

Report

Draft Plan O1 Assessment Technical Note

Black Country Plan Modelling

PRISM Modelling

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Table of contents

1	Introduction.....	6
1.1	Overview	6
1.2	The O1 Draft Plan Scenario.....	6
1.3	Technical Note Structure	7
2	O1 Draft Plan Scenario – Model Assumptions.....	8
2.1	Introduction	8
2.2	Network Assumptions	8
2.2.1	Scheme uncertainty log	8
2.3	Planning Data Assumptions.....	12
2.3.1	Development uncertainty log.....	12
2.3.2	Method to control NTEM.....	15
2.4	Other Demand Assumptions.....	16
2.4.1	Extreme Growth Zones.....	16
3	O1 Draft Plan Scenario – Output Analysis.....	18
3.1	Model Convergence.....	18
3.1.1	VDM convergence	18
3.1.2	Highway Assignment Model convergence	18
3.2	O1 Draft Plan Demand.....	20
3.2.1	Personal Travel Demand Mode Split.....	20
3.3	O1 Draft Plan Highway Assignment	27
3.3.1	Network statistics.....	27
3.3.2	Flow Difference Plots.....	28
3.3.3	Junction Volume Over Capacity Ratio Plots.....	32
3.3.4	Link Delay Plots.....	40
3.3.5	Journey Time Analysis	43
3.4	O1 Draft Plan PT Assignment.....	51
3.4.1	PT Flow Plots by sub-mode	51
3.4.2	Passenger Boarding and Alighting Plots	54
4	Conclusions.....	59

List of Tables

Table 2-1	Final decision on transport schemes to be coded in the BCPM 2032 and 2039 O1 DS network	9
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Table 2-3 Difference on Population Growth at Local Authority level between UL V29 RC and UL V29 O1	12
Table 2-4 Difference on Job Growth at Local Authority level between UL V29 RC and UL V29 O1	12
Table 2-5 Short-fall distribution on population by districts and shires	15
Table 2-6 Short-fall distribution on employment by districts and shires	15
Table 3-1: VDM convergence %GAP	18
Table 3-2: Summary of TAG Convergence Criteria	18
Table 3-3: Highway Convergence O1 DM Scenario	19
Table 3-4: Highway Convergence O1 DS Scenario	19
Table 3-5: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DM Scenario	25
Table 3-6: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DS Scenario	25
Table 3-7: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DM – RC	26
Table 3-8: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DS – O1 DM	26
Table 3-9: Highway Network Statistics - 2032	28
Table 3-10: List of Significant Junctions Within Black Country Plan Area	34
Table 3-11: Summary of the Congestion 2032 (Green V/C <=85%, Orange V/C between 85% and 100%, Red V/C > 100%) among RC, DM and DS Scenarios	35
Table 3-12: Summary of the Congestion 2039 (Green V/C <=85%, Orange V/C between 85% and 100%, Red V/C >100%) among RC, DM and DS Scenarios	38
Table 3-13: Journey Time Result 2032 AM – RC, O1 DM and O1 DS	45
Table 3-14: Journey Time Result 2039 AM – RC, O1 DM and O1 DS	48
Table 3-15: Passenger Boarding and Alighting within BCLA AM Peak	53
Table 3-16: Passenger Boarding and Alighting at Major Interchanges AM Peak - 2032	57
Table 3-17: Passenger Boarding and Alighting at Major Interchanges AM Peak - 2039	58

List of Figures

Figure 2-1: Location of the highway schemes added to O1 DS network	11
Figure 2-2: Location of the PT schemes added to O1 DS network	11
Figure 2-3: Difference on Population Growth at zonal level between V29 RC and V29 O1, 2032	13
Figure 2-4: Difference on Population Growth at zonal level between V29 RC and V29 O1, 2039	13
Figure 2-5: Difference on Employment Growth at zonal level between V29 RC and V29 O1, 2032	14
Figure 2-6: Difference on Employment Growth at zonal level between V29 RC and V29 O1, 2039	14
Figure 2-7: Extreme Growth Zones – 2032	17
Figure 2-8: Extreme Growth Zones – 2039	17
Figure 3-1: Sector System 1	22
Figure 3-2: Sector System 2	22
Figure 3-3: Percentage Mode Share by Journey Purpose in Sector System 1 – O1 DM Scenario	23
Figure 3-4: Percentage Mode Share by Journey Purpose in Sector System 1 – O1 DS Scenario	24
Figure 3-5: Highway Flow Bandwidths 2039 AM Peak, O1 DM Scenario	30

Figure 3-6: Highway Flow Difference 2039 AM Peak, O1 DS Scenario	30
Figure 3-7: Highway Flow Bandwidths 2039 AM Peak, O1 DM minus RC	31
Figure 3-8: Highway Flow Difference 2039 AM Peak, O1 DS minus DM	31
Figure 3-9: Locations of Significant Junctions.....	33
Figure 3-10: Highway Link Delay 2039 AM Peak, O1 DM Scenario	41
Figure 3-11: Highway Link Delay 2039 AM Peak, O1 DS Scenario	41
Figure 3-12: Highway Link Delay 2039 AM Peak, O1 DM minus RC	42
Figure 3-13: Highway Link Delay 2039 AM Peak, O1 DS minus DM	42
Figure 3-14: PRISM 5.3 Journey Time Routes within BCLA	44
Figure 3-15: Public Transport Flow Bandwidths 2039 AM Peak, O1 DM Scenario	52
Figure 3-16: Public Transport Flow Bandwidths 2039 AM Peak, O1 DS Scenario	52
Figure 3-17: Passenger Boarding and Alighting Metro and Train 2039 AM Peak, O1 DM.....	55
Figure 3-18: Passenger Boarding and Alighting Metro and Train 2039 AM Peak, O1 DS	55
Figure 3-19: Passenger Boarding and Alighting Bus 2039 AM Peak, O1 DS	56

