NORTH STAFFORDSHIRE LOCAL AIR QUALITY PLAN

UNAPPROVED OUTLINE BUSINESS CASE APPENDIX 25 - T2 Local Plan Transport Model Validation Report











Table of contents

Exe	cutive summary	3
1	Introduction	4
2	Model description and specification	5
3	Travel demand calibration and sensitivity tests (T2a)	18
4	Traffic assignment model validation (T2b)	39
5	Conclusion	65

Appendices

Appendix A – 2015 Traffic Count Validation	. 66
Appendix B – Journey Time Validation	. 72
Appendix C – Validation Against 2018 Traffic Count Data	. 75



Executive Summary

The North Staffordshire Multi-Modal (NSMM) transport model has been successfully updated with Automatic Number Place Recognition (ANPR) data to allow the differentiation between compliant and non-complaint cars, LGVs, HGVs and taxis. This has then been successfully validated against traffic count and journey time data.

For most of the validation comparisons the validation is not significantly different to that achieved for the updated 2015 NSMM transport model which confirms that the disaggregation of the demand matrix has only resulted in small changes.

The 2015 base year model validates within acceptable tolerance levels from the previous validation exercise and as a result is suitable to be used for modelling emission strategies across compliant and non-compliant user classes to support the reduction of nitrogen dioxide (NO₂) emissions. Analysis of traffic count data has shown that traffic levels between 2015 and 2018 have not shown any net growth, with the model also validating well against 2018 traffic count data. This therefore removes any need to create an updated 2018 transport model.

This has been confirmed through three validation checks:

- Validation of the 2015 base model following disaggregation of the demand matrices against a conurbation wide dataset to ensure the disaggregation process has not unduly changed the level of validation
- Validation against the 2018 A500 screenline traffic count data
- Validation of the model against the 2019 ANPR data regarding the compliance splits



1 Introduction

1.1 Purpose of the Local Model Validation Report

The Local Model Validation Report (LMVR) describes the current model, the model development undertaken to improve its forecasting capabilities, and the resulting model validation.

The main body of this report is broken down into two sections:

- 1. <u>Travel Demand Calibration and Sensitivity Test Section (T2a) (Chapter 3)</u> that explains in detail the travel demand model calibration and the outcomes of the realism and sensitivity tests in line with TAG Unit M2 requirements
- Traffic Assignment Model Validation Section (T2b) (Chapter 4) that explains in detail how the base year model validates and how it was modified using Automatic Number Plate Recognition (ANPR) data and is validated against real-world data.

This report is part of a suite of documents which must be viewed in collaboration with:

- T1 tracker table a live document that demonstrates all the transport modelling requirements are being met
- T3 Local Plan Transport Modelling Methodology Report which outlines the methodology for the transport modelling work to be undertaken

The purpose of the update to the NSMM transport model is to provide an analytical tool that will aid Newcastle-under-Lyme Borough Council (NuLBC), Stoke-on-Trent City Council (SoTCC) and Staffordshire County Council (SCC) in the development and implementation of Air Quality Local Plans. The work undertaken to enhance the model is designed specifically to give the user more granularity regarding classes of road vehicles and users which will enable greater certainty in forecasting the effectiveness of implementing a charging Clean Air Zone (CAZ). This additional detail will allow the users to focus on reducing NO₂ exceedances in North Staffordshire as required by the Ministerial Direction for third wave local authorities.

1.2 Development background

The need to develop this additional capability comes as a direct result from a High Court ruling, where ministers were required to set out any additional steps that could be taken by the councils to speed up compliance with the NO_2 limits, which have been exceeded since 2010. The Government said it will work with the authorities through its Joint Air Quality Unit (JAQU) to support and develop plans to help reduce NO_2 emissions.

1.3 Report structure

This LMVR is divided into the following sections:

Chapter 2 – provides background information on the NSMM transport model including the scope and specification of the modelled network and traffic zones as well as vehicle disaggregation

Chapter 3 – Travel Demand Calibration and Sensitivity Tests (T2a)

Chapter 4 – Traffic Assignment Model Validation Section (T2b)

Chapter 5 – Summary of the validation of the updated NSMM transport model and whether it is fit for purpose



2 Model description and specification

The NSMM transport model covers the whole of the urban areas of Stoke-on-Trent and Newcastle-under-Lyme and extends into the surrounding and wider areas. The full model extent is shown in Figure 2-1 with the detailed and peripheral model extents shown in Figure 2-2 and Figure 2-3. Both road and rail links are modelled. Within the detailed model area junctions are modelled as shown in Figure 2-4.

2.1 Structure of the NSMM transport model

The structure of the NSMM transport model consists of three main modules:

- Highway Assignment Model
- Public Transport Assignment Model
- Demand Model

The highway model is both link and junction based.

2.2 Transport modelling software

The NSMM transport model has been refined and updated using CUBE Voyager Version 6.4 transport modelling software.

2.3 Modelled time periods

The modelled time periods are as follows:

- AM peak hour (08:00 09:00hrs)
- Inter-Peak (IP) hour (14:00 15:00hrs)
- PM peak hour (17:00 18:00hrs)

2.4 NSMM transport model zones and sectors

The NSMM transport model has 288 zones which are split as follows:

- Internal zones 1 207 and 275 288 zones (see Figure 2-5, Figure 2-6 and Figure 2-7)
- Peripheral zones 208 233 (see Figure 2-8)
- Regional zones 234 255 (see Figure 2-9)
- National zones 256 274 (see Figure 2-10)

The internal zones and modelled transport network represent the greatest level of detail to capture local routing and travel demand responses. The peripheral zones form a ring of buffer zones just outside the detailed modelled area, with a dimension a little larger than the internal zones to provide realistic travel demand to and from these areas.

Regional and national zones are far coarser, for example Scotland is represented by a single zone, this permits representation of destination choice and travel opportunities between external zones and between internal and external zones. Capturing external to external demand is



important in the NSMM transport model area, as it includes roads carrying significant through traffic such as the M6, A500 and A50 Trunk Roads.

As part of the NSMM model update for the Etruria Valley Link Road (EVLR) Project, an additional 14 zones (zones 275 to 288) were added in the Etruria Valley, Festival Park and Middleport areas and are shown in Figure 2-11.











Figure 2-2: Extent of modelled peripheral and internal road and rail networks



Figure 2-3: Modelled internal road network







Figure 2-4: Modelled junction



Figure 2-5: Internal transport model zones (north)



Figure 2-6: Internal transport model zones (south)





Figure 2-7: Internal transport model zones (central area)





Figure 2-8: Peripheral transport model zones





Figure 2-9: Regional transport model zones





Figure 2-10: National transport model zones







Figure 2-11: Disaggregation of internal transport model zones (central area)

2.5 Model Base Year

The NSMM transport model has a base year of 2015. As part of the refinement and update to the modelled trip matrices a review of the traffic growth between 2015 and 2018 was undertaken to determine if the model needed to be rebased to 2018.

Table 2-1 shows that the traffic growth on a screenline to the east of the A500 between 2015 and 2018 was either negative or marginal. Figure 2-12 shows the location of these counts. Given the lack of traffic growth and the extensive nature of the 2015 base model calibration and validation, as discussed in chapters 3 and 4, it was agreed with JAQU that the model development work would be undertaken on the previously calibrated and validated 2015 model, albeit that model would be disaggregated.

The traffic growth shows that the A50 trunk road has the highest growth in total and for cars, however this is only 4-5% growth between 2015 and 2018 and it is also on the strategic road network which would not form part of the air quality assessment. The A52 Leek Road has the lowest growth between 2015 and 2018 however this is likely to have been affected by roadworks. Leek Road aside, there are no locations that have big changes, total traffic growth between 2015 and 2018 at each location is within +/- 5%.



Road	2015 - 2018 Growth						
	Cars	LGVs	HGVs	Buses	Total		
A527 Tunstall Western Bypass	1.006	1.078	1.306	1.178	1.027		
A5271 Longport Road	0.976	1.071	0.919	0.514	0.983		
A53 Etruria Road	1.032	1.064	0.947	0.79	1.032		
B5045 Shelton New Road	1.015	0.974	1.093	0.99	1.012		
A5006 Stoke Road	0.957	0.897	1.27	1.432	0.956		
College Road	1.005	1.141	0.629	0.64	0.981		
A52 Leek Road*	0.624	0.557	0.822	0.487	0.617		
A5007 City Road	0.947	1.134	0.908	0.769	0.964		
Whieldon Road	1.029	0.833	0.583	0.667	0.982		
A50(T)	1.046	1.117	0.929	1.204	1.041		
A5035 Trentham Road	0.934	1.063	0.823	1	0.946		
Total	0.99	1.051	0.953	0.785	0.994		

Table 2-1: Traffic growth between 2015 and 2018

* 2018 observed trafic flows affected by long-term major roadworks



Figure 2-12: Location of 2015 / 2018 traffic counts





3 Travel demand calibration and sensitivity tests (T2a)

This section details the variable demand model and its update to enable the modelling of a charging Clean Air Zone (CAZ). It also covers the segmentation of vehicle type matrices by CAZ compliance status using ANPR survey data.

The NSMM demand model was recently calibrated as part of the EVLR Project in line with TAG unit M2 including appropriate realism testing. The demand model forecasts change in trip patterns in terms of trip generation, distribution and mode split due to changes to the highway network, public transport service provision and changes to planning data.

It is acknowledged that given the Stated Preference (SP) surveys were only undertaken in early September 2019, further work will be required to refine the demand model for option testing which will be detailed in due course, the approach is also outlined in the T3 report.

3.1 Form of the NSMM demand model

The demand model has the same spatial, geographic and temporal extent as the assignment model as outlined in sections 2.3 and 2.4 of this report. The basic structure of the NSMM demand model is shown diagrammatically in Figure 3-1. It is an absolute model applied incrementally in that the absolute change between the base and future synthetic trip matrices are added to the calibrated base assignment trip matrices. Any resultant negatives, following the addition of the absolute change to the calibrated base trip matrices are redistributed at sector level. This is as described in section 4.3.6 of TAG unit M2 – Variable Demand Modelling.



Figure 3-1: Demand model structure





3.2 Model segmentation

In order to produce a robust demand model, calculations at each stage are undertaken separately for each of the demand segments. 'Segmentation' is the division of travel, traveller and transport attributes into different categories so that all travellers in the same category can be treated in the same way. This segmentation assists the estimation of how much and what type of demand each zone produces or attracts and also reflects the different variation in responsiveness to changes in travel costs and conditions by traveller type.

At the trip generation stage, home based person trips are segmented into:

- Six socio-economic groupings (HH1 to HH6), see Table 3-1.
- Three car ownership categories (0, 1, 2 or more)
- Four trip purposes:
 - Home-based work (HBW)
 - Home-based education (HBE)
 - Home-based shopping (HBS)
 - Home-based other (HBO)

This gives a total of 72 home-based demand segments.

Non-home-based trips are divided into two segments:

- Non-home-based employer's business (NHBEB)
- Non-home-based other (NHBO)

Goods vehicle trips are divided into two segments:

- LGV trips (all purposes)
- HGV trips (all purposes)

The demand segmentation is largely derived from surveyed demand data. The six socioeconomic groupings shown in Table 3-1 are based on the percentage of economic households within each Output Area using 2011 Census data. The information will be used to derive an approximation of household income for each socio-economic grouping which can be used to segment demand for modelling different charging schemes. This will be undertaken once the SP survey work is complete and this report will be appropriately updated.

Table 3-1: NSMM transport model socio-economic groupings

Category	Household Size	No. Employed People
1	1	0
2	>1	0
3	1-2	1
4	3+	1
5	1-3	2+
6	4+	2+



3.3 Trip generation

The trip generation stage determines the number of trips that are being generated by and attracted to each zone in the transport model. This process is undertaken slightly differently for home based and non-home based person trips and for non-home based goods vehicle trips.

3.3.1 Home-Based person trips

Trip rates were derived from 2009 household interview surveys and roadside interviews. They have subsequently been reviewed and benchmarked against home-based trip rates from TRICS, resulting in the application of the home-based production trip rates detailed in Table 3-2 to the forecast changes in the number of households. Note the rates below are just applied to the changes in future households not the total number of future households. The same approach is applied for all future land use change.

Table 3-3 shows the target attraction rates which are used to calculate the home-based purpose splits in order to correct the trip attractions. To calculate productions and attractions for home-based trips the demand model uses the following planning data:

- Residential units (split by the 6 socio-economic categories)
- Number of jobs
- Number of school places
- Retail GFA

Table 3-2: Target household production trip rates by time period

Land Use	AM Peak-Hour	Inter-Peak Hour	PM Peak-Hour
Household (per house)	0.72	0.414	0.621

Table 3-3: Target attraction trip rates by time period

Land Use	AM Peak-Hour	Inter-Peak Hour	PM Peak- Hour
Employment (per job)	0.31	0.09	0.28
Primary School (per school place)	0.688	0.053	0.133
Secondary School (per school place)	0.298	0.306	0.034
College / University (per school place)	0.136	0.066	0.08
Food Superstore (GFA)	0.06032	0.13985	0.14824
Shopping Centre – Local Shops (GFA)	0.14888	0.17531	0.20459
Non-food Retail (GFA)	0.0066	0.07734	0.04583
Mixed Shopping Malls (GFA)	0.01428	0.04836	0.01785

The demand model calculates the number of home-based productions in each zone by multiplying the household information by an appropriate trip rate for each of the 72 home-based



demand segments. For the forecast change in households these are then factored to the target household trip rates outlined in Table 3-2.

Target home-based attractions for the forecast change in other land uses are calculated using the trip rates in Table 3-3. The resulting target home-based attractions are then solely used to inform the home-based production split by purpose. This therefore ensures that the total attractions match the total productions.

3.3.2 Non-Home-Based person trips

Non-home-based trips occur between employment, education, shopping and other locations. Roadside interview and public transport interview data have been used to derive origin and destination person trip rates for employment, education, shopping and leisure. Origin and destination person trip ends for non-home based activity are calculated by multiplying the planning data by these rates. 'Employer's business' trips are assumed to occur between employment locations while other trips may occur between any combinations of locations. In each modelled peak-hour the proportion of trips made on employer's business is given by the survey data and this is used to split the work-based trips into 'employer's business' trips and other trips. Both origins and destinations are factored to match their average total.

Non-home-based business trip ends are derived through multiplying the number of jobs by the non -home based business trip rate. The non-home-based other trips are derived by multiplying jobs, school places, retail gross floor area and leisure site gross floor area by the equivalent non home-based trip rate and adding these together.

3.3.3 Non-Home-Based goods vehicle trips

All good vehicle trips are calculated using origin and destination rates calculated from roadside interview data. The origin and destination trip end values calculated are factored to match the average total.

3.4 Trip distribution

The trip distribution process takes the factored trip ends produced by the trip generation process and decides how to distribute movements to and from each zone across all of the zones. This is done automatically using CUBE Voyager's gravity model functionality. The inputs to this process are the trip ends, cost matrices and friction and K-factors.

3.4.1 Derivation of composite costs

For person trips by private transport the initial composite cost matrix is produced as follows:

- 1. Private transport cost skims (in minutes) are taken from the appropriate calibrated model run
- 2. For home-based trips these matrices are partially transposed
- 3. Parking charges are converted to costs in minutes
- 4. Three separate values of time based on the TAG Databook are calculated for the following trip purposes:
 - Home-based work trips
 - o Home-based education, shopping and other and non-home based other
 - Non-home-based employer's business
- 1. Production (or origin for non-home based) end walk times are added on as are attraction (or destination) end search and walk times and parking costs in minutes. To



be comparable with public transport fares the parking costs used are half of the anticipated actual parking costs

2. Intra-zonal costs are set to the lowest inter-zonal cost multiplied by 0.5

After the first run through of the demand model the input cost matrices used are those calculated from the integral assignment.

For person trips by public transport the initial composite cost matrix is produced in a similar fashion as follows:

- 1. Public transport total trip time (walk time + ride time), wait time and fare cost skims are taken from the appropriate model run
- 2. All time-based costs are summed to a single total
- 3. For home-based trips time and cost matrices are partially transposed
- 4. Fares are converted to costs in minutes
- 5. As previously, three separate values of time are used:
 - Home-based work trips
 - o Home-based education, shopping and other and non-home based other
 - Non-home-based employer's business
- 1. Fares (in minutes) are added to the time-based costs to give a total time-based cost
- 2. Intra-zonal costs are set to the lowest inter-zonal cost multiplied by 0.5

Again, after the first run through of the demand model the input cost matrices used are those calculated from the integral assignment.

For goods vehicles the process is simpler as they are assumed not to experience complications caused by a requirement to park at a distance from their destination and there is no mode choice and therefore no requirement for calculation of the composite cost. Separate productions and attractions are derived for LGVs and HGVs and they are distributed separately through the distribution model to produce separate LGV and HGV trip matrices. The goods vehicle cost matrices are calculated as follows:

- 1. Goods vehicle cost skims (in minutes) are taken from the appropriate model run
- 2. The mean values of the LGV and HGV cost skims are taken separately
- 3. Intra-zonal costs are set to the lowest inter-zonal cost multiplied by 0.5

It should be noted that the demand model excludes any cost damping.

Home-based shopping and home-based other are singly constrained gravity models at the production end, whilst home-based work, education, non-home-based, and goods vehicle trips are doubly constrained at both the production and attraction ends.

3.4.2 Friction factors

Friction factors are used to indicate how popular low-cost trips are in comparison to high cost trips. In this case a logit model has been used such that, at the most basic level, the friction factor is given by the exponential function $exp(-\beta c_{ij})$. However, in practice even the most



homogenous trip purposes include a range of behaviour types. An illustration of this is that while most trips to work will follow a standard distribution curve some people have journeys to work which are governed by the home location requirements of their families and so travel much further than is typical. This means that values of β which give a good result for the shorter sections of the trip length distribution are unable to match the longer sections. For this reason, the precise form of the friction factor equation used is:

Friction Factor = $Ae^{-\beta_A c} + Be^{-\beta_B c} + Ce^{-\beta_C c}$

The overall friction factor values are not important: it is only the relative values at different costs which are significant and so the values of A, B and C are chosen such that the widest possible range of costs have finite friction factor values. For this reason A is always equal to 1×10^{259} , this being the largest factor which can be accommodated by the software. The values of B and C are always at least an order of magnitude lower and so the greatest part of the friction factor curve comes from the first term.

The general form of a typical friction factor curve in shown in Figure 3-2.



Figure 3-2: Typical friction factor curve

3.4.3 <u>K-Factors</u>

The use of K-factors is generally advised against and in this case, they are all set to 1.

3.4.4 Calibration

The trip distribution model is calibrated by adjusting the β values and constants used in the friction factor equation to calculate the friction factor curves.

In order to produce an overall total number of trips which is correct following distribution then blanking global correction factors are also applied. In most cases these are close to 1. The β values and constants found to give the best match to the observed trip length distributions in each modelled peak hour are given in Table 3-4 to Table 3-6.



Demand Segment	Α	$\boldsymbol{\beta}_A$	В	β_B	С	β _c	Global Factor
HBW	$1x10^{259}$	0.08	$1x10^{257}$	0.03	$3x10^{255}$	0.010	1.49
HBE	$1x10^{259}$	0.06	$5x10^{255}$	0.02	$5x10^{255}$	0.010	1.40
HBS	$1x10^{259}$	0.80	$1x10^{256}$	0.08	$4x10^{253}$	0.020	0.81
НВО	$1x10^{259}$	0.30	$3x10^{257}$	0.06	$1x10^{255}$	0.020	0.90
NHB	$1x10^{259}$	0.60	$1x10^{257}$	0.08	$7x10^{254}$	0.020	0.73
LGV	$1x10^{259}$	0.30	$5x10^{257}$	0.06	$1x10^{257}$	0.030	1.06
HGV	$1x10^{259}$	0.30	$6x10^{257}$	0.05	$2x10^{255}$	0.010	1.10

Table 3-4: AM peak-hour β values and constants

Table 3-5: Inter-Peak hour β values and constants

Demand Segment	Α	$oldsymbol{eta}_A$	В	β_B	С	β _c	Global Factor
HBW	$1x10^{259}$	0.10	$1x10^{258}$	0.06	$1x10^{256}$	0.015	2.26
HBE	$1x10^{259}$	0.20	0	0.02	0	0.010	3.17
HBS	$1x10^{259}$	0.70	$1x10^{256}$	0.06	$4x10^{253}$	0.015	0.99
НВО	$1x10^{259}$	0.50	$2x10^{256}$	0.06	$4x10^{253}$	0.015	0.88
NHB	$1x10^{259}$	0.10	$2x10^{257}$	0.06	$4x10^{256}$	0.020	1.05
LGV	$1x10^{259}$	0.30	$1x10^{258}$	0.06	$1x10^{256}$	0.019	1.05
HGV	$1x10^{259}$	0.30	$1x10^{258}$	0.06	$1x10^{256}$	0.013	1.14

Table 3-6: PM Peak-hour β values and constants

Demand Segment	А	β_A	В	β_B	С	β _c	Global Factor
HBW	$1x10^{259}$	0.10	$5x10^{258}$	0.06	$2x10^{256}$	0.014	1.43
HBE	$1x10^{259}$	0.20	$3x10^{257}$	0.06	$1x10^{254}$	0.010	2.30
HBS	$1x10^{259}$	0.60	$5x10^{256}$	0.08	$2x10^{254}$	0.020	0.82
НВО	$1x10^{259}$	0.50	$1x10^{257}$	0.08	$2x10^{254}$	0.020	0.90
NHB	$1x10^{259}$	0.60	$5x10^{256}$	0.08	$3x10^{254}$	0.020	0.91
LGV	$1x10^{259}$	0.20	$2x10^{258}$	0.06	$5x10^{256}$	0.020	0.99
HGV	$1x10^{259}$	0.30	$5x10^{257}$	0.06	$7x10^{255}$	0.012	1.13



The trip distribution model for 2009 has been recalibrated as part of the update of the 2015 demand model to improve the level of validation of the car and goods vehicle trip distribution model against 2009 observed data. For this re-calibration of the distribution modelling, the β , A, B and C values have not been altered. Instead the friction factors have been reviewed and adjusted for the 38 generalised cost bands for which they are applied, in order to get a better fit between the output trip length distribution and the observed data.

3.5 Mode choice

The mode choice model splits the person trip matrix into car and public transport trip matrices on the basis of the respective costs of the use of each mode and lambda (or mode split) constants.

The zero car ownership demand segments (HBW0, HBE0, HBS0 and HBO0) are considered captive to public transport and are not included in the mode split model. For the one and twoplus car ownership demand segments CUBE Voyager's XCHOICE logit choice module is used to carry out mode choice on the basis of the input costs and lambda values.

The output car trip matrix is divided by a car occupancy factor to give a vehicle (rather than a person) trip matrix. Trips less than one kilometre by public transport are multiplied by 1/3 and those between one and two kilometres by 2/3 as it is assumed that a high proportion of these trips will actually be made on foot.

The mode choice model is calibrated by adjusting the lambda values used by XCHOICE and the mode constants used in the calculation of the cost matrices. The values found to give the best match to the observed mode splits in each modelled time period are given in Table 3-7.

Demand	AM Pe	eak Hour	ak Hour Inter-Peak Hour			eak Hour
Segment	Lambda	Mode Constant	Lambda	Mode Constant	Lambda	Mode Constant
HBW	0.096	20 (one car) 20 (two+ cars)	0.2	20 (one car) 20 (two+ cars)	0.21	20 (one car) 20 (two+ cars)
HBE	0.096	20 (one car) 20 (two+ cars)	0.12	20 (one car) 20 (two+ cars)	0.42	20 (one car) 20 (two+ cars)
HBS	0.96	30 (one car) 40 (two+ cars)	0.91	26 (one car) 32 (two+ cars)	0.9	26 (one car) 32 (two+ cars)
НВО	0.48	30 (one car) 40 (two+ cars)	0.75	35 (one car) 50 (two+ cars)	0.85	30 (one car) 40 (two+ cars)
NHB	0.96	24	0.2	30	0.9	24

Table 3-7 Mode split lambda values and constants



3.6 Demand response to a CAZ

For modelling a charging CAZ, the NSMM transport model will be adapted to ensure it can model all the possible demand responses to trips entering, travelling within or routeing through a CAZ. This will include undertaking some sensitivity testing to sense check the reduction in highway demand following the introduction of a charging CAZ is logical as well as checking demand changes when applying different CAZ charges. The demand responses and the methodology for modelling them are outlined in Table 3-8. It should be noted that Table 3-8 does not provide a hierarchy of response but just outlines the different demand responses that will be captured in the updated NSMM transport model. This report will be updated following the SP surveys carried out in early September and the resultant completion of the demand model update.

Table	3-8.	CA7	demand	responses
1 abio	0.0.	0/12	aomana	100001000

Response	Demand Response to CAZ	Methodology
1	Replacing or upgrading vehicle	Choice modelling will be applied using stated preference data to ascertain the likelihood of non-compliant car, taxis, LGV and HGV users that travel through, within or to and from the CAZ to upgrade their vehicle to a compliant one. This choice modelling for non-compliant cars will be undertaken using income segmentation making use of the socio- economic categories which will permit a calculation of the proportion of households in different income categories based on the number of people in employment.
2	Cancelling trip	A multinomial choice model will derive the percentage of non-compliant car demand by income category that cancel their trip for cars, this will also be undertaken for taxis, LGVs and HGVs that travel through, within or to and from the CAZ. These trips will be removed from the final assigned matrices.
3	Change of destination	A multinomial choice model will derive the percentage of non-compliant car demand by income category with a destination in the CAZ (but an origin outside). These trips will then be redistributed to non-CAZ destinations. Goods vehicles will be excluded from this demand response as they don't have a choice to change their destination as their delivery destinations would be fixed irrespective of a CAZ charge.
4	Modal shift	A multinomial choice model will derive the percentage of demand by income category that change mode from the car, for non-compliant car trips that travel through, within or to and from the CAZ. The NSMM transport model does not explicitly model walking and cycling trips, so a percentage reduction in car trips will be needed for related policies.

		SWECO
5	Change route to avoid CAZ	A multiple select link analysis will be undertaken on the 2022 Reference Case at the inbound cordon locations to the CAZ. Non-compliant cars, LGVs and HGVs select link matrices will be filtered to identify through trips only, external to the CAZ. A multinomial choice model for non-compliant cars, LGVs and HGVs will derive the percentage of these through trips that would re-route to avoid the CAZ. The NSMM assignment model will allow for a single cordon CAZ charge affecting trips currently routing through the CAZ and therefore reassigning some through demand onto more attractive (non -charged) routes. This will be represented on the network by having a CAZ charge on a cordon of links forming the charging zone in both directions which will be picked up by the model and allowed for in the generalised cost for the routing assignment. The charge on each charging link will be modally consistent however will be permitted to differ for cars, LGVs and HGVs as appropriate. Sense checks will be undertaken on the level of reassignment. Additional scripting will be required using demand matrices for specific OD movements to capture charges for internal movements only (i.e. within the CAZ charge area), in addition further scripting will be required to
6	Pay the CAZ charge	Following the above demand responses, the remaining car, taxi, LGV and HGV trips that start or end their journey in the CAZ or go through it will continue to do so (but pay a daily charge). Modelling responsiveness and payment of CAZ charging will use income segmentation derived from the socio-economic groupings.

3.7 Demand model calibration

The NSMM demand model will be further updated and calibrated using regression analysis on the SP survey to update the choice modelling to reflect responses to a charging CAZ. This will be reported in an updated version of this report.

This section therefore centres on the calibration of the existing demand model matrices against observed data. Checks of the 2015 synthetic demand trip matrices have been carried out by comparing the trip length distributions of these matrices with 2009 observed trip matrices derived from roadside interviews. The comparisons have been carried out using the 2009 matrices as these are based on observed data and will therefore accurately reflect actual travel patterns.

Table 3-9 shows the distance class banding used in the comparisons of the trip length distributions for the 2009 observed and 2015 synthetic trip matrices. The match between the observed and synthetic trip length distributions are shown in Figure 3-3 to Figure 3-5 for car and public transport trips for the AM peak hour, IP hour and PM peak hour time periods, respectively. The equivalent information for the LGV trip matrices are shown in Figure 3-6 to Figure 3-8 and for the HGV trip matrices in Figure 3-9 to Figure 3-11.



As can been seen from Figure 3-3 to Figure 3-11, the 2015 synthetic trip length distributions show a very close match with the equivalent observed information for all modes of travel and time periods confirming that the demand matrices have been calibrated to a very good level of accuracy.

Distance Class	Range (km)
1	< 1
2	1 – 2
3	2 – 3
4	3 – 5
5	5 – 10
6	10 – 15
7	15 – 25
8	25 – 35
9	35 – 50
10	50 - 100
11	100 – 200
12	> 200

Table 3-9: Distance class banding for trip length distribution







Figure 3-4: IP hour car and public transport trip length distribution comparisons



Figure 3-5: PM peak hour car and public transport trip length distribution comparisons









Figure 3-7: IP hour LGV trip length distribution comparisons



Figure 3-8: PM peak hour LGV trip length distribution comparisons









Figure 3-10: IP peak hour HGV trip length distribution comparisons



Figure 3-11: PM peak hour HGV trip length distribution comparisons





3.8 Realism testing

It is essential to ensure that a variable demand model behaves 'realistically' by changing the various components of travel costs and times and checking that the overall demand response accords with general experience. The acceptability of the demand model's responses is determined by its demand elasticities. These demand elasticities are calculated by changing a cost or time component by a small global proportionate amount and calculating the proportionate change in travel made.

In line with Section 6.4 of TAG Unit M2 – Variable Demand Modelling, three realism tests have been undertaken for the updated 2015 demand model by calculating its demand elasticities based on applying the following changes in travel costs and times as follows:

- Private transport fuel costs increased by 10% and 20%
- Public transport fares increased by 10% and 20%
- Private transport journey times increased by 10%

The realism tests for private transport fuel costs and public transport fares have been carried out by trip purpose (employer's business, commuting and other) and by time period (AM peak-hour, Inter-Peak hour, PM peak-hour and 12-hour time period) as well as for all traffic for an annual situation. The realism test for private journey times has been carried out for all traffic for an annual situation.

3.8.1 Calculation of demand elasticities

The modelled AM peak hour, inter-peak hour and PM peak hour demand figures have been converted to 12-hour figures using the following formula:

$$D_{12hr} = F_{AM}D_{AM} + F_{IP}D_{IP} + F_{PM}D_{PM}$$

Where: D_{12hr} , D_{AM} , D_{IP} and D_{PM} refer to the 12-hour, AM peak hour, inter-peak hour and PM peak hour demands, respectively.

The corresponding F values (detailed in Table 3-10) are factors which have been derived from observed traffic count information. A factor of 253 has been applied to the derived 12-hour demand figures to estimate an annual situation.

Factor	Correction Value		lue
		Private Transport	Public Transport
F _{AM}	Modelled morning peak-hour to 07:00 to 10:00 morning peak	2.605	2.784
F _{IP}	Modelled inter-peak hour to 10:00 to 16:00 inter-peak	5.828	5.861
F _{PM}	Modelled evening peak-hour to 16:00 to 19:00 evening peak	2.696	2.721

Table 3-10: 12-hour time period factors

sweco 🖄

The formula used to calculate the model's elasticity is the arc elasticity formation:

$$e = \frac{\log(T^1) - \log(T^0)}{\log(C^1) - \log(C^0)}$$

Where: e = elasticity

T = demand

C = cost

the superscript 0 refers to the base model and 1 to the test model

This can also be expressed as:

$$e = \frac{\log\left(\frac{T^{1}}{T^{0}}\right)}{\log\left(\frac{C^{1}}{C^{0}}\right)}$$

3.8.2 Private transport fuel costs

Two tests are required for the calculation of private transport fuel cost elasticities; one using matrix-based model outputs and the other using network-based outputs.

3.8.2.1 Matrix-based outputs

In order to calculate the private transport fuel cost elasticity for the matrix-based test, the converged synthetic matrices from the test run are compared to the converged synthetic matrices from the base year model and the zonal car kilometre totals compared across all zones.

3.8.2.2 Network-based outputs

To calculate the private transport fuel cost elasticity on a network basis then this is carried out on the model outputs pertaining only to the area of the modelled network that has been calibrated and validated using car vehicle kilometres from the output networks before and after the fuel cost change.

3.8.3 Public transport fares

In order to calculate the public transport fare cost elasticity, the converged demand model test is compared to the converged base demand model and the public transport demand compared across the full range of zones using a matrix-based approach.

The demand elasticities calculated for private transport fuel costs and public transport fares by trip purpose and time period using the above approaches and assuming a 10% and 20% increase in costs are detailed in Tables Table 3-11 and Table 3-12, respectively.



Trip Purpose	Purpose Time Period Private Transport Fuel Costs		oort Fuel Costs	Public Transport	
		Matrix Based	Network Based	Fares	
	AM	-0.18	-0.12	-1.26	
Employer's	IP	-0.24	-0.21	-0.83	
Business	PM	-0.27	-0.21	-1.49	
	12-hour	-0.24	-0.19	-1.00	
	AM	-0.21	-0.13	-0.20	
Commuting	IP	-0.29	-0.18	-0.15	
Commuting	PM	-0.31	-0.17	-0.22	
	12-hour	-0.27	-0.16	-0.19	
	AM	-0.18	-0.11	-0.13	
Other	IP	-0.18	-0.15	-0.12	
Other	PM	-0.36	-0.20	-0.16	
	12-hour	-0.21	-0.15	-0.13	
All	Annual	-0.23	-0.14	-0.18	
Recommended Annual Average Elasticity Ranges (TAG Unit M2)		-0.25 to -0.35	-0.25 to -0.35	-0.2 to -0.9	

Table 3-11: Demand elasticities for private transport fuel costs and public transport fares (10% increase in costs)

Table 3-12: Demand elasticities for private transport fuel costs and public transport fares (20% increase in costs)

Trip Purpose	Time Period	Private Transport Fuel Costs		Public Transport	
		Matrix Based	Network Based	Fares	
	AM	-0.17	-0.13	-1.79	
Employer's	IP	-0.27	-0.30	-0.92	
Business	PM	-0.30	-0.29	-0.60	
	12-hour	-0.26	-0.27	-0.99	
	AM	-0.26	-0.21	-0.20	
Commuting	IP	-0.31	-0.28	-0.15	
Commuting	PM	-0.30	-0.23	-0.18	
	12-hour	-0.29	-0.24	-0.18	
	AM	-0.23	-0.18	-0.10	
Other	IP	-0.28	-0.27	-0.12	
Other	PM	-0.41	-0.29	-0.11	
	12-hour	-0.30	-0.26	-0.11	
All	Annual	-0.28	-0.24	-0.17	
Recommended Annual Average Elasticity Ranges (TAG Unit M2)		-0.25 to -0.35	-0.25 to -0.35	-0.2 to -0.9	

The North Staffordshire Local Air Quality Plan T2 Local Plan Transport Model Validation 15th May 2020



As can be seen from Table 3-11, for the 10% increase in private transport fuel costs the elasticities are generally lower than the recommended annual average elasticity range of -0.25 to -0.35 for the majority of trip purposes and time periods for both the matrix and network based approaches. The elasticity of -0.23 for the annual demand for all trip purposes using the matrix-based approach is marginally outside the accepted range and the value of -0.14 using the network-based approach is significantly outside the accepted range. However, these weaker values of fuel cost elasticities can readily be attributed to the significant number of shorter car trip lengths in the North Staffordshire conurbation due to its polycentric nature.

Similarly, for the 10% increase in public transport fares the elasticities do not fall within the recommended annual average elasticity range of -0.2 to -0.9 for the majority of trip purposes and time periods. The elasticity of -0.18 for the annual demand for all trip purposes is also marginally outside the accepted range.

As can be seen from Table 3-12, for the 20% increase in private transport fuel costs the elasticities are generally within the recommended annual average elasticity range of -0.25 to -0.35 for the majority of trip purposes and time periods for both the matrix and network-based approaches. The elasticity of -0.28 for the annual demand for all trip purposes using the matrix-based approach is within the accepted range and the value of -0.24 using the network-based approach is only marginally outside the accepted range. However, as previously discussed this slightly weaker value of fuel cost elasticity can readily be attributed to the significant number of shorter car trip lengths in the North Staffordshire conurbation.

For the 20% increase in public transport fares the elasticities still do not fall within the recommended annual average elasticity range of -0.2 to -0.9 for the majority of trip purposes and time periods. The elasticity of -0.17 for the annual demand for all purposes is also still marginally outside the accepted range. However, it should be noted that the elasticity for the annual demand is within the short-term elasticities reported in Table 6.1 of TAG Unit M2 where a low value of -0.16 is reported for a 1 year range. Furthermore, the elasticities are also logical when comparing peak period elasticities with inter-peak period values, with the latter generally being lower as per the guidance.

It should also be noted that the demand model parameters have been estimated from local data collected from public transport and household interviews as recommended by TAG. Concessionary fares are not excluded which will likely have a significant impact. The public transport and car trip length distributions and mode splits of the demand model have also been calibrated and validated against observed data to a very good level of accuracy. Therefore, since the demand model is based on local data rather than using imported model parameters then it is not appropriate to make adjustments to the parameters or values of time to ensure that the model satisfies the expected elasticities for each mode.

3.8.4 Private transport journey times

To calculate the private transport journey time cost elasticity a single run of the demand model test is compared to the converged base demand model and the private transport demand compared across the full range of zones.

Assuming a 10% increase in private transport journey times, this gives an elasticity of -0.16 for an annual situation which is compatible with the requirements of TAG that it be less elastic than -2.0.

3.9 Sensitivity tests

As stated in section 6.6 of TAG Unit M2 – Variable Demand Modelling, sensitivity testing, as distinct from realism testing, is aimed at identifying the relative impact of altering key demand

The North Staffordshire Local Air Quality Plan T2 Local Plan Transport Model Validation 15th May 2020


model parameters on the outcome of a scheme appraisal. It is important to understand how sensitive the appraisal results are to these uncertainties so that confidence can be invested in the conclusions.

It is therefore proposed that as part of the appraisal of the project that appropriate sensitivity tests will be undertaken as part of scheme forecasting and appraisal including changes in values of time and different economic growth forecasts.

3.10 Segmentation by vehicle type and CAZ compliance status

In order to provide the necessary euro vehicle classifications and associated vehicle compliance splits Automatic Number Plate Recognition (ANPR) data was collected. ANPR surveys were carried out at 15 locations across North Staffordshire, as agreed with JAQU (see Figure 3-12).

The ANPR data was collected by Nationwide Data Collection (NDC) and processed by DEFRA. The surveys were conducted over a 7-day period between the 2nd and 8th of April 2019 and between 00:00 and 24:00 each day. April was chosen as it is a neutral survey month. The survey utilised mast-based high definition (HD) ANPR cameras supplied by MAV Systems Ltd with infra-red illumination to give excellent quality image capture both day and night. After collection, accuracy checks were carried out before the data was passed to Defra for further processing.

From the processed data, the vehicle types were split into multiple categories which were then collated into five vehicle types, namely:

- Car
- Light Goods Vehicle (LGV)
- Heavy Goods Vehicle (HGV)
- Taxis
- Bus and coach

The propulsion type was also defined and then refined into three categories:

- Petrol, Petrol Gas and Gas
- Diesel, Gas Diesel
- Electric, Gas Bi-Fuel, Hybrid, Electric Diesel, New Fuel Technology

The collected ANPR data and information from the DVLA database has been used to identify different compliance types by fuel type and Euro Standard for emissions. This information was processed to determine the compliancy split by vehicle type to segment the NSMM transport model trip matrices into the following demand segments:

- Car compliant
- Car non-compliant
- LGV compliant
- LGV non-compliant
- HGV compliant
- HGV non-compliant



- Taxis compliant
- Taxis non-compliant

A screenline was used to determine the compliance splits, as it avoids double counting vehicles which might pass through multiple ANPR locations. Six sites to the east of the A500 were formed to construct a screenline, as shown in Figure 3-12, to ensure a robust and comprehensive sample of traffic movements are intercepted.





The taxi compliance percentage split could not be derived from the ANPR surveys. Therefore, the percentage split was derived from licence data provided by NuLBC. This percentage split was then applied to the ANPR taxi count to identify the number of compliant taxi vehicles.

The resulting compliance splits are shown in Table 3-13 based on processed data for Monday to Thursday to be commensurate with the NSMM transport model modelled weekday.

				(0.0.1.0)
Table 3-13 A	NPR com	ipliance s	plits	(2019)

C	ar	HG	V	LG	V	Та	axi	Bus	s/Coach
Comp	Non- comp	Comp	Non- comp	Comp	Non- comp	Comp	Non- comp	Comp	Non-comp
61%	39%	63%	38%	30%	70%	18%	82%	19%	81%



4 Traffic assignment model validation (T2b)

4.1 Overview

This Section compares observed and modelled traffic flows at a screenline and link level, presents the results of the validation of modelled journey times, compares observed and modelled vehicle compliance splits and details the convergence of the highway assignment model.

It is important to understand the development of the NSMM model from its original build in 2009 to its update in 2015 as part of the modelling work for EVLR, sections 4.2 and 4.3 describe the network and matrix development.

4.2 Network development

This section provides a brief summary of the NSMM transport model network development.

The modelled highway network is defined by a series of link types which are defined on the basis of the following link characteristics:

- Location (detailed, peripheral or wider network and position in relation to central business districts)
- Road quality (good, typical, poor)
- Road width (wider than usual)
- Number of lanes
- Number of bus lanes
- Speed limit
- Allowed modes (i.e. bus only or not)
- Level of development
- Being a slip road

Road quality is primarily based on road class with adjustments for roads which are of an unusually good or poor quality for their class. Roads are classified as wide along stretches which have central pedestrian refuges or ghost islands.

Each individual link type has an associated speed flow curve. Link types 1 to 5 include railways, station access links, connectors and links in the wider network and all use fixed speeds.

All other link types vary speed according to link flow. These curves are based on COBA 11 curves and all take the following form down to a defined minimum speed, V_{min} :

$$V = V_{\max} - QS$$

below Q = Qb then

above
$$Q = Qb$$
 then $V = V_b - (Q - Q_b)S_b$

• V = speed on link in kph



- Vmax = free flow speed on link in kph
- Vb = speed on link in kph at break point
- Q = flow on link in vehicles
- Qb = flow on link in vehicles at break point
- S = slope of curve below break point
- Sb = slope of curve above break point

Slip roads are constructed to allow vehicles to gain or lose speed before joining or after leaving a high-speed link. As a general rule these are constructed to the same standard and have the same speed limit as the high-speed links, they join but it is necessarily the case that vehicles maintain lower average speeds while on them than is the case for the high speed links themselves. To correct for this speed on slip roads are further corrected by multiplying by a factor of 0.6 (down to Vmin).

Within Cube Voyager it is not possible to code speed flow curves in this way and the following (essentially identical) format has been used.

$$V = MAX \left[V_{\min}, \frac{V_{\max} - QS - MAX(Q - Q_b, 0)(S_b - S)}{MAX \left(1, \frac{S^p}{0.6}\right)} \right]$$

- $S^p = 1$ for slip roads, 0 otherwise
- Q = flow on link in vehicles (weighted sum of all iterations up to the current one)

In the peripheral network where junctions are not modelled the curves are tailed down to a comparatively low value for V_{min} . In the detailed network the curves are not tailed.

The following four types of junctions are explicitly modelled in the detailed network of the NSMM transport model:

- Priority Junctions
- Signals (Adaptive signals)
- Roundabouts (Empirical coding)
- Merges

Standard 'give-way' and 'stop' controlled priority junctions are modelled using Cube Voyager's "Priority/Two-Way Yield Controlled, Saturation Flows" option. This function uses a standard linear relationship to determine delay, based on the saturation of conflicting movements. The function requires information on the layout of the junction and turn saturation flow (per lane). Saturation flows are calculated using the PICADY formulae as shown in Table 4-1. For priority junctions, it is considered that vehicles are able to enter any flare lane faster than they can leave it and so any flare lanes present can be treated as though they are a full additional lane.



Signalised junctions were modelled using Cube Voyager's "Adaptive Signal, Saturation Flows" option which required information on junction geometry, phasing, minimum and maximum green times and saturation flows. This option optimises the signal settings at each junction to minimise delay for the modelled traffic flows using the junction. This replicates the behaviour of "real-world" signal controllers and produces representative levels of delay. The capacity of a signalised junction is affected by "flare lanes" which effectively provide an additional lane of capacity for a short period at the start of each green signal until they are discharged. Calculation of the capacity provided by the flare is therefore quite complicated and is dependent on the length of the flare, the cycle time of the signals, the length of the relevant signal stage and the number of vehicles making the relevant turning movement. Most of these parameters are likely to change between, and even during model assignments, but the junction modelling requires a fixed value for a saturation flow.

For longer flares (greater than 50m) at signalised junctions it has been assumed that the flare operates as effectively as a full additional lane and is modelled as such (see Table 3-1). Shorter flares will only provide additional capacity for a short time during each signal cycle and so the additional capacity will be lower. In order to model this effect, the short flare lanes were not explicitly coded as a separate lane in the junction layout. However, to approximate the effect on capacity of the flare the saturation flow of the flaring lane was adjusted as shown in Table 4-1.

Junction Type	Turn	Saturation Flow
	Minor arm left	745(1+0.094(w-3.65))
Priority / Give-	Minor arm, ahead and right	627(1+0.094(w-3.65))
way	Major arm right	745(1+0.094(w-3.65))
	Major arm left and ahead	As signals
	From nearside lanes to all destinations (including flare lanes >50m in length)	$\frac{2080-140-42g+100(w-3.25)}{1+1.5/r} + FLA$ $g = gradient (\%)$ $w = lane width (m)$ $r = turning radius (m)$
Signals	From offside lanes to all destinations (including flare lanes >50m in length)	$\frac{2080 - 42g + 100(w - 3.25)}{1 + 1.5/r} + FLA$ $g = gradient (\%)$ $w = lane width (m)$ $r = turning radius (m)$
A 50/ -1	Adjustment for flare lanes <50m in length	FLA = 8l/N l = flare length (m) N = number of turning movements from lane

Table 4-1: Saturation flows for priority and signalised junctions

A 5% slope was assumed for significant gradients

Small roundabouts with no more than four arms which do not have significant U-turn movements are modelled using Cube Voyager's "Roundabout/Merge, Empirical" option. This function uses the standard equations developed by TRL and which are used in ARCADY and



other standard transport modelling software packages. Roundabouts are coded using the geometry of entry width, approach width, flare length, inscribed diameter, entry radius and entry angle for each approach arm. The same process is also used for large "exploded" roundabouts but the parameters for the circulating arm are set so that minimal delays are calculated.

For nodes representing merges, the methodology specified by COBA 11 is used to calculate delays. This specifies that the delay on both the main and merging arms of merges (in seconds per vehicle) is equal to 227(CapacityRatio - 0.75), with CapacityRatio being the total approach flow divided by the capacity of the downstream link (which is taken as 1900 multiplied by the number of lanes). As this methodology is not available within Cube Voyager these delays are calculated within a separate script and applied on the link downstream of the merge. In practice a value in minutes is required and when flows are low the value of (CapacityRatio – 0.75) can drop below zero resulting in a negative delay. Within the model the delay is therefore calculated as:

$$d = MAX\left(\frac{1}{60}, \frac{227(CapacityRatio - 0.75)}{60}\right)$$

4.2.1 <u>Public transport</u>

The model contains local bus services and rail services. Long distance coach services are excluded due to the low levels of service. Bus service routes, stopping patterns and frequencies are based on published timetables. Overall route run times are corrected to the full route run time as taken from the published timetables. Two wait curves are used in the model, namely; for initial and transfer waits. For initial waits (where users board their first bus or train) there is a minimum wait of 0.5 minutes. For services with headways between 1 and 20 minutes it is assumed that the user has no knowledge of the timetable and the wait is taken as half the headway. For less frequently running services it is assumed that the user has knowledge of the timetable and will only wait for 10 minutes. For transfers it is assumed that waits will be half the headway for headways of 1 to 60 minutes with a minimum wait of 0.5 minutes.

Bus fares are based on a simplified distance-based fare derived on the basis of the main operator and whether it is peak or off peak. Rail fares are derived in a similar way.

4.3 Matrix development

The NSMM transport model was originally developed in 2009. The 2009 observed trip matrices were derived from roadside interviews and traffic counts, with the resultant prior observed matrices being matrix estimated.

The 2009 NSMM base-year highway model has successfully been calibrated and validated in accordance with WebTAG. It represents the following vehicle classes:

- Car
- LGV
- HGV

Further details on the development of the 2009 base-year trip matrices are provided in the NSMM Model Calibration and Validation Report (SKM Colin Buchanan, March 2011).



Following liaison with the Department for Transport (DfT), it was agreed to develop the updated 2015 transport model using the existing forecast models. This required two runs of the demand model:

- A 2009 run (identical to the calibrated version of the model) with the refined 288 zones (i.e. taking account of the disaggregation of the model zones in the Etruria Valley and Middleport areas)
- 2) A 2015 run with the latest planning data and transport network changes

As the model is incremental, the change in the demand between scenarios (1) and (2) above was constrained to NTEM traffic forecasts and was additively applied to the 2009 assigned base-year trip matrices to produce updated 2015 trip matrices for each of the modelled time periods.

As part of the modelling work undertaken for EVLR, a Present Year Validation (PYV) was carried out of the updated 2015 NSMM transport model based on the 'forecast' 2015 trip matrices. The results of the PYV showed that an unacceptable level of fit was achieved between the modelled traffic flow and journey time data when compared with the corresponding observed data.

In order to improve the validation of the 2015 NSMM transport model, and as recommended by DfT, a calibration exercise was undertaken through the application of screenline factoring to the derived 2015 trip matrices using the five calibration screenlines shown in Figure 4-1. The screenline factoring was undertaken separately for cars, LGVs and HGVs, for each modelled time period and was applied by direction. This factoring was only undertaken once.

For the modelling work undertaken for air quality local plan, the 2015 EVLR modelling was used as a starting point. The 2015 matrices were segmented by vehicle type and CAZ compliant status, using ANPR data, as outlined in section 4.9 As agreed with JAQU, there was not time to undertake a full data collection exercise of new traffic count data for this work, nor to update and fully recalibrate and validate a 2018 model, given the timeframes of the ministerial direction.





Figure 4-1: EVLR modelling calibration screenlines used for screenline factoring

4.4 Model validation

The model validation work for the air quality local plan centres on key local roads in the North Staffordshire conurbation including those links in exceedance of the annual average NO₂ limit value in 2017 based on the monitored locations shown in Figure 4-2. Further comparisons will be undertaken at the exceedance locations identified from the 2022 air quality modelling work.





Figure 4-2 Locations of monitored NO₂ exceedances in 2017 (SoTCC)

4.5 Observed traffic counts

Figure 4-3 shows the locations of the observed link counts and screenlines used to validate the NSMM transport model. In total there are 156 link counts for the AM, 141 for the PM and 156 for the inter-peak modelled periods. Four lots of bi-directional screenlines and a cordon have been formed from some of the counts, namely:

- Northbound/Southbound Screenline (to the north of Hanley City Centre and Newcastleunder-Lyme Town Centre)
- Eastbound/Westbound (to the east of the A500)
- West of A500 Screenline (to the east of the A500)
- East of A50 Screenline (Along the A50 from Tunstall towards Hanley)
- Cordon (around the North Staffordshire conurbation)

It should be noted that the cordon is not watertight but it does however capture the key roads into the conurbation.

The observed traffic counts are generally from 2015 and are formed from a range of sources, namely:

- Passing counts from data.gov.uk
- Staffordshire County Council turning counts
- Stoke-on-Trent City Council manual and automatic passing counts
- Sky High passing and turning counts



As detailed in Section 3.5, there has been no traffic growth between 2015 and 2018, hence the use of the 2015 NSMM model as a starting point for this work to inform the development of a 2018 base year air quality model.

Figure 4-3: Observed link flow and screenline locations





4.6 Screenline validation

The modelled screenline flows have been calibrated against the two criteria documented in the Design Manual for Roads and Bridges (DMRB) Volume 12, Section 2, Part 1, Chapter 4, Table 4.2 with the target that all (or nearly all) of the screenlines should pass these criteria. The first criterion relates to the modelled flow across the screenline being within 5% of the observed value. The second criterion is based on the GEH statistic which should have a value of less than 4 to pass the test.

The GEH statistic is defined by the formula:

$$GEH = \sqrt{\frac{(M-C)^2}{(M+C)/2}}$$

- *M* = the modelled flow
- *C* = the observed flow

Table 4-2 to Table 4-4 show the performance of the model for individual vehicles and total vehicles for each screenline in the AM peak-hour, Inter-Peak hour and PM peak-hour, respectively. The total modelled flows pass screenline criteria of being within 5% of the observed for 60% of screenlines in the AM peak-hour, 70% of screenlines in the Inter-Peak hour and 60% of the screenlines in the PM peak-hour.

In the AM peak hour the model is slightly over estimating northbound total vehicles across the North- South screenline and overestimating eastbound total vehicles across the East-West screenline. The opposite directions however provide a good match between total modelled and observed flows.

The inter-peak hour and PM peak hour show a good match between modelled and observed total vehicles, with screenline validation criteria only very narrowly outside the 5% or GEH 4 or less thresholds in the inter-peak.

The goods vehicles total do not validate so well across the screenlines due to the small numbers of LGVs and HGVs making it difficult to meet the tight criteria.



Table 4-2: AM peak hour screenline validation (total vehicles)

	a 16	the the	rore		the state	2 4	10	Oifference	8° 00	Oitresene	80 0/0	Difference	0000	Oitterene	* *0		Aences	of Office	GEREA	Diff. DAMARE	ter an as in	GEH C	GEREA	Alke of	actence.	CITY C	GEREA	OIRC MR 64	A CRUCE ST	of CEI	GEREA	MRB or
	C	bserve	d Tota	al		Mo	delled		C	ar	L	GV	H	GV	тс	otal		C	ar				LGV			HC	SV				Total	
Cordon Validation Counts - In	10,401	1,350	695	14,953	11,674	890	1,316	16,445	1,273	12%	-34	-2%	195	28%	1,492	10%	12.1	*	*	×	0.9	1	✓	1	6.9	×	*	*	11.9	×	*	×
Cordon Validation Counts - Out	7,326	1,762	820	11,888	7,650	909	1,424	12,224	324	4%	-338	-19%	89	11%	336	3%	3.7	1	1	1	8.5		×	*	3.0	*	1	1	3.1	×	1	✓
North-South Screenline NB	6,271	1,032	505	7,810	6,989	484	809	8,282	718	11%	-223	-22%	-21	-4%	472	6%	8.8	- 32	8	36	7.3	30	x	*	1.0	 ✓ 	1	1	5.3	SC .	- 36	*
North-South Screenline SB	8,578	1,053	485	10,912	8,864	555	596	10,872	286	3%	-457	-43%	70	14%	-40	0%	3.1	 ✓ 	 ✓ 	 ✓ 	15.9	*	×	*	3.1	×	1	1	0.4	1	 ✓ 	✓
East-West Screenline EB	8,660	1,364	530	10,617	9,589	668	1,171	11,431	929	11%	-193	-14%	138	26%	814	7.66%	9.7	*	*	*	5.4	*	*	×	5.6	×	*	*	7.7	*	*	*
East-West Screenline WB	9,184	1,522	518	11,224	9,684	688	1,080	11,464	500	5%	-442	-29%	170	33%	240	2%	5.2	- 32		36	12.2		×	*	6.9	×			2.3	× .	1	✓
West of A500 Screenline - EB	4,040	488	131	4,659	4,215	156	428	4,799	175	4%	-60	-12%	25	19%	140	3.00%	2.7	1	1	 ✓ 	2.8	.	✓	1	2.1	*	1	1	2.0	 ✓ 	 ✓ 	✓
West of A500 Screenline - WB	3,381	548	128	4,057	3,671	177	431	4,279	290	9%	-117	-21%	49	38%	222	5%	4.9	×	*	*	5.3	*	*	×	3.9	×	1	1	3.4	*	1	✓
East of A50 Screenline - EB	2,896	503	137	3,536	2,779	155	431	3,365	-117	-4%	-72	-14%	18	13%	-171	-4.82%	2.2	1	1	1	3.3		1	1	1.5	*	1	1	2.9	1	1	1
East of A50 Screenline - WB	4,449	617	134	5,200	5,063	198	410	5,671	614	14%	-207	-34%	64	48%	471	9%	8.9	30	- 36	30	9.1	3C	30	35	5.0			30	6.4	30	30	35



	* ^{(c})	2 18	104			2 40	102	Oifferenz	000 000	Oitterenc	040 040	Oitterenc	040 (0.0):	hitterence	0000	it Citte	rences	ONNESS CELLS	or cent	Oitte Gr	Alernak Solo	OMRO GEHS	of GEHER	Office Contraction	terence.	ONIR'S GET	a det	01110	isternees.	DNR® GEH	of altre	
	0	bserve	ed Tota	al		Mo	delled		Ca	ar	LC	δV	н	6V	T	otal		C	ar				LGV			H	GB			L I	Total	
Cordon Validation Counts - In	5,648	1,254	981	9,055	6,173	646	1,314	9,424	525	9%	60	5%	-335	-34%	369	4%	6.8	×		30	1.7	1	1	1	11.8	×	×	×	3.8	1	1	1
Cordon Validation Counts - Out	5,950	1,313	772	9,239	6,636	662	1,124	9,585	686	12%	-189	-14%	-110	-14%	346	4%	8.7	×		36	5.4	- 36		*	4.1	*	- 8		3.6	×	×	✓
North-South Screenline NB	7,119	948	594	9,122	7,544	421	691	8,656	425	6%	-257	-27%	-173	-29%	-466	-5%	5.0	36	- 36	36	9.0	36	34	*	7.7	*	- 36		4.9	36	. X	*
North-South Screenline SB	6,301	920	549	7,842	6,695	307	807	7,808	394	6%	-113	-12%	-242	-44%	-34	0%	4.9	×	*	×	3.9	×	✓	1	11.7	×	×	*	0.4	×	 ✓ 	✓
East-West Screenline EB	7,876	1,530	539	9,945	7,730	481	1,260	9,480	-146	-2%	-270	-18%	-58	-11%	-465	-4.68%	1.7	 ✓ 	1	1	7.2		x	*	2.6	×	1	×	4.7	1	*	1
East-West Screenline WB	7,474	1,429	509	9,412	8,038	535	1,199	9,771	564	8%	-230	-16%	26	5%	359	4%	6.4	×		30	6.4	. 30		*	1.1	×	1	×	3.7	1	1	1
West of A500 Screenline - EB	2,524	358	139	3,021	2,912	156	389	3,457	388	15%	31	9%	17	13%	436	14.45%	7.4	×		30	1.6	30	✓	1	1.4	×	1	×	7.7	36	x	35
West of A500 Screenline - WB	2,873	357	166	3,396	3,286	129	418	3,834	413	14%	61	17%	-37	-22%	438	13%	7.4	×	*	×	3.1	×	✓	1	3.0	×	1	×	7.3	×	*	35
East of A50 Screenline - EB	3,722	492	173	4,387	3,641	144	429	4,214	-81	-2%	-63	-13%	-29	-17%	-173	-3.93%	1.3	 ✓ 	1	1	2.9		1	1	2.3	×	1	×	2.6	1	1	1
East of A50 Screenline - WB	3,032	502	122	3,656	3,042	130	500	3,672	10	0%	-2	0%	8	6%	16	0%	0.2	×	1	1	0.1	1	✓	1	0.7	*	1	×	0.3	×	1	1



Table 4-4: PM peak hour screenline validation (total vehicles)

	\$ \$	2 40	102	* 6	ALC ALC		roz av	Oitresence va	0% 0%	Oifferene	a. 0%	Oitre ene	82 10 %	Difference .	010 010		Across	ONIRO GEIT	OT GEAL	Oitre A	Acres 5	ONRO GER	or crite		Helence	OMPI GER	a of GET	OIT G	arence 5	ONIRO GENT	of GERES	
	C	bserve	ed Tot	al		Mo	delled		C	ar	LO	SV	H	GV	T	otal		C	ar				LGV			H	GB				Total	
Cordon Validation Counts - In	9,158	1,398	515	13,273	9,914	777	1,338	14,265	756	8%	-60	-4%	262	51%	992	7%	7.7	×	*	×	1.6	1	1	1	10.3	*		- 36	8.5	- 36	- 36	×
Cordon Validation Counts - Out	10,533	1,188	446	14,690	12,162	651	1,194	16,555	1,629	15%	6	1%	205	46%	1,865	13%	15.3	×	*		0.2	1	1	1	8.8	×	*	*	14.9	*	*	*
North-South Screenline NB	10,538	981	237	11,756	10,326	398	799	11,522	-212	-2%	-182	-19%	161	68%	-234	-2%	2.1	 ✓ 	✓	1	6.1		- 36	*	9.0	*	*		2.2	1	1	✓
North-South Screenline SB	7,826	804	258	9,389	7,550	357	671	9,057	-276	-4%	-133	-17%	99	38%	-332	-4%	3.1	 ✓ 	 ✓ 	1	4.9		30		5.7	×		30	3.5	1	1	1
East-West Screenline EB	10,605	1,252	224	12,081	10,639	409	1,208	12,263	34	0%	-44	-4%	185	82%	182	1.51%	0.3	 ✓ 	1	1	1.3	1	×	1	10.4	×	×	×	1.7	1	1	✓
East-West Screenline WB	10,193	985	272	11,450	10,101	414	1,131	11,649	-92	-1%	146	15%	142	52%	199	2%	0.9	 ✓ 	×	1	4.5	30	. s c	3 5	7.6	×	*		1.9	1	1	1
West of A500 Screenline - EB	3,560	318	54	3,741	3,555	94	460	4,109	-5	0%	142	45%	40	74%	368	9.84%	0.1	 ✓ 	×	1	7.2	30		3 2	4.6	×	*		5.9	30		*
West of A500 Screenline - WB	4,834	409	77	5,320	4,387	143	527	5,057	-447	-9%	118	29%	66	86%	-263	-5%	6.6	x		30	5.5	30	30	s	6.3	×		- 30	3.6	1	1	 ✓
East of A50 Screenline - EB	5,098	544	41	5,683	5,363	70	583	6,032	265	5%	39	7%	29	71%	349	6.14%	3.7	×	1	1	1.6	sc	1	1	3.9	×	1	36	4.6	s	x	s
East of A50 Screenline - WB	3,561	387	48	3,996	3,319	62	450	3,831	-242	-7%	63	16%	14	28%	-165	-4%	4.1	×		s	3.1	sc	1	1	1.8	×	1	×	2.6	1	1	1



4.7 Link flow validation

The DfT guidelines for the validation of highway models are described in TAG unit M3.1 and the DMRB Volume 12, Section 2, Part 1, Chapter 4.

There are two separate sets of criteria for link flow validation against which the modelled flow and count comparisons should be measured. In both cases the criteria are expected to be met in at least 85% of cases. The two sets of criteria are:

GEH Statistic:

• Links should have a GEH value of less than 5

DMRB Vehicle Flow Comparison (DMRB criteria 1-3):

- Where the observed flow is less than 700 vehicles per hour, the modelled flow should be within 100 vehicles of the observed flow
- Where the observed flow is between 700 and 2,700 vehicles per hour, the modelled flow should be within 15% of the observed flow
- Where the observed flow is greater than 2,700 vehicles per hour, the modelled flow should be within 400 vehicles of the observed flow

The DfT offers guidance on the suitability of validation statistics in TAG unit 3.19

Section 3.2.7. It provides guidance for counts meeting GEH and DMRB criteria, stating that: "These two measures are broadly consistent and link flows that meet either criterion should be regarded as satisfactory." Validation checks have been undertaken in line with these criteria.

Table 4-5 to Table 4-7 show the AM peak hour, inter-peak hour and PM peak hour modelled link flow validation statistics for all of the observed count locations. For total flows, the model shows a good correlation between modelled and observed flows with 83%, 75% and 78% of links passing either the GEH or DMRB criteria in the AM peak hour, inter-peak hour and PM peak hour, respectively.

A good correlation can also be seen between the modelled and observed data for cars, LGVs and HGVs for each modelled time period with the GEH or DMRB criteria being met in at least of 75% of cases.

Appendix A details the validation results on a link by link basis for each modelled period.

	No. of Counts	DMRB	GEH <5	GEH<5 or DMRB
Cars	137	73%	72%	75%
LGV	137	91%	83%	91%
HGV	137	99%	88%	99%
Total	156	79%	79%	83%

Table 4-5: AM peak-hour link validation statistics



	No. of Counts	DMRB	GEH <5	GEH<5 or DMRB
Cars	135	75%	74%	80%
LGV	135	90%	86%	90%
HGV	135	89%	80%	89%
Total	141	68%	69%	75%

Table 4-6: Inter-peak-hour link validation statistics

Table 4-7: PM peak-hour link validation statistics

	No. of Counts	DMRB	GEH <5	GEH<5 or DMRB
Cars	139	73%	75%	79%
LGV	139	94%	88%	94%
HGV	139	94%	85%	94%
Total	156	74%	73%	78%

Figure 4-4 to Figure 4-6 illustrate the difference between modelled link flows and observed traffic counts based on the GEH statistic, for each modelled time period. Links coloured green have a GEH value less than 5 and therefore meet TAG criteria, links in orange narrowly fail with a GEH value between 5 and 7 and red show links with a GEH value of greater than 7, showing a poorer validation. The figures show no clear trend regarding locations that do not meet the criteria with a slight tendency for the poorer validates sites to be away from areas of monitored air quality exceedances.





Figure 4-4: AM peak hour link flow validation performance against GEH criteria





Figure 4-5: Inter-peak hour link flow validation performance against GEH criteria





Figure 4-6: PM peak hour link flow validation performance against GEH criteria



4.8 Modelled flow validation at predicted exceedance locations

Table 4-8 identifies the locations predicted to be air quality exceedances in 2022 and provides commentary on the level of flow validation achieved in the base model. Figure 4-4 to Figure 4-6 show the difference between modelled link flows and observed traffic counts for these locations based on the GEH statistic, for each modelled time period. Links coloured green have a GEH less than 5 and therefore meet TAG criteria, links in orange narrowly fail with a GEH between 5 and 7 and red show links with a GEH of greater than 7, showing a poorer validation. Table 4-9 and Table 4-10 summarise the flow validation by vehicle type (cars, LGVs and HGVs) at the 3 exceedance locations for the AM and PM peaks.

Predicted Exceedance Location	Flow Validation Summary
A53 – Basford	The nearest count site is on the A53 just to the west of the A500 which shows a good match of model flows with observed flows. In the AM and IP, eastbound has a GEH of less than 5 whilst westbound has a GEH of less than 7. Traffic going up the hill towards Newcastle, which is more crucial in terms of air quality forecasts are therefore better represented. For PM, both directions have a GEH less than 5.
Bucknall New Road	The nearest count is on Bucknall Road to the east of the A52. Generally, a reasonable match, with the AM and PM eastbound flow comparison less than a GEH of 5 and the other time periods and direction just outside the range but less than a GEH of 7.
Victoria Road	The nearest count is adjacent to the point of exceedance and has an excellent match in the AM with both directions having a GEH of less than 5. In the IP, northbound is excellent whilst southbound has a GEH slightly outside 5 In the PM, northbound falls just slightly outside a GEH of 5 whilst southbound has a less good match.

Table 4-8: Flow validation at predicted exceedance locations



Name	Direction	OI	bserve	ed Flov	N	l	Model	led Flo	W	DMRB OR GEH<5
		Car	LGV	HGV	Total	Car	LGV	HGV	Total	(Total)
A53 – Basford	EB	2373	270	91	2734	2481	308	94	2884	✓
A53 – Basford	WB	1476	325	84	1885	1716	241	89	2047	\checkmark
Bucknall New Road	EB	760	165	25	950	810	110	50	970	✓
Bucknall New Road	WB	1502	149	17	1668	1720	166	54	1940	×
Victoria Road	NB	713	146	30	889	820	124	50	994	✓
Victoria Road	SB	430	191	56	677	532	169	50	751	✓

Table 4-9: Flow validation at predicted exceedance locations (AM)

 Table 4-10: Flow validation at predicted exceedance locations (PM)

Name	Direction	Ok	oserve	d Flov	v	Π	Nodell	ed Flo	w	DMRB OR GEH<5
		Car	LGV	HGV	Total	Car	LGV	HGV	Total	(Total)
A53 – Basford	EB	1658	198	30	1886	1850	267	33	2150	~
A53 – Basford	WB	2436	164	31	2631	2274	284	34	2593	✓
Bucknall New Road	EB	1552	146	6	1704	1507	126	15	1648	✓
Bucknall New Road	WB	1174	118	3	1295	983	114	23	1120	✓
Victoria Road	NB	469	50	18	537	571	83	11	665	×
Victoria Road	SB	730	95	2	827	1034	89	13	1136	×

4.9 Journey time validation

The DfT guidelines for the validation of modelled journey times are based on those described in WebTAG Unit M3.1 and the DMRB Volume 12, Section 2, Part 1, Chapter 4. The guidance suggests that at least 85% of the total modelled journey times should be within +/- 15% or 1 minute of the observed journey time.

