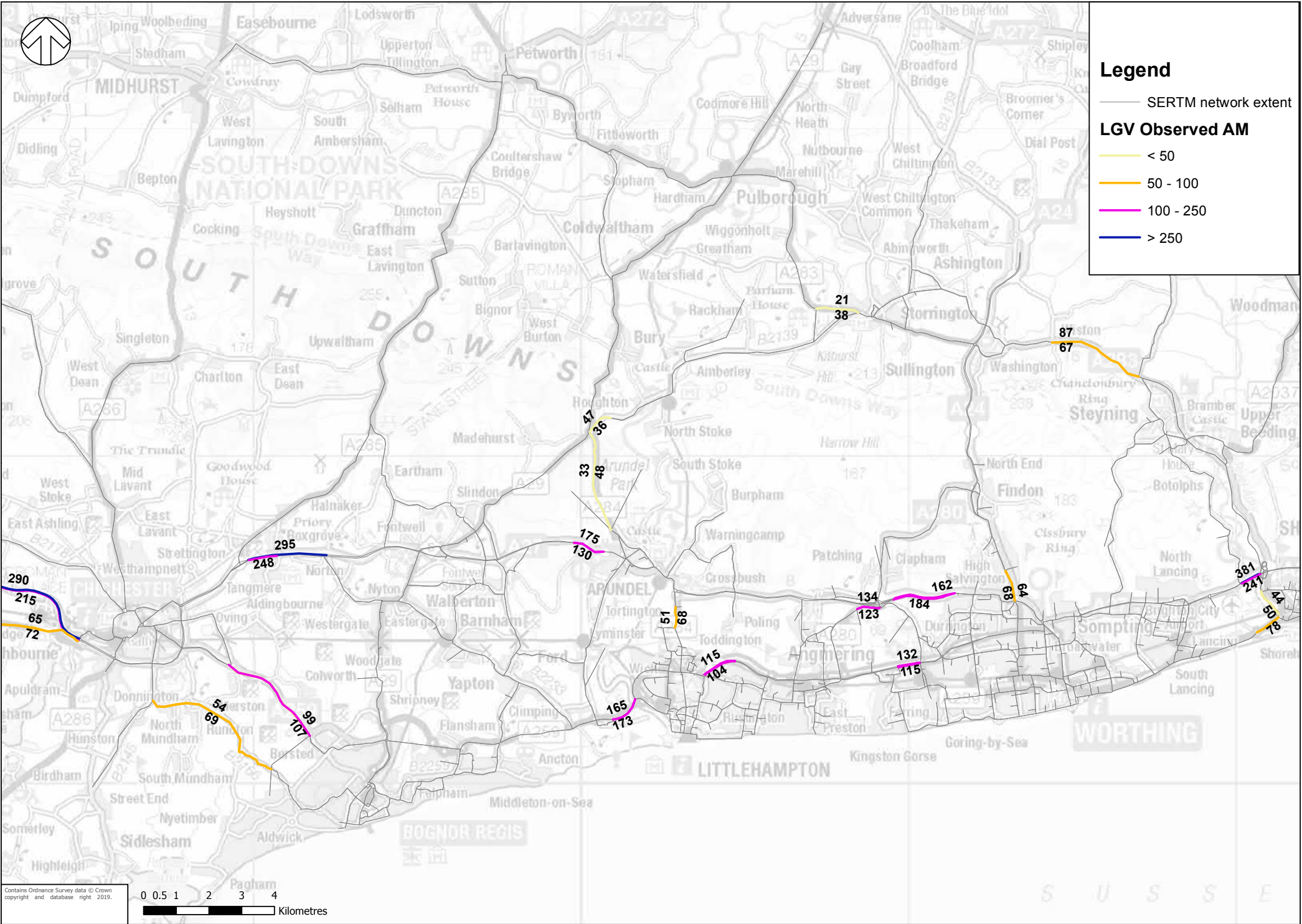
- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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S U S S E

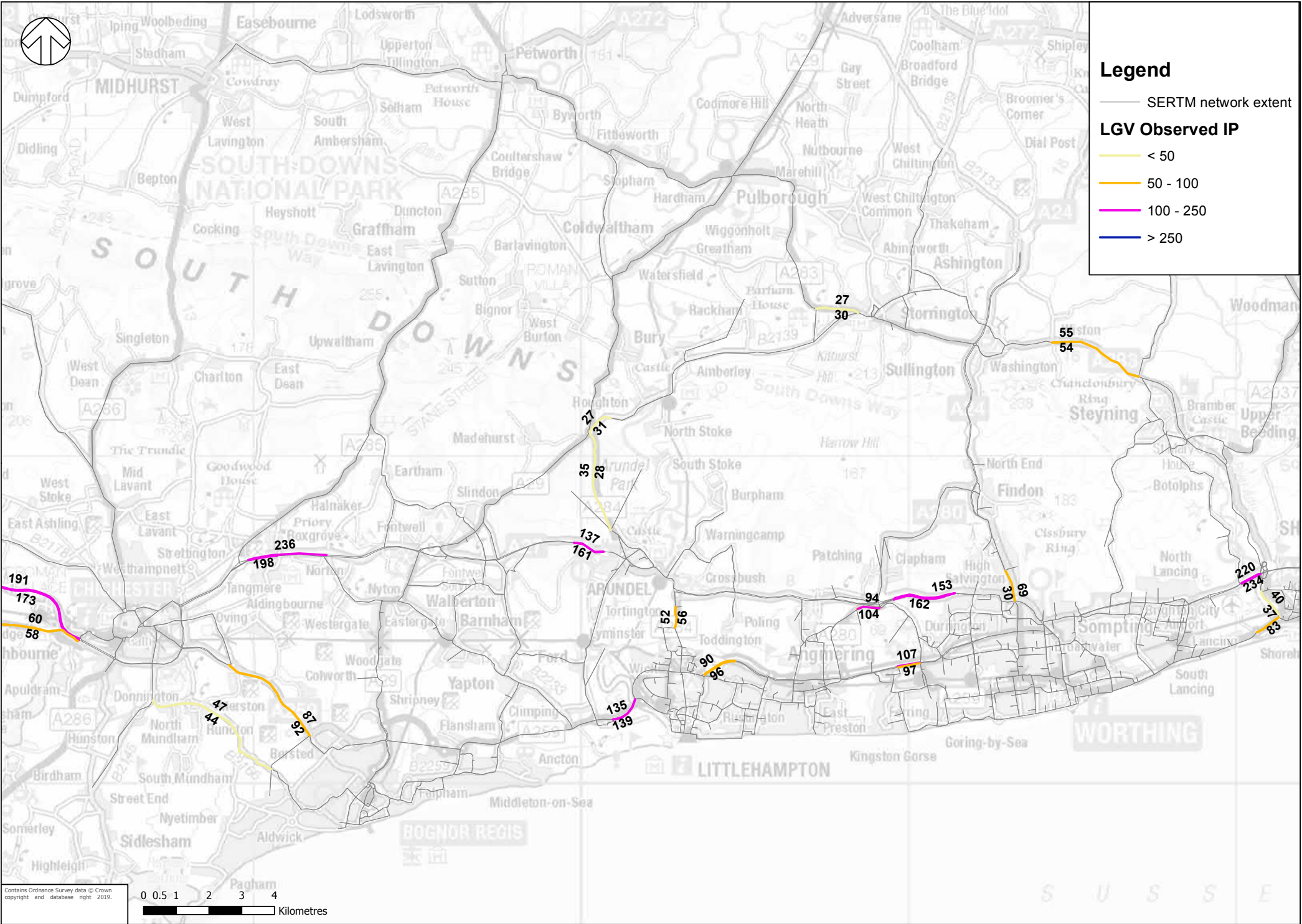


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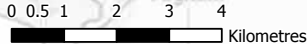
LGV Observed AM

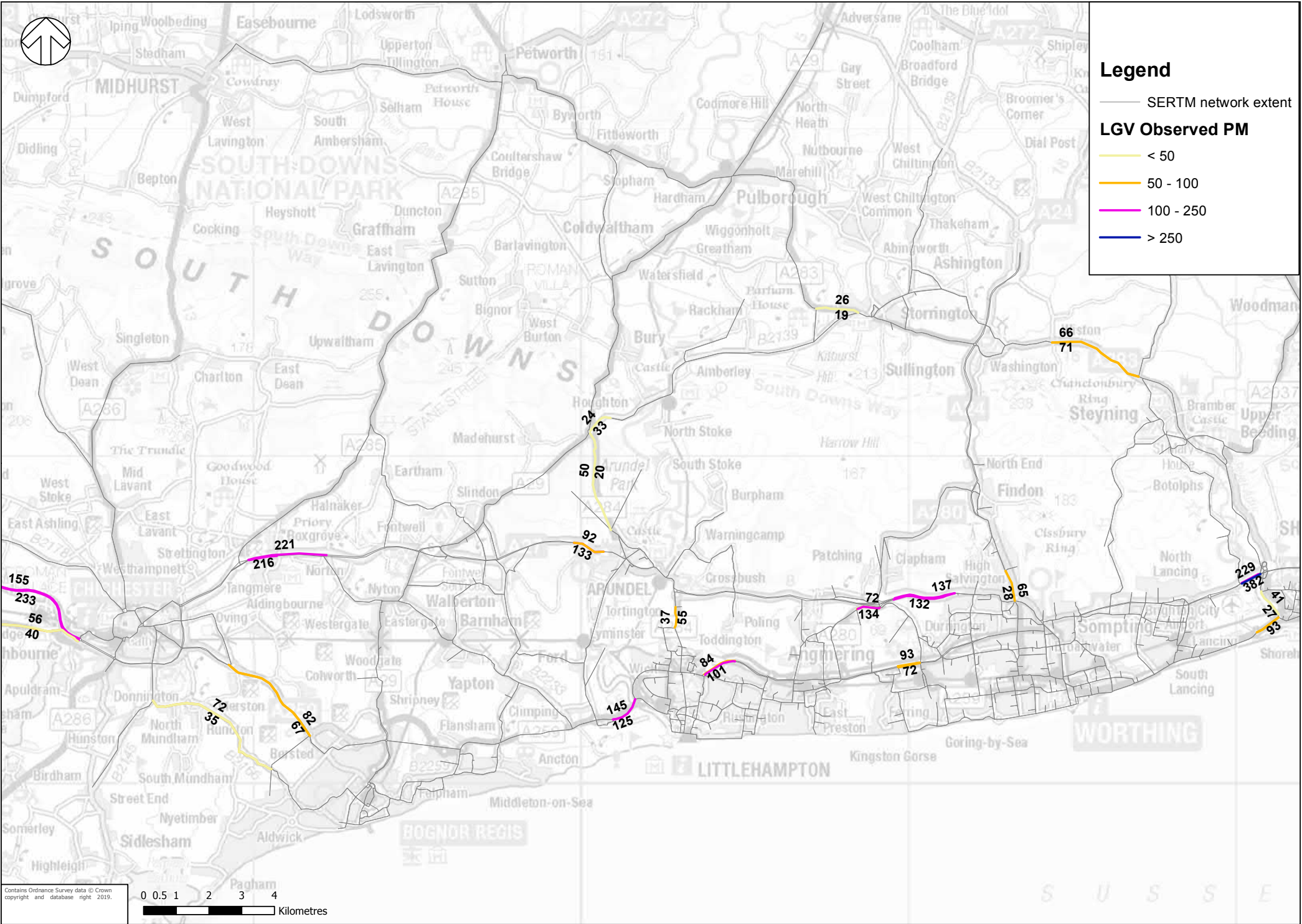
- < 50
- 50 - 100
- 100 - 250
- > 250



Legend

- SERTM network extent
- LGV Observed IP
 - < 50
 - 50 - 100
 - 100 - 250
 - > 250





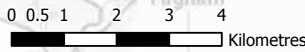
Legend

— SERTM network extent

LGV Observed PM

- < 50
- 50 - 100
- 100 - 250
- > 250

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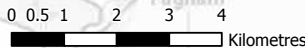
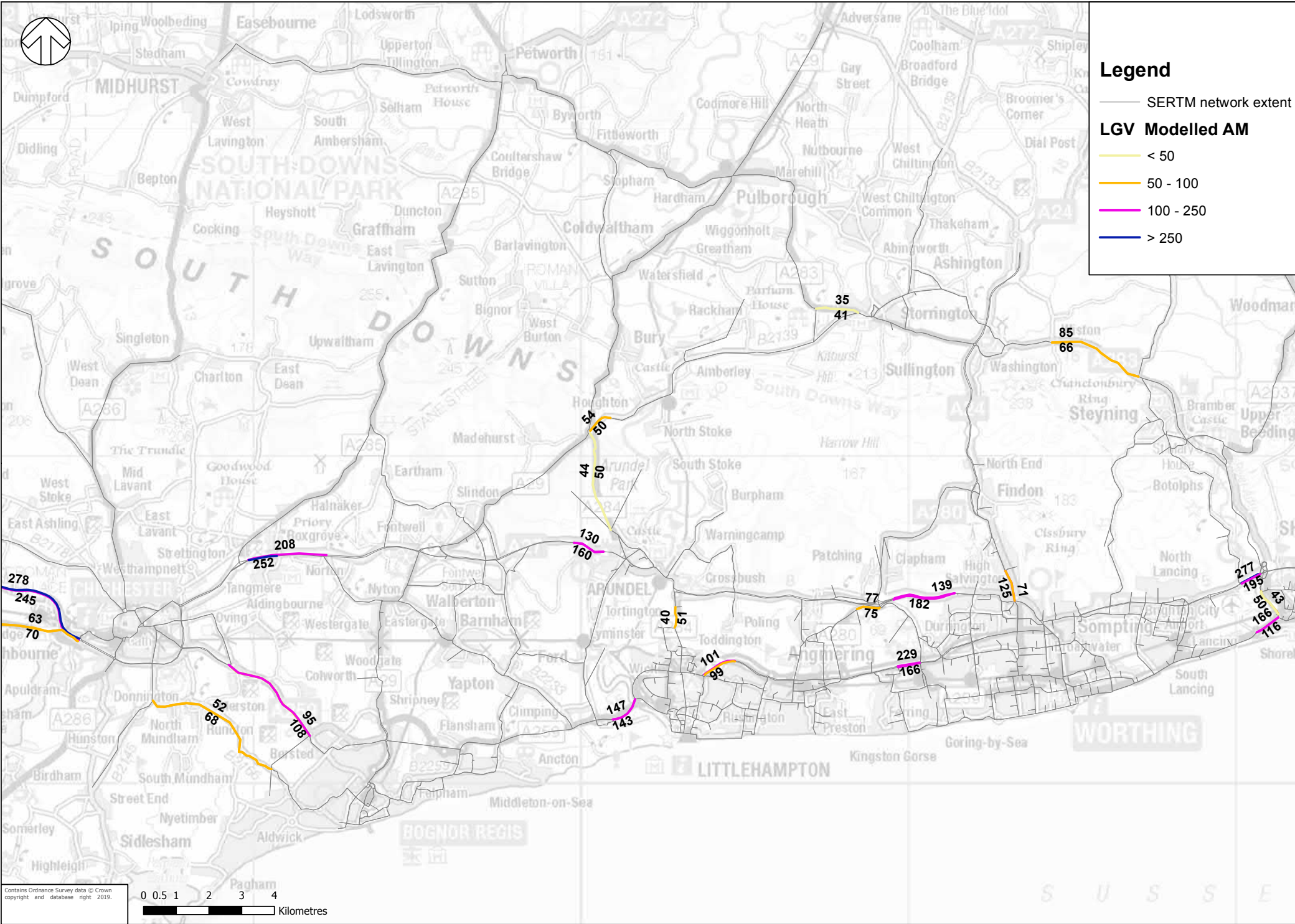


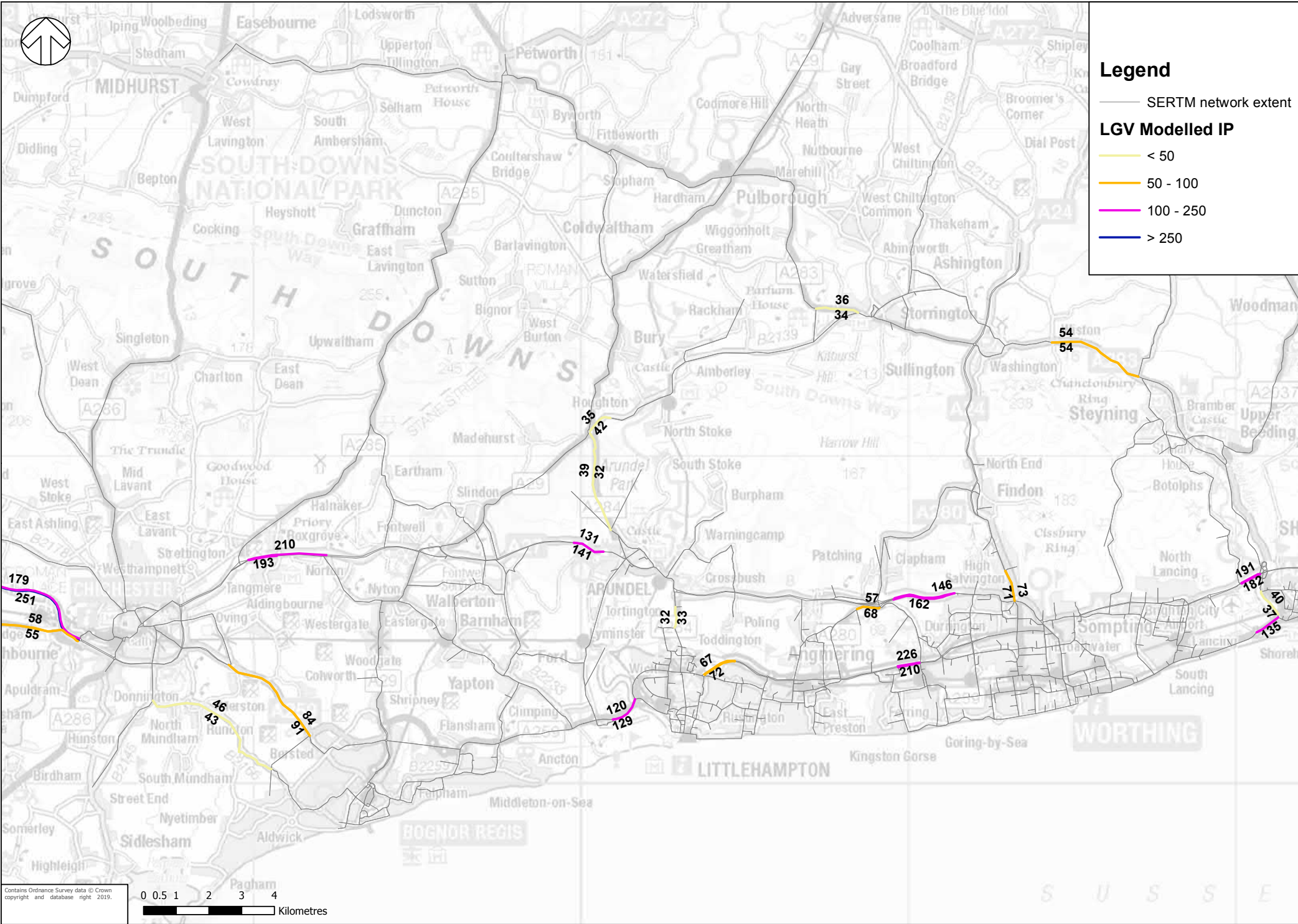
S U S S E



Legend

- SERTM network extent
- LGV Modelled AM**
- < 50
- 50 - 100
- 100 - 250
- > 250



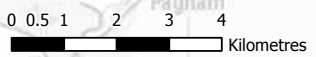


Legend

— SERTM network extent

LGV Modelled IP

- < 50
- 50 - 100
- 100 - 250
- > 250



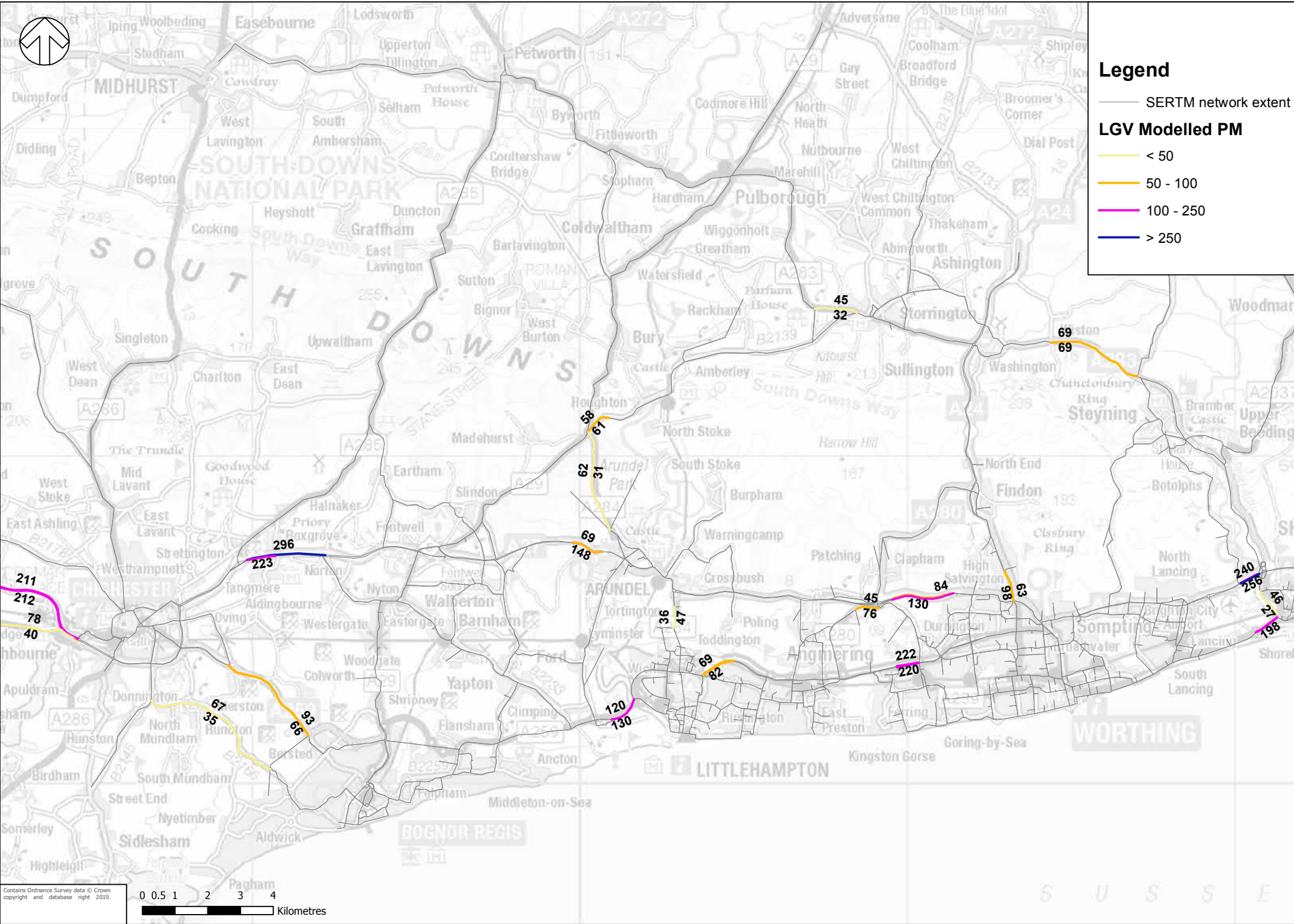


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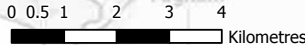
— SERTM network extent

LGV Modelled PM

- < 50
- 50 - 100
- 100 - 250
- > 250



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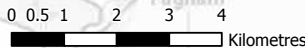
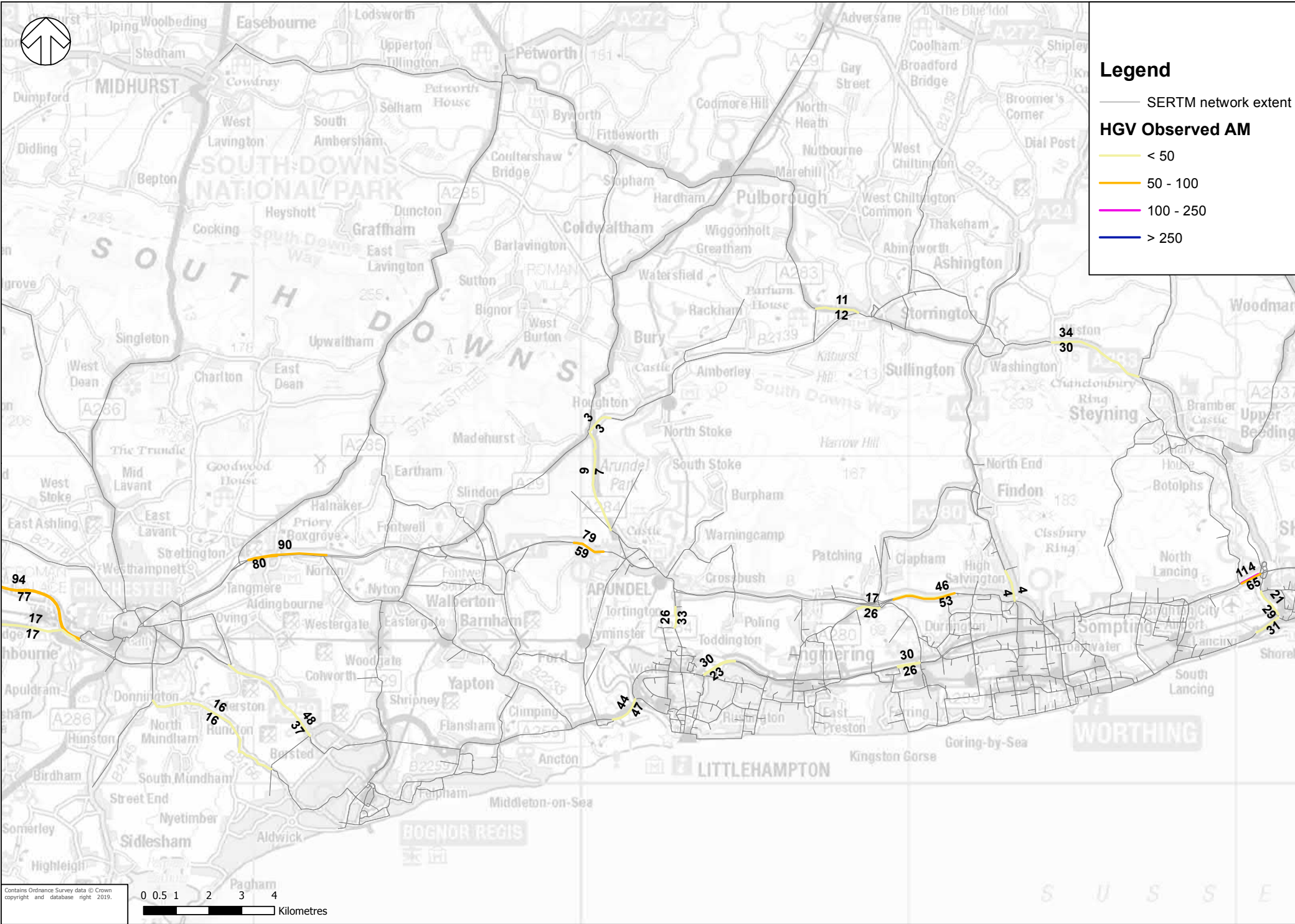


S U S S E



Legend

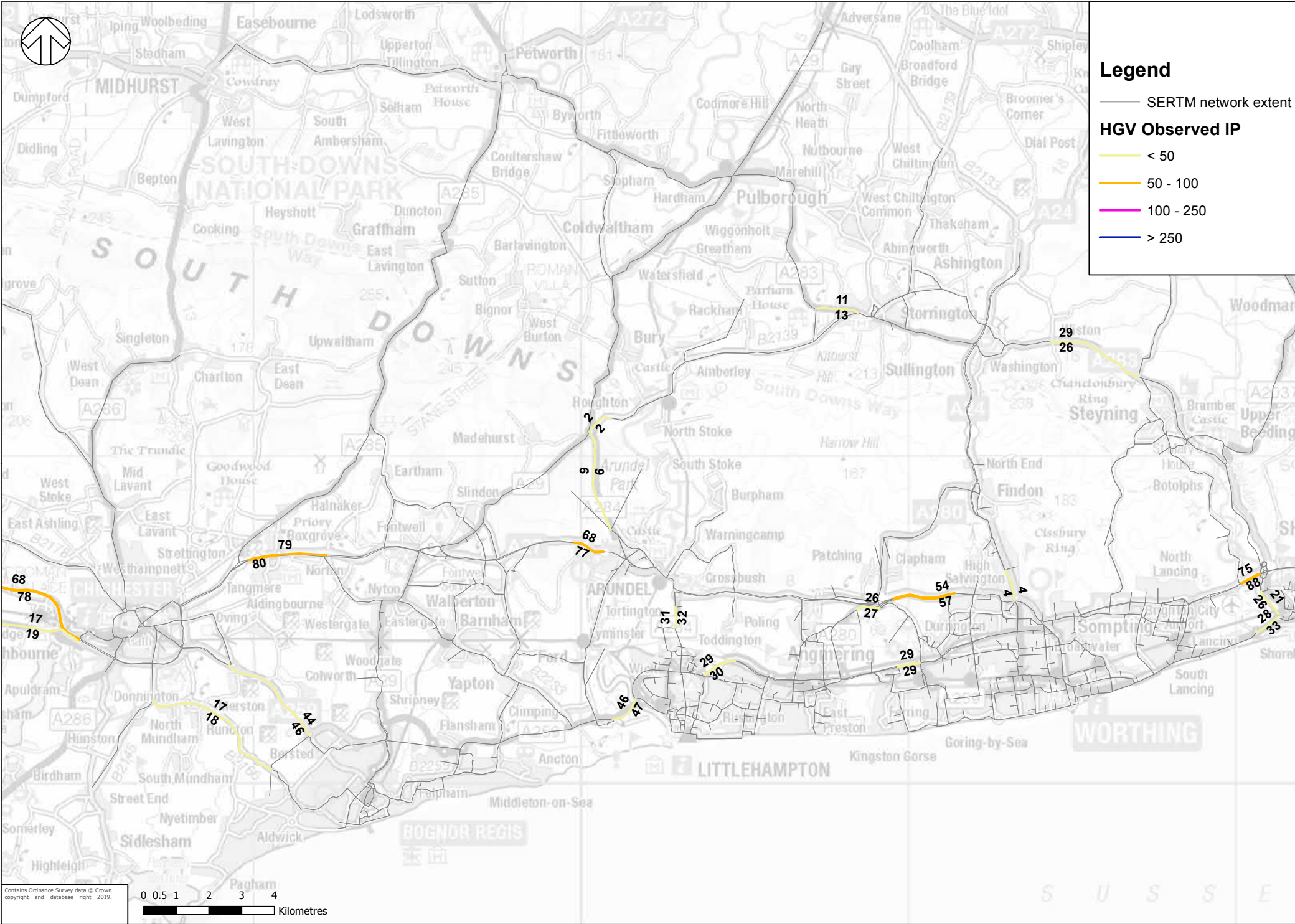
- SERTM network extent
- HGV Observed AM**
- < 50
- 50 - 100
- 100 - 250
- > 250



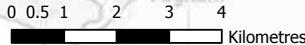


Legend

- SERTM network extent
- HGV Observed IP**
 - < 50
 - 50 - 100
 - 100 - 250
 - > 250



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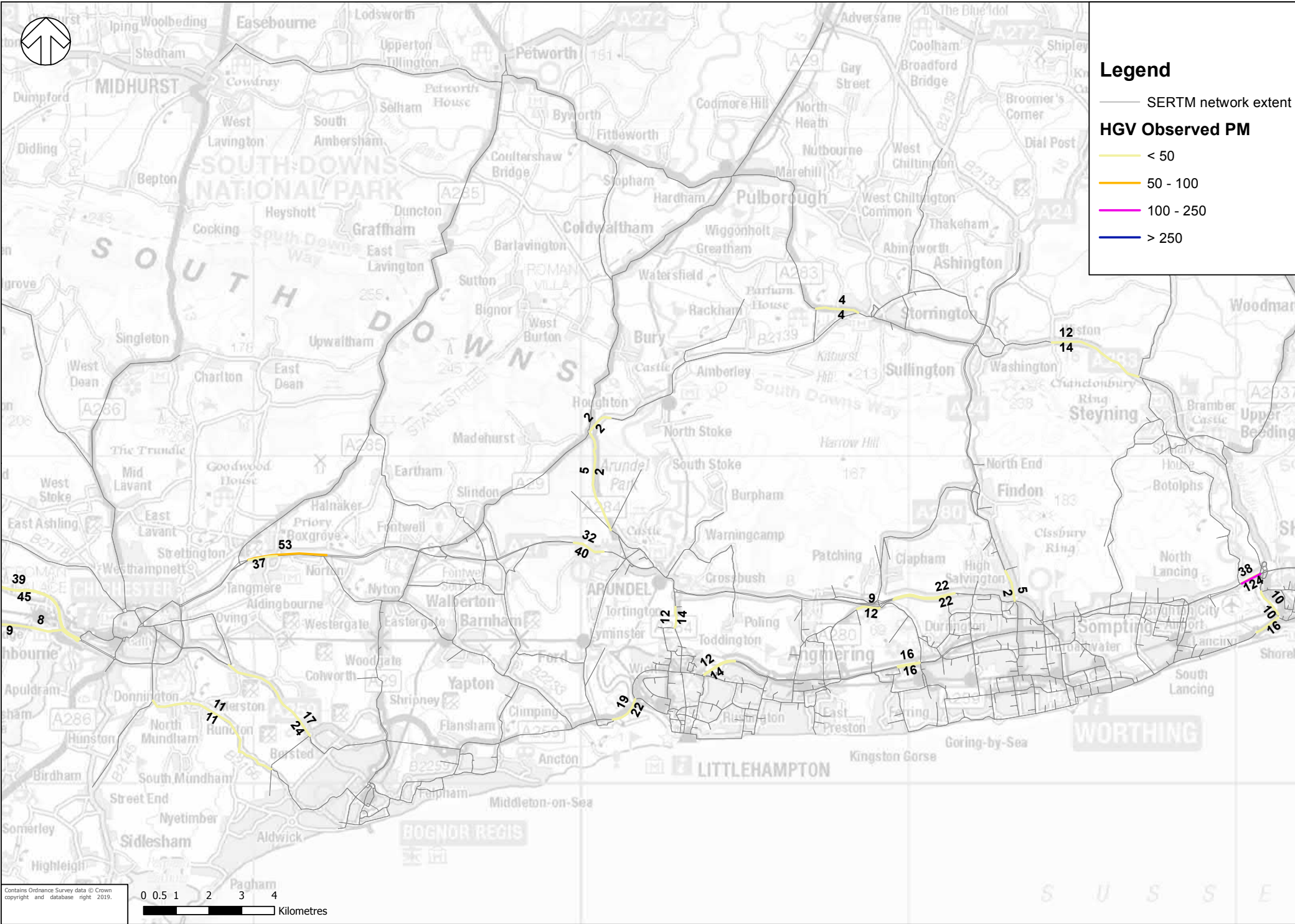


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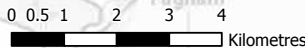


Legend

- SERTM network extent
- HGV Observed PM**
- < 50
- 50 - 100
- 100 - 250
- > 250



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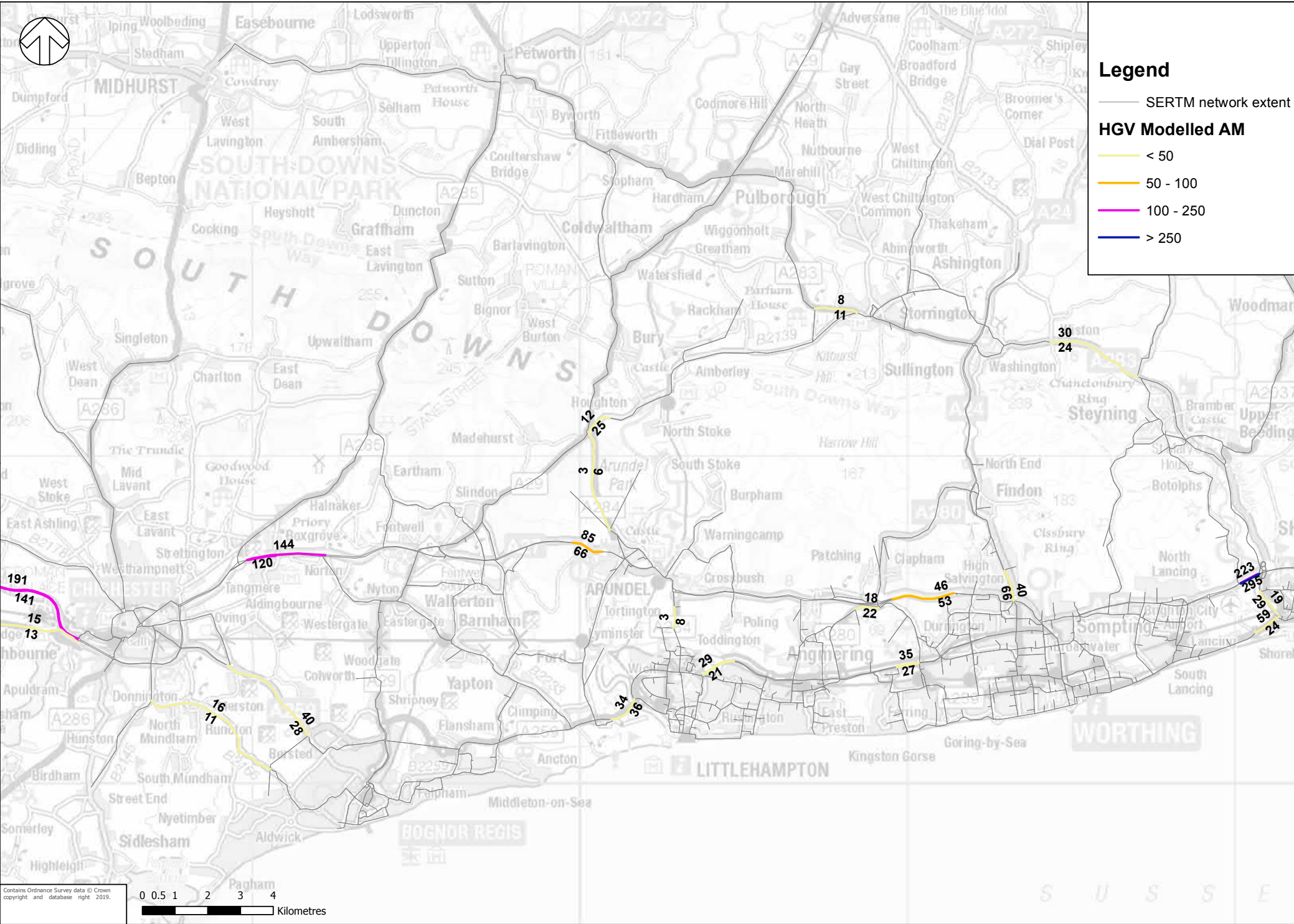


S U S S E

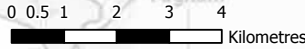


Legend

- SERTM network extent
- HGV Modelled AM**
- < 50
- 50 - 100
- 100 - 250
- > 250



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S U S S E

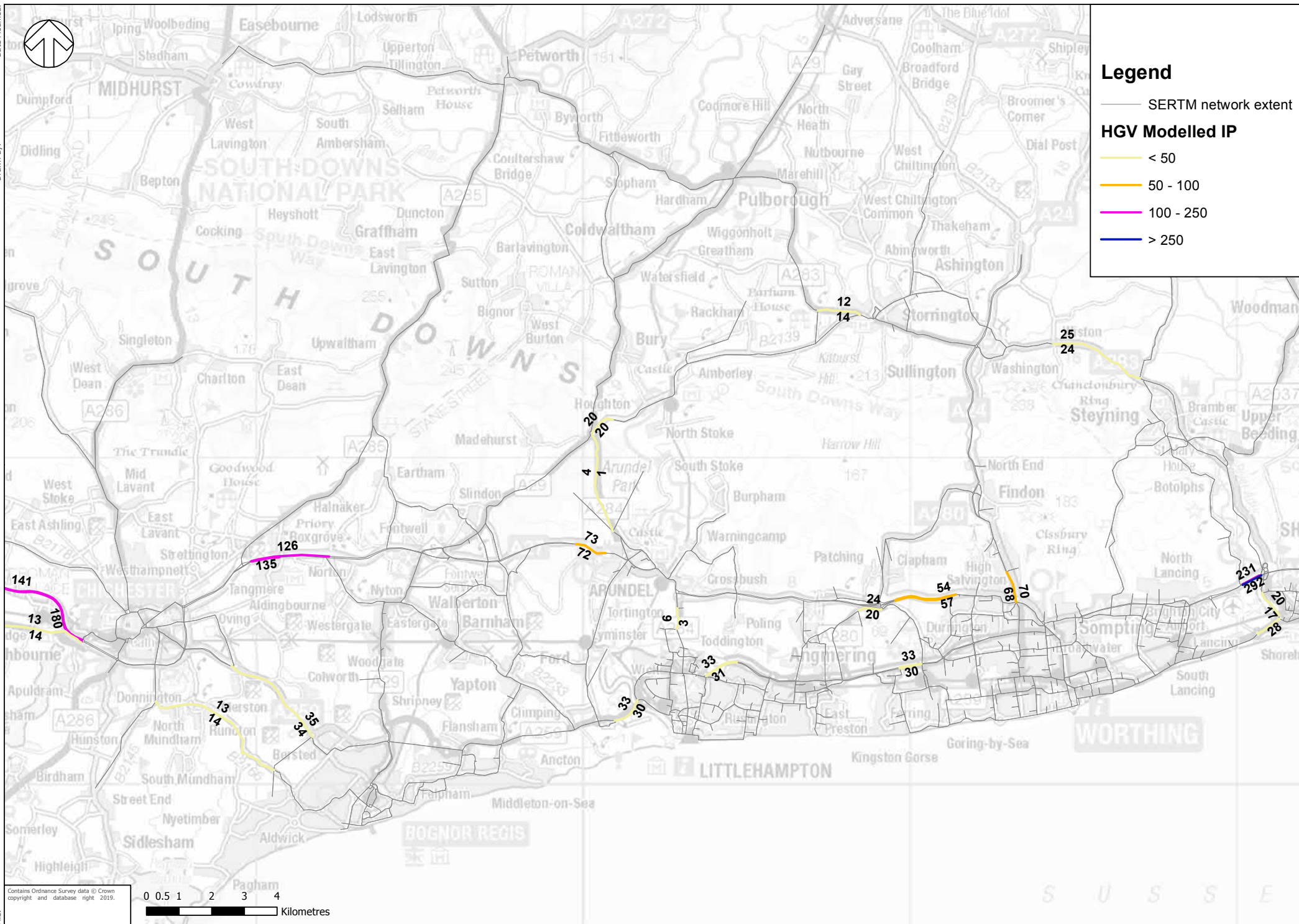


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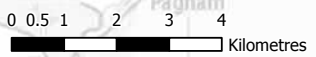
— SERTM network extent

HGV Modelled IP

- < 50
- 50 - 100
- 100 - 250
- > 250



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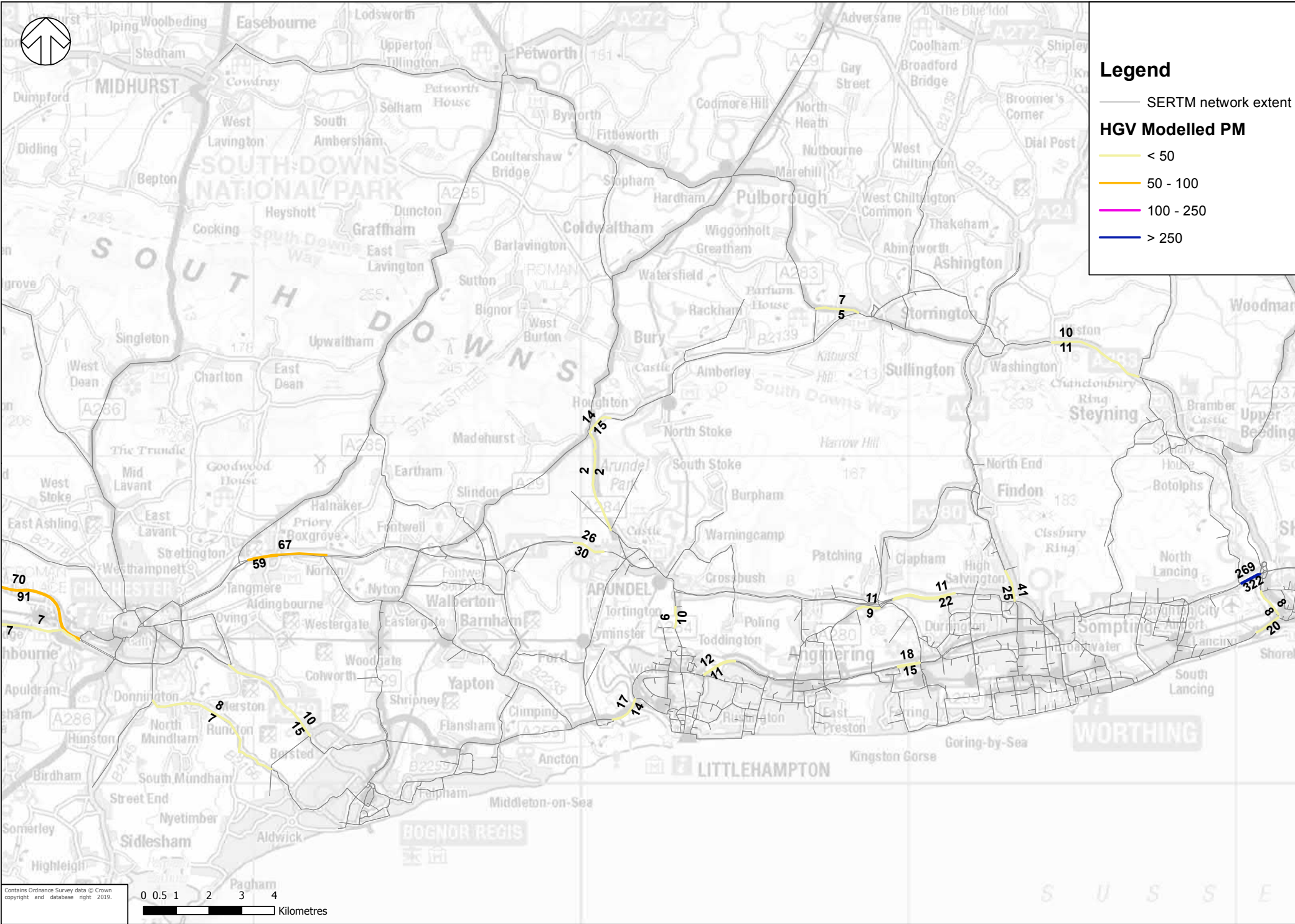


S U S S E



Legend

- SERTM network extent
- HGV Modelled PM**
- < 50
- 50 - 100
- 100 - 250
- > 250



**Validation count
sites (tables)**

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | AM PEAK – ALL VEHICLES | | | | | AM PEAK – CAR | | | | AM PEAK – LGV | | | | AM PEAK - HGV | | | | | | |
|-------|---------|--|-----------|------------|--------|--------|------------------------|----------|-----|-----------|------------|---------------|----------|-----|-----------|---------------|----------|----------|-----|---------------|------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | ATC3 | A259 Crookthorn Lane - Site 3 - F | EB | RSI - Link | 7470 | 1250 | 915 | 870 | 2 | Yes | Yes | 846 | 725 | 4 | Yes | No | 66 | 117 | 5 | No | Yes | 5 | 28 | 6 | No | Yes |
| 6 | ATC3 | A259 Crookthorn Lane - Site 3 - R | WB | RSI - Link | 1250 | 7470 | 682 | 682 | 0 | Yes | Yes | 606 | 533 | 3 | Yes | Yes | 68 | 115 | 5 | Yes | Yes | 5 | 34 | 6 | No | Yes |
| 9 | ATC5 | Arundel Bypass - Site 5 - F | SB | RSI - Link | 13945 | 2598 | 210 | 219 | 1 | Yes | Yes | 191 | 177 | 1 | Yes | Yes | 22 | 36 | 3 | Yes | Yes | 13 | 6 | 2 | Yes | Yes |
| 10 | ATC5 | Arundel Bypass - Site 5 - R | NB | RSI - Link | 2598 | 13945 | 329 | 238 | 5 | No | Yes | 304 | 206 | 6 | No | Yes | 25 | 29 | 1 | Yes | Yes | 1 | 3 | 1 | Yes | Yes |
| 11 | ATC6 | A280 Long Furlong - Site 6 - F | WB | RSI - Link | 2516 | 2406 | 539 | 516 | 1 | Yes | Yes | 465 | 393 | 3 | Yes | Yes | 56 | 89 | 4 | Yes | Yes | 9 | 34 | 6 | No | Yes |
| 12 | ATC6 | A280 Long Furlong - Site 6 - R | EB | RSI - Link | 2406 | 2516 | 725 | 738 | 0 | Yes | No | 645 | 588 | 2 | Yes | No | 68 | 115 | 5 | Yes | Yes | 13 | 36 | 5 | Yes | Yes |
| 15 | ATC8 | A283 Steyning Road - Site 8 - F | SB | RSI - Link | 2546 | 7678 | 941 | 919 | 1 | Yes | Yes | 853 | 751 | 4 | Yes | No | 62 | 116 | 6 | No | Yes | 5 | 52 | 9 | No | Yes |
| 16 | ATC8 | A283 Steyning Road - Site 8 - R | NB | RSI - Link | 7678 | 2546 | 901 | 1045 | 5 | Yes | No | 765 | 817 | 2 | Yes | No | 90 | 172 | 7 | No | Yes | 7 | 56 | 9 | No | Yes |
| 60 | SERTM14 | A27 Chichester (A259-A286) | EB | SERTM | 13899 | 18928 | 1530 | 1470 | 2 | Yes | Yes | 1308 | 1114 | 6 | No | Yes | 241 | 208 | 2 | Yes | Yes | 79 | 148 | 6 | No | Yes |
| 61 | SERTM14 | A27 Chichester (A259-A286) | WB | SERTM | 11363 | 11365 | 1954 | 1926 | 1 | Yes | Yes | 1195 | 1494 | 8 | No | Yes | 349 | 288 | 3 | Yes | Yes | 109 | 145 | 3 | Yes | Yes |
| 62 | SERTM15 | A27 between A286 and B2145 | EB | SERTM | 13711 | 11364 | 1512 | 1454 | 1 | Yes | Yes | 1117 | 1108 | 0 | Yes | Yes | 390 | 203 | 11 | No | Yes | 119 | 143 | 2 | Yes | Yes |
| 63 | SERTM15 | A27 between A286 and B2145 | WB | SERTM | 11364 | 18981 | 2003 | 1745 | 6 | No | Yes | 1341 | 1434 | 3 | Yes | Yes | 296 | 180 | 8 | No | Yes | 95 | 132 | 3 | Yes | Yes |
| 64 | SERTM16 | A27, Portfield | EB | SERTM | 18939 | 12141 | 1181 | 1072 | 3 | Yes | Yes | 992 | 880 | 4 | Yes | Yes | 180 | 106 | 6 | No | Yes | 78 | 87 | 1 | Yes | Yes |
| 65 | SERTM16 | A27, Portfield | WB | SERTM | 12141 | 12139 | 1333 | 944 | 12 | No | No | 883 | 743 | 5 | Yes | Yes | 253 | 90 | 12 | No | Yes | 104 | 111 | 1 | Yes | Yes |
| 66 | SERTM17 | A27 Worthing (Grove Road - Lyons Way) | EB | SERTM | 1850 | 10106 | 1206 | 1343 | 4 | Yes | Yes | 984 | 1070 | 3 | Yes | Yes | 216 | 180 | 3 | Yes | Yes | 58 | 93 | 4 | Yes | Yes |
| 67 | SERTM17 | A27 Worthing (Grove Road - Lyons Way) | WB | SERTM | 10106 | 1850 | 1103 | 1087 | 0 | Yes | Yes | 887 | 843 | 1 | Yes | Yes | 217 | 164 | 4 | Yes | Yes | 52 | 80 | 4 | Yes | Yes |
| 68 | SERTM18 | A27 between A270 near Brighton (west) and A293 | EB | SERTM | 2256 | 14086 | 2279 | 2240 | 1 | Yes | Yes | 1511 | 1783 | 7 | No | Yes | 254 | 333 | 5 | Yes | Yes | 86 | 125 | 4 | Yes | Yes |
| 69 | SERTM18 | A27 between A270 near Brighton (west) and A293 | WB | SERTM | 14085 | 2250 | 1846 | 1813 | 1 | Yes | Yes | 1511 | 1418 | 2 | Yes | Yes | 265 | 273 | 1 | Yes | Yes | 82 | 122 | 4 | Yes | Yes |
| 70 | WSCC1 | A2037 Small Dole, Shoreham Rd. O/S The Wickets | NB | WSCC | 2612 | 14133 | 390 | 374 | 1 | Yes | Yes | 325 | 316 | 1 | Yes | Yes | 50 | 48 | 0 | Yes | Yes | 12 | 10 | 1 | Yes | Yes |
| 71 | WSCC1 | A2037 Small Dole, Shoreham Rd. O/S The Wickets | SB | WSCC | 14133 | 2612 | 272 | 261 | 1 | Yes | Yes | 222 | 218 | 0 | Yes | Yes | 35 | 33 | 0 | Yes | Yes | 13 | 10 | 1 | Yes | Yes |
| 72 | WSCC2 | A24 Ashington By-Pass, Just N. Of London Rd. | NB | WSCC | 2744 | 14117 | 1533 | 1502 | 1 | Yes | Yes | 1267 | 1244 | 1 | Yes | No | 182 | 184 | 0 | Yes | Yes | 76 | 74 | 0 | Yes | Yes |
| 73 | WSCC2 | A24 Ashington By-Pass, Just N. Of London Rd. | SB | WSCC | 14118 | 2742 | 1010 | 988 | 1 | Yes | Yes | 761 | 750 | 0 | Yes | Yes | 146 | 145 | 0 | Yes | Yes | 100 | 93 | 1 | Yes | Yes |
| 76 | WSCC4 | A24 Worthing, Broadwater St West O/S No.47/49 | NB | WSCC | 1722 | 1764 | 704 | 685 | 1 | Yes | Yes | 593 | 582 | 0 | Yes | No | 73 | 71 | 0 | Yes | Yes | 37 | 32 | 1 | Yes | Yes |
| 77 | WSCC4 | A24 Worthing, Broadwater St West O/S No.47/49 | SB | WSCC | 1764 | 1722 | 824 | 758 | 2 | Yes | Yes | 740 | 692 | 2 | Yes | No | 47 | 45 | 0 | Yes | Yes | 34 | 21 | 2 | Yes | Yes |
| 86 | WSCC9 | A259 Worthing, Brighton Rd O/S Aquarena E. Of Made | EB | WSCC | 9557 | 1332 | 730 | 720 | 0 | Yes | No | 651 | 641 | 0 | Yes | No | 61 | 58 | 0 | Yes | Yes | 23 | 21 | 1 | Yes | Yes |
| 87 | WSCC9 | A259 Worthing, Brighton Rd O/S Aquarena E. Of Made | WB | WSCC | 1332 | 9557 | 742 | 743 | 0 | Yes | No | 639 | 635 | 0 | Yes | No | 68 | 66 | 0 | Yes | Yes | 32 | 43 | 2 | Yes | Yes |
| 88 | WSCC10 | A285 Duncton, Outside Dogkennel Cottages | NB | WSCC | 2602 | 19922 | 238 | 240 | 0 | Yes | Yes | 190 | 187 | 0 | Yes | Yes | 39 | 38 | 0 | Yes | Yes | 8 | 15 | 2 | Yes | Yes |
| 89 | WSCC10 | A285 Duncton, Outside Dogkennel Cottages | SB | WSCC | 19922 | 2602 | 174 | 177 | 0 | Yes | Yes | 146 | 143 | 0 | Yes | Yes | 22 | 21 | 0 | Yes | Yes | 7 | 13 | 2 | Yes | Yes |
| 92 | WSCC12 | C17 Ford, Ford Rd. Just S. Of Jct. With Tortington | NB | WSCC | 1556 | 6015 | 258 | 272 | 1 | Yes | Yes | 311 | 233 | 5 | Yes | Yes | 55 | 35 | 3 | Yes | Yes | 13 | 5 | 3 | Yes | Yes |
| 93 | WSCC12 | C17 Ford, Ford Rd. Just S. Of Jct. With Tortington | SB | WSCC | 6015 | 1556 | 161 | 184 | 2 | Yes | Yes | 168 | 158 | 1 | Yes | Yes | 33 | 25 | 1 | Yes | Yes | 8 | 1 | 3 | Yes | Yes |
| 94 | WSCC13 | B2223 Worthing, Sompting Ave O/S No.22 | EB | WSCC | 1660 | 1702 | 605 | 626 | 1 | Yes | Yes | 529 | 554 | 1 | Yes | Yes | 53 | 53 | 0 | Yes | Yes | 18 | 19 | 0 | Yes | Yes |
| 95 | WSCC13 | B2223 Worthing, Sompting Ave O/S No.22 | WB | WSCC | 1702 | 1660 | 636 | 624 | 0 | Yes | Yes | 520 | 510 | 0 | Yes | Yes | 97 | 95 | 0 | Yes | Yes | 19 | 19 | 0 | Yes | Yes |
| 96 | WSCC14 | Worthing, Chesswood Rd O/S No.1 Just E. Of Station | EB | WSCC | 1470 | 10112 | 373 | 327 | 2 | Yes | Yes | 332 | 310 | 1 | Yes | Yes | 13 | 13 | 0 | Yes | Yes | 5 | 4 | 0 | Yes | Yes |
| 97 | WSCC14 | Worthing, Chesswood Rd O/S No.1 Just E. Of Station | WB | WSCC | 10112 | 1470 | 262 | 251 | 1 | Yes | Yes | 237 | 227 | 1 | Yes | Yes | 21 | 21 | 0 | Yes | Yes | 3 | 3 | 0 | Yes | Yes |
| 98 | WSCC15 | Worthing, Lyndhurst Rd. O/S Hospital E. Of Park Rd | EB | WSCC | 4105 | 1398 | 610 | 134 | 25 | No | No | 554 | 126 | 23 | No | No | 39 | 6 | 7 | No | Yes | 14 | 2 | 4 | Yes | Yes |
| 99 | WSCC15 | Worthing, Lyndhurst Rd. O/S Hospital E. Of Park Rd | WB | WSCC | 1398 | 4105 | 387 | 123 | 17 | No | No | 349 | 113 | 16 | No | No | 26 | 6 | 5 | Yes | Yes | 12 | 5 | 2 | Yes | Yes |
| 100 | WSCC16 | Worthing, Titnor Lane, S. Of A27/A280 Jct. | NB | WSCC | 9525 | 1960 | 463 | 457 | 0 | Yes | Yes | 393 | 390 | 0 | Yes | Yes | 57 | 53 | 1 | Yes | Yes | 12 | 15 | 1 | Yes | Yes |
| 101 | WSCC16 | Worthing, Titnor Lane, S. Of A27/A280 Jct. | SB | WSCC | 1960 | 9525 | 531 | 519 | 1 | Yes | Yes | 460 | 453 | 0 | Yes | Yes | 52 | 50 | 0 | Yes | Yes | 17 | 16 | 0 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | AM PEAK – ALL VEHICLES | | | | | | AM PEAK – CAR | | | | AM PEAK – LGV | | | | AM PEAK - HGV | | | | | |
|-------|--------|--|-----------|-----------|--------|--------|------------------------|----------|-----|-----------|------------|----------|---------------|-----|-----------|------------|---------------|----------|-----|-----------|---------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? | Observed | Modelled | GEH | GEH pass? | Flow pass? |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 104 | WSCC18 | A2031 Worthing, Teville Rd W Of Christchurch Rd | EB | WSCC | 9547 | 1350 | 623 | 543 | 3 | Yes | Yes | 556 | 496 | 3 | Yes | Yes | 46 | 39 | 1 | Yes | Yes | 15 | 8 | 2 | Yes | Yes |
| 105 | WSCC18 | A2031 Worthing, Teville Rd W Of Christchurch Rd | WB | WSCC | 1350 | 9547 | 400 | 344 | 3 | Yes | Yes | 345 | 302 | 2 | Yes | Yes | 38 | 35 | 0 | Yes | Yes | 15 | 7 | 2 | Yes | Yes |
| 106 | WSCC19 | A259 Worthing, Richmond Rd. E. Of Salsbury Rd. | EB | WSCC | 4092 | 1432 | 609 | 593 | 1 | Yes | Yes | 546 | 540 | 0 | Yes | Yes | 45 | 45 | 0 | Yes | Yes | 15 | 8 | 2 | Yes | Yes |
| 107 | WSCC19 | A259 Worthing, Richmond Rd. E. Of Salsbury Rd. | WB | WSCC | 1432 | 4092 | 400 | 386 | 1 | Yes | Yes | 345 | 339 | 0 | Yes | Yes | 41 | 40 | 0 | Yes | Yes | 14 | 8 | 2 | Yes | Yes |
| 110 | WSCC21 | A29 Woodgate, Lidsey Rd. (S. Of Railway Crossing) | NB | WSCC | 7896 | 1600 | 467 | 421 | 2 | Yes | Yes | 329 | 336 | 0 | Yes | Yes | 69 | 62 | 1 | Yes | Yes | 12 | 23 | 3 | Yes | Yes |
| 111 | WSCC21 | A29 Woodgate, Lidsey Rd. (S. Of Railway Crossing) | SB | WSCC | 1600 | 7896 | 378 | 368 | 1 | Yes | Yes | 250 | 303 | 3 | Yes | Yes | 58 | 53 | 1 | Yes | Yes | 13 | 12 | 0 | Yes | Yes |
| 112 | WSCC22 | Worthing, Marine Parade W. Of Prospect Place & Lid | EB | WSCC | 4140 | 1330 | 728 | 719 | 0 | Yes | No | 647 | 254 | 19 | No | No | 56 | 53 | 0 | Yes | Yes | 20 | 11 | 2 | Yes | Yes |
| 113 | WSCC22 | Worthing, Marine Parade W. Of Prospect Place & Lid | WB | WSCC | 1330 | 4140 | 542 | 428 | 5 | No | No | 447 | 442 | 0 | Yes | Yes | 67 | 65 | 0 | Yes | Yes | 27 | 18 | 2 | Yes | Yes |
| 114 | WSCC23 | A2032 Worthing, Durrington O/S Northbrook College | EB | WSCC | 1596 | 1674 | 1157 | 1131 | 1 | Yes | Yes | 1026 | 1006 | 1 | Yes | Yes | 100 | 98 | 0 | Yes | Yes | 19 | 28 | 2 | Yes | Yes |
| 115 | WSCC23 | A2032 Worthing, Durrington O/S Northbrook College | WB | WSCC | 1664 | 1592 | 874 | 856 | 1 | Yes | Yes | 763 | 752 | 0 | Yes | Yes | 90 | 88 | 0 | Yes | Yes | 16 | 16 | 0 | Yes | Yes |
| 116 | WSCC24 | A286 Chichester, Broyle Rd Just N. Of The Bell Inn | NB | WSCC | 11380 | 11398 | 336 | 326 | 1 | Yes | Yes | 282 | 277 | 0 | Yes | Yes | 31 | 31 | 0 | Yes | Yes | 21 | 18 | 1 | Yes | Yes |
| 117 | WSCC24 | A286 Chichester, Broyle Rd Just N. Of The Bell Inn | SB | WSCC | 11398 | 11380 | 451 | 441 | 0 | Yes | Yes | 404 | 399 | 0 | Yes | Yes | 30 | 30 | 0 | Yes | Yes | 15 | 12 | 1 | Yes | Yes |
| 118 | WSCC25 | B2178 Chichester, St Paul's Rd. O/P No.55 | NB | WSCC | 11379 | 11394 | 355 | 338 | 1 | Yes | Yes | 307 | 297 | 1 | Yes | Yes | 31 | 30 | 0 | Yes | Yes | 12 | 11 | 0 | Yes | Yes |
| 119 | WSCC25 | B2178 Chichester, St Paul's Rd. O/P No.55 | SB | WSCC | 11394 | 11379 | 629 | 613 | 1 | Yes | Yes | 562 | 551 | 0 | Yes | Yes | 49 | 48 | 0 | Yes | Yes | 15 | 14 | 0 | Yes | Yes |
| 120 | WSCC26 | A286 Chichester, Stockbridge, Birdham Rd O/S 53 | EB | WSCC | 11362 | 18980 | 375 | 609 | 11 | No | Yes | 317 | 524 | 10 | No | Yes | 38 | 65 | 4 | Yes | Yes | 16 | 20 | 1 | Yes | Yes |
| 121 | WSCC26 | A286 Chichester, Stockbridge, Birdham Rd O/S 53 | WB | WSCC | 18980 | 11362 | 352 | 483 | 6 | No | Yes | 291 | 399 | 6 | No | Yes | 33 | 54 | 3 | Yes | Yes | 27 | 30 | 1 | Yes | Yes |
| 122 | WSCC27 | Hunston, B2145 Hunston Rd. By Sub Station | NB | WSCC | 11361 | 11364 | 824 | 834 | 0 | Yes | No | 741 | 747 | 0 | Yes | No | 65 | 69 | 0 | Yes | Yes | 18 | 18 | 0 | Yes | Yes |
| 123 | WSCC27 | Hunston, B2145 Hunston Rd. By Sub Station | SB | WSCC | 11364 | 11361 | 423 | 422 | 0 | Yes | Yes | 341 | 341 | 0 | Yes | Yes | 61 | 61 | 0 | Yes | Yes | 21 | 21 | 0 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | INTER PEAK – ALL VEHICLES | | | | | INTER PEAK – CARS | | | | INTER PEAK – LGV | | | | INTER PEAK - HGV | | | | | | |
|-------|---------|--|-----------|------------|--------|--------|---------------------------|----------|-----|-----------|------------|-------------------|----------|-----|-----------|------------------|----------|----------|-----|------------------|------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | ATC3 | A259 Crookthorn Lane - Site 3 - F | EB | RSI - Link | 7470 | 1250 | 768 | 683 | 3 | Yes | Yes | 699 | 560 | 6 | No | No | 66 | 93 | 3 | Yes | Yes | 4 | 30 | 6 | No | Yes |
| 6 | ATC3 | A259 Crookthorn Lane - Site 3 - R | WB | RSI - Link | 1250 | 7470 | 813 | 769 | 2 | Yes | Yes | 728 | 633 | 4 | Yes | Yes | 86 | 106 | 2 | Yes | Yes | 6 | 30 | 6 | No | Yes |
| 9 | ATC5 | Arundel Bypass - Site 5 - F | SB | RSI - Link | 13945 | 2598 | 235 | 368 | 8 | No | Yes | 209 | 305 | 6 | No | Yes | 27 | 54 | 4 | Yes | Yes | 1 | 8 | 3 | Yes | Yes |
| 10 | ATC5 | Arundel Bypass - Site 5 - R | NB | RSI - Link | 2598 | 13945 | 207 | 401 | 11 | No | Yes | 187 | 332 | 9 | No | Yes | 19 | 57 | 6 | No | Yes | 1 | 12 | 4 | Yes | Yes |
| 11 | ATC6 | A280 Long Furlong - Site 6 - F | WB | RSI - Link | 2516 | 2406 | 521 | 484 | 2 | Yes | Yes | 452 | 377 | 4 | Yes | Yes | 59 | 75 | 2 | Yes | Yes | 11 | 32 | 4 | Yes | Yes |
| 12 | ATC6 | A280 Long Furlong - Site 6 - R | EB | RSI - Link | 2406 | 2516 | 507 | 485 | 1 | Yes | Yes | 431 | 372 | 3 | Yes | Yes | 61 | 74 | 2 | Yes | Yes | 15 | 39 | 5 | Yes | Yes |
| 15 | ATC8 | A283 Steyning Road - Site 8 - F | SB | RSI - Link | 2546 | 7678 | 720 | 717 | 0 | Yes | Yes | 635 | 574 | 2 | Yes | No | 63 | 93 | 3 | Yes | Yes | 5 | 50 | 9 | No | Yes |
| 16 | ATC8 | A283 Steyning Road - Site 8 - R | NB | RSI - Link | 7678 | 2546 | 716 | 829 | 4 | Yes | No | 614 | 663 | 2 | Yes | No | 73 | 119 | 5 | Yes | Yes | 6 | 48 | 8 | No | Yes |
| 60 | SERTM14 | A27 Chichester (A259-A286) | EB | SERTM | 13899 | 18928 | 1479 | 1376 | 3 | Yes | Yes | 1134 | 1034 | 3 | Yes | Yes | 243 | 199 | 3 | Yes | Yes | 101 | 142 | 4 | Yes | Yes |
| 61 | SERTM14 | A27 Chichester (A259-A286) | WB | SERTM | 11363 | 11365 | 1537 | 1664 | 3 | Yes | Yes | 1231 | 1212 | 1 | Yes | Yes | 275 | 265 | 1 | Yes | Yes | 94 | 186 | 8 | No | Yes |
| 62 | SERTM15 | A27 between A286 and B2145 | EB | SERTM | 13711 | 11364 | 1522 | 1499 | 1 | Yes | Yes | 1151 | 1150 | 0 | Yes | Yes | 307 | 209 | 6 | No | Yes | 103 | 139 | 3 | Yes | Yes |
| 63 | SERTM15 | A27 between A286 and B2145 | WB | SERTM | 11364 | 18981 | 1587 | 1543 | 1 | Yes | Yes | 1162 | 1203 | 1 | Yes | Yes | 298 | 230 | 4 | Yes | Yes | 121 | 110 | 1 | Yes | Yes |
| 64 | SERTM16 | A27, Portfield | EB | SERTM | 18939 | 12141 | 1230 | 1154 | 2 | Yes | Yes | 860 | 857 | 0 | Yes | Yes | 181 | 181 | 0 | Yes | Yes | 99 | 116 | 2 | Yes | Yes |
| 65 | SERTM16 | A27, Portfield | WB | SERTM | 12141 | 12139 | 1248 | 1028 | 7 | No | No | 909 | 784 | 4 | Yes | Yes | 199 | 173 | 2 | Yes | Yes | 90 | 71 | 2 | Yes | Yes |
| 66 | SERTM17 | A27 Worthing (Grove Road - Lyons Way) | EB | SERTM | 1850 | 10106 | 1191 | 1234 | 1 | Yes | Yes | 910 | 959 | 2 | Yes | Yes | 184 | 177 | 0 | Yes | Yes | 64 | 98 | 4 | Yes | Yes |
| 67 | SERTM17 | A27 Worthing (Grove Road - Lyons Way) | WB | SERTM | 10106 | 1850 | 1054 | 1063 | 0 | Yes | Yes | 842 | 820 | 1 | Yes | Yes | 183 | 157 | 2 | Yes | Yes | 63 | 86 | 3 | Yes | Yes |
| 68 | SERTM18 | A27 between A270 near Brighton (west) and A293 | EB | SERTM | 2256 | 14086 | 1331 | 1369 | 1 | Yes | Yes | 1188 | 1052 | 4 | Yes | Yes | 211 | 203 | 1 | Yes | Yes | 85 | 114 | 3 | Yes | Yes |
| 69 | SERTM18 | A27 between A270 near Brighton (west) and A293 | WB | SERTM | 14085 | 2250 | 1361 | 1405 | 1 | Yes | Yes | 1103 | 1081 | 1 | Yes | Yes | 170 | 208 | 3 | Yes | Yes | 82 | 116 | 3 | Yes | Yes |
| 70 | WSCC1 | A2037 Small Dole, Shoreham Rd. O/S The Wickets | NB | WSCC | 2612 | 14133 | 253 | 248 | 0 | Yes | Yes | 204 | 205 | 0 | Yes | Yes | 34 | 33 | 0 | Yes | Yes | 12 | 10 | 1 | Yes | Yes |
| 71 | WSCC1 | A2037 Small Dole, Shoreham Rd. O/S The Wickets | SB | WSCC | 14133 | 2612 | 273 | 272 | 0 | Yes | Yes | 225 | 227 | 0 | Yes | Yes | 34 | 34 | 0 | Yes | Yes | 12 | 11 | 0 | Yes | Yes |
| 72 | WSCC2 | A24 Ashington By-Pass, Just N. Of London Rd. | NB | WSCC | 2744 | 14117 | 844 | 833 | 0 | Yes | Yes | 642 | 649 | 0 | Yes | No | 109 | 109 | 0 | Yes | Yes | 88 | 75 | 1 | Yes | Yes |
| 73 | WSCC2 | A24 Ashington By-Pass, Just N. Of London Rd. | SB | WSCC | 14118 | 2742 | 933 | 936 | 0 | Yes | Yes | 711 | 719 | 0 | Yes | Yes | 131 | 131 | 0 | Yes | Yes | 86 | 86 | 0 | Yes | Yes |
| 76 | WSCC4 | A24 Worthing, Broadwater St West O/S No.47/49 | NB | WSCC | 1722 | 1764 | 785 | 768 | 1 | Yes | Yes | 675 | 677 | 0 | Yes | No | 63 | 62 | 0 | Yes | Yes | 35 | 29 | 1 | Yes | Yes |
| 77 | WSCC4 | A24 Worthing, Broadwater St West O/S No.47/49 | SB | WSCC | 1764 | 1722 | 730 | 688 | 2 | Yes | Yes | 649 | 615 | 1 | Yes | No | 43 | 42 | 0 | Yes | Yes | 34 | 31 | 1 | Yes | Yes |
| 86 | WSCC9 | A259 Worthing, Brighton Rd O/S Aquarena E. Of Made | EB | WSCC | 9557 | 1332 | 600 | 596 | 0 | Yes | Yes | 535 | 537 | 0 | Yes | Yes | 39 | 39 | 0 | Yes | Yes | 24 | 19 | 1 | Yes | Yes |
| 87 | WSCC9 | A259 Worthing, Brighton Rd O/S Aquarena E. Of Made | WB | WSCC | 1332 | 9557 | 696 | 695 | 0 | Yes | Yes | 605 | 605 | 0 | Yes | Yes | 65 | 64 | 0 | Yes | Yes | 25 | 27 | 0 | Yes | Yes |
| 88 | WSCC10 | A285 Duncton, Outside Dogkennel Cottages | NB | WSCC | 2602 | 19922 | 170 | 172 | 0 | Yes | Yes | 141 | 141 | 0 | Yes | Yes | 21 | 21 | 0 | Yes | Yes | 6 | 10 | 2 | Yes | Yes |
| 89 | WSCC10 | A285 Duncton, Outside Dogkennel Cottages | SB | WSCC | 19922 | 2602 | 172 | 174 | 0 | Yes | Yes | 137 | 138 | 0 | Yes | Yes | 26 | 25 | 0 | Yes | Yes | 6 | 11 | 2 | Yes | Yes |
| 92 | WSCC12 | C17 Ford, Ford Rd. Just S. Of Jct. With Tortington | NB | WSCC | 1556 | 6015 | 198 | 207 | 1 | Yes | Yes | 222 | 179 | 3 | Yes | Yes | 41 | 26 | 3 | Yes | Yes | 13 | 2 | 4 | Yes | Yes |
| 93 | WSCC12 | C17 Ford, Ford Rd. Just S. Of Jct. With Tortington | SB | WSCC | 6015 | 1556 | 161 | 183 | 2 | Yes | Yes | 190 | 155 | 3 | Yes | Yes | 41 | 26 | 3 | Yes | Yes | 9 | 2 | 3 | Yes | Yes |
| 94 | WSCC13 | B2223 Worthing, Sompting Ave O/S No.22 | EB | WSCC | 1660 | 1702 | 477 | 474 | 0 | Yes | Yes | 412 | 411 | 0 | Yes | Yes | 46 | 46 | 0 | Yes | Yes | 18 | 17 | 0 | Yes | Yes |
| 95 | WSCC13 | B2223 Worthing, Sompting Ave O/S No.22 | WB | WSCC | 1702 | 1660 | 662 | 660 | 0 | Yes | Yes | 551 | 550 | 0 | Yes | Yes | 88 | 87 | 0 | Yes | Yes | 23 | 23 | 0 | Yes | Yes |
| 96 | WSCC14 | Worthing, Chesswood Rd O/S No.1 Just E. Of Station | EB | WSCC | 1470 | 10112 | 272 | 256 | 1 | Yes | Yes | 240 | 241 | 0 | Yes | Yes | 10 | 10 | 0 | Yes | Yes | 3 | 6 | 1 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | INTER PEAK – ALL VEHICLES | | | | | INTER PEAK – CARS | | | | INTER PEAK – LGV | | | | INTER PEAK - HGV | | | | | | |
|-------|--------|--|-----------|-----------|--------|--------|---------------------------|----------|-----|-----------|------------|-------------------|----------|-----|-----------|------------------|----------|----------|-----|------------------|------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 97 | WSCC14 | Worthing, Chesswood Rd O/S No.1 Just E. Of Station | WB | WSCC | 10112 | 1470 | 265 | 262 | 0 | Yes | Yes | 241 | 239 | 0 | Yes | Yes | 19 | 19 | 0 | Yes | Yes | 4 | 4 | 0 | Yes | Yes |
| 98 | WSCC15 | Worthing, Lyndhurst Rd. O/S Hospital E. Of Park Rd | EB | WSCC | 4105 | 1398 | 575 | 311 | 13 | No | No | 519 | 287 | 12 | No | No | 39 | 14 | 5 | Yes | Yes | 14 | 10 | 1 | Yes | Yes |
| 99 | WSCC15 | Worthing, Lyndhurst Rd. O/S Hospital E. Of Park Rd | WB | WSCC | 1398 | 4105 | 366 | 282 | 5 | Yes | Yes | 327 | 266 | 4 | Yes | Yes | 25 | 10 | 4 | Yes | Yes | 13 | 5 | 3 | Yes | Yes |
| 100 | WSCC16 | Worthing, Titnor Lane, S. Of A27/A280 Jct. | NB | WSCC | 9525 | 1960 | 351 | 346 | 0 | Yes | Yes | 296 | 292 | 0 | Yes | Yes | 40 | 39 | 0 | Yes | Yes | 13 | 16 | 1 | Yes | Yes |
| 101 | WSCC16 | Worthing, Titnor Lane, S. Of A27/A280 Jct. | SB | WSCC | 1960 | 9525 | 359 | 408 | 3 | Yes | Yes | 300 | 348 | 3 | Yes | Yes | 45 | 44 | 0 | Yes | Yes | 13 | 16 | 1 | Yes | Yes |
| 104 | WSCC18 | A2031 Worthing, Teville Rd W Of Christchurch Rd | EB | WSCC | 9547 | 1350 | 492 | 442 | 2 | Yes | Yes | 430 | 396 | 2 | Yes | Yes | 41 | 39 | 0 | Yes | Yes | 18 | 7 | 3 | Yes | Yes |
| 105 | WSCC18 | A2031 Worthing, Teville Rd W Of Christchurch Rd | WB | WSCC | 1350 | 9547 | 473 | 453 | 1 | Yes | Yes | 415 | 410 | 0 | Yes | Yes | 38 | 35 | 1 | Yes | Yes | 18 | 9 | 3 | Yes | Yes |
| 106 | WSCC19 | A259 Worthing, Richmond Rd. E. Of Salsbury Rd. | EB | WSCC | 4092 | 1432 | 482 | 477 | 0 | Yes | Yes | 431 | 434 | 0 | Yes | Yes | 34 | 34 | 0 | Yes | Yes | 17 | 9 | 2 | Yes | Yes |
| 107 | WSCC19 | A259 Worthing, Richmond Rd. E. Of Salsbury Rd. | WB | WSCC | 1432 | 4092 | 478 | 474 | 0 | Yes | Yes | 428 | 432 | 0 | Yes | Yes | 36 | 36 | 0 | Yes | Yes | 14 | 6 | 2 | Yes | Yes |
| 110 | WSCC21 | A29 Woodgate, Lidsey Rd. (S. Of Railway Crossing) | NB | WSCC | 7896 | 1600 | 379 | 373 | 0 | Yes | Yes | 286 | 305 | 1 | Yes | Yes | 53 | 52 | 0 | Yes | Yes | 12 | 16 | 1 | Yes | Yes |
| 111 | WSCC21 | A29 Woodgate, Lidsey Rd. (S. Of Railway Crossing) | SB | WSCC | 1600 | 7896 | 391 | 379 | 1 | Yes | Yes | 313 | 309 | 0 | Yes | Yes | 60 | 52 | 1 | Yes | Yes | 12 | 18 | 1 | Yes | Yes |
| 112 | WSCC22 | Worthing, Marine Parade W. Of Prospect Place & Lid | EB | WSCC | 4140 | 1330 | 493 | 647 | 6 | No | Yes | 435 | 435 | 0 | Yes | Yes | 33 | 31 | 0 | Yes | Yes | 20 | 18 | 0 | Yes | Yes |
| 113 | WSCC22 | Worthing, Marine Parade W. Of Prospect Place & Lid | WB | WSCC | 1330 | 4140 | 665 | 562 | 4 | Yes | No | 585 | 590 | 0 | Yes | Yes | 54 | 51 | 0 | Yes | Yes | 24 | 18 | 1 | Yes | Yes |
| 114 | WSCC23 | A2032 Worthing, Durrington O/S Northbrook College | EB | WSCC | 1596 | 1674 | 937 | 934 | 0 | Yes | Yes | 826 | 826 | 0 | Yes | Yes | 85 | 84 | 0 | Yes | Yes | 20 | 24 | 1 | Yes | Yes |
| 115 | WSCC23 | A2032 Worthing, Durrington O/S Northbrook College | WB | WSCC | 1664 | 1592 | 898 | 895 | 0 | Yes | Yes | 805 | 807 | 0 | Yes | Yes | 72 | 71 | 0 | Yes | Yes | 16 | 18 | 0 | Yes | Yes |
| 116 | WSCC24 | A286 Chichester, Broyle Rd Just N. Of The Bell Inn | NB | WSCC | 11380 | 11398 | 384 | 382 | 0 | Yes | Yes | 342 | 343 | 0 | Yes | Yes | 21 | 21 | 0 | Yes | Yes | 19 | 18 | 0 | Yes | Yes |
| 117 | WSCC24 | A286 Chichester, Broyle Rd Just N. Of The Bell Inn | SB | WSCC | 11398 | 11380 | 441 | 439 | 0 | Yes | Yes | 388 | 390 | 0 | Yes | Yes | 35 | 35 | 0 | Yes | Yes | 16 | 14 | 1 | Yes | Yes |
| 118 | WSCC25 | B2178 Chichester, St Paul's Rd. O/P No.55 | NB | WSCC | 11379 | 11394 | 432 | 416 | 1 | Yes | Yes | 384 | 386 | 0 | Yes | Yes | 21 | 21 | 0 | Yes | Yes | 9 | 9 | 0 | Yes | Yes |
| 119 | WSCC25 | B2178 Chichester, St Paul's Rd. O/P No.55 | SB | WSCC | 11394 | 11379 | 427 | 421 | 0 | Yes | Yes | 375 | 376 | 0 | Yes | Yes | 37 | 35 | 0 | Yes | Yes | 10 | 10 | 0 | Yes | Yes |
| 120 | WSCC26 | A286 Chichester, Stockbridge, Birdham Rd O/S 53 | EB | WSCC | 11362 | 18980 | 407 | 574 | 8 | No | Yes | 342 | 481 | 7 | No | Yes | 45 | 68 | 3 | Yes | Yes | 22 | 25 | 1 | Yes | Yes |
| 121 | WSCC26 | A286 Chichester, Stockbridge, Birdham Rd O/S 53 | WB | WSCC | 18980 | 11362 | 399 | 557 | 7 | No | Yes | 350 | 483 | 7 | No | Yes | 28 | 47 | 3 | Yes | Yes | 25 | 27 | 1 | Yes | Yes |
| 122 | WSCC27 | Hunston, B2145 Hunston Rd. By Sub Station | NB | WSCC | 11361 | 11364 | 505 | 524 | 1 | Yes | Yes | 432 | 452 | 1 | Yes | Yes | 52 | 52 | 0 | Yes | Yes | 21 | 21 | 0 | Yes | Yes |
| 123 | WSCC27 | Hunston, B2145 Hunston Rd. By Sub Station | SB | WSCC | 11364 | 11361 | 507 | 507 | 0 | Yes | Yes | 435 | 435 | 0 | Yes | Yes | 52 | 52 | 0 | Yes | Yes | 20 | 20 | 0 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | PM PEAK – ALL VEHICLES | | | | | PM PEAK - CARS | | | PM PEAK – LGV | | | PM PEAK - HGV | | | | | | | | |
|-------|---------|--|-----------|------------|--------|--------|------------------------|----------|-----|-----------|------------|----------------|----------|-----|---------------|------------|----------|---------------|-----|-----------|------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | ATC3 | A259 Crookthorn Lane - Site 3 - F | EB | RSI - Link | 7470 | 1250 | 851 | 919 | 2 | Yes | Yes | 796 | 817 | 1 | Yes | Yes | 40 | 93 | 6 | No | Yes | 2 | 9 | 3 | Yes | Yes |
| 6 | ATC3 | A259 Crookthorn Lane - Site 3 - R | WB | RSI - Link | 1250 | 7470 | 1066 | 993 | 2 | Yes | Yes | 985 | 875 | 4 | Yes | Yes | 72 | 108 | 4 | Yes | Yes | 4 | 10 | 2 | Yes | Yes |
| 9 | ATC5 | Arundel Bypass - Site 5 - F | SB | RSI - Link | 13945 | 2598 | 342 | 264 | 4 | Yes | Yes | 307 | 219 | 5 | No | Yes | 25 | 40 | 3 | Yes | Yes | 2 | 5 | 2 | Yes | Yes |
| 10 | ATC5 | Arundel Bypass - Site 5 - R | NB | RSI - Link | 2598 | 13945 | 221 | 200 | 1 | Yes | Yes | 208 | 175 | 2 | Yes | Yes | 11 | 23 | 3 | Yes | Yes | 1 | 1 | 0 | Yes | Yes |
| 11 | ATC6 | A280 Long Furlong - Site 6 - F | WB | RSI - Link | 2516 | 2406 | 909 | 923 | 0 | Yes | Yes | 825 | 762 | 2 | Yes | Yes | 57 | 141 | 8 | No | Yes | 7 | 19 | 3 | Yes | Yes |
| 12 | ATC6 | A280 Long Furlong - Site 6 - R | EB | RSI - Link | 2406 | 2516 | 537 | 519 | 1 | Yes | Yes | 495 | 429 | 3 | Yes | Yes | 40 | 69 | 4 | Yes | Yes | 8 | 21 | 3 | Yes | Yes |
| 15 | ATC8 | A283 Steyning Road - Site 8 - F | SB | RSI - Link | 2546 | 7678 | 967 | 984 | 1 | Yes | Yes | 891 | 837 | 2 | Yes | Yes | 57 | 131 | 8 | No | Yes | 5 | 16 | 3 | Yes | Yes |
| 16 | ATC8 | A283 Steyning Road - Site 8 - R | NB | RSI - Link | 7678 | 2546 | 1042 | 1123 | 2 | Yes | Yes | 970 | 984 | 0 | Yes | Yes | 55 | 124 | 7 | No | Yes | 4 | 15 | 4 | Yes | Yes |
| 60 | SERTM14 | A27 Chichester (A259-A286) | EB | SERTM | 13899 | 18928 | 1837 | 1598 | 6 | No | Yes | 1310 | 1299 | 0 | Yes | Yes | 270 | 235 | 2 | Yes | Yes | 50 | 64 | 2 | Yes | Yes |
| 61 | SERTM14 | A27 Chichester (A259-A286) | WB | SERTM | 11363 | 11365 | 1551 | 1901 | 8 | No | No | 1425 | 1571 | 4 | Yes | Yes | 244 | 237 | 0 | Yes | Yes | 47 | 94 | 6 | No | Yes |
| 62 | SERTM15 | A27 between A286 and B2145 | EB | SERTM | 13711 | 11364 | 1841 | 1828 | 0 | Yes | Yes | 1333 | 1473 | 4 | Yes | Yes | 215 | 283 | 4 | Yes | Yes | 51 | 73 | 3 | Yes | Yes |
| 63 | SERTM15 | A27 between A286 and B2145 | WB | SERTM | 11364 | 18981 | 1586 | 1539 | 1 | Yes | Yes | 1342 | 1256 | 2 | Yes | Yes | 344 | 210 | 8 | No | No | 59 | 73 | 2 | Yes | Yes |
| 64 | SERTM16 | A27, Portfield | EB | SERTM | 18939 | 12141 | 1206 | 1190 | 0 | Yes | Yes | 993 | 950 | 1 | Yes | Yes | 209 | 186 | 2 | Yes | Yes | 49 | 55 | 1 | Yes | Yes |
| 65 | SERTM16 | A27, Portfield | WB | SERTM | 12141 | 12139 | 1085 | 967 | 4 | Yes | Yes | 1053 | 755 | 10 | No | No | 139 | 169 | 2 | Yes | Yes | 44 | 43 | 0 | Yes | Yes |
| 66 | SERTM17 | A27 Worthing (Grove Road - Lyons Way) | EB | SERTM | 1850 | 10106 | 1254 | 1249 | 0 | Yes | Yes | 1080 | 1013 | 2 | Yes | Yes | 179 | 193 | 1 | Yes | Yes | 34 | 43 | 1 | Yes | Yes |
| 67 | SERTM17 | A27 Worthing (Grove Road - Lyons Way) | WB | SERTM | 10106 | 1850 | 1048 | 1046 | 0 | Yes | Yes | 949 | 853 | 3 | Yes | Yes | 128 | 164 | 3 | Yes | Yes | 22 | 29 | 1 | Yes | Yes |
| 68 | SERTM18 | A27 between A270 near Brighton (west) and A293 | EB | SERTM | 2256 | 14086 | 1881 | 1872 | 0 | Yes | Yes | 1674 | 1516 | 4 | Yes | Yes | 223 | 291 | 4 | Yes | Yes | 37 | 64 | 4 | Yes | Yes |
| 69 | SERTM18 | A27 between A270 near Brighton (west) and A293 | WB | SERTM | 14085 | 2250 | 2049 | 2029 | 0 | Yes | Yes | 1594 | 1653 | 1 | Yes | Yes | 245 | 318 | 4 | Yes | Yes | 43 | 58 | 2 | Yes | Yes |
| 70 | WSCC1 | A2037 Small Dole, Shoreham Rd. O/S The Wickets | NB | WSCC | 2612 | 14133 | 280 | 272 | 0 | Yes | Yes | 246 | 242 | 0 | Yes | Yes | 28 | 27 | 0 | Yes | Yes | 5 | 3 | 1 | Yes | Yes |
| 71 | WSCC1 | A2037 Small Dole, Shoreham Rd. O/S The Wickets | SB | WSCC | 14133 | 2612 | 387 | 380 | 0 | Yes | Yes | 336 | 337 | 0 | Yes | Yes | 34 | 34 | 0 | Yes | Yes | 7 | 9 | 1 | Yes | Yes |
| 72 | WSCC2 | A24 Ashington By-Pass, Just N. Of London Rd. | NB | WSCC | 2744 | 14117 | 918 | 911 | 0 | Yes | Yes | 774 | 774 | 0 | Yes | Yes | 99 | 97 | 0 | Yes | Yes | 41 | 40 | 0 | Yes | Yes |
| 73 | WSCC2 | A24 Ashington By-Pass, Just N. Of London Rd. | SB | WSCC | 14118 | 2742 | 1687 | 1671 | 0 | Yes | Yes | 1435 | 1430 | 0 | Yes | Yes | 201 | 201 | 0 | Yes | Yes | 41 | 40 | 0 | Yes | Yes |
| 76 | WSCC4 | A24 Worthing, Broadwater St West O/S No.47/49 | NB | WSCC | 1722 | 1764 | 895 | 849 | 2 | Yes | Yes | 814 | 791 | 1 | Yes | Yes | 49 | 48 | 0 | Yes | Yes | 17 | 11 | 2 | Yes | Yes |
| 77 | WSCC4 | A24 Worthing, Broadwater St West O/S No.47/49 | SB | WSCC | 1764 | 1722 | 738 | 730 | 0 | Yes | Yes | 680 | 677 | 0 | Yes | No | 35 | 36 | 0 | Yes | Yes | 19 | 17 | 0 | Yes | Yes |
| 86 | WSCC9 | A259 Worthing, Brighton Rd O/S Aquarena E. Of Made | EB | WSCC | 9557 | 1332 | 639 | 630 | 0 | Yes | Yes | 599 | 594 | 0 | Yes | Yes | 28 | 26 | 0 | Yes | Yes | 12 | 10 | 1 | Yes | Yes |
| 87 | WSCC9 | A259 Worthing, Brighton Rd O/S Aquarena E. Of Made | WB | WSCC | 1332 | 9557 | 814 | 803 | 0 | Yes | Yes | 748 | 749 | 0 | Yes | Yes | 49 | 49 | 0 | Yes | Yes | 14 | 5 | 3 | Yes | Yes |
| 88 | WSCC10 | A285 Duncton, Outside Dogkennel Cottages | NB | WSCC | 2602 | 19922 | 182 | 189 | 1 | Yes | Yes | 161 | 162 | 0 | Yes | Yes | 16 | 18 | 0 | Yes | Yes | 4 | 9 | 2 | Yes | Yes |
| 89 | WSCC10 | A285 Duncton, Outside Dogkennel Cottages | SB | WSCC | 19922 | 2602 | 245 | 247 | 0 | Yes | Yes | 202 | 201 | 0 | Yes | Yes | 36 | 36 | 0 | Yes | Yes | 4 | 9 | 2 | Yes | Yes |
| 92 | WSCC12 | C17 Ford, Ford Rd. Just S. Of Jct. With Tortington | NB | WSCC | 1556 | 6015 | 184 | 187 | 0 | Yes | Yes | 362 | 168 | 12 | No | No | 54 | 18 | 6 | No | Yes | 13 | 2 | 4 | Yes | Yes |
| 93 | WSCC12 | C17 Ford, Ford Rd. Just S. Of Jct. With Tortington | SB | WSCC | 6015 | 1556 | 204 | 304 | 6 | No | Yes | 307 | 264 | 3 | Yes | Yes | 41 | 36 | 1 | Yes | Yes | 9 | 4 | 2 | Yes | Yes |
| 94 | WSCC13 | B2223 Worthing, Sompting Ave O/S No.22 | EB | WSCC | 1660 | 1702 | 527 | 522 | 0 | Yes | Yes | 480 | 476 | 0 | Yes | Yes | 39 | 40 | 0 | Yes | Yes | 6 | 6 | 0 | Yes | Yes |
| 95 | WSCC13 | B2223 Worthing, Sompting Ave O/S No.22 | WB | WSCC | 1702 | 1660 | 760 | 744 | 1 | Yes | Yes | 683 | 667 | 1 | Yes | No | 69 | 70 | 0 | Yes | Yes | 7 | 7 | 0 | Yes | Yes |
| 96 | WSCC14 | Worthing, Chesswood Rd O/S No.1 Just E. Of Station | EB | WSCC | 1470 | 10112 | 261 | 247 | 1 | Yes | Yes | 239 | 237 | 0 | Yes | Yes | 8 | 9 | 0 | Yes | Yes | 1 | 2 | 0 | Yes | Yes |
| 97 | WSCC14 | Worthing, Chesswood Rd O/S No.1 Just E. Of Station | WB | WSCC | 10112 | 1470 | 348 | 342 | 0 | Yes | Yes | 326 | 322 | 0 | Yes | Yes | 17 | 18 | 0 | Yes | Yes | 2 | 2 | 0 | Yes | Yes |
| 98 | WSCC15 | Worthing, Lyndhurst Rd. O/S Hospital E. Of Park Rd | EB | WSCC | 4105 | 1398 | 581 | 309 | 13 | No | No | 540 | 296 | 12 | No | No | 29 | 10 | 4 | Yes | Yes | 9 | 3 | 3 | Yes | Yes |
| 99 | WSCC15 | Worthing, Lyndhurst Rd. O/S Hospital E. Of Park Rd | WB | WSCC | 1398 | 4105 | 471 | 261 | 11 | No | No | 438 | 252 | 10 | No | No | 23 | 7 | 4 | Yes | Yes | 9 | 2 | 3 | Yes | Yes |
| 100 | WSCC16 | Worthing, Titnor Lane, S. Of A27/A280 Jct. | NB | WSCC | 9525 | 1960 | 488 | 484 | 0 | Yes | Yes | 449 | 445 | 0 | Yes | Yes | 32 | 31 | 0 | Yes | Yes | 4 | 8 | 2 | Yes | Yes |