Appendices

Appendix A – Personal Travel Demand Mode Split	61
Appendix B – Highway Flow Difference Plots	71
Appendix C – Highway Junction Volume Capacity Ratio Plots.....	76
Appendix D – Highway Link Delay Plots	116
Appendix E – Highway Journey Time Analysis.....	121
Appendix F – Public Transport Flow Plots	128
Appendix G – Public Transport Boarding and Alighting Plots	135

1 Introduction

1.1 Overview

The Black Country Plan is a planning and regeneration plan that sets out a transformational vision for the whole of the Black Country up to 2039. The four Black Country Local Authorities (BCLA) of Dudley, Sandwell, Walsall and Wolverhampton have all signed up to the Plan. The public consultation on the draft Black Country Plan occurred between August and October 2021. Modelling evidence is still required to understand the transport impacts relating to the plan. This evidence will help to inform the site allocation process and develop appropriate mitigation measures.

Sweco, supported by Arcadis, has been commissioned by Sandwell Metropolitan Borough Council (SMBC) on behalf of BCLA in September 2021 to undertake the Black Country Plan Modelling (BCPM) work for the purpose of understanding the transport impacts of the plan on the Black Country and its surrounding regions. This modelling work is procured through West Midlands Combined Authority (WMCA) PRISM 5 Continuation Framework and is carried out in five stages:

- Stage 1 – Inception meeting and data collation
- Stage 2 – Reference Case (RC) assessment
- **Stage 3 – O1 (Draft Plan) Scenario assessment**
- Stage 4 – O2 (Final Plan) Scenario assessment
- Stage 5 – Reporting and model handover

This technical note provides a summary of the actual modelling work undertaken in relation to **Stage 3 – O1 (Draft Plan) Scenario assessment**.

1.2 The O1 Draft Plan Scenario

The Draft Plan scenario is intended to appraise the accessibility, mobility, and transport network effects of the Draft Plan development allocations, with model outputs to be provided as an evidence base for decision-making. O1 Draft Plan scenario builds upon the RC. The assessment includes all site allocations as per the emerging Draft Plan and considers the proposed transport schemes. This is set out in the 2 sets of models as following:

- O1 Do Minimum (DM) – No network changes as compared to the RC. The RC development uncertainty log (UL) V29 RC was updated with proposed development allocations from Draft Plan to form the development UL V29 O1 and its resulting matrix demand for the O1 DM scenario
- O1 Do Something (DS) – The proposed transport schemes in Draft Plan were added to the O1 DM network. Same demand assumption as per O1 DM

The key model outputs are aimed to show the differences between RC and O1 DM and between O1 DM and O1 DS. This will help to identify the transport hotspots in the region and assist in the design of appropriate mitigations to ease traffic congestion.

1.3 Technical Note Structure

This technical note summarises the results of the O1 Draft Plan assessment. The note is structured as follows:

- Section 2: Provides an overview of the model assumptions adopted for the O1 Draft Plan model
- Section 3: Details the results of the O1 Draft Plan assessment
- Section 4: Draws the conclusions of the O1 Draft Plan assessment undertaken

2 O1 Draft Plan Scenario – Model Assumptions

2.1 Introduction

This section presents the assumptions on the highway and public transport (PT) model in O1 Draft Plan scenario. As mentioned in previous section, O1 scenario is built upon RC. Many parameter settings are retained from the RC model therefore only changes made to the RC are presented in this technical note. Those unchanged parameters such as highway generalised cost, PT fare, values of time, vehicle operating cost and bus speed are reported in BCPM Reference Case Technical Note.

2.2 Network Assumptions

2.2.1 Scheme uncertainty log

The existing UL V29 RC developed during Stage 1 of this project contains both local authority network schemes, both highway and public transport (PT), and National Highways schemes within the West Midlands, which are significant to the modelling of the Black Country area. Following consultation with BCLA, they requested that the following additional transport schemes for O1 Draft Plan, as shown in Table 2-1 and **Error! Reference source not found.** be considered for inclusion along with those schemes which were already identified in the existing UL V29 RC.

After a careful examination of those additional schemes, it was agreed with BCLA to skip some of the schemes due to negligible impact on the network. Table 2-1 shows the final agreed additional transport schemes which were added into the existing PRISM P5.4 BCPM RC models to form the BCPM O1 DS models for 2032 and 2039 respectively and Figure 2-1 and Figure 2-2 show the location of those schemes for highway and PT accordingly.