The validation of modelled journey times has been undertaken for a total of eight routes in both directions for each of the modelled time periods. These routes cross the North Staffordshire conurbation and are based on journey times extracted from Trafficmaster data (as shown in Figure 4-7).





The results of the journey time validation for each modelled time period are summarised in Table 4-11. As can be seen, 100% of the journey time routes in the inter-peak and over 85% of the routes in the AM and PM peak hour time periods have modelled times that are within +/-15% or 1 minute of the observed times.

The journey time validation results for each route can be found in Appendix B.



Table 4-11: Journey time validation summary

Modelled Period	% Pass DMRB Criteria (+/-15% or 1 min)
AM	88%
IP	100%
РМ	88%

Figure 4-8 and Figure 4-9 shows the differences in travel time between the 2015 NSMM model and 2018 Trafficmaster data for the AM and PM periods on three routes (both directions) along the predicted exceedance locations. These times include both link time and junction delay. The data has been extracted for a short corridor. The corridor approach is better for comparing commensurate times given the differences in defined links between Trafficmaster data and the NSMM model links. The 2015 model journey times match well with the 2018 observed data. For the AM peak 2 routes out of 6 very narrowly fail the TAG criteria (for model flows being less than 15% or 1 minute of observed times) by 1 second for the A53 eastbound and 8 seconds for Bucknall New Road westbound. For the PM peak 5 out of the 6 travel times pass the TAG criteria, showing that the model represents observed speeds well.



Figure 4-8 Travel time difference between 2015 NSMM model and 2018 Trafficmaster data (AM)





Figure 4-9: Travel time difference between 2015 NSMM model and 2018 Trafficmaster data (PM)

4.10 Highway assignment model convergence

The convergence of the final highway assignment model for each modelled time period is summarised in Table 5-9. TAG Unit M3.1 recommends a %GAP of 0.1% however experience has shown that %GAP values of less than 0.05%, which have been adopted for the NSMM transport model, often provides a more robust case for appraisal. This target was met within the last four assignment iterations as shown below.

Table 4-12 also shows that 100% of links had a flow change from the previous iteration of less than 5% (Pdiff.) for the final four iterations for all model time periods which further confirms the stability of the model.



		Conve	ergence Criter	ia	
Time Period	Number of	%Gap	Pdiff.	AAD	RAAD
	iterations	Less than 0.05	Greater than 95% for four consecutive iterations	Equal to/Less than 1 for four consecutive iterations	Less than 1% for four consecutive iterations
		0.00004	100%	0	0.001
AM Dook	50	0.00006	100%	0	0.001
AW Peak	53	0.00001	100%	0	0.001
		0.0001	100%	0	0.001
		0.00007	100%	1	0.003
Inter Deak	20	0.00007	100%	1	0.003
Inter Feak	20	0.00003	100%	1	0.003
		0.0001	100%	1	0.002
		0.000006	100%	0	0.001
DM Book	57	0.0001	100%	0	0.001
FINI FEAK	57	0.000008	100%	0	0.001
		0.000002	100%	0	0.001

4.11 Comparison with original aggregated NSMM transport model

The NSMM transport model was updated to 2015 as part of the modelling work undertaken for the appraisal of the EVLR Project. Given the lack of traffic growth shown by the analysis of appropriate traffic count information, this model has been used to inform the development of the 2018 base-line air quality model albeit further disaggregated into compliant and non-compliant vehicle types using ANPR data. Table 4-13 provides a comparison of the validation results between the aggregated transport model which only has 3 vehicle types (cars, LGVs and HGVs) and the disaggregated transport model which has 8 vehicle types including taxis and compliant and non-compliant splits. Following the disaggregation of the transport model, the level of validation remains at a high level with screenline and journey time validation results remaining unaltered. The link counts validation results for AM has improved but a very small reduction in the level of validation for IP and PM peak hour time periods has been achieved.



Validation	Agg (3	regated for E vehicle type	EVLR es)	Disaggr (۱	egated Mode 3 vehicle type	el for CAZ es)
	AM	IP	РМ	AM	IP	PM
Screenline	60%	60%	60%	60%	60%	60%
Link Count	81%	81%	79%	83%	77%	78%
Journey Times	88%	100%	88%	88%	100%	88%

Table 4-13: Validation comparison

4.12 Validation against 2018 screenline counts

The 2015 disaggregated transport model will be used to inform the development of the 2018 baseline air quality model. A further validation check has therefore been undertaken on the 2015 disaggregated transport model flows against 22 counts undertaken in 2018 forming a screenline to the east of the A500 as shown in Figure 2-12. Table 4-14 and Table 4-15 summarises the level of validation against the 22 count sites using both the DRMB flow and GEH criteria. Given that no calibration has been undertaken and the 2015 modelled traffic flow data is being compared with 2018 count data, a good fit is still shown between the modelled and observed data. This underlines the point that there is no case for rebasing the 2015 transport model to a 2018 base year, as the 2015 transport model already provides a good representation of 2018 observed flows, which has been demonstrated to be due to the lack of traffic growth in the North Staffordshire area.

Vehicle Type	No. of Counts	DMRB	GEH <5	GEH <5 or DMRB
	AN	l Peak-Hou		
Car	11	55%	45%	55%
LGV	11	64%	64%	64%
HGV	11	100%	91%	100%
Total	11	73%	64%	73%
	Inte	er-Peak Hou	r	
Car	11	73%	64%	73%
LGV	11	91%	73%	91%
HGV	11	100%	91%	100%
Total	11	64%	64%	73%

Table 4-14: Comparison of 2015 modelled traffic flows against 2018 observed traffic counts - westbound



	PN	l Peak-Hour		
Car	11	55%	55%	55%
LGV	11	91%	73%	91%
HGV	11	91%	91%	91%
Total	11	64%	64%	73%

Table 4-15: Comparison of 2015 modelled traffic flows against 2018 observed traffic counts - eastbound

Vehicle Type	No. of Counts	DMRB	GEH <5	GEH <5 or DMRB
		AM Peak-Hour		
Car	11	73%	82%	82%
LGV	11	91%	91%	91%
HGV	11	100%	91%	100%
Total	11	82%	82%	82%
		Inter-Peak Hour		
Car	11	64%	64%	73%
LGV	11	82%	82%	82%
HGV	11	91%	91%	91%
Total	11	55%	55%	64%
		PM Peak-Hour		
Car	11	91%	82%	91%
LGV	11	91%	91%	91%
HGV	11	100%	100%	100%
Total	11	91%	82%	100%

The detailed analysis of the 2015 disaggregated transport model against the 2018 screenline counts is detailed in Appendix C.

4.13 Validation of vehicle compliance splits

The primary purpose of the 2019 ANPR data was to derive compliance splits by vehicle type. Analysis was also undertaken on the total flow data from the 2019 ANPR surveys, however, following checks it became clear that there had been some under-reporting. It is known that



ANPR surveys are not as accurate as other methods for capturing total vehicle flows. This is because not all number plates get picked up, those that have plates on the rear of the vehicle only (i.e. motorcycles), have dirty or missing plates or plates in an irregular location can get missed. Comparing the 2019 ANPR data against 2018 count data confirmed this, with the ANPR flow data being consistently slightly lower than other observed sources. The ANPR data is, however, still appropriate for deriving compliance splits. A validation was therefore undertaken comparing the vehicle compliance splits recorded by the ANPR surveys across the A500 screenline (as shown in Figure 3-12) by direction against the 2015 disaggregated modelled flows.

Table 4-16 shows the difference between the 2015 disaggregated model flow vehicle compliance percentages and the equivalent percentages derived from the 2019 observed ANPR surveys. The table demonstrates that the 2015 disaggregated model compliance percentages are closely replicating the observed values within an acceptable tolerance level. This further demonstrates that the disaggregation process has been correctly carried out, including the disaggregation of the transport model trip matrices and the refinement of the assignment process.

Time Period / Direction		% Dif	ference in (Compliance	e Splits	
	Car Comp	Car Non- Comp	LGV Comp	LGV non- Comp	HGV Comp	HGV Non- comp
AM – Westbound	1%	-1%	1%	-1%	-7%	7%
AM – Eastbound	3%	-3%	1%	-1%	-6%	6%
IP – Westbound	-2%	2%	1%	-1%	-7%	7%
IP – Eastbound	-1%	1%	-1%	1%	0%	0%
PM – Westbound	3%	-3%	-1%	1%	2%	-2%
PM – Eastbound	2%	-2%	1%	-1%	-2%	2%
All Periods	1%	-1%	0%	0%	-3%	3%

Table 4-16: Percentage difference between the 2015 disaggregated model and the 2019 ANPR data



5 Conclusion

5.1 Summary

Validation of the updated 2015 base NSMM transport model, which has had the modelled trip matrices segmented into CAZ compliant and non-compliant vehicle types, has been undertaken based on the following:

- 1. Comparison of the original 2015 NSMM base transport model and the updated 2015 disaggregated transport model
- 2. Comparison of the 2015 disaggregated transport model against 2018 traffic counts
- 3. Comparison of the 2015 disaggregated transport model flows by vehicle type and compliance splits against ANPR data
- 4. Validation of the 2015 disaggregated NSMM transport model against conurbation wide link counts, screenlines and journey times

The 2015 segmented transport model shows a good and similar level of validation between observed and modelled data (i.e. individual traffic counts, screenline flows and journey times) as per the original NSMM transport model, which is as would be expected. This confirms the demand segmentation carried out to update the transport model has only resulted in small changes in flows.

The comparison of 2015 and 2018 traffic count data on the screenline to the east of the A500 shows no net traffic growth, therefore confirming that the 2015 transport model could be used instead of creating a 2018 base or forecast year to inform the air quality modelling of a baseline situation. This is reaffirmed by a good fit between 2015 segmented model flows and the 2018 A500 screenline counts. Finally, the comparison of CAZ vehicle compliance splits across the A500 screenline shows a close match with the ANPR data. This demonstrates the demand segmentation process has been correctly carried out regarding updates to the model trip matrices and the refinement of the assignment process within the NSMM transport model.

5.2 Fit for purpose

The updated 2015 base-year NSMM transport model validates within acceptable tolerance levels and as a result is suitable to be used for modelling emission strategies across compliant and non-compliant user classes to support the reduction of NO₂ emissions. The output data from the updated NSMM transport model can be used for a 2018 baseline and future year air quality modelling.

Appendix A – 2015 Traffic count validation

AM peak hour

Cordon Valle	dation Counts - Inbound																					A	м											
Ref. No.	Road	A-Junction	B-Junction	A-Node B-Node Sou	rce of Traffic Manua Count Classifie Count	f Grid Reference II Id Easting North	Day of Count	Date of Count Direction	Car	LGV	HGV AI	M Peak-Hour (08-	~	Model Flow	HGV	Total	Car		% Diff. Differe	HEV	Total	N.D.# GEH	Count (CAR	Car t Car	DMRB O	GEN Count			28	HGV		OR GEN CO	Total	DMRB OR
1a 2a	A34 Stone Road	Tittensor Road	A5035 Longton Road	1178 2012 d	lata.gov.uk Passinj	g 387082 3399	93 Monday 50 Thursday	42625 Northbound 41354 Earthound	880	104	44	1028	932 2058	174	71	1177	52 68 115 68	K 70	68% 27	60%	149	14% 1.7	1 1	1	1 1	6.0 1 4.0 1	1	* *	3.5 1	· · ·		4.5		1
3a	A519 Clayton Road	AS00	Westbury Road	2001 2222 d	lata.gov.uk Passing	s 385140 3425	00 Friday	42482 Northbound	376	54	21	451	474	74	37	584	98 26	N 20	36% 16	74%	133	30% 4.7	1 1		· ·	25 1		1 1	2.9 1			5.9		* *
4a 5a	A53 Whitmore Road A525 Keele Road	AS182 Trentham Koad Keele Road	University Drive	1960 2295 d 1962 2280	SCC Turnin	g 382611 3431 g 382323 3455	43 Tuesday 60 Thursday	41898 Northbound 42817 Eastbound	537	30	5	574 814	709 859	61	12	937	1/2 32 80 10	56 14 66 31	4/% 5	233%	191 123	33% 6.9 15% 2.8	1 1		× ×	4.6 1	1		3.5 1	· ·	1	4.2	*	
6a 7a	A500 A34 Newcastle Road	Alsager Road Coaloit Hill	A34 Talke Road Talke Road	1299 1549 d 5024 1575 d	lata.gov.uk Passing lata.gov.uk Passing	g 382105 3518 g 383170 3522	90 Tuesday 90 Friday	41163 Eastbound 41054 Southbound	1498	249	152	1899	1892 923	196	219	2307	394 26	86 -53 56 -11	-21% 67 -9% 14	44%	408	22% 9.6	1 1	*	* *	3.5 1 1.0 1	1	1 1	4.9 1		1 1	0.9		2 2
8a	A50 Liverpool Road	Stonebank Road	Woodstock Street	5021 1857 d	lata.gov.uk Passing	g 385000 3538	36 Wednesday	42508 Eastbound	578	80	3	661	620	49	9	677	42 7	-31	-39% 6	184%	16	2% 1.7	1 1	1	1 1	3.9 1	1	1 1	2.3 1		1 1	0.6		1 1
10a	A53 Leek New Road	Nursery Avenue	Baddeley Green Lane	1750 1748	SoTCC ATC Pass	ing 391082 3515	41 n/a	11-14/11/2013 Southbound	030	0/	•	842	788		0	805				1054	-36	-4%										1.2		
11a 12a	A52 Werrington Road A520 Weston Road	Clough Lane Winterfield Lane	Corneville Road Main Street	1954 2338 2082 2083	SoTCC ATC Pass SoTCC ATC Pass	ing 391609 3472 ing 393728 3444	61 n/a 55 n/a	9-12/6/2014 Westbound 29/06-07/07/2015 Southbound				844 562				920					76 71	9% 13%										2.6		1 1
13a 14a	A50 A5005 Lightwood Road	A521 Uttoxeter Road Common Lane	A520 Weston Road Gravelly Bank	1982 2096 d 2041 2044	fata.gov.uk Passing SoTCC ATC Pass	z 393920 3419 ing 392628 3405	21 Monday 12 n/a	41015 Westbound 28/09-01/10/2015 Northbound	2164	343	208	2715 259	2420	363	224	3007 205	256 12	56 20	6% 16	8%	292 -54	11% 5.3 -21%	1 1	*	* *	11 1	*	* *	11 3	L 🗸	× ×	5.5 : 3.6 :		* *
						Tet	4		10,401	1,350	695	14,953	11,674	1,316	890	16,445	1,273 12	% -34	-2% 195	28%	1,492	10% 12.1	1 1		× ×	0.9 1	1	× ×	6.9			11.9		* *
Cordon Valid	dation Counts - Outbound	AFOOF Longton Board	Therease David	2012 1128 1	late and Barrier		01 Manufact	and for the second	4437	244	20	4 400	045	10	74	4477	242 44	W 40			253	1000					1	4 4			4 4			
2b	AS4 stone Hoad A500	A34 Stone Road	A519 Clayton Road	2012 1176 G 2184 6035 d	lata.gov.uk Passing lata.gov.uk Passing	g 387082 3399 g 385500 3421	50 Thursday	41354 Westbound	1318	311	216	1845	915	230	213	1854	93 7	-81	-26% -3	-1%	9	0% 2.5	1 1	2	2 2	4.9 1	2	2 2	0.2 3		2 3	0.2	2	2 2
3b 4b	A519 Clayton Road A53 Whitmore Road	Westbury Road Seabridge Lane	A500 A5182 Trentham Road	2222 2001 d 2295 1960 d	lata.gov.uk Passinj lata.gov.uk Passinj	g 385140 3425 g 382611 3431	00 Friday 43 Tuesday	42482 Southbound 41898 Southbound	438	56	10	504 221	406 233	53 47	10	469 290	-32 -7 82 54	% -3 N -19	-5% 0 -28% 6	1%	-35	-7% 1.6 31% 5.9	1 1	1		0.4 1 2.5 1	1		2.2 3		- 2	4.3		
56 6b	AS25 Keele Road	University Drive A34 Talke Road	Keele Road	2280 1962 1620 1304 d	SCC Turnin lata erw uk Passin	g 382323 3455 382105 3518	60 Thursday 90 Tuesday	42817 Westbound 41163 Westbound	317	43	16	376	360	65 277	20	444	43 14 202 18	55 22 NG -71	51% 4	22%	68 165	18% 2.3	1 1	1 ×	· ·	3.0 1	1	1 1	0.8 1		1 1	3.4	· · ·	1 1
7b	A34 Newcastle Road	Talke Road	Coalpit Hill	1575 5024 d	lata.gov.uk Passing	383170 3522	00 Friday	41054 Northbound	504	154	46	704	510	96	72	677	6 1	s -58	-38% 26	56%	-27	-4% 0.3	1 1	*	× ×	5.2 1	4	× 4	3.3 1	×	× *	1.0		1 V
80 90	A50 Liverpool Road A527 Tunstall Road	Woodstock Street Bridge Street	Stonebank Road Bemersley Road	1857 5021 d 1830 1826 d	lata.gov.uk Passinj lata.gov.uk Passinj	g 385000 3538 g 387945 3550	36 Wednesday 00 Wednesday	42508 Westbound 41437 Northbound	357	79 112	8 25	444 553	376 497	88 79	14 20	478	19 55 81 19	6 9 6 -33	11% 6 -30% -5	-20%	34 42	8% 1.0 8% 3.8	1 1	1	1 1	1.0 1 3.4 1	1	1 1	1.9 1	· · ·	1 1	1.6		1 1
10b 11b	A53 Leek New Road A52 Werrington Road	Baddeley Green Lane Commille Road	Nursery Avenue Clough Lane	1748 1750 2338 1954	SoTCC ATC Pass SoTCC ATC Pass	ing 391082 3515 ing 391609 3472	41 n/a 61 n/a	11-14/11/2013 Northbound 9-12/6/2014 Eastbound				702 471				738					36	5% 15%										1.4		1 1
12b	A520 Weston Road	Main Street	Winterfield Lane	2083 2082	SoTCC ATC Pass	ing 393728 3444	55 n/a	29/06-07/07/2015 Northbound	1400	262	240	526	1417			729				~	203	39%										8.1		* *
130 14b	AS005 Lightwood Road	Gravelly Bank	Common Lane	2093 2096 0 2044 2041	SoTCC ATC Pass	g 393920 3419 ing 392628 3405	12 n/a	28/09-01/10/2015 Southbound	1603	362	240	281	1047	347	255	234		-30	-148 13		-47	-17%										2.9		
North-South	Screenline - Northbound					Tot	1		7,326	1,762	820	11,888	7,650	1,424	909	12,224	324 49	-338	-19% 89	11%	336	3% 3.7	1 1	*	* *	8.5 1			3.0 3	•	* *	5.1		* *
15a 16a	A34 Liverpool Road Hassam Parade	B5500 London Road B5368 Milehouse Lane	85369 Dimsdale Parade West 85369 Dimsdale Parade West	1598 1596 2183 1341	Sky High Passing Sky High Passing	g 384062 3486 g 384761 3481	11 Wednesday 19 Wednesday	29/04/2015 Northbound 29/04/2015 Northbound	279	106 34	55 8	678 321	526 286	114	44	684	9 25	K 8 K -1	8% -11 -4% 11	-20%	6 16	1% 0.4 5% 0.4	1 1	1	1 1 1 1	0.8 1 0.2 1	1		1.6 1 2.9 1			0.2		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
17a	85368 Milehouse Lane	Hassam Parade	85369 Alexandra Road	2183 1692	Sky High Passing	385050 3479	13 Wednesday	29/04/2015 Eastbound	338	25	6	369	401	34	11	447	63 19	6K 9	37% 5	89%	78	21% 3.3	1 1	1	1 1	1.7 1	1	1 1	1.8 1		1 1	3.8		2 2
19a	B5369 Basford Park Road	Downing Avenue	A527 Brampton Road	2182 2192	Sky High Turnin	8 385613 3476	22 Wednesday	29/04/2015 Northbound	324	20	6	350	336	28	11	375	12 41		39% 5	80%	25	7% 0.7	1 1	1	· ·	1.6 1		2 2	1.6 1			1.3		
20a 21a	A500 Greyhound Way	A53 Etruria Road Pavilion Drive	A527 Grange Lane A50 Waterloo Road	2266 1700 d 6101 1778	Sky High Passing Sky High Passing	g 386174 3479 g 387427 3486	98 Monday 53 Wednesday	15/06/2015 Northbound 29/04/2015 Eastbound	2082	451	287	2820	2514 146	216 6	282	3011 159	432 21	s -235 % -4	-52% -5 -42% 6	599%	-6	-4% <u>9.0</u>	1 1 1	×	* *	12.9 1 1.5 1	-		3.0 1		1	0.5		1 1
22a 23a	A53 Cobridge Road A50 Waterloo Road	Pavilion Drive Waste Street	A50 Waterloo Road A53 Cobridge Road	2075 1685	Sky High Passing Sky High Passing	z 387574 3484 z 387718 3484	88 Wednesday 27 Wednesday	29/04/2015 Northbound 29/04/2015 Northbound	797	130	55 31	982 627	861	124	50	1035	-34 -6	5 -6 56 -4	-5% -5	-9%	53 -52	5% 2.2 -8% 1.5	1 1	1	4 4	0.6 1 1.2 1	1	1 1	0.7 1			2.1		1 1
24a 25a	A5272 Hanley Road A5009 Leek Road	Barthomley Road Barratt Gardens	Sneyd Street	1753 1732 1745 1746	Sky High Passing SoTCC Turning	8 388747 3490 8 390718 3502	70 Wednesday 70 Wednesday	29/04/2015 Northbound 14/06/2017 Northbound	543 312	97 65	33 12	673 389	640 366	75 91	29 4	745 461	97 18 54 17	Ni -22 Ni 26	-22% -4 39% -8	-12% -63%	72 72	11% 4.0 18% 2.9	1 1 1	1	1 1	2.3 1 2.9 1	1	1 1	0.7 1 2.6 3		1 1	2.7	1	· · ·
						Tot	al		6,271	1,032	505	7,810	6,989	809	484	8,282	718 11	% -223	-22% -21	-4%	472	6% 8.8	1 1			7.3 1			1.0 3	1	* *	5.3	•	* *
North-South 15b	Screenline - Southbound A34 Liverpool Road	B5369 Dimsdale Parade West	85500 London Road	1596 1598	Sky High Passing	384062 3486	11 Wednesday	42123 Southbound	1139	111	54	1304	1030	81	43	1154	-109 -10	7% -30	-27% -11	-21%	-150	-12% 3.3	1 1	1	4 4	3.1 1	1	4 4	1.6 1	L 🗸	× ×	4.3	I ✓	× ×
16b	Hassam Parade	B5369 Dimsdale Parade West B5369 Alexandra Road	B5368 Milehouse Lane	1341 2183	Sky High Passing Sky High Passing	g 384761 3481 285050 2479	19 Wednesday	29/04/2015 Southbound 29/04/2015 Wathound	596	33	5	634	449	41	29	519	-147 -25	5% 8	24% 24	480%	-115	-18% 6.5	1 1		: :	13 1	1	1 1	5.8 2			4.8		5 5
185	A527 Brampton Road	B5369 Alexandra Road	Greenbank Road	2192 2193	Sky High Turnin	g 385613 3476	22 Wednesday	29/04/2015 Southbound	407	26	12	445	410	24	10	444	3 19	N -2	-8% -2	-17%	-1	0% 0.2	1 1	i i i	× ×	0.4 1	1	1 4 1 4	0.6	i v	× *	0.0		1 × 1
196 206	B5369 Basford Park Road A500	A527 Brampton Road A527 Grange Lane	A53 Etruria Road	2192 2182 1698 1705 d	Sky High Turnin lata.gov.uk Passinj	g 385613 3476 g 386174 3479	22 Wednesday 98 Monday	29/04/2015 Southbound 15/06/2015 Southbound	347	30 494	7 292	384 3877	379 3719	21 155	12 322	411 4196	32 91 628 20	5 -9 15 -339	-31% 5 -69% 30	73%	27 319	7% 1.7 8% 10.8	1 1 1	*	* *	18.8 1	*	* *	1.6 1		1 1	5.02		* *
21b 22b	Greyhound Way A53 Cobridge Road	A50 Waterloo Road A50 Waterloo Road	Pavilion Drive Pavilion Drive	1778 6101 1685 2075	Sky High Passing Sky High Passing	g 387427 3486 z 387574 3484	53 Wednesday 88 Wednesday	42123 Westbound 42123 Southbound	399 1203	27	5	431 1422	339 1140	37	14	389	-60 -11	56 10 56 -34	37% 9 -21% 1	171%	-42 -95	-10% 8.1	1 1	1	1 1	1.8 1 2.8 1	1	1 1	2.8 1		- 2 - 2	2.1		1 1
23b	A50 Waterloo Road	A53 Cobridge Road	Wayte Street	1685 1686	Sky High Passing	387718 3484	27 Wednesday	42123 Southbound	559	76	18	653	485	33	18	535	-74 -11	1% -43	-56% 0	-2%	-118	-18% 3.3	1 1	1	1 1	5.8 1	1		0.1 1		1 1	4.8		1 1
25b	A5009 Leek Road	Millrise Rod	Barratt Gardens	1732 1733 1746 1745	SoTCC Turnin	g 390718 3502	70 Wednesday 70 Wednesday	42900 Southbound	502	73	20	796	331	00	30	858	30 13		114 10	37/6	62	8%										2.1		1 1
						Tot	al I		8,578	1,053	485	10,912	8,864	596	555	10,872	286 31	K -457	-43% 70	14%	-40	0% 3.1	1 1	4	1 1	15.9 1		× ×	3.1 1	× 1	1 1	0.4	· ·	1 1
East-West Sc 27a	AS27 Tunstall Western Press	Chemical Lane	Chatterley Road	1305 1634	SoTCC Busine	10000	R8 Tuesday	28/04/2015 Northburgh	636	137	30	812	686	107	34	827	50	-30	.22% 5	.12%	15	28 1.4	1 1	4	1 1	27	4	1 1		×		0.5		<i>. . .</i>
28a	A5271 Longport Road	A500	Scott Lidgett Road	1629 1609	SoTCC Passing	335732 3494	27 Tuesday	29/04/2015 Northbound	1015	221	53	1289	1250	152	61	1463	235 23	Ni -60	-31% 8	16%	174	14% 7.0	1 1			5.1 1	*		11 1	· ·	1	4.7		* *
29a 30a	A53 Etruria Road B5045 Shelton New Road	A500 A500	Forge Lane Etruscan Street	1937 2257 1792 2242	SoTCC Passing SoTCC Passing	z 386629 3470 z 386895 3463	58 Wednesday 36 Thursday	30/04/2014 Eastbound 01/05/2014 Eastbound	2373 729	270	91 24	2734 825	2481 776	308	94 18	2884 872	47 63	5 38 N 7	14% 3 9% -6	-24%	150	5% 22 6% 1.7	1 1	1	1 1	2.3 1 0.8 1	1	1 1	1.3 1		1	2.8		1 V
31a 32a	AS006 Stoke Road	Avenue Road	Cemetery Road Wellevlay Street	2251 1385 2252 1387	SoTCC Passing SoTCC Passing	g 387761 3463 388045 3462	17 Wednesday 66 Monday	03/05/2017 Northbound 30/03/2014 Northbound	526	40	2	568	397	42	11	450	-129 -20 47 29	05 2 N 8	45 9	459%	-118	-21% 6.0	1 1	*	* *	0.5 1 1.7 1	1	1 1	3.6 1		1 1	5.2		* *
33a	A52 Leek Road	Boughey Road	Cauldon Road	1427 2253	SoTCC Passing	388234 3457	38 Wednesday	22/04/2015 Northbound	506	91	11	608	547	106	17	670	41 81	N 15	17% 6	SeX	62	10% 1.8	1 1	*	* *	16 1	1	1 1	1.6 1		1 1	2.5	4	1 1 1
34a 35a	AS007 City Road Whieldon Road	A52 Leek Road Old Whieldon Road	Napier Street Sutherland Street	1445 1436 2235 2139	SoTCC Passing SoTCC Passing	g 388514 3448 g 388292 3445	91 Wednesday 96 Wednesday	22/04/2015 Eastbound 09/04/2014 Eastbound	407	72 20	26	568 145	540	64 14	13	630 151	133 33	N -8 N -6	-10% -1	533%	6	4% 6.1	1 1	2	÷ ÷	0.9 1 1.5 1	1	1 1	3.9		1.1	0.5		
Freed March 1						Tet	4		6,501	940	248	7,752	7,034	897	274	8,207	533 8	-43	-5% 26	10%	455	6% 6.5	1 1			14 1	1	1 1	1.6 3		1 1	5.1		* *
27b	A527 Tunstall Western Bypass	Chatterley Road	Chemical Lane	1634 1305	SoTCC Passing	a 385032 3510	38 Tuesday	28/04/2015 Southbound	1152	176	33	1361	1215	33	49	1297	63 53	5 -143	-81% 16	47%	-64	-5% 1.8	1 1	*	* *	14.0 1		* *	2.4 3	L V	× ×	1.8	L 🗸	× ×
285	AS2/1 Longport Koad AS3 Etruria Road	Scott Lidgett Road Forge Lane	AS00 AS00	1808 1806	SoTCC Passing SoTCC Passing	8 385732 3494 8 386629 3470	58 Wednesday	29/04/2015 Southbound 30/04/2014 Westbound	8/9 1476	325	105 84	1192 1885	1004	241	62 89	2047	240 16	-120 N -84	-26% 5	-41%	162	9% 6.0	1 1			5.0 1	-	× ×	0.6 1	· ·	1 1	3.7		1 1
30b 31b	B5045 Shelton New Road A5006 Stoke Road	Etruscan Street Cemetery Road	AS00 Avenue Road	2242 1792 1385 2251	SoTCC Passing SoTCC Passing	8 386895 3463 8 387761 3463	36 Thursday 17 Wednesday	01/05/2014 Westbound 03/05/2017 Southbound	426	71 57	13	510 531	561 336	65 38	17	643 386	135 32	% -6 % -19	-8% 4 -33% 12	28%	133	26% 6.1 -27% 6.2	1 1	*	* *	0.7 1 2.8 1	1	1 1	4.8 3		1 1	5.5 6.8	*	* *
32b	College Road	Wellesley Street	Avenue Road	1387 2252 2253 1427	SoTCC Passing	388045 3462	66 Monday 28 Wiednesday	30/03/2014 Southbound	262	28	1	291	183	41	3	227	-79 -30	% 13 % 4	46% 2	243%	-64	-22% 5.3	1 1	*	* *	2.2 1	1	* *	1.6 1		× ×	4.0	· ·	· · ·
346	AS007 City Road	Napier Street	A52 Leek Road	1436 1445	SoTCC Passing	34514 3448	91 Wednesday	22/04/2015 Westbound	938	99	15	1052	842	132	49	1023	-96 -10	7% 33	33% 34	226%	-29	-3% 3.2	1 1	1	· ·	84 1	*	× ×	6.0	· ·		0.9		× ×
356	Whieldon Road	Sutherland Street	Old Whieldon Road	2139 2235	SOTCC Passing	388292 3445	96 Wednesday	09/04/2014 Westbound	253	42	4	299	195	31	5	232	-58 -23	95 -11	-25% 1	29%	-67	-20% 5.9	1 1			1.7 1		· · ·	0.5	~	~ ~	4.1	~	



	West of ASC	0 Screenline - Eastbound																													
	21b	A34 Talke Road	A500	Millennium Way	1317	1167	data.gov.uk	Passing	383530	351079	Monday	22/09/2014	Southbound	1310	167	57	1534	1272	142	73	1487 -	38 -3%	-25 -15%	16 28	1% -47	-3%	1.0 1	1	*	*	× 2
NameNam	22b	85370 Porthill Bank	St. Edmund's Avenue	A500	1656	1379	Sky High	Turning	385642	349223	Wednesday	29/04/2015	Eastbound	993	135	27	1155	1073	116	27	1216	80 8%	-19 -14%	0 11	N 61	5%	2.5 1	1	*	*	× 1
	23b	A527 Grange Lane	A500	A527 Church Lane	1876	1875	Sky High	Turning	386009	348342	Wednesday	29/04/2015	Southbound	271	34	6	311	375	17	8	400 3	D4 38%	-17 -51%	2 35	56 89	28%	5.8 1	1			
Image Image <th< td=""><td>24b</td><td>AS3 Etruria Road</td><td>B5369 Basford Park Road</td><td>A500</td><td>2238</td><td>2244</td><td>Sky High</td><td>Turning</td><td>386393</td><td>346939</td><td>Wednesday</td><td>29/04/2015</td><td>Eastbound</td><td>703</td><td>71</td><td>22</td><td>796</td><td>716</td><td>84</td><td>28</td><td>828</td><td>13 2%</td><td>13 18%</td><td>6 27</td><td>% 32</td><td>4%</td><td>0.5 1</td><td>1</td><td>*</td><td>*</td><td>× 1</td></th<>	24b	AS3 Etruria Road	B5369 Basford Park Road	A500	2238	2244	Sky High	Turning	386393	346939	Wednesday	29/04/2015	Eastbound	703	71	22	796	716	84	28	828	13 2%	13 18%	6 27	% 32	4%	0.5 1	1	*	*	× 1
	256	85045 Shelton New Road	Haydon Street	A500	5056	1795	SoTCC	Turning	386610	346234	Monday	23/05/2016	Eastbound	763	81	19	863	779	70	19	868	16 2%	-11 -14%	0 25	% S	1%	0.6 2	1	*	1	× 1
										Total				4.040	488	131	4.659	4.215	428	156	4.799	75 4%	.50 .17%	25 19	140	38	2.7 1	1	1	4	1 2
Norm Norm Norm Norm N																															
Image: Appendix Image: Appendix Image: Appendix Image: Appen	West of ASS	O Screenline - Warthound																													
	21.0	A34 Talke Read	Addisonal um Wass	4500	1167	1217	data any uk	Passing	201520	251070	Manday	22/00/2014	Northbound	EAE	211	66	911	604	140	44	900	40 27%	-71 -34%	11 10	MK 00	115	40 1	1			
	218	A34 Talke Road	Millennum way	A500	1107	1517	data.gov.uk	Passing	383530	351079	Monoay	22/09/2014	Northbound	545	211	30	011	094	140	00	900	N9 27%	-71 -34%	11 19	CN 69	11%	6.0			- 2	
Image: Normal mark Image: No	220	85370 Porthill Bank	A300	St. Edmund's Avenue	1379	1050	Sky migh	Turning	383042	349223	Wednesday	29/04/2015	westbound	CUB	109	28	942	/09	82	29	814 -	90 -12%	-21 -25%	-4 -10	0% -128	-14%	3.5	1			
Image: Appendix	230	A527 Grange Lane	A527 Church Lane	AS00	1875	1876	Sky High	Turning	386009	348342	Wednesday	29/04/2015	Northbound	631	57	16	704	563	56	15	633 -	68 -11%	-1 -2%	-1 -9	05 -71	-10%	2.8 1	1	×	*	× •
Image Image <th< td=""><td>24a</td><td>A53 Etruria Road</td><td>A500</td><td>B5369 Basford Park Road</td><td>2244</td><td>2238</td><td>Sky High</td><td>Turning</td><td>386393</td><td>346/93/9</td><td>Wednesday</td><td>29/04/2015</td><td>Westbound</td><td>819</td><td>89</td><td>14</td><td>922</td><td>990</td><td>83</td><td>44</td><td>1116 1</td><td>71 21%</td><td>-6 -7%</td><td>30 214</td><td>4% 194</td><td>21%</td><td>5.7 1</td><td>1</td><td>*</td><td>*</td><td>* *</td></th<>	24a	A53 Etruria Road	A500	B5369 Basford Park Road	2244	2238	Sky High	Turning	386393	346/93/9	Wednesday	29/04/2015	Westbound	819	89	14	922	990	83	44	1116 1	71 21%	-6 -7%	30 214	4% 194	21%	5.7 1	1	*	*	* *
	25a	B5045 Shelton New Road	A500	Haydon Street	1795	5056	SoTCC	Turning	386610	346234	Monday	23/05/2016	Westbound	581	82	15	678	715	71	29	815 1	34 23%	-11 -14%	14 91	56 137	20%	5.3 1	1	*	*	* 1
I I I I I I I I <																															
Note Note Note Note No										Total				9 981	548	128	4.057	3.671	481	177	4 279	90 95	.117 .21%	40 38	% 222	5%	49 1	1	*	*	x 4
Normal Normal Normal Normal <td></td> <td>4,444</td> <td></td> <td></td> <td></td> <td>4,471</td> <td></td> <td></td> <td>4,477</td> <td></td> <td>117 124</td> <td>~ ~</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>														4,444				4,471			4,477		117 124	~ ~							
	East of ASD	screenline - Eastbound																													_
	9a	AS0 High Street	Roundwell Street	Furlong Road	1611	1631	SoTCC	Passing	385944	351660	Wednesday	42130	Northbound	369	78	15	462	297	44	14	355 -	72 -20%	-34 -44%	-1 -4	86 -107	-23%	4.0 1	1	×	*	× 4
	18a	A527 Reginald Mitchell Way	Chatterley Road	A50 High Street	1634	1569	data.gov.uk	Passing	385227	352000	Monday	42135	Northbound	647	142	21	810	776	128	37	941 1	29 20%	-14 -10%	16 75	86 131	16%	4.8 1	1		*	× 1
	26b	A5271 The Boulevard	A5271 Scotia Road	A5271 Victoria Park Road	1638	1610	SoTCC	Passing	386102	351298	Wednesday	42137	Eastbound	357	52	6	415	307	36	19	362 -	50 -14%	-16 -31%	13 214	-53	-13%	2.7 1	1	1	1	1 2
	28b	85051 Moorland Road	ASO Wedgwood Street	Hamil Road	1664	1665	Sky High	Turning	386011	349842	Wednesday	42123	Eastbound	528	66	17	611	463	69	17	549 -	65 -12%	3 5%	0 0	-62	-10%	2.9 1	1	1	1	× 6
	29	Nile Street	450 Swan Souare	85050 Zion Street	1672	1712	SOTEC	Passing	286089	349752	Wednesday	41794	Fasthound	89	25	7	121	69	14	5	89	20 .22%	-11 -42%	.2 .21	7% .32	-27%	22 1	1	1	*	1 2
I Name Name Name Name	30	BEOED Time Elevent	MO Waterlan Read	BEAEA NG+ French	1764	1713	Later.	Turning	282045	3405.03	Wednesday	43038	Faithand	303	10		76.0	31.7	10	30	241	10	-22 -44%	4 11		-7674			1	4	2
	30	BJ0J0 D01 JUEE	ADD Waterioo Road	BJUJU Nile Sileet	1/04	1/12	Sorce	Turing	387043	349383	weatesuay	42038	Eastooung	474	30	10	336	217	20	20	200	73 -20%	-22 -44.8		-93	-20/4			•		
Image: problem Image: problem Image: problem Image: pr	328	A53 Elder Road	ADD Watertoo Hoad	Sneyd Street	1085	1684	SKY High	Turning	387607	348554	Wednesday	42123	Northbound	014	90	55	759	000	113	43	805	50 676	23 25%	-12 -24	276 40	076	14 1	1	*	*	× 1
Image: problem Image: problem Image: problem Image: pr																															
										Total				2,896	503	137	3,536	2,779	431	155	3,365 -	117 -4%	-72 -14%	18 13	-171	-5%	2.2 1	1		1	× 1
	East of ASO	Screenline - Westbound																													
	96	AS0 High Street	Furlong Road	Roundwell Street	1631	1611	SoTCC	Passing	385944	351660	Wednesday	42130	Southbound	618	58	16	692	559	59	21	640	59 -10%	1 3%	5	% -9	-8%	2.4 1	1	1	1	1
	196	A527 Reginald Africal M	ASO High Street	Chatterine Pond	1560	1624	data mund	Dessing	385337	352000	Mandau	43436	Northburgh	1235	247	24	1572	1454	76	50	1577	16	141 677	20	PK 4				1	1	1
Image: Marce	260	AS 371 The Bendman	ASTIT Michaela Dauk Provid	45371 Scatia Bor	1610	1638	FoTCC	Bassing	2007007	25.1.200	Mindageda	43137	Marthous	643	53	2	606	445	60	22	748	14 45		20 13	-		10		1	1	-
Image: Market	204	A3271 The Bounevard	Abiz/1 victoria Park Road	AS2/1 Scotia Road	1010	1038	Solution	Passing	386102	351298	Wednesday	4/13/	westbound	041	54	,	000	000	00	25	748		8 16%	20 65	52	85	1.0 1				
Image: Marcine mark Mark Mark Mark Mark <td>27</td> <td>Jenkins Street</td> <td>Hamil Road</td> <td>A50 Scotia Road</td> <td>6002</td> <td>5025</td> <td>SoTCC</td> <td>Passing</td> <td>386901</td> <td>349964</td> <td>Monday</td> <td>41778</td> <td>Westbound</td> <td>247</td> <td>28</td> <td>2</td> <td>277</td> <td>421</td> <td>32</td> <td>11</td> <td>464 1</td> <td>74 71%</td> <td>4 14%</td> <td>9 43</td> <td>976 187</td> <td>68%</td> <td>55 1</td> <td>1</td> <td>*</td> <td></td> <td></td>	27	Jenkins Street	Hamil Road	A50 Scotia Road	6002	5025	SoTCC	Passing	386901	349964	Monday	41778	Westbound	247	28	2	277	421	32	11	464 1	74 71%	4 14%	9 43	976 187	68%	55 1	1	*		
D D </td <td>28a</td> <td>85051 Moorland Road</td> <td>Hamil Road</td> <td>ASO Wedgwood Street</td> <td>1665</td> <td>1664</td> <td>Sky High</td> <td>Turning</td> <td>386/911</td> <td>349842</td> <td>Wednesday</td> <td>42123</td> <td>Westbound</td> <td>368</td> <td>77</td> <td>18</td> <td>463</td> <td>457</td> <td>37</td> <td>25</td> <td>520</td> <td>89 24%</td> <td>-40 -51%</td> <td>7 40</td> <td>% 57</td> <td>12%</td> <td>4.4 1</td> <td>1</td> <td>*</td> <td>*</td> <td>× 5</td>	28a	85051 Moorland Road	Hamil Road	ASO Wedgwood Street	1665	1664	Sky High	Turning	386/911	349842	Wednesday	42123	Westbound	368	77	18	463	457	37	25	520	89 24%	-40 -51%	7 40	% 57	12%	4.4 1	1	*	*	× 5
B B	31	B5050 Pitt Street East	B5050 Nile Street	A50 Waterloo Road	1769	1765	SoTCC	Turning	387081	349528	Thursday	42040	Westbound	303	67	25	395	433	33	12	478 1	30 43%	-34 -51%	-13 -53	2% 83	21%	6.8 1	1	*	*	* 4
	32b	A53 Elder Road	Sneyd Street	A50 Waterloo Road	1684	1685	Sky High	Turning	387607	348554	Wednesday	42123	Northbound	937	118	49	1104	1076	112	56	1244 1	39 15%	-6 -5%	7 15	76 140	13%	4.4 1	1	4	1	1 0
Dest Dest Dest Dest De																															
Normal Normal Normal Normal <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Total</td> <td></td> <td></td> <td></td> <td>4,449</td> <td>617</td> <td>134</td> <td>5.200</td> <td>5.063</td> <td>410</td> <td>198</td> <td>5.671 6</td> <td>14 14%</td> <td>-207 -34%</td> <td>64 48</td> <td>6 471</td> <td>9%</td> <td>8.9 1</td> <td>1</td> <td></td> <td>*</td> <td>*</td>										Total				4,449	617	134	5.200	5.063	410	198	5.671 6	14 14%	-207 -34%	64 48	6 471	9%	8.9 1	1		*	*
Normal Normal<																															
10 10 10 10 10 10 10 10 10 10 10	Other Indivi	dual Count Locations																													
	20.4	4500	A527 Lossport Road	AS27 Tunstall Wastern Dupass	1617	1619	TRADE	ATC Passion	205122	240035	ala	2014/15	Northbound				3653				2542				.111	-4%					
No. No. </td <td>396</td> <td>4500</td> <td>ACCE CONSTOLENCE</td> <td>AG27 Turistan Western Dypass</td> <td>1017</td> <td>1010</td> <td>TOADS</td> <td>ATCPassing</td> <td>205.044</td> <td>349923</td> <td></td> <td>2024/15</td> <td>Contribution</td> <td>_</td> <td></td> <td></td> <td>2000</td> <td></td> <td></td> <td></td> <td>2,742</td> <td></td> <td></td> <td></td> <td>-111</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	396	4500	ACCE CONSTOLENCE	AG27 Turistan Western Dypass	1017	1010	TOADS	ATCPassing	205.044	349923		2024/15	Contribution	_			2000				2,742				-111						
Mathem Mathem Mathem Mathem Mathm Mathm Mathm	230	A300	AS27 Tunstall Western Bypass	AG27 Longport noad	1503	1803	TRAUS	ALC Passing	383044	330230	ny a	2014/15	Southbound	_			3205				3493				290	9%					
Mode	400	ASUU	ASOUS STORE Hoad	BS045 Shelton New Road	2086	2240	data.gov.uk	Passing	387091	346000	Thursday	42194	Northbound	2921	524	315	3766	2812	464	319	5595 *	115 -4%	-60 -11%	4 1	• 1/1	-5%	21 1	1			· •
No No No <	406	A500	B5045 Shelton New Road	ASOO6 Stoke Road	2256	5085	data.gov.uk	Passing	387091	346000	Thursday	42194	Southbound	2662	527	358	3547	2846	332	331	3508	84 7%	-195 -37%	-27 -8	5 - 39	-1%	3.5 2	1	× .	*	× _
Dist Dist Dist Dist	41a	A500	A34 Stone Road	AS006 Campbell Road	2186	2233	data.gov.uk	Passing	386992	342977	Wednesday	42137	Eastbound	1915	401	204	2520	2800	397	162	3360 8	85 46%	-4 -1%	-42 -20	0% 840	33%	1	1	*	×	* 6
M M M M M M M M M M M M M M M M M M M	41b	A500	AS006 Campbell Road	A34 Stone Road	2189	2185	data.gov.uk	Passing	386992	342977	Wednesday	42137	Westbound	2905	385	263	3553	2202	324	187	2713 -	703 -24%	-61 -16%	-76 -2	9% -840	-24%	1	1	*	*	
M M M M M M M M M M M M M M M M M M M	42a	A50	ASO Victoria Place Link	Foley Road	2072	2048	data.gov.uk	Passing	390100	343763	Thursday	42257	Eastbound	2100	434	346	2880	2368	284	368	3020 2	68 13%	-150 -35%	22 6	\$ 140	5%	5.7 1	1	1	×	1 2
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0<	42b	450	Foley Road	ASO Victoria Place Link	2047	2071	data gov uk	Passing	390100	343763	Thursday	42257	Westhound	3130	395	118	3863	3578	277	316	4171 4	48 14%	.118 .30%	.22 .7	% 30R	25	22 1	1		*	* *
	47.0	450	AS/WT Littorater Road	AS30 Warton Road	1096	1084	data any uk	Bassing	203407	243504	Wednesday	41519	Eathound	1956	410	344	7510	1847	313	376	3437		-106 -75%	22 12	- F1	-256			1	1	/
Nor-	476	450	AE20 Minutes David	45007104	2000	1085	data any uk	Dessing	202407	242604	Wednesday	41638	Westhead	2662	400	226	3180	2614	337	226	2168		23 244	10 4	er 22	11/			1	4	2
M Albel Math Math <td>430</td> <td>A00</td> <td>ADZO WESCOTI NOBU</td> <td>AD007 Ottoketer</td> <td>2090</td> <td>1963</td> <td>uata.gov.uk</td> <td>Passing</td> <td>372477</td> <td>342,354</td> <td>weulesuay</td> <td>41328</td> <td>westooung</td> <td>2005</td> <td>400</td> <td>230</td> <td>5107</td> <td>2014</td> <td>327</td> <td>220</td> <td>3106</td> <td>2.0</td> <td>-75 -16/6</td> <td>-10 ~</td> <td>-21</td> <td>-1.4</td> <td></td> <td></td> <td></td> <td></td> <td></td>	430	A00	ADZO WESCOTI NOBU	AD007 Ottoketer	2090	1963	uata.gov.uk	Passing	372477	342,354	weulesuay	41328	westooung	2005	400	230	5107	2014	327	220	3106	2.0	-75 -16/6	-10 ~	-21	-1.4					
bit Alta Alta <	44a	A34 Talke Road	Millennium Way	ASOO	1167	1317	data.gov.uk	Passing	383530	351079	Monday	41904	Northbound	545	211	55	811	6/94	140	66	900	49 27%	-/1 -34%		rs, 89	11%	6.0 1	. 1			· ·
Math Math Math Math Math Mat	44b	A34 Talke Road	A500	Millennium Way	1317	1167	data.gov.uk	Passing	383530	351079	Monday	41904	Southbound	1310	167	57	1534	1272	142	73	1487 -	38 -3%	-25 -15%	16 28	1% -47	-3%	1.0 1	1	*	*	× 2
	45a	A34 Newcastle Road	Harpfield Road	Keelings Drive	2227	2176	SoTCC	ATC Passing	386310	343596	n/a	23-26/09/2013	Northbound				922				696				-226	-24%					
	45b	A34 Newcastle Road	Keelings Drive	Harpfield Road	2176	2227	SoTCC	ATC Passing	386310	343596	n/a	23-26/09/2013	Southbound				620				842				222	36%					
Match Marcial	46a	A50 Scotia Road	Chatterley Street	Williamson Street	1707	1690	Sky High	Passing	386631	350729	Wednesday	42123	Northbound	392	43	27	462	455	56	48	559	53 16%	13 30%	21 78	56 97	21%	3.0 1	1	1	*	1
O O O O O O O O O O O O O O O O </td <td>46b</td> <td>ASO Scotia Road</td> <td>Williamson Street</td> <td>Chatteries Street</td> <td>1690</td> <td>1202</td> <td>Sky Migh</td> <td>Passing</td> <td>386631</td> <td>350729</td> <td>Wednesday</td> <td>42123</td> <td>Southbound</td> <td>489</td> <td>66</td> <td>28</td> <td>583</td> <td>442</td> <td>68</td> <td>29</td> <td>538</td> <td>47 -10%</td> <td>2 2%</td> <td>1 2</td> <td>-45</td> <td>-8%</td> <td>2.2 1</td> <td>1</td> <td>1</td> <td>*</td> <td>1 0</td>	46b	ASO Scotia Road	Williamson Street	Chatteries Street	1690	1202	Sky Migh	Passing	386631	350729	Wednesday	42123	Southbound	489	66	28	583	442	68	29	538	47 -10%	2 2%	1 2	-45	-8%	2.2 1	1	1	*	1 0
Mathem Mathem Mathem Mathem Mathm Mathm Mathm	47.0	AEQ Metazia Read	Que ille Street	Manage Street	2120	2120	data any ob	Dessing	200100	245106	friday	43646	Northburgh	71.2	146	20	990	830	114	60	004	10 158	22 104		W 105	1.164				2	2
All backsis All backsis <	478	ADD Victoria Road	Device Screet	Reading Street	2130	2129	data.gov.uk	Passing	303133	345100	Friday	42,945	forthbound	/15	140	50	607	620	129	50	774	07 15%	-22 -134	20 07	- 100 - 100	12.0					
B All Johland All	470	ASU VICtoria Road	manor street	Devine street	2129	2130	data.gov.uk	Passing	369199	343106	rnday	42343	Southoound	430	191	30	6//	532	109	50	/51	02 24%	-12 -12%	-0 -11	/% /%	11%			-	•	
	480	A52 Bucknall Road	A52 Leek Road	A5272 Dividy Road	2117	2118	data.gov.uk	Passing	389751	347331	Wednesday	40989	Eastbound	760	165	25	950	810	110	50	970	50 7%	-22 -2226	25 97	7% 20	2%	1.8 1	1	*	*	× 4
B B B B B B	48b	A52 Bucknall Road	A5272 Dividy Road	A52 Leek Road	2118	2117	data.gov.uk	Passing	389751	347331	Wednesday	40989	Westbound	1502	149	17	1668	1720	166	54	1940 2	18 15%	17 11%	37 219	9% 272	16%	5.4 1	. 1	×		× 🗾
bit bit bit bit bit <td>49a</td> <td>A53 Leek New Road</td> <td>Norton Lane</td> <td>Trentfields Road</td> <td>1723</td> <td>1724</td> <td>SoTCC</td> <td>ATC Passing</td> <td>390362</td> <td>350830</td> <td>n/a</td> <td>24-27/6/2013</td> <td>Eastbound</td> <td></td> <td></td> <td></td> <td>500</td> <td></td> <td></td> <td></td> <td>580</td> <td></td> <td></td> <td></td> <td>80</td> <td>26%</td> <td></td> <td></td> <td></td> <td></td> <td></td>	49a	A53 Leek New Road	Norton Lane	Trentfields Road	1723	1724	SoTCC	ATC Passing	390362	350830	n/a	24-27/6/2013	Eastbound				500				580				80	26%					
Displand All conductories Displand Displand Displand Displand	496	A53 Leek New Road	Trentfields Road	Norton Lane	1724	1723	SoTCC	ATC Passing	390362	350830	n/a	24-27/6/2013	Westbound				632				759					20%					
All Clamber All Clamber All Clamber All Clamber <	50%	A519 Clayton Road	Buckmaster Avenue	Friarswood Road	2215	1403	data.ecv.uk	Passing	385171	344885	Monday	41386	Northbound	762	62	14	838	859	92	13	964	97 13%	30 48%	-1 -5	35 126	15%	3.4 1	1	1	1	× 3
M30 works Overseland Overseland <td>50b</td> <td>A519 Claston Road</td> <td>Friarswood Road</td> <td>Ruckmaster Avenue</td> <td>1403</td> <td>2215</td> <td>data any uk</td> <td>Passing</td> <td>385171</td> <td>344885</td> <td>Monday</td> <td>41386</td> <td>Southbound</td> <td>330</td> <td>56</td> <td>13</td> <td>300</td> <td>208</td> <td>20</td> <td>10</td> <td>336</td> <td>32 .10%</td> <td>-27 -48%</td> <td>.3 .29</td> <td>FA</td> <td>-16%</td> <td>1.8</td> <td>1</td> <td>1</td> <td>1</td> <td>1</td>	50b	A519 Claston Road	Friarswood Road	Ruckmaster Avenue	1403	2215	data any uk	Passing	385171	344885	Monday	41386	Southbound	330	56	13	300	208	20	10	336	32 .10%	-27 -48%	.3 .29	FA	-16%	1.8	1	1	1	1
All bankard And markar Conton All bankard All ban bankard All bankard <	514	A525 Keele Road	Cemetey Road	Orme Road	2281	1420	SCC	Turnice	383142	345530	Thursday	42878	Fasthound	452	19	11	482	282	48	21	655	33 294	20 100k	10 07	56 172	36%					
ADD ADD See al and al	E a h	AEDE Kanla Band	Orma Baad	Completion David	1430	2200	100	Turning	303142	245530	Thursday	42070	Minthead	4.74	22			333		10	3.00	100 100	2			100					
Martine base Approx Approx Approx Approx Approx Approx Approx	524	AS321 Desurability Day	Wasteent Rand	AE375 MODermann D	1600	1667	flood Sec.	Carrie	205020	250405	Minda and a	43533	Nethborn	307	63	22	105	360		10	477	12 00		0	w	1100			1	4	1
Natural constrained method Description Descrip	528	AG2/1 Brownniis Road	Westport Koad	A52/1 Williamson street	1008	1007	Sky High	Passing	380975	300490	Weanesday	42123	worthoound	397	51	21	4/5	500	00	18	423	37 - 2%	5 -10%	-9 -33	-52	-11%	1.0				
Alter Alter Bin Mark Mark Mark Mark <th< td=""><td>526</td><td>A0271 Brownhills Road</td><td>A5271 Williamson Street</td><td>Westport Road</td><td>1657</td><td>1608</td><td>Sky High</td><td>Passing</td><td>385975</td><td>350495</td><td>Wednesday</td><td>42123</td><td>Southbound</td><td>383</td><td>47</td><td>39</td><td>469</td><td>500</td><td>27</td><td>28</td><td>555 1</td><td>1/ 31%</td><td>-20 -43%</td><td>-11 -28</td><td>86</td><td>18%</td><td>5.6 1</td><td>1</td><td></td><td></td><td></td></th<>	526	A0271 Brownhills Road	A5271 Williamson Street	Westport Road	1657	1608	Sky High	Passing	385975	350495	Wednesday	42123	Southbound	383	47	39	469	500	27	28	555 1	1/ 31%	-20 -43%	-11 -28	86	18%	5.6 1	1			
b All and all and all all all all all all all all all al	53a	A5272 High Lane	Hamil Road	Haywood Road	1648	1650	Sky High	Passing	387487	351013	Wednesday	42123	Northbound	603	78	25	706	535	54	22	610 -	os -11%	-24 -30%	-3 -14	-96	-14%	2.9 1	1		~	· ·
All Zalachia Allow Allow Allow Allow	53b	A5272 High Lane	Haywood Road	Hamil Road	1650	1648	Sky High	Passing	387487	351013	Wednesday	42123	Southbound	659	75	20	754	641	48	36	725 -	18 -3%	-27 -36%	16 79	-29	-4%	0.7 1	1	4	1	× 3
bit All Cardinal Mark Barries Mark Mark Mark Mark Mark <td>54a</td> <td>A5272 Dividy Road</td> <td>Romer Side</td> <td>Templeton Avenue</td> <td>2157</td> <td>2165</td> <td>SoTCC</td> <td>ATC Passing</td> <td>3916/90</td> <td>345615</td> <td>n/a</td> <td>22-25/04/2013</td> <td>Eastbound</td> <td></td> <td></td> <td></td> <td>600</td> <td></td> <td></td> <td></td> <td>363</td> <td></td> <td></td> <td></td> <td>-237</td> <td>-40%</td> <td></td> <td></td> <td></td> <td></td> <td></td>	54a	A5272 Dividy Road	Romer Side	Templeton Avenue	2157	2165	SoTCC	ATC Passing	3916/90	345615	n/a	22-25/04/2013	Eastbound				600				363				-237	-40%					
1 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 <td>54b</td> <td>A5272 Dividy Road</td> <td>Templeton Avenue</td> <td>Romer Side</td> <td>2165</td> <td>2157</td> <td>SoTCC</td> <td>ATC Passing</td> <td>391690</td> <td>345615</td> <td>n/a</td> <td>22-25/04/2013</td> <td>Westbound</td> <td></td> <td></td> <td></td> <td>611</td> <td></td> <td></td> <td></td> <td>683</td> <td></td> <td></td> <td></td> <td>72</td> <td>12%</td> <td></td> <td></td> <td></td> <td></td> <td></td>	54b	A5272 Dividy Road	Templeton Avenue	Romer Side	2165	2157	SoTCC	ATC Passing	391690	345615	n/a	22-25/04/2013	Westbound				611				683				72	12%					
All All All All All <td>3.0</td> <td>A500</td> <td>85045 Shelton New Road</td> <td>A53 Etruria Road</td> <td>2240</td> <td>2289</td> <td>data.gov.uk</td> <td>Passing</td> <td>386726</td> <td>346280</td> <td>Wednesday</td> <td>22/10/2014</td> <td>Northbound</td> <td>2565</td> <td>468</td> <td>190</td> <td>3223</td> <td>2412</td> <td>384</td> <td>284</td> <td>3079 -</td> <td>153 -6%</td> <td>-84 -18%</td> <td>94 49</td> <td>-144</td> <td>-45</td> <td>3.1 1</td> <td>1</td> <td>*</td> <td>1</td> <td>1</td>	3.0	A500	85045 Shelton New Road	A53 Etruria Road	2240	2289	data.gov.uk	Passing	386726	346280	Wednesday	22/10/2014	Northbound	2565	468	190	3223	2412	384	284	3079 -	153 -6%	-84 -18%	94 49	-144	-45	3.1 1	1	*	1	1
AdD ADD ADD ADD ADD ADD ADD ADD	36	A500	A53 Etruria Road	85045 Shelton New Road	2267	2256	data.eov.uk	Passing	386726	346280	Wednesday	22/10/2014	Southbound	2552	478	218	3248	2568	262	309	3140	16 1%	-216 -45%	91 42	-108	-3%	0.3 1	1	1	1	1
Add A	42	4500	A5005 Stoke Board	B5045 Shelton New Road	5086	2240	data gov ok	Passing	387095	345000	Thursday	09/07/2015	Northbound	2927	524	315	3266	2812	454	319	3505	115 .4%	-60	4 1	4 .171	.54	2.1	1	1	1	1
bit Altaneration Instance Instance Instance <	45	4500	R5045 Shelton New Pond	45005 Stoke Board	2256	5085	data pount	Passing	387092	346000	Thursday	09/07/2015	Southbound	2662	527	158	3547	2846	112	331	3508	84 75	195	.27	N	-154	15	1	1	1	1
Alt large frag Description Description <thdescription< th=""></thdescription<>	-	A24 Talks Deed	Brade all Land	Parkhours Seed Mary	1500	1600	data mould	Burning	282304	350000	Thursday	25/04/2013	Northburgh	7000	170	52	1022	877	100		1000	17	-18		SK					1	1
A. Hall and M. Waller, M. Waller	20	A34 Talke Koad	Bradwell Lane	Parkhouse Koad west	1240	1601	data.gov.ük	Passing	383736	350000	Thursday	25/04/2013	worthoound	780	1/1	51	1002	8//	153	29	1089	12%	-18 -10%	8 15	87	376		- 1			2
• Al Lengon Lane Byos Malora 1000 Malora	56	A34 Talke Road	Parkhouse Road West	Bradwell Lane	1601	1590	data.gov.uk	Passing	383756	350000	Thursday	25/04/2013	Southbound	1314	172	70	1556	1230	136	80	1446 -	-6%	-36 -21%	10 14	-110	-7%	2.3 1	1			1
0 All Largerick Mark Partial	6a	A34 Liverpool Road	85368 Lower Milehouse Lane	Brymbo Road	2269	1599	data.gov.uk	Passing	384250	347872	Wednesday	22/04/2015	Northbound	930	144	52	1126	921	138	49	1108	-9 -1%	-6 -4%	-3 -6	-18	-2%	0.3 1	1	-	~	
Al Nuri Nuri Al Penel All Penel All Number All Part All Part All Part All <td>60</td> <td>A34 Liverpool Road</td> <td>Brymbo Road</td> <td>B5368 Lower Milehouse Lane</td> <td>1599</td> <td>2269</td> <td>data.gov.uk</td> <td>Passing</td> <td>384250</td> <td>347872</td> <td>Wednesday</td> <td>22/04/2015</td> <td>Southbound</td> <td>1252</td> <td>167</td> <td>59</td> <td>1478</td> <td>949</td> <td>104</td> <td>51</td> <td>1104 -</td> <td>903 -24%</td> <td>-63 -38%</td> <td>-8 -14</td> <td>-374</td> <td>-25%</td> <td>1 1</td> <td>1</td> <td>*</td> <td>*</td> <td>* 5</td>	60	A34 Liverpool Road	Brymbo Road	B5368 Lower Milehouse Lane	1599	2269	data.gov.uk	Passing	384250	347872	Wednesday	22/04/2015	Southbound	1252	167	59	1478	949	104	51	1104 -	903 -24%	-63 -38%	-8 -14	-374	-25%	1 1	1	*	*	* 5
B A33 Horis Roote Here Here Here Here Here	8a	AS3 Etruria Road	Festival Way	Forge Lane	2259	2260	data.gov.uk	Passing	386/983	347327	Wednesday	08/07/2015	Westbound	1407	236	105	1748	1621	186	70	1877 2	14 15%	-50 -21%	-35 -34	e% 129	7%	5.5 1	1	*	×	* .
10: Add Wengenod steert Mode Place Mode	8b	A53 Etruria Road	Forge Lane	Festival Way	2319	2258	data.gov.uk	Passing	386983	347327	Wednesday	08/07/2015	Eastbound	1810	199	104	2113	1918	233	71	2222	08 6%	34 17%	-33 -32	2% 109	5%	2.5 1	1	1	1	1 2
10b A00 Weenpoolsee Idea Marker frage 10b 200 55/CC Preiner 200/Cold Section 9 12 74 12 74 12 74 12 74 12 74 12 74 12 74 12 12 74 12 74 12 74 12 74 12 74 12 74 12 74 74 12 74 74 12 74 74 12 74 74 74 12 74 74 12 74 74 12 74 74 12 74 74 12 74 74 12 74 74 12 74 14 74 14 74 14 14 <	10a	A50 Wedgwood Street	Market Place	Federation Road	5025	1660	SoTCC	Passine	386864	350000	Wednesday	21/05/2014	Northbound	380	62	10	452	476	52	41	569	6 25%	-10 -16%	31 31	2% 117	26%	4.6	1	1	*	1
11b Add Veneches hand 1000 (2) to 10 beer Number 100 Number 100	106	A50 Wedgwood Street	Federation Road	Market Place	1660	5025	Solice	Passing	386864	350000	Wednesday	21/05/2014	Southbound	417	74	12	503	458	65	24	547	1 10%	.9 .32%	12 10	056 64	996	2.0	1	1	1	1
111 A. O Wanner, bind 120 130 4000 150 100	114	ASO Waterloo Road	BSOSO Zoo Street	Alla Street	1764	1672	data mus t	Passing	282000	240679	Torontony	00/00/2014	Northborn	303	30	12	264	204	16	24	364	1 07	-3	12 10	AX 10	20	0.1		1	1	1
110 ADV nervox Max 2.00 Max 1.10 CV Max 1.00 SAUC Max Max 1.00 SAUC Max Max <t< td=""><td>110</td><td>ASO Waterioo Road</td><td>bouou pon street</td><td>nile street</td><td>1/04</td><td>1072</td><td>data.gov.0k</td><td>Passing</td><td>387000</td><td>343076</td><td>Tuesday</td><td>09/09/2014</td><td>Contrological</td><td>303</td><td>55</td><td>12</td><td>354</td><td>304</td><td>30</td><td></td><td>304</td><td></td><td></td><td>12 10</td><td>10</td><td>5%</td><td></td><td></td><td></td><td></td><td>-</td></t<>	110	ASO Waterioo Road	bouou pon street	nile street	1/04	1072	data.gov.0k	Passing	387000	343076	Tuesday	09/09/2014	Contrological	303	55	12	354	304	30		304			12 10	10	5%					-
12. ADV Waterlow Rand Mode Street Waterlow 141 Unit Street Waterlow 110 ADV Waterlow Rand 110 ADV Waterlow Rand 110 ADV Waterlow Rand 110 ADV Waterlow Rand 110 ADV 110	110	ASO Waterloo Road	Nile Street	85050 Zon Street	1072	1764	data.gov.uk	Passing	387000	349678	Tuesday	09/09/2014	Southbound	302	40		347	310	39	19	308	o 5%	-1 -3%	14 27	21	676	0.5 1	1			
1D ADV Warehole Market Ware 1B000 Warehole Market Ware 1B000 Warehole Market Mark	12a	A50 Waterloo Road	Stonor Street	B5050 Pitt Street West	1681	1765	SoTCC	Turning	387081	349528	Thursday	05/02/2015	Northbound	396	39	13	448	432	42	26	500	36 9%	3 8%	13 10	1% 52	12%	1.8 1	1	×	~	· •
11a Add/Patrice May Add/Bate Address 125 318 501C Tuning 286/2 Number 20/2/155 Number	12b	A50 Waterloo Road	B5050 Pitt Street West	Stonor Street	1765	1681	SoTCC	Turning	387081	349528	Thursday	05/02/2015	Southbound	332	52	9	393	411	43	22	477	79 24%	-9 -16%	13 14	6% 84	21%	4.1 1	1	*	1	× 1
11b Add0 Indexed New Jurg Human Strett 240/07/04 Southead 510 110 5	13a	A50 Potteries Way	A5008 Bucknall New Road	Huntbach Street	1355	1340	SoTCC	Turning	388583	347609	Thursday	28/01/2016	Northbound	540	69	18	627	808	107	31	946 2	58 50%	38 55%	13 74	56 319	51%	10.3 1	1	*	*	* 4
International state Add Dublicat New hours Model Sector Turing State	13b	AS0 Potteries Way	Huntbach Street	AS008 Bucknall New Road	1340	1355	SoTCC	Turnine	388583	347609	Thursday	28/01/2016	Southbound	1054	137	9	1200	878	148	56	1083	176 -17%	11 8%	47 52	-117	-10%	5.7 1	1	*	*	
160 Add2 Peteries Way Add30 Peteries Way	14a	A50 Potteries Way	Botteslow Street	AS008 Bucknall New Road	1354	1355	SoTCC	Turnice	388583	347609	Thursday	28/01/2016	Northbound	516	82	22	620	513	84	33	629	-3 -1%	2 26	11 50	56 0	2%	0.1	1	1	1	1
Contract Contract <th< td=""><td>14b</td><td>ASO Bottories Way</td><td>ASOOR Ruckmall New Press</td><td>Bottorious Street</td><td>1355</td><td>1254</td><td>Source</td><td>Turnin</td><td>200502</td><td>347600</td><td>Thursday</td><td>28/01/2010</td><td>Couthbound</td><td>1100</td><td>120</td><td>5</td><td>1242</td><td>059</td><td>149</td><td>52</td><td>1157</td><td>140 .30%</td><td>0 -</td><td>47 000</td><td>116</td><td>-10%</td><td></td><td></td><td></td><td></td><td></td></th<>	14b	ASO Bottories Way	ASOOR Ruckmall New Press	Bottorious Street	1355	1254	Source	Turnin	200502	347600	Thursday	28/01/2010	Couthbound	1100	120	5	1242	059	149	52	1157	140 .30%	0 -	47 000	116	-10%					
International according and according and according and according and according acc	140	ASU Pottenes Way	ASUS Buckhall New Road	Bottesiow Street	1355	1354	Solution	Turning	Escass.	347609	Thursday	28/01/2016	southoound	1198	139	5	1542	800	148	52	1157 -	-20%	75	47 93	-185	-14%	1				
10 ADJ Peteries Way ADD Lobels Server 200 1.04 500 CC Timing 38846 3272 Weinback 200 1.04 500 CC Timing 38846 3272 Weinback 510 10 510 500 510 510 <	15a	ASD Potteries Way	Botteslow Street	Abd Lichfield Street	1354	2005	SOTCC	Turning	388446	347226	Wednesday	27/01/2016	Westbound	1435	142	12	1589	1163	165	55	1382	-19%	23 16%	43 35	-207	-13%	1.0 1	1			
13b ADD Lished Street Meep Root ADD Performs Way 13m ADD Lished Street Meep Root ADD Performs Way State ADD Performs Way	15b	A50 Potteries Way	A50 Lichfield Street	Botteslow Street	2005	1354	SoTCC	Turning	388446	347226	Wednesday	27/01/2016	Eastbound	465	91	19	575	420	57	12	490 -	45 -10%	-34 -37%	-7 -3	5% -85	-15%	2.1 1	1	×	~	× 1
310 A02 Labeled System A03 Pert Marries Nave A00 Pert Nave System System A04 Labeled System	33a	ASO Lichfield Street	Regent Road	A50 Potteries Way	1358	2007	SoTCC	Turning	388526	347148	Monday	25/01/2016	Northbound	522	86	22	630	536	62	13	612	14 3%	-24 -28%	-9 -39	9% -18	-3%	0.6 1	1	*	1	× 2
Heta Addit Linked Street Heta Bayes Matheway State State </td <td>33b</td> <td>ASO Lichfield Street</td> <td>A50 Potteries Way</td> <td>Regent Road</td> <td>2007</td> <td>1358</td> <td>SoTCC</td> <td>Turning</td> <td>388526</td> <td>347148</td> <td>Monday</td> <td>25/01/2016</td> <td>Southbound</td> <td>548</td> <td>80</td> <td>14</td> <td>642</td> <td>509</td> <td>105</td> <td>37</td> <td>651 -</td> <td>39 -7%</td> <td>25 31%</td> <td>23 16</td> <td>7% 9</td> <td>1%</td> <td>1.7 1</td> <td>1</td> <td>1</td> <td>1</td> <td>× 2</td>	33b	ASO Lichfield Street	A50 Potteries Way	Regent Road	2007	1358	SoTCC	Turning	388526	347148	Monday	25/01/2016	Southbound	548	80	14	642	509	105	37	651 -	39 -7%	25 31%	23 16	7% 9	1%	1.7 1	1	1	1	× 2
Mb ADS Liched/store Registration Margin frame	34a	A50 Lichfield Street	Hampton Street	Regent Road	2063	1358	SoTCC	Turning	388526	347148	Monday	25/01/2016	Northbound	561	85	22	668	599	84	29	712	38 7%	-1 -1%	7 33	1% 44	7%	1.6 1	1	1	1	1 0
Jbs A3271 konic hold Woodwall breet Max J Jask Solution	34b	A50 Lichfield Street	Regent Road	Hampton Street	1358	2063	SoTCC	Turning	388526	347148	Monday	25/01/2016	Southbound	528	87	14	629	429	92	36	557	99 -19%	5 6%	22 15	7% -72	-11%	4.5 1	1	1	1	1 0
15b A3271 factor fload A2271 factor fload <td>35a</td> <td>A5271 Scotia Road</td> <td>Woodland Street</td> <td>A5271 The Boulevard</td> <td>1653</td> <td>1638</td> <td>SoTCC</td> <td>Passing</td> <td>386147</td> <td>351212</td> <td>Thursday</td> <td>21/05/2015</td> <td>Northbound</td> <td>388</td> <td>80</td> <td>8</td> <td>476</td> <td>337</td> <td>37</td> <td>30</td> <td>405</td> <td>51 -17%</td> <td>-43 -52%</td> <td>22 27</td> <td>-71</td> <td>-15%</td> <td>2.7</td> <td>1</td> <td>1</td> <td>1</td> <td>1 .</td>	35a	A5271 Scotia Road	Woodland Street	A5271 The Boulevard	1653	1638	SoTCC	Passing	386147	351212	Thursday	21/05/2015	Northbound	388	80	8	476	337	37	30	405	51 -17%	-43 -52%	22 27	-71	-15%	2.7	1	1	1	1 .
Job Additional Street J18 J39 SOIC Tuning State Tuning <th< td=""><td>15b</td><td>A5271 Scotia Road</td><td>A5271 The Boulevard</td><td>Woodland Street</td><td>1638</td><td>1653</td><td>Source</td><td>Passing</td><td>386147</td><td>351212</td><td>Thursday</td><td>21/05/2015</td><td>Southbound</td><td>819</td><td>111</td><td>10</td><td>940</td><td>984</td><td>88</td><td>15</td><td>1107</td><td>65 20%</td><td>-23 .346</td><td>25 26</td><td>167</td><td>184</td><td></td><td>1</td><td></td><td></td><td></td></th<>	15b	A5271 Scotia Road	A5271 The Boulevard	Woodland Street	1638	1653	Source	Passing	386147	351212	Thursday	21/05/2015	Southbound	819	111	10	940	984	88	15	1107	65 20%	-23 .346	25 26	167	184		1			
Operation Description	300	ASOOR Bettering Mr.	ASO LinkSald Street	Rathanda Street	1769	1360	6-TCC	Turnit	200147	2477226	Wednesda	27/04/2015	Mathema	5105	117	10	1229	060		35	1079	141 200	20 215	21 25	10/	10%					
200 ADDROTOTIONS WAY Settemes Nave Settemes Societ ADDILotted Street 1997 178 Societ 1997 178	203	About Potteries Way	Abu Lichheld Street	Betnesda Street	1/68	1309	SOTCC	Turning	388446	34/220	weathesday	27/01/2016	westbound	1201	117	10	1528	960		31	1078 -	-20%	-29 -25%	21 20	-250	-19%	1	1			
	200	aS008 Potteries Way	Bethesda Street	ASO Lichfield Street	1369	1768	SOTCC	Turning	388446	347226	Wednesday	27/01/2016	Eastbound	293	75	8	376	291	25	16	332	-2 -1%	-50 -67%	8 97	-44	-12%	0.1 1	1		×	





