

Colindale

Area Action Plan

Supporting Documents

Saturn Modelling

June 2009

**Local
Development
Framework**



Colindale Area Action Plan (AAP)

Saturn Modelling

Project No: 133133
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Summary

Introduction

A calibrated and validated SATURN highway model of the Colindale area, base year 2007 was developed on behalf of TfL by consultants. The model analysed 2 peak periods, a weekday AM and PM peak hour. Colin Buchanan (CB) was commissioned by LB Barnet in association with TfL to develop Do Minimum and Do Something future year models relating to development proposed for an Area Action Plan (AAP) in the Colindale area. The key assumptions used for the model were agreed with LB Barnet and TfL in a series of technical notes. The main aim of the SATURN work was to understand the more strategic implications of additional development at Colindale, and to test new road proposals which might improve access.

A number of tests were undertaken in 2008, and initial findings were reported - in early 2009 additional tests were undertaken on options, and the results of these have been included in this revised report.

Background

Significant development is proposed in the Colindale Area Action Plan (AAP) – approximately 10,000 new residential units in the period 2001 to 2021. Some 5,000 of these already have planning permission and were regarded as the 'do-minimum' scenario. The 'do-something' scenarios assumed the remaining proposed development was implemented, and tested various different network changes.

Current network

Colindale has relatively few access points to the wider road network – these are summarised below:

- Aerodrome Road/A41 provides direct access to the east to the A41 and central London and the wider strategic network
- Grahame Park Way provides access to Mill Hill and the north, although capacity is constrained by the nature of the Mill Hill area
- Colindale Avenue /Edgware Road is the main connection to the west and the A5, which runs north/south on the western edge of the study area
- Montrose Avenue also provides a connection to the A5, although access to this link from within the study area is less direct
- There are some other links to the north, although these are relatively constrained and ultimately lead to the Mill Hill area or the A5 via other roads.

The base tests indicated that the Colindale area itself only generates some 5% of the total trips in the wider modelled area, and that the strategic network suffers from congestion and capacity constraints in a number of locations. There were indications from the base model that congestion on the wider strategic network will lead to future peak spreading and/or changes in travel. The solutions to these strategic constraints were regarded as outside the scope of the Colindale AAP work.

Network Tests

The 'do-minimum' (committed development) flows increase local congestion and at the key junctions. When the 'do-something' flows (i.e. Colindale AAP growth) are applied to the network, this obviously increases flows within the Colindale area, and at the main exits. /entry points to this. There are flow increases on other external roads, in particular the A41 and A1, and to a lesser extent the A5 but flow changes on the M1 are negligible. Some of the changes to flows on external roads are likely to be due to new Colindale trips, while others are likely to be due to 'through' traffic in Colindale being diverted to other parts of the network. Within Colindale the Aerodrome Rd/A41 and Colindale Avenue/A5 junctions are significantly over capacity.

Relatively minor improvements to the local network will assist in managing future flows, but will not be adequate to bring network conditions back to a 'do-minimum' level in the future. The smaller changes tested included minor changes at the Aerodrome Road/A41 junction, improvements to the junction of Grahame Park Way and Bunns Lane, a new crossroads at Aerodrome Road/Colindale Avenue, and signals at the junction of Montrose Avenue and Edgware Road.

The introduction of a North Montrose access link (a new road between Montrose Avenue and Colindale Avenue) did not significantly improve network conditions, and carried relatively low levels of traffic (circa 500-800 vehicles per hour 2-way) . The North Montrose access link did not appear to add exit/entry capacity to the Colindale area, and performed more as a limited local distributor, providing an alternative to a short section of the A5 and Booth Road.

When a full Montrose access link was tested (the North Montrose link as above, plus a link from Colindale Avenue to Colindeep Lane via Sheaveshill Avenue) this carried more significant volumes, particularly on the southern part (some 1,500 vehicles per hour). It is likely that this option could be delivered as it uses land primarily within Council control, and offered a new access route between the heart of the study area and Colindeep Lane, from which traffic could access either the A5 or A41. Tests indicated that it provided the most relief to future network conditions in the pm peak of the options tested (the Peel link described below performed slightly better in the am peak) and could also be used by bus services if required. However it also introduced a very significant increase in flows on Sheaveshill Avenue (which is currently a short residential cul-de-sac) and introduced significant new traffic volumes and a new junction in the Colindale Station area, which is the key local interchange.

The Peel link option tested introducing a new link between Aerodrome Road and Colindeep Lane, as with the full Montrose link, providing access to either the A5 or A41. It provided some relief to the constrained Aerodrome Road/A41 junction and direct access to Colindeep Lane for the proposed major development at the Peel Centre. Tests indicate that this option is the best performing of those tested in the am peak, while in the pm peak it provided almost as much relief as the full Montrose link. Provided this is introduced in conjunction with the redevelopment of the Peel Centre, this solution appears deliverable. The final design should aim to reinforce the routes main role of the route as a local distribution and access for Peel Centre development.

The Colindale Avenue improvement tested provides increased capacity at this key junction on Edgware Road, but does require some land-take from highway land in the ownership of LB Brent, and the removal of a section of bus lane on Edgware Road. It would however relieve congestion on this key link to the A5. It may be possible to introduce a lower level of scheme, perhaps with widening on only one side of Edgware Road, but further work will be required to confirm this.

Conclusions

The conclusions from the SATURN modelling work are that in order to provide capacity for predicted Colindale AAP flows, some improvements are necessary, and improvements to the Aerodrome Road/A41, the Montrose Avenue/A5 and Aerodrome Road/Colindale Avenue junctions are recommended. However these will not provide sufficient relief for future network conditions, and further improvements will be required.

The Colindale Avenue/A5 improvements will help in the medium term to relieve this important connection to Edgware Road and the shopping area here. It would require joint working with LB Brent and TfL to implement, but together with the junction improvements noted above, should be adequate to deliver development during the earlier part of the AAP period, at least until major housing sites are developed at the Peel Centre.

The introduction of a full Montrose access link between Colindeep Lane and Montrose Avenue is likely to provide the most overall network relief, although these benefits are not significantly different from those provided by the Peel Link. However this option also introduces significant new volumes on

Sheaveshill Avenue and at the Colindale Station interchange, and consultation for the AAP revealed significant opposition to this proposal.

The Peel Link offers some of the advantages of the Montrose link (access to Colindeep Lane and the A5/A41) but does not directly affect existing dwellings or parkland, and can be delivered in conjunction with major development, but this is only likely towards the end of the AAP period. The tests indicate that the benefits of this option are very close to that achievable with the full Montrose link.

The tests indicated that the combined effect of the Peel Link and Colindale Avenue schemes was not significantly better than the individual schemes in the pm peak, but both schemes together will provide more capacity to the A5 and Colindeep Lane and a much higher level of network resilience. It is recommended that this package be pursued rather than the Montrose link, as it appears to offer most of the benefits of the latter. Should either of these schemes not be deliverable, the introduction of the Montrose Link offers an alternative, and it is recommended that nothing in the AAP be done to prevent such a link being introduced in future should this be required.

The recommendation is therefore for the AAP to implement a phased set of improvements in the area:

- The first phase of improvement should include the Aerodrome Road/A41 improvement, the Colindale Avenue/Aerodrome Road scheme, and the Montrose Avenue/A5 junction scheme. Final proposals for the Colindale Avenue/A5 junction improvement scheme should be developed in conjunction with LB Brent and TfL.
- The second phase, in conjunction with the redevelopment of the Peel Centre, would be to introduce the Peel Access Link.

This phasing will need to allow for changes in future developments coming on line, and be flexible enough to adapt to these. It should be noted that given the constraints in the wider network and the extent of development proposed in the area, additional congestion is expected on the wider network, probably resulting in some peak spreading. These improvements will only assist in reducing impact in the local Colindale area, and more strategic studies/solutions will be required for the wider network. In addition, measures to encourage mode shift in Colindale may reduce the traffic impact of the proposed developments.

1 Introduction

1.1 Background

- 1.1.1 A calibrated and validated SATURN highway model, base year 2007 has been developed on behalf of TfL by Hyder. The model analyses 2 peak periods, a weekday AM and PM peak hour. Colin Buchanan (CB) was commissioned by TfL and LB Barnet to develop Do Minimum and Do Something future year models relating to development in the Colindale area. The key assumptions used for the model were agreed with LB Barnet and TfL in a series of technical notes – see Appendix A.
- 1.1.2 The main aim of the SATURN work was to understand the more strategic implications of additional development at Colindale, and to test new road proposals which might improve access.
- 1.1.3 ***A number of tests were undertaken in 2008, and were included in the original version of this report. In early 2009 additional tests were undertaken on options, and the results of these have been included in this revised report, from chapter 8 onwards.***

1.2 Colindale highway network

- 1.2.1 Colindale has relatively few access points to the wider road network – these are described below:
- 1.2.2 **Aerodrome Road/A41** on the west of the study area offers the shortest and most direct access to London's strategic road network. A recent improvement scheme part-funded by development in Colindale has increased capacity on the Colindale approach to this signalised junction (from 1 lane to 2). However due to the signal settings, and the dominance of the A41 flows, the available green time for the Colindale approach means that this only limited capacity for additional traffic from Colindale. Grade-separation is unlikely to be feasible here given the adjacent railway and M1 and surrounding development. There is existing congestion further south on the A41 in the morning peak at The Boroughs junction, which appears to be the capacity constraint on this stretch of the A41. While there does not appear to be any potential for a major improvement at this junction, allocating more green time to the Colindale approach could reduce delays on this approach.
- 1.2.3 **Colindale Avenue/A5/Annesley Avenue** – this signalised junction with the A5 on the east of the study area is already at capacity. The right-turn is banned at the A5, and vehicles must use an adjacent largely residential street (Annesley Avenue) to make this movement. The model also indicates that a significant number of vehicles use Annesley Avenue to turn left onto the A5, bypassing the queue on the Colindale Avenue approach. This route is also the most direct route for cars, cyclists and pedestrians from Colindale to the major retail facilities on the Edgware Road.
- 1.2.4 **Montrose Avenue/A5** – this priority junction on the east of the study area is not at capacity, but is difficult to access from within Colindale other than by the residential streets of Booth Road and Lanacre Avenue. In addition the right turn, southbound, from Booth Road into Colindale Avenue is currently banned.
- 1.2.5 **Grahame Park Way/Bunns Lane** – this mini-roundabout junction to the north of the study area is being considered for improvement following recent development in Colindale and some improvement in capacity appear possible. Further north the road passes through Mill Hill Broadway, a constrained part off the highway network, and this

and Mill Hill Circus junction on the A1 acts as the effective capacity constraint to the north.

- 1.2.6 To the south lies **Colindeep Lane** which connects the A41, via a grade-separated junction, to the A5. However access from the study area to this road currently has to be via Colindale Avenue and the A5, which is a current capacity constraint, so the route is effectively not available as an access point to Colindale.

1.3 Documents and files used

1.3.1 The following SATURN files were provided:

- COLINDALE_2007_AM_ME2_R130.UFM
- COLINDALE_2007_AM_R130.dat
- COLINDALE_2007_AM_R130.UFC
- COLINDALE_2007_AM_R130.UFS
- COLINDALE_2007_PM_ME2_R130.UFM
- COLINDALE_2007_PM_R130.dat
- COLINDALE_2007_PM_R130.UFC
- COLINDALE_2007_PM_R130.UFS

1.3.2 The following spreadsheets used in the Calibration and Validation analysis (see chapter 4) were also provided by Hyder.

- AM Link Flow 130
- PM Link Flow 130
- AM Turning Flow 130
- PM Turning Flow 130
- JT Summary

1.3.3 The following documents regarding the model were provided by TfL:

- Colindale – Base Year Highway Assignment Model, Traffic Survey Report, April 2008
- Colindale – Base Year Highway Assignment Model, Local Model Validation Report (LMVR), April 2008
- Colindale – Model Audit Reports

1.3.4 The following drawing of a network improvement was used:

- Proposed Highway Improvements to Junction of A41 with Aerodrome Road Option 1 (Drawing Number: 0141/GA/01)

1.4 CB Review of the Model

1.4.1 CB did not undertake a full review of the model as this had already been the subject of an independent audit by consultants on behalf of TfL. However a few issues relating to the model were noted during CB's work:

- Booth Road / Colindale Avenue junction – the banned right turn here was not included in the base model (this has now been rectified, see chapter 4)
- Colindale Avenue / Annesley Avenue / Edgware Road junction – this 'bypass' road allowing the right turn into Edgware Road was not included in the base model (this has now been rectified see chapter 4)
- A zone (10011, the Peel Centre) subject to future development is connected to both Aerodrome Road and Colindeep Lane, although there is a railway line running between these roads, and no road connection. This may complicate

testing of future land use changes, and has been adjusted as described in section 5.

- 1.4.2 By conducting a Demand/Actual flow test on the AM and PM base year 2007 models, the results indicated that a proportion of trips were not fully assigned to the network. I.e. they could not complete their journey in the peak hour. In the base model the 'demand' vs. 'actual' flows differed in the model by some 5% of the 100,000 trips in each peak hour, although this did not appear to affect the validation. This meant that some trips in the matrix could not complete their journeys in the peak hour, due to congestion on the network, although as the original trip matrix was from a much larger model, this issue could have arisen due to factoring and matrix building processes.
- 1.4.3 Investigation of the differences indicated that the vast majority of these were trips using the strategic network (e.g. the A1, M1 and North Circular Road) and were trips that were completely external to the Colindale study area. For trips originating and destinating within Colindale itself, the differences were generally smaller – some 60 trips (out of 2,432 (2%) in the AM peak and 178 trips out of 3,779 (5%) in the PM peak. Clearly as development trips and background growth are added, this condition is expected to persist and increase.
- 1.4.4 Given the nature of the surrounding networks, which are congested in the peak hours, the model appears to be replicating to some extent likely travel behaviour, in that some element of 'peak spreading' (and perhaps even of trip suppression and modal shift) is likely to occur in congested networks.
- 1.4.5 For the purposes of the present work, it was therefore assumed that these differences would be the result of actual travel behaviour change in congested peak conditions, and the 'actual' SATURN flows were used, and were also the flows used in the VISSIM analysis. There would be some implications for network changes which improved capacity, thus encouraging some of this 'time shifted' traffic to the peak hour, but in the case of Colindale, which is a relatively confined study area with few access points to the external network, it was assumed that this would not be a major issue.

1.5 This report

- 1.5.1 The remainder of this report is structured as follows:
- Chapter 2 details the construction of the Do Minimum matrices;
 - Chapter 3 covers the development of the Do Something matrices;
 - Chapter 4 details the base model network changes;
 - Chapter 5 considers the Do Minimum network changes;
 - Chapter 6 considers the Do Something network changes; and
 - Chapter 7 summarises the results of the tests
 - Chapter 8 describes additional tests undertaken and final conclusions.

2 Development of the Do-Minimum Matrices

2.1 General

- 2.1.1 There were two basic steps in the development of the Do-Minimum Matrices. The first was to apply background growth to all non-Colindale zones.
- 2.1.2 Based on the MTS, LB Barnet proposed a figure of 6% growth in traffic in outer London, for the period 2001 to 2011 (MTS 2004 North sub-region – pg. 26, Table 4.1.a) and therefore recommended application of a growth figure of 0.6% pa as 'background growth' to all tests. The background growth was applied to the car, LGV and HGV matrices for all non-Colindale zones. The development trips have been applied to the car matrix only, given the residential nature of the majority of new development.
- 2.1.3 The Colindale zones were assumed to be: 10003, 10011, 10013, 10014, 10015, 10019, 10036, 10037, 10038, 10055, 10056, 10058, 10059, 10060, 10061 and 10062.
- 2.1.4 The distribution of new trips within Colindale was assumed to be the same as the distribution of existing trips from the relevant zones. However in some cases there were very few existing trips from a zone, and the distribution of adjacent zones was used as well. In the AM peak, in the construction of the 2011 do-minimum matrix, for zone 10013 (Beaufort Park) trips from adjacent zones 10011, 10056 and 10060 were used. For zone 10015 (Kidstop) trips from zones 10003 and 10062 were used. Similarly, in the PM peak, for zone 10013 (Beaufort Road) trips from zones 10011, 10056 and 10060 were also used.
- 2.1.5 Each **Do-Minimum matrix (for car)** for each design year was developed by firstly zeroing all the zones (in the relevant base year matrix) in the Colindale study area and applying the background growth factor. A second matrix was then constructed from the original base year matrix by zeroing all zones outside of the Colindale study area and Furnessing this matrix using the trip generation totals from the do-minimum sites. Finally, both matrices were added together to obtain a new matrix.
- 2.1.6 The do-minimum matrices for LGV and HGV for 2011 and 2016 were developed by applying the background growth factor of 0.6% pa to all trips in the matrix apart from those to/from zones within the Colindale study area.

2.2 Total Do-Minimum trips

- 2.2.1 Table 2.1 shows the total number of trips for Car, LGV and HGV in the am peak for the base year 2007, do-minimum 2011, do-minimum 2016 and do-minimum 2021 within and outside the Colindale study area.

Table 2.1: Base Year, Do-Minimum 2011, 2016 and 2021 Trips (AM)

| | Car | | | LGV | | | HGV | | |
|-----------|-----------|--------|--------|-----------|--------|--------|-----------|-------|-------|
| | Colindale | Other | Total | Colindale | Other | Total | Colindale | Other | Total |
| Base Year | 2,786 | 77,664 | 80,450 | 435 | 10,529 | 10,964 | 130 | 9,037 | 9,168 |
| DM 2011 | 3,802 | 79,546 | 83,348 | 435 | 10,784 | 11,219 | 130 | 9,256 | 9,387 |
| DM 2016 | 3,968 | 81,960 | 85,928 | 435 | 11,111 | 11,546 | 130 | 9,537 | 9,668 |
| DM 2021 | 4,133 | 84,449 | 88,582 | 435 | 11,449 | 11,884 | 130 | 9,827 | 9,957 |

2.2.2

Table 2.2 shows the total number of trips for Car, LGV and HGV in the AM peak for the base year 2007, do-minimum 2011, do-minimum 2016 and do-minimum 2021.

Table 2.2: Base Year, Do-Minimum 2011, 2016 and 2021 Trips (AM)

| | Car | LGV | HGV | Total | Difference from base | % Difference from base |
|-----------|--------|--------|-------|---------|----------------------|------------------------|
| Base Year | 80,450 | 10,964 | 9,168 | 100,582 | | |
| DM 2011 | 83,348 | 11,219 | 9,387 | 103,953 | 3,372 | 3.4 |
| DM 2016 | 85,928 | 11,546 | 9,668 | 107,142 | 6,560 | 6.5 |
| DM 2021 | 88,582 | 11,884 | 9,957 | 110,422 | 9,841 | 9.8 |

2.2.3

Table 2.3 shows the total number of trips for Car, LGV and HGV within and outside the Colindale study area in the PM peak for the base year 2007, do-minimum 2011, do-minimum 2016 and do-minimum 2021.

Table 2.3: Base Year, Do-Minimum 2011, 2016 and 2021 Trips (PM)

| | Car | | | LGV | | | HGV | | | |
|-----------|-----------|--------|--------|-----------|--------|--------|-----------|-------|-------|---------|
| | Colindale | Other | Total | Colindale | Other | Total | Colindale | Other | Total | |
| Base Year | 4,923 | 83,952 | 88,875 | 633 | 10,882 | 11,515 | 45 | 5,259 | 5,304 | 105,694 |
| DM 2011 | 5,834 | 85,982 | 91,817 | 633 | 11,139 | 11,772 | 45 | 5,380 | 5,425 | 109,014 |
| DM 2016 | 6,568 | 88,593 | 95,161 | 633 | 11,477 | 12,110 | 45 | 5,543 | 5,588 | 112,860 |
| DM 2021 | 6,712 | 91,283 | 97,995 | 633 | 11,826 | 12,459 | 45 | 5,711 | 5,757 | 116,211 |

2.2.4 Table 2.4 shows the total number of trips for Car, LGV and HGV in the PM peak for the base year 2007, do-minimum 2011, do-minimum 2016 and do-minimum 2021.

Table 2.4: Base Year, Do-Minimum 2011, 2016 and 2021 Trips (PM)

| | Car | LGV | HGV | Total | Difference from base | % Difference from base |
|-----------|------------|------------|------------|--------------|-----------------------------|-------------------------------|
| Base Year | 88,875 | 11,515 | 5,304 | 105,694 | | |
| DM 2011 | 91,817 | 11,772 | 5,425 | 109,014 | 3,320 | 3.1 |
| DM 2016 | 95,161 | 12,110 | 5,588 | 112,860 | 7,166 | 6.8 |
| DM 2021 | 97,995 | 12,459 | 5,757 | 116,211 | 10,517 | 10.0 |

3 Development of the Do-Something Matrices

3.1 General

- 3.1.1 There were two basic steps in the development of the Do-Something Matrices. The first was to apply background growth to all non-Colindale zones. The second was to add the do-minimum and do-something development trips.
- 3.1.2 The background growth was applied to the car, LGV and HGV matrices for all non-Colindale zones. The development trips was applied to the car matrix only given the residential nature of the developments proposed.
- 3.1.3 The Colindale zones were assumed to be: 10003, 10011, 10013, 10014, 10015, 10019, 10036, 10037, 10038, 10055, 10056, 10058, 10059, 10060, 10061 and 10062.

3.2 Development trips

- 3.2.1 Table 3.1 shows the number of development trips (do-minimum and do-something) added to the Colindale zones in the AM peak for 2011, 2016 and 2021.

Table 3.1: Development Trips (AM) Assumed (incl. do-min)

| Colindale | Development Trips Assumed (AM) | | |
|--------------|--------------------------------|--------------|--------------|
| Zone Number | 2011 | 2016 | 2021 |
| 10003 | 25 | 56 | 114 |
| 10011 | 0 | 56 | 712 |
| 10013 | 820 | 991 | 991 |
| 10014 | 0 | 453 | 515 |
| 10015 | 25 | 25 | 25 |
| 10019 | 0 | 29 | 29 |
| 10036 | 0 | 152 | 252 |
| 10037 | 0 | 0 | 188 |
| 10038 | 0 | 147 | 147 |
| 10055 | 0 | 0 | 0 |
| 10056 | 0 | 0 | 0 |
| 10058 | 0 | 0 | 0 |
| 10059 | 0 | 62 | 62 |
| 10060 | 182 | 364 | 547 |
| 10061 | 0 | -259 | -259 |
| 10062 | 63 | 63 | 63 |
| Total | 1,116 | 2,140 | 3,385 |

- 3.2.2 Table 3.2 shows the number of development trips (do-minimum and do-something) added to the Colindale zones in the PM peak for 2011, 2016 and 2021.

Table 3.2: Development Trips (PM) Assumed (incl. do-min)

| Colindale | Development Trips Assumed (PM) | | |
|------------------|---------------------------------------|--------------|--------------|
| Zone Number | 2011 | 2016 | 2021 |
| 10003 | 22 | 51 | 103 |
| 10011 | 0 | 52 | 662 |
| 10013 | 720 | 937 | 937 |
| 10014 | 0 | 351 | 405 |
| 10015 | 24 | 24 | 24 |
| 10019 | 0 | 26 | 26 |
| 10036 | 0 | 134 | 221 |
| 10037 | 0 | 0 | 164 |
| 10038 | 0 | 758 | 758 |
| 10055 | 0 | 0 | 0 |
| 10056 | 0 | 0 | 0 |
| 10058 | 0 | 0 | 0 |
| 10059 | 0 | 117 | 117 |
| 10060 | 169 | 339 | 509 |
| 10061 | 0 | -12 | -12 |
| 10062 | 55 | 55 | 55 |
| Total | 990 | 2,831 | 3,968 |

- 3.2.3 The distribution of new trips within Colindale was assumed to be the same as the distribution of existing trips from the relevant zone. However in some cases there were very few existing trips from a zone, and the distribution of adjacent zones was used as well. In the AM peak, in the construction of the 2011 do-something matrix, for zone 10013 (Beaufort Park) trips from adjacent zones 10011, 10056 and 10060 were used. For zone 10015 (Kidstop) trips from zones 10003 and 10062 were used. Similarly, in the PM peak in the construction of the 2011 do-something matrix, for zone 10013 trips from zones 10011, 10056 and 10060 were also used.
- 3.2.4 Each Do-Something matrix (for car) for each design year was developed by firstly zeroing all the zones (in the relevant base year matrix) in the Colindale study area and applying the background growth factor. A second matrix was then constructed from the original base year matrix by zeroing all zones outside the Colindale study area and Furnessing this matrix using the trip generation totals from the do-minimum and do-something sites. Finally, both matrices were added together to obtain a new matrix.
- 3.2.5 The do-something matrices for LGV and HGV for 2011 and 2016 were developed by applying the background growth factors (Table 2.1) to all trips in the matrix apart from those to/from zones within the Colindale study area.
- 3.2.6 Table 3.3 shows the total number of trips for Car, LGV and HGV in the AM peak for the base year 2007, do-something 2011, do-something 2016 and do-something 2021 within and outside the Colindale study area.

Table 3.3: Total Trips Base Year, Do-Something 2011, 2016, 2021 (AM)

| | Car | | | LGV | | | HGV | | |
|-----------|-----------|--------|--------|-----------|--------|--------|-----------|-------|-------|
| | Colindale | Other | Total | Colindale | Other | Total | Colindale | Other | Total |
| Base Year | 2,786 | 77,664 | 80,450 | 435 | 10,529 | 10,964 | 130 | 9,037 | 9,168 |
| DS 2011 | 3,802 | 79,545 | 83,347 | 435 | 10,784 | 11,219 | 130 | 9,256 | 9,387 |
| DS 2016 | 4,595 | 81,960 | 86,555 | 435 | 11,111 | 11,546 | 130 | 9,537 | 9,668 |
| DS 2021 | 5,641 | 84,449 | 90,090 | 435 | 11,449 | 11,884 | 130 | 9,827 | 9,957 |

3.2.7

Table 3.4 shows the total number of trips for Car, LGV and HGV in the AM peak for the base year 2007, do-something 2011, do-something 2016 and do-something 2021.

Table 3.4: Total Trips Base Year, Do-Something 2011, 2016, 2021 (AM)

| | Car | LGV | HGV | Total | Difference from base | % Difference from base |
|-----------|--------|--------|-------|---------|----------------------|------------------------|
| Base Year | 80,450 | 10,964 | 9,168 | 100,582 | | |
| DS 2011 | 83,347 | 11,219 | 9,387 | 103,953 | 3,371 | 3.4 |
| DS 2016 | 86,555 | 11,546 | 9,668 | 107,769 | 7,187 | 7.1 |
| DS 2021 | 90,090 | 11,884 | 9,957 | 111,931 | 11,349 | 11.3 |

3.2.8

Table 3.5 shows the total number of trips for Car, LGV and HGV within and outside the Colindale study area in the pm peak for the base year 2007, do-something 2011, do-something 2016 and do-something 2021.

3.2.9 Table 3.6 shows the total number of trips for Car, LGV and HGV in the PM peak for the base year 2007, do-something 2011, do-something 2016 and do-something 2021.

Table 3.6: Total Trips Base Year, Do-Something 2011, 2016, 2021 (PM)

| | Car | LGV | HGV | Total | Difference from base | % Difference from base |
|-----------|------------|------------|------------|--------------|-----------------------------|-------------------------------|
| Base Year | 88,875 | 11,515 | 5,304 | 105,694 | | |
| DS 2011 | 91,745 | 11,772 | 5,425 | 108,942 | 3,248 | 3.1 |
| DS 2016 | 95,975 | 12,110 | 5,588 | 113,674 | 7,980 | 7.6 |
| DS 2021 | 99,619 | 12,459 | 5,757 | 117,835 | 12,141 | 11.5 |

4 Base Model Network Changes

4.1 General

4.1.1 This chapter summarises the results of the initial changes that were made to the original base model which was provided by TfL. It should be noted that the SATURN version which is used in the analysis is 10.8.15 and that the version which was used in the LMVR was 10.8.9. Following the changes, checks were made that the model still remained within the validation criteria used.

4.2 Network Changes

4.2.1 The following network changes were made to the original base (2007) model to rectify base network omissions:

- Booth Road / Colindale Avenue junction – add the banned right turn.
- Colindale Avenue / Annesley Avenue / Edgware Road junction – add the Annesley Road link to the original base model.

4.3 Calibration Results

4.3.1 Table 4.1 compares the link calibration results for the original model and the model with the above network changes.

Table 4.1: Summary of Link Calibration Results

| Time Period | Overall Area | |
|----------------------------|--|------------------------------------|
| | Target counts passing test | |
| | Calibrated Original Base Model (Hyder) | Calibrated Base after Changes (CB) |
| | GEH | GEH |
| Morning Peak (0800 – 0900) | 90% | 88% |
| Evening Peak(1800 - 1900) | 97% | 96% |

4.3.2 Table 4.1 shows that in the original base model and the base model with the above network changes, more than 85% of links satisfy the GEH criteria.

4.3.3 The detailed comparisons of the modelled, observed and the modified model (with the network changes) for the morning and evening peak hours are shown in Tables A.1 and A.2 in Appendix B.

4.3.4 Table 4.2 below compares the turning movement calibration results for the original model and the model with the above network changes.

Table 4.2: Summary of Turning Movement Calibration Results

| Time Period | Overall Area | |
|----------------------------|--|--|
| | Target counts passing test | |
| | Calibrated Original Base Model (Hyder) | Calibrated Base after minor Changes (CB) |
| | GEH | GEH |
| Morning Peak (0800 – 0900) | 89% | 97% |
| Evening Peak(1800 - 1900) | 90% | 96% |

- 4.3.5 Table 4.2 shows that in the original base model, for the two modelled time periods more than 85% of junctions satisfy the GEH criteria. For the base model with the network changes, again more than 85% of junctions satisfy the GEH criteria
- 4.3.6 The detailed comparisons of the modelled, observed and the modified model (with the network changes) for the morning and evening peak hours are shown in Tables D.1 and D.2 in Appendix B.

4.4 Validation Results

- 4.4.1 Table 4.3 compares the validation results for the original model and the model with the above network changes.

Table 4.3: Summary of Link Validation Results

| | Overall Area | |
|----------------------------|--|--|
| | Target counts passing test | |
| Time Period | Validated Original Base Model (Hyder) | Validated Base after minor Changes (CB) |
| | GEH | GEH |
| Morning Peak (0800 – 0900) | 90% | 90% |
| Evening Peak(1800 - 1900) | 90% | 80% |

- 4.4.2 The table shows that in the original base model, for the two modelled time periods more than 85% of links satisfy the GEH criteria <5. For the model with the network changes, 90% of the links satisfy the GEH criteria in the morning peak. In the evening peak, only 80% of the links satisfy the GEH criteria. This is due to two links having a GEH value of more than 5, which is due to the implementation of the banned right turn at Booth Road/Colindale Avenue which consequently causes more vehicles to travel via Grahame Park Way. The only additional 'failed link' from the original validation is Grahame Park Way (West of Great Strand) Southbound pm peak, observed 416, original validation 529 and new validation 582.
- 4.4.3 The detailed comparisons of the modelled, observed and the modified model (with the network changes) for the morning and evening peak hours are shown in Tables B.1 and B.2 in Appendix B.

4.5 Link Analysis of the Colindale Study Area

- 4.5.1 Tables C.1 and C.2 in Appendix B compares the flows of the original base model against the modified model with the network changes
- 4.5.2 Table C.1 shows that in the morning peak hour, there is a significant increase in flow at Annesley Avenue. This is due to the addition of the Annesley Avenue link in the base model. There is also a significant reduction in flow on Booth Road southbound due to the added banned right turn at the Booth Road/Colindale Avenue junction.
- 4.5.3 Table C.2 shows that in the evening peak hour, the largest differences occur at Annesley Avenue and this is due to the addition of the Annesley Avenue link in the base model.

4.6 Junction Analysis of the Colindale Study Area

4.6.1 Tables E.1 and E.2 in Appendix B compares the flows of the original base model against the modified model with the network changes

4.6.2 Table E.1 shows that in the morning peak hour, there is a significant increase in flow at the Booth Road/Montrose Avenue junction and this is due to the implementation of the banned right turn at the Booth Road/Colindale Avenue junction.

4.6.3 Table E.2 shows that in the evening peak hour, again, the largest differences occurred at the Annesley Avenue/Edgware Road junction. This is due to the implementation of the Annesley Avenue Link.

4.7 Journey Time Validation

4.7.1 Journey time validation was carried out in both directions on the eight selected routes described in chapter 2 of the Colindale Local Model Validation Report. The DMRB journey time validation guidelines state that 85% or more of the modelled journey times should be within 15% (or one minute) of the surveyed journey time.

4.7.2 Table F.1 in Appendix B compares the observed, modelled and modified model (with the network changes) for all routes during the AM and PM peaks. During the AM and PM peaks, more than 85% of the journey times satisfy the DMRB guidelines.

4.8 Conclusion

4.8.1 The base changes do not significantly affect the model validation apart from the link validation results in the evening peak which are worse on one link. Our conclusion is that overall, the validation is adequate for the future forecasts for the AAP, and the proposed modifications are appropriate.

5 Do-Minimum Network Changes

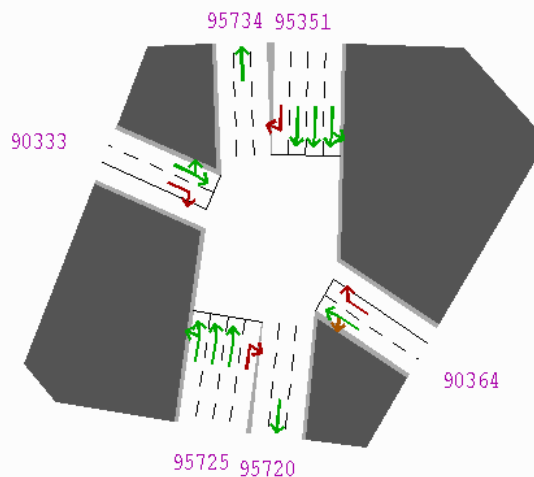
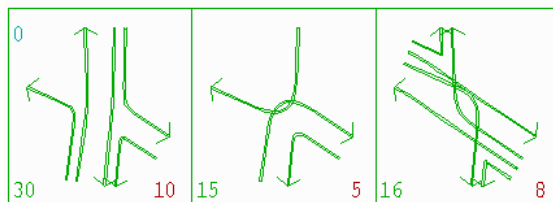
5.1 General

5.1.1 Various Do-Minimum network changes were made to reflect committed schemes, as agreed with LB Barnet and TfL (see technical note in Appendix A).

5.2 A41/Aerodrome road junction:

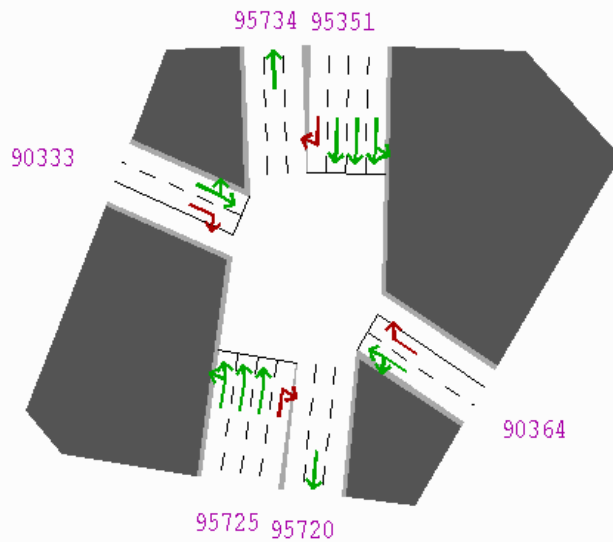
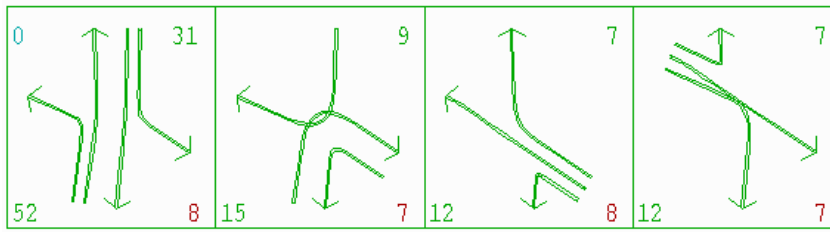
5.2.1 Figure 5.1 shows a SATURN node graphic of the way that the A41/Aerodrome Road junction was modelled in the Base year (2007).

Figure 5.1: Node Graphic of A41/Aerodrome Road Junction (BASE 2007)



5.2.2 As the node graphic in Figure 5.1 shows, the base model already has a 2-lane approach from node 90333(Aerodrome Road), which was the improvement proposed in the drawings provided by WSP entitled *Proposed Highway Improvements to Junction of A41 with Aerodrome Road Option 1 (Drawing Number: 0141/GA/01)*. However, the signal timings and phases assigned to this junction were changed based on the latest timings on the *TfL Street Management timing sheet (Address: A41 WATFORD WAY-GREYHOUND HILL-AERODROME ROAD, Site Number 30/000092/T)*. Figure 5.2 is a SATURN node graphic with the updated signal timings and phases for this junction.

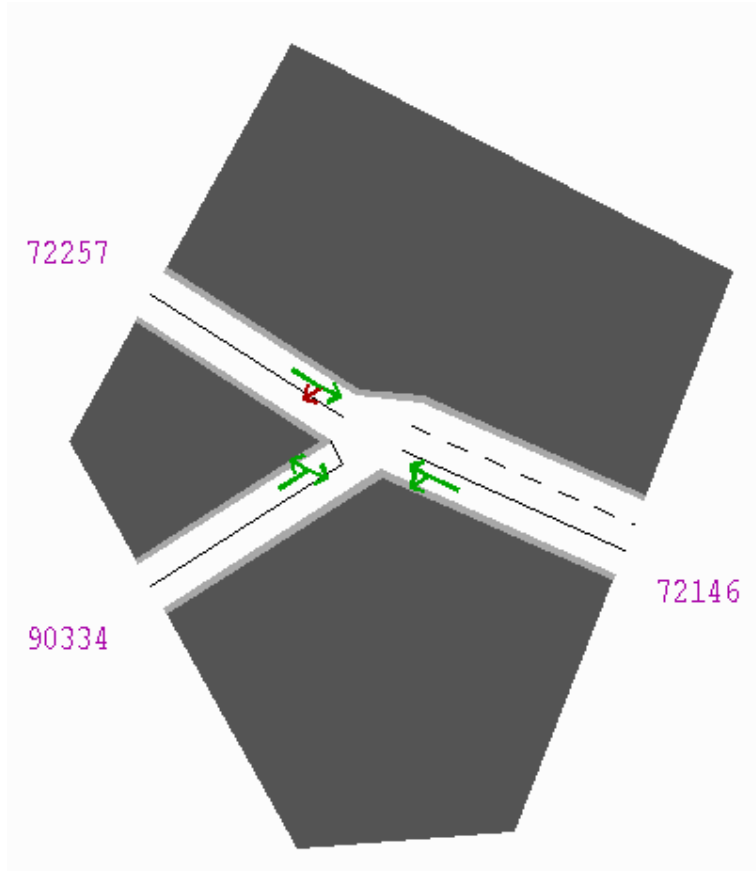
Figure 5.2: Node Graphic A41/Aerodrome Road Junction (New timings)



5.3 Aerodrome road link (Railway Bridge):

5.3.1 Figure 5.3 shows a SATURN node graphic of the Aerodrome Road Link as modelled in the Base year (2007).

Figure 5.3: Node Graphic of Aerodrome Road (Railway Bridge)

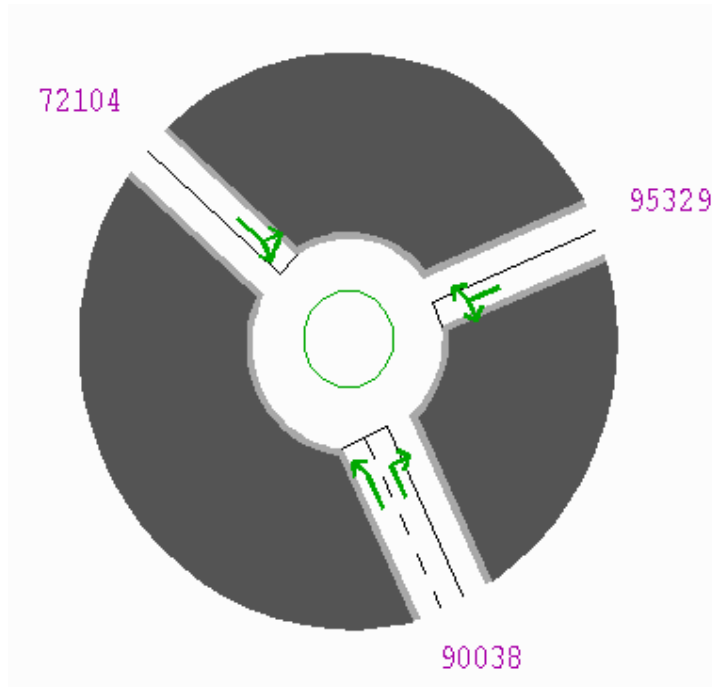


5.3.2 The node graphic in Figure 5.3 already represents the Aerodrome Road Link (Railway Bridge) as a 2-lane widened approach to the A41, as shown on the drawings provided by WSP entitled *Proposed Highway Improvements to Junction of A41 with Aerodrome Road Option 1 (Drawing Number: 0141/GA/01)*, no network change was proposed by CB.

5.4 Grahame Park Way/Bunns Lane Junction:

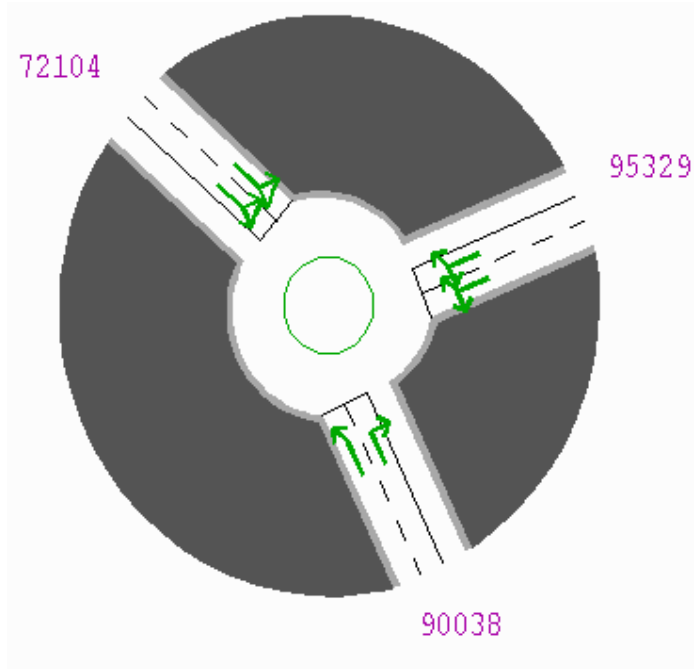
5.4.1 Figure 5.4 shows a SATURN node graphic of how Grahame Park Way/Bunns Lane Junction as modelled in the Base year (2007).

Figure 5.4: Node Graphic of Grahame Park Way/Bunns Lane Junction



- 5.4.2 Additional lanes were added from nodes 72104 and 95329 to the junction in order to increase its capacity, as proposed by LB Barnet as part of a S106 scheme. No fully designed scheme drawing is available, but this adjustment appears to be the most likely scenario.
- 5.4.3 Figure 5.5 is a SATURN node graphic showing the modified Grahame Park Way/Bunns Lane Junction.

Figure 5.5: Modified Grahame Park Way/Bunns Lane Junction



5.5 Lanacre Avenue/Aerodrome Road crossroads:

5.5.1

A link was added in the do-minimum network which joins the top of Grahame Park Way (i.e., node 90040) to Lanacre Avenue (i.e., node 90034). Note that the Grahame Park Way zone was also connected to this link. In addition, signalised cross roads between Aerodrome Road and Lanacre Avenue were added to reflect LB Barnet proposals for this junction as part of the Grahame Park redevelopment proposals. No detailed scheme signal details were available and timings were assumed. Figure 5.6 shows the SATURN network of the network in the base 2007 model and Figure 5.7 shows the network with the Lanacre Avenue link. Note that node 90033 represents the signalised crossroads and that nodes 90040, 90034, 80012 and 90320 represent simple priority junctions. Figure 5.8 is a SATURN node graphic showing the signalised crossroads in the do-minimum network.

Figure 5.7: Lanacre Avenue in Do-Minimum network 2021

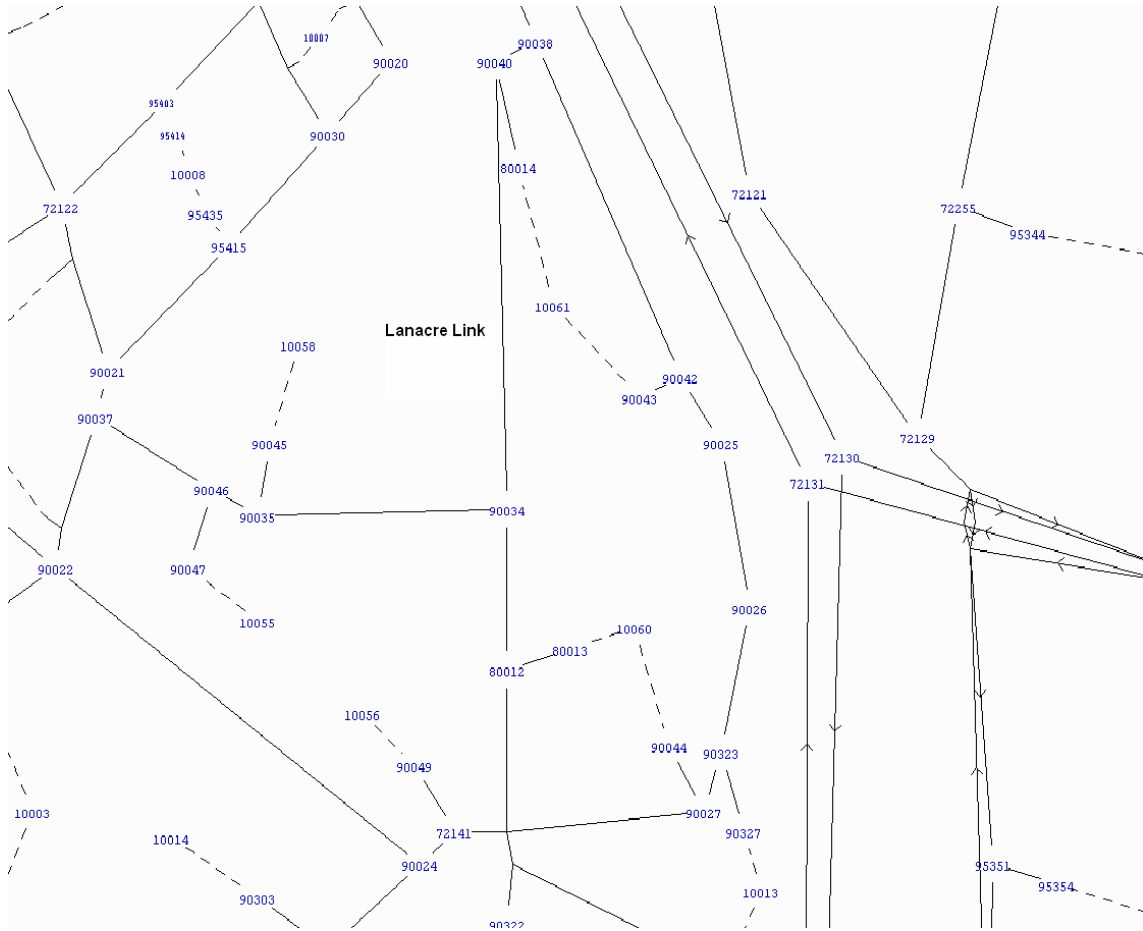
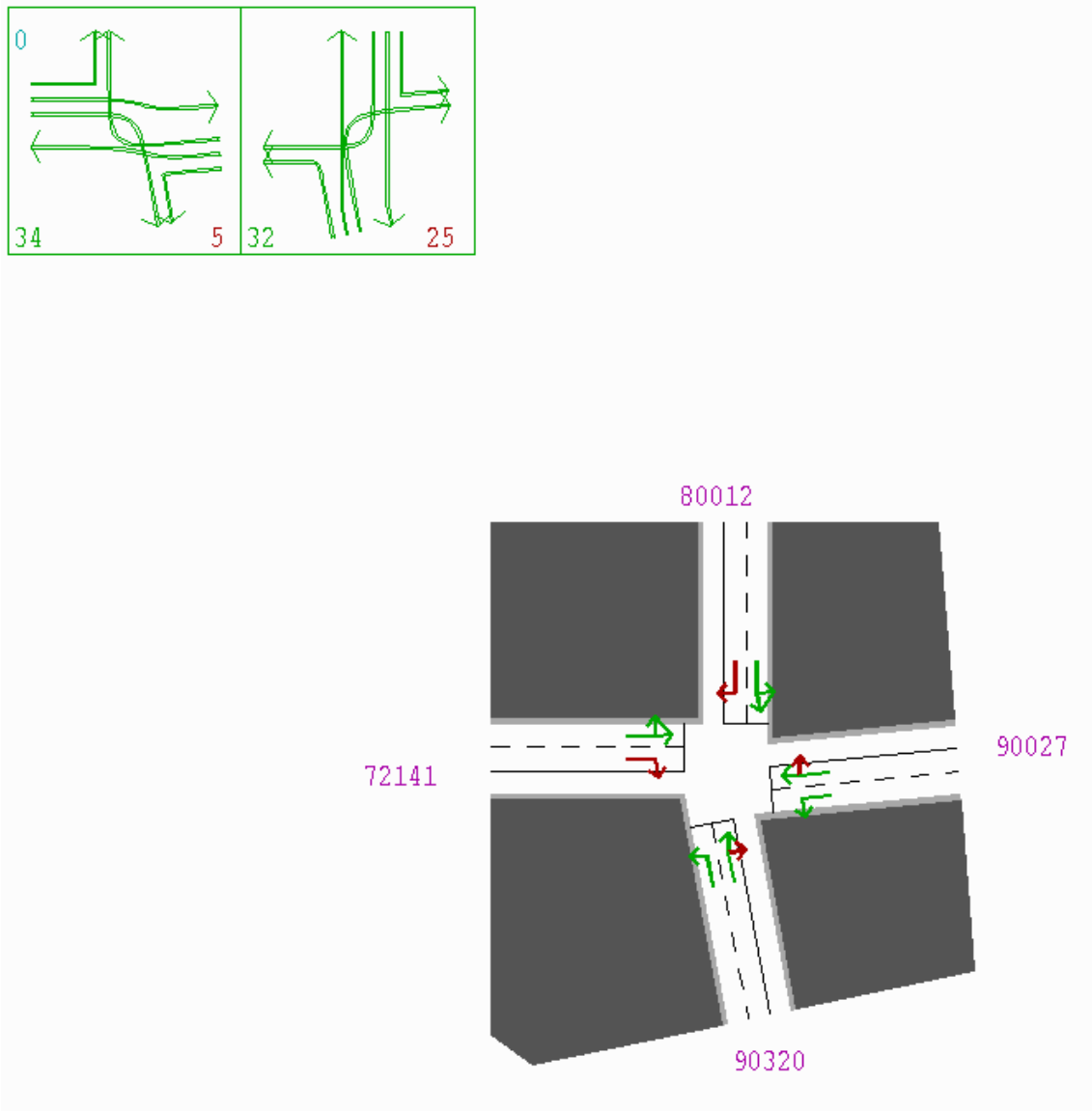


Figure 5.8: Node Graphic of Signalised Crossroad (Node 90033)



6 Do-Something Network Changes

6.1 General

6.1.1 The following do-something SATURN network changes were developed

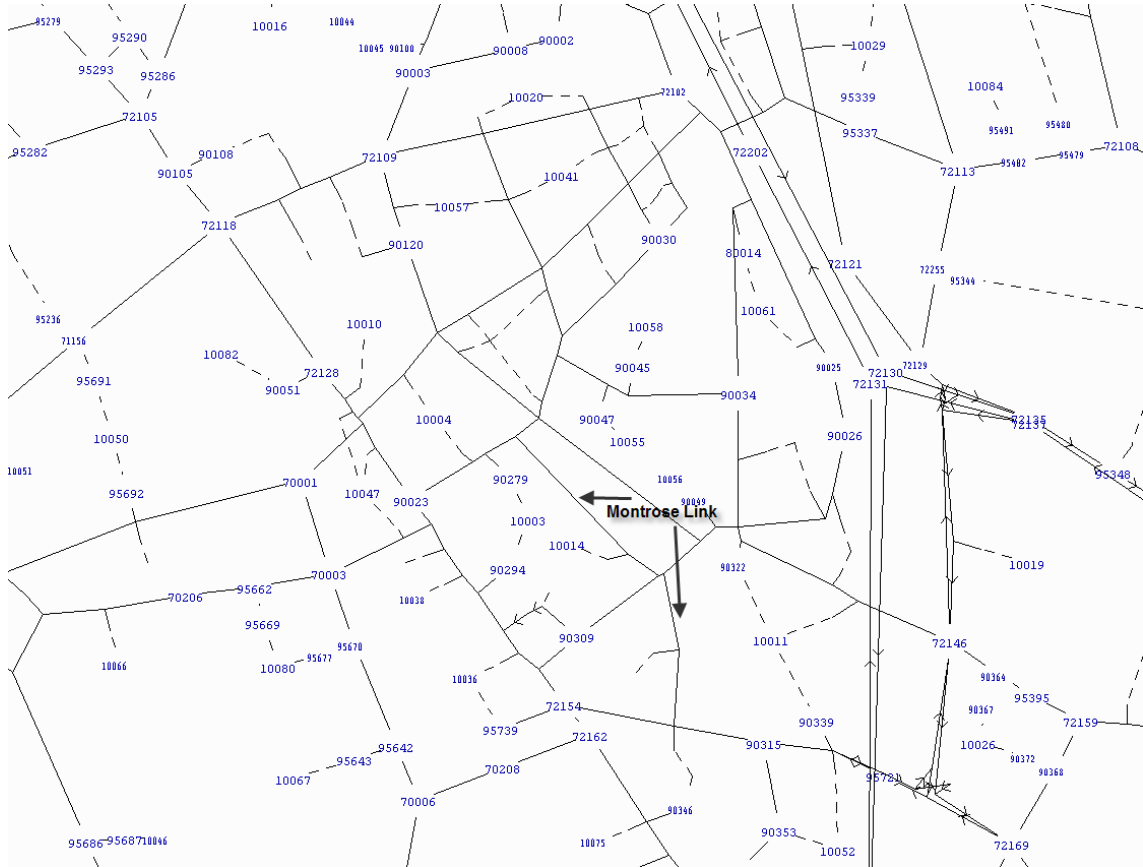
6.2 Peel centre traffic

6.2.1 A zone (10011, the Peel Centre) subject to future development is connected to both Aerodrome Road and Colindeep Lane, although there is a railway line running between these roads, and no road connection. When new development was applied to the zone, traffic takes the shortest route to the strategic network in a way that is not possible in practice. Accordingly, in the do-something tests, the length of the zone connectors were adjusted to maintain the existing (base) level of traffic from this zone using Colindeep Lane. This meant that the new development traffic exited the zone onto Aerodrome Road, which will be the case in practice.

6.3 Montrose access link

6.3.1 A link was created in the Do-something network which joined Montrose Avenue to Colindeep Lane. Figure 6.1 shows the SATURN network in the base 2007 model and Figure 6.2 the network with the Montrose access link. Two tests were undertaken for this access link. The first test was if the 'northern part' of the link, that is, the link from Montrose Avenue to Colindale Avenue. The second test was of the do-something network with the entire Montrose Avenue access link (i.e. the link joining Montrose Avenue to Colindeep Lane).

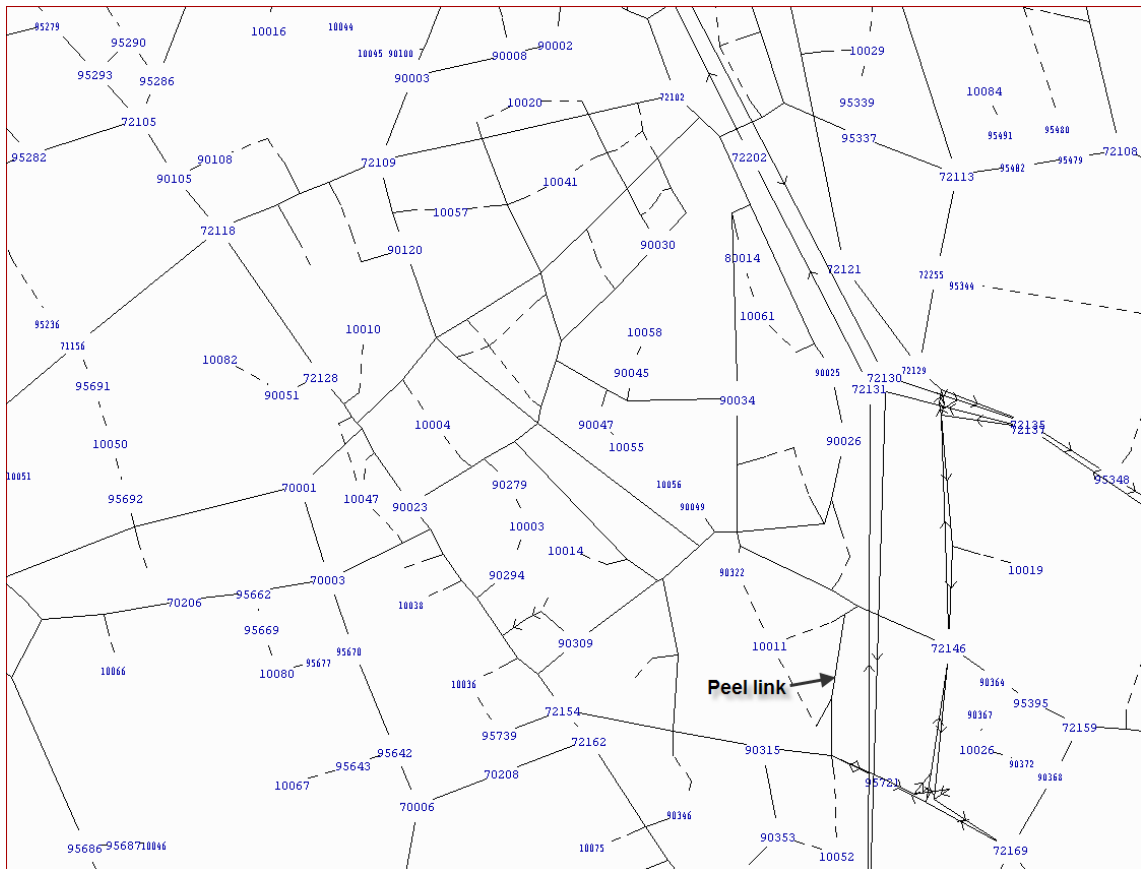
Figure 6.2: SATURN network with Montrose Access link



6.4 Peel link

6.4.1 This link joins Aerodrome Road to Colindeep Lane. Figure 6.3 shows the network with the Peel link.

Figure 6.3: SATURN network showing the Peel link



7 Results of the initial tests

7.1 General

7.1.1 As indicated in Table 7.1, the Colindale AAP development is only expected to generate in 2021 an additional approximate 2% of total trips in the SATURN matrix above the do-minimum (committed development) test (approximately 2,000 trips in the peak hour). At a network wide level, it is therefore likely that the impact on the modelled area will be relatively small. However at the local level, flows are expected to increase at access junctions, which will have very limited spare capacity when the effect of committed planning permissions is taken into account.

Table 7.1: Summary of matrix totals

| | Base | 2011 | 2016 | 2021 |
|--------------------------------|---------|---------|---------|---------|
| AM | | | | |
| 2007 Base | 100,852 | | | |
| Do - minimum | | 103,953 | 107,142 | 110,422 |
| Do-something | | 103,953 | 107,769 | 111,931 |
| Difference do-something-do-min | | 0 | 627 | 1,508 |
| | | | | |
| PM | | | | |
| 2007 Base | 105,694 | | | |
| Do - minimum | | 109,014 | 112,860 | 116,211 |
| Do-something | | 108,942 | 113,674 | 117,835 |
| Difference do-something-do-min | | -72 | 814 | 1,624 |
| | | | | |

7.1.2 A number of tests have been run to indicate the impact of the proposed development, and all analysis has been for the full development period, i.e. 2021. The tests analysed were:

1. Base – 2007 base
2. Do-minimum – base + committed development + committed network changes
3. Do-something – do-minimum + AAP development
4. Do-something with North Montrose Access Link
5. Do-something with North and South Montrose Access Link
6. Do-something with North and South Montrose Access Link and Peel Link
7. Do-something with North Montrose Access Link and Peel Link

7.1.3 Outputs from these tests have been included in Appendix C, and the results are summarised below.

7.2 Test results

7.2.1 Figures A1 and A2 show the differences in flows between the do-something and do-minimum options, with no network changes. A variety of flow changes are likely to be underpinning the flow changes shown, with some 'through' traffic in Colindale being replaced by new Colindale traffic. Increases in flows are evident on Colindale Avenue,

- Booth Road/Montrose Road, and there are some reductions in flows around the northern part of the study area.
- 7.2.2 Figures A3-A8 and A9-A14 show the junctions in the area with a volume/capacity ratio of more than 90% in the AM and PM peaks respectively, while Figures A15 to A24 show 'select link' analyses of the various road proposals.
- 7.2.3 In the AM base (2007) capacity problems exist at the Aerodrome Road/Watford Way junction (A41); the Colindeep Lane /A41 junction, the Colindale Avenue /Edgware Road junction (A5), the Montrose Avenue/Edgware Rd (A5) junction, the junction of Grahame Park Way and Woodcroft Avenue and at Page Street/Pursley Street in the Mill Hill area. This pattern is generally replicated in the PM peak, although as would be expected with tidal flows, in this period Edgware Road northbound is overcapacity at various junctions, and the A1/A41 junction is also at capacity.
- 7.2.4 In relation to the above locations, those at Montrose Avenue /Edgware Rd, and Page Street/Pursley Street in Mill Hill appear to in general be relatively unaffected by changes in flows in the Colindale Do-minimum and Do-something tests.
- 7.2.5 In the 2021 do-minimum tests (with committed development), the already over capacity V/C ratios are expected to increase at the key access points to/from Colindale, in particular Aerodrome Road/A41, Colindale Avenue/Edgware Road, and the junction of Grahame Park Way and Woodcroft Avenue.
- 7.2.6 In the Do-something 2021 scenario (without network changes), the same locations are subject to increased capacity problems, with V/C ratios rising at the key points described above.
- 7.2.7 The introduction of the northern part of the Montrose Access Link (between Colindale Avenue and Montrose Avenue) results in the access link carrying some 500 2-way vehicles in the AM peak (800 in the PM), while flows on the parallel Booth Road reduce by some 250 vehicles (AM peak). (Note that the model has not assumed any measures to reduce traffic on Booth Road, which if implemented could increase flows on the access link). Flows and congestion do not change significantly at the key Colindale access junctions i.e. the north access link on its own seems to function to redistribute traffic quite locally. The select link plot (Figure A16) indicates that the northern part of the Montrose access link does not appear to function as a 'rat-run' for Edgware Road.
- 7.2.8 The effect of the full Montrose access link (i.e. also including the link to Colindeep Lane) significantly reduces flows on Booth Road and on Colindale Avenue, and increases flows on Colindeep Lane, in effect spreading the load away from the Aerodrome Road /A41 and Colindale Avenue /Edgware road junctions to the Colindeep Lane junctions with the A41 and Edgware Road. The northern part of the Montrose access link carries some 900 2-way vehicles, while the southern part carries some 1,500 vehicles (AM peak). The effect of this link is to bring key junction capacity back broadly to the do-minimum level at Aerodrome Road/A41 and Colindale Avenue/Edgware Road; although some other capacity issues are predicted on Edgware Road south of Colindeep Lane and the junction of the latter with the A41. The Sheaveshill Avenue and Colindeep Lane junction is predicted to be at capacity (although only a simple mini-roundabout was tested here). The select link plot in Figure A17 shows the pattern of movements expected to use the road, and the relationship with Colindeep Lane.
- 7.2.9 When the Peel access link is included in the network, this has the effect of reducing flows on the southern part of the Montrose Access Link, but increasing flows at the Colindeep Lane/A41 junction. Less congestion is predicted on Edgware Road south of Colindeep Lane. The Peel Link (see select links in Figures A18 and A19) provides a route to

Colindeep Lane for development on the Peel Centre site, and offers a north/south route from Colindeep Lane to Lanacre Avenue.

7.3 Conclusions

- 7.3.1 The Colindale area is relatively self-contained, with limited access junctions and internal routes, and the surrounding strategic road network is congested. The Colindale area generates only a small proportion of the traffic on the modelled surrounding area.
- 7.3.2 The tests indicate that not all of the predicted growth in the Colindale and the surrounding area will be able to access the network fully in the modelled peak hour. Some of this effect is caused by the matrix used in the base model, but it also indicates that travel behaviour is likely to change to some extent as more development takes place, with people shifting their time of travel and possibly their mode. The levels of 'peak spreading' anticipated in the model of some 5% seem plausible in this context.
- 7.3.3 The key access routes to/from Colindale are the A41 (part of the TRLN) and the A5 (part of the SRN). The A41 has a number of at-grade junctions, all of which constrain traffic movement, and any significant improvement of capacity on this road is likely to require a 'corridor approach' with multiple junction improvements, which is regarded as outside the scope of this AAP transport study. Developments in the AAP could contribute to some extent to such wider schemes, although the issues on the A41 are strategic.
- 7.3.4 The A5 is a heavily used bus route, and has intensive retail activity, but there is some potential for improvements to capacity at various junctions. Any improvements at the Colindale Avenue junction may be 'counter-balanced' by the possible reduction in flows on Annesley Avenue, which currently accommodates the banned right-turn here.
- 7.3.5 The potential new road links do offer new alternative routes through the area, and to some extent these 'spread the load' between the various junction on the A5 and A41. The addition of these links does bring the V/C ratios at the key access junctions to Colindale back to the do-minimum test level scenario, apart from the junction of Colindeep Lane and the A41.
- 7.3.6 The Montrose access link performs best when in its full form (i.e. between Montrose Avenue and Colindeep Lane), although the latter also implies significant volumes on Sheaveshill Avenue. The Peel link provides an alternative access point to Colindeep Lane for the significant development proposed at the Peel Centre towards the end of the study period.
- 7.3.7 Further work is required on junction improvements to reduce congestion with the 'do-something' scenarios at the key access junctions, and development contributions will be required for suitable improvements.

8 Additional tests

8.1 Test details

8.1.1 Following the SATURN work carried out in 2008, CB were requested to test additional options in 2009, and to investigate these further using VISSIM micro simulation software (reported separately). The options used the same matrices as previous tests, but following some early VISSIM work, included a few common network changes. These were:

- Introduction of signals at the junction of Montrose Avenue and the A5
- Changes to the lane designation at the Aerodrome Road approach to Watford Road (A41) to permit more rights turns
- changes to the junction of Aerodrome road and Colindale Avenue

8.1.2 The new 'do-something' tests included:

- Option 1 - do-something matrix, Aerodrome Rd/A41 minor change to lane markings, timings and introduction of signals at Montrose Avenue/A5 junction i.e. relatively small-scale improvements
- Option 2 - As Option 1 + Peel Access Link (new road running between Aerodrome Road and Colindeep Lane)
- Option 3 - As Option 1 + junction improvement at Colindale Avenue/A5
- Option 4 - As Option 1 + North Montrose - new road link between Montrose Avenue and Colindale Avenue)
- Option 5 - Peel Link + Colindale Avenue/A5 improvement North Montrose Access link – a new road between Montrose Avenue and Colindale Avenue.

8.2 Test results

8.2.1 The tables in Appendix D summarise the key network statistics from the main tests, while Table 8.1 summarises network speeds under the various options.

Table 8.1: Summary of Network Speeds

| | AM Peak | | PM Peak | |
|---|----------------------------|-----------------------------|----------------------------|-----------------------------|
| | Whole network speed (km/h) | Colindale area speed (km/h) | Whole network speed (km/h) | Colindale area speed (km/h) |
| DM - do -minimum - i.e. committed development and committed network changes | 27.1 | 19.6 | 26.1 | 19.6 |
| South Montrose - road link via Sheaveshill Avenue between Colindeep Lane and Colindale Avenue | 26.8 | 19.0 | n/a | n/a |
| Full Montrose - road link between Montrose Avenue and Colindeep Lane | 26.8 | 19.4 | 25.7 | 19.8 |
| Option 1 - do-something matrix, Aerodrome Rd/A41 minor change to lane markings, timings and introduction of signals at Montrose Avenue/A5 junction. | 26.7 | 17.1 | 25.3 | 15.7 |
| Option 2 - As Option 1 + Peel Access Link (new road running between Aerodrome Road and Colindeep Lane) | 26.9 | 20.4 | 25.4 | 15.7 |
| Option 3 - As Option 1 + junction improvement Colindale Avenue/A5 | 26.7 | 17.5 | 25.3 | 15.8 |
| Option 4 - As Option 1 North Montrose - new road link between Montrose Avenue and Colindale Avenue) | 26.7 | 17.1 | 25.3 | 16.2 |
| Option 5 - Peel Link and Colindale Avenue/A5 improvement | n/a | n/a | 25.4 | 16.4 |

8.2.2 In the AM peak, the network statistics indicate that speeds are likely to drop as more development is added in Colindale (27.1kph to 26.8 kph) – however all options seem to have a relatively low level of impact on total network average speed, and the Peel link option brings network speeds to within 1% of the do-minimum average, with the full Montrose being the next best performing option. The Peel Link option is the only option which appears to bring network speeds within the smaller Colindale area to a level higher than the do-minimum, with the full Montrose option being the next best performing.

- 8.2.3 In the PM peak average speeds across the network generally decrease from some 25.8 km/h to between 25.3 and 25.7 km/h, with the Peel and Montrose links again the best performing. At the more local Colindale level, the full Montrose link brings average speeds above do-minimum, with the North Montrose and the Peel link tests being the next highest.

8.3 Overall results

- 8.3.1 The 'do-minimum' (committed development) flows increase local congestion and at the key junctions. When the 'do-something' flows (i.e. Colindale AAP growth) are applied to the network, this obviously increases flows within the Colindale area, and at the main exits/entry points to this. There are flow increases on other external roads, in particular the A41 and A1, and to a lesser extent the A5, but flow changes on the M1 are negligible. Some of the changes to flows on external roads are likely to be due to new Colindale trips, while others are likely to be due to 'through' traffic in Colindale being diverted to other parts of the network. Within Colindale the Aerodrome Rd/A41 and Colindale Avenue/A5 junctions are significantly over capacity.
- 8.3.2 Relatively minor improvements to the local network will assist in managing future flows, but will not be adequate to bring network conditions back to a 'do-minimum' level in the future. The smaller changes tested included minor changes at the Aerodrome Road/A41 junction, improvement to the junction of Grahame Park Way and Bunns Lane, a new crossroads at Aerodrome Road/Colindale Avenue, and signals at the junction of Montrose Avenue and Edgware Road.
- 8.3.3 The introduction of a North Montrose access link (a new road between Montrose Avenue and Colindale Avenue) did not significantly improve network conditions, and carried relatively low levels of traffic (circa 500-800 vehicles per hour 2-way). The North Montrose access link did not appear to add exit/entry capacity to the Colindale area, and performed more as a limited local distributor, providing an alternative to a short section of the A5 and Booth Road.
- 8.3.4 When a full Montrose access link was tested (the North Montrose link as above, plus a link from Colindale Avenue to Colindeep Lane via Sheaveshill Avenue) this carried more significant volumes, particularly on the southern part (some 1,500 vehicles per hour). It is likely that this option could be delivered as it uses land primarily within Council control, and offered a new access route between the heart of the study area and Colindeep Lane, from which traffic could access either the A5 or A41. Tests indicated that it provided the most relief to future network conditions in the pm peak of the options tested (the Peel link described below performed slightly better in the am peak) and could also be used by bus services if required. However it also introduced a very significant increase in flows on Sheaveshill Avenue (which is currently a short residential cul-de-sac) and introduced significant new traffic volumes and a new junction in the Colindale Station area, which is the key local interchange.
- 8.3.5 The Peel link option tested introduced a new link between Aerodrome Road and Colindeep Lane, as with the full Montrose link, providing access to either the A5 or A41. It provided some relief to the constrained Aerodrome Road/A41 junction and direct access to Colindeep Lane for the proposed major development at the Peel Centre. Tests indicate that this option is the best performing of those tested in the am peak. Provided this is introduced in conjunction with the redevelopment of the Peel Centre, this solution appears deliverable. The final design should aim to reinforce the route's main role as a local distribution and access for Peel Centre development.
- 8.3.6 The Colindale Avenue improvement tested provides increased capacity at this key junction on Edgware Road, but does require some land-take from highway land in the

ownership of LB Brent, and the removal of a section of bus lane on Edgware Road. It would however relieve congestion on this key link to the A5. It may be possible to introduce a lower level of scheme, perhaps with widening on only one side of Edgware Road, but further work will be required to confirm this.