Table 2-1 Final decision on transport schemes to be coded in the BCPM 2032 and 2039 O1 DS network

Scheme	Type	Year	Decision/Comment
A34 Sprint Phase 2 + Park & Ride near J7	PT	32 & 39	Skipped due to negligible impact
M5 Junction 1	Highway	32 & 39	To be added into BCPM O1
Dudley Port Interchange	PT	32 & 39	Skipped due to negligible impact
Wolverhampton to New Cross Rapid Transit	PT	32 & 39	To be added into BCPM O1
Smethwick Birmingham Corridor	Highway	32 & 39	To be added into BCPM O1
A454 Corridor	Highway	32 & 39	To be added into BCPM O1
A4123 Corridor	Highway	32 & 39	To be added into BCPM O1
A449 Corridor	Highway	32 & 39	Skipped due to negligible impact
A461 Corridor (Sandwell)	Highway	32 & 39	Skipped due to negligible impact
A461 Corridor (Walsall)	Highway	32 & 39	To be added into BCPM O1
A41 Moxley Junction Improvement	Highway	32 & 39	To be added into BCPM O1
A41 Carters Green Junction improvement	Highway	32 & 39	To be added into BCPM O1
Walsall Interchange	PT	32 & 39	Skipped due to negligible impact
Brinsford Parkway	PT	32 & 39	To be added into BCPM O1
Long term cycle network – The full Starley Network and those included in BCAs LCWIP	Cycle	32 & 39	Skipped due to technical difficult to present the scheme
Hagley Road Corridor	PT	32 & 39	Skipped due to negligible impact
Park & Ride J3	Park and Ride	32 & 39	Skipped due to negligible impact
East Birmingham/Solihull Metro	PT	32 & 39	Skipped due to negligible impact
Walsall to Aldridge passenger rail inc. new station at Aldridge	PT	32 & 39	To be added into BCPM O1
Wolverhampton – Shrewsbury Line Speed Improvements	PT	32 & 39	Skipped due to negligible impact
Snow Hill Lines Electrification	PT	32 & 39	Skipped due to negligible impact
Sutton Park Line (Aldridge to Streetly / Sutton Coldfield)	PT	32 & 39	To be added into BCPM O1
Wednesbury to Walsall Rapid Transit	PT	39 Only	To be added into BCPM O1

Scheme	Type	Year	Decision/Comment
Brierley Hill to Stourbridge Rapid Transit	PT	39 Only	To be added into BCPM O1
Midlands Rail Hub	PT	39 Only	Skipped due to negligible impact
Wolverhampton – Shrewsbury Electrification	PT	39 Only	Skipped due to negligible impact
Sutton Park line (Sutton Coldfield – Birmingham via Minworth / Castle Bromwich)	PT	39 Only	To be added into BCPM O1
Tettenhall Station (WMCA mayor aspiration)	PT	39 Only	To be added into BCPM O1
Pelsall and Brownhills Stations	PT	39 Only	To be added into BCPM O1

Figure 2-1: Location of the highway schemes added to O1 DS network

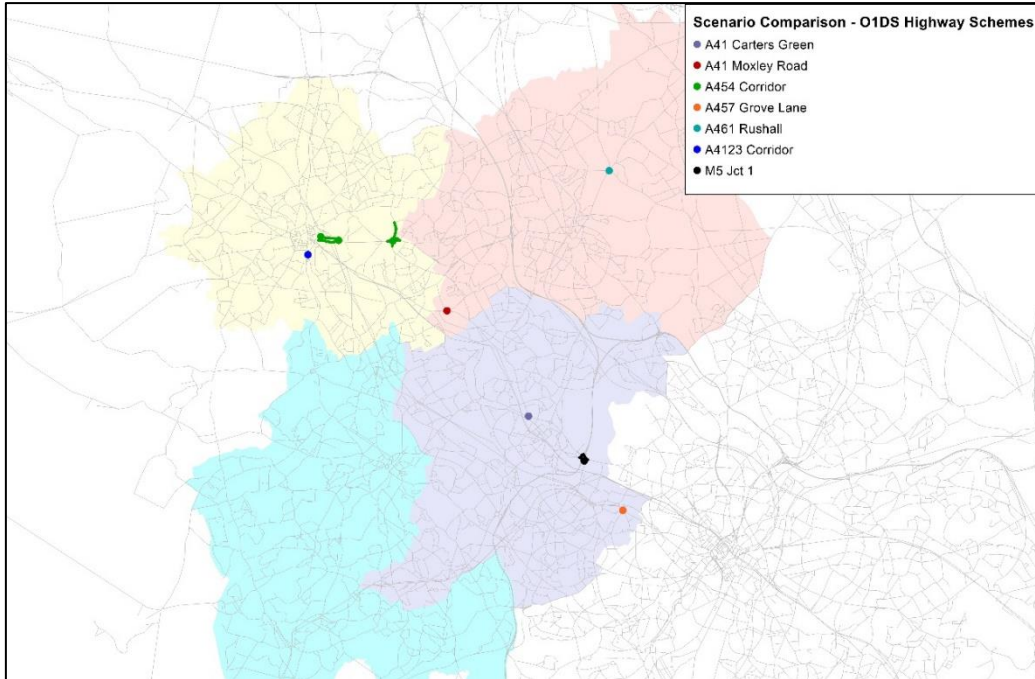
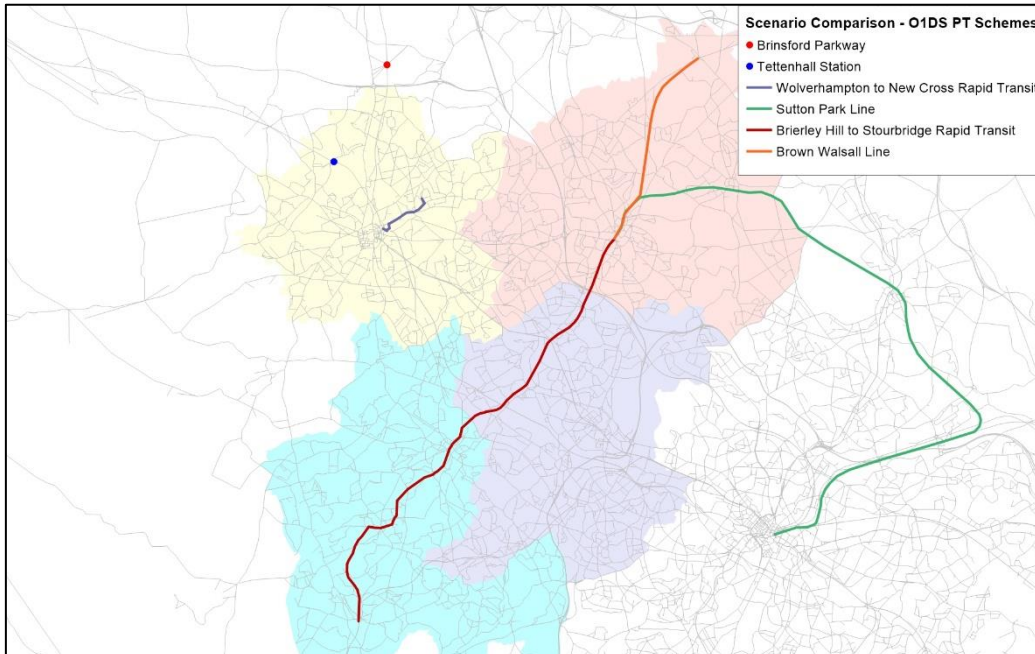