Inter-peak hour

Cordon Valid	ation Counts - Inbound																					IP												
Ref. No.	Road	ArJunction	8-Junction	A-Node B-Node	Source of Traffic Count	Type of Manual Classified Count	Grid Reference Easting Northin	Day of Count	Data of Count	Direction	Car LGV HGV IP P	Peak-Hour (1400-	~	Model Flow	MGV	Total Differen	Car (a) NOW	Difference	1 Diff		Total	5 DH 67H	Court Court	Car DMRB Diff text	DMRB OR	GEN Count D		DMRB OR	GEN Count	HGV	DMR5 OR	GEN Court	Total	DMRB OR
1a 2a	A34 Stone Road	Tittensor Road	A5035 Longton Road	1178 2012 6035 1999	data.gov.uk	Passing	387082 339993 385500 342150	Monday	42625 1	Northbound	557 114 51 892 240 230	722	534	118	90	742 -23	-4%	4	3%	39 77%	20	3% 1.0	1 1	í.	· ·	0.4 1	1	1	4.7 1	1	1 1	0.7 1	1	* *
3a	A519 Clayton Road	A500	Westbury Road	2001 2222	data.gov.uk	Passing	385140 342500	Friday	42482 1	Northbound	403 60 17	480	455	80	23	558 -52	-13%	20	34%	6 38%	78	16% 2.5	1 1	2	2 - 2 - E	2.4 1	1	× ×	14 1	1	× ×	3.4 1	÷.	1
4a 5a	A53 Whitmore Road A525 Keele Road	A5182 Trentham Road Keele Road	Seabridge Lane University Drive	1960 2295 1962 2280	data.gov.uk SCC	Passing Turning	382611 343143 382323 345560	Tuesday Thursday	41898 /	Eastbound	165 24 8	197	236	44	12	291 -71	-43%	20	83%	4 44%	94	48% 5.0	1 1		* *	8.4 1	*	~ ~	1.1 1	*	· ·	6.0 1		×
6a	A500	Alsager Road	A34 Talke Road	1299 1549	data.gov.uk	Passing	382105 351890	Tuesday	41163	Eastbound	914 272 232	1418	1047	244	108	1399 -133	-15%	-28	-10% -1	124 -53%	-19	-1% 42	1 1	× .	× ×	1.8 1	1	4 4	9.5 1	*	* *	0.5 1	× .	× ×
7a 8a	A50 Liverpool Road	Stonebank Road	Woodstock Street	5024 1575	data.gov.uk	Passing	385000 353836	Wednesday	42508	Eastbound	376 54 10	440	418	85	9	512 -42	-11%	31	58%	-1 -12%	n	16% 2.1	1 1	2	2 2	3.7 1	2	2 2	0.4 1	- 2	2 2	3.3 1	2	2 2
9a 10a	A527 Tunstall Road A53 Leek New Road	Bemersley Road Nursery Avenue	Bridge Street Baddeley Green Lane	1826 1830 1750 1748	data.gov.uk SoTCC	Passing ATC Passing	387945 355000 391082 351541	Wednesday n/a	41437 9	Southbound	335 66 19	420 538	451	65	12	529 -116 652	-35%	-1	-1%	-7 -35%	109	26% 5.9 21%	1 1		* *	0.1 1	*	~ ~	1.7 1	~	× ×	5.0 1 4.7 1	*	1 1
11a	A52 Werrington Road	Clough Lane	Corneville Road	1954 2338	SoTCC	ATC Passing	391609 347261	n/a	9-12/6/2014	Westbound		471				501					30	6%										1.4 1	*	× ×
12a 13a	AS20 Weston Road AS0	A521 Uttoxeter Road	A520 Weston Road	1982 2096	data.gov.uk	Passing	393728 300435 393920 341921	Monday	41015	Westbound	1355 307 293	1955	1407	291	210	1907 -52	-4%	-16	-5%	83 -28%	-48	-2% 1.4	1 1	*	1 I I	0.9 1	*	× ×	5.3 1	×	* - ✓	1.1 1	*	× ×
14a	A5005 Lightwood Road	Common Lane	Gravelly Bank	2041 2044	SoTCC	ATC Passing	392628 340512 Total	n/a	28/09-01/10/2015	Northbound	5.648 1.254 981	163 9.055	6.173	1.314	646	138 9,424 525	95	60	5% -	335 -34%	-25 -	-16%	1 1			1.7 1	4		11.8 1			2.1 1 3.8 1	4	4 4 4 4
Cordon Valid	ation Counts - Outbound	ASO IS I not no Board	Titteesor Road	2012 1128	data arei uk	Bassing	107003 330003	Monday	42625	Southbound	540 107 45	200	493	122	9	650 65	176	16	108		41	.07 14										16 1	1	
2b	A500	A34 Stone Road	A519 Clayton Road	2184 6035	data.gov.uk	Passing	385500 342150	Thursday	41354	Westbound	1065 266 217	1548	1228	254	193	1676 -163	-15%	-12	-4%	24 -11%	128	8% 44	1 1	*	1 I I	0.7 1	4	4 4	1.6 1	¥	× ×	3.2 1	¥.	1 1
3b 4b	A519 Clayton Road A53 Whitmore Road	Westbury Road Seabridge Lane	A500 A5182 Trentham Road	2222 2001 2295 1960	data.gov.uk data.gov.uk	Passing Passing	385140 342500 382611 343143	Friday Tuesday	42482 9	Southbound	377 100 12 191 22 5	489 218	468 204	77	33	578 -91 247 -13	-24%	-23	-23%	21 174% -1 -11%	89	18% 4.4 13% 0.9	1 1	1		2.5 1 3.0 1	1	1 1	4.4 1 0.3 1	1	1 1	3.8 1 1.9 1	1	1 1
5b	A525 Keele Road	University Drive	Keele Road	2280 1962	SCC	Turning	382323 345560	Thursday	42817	Westbound	848 335 103	1.185	1313		147							220								_				
7b	A34 Newcastle Road	Talke Road	Coalpit Hill	1575 5024	data.gov.uk	Passing	383170 352200	Friday	41054 1	Northbound	732 105 52	889	540	72	48	660 192	26%	-33	-31%	4 -8%	-229	-26% 7.6	1 1		2 Q	3.5 1	2	2 - 2	0.6 1	2	2 Z	8.2 1	÷.	2 Q
8b 9b	A50 Liverpool Road A527 Tunstall Road	Woodstock Street Bridge Street	Stonebank Road Bemersley Road	1857 5021 1830 1826	data.gov.uk data.gov.uk	Passing Passing	385000 353830 387945 355000	Wednesday Wednesday	42508 41437 1	Westbound	398 48 7 452 78 15	453 545	451 519	57 43	14	523 -53 579 -67	-13%	9 -35	19% -45%	7 95% 2 11%	70	15% 2.6 6% 3.1	1 1			1.3 1 4.5 1		1 1 1 1	2.1 1 0.4 1		1 1	3.1 1 1.4 1		× ×
105	A53 Leek New Road	Baddeley Green Lane	Nursery Avenue	1748 1750	SoTCC	ATC Passing	391082 351541	n/a	11-14/11/2013	Northbound		541				562					21	4%										0.9 1	1	1 1
11b 12b	A52 Werrington Road A520 Weston Road	Corneville Road Main Street	Clough Lane Winterfield Lane	2083 2082	SoTCC	ATC Passing ATC Passing	391609 347263 393728 344455	n/a n/a	9-12/6/2014 29/06-07/07/2015 /	Northbound		524				450					-74	-14%										3.4 1		
13b 14b	A50 A5005 Lightwood Road	A520 Weston Road Gravelly Bank	A521 Uttoxeter Road Common Lane	2093 2098 2044 2041	data.gov.uk SoTCC	Passing ATC Passing	393920 341921 392628 340512	Monday n/a	41015 28/09-01/10/2015	Eastbound Southbound	1319 362 227	1908 139	1491	304	134	1929 -172 151	-13%	-58	-16%	93 -41%	21 12	1% 4.6 9%	1 1	~		3.2 1	*	* *	6.9 1	*	* *	0.5 1 1.0 1		× ×
l							Total				5,950 1,313 772	9,239	6,636	1,124	662	9,585 685	12%	-189	-105 -3	110 -14%	346	4%	1 1			5.4 1			4.1 1			3.6 1	1	* *
15a	A34 Liverpool Road	B5500 London Road	85369 Dimsdale Parade West	1598 1596	Sky High	Passing	384062 348611	Wednesday	29/04/2015	Northbound	694 92 63	849	687	90	60	838 7	1%	-2	-2%	-3 -4%	-11	-1% 0.3	1 1	*	4 - 4 - E	0.2 1	*	× ×	0.3 1	¥	* *	0.4 1	*	¥ ¥
16a 17a	Hassam Parade B5368 Milehouse Lane	B5368 Milehouse Lane Hassam Parade	B5369 Dimsdale Parade West B5369 Alexandra Road	2183 1341 2183 1692	Sky High Sky High	Passing Passing	384761 348119 385050 347913	Wednesday Wednesday	29/04/2015 f 29/04/2015	Northbound Eastbound	261 31 10 198 25 12	302 235	230 242	23 28	6	259 31 278 -44	-22%	-8	-24%	-4 -39% -4 -37%	-43	-14% 2.0 18% 3.0	1 1	- 1		1.4 1 0.6 1		1 1	14 1		1 1	2.5 1 2.7 1		1 1
18a	A527 Brampton Road	Greenbank Road	B5369 Alexandra Road	2193 2192	Sky High	Turning	385613 347622	Wednesday	29/04/2015 1	Northbound	452 41 12	505	486	35	6	527 -34	-8%	-6	-15%	-6 -53%	22	4% 1.6	1 1	1	4	1.0 1	1	1 1	2.1 1	1	1 1	1.0 1	1	1 1
20a	AS00	AS3 Etruria Road	A527 Grange Lane	2266 1700	data.gov.uk	Passing	385174 347998	Monday	15/06/2015	Northbound	2312 391 356	3059	2314	122	232	2568 -2	0%	-269	-69% -1	-0 -52% 124 -35%	-391	-13% 0.0	1 1	2		16.8 1	*	× ×	7.2 1	*	* *	7.3 1		× ×
21a 22a	Greyhound Way A53 Cobridge Road	Pavilion Drive Pavilion Drive	ASO Waterloo Road ASO Waterloo Road	6101 1778 2075 1685	Sky High Sky High	Passing Passing	387427 348653 387574 348488	Wednesday	29/04/2015	Eastbound	366 21 4 1003 133 87	391 1223	380	16 136	9 54	405 -14	-4%	-5	-26%	5 120%	14	3% 0.7	1 1	1		1.3 1 0.3 1	1	1 1	1.9 1 1.9 1	1	1 1	0.7 1	1	1 1
23a	A50 Waterloo Road	Wayte Street	A53 Cobridge Road	1686 1685	Sky High	Passing	387718 348427	Wednesday	29/04/2015 1	Northbound	680 78 24	782	770	60	17	847 -90	-13%	-18	-24%	-7 -31%	65	8% 3.4	1 1	4	1 1	2.2 1	×.	4 4	1.6 1	×	× ×	2.3 1	*	4 4
24a 25a	A5272 Hanley Road A5009 Leek Road	Barthomley Road Barratt Gardens	Sneyd Street	1753 1732 1745 1746	Sky High SoTCC	Passing Turning	388747 349070 390718 350270	Wednesday Wednesday	29/04/2015 / 14/06/2017 /	Northbound	389 49 14 500 66 1	913 567	763 436	80 87	21 4	863 -374 527 64	-96%	31 21	63% 32%	7 47% 3 282%	-50 -40	-5% 15.6 -7% 3.0	1 1	2		3.9 1 2.4 1		1 1	1.6 1 1.8 1	1	1 1	1.7 1 1.7 1		1 1
	e contra e contra d						Total				7,119 948 594	9,122	7,544	691	421	8,656 425	εN	-257	-27% -3	173 -29%	-455	-5% 5.0	1 1			9.0 1			7.7 1			4.9 1	*	x x
15b	A34 Liverpool Road	85369 Dimsdale Parade West	85500 London Road	1596 1598	Sky High	Passing	384062 348611	Wednesday	42123	Southbound	508 58 53	619	687	89	50	826 -179	-35%	31	53%	-3 -5%	207	33%	1 1	×	* *	3.6 1	*	× ×	0.4 1	*	× ×	7.7 1	×	* *
16b 17b	Hassam Parade B5368 Milehouse Lane	85369 Dimsdale Parade West 85369 Alexandra Road	B5368 Milehouse Lane Hassam Parade	1341 2183 1692 2183	Sky High Sky High	Passing Passing	384761 348119 385050 347913	Wednesday Wednesday	29/04/2015 9	Southbound Westbound	257 23 13 228 31 7	293 266	242 292	25 23	11	279 15 319 -64	6% -28%	-8	-26%	-2 -11% -4 -51%	-14 53	-5% 0.9	1 1			0.5 1 1.5 1		* * * *	0.5 1 1.6 1		1 1	0.8 1 3-1 1		× ×
18b	A527 Brampton Road	85369 Alexandra Road	Greenbank Road	2192 2193	Sky High	Turning	385613 347622	Wednesday	29/04/2015	Southbound	493 58 18	569	406	32	8	445 87	18%	-26	-45% -	10 -55%	-123	-22% 41	1 1	1	< <	3.9 1	1	4 4	2.0 1	1	* *	5.5 1	*	× ×
205	A500	A527 Grange Lane	AS3 Etruria Road	1698 1705	data.gov.uk	Passing	385174 347998	Monday	15/06/2015	Southbound	2161 440 372	2973	2355	314	142	2811 -194	-9%	-126	-29% -3	230 -62%	-162	-5% 41	1 1	2		6.5 1	*	x x	14.3 1	×	* *	3.0 1	1	1
21b 22b	Greyhound Way AS3 Cobridge Road	A50 Waterloo Road A50 Waterloo Road	Pavilion Drive Pavilion Drive	1778 6101 1685 2075	Sky High Sky High	Passing	387427 348653 387574 348488	Wednesday Wednesday	42123 42123	Westbound	236 15 3 995 104 20	254	298 924	27	15	340 -62 1090 71	-26%	12	78%	12 406% 18 91%	-101	34% M	1 1	- 1		2.6 1 2.2 1		1 1	4.0 1 3.4 1	- 2	1 1	5.0 1 3.0 1	1	1 1
23b	A50 Waterloo Road	A53 Cobridge Road	Wayte Street	1685 1686	Sky High	Passing	387718 348427	Wednesday	42123	Southbound	577 60 19	656	548	49	9	605 29	5%	-11	-19% -	10 -53%	-51	-8% 1.2	1 1	1	4 - 4 - E	1.6 1	×.	4 4	2.7 1	×.	* *	2.0 1	*	× ×
240 25b	A5272 Hanley Road A5009 Leek Road	Sneyd Street Millrise Rod	Barthomley Road Barratt Gardens	1732 1753 1746 1745	Sky High SoTCC	Turning	388747 349070 390718 350270	Wednesday Wednesday	42123 42900 9	Southbound	588 105 34	727	C00	104	D	7/10 -7/	-15%	-1	-1%	-9 -27%	05	9% 3.1	1 1		· ·	0.1 1	*	· ·	1.7 1	· ·	· ·	23 1		
							Total				6,301 920 549	7,842	6,695	807	307	7,808 394	eX	-113	-12% -3	242 -44%	-34	0% 4.9	1 1			3.9 1		1 1	11.7 1	*	* *	0.4 1	1	× ×
East-West Sci 27a	AS27 Tunstall Western Romans	Chemical Lane	Chatterley Road	1305 1634	SeTCC	Passing	385032 351034	Tuesday	28/04/2015	Northbound	618 131 31	780	600	56	21	677 18	74	-75	-58%	30 -37%	-103	-13%	1 1	4	1 I <mark>-</mark>	7.8 1	4	× ✓	1.9 1	4	1 1	3.8 2	4	4 4
28a	A5271 Longport Road	A500	Scott Lidgett Road	1629 1609	SoTCC	Passing	385732 349427	Tuesday	29/04/2015	Northbound	967 226 58	1251	1053	166	71	1,290 -86	-9%	-60	-27%	13 23%	39	3% 2.7	1 1	4	1 1	4.3 1	*	* *	1.7 1	*	* *	1.1 1	*	× ×
29a 30a	AS3 Etruria Road B5045 Shelton New Road	A500 A500	Forge Lane Etruscan Street	1937 2257 1792 2242	SoTCC SoTCC	Passing Passing	386629 347058 386895 346336	Wednesday Thursday	30/04/2014 01/05/2014	Eastbound	1448 270 88 359 60 16	1806 435	1501 453	320 92	71 17	1,892 -53 563 -94	-4%	50	18% - 54%	1/ -19% 1 9%	86 128	5% 1.4 29% 4.7	1 1 1	1	1 1	2.9 1 3.7 1	1	1 1	1.9 1 0.4 1	1	1 1	20 1 5.7 1		* *
31a	A5006 Stoke Road	Avenue Road	Cemetery Road	2251 1385	SoTCC	Passing	387761 346317	Wednesday	03/05/2017	Northbound	577 58 1	636	349	63	11	423 228	39%	5	9%	10 982%	-213	-33% 10.6	1 1	×	x x	0.7 1	1	1 1	4.0 1	1	1 1	1.2 1	×	x x
33a	A52 Leek Road	Boughey Road	Cauldon Road	1427 2253	SoTCC	Passing	388234 345738	Wednesday	22/04/2015	Northbound	539 90 16	645	645	94	19	758 -106	-20%	4	5%	3 16%	113	17% 4.4	1 1			0.5 1	- 2	1 1	0.6 1		2 2	43 1	×	1 1
34a 35a	AS007 City Road Whieldon Road	A52 Leek Road Old Whieldon Road	Napier Street Sutherland Street	1445 1436 2235 2139	SoTCC SoTCC	Passing Passing	388514 344891 388292 344590	Wednesday Wednesday	22/04/2015 09/04/2014	Eastbound	611 107 28 81 28 3	746	538	98 27	33	669 73 155 -41	-51%	-9	-7%	5 18% 3 88%	-77 -	-10% 3.0	1 1	- 1		0.9 1		1 1	0.9 1	- 1	1 1	2.9 1 1.7 1		1 1
				1			Total				5,396 994 241	6,631	5,491	940	249	6,690 95	2%	-54	-5%	8 25	59	1% 1.3	1 1	4		1.7 1		1 1	0.5 1	1		0.7 1	~	
East-West Sci 27b	reenline - Westbound AS27 Tunstall Western Reserve	Chatterley Road	Chemical Lane.	1634 1205	SoTCC	Passing	385032 351034	Tuesday	28/04/2015	Southbound	555 144 25	724	622	99	5	726 - 67	.196	-45	-11%	20 .7**	2	0% 2*	1 1			41 1	1	× ×	5.0 1	1		0.1 1	~	<i>· ·</i>
285	A5271 Longport Road	Scott Lidgett Road	A500	1609 1629	SoTCC	Passing	385732 349427	Tuesday	29/04/2015	Southbound	910 169 54	1133	1136	150	55	1,341 -226	-25%	-19	-11%	1 2%	208	18% 7.1	1 1		x x	1.5 1	4	4 4	0.1 1	4	4 4	5.9 1	*	x x
296 305	A53 Etruria Road B5045 Shelton New Road	Forge Lane Etruscan Street	A500 A500	1808 1806 2242 1792	SoTCC SoTCC	Passing Passing	386629 347058 386895 346336	Wednesday Thursday	30/04/2014 01/05/2014	Westbound	1671 260 71 417 63 15	2002 495	1888 357	271 51	52 12	2,212 -217 420 60	-13%	-12	-19%	-19 -26% -3 -19%	-75	10% 5.1 -15% 3.1	1 1 1	1		0.7 1 1.6 1	1	1 1	2.4 1 0.8 1	1	2 2	4.6 1 3.5 1	1	1 1
31b	A5005 Stoke Road	Cemetery Road	Avenue Road	1385 2251	SoTCC	Passing	387761 346317	Wednesday	03/05/2017	Southbound	495 45 1	541	619	81	11	711 -124	-25%	36	80%	10 986%	170	31% 5.2	1 1			4.6 1	1	1 1	4.0 1	1	1 1	6.8 1	*	* *
33b	A52 Leek Road	Cauldon Road	Boughey Road	2253 1427	SoTCC	Passing	388234 345738	Wednesday	22/04/2015	Southbound	451 90 4	545	586	102	31	718 -135	-37%	12	13%	27 668%	173	32% 5.9	1 1		x x	1.2 1	2	× ×	6.4 1	2	* *	6.9 1	×	× ×
34b 35b	AS007 City Road Whieldon Road	Napier Street Sutherland Street	A52 Leek Road Old Whieldon Road	1436 1445 2139 2235	SoTCC SoTCC	Passing Passing	388514 344891 388292 344596	Wednesday Wednesday	22/04/2015 09/04/2014	Westbound	566 104 42 85 32 4	712	602 114	119 18	54 6	775 -36 138 -29	-6%	-14	44%	12 29% 2 58%	63 17	9% 1.5 14% 2.9	1 1	1		1.4 1 2.8 1	1	1 1	1.7 1	1	1 1	23 1 15 1	1	1 1
							Total				5.373 931 221	6.525	6.228	919	230	7.377 855	165	-12	-1%	9 65	852	135 11.2	1 1			0.4 1	-		0.6 1	1		10.2 1		



West of A500 Screenline - Eastbound																													
21b A34 Talke Road	A500	Millennium Way	1317 1167 data.gov.uk	Passing 383530	10 351079 Monday	22/09/2014 Southbound	544 137 60	741	838	113	53 1,0	-294	-54%	-24	-17% -7	-11%	263 36	% 11.2	1 1		* 2.1	1 .	(× 0.9	1 *	< <	× 1.9	1 *	* *
22b B5370 Porthill Bank	St. Edmund's Avenue	A500	1656 1379 Sky High	Turning 385642	12 349223 Wednesday	29/04/2015 Eastbound	620 77 33	730	681	94 4	42 81	17 -61	-10%	17	22% 9	29%	87 12	56 2.4	1 1	* *	× 1.8	1 .	4 1	× 1.5	1 *	4	✓ 3.1 :	1	× ×
23b A527 Grange Lane	A500	A527 Church Lane	1876 1875 Sky High	Turning 386009	9 348342 Wednesday	29/04/2015 Southbound	410 21 9	440	481	32	6 51	18 -71	-17%	11	51% -3	-34%	78 18	16 34	1 1	× ×	¥ 2.1	1 .		· 11	1 *		¥ 3.6	1 1	× ×
240 ASS Etruria Road	85369 Basford Park Road	A500	2258 2244 Sky High	Turning 386393	13 346939 Wednesday	29/04/2015 Eastbound	5/8 00 23	667	481	78	29 58	58 <u>9</u> 7	17%	12	19% 0	25%	-79 -1	2%	1 1		· 13	1		· 11	1 .		× 11	1 4	· · ·
250 BS045 Shelton New Koad	Haydon Street	A500	5056 1795 SOICC	Turning 386610	0 346234 Monday	23/05/2016 Eastbound	3/2 5/ 14	443	451	12	26 52	0 -59	-16%	B	26% 12	86%	89 19	/h 23	1 1	* *	× 1.9	1	· · ·	· 21	1 .	· ·	* 33	1	* *
					Total		2 524 258 139	3.021	2 012	200 1	56 3.4	167 200	15%	21	oK 17	126	436 14	14 1 1						/ 14	1 .		× 22	1 .	
					TOCAL		2,524 336 137	5,021	2,912	307 1	130 3/4	k37 388	1376	31	95 17	13%	430 14												
West of A500 Screenline - Westbound																													
21a A34 Talke Road	Millennium Way	A500	1167 1317 data.gov.uk	Passing 383530	10 351079 Monday	22/09/2014 Northbound	530 106 86	722	769	103	50 92	22 -239	-45%	-3	-3% -36	-42%	200 28	06 2.4 2	1 1		* 0.3	1 .	/ / .	× 4.4	1 .	1	✓ 7.0 :	1 *	× ×
22a B5370 Porthill Bank	A500	St. Edmund's Avenue	1379 1656 Sky High	Turning 385642	12 349223 Wednesday	29/04/2015 Westbound	719 80 27	826	705	108	21 83	35 14	2%	28	35% -6	-22%	9 1	% 0.5	1 1	* *	✓ 2.9	1 .	/ / .	12	1 *	< <	✓ 0.3 :	1 🖌	× ×
23a A527 Grange Lane	A527 Church Lane	A500	1875 1876 Sky High	Turning 386009	9 348342 Wednesday	29/04/2015 Northbound	378 33 11	422	463	31	9 50	03 -85	-23%	-2	-6% -2	-18%	81 19	/% 4.2 :	1 1	* *	 ✓ 0.3 	1 .	/ / .	 ✓ 0.6 	1 .	/ /	× 3.8	1 🖌	× ×
24a AS3 Etruria Road	A500	85369 Basford Park Road	2244 2238 Sky High	Turning 386393	H3 346939 Wednesday	29/04/2015 Westbound	826 78 27	931	944	118	22 1,0	184 -118	-14%	40	51% -5	-17%	153 16	36 4.0	1 1	* *	√ 4.1	1 .	/ / .	< 0.9	1 *	< <	✓ 4.8 :	1 *	× ×
25a B5045 Shelton New Road	A500	Haydon Street	1795 5056 SoTCC	Turning 386610	10 346234 Monday	23/05/2016 Westbound	420 60 15	495	405	58	27 49	90 15	4%	-2	-4% 12	81%	-5 -1	56 0.8	1 1	* *	✓ 0.3	1 .	4 1	✓ 2.6	1 *	/ /	✓ 0.2 :	1 🖌	* *
					Total		2,873 357 166	3,396	3,286	418 1	29 3,8	134 413	14%	61	17% -37	-22%	438 13	1% 	1 1	* *	× 3.1	1 1		✓ 3.0	1 1	x 🗸	✓ 7.3	1 *	* *
East of A50 Screenline - Eastbound	a contract of the second	6 - 1		and a second									a altí					-					1 1			1 1	1		
19a AS37 Regionald Mitchell Mitch	Chatterieu Road	ASO Mish Street	1611 1651 SUICE	Passing 383944	7 251000 Monday	42130 Northbound	750 130 25	022	541	67	12 00	77 73		-72	-51% -12	-265	-156 -11	7%		2 2					1				
26b A5271 The Boulevard	A5271 Scotia Road	65771 Victoria Bark Road	1638 1610 SoTCC	Passing 305227	17 251708 Wadneyday	42137 Earthound	465 22 2	500	472	67	10 55	17 74	-1%	20	87% 17	822%	52 10	** 0.2		2 2					-				
28b B5051 Moorland Road	A50 Wedgwood Street	Hamil Road	1664 1665 Sky High	Turning 386911	1 349842 Wednesday	42123 Eastbound	632 69 23	724	597	65	26 68	88 35	65	-4	-0% 3	14%	-36 -5	8 14	1 1	1 1	- 0.5	1	1	0.6	1	/ /	· 14	1 1	× ×
29 Nile Street	A50 Swan Square	85050 Zion Street	1672 1712 SoTCC	Passing 386989	19 349752 Wednesday	41794 Eastbound	101 21 3	125	76	18	4 9	8 25	25%	-3	-15% 1	29%	-27 -23	2% 2.6	1 1	× ×	 ✓ 0.7 	1 .		 0.5 	1 .	1 1	× 2.6	1 🖌	× ×
30 85050 Zion Street	A50 Waterloo Road	85050 Nile Street	1764 1712 SoTCC	Turning 387045	15 349583 Wednesday	42038 Eastbound	265 47 16	328	322	41	12 37	75 -57	-21%	-6	-12% -4	-24%	47 14	86 3.3	1 1	* *	× 0.9	1 .	/ / .	× 1.0	1 .	/ /	¥ 2.5 :	1 🖌	× ×
32a AS3 Elder Road	A50 Waterloo Road	Sneyd Street	1685 1684 Sky High	Turning 387607	17 348554 Wednesday	42123 Northbound	803 105 83	991	946	123	49 1,1	117 -143	-18%	18	17% -34	-41%	126 13	66 4.8	1 1	* V	✓ 1.6	1	/ / ,	✓ 4.2	1 .	/ /	✓ 3.9 :	1 🗸	× ×
					Total		3,722 492 173	4,387	3,641	429 1	44 4,2	214 -81	-2%	-63	-13% -29	-17%	-173 -4	5% 1.3	1 1	* *	✓ 2.9	1	• • •	✓ 2.3	1 4	• •	✓ 2.6 :	1 🖌	* *
East of A50 Screenline - Westbound																-											(
90 ASU High Street	Furiong Road	Roundwell Street	1631 1611 SolCC	Passing 385944	4 351660 Wednesday	42130 Southbound	527 68 8	603	376	//	14 40	b/ 151	29%		15% 6	17%	-156 -23	5% 2.1	1 1		2 11	1 .			1 .		× 5.9	1 4	X X
260 AS27 Regnard Mitchell Veay 26a AS271 The Boulevard	45271 Victoria Park Road	45271 Scotia Road	1610 1638 SoTCC	Passing 385227 Passing 386102	12 3512040 Minimary	42133 Westhound	400 39 4	443	460	65	25 55	59 .50	-17%	26	68% 21	520%	116 26	(K 33	1 1	2 2	- 11 - 37	1		55	1		1 52	1	* *
27 Jenkins Street	Hamil Road	ASO Scotia Road	6002 5025 SoTCC	Passing 386901	11 349964 Monday	41778 Westhound	186 16 2	204	212	27	7 26	6 - 26	-16%	11	68% 5	243%	42 21	1.0	1 1	4 4	× 2.3	1 .	(4)	/ 2.1	1 .	1 1	1 2.8	1 1	4 4
28a B5051 Moorland Road	Hamil Road	A50 Wedgwood Street	1665 1664 Sky High	Turning 386911	1 349842 Wednesday	42123 Westbound	391 50 14	455	250	47	24 32	21 141	36%	-3	-6% 10	68%	-134 -30	0% 7.9	1 1		* 0.5	1 .	/ / .	/ 2.2	1 .	/ /	¥ 6.8	1 *	* *
31 BS050 Pitt Street East	B5050 Nile Street	A50 Waterloo Road	1769 1765 SoTCC	Turning 387081	11 349528 Thursday	42040 Westbound	277 65 10	352	324	54	14 39	91 -47	-17%	-11	-17% 4	36%	39 11	96 2.7 :	1 1	* *	× 14	1 .		/ 1.0	1 .	1 1	× 2.0 :	1 🖌	× ×
32b A53 Elder Road	Sneyd Street	A50 Waterloo Road	1684 1685 Sky High	Turning 387607	7 348554 Wednesday	42123 Northbound	669 127 58	854	680	106	37 82	23 -11	-2%	-21	-16% -21	-37%	-31 -4	56 0.4 :	1 1	* *	× 1.9	1 .		/ 3.1	1 .	/ /	× 11 :	1 🖌	× ×
					Total		3,032 502 122	3,656	3,042	500 1	3,6	172 10	0%	-2	0% 8	6%	16 O	% 0.2	1 1	* *	 ✓ 0.1 	1 .	/ / .	 ✓ 0.7 	1 .	× 🖌	✓ 0.3 :	1 🖌	* *
Other Individual Count Locations																													
39a A500	A527 Longport Road	A527 Tunstall Western Bypass	1617 1618 TRADS	ATC Passing 385132	12 349925 n/a	2014/15 Northbound																							
396 A500	A527 Tunstall Western Bypass	A527 Longport Road	1563 1603 TRADS	ATC Passing 385044	14 350236 n/a	2014/15 Southbound																							
40a A500	A5006 Stoke Road	BS045 Shelton New Road	5086 2240 data.gov.uk	Passing 387091	1 346000 Thursday	42194 Northbound	2301 519 407	3227	2167	372 2	161 280	100 134	65	-147	-28% -146	-36%	-300 -10	0% 2.8	1 1	· ·	7.0	1 1			1 ,		* 5.5	1 4	* *
405 AS00	85045 Shelton New Road	ASU06 Stoke Hoad	ZZ56 5085 data.gov.uk	Passing 387091	1 346000 Thursday	42194 Southbound	2161 500 439	3100	2072	442 1	158 26	5/2 89		-58	-12% -281	-64%	-555 -1	/%	1 1			1 .			1 .		× 102	1 *	× ×
41a AS00 41b AS00	A34 Stone Road	ASUUS Campbell Road	2186 2233 data.gov.uk	Passing 386992 Baccing 286003	12 342977 Wednesday	42137 Eastbound	1674 312 242	2128	1760	330 1	157 220	147 -89 175 -212	-3%	18	15 -85	-35%	19 1			1 1	10			6.0				1	· · ·
47a 450	450 Victoria Place Liek	Enter Road	2072 2048 data mulik	Ratelog 200100	0 343763 Thursday	42257 Earthound	2270 457 435	2271	2470	282 2	16 20	178 -100	-156	.175	.28% .210	50%	.202 .0	× 20		2 2		1					× 52		
42b A50	Foley Road	A50 Victoria Place Link	2047 2071 data.gov.uk	Passing 390100	0 343763 Thursday	42257 Westbound	2053 390 395	2838	2026	218 2	194 253	38 27	15		-44% -101	-26%	-300 -11	15 0.6	1 1	* *	× 2.5	1 1		× 5.4	1 *		H 5.8	1 1	* V
43a A50	A5007 Uttoxeter Road	A520 Weston Road	1986 1984 data.gov.uk	Passing 392497	7 342594 Wednesday	41528 Eastbound	1650 382 320	2352	1798	299 1	41 223	38 -148	-9%	-83	-22% -179	-56%	-114 -5	% 3.6	1 1	1 1	 ✓ 4.5 	1 .	/ / .	11.8	1 *	× ×	* 2.4	1 🗸	1 1
43b A50	A520 Weston Road	A5007 Uttoxeter	2090 1985 data.gov.uk	Passing 392497	17 342594 Wednesday	41528 Westbound	1582 377 326	2285	1472	267 2	27 19	66 110	7%	-110	-29% -99	-30%	-319 -14	05 2.8	1 1	* *	× 6.1	1		* 6.0	1 .	*	× 6.9 :	1 🖌	* V
44a A34 Talke Road	Millennium Way	A500	1167 1317 data.gov.uk	Passing 383530	10 351079 Monday	41904 Northbound	530 106 86	722	769	103	50 92	22 -239	-45%	-3	-3% -36	-42%	200 28	66 2.4 :	1 1	* *	× 0.3	1 .	/ / .	× 4.4	1 *	/ /	✓ 7.0 :	1 *	* ×
44b A34 Talke Road	A500	Millennium Way	1317 1167 data.gov.uk	Passing 383530	10 351079 Monday	41904 Southbound	544 137 60	741	838	113	53 10	104 -294	-54%	-24	-17% -7	-11%	263 36	36 11.1	1 1	* *	* 2.1	1		× 0.9	1 *	< <	× 8.9 :	1 *	ж ж
45a A34 Newcastle Road	Harpfield Road	Keelings Drive	2227 2176 SoTCC	ATC Passing 386310	10 343596 n/a	23-26/09/2013 Northbound																							
45b A34 Newcastle Road	Keelings Drive	Harpfield Road	2176 2227 SoTCC	ATC Passing 386310	10 343596 n/a	23-26/09/2013 Southbound												_						_					
46a ASO Scotia Road	Chatterley Street	Williamson Street	1707 1690 Sky High	Passing 386631	11 350729 Wednesday	42123 Northbound	530 58 20	608	636	69	22 72	27 -106	-20%	11	19% 2	10%	119 20	7% 4.4	1 1		× 14	1 .		0.4	1 .		44	1 .	* *
466 ASU Scotia Road	Williamson Street	Chatterley Street	1690 1/07 Sky High	Passing 386631	1 350729 Wednesday	42123 Southbound	508 59 25	593	491	100	21 01	12 1/	35	41	70% -5	-20%	19 3	× •••	1 1		- 44 - 14	1		· 11	1 .		· · · · ·	1 4	
478 ASO Victoria Road	Magar Street	Reville Street	2130 2129 Gata.gov.uk	Passing 389199	0 345106 Friday	42545 Northbound	535 147 42	943	309	115	40 73	72 07	10%	-32	-225	1416	121 16		1 1			1			1				
49a AS2 Burkoall Road	AS2 Look Road	AS272 Divide Road	2125 2130 0008.gov.uk	Passing 303133	3 247221 Wadnesday	40090 Earthound	1125 190 19	1222	1022	130	22 11	/3 -9/ (82 02	-		-27% 14	776	-140 -11	156	1 1	2 2		1			1			1 1	
48b A52 Bucknall Road	A5272 Dividy Road	A52 Leek Road	2118 2117 data.gov.uk	Passing 389751	il 347331 Wednesday	40989 Westbound	828 157 22	1007	975	146	51 112	71 -147	-18%		-7% 29	131%	164 16	8 49	1 1	* 1	- 0.9	1	1	44	1	/ /	× 5.0	1 *	· · ·
49a A53 Leek New Road	Norton Lane	Trentfields Road	1723 1724 SoTCC	ATC Passing 390362	2 350830 n/a	24-27/6/2013 Eastbound	010 127 11																						
49b A53 Leek New Road	Trentfields Road	Norton Lane	1724 1723 SoTCC	ATC Passing 390362	i2 350830 n/a	24-27/6/2013 Westbound																							
50a A519 Clayton Road	Buckmaster Avenue	Friarswood Road	2215 1403 data.gov.uk	Passing 385171	1 344885 Monday	41386 Northbound	404 37 9	450	528	71	12 61	11 -124	-31%	34	91% 3	35%	161 36	86 5.7 :	1 1	× ×	* 4.6	1 .	/ / .	1.0	1 .	1 1	√ 7.0 :	1 ×	ж ж
50b A519 Clayton Road	Friarswood Road	Buckmaster Avenue	1403 2215 data.gov.uk	Passing 385171	1 344885 Monday	41386 Southbound	413 37 17	467	569	65	5 63	39 -156	-38%	28	75% -12	-70%	172 37	96 2.1	1 1		* 3.9	1	(× 3.6	1 *	1 1	× 7.3	1 *	× ×
51a A525 Keele Road	Cemetey Road	Orme Road	2281 1420 SCC	Turning 383142	12 345539 Thursday	42878 Eastbound																							
51b A525 Keele Road	Orme Road	Cemetery Road	1420 2281 SCC	Turning 383142	12 345539 Thursday	42878 Westbound																		_					
52a A5271 Brownhills Road	Westport Road	A5271 Williamson Street	1608 1657 Sky High	Passing 385975	15 350495 Wednesday	42123 Northbound	434 69 37	540	336	39	18 39	93 98	23%	-30	-43% -19	-52%	-147 -2	7% 5.0	1 1	* *	¥ 4.1	1 .		× 5.7	1 *		× 6.8	1 *	* *
520 A5271 Brownnills Road	A02/1 Williamson Street	Westport Road	1057 1008 Sky High	Passing 3839/3	S 300495 Wednesday	42123 Southbound	394 44 18	400	410	48	8 40	50 -10	-456		85 -10	-50%	10 2	X 0.8	1 1	· ·	v 0.5	1		2.8	1		· · · · ·	1 4	· ·
53b A5272 High Lane	Harwood Road	Hamil Road	1650 1648 Sky High	Passing 36/48/	Victoria Wednesday	42123 Southbound	502 74 24	600	454	84	25 56	63 48	105	10	185 1	35	-37 -6	8 22	1 1	1 1	× 11	1	(· ·	/ 01	1	1 1	14	1 1	1 1
54a A5272 Dividy Road	Romer Side	Templeton Avenue	2157 2165 SoTCC	ATC Passing 391600	0 345615 n/a	22-25/04/2013 Eastbourd								-															
54b A5272 Dividy Road	Templeton Avenue	Romer Side	2165 2157 SoTCC	ATC Passing 391690	0 345615 n/a	22-25/04/2013 Westbound																							
3a A500	85045 Shelton New Road	A53 Etruria Road	2240 2289 data.gov.uk	Passing 386726	16 346280 Wednesday	22/10/2014 Northbound	1983 579 281	2843	1901	280 2	24	17 82	4%	-299	-52% -45	-16%	-426 -15	5% 1.9	1 1	4 4	× 14.4	1	к ж	× 2.8	1 -	1 1	× 13	1 *	x x
3b A500	AS3 Etruria Road	BS045 Shelton New Road	2267 2256 data.gov.uk	Passing 386726	16 346280 Wednesday	22/10/2014 Southbound	2159 516 331	3006	1862	381 1	134 23	177 297	14%	-135	-26% -197	-60%	-629 -23	1% 6.6	1 1	× ×	× 6.4	1 1		* 12.0	1 ,	× ×	× 111 :	1 *	× ×
4a A500	A5006 Stoke Road	B5045 Shelton New Road	5085 2240 data.gov.uk	Passing 387091	1 346000 Thursday	09/07/2015 Northbound	2301 519 407	3227	2167	372 2	61 28	134	6N	-147	-28% -146	-36%	-427 -1	3% 2.8	1 1	· ·	7.0	1 4	к ж	× 8.0	1 3	x x	× 7.8	1 *	× ×
4b A500	B5045 Shelton New Road	A5006 Stoke Road	2256 5085 data.gov.uk	Passing 387091	1 346000 Thursday	09/07/2015 Southbound	2161 500 439	3100	2072	442 1	158 26	89	45	-58	-12% -281	-64%	-428 -14	15 1.9	1 1	1 1	2.7	1 .		163	1 ,			1 *	* *
Se AS4 Talke Road	Bradwell Lane	Parkhouse Road West	1590 1601 data.gov.uk	Passing 383756	6 350000 Thursday	25/04/2013 Northbound	748 152 33	933	833	110	61 10	40 40	-11%	-28	28	84%	80 9	7 3.0 X 4.7			2.3	1 .			1 4		1 11	1	
50 A34 Talke Road	Parkhouse Road West B5368 Lower Milehouse Lane	Bradwell Lane	2269 1590 data.gov.uk	Passing 383756	in 347872 Wadareday	23/04/2015 Southbound 22/04/2015 Northbound	752 108 38 877 156 60	87/8	257	101	49 00	12 132	14%	-55	-15K 28	15%	186 16	75 42		1 1	0.2	1		1 15	1		× 59	1	
6h A34 Livernool Road	Bombo Road	B5368 Lower Milehouse Lane	1599 2269 data gov uk	Passing 384250	i0 347872 Wednesday	22/04/2015 Southhound	757 126 55	938	709	89	29 83	35 43	55	-37	-30% -15	-79%		15		4 4		1		/ 24	1		1 14	1 1	~ ~
8a A53 Etruria Road	Festival Way	Forge Lane	2259 2260 data.rov.uk	Passing 386083	13 347327 Wednesday	08/07/2015 Westbound	1668 205 86	1959	1704	202	42 19	48 -36	-2%	-1	-2% -44	-52%	-11 -1	S 0.9	1 1	1 1	× 0.2	1 .	1 1	/ 5.6	1		× 0.3	1 🗸	× ×
8b A53 Etruria Road	Forge Lane	Festival Way	2319 2258 data.gov.uk	Passing 386983	3 347327 Wednesday	08/07/2015 Eastbound	1469 183 89	1741	1479	230	72 17	180 -10	-1%	47	25% -17	-19%	39 Z	% 0.2	1 1	× ×	× 3.2	1 .	/ / .	/ 1.9	1 .	1 1	× 0.9	1 🗸	1 1
10a A50 Wedgwood Street	Market Place	Federation Road	5025 1660 SoTCC	Passing 386864	4 350000 Wednesday	21/05/2014 Northbound	508 56 9	573	554	56	20 63	30 -46	-9%	0	0% 11	120%	57 10	/% 2.0	1 1	1 1	 ✓ 0.0 	1 .	/ / .	· 2.8	1 .	1 1	× 2.3	1 🗸	× ×
10b A50 Wedgwood Street	Federation Road	Market Place	1660 5025 SoTCC	Passing 386864	i4 350000 Wednesday	21/05/2014 Southbound	438 63 22	523	503	78	22 60	02 -65	-15%	15	23% 0	-1%	79 15	8 3.0	1 1	* *	× 1.7	1 .	(v 0.1	1 .	1 1	× 3.3	1 🗸	× ×
11a ASO Waterloo Road	85050 Zion Street	Nile Street	1764 1672 data.gov.uk	Passing 387000	0 349678 Tuesday	09/09/2014 Northbound	518 51 12	581	436	37	14 48	87 82	16%	-14	-27% 2	17%	-94 -10	6% 3.8 :	1 1	* *	× 2.1	1 .	× .	0.6	1 .	· ·	41 :	1 🖌	× ×
11b ASO Waterloo Road	Nile Street	85050 Zion Street	1672 1764 data.gov.uk	Passing 387000	0 349678 Tuesday	09/09/2014 Southbound	378 46 6	430	340	28	12 38	80 38	10%	-18	-39% 6	96%	-50 -13	2% 2.0	1 1		3.0	1 .		1.9	1 .		2.5	1	× ×
124 ASU Waterloo Road	Stonor Street	B5050 Pitt Street West	1081 1/05 SoTCC	Turning 387081	1 349528 Thursday	05/02/2015 Northbound	566 73 7	646	600	58	21 68	su -34	-6%	-15	-2076 14	205%	34 5	» 14	1		1.1	1 .		34	1 .		13	1 1	
120 ASO Waterioo Road	asoso pitt street West	Stonor Street	1705 1081 SoTCC	Turning 387081	12 347500 Thursday	28/01/2015 Southbound	*32 65 6 733 105 ff	523	452	44	14 50	12 2	100	-71	100	131%	-14 -3	N 0.0	1	2 2	2.9	1 .							1 1
13b AS0 Potteries Way	Hunthach Street	ASODR Rusinall New Road	1340 1355 50700	Turning 388583	13 347509 Thursday	28/01/2016 Northbound	808 116 14	938	996	110	31 92	45 .189	.23%	1	26 17	110%	207 23	61	1 1			1	(· ·	/ 15	1	1 1	1 64	1 .	
14a A50 Potteries Way	Botteslow Street	A5008 Bucknall New Road	1354 1355 Solice	Turning 388583	3 347609 Thursday	28/01/2016 Northbound	682 110 5	797	715	83	27 82	25 -33	-5%	-27	-24% 22	434%	28 4	8 12	1 1	× - 2	× 37	1	(· ·	/ 55	1	/ *	1.0	1 1	× ×
14b AS0 Potteries Way	A5008 Bucknall New Road	Botteslow Street	1355 1354 SoTCC	Turning 388583	13 347609 Thursday	28/01/2016 Southbound	835 113 14	962	689	91	25 80	06 146	17%	-22	-19% 11	79%	-156 -16	6% 5.3	1 1	* *	× 2.1	1 .	1 4 .	2.5	1 .	1 1	× 5.2	1 ×	× ×
15a A50 Potteries Way	Botteslow Street	ASO Lichfield Street	1354 2005 SoTCC	Turning 388446	16 347226 Wednesday	27/01/2016 Westbound	773 128 16	917	833	115	32 98	80 -60	-8%	-13	-10% 16	100%	63 7	% 2.1	1 1	4 4	× 12	1 .		/ 1.1	1 .	1 1	× 2.1	1 🖌	1 V
15b A50 Potteries Way	A50 Lichfield Street	Botteslow Street	2005 1354 SoTCC	Turning 388446	6 347226 Wednesday	27/01/2016 Eastbound	660 90 14	764	619	65	12 69	96 41	6N	-25	-28% -2	-17%	-68 -9	% 1.6	1 1	* *	× 2.9	1 .	/ / .	· 0.7	1 .	1 1	× 2.5	1 🖌	1 1
33a ASO Lichfield Street	Regent Road	ASO Potteries Way	1358 2007 SoTCC	Turning 388526	16 347148 Monday	25/01/2016 Northbound	502 89 17	608	505	65	11 58	81 -3	-1%	-24	-27% -6	-38%	-27 -4	% 0.1	1 1	* *	× 2.8	1 .	1 1 1	/ 1.7	1 .	1 1	× 11 :	1 🗸	× ×
33b A50 Lichfield Street	A50 Potteries Way	Regent Road	2007 1358 SoTCC	Turning 388526	16 347148 Monday	25/01/2016 Southbound	511 67 12	590	662	86	21 76	99 -151	-30%	19	29% 9	74%	179 30	% 6.2 :	1 1		* 2.2	1 .	4 1	22	1 *	1	✓ 6.9 :	1 *	× ×
34a ASO Lichfield Street	Hampton Street	Regent Road	2063 1358 SoTCC	Turning 388526	16 347148 Monday	25/01/2016 Northbound	457 86 16	559	560	74	22 65	56 -103	-23%	-12	-14% 6	38%	97 17	% 4.6	1 1	* *	1.4	1 .		14	1 .	(()	3.9	1 🗸	× ×
34b ASO Lichfield Street	Regent Road	Hampton Street	1358 2063 SoTCC	Turning 388526	16 347148 Monday	25/01/2016 Southbound	479 71 11	561	531	71	18 62	20 -52	-11%	0	0% 7	66%	59 11	36 2.3	1 1	· ·	0.0	1 .		1.9	1 -		24 1	1 1	× ×
3Da A5271 Scotia Road	Woodland Street	A5271 The Boulevard	1053 1638 SoTCC	Passing 386147	17 351212 Thursday	21/05/2015 Northbound	730 60 9	799	615	61	28 70	P4 115	16%	1	2A 19	213%	-95 -11	27a 4.5	1		0.2	1 .		44	1 .		3.5	1 1	· · ·
300 A5271 Scotta Road	AS2/1 The Boulevard	Woodland Street	1038 1053 SoTCC	Passing 386147	16 347226 Wadnesday	22/05/2015 Southbound 22/01/2016 Westforward	724 95 9	828	081	123	17 82	43 68 332	455		17	187%	-268		1		2.6	1 1		4.0	1 .		01	1 *	
20b A5008 Potteries Way	Retherda Street	ASO Lichfield Street	1369 1768 Solice	Turning 388440	16 347226 Wednesday	27/01/2016 Eastbound	366 61 11	440	330	27	9 35	57 44	125	-16	-58% -2	-19%	-83 -10	9% 2.4	1 1	1 1	× 54	1	× .	/ 0.7	1	1 1	4 41	1	× ×
Autore Potteries Way	DEMEMA JUEEL	nov comient preet	1746 30100	1911mg 388440	ATTEN WEARENDRY	any day and a case ound			544	U	30		104	- 14		1000	-19												
																		Pass		3 3	3 Pass		3 8	8 Pass	1	2 6	2 Pass	6	6 6
																		A construction of the second sec											
																		Screenline		10 10	10 Screen	ine 1	0 10 1	10 Screenline	3	10 10	10 Screenline	10	10 10