8.4 Conclusions

- 8.4.1 The conclusions from the SATURN modelling work are that in order to provide capacity for predicted Colindale AAP flows, some improvements are necessary and improvements to the Aerodrome Road/A41, the Montrose Avenue/A5 and Aerodrome Road/Colindale Avenue junctions are recommended. However these will not provide sufficient relief for future network conditions, and further improvements will be required.
- 8.4.2 The Colindale Avenue/A5 improvements would help in the medium term to relieve this important connection to Edgware Road and the shopping area here. It would require joint working with LB Brent and TfL to implement, but together with the junction improvements noted above, should be adequate to deliver development during the earlier part of the AAP period, at least until major housing sites are developed at the Peel Centre.
- 8.4.3 The introduction of a full Montrose access link between Colindeep Lane and Montrose Avenue is likely to provide the most overall network relief, although these benefits are not significantly different from those provided by the Peel Link, particularly in the morning peak. However this option also introduces significant new volumes on Sheaveshill Avenue and at the Colindale Station interchange, and consultation for the AAP revealed significant opposition to this proposal.
- 8.4.4 The Peel Link offers some of the advantages of the Montrose link (access to Colindeep Lane and the A5/A41) but does not directly affect existing dwellings or parkland, and can be delivered in conjunction with major development, but this is only likely towards the end of the AAP period. The tests indicate that the benefits of this option are very close to that achievable with the full Montrose link.
- 8.4.5 The tests indicated that the combined effect of the Peel Link and Colindale Avenue schemes was not significantly better than the individual schemes in the pm peak, but both schemes together will provide more capacity to the A5 and Colindeep Lane and a much higher level of network resilience. It is recommended that this package be pursued rather than the Montrose link, as they appear to offer most of the benefits of the latter. Should either of these schemes not be deliverable, the introduction of the Montrose Link offers an alternative, and it is recommended that nothing in the AAP be done to prevent such a link being introduced in future should this be required.
- 8.4.6 The recommendation is therefore for the AAP to implement a phased set of improvements in the area:
- The first phase of improvement should include the Aerodrome Road/A41 improvement, the Colindale Avenue/Aerodrome Road scheme, and the Montrose Avenue/A5 junction scheme. Final proposals for the Colindale Avenue/A5 junction improvement scheme should be developed in conjunction with LB Brent and TfL.
 - The second phase, in conjunction with the redevelopment of the Peel Centre, would be to introduce the Peel Access Link.
- 8.4.7 This phasing will need to allow for changes in future developments coming on line, and be flexible enough to adapt to these. It should be noted that given the constraints in the wider network and the extent of development proposed in the area, additional congestion is expected on the wider network, probably resulting in some peak spreading. These improvements will only assist in reducing impact in the local Colindale area, and more strategic studies/solutions will be required for the wider network. In addition, measures to

encourage mode shift in Colindale may reduce the traffic impact of the proposed developments.

Appendix A– Technical Note SATURN assumptions

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| A-Node | B-Node | Site Description | Direction | Observed Flow | Modelled Flow (HYDER) | Difference (PCUs) | GEH Value | DMRB Guidelines | | Modelled Flow (CB WITH CHANGES) | Difference (PCUs) | GEH Value | DMRB Guidelines | |
|--------|--------|--------------------------|-----------|---------------|-----------------------|-------------------|-----------|-----------------|--------------|---------------------------------|-------------------|-----------|-----------------|--------------|
| | | | | Flows (PCUs) | Flows (PCUs) | | | Flows (PCUs) | Flows (PCUs) | Flows (PCUs) | | | Flows (PCUs) | Flows (PCUs) |
| 75060 | 75069 | A5183 High Street(n) | SB | 448 | 479 | 31 | 1.45 | Pass | Pass | 479 | 31 | 1.46 | Pass | Pass |
| 72041 | 75069 | A411 Barnet Lane | WB | 791 | 831 | 40 | 1.39 | Pass | Pass | 832 | 41 | 1.43 | Pass | Pass |
| 95780 | 75069 | A5183 High Street(s) | NB | 478 | 343 | -135 | 6.67 | | | 317 | -161 | 8.08 | | |
| 75068 | 75069 | A411 Watford Road | EB | 810 | 822 | 12 | 0.43 | Pass | Pass | 843 | 33 | 1.15 | Pass | Pass |
| 75069 | 75060 | A5183 High Street(n) | NB | 578 | 572 | -6 | 0.26 | Pass | Pass | 575 | -3 | 0.12 | Pass | Pass |
| 75069 | 72041 | A411 Barnet Lane | EB | 649 | 600 | -49 | 1.94 | Pass | Pass | 598 | -51 | 2.04 | Pass | Pass |
| 75069 | 95780 | A5183 High Street(s) | SB | 739 | 683 | -56 | 2.12 | Pass | Pass | 681 | -58 | 2.18 | Pass | Pass |
| 75069 | 75068 | A411 Watford Road | WB | 561 | 545 | -16 | 0.69 | Pass | Pass | 546 | -15 | 0.65 | Pass | Pass |
| 72049 | 72043 | A41 Edgware Way | WB | 777 | 540 | -237 | 9.25 | | | 533 | -244 | 9.53 | | |
| 95446 | 72043 | A5 Brockley Hill | NB | 910 | 823 | -87 | 2.94 | Pass | Pass | 824 | -86 | 2.90 | Pass | Pass |
| 71001 | 72043 | A41 Watford Bypass | EB | 825 | 829 | 5 | 0.17 | Pass | Pass | 834 | 9 | 0.33 | Pass | Pass |
| 72043 | 72050 | A41 Edgware Way | EB | 714 | 742 | 28 | 1.05 | Pass | Pass | 746 | 33 | 1.20 | Pass | Pass |
| 72043 | 95446 | A5 Brockley Hill | SB | 581 | 516 | -65 | 2.77 | Pass | Pass | 516 | -65 | 2.77 | Pass | Pass |
| 72043 | 71001 | A41 Watford Bypass | WB | 1169 | 1171 | 2 | 0.06 | Pass | Pass | 1189 | 20 | 0.59 | Pass | Pass |
| 72229 | 72069 | A41 Edgware Way(n) | SB | 1563 | 1598 | 35 | 0.88 | Pass | Pass | 1599 | 36 | 0.90 | Pass | Pass |
| 72265 | 72069 | A41 Edgware Way(s) | WB | 1372 | 1252 | -120 | 3.32 | Pass | Pass | 1241 | -131 | 3.62 | Pass | Pass |
| 95285 | 72069 | Green Lane | NB | 221 | 183 | -38 | 2.69 | Pass | Pass | 183 | -38 | 2.67 | Pass | Pass |
| 72075 | 72069 | A410 Spur Road | EB | 1273 | 1156 | -117 | 3.37 | Pass | Pass | 1161 | -112 | 3.21 | Pass | Pass |
| 72069 | 72049 | A41 Edgware Way(n) | NB | 1305 | 1262 | -43 | 1.21 | Pass | Pass | 1259 | -46 | 1.28 | Pass | Pass |
| 72069 | 72076 | A41 Edgware Way(s) | EB | 1583 | 1650 | 67 | 1.68 | Pass | Pass | 1643 | 60 | 1.50 | Pass | Pass |
| 72069 | 95285 | Green Lane | SB | 183 | 180 | -3 | 0.21 | Pass | Pass | 180 | -3 | 0.21 | Pass | Pass |
| 72069 | 72075 | A410 Spur Road | WB | 1177 | 1097 | -81 | 2.39 | Pass | Pass | 1101 | -76 | 2.26 | Pass | Pass |
| 95264 | 72075 | A410 London Road | EB | 1019 | 983 | -36 | 1.15 | Pass | Pass | 981 | -38 | 1.20 | Pass | Pass |
| 95446 | 72075 | A5 Brockley Hill | SB | 548 | 598 | 50 | 2.11 | Pass | Pass | 598 | 50 | 2.10 | Pass | Pass |
| 95273 | 72075 | A5 Stonegrove | NB | 952 | 857 | -95 | 3.17 | Pass | Pass | 861 | -91 | 3.04 | Pass | Pass |
| 72075 | 95264 | A410 London Road | WB | 960 | 1009 | 49 | 1.56 | Pass | Pass | 1003 | 43 | 1.38 | Pass | Pass |
| 72075 | 95446 | A5 Brockley Hill | NB | 503 | 564 | 61 | 2.65 | Pass | Pass | 564 | 62 | 2.66 | Pass | Pass |
| 72075 | 95273 | A5 Stonegrove | SB | 780 | 793 | 14 | 0.48 | Pass | Pass | 799 | 20 | 0.69 | Pass | Pass |
| 71011 | 71010 | A410 The Broadway | EB | 933 | 806 | -126 | 4.28 | Pass | Pass | 799 | -134 | 4.55 | Pass | Pass |
| 95738 | 71010 | Dennis Lane | SB | 198 | 172 | -26 | 1.91 | Pass | Pass | 165 | -33 | 2.45 | Pass | Pass |
| 95264 | 71010 | A410 London Road | WB | 939 | 925 | -13 | 0.44 | Pass | Pass | 920 | -19 | 0.61 | Pass | Pass |
| 71022 | 71010 | A4140 Marsh Lane | NB | 788 | 611 | -177 | 6.69 | | | 622 | -166 | 6.24 | | |
| 71010 | 71011 | A410 The Broadway | WB | 926 | 671 | -256 | 9.04 | | | 663 | -263 | 9.33 | | |
| 71010 | 95738 | Dennis Lane | NB | 331 | 333 | 2 | 0.09 | Pass | Pass | 341 | 10 | 0.55 | Pass | Pass |
| 71010 | 95264 | A410 London Road | EB | 887 | 847 | -40 | 1.35 | Pass | Pass | 847 | -40 | 1.37 | Pass | Pass |
| 71010 | 71022 | A4140 Marsh Lane | SB | 713 | 662 | -51 | 1.94 | Pass | Pass | 655 | -58 | 2.21 | Pass | Pass |
| 71070 | 70010 | A4006 Kenton Road (w) | EB | 896 | 783 | -113 | 3.91 | Pass | Pass | 791 | -105 | 3.61 | Pass | Pass |
| 95686 | 70010 | A4140 Honeypot Lane | SB | 962 | 926 | -36 | 1.18 | Pass | Pass | 908 | -54 | 1.77 | Pass | Pass |
| 95688 | 70010 | A4006 Kingsbury Road (e) | WB | 633 | 580 | -52 | 2.12 | Pass | Pass | 583 | -50 | 2.02 | Pass | Pass |
| 70016 | 70010 | A4140 Fryent Way | NB | 819 | 803 | -15 | 0.54 | Pass | Pass | 815 | -4 | 0.12 | Pass | Pass |
| 70210 | 70010 | The Mall | NB | 736 | 674 | -62 | 2.32 | Pass | Pass | 677 | -59 | 2.22 | Pass | Pass |
| 70010 | 71070 | A4006 Kenton Road (w) | WB | 686 | 647 | -39 | 1.50 | Pass | Pass | 649 | -37 | 1.42 | Pass | Pass |
| 70010 | 95686 | A4140 Honeypot Lane | NB | 725 | 699 | -26 | 0.98 | Pass | Pass | 694 | -31 | 1.16 | Pass | Pass |
| 70010 | 95688 | A4006 Kingsbury Road (e) | EB | 762 | 726 | -36 | 1.32 | Pass | Pass | 734 | -28 | 1.03 | Pass | Pass |
| 70010 | 70016 | A4140 Fryent Way | SB | 1319 | 1311 | -7 | 0.20 | Pass | Pass | 1305 | -14 | 0.38 | Pass | Pass |
| 70010 | 70210 | The Mall | SB | 554 | 359 | -195 | 9.11 | | | 374 | -180 | 8.35 | | |
| 70014 | 70012 | A4006 Kingsbury Road (E) | WB | 722 | 668 | -54 | 2.07 | Pass | Pass | 647 | -75 | 2.87 | Pass | Pass |
| 95594 | 70012 | B454 Church Lane | NB | 541 | 498 | -43 | 1.88 | Pass | Pass | 498 | -43 | 1.88 | Pass | Pass |
| 95764 | 70012 | A4006 Kingsbury Road (W) | EB | 1076 | 1058 | -18 | 0.54 | Pass | Pass | 1061 | -15 | 0.46 | Pass | Pass |
| 70012 | 70014 | A4006 Kingsbury Road (E) | EB | 949 | 884 | -65 | 2.14 | Pass | Pass | 893 | -56 | 1.84 | Pass | Pass |
| 70012 | 95594 | B454 Church Lane | SB | 633 | 612 | -21 | 0.85 | Pass | Pass | 603 | -30 | 1.20 | Pass | Pass |

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 70012 | 95764 | A4006 Kingsbury Road (W) | WB | 757 | 728 | -29 | 1.07 | Pass | Pass | 709 | -48 | 1.78 | Pass | Pass |
| 90358 | 72173 | A5 The Hyde(n) | SB | 970 | 900 | -70 | 2.28 | Pass | Pass | 883 | -87 | 2.86 | Pass | Pass |
| 95169 | 72173 | A5 The Hyde(s) | NB | 918 | 821 | -97 | 3.28 | Pass | Pass | 819 | -99 | 3.35 | Pass | Pass |
| 95163 | 72173 | A4006 Kingsbury Road | EB | 605 | 543 | -62 | 2.61 | Pass | Pass | 548 | -57 | 2.37 | Pass | Pass |
| 72173 | 90358 | A5 The Hyde(n) | NB | 769 | 711 | -58 | 2.12 | Pass | Pass | 703 | -66 | 2.43 | Pass | Pass |
| 72173 | 95169 | A5 The Hyde(s) | SB | 1099 | 1017 | -82 | 2.52 | Pass | Pass | 1033 | -66 | 2.01 | Pass | Pass |
| 72173 | 95163 | A4006 Kingsbury Road | WB | 592 | 536 | -56 | 2.37 | Pass | Pass | 513 | -79 | 3.37 | Pass | Pass |
| 72176 | 72169 | A41 Watford Way(s) | NB | 1928 | 1802 | -126 | 2.91 | Pass | Pass | 1809 | -119 | 2.74 | Pass | Pass |
| 72259 | 72169 | A504 Station Road | EB | 499 | 485 | -14 | 0.65 | Pass | Pass | 490 | -9 | 0.40 | Pass | Pass |
| 95720 | 72169 | A41 Watford Way(n) | SB | 2474 | 2254 | -220 | 4.53 | Pass | Pass | 2254 | -220 | 4.53 | Pass | Pass |
| 90368 | 72169 | A504 The Burroughs | WB | 733 | 679 | -54 | 2.03 | Pass | Pass | 676 | -57 | 2.13 | Pass | Pass |
| 72169 | 72176 | A41 Watford Way(s) | SB | 2131 | 1926 | -205 | 4.56 | Pass | Pass | 1932 | -199 | 4.42 | Pass | Pass |
| 72169 | 72259 | A504 Station Road | WB | 524 | 397 | -126 | 5.88 | Pass | Pass | 396 | -128 | 5.95 | Pass | Pass |
| 72169 | 72164 | A41 Watford Way(n) | NB | 2257 | 2186 | -71 | 1.52 | Pass | Pass | 2193 | -64 | 1.36 | Pass | Pass |
| 72169 | 90368 | A504 The Burroughs | EB | 721 | 651 | -70 | 2.68 | Pass | Pass | 650 | -71 | 2.72 | Pass | Pass |
| 72149 | 72154 | A5 Edgware Road(n) | SB | 1313 | 1276 | -37 | 1.04 | Pass | Pass | 1270 | -43 | 1.20 | Pass | Pass |
| 90337 | 72154 | A5150 Colindeep Lane | WB | 531 | 542 | 11 | 0.46 | Pass | Pass | 533 | 2 | 0.07 | Pass | Pass |
| 72162 | 72154 | A5 Edgware Road(s) | SB | 1074 | 983 | -91 | 2.82 | Pass | Pass | 984 | -90 | 2.80 | Pass | Pass |
| 95739 | 72154 | Windover Lane | EB | 18 | 12 | -6 | 1.46 | Pass | Pass | 12 | -6 | 1.55 | Pass | Pass |
| 72154 | 72149 | A5 Edgware Road(n) | NB | 1182 | 1137 | -44 | 1.30 | Pass | Pass | 1129 | -53 | 1.55 | Pass | Pass |
| 72154 | 90337 | A5150 Colindeep Lane | EB | 619 | 631 | 12 | 0.47 | Pass | Pass | 631 | 12 | 0.48 | Pass | Pass |
| 72154 | 72162 | A5 Edgware Road(s) | NB | 972 | 931 | -40 | 1.31 | Pass | Pass | 960 | -12 | 0.37 | Pass | Pass |
| 72154 | 95739 | Windover Lane | WB | 112 | 114 | 2 | 0.17 | Pass | Pass | 81 | -31 | 3.16 | Pass | Pass |
| 95063 | 72149 | A5 Edgware Road (N) | SB | 1055 | 956 | -99 | 3.12 | Pass | Pass | 980 | -75 | 2.36 | Pass | Pass |
| 90309 | 72149 | Colindale Avenue | WB | 446 | 444 | -2 | 0.11 | Pass | Pass | 428 | -18 | 0.88 | Pass | Pass |
| 72149 | 95063 | A5 Edgware Road (S) | NB | 796 | 747 | -49 | 1.75 | Pass | Pass | 736 | -60 | 2.17 | Pass | Pass |
| 72149 | 90309 | Colindale Avenue | EB | 523 | 511 | -12 | 0.53 | Pass | Pass | 530 | 7 | 0.31 | Pass | Pass |
| 90049 | 72141 | Eagle Drive | SB | 106 | 116 | 10 | 0.99 | Pass | Pass | 116 | 10 | 0.95 | Pass | Pass |
| 90033 | 72141 | Grahame Park Way | WB | 783 | 731 | -52 | 1.90 | Pass | Pass | 776 | -7 | 0.25 | Pass | Pass |
| 90320 | 72141 | Aerodrome Road | NB | 499 | 611 | 112 | 4.75 | Pass | Pass | 599 | 100 | 4.28 | Pass | Pass |
| 90024 | 72141 | Colindale Avenue | EB | 645 | 614 | -31 | 1.22 | Pass | Pass | 654 | 9 | 0.36 | Pass | Pass |
| 72141 | 90049 | Eagle Drive | NB | 41 | 75 | 34 | 4.42 | Pass | Pass | 75 | 34 | 4.46 | Pass | Pass |
| 72141 | 90033 | Grahame Park Way | EB | 610 | 605 | -5 | 0.22 | Pass | Pass | 598 | -12 | 0.50 | Pass | Pass |
| 72141 | 90320 | Aerodrome Road | SB | 561 | 582 | 21 | 0.88 | Pass | Pass | 577 | 16 | 0.66 | Pass | Pass |
| 72141 | 90024 | Colindale Avenue | WB | 820 | 810 | -10 | 0.34 | Pass | Pass | 896 | 76 | 2.60 | Pass | Pass |
| 72102 | 72104 | Bunns Lane(n) | SB | 932 | 858 | -75 | 2.49 | Pass | Pass | 860 | -72 | 2.42 | Pass | Pass |
| 90018 | 72104 | Woodcroft Avenue | NB | 303 | 299 | -3 | 0.19 | Pass | Pass | 295 | -8 | 0.43 | Pass | Pass |
| 72106 | 72104 | Bunns Lane(s) | EB | 810 | 677 | -132 | 4.85 | Pass | Pass | 665 | -145 | 5.33 | Pass | Pass |
| 72104 | 72102 | Bunns Lane(n) | NB | 668 | 574 | -94 | 3.78 | Pass | Pass | 565 | -103 | 4.14 | Pass | Pass |
| 72104 | 90018 | Woodcroft Avenue | SB | 335 | 317 | -18 | 1.01 | Pass | Pass | 298 | -37 | 2.08 | Pass | Pass |
| 72104 | 72106 | Bunns Lane(s) | WB | 1042 | 944 | -98 | 3.11 | Pass | Pass | 957 | -85 | 2.68 | Pass | Pass |
| 72267 | 72122 | Watling Avenue(s) | EB | 185 | 96 | -88 | 7.45 | Pass | Pass | 95 | -90 | 7.59 | Pass | Pass |
| 90011 | 72122 | Cressingham Road | SB | 107 | 96 | -11 | 1.07 | Pass | Pass | 90 | -17 | 1.66 | Pass | Pass |
| 95403 | 72122 | Watling Avenue(n) | WB | 496 | 456 | -39 | 1.81 | Pass | Pass | 456 | -40 | 1.81 | Pass | Pass |
| 90085 | 72122 | Montrose Avenue | NB | 294 | 283 | -11 | 0.63 | Pass | Pass | 267 | -27 | 1.61 | Pass | Pass |
| 72122 | 72267 | Watling Avenue(s) | WB | 257 | 229 | -27 | 1.75 | Pass | Pass | 212 | -45 | 2.91 | Pass | Pass |
| 72122 | 90011 | Cressingham Road | NB | 117 | 113 | -4 | 0.37 | Pass | Pass | 112 | -5 | 0.42 | Pass | Pass |
| 72122 | 95403 | Watling Avenue(n) | EB | 286 | 247 | -39 | 2.42 | Pass | Pass | 247 | -39 | 2.41 | Pass | Pass |
| 72122 | 90085 | Montrose Avenue | SB | 422 | 343 | -79 | 4.02 | Pass | Pass | 336 | -86 | 4.39 | Pass | Pass |
| 95219 | 95728 | A5 Burnt Oak Broadway(n) | SB | 788 | 697 | -91 | 3.34 | Pass | Pass | 701 | -87 | 3.18 | Pass | Pass |
| 90055 | 95728 | Watling Avenue | WB | 381 | 341 | -40 | 2.13 | Pass | Pass | 332 | -49 | 2.60 | Pass | Pass |
| 95232 | 72136 | A5 Burnt Oak Broadway(s) | NB | 605 | 532 | -73 | 3.07 | Pass | Pass | 527 | -78 | 3.29 | Pass | Pass |
| 70001 | 72136 | Stag Lane | EB | 335 | 364 | 29 | 1.52 | Pass | Pass | 371 | 36 | 1.90 | Pass | Pass |
| 95728 | 95219 | A5 Burnt Oak Broadway(n) | NB | 710 | 607 | -103 | 4.00 | Pass | Pass | 605 | -105 | 4.08 | Pass | Pass |
| 95728 | 90055 | Watling Avenue | EB | 345 | 290 | -55 | 3.11 | Pass | Pass | 291 | -54 | 3.04 | Pass | Pass |

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 72136 | 95232 | A5 Burnt Oak Broadway(s) | SB | 773 | 716 | -57 | 2.10 | Pass | Pass | 722 | -51 | 1.87 | Pass | Pass |
| 72136 | 70001 | Stag Lane | WB | 281 | 260 | -21 | 1.30 | Pass | Pass | 252 | -29 | 1.79 | Pass | Pass |
| 90105 | 72118 | A5 High Street | SB | 875 | 810 | -65 | 2.24 | Pass | Pass | 810 | -65 | 2.25 | Pass | Pass |
| 90124 | 72118 | A5109 Deansbrook Road | WB | 610 | 589 | -21 | 0.84 | Pass | Pass | 587 | -23 | 0.92 | Pass | Pass |
| 72128 | 72118 | A5 Burnt Oak Broadway | NB | 830 | 695 | -135 | 4.90 | Pass | Pass | 692 | -138 | 5.02 | Pass | Pass |
| 71156 | 72118 | Camrose Avenue | EB | 580 | 559 | -21 | 0.88 | Pass | Pass | 556 | -24 | 1.01 | Pass | Pass |
| 72118 | 90105 | A5 High Street | NB | 893 | 803 | -90 | 3.11 | Pass | Pass | 800 | -93 | 3.20 | Pass | Pass |
| 72118 | 90124 | A5109 Deansbrook Road | EB | 711 | 674 | -36 | 1.39 | Pass | Pass | 670 | -41 | 1.55 | Pass | Pass |
| 72118 | 72128 | A5 Burnt Oak Broadway | SB | 763 | 670 | -93 | 3.46 | Pass | Pass | 673 | -90 | 3.36 | Pass | Pass |
| 72118 | 71156 | Camrose Avenue | WB | 529 | 494 | -34 | 1.52 | Pass | Pass | 490 | -39 | 1.71 | Pass | Pass |
| 95293 | 72105 | A5 High Street (N) | SB | 846 | 834 | -12 | 0.42 | Pass | Pass | 836 | -10 | 0.33 | Pass | Pass |
| 95286 | 72105 | A5100 Station Road | WB | 531 | 447 | -84 | 3.82 | Pass | Pass | 445 | -86 | 3.91 | Pass | Pass |
| 90105 | 72105 | A5 High Street (S) | NB | 948 | 843 | -104 | 3.49 | Pass | Pass | 841 | -107 | 3.57 | Pass | Pass |
| 95282 | 72105 | B461 Whitchurch Lane | EB | 626 | 562 | -64 | 2.64 | Pass | Pass | 560 | -66 | 2.72 | Pass | Pass |
| 72105 | 95293 | A5 High Street (N) | NB | 750 | 715 | -35 | 1.29 | Pass | Pass | 715 | -35 | 1.30 | Pass | Pass |
| 72105 | 95286 | A5100 Station Road | EB | 510 | 394 | -116 | 5.45 | | | 391 | -119 | 5.60 | | |
| 72105 | 90105 | A5 High Street (S) | SB | 1142 | 1058 | -84 | 2.54 | Pass | Pass | 1057 | -85 | 2.55 | Pass | Pass |
| 72105 | 95282 | B461 Whitchurch Lane | WB | 550 | 519 | -31 | 1.32 | Pass | Pass | 518 | -32 | 1.36 | Pass | Pass |
| 99973 | 72085 | A5109 Deans Lane | NB | 566 | 603 | 37 | 1.54 | Pass | Pass | 600 | 34 | 1.42 | Pass | Pass |
| 95308 | 72085 | A5100 Hale Lane(w) | EB | 689 | 642 | -47 | 1.82 | Pass | Pass | 641 | -48 | 1.84 | Pass | Pass |
| 95316 | 72085 | A5109 Selvage Lane | SB | 628 | 623 | -5 | 0.20 | Pass | Pass | 625 | -3 | 0.11 | Pass | Pass |
| 99972 | 72085 | A5100 Hale Lane(e) | WB | 410 | 388 | -22 | 1.12 | Pass | Pass | 382 | -28 | 1.41 | Pass | Pass |
| 72085 | 99973 | A5109 Deans Lane | SB | 764 | 699 | -65 | 2.41 | Pass | Pass | 699 | -65 | 2.39 | Pass | Pass |
| 72085 | 95308 | A5100 Hale Lane(w) | WB | 535 | 511 | -24 | 1.05 | Pass | Pass | 508 | -27 | 1.19 | Pass | Pass |
| 72085 | 95316 | A5109 Selvage Lane | NB | 420 | 572 | 152 | 6.81 | | | 566 | 146 | 6.56 | | |
| 72085 | 99972 | A5100 Hale Lane(e) | EB | 573 | 473 | -100 | 4.35 | Pass | Pass | 474 | -99 | 4.32 | Pass | Pass |
| 95458 | 95755 | A41 Edgware Way | EB | 2053 | 1985 | -68 | 1.51 | Pass | Pass | 1982 | -71 | 1.57 | Pass | Pass |
| 72280 | 95758 | A1 Barnet Way | SB | 1897 | 1938 | 42 | 0.95 | Pass | Pass | 1938 | 41 | 0.94 | Pass | Pass |
| 72281 | 95761 | A1 Barnet Bypass | WB | 2173 | 1997 | -176 | 3.86 | Pass | Pass | 2004 | -169 | 3.70 | Pass | Pass |
| 72239 | 72073 | A5019 Selvage Lane | NB | 599 | 682 | 84 | 3.31 | Pass | Pass | 677 | 78 | 3.10 | Pass | Pass |
| 95755 | 95458 | A41 Edgware Way | WB | 1342 | 1191 | -151 | 4.25 | Pass | Pass | 1188 | -154 | 4.32 | Pass | Pass |
| 95758 | 72280 | A1 Barnet Way | NB | 3556 | 3526 | -29 | 0.49 | Pass | Pass | 3528 | -28 | 0.46 | Pass | Pass |
| 95761 | 72281 | A1 Barnet Bypass | WB | 789 | 729 | -60 | 2.18 | Pass | Pass | 727 | -62 | 2.26 | Pass | Pass |
| 72280 | 95763 | A1 Barnet Bypass Filter | SB | 1608 | 1572 | -36 | 0.91 | Pass | Pass | 1573 | -35 | 0.87 | Pass | Pass |
| 72073 | 72239 | A5019 Selvage Lane | SB | 1034 | 1001 | -34 | 1.06 | Pass | Pass | 1004 | -30 | 0.95 | Pass | Pass |
| 75065 | 75067 | A411 Barnet Lane | EB | 796 | 762 | -33 | 1.19 | Pass | Pass | 759 | -37 | 1.31 | Pass | Pass |
| 95740 | 72037 | Stirling Way | SB | 219 | 225 | 7 | 0.44 | Pass | Pass | 225 | 7 | 0.44 | Pass | Pass |
| 72230 | 95747 | A1 Barnet Bypass | SB | 2368 | 2544 | 177 | 3.56 | Pass | Pass | 2545 | 178 | 3.58 | Pass | Pass |
| 73156 | 95751 | A411 Barnet Road | WB | 632 | 694 | 62 | 2.40 | Pass | Pass | 695 | 63 | 2.43 | Pass | Pass |
| 95464 | 95753 | A1 Barnet Way | NB | 2617 | 2583 | -34 | 0.68 | Pass | Pass | 2585 | -32 | 0.64 | Pass | Pass |
| 75067 | 75065 | A411 Barnet Lane | WB | 821 | 837 | 17 | 0.58 | Pass | Pass | 841 | 20 | 0.70 | Pass | Pass |
| 72037 | 95740 | Stirling Way | NB | 149 | 139 | -10 | 0.83 | Pass | Pass | 138 | -11 | 0.90 | Pass | Pass |
| 95747 | 72010 | A1 Barnet Bypass | NB | 2292 | 2262 | -30 | 0.62 | Pass | Pass | 2260 | -32 | 0.66 | Pass | Pass |
| 95751 | 73156 | A411 Barnet Road | EB | 662 | 620 | -42 | 1.64 | Pass | Pass | 619 | -43 | 1.70 | Pass | Pass |
| 95753 | 95464 | A1 Barnet Way | SB | 2708 | 2633 | -74 | 1.44 | Pass | Pass | 2635 | -73 | 1.41 | Pass | Pass |
| 95232 | 90023 | A5 Burnt Oak Broadway | SB | 775 | 720 | -55 | 2.02 | Pass | Pass | 722 | -53 | 1.93 | Pass | Pass |
| 90065 | 90023 | Montrose Avenue | WB | 446 | 404 | -42 | 2.05 | Pass | Pass | 402 | -44 | 2.14 | Pass | Pass |
| 70002 | 90023 | A5 Edgware Road | NB | 783 | 715 | -68 | 2.50 | Pass | Pass | 711 | -72 | 2.63 | Pass | Pass |
| 90023 | 95232 | A5 Burnt Oak Broadway | NB | 601 | 488 | -113 | 4.83 | Pass | | 483 | -118 | 5.06 | | |
| 90023 | 90065 | Montrose Avenue | EB | 326 | 315 | -11 | 0.60 | Pass | Pass | 323 | -3 | 0.14 | Pass | Pass |
| 90023 | 70002 | A5 Edgware Road | SB | 1077 | 988 | -89 | 2.78 | Pass | Pass | 982 | -95 | 2.97 | Pass | Pass |
| 72129 | 72132 | A1 North | SB | 3100 | 2917 | -183 | 3.33 | Pass | Pass | 2919 | -181 | 3.29 | Pass | Pass |
| 72132 | 72129 | A41 Watford Way | WB | 2350 | 2129 | -222 | 4.69 | Pass | Pass | 2177 | -173 | 3.64 | Pass | Pass |
| 72137 | 95734 | A1 South | NB | 769 | 834 | 65 | 2.30 | Pass | Pass | 853 | 84 | 2.96 | Pass | Pass |
| 72132 | 72135 | A1 North | NB | 1254 | 1218 | -36 | 1.04 | Pass | Pass | 1207 | -47 | 1.34 | Pass | Pass |

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|------------------------------|----|------|------|------|-------|------|------|------|------|------|------|------|
| 95734 | 95351 | A41 Watford Way | EB | 1964 | 1837 | -127 | 2.92 | Pass | Pass | 1840 | -124 | 2.85 | Pass | Pass |
| 72146 | 95734 | A1 South | SB | 1700 | 1433 | -268 | 6.76 | | | 1453 | -247 | 6.23 | | Pass |
| 99698 | 70029 | A5 Edgware Road (S) | SB | 909 | 848 | -61 | 2.07 | Pass | Pass | 845 | -64 | 2.17 | Pass | Pass |
| 99725 | 99699 | A406 North Circular Road (W) | NB | 750 | 742 | -9 | 0.32 | Pass | Pass | 745 | -5 | 0.20 | Pass | Pass |
| 99720 | 70027 | A5 Edgware Road (N) | WB | 1878 | 1706 | -172 | 4.07 | Pass | Pass | 1615 | -263 | 6.29 | | Pass |
| 99726 | 99721 | A406 North Circular Road (E) | EB | 1356 | 1246 | -110 | 3.06 | Pass | Pass | 1128 | -228 | 6.48 | | |
| 99722 | 99724 | A5 Edgware Road (S) | NB | 657 | 621 | -36 | 1.41 | Pass | Pass | 617 | -40 | 1.57 | Pass | Pass |
| 72206 | 99696 | A406 North Circular Road (W) | SB | 907 | 870 | -37 | 1.23 | Pass | Pass | 876 | -31 | 1.03 | Pass | Pass |
| 99723 | 99849 | A5 Edgware Road (N) | EB | 1852 | 1772 | -79 | 1.86 | Pass | Pass | 1765 | -87 | 2.04 | Pass | Pass |
| 99690 | 99697 | A406 North Circular Road (E) | WB | 2282 | 2089 | -193 | 4.13 | Pass | Pass | 2094 | -188 | 4.02 | Pass | Pass |
| 95723 | 95725 | Colindeep Lane | NB | 243 | 248 | 5 | 0.34 | Pass | Pass | 247 | 4 | 0.26 | Pass | Pass |
| 95723 | 95724 | Colindeep Lane | EB | 559 | 554 | -5 | 0.20 | Pass | Pass | 556 | -3 | 0.12 | Pass | Pass |
| 72164 | 95721 | A41 N/B Off Slip | WB | 759 | 768 | 9 | 0.33 | Pass | Pass | 759 | 0 | 0.01 | Pass | Pass |
| 95722 | 95723 | Colindeep Lane | EB | 802 | 802 | 1 | 0.02 | Pass | Pass | 803 | 1 | 0.04 | Pass | Pass |
| 95729 | 73171 | Lawrence Street | NB | 281 | 265 | -16 | 0.99 | Pass | Pass | 259 | -22 | 1.34 | Pass | Pass |
| 73171 | 95729 | A1 Barnet Bypass (S) | SB | 580 | 615 | 35 | 1.42 | Pass | Pass | 613 | 33 | 1.35 | Pass | Pass |
| 95730 | 95732 | The Broadway | EB | 2538 | 2353 | -185 | 3.74 | Pass | Pass | 2348 | -190 | 3.84 | Pass | Pass |
| 95732 | 95731 | A1 Barnet Bypass (N) | WB | 1944 | 1576 | -368 | 8.78 | | | 1576 | -368 | 8.78 | | |
| 95311 | 72088 | Lawrence Street | SB | 702 | 481 | -221 | 9.10 | | | 487 | -215 | 8.81 | | |
| 72088 | 95311 | A1 Barnet Bypass (S) | NB | 545 | 527 | -18 | 0.78 | Pass | Pass | 537 | -8 | 0.34 | Pass | Pass |
| 95733 | 95320 | The Broadway | WB | 1745 | 1636 | -110 | 2.67 | Pass | Pass | 1647 | -98 | 2.39 | Pass | Pass |
| 72281 | 72084 | A1 Barnet Bypass (N) | EB | 2197 | 2301 | 104 | 2.19 | Pass | Pass | 2300 | 103 | 2.18 | Pass | Pass |
| 99669 | 72198 | A406 North Circular Road (S) | SB | 1533 | 1413 | -120 | 3.12 | Pass | Pass | 1445 | -88 | 2.28 | Pass | Pass |
| 72198 | 99667 | A41 Hendon Way (N) | NB | 1978 | 2239 | 261 | 5.68 | | Pass | 2238 | 260 | 5.67 | | Pass |
| 99667 | 99674 | A406 North Circular Road (N) | WB | 956 | 849 | -107 | 3.57 | Pass | Pass | 859 | -97 | 3.23 | Pass | Pass |
| 99675 | 99666 | A41 Hendon Way (S) | EB | 904 | 663 | -241 | 8.59 | | | 671 | -233 | 8.30 | | |
| 99666 | 99673 | A406 North Circular Road (S) | NB | 283 | 300 | 17 | 0.99 | Pass | Pass | 301 | 18 | 1.03 | Pass | Pass |
| 99672 | 99668 | A41 Hendon Way (N) | SB | 366 | 198 | -168 | 10.00 | | | 204 | -162 | 9.60 | | |
| 99668 | 72192 | A406 North Circular Road (N) | EB | 1384 | 1357 | -27 | 0.73 | Pass | Pass | 1347 | -37 | 1.00 | Pass | Pass |
| 99671 | 99669 | A41 Hendon Way (S) | WB | 909 | 862 | -47 | 1.60 | Pass | Pass | 882 | -27 | 0.91 | Pass | Pass |
| 95743 | 95744 | Russell Road | SB | 82 | 147 | 65 | 6.10 | | Pass | 106 | 24 | 2.48 | Pass | Pass |
| 95744 | 95743 | Russell Road | NB | 35 | 1 | -34 | 8.15 | | Pass | 5 | -30 | 6.71 | | Pass |
| 95742 | 72185 | Willberforce Road | SB | 437 | 343 | -94 | 4.76 | Pass | Pass | 299 | -138 | 7.19 | | |
| 72178 | 72185 | Station Road | WB | 408 | 607 | 199 | 8.84 | | | 580 | 172 | 7.74 | | |
| 72185 | 72178 | Station Road | EB | 568 | 695 | 127 | 5.05 | | | 515 | -53 | 2.28 | Pass | Pass |
| 95557 | 72196 | Park Road | WB | 179 | 92 | -87 | 7.43 | | Pass | 154 | -25 | 1.94 | Pass | Pass |
| 72196 | 95557 | Park Road | EB | 20 | 79 | 59 | 8.43 | | Pass | 61 | 41 | 6.44 | | Pass |
| 72197 | 72196 | A5 West Hendon (S) | NB | 679 | 761 | 82 | 3.05 | Pass | Pass | 629 | -50 | 1.96 | Pass | Pass |
| 72196 | 72197 | A5 West Hendon (S) | SB | 1052 | 1185 | 133 | 3.98 | Pass | Pass | 1154 | 102 | 3.07 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| A-Node | B-Node | Site Description | Direction | Observed Flow Flows (PCUs) | Modelled Flow (HYDER) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | | Modelled Flow (CB WITH CHANGES) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | |
|--------|--------|--------------------------|-----------|-------------------------------|---------------------------------------|----------------------|--------------|-----------------|-------|---|----------------------|--------------|-----------------|-------|
| | | | | | | | | GEH | Flows | | | | GEH | Flows |
| 75060 | 75069 | A5183 High Street(n) | SB | 461 | 466 | 5 | 0.25 | Pass | Pass | 465 | 4 | 0.19 | Pass | Pass |
| 72041 | 75069 | A411 Barnet Lane | WB | 719 | 708 | -11 | 0.40 | Pass | Pass | 707 | -12 | 0.43 | Pass | Pass |
| 95780 | 75069 | A5183 High Street(s) | NB | 405 | 295 | -110 | 5.86 | | | 244 | -161 | 8.94 | | |
| 75068 | 75069 | A411 Watford Road | EB | 857 | 887 | 30 | 1.02 | Pass | Pass | 921 | 65 | 2.16 | Pass | Pass |
| 75069 | 75060 | A5183 High Street(n) | NB | 489 | 541 | 52 | 2.30 | Pass | Pass | 543 | 54 | 2.38 | Pass | Pass |
| 75069 | 72041 | A411 Barnet Lane | EB | 787 | 660 | -127 | 4.73 | Pass | | 649 | -138 | 5.15 | | Pass |
| 75069 | 95780 | A5183 High Street(s) | SB | 622 | 538 | -84 | 3.47 | Pass | Pass | 537 | -85 | 3.53 | Pass | Pass |
| 75069 | 75068 | A411 Watford Road | WB | 543 | 532 | -11 | 0.45 | Pass | Pass | 532 | -11 | 0.47 | Pass | Pass |
| 72049 | 72043 | A41 Edgware Way | WB | 558 | 435 | -123 | 5.53 | | | 434 | -124 | 5.58 | | |
| 95446 | 72043 | A5 Brockley Hill | NB | 748 | 640 | -108 | 4.09 | Pass | Pass | 639 | -109 | 4.12 | Pass | Pass |
| 71001 | 72043 | A41 Watford Bypass | EB | 591 | 605 | 14 | 0.58 | Pass | Pass | 612 | 21 | 0.86 | Pass | Pass |
| 72043 | 72050 | A41 Edgware Way | EB | 562 | 506 | -56 | 2.44 | Pass | Pass | 510 | -52 | 2.25 | Pass | Pass |
| 72043 | 95446 | A5 Brockley Hill | SB | 803 | 700 | -103 | 3.75 | Pass | Pass | 706 | -97 | 3.52 | Pass | Pass |
| 72043 | 71001 | A41 Watford Bypass | WB | 880 | 901 | 21 | 0.70 | Pass | Pass | 945 | 65 | 2.14 | Pass | Pass |
| 72229 | 72069 | A41 Edgware Way(n) | SB | 1290 | 1286 | -3 | 0.10 | Pass | Pass | 1288 | -2 | 0.05 | Pass | Pass |
| 72265 | 72069 | A41 Edgware Way(s) | WB | 1434 | 1496 | 62 | 1.62 | Pass | Pass | 1505 | 71 | 1.85 | Pass | Pass |
| 95285 | 72069 | Green Lane | NB | 110 | 73 | -37 | 3.87 | Pass | Pass | 73 | -37 | 3.87 | Pass | Pass |
| 72075 | 72069 | A410 Spur Road | EB | 1279 | 1149 | -130 | 3.73 | Pass | Pass | 1144 | -135 | 3.88 | Pass | Pass |
| 72069 | 72049 | A41 Edgware Way(n) | NB | 1226 | 1161 | -65 | 1.88 | Pass | Pass | 1161 | -65 | 1.88 | Pass | Pass |
| 72069 | 72076 | A41 Edgware Way(s) | EB | 1469 | 1596 | 127 | 3.24 | Pass | Pass | 1602 | 133 | 3.39 | Pass | Pass |
| 72069 | 95285 | Green Lane | SB | 173 | 172 | -1 | 0.04 | Pass | Pass | 172 | -1 | 0.04 | Pass | Pass |
| 72069 | 72075 | A410 Spur Road | WB | 1125 | 1076 | -49 | 1.48 | Pass | Pass | 1075 | -50 | 1.50 | Pass | Pass |
| 95264 | 72075 | A410 London Road | EB | 1082 | 974 | -109 | 3.39 | Pass | Pass | 973 | -109 | 3.41 | Pass | Pass |
| 95446 | 72075 | A5 Brockley Hill | SB | 499 | 488 | -11 | 0.52 | Pass | Pass | 485 | -14 | 0.63 | Pass | Pass |
| 95273 | 72075 | A5 Stonegrove | NB | 924 | 899 | -24 | 0.80 | Pass | Pass | 897 | -27 | 0.88 | Pass | Pass |
| 72075 | 95264 | A410 London Road | WB | 980 | 941 | -38 | 1.24 | Pass | Pass | 942 | -38 | 1.22 | Pass | Pass |
| 72075 | 95446 | A5 Brockley Hill | NB | 516 | 615 | 99 | 4.15 | Pass | Pass | 614 | 98 | 4.12 | Pass | Pass |
| 72075 | 95273 | A5 Stonegrove | SB | 734 | 682 | -52 | 1.97 | Pass | Pass | 680 | -54 | 2.04 | Pass | Pass |
| 71011 | 71010 | A410 The Broadway | EB | 956 | 858 | -97 | 3.23 | Pass | Pass | 855 | -101 | 3.35 | Pass | Pass |
| 95738 | 71010 | Dennis Lane | SB | 250 | 219 | -31 | 2.02 | Pass | Pass | 219 | -31 | 2.02 | Pass | Pass |
| 95264 | 71010 | A410 London Road | WB | 1017 | 991 | -26 | 0.81 | Pass | Pass | 988 | -29 | 0.90 | Pass | Pass |
| 71022 | 71010 | A4140 Marsh Lane | NB | 707 | 659 | -48 | 1.83 | Pass | Pass | 663 | -44 | 1.67 | Pass | Pass |
| 71010 | 71011 | A410 The Broadway | WB | 965 | 870 | -95 | 3.15 | Pass | Pass | 885 | -80 | 2.63 | Pass | Pass |
| 71010 | 95738 | Dennis Lane | NB | 236 | 199 | -37 | 2.51 | Pass | Pass | 195 | -41 | 2.79 | Pass | Pass |
| 71010 | 95264 | A410 London Road | EB | 1003 | 919 | -84 | 2.70 | Pass | Pass | 915 | -88 | 2.84 | Pass | Pass |
| 71010 | 71022 | A4140 Marsh Lane | SB | 725 | 740 | 15 | 0.54 | Pass | Pass | 729 | 4 | 0.14 | Pass | Pass |
| 71070 | 70010 | A4006 Kenton Road (w) | EB | 614 | 517 | -96 | 4.04 | Pass | Pass | 521 | -93 | 3.88 | Pass | Pass |
| 95686 | 70010 | A4140 Honeypot Lane | SB | 977 | 896 | -80 | 2.62 | Pass | Pass | 893 | -84 | 2.73 | Pass | Pass |
| 95688 | 70010 | A4006 Kingsbury Road (e) | WB | 785 | 804 | 19 | 0.66 | Pass | Pass | 794 | 9 | 0.32 | Pass | Pass |
| 70016 | 70010 | A4140 Frynt Way | NB | 1104 | 1100 | -4 | 0.13 | Pass | Pass | 1099 | -5 | 0.15 | Pass | Pass |
| 70210 | 70010 | The Mall | NB | 413 | 363 | -49 | 2.50 | Pass | Pass | 361 | -52 | 2.62 | Pass | Pass |
| 70010 | 71070 | A4006 Kenton Road (w) | WB | 1010 | 801 | -209 | 6.94 | | | 801 | -209 | 6.95 | | Pass |
| 70010 | 95686 | A4140 Honeypot Lane | NB | 871 | 892 | 22 | 0.73 | Pass | Pass | 893 | 23 | 0.76 | Pass | Pass |
| 70010 | 95688 | A4006 Kingsbury Road (e) | EB | 569 | 560 | -8 | 0.35 | Pass | Pass | 582 | 14 | 0.56 | Pass | Pass |
| 70010 | 70016 | A4140 Frynt Way | SB | 909 | 907 | -2 | 0.07 | Pass | Pass | 878 | -31 | 1.04 | Pass | Pass |
| 70010 | 70210 | The Mall | SB | 534 | 487 | -47 | 2.07 | Pass | Pass | 483 | -51 | 2.24 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 70014 | 70012 | A4006 Kingsbury Road (E) | WB | 719 | 676 | -43 | 1.63 | Pass | Pass | 687 | -32 | 1.21 | Pass | Pass |
| 95594 | 70012 | B454 Church Lane | NB | 643 | 610 | -33 | 1.31 | Pass | Pass | 615 | -28 | 1.10 | Pass | Pass |
| 95764 | 70012 | A4006 Kingsbury Road (W) | EB | 806 | 802 | -4 | 0.14 | Pass | Pass | 816 | 10 | 0.35 | Pass | Pass |
| 70012 | 70014 | A4006 Kingsbury Road (E) | EB | 761 | 735 | -26 | 0.94 | Pass | Pass | 759 | -2 | 0.05 | Pass | Pass |
| 70012 | 95594 | B454 Church Lane | SB | 507 | 446 | -61 | 2.81 | Pass | Pass | 457 | -50 | 2.28 | Pass | Pass |
| 70012 | 95764 | A4006 Kingsbury Road (W) | WB | 900 | 907 | 7 | 0.23 | Pass | Pass | 903 | 3 | 0.10 | Pass | Pass |
| 90358 | 72173 | A5 The Hyde(n) | SB | 865 | 739 | -126 | 4.43 | Pass | Pass | 752 | -113 | 3.97 | Pass | Pass |
| 95169 | 72173 | A5 The Hyde(s) | NB | 1214 | 1140 | -74 | 2.15 | Pass | Pass | 1136 | -78 | 2.26 | Pass | Pass |
| 95163 | 72173 | A4006 Kingsbury Road | EB | 566 | 508 | -48 | 2.09 | Pass | Pass | 519 | -37 | 1.60 | Pass | Pass |
| 72173 | 90358 | A5 The Hyde(n) | NB | 983 | 898 | -85 | 2.77 | Pass | Pass | 899 | -84 | 2.72 | Pass | Pass |
| 72173 | 95169 | A5 The Hyde(s) | SB | 1004 | 928 | -76 | 2.44 | Pass | Pass | 945 | -59 | 1.89 | Pass | Pass |
| 72173 | 95163 | A4006 Kingsbury Road | WB | 620 | 561 | -58 | 2.41 | Pass | Pass | 563 | -57 | 2.32 | Pass | Pass |
| 72176 | 72169 | A41 Watford Way(s) | NB | 2525 | 2443 | -82 | 1.64 | Pass | Pass | 2444 | -81 | 1.62 | Pass | Pass |
| 72259 | 72169 | A504 Station Road | EB | 567 | 658 | 91 | 3.69 | Pass | Pass | 683 | 117 | 4.66 | Pass | Pass |
| 95720 | 72169 | A41 Watford Way(n) | SB | 2141 | 2080 | -61 | 1.33 | Pass | Pass | 2103 | -38 | 0.83 | Pass | Pass |
| 90368 | 72169 | A504 The Burroughs | WB | 704 | 616 | -87 | 3.40 | Pass | Pass | 592 | -112 | 4.38 | Pass | Pass |
| 72169 | 72176 | A41 Watford Way(s) | SB | 1854 | 1768 | -86 | 2.01 | Pass | Pass | 1738 | -116 | 2.73 | Pass | Pass |
| 72169 | 72259 | A504 Station Road | WB | 383 | 334 | -49 | 2.56 | Pass | Pass | 352 | -31 | 1.59 | Pass | Pass |
| 72169 | 72164 | A41 Watford Way(n) | NB | 3054 | 3077 | 24 | 0.43 | Pass | Pass | 3091 | 37 | 0.67 | Pass | Pass |
| 72169 | 90368 | A504 The Burroughs | EB | 646 | 605 | -41 | 1.65 | Pass | Pass | 631 | -15 | 0.59 | Pass | Pass |
| 72149 | 72154 | A5 Edgware Road(n) | SB | 1212 | 1127 | -85 | 2.48 | Pass | Pass | 1114 | -98 | 2.88 | Pass | Pass |
| 90337 | 72154 | A5150 Colindeep Lane | WB | 641 | 605 | -36 | 1.43 | Pass | Pass | 603 | -38 | 1.50 | Pass | Pass |
| 72162 | 72154 | A5 Edgware Road(s) | SB | 1020 | 1002 | -17 | 0.54 | Pass | Pass | 1010 | -10 | 0.30 | Pass | Pass |
| 95739 | 72154 | Windover Lane | EB | 130 | 81 | -49 | 4.77 | Pass | Pass | 81 | -49 | 4.73 | Pass | Pass |
| 72154 | 72149 | A5 Edgware Road(n) | NB | 1359 | 1260 | -99 | 2.73 | Pass | Pass | 1256 | -103 | 2.83 | Pass | Pass |
| 72154 | 90337 | A5150 Colindeep Lane | EB | 537 | 517 | -20 | 0.85 | Pass | Pass | 533 | -4 | 0.17 | Pass | Pass |
| 72154 | 72162 | A5 Edgware Road(s) | NB | 1055 | 980 | -75 | 2.35 | Pass | Pass | 984 | -71 | 2.24 | Pass | Pass |
| 72154 | 95739 | Windover Lane | WB | 56 | 58 | 2 | 0.30 | Pass | Pass | 35 | -21 | 3.05 | Pass | Pass |
| 95063 | 72149 | A5 Edgware Road (N) | SB | 927 | 854 | -72 | 2.43 | Pass | Pass | 1019 | 92 | 2.95 | Pass | Pass |
| 90309 | 72149 | Colindale Avenue | WB | 426 | 401 | -25 | 1.24 | Pass | Pass | 355 | -71 | 3.60 | Pass | Pass |
| 72149 | 95063 | A5 Edgware Road (S) | NB | 1083 | 988 | -94 | 2.93 | Pass | Pass | 939 | -144 | 4.51 | Pass | Pass |
| 72149 | 90309 | Colindale Avenue | EB | 422 | 399 | -22 | 1.09 | Pass | Pass | 578 | 157 | 7.00 | Pass | Pass |
| 90049 | 72141 | Eagle Drive | SB | 60 | 60 | 1 | 0.10 | Pass | Pass | 60 | 1 | 0.06 | Pass | Pass |
| 90033 | 72141 | Grahame Park Way | WB | 565 | 553 | -12 | 0.53 | Pass | Pass | 628 | 63 | 2.57 | Pass | Pass |
| 90320 | 72141 | Aerodrome Road | NB | 719 | 798 | 79 | 2.87 | Pass | Pass | 807 | 88 | 3.19 | Pass | Pass |
| 90024 | 72141 | Colindale Avenue | EB | 639 | 604 | -35 | 1.39 | Pass | Pass | 599 | -40 | 1.61 | Pass | Pass |
| 72141 | 90049 | Eagle Drive | NB | 65 | 65 | 0 | 0.01 | Pass | Pass | 65 | 0 | 0.00 | Pass | Pass |
| 72141 | 90033 | Grahame Park Way | EB | 800 | 762 | -39 | 1.39 | Pass | Pass | 761 | -39 | 1.41 | Pass | Pass |
| 72141 | 90320 | Aerodrome Road | SB | 383 | 396 | 13 | 0.66 | Pass | Pass | 396 | 13 | 0.66 | Pass | Pass |
| 72141 | 90024 | Colindale Avenue | WB | 735 | 793 | 59 | 2.12 | Pass | Pass | 873 | 139 | 4.89 | Pass | Pass |
| 72102 | 72104 | Bunns Lane(n) | SB | 898 | 845 | -52 | 1.77 | Pass | Pass | 838 | -60 | 2.03 | Pass | Pass |
| 90018 | 72104 | Woodcroft Avenue | NB | 299 | 303 | 4 | 0.22 | Pass | Pass | 315 | 16 | 0.91 | Pass | Pass |
| 72106 | 72104 | Bunns Lane(s) | EB | 974 | 1005 | 31 | 0.98 | Pass | Pass | 980 | 6 | 0.20 | Pass | Pass |
| 72104 | 72102 | Bunns Lane(n) | NB | 876 | 752 | -124 | 4.36 | Pass | Pass | 750 | -126 | 4.41 | Pass | Pass |
| 72104 | 90018 | Woodcroft Avenue | SB | 358 | 415 | 57 | 2.90 | Pass | Pass | 374 | 17 | 0.86 | Pass | Pass |
| 72104 | 72106 | Bunns Lane(s) | WB | 937 | 987 | 50 | 1.60 | Pass | Pass | 1010 | 73 | 2.33 | Pass | Pass |
| 72267 | 72122 | Watling Avenue(s) | EB | 206 | 120 | -85 | 6.69 | Pass | Pass | 120 | -86 | 6.70 | Pass | Pass |
| 90011 | 72122 | Cressingham Road | SB | 62 | 61 | 0 | 0.03 | Pass | Pass | 65 | 4 | 0.44 | Pass | Pass |
| 95403 | 72122 | Watling Avenue(n) | WB | 374 | 350 | -24 | 1.24 | Pass | Pass | 336 | -38 | 2.02 | Pass | Pass |
| 90085 | 72122 | Montrose Avenue | NB | 366 | 360 | -6 | 0.29 | Pass | Pass | 349 | -17 | 0.90 | Pass | Pass |
| 72122 | 72267 | Watling Avenue(s) | WB | 211 | 167 | -44 | 3.17 | Pass | Pass | 154 | -57 | 4.22 | Pass | Pass |
| 72122 | 90011 | Cressingham Road | NB | 99 | 124 | 26 | 2.42 | Pass | Pass | 124 | 26 | 2.42 | Pass | Pass |
| 72122 | 95403 | Watling Avenue(n) | EB | 383 | 353 | -30 | 1.55 | Pass | Pass | 355 | -28 | 1.43 | Pass | Pass |
| 72122 | 90085 | Montrose Avenue | SB | 315 | 248 | -67 | 3.99 | Pass | Pass | 238 | -77 | 4.63 | Pass | Pass |
| 95219 | 95728 | A5 Burnt Oak Broadway(n) | SB | 789 | 733 | -56 | 2.02 | Pass | Pass | 746 | -43 | 1.56 | Pass | Pass |
| 90055 | 95728 | Watling Avenue | WB | 345 | 293 | -52 | 2.90 | Pass | Pass | 290 | -55 | 3.06 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 95232 | 72136 | A5 Burnt Oak Broadway(s) | NB | 753 | 685 | -68 | 2.54 | Pass | Pass | 683 | -70 | 2.61 | Pass | Pass |
| 70001 | 72136 | Stag Lane | EB | 296 | 271 | -25 | 1.50 | Pass | Pass | 275 | -21 | 1.24 | Pass | Pass |
| 95728 | 95219 | A5 Burnt Oak Broadway(n) | NB | 829 | 727 | -102 | 3.64 | Pass | Pass | 726 | -103 | 3.69 | Pass | Pass |
| 95728 | 90055 | Watling Avenue | EB | 345 | 298 | -47 | 2.60 | Pass | Pass | 281 | -64 | 3.59 | Pass | Pass |
| 72136 | 95232 | A5 Burnt Oak Broadway(s) | SB | 702 | 616 | -86 | 3.34 | Pass | Pass | 643 | -59 | 2.28 | Pass | Pass |
| 72136 | 70001 | Stag Lane | WB | 307 | 280 | -27 | 1.57 | Pass | Pass | 284 | -23 | 1.34 | Pass | Pass |
| 90105 | 72118 | A5 High Street | SB | 876 | 743 | -133 | 4.67 | Pass | | 744 | -132 | 4.63 | Pass | Pass |
| 90124 | 72118 | A5109 Deansbrook Road | WB | 764 | 816 | 53 | 1.87 | Pass | Pass | 822 | 59 | 2.08 | Pass | Pass |
| 72128 | 72118 | A5 Burnt Oak Broadway | NB | 870 | 739 | -130 | 4.60 | Pass | Pass | 739 | -131 | 4.60 | Pass | Pass |
| 71156 | 72118 | Camrose Avenue | EB | 574 | 576 | 2 | 0.09 | Pass | Pass | 572 | -2 | 0.06 | Pass | Pass |
| 72118 | 90105 | A5 High Street | NB | 967 | 917 | -50 | 1.64 | Pass | Pass | 916 | -51 | 1.66 | Pass | Pass |
| 72118 | 90124 | A5109 Deansbrook Road | EB | 693 | 634 | -58 | 2.27 | Pass | Pass | 619 | -74 | 2.87 | Pass | Pass |
| 72118 | 72128 | A5 Burnt Oak Broadway | SB | 756 | 633 | -123 | 4.66 | Pass | | 647 | -109 | 4.13 | Pass | Pass |
| 72118 | 71156 | Camrose Avenue | WB | 667 | 634 | -33 | 1.29 | Pass | Pass | 639 | -28 | 1.08 | Pass | Pass |
| 95293 | 72105 | A5 High Street (N) | SB | 674 | 618 | -56 | 2.22 | Pass | Pass | 615 | -59 | 2.33 | Pass | Pass |
| 95286 | 72105 | A5100 Station Road | WB | 713 | 612 | -101 | 3.92 | Pass | Pass | 612 | -101 | 3.92 | Pass | Pass |
| 90105 | 72105 | A5 High Street (S) | NB | 1234 | 1168 | -66 | 1.91 | Pass | Pass | 1169 | -65 | 1.88 | Pass | Pass |
| 95282 | 72105 | B461 Whitchurch Lane | EB | 510 | 480 | -30 | 1.37 | Pass | Pass | 481 | -29 | 1.30 | Pass | Pass |
| 72105 | 95293 | A5 High Street (N) | NB | 818 | 806 | -11 | 0.39 | Pass | Pass | 804 | -14 | 0.47 | Pass | Pass |
| 72105 | 95286 | A5100 Station Road | EB | 506 | 453 | -52 | 2.39 | Pass | Pass | 458 | -48 | 2.16 | Pass | Pass |
| 72105 | 90105 | A5 High Street (S) | SB | 1067 | 938 | -129 | 4.07 | Pass | Pass | 939 | -128 | 4.04 | Pass | Pass |
| 72105 | 95282 | B461 Whitchurch Lane | WB | 741 | 680 | -61 | 2.30 | Pass | Pass | 677 | -64 | 2.40 | Pass | Pass |
| 99973 | 72085 | A5109 Deans Lane | NB | 596 | 565 | -31 | 1.28 | Pass | Pass | 565 | -31 | 1.29 | Pass | Pass |
| 95308 | 72085 | A5100 Hale Lane(w) | EB | 567 | 536 | -31 | 1.32 | Pass | Pass | 538 | -29 | 1.23 | Pass | Pass |
| 95316 | 72085 | A5109 Selvage Lane | SB | 684 | 703 | 20 | 0.74 | Pass | Pass | 705 | 22 | 0.82 | Pass | Pass |
| 99972 | 72085 | A5100 Hale Lane(e) | WB | 624 | 524 | -100 | 4.19 | Pass | | 528 | -96 | 4.01 | Pass | Pass |
| 72085 | 99973 | A5109 Deans Lane | SB | 772 | 714 | -58 | 2.12 | Pass | Pass | 719 | -53 | 1.92 | Pass | Pass |
| 72085 | 95308 | A5100 Hale Lane(w) | WB | 765 | 778 | 13 | 0.48 | Pass | Pass | 779 | 15 | 0.52 | Pass | Pass |
| 72085 | 95316 | A5109 Selvage Lane | NB | 394 | 387 | -6 | 0.33 | Pass | Pass | 389 | -5 | 0.24 | Pass | Pass |
| 72085 | 99972 | A5100 Hale Lane(e) | EB | 541 | 449 | -92 | 4.12 | Pass | Pass | 448 | -93 | 4.18 | Pass | Pass |
| 95458 | 95755 | A41 Edgware Way | EB | 1485 | 1484 | -1 | 0.03 | Pass | Pass | 1487 | 2 | 0.04 | Pass | Pass |
| 72280 | 95758 | A1 Barnet Way | SB | 1726 | 1728 | 2 | 0.05 | Pass | Pass | 1729 | 3 | 0.07 | Pass | Pass |
| 72281 | 95761 | A1 Barnet Bypass | WB | 2814 | 2598 | -216 | 4.15 | Pass | Pass | 2599 | -215 | 4.14 | Pass | Pass |
| 72239 | 72073 | A5019 Selvage Lane | NB | 533 | 532 | 0 | 0.01 | Pass | Pass | 532 | -1 | 0.02 | Pass | Pass |
| 95755 | 95458 | A41 Edgware Way | WB | 1610 | 1450 | -160 | 4.09 | Pass | Pass | 1450 | -160 | 4.09 | Pass | Pass |
| 95758 | 72280 | A1 Barnet Way | NB | 3648 | 3600 | -48 | 0.80 | Pass | Pass | 3600 | -48 | 0.80 | Pass | Pass |
| 95761 | 72281 | A1 Barnet Bypass | WB | 417 | 396 | -20 | 1.00 | Pass | Pass | 396 | -21 | 1.02 | Pass | Pass |
| 72280 | 95763 | A1 Barnet Bypass Filter | SB | 1126 | 1168 | 42 | 1.24 | Pass | Pass | 1169 | 43 | 1.27 | Pass | Pass |
| 72073 | 72239 | A5019 Selvage Lane | SB | 883 | 817 | -67 | 2.28 | Pass | Pass | 819 | -64 | 2.20 | Pass | Pass |
| 75065 | 75067 | A411 Barnet Lane | EB | 1015 | 995 | -21 | 0.65 | Pass | Pass | 994 | -21 | 0.67 | Pass | Pass |
| 95740 | 72037 | Stirling Way | SB | 139 | 141 | 3 | 0.24 | Pass | Pass | 141 | 3 | 0.21 | Pass | Pass |
| 72230 | 95747 | A1 Barnet Bypass | SB | 2229 | 2168 | -62 | 1.31 | Pass | Pass | 2167 | -62 | 1.33 | Pass | Pass |
| 73156 | 95751 | A411 Barnet Road | WB | 787 | 795 | 8 | 0.29 | Pass | Pass | 793 | 7 | 0.23 | Pass | Pass |
| 95464 | 95753 | A1 Barnet Way | NB | 2906 | 2874 | -32 | 0.59 | Pass | Pass | 2876 | -30 | 0.55 | Pass | Pass |
| 75067 | 75065 | A411 Barnet Lane | WB | 1108 | 1092 | -15 | 0.46 | Pass | Pass | 1092 | -16 | 0.47 | Pass | Pass |
| 72037 | 95740 | Stirling Way | NB | 69 | 74 | 5 | 0.65 | Pass | Pass | 75 | 7 | 0.77 | Pass | Pass |
| 95747 | 72010 | A1 Barnet Bypass | NB | 2671 | 2656 | -15 | 0.28 | Pass | Pass | 2655 | -16 | 0.30 | Pass | Pass |
| 95751 | 73156 | A411 Barnet Road | EB | 676 | 621 | -55 | 2.15 | Pass | Pass | 618 | -58 | 2.28 | Pass | Pass |
| 95753 | 95464 | A1 Barnet Way | SB | 2553 | 2529 | -24 | 0.47 | Pass | Pass | 2531 | -22 | 0.43 | Pass | Pass |
| 95232 | 90023 | A5 Burnt Oak Broadway | SB | 711 | 635 | -76 | 2.93 | Pass | Pass | 659 | -52 | 1.97 | Pass | Pass |
| 90065 | 90023 | Montrose Avenue | WB | 461 | 506 | 45 | 2.04 | Pass | Pass | 521 | 60 | 2.71 | Pass | Pass |
| 70002 | 90023 | A5 Edgware Road | NB | 1041 | 953 | -88 | 2.79 | Pass | Pass | 973 | -68 | 2.14 | Pass | Pass |
| 90023 | 95232 | A5 Burnt Oak Broadway | NB | 769 | 675 | -94 | 3.48 | Pass | Pass | 676 | -93 | 3.46 | Pass | Pass |
| 90023 | 90065 | Montrose Avenue | EB | 418 | 398 | -20 | 0.98 | Pass | Pass | 419 | 1 | 0.05 | Pass | Pass |
| 90023 | 70002 | A5 Edgware Road | SB | 1026 | 973 | -52 | 1.66 | Pass | Pass | 1012 | -14 | 0.43 | Pass | Pass |
| 72129 | 72132 | A1 North | SB | 2387 | 2316 | -70 | 1.45 | Pass | Pass | 2314 | -73 | 1.50 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|------------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 72132 | 72129 | A41 Watford Way | WB | 3097 | 2821 | -275 | 5.06 | | Pass | 2821 | -276 | 5.07 | | Pass |
| 72137 | 95734 | A1 South | NB | 1003 | 965 | -38 | 1.21 | Pass | Pass | 964 | -39 | 1.25 | Pass | Pass |
| 72132 | 72135 | A1 North | NB | 859 | 807 | -52 | 1.79 | Pass | Pass | 804 | -55 | 1.89 | Pass | Pass |
| 95734 | 95351 | A41 Watford Way | EB | 1568 | 1586 | 18 | 0.46 | Pass | Pass | 1587 | 19 | 0.48 | Pass | Pass |
| 72146 | 95734 | A1 South | SB | 2133 | 2106 | -28 | 0.60 | Pass | Pass | 2109 | -24 | 0.53 | Pass | Pass |
| 99698 | 70029 | A5 Edgware Road (S) | SB | 764 | 746 | -17 | 0.63 | Pass | Pass | 743 | -21 | 0.75 | Pass | Pass |
| 99725 | 99699 | A406 North Circular Road (W) | NB | 1114 | 1086 | -27 | 0.83 | Pass | Pass | 1098 | -16 | 0.47 | Pass | Pass |
| 99720 | 70027 | A5 Edgware Road (N) | WB | 1377 | 1304 | -73 | 2.00 | Pass | Pass | 1309 | -68 | 1.86 | Pass | Pass |
| 99726 | 99721 | A406 North Circular Road (E) | EB | 1482 | 1417 | -65 | 1.70 | Pass | Pass | 1404 | -78 | 2.05 | Pass | Pass |
| 99722 | 99724 | A5 Edgware Road (S) | NB | 654 | 611 | -43 | 1.70 | Pass | Pass | 613 | -41 | 1.63 | Pass | Pass |
| 72206 | 99696 | A406 North Circular Road (W) | SB | 826 | 817 | -9 | 0.32 | Pass | Pass | 819 | -7 | 0.24 | Pass | Pass |
| 99723 | 99849 | A5 Edgware Road (N) | EB | 2525 | 2430 | -95 | 1.92 | Pass | Pass | 2418 | -107 | 2.15 | Pass | Pass |
| 99690 | 99697 | A406 North Circular Road (E) | WB | 1899 | 1771 | -128 | 2.99 | Pass | Pass | 1761 | -138 | 3.22 | Pass | Pass |
| 95723 | 95725 | Colindeep Lane | NB | 177 | 167 | -10 | 0.76 | Pass | Pass | 157 | -20 | 1.51 | Pass | Pass |
| 95723 | 95724 | Colindeep Lane | EB | 534 | 522 | -11 | 0.49 | Pass | Pass | 548 | 15 | 0.62 | Pass | Pass |
| 72164 | 95721 | A41 N/B Off Slip | WB | 878 | 875 | -3 | 0.10 | Pass | Pass | 877 | -1 | 0.03 | Pass | Pass |
| 95722 | 95723 | Colindeep Lane | EB | 710 | 689 | -21 | 0.80 | Pass | Pass | 705 | -5 | 0.19 | Pass | Pass |
| 95729 | 73171 | Lawrence Street | NB | 478 | 307 | -170 | 8.60 | | | 306 | -172 | 8.66 | | |
| 73171 | 95729 | A1 Barnet Bypass (S) | SB | 537 | 513 | -23 | 1.01 | Pass | Pass | 512 | -25 | 1.07 | Pass | Pass |
| 95730 | 95732 | The Broadway | EB | 2004 | 1930 | -74 | 1.68 | Pass | Pass | 1928 | -76 | 1.72 | Pass | Pass |
| 95732 | 95731 | A1 Barnet Bypass (N) | WB | 2614 | 2476 | -139 | 2.75 | Pass | Pass | 2474 | -140 | 2.78 | Pass | Pass |
| 95311 | 72088 | Lawrence Street | SB | 629 | 441 | -188 | 8.14 | | | 444 | -185 | 8.00 | | |
| 72088 | 95311 | A1 Barnet Bypass (S) | NB | 727 | 726 | -1 | 0.02 | Pass | Pass | 730 | 3 | 0.12 | Pass | Pass |
| 95733 | 95320 | The Broadway | WB | 2368 | 2453 | 85 | 1.73 | Pass | Pass | 2454 | 86 | 1.75 | Pass | Pass |
| 72281 | 72084 | A1 Barnet Bypass (N) | EB | 1602 | 1564 | -38 | 0.95 | Pass | Pass | 1566 | -36 | 0.90 | Pass | Pass |
| 99669 | 72198 | A406 North Circular Road (S) | SB | 1938 | 1949 | 11 | 0.25 | Pass | Pass | 1896 | -42 | 0.96 | Pass | Pass |
| 72198 | 99667 | A41 Hendon Way (N) | NB | 1647 | 1702 | 55 | 1.35 | Pass | Pass | 1675 | 28 | 0.68 | Pass | Pass |
| 99667 | 99674 | A406 North Circular Road (N) | WB | 972 | 961 | -11 | 0.37 | Pass | Pass | 950 | -22 | 0.72 | Pass | Pass |
| 99675 | 99666 | A41 Hendon Way (S) | EB | 993 | 1006 | 13 | 0.41 | Pass | Pass | 976 | -17 | 0.55 | Pass | Pass |
| 99666 | 99673 | A406 North Circular Road (S) | NB | 411 | 321 | -90 | 4.69 | Pass | Pass | 376 | -35 | 1.75 | Pass | Pass |
| 99672 | 99668 | A41 Hendon Way (N) | SB | 378 | 358 | -20 | 1.04 | Pass | Pass | 373 | -5 | 0.26 | Pass | Pass |
| 99668 | 72192 | A406 North Circular Road (N) | EB | 1000 | 1005 | 4 | 0.14 | Pass | Pass | 976 | -24 | 0.78 | Pass | Pass |
| 99671 | 99669 | A41 Hendon Way (S) | WB | 1303 | 1256 | -47 | 1.32 | Pass | Pass | 1275 | -28 | 0.78 | Pass | Pass |
| 95743 | 95744 | Russell Road | SB | 16 | 21 | 5 | 1.23 | Pass | Pass | 28 | 12 | 2.56 | Pass | Pass |
| 95744 | 95743 | Russell Road | NB | 26 | 16 | -10 | 2.27 | Pass | Pass | 16 | -10 | 2.18 | Pass | Pass |
| 95742 | 72185 | Willberforce Road | SB | 398 | 389 | -9 | 0.45 | Pass | Pass | 388 | -10 | 0.50 | Pass | Pass |
| 72178 | 72185 | Station Road | WB | 394 | 313 | -81 | 4.31 | Pass | Pass | 323 | -71 | 3.75 | Pass | Pass |
| 72185 | 72178 | Station Road | EB | 611 | 538 | -73 | 3.04 | Pass | Pass | 556 | -55 | 2.28 | Pass | Pass |
| 95557 | 72196 | Park Road | WB | 174 | 183 | 9 | 0.65 | Pass | Pass | 184 | 10 | 0.75 | Pass | Pass |
| 72196 | 95557 | Park Road | EB | 26 | 24 | -2 | 0.34 | Pass | Pass | 39 | 13 | 2.28 | Pass | Pass |
| 72197 | 72196 | A5 West Hendon (S) | NB | 771 | 668 | -103 | 3.84 | Pass | Pass | 689 | -82 | 3.03 | Pass | Pass |
| 72196 | 72197 | A5 West Hendon (S) | SB | 913 | 960 | 47 | 1.53 | Pass | Pass | 962 | 49 | 1.60 | Pass | Pass |