Figure 2-2: Location of the PT schemes added to O1 DS network



2.3 Planning Data Assumptions

2.3.1 Development uncertainty log

A new development uncertainty log V29 O1 has been developed based on the uncertainty log V29 RC and incorporates land use changes identified by BCLA, following a detailed review by each of the four BCLA. Table 2-2 and Table 2-3 below summarise the development growth difference by population and job at the local district level between O1 and RC for the four local authorities. Those differences at zonal level are presented in Figure 2-3 to Figure 2-6.

Table 2-2 Difference on Population Growth at Local Authority level between UL V29 RC and UL V29 O1

Population Growth from 2016	UL V29 RC		UL V29 O1		V29 O1 – V29 RC	
	2032	2039	2032	2039	2032	2039
Local Authority	2032	2039	2032	2039	2032	2039
Birmingham	107,109	107,575	107,109	107,575	-	-
Coventry	33,143	33,143	33,143	33,143	-	-
Dudley	12,809	20,043	14,415	25,297	1,607	5,254
Sandwell	13,201	15,092	14,235	17,161	1,035	2,069
Solihull	22,532	22,532	22,532	22,532	-	-
Walsall	17,682	17,682	24,214	34,003	6,532	16,321
Wolverhampton	10,588	13,020	12,495	15,748	1,907	2,728
Total	217,063	229,086	228,143	255,459	11,080	26,373

Table 2-3 Difference on Job Growth at Local Authority level between UL V29 RC and UL V29 O1

Job Growth from 2016	UL V29 RC		UL V29 O1		V29 O1 – V29 RC	
	2032	2039	2032	2039	2032	2039
Local Authority	2032	2039	2032	2039	2032	2039
Birmingham	39,692	39,692	39,692	39,692	-	-
Coventry	26,478	26,478	26,478	26,478	-	-
Dudley	1,231	1,231	1,231	1,231	-	-
Sandwell	5,163	5,163	5,512	5,612	349	449
Solihull	4,838	4,838	4,838	4,838	-	-
Walsall	16,241	16,241	21,496	21,496	5,254	5,254
Wolverhampton	13,203	16,703	15,687	19,583	2,484	2,880
Total	106,846	110,346	114,935	118,930	8,088	8,584

Figure 2-3: Difference on Population Growth at zonal level between V29 RC and V29 O1, 2032