PM peak hour

Cordon V	alidation Counts - Inbound																		PM												
Ref. No.	Road	A-Junction	8-Junction	A-Node B-Node Source of Traffic Count	Type of Grid Reference Manual Classified Easting Nor Count	a Day of Count Dat	te of Count Direction	Observed Car LGV HGV	d PM Peak-Hour (17- 1800hrs)	Car	Model Flow	HOV	fotal Difference	ar X Diff	LGV Difference % Diff	Difference	% Diff Differen	Total	GEH Count	Car Count DMR	Diff test GEH-S	MRB OR GEH-S GEH	Count DMR	.GV	MRB OR GEH <s geh<="" th=""><th>Count DMR</th><th>HGV 8 Diff test GEH<5</th><th>DMRB OR GEH<s q<="" th=""><th>EH Count DM</th><th>Total RB Diff test GEH<</th><th>DMRB OR GEH-(S</th></s></th></s>	Count DMR	HGV 8 Diff test GEH<5	DMRB OR GEH <s q<="" th=""><th>EH Count DM</th><th>Total RB Diff test GEH<</th><th>DMRB OR GEH-(S</th></s>	EH Count DM	Total RB Diff test GEH<	DMRB OR GEH-(S
1a 2a 3a 4a 5a 6a	A34 Stone Road A500 A519 Clayton Road A53 Whitmore Road A525 Keele Road A500	Tittensor Road A519 Clayton Road A500 A5182 Trentham Road Keele Road Alsager Road	AS035 Longton Road A34 Stone Road Westbury Road Seabridge Lane University Drive A34 Talke Road	1178 2012 data.gov.uk 6035 1999 data.gov.uk 2001 2222 data.gov.uk 1960 2295 data.gov.uk 1962 2280 SCC 1299 1549 data.gov.uk	Passing 387082 333 Passing 385500 343 Passing 385140 344 Passing 382611 344 Turning 38233 344 Passing 382105 355	993 Monday 150 Thursday 500 Friday 143 Tuesday 560 Thursday 890 Tuesday	42625 Northbound 41354 Eastbound 42482 Northbound 41898 Northbound 42817 Eastbound 4103 Eastbound	895 130 31 1506 274 119 708 78 9 258 79 1 400 37 5 1621 305 143	1056 1899 795 298 442 2069	1064 1525 772 242 442 1718	131 221 71 40 49 316	43 1156 11 136 11 9 18 241 12	1,237 169 1,902 -19 855 -64 290 16 509 -42 2,224 -97	19% -1% -5% 6% -11% -6%	1 0% -53 -19% -7 -10% 1 3% 12 32% 11 4%	12 37 4 8 13 98	38% 181 31% 3 45% 60 760% -8 262% 67 68% 205	17% 0% 8% -3% 15% 10%	5.4 1 0.5 1 2.3 1 1.0 1 2.1 1 2.4 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		× 0.0 ✓ 3.3 ✓ 0.9 ✓ 0.2 ✓ 1.8 ✓ 0.6	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		· 1.9 · 3.2 · 1.3 · 3.5 · 3.8 · 7.1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	****		4 1 1 1 1 1 5 1 61 1 14 1		*****
7a 8a 9a 10a 11a 12a 12a	AJ4 Newcastle Road ASO Liverpool Road AS27 Tunstall Road AS3 Leek New Road AS2 Werrington Road AS20 Weston Road AS0	Coalpit Hill Stonebank Road Bennersley Road Nursery Avenue Clough Lane Winterfield Lane	Talke Road Woodstock Street Bridge Street Baddeley Green Lane Corneville Road Main Street &STO Weston Road	5024 1575 data.gov.uk 5021 1857 data.gov.uk 1826 1830 data.gov.uk 1950 1748 SoTCC 1954 2338 SoTCC 2082 2083 SoTCC	Passing 383170 35 Passing 385000 353 Passing 387945 355 ATC Passing 391082 353 ATC Passing 391609 344 ATC Passing 393228 344 Passing 2922020 344	200 Friday 836 Wednesday 000 Wednesday 541 n/a 11:- 261 n/a 9:- 455 n/a 29/06 921 Moorbar 20:0	41054 Southbound 42508 Eastbound 41437 Southbound 14/11/2013 Southbound 12/6/2014 Westbound 6-07/07/2015 Southbound 41015 Westbound	677 94 22 475 68 3 503 101 2 2115 222 180	793 545 606 625 685 621 2567	803 482 583	88 54 92	40 10 11 222	931 -126 546 -7 686 -80 607 632 768 2782 -166	-19% -1% -16%	-6 -0% -14 -20% -9 -9%	18 7 9	82% 138 234% 0 429% 80 -53 147 0 230	17% 0% 13% -3% -8% 24% 0%	4.6 1 0.3 1 3.4 1	1		✓ 0.6 ✓ 1.7 ✓ 0.9	1		✓ 3.3 ✓ 2.7 ✓ 3.4	1 1 1			7 1 0 1 1 1 8 1 1 1 1 1 6 1		***
14a	A5005 Lightwood Road	Common Lane	Gravelly Bank	2041 2044 SoTCC	ATC Passing 392628 340	512 n/a 28/01	9-01/10/2015 Northbound	2115 272 100	270	2204	2/0	21	230		· ·	3/	-40	-15%								1			5 1	· ·	~
Cordon V	alidation Counts - Outbound				Te	tal		9,158 1,398 515	13,273	9,914	1,538	777 1	4,265 756	85	-60 -65	262	51% 992	7%	1	1		* 1.6	1	* *	¥ 10.3	1		*	1		
1b 2b 3b 4b 5b 6b 7b 8b 9b 10b 11b 12b 13b	A14 Stone Road A500 A519 Clayton Road A539 Winnow Road A528 Keele Road A500 Keele Road A500 Keele Road A501 Leek New Road A531 Leek New Road A524 Winston Road A520 Weston Road A50	ASD35 Longton Road A34 Stone Road Westbury Road Seakingle Lane Liniversity Drive A34 Table Road Table Road Woodhrock Street Bridge Street Bridge Street Consule Road Main Street A320 Weston Road	Tittensor Read A191 Cluyton Road A500 A5182 Trentham Road Keele Road Alager Road Coulipit Hill Storehank Road Bemensity Road Namer Johnson Clogh Lane Winterfield Lane A321 Uttosetre Road	2012 1178 data govuk 2184 6015 data govuk 2225 1960 data govuk 2280 1962 SCC 2280 1962 SCC 1975 S224 data govuk 1975 S224 data govuk 1975 S244 data govuk 1975 S242 data govuk 1975 S244 data govuk 1980 1856 data govuk 1980 1856 data govuk 238 1954 SoTCC 238 1954 SoTCC 2080 2082 SoTCC	Passing 307082 337 Passing 335500 345 Passing 335500 344 Passing 335500 344 Passing 332261 344 Turning 382215 355 Passing 383170 355 Passing 383170 355 Passing 387040 357 Passing 311600 351 ATC Passing 391203 341 ATC Passing 393223 342	993 Monday 150 Thursday 500 Friday 501 Thursday 560 Thursday 560 Thursday 580 Taenday 200 Friday 306 Wednesday 001 Nida 002 Wednesday 003 Nida 004 Nida 005 Nida 006 Nidanday	42625 Southbound 42834 Westbound 42482 Southbound 42487 Southbound 42887 Southbound 4287 Westbound 41034 Westbound 42054 Northbound 42054 Northbound 4257 Northbound 4257 Northbound 4216/2014 Eatbound 4241/2013 Northbound 4216/2014 Eatbound 42050 Westbound	1125 94 30 1494 182 124 515 30 6 300 25 6 60 41 6 1619 121 111 842 75 22 633 87 4 723 98 5 2503 364 132	1249 1800 551 736 1922 939 744 836 785 904 603 2999	1171 1658 801 535 769 2070 981 657 823 2698	104 166 65 35 47 166 152 85 90 285	41 115 1 8 2 100 205 2 52 7 17 195 1	L116 -46 L539 -164 873 -286 572 -175 825 -80 L184 -139 749 -4 930 -90 730 840 1,177 -1195	-45 -115 -555 -455 -128 -128 -128 -13 -128 -128 -128	10 10% -15 -9% 35 115% 10 41% 6 14% -26 -13% -27 103% -3 -8% -3 -8% -77 0 -779 0	11 -8 -2 -4 -4 -30 -3 -3 -12 	37% 67 -7% 139 34% 322 -69% 181 62% 89 84% 519 135% 245 81% 5 -35% -64 -355 -64 123 0 178	5% 8% 58% 46% 12% 22% 26% 1% 11% -7% -7% 20% 9%	1.4 1 41 1 1.1 1 8.5 1 1.5 1 1.5 1 4.5 1 6.2 1 3.2 1 1.1 1.1			✓ 1.0 ✓ 1.2 × 5.3 ✓ 0.9 ✓ 0.2 ✓ 0.2 ✓ 0.2 ✓ 0.2 ✓ 0.2 ✓ 0.2 ✓ 0.2 ✓ 0.4			· 1.8 · 0.8 · 0.8 · 2.1 · 1.3 · 7.5 · 4.9	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			1 1	***********	********
14b	AS005 Lightwood Road	Gravelly Bank	Common Lane	2044 2041 SoTCC	ATC Passing 392628 340	512 n/a 28/09	9-01/10/2015 Southbound	10,533 1,188 446	231 14,690	12,162	1,194	651 1	252 6,555 1,629	15%	6 1%	205	46% 1,865	9% 5 13%	15.3 1	1		* 0.2	1		× 8.3	1			3 1	* *	*
North-So 15a 16a 17a 18a 19a 20a 21a 22a 23a 24a 24a	uth Screenline - Korthbound Alt Liverpool Road Bis366 Milchouze Lane AS27 Brampton Road Bis309 Backord Park Road AS00 Greiphoum Way AS3 Cobridge Road AS00 Varcino Road AS0 Varcino Road AS272 Hanley Road AS272 Hanley Road	85500 London Road 85168 Milehouse Lane Greenbank Road Downing Arensue A31 Entrain Road Pavilion Drive Pavilion Drive Wayts Street Barthomley Road Bastonley Road	85300 Dimodale Parade West B5309 Dimodale Parade West B5309 Alexandra Road A527 Brangta Road A527 Grangt Iam A50 Waterioo Road A53 Waterioo Road A53 Waterioo Road Sneyd Street	1598 1596 Sky High 2183 1341 Sky High 2183 1692 Sky High 2184 2523 Sky High 2182 2524 Sky High 2184 2525 Sky High 2185 2526 1570 data gav.uk 6101 1778 Sky High 1065 Sky High 1665 Sky High 1064 1665 Sky High 1754	Passing 384062 344 Passing 384781 344 Passing 385650 344 Furning 385650 344 Passing 385613 344 Passing 385513 344 Passing 385737 344 Passing 387747 344 Passing 387774 344 Passing 388747 369 Tuning 388747 369 Tuning 390718 300	611 Wedvesday 23 119 Wedvesday 23 92 Wedvesday 25 92 Wedvesday 25 92 Wedvesday 25 93 Monday 15 956 Monday 15 958 Monday 25 948 Wedvesday 25 947 Wedvesday 25 970 Wedvesday 25 970 Wedvesday 25	N04/2015 Northbound N04/2015 Esthound N04/2015 Esthound N04/2015 Northbound N06/2015 Northbound N06/2015 Northbound N04/2015 Esthound N04/2015 Northbound N04/2015 Northbound N04/2015 Northbound	1147 85 23 546 54 5 414 20 4 513 30 3 3414 392 154 602 31 1 995 104 20 878 64 9 956 86 12 566 81 3	1255 605 438 566 844 119 951 1054 670	1269 454 294 463 3553 540 1142 761 854 541	101 64 28 28 21 21 21 21 21 21 21 35 163 48 48 76 69	42 2 19 4 3 5 272 4 1 222 2 14 9 8	1,413 -122 516 92 325 120 694 70 482 -7 (J037 -119 557 62 127 -147 822 117 999 102 611 44	-11% 17% 28% 13% -25 -3% 10% -15% 13% 13%	15 1955 -10 -1956 -2 -755 -11 -3355 -180 -4656 -15 -5158 59 5755 -15 -2056 -16 -2158 -10 -226 -30 -3468	19 14 0 2 118 0 2 5 5 -3	84% 158 272% -89 -9% -113 -15% -72 77% 57 -115% -77 105% 208 50% -129 -26% -115 50% -129 -26% -155	12% -15% -26% -13% 0% 1% -12% 19% -14% -11%	3.5 1 4.1 1 6.4 1 3.1 1 2.6 1 2.4 1 4.1 1 3.3 1 4.1 1 3.4 1			· 1.7 · 1.5 × 1.7 · 0.4 · 2.1 · 10.4 · 3.3 · 5.1 · 2.2 · 1.2 · 1.4			✓ 3.4 ✓ 4.0 ✓ 0.2 ✓ 0.3 ✓ 1.1 × 8.1 ✓ 0.1 ✓ 0.4 ✓ 1.4 ✓ 1.4 ✓ 1.4				1 1 3 1 4 1 1 1 1 1 1 1 2 1 3 1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1	> > × > > > > > > > > > > > > > > > > >	> > * > > > > * > > > > > > > > > > >
2.00	PORT LEEK HORY	Darrant Oardena		110 110 2000	Terming Source Source	tel	10012027 Honolado	10,538 981 237	11,756	10,326	799	398 1	1,522 -212	-25	-182 -19%	161	68% -234	-2%	2.1 1	1		× 6.1	1		* 9.0	1			2 1	1 1	
North-So 15b 16b 17b 18b 19b 20b 21b 22b 22b 22b 22b 22b 22b 22b 22b 22	uth Screenline - Southbound AH Liverpool Road Hassam Parade BS368 Milehouse Lane A527 Rempton Road B3309 Busford Park Road A5000 Greyhound Way A3 Cobing Road A500 Waterioo Road A5029 Leek Road	B5800 Dimidale Parade West B5300 Dimidale Parade West B5300 Alexandra Road B5300 Alexandra Road A527 Grange Lane A500 Waterico Road A500 Waterico Road A500 Waterico Road A500 Cartige Road Singd Street Millrise Rod	85500 London Road 85368 Mikhouse Lane Hassam Parade Greenbank Road Downing Avenue A33 Envira Road Pavilion Drive Pavilion Drive Pavilion Drive Wayte Street Barthonley Road Barratt Gardens	1566 1568 Sky Nigh 1441 2383 Sky Nigh 1602 2383 Sky Nigh 2102 2383 Sky Nigh 2102 2383 Sky Nigh 2102 2382 Sky Nigh 2106 1757 6401 Sky Nigh 1485 2075 Sky Nigh 1465 Sky Nigh 1485 2055 Sky Nigh 1465 Sky Nigh 1445 2173 153 Sky Nigh 1472 1734 1734 1745 Sky Nigh	Passing 384062 344 Passing 384761 344 Passing 385050 347 Turning 385613 344 Passing 387613 344 Passing 387613 344 Passing 387472 348 Passing 387273 344 Passing 387273 348 Passing 388747 368 Turning 390728 325	611 Wednesday 119 Wednesday 213 Wednesday 22 Wednesday 232 Wednesday 243 Wednesday 252 Wednesday 253 Wednesday 264 Wednesday 270 Wednesday 270 Wednesday 270 Wednesday	42123 Southbound N04/2015 Southbound N04/2015 Southbound N04/2015 Southbound N04/2015 Southbound N04/2015 Southbound N04/2015 Southbound 42123 Southbound 42123 Southbound 42123 Southbound 42123 Southbound 42124 Southbound 42120 Southbound	798 85 29 355 32 1 398 32 6 411 27 2 357 25 4 2732 346 174 288 13 1 1203 105 27 581 52 7 703 87 7	012 388 436 386 3252 302 1315 640 797 501	744 249 299 413 306 3266 245 773 574 680	82 24 29 29 29 29 29 237 8 111 48 66	17 12 4 2 4 280 3 21 5 9	843 54 285 206 312 99 445 -2 329 51 322 534 255 43 924 430 627 7 776 21 478 -2	7% 30% 25% -1% 14% -20% 15% 25% 15% 25%	-3 -45 -8 -245 -1 -305 2 25 -4 -205 -5 -425 -6 -205 -2 2 -3 -265	-12 11 -2 0 0 106 2 -2 -2 2	-40% -69 1104% -103 -38% -104 16% 5 2% -57 51% 530 152% -47 -23% -411 33% -411 -23	-8% -26% -24% -15% -15% -16% -16% -25% -5% -5%	2.0 1 6.1 1 6.1 1 0.1 1 2.5 1 2.6 1 1.7 1 0.3 1 0.5 1			 ✓ 0.3 × 1.4 ✓ 0.6 ✓ 0.4 ✓ 1.4 × 6.4 ✓ 1.7 × 2.4 ✓ 0.6 ✓ 2.4 		****	√ 2.4 √ 4.3 √ 1.0 √ 0.2 √ 0.2 √ 1.1 √ 1.1 √ 1.5 √ 0.8 √ 0.8				1 6 1 2 1 3 1 3 1 3 1 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	• • • • • • • • • • • • • • • • • • •	> * * * * * * * * * * * * * * * * * * *
					Te	tal		7,826 804 258	9,389	7,550	671	357 5	3,057 -276	-65	-133 -17%	99	38% -332	-4%	M 1	1	/ /	 ✓ 4.9 	1		× 5.7	1	• •	* 5	5 1	1 1	1
27a 28a 29a 30a 31a 32a 33a 34a 35a	f Screenine – Eastbound AS27 Tunstill Western Rogans AS27 Longsort Road AS3 Envira Road BS045 Shelton New Road AS06 Stoke Road AS06 Stoke Road AS02 Leek Road AS02 City Road Whieldon Road	Chemical Lane A500 A500 Avenue Road Avenue Road Boughry Road A520 Lek Road Old Whieldon Road	Chatterley Road Scott Lidgett Road Forge Lane Etruscan Street Cemetery Road Wellesley Street Cauldon Road Napier Street Sutherland Street	1305 1634 SoTCC 1629 1609 SoTCC 1937 2257 SoTCC 1792 2242 SoTCC 2251 1385 SoTCC 2252 1385 SoTCC 247 2253 SoTCC 1445 1436 SoTCC 2215 2139 SoTCC	Passing 385032 355 Passing 385732 344 Passing 386629 34 Passing 386655 344 Passing 38761 344 Passing 388245 344 Passing 388245 344 Passing 388244 344 Passing 388244 344 Passing 388242 344 Passing 388292 344	038 Tuenday 28 427 Tuenday 28 426 Tuenday 38 038 Thurnday 00 317 Wednesday 01 266 Monday 38 738 Wednesday 22 981 Wednesday 22 595 Wednesday 00	8/04/2015 Northbound 9/04/2015 Northbound 0/04/2014 Eastbound 1/05/2014 Eastbound 0/05/2014 Eastbound 0/05/2014 Northbound 0/05/2015 Northbound 0/05/2015 Northbound 0/04/2015 Eastbound 0/04/2015 Eastbound 0/04/2015 Eastbound 0/04/2015 Eastbound	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	1604 1315 1886 764 652 257 731 928 161	1227 1077 1850 683 508 297 601 719 146	157 195 267 62 61 13 65 88 20	26 2 43 3 33 2 9 2 4 5 20 2 2	1,409 153 1,315 45 2,150 -192 753 0 571 104 314 -56 671 56 827 127 168 0	11% 4% -12% 0% 17% -23% 8% 15% 0%	-50 -24% 311 19% 69 35% -7 -11% 21 52% -3 -11% 12 15% 7 51% 7 51%	9 14 3 -3 2 2 5 5 14 0	52% -195 49% 0 11% 264 -25% -11 23329% -80 102% 57 52892% -60 239% -101 12% 7	-12% 0% 14% -1% -1% 22% -8% -8% -11% 5%	42 1 1.4 1 4.6 1 0.0 1 4.4 1 3.4 1 2.2 1 4.5 1 0.0 1	1 1 1 1 1 1 1 1 1		- 3.7 - 2.3 - 4.5 - 0.9 - 2.9 - 0.3 - 1.1 - 1.3 - 1.4	1 1 1 1 1 1 1 1 1	· · · · · · · · · · · · · · · · · · ·	· 1.9 · 2.4 · 0.6 · 0.2 · 1.2 · 3.3 · 4.0 · 0.2	1 1 1 1 1 1 1 1 1			0 1 0 1 3 1 4 1 5 1 4 1 1 1 4 1 1 1 1 1 1 1 1 1 1 1	· · · · · · · · · · · · · · · · · · ·	* * * * * * * *
					Te	tai		7,345 855 98	8,298	7,108	926	138 8	-237	-35	71 8%	40	41% -119	-1%	2.8 1	1	1 1	¥ 2.4	1	* *	√ 3.7	1	x 🖌	1	3 1	1 1	1
27b 28b 29b 30b 31b 32b 33b 34b 35b	t Screenine - Westbound AS27 Tunstal Western Ropass AS271 Longoot Road ESO45 Seleton New Road AS306 Stoke Road College Road AS32 Leek Road AS307 City Road Whieldon Road	Chatterley Road Scott Lidgett Road Forge Lane Etrucas Street Cenetery Road Welleikey Street Cauldon Road Napier Street Sutherland Street	Chemical Lane ASDO ASDO Avenue Road Avenue Road Botoghey Road Old Whieldon Road	1634 1305 Sercc 1609 1629 Sercc 1808 1806 Sercc 242 192 Sercc 1387 2251 Sercc 1387 2252 Sercc 2233 1427 Sercc 1446 1445 Sercc 2139 2235 Sercc	Passing 385012 355 Passing 385772 346 Passing 386629 34 Passing 386875 344 Passing 387761 344 Passing 388255 344 Passing 388254 345 Passing 388254 345 Passing 388252 324 Passing 388252 344	038 Tuenday 28 427 Tuenday 25 058 Wednesday 36 336 Thursday 01 317 Wednesday 01 266 Monday 32 738 Wednesday 22 891 Wednesday 22 956 Wednesday 02	N04/2015 Southbound N04/2015 Southbound N04/2014 Westhound N05/2017 Southbound N05/2017 Southbound N05/2017 Southbound N05/2017 Southbound Z04/2015 Southbound Z04/2015 Southbound Z04/2015 Westhound Z04/2015 Westhound	932 123 17 1093 140 11 2436 164 31 848 57 19 593 31 1 274 12 0 543 45 4 802 71 10 130 19 1	1072 1244 2631 924 625 286 592 883 150	833 1129 2274 683 640 303 655 798 185	107 167 284 92 36 18 52 98 28	18 :: 18 :: 34 : 11 : 3 : 10 : 17 : 2 :	998 99 1,313 -36 1,593 162 786 165 679 -47 3124 -29 717 -1122 913 4 215 -55	11% -3% 7% 19% -8% -11% -22% 1% -42%	-146 -13% 27 19% 120 73% 35 61% 5 15% 6 52% 7 16% 27 38% 9 45%	1 7 3 -8 2 3 6 7 7 1	3% -114 63% 69 11% -38 -40% -138 192% 54 28252% 38 155% 125 71% 30 74% 65	-11% 6% -1% -15% 9% 13% 21% 3% 43%	1.1 1 1.1 1 1.3 1 6.0 1 1.5 1 1.7 1 4.6 1 0.1 1 4.4 1			- 1.5 - 2.2 - 8.8 - 0.8 - 1.4 - 1.0 - 2.9 - 1.8			√ 0.1 ✓ 1.8 × 0.6 ✓ 2.0 ✓ 1.4 ✓ 2.4 ✓ 2.3 ✓ 1.9 ✓ 0.6	1 1 1 1 1 1 1 1 1			1 9 1 7 1 2 3 48	******	* * * * * * * *
					Т	tal		7.651 662 94	8,407	7,500	881	113 /	-151	-7%	219 335	19	20% 90	1%	17 1	1	/ /	1 7.9	1		* 1.9	1	* 1	1	1	1 1	1



| 21b A34 Talke Road

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | |
 | | | | | | | | |
 | | |

---|---|---
--
--
--

--
--
--
--
--
---|---|--
--
--
---|---|---

--|-----|--------|---------------------------------------|--|---------------------------------------|---------------------------------------|---|-------
--|---------------------------------|---------|
|

 | A500 | Millennium Way | 1317 1167 data.gov.uk

 | Passing 3835
 | i30 351079 Monday
 | 22/09/2014 Southbound

 | 732 135 33
 | 900 | 874 | 139 4
 | 7 1,060
 | -142 -19 | i 4 3%
 | 24 | 42% 160 | 18% 5.0
 | 1 1 | * | * * | 0.3 1 | × , | * * | 2.2 1 | * * | √ 5.1
 | 1 * | * * |
| 22b 85370 Porthill Bank

 | St. Edmund's Avenue | A500 | 1656 1379 Sky High

 | Turning 3856
 | 42 349223 Wednesday
 | 29/04/2015 Eastbound

 | 966 76 15
 | 1057 | 795 | 104 10
 | 6 916
 | 171 18 | 28 379
 | 1 | 9% -141 | -13% 5.8
 | 1 1 | * | * * | 3.0 1 | · · | × × | 0.3 1 | × × | ¥ 4.5
 | 1 | × × |
| 23b A527 Grange Lane

 | A500 | A527 Church Lane | 1876 1875 Sky High

 | Turning 3860
 | 09 348342 Wednesday
 | 29/04/2015 Southbound

 | 483 33 3
 | 519 | 469 | 28 4
 | 501
 | 14 35 | -5 -17
 | 1 | 46% -18 | -3% 0.6
 | 1 1 | | · · | 1.0 1 | · · · | | 0.7 1 | · · · | V 0.8
 | 1 1 | × * |
| 240 AD3 Etruria Hoad

 | B3309 Bastord Park Koad | A500 | 2238 2244 Sky High
5056 1205 SetCC

 | Turning 3803
 | 193 340939 Wednesday
 | 23/04/2015 Eastbound

 | 008 43 Z
 | 613 | 958 | 20 6
 | 0 091
 | 47 .43 | 08 157
 | 18 | 92376 78 | 15% 0.4
 | 1 1 | | | 1.1 | | : : - | 3.5 1 | | V 3.0
 | 1 4 | |
| 200 BOU45 Shelton New Road

 | Haydon Street | A300 | 5056 1795 SOLCC

 | Turning 3800.
 | 510 346234 Micholay
 | 23/05/2016 Eastbound

 | 011 31 1
 | 200 | 808 | /9 0
 | 992
 | -47 -00 | 40 124
 | 2 | 403% 290 | 4376
 | 1 1 | | | 6.4 1 | | | 1 | |
 | A . | |
|

 | | |

 |
 | Total
 |

 | 3 560 318 54
 | 9 741 | 9 555 | 460 6
 | 4 100
 | .5 (0) | 142 453
 | 40 | 74% 369 | 1000 0.1
 | | 1 | 1 1 | | | | 44 1 | |
 | | |
|

 | | |

 |
 |
 |

 |
 | 9,144 | 4,000 |
 |
 | |
 | - | | 2011
 | | | | | | | | |
 | | |
| West of A500 Screenline - Westbound

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
| 21a A34 Talke Road

 | Millennium Way | A500 | 1167 1317 data.gov.uk

 | Passing 3835
 | 30 351079 Monday
 | 22/09/2014 Northbound

 | 1186 121 40
 | 1347 | 1151 | 138 6
 | 8 1,356
 | 35 39 | 17 149
 | 28 | 69% 9 | 1% 1.0
 | 1 1 | 4 | × × | 1.5 1 | × . | * * | 3.8 1 | * * | ✓ 0.2
 | 1 🖌 | × × |
| 22a B5370 Porthill Bank

 | A500 | St. Edmund's Avenue | 1379 1656 Sky High

 | Turning 3856
 | i42 349223 Wednesday
 | 29/04/2015 Westbound

 | 1258 128 20
 | 1406 | 928 | 109 1
 | 5 1,053
 | 330 26 | -19 -15
 | -4 | -20% -353 | -25% 10.0
 | 1 1 | × | х х | 1.7 1 | × . | 1 1 | 0.9 1 | 1 1 | √ 10.1
 | 1 × | ж ж |
| 23a A527 Grange Lane

 | A527 Church Lane | A500 | 1875 1876 Sky High

 | Turning 3860
 | 09 348342 Wednesday
 | 29/04/2015 Northbound

 | 703 39 4
 | 746 | 595 | 28 5
 | 628
 | 108 151 | -11 -29
 | 1 | 13% -118 | -16% 4.2
 | 1 1 | | × × | 2.0 1 | × . | 4 4 | 0.3 1 | * * | ✓ 4.5
 | 1 * | 4 4 |
| 24a A53 Etruria Road

 | A500 | B5369 Basford Park Road | 2244 2238 Sky High

 | Turning 3863
 | 193 346939 Wednesday
 | 29/04/2015 Westbound

 | 1035 70 10
 | 1115 | 970 | 166 4
 | 7 1,183
 | 65 65 | 96 137
 | 37 | 373% 68 | 6% 2.1
 | 1 1 | * | × × | 8.8 1 | × 1 | * * | 7.0 1 | ✓ × | ✓ 2.0
 | 1 🗸 | × × |
| 25a B5045 Shelton New Road

 | A500 | Haydon Street | 1795 5056 SoTCC

 | Turning 3866
 | 610 346234 Monday
 | 23/05/2016 Westbound

 | 652 51 3
 | 706 | 744 | 86 7
 | 837
 | -92 -14 | 35 691
 | 4 | 147% 131 | 19% 3.5
 | 1 1 | * | × × | 4.3 1 | × . | * * | 1.9 1 | × × | √ 4.7
 | 1 × | × × |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
|

 | | |

 |
 | Total
 |

 | 4,834 409 77
 | 5,320 | 4,387 | 527 14
 | 3 5,057
 | -447 -91 | 118 299
 | 66 | 86% -263 | -5% 6.6
 | 1 1 | | | 5.5 1 | | | 6.3 1 | | × 3.6
 | 1 | * * |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
| East of ASU Screenine - Eastbound

 | Reventual Streat | Furlings Road | 1611 1631 5-700

 | Barries 3950
 | Madaasday
 | A1130 Northburgd

 | 806 101 3
 | 000 | 7/5 |
 | 936
 | 60 YB | .10 .10
 | | 16.98 |
 | | 1 | 1 1 | 10 1 | | | 10 1 | 1 1 | 1 24
 | 1 1 | 1 1 |
| 9a ASU High Street

 | Chatterieu Road | ASO Link Street | 1011 1031 SOICC

 | Passing 2952
 | 144 351000 Wednesday
 | 42130 Northbound

 | 805 101 3
 | 909 | 140 | 83 8
 | 1 1678
 | - 24 - 25 | -18 -18
 | 31 | 153% -73 | -8% 2.2
 | 1 1 | | | 1.9 1 | - 2 - 3 | | 51 1 | | × 25
 | 1 | |
| 26b A5271 The Boulevard

 | A5271 Scotia Road | A5271 Victoria Park Road | 1638 1610 SeTCC

 | Passing 3861
 | 102 351298 Wednesday
 | 42137 Fastbound

 | 731 58 0
 | 789 | 633 | 55 1
 | 5 203
 | 44 12 | -3 -53
 | 15 | 1487155 -86 | -115 17
 | 1 1 | 4 | 1 1 | 0.4 1 | · · | · · | 54 1 | × * | · 11
 | 1 1 | · · · |
| 28b B5051 Moorland Road

 | A50 Wedgwood Street | Hamil Road | 1664 1665 Sky High

 | Turning 3869
 | 11 349842 Wednesday
 | 42123 Eastbound

 | 763 56 6
 | 825 | 879 | 55 6
 | 940
 | -116 -15 | 1 19
 | 0 | -2% 115 | 14% 4.1
 | 1 1 | | × × | 0.1 1 | × . | × × - | 0.0 1 | * * | × 1.9
 | 1 1 | × × |
| 29 Nile Street

 | A50 Swan Square | 85050 Zion Street | 1672 1712 SoTCC

 | Passing 3869
 | 189 349752 Wednesday
 | 41794 Eastbound

 | 106 11 0
 | 117 | 92 | 7 1
 | 100
 | 14 13 | -4 -38
 | 1 | 13428% -17 | -14% 1.4
 | 1 1 | * | * * | 1.4 1 | × , | 1 1 | 1.6 1 | × × | ✓ 1.6
 | 1 🗸 | × × |
| 30 B5050 Zion Street

 | A50 Waterloo Road | 85050 Nile Street | 1764 1712 SoTCC

 | Turning 3870
 | M5 349583 Wednesday
 | 42038 Eastbound

 | 329 41 4
 | 374 | 309 | 36 6
 | 351
 | 20 65 | -5 -12
 | 2 | 53% -23 | -6% 1.1
 | 1 1 | * | × × | 0.8 1 | × • | × × | 0.9 1 | * * | ✓ 1.2
 | 1 🗸 | × × |
| 32a A53 Elder Road

 | ASO Waterloo Road | Sneyd Street | 1685 1684 Sky High

 | Turning 3876
 | 07 348554 Wednesday
 | 42123 Northbound

 | 938 98 21
 | 1057 | 1244 | 157 2
 | 2 1,423
 | -306 -33 | 59 605
 | 1 | 6% 366 | 35%
 | 1 1 | * | * * | 5.2 1 | × . | * * | 0.3 1 | * * | ✓ 10.4
 | 1 × | * * |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
|

 | | |

 |
 | Total
 |

 | 5,098 544 41
 | 5,683 | 5,363 | 583 7
 | 0 6,032
 | 205 55 | 39 7%
 | 29 | 71% 349 | 0% 3.7
 | 1 1 | | * * | 1.6 1 | | * * | 3.9 1 | | ¥ 4.6
 | 1 * | |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
| 9b ASD High Street

 | Furloge Road | Roundwall Streat | 1631 1611 50700

 | Passing pace.
 | 44 351660 Wardnesday
 | 42130 Southboard

 | 548 57 3
 | 607 | 403 | 54 6
 | 453
 | 145 347 | .3
 | 3 | 147% | -24% 4.3
 | 1 1 | × | x x | 0.4 1 | 4 | 4 4 | 1.6 1 | 1 1 | × 53
 | 1 * | x x |
| 18b A527 Reginald Mitchell Way

 | A50 High Street | Chatterley Road | 1569 1634 data avv uk

 | Passing 3852
 | 127 352000 Monday
 | 42135 Northhound

 | 919 111 9
 | 1039 | 994 | 130 2
 | 1 1.145
 | -75 | 19 175
 | 12 | 134% 105 | 10% 2.4
 | 1 1 | 4 | × × | 1.7 1 | × . | 1 1 | 3.1 1 | × × | × 12
 | 1 | × × |
| 26a A5271 The Boulevard

 | A5271 Victoria Park Road | A5271 Scotia Road | 1610 1638 SoTCC

 | Passing 3861
 | 102 351298 Wednesday
 | 42137 Westbound

 | 458 35 1
 | 494 | 479 | 54 6
 | 539
 | -21 -49 | 19 555
 | 5 | 532% 45 | 9% 0.9
 | 1 1 | 4 | 1 1 | 2.9 1 | × . | 1 1 | 2.8 1 | 4 4 | × 2.0
 | 1 🖌 | × × |
| 27 Jenkins Street

 | Hamil Road | A50 Scotia Road | 6002 5025 SoTCC

 | Passing 3869
 | 101 349964 Monday
 | 41778 Westbound

 | 154 23 1
 | 178 | 162 | 24 2
 | 188
 | -8 -53 | 1 48
 | 1 | 149% 10 | 6% 0.6
 | 1 1 | * | 4 4 | 0.2 1 | × . | 1 1 | 1.1 1 | * * | ¥ 0.8
 | 1 🖌 | × × |
| 28a 85051 Moorland Road

 | Hamil Road | A50 Wedgwood Street | 1665 1664 Sky High

 | Turning 3869
 | V11 349842 Wednesday
 | 42123 Westbound

 | 373 39 5
 | 417 | 293 | 40 é
 | 339
 | 80 225 | 1 3%
 | 1 | 21% -78 | -19% 4.4
 | 1 1 | * | × × | 0.2 1 | × , | 1 1 E | 0.5 1 | × × | ✓ 4.0
 | 1 🖌 | × × |
| 31 B5050 Pitt Street East

 | B5050 Nile Street | A50 Waterloo Road | 1769 1765 SoTCC

 | Turning 3870
 | 181 349528 Thursday
 | 42040 Westbound

 | 315 51 4
 | 370 | 331 | 34 4
 | 369
 | -16 -58 | -17 -33
 | 0 | 7% -1 | 0% 0.9
 | 1 1 | 4 | 4 4 | 2.6 1 | × • | 1 I I | 0.1 1 | * * | ✓ 0.0
 | 1 🖌 | × × |
| 32b A53 Elder Road

 | Sneyd Street | ASO Waterloo Road | 1684 1685 Sky High

 | Turning 3876
 | 07 348554 Wednesday
 | 42123 Northbound

 | 794 71 26
 | 891 | 658 | 114 10
 | 6 789
 | 136 17 | 43 601
 | -10 | -37% -102 | -11% 5.0
 | 1 1 | | | 4.5 1 | × , | * * | 2.1 1 | * * | ✓ 3.5
 | 1 🗸 | × × |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | _ | | | | | | | |
 | | |
|

 | | |

 |
 | Total
 |

 | 3,561 387 48
 | 3,996 | 3,319 | 450 6
 | 2 3,831
 | -242 -79 | 63 165
 | 34 | 28% -165 | -4% 4.1
 | 1 1 | | | 3.1 1 | | × × | 1.8 1 | · · · | ✓ 2.6
 | 1 🗸 | × × |
| Other Inductional County Locations

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
| 39a ASOD

 | 4527 Longnort Road | 4527 Tunstall Western Runner | 1617 1618 78400

 | ATC Passing 3451
 | 12 349925 p/s
 | 2014/15 Northburg

 |
 | 3382 | |
 | 3604
 | |
 | | | | | | | | |
 | | | | | | | | |
 | 1 | 1 1 |
| 29h A500

 | AS27 Tuprtall Wartern Buparr | 4527 Lossport Road | 1563 1603 TRADS

 | ATC Parried 2050
 | M4 250225 0/2
 | 2014/15 Southbound

 |
 | 2872 | |
 | 2217
 | |
 | | |
 | | | | | | | | | 6.7
 | 1 1 | |
| 40a A500

 | A5005 Stoke Road | B5045 Shelton New Road | 5086 2240 data.gov.uk

 | Passing 3870
 | 91 346000 Thursday
 | 42194 Northbound

 | 3129 409 180
 | 3718 | 3172 | 389 28
 | 0 3842
 | -43 -13 | -20 -53
 | 100 | 56% 92 | 2% 0.8
 | 1 1 | 1 | × × | 1.0 1 | × . | 1 1 | 6.6 1 | | H 2.0
 | 1 🗸 | × × |
| 40b A500

 | B5045 Shelton New Road | A5006 Stoke Road | 2256 5085 data.gov.uk

 | Passing 3870
 | 91 346000 Thursday
 | 42194 Southbound

 | 3194 365 191
 | 3750 | 3102 | 386 26
 | 1 3748
 | 92 35 | 21 65
 | 70 | 36% 30 | 1% 1.6
 | 1 1 | 4 | × × | 1.1 1 | × . | 1 1 I | 4.6 1 | * * | √ 0.0
 | 1 🖌 | × × |
| 41a A500

 | A34 Stone Road | A5006 Campbell Road | 2186 2233 data.gov.uk

 | Passing 3869
 | 192 342977 Wednesday
 | 42137 Eastbound

 | 2868 270 134
 | 3272 | 2328 | 312 8
 | 5 2725
 | 540 195 | 42 163
 | -49 | -37% -547 | -17%
 | 1 1 | | | 2.5 1 | × . | 1 1 | 4.7 1 | × × | √ 10.0
 | 1 * | × × |
| 41b A500

 | A5006 Campbell Road | A34 Stone Road | 2189 2185 data.gov.uk

 | Passing 3869
 | 192 342977 Wednesday
 | 42137 Westbound

 | 2230 327 111
 | 2668 | 2891 | 264 8.
 | 2 3237
 | -661 -30 | 63 -19
 | -29 | -26% 569 | 21%
 | 1 1 | | * * | 3.7 1 | × , | * * | 2.9 1 | * * | ✓ 10.5
 | 1 * | * * |
| 42a A50

 | A50 Victoria Place Link | Foley Road | 2072 2048 data.gov.uk

 | Passing 3901
 | 100 343763 Thursday
 | 42257 Eastbound

 | 3752 378 225
 | 4355 | 3939 | 244 24
 | 3 4425
 | -187 -53 | -134 -36
 | 18 | 8% 70 | 2% 3.0
 | 1 1 | × | * * | 7.6 1 | | * * | 1.2 1 | × × | × 1.1
 | 1 | × × |
| 42b A50

 | Foley Road | A50 Victoria Place Link | 2047 2071 data.gov.uk

 | Passing 3901
 | 100 343763 Thursday
 | 42257 Westbound

 | 2743 326 233
 | 3306 | 2463 | 190 27
 | 2 2925
 | 280 10 | -136 -42
 | 35 | 15% -381 | -12% 5.5
 | 1 1 | × . | * * | 8.5 1 | | | 2.2 1 | * * | ✓ 6.8
 | 1 1 | * * |
| 43a A50

 | A5007 Uttoxeter Road | A520 Weston Road | 1986 1984 data.gov.uk

 | Passing 3924
 | 197 342594 Wednesday
 | 41528 Eastbound

 | 2632 349 120
 | 3107 | 3018 | 236 20
 | 6 3461
 | -386 -15 |
 | 80 | 60% 354 | 11%
 | 1 1 | | * * | 6.6 1 | | * * | 6.2 1 | × * | v 6.2
 | 1 4 | * * |
| 430 AS0

 | AS20 Weston Road | ASOO7 Uttoxeter | 2090 1985 data.gov.uk

 | Passing 3924
 | 197 342594 Wednesday
 | 41528 Westbound

 | 2470 384 100
 | 3019 | 2190 | 254 24
 | 2 2092
 | 2/6 11 | -130 -340
 | 77 | 47% -327 | -11% 5.7
 | 1 1 | | | 7.3 1 | | | 5.4 1 | · · | v 61
 | 1 2 | |
| 44b A34 Talke Road

 | A500 | Millernium Way | 1317 1167 data gov.uk

 | Passing 3835
 | 30 351079 Monday
 | 41904 Southbound

 | 732 135 33
 | 900 | 874 | 130 0
 | 7 1060
 | .142 .19 | 4 10
 | 14 | 42% 160 | 18% 5.0
 | 1 1 | | | 0.3 1 | | | 22 1 | | · • • • • • • • • • • • • • • • • • • •
 | 1 * | |
| 45a A34 Newcastle Road

 | Harpfield Road | Keelings Drive | 2227 2176 SoTCC

 | ATC Passing 3863
 | 10 343596 n/a
 | 23-26/09/2013 Northbound

 | 104 100 00
 | 883 | 014 |
 | 727
 | |
 | | -156 | -18%
 | | | | | | | | | 5.5
 | 1 × | * * |
| 45b A34 Newcastle Road

 | Keelings Drive | Harpfield Road | 2176 2227 SoTCC

 | ATC Passing 3863
 | 110 343596 n/a
 | 23-26/09/2013 Southbound

 |
 | 653 | |
 | 892
 | |
 | | 239 | 37%
 | | | | | | | | | 8.6
 | x (| х х |
| 46a AS0 Scotia Road

 | Chatterley Street | Williamson Street | 1707 1690 Sky High

 | Passing 3866
 | 31 350729 Wednesday
 | 42123 Northbound

 | 653 49 7
 | 709 | 622 | 62 8
 | 692
 | 31 5% | 13 265
 | 1 | 14% -17 | -2% 1.2
 | 1 1 | × | * * | 1.7 1 | × , | * * - | 0.4 1 | * * | ✓ 0.6
 | 1 🖌 | × × |
| 46b A50 Scotia Road

 | Williamson Street | Chatterley Street | 1690 1707 Sky High

 | Passing 3866
 | 31. 350729 Wednesday
 | 42123 Southbound

 | 566 40 7
 | 613 | 478 | 46 4
 | 528
 | 88 15 | 6 143
 | -3 | -41% -85 | -14% 3.8
 | 1 1 | * | 1 1 | 0.9 1 | × . | * * | 1.2 1 | * * | √ 3.6
 | 1 🖌 | × × |
| 47a A50 Victoria Road

 | Beville Street | Manor Street | 2130 2129 data.gov.uk

 | Passing 3891
 | 199 345106 Friday
 | 42545 Northbound

 | 469 50 18
 | 537 | 571 | 83 1
 | 1 665
 | -102 -22 | 33 665
 | -7 | -38% 128 | 24% 4.5
 | 1 1 | | × × | 4.0 1 | × • | 4 4 E | 1.8 1 | × × | ✓ 5.2
 | 1 * | |
| 47b A50 Victoria Road

 | Manor Street | Beville Street | 2129 2130 data.gov.uk

 | Passing 3891
 | 199 345106 Friday
 | 42545 Southbound

 | 730 95 2
 | 827 | 1034 | 89 1
 | 3 1136
 | -304 -42 | 6 -6 -79
 | | 527% 309 | 37%
 | 1 1 | * | * * | 0.6 1 | × . | × × | 3.9 1 | * * | ✓ 9.9
 | 1 × | * * |
| 48a A52 Bucknall Road

 | A52 Leek Road | A5272 Dividy Road |

 |
 | 1C4 347224 Wednesday
 |

 | the second se
 | 1704 | 1507 | 126 1
 | 5 1648
 | 46 24 | -20 -14
 | 9 | 156% -56 | -3% 1.2
 | 1 1 | × | * * | 1.7 1 | · · · | ~ ~ | | |
 | 1 1 | ~ ~ |
| 480 A52 Buckhall Road

 | | ACD Loop Door A | 2117 2118 data.gov.uk

 | Passing 3897
 | SI SYSSI Wednesday
 | 40989 Eastbound

 | 1552 146 6
 | 1000 | 0.02 |
 |
 | |
 | | | | | | | | |
 | | | - | | | 1 1 | 2.9 1 | × × |
 | | - / |
| 40a AS2 Leek New Road

 | A5272 Dividy Road | A52 Leek Road | 2117 2118 data.gov.uk
2118 2117 data.gov.uk
1733 1724 SaTCC

 | Passing 3897
Passing 3897
ATC Passing 3002
 | 151 347331 Wednesday
152 360830 a/a
 | 40989 Eastbound
40989 Westbound
26.326/2012 Eastbound

 | 1552 146 6
1174 118 3
 | 1295 | 983 | 114 2
 | 3 1120
 | 191 167 | -4 -39
 | 20 | 08376 -1/5 | -13% 5.8
 | 1 1 | | | 0.3 1 | × . | < < - | 2.9 1
5.6 1 | 1 | × 5.0
 | 1 | * * |
| 49a AS3 Leek New Road

 | A5272 Dividy Road
Norton Lane
Treetfields Road | AS2 Leek Road
Trentfields Road | 2117 2118 data.gov.uk
2118 2117 data.gov.uk
1723 1724 SoTCC
1224 1723 SoTCC

 | Passing 3897
Passing 3897
ATC Passing 3903
ATC Passing 3903
 | 51 347331 Wednesday 151 347331 Wednesday 162 350830 n/a
 | 40989 Eastbound
40989 Westbound
24-27/6/2013 Eastbound
24-32/6/2013 Wastbound

 | 1552 146 6
1174 118 3
 | 1295
728
536 | 983 | 114 2
 | 3 1120
710
 | 191 167 | -4 -39
 | 20 | -1/5
-18 | -13% 5.8
-2%
 | 1 1 | | | 0.3 1 | · · | · · · | 2.9 1
5.6 1 | ÷ • | × 5.0
0.7
 | 1 4 | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A519 Clayton Road

 | A5272 Dividy Road
Norton Lane
Trentfields Road
Backmaster Avenue | A52 Leek Road
Trentfields Road
Norton Lane
Friarswood Road | 2117 2118 data.gov.uk
2118 2117 data.gov.uk
1723 1724 SoTCC
1724 1723 SoTCC
2215 1403 data.gov.uk

 | Passing 3897
Passing 3897
ATC Passing 3903
ATC Passing 3903
Passing 3851
 | July July Wednesday 151 347331 Wednesday 162 350830 n/a 162 350830 n/a 171 344885 Monday
 | 40989 Eastbound
40989 Westbound
24-27/6/2013 Eastbound
24-27/6/2013 Westbound
41386 Northbound

 | 1552 146 6
1174 118 3
 | 1295
728
526
646 | 983 | 79 6
 | 3 1120
710
599
 | -101 -17 | -4 -39
 | 3 | 06376 -1/5
-18
73
11156 123 | -13% 5.8
-2%
14%
19% 4.0
 | 1 1 | | | 0.3 1 | | · · · | 2.9 1
5.6 1 | | × 5.0
0.7
3.1
× 4.5
 | | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A519 Clayton Road 50b A519 Clayton Road

 | AS272 Dividy Road
Norton Lane
Trentfields Road
Buckmaster Avenue
Frianswood Road | AS2 Leek Road
TrentSelds Road
Norton Lane
Friarswood Road
Buckmaster Avenue | 2117 2118 dets.gov.uk 2118 2117 deta.gov.uk 1723 1724 SoTCC 1724 1723 SoTCC 2215 1403 deta.gov.uk 1403 2215 deta.gov.uk

 | Passing 3897
Passing 3897
ATC Passing 3903
ATC Passing 3903
Passing 3851
Passing 3851
 | JH JH Wednesday 162 350830 n/a 162 350830 n/a 171 344885 Monday 771 344885 Monday
 | 40989 Eastbound
40989 Westbound
24-27/6/2013 Eastbound
24-27/6/2013 Westbound
41386 Northbound
41386 Southbound

 | 1552 146 6
1174 118 3
583 60 3
840 56 7
 | 1295
728
526
646
903 | 983
684
1006 | 114 2
79 6
80 5
 | 3 1120
710
599
5 769
5 1091
 | -101 -17
-166 -20 | 4 -4 -31
19 315
24 435
 | 3 | 083% -1/3
-18
73
111% 123
-24% 188 | -13% 5.8
-2%
14%
19% 4.0
21% 5.5
 | 1 1 | x
x | · · | 0.3 1
2.2 1
2.9 1 | · · · | | 2.9 1
5.6 1
1.5 1
0.7 1 | : : | ✓ 5.0
0.7
3.1
✓ 4.6
✓ 6.0
 | | * * * * |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A519 Clayton Road 50b A519 Clayton Road 51a A525 Keele Road

 | AS272 Dividy Road
Norton Lane
Trentfields Road
Buckmaster Avenue
Frianswood Road
Cemetey Road | AS2 Leek Road
Trentfields Road
Norton Lane
Friarswood Road
Buckmaster Avenue
Orme Road | 2117 2118 data.gov.uk 2118 2117 data.gov.uk 1172 1724 SoTCC 1724 1723 SoTCC 2215 1403 data.gov.uk 1403 2215 data.gov.uk 2281 1420 SCC

 | Passing 3897
Passing 3897
ATC Passing 3903
ATC Passing 3903
Passing 3851
Passing 3851
Turning 3831
 | January Westmessary 151 347331 Westmessary 162 350830 n/a 162 350830 n/a 162 350830 n/a 171 344885 Monday 171 344855 Monday 171 34485 Monday
 | 40989 Eastbound
40989 Westbound
24-27/6/2013 Eastbound
24-27/6/2013 Westbound
41385 Northbound
41386
Southbound
42878 Eastbound
 | 1552 146 6
1174 118 3
583 60 3
840 56 7
557 41 6
 | 1295
728
526
646
903
604 | 983
684
1006
383 | 114 2
79 6
80 5
61 11
 | 3 1120
710
599
5 769
5 1091
5 459
 | -101 -17
-106 -20
174 311 | 4 -4 -31
19 313
24 433
20 499
 | 3 -2 -9 | 683% -1/3
-18
73
111% 123
-24% 188
148% -145 | -13% 5.4
-2%
14%
19% 4.0
21% 5.5
-24% 5.0
 | | : | · · · | 0.3 1
2.2 1
2.9 1
2.8 1 | | | 2.9 1
5.6 1
1.5 1
0.7 1
2.8 1 | | · 5.0
0.7
8.1
· 4.6
· 6.0
· 6.3
 | 1 ×
1 ×
1 ×
1 ×
1 × | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A519 Clayton Road 50b A519 Clayton Road 50b A519 Clayton Road 51a A525 Keele Road 51b A525 Keele Road

 | AS272 Dividy Road
Norton Lane
Trentfields Road
Buckmaster Avenue
Friarswood Road
Cemetry Road
Orme Road | AS2 Leek Road
Trentfields Road
Norton Lane
Friarswood Road
Buckmaster Avenue
Orme Road
Cemetery Road | 2117 2138 data gov.uk 2118 2117 data gov.uk 1723 1724 SoTCC 1724 1723 SoTCC 2215 1403 data gov.uk 1403 2215 data gov.uk 2241 1420 SCC 1420 SCC SCC

 | Passing 3897 Passing 3897 ATC Passing 3903 ATC Passing 3903 Passing 3851 Passing 3851 Turning 3831 Turning 3831
 | 31 247.331 Wednesday 51 347.331 Wednesday 62 3508.30 n/e 62 3508.30 n/e 71 344.885 Monday 71 344.885 Monday 71 344.885 Monday 4/2 345539 Thursday
 | 40989 Eastbound
40989 Westbound
24-27/6/2013 Eastbound
41385 Northbound
41385 Southbound
42878 Eastbound
42878
Westbound
 | 1552 146 6
1174 118 3
583 60 3
840 56 3
557 41 6
438 17 2
 | 1295
728
526
646
903
604
457 | 983
684
1006
383
391 | 114 2
79 6
80 5
61 11
27 11
 | 3 1120
710
599
5 769
5 1091
5 459
1 429
 | -101 -17
-106 -27
174 311
47 113 | 4 -4 -39
4 -29 313
4 24 433
4 20 499
5 30 573
 | 3
-2
-9
-9 | 6833% -173 73 73 1113% 123 -24% 188 148% -145 470% -28 | -13% 5.8
-2%
14%
19% 4.0
21% 5.5
-24% 4.0
-6% 2.3
 | | : | · · | 0.3 1
2.2 1
2.9 1
2.8 1
2.1 1 | | | 2.9 1
5.6 1
1
1.5 1
0.7 1
2.8 1
3.6 1 | | · 5.0 0.7 5.1 · 4.6 · 6.0 · 6.3 · 1.4
 | 1 ×
1 ×
1 ×
1 ×
1 × | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A519 Clayton Road 50b A519 Clayton Road 51a A525 Keele Road 51b A525 Keele Road 52a A5271 Brownhilts Road

 | AS222 Dividy Road
Norton Lane
Trentfields Road
Buckmaster Avenue
Friarswood Road
Cemetery Road
Orme Road
Westport Road | AS2 Leek Road
Trentfields Road
Norton Lane
Friarswood Road
Buckmaster Avenue
Orme Road
Cemetery Road
AS271 Williamson Street | 2117 2138 data gov.uk 2118 2117 data gov.uk 1723 1217 data gov.uk 1724 1724 SoTCC 1215 1403 data gov.uk 1401 2215 data gov.uk 2281 1400 SCC 1402 281 SCC 1408 557 Sky High

 | Passing 3897
Passing 3897
ATC Passing 3993
ATC Passing 3903
Passing 3851
Passing 3851
Turning 3831-
Turning 3831-
Passing 3859
 | July Jerr, SSI Wednesday 51 3473331 Wednesday No 62 350830 n/# No 62 350830 n/# No 71 344885 Monday No 71 344885 Monday No 7142 345539 Thursday No 775 350495 Wednesday No
 | 40989 Eastbourd
40989 Westbourd
24-27/6/2013 Eastbourd
41386 Northbourd
41386 Southbourd
42878 Eastbourd
42878
Westbourd
42123 Northbourd
 | 1552 146 6
1174 118 3
583 60 3
840 56 7
557 41 6
438 17 2
543 55 31
 | 1295
728
526
646
903
664
457
629 | 983
684
1006
383
391
453 | 79 6
80 5
61 11
27 11
81 10
 | 3 1120
710
599
5 769
5 1091
5 459
1 429
6 550
 | -101 -17
-166 -20
174 311
47 111
90 16 | 19 315
24 433
20 499
20 577
26 473
 | 3
-2
9
-15 | 083% -125
-18
73
1115 123
-24% 188
148% -145
470% -28
-49% -79 | -13% 5.8
-2% 14%
19% 4.0
21% 5.5
-24% 6.0
-6% 2.3
 | | | | 0.3 1
2.2 1
2.9 1
2.8 1
2.1 1
3.1 1 | | | 2.9 1
5.6 1
1.5 1
0.7 1
2.8 1
3.6 1
3.1 1 | | · 5.0 0.7 5.1 · 4.6 · 6.3 · 1.4 · 1.2
 | | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A519 Clayton Road 50b A519 Clayton Road 51a A525 Keele Road 51a A527 Keele Road 52a A5271 Brownhills Road 52b A5271 Brownhills Road

 | AS272 Dividy Road
Norton Lane
Trentfields Road
Buckmaster Avenue
Friarswood Road
Cemetey Road
Orme Road
Westport Road
AS271 Williamson Street | AS2 Leek Road
Trentfields Road
Norton Lane
Friarswood Road
Buckmaster Avenue
Orme Road
Cemetery Road
AS221 Williamson Street
Westport Road | 2117 2118 data.gov.uk 2118 2118 data.gov.uk 1218 2118 2117 1218 2118 data.gov.uk 1273 1274 SoTCC 2215 1403 data.gov.uk 2215 1403 data.gov.uk 2281 140 SoTCC 1404 2281 SoTC 1608 1657 Sie Wigh 1557 1508 Sie Wigh

 | Passing 3897 Passing 3897 ATC Passing 3903 ATC Passing 3903 Passing 3851 Passing 3851 Turning 3831 Passing 3831 Passing 3835
 | Jail PH 351 Weednessay 552 347331 Weednessay 562 350830 n/a 162 350830 n/a 162 350830 n/a 171 344885 Monday 171 344885 Monday 42 345539 Thursday 172 344885 Weednessday 173 344885 Monday 42 345539 Thursday 175 350495 Weednessday 175 350495 Weednessday
 | 40989 Eathound 40989 Weithound 24-27/6/2013 Eathound 24-27/6/2013
Eathound 41386 Northbound 41386 Southbound 42878 Eathound 42878 Weithound 42878 Weithound 42278 Southbound 42223 Northbound
 | 1552 146 6
1174 118 3
583 60 3
840 56 7
557 41 6
438 17 2
543 55 31
407 35 9
757 45 15
 | 1295
728
526
646
903
604
457
629
451 | 983
684
1006
383
391
453
384 | 114 2
79 6
80 5
61 11
27 11
81 11
40 4
 | 3 1120
710
599
5 769
5 459
1 429
5 550
5 459
 | -101 -17
-166 -20
174 311
47 111
90 166
23 65 | 1 -4 -3
19 313
24 433
20 493
10 573
26 477
5 149
 | 3
-2
9
-15
-5 | 08.3% -1.1/3
-18
-73
-24% 188
148% -145
470% -28
-49% -79
-51% -22 | -13% 5.8
-2% 19% 4.0
21% 5.5
-24% 6.0
-6% 2.3
-13% 4.0
-5% 1.1
 | | | | 0.3 1
2.2 1
2.9 1
2.1 1
3.1 1
0.8 1 | | | 2.9 1
5.6 1
1.5 1
0.7 1
2.8 1
3.6 1
3.1 1
1.8 1 | ***** | - 5.0 - <t< td=""><td></td><td></td></t<>
 | | |
| 49a AS3.Leek New Road 49b AS3.Leek New Road 50a AS10 Cayton Road 50b AS10 Cayton Road 51a AS25 Keele Road 51b AS25 Keele Road 52b AS271 BrownBits Road 53a AS272 High Lang 53b AS272 High Lang

 | A5272 Dividy Road
NotTo Lane
Trentfields Road
Backmaster Avenue
Friarswood Road
Cemetry Road
Ome Road
Westport Road
A5271 Williamson Street
Hamil Road
Heavord Road | AS2 Leek Road
Trentieds Road
Norton Lane
Friarswood Road
Buckmaster Avenue
Ome Road
Cemetry Road
AS271 Williamson Street
Westport Road
Harywood Road | 2117 2138 data.gov.uk 2118 2118 cata.gov.uk 1218 1214 str.cc 1274 1274 SoTCC 1275 1403 data.gov.uk 1403 2216 data.gov.uk 1403 225 data.gov.uk 1403 2261 data.gov.uk 1281 SCC 1608 1687 1587 1508 Say Wigh 1648 1650 Say Wigh 1648

 | Passing 3897 Passing 3897 ATC Passing 3903 ATC Passing 3903 ATC Passing 3807 Passing 3851 Passing 3851 Turning 3831 Turning 3831 Passing 3859 Passing 3859 Passing 3859 Passing 3859 Passing 3859
 | 24 PM 201, Wednesday 51 M7331 Wednesday 52 36330 n/a 52 350830 n/a 52 350830 n/a 72 344885 Monday 72 344885 Monday 42 345393 Thursday 775 350495 Wednesday 775 350495 Wednesday 827 351013 Wednesday 827 351013 Wednesday
 | 40989 Eathound
40989 Westhound
2+2-7/k/2013 Eathound
2+27/k/2013 Westhound
41386 Northbourd
41386 Southbourd
42878
Eathound
42878 Westhound
428278 Westhound
42223 Northbourd
42223 Southbourd
4223 Southbourd
4223 Southbourd
 | 1552 146 6
1174 118 3
583 60 3
840 56 7
557 41 6
438 17 2
543 55 31
407 35 9
850 83 8
620 23 - 23
 | 1295
728
526
645
903
604
457
629
451
939
700 | 983
684
1006
383
391
453
384
802
651 | 114 2
79 6
80 5
61 12
27 12
81 19
40 4
81 12
 | 3 1120
710
599
5 789
5 1091
5 459
6 550
4 429
6 550
4 429
9 902
 | -101 -17
-101 -17
-106 -20
174 311
47 111
90 100
23 6%
-31 -5 | 1 -4 -3
2 -4 -3
2 -4 -3
2 -2 -4
3 - 20 -49
3 - 20 -49
3 - 20 -49
5 - 140
0 -1%

 | 3
-2
9
-15
-5
11 | 08.3% -1.15
-18
-73
-24% 188
148% -145
470% -28
-49% -79
-51% -22
138% -5 | -13% 5.8
-2%
14%
29% 4.0
21% 5.5
-24% 6.0
-5% 2.3
-13% 4.0
-5% 1.1
-4% 1.7
 | | | | 0.3 1
2.2 1
2.9 1
2.5 1
2.1 1
3.1 1
0.5 1
0.1 1
4.2 1 | | | 2.9 1
3.6 1
1.5 1
0.7 1
2.8 1
3.6 1
3.1 1
1.8 1
3.0 1
1.9 1 | | v 50 v 50 0.7 31 v 6.0 v 6.0 v 6.3 v 14 v 52 v 11 v 12 v 12
 | | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A535 Clayton Road 50b A535 Clayton Road 51a A535 Keele Road 51b A537 Steele Road 51a A535 Keele Road 51b A537 Steele Road 51b A537 Steele Road 51b A537 Steele Road 51b A537 Steele Road 51b A537 High Lane 51b A5372 High Lane 51b A5372 High Lane

 | AS272 Dividy Road
Norton Lane
Trentfields Road
Buckmaster Avenue
Frianswood Road
Orme Road
Westport Road
AS272 Williamson street
Hamil Road
Reservide | AS2 Leek Road
Treetlields Road
Norton Lane
Friarswood Road
Buckmater Avenue
Omne Road
Cemeter Road
AS271 Williamson Street
Westport Road
Haywood Road
Tameliton, Benue | 2117 2138 dets.gov.uk 2118 2118 2118 2128 2127 dets.gov.uk 1724 507CC 2012 2125 1403 dets.gov.uk 2140 2123 betCC 2121 1403 2012 dets.gov.uk 21403 2157 Sterney Sterney 1400 1507 Sterney Sterney 1400 1648 500 Sterney 1464 1640 Sterney Sterney 1464 1640 Sterney Sterney 1569 1648 Sterney Sterney 1569 1648 Sterney Sterney

 | Passing 38977
Passing 3897
ATC Passing 3903
ATC Passing 3903
ATC Passing 3851
Turning 3831
Passing 3851
Passing 3859
Passing 3874
Passing 3874
Pas
 | 151 147231 Weed-mealing 151 147231 Weed-mealing 162 147231 Weed-mealing 163 147231 Weed-mealing 164 20030 n/n 167 344885 Monday 171 344885 Monday 172 344885 Monday 173 35309 Thurnday 175 350495 Weed-mealing 175 350495 Weed-mealing 175 350313 Weed-mealing 187 351013 Weed-mealing
 | 40099 Estbourd
40099 Westbourd
24-27/4/2013 Estbourd
41186 Northbourd
41186 Southbourd
42078 Estbourd
42078 Westbourd
42078 Westbourd
42079 Northbourd
42021 Northbourd
42123 Northbourd
42123 Northbourd
42123 Southbourd
42123 Southbourd

 | 1552 146 6 1174 118 3 583 60 3 840 56 7 557 41 6 438 17 2 543 55 31 407 35 9 850 81 8 620 73 7
 | 1295
728
526
646
903
604
457
629
451
939
700
666 | 983
684
1006
383
391
453
384
802
651 | 114 2 79 6 80 5 61 11 27 12 81 11 40 4 81 12 41 12
 | 3 1120
710
599
5 769
5 1091
5 459
1 429
5 550
4 429
9 902
8 705
8 505
 | -101 -117
-106 -10
174 -111
47 111
90 106
23 60
48 60
-31 -53
0 00 | 4 -3
29 313
24 43
20 499
10 577
28 477
5 140
0 1%
-32 -440
0 0 % | 3
-2
-9
-15
-5
11
6
0 | 003% -1.03 111% -18 73 111% 148% -145 -24% 188 148% -145 470% -28 -49% -70 551% -22 138% -37 88% 5 0% -81
 | -13% 54
-2%
14%
19% 40
21% 55
-24% 10
-6% 23
-5% 10
-5% 11
-4% 17
1% 12
-9%
 | | | | 0.3 1
2.2 1
2.8 1
2.1 1
3.1 1
0.2 1
0.1 1
4.2 1 | ***** | | 2.9 1
3.6 1
1.5 1
0.7 1
2.8 1
3.6 1
3.1 1
1.8 1
3.0 1
1.9 1 | ***** | v 5.0 0.7 3.1 v 6.0 v 6.3 v 1.4 v 3.2 v 1.4 v 1.2 v 1.2 v 0.2 | | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A555 Cutyton Road 50b A555 Cutyton Road 51b A525 Refe Road 52b A527 Refe Road 52b A527 Refe Road 52b A527 Refe Road 53b A527 Refe Road 53b A5272 Refe Lene 53b A5272 Refe Lene 54a A5272 Refe Lene 54b A5272 Refe Koad

 | AS272 Dividy Road
Norton Lane
Treetifields Road
Buckmater Avenue
Friarsecod Road
Cemetry Road
Orme Road
Westgort Road
AS272 Williamson street
Hamil Road
Haywood Road
Romer Side
Templeton Avenue | AS2 Leek Road
Treatfields Road
Norton Lane
Frierswood Road
Backmaster Anemue
Ome Road
Censetery Road
AS271 Williamson Street
Westport Road
Haywood Road
Hamil Road
Templeton Anemue
Roam: Side | 2117 2118 defin gevuk 2118 2118 defin gevuk 21218 2117 defin gevuk 1724 1724 SoTCC 1281 SCC Hein gevuk 281 SCC SoFrift 1657 IS68 SoFrift 1650 IS64 SoFrift 1650 IS64 SoFrift 2165 2157 SoFCC

 | Passing 38977
Passing 38977
ATC Passing 3903
ATC Passing 3903
Passing 3851
Turning 3831
Turning 3831
Turning 3839
Passing 3874
Passing 3874
ATC Passing 3914
ATC Passing 3914
 | J. μ = 1531 mesonang 20 347331 Wedensing 82 350830 n/a 82 350830 n/a 82 350830 n/a 71 344885 Monday 71 344885 Monday 72 34483 Thurnday 42 345538 Thurnday 75 350495 Wedensday 75 350495 Wedensday 87 351013 Wedensday 90 345615 n/a 90 345615 n/a
 | 4098 Entitional 4098 Weshkowd 24-27/k/2013 Entitowal 42/2/k/2013 Entitowal 41386 Northbound 41386 Southbound 42878 Easthound 42878 Easthound 42878 Southbound 42123 Southbound 42123 Southbound
 42123 Southbound 42123 Southbound 22/35(VQD11) Easthound 22/35(VQD11) Easthound
 | 1552 166 6
1174 118 3
583 60 3
840 56 7
557 41 6
438 17 2
543 55 31
407 35 9
850 81 8
7
7
7
7
7
7
7
7
7
7
7
7
7
 | 1295
728
526
645
903
664
457
629
451
939
700
666
805 | 983
684
1006
383
391
453
384
802
651 | 114 2 79 6 80 5 61 11 27 11 81 31 40 4 81 2
 | 3 1120
710
599
5 769
5 459
5 459
1 429
6 550
6 550
9 902
3 705
605
566
 | -100 -124
-100 -127
-160 -220
124 311
47 111
90 116
23 65
46 60
-31 -53
0 0% | 4 19 30
29 40
20 40
20 57
28 47
5 14
0 1%
-32 -44
0 1%
0 0%
 | 3
-2
9
9
-15
-5
11
6
0
0 | 663% -1.15 73 -18 73 111% 123 123 148 -245 1485 -185 4705 -28 -49% -29 -515 -22 515% -37 88% 5 0% -61 0% -94 | -13% 54
-2%
34%
29% 440
21% 55
-24% 55
-34% 55
-34% 55
-34% 55
-35% 11
-4% 12
-3% 12
-3%
-3%
 | | | | 0.3 1
2.2 1
2.5 1
2.4 1
3.1 1
3.1 1
0.3 1
0.1 1
4.2 1 | * | | 2.9 1
5.4 1
1.5 1
0.7 1
2.8 1
3.6 1
3.1 1
1.8 1
3.0 1
1.9 1 | | v 5.0 0.7 3.1 v 6.0 v 6.0 v 1.1 v 1.2 v 1.2 v 1.2 v 1.2 v 1.2 v 0.2 24 7 | | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A535 Capton Road 50a A535 Capton Road 51a A525 Reaft Road 51a A525 Reaft Road 51a A527 Reaft Road 51a A527 Reaft Road 51a A527 Reaft Road 51a A5272 Reaft Road

 | AS272 Divdy Road
Norton Lane
TreetTields Road
Buckmater Annue
Frianwood Road
Cemetry Road
Orme Road
Weitgort Road
AS272 Williamson Street
Hanil Road
Haywood Road
Rome Side
Templeton Avenue
BSOS Solicon New Road | AS2 Leek Road
Treatfields Road
Notion Lane
Frierswood Road
Buckmater Aenue
Ome Road
Cemetery Road
AS271 Williamson Street
Westport Road
Hayato Road
Hamil Road
Tampieton Aenue
Romer Side
AS3 Enruria Road | 211 213 defin agrout 2118 2117 defin agrout 2121 2124 2125 scific 2124 1272 scific scific 2139 2130 scific scific 2141 2131 scific scific 2151 2403 defin agrout scific 1439 2400 scific scific 1439 2400 Scific scific 1450 1567 Serregin Scific scific 1450 1567 Serregin Scific scific 1450 1567 Serregin Scific scific 2157 2565 Scific Scific 2240 2249 defin deriv scific

 | Passing 38977
Passing 3897
ATC Passing 3903
ATC Passing 3903
Passing 3851
Passing 3851
Turning 3831
Turning 3831
Passing 3859
Passing 3874
Passing 3874
ATC Passing 3916
ATC Passing 3916
Passing 3874
 | Size March 2131 Weelnwestry Size 550380 r/s r/s KiZ 550380 r/s R/s KiZ 550380 r/s R/s KiZ 550380 r/s Monday KiZ 545378 Thurnday R/s YiZ 550495 Wedewaday R/s R0 355013 Wedewaday R/s R0 345615 r/a R/a R0 345615 r/a R/a
 | 4098 Entitional
4098 WestBoard
24-27//2013 Entitional
4138 Nenthound
4138 Southboard
4327 WestBoard
4327 WestBoard
4327 Nenthound
41223 Southboard
41223 Nenthboard
41223 Southboard
41223 Nenthboard

 | 1552 166 6 1174 118 3 583 60 3 840 556 7 557 41 6 438 157 31 407 35 9 620 73 7 775 378 111
 | 1295
728
526
646
903
604
457
629
455
939
700
666
806
806
806
3272 | 983
684
1006
383
391
453
384
802
651
2878 | 114 2
79 6
80 5
61 12
77 12
81 9
40 4
81 12
41 12
521 22
 | 1120
710
599
5 769
5 459
5 459
1 429
6 550
5 459
1 429
9 902
8 902
5 556
5 566
2 471
 | -101 -17
-105 -17
-106 -20
174 333
47 133
90 16
23 68
48 69
-33 -53
0 0%
0 0% | 4 19 313
24 413
20 493
50 577
28 477
5 191
0 11
-32 -44
0 07
0 07
0 07
5 7 195
 | 3
-2
9
-15
-5
11
6
0
0
153 | 663% -1.15 73 -18 73 111% 123 123 145% -165 470% -28 445% -165 470% -28 138% -37 -51% -22 138% -37 0% -61 0% -61 123% 129 | -13% 54
-2%
34%
19% 40
21% 55
-24% 40
-5% 23
-3% 40
-5% 11
-4% 127
-3%
-3%
-3%
-3%
 | | | | 0.3 1
2.2 1
2.9 1
2.4 1
2.1 1
3.1 1
0.3 1
0.3 1
4.2 1
3.1 1
 | · · · · · · · · · · · · · · · · · · · | | 2.9 1
5.6 1
1.5 1
0.7 1
2.8 1
3.6 1
3.1 1
1.8 1
3.0 1
1.9 1 | | v 5.0 07 3.1 v 4.6 v 6.0 v 1.4 v 1.2 v 1.4 v 1.2 v 1.1 v 1.2 | | |
| 49a A53 Leek New Road 49b A53 Leek New Road 50a A55 Deptice Named 51a A525 Revie Road 51a A525 Revie Road 51a A525 Revie Road 52a A5272 Revenibilis Road 53a A5272 Revenibilis Road 54a A5272 Revenibilis Road 54b A5272 Revenibilis Road

 | AS272 Dividy Road
Norton Lane
Treetfields Road
Buckmater Annua
Cime Road
Wentport Road
45273 Williamson Street
Hauvil Road
Roamer Side
Templeton Annue
B5055 Shelton New Road
AS3 Tervia Road | AS2 Leek Road
Treatfields Road
Notion Lane
Frierswood Road
Buckmaster Annue
Omne Road
Cemetery Road
AS21 Williamson Stread
Herwood Road
Hannil Road
Templeton Annue
Roam Sale
AS3 Ehruria Road
BOS4 Shelton New Road | 2117 2118 defa govuk 2118 2118 defa govuk 2118 2118 defa govuk 2118 2118 defa govuk 1724 defa govuk defa govuk 1723 152 defa govuk 1800 162 defa govuk 1400 2225 defa govuk 1400 2235 defa govuk 1500 1500 Skyrright 1500 1500 Skyrright 2160 2165 sförtc 2160 2286 Sifty Govuk 2160 2287 Sifty Govuk 2247 2286 defa govuk

 | Passing 38977 Passing 38973 ATC Passing 39030 Passing 3901 Passing 3851 Turning 3831 Turning 3831 Passing 3851 Passing 3851 Passing 3874 Passing 3874 Passing 3874 Passing 3916 Passing 3916 Passing 3867 Passing 3867
 | Status Wetchwardsr S1 47/331. Wetchwardsr S2 550830. n/a R42 350830. n/a R42 35533. Monday R43 35539. Thurnskey R43 35539. Thurnskey R43 35539. Wedewardsr R44 365539. Wedewardsr R45 35531. Wedewardsr R46 35531. Wedewardsr R47 35553. Wedewardsr R47 35515. n/a R47 35515. n/a R48 35515. n/a R49 35515. n/a R49 35515. n/a R49 354515. n/a R49 354515. n/a R49 354515. n/a R49 354516. n/a R49 354516. n/a R49 354516. n/a R49
 | 40989 Estimonel
409890 Westforoad
409800 Newsforoad
43827/A02013 Westforoad
41386 Nextfibroard
43878 Westforoad
43878 Westforoad
43278 Nextfibroard
43273 Nextfibroard
43273 Southboard
43232 Southboard
43233 Southboard
43233 Nextfibroard
43233 Nextfibroard
43233 Nextfibroard
43233 Nextfibroard
43233 Nextfibroard
4323 Nextfibroard
4333

 | 1552 166 6 1174 118 3 583 60 3 840 56 7 557 41 6 438 17 2 543 55 31 407 35 9 800 81 8 20775 378 131 22775 378 131 2370 336 153
 | 1295
728
526
645
903
604
457
629
457
629
451
939
700
666
806
806
805
805
805
805
805
805
805
805
805
805 | 983
684
1006
383
391
453
384
802
651
2878
2878
2834 | 114 2
79 6
80 5
61 12
27 11
81 19
84 4
81 12
321 27
326 22
 | 3 1120
710
599
5 769
5 459
1 429
5 550
4 429
9 902
3 705
605
605
566
566
566
566
566
5
 | -101 -17
-166 -20
174 311
47 111
90 166
23 66
-34 68
-31 -55
0 00
0 00
0 -103 -00
-144 22 | 1 29 303
24 400
25 29 400
20 400
2 | 3
-2
9
-15
-5
11
6
0
0
0
153
101 | 663% -1.10 73 -18 73 -111% 111% 123 -24% 188 1485 -145 470% -28 -49% -29 -51% -37 82% 5 0% -61 0% -280 129% 199
 | - 13% 54
- 2%
14%
21% 40
21% 53
- 24% 16
- 6% 23
- 13% 40
- 5% 11
- 4% 17
- 30%
- 30%
6% 19 | | | | 0.3 1
2.2 1
2.5 1
2.8 1
2.1 1
3.1 1
4.2 1
3.1 1
1.4 1
 | | · · · · · · · · · · · · · · · · · · · | 20 1
54 1
55 1
07 1
24 1
35 1
36 1
31 1
36 1
18 1
19 1
19 1
19 1
19 1
10 10 1
10 | | v 50 027 311 v 45 v 60 v 63 v 13 v 13 v 13 v 13 v 13 v 12 | | |
| 45a A53 Leek New Road 45a A53 Leek New Road 45a A53 Leek New Road 55a A535 Carpon Road 55a A535 Refer Road 55b A525 Refer Road 55b A527 Refer Road 55b A527 Refer Road 55b A5272 Refer Road 55b A5272 Refer Road 55b A5272 Refer Road 54a A5272 Road-Road 54b A5272 Road-Road 54a A5272 Road-Road 54b A5272 Road-Road 54a A550 Road 54a A500 4a A500