| COUNT | SITE | DESCRIPTION | DIRECTION | DATA TYPE | A-NODE | B-NODE | PM PEAK – ALL VEHICLES | | | | | | PM PEAK - CARS | | | | PM PEAK – LGV | | | | PM PEAK - HGV | | | | | |
|-------|--------|--|-----------|-----------|--------|--------|------------------------|----------|-----|-----------|------------|----------|----------------|-----|-----------|------------|---------------|----------|-----|-----------|---------------|----------|----------|-----|-----------|------------|
| | | | | | | | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? | Observed | Modelled | GEH | GEH Pass? | Flow Pass? |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | WSCC16 | Worthing, Titnor Lane, S. Of A27/A280 Jct. | SB | WSCC | 1960 | 9525 | 549 | 431 | 5 | No | No | 487 | 379 | 5 | No | No | 53 | 48 | 1 | Yes | Yes | 6 | 4 | 1 | Yes | Yes |
| 104 | WSCC18 | A2031 Worthing, Teville Rd W Of Christchurch Rd | EB | WSCC | 9547 | 1350 | 536 | 519 | 1 | Yes | Yes | 490 | 487 | 0 | Yes | Yes | 31 | 29 | 0 | Yes | Yes | 12 | 3 | 3 | Yes | Yes |
| 105 | WSCC18 | A2031 Worthing, Teville Rd W Of Christchurch Rd | WB | WSCC | 1350 | 9547 | 519 | 509 | 0 | Yes | Yes | 477 | 479 | 0 | Yes | Yes | 27 | 25 | 0 | Yes | Yes | 12 | 5 | 2 | Yes | Yes |
| 106 | WSCC19 | A259 Worthing, Richmond Rd. E. Of Sailsbury Rd. | EB | WSCC | 4092 | 1432 | 472 | 461 | 1 | Yes | Yes | 434 | 431 | 0 | Yes | Yes | 27 | 26 | 0 | Yes | Yes | 10 | 4 | 2 | Yes | Yes |
| 107 | WSCC19 | A259 Worthing, Richmond Rd. E. Of Sailsbury Rd. | WB | WSCC | 1432 | 4092 | 626 | 634 | 0 | Yes | Yes | 582 | 598 | 1 | Yes | Yes | 33 | 33 | 0 | Yes | Yes | 9 | 3 | 3 | Yes | Yes |
| 110 | WSCC21 | A29 Woodgate, Lidsey Rd. (S. Of Railway Crossing) | NB | WSCC | 7896 | 1600 | 381 | 379 | 0 | Yes | Yes | 354 | 326 | 2 | Yes | Yes | 58 | 46 | 2 | Yes | Yes | 5 | 7 | 1 | Yes | Yes |
| 111 | WSCC21 | A29 Woodgate, Lidsey Rd. (S. Of Railway Crossing) | SB | WSCC | 1600 | 7896 | 543 | 514 | 1 | Yes | Yes | 465 | 435 | 1 | Yes | Yes | 71 | 63 | 1 | Yes | Yes | 6 | 16 | 3 | Yes | Yes |
| 112 | WSCC22 | Worthing, Marine Parade W. Of Prospect Place & Lid | EB | WSCC | 4140 | 1330 | 521 | 508 | 1 | Yes | Yes | 476 | 463 | 1 | Yes | Yes | 30 | 29 | 0 | Yes | Yes | 14 | 8 | 2 | Yes | Yes |
| 113 | WSCC22 | Worthing, Marine Parade W. Of Prospect Place & Lid | WB | WSCC | 1330 | 4140 | 801 | 840 | 1 | Yes | Yes | 724 | 730 | 0 | Yes | Yes | 59 | 58 | 0 | Yes | Yes | 15 | 6 | 3 | Yes | Yes |
| 114 | WSCC23 | A2032 Worthing, Durrington O/S Northbrook College | EB | WSCC | 1596 | 1674 | 1007 | 999 | 0 | Yes | Yes | 911 | 898 | 0 | Yes | Yes | 81 | 87 | 1 | Yes | Yes | 7 | 14 | 2 | Yes | Yes |
| 115 | WSCC23 | A2032 Worthing, Durrington O/S Northbrook College | WB | WSCC | 1664 | 1592 | 1007 | 999 | 0 | Yes | Yes | 936 | 935 | 0 | Yes | Yes | 55 | 55 | 0 | Yes | Yes | 6 | 8 | 1 | Yes | Yes |
| 116 | WSCC24 | A286 Chichester, Broyle Rd Just N. Of The Bell Inn | NB | WSCC | 11380 | 11398 | 435 | 430 | 0 | Yes | Yes | 415 | 413 | 0 | Yes | Yes | 13 | 13 | 0 | Yes | Yes | 6 | 4 | 1 | Yes | Yes |
| 117 | WSCC24 | A286 Chichester, Broyle Rd Just N. Of The Bell Inn | SB | WSCC | 11398 | 11380 | 432 | 423 | 0 | Yes | Yes | 397 | 392 | 0 | Yes | Yes | 27 | 27 | 0 | Yes | Yes | 7 | 4 | 1 | Yes | Yes |
| 118 | WSCC25 | B2178 Chichester, St Paul's Rd. O/P No.55 | NB | WSCC | 11379 | 11394 | 646 | 616 | 1 | Yes | Yes | 594 | 592 | 0 | Yes | Yes | 18 | 19 | 0 | Yes | Yes | 4 | 5 | 0 | Yes | Yes |
| 119 | WSCC25 | B2178 Chichester, St Paul's Rd. O/P No.55 | SB | WSCC | 11394 | 11379 | 421 | 410 | 1 | Yes | Yes | 372 | 381 | 0 | Yes | Yes | 28 | 26 | 0 | Yes | Yes | 4 | 3 | 0 | Yes | Yes |
| 120 | WSCC26 | A286 Chichester, Stockbridge, Birdham Rd O/S 53 | EB | WSCC | 11362 | 18980 | 398 | 573 | 8 | No | Yes | 345 | 489 | 7 | No | Yes | 41 | 69 | 4 | Yes | Yes | 10 | 15 | 1 | Yes | Yes |
| 121 | WSCC26 | A286 Chichester, Stockbridge, Birdham Rd O/S 53 | WB | WSCC | 18980 | 11362 | 407 | 609 | 9 | No | Yes | 377 | 565 | 9 | No | Yes | 19 | 36 | 3 | Yes | Yes | 10 | 8 | 1 | Yes | Yes |
| 122 | WSCC27 | Hunston, B2145 Hunston Rd. By Sub Station | NB | WSCC | 11361 | 11364 | 450 | 472 | 1 | Yes | Yes | 414 | 414 | 0 | Yes | Yes | 45 | 45 | 0 | Yes | Yes | 9 | 12 | 1 | Yes | Yes |
| 123 | WSCC27 | Hunston, B2145 Hunston Rd. By Sub Station | SB | WSCC | 11364 | 11361 | 756 | 826 | 2 | Yes | Yes | 747 | 747 | 0 | Yes | Yes | 60 | 70 | 1 | Yes | Yes | 9 | 9 | 0 | Yes | Yes |

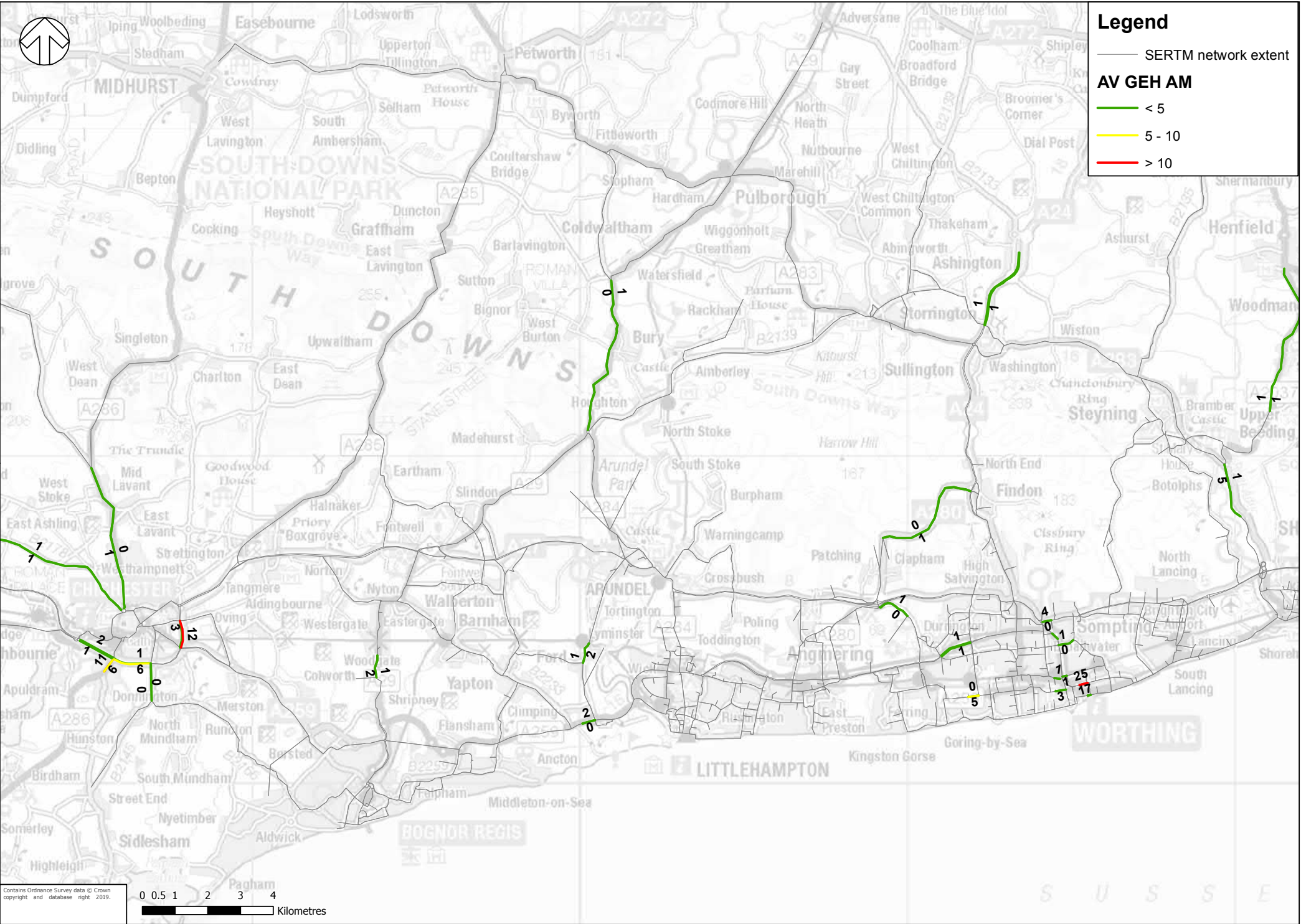


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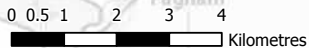
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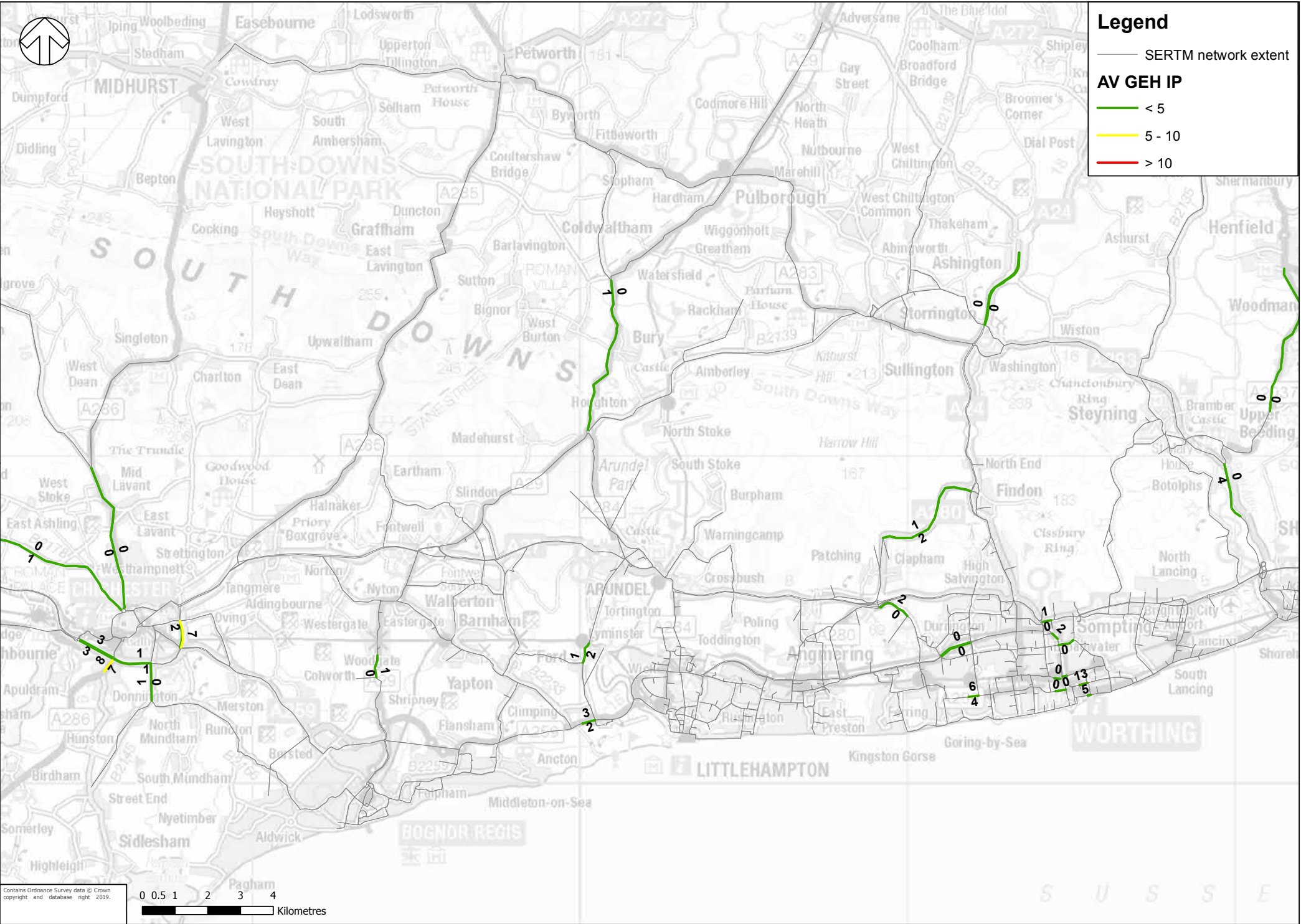


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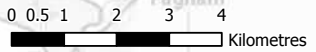


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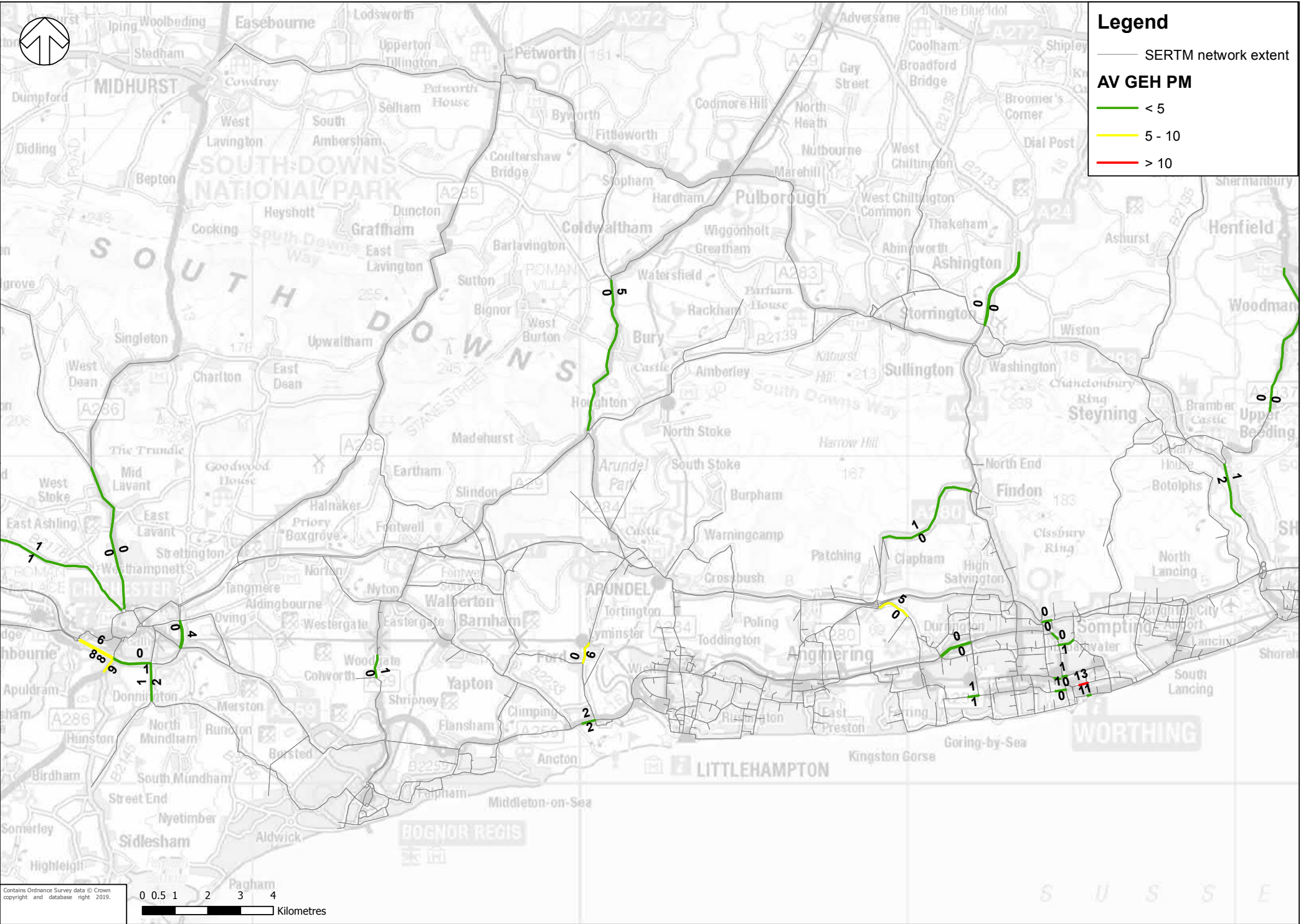


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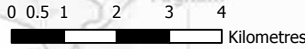
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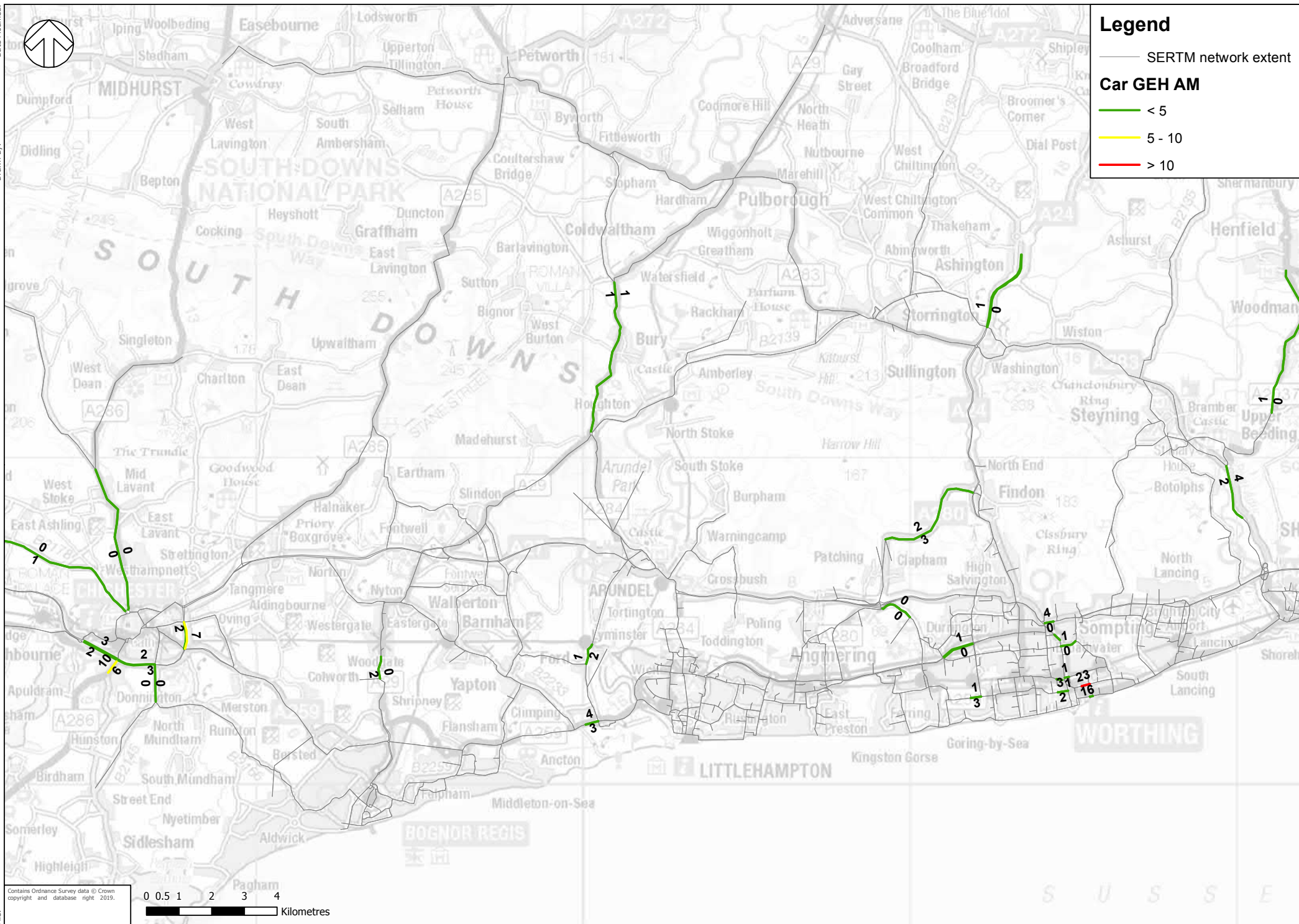


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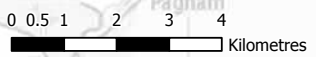


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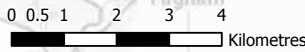
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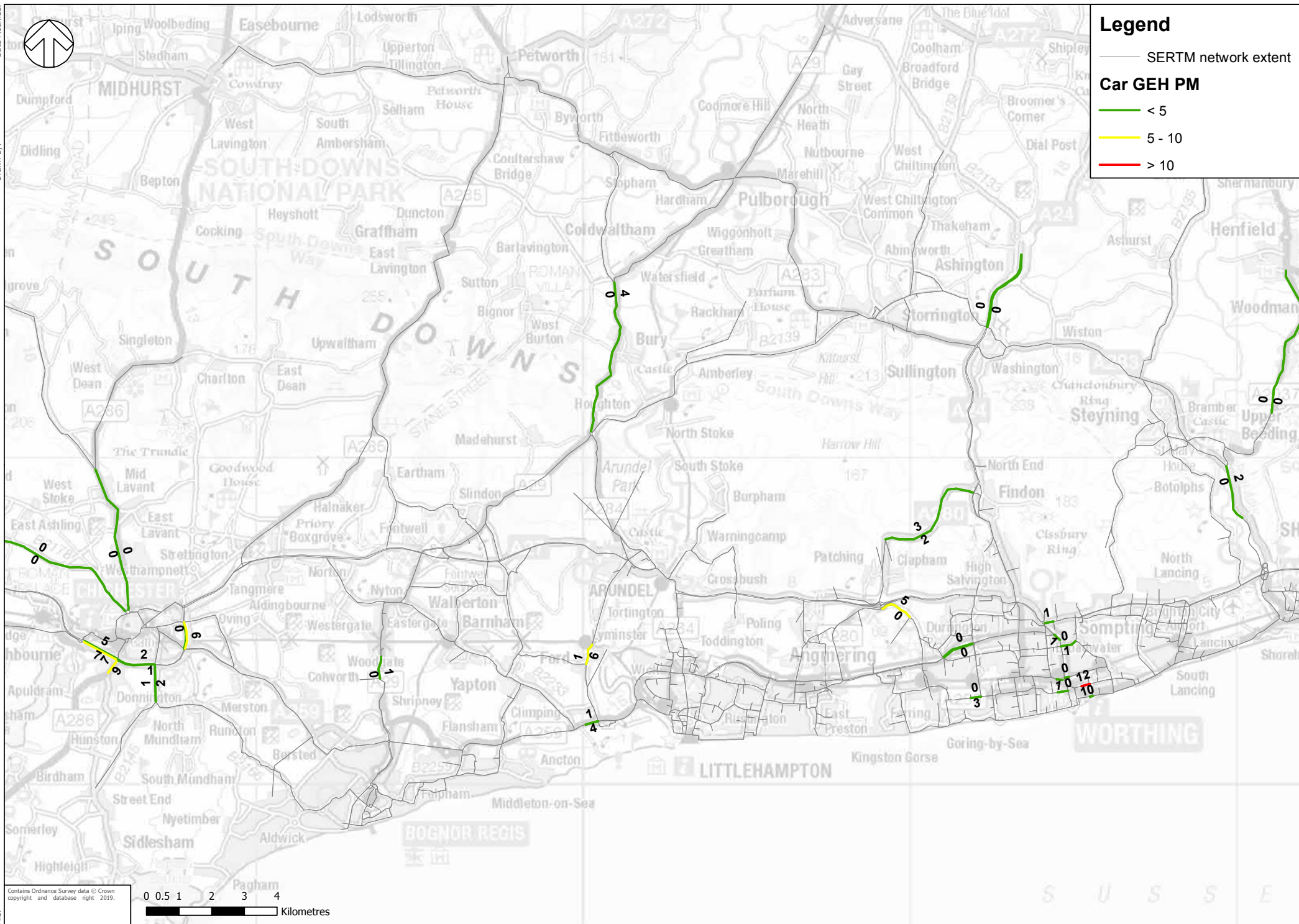


S U S S E

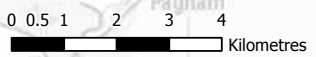


Legend

- SERTM network extent
- Car GEH PM**
 - < 5
 - 5 - 10
 - > 10



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S U S S E

Date Modified: Drawn By: File:

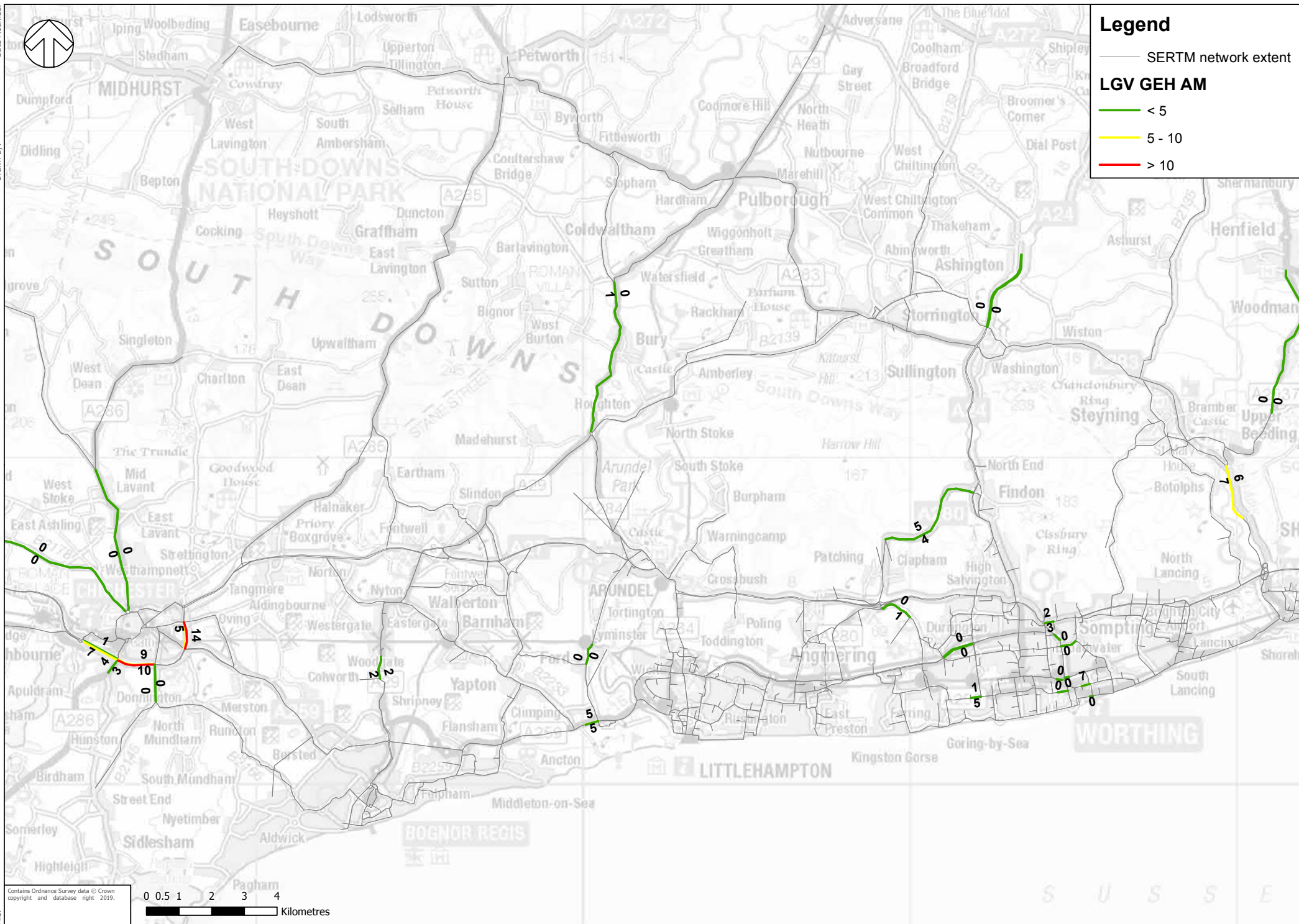


Legend

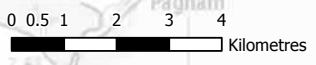
- SERTM network extent

LGW GEH AM

- < 5
- 5 - 10
- > 10



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S U S S E

Date Modified: Drawn By: File:

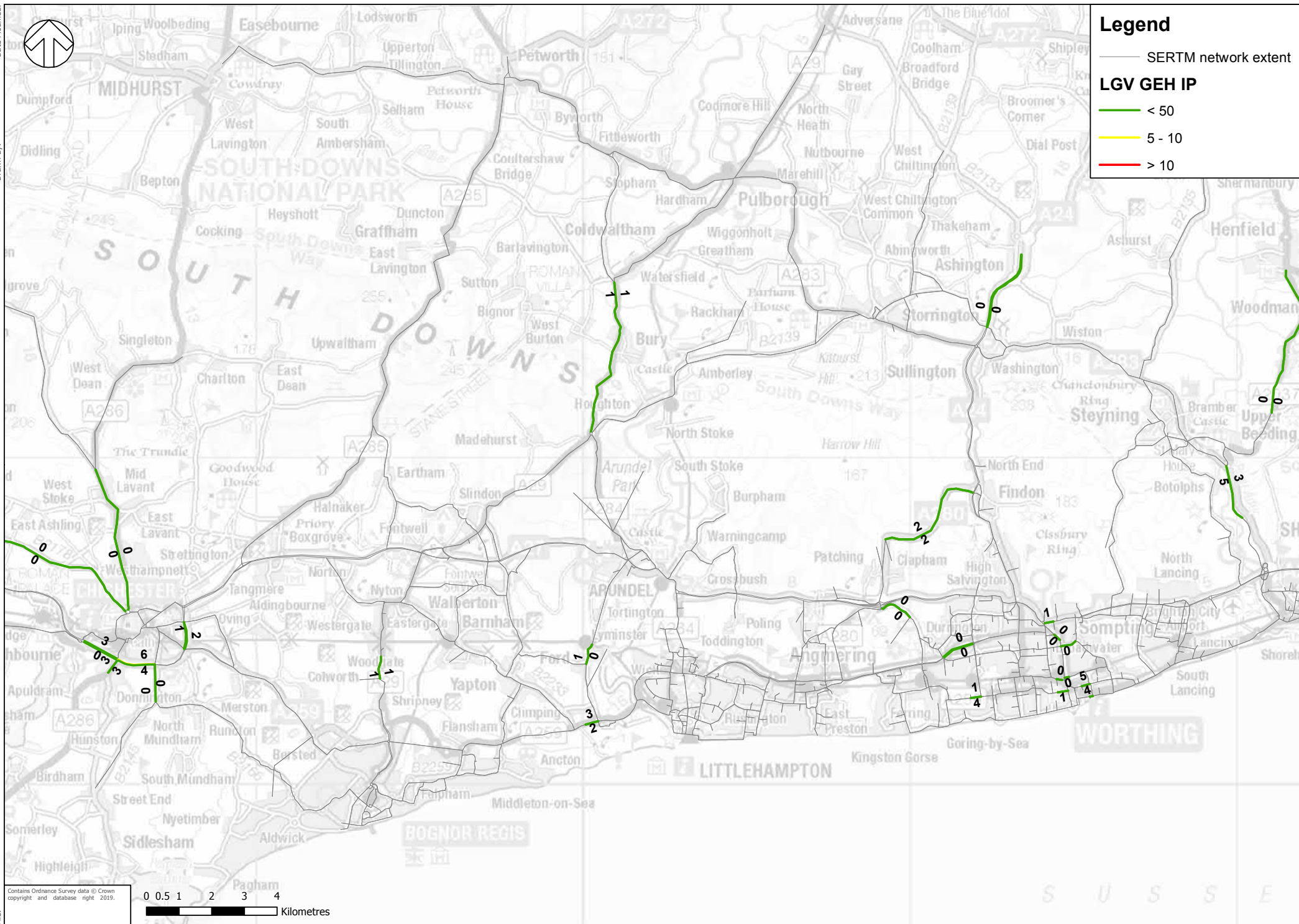


Legend

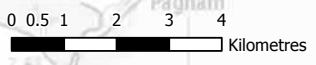
- SERTM network extent

LGV GEH IP

- < 50
- 5 - 10
- > 10



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S U S S E

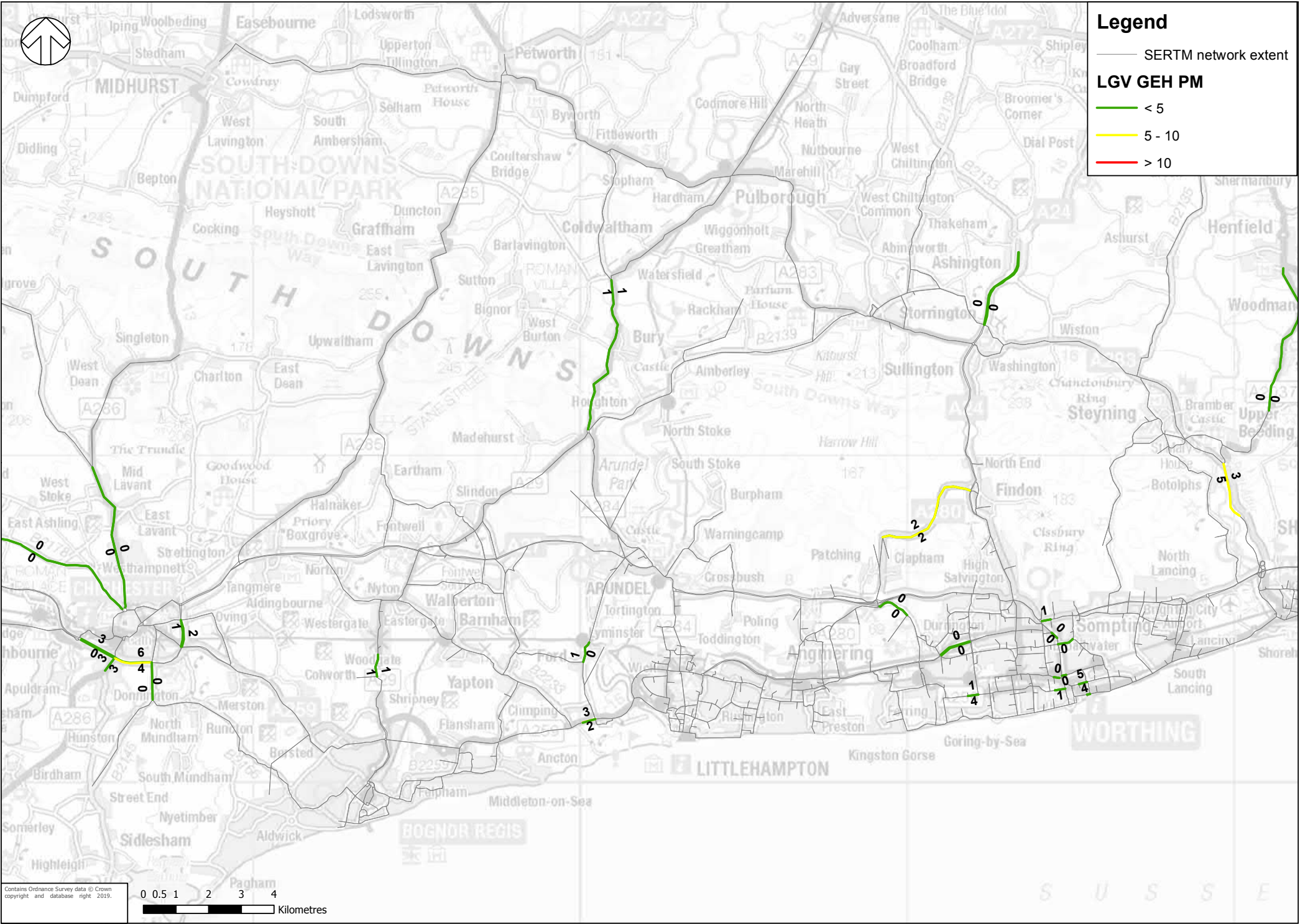


Legend

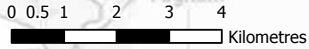
- SERTM network extent

LGW GEH PM

- < 5
- 5 - 10
- > 10



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S U S S E

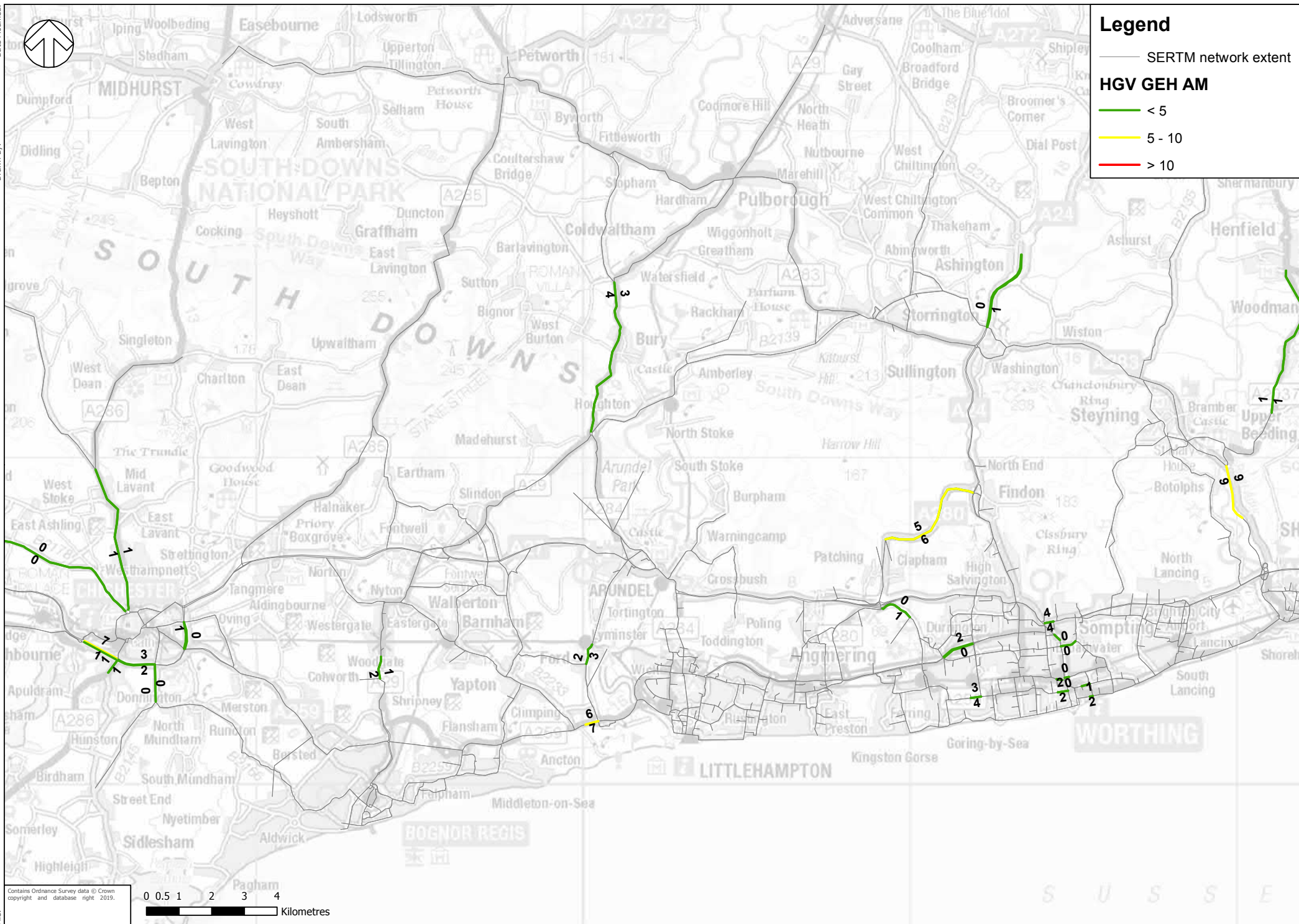


Legend

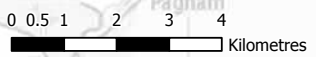
- SERTM network extent

HGV GEH AM

- < 5
- 5 - 10
- > 10



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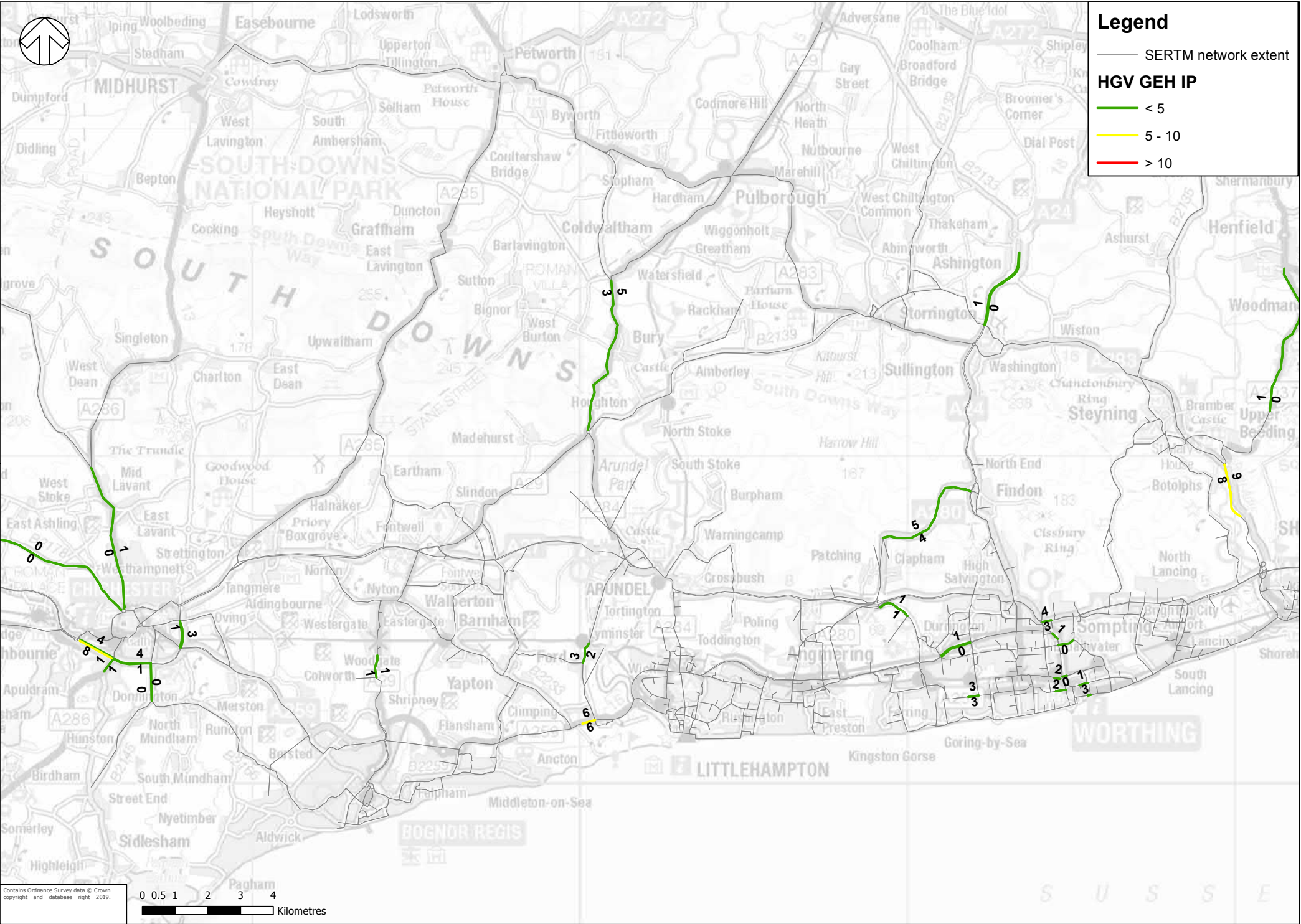


S U S S E

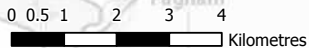


Legend

- SERTM network extent
- HGV GEH IP**
 - < 5
 - 5 - 10
 - > 10



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S U S S E

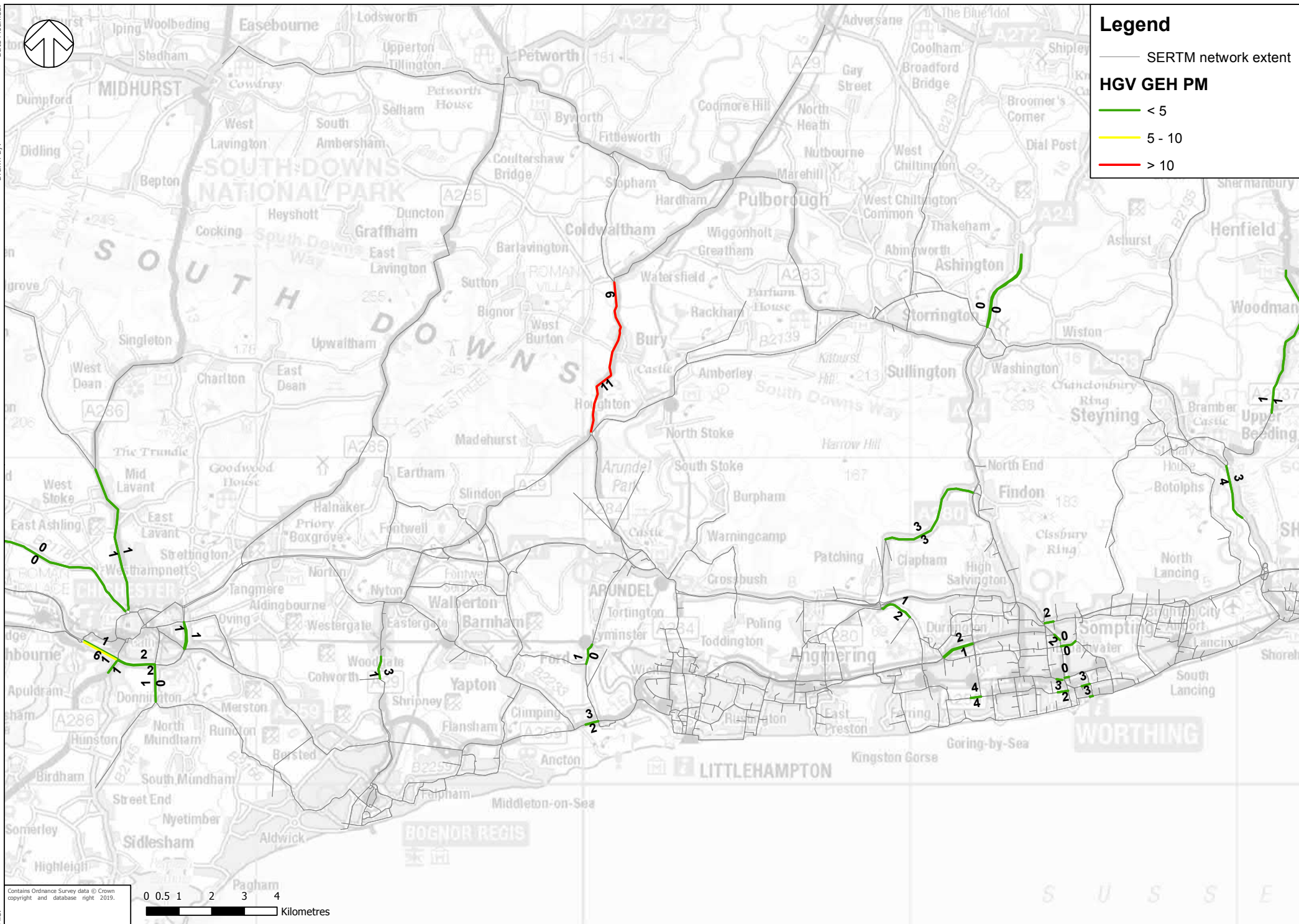


Legend

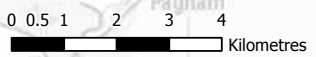
- SERTM network extent

HGV GEH PM

- < 5
- 5 - 10
- > 10



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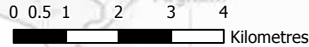
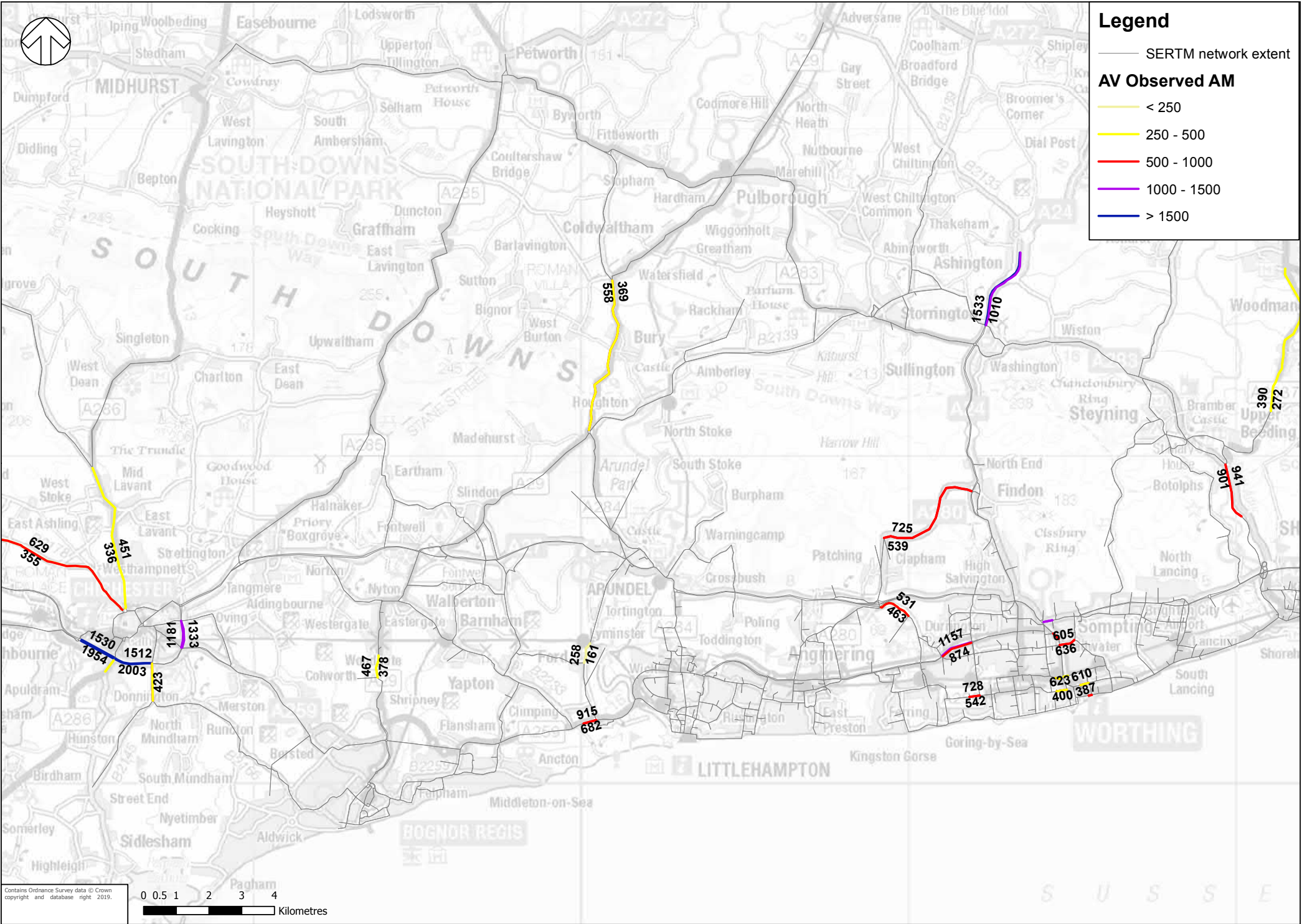
S U S S E

**Validation sites
(Graphically)**



Legend

- SERTM network extent
- AV Observed AM**
 - < 250
 - 250 - 500
 - 500 - 1000
 - 1000 - 1500
 - > 1500



Date Modified: Drawn By: File:

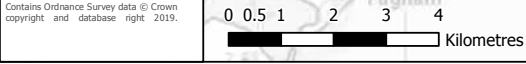
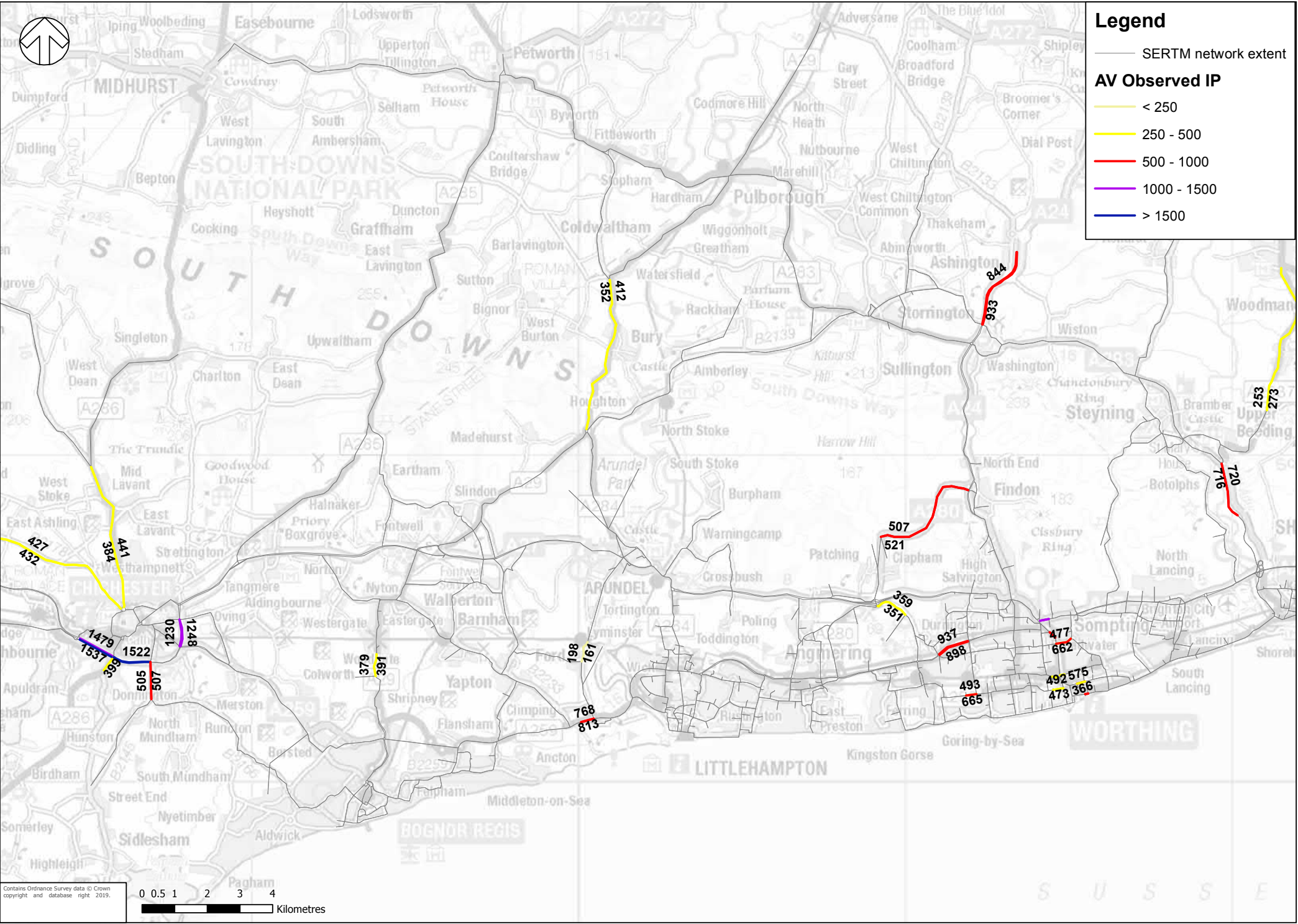


Legend

- SERTM network extent

AV Observed IP

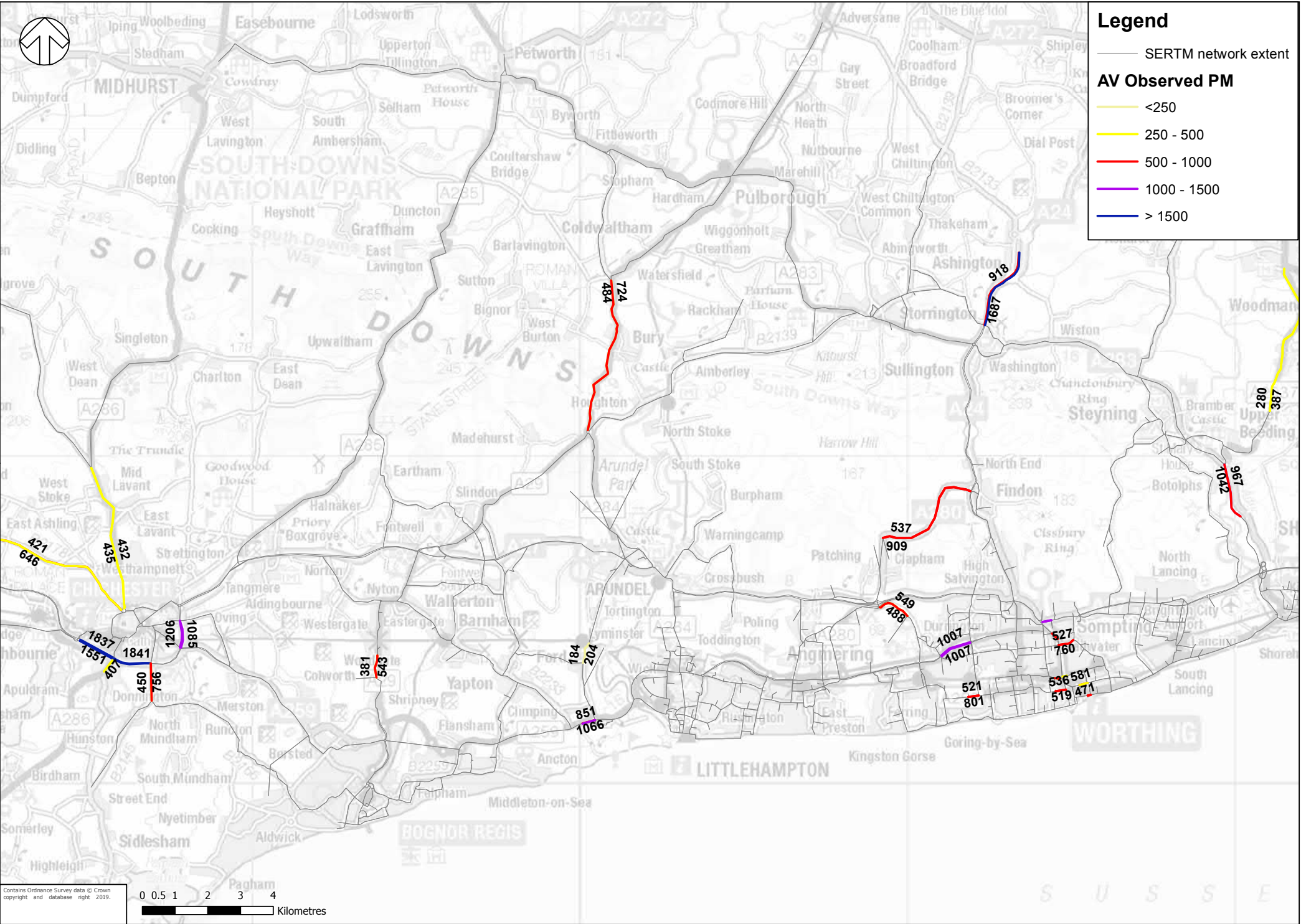
- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



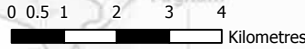


Legend

- SERTM network extent
- AV Observed PM**
 - <250
 - 250 - 500
 - 500 - 1000
 - 1000 - 1500
 - > 1500



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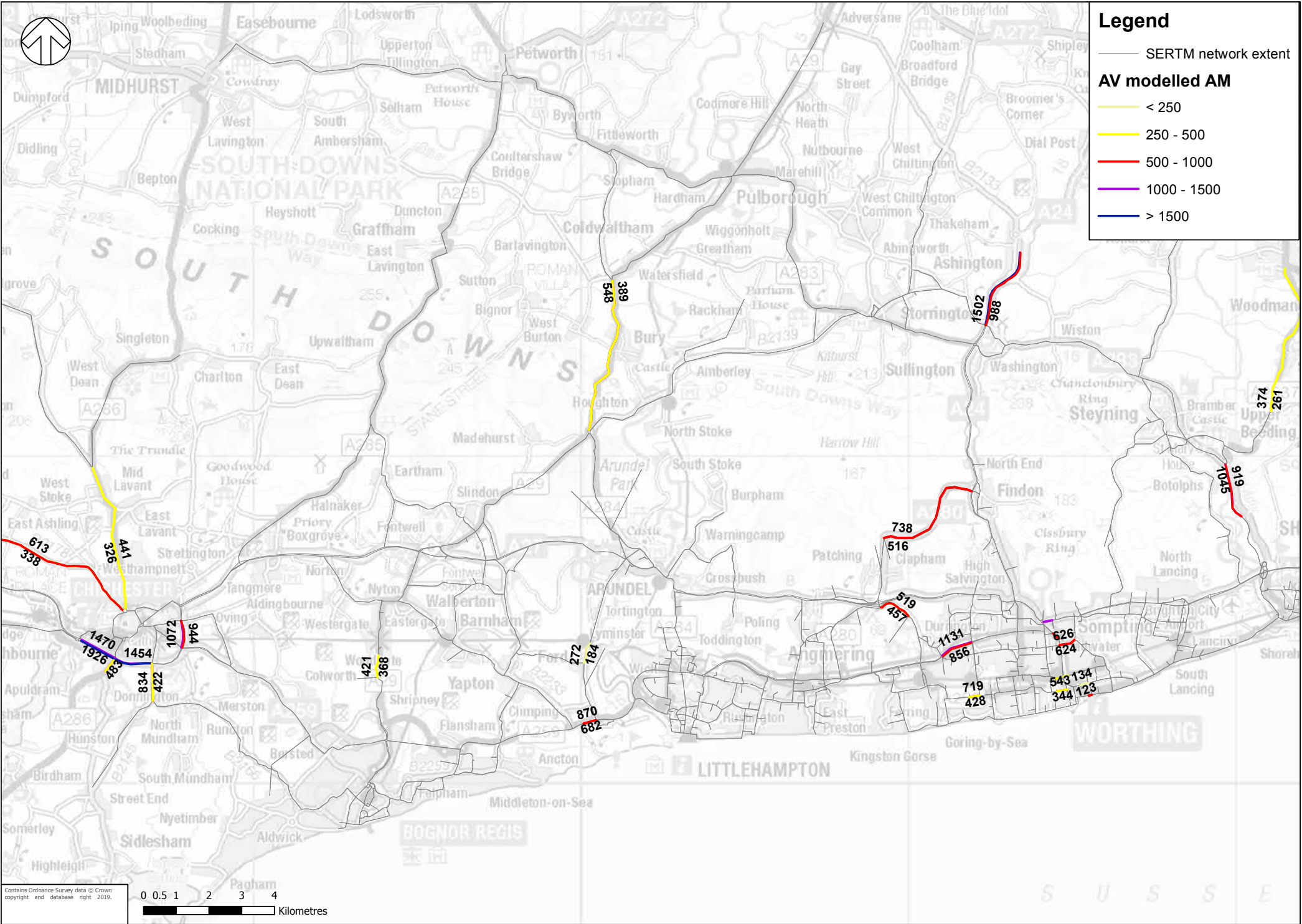


S U S S E



Legend

- SERTM network extent
- AV modelled AM**
 - < 250
 - 250 - 500
 - 500 - 1000
 - 1000 - 1500
 - > 1500



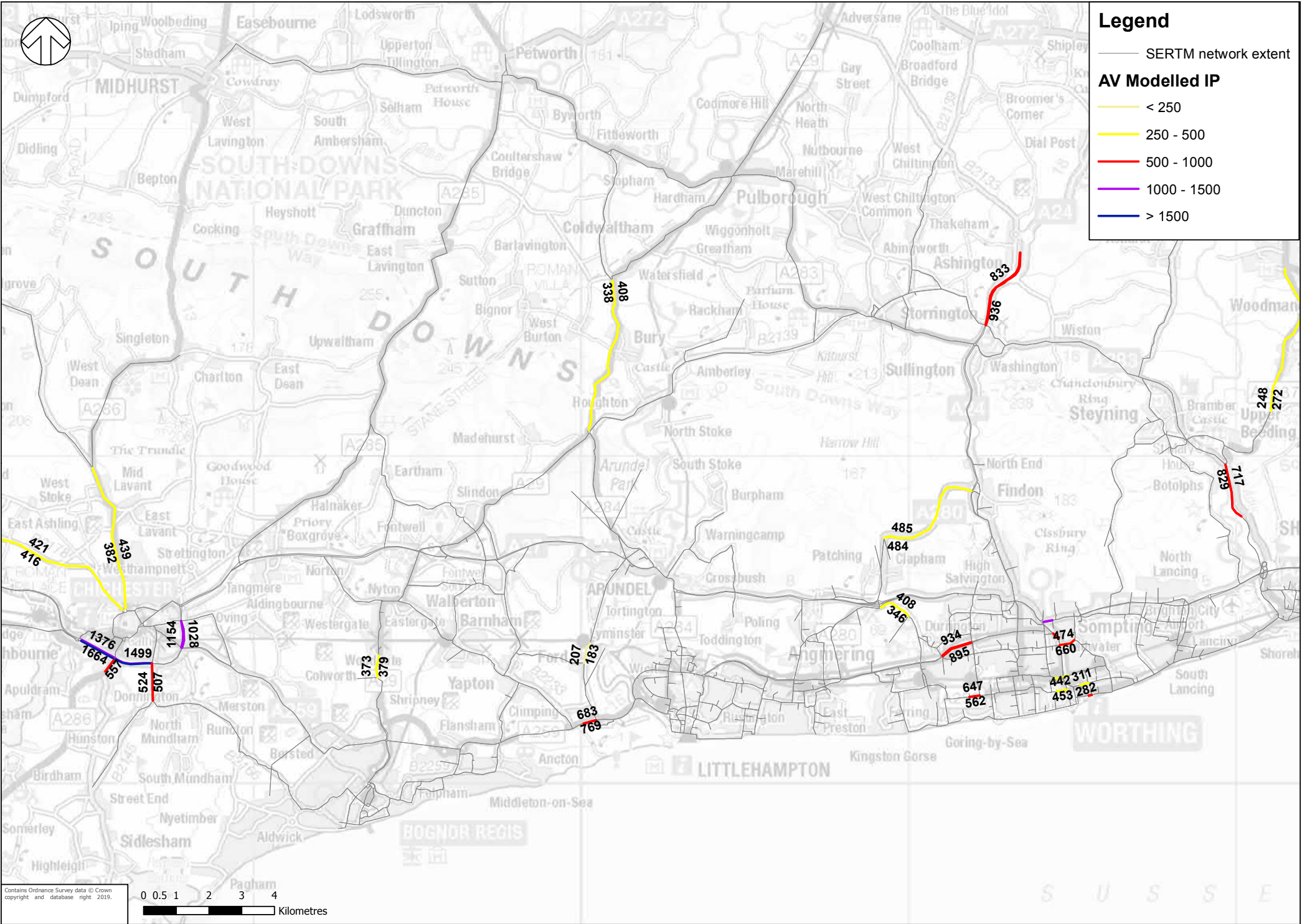


Legend

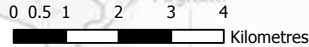
- SERTM network extent

AV Modelled IP

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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S U S S E

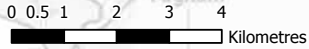
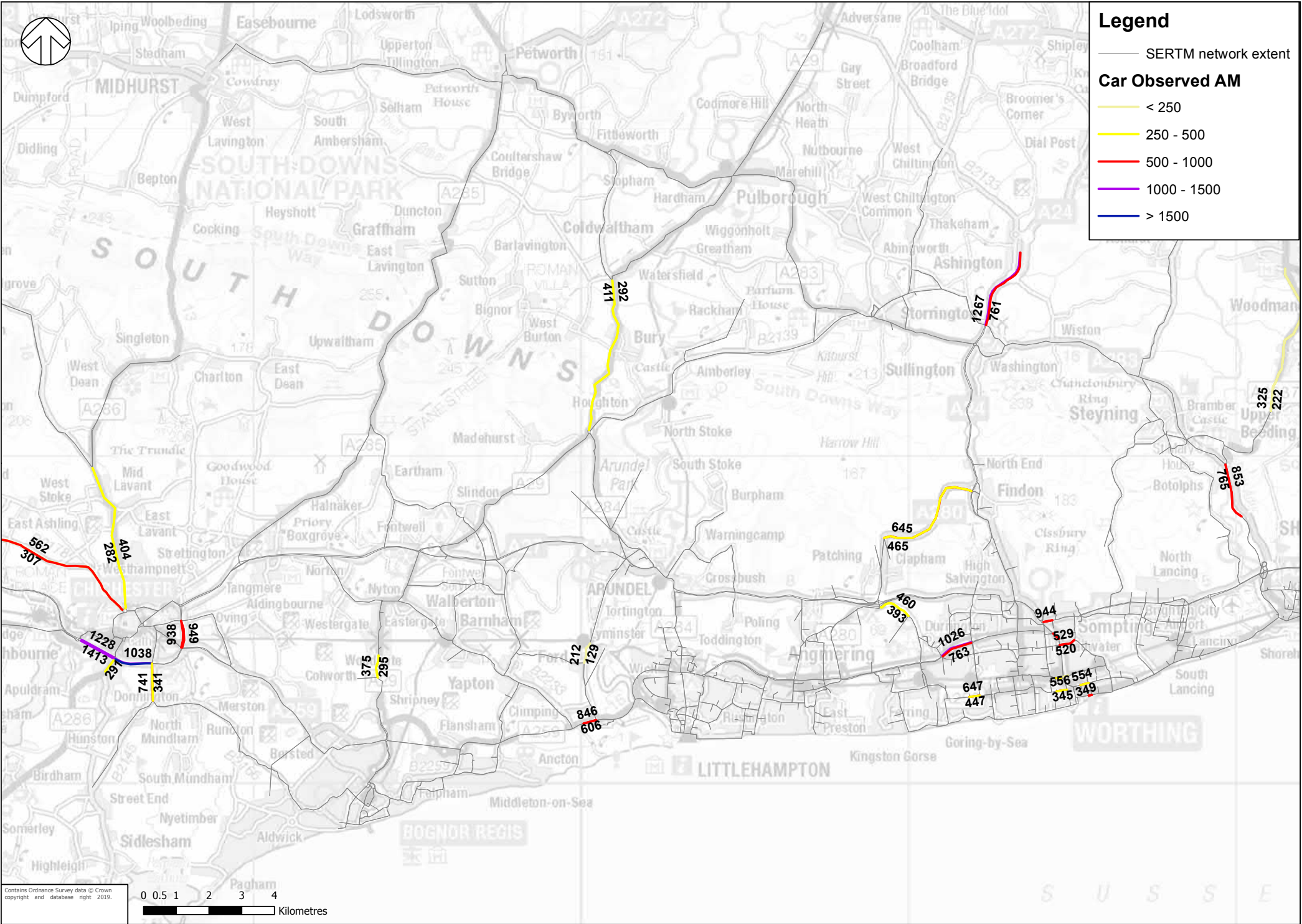