Table B.1 Core Area Comparison of Modelled Flows and Target Validation Counts for Morning Peak Hour

| Location | Description | A_Node | B_Node | Observed Flow | Modelled Flow (HYDER) | GEH (Validation) | GEH | Modelled Flow (with changes CB) | GEH (Validation) | GEH |
|------------|---|--------|--------|---------------|-----------------------|------------------|------|---------------------------------|------------------|------|
| Site 3 EB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 99972 | 90001 | 552 | 700.84 | 5.95 | | 702 | 5.99 | |
| Site 3 WB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 90001 | 99972 | 411 | 462.59 | 2.47 | Pass | 458 | 2.25 | Pass |
| Site 4 EB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 72122 | 95403 | 318 | 246.84 | 4.23 | Pass | 247 | 4.22 | Pass |
| Site 4 WB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 95403 | 72122 | 366 | 456.12 | 4.44 | Pass | 456 | 4.44 | Pass |
| Site 5 NB | A5 Burnt Oak Broadway (N of North Rd) | 72128 | 72118 | 808 | 695.13 | 4.12 | Pass | 692 | 4.24 | Pass |
| Site 5 SB | A5 Burnt Oak Broadway (N of North Rd) | 72118 | 72128 | 753 | 670.38 | 3.10 | Pass | 673 | 3.00 | Pass |
| Site 6 NB | Grahame Park Way (W of Great Strand) | 90033 | 90027 | 516 | 577.22 | 2.62 | Pass | 570 | 2.32 | Pass |
| Site 6 SB | Grahame Park Way (W of Great Strand) | 90027 | 90033 | 602 | 598.47 | 0.14 | Pass | 621 | 0.77 | Pass |
| Site 11 EB | A5150 Colindeep Lane (W of railway bridge) | 90335 | 95722 | 836 | 802.49 | 1.17 | Pass | 803 | 1.15 | Pass |

Table B.2 Core Area Comparison of Modelled Flows and Target Validation Counts for Evening Peak Hour

| Location | Description | A_Node | B_Node | Observed Flow | Modelled Flow (HYDER) | GEH (Validation) | GEH | Modelled Flow (with changes CB) | GEH (Validation) | GEH |
|------------|---|--------|--------|---------------|-----------------------|------------------|------|---------------------------------|------------------|------|
| Site 3 EB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 99972 | 90001 | 529 | 638.16 | 4.52 | Pass | 635 | 4.39 | Pass |
| Site 3 WB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 90001 | 99972 | 560 | 710.73 | 5.98 | | 714 | 6.10 | |
| Site 4 EB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 72122 | 95403 | 367 | 352.83 | 0.75 | Pass | 355 | 0.63 | Pass |
| Site 4 WB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 95403 | 72122 | 350 | 350.46 | 0.02 | Pass | 336 | 0.76 | Pass |
| Site 5 NB | A5 Burnt Oak Broadway (N of North Rd) | 72128 | 72118 | 798 | 739.17 | 2.12 | Pass | 739 | 2.13 | Pass |
| Site 5 SB | A5 Burnt Oak Broadway (N of North Rd) | 72118 | 72128 | 729 | 633.41 | 3.66 | Pass | 647 | 3.13 | Pass |
| Site 6 NB | Grahame Park Way (W of Great Strand) | 90033 | 90027 | 624 | 714.89 | 3.51 | Pass | 715 | 3.52 | Pass |
| Site 6 SB | Grahame Park Way (W of Great Strand) | 90027 | 90033 | 419 | 527.45 | 4.99 | Pass | 582 | 7.29 | |
| Site 11 EB | A5150 Colindeep Lane (W of railway bridge) | 90335 | 95722 | 734 | 688.81 | 1.69 | Pass | 705 | 1.08 | Pass |
| Site 11 WB | A5150 Colindeep Lane (W of railway bridge) | 95722 | 90335 | 864 | 874.96 | 0.37 | Pass | 801 | 2.18 | Pass |

Table C.1 Comparison of Original Base Model Flows and the Modified Model (with network changes) for the Morning Peak Hour

| Site | Location | Direction | ANODE | BNODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|------------------|---|-------|-------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (EB) | 90309 | 90299 | 511 | 521 | 10 | 2% |
| 2 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (WB) | 90299 | 90309 | 447 | 478 | 31 | 7% |
| 3 | Colindale Avenue | Between Pasteur Close and Booth Road (EB) | 90299 | 90024 | 463 | 459 | -4 | -1% |
| 4 | Colindale Avenue | Between Pasteur Close and Booth Road (WB) | 90024 | 90299 | 470 | 487 | 17 | 4% |
| 5 | Booth Road | Booth Road (NB) | 90024 | 90022 | 440 | 411 | -29 | -7% |
| 6 | Booth Road | Booth Road (SB) | 90022 | 90024 | 250 | 197 | -53 | -21% |
| 7 | Graham Park Way | Between Lanacre Avenue and Great Strand (EB) | 90033 | 90027 | 577 | 570 | -7 | -1% |
| 8 | Graham Park Way | Between Lanacre Avenue and Great Strand (WB) | 90027 | 90033 | 598 | 621 | 23 | 4% |
| 9 | Graham Park Way | Between Great Strand and RAF Hendon (NB) | 90027 | 90323 | 435 | 429 | -6 | -1% |
| 10 | Graham Park Way | Between Great Strand and RAF Hendon (SB) | 90323 | 90027 | 323 | 345 | 22 | 7% |
| 11 | Graham Park Way | Between RAF Hendon and Avion Crescent (NB) | 90323 | 90026 | 437 | 430 | -7 | -2% |
| 12 | Graham Park Way | Between RAF Hendon and Avion Crescent (SB) | 90026 | 90323 | 330 | 352 | 22 | 7% |
| 13 | Graham Park Way | Between Avion Crescent and Avion Crescent (NB) | 90026 | 90025 | 437 | 430 | -7 | -2% |
| 14 | Graham Park Way | Between Avion Crescent and Avion Crescent (SB) | 90025 | 90026 | 330 | 352 | 22 | 7% |
| 15 | Graham Park Way | Between Graham Park Way and Longmead (NB) | 90025 | 90042 | 437 | 430 | -7 | -2% |
| 16 | Graham Park Way | Between Graham Park Way and Longmead (SB) | 90042 | 90025 | 330 | 352 | 22 | 7% |
| 17 | Graham Park Way | Between Longmead and Clayton Field (NB) | 90042 | 90038 | 261 | 255 | -6 | -2% |
| 18 | Graham Park Way | Between Longmead and Clayton Field (SB) | 90038 | 90042 | 80 | 102 | 22 | 28% |
| 19 | Graham Park Way | Between Clayton Field and Roundabout (NB) | 90038 | 72106 | 342 | 335 | -7 | -2% |
| 20 | Graham Park Way | Between Clayton Field and Roundabout (SB) | 72106 | 90038 | 252 | 274 | 22 | 9% |
| 21 | Lanacre Avenue | Between Graham Park Way and Near Acre (NB) | 90033 | 90034 | 30 | 30 | 0 | 0% |
| 22 | Lanacre Avenue | Between Graham Park Way and Near Acre (SB) | 90034 | 90033 | 134 | 157 | 23 | 17% |
| 23 | Lanacre Avenue | Between Hemswell and Near Acre (EB) | 90035 | 90034 | 134 | 157 | 23 | 17% |
| 24 | Lanacre Avenue | Between Hemswell and Near Acre (WB) | 90034 | 90035 | 30 | 30 | 0 | 0% |
| 25 | Lanacre Avenue | Between Kenley Avenue and Hemswell (EB) | 90046 | 90035 | 80 | 51 | -29 | -36% |
| 26 | Lanacre Avenue | Between Kenley Avenue and Hemswell (WB) | 90035 | 90046 | 147 | 95 | -52 | -35% |
| 27 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (EB) | 90037 | 90046 | 55 | 56 | 1 | 2% |
| 28 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (WB) | 90046 | 90037 | 227 | 205 | -22 | -10% |
| 29 | Montrose Avenue | Between Playfield Road and The Greenway (EB) | 90065 | 90227 | 313 | 321 | 8 | 3% |
| 30 | Montrose Avenue | Between Playfield Road and The Greenway (WB) | 90227 | 90065 | 380 | 378 | -2 | -1% |
| 31 | Montrose Avenue | Between The Greenway and Gervase Road (EB) | 90227 | 90022 | 279 | 281 | 2 | 1% |
| 32 | Montrose Avenue | Between The Greenway and Gervase Road (WB) | 90022 | 90227 | 381 | 379 | -2 | -1% |
| 33 | Colindeep Lane | Colindeep Lane (EB) | 90337 | 90315 | 653 | 653 | 0 | 0% |
| 34 | Colindeep Lane | Colindeep Lane (WB) | 90315 | 90337 | 651 | 640 | -11 | -2% |
| 35 | Colindeep Lane | Colindeep Lane (EB) | 90315 | 90335 | 653 | 653 | 0 | 0% |
| 36 | Colindeep Lane | Colindeep Lane (WB) | 90335 | 90315 | 651 | 640 | -11 | -2% |
| 37 | Colindeep Lane | Colindeep Lane (EB) | 90335 | 95722 | 802 | 803 | 1 | 0% |
| 38 | Colindeep Lane | Colindeep Lane (WB) | 95721 | 90335 | 768 | 759 | -9 | -1% |
| 39 | Annesley Avenue | Annesley Avenue (NB) | 90309 | 90310 | 3 | 60 | 57 | 1900% |
| 40 | Annesley Avenue | Annesley Avenue (SB) | 90310 | 90309 | 0 | 0 | 0 | #DIV/0! |
| 41 | Annesley Avenue | Annesley Avenue (EB) | 90312 | 90313 | 11 | #N/A | #N/A | #N/A |
| 42 | Annesley Avenue | Annesley Avenue (WB) | 90313 | 90312 | 15 | 51 | 36 | 240% |
| 43 | Edgware Road | Between Carlisle Road and Holmstall Avenue (NB) | 95175 | 70002 | 753 | 754 | 1 | 0% |
| 44 | Edgware Road | Between Carlisle Road and Holmstall Avenue (SB) | 70002 | 95175 | 961 | 966 | 5 | 1% |
| 45 | Edgware Road | Between Capitol Way and Carlisle Road (NB) | 95172 | 95175 | 747 | 750 | 3 | 0% |
| 46 | Edgware Road | Between Capitol Way and Carlisle Road (SB) | 95175 | 95172 | 932 | 940 | 8 | 1% |
| 47 | Edgware Road | Between The Greenway and Capitol Way (NB) | 90290 | 95172 | 761 | 768 | 7 | 1% |
| 48 | Edgware Road | Between The Greenway and Capitol Way (SB) | 95172 | 90290 | 929 | 930 | 1 | 0% |
| 49 | Edgware Road | Between Annesley Avenue and The Greenway (NB) | 90312 | 90290 | 778 | 785 | 7 | 1% |
| 50 | Edgware Road | Between Annesley Avenue and The Greenway (SB) | 90290 | 90312 | 899 | 916 | 17 | 2% |
| 51 | Edgware Road | Between Grove Park and Annesley Avenue (NB) | 95063 | 90312 | 773 | 761 | -12 | -2% |
| 52 | Edgware Road | Between Grove Park and Annesley Avenue (SB) | 90312 | 95063 | 897 | 954 | 57 | 6% |

Table C.1 Comparison of Original Base Model Flows and the Modified Model (with network changes) for the Morning Peak Hour

| Site | Location | Direction | ANODE | BNODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|------------------|---|-------|-------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (EB) | 90309 | 90299 | 511 | 521 | 10 | 2% |
| 2 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (WB) | 90299 | 90309 | 447 | 478 | 31 | 7% |
| 3 | Colindale Avenue | Between Pasteur Close and Booth Road (EB) | 90299 | 90024 | 463 | 459 | -4 | -1% |
| 4 | Colindale Avenue | Between Pasteur Close and Booth Road (WB) | 90024 | 90299 | 470 | 487 | 17 | 4% |
| 5 | Booth Road | Booth Road (NB) | 90024 | 90022 | 440 | 411 | -29 | -7% |
| 6 | Booth Road | Booth Road (SB) | 90022 | 90024 | 250 | 197 | -53 | -21% |
| 7 | Graham Park Way | Between Lanacre Avenue and Great Strand (EB) | 90033 | 90027 | 577 | 570 | -7 | -1% |
| 8 | Graham Park Way | Between Lanacre Avenue and Great Strand (WB) | 90027 | 90033 | 598 | 621 | 23 | 4% |
| 9 | Graham Park Way | Between Great Strand and RAF Hendon (NB) | 90027 | 90323 | 435 | 429 | -6 | -1% |
| 10 | Graham Park Way | Between Great Strand and RAF Hendon (SB) | 90323 | 90027 | 323 | 345 | 22 | 7% |
| 11 | Graham Park Way | Between RAF Hendon and Avion Crescent (NB) | 90323 | 90026 | 437 | 430 | -7 | -2% |
| 12 | Graham Park Way | Between RAF Hendon and Avion Crescent (SB) | 90026 | 90323 | 330 | 352 | 22 | 7% |
| 13 | Graham Park Way | Between Avion Crescent and Avion Crescent (NB) | 90026 | 90025 | 437 | 430 | -7 | -2% |
| 14 | Graham Park Way | Between Avion Crescent and Avion Crescent (SB) | 90025 | 90026 | 330 | 352 | 22 | 7% |
| 15 | Graham Park Way | Between Graham Park Way and Longmead (NB) | 90025 | 90042 | 437 | 430 | -7 | -2% |
| 16 | Graham Park Way | Between Graham Park Way and Longmead (SB) | 90042 | 90025 | 330 | 352 | 22 | 7% |
| 17 | Graham Park Way | Between Longmead and Clayton Field (NB) | 90042 | 90038 | 261 | 255 | -6 | -2% |
| 18 | Graham Park Way | Between Longmead and Clayton Field (SB) | 90038 | 90042 | 80 | 102 | 22 | 28% |
| 19 | Graham Park Way | Between Clayton Field and Roundabout (NB) | 90038 | 72106 | 342 | 335 | -7 | -2% |
| 20 | Graham Park Way | Between Clayton Field and Roundabout (SB) | 72106 | 90038 | 252 | 274 | 22 | 9% |
| 21 | Lanacre Avenue | Between Graham Park Way and Near Acre (NB) | 90033 | 90034 | 30 | 30 | 0 | 0% |
| 22 | Lanacre Avenue | Between Graham Park Way and Near Acre (SB) | 90034 | 90033 | 134 | 157 | 23 | 17% |
| 23 | Lanacre Avenue | Between Hemswell and Near Acre (EB) | 90035 | 90034 | 134 | 157 | 23 | 17% |
| 24 | Lanacre Avenue | Between Hemswell and Near Acre (WB) | 90034 | 90035 | 30 | 30 | 0 | 0% |
| 25 | Lanacre Avenue | Between Kenley Avenue and Hemswell (EB) | 90046 | 90035 | 80 | 51 | -29 | -36% |
| 26 | Lanacre Avenue | Between Kenley Avenue and Hemswell (WB) | 90035 | 90046 | 147 | 95 | -52 | -35% |
| 27 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (EB) | 90037 | 90046 | 55 | 56 | 1 | 2% |
| 28 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (WB) | 90046 | 90037 | 227 | 205 | -22 | -10% |
| 29 | Montrose Avenue | Between Playfield Road and The Greenway (EB) | 90065 | 90227 | 313 | 321 | 8 | 3% |
| 30 | Montrose Avenue | Between Playfield Road and The Greenway (WB) | 90227 | 90065 | 380 | 378 | -2 | -1% |
| 31 | Montrose Avenue | Between The Greenway and Gervase Road (EB) | 90227 | 90022 | 279 | 281 | 2 | 1% |
| 32 | Montrose Avenue | Between The Greenway and Gervase Road (WB) | 90022 | 90227 | 381 | 379 | -2 | -1% |
| 33 | Colindeep Lane | Colindeep Lane (EB) | 90337 | 90315 | 653 | 653 | 0 | 0% |
| 34 | Colindeep Lane | Colindeep Lane (WB) | 90315 | 90337 | 651 | 640 | -11 | -2% |
| 35 | Colindeep Lane | Colindeep Lane (EB) | 90315 | 90335 | 653 | 653 | 0 | 0% |
| 36 | Colindeep Lane | Colindeep Lane (WB) | 90335 | 90315 | 651 | 640 | -11 | -2% |
| 37 | Colindeep Lane | Colindeep Lane (EB) | 90335 | 95722 | 802 | 803 | 1 | 0% |
| 38 | Colindeep Lane | Colindeep Lane (WB) | 95721 | 90335 | 768 | 759 | -9 | -1% |
| 39 | Annesley Avenue | Annesley Avenue (NB) | 90309 | 90310 | 3 | 60 | 57 | 1900% |
| 40 | Annesley Avenue | Annesley Avenue (SB) | 90310 | 90309 | 0 | 0 | 0 | #DIV/0! |
| 41 | Annesley Avenue | Annesley Avenue (EB) | 90312 | 90313 | 11 | #N/A | #N/A | #N/A |
| 42 | Annesley Avenue | Annesley Avenue (WB) | 90313 | 90312 | 15 | 51 | 36 | 240% |
| 43 | Edgware Road | Between Carlisle Road and Holmstall Avenue (NB) | 95175 | 70002 | 753 | 754 | 1 | 0% |
| 44 | Edgware Road | Between Carlisle Road and Holmstall Avenue (SB) | 70002 | 95175 | 961 | 966 | 5 | 1% |
| 45 | Edgware Road | Between Capitol Way and Carlisle Road (NB) | 95172 | 95175 | 747 | 750 | 3 | 0% |
| 46 | Edgware Road | Between Capitol Way and Carlisle Road (SB) | 95175 | 95172 | 932 | 940 | 8 | 1% |
| 47 | Edgware Road | Between The Greenway and Capitol Way (NB) | 90290 | 95172 | 761 | 768 | 7 | 1% |
| 48 | Edgware Road | Between The Greenway and Capitol Way (SB) | 95172 | 90290 | 929 | 930 | 1 | 0% |
| 49 | Edgware Road | Between Annesley Avenue and The Greenway (NB) | 90312 | 90290 | 778 | 785 | 7 | 1% |
| 50 | Edgware Road | Between Annesley Avenue and The Greenway (SB) | 90290 | 90312 | 899 | 916 | 17 | 2% |
| 51 | Edgware Road | Between Grove Park and Annesley Avenue (NB) | 95063 | 90312 | 773 | 761 | -12 | -2% |
| 52 | Edgware Road | Between Grove Park and Annesley Avenue (SB) | 90312 | 95063 | 897 | 954 | 57 | 6% |

Table C.2 Comparison of Original Base Model Flows and the Modified Model (with network changes) for the Evening Peak Hour