 | AS272 Dividy Road
Norton Lane
Trentfields Road
Buckmater Annue
Friarweood Road
Cemtery Road
Orme Road
Weitgort Road
AS272 Williamson Street
Haarwood Road
Rome Sale
Tempieton Avenue
ESOSS Soleton New Road
AS31 Etraria Road
AS30 Etraria Road | A32 Leek Road
Treettikke Road
Norton Lane
Frierswood Road
Buckmaster Arema
Omen Road
A2371 Williamon Street
Westport Road
Haymood Road
Hampiton Road
Stanti Road
Tempieton Anema
Aoner Side
A35 Ten/In Road
E5055 Shehon New Boad
E5055 Shehon New Boad | 2113 2114 2114 adm.gov.ik. 2117 2118 adm.gov.ik. adm.gov.ik. 2128 2420 adm.gov.ik. adm.gov.ik. 2129 2121 3468 adm.gov.ik. 2121 2421 3424 Size 2131 3448 Size adm.gov.ik. 2141 1424 Size adm.gov.ik. 1400 2215 datm.gov.ik. size 1401 2215 datm.gov.ik. size 1403 1424 Size size size 1404 1507 Size reight size reight size reight 1405 1448 Size reight Size reight size reight 2100 2240 2240 datm.gov.ik. size reight 2240 2240 2240 datm.gov.ik. size reight 2240 2240 2240 datm.gov.ik. size reight

 | Passing 38977 Passing 38973 ATC Passing 39033 ATC Passing 39033 Passing 38151 Turning 38351 Turning 38351 Passing 3874 Passing 3874 Passing 3874 Passing 3874 ATC Passing 3874 Passing 3874 Passing 3877 Passing 3877 Passing 3877
 | 13 47/331. Wedbensday 52 55580 n/e n/e 62 55580 n/e Monday 62 55580 n/e Monday 71 344885 Monday Monday 72 54585 Monday Monday 73 550495 Wedensday Monday 75 550495 Wedensday Monday 87 51513 Wedensday Wedensday 87 515013 Wedensday Norday 88 45615 n/a n/a 99 45615 n/a N/a 91 44280 Wedensday 1 92 454280 Wedensday 1 93 45013 n/a 1
 | 4009m Easthound 24-27/6/0213 Easthound 24-27/6/0213 Werkhound 24-27/6/0213
 Werkhound 41386 Southbound 42376 Southbound 42378 Southbound 42373 Northbound 42373 Southbound 42373 Southbound 42373 Southbound 42373 Southbound 42373 Northbound 42373 Northbound 42733 Southbound 227/6/02131 Easthound 227/6/02131 Easthound 227/6/02131 Easthound 22/10/0214 Southbound 20/07/0214 Southbound 20/07/0214 Southbound
 | 1552 166 6 1174 118 3 583 60 3 840 56 7 557 41 6 438 17 2 543 55 31 407 55 9 850 81 8 620 73 7 2775 378 113 2370 346 152
 | 1225
728
535
645
903
664
457
629
453
939
700
666
805
805
805
3078
3058
3128 | 983
684
1006
383
391
453
384
882
651
2878
2878
2834
3372 | 134 2
79 6
80 5
61 2
27 1
40 4
81 1
521 27
521 27
523 27
536 22
339 22
 | 3 1120
770
5999
5 7899
5 4599
5 4599
6 550
6 550
6 550
6 550
6 550
5 665
5 665
5 666
7 3 3471
3 3 1123
8 0 3842
 | -101 -107
-106 -100
174 305
47 111
90 106
23 69
48 69
-31 -33
0 00
0 00
-103 -41
-44 -27
-43 31 | 4 19 303
4 403
5 20 499
5 24 403
5 24 403
5 144
0 19

 | 3
-2
9
9
-45
-5
111
6
0
0
153
153
100
100 | 663% -113% 73 -18 73 -111% 123 -24% -24% 188 49% -28 -49% -28 -49% -37 188% -37 0% -61 129% 199 67% 125 58% 124 | -13% 54
-2%
14%
29% 40
21% 55
-24% 40
-5% 23
-5% 40
-5% 11
-4% 12
-5%
-3%
-3%
-3%
-3%
-3%
-3%
-3%
-3%
-3%
-3
 | | | | 0.3 1
2.2 1
2.6 1
2.5 1
2.1 1
3.1 1
0.1 1
4.2 1
3.1 1
1.4 1
1.6 1
1.6 1
1.0 1 | | | 20 1
54 1
54 1
54 1
54 1
54 1
54 1
55 1
56 1
56 1
50 1
50 1
50 1
51 1
51 1
51 1
51 1
51 | | v 30 07 31 v 46 v 40 v 45 v 12 | | |
| 49a AS3 Leek New Read 49b AS3 Leek New Read 50a AS35 Classrow Insuré 53a AS35 Scherk Read 53b AS35 Scherk Read 53b AS35 Scherk Read 53b AS35 Scherk Read 53b AS37 Scherk Read 54b AS37 Scherk Read 54c AS30 54c AS30 64c A500

 | A3222 Diskly Road
Northo Leve
Trentfields Road
Bockmatch Annue
Promoto Road
Orem Road
Westport Road
A5272 Willemon Street
Haurel Road
Romer Side
Templeton Road
A53 Trush Road
A53 Trush Road
A53 Toxin Road
A53 Toxin Road
A53 Toxin Road
A53 Toxin Road | A32 Leek Road
Treetfields Road, Norton Lare
Friensoord Road
Buchsnaster Road
Constern Road
A5221 Williamson Street
Westson Road
Haywood Road
Haywood Road
Templeton Arems
Roam Sale
A33 Entria Road
El6055 Shehon New Road
El6055 Shehon New Road | 211 2118 defa grout 2118 2118 defa grout 2118 2118 defa grout 2118 2118 defa grout 1218 2128 defa grout 1219 1218 defa grout 1219 1218 defa grout 1400 2215 defa grout 1401 2215 defa grout 1402 2281 4420 SCC 1408 1600 Saleright Saleright 1501 1500 Saleright Saleright 2151 2160 2167 Saleright 2160 2287 Saleright Saleright 2160 2287 Saleright Saleright 2160 2286 Saleright Saleright 2160 2286 2286 defa grout 2016 2246 2286 defa grout 2016 2246 defa grout defa grout

 | Passing 3877
Passing 3877
ATC Passing 3903
ATC Passing 3903
Passing 3851
Turning 3851
Turning 3851
Passing 3851
Passing 3857
Passing 3874
Passing 3874
Passing 3874
Passing 3874
Passing 3877
Passing 3877
Passing 3877
Passing 3877
Passing 3877
Passing 3877
Passing 3877
 | Sign J Wedewaling 20 25080 h n/h 82 25080 h n/h 82 25080 h n/h 82 25080 h n/h 82 25080 h n/h 8485 Monday Monday 71 34485 Monday 8485 Monday Monday 849 St001 Monday 849 St001 Monday 849 St011 Monday 840 St011 Monday 840 Monday Monday 840 Monday Monday 840 Monday Monday 840 Monday Monday 8400 Monday Monday 84000 Monday Monday 84000 Mona
 | 40989 Estimonel
409890 Westforoad
409800 Newsforoad
438-27/A0213 Westforoad
41386 Newtfhoord
41386 Southbourd
428278 Westforoad
428278 Westforoad
42123 Northbourd
42123 Southbourd
42123 Southbourd
42123 Southbourd
4222-25/04/2013 Estimonel
227/37/2014 Newtfhoord
22/15/2014 Newtfhoord
22/15/2015 Newtfhoord
60/07/2015 Newtfhoord
60/07/2015 Newtfhoord

 | 1552 166 6 1174 118 3 583 60 3 840 56 7 57 41 6 438 17 2 543 55 31 407 35 9 800 81 8 707 7 7 7 7 7 7 7 7 1154 316 151 12540 316 153 13129 409 154 1164 386 197
 | 1295
728
536
645
803
457
457
453
939
700
700
886
885
3077
3054
3054
3155
3155 | 983
684
1006
383
391
453
384
802
651
2878
2878
2878
2834
3172
3102 | 114 2 79 6 80 5 61 11 27 1 81 5 43 1 320 22 306 23 306 23 306 23 306 24
 | 3 1120 710 599 5 769 5 459 5 459 1 429 9 902 3 705 5 596 52 3665 52 3471 3 3193 10 3842 11 1748
 | 191 191
-101 -17
-166 -3
17
17
23 64
-31 -5
0 60
-101 -6
1
-101 -6
1
-101 -10
-10
-10
-10
-10
-10
-10
-10
-10
-10 | 4
 | 3
-2
9
-15
-5
11
6
6
0
153
101
100
70
70 | 863% -10.5 73 -18. 73 -18. -268 188. 1485 -165. 4675 -28. 4676 -28. 4795 -27. 5515 -22. 1285 5 0% -40. 125% 126. 125% 126. 388 -7 5565 124. 388 -7 | -13% 54
-2%
14%
29% 446
21% 55
-24% 446
-5% 14
-4% 12
1% 12
-9%
-9%
-9%
-9%
-9%
-9%
-9%
-9%
-9%
-9%
 | | | | 0.3 1
2.2 1
2.9 1
2.4 1
2.1 1
3.1 1
0.5 1
0.1 1
4.2 1
 | | | 20 1
56 1
13 1
14 1
24 1
24 1
24 1
24 1
24 1
25 1
26 1
27 1
28 1
29 1
20 1 | | v 10 07 31 v 46 v 60 v 63 v 14 v 12 v 13 v 14 v 12 v 13 v 14 v 14 v 14 v 14 v 14 v 14 | | |
| 440 AS3 Leek New Road 450 AS3 Leek New Road 450 AS3 Leek New Road 550 AS3 DC Caprins Noad 531 AS3 DC Caprins Noad 532 AS3 DC Caprins Noad 533 AS3 DC Servise Noad 534 AS3 DC Servise Noad 535 AS3 DC Servise Noad 536 AS3 DC Servise Noad 537 AS3 DC Servise Noad 538 AS32 DC Servise Noad 538 AS32 DC Servise Noad 544 AS32 DC Servise Noad 545 AS32 DC Servise Noad 546 AS32 DC Servise Noad 547 AS32 DC Servise Noad 548 AS32 DC Servise Noad 549 AS32 DC Servise Noad 540 AS32 DC Servise Noad 541 AS30 542 AS30 543 AS43 De Soad 544 AS30 545 AS41 De Soad

 | A3222 Diskly Road
North Land
The Control Land
The Control Road
Control Road
Control Road
Control Road
Control Road
Control Road
Control Road
Control Road
Road State
Templeton Anemae
Boots State New Road
A335 Thirds Road
Road State
Boots State New Road
A335 Structu Road
Road Road
Boots State New Road
Boots State New Road
Boots State New Road
Boots State New Road
Road Road Land
Road Road Road Land
Road Road Land
Road Road Land
Road Road Road Road Road Road Road Road | A52 Levik Road
Tronstrikke Road
Norton Lane
Morton Lane
Drom Road
Cometer Road
A82721 Williamons Street
Westgord Road
Haynood Road
Tempford Road
Tempford Road
Biolos Saleton New Road
SIOS Saleton New Road
A6006 Stoke Road
A6006 Stoke Road
A6006 Biolae Road
A6006 Biolae Road
A6006 Biolae Road | 2110 2111 data gava 2111 2111 data gava 2112 2112 SelfC 2123 1213 SelfC 2124 1273 SelfC 2225 Mell SelfC 2225 SelfC SelfC 2225 SelfC SelfC 2226 2228 SelfC 228 SelfC SelfD 228 1280 SelfD 228 2281 SelfD 228 2281 SelfD 228 2281 SelfD 2280 2280 SelfD 2281 2281 SelfD 2282 2280 SelfD 2284 2284 SelfD 2284 2286 SelfD 2284 2286 SelfD 2284 2286 SelfD 2284 2286 SelfD 2286 2287 SelfD 2286 288

 | Passing 3872
Passing 3872
ATC Passing 3900
ATC Passing 3900
Passing 3851
Turning 3831
Turning 3831
Passing 3874
Passing 3874
Passing 3874
Passing 3874
Passing 3874
Passing 3877
Passing
 | 31 32/311 Wedewalky 25 35030 n/k 82 35030 n/k 842 35030 n/k 31 34485 Monday 32 34485 Monday 33 34485 Monday 34 35031 Turarday 35 35031 Wedewalky 35 35031 Wedewalky 36 35031 Wedewalky 36 36035 n/k 36 36043 n/k 36 34628 Wedewalky 36 34628 Wedewalky 36 36030 Turarky 36 36030 Turarky 36 36030 Turarky
 | 60000 Lambord 55/79/2013 Kenthord 24/27/2013 Kenthord 24/27/2013 Kenthord 24/27/2013 Kenthord 41386 Somthord 42291 Enthord 42212 Somthord 41213 Somthord 922 Somthord 923 Somthord 924/2021 Farlowed 9007/2025 Somthord 900/2021 Somthord 900/2021 Somthord

 | 1552 166 6 1174 118 3 583 60 3 584 55 7 593 41 7 584 51 31 407 35 9 800 81 8 630 73 7 2775 378 131 2310 366 13 1144 38 19 12775 378 131 1316 346 13 1314 385 13 146 365 13
 | 1295
728
528
645
903
604
457
629
451
939
700
665
806
3072
3058
3058
3058
3058
3130
3130
3130 | 983
684
1006
383
391
433
384
802
651
2878
2654
3102
2878
3102
1255
1056 | 134 2
79 6
80 5
81 1
27 1
81 3
40 4
81 3
41 3
325 27
336 27
337 27
337 27
336 27
347 2 | 3 1120 730 799 5 599 5 459 6 550 6 550 9 902 3 705 5 605 5605 566 13 3193 10 3842 13 1493 14 3748 15 1442
 | 311 101 3181 -317 3166 -20 3174 331 32 346 48 46 43 -33 60 -60 460 -40 470 -41 471 -33 5 -33 55 -33 55 -33 56 -32 56 -32
 | 4 29 303
4 29 403
5 24 403
5 24 403
5 24 403
5 24
6 30 577
28 477
5 244
7 20 57
8 477
5 24
0 157
0 157
0 0 57
0 0 0 57
0 0 0 57
0 0 0 57
0 0 0 0 57
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | 3
-2
9
9
-15
-5
11
6
0
153
101
100
70
30
50 | 0019 -102 73 73 74 73 758 78 768 188 1115 123 768 188 1115 126 1115 201 1115 126 <tr< td=""><td>-135 14
-258
-258
-258
-258 14
-258 14
-136 14
-55 14
-358 14
-358 14
-358
-368 14
-368 14
-368 14
-378 14
-37</td><td></td><td></td><td></td><td>0.3 1
2.2 1
2.9 1
2.4 1
2.1 1
3.1 1
0.4 1
0.4 1
1.6 1
1.6 1
1.1 1
4.1 1
9.6 1</td><td></td><td></td><td>20 1
56 1
15 1
07 1
28 1
56 1
56 1
50 1
19 1
19 1
19 1
10 10 1
10 10 1
10 10 1
10 10 1
10 10 10 1
10 10 10 10 10 10 10 10 10 10 10 10 10 1</td><td></td><td>y 10 07 11 y 48 y 48 y 43 y 13 y 44 y 43 y 13 y 14 y 13 y 14 y 14 y 14 y 14 y 14 y 14</td><td></td><td></td></tr<> | -135 14
-258
-258
-258
-258 14
-258 14
-136 14
-55 14
-358 14
-358 14
-358
-368 14
-368 14
-368 14
-378 14
-37 | | | | 0.3 1
2.2 1
2.9 1
2.4 1
2.1 1
3.1 1
0.4 1
0.4 1
1.6 1
1.6 1
1.1 1
4.1 1
9.6 1
 | | | 20 1
56 1
15 1
07 1
28 1
56 1
56 1
50 1
19 1
19 1
19 1
10 10 1
10 10 1
10 10 1
10 10 1
10 10 10 1
10 10 10 10 10 10 10 10 10 10 10 10 10 1 | | y 10 07 11 y 48 y 48 y 43 y 13 y 44 y 43 y 13 y 14 y 13 y 14 y 14 y 14 y 14 y 14 y 14 | | |
| 440 A53 Look New Road and Media 550 A535 Charlon Road 550 A535 Charlon Road 551 A535 Charlon Road 552 A535 Charlon Road 553 A535 Charlon Road 554 A535 Road Road 553 A527 Stroke Road 554 A535 Road Road 555 A527 Road Road 556 A527 Road Road 556 A527 Road Road 556 A527 Road Road 566 A527 Road Road 567 A527 Road Road 568 A527 Road Road 568 A527 Road Road 569 A527 Road Road 560 A527 Road Road 560 A520 Road Road 560 A547 Road Road 560 A547 Toke Road 560 A547 Toke Road

 | A3222 Diskly Road
North Land
Bickhnister Annou
Prisonwood Road
Conntrol Road
Conntrol Road
A227 Williamson Street
Heart Road
Hearwood Road
Roam State
Translotin Assess
Markows Road
B305 Steleto New Road New Road
B305 Ste | A52 Levik Road
Trestfields Road
Frierwood Road
Buckmater Ammon
Omer Road
Cometer Road
A5073 Williamson Stere
Haywood Road
Hanail Road
Tampitton Kene Road
Storey Scher Road
Biologi Scher Road
Robots Scher Road
Robots Scher Road
Robots Road West
Brandell Law | 2112 2113 data gava di solo 2121 2114 data gava di solo 2122 2124 5617 2124 1724 5617 2125 1926 data gava di data di data data di data gava di
 | Passing 3872
Passing 3872
ATC Passing 3900
ATC Passing 3900
Passing 4851
Turning 3831
Turning 3831
Passing 3855
Passing 3874
Passing 3874
Passing 3874
Passing 3874
Passing 3874
Passing 3874
Passing 3874
Passing 3877
Passing

 | 15 μ (23) Wedewardpressor 25 25030 n ² h 42 25030 n ² h 42 25030 n ² h 43 25050 n ² h 44 25559 Thursday 42 25559 Thursday 50507 Wedewardpressor n ² h 42 35559 Thursday 43 35550 Thursday 44 36559 Nucleosaday 45 35511 Wedewardpressor 46 36515 n ² h 47 36510 n ² h 48 36513 n ² h 49 36453 n ³ h 49 36000 Thursday 50 36000 Thursday 51 30000 Thursday 52 30000 Thursday
 | 00000 Lenticodi 34-72/72/031 Carthord 34-72/72/031 Carthord 34-72/72/031 Carthord 3138 Dembori 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 41213 Sonthord 41213 Sonthord 42131 Sonthord 42131 Sonthord 42132 Sonthord 42133 Sonthord 42131 Sonthord 42132 Sonthord 42133 Sonthord 42131 Sonthord 42121 Sonthord 42121 Sonthord 42121 Sonthord 42121 Sonthord 42121 Sonthord 42121 Sonthord 9007/2015 Sonthord 9007/2015 Sonthord 9107/2015 Sonthord 9205/2011 <
 | 1552 166 6 1174 118 3 583 60 3 840 56 7 557 41 6 438 17 2 580 8 8 620 73 7 2775 278 103 2579 305 15 3129 409 18 1394 305 131 1392 305 131 1393 305 131 1394 305 131 1394 305 131 1394 305 131 1394 305 131 1395 305 131 1396 305 131 1398 305 131 1398 305 131 1398 305 131 1398 305 131 1398 305 131
 | 1295
728
536
645
601
604
657
657
657
659
805
805
805
805
805
805
805
805
805
805 | 983
684
1006
383
391
453
384
802
651
2878
2838
2838
384
3172
3102
125
1104
1285
 | 134 2
79 6
60 5
72 1
81 1
84 4
81 1
72
306 22
308 22
309 22
309 22
309 22
309 22
309 22
309 22 | 3 1120 770 599 5 599 5 459 6 550 6 550 6 550 6 560 6 560 6 566 566 566 52 3471 3 303 3 3492 0 3442 2 3471 3 3193
 0 3442 2 1471 5 1284 5 1284 | 301 301 1211 160 -100 302 17 313 67 313 63 46 64 -27 64 -27 64 -27 65 33 66 70 67 313 68 72 69 60 60 60 610 46 62 33 56 77
 | 4 29 333
4 24 435
5 24 445
5 24 446
5 24 446
6 24 446
6 24 446
7 2 | 3
-2
-9
-3
-5
-15
-5
-15
-5
-15
-5
-15
-15
-15
-15 | 0019 -110 73 -38 71 1115 123 -36 74 123 245 128 4705 -38 4495 -37 1385 -37 1385 -37 1385 -37 1385 -37 1385 -37 1385 -37 1385 -36 675 126 585 124 368 -32 375 -36 375 -36 378 -36
 | -135 14
-23
195 15
195 14
215 14
-245 | | • | | 0.3 1
2.2 1
2.8 1
2.4 1
2.1 1
3.1 1
0.8 1
0.1 1
4.2 1
3.1 1
1.4 1
1.1 1
1.4 1
1.1 1
0.4 1
1.1 1
0.1 1
1.1 1
1. | | | 20 1
56 1
13 1
14 1
14 1
14 1
14 1
15 1 | | · 10
· 10 | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 450 AS3 Control New Read 550 AS3 Control New Read 551 AS3 Control New Read 553 AS3 Control New Read 554 AS3 Control New Read 555 AS3 Control New Read 556 AS3 Control New Read 557 AS3 Control New Read 558 AS327 High Leen 558 AS327 High Leen 546 AS327 High Leen 546 AS320 New Read 547 AS32 Read 548 AS300 54 AS30 547 AS41 Read Read 548 AS30 549 AS32 Read 540 AS30 541 Leepond Read 558 AS41 Tabe Read 569 AA1 Tabe Read 560 AA1 Leepond Read

 | A0222 Diskly Road
Norths Law H
Technology Control Road
Context Partice
Prior Road
Owner Road
Westport Thead
Access Science Street
Head Road
Road State
Templeton Anemae
Bood State Road
Access Science Road
Bood State Road
Bood State Road
Bood State Road
Road Road
Bood State Road
Bood Road Law P | A52 Levik Road
Tronstellek Road
Norton Law
Morton Law
Draw Road
Cometer Road
A82721 Williamson Street
Westgort Road
Haynood Road
Haynood Road
Biolos Shehton New Road
A505 Shehton New Road
A505 Shehton New Road
A505 Shehton New Road
A505 Shehton New Road
Biolos Shehton New Road
A505 Biolan Road
Biolos Shehton New Road
Biolos Shehton New Road
Biolos Shehton New Road
Biolos Shehton Road | 211 218 data gava 212 218 data gava 212 212 SelCC 1724 172 SelCC 1725 SelCC SelCC 2225 Mala SelCC 2238 SelCC SelCC 1420 2238 SelVel 1541 1600 SelVel 1542 2480 SelVel 1545 1560 SelVel 2247 2246 SelVel 2248 SelVel SelVel 1544 1560 SelVel 2247 2248 SelVel 2248 SelVel SelVel 2249 2240 SelVel 2240 2248 SelVel 2240 2246 SelVel 2240 2246 SelVel 2240 2246 SelVel 2240 2356 SelVel 2356 2240 SelVel 2360

 | Passing 3827
Passing 3827
ATC Passing 2003
ATC Passing 2003
Passing 2005
Passing 3827
Passing 3824
Passing 3824
Passing 3824
ATC Passing 3824
Passing 3827
Passing 3827
Pass
 | Sign J Wedewalky 25 35030 n/k 42 35030 n/k 43 35030 n/k 44 35030 n/k 12 34485 Monday 13 34485 Monday 14 35030 n/k 15 35045 Monday 15 35045 Monday 16 35031 Wedewalky 17 35485 Norday 18 35131 Wedewalky 19 350451 N/k 19 34628 Wedewalky 19 34600 Thursky 19 36000 Thursky 19 36000 Thursky 19 36000 Thursky 19 36000 Thursky 19 30000 Thursky 19 30000 Thursky 19 300727 Wedewalky
 | 60000 Lenticord 5477/2023 Schlored 2477/2023 Schlored 2477/2023 Schlored 2478/2023 Schlored 2482/2023 Schlored 2136 Schlored 2137 Michioad 4282 Lenticold 2123 Schlored 2120 Schlored 2120 Schlored 2121 Schlored 2120 Schlored 2120 Schlored 2120 Schlored 2120 Schlored 2120 Schlored 2120 Schlored <t< th=""><th>1552 166 6 1124 118 3 1124 118 5 1124 118 5 563 66 3 563 66 3 563 56 11 563 56 13 407 75 56 2075 378 131 2075 378 132 3129 469 36 3129 302 323 1309 132 32 1309 132 32 1309 132 34 1309 132 35 1309 132 35 1309 137 35</th><td>1295
728
538
645
900
664
457
629
451
939
700
666
805
307
939
273
3275
2738
3275
3375
3375
3375
3375
3375
3375
3375</td><td>983
684
1006
383
391
453
384
802
651
2878
2654
3172
2654
3172
3102
225
1104
1280
1280</td><td>114 2
79 5
61 5
77 1
81 3
81 3
813
81 3
81 3</td><td>3 1120
710
599
5 269
5 459
5 5
5 459
5 5
5 5
5 5
5 5
5 5
5 5
5 5
5 5
5 5
5</td><td>191 191 -101 191 -106 20 -106 20 144 303 47 313 47 313 48 48 -31 -30 60 60 61 60 62 30 63 40 44 40 45 31 35 35 36 37 36 37 37 79 36 126 36 126</td><td>4 39
1 29 303
24 400
20 57
28 670
5 161
0 18
0 18
0 19
0 19
0
19
0 00
0 00
00</td><td>3
-2
-9
-3
-3
-5
-5
-11
-5
-6
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0</td><td>0010 -110 71 1115 128 71 2-05 128 2-105 128 1485 -16 4405 -27 1388 -27 1388 -27 1388 -27 1385 -26 129% 129 556 -24 120% 129 56% 124 30% -2 249% 59 249% 59 79% 48 79% 48 79% 48 79% 42 245% 59 228 -286</td><td>-115 -12
-25
-26
-26
-26
-26
-26
-26
-26
-26</td><td></td><td></td><td></td><td>0.3 1
2.2 1
2.6 1
2.8 1
2.1 1
0.4 1
0.1 1
1.0 1
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.5 1
1.</td><td></td><td></td><td>29 1 56 1 13 1 24 1 34 1 34 1 30 1 30 1 36 1 37 1 32 1 33 1 34 1 30 1 31 1 32 1 37 1 32 1</td><td></td><td>v 10 07 07 v 10 v 11 v 40 v 10 v 12 v 13 v 14 v 12 v 12 v 13 v 14 v 12 v 13 v 14 v 13 v 14 v 14 v 14 v 14 v 14 v 14 v 14 v</td></t<> <td></td> <td></td> | 1552 166 6 1124 118 3 1124 118 5 1124 118 5 563 66 3 563 66 3 563 56 11 563 56 13 407 75 56 2075 378 131 2075 378 132 3129 469 36 3129 302 323 1309 132 32 1309 132 32 1309 132 34 1309 132 35 1309 132 35 1309 137 35
 | 1295
728
538
645
900
664
457
629
451
939
700
666
805
307
939
273
3275
2738
3275
3375
3375
3375
3375
3375
3375
3375 | 983
684
1006
383
391
453
384
802
651
2878
2654
3172
2654
3172
3102
225
1104
1280
1280 | 114 2
79 5
61 5
77 1
81 3
81 3
813
81 3
81 3
 | 3 1120
710
599
5 269
5 459
5 5
5 459
5 5
5 5
5 5
5 5
5 5
5 5
5 5
5 5
5 5
5 | 191 191 -101 191 -106 20 -106 20 144 303 47 313 47 313 48 48 -31 -30 60 60 61 60 62 30 63 40 44 40 45 31 35 35 36 37 36 37 37 79 36 126 36 126
 | 4 39
1 29 303
24 400
20 57
28 670
5 161
0 18
0 18
0 19
0 19
0 19
0 00
0 00
00 | 3
-2
-9
-3
-3
-5
-5
-11
-5
-6
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0
-0 | 0010 -110 71 1115 128 71 2-05 128 2-105 128 1485 -16 4405 -27 1388 -27 1388 -27 1388 -27 1385 -26 129% 129 556 -24 120% 129 56% 124 30% -2 249% 59 249% 59 79% 48 79% 48 79% 48 79% 42 245% 59 228 -286
 | -115 -12
-25
-26
-26
-26
-26
-26
-26
-26
-26 | | | | 0.3 1
2.2 1
2.6 1
2.8 1
2.1 1
0.4 1
0.1 1
1.0 1
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.0 2
1.1 1
1.4 1
1.5 1
1. | | | 29 1 56 1 13 1 24 1 34 1 34 1 30 1 30 1 36 1 37 1 32 1 33 1 34 1 30 1 31 1 32 1 37 1 32 1 | | v 10 07 07 v 10 v 11 v 40 v 10 v 12 v 13 v 14 v 12 v 12 v 13 v 14 v 12 v 13 v 14 v 13 v 14 v 14 v 14 v 14 v 14 v 14 v 14 v | | |
| 440 A53 Leed Neer Read 450 A635 Carlyon Read 550 A535 Carlyon Read 550 A535 Carlyon Read 551 A535 Strete Read 553 A535 Strete Read 553 A535 Strete Read 553 A537 Strete Read 554 A535 Strete Read 555 A537 Strete Read 556 A537 Strete Read 558 A537 Strete Read 558 A537 Strete Read 558 A537 Strete Read 558 A537 Strete Read 568 A500 56 A500 56 A500 56 A435 Tale Read 56 A455 Tale Read 56 A455 Tale Read 56 A455 Tale Read

 | A3222 Dashy Road
North Land
Bickmaster Annue
Prisowood Road
Cenntry Road
Omen Road
Mary Villammos Street
Hawnood Road
Roads State
Roads State
Roads Road
Biolog Stateho New Road
Biolog New Road
Biolo | A32 Levik Road
Trestrekko Road
Frierwood Road
Dock meter Amone
Omer Road
Cometer Road
A5071 Williamson Street
Heyrood Road
Heard Road
Heard Road
Street Road
Road Road
Boost Statton New Road
B5055 Shirton New Road
B50555 Shirton New Road
B5055 Shirton N | 2111 2114 data gava di soluzioni di sol
 | Passing 3807
Passing 3807
ATC Passing 3903
Passing 3001
Passing 3001
Passing 3001
Passing 3001
Passing 3001
Passing 3001
Passing 3007
Passing 3007
P
 | Sign J Wedewardsynthmy 2013 Wedewardsynthmy 82 20030 n/k 82 20030 Turning 82 20030 Turning 82 20030 Nucleosaday 82 20030 Turning 83 20030 Turning 84 20030 Turning

 | 00000 Lenticodi 36-27/20231 Centionell 36-27/20231 Centionell 37-27/20231 Centionell 41386 Sonthonell 41386 Sonthonell 41386 Sonthonell 41386 Sonthonell 41387 Sonthonell 41231 Sonthonell 41232 Sonthonell 41233 Sonthonell 22-25/02/2014 Sonthonell 22-25/02/2014 Sonthonell 22-25/02/2014 Sonthonell 20/02/2015 Sonthonell 20/02/2014 Sonthonell 20/02/2015 Sonthonell
 | 1552 246 6 11/4 138 3 11/4 138 3 11/4 138 3 11/4 138 3 11/4 138 3 11/4 138 3 11/4 138 5 11/4 138 5 11/4 138 16 11/4 138 17 11/4 138 16 11/4 138 16 11/4 138 17 11/4 138 16 11/4 138 16 11/4 138 16 11/4 138 16 11/4 138 16 11/4 138 16 11/4 138 12 11/4 138 12 11/4 138 12 11/4 138 12 11/4 138 12
 | 1295
728
536
645
901
604
457
939
700
666
805
3272
805
805
3273
805
3273
3273
3273
3273
3273
3273
3273
327 | 983
684
1006
383
391
453
384
882
651
2878
2654
3654
3654
3654
3654
3654
3102
1255
1104
1120
1120 | 114 2
79 6
60 5
61 1 1
77 1
40 4
41 1
7306 22
389 22
380 20
380 20
380 20
380 20
380 20
20
380 20
380 20
380 20
39
 | 3 1120 720 729 5 799 5 1091 6 550 6 550 9 902 3 705 566 566 72 3471 33 3133 30 3842 10 3842 11 3142 7 1237 7 1237 8 3298
 | 191 191 -300 -42 -466 -32 -366 -32 -37 -38 -42 -36 -43 -43 -44 -32 -43 -51 -44 -22 -43 -31 -44 -22 -43 -31 -53 -35 -54 -54 -54 -54 -54 -54 -54 -54 -54 -54 -54 -54 -54 -54 -55 -56 -56 -56 -57 -56 -56 -56 -56 -56 -57 -56 -56 -56 -56 -56 -57 -56 -56 -57 -57 -56 -56 -57 -57 <td>4 23 24 24 24 24 24 24 24 24 24 24 24 24 24</td> <td>3
-2
9
9
-15
-5
11
6
0
0
153
101
100
100
200
20
10
10
10
10
10
20
20
20
20
21
24
4
4
77</td> <td>0015 -110 73 73 74 73 75 1115 76 188 77 188 470% -28 445% -37 188% 5 0% -461 0% -420 125% 126 36% 124 36% 59 127% 484 28% 29 37% 484 28% 29 37% 484 28% 29 37% 484 28% 29 37% 484 28% 28 39% 39%</td> <td>-135 14
-235
1955 15
2955 14
-245 15
-2455 14
-355 14</td> <td></td> <td></td> <td></td> <td>0.3 1 2.2 1 2.8 1 2.4 1 3.1 1 0.6 1 4.2 1 1.1 1 4.2 1 1.1 1 0.6 1 0.6 1 0.5 1</td> <td></td> <td></td> <td>25 1 54 1 1 1 22 1 34 1 14 1 16 1 17 1 18 1 19 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1</td> <td></td> <td>v 80 31 31 v 46 v 46 v 46 v 46 v 12 v 13 v 12 v 12 v 15 v 15 v 12</td> <td></td> <td></td> | 4 23 24 24 24 24 24 24 24 24 24 24 24 24 24 | 3
-2
9
9
-15
-5
11
6
0
0
153
101
100
100
200
20
10
10
10
10
10
20
20
20
20
21
24
4
4
77 | 0015 -110 73 73 74 73 75 1115 76 188 77 188 470% -28 445% -37 188% 5 0% -461 0% -420 125% 126 36% 124 36% 59 127% 484 28% 29 37% 484 28% 29 37% 484 28% 29 37% 484 28% 29 37% 484 28% 28 39% 39%
 | -135 14
-235
1955 15
2955 14
-245 15
-2455 14
-355 14 | | | | 0.3 1 2.2 1 2.8 1 2.4 1 3.1 1 0.6 1 4.2 1 1.1 1 4.2 1 1.1 1 0.6 1 0.6 1 0.5 1 | | | 25 1 54 1 1 1 22 1 34 1 14 1 16 1 17 1 18 1 19 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1 10 1
 | | v 80 31 31 v 46 v 46 v 46 v 46 v 12 v 13 v 12 v 12 v 15 v 15 v 12 | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 450 AS3 Control New Read 550 AS3 SC Service New All 551 AS3 SC Service New All 553 AS3 SC Service New All 554 AS3 SC Service New All 558 AS3 SC Service New All 564 AS3 SC Service New All 565 AS4 Table New All 56 AS3 Service New All 56 AS4 Table New All 56 AS4 Table New All

 | A3222 bioly Road
Trentietics and A
Biochemister Annoue
Friermerson Road
Centersy Road
Wengtor Hoad
A3227 Williamson Street
Head Road
Head Road
Head Road
Statistics Annoue
BIOS Statistics Road
Road Weng
Templeton Annou
BIOS Statistics Road
Road Weng
Templeton Road
Road Weng
Templeton Road
Road Weng
Templeton Road
Road Weng
Templeton Road
Natistics Road Natistics
Natistics Road Natistics
Natistics
Natistics Road Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Natistics
Na | A 52 Levik Road
Trestelika Ban
Bruchmater Ammun
Cremit Road
Daniel Ban
Charles Road
A 521 Wateron Road
Maryono Road
Maryono Road
Maryono Road
Maryono Road
Boots Bahon Neut Road
Bahong Law
Parkhong Road Wast
Parkan Road Wast
Parkan Road Wast
Parkan Road Wast | 2112 2113 disk gava is 2113 2114 disk gava is 2113 1724 5517C 2124 1725 5517C 2125 1424 5617C 2251 1424 5617C 2251 1424 5617C 2251 1424 5617C 2251 1424 5617C 2261 1429 256 1420 228 5617C 2261 1429 5617C 2262 2269 2268 data gava is 2260 2269 2260 data gava is 2269 2269 2260 data gava is 2269 2269 2260 data gava is 2269 2260 data gava is 2269 2261 2260 data gava is <th>Passing 3897 Passing 3897 ATC Passing 3903 Data Passing 3903 Data Passing 3903 Data Passing 3903 Turning 3913 Turning 3913 Turning 3913 Passing 3904 Passing 3914 ATC Passing 3914 ATC Passing 3917 Passing 3917</th> <th>15 μ 2013 Wedewardpy 20 20030 n/k 82 20030 n/k 82 20030 n/k 82 20030 n/k 82 20030 n/k 84 20050 Nuclearing 84 20050 Thurship 85 20050 Wedewalap 84 20050 Wedewalap 85 20131 Wedewalap 85 20131 Wedewalap 86 20040 Nuclearing 86 20040 Thurship 86 20040 Thurship 86 20040 Thurship 86 20040 Wedwalap 86 20042 Wedwalap 86 20042 Wedwalap 86<!--</th--><th>0000 Lenticulu 42-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 4136 Deschool 4289 Eastronel 4289 Eastronel 4281 Eastronel 4282 Menthould 4213 Northbould 4213 Sonthoutd 222-25/20215 Sonthoutd 222-25/20215 Sonthoutd 0007/20215 Menthoudd 220/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215<th>1552 166 6 1124 138 3 124 138 3 124 138 3 124 138 3 124 138 3 1257 41 6 438 12 2 1257 138 53 600 73 7 620 73 7 1275 138 152 1286 860 120 1296 136 121 1306 123 240 1308 123 241 1308 127 341 1308 127 341 1484 127 34</th><td>1295
728
546
646
647
647
647
647
647
647
647
647
6</td><td>983
684
1006
383
391
453
384
802
651
2854
3102
2854
3102
1225
1104
1220
1201
1231
1204
1220
1234</td><td>114 2
78 7
79 7
77 8
77 1
77 1
81 9
77 1
81 9
74 4
77 7
78 8
77 1
84 9
74 1
77 7
78 8
74 9
74 1
77 7
78 8
74 9
74 9
74 9
74 9
74 9
74 9
74 9
74 9</td><td>3 1120 710 799 5 799 5 459 5 459 6 550 9 902 9 902 13 3153 10 3442 1 3248 1 2441
 5 1237 8 12378 9 2028</td><td>191 191 -101 191 -104 20 -106 20 114 301 40 116 23 46 -101 46 -101 46 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -102 47 -103 47 -103 47 -103 47 -103 47 -103 47 -103</td><td>4 30 1 32 2 33 3 44 3 44 3 44 4 5 32 44 6 13 32 44 6 3 32 44 43 40 44 42 44 42 45 3 46 42 43 3 44 42 45 3 46 42 43 44 44 42 45 3 46 42 47 3 48 42 49 32 40 32 40 32 40 42 40 42 41 42 42 43 43 44 <</td><td>3
-2
9
9
-15
-5
11
6
0
0
5
5
10
10
10
10
10
10
10
10
10
10
10
10
10</td><td>6015 -110 71 71 72 71 73 72 73 73 73</td><td>-135 14
-25
195 15
195 15
215 15
215</td><td></td><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td>0.3 1
2.2 1
2.8 1
2.4 1
2.4 1
2.1 1
3.1 1
0.4 1
1.4 1
1.6 1
1.6 1
1.6 1
1.6 1
1.1 1
1.4 1
1.6 1
1.1 1
1.4 1
1.0 4
1.1 1
1.4 1
1.1 1
1.4 1
1.5 11
1.5 11
1.5</td><td></td><td></td><td>29 1 54 1 55 1 67 1 28 1 56 1 51 1 52 1 54 1 54 1 54 1 54 1 50 1 50 1 51 1 52 1 54 1 52 1 52 1 53 1</td><td></td><td>× 50 × 50 × 50 × 44 × 46 × 46 × 53 × 132 × 12</td><td></td><td></td></th></th> | Passing 3897 Passing 3897 ATC Passing 3903 Data Passing 3903 Data Passing 3903 Data Passing 3903 Turning 3913 Turning 3913 Turning 3913 Passing 3904 Passing 3914 ATC Passing 3914 ATC Passing 3917
 | 15 μ 2013 Wedewardpy 20 20030 n/k 82 20030 n/k 82 20030 n/k 82 20030 n/k 82 20030 n/k 84 20050 Nuclearing 84 20050 Thurship 85 20050 Wedewalap 84 20050 Wedewalap 85 20131 Wedewalap 85 20131 Wedewalap 86 20040 Nuclearing 86 20040 Thurship 86 20040 Thurship 86 20040 Thurship 86 20040 Wedwalap 86 20042 Wedwalap 86 20042 Wedwalap 86 </th <th>0000 Lenticulu 42-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 4136 Deschool 4289 Eastronel 4289 Eastronel 4281 Eastronel 4282 Menthould 4213 Northbould 4213 Sonthoutd 222-25/20215 Sonthoutd 222-25/20215 Sonthoutd 0007/20215 Menthoudd 220/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215<th>1552 166 6 1124 138 3 124 138 3 124 138 3 124 138 3 124 138 3 1257 41 6 438 12 2 1257 138 53 600 73 7 620 73 7 1275 138 152 1286 860 120 1296 136 121 1306 123 240 1308 123 241 1308 127 341 1308 127 341 1484 127
34</th><td>1295
728
546
646
647
647
647
647
647
647
647
647
6</td><td>983
684
1006
383
391
453
384
802
651
2854
3102
2854
3102
1225
1104
1220
1201
1231
1204
1220
1234</td><td>114 2
78 7
79 7
77 8
77 1
77 1
81 9
77 1
81 9
74 4
77 7
78 8
77 1
84 9
74 1
77 7
78 8
74 9
74 1
77 7
78 8
74 9
74 9
74 9
74 9
74 9
74 9
74 9
74 9</td><td>3 1120 710 799 5 799 5 459 5 459 6 550 9 902 9 902 13 3153 10 3442 1 3248 1 2441 5 1237 8 12378 9 2028</td><td>191 191 -101 191 -104 20 -106 20 114 301 40 116 23 46 -101 46 -101 46 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -102 47 -103 47 -103 47 -103 47 -103 47 -103 47 -103</td><td>4 30 1 32 2 33 3 44 3 44 3 44 4 5 32 44 6 13 32 44 6 3 32 44 43 40 44 42 44 42 45 3 46 42 43 3 44 42 45 3 46 42 43 44 44 42 45 3 46 42 47 3 48 42 49 32 40 32 40 32 40 42 40 42 41 42 42 43 43 44 <</td><td>3
-2
9
9
-15
-5
11
6
0
0
5
5
10
10
10
10
10
10
10
10
10
10
10
10
10</td><td>6015 -110 71 71 72 71 73 72 73 73 73</td><td>-135 14
-25
195 15
195 15
215 15
215</td><td></td><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td>0.3 1
2.2 1
2.8 1
2.4 1
2.4 1
2.1 1
3.1 1
0.4 1
1.4 1
1.6 1
1.6 1
1.6 1
1.6 1
1.1 1
1.4 1
1.6 1
1.1 1
1.4 1
1.0 4
1.1 1
1.4 1
1.1 1
1.4 1
1.5 11
1.5 11
1.5</td><td></td><td></td><td>29 1 54 1 55 1 67 1 28 1 56 1 51 1 52 1 54 1 54 1 54 1 54 1 50 1 50 1 51 1 52 1 54 1 52 1 52 1 53 1</td><td></td><td>× 50 × 50 × 50 × 44 × 46 × 46 × 53 × 132 × 12</td><td></td><td></td></th> | 0000 Lenticulu 42-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 34-77/2023 Centronel 4136 Deschool 4289 Eastronel 4289 Eastronel 4281 Eastronel 4282 Menthould 4213 Northbould 4213 Sonthoutd 222-25/20215 Sonthoutd 222-25/20215 Sonthoutd 0007/20215 Menthoudd 220/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 Sonthoutd 20/20215 <th>1552 166 6 1124 138 3 124 138 3 124 138 3 124 138 3 124 138 3 1257 41 6 438 12 2 1257 138 53 600 73 7 620 73 7 1275 138 152 1286 860 120 1296 136 121 1306 123 240 1308 123 241 1308 127 341 1308 127 341 1484 127 34</th> <td>1295
728
546
646
647
647
647
647
647
647
647
647
6</td> <td>983
684
1006
383
391
453
384
802
651
2854
3102
2854
3102
1225
1104
1220
1201
1231
1204
1220
1234</td> <td>114 2
78 7
79 7
77 8
77 1
77 1
81 9
77 1
81 9
74 4
77 7
78 8
77 1
84 9
74 1
77 7
78 8
74 9
74 1
77 7
78 8
74 9
74 9
74 9
74 9
74 9
74 9
74 9
74 9</td> <td>3 1120 710 799 5 799 5 459 5 459 6 550 9 902 9 902 13 3153 10 3442 1 3248 1 2441 5 1237 8 12378 9 2028</td> <td>191 191 -101 191 -104 20 -106 20 114 301 40 116 23 46 -101 46 -101 46 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -102 47 -103 47 -103 47 -103 47 -103 47 -103 47 -103</td> <td>4 30 1 32 2 33 3 44 3 44 3 44 4 5 32 44 6 13 32 44 6 3 32 44 43 40 44 42 44 42 45 3 46 42 43 3 44 42 45 3 46 42 43 44 44 42 45 3 46 42 47 3 48 42 49 32 40 32 40 32 40 42 40 42 41 42 42 43 43 44 <</td> <td>3
-2
9
9
-15
-5
11
6
0
0
5
5
10
10
10
10
10
10
10
10
10
10
10
10
10</td> <td>6015 -110 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71
 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 71 72 71 73 72 73 73 73</td> <td>-135 14
-25
195 15
195 15
215 15
215</td> <td></td> <td></td> <td>· · · · · · · · · · · · · · · · · · ·</td> <td>0.3 1
2.2 1
2.8 1
2.4 1
2.4 1
2.1 1
3.1 1
0.4 1
1.4 1
1.6 1
1.6 1
1.6 1
1.6 1
1.1 1
1.4 1
1.6 1
1.1 1
1.4 1
1.0 4
1.1 1
1.4 1
1.1 1
1.4 1
1.5 11
1.5 11
1.5</td> <td></td> <td></td> <td>29 1 54 1 55 1 67 1 28 1 56 1 51 1 52 1 54 1 54 1 54 1 54 1 50 1 50 1 51 1 52 1 54 1 52 1 52 1 53 1</td> <td></td> <td>× 50 × 50 × 50 × 44 × 46 × 46 × 53 × 132 × 12</td> <td></td> <td></td> | 1552 166 6 1124 138 3 124 138 3 124 138 3 124 138 3 124 138 3 1257 41 6 438 12 2 1257 138 53 600 73 7 620 73 7 1275 138 152 1286 860 120 1296 136 121 1306 123 240 1308 123 241 1308 127 341 1308 127 341 1484 127 34
 | 1295
728
546
646
647
647
647
647
647
647
647
647
6 | 983
684
1006
383
391
453
384
802
651
2854
3102
2854
3102
1225
1104
1220
1201
1231
1204
1220
1234 | 114 2
78 7
79 7
77 8
77 1
77 1
81 9
77 1
81 9
74 4
77 7
78 8
77 1
84 9
74 1
77 7
78 8
74 9
74 1
77 7
78 8
74 9
74 9
74 9
74 9
74 9
74 9
74 9
74 9
 | 3 1120 710 799 5 799 5 459 5 459 6 550 9 902 9 902 13 3153 10 3442 1 3248 1 2441 5 1237 8 12378 9 2028
 | 191 191 -101 191 -104 20 -106 20 114 301 40 116 23 46 -101 46 -101 46 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -101 47 -102 47 -103 47 -103 47 -103 47 -103 47 -103 47 -103 | 4 30 1 32 2 33 3 44 3 44 3 44 4 5 32 44 6 13 32 44 6 3 32 44 43 40 44 42 44 42 45 3 46 42 43 3 44 42 45 3 46 42 43 44 44 42 45 3 46 42 47 3 48 42 49 32 40 32 40 32 40 42 40 42 41 42 42 43 43 44 <
 | 3
-2
9
9
-15
-5
11
6
0
0
5
5
10
10
10
10
10
10
10
10
10
10
10
10
10 | 6015 -110 71 71 72 71 73 72 73 73 73 | -135 14
-25
195 15
195 15
215 | | | · · · · · · · · · · · · · · · ·
· · · | 0.3 1
2.2 1
2.8 1
2.4 1
2.4 1
2.1 1
3.1 1
0.4 1
1.4 1
1.6 1
1.6 1
1.6 1
1.6 1
1.1 1
1.4 1
1.6 1
1.1 1
1.4 1
1.0 4
1.1 1
1.4 1
1.1 1
1.4 1
1.5 11
1.5 | | | 29 1 54 1 55 1 67 1 28 1 56 1 51 1 52 1 54 1 54 1 54 1 54 1 50 1 50 1 51 1 52 1 54 1 52 1 52 1 53 1 | | × 50 × 50 × 50 × 44 × 46 × 46 × 53 × 132 × 12 | | |
| 440 AS3 Leek New Boad 450 AS3 Leek New Boad 550 AS3 Stream Boad 550 AS3 Stream Boad 550 AS3 Stream Boad 551 AS3 Stream Boad 513 AS3 Stream Boad 514 AS3 Stream Boad 515 AS37 Stream Boad 516 AS37 Stream Boad 518 AS372 High Leem 519 AS41 Hale Hoad 64 AS44 Hale Hoad 64 AS44 Hale Hoad 64 AS41 Hale Hoad 65 AS41 Hale Hoad 64 AS41 Hale Hoad 65 AS41 Hale Hoad 66 AS42 Hoale Hoad

 | A3222 Dashy Road
Technical and the analysis of the analysis o | A 32 Levik Road
Trestrikko Road
Farstrongen Kannen
Deren Road
Correct Park
Correct Park
Hannen Konnen
Hannen Konnen
Konnen Sie
A 2007 Berlan Konnen
Konnen Sie
A 2007 Berlan Konnen
Konnen Sie
Kott Berland
Hannen Konten Konten
Kott Berland
Berland Konten Konten
Berland Kott Wert
Berland Kott Wert
Farstrahl Konten
Festival Way
Ferefansien Road | 2111 2114 data gana bi 2121 2114 data gana bi 2121 2124 557C 1224 1274 557C 1225 1540 557C 1226 2129 data gana bi 1401 2215 1540 1402 2215 data gana bi 1403 2213 data gana bi 1404 2213 data gana bi 1500 2208 Storf 1507 1508 Storf 2217 2260 2260 Storf 2218 2219 2260 Storf 2219 2260 2260 Storf 2261 2080 data gana bi
 | Passing 3827 Passing 3827
Passing 3827 PAR (Canange) 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3853 Passing 3854 Passing 3854 Passing 3857 Passing 3857 Passing 3867 Passing 3867 Passing 3867 Passing 3872 Passing 3872 Passing 3872 Passing 3872 Passing 3872 Passing 3867 Passing 3869 Passing 3869 Passing 3869
 | Sign J Wedewardsynthy 25 25033 n/k 82 25030 Turkey 82 36535 Turkey 82 36535 Turkey 82 36535 n/k 83 36645 n/k 84 36530 Turkey 84 36530 Turkey 84 36500 Turkey 84 36000 Turkey 95 36000 Turkey 95 30000 Turkey 95 30001 Turkey
 | 00000 Lenticud 36-27/2/2013 Wentbord 36-27/2/2013 Wentbord 3186 Schlopping 41386 Schlopping 41386 Schlopping 41386 Schlopping 41386 Schlopping 41386 Schlopping 41387 Schlopping 41231 Schlopping 41232 Schlopping 41233 Schlopping 22/2/SV2711 Wentbord 22/2/SV2711 Schlopping 22/SV27121 Schlopping

 | 1552 1466 6 1114 118 3 840 56 7 537 447 5 547 45 5 548 55 31 447 35 3 460 73 7 2070 318 33 3194 464 35 1292 328 338 1294 429 32 1295 32 26 1296 122 28 1298 123 31 1298 123 31 1298 123 31 1298 123 31 1298 123 31 1298 123 31 1298 123 31 1298 123 31 1298 123 31 1298 123 31 1298 123 31
 | 1295
728
536
645
901
647
457
939
700
666
805
805
805
805
805
805
805
805
805
805 | 983
684
1006
383
391
493
384
882
651
2878
2651
2878
2651
3102
2878
2017
3102
3102
3102
3102
3102
3102
3102
3102 | 114 2 79 6 80 5 61 17 77 1 81 6 81 6 83 2 93 2 988 2 136 7 144 1 156 2 136 7 136 7 137 6 141 2 152 2 93 53
 | 3 1120 710 799 5 999 5 459 1 429 6 550 9 902 3 705 564 566 7 3471 3 3193 0 3462 1 1436 1 1437 6 1284 1 1237 8 12327 9 2086 6 1284 1 429 1 429 1 1237 8 1237 9 2086 6 1284 1 439 1 430 1 430 1 430 1 430 1 430 1 430 1 430 1 430 < | 191 191 301 301 302 302 304 302 307 313 47 313 47 313 47 313 47 313 48 40 43 40 44 32 43 31 43 31 58 37 78 36 364 32 435 32 364 32 37 36 364 32 365 32 366 32 368 32 369 32 360 32 361 32 362 36 363 32 364 32
 | - | 3
3
-2
9
9
-15
-15
-11
10
10
100
70
50
100
100
70
50
100
100
4
4
-27
-29
-3
1 | 6035 -11 -31 -31 -31 -31 1112 -31 1123 -13 -245 -136 1485 -166 4495 -26 4495 -36 4495 -36 4495 -22 1385 -22 1385 -32 1206 -346 1207 195 565 -135 565 -135 365 -29 375 -84 265 -26 375 -44 265 -26 375 -345 -345 -345
 | -135 14
-25
26 25
26 26 25
26 25
26 25
26 26
26 | | | | 0.3 1
2.2 1
2.4 1
2.4 1
2.4 1
2.1 1
0.6 1
1.1 1
4.2 1
1.1 1
1.4 1
1.4 1
1.1 1
1.4 | | | 29 1 54 1 54 1 54 1 24 1 24 1 34 1 10 1 36 1 36 1 36 1 36 1 36 1 37 1 36 1 37 1 37 1 37 1 37 1 38 1 39 1 30 1 30 1 30 1 30 1 | | 80 81 82 84 9 84 9
 9 10 11 12 13 14 15 <tr tr=""> 14</tr> | | |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 450 AS3 Leek New Read 550 AS3 DS Chayten New J 551 AS3 DS Chayten New J 553 AS3 DS Chayten New J 553 AS3 DS New New J 553 AS3 DS New New J 553 AS3 DS New New J 554 AS3 DS New New J 555 AS3 DS New New J 556 AS3 DS New New J 558 AS37 Diversition New J 564 AS32 DV New New J 564 AS30 56 AS30 56 AS30 56 AS30 57 AS41 Rev Road 58 AS30 59 AS41 Rev Road 50 AS41 Rev Road 51 AS31 Reversion Road 52 AS41 Rev Road 53 AS31 Reversion Road 54 AS31 Reversion Road 55 AS41 Reversion Road 56 AS31 Reversion Road <td< td=""><td>A 32.22 Diskly Road
Therefore, and the analysis of the analysi</td><td>A 52 Levik Road
Trestfolk Salar
Fridarssond Road
Backmater Ammun
Ornel Road
Committee Ammun
Accession Road
Hannil Road
Hannil Road
Hanni Road
Solat Salaron New Road
BOSS Common Salaron
Parkinowski Road
BOSS Common Salaron
Parkinowski Road
BOSS Common New Road
BOSS Common Ne</td><td>2113 2114 data gava is solved. 2113 2114 data gava is solved. 2123 1214 Solved. 2124 1216 Solved. 2125 1410 Solved. 2281 1240 Solved. 2281 1240 Solved. 2281 1240 Solved. 1282 1280 Solved. 1283 1280 Solved. 1284 1280 Solved. 1286 1280 Solved. 1286 2280 Solved. 1286 1280 Solved. 1287 2280 Solved. 1286 1280 Solved. 1286 1280 Solved. 1286 1280 Solved. 1288 1290 Solved. 1289 1290 Solved. 1298 1290 Solved. 1298 1290 Solved. 1298 1290 Solved.</td><th>Passing 3927 AC Sing Control 3000 AC Sing Control 3000 AC Sing Pool 3001 AC Sing Pool 3001 Passing 3001 Turning 3035 Turning 3035 Passing 3045 Passing 3045 Passing 3047 Passing 3047 Passing 3047 Passing 3047 Passing 3042 Passing 3049 Passing 3040 Passing 3040 Passing 3040 Passing</th><th>15 μ 2013 Wedewardsynthemise 20 20030 n/k 82 20030 n/k 82 20030 n/k 82 20030 n/k 84 30050 n/k 84 30530 Thursfay 95 30510 Wedewalay 95 30513 Wedewalay 85 30530 Thursfay 95 30513 Wedewalay 95 34615 n/k 96 36000 Thursfay 97 35131 Wedewalay 98 34602 Thursfay 99 34615 Nucleosiday 90 34727 Wedewalay 90 34727 Wedewalay 90 34727 Wedewalay 91 34720 Wedewalay 92 34720 Wedewalay 93 34727 Wedewalay 94 30202 Wedewalay 94<</th><th>6000 Lenticular 94 27/0231 Henthord 94 27/0231 Henthord 94 27/0231 Henthord 94 27/0231 Henthord 91 28 Lenthord 91 28 Lenthord 92 27/0231 Henthord 92 28 Lenthord 92 28 Somboard 90 707215 Somboard<!--</th--><th>1552 1466 6 1114 118 3 583 60 3 584 60 3 585 56 3 586 60 3 587 55 31 467 35 3 600 73 3 2070 388 303 3184 346 30 3199 152 28 3199 152 28 3199 152 48 5199 152 36 5199 152 36 3199 152 36 3199 152 36 5199 152 36 5199 152 36 5199 152 36 5199 152 36 5199 54 66 1</th><td>1295
728
536
645
637
637
637
637
637
637
637
837
837
837
837
837
837
837
837
837
8</td><td>983
684
1006
383
391
491
493
384
2034
302
2034
302
2034
3102
2235
1235
1235
1235
1235
1235
1235
123</td><td>114 2 79 6 70 5 61 27 12 1 81 7 82 27 308 22 309 23 308 24 313 34 314 4 3154 4 3151 7 51 7 60 4</td><td>3 1120 710 700 999 709 5 709 5 459 5 459 6 550 9 922 9 922 9 922 30 3545 0 3542 0 3542 10 3546 11 1203 12 3567 13 3131 14 12057 15 12051 16 12052 17 12031 18 12052 19 2026 10 2066 10 2066 10 2067 10 2066 10 2067 10 2067 10 2067 10 2067</td><td>201 201 201
</td><td>4 39 4 39 5 303 6 40 7 80 8 407 8 407 9 303 10 30 10 30 10 30 20 444 40 407 30 409 30 409 30 409 41 407 42 407 43 409 44 407 45 400 46 407 47 3 48 400 43 400 44 407 45 400 46 400 47 3 48 400 41 400</td><td>3
3
9
9
-15
-15
-15
-15
-15
-15
-15
-15
-15
-15</td><td>0019 -110 71 71 1113 71 1213 71 1214 71 1215 120 1405 130 1408 146 1408 -16 4490 -78 4490 -78 459 -72 1308 37 1205 120 5505 -22 1205 120 67% 125 586 124 305 125 586 124 305 48 79% -46 30% 325 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30</td><td>-1.35 1.4 -2.55 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.56 -3.55 -1.1 -4.6 -2.56 -2.56</td><td></td><td>•</td><td>· · · · · · · · · · · · · · · · · · ·</td><td>0.3 1 2.2 1 2.8 1 2.4 1 2.4 1 3.1 1 0.4 1 0.4 1 1.4 1 1.6 1 1.6 1 1.6
 1 1.6 1 0.6 1 0.5 1 0.4 1 0.4 1 0.5 1 0.6 2</td><td></td><td></td><td>29 1 54 1 107 1 203 1 204 1 205 1 206 1 207 1 208 1 209 1 200 1 201 1 202 1 203 1 204 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1</td><td></td><td>× 10 × 14 × 44 × 46 × 45 × 132 × 132 × 14 × 14 × 12 × 14 × 14 × 14 × 14 × 12 × 14 × 12 × 14 × 12 × 14 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12</td><td></td><td></td></th></td<> | A 32.22 Diskly Road
Therefore, and the analysis of the analysi | A 52 Levik Road
Trestfolk Salar
Fridarssond Road
Backmater Ammun
Ornel Road
Committee Ammun
Accession Road
Hannil Road
Hannil Road
Hanni Road
Solat Salaron New Road
BOSS Common Salaron
Parkinowski Road
BOSS Common Salaron
Parkinowski Road
BOSS Common New Road
BOSS Common Ne | 2113 2114 data gava is solved. 2113 2114 data gava is solved. 2123 1214 Solved. 2124 1216 Solved. 2125 1410 Solved. 2281 1240 Solved. 2281 1240 Solved. 2281 1240 Solved. 1282 1280 Solved. 1283 1280 Solved. 1284 1280 Solved. 1286 1280 Solved. 1286 2280 Solved. 1286 1280 Solved. 1287 2280 Solved. 1286 1280 Solved. 1286 1280 Solved. 1286 1280 Solved. 1288 1290 Solved. 1289 1290 Solved. 1298 1290 Solved. 1298 1290 Solved. 1298 1290 Solved.