Legend

- SERTM network extent

Car Observed AM

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



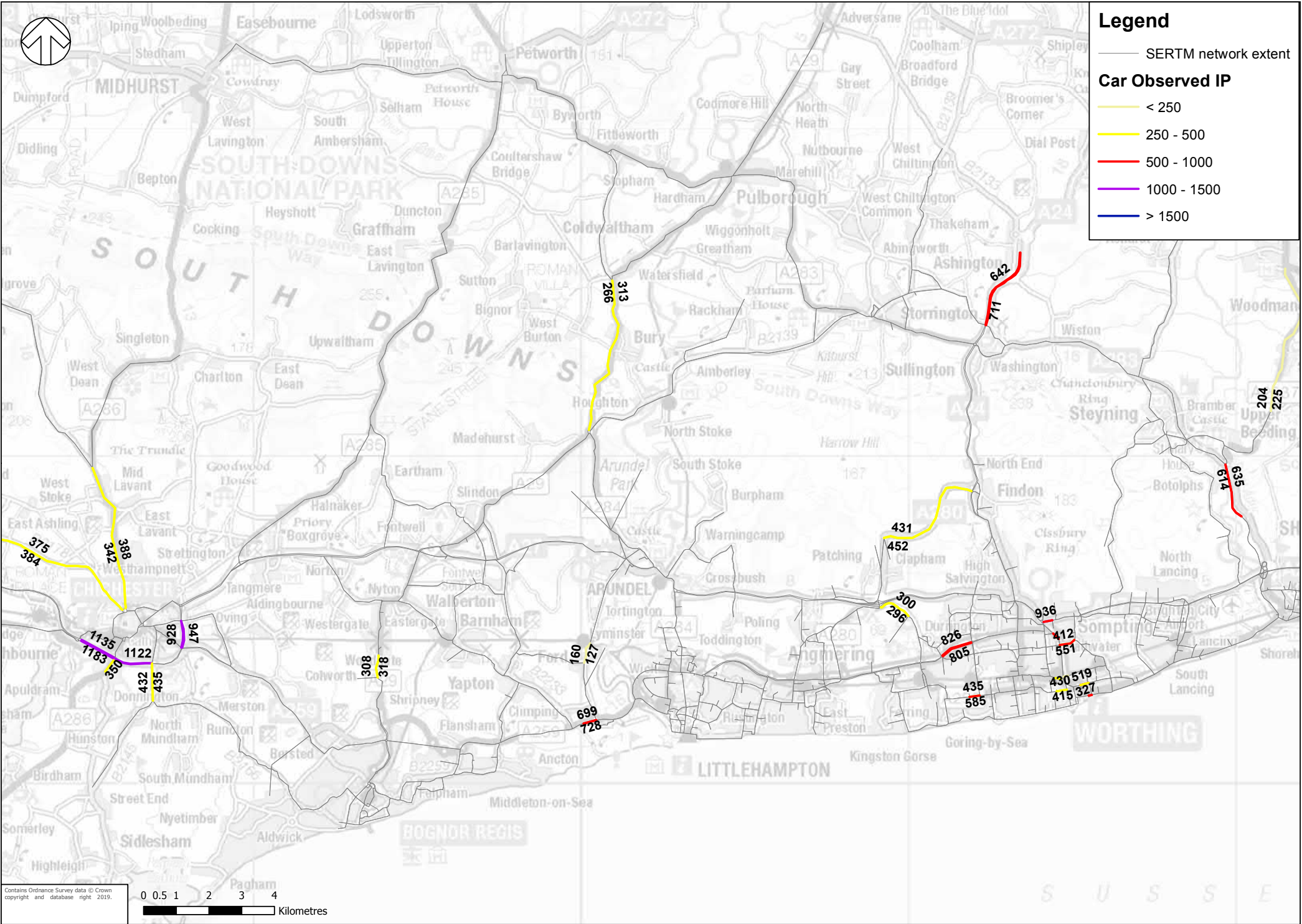


Legend

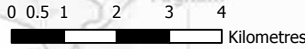
- SERTM network extent

Car Observed IP

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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S U S S E

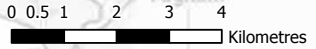
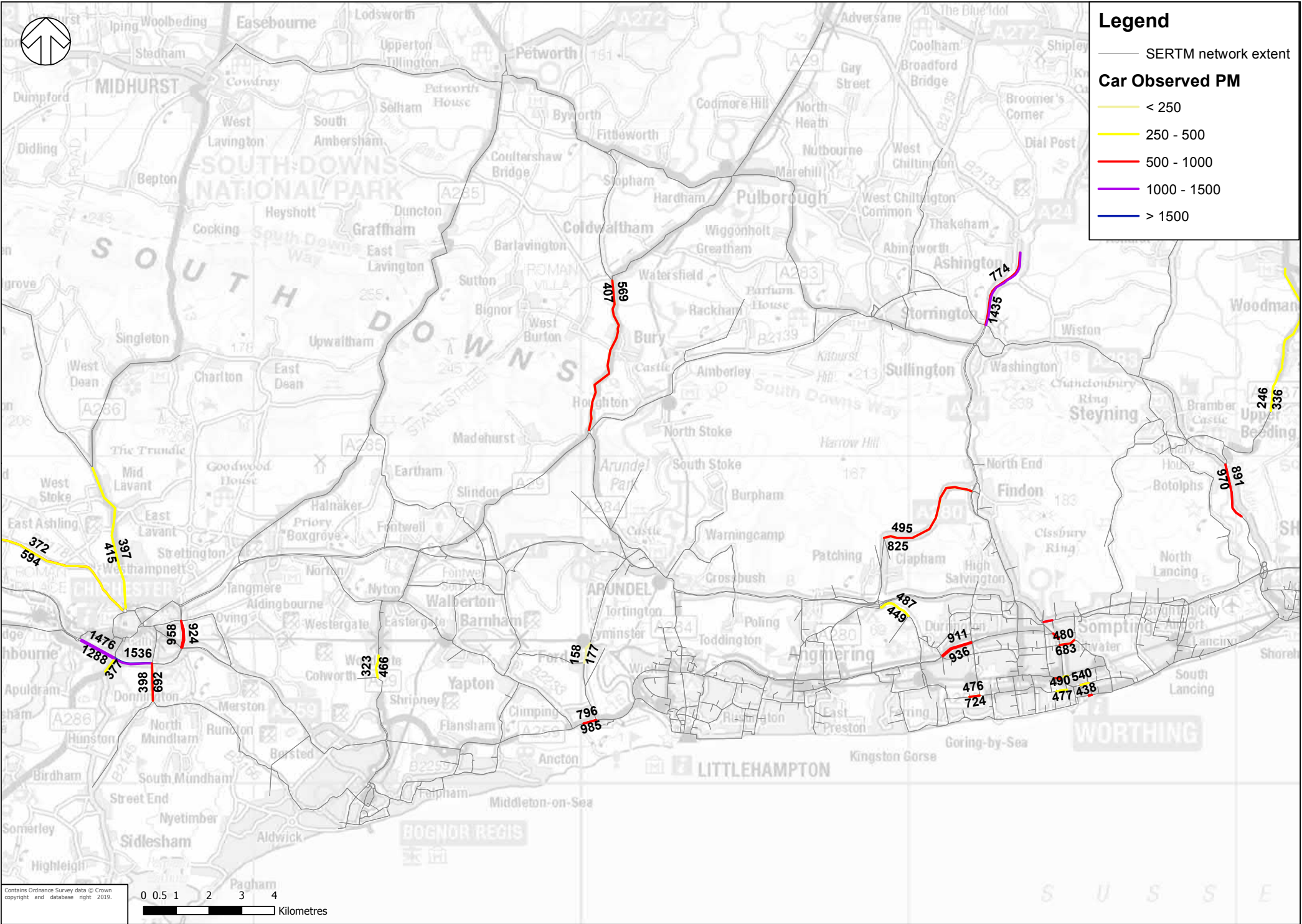


Legend

- SERTM network extent

Car Observed PM

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



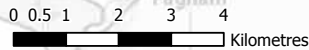
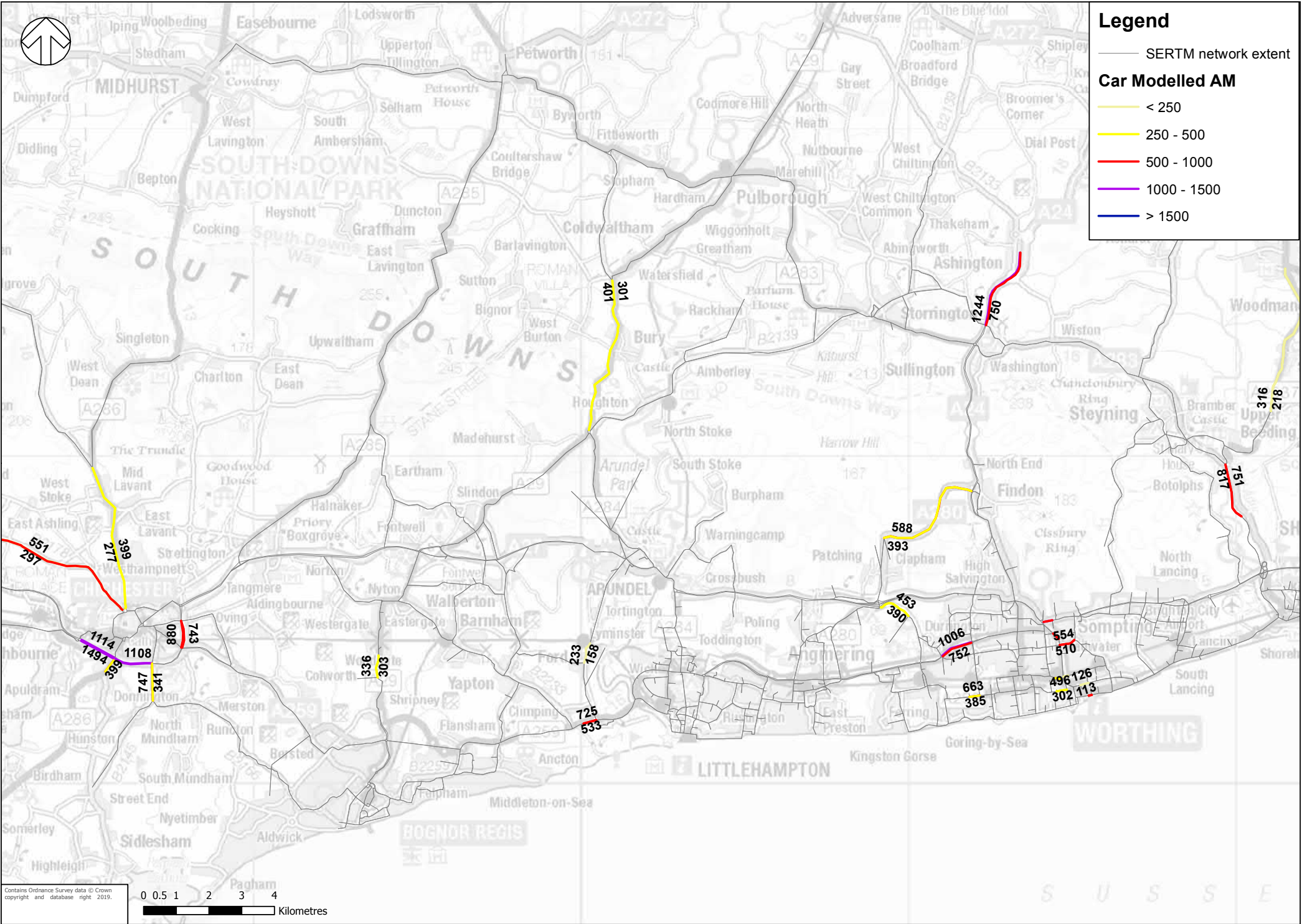


Legend

- SERTM network extent

Car Modelled AM

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



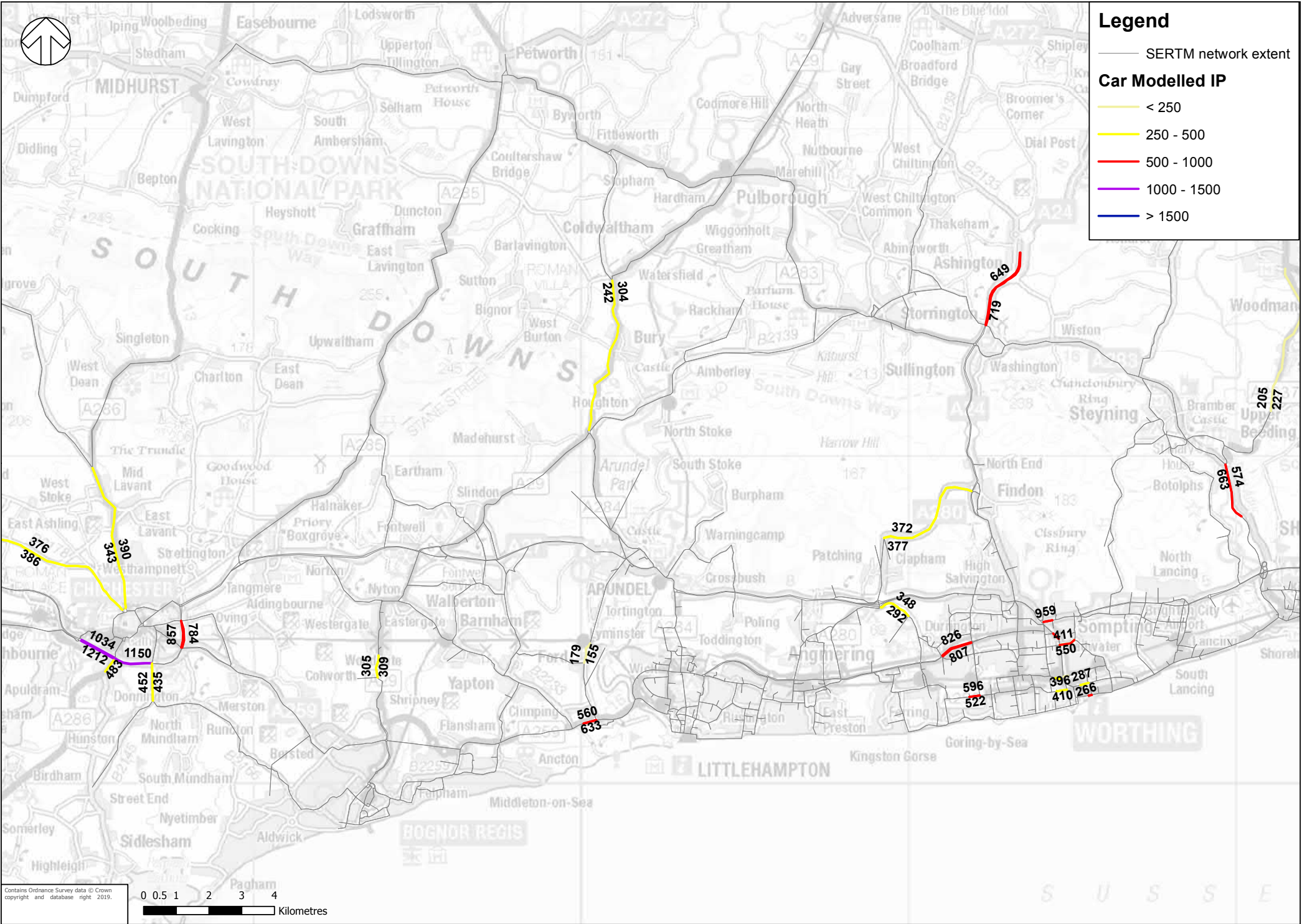


Legend

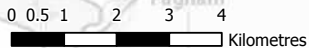
- SERTM network extent

Car Modelled IP

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



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S U S S E

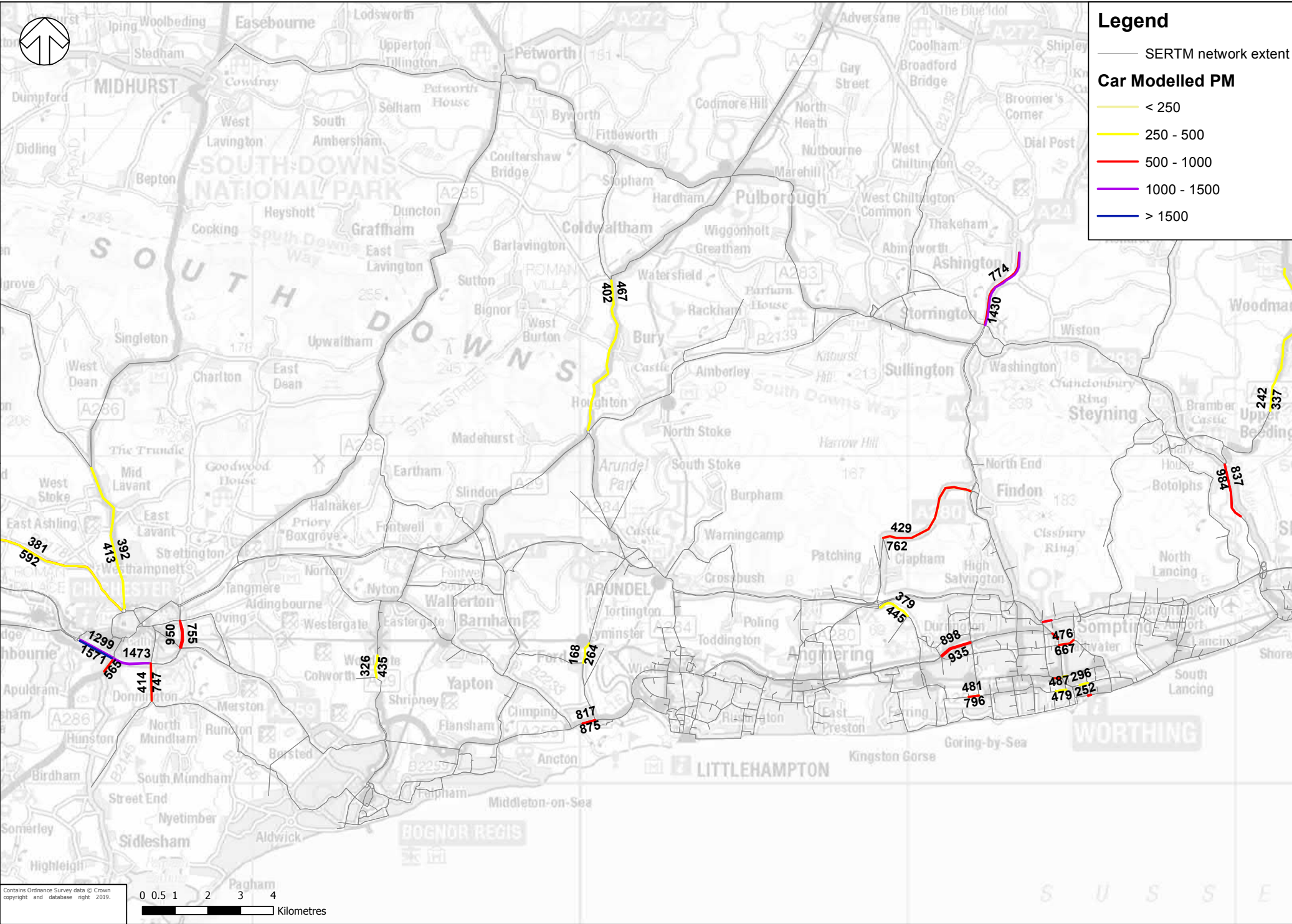


Legend

- SERTM network extent

Car Modelled PM

- < 250
- 250 - 500
- 500 - 1000
- 1000 - 1500
- > 1500



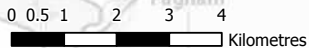
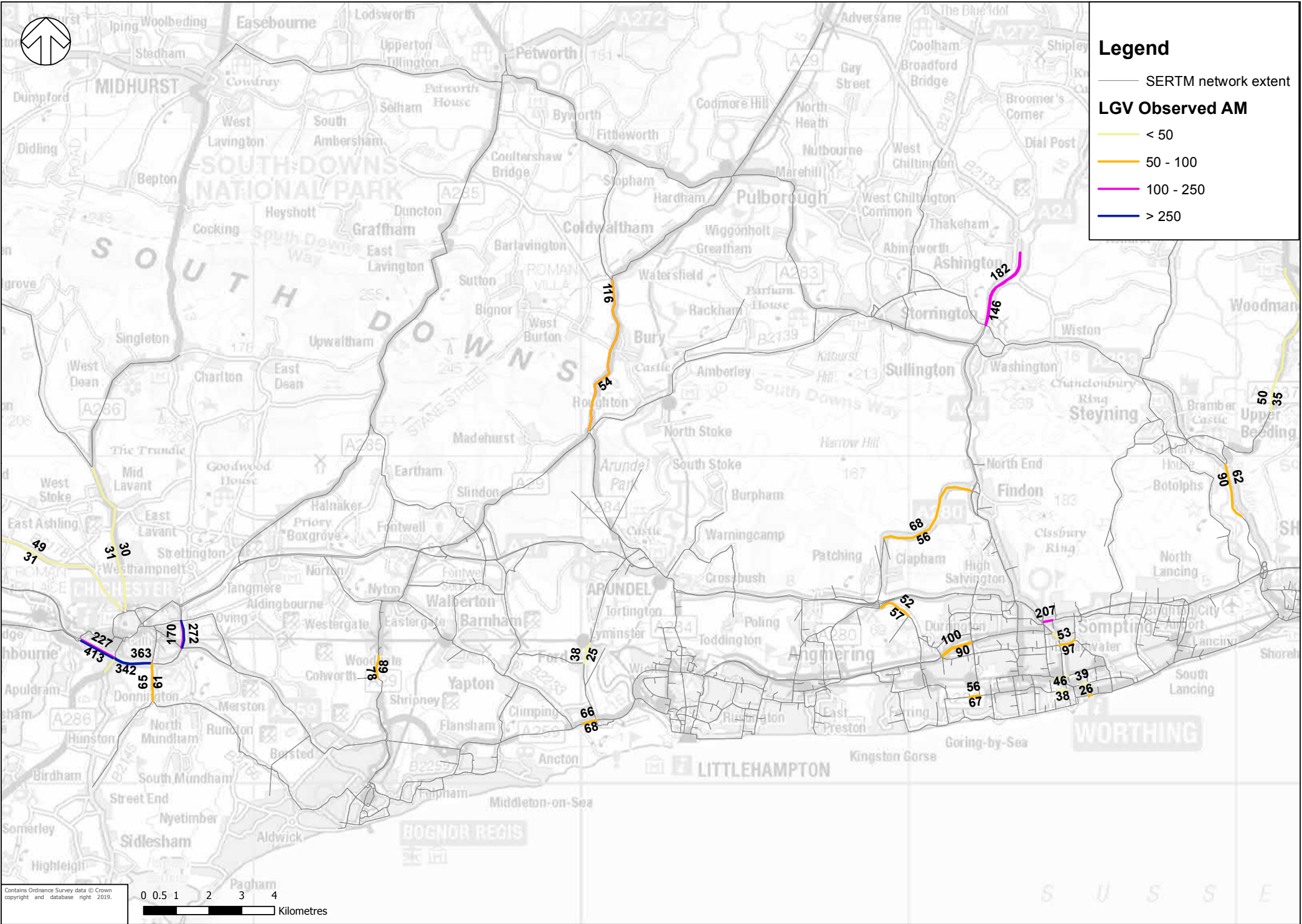


Legend

- SERTM network extent

LGV Observed AM

- < 50
- 50 - 100
- 100 - 250
- > 250



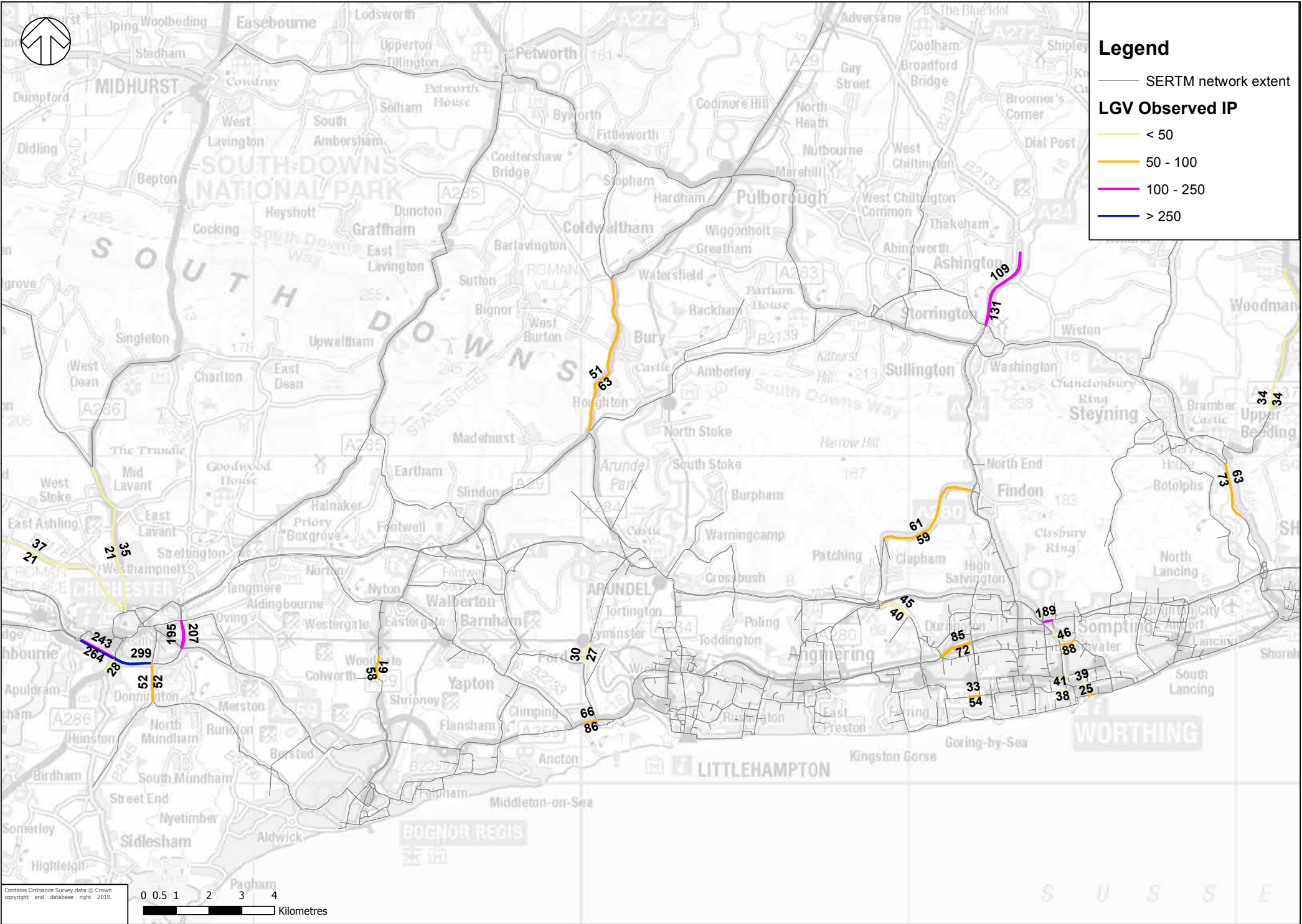


Legend

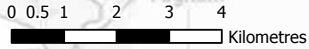
- SERTM network extent

LGV Observed IP

- < 50
- 50 - 100
- 100 - 250
- > 250



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S U S S E

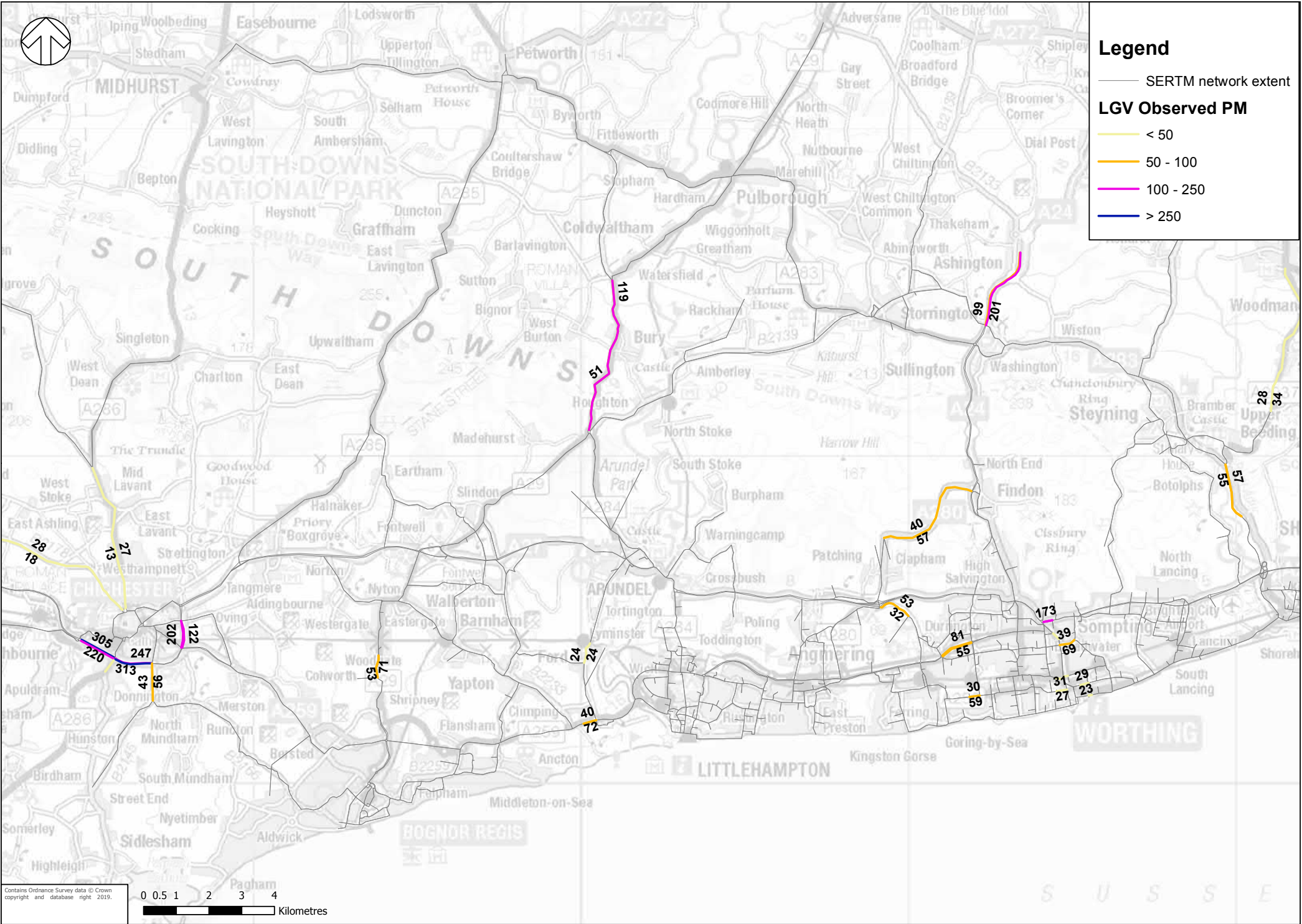


Legend

- SERTM network extent

LGV Observed PM

- < 50
- 50 - 100
- 100 - 250
- > 250



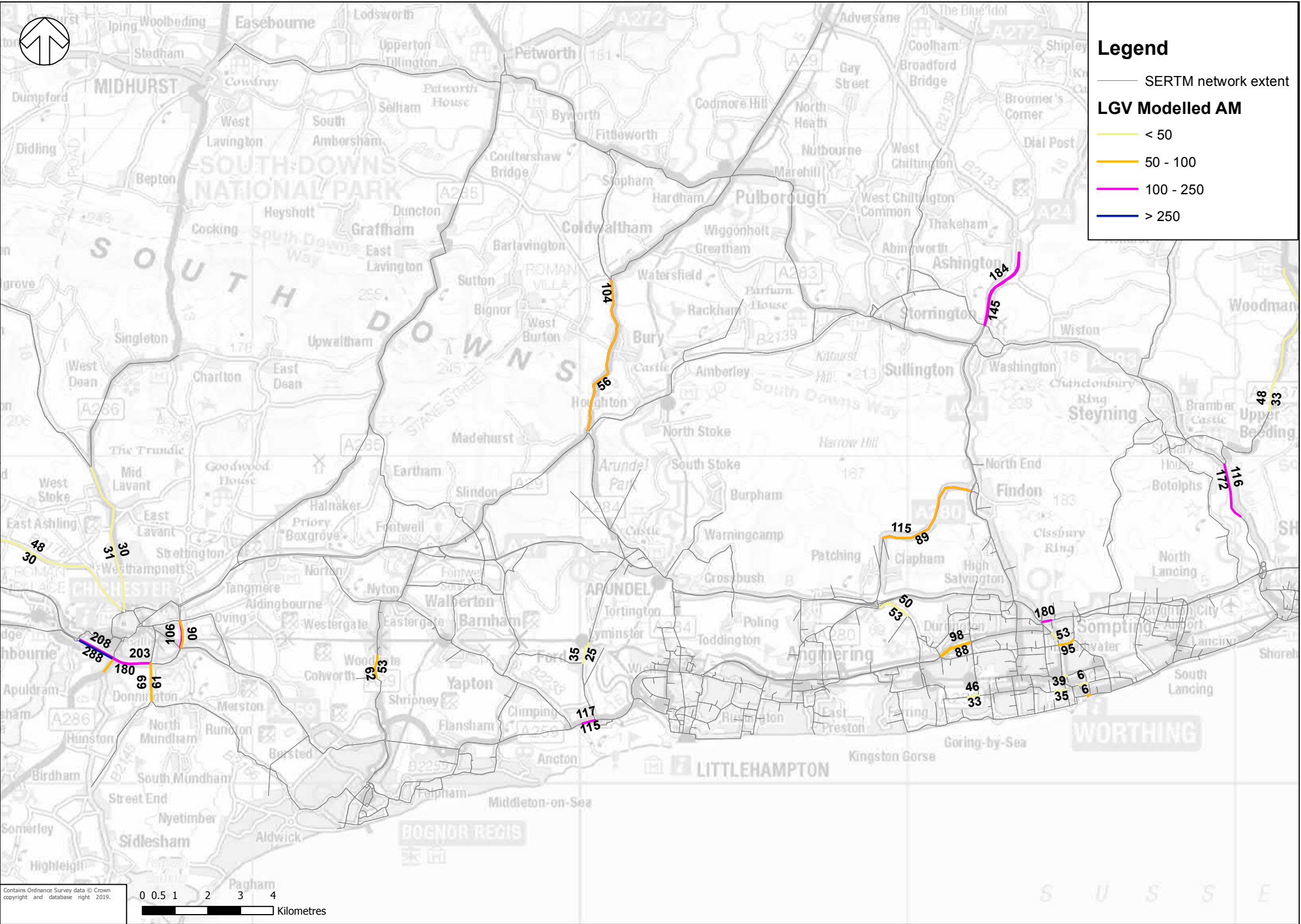


Legend

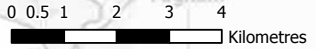
- SERTM network extent

LGV Modelled AM

- < 50
- 50 - 100
- 100 - 250
- > 250



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S U S S E

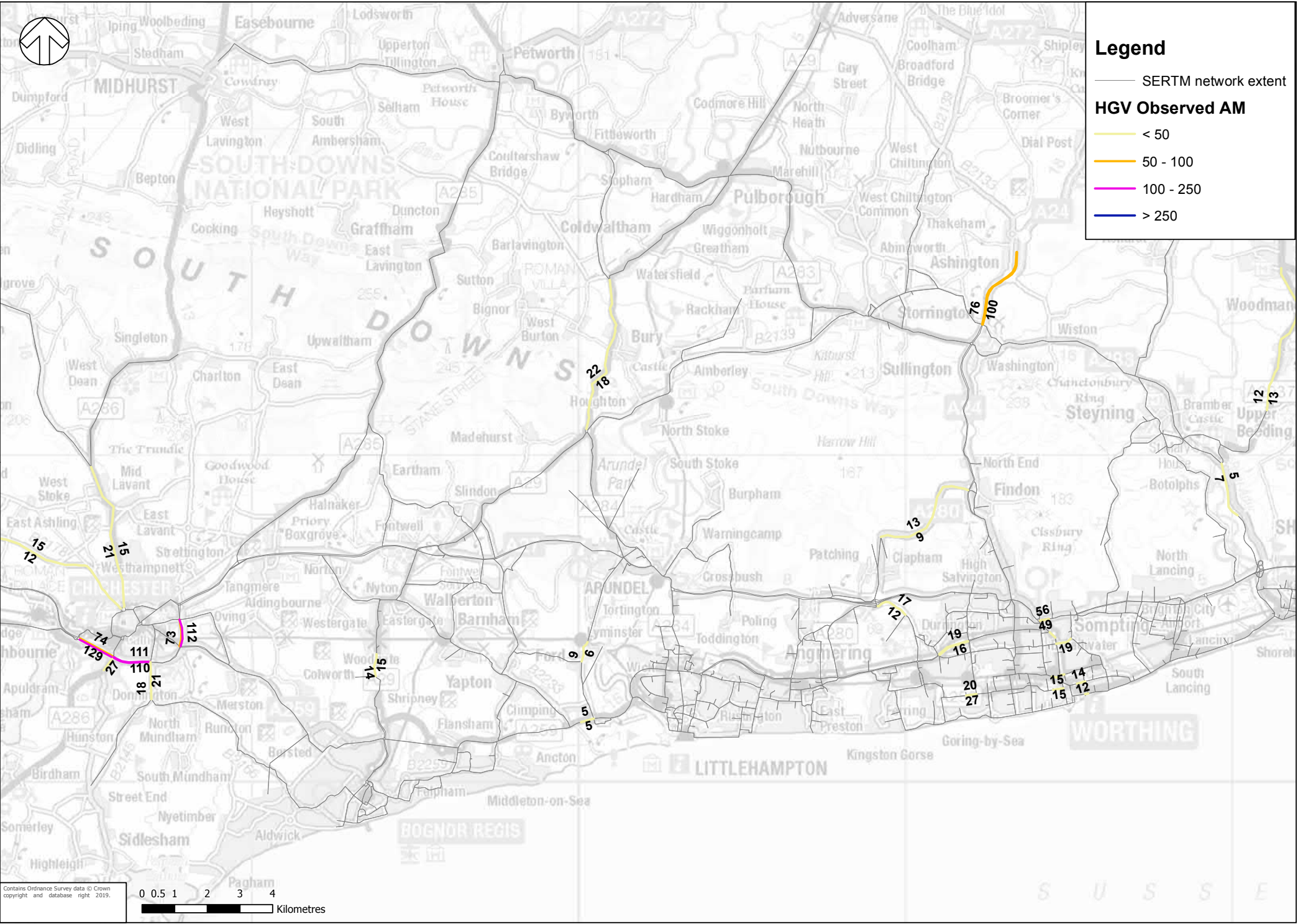


Legend

- SERTM network extent

HGV Observed AM

- < 50
- 50 - 100
- 100 - 250
- > 250



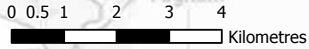
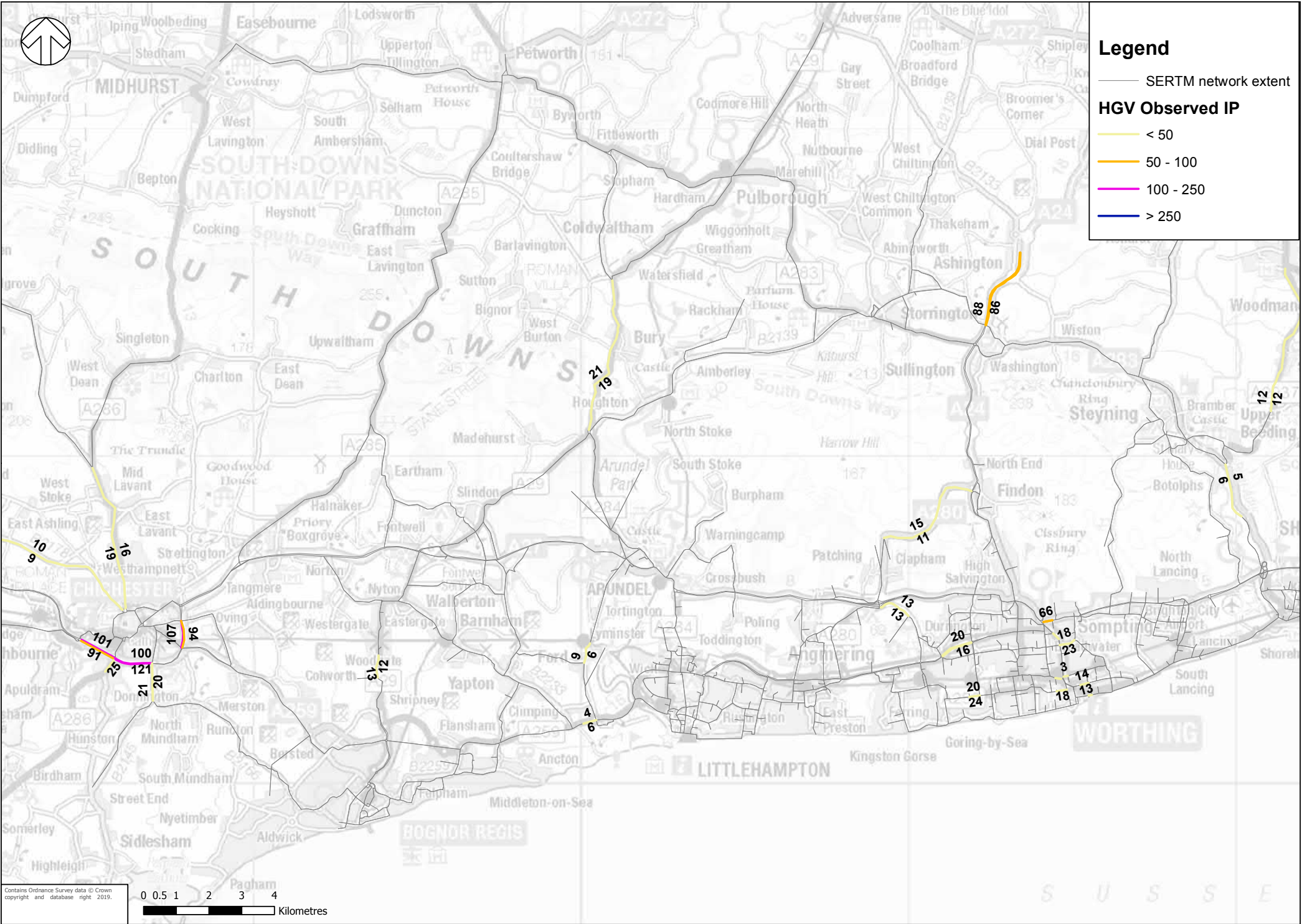


Legend

- SERTM network extent

HGV Observed IP

- < 50
- 50 - 100
- 100 - 250
- > 250



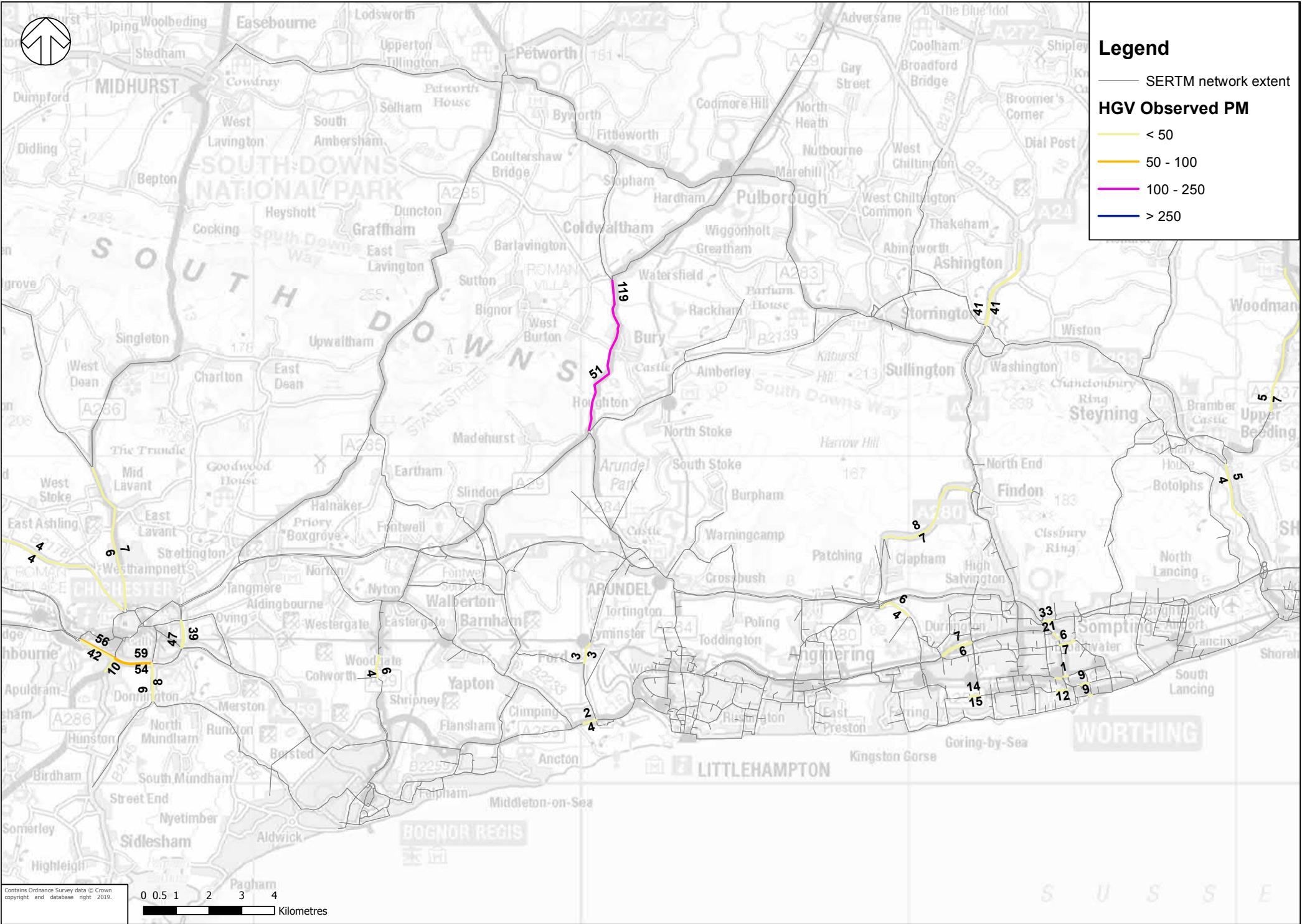


Legend

- SERTM network extent

HGV Observed PM

- < 50
- 50 - 100
- 100 - 250
- > 250



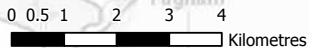
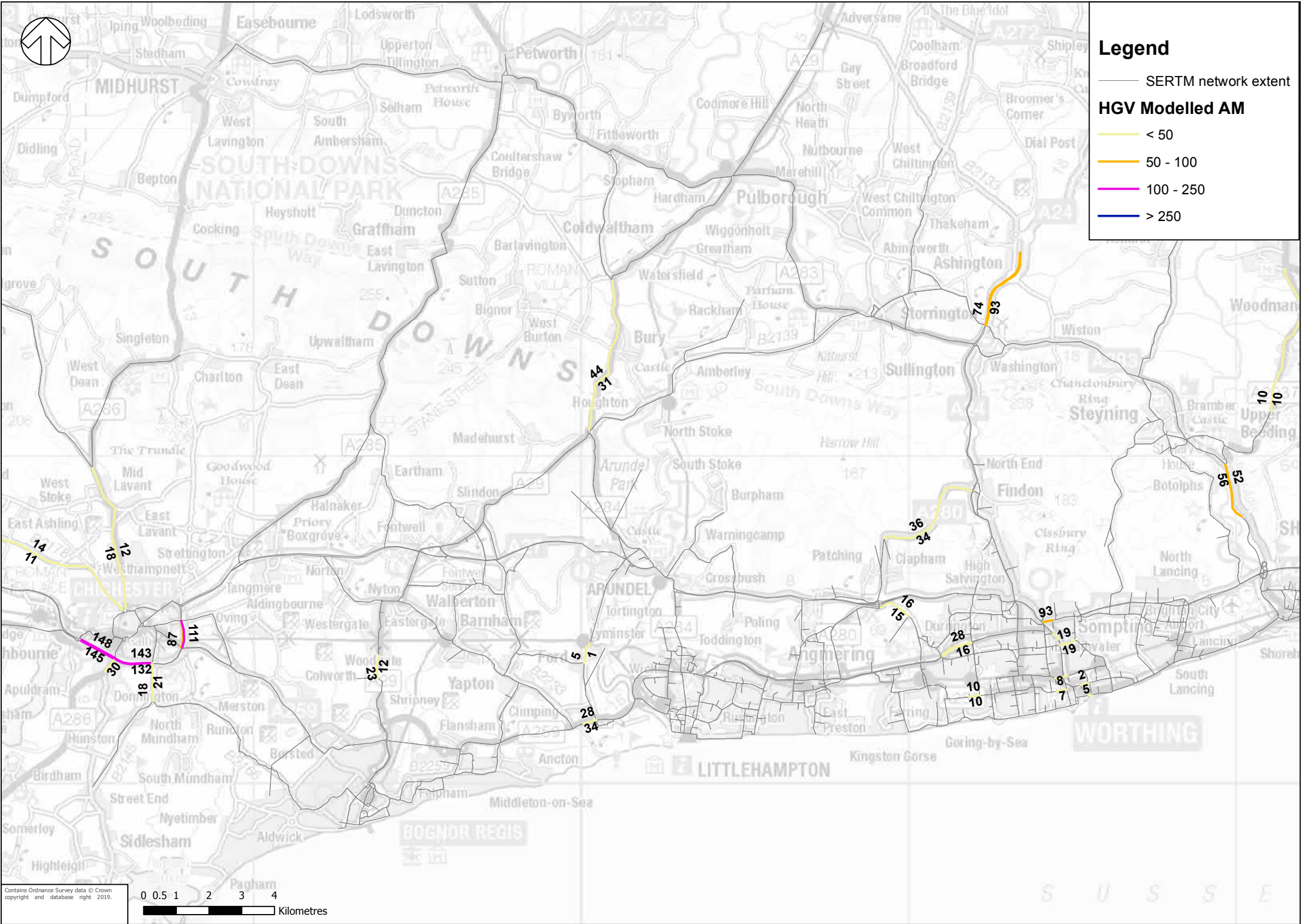


Legend

- SERTM network extent

HGV Modelled AM

- < 50
- 50 - 100
- 100 - 250
- > 250



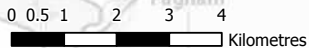
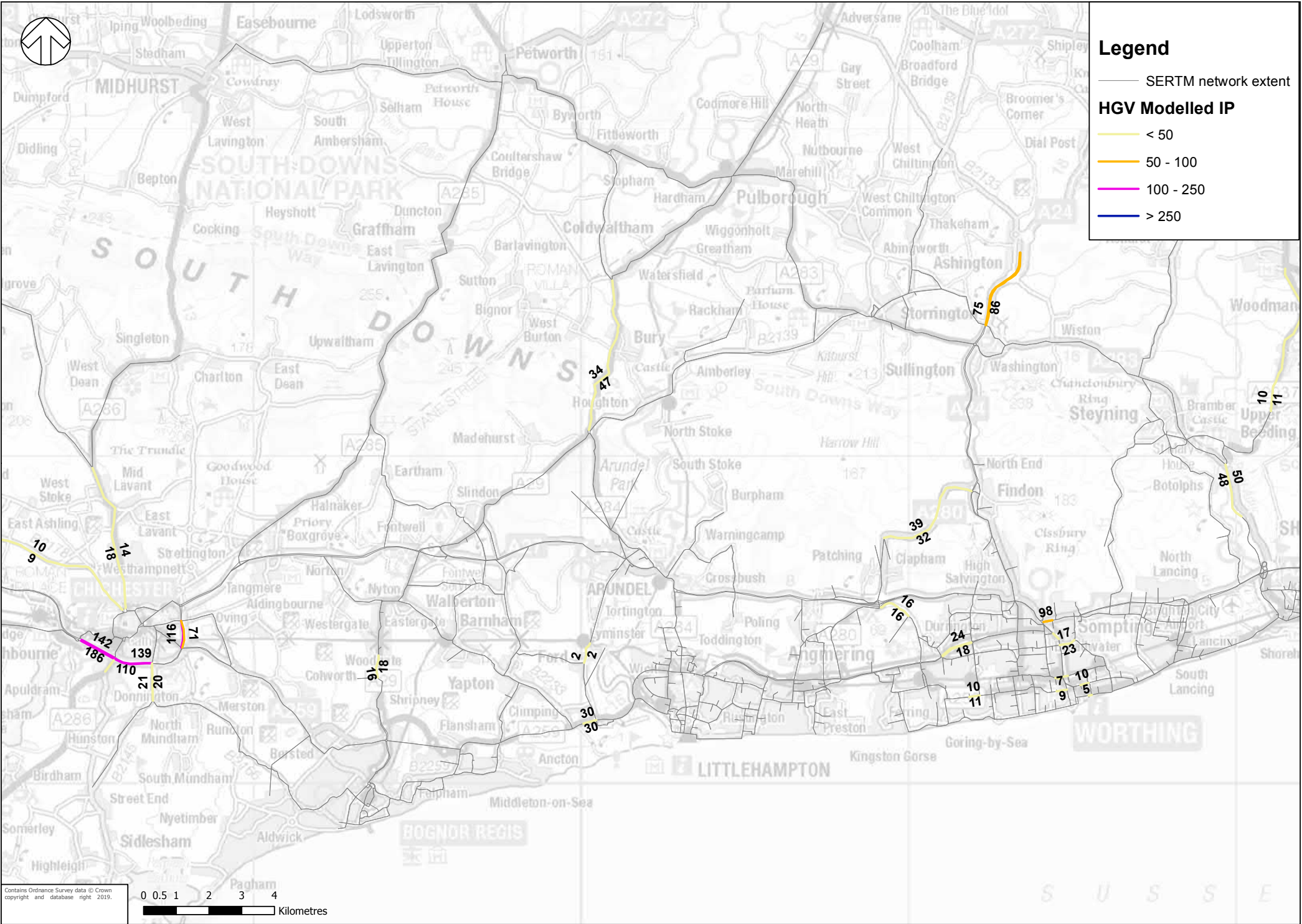


Legend

- SERTM network extent

HGV Modelled IP

- < 50
- 50 - 100
- 100 - 250
- > 250



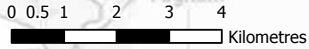
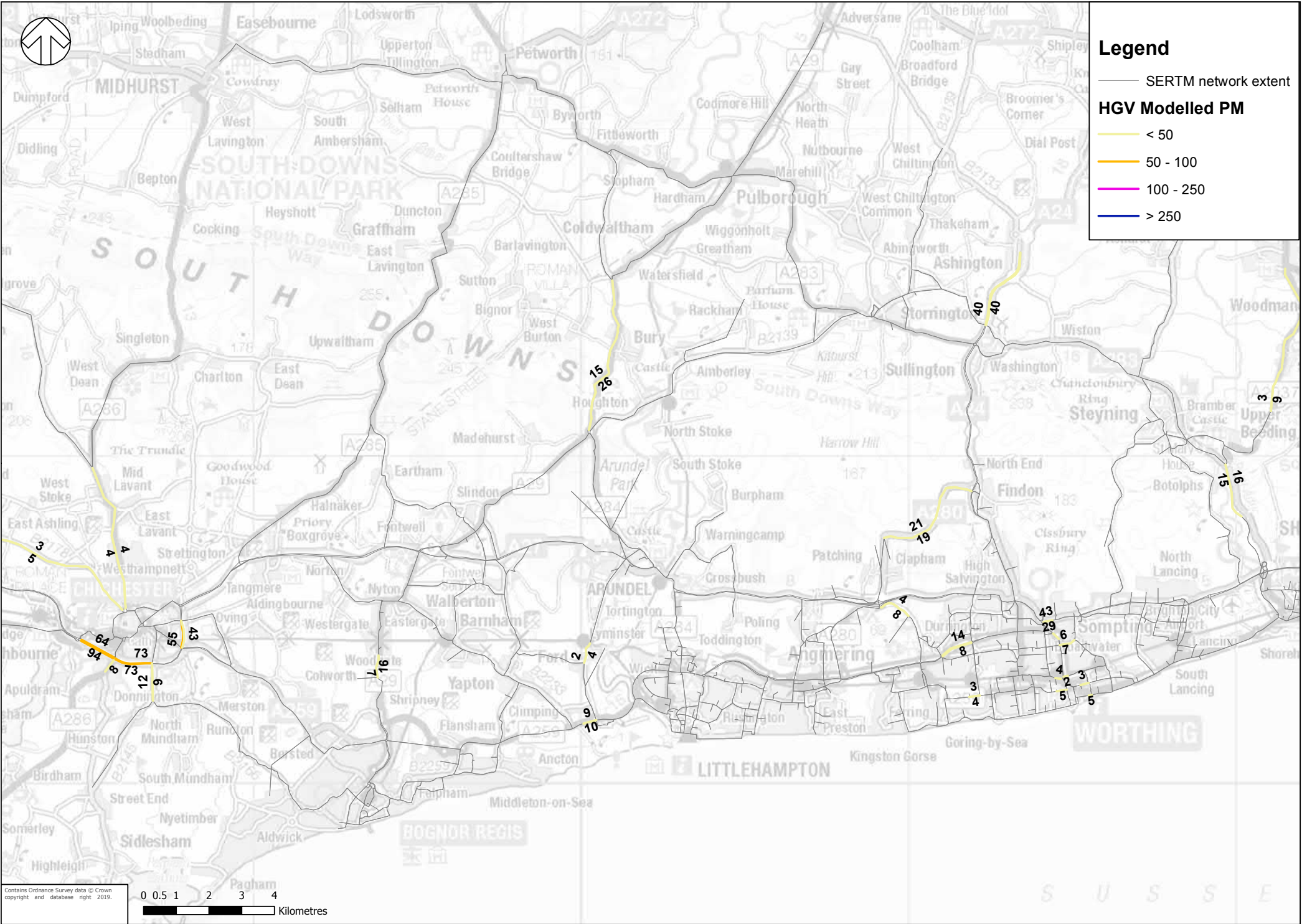