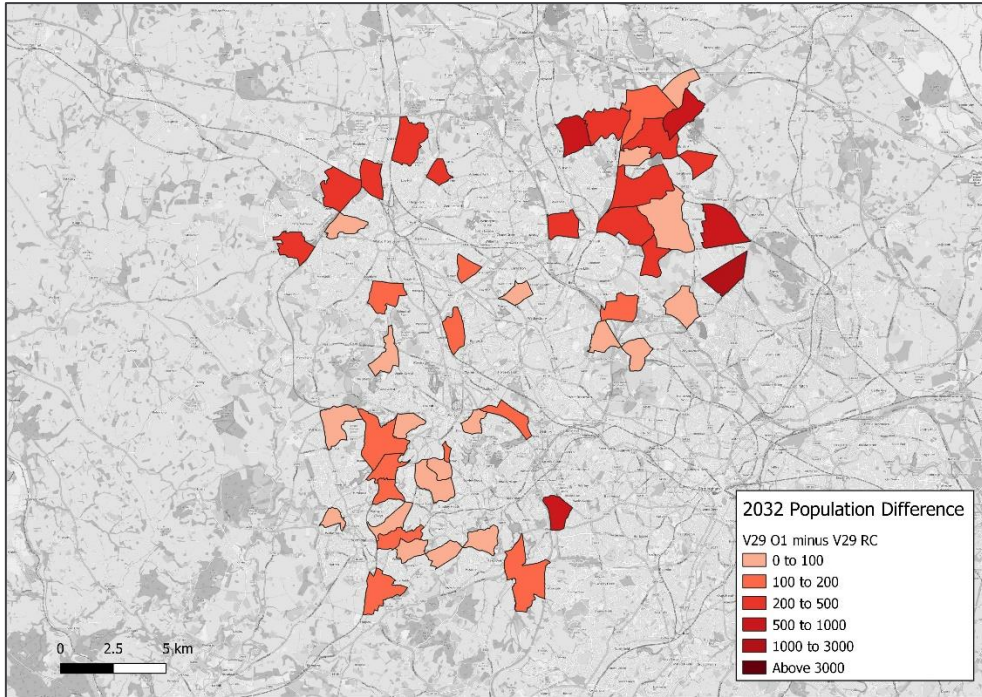


Figure 2-4: Difference on Population Growth at zonal level between V29 RC and V29 O1, 2039

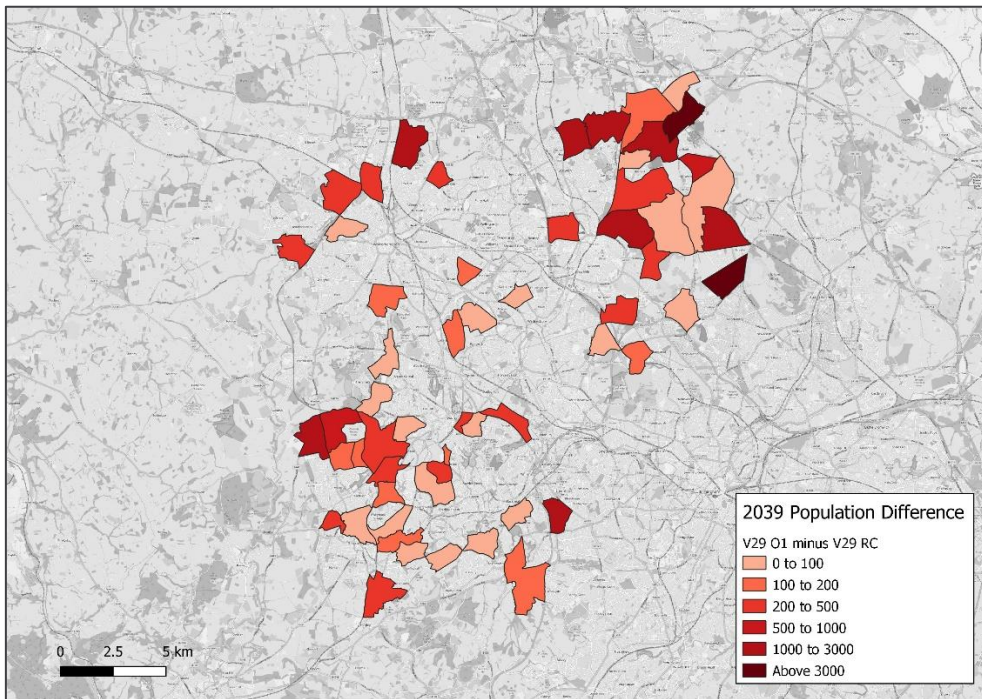


Figure 2-5: Difference on Employment Growth at zonal level between V29 RC and V29 O1, 2032