 | Passing 3927 AC Sing Control 3000 AC Sing Control 3000 AC Sing Pool 3001 AC Sing Pool 3001 Passing 3001 Turning 3035 Turning 3035 Passing 3045 Passing 3045 Passing 3047 Passing 3047 Passing 3047 Passing 3047 Passing 3042 Passing 3049 Passing 3040 Passing 3040 Passing 3040 Passing
 | 15 μ 2013 Wedewardsynthemise 20 20030 n/k 82 20030 n/k 82 20030 n/k 82 20030 n/k 84 30050 n/k 84 30530 Thursfay 95 30510 Wedewalay 95 30513 Wedewalay 85 30530 Thursfay 95 30513 Wedewalay 95 34615 n/k 96 36000 Thursfay 97 35131 Wedewalay 98 34602 Thursfay 99 34615 Nucleosiday 90 34727 Wedewalay 90 34727 Wedewalay 90 34727 Wedewalay 91 34720 Wedewalay 92 34720 Wedewalay 93 34727 Wedewalay 94 30202 Wedewalay 94<

 | 6000 Lenticular 94 27/0231 Henthord 94 27/0231 Henthord 94 27/0231 Henthord 94 27/0231 Henthord 91 28 Lenthord 91 28 Lenthord 92 27/0231 Henthord 92 28 Lenthord 92 28 Somboard 90 707215 Somboard </th <th>1552 1466 6 1114 118 3 583 60 3 584 60 3 585 56 3 586 60 3 587 55 31 467 35 3 600 73 3 2070 388 303 3184 346 30 3199 152 28 3199 152 28 3199 152 48 5199 152 36 5199 152 36 3199 152 36 3199 152 36 5199 152 36 5199 152 36 5199 152 36 5199 152 36 5199 54 66 1</th> <td>1295
728
536
645
637
637
637
637
637
637
637
837
837
837
837
837
837
837
837
837
8</td> <td>983
684
1006
383
391
491
493
384
2034
302
2034
302
2034
3102
2235
1235
1235
1235
1235
1235
1235
123</td> <td>114 2 79 6 70 5 61 27 12 1 81 7 82 27 308 22 309 23 308 24 313 34 314 4 3154 4 3151 7 51 7 60 4</td> <td>3 1120 710 700 999 709 5 709 5 459 5 459 6 550 9 922 9 922 9 922 30 3545 0 3542 0 3542 10 3546 11 1203 12 3567 13 3131 14 12057 15 12051 16 12052 17 12031 18 12052 19 2026 10 2066 10 2066 10 2067 10 2066 10 2067 10 2067 10 2067 10 2067</td> <td>201 201 201
</td> <td>4 39 4 39 5 303 6 40 7 80 8 407 8 407 9 303 10 30 10 30 10 30 20 444 40 407 30 409 30 409 30 409 41 407 42 407 43 409 44 407 45 400 46 407 47 3 48 400 43 400 44 407 45 400 46 400 47 3 48 400 41 400</td> <td>3
3
9
9
-15
-15
-15
-15
-15
-15
-15
-15
-15
-15</td> <td>0019 -110 71 71 1113 71 1213 71 1214 71 1215 120 1405 130 1408 146 1408 -16 4490 -78 4490 -78 459 -72 1308 37 1205 120 5505 -22 1205 120 67% 125 586 124 305 125 586 124 305 48 79% -46 30% 325 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30</td> <td>-1.35 1.4 -2.55 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.56 -3.55 -1.1 -4.6 -2.56 -2.56</td> <td></td> <td>•</td> <td>· · · · · · · · · · · · · · · · · · ·</td> <td>0.3 1 2.2 1 2.8 1 2.4 1 2.4 1 3.1 1 0.4 1 0.4 1 1.4 1 1.6 1 1.6 1 1.6 1 1.6 1 0.6 1 0.5 1 0.4 1 0.4 1 0.5 1 0.6 2</td> <td></td> <td></td> <td>29 1 54 1 107 1 203 1 204 1 205 1 206 1 207 1 208 1 209 1 200 1 201 1 202 1 203 1 204 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1</td> <td></td> <td>× 10 × 14 × 44 × 46 × 45 × 132 × 132 × 14 × 14 × 12 × 14 × 14 × 14 × 14 × 12 × 14 × 12 × 14 × 12 × 14 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12</td> <td></td> <td></td>
 | 1552 1466 6 1114 118 3 583 60 3 584 60 3 585 56 3 586 60 3 587 55 31 467 35 3 600 73 3 2070 388 303 3184 346 30 3199 152 28 3199 152 28 3199 152 48 5199 152 36 5199 152 36 3199 152 36 3199 152 36 5199 152 36 5199 152 36 5199 152 36 5199 152 36 5199 54 66 1
 | 1295
728
536
645
637
637
637
637
637
637
637
837
837
837
837
837
837
837
837
837
8 | 983
684
1006
383
391
491
493
384
2034
302
2034
302
2034
3102
2235
1235
1235
1235
1235
1235
1235
123 | 114 2 79 6 70 5 61 27 12 1 81 7 82 27 308 22 309 23 308 24 313 34 314 4 3154 4 3151 7 51 7 60 4
 | 3 1120 710 700 999 709 5 709 5 459 5 459 6 550 9 922 9 922 9 922 30 3545 0 3542 0 3542 10 3546 11 1203 12 3567 13 3131 14 12057 15 12051 16 12052 17 12031 18 12052 19 2026 10 2066 10 2066 10 2067 10 2066 10 2067 10 2067 10 2067 10 2067
 | 201 201 201
 | 4 39 4 39 5 303 6 40 7 80 8 407 8 407 9 303 10 30 10 30 10 30 20 444 40 407 30 409 30 409 30 409 41 407 42 407 43 409 44 407 45 400 46 407 47 3 48 400 43 400 44 407 45 400 46 400 47 3 48 400 41 400
 | 3
3
9
9
-15
-15
-15
-15
-15
-15
-15
-15
-15
-15 | 0019 -110 71 71 1113 71 1213 71 1214 71 1215 120 1405 130 1408 146 1408 -16 4490 -78 4490 -78 459 -72 1308 37 1205 120 5505 -22 1205 120 67% 125 586 124 305 125 586 124 305 48 79% -46 30% 325 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30% 120 30 | -1.35 1.4 -2.55 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.55 -2.56 -2.56 -3.55
-1.1 -4.6 -2.56 -2.56 | | • | · · · · · · · · · · · · · · · · · · · | 0.3 1 2.2 1 2.8 1 2.4 1 2.4 1 3.1 1 0.4 1 0.4 1 1.4 1 1.6 1 1.6 1 1.6 1 1.6 1 0.6 1 0.5 1 0.4 1 0.4 1 0.5 1 0.6 2 | | | 29 1 54 1 107 1 203 1 204 1 205 1 206 1 207 1 208 1 209 1 200 1 201 1 202 1 203 1 204 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 205 1 | | × 10 × 14 × 44 × 46 × 45 × 132 × 132 × 14 × 14 × 12 × 14 × 14 × 14 × 14 × 12 × 14 × 12 × 14 × 12 × 14 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12 × 12
 | | |
| 440 AS3 Leek New Boad 450 AS3 Leek New Boad 450 AS3 Leek New Boad 550 AS3 DE Carpen Boad 531 AS3 DE Carpen Boad 538 AS3 DE Carpen Boad 538 AS3 DE Secke Road 538 AS3 DE Secke Road 538 AS32 Tript Leen 538 AS327 High Leen 538 AS327 High Leen 538 AS327 High Leen 538 AS327 High Leen 539 AS327 High Leen 538 AS327 High Leen 538 AS327 High Leen 539 AS327 High Leen 538 AS320 64 AS32 DE Boad 55 AS327 High Leen 538 AS30 64 AS40 65 AS4 Leenpool Road 66 AS4 Leenpool Road 67 AS43 Exclose Road 68 AS43 Exclose Road 69 AS4 Despool Road 60 AS4 Usenpool Road

 | Ab3222 Early Road
Transfirled wald
Bockmatter, Annue
Frierweiten, Band
Come, Road
Wengert Head
Wengert Head
Neuron State
Templeton Annue
BOOS Solton Neur Bood
Templeton Annue
BOOS Solton Neur Bood
Road Solton Neur Bood
Boos Solton Neur Bood
Road Lancer Millehouse Lance
Boos Solton Neur Bood
Road Lancer Millehouse Lance
Boos Bood
Boos Part | A 52 Levk Road
Try 2014 Road Try 2014 Road
Factoria San San San San San San San San San Sa | 2112 2115 data gana di seguri 2121 2124 2145 Serific 2124 1274 Serific Serific 2124 1274 Serific Serific 2125 1426 Serific Serific 2126 2126 Mataganoi Serific 2126 2126 Serific Serific 2126 2126 Serific Serific 2126 2287 Serific Serific 2126 2286 Serific Serific 2126 2287 Serific Serific 2126 2286 2287 Serific 2287 2286 Serific Serific 2286 2287 Serific Serific 2286 2286 Serific Serific 2286 2286 Serific Serific 2286 2286 Serific Serific 2286 2286 Serific Serific 2286 </td <th>Descring 3027 Descring 3000 ATC Parseing 3000 ATC Parseing 3001 Parseing 3002 Parseing 3003 Parseing 3005 Parseing 3005 Parseing 3005 Parseing 3057 Parseing 3058 Parse</th> <th>Size Wedewalky 25 V Size 25 Size 26 Size 26 Size 27 M-448 26 Size 27 M-448 26 Marking 27 M-448 28 Marking 29 Size 20 Marking 20 Marking 21 Size 22 Size 23 Size 24 Size 25 Size 26 Size 27 Size 28 Size 29 Size 29 Size 20 Size <t< th=""><th>60000 Lambord 52778/2023 Menthord 34778/2023 Menthord 348.07.07.0233 Menthord 41386 Sonthord 41387 Sonthord 41388 Sonthord 41381 Sonthord 41382 Sonthord 41383 Sonthord 41393 Sonthord 41393 Sonthord 21070214 Sonthord 21070214 Sonthord 21070214 Sonthord 21070215 Sonthord 21070215 Extended 90070215 Sonthord 90070215 Sonthord 90070215 Sonthord 90070215<</th><th>1552 146 6 1114 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 5 114 118 5 114 118 5 115 513 3 114 513 31 115 3123 486 122 1170 312 248 122 1170 132 22 139 1184 131
 313 134 1184 132 248 133 1184 133 131 134 1184 132 248 133 1184 133 134 134 1184 133 134 134 1184 133 134 134 1184</th><td>1295
728
546
646
647
647
647
643
645
645
730
730
730
730
730
730
730
730
730
730</td><td>983
684
1000
803
803
803
803
803
803
803
803
803</td><td>114 2 79 6 80 5 61 12 77 1 81 5 84 2 78 4 81 1 78 2 78 2 78 2 78 2 78 2 79 4 70 14 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2</td><td>3 1120 770 770 780 789 5 789 5 459 5 459 6 550 9 92 9 92 9 92 0 342 0 342 1 1343 0 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1345 1 1344 1 1345 1 1405 1 1401 1 1415 1 1415 1 1415 1 1415 1 1415 1 1415 1 1415 1 1417</td><td>1213 </td><td>- -</td><td>3
3
3
4
5
5
5
11
11
6
6
9
9
113
100
70
70
70
8
9
8
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9</td><td>6035 -1.1 </td><td>-135 -14 -25 -25 160 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 206 -25 207 -25 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -27</td><td></td><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td>0.0 1 2.2 1 2.8 1 2.8 1 3.4 1 0.4 1 0.4 1 1.4 1 1.4 1 0.6 1 0.4 1 1.4 1 0.6 1 0.3 1 2.4 1 0.5 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1</td><td></td><td></td><td>29 1
54 1
07 1
24 1
54 11 54 11</td><td></td><td>80 81 82 84 7 84 7 84 7 84 7 84 7 84 7 84 7 84 8 84 84 84 </td></t<><td></td><td></td></th> | Descring 3027 Descring 3000 ATC Parseing 3000 ATC Parseing 3001 Parseing 3002 Parseing 3003 Parseing 3005 Parseing 3005 Parseing 3005 Parseing 3057 Parseing 3058 Parse

 | Size Wedewalky 25 V Size 25 Size 26 Size 26 Size 27 M-448 26 Size 27 M-448 26 Marking 27 M-448 28 Marking 29 Size 20 Marking 20 Marking 21 Size 22 Size 23 Size 24 Size 25 Size 26 Size 27 Size 28 Size 29 Size 29 Size 20 Size <t< th=""><th>60000 Lambord 52778/2023 Menthord 34778/2023 Menthord 348.07.07.0233 Menthord 41386 Sonthord 41387 Sonthord 41388 Sonthord 41381 Sonthord 41382 Sonthord 41383 Sonthord 41393 Sonthord 41393 Sonthord 21070214 Sonthord 21070214 Sonthord 21070214 Sonthord 21070215 Sonthord 21070215 Extended 90070215 Sonthord 90070215 Sonthord 90070215 Sonthord 90070215<</th><th>1552 146 6 1114 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 5 114 118 5 114 118 5 115 513 3 114 513 31 115 3123 486 122 1170 312 248 122 1170 132 22 139 1184 131 313 134 1184 132 248 133 1184 133 131 134 1184 132 248 133 1184 133 134 134 1184 133 134 134 1184 133 134 134 1184</th><td>1295
728
546
646
647
647
647
643
645
645
730
730
730
730
730
730
730
730
730
730</td><td>983
684
1000
803
803
803
803
803
803
803
803
803</td><td>114 2 79 6 80 5 61 12 77 1 81 5 84 2 78 4 81 1 78 2 78 2 78 2 78 2 78 2 79 4 70 14 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2</td><td>3 1120 770 770 780 789 5 789 5 459 5 459 6 550 9 92 9 92 9 92 0 342 0 342 1 1343 0 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1345 1 1344 1 1345 1 1405 1 1401 1 1415 1 1415 1 1415 1 1415 1 1415 1 1415 1 1415 1 1417</td><td>1213 </td><td>- -</td><td>3
3
3
4
5
5
5
11
11
6
6
9
9
113
100
70
70
70
8
9
8
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9</td><td>6035 -1.1 </td><td>-135 -14 -25 -25 160 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 206 -25 207 -25 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -27</td><td></td><td></td><td>· · · · · · · · · · · · · · · · · · ·</td><td>0.0 1 2.2 1 2.8 1 2.8 1 3.4 1 0.4 1 0.4 1 1.4 1 1.4 1 0.6 1 0.4 1 1.4 1 0.6 1 0.3 1 2.4 1 0.5 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1</td><td></td><td></td><td>29 1
54 1
07 1
24 1
54 11 54 11</td><td></td><td>80 81 82 84 7 84 7 84 7 84 7 84 7 84 7 84 7 84 8 84 84 84 </td></t<> <td></td> <td></td>
 | 60000 Lambord 52778/2023 Menthord 34778/2023 Menthord 348.07.07.0233 Menthord 41386 Sonthord 41387 Sonthord 41388 Sonthord 41381 Sonthord 41382 Sonthord 41383 Sonthord 41393 Sonthord 41393 Sonthord 21070214 Sonthord 21070214 Sonthord 21070214 Sonthord 21070215 Sonthord 21070215 Extended 90070215 Sonthord 90070215 Sonthord 90070215 Sonthord 90070215<
 | 1552 146 6 1114 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 5 114 118 5 114 118 5 115 513 3 114 513 31 115 3123 486 122 1170 312 248 122 1170 132 22 139 1184 131 313 134 1184 132 248 133 1184 133 131 134 1184 132 248 133 1184 133 134 134 1184 133 134 134 1184 133 134 134 1184
 | 1295
728
546
646
647
647
647
643
645
645
730
730
730
730
730
730
730
730
730
730 | 983
684
1000
803
803
803
803
803
803
803
803
803
 | 114 2 79 6 80 5 61 12 77 1 81 5 84 2 78 4 81 1 78 2 78 2 78 2 78 2 78 2 79 4 70 14 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 70 2 | 3 1120 770 770 780 789 5 789 5 459 5 459 6 550 9 92 9 92 9 92 0 342 0 342 1 1343 0 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1344 1 1345 1 1344 1 1345 1 1405 1 1401 1 1415 1 1415 1 1415 1 1415 1 1415 1 1415 1 1415 1 1417
 | 1213
 | - | 3
3
3
4
5
5
5
11
11
6
6
9
9
113
100
70
70
70
8
9
8
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9 | 6035 -1.1
 | -135 -14 -25 -25 160 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 205 -25 206 -25 207 -25 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -26 208 -27 | | | · · · · · · · · · · · · · · · · · · · | 0.0 1 2.2 1 2.8 1 2.8 1 3.4 1 0.4 1 0.4 1 1.4 1 1.4 1 0.6 1 0.4 1 1.4 1 0.6 1 0.3 1 2.4 1 0.5 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1 0.4 1 | | | 29 1
54 1
07 1
24 1
54 11 | | 80 81 82 84 7 84 7 84 7 84 7 84 7 84 7 84 7 84 8 84 84 84 | | |
| 440 A53 Leed Neer Read 450 A635 Carlyon Read 550 A535 Clayton Read 550 A535 Clayton Read 551 A535 Clayton Read 552 A535 Clayton Read 553 A525 Clayton Read 554 A535 TeereRead 553 A527 English Read 554 A527 Reads Read 555 A527 Reads Read 556 A527 Reight Read 556 A527 Reight Read 566 A527 Reight Read 567 A527 Reight Read 568 A527 Reight Read 569 A527 Reight Read 560 A527 Reight Read 560 A527 Reight Read 560 A547 Reight Read 560 <td< td=""><td>A 32.22 bisky Road
Technic Lear A
Beckmatter Aensue
Friermeson Brad
Cometry Road
Ormer Road
A 32.71 Williamson Street
Healt Road
Heavood Road
Roads Status Road
A 33. Thrus Road
A 33. Thrus Road
B 2005 Stoken Road</td><td>A 32 Levik Road
Trestfolk Salar
A 20 Levik Road
Fakrasovski Salar
Denis Road
Constra Vinne Road
Constra Vinne Road
A 2000 Road
Haywood Road
Haywood Road
Haywood Road
Sol 20 Salar Nave Road
Sol 20 Salar Nave Road
Sol 20 Salar Nave Road
B 20 Salar Salar Road
B 20 Salar Salar Road
B 20 Sa</td><td>2112 2115 data gava 2112 2114 data gava 2123 2124 Serific 2124 1724 Serific 2125 1926 Mata gava 1401 2215 Mata gava 1402 2215 Mata gava 1403 2215 Mata gava 1404 2215 Mata gava 1408 2205 Mata gava 1408 1907 Serific 1408 2205 Serific 1408 2205 Mata gava 1409 2206 Serific 1409 2207 Mata gava 1507 2308 Serific 2508 2208 Mata gava 2509 2209 Mata gava<!--</td--><th>Passing 392-7 Passing 3000 ATC Passing 3000 ATC Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3002 Passing 3004 Passing 3007 Passing 3007 Passing 3007 Passing 3007 Passing 3004 Passing 3004</th><th>15 μ 20131 Wedewalky 20 20030 n/k 42 20030 n/k 42 20030 n/k 43 20030 n/k 44 20030 n/k 42 20030 m/k 43 20037 Turnsky 43 20037 Turnsky 44 20037 Turnsky 50131 Wedewalky N/k 40 346415 n/k 41 30030 Turnsky 42 30030 Turnsky 43 300415 n/k 44 30030 Turnsky 45 30030 Turnsky 46 30030 Turnsky 47 34212 Wedewalky 48 30030 Turnsky 49 34212 Wedewalky 49 34212 Wedewalky 40 34212 Wedewalky 342127 Wedwalky</th></td></td<> <th>00000 Lenticued 24/27/2013 Henticord 24/27/2013 Henticord 24/27/2013 Henticord 3186 Henticord 41386 Henticord 41386 Henticord 41386 Henticord 41386 Henticord 41387 Scathood 41387 Henticord 41213 Kenthood 41213 Kenthood 41213 Scathood 41214 Scathood 4122 Scathood 4122 Scathood 41213 Scathood 41214 Scathood 41217 Scathood 41217 Scathood 41217 Scathood 41217 Scatho</th> <th>1552 1466 6 1114 118 3 583 600 3 600 54 7 543 55 3 640 55 3 640 55 3 640 647 35 640 73 7 2757 378 314 3184 365 197 2757 378 312 3198 365 199 1279 412 24 3198 127 80 1284 128 312 3198 127 80 1284 128 32 3198 128 34 3198 40 4 1 398 40 4 2 394 40 4 2</th> <td>1295
728
64 64
64
457
459
700
66
859
700
66
855
728
728
728
728
728
728
728
728
728
728</td> <td>983
464
1995
393
393
453
394
453
394
453
394
453
394
453
2878
2878
2878
2834
3172
3102
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1</td> <td>114 2 79 6 80 5 61 12 27 1 81 11 82 27 83 10 84 11 838 21 3389 22 3388 23 348 24 351 2 352 2 353 6 32 5 34 4</td> <td>3 1120 770 770 780 789 1 789 1 780 2 450 3 383 0 365 566 566 566 566 3 383 0 3842 1 3784 1 3784 2 1441 4 1455 7 1217 8 1208 0 2086 7 1217 8 1208 0 2086 7 1217 8 1208 9 208 14 1455 15 102 1607 507 1567 507 1607 507 175 507</td> <td>293 293 </td> <td>-4 -8 1 -26 -40
2 -40 -40 2 -40 -57 3 -40 -57 3 -40 -57 3 -40 -57 3 -40 -57 3 -60 -60 4 -60 -60 2 -60 -60 3 -60 -60 4 -60 -60 4 -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60<</td> <td>3
-2
-9
-9
-9
-35
-35
-35
-35
-35
-35
-35
-35
-35
-35</td> <td>6033 -1.1 78 7 7 7 11235 123 7 2455 126 26 1485 -16 26 1485 -16 27 1365 -27 136 2455 126 26 255 126 26 256 126 36 256 126 36 256 126 36 256 128 36 366 31 32 367 126 36 368 126 36 368 126 36 368 126 36 368 126 36 365 126 36 365 126 36 365 126 36 365 126 36 365 126 36 365 126 36</td> <td>-135 14
-255 4
-255 4
-255 4
-255 4
-255 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-356 4
-</td> <td></td> <td></td> <td></td> <td>0.8 1 2.2 1 3.0 1 3.1 1 0.8 1 0.4 1 3.4 1 3.6 1 3.1 1 3.4 1 3.6 1 3.6 1 3.6 1 3.6 1 3.6 1 3.6 1 3.6 1 3.7 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.9 1</td> <td></td> <td></td> <td>28 1 1 1 1 1 1 1 1 1 36 1 36 1 36 1 37 1 38 1 39 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 32 1 32 1 32 1 32 1 32 1 32 1 34 1 32 1 34 1 37 1 32 1 34 1 37 1 38 1 37 1 38 1 <</td> <td></td> <td>80 80 81 81 7 80 7 80 7 80 7 80 7 81 7 13 7 13 7 13 7 13 7 12 8 24 8 24 9 80 7 16 <tr td=""></tr></td> <td></td> <td></td> | A 32.22 bisky Road
Technic Lear A
Beckmatter Aensue
Friermeson Brad
Cometry Road
Ormer Road
A 32.71 Williamson Street
Healt Road
Heavood Road
Roads Status Road
A 33. Thrus Road
A 33. Thrus Road
B 2005 Stoken Road | A 32 Levik Road
Trestfolk Salar
A 20 Levik Road
Fakrasovski Salar
Denis Road
Constra Vinne Road
Constra Vinne Road
A 2000 Road
Haywood Road
Haywood Road
Haywood Road
Sol 20 Salar Nave Road
Sol 20 Salar Nave Road
Sol 20 Salar Nave Road
B 20 Salar Salar Road
B 20 Salar Salar Road
B 20 Sa | 2112 2115 data gava 2112 2114 data gava 2123 2124 Serific 2124 1724 Serific 2125 1926 Mata gava 1401 2215 Mata gava 1402 2215 Mata gava 1403 2215 Mata gava 1404 2215 Mata gava 1408 2205 Mata gava 1408 1907 Serific 1408 2205 Serific 1408 2205 Mata gava 1409 2206 Serific 1409 2207 Mata gava 1507 2308 Serific 2508 2208 Mata gava 2509 2209 Mata gava </td <th>Passing 392-7 Passing 3000 ATC Passing 3000 ATC Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3002 Passing 3004 Passing 3007 Passing 3007 Passing 3007 Passing 3007 Passing 3004 Passing 3004</th> <th>15 μ 20131 Wedewalky 20 20030 n/k 42 20030 n/k 42 20030 n/k 43 20030 n/k 44 20030 n/k 42 20030 m/k 43 20037 Turnsky 43 20037 Turnsky 44 20037 Turnsky 50131 Wedewalky N/k 40 346415 n/k 41 30030 Turnsky 42 30030 Turnsky 43 300415 n/k 44 30030 Turnsky 45 30030 Turnsky 46 30030 Turnsky 47 34212 Wedewalky 48 30030 Turnsky 49 34212 Wedewalky 49 34212 Wedewalky 40 34212 Wedewalky 342127 Wedwalky</th>

 | Passing 392-7 Passing 3000 ATC Passing 3000 ATC Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3001 Passing 3002 Passing 3004 Passing 3007 Passing 3007 Passing 3007 Passing 3007 Passing 3004
 | 15 μ 20131 Wedewalky 20 20030 n/k 42 20030 n/k 42 20030 n/k 43 20030 n/k 44 20030 n/k 42 20030 m/k 43 20037 Turnsky 43 20037 Turnsky 44 20037 Turnsky 50131 Wedewalky N/k 40 346415 n/k 41 30030 Turnsky 42 30030 Turnsky 43 300415 n/k 44 30030 Turnsky 45 30030 Turnsky 46 30030 Turnsky 47 34212 Wedewalky 48 30030 Turnsky 49 34212 Wedewalky 49 34212 Wedewalky 40 34212 Wedewalky 342127 Wedwalky
 | 00000 Lenticued 24/27/2013 Henticord 24/27/2013 Henticord 24/27/2013 Henticord 3186 Henticord 41386 Henticord 41386 Henticord 41386 Henticord 41386 Henticord 41387 Scathood 41387 Henticord 41213 Kenthood 41213 Kenthood 41213 Scathood 41214 Scathood 4122 Scathood 4122 Scathood 41213 Scathood 41214 Scathood 41217
 Scathood 41217 Scathood 41217 Scathood 41217 Scatho
 | 1552 1466 6 1114 118 3 583 600 3 600 54 7 543 55 3 640 55 3 640 55 3 640 647 35 640 73 7 2757 378 314 3184 365 197 2757 378 312 3198 365 199 1279 412 24 3198 127 80 1284 128 312 3198 127 80 1284 128 32 3198 128 34 3198 40 4 1 398 40 4 2 394 40 4 2
 | 1295
728
64 64
64
457
459
700
66
859
700
66
855
728
728
728
728
728
728
728
728
728
728 | 983
464
1995
393
393
453
394
453
394
453
394
453
394
453
2878
2878
2878
2834
3172
3102
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1205
1 | 114 2 79 6 80 5 61 12 27 1 81 11 82 27 83 10 84 11 838 21 3389 22 3388 23 348 24 351 2 352 2 353 6 32 5 34 4
 | 3 1120 770 770 780 789 1 789 1 780 2 450 3 383 0 365 566 566 566 566 3 383 0 3842 1 3784 1 3784 2 1441 4 1455 7 1217 8 1208 0 2086 7 1217 8 1208 0 2086 7 1217 8 1208 9 208 14 1455 15 102 1607 507 1567 507 1607 507 175 507
 | 293 293 | -4 -8 1 -26 -40 2 -40 -40 2 -40 -57 3 -40 -57 3 -40 -57 3 -40 -57 3 -40 -57 3 -60 -60 4 -60 -60 2 -60 -60 3 -60 -60 4 -60 -60 4 -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60 - -60 -60<
 | 3
-2
-9
-9
-9
-35
-35
-35
-35
-35
-35
-35
-35
-35
-35 | 6033 -1.1 78 7 7 7 11235 123 7 2455 126 26 1485 -16 26 1485 -16 27 1365 -27 136 2455 126 26 255 126 26 256 126 36 256 126 36 256 126 36 256 128 36 366 31 32 367 126 36 368 126 36 368 126 36 368 126 36 368 126 36 365 126 36 365 126 36 365 126 36 365 126 36 365 126 36 365 126 36 | -135 14
-255 4
-255 4
-255 4
-255 4
-255 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-355 4
-356 4
- | | | | 0.8 1 2.2 1 3.0
1 3.1 1 0.8 1 0.4 1 3.4 1 3.6 1 3.1 1 3.4 1 3.6 1 3.6 1 3.6 1 3.6 1 3.6 1 3.6 1 3.6 1 3.7 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.8 1 3.9 1 | | | 28 1 1 1 1 1 1 1 1 1 36 1 36 1 36 1 37 1 38 1 39 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 32 1 32 1 32 1 32 1 32 1 32 1 34 1 32 1 34 1 37 1 32 1 34 1 37 1 38 1 37 1 38 1 < | | 80 80 81 81 7 80 7 80 7 80 7 80 7 81 7 13 7 13 7 13 7 13 7 12 8 24 8 24 9 80 7 16 <tr td=""></tr> | | |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 550 AS3 DE Charten Read 551 AS3 DE Charten Read 551 AS3 DE Charten Read 553 AS3 DE Charten Read 554 AS3 DE Charten Read 556 AS3 DE Charten Read 558 AS32 Strete Read 558 AS32 Tright Leen 558 AS32 Tright Leen 544 AS32 Tright Leen 545 AS32 Tright Leen 546 AS32 Tright Leen 547 AS34 Read 548 AS322 Tright Leen 549 AS32 Tright Leen 540 AS32 Tright Leen 541 AS30 542 AS30 543 AS40 544 AS30 545 AS41 Tright Read 546 AS30 547 AS41 Read 548 AS41 Read 549 AS41 Read 540 AS41 Read 541 AS41

 | A 32.22 Exhip Road
Trentfields and Exhibit And A 2012
Restores Theorem 10 and 2012
Contexp Read
Weight Charles Annual Annual Annual Annual Annual
A 22.27 Williamson Street
Read Read Annual Annual Annual Annual
Solution State
Templetion Annual
BIOS Solution Neur Road
Readwall Charl
Readwall | A 52 Levik Road
Tro 2014, Bank Markel, Bank Markel, Markel Markel, Markel
Backmatter, Amenas
Const Road
Const Road
Const Road
A 521 Warkson Konst Road
Markel, Markel Markel, Markel
Markel, Markel Markel, Markel
Markel, Markel Markel, Markel
Back, State Road
Parkhouse, Road Weat
Road Lane Warkson, Markel
Balla Licen Welchoose Lane
Fregerian
Fregerian
Fregerian
Market Risee
Biologia Sciences and
Biologia Sciences and Sciences and
Biologia Sciences and Sciences and
Biologia Sciences and Sciences and Sciences and
Biologia Sciences and Sciences an | 2112 2115 data gava b 2121 2115 data gava b 2121 2124 5572 2124 1273 5572 2125 1426 5572 2126 2125 5480 2121 2126 data gava b 2120 2126 Store 2120 2126 Store 1020 1429 Store 1020 1429 Store 1020 1429 Store 1020 2260 Store 2260 Store <th>Bassing Biotries ATC Parsing 9000 ATC Parsing 9000 ATC Parsing 9000 ATC Parsing 9000 Parsing 3031 Turning 3035 Parsing 3037 Parsing 3037 Parsing 3047 Parsing 3049 Parsing 3049 Parsing 3049 Parsing <t< th=""><th>15 19/201 Wedewardsynthemise 20 20030 n/s 82 20030 n/s 83 20131 Wedewardsyn 83 20131 Wedewardsyn 84 20030 n/s 84 20030 n/s 85 20030 n/s 86 20030 n/s 86 20030 n/s 87 20030 n/s 88 24727 Wedewardsyn 88 24727 Wedewardsyn 89 20030 Wedewardsyn 80 24629 Wedewardsyn 80 26030 Wedewa</th><th>60000 Lenitoxid 52770/2013 Menthord 24770/2013 Menthord 24787 Menthord 41386 Sonthord 41386 Sonthord 41387 Sonthord 41386 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4139 Sonthord 420/0215 Sonthord 430/0215 Sonthord 430/0215 Sonthord 430/0215 Sonthord</th><th>1552 166 6 1114 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1125 136 35 1120 137 7 1127 378 313 1129 132 369 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 363 1129 132 364 1124 146 4 1124 147 46 1124 148 4 1124 148 4 1124 148 4 </th></t<><td>1295
728
546
648
648
649
649
649
649
649
649
649
649
649
649</td><td>943
044
1058
343
453
453
453
453
453
453
453
453
453</td><td>114 2 79 6 71 1 61 7 83 1 41 1 322 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 384 2 384 2 384 2 384 2 384 2 384 2 384 2 384 4 4 4</td><td>3 1120 710 700 710 700 1 400 1 400 1 400 1 400 1 400 1 400 1 400 2 3471 3 3103 3 3103 3 304 4 3434 5 1247 6 1248 1 1455 7 1247 6 1248 1 1455 2 3471 3 3133 4 3433 5 1247 6 1249 1 1400 1 409 1 409</td><td>1213 1213 1400 121 1410 121 1410 121 1410 121 1410 121 1410 141 <td>I I I 1 32 400 2 32 400 3 30 50 3 50 50 4 32 60 5 131 50 6 131 50 6 132 60 8 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 50 50 4 50 50 4 50 50 5 3 60 50 5 40 50 50 5 40 50 50 5 50 50 50 6 50 50 50</td><td>3
2
9
9
3
3
5
3
3
3
4
9
9
9
9
3
3
3
3
3
3
3
3
3
3
3
3</td><td>0015 11
 7 3 1115 12 2455 128 2455 128 1405 20 4505 20 4505 20 4505 20 1505 20 1505 20 1505 20 1505 20 2505 120 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20</td><td>115 1 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 31 55 31 55 31 55 31 55</td><td></td><td></td><td></td><td>23 1 22 1 29 1 29 1 41 1 66 1 63 1 14 1 66 1 70 1 14 1 15 1 64 1 75 1 64 1 75 1 64 1 13 1 14 1 15 1 64 1 13 1 14 1</td><td></td><td></td><td>28 1 34 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 39 1 30 1 32 1 32 1 34 1 35 1 36 1 37 1 36 1 37 1 38 1 36 1 37 1 38 1 39 1 31 1</td><td></td><td>- -</td><td></td><td></td></td></th> | Bassing Biotries ATC Parsing 9000 ATC Parsing 9000 ATC Parsing 9000 ATC Parsing 9000 Parsing 3031 Turning 3035 Parsing 3037 Parsing 3037 Parsing 3047 Parsing 3049 Parsing 3049 Parsing 3049 Parsing <t< th=""><th>15 19/201 Wedewardsynthemise 20 20030 n/s 82 20030 n/s 83 20131 Wedewardsyn 83 20131 Wedewardsyn 84 20030 n/s 84 20030 n/s 85 20030 n/s 86 20030 n/s 86 20030 n/s 87 20030 n/s 88 24727 Wedewardsyn 88 24727 Wedewardsyn 89 20030 Wedewardsyn 80 24629 Wedewardsyn 80 26030 Wedewa</th><th>60000 Lenitoxid 52770/2013 Menthord 24770/2013 Menthord 24787 Menthord 41386 Sonthord 41386 Sonthord 41387 Sonthord 41386 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4139 Sonthord 420/0215 Sonthord 430/0215 Sonthord 430/0215 Sonthord 430/0215 Sonthord</th><th>1552 166 6 1114 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1125 136 35 1120 137 7 1127 378 313 1129 132 369 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 363 1129
132 364 1124 146 4 1124 147 46 1124 148 4 1124 148 4 1124 148 4 </th></t<> <td>1295
728
546
648
648
649
649
649
649
649
649
649
649
649
649</td> <td>943
044
1058
343
453
453
453
453
453
453
453
453
453</td> <td>114 2 79 6 71 1 61 7 83 1 41 1 322 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 384 2 384 2 384 2 384 2 384 2 384 2 384 2 384 4 4 4</td> <td>3 1120 710 700 710 700 1 400 1 400 1 400 1 400 1 400 1 400 1 400 2 3471 3 3103 3 3103 3 304 4 3434 5 1247 6 1248 1 1455 7 1247 6 1248 1 1455 2 3471 3 3133 4 3433 5 1247 6 1249 1 1400 1 409 1 409</td> <td>1213 1213 1400 121 1410 121 1410 121 1410 121 1410 121 1410 141 <td>I I I 1 32 400 2 32 400 3 30 50 3 50 50 4 32 60 5 131 50 6 131 50 6 132 60 8 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 50 50 4 50 50 4 50 50 5 3 60 50 5 40 50 50 5 40 50 50 5 50 50 50 6 50 50 50</td><td>3
2
9
9
3
3
5
3
3
3
4
9
9
9
9
3
3
3
3
3
3
3
3
3
3
3
3</td><td>0015 11 7 3 1115 12 2455 128 2455 128 1405 20 4505 20 4505 20 4505 20 1505 20 1505 20 1505 20 1505 20 2505 120 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20</td><td>115 1 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 31 55 31 55 31 55 31 55</td><td></td><td></td><td></td><td>23 1 22 1 29 1 29 1 41 1 66 1 63 1 14 1 66 1 70 1 14 1 15 1 64 1 75 1 64 1 75 1 64 1 13 1 14 1 15 1 64 1 13 1 14 1</td><td></td><td></td><td>28 1 34 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 39 1 30 1 32 1 32 1 34 1 35 1 36 1 37 1 36 1 37 1 38 1 36 1 37 1 38 1 39 1 31 1</td><td></td><td>- -</td><td></td><td></td></td> | 15 19/201 Wedewardsynthemise 20 20030 n/s 82 20030 n/s 83 20131 Wedewardsyn 83 20131 Wedewardsyn 84 20030 n/s 84 20030
n/s 85 20030 n/s 86 20030 n/s 86 20030 n/s 87 20030 n/s 88 24727 Wedewardsyn 88 24727 Wedewardsyn 89 20030 Wedewardsyn 80 24629 Wedewardsyn 80 26030 Wedewa
 | 60000 Lenitoxid 52770/2013 Menthord 24770/2013 Menthord 24787 Menthord 41386 Sonthord 41386 Sonthord 41387 Sonthord 41386 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 41387 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4139 Sonthord 420/0215 Sonthord 430/0215 Sonthord 430/0215 Sonthord 430/0215 Sonthord
 | 1552 166 6 1114 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1124 138 3 1125 136 35 1120 137 7 1127 378 313 1129 132 369 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 362 1129 132 363 1129 132 364 1124 146 4 1124 147 46 1124 148 4 1124 148 4 1124 148 4
 | 1295
728
546
648
648
649
649
649
649
649
649
649
649
649
649 | 943
044
1058
343
453
453
453
453
453
453
453
453
453
 | 114 2 79 6 71 1 61 7 83 1 41 1 322 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 384 2 384 2 384 2 384 2 384 2 384 2 384 2 384 4 4 4 | 3 1120 710 700 710 700 1 400 1 400 1 400 1 400 1 400 1 400 1 400 2 3471 3 3103 3 3103 3 304 4 3434 5 1247 6 1248 1 1455 7 1247 6 1248 1 1455 2 3471 3 3133 4 3433 5 1247 6 1249 1 1400 1 409 1 409
 | 1213 1213 1400 121 1410 121 1410 121 1410 121 1410 121 1410 141 <td>I I I 1 32 400 2 32 400 3 30 50 3 50 50 4 32 60 5 131 50 6 131 50 6 132 60 8 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 50 50 4 50 50 4 50 50 5 3 60 50 5 40 50 50 5 40 50 50 5 50 50 50 6 50 50 50</td> <td>3
2
9
9
3
3
5
3
3
3
4
9
9
9
9
3
3
3
3
3
3
3
3
3
3
3
3</td> <td>0015 11 7 3 1115 12 2455 128 2455 128 1405 20 4505 20 4505 20 4505 20 1505 20 1505 20 1505 20 1505 20 2505 120 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20</td> <td>115 1 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 31 55 31 55 31 55 31 55</td> <td></td> <td></td> <td></td> <td>23 1 22 1 29 1 29 1 41 1 66 1 63 1 14 1 66 1 70 1 14 1 15 1 64 1 75 1 64 1 75 1 64 1 13 1 14 1
15 1 64 1 13 1 14 1</td> <td></td> <td></td> <td>28 1 34 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 39 1 30 1 32 1 32 1 34 1 35 1 36 1 37 1 36 1 37 1 38 1 36 1 37 1 38 1 39 1 31 1</td> <td></td> <td>- -</td> <td></td> <td></td> | I I I 1 32 400 2 32 400 3 30 50 3 50 50 4 32 60 5 131 50 6 131 50 6 132 60 8 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 400 50 4 50 50 4 50 50 4 50 50 5 3 60 50 5 40 50 50 5 40 50 50 5 50 50 50 6 50 50 50 | 3
2
9
9
3
3
5
3
3
3
4
9
9
9
9
3
3
3
3
3
3
3
3
3
3
3
3 | 0015 11 7 3 1115 12 2455 128 2455 128 1405 20 4505 20 4505 20 4505 20 1505 20 1505 20 1505 20 1505 20 2505 120 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20 2605 20
 | 115 1 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 53 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 205 54 31 55 31 55 31 55 31 55 | | | | 23 1 22 1 29 1 29 1 41 1 66 1 63 1 14 1 66 1 70 1 14 1 15 1 64 1 75 1 64 1 75 1 64 1 13 1 14 1 15 1 64 1 13 1 14 1 | | | 28 1 34 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 39 1 30 1 32 1 32 1 34 1 35 1 36 1 37 1 36 1 37 1 38
 1 36 1 37 1 38 1 39 1 31 1 | | - | | |
| 440 A53 Leed Neer Road at
550 453 Leed Neer Road at
550 A535 Chayton Road
551 553 A535 Chayton Road
553 553 A535 Stele Road
553 553 A535 Stele Road
553 553 A535 Stele Road
554 553 A537 Stele Road
554 554 A537 Stele Road
555 555 A537 Stele Road
556 556 A537 Stele Road
556 556 A537 Stele Road
556 556 A537 Stele Road
556 567 A537 Stele Road
566 568 A600 568 A600 56 A43 Tale Road
66 56 A43 Tale Road
66 56 A500 56 A500 56 A500 56 A500 58 A600 58 A51 Tale Road
66 59 A51 Tale Road
67 50 A51 Tale Road
68 50 A51 Tale Road
75 51 A60 Waterion Road
75 52 A51 Waterion Road
75

 | A3222 bisky Road
The Control and A
Backmatter Annue
Privanewood Ruad
Connetry Ruad
Omen Ruad
A327 Williamson Street
Hearin Ruad
Respond Ruad
Respond Ruad
Respond Ruad
Respond Ruad
Russian Ruad
A33 Thruis Ruad
A33 Thruis Ruad
B3065 Stoken Ruad
Russian Ruad
Russian Russian
Russian Russian
Russian
Russian Russian
Russian Russian
Russian
Russian Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russian
Russia | A 32 Levik Road
Trestfolk Skale
Farmstood Faad
Backsmatek Amman
Omen Road
Connets Paal
Connets Paal
Connets Paal
Connets Paal
Road
Haywood Road
Haywood Road
Haywood Road
Haywood Road
Haywood Road
Haywood Road
Storig Schotton Neur Road
Biolog Schotton Neur Road
Biolog Schotton Neur Road
Biolog Schotton Neur Road
Biolog Schotton Road
Neur Road
Ne | 2112 2115 data gava is 557C 2124 2124 557C 1224 1274 557C 1224 1274 557C 1225 1260 557C 1241 2225 560C 1461 2225 560C 1463 2215 560C 1461 2215 560C 1567 1560 584 regionic 1567 1560 256 584 regionic 1567 1560 256 584 regionic 2157 2565 584 regionic 584 regionic 2260 2286 458 regionic 584 regionic 2566 2566 2566 584 regionic 2576 2567 2567 587 regionic 2586 2568 2568 587 regionic 2597 2208 2268 data gavai 2598 2298 2208 458 regionic 2597 2208 2506 500C 2598
 | Description 38:27 Parsing 2000 ATC Parseng 2000 ATC Parseng 3001 Parsing 3802 Parsing 3802 Parsing 3803 Parsing 3803
 Parsing 3803 Parsing 3803 Parsing 3804 Parsing 3807 Parsing 3808 Parsing 3809 Parsing 3809<
 | 15 19/231 Wedewardsynthemid 20 20/330 n/k 42 20/300 n/k 43 20/300 Turning 44 20/300 Turning 45 20/300 Turning 46 20/300 Turning 47 20/300 Wedewardsyn 48 20/300 Wedewardsyn 49 20/300 Turning 40 20/300 Turning 40 20/300 Turning 40 20/300 Turning 40 20/300 Turning 41 20/300 Turning 42 20/300 Turning 43 20/27 Wedewardsyn 44 20/300 Medwardsyn 45 20/372 Wedewardsyn
 | 0000 Lenticulu 05000 Lenticulu 35-72/72/231 Wentbordt 35-72/72/231 Wentbordt 3138 Dernbordt 3138 Sonthoud 4138 Sonthoud 4138 Sonthoud 4138 Sonthoud 4138 Sonthoud 41213 Sonthoud 41213 Sonthoud 41213 Sonthoud 41213 Sonthoud 4213 Sonthoud 4213 Sonthoud 4213 Sonthoud 4213 Sonthoud 4212 Sonthoud 4212 Sonthoud 4212 Sonthoud 900/7215 Nerthout 900/7215 Sonthoud 900/7215

 | 1552 1466 6 1114 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1145 118 3 114 118 3 114 118 3 114 118 3 114 118 3 114 118 3 114 118 3 114 118 3 114 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144 118 3 1144<
 | 1295
728
64 4
64
64
64
65
70
66
80
700
66
80
700
700
66
80
80
700
700
700
700
700
700
700
700
7 | 90)
100
100
30
30
30
30
30
40
30
40
30
40
30
40
30
40
30
40
30
40
30
40
30
40
30
40
30
40
30
40
30
40
30
40
40
40
40
40
40
40
40
40
4 | 114 2 77 6 80 5 61 12 87 13 90 14 227 12 288 22 289 22 288 24 144 1 215 26 216 2 217 13 218 2 219 2 22 2 24 2 25 4 44 2 24 2 25 4 44 2 25 5 26 2 28 2 34 3 345 2
 | 3 1120 770 770 780 789 1 789 1 780 2 490 1 490 1 490 1 490 1 780 566 566 567 367 3 393 0 3842 1 3784 1 3784 2 1441 1 1288 0 2088 1 1284 1 1284 1 1288 1 208 1 208 1 208 1 208 1 208 1 208 1 208 1 208 1 208 1 208 1 208 1 208 <td< td=""><td>1913 1913 1913 1913 1914 1913 1914 1913 1914 1913 1914 1913 1914 1913 191 1913 191 1913 191 1914</td><td>-4 -8 1 24 40 2 34 40 2 34 40 3 40 57 3 40 57 3 40 57 3 40 57 4 62 64 5 50 50 3 40 57 4 50 50 4 50 50 5 50 50 4 50 50 5 50 50 5 50 50 6 50 50 6 50 50 7 50 50 6 50 50 7 50 50 8 50 50 9 50 50 10 50 50 11 50 50 12</td><td>3
3
2
9
9
9
3
5
5
6
0
0
153
160
150
100
70
0
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9</td><td>Mark 113 7 113 113 123 1135 123 1436 123 1436 123 1437 123 1458 124 1455 -165 405 -165 405 -165 405 -165 55 413 95 -268 1286 126 1385 -228 298 298 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 <td< td=""><td>11.1 12.3 12.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 23.5 12.5 24.6 12.5 25.7 12.5 26.6 12.5 27.5<td></td><td></td><td></td><td>8.8 1 22 1 33 1 34 1 35 1 36 1 37 1 38 1 38 1 39 1 30 1 31 1 36 1 37 1 38 1 39 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1</td><td></td><td></td><td>25 1 34 1 35 1 37 1 38 1 37 1 38 1 39 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 39 1 30 1 37 1 38 1 39 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1</td><td></td><td>· ·</td><td></td><td></td></td></td<></td></td<> | 1913 1913 1913 1913 1914 1913 1914 1913 1914 1913 1914 1913 1914 1913 191 1913 191 1913 191 1914
 | -4 -8 1 24 40 2 34 40 2 34 40 3 40 57 3 40 57 3 40 57 3 40 57 4 62 64 5 50 50 3 40 57 4 50 50 4 50 50 5 50 50 4 50 50 5 50 50 5 50 50 6 50 50 6 50 50 7 50 50 6 50 50 7 50 50 8 50 50 9 50 50 10 50 50 11 50 50 12 | 3
3
2
9
9
9
3
5
5
6
0
0
153
160
150
100
70
0
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9 | Mark 113 7 113 113 123 1135 123 1436 123 1436 123 1437 123 1458 124 1455 -165 405 -165 405 -165 405 -165 55 413 95 -268 1286 126 1385 -228 298 298 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 298 128 <td< td=""><td>11.1 12.3 12.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 23.5 12.5 24.6 12.5 25.7 12.5 26.6 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5
27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5 12.5 27.5<td></td><td></td><td></td><td>8.8 1 22 1 33 1 34 1 35 1 36 1 37 1 38 1 38 1 39 1 30 1 31 1 36 1 37 1 38 1 39 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1</td><td></td><td></td><td>25 1 34 1 35 1 37 1 38 1 37 1 38 1 39 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 39 1 30 1 37 1 38 1 39 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1</td><td></td><td>· ·</td><td></td><td></td></td></td<> | 11.1 12.3 12.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 22.5 12.5 23.5 12.5 24.6 12.5 25.7 12.5 26.6 12.5 27.5 <td></td> <td></td> <td></td> <td>8.8 1 22 1 33 1 34 1 35 1 36 1 37 1 38 1 38 1 39 1 30 1 31 1 36 1 37 1 38 1 39 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1</td> <td></td> <td></td> <td>25 1 34 1 35 1 37 1 38 1 37 1 38 1 39 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 39 1 30 1 37 1 38 1 39 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1</td> <td></td> <td>· ·</td> <td></td> <td></td> | | | | 8.8 1 22 1 33 1 34 1 35 1 36 1 37 1 38 1 38 1
 39 1 30 1 31 1 36 1 37 1 38 1 39 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 | | | 25 1 34 1 35 1 37 1 38 1 37 1 38 1 39 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 39 1 30 1 37 1 38 1 39 1 30 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 | | · | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 556 AS3 SC Leeps in Nead 558 AS3 SC Neads in Nead 558 AS3 Tester Read 564 AS30 64 A500 64 A500 66 AAT Linexpool finad 58 AS3 Tester Read 58 AS3 Tester Read 59 AS3 Tester Read 60 AAT Linexpool finad 58 AS3 Tester Read 59 AS3 Tester Read 50 AS4 Tester Read 51 AS6 Wereline Read 52 AS6 Wereline Read 53 AS1 Tester Read 54 AS0

 | A 32.22 Exhip Road
Trentink and
Decknaster Annue
Frienwood Road
Contexp Road
Weight Fried
Weight Fried
Hanne Road
A 32 Transford Annue
ESGS Southon New Road
A 33 Transford Annue
BISGS Southon New Road
Templeton Annue
BISGS Southon New Road
Templeton Annue
BISGS Southon New Road
Templeton Road
BisGS Southon New Road
Road Weight Law
Partial Way
Fragmater
Moniet Flace
Moniet Flace
New York New
New York New York New York New
New York New York New York New York New
New York New York N | A 52 Levik Road
Tro 2014 Road
Tro 2014 Road
Backmatter Amount
Committee Amount
Committee Amount
Committee Amount
Committee Amount
Committee Amount
Committee Amount
Committee Amount
Accord Walkson Road
Markowski Accord Committee
Road
Backwell Lake
Destroitee Amount
Parkhowski Road Wash
Roadwell Amount
Parkhowski Road Wash
Roadwell Amount
Roadwell Road Wash
Roadwell Road Wash
Roadwell Road Wash
Roadwell Road Wash
Roadwell Road Wash
Roadwell Roadwell Roadwell
Roadwell Roadwell Roadwell
Roadwell Roadwell Roadwell
Roadwell Roadwell Roadwell
Roadwell Roadwell Roadwell
Roadwell Roadwell Roadwell Roadwell Roadwell
Roadwell Roadwell Roadwell Roadwell Roadwell Roadwell Roadwell
Roadwell Roadwell Roadwe | 213 2132 data gava 2132 2135 data gava 2131 2132 SiciC 2132 1273 SiciC 2134 1273 SiciC 2135 1480 SiciC 2131 2430 SiciC 2132 1490 SiciC 2131 2430 SiciC 2132 1490 SiciC 2140 218 SiciC 2157 2186 SicicC 2261 2190 SiciC 2262 2260 data gava 2363 2260 data gava 2364 2360 SiciC 2365 2360 SiciC 2366 SiciC SiciC 2369 1960 SiciC 2360 SiciC SiciC 2361 1360 SiciC 2362 1364 SiciC 2363 SiciC SiciC 2364 SiciC
 | Bassing 3000 ATC Passing 9000 Parsing 3035 Parsing 3037 Passing 3037 Passing 3047 Passing 3042 Passing 3042 Passing 3049 Passing 3049 Passing 3049 <th>Sign J Wedewardsynch 2013 Wedewardsynch 2014 Wedewardsynch 2014 Wedewardsynch 2014 Wedewardsynch 2015 Wedewardsynch 2016 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedwedwardsynch 201</th> <th>0000 Lenticulu 42-77/0213 Henthord 34-77/0213 Henthord
34-77/0213 Henthord 34-77/0213 Henthord 4138 Lenthord 4138 Henthord 4138 Henthord 4138 Henthord 4138 Henthord 4138 Henthord 4131 Henthord 4132 Henthord 4133 Henthord 4131 Henthord 4132 Henthord 4131 Henthord 4131 Henthord 4131 Henthord 4131 Henthord</th> <th>1552 166 6 1114 138 3 114 138 3 114 138 3 114 138 3 114 138 3 114 138 3 115 136 3 115 137 7 112 138 133 1208 136 332 1314 348 33 32 1314 348 33 32 1318 132 348 32 1318 132 34 32 1319 137 23 32 1318 127 43 42 1318 128 46 1 1324 46 1 42 1324 34 2 34 132 34 46 3 442 34 2 34 442 34<</th> <td>199
728
534
64
654
657
654
657
655
655
700
665
700
700
700
715
715
715
715
715
715
715
715
715
715</td> <td>90)
466
1996
1996
391
453
391
453
454
453
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
29</td> <td>114 2 79 6 70 5 61 1 80 6 81 1 82 2 386 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 384 4 189 2 22 2 344 4 42 4 44 4 42 4 43 9 93 2</td> <td>3 1120 710 700 710 700 1 700 1 700 1 400 1 400 1 400 1 400 1 400 2 3075 566 5300 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 4 1400 3 1400 3 1400 3 1400 400 1400 401 4009 401 4009 5 5070 3 12000</td> <td>333 </td> <td>4 39 5 39 6 39 7 39 8 30 9 30 9 30 9 30 9 30 9 30 9 30 30 30 30 30 30 30 30 30 31 30 32 40 33 40 34 40 35 40 36 30 37 30 38 40 39 40 30 30 31 30 32 30 33 40 34 40 35 40 36 30 37 30 38 40 39 40 30 30</td> <td>3
2
9
9
3
5
5
3
3
5
5
3
3
5
5
5
5
5
5
5
5
5
5
5
5
5</td> <td>MARA 13 71 13 71 13 1115 123 2145 128 1415 123 1425 128 1426 145 405 120 1495 123 1495 120 1495 120 1595 122 1595 122 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 <t< td=""><td></td><td></td><td></td><td></td><td>0.0 1 1 1 2.2 1 2.4 1 2.5 1 2.6 1 2.6 1 2.6 1 2.6 1 3.6 1 4.1 1 4.2 1 4.3 1 4.4 1 4.5 1 4.6 1 4.7 1 4.8 1 4.8 1 4.8 1 4.8 1 4.8 1 4.8 1 4.9 1 4.9 1 4.9 1 4.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 <t< td=""><td></td><td></td><td>25 1 34 1 34 1 35 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1</td><td></td><td></td><td></td><td></td></t<></td></t<></td>
 | Sign J Wedewardsynch 2013 Wedewardsynch 2014 Wedewardsynch 2014 Wedewardsynch 2014 Wedewardsynch 2015 Wedewardsynch 2016 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedwedwardsynch 201
 | 0000 Lenticulu 42-77/0213 Henthord 34-77/0213 Henthord 34-77/0213 Henthord 34-77/0213 Henthord 4138 Lenthord 4138 Henthord 4138 Henthord 4138 Henthord 4138 Henthord 4138 Henthord 4131 Henthord 4132 Henthord 4133 Henthord 4131 Henthord 4132 Henthord 4131 Henthord 4131 Henthord 4131 Henthord 4131 Henthord
 | 1552 166 6 1114 138 3 114 138 3 114 138 3 114 138 3 114 138 3 114 138 3 115 136 3 115 137 7 112 138 133 1208 136 332 1314 348 33 32 1314 348 33 32 1318 132 348 32 1318 132 34 32 1319 137 23 32 1318 127 43 42 1318 128 46 1 1324 46 1 42 1324 34 2 34 132 34 46 3 442 34 2 34 442 34<
 | 199
728
534
64
654
657
654
657
655
655
700
665
700
700
700
715
715
715
715
715
715
715
715
715
715 |
90)
466
1996
1996
391
453
391
453
454
453
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2878
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
2978
29 | 114 2 79 6 70 5 61 1 80 6 81 1 82 2 386 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 384 4 189 2 22 2 344 4 42 4 44 4 42 4 43 9 93 2 | 3 1120 710 700 710 700 1 700 1 700 1 400
 1 400 1 400 1 400 1 400 2 3075 566 5300 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 3 1303 4 1400 3 1400 3 1400 3 1400 400 1400 401 4009 401 4009 5 5070 3 12000 | 333
 | 4 39 5 39 6 39 7 39 8 30 9 30 9 30 9 30 9 30 9 30 9 30 30 30 30 30 30 30 30 30 31 30 32 40 33 40 34 40 35 40 36 30 37 30 38 40 39 40 30 30 31 30 32 30 33 40 34 40 35 40 36 30 37 30 38 40 39 40 30 30 | 3
2
9
9
3
5
5
3
3
5
5
3
3
5
5
5
5
5
5
5
5
5
5
5
5
5 | MARA 13 71 13 71 13 1115 123 2145 128 1415 123 1425 128 1426 145 405 120 1495 123 1495 120 1495 120 1595 122 1595 122 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 1595 120 <t< td=""><td></td><td></td><td></td><td></td><td>0.0 1 1 1 2.2 1 2.4 1 2.5 1 2.6 1 2.6 1 2.6 1 2.6 1 3.6 1 4.1 1 4.2 1 4.3 1 4.4 1 4.5 1 4.6 1 4.7 1 4.8 1 4.8 1 4.8 1 4.8 1 4.8 1 4.8 1 4.9 1 4.9 1 4.9 1 4.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 <t< td=""><td></td><td></td><td>25 1 34 1 34 1 35 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1</td><td></td><td></td><td></td><td></td></t<></td></t<>
 | | | | | 0.0 1 1 1 2.2 1 2.4 1 2.5 1 2.6 1 2.6 1 2.6 1 2.6 1 3.6 1 4.1 1 4.2 1 4.3 1 4.4 1 4.5 1 4.6 1 4.7 1 4.8 1 4.8 1 4.8 1 4.8 1 4.8 1 4.8 1 4.9 1 4.9 1 4.9 1 4.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 1 1.9 <t< td=""><td></td><td></td><td>25 1 34 1 34 1 35 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1</td><td></td><td></td><td></td><td></td></t<>
 | | | 25 1 34 1 34 1 35 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 37 1 38 1 37 1 38 1 37 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 38 1 | | | | |
| 440 AS3 Leek New Board 450 Leek New Board 550 AS35 State Road 550 AS35 State Road 550 AS35 State Road 551 AS35 State Road 553 AS35 State Road 553 AS37 State Road 554 AS35 State Road 558 AS37 State Road 560 AS37 State Road 578 AS37 State Road 58 AS37 State Road 59 AS45 Table Road 64 AS46 65 AS4 Table Road 66 AS4 State Road 59 AS4 Table Road 68 AS4 State Road 59 AS4 Table Road 60 AS4 State Road 50 AS4 Table Road 61 AS4 State Road 50

 | Ab322 Deb/s Road
The metricles and
Reconstruct Amenue
Prioritismics Construction
Comes Road
Wengort Hoad
Ab327 Williamous Street
Response State
Response Response
Response Response
Response
Response Response
Response
Response Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Response
Res | A 32 Levik Road
Trestrekok Salar
Franssock Boad
Dreis Road
Connet Road
Connet Road
Connet Road
A 300 Technik Road
Harper Road
Harper Road
Harper Road
Harper Road
Solar Konton
Boad
Solar Konton Keen Road
Boad Scheller New Road
Boad Conton Keen Road
Boad Conton Keen Road
Boad Conton Keen Road
Boad Conton Keen Road
Boad Conton Road
Road Road
Road Road Road Road Road Road
Road Road Road Road Road Road
Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road
Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road | 2111 2114 data gava b 2112 2114 data gava b 2123 2124 557C 1274 1274 557C 1274 1274 557C 1275 1500 557C 1481 2215 data gava b 1482 2215 data gava b 1481 2215 data gava b 1481 2215 data gava b 1582 2385 557C 1586 2385 557C 1587 1586 551CC 2157 2386 2385 551CC 2158 2385 2386 2387 2286 2380 1386 data gava b 2391 2390 1386 data gava b 2392 2290 2290 data gava b 2393 2390 2390 data gava b 2394 2392 2390 data gava b 2394 2392 2390 data gava b <th>Description 3827 Parsing 2000 ATC Parsing 2000 Parsing 3801 Parsing 3802 Parsing 3802</th> <th>Sign 1 Wedewardsynthesis 2013 Wedewardsynthesis 2013 Wedewardsynthesis 2013 Wedewardsynthesis 2013 Wedewardsynthesis 2014 Wedewardsynthesis 2015 Wedewardsynthesis 2016 Wedewardsynthesis 2017 Wedewardsynthesis 2018 Wedewardsynthesis 2018 Wedewardsynthesis 2019 Wedewardsynthesis</th> <th>0000 Lenitorial 35-77/2023 Lenitorial 35-77/2023 Lenitorial 35-77/2023 Menthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 41213 Sonthord 41213 Sonthord 41213 Sonthord 212 Sonthord 212</th> <th>1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 116 56 1126 116 55 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112<td>1295
728
646
647
647
647
648
700
666
806
700
666
806
700
700
666
806
700
700
700
666
806
700
700
806
807
700
807
808
700
808
808
700
808
809
809
809
809
809
809
809
809
8</td><td>90)
664
1006
303
303
303
403
304
403
403
403</td><td>114 2 77 6 80 5 61 1 77 1 84 7 84 7 84 7 84 7 88 22 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 34 388 34 388 34 388 34 388 34 388 34</td><td>3 1120 720 720 780 789 780 789 8 499 5 499 6 500 1 499 6 500 1 429 2 3671 3 700 3 700 10 364 2 3671 3 700 3 714 4 714 5 200 6 2024 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 8 202 9 202 9 202</td><td>323 324 </td><td>- -
 - -</td><td>3
3
2
9
9
9
5
5
5
6
0
0
5
5
5
5
5
5
5
3
8
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9</td><td>Mark 11 71 12 71 12 1215 123 225 128 1448 223 245 128 1448 -165 447 -165 458 -165 458 -162 458 -162 1356 -17 458 22 1366 -12 1376 -12 1386 -12 148 2 2195 -168 2184 -26 -1975 -46 1386 -124 1386 -124 1386 -26 -1975 -46 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 6266 -628 <td></td><td></td><td></td><td></td><td>0.0 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 <tr td=""></tr></td><td></td><td></td><td>25 1 34 1 35 1 87 1 87 1 87 1 36 1 36 1 36 1 37 1 38 1 39 1 30 1 32 1 33 1 33 1 34 1 35 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 32 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 34 1</td><td></td><td></td><td></td><td></td></td></th> | Description 3827 Parsing 2000 ATC Parsing 2000 Parsing 3801 Parsing 3802

 | Sign 1 Wedewardsynthesis 2013 Wedewardsynthesis 2013 Wedewardsynthesis 2013 Wedewardsynthesis 2013 Wedewardsynthesis 2014 Wedewardsynthesis 2015 Wedewardsynthesis 2016 Wedewardsynthesis 2017 Wedewardsynthesis 2018 Wedewardsynthesis 2018 Wedewardsynthesis 2019 Wedewardsynthesis
 | 0000 Lenitorial 35-77/2023 Lenitorial 35-77/2023 Lenitorial 35-77/2023 Menthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 41213 Sonthord 41213 Sonthord 41213 Sonthord 212
 | 1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 116 56 1126 116 55 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112 1120 112 112
<td>1295
728
646
647
647
647
648
700
666
806
700
666
806
700
700
666
806
700
700
700
666
806
700
700
806
807
700
807
808
700
808
808
700
808
809
809
809
809
809
809
809
809
8</td> <td>90)
664
1006
303
303
303
403
304
403
403
403</td> <td>114 2 77 6 80 5 61 1 77 1 84 7 84 7 84 7 84 7 88 22 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 34 388 34 388 34 388 34 388 34 388 34</td> <td>3 1120 720 720 780 789 780 789 8 499 5 499 6 500 1 499 6 500 1 429 2 3671 3 700 3 700 10 364 2 3671 3 700 3 714 4 714 5 200 6 2024 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 8 202 9 202 9 202</td> <td>323 324 </td> <td>- -</td> <td>3
3
2
9
9
9
5
5
5
6
0
0
5
5
5
5
5
5
5
3
8
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9</td> <td>Mark 11 71 12 71 12 1215 123 225 128 1448 223 245 128 1448 -165 447 -165 458 -165 458 -162 458 -162 1356 -17 458 22 1366 -12 1376 -12 1386 -12 148 2 2195 -168 2184 -26 -1975 -46 1386 -124 1386 -124 1386 -26 -1975 -46 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 6266 -628 <td></td><td></td><td></td><td></td><td>0.0 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 <tr td=""></tr></td><td></td><td></td><td>25 1 34 1 35 1 87 1 87 1 87 1 36 1 36 1 36 1 37 1 38 1 39 1 30 1 32 1 33 1 33 1 34 1 35 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 32 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 34 1</td><td></td><td></td><td></td><td></td></td> | 1295
728
646
647
647
647
648
700
666
806
700
666
806
700
700
666
806
700
700
700
666
806
700
700
806
807
700
807
808
700
808
808
700
808
809
809
809
809
809
809
809
809
8 | 90)
664
1006
303
303
303
403
304
403
403
403
 | 114 2 77 6 80 5 61 1 77 1 84 7 84 7 84 7 84 7 88 22 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 24 388 34 388 34 388 34 388 34 388 34 388 34 | 3 1120 720 720 780 789 780 789 8 499 5 499 6 500 1 499 6 500 1 429 2 3671 3 700 3 700 10 364 2 3671
 3 700 3 714 4 714 5 200 6 2024 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 7 1402 8 202 9 202 9 202 | 323 324
 | - | 3
3
2
9
9
9
5
5
5
6
0
0
5
5
5
5
5
5
5
3
8
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9
9 | Mark 11 71 12 71 12 1215 123 225 128 1448 223 245 128 1448 -165 447 -165 458 -165 458 -162 458 -162 1356 -17 458 22 1366 -12 1376 -12 1386 -12 148 2 2195 -168 2184 -26 -1975 -46 1386 -124 1386 -124 1386 -26 -1975 -46 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 1386 -626 6266 -628 <td></td> <td></td> <td></td> <td></td> <td>0.0 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 <tr td=""></tr></td> <td></td> <td></td> <td>25 1 34 1 35 1 87 1 87 1 87 1 36 1 36 1 36 1 37 1 38 1 39 1 30 1 32 1 33 1 33 1 34 1 35 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 32 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 34 1</td> <td></td> <td></td> <td></td> <td></td>
 | | | | | 0.0 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 <tr td=""></tr>
 | | | 25 1 34 1 35 1 87 1 87 1 87 1 36 1 36 1 36 1 37 1 38 1 39 1 30 1 32 1 33 1 33 1 34 1 35 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 32 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 34 1 | | | | |
|

 | | |

 |
 |
 |

 |
 | | |
 |
 | |
 | | | | | | | | |
 | | | | | | | | |
 | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 450 AS3 Set Set New Read 551 AS3 Set Set New Read 553 AS3 Set Set New Read 553 AS3 Set Set New Read 554 AS3 Set New Read 554 AS3 Set New Read 558 AS3 Set New Read 558 AS3 Trip Harm 558 AS3 Trip Harm 558 AS3 Trip Harm 564 AS3 Trip Harm 564 AS3 Trip Harm 564 AS30 66 AS4 Train Read 56 AS3 Train Read 56 AS4 Train Read 58 AS3 Train Read 59 AS0 Werrine Read 50 AS4 Train Read 51 AS5 Werrine Read 52 AS6 Werrine Read 53 AS4 Trains Read

 | A 32.22 Exhip Road
The restrict lead in
Brockmatter Avenue
Priorismoof Bad
Centers Jissel
Centers Jissel
A 32.72 Williamson Street
Hannood Kal
Hannood Ka | A 52 Levik Road
Trostok Bank
Marken Kannan
Denis Road
Denis Road
Creat Road
A 500 King King King
Kanal Road
Marken Road
Road Road
Road Road
Road Road
Road Road Road Road Road
Road Road Road Road Road
Road Road Road Road Road
Road Road Road Road Road Road
Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road | 2113 2114 data gava is solved. 2113 2114 data gava is solved. 2123 1214 Solved. 2124 1216 Solved. 2125 1410 Solved. 2281 1230 data gava is solved. 2281 1230 data gava is solved. 2281 1230 data gava is solved. 2281 1230 Solved. 1282 2280 Solved. 1283 2280 Solved. 2286 2280 Solved. 2287 2280 Solved. 2288 2280 Solved. 2398 2290 Solved. 2398 2290 Solved. 2398 2290 Solved. 2398 2390 Solved. 2398
 | Bassing 3000 ATC Passing 9000 ATC Passing 9000 Passing 3001 Passing 3002 Passing 3012 Passing 3012 Passing 3012 Passing 3012 Passing 3024

 | Sign J Wedewardsynch 10 9/231 Wedewardsynch 20 9/243 Ne 21 9/245 Ne 22 9/253 Thurstay 23 9/251 Thurstay 24 9/253 Wedewalay 25 9/251 Wedewalay 26 9/251 Wedewalay 27 9/251 Wedewalay 28 9/252 Wedewalay 29 9/252 Wedewalay 20 9/272
 | 0000 Lenticulu 4527/02013 Centronel 3427/02013 Centronel 3427/02013 Centronel 3427/02013 Centronel 4138 Centronel 4131 Centronel 4131 Centronel 4131 Centronel 4131 Centronel 4131 Scotthord 90707215 Scotthord 210607215 Scotthord 210607215 Scothord 90070215
 | 1552 1466 6 1114 118 3 360 54 7
 370 54 7 371 37 12 438 157 2 543 55 31 467 35 31 467 36 7 2075 388 53 3184 365 317 2076 388 53 3184 365 317 3184 365 317 3184 365 317 3184 365 317 3184 365 317 3184 312 32 3184 32 35 3184 36 46 1 3198 32 35 3198 32 35 3198 32 35 3198 32 35 3198 32 36
 | 1290
728
535
64
64
64
65
730
66
66
730
730
66
66
66
730
730
730
730
730
730
730
730
730
730 | 96)
664
1006
303
304
404
405
405
405
405
405
405
4 | 114 2 79 6 70 5 61 1 71 1 81 7 84 8 81 7 366 22 368 22 368 22 368 22 363 2 314 4 32 22 33 3 34 4 42 5 363 2 374 8 384 9 39 222 303 2 314 8 42 5 315 2 316 2 317 8 318 9 319 10 32 2 33 2 34 8 42 5 32 36 <td>3 1120 720 720 780 999 1 999 1 999 1 999 1 999 1 499 5 459 1 428 6 550 966 7 2 567 3 1313 2 564 2 564 3 1313 2 5424 4 1368 2 5424 4 1368 2 5424 4 1368 4 1265 7 2127 4 1294 4 1296 4 1298 4 1298 5 473 5 473</td> <td>393 </td> <td></td> <td>3
3
2
9
9
3
3
3
3
4
6
0
0
0
103
103
103
103
103
200
200
200
200
200
200
200
200
200
2</td> <td>Mark 11 71 12 71 123 123 123 124 123 125 128 126 128 127 123 128 123 129 124 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 129 129 129 129 129 129 129 129 129 129 129 120 129 120 129</td> <td>11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1</td> <td></td> <td></td> <td></td> <td>0.0 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 2 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 29 1</td> <td></td> <td></td> <td>25 1 34 1 34 1 35 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1</td> <td></td> <td></td> <td></td> <td></td>
 | 3 1120 720 720 780 999 1 999 1 999 1 999 1 999 1 499 5 459 1 428 6 550 966 7 2 567 3 1313 2 564 2 564 3 1313 2 5424 4 1368 2 5424 4 1368 2 5424 4 1368 4 1265 7 2127 4 1294 4 1296 4 1298 4 1298 5 473 5 473 | 393
 | | 3
3
2
9
9
3
3
3
3
4
6
0
0
0
103
103
103
103
103
200
200
200
200
200
200
200
200
200
2 | Mark 11 71 12 71 123 123 123 124 123 125 128 126 128 127 123 128 123 129 124 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 128 129 129 129 129 129 129 129 129 129 129 129 129 120 129 120 129
 | 11.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1 | | | | 0.0 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 2 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 29 1
 | | | 25 1 34 1 34 1 35 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 38 1 39 1 31 1 32 1 33 1 34 1 35 1 36 1 37 1 | | | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 500 AS3 Deck New Read 500 AS3 Deck New Read 514 AS3 Deck New Read 515 AS3 Deck New Read 516 AS3 Deck New Read 518 AS3 Deck New Read 518 AS37 Deck New Read 518 AS37 Deck New Read 518 AS37 Deck New Read 518 AS377 Regit Leen 519 AS47 Regit Read 64 AS00 64 AS00 65 AS47 Regit Read 66 AS47 Regit Read 67 AS47 Regit Read 68 AS47 Regit Read