| Site | Location | Direction | ANODE | BNODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|------------------|---|-------|-------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (EB) | 90309 | 90299 | 480 | 478 | -2 | 0% |
| 2 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (WB) | 90299 | 90309 | 445 | 436 | -9 | -2% |
| 3 | Colindale Avenue | Between Pasteur Close and Booth Road (EB) | 90299 | 90024 | 601 | 554 | -47 | -8% |
| 4 | Colindale Avenue | Between Pasteur Close and Booth Road (WB) | 90024 | 90299 | 504 | 451 | -53 | -11% |
| 5 | Booth Road | Booth Road (NB) | 90024 | 90022 | 635 | 602 | -33 | -5% |
| 6 | Booth Road | Booth Road (SB) | 90022 | 90024 | 349 | 224 | -125 | -36% |
| 7 | Graham Park Way | Between Lanacre Avenue and Great Strand (EB) | 90033 | 90027 | 715 | 715 | 0 | 0% |
| 8 | Graham Park Way | Between Lanacre Avenue and Great Strand (WB) | 90027 | 90033 | 527 | 582 | 55 | 10% |
| 9 | Graham Park Way | Between Great Strand and RAF Hendon (NB) | 90027 | 90323 | 592 | 592 | 0 | 0% |
| 10 | Graham Park Way | Between Great Strand and RAF Hendon (SB) | 90323 | 90027 | 436 | 490 | 54 | 12% |
| 11 | Graham Park Way | Between RAF Hendon and Avion Crescent (NB) | 90323 | 90026 | 632 | 632 | 0 | 0% |
| 12 | Graham Park Way | Between RAF Hendon and Avion Crescent (SB) | 90026 | 90323 | 465 | 519 | 54 | 12% |
| 13 | Graham Park Way | Between Avion Crescent and Avion Crescent (NB) | 90026 | 90025 | 632 | 632 | 0 | 0% |
| 14 | Graham Park Way | Between Avion Crescent and Avion Crescent (SB) | 90025 | 90026 | 465 | 519 | 54 | 12% |
| 15 | Graham Park Way | Between Graham Park Way and Longmead (NB) | 90025 | 90042 | 632 | 632 | 0 | 0% |
| 16 | Graham Park Way | Between Graham Park Way and Longmead (SB) | 90042 | 90025 | 465 | 519 | 54 | 12% |
| 17 | Graham Park Way | Between Longmead and Clayton Field (NB) | 90042 | 90038 | 152 | 156 | 4 | 3% |
| 18 | Graham Park Way | Between Longmead and Clayton Field (SB) | 90038 | 90042 | 85 | 139 | 54 | 64% |
| 19 | Graham Park Way | Between Clayton Field and Roundabout (NB) | 90038 | 72106 | 486 | 489 | 3 | 1% |
| 20 | Graham Park Way | Between Clayton Field and Roundabout (SB) | 72106 | 90038 | 286 | 344 | 58 | 20% |
| 21 | Lanacre Avenue | Between Graham Park Way and Near Acre (NB) | 90033 | 90034 | 47 | 47 | 0 | 0% |
| 22 | Lanacre Avenue | Between Graham Park Way and Near Acre (SB) | 90034 | 90033 | 26 | 46 | 20 | 77% |
| 23 | Lanacre Avenue | Between Hemswell and Near Acre (EB) | 90035 | 90034 | 26 | 46 | 20 | 77% |
| 24 | Lanacre Avenue | Between Hemswell and Near Acre (WB) | 90034 | 90035 | 47 | 47 | 0 | 0% |
| 25 | Lanacre Avenue | Between Kenley Avenue and Hemswell (EB) | 90046 | 90035 | 19 | 40 | 21 | 111% |
| 26 | Lanacre Avenue | Between Kenley Avenue and Hemswell (WB) | 90035 | 90046 | 42 | 42 | 0 | 0% |
| 27 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (EB) | 90037 | 90046 | 15 | 30 | 15 | 100% |
| 28 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (WB) | 90046 | 90037 | 66 | 60 | -6 | -9% |
| 29 | Montrose Avenue | Between Playfield Road and The Greenway (EB) | 90065 | 90227 | 380 | 404 | 24 | 6% |
| 30 | Montrose Avenue | Between Playfield Road and The Greenway (WB) | 90227 | 90065 | 503 | 522 | 19 | 4% |
| 31 | Montrose Avenue | Between The Greenway and Gervase Road (EB) | 90227 | 90022 | 354 | 378 | 24 | 7% |
| 32 | Montrose Avenue | Between The Greenway and Gervase Road (WB) | 90022 | 90227 | 508 | 526 | 18 | 4% |
| 33 | Colindeep Lane | Colindeep Lane (EB) | 90337 | 90315 | 532 | 551 | 19 | 4% |
| 34 | Colindeep Lane | Colindeep Lane (WB) | 90315 | 90337 | 686 | 688 | 2 | 0% |
| 35 | Colindeep Lane | Colindeep Lane (EB) | 90315 | 90335 | 532 | 551 | 19 | 4% |
| 36 | Colindeep Lane | Colindeep Lane (WB) | 90335 | 90315 | 686 | 688 | 2 | 0% |
| 37 | Colindeep Lane | Colindeep Lane (EB) | 90335 | 95722 | 689 | 705 | 16 | 2% |
| 38 | Colindeep Lane | Colindeep Lane (WB) | 95721 | 90335 | 875 | 877 | 2 | 0% |
| 39 | Annesley Avenue | Annesley Avenue (NB) | 90309 | 90310 | 62 | 180 | 118 | 190% |
| 40 | Annesley Avenue | Annesley Avenue (SB) | 90310 | 90309 | 98 | 0 | -98 | -100% |
| 41 | Annesley Avenue | Annesley Avenue (EB) | 90312 | 90313 | 85 | #N/A | #N/A | #N/A |
| 42 | Annesley Avenue | Annesley Avenue (WB) | 90313 | 90312 | 134 | 252 | 118 | 88% |
| 43 | Edgware Road | Between Carlisle Road and Holmstall Avenue (NB) | 95175 | 70002 | 900 | 922 | 22 | 2% |
| 44 | Edgware Road | Between Carlisle Road and Holmstall Avenue (SB) | 70002 | 95175 | 851 | 897 | 46 | 5% |
| 45 | Edgware Road | Between Capitol Way and Carlisle Road (NB) | 95172 | 95175 | 899 | 924 | 25 | 3% |
| 46 | Edgware Road | Between Capitol Way and Carlisle Road (SB) | 95175 | 95172 | 822 | 873 | 51 | 6% |
| 47 | Edgware Road | Between The Greenway and Capitol Way (NB) | 90290 | 95172 | 1108 | 1137 | 29 | 3% |
| 48 | Edgware Road | Between The Greenway and Capitol Way (SB) | 95172 | 90290 | 848 | 892 | 44 | 5% |
| 49 | Edgware Road | Between Annesley Avenue and The Greenway (NB) | 90312 | 90290 | 1130 | 1159 | 29 | 3% |
| 50 | Edgware Road | Between Annesley Avenue and The Greenway (SB) | 90290 | 90312 | 812 | 865 | 53 | 7% |
| 51 | Edgware Road | Between Grove Park and Annesley Avenue (NB) | 95063 | 90312 | 1126 | 1076 | -50 | -4% |
| 52 | Edgware Road | Between Grove Park and Annesley Avenue (SB) | 90312 | 95063 | 858 | 1043 | 185 | 22% |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| A-Node | B-Node | C-Node | Description | Observed Flow Flows (PCUs) | Modelled Flow (HYDER) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | | Modelled Flow (CB WITH CHANGES) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | |
|--------|--------|--------|---|-------------------------------|---------------------------------------|----------------------|--------------|-----------------|-------|---|----------------------|--------------|-----------------|-------|
| | | | | | | | | GEH | Flows | | | | GEH | Flows |
| 72041 | 75069 | 95780 | A411 Barnet Lane - A5183 High Street (s) | 247 | 268 | 21 | 1.29 | Pass | Pass | 267 | 20 | 1.25 | Pass | Pass |
| 72041 | 75069 | 75060 | A411 Barnet Lane - A5183 High Street (n) | 21 | 18 | -3 | 0.63 | Pass | Pass | 18 | -3 | 0.68 | Pass | Pass |
| 72041 | 75069 | 75068 | A411 Barnet Lane - A411 Watford Road | 523 | 545 | 22 | 0.96 | Pass | Pass | 546 | 23 | 0.99 | Pass | Pass |
| 95780 | 75069 | 72041 | A5183 High Street (s) - A411 Barnet Lane | 142 | 37 | -105 | 11.04 | | | 34 | -108 | 11.51 | | |
| 95780 | 75069 | 75060 | A5183 High Street (s) - A5183 High Street (n) | 298 | 305 | 7 | 0.43 | Pass | Pass | 245 | -53 | 3.22 | Pass | Pass |
| 95780 | 75069 | 75068 | A5183 High Street (s) - A411 Watford Road | 38 | 0 | -38 | 8.72 | | | 0 | -38 | 8.72 | | Pass |
| 75060 | 75069 | 72041 | A5183 High Street (n) - A411 Barnet Lane | 28 | 34 | 6 | 1.06 | Pass | Pass | 33 | 5 | 0.91 | Pass | Pass |
| 75060 | 75069 | 95780 | A5183 High Street (n) - A5183 High Street (s) | 420 | 445 | 25 | 1.20 | Pass | Pass | 413 | -7 | 0.34 | Pass | Pass |
| 75068 | 75069 | 72041 | A411 Watford Road - A411 Barnet Lane | 480 | 536 | 56 | 2.49 | Pass | Pass | 532 | 52 | 2.31 | Pass | Pass |
| 75068 | 75069 | 95780 | A411 Watford Road - A5183 High Street (s) | 72 | 0 | -72 | 12.00 | | | 0 | -72 | 12.00 | | Pass |
| 75068 | 75069 | 75060 | A411 Watford Road - A5183 High Street (n) | 259 | 286 | 27 | 1.64 | Pass | Pass | 311 | 52 | 3.08 | Pass | Pass |
| 71001 | 72043 | 72050 | A41 Watford Bypass - A41 Edgware Way | 557 | 553 | -4 | 0.17 | Pass | Pass | 558 | 1 | 0.04 | Pass | Pass |
| 71001 | 72043 | 95780 | A41 Watford Bypass - A5183 Elstree Hill South | 108 | 108 | 0 | 0.01 | Pass | Pass | 108 | 0 | 0.00 | Pass | Pass |
| 71001 | 72043 | 95446 | A41 Watford Bypass - A5 Brockley Hill | 159 | 169 | 10 | 0.75 | Pass | Pass | 168 | 9 | 0.70 | Pass | Pass |
| 72049 | 72043 | 71001 | A41 Edgware Way - A41 Watford Bypass | 365 | 347 | -18 | 0.94 | Pass | Pass | 342 | -23 | 1.22 | Pass | Pass |
| 72049 | 72043 | 95780 | A41 Edgware Way - A5183 Elstree Hill South | 217 | 192 | -25 | 1.73 | Pass | Pass | 191 | -26 | 1.82 | Pass | Pass |
| 72049 | 72043 | 95446 | A41 Edgware Way - A5 Brockley Hill | 194 | 0 | -194 | 19.67 | | | 0 | -194 | 19.70 | | |
| 95780 | 72043 | 71001 | A5183 Elstree Hill South - A41 Watford Bypass | 370 | 396 | 26 | 1.33 | Pass | Pass | 419 | 49 | 2.47 | Pass | Pass |
| 95780 | 72043 | 72050 | A5183 Elstree Hill South - A41 Edgware Way | 70 | 189 | 119 | 10.44 | | | 189 | 119 | 10.46 | | |
| 95780 | 72043 | 95446 | A5183 Elstree Hill South - A5 Brockley Hill | 228 | 347 | 119 | 7.03 | | | 348 | 120 | 7.07 | | |
| 95446 | 72043 | 71001 | A5 Brockley Hill - A41 Watford Bypass | 434 | 428 | -6 | 0.31 | Pass | Pass | 428 | -6 | 0.29 | Pass | Pass |
| 95446 | 72043 | 72050 | A5 Brockley Hill - A41 Edgware Way | 86 | 0 | -86 | 13.11 | | | 0 | -86 | 13.11 | | Pass |
| 95446 | 72043 | 95780 | A5 Brockley Hill - A5183 Elstree Hill South | 390 | 395 | 5 | 0.27 | Pass | Pass | 396 | 6 | 0.30 | Pass | Pass |
| 72075 | 72069 | 72049 | A410 Spur Road - A41 Edgware Way (n) | 468 | 446 | -22 | 1.02 | Pass | Pass | 457 | -11 | 0.51 | Pass | Pass |
| 72075 | 72069 | 72076 | A410 Spur Road - A41 Edgware Way (s) | 707 | 673 | -34 | 1.30 | Pass | Pass | 669 | -38 | 1.45 | Pass | Pass |
| 72075 | 72069 | 95285 | A410 Spur Road - Green Lane | 43 | 36 | -7 | 1.04 | Pass | Pass | 35 | -8 | 1.28 | Pass | Pass |
| 72229 | 72069 | 72075 | A41 Edgware Way (n) - A410 Spur Road | 635 | 605 | -30 | 1.19 | Pass | Pass | 608 | -27 | 1.08 | Pass | Pass |
| 72229 | 72069 | 72076 | A41 Edgware Way (n) - A41 Edgware Way (s) | 817 | 874 | 57 | 1.95 | Pass | Pass | 871 | 54 | 1.86 | Pass | Pass |
| 72229 | 72069 | 95285 | A41 Edgware Way (n) - Green Lane | 111 | 117 | 6 | 0.58 | Pass | Pass | 118 | 7 | 0.65 | Pass | Pass |
| 72265 | 72069 | 72049 | A41 Edgware Way (s) - A41 Edgware Way (n) | 755 | 730 | -25 | 0.90 | Pass | Pass | 718 | -37 | 1.36 | Pass | Pass |
| 72265 | 72069 | 72075 | A41 Edgware Way (s) - A410 Spur Road | 588 | 448 | -140 | 6.15 | | | 450 | -138 | 6.06 | | |
| 72265 | 72069 | 95285 | A41 Edgware Way (s) - Green Lane | 29 | 26 | -3 | 0.51 | Pass | Pass | 26 | -3 | 0.57 | Pass | Pass |
| 95285 | 72069 | 72049 | Green Lane - A41 Edgware Way (n) | 82 | 83 | 1 | 0.10 | Pass | Pass | 83 | 1 | 0.11 | Pass | Pass |
| 95285 | 72069 | 72075 | Green Lane - A410 Spur Road | 81 | 43 | -38 | 4.81 | Pass | Pass | 43 | -38 | 4.83 | Pass | Pass |
| 95285 | 72069 | 72076 | Green Lane - A41 Edgware Way (s) | 58 | 57 | -1 | 0.18 | Pass | Pass | 57 | -1 | 0.13 | Pass | Pass |
| 72069 | 72075 | 95264 | A410 Spur Road - A410 London Road | 663 | 718 | 55 | 2.09 | Pass | Pass | 715 | 52 | 1.98 | Pass | Pass |
| 72069 | 72075 | 95273 | A410 Spur Road - A5 Stonegrove | 317 | 295 | -22 | 1.28 | Pass | Pass | 303 | -14 | 0.80 | Pass | Pass |
| 72069 | 72075 | 95446 | A410 Spur Road - A5 Brockley Hill | 60 | 83 | 23 | 2.77 | Pass | Pass | 83 | 23 | 2.72 | Pass | Pass |
| 95264 | 72075 | 72069 | A410 London Road - A410 Spur Road | 781 | 741 | -40 | 1.45 | Pass | Pass | 740 | -41 | 1.49 | Pass | Pass |
| 95264 | 72075 | 95273 | A410 London Road - A5 Stonegrove | 116 | 125 | 9 | 0.80 | Pass | Pass | 119 | 3 | 0.28 | Pass | Pass |
| 95264 | 72075 | 95446 | A410 London Road - A5 Brockley Hill | 120 | 117 | -3 | 0.31 | Pass | Pass | 117 | -3 | 0.28 | Pass | Pass |
| 95273 | 72075 | 72069 | A5 Stonegrove - A410 Spur Road | 470 | 369 | -101 | 4.93 | Pass | Pass | 369 | -101 | 4.93 | Pass | Pass |
| 95273 | 72075 | 95264 | A5 Stonegrove - A410 London Road | 159 | 120 | -40 | 3.35 | Pass | Pass | 119 | -40 | 3.39 | Pass | Pass |
| 95273 | 72075 | 95446 | A5 Stonegrove - A5 Brockley Hill | 324 | 369 | 45 | 2.39 | Pass | Pass | 364 | 40 | 2.16 | Pass | Pass |
| 95446 | 72075 | 72069 | A5 Brockley Hill - A410 Spur Road | 66 | 52 | -14 | 1.84 | Pass | Pass | 51 | -15 | 1.96 | Pass | Pass |
| 95446 | 72075 | 95264 | A5 Brockley Hill - A410 London Road | 135 | 173 | 38 | 3.03 | Pass | Pass | 169 | 34 | 2.76 | Pass | Pass |
| 95446 | 72075 | 95273 | A5 Brockley Hill - A5 Stonegrove | 347 | 374 | 27 | 1.41 | Pass | Pass | 378 | 31 | 1.63 | Pass | Pass |
| 71011 | 71010 | 71022 | A410 The Broadway - A4140 Marsh Lane | 274 | 217 | -57 | 3.64 | Pass | Pass | 222 | -52 | 3.30 | Pass | Pass |
| 71011 | 71010 | 95264 | A410 The Broadway - A410 London Road | 605 | 589 | -16 | 0.63 | Pass | Pass | 577 | -28 | 1.15 | Pass | Pass |
| 71011 | 71010 | 95738 | A410 The Broadway - Dennis Lane | 54 | 0 | -54 | 10.39 | | | 0 | -54 | 10.39 | | Pass |
| 71022 | 71010 | 71011 | A4140 Marsh Lane - A410 The Broadway | 290 | 77 | -213 | 15.72 | | | 70 | -220 | 16.40 | | |
| 71022 | 71010 | 95264 | A4140 Marsh Lane - A410 London Road | 281 | 239 | -22 | 1.37 | Pass | Pass | 250 | -11 | 0.69 | Pass | Pass |
| 71022 | 71010 | 95738 | A4140 Marsh Lane - Dennis Lane | 237 | 294 | 57 | 3.52 | Pass | Pass | 301 | 64 | 3.90 | Pass | Pass |
| 95264 | 71010 | 71011 | A410 London Road - A410 The Broadway | 615 | 593 | -22 | 0.88 | Pass | Pass | 593 | -22 | 0.90 | Pass | Pass |
| 95264 | 71010 | 71022 | A410 London Road - A4140 Marsh Lane | 284 | 292 | 8 | 0.50 | Pass | Pass | 288 | 4 | 0.24 | Pass | Pass |
| 95264 | 71010 | 95738 | A410 London Road - Dennis Lane | 41 | 39 | -2 | 0.25 | Pass | Pass | 39 | -2 | 0.32 | Pass | Pass |
| 95738 | 71010 | 71011 | Dennis Lane - A410 The Broadway | 22 | 0 | -22 | 6.62 | | | 0 | -22 | 6.63 | | Pass |
| 95738 | 71010 | 71022 | Dennis Lane - A4140 Marsh Lane | 155 | 152 | -3 | 0.21 | Pass | Pass | 145 | -10 | 0.82 | Pass | Pass |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|---|------|------|------|-------|------|------|------|------|-------|------|------|
| 95738 | 71010 | 95264 | Dennis Lane - A410 London Road | 22 | 20 | -2 | 0.54 | Pass | Pass | 20 | -2 | 0.44 | Pass | Pass |
| 70016 | 70010 | 70210 | A4140 Fryent Way - The Mall | 104 | 103 | -1 | 0.09 | Pass | Pass | 114 | 10 | 0.96 | Pass | Pass |
| 70016 | 70010 | 71070 | A4140 Fryent Way - A4006 Kenton Road | 229 | 226 | -3 | 0.20 | Pass | Pass | 228 | -1 | 0.07 | Pass | Pass |
| 70016 | 70010 | 95686 | A4140 Fryent Way - A4140 Honeypt Lane | 315 | 312 | -3 | 0.18 | Pass | Pass | 311 | -4 | 0.23 | Pass | Pass |
| 70016 | 70010 | 95688 | A4140 Fryent Way - A4006 Kingsbury Road | 171 | 162 | -9 | 0.67 | Pass | Pass | 162 | -9 | 0.70 | Pass | Pass |
| 70210 | 70010 | 70016 | The Mall - A4140 Fryent Way | 303 | 279 | -24 | 1.39 | Pass | Pass | 279 | -25 | 1.47 | Pass | Pass |
| 70210 | 70010 | 71070 | The Mall - A4006 Kenton Road | 16 | 2 | -14 | 4.54 | Pass | Pass | 5 | -11 | 3.39 | Pass | Pass |
| 70210 | 70010 | 95686 | The Mall - A4140 Honeypt Lane | 300 | 278 | -22 | 1.32 | Pass | Pass | 278 | -24 | 1.41 | Pass | Pass |
| 70210 | 70010 | 95688 | The Mall - A4006 Kingsbury Road | 118 | 115 | -3 | 0.25 | Pass | Pass | 118 | 0 | 0.00 | Pass | Pass |
| 71070 | 70010 | 70016 | A4006 Kenton Road - A4140 Fryent Way | 299 | 343 | 44 | 2.46 | Pass | Pass | 350 | 51 | 2.83 | Pass | Pass |
| 71070 | 70010 | 70210 | A4006 Kenton Road - The Mall | 161 | 0 | -161 | 17.94 | | | 0 | -161 | 17.94 | | |
| 71070 | 70010 | 95686 | A4006 Kenton Road - A4140 Honeypt Lane | 58 | 65 | 7 | 0.84 | Pass | Pass | 58 | 0 | 0.00 | Pass | Pass |
| 71070 | 70010 | 95688 | A4006 Kenton Road - A4006 Kingsbury Road | 378 | 375 | -3 | 0.15 | Pass | Pass | 382 | 4 | 0.21 | Pass | Pass |
| 95686 | 70010 | 70016 | A4140 Honeypt Lane - A4140 Fryent Way | 642 | 635 | -7 | 0.28 | Pass | Pass | 607 | -35 | 1.40 | Pass | Pass |
| 95686 | 70010 | 70210 | A4140 Honeypt Lane - The Mall | 155 | 131 | -24 | 1.98 | Pass | Pass | 131 | -24 | 2.01 | Pass | Pass |
| 95686 | 70010 | 71070 | A4140 Honeypt Lane - A4006 Kenton Road | 84 | 84 | 0 | 0.01 | Pass | Pass | 79 | -5 | 0.55 | Pass | Pass |
| 95686 | 70010 | 95688 | A4140 Honeypt Lane - A4006 Kingsbury Road | 81 | 76 | -5 | 0.61 | Pass | Pass | 72 | -9 | 1.03 | Pass | Pass |
| 95688 | 70010 | 70016 | A4006 Kingsbury Road - A4140 Fryent Way | 75 | 70 | -5 | 0.53 | Pass | Pass | 69 | -6 | 0.71 | Pass | Pass |
| 95688 | 70010 | 70210 | A4006 Kingsbury Road - The Mall | 135 | 128 | -7 | 0.61 | Pass | Pass | 129 | -6 | 0.52 | Pass | Pass |
| 95688 | 70010 | 71070 | A4006 Kingsbury Road - A4006 Kenton Road | 357 | 337 | -20 | 1.07 | Pass | Pass | 337 | -20 | 1.07 | Pass | Pass |
| 95688 | 70010 | 95686 | A4006 Kingsbury Road - A4140 Honeypt Lane | 52 | 45 | -7 | 1.03 | Pass | Pass | 48 | -4 | 0.57 | Pass | Pass |
| 70014 | 70012 | 95594 | A4006 Kingsbury Road (e) - B454 Church Lane | 255 | 224 | -31 | 1.99 | Pass | Pass | 223 | -32 | 2.07 | Pass | Pass |
| 70014 | 70012 | 95764 | A4006 Kingsbury Road (e) - A4006 Kingsbury Road (w) | 467 | 443 | -24 | 1.10 | Pass | Pass | 423 | -44 | 2.09 | Pass | Pass |
| 95594 | 70012 | 70014 | B454 Church Lane - A4006 Kingsbury Road (e) | 250 | 213 | -37 | 2.40 | Pass | Pass | 212 | -38 | 2.50 | Pass | Pass |
| 95594 | 70012 | 95764 | B454 Church Lane - A4006 Kingsbury Road (w) | 290 | 284 | -6 | 0.33 | Pass | Pass | 286 | -4 | 0.24 | Pass | Pass |
| 95764 | 70012 | 70014 | A4006 Kingsbury Road (w) - A4006 Kingsbury Road (e) | 698 | 671 | -27 | 1.05 | Pass | Pass | 681 | -17 | 1.05 | Pass | Pass |
| 95764 | 70012 | 95594 | A4006 Kingsbury Road (w) - B454 Church Lane | 378 | 388 | 10 | 0.49 | Pass | Pass | 380 | 2 | 0.10 | Pass | Pass |
| 90358 | 72173 | 95163 | A5 The Hyde (n) - A4006 Kingsbury Road | 268 | 259 | -9 | 0.54 | Pass | Pass | 236 | -32 | 2.02 | Pass | Pass |
| 90358 | 72173 | 95169 | A5 The Hyde (n) - A5 The Hyde (s) | 669 | 641 | -28 | 1.09 | Pass | Pass | 647 | -22 | 0.86 | Pass | Pass |
| 95163 | 72173 | 90358 | A4006 Kingsbury Road - A5 The Hyde (n) | 175 | 167 | -8 | 0.61 | Pass | Pass | 162 | -13 | 1.00 | Pass | Pass |
| 95163 | 72173 | 95169 | A4006 Kingsbury Road - A5 The Hyde (s) | 429 | 376 | -53 | 2.66 | Pass | Pass | 386 | -43 | 2.13 | Pass | Pass |
| 95169 | 72173 | 90358 | A5 The Hyde (s) - A5 The Hyde (n) | 594 | 544 | -50 | 2.08 | Pass | Pass | 541 | -53 | 2.22 | Pass | Pass |
| 95169 | 72173 | 95163 | A5 The Hyde (s) - A4006 Kingsbury Road | 324 | 277 | -47 | 2.73 | Pass | Pass | 278 | -46 | 2.65 | Pass | Pass |
| 72176 | 72169 | 72259 | A41 Watford Way (s) - A504 Station Road | 29 | 0 | -29 | 7.62 | Pass | Pass | 0 | -29 | 7.62 | Pass | Pass |
| 72176 | 72169 | 90368 | A41 Watford Way (s) - A504 The Burroughs | 180 | 141 | -39 | 3.07 | Pass | Pass | 141 | -39 | 3.08 | Pass | Pass |
| 72176 | 72169 | 72164 | A41 Watford Way (n) - A41 Watford Way (n) | 1689 | 1661 | -28 | 0.69 | Pass | Pass | 1668 | -21 | 0.51 | Pass | Pass |
| 72259 | 72169 | 72176 | A504 Station Road - A41 Watford Way (s) | 64 | 31 | -33 | 4.82 | Pass | Pass | 36 | -28 | 3.96 | Pass | Pass |
| 72259 | 72169 | 90368 | A504 Station Road - A504 The Burroughs | 275 | 263 | -12 | 0.75 | Pass | Pass | 260 | -15 | 0.92 | Pass | Pass |
| 72259 | 72169 | 72164 | A504 Station Road - A41 Watford Way (n) | 161 | 191 | 30 | 2.27 | Pass | Pass | 194 | 33 | 2.48 | Pass | Pass |
| 90368 | 72169 | 72176 | A504 The Burroughs - A41 Watford Way (s) | 146 | 95 | -51 | 4.64 | Pass | Pass | 96 | -50 | 4.55 | Pass | Pass |
| 90368 | 72169 | 72259 | A504 The Burroughs - A504 Station Road | 254 | 252 | -2 | 0.12 | Pass | Pass | 251 | -3 | 0.19 | Pass | Pass |
| 90368 | 72169 | 72164 | A504 The Burroughs - A41 Watford Way (n) | 333 | 331 | -2 | 0.09 | Pass | Pass | 329 | -4 | 0.22 | Pass | Pass |
| 95720 | 72169 | 72176 | A41 Watford Way (n) - A41 Watford Way (s) | 1892 | 1850 | -42 | 0.97 | Pass | Pass | 1800 | -92 | 2.14 | Pass | Pass |
| 95720 | 72169 | 72259 | A41 Watford Way (n) - A504 Station Road | 241 | 154 | -87 | 6.17 | Pass | Pass | 145 | -96 | 6.91 | Pass | Pass |
| 95720 | 72169 | 90368 | A41 Watford Way (n) - A504 The Burroughs | 267 | 247 | -20 | 1.23 | Pass | Pass | 249 | -18 | 1.12 | Pass | Pass |
| 72149 | 72154 | 72162 | A5 Edgware Road (n) - A5 Edgware Road (s) | 843 | 797 | -46 | 1.62 | Pass | Pass | 827 | -16 | 0.55 | Pass | Pass |
| 72149 | 72154 | 90337 | A5 Edgware Road (n) - A5150 Colindeep Lane | 424 | 447 | 23 | 1.12 | Pass | Pass | 443 | 19 | 0.91 | Pass | Pass |
| 72149 | 72154 | 95739 | A5 Edgware Road (n) - Windover Lane | 27 | 32 | 5 | 0.89 | Pass | Pass | 0 | -27 | 7.35 | Pass | Pass |
| 72162 | 72154 | 72149 | A5 Edgware Road (s) - A5 Edgware Road (n) | 821 | 749 | -72 | 2.57 | Pass | Pass | 746 | -75 | 2.68 | Pass | Pass |
| 72162 | 72154 | 90337 | A5 Edgware Road (s) - A5150 Colindeep Lane | 194 | 178 | -16 | 1.18 | Pass | Pass | 182 | -12 | 0.88 | Pass | Pass |
| 72162 | 72154 | 95739 | A5 Edgware Road (s) - Windover Lane | 59 | 56 | -3 | 0.34 | Pass | Pass | 56 | -3 | 0.40 | Pass | Pass |
| 90337 | 72154 | 72149 | A5150 Colindeep Lane - A5 Edgware Road (n) | 381 | 388 | 7 | 0.38 | Pass | Pass | 383 | 2 | 0.10 | Pass | Pass |
| 90337 | 72154 | 72162 | A5150 Colindeep Lane - A5 Edgware Road (s) | 125 | 128 | 3 | 0.27 | Pass | Pass | 126 | 1 | 0.09 | Pass | Pass |
| 90337 | 72154 | 95739 | A5150 Colindeep Lane - Windover Lane | 26 | 26 | 0 | 0.09 | Pass | Pass | 24 | -2 | 0.40 | Pass | Pass |
| 95739 | 72154 | 72149 | Windover Lane - A5 Edgware Road (n) | 13 | 0 | -13 | 5.10 | Pass | Pass | 0 | -13 | 5.10 | Pass | Pass |
| 95739 | 72154 | 72162 | Windover Lane - A5 Edgware Road (s) | 5 | 7 | 2 | 0.67 | Pass | Pass | 7 | 2 | 0.82 | Pass | Pass |
| 95739 | 72154 | 90337 | Windover Lane - A5150 Colindeep Lane | 1 | 6 | 5 | 2.56 | Pass | Pass | 6 | 5 | 2.67 | Pass | Pass |
| 72154 | 72149 | 90309 | A5 Edgware Road (s) - A5 Edgware Road (n) | 353 | 390 | 37 | 1.92 | Pass | Pass | 393 | 40 | 2.07 | Pass | Pass |
| 72154 | 72149 | 95063 | A5 Edgware Road (s) - A5 Edgware Road (n) | 796 | 747 | -49 | 1.75 | Pass | Pass | 736 | -60 | 2.17 | Pass | Pass |
| 90309 | 72149 | 72154 | Colindale Avenue - A5 Edgware Road (s) | 446 | 444 | -2 | 0.09 | Pass | Pass | 428 | -18 | 0.86 | Pass | Pass |
| 95063 | 72149 | 72154 | A5 Edgware Road (n) - A5 Edgware Road (s) | 886 | 836 | -50 | 1.71 | Pass | Pass | 843 | -43 | 1.46 | Pass | Pass |
| 95063 | 72149 | 90309 | A5 Edgware Road (n) - A5 Edgware Road (n) | 170 | 121 | -49 | 4.09 | Pass | Pass | 137 | -33 | 2.66 | Pass | Pass |
| 90024 | 72141 | 90033 | Colindale Avenue - Grahame Park Way | 289 | 315 | 26 | 1.50 | Pass | Pass | 314 | 25 | 1.44 | Pass | Pass |
| 90024 | 72141 | 90049 | Colindale Avenue - Eagle Drive | 14 | 45 | 31 | 5.72 | Pass | Pass | 46 | 32 | 5.84 | Pass | Pass |
| 90024 | 72141 | 90320 | Colindale Avenue - Aerodrome Road | 252 | 254 | 2 | 0.13 | Pass | Pass | 293 | 41 | 2.48 | Pass | Pass |
| 90033 | 72141 | 90024 | Grahame Park Way - Colindale Avenue | 440 | 419 | -21 | 1.03 | Pass | Pass | 510 | 70 | 3.21 | Pass | Pass |
| 90033 | 72141 | 90049 | Grahame Park Way - Eagle Drive | 22 | 24 | 2 | 0.52 | Pass | Pass | 23 | 1 | 0.21 | Pass | Pass |
| 90033 | 72141 | 90320 | Grahame Park Way - Aerodrome Road | 272 | 288 | 16 | 0.93 | Pass | Pass | 243 | -29 | 1.81 | Pass | Pass |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|---|-----|-----|------|------|------|------|-----|------|------|------|------|
| 90049 | 72141 | 90024 | Eagle Drive - Colindale Avenue | 38 | 48 | 10 | 1.46 | Pass | Pass | 48 | 10 | 1.52 | Pass | Pass |
| 90049 | 72141 | 90033 | Eagle Drive - Grahame Park Way | 30 | 28 | -2 | 0.34 | Pass | Pass | 28 | -2 | 0.37 | Pass | Pass |
| 90049 | 72141 | 90320 | Eagle Drive - Aerodrome Road | 38 | 41 | 3 | 0.44 | Pass | Pass | 41 | 3 | 0.48 | Pass | Pass |
| 90320 | 72141 | 90024 | Aerodrome Road - Colindale Avenue | 251 | 344 | 93 | 5.38 | Pass | Pass | 338 | 87 | 5.07 | Pass | Pass |
| 90320 | 72141 | 90033 | Aerodrome Road - Grahame Park Way | 242 | 262 | 20 | 1.25 | Pass | Pass | 256 | 14 | 0.89 | Pass | Pass |
| 90320 | 72141 | 90049 | Aerodrome Road - Eagle Drive | 5 | 5 | 0 | 0.01 | Pass | Pass | 5 | 0 | 0.00 | Pass | Pass |
| 72102 | 72104 | 72106 | Bunns Lane (n) - Bunns Lane (s) | 851 | 793 | -58 | 2.01 | Pass | Pass | 797 | -54 | 1.88 | Pass | Pass |
| 72102 | 72104 | 90018 | Bunns Lane (n) - Woodcroft Avenue | 81 | 64 | -17 | 1.97 | Pass | Pass | 63 | -18 | 2.12 | Pass | Pass |
| 72106 | 72104 | 72102 | Bunns Lane (s) - Bunns Lane (n) | 556 | 425 | -131 | 5.92 | Pass | Pass | 430 | -126 | 5.87 | Pass | Pass |
| 72106 | 72104 | 90018 | Bunns Lane (s) - Woodcroft Avenue | 254 | 253 | -1 | 0.09 | Pass | Pass | 234 | -20 | 1.28 | Pass | Pass |
| 90018 | 72104 | 72102 | Woodcroft Avenue - Bunns Lane (n) | 112 | 149 | 37 | 3.22 | Pass | Pass | 135 | 23 | 2.07 | Pass | Pass |
| 90018 | 72104 | 72106 | Woodcroft Avenue - Bunns Lane (s) | 191 | 150 | -41 | 3.10 | Pass | Pass | 160 | -31 | 2.34 | Pass | Pass |
| 72267 | 72122 | 90011 | Watling Avenue (s) - Cressingham Road | 23 | 21 | -2 | 0.53 | Pass | Pass | 21 | -2 | 0.43 | Pass | Pass |
| 72267 | 72122 | 90085 | Watling Avenue (s) - Watling Avenue (n) | 46 | 0 | -46 | 9.59 | Pass | Pass | 0 | -46 | 9.59 | Pass | Pass |
| 72267 | 72122 | 95403 | Watling Avenue (s) - Montrose Avenue | 116 | 76 | -40 | 4.10 | Pass | Pass | 74 | -42 | 4.31 | Pass | Pass |
| 90011 | 72122 | 72267 | Cressingham Road - Watling Avenue (s) | 17 | 14 | -3 | 0.81 | Pass | Pass | 14 | -3 | 0.76 | Pass | Pass |
| 90011 | 72122 | 90085 | Cressingham Road - Watling Avenue (n) | 80 | 74 | -6 | 0.65 | Pass | Pass | 68 | -12 | 1.39 | Pass | Pass |
| 90011 | 72122 | 95403 | Cressingham Road - Montrose Avenue | 10 | 8 | -2 | 0.80 | Pass | Pass | 8 | -2 | 0.67 | Pass | Pass |
| 90085 | 72122 | 72267 | Watling Avenue (n) - Watling Avenue (s) | 47 | 35 | -12 | 1.89 | Pass | Pass | 17 | -30 | 5.30 | Pass | Pass |
| 90085 | 72122 | 90011 | Watling Avenue (n) - Cressingham Road | 87 | 85 | -2 | 0.22 | Pass | Pass | 85 | -2 | 0.22 | Pass | Pass |
| 90085 | 72122 | 95403 | Watling Avenue (n) - Montrose Avenue | 160 | 163 | 3 | 0.26 | Pass | Pass | 165 | 5 | 0.39 | Pass | Pass |
| 95403 | 72122 | 72267 | Montrose Avenue - Watling Avenue (s) | 193 | 181 | -12 | 0.91 | Pass | Pass | 181 | -12 | 0.88 | Pass | Pass |
| 95403 | 72122 | 90011 | Montrose Avenue - Cressingham Road | 7 | 7 | 0 | 0.02 | Pass | Pass | 7 | 0 | 0.00 | Pass | Pass |
| 95403 | 72122 | 90085 | Montrose Avenue - Watling Avenue (n) | 297 | 269 | -28 | 1.69 | Pass | Pass | 268 | -29 | 1.73 | Pass | Pass |
| 70001 | 72136 | 95232 | Stag Lane - A5 Burnt Oak Broadway (s) | 70 | 119 | 49 | 5.01 | Pass | Pass | 124 | 54 | 5.48 | Pass | Pass |
| 70001 | 72136 | 95728 | Stag Lane - A5 Burnt Oak Broadway (n) | 265 | 245 | -20 | 1.25 | Pass | Pass | 247 | -18 | 1.13 | Pass | Pass |
| 72136 | 95728 | 90055 | A5 Burnt Oak Broadway (s) - Watling Avenue | 223 | 197 | -26 | 1.82 | Pass | Pass | 199 | -24 | 1.65 | Pass | Pass |
| 72136 | 95728 | 95219 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 612 | 536 | -76 | 3.18 | Pass | Pass | 534 | -78 | 3.26 | Pass | Pass |
| 90055 | 95728 | 72136 | Watling Avenue - A5 Burnt Oak Broadway (s) | 283 | 209 | -74 | 4.73 | Pass | Pass | 200 | -83 | 5.34 | Pass | Pass |
| 90055 | 95728 | 95219 | Watling Avenue - A5 Burnt Oak Broadway (n) | 98 | 132 | 34 | 3.15 | Pass | Pass | 131 | 33 | 3.08 | Pass | Pass |
| 95219 | 95728 | 72136 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 666 | 604 | -62 | 2.48 | Pass | Pass | 609 | -57 | 2.26 | Pass | Pass |
| 95219 | 95728 | 90055 | A5 Burnt Oak Broadway (n) - Watling Avenue | 122 | 93 | -29 | 2.77 | Pass | Pass | 92 | -30 | 2.90 | Pass | Pass |
| 95232 | 72136 | 70001 | A5 Burnt Oak Broadway (s) - Stag Lane | 36 | 45 | 9 | 1.34 | Pass | Pass | 41 | 5 | 0.81 | Pass | Pass |
| 95232 | 72136 | 95728 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 570 | 487 | -83 | 3.59 | Pass | Pass | 486 | -84 | 3.66 | Pass | Pass |
| 95728 | 72136 | 70001 | A5 Burnt Oak Broadway (n) - Stag Lane | 246 | 215 | -31 | 2.02 | Pass | Pass | 211 | -35 | 2.32 | Pass | Pass |
| 95728 | 72136 | 95232 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 703 | 597 | -106 | 4.16 | Pass | Pass | 598 | -105 | 4.12 | Pass | Pass |
| 71156 | 72118 | 72128 | Camrose Avenue - A5 Burnt Oak Broadway | 32 | 25 | -7 | 1.25 | Pass | Pass | 24 | -8 | 1.51 | Pass | Pass |
| 71156 | 72118 | 90105 | Camrose Avenue - A5 High Street | 122 | 105 | -17 | 1.56 | Pass | Pass | 103 | -19 | 1.79 | Pass | Pass |
| 71156 | 72118 | 90124 | Camrose Avenue - A5109 Deansbrook Road | 427 | 428 | 1 | 0.06 | Pass | Pass | 418 | -9 | 0.44 | Pass | Pass |
| 72128 | 72118 | 71156 | A5 Burnt Oak Broadway - Camrose Avenue | 32 | 19 | -13 | 2.50 | Pass | Pass | 19 | -13 | 2.57 | Pass | Pass |
| 72128 | 72118 | 90105 | A5 Burnt Oak Broadway - A5 High Street | 646 | 588 | -58 | 2.34 | Pass | Pass | 586 | -60 | 2.42 | Pass | Pass |
| 72128 | 72118 | 90124 | A5 Burnt Oak Broadway - A5109 Deansbrook Road | 153 | 88 | -65 | 5.92 | Pass | Pass | 87 | -66 | 6.02 | Pass | Pass |
| 90105 | 72118 | 71156 | A5 High Street - Camrose Avenue | 120 | 99 | -21 | 2.00 | Pass | Pass | 97 | -23 | 2.21 | Pass | Pass |
| 90105 | 72118 | 72128 | A5 High Street - A5 Burnt Oak Broadway | 625 | 544 | -81 | 3.35 | Pass | Pass | 548 | -77 | 3.18 | Pass | Pass |
| 90105 | 72118 | 90124 | A5 High Street - A5109 Deansbrook Road | 131 | 167 | 36 | 2.96 | Pass | Pass | 164 | 33 | 2.72 | Pass | Pass |
| 90124 | 72118 | 71156 | A5109 Deansbrook Road - Camrose Avenue | 377 | 376 | -1 | 0.06 | Pass | Pass | 374 | -3 | 0.15 | Pass | Pass |
| 90124 | 72118 | 72128 | A5109 Deansbrook Road - A5 Burnt Oak Broadway | 107 | 102 | -5 | 0.53 | Pass | Pass | 101 | -6 | 0.59 | Pass | Pass |
| 90124 | 72118 | 90105 | A5109 Deansbrook Road - A5 High Street | 126 | 112 | -14 | 1.31 | Pass | Pass | 112 | -14 | 1.28 | Pass | Pass |
| 90105 | 72105 | 95282 | A5 High Street (s) - Whitchurch Lane | 202 | 147 | -55 | 4.16 | Pass | Pass | 148 | -54 | 4.08 | Pass | Pass |
| 90105 | 72105 | 95286 | A5 High Street (s) - A5100 Station Road | 166 | 156 | -10 | 0.79 | Pass | Pass | 153 | -13 | 1.03 | Pass | Pass |
| 90105 | 72105 | 95293 | A5 High Street (s) - A5 High Street (n) | 580 | 540 | -40 | 1.68 | Pass | Pass | 540 | -40 | 1.69 | Pass | Pass |
| 95282 | 72105 | 90105 | Whitchurch Lane - A5 High Street (s) | 176 | 141 | -35 | 2.81 | Pass | Pass | 143 | -33 | 2.61 | Pass | Pass |
| 95282 | 72105 | 95286 | Whitchurch Lane - A5100 Station Road | 281 | 246 | -35 | 2.14 | Pass | Pass | 242 | -39 | 2.41 | Pass | Pass |
| 95282 | 72105 | 95293 | Whitchurch Lane - A5 High Street (n) | 170 | 175 | 5 | 0.38 | Pass | Pass | 175 | 5 | 0.38 | Pass | Pass |
| 95286 | 72105 | 90105 | A5100 Station Road - A5 High Street (s) | 184 | 133 | -51 | 4.05 | Pass | Pass | 132 | -52 | 4.14 | Pass | Pass |
| 95286 | 72105 | 95282 | A5100 Station Road - Whitchurch Lane | 347 | 372 | 25 | 1.31 | Pass | Pass | 371 | 24 | 1.27 | Pass | Pass |
| 95293 | 72105 | 90105 | A5 High Street (n) - A5 High Street (s) | 781 | 784 | 3 | 0.10 | Pass | Pass | 782 | 1 | 0.04 | Pass | Pass |
| 95293 | 72105 | 95286 | A5 High Street (n) - A5100 Station Road | 63 | 50 | -13 | 1.77 | Pass | Pass | 54 | -9 | 1.18 | Pass | Pass |
| 95308 | 72085 | 95316 | A5100 Hale Lane (w) - A5109 Selvage Lane | 47 | 42 | -5 | 0.69 | Pass | Pass | 42 | -5 | 0.75 | Pass | Pass |
| 95308 | 72085 | 99972 | A5100 Hale Lane (w) - A5100 Hale Lane (e) | 406 | 376 | -30 | 1.52 | Pass | Pass | 376 | -30 | 1.52 | Pass | Pass |
| 95308 | 72085 | 99973 | A5100 Hale Lane (w) - A5109 Deans Lane | 231 | 223 | -8 | 0.53 | Pass | Pass | 222 | -9 | 0.60 | Pass | Pass |
| 95316 | 72085 | 95308 | A5109 Selvage Lane - A5100 Hale Lane (w) | 53 | 81 | 28 | 3.37 | Pass | Pass | 80 | 27 | 3.31 | Pass | Pass |
| 95316 | 72085 | 99972 | A5109 Selvage Lane - A5100 Hale Lane (e) | 114 | 81 | -33 | 3.30 | Pass | Pass | 82 | -32 | 3.23 | Pass | Pass |
| 95316 | 72085 | 99973 | A5109 Selvage Lane - A5109 Deans Lane | 461 | 461 | 0 | 0.01 | Pass | Pass | 463 | 2 | 0.09 | Pass | Pass |
| 99972 | 72085 | 95308 | A5100 Hale Lane (e) - A5100 Hale Lane (w) | 284 | 255 | -29 | 1.75 | Pass | Pass | 250 | -34 | 2.08 | Pass | Pass |
| 99972 | 72085 | 95316 | A5100 Hale Lane (e) - A5109 Selvage Lane | 59 | 118 | 59 | 6.25 | Pass | Pass | 117 | 58 | 6.18 | Pass | Pass |
| 99972 | 72085 | 99973 | A5100 Hale Lane (e) - A5109 Deans Lane | 67 | 15 | -52 | 8.20 | Pass | Pass | 15 | -52 | 8.12 | Pass | Pass |
| 99973 | 72085 | 95308 | A5109 Deans Lane - A5100 Hale Lane (w) | 193 | 175 | -18 | 1.31 | Pass | Pass | 178 | -15 | 1.10 | Pass | Pass |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | | |
|-------|-------|-------|--|------|------|------|------|------|------|--|------|------|------|------|------|
| 99973 | 72085 | 95316 | A5109 Deans Lane - A5109 Selvage Lane | 315 | 412 | 97 | 5.08 | | Pass | | 407 | 92 | 4.84 | Pass | Pass |
| 99973 | 72085 | 99972 | A5109 Deans Lane - A5100 Hale Lane (e) | 52 | 16 | -36 | 6.22 | | Pass | | 16 | -36 | 6.17 | | Pass |
| 72073 | 95754 | 95755 | Apex Corner Roundabout turning into A41 Edgware Way | 1342 | 1191 | -151 | 4.25 | Pass | Pass | | 1188 | -154 | 4.33 | Pass | Pass |
| 72073 | 95754 | 95756 | Apex Corner Roundabout not turning into A41 Edgware Way | 2493 | 2496 | 3 | 0.07 | Pass | Pass | | 2494 | 1 | 0.02 | Pass | Pass |
| 95756 | 95757 | 95758 | Apex Corner Roundabout turning into A1 Barnet Way | 3556 | 3526 | -30 | 0.50 | Pass | Pass | | 3528 | -28 | 0.47 | Pass | Pass |
| 95756 | 95757 | 95759 | Apex Corner Roundabout not turning into A1 Barnet Way | 990 | 954 | -36 | 1.14 | Pass | Pass | | 948 | -42 | 1.35 | Pass | Pass |
| 72070 | 72280 | 95763 | Apex Corner Roundabout turning into A1 Barnet Bypass | 1608 | 1572 | -36 | 0.91 | Pass | Pass | | 1573 | -35 | 0.88 | Pass | Pass |
| 95759 | 95760 | 95762 | Apex Corner Roundabout not turning into A1 Barnet Bypass | 2098 | 2009 | -89 | 1.97 | Pass | Pass | | 2005 | -93 | 2.05 | Pass | Pass |
| 95762 | 72073 | 72239 | Apex Corner Roundabout turning into A5019 Selvage Lane | 1034 | 1001 | -33 | 1.05 | Pass | Pass | | 1004 | -30 | 0.94 | Pass | Pass |
| 95762 | 72073 | 95754 | Apex Corner Roundabout not turning into A5019 Selvage Lane | 3236 | 3005 | -231 | 4.14 | Pass | Pass | | 3005 | -231 | 4.14 | Pass | Pass |
| 72037 | 95747 | 72010 | Stirling Corner Roundabout turning into A1 Barnet Bypass | 2292 | 2262 | -30 | 0.63 | Pass | Pass | | 2260 | -32 | 0.67 | Pass | Pass |
| 72037 | 95747 | 95750 | Stirling Corner Roundabout not turning into A1 Barnet Bypass | 1146 | 1119 | -27 | 0.80 | Pass | Pass | | 1117 | -29 | 0.86 | Pass | Pass |
| 75067 | 72037 | 95740 | Stirling Corner Roundabout turning into Stirling Way | 149 | 139 | -10 | 0.85 | Pass | Pass | | 138 | -11 | 0.92 | Pass | Pass |
| 75067 | 72037 | 95747 | Stirling Corner Roundabout not turning into Stirling Way | 3217 | 3156 | -61 | 1.08 | Pass | Pass | | 3152 | -65 | 1.15 | Pass | Pass |
| 95747 | 95750 | 95748 | Stirling Corner Roundabout not turning into A411 Barnet Road | 2850 | 2726 | -124 | 2.35 | Pass | Pass | | 2727 | -123 | 2.33 | Pass | Pass |
| 95747 | 95750 | 95751 | Stirling Corner Roundabout turning into A411 Barnet Road | 662 | 620 | -42 | 1.64 | Pass | Pass | | 619 | -43 | 1.70 | Pass | Pass |
| 95748 | 95752 | 95749 | Stirling Corner Roundabout not turning into A1 Barnet Way | 774 | 787 | 13 | 0.45 | Pass | Pass | | 787 | 13 | 0.47 | Pass | Pass |
| 95748 | 95752 | 95753 | Stirling Corner Roundabout turning into A1 Barnet Way | 2708 | 2633 | -75 | 1.45 | Pass | Pass | | 2635 | -73 | 1.41 | Pass | Pass |
| 95749 | 75067 | 72037 | Stirling Corner Roundabout not turning into A411 Barnet Lane | 2571 | 2532 | -39 | 0.77 | Pass | Pass | | 2531 | -40 | 0.79 | Pass | Pass |
| 95749 | 75067 | 75065 | Stirling Corner Roundabout turning into A411 Barnet Lane | 821 | 837 | 16 | 0.57 | Pass | Pass | | 841 | 20 | 0.69 | Pass | Pass |
| 70002 | 90023 | 90065 | A5 Edgware Road - Montrose Avenue | 215 | 201 | -14 | 0.97 | Pass | Pass | | 203 | -12 | 0.83 | Pass | Pass |
| 70002 | 90023 | 95232 | A5 Edgware Road - A5 Burnt Oak Broadway | 588 | 514 | -54 | 2.34 | Pass | Pass | | 509 | -59 | 2.54 | Pass | Pass |
| 90065 | 90023 | 70002 | Montrose Avenue - A5 Edgware Road | 413 | 382 | -31 | 1.55 | Pass | Pass | | 380 | -33 | 1.66 | Pass | Pass |
| 90065 | 90023 | 95232 | Montrose Avenue - A5 Burnt Oak Broadway | 33 | 22 | -11 | 2.16 | Pass | Pass | | 22 | -11 | 2.10 | Pass | Pass |
| 95232 | 90023 | 70002 | A5 Burnt Oak Broadway - A5 Edgware Road | 664 | 606 | -58 | 2.31 | Pass | Pass | | 601 | -63 | 2.51 | Pass | Pass |
| 95232 | 90023 | 90065 | A5 Burnt Oak Broadway - Montrose Avenue | 111 | 114 | 3 | 0.25 | Pass | Pass | | 120 | 9 | 0.84 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| A-Node | B-Node | C-Node | Description | Observed Flow Flows (PCUs) | Modelled Flow (HYDER) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines GEH | Flows | Modelled Flow (CB WITH CHANGES) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines GEH | Flows |
|--------|--------|--------|---|----------------------------|------------------------------------|-------------------|-----------|---------------------|-------|--|-------------------|-----------|---------------------|-------|
| 72041 | 75069 | 95780 | A411 Barnet Lane - A5183 High Street (s) | 166 | 155 | -11 | 0.85 | Pass | Pass | 155 | -11 | 0.87 | Pass | Pass |
| 72041 | 75069 | 75060 | A411 Barnet Lane - A5183 High Street (n) | 20 | 20 | 0 | 0.00 | Pass | Pass | 20 | 0 | 0.00 | Pass | Pass |
| 72041 | 75069 | 75068 | A411 Barnet Lane - A411 Watford Road | 533 | 532 | -1 | 0.02 | Pass | Pass | 532 | -1 | 0.04 | Pass | Pass |
| 95780 | 75069 | 72041 | A5183 High Street (s) - A411 Barnet Lane | 144 | 78 | -66 | 6.29 | | Pass | 53 | -91 | 9.17 | | Pass |
| 95780 | 75069 | 75060 | A5183 High Street (s) - A5183 High Street (n) | 251 | 218 | -33 | 2.18 | Pass | Pass | 162 | -89 | 6.19 | | Pass |
| 95780 | 75069 | 75068 | A5183 High Street (s) - A411 Watford Road | 11 | 0 | -11 | 4.69 | Pass | Pass | 0 | -11 | 4.69 | Pass | Pass |
| 75060 | 75069 | 72041 | A5183 High Street (n) - A411 Barnet Lane | 41 | 37 | -4 | 0.62 | Pass | Pass | 34 | -7 | 1.14 | Pass | Pass |
| 75060 | 75069 | 95780 | A5183 High Street (n) - A5183 High Street (s) | 420 | 429 | 9 | 0.45 | Pass | Pass | 382 | -38 | 1.90 | Pass | Pass |
| 75068 | 75069 | 72041 | A411 Watford Road - A411 Barnet Lane | 603 | 558 | -45 | 1.87 | Pass | Pass | 561 | -42 | 1.74 | Pass | Pass |
| 75068 | 75069 | 95780 | A411 Watford Road - A5183 High Street (s) | 36 | 0 | -36 | 8.49 | | Pass | 0 | -36 | 8.49 | | Pass |
| 75068 | 75069 | 75060 | A411 Watford Road - A5183 High Street (n) | 219 | 329 | 110 | 6.64 | | | 360 | 141 | 8.29 | | |
| 71001 | 72043 | 72050 | A41 Watford Bypass - A41 Egware Way | 297 | 314 | 17 | 0.97 | Pass | Pass | 314 | 17 | 0.97 | Pass | Pass |
| 71001 | 72043 | 95780 | A41 Watford Bypass - A5183 Elstree Hill South | 27 | 28 | 1 | 0.17 | Pass | Pass | 28 | 1 | 0.19 | Pass | Pass |
| 71001 | 72043 | 95446 | A41 Watford Bypass - A5 Brockley Hill | 267 | 263 | -4 | 0.24 | Pass | Pass | 270 | 3 | 0.18 | Pass | Pass |
| 72049 | 72043 | 71001 | A41 Egware Way - A41 Watford Bypass | 332 | 315 | -17 | 0.97 | Pass | Pass | 314 | -18 | 1.00 | Pass | Pass |
| 72049 | 72043 | 95780 | A41 Egware Way - A5183 Elstree Hill South | 135 | 120 | -15 | 1.31 | Pass | Pass | 120 | -15 | 1.33 | Pass | Pass |
| 72049 | 72043 | 95446 | A41 Egware Way - A5 Brockley Hill | 89 | 0 | -89 | 13.33 | | Pass | 0 | -89 | 13.34 | | Pass |
| 95780 | 72043 | 71001 | A5183 Elstree Hill South - A41 Watford Bypass | 247 | 312 | 65 | 3.88 | Pass | Pass | 357 | 110 | 6.33 | | |
| 95780 | 72043 | 72050 | A5183 Elstree Hill South - A41 Egware Way | 183 | 192 | 9 | 0.63 | Pass | Pass | 196 | 13 | 0.94 | Pass | Pass |
| 95780 | 72043 | 95446 | A5183 Elstree Hill South - A5 Brockley Hill | 447 | 437 | -10 | 0.48 | Pass | Pass | 436 | -11 | 0.52 | Pass | Pass |
| 95446 | 72043 | 71001 | A5 Brockley Hill - A41 Watford Bypass | 301 | 275 | -26 | 1.54 | Pass | Pass | 274 | -27 | 1.59 | Pass | Pass |
| 95446 | 72043 | 72050 | A5 Brockley Hill - A41 Egware Way | 81 | 0 | -81 | 12.73 | | Pass | 0 | -81 | 12.73 | | Pass |
| 95446 | 72043 | 95780 | A5 Brockley Hill - A5183 Elstree Hill South | 366 | 365 | -1 | 0.06 | Pass | Pass | 365 | -1 | 0.05 | Pass | Pass |
| 72075 | 72069 | 72049 | A410 Spur Road - A41 Edgware Way (n) | 460 | 411 | -49 | 2.37 | Pass | Pass | 406 | -54 | 2.60 | Pass | Pass |
| 72075 | 72069 | 72076 | A410 Spur Road - A41 Edgware Way (s) | 711 | 696 | -15 | 0.58 | Pass | Pass | 696 | -15 | 0.57 | Pass | Pass |
| 72075 | 72069 | 95285 | A410 Spur Road - Green Lane | 43 | 43 | 0 | 0.06 | Pass | Pass | 43 | 0 | 0.00 | Pass | Pass |
| 72229 | 72069 | 72075 | A41 Edgware Way (n) - A410 Spur Road | 474 | 459 | -15 | 0.69 | Pass | Pass | 460 | -14 | 0.65 | Pass | Pass |
| 72229 | 72069 | 72076 | A41 Edgware Way (n) - A41 Edgware Way (s) | 718 | 720 | 2 | 0.07 | Pass | Pass | 722 | 4 | 0.15 | Pass | Pass |
| 72229 | 72069 | 95285 | A41 Edgware Way (n) - Green Lane | 98 | 97 | -1 | 0.06 | Pass | Pass | 97 | -1 | 0.10 | Pass | Pass |
| 72265 | 72069 | 72049 | A41 Edgware Way (s) - A41 Edgware Way (n) | 733 | 710 | -23 | 0.84 | Pass | Pass | 717 | -16 | 0.59 | Pass | Pass |
| 72265 | 72069 | 72075 | A41 Edgware Way (s) - A410 Spur Road | 669 | 596 | -73 | 2.92 | Pass | Pass | 594 | -75 | 2.98 | Pass | Pass |
| 72265 | 72069 | 95285 | A41 Edgware Way (s) - Green Lane | 32 | 32 | 0 | 0.02 | Pass | Pass | 32 | 0 | 0.00 | Pass | Pass |
| 95285 | 72069 | 72049 | Green Lane - A41 Edgware Way (n) | 34 | 30 | -4 | 0.71 | Pass | Pass | 30 | -4 | 0.71 | Pass | Pass |
| 95285 | 72069 | 72075 | Green Lane - A410 Spur Road | 36 | 21 | -15 | 2.81 | Pass | Pass | 21 | -15 | 2.81 | Pass | Pass |
| 95285 | 72069 | 72076 | Green Lane - A41 Edgware Way (s) | 41 | 22 | -19 | 3.38 | Pass | Pass | 22 | -19 | 3.39 | Pass | Pass |
| 72069 | 72075 | 95264 | A410 Spur Road - A410 London Road | 702 | 672 | -30 | 1.13 | Pass | Pass | 676 | -26 | 0.99 | Pass | Pass |
| 72069 | 72075 | 95273 | A410 Spur Road - A5 Stonegrove | 290 | 282 | -8 | 0.46 | Pass | Pass | 278 | -12 | 0.71 | Pass | Pass |
| 72069 | 72075 | 95446 | A410 Spur Road - A5 Brockley Hill | 62 | 121 | 59 | 6.19 | | Pass | 121 | 59 | 6.17 | | Pass |
| 95264 | 72075 | 72069 | A410 London Road - A410 Spur Road | 803 | 755 | -49 | 1.74 | Pass | Pass | 718 | -85 | 3.08 | Pass | Pass |
| 95264 | 72075 | 95273 | A410 London Road - A5 Stonegrove | 161 | 131 | -30 | 2.48 | Pass | Pass | 131 | -30 | 2.48 | Pass | Pass |
| 95264 | 72075 | 95446 | A410 London Road - A5 Brockley Hill | 113 | 88 | -25 | 2.49 | Pass | Pass | 83 | -30 | 3.03 | Pass | Pass |
| 95273 | 72075 | 72069 | A5 Stonegrove - A410 Spur Road | 423 | 342 | -81 | 4.12 | Pass | Pass | 339 | -84 | 4.30 | Pass | Pass |
| 95273 | 72075 | 95264 | A5 Stonegrove - A410 London Road | 157 | 144 | -13 | 1.06 | Pass | Pass | 139 | -18 | 1.48 | Pass | Pass |
| 95273 | 72075 | 95446 | A5 Stonegrove - A5 Brockley Hill | 342 | 413 | 71 | 3.65 | Pass | Pass | 409 | 67 | 3.46 | Pass | Pass |
| 95446 | 72075 | 72069 | A5 Brockley Hill - A410 Spur Road | 103 | 87 | -16 | 1.64 | Pass | Pass | 87 | -16 | 1.64 | Pass | Pass |
| 95446 | 72075 | 95264 | A5 Brockley Hill - A410 London Road | 115 | 126 | 11 | 1.03 | Pass | Pass | 127 | 12 | 1.09 | Pass | Pass |
| 95446 | 72075 | 95273 | A5 Brockley Hill - A5 Stonegrove | 282 | 274 | -8 | 0.47 | Pass | Pass | 271 | -11 | 0.66 | Pass | Pass |
| 71011 | 71010 | 71022 | A410 The Broadway - A4140 Marsh Lane | 233 | 233 | 0 | 0.01 | Pass | Pass | 231 | -2 | 0.13 | Pass | Pass |
| 71011 | 71010 | 95264 | A410 The Broadway - A410 London Road | 680 | 625 | -55 | 2.14 | Pass | Pass | 624 | -56 | 2.19 | Pass | Pass |
| 71011 | 71010 | 95738 | A410 The Broadway - Dennis Lane | 44 | 0 | -44 | 9.38 | | Pass | 0 | -44 | 9.38 | | Pass |
| 71022 | 71010 | 71011 | A4140 Marsh Lane - A410 The Broadway | 258 | 233 | -25 | 1.57 | Pass | Pass | 243 | -15 | 0.95 | Pass | Pass |
| 71022 | 71010 | 95264 | A4140 Marsh Lane - A410 London Road | 294 | 265 | -29 | 1.72 | Pass | Pass | 263 | -31 | 1.86 | Pass | Pass |
| 71022 | 71010 | 95738 | A4140 Marsh Lane - Dennis Lane | 155 | 160 | 5 | 0.43 | Pass | Pass | 157 | 2 | 0.16 | Pass | Pass |
| 95264 | 71010 | 71011 | A410 London Road - A410 The Broadway | 672 | 636 | -36 | 1.40 | Pass | Pass | 642 | -30 | 1.17 | Pass | Pass |
| 95264 | 71010 | 71022 | A410 London Road - A4140 Marsh Lane | 307 | 316 | 9 | 0.52 | Pass | Pass | 307 | 0 | 0.00 | Pass | Pass |
| 95264 | 71010 | 95738 | A410 London Road - Dennis Lane | 38 | 39 | 1 | 0.10 | Pass | Pass | 39 | 1 | 0.16 | Pass | Pass |
| 95738 | 71010 | 71011 | Dennis Lane - A410 The Broadway | 36 | 0 | -36 | 8.49 | | Pass | 0 | -36 | 8.49 | | Pass |
| 95738 | 71010 | 71022 | Dennis Lane - A4140 Marsh Lane | 186 | 191 | 5 | 0.34 | Pass | Pass | 191 | 5 | 0.36 | Pass | Pass |
| 95738 | 71010 | 95264 | Dennis Lane - A410 London Road | 29 | 28 | -1 | 0.11 | Pass | Pass | 28 | -1 | 0.19 | Pass | Pass |
| 70016 | 70010 | 70210 | A4140 Fryent Way - The Mall | 83 | 76 | -7 | 0.74 | Pass | Pass | 74 | -9 | 1.02 | Pass | Pass |
| 70016 | 70010 | 71070 | A4140 Fryent Way - A4006 Kenton Road | 486 | 481 | -5 | 0.24 | Pass | Pass | 468 | -18 | 0.82 | Pass | Pass |
| 70016 | 70010 | 95686 | A4140 Fryent Way - A4140 Honeypt Lane | 366 | 379 | 13 | 0.66 | Pass | Pass | 369 | 3 | 0.16 | Pass | Pass |
| 70016 | 70010 | 95688 | A4140 Fryent Way - A4006 Kingsbury Road | 170 | 164 | -6 | 0.48 | Pass | Pass | 157 | -13 | 1.02 | Pass | Pass |
| 70210 | 70010 | 70016 | The Mall - A4140 Fryent Way | 120 | 107 | -13 | 1.25 | Pass | Pass | 98 | -22 | 2.11 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | | |
|-------|-------|-------|---|------|------|------|-------|------|------|------|------|------|-------|------|------|
| 70210 | 70010 | 71070 | The Mall - A4006 Kenton Road | 23 | 2 | -21 | 5.88 | | Pass | Pass | 2 | -21 | 5.94 | | Pass |
| 70210 | 70010 | 95686 | The Mall - A4140 Honeypt Lane | 215 | 198 | -17 | 1.15 | Pass | Pass | Pass | 194 | -21 | 1.47 | Pass | Pass |
| 70210 | 70010 | 95688 | The Mall - A4006 Kingsbury Road | 56 | 56 | 0 | 0.02 | Pass | Pass | Pass | 66 | 10 | 1.28 | Pass | Pass |
| 71070 | 70010 | 70016 | A4006 Kenton Road - A4140 Fryent Way | 190 | 211 | 21 | 1.51 | Pass | Pass | Pass | 199 | 9 | 0.65 | Pass | Pass |
| 71070 | 70010 | 70210 | A4006 Kenton Road - The Mall | 146 | 0 | -146 | 17.09 | | | | 0 | -146 | 17.09 | | |
| 71070 | 70010 | 95686 | A4006 Kenton Road - A4140 Honeypt Lane | 83 | 86 | 3 | 0.31 | Pass | Pass | Pass | 85 | 2 | 0.22 | Pass | Pass |
| 71070 | 70010 | 95688 | A4006 Kenton Road - A4006 Kingsbury Road | 195 | 220 | 25 | 1.74 | Pass | Pass | Pass | 236 | 41 | 2.79 | Pass | Pass |
| 95686 | 70010 | 70016 | A4140 Honeypt Lane - A4140 Fryent Way | 532 | 503 | -29 | 1.26 | Pass | Pass | Pass | 508 | -24 | 1.05 | Pass | Pass |
| 95686 | 70010 | 70210 | A4140 Honeypt Lane - The Mall | 157 | 268 | 111 | 7.61 | | | | 263 | 106 | 7.31 | | |
| 95686 | 70010 | 71070 | A4140 Honeypt Lane - A4006 Kenton Road | 154 | 0 | -154 | 17.55 | | | | 0 | -154 | 17.55 | | |
| 95686 | 70010 | 95688 | A4140 Honeypt Lane - A4006 Kingsbury Road | 134 | 125 | -9 | 0.77 | Pass | Pass | Pass | 122 | -12 | 1.06 | Pass | Pass |
| 95688 | 70010 | 70016 | A4006 Kingsbury Road - A4140 Fryent Way | 68 | 86 | 18 | 2.01 | Pass | Pass | Pass | 73 | 5 | 0.60 | Pass | Pass |
| 95688 | 70010 | 70210 | A4006 Kingsbury Road - The Mall | 149 | 145 | -4 | 0.35 | Pass | Pass | Pass | 146 | -3 | 0.25 | Pass | Pass |
| 95688 | 70010 | 71070 | A4006 Kingsbury Road - A4006 Kenton Road | 348 | 333 | -15 | 0.83 | Pass | Pass | Pass | 331 | -17 | 0.92 | Pass | Pass |
| 95688 | 70010 | 95686 | A4006 Kingsbury Road - A4140 Honeypt Lane | 207 | 241 | 34 | 2.25 | Pass | Pass | Pass | 244 | 37 | 2.46 | Pass | Pass |
| 70014 | 70012 | 95594 | A4006 Kingsbury Road (e) - B454 Church Lane | 209 | 165 | -44 | 3.18 | Pass | Pass | Pass | 179 | -30 | 2.15 | Pass | Pass |
| 70014 | 70012 | 95764 | A4006 Kingsbury Road (e) - A4006 Kingsbury Road (w) | 510 | 510 | 0 | 0.02 | Pass | Pass | Pass | 508 | -2 | 0.09 | Pass | Pass |
| 95594 | 70012 | 70014 | B454 Church Lane - A4006 Kingsbury Road (e) | 253 | 213 | -40 | 2.62 | Pass | Pass | Pass | 221 | -32 | 2.08 | Pass | Pass |
| 95594 | 70012 | 95764 | B454 Church Lane - A4006 Kingsbury Road (w) | 390 | 397 | 7 | 0.34 | Pass | Pass | Pass | 395 | 5 | 0.25 | Pass | Pass |
| 95764 | 70012 | 70014 | A4006 Kingsbury Road (w) - A4006 Kingsbury Road (e) | 508 | 522 | 14 | 0.60 | Pass | Pass | Pass | 538 | 30 | 1.31 | Pass | Pass |
| 95764 | 70012 | 95594 | A4006 Kingsbury Road (w) - B454 Church Lane | 298 | 280 | -18 | 1.05 | Pass | Pass | Pass | 278 | -20 | 1.18 | Pass | Pass |
| 90358 | 72173 | 95163 | A5 The Hyde (n) - A4006 Kingsbury Road | 192 | 143 | -49 | 3.82 | Pass | Pass | Pass | 141 | -51 | 3.95 | Pass | Pass |
| 90358 | 72173 | 95169 | A5 The Hyde (n) - A5 The Hyde (s) | 645 | 597 | -48 | 1.93 | Pass | Pass | Pass | 611 | -34 | 1.36 | Pass | Pass |
| 95163 | 72173 | 90358 | A4006 Kingsbury Road - A5 The Hyde (n) | 197 | 176 | -21 | 1.51 | Pass | Pass | Pass | 185 | -12 | 0.87 | Pass | Pass |
| 95163 | 72173 | 95169 | A4006 Kingsbury Road - A5 The Hyde (s) | 360 | 331 | -29 | 1.53 | Pass | Pass | Pass | 334 | -26 | 1.40 | Pass | Pass |
| 95169 | 72173 | 90358 | A5 The Hyde (s) - A5 The Hyde (n) | 786 | 721 | -65 | 2.35 | Pass | Pass | Pass | 714 | -72 | 2.63 | Pass | Pass |
| 95169 | 72173 | 95163 | A5 The Hyde (s) - A4006 Kingsbury Road | 428 | 418 | -10 | 0.47 | Pass | Pass | Pass | 422 | -6 | 0.29 | Pass | Pass |
| 72176 | 72169 | 72259 | A41 Watford Way (s) - A504 Station Road | 12 | 0 | -12 | 4.90 | Pass | Pass | Pass | 0 | -12 | 4.90 | Pass | Pass |
| 72176 | 72169 | 90368 | A41 Watford Way (s) - A504 The Burroughs | 163 | 171 | 8 | 0.65 | Pass | Pass | Pass | 168 | 5 | 0.39 | Pass | Pass |
| 72176 | 72169 | 72164 | A41 Watford Way (s) - A41 Watford Way (n) | 2339 | 2272 | -67 | 1.40 | Pass | Pass | Pass | 2277 | -62 | 1.29 | Pass | Pass |
| 72259 | 72169 | 72176 | A504 Station Road - A41 Watford Way (s) | 39 | 33 | -6 | 1.01 | Pass | Pass | Pass | 30 | -9 | 1.53 | Pass | Pass |
| 72259 | 72169 | 90368 | A504 Station Road - A504 The Burroughs | 236 | 197 | -39 | 2.64 | Pass | Pass | Pass | 213 | -23 | 1.54 | Pass | Pass |
| 72259 | 72169 | 72164 | A504 Station Road - A41 Watford Way (n) | 292 | 428 | 136 | 7.15 | Pass | Pass | Pass | 439 | 147 | 7.69 | Pass | Pass |
| 90368 | 72169 | 72176 | A504 The Burroughs - A41 Watford Way (s) | 120 | 117 | -3 | 0.30 | Pass | Pass | Pass | 81 | -39 | 3.89 | Pass | Pass |
| 90368 | 72169 | 72259 | A504 The Burroughs - A504 Station Road | 220 | 167 | -53 | 3.80 | Pass | Pass | Pass | 181 | -39 | 2.75 | Pass | Pass |
| 90368 | 72169 | 72164 | A504 The Burroughs - A41 Watford Way (n) | 364 | 332 | -32 | 1.71 | Pass | Pass | Pass | 319 | -45 | 2.44 | Pass | Pass |
| 95720 | 72169 | 72176 | A41 Watford Way (n) - A41 Watford Way (s) | 1683 | 1618 | -65 | 1.59 | Pass | Pass | Pass | 1626 | -57 | 1.40 | Pass | Pass |
| 95720 | 72169 | 72259 | A41 Watford Way (n) - A504 Station Road | 151 | 167 | 16 | 1.25 | Pass | Pass | Pass | 171 | 20 | 1.58 | Pass | Pass |
| 95720 | 72169 | 90368 | A41 Watford Way (n) - A504 The Burroughs | 248 | 236 | -12 | 0.75 | Pass | Pass | Pass | 250 | 2 | 0.13 | Pass | Pass |
| 72149 | 72154 | 72162 | A5 Edgware Road (n) - A5 Edgware Road (s) | 829 | 762 | -67 | 2.36 | Pass | Pass | Pass | 762 | -67 | 2.38 | Pass | Pass |
| 72149 | 72154 | 90337 | A5 Edgware Road (n) - A5150 Colindeep Lane | 356 | 344 | -12 | 0.67 | Pass | Pass | Pass | 352 | -4 | 0.21 | Pass | Pass |
| 72149 | 72154 | 95739 | A5 Edgware Road (n) - Windover Lane | 22 | 22 | -1 | 0.11 | Pass | Pass | Pass | 0 | -22 | 6.63 | Pass | Pass |
| 72162 | 72154 | 72149 | A5 Edgware Road (s) - A5 Edgware Road (n) | 843 | 842 | -1 | 0.02 | Pass | Pass | Pass | 843 | 0 | 0.00 | Pass | Pass |
| 72162 | 72154 | 90337 | A5 Edgware Road (s) - A5150 Colindeep Lane | 152 | 135 | -17 | 1.46 | Pass | Pass | Pass | 142 | -10 | 0.82 | Pass | Pass |
| 72162 | 72154 | 95739 | A5 Edgware Road (s) - Windover Lane | 26 | 25 | -1 | 0.14 | Pass | Pass | Pass | 25 | -1 | 0.20 | Pass | Pass |
| 90337 | 72154 | 72149 | A5150 Colindeep Lane - A5 Edgware Road (n) | 445 | 417 | -28 | 1.34 | Pass | Pass | Pass | 413 | -32 | 1.54 | Pass | Pass |
| 90337 | 72154 | 72162 | A5150 Colindeep Lane - A5 Edgware Road (s) | 188 | 177 | -11 | 0.83 | Pass | Pass | Pass | 180 | -8 | 0.59 | Pass | Pass |
| 90337 | 72154 | 95739 | A5150 Colindeep Lane - Windover Lane | 8 | 11 | 3 | 0.97 | Pass | Pass | Pass | 10 | 2 | 0.67 | Pass | Pass |
| 95739 | 72154 | 72149 | Windover Lane - A5 Edgware Road (n) | 61 | 0 | -61 | 11.05 | | | Pass | 0 | -61 | 11.05 | | Pass |
| 95739 | 72154 | 72162 | Windover Lane - A5 Edgware Road (s) | 39 | 41 | 2 | 0.35 | Pass | Pass | Pass | 41 | 2 | 0.32 | Pass | Pass |
| 95739 | 72154 | 90337 | Windover Lane - A5150 Colindeep Lane | 30 | 39 | 9 | 1.59 | Pass | Pass | Pass | 39 | 9 | 1.53 | Pass | Pass |
| 72154 | 72149 | 90309 | A5 Edgware Road (s) - A5 Edgware Road (n) | 290 | 271 | -19 | 1.11 | Pass | Pass | Pass | 317 | 27 | 1.55 | Pass | Pass |
| 72154 | 72149 | 95063 | A5 Edgware Road (s) - A5 Edgware Road (n) | 1080 | 988 | -92 | 2.85 | Pass | Pass | Pass | 939 | -141 | 4.44 | Pass | Pass |
| 90309 | 72149 | 72154 | Colindale Avenue - A5 Edgware Road (s) | 423 | 401 | -22 | 1.09 | Pass | Pass | Pass | 355 | -68 | 3.45 | Pass | Pass |
| 95063 | 72149 | 72154 | A5 Edgware Road (n) - A5 Edgware Road (s) | 795 | 726 | -69 | 2.49 | Pass | Pass | Pass | 759 | -36 | 1.29 | Pass | Pass |
| 95063 | 72149 | 90309 | A5 Edgware Road (n) - A5 Edgware Road (n) | 132 | 128 | -4 | 0.35 | Pass | Pass | Pass | 261 | 129 | 9.20 | Pass | Pass |
| 90024 | 72141 | 90033 | Colindale Avenue - Grahame Park Way | 406 | 398 | -8 | 0.40 | Pass | Pass | Pass | 392 | -14 | 0.70 | Pass | Pass |
| 90024 | 72141 | 90049 | Colindale Avenue - Eagle Drive | 19 | 19 | 0 | 0.04 | Pass | Pass | Pass | 19 | 0 | 0.00 | Pass | Pass |
| 90024 | 72141 | 90320 | Colindale Avenue - Aerodrome Road | 172 | 188 | 16 | 1.16 | Pass | Pass | Pass | 188 | 16 | 1.19 | Pass | Pass |
| 90033 | 72141 | 90024 | Grahame Park Way - Colindale Avenue | 306 | 331 | 25 | 1.39 | Pass | Pass | Pass | 408 | 102 | 5.40 | Pass | Pass |
| 90033 | 72141 | 90049 | Grahame Park Way - Eagle Drive | 29 | 29 | 0 | 0.01 | Pass | Pass | Pass | 29 | 0 | 0.00 | Pass | Pass |
| 90033 | 72141 | 90320 | Grahame Park Way - Aerodrome Road | 196 | 193 | -3 | 0.22 | Pass | Pass | Pass | 192 | -4 | 0.29 | Pass | Pass |
| 90049 | 72141 | 90024 | Eagle Drive - Colindale Avenue | 22 | 22 | 0 | 0.05 | Pass | Pass | Pass | 22 | 0 | 0.00 | Pass | Pass |
| 90049 | 72141 | 90033 | Eagle Drive - Grahame Park Way | 22 | 23 | 1 | 0.19 | Pass | Pass | Pass | 23 | 1 | 0.21 | Pass | Pass |
| 90049 | 72141 | 90320 | Eagle Drive - Aerodrome Road | 16 | 16 | 0 | 0.11 | Pass | Pass | Pass | 16 | 0 | 0.00 | Pass | Pass |
| 90320 | 72141 | 90024 | Aerodrome Road - Colindale Avenue | 364 | 440 | 76 | 3.81 | Pass | Pass | Pass | 444 | 80 | 3.98 | Pass | Pass |
| 90320 | 72141 | 90033 | Aerodrome Road - Grahame Park Way | 338 | 341 | 3 | 0.15 | Pass | Pass | Pass | 346 | 8 | 0.43 | Pass | Pass |
| 90320 | 72141 | 90049 | Aerodrome Road - Eagle Drive | 18 | 17 | -1 | 0.23 | Pass | Pass | Pass | 17 | -1 | 0.24 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|---|------|------|------|-------|------|------|------|------|-------|------|------|
| 72102 | 72104 | 72106 | Bunns Lane (n) - Bunns Lane (s) | 765 | 796 | 31 | 1.10 | Pass | Pass | 809 | 44 | 1.57 | Pass | Pass |
| 72102 | 72104 | 90018 | Bunns Lane (n) - Woodcroft Avenue | 133 | 50 | -83 | 8.72 | Pass | Pass | 29 | -104 | 11.56 | | |
| 72106 | 72104 | 72102 | Bunns Lane (s) - Bunns Lane (n) | 749 | 640 | -109 | 4.14 | Pass | Pass | 636 | -113 | 4.29 | Pass | Pass |
| 72106 | 72104 | 90018 | Bunns Lane (s) - Woodcroft Avenue | 225 | 365 | 140 | 8.14 | | | 344 | 119 | 7.06 | | |
| 90018 | 72104 | 72102 | Woodcroft Avenue - Bunns Lane (n) | 127 | 112 | -15 | 1.40 | Pass | Pass | 114 | -13 | 1.18 | Pass | Pass |
| 90018 | 72104 | 72106 | Woodcroft Avenue - Bunns Lane (s) | 172 | 191 | 19 | 1.42 | Pass | Pass | 201 | 29 | 2.12 | Pass | Pass |
| 72267 | 72122 | 90011 | Walling Avenue (s) - Cressingham Road | 9 | 10 | 1 | 0.24 | Pass | Pass | 10 | 1 | 0.32 | Pass | Pass |
| 72267 | 72122 | 90085 | Walling Avenue (s) - Walling Avenue (n) | 64 | 0 | -64 | 11.31 | Pass | Pass | 0 | -64 | 11.31 | | |
| 72267 | 72122 | 95403 | Walling Avenue (s) - Montrose Avenue | 133 | 110 | -23 | 2.05 | Pass | Pass | 111 | -22 | 1.99 | Pass | Pass |
| 90011 | 72122 | 72267 | Cressingham Road - Walling Avenue (s) | 7 | 0 | -7 | 0.77 | Pass | Pass | 5 | -7 | 0.82 | Pass | Pass |
| 90011 | 72122 | 90085 | Cressingham Road - Walling Avenue (n) | 45 | 47 | 2 | 0.33 | Pass | Pass | 51 | 6 | 0.87 | Pass | Pass |
| 90011 | 72122 | 95403 | Cressingham Road - Montrose Avenue | 10 | 9 | -1 | 0.36 | Pass | Pass | 9 | -1 | 0.32 | Pass | Pass |
| 90085 | 72122 | 72267 | Walling Avenue (n) - Walling Avenue (s) | 45 | 40 | -5 | 0.81 | Pass | Pass | 29 | -16 | 2.63 | Pass | Pass |
| 90085 | 72122 | 90011 | Walling Avenue (n) - Cressingham Road | 81 | 87 | 6 | 0.67 | Pass | Pass | 85 | 4 | 0.44 | Pass | Pass |
| 90085 | 72122 | 95403 | Walling Avenue (n) - Montrose Avenue | 240 | 234 | -6 | 0.42 | Pass | Pass | 235 | -5 | 0.32 | Pass | Pass |
| 95403 | 72122 | 72267 | Montrose Avenue - Walling Avenue (s) | 160 | 122 | -38 | 3.16 | Pass | Pass | 120 | -40 | 3.38 | Pass | Pass |
| 95403 | 72122 | 90011 | Montrose Avenue - Cressingham Road | 9 | 27 | 18 | 4.27 | Pass | Pass | 29 | 20 | 4.59 | Pass | Pass |
| 95403 | 72122 | 90085 | Montrose Avenue - Walling Avenue (n) | 206 | 201 | -5 | 0.36 | Pass | Pass | 187 | -19 | 1.36 | Pass | Pass |
| 70001 | 72136 | 95232 | Stag Lane - A5 Burnt Oak Broadway (s) | 53 | 65 | 12 | 1.57 | Pass | Pass | 68 | 15 | 1.93 | Pass | Pass |
| 70001 | 72136 | 95728 | Stag Lane - A5 Burnt Oak Broadway (n) | 243 | 206 | -37 | 2.49 | Pass | Pass | 207 | -36 | 2.40 | Pass | Pass |
| 72136 | 95728 | 90055 | A5 Burnt Oak Broadway (s) - Walling Avenue | 217 | 173 | -44 | 3.16 | Pass | Pass | 174 | -43 | 3.08 | Pass | Pass |
| 72136 | 95728 | 95219 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 723 | 673 | -50 | 1.90 | Pass | Pass | 671 | -52 | 1.97 | Pass | Pass |
| 90055 | 95728 | 72136 | Walling Avenue - A5 Burnt Oak Broadway (s) | 238 | 178 | -60 | 4.13 | Pass | Pass | 175 | -63 | 4.38 | Pass | Pass |
| 90055 | 95728 | 95219 | Walling Avenue - A5 Burnt Oak Broadway (n) | 107 | 114 | 7 | 0.69 | Pass | Pass | 114 | 7 | 0.67 | Pass | Pass |
| 95219 | 95728 | 72136 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 315 | 608 | 293 | 13.65 | | | 639 | 324 | 14.83 | | |
| 95219 | 95728 | 90055 | A5 Burnt Oak Broadway (n) - Walling Avenue | 275 | 125 | -150 | 10.60 | | | 107 | -168 | 12.16 | | |
| 95232 | 72136 | 70001 | A5 Burnt Oak Broadway (s) - Stag Lane | 57 | 45 | -12 | 1.68 | Pass | Pass | 44 | -13 | 1.83 | Pass | Pass |
| 95232 | 72136 | 95728 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 696 | 640 | -56 | 2.17 | Pass | Pass | 639 | -57 | 2.21 | Pass | Pass |
| 95728 | 72136 | 70001 | A5 Burnt Oak Broadway (n) - Stag Lane | 246 | 235 | -11 | 0.70 | Pass | Pass | 239 | -7 | 0.45 | Pass | Pass |
| 95728 | 72136 | 95232 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 703 | 551 | -152 | 6.05 | | | 575 | -128 | 5.06 | | |
| 71156 | 72118 | 72128 | Camrose Avenue - A5 Burnt Oak Broadway | 29 | 33 | 4 | 0.65 | Pass | Pass | 29 | 0 | 0.00 | Pass | Pass |
| 71156 | 72118 | 90105 | Camrose Avenue - A5 High Street | 137 | 138 | 1 | 0.06 | Pass | Pass | 140 | 3 | 0.25 | Pass | Pass |
| 71156 | 72118 | 90124 | Camrose Avenue - A5109 Deansbrook Road | 408 | 405 | -3 | 0.14 | Pass | Pass | 403 | -5 | 0.25 | Pass | Pass |
| 72128 | 72118 | 71156 | A5 Burnt Oak Broadway - Camrose Avenue | 38 | 19 | -19 | 3.48 | Pass | Pass | 20 | -18 | 3.34 | Pass | Pass |
| 72128 | 72118 | 90105 | A5 Burnt Oak Broadway - A5 High Street | 687 | 627 | -60 | 2.33 | Pass | Pass | 611 | -76 | 2.98 | Pass | Pass |
| 72128 | 72118 | 90124 | A5 Burnt Oak Broadway - A5109 Deansbrook Road | 145 | 92 | -53 | 4.82 | Pass | Pass | 92 | -53 | 4.87 | Pass | Pass |
| 90105 | 72118 | 71156 | A5 High Street - Camrose Avenue | 146 | 99 | -47 | 4.27 | Pass | Pass | 92 | -54 | 4.95 | Pass | Pass |
| 90105 | 72118 | 72128 | A5 High Street - A5 Burnt Oak Broadway | 590 | 500 | -90 | 3.86 | Pass | Pass | 488 | -102 | 4.39 | Pass | Pass |
| 90105 | 72118 | 90124 | A5 High Street - A5109 Deansbrook Road | 140 | 144 | 4 | 0.34 | Pass | Pass | 124 | -16 | 1.39 | Pass | Pass |
| 90124 | 72118 | 71156 | A5109 Deansbrook Road - Camrose Avenue | 483 | 522 | 39 | 1.76 | Pass | Pass | 527 | 44 | 1.96 | Pass | Pass |
| 90124 | 72118 | 72128 | A5109 Deansbrook Road - A5 Burnt Oak Broadway | 138 | 127 | -11 | 0.95 | Pass | Pass | 129 | -9 | 0.78 | Pass | Pass |
| 90124 | 72118 | 90105 | A5109 Deansbrook Road - A5 High Street | 144 | 167 | 23 | 1.81 | Pass | Pass | 165 | 21 | 1.69 | Pass | Pass |
| 90105 | 72105 | 95282 | A5 High Street (s) - Whitchurch Lane | 361 | 294 | -67 | 3.72 | Pass | Pass | 292 | -69 | 3.82 | Pass | Pass |
| 90105 | 72105 | 95286 | A5 High Street (s) - A5100 Station Road | 215 | 218 | 3 | 0.17 | Pass | Pass | 222 | 7 | 0.47 | Pass | Pass |
| 90105 | 72105 | 95293 | A5 High Street (s) - A5 High Street (n) | 659 | 657 | -2 | 0.09 | Pass | Pass | 655 | -4 | 0.16 | Pass | Pass |
| 95282 | 72105 | 90105 | Whitchurch Lane - A5 High Street (s) | 133 | 94 | -39 | 3.63 | Pass | Pass | 94 | -39 | 3.66 | Pass | Pass |
| 95282 | 72105 | 95286 | Whitchurch Lane - A5100 Station Road | 219 | 236 | 17 | 1.10 | Pass | Pass | 238 | 19 | 1.26 | Pass | Pass |
| 95282 | 72105 | 95293 | Whitchurch Lane - A5 High Street (n) | 159 | 150 | -9 | 0.74 | Pass | Pass | 149 | -10 | 0.81 | Pass | Pass |
| 95286 | 72105 | 90105 | A5100 Station Road - A5 High Street (s) | 333 | 284 | -49 | 2.79 | Pass | Pass | 285 | -48 | 2.73 | Pass | Pass |
| 95286 | 72105 | 95282 | A5100 Station Road - Whitchurch Lane | 381 | 386 | 5 | 0.25 | Pass | Pass | 384 | 3 | 0.15 | Pass | Pass |
| 95293 | 72105 | 90105 | A5 High Street (n) - A5 High Street (s) | 602 | 560 | -42 | 1.74 | Pass | Pass | 559 | -43 | 1.78 | Pass | Pass |
| 95293 | 72105 | 95286 | A5 High Street (n) - A5100 Station Road | 72 | 58 | -14 | 1.78 | Pass | Pass | 56 | -16 | 2.00 | Pass | Pass |
| 95308 | 72085 | 95316 | A5100 Hale Lane (w) - A5109 Selvage Lane | 52 | 48 | -4 | 0.50 | Pass | Pass | 48 | -4 | 0.57 | Pass | Pass |
| 95308 | 72085 | 99972 | A5100 Hale Lane (w) - A5100 Hale Lane (e) | 319 | 272 | -47 | 2.75 | Pass | Pass | 270 | -49 | 2.86 | Pass | Pass |
| 95308 | 72085 | 99973 | A5100 Hale Lane (w) - A5109 Deans Lane | 194 | 216 | 22 | 1.52 | Pass | Pass | 219 | 25 | 1.74 | Pass | Pass |
| 95316 | 72085 | 95308 | A5109 Selvage Lane - A5100 Hale Lane (w) | 65 | 54 | -11 | 1.45 | Pass | Pass | 54 | -11 | 1.43 | Pass | Pass |
| 95316 | 72085 | 99972 | A5109 Selvage Lane - A5100 Hale Lane (e) | 143 | 166 | 23 | 1.86 | Pass | Pass | 166 | 23 | 1.85 | Pass | Pass |
| 95316 | 72085 | 99973 | A5109 Selvage Lane - A5109 Deans Lane | 477 | 483 | 6 | 0.27 | Pass | Pass | 485 | 8 | 0.36 | Pass | Pass |
| 99972 | 72085 | 95308 | A5100 Hale Lane (e) - A5100 Hale Lane (w) | 455 | 509 | 54 | 2.46 | Pass | Pass | 513 | 58 | 2.64 | Pass | Pass |
| 99972 | 72085 | 95316 | A5100 Hale Lane (e) - A5109 Selvage Lane | 75 | 0 | -75 | 12.22 | Pass | Pass | 0 | -75 | 12.25 | | |
| 99972 | 72085 | 99973 | A5100 Hale Lane (e) - A5109 Deans Lane | 92 | 15 | -77 | 10.54 | | | 15 | -77 | 10.53 | | |
| 99973 | 72085 | 95308 | A5109 Deans Lane - A5100 Hale Lane (w) | 243 | 215 | -28 | 1.85 | Pass | Pass | 213 | -30 | 1.99 | Pass | Pass |
| 99973 | 72085 | 95316 | A5109 Deans Lane - A5109 Selvage Lane | 267 | 339 | 72 | 4.12 | Pass | Pass | 340 | 73 | 4.19 | Pass | Pass |
| 99973 | 72085 | 99972 | A5109 Deans Lane - A5100 Hale Lane (e) | 77 | 11 | -66 | 9.86 | Pass | Pass | 11 | -66 | 9.95 | | |
| 72073 | 95754 | 95755 | Apex Corner Roundabout turning into A41 Edgware Way | 1610 | 1450 | -160 | 4.09 | Pass | Pass | 1450 | -160 | 4.09 | Pass | Pass |
| 72073 | 95754 | 95756 | Apex Corner Roundabout not turning into A41 Edgware Way | 2813 | 2723 | -90 | 1.71 | Pass | Pass | 2723 | -90 | 1.71 | Pass | Pass |
| 95756 | 95757 | 95758 | Apex Corner Roundabout turning into A1 Barnet Way | 3648 | 3605 | -43 | 0.72 | Pass | Pass | 3600 | -48 | 0.80 | Pass | Pass |
| 95756 | 95757 | 95759 | Apex Corner Roundabout not turning into A1 Barnet Way | 650 | 603 | -47 | 1.90 | Pass | Pass | 602 | -48 | 1.92 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|--|------|------|------|------|------|------|------|------|------|------|------|
| 72070 | 72280 | 95763 | Apex Corner Roundabout turning into A1 Barnet Bypass | 1126 | 1168 | 42 | 1.24 | Pass | Pass | 1169 | 43 | 1.27 | Pass | Pass |
| 95759 | 95760 | 95762 | Apex Corner Roundabout not turning into A1 Barnet Bypass | 1960 | 1934 | -26 | 0.59 | Pass | Pass | 1936 | -24 | 0.54 | Pass | Pass |
| 95762 | 72073 | 72239 | Apex Corner Roundabout turning into A5019 Selvage Lane | 883 | 817 | -66 | 2.27 | Pass | Pass | 819 | -64 | 2.19 | Pass | Pass |
| 95762 | 72073 | 95754 | Apex Corner Roundabout not turning into A5019 Selvage Lane | 3891 | 3716 | -175 | 2.84 | Pass | Pass | 3716 | -175 | 2.84 | Pass | Pass |
| 72037 | 95747 | 72010 | Stirling Corner Roundabout turning into A1 Barnet Bypass | 2671 | 2656 | -15 | 0.29 | Pass | Pass | 2655 | -16 | 0.31 | Pass | Pass |
| 72037 | 95747 | 95750 | Stirling Corner Roundabout not turning into A1 Barnet Bypass | 1093 | 1061 | -32 | 0.99 | Pass | Pass | 1063 | -30 | 0.91 | Pass | Pass |
| 75067 | 72037 | 95740 | Stirling Corner Roundabout turning into Stirling Way | 69 | 74 | 5 | 0.59 | Pass | Pass | 75 | 6 | 0.71 | Pass | Pass |
| 75067 | 72037 | 95747 | Stirling Corner Roundabout not turning into Stirling Way | 3622 | 3575 | -47 | 0.78 | Pass | Pass | 3577 | -45 | 0.75 | Pass | Pass |
| 95747 | 95750 | 95748 | Stirling Corner Roundabout not turning into A411 Barnet Road | 2643 | 2607 | -36 | 0.70 | Pass | Pass | 2612 | -31 | 0.60 | Pass | Pass |
| 95747 | 95750 | 95751 | Stirling Corner Roundabout turning into A411 Barnet Road | 676 | 621 | -55 | 2.15 | Pass | Pass | 618 | -58 | 2.28 | Pass | Pass |
| 95748 | 95752 | 95749 | Stirling Corner Roundabout not turning into A1 Barnet Way | 877 | 873 | -4 | 0.13 | Pass | Pass | 873 | -4 | 0.14 | Pass | Pass |
| 95748 | 95752 | 95753 | Stirling Corner Roundabout turning into A1 Barnet Way | 2553 | 2529 | -24 | 0.48 | Pass | Pass | 2531 | -22 | 0.44 | Pass | Pass |
| 95749 | 75067 | 72037 | Stirling Corner Roundabout not turning into A411 Barnet Lane | 2675 | 2655 | -20 | 0.39 | Pass | Pass | 2657 | -18 | 0.35 | Pass | Pass |
| 95749 | 75067 | 75065 | Stirling Corner Roundabout turning into A411 Barnet Lane | 1108 | 1092 | -16 | 0.47 | Pass | Pass | 1092 | -16 | 0.48 | Pass | Pass |
| 70002 | 90023 | 90065 | A5 Edgware Road - Montrose Avenue | 327 | 310 | -17 | 0.95 | Pass | Pass | 333 | 6 | 0.33 | Pass | Pass |
| 70002 | 90023 | 95232 | A5 Edgware Road - A5 Burnt Oak Broadway | 715 | 643 | -72 | 2.77 | Pass | Pass | 640 | -75 | 2.88 | Pass | Pass |
| 90065 | 90023 | 70002 | Montrose Avenue - A5 Edgware Road | 407 | 427 | 20 | 0.97 | Pass | Pass | 439 | 32 | 1.56 | Pass | Pass |
| 90065 | 90023 | 95232 | Montrose Avenue - A5 Burnt Oak Broadway | 55 | 79 | 24 | 2.93 | Pass | Pass | 82 | 27 | 3.26 | Pass | Pass |
| 95232 | 90023 | 70002 | A5 Burnt Oak Broadway - A5 Edgware Road | 619 | 546 | -73 | 3.01 | Pass | Pass | 572 | -47 | 1.93 | Pass | Pass |
| 95232 | 90023 | 90065 | A5 Burnt Oak Broadway - Montrose Avenue | 92 | 88 | -4 | 0.40 | Pass | Pass | 86 | -6 | 0.64 | Pass | Pass |

Table E.1:

Junctions
AM_Colindale

| Site | Location | Turning Movement | ANODE | BNODE | C NODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|--|---|--|-------------------------|--------------------------------|--------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue/Edgware Road | Edgware Road N LT Colindale Avenue | 95063 | 72149 | 90309 | 121 | 137 | 16 | 13% |
| | | Edgware Road N Straight Edgware Road S | 95063 | 72149 | 72154 | 836 | 843 | 7 | 1% |
| | | Colindale Avenue LT Edgware Road S | 90309 | 72149 | 72154 | 440 | 428 | -12 | -3% |
| | | Edgware Road S Straight Edgware Road N | 72154 | 72149 | 95063 | 747 | 736 | -11 | -1% |
| | | Edgware Road S RT Colindale Avenue | 72154 | 72149 | 90309 | 390 | 393 | 3 | 1% |
| 2 | Annesley Avenue/Edgware Road | Edgware Road N Straight Edgware Road S | 90290 | 90312 | 95063 | 894 | 916 | 22 | 2% |
| | | Edgware Road N LT Annesley Avenue | 90290 | 90312 | 90313 | 5 | #N/A | #N/A | #N/A |
| | | Annesley Avenue RT Edgware Road N | 90313 | 90312 | 90290 | 11 | 24 | 13 | 118% |
| | | Annesley Avenue LT Edgware Road S | 90313 | 90312 | 95063 | 4 | 37 | 33 | 825% |
| | | Edgware Road S Straight Edgware Road N | 95063 | 90312 | 90290 | 787 | 761 | -26 | -1% |
| | | Edgware Road S RT Annesley Avenue | 95063 | 90312 | 90313 | 5 | #N/A | #N/A | #N/A |
| 3 | Montrose Avenue/Edgware Road | Edgware Road N Straight Edgware Road S | 95232 | 90023 | 70002 | 606 | 601 | -5 | -1% |
| | | Edgware Road N LT Montrose Avenue | 95232 | 90023 | 90065 | 114 | 120 | 6 | 5% |
| | | Montrose Avenue LT Edgware Road S | 90065 | 90023 | 70002 | 392 | 380 | -12 | -1% |
| | | Montrose Avenue RT Edgware Road N | 90065 | 90023 | 95232 | 22 | 22 | 0 | 0% |
| | | Edgware Road S Straight Edgware Road N | 70002 | 90023 | 95232 | 514 | 509 | -5 | -1% |
| 4 | Booth Avenue/Montrose Avenue | Edgware Road S RT Montrose Avenue | 70002 | 90023 | 90065 | 201 | 203 | 2 | 1% |
| | | Booth Road N Straight Booth Road S | 90072 | 90022 | 90024 | 115 | 79 | -36 | -31% |
| | | Booth Road N LT Montrose Avenue E | 90072 | 90022 | 90070 | 2 | 2 | 0 | 0% |
| | | Booth Road N RT Montrose Avenue W | 90072 | 90022 | 90227 | 45 | 87 | 42 | 93% |
| | | Montrose Avenue E RT Booth Road N | 90070 | 90022 | 90072 | 10 | 28 | 18 | 180% |
| 5 | Montrose Avenue/Lanacre Avenue | Montrose Avenue E Straight Montrose Avenue W | 90070 | 90022 | 90227 | 270 | 237 | -33 | -12% |
| | | Booth Road S RT Montrose Avenue E | 90024 | 90022 | 90070 | 97 | 86 | -11 | -11% |
| | | Booth Road S Straight Booth Road N | 90024 | 90022 | 90072 | 277 | 271 | -6 | -2% |
| | | Booth Road S LT Montrose Avenue W | 90024 | 90022 | 90227 | 65 | 55 | -10 | -15% |
| | | Montrose Avenue W LT Booth Road N | 90227 | 90022 | 90072 | 29 | 31 | 2 | 7% |
| | | Montrose Avenue W Straight Montrose Avenue E | 90227 | 90022 | 90070 | 194 | 197 | 3 | 2% |
| | | Montrose Avenue W RT Booth Road S | 90227 | 90022 | 90024 | 56 | 53 | -3 | -5% |
| | | Montrose Avenue W Straight Montrose Avenue E | 90070 | 90037 | 90021 | 243 | 233 | -10 | -4% |
| | | Montrose Avenue W RT Lanacre Avenue | 90070 | 90037 | 90046 | 44 | 44 | 0 | 0% |
| | | Montrose Avenue E Straight Montrose Avenue W | 90021 | 90037 | 90070 | 168 | 148 | -20 | -12% |
| 6 | Bunns Lane/Woodcroft Avenue | Montrose Avenue E LT Lanacre Avenue | 90021 | 90037 | 90046 | 12 | 12 | 0 | 0% |
| | | Lanacre Avenue LT Montrose Avenue W | 90046 | 90037 | 90070 | 156 | 149 | -7 | -4% |
| | | Lanacre Avenue RT Montrose Avenue E | 90046 | 90037 | 90021 | 71 | 57 | -14 | -20% |
| | | Woodcroft Avenue LT Bunns Lane N | 90018 | 72104 | 72102 | 149 | 135 | -14 | -9% |
| | | Woodcroft Avenue RT Bunns Lane S | 90018 | 72104 | 72106 | 150 | 160 | 10 | 7% |
| 7 | Bunns Lane/Graham Park Way | Bunns Lane N Straight Bunns Lane S | 72102 | 72104 | 72106 | 793 | 797 | 4 | 1% |
| | | Bunns Lane N RT Woodcroft Avenue | 72102 | 72104 | 90018 | 64 | 63 | -1 | -2% |
| | | Bunns Lane S Straight Bunns Lane N | 72106 | 72104 | 72102 | 425 | 420 | -5 | -1% |
| | | Bunns Lane S LT Woodcroft Avenue | 72106 | 72104 | 90018 | 253 | 234 | -19 | -8% |
| | | Bunns Lane N Straight Graham Park Way | 72104 | 72106 | 90038 | 159 | 162 | 3 | 2% |
| | | Bunns Lane N LT Bunns Lane S | 72104 | 72106 | 95329 | 785 | 795 | 10 | 1% |
| | | Bunns Lane S LT Graham Park Way | 95329 | 72106 | 90038 | 93 | 112 | 19 | 20% |
| | | Bunns Lane S RT Bunns Lane N | 95329 | 72106 | 72104 | 520 | 512 | -8 | -2% |
| | | Graham Park Way Straight Bunns Lane N | 90038 | 72106 | 72104 | 158 | 158 | 0 | 0% |
| | | Graham Park Way RT Bunns Lane S | 90038 | 72106 | 95329 | 185 | 182 | -3 | -2% |
| 8 | Watford Way/Aerodrome Road/Greyhound Hill | Aerodrome Road LT Watford Way N | 90333 | 72146 | 95734 | 28 | 24 | -4 | -14% |
| | | Aerodrome Road Straight Greyhound Hill | 90333 | 72146 | 90364 | 312 | 316 | 4 | 1% |
| | | Aerodrome Road RT Watford Way S | 90333 | 72146 | 95720 | 100 | 96 | -4 | -4% |
| | | Watford Way N RT Aerodrome Road | 95351 | 72146 | 90333 | 14 | 16 | 2 | 14% |
| | | Watford Way N Straight Watford Way S | 95351 | 72146 | 95720 | 1600 | 1602 | 2 | 0% |
| | | Watford Way N LT Greyhound Hill | 95351 | 72146 | 90364 | 292 | 290 | -2 | -1% |
| | | Greyhound Hill RT Watford Way N | 90364 | 72146 | 95734 | 83 | 85 | 2 | 2% |
| | | Greyhound Hill Straight Aerodrome Road | 90364 | 72146 | 90333 | 273 | 267 | -6 | -2% |
| | | Greyhound Hill LT Watford Way S | 90364 | 72146 | 95720 | 0 | 0 | 0 | #DIV/0! |
| | | Watford Way S LT Aerodrome Road | 95725 | 72146 | 90333 | 341 | 334 | -7 | -2% |
| | | Watford Way S Straight Watford Way N | 95725 | 72146 | 95734 | 1322 | 1345 | 23 | 2% |
| | | Watford Way S RT Greyhound Hill | 95725 | 72146 | 90364 | 2 | 2 | 0 | 0% |
| | | 9 | Colindeep Lane/The Hyde | The Hyde N LT Colindeep Lane E | 72149 | 72154 | 90337 | 447 | 443 |
| The Hyde N RT Colindeep Lane W | 72149 | | | 72154 | 72162 | 797 | 827 | 30 | 4% |
| Colindeep Lane E RT The Hyde N | 90337 | | | 72154 | 72149 | 388 | 383 | -5 | -1% |
| Colindeep Lane E Straight Colindeep Lane W | 90337 | | | 72154 | 95739 | 26 | 24 | -2 | -8% |
| Colindeep Lane E LT The Hyde S | 90337 | | | 72154 | 72162 | 128 | 126 | -2 | -2% |
| The Hyde S RT Colindeep Lane E | 72162 | | | 72154 | 90337 | 178 | 182 | 4 | 2% |
| The Hyde S Straight The Hyde N | 72162 | | | 72154 | 72149 | 749 | 746 | -3 | 0% |
| The Hyde S LT Colindeep Lane W | 72162 | | | 72154 | 95739 | 56 | 56 | 0 | 0% |
| Colindeep Lane W LT The Hyde N | 95739 | | | 72154 | 72149 | 0 | 0 | 0 | #DIV/0! |
| Colindeep Lane W Straight Colindeep Lane W | 95739 | | | 72154 | 90337 | 6 | 6 | 0 | 0% |
| Colindeep Lane W RT The Hyde S | 95739 | | | 72154 | 72162 | 7 | 7 | 0 | 0% |
| 10 | Lanacre Avenue/Graham Park Way | Lanacre Avenue LT Graham Park Way E | 90034 | 90033 | 90027 | 1 | 1 | 0 | 0% |
| | | Lanacre Avenue RT Graham Park Way W | 90034 | 90033 | 72141 | 133 | 156 | 23 | 17% |
| | | Graham Park Way E RT Lanacre Avenue | 90027 | 90033 | 90034 | 1 | 1 | 0 | 0% |
| | | Graham Park Way E Straight Graham Park Way W | 90027 | 90033 | 72141 | 597 | 620 | 23 | 4% |
| | | Graham Park Way W LT Lanacre Avenue | 72141 | 90033 | 90034 | 29 | 29 | 0 | 0% |
| | | Graham Park Way W Straight Graham Park Way E | 72141 | 90033 | 90027 | 576 | 569 | -7 | -1% |
| 11 | Aerodrome Road/Graham Park Way/Colindale Avenue | Colindale Avenue LT Raven Close | 90024 | 72141 | 90049 | 45 | 46 | 1 | 2% |
| | | Colindale Avenue Straight Graham Park Way | 90024 | 72141 | 90033 | 315 | 314 | -1 | 0% |
| | | Colindale Avenue RT Aerodrome Road | 90024 | 72141 | 90320 | 254 | 293 | 39 | 15% |
| | | Raven Close LT Graham Park Way | 90049 | 72141 | 90033 | 28 | 28 | 0 | 0% |
| | | Raven Close Straight Aerodrome Road | 90049 | 72141 | 90320 | 41 | 41 | 0 | 0% |
| | | Raven Close RT Colindale Avenue | 90049 | 72141 | 90024 | 48 | 48 | 0 | 0% |
| | | Graham Park Way LT Aerodrome Road | 90033 | 72141 | 90320 | 288 | 243 | -45 | -16% |
| | | Graham Park Way Straight Colindale Avenue | 90033 | 72141 | 90024 | 419 | 510 | 91 | 22% |
| | | Graham Park Way RT Raven Close | 90033 | 72141 | 90049 | 24 | 23 | -1 | -4% |
| | | Aerodrome Road LT Colindale Avenue | 90320 | 72141 | 90024 | 344 | 338 | -6 | -2% |
| | | Aerodrome Road Straight Raven Close | 90320 | 72141 | 90049 | 5 | 5 | 0 | 0% |
| 12 | Colindale Avenue/Booth Road | Aerodrome Road RT Graham Park Way | 90320 | 72141 | 90033 | 262 | 256 | -6 | -2% |
| | | Colindale Avenue W LT Booth Road | 90299 | 90024 | 90022 | 4 | 3 | -1 | -25% |
| | | Colindale Avenue W Straight Colindale Avenue E | 90299 | 90024 | 72141 | 459 | 456 | -3 | -1% |
| | | Booth Road LT Colindale Avenue E | 90022 | 90024 | 72141 | 155 | 197 | 42 | 27% |
| | | Booth Road RT Colindale Avenue W | 90022 | 90024 | 90299 | 95 | #N/A | #N/A | #N/A |
| | Colindale Avenue E RT Booth Road | Colindale Avenue E RT Booth Road | 72141 | 90024 | 90022 | 435 | 408 | -27 | -6% |
| | | Colindale Avenue E Straight Colindale Avenue W | 72141 | 90024 | 90299 | 375 | 487 | 112 | 30% |

Table E.2:

Junctions
PM_Colindale

| Site | Location | Turning Movement | Junctions | | | | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|---|--|-----------|-------|--------|--------------|---------------|--------------|------------|--------------|
| | | | ANODE | BNODE | C NODE | PM_Colindale | | | | |
| 1 | Colindale Avenue/Edgware Road | Edgware Road N LT Colindale Avenue | 95063 | 72149 | 90309 | 128 | 261 | 133 | 104% | |
| | | Edgware Road N Straight Edgware Road S | 95063 | 72149 | 72154 | 726 | 759 | 33 | 5% | |
| | | Colindale Avenue LT Edgware Road S | 90309 | 72149 | 72154 | 401 | 355 | -46 | -11% | |
| | | Edgware Road S Straight Edgware Road N | 72154 | 72149 | 95063 | 988 | 939 | -49 | -5% | |
| 2 | Annesley Avenue/Edgware Road | Edgware Road S RT Colindale Avenue | 72154 | 72149 | 90309 | 271 | 317 | 46 | 17% | |
| | | Edgware Road N Straight Edgware Road S | 90290 | 90312 | 95063 | 773 | 865 | 92 | 12% | |
| | | Edgware Road N LT Annesley Avenue | 90290 | 90312 | 90313 | 38 | #N/A | #N/A | #N/A | |
| | | Annesley Avenue RT Edgware Road N | 90313 | 90312 | 90290 | 50 | 83 | 33 | 66% | |
| 3 | Montrose Avenue/Edgware Road | Annesley Avenue LT Edgware Road S | 90313 | 90312 | 95063 | 84 | 179 | 95 | 113% | |
| | | Edgware Road S Straight Edgware Road N | 95063 | 90312 | 90290 | 1080 | 1076 | -4 | 0% | |
| | | Edgware Road S RT Annesley Avenue | 95063 | 90312 | 90313 | 47 | #N/A | #N/A | #N/A | |
| | | Edgware Road N LT Montrose Avenue | 95232 | 90023 | 70002 | 546 | 572 | 26 | 5% | |
| 4 | Booth Avenue/Montrose Avenue | Edgware Road N LT Montrose Avenue | 95232 | 90023 | 90065 | 88 | 86 | -2 | -2% | |
| | | Montrose Avenue LT Edgware Road S | 90065 | 90023 | 70002 | 427 | 439 | 12 | 3% | |
| | | Montrose Avenue RT Edgware Road N | 90065 | 90023 | 95232 | 79 | 82 | 3 | 4% | |
| | | Edgware Road S Straight Edgware Road N | 70002 | 90023 | 95232 | 643 | 640 | -3 | 0% | |
| 5 | Montrose Avenue/Lanacre Avenue | Edgware Road S RT Montrose Avenue | 70002 | 90023 | 90065 | 310 | 333 | 23 | 7% | |
| | | Booth Road N Straight Booth Road S | 90072 | 90022 | 90024 | 168 | 80 | -88 | -52% | |
| | | Booth Road N RT Montrose Avenue W | 90072 | 90022 | 90070 | 0 | 0 | 0 | #DIV/0! | |
| | | Booth Road N RT Montrose Avenue W | 90070 | 90022 | 90027 | 59 | 112 | 53 | 90% | |
| 6 | Bunns Lane/Woodcroft Avenue | Montrose Avenue E RT Booth Road N | 90070 | 90022 | 90072 | 0 | 11 | 11 | #DIV/0! | |
| | | Montrose Avenue E Straight Montrose Avenue W | 90070 | 90022 | 90227 | 294 | 270 | -24 | -8% | |
| | | Montrose Avenue E LT Booth Road S | 90070 | 90022 | 90024 | 69 | 28 | -41 | -59% | |
| | | Booth Road S RT Montrose Avenue E | 90024 | 90022 | 90070 | 203 | 195 | -8 | -4% | |
| 7 | Bunns Lane/Graham Park Way | Booth Road S Straight Booth Road N | 90024 | 90022 | 90072 | 276 | 262 | -14 | -5% | |
| | | Booth Road S LT Montrose Avenue W | 90024 | 90022 | 90227 | 156 | 144 | -12 | -8% | |
| | | Montrose Avenue W LT Booth Road N | 90227 | 90022 | 90072 | 27 | 31 | 4 | 15% | |
| | | Montrose Avenue W RT Booth Road S | 90227 | 90022 | 90070 | 214 | 231 | 17 | 8% | |
| 8 | Watford Way/Aerodrome Road/Greyhound Hill | Montrose Avenue W RT Booth Road S | 90227 | 90022 | 90024 | 112 | 116 | 4 | 4% | |
| | | Montrose Avenue W Straight Montrose Avenue E | 90070 | 90037 | 90021 | 390 | 398 | 8 | 2% | |
| | | Montrose Avenue W RT Lanacre Avenue | 90070 | 90037 | 90046 | 13 | 13 | 0 | 0% | |
| | | Montrose Avenue E Straight Montrose Avenue W | 90021 | 90037 | 90070 | 333 | 275 | -58 | -17% | |
| 9 | Colindeep Lane/The Hyde | Montrose Avenue E LT Lanacre Avenue | 90021 | 90037 | 90046 | 2 | 17 | 15 | 750% | |
| | | Lanacre Avenue LT Montrose Avenue W | 90046 | 90037 | 90070 | 14 | 19 | 5 | 36% | |
| | | Lanacre Avenue RT Montrose Avenue E | 90046 | 90037 | 90021 | 52 | 41 | -11 | -21% | |
| | | Woodcroft Avenue LT Bunns Lane N | 90018 | 72104 | 72102 | 112 | 114 | 2 | 2% | |
| 10 | Aerodrome Road/Graham Park Way/Colindale Avenue | Woodcroft Avenue RT Bunns Lane S | 90018 | 72104 | 72106 | 191 | 201 | 10 | 5% | |
| | | Bunns Lane N Straight Bunns Lane S | 72102 | 72104 | 72106 | 796 | 809 | 13 | 2% | |
| | | Bunns Lane N RT Woodcroft Avenue | 72102 | 72104 | 90018 | 50 | 29 | -21 | -42% | |
| | | Bunns Lane S Straight Bunns Lane N | 72106 | 72104 | 72102 | 640 | 636 | -4 | -1% | |
| 11 | Lanacre Avenue/Graham Park Way | Bunns Lane S LT Woodcroft Avenue | 72106 | 72104 | 90018 | 365 | 344 | -21 | -6% | |
| | | Bunns Lane N Straight Graham Park Way | 72104 | 72106 | 90038 | 179 | 206 | 27 | 15% | |
| | | Bunns Lane N LT Bunns Lane S | 72104 | 72106 | 95329 | 808 | 804 | -4 | 0% | |
| | | Bunns Lane S LT Graham Park Way | 95329 | 72106 | 90038 | 107 | 138 | 31 | 29% | |
| 12 | Colindale Avenue/Booth Road | Bunns Lane S RT Bunns Lane N | 95329 | 72106 | 72104 | 732 | 707 | -25 | -3% | |
| | | Graham Park Way Straight Bunns Lane N | 90038 | 72106 | 72104 | 272 | 272 | 0 | 0% | |
| | | Graham Park Way RT Bunns Lane S | 90038 | 72106 | 95329 | 214 | 217 | 3 | 1% | |
| | | Aerodrome Road LT Watford Way N | 90333 | 72146 | 95734 | 0 | 0 | 0 | #DIV/0! | |
| 13 | Colindale Avenue/Booth Road | Aerodrome Road Straight Greyhound Hill | 90333 | 72146 | 90364 | 275 | 275 | 0 | 0% | |
| | | Aerodrome Road RT Watford Way S | 90333 | 72146 | 95720 | 80 | 78 | -2 | -3% | |
| | | Watford Way N RT Aerodrome Road | 95351 | 72146 | 90333 | 77 | 82 | 5 | 6% | |
| | | Watford Way N Straight Watford Way S | 95351 | 72146 | 95720 | 1478 | 1477 | -1 | 0% | |
| 14 | Colindale Avenue/Booth Road | Watford Way N LT Greyhound Hill | 95351 | 72146 | 90364 | 96 | 93 | -3 | -3% | |
| | | Greyhound Hill RT Watford Way N | 90364 | 72146 | 95734 | 86 | 86 | 0 | 0% | |
| | | Greyhound Hill Straight Aerodrome Road | 90364 | 72146 | 90333 | 243 | 243 | 0 | 0% | |
| | | Greyhound Hill LT Watford Way S | 90364 | 72146 | 95720 | 0 | 0 | 0 | #DIV/0! | |
| 15 | Colindale Avenue/Booth Road | Watford Way S LT Aerodrome Road | 95725 | 72146 | 90333 | 347 | 346 | -1 | 0% | |
| | | Watford Way S Straight Watford Way N | 95725 | 72146 | 95734 | 2020 | 2023 | 3 | 0% | |
| | | Watford Way S RT Greyhound Hill | 95725 | 72146 | 90364 | 2 | 2 | 0 | 0% | |
| | | The Hyde N LT Colindeep Lane E | 72149 | 72154 | 90337 | 344 | 352 | 8 | 2% | |
| 16 | Colindale Avenue/Booth Road | The Hyde N Straight The Hyde S | 72149 | 72154 | 72162 | 762 | 762 | 0 | 0% | |
| | | The Hyde N RT Colindeep Lane W | 72149 | 72154 | 95739 | 22 | 0 | -22 | -100% | |
| | | Colindeep Lane E RT The Hyde N | 90337 | 72154 | 72149 | 417 | 413 | -4 | -1% | |
| | | Colindeep Lane E Straight Colindeep Lane W | 90337 | 72154 | 95739 | 11 | 10 | -1 | -9% | |
| 17 | Colindale Avenue/Booth Road | Colindeep Lane E LT The Hyde S | 90337 | 72154 | 72162 | 177 | 180 | 3 | 2% | |
| | | The Hyde S RT Colindeep Lane E | 72162 | 72154 | 90337 | 135 | 142 | 7 | 5% | |
| | | The Hyde S Straight The Hyde N | 72162 | 72154 | 72149 | 842 | 843 | 1 | 0% | |
| | | The Hyde S LT Colindeep Lane W | 72162 | 72154 | 95739 | 25 | 25 | 0 | 0% | |
| 18 | Colindale Avenue/Booth Road | Colindeep Lane W LT The Hyde N | 95739 | 72154 | 72149 | 0 | 0 | 0 | #DIV/0! | |
| | | Colindeep Lane W Straight Colindeep Lane W | 95739 | 72154 | 90337 | 39 | 39 | 0 | 0% | |
| | | Colindeep Lane W RT The Hyde S | 95739 | 72154 | 72162 | 41 | 41 | 0 | 0% | |
| | | Lanacre Avenue LT Graham Park Way E | 90034 | 90033 | 90027 | 0 | 0 | 0 | #DIV/0! | |
| 19 | Colindale Avenue/Booth Road | Lanacre Avenue RT Graham Park Way W | 90034 | 90033 | 72141 | 25 | 46 | 21 | 84% | |
| | | Graham Park Way E RT Lanacre Avenue | 90027 | 90033 | 90034 | 0 | 0 | 0 | #DIV/0! | |
| | | Graham Park Way E Straight Graham Park Way W | 90027 | 90033 | 72141 | 527 | 582 | 55 | 10% | |
| | | Graham Park Way W LT Lanacre Avenue | 72141 | 90033 | 90034 | 47 | 47 | 0 | 0% | |
| 20 | Colindale Avenue/Booth Road | Graham Park Way W Straight Graham Park Way E | 72141 | 90033 | 90027 | 715 | 715 | 0 | 0% | |
| | | Colindale Avenue LT Raven Close | 90024 | 72141 | 90049 | 19 | 19 | 0 | 0% | |
| | | Colindale Avenue Straight Graham Park Way | 90024 | 72141 | 90033 | 398 | 392 | -6 | -2% | |
| | | Colindale Avenue RT Aerodrome Road | 90024 | 72141 | 90320 | 188 | 188 | 0 | 0% | |
| 21 | Colindale Avenue/Booth Road | Raven Close LT Graham Park Way | 90049 | 72141 | 90033 | 23 | 23 | 0 | 0% | |
| | | Raven Close Straight Aerodrome Road | 90049 | 72141 | 90320 | 16 | 16 | 0 | 0% | |
| | | Raven Close RT Colindale Avenue | 90049 | 72141 | 90024 | 22 | 22 | 0 | 0% | |
| | | Graham Park Way LT Aerodrome Road | 90033 | 72141 | 90320 | 193 | 192 | -1 | -1% | |
| 22 | Colindale Avenue/Booth Road | Graham Park Way Straight Colindale Avenue | 90033 | 72141 | 90024 | 331 | 408 | 77 | 23% | |
| | | Graham Park Way RT Raven Close | 90033 | 72141 | 90049 | 29 | 29 | 0 | 0% | |
| | | Aerodrome Road LT Colindale Avenue | 90320 | 72141 | 90024 | 440 | 444 | 4 | 1% | |
| | | Aerodrome Road Straight Raven Close | 90320 | 72141 | 90049 | 17 | 17 | 0 | 0% | |
| 23 | Colindale Avenue/Booth Road | Aerodrome Road RT Graham Park Way | 90320 | 72141 | 90033 | 341 | 346 | 5 | 1% | |
| | | Colindale Avenue W LT Booth Road | 90299 | 90024 | 90022 | 198 | 179 | -19 | -10% | |
| | | Colindale Avenue W Straight Colindale Avenue E | 90299 | 90024 | 72141 | 402 | 375 | -27 | -7% | |
| | | Booth Road LT Colindale Avenue E | 90022 | 90024 | 72141 | 202 | 224 | 22 | 11% | |
| 24 | Colindale Avenue/Booth Road | Booth Road RT Colindale Avenue W | 90022 | 90024 | 90299 | 147 | #N/A | #N/A | #N/A | |
| | | Colindale Avenue E RT Booth Road | 72141 | 90024 | 90022 | 437 | 423 | -14 | -3% | |
| | | Colindale Avenue E Straight Colindale Avenue W | 72141 | 90024 | 90299 | 356 | 451 | 95 | 27% | |