Legend

- SERTM network extent

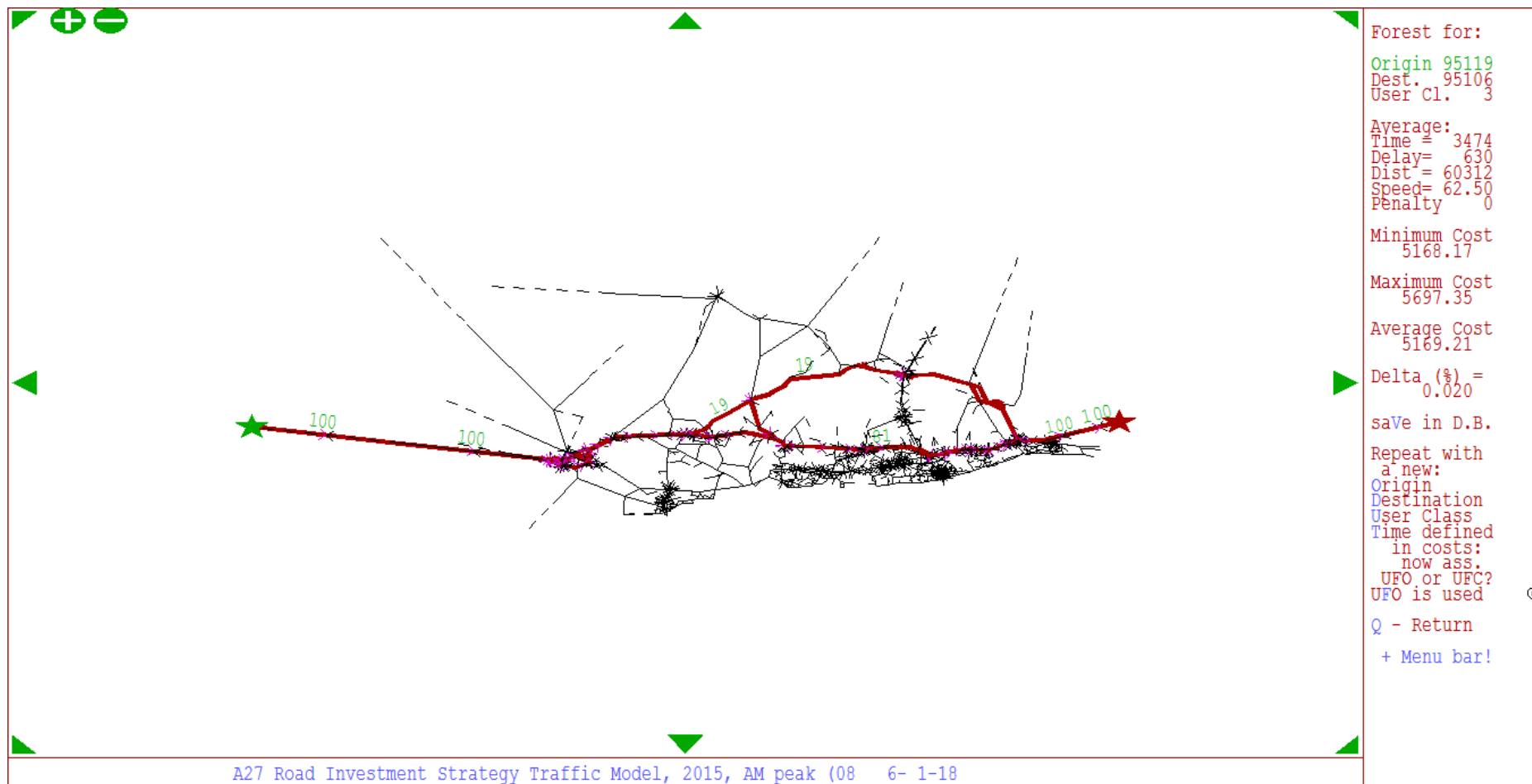
HGV Modelled PM

- < 50
- 50 - 100
- 100 - 250
- > 250

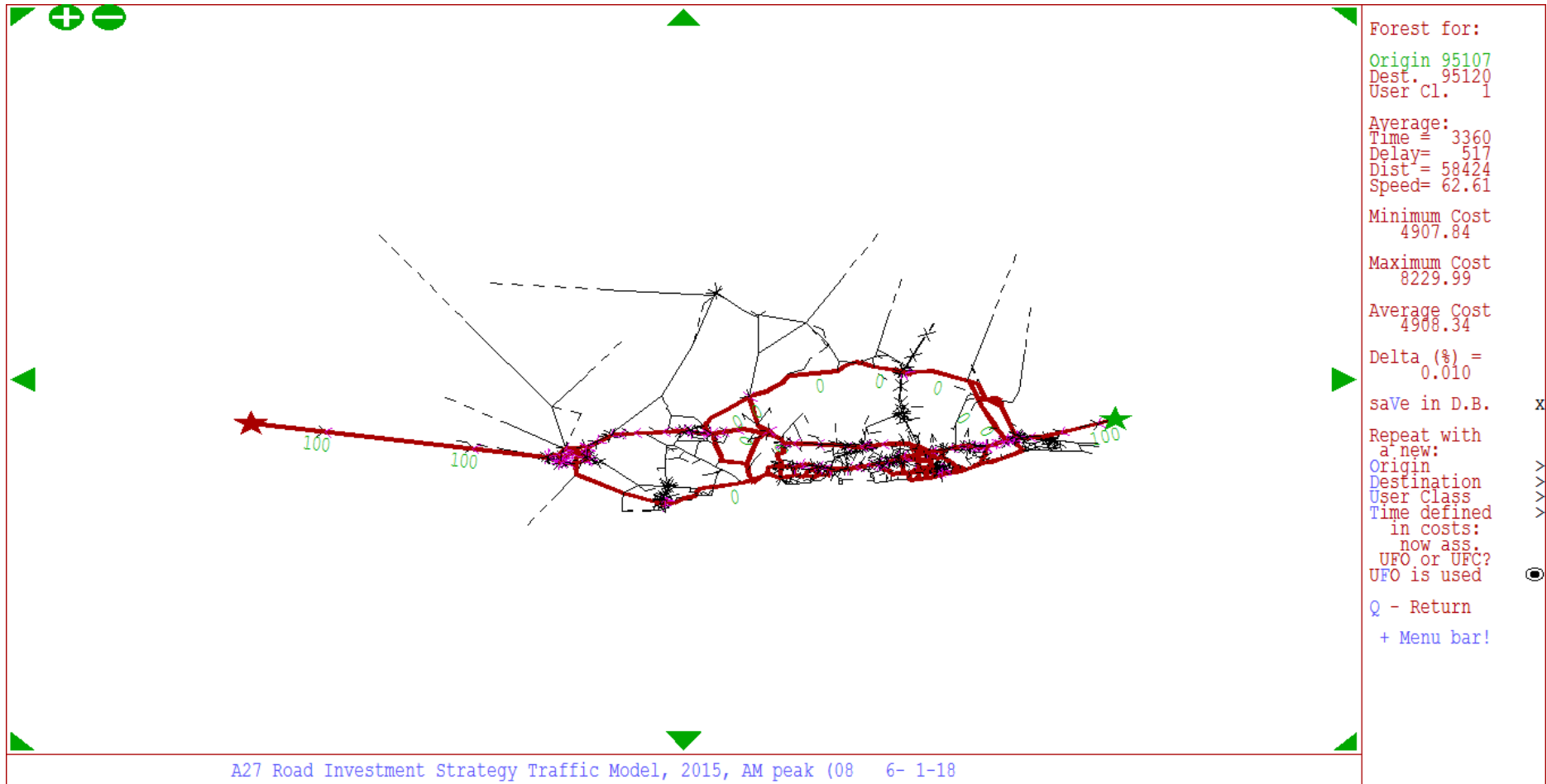


2015 AM peak

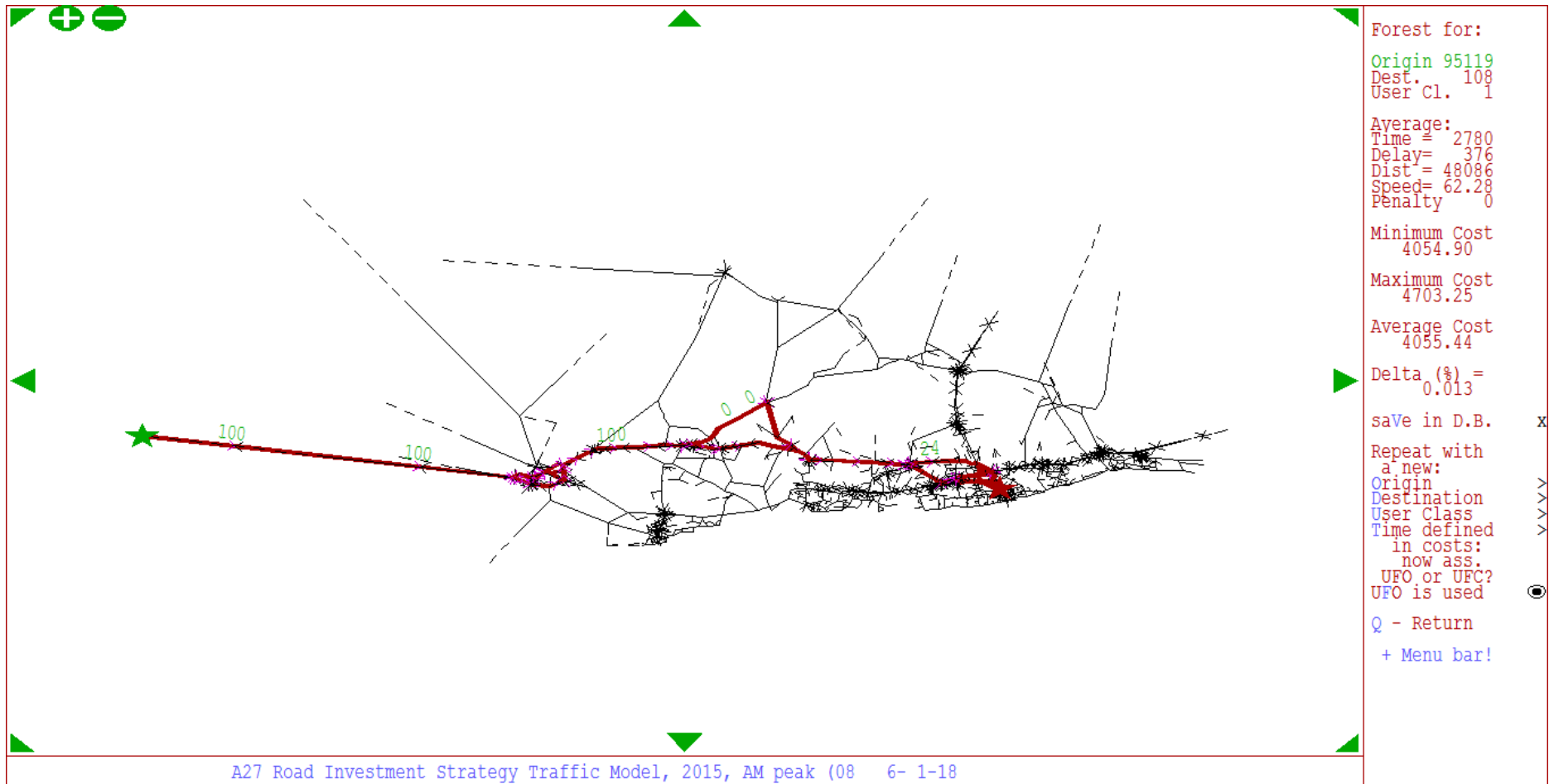
Zone 95119 to Zone 95106



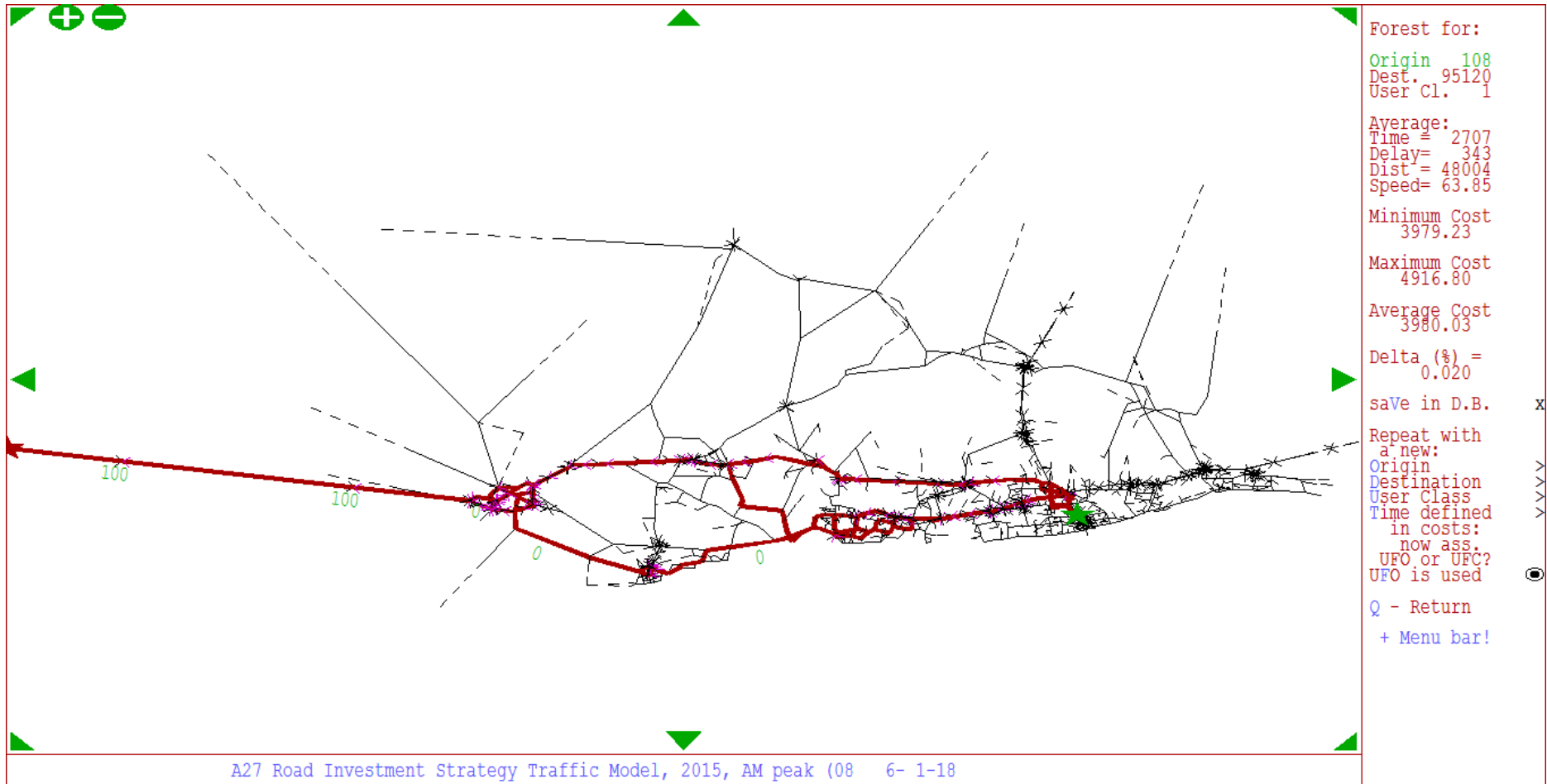
Zone 95107 to Zone 95120



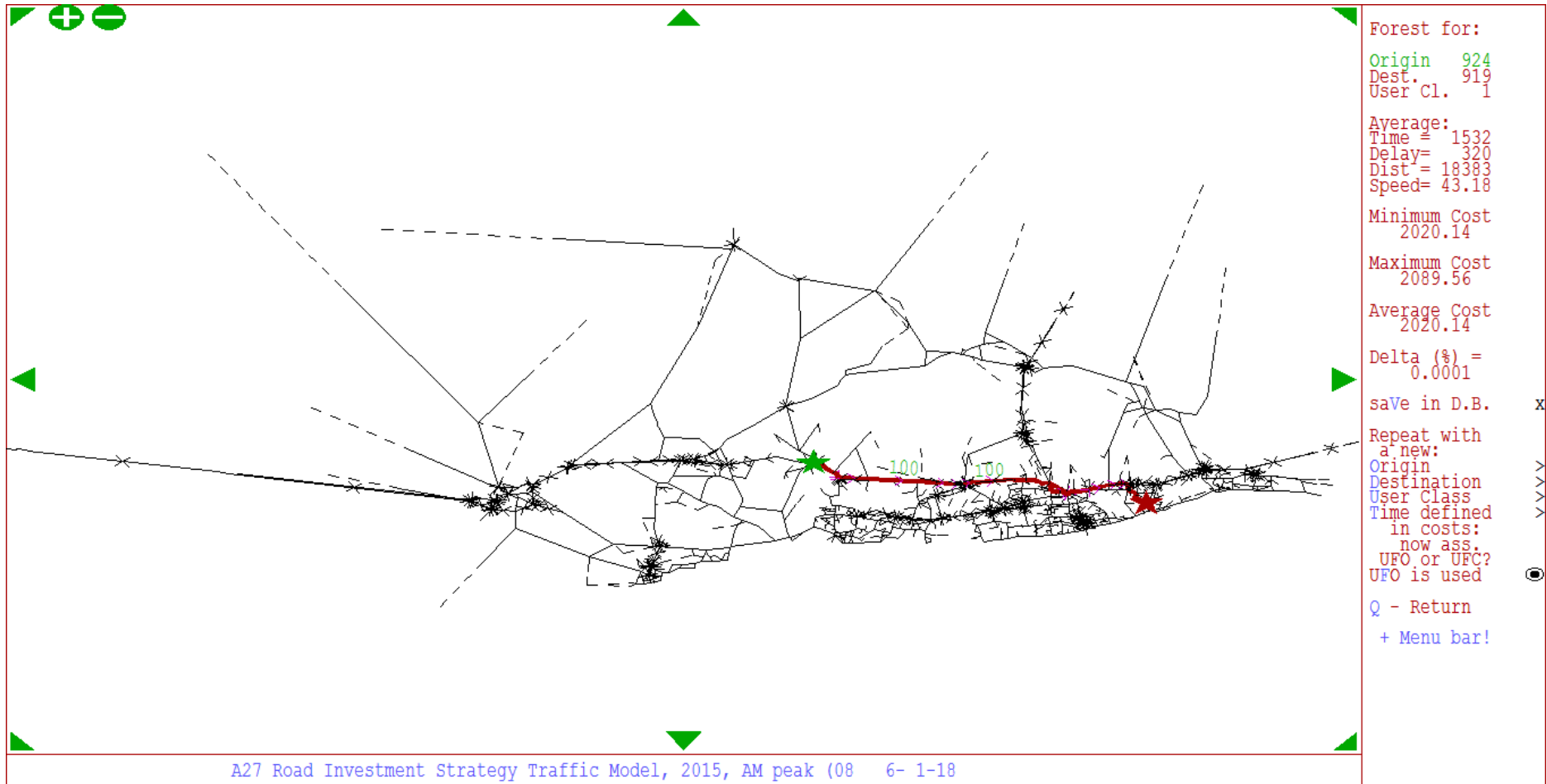
Zone 95119 to Zone 108



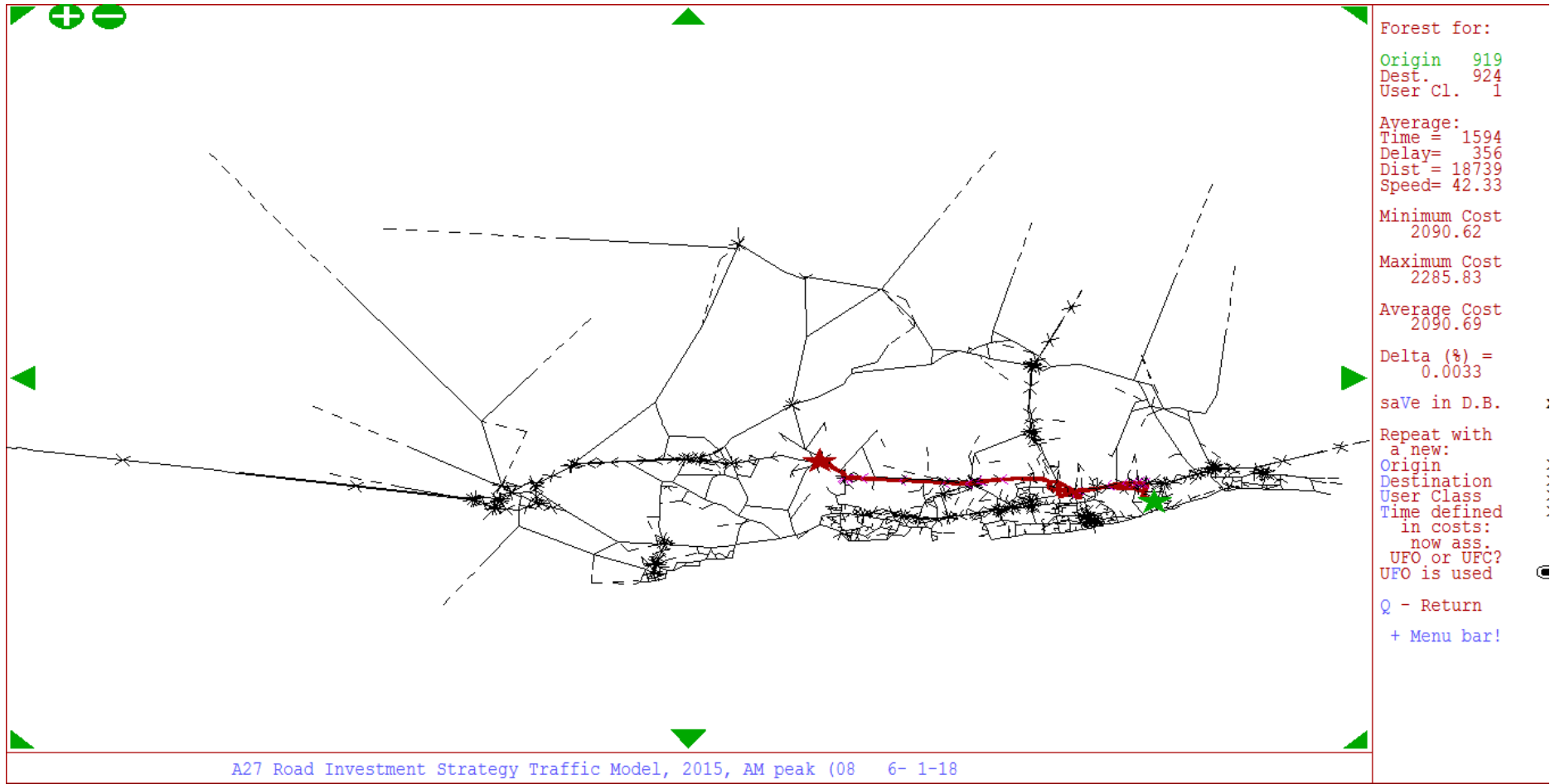
Zone 108 to Zone 95120



Zone 924 to Zone 919

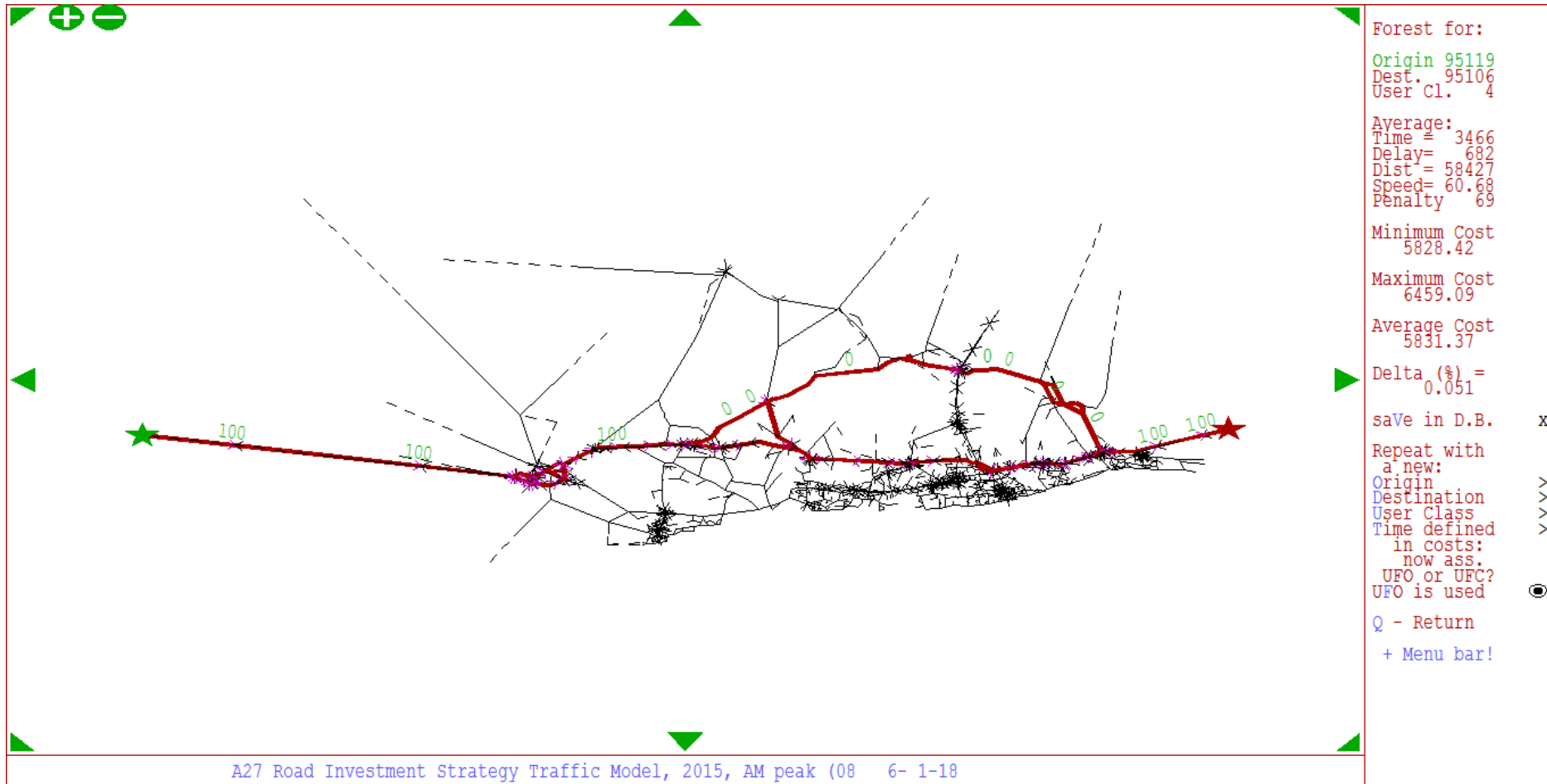


Zone 919 to Zone 924

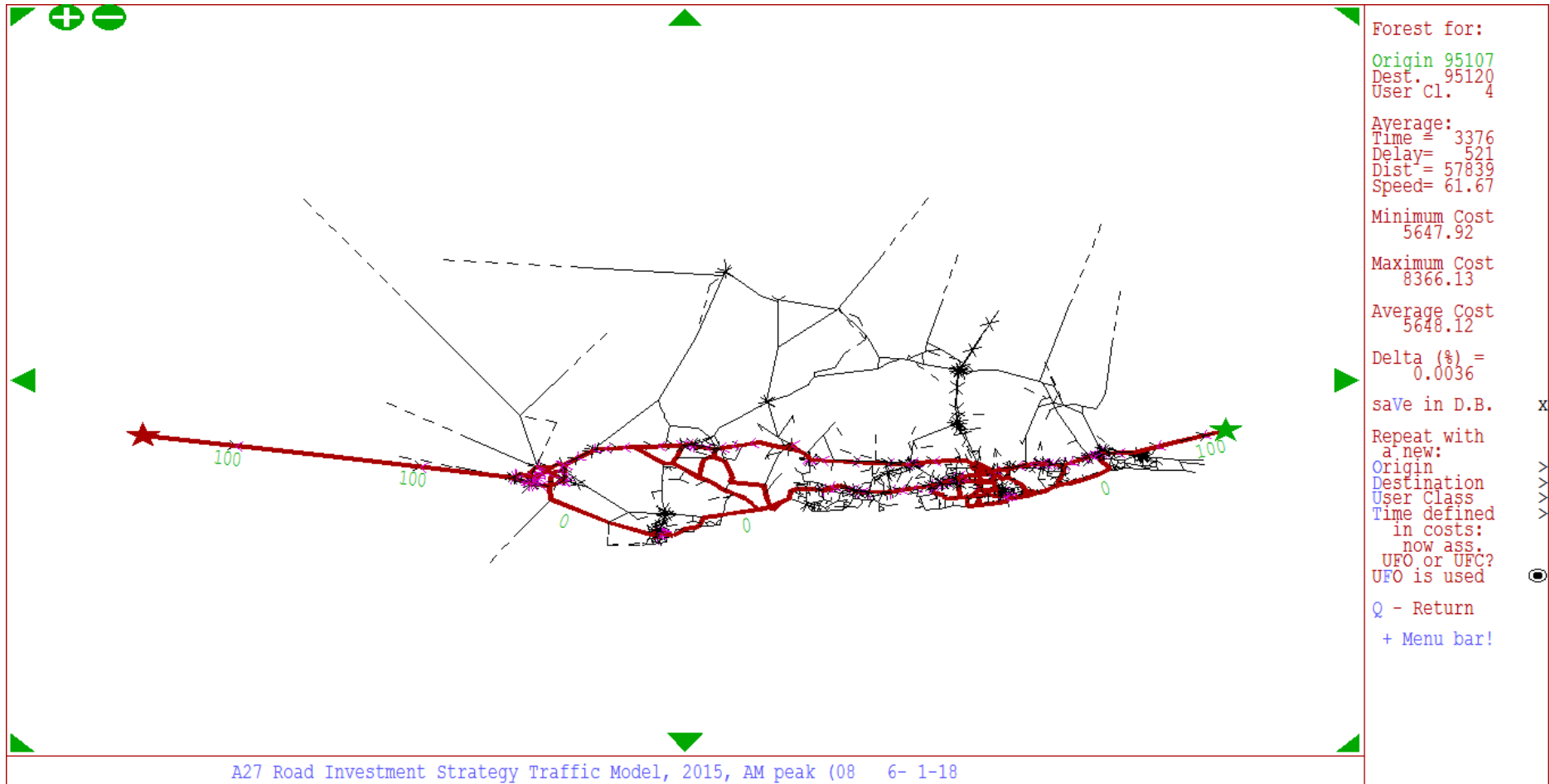


Light Goods Vehicles

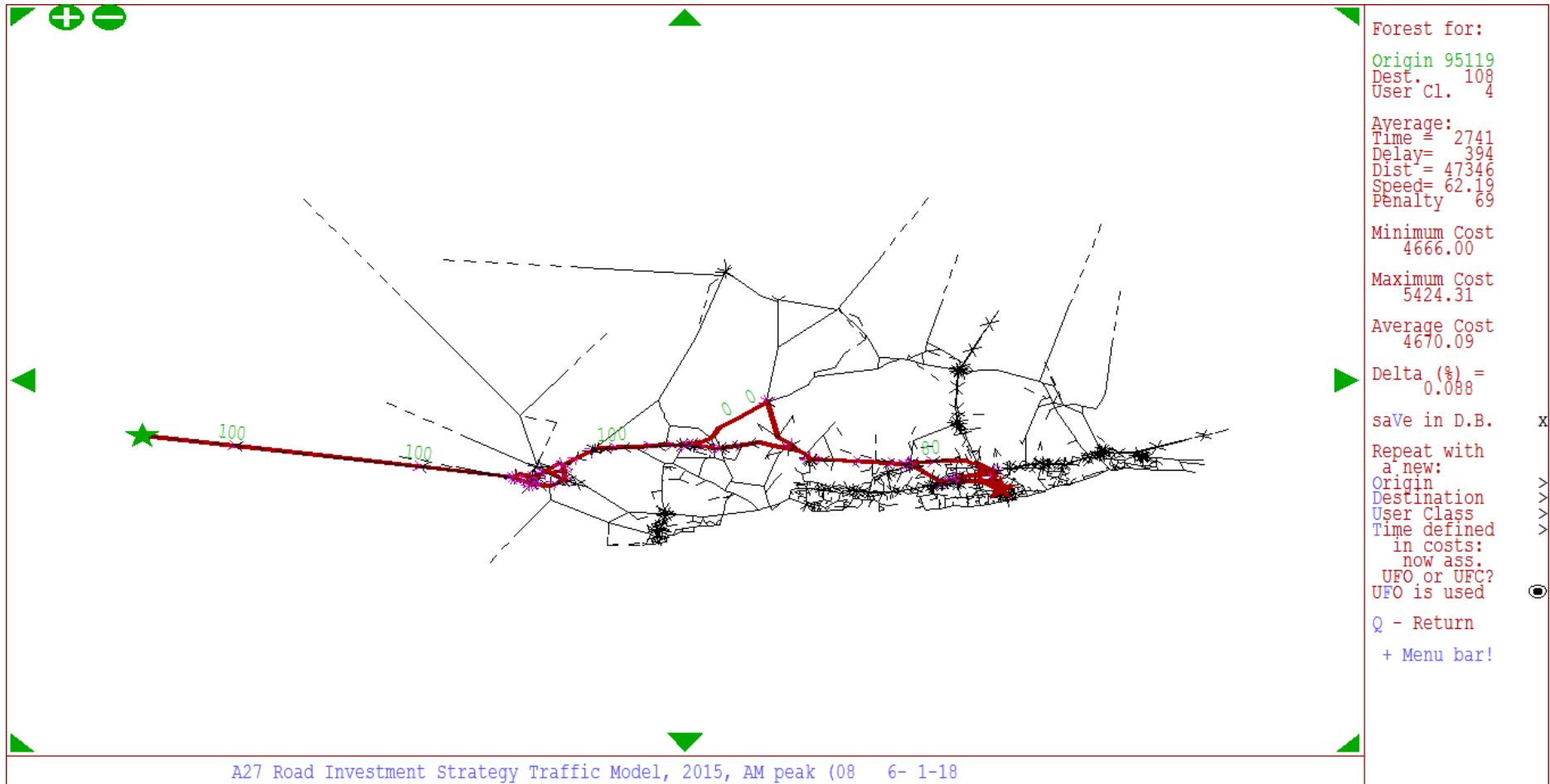
Zone 95119 to Zone 95106



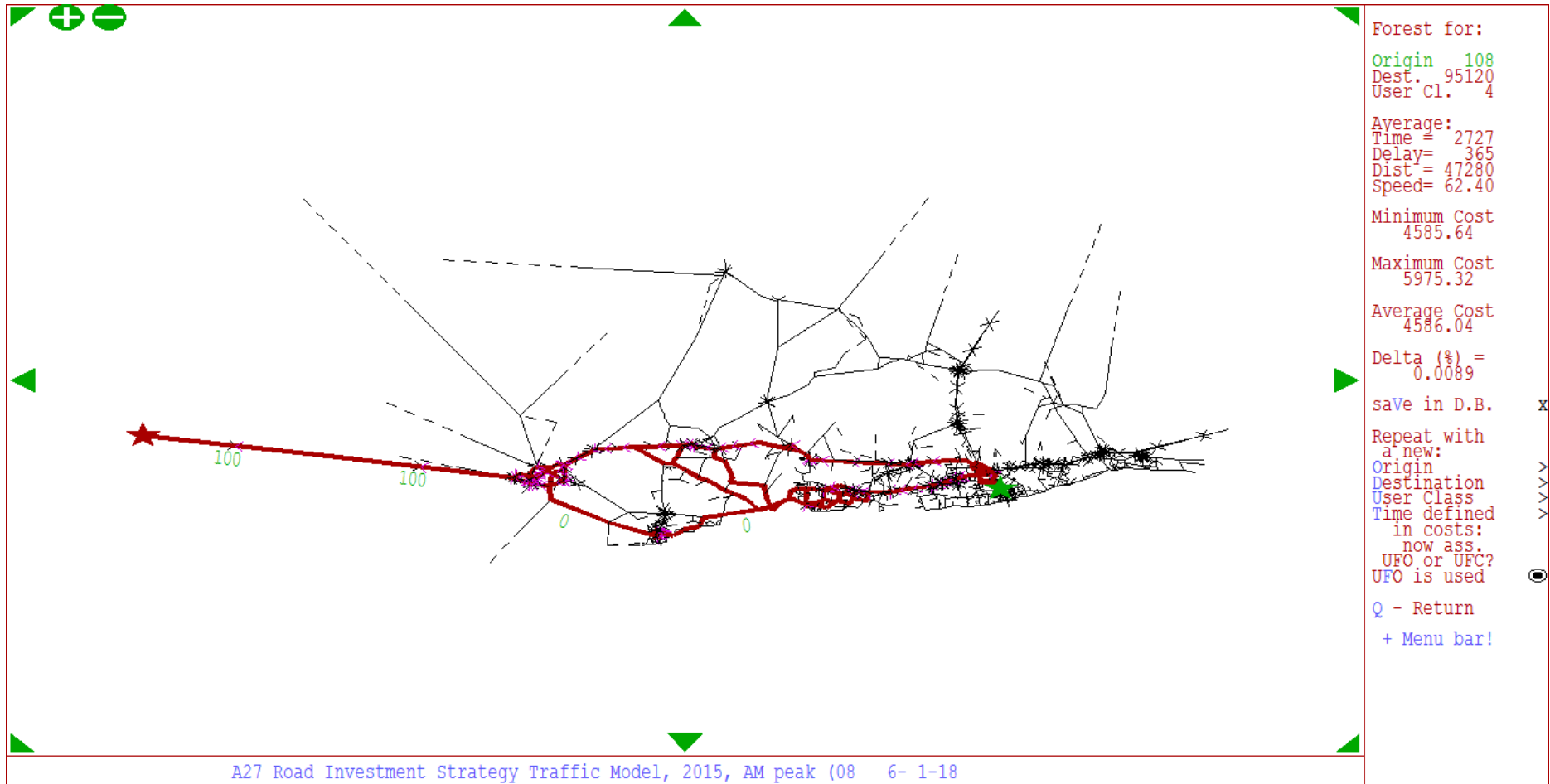
Zone 95107 to Zone 95120



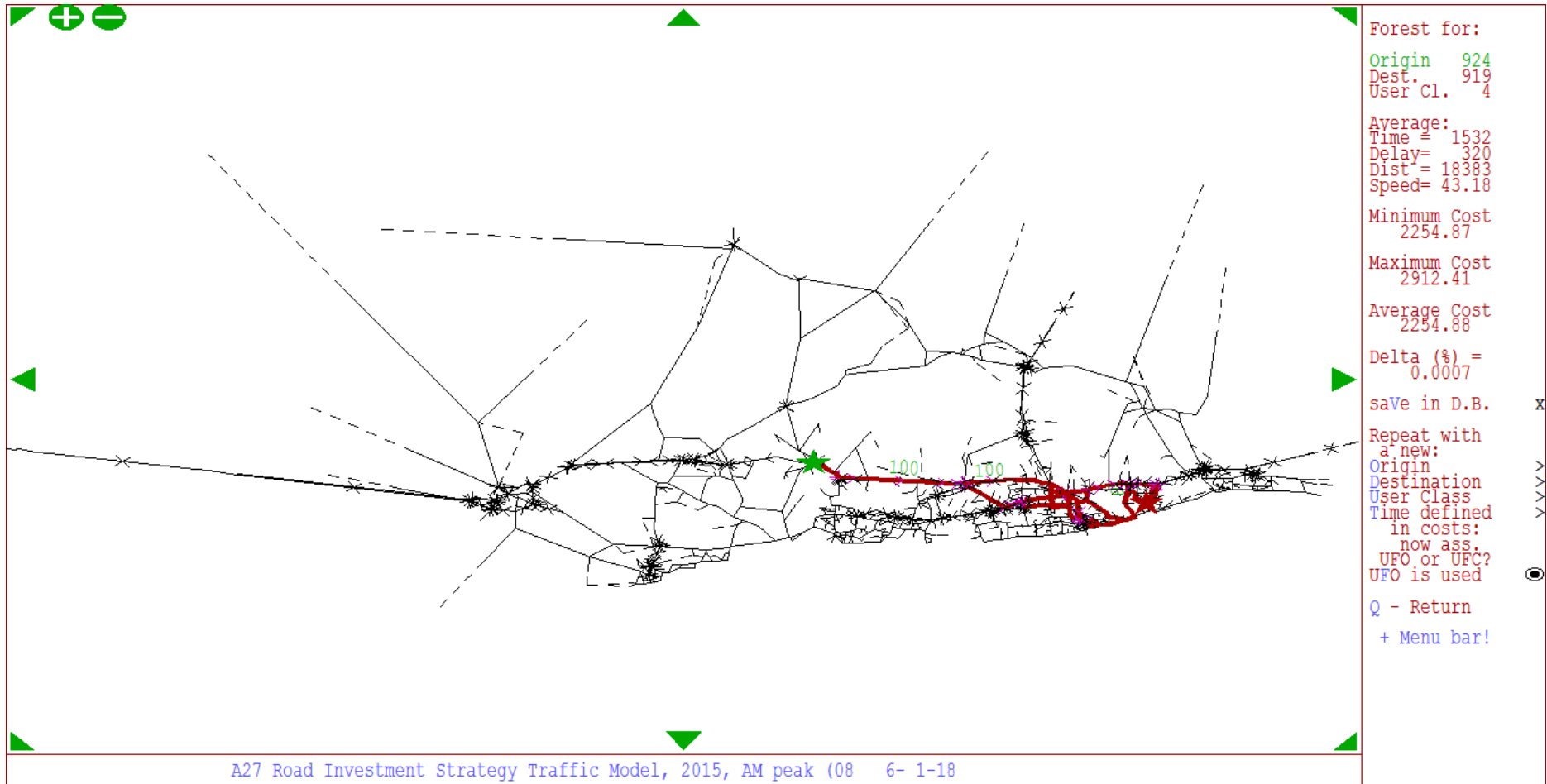
Zone 95119 to Zone 108



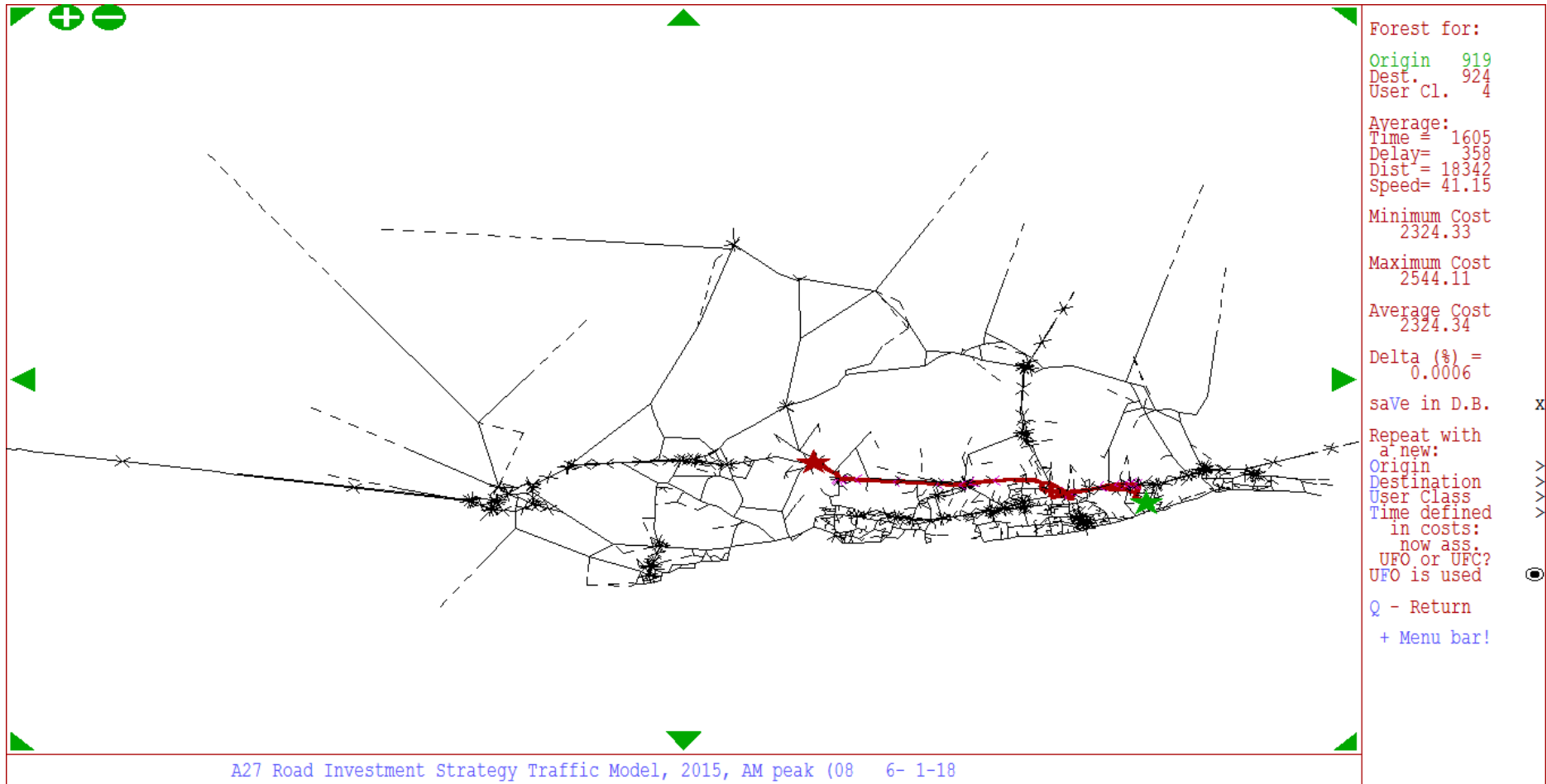
Zone 108 to Zone 95120



Zone 924 to Zone 919



Zone 919 to Zone 924



Forest for:

Origin 919
Dest. 924
User cl. 4

Average:
Time = 1605
Delay = 358
Dist = 18342
Speed = 41.15

Minimum Cost
2324.33

Maximum Cost
2544.11

Average Cost
2324.34

Delta (%) =
0.0006

save in D.B. x

Repeat with
a new: y

Origin y

Destination y

User Class y

Time defined y

in costs: y

now ass. y

UFO or UFC? y

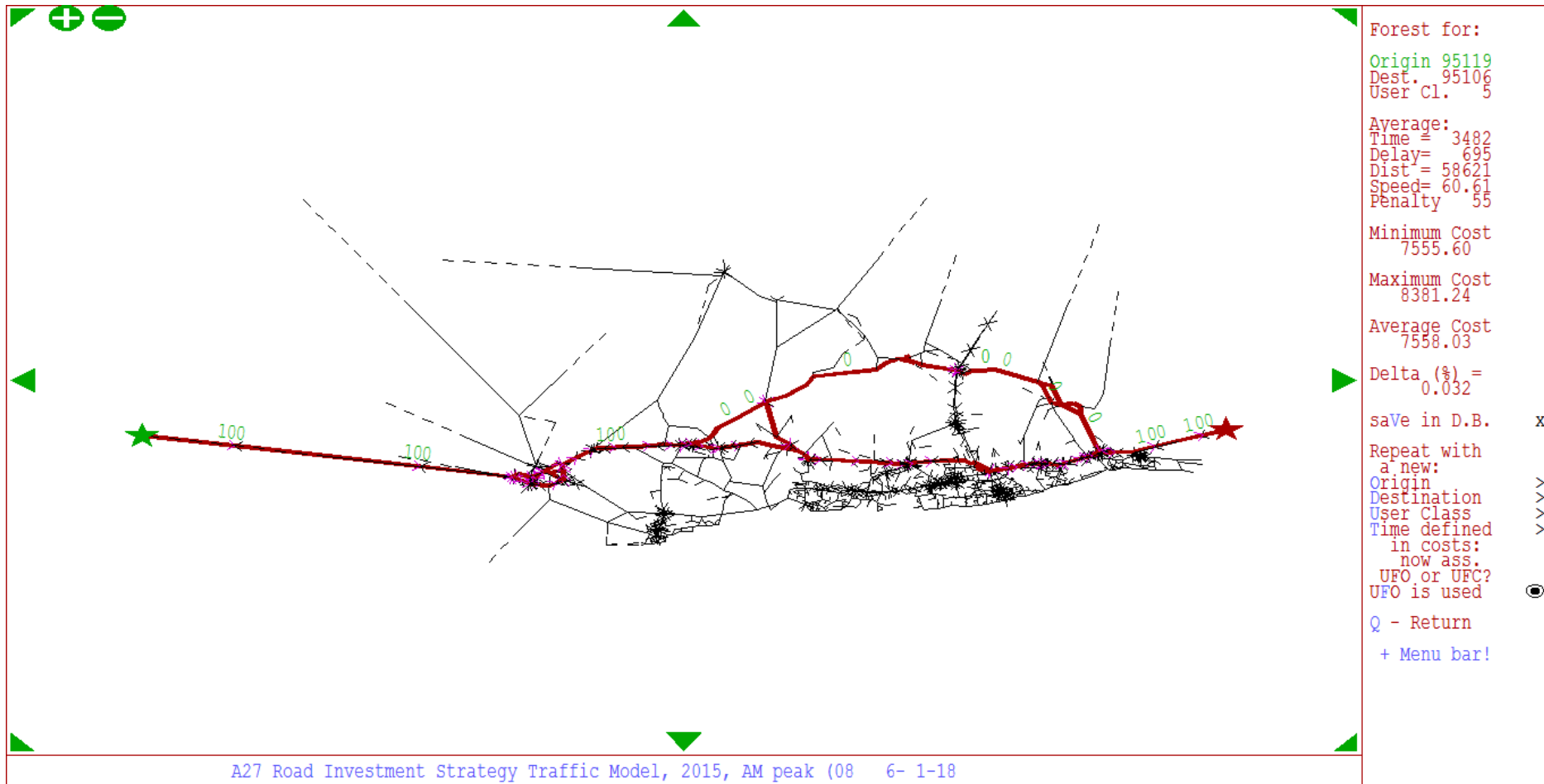
UFO is used y

Q - Return

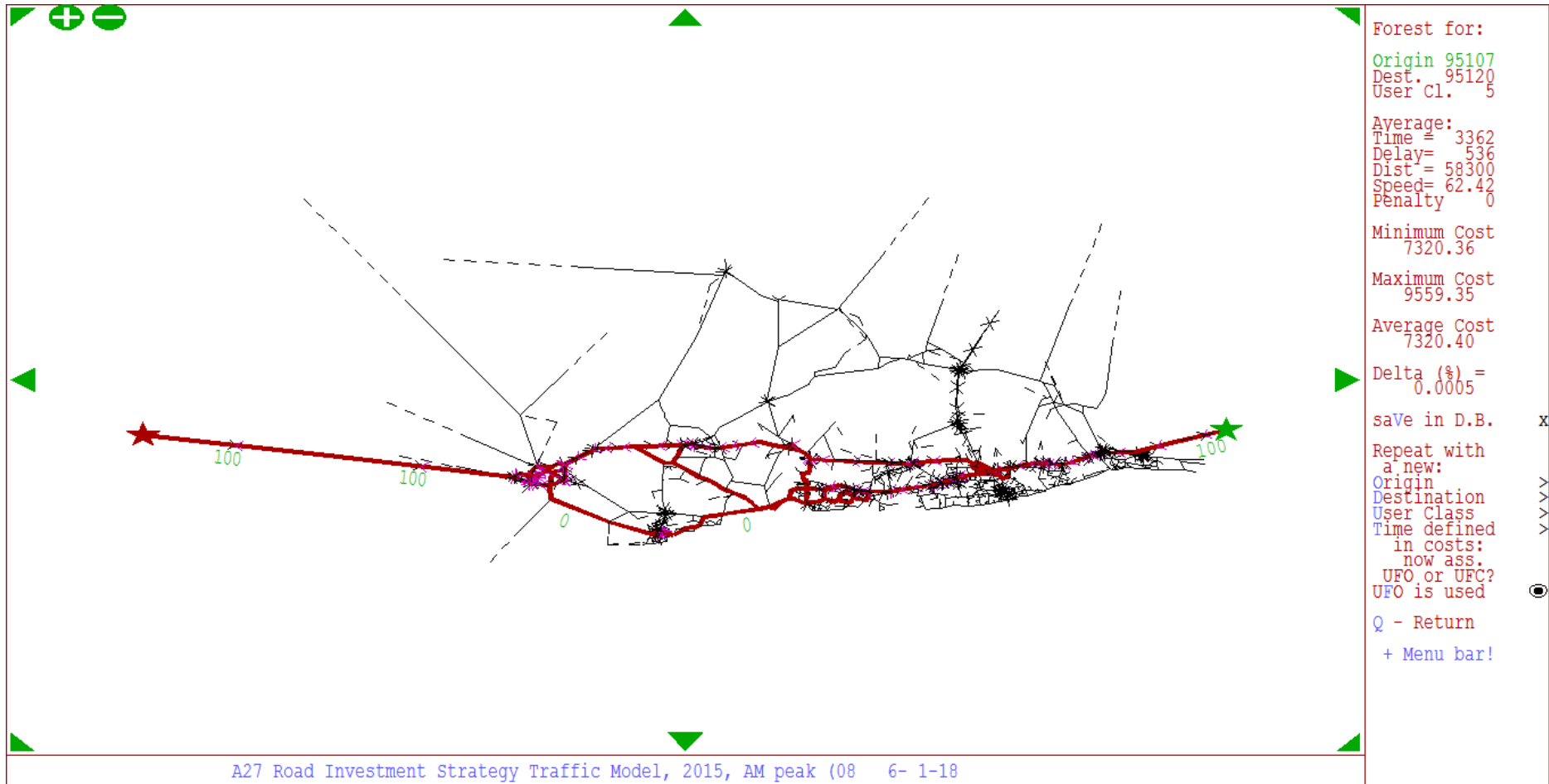
+ Menu bar!

Heavy Goods Vehicles

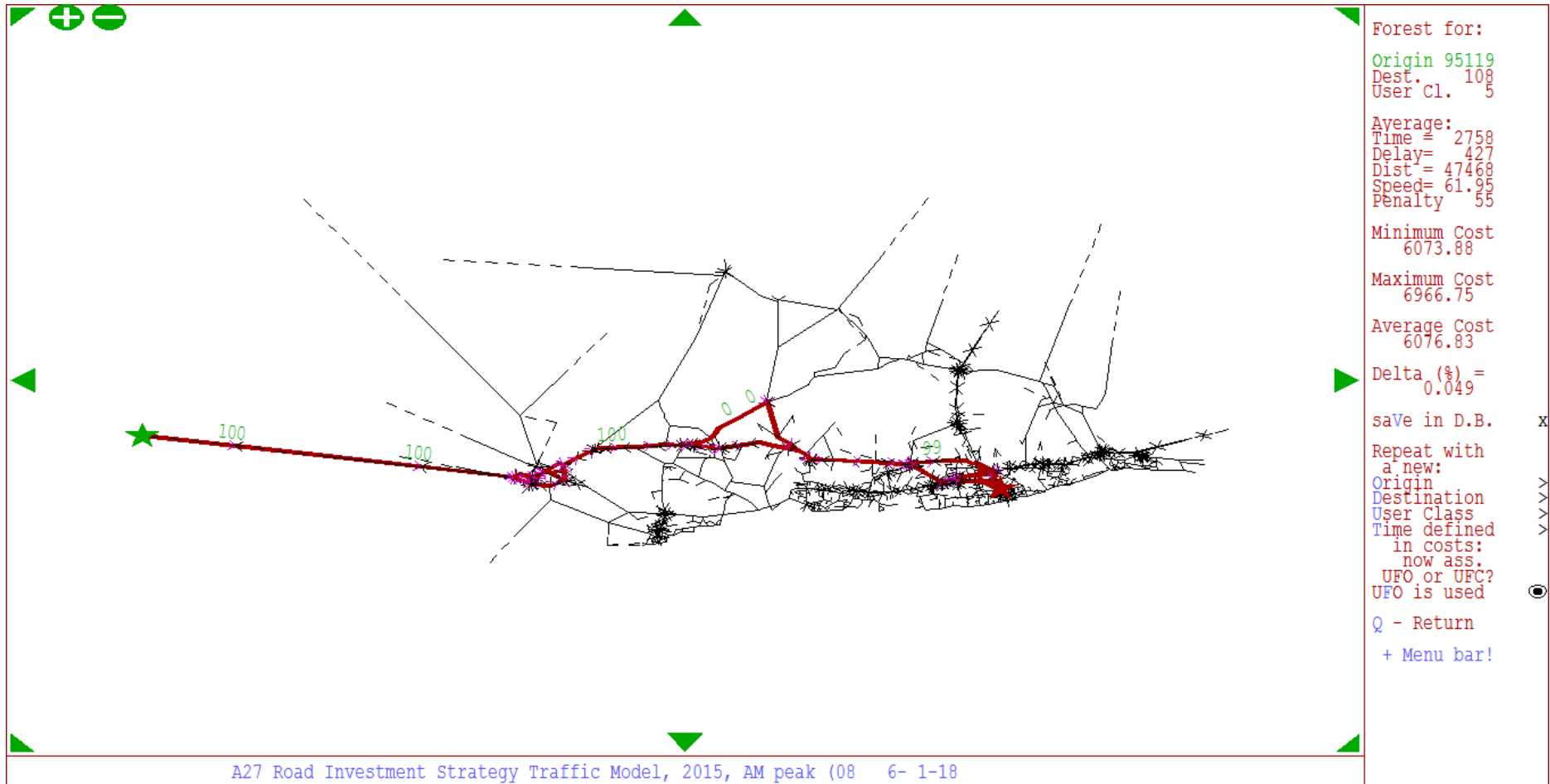
Zone 95119 to Zone 95106



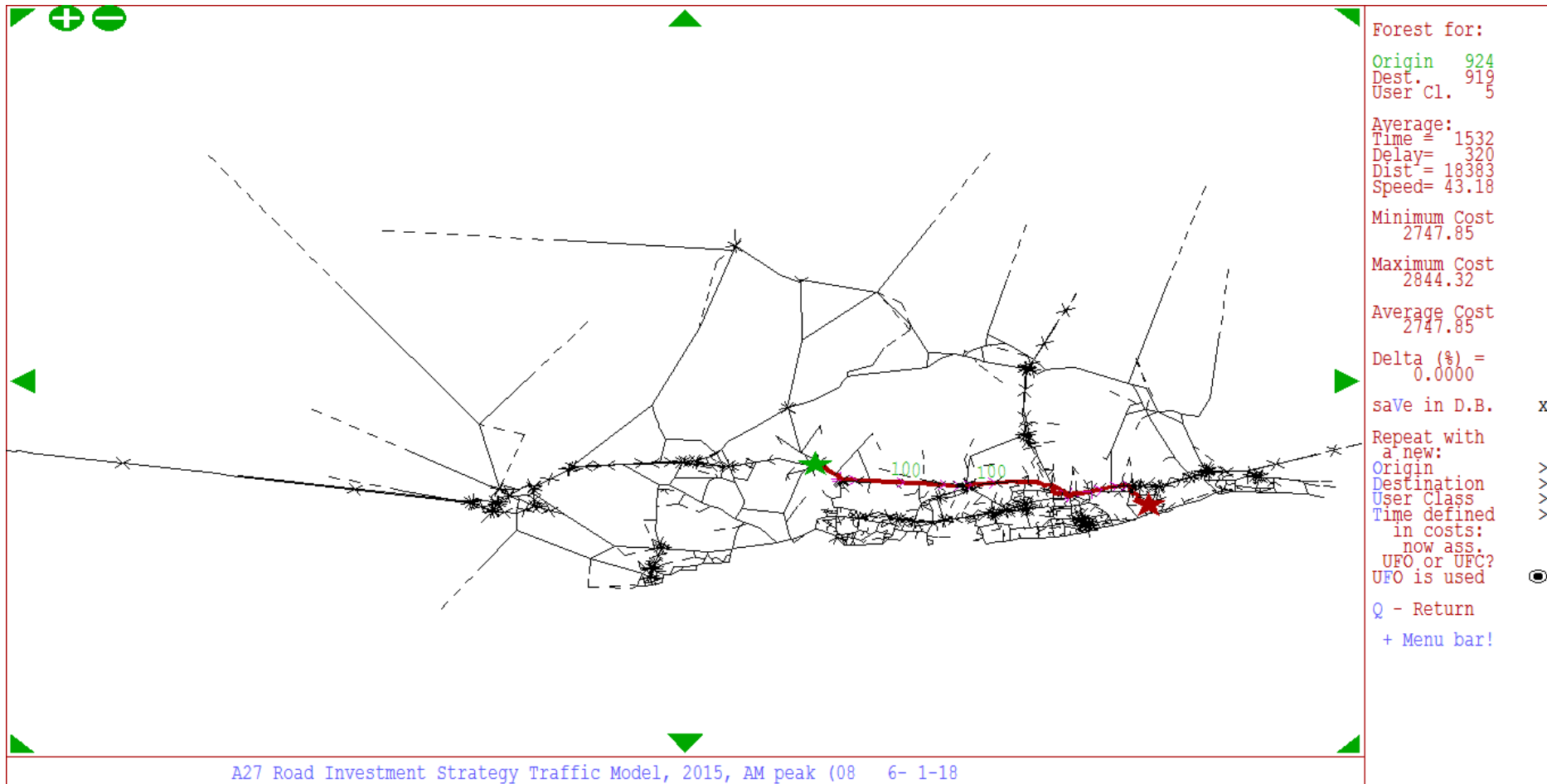
Zone 95107 to Zone 95120



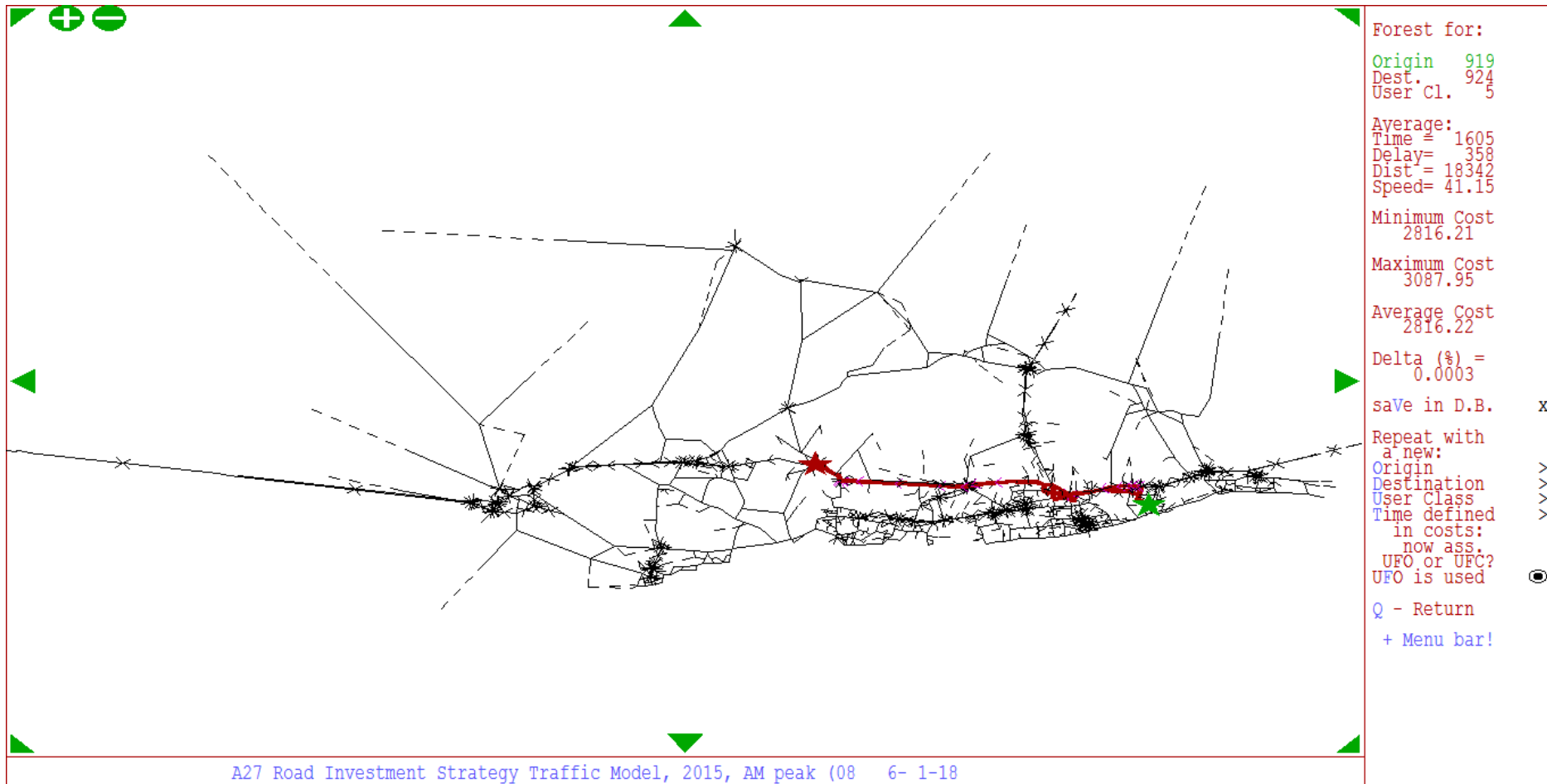
Zone 95119 to Zone 108



Zone 924 to Zone 919

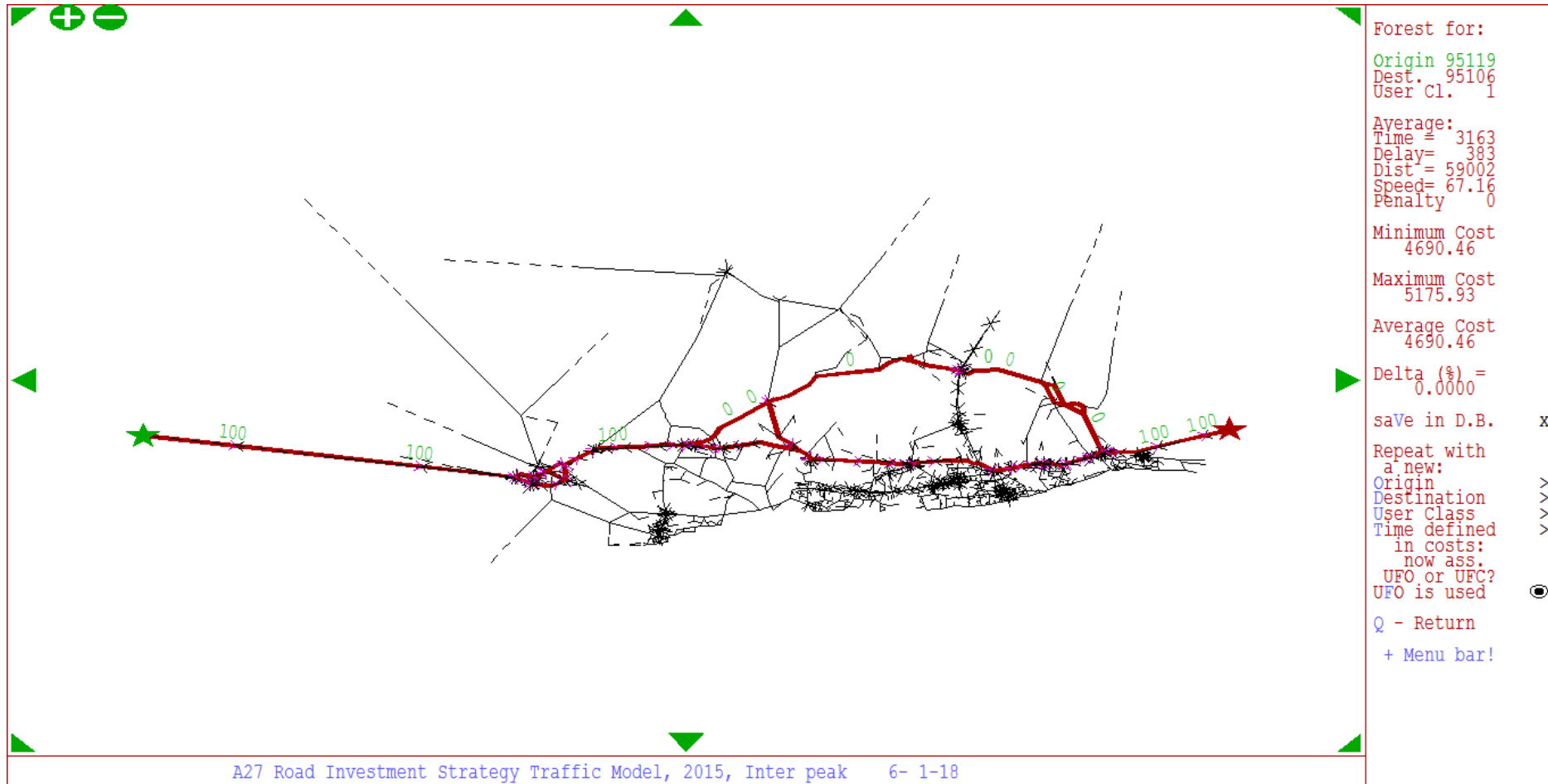


Zone 919 to Zone 924

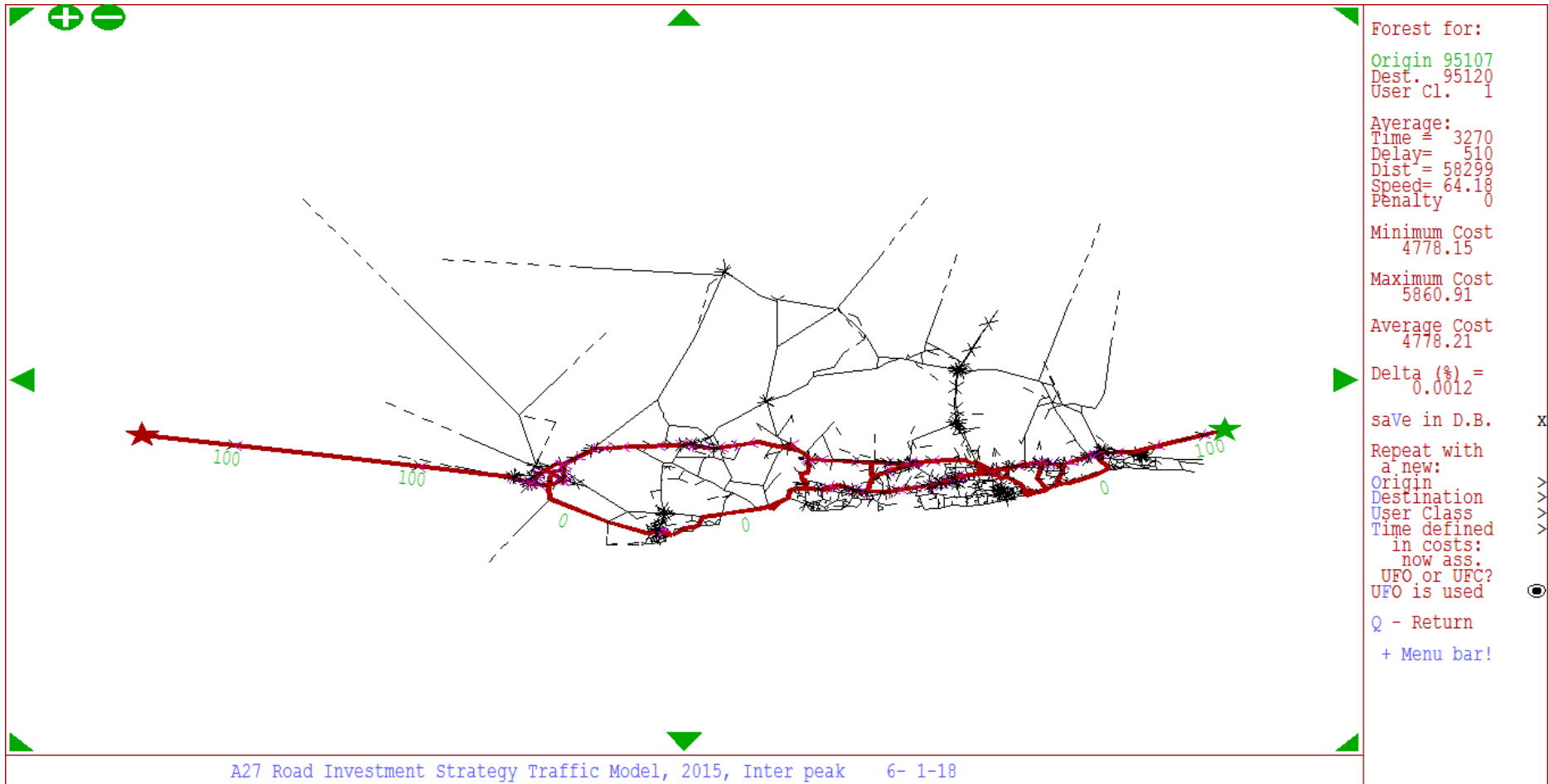


2015 Inter peak

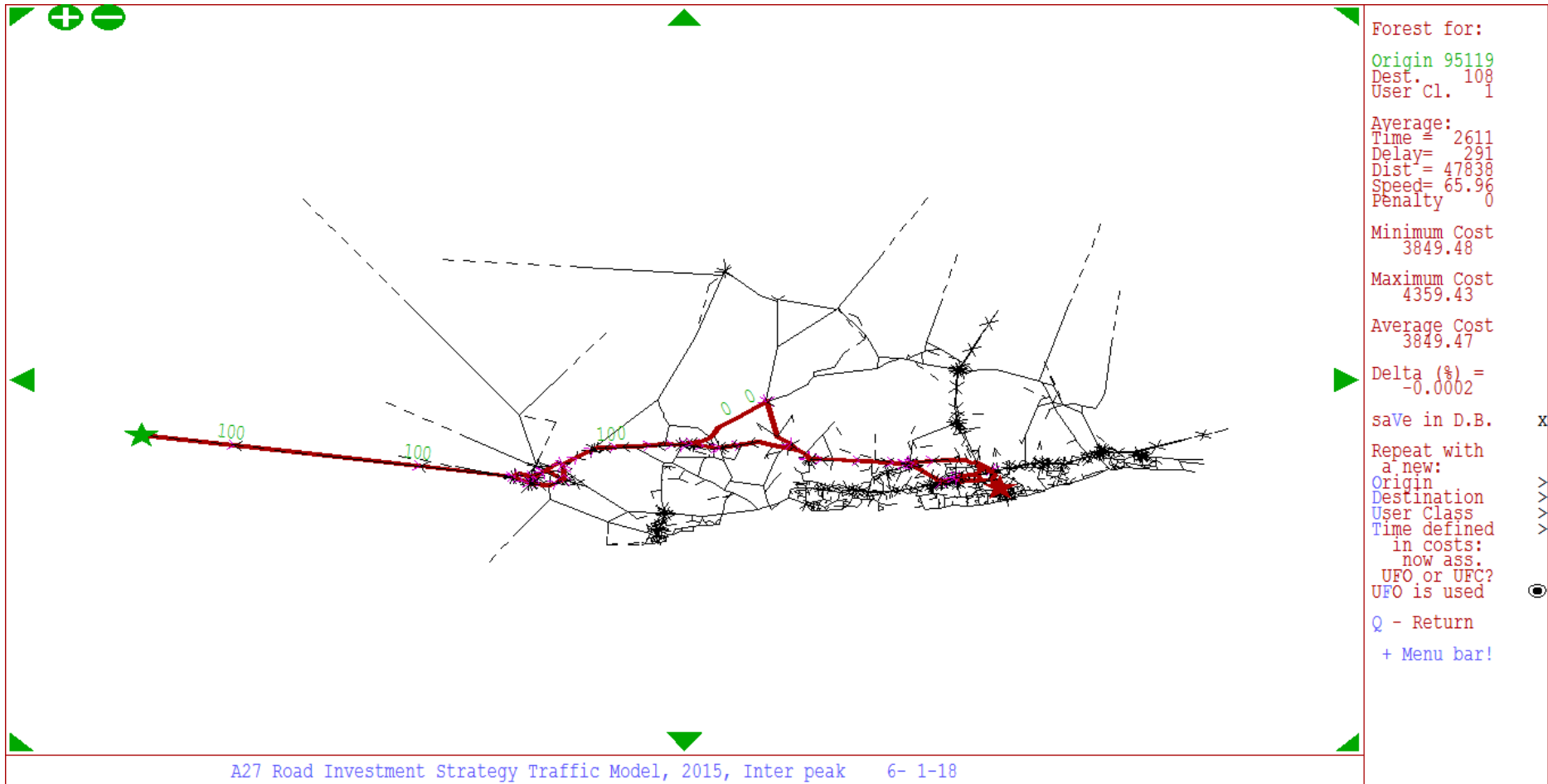
Zone 95119 to Zone 95106



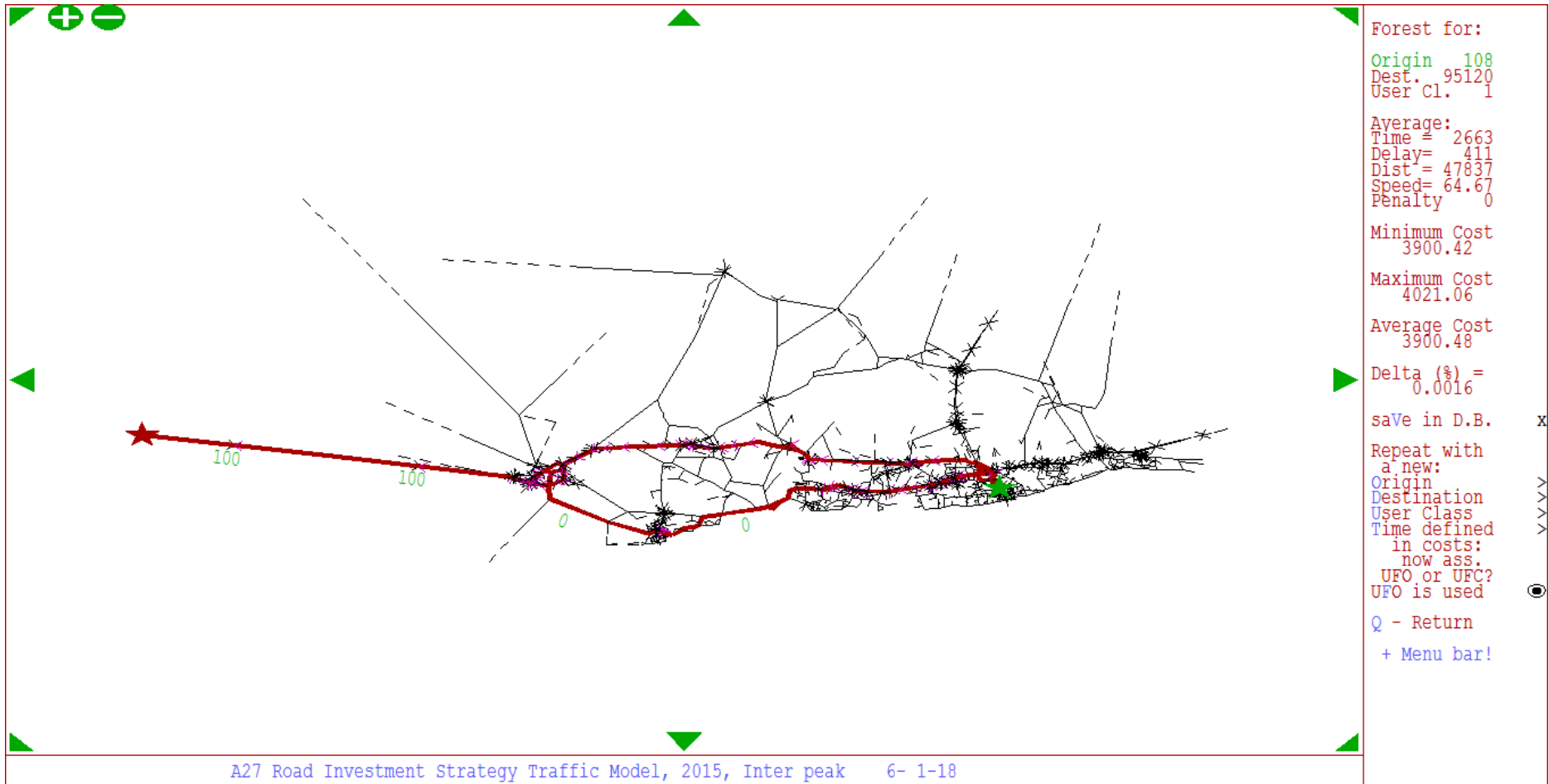
Zone 95107 to Zone 95120



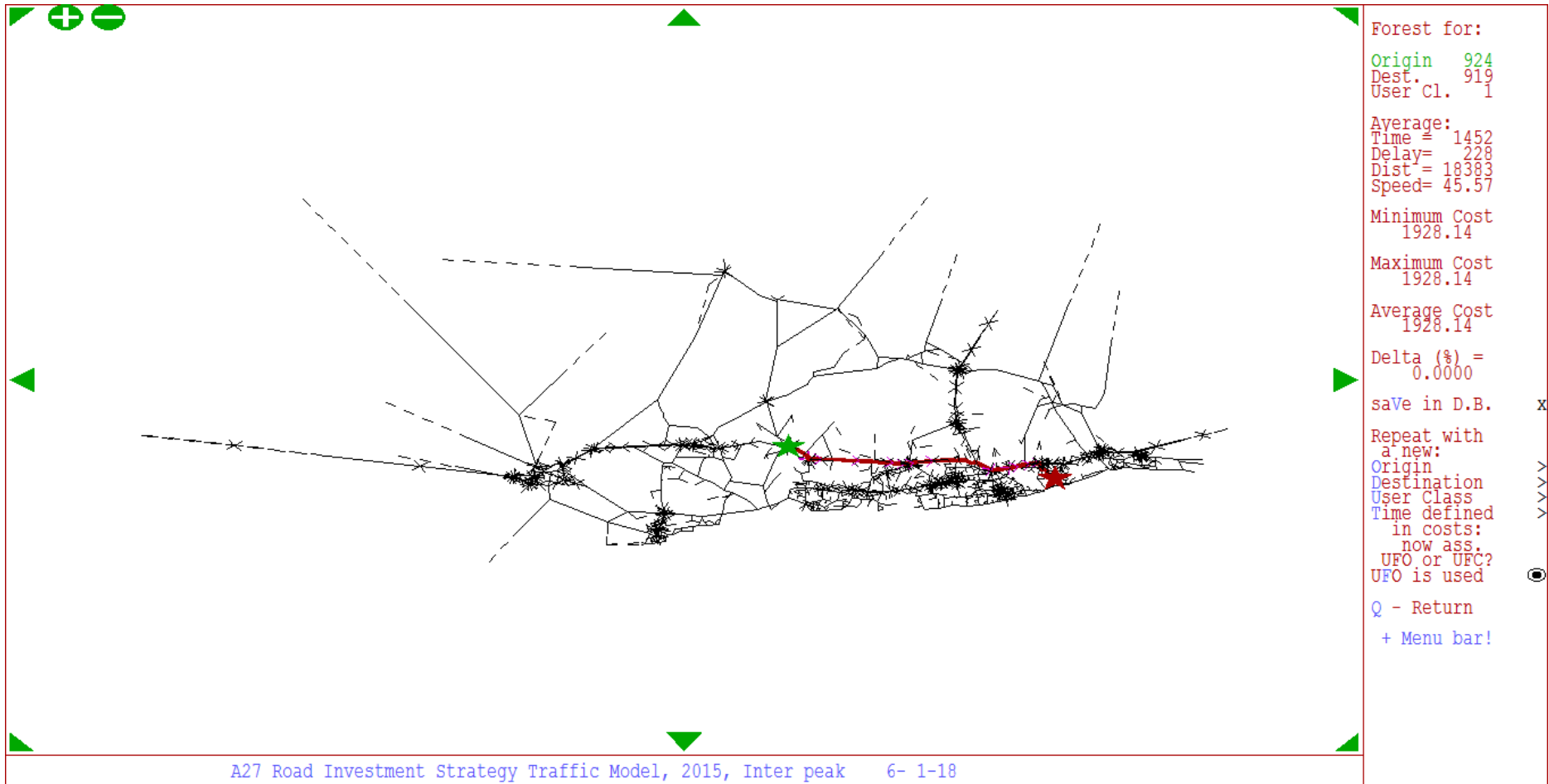
Zone 95119 to Zone 108



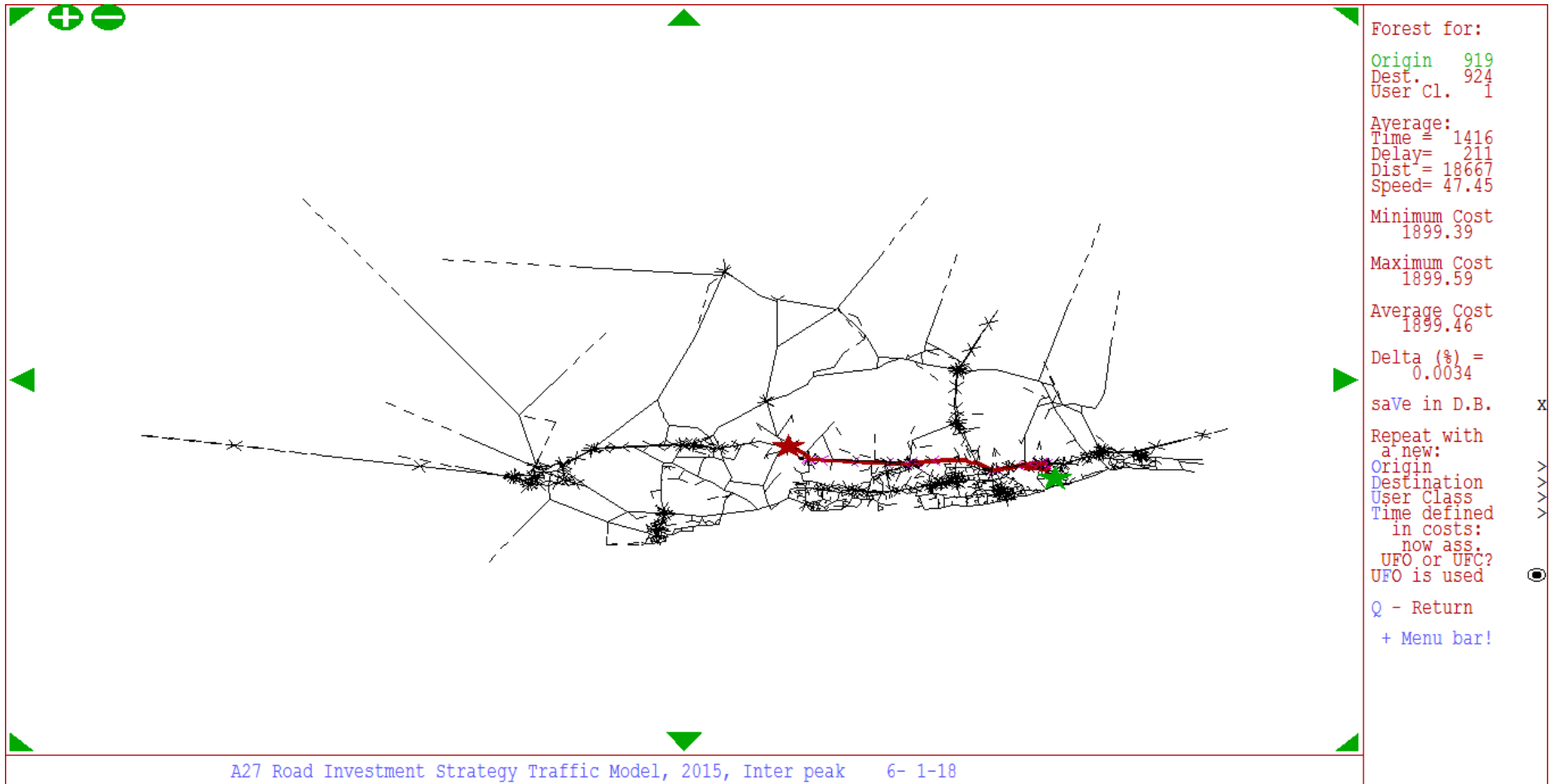
Zone 108 to Zone 95120



Zone 924 to Zone 919



Zone 919 to Zone 924



Forest for:

Origin 919
Dest. 924
User Cl. 1

Average:
Time = 1416
Delay = 211
Dist = 18667
Speed = 47.45

Minimum Cost
1899.39

Maximum Cost
1899.59

Average Cost
1899.46

Delta (%) =
0.0034

save in D.B. x

Repeat with
a new:

Origin >

Destination >

User Class >

Time defined >

in costs:

now ass. ●

UFO or UFC?

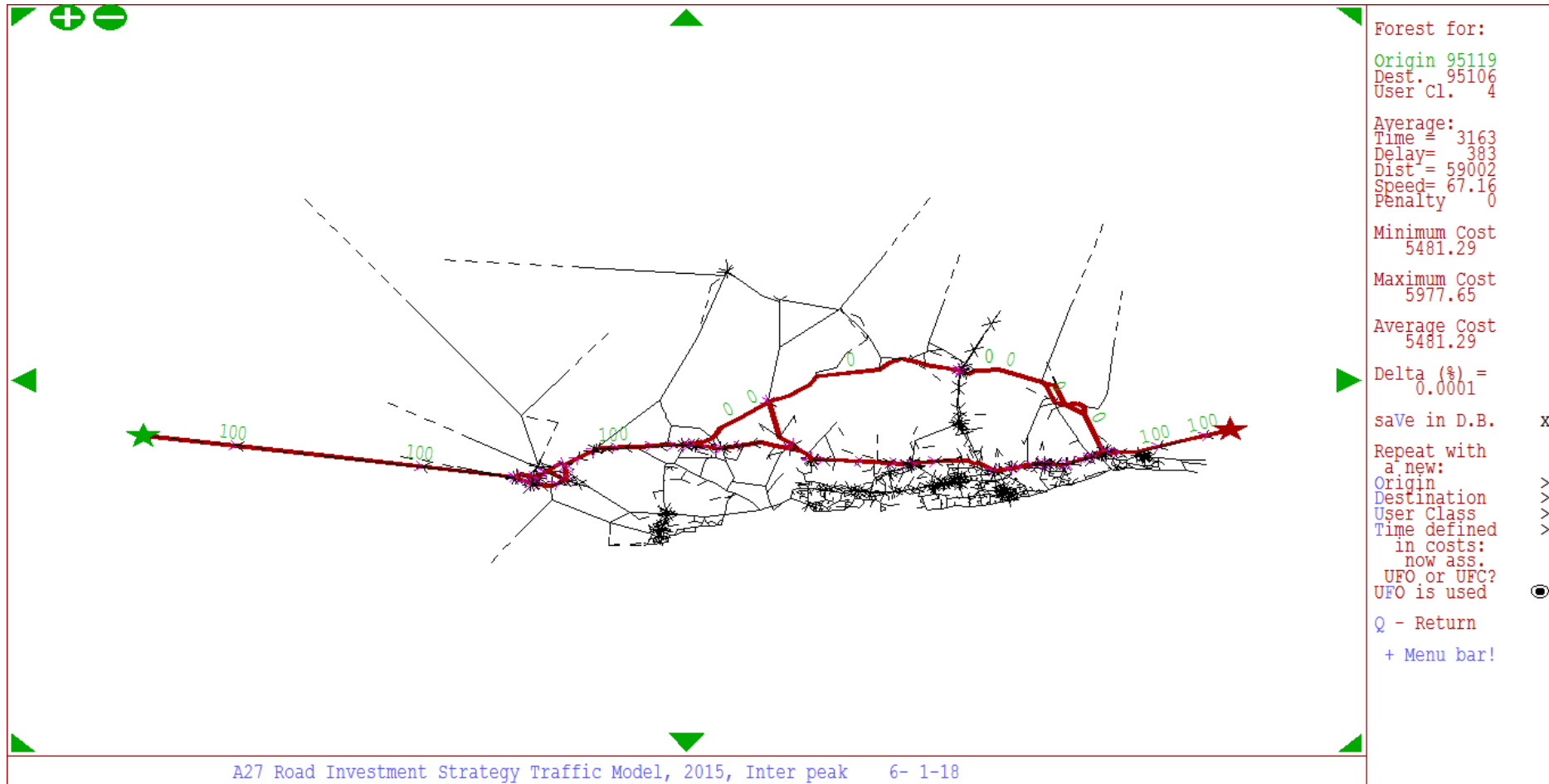
UFO is used

Q - Return

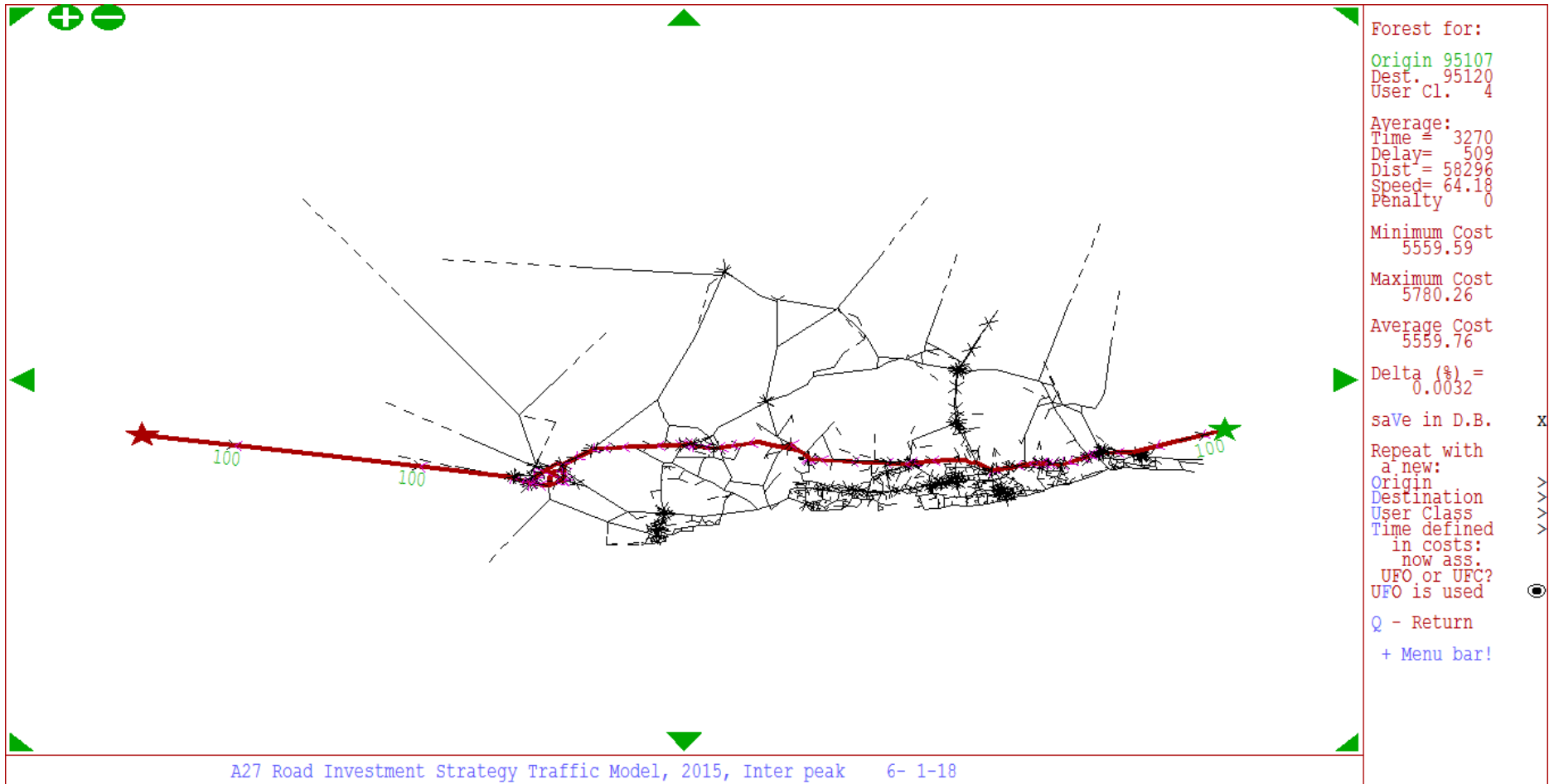
+ Menu bar!