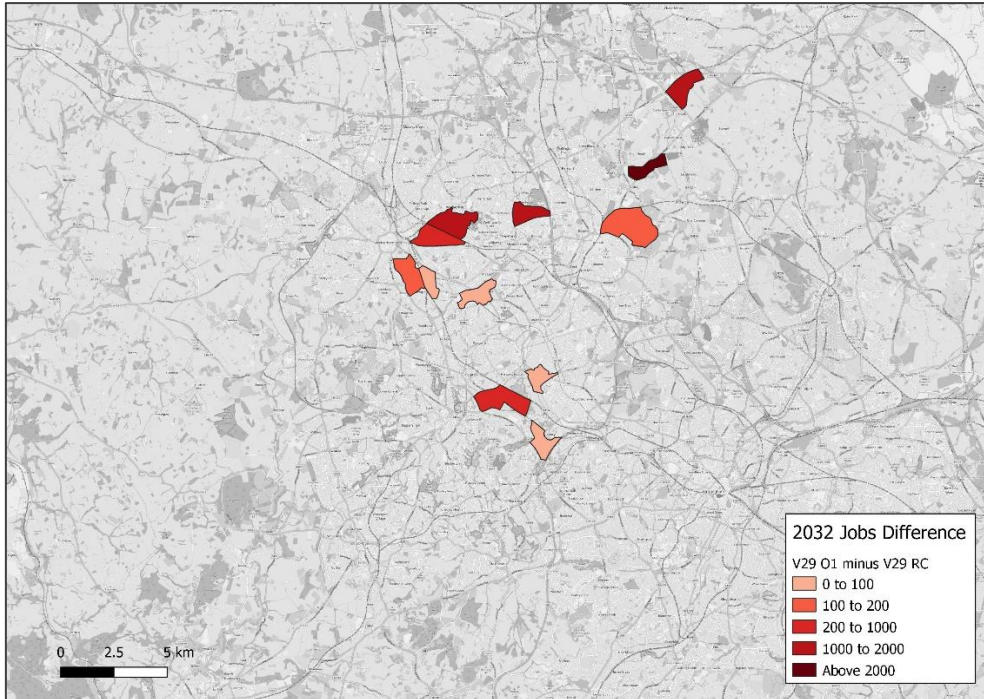


Figure 2-6: Difference on Employment Growth at zonal level between V29 RC and V29 O1, 2039



2.3.2 Method to control NTEM

It has been agreed with TfWM that the existing method to control demand to the National Trip End Model (NTEM) in the PRISM model should be retained. This consists of the following key assumptions:

- To reduce the short-fall between the growth in population in the uncertainty log and NTEM within West Midlands Metropolitan Area (WMMA), it was agreed that housing development deemed reasonably foreseeable along with near certain and more than likely should be included for the BCPM O1 DM and O1 DS scenarios as per BCPM RC scenario
- On the employment growth, only near certain and more than likely are included for the BCPM O1 DM and O1 DS scenarios as per BCPM RC scenario
- The approach of short-fall distribution through both local absorption and inner/outer shire redistribution has also been retained for the BCPM O1 DM and O1 DS scenarios as per BCPM RC scenario, effectively controlling the overall growth to NTEM at the West Midlands Regional Level. The previous short-fall distribution percentages agreed by TfWM in the existing PRISM model are also largely retained, as provided in Table 2-4 and Table 2-5 below

Table 2-4 Short-fall distribution on population by districts and shires

LA District	2026	2036	2039
Birmingham	0%	0%	0%
Coventry	5%	5%	0%
Dudley	5%	0%	0%
Sandwell	15%	10%	0%
Solihull	9.8%	0%	0%
Walsall	5%	0%	0%
Wolverhampton	15%	10%	0%
Shires	2026	2036	2039
Shire Inner Districts	100%	90%	80%
Shire Outer Districts	0%	10%	20%

Table 2-5 Short-fall distribution on employment by districts and shires

LA District	2026	2036	2039
Birmingham	0%	10%	20%
Coventry	0%	0%	20%
Dudley	0%	10%	20%
Sandwell	0%	10%	20%
Solihull	0%	10%	20%
Walsall	0%	10%	20%
Wolverhampton	0%	0%	0%
Shires	2026	2036	2039
Shire Inner Districts	100%	90%	80%
Shire Outer Districts	0%	10%	20%

Those shortfall-distributions listed in Table 2-4 and Table 2-5 have been retained the same between RC and O1 scenarios.

2.4 Other Demand Assumptions

2.4.1 Extreme Growth Zones

In order to prevent unrealistic growth in trips in the demand model process, PRISM 5 includes a set of rules, developed to identify “extreme” growth zones, as follows:

- Population or job growth exceeds 500%
- Population growth > 2500 and base population < 2500
- Job growth > 2500 and base jobs < 2500

In these cases, the pivot in PRISM is forced to use additive growth rather than multiplicative growth. These rules identified 22 zones in 2032, and 24 zones in 2036 for the BCPM O1 DM and O1 DS models as follows and those extreme growth zones are identical as compared to the BCPM RC model :

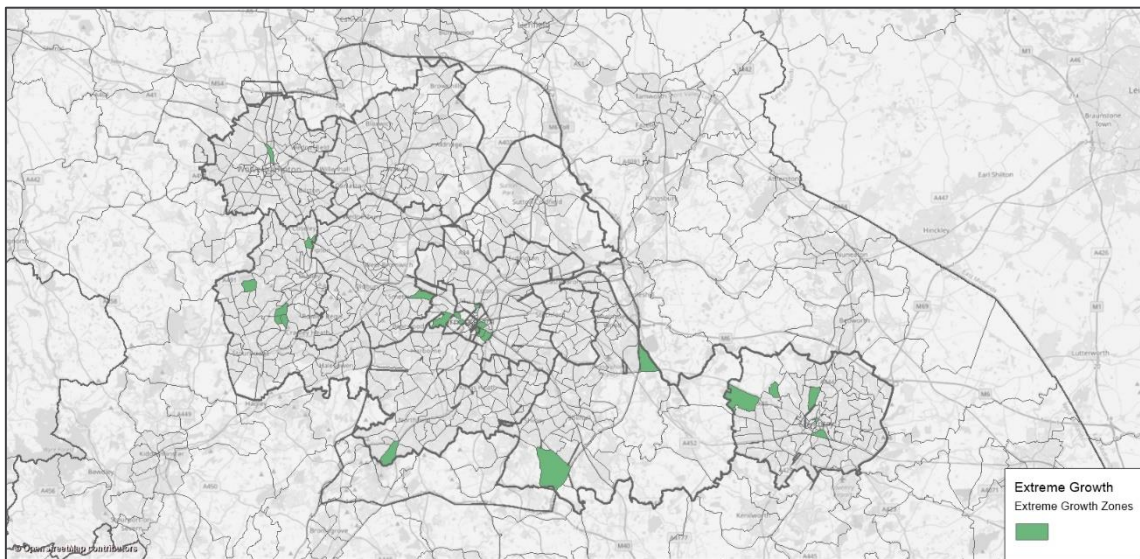
- 2032 extreme growth zones: 1093, 1191, 1201, 1292, 1293, 1502, 1512, 1525, 1526, 1527, 2081, 2084, 2174, 2206, 2220, 3123, 3153, 3223, 4181, 5094, 5212, 7174
- 2039 extreme growth zones: 2032 extreme growth zones + 3131, 3301