 | Ab3222 Early Road
The setting of the set of | A 52 Levk Road
Try Toky Road Road
Try Toky Road Road
Backmater Amount
Own Road
A 52 Wintson Street
Westport Road
Magnetic Road
Road Road
Road
Road Road
Road
Road Road
Road
Road Road
Road
Road
Road
Road
Road
Road
Road | 2112 2113 data gana bi 2121 2114 data gana bi 2121 2124 557C 2124 1723 557C 2124 2124 557C 2125 1540 557C 1640 2215 1540 1640 2215 1540 1640 2216 data gana bi 1640 2216 557C 1640 2208 557C 2157 2466 557C 2260 2270 547C 2281 2280 2280 547C 2282 2280 2280 547C 2284 2280 2280 547C 2285 2980 2980 2080 2286 2980 2980 2080 2286 2980 2980 367C 2286 2980 2980 367C 2289 2980 2980 367C 2980 2980
 | Description 38:27 Persong
39:07 ATC Parseng 99:00 ATC Parseng 39:07 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:02 P
 | 19 19/231 Wedewardsynthemise 10 19/231 Wedewardsynthemise 10 19/231 Wedewardsynthemise 10 19/243 19/243 10 19/243 Medwardsynthemise 10 19/243 19/253 10 19/243 19/253 10 19/243 19/253 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 10 19/243 19/243 <
 | 6000 Letticad 557/72/2013 Hentbord 34-27/22/2013 Hentbord 34-27/22/2013 Hentbord 34-27/22/2013 Hentbord 41386 Sonthord 41386 Sonthord 41387 Hentbord 41388 Sonthord 41213 Sonthord 41213 Sonthord 2123 Sonthord 2123 Hentbord 212 Sonthord 213 Hentbord 214 Sonthord 215 Sonthord 216 Sonthord 216 Sonthord 216 Sonthord 216 Sonthord 216 Sonthord

 | 1552 1466 6 1124 138 3 1244 138 3 1244 138 3 1244 138 3 1244 138 3 1257 417 6 537 417 5 548 55 3 440 55 3 2070 378 133 2307 378 133 1308 430 120 1309 440 120 1309 127 23 1309 127 23 1309 127 23 1309 127 23 1309 127 23 1309 127 23 1309 127 23 1309 127 23 1309 127 23 1309 127 23 1304 43 12 <
 | 1295
728
546
646
647
647
643
645
700
666
806
3272
806
3272
806
3272
806
3272
806
3272
806
3273
806
3273
806
3273
807
803
803
803
803
805
806
806
806
806
806
806
806
806
806
806 | 90)
664
1006
303
301
433
433
433
433
433
433
433
43 | 114 2 79 6 80 5 81 7 82 7 84 1 84 1 84 2 88 2 388 2 388 2 388 2 388 2 388 2 388 2 384 2 385 2 386 2 387 2 388 2 388 2 388 2 388 2 388 2 388 2 388 2 393 2 394 2 395 2 396 2 397 2 398 2 398 2 398 2 398 2 <td>3 1120 710 700 700 399 8 499 5 499 6 459 9 9022 10 700 10 700 10 705 10 705 10 705 10 705 10 706 10 706 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 <</td> <td>1213 1213 1213 121 1213 121 1214 121 1215 121 121 121 121 121 121 121 121 121 121 121 123 121 124 121 125 121 126 121 127 128 128 121 129 121 129 121 129 121 129 121 129 121 129 121 129 121 121 121 121 121 121 121 121 121</td> <td>- -</td> <td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td> <td>Mark 12 7 12 7 12 1115 123 2355 128 1426 123 1438 -165 1438 -165 1538 -123 1336 123 1336 124 1336 124 125 545 126 128 127 138 128 124 1295 148 1295 148 1295 148 1295 148 1295 148 1295 148 1295 148 1295 149 1295 149 1395 149 1395 149 1395 149 1395 149 1395 149 1395 149 1395 149 1395 149</td> <td></td> <td></td> <td></td> <td></td> <td>0.0 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 30 1 31 1 32 1 34 1 35 1 35 1 36 1 35 1 36 1 37 1 38 1 39 1 30 1 31 1 36 1 37 1 38 1 39 1
 30 1 30 1 30 1 30 1</td> <td></td> <td></td> <td>35 1 1 1</td> <td></td> <td></td> <td></td> <td></td> | 3 1120 710 700 700 399 8 499 5 499 6 459 9 9022 10 700 10 700 10 705 10 705 10 705 10 705 10 706 10 706 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 10 100 < | 1213 1213 1213 121 1213 121 1214 121 1215 121 121 121 121 121 121 121 121 121 121 121 123 121 124 121 125 121 126 121 127 128 128 121 129 121 129 121 129 121 129 121 129 121 129 121 129 121 121 121 121 121 121 121 121 121
 | - | 3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3 | Mark 12 7 12 7 12 1115 123 2355 128 1426 123 1438 -165 1438 -165 1538 -123 1336 123 1336 124 1336 124 125 545 126 128 127 138 128 124 1295 148 1295 148 1295 148 1295 148 1295 148 1295 148 1295 148 1295 149 1295 149 1395 149 1395 149 1395 149 1395 149 1395 149 1395 149 1395 149 1395 149
 | | | | | 0.0 1
 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 30 1 31 1 32 1 34 1 35 1 35 1 36 1 35 1 36 1 37 1 38 1 39 1 30 1 31 1 36 1 37 1 38 1 39 1 30 1 30 1 30 1 30 1 | | | 35 1 1 1 | | | | |
| 440 A53 Leed Neer Read 550 A535 Charlon Read 550 A535 Charlon Read 550 A535 Charlon Read 551 A535 Charlon Read 552 A535 Charlon Read 553 A525 Charlon Read 554 A535 Tender Read 553 A525 Tender Read 553 A527 Tender Read 554 A527 Tender Read 556 A527 Tender Read 566 A527 Tender Read 567 A527 Tender Read 568 A527 Tender Read 568 A527 Tender Read 569 A527 Tender Read 560 A527 Tender Read 561 A527 Tender Read 562 A527 Tender Read 563 A547 Tender Read 564 A500 565 A521 Tender Read 566 A521 Tender Read 567 A521 Tender Read 568 A521 Tender Read 569 A504 Weerlee Read 560 A504 We

 | A 32.22 Deb/k Road
Thermitics and a
Declaration American
Biocharation American
Privanessoo Maid
Connects Jinde
A 32.72 Williamson Street
Heart Road
A 32.72 Williamson Street
Heart Road
A 33.75 Truck Road
A 35.75 Truck Road | A 32 Levik Road
Tro 2014 Road
Paramoto Risad
Backmater Ammun
Oren Road
Common Road
Common Road
Market Road
Haymon Road
Haymon Road
Haymon Road
Haymon Road
BOSS School Road
BOSS Processer West
School School Road Road
BOSS Processer
Add School School Road
Road Road Road
BOSS Processer
Add School School Road
Road Road Road
Road Road Road Road
Road Road Road Road
Road Road Road Road
Road Road Road Road Road Road
Road Road Road Road Road Road
Road Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road | 2113 2114 data gava is 2112 2114 data gava is 2123 1214 SelfC 2124 1214 SelfC 2125 1416 SelfC 1401 2215 Mata gava is 1402 2216 Mata gava is 1403 2216 Mata gava is 1404 2205 SelfC 1507 2308 SelfC 1508 1507 SelfC 1509 2209 SelfC 1509 2209 Mata gava is 1501 2209 Mata gava is 1502 2208 Mata gava is 1503 2209 Mata gava is 1504 2400 Mata gava is 1507 2208 Mata gava is 1508 2209 2209 Mata gava is 1509 2208 Mata gava is SelfC 1509 1308 SelfC SelfC 1509 1308 SelfC
 | Description 3000 ATC Passing 9000 ATC Passing 9000 Passing 3001 Passing 3002 Passing 3002 Passing 3002 Passing 3002 Passing 3002 Passing 3004 Passing 3004 </th <th>Sign J Wedewardsynch 2013 Wedewardsynch 2013
Wedewardsynch 2013 Wedewardsynch 2013 Wedewardsynch 2014 Wedewardsynch 2014 Wedewardsynch 2015 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 20160</th> <th>0000 Leftbord 04270/2013 Wertbord 04270/2013 Wertbord 04270/2013 Wertbord 0438 Kenhood 0439 Canhood 0439 Canhood 0439 Canhood 0439 Canhood 0439 Canhood 0439 Canhood 04312 Nerthood 04312 Schelhood 04312 Schelhood 04312 Schelhood 04313 Schelhood 04317215 Schelhood 04317215</th> <th>1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 118 3 1127 118 3 1127 118 3 1127 118 3 1127 118 3 1127 118 3 1128 116 117 1129 112 118 1129 112 112 1129 112 112 1129 112 112 1129 112 112 1129 112 112 1129 112 112 1129 112 112 1129 112 112 <td>1290
728
535
604
604
604
605
609
700
666
809
700
666
809
700
700
666
809
700
700
800
800
800
800
800
800
800
800</td><td>96)
664
1006
303
304
403
404
405
405
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
20</td><td>114 2 79 6 70 5 61 27 81 7 82 7 83 7 841 7 842 7 848 7 848 7 848 8 844 8 844 8 844 8 844 9 844 9 844 9 844 9 844 9 844 9 844 9 844 9 845 2 846 2 847 9 848 2 848 2 848 2 848 2 848 2 848 2 848 2 848 2 848 2</td><td>3 1120 720 720 780 999 1 999 1 999 1 999 1 429 5 459 1 420 6 500 1 420 6 500 1 420 6 500 1 420 0 3424 1 300 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1</td><td>393 4.84 -100 -10 <td></td><td>3
3
2
9
9
3
3
3
4
6
0
0
133
16
0
103
100
100
100
100
100
100</td><td>MAR. 11 71 12 71 123 123 123 124 123 125 128 121 124 123 124 124 123 124 124 124 124 124 124 124 124 124 124 125 128 128 129 128 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 <td129< td=""> 129</td129<></td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 23 1 24 1 25 1 26 1 27 1 28 1</td><td></td><td></td><td>25 1 1 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1
 20 1 20 1</td><td></td><td></td><td></td><td></td></td></th> | Sign J Wedewardsynch 2013 Wedewardsynch 2013 Wedewardsynch 2013 Wedewardsynch 2013 Wedewardsynch 2014 Wedewardsynch 2014 Wedewardsynch 2015 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 2017 Wedewardsynch 20160
 | 0000 Leftbord 04270/2013 Wertbord 04270/2013 Wertbord 04270/2013 Wertbord 0438 Kenhood 0439 Canhood 0439 Canhood 0439 Canhood 0439 Canhood 0439 Canhood 0439 Canhood 04312 Nerthood 04312 Schelhood 04312 Schelhood 04312 Schelhood 04313 Schelhood 04317215
 | 1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 118 3 1127 118 3 1127 118 3 1127 118 3 1127 118 3 1127 118 3 1128 116 117 1129 112 118 1129 112 112 1129 112 112 1129 112 112 1129 112 112
 1129 112 112 1129 112 112 1129 112 112 1129 112 112 <td>1290
728
535
604
604
604
605
609
700
666
809
700
666
809
700
700
666
809
700
700
800
800
800
800
800
800
800
800</td> <td>96)
664
1006
303
304
403
404
405
405
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
20</td> <td>114 2 79 6 70 5 61 27 81 7 82 7 83 7 841 7 842 7 848 7 848 7 848 8 844 8 844 8 844 8 844 9 844 9 844 9 844 9 844 9 844 9 844 9 844 9 845 2 846 2 847 9 848 2 848 2 848 2 848 2 848 2 848 2 848 2 848 2 848 2</td> <td>3 1120 720 720 780 999 1 999 1 999 1 999 1 429 5 459 1 420 6 500 1 420 6 500 1 420 6 500 1 420 0 3424 1 300 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1</td> <td>393 4.84 -100 -10 <td></td><td>3
3
2
9
9
3
3
3
4
6
0
0
133
16
0
103
100
100
100
100
100
100</td><td>MAR. 11 71 12 71 123 123 123 124 123 125 128 121 124 123 124 124 123 124 124 124 124 124 124 124 124 124 124 125 128 128 129 128 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 <td129< td=""> 129</td129<></td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 23 1 24 1 25 1 26 1 27 1 28 1</td><td></td><td></td><td>25 1 1 1 20 1</td><td></td><td></td><td></td><td></td></td> | 1290
728
535
604
604
604
605
609
700
666
809
700
666
809
700
700
666
809
700
700
800
800
800
800
800
800
800
800 |
96)
664
1006
303
304
403
404
405
405
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
2074
20 | 114 2 79 6 70 5 61 27 81 7 82 7 83 7 841 7 842 7 848 7 848 7 848 8 844 8 844 8 844 8 844 9 844 9 844 9 844 9 844 9 844 9 844 9 844 9 845 2 846 2 847 9 848 2 848 2 848 2 848 2 848 2 848 2 848 2 848 2 848 2 | 3 1120 720 720 780 999 1 999 1 999 1 999
 1 429 5 459 1 420 6 500 1 420 6 500 1 420 6 500 1 420 0 3424 1 300 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 120 1 | 393 4.84 -100 -10 <td></td> <td>3
3
2
9
9
3
3
3
4
6
0
0
133
16
0
103
100
100
100
100
100
100</td> <td>MAR. 11 71 12 71 123 123 123 124 123 125 128 121 124 123 124 124 123 124 124 124 124 124 124 124 124 124 124 125 128 128 129 128 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 <td129< td=""> 129</td129<></td> <td></td> <td></td> <td></td> <td></td> <td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 23 1 24 1 25 1 26 1 27 1 28 1</td> <td></td> <td></td> <td>25 1 1
1 20 1</td> <td></td> <td></td> <td></td> <td></td> | | 3
3
2
9
9
3
3
3
4
6
0
0
133
16
0
103
100
100
100
100
100
100 | MAR. 11 71 12 71 123 123 123 124 123 125 128 121 124 123 124 124 123 124 124 124 124 124 124 124 124 124 124 125 128 128 129 128 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 129 <td129< td=""> 129</td129<>
 | | | | | 8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 23 1 24 1 25 1 26 1 27 1 28 1
 | | | 25 1 1 1 20 1 | | | | |
| 440 AS3 Leek New Boad 450 AS3 Leek New Boad 450 AS3 DE Charten Boad 516 AS3 DE Charten Boad 518 AS3 DE Charten Boad 518 AS3 DE Charten Boad 518 AS3 DE Stelek Boad 518 AS3 DE Stelek Boad 518 AS32 Teigh Leen 519 AS32 Teigh Leen 518 AS327 Teigh Leen 518 AS30 64 AS00 65 AS4 Demograficad 66 AS4 Unregoe Road 50 AS34 Networks Road 519 AS34 Networks Road 510 AS34 Networks Road 511 AS44 Networks Road 512 AS44 Net

 | A 32.22 Exhip Road
Trentfields and
Deckmatter Avenue
Frienschoff Road
Construction Frei
Geschaft and State
Weighter Hand
A 22.27 Williamson Street
Trentfield and
A 22.27 Williamson Street
Trentfield and
A 22.57 Williamson Street
Trentfield and
A 2005 Scient Road
B 2005 Scient Road | A 52 Levk Road
Tro Tech Road
Tro Technologian
Backmater Amount
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Constituted
Con | 2113 2114 data gava di segui 2121 2124 2144 Serific 2124 1274 Serific Serific 2124 1274 Serific Serific 2125 1420 Serific Serific 2126 2120 Matagava Serific 2126 2120 Matagava Serific 2120 2120 Serific Serific 2120 2120 Serific Serific 2121 2120 Serific Serific 2121 2120 220 Serific Serific 2120 220 220 Serific Serific 2201 220 220 Serific Serific <th>Description 38:07 ATC Parsing 9000 ATC Parsing 9000 ATC Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:02 <td< th=""><th>Sign 1 Wedewardsynchrol 2013 Wedewardsynchrol 2013 Wedewardsynchrol 2014 Status 2015 Wedewardsynchrol 2015 Status 2015 Status 2016 Status 2017 Status 2018 Status 2018 Status 2019 Status 2010 Status<th>0000 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 31-86 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41381 Schloord 41232 Schloord 42131 Schloord 41232 Schloord 42123 Schloord 222-55/20131 Wertbord 222-55/20131 Schloord 222-55/20131 Schloord 222-55/20131 Schloord 220/20232 Schloord 220/20233 Schloord 220/20233 Schloord 220/20234 Schloord 220/20235 Schloord</th><th>1552 1466 6 1114 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 113 3 1124 113 3 1125 113 3 1120 113 313 1120 123 326 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 123 13 1134 13 13 1134 13 2
<td>1999
7928
804
405
404
407
403
403
404
403
404
403
403
403
403
403</td><td>90)
664
1006
1007
1008
1008
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
10</td><td>114 2 79 6 70 5 61 7 80 4 81 1 82 2 308 2 308 2 308 2 308 2 308 2 309 2 309 2 316 7 124 2 316 7 324 2 344 2 344 2 344 2 344 2 345 2 346 2 347 2 348 2 349 2 344 2 344 2 344 2 344 2 344 2 344 2 344 2 348 2<</td><td>3 1120 720 720 720 599 1 599 1 599 5 499 1 429 6 500 60 500 60 500 72 566 73 3942 74 13942 75 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 8 1504 9 13942 10 13942 11 399 12 1393 12 1394 12 1394 12 1394 12 1394 13 1394 14 159 14 159 14 159<!--</td--><td>393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -474 3.2 -474 3.2 -474 3.2 -474 3.2 -47 3.2 -48 -4.0 -4.0 -4.0 -7.0 <</td><td>I I I 1 32 400 2 32 400 32 30 50 32 400 50 32 50 50 33 50 50 34 50 50 35 50 50 36 50 50 37 50 50 38 20 50 31 400 50 32 60 30 31 30 50 32 30 30 32 30 30 33 30 30 34 30 30 35 30 30 36 30 30 36 30 30 37 30 30 36 30 30 37 30 30 37 30 30</td><td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td><td>Mark 1.12 7 1.23 1115 1.23 1245 1.23 1255 1.23 1265 1.23 1275 1.23 1285 1.23 1295 1.23 1295 2.22 1296 1.25 1296 2.22 1297 1.95 2085 2.26 2085 2.26 2085 2.25 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085</td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 24 1 24 1 24 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1</td><td></td><td></td><td>JE 1 1 1 1 1 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 26 1 26 1 27 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 21 1 22 1 23 1 24 1 25 1 <</td><td></td><td></td><td></td><td></td></td></th></th></td<></th>
 | Description 38:07 ATC Parsing 9000 ATC Parsing 9000 ATC Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:01 Parsing 38:02 Parsing 38:02 <td< th=""><th>Sign 1 Wedewardsynchrol 2013 Wedewardsynchrol 2013 Wedewardsynchrol 2014 Status 2015 Wedewardsynchrol 2015 Status 2015 Status 2016 Status 2017 Status 2018 Status 2018 Status 2019 Status 2010 Status<th>0000 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 31-86 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41381 Schloord 41232 Schloord 42131 Schloord 41232 Schloord 42123 Schloord 222-55/20131 Wertbord 222-55/20131 Schloord 222-55/20131 Schloord 222-55/20131 Schloord 220/20232 Schloord 220/20233 Schloord 220/20233 Schloord 220/20234 Schloord 220/20235 Schloord</th><th>1552 1466 6 1114 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 113 3 1124 113 3 1125 113 3 1120 113 313 1120 123 326 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 123 13 1134 13 13 1134 13 2 <td>1999
7928
804
405
404
407
403
403
404
403
404
403
403
403
403
403</td><td>90)
664
1006
1007
1008
1008
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
10</td><td>114 2 79 6 70 5 61 7 80 4 81 1 82 2 308 2 308 2 308 2 308 2 308 2 309 2 309 2 316 7 124 2 316 7 324 2 344 2 344 2 344 2 344 2 345 2 346 2 347 2 348 2 349 2 344 2 344 2 344 2 344 2 344 2 344 2 344 2 348 2<</td><td>3 1120 720 720 720 599 1 599 1 599 5 499 1 429 6 500 60 500 60 500 72 566 73 3942 74 13942 75 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 8 1504 9 13942 10 13942 11 399 12 1393 12 1394 12 1394 12 1394 12 1394 13 1394 14 159 14 159 14 159<!--</td--><td>393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -474 3.2 -474 3.2 -474 3.2 -474 3.2 -47 3.2 -48 -4.0 -4.0 -4.0 -7.0 <</td><td>I I I 1 32 400 2 32 400 32 30 50 32 400 50 32 50 50 33 50 50 34 50 50 35 50 50 36 50 50 37 50 50 38 20 50 31 400 50 32 60 30 31 30 50 32 30 30 32 30 30 33 30 30 34 30 30 35 30 30 36 30 30 36 30
 30 37 30 30 36 30 30 37 30 30 37 30 30</td><td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td><td>Mark 1.12 7 1.23 1115 1.23 1245 1.23 1255 1.23 1265 1.23 1275 1.23 1285 1.23 1295 1.23 1295 2.22 1296 1.25 1296 2.22 1297 1.95 2085 2.26 2085 2.26 2085 2.25 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085</td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 24 1 24 1 24 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1</td><td></td><td></td><td>JE 1 1 1 1 1 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 26 1 26 1 27 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 21 1 22 1 23 1 24 1 25 1 <</td><td></td><td></td><td></td><td></td></td></th></th></td<> | Sign 1 Wedewardsynchrol 2013 Wedewardsynchrol 2013 Wedewardsynchrol 2014 Status 2015 Wedewardsynchrol 2015 Status 2015 Status 2016 Status 2017 Status 2018 Status 2018 Status 2019 Status 2010 Status <th>0000 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 31-86 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41381 Schloord 41232 Schloord 42131 Schloord 41232 Schloord 42123 Schloord 222-55/20131 Wertbord 222-55/20131 Schloord 222-55/20131 Schloord 222-55/20131 Schloord 220/20232 Schloord 220/20233 Schloord 220/20233 Schloord 220/20234 Schloord 220/20235 Schloord</th> <th>1552 1466 6 1114 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 113 3 1124 113 3 1125 113 3 1120 113 313 1120 123 326 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 123 13 1134 13 13 1134 13 2 <td>1999
7928
804
405
404
407
403
403
404
403
404
403
403
403
403
403</td><td>90)
664
1006
1007
1008
1008
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
10</td><td>114 2 79 6 70 5 61 7 80 4 81 1 82 2 308 2 308 2 308 2 308 2 308 2 309 2 309 2 316 7 124 2 316 7 324 2 344 2 344 2 344 2 344 2 345 2 346 2 347 2 348 2 349 2 344 2 344 2 344 2 344 2 344 2 344 2 344 2 348 2<</td><td>3 1120 720 720 720 599 1 599 1 599 5 499 1 429 6 500 60 500 60 500 72 566 73 3942 74 13942 75 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 8 1504 9 13942 10 13942 11 399 12 1393 12 1394 12 1394 12 1394 12 1394 13 1394 14 159 14 159 14
159<!--</td--><td>393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -474 3.2 -474 3.2 -474 3.2 -474 3.2 -47 3.2 -48 -4.0 -4.0 -4.0 -7.0 <</td><td>I I I 1 32 400 2 32 400 32 30 50 32 400 50 32 50 50 33 50 50 34 50 50 35 50 50 36 50 50 37 50 50 38 20 50 31 400 50 32 60 30 31 30 50 32 30 30 32 30 30 33 30 30 34 30 30 35 30 30 36 30 30 36 30 30 37 30 30 36 30 30 37 30 30 37 30 30</td><td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td><td>Mark 1.12 7 1.23 1115 1.23 1245 1.23 1255 1.23 1265 1.23 1275 1.23 1285 1.23 1295 1.23 1295 2.22 1296 1.25 1296 2.22 1297 1.95 2085 2.26 2085 2.26 2085 2.25 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085</td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 24 1 24 1 24 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1</td><td></td><td></td><td>JE 1 1 1 1 1 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 26 1 26 1 27 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 21 1 22 1 23 1 24 1 25 1 <</td><td></td><td></td><td></td><td></td></td></th> | 0000 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 35-77/2023 Lambord 31-86 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41386 Schloord 41381 Schloord 41232 Schloord 42131 Schloord 41232 Schloord 42123 Schloord 222-55/20131 Wertbord 222-55/20131 Schloord 222-55/20131 Schloord 222-55/20131 Schloord 220/20232 Schloord 220/20233 Schloord 220/20233 Schloord 220/20234 Schloord 220/20235 Schloord

 | 1552 1466 6 1114 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 113 3 1124 113 3 1125 113 3 1120 113 313 1120 123 326 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 122 28 1120 123 13 1134 13 13 1134 13 2 <td>1999
7928
804
405
404
407
403
403
404
403
404
403
403
403
403
403</td> <td>90)
664
1006
1007
1008
1008
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
10</td> <td>114 2 79 6 70 5 61 7 80 4 81 1 82 2 308 2 308 2 308 2 308 2 308 2 309 2 309 2 316 7 124 2 316 7 324 2 344 2 344 2 344 2 344 2 345 2 346 2 347 2 348 2 349 2 344 2 344 2 344 2 344 2 344 2 344 2 344 2 348 2<</td> <td>3 1120 720 720 720 599 1 599 1 599 5 499 1 429 6 500 60 500 60 500 72 566 73 3942 74 13942 75 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 8 1504 9 13942 10 13942 11 399 12 1393 12 1394 12 1394 12 1394 12 1394 13 1394 14 159 14 159 14 159<!--</td--><td>393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -474 3.2 -474 3.2 -474 3.2 -474 3.2 -47 3.2 -48 -4.0 -4.0 -4.0 -7.0 <</td><td>I I I 1 32 400 2 32 400 32 30 50 32 400 50 32 50 50 33 50 50 34 50 50 35 50 50 36 50 50 37 50 50 38 20 50 31 400 50 32 60 30 31 30 50 32 30 30 32 30 30 33 30 30 34 30 30 35 30 30 36 30 30 36 30 30 37 30 30 36 30 30 37 30 30 37 30 30</td><td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td><td>Mark 1.12 7 1.23 1115 1.23 1245 1.23 1255 1.23 1265 1.23 1275 1.23 1285 1.23 1295 1.23 1295 2.22 1296 1.25 1296 2.22 1297 1.95 2085 2.26 2085 2.26 2085 2.25 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085</td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 24 1 24 1 24 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20
 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1</td><td></td><td></td><td>JE 1 1 1 1 1 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 26 1 26 1 27 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 21 1 22 1 23 1 24 1 25 1 <</td><td></td><td></td><td></td><td></td></td> | 1999
7928
804
405
404
407
403
403
404
403
404
403
403
403
403
403 | 90)
664
1006
1007
1008
1008
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
10 | 114 2 79 6 70 5 61 7 80 4 81 1 82 2 308 2 308 2 308 2 308 2 308 2 309 2 309 2 316 7 124 2 316 7 324 2 344 2 344 2 344 2 344 2 345 2 346 2 347 2 348 2 349 2 344 2 344 2 344 2 344 2 344 2 344 2 344 2 348 2<
 | 3 1120 720 720 720 599 1 599 1 599 5 499 1 429 6 500 60 500 60 500 72 566 73 3942 74 13942 75 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 7 13942 8 1504 9 13942 10 13942 11 399 12 1393 12 1394 12 1394 12 1394 12 1394 13 1394 14 159 14 159 14 159 </td <td>393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -474 3.2 -474 3.2 -474 3.2 -474 3.2 -47 3.2 -48 -4.0 -4.0 -4.0 -7.0 <</td> <td>I I I 1 32 400 2 32 400 32 30 50 32 400 50 32 50 50 33 50 50 34 50 50 35 50 50 36 50 50 37 50 50 38 20 50 31 400 50 32 60 30 31 30 50 32 30 30 32 30 30 33 30 30 34 30 30 35 30 30 36 30 30 36 30 30 37 30 30 36 30 30 37 30 30 37 30 30</td> <td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td> <td>Mark 1.12 7 1.23 1115 1.23 1245 1.23 1255 1.23 1265 1.23 1275 1.23 1285 1.23 1295 1.23 1295 2.22 1296 1.25 1296 2.22 1297 1.95 2085 2.26 2085 2.26 2085 2.25 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085</td> <td></td> <td></td> <td></td> <td></td> <td>8.8 1 22 1 23 1 24 1 24 1 24 1 24 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1</td> <td></td> <td></td> <td>JE 1 1 1 1 1 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 26 1 26 1 27 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 21 1 22 1 23 1 24 1 25 1 <</td> <td></td> <td></td> <td></td> <td></td> | 393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -474 3.2 -474 3.2 -474 3.2 -474 3.2 -47 3.2 -48 -4.0 -4.0 -4.0 -7.0 <
 | I I I 1 32 400 2 32 400 32 30 50 32 400 50 32 50 50 33 50 50 34 50 50 35 50 50 36 50 50 37 50 50 38 20 50 31 400 50 32 60 30 31 30 50 32 30 30 32 30 30 33 30 30 34 30 30 35 30 30 36 30 30 36 30 30 37 30 30 36 30 30 37 30 30 37 30 30 | 3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3 | Mark 1.12 7 1.23 1115 1.23 1245 1.23 1255 1.23 1265 1.23 1275 1.23 1285 1.23 1295 1.23 1295 2.22 1296 1.25 1296 2.22 1297 1.95 2085 2.26 2085 2.26 2085 2.25 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085 2.05 2085
 | | | | | 8.8 1 22 1 23 1 24 1 24 1 24 1 24 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 20
1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 | | | JE 1 1 1 1 1 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 26 1 26 1 27 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 21 1 22 1 23 1 24 1 25 1 < | | | | |
| 440 A53 Leed New Road and A53 Leed New Road and A53 Leed New Road A54 Leed New R
 | A 32.22 Delay Road
Technic Lear A
Brockmatter Avenue
Priverseoof Bard
Connet prison
Connet prison
A 22.12 Williamson Street
Haustin Baid
Haraucol Road
A 32.12 Williamson Street
Haustin Baid
Haraucol Road
A 33.12 House Road
Biol Solution New Road
A 33.12 House Road
Biol Solution New Road
Biol Solution New Road
Fachkouse Road Yest
Biol Solution New Road
Biol Solution New Road
Road Road New Road
Road Road Road Road Road
Road Road Road Road Road
Road
Road Road Road Road Road Road
Road Road Road Road Road Road Road Road | A 32 Levk Road
Transcool Road
Francescool Road
Desine America
Const Road
Const Road
Const Road
A 2000 Road
Road
Road
Road
Road
Road
Road
Road | 2112 2112 data gava 2121 2114 data gava 2121 2124 5517C 2124 1724 5517C 2125 1926 5517C 2126 2128 data gava 1481 2218 data gava 1481 2218 data gava 1481 2108 data gava 1581 1587 5868 1282 2280 5870 2282 2280 5877 2382 2280 5877 2382 2286 5867 2382 2286 5867 2382 2286 5867 2382 2286 5867 2382 2286 5867 2382 2286 5867 2384 2386 5867 2384 2386 5867 2384 5872 5874 2384 5872 5874 2384 5874
 | Bassing 3000 ATC Passing 9000 ATC Passing 9000 Passing 3051 Passing 3052 Passing 3052 Passing 3052 Passing 3053 Passing 3053 Passing 3053 Passing 3054 Passing 3054 Passing 3054 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3052 Turning 3055

 | Sign J Wedewardsynch 2013 Wedewardsynch 2013 Wedewardsynch 2013 Wedewardsynch 2014 Status 2014 Status 2015 Jackass 2015 Jackass 2015 Jackass 2015 Jackass 2015 Turnskay 2015 Turnskay 2015 Status 2015 Wedewardsyn 2016 Wedewardsyn 2017 Wedewardsyn 2018 Jackass 2019 Wedewardsyn 2019 Jackass 2019 Jackass 2010 Jackass 2011 Wedwardsyn 2012 Wedwardsyn
 | 0000 Lenticud 05000 Lenticud 25-27/20231 Centionel 25-27/20231 Menthomit 138 Dentification 4138 Continuoud 41213 Scottinuoud 41213 Scottinuoud 41213 Scottinuoud 41213 Scottinuoud 41213 Scottinuoud 900/70215 Scottinuoud 900/

 | 1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 118 3 1127 118 117 1127 128 318 11270 127 127 11284 128 316 11298 127 12 11298 127 12 11298 127 14 11298 127 14 11298 127 14 11298 127 14 11298 127 14 11298 127 14 11298 128 3 11298 128 3 11298 128 3
 | 1295
728
546
647
457
459
700
666
805
700
666
805
708
3738
3738
3738
3738
3738
3738
3738 | 90)
664
1006
303
303
304
305
305
306
307
308
308
308
309
308
308
308
308
308
308
309
308
309
309
309
309
309
309
309
309 | 114 2 79 6 80 5 61 12 27 1 81 12 82 22 388 22 389 22 388 24 388 24 389 24 380 2 381 2 382 2 383 6 32 2 34 4 42 2 383 2 44 2 393 2 44 2 45 2 46 2 47 2 48 2 49 2 44 5 45 2 46 2 47 2 48 2 49 2 40 2
 | 3 1120 720 720 1 999 1 999 1 999 5 499 1 430 9 922 9 922 3 398 0 3622 3 394 1 140 1 340 1 343 1 344 1 344 1 345 1 345 1 345 1 545 1 545 1 545 1 547 2 348 3 549 3 549 3 549 3 549 3 549 3 549 3 549 3 549 3 549 3 | 191 191 191 191 191 191 191 191 194 193 194 193 194 193 194 193 195 191 192 191 193 191 194 193 193 191 194 193 193 191 194 192 195 191 194 192 195 191 194 191 195 191 194 191 195 191 194 191 195 191 197 191 197 191 197 191 197 191 197 191 198 191 199 191 191 192 192
 | - | 3
3
3
3
4
3
3
3
3
3
4
4
5
5
5
5
5
5
5
5
5
5
5
5
5 | MAR. 11 71 12 72 123 1115 123 205 138 1447 149 1448 149 1448 149 1458 149 1518 123 1518 124 1518 127 1518 127 1518 123 1528 129 1578 484 158 123 1578 484 158 123 1578 484 158 123 158 123 158 123 158 124 158 124 158 124 158 124 158 124 158 124 158 125 158 125 158 125 159 124 <td< td=""><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 22 1 24 1 25 1 26 1 27 1 28 1 29 1 202 1 21 22 21 23 21 24 21 25 21 22 21 23 21 24 21 25 21 25 21 25 21 25</td><td></td><td></td><td>35 1 3
 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1</td><td></td><td></td><td></td><td></td></td<> | | | | | 8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 22 1 24 1 25 1 26 1 27 1 28 1 29 1 202 1 21 22 21 23 21 24 21 25 21 22 21 23 21 24 21 25 21 25 21 25 21 25
 | | | 35 1 3 1 | | | | |
| 440 AS3 Leek New Boad 450 AS3 Leek New Boad 450 AS3 DE Charten Boad 514 AS3 DE Charten Boad 5154 AS3 DE Charten Boad 516 AS3 DE Charten Boad 517 AS3 Series Road 5184 AS3 DE Charten Boad 5184 AS3 DE Charten Boad 5186 AS32 Tright Lee 5186 AS32 Tright Lee 5186 AS327 Tright Lee 5187 AS327 Tright Lee 5186 AS327 Tright Lee 518 AS320 Tright Lee 518 AS30 Tright Lee 518 AS30 Tright Lee 518 AS30 Tright Lee 518 AS30 Tright Lee

 | A 32.22 Exhip Road Tomerick and | A 52 Levik Road
Tro Tech Road
Tro Technologic Road
Backmatter Amena
Const Road
Const Road
Const Road
Const Road
Const Road
A 521 Water Road
Maynon Road
Maynon Road
Road Road Road
Road Road
Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road | 213 213 data gava is seried. 213 213 data gava is seried. 213 1724 Seried. 2124 1724 Seried. 2125 1430 Seried. 2261 1430 Seried. 2262 1440 Seried. 2263 1430 Seried. 2261 1430 Seried. 1400 228 Seried. 1401 228 Seried. 1402 228 Seried. 1502 2280 Seried. 1503 1506 Seried. 1504 1507 2280 Seried. 1505 1508 Seried. Seried. 1508 1290 Seried. Seried. 1509 Seried. Seried. Seried. 1509 Seried. Seried. Seried. 1509 Seried. Seried. Seried. 1500 Seried. Seried. Seried.
 | Bassing 3000 ATC Passing 9000 ATC Passing 9000 ATC Passing 9000 ATC Passing 9000 Parsing 9000 ATC Passing 9000 Parsing 9000 Parsing 9000 Passing 9000 Passing 9000 Passing 9000 ATC Passing 9000 ATC Passing 9000 Passing 3027 Passing 3027 Passing 3027 Passing 3027 Passing 3027 Passing 3027 Passing 3028 Passing 3029 Passing 3020 Passing

 | Sign 1 Wedewalky 2013 Wedewalky 2013 Wedewalky 2013 Wedewalky 2013 Wedewalky 2013 Wedewalky 2014 Wedewalky 2015 Wedewalky 2016 Wedewalky 2017 Wedewalky 2018 Wedewalky 2018 Wedewalky 2018 Wedewalky 2019 Wedewalky 2010 Wedewalky 2010 Wedewalky 2010 Wedewalky 2010 Wedewalky 2010 Wedewalky
 | 0000 Lenticulu 42-77/2023 Method 32-77/2023 Method 34-77/2023 Method 43-86 Bethod 43-86 Method 43-87 Leathod 43-88 Method 43-89 Leathod 43-81 Leathod 43-82 Method 43-13 Method 43-12 Method 44/17 Method 45/17/215

 | 1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 118 3 1127 128 31 11202 1270 318 313 1128 129 121 121 11298 132 428 121 11298 132 348 121 11298 132 328 448 1 11298 132 348 42 5 11444 131 22 5 444 14 1298 134 448 1 34 442 5 1444 131 22 5 444 43 34 42
 | 1990
7928
644
645
644
647
645
645
645
645
645
645
645
645
645
645 | 90)
664
1006
1007
1008
1008
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
1009
10 | 114 2 79 6 70 5 61 1 80 6 81 1 82 2 386 2 388 2 388 2 388 2 388 2 388 2 388 2 384 4 189 2 34 4 41 4 42 5 34 4 42 5 34 4 42 5 34 4 42 5 35 2 36 2 37 2 38 2 39 2 30 2 31 4 40 1 40 1 40 1
 | 3 1120 7290 799 4 999 5 499 6 490 7 999 6 490 6 490 9 922 10 902 20 902 30 1903 30 1904 30 1904 30 1904 30 1904 30 1904 30 1904 30 1904 30 1904 30 1904 30 1904 30 1904 30 1902 30 1902 30 1902 30 1902 30 1902 30 1902 30 1902 30 1902 30 1902 30 1902 30 1902 </td <td>393 4 -466 -32 -466 -32 -466 -32 -474 -32 -474 -33 -466 -46 -47 -33 -46 -46 -47 -33 -48 -46 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -47 -34 -48 -34 -47 -34 -48 -34 -47 -34 -47 -34 -48 -34 -48 -34 -48<td></td><td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td><td>Mark 19 71 19 71 123 71 123 71 123 71 123 71 123 71 123 71 123 71 123 71 124 71 124 715 724 715 725 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 745 7</td><td></td><td></td><td></td><td></td><td>8.8. 1 2.2. 1 2.8. 1</td><td></td><td></td><td>36 1 37 1 38 1</td><td></td><td></td><td></td><td></td></td> | 393 4 -466 -32 -466 -32 -466 -32 -474 -32 -474 -33 -466 -46 -47 -33 -46 -46 -47 -33 -48 -46 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -46 -34 -47 -34 -48 -34 -47 -34 -48 -34 -47 -34 -47 -34 -48 -34 -48 -34 -48 <td></td> <td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td> <td>Mark 19 71 19 71 123 71 123 71 123 71 123 71 123 71 123 71 123 71 123 71 124 71 124 715 724 715 725 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 745 7</td> <td></td> <td></td> <td></td> <td></td>
<td>8.8. 1 2.2. 1 2.8. 1</td> <td></td> <td></td> <td>36 1 37 1 38 1</td> <td></td> <td></td> <td></td> <td></td> | | 3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3 | Mark 19 71 19 71 123 71 123 71 123 71 123 71 123 71 123 71 123 71 123 71 124 71 124 715 724 715 725 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 715 745 745 7
 | | | | | 8.8. 1 2.2. 1 2.8. 1
 | | | 36 1 37 1 38 1 | | | | |
| 440 A53 Leed New Read 453 Leed New Read 455 550 A535 Chaytes Read 550 A535 Chaytes Read 551 A535 Stele Read 553 A535 Stele Read 553 A535 Stele Read 553 A537 Stele Read 554 A535 Stele Read 555 A537 Stele Read 556 A537 Stele Read 558 A527 Regit Read 558 A527 Regit Read 558 A527 Regit Read 558 A527 Regit Read 560 A537 Regit Read 561 A527 Regit Read 562 A537 Regit Read 563 A527 Regit Read 564 A500 565 A54 Tele Read 564 A500 564 A500 564 A500 564 A51 Read Read 565 A54 Tele Read 564 A500 Read 564 A500 Read 565 A51 Read <td>A 32-22 Debdy Road
The resting the and
Book and the analysis of the analysis of the
Prioritized State of the analysis of the
Come Road
Wengert Head
Restart State
Restart State
Re</td> <td>A 32 Levk Road
Try Toky Road Star
Financia Constraints and Star
Rockmarker Amount
Constraints and Star
Constraints and Star
Constraints and Star
A 322 Withous Start
Road Start Star
Road Road Road Road Star
Road Road Road Road Star
Road Road Road Road Road Road Road Road</td> <td>2112 2115 data gava b 2121 2116 data gava b 2121 1274 557C 2124 1274 557C 2125 1500 557C 1401 2215 1500 567C 1502 2218 data gava b 557C 1503 1507 1508 557C 1507 1508 358 reigh 557C 2157 2268 358 reigh 557C 2150 2275 256 557C 557C 2250 2280 data gava h 557C 557C 256 2260 data gava h 550C 2308 350C 258 2280 2280 data gava h 550C 2308 350C 259 2209 2200 data gava h 550C 2308 350C 259 2209 2200 data gava h 550C 2308 350C 250 2302 2302 350C</td> <th>Description 3827 Parsing 2020 ATC Parsing 2020 Parsing 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3852 Passing 3862 Passing 3802 Passing 3825 Turning 3825 Turning 3825 Turning 3825 Turning 3825 Turning 3825 Turning 3825</th> <th>Sign 1 Wedewalky 201 20131 Wedewalky 201 20130 n¹h 201 34488 Modewalky 201 34488 Modewalky 201 34488 Modewalky 201 34585 Turnsky 201 30505 Wedwalky 201 30505 Turnsky 201 30502 Turnsky 202 30502 Turnsky 203 30502 Turnsky 203 30502 Turnsky 203 30502 Turnsky 30450</th> <th>6000 Lenitorial 527/02/2013 Renthord 347/02/2013 Renthord 348.07/02/2013 Renthord 4138 Sonthord 41213 Sonthord 41214 Sonthord 41212 Sonthord 9007/2015 Sonthord</th> <th>1552 1466 6 1114 138 3 1240 138 3 1240 138 3 1240 138 3 1240 138 3 1241 138 3 1241 138 3 1241 136 3 1241 137 3 1242 138 3 1243 348 136 1243 348 346 1244 138 346 1244 127 492 1248 1278 432 1248 1278 44 1248 1278 44 1248 1278 44 1248 1278 44 1248 1278 45 1248 1278 45 1248 1278 45 1248 1278 45 1249 127 45</th> <td>1295
728
64
64
64
64
64
65
72
65
720
66
86
86
720
720
720
720
720
720
720
720
720
720</td> <td>90)
664
1006
1007
403
903
903
903
903
903
903
903
9</td> <td>114 2 79 6 70 5 61 12 27 1 81 1 72 1 84 1 27 1 88 22 289 22 288 24 144 24 150 2 24 4 150 1 160 1 163 2 363 2 364 2 37 4 165 1 160 3 37 3 38 2 39 2 30 2 31 3 43 3 44 5 43 5 44 5 45 1</td> <td>1 1120 720 730 1 999 1 999 1 990 5 499 1 420 9 902 9 902 9 902 10 130 10 131 10 1342 11 1484 12 1484 14 1468 14 1468 15 1207 16 1228 17 1207 18 1408 19 142 19 142 19 142 19 142 10 142 10 142 10 142 10 142 10 142 10 142 10 142 10 142 10 142</td> <td>191 191 191 191 191 191 191 191 194 193 194 193 194 193 194 193 195 191 191 191 192 191 193 191 194 193 195 193 194 193 195 193 195 194 195 194 197 192 198 191 199 191 190 191 191 191 192 191 193 191 194 191 195 191 197 192 198 191 199 191 199 191 199 191 199 191 191</td> <td></td> <td>3
3
3
3
5
9
9
13
3
4
14
16
6
0
0
10
10
10
10
10
10
10
10
10
10
10
10</td> <td>Mark 1.12 7 1.23 7 1.23 1135 1.23 255 1.23 2476 1.23 4795 2.23 42795 2.23 42795 2.23 42795 2.23 42795 2.23 42795</td> <td></td> <td></td> <td></td> <td></td> <td>B.3 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1</td> <td></td> <td></td> <td>SE 1 1 1 1 1 1 1
 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 2 28 1 <t< td=""><td></td><td></td><td></td><td></td></t<></td> | A 32-22 Debdy Road
The resting the and
Book and the analysis of the analysis of the
Prioritized State of the analysis of the
Come Road
Wengert Head
Restart State
Restart State
Re | A 32 Levk Road
Try Toky Road Star
Financia Constraints and Star
Rockmarker Amount
Constraints and Star
Constraints and Star
Constraints and Star
A 322 Withous Start
Road Start Star
Road Road Road Road Star
Road Road Road Road Star
Road Road Road Road Road Road Road Road | 2112 2115 data gava b 2121 2116 data gava b 2121 1274 557C 2124 1274 557C 2125 1500 557C 1401 2215 1500 567C 1502 2218 data gava b 557C 1503 1507 1508 557C 1507 1508 358 reigh 557C 2157 2268 358 reigh 557C 2150 2275 256 557C 557C 2250 2280 data gava h 557C 557C 256 2260 data gava h 550C 2308 350C 258 2280 2280 data gava h 550C 2308 350C 259 2209 2200 data gava h 550C 2308 350C 259 2209 2200 data gava h 550C 2308 350C 250 2302 2302 350C

 | Description 3827 Parsing 2020 ATC Parsing 2020 Parsing 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3851 Passing 3852 Passing 3862 Passing 3802 Passing 3825 Turning 3825 Turning 3825 Turning 3825 Turning 3825 Turning 3825 Turning 3825
 | Sign 1 Wedewalky 201 20131 Wedewalky 201 20130 n ¹ h 201 34488 Modewalky 201 34488 Modewalky 201 34488 Modewalky 201 34585 Turnsky 201 30505 Wedwalky 201 30505 Turnsky 201 30502 Turnsky 202 30502 Turnsky 203 30502 Turnsky 203 30502 Turnsky 203 30502 Turnsky 30450

 | 6000 Lenitorial 527/02/2013 Renthord 347/02/2013 Renthord 348.07/02/2013 Renthord 4138 Sonthord 41213 Sonthord 41214 Sonthord 41212 Sonthord 9007/2015 Sonthord
 | 1552 1466 6 1114 138 3 1240 138 3 1240 138 3 1240 138 3 1240 138 3 1241 138 3 1241 138 3 1241 136 3 1241 137 3 1242 138 3 1243 348 136 1243 348 346 1244 138 346 1244 127 492 1248 1278 432 1248 1278 44 1248 1278 44 1248 1278 44 1248 1278 44 1248 1278 45 1248 1278 45 1248 1278 45 1248 1278 45 1249 127 45
 | 1295
728
64
64
64
64
64
65
72
65
720
66
86
86
720
720
720
720
720
720
720
720
720
720 | 90)
664
1006
1007
403
903
903
903
903
903
903
903
9 | 114 2 79 6 70 5 61 12 27 1 81 1 72 1 84 1 27 1 88 22 289 22 288 24 144 24 150 2 24 4 150 1 160 1 163 2 363 2 364 2 37 4 165 1 160 3 37 3 38 2 39 2 30 2 31 3 43 3 44 5 43 5 44 5 45 1
 | 1 1120 720 730 1 999 1 999 1 990 5 499 1 420 9 902 9 902 9 902 10 130 10 131 10 1342 11 1484 12 1484 14 1468 14 1468 15 1207 16 1228 17 1207 18 1408 19 142 19 142 19 142 19 142 10 142 10 142 10 142 10 142 10 142 10 142 10 142 10 142 10 142
 | 191 191 191 191 191 191 191 191 194 193 194 193 194 193 194 193 195 191 191 191 192 191 193 191 194 193 195 193 194 193 195 193 195 194 195 194 197 192 198 191 199 191 190 191 191 191 192 191 193 191 194 191 195 191 197 192 198 191 199 191 199 191 199 191 199 191 191
 | | 3
3
3
3
5
9
9
13
3
4
14
16
6
0
0
10
10
10
10
10
10
10
10
10
10
10
10 | Mark 1.12 7 1.23 7 1.23 1135 1.23 255 1.23 2476 1.23 4795 2.23 42795 2.23 42795 2.23 42795 2.23 42795 2.23 42795
 | | | | | B.3 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 29 1 | | | SE 1 1 1 1 1 1 1 1 1 1 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 2 28 1 <t< td=""><td></td><td></td><td></td><td></td></t<> | |
 | | |
| 440 AS3 Leek New Boad 450 AS3 Leek New Boad 550 AS3 DC Cayron Insul 531 AS3 DC Cayron Insul 532 AS3 DC Cayron Insul 533 AS3 DC Cayron Insul 534 AS3 DC Series Insul 535 AS3 Series Insul 536 AS3 Series Insul 537 AS3 Series Insul 538 AS37 Series Insul 539 AS37 Signitum 540 AS37 Signitum 541 AS32 Series Insul 542 AS37 Signitum 543 AS37 Signitum 544 AS30 64 AS30 64 AS30 64 AS30 65 AS4 Linempol Road 66 AS4 Linempol Road 66 AS4 Unrepol Road 67 AS0 Waterio Road 68 AS4 Unrepol Road 69 AS4 Unrepol Road 60 AS4 Unrepol Road 61 AS4 Unrepol Road 6

 | A 32.22 Exhip Road
Trentinis and A second a secon | A 32 Levik Road
Transcool Road
Paramood Road
Rock Mander Amena
Comit Road
Rock Mander Amena
Comit Road
Road Road
A 2011 Westgort Road
Maynool Road
Road Road
Road
Road Road
Road
Road
Road Road
Road
Road Road
Road
Road
Road
Road
Road
Road
Road | 2113 2114 data gava is sort C 2123 2124 5415 2124 1726 5517 2125 1410 5517 2126 1410 5517 2128 1410 5517 2128 1410 5517 2128 1410 5517 2129 2127 2280 5517 2129 2280 5516 5517 2129 2280 5516 5517 2129 2280 5516 5512 2129 2280 5516 5512 2129 2280 5516 5512 2129 2280 5516 5517 2129 2280 5516 5517 2129 2280 5516 5517 2130 2280 5517 5518 5120 5181 5517 5181 5120 5181 5517 5181 5125 5184
 | Description 3000 ATC Passing 9000 ATC Passing 9000 Parsing 3001 Parsing
 3002 Parsing 3002 </th <th>Sign J Wedewardsynchroniae 2013 Wedewardsynchroniae 2013 Wedewardsynchroniae 2013 Wedewardsynchroniae 2013 Wedewardsynchroniae 2014 Wedewardsynchroniae 2015 Wedewardsynchroniae 2016 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae</th> <th>0.000 Lenticul 0.4277(2013) Vertificant 24-277(2013) Vertificant 24-277(2013) Vertificant 138 Chechood 4138 Chechood 4131 Schechood 4132 Schechood 4133 Schechood 4131 Schechood 4132 Schechood 4133 Schechood 4133 Schechood 4133 Schechood 4132 Schechood 4133 Schechood 4132 Schechood 4133 Schechood 4131 Schechood 4132 Schechood 4132 Schechood 4132 Schechood 4132 Schechood 4132 Schechoo</th> <th>1552 1466 6 1114 118 3 360 54 7 370 54 7 381 60 3 460 54 7 543 55 31 467 35 31 460 81 37 2020 318 53 3124 460 31 2020 318 53 3124 460 31 544 64 1 554 46 1 564 46 1 577 37 2 584 58 3 584 58 4 597 32 2 598 3 3 594 58 3 594 48 52 594 48 50 594 48 50 594 48<td>1290
728
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4</td><td>96)
664
970
970
970
970
970
970
970
970</td><td>114 2 79 6 70 5 61 1 80 4 81 1 82 2 306 2 307 2 308 2 309 2 301 2 302 2 303 2 304 4 9 2 9 <t< td=""><td>1 1120 7290 799 1 999 2 999 3 999 4 490 5 490 6 490 9 92 3 303 3 313 3 313 3 313 3 313 3 313 3 313 3 313 3 3133 3 3133 3 3133 3 3133 3 3133 3 3133 4 3133 5 2 3 399 5 473 3 392 5 473 3 392 5 473 3 392 4 392 5 473 5</td><td>393 4.4 -466 3.2 -466 3.2 -466 3.2 -47 3.3 -48 3.2 -47 3.3 -58 3.6 -68 3.6 -69 3.6 -61 3.6 -63 3.6 -64 3.7 -76 3.8 -78 3.7 -78 3.7 -78 3.7 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74<td></td><td>3
3
4
5
5
5
5
5
5
6
9
9
9
9
9
9
9
9
9
9
9
9
9</td><td>Mark 19 71 19 71 123 71 123 71 123 71 124</td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1</td><td></td><td></td><td>26 1 1 1 2 1 3 1</td><td></td><td></td><td></td><td></td></td></t<></td></th>
 | Sign J Wedewardsynchroniae 2013 Wedewardsynchroniae 2013 Wedewardsynchroniae 2013 Wedewardsynchroniae 2013 Wedewardsynchroniae 2014 Wedewardsynchroniae 2015 Wedewardsynchroniae 2016 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae 2017 Wedewardsynchroniae
 | 0.000 Lenticul 0.4277(2013) Vertificant 24-277(2013) Vertificant 24-277(2013) Vertificant 138 Chechood 4138 Chechood 4131 Schechood 4132 Schechood 4133 Schechood 4131 Schechood 4132 Schechood 4133 Schechood 4133 Schechood 4133 Schechood 4132 Schechood 4133 Schechood 4132 Schechood 4133 Schechood 4131 Schechood 4132 Schechood 4132 Schechood 4132 Schechood 4132 Schechood 4132 Schechoo
 | 1552 1466 6 1114 118 3 360 54 7 370 54 7
 381 60 3 460 54 7 543 55 31 467 35 31 460 81 37 2020 318 53 3124 460 31 2020 318 53 3124 460 31 544 64 1 554 46 1 564 46 1 577 37 2 584 58 3 584 58 4 597 32 2 598 3 3 594 58 3 594 48 52 594 48 50 594 48 50 594 48 <td>1290
728
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4</td> <td>96)
664
970
970
970
970
970
970
970
970</td> <td>114 2 79 6 70 5 61 1 80 4 81 1 82 2 306 2 307 2 308 2 309 2 301 2 302 2 303 2 304 4 9 2 9 <t< td=""><td>1 1120 7290 799 1 999 2 999 3 999 4 490 5 490 6 490 9 92 3 303 3 313 3 313 3 313 3 313 3 313 3 313 3 313 3 3133 3 3133 3 3133 3 3133 3 3133 3 3133 4 3133 5 2 3 399 5 473 3 392 5 473 3 392 5 473 3 392 4 392 5 473 5</td><td>393 4.4 -466 3.2 -466 3.2 -466 3.2 -47 3.3 -48 3.2 -47 3.3 -58 3.6 -68 3.6 -69 3.6 -61 3.6 -63 3.6 -64 3.7 -76 3.8 -78 3.7 -78 3.7 -78 3.7 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74<td></td><td>3
3
4
5
5
5
5
5
5
6
9
9
9
9
9
9
9
9
9
9
9
9
9</td><td>Mark 19 71 19 71 123 71 123 71 123 71 124</td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1</td><td></td><td></td><td>26 1 1 1 2 1 3 1</td><td></td><td></td><td></td><td></td></td></t<></td>
 | 1290
728
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4
6 4 | 96)
664
970
970
970
970
970
970
970
970 | 114 2 79 6 70 5 61 1 80 4 81 1 82 2 306 2 307 2 308 2 309 2 301 2 302 2 303 2 304 4 9 2 9 <t< td=""><td>1 1120 7290 799 1 999 2 999 3 999 4 490 5 490 6 490 9 92 3 303 3 313 3 313 3 313 3 313 3 313 3 313 3 313 3 3133 3 3133 3 3133 3 3133 3 3133 3 3133 4 3133 5 2 3 399 5 473 3 392 5 473 3 392 5 473 3 392 4 392 5 473 5</td><td>393 4.4 -466 3.2 -466 3.2 -466 3.2 -47 3.3 -48 3.2 -47 3.3 -58 3.6 -68 3.6 -69 3.6 -61 3.6 -63 3.6 -64 3.7 -76 3.8 -78 3.7 -78 3.7 -78 3.7 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74<td></td><td>3
3
4
5
5
5
5
5
5
6
9
9
9
9
9
9
9
9
9
9
9
9
9</td><td>Mark 19 71 19 71 123 71 123 71 123 71 124</td><td></td><td></td><td></td><td></td><td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1</td><td></td><td></td><td>26 1 1 1 2 1 3 1</td><td></td><td></td><td></td><td></td></td></t<>
 | 1 1120 7290 799 1 999 2 999 3 999 4 490 5 490 6 490 9 92 3 303 3 313 3 313 3 313 3 313 3 313 3 313 3 313 3 3133 3 3133 3 3133 3 3133 3 3133 3 3133 4 3133 5 2 3 399 5 473 3 392 5 473 3 392 5 473 3 392 4 392 5 473 5 | 393 4.4 -466 3.2 -466 3.2 -466 3.2 -47 3.3 -48 3.2 -47 3.3 -58 3.6 -68 3.6 -69 3.6 -61 3.6 -63 3.6 -64 3.7 -76 3.8 -78 3.7 -78 3.7 -78 3.7 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 3.2 -74 <td></td> <td>3
3
4
5
5
5
5
5
5
6
9
9
9
9
9
9
9
9
9
9
9
9
9</td> <td>Mark 19 71 19 71 123 71 123 71 123 71 124</td> <td></td> <td></td> <td></td> <td></td> <td>8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1
25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1</td> <td></td> <td></td> <td>26 1 1 1 2 1 3 1</td> <td></td> <td></td> <td></td> <td></td> | | 3
3
4
5
5
5
5
5
5
6
9
9
9
9
9
9
9
9
9
9
9
9
9 | Mark 19 71 19 71 123 71 123 71 123 71 124
 | | | | | 8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1
 | | | 26 1 1 1 2 1 3 1 | | | | |
| 440 AS3 Leek New Read 450 AS3 Leek New Read 550 AS3 State Read 550 AS3 State Read 551 AS3 State Read 553 AS3 State Read 553 AS3 State Read 553 AS3 State Read 554 AS3 State Read 554 AS3 State Read 558 AS37 State Read 560 AS37 State Read 561 AS37 Read 562 AS4 State Read 563 AS4 State Read 564 AS00 564 AS00 564 AS00 564 AS00 564 AS0 Read 565 AS4 Take Read 566 AS0 Read

 | Ab3222 Deb/k Road
The Testifick and
Beckmaster Avenue
Frienwood Road
Comes Insul
Comes Insul
Record States
Templetic Assess
BIOS Solution New Road
Records States
Records States
Records States
Records Record
Records States
Records Record
Records States
Records Record
Records Records
Records Records
Recor | A 32 Levk Road
Try Toka Road
Try Tokarson Diad
Backmatek Amman
Omen Road
Backmatek Amman
Omen Road
A 323 Watsport Road
Market Road
Road Road
A 324 Taylian Share
Road Road
A 325 Taylian | 2113 2114 data gava b 2121 2124 2144 data data 2121 1274 557C 557C 1274 1274 557C 557C 1274 1274 557C 557C 1481 2275 3567C 557C 1580 2280 data gava b 557C 1587 1586 550C 550C 1587 1586 258 557C 2187 2286 358 reight 551CC 2187 2286 551CC 551CC 2188 2290 2290 data gava t 2290 2290 2290 data gava t 2291 2290 2290 data gava t 2291 2290 2290 data gava t 2391 2392 2390 350C 2393 2390 2390 350C 2394 2392 2290 350C 2394 2392 2390 <
 | Baseing 3000 ATC Passing 9000 ATC Passing 9000 Passing 3001 Passing 3002

 | Sign J Wedewardsynchronia 2013 Wedewardsynchronia 2013 Wedewardsynchronia 2014 Status 2014 Wedewardsynchronia 2015 Status 2015 Status 2015 Wedewardsynchronia 2015 Status 2016 Status 2017 Status 2018 Status 2019 Status 2010 Status 2011 Wedeward 2012 Status 2013
 | 6000 Lenitorial 35-77/2023 Lenitorial 35-77/2023 Lenitorial 35-77/2023 Menthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4138 Sonthord 4123 Sonthord 4123 Sonthord 4123 Sonthord 4123 Sonthord 4123 Sonthord 22-25/02/213 Menthord 22-25/02/213 Sonthord 20/02/215 Sonthord
 | 1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 119 3 112 113 3 112 113 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112 112 3 112
 | 1295
728
64
64
64
64
64
700
66
806
700
66
806
700
700
700
700
700
700
700
700
700
7 | 90)
944
945
945
945
945
945
945
945
 | 114 2 79 6 80 5 81 1 84 1 84 1 84 1 84 1 84 1 84 1 84 1 84 1 84 1 84 1 84 2 84 2 94 2 95 2 96 2 97 1 98 2 99 2 94 2 94 2 94 2 94 2 94 2 94 2 94 2 94 2 94 2 94 2 94 2 | 3 1120 720 720 720 1091 1 920 1 920 2 920 1 920 1 920 2 920 3 920 3 920 3 920 3 920 3 920 3 920 3 920 4 920 3 920 4 920 3 920 4 920 4 920 5 920 5 920 5 920
 4 920 920 920 920 920 920 920 920 920 920 920 920 920 920 920 920 920 | 191 191 101 191 102 191 103 191 104 191 105 191 106 191 107 191 108 191 109 191 100 191 101 192 102 193 103 193 104 193 105 193 105 193 105 193 105 193 107 193 108 193 109 194 100 193 101 193 102 193 103 193 104 193 105 193 107 193 108 193 109 194 101 193 103 193 104
 | | 3
3
3
9
9
135
3
14
6
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0 | MAR. 1.13 7 1.13 1115 1.23 1215 1.23 1215 1.23 1215 1.23 1215 1.23 1215 1.23 1216 1.23 470% 1.23 1115 1.23 1115 1.23 1115 1.23 1116 1.23 1116 1.23 1116 1.23 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 1116 1.24 116
 | | | | | 8.8 1 22 1 23 1 24 1 24 1 24 1 24 1 24 1 24 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 34 1 35 1 36 1 37 1 36 1 37 1 36 1 37 1 38 1 39 1 36 1 37 1 38 1 39 1 30 1 31 1 32 1 33 1
 | | | JB I 1 1 | | | | |
| 440 A53 Leed New Road and A53 Leed New Road and A53 Leed New Road A54 Leed New R
 | A 32.22 Deb/k Road
The Technic Lead
Buckmatter Avenue
Privanceson David
Centers Jissel
Automatic Avenue
Privanceson David
Automatic Avenue
Hermiter Buck
Automatic Avenue
Hermiter Buck
Automatic Avenue
Buckson Road
Automatic Avenue
Buckson Road
Buckson R
 | A 32 Levk Road
Transcool Road
Pranscool Road
Backmater Amount
Oren Road
Accession Road
Accession Road
May and Road
Accession Road
May and Road
Accession Road
May and Road
Road Road
Road
Road Road
Road
Road Road
Road
Road Road
Road
Road
Road Road
Road
Road
Road
Road
Road
Road
Road | 2113 2114 data gava is service 2123 2124 2145 Service 2124 1724 Service Service 2125 1810 Service Service 2126 2126 Mata gava is Service 1401 2129 Service Service 1402 2129 Service Service 1408 1307 Service Service 1408 2129 Service Service 1408 2129 Service Service 1408 2129 Service Service 1408 2129 Service Service 2129 2208 Service Service 2120 2208 Service Service <td< td=""><th>Basenge 3000 ATC Passing 9000 ATC Passing 9000 Passing 3051 Passing 3052 Passing 3052 Passing 3052 Passing 3052 Passing 3052 Passing 3054 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3059 Passing 3050 Passing 3050</th><th>Sign J Wedewardsynchroniae 2013 Wedewardsynchroniae 2014 Wedewardsynchroniae</th><th>0.000 Leftbodd 0.527/02/031 Cathord 25-27/02/031 Cathord 25-27/02/031 Cathord 138 Cathord 138 Cathord 138 Cathord 139 Cathord 138 Cathord 138 Cathord 138 Cathord 139 Cathord 1312 Cathord 1323 Schlond 1323 Schlond 1323 Schlond 1323 Schlond 1322 Schlond 1322 Schlond 1322 Schlond 1322 Schlond 1323 Schlond 1324 Schlond 1325/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond</th><th>1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 118 4 1127 118 117 1128 118 36 1127 128 118 1128 128 128 11284 128 128 11284 128 128 11284 128 128 11284 128 128 11284 128 128 11284 128 13 11284 128 13 11284 128 13 11284 128 13 11284 128 13 11284 128 13</th><td>1290
728
644
644
645
649
649
700
666
827
700
666
827
700
700
700
700
700
700
700
700
700
7</td><td>90)
664
1006
303
304
404
405
405
405
405
405
405
4</td><td>114 2 79 6 70 5 61 27 81 7 82 7 83 7 841 7 842 7 843 7 844 7 845 7 846 7 847 8 848 7 844 7 844 7 844 7 844 7 844 7 844 7 844 7 846 2 847 7 848 7 849 7 840 2 841 7 842 7 843 7 844 7 845 2 846 2 847 7 848 7</td><td>1 1120 720 720 1 1999 1 1999 1 430 5 499 1 430 5 499 1 430 1 430 1 432 0 92 0 92 0 3123 0 3422 2 3462 2 3462 2 3422 3 1233 2 342 3 1232 2 340 3 1233 2 340 3 1262 3 1270 3 1282 3 1282 3 1282 3 1282 3 1282 3 1282 3 1282 3 1282</td><td>393 4.5 1466 3.2 1468 3.2 1468 3.2 147 3.2 148 3.2 149 3.4 149 3.4 149 3.4 140 3.4 141 3.4 143 3.4 143 3.4 143 3.4 143 3.4 143 3.4 143 3.4 144 3.4 145 3.4 146 3.4 147 3.4 148 3.4 149 3.4 140 3.4 141 3.4 142 3.4 143 3.4 144 3.4 145 3.4 146 3.4 147 3.4 148 3.4 149 3.4 141</td></td<> <td></td> <td>3
3
3
3
3
4
3
3
4
3
3
4
4
5
9
9
9
9
9
9
9
9
9
9
9
9
9</td> <td>Mark 111 7 1115 7 1115 1115 123 1205 128 121 121 1215 128 1216 128 121 128 121 128 122 128 123 128 124 129 125 128 128 227 128 129 128 129 128 129 128 129 128 129 128 129 129 128 129 129 128 129 128 129 129 128 129 129 128 129 128 129 129 1205 1205 129 1205 129 1205 129 120</td> <td></td> <td></td> <td></td> <td></td> <td>8.8 1 22 1 23 1
 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1</td> <td></td> <td></td> <td>25 1 1 1 2 1 3 1 4 1 3 1</td> <td></td> <td></td> <td></td> <td></td> | Basenge 3000 ATC Passing 9000 ATC Passing 9000 Passing 3051 Passing 3052 Passing 3052 Passing 3052 Passing 3052 Passing 3052 Passing 3054 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3059 Passing 3050
 | Sign J Wedewardsynchroniae 2013 Wedewardsynchroniae 2014 Wedewardsynchroniae