Light Goods Vehicles

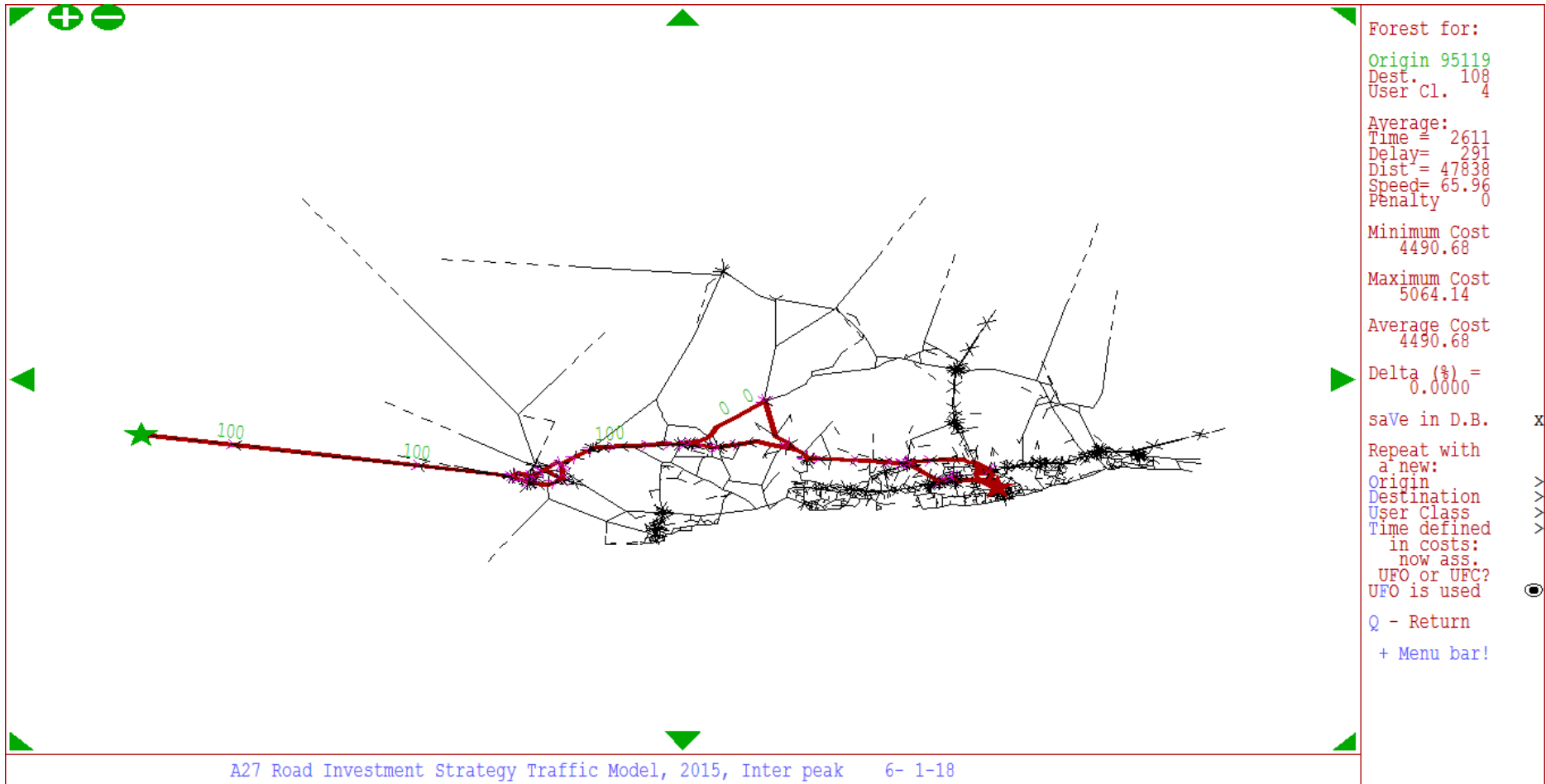
Zone 95119 to Zone 95106



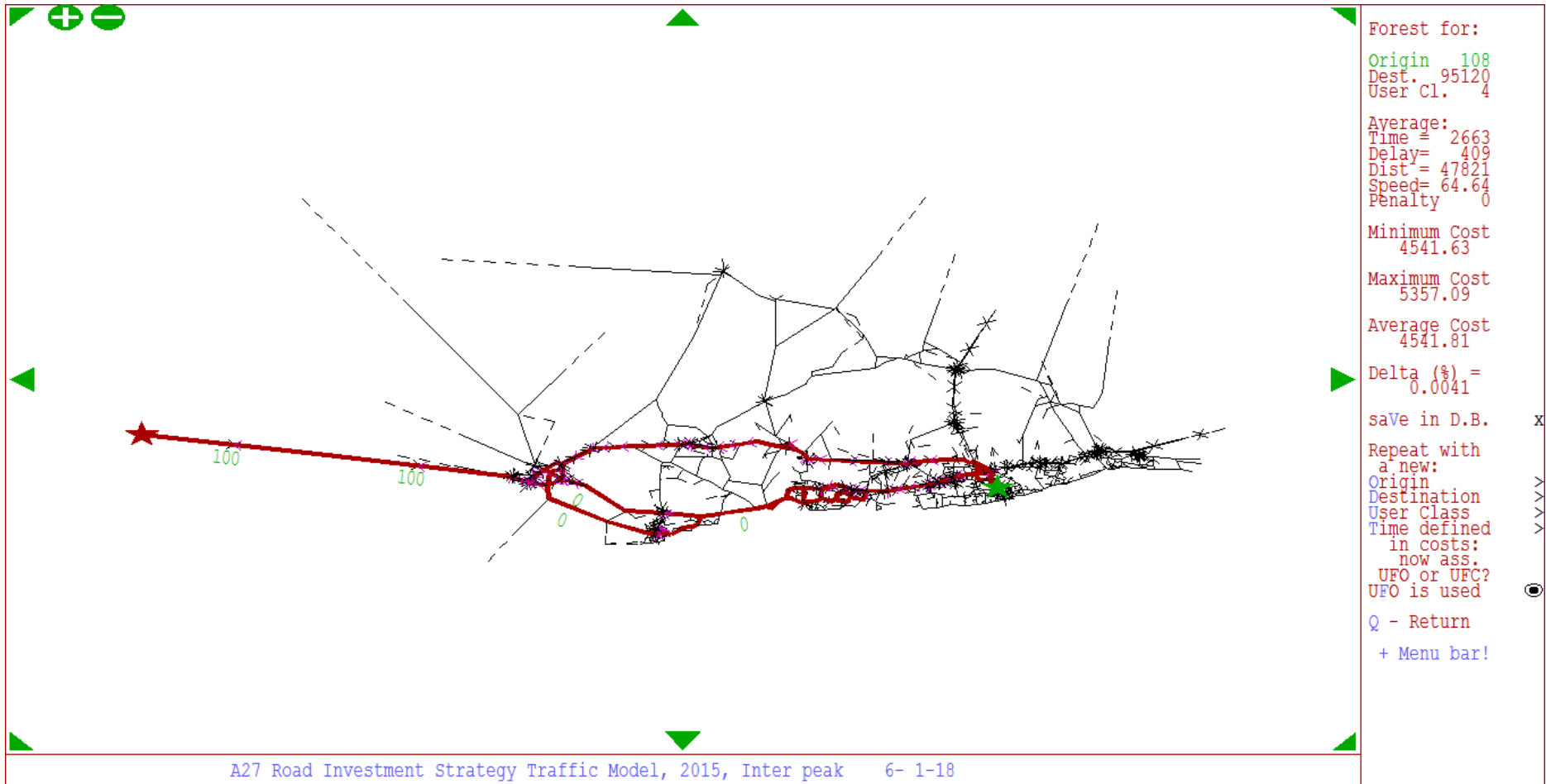
Zone 95107 to Zone 95120



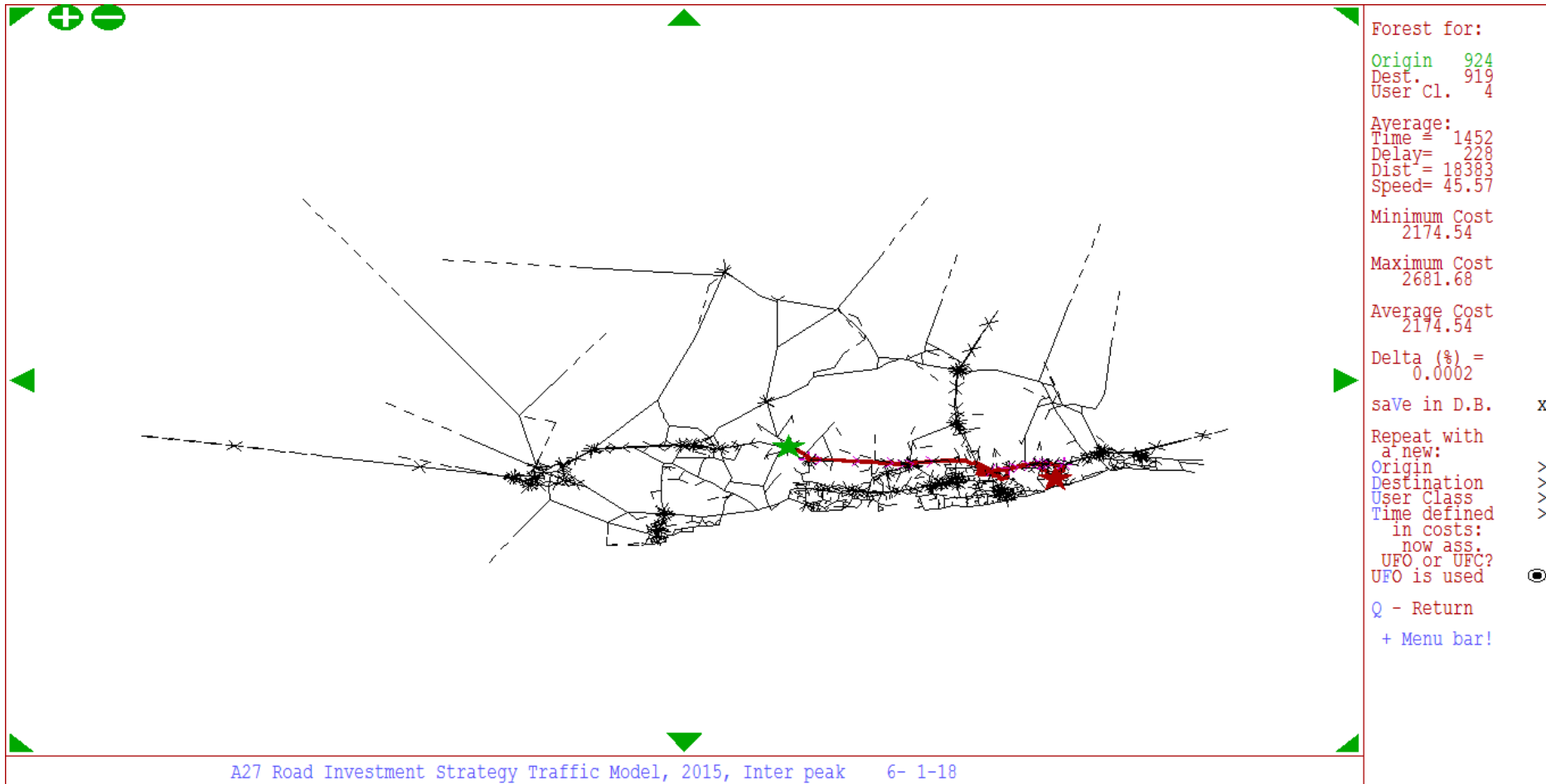
Zone 95119 to Zone 108



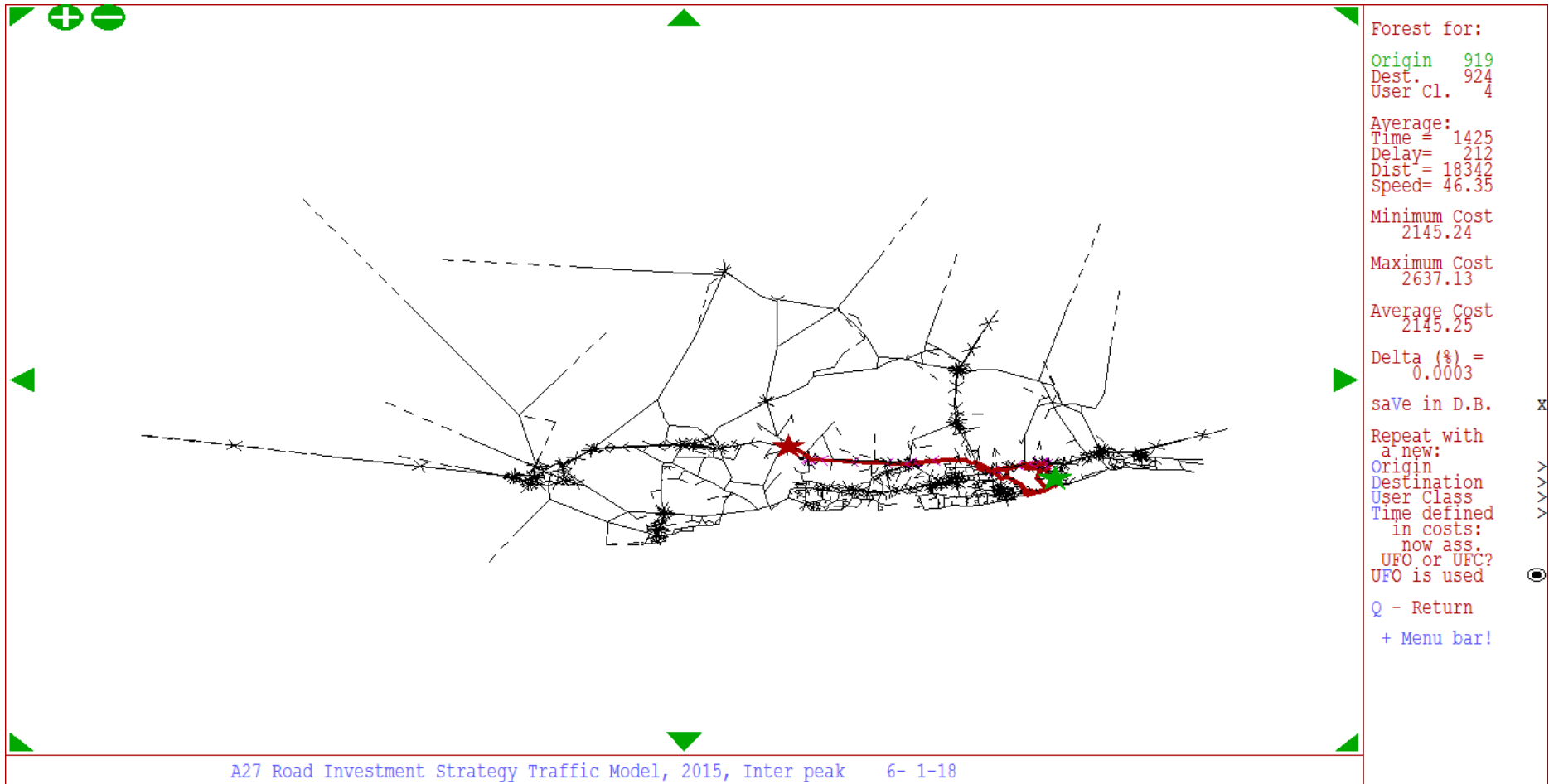
Zone 108 to Zone 95120



Zone 924 to Zone 919

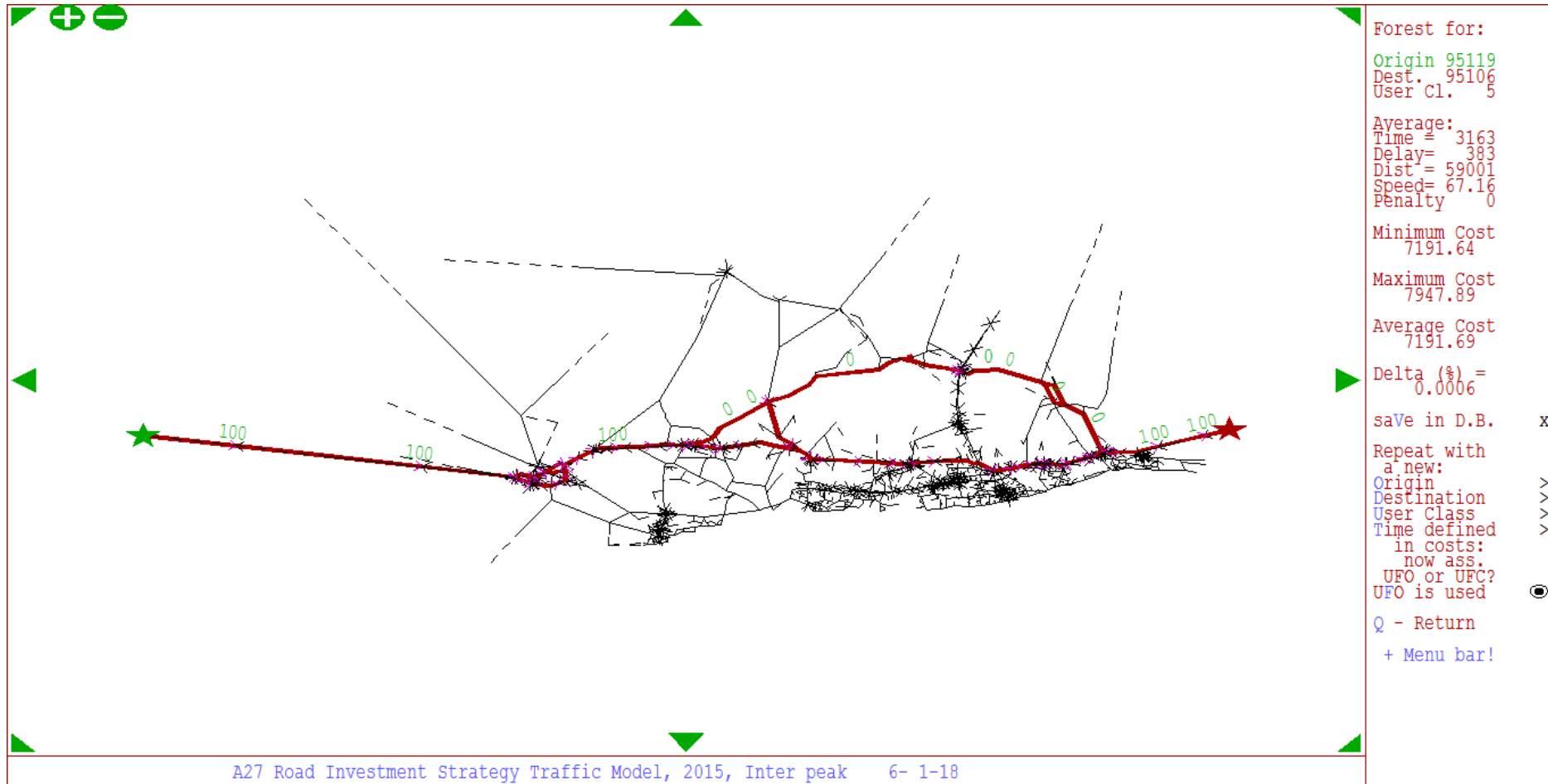


Zone 919 to Zone 924

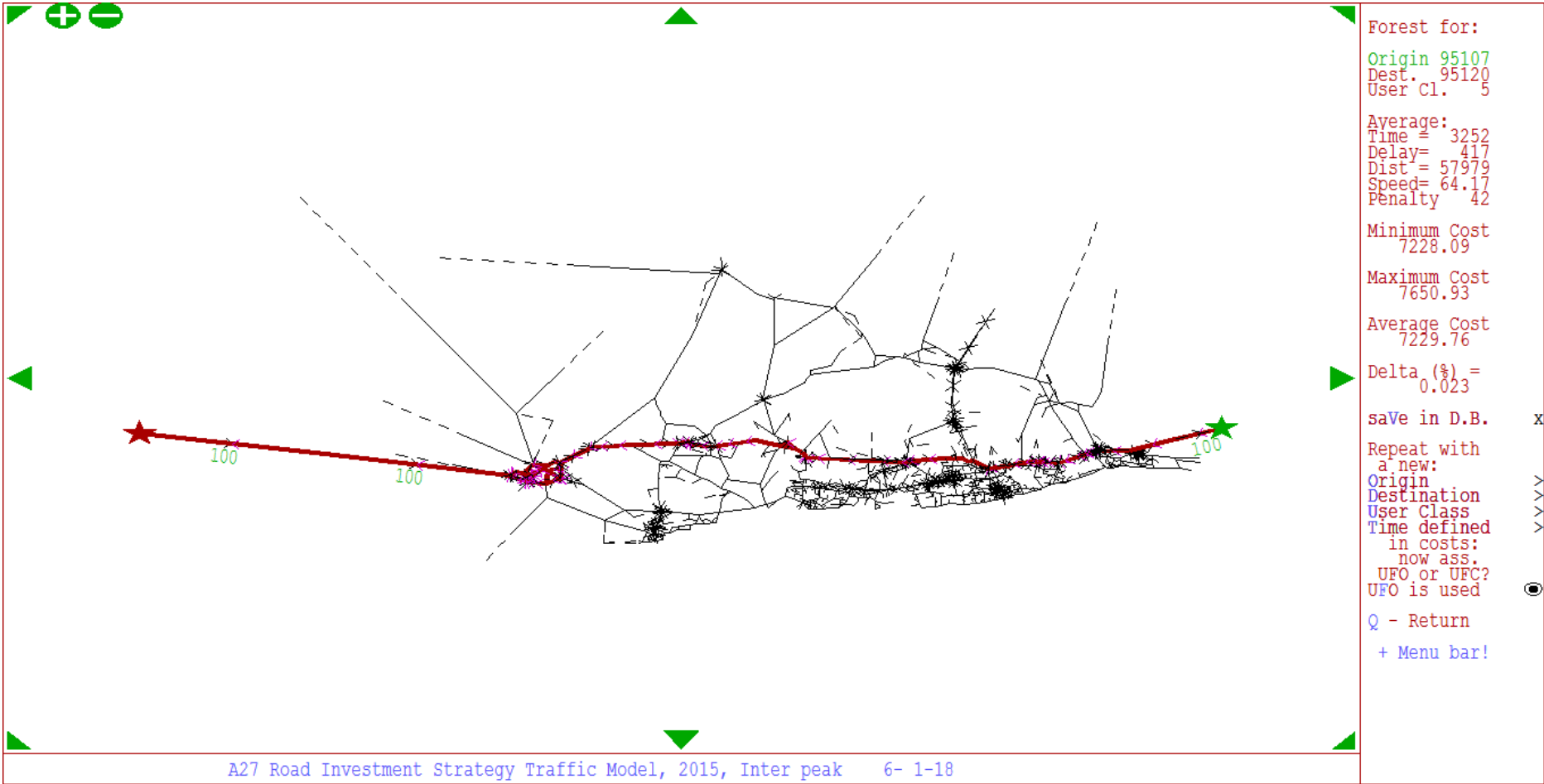


Heavy Goods Vehicles

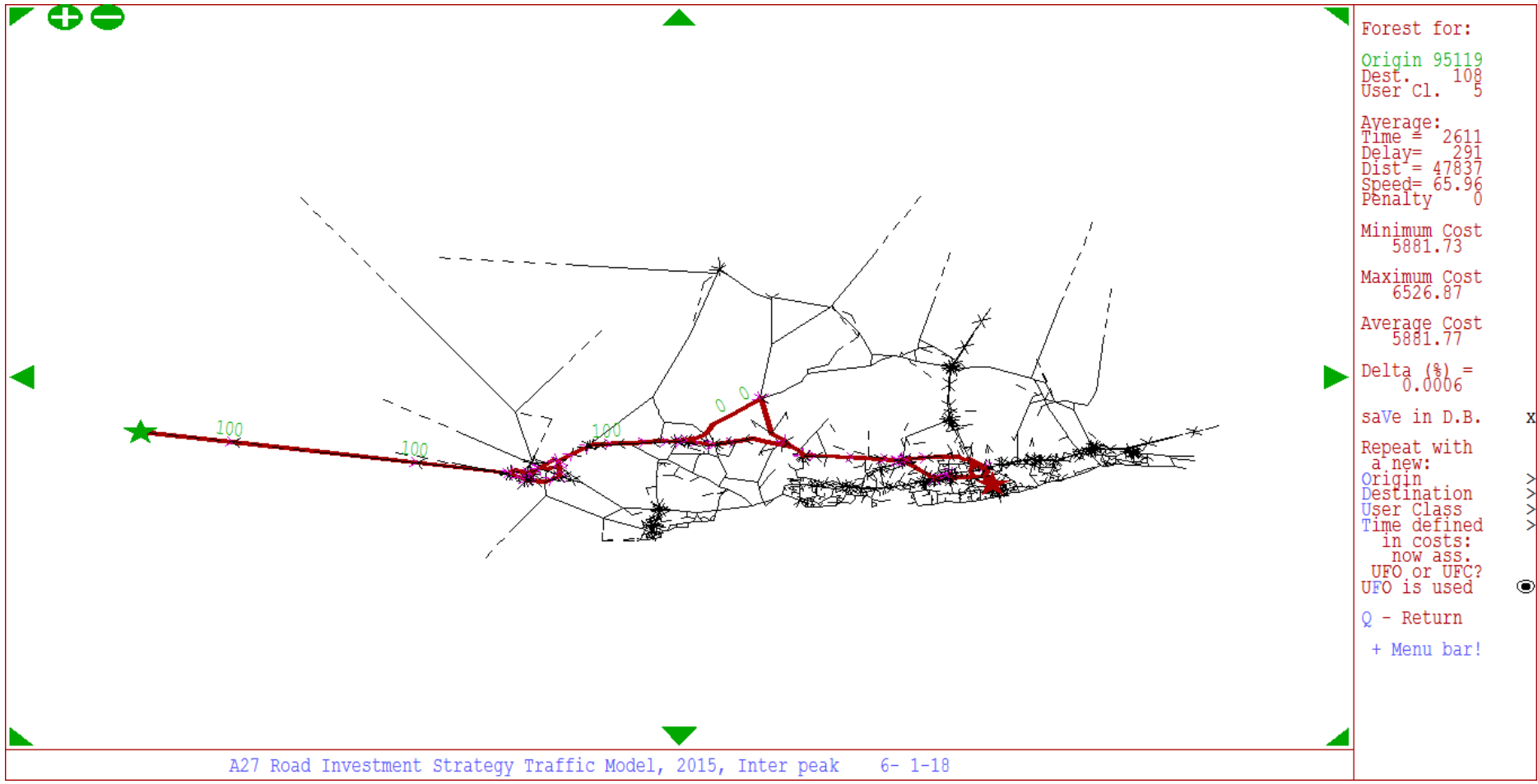
Zone 95119 to Zone 95106



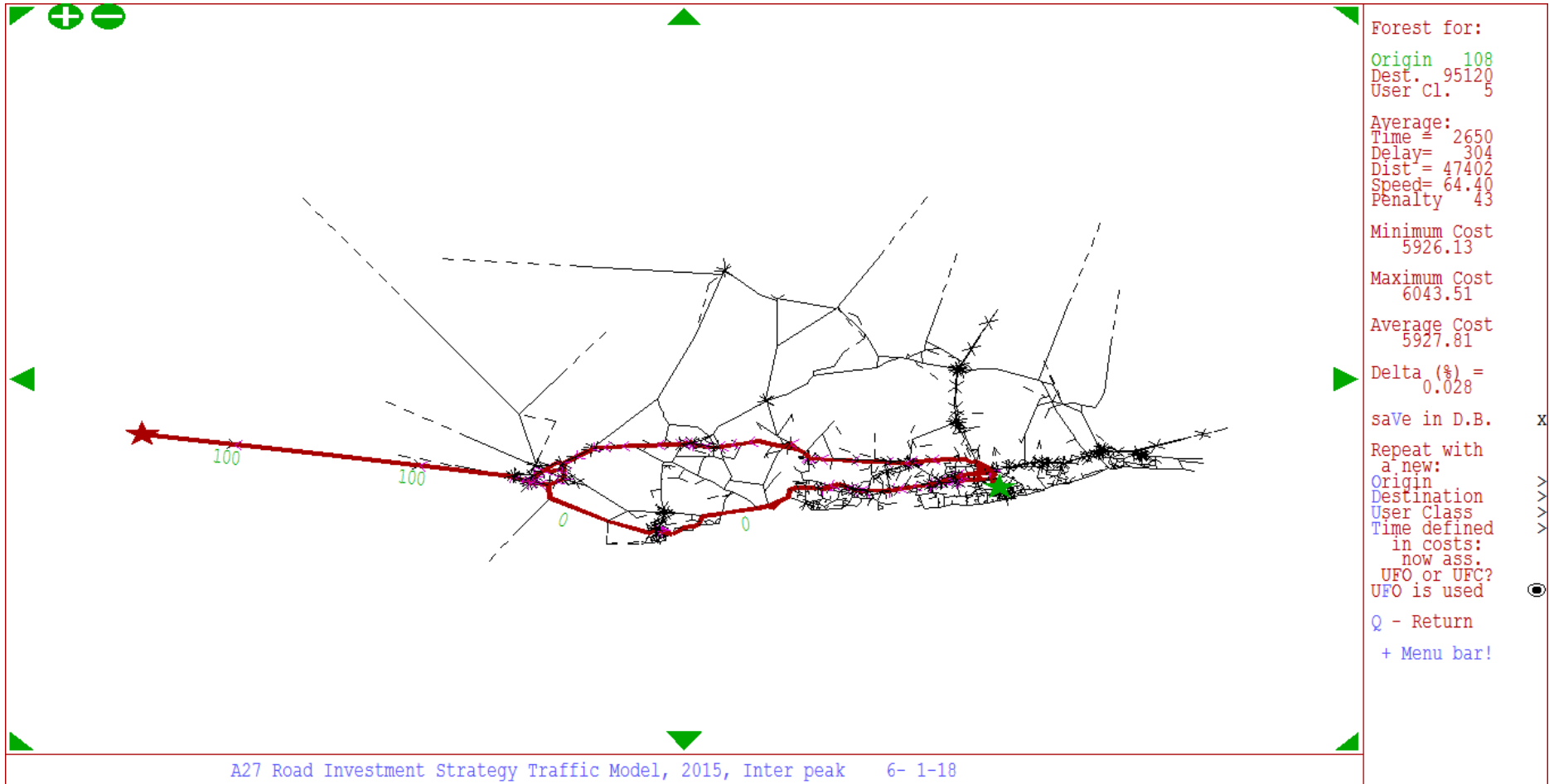
Zone 95107 to Zone 95120



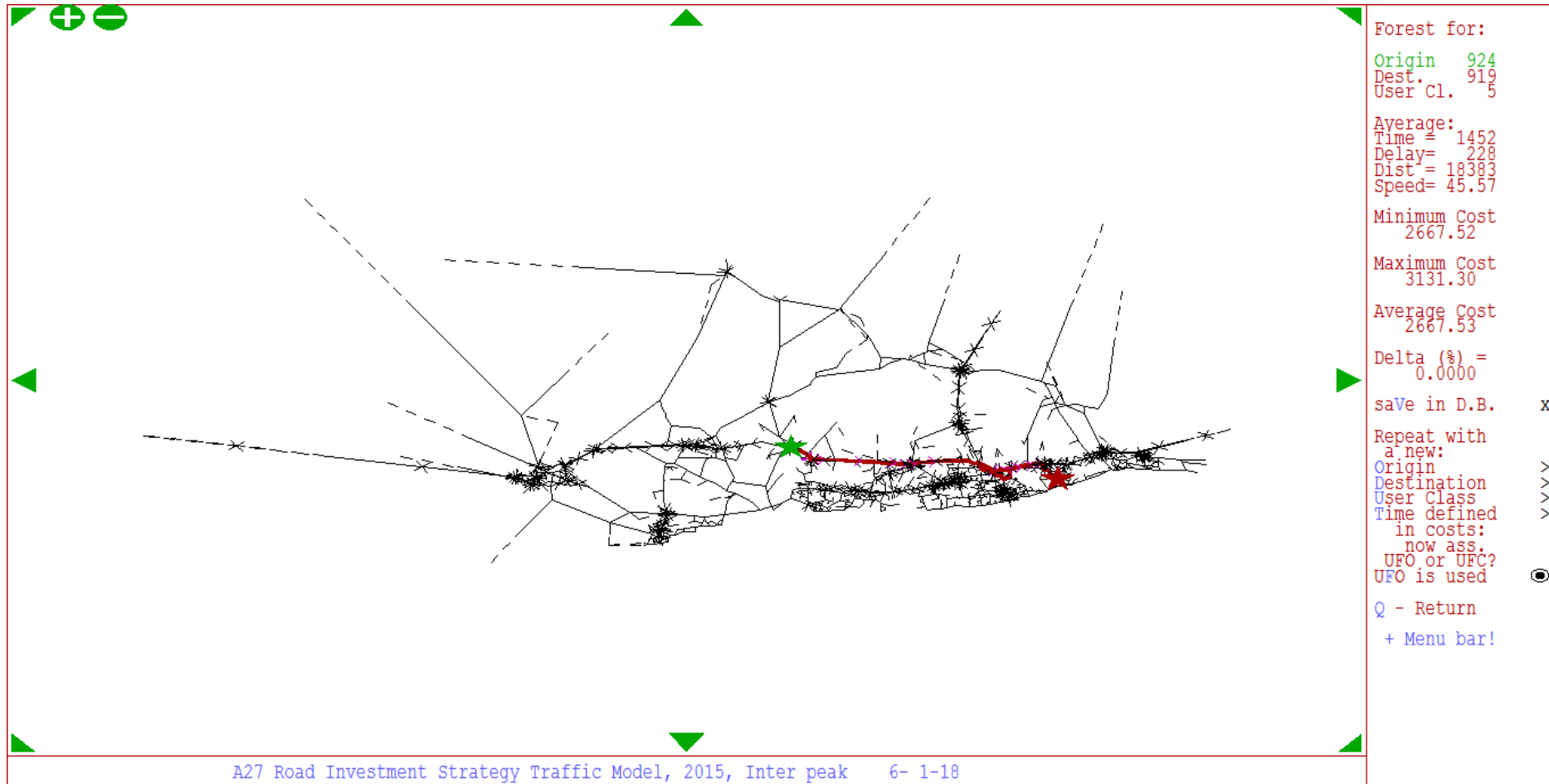
Zone 95119 to Zone 108



Zone 108 to Zone 95120



Zone 924 to Zone 919



Forest for:

Origin 924
Dest. 919
User Cl. 5

Average:
Time = 1452
Delay = 228
Dist = 18383
Speed = 45.57

Minimum Cost
2667.52

Maximum Cost
3131.30

Average Cost
2667.53

Delta (%) =
0.0000

save in D.B.

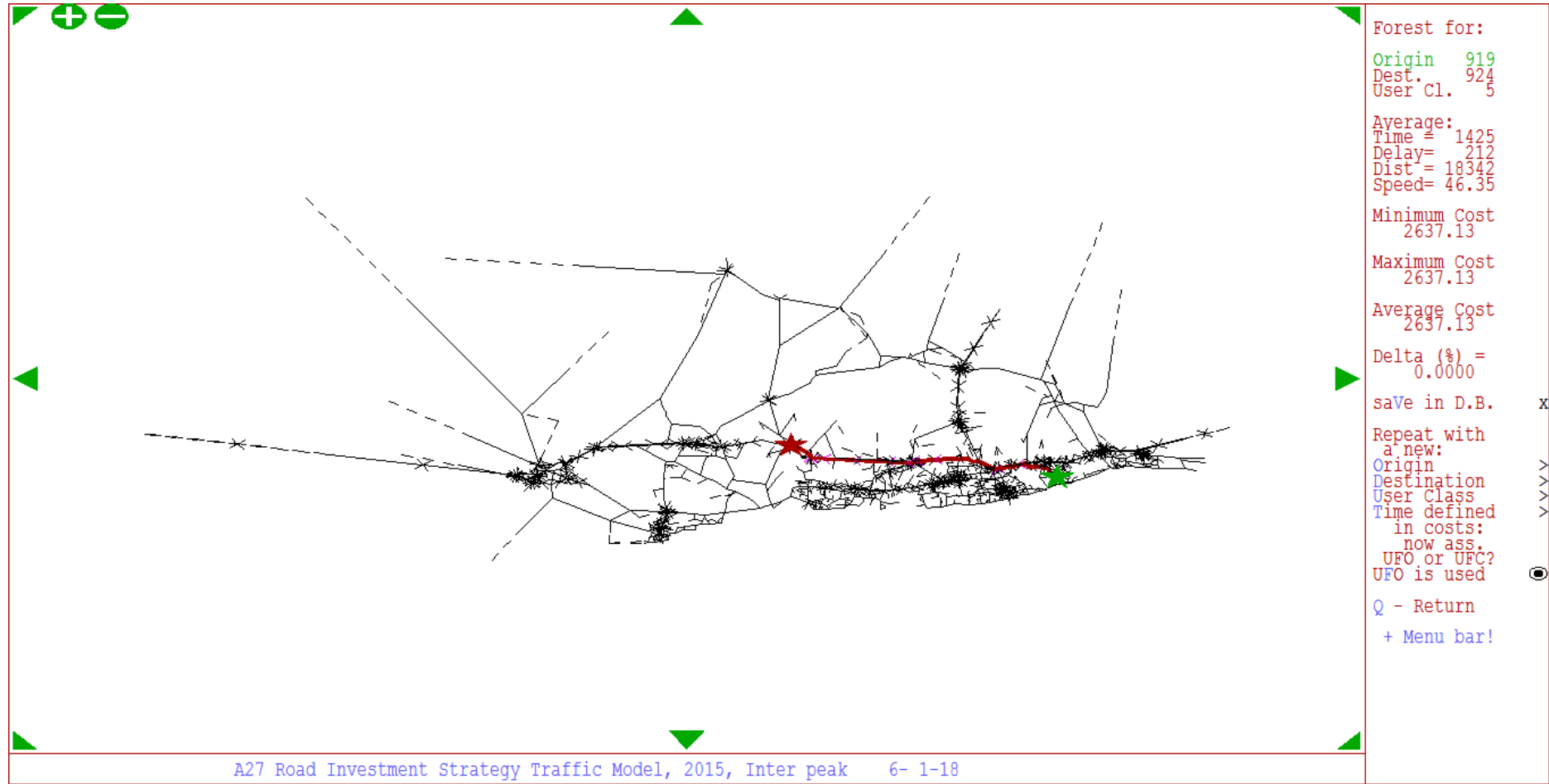
Repeat with
a new:

Origin
Destination
User Class
Time defined
in costs:
now ass.
UFO or UFC?
UFO is used

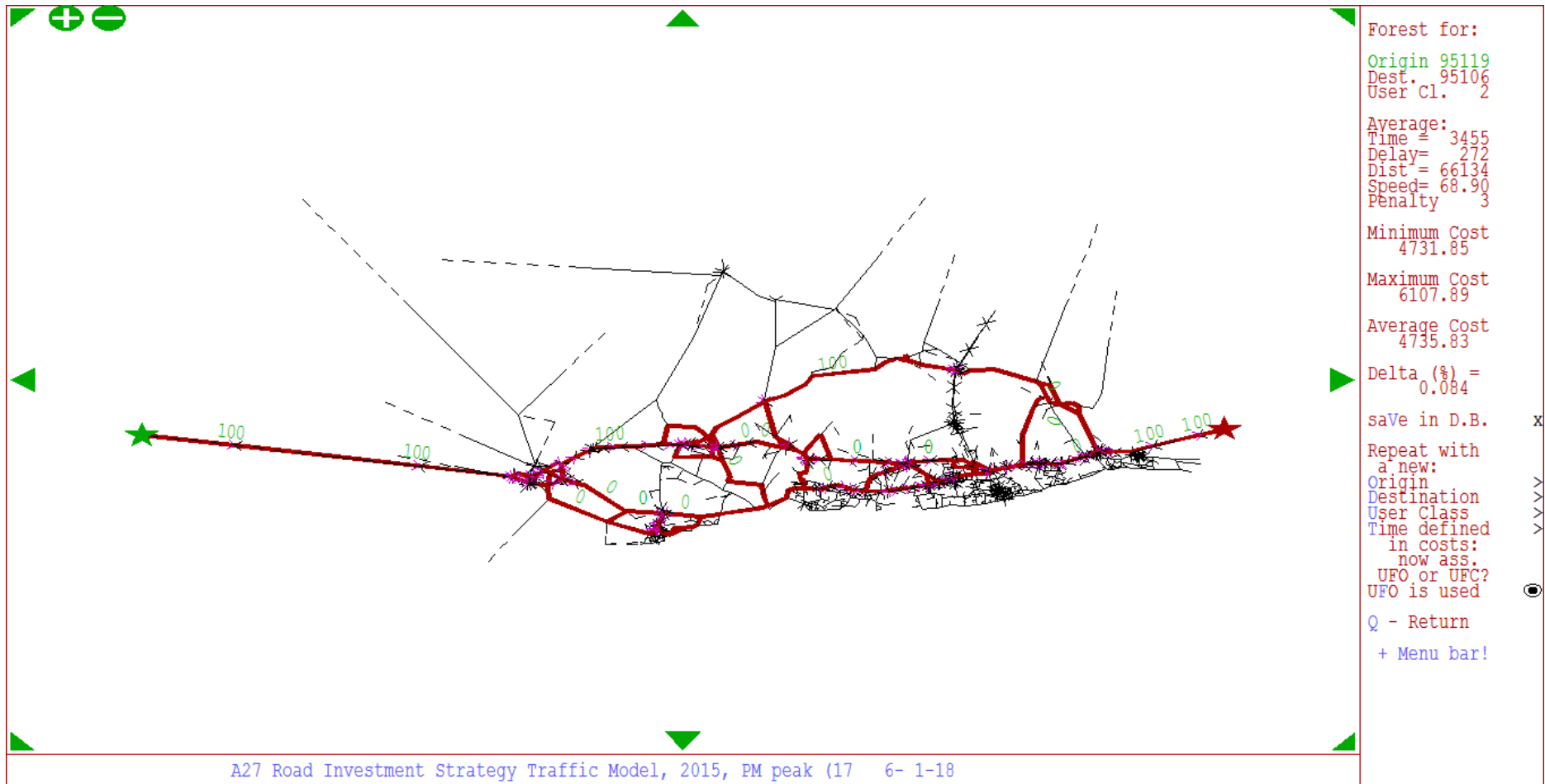
Q - Return

+ Menu bar!

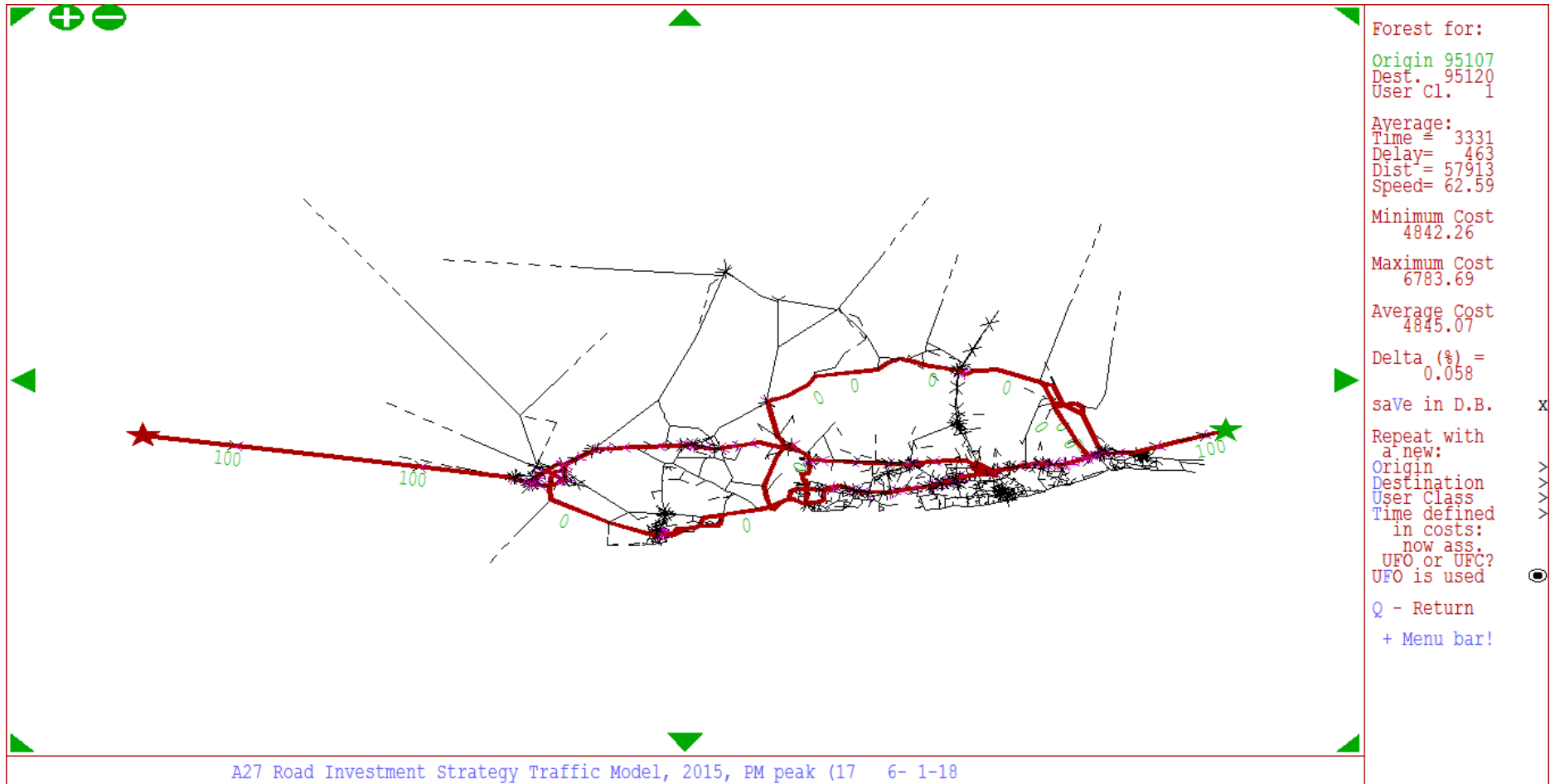
Zone 919 to Zone 924



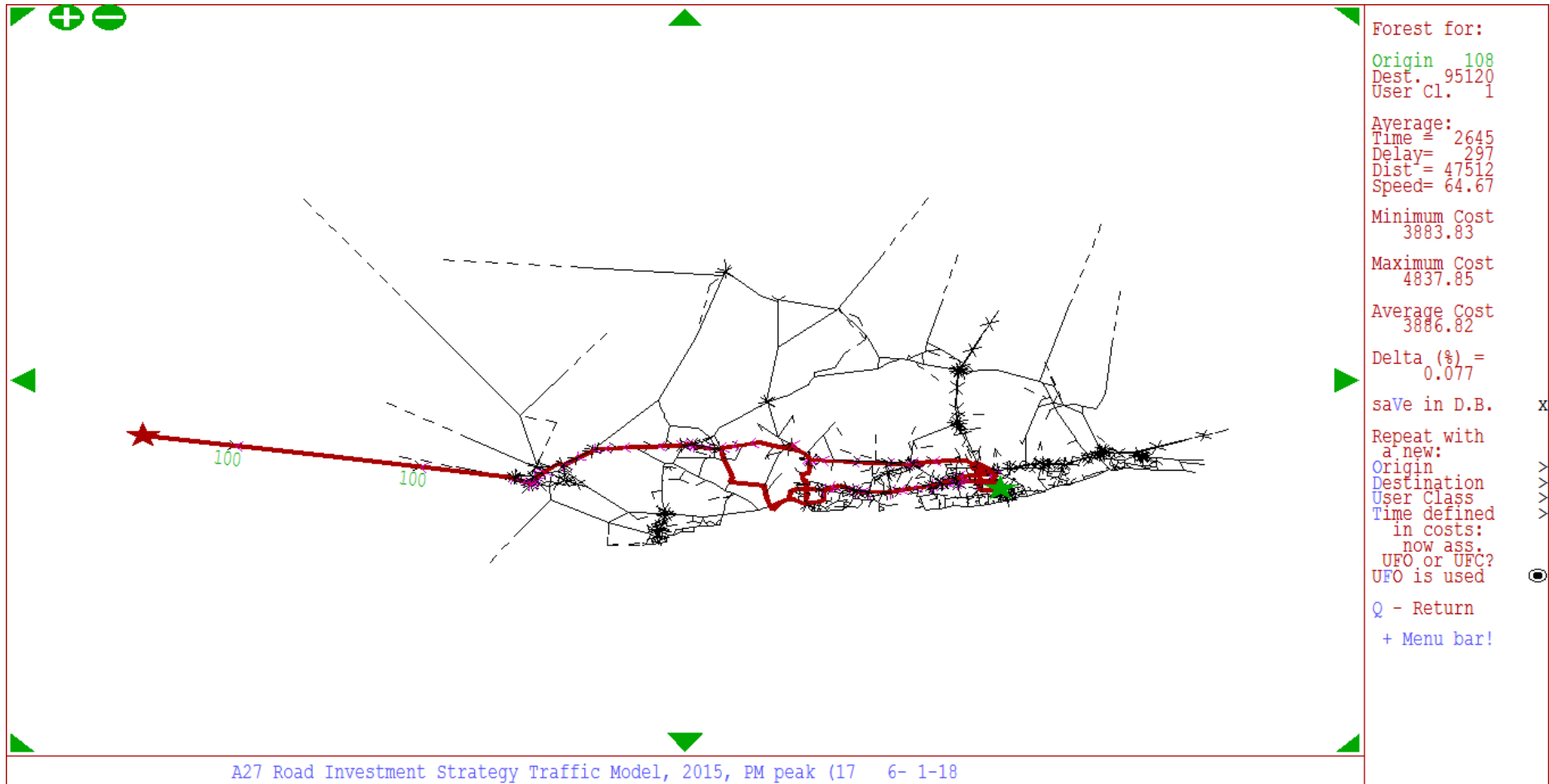
2015 PM peak
Zone 95119 to Zone 95106



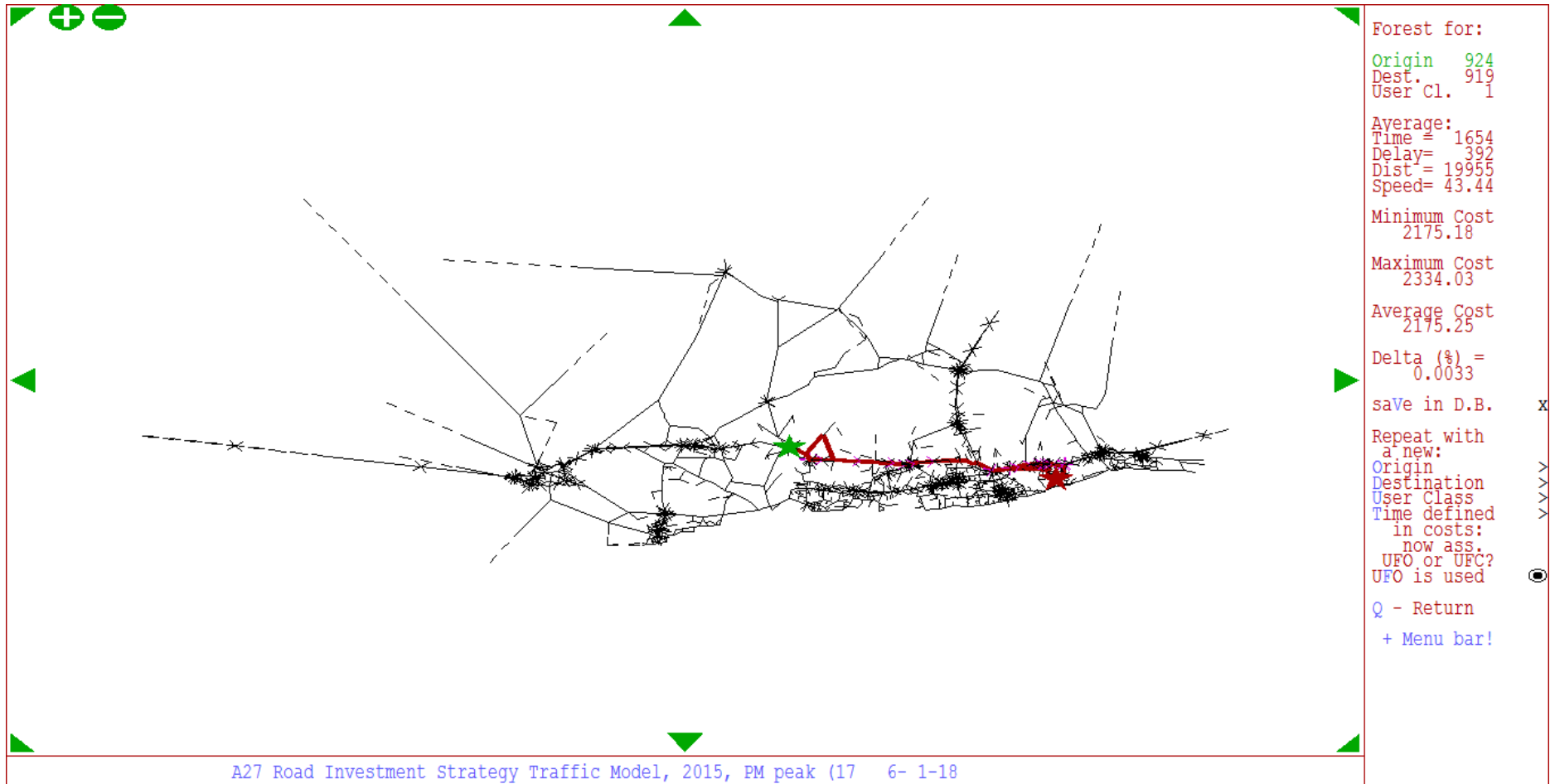
Zone 95107 to Zone 95120



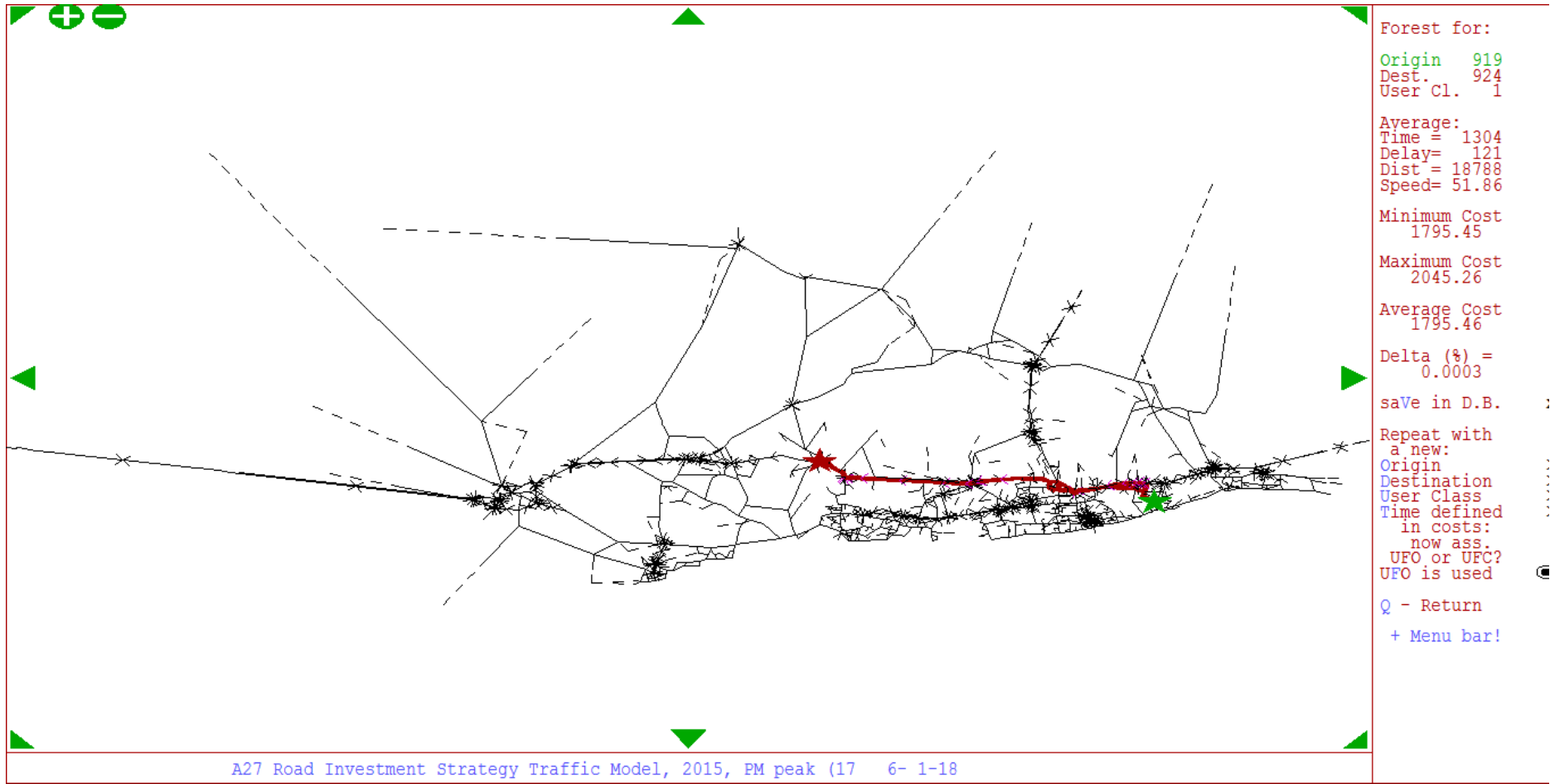
Zone 108 to Zone 95120



Zone 924 to Zone 919

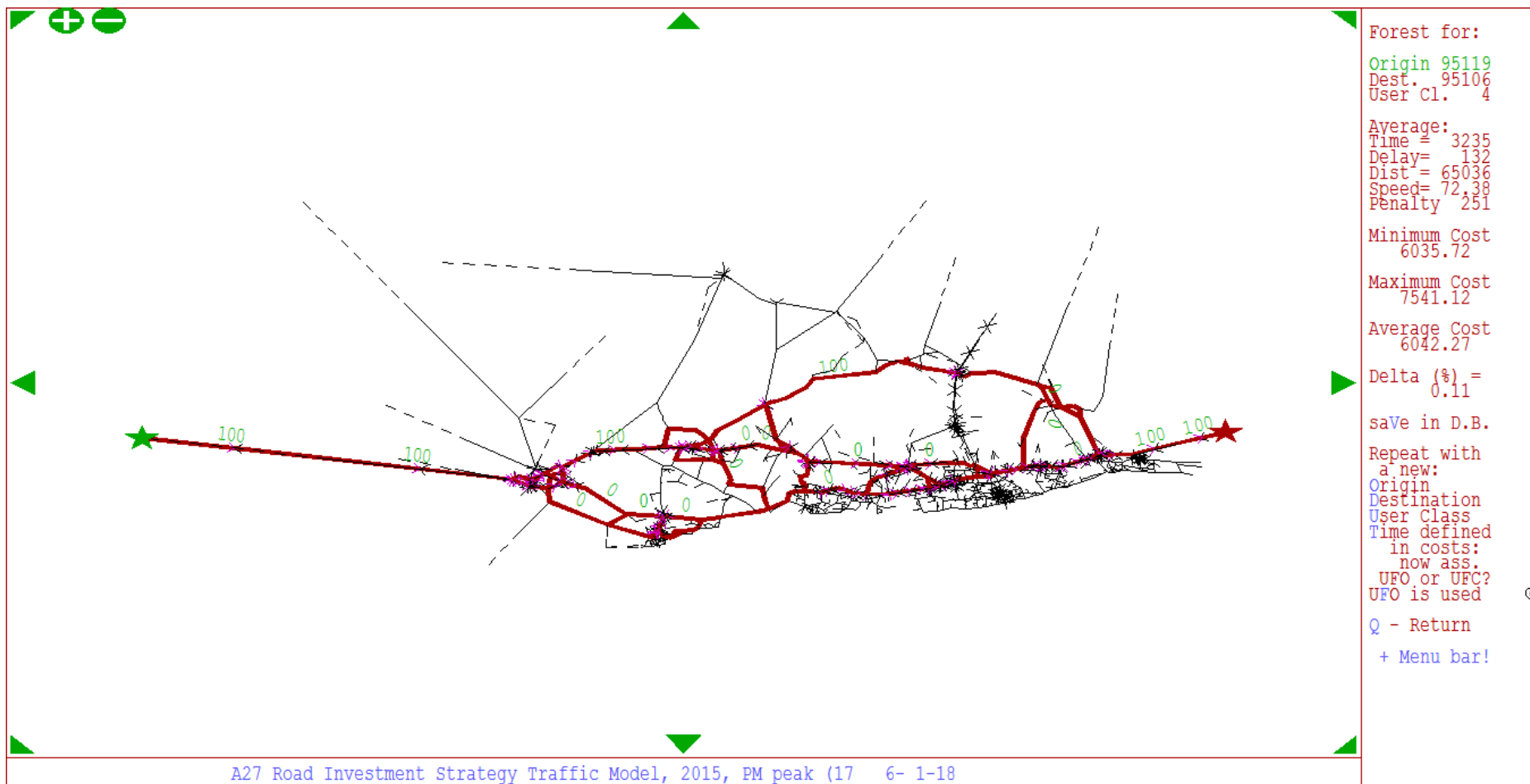


Zone 919 to Zone 924

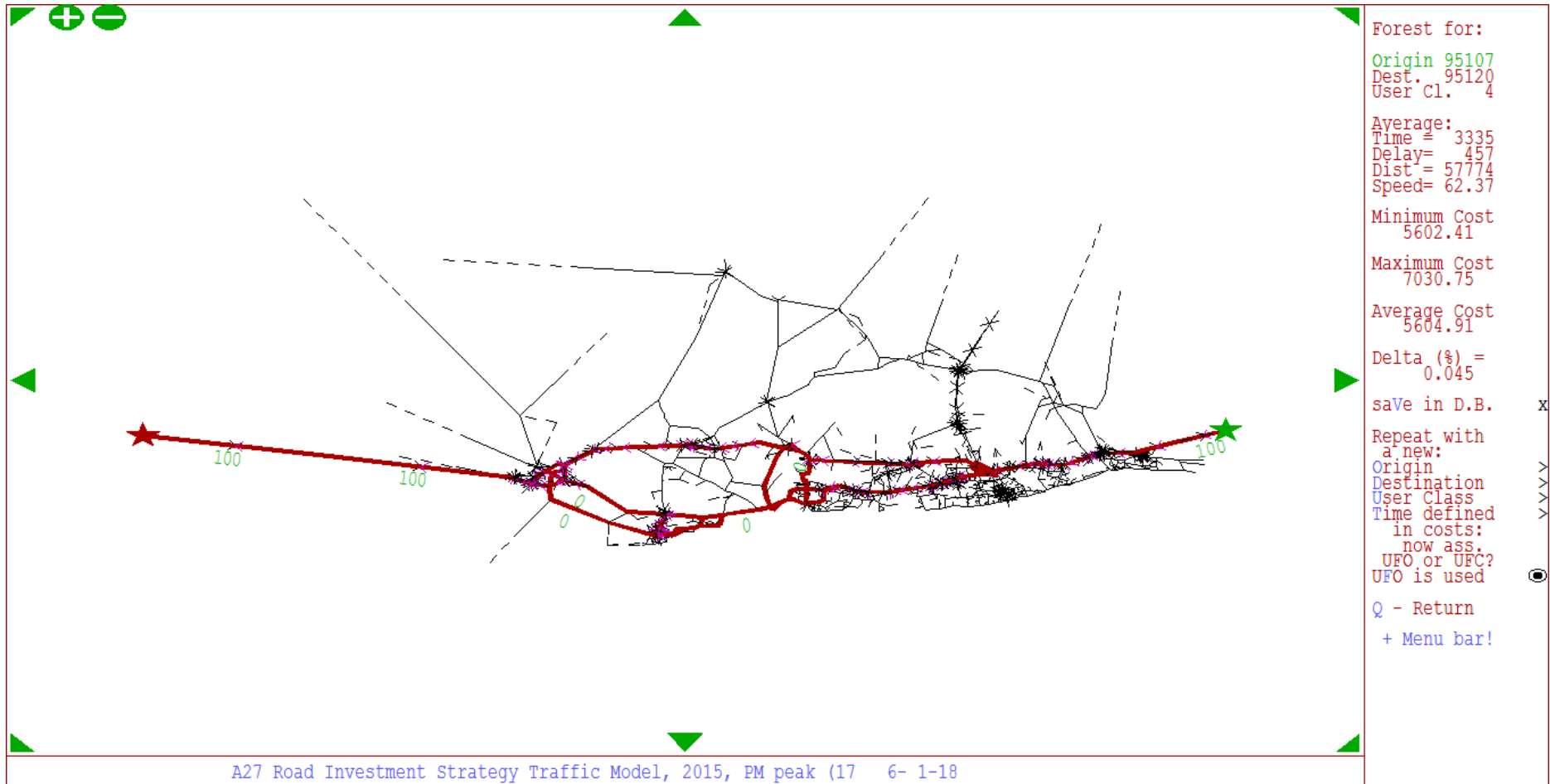


Light Goods Vehicles

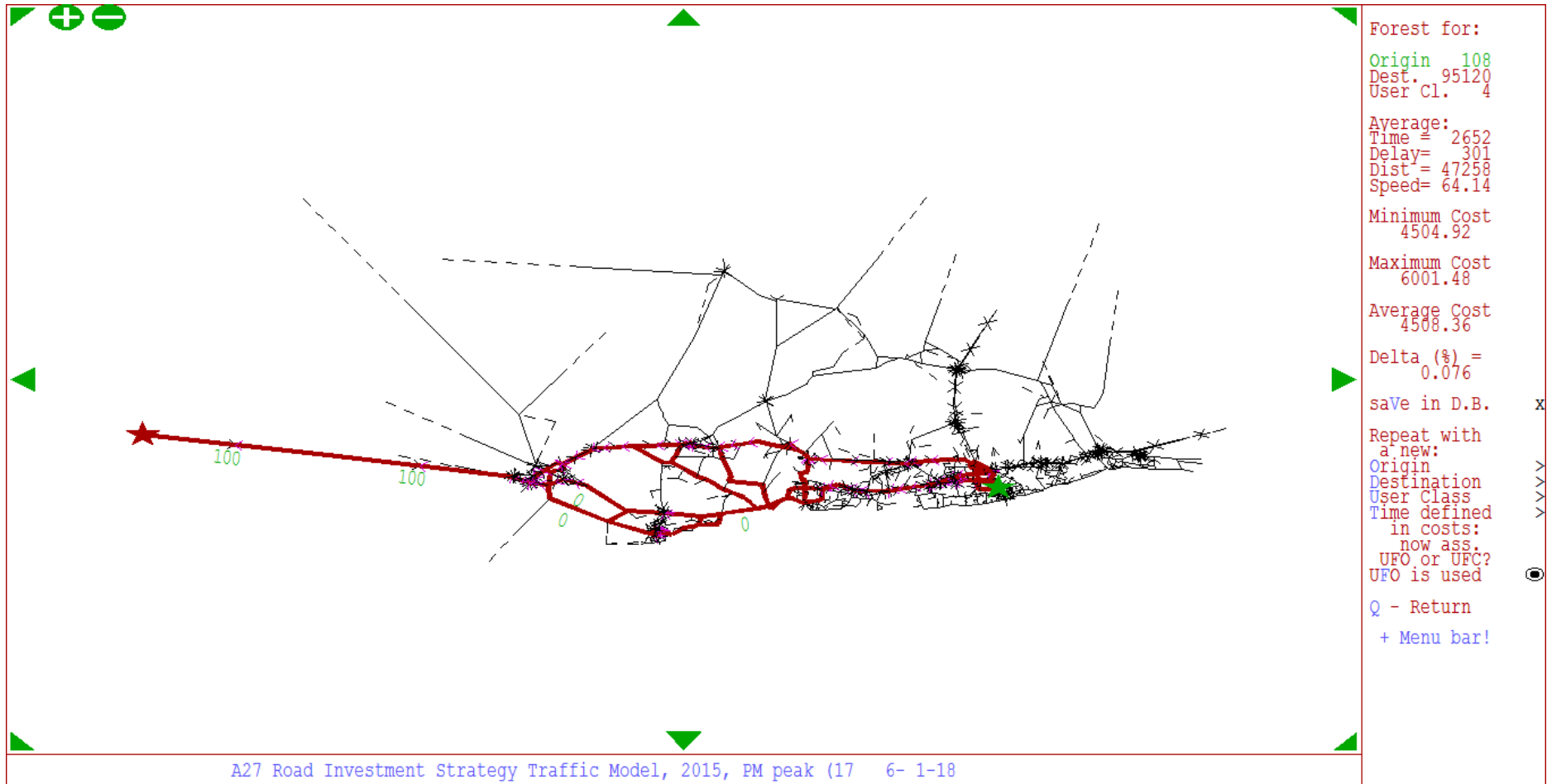
Zone 95119 to Zone 95106



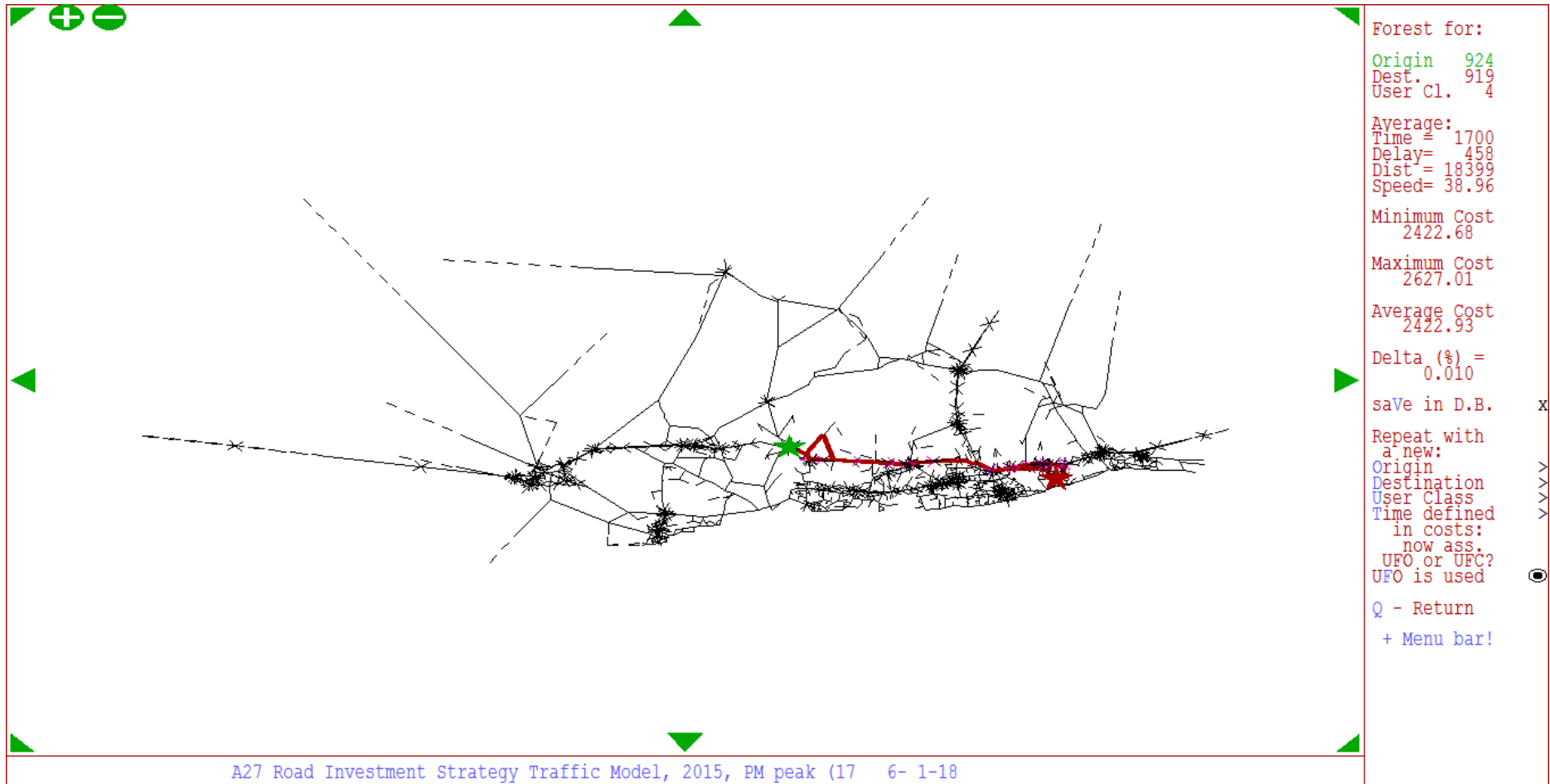
Zone 95107 to Zone 95120



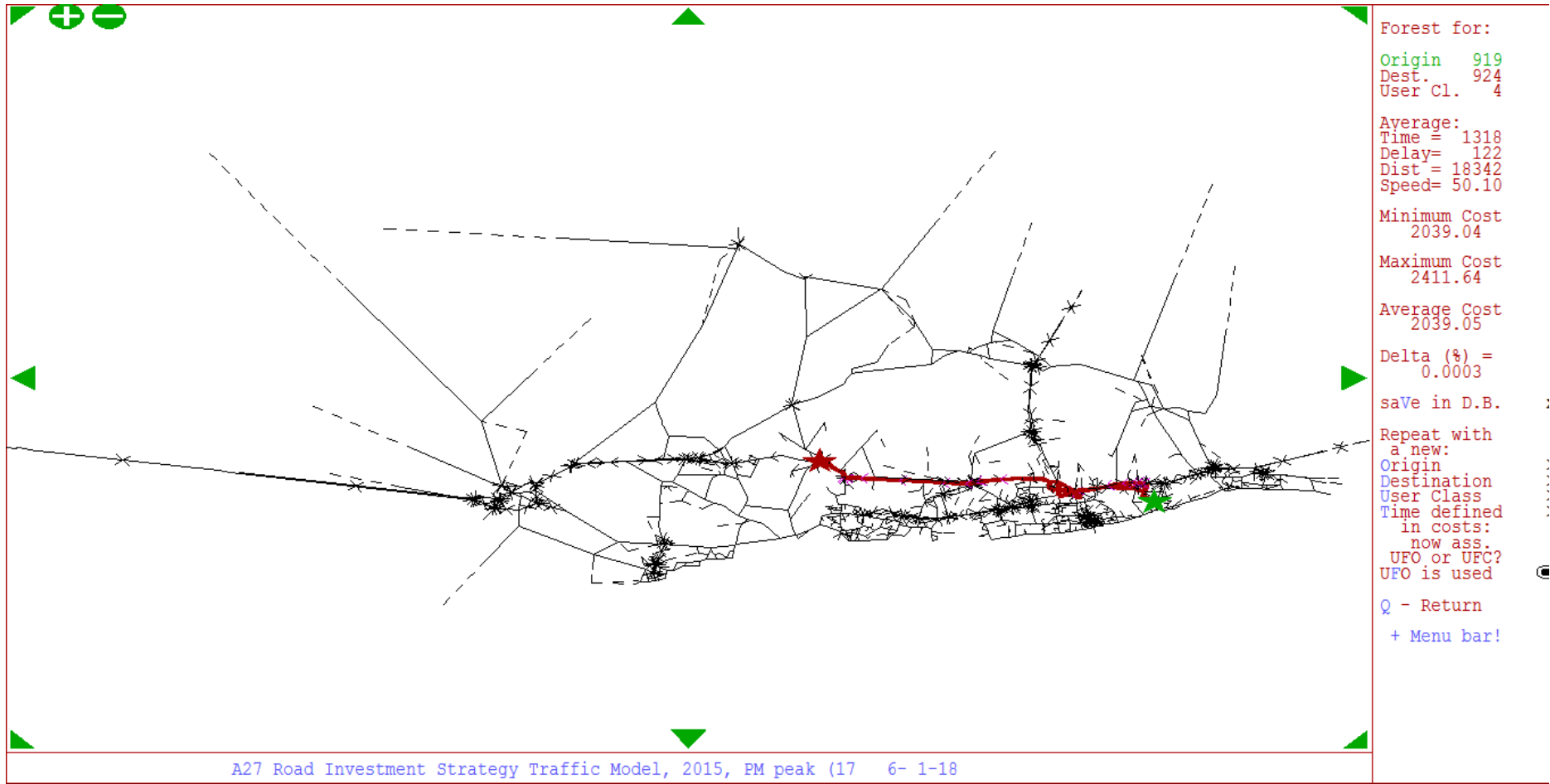
Zone 108 to Zone 95120



Zone 924 to Zone 919

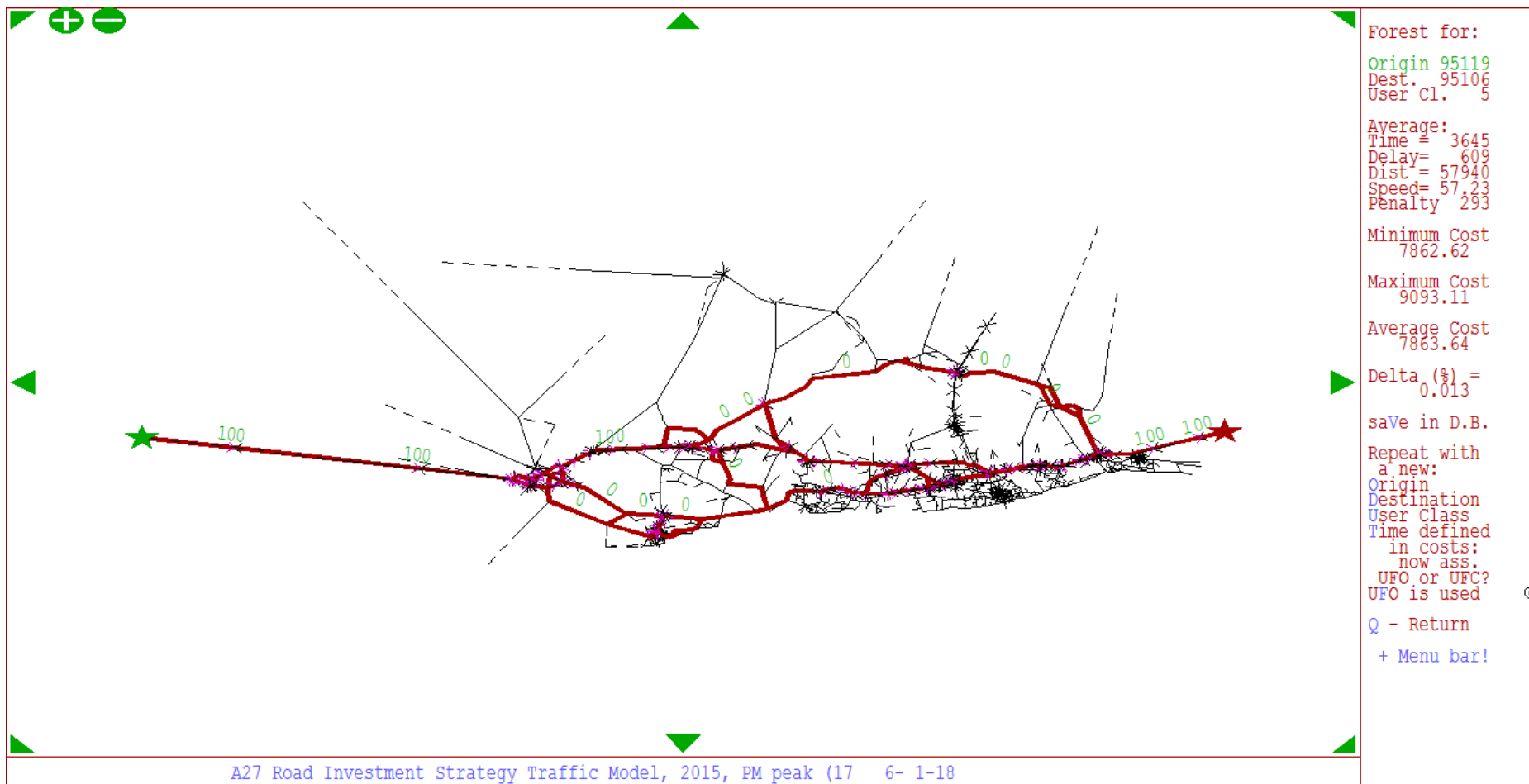


Zone 919 to Zone 924

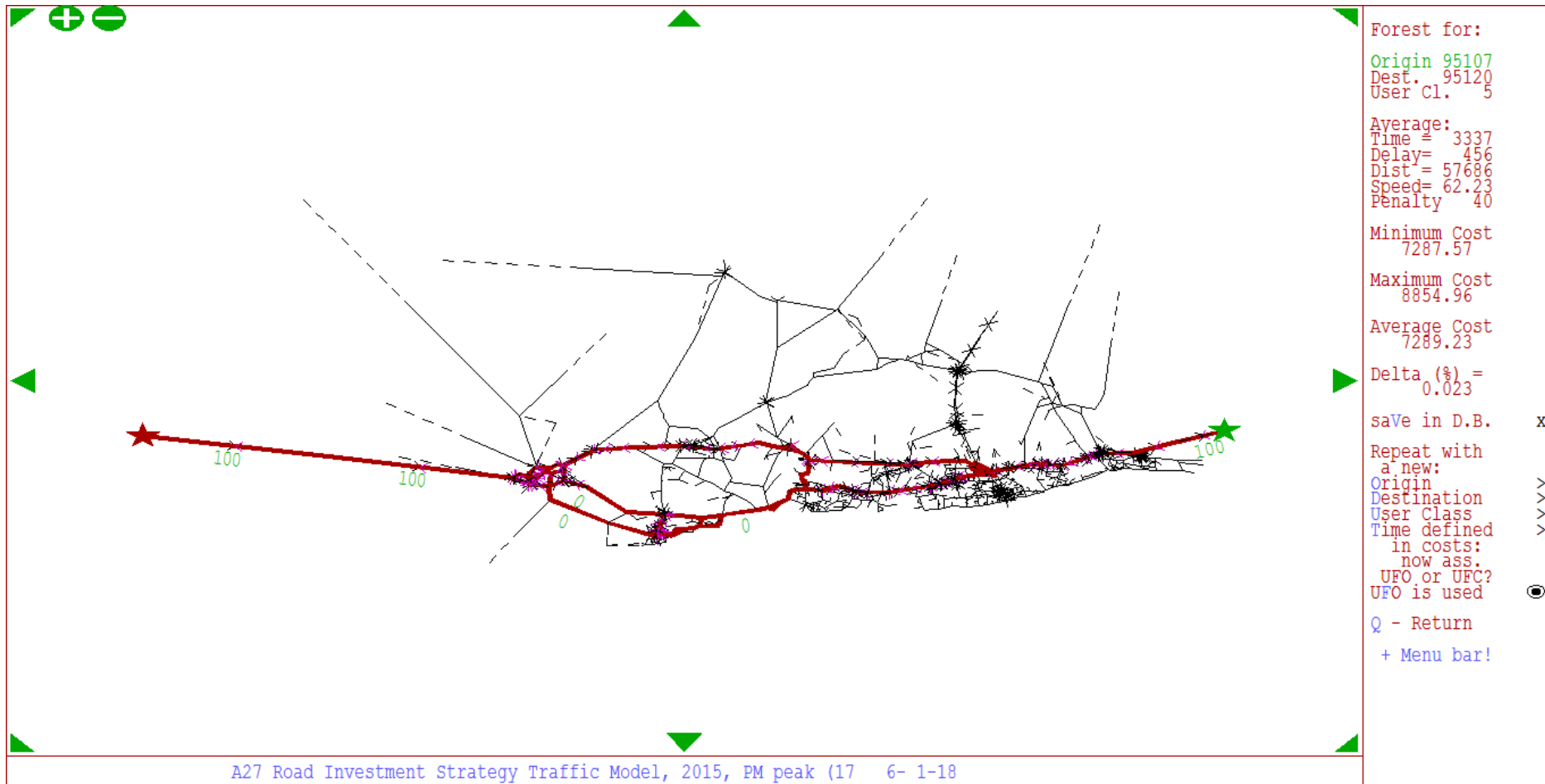


Heavy Goods Vehicles

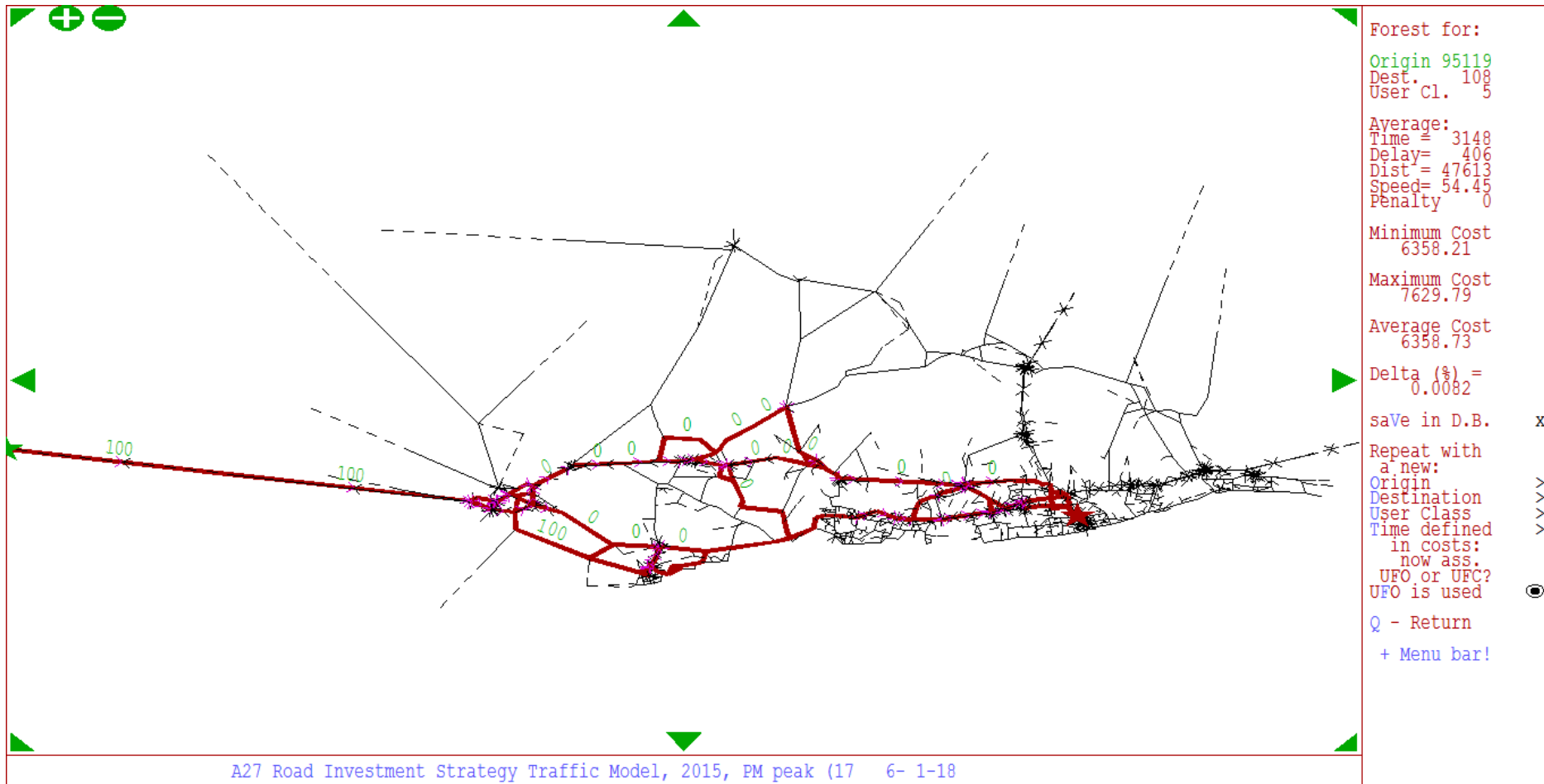
Zone 95119 to Zone 95106



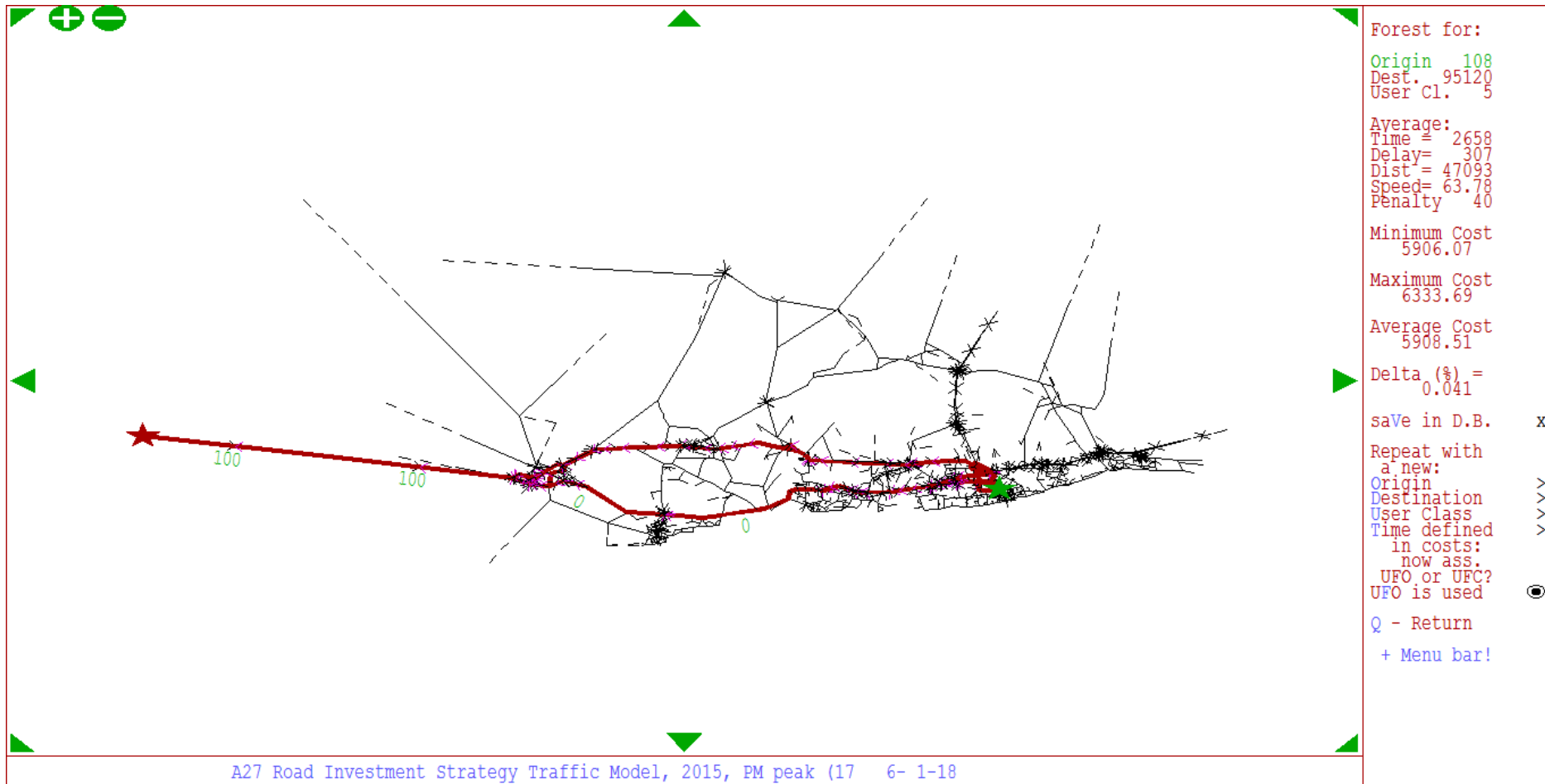
Zone 95107 to Zone 95120



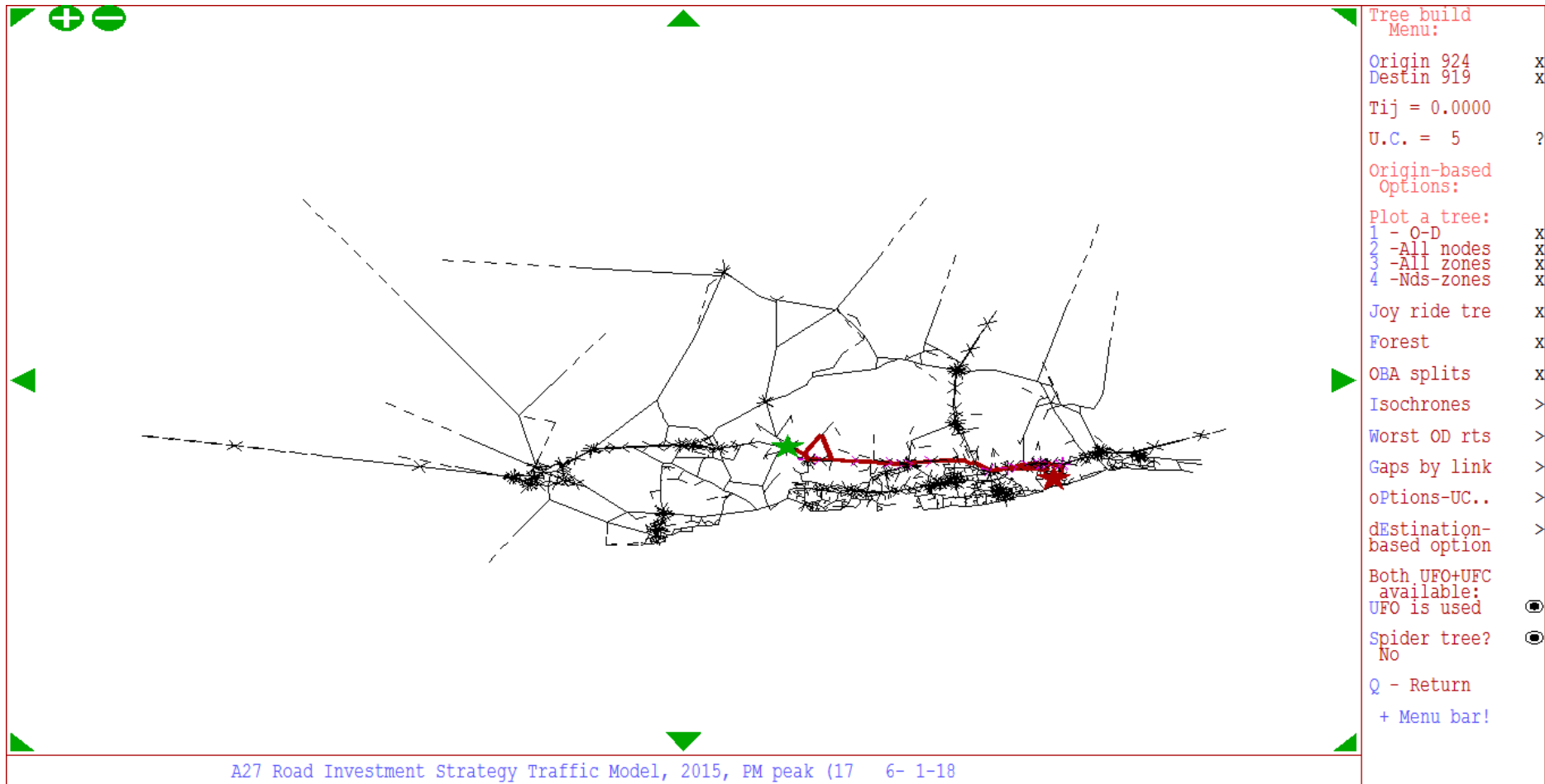
Zone 95119 to Zone 108



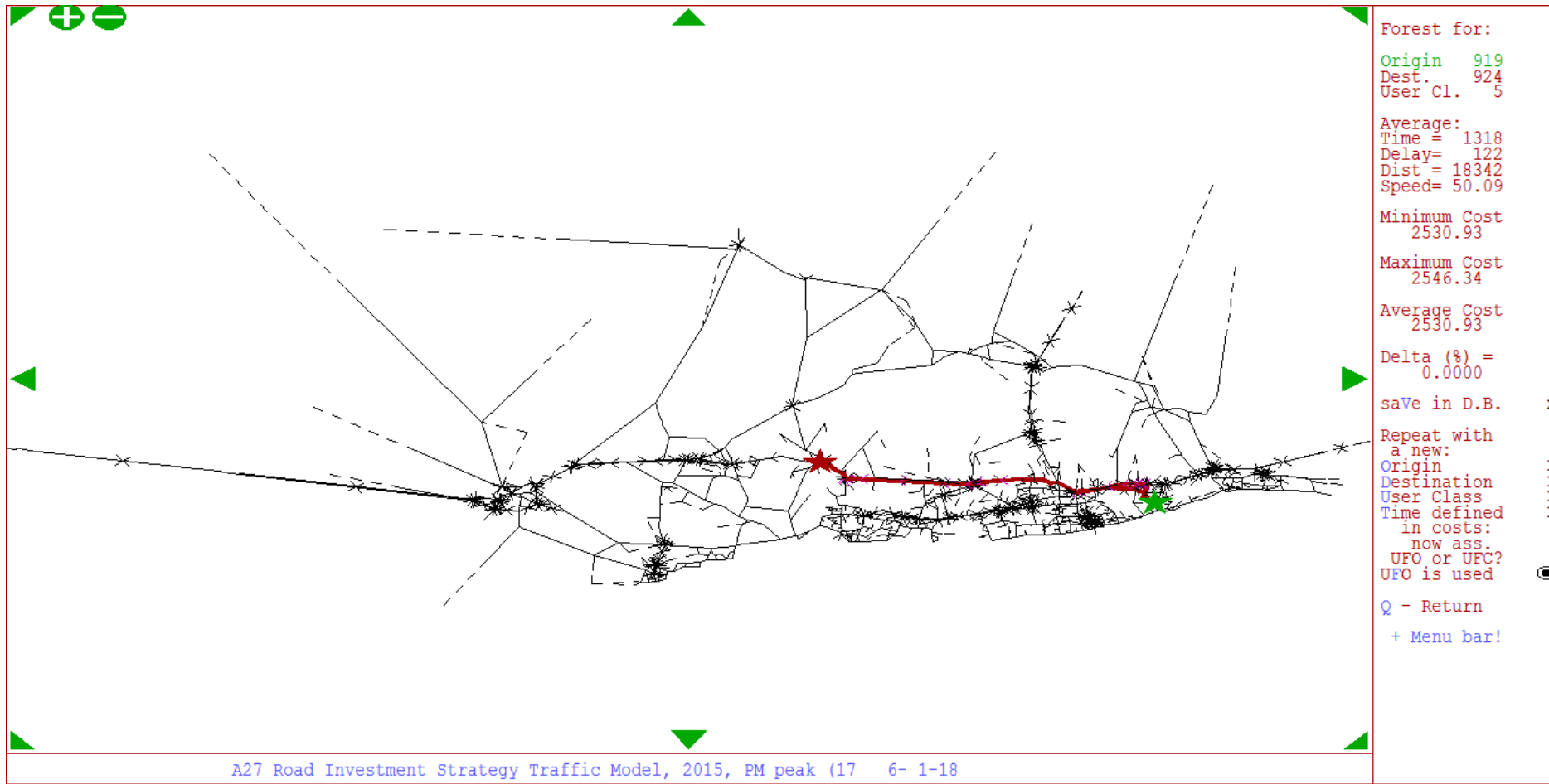
Zone 108 to Zone 95120



Zone 924 to Zone 919



Zone 919 to Zone 924

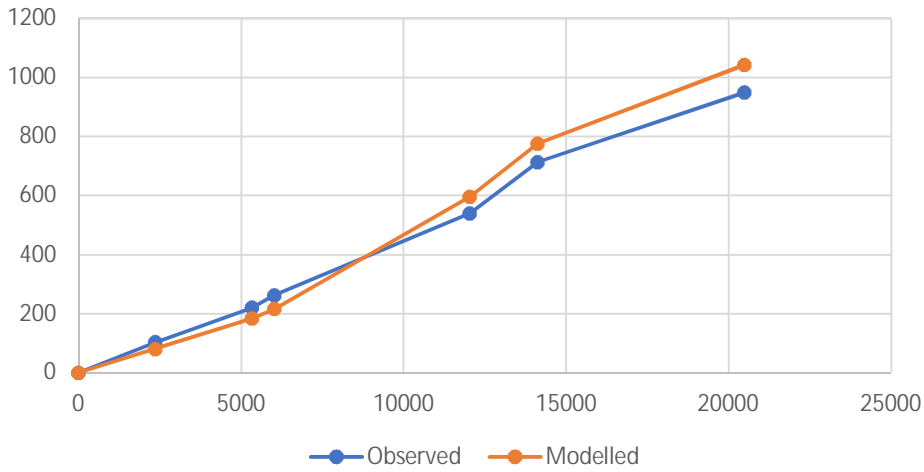


**Detailed
screenline
information**

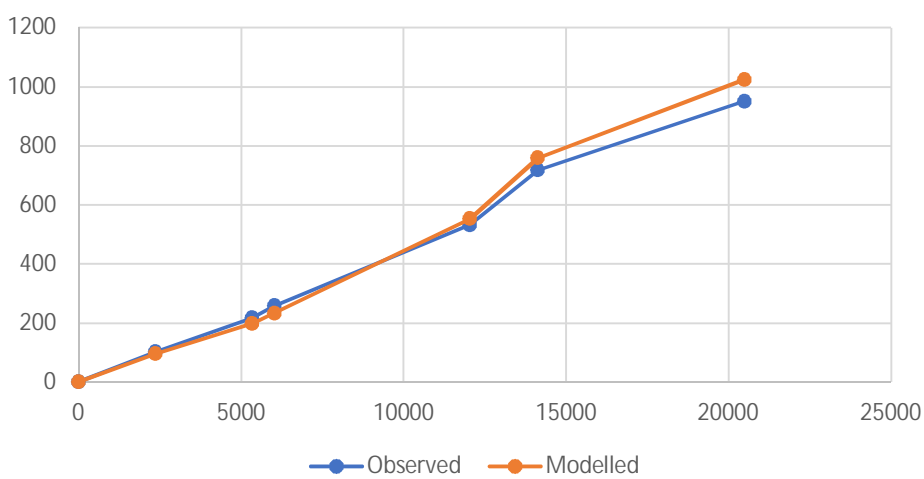
| ALL VEHICLE | | AM PEAK | | | | INTER PEAK | | | | PM PEAK | | | |
|--------------|-----------|----------|----------|-------|-----|------------|----------|-------|-----|----------|----------|-------|-----|
| | | Observed | Modelled | Diff. | GEH | Observed | Modelled | Diff. | GEH | Observed | Modelled | Diff. | GEH |
| Screenline 1 | SERTM12WB | 1704 | 2044 | -20% | 6 | 1396 | 1504 | -8% | 2 | 1726 | 1886 | -9% | 3 |
| | WSCC3EB | 507 | 494 | 3% | 0 | 479 | 472 | 2% | 0 | 484 | 498 | -3% | 1 |
| | WSCC6EB | 362 | 354 | 2% | 0 | 499 | 492 | 1% | 0 | 871 | 896 | -3% | 1 |
| | WSCC5EB | 665 | 592 | 11% | 2 | 811 | 790 | 3% | 1 | 1145 | 1148 | 0% | 0 |
| | SERTM13EB | 1440 | 1435 | 0% | 0 | 1424 | 1439 | -1% | 0 | 1993 | 1921 | 4% | 1 |
| | | 4679 | 4918 | -5% | 3 | 4608 | 4697 | -2% | 1 | 6219 | 6349 | -2% | 1 |
| Screenline 2 | SERTM12EB | 1919 | 1782 | 7% | 3 | 1374 | 1608 | -17% | 5 | 1791 | 1872 | -5% | 2 |
| | WSCC3WB | 474 | 458 | 3% | 1 | 482 | 474 | 2% | 0 | 471 | 465 | 1% | 0 |
| | WSCC6WB | 797 | 782 | 2% | 0 | 439 | 455 | -4% | 1 | 371 | 367 | 1% | 0 |
| | WSCC5WB | 1172 | 1141 | 3% | 1 | 816 | 790 | 3% | 1 | 731 | 722 | 1% | 0 |
| | SERTM13WB | 1731 | 1693 | 2% | 1 | 1241 | 1290 | -4% | 1 | 1307 | 1469 | -12% | 4 |
| | | 6092 | 5855 | 4% | 3 | 4351 | 4618 | -6% | 3 | 4670 | 4895 | -5% | 3 |
| Screenline 3 | SERTM6WB | 746 | 751 | -1% | 0 | 880 | 868 | 1% | 0 | 1245 | 1257 | -1% | 0 |
| | SERTM7WB | 1781 | 1578 | 11% | 4 | 1418 | 1431 | -1% | 0 | 2489 | 1367 | 45% | 22 |
| | SERTM8SB | 891 | 892 | 0% | 0 | 864 | 864 | 0% | 0 | 1070 | 1111 | -4% | 1 |
| | SERTM9EB | 910 | 895 | 2% | 0 | 870 | 864 | 1% | 0 | 966 | 851 | 12% | 3 |
| | WSCC16SB | 531 | 519 | 2% | 0 | 359 | 408 | -13% | 2 | 549 | 431 | 22% | 4 |
| | SERTM11EB | 1562 | 1568 | 0% | 0 | 1422 | 1443 | -1% | 0 | 1335 | 1443 | -8% | 2 |
| | | 6420 | 6202 | 3% | 2 | 5813 | 5877 | -1% | 1 | 7654 | 6459 | 16% | 12 |
| Screenline 4 | SERTM6EB | 1090 | 1094 | 0% | 0 | 837 | 849 | -1% | 0 | 884 | 884 | 0% | 0 |
| | SERTM7EB | 2363 | 2055 | 13% | 5 | 1332 | 1518 | -14% | 4 | 1710 | 1841 | -8% | 3 |
| | SERTM8NB | 947 | 947 | 0% | 0 | 841 | 841 | 0% | 0 | 872 | 864 | 1% | 0 |
| | SERTM9WB | 1035 | 1027 | 1% | 0 | 923 | 921 | 0% | 0 | 991 | 983 | 1% | 0 |
| | WSCC16NB | 463 | 457 | 1% | 0 | 351 | 346 | 1% | 0 | 488 | 484 | 1% | 0 |
| | SERTM11WB | 1034 | 1049 | -2% | 0 | 1409 | 1416 | 0% | 0 | 1457 | 1478 | -1% | 0 |
| | | 6932 | 6629 | 4% | 3 | 5692 | 5891 | -4% | 2 | 6402 | 6534 | -2% | 1 |
| Screenline 5 | WSCC10NB | 238 | 240 | -1% | 0 | 170 | 172 | -1% | 0 | 182 | 189 | -4% | 0 |
| | ATC5NB | 558 | 548 | 2% | 0 | 352 | 338 | 4% | 1 | 484 | 475 | 2% | 0 |
| | WSCC2NB | 1533 | 1502 | 2% | 1 | 844 | 833 | 1% | 0 | 918 | 911 | 1% | 0 |
| | WSCC1NB | 390 | 374 | 4% | 1 | 253 | 248 | 2% | 0 | 280 | 272 | 3% | 0 |
| | SERTM18EB | 2279 | 2240 | 2% | 1 | 1331 | 1369 | -3% | 1 | 1881 | 1872 | 1% | 0 |
| | | 4997 | 4904 | 2% | 1 | 2950 | 2960 | 0% | 0 | 3745 | 3719 | 1% | 0 |
| Screenline 6 | WSCC10SB | 174 | 177 | -1% | 0 | 172 | 174 | -2% | 0 | 245 | 247 | -1% | 0 |
| | ATC5SB | 369 | 389 | -5% | 1 | 412 | 408 | 1% | 0 | 724 | 600 | 17% | 4 |
| | WSCC2SB | 1010 | 988 | 2% | 1 | 933 | 936 | 0% | 0 | 1687 | 1671 | 1% | 0 |
| | WSCC1SB | 272 | 261 | 4% | 1 | 273 | 272 | 0% | 0 | 387 | 380 | 2% | 0 |
| | SERTM18WB | 1846 | 1813 | 2% | 1 | 1361 | 1405 | -3% | 1 | 2049 | 2029 | 1% | 0 |
| | | 3672 | 3628 | 1% | 1 | 3150 | 3196 | -1% | 1 | 5093 | 4927 | 3% | 2 |
| Screenline 7 | SERTM1EB | 1090 | 1081 | 1% | 0 | 968 | 949 | 2% | 1 | 1161 | 1142 | 2% | 0 |
| | WSCC12NB | 258 | 272 | -5% | 1 | 198 | 207 | -4% | 0 | 184 | 187 | -2% | 0 |
| | ATC1EB | 904 | 916 | -1% | 0 | 871 | 880 | -1% | 0 | 859 | 909 | -6% | 1 |
| | SERTM3SB | 212 | 267 | -26% | 3 | 236 | 246 | -4% | 1 | 379 | 384 | -1% | 0 |
| | SERTM4EB | 374 | 382 | -2% | 0 | 221 | 258 | -17% | 2 | 359 | 394 | -10% | 1 |
| | SERTM5EB | 245 | 193 | 22% | 3 | 292 | 237 | 19% | 3 | 322 | 287 | 11% | 2 |
| | | 3084 | 3110 | -1% | 0 | 2787 | 2777 | 0% | 0 | 3266 | 3304 | -1% | 1 |
| Screenline 8 | SERTM1WB | 1106 | 894 | 19% | 6 | 970 | 967 | 0% | 0 | 1108 | 1137 | -3% | 1 |
| | WSCC12SB | 161 | 184 | -14% | 1 | 161 | 183 | -14% | 1 | 204 | 304 | -49% | 5 |
| | 2WB | 1023 | 1066 | -4% | 1 | 959 | 906 | 6% | 1 | 1018 | 1053 | -3% | 1 |
| | SERTM3NB | 318 | 317 | 0% | 0 | 200 | 202 | -1% | 0 | 191 | 195 | -2% | 0 |
| | SERTM4WB | 384 | 384 | 0% | 0 | 259 | 304 | -17% | 2 | 389 | 401 | -3% | 0 |
| | SERTM5WB | 297 | 267 | 10% | 1 | 283 | 227 | 20% | 3 | 249 | 204 | 18% | 2 |
| | | 3289 | 3112 | 5% | 3 | 2831 | 2789 | 2% | 1 | 3159 | 3292 | -4% | 2 |