Figure 2-7 and Figure 2-8 show the locations of the extreme zones for 2032 and 2039 respectively.

Figure 2-7: Extreme Growth Zones – 2032



Figure 2-8: Extreme Growth Zones – 2039



3 O1 Draft Plan Scenario – Output Analysis

3.1 Model Convergence

3.1.1 VDM convergence

Table 3-1 shows the full model GAP values in the PRISM Variable Demand Model (VDM) forecasts for both DM and DS scenarios in 2032 and 2039. Those achieved VDM convergence gaps are slightly above the recommended TAG value of 0.1% by a very small margin. However, Guidance from TAG Unit M2.1 section 6.3.8 states that in more problematic systems the full gap value may be nearer to 0.2%. Given PRISM is such a large-scale model, it is considered that both forecast years have achieved the TAG target.

Table 3-1: VDM convergence %GAP

Forecast Year	Scenario	% GAP	Number of Iterations
2032	O1 DM	0.13%	10
2032	O1 DS	0.14%	11
2039	O1 DM	0.13%	13
2039	O1 DS	0.15%	13

3.1.2 Highway Assignment Model convergence

The advice on highway assignment model convergence is set out in TAG Unit M3.1 as reproduced in Table 3-2. Table 3-3 and Table 3-4 show the highway assignment performance against the convergence criteria for the final four consecutive iterations for both future years and all three time periods. The main criteria, %GAP, achieves the target less than 0.1% for all time periods in all future years.

Table 3-2: Summary of TAG Convergence Criteria

Measure of Convergence	Type	Acceptability guideline	Attribute in Visum
%GAP	Proximity	Less than 0.1% or at least stable with convergence fully documented and all other criteria met	GAP
Delta			GAPINNERASSIGNMENT
Percentage of links with flow change (P1) < 1%	Stability	Four consecutive iterations greater than 98%	SHAREACCVOLDIFFLINKS

Measure of Convergence	Type	Acceptability guideline	Attribute in Visum
Percentage of links with cost change (P2) < 1%			SHAREACCIMPDIFFLINKS

Table 3-3: Highway Convergence O1 DM Scenario

Year	Time Period	Iteration	Criteria			
			%GAP	(P1)<1%	(P2)<1%	Delta
2032	AM	7	0.07%	95.7%	99.1%	0.00%
		8	0.07%	96.2%	99.1%	0.01%
		9	0.06%	96.9%	99.2%	0.02%
		10	0.05%	97.4%	99.4%	0.01%
	IP	6	0.03%	94.8%	99.1%	0.01%
		7	0.02%	97.1%	99.4%	0.01%
		8	0.02%	98.0%	99.6%	0.01%
		9	0.01%	98.3%	99.6%	0.01%
	PM	25	0.06%	96.4%	98.6%	0.02%
		26	0.09%	97.0%	98.9%	0.02%
		27	0.06%	96.9%	98.9%	0.01%
		28	0.089%	97.5%	99.0%	0.02%
2039	AM	8	0.07%	96.1%	99.2%	0.00%
		9	0.07%	97.2%	99.4%	0.02%
		10	0.06%	97.6%	99.4%	0.02%
		11	0.05%	98.0%	99.4%	0.01%
	IP	6	0.05%	94.9%	99.2%	0.01%
		7	0.03%	97.0%	99.4%	0.01%
		8	0.03%	97.8%	99.5%	0.01%
		9	0.02%	98.5%	99.6%	0.00%
	PM	9	0.09%	96.2%	98.9%	0.02%
		10	0.08%	96.8%	99.2%	0.02%
		11	0.06%	97.0%	99.2%	0.00%
		12	0.05%	98.1%	99.4%	0.01%
Target			< 0.10%	> 98%	> 98%	< 0.10%

Table 3-4: Highway Convergence O1 DS Scenario

Year	Time Period	Iteration	Criteria			
			%GAP	(P1)<1%	(P2)<1%	Delta
2032	AM	17	0.07%	95.3%	98.9%	0.01%