Table F.1 AM and PM Journey Times Validation

| AM Peak | Route Journey Time | | | | Mean | | Hyder LPL vs. Orig. Model | | Obs. vs. Orig Model | | | Modified vs.Orig Model | | | |
|----------------------|--------------------|----------------|--------------|---------------|----------------------------------|---------------------------------|---------------------------|--------------|---------------------|-------------|----------------------------------|------------------------|--------------|-------------|----------------------------------|
| | Observed (Mean) | Modelled | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | Modelled (From Hyder LPL Files) | Original Model | Diff in Secs | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | MODIFIED MODEL | Diff in Secs | % Diff | Within 15% (or 60secs if higher) |
| Route 1 NB AM | 0:14:59 | 0:15:37 | 38 | 4.2% | ✓ | 0:15:37 | 0:15:37 | 0 | 38 | 4% | ✓ | 0:15:35 | 36 | 4% | ✓ |
| Route 1 SB AM | 0:22:27 | 0:24:17 | 110 | 8.2% | ✓ | 0:24:17 | 0:24:17 | 0 | 110 | 8% | ✓ | 0:24:16 | 109 | 8% | ✓ |
| Route 2 NB AM | 0:27:54 | 0:28:25 | 31 | 1.8% | ✓ | 0:28:25 | 0:28:25 | 0 | 31 | 2% | ✓ | 0:28:13 | 19 | 1% | ✓ |
| Route 2 SB AM | 0:32:43 | 0:30:14 | -149 | -7.6% | ✓ | 0:30:10 | 0:30:10 | 0 | -153 | -8% | ✓ | 0:30:17 | -146 | -7% | ✓ |
| Route 3 NB AM | 0:22:20 | 0:19:04 | -196 | -14.6% | ✓ | 0:19:04 | 0:19:04 | 0 | -196 | -15% | ✓ | 0:19:14 | -186 | -14% | ✓ |
| Route 3 SB AM | 0:29:52 | 0:24:20 | -332 | -18.5% | ✗ | 0:24:15 | 0:24:15 | 0 | -337 | -19% | ✗ | 0:24:37 | -315 | -18% | ✗ |
| Route 4 NB AM | 0:23:48 | 0:21:14 | -154 | -10.8% | ✓ | 0:21:14 | 0:21:14 | 0 | -154 | -11% | ✓ | 0:21:16 | -152 | -11% | ✓ |
| Route 4 SB AM | 0:24:27 | 0:23:50 | -37 | -2.5% | ✓ | 0:23:50 | 0:23:50 | 0 | -37 | -3% | ✓ | 0:22:42 | -105 | -7% | ✓ |
| Route 5 NB AM | 0:28:03 | 0:27:00 | -63 | -3.8% | ✓ | 0:27:00 | 0:27:00 | 0 | -63 | -4% | ✓ | 0:26:47 | -76 | -5% | ✓ |
| Route 5 SB AM | 0:30:52 | 0:29:12 | -100 | -5.4% | ✓ | 0:29:12 | 0:29:12 | 0 | -100 | -5% | ✓ | 0:28:33 | -139 | -8% | ✓ |
| Route 6 NB AM | 0:13:27 | 0:14:43 | 76 | 9.4% | ✓ | 0:14:43 | 0:14:43 | 0 | 76 | 9% | ✓ | 0:14:45 | 78 | 10% | ✓ |
| Route 6 SB AM | 0:20:30 | 0:19:21 | -69 | -5.6% | ✓ | 0:19:34 | 0:19:34 | 0 | -56 | -5% | ✓ | 0:19:39 | -51 | -4% | ✓ |
| Total No. of Routes | 12 | | | | 11 | | | | | | 11 | | | | 11 |
| | | | | | 92% | | | | | | 92% | | | | 92% |

| PM Peak | Route Journey Time | | | | Mean | | Hyder LPL vs. Orig. Model | | Obs. vs. Orig Model | | | Modified vs.Orig Model | | | |
|---------------------|--------------------|----------|--------------|--------|----------------------------------|---------------------------------|---------------------------|--------------|---------------------|--------|----------------------------------|------------------------|--------------|--------|----------------------------------|
| | Observed (Mean) | Modelled | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | Modelled (From Hyder LPL Files) | Original Model | Diff in Secs | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | MODIFIED MODEL | Diff in Secs | % Diff | Within 15% (or 60secs if higher) |
| Route 1 NB PM | 0:23:22 | 0:19:57 | -205 | -14.6% | ✓ | 0:19:57 | 0:19:57 | 0 | -205 | -15% | ✓ | 0:19:59 | -203 | -14% | ✓ |
| Route 1 SB PM | 0:16:14 | 0:16:39 | 25 | 2.5% | ✓ | 0:16:39 | 0:16:39 | 0 | 25 | 3% | ✓ | 0:16:39 | 25 | 3% | ✓ |
| Route 2 NB PM | 0:32:54 | 0:32:54 | 0 | 0.0% | ✓ | 0:32:54 | 0:32:54 | 0 | 0 | 0% | ✓ | 0:33:06 | 12 | 1% | ✓ |
| Route 2 SB PM | 0:29:04 | 0:30:11 | 67 | 3.9% | ✓ | 0:30:08 | 0:30:08 | 0 | 64 | 4% | ✓ | 0:30:22 | 78 | 4% | ✓ |
| Route 3 NB PM | 0:24:22 | 0:23:22 | -60 | -4.1% | ✓ | 0:23:22 | 0:23:22 | 0 | -60 | -4% | ✓ | 0:23:25 | -57 | -4% | ✓ |
| Route 3 SB PM | 0:19:24 | 0:21:32 | 127 | 10.9% | ✓ | 0:20:14 | 0:20:14 | 0 | 50 | 4% | ✓ | 0:20:02 | 38 | 3% | ✓ |
| Route 4 NB PM | 0:22:24 | 0:25:29 | 185 | 13.8% | ✓ | 0:25:29 | 0:25:29 | 0 | 185 | 14% | ✓ | 0:25:38 | 194 | 14% | ✓ |
| Route 4 SB PM | 0:21:24 | 0:21:42 | 18 | 1.4% | ✓ | 0:21:42 | 0:21:42 | 0 | 18 | 1% | ✓ | 0:21:13 | -11 | -1% | ✓ |
| Route 5 NB PM | 0:28:42 | 0:30:00 | 78 | 4.5% | ✓ | 0:30:00 | 0:30:00 | 0 | 78 | 5% | ✓ | 0:29:53 | 71 | 4% | ✓ |
| Route 5 SB PM | 0:22:43 | 0:24:43 | 120 | 8.8% | ✓ | 0:24:43 | 0:24:43 | 0 | 120 | 9% | ✓ | 0:24:30 | 107 | 8% | ✓ |
| Route 6 NB PM | 0:15:22 | 0:13:53 | -69 | -9.7% | ✓ | 0:13:53 | 0:13:53 | 0 | -69 | -10% | ✓ | 0:13:55 | -87 | -9% | ✓ |
| Route 6 SB PM | 0:13:51 | 0:14:11 | 20 | 2.4% | ✓ | 0:14:19 | 0:14:19 | 0 | 28 | 3% | ✓ | 0:14:21 | 30 | 4% | ✓ |
| Total No. of Routes | 12 | | | | 12 | | | | | | 12 | | | | 12 |
| | | | | | 100% | | | | | | 100% | | | | 100% |

Appendix B– Validation statistics

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| A-Node | B-Node | Site Description | Direction | Observed Flow | Modelled Flow (HYDER) | Difference (PCUs) | GEH Value | DMRB Guidelines | | Modelled Flow (CB WITH CHANGES) | Difference (PCUs) | GEH Value | DMRB Guidelines | |
|--------|--------|--------------------------|-----------|---------------|-----------------------|-------------------|-----------|-----------------|--------------|---------------------------------|-------------------|-----------|-----------------|------|
| | | | | Flows (PCUs) | Flows (PCUs) | | | Flows (PCUs) | Flows (PCUs) | Flows (PCUs) | | | Flows (PCUs) | |
| 75060 | 75069 | A5183 High Street(n) | SB | 448 | 479 | 31 | 1.45 | Pass | Pass | 479 | 31 | 1.46 | Pass | Pass |
| 72041 | 75069 | A411 Barnet Lane | WB | 791 | 831 | 40 | 1.39 | Pass | Pass | 832 | 41 | 1.43 | Pass | Pass |
| 95780 | 75069 | A5183 High Street(s) | NB | 478 | 343 | -135 | 6.67 | | | 317 | -161 | 8.08 | | |
| 75068 | 75069 | A411 Watford Road | EB | 810 | 822 | 12 | 0.43 | Pass | Pass | 843 | 33 | 1.15 | Pass | Pass |
| 75069 | 75060 | A5183 High Street(n) | NB | 578 | 572 | -6 | 0.26 | Pass | Pass | 575 | -3 | 0.12 | Pass | Pass |
| 75069 | 72041 | A411 Barnet Lane | EB | 649 | 600 | -49 | 1.94 | Pass | Pass | 598 | -51 | 2.04 | Pass | Pass |
| 75069 | 95780 | A5183 High Street(s) | SB | 739 | 683 | -56 | 2.12 | Pass | Pass | 681 | -58 | 2.18 | Pass | Pass |
| 75069 | 75068 | A411 Watford Road | WB | 561 | 545 | -16 | 0.69 | Pass | Pass | 546 | -15 | 0.65 | Pass | Pass |
| 72049 | 72043 | A41 Edgware Way | WB | 777 | 540 | -237 | 9.25 | | | 533 | -244 | 9.53 | | |
| 95446 | 72043 | A5 Brockley Hill | NB | 910 | 823 | -87 | 2.94 | Pass | Pass | 824 | -86 | 2.90 | Pass | Pass |
| 71001 | 72043 | A41 Watford Bypass | EB | 825 | 829 | 5 | 0.17 | Pass | Pass | 834 | 9 | 0.33 | Pass | Pass |
| 72043 | 72050 | A41 Edgware Way | EB | 714 | 742 | 28 | 1.05 | Pass | Pass | 746 | 33 | 1.20 | Pass | Pass |
| 72043 | 95446 | A5 Brockley Hill | SB | 581 | 516 | -65 | 2.77 | Pass | Pass | 516 | -65 | 2.77 | Pass | Pass |
| 72043 | 71001 | A41 Watford Bypass | WB | 1169 | 1171 | 2 | 0.06 | Pass | Pass | 1189 | 20 | 0.59 | Pass | Pass |
| 72229 | 72069 | A41 Edgware Way(n) | SB | 1563 | 1598 | 35 | 0.88 | Pass | Pass | 1599 | 36 | 0.90 | Pass | Pass |
| 72265 | 72069 | A41 Edgware Way(s) | WB | 1372 | 1252 | -120 | 3.32 | Pass | Pass | 1241 | -131 | 3.62 | Pass | Pass |
| 95285 | 72069 | Green Lane | NB | 221 | 183 | -38 | 2.69 | Pass | Pass | 183 | -38 | 2.67 | Pass | Pass |
| 72075 | 72069 | A410 Spur Road | EB | 1273 | 1156 | -117 | 3.37 | Pass | Pass | 1161 | -112 | 3.21 | Pass | Pass |
| 72069 | 72049 | A41 Edgware Way(n) | NB | 1305 | 1262 | -43 | 1.21 | Pass | Pass | 1259 | -46 | 1.28 | Pass | Pass |
| 72069 | 72076 | A41 Edgware Way(s) | EB | 1583 | 1650 | 67 | 1.68 | Pass | Pass | 1643 | 60 | 1.50 | Pass | Pass |
| 72069 | 95285 | Green Lane | SB | 183 | 180 | -3 | 0.21 | Pass | Pass | 180 | -3 | 0.21 | Pass | Pass |
| 72069 | 72075 | A410 Spur Road | WB | 1177 | 1097 | -81 | 2.39 | Pass | Pass | 1101 | -76 | 2.26 | Pass | Pass |
| 95264 | 72075 | A410 London Road | EB | 1019 | 983 | -36 | 1.15 | Pass | Pass | 981 | -38 | 1.20 | Pass | Pass |
| 95446 | 72075 | A5 Brockley Hill | SB | 548 | 598 | 50 | 2.11 | Pass | Pass | 598 | 50 | 2.10 | Pass | Pass |
| 95273 | 72075 | A5 Stonegrove | NB | 952 | 857 | -95 | 3.17 | Pass | Pass | 861 | -91 | 3.04 | Pass | Pass |
| 72075 | 95264 | A410 London Road | WB | 960 | 1009 | 49 | 1.56 | Pass | Pass | 1003 | 43 | 1.38 | Pass | Pass |
| 72075 | 95446 | A5 Brockley Hill | NB | 503 | 564 | 61 | 2.65 | Pass | Pass | 564 | 62 | 2.66 | Pass | Pass |
| 72075 | 95273 | A5 Stonegrove | SB | 780 | 793 | 14 | 0.48 | Pass | Pass | 799 | 20 | 0.69 | Pass | Pass |
| 71011 | 71010 | A410 The Broadway | EB | 933 | 806 | -126 | 4.28 | Pass | Pass | 799 | -134 | 4.55 | Pass | Pass |
| 95738 | 71010 | Dennis Lane | SB | 198 | 172 | -26 | 1.91 | Pass | Pass | 165 | -33 | 2.45 | Pass | Pass |
| 95264 | 71010 | A410 London Road | WB | 939 | 925 | -13 | 0.44 | Pass | Pass | 920 | -19 | 0.61 | Pass | Pass |
| 71022 | 71010 | A4140 Marsh Lane | NB | 788 | 611 | -177 | 6.69 | | | 622 | -166 | 6.24 | | |
| 71010 | 71011 | A410 The Broadway | WB | 926 | 671 | -256 | 9.04 | | | 663 | -263 | 9.33 | | |
| 71010 | 95738 | Dennis Lane | NB | 331 | 333 | 2 | 0.09 | Pass | Pass | 341 | 10 | 0.55 | Pass | Pass |
| 71010 | 95264 | A410 London Road | EB | 887 | 847 | -40 | 1.35 | Pass | Pass | 847 | -40 | 1.37 | Pass | Pass |
| 71010 | 71022 | A4140 Marsh Lane | SB | 713 | 662 | -51 | 1.94 | Pass | Pass | 655 | -58 | 2.21 | Pass | Pass |
| 71070 | 70010 | A4006 Kenton Road (w) | EB | 896 | 783 | -113 | 3.91 | Pass | Pass | 791 | -105 | 3.61 | Pass | Pass |
| 95686 | 70010 | A4140 Honeypot Lane | SB | 962 | 926 | -36 | 1.18 | Pass | Pass | 908 | -54 | 1.77 | Pass | Pass |
| 95688 | 70010 | A4006 Kingsbury Road (e) | WB | 633 | 580 | -52 | 2.12 | Pass | Pass | 583 | -50 | 2.02 | Pass | Pass |
| 70016 | 70010 | A4140 Fryent Way | NB | 819 | 803 | -15 | 0.54 | Pass | Pass | 815 | -4 | 0.12 | Pass | Pass |
| 70210 | 70010 | The Mall | NB | 736 | 674 | -62 | 2.32 | Pass | Pass | 677 | -59 | 2.22 | Pass | Pass |
| 70010 | 71070 | A4006 Kenton Road (w) | WB | 686 | 647 | -39 | 1.50 | Pass | Pass | 649 | -37 | 1.42 | Pass | Pass |
| 70010 | 95686 | A4140 Honeypot Lane | NB | 725 | 699 | -26 | 0.98 | Pass | Pass | 694 | -31 | 1.16 | Pass | Pass |
| 70010 | 95688 | A4006 Kingsbury Road (e) | EB | 762 | 726 | -36 | 1.32 | Pass | Pass | 734 | -28 | 1.03 | Pass | Pass |
| 70010 | 70016 | A4140 Fryent Way | SB | 1319 | 1311 | -7 | 0.20 | Pass | Pass | 1305 | -14 | 0.38 | Pass | Pass |
| 70010 | 70210 | The Mall | SB | 554 | 359 | -195 | 9.11 | | | 374 | -180 | 8.35 | | |
| 70014 | 70012 | A4006 Kingsbury Road (E) | WB | 722 | 668 | -54 | 2.07 | Pass | Pass | 647 | -75 | 2.87 | Pass | Pass |
| 95594 | 70012 | B454 Church Lane | NB | 541 | 498 | -43 | 1.88 | Pass | Pass | 498 | -43 | 1.88 | Pass | Pass |
| 95764 | 70012 | A4006 Kingsbury Road (W) | EB | 1076 | 1058 | -18 | 0.54 | Pass | Pass | 1061 | -15 | 0.46 | Pass | Pass |
| 70012 | 70014 | A4006 Kingsbury Road (E) | EB | 949 | 884 | -65 | 2.14 | Pass | Pass | 893 | -56 | 1.84 | Pass | Pass |
| 70012 | 95594 | B454 Church Lane | SB | 633 | 612 | -21 | 0.85 | Pass | Pass | 603 | -30 | 1.20 | Pass | Pass |

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 70012 | 95764 | A4006 Kingsbury Road (W) | WB | 757 | 728 | -29 | 1.07 | Pass | Pass | 709 | -48 | 1.78 | Pass | Pass |
| 90358 | 72173 | A5 The Hyde(n) | SB | 970 | 900 | -70 | 2.28 | Pass | Pass | 883 | -87 | 2.86 | Pass | Pass |
| 95169 | 72173 | A5 The Hyde(s) | NB | 918 | 821 | -97 | 3.28 | Pass | Pass | 819 | -99 | 3.35 | Pass | Pass |
| 95163 | 72173 | A4006 Kingsbury Road | EB | 605 | 543 | -62 | 2.61 | Pass | Pass | 548 | -57 | 2.37 | Pass | Pass |
| 72173 | 90358 | A5 The Hyde(n) | NB | 769 | 711 | -58 | 2.12 | Pass | Pass | 703 | -66 | 2.43 | Pass | Pass |
| 72173 | 95169 | A5 The Hyde(s) | SB | 1099 | 1017 | -82 | 2.52 | Pass | Pass | 1033 | -66 | 2.01 | Pass | Pass |
| 72173 | 95163 | A4006 Kingsbury Road | WB | 592 | 536 | -56 | 2.37 | Pass | Pass | 513 | -79 | 3.37 | Pass | Pass |
| 72176 | 72169 | A41 Watford Way(s) | NB | 1928 | 1802 | -126 | 2.91 | Pass | Pass | 1809 | -119 | 2.74 | Pass | Pass |
| 72259 | 72169 | A504 Station Road | EB | 499 | 485 | -14 | 0.65 | Pass | Pass | 490 | -9 | 0.40 | Pass | Pass |
| 95720 | 72169 | A41 Watford Way(n) | SB | 2474 | 2254 | -220 | 4.53 | Pass | Pass | 2254 | -220 | 4.53 | Pass | Pass |
| 90368 | 72169 | A504 The Burroughs | WB | 733 | 679 | -54 | 2.03 | Pass | Pass | 676 | -57 | 2.13 | Pass | Pass |
| 72169 | 72176 | A41 Watford Way(s) | SB | 2131 | 1926 | -205 | 4.56 | Pass | Pass | 1932 | -199 | 4.42 | Pass | Pass |
| 72169 | 72259 | A504 Station Road | WB | 524 | 397 | -126 | 5.88 | | | 396 | -128 | 5.95 | | |
| 72169 | 72164 | A41 Watford Way(n) | NB | 2257 | 2186 | -71 | 1.52 | Pass | Pass | 2193 | -64 | 1.36 | Pass | Pass |
| 72169 | 90368 | A504 The Burroughs | EB | 721 | 651 | -70 | 2.68 | Pass | Pass | 650 | -71 | 2.72 | Pass | Pass |
| 72149 | 72154 | A5 Edgware Road(n) | SB | 1313 | 1276 | -37 | 1.04 | Pass | Pass | 1270 | -43 | 1.20 | Pass | Pass |
| 90337 | 72154 | A5150 Colindeep Lane | WB | 531 | 542 | 11 | 0.46 | Pass | Pass | 533 | 2 | 0.07 | Pass | Pass |
| 72162 | 72154 | A5 Edgware Road(s) | SB | 1074 | 983 | -91 | 2.82 | Pass | Pass | 984 | -90 | 2.80 | Pass | Pass |
| 95739 | 72154 | Windover Lane | EB | 18 | 12 | -6 | 1.46 | Pass | Pass | 12 | -6 | 1.55 | Pass | Pass |
| 72154 | 72149 | A5 Edgware Road(n) | NB | 1182 | 1137 | -44 | 1.30 | Pass | Pass | 1129 | -53 | 1.55 | Pass | Pass |
| 72154 | 90337 | A5150 Colindeep Lane | EB | 619 | 631 | 12 | 0.47 | Pass | Pass | 631 | 12 | 0.48 | Pass | Pass |
| 72154 | 72162 | A5 Edgware Road(s) | NB | 972 | 931 | -40 | 1.31 | Pass | Pass | 960 | -12 | 0.37 | Pass | Pass |
| 72154 | 95739 | Windover Lane | WB | 112 | 114 | 2 | 0.17 | Pass | Pass | 81 | -31 | 3.16 | Pass | Pass |
| 95063 | 72149 | A5 Edgware Road (N) | SB | 1055 | 956 | -99 | 3.12 | Pass | Pass | 980 | -75 | 2.36 | Pass | Pass |
| 90309 | 72149 | Colindale Avenue | WB | 446 | 444 | -2 | 0.11 | Pass | Pass | 428 | -18 | 0.88 | Pass | Pass |
| 72149 | 95063 | A5 Edgware Road (S) | NB | 796 | 747 | -49 | 1.75 | Pass | Pass | 736 | -60 | 2.17 | Pass | Pass |
| 72149 | 90309 | Colindale Avenue | EB | 523 | 511 | -12 | 0.53 | Pass | Pass | 530 | 7 | 0.31 | Pass | Pass |
| 90049 | 72141 | Eagle Drive | SB | 106 | 116 | 10 | 0.99 | Pass | Pass | 116 | 10 | 0.95 | Pass | Pass |
| 90033 | 72141 | Grahame Park Way | WB | 783 | 731 | -52 | 1.90 | Pass | Pass | 776 | -7 | 0.25 | Pass | Pass |
| 90320 | 72141 | Aerodrome Road | NB | 499 | 611 | 112 | 4.75 | Pass | | 599 | 100 | 4.28 | Pass | |
| 90024 | 72141 | Colindale Avenue | EB | 645 | 614 | -31 | 1.22 | Pass | Pass | 654 | 9 | 0.36 | Pass | Pass |
| 72141 | 90049 | Eagle Drive | NB | 41 | 75 | 34 | 4.42 | Pass | Pass | 75 | 34 | 4.46 | Pass | Pass |
| 72141 | 90033 | Grahame Park Way | EB | 610 | 605 | -5 | 0.22 | Pass | Pass | 598 | -12 | 0.50 | Pass | Pass |
| 72141 | 90320 | Aerodrome Road | SB | 561 | 582 | 21 | 0.88 | Pass | Pass | 577 | 16 | 0.66 | Pass | Pass |
| 72141 | 90024 | Colindale Avenue | WB | 820 | 810 | -10 | 0.34 | Pass | Pass | 896 | 76 | 2.60 | Pass | Pass |
| 72102 | 72104 | Bunns Lane(n) | SB | 932 | 858 | -75 | 2.49 | Pass | Pass | 860 | -72 | 2.42 | Pass | Pass |
| 90018 | 72104 | Woodcroft Avenue | NB | 303 | 299 | -3 | 0.19 | Pass | Pass | 295 | -8 | 0.43 | Pass | Pass |
| 72106 | 72104 | Bunns Lane(s) | EB | 810 | 677 | -132 | 4.85 | Pass | | 665 | -145 | 5.33 | | |
| 72104 | 72102 | Bunns Lane(n) | NB | 668 | 574 | -94 | 3.78 | Pass | Pass | 565 | -103 | 4.14 | Pass | |
| 72104 | 90018 | Woodcroft Avenue | SB | 335 | 317 | -18 | 1.01 | Pass | Pass | 298 | -37 | 2.08 | Pass | Pass |
| 72104 | 72106 | Bunns Lane(s) | WB | 1042 | 944 | -98 | 3.11 | Pass | Pass | 957 | -85 | 2.68 | Pass | Pass |
| 72267 | 72122 | Watling Avenue(s) | EB | 185 | 96 | -88 | 7.45 | | | 95 | -90 | 7.59 | | |
| 90011 | 72122 | Cressingham Road | SB | 107 | 96 | -11 | 1.07 | Pass | Pass | 90 | -17 | 1.66 | Pass | Pass |
| 95403 | 72122 | Watling Avenue(n) | WB | 496 | 456 | -39 | 1.81 | Pass | Pass | 456 | -40 | 1.81 | Pass | Pass |
| 90085 | 72122 | Montrose Avenue | NB | 294 | 283 | -11 | 0.63 | Pass | Pass | 267 | -27 | 1.61 | Pass | Pass |
| 72122 | 72267 | Watling Avenue(s) | WB | 257 | 229 | -27 | 1.75 | Pass | Pass | 212 | -45 | 2.91 | Pass | Pass |
| 72122 | 90011 | Cressingham Road | NB | 117 | 113 | -4 | 0.37 | Pass | Pass | 112 | -5 | 0.42 | Pass | Pass |
| 72122 | 95403 | Watling Avenue(n) | EB | 286 | 247 | -39 | 2.42 | Pass | Pass | 247 | -39 | 2.41 | Pass | Pass |
| 72122 | 90085 | Montrose Avenue | SB | 422 | 343 | -79 | 4.02 | Pass | Pass | 336 | -86 | 4.39 | Pass | Pass |
| 95219 | 95728 | A5 Burnt Oak Broadway(n) | SB | 788 | 697 | -91 | 3.34 | Pass | Pass | 701 | -87 | 3.18 | Pass | Pass |
| 90055 | 95728 | Watling Avenue | WB | 381 | 341 | -40 | 2.13 | Pass | Pass | 332 | -49 | 2.60 | Pass | Pass |
| 95232 | 72136 | A5 Burnt Oak Broadway(s) | NB | 605 | 532 | -73 | 3.07 | Pass | Pass | 527 | -78 | 3.29 | Pass | Pass |
| 70001 | 72136 | Stag Lane | EB | 335 | 364 | 29 | 1.52 | Pass | Pass | 371 | 36 | 1.90 | Pass | Pass |
| 95728 | 95219 | A5 Burnt Oak Broadway(n) | NB | 710 | 607 | -103 | 4.00 | Pass | Pass | 605 | -105 | 4.08 | Pass | Pass |
| 95728 | 90055 | Watling Avenue | EB | 345 | 290 | -55 | 3.11 | Pass | Pass | 291 | -54 | 3.04 | Pass | Pass |

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 72136 | 95232 | A5 Burnt Oak Broadway(s) | SB | 773 | 716 | -57 | 2.10 | Pass | Pass | 722 | -51 | 1.87 | Pass | Pass |
| 72136 | 70001 | Stag Lane | WB | 281 | 260 | -21 | 1.30 | Pass | Pass | 252 | -29 | 1.79 | Pass | Pass |
| 90105 | 72118 | A5 High Street | SB | 875 | 810 | -65 | 2.24 | Pass | Pass | 810 | -65 | 2.25 | Pass | Pass |
| 90124 | 72118 | A5109 Deansbrook Road | WB | 610 | 589 | -21 | 0.84 | Pass | Pass | 587 | -23 | 0.92 | Pass | Pass |
| 72128 | 72118 | A5 Burnt Oak Broadway | NB | 830 | 695 | -135 | 4.90 | Pass | Pass | 692 | -138 | 5.02 | Pass | Pass |
| 71156 | 72118 | Camrose Avenue | EB | 580 | 559 | -21 | 0.88 | Pass | Pass | 556 | -24 | 1.01 | Pass | Pass |
| 72118 | 90105 | A5 High Street | NB | 893 | 803 | -90 | 3.11 | Pass | Pass | 800 | -93 | 3.20 | Pass | Pass |
| 72118 | 90124 | A5109 Deansbrook Road | EB | 711 | 674 | -36 | 1.39 | Pass | Pass | 670 | -41 | 1.55 | Pass | Pass |
| 72118 | 72128 | A5 Burnt Oak Broadway | SB | 763 | 670 | -93 | 3.46 | Pass | Pass | 673 | -90 | 3.36 | Pass | Pass |
| 72118 | 71156 | Camrose Avenue | WB | 529 | 494 | -34 | 1.52 | Pass | Pass | 490 | -39 | 1.71 | Pass | Pass |
| 95293 | 72105 | A5 High Street (N) | SB | 846 | 834 | -12 | 0.42 | Pass | Pass | 836 | -10 | 0.33 | Pass | Pass |
| 95286 | 72105 | A5100 Station Road | WB | 531 | 447 | -84 | 3.82 | Pass | Pass | 445 | -86 | 3.91 | Pass | Pass |
| 90105 | 72105 | A5 High Street (S) | NB | 948 | 843 | -104 | 3.49 | Pass | Pass | 841 | -107 | 3.57 | Pass | Pass |
| 95282 | 72105 | B461 Whitchurch Lane | EB | 626 | 562 | -64 | 2.64 | Pass | Pass | 560 | -66 | 2.72 | Pass | Pass |
| 72105 | 95293 | A5 High Street (N) | NB | 750 | 715 | -35 | 1.29 | Pass | Pass | 715 | -35 | 1.30 | Pass | Pass |
| 72105 | 95286 | A5100 Station Road | EB | 510 | 394 | -116 | 5.45 | | | 391 | -119 | 5.60 | | |
| 72105 | 90105 | A5 High Street (S) | SB | 1142 | 1058 | -84 | 2.54 | Pass | Pass | 1057 | -85 | 2.55 | Pass | Pass |
| 72105 | 95282 | B461 Whitchurch Lane | WB | 550 | 519 | -31 | 1.32 | Pass | Pass | 518 | -32 | 1.36 | Pass | Pass |
| 99973 | 72085 | A5109 Deans Lane | NB | 566 | 603 | 37 | 1.54 | Pass | Pass | 600 | 34 | 1.42 | Pass | Pass |
| 95308 | 72085 | A5100 Hale Lane(w) | EB | 689 | 642 | -47 | 1.82 | Pass | Pass | 641 | -48 | 1.84 | Pass | Pass |
| 95316 | 72085 | A5109 Selvage Lane | SB | 628 | 623 | -5 | 0.20 | Pass | Pass | 625 | -3 | 0.11 | Pass | Pass |
| 99972 | 72085 | A5100 Hale Lane(e) | WB | 410 | 388 | -22 | 1.12 | Pass | Pass | 382 | -28 | 1.41 | Pass | Pass |
| 72085 | 99973 | A5109 Deans Lane | SB | 764 | 699 | -65 | 2.41 | Pass | Pass | 699 | -65 | 2.39 | Pass | Pass |
| 72085 | 95308 | A5100 Hale Lane(w) | WB | 535 | 511 | -24 | 1.05 | Pass | Pass | 508 | -27 | 1.19 | Pass | Pass |
| 72085 | 95316 | A5109 Selvage Lane | NB | 420 | 572 | 152 | 6.81 | | | 566 | 146 | 6.56 | | |
| 72085 | 99972 | A5100 Hale Lane(e) | EB | 573 | 473 | -100 | 4.35 | Pass | Pass | 474 | -99 | 4.32 | Pass | Pass |
| 95458 | 95755 | A41 Edgware Way | EB | 2053 | 1985 | -68 | 1.51 | Pass | Pass | 1982 | -71 | 1.57 | Pass | Pass |
| 72280 | 95758 | A1 Barnet Way | SB | 1897 | 1938 | 42 | 0.95 | Pass | Pass | 1938 | 41 | 0.94 | Pass | Pass |
| 72281 | 95761 | A1 Barnet Bypass | WB | 2173 | 1997 | -176 | 3.86 | Pass | Pass | 2004 | -169 | 3.70 | Pass | Pass |
| 72239 | 72073 | A5019 Selvage Lane | NB | 599 | 682 | 84 | 3.31 | Pass | Pass | 677 | 78 | 3.10 | Pass | Pass |
| 95755 | 95458 | A41 Edgware Way | WB | 1342 | 1191 | -151 | 4.25 | Pass | Pass | 1188 | -154 | 4.32 | Pass | Pass |
| 95758 | 72280 | A1 Barnet Way | NB | 3556 | 3526 | -29 | 0.49 | Pass | Pass | 3528 | -28 | 0.46 | Pass | Pass |
| 95761 | 72281 | A1 Barnet Bypass | WB | 789 | 729 | -60 | 2.18 | Pass | Pass | 727 | -62 | 2.26 | Pass | Pass |
| 72280 | 95763 | A1 Barnet Bypass Filter | SB | 1608 | 1572 | -36 | 0.91 | Pass | Pass | 1573 | -35 | 0.87 | Pass | Pass |
| 72073 | 72239 | A5019 Selvage Lane | SB | 1034 | 1001 | -34 | 1.06 | Pass | Pass | 1004 | -30 | 0.95 | Pass | Pass |
| 75065 | 75067 | A411 Barnet Lane | EB | 796 | 762 | -33 | 1.19 | Pass | Pass | 759 | -37 | 1.31 | Pass | Pass |
| 95740 | 72037 | Stirling Way | SB | 219 | 225 | 7 | 0.44 | Pass | Pass | 225 | 7 | 0.44 | Pass | Pass |
| 72230 | 95747 | A1 Barnet Bypass | SB | 2368 | 2544 | 177 | 3.56 | Pass | Pass | 2545 | 178 | 3.58 | Pass | Pass |
| 73156 | 95751 | A411 Barnet Road | WB | 632 | 694 | 62 | 2.40 | Pass | Pass | 695 | 63 | 2.43 | Pass | Pass |
| 95464 | 95753 | A1 Barnet Way | NB | 2617 | 2583 | -34 | 0.68 | Pass | Pass | 2585 | -32 | 0.64 | Pass | Pass |
| 75067 | 75065 | A411 Barnet Lane | WB | 821 | 837 | 17 | 0.58 | Pass | Pass | 841 | 20 | 0.70 | Pass | Pass |
| 72037 | 95740 | Stirling Way | NB | 149 | 139 | -10 | 0.83 | Pass | Pass | 138 | -11 | 0.90 | Pass | Pass |
| 95747 | 72010 | A1 Barnet Bypass | NB | 2292 | 2262 | -30 | 0.62 | Pass | Pass | 2260 | -32 | 0.66 | Pass | Pass |
| 95751 | 73156 | A411 Barnet Road | EB | 662 | 620 | -42 | 1.64 | Pass | Pass | 619 | -43 | 1.70 | Pass | Pass |
| 95753 | 95464 | A1 Barnet Way | SB | 2708 | 2633 | -74 | 1.44 | Pass | Pass | 2635 | -73 | 1.41 | Pass | Pass |
| 95232 | 90023 | A5 Burnt Oak Broadway | SB | 775 | 720 | -55 | 2.02 | Pass | Pass | 722 | -53 | 1.93 | Pass | Pass |
| 90065 | 90023 | Montrose Avenue | WB | 446 | 404 | -42 | 2.05 | Pass | Pass | 402 | -44 | 2.14 | Pass | Pass |
| 70002 | 90023 | A5 Edgware Road | NB | 783 | 715 | -68 | 2.50 | Pass | Pass | 711 | -72 | 2.63 | Pass | Pass |
| 90023 | 95232 | A5 Burnt Oak Broadway | NB | 601 | 488 | -113 | 4.83 | Pass | | 483 | -118 | 5.06 | | |
| 90023 | 90065 | Montrose Avenue | EB | 326 | 315 | -11 | 0.60 | Pass | Pass | 323 | -3 | 0.14 | Pass | Pass |
| 90023 | 70002 | A5 Edgware Road | SB | 1077 | 988 | -89 | 2.78 | Pass | Pass | 982 | -95 | 2.97 | Pass | Pass |
| 72129 | 72132 | A1 North | SB | 3100 | 2917 | -183 | 3.33 | Pass | Pass | 2919 | -181 | 3.29 | Pass | Pass |
| 72132 | 72129 | A41 Watford Way | WB | 2350 | 2129 | -222 | 4.69 | Pass | Pass | 2177 | -173 | 3.64 | Pass | Pass |
| 72137 | 95734 | A1 South | NB | 769 | 834 | 65 | 2.30 | Pass | Pass | 853 | 84 | 2.96 | Pass | Pass |
| 72132 | 72135 | A1 North | NB | 1254 | 1218 | -36 | 1.04 | Pass | Pass | 1207 | -47 | 1.34 | Pass | Pass |

Table A.1 Overall Area Comparison of Observed flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|------------------------------|----|------|------|------|-------|------|------|------|------|------|------|------|
| 95734 | 95351 | A41 Watford Way | EB | 1964 | 1837 | -127 | 2.92 | Pass | Pass | 1840 | -124 | 2.85 | Pass | Pass |
| 72146 | 95734 | A1 South | SB | 1700 | 1433 | -268 | 6.76 | | | 1453 | -247 | 6.23 | | Pass |
| 99698 | 70029 | A5 Edgware Road (S) | SB | 909 | 848 | -61 | 2.07 | Pass | Pass | 845 | -64 | 2.17 | Pass | Pass |
| 99725 | 99699 | A406 North Circular Road (W) | NB | 750 | 742 | -9 | 0.32 | Pass | Pass | 745 | -5 | 0.20 | Pass | Pass |
| 99720 | 70027 | A5 Edgware Road (N) | WB | 1878 | 1706 | -172 | 4.07 | Pass | Pass | 1615 | -263 | 6.29 | | Pass |
| 99726 | 99721 | A406 North Circular Road (E) | EB | 1356 | 1246 | -110 | 3.06 | Pass | Pass | 1128 | -228 | 6.48 | | |
| 99722 | 99724 | A5 Edgware Road (S) | NB | 657 | 621 | -36 | 1.41 | Pass | Pass | 617 | -40 | 1.57 | Pass | Pass |
| 72206 | 99696 | A406 North Circular Road (W) | SB | 907 | 870 | -37 | 1.23 | Pass | Pass | 876 | -31 | 1.03 | Pass | Pass |
| 99723 | 99849 | A5 Edgware Road (N) | EB | 1852 | 1772 | -79 | 1.86 | Pass | Pass | 1765 | -87 | 2.04 | Pass | Pass |
| 99690 | 99697 | A406 North Circular Road (E) | WB | 2282 | 2089 | -193 | 4.13 | Pass | Pass | 2094 | -188 | 4.02 | Pass | Pass |
| 95723 | 95725 | Colindeep Lane | NB | 243 | 248 | 5 | 0.34 | Pass | Pass | 247 | 4 | 0.26 | Pass | Pass |
| 95723 | 95724 | Colindeep Lane | EB | 559 | 554 | -5 | 0.20 | Pass | Pass | 556 | -3 | 0.12 | Pass | Pass |
| 72164 | 95721 | A41 N/B Off Slip | WB | 759 | 768 | 9 | 0.33 | Pass | Pass | 759 | 0 | 0.01 | Pass | Pass |
| 95722 | 95723 | Colindeep Lane | EB | 802 | 802 | 1 | 0.02 | Pass | Pass | 803 | 1 | 0.04 | Pass | Pass |
| 95729 | 73171 | Lawrence Street | NB | 281 | 265 | -16 | 0.99 | Pass | Pass | 259 | -22 | 1.34 | Pass | Pass |
| 73171 | 95729 | A1 Barnet Bypass (S) | SB | 580 | 615 | 35 | 1.42 | Pass | Pass | 613 | 33 | 1.35 | Pass | Pass |
| 95730 | 95732 | The Broadway | EB | 2538 | 2353 | -185 | 3.74 | Pass | Pass | 2348 | -190 | 3.84 | Pass | Pass |
| 95732 | 95731 | A1 Barnet Bypass (N) | WB | 1944 | 1576 | -368 | 8.78 | | | 1576 | -368 | 8.78 | | |
| 95311 | 72088 | Lawrence Street | SB | 702 | 481 | -221 | 9.10 | | | 487 | -215 | 8.81 | | |
| 72088 | 95311 | A1 Barnet Bypass (S) | NB | 545 | 527 | -18 | 0.78 | Pass | Pass | 537 | -8 | 0.34 | Pass | Pass |
| 95733 | 95320 | The Broadway | WB | 1745 | 1636 | -110 | 2.67 | Pass | Pass | 1647 | -98 | 2.39 | Pass | Pass |
| 72281 | 72084 | A1 Barnet Bypass (N) | EB | 2197 | 2301 | 104 | 2.19 | Pass | Pass | 2300 | 103 | 2.18 | Pass | Pass |
| 99669 | 72198 | A406 North Circular Road (S) | SB | 1533 | 1413 | -120 | 3.12 | Pass | Pass | 1445 | -88 | 2.28 | Pass | Pass |
| 72198 | 99667 | A41 Hendon Way (N) | NB | 1978 | 2239 | 261 | 5.68 | | Pass | 2238 | 260 | 5.67 | | Pass |
| 99667 | 99674 | A406 North Circular Road (N) | WB | 956 | 849 | -107 | 3.57 | Pass | Pass | 859 | -97 | 3.23 | Pass | Pass |
| 99675 | 99666 | A41 Hendon Way (S) | EB | 904 | 663 | -241 | 8.59 | | | 671 | -233 | 8.30 | | |
| 99666 | 99673 | A406 North Circular Road (S) | NB | 283 | 300 | 17 | 0.99 | Pass | Pass | 301 | 18 | 1.03 | Pass | Pass |
| 99672 | 99668 | A41 Hendon Way (N) | SB | 366 | 198 | -168 | 10.00 | | | 204 | -162 | 9.60 | | |
| 99668 | 72192 | A406 North Circular Road (N) | EB | 1384 | 1357 | -27 | 0.73 | Pass | Pass | 1347 | -37 | 1.00 | Pass | Pass |
| 99671 | 99669 | A41 Hendon Way (S) | WB | 909 | 862 | -47 | 1.60 | Pass | Pass | 882 | -27 | 0.91 | Pass | Pass |
| 95743 | 95744 | Russell Road | SB | 82 | 147 | 65 | 6.10 | | Pass | 106 | 24 | 2.48 | Pass | Pass |
| 95744 | 95743 | Russell Road | NB | 35 | 1 | -34 | 8.15 | | Pass | 5 | -30 | 6.71 | | Pass |
| 95742 | 72185 | Willberforce Road | SB | 437 | 343 | -94 | 4.76 | Pass | Pass | 299 | -138 | 7.19 | | |
| 72178 | 72185 | Station Road | WB | 408 | 607 | 199 | 8.84 | | | 580 | 172 | 7.74 | | |
| 72185 | 72178 | Station Road | EB | 568 | 695 | 127 | 5.05 | | | 515 | -53 | 2.28 | Pass | Pass |
| 95557 | 72196 | Park Road | WB | 179 | 92 | -87 | 7.43 | | Pass | 154 | -25 | 1.94 | Pass | Pass |
| 72196 | 95557 | Park Road | EB | 20 | 79 | 59 | 8.43 | | Pass | 61 | 41 | 6.44 | | Pass |
| 72197 | 72196 | A5 West Hendon (S) | NB | 679 | 761 | 82 | 3.05 | Pass | Pass | 629 | -50 | 1.96 | Pass | Pass |
| 72196 | 72197 | A5 West Hendon (S) | SB | 1052 | 1185 | 133 | 3.98 | Pass | Pass | 1154 | 102 | 3.07 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| A-Node | B-Node | Site Description | Direction | Observed Flow Flows (PCUs) | Modelled Flow (HYDER) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | | Modelled Flow (CB WITH CHANGES) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | |
|--------|--------|--------------------------|-----------|-------------------------------|---------------------------------------|----------------------|--------------|-----------------|-------|---|----------------------|--------------|-----------------|-------|
| | | | | | | | | GEH | Flows | | | | GEH | Flows |
| 75060 | 75069 | A5183 High Street(n) | SB | 461 | 466 | 5 | 0.25 | Pass | Pass | 465 | 4 | 0.19 | Pass | Pass |
| 72041 | 75069 | A411 Barnet Lane | WB | 719 | 708 | -11 | 0.40 | Pass | Pass | 707 | -12 | 0.43 | Pass | Pass |
| 95780 | 75069 | A5183 High Street(s) | NB | 405 | 295 | -110 | 5.86 | | | 244 | -161 | 8.94 | | |
| 75068 | 75069 | A411 Watford Road | EB | 857 | 887 | 30 | 1.02 | Pass | Pass | 921 | 65 | 2.16 | Pass | Pass |
| 75069 | 75060 | A5183 High Street(n) | NB | 489 | 541 | 52 | 2.30 | Pass | Pass | 543 | 54 | 2.38 | Pass | Pass |
| 75069 | 72041 | A411 Barnet Lane | EB | 787 | 660 | -127 | 4.73 | Pass | | 649 | -138 | 5.15 | | Pass |
| 75069 | 95780 | A5183 High Street(s) | SB | 622 | 538 | -84 | 3.47 | Pass | Pass | 537 | -85 | 3.53 | Pass | Pass |
| 75069 | 75068 | A411 Watford Road | WB | 543 | 532 | -11 | 0.45 | Pass | Pass | 532 | -11 | 0.47 | Pass | Pass |
| 72049 | 72043 | A41 Edgware Way | WB | 558 | 435 | -123 | 5.53 | | | 434 | -124 | 5.58 | | |
| 95446 | 72043 | A5 Brockley Hill | NB | 748 | 640 | -108 | 4.09 | Pass | Pass | 639 | -109 | 4.12 | Pass | Pass |
| 71001 | 72043 | A41 Watford Bypass | EB | 591 | 605 | 14 | 0.58 | Pass | Pass | 612 | 21 | 0.86 | Pass | Pass |
| 72043 | 72050 | A41 Edgware Way | EB | 562 | 506 | -56 | 2.44 | Pass | Pass | 510 | -52 | 2.25 | Pass | Pass |
| 72043 | 95446 | A5 Brockley Hill | SB | 803 | 700 | -103 | 3.75 | Pass | Pass | 706 | -97 | 3.52 | Pass | Pass |
| 72043 | 71001 | A41 Watford Bypass | WB | 880 | 901 | 21 | 0.70 | Pass | Pass | 945 | 65 | 2.14 | Pass | Pass |
| 72229 | 72069 | A41 Edgware Way(n) | SB | 1290 | 1286 | -3 | 0.10 | Pass | Pass | 1288 | -2 | 0.05 | Pass | Pass |
| 72265 | 72069 | A41 Edgware Way(s) | WB | 1434 | 1496 | 62 | 1.62 | Pass | Pass | 1505 | 71 | 1.85 | Pass | Pass |
| 95285 | 72069 | Green Lane | NB | 110 | 73 | -37 | 3.87 | Pass | Pass | 73 | -37 | 3.87 | Pass | Pass |
| 72075 | 72069 | A410 Spur Road | EB | 1279 | 1149 | -130 | 3.73 | Pass | Pass | 1144 | -135 | 3.88 | Pass | Pass |
| 72069 | 72049 | A41 Edgware Way(n) | NB | 1226 | 1161 | -65 | 1.88 | Pass | Pass | 1161 | -65 | 1.88 | Pass | Pass |
| 72069 | 72076 | A41 Edgware Way(s) | EB | 1469 | 1596 | 127 | 3.24 | Pass | Pass | 1602 | 133 | 3.39 | Pass | Pass |
| 72069 | 95285 | Green Lane | SB | 173 | 172 | -1 | 0.04 | Pass | Pass | 172 | -1 | 0.04 | Pass | Pass |
| 72069 | 72075 | A410 Spur Road | WB | 1125 | 1076 | -49 | 1.48 | Pass | Pass | 1075 | -50 | 1.50 | Pass | Pass |
| 95264 | 72075 | A410 London Road | EB | 1082 | 974 | -109 | 3.39 | Pass | Pass | 973 | -109 | 3.41 | Pass | Pass |
| 95446 | 72075 | A5 Brockley Hill | SB | 499 | 488 | -11 | 0.52 | Pass | Pass | 485 | -14 | 0.63 | Pass | Pass |
| 95273 | 72075 | A5 Stonegrove | NB | 924 | 899 | -24 | 0.80 | Pass | Pass | 897 | -27 | 0.88 | Pass | Pass |
| 72075 | 95264 | A410 London Road | WB | 980 | 941 | -38 | 1.24 | Pass | Pass | 942 | -38 | 1.22 | Pass | Pass |
| 72075 | 95446 | A5 Brockley Hill | NB | 516 | 615 | 99 | 4.15 | Pass | Pass | 614 | 98 | 4.12 | Pass | Pass |
| 72075 | 95273 | A5 Stonegrove | SB | 734 | 682 | -52 | 1.97 | Pass | Pass | 680 | -54 | 2.04 | Pass | Pass |
| 71011 | 71010 | A410 The Broadway | EB | 956 | 858 | -97 | 3.23 | Pass | Pass | 855 | -101 | 3.35 | Pass | Pass |
| 95738 | 71010 | Dennis Lane | SB | 250 | 219 | -31 | 2.02 | Pass | Pass | 219 | -31 | 2.02 | Pass | Pass |
| 95264 | 71010 | A410 London Road | WB | 1017 | 991 | -26 | 0.81 | Pass | Pass | 988 | -29 | 0.90 | Pass | Pass |
| 71022 | 71010 | A4140 Marsh Lane | NB | 707 | 659 | -48 | 1.83 | Pass | Pass | 663 | -44 | 1.67 | Pass | Pass |
| 71010 | 71011 | A410 The Broadway | WB | 965 | 870 | -95 | 3.15 | Pass | Pass | 885 | -80 | 2.63 | Pass | Pass |
| 71010 | 95738 | Dennis Lane | NB | 236 | 199 | -37 | 2.51 | Pass | Pass | 195 | -41 | 2.79 | Pass | Pass |
| 71010 | 95264 | A410 London Road | EB | 1003 | 919 | -84 | 2.70 | Pass | Pass | 915 | -88 | 2.84 | Pass | Pass |
| 71010 | 71022 | A4140 Marsh Lane | SB | 725 | 740 | 15 | 0.54 | Pass | Pass | 729 | 4 | 0.14 | Pass | Pass |
| 71070 | 70010 | A4006 Kenton Road (w) | EB | 614 | 517 | -96 | 4.04 | Pass | Pass | 521 | -93 | 3.88 | Pass | Pass |
| 95686 | 70010 | A4140 Honeypot Lane | SB | 977 | 896 | -80 | 2.62 | Pass | Pass | 893 | -84 | 2.73 | Pass | Pass |
| 95688 | 70010 | A4006 Kingsbury Road (e) | WB | 785 | 804 | 19 | 0.66 | Pass | Pass | 794 | 9 | 0.32 | Pass | Pass |
| 70016 | 70010 | A4140 Frynt Way | NB | 1104 | 1100 | -4 | 0.13 | Pass | Pass | 1099 | -5 | 0.15 | Pass | Pass |
| 70210 | 70010 | The Mall | NB | 413 | 363 | -49 | 2.50 | Pass | Pass | 361 | -52 | 2.62 | Pass | Pass |
| 70010 | 71070 | A4006 Kenton Road (w) | WB | 1010 | 801 | -209 | 6.94 | | | 801 | -209 | 6.95 | | Pass |
| 70010 | 95686 | A4140 Honeypot Lane | NB | 871 | 892 | 22 | 0.73 | Pass | Pass | 893 | 23 | 0.76 | Pass | Pass |
| 70010 | 95688 | A4006 Kingsbury Road (e) | EB | 569 | 560 | -8 | 0.35 | Pass | Pass | 582 | 14 | 0.56 | Pass | Pass |
| 70010 | 70016 | A4140 Frynt Way | SB | 909 | 907 | -2 | 0.07 | Pass | Pass | 878 | -31 | 1.04 | Pass | Pass |
| 70010 | 70210 | The Mall | SB | 534 | 487 | -47 | 2.07 | Pass | Pass | 483 | -51 | 2.24 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 70014 | 70012 | A4006 Kingsbury Road (E) | WB | 719 | 676 | -43 | 1.63 | Pass | Pass | 687 | -32 | 1.21 | Pass | Pass |
| 95594 | 70012 | B454 Church Lane | NB | 643 | 610 | -33 | 1.31 | Pass | Pass | 615 | -28 | 1.10 | Pass | Pass |
| 95764 | 70012 | A4006 Kingsbury Road (W) | EB | 806 | 802 | -4 | 0.14 | Pass | Pass | 816 | 10 | 0.35 | Pass | Pass |
| 70012 | 70014 | A4006 Kingsbury Road (E) | EB | 761 | 735 | -26 | 0.94 | Pass | Pass | 759 | -2 | 0.05 | Pass | Pass |
| 70012 | 95594 | B454 Church Lane | SB | 507 | 446 | -61 | 2.81 | Pass | Pass | 457 | -50 | 2.28 | Pass | Pass |
| 70012 | 95764 | A4006 Kingsbury Road (W) | WB | 900 | 907 | 7 | 0.23 | Pass | Pass | 903 | 3 | 0.10 | Pass | Pass |
| 90358 | 72173 | A5 The Hyde(n) | SB | 865 | 739 | -126 | 4.43 | Pass | Pass | 752 | -113 | 3.97 | Pass | Pass |
| 95169 | 72173 | A5 The Hyde(s) | NB | 1214 | 1140 | -74 | 2.15 | Pass | Pass | 1136 | -78 | 2.26 | Pass | Pass |
| 95163 | 72173 | A4006 Kingsbury Road | EB | 566 | 508 | -48 | 2.09 | Pass | Pass | 519 | -37 | 1.60 | Pass | Pass |
| 72173 | 90358 | A5 The Hyde(n) | NB | 983 | 898 | -85 | 2.77 | Pass | Pass | 899 | -84 | 2.72 | Pass | Pass |
| 72173 | 95169 | A5 The Hyde(s) | SB | 1004 | 928 | -76 | 2.44 | Pass | Pass | 945 | -59 | 1.89 | Pass | Pass |
| 72173 | 95163 | A4006 Kingsbury Road | WB | 620 | 561 | -58 | 2.41 | Pass | Pass | 563 | -57 | 2.32 | Pass | Pass |
| 72176 | 72169 | A41 Watford Way(s) | NB | 2525 | 2443 | -82 | 1.64 | Pass | Pass | 2444 | -81 | 1.62 | Pass | Pass |
| 72259 | 72169 | A504 Station Road | EB | 567 | 658 | 91 | 3.69 | Pass | Pass | 683 | 117 | 4.66 | Pass | Pass |
| 95720 | 72169 | A41 Watford Way(n) | SB | 2141 | 2080 | -61 | 1.33 | Pass | Pass | 2103 | -38 | 0.83 | Pass | Pass |
| 90368 | 72169 | A504 The Burroughs | WB | 704 | 616 | -87 | 3.40 | Pass | Pass | 592 | -112 | 4.38 | Pass | Pass |
| 72169 | 72176 | A41 Watford Way(s) | SB | 1854 | 1768 | -86 | 2.01 | Pass | Pass | 1738 | -116 | 2.73 | Pass | Pass |
| 72169 | 72259 | A504 Station Road | WB | 383 | 334 | -49 | 2.56 | Pass | Pass | 352 | -31 | 1.59 | Pass | Pass |
| 72169 | 72164 | A41 Watford Way(n) | NB | 3054 | 3077 | 24 | 0.43 | Pass | Pass | 3091 | 37 | 0.67 | Pass | Pass |
| 72169 | 90368 | A504 The Burroughs | EB | 646 | 605 | -41 | 1.65 | Pass | Pass | 631 | -15 | 0.59 | Pass | Pass |
| 72149 | 72154 | A5 Edgware Road(n) | SB | 1212 | 1127 | -85 | 2.48 | Pass | Pass | 1114 | -98 | 2.88 | Pass | Pass |
| 90337 | 72154 | A5150 Colindeep Lane | WB | 641 | 605 | -36 | 1.43 | Pass | Pass | 603 | -38 | 1.50 | Pass | Pass |
| 72162 | 72154 | A5 Edgware Road(s) | SB | 1020 | 1002 | -17 | 0.54 | Pass | Pass | 1010 | -10 | 0.30 | Pass | Pass |
| 95739 | 72154 | Windover Lane | EB | 130 | 81 | -49 | 4.77 | Pass | Pass | 81 | -49 | 4.73 | Pass | Pass |
| 72154 | 72149 | A5 Edgware Road(n) | NB | 1359 | 1260 | -99 | 2.73 | Pass | Pass | 1256 | -103 | 2.83 | Pass | Pass |
| 72154 | 90337 | A5150 Colindeep Lane | EB | 537 | 517 | -20 | 0.85 | Pass | Pass | 533 | -4 | 0.17 | Pass | Pass |
| 72154 | 72162 | A5 Edgware Road(s) | NB | 1055 | 980 | -75 | 2.35 | Pass | Pass | 984 | -71 | 2.24 | Pass | Pass |
| 72154 | 95739 | Windover Lane | WB | 56 | 58 | 2 | 0.30 | Pass | Pass | 35 | -21 | 3.05 | Pass | Pass |
| 95063 | 72149 | A5 Edgware Road (N) | SB | 927 | 854 | -72 | 2.43 | Pass | Pass | 1019 | 92 | 2.95 | Pass | Pass |
| 90309 | 72149 | Colindale Avenue | WB | 426 | 401 | -25 | 1.24 | Pass | Pass | 355 | -71 | 3.60 | Pass | Pass |
| 72149 | 95063 | A5 Edgware Road (S) | NB | 1083 | 988 | -94 | 2.93 | Pass | Pass | 939 | -144 | 4.51 | Pass | Pass |
| 72149 | 90309 | Colindale Avenue | EB | 422 | 399 | -22 | 1.09 | Pass | Pass | 578 | 157 | 7.00 | Pass | Pass |
| 90049 | 72141 | Eagle Drive | SB | 60 | 60 | 1 | 0.10 | Pass | Pass | 60 | 1 | 0.06 | Pass | Pass |
| 90033 | 72141 | Grahame Park Way | WB | 565 | 553 | -12 | 0.53 | Pass | Pass | 628 | 63 | 2.57 | Pass | Pass |
| 90320 | 72141 | Aerodrome Road | NB | 719 | 798 | 79 | 2.87 | Pass | Pass | 807 | 88 | 3.19 | Pass | Pass |
| 90024 | 72141 | Colindale Avenue | EB | 639 | 604 | -35 | 1.39 | Pass | Pass | 599 | -40 | 1.61 | Pass | Pass |
| 72141 | 90049 | Eagle Drive | NB | 65 | 65 | 0 | 0.01 | Pass | Pass | 65 | 0 | 0.00 | Pass | Pass |
| 72141 | 90033 | Grahame Park Way | EB | 800 | 762 | -39 | 1.39 | Pass | Pass | 761 | -39 | 1.41 | Pass | Pass |
| 72141 | 90320 | Aerodrome Road | SB | 383 | 396 | 13 | 0.66 | Pass | Pass | 396 | 13 | 0.66 | Pass | Pass |
| 72141 | 90024 | Colindale Avenue | WB | 735 | 793 | 59 | 2.12 | Pass | Pass | 873 | 139 | 4.89 | Pass | Pass |
| 72102 | 72104 | Bunns Lane(n) | SB | 898 | 845 | -52 | 1.77 | Pass | Pass | 838 | -60 | 2.03 | Pass | Pass |
| 90018 | 72104 | Woodcroft Avenue | NB | 299 | 303 | 4 | 0.22 | Pass | Pass | 315 | 16 | 0.91 | Pass | Pass |
| 72106 | 72104 | Bunns Lane(s) | EB | 974 | 1005 | 31 | 0.98 | Pass | Pass | 980 | 6 | 0.20 | Pass | Pass |
| 72104 | 72102 | Bunns Lane(n) | NB | 876 | 752 | -124 | 4.36 | Pass | Pass | 750 | -126 | 4.41 | Pass | Pass |
| 72104 | 90018 | Woodcroft Avenue | SB | 358 | 415 | 57 | 2.90 | Pass | Pass | 374 | 17 | 0.86 | Pass | Pass |
| 72104 | 72106 | Bunns Lane(s) | WB | 937 | 987 | 50 | 1.60 | Pass | Pass | 1010 | 73 | 2.33 | Pass | Pass |
| 72267 | 72122 | Watling Avenue(s) | EB | 206 | 120 | -85 | 6.69 | Pass | Pass | 120 | -86 | 6.70 | Pass | Pass |
| 90011 | 72122 | Cressingham Road | SB | 62 | 61 | 0 | 0.03 | Pass | Pass | 65 | 4 | 0.44 | Pass | Pass |
| 95403 | 72122 | Watling Avenue(n) | WB | 374 | 350 | -24 | 1.24 | Pass | Pass | 336 | -38 | 2.02 | Pass | Pass |
| 90085 | 72122 | Montrose Avenue | NB | 366 | 360 | -6 | 0.29 | Pass | Pass | 349 | -17 | 0.90 | Pass | Pass |
| 72122 | 72267 | Watling Avenue(s) | WB | 211 | 167 | -44 | 3.17 | Pass | Pass | 154 | -57 | 4.22 | Pass | Pass |
| 72122 | 90011 | Cressingham Road | NB | 99 | 124 | 26 | 2.42 | Pass | Pass | 124 | 26 | 2.42 | Pass | Pass |
| 72122 | 95403 | Watling Avenue(n) | EB | 383 | 353 | -30 | 1.55 | Pass | Pass | 355 | -28 | 1.43 | Pass | Pass |
| 72122 | 90085 | Montrose Avenue | SB | 315 | 248 | -67 | 3.99 | Pass | Pass | 238 | -77 | 4.63 | Pass | Pass |
| 95219 | 95728 | A5 Burnt Oak Broadway(n) | SB | 789 | 733 | -56 | 2.02 | Pass | Pass | 746 | -43 | 1.56 | Pass | Pass |
| 90055 | 95728 | Watling Avenue | WB | 345 | 293 | -52 | 2.90 | Pass | Pass | 290 | -55 | 3.06 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|--------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 95232 | 72136 | A5 Burnt Oak Broadway(s) | NB | 753 | 685 | -68 | 2.54 | Pass | Pass | 683 | -70 | 2.61 | Pass | Pass |
| 70001 | 72136 | Stag Lane | EB | 296 | 271 | -25 | 1.50 | Pass | Pass | 275 | -21 | 1.24 | Pass | Pass |
| 95728 | 95219 | A5 Burnt Oak Broadway(n) | NB | 829 | 727 | -102 | 3.64 | Pass | Pass | 726 | -103 | 3.69 | Pass | Pass |
| 95728 | 90055 | Watling Avenue | EB | 345 | 298 | -47 | 2.60 | Pass | Pass | 281 | -64 | 3.59 | Pass | Pass |
| 72136 | 95232 | A5 Burnt Oak Broadway(s) | SB | 702 | 616 | -86 | 3.34 | Pass | Pass | 643 | -59 | 2.28 | Pass | Pass |
| 72136 | 70001 | Stag Lane | WB | 307 | 280 | -27 | 1.57 | Pass | Pass | 284 | -23 | 1.34 | Pass | Pass |
| 90105 | 72118 | A5 High Street | SB | 876 | 743 | -133 | 4.67 | Pass | | 744 | -132 | 4.63 | Pass | Pass |
| 90124 | 72118 | A5109 Deansbrook Road | WB | 764 | 816 | 53 | 1.87 | Pass | Pass | 822 | 59 | 2.08 | Pass | Pass |
| 72128 | 72118 | A5 Burnt Oak Broadway | NB | 870 | 739 | -130 | 4.60 | Pass | Pass | 739 | -131 | 4.60 | Pass | Pass |
| 71156 | 72118 | Camrose Avenue | EB | 574 | 576 | 2 | 0.09 | Pass | Pass | 572 | -2 | 0.06 | Pass | Pass |
| 72118 | 90105 | A5 High Street | NB | 967 | 917 | -50 | 1.64 | Pass | Pass | 916 | -51 | 1.66 | Pass | Pass |
| 72118 | 90124 | A5109 Deansbrook Road | EB | 693 | 634 | -58 | 2.27 | Pass | Pass | 619 | -74 | 2.87 | Pass | Pass |
| 72118 | 72128 | A5 Burnt Oak Broadway | SB | 756 | 633 | -123 | 4.66 | Pass | | 647 | -109 | 4.13 | Pass | Pass |
| 72118 | 71156 | Camrose Avenue | WB | 667 | 634 | -33 | 1.29 | Pass | Pass | 639 | -28 | 1.08 | Pass | Pass |
| 95293 | 72105 | A5 High Street (N) | SB | 674 | 618 | -56 | 2.22 | Pass | Pass | 615 | -59 | 2.33 | Pass | Pass |
| 95286 | 72105 | A5100 Station Road | WB | 713 | 612 | -101 | 3.92 | Pass | Pass | 612 | -101 | 3.92 | Pass | Pass |
| 90105 | 72105 | A5 High Street (S) | NB | 1234 | 1168 | -66 | 1.91 | Pass | Pass | 1169 | -65 | 1.88 | Pass | Pass |
| 95282 | 72105 | B461 Whitchurch Lane | EB | 510 | 480 | -30 | 1.37 | Pass | Pass | 481 | -29 | 1.30 | Pass | Pass |
| 72105 | 95293 | A5 High Street (N) | NB | 818 | 806 | -11 | 0.39 | Pass | Pass | 804 | -14 | 0.47 | Pass | Pass |
| 72105 | 95286 | A5100 Station Road | EB | 506 | 453 | -52 | 2.39 | Pass | Pass | 458 | -48 | 2.16 | Pass | Pass |
| 72105 | 90105 | A5 High Street (S) | SB | 1067 | 938 | -129 | 4.07 | Pass | Pass | 939 | -128 | 4.04 | Pass | Pass |
| 72105 | 95282 | B461 Whitchurch Lane | WB | 741 | 680 | -61 | 2.30 | Pass | Pass | 677 | -64 | 2.40 | Pass | Pass |
| 99973 | 72085 | A5109 Deans Lane | NB | 596 | 565 | -31 | 1.28 | Pass | Pass | 565 | -31 | 1.29 | Pass | Pass |
| 95308 | 72085 | A5100 Hale Lane(w) | EB | 567 | 536 | -31 | 1.32 | Pass | Pass | 538 | -29 | 1.23 | Pass | Pass |
| 95316 | 72085 | A5109 Selvage Lane | SB | 684 | 703 | 20 | 0.74 | Pass | Pass | 705 | 22 | 0.82 | Pass | Pass |
| 99972 | 72085 | A5100 Hale Lane(e) | WB | 624 | 524 | -100 | 4.19 | Pass | | 528 | -96 | 4.01 | Pass | Pass |
| 72085 | 99973 | A5109 Deans Lane | SB | 772 | 714 | -58 | 2.12 | Pass | Pass | 719 | -53 | 1.92 | Pass | Pass |
| 72085 | 95308 | A5100 Hale Lane(w) | WB | 765 | 778 | 13 | 0.48 | Pass | Pass | 779 | 15 | 0.52 | Pass | Pass |
| 72085 | 95316 | A5109 Selvage Lane | NB | 394 | 387 | -6 | 0.33 | Pass | Pass | 389 | -5 | 0.24 | Pass | Pass |
| 72085 | 99972 | A5100 Hale Lane(e) | EB | 541 | 449 | -92 | 4.12 | Pass | Pass | 448 | -93 | 4.18 | Pass | Pass |
| 95458 | 95755 | A41 Edgware Way | EB | 1485 | 1484 | -1 | 0.03 | Pass | Pass | 1487 | 2 | 0.04 | Pass | Pass |
| 72280 | 95758 | A1 Barnet Way | SB | 1726 | 1728 | 2 | 0.05 | Pass | Pass | 1729 | 3 | 0.07 | Pass | Pass |
| 72281 | 95761 | A1 Barnet Bypass | WB | 2814 | 2598 | -216 | 4.15 | Pass | Pass | 2599 | -215 | 4.14 | Pass | Pass |
| 72239 | 72073 | A5019 Selvage Lane | NB | 533 | 532 | 0 | 0.01 | Pass | Pass | 532 | -1 | 0.02 | Pass | Pass |
| 95755 | 95458 | A41 Edgware Way | WB | 1610 | 1450 | -160 | 4.09 | Pass | Pass | 1450 | -160 | 4.09 | Pass | Pass |
| 95758 | 72280 | A1 Barnet Way | NB | 3648 | 3600 | -48 | 0.80 | Pass | Pass | 3600 | -48 | 0.80 | Pass | Pass |
| 95761 | 72281 | A1 Barnet Bypass | WB | 417 | 396 | -20 | 1.00 | Pass | Pass | 396 | -21 | 1.02 | Pass | Pass |
| 72280 | 95763 | A1 Barnet Bypass Filter | SB | 1126 | 1168 | 42 | 1.24 | Pass | Pass | 1169 | 43 | 1.27 | Pass | Pass |
| 72073 | 72239 | A5019 Selvage Lane | SB | 883 | 817 | -67 | 2.28 | Pass | Pass | 819 | -64 | 2.20 | Pass | Pass |
| 75065 | 75067 | A411 Barnet Lane | EB | 1015 | 995 | -21 | 0.65 | Pass | Pass | 994 | -21 | 0.67 | Pass | Pass |
| 95740 | 72037 | Stirling Way | SB | 139 | 141 | 3 | 0.24 | Pass | Pass | 141 | 3 | 0.21 | Pass | Pass |
| 72230 | 95747 | A1 Barnet Bypass | SB | 2229 | 2168 | -62 | 1.31 | Pass | Pass | 2167 | -62 | 1.33 | Pass | Pass |
| 73156 | 95751 | A411 Barnet Road | WB | 787 | 795 | 8 | 0.29 | Pass | Pass | 793 | 7 | 0.23 | Pass | Pass |
| 95464 | 95753 | A1 Barnet Way | NB | 2906 | 2874 | -32 | 0.59 | Pass | Pass | 2876 | -30 | 0.55 | Pass | Pass |
| 75067 | 75065 | A411 Barnet Lane | WB | 1108 | 1092 | -15 | 0.46 | Pass | Pass | 1092 | -16 | 0.47 | Pass | Pass |
| 72037 | 95740 | Stirling Way | NB | 69 | 74 | 5 | 0.65 | Pass | Pass | 75 | 7 | 0.77 | Pass | Pass |
| 95747 | 72010 | A1 Barnet Bypass | NB | 2671 | 2656 | -15 | 0.28 | Pass | Pass | 2655 | -16 | 0.30 | Pass | Pass |
| 95751 | 73156 | A411 Barnet Road | EB | 676 | 621 | -55 | 2.15 | Pass | Pass | 618 | -58 | 2.28 | Pass | Pass |
| 95753 | 95464 | A1 Barnet Way | SB | 2553 | 2529 | -24 | 0.47 | Pass | Pass | 2531 | -22 | 0.43 | Pass | Pass |
| 95232 | 90023 | A5 Burnt Oak Broadway | SB | 711 | 635 | -76 | 2.93 | Pass | Pass | 659 | -52 | 1.97 | Pass | Pass |
| 90065 | 90023 | Montrose Avenue | WB | 461 | 506 | 45 | 2.04 | Pass | Pass | 521 | 60 | 2.71 | Pass | Pass |
| 70002 | 90023 | A5 Edgware Road | NB | 1041 | 953 | -88 | 2.79 | Pass | Pass | 973 | -68 | 2.14 | Pass | Pass |
| 90023 | 95232 | A5 Burnt Oak Broadway | NB | 769 | 675 | -94 | 3.48 | Pass | Pass | 676 | -93 | 3.46 | Pass | Pass |
| 90023 | 90065 | Montrose Avenue | EB | 418 | 398 | -20 | 0.98 | Pass | Pass | 419 | 1 | 0.05 | Pass | Pass |
| 90023 | 70002 | A5 Edgware Road | SB | 1026 | 973 | -52 | 1.66 | Pass | Pass | 1012 | -14 | 0.43 | Pass | Pass |
| 72129 | 72132 | A1 North | SB | 2387 | 2316 | -70 | 1.45 | Pass | Pass | 2314 | -73 | 1.50 | Pass | Pass |