**Journey time
graphs**

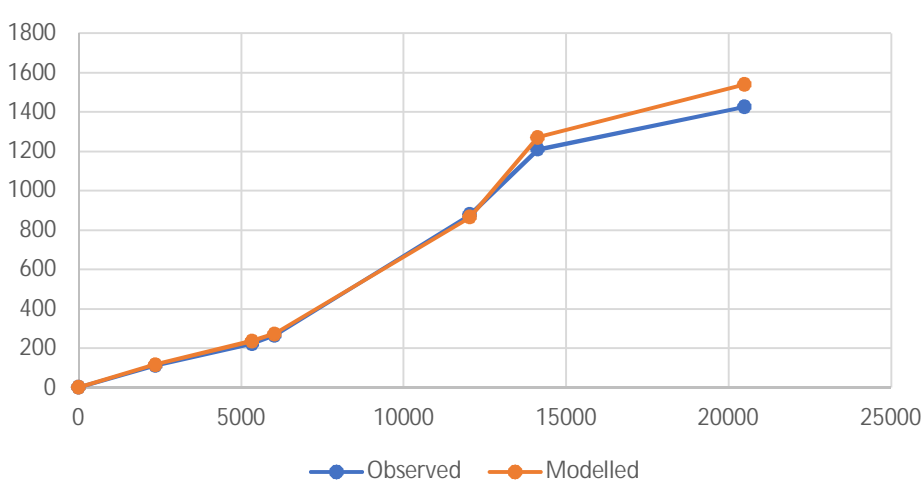
Route 1 A27 eastbound - AM peak



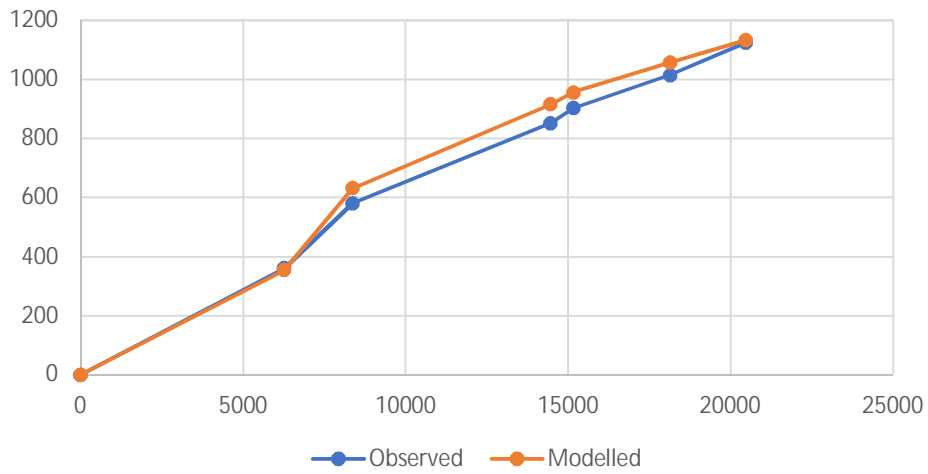
Route 1 A27 eastbound - IP period



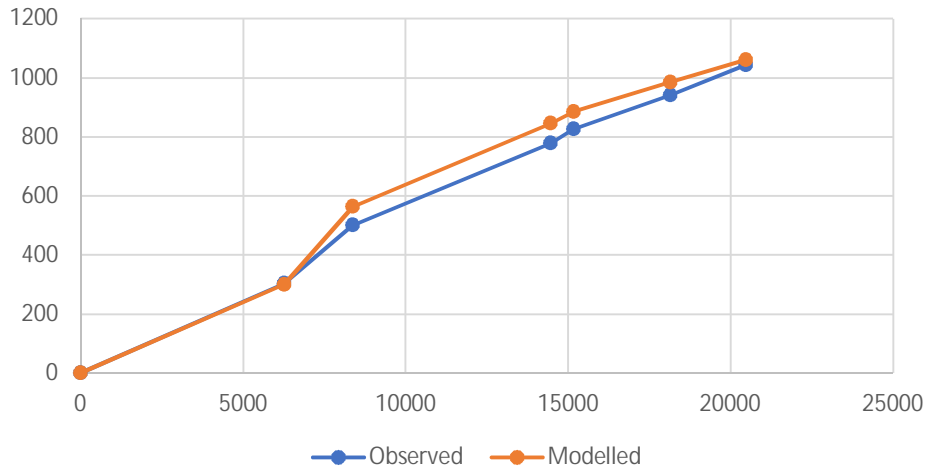
Route 1 A27 eastbound - PM peak



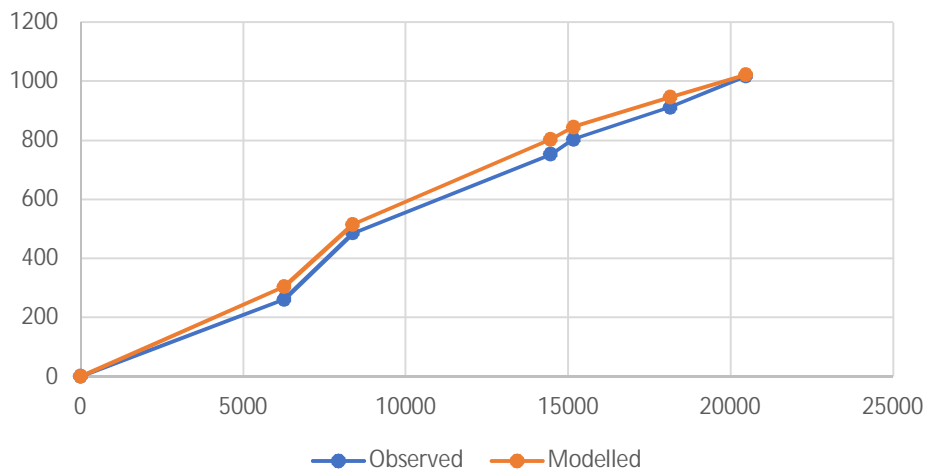
Route 2 A27 westbound - AM peak



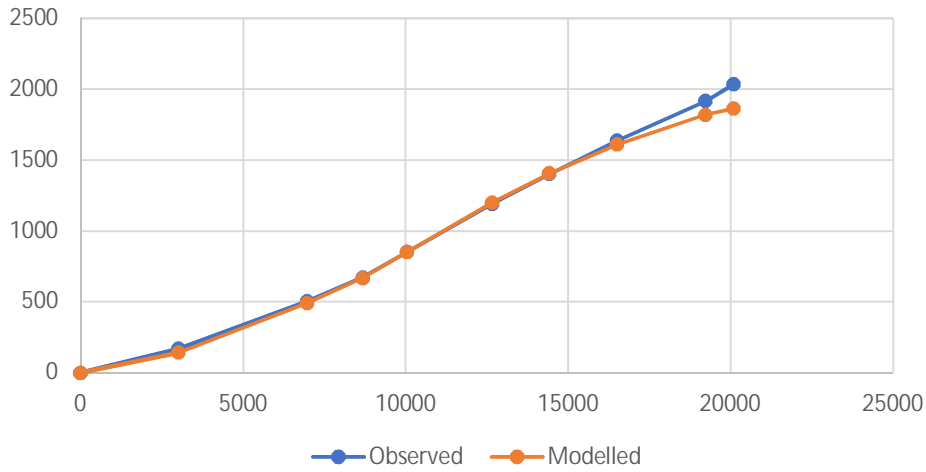
Route 2 A27 westbound - WB PM peak



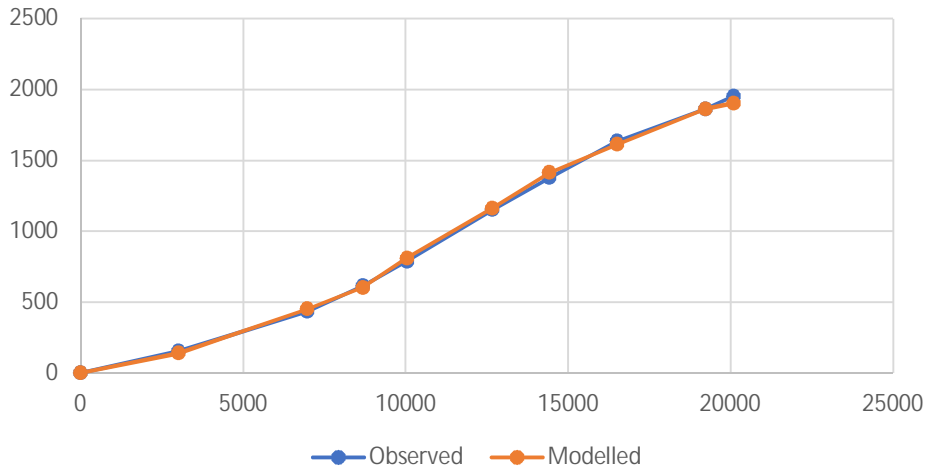
Route 2 A27 westbound - PM peak



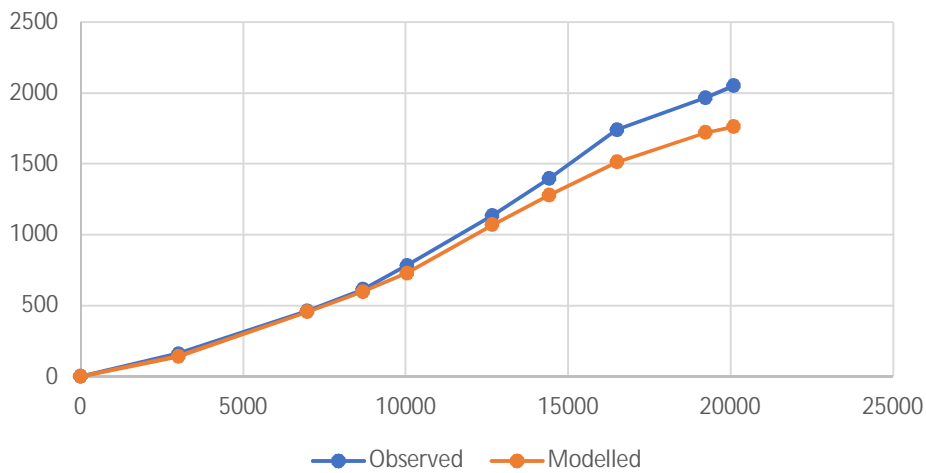
Route 3 A259 eastbound - AM peak



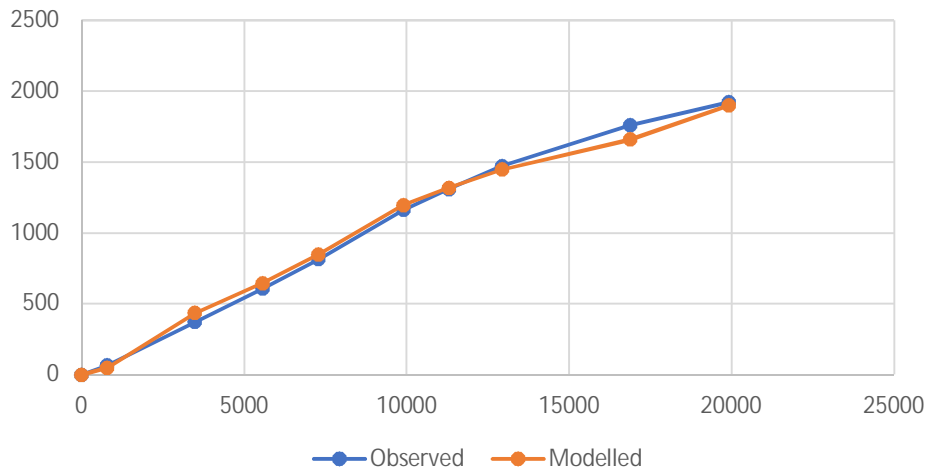
Route 3 A259 eastbound - IP period



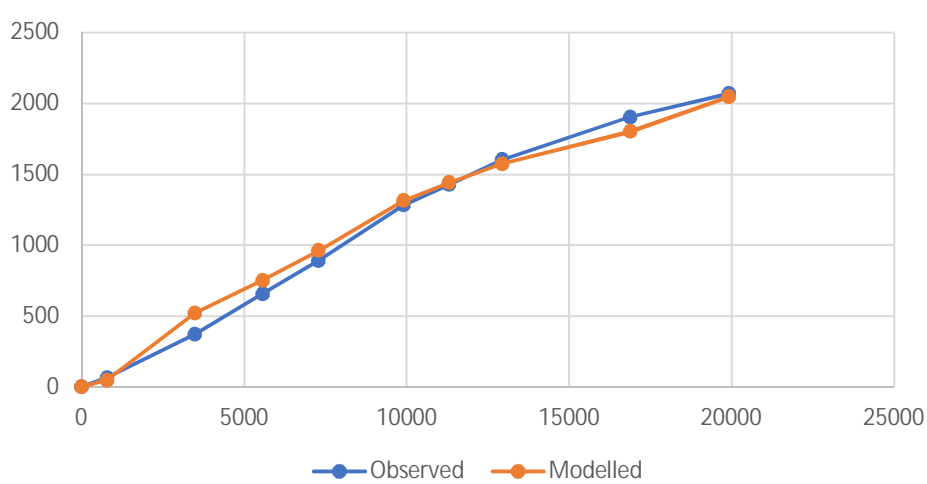
Route 3 A259 eastbound - PM peak



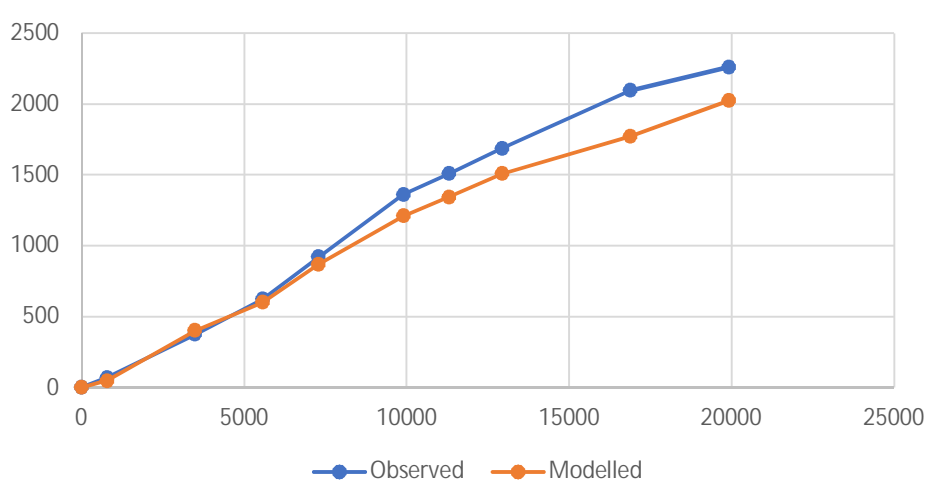
Route 4 A259 westbound - AM peak



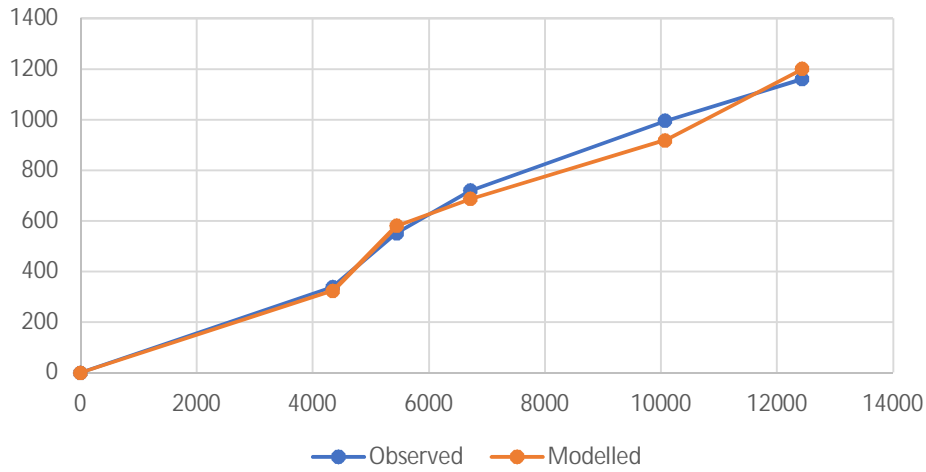
Route 4 A259 westbound - IP period



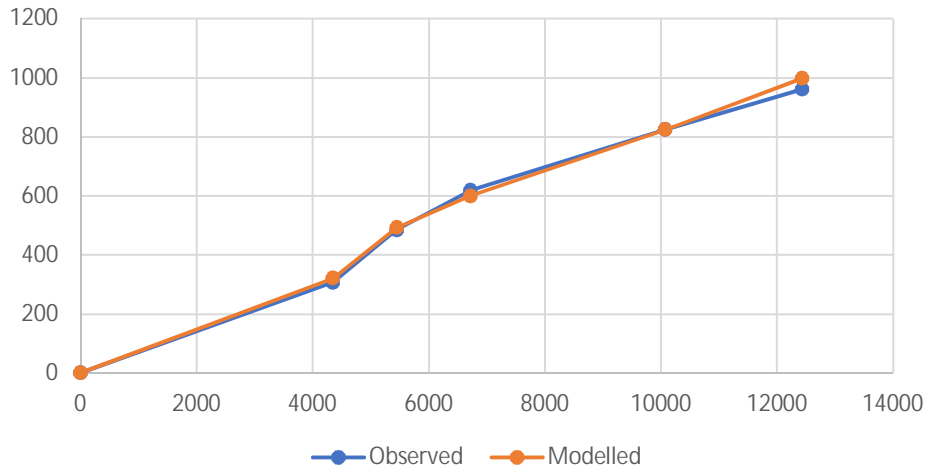
Route 4 A259 westbound - PM peak



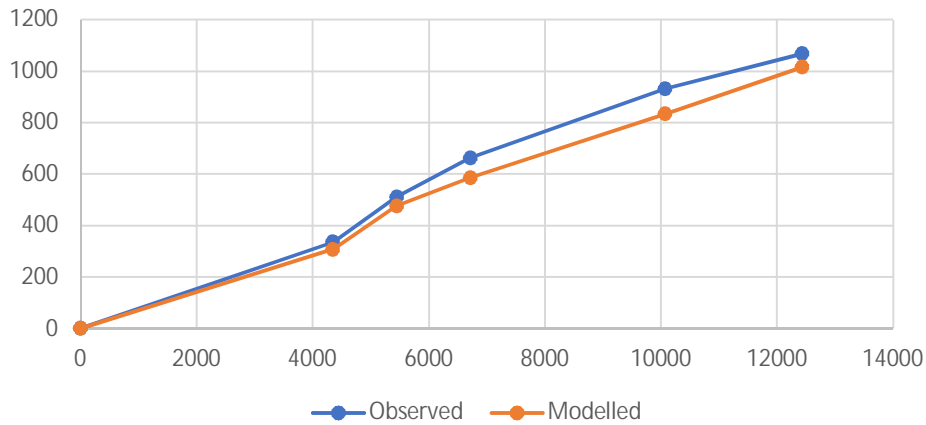
Route 5 A27 eastbound - AM peak



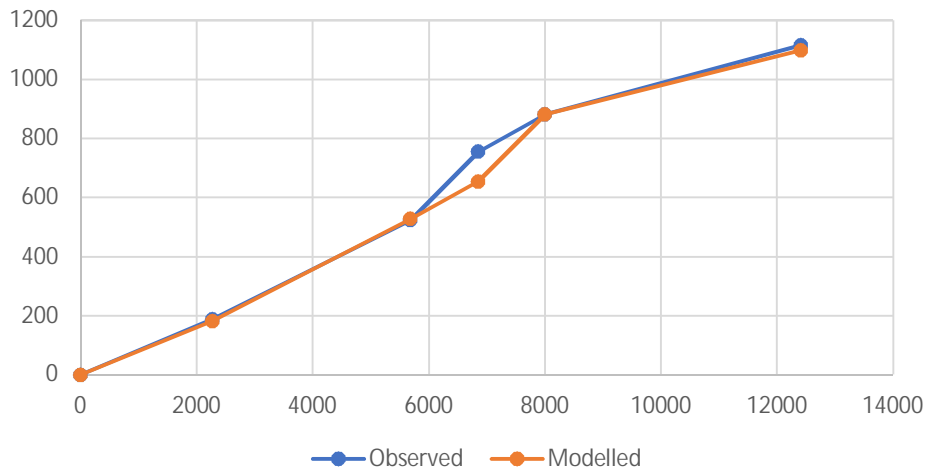
Route 5 A27 eastbound - IP period



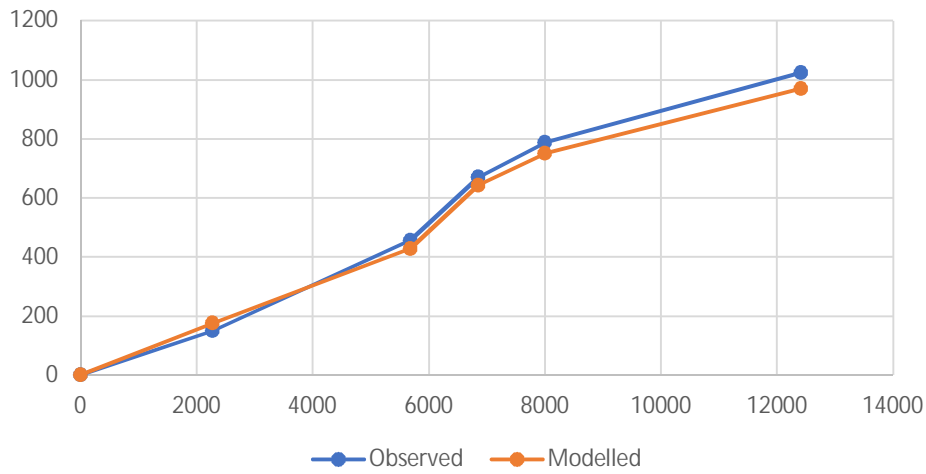
Route 5 A27 eastbound - PM peak



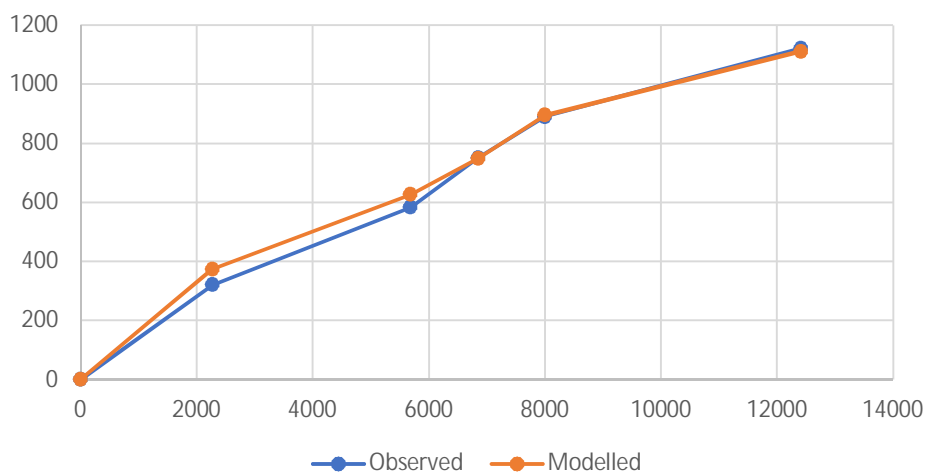
Route 6 A27 westbound - AM peak



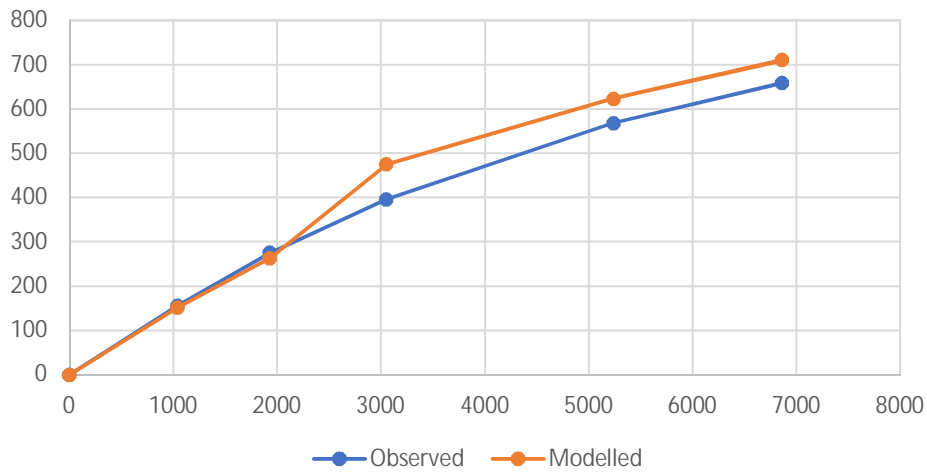
Route 6 A27 westbound - IP period



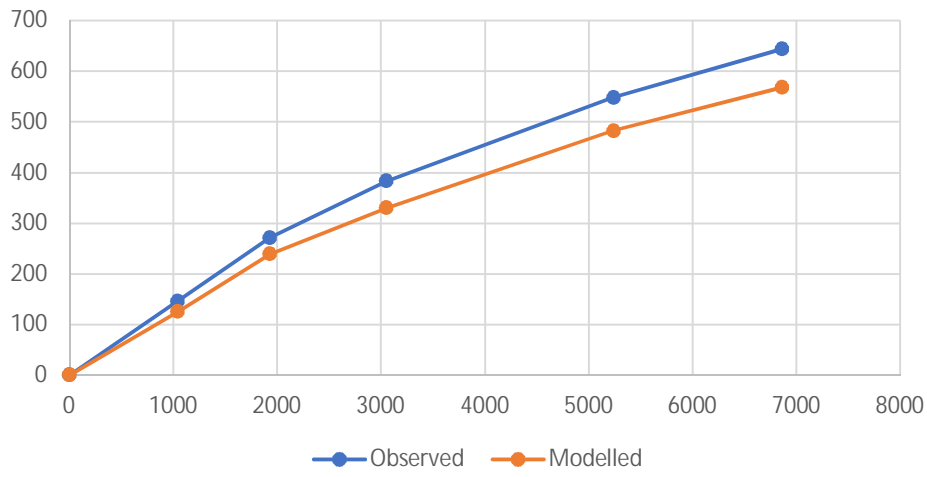
Route 6 A27 westbound - PM peak



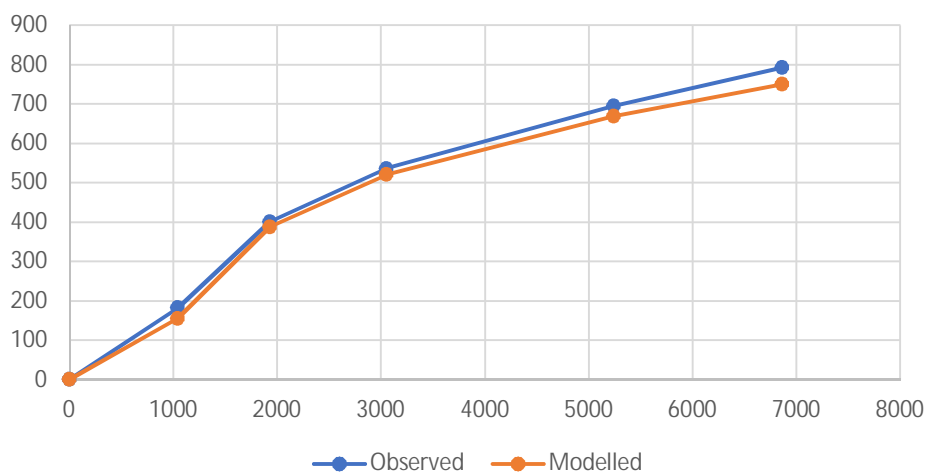
Route 7 A24 northbound - AM peak



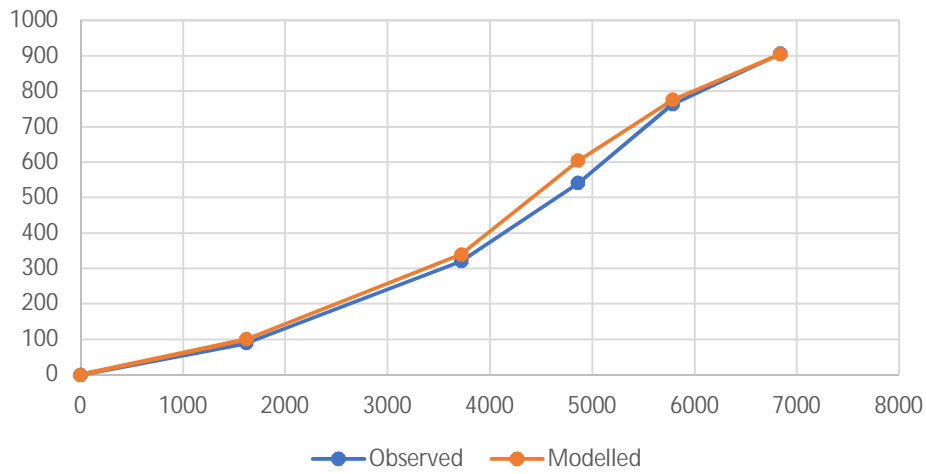
Route 7 A24 northbound - IP period



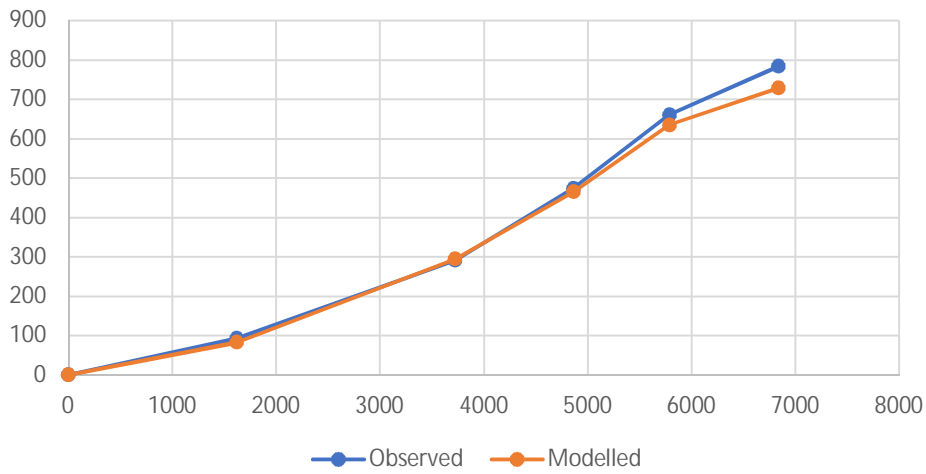
Route 7 A24 northbound - PM peak



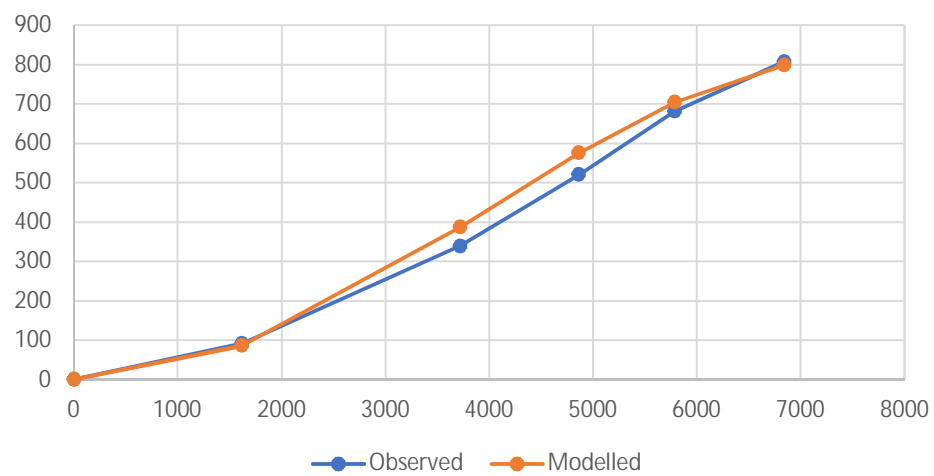
Route 8 A24 southbound - AM peak



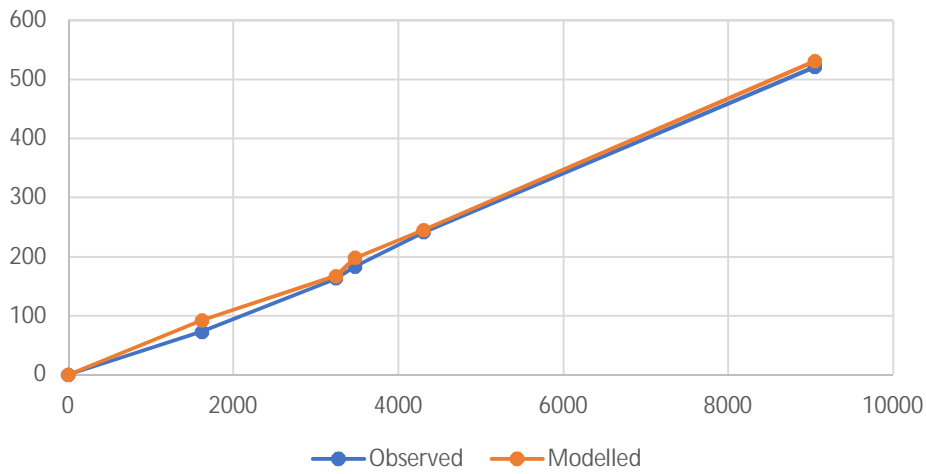
Route 8 A24 southbound - IP period



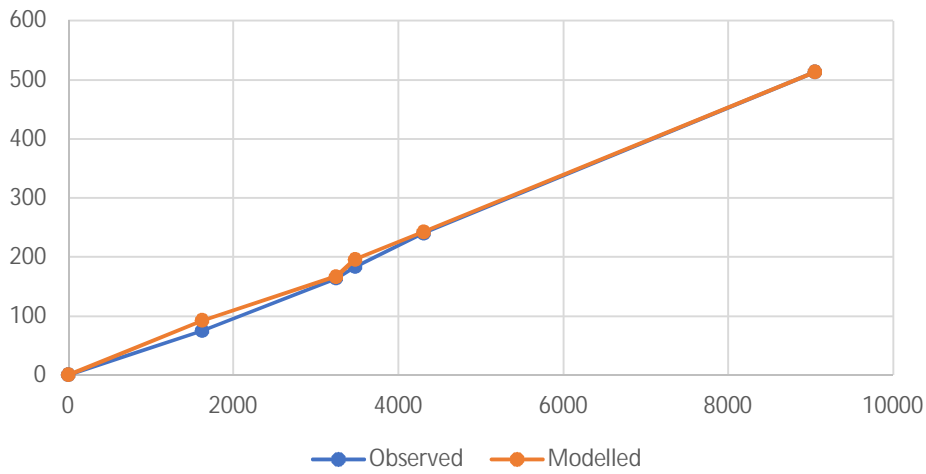
Route 8 A24 southbound - PM peak



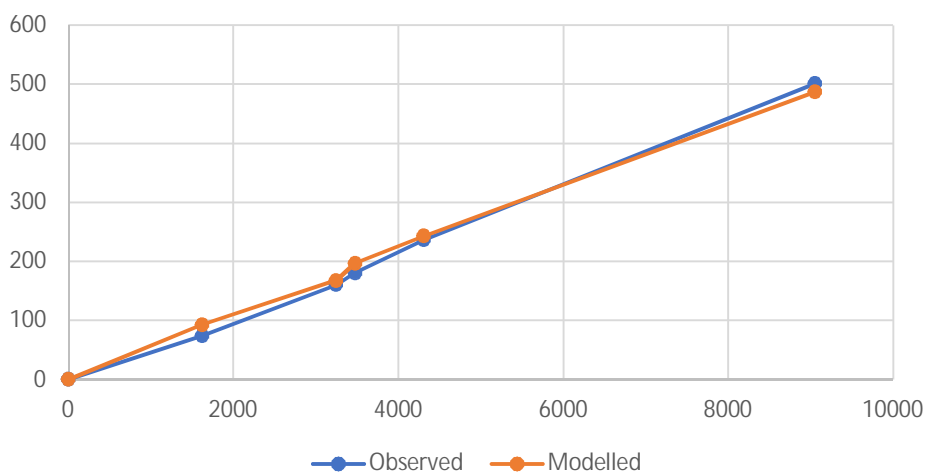
Route 9 A280 northbound - AM peak



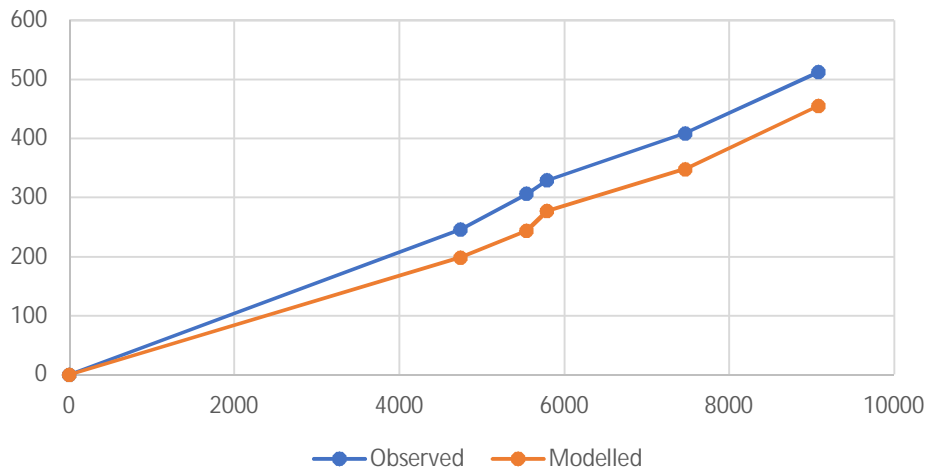
Route 9 A280 northbound - IP period



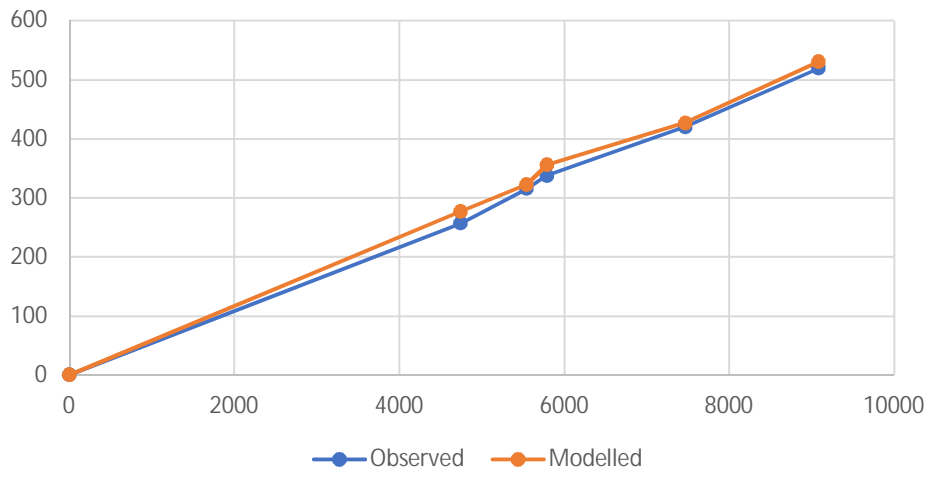
Route 9 A280 northbound - PM peak



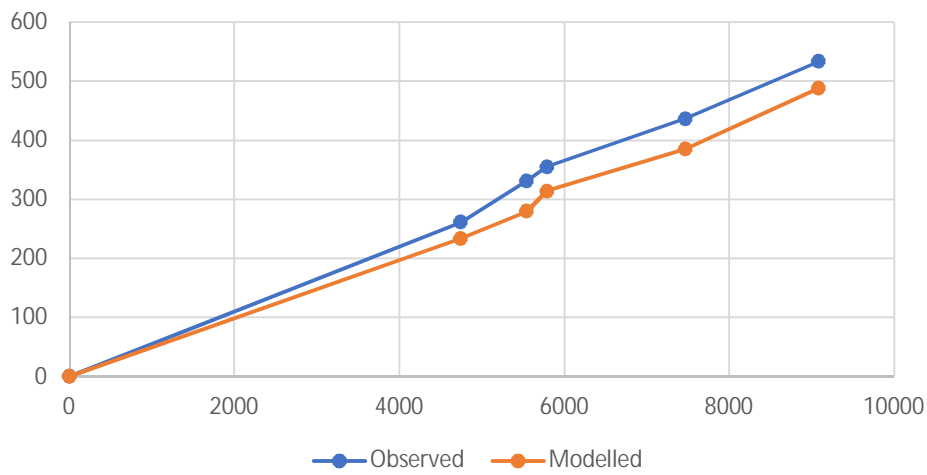
Route 10 A280 southbound - AM peak



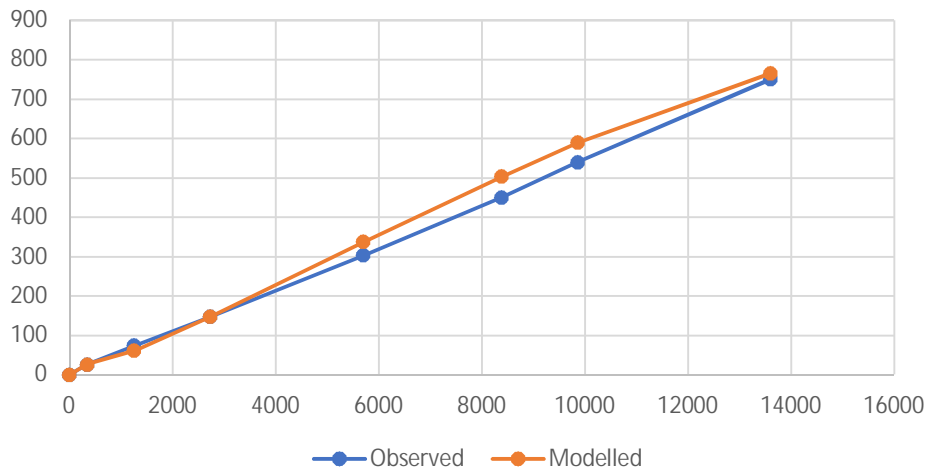
Route 10 A280 southbound - IP period



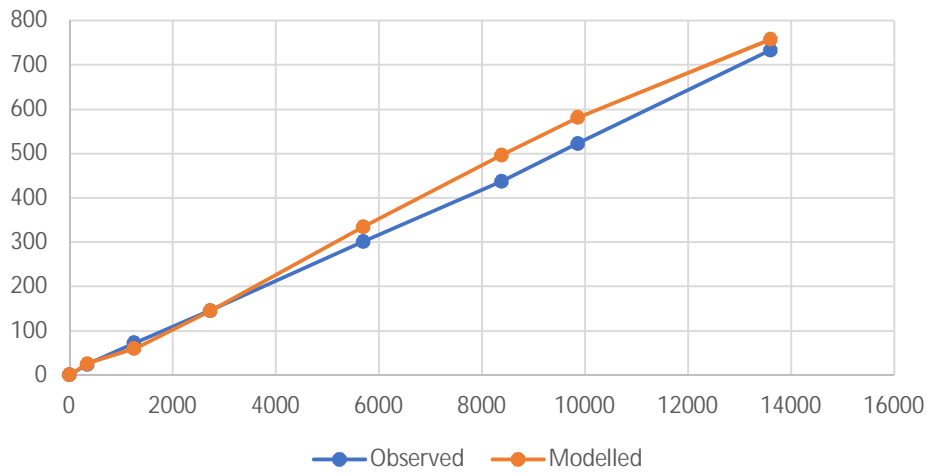
Route 10 A280 southbound - PM peak



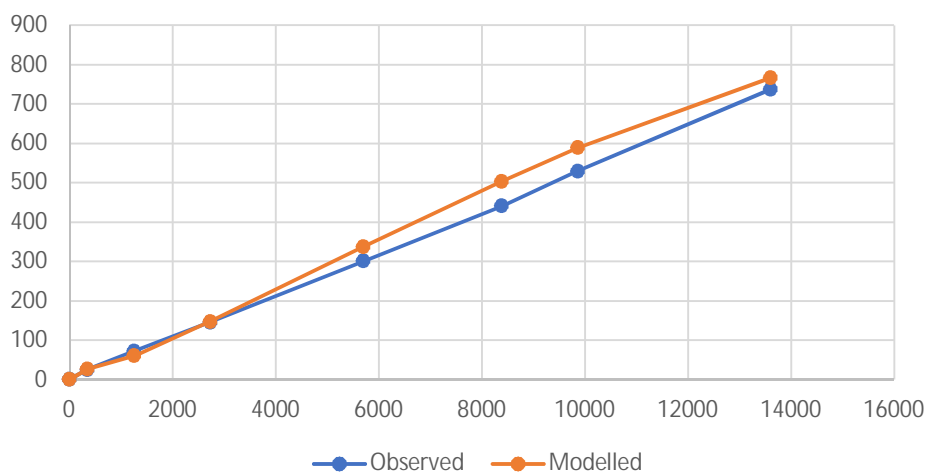
Route 11 A283 eastbound - AM peak



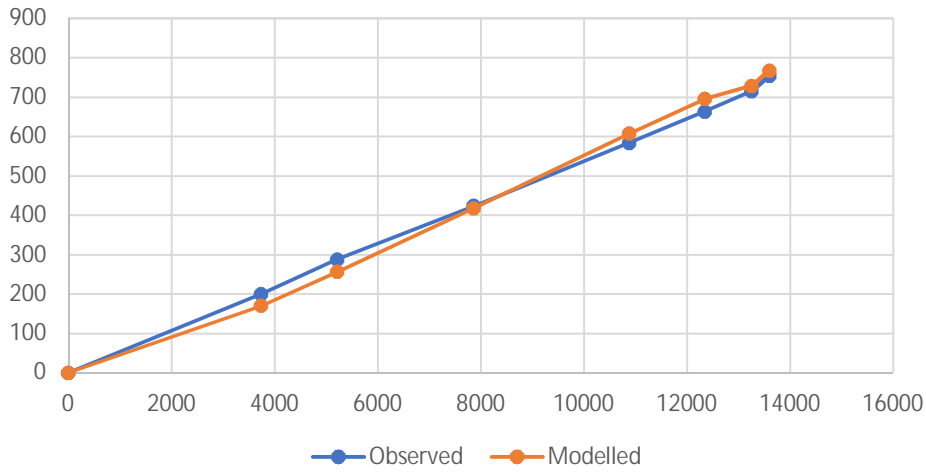
Route 11 A283 eastbound - IP period



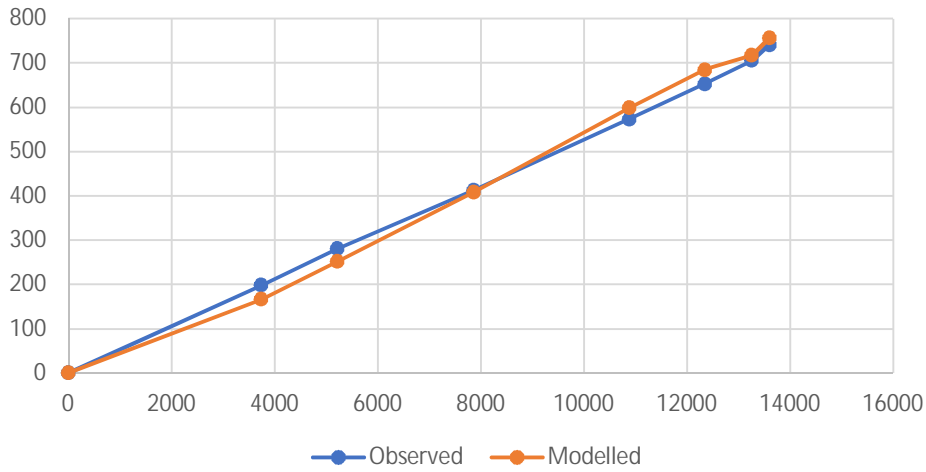
Route 11 A283 eastbound - PM peak



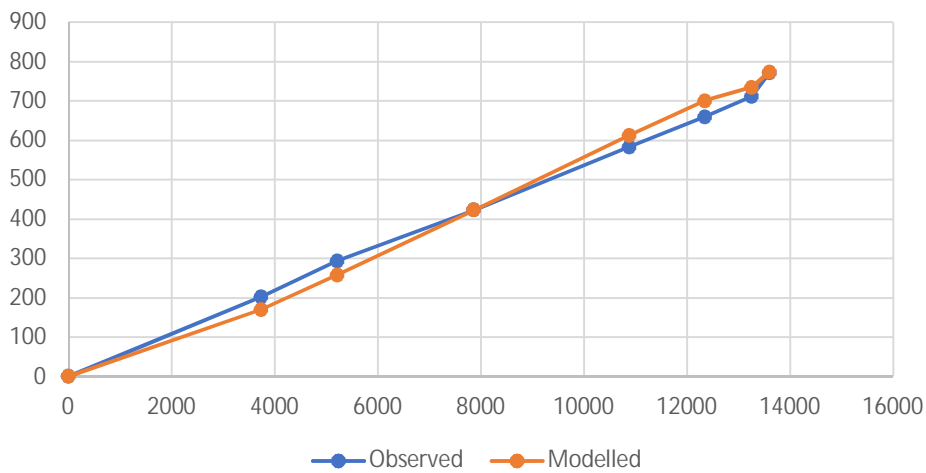
Route 12 A283 westbound - AM peak



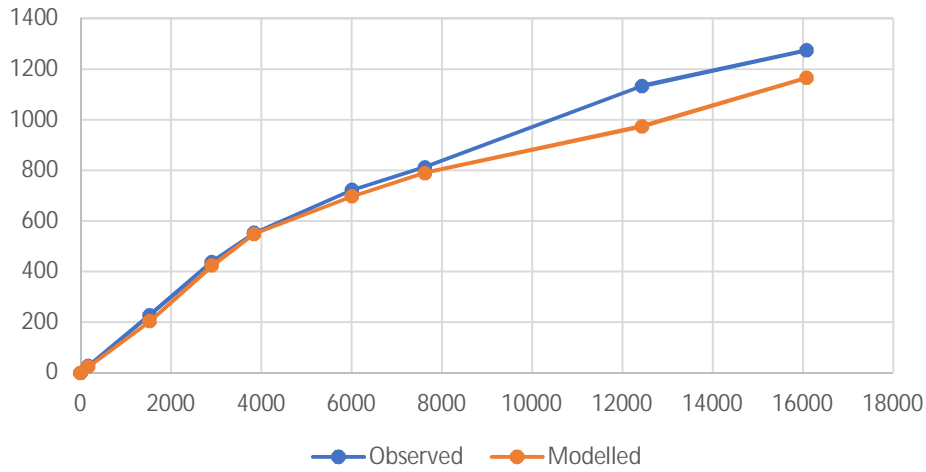
Route 12 A283 westbound - IP period



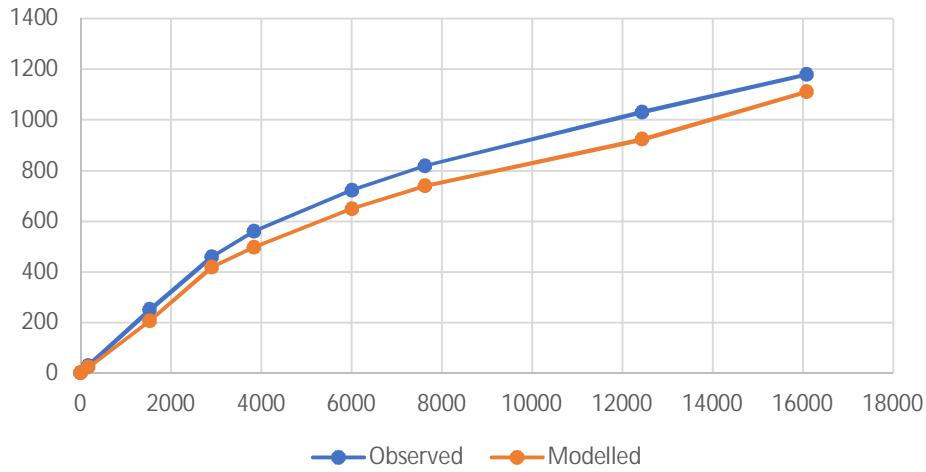
Route 12 A283 westbound - PM peak



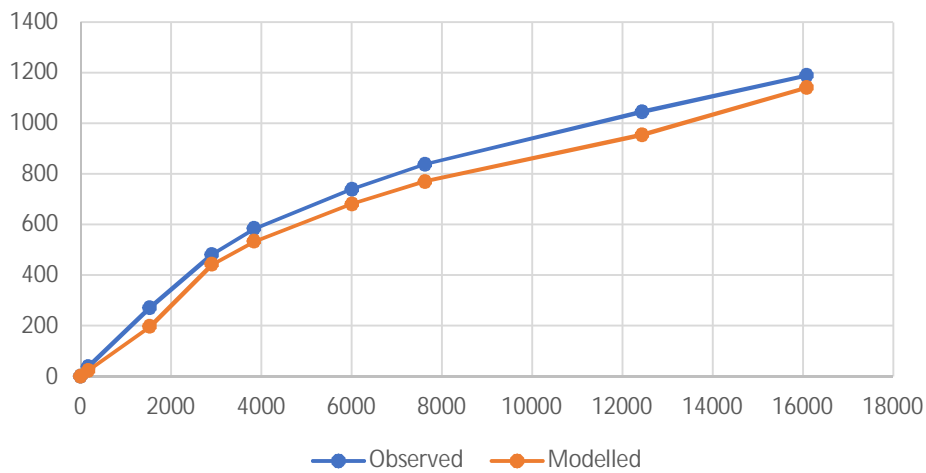
Route 13 A2031/A24 - AM peak



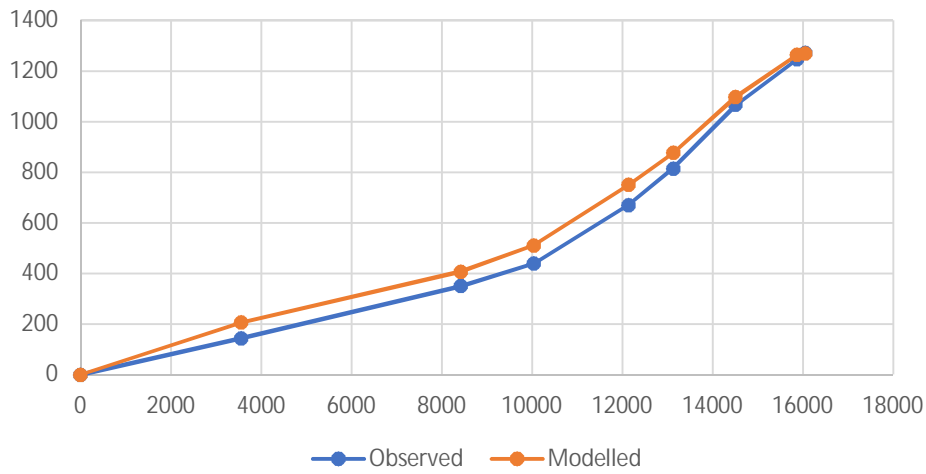
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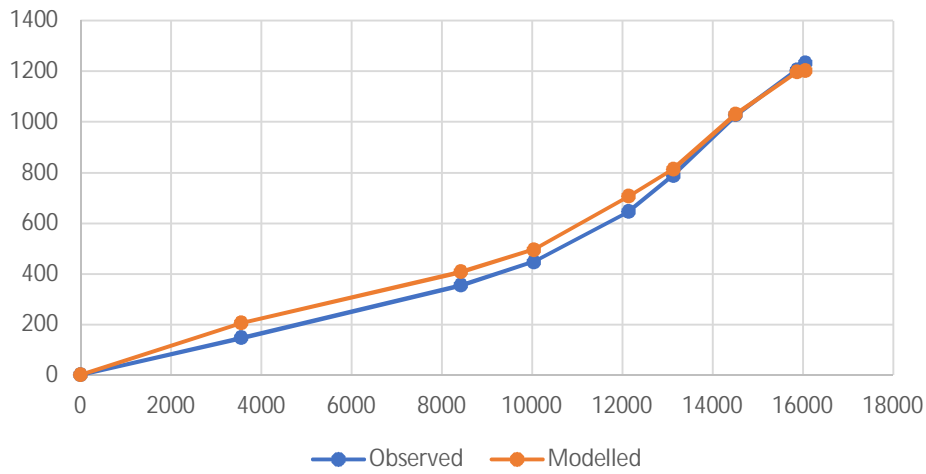
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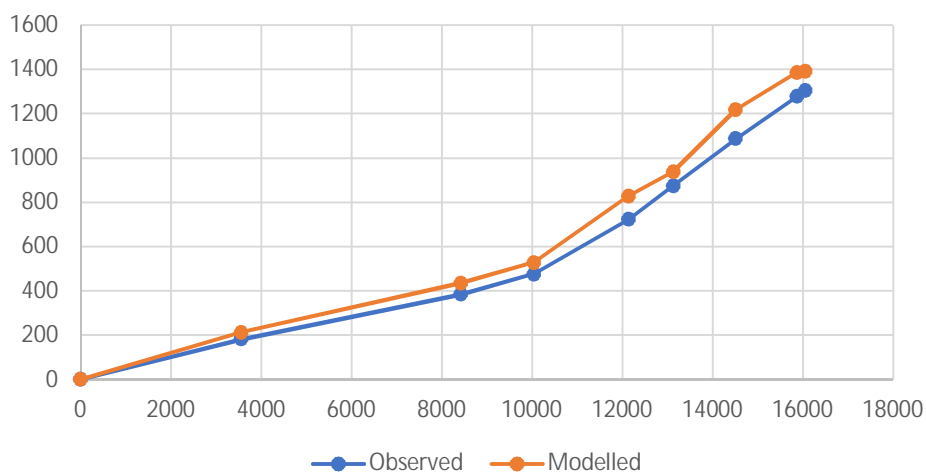
Route 14 A24/A2031 - AM peak



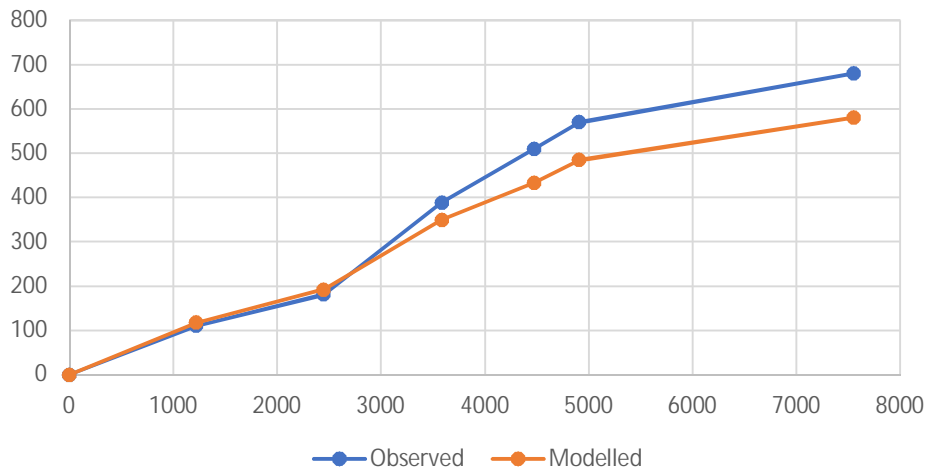
Route 14 A24/A2031 - IP period



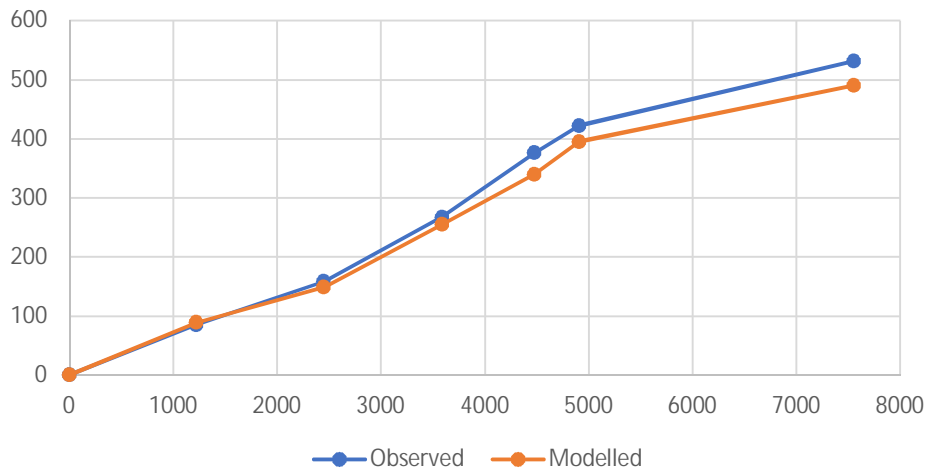
Route 14 - A24/A2031 - PM peak



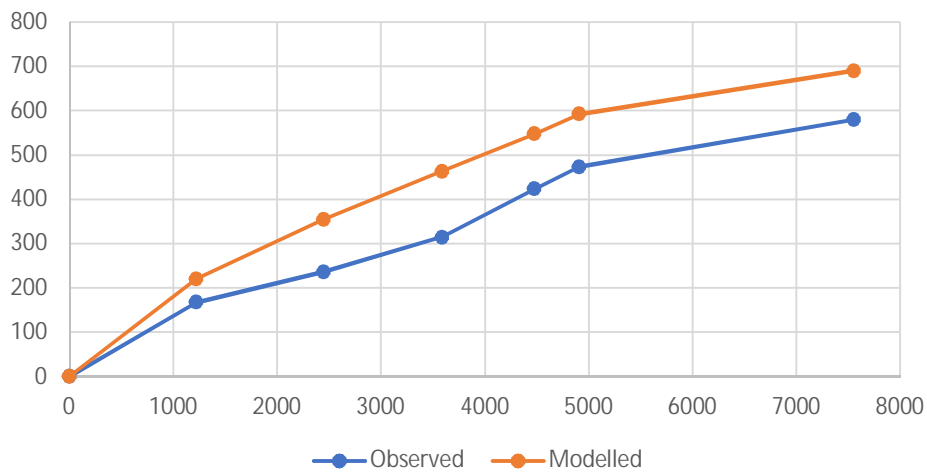
Route 15 A27 Chichester eastbound - AM peak



Route 15 A27 Chichester eastbound - IP period



Route 15 A27 Chichester eastbound - PM peak



Appendix C

Assumptions and outputs

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|---|-----------|--------|----------|------------------|------|------|
| WSCC1 | New Circular Technology Park, Ford Airfield Industrial Estate | WSCC | 7400 | B2 | More than likely | ✓ | ✓ |
| Ad2 | Shoreham Harbour (Western Harbour Arm) | Adur | 540 | dwelling | More than likely | ✓ | ✓ |
| | Shoreham Harbour (Western Harbour Arm) | | 1350 | A1 | More than likely | ✓ | ✓ |
| | Shoreham Harbour (Western Harbour Arm) | | 1350 | B1 | More than likely | ✓ | ✓ |
| Ad3 | New Monks Farm | Adur | 600 | dwelling | More than likely | ✓ | ✓ |
| | | Adur | 32,900 | A1 | More than likely | ✓ | ✓ |
| Ad4 | West Sompting | | 480 | dwelling | More than likely | ✓ | ✓ |
| Ad5 | Southwick Waterfront | Adur | 1,500 | B1 | Near certain | ✓ | ✓ |
| Wo3 | Land north of West Durrington | Worthing | 240 | dwelling | Near certain | ✓ | ✓ |
| Wo4 | Aquarena | Worthing | 143 | dwelling | Near certain | ✓ | ✓ |
| Wo5 | Teville Gate | Worthing | 300 | dwelling | More than likely | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|------|--|-----------|--------|------------------|------------------|------|------|
| Wo6 | HMRC Offices - Barrington Road | Worthing | 180 | dwelling | More than likely | ✓ | ✓ |
| Wo9 | West Durrington | Worthing | 700 | dwelling | Near certain | ✓ | ✓ |
| Ar1 | Pagham South (150 till 2023) | Arun | 396 | dwelling | More than likely | ✓ | ✓ |
| Ar11 | Oldlands Farm Phase II | Arun | 10,226 | B2 | More than likely | ✓ | ✓ |
| | Oldlands Farm Phase II | | 10,227 | B8 | More than likely | ✓ | ✓ |
| Ar12 | Oldlands Farm | Arun | 33,116 | Mixed Use | Near certain | ✓ | ✓ |
| Ar13 | The Vinery Poling | Arun | 6,400 | B1 | Near certain | ✓ | ✓ |
| | The Vinery Poling | Arun | 5,337 | B8 | Near certain | ✓ | ✓ |
| Ar14 | Land South of A259 and West of Mill Lane, Rustington. New access from A259 | Arun | 3,365 | A1 | Near certain | ✓ | ✓ |
| | Land South of A259 and West of Mill Lane, Rustington. New access from A259 | Arun | 3,947 | B8 / Sui Generis | Near certain | ✓ | ✓ |
| Ar15 | Land South of New Road (A259) and East of Brook Lane, Angmering | Arun | 1,487 | A1 | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|------|--|-----------|--------|-----------|------------------|------|------|
| | Land South of New Road (A259) and East of Brook Lane, Angmering | Arun | 581 | A4 | More than likely | ✓ | ✓ |
| Ar17 | Salt Box | Arun | 25000 | B2 | More than likely | ✓ | ✓ |
| Ar21 | Courtwick | Arun | 2,000 | B1a | Near certain | ✓ | ✓ |
| | Courtwick | Arun | 2,000 | B1b | Near certain | ✓ | ✓ |
| Ar22 | North Littlehampton | Arun | 13,000 | B1 | Near certain | ✓ | ✓ |
| | North Littlehampton | Arun | 3,000 | B1 | Near certain | ✓ | ✓ |
| Ar32 | North Littlehampton | Arun | 1,029 | dwellings | Near certain | ✓ | ✓ |
| Ar35 | Flansham | Arun | 97 | dwellings | Near certain | ✓ | ✓ |
| Ar36 | Littlehampton | Arun | 84 | dwellings | Near certain | ✓ | ✓ |
| Ar37 | Barnham | Arun | 105 | dwellings | Near certain | ✓ | ✓ |
| Ar38 | Yapton | Arun | 34 | dwellings | Near certain | ✓ | ✓ |
| Ar39 | Westergate / Eastergate | Arun | 268 | dwellings | Near certain | ✓ | ✓ |
| Ar41 | Land to the West of Church Lane, South of Horsemere Green Lane & North of Crookthorn Lane (A259) | Arun | 300 | dwellings | More than likely | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|------|--|-----------|-------|--------------|------------------|------|------|
| | Land to the West of Church Lane, South of Horsemere Green Lane & North of Crookthorn Lane (A259) | Arun | 875 | D1, non-resi | More than likely | ✓ | ✓ |
| | Land to the West of Church Lane, South of Horsemere Green Lane & North of Crookthorn Lane (A259) | Arun | 530 | A1 | More than likely | ✓ | ✓ |
| Ar42 | Land North of Sefter Road | Arun | 278 | dwelling | More than likely | ✓ | ✓ |
| Ar43 | Land West of Hook Lane | Arun | 397 | dwelling | More than likely | ✓ | ✓ |
| Ar44 | Land off New Barn Lane/at Morells Farm/ at Chalcraft Nurseries (Bognor Regis ECO Quarter) | Arun | 50 | dwelling | More than likely | ✓ | ✓ |
| | | Arun | 90 | dwelling | More than likely | ✓ | ✓ |
| Ar45 | Land off New Barn Lane | Arun | 90 | dwelling | Near certain | ✓ | ✓ |
| Ar46 | Land East of Westergate Street | Arun | 362 | dwelling | More than likely | ✓ | ✓ |
| Ar47 | Land to the East of Fontwell Racecourse | Arun | 500 | A1 | Near certain | ✓ | ✓ |
| | | Arun | 5,000 | B1 | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|------|---|-----------|------|-----------|------------------|------|------|
| | | Arun | 400 | dwellings | Near certain | ✓ | ✓ |
| Ar48 | Land South of Water Lane | Arun | 175 | dwellings | More than likely | ✓ | ✓ |
| Ar54 | Mayflower Way (South of) | Arun | 14 | dwellings | Near certain | ✓ | ✓ |
| Ar58 | S & G Motors, Arundel Road | Arun | 27 | dwellings | Near certain | ✓ | ✓ |
| Ar61 | Land South of Littlehampton Academy Littlehampton | Arun | 68 | dwellings | Near certain | ✓ | ✓ |
| Ar64 | Rustington Convalescent Home, Sea Road | Arun | 33 | dwellings | Near certain | ✓ | ✓ |
| Ar65 | Blastreet, Fitzalan Road | Arun | 17 | dwellings | More than likely | ✓ | ✓ |
| Ar66 | Cinders Lane Nursery and works to the rear | Arun | 61 | dwellings | Near certain | ✓ | ✓ |
| Ar67 | Land to west of Kings Close | Arun | 10 | dwellings | Near certain | ✓ | ✓ |
| Ar69 | Land to the East of The Old Police House | Arun | 15 | dwellings | Near certain | ✓ | ✓ |
| Ar74 | Progress Garage, Yapton Lane, Walberton | Arun | 6 | dwellings | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|------|--|-----------|------|-----------|------------------|------|------|
| Ar75 | Land to north of Yapton C of E Primary School North End Road | Arun | 38 | dwellings | Near certain | ✓ | ✓ |
| Ar76 | 10 & 12 Devonshire Road | Arun | 6 | dwellings | Near certain | ✓ | ✓ |
| Ar81 | Land R/O 27 North Bersted Street | Arun | 10 | dwellings | Near certain | ✓ | ✓ |
| Ar83 | The Lillies Caravan park, Yapton Road | Arun | 38 | dwellings | More than likely | ✓ | ✓ |
| Ar84 | The Cottage Nursery, Violet Farm, Shripney Road | Arun | 20 | dwellings | Near certain | ✓ | ✓ |
| Ar85 | Angels Nursery | Arun | 86 | dwellings | Near certain | ✓ | ✓ |
| Ar90 | Land at Orchard Business Park | Arun | 11 | dwellings | More than likely | ✓ | ✓ |
| Ar93 | Street Buildings, North End Stables North End Road | Arun | 45 | dwellings | More than likely | ✓ | ✓ |
| Ar96 | Crete Nurseries, Dappers Lane | Arun | 14 | dwellings | More than likely | ✓ | ✓ |
| Ar99 | Land at Sunny Corner, West Walberton Lane | Arun | 29 | dwellings | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|--|-----------|------|----------|--------------|------|------|
| Ar100 | Land at Barnfield House, Arundel Road, Fontwell | Arun | 20 | dwelling | Near certain | ✓ | ✓ |
| Ar101 | Land West of Westergate Street - Inc. Oakdene and Land rear of Aldingbourne Primary School | Arun | 79 | dwelling | Near certain | ✓ | ✓ |
| Ar102 | Sack Lane Dairy Sack Lane | Arun | 5 | dwelling | Near certain | ✓ | ✓ |
| Ar103 | Land at Nyton Road, Northfields Lane and Fontwell Avenue | Arun | 268 | dwelling | Near certain | ✓ | ✓ |
| Ar104 | 90 Rose Green Road Aldwick | Arun | 5 | dwelling | Near certain | ✓ | ✓ |
| Ar105 | Land West of Thalassa, 34 The Drive | Arun | 6 | dwelling | Near certain | ✓ | ✓ |
| Ar106 | Pollards Nursery, Lake Lane (Also known as Eric Wall Nursery) | Arun | 7 | dwelling | Near certain | ✓ | ✓ |
| Ar107 | Land East of Toll Cottage Lake Lane | Arun | 5 | dwelling | Near certain | ✓ | ✓ |
| Ar108 | 19 High Street | Arun | 5 | dwelling | Near certain | ✓ | ✓ |
| Ar109 | Land to rear of Ockley House, 6 | Arun | 7 | dwelling | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|--|-----------|------|-----------|--------------|------|------|
| | Ockley Road Ockley Road | | | | | | |
| Ar110 | The Manor House 12 Chichester Road | Arun | 9 | dwellings | Near certain | ✓ | ✓ |
| Ar111 | Glenlogie & Wee Glenlogie Clarence Road | Arun | 2 | dwellings | Near certain | ✓ | ✓ |
| Ar112 | Belmont Lodge and land west of, Belmont Street | Arun | 35 | dwellings | Near certain | ✓ | ✓ |
| Ar113 | The Royal Hotel, The Esplanade | Arun | 7 | dwellings | Near certain | ✓ | ✓ |
| Ar116 | 56 Linden road Bognor Regis | Arun | 6 | dwellings | Near certain | ✓ | ✓ |
| Ar118 | 66 & 66A Hawthorn Road | Arun | 5 | dwellings | Near certain | ✓ | ✓ |
| Ar119 | 46-48 High Street | Arun | 2 | dwellings | Near certain | ✓ | ✓ |
| Ar120 | 21-23 Sturges Road | Arun | 12 | dwellings | Near certain | ✓ | ✓ |
| Ar121 | 66 Hawthorn Road | Arun | 5 | dwellings | Near certain | ✓ | ✓ |
| Ar122 | Land to the rear of 43, 45 & 47 Barnham Road barnham | Arun | 11 | dwellings | Near certain | ✓ | ✓ |
| Ar123 | 16 Worthing Road East Preston | Arun | 0 | dwellings | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|--|-----------|------|-----------|------------------|------|------|
| Ar124 | Grange House and Mullbery, Church Lane | Arun | 10 | dwellings | More than likely | ✓ | ✓ |
| Ar125 | 1 Beehive Lane Ferring | Arun | 8 | dwellings | Near certain | ✓ | ✓ |
| Ar126 | 1 Sea Drive Ferring | Arun | 8 | dwellings | Near certain | ✓ | ✓ |
| Ar127 | South Point Beehive Lane | Arun | 8 | dwellings | Near certain | ✓ | ✓ |
| Ar129 | Land to south of A259 | Arun | 139 | dwellings | Near certain | ✓ | ✓ |
| Ar130 | The Locomotive Public House, Terminus Road | Arun | 9 | dwellings | More than likely | ✓ | ✓ |
| Ar131 | Parcel B3 & B5 Land North of Toddington | Arun | 112 | dwellings | Near certain | ✓ | ✓ |
| Ar135 | The Old Dairy Behind 3 & 5 Church Street | Arun | 8 | dwellings | Near certain | ✓ | ✓ |
| Ar136 | 36 Fitzalan Road & 38-40 East Street | Arun | 38 | dwellings | Near certain | ✓ | ✓ |
| Ar137 | Westholme/Aggerik (was Toddington Nursery Island Site) | Arun | 10 | dwellings | Near certain | ✓ | ✓ |
| Ar138 | Land north of 52-67 Greenfields Littlehampton | Arun | 8 | dwellings | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|---|-----------|------|-----------|--------------|------|------|
| Ar139 | 131 - 135 Arundel Road Littlehampton | Arun | 12 | dwellings | Near certain | ✓ | ✓ |
| Ar141 | Land West of Yapton Road (Poultry Farm) | Arun | 13 | dwellings | Near certain | ✓ | ✓ |
| Ar142 | Quiet Waters, Roundstone Lane | Arun | 30 | dwellings | Near certain | ✓ | ✓ |
| Ar145 | Bonhams Field, Main Road | Arun | 68 | dwellings | Near certain | ✓ | ✓ |
| Ar146 | Bonhams, Hoe Lane, Flansham | Arun | 39 | dwellings | Near certain | ✓ | ✓ |
| Ar147 | Clays Farm, North End Road | Arun | 42 | dwellings | Near certain | ✓ | ✓ |
| Ar148 | Land rear of 251 Pagham Road | Arun | 40 | dwellings | Near certain | ✓ | ✓ |
| Ar149 | Land at Summer Lane | Arun | 90 | dwellings | Near certain | ✓ | ✓ |
| Ar150 | Land South of Rustington Bypass (Western end) | Arun | 90 | dwellings | Near certain | ✓ | ✓ |
| Ar151 | 70 Woodlands Avenue | Arun | 6 | dwellings | Near certain | ✓ | ✓ |
| Ar152 | Land east of Tye Lane | Arun | 175 | dwellings | Near certain | ✓ | ✓ |
| Ar153 | Turnpike Motors, The Street | Arun | 6 | dwellings | Near certain | ✓ | ✓ |