 | 0.000 Leftbodd 0.527/02/031 Cathord 25-27/02/031 Cathord 25-27/02/031 Cathord 138 Cathord 138 Cathord 138 Cathord 139 Cathord 138 Cathord 138 Cathord 138 Cathord 139 Cathord 1312 Cathord 1323 Schlond 1323 Schlond 1323 Schlond 1323 Schlond 1322 Schlond 1322 Schlond 1322 Schlond 1322 Schlond 1323 Schlond 1324 Schlond 1325/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond 1326/2021 Schlond
 | 1552 1466 6 1114 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1124 118 3 1125 118 4 1127 118 117 1128 118 36 1127 128 118 1128 128 128 11284 128 128 11284 128 128 11284 128 128 11284 128 128 11284 128 128 11284 128 13 11284 128 13 11284 128 13 11284 128 13 11284 128 13 11284 128 13
 | 1290
728
644
644
645
649
649
700
666
827
700
666
827
700
700
700
700
700
700
700
700
700
7 | 90)
664
1006
303
304
404
405
405
405
405
405
405
4
 | 114 2 79 6 70 5 61 27 81 7 82 7 83 7 841 7 842 7 843 7 844 7 845 7 846 7 847 8 848 7 844 7 844 7 844 7 844 7 844 7 844 7 844 7 846 2 847 7 848 7 849 7 840 2 841 7 842 7 843 7 844 7 845 2 846 2 847 7 848 7 | 1 1120 720 720 1 1999 1 1999 1 430 5 499 1 430 5 499 1 430 1 430 1 432 0 92 0 92 0 3123 0 3422 2 3462 2 3462 2 3422 3 1233 2 342 3 1232 2 340 3 1233 2 340 3 1262 3 1270 3 1282 3 1282 3 1282 3 1282 3 1282 3 1282 3 1282 3 1282
 | 393 4.5 1466 3.2 1468 3.2 1468 3.2 147 3.2 148 3.2 149 3.4 149 3.4 149 3.4 140 3.4 141 3.4 143 3.4 143 3.4 143 3.4 143 3.4 143 3.4 143 3.4 144 3.4 145 3.4 146 3.4 147 3.4 148 3.4 149 3.4 140 3.4 141 3.4 142 3.4 143 3.4 144 3.4 145 3.4 146 3.4 147 3.4 148 3.4 149 3.4 141
 | | 3
3
3
3
3
4
3
3
4
3
3
4
4
5
9
9
9
9
9
9
9
9
9
9
9
9
9 | Mark 111 7 1115 7 1115 1115 123 1205 128 121 121 1215 128 1216 128 121 128 121 128 122 128 123 128 124 129 125 128 128 227 128 129 128 129 128 129 128 129 128 129 128 129 129 128 129 129 128 129 128 129 129 128 129 129 128 129 128 129 129 1205 1205 129 1205 129 1205 129 120
 | | | | | 8.8 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 | | | 25 1 1 1 2 1 3 1 4 1 3 1
 | | | | |
| 440 AS3 Leek New Boad 450 AS3 Leek New Boad 506 AS3 DE Charten Boad 518 AS3 DE Neek Road 518 AS3 DE Neek Road 518 AS32 Tright Lee 518 AS327 High Lee 518 AS30 64 AS02 64 AS02 65 AS1 High Hoad 66 AS1 High Hoad 61 AS1 High Hoad 63 AS2 Wight Hoad Hoad 64 AS02 65 AS6 High Hoad 66 <t< td=""><td>A 32.22 Exhip Road
Trentfields and the second secon</td><td>A 32 Levk Road
Tro 2014 Road
Tro 2014 Rev Amount
Const Road
Backmatter Amount
Const Road
Const Road</td><td>213 2137 2144 data gava h 2137 2137 2144 data gava h 2137 1724 517C 517C 2138 1724 517C 517C 2131 1434 2143 4464 2144 2131 1435 517C 517C 517C 2131 1435 1445 517C 517C 2140 1238 1597 5187 5187 1500 1564 1500 1587 5187 1501 1564 1500 1587 5187 1502 2260 1568 1567 5187 1503 2260 1568 1567 5187 1504 1500 1567 1567 5187 1505 1500 1567 1567 1567 1505 1500 1567 1567 1567 1567 1505 1500 1500 1567 1567 1567 1567</td><th>Basenge 3000 ATC Passing 9000 ATC Passing 9000 ATC Passing 9000 ATC Passing 9000 Parsing 3051 Parsing 3051 Parsing 3051 Parsing 3051 Parsing 3042 Parsing 3044 Parsing 3047 Parsing 3047 Parsing 3047 Parsing 3047 Parsing 3049 Parsing 30</th><th>Sign 1 Wedewardsynchrol 2013 Wedewardsynchrol 2013 Wedewardsynchrol 2013 Wedewardsynchrol 2014 Wedewardsynchrol 2015 Wedewardsynchro 2016 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017</th><th>0.000 Lamband 0.427/0213 Wentbond 1.427/0213 Lamband 1.427/0213 Wentbond 1.427/0213 Lamband 1.428 Lamband 1.428 Lamband 1.428 Lamband 1.429 Lamband 1.421 Lamband 1.421 Lamband 1.421 Lamband 1.421 Lamband 1.422 Lamband 1.421 Lamband 1.422 Lamband</th><th>1552 1466 6 1114 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 113 3 1125 113 3 1120 127 7 11270 128 31 1128 121 31 1128 122 32 11290 122 32 11291 123 31 11284 123 31 11284 123 31 11384 123 31 11484 123 31 11484 123 31 11484 123 31 11484 123 31 11484 123 24 1149 124 13 11484 123 24<</th><td>199
328
40
40
40
40
40
40
40
40
40
40
40
40
40</td><td>90)
664
900
903
903
903
904
905
905
905
905
905
905
905
905</td><td>114 2 79 6 70 1 40 4 41 1 201 2 306 2 306 2 308 2 308 2 308 2 308 2 308 2 308 2 308 2 308 2 308 2 309 2 314 4 44 4 45 2 34 4 45 2 34 4 44 4 45 2 46 2 47 3 48 2 49 2 40 1 41 1 42 4 43 1 44 4</td><td>3 1120 72 729 1 929 1 929 2 403 3 403 4 403 4 403 4 403 5 403 3 902 3 902 3 902 3 903 3 903 3 904 3 904 3 904 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 903 3 903 3 903 3 903 3 903 3</td><td>393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -47 3.3 -46 3.2 -47 3.3 -48 3.2 -48 3.2 -48 3.2 -48 3.2 -48 3.2 -48 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49<</td><td></td><td>3
3
3
3
3
3
3
3
3
3
3
3
3
3</td><td>Mark 13 7 13 7 13 13 123 13 123 13 123 13 123 143 123 143 123 149 123 158 128 158 128 158 126 158 129 158 129 158 129 158 128 158 128 158 128 158 128 158 128 158 138 158 148 158 148 158 148 158 148 158 148 158 148 158 148 1598 4 1598 4 1598 4 1598 4 1598 4<</td><td></td><td></td><td></td><td></td><td>B.S. 1 22 1 23 1 24 1 25 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 2 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 2 22 1 23 1 24 1 25 1 26 1 27 1</td><td></td><td></td><td>JE 1 1 1 1 1 1 1 1 1 1 1 2 1 3 1</td><td></td><td></td><td></td><td></td></t<>
 | A 32.22 Exhip Road
Trentfields and the second secon | A 32 Levk Road
Tro 2014 Road
Tro 2014 Rev Amount
Const Road
Backmatter Amount
Const Road
Const Road | 213 2137 2144 data gava h 2137 2137 2144 data gava h 2137 1724 517C 517C 2138 1724 517C 517C 2131 1434 2143 4464 2144 2131 1435 517C 517C 517C 2131 1435 1445 517C 517C 2140 1238 1597 5187 5187 1500 1564 1500 1587 5187 1501 1564 1500 1587 5187 1502 2260 1568 1567 5187 1503 2260 1568 1567 5187 1504 1500 1567 1567 5187 1505 1500 1567 1567 1567 1505 1500 1567 1567 1567 1567 1505 1500 1500 1567 1567 1567 1567

 | Basenge 3000 ATC Passing 9000 ATC Passing 9000 ATC Passing 9000 ATC Passing 9000 Parsing 3051 Parsing 3051 Parsing 3051 Parsing 3051 Parsing 3042 Parsing 3044 Parsing 3047 Parsing 3047 Parsing 3047 Parsing 3047 Parsing 3049 Parsing 30
 | Sign 1 Wedewardsynchrol 2013 Wedewardsynchrol 2013 Wedewardsynchrol 2013 Wedewardsynchrol 2014 Wedewardsynchrol 2015 Wedewardsynchro 2016 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017 Wedewardsynchro 2017
 | 0.000 Lamband 0.427/0213 Wentbond 1.427/0213 Lamband 1.427/0213 Wentbond 1.427/0213 Lamband 1.428 Lamband 1.428 Lamband 1.428 Lamband 1.429 Lamband 1.421 Lamband 1.421 Lamband 1.421 Lamband 1.421 Lamband 1.422 Lamband 1.421 Lamband 1.422 Lamband

 | 1552 1466 6 1114 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 1138 3 1124 113 3 1125 113 3 1120 127 7 11270 128 31 1128 121 31 1128 122 32 11290 122 32 11291 123 31 11284 123 31 11284 123 31 11384 123 31 11484 123 31 11484 123 31 11484 123 31 11484 123 31 11484 123 24 1149 124 13 11484 123 24<
 | 199
328
40
40
40
40
40
40
40
40
40
40
40
40
40 | 90)
664
900
903
903
903
904
905
905
905
905
905
905
905
905 | 114 2 79 6 70 1 40 4 41 1 201 2 306 2 306 2 308 2 308 2 308 2 308 2 308 2 308 2 308 2 308 2 308 2 309 2 314 4 44 4 45 2 34 4 45 2 34 4 44 4 45 2 46 2 47 3 48 2 49 2 40 1 41 1 42 4 43 1 44 4
 | 3 1120 72 729 1 929 1 929 2 403 3 403 4 403 4 403 4 403 5 403 3 902 3 902 3 902 3 903 3 903 3 904 3 904 3 904 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 902 3 903 3 903 3 903 3 903 3 903 3
 | 393 4.84 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -466 3.2 -47 3.3 -46 3.2 -47 3.3 -48 3.2 -48 3.2 -48 3.2 -48 3.2 -48 3.2 -48 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49 3.2 -49< | | 3
3
3
3
3
3
3
3
3
3
3
3
3
3 | Mark 13 7 13 7 13 13 123 13 123 13 123 13 123 143 123 143 123 149 123 158 128 158 128 158 126 158 129
 158 129 158 129 158 128 158 128 158 128 158 128 158 128 158 138 158 148 158 148 158 148 158 148 158 148 158 148 158 148 1598 4 1598 4 1598 4 1598 4 1598 4< |
 | | | | B.S. 1 22 1 23 1 24 1 25 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 2 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 2 22 1 23 1 24 1 25 1 26 1 27 1 | | | JE 1 1 1 1 1 1 1 1 1 1 1 2 1 3 1 | | | | |
| 440 A53 Leed New Road and A53 Leed New Road and A53 Leed New Road A54 Leed New Road A55 Leed New R
 | A 32.22 Deby Road Thermitian Gard Thermitian Gard Thermitian Gard Thermitian Gard Connector Fload Connector Fload Connector Fload Connector Fload Connector Fload A 32.72 Williamous Street Head The Connector Fload A 33.72 Thermitian Gard A 34.72 Thermitian Gard A 35.72 Thermitian Gard A 35.72 Thermitian Gard A 35.72 Thermitian Gard A 35.72 The Connector Gard A 35.7
 | A 32 Levk Road
Transcool Road
Priarescool Road
Backmatter Amenu
Oren Road
Commercian Road
Accession Road
Haywool Road
Haywool Road
Haywool Road
Haywool Road
Bool School Road
Bool Linking School
Road
Bool Linking School
Road
Bool Linking School
Road
Bool Linking School
Road
Bool Linking School
Road
Road
Road
Road
Road
Road
Road
Road | 2113 2114 data gava di seguri 2112 2114 data gava di seguri 2121 1724 5517C 2124 1724 5517C 2125 1910 5617C 1910 2128 data gava di di seguri 1911 2129 2120 1916 1917 2918 1916 1918 1917 1916 1918 1918 1917 2126 5816 2126 2126 5817C 2127 2126 5816 2128 2127 2186 2129 2120 2126 2120 2126 1918 2120 2128 2128 2120 2129 2208 2120 2120 2128 2120 2129 2208 2120 2120 2128 2120 2120 2128 2121 2128 3128 2121
 | Bassing 3000 ATC Passing 9000 ATC Passing 9000 Passing 3051 Passing 3052 Passing 3052 Passing 3051 Passing 3053 Passing 3053 Passing 3054 Passing 3054 Passing 3054 Passing 3054 Passing 3054 Passing 3057 Passing 3057 Passing 3057 Passing 3057 Passing 3052 Turning 3055 Turning 3054 Turning 3054 Turning 3054 Turning 3054

 | Sign 1 Wedewalky 2013 Wedewalky 2013 Wedewalky 2013 Wedewalky 2014 Status 2014 Status 2015 Jackass 2015 Jackass 2015 Jackass 2016 Status 2017 Jackass 2018 Status 2019 Tururkay 2010 Status 2010 Status 2011 Wedewalky 2011 Wedwalky 2012
 | 0.000 Lenticular 0.500 Lenticular 3.5-77/20231 Centrol off 3.5-77/20231 Centrol off 3.5-77/20231 Centrol off 4.338 Centrol off 4.3213 Scothoard 4.3213 Scothoard 4.3213 Scothoard 4.322 Scothoard 907/2725 Scothoard 907/2725 </th <th>1552 1466 6 1114 118 3 580 600 3 840 56 7 533 417 5 543 600 3 840 55 31 441 57 33 600 70 7 2775 338 153 3184 360 191 1202 318 150 2179 138 153 3184 360 191 1202 318 150 1203 318 130 1304 127 92 1404 128 31 1508 40 4 518 40 4 519 44 4 512 55 2 513 54 43 514 54 3 607 56 2 71</th> <td>1295
728
64
64
64
64
64
65
720
720
66
85
720
720
720
66
85
721
720
720
720
720
720
720
720
720
720
720</td> <td>96)
664
1006
301
301
403
403
403
403
403
403
403
403</td> <td>114 2 79 6 70 5 61 1 77 1 81 7 81 7 82 7 83 7 84 7 84 7 86 22 388 34 384 7 384 7 310 2 32 2 33 2 34 4 44 5 32 2 34 4 44 5 35 2 36 2 37 3 44 5 45 2 46 2 37 3 38 2 39 3 42 4 43 2 44 5 <tr< td=""><td>1 1120 720 720 1 999 1 999 1 949 1 430 1 430 2 997 3 998 3 998 3 398 3 398 4 145 5 1207 1 3442 4 1455 5 1207 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 2 868 2 546 2 546 3</td><td>1913 1913 1914 1913 1914 1913 1914 1913 1914 1913 1914 1913 1915 1914 1914 1913 1915 1914 1914 1913 1915 1914 1914 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1914 1914 1915 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914<td>- -
 - -</td><td>3
3
3
3
3
3
3
3
3
3
3
4
4
3
3
3
3
3
3
3</td><td>Mark 1.1 7 1.2 7 1.2 1135 1.2 1245 1.2 125 1.2 126 1.2 127 1.2 470% 1.2 470% 1.2 51% 1.2 52%</td><td></td><td></td><td></td><td></td><td>B.S. 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 29 1</td><td></td><td></td><td>SE 1 1 1 1 1 1 1 1 1 2 1 2 1 3 1</td><td></td><td></td><td></td><td></td></td></tr<></td> | 1552 1466 6 1114 118 3 580 600 3 840 56 7 533 417 5 543 600 3 840 55 31 441 57 33 600 70 7 2775 338 153 3184 360 191
1202 318 150 2179 138 153 3184 360 191 1202 318 150 1203 318 130 1304 127 92 1404 128 31 1508 40 4 518 40 4 519 44 4 512 55 2 513 54 43 514 54 3 607 56 2 71
 | 1295
728
64
64
64
64
64
65
720
720
66
85
720
720
720
66
85
721
720
720
720
720
720
720
720
720
720
720 | 96)
664
1006
301
301
403
403
403
403
403
403
403
403 | 114 2 79 6 70 5 61 1 77 1 81 7 81 7 82 7 83 7 84 7 84 7 86 22 388 34 384 7 384 7 310 2 32 2 33 2 34 4 44 5 32 2 34 4 44 5 35 2 36 2 37 3 44 5 45 2 46 2 37 3 38 2 39 3 42 4 43 2 44 5 <tr< td=""><td>1 1120 720 720 1 999 1 999 1 949 1 430 1 430 2 997 3 998 3 998 3 398 3 398 4 145 5 1207 1 3442 4 1455 5 1207 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 2 868 2 546 2 546 3</td><td>1913 1913 1914 1913 1914 1913 1914 1913 1914 1913 1914 1913 1915 1914 1914 1913 1915 1914 1914 1913 1915 1914 1914 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1914 1914 1915 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914<td>- -</td><td>3
3
3
3
3
3
3
3
3
3
3
4
4
3
3
3
3
3
3
3</td><td>Mark 1.1 7 1.2 7 1.2 1135 1.2 1245 1.2 125 1.2 126 1.2 127 1.2 470% 1.2 470% 1.2 51% 1.2 52%</td><td></td><td></td><td></td><td></td><td>B.S. 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 29 1</td><td></td><td></td><td>SE 1 1 1 1 1 1 1 1 1 2 1 2 1 3 1</td><td></td><td></td><td></td><td></td></td></tr<>
 | 1 1120 720 720 1 999 1 999 1 949 1 430 1 430 2 997 3 998 3 998 3 398 3 398 4 145 5 1207 1 3442 4 1455 5 1207 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 1 547 2 868 2 546 2 546 3 | 1913 1913 1914 1913 1914 1913 1914 1913 1914 1913 1914 1913 1915 1914 1914 1913 1915 1914 1914 1913 1915 1914 1914 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1915 1914 1914 1914 1915 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914 1914 <td>- -</td> <td>3
3
3
3
3
3
3
3
3
3
3
4
4
3
3
3
3
3
3
3</td> <td>Mark 1.1 7 1.2 7 1.2 1135 1.2 1245 1.2 125 1.2 126 1.2 127 1.2 470% 1.2 470% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2
51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 51% 1.2 52%</td> <td></td> <td></td> <td></td> <td></td> <td>B.S. 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 29 1</td> <td></td> <td></td> <td>SE 1 1 1 1 1 1 1 1 1 2 1 2 1 3 1</td> <td></td> <td></td> <td></td> <td></td> | - | 3
3
3
3
3
3
3
3
3
3
3
4
4
3
3
3
3
3
3
3 | Mark 1.1 7 1.2 7 1.2 1135 1.2 1245 1.2 125 1.2 126 1.2 127 1.2 470% 1.2 470% 1.2 51% 1.2 52%
 | | | | | B.S. 1 22 1 23 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 24 1 25 1 26 1 26 1 26 1 27 1 28 1 29 1 29 1 29 1 29 1 29 1
 | | | SE 1 1 1 1 1 1 1 1 1 2 1 2 1 3 1 | | | | |
| 44 A53 Leek New Boad 450 A53 Leek New Boad 450 A53 Leek New Boad 550 A53 Stelek Tool 551 A53 Stelek Tool 553 A53 Stelek Tool 554 A53 Stelek Tool 554 A53 Stelek Tool 555 A52 Stelek Tool 558 A527 Stelek Tool 568 A527 Stelek Tool 578 A527 Stelek Tool 588 A500 64 A500 64 A500 65 A51 Stelek Tool 58 A51 Tool Tool 59 A51 Tool Tool 50 A53 Walkpool Stelek 50 A53 Walkpool Stelek 50 A50 Walkpool Stelek 50 A50 Walkpool Stelek 51 A50 Proteine Way 52 A50 Proteine Way <

 | A 32.22 Exhip Road The effect of the second | A 52 Levik Road
Tro 2014, Band Michael Andre
Frierwoord Road
Backmatter Amena
Const Road
Backmatter Amena
Const Road
Backmatter Amena
Const Road
Road Road
Road Road
Road Road
Road Road
Road Road
Road Road
Road Road Road Road Road
Road Road Road Road
Road Road Road Road
Road Road Road Road Road
Road Road Road Road Road
Road Road Road Road Road Road Road Road | 213 213 data gava is sorted 213 213 data gava is sorted 213 172 5517C 213 172 5517C 213 172 5517C 213 172 5517C 214 172 5517C 215 180 550 180 150 5517 180 150 5517 180 150 5517 215 180 5517 216 120 218 5617 217 218 5617 218 5617 218 120 219 5617 210 5617 219 220 120 120 5617 5617 219 220 120 120 5617 5617 219 220 120 5617 5617 5617 219 220 120 5617 5617 5617 219 220 </td <th>Description 3000 ATC Passing 9000 ATC Passing 9000 ATC Passing 3001 Parsing 3002 Parsing 30</th> <th>Sign J Wedeward 19 99331 Wedeward 20 99332 N 20 99332 N 20 99333 N 20 99436 N 20 99436 N 20 99436 N 21 94436 Moduli 22 94533 Thurskip 23 91313 Wedeward 24 94536 Thurskip 25 91313 Wedeward 26 346415 N 27 91313 Wedeward 28 34238 Wedeward 29 34242 Nordeward 20 34270 Wedeward 20 34272 Wedeward</th> <th>0000 Lenticulu 15 27/02/2013 Methods 15 27/02/2013 Methods 15 27/02/2013 Methods 13 26 Methods 14 28 Lenthods 14 21 21 Schelhout 22 20 (AV2013) Methods 22 20 (AV2013) Schelhout 001/72121 Schelhout 001/72121 Schelhout 22 (AV2013) Schelhout 001/72121 Schelhout 22 (AV2013) Schelhout 001/72121 Schelhout 22 (AV2013) Schelhout 20 (AV2015) Schelhout</th> <th>1552 1466 6 1114 118 3 563 60 3 564 60 3 57 58 16 57 57 31 460 73 37 2773 378 31 467 35 31 467 36 77 2773 378 318 3124 480 310 3139 152 480 3149 480 310 3159 152 28 3164 480 12 3184 128 13 3199 152 28 3109 152 28 4 321 364 48 1 354 48 2 5 464 62 5 4 462 5 4 4 538 4 4 3</th> <td>199
728
64
64
65
65
65
700
66
700
66
700
66
700
700
700
700
710
710
710
710
710
710</td> <td>96)
964
965
965
965
965
965
965
965
965</td> <td>114 2 79 6 70 1 80 6 81 1 84 1 72 2 73 1 84 1 72 2 73 1 84 2 73 14 84 2 74 3 74 4 186 2 74 4 186 2 74 4 186 2 74 4 74 4 75 5 76 2 78 2 79 1 70 1 71 1 72 2 74 1 74 1 75 1 76 1 76 1 7</td> <td>1 1120 729 799 1 999 2 999 3 999 4 490 4 490 5 490 6 490 1 992 2 902 3 303 3 303 3 303 3 303 4 304 5 1344 6 1344 6 1344 6 1344 7 3452 8 1348 9 202 1 362 1 362 2 4349 2 4384 2 384 2 364 2 364 3 363 3 363 3 363 4 364 5</td> <td>393 4.4 -166 3.2 -166 3.2 -166 3.2 -174 3.3 -166 6.0 -167 3.3 -168 6.0 -168 6.0 -169 6.0 -160 6.0 -160 6.0 -161 6.0 -163 6.0 -163 6.0 -164 6.0 -164 7.0 -163 7.0 -163 7.0 -164 7.0 -170 1.0 -170 1.0 -170 1.0 -171 1.0 -172 3.2 -173 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0</td> <td></td> <td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td> <td>Mark 13 7 13 7 13 13 123 1315 123
 1315 123 1315 123 1315 123 149 123 149 123 151 126 152 127 155 242 156 246 156 246 158 129 158 129 158 138 159 245 158 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258</td> <td></td> <td></td> <td></td> <td></td> <td>B.S. 1 22 1 23 1 24 1 25 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1</td> <td></td> <td></td> <td>AB 1 1 1</td> <td></td> <td></td> <td></td> <td></td> | Description 3000 ATC Passing 9000 ATC Passing 9000 ATC Passing 3001 Parsing 3002 Parsing 30

 | Sign J Wedeward 19 99331 Wedeward 20 99332 N 20 99332 N 20 99333 N 20 99436 N 20 99436 N 20 99436 N 21 94436 Moduli 22 94533 Thurskip 23 91313 Wedeward 24 94536 Thurskip 25 91313 Wedeward 26 346415 N 27 91313 Wedeward 28 34238 Wedeward 29 34242 Nordeward 20 34270 Wedeward 20 34272 Wedeward
 | 0000 Lenticulu 15 27/02/2013 Methods 15 27/02/2013 Methods 15 27/02/2013 Methods 13 26 Methods 14 28 Lenthods 14 21 21 Schelhout 22 20 (AV2013) Methods 22 20 (AV2013) Schelhout 001/72121 Schelhout 001/72121 Schelhout 22 (AV2013) Schelhout 001/72121 Schelhout 22 (AV2013) Schelhout 001/72121 Schelhout 22 (AV2013) Schelhout 20 (AV2015) Schelhout
 | 1552 1466 6 1114 118 3 563 60 3 564 60 3 57 58 16 57 57 31 460 73 37 2773 378 31 467 35 31 467 36 77 2773 378 318 3124 480 310 3139 152 480 3149 480 310 3159 152 28 3164 480 12 3184 128 13 3199 152 28 3109 152 28 4 321 364 48 1 354 48 2 5 464 62 5 4 462 5 4 4 538 4 4 3
 | 199
728
64
64
65
65
65
700
66
700
66
700
66
700
700
700
700
710
710
710
710
710
710 | 96)
964
965
965
965
965
965
965
965
965
 | 114 2 79 6 70 1 80 6 81 1 84 1 72 2 73 1 84 1 72 2 73 1 84 2 73 14 84 2 74 3 74 4 186 2 74 4 186 2 74 4 186 2 74 4 74 4 75 5 76 2 78 2 79 1 70 1 71 1 72 2 74 1 74 1 75 1 76 1 76 1 7 | 1 1120 729 799 1 999 2 999 3 999 4 490 4 490 5 490 6 490 1 992 2 902 3 303 3 303 3 303 3 303 4 304 5 1344 6 1344 6 1344 6 1344 7 3452 8 1348 9 202 1 362 1 362 2 4349 2 4384 2 384 2
364 2 364 3 363 3 363 3 363 4 364 5 | 393 4.4 -166 3.2 -166 3.2 -166 3.2 -174 3.3 -166 6.0 -167 3.3 -168 6.0 -168 6.0 -169 6.0 -160 6.0 -160 6.0 -161 6.0 -163 6.0 -163 6.0 -164 6.0 -164 7.0 -163 7.0 -163 7.0 -164 7.0 -170 1.0 -170 1.0 -170 1.0 -171 1.0 -172 3.2 -173 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0 -174 1.0
 | | 3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3 | Mark 13 7 13 7 13 13 123 1315 123 1315 123 1315 123 1315 123 149 123 149 123 151 126 152 127 155 242 156 246 156 246 158 129 158 129 158 138 159 245 158 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258 258
 | | | | | B.S. 1 22 1 23 1 24 1 25 1 24 1 24 1 25 1 24 1 25 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1 28 1 29 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 27 1
 | | | AB 1 1 1 | | | | |
| 44 A53 Leek New Board 453 Leek New Board A53 Leek New Board 550 A535 Chayton Board 550 A535 Chayton Board 551 A535 Steek Board 553 A535 Steek Board 553 A537 Steek Board 554 A535 Steek Board 555 A537 Steek Board 556 A537 Steek Board 558 A537 Steek Board 569 A54 Tale Board 56 A54 Tale Board 56 A54 Tale Board 56 A54 Tale Board 57 A54 Tale Board 58 A50 Steem Board 59 A54 Tale Board 50 A54 Tale Board 50 A54 Tale Board 51 A50 Stee

 | Ab322 Early Road
Trentfields and Early Road
Road Street Road
Comments and Road Street
Grant Road Street
Road Street Road
Road Street
Road Road
Road Street
Road Road
Road Road Road
Road Road Road Road Road
Road Road Road Road Road
Road Road Road Road Road Road Road
Road Road Road Road Road Road Road Road | A 32 Levk Road
Try Toka Road
Try Tokarson Share
Road Share Amount
Come Road
Date Road
A 2014 Westport Road
House Road
House Road
House Road
House Road
House Road
House Road
Road Road
House Road
Road Road
Road Road
Road
Road Road
Road
Road Road
Road
Road
Road
Road
Road
Road
Road | 2113 2114 data gava 2112 2114 data gava 2123 2124 5517C 2124 1724 5517C 2125 1926 5517C 2124 2124 5416C 2125 1926 data gava 1401 2129 data gava 1402 2129 data gava 1403 2129 Store 1404 2129 Store 1405 1964 98 right 1406 2209 2209 Store 2107 2105 Store 5007C 2108 2209 2200 data gava 2109 2200 data gava 1000 2109 2200 data gava 1000 2109 2200 data gava 1000 2108 2108 Sore 1001 2108 2108 Sore 1002 2104 2108 Sore 1002

 | Description 3807 Parsing 3900 ATC Parsing 3900 Parsing 3801 Parsing 3802 Parsing 3803 Parsing 3803 Parsing 3803 Parsing 3804 Parsing 3802 Parsing 3803 Parsing 3804 Parsing 3804 Parsing 3804 Parsing 3804 Parsing 3804 Parsing 3807 Parsing 3807 Parsing 3804
 | Sign 1 Wedewalky 10 19/311 Wedewalky 12 19/312 Wedewalky 12 19/483 Model 12 19/483 Model 12 19/483 Model 12 19/483 Model 12 19/593 Turning 12 19/593 Turning 13 19/593 Turning 14 19/593 Turning 15 19/593 Turning 16 19/593 Turning 16 19/593 Holds n/h 17 19/593 19/592 Holds n/h 18 19/592 Holds n/h N/h 19 19/592 19/592 Holds n/h 19 19/592 19/592 Wedewalky N/h 10 19/592 19/592 Wedewalky N/h 10 19/592 19/592 Wedwalky N/h
 | 0000 Lenticular 04000 Lenticular 25-27/20231 Centionel 25-27/20231 Centionel 25-27/20231 Centionel 4138 Continuoul 41213 Scottinuoul 9007/2015 Scottinuoul 9007/2015 Scottinuoul 9107/2015 Scottinuoul 9204/2015 Scottinuoul 9204/2015 Scottinuoul 9204/2015 Scottinuoul 9204/2015 Scottinuoul 9204/2015 <th>1552 1466 6 1114 1138 1 1134 1138 1 1134 1138 1 1134 1138 1 1134 1138 1 1134 1138 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 1138 113 1134 1138 113 1134 1138 113 11344 113 127 12 11344 113 123 13 11344 113 134 12 11344 113 134 12 11344 113 134 13 11344 113 13 134 11344<</th> <td>1295
728
324
604
429
429
429
429
429
429
429
429
429
42</td> <td>90)
664
1006
303
919
443
304
453
305
305
305
305
305
305
305
3</td> <td>114 2 79 6 70 5 61 12 77 1 81 7 81 7 82 7 83 7 84 7 84 7 86 7 388 24 389 24 381 7 383 2 384 7 385 6 32 2 383 2 384 7 385 2 384 2 385 2 44 9 384 2 48 2
 49 2 40 3 42 4 43 7 44 7 43 7 44 7 42 4 <td>3 1120 720 720 1 999 1 999 1 999 2 999 3 199 4 490 4 99 6 99 6 99 6 99 6 90 6 190 6 192 6 130 10 144 11 144 11 144 11 144 11 144 12 1344 14 144 15 157 15 157 15 150 15 150 15 150 16 455 16 455 17 20 18 455 19 361 10 767 1</td><td>191 191 191 191 191 191 191 191 191 191 191 191 192 191 192 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 194 191 195 191 194 191 195 191 197 191 197 191 197 191 197 191 197 191 197 191 198 192 194 193 194 193 194 193 194 194 194</td><td>- -</td><td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td><td>Mark 1.12 7 1.23 7 1.23 1135 1.23 255 1.23 256 1.23 4795 1.23 4795 1.23 4795 1.23 4795 1.23 4795 1.23 515 1.24 516 1.24 517 4.61 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 3.6 518 3.6 518 3.6 518 3.6 518 3.6 518 3.2</td><td></td><td></td><td></td><td></td><td>83.0 1 22.0 1 23.0 1 24.0 1 25.0 1 24.0 1 25.0 1 24.0 1 25.0 1 26.0 1 27.0 1 28.0 1 29.0 1 20.0 1</td><td></td><td></td><td>25 1 23 1 24 1 25 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 23 1 24 1 25 1 26 1 27 2 28 1 29 1 20 1</td><td></td><td>0 0 0 0</td><td></td><td></td></td>
 | 1552 1466 6 1114 1138 1 1134 1138 1 1134 1138 1 1134 1138 1 1134 1138 1 1134 1138 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 113 1 1134 1138 113 1134 1138 113 1134 1138 113 11344 113 127 12 11344 113 123 13 11344 113 134 12 11344 113 134 12 11344 113 134 13 11344 113 13 134 11344<
 | 1295
728
324
604
429
429
429
429
429
429
429
429
429
42 | 90)
664
1006
303
919
443
304
453
305
305
305
305
305
305
305
3 | 114 2 79 6 70 5 61 12 77 1 81 7 81 7 82 7 83 7 84 7 84 7 86 7 388 24 389 24 381 7 383 2 384 7 385 6 32 2 383 2 384 7 385 2 384 2 385 2 44 9 384 2 48 2 49 2 40 3 42 4 43 7 44 7 43 7 44 7 42 4 <td>3 1120 720 720 1 999 1 999 1 999 2 999 3 199 4 490 4 99 6 99 6 99 6 99 6 90 6 190 6 192 6 130 10 144 11 144 11 144 11 144 11 144 12 1344 14 144 15 157 15 157 15 150 15 150 15 150 16 455 16 455 17 20 18 455 19 361 10 767 1</td> <td>191 191 191 191 191 191 191 191 191 191 191 191 192 191 192 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 194 191 195 191 194 191 195 191 197 191 197 191 197 191 197 191 197 191 197 191 198 192 194 193 194 193 194 193 194 194 194</td> <td>- -</td> <td>3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3</td> <td>Mark 1.12 7 1.23 7 1.23 1135 1.23 255 1.23 256 1.23 4795 1.23 4795 1.23 4795 1.23 4795 1.23 4795 1.23 515 1.24 516 1.24 517 4.61 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 3.6 518 3.6 518
 3.6 518 3.6 518 3.6 518 3.2</td> <td></td> <td></td> <td></td> <td></td> <td>83.0 1 22.0 1 23.0 1 24.0 1 25.0 1 24.0 1 25.0 1 24.0 1 25.0 1 26.0 1 27.0 1 28.0 1 29.0 1 20.0 1</td> <td></td> <td></td> <td>25 1 23 1 24 1 25 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 23 1 24 1 25 1 26 1 27 2 28 1 29 1 20 1</td> <td></td> <td>0 0 0 0</td> <td></td> <td></td> | 3 1120 720 720 1 999 1 999 1 999 2 999 3 199 4 490 4 99 6 99 6 99 6 99 6 90 6 190 6 192 6 130 10 144 11 144 11 144 11 144 11 144 12 1344 14 144 15 157 15 157 15 150 15 150 15 150 16 455 16 455 17 20 18 455 19 361 10 767 1 | 191 191 191 191 191
191 191 191 191 191 191 191 192 191 192 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 193 191 194 191 195 191 194 191 195 191 197 191 197 191 197 191 197 191 197 191 197 191 198 192 194 193 194 193 194 193 194 194 194 | - | 3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3
3 | Mark 1.12 7 1.23 7 1.23 1135 1.23 255 1.23 256 1.23 4795 1.23 4795 1.23 4795 1.23 4795 1.23 4795 1.23 515 1.24 516 1.24 517 4.61 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 2.3
518 2.3 518 2.3 518 2.3 518 2.3 518 2.3 518 3.6 518 3.6 518 3.6 518 3.6 518 3.6 518 3.2 |
 | | | | 83.0 1 22.0 1 23.0 1 24.0 1 25.0 1 24.0 1 25.0 1 24.0 1 25.0 1 26.0 1 27.0 1 28.0 1 29.0 1 20.0 1 | | | 25 1 23 1 24 1 25 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1 26 1 27 1 28 1 29 1 20 1 20 1 20 1 20 1 20 1 20 1 21 1 22 1 23 1 24 1 25 1 26 1 23 1 24 1 25 1 26 1 27 2 28 1 29 1 20 1 | | 0 0 | | |





Appendix B – Journey time validation

AM peak hour

Route No.	Route	Direction	Modelled Time (mins)	Observed Time (mins)	% Diff.	Within 15%	Within 1 Minute	Within 15% or 1 Minute						
Routes Across the Wider North Staffordshire Conurbation														
1	A34	Northbound	24.35	26.97	-10%	Yes	No	Yes						
1	A34	Southbound	25.83	26.40	-2%	Yes	Yes	Yes						
2	A500 (T)	Northbound	10.20	9.44	8%	Yes	Yes	Yes						
2	A500 (T)	Southbound	12.12	14.00	-13%	Yes	No	Yes						
3	A50	Southbound	28.52	26.60	7%	Yes	No	Yes						
3	A50	Northbound	27.31	25.61	7%	Yes	No	Yes						
4	A527/ B5370/ A5271	Northbound	19.37	20.67	-6%	Yes	No	Yes						
4	A527/ B5370/ A5271	Southbound	20.57	22.36	-8%	Yes	No	Yes						
5	A53	Northbound	28.45	28.72	-1%	Yes	Yes	Yes						
5	A53	Southbound	28.21	30.37	-7%	Yes	No	Yes						
6	A5272	Northbound	18.57	22.32	-17%	No	No	No						
6	A5272	Southbound	20.54	21.18	-3%	Yes	Yes	Yes						
7	A52	Westbound	22.26	23.20	-4%	Yes	Yes	Yes						
7	A52	Eastbound	19.43	19.70	-1%	Yes	Yes	Yes						
8	A50(T)	Westbound	8.77	12.97	-32%	No	No	No						
8	A50(T)	Eastbound	5.86	6.43	-9%	Yes	Yes	Yes						
AM Pea	k-Hour To	otal	320.36	336.94	% Pass	88%	44%	88%						


Inter-peak hour

Route No.	Route	Direction	Modelled Time (mins)	Observed Time (mins)	% Diff.	Within 15%	Within 1 Minute	Within 15% or 1 Minute
Routes	Across th	ne Wider North	Staffordshir	e Conurbatio	n			
1	A34	Northbound	23.06	21.15	9%	Yes	No	Yes
1	A34	Southbound	23.23	22.33	4%	Yes	Yes	Yes
2	A500 (T)	Northbound	9.16	9.40	-3%	Yes	Yes	Yes
2	A500 (T)	Southbound	9.28	9.45	-2%	Yes	Yes	Yes
3	A50	Southbound	28.37	25.62	11%	Yes	No	Yes
3	A50	Northbound	26.62	25.36	5%	Yes	No	Yes
4	A527/ B5370/ A5271	Northbound	18.29	17.54	4%	Yes	Yes	Yes
4	A527/ B5370/ A5271	Southbound	18.32	17.36	6%	Yes	Yes	Yes
5	A53	Northbound	25.49	23.43	9%	Yes	No	Yes
5	A53	Southbound	25.16	22.60	11%	Yes	No	Yes
6	A5272	Northbound	19.01	17.88	6%	Yes	No	Yes
6	A5272	Southbound	19.64	17.89	10%	Yes	No	Yes
7	A52	Westbound	19.95	19.75	1%	Yes	Yes	Yes
7	A52	Eastbound	17.92	17.87	0%	Yes	Yes	Yes
8	A50(T)	Westbound	5.79	6.08	5%	Yes	Yes	Yes
8	A50(T)	Eastbound	5.71	6.38	11%	Yes	Yes	Yes
Inter-Pe	ak Hour	Total	295.00	280.08	% Pass	100%	56%	100%



PM Peak hour

Route No.	Route	Direction	Modelled Time (mins)	Observed Time (mins)	% Diff.	Within 15%	Within 1 Minute	Within 15% or 1 Minute
Poutos	Across th	o Wider North	Staffordshir	o Conurbatio	n			
Roules	ACIOSS II		Stanorusiin					
1	A34	Northbound	25.45	28.27	-10%	Yes	No	Yes
1	A34	Southbound	25.18	25.45	-1%	Yes	Yes	Yes
2	A500 (T)	Northbound	12.42	10.98	13%	Yes	No	Yes
2	A500 (T)	Southbound	11.90	12.48	-5%	Yes	Yes	Yes
3	A50	Southbound	28.16	28.83	-2%	Yes	Yes	Yes
3	A50	Northbound	27.81	28.34	-2%	Yes	Yes	Yes
4	A527/ B5370/ A5271	Northbound	20.42	23.51	-13%	Yes	No	Yes
4	A527/ B5370/ A5271	Southbound	19.81	19.24	3%	Yes	Yes	Yes
5	A53	Northbound	28.03	34.63	-19%	No	No	No
5	A53	Southbound	27.02	25.47	6%	Yes	No	Yes
6	A5272	Northbound	19.41	19.57	-1%	Yes	Yes	Yes
6	A5272	Southbound	20.84	19.31	8%	Yes	No	Yes
7	A52	Westbound	20.74	22.57	-8%	Yes	No	Yes
7	A52	Eastbound	19.25	21.39	-10%	Yes	No	Yes
8	A50(T)	Westbound	6.44	6.45	0%	Yes	Yes	Yes
8	A50(T)	Eastbound	8.72	6.79	29%	No	No	No
PM Pea	k-Hour To	tal	321.60	333.28	% Pass	88%	44%	88%



Appendix C – Validation against 2018 traffic count data

AM Peak Hour EB

												_													_	-		-		-										-											
					AM Pea	ak-Hour	(08-0900	Ohrs) -	Survey	/							AM -	Model																			_			Re	sults - A	AM									
Read																Mode	1					Sumn	ned	D	iff Car		iff LGV		Diff HGV		Differen	ce		GE	н									Results							
NUAU	M'cycle	s Ca	rs LG\	's HO	GVs - Rigid	HGVs	- Artic	HGV	Buses	Total	I Total (Car/LGV/HGV	⁽⁾ Car Co	m Car I Co	m Tax	ki Com	faxi No Com	LGV Con	n LGV N Con	lo HGV n Com	HGV N Com	Summed Diff Car Diff LGV Diff HGV Difference GG IGV No Com Car LGV HGV Difference % Diff GG GG														HGV GE	H Total GEH	Count	Car DM Diff Te	t GEH<	Car DM 5 OR GEH	IRB LG\ <% Di	V DMRB iff Test	LGV GEH<5	LGV DMRE OR GEH <%	HGV DMF Diff Test	B HGV GEH<	HGV DN 5 OR GEH	IRB DM <% Diff t	IRB test GEH	I<5 DM G	IB AND EH<5
A527 Tunstall Western Bypass	2	64	7 15	8	27	1	19	46	1	900	851	417	26	7	0	1	32	75	21	13	684	107	34 8	26 -37	7 -6	% 5:	32	6 12	2 25	%	25	3%	1.4	4.4	1.8	0.9	1	1	1	1		*	*	1	1	1	1	1	/ /	·	1
A5271 Longport Road	7	10	26 21	6	37		9	46	5	1346	i 1288	761	48	7	0	2	46	106	38	23	124	8 152	61 14	61 -22	2 -22	2% 64	4 30 9	-1	5 -33	%	-173 -	13%	6.6	4.7	2.1	4.7	1	*	*	*		×	*	4	1	1	1	1	/ /	· _	√
A53 Etruria Road	10	25	26 28	2	35	4	22	57	8	2940	2865	1511	96	6	1	4	93	216	58	36	247	6 308	94 28	79 50	2	% -2	6 -99	-3	7 -65	%	-14	0%	1.0	1.5	4.3	0.3	1	*	1	1		*	*	4	*	1	*	1	· ·	·	1
B5045 Shelton New Road ¹	3	91	5 93		30		7	37	4	1089	1045	472	30	2	0	1	24	55	11	7	774	1 79	18 8	71 141	l 15	% 14	16	5 19	51	%	174 1	17%	4.9	1.6	3.6	5.6	1		1	1		∢	1	4	1	1	1		с з	:	
A5006 Stoke Road	3	51	6 49		6		0	6	1	581	571	242	15	5	0	1	13	29	7	4	397	42	11 4	50 119	23	% 7	15	5 -5	-86	%	121 1	21%	5.6	1.1	1.8	5.4	1	*	*	*		∢	×	4	1	1	1	*	с з	•	8
College Road	0	21	4 23		1		0	1	12	251	238	142	9	1	0	0	7	17	2	1	232	25	3 2	50 -18	3 -9	% -2	-79	-2	184	4%	-22 ·	-9%	1.2	0.3	1.3	1.4	1	1	1	1		*	*	4	1	1	1	1	1	·	1
A52 Leek Road ²	0	58	2 90		20		1	21	3	717	693	333	21	3	0	1	32	74	11	7	545	106	17 6	59 37	6	6 -1	6 -18	6 4	18	%	24	3%	1.5	1.7	0.9	0.9	1	1	1	1		1	*	1	1	1	1	1	/ /		1
A5007 City Road	1	46	0 69		14		4	18	10	576	547	329	21	0	0	1	19	45	15	9	539	64	25 6	28 -79	-17	7% 5	79	-7	-37	%	-81 -	15%	3.5	0.6	1.4	3.4	1	1	1	1		1	1	*	1	1	1	1	/ /		∢
Whieldon Road	0	11	7 23		0		0	0	0	140	140	76	4	в	0	0	4	10	8	5	124	14	13 1	51 -7	-6	% 9	40	-1	3 -1266	99%	-11 ·	-8%	0.6	2.1	5.0	0.9	1	1	1	1		1	1	4	1	*	1	1	/ /		1
A50(T) ³	16	25	20 48	4	171	1	.88	359	13	3751	3363	1555	99	4	1	4	82	192	244	150	255	274	394 32	18 -30) -1	% 21	0 439	-3	5 -10	%	145	4%	D.6	10.8	1.8	2.5	1	1	1	1		*	*	*	1	1	1	1	/ /		1
A5035 Trentham Road	1	40	0 62		9		0	9	7	488	471	217	13	9	0	1	19	45	6	4	356	65	10 4	31 44	11	% -	-49	-1	-15	%	40	8%	2.2	0.3	0.4	1.9	1	1	1	1		1	1	*	1	1	1	1	/ /		1
																																					Pass	8	9	9		10	10	10	11	10	11	9	9 9	•	9
																																					Counts	5 11	11	11		11	11	11	11	11	11	11	1 1	1	11
																																					% Pass	5 73%	82%	82%		91%	91%	91%	100%	91%	100%	82	% 82	%	32%

AM Peak Hour WB

												_													_																												
				F	M Peak	-Hour (08-	-0900hrs) - Survey							AM - N	lodel																							Re	esults - AM													
Road																Model Summed Diff Car Diff LGV Diff HGV Difference [Total] GEH Taxi No LGV No HGV No Difference Difference <th>GEH</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>Results</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>															GEH									Results													
Nobu	M'cycles	Cars	LGVs	HGVs -	Rigid	HGVs - Ar	tic HG	W Buses	Total	Total (Car/LGV/HG	V) Car	Com C	ar Non Com	Taxi Corr	Taxi No Com	LGV C	om LG\ Co	/No H om C	IGV H Com	GV No Com	Car	LGV F	IGV To	tal Diff	ferenc 9	6 Diff	ifferenc e	% Diff	Differenc e	% Diff	Different	% Diff	Car GEH	LGV GEH	HGV GEH	Total GEH	Count	Car DMR Diff Test	GEH<	Car DMF GEH	tBOR LG ⊲%	GV DMRB Dif Test	f LGV GEH<5	LGV DMRB (GEH <%	DR HGV DM Te	IRB Diff st	HGV GEH<5	HGV DMRB (GEH <%	R DMRB D test	iff GEH<	5 DMR	RB AND
A527 Tunstall Western Bypass	8	1159	182	26		14	40	D 5	1434		1381	74	40	473	0	2	10	1	23	30	18	1213	33	49 12	94	-54	-5%	149	82%	-9	-21%	87	6%	1.6	14.4	1.3	2.4	1	4	1	1				*			*	*	1	1		4
A5271 Longport Road	9	795	245	45		21	66	5 9	1190		1106	6	11	391	0	2	26	6	52	38	23	1002	88	62 11	52 -	207	-26%	157	64%	4	6%	-46	-4%	6.9	12.2	0.5	1.4	1										*	1	1	1		1
A53 Etruria Road	2	1385	384	44		24	68	8 5	1912		1837	10	45	668	1	3	72	1	69	55	34	1713	241	89 20	144 -	328	-24%	143	37%	-21	-32%	-207	-11%	8.3	8.1	2.4	4.7	1			*		2		*		·	1	4	1	1		1
B5045 Shelton New Road ¹	3	475	76	16	i	8	24	4 3	605		575	3	42	218	0	1	20	4	16	10	6	560	65	17 6	42	-85	-18%	11	14%	7	31%	-67	-12%	3.7	1.3	1.6	2.7	1	4	1	1		4	1	1			4	4	1	1		4
A5006 Stoke Road	2	489	43	8		0	8	2	552		540	20	05	131	0	1	11	1	27	7	4	336	38	12 3	85	153	31%	5	12%	-4	-45%	155	29%	7.5	0.8	1.1	7.2	1					1	1	1	1		1	1				
College Road	1	383	38	0		0	0	17	439		421	1	11	71	0	0	12	1	29	2	1	183	41	3 2	27	200	52%	-3	-7%	-3	-34319%	194	46%	11.9	0.4	2.6	10.8	1					1	1	1	4		1	1			1	
A52 Leek Road ²	3	466	103	8		1	9	0	590		578	4	19	268	0	1	25		59	21	13	687	85	34 8	07 -	221	-48%	18	18%	-25	-282%	-229	-40%	9.2	1.9	5.5	8.7	1					4	1	1				4				
A5007 City Road	7	863	146	33		4	37	7 14	1104		1046	5	12	328	0	1	40	9	92	30	19	840	132	49 10	121	23	3%	14	10%	-12	-32%	25	2%	0.8	1.2	1.8	0.8	1	1	1	1		4	1	4			*	4	*	1		4
Whieldon Road	1	200	40	5		0	5	0	251		245	1	19	76	0	0	9	1	22	3	2	195	31	5 2	31	5	3%	9	21%	0	-3%	14	6%	0.4	1.4	0.1	0.9	1	1	1	1		1	1	1			1	1	1	1		1
A50(T) ³	15	2606	430	12	5	170	29	15 11	3652		3331	17	91	1145	1	5	98	2	28 2	235	144	2937	326	380 36	i42 -	331	-13%	104	24%	-85	-29%	-311	-9%	6.3	5.4	4.6	5.3	1	1		1						·	1	1	1			1
A5035 Trentham Road	1	822	116	8		3	11	1 1	962		949	4	51	288	0	1	21	- 4	19	10	6	739	69	16 8	24	83	10%	47	40%	-5	-44%	125	13%	3.0	4.9	1.3	4.2	1	4	1	1		4	1	1			*	1	1	1		4
																																						Pass	6	5	6		7	7	7	1	1	10	11	8	7		8
																																						Counts	11	11	11		11	11	11	1'	1	11	11	11	11		11
																																						% Pass	55%	45%	55%		64%	64%	64%	100	1%	91%	100%	73%	64%	7	73%

Inter-Peak Hour EB

				Inter-P	eak Hou	r (14-15	600hrs)	- Survey							IP - 1	Aodel																					Re	esults -	IP								
Read														Mod	lel				S	ummed	1	Differe	nce Car	Differ	rence	Differer	nce HGV	Diffe	rence		G	EH									Results						
rudu	M'cycle	s Cars	LGVs I	HGVs - Rigi	id HGVs	- Artic	hgv	Buses Tota	al Tot	tal (Car/LGV/HGV)	Car Con	Car Nor Com	Taxi Con	Taxi No Com	LGV Cor	LGV No	HGV H Com	GV No Com	Car LO	SV HGV	/ Total	Difference Car Difference Car Difference Difference HGV Difference GEH Total Ce % Diff Ce % Dif														HGV DMR Diff Test	B HGV GEH<5	HGV DMR OR GEH <	B DMRB 6 Diff tes	st GEH<5	DMRB OF GEH<5						
A527 Tunstall Western Bypass	4	863	196	28	2	20	48	0 111	11	1107	366	234	0	1	17	39	13	8	599 5	6 21	676	264	31%	140	72%	27	56%	431	39%	9.8	12.5	4.6	14.4	1								1	1	1			
A5271 Longport Road	4	763	195	74	1	12	86	8 105	56	1044	641	410	0	2	50	116	44	27	1051 1	66 71	1288	-288	-38%	29	15%	15	17%	-244	-23%	9.6	2.2	1.7	7.1	1	*	*			1	1	1	1	1	1	*	*	*
A53 Etruria Road	3	1717	302	79	2	22	101	13 213	36	2120	914	584	1	2	96	224	44	27	1498 3	20 71	1889	219	13%	-18	-6%	30	30%	231	11%	5.5	1.0	3.2	5.2	1	1	*	1		4	1	4	4	1	1	1	*	1
B5045 Shelton New Road ¹	3	384	78	11		5	16	3 484	4	478	276	176	0	1	28	65	11	7	452 9	2 17	562	-68	-18%	-14	-18%	-1	-9%	-84	-18%	3.3	1.6	0.4	3.7	1	1	1	1		1	1	1	1	1	1	1	1	1
A5006 Stoke Road	4	377	39	4	(0	4	2 426	6	420	213	136	0	1	19	44	7	4	348 6	i3 11	423	29	8%	-24	-62%	-7	-171%	-3	-1%	1.5	3.4	2.5	0.1	1	1	1	1		1	1	4	4	1	1	1	1	1
College Road	3	194	12	0	(0	0	15 224	4	206	139	89	0	0	7	17	6	4	228 2	5 10	263	-34	-18%	-13	-105%	-10	-96453%	-57	-27%	2.4	2.9	4.4	3.7	1	1	1	1		1	1	1	1	1	1	1	1	1
A52 Leek Road ²	6	532	82	21		1	22	0 642	2	636	393	251	0	1	28	66	12	7	644 9	4 19	757	-112	-21%	-12	-15%	3	15%	-121	-19%	4.6	1.3	0.7	4.6	1		1	1		1	 ✓ 	1	1	1	1	31	1	1
A5007 City Road	5	553	93	25		3	28	10 689	9	674	328	209	0	1	29	68	21	13	537 9	8 33	668	16	3%	-5	-5%	-5	-18%	6	1%	0.7	0.5	0.9	0.2	1	*	1	1		4	1	4	1	1	1	1	1	1
Whieldon Road	0	116	30	1		0	1	0 147	7	147	75	48	0	0	8	19	4	2	122 2	7 6	155	-6	-5%	3	10%	-5	-465%	-8	-5%	0.6	0.6	2.6	0.6	1	*	1	1		*	1	1	1	1	1	1		1
A50(T) ³	9	2372	471	159	2	12	371	7 323	30	3214	1363	871	1	4	96	224	143	88	2234 3	19 231	2785	138	6%	152	32%	140	38%	429	13%	2.9	7.6	8.0	7.8	1	*	1	1							*	8		*
A5035 Trentham Road	4	572	50	8		1	9	11 646	6	631	244	156	0	1	14	33	9	6	400 4	7 14	461	172	30%	3	6%	-5	-61%	170	27%	7.8	0.4	1.6	7.3	1	*				4	1	4	1	1	*		*	*
											-													-																							
																																		Pass	7	7	8		9	9	9	10	10	10	6	6	7
																																		Coun	its 11	11	11		11	11	11	11	11	11	11	11	11
																																		%Pa	ss 64%	64%	6 73%		82%	82%	82%	91%	91%	91%	55%	55%	64%



Inter-Peak Hour WB

	Inter-Peak Hour (14-1500hrs) - Survey														IP -	Model																						Results	5 - IP									
B1						Model						Summe	d	Diffe	rence Car	Differe	nce (LGV)	Differen	ce HGV	Difference	e (Total)		G	EH									Results															
коаа	M'cycles	Cars	LGVs	IGVs - Rigid	HGVs - Arti	HGV	Buses	Total	Total (Car/LGV/HGV)	Car Con	n Car No Com	¹ Taxi C	om Tax	i No om	V Com	LGV No Com	HGV Com	HGV No Com	Car	LGV HO	SV Tota	l Differe	nc % Diff	Differen e	c % Diff	Differenc e	% Diff	Differenc e	% Diff	Car GEH	LGV GEH	HGV GEH	Total GEH	Count	Car DMRB Diff Test	Car GEH<5	Car DMRB GEH <%	DR LGV DN Te	MRB Diff est	LGV GEH<5	LGV DMRB O GEH <%	HGV DMRB I Test	iff HGV GEH<5	HGV DMR GEH <9	OR DMRE	S Diff St GEH	<5 DN	IRB OR SEH <s< th=""></s<>
A527 Tunstall Western Bypass	4	593	165	19	20	39	2	803	797	379	242	0		1	30	69	3	2	621	99	5 725	-28	-5%	66	40%	34	86%	72	9%	1.1	5.8	7.1	2.6	1	1	1	1		1		1	1		1		· /		1
A5271 Longport Road	9	832	211	33	3	36	7	1095	1079	691	442	0		2	45	105	34	21	1133	150 5	5 133	-301	-36%	61	29%	-19	-53%	-260	-24%	9.6	4.5	2.8	7.5	1	8	*	*		1		1	1	1	1				
A53 Etruria Road	4	1639	221	45	22	67	12	1943	1927	1149	735	1		3	81	190	33	20	1884	271 5	2 220	3 -249	-15%	-50	-23%	15	22%	-281	-15%	5.8	3.2	1.9	6.2	1	1	*	1		1	1	1	1	1	1	1			1
B5045 Shelton New Road ¹	5	474	68	15	7	22	3	572	564	217	139	0		1	15	36	7	5	356	51 1	2 419	118	25%	17	25%	10	45%	145	26%	5.8	2.2	2.4	6.5	1					~	*	*	1	1	1				
A5006 Stoke Road	1	469	38	5	0	5	1	514	512	377	241	0		1	24	57	7	4	618	81 1	1 710	-149	-32%	-43	-114%	-6	-117%	-198	-39%	6.4	5.6	2.1	8.0	1			*		*		*	1	*	1				
College Road	3	276	22	2	0	2	17	320	300	186	119	0		1	9	20	2	1	305	28	3 336	-29	-10%	-6	-29%	-1	-66%	-36	-12%	1.7	1.3	0.8	2.0	1	*	1	1		1	*	*	1	1	1	1			1
A52 Leek Road ²	2	500	93	7	3	10	0	605	603	356	228	0		1	30	71	19	12	584	102 3	1 717	-84	-17%	-9	-9%	-21	-207%	-114	-19%	3.6	0.9	4.6	4.4	1	1	1	1		1	-	1	1	1	1		1		1
A5007 City Road	5	539	120	26	2	28	9	701	687	366	234	0		1	36	83	34	21	600	119 5	4 774	-61	-11%	1	1%	-26	-93%	-87	-13%	2.6	0.1	4.1	3.2	1	1	1	1		1	-	1	1	1	1				1
Whieldon Road	0	80	27	0	0	0	0	107	107	70	44	0		0	5	12	4	2	114	18	5 138	-34	-43%	9	34%	-6	-63276%	-31	-29%	3.5	1.9	3.6	2.8	1	1	1	1		1	1	1	1	1	1		· •		× 1
A50(T) ³	15	1790	390	144	192	336	4	2535	2516	1101	704	1		3	84	196	189	116	1806	280 3	239	0 -16	-1%	110	28%	31	9%	126	5%	0.4	6.0	1.7	2.5	1	1	1	1		*			1	1	1		· •		1
A5035 Trentham Road	1	423	59	11	2	13	2	498	495	251	160	0		1	21	50	12	8	411	71 2	0 501	12	3%	-12	-20%	-7	-52%	-6	-1%	0.6	1.5	1.7	0.3	1	4	1	1		イ		1	1	1	1	1	· •		1
																																	F	Pass	8	7	8	1	10	8	10	11	10	11	7	7		8
																																	0	Counts	11	11	11	1	11	11	11	11	11	11	1	1 11		11
																																		% Pass	73%	64%	73%	9	1%	73%	91%	100%	91%	100%	64	% 64%	%	73%



PM Peak Hour EB

	PM Peak-Hour (17-1800hrs) - Survey													PM - I	Model																					R	esults -	- PM									
Read	M'cycles	Cars	s LGVs	HGVs - Rigi	d HGVs - A	rtic	Buses	Total T	otal (Car/LGV/HGV)				Mode	I					Summ	ed	Dif	ff Car	Diff	LGV	Diff	HGV	Differ	rence		G	EH							-		Resul	ts					-	
ROAD										Car Com	Car Non Com	Taxi Con	Taxi No Com	LGV Com	LGV No Com	HGV I Com	HGV No Com	Car	LGV H	GV Tota	Differe	en % Dit	ff Differe	n % Diff	Differen ce	% Diff	Differen ce	¹ % Diff	Car GEH	LGV GEH	HGV GE	H Tota GEH	Count	Car DMI Diff Te	RB Car st GEH•	Car DI 5 OR GE	virbs Lo H<% ſ	GV DMRP Diff Test	B LGV GEH<5	LGV DM OR GEH	RBHGV⊡ <%Diff	DMRB Test G	HGV HG EH<5 OR	V DMRB GEH <%	DMRB Diff test	GEH<5	OMRB OR GEH<5
A527 Tunstall Western Bypass	s 9	140	5 212	12	16	28	2	1656	1645	747	477	0	2	47	110	16	10	1224	157	26 1407	181	13%	55	26%	2	8%	238	14%	5.0	4.1	0.4	6.1	1	4	1	1		1	1	1	4	/	1	1	1		1
A5271 Longport Road	7	119	5 165	27	15	42	6	1415	1402	656	419	0	2	59	137	27	16	1075	195	43 1313	120	10%	-30	-18%	-1	-3%	89	6%	3.6	2.2	0.2	2.4	1	1	1	1		1	1	1	4	/	1	1	1	1	1
A53 Etruria Road	9	202	6 266	34	20	54	8	2363	2346	1126	720	1	3	80	187	21	13	1846	267	33 2147	180	9%	-1	0%	21	38%	199	8%	4.1	0.1	3.1	4.2	1	*	1	1		1	1	*	4		*	*	*	I	1
B5045 Shelton New Road ¹	10	649	9 59	5	7	12	5	735	720	416	266	0	1	18	43	6	3	681	62	9 752	-32	-5%	-3	-4%	3	25%	-32	-4%	1.3	0.3	0.9	1.2	1	4	1	1		1	1	1	4	/	1	*	1	*	1
A5006 Stoke Road	1	581	1 41	1	0	1	3	627	623	309	198	0	1	18	43	1	1	507	61	2 570	74	13%	-20	-49%	-1	-133%	53	9%	3.2	2.8	1.0	2.2	1	1	1	1		1	1	1	4	/	1	*	*	*	1
College Road	2	269	9 24	1	0	1	17	313	294	181	116	0	0	4	9	3	2	296	13	4 313	-27	-109	6 11	47%	-3	-304%	-19	-7%	1.6	2.6	1.9	1.1	1	1	1	1		1	1	1	4	/	1	1	1	1	1
A52 Leek Road ²	3	697	7 74	6	1	7	0	781	778	366	234	0	1	19	45	3	2	600	65	5 670	97	14%	5 9	13%	2	24%	108	14%	3.8	1.1	0.7	4.0	1	1	1	1		1	1	1	1	/	1	*	1	× 1	1
A5007 City Road	4	829	9 99	4	3	7	11	950	935	438	280	0	1	26	61	13	8	718	88	20 826	111	13%	5 11	12%	-13	-191%	109	12%	4.0	1.2	3.6	3.7	1	1	1	1		1	1	1	1	/	1	1	*	I	1
Whieldon Road	4	254	4 26	0	0	0	1	285	280	89	57	0	0	6	14	1	1	146	20	2 168	108	42%	6	24%	-2	-224339	112	40%	7.6	1.3	2.1	7.5	1					1	1 1	1	1 1		1	1			1
A50(T) ³	31	321	.6 384	72	161	233	6	3870	3833	2150	1375	1	6	85	197	168	103	3525	282 2	270 4077	-309	-109	6 102	27%	-37	-16%	-244	-6%	5.3	5.6	2.4	3.9	1	1	*	1		*	*	*	1	/	1	*	1	1	1
A5035 Trentham Road	8	746	6 65	1	0	1	4	824	812	396	253	0	1	16	38	4	2	650	54	6 709	96	13%	5 11	17%	-5	-486%	103	13%	3.6	1.5	2.6	3.7	1	1	1	1		1	1	1	4	/	1	1	*	× 1	1
																																								_							
																																	Pass	10	9	10		10	10	10	1	1	11	11	10	9	11
																																	Count	ts 11	11	11		11	11	11	1	1	11	11	11	11	11
																																	% Pas	91%	82%	919	%	91%	91%	91%	10	0%	100%	100%	91%	82%	100%

PM Peak Hour WB

																				-	-																							
	PM Peak-Hour (17-1800hrs) - Survey											P	M - Mode																					Results - P	<u> </u>									
Road	M'cycles	Cars LGV	s HGVs - Rigid	HGVs - Artic	Buses	Total	Total (Car/LGV/HGV)				Mo	del					Summ	ed	D	iff Car	Diff	fLGV	Diff	HGV	Differenc	e (Total)		GEH									Results							
Noau								Car Com	Car Non Com	Taxi Con	n Taxi No Com	LGV Com	LGV No Com	HGV Com	HGV No Com	² Car	LGV F	IGV Tot	al Differe	nc % Dif	f Differen e	c % Diff	Differenc e	% Diff	Differenc e	% Diff Ca	GEH LGV G	EH HGV G	EH GEH	Count	Car DMR Diff Tes	3 Car GEH<5	Car DMRB GEH <9	DR LGV DMR Test	Diff LG	./V L€ H<5	GV DMRB OR GEH <%	HGV DMRB Dif Test	f HGV GEH<5	HGV DMRB C GEH <%	R DMRB Di test	iff GEH<5	GEI	RBOR €H<5
A527 Tunstall Western Bypass	4	811 10	12 8	8	16 1	934	929	507	324	0	1	32	75	11	7	831	107	18 956	6 -20	-2%	-5	-5%	-2	-10%	-27	-3%	.7 0.5	0.4	0.9	1	1	1	1	1			1	1	1	1	1	1	1	1
A5271 Longport Road	5	1077 9	6 9	11	20 4	1202	1193	687	439	0	2	50	117	11	7	1126	167	18 131	1 -49	-5%	-71	-74%	2	10%	-118	-10%	.5 6.2	0.5	3.3	1	*	1	1	1			1	*	1	1	1	1	1	1
A53 Etruria Road	16	2124 15	7 12	9	21 4	2322	2302	1385	885	1	4	85	199	21	13	2270	284	34 258	8 -146	-7%	-127	-81%	-13	-63%	-286	-12%	.1 8.6	2.5	5.8	1	4	1	1	*			*	4	1	1	1	1	1	1
B5045 Shelton New Road ¹	2	885 23	7 3	4	7 2	923	919	416	266	0	1	28	64	7	4	682	92	11 78	5 203	23%	-65	-240%	-4	-63%	134	15%	.3 8.4	1.4	4.6	1				1		· .	4	4	1	1	1	1	1	1
A5006 Stoke Road	1	463 23	7 1	0	1 2	494	491	390	249	0	1	11	25	2	1	639	36	3 67	7 -176	-38%	-9	-32%	-2	-192%	-186	-38%	.5 1.6	1.4	7.7	1				1			1	4	1	1				
College Road	1	384 26	6 0	0	0 16	427	410	185	118	0	0	5	13	2	1	303	18	3 32	4 81	21%	8	30%	-3	-28252%	86	21%	L4 1.6	2.4	4.5	1	1	1	1 1	1 1	/ / /	1 1	1	*	1	1	1 1		1 1	1
A52 Leek Road ²	4	531 53	3 1	1	2 2	592	586	399	255	0	1	16	37	6	4	653	52	10 716	6 -122	-23%	1	2%	-8	-409%	-130	-22%	.0 0.1	3.3	5.1	1				1			1	1	1	1	A			
A5007 City Road	3	634 9	0 3	4	7 10	744	731	486	311	0	1	29	68	11	7	796	98	17 91:	1 -162	-26%	-8	-9%	-10	-145%	-180	-25%	.1 0.8	2.9	6.3	1				1			1	*	1		• • /	1	1	1
Whieldon Road	0	177 10	0 3	0	3 1	191	190	113	72	0	0	8	19	1	1	185	28	2 21/	4 -8	-4%	-18	-176%	1	42%	-24	-13%	1.6 4.1	0.8	1.7	1		1	1	1			*	4	1	1	1	1	1	1
A50(T) ³	20	2209 32	4 44	142	186 9	2748	2719	1584	1012	1	4	75	175	186	114	2596	250	300 314	17 -387	-18%	74	23%	-114	-62%	-428	-16%	.9 4.4	7.3	7.9	1				1			1							
A5035 Trentham Road	6	509 49	9 1	3	4 2	570	562	266	170	0	1	19	45	6	4	435	64	10 510	0 74	14%	-15	-31%	-6	-149%	52	9%	1.4 2.0	2.3	2.3	1	1	1	1	1			1	4	1	1	1	1	1	1
																														Pass	6	6	6	10	8	5	10	10	10	10	7	7	8	8
																														Counts	11	11	11	11	1	1	11	11	11	11	11	11	11	11
																														% Pass	55%	55%	55%	91%	72	19/2	91%	91%	91%	91%	64%	64%	73	3%