Table A.2 Overall Area Comparison of Observed, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|------------------------------|----|------|------|------|------|------|------|------|------|------|------|------|
| 72132 | 72129 | A41 Watford Way | WB | 3097 | 2821 | -275 | 5.06 | | Pass | 2821 | -276 | 5.07 | | Pass |
| 72137 | 95734 | A1 South | NB | 1003 | 965 | -38 | 1.21 | Pass | Pass | 964 | -39 | 1.25 | Pass | Pass |
| 72132 | 72135 | A1 North | NB | 859 | 807 | -52 | 1.79 | Pass | Pass | 804 | -55 | 1.89 | Pass | Pass |
| 95734 | 95351 | A41 Watford Way | EB | 1568 | 1586 | 18 | 0.46 | Pass | Pass | 1587 | 19 | 0.48 | Pass | Pass |
| 72146 | 95734 | A1 South | SB | 2133 | 2106 | -28 | 0.60 | Pass | Pass | 2109 | -24 | 0.53 | Pass | Pass |
| 99698 | 70029 | A5 Edgware Road (S) | SB | 764 | 746 | -17 | 0.63 | Pass | Pass | 743 | -21 | 0.75 | Pass | Pass |
| 99725 | 99699 | A406 North Circular Road (W) | NB | 1114 | 1086 | -27 | 0.83 | Pass | Pass | 1098 | -16 | 0.47 | Pass | Pass |
| 99720 | 70027 | A5 Edgware Road (N) | WB | 1377 | 1304 | -73 | 2.00 | Pass | Pass | 1309 | -68 | 1.86 | Pass | Pass |
| 99726 | 99721 | A406 North Circular Road (E) | EB | 1482 | 1417 | -65 | 1.70 | Pass | Pass | 1404 | -78 | 2.05 | Pass | Pass |
| 99722 | 99724 | A5 Edgware Road (S) | NB | 654 | 611 | -43 | 1.70 | Pass | Pass | 613 | -41 | 1.63 | Pass | Pass |
| 72206 | 99696 | A406 North Circular Road (W) | SB | 826 | 817 | -9 | 0.32 | Pass | Pass | 819 | -7 | 0.24 | Pass | Pass |
| 99723 | 99849 | A5 Edgware Road (N) | EB | 2525 | 2430 | -95 | 1.92 | Pass | Pass | 2418 | -107 | 2.15 | Pass | Pass |
| 99690 | 99697 | A406 North Circular Road (E) | WB | 1899 | 1771 | -128 | 2.99 | Pass | Pass | 1761 | -138 | 3.22 | Pass | Pass |
| 95723 | 95725 | Colindeep Lane | NB | 177 | 167 | -10 | 0.76 | Pass | Pass | 157 | -20 | 1.51 | Pass | Pass |
| 95723 | 95724 | Colindeep Lane | EB | 534 | 522 | -11 | 0.49 | Pass | Pass | 548 | 15 | 0.62 | Pass | Pass |
| 72164 | 95721 | A41 N/B Off Slip | WB | 878 | 875 | -3 | 0.10 | Pass | Pass | 877 | -1 | 0.03 | Pass | Pass |
| 95722 | 95723 | Colindeep Lane | EB | 710 | 689 | -21 | 0.80 | Pass | Pass | 705 | -5 | 0.19 | Pass | Pass |
| 95729 | 73171 | Lawrence Street | NB | 478 | 307 | -170 | 8.60 | | | 306 | -172 | 8.66 | | |
| 73171 | 95729 | A1 Barnet Bypass (S) | SB | 537 | 513 | -23 | 1.01 | Pass | Pass | 512 | -25 | 1.07 | Pass | Pass |
| 95730 | 95732 | The Broadway | EB | 2004 | 1930 | -74 | 1.68 | Pass | Pass | 1928 | -76 | 1.72 | Pass | Pass |
| 95732 | 95731 | A1 Barnet Bypass (N) | WB | 2614 | 2476 | -139 | 2.75 | Pass | Pass | 2474 | -140 | 2.78 | Pass | Pass |
| 95311 | 72088 | Lawrence Street | SB | 629 | 441 | -188 | 8.14 | | | 444 | -185 | 8.00 | | |
| 72088 | 95311 | A1 Barnet Bypass (S) | NB | 727 | 726 | -1 | 0.02 | Pass | Pass | 730 | 3 | 0.12 | Pass | Pass |
| 95733 | 95320 | The Broadway | WB | 2368 | 2453 | 85 | 1.73 | Pass | Pass | 2454 | 86 | 1.75 | Pass | Pass |
| 72281 | 72084 | A1 Barnet Bypass (N) | EB | 1602 | 1564 | -38 | 0.95 | Pass | Pass | 1566 | -36 | 0.90 | Pass | Pass |
| 99669 | 72198 | A406 North Circular Road (S) | SB | 1938 | 1949 | 11 | 0.25 | Pass | Pass | 1896 | -42 | 0.96 | Pass | Pass |
| 72198 | 99667 | A41 Hendon Way (N) | NB | 1647 | 1702 | 55 | 1.35 | Pass | Pass | 1675 | 28 | 0.68 | Pass | Pass |
| 99667 | 99674 | A406 North Circular Road (N) | WB | 972 | 961 | -11 | 0.37 | Pass | Pass | 950 | -22 | 0.72 | Pass | Pass |
| 99675 | 99666 | A41 Hendon Way (S) | EB | 993 | 1006 | 13 | 0.41 | Pass | Pass | 976 | -17 | 0.55 | Pass | Pass |
| 99666 | 99673 | A406 North Circular Road (S) | NB | 411 | 321 | -90 | 4.69 | Pass | Pass | 376 | -35 | 1.75 | Pass | Pass |
| 99672 | 99668 | A41 Hendon Way (N) | SB | 378 | 358 | -20 | 1.04 | Pass | Pass | 373 | -5 | 0.26 | Pass | Pass |
| 99668 | 72192 | A406 North Circular Road (N) | EB | 1000 | 1005 | 4 | 0.14 | Pass | Pass | 976 | -24 | 0.78 | Pass | Pass |
| 99671 | 99669 | A41 Hendon Way (S) | WB | 1303 | 1256 | -47 | 1.32 | Pass | Pass | 1275 | -28 | 0.78 | Pass | Pass |
| 95743 | 95744 | Russell Road | SB | 16 | 21 | 5 | 1.23 | Pass | Pass | 28 | 12 | 2.56 | Pass | Pass |
| 95744 | 95743 | Russell Road | NB | 26 | 16 | -10 | 2.27 | Pass | Pass | 16 | -10 | 2.18 | Pass | Pass |
| 95742 | 72185 | Willberforce Road | SB | 398 | 389 | -9 | 0.45 | Pass | Pass | 388 | -10 | 0.50 | Pass | Pass |
| 72178 | 72185 | Station Road | WB | 394 | 313 | -81 | 4.31 | Pass | Pass | 323 | -71 | 3.75 | Pass | Pass |
| 72185 | 72178 | Station Road | EB | 611 | 538 | -73 | 3.04 | Pass | Pass | 556 | -55 | 2.28 | Pass | Pass |
| 95557 | 72196 | Park Road | WB | 174 | 183 | 9 | 0.65 | Pass | Pass | 184 | 10 | 0.75 | Pass | Pass |
| 72196 | 95557 | Park Road | EB | 26 | 24 | -2 | 0.34 | Pass | Pass | 39 | 13 | 2.28 | Pass | Pass |
| 72197 | 72196 | A5 West Hendon (S) | NB | 771 | 668 | -103 | 3.84 | Pass | Pass | 689 | -82 | 3.03 | Pass | Pass |
| 72196 | 72197 | A5 West Hendon (S) | SB | 913 | 960 | 47 | 1.53 | Pass | Pass | 962 | 49 | 1.60 | Pass | Pass |

Table B.1 Core Area Comparison of Modelled Flows and Target Validation Counts for Morning Peak Hour

| Location | Description | A_Node | B_Node | Observed Flow | Modelled Flow (HYDER) | GEH (Validation) | GEH | Modelled Flow (with changes CB) | GEH (Validation) | GEH |
|------------|---|--------|--------|---------------|-----------------------|------------------|------|---------------------------------|------------------|------|
| Site 3 EB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 99972 | 90001 | 552 | 700.84 | 5.95 | | 702 | 5.99 | |
| Site 3 WB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 90001 | 99972 | 411 | 462.59 | 2.47 | Pass | 458 | 2.25 | Pass |
| Site 4 EB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 72122 | 95403 | 318 | 246.84 | 4.23 | Pass | 247 | 4.22 | Pass |
| Site 4 WB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 95403 | 72122 | 366 | 456.12 | 4.44 | Pass | 456 | 4.44 | Pass |
| Site 5 NB | A5 Burnt Oak Broadway (N of North Rd) | 72128 | 72118 | 808 | 695.13 | 4.12 | Pass | 692 | 4.24 | Pass |
| Site 5 SB | A5 Burnt Oak Broadway (N of North Rd) | 72118 | 72128 | 753 | 670.38 | 3.10 | Pass | 673 | 3.00 | Pass |
| Site 6 NB | Grahame Park Way (W of Great Strand) | 90033 | 90027 | 516 | 577.22 | 2.62 | Pass | 570 | 2.32 | Pass |
| Site 6 SB | Grahame Park Way (W of Great Strand) | 90027 | 90033 | 602 | 598.47 | 0.14 | Pass | 621 | 0.77 | Pass |
| Site 11 EB | A5150 Colindeep Lane (W of railway bridge) | 90335 | 95722 | 836 | 802.49 | 1.17 | Pass | 803 | 1.15 | Pass |

Table B.2 Core Area Comparison of Modelled Flows and Target Validation Counts for Evening Peak Hour

| Location | Description | A_Node | B_Node | Observed Flow | Modelled Flow (HYDER) | GEH (Validation) | GEH | Modelled Flow (with changes CB) | GEH (Validation) | GEH |
|------------|---|--------|--------|---------------|-----------------------|------------------|------|---------------------------------|------------------|------|
| Site 3 EB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 99972 | 90001 | 529 | 638.16 | 4.52 | Pass | 635 | 4.39 | Pass |
| Site 3 WB | A5100 Hale Lane, Edgware (west of Maxwellton Ave) | 90001 | 99972 | 560 | 710.73 | 5.98 | | 714 | 6.10 | |
| Site 4 EB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 72122 | 95403 | 367 | 352.83 | 0.75 | Pass | 355 | 0.63 | Pass |
| Site 4 WB | Watling Avenue, Woodcroft Park (SW of Goldbeaters Gr) | 95403 | 72122 | 350 | 350.46 | 0.02 | Pass | 336 | 0.76 | Pass |
| Site 5 NB | A5 Burnt Oak Broadway (N of North Rd) | 72128 | 72118 | 798 | 739.17 | 2.12 | Pass | 739 | 2.13 | Pass |
| Site 5 SB | A5 Burnt Oak Broadway (N of North Rd) | 72118 | 72128 | 729 | 633.41 | 3.66 | Pass | 647 | 3.13 | Pass |
| Site 6 NB | Grahame Park Way (W of Great Strand) | 90033 | 90027 | 624 | 714.89 | 3.51 | Pass | 715 | 3.52 | Pass |
| Site 6 SB | Grahame Park Way (W of Great Strand) | 90027 | 90033 | 419 | 527.45 | 4.99 | Pass | 582 | 7.29 | |
| Site 11 EB | A5150 Colindeep Lane (W of railway bridge) | 90335 | 95722 | 734 | 688.81 | 1.69 | Pass | 705 | 1.08 | Pass |
| Site 11 WB | A5150 Colindeep Lane (W of railway bridge) | 95722 | 90335 | 864 | 874.96 | 0.37 | Pass | 801 | 2.18 | Pass |

Table C.1 Comparison of Original Base Model Flows and the Modified Model (with network changes) for the Morning Peak Hour

| Site | Location | Direction | ANODE | BNODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|------------------|---|-------|-------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (EB) | 90309 | 90299 | 511 | 521 | 10 | 2% |
| 2 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (WB) | 90299 | 90309 | 447 | 478 | 31 | 7% |
| 3 | Colindale Avenue | Between Pasteur Close and Booth Road (EB) | 90299 | 90024 | 463 | 459 | -4 | -1% |
| 4 | Colindale Avenue | Between Pasteur Close and Booth Road (WB) | 90024 | 90299 | 470 | 487 | 17 | 4% |
| 5 | Booth Road | Booth Road (NB) | 90024 | 90022 | 440 | 411 | -29 | -7% |
| 6 | Booth Road | Booth Road (SB) | 90022 | 90024 | 250 | 197 | -53 | -21% |
| 7 | Graham Park Way | Between Lanacre Avenue and Great Strand (EB) | 90033 | 90027 | 577 | 570 | -7 | -1% |
| 8 | Graham Park Way | Between Lanacre Avenue and Great Strand (WB) | 90027 | 90033 | 598 | 621 | 23 | 4% |
| 9 | Graham Park Way | Between Great Strand and RAF Hendon (NB) | 90027 | 90323 | 435 | 429 | -6 | -1% |
| 10 | Graham Park Way | Between Great Strand and RAF Hendon (SB) | 90323 | 90027 | 323 | 345 | 22 | 7% |
| 11 | Graham Park Way | Between RAF Hendon and Avion Crescent (NB) | 90323 | 90026 | 437 | 430 | -7 | -2% |
| 12 | Graham Park Way | Between RAF Hendon and Avion Crescent (SB) | 90026 | 90323 | 330 | 352 | 22 | 7% |
| 13 | Graham Park Way | Between Avion Crescent and Avion Crescent (NB) | 90026 | 90025 | 437 | 430 | -7 | -2% |
| 14 | Graham Park Way | Between Avion Crescent and Avion Crescent (SB) | 90025 | 90026 | 330 | 352 | 22 | 7% |
| 15 | Graham Park Way | Between Graham Park Way and Longmead (NB) | 90025 | 90042 | 437 | 430 | -7 | -2% |
| 16 | Graham Park Way | Between Graham Park Way and Longmead (SB) | 90042 | 90025 | 330 | 352 | 22 | 7% |
| 17 | Graham Park Way | Between Longmead and Clayton Field (NB) | 90042 | 90038 | 261 | 255 | -6 | -2% |
| 18 | Graham Park Way | Between Longmead and Clayton Field (SB) | 90038 | 90042 | 80 | 102 | 22 | 28% |
| 19 | Graham Park Way | Between Clayton Field and Roundabout (NB) | 90038 | 72106 | 342 | 335 | -7 | -2% |
| 20 | Graham Park Way | Between Clayton Field and Roundabout (SB) | 72106 | 90038 | 252 | 274 | 22 | 9% |
| 21 | Lanacre Avenue | Between Graham Park Way and Near Acre (NB) | 90033 | 90034 | 30 | 30 | 0 | 0% |
| 22 | Lanacre Avenue | Between Graham Park Way and Near Acre (SB) | 90034 | 90033 | 134 | 157 | 23 | 17% |
| 23 | Lanacre Avenue | Between Hemswell and Near Acre (EB) | 90035 | 90034 | 134 | 157 | 23 | 17% |
| 24 | Lanacre Avenue | Between Hemswell and Near Acre (WB) | 90034 | 90035 | 30 | 30 | 0 | 0% |
| 25 | Lanacre Avenue | Between Kenley Avenue and Hemswell (EB) | 90046 | 90035 | 80 | 51 | -29 | -36% |
| 26 | Lanacre Avenue | Between Kenley Avenue and Hemswell (WB) | 90035 | 90046 | 147 | 95 | -52 | -35% |
| 27 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (EB) | 90037 | 90046 | 55 | 56 | 1 | 2% |
| 28 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (WB) | 90046 | 90037 | 227 | 205 | -22 | -10% |
| 29 | Montrose Avenue | Between Playfield Road and The Greenway (EB) | 90065 | 90227 | 313 | 321 | 8 | 3% |
| 30 | Montrose Avenue | Between Playfield Road and The Greenway (WB) | 90227 | 90065 | 380 | 378 | -2 | -1% |
| 31 | Montrose Avenue | Between The Greenway and Gervase Road (EB) | 90227 | 90022 | 279 | 281 | 2 | 1% |
| 32 | Montrose Avenue | Between The Greenway and Gervase Road (WB) | 90022 | 90227 | 381 | 379 | -2 | -1% |
| 33 | Colindeep Lane | Colindeep Lane (EB) | 90337 | 90315 | 653 | 653 | 0 | 0% |
| 34 | Colindeep Lane | Colindeep Lane (WB) | 90315 | 90337 | 651 | 640 | -11 | -2% |
| 35 | Colindeep Lane | Colindeep Lane (EB) | 90315 | 90335 | 653 | 653 | 0 | 0% |
| 36 | Colindeep Lane | Colindeep Lane (WB) | 90335 | 90315 | 651 | 640 | -11 | -2% |
| 37 | Colindeep Lane | Colindeep Lane (EB) | 90335 | 95722 | 802 | 803 | 1 | 0% |
| 38 | Colindeep Lane | Colindeep Lane (WB) | 95721 | 90335 | 768 | 759 | -9 | -1% |
| 39 | Annesley Avenue | Annesley Avenue (NB) | 90309 | 90310 | 3 | 60 | 57 | 1900% |
| 40 | Annesley Avenue | Annesley Avenue (SB) | 90310 | 90309 | 0 | 0 | 0 | #DIV/0! |
| 41 | Annesley Avenue | Annesley Avenue (EB) | 90312 | 90313 | 11 | #N/A | #N/A | #N/A |
| 42 | Annesley Avenue | Annesley Avenue (WB) | 90313 | 90312 | 15 | 51 | 36 | 240% |
| 43 | Edgware Road | Between Carlisle Road and Holmstall Avenue (NB) | 95175 | 70002 | 753 | 754 | 1 | 0% |
| 44 | Edgware Road | Between Carlisle Road and Holmstall Avenue (SB) | 70002 | 95175 | 961 | 966 | 5 | 1% |
| 45 | Edgware Road | Between Capitol Way and Carlisle Road (NB) | 95172 | 95175 | 747 | 750 | 3 | 0% |
| 46 | Edgware Road | Between Capitol Way and Carlisle Road (SB) | 95175 | 95172 | 932 | 940 | 8 | 1% |
| 47 | Edgware Road | Between The Greenway and Capitol Way (NB) | 90290 | 95172 | 761 | 768 | 7 | 1% |
| 48 | Edgware Road | Between The Greenway and Capitol Way (SB) | 95172 | 90290 | 929 | 930 | 1 | 0% |
| 49 | Edgware Road | Between Annesley Avenue and The Greenway (NB) | 90312 | 90290 | 778 | 785 | 7 | 1% |
| 50 | Edgware Road | Between Annesley Avenue and The Greenway (SB) | 90290 | 90312 | 899 | 916 | 17 | 2% |
| 51 | Edgware Road | Between Grove Park and Annesley Avenue (NB) | 95063 | 90312 | 773 | 761 | -12 | -2% |
| 52 | Edgware Road | Between Grove Park and Annesley Avenue (SB) | 90312 | 95063 | 897 | 954 | 57 | 6% |

Table C.1 Comparison of Original Base Model Flows and the Modified Model (with network changes) for the Morning Peak Hour

| Site | Location | Direction | ANODE | BNODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|------------------|---|-------|-------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (EB) | 90309 | 90299 | 511 | 521 | 10 | 2% |
| 2 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (WB) | 90299 | 90309 | 447 | 478 | 31 | 7% |
| 3 | Colindale Avenue | Between Pasteur Close and Booth Road (EB) | 90299 | 90024 | 463 | 459 | -4 | -1% |
| 4 | Colindale Avenue | Between Pasteur Close and Booth Road (WB) | 90024 | 90299 | 470 | 487 | 17 | 4% |
| 5 | Booth Road | Booth Road (NB) | 90024 | 90022 | 440 | 411 | -29 | -7% |
| 6 | Booth Road | Booth Road (SB) | 90022 | 90024 | 250 | 197 | -53 | -21% |
| 7 | Graham Park Way | Between Lanacre Avenue and Great Strand (EB) | 90033 | 90027 | 577 | 570 | -7 | -1% |
| 8 | Graham Park Way | Between Lanacre Avenue and Great Strand (WB) | 90027 | 90033 | 598 | 621 | 23 | 4% |
| 9 | Graham Park Way | Between Great Strand and RAF Hendon (NB) | 90027 | 90323 | 435 | 429 | -6 | -1% |
| 10 | Graham Park Way | Between Great Strand and RAF Hendon (SB) | 90323 | 90027 | 323 | 345 | 22 | 7% |
| 11 | Graham Park Way | Between RAF Hendon and Avion Crescent (NB) | 90323 | 90026 | 437 | 430 | -7 | -2% |
| 12 | Graham Park Way | Between RAF Hendon and Avion Crescent (SB) | 90026 | 90323 | 330 | 352 | 22 | 7% |
| 13 | Graham Park Way | Between Avion Crescent and Avion Crescent (NB) | 90026 | 90025 | 437 | 430 | -7 | -2% |
| 14 | Graham Park Way | Between Avion Crescent and Avion Crescent (SB) | 90025 | 90026 | 330 | 352 | 22 | 7% |
| 15 | Graham Park Way | Between Graham Park Way and Longmead (NB) | 90025 | 90042 | 437 | 430 | -7 | -2% |
| 16 | Graham Park Way | Between Graham Park Way and Longmead (SB) | 90042 | 90025 | 330 | 352 | 22 | 7% |
| 17 | Graham Park Way | Between Longmead and Clayton Field (NB) | 90042 | 90038 | 261 | 255 | -6 | -2% |
| 18 | Graham Park Way | Between Longmead and Clayton Field (SB) | 90038 | 90042 | 80 | 102 | 22 | 28% |
| 19 | Graham Park Way | Between Clayton Field and Roundabout (NB) | 90038 | 72106 | 342 | 335 | -7 | -2% |
| 20 | Graham Park Way | Between Clayton Field and Roundabout (SB) | 72106 | 90038 | 252 | 274 | 22 | 9% |
| 21 | Lanacre Avenue | Between Graham Park Way and Near Acre (NB) | 90033 | 90034 | 30 | 30 | 0 | 0% |
| 22 | Lanacre Avenue | Between Graham Park Way and Near Acre (SB) | 90034 | 90033 | 134 | 157 | 23 | 17% |
| 23 | Lanacre Avenue | Between Hemswell and Near Acre (EB) | 90035 | 90034 | 134 | 157 | 23 | 17% |
| 24 | Lanacre Avenue | Between Hemswell and Near Acre (WB) | 90034 | 90035 | 30 | 30 | 0 | 0% |
| 25 | Lanacre Avenue | Between Kenley Avenue and Hemswell (EB) | 90046 | 90035 | 80 | 51 | -29 | -36% |
| 26 | Lanacre Avenue | Between Kenley Avenue and Hemswell (WB) | 90035 | 90046 | 147 | 95 | -52 | -35% |
| 27 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (EB) | 90037 | 90046 | 55 | 56 | 1 | 2% |
| 28 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (WB) | 90046 | 90037 | 227 | 205 | -22 | -10% |
| 29 | Montrose Avenue | Between Playfield Road and The Greenway (EB) | 90065 | 90227 | 313 | 321 | 8 | 3% |
| 30 | Montrose Avenue | Between Playfield Road and The Greenway (WB) | 90227 | 90065 | 380 | 378 | -2 | -1% |
| 31 | Montrose Avenue | Between The Greenway and Gervase Road (EB) | 90227 | 90022 | 279 | 281 | 2 | 1% |
| 32 | Montrose Avenue | Between The Greenway and Gervase Road (WB) | 90022 | 90227 | 381 | 379 | -2 | -1% |
| 33 | Colindeep Lane | Colindeep Lane (EB) | 90337 | 90315 | 653 | 653 | 0 | 0% |
| 34 | Colindeep Lane | Colindeep Lane (WB) | 90315 | 90337 | 651 | 640 | -11 | -2% |
| 35 | Colindeep Lane | Colindeep Lane (EB) | 90315 | 90335 | 653 | 653 | 0 | 0% |
| 36 | Colindeep Lane | Colindeep Lane (WB) | 90335 | 90315 | 651 | 640 | -11 | -2% |
| 37 | Colindeep Lane | Colindeep Lane (EB) | 90335 | 95722 | 802 | 803 | 1 | 0% |
| 38 | Colindeep Lane | Colindeep Lane (WB) | 95721 | 90335 | 768 | 759 | -9 | -1% |
| 39 | Annesley Avenue | Annesley Avenue (NB) | 90309 | 90310 | 3 | 60 | 57 | 1900% |
| 40 | Annesley Avenue | Annesley Avenue (SB) | 90310 | 90309 | 0 | 0 | 0 | #DIV/0! |
| 41 | Annesley Avenue | Annesley Avenue (EB) | 90312 | 90313 | 11 | #N/A | #N/A | #N/A |
| 42 | Annesley Avenue | Annesley Avenue (WB) | 90313 | 90312 | 15 | 51 | 36 | 240% |
| 43 | Edgware Road | Between Carlisle Road and Holmstall Avenue (NB) | 95175 | 70002 | 753 | 754 | 1 | 0% |
| 44 | Edgware Road | Between Carlisle Road and Holmstall Avenue (SB) | 70002 | 95175 | 961 | 966 | 5 | 1% |
| 45 | Edgware Road | Between Capitol Way and Carlisle Road (NB) | 95172 | 95175 | 747 | 750 | 3 | 0% |
| 46 | Edgware Road | Between Capitol Way and Carlisle Road (SB) | 95175 | 95172 | 932 | 940 | 8 | 1% |
| 47 | Edgware Road | Between The Greenway and Capitol Way (NB) | 90290 | 95172 | 761 | 768 | 7 | 1% |
| 48 | Edgware Road | Between The Greenway and Capitol Way (SB) | 95172 | 90290 | 929 | 930 | 1 | 0% |
| 49 | Edgware Road | Between Annesley Avenue and The Greenway (NB) | 90312 | 90290 | 778 | 785 | 7 | 1% |
| 50 | Edgware Road | Between Annesley Avenue and The Greenway (SB) | 90290 | 90312 | 899 | 916 | 17 | 2% |
| 51 | Edgware Road | Between Grove Park and Annesley Avenue (NB) | 95063 | 90312 | 773 | 761 | -12 | -2% |
| 52 | Edgware Road | Between Grove Park and Annesley Avenue (SB) | 90312 | 95063 | 897 | 954 | 57 | 6% |

Table C.2 Comparison of Original Base Model Flows and the Modified Model (with network changes) for the Evening Peak Hour

| Site | Location | Direction | ANODE | BNODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|------------------|---|-------|-------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (EB) | 90309 | 90299 | 480 | 478 | -2 | 0% |
| 2 | Colindale Avenue | Between Annesley Avenue and Pasteur Close (WB) | 90299 | 90309 | 445 | 436 | -9 | -2% |
| 3 | Colindale Avenue | Between Pasteur Close and Booth Road (EB) | 90299 | 90024 | 601 | 554 | -47 | -8% |
| 4 | Colindale Avenue | Between Pasteur Close and Booth Road (WB) | 90024 | 90299 | 504 | 451 | -53 | -11% |
| 5 | Booth Road | Booth Road (NB) | 90024 | 90022 | 635 | 602 | -33 | -5% |
| 6 | Booth Road | Booth Road (SB) | 90022 | 90024 | 349 | 224 | -125 | -36% |
| 7 | Graham Park Way | Between Lanacre Avenue and Great Strand (EB) | 90033 | 90027 | 715 | 715 | 0 | 0% |
| 8 | Graham Park Way | Between Lanacre Avenue and Great Strand (WB) | 90027 | 90033 | 527 | 582 | 55 | 10% |
| 9 | Graham Park Way | Between Great Strand and RAF Hendon (NB) | 90027 | 90323 | 592 | 592 | 0 | 0% |
| 10 | Graham Park Way | Between Great Strand and RAF Hendon (SB) | 90323 | 90027 | 436 | 490 | 54 | 12% |
| 11 | Graham Park Way | Between RAF Hendon and Avion Crescent (NB) | 90323 | 90026 | 632 | 632 | 0 | 0% |
| 12 | Graham Park Way | Between RAF Hendon and Avion Crescent (SB) | 90026 | 90323 | 465 | 519 | 54 | 12% |
| 13 | Graham Park Way | Between Avion Crescent and Avion Crescent (NB) | 90026 | 90025 | 632 | 632 | 0 | 0% |
| 14 | Graham Park Way | Between Avion Crescent and Avion Crescent (SB) | 90025 | 90026 | 465 | 519 | 54 | 12% |
| 15 | Graham Park Way | Between Graham Park Way and Longmead (NB) | 90025 | 90042 | 632 | 632 | 0 | 0% |
| 16 | Graham Park Way | Between Graham Park Way and Longmead (SB) | 90042 | 90025 | 465 | 519 | 54 | 12% |
| 17 | Graham Park Way | Between Longmead and Clayton Field (NB) | 90042 | 90038 | 152 | 156 | 4 | 3% |
| 18 | Graham Park Way | Between Longmead and Clayton Field (SB) | 90038 | 90042 | 85 | 139 | 54 | 64% |
| 19 | Graham Park Way | Between Clayton Field and Roundabout (NB) | 90038 | 72106 | 486 | 489 | 3 | 1% |
| 20 | Graham Park Way | Between Clayton Field and Roundabout (SB) | 72106 | 90038 | 286 | 344 | 58 | 20% |
| 21 | Lanacre Avenue | Between Graham Park Way and Near Acre (NB) | 90033 | 90034 | 47 | 47 | 0 | 0% |
| 22 | Lanacre Avenue | Between Graham Park Way and Near Acre (SB) | 90034 | 90033 | 26 | 46 | 20 | 77% |
| 23 | Lanacre Avenue | Between Hemswell and Near Acre (EB) | 90035 | 90034 | 26 | 46 | 20 | 77% |
| 24 | Lanacre Avenue | Between Hemswell and Near Acre (WB) | 90034 | 90035 | 47 | 47 | 0 | 0% |
| 25 | Lanacre Avenue | Between Kenley Avenue and Hemswell (EB) | 90046 | 90035 | 19 | 40 | 21 | 111% |
| 26 | Lanacre Avenue | Between Kenley Avenue and Hemswell (WB) | 90035 | 90046 | 42 | 42 | 0 | 0% |
| 27 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (EB) | 90037 | 90046 | 15 | 30 | 15 | 100% |
| 28 | Lanacre Avenue | Between Blundell Road and Kenley Avenue (WB) | 90046 | 90037 | 66 | 60 | -6 | -9% |
| 29 | Montrose Avenue | Between Playfield Road and The Greenway (EB) | 90065 | 90227 | 380 | 404 | 24 | 6% |
| 30 | Montrose Avenue | Between Playfield Road and The Greenway (WB) | 90227 | 90065 | 503 | 522 | 19 | 4% |
| 31 | Montrose Avenue | Between The Greenway and Gervase Road (EB) | 90227 | 90022 | 354 | 378 | 24 | 7% |
| 32 | Montrose Avenue | Between The Greenway and Gervase Road (WB) | 90022 | 90227 | 508 | 526 | 18 | 4% |
| 33 | Colindeep Lane | Colindeep Lane (EB) | 90337 | 90315 | 532 | 551 | 19 | 4% |
| 34 | Colindeep Lane | Colindeep Lane (WB) | 90315 | 90337 | 686 | 688 | 2 | 0% |
| 35 | Colindeep Lane | Colindeep Lane (EB) | 90315 | 90335 | 532 | 551 | 19 | 4% |
| 36 | Colindeep Lane | Colindeep Lane (WB) | 90335 | 90315 | 686 | 688 | 2 | 0% |
| 37 | Colindeep Lane | Colindeep Lane (EB) | 90335 | 95722 | 689 | 705 | 16 | 2% |
| 38 | Colindeep Lane | Colindeep Lane (WB) | 95721 | 90335 | 875 | 877 | 2 | 0% |
| 39 | Annesley Avenue | Annesley Avenue (NB) | 90309 | 90310 | 62 | 180 | 118 | 190% |
| 40 | Annesley Avenue | Annesley Avenue (SB) | 90310 | 90309 | 98 | 0 | -98 | -100% |
| 41 | Annesley Avenue | Annesley Avenue (EB) | 90312 | 90313 | 85 | #N/A | #N/A | #N/A |
| 42 | Annesley Avenue | Annesley Avenue (WB) | 90313 | 90312 | 134 | 252 | 118 | 88% |
| 43 | Edgware Road | Between Carlisle Road and Holmstall Avenue (NB) | 95175 | 70002 | 900 | 922 | 22 | 2% |
| 44 | Edgware Road | Between Carlisle Road and Holmstall Avenue (SB) | 70002 | 95175 | 851 | 897 | 46 | 5% |
| 45 | Edgware Road | Between Capitol Way and Carlisle Road (NB) | 95172 | 95175 | 899 | 924 | 25 | 3% |
| 46 | Edgware Road | Between Capitol Way and Carlisle Road (SB) | 95175 | 95172 | 822 | 873 | 51 | 6% |
| 47 | Edgware Road | Between The Greenway and Capitol Way (NB) | 90290 | 95172 | 1108 | 1137 | 29 | 3% |
| 48 | Edgware Road | Between The Greenway and Capitol Way (SB) | 95172 | 90290 | 848 | 892 | 44 | 5% |
| 49 | Edgware Road | Between Annesley Avenue and The Greenway (NB) | 90312 | 90290 | 1130 | 1159 | 29 | 3% |
| 50 | Edgware Road | Between Annesley Avenue and The Greenway (SB) | 90290 | 90312 | 812 | 865 | 53 | 7% |
| 51 | Edgware Road | Between Grove Park and Annesley Avenue (NB) | 95063 | 90312 | 1126 | 1076 | -50 | -4% |
| 52 | Edgware Road | Between Grove Park and Annesley Avenue (SB) | 90312 | 95063 | 858 | 1043 | 185 | 22% |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| A-Node | B-Node | C-Node | Description | Observed Flow Flows (PCUs) | Modelled Flow (HYDER) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | | Modelled Flow (CB WITH CHANGES) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines | |
|--------|--------|--------|---|----------------------------|------------------------------------|-------------------|-----------|-----------------|-------|--|-------------------|-----------|-----------------|-------|
| | | | | | | | | GEH | Flows | | | | GEH | Flows |
| 72041 | 75069 | 95780 | A411 Barnet Lane - A5183 High Street (s) | 247 | 268 | 21 | 1.29 | Pass | Pass | 267 | 20 | 1.25 | Pass | Pass |
| 72041 | 75069 | 75060 | A411 Barnet Lane - A5183 High Street (n) | 21 | 18 | -3 | 0.63 | Pass | Pass | 18 | -3 | 0.68 | Pass | Pass |
| 72041 | 75069 | 75068 | A411 Barnet Lane - A411 Watford Road | 523 | 545 | 22 | 0.96 | Pass | Pass | 546 | 23 | 0.99 | Pass | Pass |
| 95780 | 75069 | 72041 | A5183 High Street (s) - A411 Barnet Lane | 142 | 37 | -105 | 11.04 | | | 34 | -108 | 11.51 | | |
| 95780 | 75069 | 75060 | A5183 High Street (s) - A5183 High Street (n) | 298 | 305 | 7 | 0.43 | Pass | Pass | 245 | -53 | 3.22 | Pass | Pass |
| 95780 | 75069 | 75068 | A5183 High Street (s) - A411 Watford Road | 38 | 0 | -38 | 8.72 | | | 0 | -38 | 8.72 | | Pass |
| 75060 | 75069 | 72041 | A5183 High Street (n) - A411 Barnet Lane | 28 | 34 | 6 | 1.06 | Pass | Pass | 33 | 5 | 0.91 | Pass | Pass |
| 75060 | 75069 | 95780 | A5183 High Street (n) - A5183 High Street (s) | 420 | 445 | 25 | 1.20 | Pass | Pass | 413 | -7 | 0.34 | Pass | Pass |
| 75068 | 75069 | 72041 | A411 Watford Road - A411 Barnet Lane | 480 | 536 | 56 | 2.49 | Pass | Pass | 532 | 52 | 2.31 | Pass | Pass |
| 75068 | 75069 | 95780 | A411 Watford Road - A5183 High Street (s) | 72 | 0 | -72 | 12.00 | | | 0 | -72 | 12.00 | | Pass |
| 75068 | 75069 | 75060 | A411 Watford Road - A5183 High Street (n) | 259 | 286 | 27 | 1.64 | Pass | Pass | 311 | 52 | 3.08 | Pass | Pass |
| 71001 | 72043 | 72050 | A41 Watford Bypass - A41 Edgware Way | 557 | 553 | -4 | 0.17 | Pass | Pass | 558 | 1 | 0.04 | Pass | Pass |
| 71001 | 72043 | 95780 | A41 Watford Bypass - A5183 Elstree Hill South | 108 | 108 | 0 | 0.01 | Pass | Pass | 108 | 0 | 0.00 | Pass | Pass |
| 71001 | 72043 | 95446 | A41 Watford Bypass - A5 Brockley Hill | 159 | 169 | 10 | 0.75 | Pass | Pass | 168 | 9 | 0.70 | Pass | Pass |
| 72049 | 72043 | 71001 | A41 Edgware Way - A41 Watford Bypass | 365 | 347 | -18 | 0.94 | Pass | Pass | 342 | -23 | 1.22 | Pass | Pass |
| 72049 | 72043 | 95780 | A41 Edgware Way - A5183 Elstree Hill South | 217 | 192 | -25 | 1.73 | Pass | Pass | 191 | -26 | 1.82 | Pass | Pass |
| 72049 | 72043 | 95446 | A41 Edgware Way - A5 Brockley Hill | 194 | 0 | -194 | 19.67 | | | 0 | -194 | 19.70 | | |
| 95780 | 72043 | 71001 | A5183 Elstree Hill South - A41 Watford Bypass | 370 | 396 | 26 | 1.33 | Pass | Pass | 419 | 49 | 2.47 | Pass | Pass |
| 95780 | 72043 | 72050 | A5183 Elstree Hill South - A41 Edgware Way | 70 | 189 | 119 | 10.44 | | | 189 | 119 | 10.46 | | |
| 95780 | 72043 | 95446 | A5183 Elstree Hill South - A5 Brockley Hill | 228 | 347 | 119 | 7.03 | | | 348 | 120 | 7.07 | | |
| 95446 | 72043 | 71001 | A5 Brockley Hill - A41 Watford Bypass | 434 | 428 | -6 | 0.31 | Pass | Pass | 428 | -6 | 0.29 | Pass | Pass |
| 95446 | 72043 | 72050 | A5 Brockley Hill - A41 Edgware Way | 86 | 0 | -86 | 13.11 | | | 0 | -86 | 13.11 | | Pass |
| 95446 | 72043 | 95780 | A5 Brockley Hill - A5183 Elstree Hill South | 390 | 395 | 5 | 0.27 | Pass | Pass | 396 | 6 | 0.30 | Pass | Pass |
| 72075 | 72069 | 72049 | A410 Spur Road - A41 Edgware Way (n) | 468 | 446 | -22 | 1.02 | Pass | Pass | 457 | -11 | 0.51 | Pass | Pass |
| 72075 | 72069 | 72076 | A410 Spur Road - A41 Edgware Way (s) | 707 | 673 | -34 | 1.30 | Pass | Pass | 669 | -38 | 1.45 | Pass | Pass |
| 72075 | 72069 | 95285 | A410 Spur Road - Green Lane | 43 | 36 | -7 | 1.04 | Pass | Pass | 35 | -8 | 1.28 | Pass | Pass |
| 72229 | 72069 | 72075 | A41 Edgware Way (n) - A410 Spur Road | 635 | 605 | -30 | 1.19 | Pass | Pass | 608 | -27 | 1.08 | Pass | Pass |
| 72229 | 72069 | 72076 | A41 Edgware Way (n) - A41 Edgware Way (s) | 817 | 874 | 57 | 1.95 | Pass | Pass | 871 | 54 | 1.86 | Pass | Pass |
| 72229 | 72069 | 95285 | A41 Edgware Way (n) - Green Lane | 111 | 117 | 6 | 0.58 | Pass | Pass | 118 | 7 | 0.65 | Pass | Pass |
| 72265 | 72069 | 72049 | A41 Edgware Way (s) - A41 Edgware Way (n) | 755 | 730 | -25 | 0.90 | Pass | Pass | 718 | -37 | 1.36 | Pass | Pass |
| 72265 | 72069 | 72075 | A41 Edgware Way (s) - A410 Spur Road | 588 | 448 | -140 | 6.15 | | | 450 | -138 | 6.06 | | |
| 72265 | 72069 | 95285 | A41 Edgware Way (s) - Green Lane | 29 | 26 | -3 | 0.51 | Pass | Pass | 26 | -3 | 0.57 | Pass | Pass |
| 95285 | 72069 | 72049 | Green Lane - A41 Edgware Way (n) | 82 | 83 | 1 | 0.10 | Pass | Pass | 83 | 1 | 0.11 | Pass | Pass |
| 95285 | 72069 | 72075 | Green Lane - A410 Spur Road | 81 | 43 | -38 | 4.81 | Pass | Pass | 43 | -38 | 4.83 | Pass | Pass |
| 95285 | 72069 | 72076 | Green Lane - A41 Edgware Way (s) | 58 | 57 | -1 | 0.18 | Pass | Pass | 57 | -1 | 0.13 | Pass | Pass |
| 72069 | 72075 | 95264 | A410 Spur Road - A410 London Road | 663 | 718 | 55 | 2.09 | Pass | Pass | 715 | 52 | 1.98 | Pass | Pass |
| 72069 | 72075 | 95273 | A410 Spur Road - A5 Stonegrove | 317 | 295 | -22 | 1.28 | Pass | Pass | 303 | -14 | 0.80 | Pass | Pass |
| 72069 | 72075 | 95446 | A410 Spur Road - A5 Brockley Hill | 60 | 83 | 23 | 2.77 | Pass | Pass | 83 | 23 | 2.72 | Pass | Pass |
| 95264 | 72075 | 72069 | A410 London Road - A410 Spur Road | 781 | 741 | -40 | 1.45 | Pass | Pass | 740 | -41 | 1.49 | Pass | Pass |
| 95264 | 72075 | 95273 | A410 London Road - A5 Stonegrove | 116 | 125 | 9 | 0.80 | Pass | Pass | 119 | 3 | 0.28 | Pass | Pass |
| 95264 | 72075 | 95446 | A410 London Road - A5 Brockley Hill | 120 | 117 | -3 | 0.31 | Pass | Pass | 117 | -3 | 0.28 | Pass | Pass |
| 95273 | 72075 | 72069 | A5 Stonegrove - A410 Spur Road | 470 | 369 | -101 | 4.93 | Pass | Pass | 369 | -101 | 4.93 | Pass | Pass |
| 95273 | 72075 | 95264 | A5 Stonegrove - A410 London Road | 159 | 120 | -40 | 3.35 | Pass | Pass | 119 | -40 | 3.39 | Pass | Pass |
| 95273 | 72075 | 95446 | A5 Stonegrove - A5 Brockley Hill | 324 | 369 | 45 | 2.39 | Pass | Pass | 364 | 40 | 2.16 | Pass | Pass |
| 95446 | 72075 | 72069 | A5 Brockley Hill - A410 Spur Road | 66 | 52 | -14 | 1.84 | Pass | Pass | 51 | -15 | 1.96 | Pass | Pass |
| 95446 | 72075 | 95264 | A5 Brockley Hill - A410 London Road | 135 | 173 | 38 | 3.03 | Pass | Pass | 169 | 34 | 2.76 | Pass | Pass |
| 95446 | 72075 | 95273 | A5 Brockley Hill - A5 Stonegrove | 347 | 374 | 27 | 1.41 | Pass | Pass | 378 | 31 | 1.63 | Pass | Pass |
| 71011 | 71010 | 71022 | A410 The Broadway - A4140 Marsh Lane | 274 | 217 | -57 | 3.64 | Pass | Pass | 222 | -52 | 3.30 | Pass | Pass |
| 71011 | 71010 | 95264 | A410 The Broadway - A410 London Road | 605 | 589 | -16 | 0.63 | Pass | Pass | 577 | -28 | 1.15 | Pass | Pass |
| 71011 | 71010 | 95738 | A410 The Broadway - Dennis Lane | 54 | 0 | -54 | 10.39 | | | 0 | -54 | 10.39 | | Pass |
| 71022 | 71010 | 71011 | A4140 Marsh Lane - A410 The Broadway | 290 | 77 | -213 | 15.72 | | | 70 | -220 | 16.40 | | |
| 71022 | 71010 | 95264 | A4140 Marsh Lane - A410 London Road | 281 | 239 | -22 | 1.37 | Pass | Pass | 250 | -11 | 0.69 | Pass | Pass |
| 71022 | 71010 | 95738 | A4140 Marsh Lane - Dennis Lane | 237 | 294 | 57 | 3.52 | Pass | Pass | 301 | 64 | 3.90 | Pass | Pass |
| 95264 | 71010 | 71011 | A410 London Road - A410 The Broadway | 615 | 593 | -22 | 0.88 | Pass | Pass | 593 | -22 | 0.90 | Pass | Pass |
| 95264 | 71010 | 71022 | A410 London Road - A4140 Marsh Lane | 284 | 292 | 8 | 0.50 | Pass | Pass | 288 | 4 | 0.24 | Pass | Pass |
| 95264 | 71010 | 95738 | A410 London Road - Dennis Lane | 41 | 39 | -2 | 0.25 | Pass | Pass | 39 | -2 | 0.32 | Pass | Pass |
| 95738 | 71010 | 71011 | Dennis Lane - A410 The Broadway | 22 | 0 | -22 | 6.62 | | | 0 | -22 | 6.63 | | Pass |
| 95738 | 71010 | 71022 | Dennis Lane - A4140 Marsh Lane | 155 | 152 | -3 | 0.21 | Pass | Pass | 145 | -10 | 0.82 | Pass | Pass |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|---|------|------|------|-------|------|------|------|------|-------|------|------|
| 95738 | 71010 | 95264 | Dennis Lane - A410 London Road | 22 | 20 | -2 | 0.54 | Pass | Pass | 20 | -2 | 0.44 | Pass | Pass |
| 70016 | 70010 | 70210 | A4140 Fryent Way - The Mall | 104 | 103 | -1 | 0.09 | Pass | Pass | 114 | 10 | 0.96 | Pass | Pass |
| 70016 | 70010 | 71070 | A4140 Fryent Way - A4006 Kenton Road | 229 | 226 | -3 | 0.20 | Pass | Pass | 228 | -1 | 0.07 | Pass | Pass |
| 70016 | 70010 | 95686 | A4140 Fryent Way - A4140 Honeypt Lane | 315 | 312 | -3 | 0.18 | Pass | Pass | 311 | -4 | 0.23 | Pass | Pass |
| 70016 | 70010 | 95688 | A4140 Fryent Way - A4006 Kingsbury Road | 171 | 162 | -9 | 0.67 | Pass | Pass | 162 | -9 | 0.70 | Pass | Pass |
| 70210 | 70010 | 70016 | The Mall - A4140 Fryent Way | 303 | 279 | -24 | 1.39 | Pass | Pass | 279 | -25 | 1.47 | Pass | Pass |
| 70210 | 70010 | 71070 | The Mall - A4006 Kenton Road | 16 | 2 | -14 | 4.54 | Pass | Pass | 5 | -11 | 3.39 | Pass | Pass |
| 70210 | 70010 | 95686 | The Mall - A4140 Honeypt Lane | 300 | 278 | -22 | 1.32 | Pass | Pass | 278 | -24 | 1.41 | Pass | Pass |
| 70210 | 70010 | 95688 | The Mall - A4006 Kingsbury Road | 118 | 115 | -3 | 0.25 | Pass | Pass | 118 | 0 | 0.00 | Pass | Pass |
| 71070 | 70010 | 70016 | A4006 Kenton Road - A4140 Fryent Way | 299 | 343 | 44 | 2.46 | Pass | Pass | 350 | 51 | 2.83 | Pass | Pass |
| 71070 | 70010 | 70210 | A4006 Kenton Road - The Mall | 161 | 0 | -161 | 17.94 | | | 0 | -161 | 17.94 | | |
| 71070 | 70010 | 95686 | A4006 Kenton Road - A4140 Honeypt Lane | 58 | 65 | 7 | 0.84 | Pass | Pass | 58 | 0 | 0.00 | Pass | Pass |
| 71070 | 70010 | 95688 | A4006 Kenton Road - A4006 Kingsbury Road | 378 | 375 | -3 | 0.15 | Pass | Pass | 382 | 4 | 0.21 | Pass | Pass |
| 95686 | 70010 | 70016 | A4140 Honeypt Lane - A4140 Fryent Way | 642 | 635 | -7 | 0.28 | Pass | Pass | 607 | -35 | 1.40 | Pass | Pass |
| 95686 | 70010 | 70210 | A4140 Honeypt Lane - The Mall | 155 | 131 | -24 | 1.98 | Pass | Pass | 131 | -24 | 2.01 | Pass | Pass |
| 95686 | 70010 | 71070 | A4140 Honeypt Lane - A4006 Kenton Road | 84 | 84 | 0 | 0.01 | Pass | Pass | 79 | -5 | 0.55 | Pass | Pass |
| 95686 | 70010 | 95688 | A4140 Honeypt Lane - A4006 Kingsbury Road | 81 | 76 | -5 | 0.61 | Pass | Pass | 72 | -9 | 1.03 | Pass | Pass |
| 95688 | 70010 | 70016 | A4006 Kingsbury Road - A4140 Fryent Way | 75 | 70 | -5 | 0.53 | Pass | Pass | 69 | -6 | 0.71 | Pass | Pass |
| 95688 | 70010 | 70210 | A4006 Kingsbury Road - The Mall | 135 | 128 | -7 | 0.61 | Pass | Pass | 129 | -6 | 0.52 | Pass | Pass |
| 95688 | 70010 | 71070 | A4006 Kingsbury Road - A4006 Kenton Road | 357 | 337 | -20 | 1.07 | Pass | Pass | 337 | -20 | 1.07 | Pass | Pass |
| 95688 | 70010 | 95686 | A4006 Kingsbury Road - A4140 Honeypt Lane | 52 | 45 | -7 | 1.03 | Pass | Pass | 48 | -4 | 0.57 | Pass | Pass |
| 70014 | 70012 | 95594 | A4006 Kingsbury Road (e) - B454 Church Lane | 255 | 224 | -31 | 1.99 | Pass | Pass | 223 | -32 | 2.07 | Pass | Pass |
| 70014 | 70012 | 95764 | A4006 Kingsbury Road (e) - A4006 Kingsbury Road (w) | 467 | 443 | -24 | 1.10 | Pass | Pass | 423 | -44 | 2.09 | Pass | Pass |
| 95594 | 70012 | 70014 | B454 Church Lane - A4006 Kingsbury Road (e) | 250 | 213 | -37 | 2.40 | Pass | Pass | 212 | -38 | 2.50 | Pass | Pass |
| 95594 | 70012 | 95764 | B454 Church Lane - A4006 Kingsbury Road (w) | 290 | 284 | -6 | 0.33 | Pass | Pass | 286 | -4 | 0.24 | Pass | Pass |
| 95764 | 70012 | 70014 | A4006 Kingsbury Road (w) - A4006 Kingsbury Road (e) | 698 | 671 | -27 | 1.05 | Pass | Pass | 681 | -17 | 1.05 | Pass | Pass |
| 95764 | 70012 | 95594 | A4006 Kingsbury Road (w) - B454 Church Lane | 378 | 388 | 10 | 0.49 | Pass | Pass | 380 | 2 | 0.10 | Pass | Pass |
| 90358 | 72173 | 95163 | A5 The Hyde (n) - A4006 Kingsbury Road | 268 | 259 | -9 | 0.54 | Pass | Pass | 236 | -32 | 2.02 | Pass | Pass |
| 90358 | 72173 | 95169 | A5 The Hyde (n) - A5 The Hyde (s) | 669 | 641 | -28 | 1.09 | Pass | Pass | 647 | -22 | 0.86 | Pass | Pass |
| 95163 | 72173 | 90358 | A4006 Kingsbury Road - A5 The Hyde (n) | 175 | 167 | -8 | 0.61 | Pass | Pass | 162 | -13 | 1.00 | Pass | Pass |
| 95163 | 72173 | 95169 | A4006 Kingsbury Road - A5 The Hyde (s) | 429 | 376 | -53 | 2.66 | Pass | Pass | 386 | -43 | 2.13 | Pass | Pass |
| 95169 | 72173 | 90358 | A5 The Hyde (s) - A5 The Hyde (n) | 594 | 544 | -50 | 2.08 | Pass | Pass | 541 | -53 | 2.22 | Pass | Pass |
| 95169 | 72173 | 95163 | A5 The Hyde (s) - A4006 Kingsbury Road | 324 | 277 | -47 | 2.73 | Pass | Pass | 278 | -46 | 2.65 | Pass | Pass |
| 72176 | 72169 | 72259 | A41 Watford Way (s) - A504 Station Road | 29 | 0 | -29 | 7.62 | Pass | Pass | 0 | -29 | 7.62 | Pass | Pass |
| 72176 | 72169 | 90368 | A41 Watford Way (s) - A504 The Burroughs | 180 | 141 | -39 | 3.07 | Pass | Pass | 141 | -39 | 3.08 | Pass | Pass |
| 72176 | 72169 | 72164 | A41 Watford Way (n) - A41 Watford Way (n) | 1689 | 1661 | -28 | 0.69 | Pass | Pass | 1668 | -21 | 0.51 | Pass | Pass |
| 72259 | 72169 | 72176 | A504 Station Road - A41 Watford Way (s) | 64 | 31 | -33 | 4.82 | Pass | Pass | 36 | -28 | 3.96 | Pass | Pass |
| 72259 | 72169 | 90368 | A504 Station Road - A504 The Burroughs | 275 | 263 | -12 | 0.75 | Pass | Pass | 260 | -15 | 0.92 | Pass | Pass |
| 72259 | 72169 | 72164 | A504 Station Road - A41 Watford Way (n) | 161 | 191 | 30 | 2.27 | Pass | Pass | 194 | 33 | 2.48 | Pass | Pass |
| 90368 | 72169 | 72176 | A504 The Burroughs - A41 Watford Way (s) | 146 | 95 | -51 | 4.64 | Pass | Pass | 96 | -50 | 4.55 | Pass | Pass |
| 90368 | 72169 | 72259 | A504 The Burroughs - A504 Station Road | 254 | 252 | -2 | 0.12 | Pass | Pass | 251 | -3 | 0.19 | Pass | Pass |
| 90368 | 72169 | 72164 | A504 The Burroughs - A41 Watford Way (n) | 333 | 331 | -2 | 0.09 | Pass | Pass | 329 | -4 | 0.22 | Pass | Pass |
| 95720 | 72169 | 72176 | A41 Watford Way (n) - A41 Watford Way (s) | 1892 | 1850 | -42 | 0.97 | Pass | Pass | 1800 | -92 | 2.14 | Pass | Pass |
| 95720 | 72169 | 72259 | A41 Watford Way (n) - A504 Station Road | 241 | 154 | -87 | 6.17 | Pass | Pass | 145 | -96 | 6.91 | Pass | Pass |
| 95720 | 72169 | 90368 | A41 Watford Way (n) - A504 The Burroughs | 267 | 247 | -20 | 1.23 | Pass | Pass | 249 | -18 | 1.12 | Pass | Pass |
| 72149 | 72154 | 72162 | A5 Edgware Road (n) - A5 Edgware Road (s) | 843 | 797 | -46 | 1.62 | Pass | Pass | 827 | -16 | 0.55 | Pass | Pass |
| 72149 | 72154 | 90337 | A5 Edgware Road (n) - A5150 Colindeep Lane | 424 | 447 | 23 | 1.12 | Pass | Pass | 443 | 19 | 0.91 | Pass | Pass |
| 72149 | 72154 | 95739 | A5 Edgware Road (n) - Windover Lane | 27 | 32 | 5 | 0.89 | Pass | Pass | 0 | -27 | 7.35 | Pass | Pass |
| 72162 | 72154 | 72149 | A5 Edgware Road (s) - A5 Edgware Road (n) | 821 | 749 | -72 | 2.57 | Pass | Pass | 746 | -75 | 2.68 | Pass | Pass |
| 72162 | 72154 | 90337 | A5 Edgware Road (s) - A5150 Colindeep Lane | 194 | 178 | -16 | 1.18 | Pass | Pass | 182 | -12 | 0.88 | Pass | Pass |
| 72162 | 72154 | 95739 | A5 Edgware Road (s) - Windover Lane | 59 | 56 | -3 | 0.34 | Pass | Pass | 56 | -3 | 0.40 | Pass | Pass |
| 90337 | 72154 | 72149 | A5150 Colindeep Lane - A5 Edgware Road (n) | 381 | 388 | 7 | 0.38 | Pass | Pass | 383 | 2 | 0.10 | Pass | Pass |
| 90337 | 72154 | 72162 | A5150 Colindeep Lane - A5 Edgware Road (s) | 125 | 128 | 3 | 0.27 | Pass | Pass | 126 | 1 | 0.09 | Pass | Pass |
| 90337 | 72154 | 95739 | A5150 Colindeep Lane - Windover Lane | 26 | 26 | 0 | 0.09 | Pass | Pass | 24 | -2 | 0.40 | Pass | Pass |
| 95739 | 72154 | 72149 | Windover Lane - A5 Edgware Road (n) | 13 | 0 | -13 | 5.10 | Pass | Pass | 0 | -13 | 5.10 | Pass | Pass |
| 95739 | 72154 | 72162 | Windover Lane - A5 Edgware Road (s) | 5 | 7 | 2 | 0.67 | Pass | Pass | 7 | 2 | 0.82 | Pass | Pass |
| 95739 | 72154 | 90337 | Windover Lane - A5150 Colindeep Lane | 1 | 6 | 5 | 2.56 | Pass | Pass | 6 | 5 | 2.67 | Pass | Pass |
| 72154 | 72149 | 90309 | A5 Edgware Road (s) - A5 Edgware Road (n) | 353 | 390 | 37 | 1.92 | Pass | Pass | 393 | 40 | 2.07 | Pass | Pass |
| 72154 | 72149 | 95063 | A5 Edgware Road (s) - A5 Edgware Road (n) | 796 | 747 | -49 | 1.75 | Pass | Pass | 736 | -60 | 2.17 | Pass | Pass |
| 90309 | 72149 | 72154 | Colindale Avenue - A5 Edgware Road (s) | 446 | 444 | -2 | 0.09 | Pass | Pass | 428 | -18 | 0.86 | Pass | Pass |
| 95063 | 72149 | 72154 | A5 Edgware Road (n) - A5 Edgware Road (s) | 886 | 836 | -50 | 1.71 | Pass | Pass | 843 | -43 | 1.46 | Pass | Pass |
| 95063 | 72149 | 90309 | A5 Edgware Road (n) - A5 Edgware Road (n) | 170 | 121 | -49 | 4.09 | Pass | Pass | 137 | -33 | 2.66 | Pass | Pass |
| 90024 | 72141 | 90033 | Colindale Avenue - Grahame Park Way | 289 | 315 | 26 | 1.50 | Pass | Pass | 314 | 25 | 1.44 | Pass | Pass |
| 90024 | 72141 | 90049 | Colindale Avenue - Eagle Drive | 14 | 45 | 31 | 5.72 | Pass | Pass | 46 | 32 | 5.84 | Pass | Pass |
| 90024 | 72141 | 90320 | Colindale Avenue - Aerodrome Road | 252 | 254 | 2 | 0.13 | Pass | Pass | 293 | 41 | 2.48 | Pass | Pass |
| 90033 | 72141 | 90024 | Grahame Park Way - Colindale Avenue | 440 | 419 | -21 | 1.03 | Pass | Pass | 510 | 70 | 3.21 | Pass | Pass |
| 90033 | 72141 | 90049 | Grahame Park Way - Eagle Drive | 22 | 24 | 2 | 0.52 | Pass | Pass | 23 | 1 | 0.21 | Pass | Pass |
| 90033 | 72141 | 90320 | Grahame Park Way - Aerodrome Road | 272 | 288 | 16 | 0.93 | Pass | Pass | 243 | -29 | 1.81 | Pass | Pass |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|---|-----|-----|------|------|------|------|-----|------|------|------|------|
| 90049 | 72141 | 90024 | Eagle Drive - Colindale Avenue | 38 | 48 | 10 | 1.46 | Pass | Pass | 48 | 10 | 1.52 | Pass | Pass |
| 90049 | 72141 | 90033 | Eagle Drive - Grahame Park Way | 30 | 28 | -2 | 0.34 | Pass | Pass | 28 | -2 | 0.37 | Pass | Pass |
| 90049 | 72141 | 90320 | Eagle Drive - Aerodrome Road | 38 | 41 | 3 | 0.44 | Pass | Pass | 41 | 3 | 0.48 | Pass | Pass |
| 90320 | 72141 | 90024 | Aerodrome Road - Colindale Avenue | 251 | 344 | 93 | 5.38 | Pass | Pass | 338 | 87 | 5.07 | Pass | Pass |
| 90320 | 72141 | 90033 | Aerodrome Road - Grahame Park Way | 242 | 262 | 20 | 1.25 | Pass | Pass | 256 | 14 | 0.89 | Pass | Pass |
| 90320 | 72141 | 90049 | Aerodrome Road - Eagle Drive | 5 | 5 | 0 | 0.01 | Pass | Pass | 5 | 0 | 0.00 | Pass | Pass |
| 72102 | 72104 | 72106 | Bunns Lane (n) - Bunns Lane (s) | 851 | 793 | -58 | 2.01 | Pass | Pass | 797 | -54 | 1.88 | Pass | Pass |
| 72102 | 72104 | 90018 | Bunns Lane (n) - Woodcroft Avenue | 81 | 64 | -17 | 1.97 | Pass | Pass | 63 | -18 | 2.12 | Pass | Pass |
| 72106 | 72104 | 72102 | Bunns Lane (s) - Bunns Lane (n) | 556 | 425 | -131 | 5.92 | Pass | Pass | 430 | -126 | 5.87 | Pass | Pass |
| 72106 | 72104 | 90018 | Bunns Lane (s) - Woodcroft Avenue | 254 | 253 | -1 | 0.09 | Pass | Pass | 234 | -20 | 1.28 | Pass | Pass |
| 90018 | 72104 | 72102 | Woodcroft Avenue - Bunns Lane (n) | 112 | 149 | 37 | 3.22 | Pass | Pass | 135 | 23 | 2.07 | Pass | Pass |
| 90018 | 72104 | 72106 | Woodcroft Avenue - Bunns Lane (s) | 191 | 150 | -41 | 3.10 | Pass | Pass | 160 | -31 | 2.34 | Pass | Pass |
| 72267 | 72122 | 90011 | Watling Avenue (s) - Cressingham Road | 23 | 21 | -2 | 0.53 | Pass | Pass | 21 | -2 | 0.43 | Pass | Pass |
| 72267 | 72122 | 90085 | Watling Avenue (s) - Watling Avenue (n) | 46 | 0 | -46 | 9.59 | Pass | Pass | 0 | -46 | 9.59 | Pass | Pass |
| 72267 | 72122 | 95403 | Watling Avenue (s) - Montrose Avenue | 116 | 76 | -40 | 4.10 | Pass | Pass | 74 | -42 | 4.31 | Pass | Pass |
| 90011 | 72122 | 72267 | Cressingham Road - Watling Avenue (s) | 17 | 14 | -3 | 0.81 | Pass | Pass | 14 | -3 | 0.76 | Pass | Pass |
| 90011 | 72122 | 90085 | Cressingham Road - Watling Avenue (n) | 80 | 74 | -6 | 0.65 | Pass | Pass | 68 | -12 | 1.39 | Pass | Pass |
| 90011 | 72122 | 95403 | Cressingham Road - Montrose Avenue | 10 | 8 | -2 | 0.80 | Pass | Pass | 8 | -2 | 0.67 | Pass | Pass |
| 90085 | 72122 | 72267 | Watling Avenue (n) - Watling Avenue (s) | 47 | 35 | -12 | 1.89 | Pass | Pass | 17 | -30 | 5.30 | Pass | Pass |
| 90085 | 72122 | 90011 | Watling Avenue (n) - Cressingham Road | 87 | 85 | -2 | 0.22 | Pass | Pass | 85 | -2 | 0.22 | Pass | Pass |
| 90085 | 72122 | 95403 | Watling Avenue (n) - Montrose Avenue | 160 | 163 | 3 | 0.26 | Pass | Pass | 165 | 5 | 0.39 | Pass | Pass |
| 95403 | 72122 | 72267 | Montrose Avenue - Watling Avenue (s) | 193 | 181 | -12 | 0.91 | Pass | Pass | 181 | -12 | 0.88 | Pass | Pass |
| 95403 | 72122 | 90011 | Montrose Avenue - Cressingham Road | 7 | 7 | 0 | 0.02 | Pass | Pass | 7 | 0 | 0.00 | Pass | Pass |
| 95403 | 72122 | 90085 | Montrose Avenue - Watling Avenue (n) | 297 | 269 | -28 | 1.69 | Pass | Pass | 268 | -29 | 1.73 | Pass | Pass |
| 70001 | 72136 | 95232 | Stag Lane - A5 Burnt Oak Broadway (s) | 70 | 119 | 49 | 5.01 | Pass | Pass | 124 | 54 | 5.48 | Pass | Pass |
| 70001 | 72136 | 95728 | Stag Lane - A5 Burnt Oak Broadway (n) | 265 | 245 | -20 | 1.25 | Pass | Pass | 247 | -18 | 1.13 | Pass | Pass |
| 72136 | 95728 | 90055 | A5 Burnt Oak Broadway (s) - Watling Avenue | 223 | 197 | -26 | 1.82 | Pass | Pass | 199 | -24 | 1.65 | Pass | Pass |
| 72136 | 95728 | 95219 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 612 | 536 | -76 | 3.18 | Pass | Pass | 534 | -78 | 3.26 | Pass | Pass |
| 90055 | 95728 | 72136 | Watling Avenue - A5 Burnt Oak Broadway (s) | 283 | 209 | -74 | 4.73 | Pass | Pass | 200 | -83 | 5.34 | Pass | Pass |
| 90055 | 95728 | 95219 | Watling Avenue - A5 Burnt Oak Broadway (n) | 98 | 132 | 34 | 3.15 | Pass | Pass | 131 | 33 | 3.08 | Pass | Pass |
| 95219 | 95728 | 72136 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 666 | 604 | -62 | 2.48 | Pass | Pass | 609 | -57 | 2.26 | Pass | Pass |
| 95219 | 95728 | 90055 | A5 Burnt Oak Broadway (n) - Watling Avenue | 122 | 93 | -29 | 2.77 | Pass | Pass | 92 | -30 | 2.90 | Pass | Pass |
| 95232 | 72136 | 70001 | A5 Burnt Oak Broadway (s) - Stag Lane | 36 | 45 | 9 | 1.34 | Pass | Pass | 41 | 5 | 0.81 | Pass | Pass |
| 95232 | 72136 | 95728 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 570 | 487 | -83 | 3.59 | Pass | Pass | 486 | -84 | 3.66 | Pass | Pass |
| 95728 | 72136 | 70001 | A5 Burnt Oak Broadway (n) - Stag Lane | 246 | 215 | -31 | 2.02 | Pass | Pass | 211 | -35 | 2.32 | Pass | Pass |
| 95728 | 72136 | 95232 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 703 | 597 | -106 | 4.16 | Pass | Pass | 598 | -105 | 4.12 | Pass | Pass |
| 71156 | 72118 | 72128 | Camrose Avenue - A5 Burnt Oak Broadway | 32 | 25 | -7 | 1.25 | Pass | Pass | 24 | -8 | 1.51 | Pass | Pass |
| 71156 | 72118 | 90105 | Camrose Avenue - A5 High Street | 122 | 105 | -17 | 1.56 | Pass | Pass | 103 | -19 | 1.79 | Pass | Pass |
| 71156 | 72118 | 90124 | Camrose Avenue - A5109 Deansbrook Road | 427 | 428 | 1 | 0.06 | Pass | Pass | 418 | -9 | 0.44 | Pass | Pass |
| 72128 | 72118 | 71156 | A5 Burnt Oak Broadway - Camrose Avenue | 32 | 19 | -13 | 2.50 | Pass | Pass | 19 | -13 | 2.57 | Pass | Pass |
| 72128 | 72118 | 90105 | A5 Burnt Oak Broadway - A5 High Street | 646 | 588 | -58 | 2.34 | Pass | Pass | 586 | -60 | 2.42 | Pass | Pass |
| 72128 | 72118 | 90124 | A5 Burnt Oak Broadway - A5109 Deansbrook Road | 153 | 88 | -65 | 5.92 | Pass | Pass | 87 | -66 | 6.02 | Pass | Pass |
| 90105 | 72118 | 71156 | A5 High Street - Camrose Avenue | 120 | 99 | -21 | 2.00 | Pass | Pass | 97 | -23 | 2.21 | Pass | Pass |
| 90105 | 72118 | 72128 | A5 High Street - A5 Burnt Oak Broadway | 625 | 544 | -81 | 3.35 | Pass | Pass | 548 | -77 | 3.18 | Pass | Pass |
| 90105 | 72118 | 90124 | A5 High Street - A5109 Deansbrook Road | 131 | 167 | 36 | 2.96 | Pass | Pass | 164 | 33 | 2.72 | Pass | Pass |
| 90124 | 72118 | 71156 | A5109 Deansbrook Road - Camrose Avenue | 377 | 376 | -1 | 0.06 | Pass | Pass | 374 | -3 | 0.15 | Pass | Pass |
| 90124 | 72118 | 72128 | A5109 Deansbrook Road - A5 Burnt Oak Broadway | 107 | 102 | -5 | 0.53 | Pass | Pass | 101 | -6 | 0.59 | Pass | Pass |
| 90124 | 72118 | 90105 | A5109 Deansbrook Road - A5 High Street | 126 | 112 | -14 | 1.31 | Pass | Pass | 112 | -14 | 1.28 | Pass | Pass |
| 90105 | 72105 | 95282 | A5 High Street (s) - Whitchurch Lane | 202 | 147 | -55 | 4.16 | Pass | Pass | 148 | -54 | 4.08 | Pass | Pass |
| 90105 | 72105 | 95286 | A5 High Street (s) - A5100 Station Road | 166 | 156 | -10 | 0.79 | Pass | Pass | 153 | -13 | 1.03 | Pass | Pass |
| 90105 | 72105 | 95293 | A5 High Street (s) - A5 High Street (n) | 580 | 540 | -40 | 1.68 | Pass | Pass | 540 | -40 | 1.69 | Pass | Pass |
| 95282 | 72105 | 90105 | Whitchurch Lane - A5 High Street (s) | 176 | 141 | -35 | 2.81 | Pass | Pass | 143 | -33 | 2.61 | Pass | Pass |
| 95282 | 72105 | 95286 | Whitchurch Lane - A5100 Station Road | 281 | 246 | -35 | 2.14 | Pass | Pass | 242 | -39 | 2.41 | Pass | Pass |
| 95282 | 72105 | 95293 | Whitchurch Lane - A5 High Street (n) | 170 | 175 | 5 | 0.38 | Pass | Pass | 175 | 5 | 0.38 | Pass | Pass |
| 95286 | 72105 | 90105 | A5100 Station Road - A5 High Street (s) | 184 | 133 | -51 | 4.05 | Pass | Pass | 132 | -52 | 4.14 | Pass | Pass |
| 95286 | 72105 | 95282 | A5100 Station Road - Whitchurch Lane | 347 | 372 | 25 | 1.31 | Pass | Pass | 371 | 24 | 1.27 | Pass | Pass |
| 95293 | 72105 | 90105 | A5 High Street (n) - A5 High Street (s) | 781 | 784 | 3 | 0.10 | Pass | Pass | 782 | 1 | 0.04 | Pass | Pass |
| 95293 | 72105 | 95286 | A5 High Street (n) - A5100 Station Road | 63 | 50 | -13 | 1.77 | Pass | Pass | 54 | -9 | 1.18 | Pass | Pass |
| 95308 | 72085 | 95316 | A5100 Hale Lane (w) - A5109 Selvage Lane | 47 | 42 | -5 | 0.69 | Pass | Pass | 42 | -5 | 0.75 | Pass | Pass |
| 95308 | 72085 | 99972 | A5100 Hale Lane (w) - A5100 Hale Lane (e) | 406 | 376 | -30 | 1.52 | Pass | Pass | 376 | -30 | 1.52 | Pass | Pass |
| 95308 | 72085 | 99973 | A5100 Hale Lane (w) - A5109 Deans Lane | 231 | 223 | -8 | 0.53 | Pass | Pass | 222 | -9 | 0.60 | Pass | Pass |
| 95316 | 72085 | 95308 | A5109 Selvage Lane - A5100 Hale Lane (w) | 53 | 81 | 28 | 3.37 | Pass | Pass | 80 | 27 | 3.31 | Pass | Pass |
| 95316 | 72085 | 99972 | A5109 Selvage Lane - A5100 Hale Lane (e) | 114 | 81 | -33 | 3.30 | Pass | Pass | 82 | -32 | 3.23 | Pass | Pass |
| 95316 | 72085 | 99973 | A5109 Selvage Lane - A5109 Deans Lane | 461 | 461 | 0 | 0.01 | Pass | Pass | 463 | 2 | 0.09 | Pass | Pass |
| 99972 | 72085 | 95308 | A5100 Hale Lane (e) - A5100 Hale Lane (w) | 284 | 255 | -29 | 1.75 | Pass | Pass | 250 | -34 | 2.08 | Pass | Pass |
| 99972 | 72085 | 95316 | A5100 Hale Lane (e) - A5109 Selvage Lane | 59 | 118 | 59 | 6.25 | Pass | Pass | 117 | 58 | 6.18 | Pass | Pass |
| 99972 | 72085 | 99973 | A5100 Hale Lane (e) - A5109 Deans Lane | 67 | 15 | -52 | 8.20 | Pass | Pass | 15 | -52 | 8.12 | Pass | Pass |
| 99973 | 72085 | 95308 | A5109 Deans Lane - A5100 Hale Lane (w) | 193 | 175 | -18 | 1.31 | Pass | Pass | 178 | -15 | 1.10 | Pass | Pass |