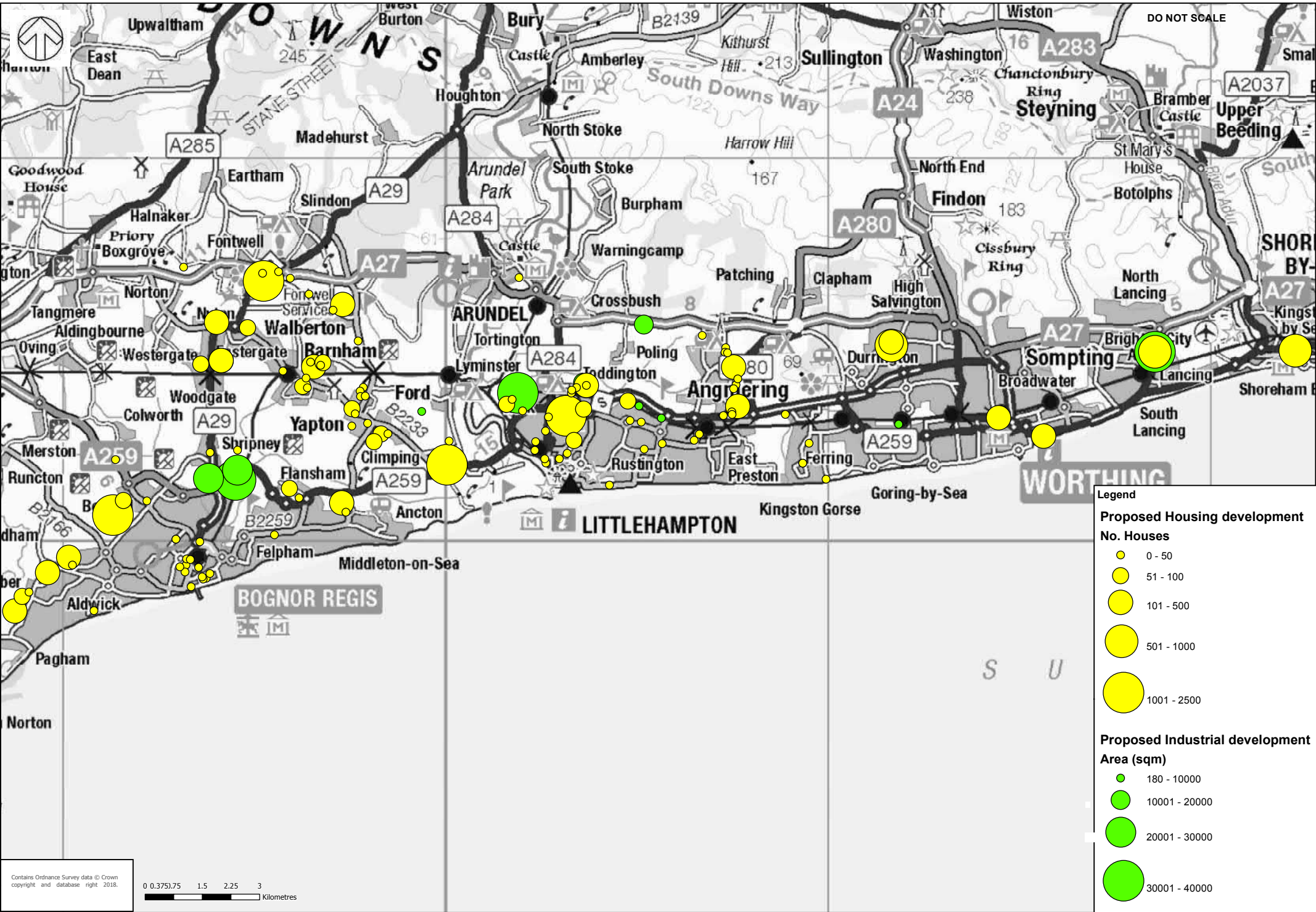
| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|--|-----------|------|-----------|------------------|------|------|
| Ar157 | Land off Burndell Road | Arun | 88 | dwellings | Near certain | ✓ | ✓ |
| Ar159 | Former Olive Branch PH, North End Road | Arun | 6 | dwellings | More than likely | ✓ | ✓ |
| Ar164 | Pollards Nursery, Lake Lane (Also known as Eric Wall Nursery) | Arun | 73 | dwellings | Near certain | ✓ | ✓ |
| Ar206 | Wollen House and The Acre Dappers Lane | Arun | 0 | dwellings | Near certain | ✓ | ✓ |
| Ar207 | Aldingbourne Country Centre, Blackmill Lane | Arun | 0 | dwellings | Near certain | ✓ | ✓ |
| Ar208 | Elbridge Farm, Chichester Road | Arun | 0 | dwellings | Near certain | ✓ | ✓ |
| Ar209 | Land west of Ford Road | Arun | 0 | dwellings | Near certain | ✓ | ✓ |
| Ar210 | Enterprise Units 1-5, Harwood Road | Arun | 0 | dwellings | Near certain | ✓ | ✓ |
| Ar211 | Land at Apple Tree Cottage, Rear of Kelston House & South of Quiet Waters, Roundstone Lane | Arun | 0 | dwellings | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|---|-----------|------|----------|--------------|------|------|
| Ar214 | Land north of Yapton Road & east of Garden Crescent | Arun | 28 | dwelling | Near certain | ✓ | ✓ |
| Ar215 | Land off Burndell Road | Arun | 45 | dwelling | Near certain | ✓ | ✓ |
| Ar216 | Land East of Roundstone Lane (excluding Manor Nursery, Pound Nursery & Pound Place) | Arun | 46 | dwelling | Near certain | ✓ | ✓ |
| Ar217 | C M Wood Body Repair Centre Linden Park | Arun | 10 | dwelling | Near certain | ✓ | ✓ |
| Ar218 | 3 River Road, Littlehampton | Arun | 12 | dwelling | Near certain | ✓ | ✓ |
| Ar219 | Grenyers Field, Littlehampton Road | Arun | 32 | dwelling | Near certain | ✓ | ✓ |
| Ar220 | Hollyacre, Toddington Lane | Arun | 11 | dwelling | Near certain | ✓ | ✓ |
| Ar221 | West End Nursery, Roundstone Lane, Angmering, | Arun | 227 | dwelling | Near certain | ✓ | ✓ |
| Ar222 | Merry England, Dappers Lane | Arun | 18 | dwelling | Near certain | ✓ | ✓ |
| Ar223 | Land East of Roundstone Lane (Pound Place) | Arun | 18 | dwelling | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|--|-----------|------|-----------|--------------|------|------|
| Ar224 | Land East of Roundstone Lane (Manor Nursery) | Arun | 32 | dwellings | Near certain | ✓ | ✓ |
| Ar225 | 27 Sudley Road | Arun | 6 | dwellings | Near certain | ✓ | ✓ |
| Ar226 | Staffurth & Bray 6 York Road | Arun | 14 | Dwellings | Near certain | ✓ | ✓ |
| Ar227 | Bradbury Hotel Station Road | Arun | 9 | dwellings | Near certain | ✓ | ✓ |
| Ar228 | Outerwyke House, 55 Felpham Way | Arun | 6 | dwellings | Near certain | ✓ | ✓ |
| Ar229 | Parcel A1 of Land North of Toddington | Arun | 48 | dwellings | Near certain | ✓ | ✓ |
| Ar230 | 118 - 120 Wick Street, Littlehampton | Arun | 8 | dwellings | Near certain | ✓ | ✓ |
| Ar231 | Land between New Place Bungalow and Arundel Road | Arun | 9 | dwellings | Near certain | ✓ | ✓ |
| Ar232 | Nairn House Artex Avenue | Arun | 6 | dwellings | Near certain | ✓ | ✓ |
| Ar233 | Hares Rustington Limited, Station Road, Rustington | Arun | 10 | dwellings | Near certain | ✓ | ✓ |
| Ar234 | Plots 150-177 Parklands, Worthing Road | Arun | 1 | dwellings | Near certain | ✓ | ✓ |

| ID | DEVELOPMENT | AUTHORITY | SIZE | LANDUSE | UNCERTAINTY | 2026 | 2041 |
|-------|---|-----------|------|----------|---------------------|------|------|
| Ar235 | Land at Courtwick (including Former Normans Nursery), Courtwick Lane | Arun | 82 | dwelling | Near certain | ✓ | ✓ |
| Ar238 | 6 & 7 Courtwick Park Cottages Courtwick Lane | Arun | 8 | dwelling | Near certain | ✓ | ✓ |
| Ar239 | Directors Cottage Toddington Lane | Arun | 5 | dwelling | Near certain | ✓ | ✓ |
| Ar246 | Land North of Barnham Road (East of Collins Close) (Former Eastergate Fruit Farm) | Arun | 60 | dwelling | Near certain | ✓ | ✓ |

Drawn By:



Legend

Proposed Housing development
No. Houses

- 0 - 50
- 51 - 100
- 101 - 500
- 501 - 1000
- 1001 - 2500

Proposed Industrial development
Area (sqm)

- 180 - 10000
- 10001 - 20000
- 20001 - 30000
- 30001 - 40000

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0 0.375 0.75 1.5 2.25 3
 Kilometres

File:

| | | | | |
|---|------|------------------|---|---|
| <p>A284 Lyminster Bypass/ Fitzalan Link Road (Opening Year 2021): This scheme is split into two sections. The northern section of a new road from south of the A27 at Crossbush to East Street in Littlehampton town centre, with a new roundabout on the A259 Worthing Road. This will enhance the link between Littlehampton and the A27 and will form part of the West Sussex strategic road network. The southern section between Toddington Nurseries and the A259 and the extension to the Littlehampton Academy access will be delivered by private developers. The proposed bypass will improve north-south access to Littlehampton by removing the delays associated with the existing A284 Lyminster Road and the Wick level crossing.</p> <p>Subject to a successful application and completion of the necessary land acquisition.</p> <p>During May 2017, there will be survey works undertaken along the route of the proposed bypass to provide further information on the ground conditions and to determine the presence of archaeological remains.</p> | WSCC | More than likely | ✓ | ✓ |
| <p>A259 Corridor Improvements (Opening Year 2020): This scheme provides a continuous strategic corridor comprising approximately 5.1km of dual carriageway between the new A259/A284 roundabout in the west and the A259/A280 roundabout in the east. This scheme is an online improvement, mostly within the existing highway boundary, and also includes a number of junction improvements:</p> <p>Dualling between J5 (New A284) and J6 (Body Shop): approximately 550m in length. Existing right-turn gap into Olliver Acre Estate will be closed; a new shared pedestrian and cyclist path will be provided in the southern verge.</p> <p>Dualling between J9 (Station Road) and J11 (A280): approximately 1400m in length. A new continuous shared pedestrian and cyclist path will be provided in the southern verge.</p> <p>J6 (Body Shop Roundabout): It is proposed that localised entry widening (flare lane) is provided on the A259 eastbound entry arm. It is also suggested that developer proposals as a part of NL SDA (dwg. WYGLITTLEHSAMPTON.1/37 rev A) are also taken forward. These include revised spiral and destination markings and associated entry lane adjustments.</p> <p>J9 (Station Road Roundabout): It is proposed that localised entry widening (flare lane) is provided on both the Station Road approaches (north and south arms), along with the dualling of the A259 western arm.</p> <p>J10 (Roundstone Lane Roundabout): Modifications to the roundabout to accommodate dualling in both directions.</p> <p>J11 (A259/A280 Roundabout): It is proposed that this roundabout is amended through localised widening of the A259 eastbound entry along with the dualling of the link leading up to it from the Roundstone Lane Roundabout. As part of this proposal the roundabout diameter is also increased slightly.</p> <p>Detailed Design work starts in July 2017 and will last until summer 2018. Subject to acquiring the required land, it is anticipated that construction could start in late spring/early summer 2018.</p> | WSCC | Near Certain | ✓ | ✓ |
| <p>Bognor Regis Relief Road (Opened in March 2016): This scheme connects the A29 at Shripney to the A259 at Felpham, through a viaduct and forms part of the Bognor Regis Northern Relief Road.</p> | WSCC | Near Certain | ✓ | ✓ |

| | | | | |
|---|------------------|-------------------------------|---|---|
| <p>A27 Chichester Bypass Improvement Scheme: Highways England have determined that all schemes within a published Road Investment Strategy (RIS) should be considered 'More Than Likely' whilst in development, or 'Near Certain' once in construction. However, on 28 February 2017, the Secretary of State wrote to Highways England instructing them to stop work on the A27 Chichester Bypass. Therefore, at the time that these traffic forecasts were being developed, the level of uncertainty for this scheme has been classed as 'Hypothetical'.</p> | Highways England | Hypothetical | x | x |
| <p>A27 Worthing and Lancing: Highways England have determined that all schemes within a published Road Investment Strategy (RIS) should be considered 'More Than Likely' whilst in development, or 'Near Certain' once in construction. A Preferred route has not been announced, but the latest arrangement of the scheme has been included within the forecasts. The scheme is classified as 'More than Likely'</p> | Highways England | More than Likely | ✓ | ✓ |
| <p>Yapton Level Crossing: Network Rail have programmed this work for spring 2019, however there is significant local concern about the traffic effects of the scheme, which could lead to delays whilst further discussions with Network Rail take place. Nonetheless, the existing crossing has a fixed life and will certainly require replacement prior to 2025 and definitely not be replaced like for like, therefore the crossing control scheme is certain over the longer term (as an alternative bridge scheme is not funded or demonstrated to be viable) and it is unlikely to be delayed much beyond 2020, as Network Rail view it as a priority for safety of the line.</p> | Network Rail | More than Likely | ✓ | ✓ |
| <p>A29 Realignment Scheme - The first section is being planned for implementation by 2023 using Local Growth Fund. This runs from Fontwell Avenue to the B2233 Barnham Road on the eastern side of Eastergate. A full Transport Business Case is being prepared for this section. There is more significant uncertainty over the timing of the remainder of the route continuing south, bridging the railway and tying back in to the A29 current alignment between Lidsey and Shripney, but this is expected to be completed to support the housing development served by the road to be built out during the Arun Local Plan period to 2031. Since the scheme is at a relatively early stage, it is marked as 'Reasonably Foreseeable'</p> | WSCC | Reasonably Foreseeable | x | x |
| <p>Arundel 20mph zone - The introduction of a permanent TRO to reduce speed limits within Arundel including a 20mph speed limit covering roads within Arundel, and a 30mph speed limit on Mill Road, from a point north-east of the High Street, north eastwards to a point immediately east of Swanbourne Lodge, and on The Causeway from its junction with the A27 northwards to just south of Queen Street.</p> | WSCC | Near Certain | ✓ | ✓ |
| <p>Fontwell – Access changes relating to new land use development, including the partial signalisation of the A27 A29 / Arundel Road roundabout</p> | WSCC | Near Certain | ✓ | ✓ |
| <p>New Monks Farm (Ikea) Infrastructure Improvements – The introduction of a new high capacity roundabout on the A27 and highway improvements at the Grinstead Lane / A27 roundabout. Associated highway alterations as per proposed scheme Masterplan.</p> | WSCC | Near Certain | ✓ | ✓ |



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Appendix D

Model outputs

Appendix D-1
**Detailed
comparison of
forecast matrices
by user classes**

Table D-1-1: Detailed comparison of forecast matrices by user class: Do Minimum

| User class | 2026 | | | 2041 | | |
|--------------|---|--------------|--------------|--------------|--------------|--------------|
| | AM peak | Inter peak | PM peak | AM peak | Inter peak | PM peak |
| | Fixed Demand Model – Do Minimum | | | | | |
| Car Business | 3563 | 2421 | 3253 | 3883 | 2627 | 3523 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19646 | 26435 | 26157 | 22293 | 29865 | 29146 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47191 | 45762 | 53071 | 52894 | 51483 | 58908 |
| | Variable Demand Model – Do Minimum | | | | | |
| Car Business | 3567 | 2424 | 3257 | 3890 | 2632 | 3527 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19697 | 26519 | 26215 | 22366 | 29964 | 29210 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47246 | 45850 | 53132 | 52974 | 51587 | 58977 |
| | Difference | | | | | |
| Car Business | 5 | 4 | 3 | 7 | 5 | 5 |
| Car Commute | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Other | 51 | 85 | 58 | 73 | 99 | 64 |
| LGV | 0 | 0 | 0 | 0 | 0 | 0 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 56 | 88 | 61 | 80 | 104 | 68 |
| | % Difference | | | | | |
| Car Business | 0.13 | 0.14 | 0.10 | 0.18 | 0.18 | 0.13 |
| Car Commute | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Car Other | 0.26 | 0.32 | 0.22 | 0.33 | 0.33 | 0.22 |
| LGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| HGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.12 | 0.19 | 0.12 | 0.15 | 0.20 | 0.12 |

Table D-1-2: Detailed comparison forecast matrices by user class Option 1v5

| User class | 2026 | | | 2041 | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| | AM peak | Inter peak | PM peak | AM peak | Inter peak | PM peak |
| Fixed Demand Model – Do Something | | | | | | |
| Car Business | 3563 | 2421 | 3253 | 3883 | 2627 | 3523 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19646 | 26435 | 26157 | 22293 | 29865 | 29146 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47191 | 45762 | 53071 | 52894 | 51483 | 58908 |
| Variable Demand Model – Do Something | | | | | | |
| Car Business | 3569 | 2425 | 3258 | 3892 | 2633 | 3528 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19707 | 26530 | 26227 | 22378 | 29968 | 29222 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47258 | 45862 | 53145 | 52988 | 51591 | 58989 |
| Difference | | | | | | |
| Car Business | 6 | 4 | 5 | 9 | 6 | 5 |
| Car Commute | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Other | 61 | 95 | 70 | 85 | 103 | 76 |
| LGV | 0 | 0 | 0 | 0 | 0 | 0 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 67 | 100 | 74 | 94 | 108 | 81 |
| % Difference | | | | | | |
| Car Business | 0.18 | 0.17 | 0.14 | 0.22 | 0.21 | 0.15 |
| Car Commute | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Car Other | 0.31 | 0.36 | 0.27 | 0.38 | 0.34 | 0.26 |
| LGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| HGV | -0.01 | 0.01 | -0.01 | 0.00 | 0.00 | -0.01 |
| Total | 0.14 | 0.22 | 0.14 | 0.18 | 0.21 | 0.14 |

Table D-1-3: Detailed comparison of forecast matrices by user class: Option 1v9

| User class | 2026 | | | 2041 | | |
|--------------|---|--------------|--------------|--------------|--------------|--------------|
| | AM peak | Inter peak | PM peak | AM peak | Inter peak | PM peak |
| | Fixed Demand Model – Do Something | | | | | |
| Car Business | 3563 | 2421 | 3253 | 3883 | 2627 | 3523 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19646 | 26435 | 26157 | 22293 | 29865 | 29146 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47191 | 45762 | 53071 | 52894 | 51483 | 58908 |
| | Variable Demand Model – Do Something | | | | | |
| Car Business | 3569 | 2425 | 3257 | 3892 | 2632 | 3528 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19707 | 26527 | 26227 | 22377 | 29966 | 29224 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47258 | 45859 | 53144 | 52987 | 51588 | 58991 |
| | Difference | | | | | |
| Car Business | 6 | 4 | 4 | 9 | 5 | 5 |
| Car Commute | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Other | 61 | 92 | 70 | 84 | 101 | 78 |
| LGV | 0 | 0 | 0 | 0 | 0 | 0 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 67 | 97 | 73 | 93 | 105 | 83 |
| | % Difference | | | | | |
| Car Business | 0.18 | 0.17 | 0.11 | 0.23 | 0.17 | 0.15 |
| Car Commute | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Car Other | 0.31 | 0.35 | 0.27 | 0.38 | 0.34 | 0.27 |
| LGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| HGV | -0.01 | 0.01 | -0.01 | 0.00 | 0.00 | -0.01 |
| Total | 0.14 | 0.21 | 0.14 | 0.18 | 0.20 | 0.14 |

Table D-1-4: Detailed comparison of forecast matrices by user class: Option 3v1

| User class | 2026 | | | 2041 | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| | AM peak | Inter peak | PM peak | AM peak | Inter peak | PM peak |
| Fixed Demand Model – Do Something | | | | | | |
| Car Business | 3563 | 2421 | 3253 | 3883 | 2627 | 3523 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19646 | 26435 | 26157 | 22293 | 29865 | 29146 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47191 | 45762 | 53071 | 52894 | 51483 | 58908 |
| Variable Demand Model – Do Something | | | | | | |
| Car Business | 3569 | 2425 | 3258 | 3892 | 2633 | 3528 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19708 | 26531 | 26229 | 22379 | 29969 | 29222 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47259 | 45863 | 53147 | 52989 | 51592 | 58989 |
| Difference | | | | | | |
| Car Business | 6 | 4 | 5 | 9 | 6 | 5 |
| Car Commute | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Other | 62 | 96 | 72 | 86 | 104 | 76 |
| LGV | 0 | 0 | 0 | 0 | 0 | 0 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 68 | 101 | 76 | 95 | 109 | 81 |
| % Difference | | | | | | |
| Car Business | 0.18 | 0.17 | 0.14 | 0.23 | 0.21 | 0.15 |
| Car Commute | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Car Other | 0.32 | 0.36 | 0.28 | 0.39 | 0.35 | 0.26 |
| LGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| HGV | -0.01 | 0.01 | -0.01 | 0.00 | 0.00 | -0.01 |
| Total | 0.15 | 0.22 | 0.14 | 0.18 | 0.21 | 0.14 |

Table D-1-5: Detailed comparison of forecast matrices by user class: Option 4/5Av1

| User class | 2026 | | | 2041 | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| | AM peak | Inter peak | PM peak | AM peak | Inter peak | PM peak |
| Fixed Demand Model – Do Something | | | | | | |
| Car Business | 3563 | 2421 | 3253 | 3883 | 2627 | 3523 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19646 | 26435 | 26157 | 22293 | 29865 | 29146 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47191 | 45762 | 53071 | 52894 | 51483 | 58908 |
| Variable Demand Model – Do Something | | | | | | |
| Car Business | 3569 | 2425 | 3258 | 3892 | 2633 | 3528 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19707 | 26530 | 26227 | 22378 | 29968 | 29222 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47258 | 45862 | 53145 | 52988 | 51591 | 58989 |
| Difference | | | | | | |
| Car Business | 6 | 4 | 5 | 9 | 6 | 5 |
| Car Commute | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Other | 61 | 95 | 70 | 85 | 103 | 76 |
| LGV | 0 | 0 | 0 | 0 | 0 | 0 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 67 | 100 | 74 | 94 | 108 | 81 |
| % Difference | | | | | | |
| Car Business | 0.18 | 0.17 | 0.14 | 0.23 | 0.21 | 0.15 |
| Car Commute | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Car Other | 0.31 | 0.36 | 0.27 | 0.38 | 0.34 | 0.26 |
| LGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| HGV | -0.01 | 0.01 | -0.01 | 0.00 | 0.00 | -0.01 |
| Total | 0.14 | 0.22 | 0.14 | 0.18 | 0.21 | 0.14 |

Table D-1-6: Detailed comparison of forecast matrices by user class: Option 4/5Av2

| User class | 2026 | | | 2041 | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| | AM peak | Inter peak | PM peak | AM peak | Inter peak | PM peak |
| Fixed Demand Model – Do Something | | | | | | |
| Car Business | 3563 | 2421 | 3253 | 3883 | 2627 | 3523 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19646 | 26435 | 26157 | 22293 | 29865 | 29146 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47191 | 45762 | 53071 | 52894 | 51483 | 58908 |
| Variable Demand Model – Do Something | | | | | | |
| Car Business | 3569 | 2425 | 3258 | 3892 | 2633 | 3528 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19708 | 26531 | 26229 | 22379 | 29969 | 29225 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47259 | 45863 | 53147 | 52989 | 51592 | 58992 |
| Difference | | | | | | |
| Car Business | 6 | 4 | 5 | 9 | 6 | 5 |
| Car Commute | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Other | 62 | 96 | 72 | 86 | 104 | 79 |
| LGV | 0 | 0 | 0 | 0 | 0 | 0 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 68 | 101 | 76 | 95 | 109 | 84 |
| % Difference | | | | | | |
| Car Business | 0.18 | 0.17 | 0.14 | 0.23 | 0.21 | 0.15 |
| Car Commute | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Car Other | 0.32 | 0.36 | 0.28 | 0.39 | 0.35 | 0.27 |
| LGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| HGV | -0.01 | 0.01 | -0.01 | 0.00 | 0.00 | -0.01 |
| Total | 0.15 | 0.22 | 0.14 | 0.18 | 0.21 | 0.14 |

Table D-1-7: Detailed comparison of forecast matrices by user class: Option 5Bv1

| User class | 2026 | | | 2041 | | |
|---|--------------|--------------|--------------|--------------|--------------|--------------|
| | AM peak | Inter peak | PM peak | AM peak | Inter peak | PM peak |
| Fixed Demand Model – Do Something | | | | | | |
| Car Business | 3563 | 2421 | 3253 | 3883 | 2627 | 3523 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19646 | 26435 | 26157 | 22293 | 29865 | 29146 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47191 | 45762 | 53071 | 52894 | 51483 | 58908 |
| Variable Demand Model – Do Something | | | | | | |
| Car Business | 3569 | 2425 | 3258 | 3892 | 2633 | 3528 |
| Car Commute | 13046 | 6859 | 14263 | 14086 | 7416 | 15310 |
| Car Other | 19707 | 26530 | 26228 | 22379 | 29968 | 29224 |
| LGV | 6884 | 6053 | 6430 | 8275 | 7278 | 7729 |
| HGV | 4052 | 3995 | 2967 | 4357 | 4296 | 3200 |
| Total | 47258 | 45862 | 53146 | 52989 | 51591 | 58991 |
| Difference | | | | | | |
| Car Business | 6 | 4 | 5 | 9 | 6 | 5 |
| Car Commute | 0 | 0 | 0 | 0 | 0 | 0 |
| Car Other | 61 | 95 | 71 | 86 | 103 | 78 |
| LGV | 0 | 0 | 0 | 0 | 0 | 0 |
| HGV | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 67 | 100 | 75 | 95 | 108 | 83 |
| % Difference | | | | | | |
| Car Business | 0.18 | 0.17 | 0.14 | 0.23 | 0.21 | 0.15 |
| Car Commute | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Car Other | 0.31 | 0.36 | 0.27 | 0.39 | 0.34 | 0.27 |
| LGV | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| HGV | -0.01 | 0.01 | -0.01 | 0.00 | 0.00 | -0.01 |
| Total | 0.14 | 0.22 | 0.14 | 0.18 | 0.21 | 0.14 |

Table D-2-1 Detailed fixed demand scenario convergence criteria: Option 1v5

| | | Option 1v5 | | | |
|---|------------|------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - fixed demand scenario: 2026 | AM peak | 38 | 0.029 | 98.5 | 0.044 |
| | | 39 | 0.0644 | 98.3 | 0.047 |
| | | 40 | 0.0638 | 98.5 | 0.03 |
| | | 41 | 0.0586 | 98.8 | 0.028 |
| | Inter peak | 33 | 0.0151 | 98.3 | 0.024 |
| | | 34 | 0.0155 | 98.2 | 0.046 |
| | | 35 | 0.0174 | 98.2 | 0.019 |
| | | 36 | 0.0165 | 98.6 | 0.034 |
| | PM peak | 87 | 0.0219 | 98.5 | 0.036 |
| | | 88 | 0.0253 | 99.4 | 0.022 |
| | | 89 | 0.0174 | 99.3 | 0.047 |
| | | 90 | 0.0205 | 99.2 | 0.023 |
| Core scenario - fixed demand scenario: 2041 | AM peak | 38 | 0.0381 | 99.4 | 0.045 |
| | | 39 | 0.0613 | 99.1 | 0.037 |
| | | 40 | 0.0586 | 99.4 | 0.035 |
| | | 41 | 0.0370 | 99.4 | 0.038 |
| | Inter peak | 41 | 0.0357 | 98.3 | 0.033 |
| | | 42 | 0.0409 | 99 | 0.039 |
| | | 43 | 0.0313 | 99 | 0.029 |
| | | 44 | 0.0266 | 99.2 | 0.049 |
| | PM peak | 72 | 0.036 | 98.6 | 0.027 |
| | | 73 | 0.0317 | 99.1 | 0.041 |
| | | 74 | 0.0344 | 98.7 | 0.03 |
| | | 75 | 0.0276 | 99.2 | 0.048 |

Table D-2-2: Detailed fixed demand scenario convergence criteria: Option 1v9

| | | Option 1v9 | | | |
|---|------------|------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - fixed demand scenario: 2026 | AM peak | 60 | 0.0537 | 98.7 | 0.03 |
| | | 61 | 0.0535 | 99 | 0.03 |
| | | 62 | 0.0554 | 99 | 0.03 |
| | | 63 | 0.0547 | 98.6 | 0.033 |
| | Inter peak | 37 | 0.0146 | 98.7 | 0.019 |
| | | 38 | 0.0153 | 98.3 | 0.018 |
| | | 39 | 0.0105 | 98.7 | 0.018 |
| | | 40 | 0.0126 | 99.1 | 0.02 |
| | PM peak | 89 | 0.0434 | 98.4 | 0.026 |
| | | 90 | 0.0215 | 98.8 | 0.041 |
| | | 91 | 0.0184 | 98.3 | 0.036 |
| | | 92 | 0.0257 | 99.1 | 0.021 |
| Core scenario - fixed demand scenario: 2041 | AM peak | 45 | 0.0298 | 99.1 | 0.046 |
| | | 46 | 0.0232 | 99.1 | 0.025 |
| | | 47 | 0.0371 | 99.4 | 0.024 |
| | | 48 | 0.0204 | 99.2 | 0.032 |
| | Inter peak | 41 | 0.0379 | 98.4 | 0.025 |
| | | 42 | 0.0258 | 98.8 | 0.041 |
| | | 43 | 0.025 | 98.7 | 0.027 |
| | | 44 | 0.0204 | 98.7 | 0.032 |
| | PM peak | 90 | 0.0217 | 98.7 | 0.035 |
| | | 91 | 0.0422 | 99.5 | 0.039 |
| | | 92 | 0.0211 | 98.8 | 0.027 |
| | | 93 | 0.0223 | 99.2 | 0.043 |

Table D-2-3: Detailed fixed demand scenario convergence criteria Option 3v1

| | | Option 3v1 | | | |
|---|------------|------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - fixed demand scenario: 2026 | AM peak | 58 | 0.03 | 98.6 | 0.035 |
| | | 59 | 0.0621 | 98.8 | 0.039 |
| | | 60 | 0.0557 | 98.6 | 0.029 |
| | | 61 | 0.0535 | 98.9 | 0.044 |
| | Inter peak | 35 | 0.0129 | 98.5 | 0.026 |
| | | 36 | 0.0118 | 98.7 | 0.024 |
| | | 37 | 0.014 | 98.5 | 0.04 |
| | | 38 | 0.0107 | 98.8 | 0.016 |
| | PM peak | 82 | 0.0268 | 98.8 | 0.037 |
| | | 83 | 0.0755 | 99.1 | 0.03 |
| | | 84 | 0.0246 | 99.2 | 0.044 |
| | | 85 | 0.0606 | 99 | 0.032 |
| Core scenario -fixed demand scenario: 2041 | AM peak | 31 | 0.0490 | 98.7 | 0.045 |
| | | 32 | 0.0828 | 98.6 | 0.043 |
| | | 33 | 0.0418 | 98.9 | 0.047 |
| | | 34 | 0.0679 | 98.9 | 0.047 |
| | Inter peak | 31 | 0.0555 | 98.6 | 0.045 |
| | | 32 | 0.0545 | 99.1 | 0.039 |
| | | 33 | 0.0322 | 99.1 | 0.037 |
| | | 34 | 0.0330 | 99.2 | 0.04 |
| | PM peak | 65 | 0.0338 | 98.6 | 0.041 |
| | | 66 | 0.0364 | 99.2 | 0.042 |
| | | 67 | 0.0314 | 99 | 0.045 |
| | | 68 | 0.0641 | 98.9 | 0.048 |

Table D-2-4: Detailed fixed demand scenario convergence criteria: Option 4/5Av1

| | | Option 5Av4 | | | | |
|--|---|-------------|--------------------|--------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap | |
| Core scenario -fixed demand scenario: 2026 | AM peak | 40 | 0.0669 | 98.5 | 0.037 | |
| | | 41 | 0.0476 | 98.7 | 0.029 | |
| | | 42 | 0.0588 | 98.7 | 0.028 | |
| | | 43 | 0.0281 | 98.4 | 0.037 | |
| | Inter peak | 33 | 0.0196 | 98.7 | 0.034 | |
| | | 34 | 0.0221 | 98.1 | 0.041 | |
| | | 35 | 0.0146 | 98.7 | 0.023 | |
| | | 36 | 0.0174 | 98.6 | 0.036 | |
| | PM peak | 70 | 0.0723 | 98.8 | 0.036 | |
| | | 71 | 0.0226 | 99.2 | 0.039 | |
| | | 72 | 0.0596 | 99 | 0.047 | |
| | | 73 | 0.0206 | 98.7 | 0.029 | |
| | Core scenario - fixed demand scenario: 2041 | AM peak | 63 | 0.0178 | 98.8 | 0.044 |
| | | | 64 | 0.0279 | 99.1 | 0.037 |
| | | | 65 | 0.0195 | 99 | 0.04 |
| | | | 66 | 0.0347 | 99.1 | 0.034 |
| Inter peak | | 41 | 0.0437 | 98.7 | 0.035 | |
| | | 42 | 0.0445 | 98.9 | 0.041 | |
| | | 43 | 0.0258 | 98.1 | 0.033 | |
| | | 44 | 0.0286 | 98.9 | 0.035 | |
| PM peak | | 75 | 0.0479 | 98.6 | 0.035 | |
| | | 76 | 0.0383 | 99.2 | 0.049 | |
| | | 77 | 0.0275 | 98.8 | 0.03 | |
| | | 78 | 0.0309 | 99.3 | 0.044 | |

Table D-2-5: Detailed fixed demand scenario convergence criteria: Option 4/5Av2

| | | Option 5Av5 | | | |
|---|------------|-------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - fixed demand scenario: 2026 | AM peak | 67 | 0.0769 | 98.3 | 0.03 |
| | | 68 | 0.0604 | 98.7 | 0.031 |
| | | 69 | 0.0676 | 98.9 | 0.029 |
| | | 70 | 0.0585 | 98.7 | 0.025 |
| | Inter peak | 30 | 0.0164 | 98.7 | 0.032 |
| | | 31 | 0.0168 | 98.2 | 0.038 |
| | | 32 | 0.0137 | 98.5 | 0.037 |
| | | 33 | 0.0262 | 98.8 | 0.035 |
| | PM peak | 67 | 0.0924 | 99.1 | 0.041 |
| | | 68 | 0.0215 | 98.8 | 0.032 |
| | | 69 | 0.029 | 99 | 0.028 |
| | | 70 | 0.0206 | 99.3 | 0.029 |
| Core scenario - fixed demand scenario: 2041 | AM peak | 42 | 0.065 | 98.7 | 0.037 |
| | | 43 | 0.0328 | 99 | 0.049 |
| | | 44 | 0.0515 | 99.3 | 0.04 |
| | | 45 | 0.0521 | 98.9 | 0.036 |
| | Inter peak | 36 | 0.0367 | 98.8 | 0.037 |
| | | 37 | 0.0315 | 99 | 0.032 |
| | | 38 | 0.0313 | 99.1 | 0.03 |
| | | 39 | 0.0326 | 99.1 | 0.033 |
| | PM peak | 72 | 0.0361 | 98.5 | 0.029 |
| | | 73 | 0.0324 | 99.3 | 0.045 |
| | | 74 | 0.0245 | 98.9 | 0.036 |
| | | 75 | 0.0277 | 99.3 | 0.043 |

Table D-2-6 Detailed fixed demand scenario convergence criteria: Option 5Bv1

| | | Option 5Bv1 | | | |
|---|------------|-------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - fixed demand scenario: 2026 | AM peak | 87 | 0.0494 | 98.7 | 0.029 |
| | | 88 | 0.0498 | 98.6 | 0.028 |
| | | 89 | 0.0544 | 98.6 | 0.026 |
| | | 90 | 0.0495 | 98.4 | 0.027 |
| | Inter peak | 30 | 0.0165 | 98.8 | 0.019 |
| | | 31 | 0.0146 | 98.8 | 0.022 |
| | | 32 | 0.0121 | 99 | 0.03 |
| | | 33 | 0.0119 | 99.1 | 0.02 |
| | PM peak | 82 | 0.0223 | 99.2 | 0.035 |
| | | 83 | 0.0225 | 98.8 | 0.029 |
| | | 84 | 0.0479 | 98.5 | 0.03 |
| | | 85 | 0.0198 | 99.2 | 0.047 |
| Core scenario - fixed demand scenario: 2041 | AM peak | 50 | 0.0375 | 98.9 | 0.035 |
| | | 51 | 0.0332 | 99.4 | 0.043 |
| | | 52 | 0.0362 | 98.7 | 0.044 |
| | | 53 | 0.0307 | 98.9 | 0.049 |
| | Inter peak | 38 | 0.0299 | 98.6 | 0.035 |
| | | 39 | 0.0351 | 98.9 | 0.045 |
| | | 40 | 0.0348 | 98.8 | 0.031 |
| | | 41 | 0.0338 | 98.6 | 0.044 |
| | PM peak | 70 | 0.0309 | 98.4 | 0.035 |
| | | 71 | 0.0304 | 99.3 | 0.039 |
| | | 72 | 0.0442 | 98.7 | 0.037 |
| | | 73 | 0.0309 | 98.8 | 0.05 |

Table D-3-1: Detailed core variable demand scenario convergence criteria: Option 1v5

| | | Option 1v5 | | | |
|--|------------|------------|-----------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - variable demand scenario: 2026 | AM peak | 52 | 0.0107 | 99.1 | 0.030 |
| | | 53 | 0.0127 | 99.4 | 0.042 |
| | | 54 | 0.0116 | 99.4 | 0.028 |
| | | 55 | 0.0115 | 99.6 | 0.034 |
| | Inter peak | 26 | 0.0178 | 98.1 | 0.023 |
| | | 27 | 0.017 | 98.3 | 0.029 |
| | | 28 | 0.019 | 98.4 | 0.028 |
| | | 29 | 0.0187 | 98.9 | 0.017 |
| | PM peak | 42 | 0.0511 | 98.6 | 0.044 |
| | | 43 | 0.0333 | 98.5 | 0.049 |
| | | 44 | 0.0285 | 99.0 | 0.040 |
| | | 45 | 0.0375 | 98.9 | 0.037 |
| Core scenario - variable demand scenario: 2041 | AM peak | 47 | 0.0564 | 98.4 | 0.045 |
| | | 48 | 0.0265 | 98.8 | 0.03 |
| | | 49 | 0.0476 | 99.2 | 0.038 |
| | | 50 | 0.0250 | 98.8 | 0.04 |
| | Inter peak | 54 | 0.0231 | 98.8 | 0.044 |
| | | 55 | 0.0428 | 98.0 | 0.034 |
| | | 56 | 0.0299 | 98.8 | 0.023 |
| | | 57 | 0.0216 | 99.1 | 0.038 |
| | PM peak | 75 | 0.0434 | 98.6 | 0.031 |
| | | 76 | 0.0457 | 99.2 | 0.026 |
| | | 77 | 0.0284 | 99.2 | 0.033 |
| | | 78 | 0.0235 | 99.3 | 0.038 |

Table D-3-2: Detailed core variable demand scenario convergence criteria: Option 1v9

| | | Option 1v9 | | | |
|---|------------|------------|-----------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - variable demand scenario: 2026 | AM peak | 53 | 0.0110 | 99.1 | 0.029 |
| | | 54 | 0.0121 | 99.4 | 0.035 |
| | | 55 | 0.0287 | 99.3 | 0.03 |
| | | 56 | 0.0129 | 99.0 | 0.023 |
| | Inter peak | 29 | 0.0265 | 98.2 | 0.031 |
| | | 30 | 0.0219 | 98.5 | 0.043 |
| | | 31 | 0.0262 | 98.1 | 0.026 |
| | | 32 | 0.0186 | 98.7 | 0.041 |
| | PM peak | 46 | 0.0244 | 98.5 | 0.031 |
| | | 47 | 0.0204 | 99.0 | 0.027 |
| | | 48 | 0.0198 | 99.0 | 0.027 |
| | | 49 | 0.0199 | 99.1 | 0.038 |
| Core scenario - variable demand scenario: 2041 | AM peak | 53 | 0.0293 | 98.8 | 0.045 |
| | | 54 | 0.0572 | 99 | 0.050 |
| | | 55 | 0.0423 | 99.2 | 0.034 |
| | | 56 | 0.0297 | 99.2 | 0.044 |
| | Inter peak | 34 | 0.0364 | 98.2 | 0.037 |
| | | 35 | 0.0357 | 99.1 | 0.041 |
| | | 36 | 0.0335 | 99.0 | 0.042 |
| | | 37 | 0.0347 | 98.2 | 0.034 |
| | PM peak | 96 | 0.0454 | 98.5 | 0.039 |
| | | 97 | 0.0299 | 98.9 | 0.028 |
| | | 98 | 0.0418 | 99.1 | 0.043 |
| | | 99 | 0.0332 | 98.8 | 0.026 |

Table D-3-3: Detailed core variable demand scenario convergence criteria: Option 3v1

| | | Option 3v1 | | | |
|--|------------|------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - variable demand scenario: 2026 | AM peak | 41 | 0.0144 | 98.1 | 0.046 |
| | | 42 | 0.0157 | 98.9 | 0.041 |
| | | 43 | 0.0146 | 99.5 | 0.04 |
| | | 44 | 0.0155 | 98.5 | 0.049 |
| | Inter peak | 22 | 0.0216 | 98.2 | 0.04 |
| | | 23 | 0.0276 | 98.2 | 0.031 |
| | | 24 | 0.0204 | 98.3 | 0.035 |
| | | 25 | 0.0255 | 98.5 | 0.023 |
| | PM peak | 23 | 0.0454 | 98.1 | 0.042 |
| | | 24 | 0.0439 | 98.3 | 0.04 |
| | | 25 | 0.0347 | 98.3 | 0.044 |
| | | 26 | 0.0366 | 98.5 | 0.036 |
| Core scenario - variable demand scenario: 2041 | AM peak | 53 | 0.0430 | 98.3 | 0.04 |
| | | 54 | 0.0300 | 98.9 | 0.034 |
| | | 55 | 0.0255 | 99.1 | 0.038 |
| | | 56 | 0.0257 | 99.2 | 0.034 |
| | Inter peak | 39 | 0.0790 | 98.2 | 0.035 |
| | | 40 | 0.0359 | 98.8 | 0.047 |
| | | 41 | 0.0455 | 98.1 | 0.03 |
| | | 42 | 0.0407 | 99.1 | 0.048 |
| | PM peak | 76 | 0.0292 | 98.5 | 0.045 |
| | | 77 | 0.0275 | 99.2 | 0.042 |
| | | 78 | 0.0393 | 98.9 | 0.045 |
| | | 79 | 0.0232 | 98.9 | 0.022 |

Table D-3-4: Detailed core variable demand scenario convergence criteria: Option 4/5Av1

| | | Option 5Av4 | | | |
|--|------------|-------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - variable demand scenario: 2026 | AM peak | 30 | 0.0272 | 98.6 | 0.038 |
| | | 31 | 0.0240 | 98.1 | 0.039 |
| | | 32 | 0.0710 | 98.2 | 0.032 |
| | | 33 | 0.0213 | 98.6 | 0.026 |
| | Inter peak | 26 | 0.0168 | 98.0 | 0.029 |
| | | 27 | 0.0189 | 98.5 | 0.028 |
| | | 28 | 0.0202 | 98.5 | 0.032 |
| | | 29 | 0.0177 | 98.6 | 0.019 |
| | PM peak | 25 | 0.0905 | 98.3 | 0.047 |
| | | 26 | 0.0609 | 99.0 | 0.035 |
| | | 27 | 0.0302 | 98.8 | 0.033 |
| | | 28 | 0.0308 | 98.5 | 0.036 |
| Core scenario - variable demand scenario: 2041 | AM peak | 48 | 0.0671 | 98.5 | 0.035 |
| | | 49 | 0.0564 | 98.9 | 0.047 |
| | | 50 | 0.0307 | 98.8 | 0.042 |
| | | 51 | 0.0432 | 99.1 | 0.034 |
| | Inter peak | 47 | 0.0343 | 99.0 | 0.046 |
| | | 48 | 0.0326 | 98.1 | 0.027 |
| | | 49 | 0.0201 | 98.9 | 0.024 |
| | | 50 | 0.0251 | 99.1 | 0.037 |
| | PM peak | 80 | 0.0447 | 98.7 | 0.048 |
| | | 81 | 0.0308 | 99.2 | 0.037 |
| | | 82 | 0.0267 | 99.1 | 0.028 |
| | | 83 | 0.0460 | 99.4 | 0.045 |

Table D-3-5: Detailed core variable demand scenario convergence criteria: Option 4/5Av2

| | | Option 5Av5 | | | |
|--|------------|-------------|--------------------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap |
| Core scenario - variable demand scenario: 2026 | AM peak | 56 | 0.0141 | 99.9 | 0.024 |
| | | 57 | 0.0156 | 100 | 0.024 |
| | | 58 | 0.0453 | 99.4 | 0.021 |
| | | 59 | 0.0382 | 99.3 | 0.019 |
| | Inter peak | 23 | 0.0235 | 98.4 | 0.02 |
| | | 24 | 0.0232 | 98.5 | 0.021 |
| | | 25 | 0.0148 | 98.4 | 0.024 |
| | | 26 | 0.0183 | 98.9 | 0.015 |
| | PM peak | 28 | 0.0314 | 98.7 | 0.031 |
| | | 29 | 0.0279 | 99.0 | 0.036 |
| | | 30 | 0.0318 | 98.8 | 0.028 |
| | | 31 | 0.0236 | 98.8 | 0.03 |
| Core scenario - variable demand scenario: 2041 | AM peak | 56 | 0.0613 | 98.8 | 0.033 |
| | | 57 | 0.0257 | 99.2 | 0.027 |
| | | 58 | 0.0361 | 99.4 | 0.028 |
| | | 59 | 0.0252 | 99.1 | 0.043 |
| | Inter peak | 49 | 0.0244 | 98.7 | 0.042 |
| | | 50 | 0.0297 | 98.7 | 0.05 |
| | | 51 | 0.0401 | 98.4 | 0.025 |
| | | 52 | 0.0326 | 99.0 | 0.039 |
| | PM peak | 80 | 0.0256 | 98.8 | 0.029 |
| | | 81 | 0.0225 | 99.2 | 0.029 |
| | | 82 | 0.0305 | 99.1 | 0.038 |
| | | 83 | 0.0411 | 99.0 | 0.032 |

Table D-3-6: Detailed core variable demand scenario convergence criteria: Option 5Bv1

| | | Option 5Bv1 | | | | |
|--|--|-------------|--------------------|--------|-------|-------|
| | | Iteration | Delta (δ) | %Flow | %Gap | |
| Core scenario - variable demand scenario: 2026 | AM peak | 47 | 0.0164 | 99.9 | 0.029 | |
| | | 48 | 0.0458 | 99.1 | 0.032 | |
| | | 49 | 0.0131 | 98.7 | 0.041 | |
| | | 50 | 0.0129 | 99.1 | 0.045 | |
| | Inter peak | 27 | 0.0181 | 98.4 | 0.029 | |
| | | 28 | 0.0276 | 98.5 | 0.027 | |
| | | 29 | 0.0148 | 98.5 | 0.029 | |
| | | 30 | 0.0150 | 98.8 | 0.025 | |
| | PM peak | 52 | 0.0361 | 99.1 | 0.029 | |
| | | 53 | 0.0189 | 99.1 | 0.027 | |
| | | 54 | 0.0278 | 99.1 | 0.025 | |
| | | 55 | 0.0184 | 99.2 | 0.025 | |
| | Core scenario - variable demand scenario: 2041 | AM peak | 48 | 0.0610 | 98.7 | 0.034 |
| | | | 49 | 0.0375 | 99.2 | 0.044 |
| | | | 50 | 0.0715 | 99.1 | 0.037 |
| | | | 51 | 0.0450 | 99.1 | 0.039 |
| Inter peak | | 56 | 0.0310 | 98.7 | 0.04 | |
| | | 57 | 0.0267 | 98.2 | 0.034 | |
| | | 58 | 0.0299 | 98.7 | 0.032 | |
| | | 59 | 0.0197 | 99.0 | 0.035 | |
| PM peak | | 80 | 0.0579 | 98.8 | 0.027 | |
| | | 81 | 0.0227 | 99.4 | 0.05 | |
| | | 82 | 0.0265 | 98.4 | 0.033 | |
| | | 83 | 0.0222 | 99.6 | 0.044 | |

A27 Ford Road Roundabout

Ford Rd Roundabout performance – Do Minimum 2041

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|----------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| A | A284 | 0.84 | 5 | 0.58 | 1 |
| B | Maltravers Street | 0.50 | 1 | 0.86 | 5 |
| C | A27 East (Arundel Bypass) | 1.01 | 28 | 0.84 | 5 |
| D | Ford Road | 1.14 | 47 | 0.93 | 9 |
| E | A27 West (Chichester Road) | 1.11 | 71 | 1.18 | 126 |

Ford Rd Roundabout performance – Option 1V5

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|---------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| A | A284 | 0.62 | 2 | 1.00 | 25 |
| B | Maltravers Street | 0.00 | 0 | 0.00 | 0 |
| C | Existing A27 (East) | 0.58 | 1 | 0.65 | 2 |
| D | Ford Road | 0.70 | 2 | 0.63 | 2 |

Ford Rd through-about performance – Option 1V9

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|-----------------------------|-------------|----------------|-----|----------------|-----|
| | | DoS (%) | MMQ | DoS (%) | MMQ |
| A284 SB | 1/1+1/2 | 56 | 1 | 69 | 4 |
| Maltravers Street | 2/1 | 14 | 0 | 28 | 0 |
| SB Circulatory A27 Crossing | 3/1+3/2 | 66 | 4 | 94 | 13 |
| A27 EB Internal Stopline | 4/1+4/2+4/3 | 72 | 2 | 100 | 16 |
| A27 WB External Left Turn | 5/1+5/2 | 51 | 3 | 63 | 4 |
| A27 WB External Ahead | 5/3+5/4+5/5 | 71 | 6 | 82 | 8 |
| Ford Road NB | 7/1 | 71 | 3 | 71 | 3 |

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|-----------------------------------|----------------|----------------|-----|----------------|-----|
| | | DoS (%) | MMQ | DoS (%) | MMQ |
| NB Circulatory A27 Crossing | 8/1+8/2+8/3 | 86 | 8 | 84 | 7 |
| A27 WB Internal Stopline | 9/1+9/2+9/3 | 71 | 3 | 56 | 2 |
| A27 EB External Left Turn | 10/1 | 81 | 8 | 85 | 9 |
| A27 EB External Ahead | 10/2+10/3+10/4 | 90 | 10 | 82 | 9 |
| A27 EB Exit (Existing Bridge ped) | 19/1+19/2 | 50 | 3 | 45 | 3 |

Ford Rd Roundabout performance – Option 3V1

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|----------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| A | A284 | 0.70 | 2 | 0.84 | 5 |
| B | Maltravers Street | 0.00 | 0 | 0.00 | 0 |
| C | A27 East (Arundel Bypass) | 0.59 | 1 | 0.72 | 3 |
| D | Ford Road | 0.71 | 2 | 0.67 | 2 |
| E | A27 West (Chichester Road) | 0.29 | 0 | 0.55 | 1 |

Ford Rd Roundabout performance – Option 4/5AV1

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|----------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| A | A284 | 0.66 | 2 | 0.82 | 4 |
| B | Maltravers Street | 0.00 | 0 | 0.00 | 0 |
| C | A27 East (Arundel Bypass) | 0.57 | 1 | 0.72 | 3 |
| D | Ford Road | 0.44 | 1 | 0.69 | 2 |
| E | A27 West (Chichester Road) | 0.27 | 0 | 0.46 | 1 |

Ford Rd Roundabout performance – Option 4/5AV2

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|----------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| A | A284 | 0.61 | 2 | 0.86 | 6 |
| B | Maltravers Street | 0.00 | 0 | 0.00 | 0 |
| C | A27 East (Arundel Bypass) | 0.52 | 1 | 0.73 | 3 |
| D | Ford Road | 0.66 | 2 | 0.70 | 2 |
| E | A27 West (Chichester Road) | 0.23 | 0 | 0.47 | 1 |

Ford Rd Roundabout performance – Option 5BV1

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|----------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| A | A284 | 0.68 | 2 | 0.86 | 6 |
| B | Maltravers Street | 0.00 | 0 | 0.00 | 0 |
| C | A27 East (Arundel Bypass) | 0.58 | 1 | 0.76 | 3 |
| D | Ford Road | 0.49 | 1 | 0.76 | 3 |
| E | A27 West (Chichester Road) | 0.21 | 0 | 0.39 | 1 |

A27 Crossbush Junction

Crossbush Junction performance – Do Minimum

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|---------------------------------|---------|----------------|------------|----------------|------------|
| Arm / Movement | Lane(s) | DoS (%) | MMQ (PCUs) | DoS (%) | MMQ (PCUs) |
| A27 Westbound Left Turn | 1/1 | 27 | 4 | 102 | 56 |
| A27 Westbound Ahead | 1/2 | 136 | 261 | 119 | 144 |
| A27 WB Circulatory | 2/1 | 100 | 24 | 58 | 9 |
| A284 Northbound | 3/1+3/2 | 133 | 98 | 119 | 74 |
| A284 N/B Circulatory Right Turn | 4/1 | 79 | 2 | 78 | 2 |
| N/B Circulatory Give-way Right | 5/1 | 47 | 4 | 48 | 4 |

Crossbush Junction performance – 1V5

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| North Rbt | The Causeway | 0.70 | 2 | 0.79 | 4 |
| | Overbridge northbound | 0.64 | 2 | 0.66 | 2 |
| | A27 eastbound off-slip | 0.52 | 1 | 0.29 | 0 |
| South Rbt | Overbridge southbound | 0.52 | 1 | 0.39 | 1 |
| | A27 westbound off-slip | 0.27 | 0 | 0.58 | 1 |
| | A284 Lyminster Road | 0.74 | 3 | 0.79 | 4 |

Crossbush Junction performance – 1V9

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| North Rbt | The Causeway | 0.67 | 2 | 0.77 | 3 |
| | Overbridge northbound | 0.34 | 1 | 0.33 | 1 |
| | A27 eastbound off-slip | 0.35 | 1 | 0.25 | 0 |
| South Rbt | Overbridge southbound | 0.47 | 1 | 0.40 | 1 |
| | A27 westbound off-slip | 0.11 | 0 | 0.33 | 1 |
| | A284 Lyminster Road | 0.68 | 2 | 0.67 | 2 |

Crossbush Junction performance – 3V1

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| North Rbt | The Causeway | 0.70 | 2 | 0.76 | 3 |
| | Overbridge northbound | 0.71 | 2 | 0.68 | 2 |
| | A27 eastbound off-slip | 0.71 | 2 | 0.56 | 1 |
| South Rbt | Overbridge southbound | 0.80 | 4 | 0.60 | 2 |
| | A27 westbound off-slip | 0.34 | 1 | 0.65 | 2 |
| | A284 Lyminster Road | 0.76 | 3 | 0.75 | 3 |

Crossbush Junction performance – 4/5AV1

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| North Rbt | The Causeway | 0.60 | 2 | 0.72 | 3 |
| | Overbridge northbound | 0.65 | 2 | 0.63 | 2 |
| | A27 eastbound off-slip | 0.64 | 2 | 0.63 | 2 |
| South Rbt | Overbridge southbound | 0.48 | 1 | 0.38 | 1 |
| | A27 westbound off-slip | 0.26 | 1 | 0.58 | 1 |
| | A284 Lyminster Road | 0.71 | 2 | 0.74 | 3 |

Crossbush Junction performance – 4/5AV2

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| North Rbt | The Causeway | 0.64 | 2 | 0.75 | 3 |
| | Overbridge northbound | 0.64 | 2 | 0.67 | 2 |
| | A27 eastbound off-slip | 0.70 | 2 | 0.68 | 2 |
| South Rbt | Overbridge southbound | 0.49 | 1 | 0.39 | 1 |
| | A27 westbound off-slip | 0.26 | 0 | 0.58 | 1 |
| | A284 Lyminster Road | 0.71 | 2 | 0.77 | 3 |

Crossbush Junction performance – 5BV1

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|------------------------|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| North Rbt | The Causeway | 0.63 | 2 | 0.75 | 3 |
| | Overbridge northbound | 0.66 | 2 | 0.67 | 2 |
| | A27 eastbound off-slip | 0.73 | 3 | 0.88 | 6 |
| South Rbt | Overbridge southbound | 0.48 | 1 | 0.39 | 1 |
| | A27 westbound off-slip | 0.26 | 0 | 0.59 | 1 |
| | A284 Lyminster Road | 0.73 | 3 | 0.77 | 3 |

A27 Arundel Bypass - Western Tie-In Junction

Western Tie-In Junction performance – Option 4/5AV1

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|---|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| 1A-1C | Existing A27 (from Arundel) at Shellbridge Road | 0.26 | 0 | 0.48 | 1 |
| 1B | Shellbridge Road Southbound at existing A27 | 0.21 | 0 | 0.70 | 2 |
| 2A-2C | Shellbridge Road Southbound at new overbridge | 0.00 | 0.00 | 0.11 | 0 |
| 2B | A27 Bypass Overbridge at Shellbridge Road | 0.50 | 1 | 0.36 | 1 |
| 3A-3C | A27 Bypass Overbridge at Yapton Lane | 0.07 | 0 | 0.46 | 1 |
| 3B | Yapton Lane Northbound | 0.50 | 1 | 0.28 | 0 |

Western Tie-In Junction performance – Option 4/5AV2

| Junction Arm | | AM Peak (2041) | | PM Peak (2041) | |
|--------------|---|----------------|-------------|----------------|-------------|
| | | RFC | Queue (Veh) | RFC | Queue (Veh) |
| 1B | A27 Arundel Bypass Eastbound Offslip | 0.42 | 1 | 0.98 | 12 |
| 2A-2C | Binsted Lane junction with Westbound Onslip | 0.00 | 0.00 | 0.00 | 0.00 |

Appendix E

Scheme economics

Option 1v5:

| TOTAL Cost | Construction | Land | Preparation | Supervision |
|--------------|---------------------|--------------------|--------------------|-------------------|
| 2019 | | 21.6% | 21.0% | |
| 2020 | | 9.0% | 27.5% | |
| 2021 | | 7.6% | 15.4% | |
| 2022 | 4.5% | 6.8% | 36.1% | 0.3% |
| 2023 | 40.3% | 32.4% | | 26.7% |
| 2024 | 40.7% | 10.9% | | 40.4% |
| 2025 | 13.7% | 5.9% | | 16.8% |
| 2026 | 0.5% | 5.2% | | 15.8% |
| 2027 | 0.4% | | | |
| 2028 | | | | |
| 2029 | | | | |
| 2030 | | | | |
| 2031 | | | | |
| 2032 | | | | |
| TOTAL | £132,785,212 | £14,370,869 | £23,007,948 | £5,379,877 |

Option 1v9:

| TOTAL Cost | Construction | Land | Preparation | Supervision |
|--------------|---------------------|--------------------|--------------------|-------------------|
| 2019 | | 20.0% | 21.0% | |
| 2020 | | 8.4% | 27.4% | |
| 2021 | | 7.0% | 15.4% | |
| 2022 | 4.7% | 7.0% | 36.1% | 0.3% |
| 2023 | 42.2% | 33.6% | | 29.4% |
| 2024 | 42.7% | 11.3% | | 42.2% |
| 2025 | 9.6% | 6.3% | | 14.3% |
| 2026 | 0.5% | 5.7% | | 13.8% |
| 2027 | 0.3% | 0.4% | | |
| 2028 | | 0.2% | | |
| 2029 | | 0.1% | | |
| 2030 | | 0.1% | | |
| 2031 | | | | |
| 2032 | | | | |
| TOTAL | £129,541,503 | £13,207,097 | £22,977,668 | £5,134,297 |

Option 3v1:

| TOTAL Cost | Construction | Land | Preparation | Supervision |
|--------------|---------------------|--------------------|--------------------|-------------------|
| 2019 | | | 17.4% | |
| 2020 | | | 28.6% | |
| 2021 | | | 16.1% | |
| 2022 | 4.3% | 10.0% | 37.8% | 0.3% |
| 2023 | 40.4% | 52.4% | 0.0% | 26.8% |
| 2024 | 39.5% | 17.6% | | 40.5% |
| 2025 | 14.7% | 9.6% | | 16.9% |
| 2026 | 0.6% | 9.0% | | 15.6% |
| 2027 | 0.5% | 0.7% | | |
| 2028 | | 0.3% | | |
| 2029 | | 0.2% | | |
| 2030 | | 0.1% | | |
| 2031 | | 0.1% | | |
| 2032 | | | | |
| TOTAL | £166,973,900 | £14,017,394 | £27,748,326 | £5,780,818 |

Option 4/5Av1:

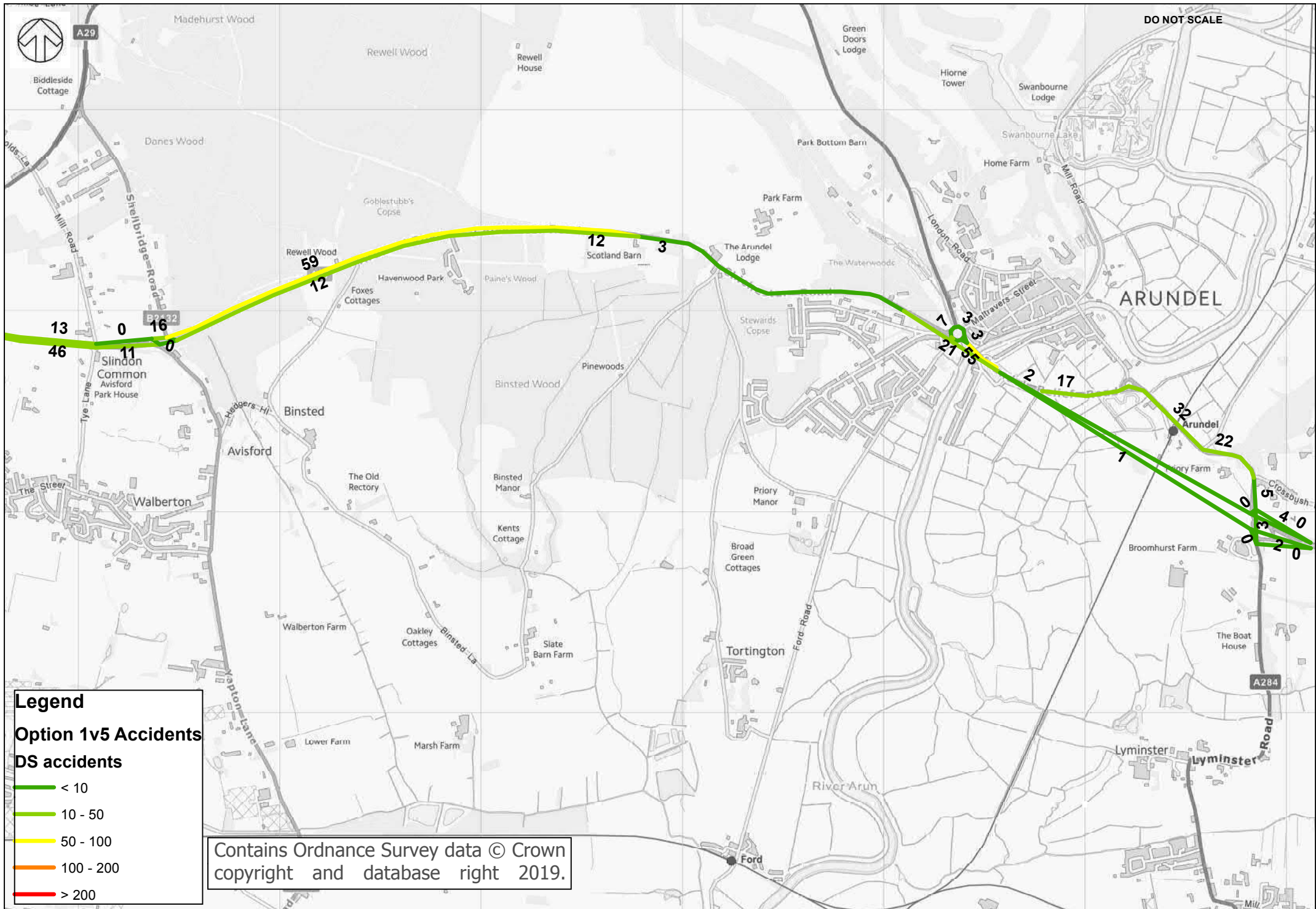
| TOTAL Cost | Construction | Land | Preparation | Supervision |
|--------------|---------------------|--------------------|--------------------|-------------------|
| 2019 | | 23.8% | 17.2% | |
| 2020 | | 10.0% | 29.0% | |
| 2021 | | 8.3% | 16.2% | |
| 2022 | 5.0% | 6.3% | 37.5% | 0.3% |
| 2023 | 46.5% | 29.4% | | 32.4% |
| 2024 | 40.9% | 9.9% | | 43.0% |
| 2025 | 7.0% | 6.0% | | 15.0% |
| 2026 | 0.4% | 5.3% | | 9.3% |
| 2027 | 0.2% | 0.5% | | |
| 2028 | | 0.2% | | |
| 2029 | | 0.1% | | |
| 2030 | | 0.1% | | |
| 2031 | | 0.1% | | |
| 2032 | | | | |
| TOTAL | £172,818,286 | £23,371,853 | £28,074,839 | £5,461,269 |

Option 4/5Av2:

| TOTAL Cost | Construction | Land | Preparation | Supervision |
|--------------|---------------------|--------------------|--------------------|-------------------|
| 2019 | | 21.3% | 17% | 0% |
| 2020 | | 9.0% | 29% | 0% |
| 2021 | | 7.5% | 16% | 0% |
| 2022 | 5% | 6.4% | 38% | 32.4% |
| 2023 | 48% | 31.0% | | 42.4% |
| 2024 | 41% | 10.3% | | 15.4% |
| 2025 | 6% | 7.0% | | 9.8% |
| 2026 | 0% | 6.3% | | 0% |
| 2027 | 0% | 1.2% | | 0% |
| 2028 | | | | 0% |
| 2029 | | | | |
| 2030 | | | | |
| 2031 | | | | |
| 2032 | | | | |
| TOTAL | £190,280,153 | £16,927,992 | £28,031,759 | £5,575,767 |

Option 5BV1:

| TOTAL Cost | Construction | Land | Preparation | Supervision |
|--------------|---------------------|--------------------|--------------------|-------------------|
| 2019 | | 16.0% | 17% | |
| 2020 | | 5.2% | 30% | |
| 2021 | | 5.1% | 16% | |
| 2022 | 4.2% | 7.2% | 37% | 0.3% |
| 2023 | 43.0% | 38.2% | | 26.3% |
| 2024 | 38.4% | 13.2% | | 39.8% |
| 2025 | 14.2% | 7.1% | | 16.6% |
| 2026 | 0.1% | 7.4% | | 17% |
| 2027 | 0.1% | 0.1% | | |
| 2028 | | 0.1% | | |
| 2029 | | 0.1% | | |
| 2030 | | 0.1% | | |
| 2031 | | 0.1% | | |
| 2032 | | 0.1% | | |
| TOTAL | £197,914,034 | £23,514,565 | £29,009,170 | £6,128,503 |



Legend

**Option 1v5 Accidents
DS accidents**

- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 200

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DO NOT SCALE



Legend

Option 1v5 Accidents

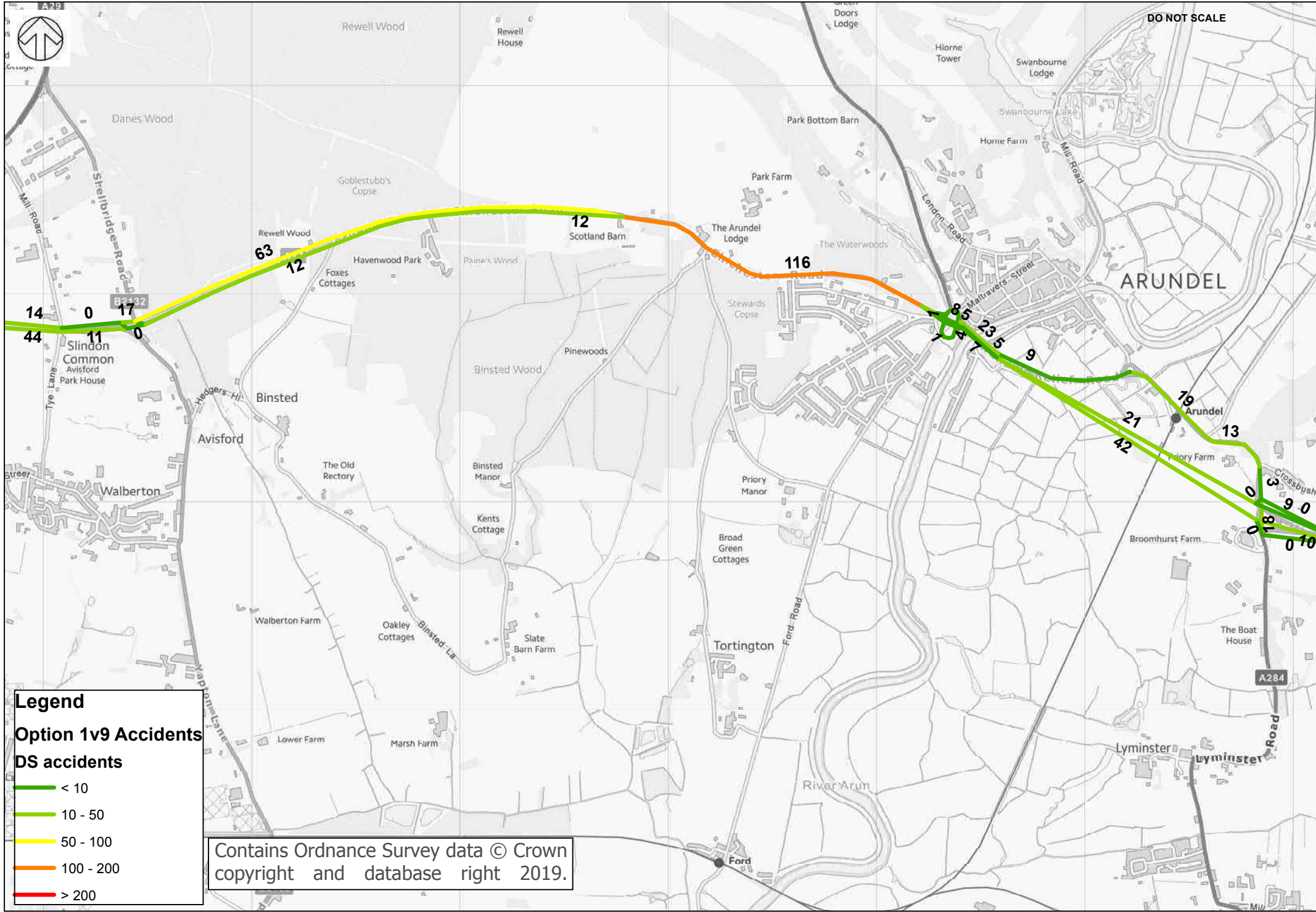
DS accidents

- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 200

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DO NOT SCALE



Legend

Option 1v9 Accidents

DS accidents

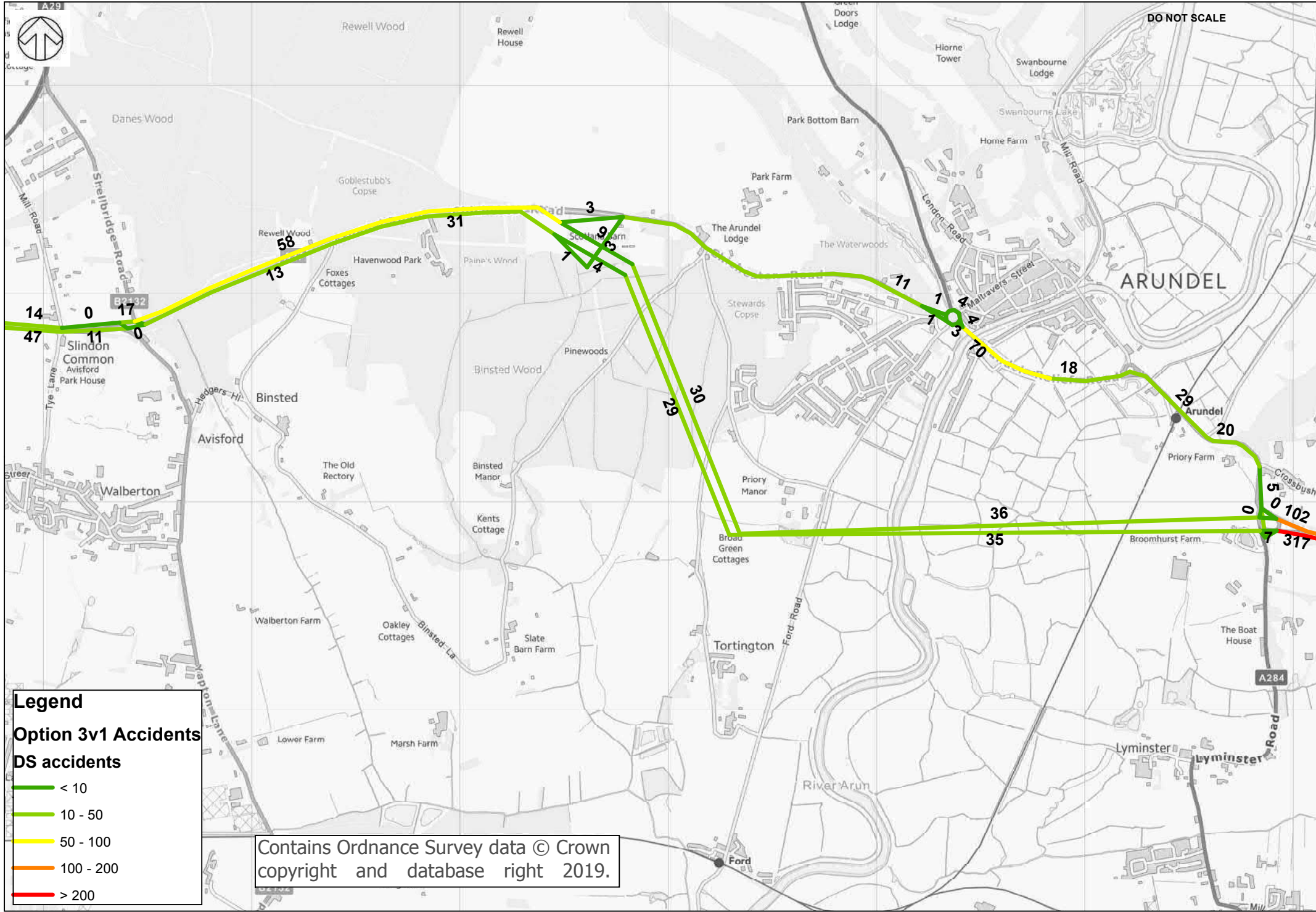
- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 200

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DO NOT SCALE



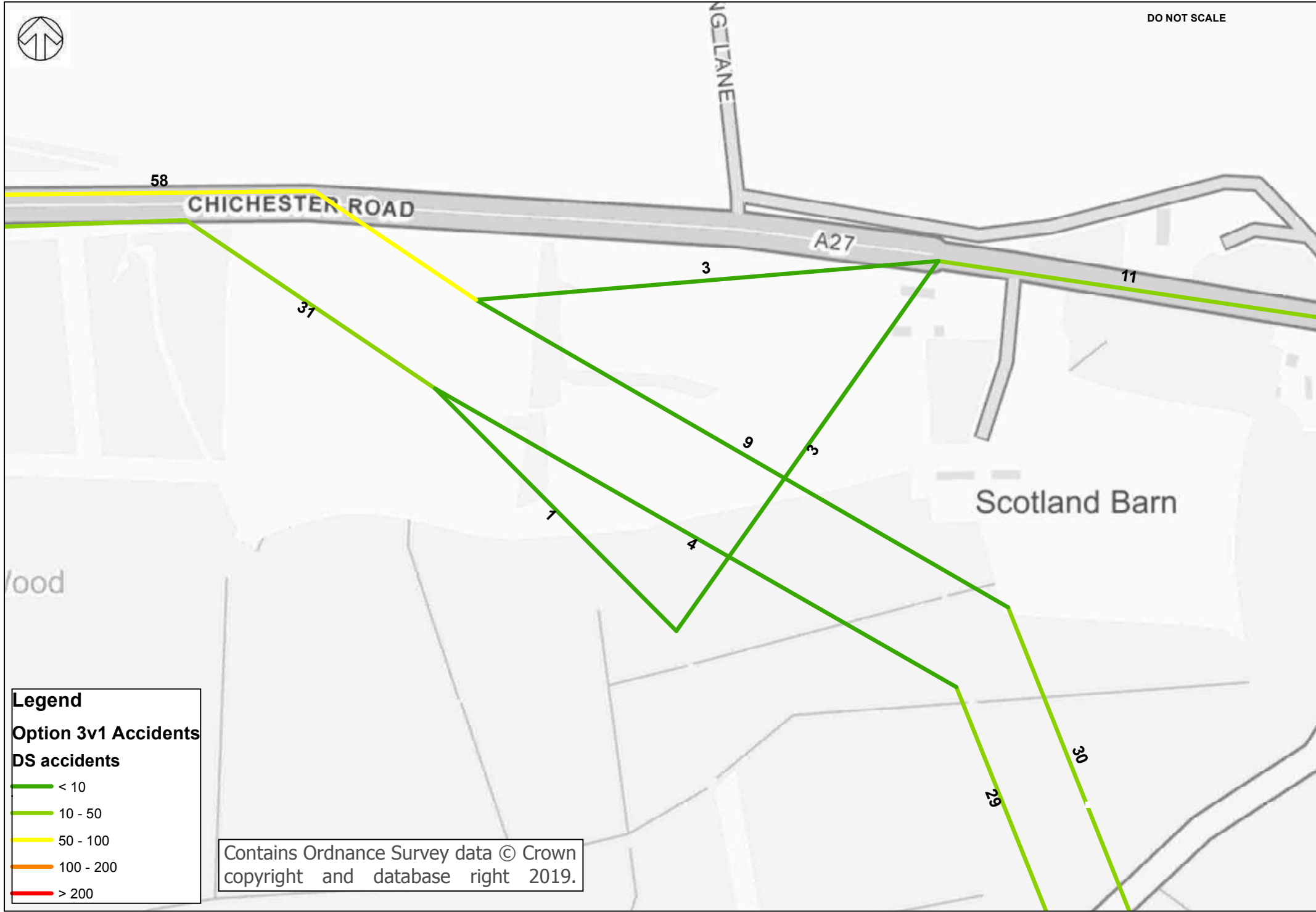
Legend

Option 3v1 Accidents

DS accidents

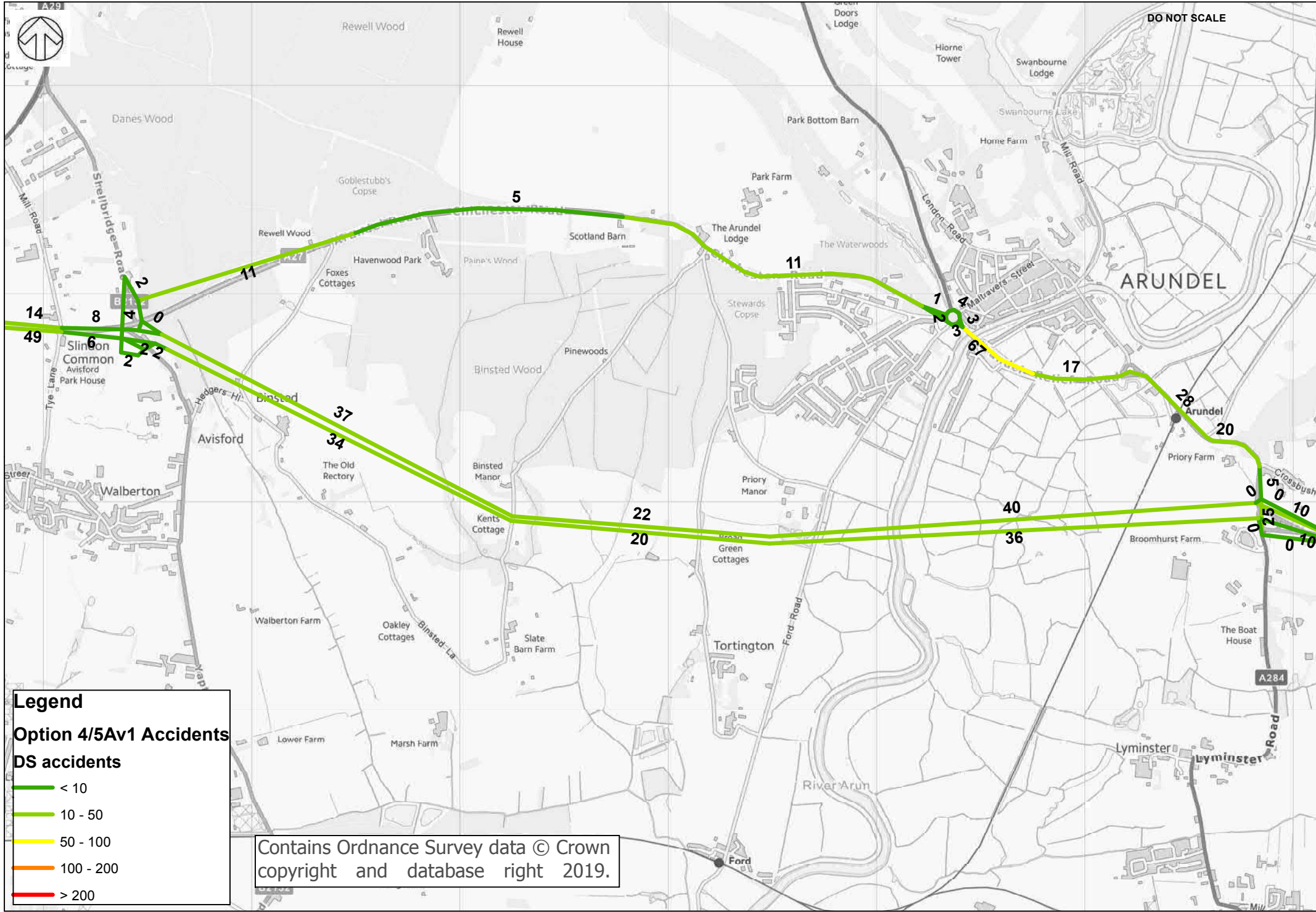
- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 200