Table D.1 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Morning Peak Hour

| | | | | | | | | | | | | | | | |
|-------|-------|-------|--|------|------|------|------|------|------|--|------|------|------|------|------|
| 99973 | 72085 | 95316 | A5109 Deans Lane - A5109 Selvage Lane | 315 | 412 | 97 | 5.08 | | Pass | | 407 | 92 | 4.84 | Pass | Pass |
| 99973 | 72085 | 99972 | A5109 Deans Lane - A5100 Hale Lane (e) | 52 | 16 | -36 | 6.22 | | Pass | | 16 | -36 | 6.17 | | Pass |
| 72073 | 95754 | 95755 | Apex Corner Roundabout turning into A41 Edgware Way | 1342 | 1191 | -151 | 4.25 | Pass | Pass | | 1188 | -154 | 4.33 | Pass | Pass |
| 72073 | 95754 | 95756 | Apex Corner Roundabout not turning into A41 Edgware Way | 2493 | 2496 | 3 | 0.07 | Pass | Pass | | 2494 | 1 | 0.02 | Pass | Pass |
| 95756 | 95757 | 95758 | Apex Corner Roundabout turning into A1 Barnet Way | 3556 | 3526 | -30 | 0.50 | Pass | Pass | | 3528 | -28 | 0.47 | Pass | Pass |
| 95756 | 95757 | 95759 | Apex Corner Roundabout not turning into A1 Barnet Way | 990 | 954 | -36 | 1.14 | Pass | Pass | | 948 | -42 | 1.35 | Pass | Pass |
| 72070 | 72280 | 95763 | Apex Corner Roundabout turning into A1 Barnet Bypass | 1608 | 1572 | -36 | 0.91 | Pass | Pass | | 1573 | -35 | 0.88 | Pass | Pass |
| 95759 | 95760 | 95762 | Apex Corner Roundabout not turning into A1 Barnet Bypass | 2098 | 2009 | -89 | 1.97 | Pass | Pass | | 2005 | -93 | 2.05 | Pass | Pass |
| 95762 | 72073 | 72239 | Apex Corner Roundabout turning into A5019 Selvage Lane | 1034 | 1001 | -33 | 1.05 | Pass | Pass | | 1004 | -30 | 0.94 | Pass | Pass |
| 95762 | 72073 | 95754 | Apex Corner Roundabout not turning into A5019 Selvage Lane | 3236 | 3005 | -231 | 4.14 | Pass | Pass | | 3005 | -231 | 4.14 | Pass | Pass |
| 72037 | 95747 | 72010 | Stirling Corner Roundabout turning into A1 Barnet Bypass | 2292 | 2262 | -30 | 0.63 | Pass | Pass | | 2260 | -32 | 0.67 | Pass | Pass |
| 72037 | 95747 | 95750 | Stirling Corner Roundabout not turning into A1 Barnet Bypass | 1146 | 1119 | -27 | 0.80 | Pass | Pass | | 1117 | -29 | 0.86 | Pass | Pass |
| 75067 | 72037 | 95740 | Stirling Corner Roundabout turning into Stirling Way | 149 | 139 | -10 | 0.85 | Pass | Pass | | 138 | -11 | 0.92 | Pass | Pass |
| 75067 | 72037 | 95747 | Stirling Corner Roundabout not turning into Stirling Way | 3217 | 3156 | -61 | 1.08 | Pass | Pass | | 3152 | -65 | 1.15 | Pass | Pass |
| 95747 | 95750 | 95748 | Stirling Corner Roundabout not turning into A411 Barnet Road | 2850 | 2726 | -124 | 2.35 | Pass | Pass | | 2727 | -123 | 2.33 | Pass | Pass |
| 95747 | 95750 | 95751 | Stirling Corner Roundabout turning into A411 Barnet Road | 662 | 620 | -42 | 1.64 | Pass | Pass | | 619 | -43 | 1.70 | Pass | Pass |
| 95748 | 95752 | 95749 | Stirling Corner Roundabout not turning into A1 Barnet Way | 774 | 787 | 13 | 0.45 | Pass | Pass | | 787 | 13 | 0.47 | Pass | Pass |
| 95748 | 95752 | 95753 | Stirling Corner Roundabout turning into A1 Barnet Way | 2708 | 2633 | -75 | 1.45 | Pass | Pass | | 2635 | -73 | 1.41 | Pass | Pass |
| 95749 | 75067 | 72037 | Stirling Corner Roundabout not turning into A411 Barnet Lane | 2571 | 2532 | -39 | 0.77 | Pass | Pass | | 2531 | -40 | 0.79 | Pass | Pass |
| 95749 | 75067 | 75065 | Stirling Corner Roundabout turning into A411 Barnet Lane | 821 | 837 | 16 | 0.57 | Pass | Pass | | 841 | 20 | 0.69 | Pass | Pass |
| 70002 | 90023 | 90065 | A5 Edgware Road - Montrose Avenue | 215 | 201 | -14 | 0.97 | Pass | Pass | | 203 | -12 | 0.83 | Pass | Pass |
| 70002 | 90023 | 95232 | A5 Edgware Road - A5 Burnt Oak Broadway | 588 | 514 | -54 | 2.34 | Pass | Pass | | 509 | -59 | 2.54 | Pass | Pass |
| 90065 | 90023 | 70002 | Montrose Avenue - A5 Edgware Road | 413 | 382 | -31 | 1.55 | Pass | Pass | | 380 | -33 | 1.66 | Pass | Pass |
| 90065 | 90023 | 95232 | Montrose Avenue - A5 Burnt Oak Broadway | 33 | 22 | -11 | 2.16 | Pass | Pass | | 22 | -11 | 2.10 | Pass | Pass |
| 95232 | 90023 | 70002 | A5 Burnt Oak Broadway - A5 Edgware Road | 664 | 606 | -58 | 2.31 | Pass | Pass | | 601 | -63 | 2.51 | Pass | Pass |
| 95232 | 90023 | 90065 | A5 Burnt Oak Broadway - Montrose Avenue | 111 | 114 | 3 | 0.25 | Pass | Pass | | 120 | 9 | 0.84 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| A-Node | B-Node | C-Node | Description | Observed Flow Flows (PCUs) | Modelled Flow (HYDER) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines GEH | Flows | Modelled Flow (CB WITH CHANGES) Flows (PCUs) | Difference (PCUs) | GEH Value | DMRB Guidelines GEH | Flows |
|--------|--------|--------|---|----------------------------|------------------------------------|-------------------|-----------|---------------------|-------|--|-------------------|-----------|---------------------|-------|
| 72041 | 75069 | 95780 | A411 Barnet Lane - A5183 High Street (s) | 166 | 155 | -11 | 0.85 | Pass | Pass | 155 | -11 | 0.87 | Pass | Pass |
| 72041 | 75069 | 75060 | A411 Barnet Lane - A5183 High Street (n) | 20 | 20 | 0 | 0.00 | Pass | Pass | 20 | 0 | 0.00 | Pass | Pass |
| 72041 | 75069 | 75068 | A411 Barnet Lane - A411 Watford Road | 533 | 532 | -1 | 0.02 | Pass | Pass | 532 | -1 | 0.04 | Pass | Pass |
| 95780 | 75069 | 72041 | A5183 High Street (s) - A411 Barnet Lane | 144 | 78 | -66 | 6.29 | | Pass | 53 | -91 | 9.17 | | Pass |
| 95780 | 75069 | 75060 | A5183 High Street (s) - A5183 High Street (n) | 251 | 218 | -33 | 2.18 | Pass | Pass | 162 | -89 | 6.19 | | Pass |
| 95780 | 75069 | 75068 | A5183 High Street (s) - A411 Watford Road | 11 | 0 | -11 | 4.69 | Pass | Pass | 0 | -11 | 4.69 | Pass | Pass |
| 75060 | 75069 | 72041 | A5183 High Street (n) - A411 Barnet Lane | 41 | 37 | -4 | 0.62 | Pass | Pass | 34 | -7 | 1.14 | Pass | Pass |
| 75060 | 75069 | 95780 | A5183 High Street (n) - A5183 High Street (s) | 420 | 429 | 9 | 0.45 | Pass | Pass | 382 | -38 | 1.90 | Pass | Pass |
| 75068 | 75069 | 72041 | A411 Watford Road - A411 Barnet Lane | 603 | 558 | -45 | 1.87 | Pass | Pass | 561 | -42 | 1.74 | Pass | Pass |
| 75068 | 75069 | 95780 | A411 Watford Road - A5183 High Street (s) | 36 | 0 | -36 | 8.49 | | Pass | 0 | -36 | 8.49 | | Pass |
| 75068 | 75069 | 75060 | A411 Watford Road - A5183 High Street (n) | 219 | 329 | 110 | 6.64 | | | 360 | 141 | 8.29 | | |
| 71001 | 72043 | 72050 | A41 Watford Bypass - A41 Egware Way | 297 | 314 | 17 | 0.97 | Pass | Pass | 314 | 17 | 0.97 | Pass | Pass |
| 71001 | 72043 | 95780 | A41 Watford Bypass - A5183 Elstree Hill South | 27 | 28 | 1 | 0.17 | Pass | Pass | 28 | 1 | 0.19 | Pass | Pass |
| 71001 | 72043 | 95446 | A41 Watford Bypass - A5 Brockley Hill | 267 | 263 | -4 | 0.24 | Pass | Pass | 270 | 3 | 0.18 | Pass | Pass |
| 72049 | 72043 | 71001 | A41 Egware Way - A41 Watford Bypass | 332 | 315 | -17 | 0.97 | Pass | Pass | 314 | -18 | 1.00 | Pass | Pass |
| 72049 | 72043 | 95780 | A41 Egware Way - A5183 Elstree Hill South | 135 | 120 | -15 | 1.31 | Pass | Pass | 120 | -15 | 1.33 | Pass | Pass |
| 72049 | 72043 | 95446 | A41 Egware Way - A5 Brockley Hill | 89 | 0 | -89 | 13.33 | | Pass | 0 | -89 | 13.34 | | Pass |
| 95780 | 72043 | 71001 | A5183 Elstree Hill South - A41 Watford Bypass | 247 | 312 | 65 | 3.88 | Pass | Pass | 357 | 110 | 6.33 | | |
| 95780 | 72043 | 72050 | A5183 Elstree Hill South - A41 Egware Way | 183 | 192 | 9 | 0.63 | Pass | Pass | 196 | 13 | 0.94 | Pass | Pass |
| 95780 | 72043 | 95446 | A5183 Elstree Hill South - A5 Brockley Hill | 447 | 437 | -10 | 0.48 | Pass | Pass | 436 | -11 | 0.52 | Pass | Pass |
| 95446 | 72043 | 71001 | A5 Brockley Hill - A41 Watford Bypass | 301 | 275 | -26 | 1.54 | Pass | Pass | 274 | -27 | 1.59 | Pass | Pass |
| 95446 | 72043 | 72050 | A5 Brockley Hill - A41 Egware Way | 81 | 0 | -81 | 12.73 | | Pass | 0 | -81 | 12.73 | | Pass |
| 95446 | 72043 | 95780 | A5 Brockley Hill - A5183 Elstree Hill South | 366 | 365 | -1 | 0.06 | Pass | Pass | 365 | -1 | 0.05 | Pass | Pass |
| 72075 | 72069 | 72049 | A410 Spur Road - A41 Edgware Way (n) | 460 | 411 | -49 | 2.37 | Pass | Pass | 406 | -54 | 2.60 | Pass | Pass |
| 72075 | 72069 | 72076 | A410 Spur Road - A41 Edgware Way (s) | 711 | 696 | -15 | 0.58 | Pass | Pass | 696 | -15 | 0.57 | Pass | Pass |
| 72075 | 72069 | 95285 | A410 Spur Road - Green Lane | 43 | 43 | 0 | 0.06 | Pass | Pass | 43 | 0 | 0.00 | Pass | Pass |
| 72229 | 72069 | 72075 | A41 Edgware Way (n) - A410 Spur Road | 474 | 459 | -15 | 0.69 | Pass | Pass | 460 | -14 | 0.65 | Pass | Pass |
| 72229 | 72069 | 72076 | A41 Edgware Way (n) - A41 Edgware Way (s) | 718 | 720 | 2 | 0.07 | Pass | Pass | 722 | 4 | 0.15 | Pass | Pass |
| 72229 | 72069 | 95285 | A41 Edgware Way (n) - Green Lane | 98 | 97 | -1 | 0.06 | Pass | Pass | 97 | -1 | 0.10 | Pass | Pass |
| 72265 | 72069 | 72049 | A41 Edgware Way (s) - A41 Edgware Way (n) | 733 | 710 | -23 | 0.84 | Pass | Pass | 717 | -16 | 0.59 | Pass | Pass |
| 72265 | 72069 | 72075 | A41 Edgware Way (s) - A410 Spur Road | 689 | 596 | -73 | 2.92 | Pass | Pass | 594 | -75 | 2.98 | Pass | Pass |
| 72265 | 72069 | 95285 | A41 Edgware Way (s) - Green Lane | 32 | 32 | 0 | 0.02 | Pass | Pass | 32 | 0 | 0.00 | Pass | Pass |
| 95285 | 72069 | 72049 | Green Lane - A41 Edgware Way (n) | 34 | 30 | -4 | 0.71 | Pass | Pass | 30 | -4 | 0.71 | Pass | Pass |
| 95285 | 72069 | 72075 | Green Lane - A410 Spur Road | 36 | 21 | -15 | 2.81 | Pass | Pass | 21 | -15 | 2.81 | Pass | Pass |
| 95285 | 72069 | 72076 | Green Lane - A41 Edgware Way (s) | 41 | 22 | -19 | 3.38 | Pass | Pass | 22 | -19 | 3.39 | Pass | Pass |
| 72069 | 72075 | 95264 | A410 Spur Road - A410 London Road | 702 | 672 | -30 | 1.13 | Pass | Pass | 676 | -26 | 0.99 | Pass | Pass |
| 72069 | 72075 | 95273 | A410 Spur Road - A5 Stonegrove | 290 | 282 | -8 | 0.46 | Pass | Pass | 278 | -12 | 0.71 | Pass | Pass |
| 72069 | 72075 | 95446 | A410 Spur Road - A5 Brockley Hill | 62 | 121 | 59 | 6.19 | | Pass | 121 | 59 | 6.17 | | Pass |
| 95264 | 72075 | 72069 | A410 London Road - A410 Spur Road | 803 | 755 | -49 | 1.74 | Pass | Pass | 718 | -85 | 3.08 | Pass | Pass |
| 95264 | 72075 | 95273 | A410 London Road - A5 Stonegrove | 161 | 131 | -30 | 2.48 | Pass | Pass | 131 | -30 | 2.48 | Pass | Pass |
| 95264 | 72075 | 95446 | A410 London Road - A5 Brockley Hill | 113 | 88 | -25 | 2.49 | Pass | Pass | 83 | -30 | 3.03 | Pass | Pass |
| 95273 | 72075 | 72069 | A5 Stonegrove - A410 Spur Road | 423 | 342 | -81 | 4.12 | Pass | Pass | 339 | -84 | 4.30 | Pass | Pass |
| 95273 | 72075 | 95264 | A5 Stonegrove - A410 London Road | 157 | 144 | -13 | 1.06 | Pass | Pass | 139 | -18 | 1.48 | Pass | Pass |
| 95273 | 72075 | 95446 | A5 Stonegrove - A5 Brockley Hill | 342 | 413 | 71 | 3.65 | Pass | Pass | 409 | 67 | 3.46 | Pass | Pass |
| 95446 | 72075 | 72069 | A5 Brockley Hill - A410 Spur Road | 103 | 87 | -16 | 1.64 | Pass | Pass | 87 | -16 | 1.64 | Pass | Pass |
| 95446 | 72075 | 95264 | A5 Brockley Hill - A410 London Road | 115 | 126 | 11 | 1.03 | Pass | Pass | 127 | 12 | 1.09 | Pass | Pass |
| 95446 | 72075 | 95273 | A5 Brockley Hill - A5 Stonegrove | 282 | 274 | -8 | 0.47 | Pass | Pass | 271 | -11 | 0.66 | Pass | Pass |
| 71011 | 71010 | 71022 | A410 The Broadway - A4140 Marsh Lane | 233 | 233 | 0 | 0.01 | Pass | Pass | 231 | -2 | 0.13 | Pass | Pass |
| 71011 | 71010 | 95264 | A410 The Broadway - A410 London Road | 680 | 625 | -55 | 2.14 | Pass | Pass | 624 | -56 | 2.19 | Pass | Pass |
| 71011 | 71010 | 95738 | A410 The Broadway - Dennis Lane | 44 | 0 | -44 | 9.38 | | Pass | 0 | -44 | 9.38 | | Pass |
| 71022 | 71010 | 71011 | A4140 Marsh Lane - A410 The Broadway | 258 | 233 | -25 | 1.57 | Pass | Pass | 243 | -15 | 0.95 | Pass | Pass |
| 71022 | 71010 | 95264 | A4140 Marsh Lane - A410 London Road | 294 | 265 | -29 | 1.72 | Pass | Pass | 263 | -31 | 1.86 | Pass | Pass |
| 71022 | 71010 | 95738 | A4140 Marsh Lane - Dennis Lane | 155 | 160 | 5 | 0.43 | Pass | Pass | 157 | 2 | 0.16 | Pass | Pass |
| 95264 | 71010 | 71011 | A410 London Road - A410 The Broadway | 672 | 636 | -36 | 1.40 | Pass | Pass | 642 | -30 | 1.17 | Pass | Pass |
| 95264 | 71010 | 71022 | A410 London Road - A4140 Marsh Lane | 307 | 316 | 9 | 0.52 | Pass | Pass | 307 | 0 | 0.00 | Pass | Pass |
| 95264 | 71010 | 95738 | A410 London Road - Dennis Lane | 38 | 39 | 1 | 0.10 | Pass | Pass | 39 | 1 | 0.16 | Pass | Pass |
| 95738 | 71010 | 71011 | Dennis Lane - A410 The Broadway | 36 | 0 | -36 | 8.49 | | Pass | 0 | -36 | 8.49 | | Pass |
| 95738 | 71010 | 71022 | Dennis Lane - A4140 Marsh Lane | 186 | 191 | 5 | 0.34 | Pass | Pass | 191 | 5 | 0.36 | Pass | Pass |
| 95738 | 71010 | 95264 | Dennis Lane - A410 London Road | 29 | 28 | -1 | 0.11 | Pass | Pass | 28 | -1 | 0.19 | Pass | Pass |
| 70016 | 70010 | 70210 | A4140 Fryent Way - The Mall | 83 | 76 | -7 | 0.74 | Pass | Pass | 74 | -9 | 1.02 | Pass | Pass |
| 70016 | 70010 | 71070 | A4140 Fryent Way - A4006 Kenton Road | 486 | 481 | -5 | 0.24 | Pass | Pass | 468 | -18 | 0.82 | Pass | Pass |
| 70016 | 70010 | 95686 | A4140 Fryent Way - A4140 Honeypt Lane | 366 | 379 | 13 | 0.66 | Pass | Pass | 369 | 3 | 0.16 | Pass | Pass |
| 70016 | 70010 | 95688 | A4140 Fryent Way - A4006 Kingsbury Road | 170 | 164 | -6 | 0.48 | Pass | Pass | 157 | -13 | 1.02 | Pass | Pass |
| 70210 | 70010 | 70016 | The Mall - A4140 Fryent Way | 120 | 107 | -13 | 1.25 | Pass | Pass | 98 | -22 | 2.11 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | | |
|-------|-------|-------|---|------|------|------|-------|------|------|------|------|------|-------|------|------|
| 70210 | 70010 | 71070 | The Mall - A4006 Kenton Road | 23 | 2 | -21 | 5.88 | | Pass | Pass | 2 | -21 | 5.94 | | Pass |
| 70210 | 70010 | 95686 | The Mall - A4140 Honeypt Lane | 215 | 198 | -17 | 1.15 | Pass | Pass | Pass | 194 | -21 | 1.47 | Pass | Pass |
| 70210 | 70010 | 95688 | The Mall - A4006 Kingsbury Road | 56 | 56 | 0 | 0.02 | Pass | Pass | Pass | 66 | 10 | 1.28 | Pass | Pass |
| 71070 | 70010 | 70016 | A4006 Kenton Road - A4140 Fryent Way | 190 | 211 | 21 | 1.51 | Pass | Pass | Pass | 199 | 9 | 0.65 | Pass | Pass |
| 71070 | 70010 | 70210 | A4006 Kenton Road - The Mall | 146 | 0 | -146 | 17.09 | | | | 0 | -146 | 17.09 | | |
| 71070 | 70010 | 95686 | A4006 Kenton Road - A4140 Honeypt Lane | 83 | 86 | 3 | 0.31 | Pass | Pass | Pass | 85 | 2 | 0.22 | Pass | Pass |
| 71070 | 70010 | 95688 | A4006 Kenton Road - A4006 Kingsbury Road | 195 | 220 | 25 | 1.74 | Pass | Pass | Pass | 236 | 41 | 2.79 | Pass | Pass |
| 95686 | 70010 | 70016 | A4140 Honeypt Lane - A4140 Fryent Way | 532 | 503 | -29 | 1.26 | Pass | Pass | Pass | 508 | -24 | 1.05 | Pass | Pass |
| 95686 | 70010 | 70210 | A4140 Honeypt Lane - The Mall | 157 | 268 | 111 | 7.61 | | | | 263 | 106 | 7.31 | | |
| 95686 | 70010 | 71070 | A4140 Honeypt Lane - A4006 Kenton Road | 154 | 0 | -154 | 17.55 | | | | 0 | -154 | 17.55 | | |
| 95686 | 70010 | 95688 | A4140 Honeypt Lane - A4006 Kingsbury Road | 134 | 125 | -9 | 0.77 | Pass | Pass | Pass | 122 | -12 | 1.06 | Pass | Pass |
| 95688 | 70010 | 70016 | A4006 Kingsbury Road - A4140 Fryent Way | 68 | 86 | 18 | 2.01 | Pass | Pass | Pass | 73 | 5 | 0.60 | Pass | Pass |
| 95688 | 70010 | 70210 | A4006 Kingsbury Road - The Mall | 149 | 145 | -4 | 0.35 | Pass | Pass | Pass | 146 | -3 | 0.25 | Pass | Pass |
| 95688 | 70010 | 71070 | A4006 Kingsbury Road - A4006 Kenton Road | 348 | 333 | -15 | 0.83 | Pass | Pass | Pass | 331 | -17 | 0.92 | Pass | Pass |
| 95688 | 70010 | 95686 | A4006 Kingsbury Road - A4140 Honeypt Lane | 207 | 241 | 34 | 2.25 | Pass | Pass | Pass | 244 | 37 | 2.46 | Pass | Pass |
| 70014 | 70012 | 95594 | A4006 Kingsbury Road (e) - B454 Church Lane | 209 | 165 | -44 | 3.18 | Pass | Pass | Pass | 179 | -30 | 2.15 | Pass | Pass |
| 70014 | 70012 | 95764 | A4006 Kingsbury Road (e) - A4006 Kingsbury Road (w) | 510 | 510 | 0 | 0.02 | Pass | Pass | Pass | 508 | -2 | 0.09 | Pass | Pass |
| 95594 | 70012 | 70014 | B454 Church Lane - A4006 Kingsbury Road (e) | 253 | 213 | -40 | 2.62 | Pass | Pass | Pass | 221 | -32 | 2.08 | Pass | Pass |
| 95594 | 70012 | 95764 | B454 Church Lane - A4006 Kingsbury Road (w) | 390 | 397 | 7 | 0.34 | Pass | Pass | Pass | 395 | 5 | 0.25 | Pass | Pass |
| 95764 | 70012 | 70014 | A4006 Kingsbury Road (w) - A4006 Kingsbury Road (e) | 508 | 522 | 14 | 0.60 | Pass | Pass | Pass | 538 | 30 | 1.31 | Pass | Pass |
| 95764 | 70012 | 95594 | A4006 Kingsbury Road (w) - B454 Church Lane | 298 | 280 | -18 | 1.05 | Pass | Pass | Pass | 278 | -20 | 1.18 | Pass | Pass |
| 90358 | 72173 | 95163 | A5 The Hyde (n) - A4006 Kingsbury Road | 192 | 143 | -49 | 3.82 | Pass | Pass | Pass | 141 | -51 | 3.95 | Pass | Pass |
| 90358 | 72173 | 95169 | A5 The Hyde (n) - A5 The Hyde (s) | 645 | 597 | -48 | 1.93 | Pass | Pass | Pass | 611 | -34 | 1.36 | Pass | Pass |
| 95163 | 72173 | 90358 | A4006 Kingsbury Road - A5 The Hyde (n) | 197 | 176 | -21 | 1.51 | Pass | Pass | Pass | 185 | -12 | 0.87 | Pass | Pass |
| 95163 | 72173 | 95169 | A4006 Kingsbury Road - A5 The Hyde (s) | 360 | 331 | -29 | 1.53 | Pass | Pass | Pass | 334 | -26 | 1.40 | Pass | Pass |
| 95169 | 72173 | 90358 | A5 The Hyde (s) - A5 The Hyde (n) | 786 | 721 | -65 | 2.35 | Pass | Pass | Pass | 714 | -72 | 2.63 | Pass | Pass |
| 95169 | 72173 | 95163 | A5 The Hyde (s) - A4006 Kingsbury Road | 428 | 418 | -10 | 0.47 | Pass | Pass | Pass | 422 | -6 | 0.29 | Pass | Pass |
| 72176 | 72169 | 72259 | A41 Watford Way (s) - A504 Station Road | 12 | 0 | -12 | 4.90 | Pass | Pass | Pass | 0 | -12 | 4.90 | Pass | Pass |
| 72176 | 72169 | 90368 | A41 Watford Way (s) - A504 The Burroughs | 163 | 171 | 8 | 0.65 | Pass | Pass | Pass | 168 | 5 | 0.39 | Pass | Pass |
| 72176 | 72169 | 72164 | A41 Watford Way (s) - A41 Watford Way (n) | 2339 | 2272 | -67 | 1.40 | Pass | Pass | Pass | 2277 | -62 | 1.29 | Pass | Pass |
| 72259 | 72169 | 72176 | A504 Station Road - A41 Watford Way (s) | 39 | 33 | -6 | 1.01 | Pass | Pass | Pass | 30 | -9 | 1.53 | Pass | Pass |
| 72259 | 72169 | 90368 | A504 Station Road - A504 The Burroughs | 236 | 197 | -39 | 2.64 | Pass | Pass | Pass | 213 | -23 | 1.54 | Pass | Pass |
| 72259 | 72169 | 72164 | A504 Station Road - A41 Watford Way (n) | 292 | 428 | 136 | 7.15 | Pass | Pass | Pass | 439 | 147 | 7.69 | Pass | Pass |
| 90368 | 72169 | 72176 | A504 The Burroughs - A41 Watford Way (s) | 120 | 117 | -3 | 0.30 | Pass | Pass | Pass | 81 | -39 | 3.89 | Pass | Pass |
| 90368 | 72169 | 72259 | A504 The Burroughs - A504 Station Road | 220 | 167 | -53 | 3.80 | Pass | Pass | Pass | 181 | -39 | 2.75 | Pass | Pass |
| 90368 | 72169 | 72164 | A504 The Burroughs - A41 Watford Way (n) | 364 | 332 | -32 | 1.71 | Pass | Pass | Pass | 319 | -45 | 2.44 | Pass | Pass |
| 95720 | 72169 | 72176 | A41 Watford Way (n) - A41 Watford Way (s) | 1683 | 1618 | -65 | 1.59 | Pass | Pass | Pass | 1626 | -57 | 1.40 | Pass | Pass |
| 95720 | 72169 | 72259 | A41 Watford Way (n) - A504 Station Road | 151 | 167 | 16 | 1.25 | Pass | Pass | Pass | 171 | 20 | 1.58 | Pass | Pass |
| 95720 | 72169 | 90368 | A41 Watford Way (n) - A504 The Burroughs | 248 | 236 | -12 | 0.75 | Pass | Pass | Pass | 250 | 2 | 0.13 | Pass | Pass |
| 72149 | 72154 | 72162 | A5 Edgware Road (n) - A5 Edgware Road (s) | 829 | 762 | -67 | 2.36 | Pass | Pass | Pass | 762 | -67 | 2.38 | Pass | Pass |
| 72149 | 72154 | 90337 | A5 Edgware Road (n) - A5150 Colindeep Lane | 356 | 344 | -12 | 0.67 | Pass | Pass | Pass | 352 | -4 | 0.21 | Pass | Pass |
| 72149 | 72154 | 95739 | A5 Edgware Road (n) - Windover Lane | 22 | 22 | -1 | 0.11 | Pass | Pass | Pass | 0 | -22 | 6.63 | Pass | Pass |
| 72162 | 72154 | 72149 | A5 Edgware Road (s) - A5 Edgware Road (n) | 843 | 842 | -1 | 0.02 | Pass | Pass | Pass | 843 | 0 | 0.00 | Pass | Pass |
| 72162 | 72154 | 90337 | A5 Edgware Road (s) - A5150 Colindeep Lane | 152 | 135 | -17 | 1.46 | Pass | Pass | Pass | 142 | -10 | 0.82 | Pass | Pass |
| 72162 | 72154 | 95739 | A5 Edgware Road (s) - Windover Lane | 26 | 25 | -1 | 0.14 | Pass | Pass | Pass | 25 | -1 | 0.20 | Pass | Pass |
| 90337 | 72154 | 72149 | A5150 Colindeep Lane - A5 Edgware Road (n) | 445 | 417 | -28 | 1.34 | Pass | Pass | Pass | 413 | -32 | 1.54 | Pass | Pass |
| 90337 | 72154 | 72162 | A5150 Colindeep Lane - A5 Edgware Road (s) | 188 | 177 | -11 | 0.83 | Pass | Pass | Pass | 180 | -8 | 0.59 | Pass | Pass |
| 90337 | 72154 | 95739 | A5150 Colindeep Lane - Windover Lane | 8 | 11 | 3 | 0.97 | Pass | Pass | Pass | 10 | 2 | 0.67 | Pass | Pass |
| 95739 | 72154 | 72149 | Windover Lane - A5 Edgware Road (n) | 61 | 0 | -61 | 11.05 | | | Pass | 0 | -61 | 11.05 | | Pass |
| 95739 | 72154 | 72162 | Windover Lane - A5 Edgware Road (s) | 39 | 41 | 2 | 0.35 | Pass | Pass | Pass | 41 | 2 | 0.32 | Pass | Pass |
| 95739 | 72154 | 90337 | Windover Lane - A5150 Colindeep Lane | 30 | 39 | 9 | 1.59 | Pass | Pass | Pass | 39 | 9 | 1.53 | Pass | Pass |
| 72154 | 72149 | 90309 | A5 Edgware Road (s) - A5 Edgware Road (n) | 290 | 271 | -19 | 1.11 | Pass | Pass | Pass | 317 | 27 | 1.55 | Pass | Pass |
| 72154 | 72149 | 95063 | A5 Edgware Road (s) - A5 Edgware Road (n) | 1080 | 988 | -92 | 2.85 | Pass | Pass | Pass | 939 | -141 | 4.44 | Pass | Pass |
| 90309 | 72149 | 72154 | Colindale Avenue - A5 Edgware Road (s) | 423 | 401 | -22 | 1.09 | Pass | Pass | Pass | 355 | -68 | 3.45 | Pass | Pass |
| 95063 | 72149 | 72154 | A5 Edgware Road (n) - A5 Edgware Road (s) | 795 | 726 | -69 | 2.49 | Pass | Pass | Pass | 759 | -36 | 1.29 | Pass | Pass |
| 95063 | 72149 | 90309 | A5 Edgware Road (n) - A5 Edgware Road (n) | 132 | 128 | -4 | 0.35 | Pass | Pass | Pass | 261 | 129 | 9.20 | Pass | Pass |
| 90024 | 72141 | 90033 | Colindale Avenue - Grahame Park Way | 406 | 398 | -8 | 0.40 | Pass | Pass | Pass | 392 | -14 | 0.70 | Pass | Pass |
| 90024 | 72141 | 90049 | Colindale Avenue - Eagle Drive | 19 | 19 | 0 | 0.04 | Pass | Pass | Pass | 19 | 0 | 0.00 | Pass | Pass |
| 90024 | 72141 | 90320 | Colindale Avenue - Aerodrome Road | 172 | 188 | 16 | 1.16 | Pass | Pass | Pass | 188 | 16 | 1.19 | Pass | Pass |
| 90033 | 72141 | 90024 | Grahame Park Way - Colindale Avenue | 306 | 331 | 25 | 1.39 | Pass | Pass | Pass | 408 | 102 | 5.40 | Pass | Pass |
| 90033 | 72141 | 90049 | Grahame Park Way - Eagle Drive | 29 | 29 | 0 | 0.01 | Pass | Pass | Pass | 29 | 0 | 0.00 | Pass | Pass |
| 90033 | 72141 | 90320 | Grahame Park Way - Aerodrome Road | 196 | 193 | -3 | 0.22 | Pass | Pass | Pass | 192 | -4 | 0.29 | Pass | Pass |
| 90049 | 72141 | 90024 | Eagle Drive - Colindale Avenue | 22 | 22 | 0 | 0.05 | Pass | Pass | Pass | 22 | 0 | 0.00 | Pass | Pass |
| 90049 | 72141 | 90033 | Eagle Drive - Grahame Park Way | 22 | 23 | 1 | 0.19 | Pass | Pass | Pass | 23 | 1 | 0.21 | Pass | Pass |
| 90049 | 72141 | 90320 | Eagle Drive - Aerodrome Road | 16 | 16 | 0 | 0.11 | Pass | Pass | Pass | 16 | 0 | 0.00 | Pass | Pass |
| 90320 | 72141 | 90024 | Aerodrome Road - Colindale Avenue | 364 | 440 | 76 | 3.81 | Pass | Pass | Pass | 444 | 80 | 3.98 | Pass | Pass |
| 90320 | 72141 | 90033 | Aerodrome Road - Grahame Park Way | 338 | 341 | 3 | 0.15 | Pass | Pass | Pass | 346 | 8 | 0.43 | Pass | Pass |
| 90320 | 72141 | 90049 | Aerodrome Road - Eagle Drive | 18 | 17 | -1 | 0.23 | Pass | Pass | Pass | 17 | -1 | 0.24 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|---|------|------|------|-------|------|------|------|------|-------|------|------|
| 72102 | 72104 | 72106 | Bunns Lane (n) - Bunns Lane (s) | 765 | 796 | 31 | 1.10 | Pass | Pass | 809 | 44 | 1.57 | Pass | Pass |
| 72102 | 72104 | 90018 | Bunns Lane (n) - Woodcroft Avenue | 133 | 50 | -83 | 8.72 | Pass | Pass | 29 | -104 | 11.56 | | |
| 72106 | 72104 | 72102 | Bunns Lane (s) - Bunns Lane (n) | 749 | 640 | -109 | 4.14 | Pass | Pass | 636 | -113 | 4.29 | Pass | Pass |
| 72106 | 72104 | 90018 | Bunns Lane (s) - Woodcroft Avenue | 225 | 365 | 140 | 8.14 | | | 344 | 119 | 7.06 | | |
| 90018 | 72104 | 72102 | Woodcroft Avenue - Bunns Lane (n) | 127 | 112 | -15 | 1.40 | Pass | Pass | 114 | -13 | 1.18 | Pass | Pass |
| 90018 | 72104 | 72106 | Woodcroft Avenue - Bunns Lane (s) | 172 | 191 | 19 | 1.42 | Pass | Pass | 201 | 29 | 2.12 | Pass | Pass |
| 72267 | 72122 | 90011 | Walling Avenue (s) - Cressingham Road | 9 | 191 | 1 | 0.24 | Pass | Pass | 10 | 1 | 0.32 | Pass | Pass |
| 72267 | 72122 | 90085 | Walling Avenue (s) - Walling Avenue (n) | 64 | 0 | -64 | 11.31 | | | 0 | -64 | 11.31 | | |
| 72267 | 72122 | 95403 | Walling Avenue (s) - Montrose Avenue | 133 | 110 | -23 | 2.05 | Pass | Pass | 111 | -22 | 1.99 | Pass | Pass |
| 90011 | 72122 | 72267 | Cressingham Road - Walling Avenue (s) | 7 | 0 | -7 | 0.77 | Pass | Pass | 5 | -2 | 0.82 | Pass | Pass |
| 90011 | 72122 | 90085 | Cressingham Road - Walling Avenue (n) | 45 | 47 | 2 | 0.33 | Pass | Pass | 51 | 6 | 0.87 | Pass | Pass |
| 90011 | 72122 | 95403 | Cressingham Road - Montrose Avenue | 10 | 9 | -1 | 0.36 | Pass | Pass | 9 | -1 | 0.32 | Pass | Pass |
| 90085 | 72122 | 72267 | Walling Avenue (n) - Walling Avenue (s) | 45 | 40 | -5 | 0.81 | Pass | Pass | 29 | -16 | 2.63 | Pass | Pass |
| 90085 | 72122 | 90011 | Walling Avenue (n) - Cressingham Road | 81 | 87 | 6 | 0.67 | Pass | Pass | 85 | 4 | 0.44 | Pass | Pass |
| 90085 | 72122 | 95403 | Walling Avenue (n) - Montrose Avenue | 240 | 234 | -6 | 0.42 | Pass | Pass | 235 | -5 | 0.32 | Pass | Pass |
| 95403 | 72122 | 72267 | Montrose Avenue - Walling Avenue (s) | 160 | 122 | -38 | 3.16 | Pass | Pass | 120 | -40 | 3.38 | Pass | Pass |
| 95403 | 72122 | 90011 | Montrose Avenue - Cressingham Road | 9 | 27 | 18 | 4.27 | Pass | Pass | 29 | 20 | 4.59 | Pass | Pass |
| 95403 | 72122 | 90085 | Montrose Avenue - Walling Avenue (n) | 206 | 201 | -5 | 0.36 | Pass | Pass | 187 | -19 | 1.36 | Pass | Pass |
| 70001 | 72136 | 95232 | Stag Lane - A5 Burnt Oak Broadway (s) | 53 | 65 | 12 | 1.57 | Pass | Pass | 68 | 15 | 1.93 | Pass | Pass |
| 70001 | 72136 | 95728 | Stag Lane - A5 Burnt Oak Broadway (n) | 243 | 206 | -37 | 2.49 | Pass | Pass | 207 | -36 | 2.40 | Pass | Pass |
| 72136 | 95728 | 90055 | A5 Burnt Oak Broadway (s) - Walling Avenue | 217 | 173 | -44 | 3.16 | Pass | Pass | 174 | -43 | 3.08 | Pass | Pass |
| 72136 | 95728 | 95219 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 723 | 673 | -50 | 1.90 | Pass | Pass | 671 | -52 | 1.97 | Pass | Pass |
| 90055 | 95728 | 72136 | Walling Avenue - A5 Burnt Oak Broadway (s) | 238 | 178 | -60 | 4.13 | Pass | Pass | 175 | -63 | 4.38 | Pass | Pass |
| 90055 | 95728 | 95219 | Walling Avenue - A5 Burnt Oak Broadway (n) | 107 | 114 | 7 | 0.69 | Pass | Pass | 114 | 7 | 0.67 | Pass | Pass |
| 95219 | 95728 | 72136 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 315 | 608 | 293 | 13.65 | | | 639 | 324 | 14.83 | | |
| 95219 | 95728 | 90055 | A5 Burnt Oak Broadway (n) - Walling Avenue | 275 | 125 | -150 | 10.60 | | | 107 | -168 | 12.16 | | |
| 95232 | 72136 | 70001 | A5 Burnt Oak Broadway (s) - Stag Lane | 57 | 45 | -12 | 1.68 | Pass | Pass | 44 | -13 | 1.83 | Pass | Pass |
| 95232 | 72136 | 95728 | A5 Burnt Oak Broadway (s) - A5 Burnt Oak Broadway (n) | 696 | 640 | -56 | 2.17 | Pass | Pass | 639 | -57 | 2.21 | Pass | Pass |
| 95728 | 72136 | 70001 | A5 Burnt Oak Broadway (n) - Stag Lane | 246 | 235 | -11 | 0.70 | Pass | Pass | 239 | -7 | 0.45 | Pass | Pass |
| 95728 | 72136 | 95232 | A5 Burnt Oak Broadway (n) - A5 Burnt Oak Broadway (s) | 703 | 551 | -152 | 6.05 | | | 575 | -128 | 5.06 | | |
| 71156 | 72118 | 72128 | Camrose Avenue - A5 Burnt Oak Broadway | 29 | 33 | 4 | 0.65 | Pass | Pass | 29 | 0 | 0.00 | Pass | Pass |
| 71156 | 72118 | 90105 | Camrose Avenue - A5 High Street | 137 | 138 | 1 | 0.06 | Pass | Pass | 140 | 3 | 0.25 | Pass | Pass |
| 71156 | 72118 | 90124 | Camrose Avenue - A5109 Deansbrook Road | 408 | 405 | -3 | 0.14 | Pass | Pass | 403 | -5 | 0.25 | Pass | Pass |
| 72128 | 72118 | 71156 | A5 Burnt Oak Broadway - Camrose Avenue | 38 | 19 | -19 | 3.48 | Pass | Pass | 20 | -18 | 3.34 | Pass | Pass |
| 72128 | 72118 | 90105 | A5 Burnt Oak Broadway - A5 High Street | 687 | 627 | -60 | 2.33 | Pass | Pass | 611 | -76 | 2.98 | Pass | Pass |
| 72128 | 72118 | 90124 | A5 Burnt Oak Broadway - A5109 Deansbrook Road | 145 | 92 | -53 | 4.82 | Pass | Pass | 92 | -53 | 4.87 | Pass | Pass |
| 90105 | 72118 | 71156 | A5 High Street - Camrose Avenue | 146 | 99 | -47 | 4.27 | Pass | Pass | 92 | -54 | 4.95 | Pass | Pass |
| 90105 | 72118 | 72128 | A5 High Street - A5 Burnt Oak Broadway | 590 | 500 | -90 | 3.86 | Pass | Pass | 488 | -102 | 4.39 | Pass | Pass |
| 90105 | 72118 | 90124 | A5 High Street - A5109 Deansbrook Road | 140 | 144 | 4 | 0.34 | Pass | Pass | 124 | -16 | 1.39 | Pass | Pass |
| 90124 | 72118 | 71156 | A5109 Deansbrook Road - Camrose Avenue | 483 | 522 | 39 | 1.76 | Pass | Pass | 527 | 44 | 1.96 | Pass | Pass |
| 90124 | 72118 | 72128 | A5109 Deansbrook Road - A5 Burnt Oak Broadway | 138 | 127 | -11 | 0.95 | Pass | Pass | 129 | -9 | 0.78 | Pass | Pass |
| 90124 | 72118 | 90105 | A5109 Deansbrook Road - A5 High Street | 144 | 167 | 23 | 1.81 | Pass | Pass | 165 | 21 | 1.69 | Pass | Pass |
| 90105 | 72105 | 95282 | A5 High Street (s) - Whitchurch Lane | 361 | 294 | -67 | 3.72 | Pass | Pass | 292 | -69 | 3.82 | Pass | Pass |
| 90105 | 72105 | 95286 | A5 High Street (s) - A5100 Station Road | 215 | 218 | 3 | 0.17 | Pass | Pass | 222 | 7 | 0.47 | Pass | Pass |
| 90105 | 72105 | 95293 | A5 High Street (s) - A5 High Street (n) | 659 | 657 | -2 | 0.09 | Pass | Pass | 655 | -4 | 0.16 | Pass | Pass |
| 95282 | 72105 | 90105 | Whitchurch Lane - A5 High Street (s) | 133 | 94 | -39 | 3.63 | Pass | Pass | 94 | -39 | 3.66 | Pass | Pass |
| 95282 | 72105 | 95286 | Whitchurch Lane - A5100 Station Road | 219 | 236 | 17 | 1.10 | Pass | Pass | 238 | 19 | 1.26 | Pass | Pass |
| 95282 | 72105 | 95293 | Whitchurch Lane - A5 High Street (n) | 159 | 150 | -9 | 0.74 | Pass | Pass | 149 | -10 | 0.81 | Pass | Pass |
| 95286 | 72105 | 90105 | A5100 Station Road - A5 High Street (s) | 333 | 284 | -49 | 2.79 | Pass | Pass | 285 | -48 | 2.73 | Pass | Pass |
| 95286 | 72105 | 95282 | A5100 Station Road - Whitchurch Lane | 381 | 386 | 5 | 0.25 | Pass | Pass | 384 | 3 | 0.15 | Pass | Pass |
| 95293 | 72105 | 90105 | A5 High Street (n) - A5 High Street (s) | 602 | 560 | -42 | 1.74 | Pass | Pass | 559 | -43 | 1.78 | Pass | Pass |
| 95293 | 72105 | 95286 | A5 High Street (n) - A5100 Station Road | 72 | 58 | -14 | 1.78 | Pass | Pass | 56 | -16 | 2.00 | Pass | Pass |
| 95308 | 72085 | 95316 | A5100 Hale Lane (w) - A5109 Selvage Lane | 52 | 48 | -4 | 0.50 | Pass | Pass | 48 | -4 | 0.57 | Pass | Pass |
| 95308 | 72085 | 99972 | A5100 Hale Lane (w) - A5100 Hale Lane (e) | 319 | 272 | -47 | 2.75 | Pass | Pass | 270 | -49 | 2.86 | Pass | Pass |
| 95308 | 72085 | 99973 | A5100 Hale Lane (w) - A5109 Deans Lane | 194 | 216 | 22 | 1.52 | Pass | Pass | 219 | 25 | 1.74 | Pass | Pass |
| 95316 | 72085 | 95308 | A5109 Selvage Lane - A5100 Hale Lane (w) | 65 | 54 | -11 | 1.45 | Pass | Pass | 54 | -11 | 1.43 | Pass | Pass |
| 95316 | 72085 | 99972 | A5109 Selvage Lane - A5100 Hale Lane (e) | 143 | 166 | 23 | 1.86 | Pass | Pass | 166 | 23 | 1.85 | Pass | Pass |
| 95316 | 72085 | 99973 | A5109 Selvage Lane - A5109 Deans Lane | 477 | 483 | 6 | 0.27 | Pass | Pass | 485 | 8 | 0.36 | Pass | Pass |
| 99972 | 72085 | 95308 | A5100 Hale Lane (e) - A5100 Hale Lane (w) | 455 | 509 | 54 | 2.46 | Pass | Pass | 513 | 58 | 2.64 | Pass | Pass |
| 99972 | 72085 | 95316 | A5100 Hale Lane (e) - A5109 Selvage Lane | 75 | 0 | -75 | 12.22 | | | 0 | -75 | 12.25 | | |
| 99972 | 72085 | 99973 | A5100 Hale Lane (e) - A5109 Deans Lane | 92 | 15 | -77 | 10.54 | | | 15 | -77 | 10.53 | | |
| 99973 | 72085 | 95308 | A5109 Deans Lane - A5100 Hale Lane (w) | 243 | 215 | -28 | 1.85 | Pass | Pass | 213 | -30 | 1.99 | Pass | Pass |
| 99973 | 72085 | 95316 | A5109 Deans Lane - A5109 Selvage Lane | 267 | 339 | 72 | 4.12 | Pass | Pass | 340 | 73 | 4.19 | Pass | Pass |
| 99973 | 72085 | 99972 | A5109 Deans Lane - A5100 Hale Lane (e) | 77 | 11 | -66 | 9.86 | | | 11 | -66 | 9.95 | | |
| 72073 | 95754 | 95755 | Apex Corner Roundabout turning into A41 Edgware Way | 1610 | 1450 | -160 | 4.09 | Pass | Pass | 1450 | -160 | 4.09 | Pass | Pass |
| 72073 | 95754 | 95756 | Apex Corner Roundabout not turning into A41 Edgware Way | 2813 | 2723 | -90 | 1.71 | Pass | Pass | 2723 | -90 | 1.71 | Pass | Pass |
| 95756 | 95757 | 95758 | Apex Corner Roundabout turning into A1 Barnet Way | 3648 | 3605 | -43 | 0.72 | Pass | Pass | 3600 | -48 | 0.80 | Pass | Pass |
| 95756 | 95757 | 95759 | Apex Corner Roundabout not turning into A1 Barnet Way | 650 | 603 | -47 | 1.90 | Pass | Pass | 602 | -48 | 1.92 | Pass | Pass |

Table D.2 Overall Area Comparison of Observed Flows, Modelled Flows and Modified Model Flows (with network changes) for Evening Peak Hour

| | | | | | | | | | | | | | | |
|-------|-------|-------|--|------|------|------|------|------|------|------|------|------|------|------|
| 72070 | 72280 | 95763 | Apex Corner Roundabout turning into A1 Barnet Bypass | 1126 | 1168 | 42 | 1.24 | Pass | Pass | 1169 | 43 | 1.27 | Pass | Pass |
| 95759 | 95760 | 95762 | Apex Corner Roundabout not turning into A1 Barnet Bypass | 1960 | 1934 | -26 | 0.59 | Pass | Pass | 1936 | -24 | 0.54 | Pass | Pass |
| 95762 | 72073 | 72239 | Apex Corner Roundabout turning into A5019 Selvage Lane | 883 | 817 | -66 | 2.27 | Pass | Pass | 819 | -64 | 2.19 | Pass | Pass |
| 95762 | 72073 | 95754 | Apex Corner Roundabout not turning into A5019 Selvage Lane | 3891 | 3716 | -175 | 2.84 | Pass | Pass | 3716 | -175 | 2.84 | Pass | Pass |
| 72037 | 95747 | 72010 | Stirling Corner Roundabout turning into A1 Barnet Bypass | 2671 | 2656 | -15 | 0.29 | Pass | Pass | 2655 | -16 | 0.31 | Pass | Pass |
| 72037 | 95747 | 95750 | Stirling Corner Roundabout not turning into A1 Barnet Bypass | 1093 | 1061 | -32 | 0.99 | Pass | Pass | 1063 | -30 | 0.91 | Pass | Pass |
| 75067 | 72037 | 95740 | Stirling Corner Roundabout turning into Stirling Way | 69 | 74 | 5 | 0.59 | Pass | Pass | 75 | 6 | 0.71 | Pass | Pass |
| 75067 | 72037 | 95747 | Stirling Corner Roundabout not turning into Stirling Way | 3622 | 3575 | -47 | 0.78 | Pass | Pass | 3577 | -45 | 0.75 | Pass | Pass |
| 95747 | 95750 | 95748 | Stirling Corner Roundabout not turning into A411 Barnet Road | 2643 | 2607 | -36 | 0.70 | Pass | Pass | 2612 | -31 | 0.60 | Pass | Pass |
| 95747 | 95750 | 95751 | Stirling Corner Roundabout turning into A411 Barnet Road | 676 | 621 | -55 | 2.15 | Pass | Pass | 618 | -58 | 2.28 | Pass | Pass |
| 95748 | 95752 | 95749 | Stirling Corner Roundabout not turning into A1 Barnet Way | 877 | 873 | -4 | 0.13 | Pass | Pass | 873 | -4 | 0.14 | Pass | Pass |
| 95748 | 95752 | 95753 | Stirling Corner Roundabout turning into A1 Barnet Way | 2553 | 2529 | -24 | 0.48 | Pass | Pass | 2531 | -22 | 0.44 | Pass | Pass |
| 95749 | 75067 | 72037 | Stirling Corner Roundabout not turning into A411 Barnet Lane | 2675 | 2655 | -20 | 0.39 | Pass | Pass | 2657 | -18 | 0.35 | Pass | Pass |
| 95749 | 75067 | 75065 | Stirling Corner Roundabout turning into A411 Barnet Lane | 1108 | 1092 | -16 | 0.47 | Pass | Pass | 1092 | -16 | 0.48 | Pass | Pass |
| 70002 | 90023 | 90065 | A5 Edgware Road - Montrose Avenue | 327 | 310 | -17 | 0.95 | Pass | Pass | 333 | 6 | 0.33 | Pass | Pass |
| 70002 | 90023 | 95232 | A5 Edgware Road - A5 Burnt Oak Broadway | 715 | 643 | -72 | 2.77 | Pass | Pass | 640 | -75 | 2.88 | Pass | Pass |
| 90065 | 90023 | 70002 | Montrose Avenue - A5 Edgware Road | 407 | 427 | 20 | 0.97 | Pass | Pass | 439 | 32 | 1.56 | Pass | Pass |
| 90065 | 90023 | 95232 | Montrose Avenue - A5 Burnt Oak Broadway | 55 | 79 | 24 | 2.93 | Pass | Pass | 82 | 27 | 3.26 | Pass | Pass |
| 95232 | 90023 | 70002 | A5 Burnt Oak Broadway - A5 Edgware Road | 619 | 546 | -73 | 3.01 | Pass | Pass | 572 | -47 | 1.93 | Pass | Pass |
| 95232 | 90023 | 90065 | A5 Burnt Oak Broadway - Montrose Avenue | 92 | 88 | -4 | 0.40 | Pass | Pass | 86 | -6 | 0.64 | Pass | Pass |

Table E.1:

Junctions
AM_Colindale

| Site | Location | Turning Movement | ANODE | BNODE | C NODE | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|---|--|-------|-------|--------|---------------|--------------|------------|--------------|
| 1 | Colindale Avenue/Edgware Road | Edgware Road N LT Colindale Avenue | 95063 | 72149 | 90309 | 121 | 137 | 16 | 13% |
| | | Edgware Road N Straight Edgware Road S | 95063 | 72149 | 72154 | 836 | 843 | 7 | 1% |
| | | Colindale Avenue LT Edgware Road S | 90309 | 72149 | 72154 | 440 | 428 | -12 | -3% |
| | | Edgware Road S Straight Edgware Road N | 72154 | 72149 | 95063 | 747 | 736 | -11 | -1% |
| | | Edgware Road S RT Colindale Avenue | 72154 | 72149 | 90309 | 390 | 393 | 3 | 1% |
| 2 | Annesley Avenue/Edgware Road | Edgware Road N Straight Edgware Road S | 90290 | 90312 | 95063 | 894 | 916 | 22 | 2% |
| | | Edgware Road N LT Annesley Avenue | 90290 | 90312 | 90313 | 5 | #N/A | #N/A | #N/A |
| | | Annesley Avenue RT Edgware Road N | 90313 | 90312 | 90290 | 11 | 24 | 13 | 118% |
| | | Annesley Avenue LT Edgware Road S | 90313 | 90312 | 95063 | 4 | 37 | 33 | 825% |
| | | Edgware Road S Straight Edgware Road N | 95063 | 90312 | 90290 | 787 | 761 | -26 | -1% |
| | | Edgware Road S RT Annesley Avenue | 95063 | 90312 | 90313 | 5 | #N/A | #N/A | #N/A |
| 3 | Montrose Avenue/Edgware Road | Edgware Road N Straight Edgware Road S | 95232 | 90023 | 70002 | 606 | 601 | -5 | -1% |
| | | Edgware Road N LT Montrose Avenue | 95232 | 90023 | 90065 | 114 | 120 | 6 | 5% |
| | | Montrose Avenue LT Edgware Road S | 90065 | 90023 | 70002 | 392 | 380 | -12 | -1% |
| | | Montrose Avenue RT Edgware Road N | 90065 | 90023 | 95232 | 22 | 22 | 0 | 0% |
| | | Edgware Road S Straight Edgware Road N | 70002 | 90023 | 95232 | 514 | 509 | -5 | -1% |
| 4 | Booth Avenue/Montrose Avenue | Edgware Road S RT Montrose Avenue | 70002 | 90023 | 90065 | 201 | 203 | 2 | 1% |
| | | Booth Road N Straight Booth Road S | 90072 | 90022 | 90024 | 115 | 79 | -36 | -31% |
| | | Booth Road N LT Montrose Avenue E | 90072 | 90022 | 90070 | 2 | 2 | 0 | 0% |
| | | Booth Road N RT Montrose Avenue W | 90072 | 90022 | 90227 | 45 | 87 | 42 | 93% |
| | | Montrose Avenue E RT Booth Road N | 90070 | 90022 | 90072 | 10 | 28 | 18 | 180% |
| 5 | Montrose Avenue/Lanacre Avenue | Montrose Avenue E Straight Montrose Avenue W | 90070 | 90022 | 90227 | 270 | 237 | -33 | -12% |
| | | Booth Road S RT Montrose Avenue E | 90024 | 90022 | 90070 | 97 | 86 | -11 | -11% |
| | | Booth Road S Straight Booth Road N | 90024 | 90022 | 90072 | 277 | 271 | -6 | -2% |
| | | Booth Road S LT Montrose Avenue W | 90024 | 90022 | 90227 | 65 | 55 | -10 | -15% |
| | | Montrose Avenue W LT Booth Road N | 90227 | 90022 | 90072 | 29 | 31 | 2 | 7% |
| | | Montrose Avenue W Straight Montrose Avenue E | 90227 | 90022 | 90070 | 194 | 197 | 3 | 2% |
| | | Montrose Avenue W RT Booth Road S | 90227 | 90022 | 90024 | 56 | 53 | -3 | -5% |
| | | Montrose Avenue W Straight Montrose Avenue E | 90070 | 90037 | 90021 | 243 | 233 | -10 | -4% |
| | | Montrose Avenue W RT Lanacre Avenue | 90070 | 90037 | 90046 | 44 | 44 | 0 | 0% |
| | | Montrose Avenue E Straight Montrose Avenue W | 90021 | 90037 | 90070 | 168 | 148 | -20 | -12% |
| 6 | Bunns Lane/Woodcroft Avenue | Montrose Avenue E LT Lanacre Avenue | 90021 | 90037 | 90046 | 12 | 12 | 0 | 0% |
| | | Lanacre Avenue LT Montrose Avenue W | 90046 | 90037 | 90070 | 156 | 149 | -7 | -4% |
| | | Lanacre Avenue RT Montrose Avenue E | 90046 | 90037 | 90021 | 71 | 57 | -14 | -20% |
| | | Woodcroft Avenue LT Bunns Lane N | 90018 | 72104 | 72102 | 149 | 135 | -14 | -9% |
| | | Woodcroft Avenue RT Bunns Lane S | 90018 | 72104 | 72106 | 150 | 160 | 10 | 7% |
| 7 | Bunns Lane/Graham Park Way | Bunns Lane N Straight Bunns Lane S | 72102 | 72104 | 72106 | 793 | 797 | 4 | 1% |
| | | Bunns Lane N RT Woodcroft Avenue | 72102 | 72104 | 90018 | 64 | 63 | -1 | -2% |
| | | Bunns Lane S Straight Bunns Lane N | 72106 | 72104 | 72102 | 425 | 420 | -5 | -1% |
| | | Bunns Lane S LT Woodcroft Avenue | 72106 | 72104 | 90018 | 253 | 234 | -19 | -8% |
| | | Bunns Lane N Straight Graham Park Way | 72104 | 72106 | 90038 | 159 | 162 | 3 | 2% |
| 8 | Watford Way/Aerodrome Road/Greyhound Hill | Bunns Lane S LT Graham Park Way | 95329 | 72106 | 90038 | 93 | 112 | 19 | 20% |
| | | Bunns Lane S RT Bunns Lane N | 95329 | 72106 | 72104 | 520 | 512 | -8 | -2% |
| | | Graham Park Way Straight Bunns Lane N | 90038 | 72106 | 72104 | 158 | 158 | 0 | 0% |
| | | Graham Park Way RT Bunns Lane S | 90038 | 72106 | 95329 | 185 | 182 | -3 | -2% |
| | | Aerodrome Road LT Watford Way N | 90333 | 72146 | 95734 | 28 | 24 | -4 | -14% |
| | | Aerodrome Road Straight Greyhound Hill | 90333 | 72146 | 90364 | 312 | 316 | 4 | 1% |
| | | Aerodrome Road RT Watford Way S | 90333 | 72146 | 95720 | 100 | 96 | -4 | -4% |
| | | Watford Way RT Aerodrome Road | 95351 | 72146 | 90333 | 14 | 16 | 2 | 14% |
| | | Watford Way N Straight Watford Way S | 95351 | 72146 | 95720 | 1600 | 1602 | 2 | 0% |
| | | Watford Way N LT Greyhound Hill | 95351 | 72146 | 90364 | 292 | 290 | -2 | -1% |
| 9 | Colindeep Lane/The Hyde | Greyhound Hill RT Watford Way N | 90364 | 72146 | 95734 | 83 | 85 | 2 | 2% |
| | | Greyhound Hill Straight Aerodrome Road | 90364 | 72146 | 90333 | 273 | 267 | -6 | -2% |
| | | Greyhound Hill LT Watford Way S | 90364 | 72146 | 95720 | 0 | 0 | 0 | #DIV/0! |
| | | Watford Way S LT Aerodrome Road | 95725 | 72146 | 90333 | 341 | 334 | -7 | -2% |
| | | Watford Way S Straight Watford Way N | 95725 | 72146 | 95734 | 1322 | 1345 | 23 | 2% |
| | | Watford Way S RT Greyhound Hill | 95725 | 72146 | 90364 | 2 | 2 | 0 | 0% |
| | | The Hyde N LT Colindeep Lane E | 72149 | 72154 | 90337 | 447 | 443 | -4 | -1% |
| | | The Hyde N RT Colindeep Lane W | 72149 | 72154 | 95739 | 32 | 0 | -32 | -100% |
| | | Colindeep Lane E RT The Hyde N | 90337 | 72154 | 72149 | 388 | 383 | -5 | -1% |
| | | Colindeep Lane E Straight Colindeep Lane W | 90337 | 72154 | 95739 | 26 | 24 | -2 | -8% |
| 10 | Lanacre Avenue/Graham Park Way | Colindeep Lane E LT The Hyde S | 90337 | 72154 | 72162 | 128 | 126 | -2 | -2% |
| | | The Hyde S RT Colindeep Lane E | 72162 | 72154 | 90337 | 178 | 182 | 4 | 2% |
| | | The Hyde S Straight The Hyde N | 72162 | 72154 | 72149 | 749 | 746 | -3 | 0% |
| | | The Hyde S LT Colindeep Lane W | 72162 | 72154 | 95739 | 56 | 56 | 0 | 0% |
| | | Colindeep Lane W LT The Hyde N | 95739 | 72154 | 72149 | 0 | 0 | 0 | #DIV/0! |
| | | Colindeep Lane W Straight Colindeep Lane N | 95739 | 72154 | 90337 | 6 | 6 | 0 | 0% |
| | | Colindeep Lane W RT The Hyde S | 95739 | 72154 | 72162 | 7 | 7 | 0 | 0% |
| | | Lanacre Avenue LT Graham Park Way E | 90034 | 90033 | 90027 | 1 | 1 | 0 | 0% |
| | | Lanacre Avenue RT Graham Park Way W | 90034 | 90033 | 72141 | 133 | 156 | 23 | 17% |
| | | Graham Park Way E RT Lanacre Avenue | 90027 | 90033 | 90034 | 1 | 1 | 0 | 0% |
| 11 | Aerodrome Road/Graham Park Way/Colindale Avenue | Graham Park Way E Straight Graham Park Way W | 90027 | 90033 | 72141 | 597 | 620 | 23 | 4% |
| | | Graham Park Way W LT Lanacre Avenue | 72141 | 90033 | 90034 | 29 | 29 | 0 | 0% |
| | | Graham Park Way W Straight Graham Park Way E | 72141 | 90033 | 90027 | 576 | 569 | -7 | -1% |
| | | Colindale Avenue LT Raven Close | 90024 | 72141 | 90049 | 45 | 46 | 1 | 2% |
| | | Colindale Avenue Straight Graham Park Way | 90024 | 72141 | 90033 | 315 | 314 | -1 | 0% |
| | | Colindale Avenue RT Aerodrome Road | 90024 | 72141 | 90320 | 254 | 293 | 39 | 15% |
| | | Raven Close LT Graham Park Way | 90049 | 72141 | 90033 | 28 | 28 | 0 | 0% |
| | | Raven Close Straight Aerodrome Road | 90049 | 72141 | 90320 | 41 | 41 | 0 | 0% |
| | | Raven Close RT Colindale Avenue | 90049 | 72141 | 90024 | 48 | 48 | 0 | 0% |
| | | Graham Park Way LT Aerodrome Road | 90033 | 72141 | 90320 | 288 | 243 | -45 | -16% |
| 12 | Colindale Avenue/Booth Road | Graham Park Way Straight Colindale Avenue | 90033 | 72141 | 90024 | 419 | 510 | 91 | 22% |
| | | Graham Park Way RT Raven Close | 90033 | 72141 | 90049 | 24 | 23 | -1 | -4% |
| | | Aerodrome Road LT Colindale Avenue | 90320 | 72141 | 90024 | 344 | 338 | -6 | -2% |
| | | Aerodrome Road Straight Raven Close | 90320 | 72141 | 90049 | 5 | 5 | 0 | 0% |
| | | Aerodrome Road RT Graham Park Way | 90320 | 72141 | 90033 | 262 | 256 | -6 | -2% |
| | | Colindale Avenue W LT Booth Road | 90299 | 90024 | 90022 | 4 | 3 | -1 | -25% |
| 13 | Colindale Avenue/Booth Road | Colindale Avenue W Straight Colindale Avenue E | 90299 | 90024 | 72141 | 459 | 456 | -3 | -1% |
| | | Booth Road LT Colindale Avenue E | 90022 | 90024 | 72141 | 155 | 197 | 42 | 27% |
| | | Booth Road RT Colindale Avenue W | 90022 | 90024 | 90299 | 95 | #N/A | #N/A | #N/A |
| | | Colindale Avenue E RT Booth Road | 72141 | 90024 | 90022 | 435 | 408 | -27 | -6% |
| | | Colindale Avenue E Straight Colindale Avenue W | 72141 | 90024 | 90299 | 375 | 487 | 112 | 30% |