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DO NOT SCALE



Legend

Option 4/5Av1 Accidents

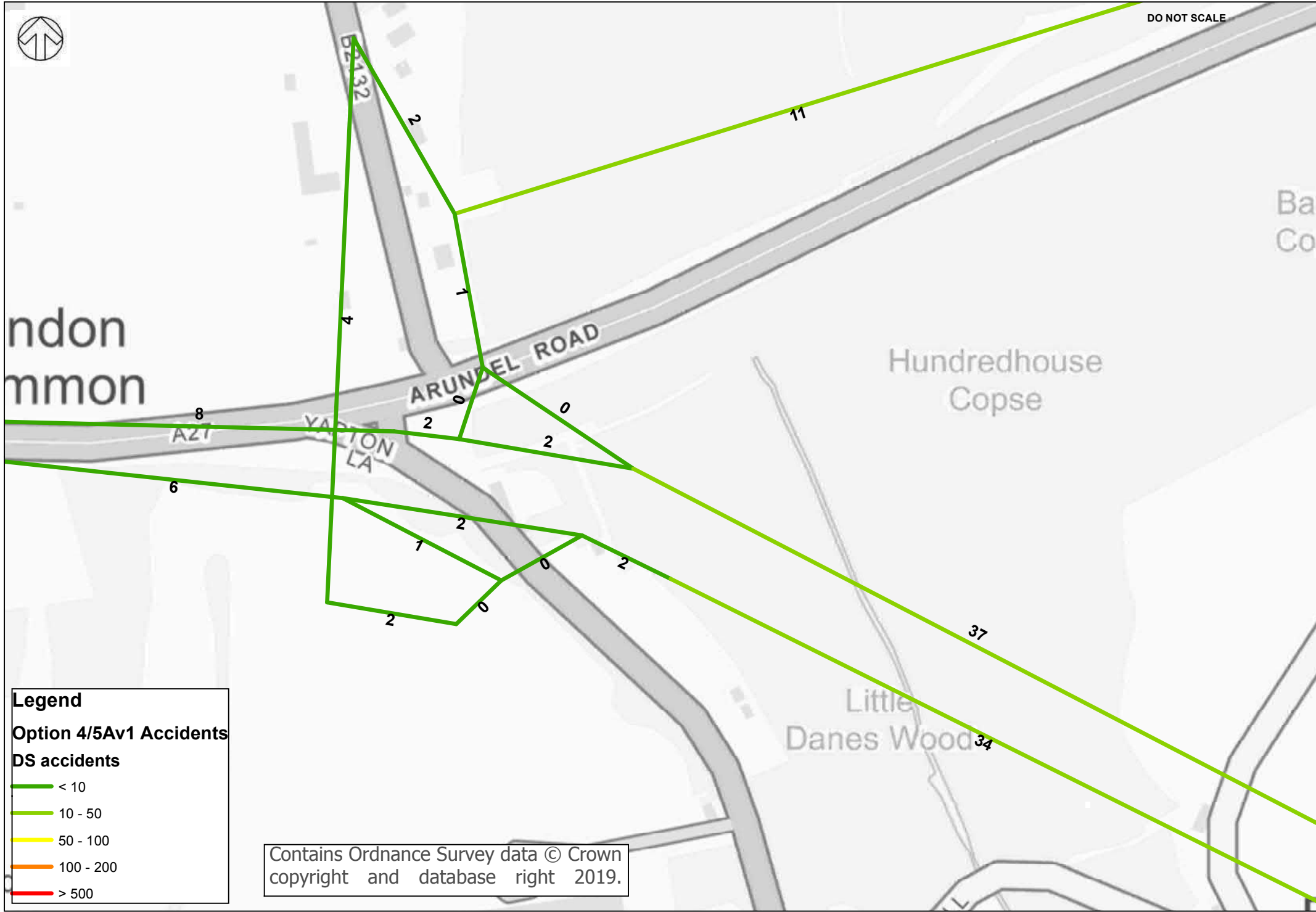
DS accidents

- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 200

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DO NOT SCALE



ndon
mmon

AZT

YARLTON
LA

ARUNDEL ROAD

Hundredhouse
Copse

Little
Danes Wood

Ba
Co

Legend

Option 4/5Av1 Accidents

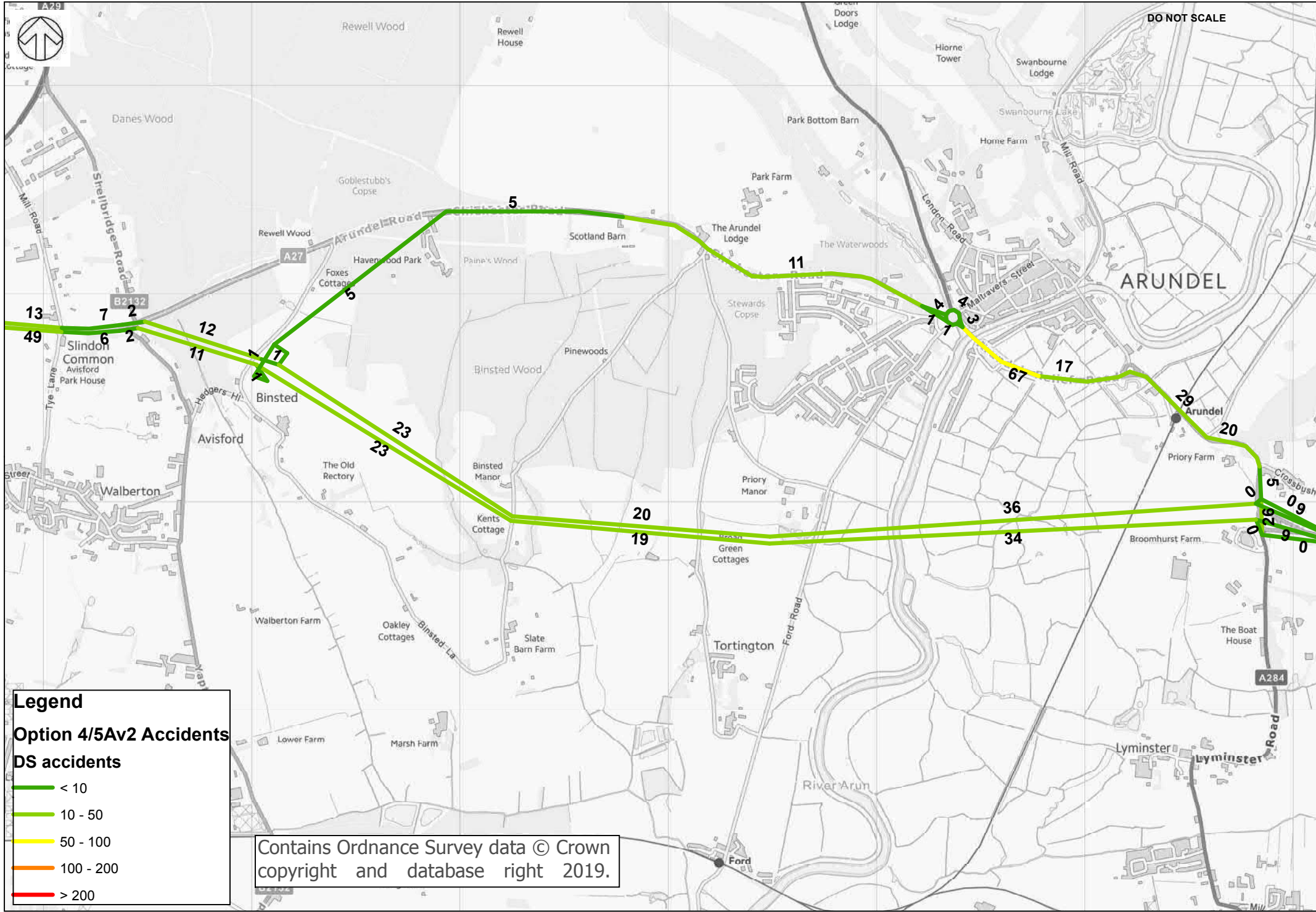
DS accidents

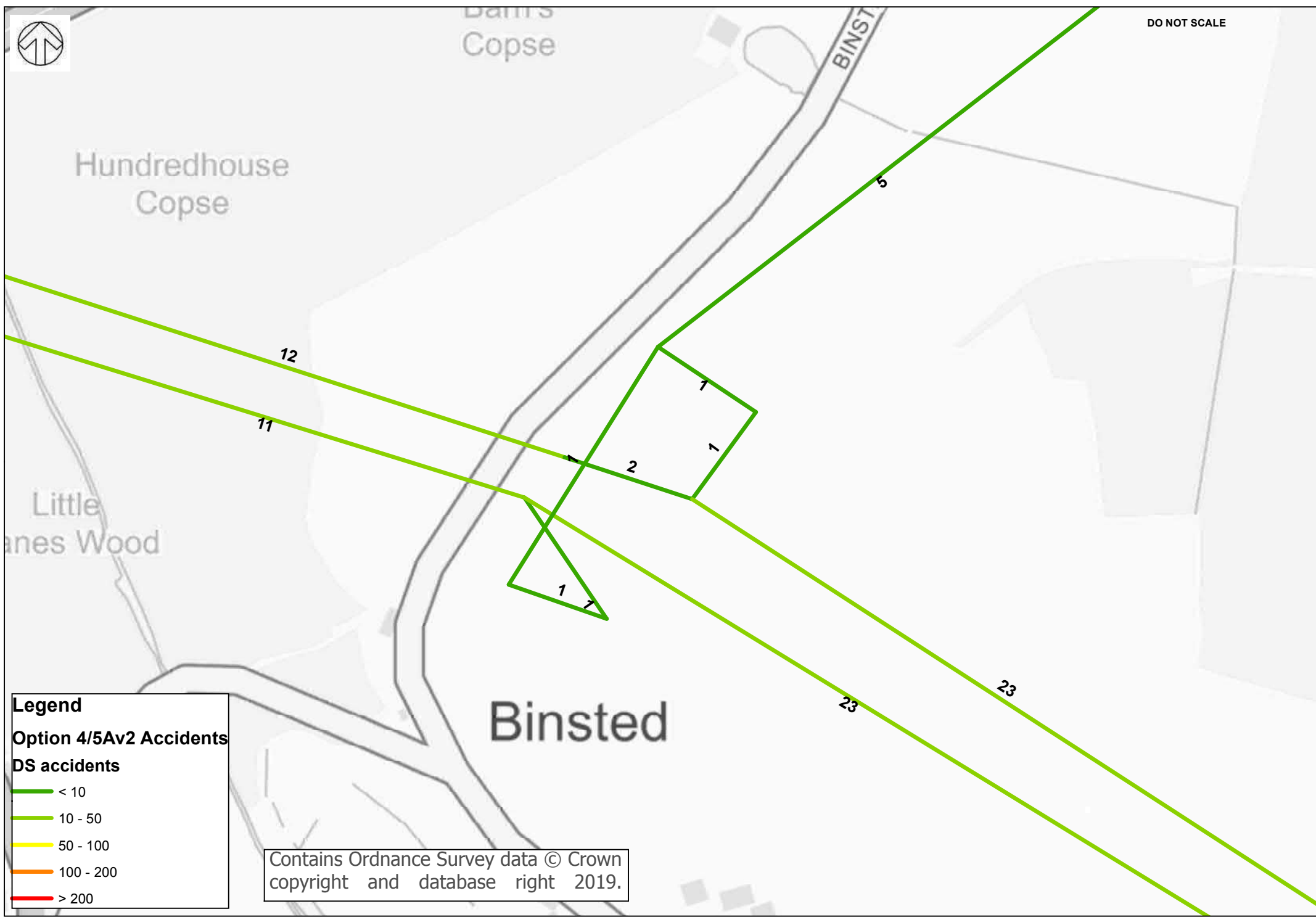
- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 500

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DO NOT SCALE





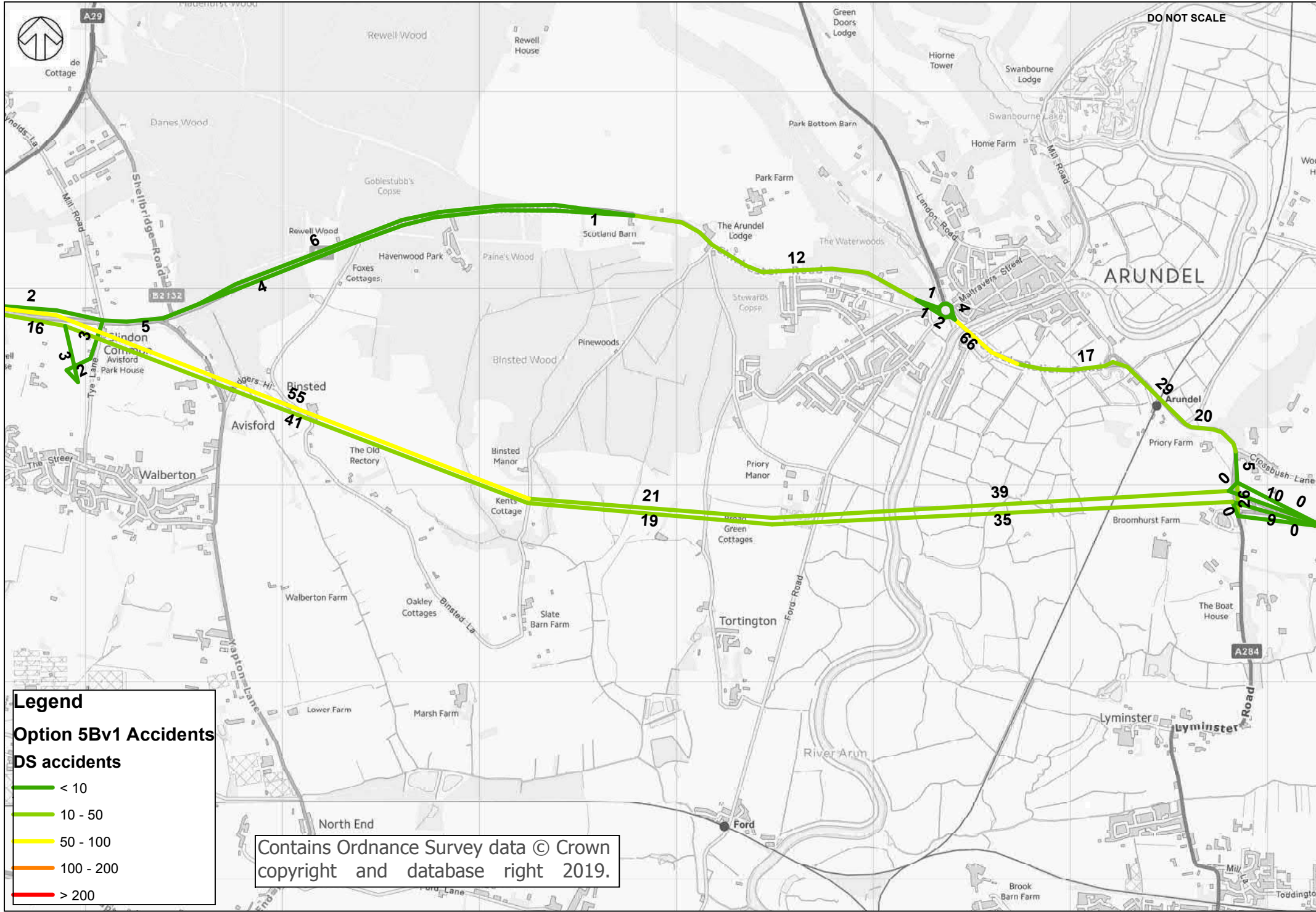
Legend

Option 4/5Av2 Accidents

DS accidents

- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 200

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DO NOT SCALE

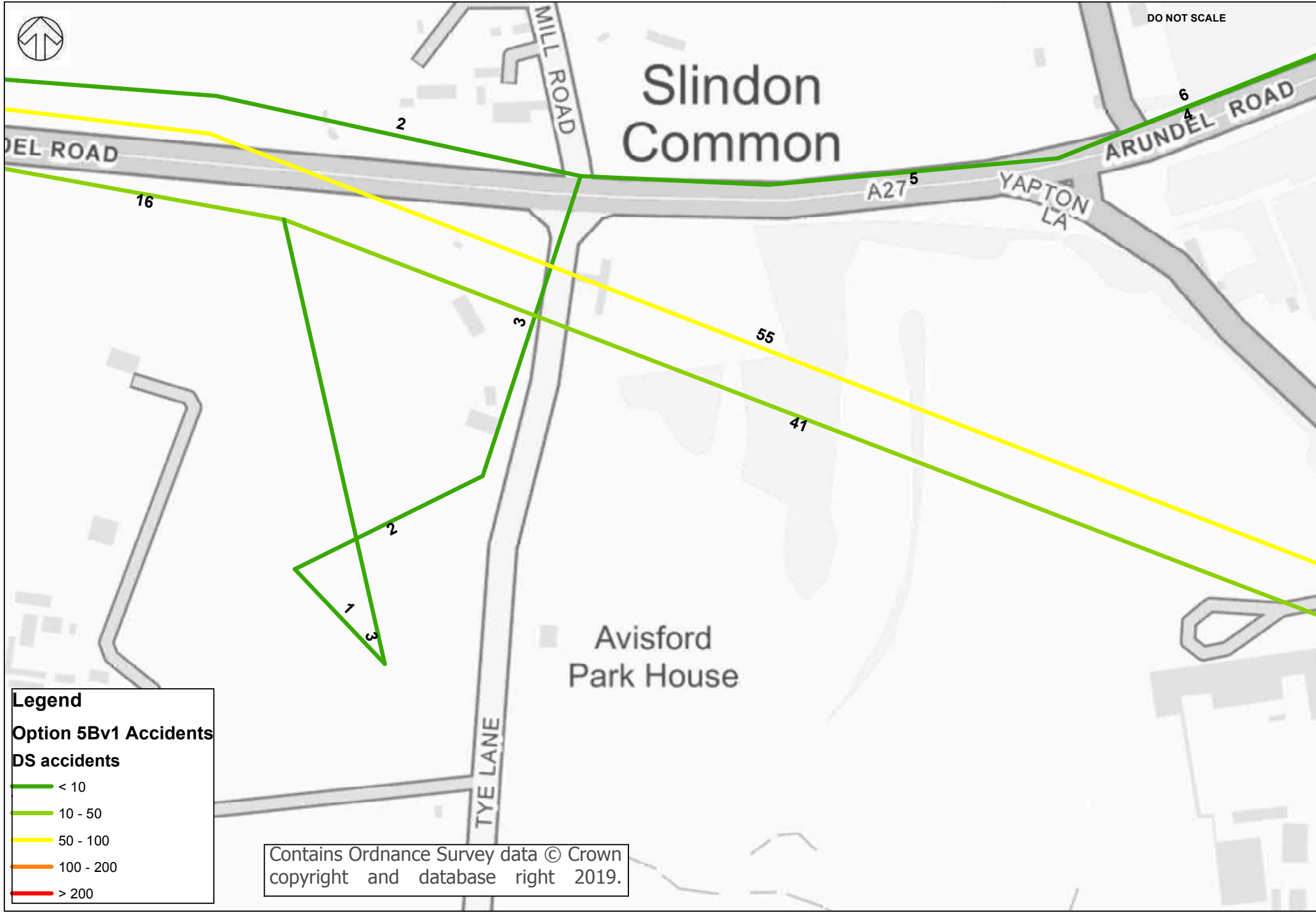
Legend

Option 5Bv1 Accidents

DS accidents

- < 10
- 10 - 50
- 50 - 100
- 100 - 200
- > 200

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| Opt 1v5 - 2026 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total | |
|----------------|---------|--------|--------|--------|---------|--------|--------|---------|--------|--------|--------|--------|---------|--------|--------|-------|-------|--------|---------|---------|-------------|--|
| 1 | -54279 | -4410 | -8609 | -2540 | -243 | 2099 | 12066 | 67012 | -784 | 1427 | -15644 | -3286 | 52909 | 15052 | 115 | -1444 | -401 | -3744 | -106348 | -11766 | -62818 | |
| 2 | -158042 | -8553 | -12415 | 2986 | 18223 | 10780 | 30402 | 42537 | -4412 | 6842 | -42819 | -14116 | 102425 | 32484 | 6714 | -1623 | -1410 | -9610 | -189740 | -26395 | -215742 | |
| 3 | -63447 | 2996 | -1413 | 4701 | 28993 | 6430 | 21932 | 10331 | -2884 | 3772 | -16253 | -2939 | 77929 | 21063 | 5795 | -558 | -824 | -4694 | -11563 | -5676 | 73691 | |
| 4 | -9287 | 2992 | 1781 | 861 | 18190 | 10484 | 8562 | 7864 | 1539 | 4428 | -3261 | -514 | 27775 | 11663 | 8643 | -74 | -16 | -518 | -377 | 3733 | 94468 | |
| 5 | -21040 | 25499 | 10507 | 15436 | 233005 | 54041 | 45625 | 78080 | 19144 | 64770 | -9279 | -1281 | 191894 | 82359 | 117696 | 251 | 357 | -2331 | -545 | 28289 | 932477 | |
| 6 | 3299 | 14648 | 12277 | 14760 | 37569 | | -843 | 1665 | 31 | -4 | 6272 | 303 | -5618 | 19 | 1097 | 1632 | | 23 | 337 | 14942 | 102409 | |
| 7 | 2698 | 10843 | 9838 | 6126 | 11103 | -556 | 70 | 5724 | -795 | -362 | 3992 | 168 | -3686 | -1838 | -1241 | 809 | -14 | -331 | 297 | 10684 | 53529 | |
| 8 | -18793 | 99978 | 55412 | 50766 | 132808 | 1391 | 13836 | 523064 | -5291 | -748 | 29842 | 4010 | -150704 | 35274 | -4215 | 5152 | 424 | -1313 | 15344 | 42603 | 828840 | |
| 9 | -1103 | -188 | -12 | 4695 | 28279 | 91 | -423 | -2743 | 52 | 58 | -61 | 140 | -6969 | 1447 | 527 | -20 | 28 | 809 | 141 | -525 | 24223 | |
| 10 | 5048 | 14199 | 10081 | 10962 | 82151 | 12 | 205 | 2438 | 721 | 481 | 2632 | 372 | 2349 | 280 | 1680 | 843 | 10 | 77 | 20 | 13168 | 147729 | |
| 11 | -18309 | -3845 | -3472 | -21 | 16372 | 4357 | 8105 | 57611 | -347 | 2011 | -2735 | -484 | 48328 | 11907 | 2910 | -588 | -50 | -303 | -448 | -5280 | 115719 | |
| 12 | -7617 | -428 | -1021 | -77 | 1718 | 356 | 1444 | 12141 | 81 | 327 | -1170 | -69 | 5474 | 4269 | 17 | -137 | 15 | -9 | -208 | -1770 | 13336 | |
| 13 | 40864 | 146785 | 87983 | 41626 | 102867 | 1118 | 20990 | 212390 | 71031 | 103662 | 58243 | 6248 | 55401 | 35652 | 33282 | 11113 | 325 | 8160 | 5463 | 102514 | 1145636 | |
| 14 | 9018 | 31455 | 24496 | 19448 | 77305 | 2087 | -2038 | 1899 | -305 | -722 | 13037 | 2352 | -17010 | 3909 | 6153 | 2929 | 5 | 610 | 1037 | 39104 | 214769 | |
| 15 | 1893 | 8767 | 7216 | 8967 | 106403 | 885 | 2903 | 11323 | 315 | 322 | 4570 | 129 | 10271 | 7137 | 1243 | 885 | 0 | -58 | 170 | 9470 | 182811 | |
| 16 | -636 | -673 | -501 | 162 | 6210 | 1013 | 3494 | 13852 | 70 | 352 | -186 | -39 | 13939 | 3698 | 936 | -1 | 1 | -13 | -49 | -430 | 41199 | |
| 17 | -825 | -29 | -22 | 66 | 480 | 0 | -4 | 1460 | 24 | 8 | -42 | 27 | -230 | 66 | 4 | -6 | 2 | 143 | 111 | -134 | 1099 | |
| 18 | -25257 | 511 | -1312 | 1576 | 10428 | 62 | -119 | 6509 | 871 | 202 | -1145 | 34 | -285 | 3414 | 20 | -39 | 230 | 43 | 319 | -2815 | -6753 | |
| 19 | -90752 | 10137 | -681 | -464 | 512 | 310 | 698 | 25552 | 137 | 48 | -1594 | -59 | 5184 | 1695 | 40 | -216 | 120 | 295 | 153 | -1394 | -50279 | |
| 20 | -65045 | 5007 | -1384 | 9930 | 53789 | 10079 | 32031 | 96122 | -52 | 5756 | -12371 | -2299 | 111011 | 32992 | 9740 | -381 | -151 | -1959 | -4704 | -4948 | 273163 | |
| Grand Total | -471612 | 355691 | 188749 | 189966 | 966162 | 105039 | 198855 | 1174831 | 79146 | 192630 | 12028 | -11303 | 520387 | 302542 | 191156 | 18527 | -1349 | -14723 | -290590 | 203374 | 3909506 | |
| Opt1v5 - 2041 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | -50363 | -20004 | -17405 | -6852 | -10977 | 1363 | 9922 | 21475 | -846 | 156 | -16431 | -3799 | 44572 | 8996 | -1764 | -2367 | -528 | -5327 | -144680 | -23052 | -217905 | |
| 2 | -153043 | -19033 | -30594 | 1922 | 22473 | 9615 | 32394 | 102217 | -173 | 6442 | -39576 | -15208 | 107999 | 32695 | -1792 | -2372 | -49 | -9828 | -245818 | -64289 | -266018 | |
| 3 | -67613 | -25790 | -6930 | 5615 | 40058 | 5672 | 21632 | 74169 | 61 | 3403 | -18065 | -4065 | 80078 | 22147 | -2804 | -943 | 25 | -197 | -16314 | -16734 | 93405 | |
| 4 | -15684 | -17164 | -9138 | 2020 | 20325 | 9227 | 9673 | 12787 | 1223 | 4124 | -8221 | -714 | 31412 | 12934 | 2496 | 227 | 44 | 1538 | -1541 | -4432 | 51136 | |
| 5 | -34916 | -15029 | -15048 | 20956 | 212558 | 43569 | 56235 | 136501 | 18860 | 58783 | -19778 | -1293 | 225538 | 92339 | 63159 | 1393 | 551 | 5963 | -3478 | 2428 | 849291 | |
| 6 | 2338 | 13719 | 12038 | 12602 | 40150 | | -48 | 4092 | 183 | 0 | 5979 | 240 | -3842 | 113 | -4283 | 1653 | | 40 | 270 | 15197 | 100441 | |
| 7 | 1824 | 10220 | 9714 | 5273 | 12015 | -744 | -48 | 20089 | -902 | -75 | 3350 | 48 | 49965 | 4249 | -2211 | 815 | -15 | -311 | 179 | 10493 | 123928 | |
| 8 | -42028 | 47132 | 29229 | 42137 | 190725 | -2826 | 63253 | 504215 | 21149 | 12582 | 14019 | 7091 | 246877 | 53120 | -23439 | 2999 | 4236 | 36712 | 13483 | 23118 | 1243784 | |
| 9 | -736 | -1407 | -241 | 3768 | 26823 | -6 | 130 | 11373 | 81 | -1435 | -539 | 2002 | -5590 | 1998 | -277 | -32 | 129 | 8389 | 1070 | -734 | 44766 | |
| 10 | 4322 | 14592 | 11123 | 9519 | 80796 | 6 | 1299 | 38211 | 3924 | 243 | 2502 | 360 | 20657 | -36 | -1267 | 928 | 48 | 476 | 143 | 14439 | 202285 | |
| 11 | -26095 | -34088 | -13266 | -1760 | 15988 | 3713 | 8114 | 66347 | -324 | 1402 | -5947 | -991 | 47278 | 10648 | -2335 | -1207 | -32 | 1634 | -1523 | -13880 | 53676 | |
| 12 | -6117 | -2362 | -3244 | -449 | 1000 | 227 | 1279 | 17634 | 937 | -96 | -1758 | -197 | 4627 | 3094 | -280 | -225 | 290 | 604 | 242 | -4213 | 11033 | |
| 13 | 65529 | 196558 | 113371 | 46627 | 192355 | 2662 | 88446 | 607865 | 185136 | 225574 | 85143 | 9903 | 279933 | 132425 | 39787 | 15532 | 897 | 19584 | 5885 | 138246 | 2451458 | |
| 14 | 4941 | 27110 | 22545 | 17787 | 84137 | -6655 | 13513 | 57509 | -678 | -1736 | 12818 | 1380 | 57062 | 1734 | -18020 | 3124 | 1 | 1196 | 231 | 39358 | 317357 | |
| 15 | 290 | 6138 | 6012 | 6096 | 93328 | 834 | 3597 | 15402 | 659 | 289 | 3659 | 26 | 9770 | 7376 | 935 | 800 | 3 | 10 | 67 | 8480 | 163771 | |
| 16 | -1368 | -2486 | -974 | 181 | 8855 | 926 | 3626 | 16111 | 59 | 352 | -833 | -43 | 14969 | 3719 | -16 | -2 | 2 | 149 | -84 | -534 | 42609 | |
| 17 | -679 | -267 | -78 | 79 | 548 | 0 | 8 | 5905 | 61 | 8 | -81 | 357 | -148 | 87 | -18 | -11 | 8 | 1431 | 929 | -213 | 7926 | |
| 18 | -17226 | 701 | -3418 | 2211 | 14123 | 111 | 213 | 32195 | 3571 | 314 | -1185 | 418 | 1026 | 3893 | -198 | -76 | 1103 | 334 | 3347 | -4481 | 36976 | |
| 19 | -68709 | -6422 | -3396 | -1562 | -2418 | 173 | 644 | 25540 | 553 | 112 | -2261 | -36 | 4133 | 813 | -387 | -406 | 628 | 2083 | 264 | -4093 | -54747 | |
| 20 | -71508 | -45568 | -11411 | 15876 | 89209 | 9410 | 34022 | 116055 | 736 | 5733 | -25170 | -3974 | 119629 | 36184 | -2283 | -527 | -9 | 2098 | -9123 | -10124 | 249255 | |
| Grand Total | -476841 | 126550 | 88889 | 182046 | 1132077 | 77277 | 347904 | 1885692 | 234270 | 316175 | -12375 | -8495 | 1335985 | 428528 | 45003 | 19303 | 7332 | 66578 | -396451 | 104980 | 5504427 | |
| Opt1v5 - 2051 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | -57738 | 2564 | -15518 | -7748 | -11908 | 1218 | 9473 | 44708 | 718 | -69 | -16025 | -3069 | 35023 | 7171 | -2306 | -2418 | 275 | -1880 | -126933 | -24658 | -169120 | |
| 2 | -144369 | -11504 | -48143 | 392 | 16225 | 9245 | 30461 | 131009 | 134 | 5218 | -56631 | -11667 | 101779 | 30122 | -5958 | -3231 | -31 | -6359 | -186004 | -110173 | -259485 | |
| 3 | -62537 | -17385 | -14684 | 3888 | 38010 | 5735 | 21225 | 88613 | -52 | 2629 | -24263 | -2568 | 74390 | 20181 | -6393 | -1165 | -21 | 2464 | -12247 | -31491 | 84329 | |
| 4 | -14702 | -15104 | -10684 | 1959 | 19668 | 9045 | 8771 | 15821 | 965 | 3428 | -8047 | -83 | 29890 | 12083 | -200 | 86 | 31 | 2668 | -1323 | -6475 | 47797 | |
| 5 | -34402 | -9815 | -18096 | 19026 | 199819 | 42151 | 56749 | 172481 | 16777 | 42958 | -21390 | 145 | 214863 | 89382 | 38776 | 534 | 383 | 7848 | -2989 | 3748 | 818948 | |
| 6 | 2489 | 14695 | 12756 | 13050 | 43720 | | 417 | 7496 | 147 | 0 | 5969 | 273 | -5825 | 140 | -6538 | 1801 | -1 | 62 | 329 | 16602 | 107582 | |
| 7 | 1423 | 7923 | 7546 | 3897 | 5331 | -745 | -47 | 35599 | -1049 | -281 | 2871 | 65 | 19938 | -3628 | -2562 | 654 | -19 | -340 | 151 | 8262 | 84989 | |
| 8 | -71941 | 58891 | 13845 | 29758 | 118235 | -3517 | -3636 | 502864 | 19218 | -2054 | 6477 | 18519 | -135681 | 6827 | -28429 | 1117 | 7358 | 96499 | 19332 | -7549 | 646133 | |
| 9 | 128 | -1141 | -843 | 3622 | 25565 | 43 | 428 | 29637 | 58 | -318 | -1196 | 4843 | -9039 | 2045 | -625 | -68 | 126 | 16851 | 2131 | -2141 | 70106 | |
| 10 | 4227 | 15896 | 11363 | 8549 | 62753 | 5 | 2099 | 56503 | 3013 | 163 | 2837 | 429 | 14477 | -654 | -2565 | 990 | 38 | 519 | 201 | 15000 | 195843 | |
| 11 | -22840 | -27303 | -14317 | -2608 | 14262 | 3430 | 7935 | 77750 | -114 | 1133 | -6355 | 623 | 40379 | 9331 | -4470 | -1403 | 3 | 5609 | -943 | -18664 | 61438 | |
| 12 | -7583 | 933 | -2997 | -430 | 1614 | 241 | 1263 | 28486 | 1718 | 14 | -1631 | -199 | 3461 | 2732 | -341 | -212 | 501 | 2826 | 1032 | -4677 | 26751 | |
| 13 | 22589 | 107909 | 66364 | 28788 | 87644 | -12345 | 73185 | 581550 | 5616 | 46784 | 47452 | 2660 | 125702 | -9149 | -25931 | 9403 | -376 | -697 | 2611 | 84026 | 1243785 | |
| 14 | 6056 | 29285 | 22737 | 17704 | 93743 | -7182 | 17282 | 114109 | -581 | -2293 | 13474 | 2071 | 44973 | 870 | -24022 | 3090 | 1 | 1679 | 439 | 42197 | 375632 | |
| 15 | 449 | 6407 | 5892 | 5734 | 84909 | 888 | 4026 | 20808 | 597 | 246 | 3603 | 103 | 8046 | 7712 | 795 | 818 | 4 | 142 | 176 | 8805 | 160160 | |
| 16 | -1196 | -2259 | -1062 | 198 | 9835 | 955 | 3683 | 19505 | 73 | 314 | -739 | 67 | 14014 | 3537 | -428 | -1 | 4 | 395 | -29 | -497 | 46369 | |
| 17 | -176 | -221 | -171 | 76 | 520 | 3 | 13 | 11368 | 70 | 17 | -192 | 978 | -279 | 98 | -21 | -18 | 10 | 3277 | 2085 | -368 | 17069 | |
| 18 | -22549 | 9997 | -1836 | 2500 | 15843 | 193 | 396 | 77090 | 6362 | 1173 | -412 | 847 | | | | | | | | | | |

| Opt1v9 - 2026 | | | | | | | | | | | | | | | | | | | | | |
|---------------|---------|--------|--------|--------|---------|--------|--------|---------|--------|--------|--------|--------|---------|--------|--------|-------|-------|--------|---------|---------|-------------|
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total |
| 1 | -54212 | -3792 | -8523 | -2410 | 448 | 1752 | 11743 | 57743 | -814 | 1483 | -16689 | -3204 | 51189 | 14109 | 316 | -1320 | -411 | -3733 | -105014 | -11414 | -72753 |
| 2 | -144835 | -5802 | -12517 | 1807 | 18433 | 9099 | 28593 | 15411 | -5235 | 6659 | -45944 | -12846 | 93511 | 29583 | 7795 | -1567 | -1661 | -9189 | -172017 | -27102 | -227824 |
| 3 | -57247 | 12944 | -831 | 3469 | 27561 | 5524 | 21954 | -5999 | -3393 | 3964 | -17273 | -2388 | 75930 | 19808 | 6922 | -508 | -987 | -4414 | -10547 | -5544 | 68945 |
| 4 | -9122 | 1449 | -2252 | -157 | 17129 | 9737 | 7398 | -5062 | 1770 | 4568 | -6165 | -792 | 23414 | 10761 | 9422 | -741 | -111 | -1951 | -339 | -6410 | 52546 |
| 5 | -24708 | 9039 | -15248 | 6742 | 257723 | 59823 | 61705 | 91126 | 19907 | 69108 | -29228 | -3961 | 241675 | 88436 | 128908 | -3833 | 163 | -13459 | -863 | -3487 | 939568 |
| 6 | 1978 | 8173 | 6554 | 8807 | 30894 | | -801 | -83 | 39 | 0 | 3738 | 175 | -5192 | -5 | 1217 | 805 | | 26 | 190 | 7963 | 64478 |
| 7 | 1727 | 7061 | 6396 | 4304 | 13337 | -421 | 67 | 4961 | -584 | -235 | 2569 | 108 | 4379 | -214 | -877 | 498 | -9 | -238 | 189 | 6855 | 49873 |
| 8 | -37587 | 71969 | 35963 | 35971 | 157367 | 1766 | 13618 | 448067 | -1782 | 3975 | 17235 | 3200 | -121301 | 42402 | -426 | 2803 | 541 | 1647 | 11580 | 21105 | 708113 |
| 9 | -832 | 519 | -38 | 4669 | 28828 | 82 | -355 | -2616 | 52 | 121 | 86 | 182 | -5855 | 478 | 415 | -31 | 26 | 905 | 143 | -446 | 26333 |
| 10 | 3741 | 9301 | 7413 | 9423 | 80139 | 10 | 224 | 1103 | 660 | 480 | 1852 | 271 | 2753 | 51 | 1379 | 596 | 9 | 81 | 24 | 9358 | 128868 |
| 11 | -15124 | 5486 | -2233 | 75 | 15763 | 3684 | 7614 | 54921 | -287 | 1944 | -2336 | -117 | 46201 | 10770 | 3615 | -469 | -35 | 204 | -207 | -4185 | 125284 |
| 12 | -7724 | -171 | -925 | -101 | 1797 | 290 | 1428 | 10751 | 87 | 344 | -1218 | -74 | 5400 | 4189 | 49 | -133 | 15 | -17 | -293 | -1668 | 12026 |
| 13 | 25746 | 104182 | 60534 | 28574 | 143536 | 2072 | 22781 | 170177 | 74077 | 112489 | 39124 | 5140 | 67714 | 47073 | 34689 | 6901 | 295 | 8172 | 3847 | 68859 | 1025982 |
| 14 | 2933 | 17224 | 12582 | 12207 | 58450 | 1402 | -1161 | -15781 | -1248 | -857 | 5916 | 1097 | -14760 | 3912 | 1751 | 1426 | -22 | -194 | 564 | 18534 | 103975 |
| 15 | 2167 | 8511 | 6899 | 8721 | 111627 | 965 | 4353 | 17942 | 315 | 356 | 4889 | 136 | 16064 | 6337 | 982 | 768 | 0 | -104 | 214 | 8651 | 199793 |
| 16 | -415 | -86 | -317 | 120 | 5572 | 852 | 3481 | 13206 | 72 | 354 | -110 | -20 | 13636 | 3398 | 1058 | -1 | 0 | -3 | -22 | -268 | 40507 |
| 17 | -676 | 104 | -19 | 48 | 460 | 1 | -4 | 1451 | 23 | 12 | -39 | 38 | -198 | 34 | 0 | -7 | 2 | 179 | 117 | -114 | 1412 |
| 18 | -25396 | 851 | -1186 | 1237 | 9918 | 58 | -59 | 4829 | 834 | 255 | -1164 | 18 | 376 | 2967 | 45 | -73 | 213 | 40 | 247 | -2506 | -8496 |
| 19 | -91218 | 9128 | -685 | -406 | 608 | 251 | 617 | 21233 | 149 | 43 | -1726 | -66 | 4637 | 1452 | 93 | -194 | 115 | 254 | 129 | -1297 | -56883 |
| 20 | -57633 | 16167 | -612 | 8183 | 50878 | 8629 | 31050 | 84007 | 111 | 5790 | -11732 | -1560 | 105484 | 30631 | 11349 | -360 | -147 | -1678 | -3915 | -4093 | 270549 |
| Grand Total | -488437 | 272257 | 90955 | 131283 | 1030468 | 105576 | 214246 | 967387 | 84753 | 210853 | -58215 | -14663 | 605057 | 316172 | 208702 | 4560 | -2004 | -23472 | -275973 | 72791 | 3452296 |
| Opt1v9 - 2041 | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total |
| 1 | -50982 | -30436 | -17965 | -6982 | -10200 | 1065 | 9284 | 35139 | -864 | 156 | -16281 | -3767 | 42093 | 7670 | -971 | -2318 | -543 | -5222 | -142088 | -23815 | -217027 |
| 2 | -148190 | -20021 | -30390 | 1661 | 28527 | 8135 | 30867 | 98271 | -250 | 6391 | -28138 | -14522 | 100607 | 29737 | 6316 | -2071 | -81 | -9620 | -236422 | -62060 | -241253 |
| 3 | -65041 | -22864 | -5987 | 5516 | 42914 | 4866 | 21215 | 81403 | 116 | 3703 | -12081 | -3800 | 77474 | 20762 | 5171 | -830 | 6 | -97 | -15662 | -15343 | 121441 |
| 4 | -13678 | -13448 | -6735 | 923 | 20980 | 8645 | 8874 | 9575 | 1746 | 4247 | -4584 | -745 | 28270 | 11987 | 7811 | -208 | 1 | 851 | -1341 | -8367 | 54804 |
| 5 | -37483 | -27643 | -27895 | 12475 | 252012 | 49637 | 67531 | 186519 | 20218 | 64348 | -22298 | -3703 | 267471 | 96467 | 113930 | -1927 | 556 | -3021 | -3681 | -23109 | 980404 |
| 6 | 1251 | 7697 | 6668 | 8935 | 34585 | | 35 | 6204 | 249 | 7 | 3866 | 138 | -3648 | 67 | 1718 | 933 | | 84 | 161 | 8577 | 77527 |
| 7 | 1124 | 6937 | 6594 | 3896 | 14295 | -637 | -40 | 46228 | -673 | -7 | 2418 | 25 | 54179 | 5461 | -876 | 534 | -10 | -191 | 91 | 6975 | 146323 |
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| 10 | 3269 | 9711 | 8467 | 9378 | 80942 | 7 | 1268 | 49343 | 3834 | 241 | 1956 | 259 | 24434 | -289 | 1296 | 687 | 46 | 465 | 138 | 10499 | 205951 |
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| 12 | -6386 | -3867 | -3130 | -526 | 1122 | 180 | 1247 | 19746 | 908 | -106 | -1695 | -186 | 4573 | 2847 | -158 | -240 | 281 | 596 | 250 | -4163 | 11293 |
| 13 | 49355 | 151258 | 85983 | 36860 | 238068 | 3735 | 91379 | 771284 | 187106 | 226787 | 67231 | 9324 | 293815 | 141826 | 63791 | 11429 | 1014 | 22200 | 4333 | 103292 | 2560070 |
| 14 | 6 | 13840 | 12032 | 12406 | 70408 | -6635 | 13764 | 78835 | -1505 | -2087 | 7486 | 393 | 62075 | 1655 | -2740 | 1736 | -18 | 532 | -122 | 19878 | 281939 |
| 15 | 794 | 6210 | 5892 | 7373 | 99474 | 890 | 4785 | 25678 | 655 | 310 | 4519 | 38 | 15446 | 5698 | 1003 | 722 | 3 | -41 | 91 | 7722 | 182762 |
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| Grand Total | -510056 | 138 | 16429 | 140882 | 1246043 | 79200 | 355456 | 2259656 | 239133 | 323281 | -11724 | -11598 | 1376622 | 424908 | 201758 | 6364 | 7374 | 61708 | -387783 | -7989 | 5809802 |
| Opt1v9 - 2051 | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total |
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| 5 | -34982 | -25500 | -35737 | 7227 | 248723 | 46397 | 63198 | 195353 | 17793 | 45885 | -21789 | -1583 | 246099 | 97393 | 92528 | -2124 | 428 | 704 | -3082 | -31177 | 905754 |
| 6 | 1526 | 9036 | 7670 | 9889 | 38441 | | 524 | 7770 | 238 | 11 | 3936 | 192 | -6342 | 197 | 1589 | 1078 | 1 | 136 | 246 | 9878 | 86016 |
| 7 | 714 | 4407 | 4326 | 2545 | 5162 | -677 | 5 | 32872 | -900 | -257 | 1853 | 17 | 13849 | -4886 | -1501 | 357 | -18 | -290 | 55 | 4596 | 62229 |
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| 9 | 190 | -1127 | -1027 | 4388 | 28002 | 43 | 679 | 32312 | 65 | -329 | -891 | 4771 | -7792 | 1113 | 460 | -106 | 119 | 16477 | 2044 | -1671 | 77720 |
| 10 | 3244 | 10552 | 8276 | 8474 | 63008 | 5 | 2158 | 58793 | 2666 | 247 | 2311 | 344 | 9313 | -868 | 1170 | 718 | 35 | 484 | 186 | 10462 | 181578 |
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| 13 | 2654 | 50043 | 31942 | 16426 | 96699 | -14757 | 59736 | 544045 | -29536 | 24049 | 24422 | 878 | 113173 | -32761 | -9036 | 4459 | -469 | -2287 | 855 | 37861 | 918396 |
| 14 | 1823 | 16401 | 12682 | 12579 | 83794 | -8445 | 15180 | 111069 | -1357 | -2688 | 8663 | 1131 | 42534 | 851 | -2795 | 1782 | -18 | 1021 | 120 | 22877 | 317204 |
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| Opt3v1 - 2026 | | | | | | | | | | | | | | | | | | | | | |
|---------------|---------|--------|--------|--------|---------|--------|--------|---------|--------|--------|--------|--------|---------|--------|--------|-------|-------|-------|---------|----------------|---------|
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 Grand Total | |
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| 4 | -9149 | 3813 | 3639 | 1630 | 21349 | 11327 | 8311 | 11706 | 1887 | 4918 | -1750 | -329 | 26809 | 11979 | 10264 | 219 | 26 | 285 | -340 | 8441 | 115035 |
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| 10 | 5877 | 15984 | 11785 | 11789 | 72420 | 11 | 209 | 1816 | 776 | 486 | 3001 | 434 | 1392 | 93 | 1989 | 967 | 11 | 87 | 24 | 15112 | 144263 |
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| 13 | 45615 | 159659 | 97586 | 41834 | 146269 | 3178 | 19286 | 241582 | 80501 | 106017 | 63986 | 7447 | 48916 | 34672 | 39974 | 12335 | 479 | 11543 | 5892 | 112941 | 1279712 |
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| 15 | 2518 | 12010 | 9937 | 9833 | 97752 | 795 | 3408 | 13523 | 291 | 306 | 6316 | 182 | 11268 | 5751 | 1216 | 1217 | 0 | -49 | 258 | 12897 | 189429 |
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| 18 | -24937 | 589 | -957 | 1877 | 12282 | 64 | -93 | 7072 | 872 | 196 | -1030 | 30 | 343 | 3803 | 54 | -12 | 232 | 48 | 328 | -2645 | -1884 |
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| Opt3v1 - 2041 | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 Grand Total | |
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| 3 | -69293 | -26499 | -5817 | 4967 | 38217 | 5723 | 24273 | 90500 | 196 | 4219 | -16509 | -4179 | 88692 | 22383 | 5419 | -938 | 34 | -216 | -16685 | -15850 | 128637 |
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| 6 | 2720 | 15155 | 13221 | 12109 | 39256 | | 55 | 7683 | 314 | 6 | 6674 | 282 | -3322 | 70 | 2339 | 1781 | | 89 | 291 | 16504 | 115227 |
| 7 | 2282 | 11627 | 10940 | 5056 | 13064 | -684 | -83 | 48645 | -741 | -104 | 3906 | 117 | 40918 | 3515 | -1240 | 887 | -13 | -229 | 216 | 11629 | 149708 |
| 8 | -33075 | 57030 | 38161 | 40767 | 204848 | -2135 | 56126 | 645486 | 33492 | 10258 | 19016 | 8672 | 189683 | 46904 | -9389 | 3237 | 4469 | 38758 | 15056 | 25883 | 1393247 |
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| 13 | 67839 | 204375 | 120372 | 46705 | 227016 | 3931 | 88277 | 822848 | 185375 | 221940 | 88641 | 11200 | 263117 | 127592 | 63862 | 16229 | 1147 | 23817 | 6235 | 144772 | 2735290 |
| 14 | 8020 | 32715 | 27098 | 19346 | 84487 | -8305 | 14031 | 103621 | -232 | -1586 | 16534 | 2180 | 63214 | 1164 | 5938 | 3591 | 12 | 1859 | 528 | 45655 | 419870 |
| 15 | 1183 | 9738 | 8853 | 7037 | 84164 | 795 | 4278 | 22270 | 778 | 269 | 5497 | 103 | 12286 | 5691 | 1230 | 1109 | 4 | 56 | 127 | 11927 | 177395 |
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| Grand Total | -452960 | 201594 | 161505 | 195062 | 1156152 | 88257 | 362774 | 2561757 | 253271 | 320140 | 42332 | -2264 | 1338192 | 419803 | 207111 | 23567 | 8116 | 80201 | -395822 | 163943 | 6732731 |
| Opt3v1 - 2051 | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 Grand Total | |
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| 6 | 2672 | 15849 | 13822 | 13066 | 43899 | | 375 | 8152 | 312 | 10 | 6524 | 316 | -6237 | 41 | 2198 | 1950 | 1 | 147 | 355 | 18028 | 121480 |
| 7 | 1648 | 9135 | 8819 | 3906 | 6884 | -716 | 6 | 27935 | -892 | -310 | 3223 | 108 | 9648 | -3034 | -1472 | 735 | -16 | -244 | 179 | 9531 | 75073 |
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| 9 | 98 | -1442 | -938 | 3968 | 22700 | 49 | 525 | 31338 | 73 | -595 | -1297 | 4836 | -8448 | 1289 | 634 | -50 | 142 | 16945 | 2141 | -1396 | 70572 |
| 10 | 4937 | 17908 | 13082 | 9319 | 56420 | 5 | 2081 | 56282 | 3983 | 164 | 3279 | 496 | 16890 | -909 | 1670 | 1121 | 50 | 602 | 218 | 17089 | 204687 |
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| 13 | 23799 | 113822 | 72732 | 29662 | 117946 | -12339 | 69316 | 585468 | 3870 | 44126 | 50675 | 3676 | 150587 | -838 | 5054 | 10099 | -108 | 3346 | 2786 | 90189 | 1363868 |
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| 15 | 835 | 8914 | 8051 | 6696 | 75797 | 9576 | 4474 | 22980 | 699 | 224 | 4808 | 114 | 9508 | 6138 | 1213 | 1086 | 5 | 1270 | 226 | 11764 | 164550 |
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| Opt4/5Av1 - 2026 | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|---------|--------|--------|--------|---------|--------|--------|---------|--------|--------|--------|--------|---------|--------|--------|-------|-------|--------|---------|---------|-------------|--|---------|--|
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total | | | |
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| 2 | -156152 | -8818 | -11513 | 3520 | 19338 | 11661 | 36448 | 52294 | -4967 | 7099 | -43951 | -14020 | 121155 | 38196 | 5756 | -1704 | -1568 | -9780 | -190513 | -24709 | | | -172228 | |
| 3 | -62811 | 4167 | -1239 | 4913 | 27251 | 7033 | 27311 | 12759 | -3323 | 3799 | -17156 | -2979 | 96505 | 25155 | 4543 | -676 | -933 | -5011 | -11774 | -5583 | | | 101951 | |
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| 15 | 1619 | 7978 | 6588 | 8140 | 96848 | 978 | 4326 | 13878 | 294 | 315 | 4185 | 108 | 15162 | 8530 | 1171 | 789 | 0 | -69 | 148 | 8548 | | | 179536 | |
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| Grand Total | -468364 | 359730 | 191666 | 187787 | 1064017 | 130042 | 244681 | 1217861 | 60318 | 196921 | 6115 | -12856 | 728721 | 397160 | 179863 | 17021 | -2063 | -19336 | -294681 | 202769 | | | 4387012 | |
| Opt4/5Av1 - 2041 | | | | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total | | | |
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| 10 | 4813 | 16198 | 12072 | 10222 | 77076 | 9 | 1237 | 48502 | 3944 | 248 | 2899 | 387 | 20679 | 2701 | 2033 | 1009 | 52 | 473 | 1431 | 15560 | | | 220257 | |
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| 12 | -6060 | -2995 | -3563 | -496 | 1186 | 238 | 1498 | 21558 | 966 | -87 | -2046 | -194 | 6023 | 5013 | -177 | -245 | 294 | 609 | 287 | -4828 | | | 16981 | |
| 13 | 62745 | 190371 | 111441 | 47565 | 248619 | 1018 | 86781 | 780979 | 175564 | 222151 | 83003 | 9920 | 285037 | 134526 | 60927 | 14854 | 957 | 20568 | 5660 | 136012 | | | 2678698 | |
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| 15 | 287 | 5740 | 5606 | 6174 | 83862 | 940 | 4591 | 21649 | 644 | 286 | 3718 | 24 | 14433 | 9233 | 1218 | 738 | 3 | 27 | 68 | 7917 | | | 167158 | |
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| 20 | -71514 | -38857 | -9854 | 16627 | 94887 | 10428 | 39727 | 138471 | 1345 | 6783 | -20757 | -3896 | 141148 | 44475 | 9018 | -535 | 25 | 2609 | -9146 | -13500 | | | 337484 | |
| Grand Total | -475525 | 112325 | 70696 | 185334 | 1252647 | 107395 | 373263 | 2477709 | 223974 | 320596 | -28655 | -7947 | 1497168 | 543772 | 189810 | 17830 | 7262 | 70047 | -397396 | 14186 | | | 6554491 | |
| Opt4/5Av1 - 2051 | | | | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total | | | |
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| 10 | 4574 | 17514 | 12111 | 9055 | 64187 | 6 | 2029 | 54718 | 3570 | 3406 | 499 | 16539 | 846 | 1882 | 1060 | 45 | 560 | 207 | 16045 | 209104 | | | 209104 | |
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| Opt5Bv1 - 2026 | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|---------|--------|--------|--------|---------|--------|--------|---------|--------|--------|--------|--------|---------|--------|--------|-------|-------|--------|---------|---------|-------------|------|--|
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total | | |
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| Opt5Bv1 - 2041 | | | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total | | |
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| 6 | 2381 | 14340 | 12790 | 14221 | 50754 | | -450 | 4699 | 120 | 9 | 6149 | 242 | -5573 | -664 | 2478 | 1710 | 67 | 262 | 15800 | 119335 | | | |
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| 15 | 14 | 5526 | 5700 | 6329 | 83930 | 990 | 5298 | 23286 | 616 | 296 | 3230 | 2 | 16727 | 9442 | 1206 | 708 | 3 | 29 | 59 | 7653 | 171044 | | |
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| 17 | -650 | -257 | -76 | 84 | 626 | 1 | 7 | 6202 | 59 | 12 | -74 | 359 | -133 | 182 | 0 | -9 | 8 | 1448 | 933 | -201 | 8521 | | |
| 18 | -17155 | -1460 | -3505 | 2345 | 15888 | 99 | 163 | 33890 | 3561 | 372 | -1194 | 410 | 1839 | 5745 | 22 | -82 | 1067 | 336 | 3382 | -4500 | 41223 | | |
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| 20 | -69961 | -26957 | -7875 | 16785 | 93506 | 10803 | 43664 | 145867 | 1223 | 6963 | -25156 | -3584 | 152614 | 44480 | 8397 | -482 | 38 | 2828 | -8844 | -9939 | 375370 | | |
| Grand Total | -481770 | 122045 | 91569 | 187171 | 1258493 | 143615 | 386812 | 2460543 | 219469 | 321216 | -37210 | -10139 | 1563535 | 541146 | 194489 | 15634 | 7041 | 64936 | -396942 | 85082 | 6736735 | | |
| Opt 5Bv1 - 2051 | | | | | | | | | | | | | | | | | | | | | | | |
| Row Labels | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | Grand Total | | |
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| 6 | 2751 | 15451 | 13223 | 14845 | 55104 | | -253 | 5439 | 193 | 10 | 6345 | 320 | -8593 | -728 | 2645 | 1869 | 1 | 129 | 353 | 17132 | 126236 | | |
| 7 | 1602 | 8249 | 7723 | 4215 | 11153 | -740 | 48 | 34637 | -1005 | -240 | 2992 | 88 | 23059 | -2171 | -1314 | 669 | -17 | -297 | 177 | 8430 | 97258 | | |
| 8 | -74176 | 46533 | 2713 | 30197 | 156794 | -3315 | -6089 | 525647 | 22748 | -1757 | 6291 | 18860 | -105754 | 22196 | -11222 | 465 | 7348 | 96492 | 19748 | -20455 | 733264 | | |
| 9 | 163 | -1517 | -1138 | 3496 | 24405 | 45 | 191 | 27891 | 54 | -598 | -1171 | 4851 | -8843 | 4657 | 769 | -77 | 120 | 16830 | 2106 | -2185 | 70049 | | |
| 10 | 4405 | 16396 | 11376 | 9320 | 64923 | 6 | 1928 | 53552 | 3630 | 159 | 2977 | 469 | 12866 | 472 | 2305 | 993 | 43 | 575 | 208 | 15036 | 201639 | | |
| 11 | -21530 | -30168 | -17239 | -2920 | 15082 | 3827 | 8573 | 88425 | -27 | 1190 | -5909 | 796 | 47072 | 10806 | -333 | -1557 | 28 | 5831 | -826 | -21502 | 79619 | | |
| 12 | -7746 | -1258 | -3833 | -488 | 1739 | 255 | 1372 | 29265 | 1709 | -8 | -1734 | -206 | 4363 | 4121 | -221 | -239 | 498 | 2838 | 980 | -5630 | 25777 | | |
| 13 | 25606 | 110065 | 66782 | 31016 | 154338 | -12514 | 66565 | 579081 | 12415 | 51198 | 47994 | 3603 | 163364 | 4609 | 10775 | 8675 | -99 | 2722 | 2788 | 83190 | 1412173 | | |
| 14 | 3968 | 27211 | 20101 | 18031 | 102946 | 15654 | 12837 | 88919 | -171 | -1983 | 9495 | 1694 | 17589 | 4342 | 9925 | 2519 | 12 | 1632 | 279 | 37968 | 372968 | | |
| 15 | 389 | 5729 | 5099 | 5879 | 77532 | 1027 | 5113 | 24557 | 654 | 241 | 3335 | 111 | 13476 | 9588 | 1191 | 718 | 4 | 169 | 193 | 7708 | 162713 | | |
| 16 | -10 | | | | | | | | | | | | | | | | | | | | | | |

Economic Efficiency of the Transport System (TEE) - A27 Arundel Bypass Option 1v5

| Non-business: Commuting | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER | |
|---|--|------------------------------|-----------------------|-------------------|----------------|-------------------|
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | | |
| Travel time | £ 68,060,000 | £ 68,060,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 3,877,000 | -£ 3,877,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,873,910 | -£ 2,873,910 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: COMMUTING | £ 61,309,090 (1a) | £ 61,309,090 | £ - | £ - | | |
| Non-business: Other | | | | | | |
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | OTHER | |
| Travel time | £ 96,492,000 | £ 96,492,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 10,887,000 | -£ 10,887,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 3,340,402 | -£ 3,340,402 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: OTHER | £ 82,264,598 (1b) | £ 82,264,598 | £ - | £ - | | |
| Business | | | | | | |
| <u>User benefits</u> | | Road (personal) | Road (Freight) | Passengers | Freight | Passengers |
| Travel time | £ 70,933,000 | £ 30,474,000 | £ 40,459,000 | £ - | £ - | £ - |
| Vehicle operating costs | £ 410,000 | £ 2,846,000 | -£ 2,436,000 | | | |
| User charges | £ - | £ - | £ - | £ - | £ - | £ - |
| During Construction & Maintenance | -£ 2,745,160 | £ - | £ - | £ - | £ - | £ - |
| Subtotal | £ 68,597,840 (2) | £ 33,320,000 | £ 38,023,000 | £ - | £ - | £ - |
| Private sector provider impacts | | | | | Freight | Passengers |
| Revenue | £ - | | | | £ - | £ - |
| Operating costs | £ - | | | | £ - | £ - |
| Investment costs | £ - | | | | £ - | £ - |
| Grant/subsidy | £ - | | | | £ - | £ - |
| Subtotal | £ - (3) | | | | £ - | £ - |
| Other business impacts | | | | | | |
| Developer contributions | £ - (4) | | | | | |
| NET BUSINESS IMPACT | £ 68,597,840 (5) = (2) + (3) + (4) | | | | | |
| TOTAL | | | | | | |
| Present Value of Transport Economic Efficiency Benefits (TEE) | £ 212,171,528 (6) = (1a) + (1b) + (5) | | | | | |

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) - A27 Arundel Bypass Option 1v9

| Non-business: Commuting | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER | |
|---|--|------------------------------|-----------------------|-------------------|----------------|-------------------|
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | | |
| Travel time | £ 59,784,000 | £ 59,784,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 1,493,000 | -£ 1,493,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,873,910 | -£ 2,873,910 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: COMMUTING | £ 55,417,090 (1a) | £ 55,417,090 | £ - | £ - | | |
| Non-business: Other | | | | | | |
| <u>User benefits</u> | TOTAL | ROAD | BUS and COACH | RAIL | OTHER | |
| | | Private Cars and LGVs | Passengers | Passengers | | |
| Travel time | £ 91,763,000 | £ 91,763,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 4,443,000 | -£ 4,443,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 3,340,402 | -£ 3,340,402 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: OTHER | £ 83,979,598 (1b) | £ 83,979,598 | £ - | £ - | | |
| Business | | | | | | |
| <u>User benefits</u> | | Road (personal) | Road (Freight) | Passengers | Freight | Passengers |
| Travel time | £ 66,827,000 | £ 27,677,000 | £ 39,150,000 | £ - | £ - | £ - |
| Vehicle operating costs | £ 3,195,000 | £ 3,089,000 | £ 106,000 | | | |
| User charges | £ - | £ - | £ - | £ - | £ - | £ - |
| During Construction & Maintenance | -£ 2,745,160 | £ - | £ - | £ - | £ - | £ - |
| Subtotal | £ 67,276,840 (2) | £ 30,766,000 | £ 39,256,000 | £ - | £ - | £ - |
| Private sector provider impacts | | | | Freight | | Passengers |
| Revenue | £ - | | | £ - | £ - | |
| Operating costs | £ - | | | £ - | £ - | |
| Investment costs | £ - | | | £ - | £ - | |
| Grant/subsidy | £ - | | | £ - | £ - | |
| Subtotal | £ - (3) | | | £ - | £ - | |
| Other business impacts | | | | | | |
| Developer contributions | £ - | | | | | |
| NET BUSINESS IMPACT | £ 67,276,840 (5) = (2) + (3) + (4) | | | | | |
| TOTAL | | | | | | |
| Present Value of Transport Economic Efficiency Benefits (TEE) | £ 206,673,528 (6) = (1a) + (1b) + (5) | | | | | |

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) - A27 Arundel Bypass Option 3v1

| Non-business: Commuting | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER | |
|---|--|------------------------------|-----------------------|-------------------|----------------|-------------------|
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | | |
| Travel time | £ 78,465,000 | £ 78,465,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 5,797,000 | -£ 5,797,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,157,634 | -£ 2,157,634 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: COMMUTING | £ 70,510,366 (1a) | £ 70,510,366 | £ - | £ - | | |
| Non-business: Other | | | | | | |
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | OTHER | |
| Travel time | £ 113,566,000 | £ 113,566,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 12,597,000 | -£ 12,597,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,567,085 | -£ 2,567,085 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: OTHER | £ 98,401,915 (1b) | £ 98,401,915 | £ - | £ - | | |
| Business | | | | | | |
| <u>User benefits</u> | | Road (personal) | Road (Freight) | Passengers | Freight | Passengers |
| Travel time | £ 83,286,000 | £ 34,670,000 | £ 48,616,000 | £ - | £ - | £ - |
| Vehicle operating costs | -£ 449,000 | £ 2,709,000 | -£ 3,158,000 | | | |
| User charges | £ - | £ - | £ - | £ - | £ - | £ - |
| During Construction & Maintenance | -£ 1,909,256 | £ - | £ - | £ - | £ - | £ - |
| Subtotal | £ 80,927,744 (2) | £ 37,378,000 | £ 45,458,000 | £ - | £ - | £ - |
| Private sector provider impacts | | | | | Freight | Passengers |
| Revenue | £ - | | | | £ - | £ - |
| Operating costs | £ - | | | | £ - | £ - |
| Investment costs | £ - | | | | £ - | £ - |
| Grant/subsidy | £ - | | | | £ - | £ - |
| Subtotal | £ - (3) | | | | £ - | £ - |
| Other business impacts | | | | | | |
| Developer contributions | £ - (4) | | | | | |
| NET BUSINESS IMPACT | £ 80,927,744 (5) = (2) + (3) + (4) | | | | | |
| TOTAL | | | | | | |
| Present Value of Transport Economic Efficiency Benefits (TEE) | £ 249,840,025 (6) = (1a) + (1b) + (5) | | | | | |

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) - A27 Arundel Bypass Option 4/5Av1

| Non-business: Commuting | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER | |
|---|--|------------------------------|-----------------------|-------------------|----------------|-------------------|
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | | |
| Travel time | £ 77,967,000 | £ 77,967,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 3,353,000 | -£ 3,353,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,487,395 | -£ 2,487,395 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: COMMUTING | £ 72,126,605 (1a) | £ 72,126,605 | £ - | £ - | | |
| Non-business: Other | | | | | | |
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | OTHER | |
| Travel time | £ 112,105,000 | £ 112,105,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 7,371,000 | -£ 7,371,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,885,580 | -£ 2,885,580 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: OTHER | £ 101,848,420 (1b) | £ 101,848,420 | £ - | £ - | | |
| Business | | | | | | |
| <u>User benefits</u> | | Road (personal) | Road (Freight) | Passengers | Freight | Passengers |
| Travel time | £ 81,457,000 | £ 33,817,000 | £ 47,640,000 | £ - | £ - | £ - |
| Vehicle operating costs | £ 4,840,000 | £ 3,777,000 | £ 1,063,000 | | | |
| User charges | £ - | £ - | £ - | £ - | £ - | £ - |
| During Construction & Maintenance | -£ 2,154,877 | £ - | £ - | £ - | £ - | £ - |
| Subtotal | £ 84,142,123 (2) | £ 37,594,000 | £ 48,704,000 | £ - | £ - | £ - |
| Private sector provider impacts | | | | Freight | | Passengers |
| Revenue | £ - | | | | £ - | £ - |
| Operating costs | £ - | | | | £ - | £ - |
| Investment costs | £ - | | | | £ - | £ - |
| Grant/subsidy | £ - | | | | £ - | £ - |
| Subtotal | £ - (3) | | | | £ - | £ - |
| Other business impacts | | | | | | |
| Developer contributions | £ - | | | | | |
| NET BUSINESS IMPACT | £ 84,142,123 (5) = (2) + (3) + (4) | | | | | |
| TOTAL | | | | | | |
| Present Value of Transport Economic Efficiency Benefits (TEE) | £ 258,117,148 (6) = (1a) + (1b) + (5) | | | | | |

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.

All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) - A27 Arundel Bypass Option 4/5Av2

| Non-business: Commuting | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER | |
|---|--|------------------------------|-----------------------|-------------------|----------------|-------------------|
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | | |
| Travel time | £ 81,201,000 | £ 81,201,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 1,207,000 | -£ 1,207,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,487,395 | -£ 2,487,395 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: COMMUTING | £ 77,506,605 (1a) | £ 77,506,605 | £ - | £ - | | |
| Non-business: Other | | | | | | |
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | OTHER | |
| Travel time | £ 115,529,000 | £ 115,529,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 2,717,000 | -£ 2,717,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,885,580 | -£ 2,885,580 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: OTHER | £ 109,926,420 (1b) | £ 109,926,420 | £ - | £ - | | |
| Business | | | | | | |
| <u>User benefits</u> | | Road (personal) | Road (Freight) | Passengers | Freight | Passengers |
| Travel time | £ 86,883,000 | £ 35,363,000 | £ 51,520,000 | £ - | £ - | £ - |
| Vehicle operating costs | £ 5,011,000 | £ 3,845,000 | £ 1,166,000 | | | |
| User charges | £ - | £ - | £ - | £ - | £ - | £ - |
| During Construction & Maintenance | -£ 2,154,877 | £ - | £ - | £ - | £ - | £ - |
| Subtotal | £ 89,739,123 (2) | £ 39,207,000 | £ 52,686,000 | £ - | £ - | £ - |
| Private sector provider impacts | | | | Freight | | Passengers |
| Revenue | £ - | | | | £ - | £ - |
| Operating costs | £ - | | | | £ - | £ - |
| Investment costs | £ - | | | | £ - | £ - |
| Grant/subsidy | £ - | | | | £ - | £ - |
| Subtotal | £ - (3) | | | | £ - | £ - |
| Other business impacts | | | | | | |
| Developer contributions | £ - (4) | | | | | |
| NET BUSINESS IMPACT | £ 89,739,123 (5) = (2) + (3) + (4) | | | | | |
| TOTAL | | | | | | |
| Present Value of Transport Economic Efficiency Benefits (TEE) | £ 277,172,148 (6) = (1a) + (1b) + (5) | | | | | |

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Economic Efficiency of the Transport System (TEE) - A27 Arundel Bypass Option 5Bv1

| Non-business: Commuting | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER | |
|---|--|------------------------------|-----------------------|-------------------|----------------|-------------------|
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | | |
| Travel time | £ 79,272,000 | £ 79,272,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 2,971,000 | -£ 2,971,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,248,186 | -£ 2,248,186 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: COMMUTING | £ 74,052,814 (1a) | £ 74,052,814 | £ - | £ - | | |
| Non-business: Other | | | | | | |
| <u>User benefits</u> | TOTAL | Private Cars and LGVs | Passengers | Passengers | OTHER | |
| Travel time | £ 115,227,000 | £ 115,227,000 | £ - | £ - | | |
| Vehicle operating costs | -£ 6,861,000 | -£ 6,861,000 | | | | |
| User charges | £ - | £ - | £ - | £ - | | |
| During Construction & Maintenance | -£ 2,658,559 | -£ 2,658,559 | £ - | £ - | | |
| NET NON-BUSINESS BENEFITS: OTHER | £ 105,707,441 (1b) | £ 105,707,441 | £ - | £ - | | |
| Business | | | | | | |
| <u>User benefits</u> | | Road (personal) | Road (Freight) | Passengers | Freight | Passengers |
| Travel time | £ 81,193,000 | £ 34,507,000 | £ 46,687,000 | £ - | £ - | £ - |
| Vehicle operating costs | £ 4,377,000 | £ 3,752,000 | £ 624,000 | | | |
| User charges | £ - | £ - | £ - | £ - | £ - | £ - |
| During Construction & Maintenance | -£ 2,033,988 | £ - | £ - | £ - | £ - | £ - |
| Subtotal | £ 83,536,012 (2) | £ 38,259,000 | £ 47,311,000 | £ - | £ - | £ - |
| Private sector provider impacts | | | | Freight | | Passengers |
| Revenue | £ - | | | | £ - | £ - |
| Operating costs | £ - | | | | £ - | £ - |
| Investment costs | £ - | | | | £ - | £ - |
| Grant/subsidy | £ - | | | | £ - | £ - |
| Subtotal | £ - (3) | | | | £ - | £ - |
| Other business impacts | | | | | | |
| Developer contributions | £ - | | | | | |
| NET BUSINESS IMPACT | £ 83,536,012 (5) = (2) + (3) + (4) | | | | | |
| TOTAL | | | | | | |
| Present Value of Transport Economic Efficiency Benefits (TEE) | £ 263,296,267 (6) = (1a) + (1b) + (5) | | | | | |

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2010 prices and values

Public Accounts (PA) Table - A27 Arundel Bypass Option 1v5

| | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER |
|--|--------------------------------|-----------------------|---------------|------|-------|
| Local Government Funding | TOTAL | INFRASTRUCTURE | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating Costs | £ - | £ - | | | £ - |
| Investment Costs | £ - | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ - (7) | £ - | £ - | £ - | £ - |
| Central Government Funding: Transport | | | | | |
| Revenue | | £ - | | | £ - |
| Operating costs | £ - | £ - | | | £ - |
| Investment Costs | £ 132,993,000 | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ 132,993,000 (8) | £ - | £ - | £ - | £ - |
| Central Government Funding: Non-Transport | | | | | |
| Indirect Tax Revenues | -£ 13,670,000 (9) | -£ 13,670,000 | £ - | £ - | £ - |
| TOTALS | | | | | |
| Broad Transport Budget | £ 132,993,000 (10) = (7) + (8) | | | | |
| Wider Public Finances | -£ 13,670,000 (11) = (9) | | | | |

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values in 2010 prices and values.

Public Accounts (PA) Table - A27 Arundel Bypass Option 1v9

| | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER |
|---|--------------------------------|-----------------------|---------------|------|-------|
| Local Government Funding | TOTAL | INFRASTRUCTURE | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating Costs | £ - | £ - | | | £ - |
| Investment Costs | £ - | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ - (7) | £ - | £ - | £ - | £ - |
| Central Government Funding: Transport | | | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating costs | £ - | £ - | | | £ - |
| Investment Costs | £ 129,647,000 | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ 129,647,000 (8) | £ - | £ - | £ - | £ - |
| Central Government Funding: Non-Transport | | | | | |
| Indirect Tax Revenues | -£ 7,989,000 (9) | | | | |
| TOTALS | | | | | |
| Broad Transport Budget | £ 129,647,000 (10) = (7) + (8) | | | | |
| Wider Public Finances | -£ 7,989,000 (11) = (9) | | | | |
| Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers. | | | | | |
| All entries are discounted present values in 2010 prices and values. | | | | | |

Public Accounts (PA) Table - A27 Arundel Bypass Option 3v1

| | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER |
|--|--------------------------------|-----------------------|---------------|------|-------|
| Local Government Funding | TOTAL | INFRASTRUCTURE | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating Costs | £ - | £ - | | | £ - |
| Investment Costs | £ - | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ - (7) | £ - | £ - | £ - | £ - |
| Central Government Funding: Transport | | | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating costs | £ - | £ - | | | £ - |
| Investment Costs | £ 161,605,000 | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ 161,605,000 (8) | £ - | £ - | £ - | £ - |
| Central Government Funding: Non-Transport | | | | | |
| Indirect Tax Revenues | -£ 15,713,000 (9) | | | | |
| TOTALS | | | | | |
| Broad Transport Budget | £ 161,605,000 (10) = (7) + (8) | | | | |
| Wider Public Finances | -£ 15,713,000 (11) = (9) | | | | |

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.

All entries are discounted present values in 2010 prices and values.

Public Accounts (PA) Table - A27 Arundel Bypass Option 4/5Av1

| | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER |
|--|--------------------------------|-----------------------|---------------|------|-------|
| Local Government Funding | TOTAL | INFRASTRUCTURE | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating Costs | £ - | £ - | | | £ - |
| Investment Costs | £ - | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ - (7) | £ - | £ - | £ - | £ - |
| Central Government Funding: Transport | | | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating costs | £ - | £ - | | | £ - |
| Investment Costs | £ 174,819,000 | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ 174,819,000 (8) | £ - | £ - | £ - | £ - |
| Central Government Funding: Non-Transport | | | | | |
| Indirect Tax Revenues | -£ 11,684,000 (9) | | | | |
| TOTALS | | | | | |
| Broad Transport Budget | £ 174,819,000 (10) = (7) + (8) | | | | |
| Wider Public Finances | -£ 11,684,000 (11) = (9) | | | | |

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.

All entries are discounted present values in 2010 prices and values.

Public Accounts (PA) Table - A27 Arundel Bypass Option 4/5Av2

| | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER |
|---|--------------------------------|-----------------------|---------------|------|-------|
| Local Government Funding | TOTAL | INFRASTRUCTURE | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating Costs | £ - | £ - | | | £ - |
| Investment Costs | £ - | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ - (7) | £ - | £ - | £ - | £ - |
| Central Government Funding: Transport | | | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating costs | £ - | £ - | | | £ - |
| Investment Costs | £ 183,060,000 | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ 183,060,000 (8) | £ - | £ - | £ - | £ - |
| Central Government Funding: Non-Transport | | | | | |
| Indirect Tax Revenues | -£ 5,870,000 (9) | | | | |
| TOTALS | | | | | |
| Broad Transport Budget | £ 183,060,000 (10) = (7) + (8) | | | | |
| Wider Public Finances | -£ 5,870,000 (11) = (9) | | | | |
| Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers. | | | | | |
| All entries are discounted present values in 2010 prices and values. | | | | | |

Public Accounts (PA) Table - A27 Arundel Bypass Option 5Bv1

| | ALL MODES | ROAD | BUS and COACH | RAIL | OTHER |
|--|--------------------------------|-----------------------|---------------|------|-------|
| Local Government Funding | TOTAL | INFRASTRUCTURE | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating Costs | £ - | £ - | | | £ - |
| Investment Costs | £ - | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ - (7) | £ - | £ - | £ - | £ - |
| Central Government Funding: Transport | | | | | |
| Revenue | £ - | £ - | | | £ - |
| Operating costs | £ - | £ - | | | £ - |
| Investment Costs | £ 193,966,000 | £ - | | | £ - |
| Developer and Other Contributions | £ - | £ - | £ - | £ - | £ - |
| Grant/Subsidy Payments | £ - | £ - | £ - | £ - | £ - |
| NET IMPACT | £ 193,966,000 (8) | £ - | £ - | £ - | £ - |
| Central Government Funding: Non-Transport | | | | | |
| Indirect Tax Revenues | -£ 11,094,000 (9) | | | | |
| TOTALS | | | | | |
| Broad Transport Budget | £ 193,966,000 (10) = (7) + (8) | | | | |
| Wider Public Finances | -£ 11,094,000 (11) = (9) | | | | |

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values in 2010 prices and values.

Appendix E-7
**Analysis of
Monetised Costs
and Benefits
(AMCB)**

Analysis of Monetised Costs and Benefits - A27 Arundel Bypass Option 1v5

| | | |
|--|---------------|---|
| Noise | -£ 5,074,320 | (12) |
| Local Air Quality | -£ 6,852,419 | (13) |
| Greenhouse Gases | -£ 10,724,288 | (14) |
| Journey Quality | | (15) |
| Physical Activity | | (16) |
| Accidents | £ 23,210,000 | (17) |
| Economic Efficiency: Consumer Users (Commuting) | £ 61,309,090 | (1a) |
| Economic Efficiency: Consumer Users (Other) | £ 82,264,598 | (1b) |
| Economic Efficiency: Business Users and Providers | £ 68,597,840 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | £ 13,670,000 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| | | |
| Present Value of Benefits (see notes) (PVB) | £ 226,400,501 | (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11) |
| | | |
| Broad Transport Budget | £ 132,993,000 | (10) |
| | | |
| Present Value of Costs (see notes) (PVC) | £ 132,993,000 | (PVC) = (10) |
| | | |
| OVERALL IMPACTS | | |
| Net Present Value (NPV) | £ 93,407,501 | NPV=PVB-PVC |
| Benefit to Cost Ratio (BCR) | £ 1.70 | BCR=PVB/PVC |

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - A27 Arundel Bypass Option 1v9

| | | |
|--|---------------|---|
| Noise | -£ 5,423,000 | (12) |
| Local Air Quality | -£ 2,655,947 | (13) |
| Greenhouse Gases | -£ 7,718,494 | (14) |
| Journey Quality | | (15) |
| Physical Activity | | (16) |
| Accidents | £ 21,815,000 | (17) |
| Economic Efficiency: Consumer Users (Commuting) | £ 55,417,090 | (1a) |
| Economic Efficiency: Consumer Users (Other) | £ 83,979,598 | (1b) |
| Economic Efficiency: Business Users and Providers | £ 67,276,840 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | £ 7,989,000 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| Present Value of Benefits (see notes) (PVB) | £ 220,680,087 | (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11) |
| Broad Transport Budget | £ 129,647,000 | (10) |
| Present Value of Costs (see notes) (PVC) | £ 129,647,000 | (PVC) = (10) |
| OVERALL IMPACTS | | |
| Net Present Value (NPV) | £ 91,033,087 | NPV=PVB-PVC |
| Benefit to Cost Ratio (BCR) | £ 1.70 | BCR=PVB/PVC |

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - A27 Arundel Bypass Option 3v1

| | | |
|--|---------------|---|
| Noise | -£ 1,996,741 | (12) |
| Local Air Quality | -£ 7,736,381 | (13) |
| Greenhouse Gases | -£ 13,476,665 | (14) |
| Journey Quality | | (15) |
| Physical Activity | | (16) |
| Accidents | £ 21,970,400 | (17) |
| Economic Efficiency: Consumer Users (Commuting) | £ 70,510,366 | (1a) |
| Economic Efficiency: Consumer Users (Other) | £ 98,401,915 | (1b) |
| Economic Efficiency: Business Users and Providers | £ 80,927,744 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | £ 15,713,000 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| | | |
| Present Value of Benefits (see notes) (PVB) | £ 264,313,637 | (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11) |
| | | |
| Broad Transport Budget | £ 161,605,000 | (10) |
| | | |
| Present Value of Costs (see notes) (PVC) | £ 161,605,000 | (PVC) = (10) |
| | | |
| OVERALL IMPACTS | | |
| Net Present Value (NPV) | £ 102,708,637 | NPV=PVB-PVC |
| Benefit to Cost Ratio (BCR) | £ 1.64 | BCR=PVB/PVC |

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - A27 Arundel Bypass Option 4/5Av1

| | | |
|--|---------------|---|
| Noise | -£ 879,937 | (12) |
| Local Air Quality | -£ 7,462,253 | (13) |
| Greenhouse Gases | -£ 9,643,557 | (14) |
| Journey Quality | | (15) |
| Physical Activity | | (16) |
| Accidents | £ 29,022,000 | (17) |
| Economic Efficiency: Consumer Users (Commuting) | £ 72,126,605 | (1a) |
| Economic Efficiency: Consumer Users (Other) | £ 101,848,420 | (1b) |
| Economic Efficiency: Business Users and Providers | £ 84,142,123 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | £ 11,684,000 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| | | |
| Present Value of Benefits (see notes) (PVB) | £ 280,837,400 | (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11) |
| | | |
| Broad Transport Budget | £ 174,819,000 | (10) |
| | | |
| Present Value of Costs (see notes) (PVC) | £ 174,819,000 | (PVC) = (10) |
| | | |
| OVERALL IMPACTS | | |
| Net Present Value (NPV) | £ 106,018,400 | NPV=PVB-PVC |
| Benefit to Cost Ratio (BCR) | £ 1.61 | BCR=PVB/PVC |

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - A27 Arundel Bypass Option 4/5Av2

| | | |
|--|---------------|---|
| Noise | -£ 855,874 | (12) |
| Local Air Quality | -£ 6,630,673 | (13) |
| Greenhouse Gases | -£ 8,107,448 | (14) |
| Journey Quality | | (15) |
| Physical Activity | | (16) |
| Accidents | £ 36,904,000 | (17) |
| Economic Efficiency: Consumer Users (Commuting) | £ 77,506,605 | (1a) |
| Economic Efficiency: Consumer Users (Other) | £ 109,926,420 | (1b) |
| Economic Efficiency: Business Users and Providers | £ 89,739,123 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | £ 5,870,000 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| Present Value of Benefits (see notes) (PVB) | £ 304,352,153 | (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11) |
| Broad Transport Budget | £ 183,060,000 | (10) |
| Present Value of Costs (see notes) (PVC) | £ 183,060,000 | (PVC) = (10) |
| OVERALL IMPACTS | | |
| Net Present Value (NPV) | £ 121,292,153 | NPV=PVB-PVC |
| Benefit to Cost Ratio (BCR) | £ 1.66 | BCR=PVB/PVC |

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Analysis of Monetised Costs and Benefits - A27 Arundel Bypass Option 5Bv1

| | | |
|--|---------------|---|
| Noise | -£ 1,668,826 | (12) |
| Local Air Quality | -£ 7,128,021 | (13) |
| Greenhouse Gases | -£ 6,547,137 | (14) |
| Journey Quality | | (15) |
| Physical Activity | | (16) |
| Accidents | £ 35,026,200 | (17) |
| Economic Efficiency: Consumer Users (Commuting) | £ 74,052,814 | (1a) |
| Economic Efficiency: Consumer Users (Other) | £ 105,707,441 | (1b) |
| Economic Efficiency: Business Users and Providers | £ 83,536,012 | (5) |
| Wider Public Finances (Indirect Taxation Revenues) | £ 11,094,000 | - (11) - sign changed from PA table, as PA table represents costs, not benefits |
| | | |
| Present Value of Benefits (see notes) (PVB) | £ 294,072,483 | (PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11) |
| | | |
| Broad Transport Budget | £ 193,966,000 | (10) |
| | | |
| Present Value of Costs (see notes) (PVC) | £ 193,966,000 | (PVC) = (10) |
| | | |
| OVERALL IMPACTS | | |
| Net Present Value (NPV) | £ 100,106,483 | NPV=PVB-PVC |
| Benefit to Cost Ratio (BCR) | £ 1.52 | BCR=PVB/PVC |

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