Table E.2:

Junctions
PM_Colindale

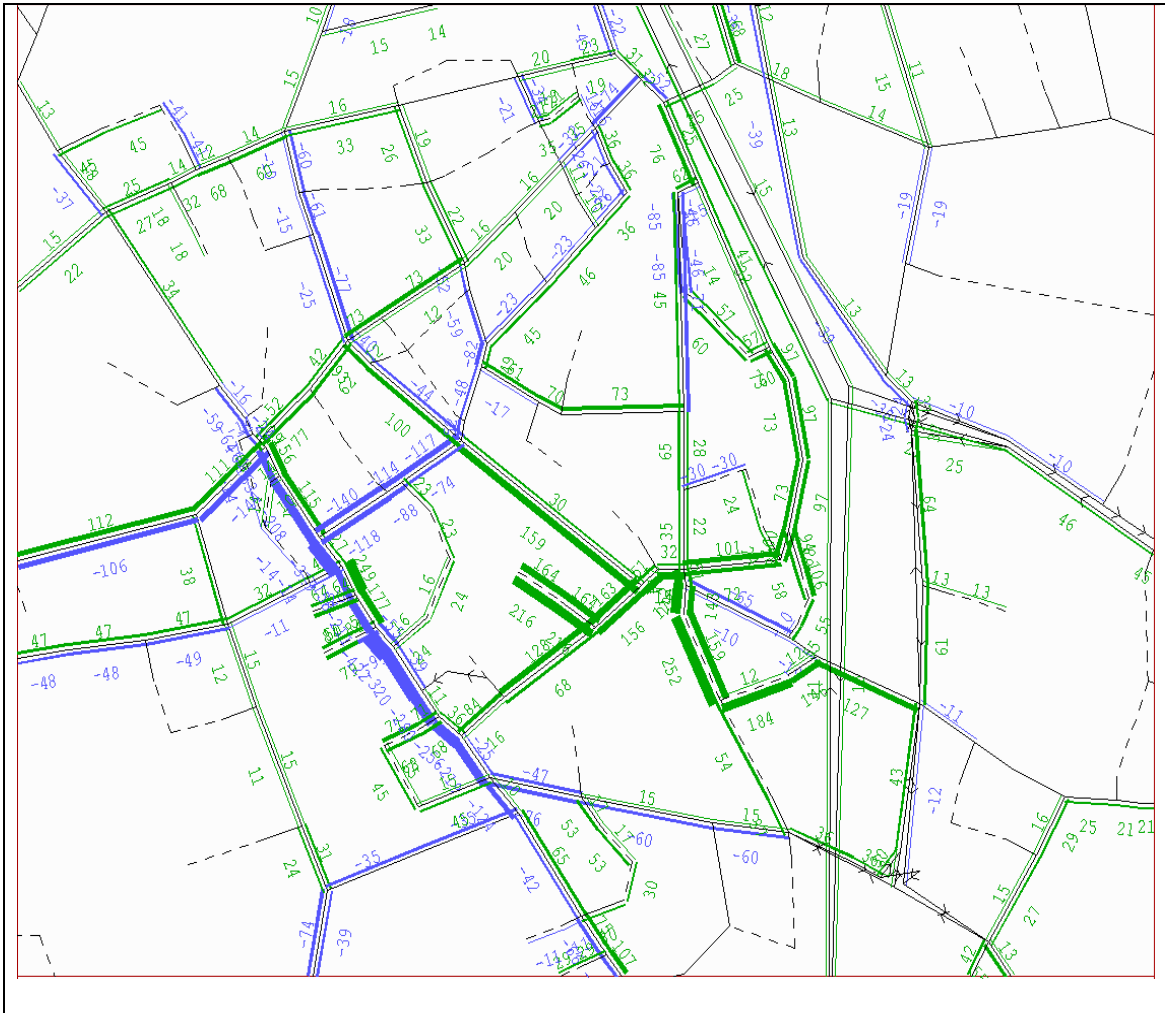
| Site | Location | Turning Movement | Junctions | | | | ORIGINAL BASE | WITH CHANGES | Difference | % Difference |
|------|---|--|-----------|-------|--------|--------------|---------------|--------------|------------|--------------|
| | | | ANODE | BNODE | C NODE | PM_Colindale | | | | |
| 1 | Colindale Avenue/Edgware Road | Edgware Road N LT Colindale Avenue | 95063 | 72149 | 90309 | 128 | 261 | 133 | 104% | |
| | | Edgware Road N Straight Edgware Road S | 95063 | 72149 | 72154 | 726 | 759 | 33 | 5% | |
| | | Colindale Avenue LT Edgware Road S | 90309 | 72149 | 72154 | 401 | 355 | -46 | -11% | |
| | | Edgware Road S Straight Edgware Road N | 72154 | 72149 | 95063 | 988 | 939 | -49 | -5% | |
| 2 | Annesley Avenue/Edgware Road | Edgware Road S RT Colindale Avenue | 72154 | 72149 | 90309 | 271 | 317 | 46 | 17% | |
| | | Edgware Road N Straight Edgware Road S | 90290 | 90312 | 95063 | 773 | 865 | 92 | 12% | |
| | | Edgware Road N LT Annesley Avenue | 90290 | 90312 | 90313 | 38 | #N/A | #N/A | #N/A | |
| | | Annesley Avenue RT Edgware Road N | 90313 | 90312 | 90290 | 50 | 83 | 33 | 66% | |
| 3 | Montrose Avenue/Edgware Road | Annesley Avenue LT Edgware Road S | 90313 | 90312 | 95063 | 84 | 179 | 95 | 113% | |
| | | Edgware Road S Straight Edgware Road N | 95063 | 90312 | 90290 | 1080 | 1076 | -4 | 0% | |
| | | Edgware Road S RT Annesley Avenue | 95063 | 90312 | 90313 | 47 | #N/A | #N/A | #N/A | |
| | | Edgware Road N LT Montrose Avenue | 95232 | 90023 | 70002 | 546 | 572 | 26 | 5% | |
| 4 | Booth Avenue/Montrose Avenue | Edgware Road N LT Montrose Avenue | 95232 | 90023 | 90065 | 88 | 86 | -2 | -2% | |
| | | Montrose Avenue LT Edgware Road S | 90065 | 90023 | 70002 | 427 | 439 | 12 | 3% | |
| | | Montrose Avenue RT Edgware Road N | 90065 | 90023 | 95232 | 79 | 82 | 3 | 4% | |
| | | Edgware Road S Straight Edgware Road N | 70002 | 90023 | 95232 | 643 | 640 | -3 | 0% | |
| 5 | Montrose Avenue/Lanacre Avenue | Edgware Road S RT Montrose Avenue | 70002 | 90023 | 90065 | 310 | 333 | 23 | 7% | |
| | | Booth Road N Straight Booth Road S | 90072 | 90022 | 90024 | 168 | 80 | -88 | -52% | |
| | | Booth Road N RT Montrose Avenue W | 90072 | 90022 | 90070 | 0 | 0 | 0 | #DIV/0! | |
| | | Booth Road N RT Montrose Avenue W | 90070 | 90022 | 90027 | 59 | 112 | 53 | 90% | |
| 6 | Bunns Lane/Woodcroft Avenue | Montrose Avenue E RT Booth Road N | 90070 | 90022 | 90072 | 0 | 11 | 11 | #DIV/0! | |
| | | Montrose Avenue E Straight Montrose Avenue W | 90070 | 90022 | 90227 | 294 | 270 | -24 | -8% | |
| | | Montrose Avenue E LT Booth Road S | 90070 | 90022 | 90024 | 69 | 28 | -41 | -59% | |
| | | Booth Road S RT Montrose Avenue E | 90024 | 90022 | 90070 | 203 | 195 | -8 | -4% | |
| 7 | Bunns Lane/Graham Park Way | Booth Road S Straight Booth Road N | 90024 | 90022 | 90072 | 276 | 262 | -14 | -5% | |
| | | Booth Road S LT Montrose Avenue W | 90024 | 90022 | 90227 | 156 | 144 | -12 | -8% | |
| | | Montrose Avenue W LT Booth Road N | 90227 | 90022 | 90072 | 27 | 31 | 4 | 15% | |
| | | Montrose Avenue W RT Booth Road S | 90227 | 90022 | 90070 | 214 | 231 | 17 | 8% | |
| 8 | Watford Way/Aerodrome Road/Greyhound Hill | Montrose Avenue W RT Booth Road S | 90227 | 90022 | 90024 | 112 | 116 | 4 | 4% | |
| | | Montrose Avenue W Straight Montrose Avenue E | 90070 | 90037 | 90021 | 390 | 398 | 8 | 2% | |
| | | Montrose Avenue W RT Lanacre Avenue | 90070 | 90037 | 90046 | 13 | 13 | 0 | 0% | |
| | | Montrose Avenue E Straight Montrose Avenue W | 90021 | 90037 | 90070 | 333 | 275 | -58 | -17% | |
| 9 | Colindeep Lane/The Hyde | Montrose Avenue E LT Lanacre Avenue | 90021 | 90037 | 90046 | 2 | 17 | 15 | 750% | |
| | | Lanacre Avenue LT Montrose Avenue W | 90046 | 90037 | 90070 | 14 | 19 | 5 | 36% | |
| | | Lanacre Avenue RT Montrose Avenue E | 90046 | 90037 | 90021 | 52 | 41 | -11 | -21% | |
| | | Woodcroft Avenue LT Bunns Lane N | 90018 | 72104 | 72102 | 112 | 114 | 2 | 2% | |
| 10 | Aerodrome Road/Graham Park Way/Colindale Avenue | Woodcroft Avenue RT Bunns Lane S | 90018 | 72104 | 72106 | 191 | 201 | 10 | 5% | |
| | | Bunns Lane N Straight Bunns Lane S | 72102 | 72104 | 72106 | 796 | 809 | 13 | 2% | |
| | | Bunns Lane N RT Woodcroft Avenue | 72102 | 72104 | 90018 | 50 | 29 | -21 | -42% | |
| | | Bunns Lane S Straight Bunns Lane N | 72106 | 72104 | 72102 | 640 | 636 | -4 | -1% | |
| 11 | Lanacre Avenue/Graham Park Way | Bunns Lane S LT Woodcroft Avenue | 72106 | 72104 | 90018 | 365 | 344 | -21 | -6% | |
| | | Bunns Lane N Straight Graham Park Way | 72104 | 72106 | 90038 | 179 | 206 | 27 | 15% | |
| | | Bunns Lane N LT Bunns Lane S | 72104 | 72106 | 95329 | 808 | 804 | -4 | 0% | |
| | | Bunns Lane S LT Graham Park Way | 95329 | 72106 | 90038 | 107 | 138 | 31 | 29% | |
| 12 | Colindale Avenue/Booth Road | Bunns Lane S RT Bunns Lane N | 95329 | 72106 | 72104 | 732 | 707 | -25 | -3% | |
| | | Graham Park Way Straight Bunns Lane N | 90038 | 72106 | 72104 | 272 | 272 | 0 | 0% | |
| | | Graham Park Way RT Bunns Lane S | 90038 | 72106 | 95329 | 214 | 217 | 3 | 1% | |
| | | Aerodrome Road LT Watford Way N | 90333 | 72146 | 95734 | 0 | 0 | 0 | #DIV/0! | |
| 13 | Aerodrome Road/Graham Park Way/Colindale Avenue | Aerodrome Road Straight Greyhound Hill | 90333 | 72146 | 90364 | 275 | 275 | 0 | 0% | |
| | | Aerodrome Road RT Watford Way S | 90333 | 72146 | 95720 | 80 | 78 | -2 | -3% | |
| | | Watford Way N RT Aerodrome Road | 95351 | 72146 | 90333 | 77 | 82 | 5 | 6% | |
| | | Watford Way N Straight Watford Way S | 95351 | 72146 | 95720 | 1478 | 1477 | -1 | 0% | |
| 14 | Colindale Avenue/Booth Road | Watford Way N LT Greyhound Hill | 95351 | 72146 | 90364 | 96 | 93 | -3 | -3% | |
| | | Greyhound Hill RT Watford Way N | 90364 | 72146 | 95734 | 86 | 86 | 0 | 0% | |
| | | Greyhound Hill Straight Aerodrome Road | 90364 | 72146 | 90333 | 243 | 243 | 0 | 0% | |
| | | Greyhound Hill LT Watford Way S | 90364 | 72146 | 95720 | 0 | 0 | 0 | #DIV/0! | |
| 15 | Colindale Avenue/Booth Road | Watford Way S LT Aerodrome Road | 95725 | 72146 | 90333 | 347 | 346 | -1 | 0% | |
| | | Watford Way S Straight Watford Way N | 95725 | 72146 | 95734 | 2020 | 2023 | 3 | 0% | |
| | | Watford Way S RT Greyhound Hill | 95725 | 72146 | 90364 | 2 | 2 | 0 | 0% | |
| | | The Hyde N LT Colindeep Lane E | 72149 | 72154 | 90337 | 344 | 352 | 8 | 2% | |
| 16 | Colindale Avenue/Booth Road | The Hyde N Straight The Hyde S | 72149 | 72154 | 72162 | 762 | 762 | 0 | 0% | |
| | | The Hyde N RT Colindeep Lane W | 72149 | 72154 | 95739 | 22 | 0 | -22 | -100% | |
| | | Colindeep Lane E RT The Hyde N | 90337 | 72154 | 72149 | 417 | 413 | -4 | -1% | |
| | | Colindeep Lane E Straight Colindeep Lane W | 90337 | 72154 | 95739 | 11 | 10 | -1 | -9% | |
| 17 | Colindale Avenue/Booth Road | Colindeep Lane E LT The Hyde S | 90337 | 72154 | 72162 | 177 | 180 | 3 | 2% | |
| | | The Hyde S RT Colindeep Lane E | 72162 | 72154 | 90337 | 135 | 142 | 7 | 5% | |
| | | The Hyde S Straight The Hyde N | 72162 | 72154 | 72149 | 842 | 843 | 1 | 0% | |
| | | The Hyde S LT Colindeep Lane W | 72162 | 72154 | 95739 | 25 | 25 | 0 | 0% | |
| 18 | Colindale Avenue/Booth Road | Colindeep Lane W LT The Hyde N | 95739 | 72154 | 72149 | 0 | 0 | 0 | #DIV/0! | |
| | | Colindeep Lane W Straight Colindeep Lane W | 95739 | 72154 | 90337 | 39 | 39 | 0 | 0% | |
| | | Colindeep Lane W RT The Hyde S | 95739 | 72154 | 72162 | 41 | 41 | 0 | 0% | |
| | | Lanacre Avenue LT Graham Park Way E | 90034 | 90033 | 90027 | 0 | 0 | 0 | #DIV/0! | |
| 19 | Aerodrome Road/Graham Park Way/Colindale Avenue | Lanacre Avenue RT Graham Park Way W | 90034 | 90033 | 72141 | 25 | 46 | 21 | 84% | |
| | | Graham Park Way E RT Lanacre Avenue | 90027 | 90033 | 90034 | 0 | 0 | 0 | #DIV/0! | |
| | | Graham Park Way E Straight Graham Park Way W | 90027 | 90033 | 72141 | 527 | 582 | 55 | 10% | |
| | | Graham Park Way W LT Lanacre Avenue | 72141 | 90033 | 90034 | 47 | 47 | 0 | 0% | |
| 20 | Aerodrome Road/Graham Park Way/Colindale Avenue | Graham Park Way W Straight Graham Park Way E | 72141 | 90033 | 90027 | 715 | 715 | 0 | 0% | |
| | | Colindale Avenue LT Raven Close | 90024 | 72141 | 90049 | 19 | 19 | 0 | 0% | |
| | | Colindale Avenue Straight Graham Park Way | 90024 | 72141 | 90033 | 398 | 392 | -6 | -2% | |
| | | Colindale Avenue RT Aerodrome Road | 90024 | 72141 | 90320 | 188 | 188 | 0 | 0% | |
| 21 | Aerodrome Road/Graham Park Way/Colindale Avenue | Raven Close LT Graham Park Way | 90049 | 72141 | 90033 | 23 | 23 | 0 | 0% | |
| | | Raven Close Straight Aerodrome Road | 90049 | 72141 | 90320 | 16 | 16 | 0 | 0% | |
| | | Raven Close RT Colindale Avenue | 90049 | 72141 | 90024 | 22 | 22 | 0 | 0% | |
| | | Graham Park Way LT Aerodrome Road | 90033 | 72141 | 90320 | 193 | 192 | -1 | -1% | |
| 22 | Colindale Avenue/Booth Road | Graham Park Way Straight Colindale Avenue | 90033 | 72141 | 90024 | 331 | 408 | 77 | 23% | |
| | | Graham Park Way RT Raven Close | 90033 | 72141 | 90049 | 29 | 29 | 0 | 0% | |
| | | Aerodrome Road LT Colindale Avenue | 90320 | 72141 | 90024 | 440 | 444 | 4 | 1% | |
| | | Aerodrome Road Straight Raven Close | 90320 | 72141 | 90049 | 17 | 17 | 0 | 0% | |
| 23 | Colindale Avenue/Booth Road | Aerodrome Road RT Graham Park Way | 90320 | 72141 | 90033 | 341 | 346 | 5 | 1% | |
| | | Colindale Avenue W LT Booth Road | 90299 | 90024 | 90022 | 198 | 179 | -19 | -10% | |
| | | Colindale Avenue W Straight Colindale Avenue E | 90299 | 90024 | 72141 | 402 | 375 | -27 | -7% | |
| | | Booth Road LT Colindale Avenue E | 90022 | 90024 | 72141 | 202 | 224 | 22 | 11% | |
| 24 | Colindale Avenue/Booth Road | Booth Road RT Colindale Avenue W | 90022 | 90024 | 90299 | 147 | #N/A | #N/A | #N/A | |
| | | Colindale Avenue E RT Booth Road | 72141 | 90024 | 90022 | 437 | 423 | -14 | -3% | |
| | | Colindale Avenue E Straight Colindale Avenue W | 72141 | 90024 | 90299 | 356 | 451 | 95 | 27% | |

Table F.1 AM and PM Journey Times Validation

| AM Peak | Route Journey Time | | | | Mean | | Hyder LPL vs. Orig. Model | | Obs. vs. Orig Model | | | Modified vs.Orig Model | | | |
|----------------------|--------------------|----------------|---------------------------|---------------|----------------------------------|---------------------------------|----------------------------|--------------|---------------------|-------------|----------------------------------|------------------------|----------------------------|-------------|----------------------------------|
| | Observed (Mean) | Modelled | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | Modelled (From Hyder LPL Files) | Original Model | Diff in Secs | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | MODIFIED MODEL | Diff in Secs | % Diff | Within 15% (or 60secs if higher) |
| Route 1 NB AM | 0:14:59 | 0:15:37 | 38 | 4.2% | ✓ | 0:15:37 | 0:15:37 | 0 | 38 | 4% | ✓ | 0:15:35 | 36 | 4% | ✓ |
| Route 1 SB AM | 0:22:27 | 0:24:17 | 110 | 8.2% | ✓ | 0:24:17 | 0:24:17 | 0 | 110 | 8% | ✓ | 0:24:16 | 109 | 8% | ✓ |
| Route 2 NB AM | 0:27:54 | 0:28:25 | 31 | 1.8% | ✓ | 0:28:25 | 0:28:25 | 0 | 31 | 2% | ✓ | 0:28:13 | 19 | 1% | ✓ |
| Route 2 SB AM | 0:32:43 | 0:30:14 | -149 | -7.6% | ✓ | 0:30:10 | 0:30:10 | 0 | -153 | -8% | ✓ | 0:30:17 | -146 | -7% | ✓ |
| Route 3 NB AM | 0:22:20 | 0:19:04 | -196 | -14.6% | ✓ | 0:19:04 | 0:19:04 | 0 | -196 | -15% | ✓ | 0:19:14 | -186 | -14% | ✓ |
| Route 3 SB AM | 0:29:52 | 0:24:20 | -332 | -18.5% | ✗ | 0:24:15 | 0:24:15 | 0 | -337 | -19% | ✗ | 0:24:37 | -315 | -18% | ✗ |
| Route 4 NB AM | 0:23:48 | 0:21:14 | -154 | -10.8% | ✓ | 0:21:14 | 0:21:14 | 0 | -154 | -11% | ✓ | 0:21:16 | -152 | -11% | ✓ |
| Route 4 SB AM | 0:24:27 | 0:23:50 | -37 | -2.5% | ✓ | 0:23:50 | 0:23:50 | 0 | -37 | -3% | ✓ | 0:22:42 | -105 | -7% | ✓ |
| Route 5 NB AM | 0:28:03 | 0:27:00 | -63 | -3.8% | ✓ | 0:27:00 | 0:27:00 | 0 | -63 | -4% | ✓ | 0:26:47 | -76 | -5% | ✓ |
| Route 5 SB AM | 0:30:52 | 0:29:12 | -100 | -5.4% | ✓ | 0:29:12 | 0:29:12 | 0 | -100 | -5% | ✓ | 0:28:33 | -139 | -8% | ✓ |
| Route 6 NB AM | 0:13:27 | 0:14:43 | 76 | 9.4% | ✓ | 0:14:43 | 0:14:43 | 0 | 76 | 9% | ✓ | 0:14:45 | 78 | 10% | ✓ |
| Route 6 SB AM | 0:20:30 | 0:19:21 | -69 | -5.6% | ✓ | 0:19:34 | 0:19:34 | 0 | -56 | -5% | ✓ | 0:19:39 | -51 | -4% | ✓ |
| Total No. of Routes | 12 | | | | 11 | | | | | | 11 | | | | 11 |
| | | | No. of Routes Within 15% | | 92% | | No. of Routes Within 15% | | | | 92% | | No. of Routes Within 15% | | 92% |
| | | | % of All Route Within 15% | | | | % of All Routes Within 15% | | | | | | % of All Routes Within 15% | | |

| PM Peak | Route Journey Time | | | | Mean | | Hyder LPL vs. Orig. Model | | Obs. vs. Orig Model | | | Modified vs.Orig Model | | | |
|---------------------|--------------------|----------|---------------------------|--------|----------------------------------|---------------------------------|----------------------------|--------------|---------------------|--------|----------------------------------|------------------------|----------------------------|--------|----------------------------------|
| | Observed (Mean) | Modelled | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | Modelled (From Hyder LPL Files) | Original Model | Diff in Secs | Diff in Secs | % Diff | Within 15% (or 60secs if higher) | MODIFIED MODEL | Diff in Secs | % Diff | Within 15% (or 60secs if higher) |
| Route 1 NB PM | 0:23:22 | 0:19:57 | -205 | -14.6% | ✓ | 0:19:57 | 0:19:57 | 0 | -205 | -15% | ✓ | 0:19:59 | -203 | -14% | ✓ |
| Route 1 SB PM | 0:16:14 | 0:16:39 | 25 | 2.5% | ✓ | 0:16:39 | 0:16:39 | 0 | 25 | 3% | ✓ | 0:16:39 | 25 | 3% | ✓ |
| Route 2 NB PM | 0:32:54 | 0:32:54 | 0 | 0.0% | ✓ | 0:32:54 | 0:32:54 | 0 | 0 | 0% | ✓ | 0:33:06 | 12 | 1% | ✓ |
| Route 2 SB PM | 0:29:04 | 0:30:11 | 67 | 3.9% | ✓ | 0:30:08 | 0:30:08 | 0 | 64 | 4% | ✓ | 0:30:22 | 78 | 4% | ✓ |
| Route 3 NB PM | 0:24:22 | 0:23:22 | -60 | -4.1% | ✓ | 0:23:22 | 0:23:22 | 0 | -60 | -4% | ✓ | 0:23:25 | -57 | -4% | ✓ |
| Route 3 SB PM | 0:19:24 | 0:21:32 | 127 | 10.9% | ✓ | 0:20:14 | 0:20:14 | 0 | 50 | 4% | ✓ | 0:20:02 | 38 | 3% | ✓ |
| Route 4 NB PM | 0:22:24 | 0:25:29 | 185 | 13.8% | ✓ | 0:25:29 | 0:25:29 | 0 | 185 | 14% | ✓ | 0:25:38 | 194 | 14% | ✓ |
| Route 4 SB PM | 0:21:24 | 0:21:42 | 18 | 1.4% | ✓ | 0:21:42 | 0:21:42 | 0 | 18 | 1% | ✓ | 0:21:13 | -11 | -1% | ✓ |
| Route 5 NB PM | 0:28:42 | 0:30:00 | 78 | 4.5% | ✓ | 0:30:00 | 0:30:00 | 0 | 78 | 5% | ✓ | 0:29:53 | 71 | 4% | ✓ |
| Route 5 SB PM | 0:22:43 | 0:24:43 | 120 | 8.8% | ✓ | 0:24:43 | 0:24:43 | 0 | 120 | 9% | ✓ | 0:24:30 | 107 | 8% | ✓ |
| Route 6 NB PM | 0:15:22 | 0:13:53 | -69 | -9.7% | ✓ | 0:13:53 | 0:13:53 | 0 | -69 | -10% | ✓ | 0:13:55 | -87 | -9% | ✓ |
| Route 6 SB PM | 0:13:51 | 0:14:11 | 20 | 2.4% | ✓ | 0:14:19 | 0:14:19 | 0 | 28 | 3% | ✓ | 0:14:21 | 30 | 4% | ✓ |
| Total No. of Routes | 12 | | | | 12 | | | | | | 12 | | | | 12 |
| | | | No. of Routes Within 15% | | 100% | | No. of Routes Within 15% | | | | 100% | | No. of Routes Within 15% | | 100% |
| | | | % of All Route Within 15% | | | | % of All Routes Within 15% | | | | | | % of All Routes Within 15% | | |

Figure A 2: Do-something –do-minimum flows PM peak 2021



Figures A3 to A9 show the junctions which have a Volume/Capacity (V/C) ratio of more than 90%, in each of the scenarios for the AM peak. Figures A9 – A15 shows the corresponding junctions for the PM peak.

Figure A 3: Base 2007 AM – V/C ratio bandwidth plot

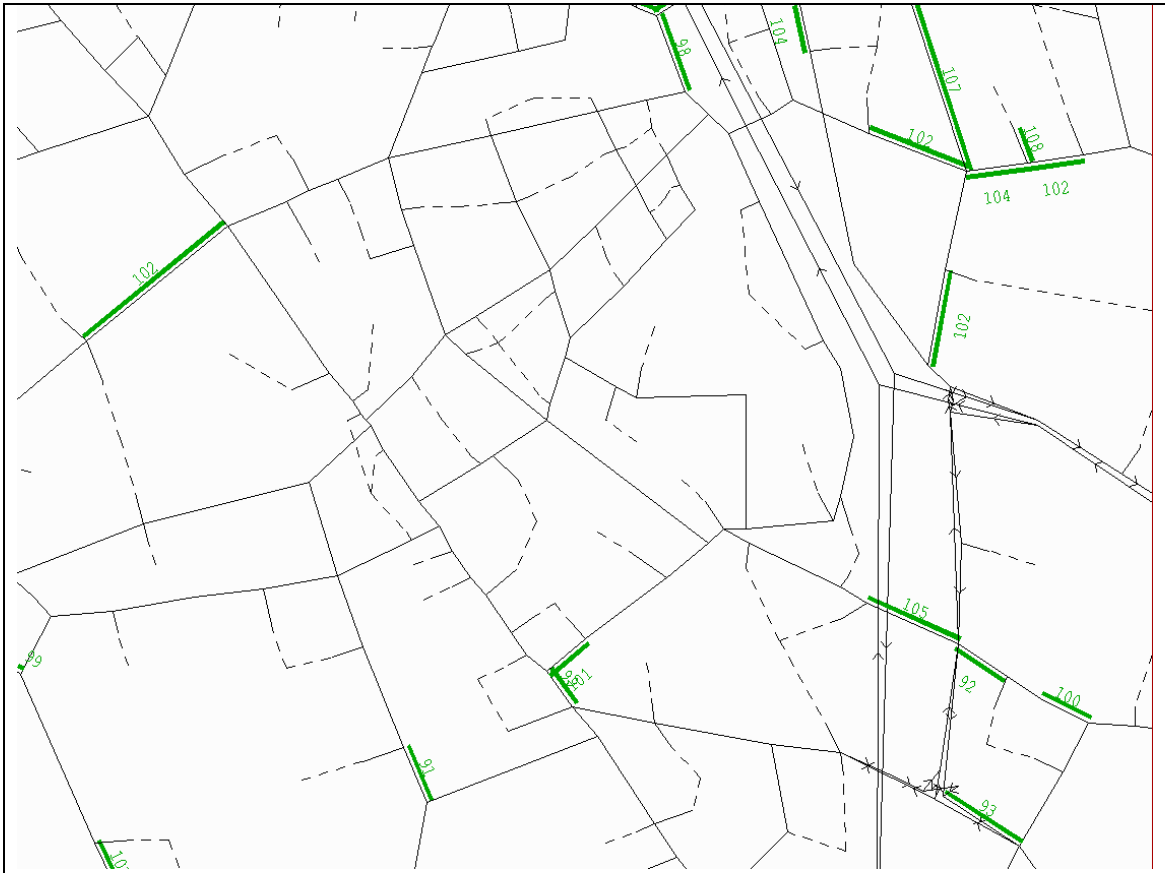


Figure A 4: DM 2021 AM – V/C ratio bandwidth plot



Figure A5: DS 2021 (with North Montrose Link) AM – V/C ratio bandwidth plot

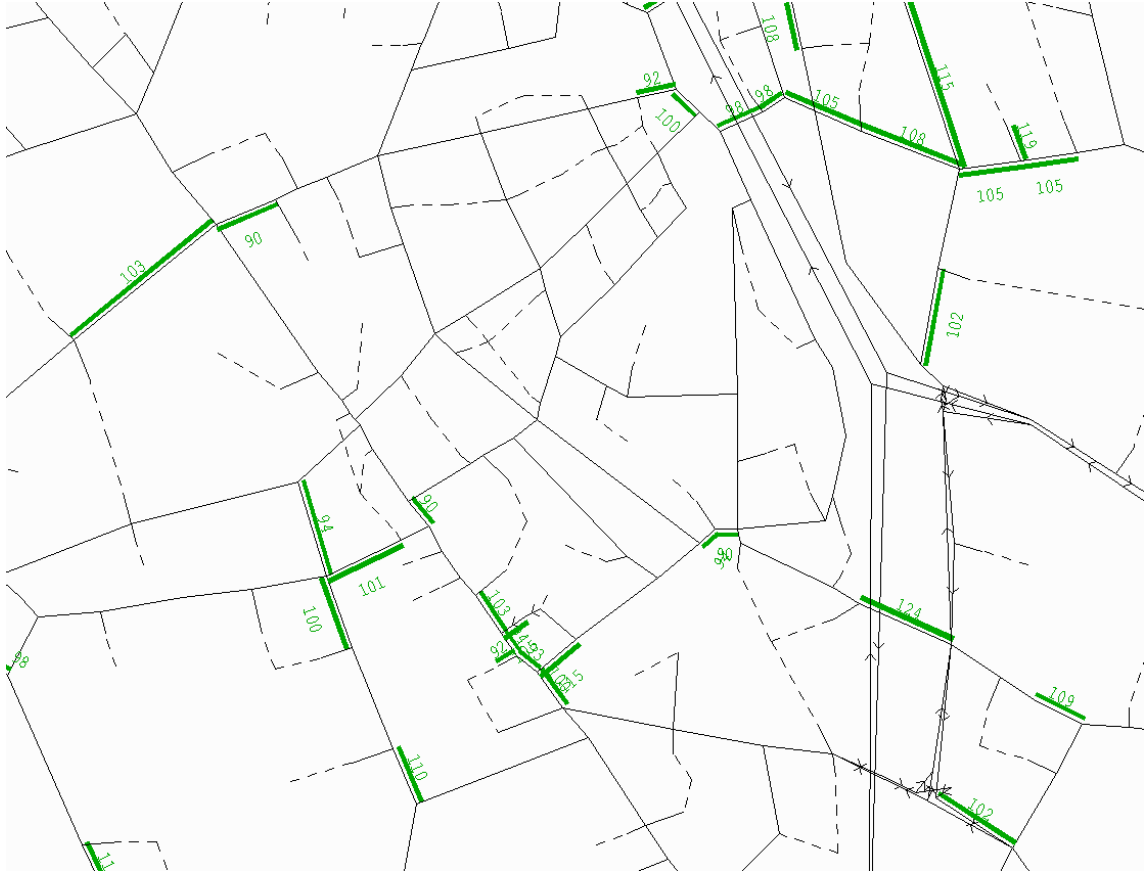


Figure A6: DS 2021 (with Montrose Link) AM – V/C ratio bandwidth plot

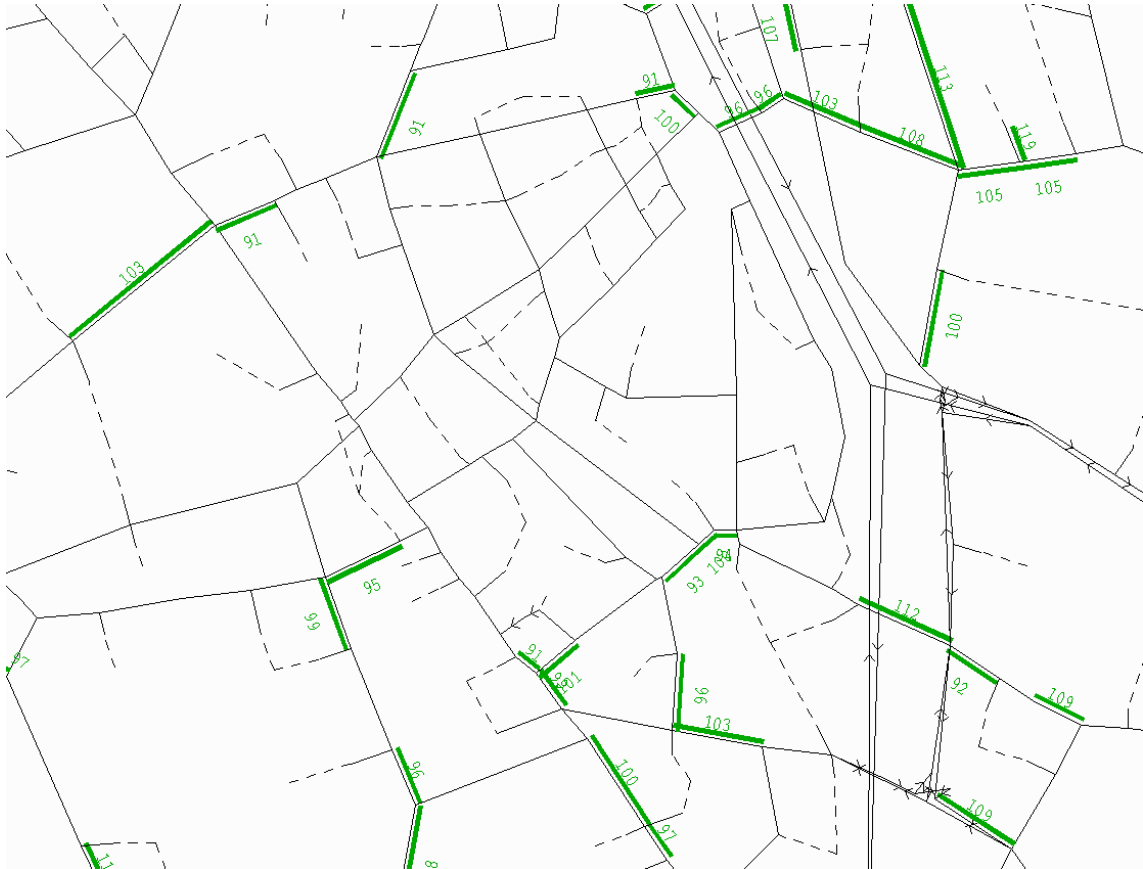


Figure A7: DS 2021 (with North Montrose and Peel Link) AM – V/C ratio bandwidth plot

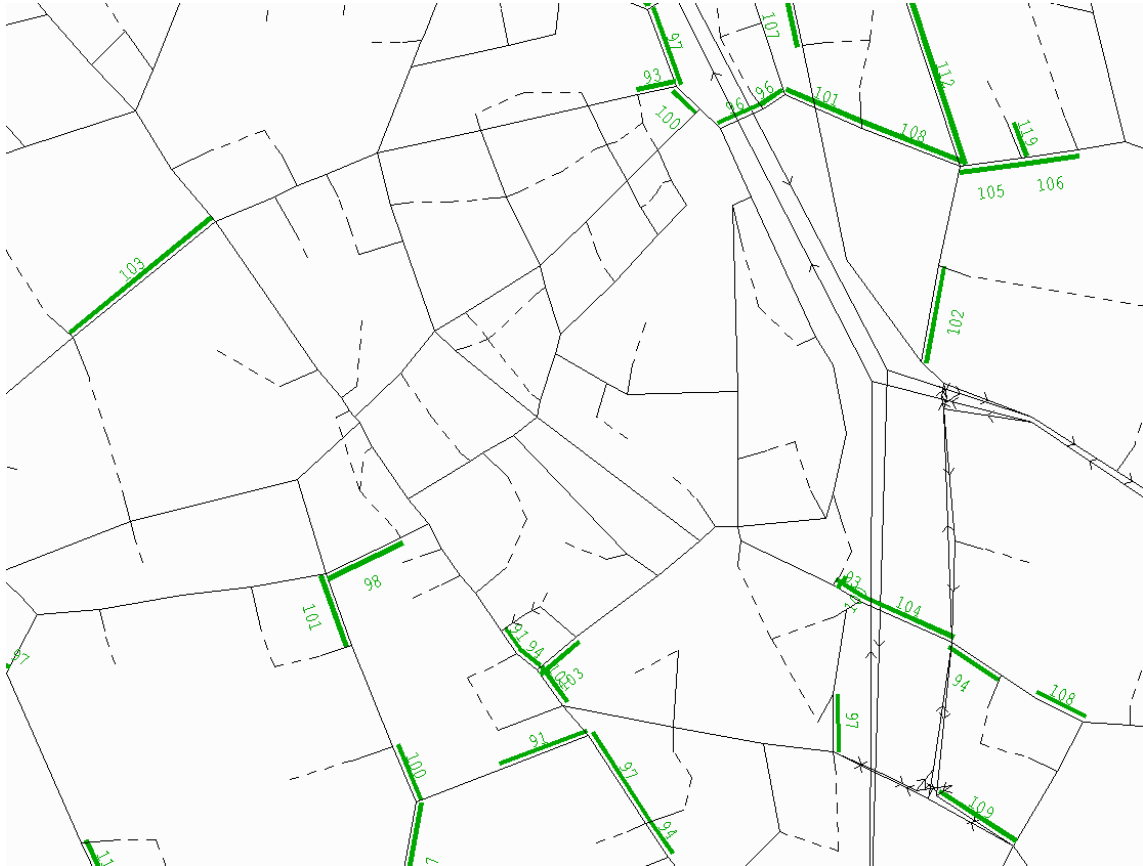
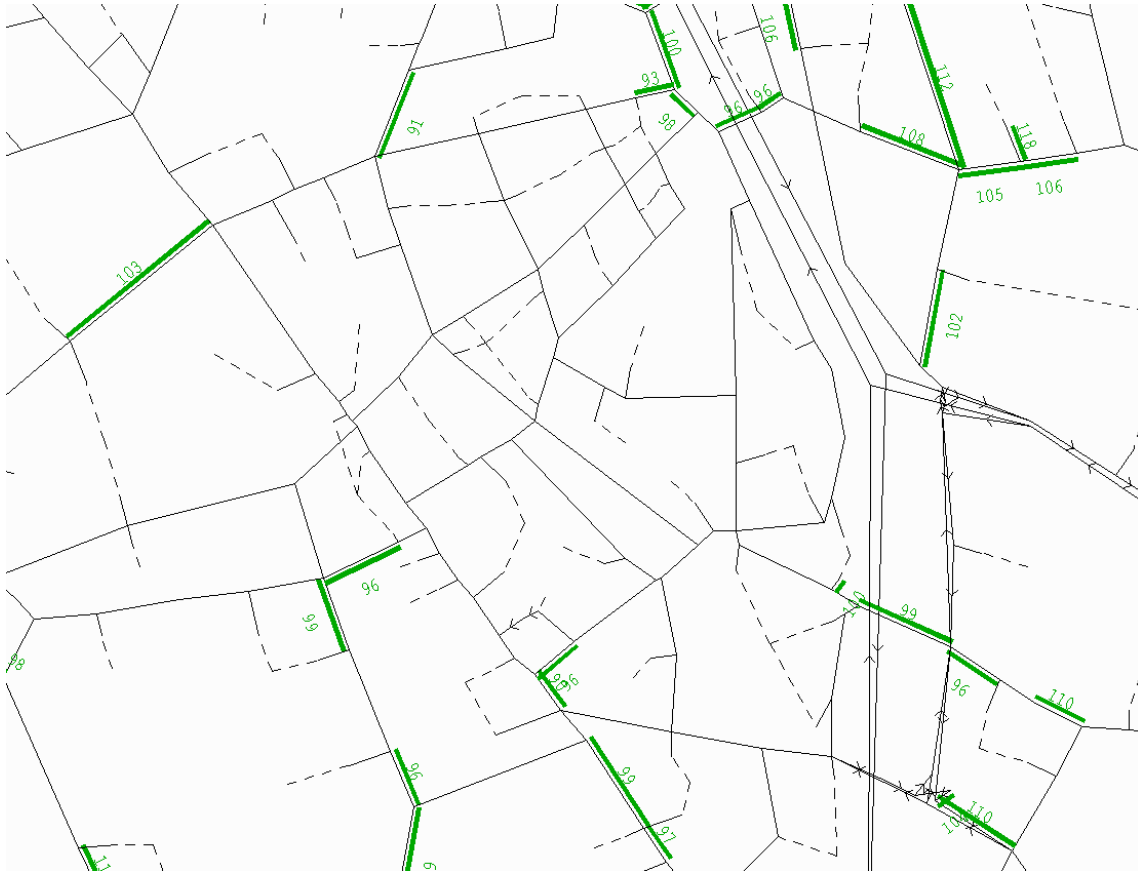


Figure A8: DS 2021 (with Montrose and Peel Link) AM – V/C ratio bandwidth plot



Figures A7 to A 12 show the junctions which have a capacity, i.e., more than 90%, in each of the scenarios for the PM peak.

Figure A9: Base 2007 PM – V/C ratio bandwidth plot



Figure A10: DM 2021 PM – V/C ratio bandwidth plot

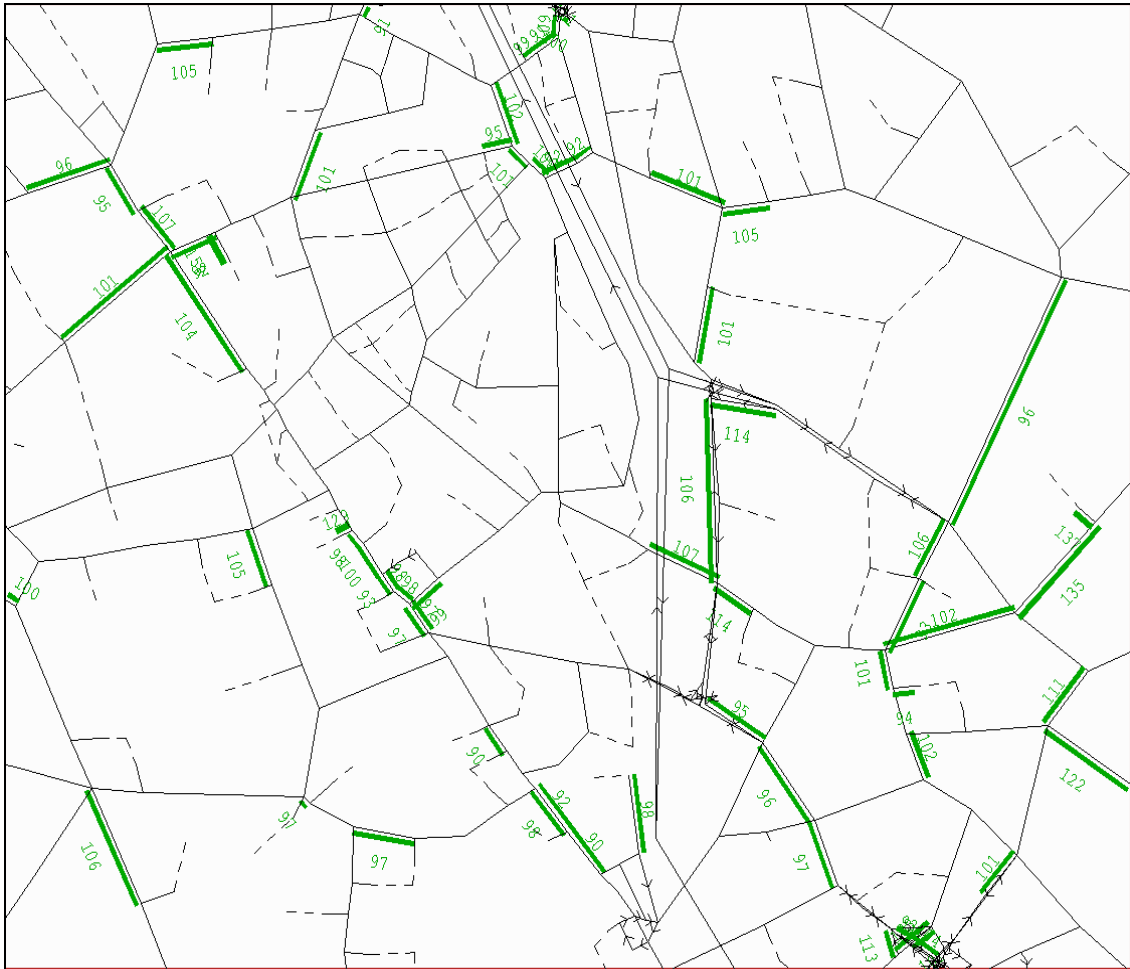


Figure A11: DS 2021 (with North Montrose Link) PM – V/C ratio bandwidth plot

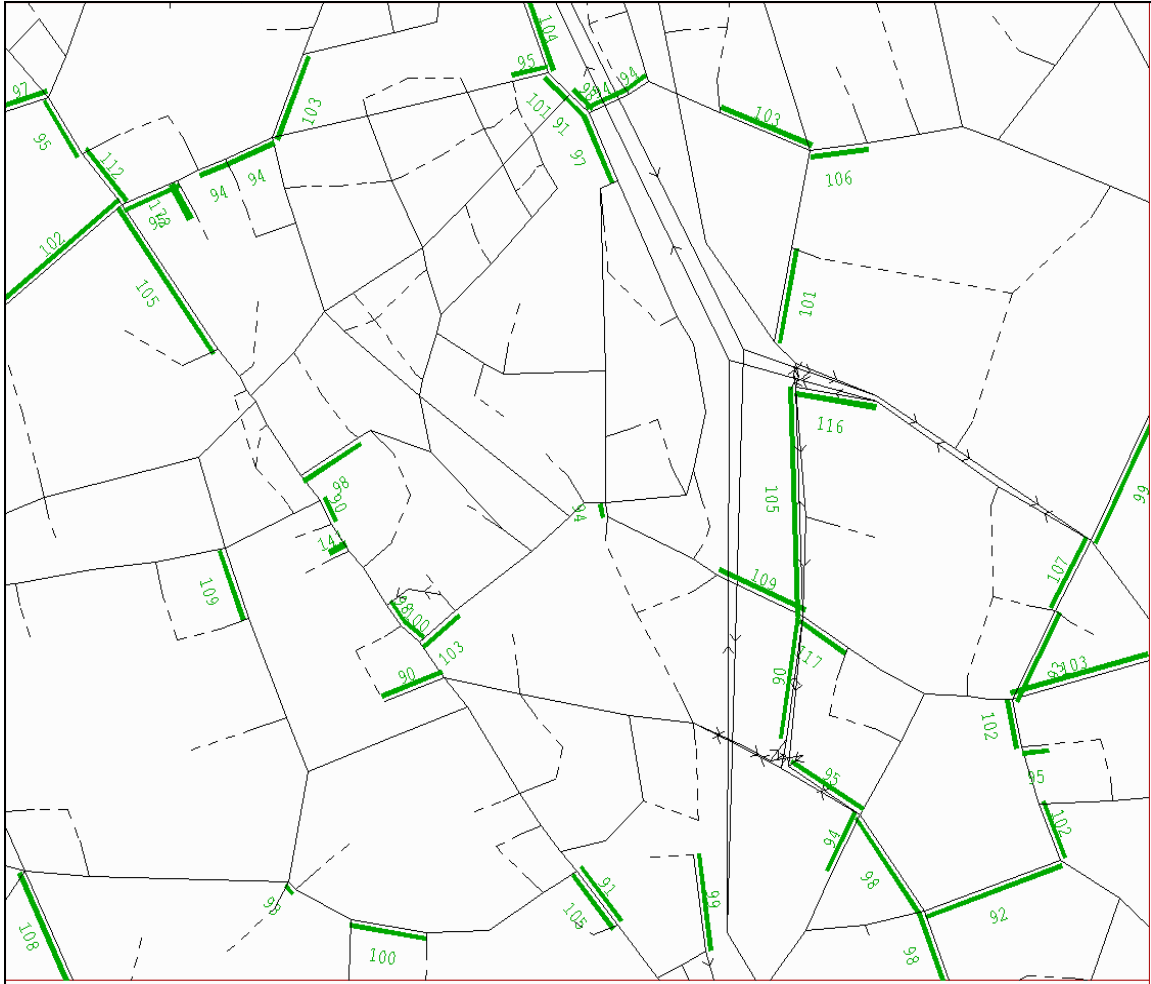


Figure A 13: DS 2021 (with North Montrose and Peel Link) PM – V/C ratio bandwidth plot

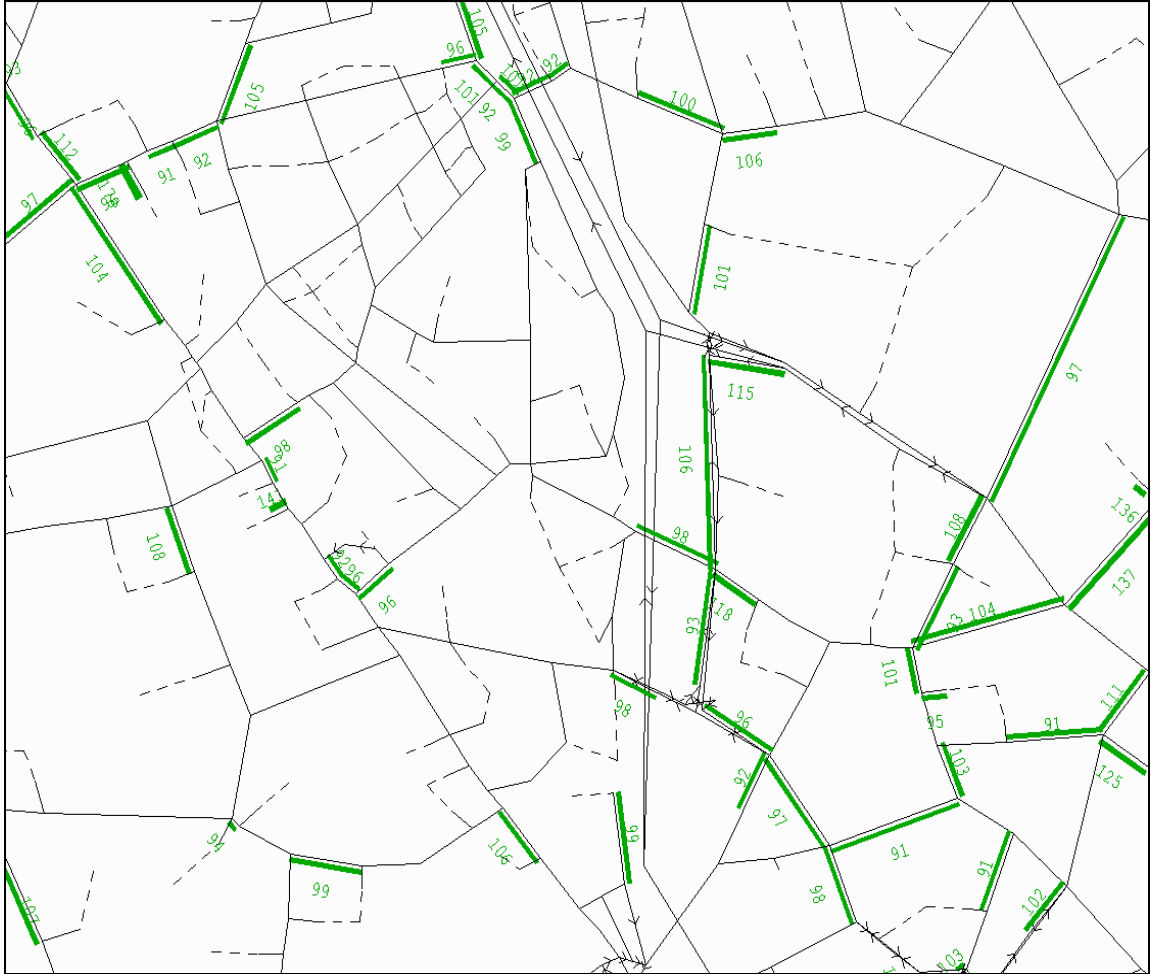


Figure A 14: DS 2021 (with Montrose and Peel Link) PM – V/C ratio bandwidth plot



Figure A 17: 2021 AM – Select link analysis on the Montrose Link

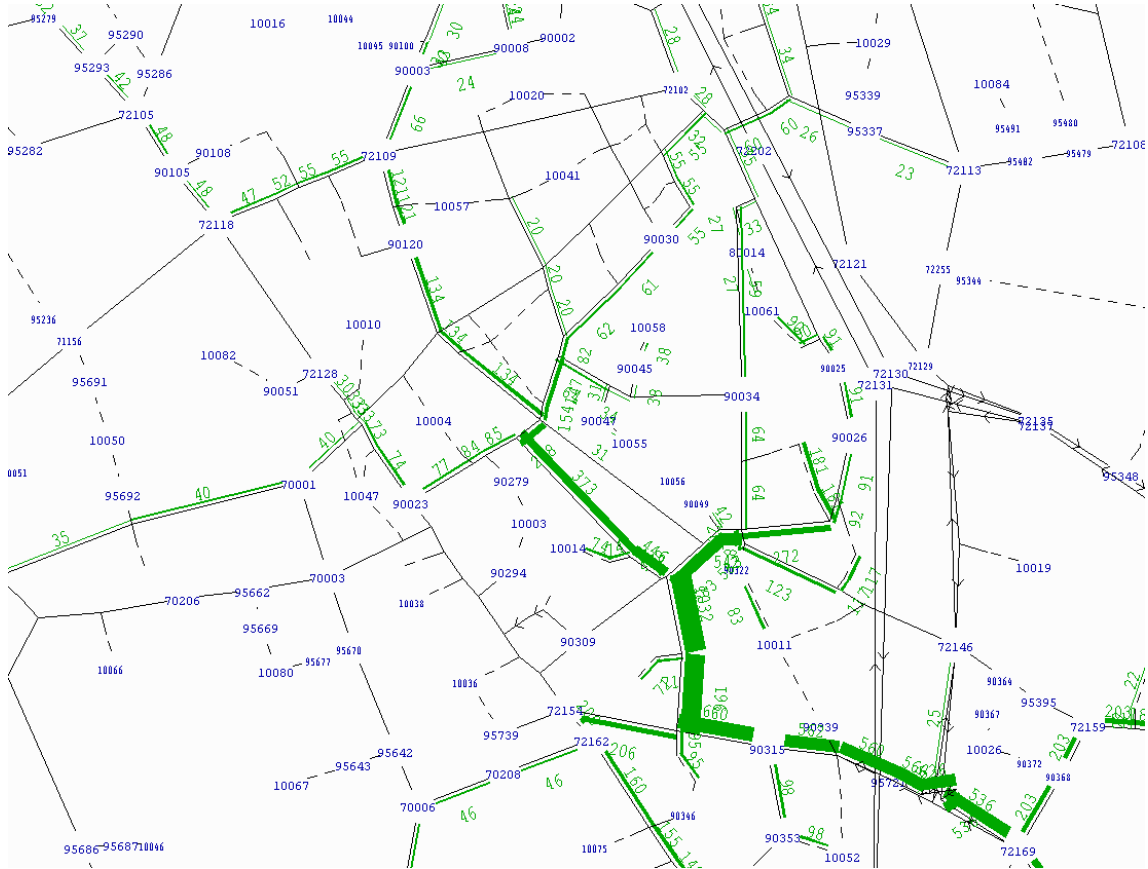


Figure A 18: 2021 AM – Select link analysis on Peel Link (with North Montrose)

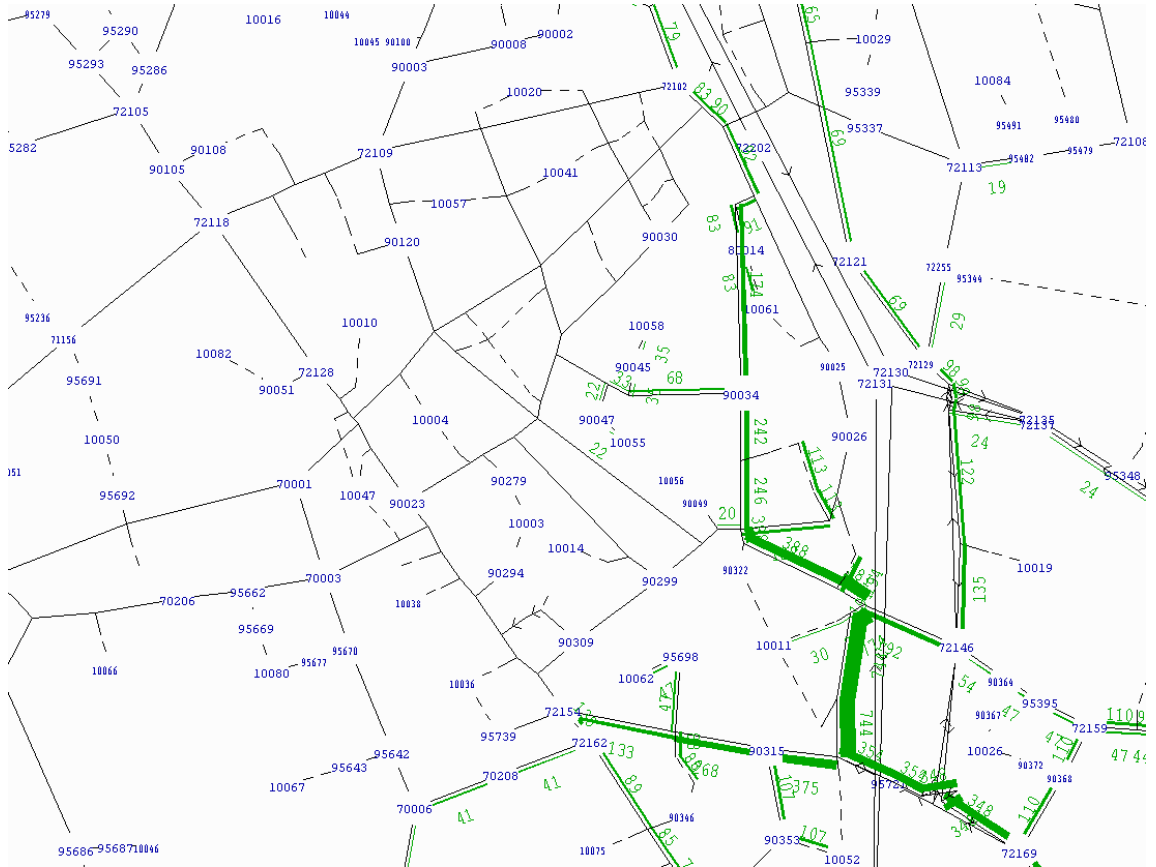


Figure A 19: 2021 AM – Select link analysis on Peel Link (with full Montrose)

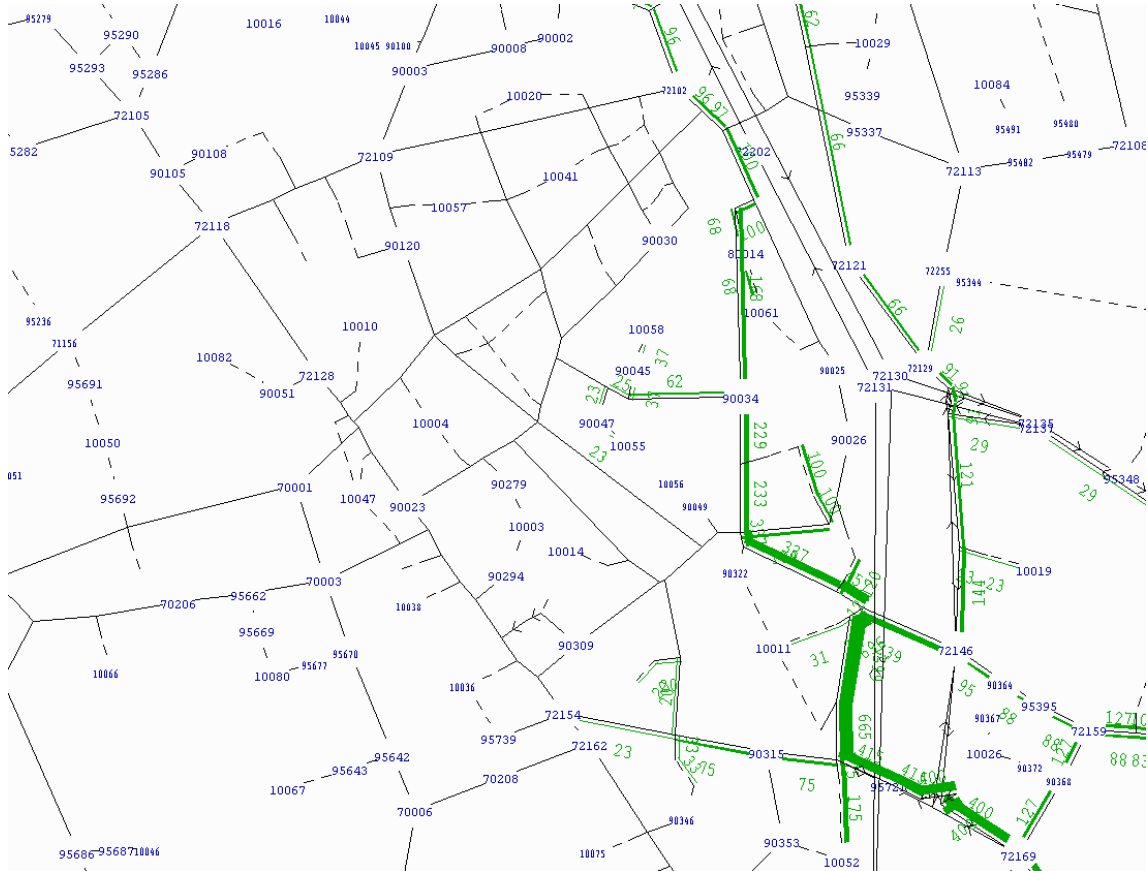


Figure A 20: DM 2021 PM – Select link analysis on the Lanacre Link

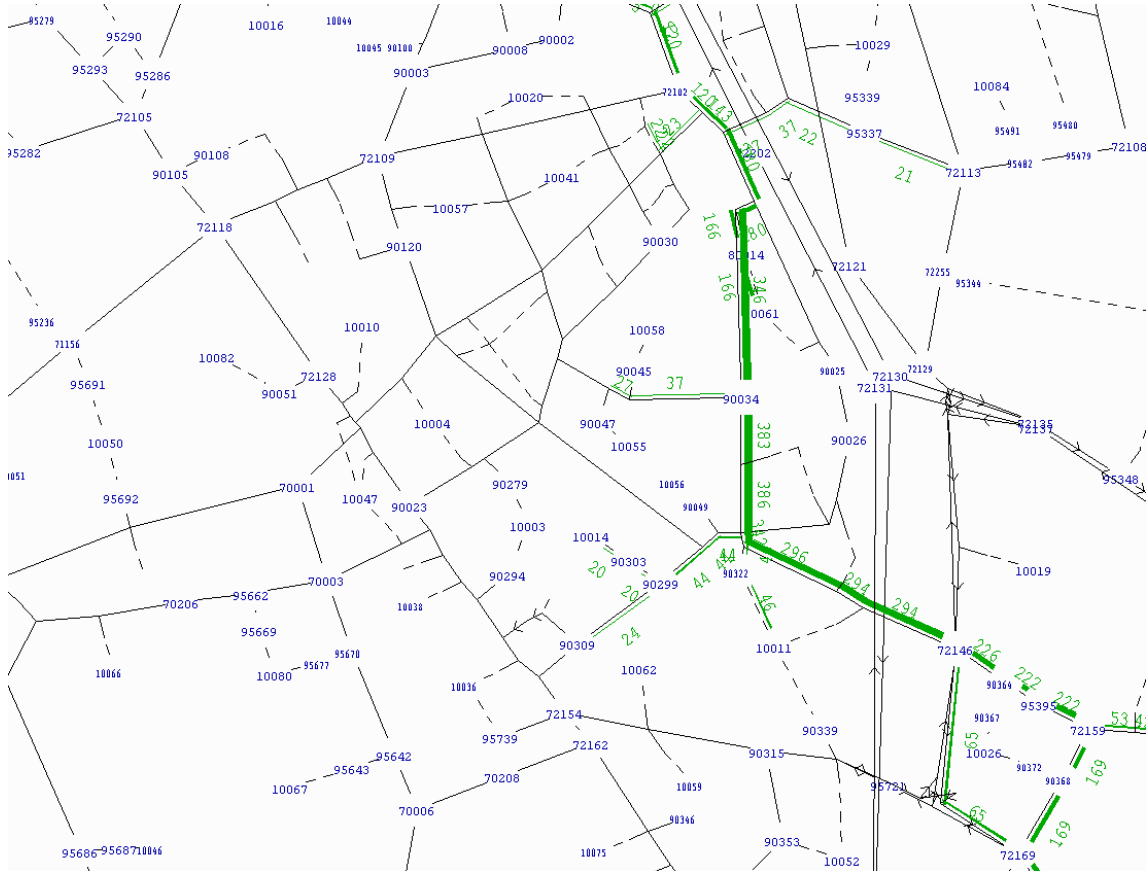
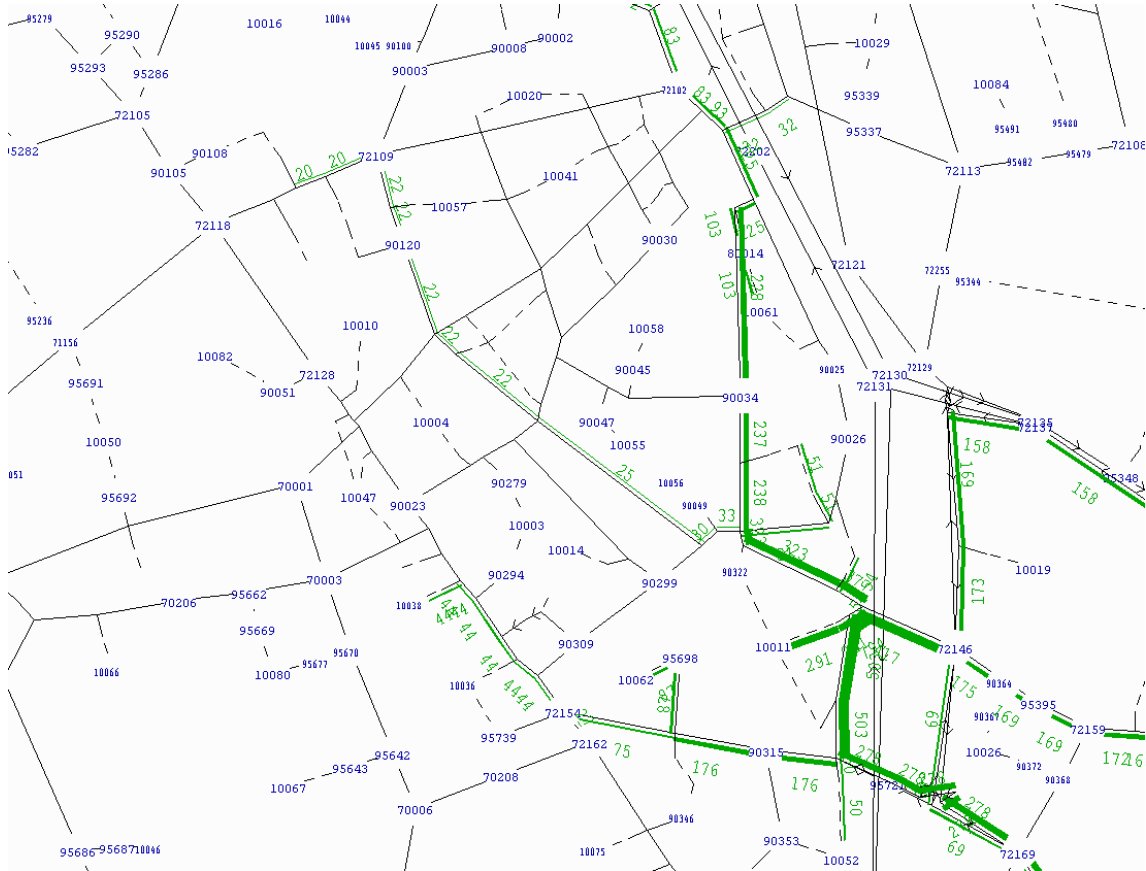


Figure A 23: 2021 PM – Select link analysis on Peel Link (with North Montrose)



Appendix D – Network statistics



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