Year	Time Period	Iteration	Criteria				
			%GAP	(P1)<1%	(P2)<1%	Delta	
		18	0.06%	96.9%	99.3%	0.01%	
		19	0.06%	96.3%	99.0%	0.01%	
		20	0.04%	97.1%	99.1%	0.02%	
	IP	17	0.09%	96.6%	99.0%	0.01%	
		18	0.05%	97.8%	99.4%	0.01%	
		19	0.04%	97.7%	99.4%	0.01%	
		20	0.02%	98.2%	99.5%	0.01%	
	PM	19	0.08%	95.9%	98.7%	0.02%	
		20	0.09%	96.9%	98.9%	0.02%	
		21	0.09%	96.9%	99.1%	0.01%	
		22	0.070%	97.3%	99.2%	0.01%	
	2039	AM	18	0.08%	94.9%	98.5%	0.01%
			19	0.06%	96.6%	99.1%	0.03%
20			0.05%	97.6%	99.4%	0.02%	
21			0.05%	96.9%	99.1%	0.02%	
IP		18	0.07%	96.6%	99.0%	0.01%	
		19	0.03%	97.8%	99.4%	0.01%	
		20	0.02%	98.4%	99.6%	0.01%	
		21	0.02%	98.5%	99.6%	0.01%	
PM		30	0.09%	97.6%	99.2%	0.01%	
		31	0.07%	97.9%	99.3%	0.01%	
		32	0.10%	96.5%	98.8%	0.01%	
		33	0.06%	96.7%	98.8%	0.02%	
Target			< 0.10%	> 98%	> 98%	< 0.10%	

3.2 O1 Draft Plan Demand

3.2.1 Personal Travel Demand Mode Split

The Travel Demand model predicts the mode share separately for each demand segment. This analysis was completed by combining the journey purposes into two types (all-home-based purposes and non-home-based purposes) and presenting at two different sector systems.

The sector system 1 is shown in Figure 3-1 which comprises four sectors in the whole PRISM model, including the Black Country Local Authorities (BCLA) area, the rest of the WMCA area, the rest of the fully modelled area, and the rest of the model area. The sector system 2 as shown in Figure 3-2 is based on the first sector system but with each of the five TfWM town-centre cordon areas within the Black Country each as a sector.

Figure 3-3 and Figure 3-4 show the mode share predicted by the Travel Demand model by journey purpose for each forecast year under sector system 1 for O1 and O2 respectively. The results based on sector system 2 is presented in Table 3-5 and Table 3-6 with figures shown in Appendix A. Overall, those results shown by sector system 1 in both Figure 3-3 (O1 DM) and Figure 3-4 (O1 DS) indicate that the proportion of car trip increase over time, whilst public transport and walk/bicycle mode share are forecasted to decline. As expected, non-home based trips have a relatively higher share in car than home-based trips. It is noted that comparing with rest of WMCA, BCLA has slightly higher percentage of car trip and marginally lower public transport and walk/bicycle mode share. This mode share pattern remains very much the same although there are some marginal increases in PT share and decreases in Car share in majority of the modelled areas from RC to O1 DM then again from O1 DM to O1 DS as shown in Table 3-7 and Table 3-8 .

Figure 3-1: Sector System 1

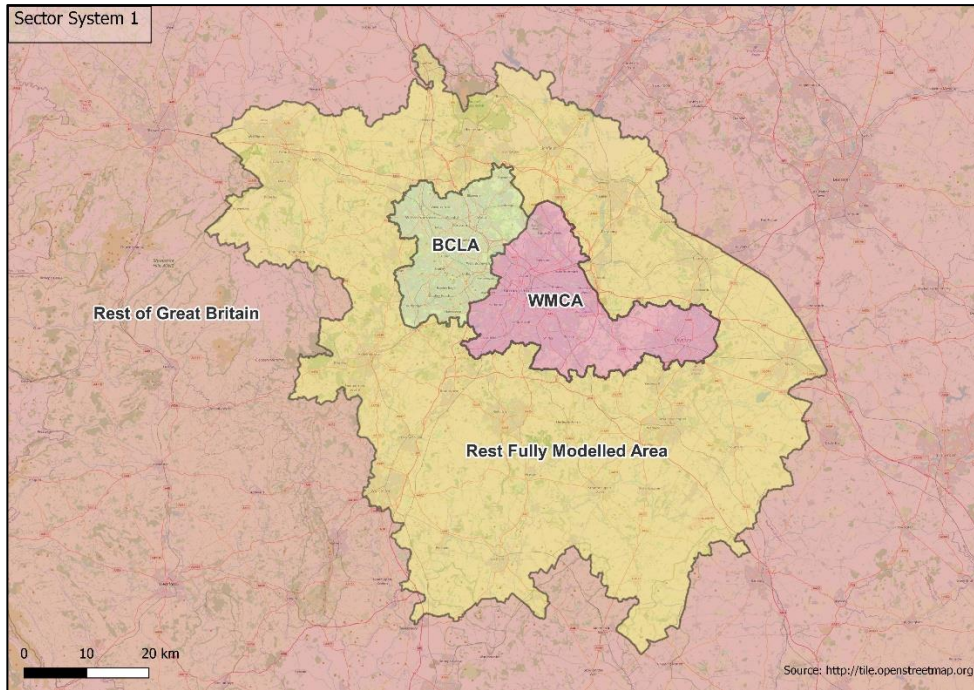


Figure 3-2: Sector System 2

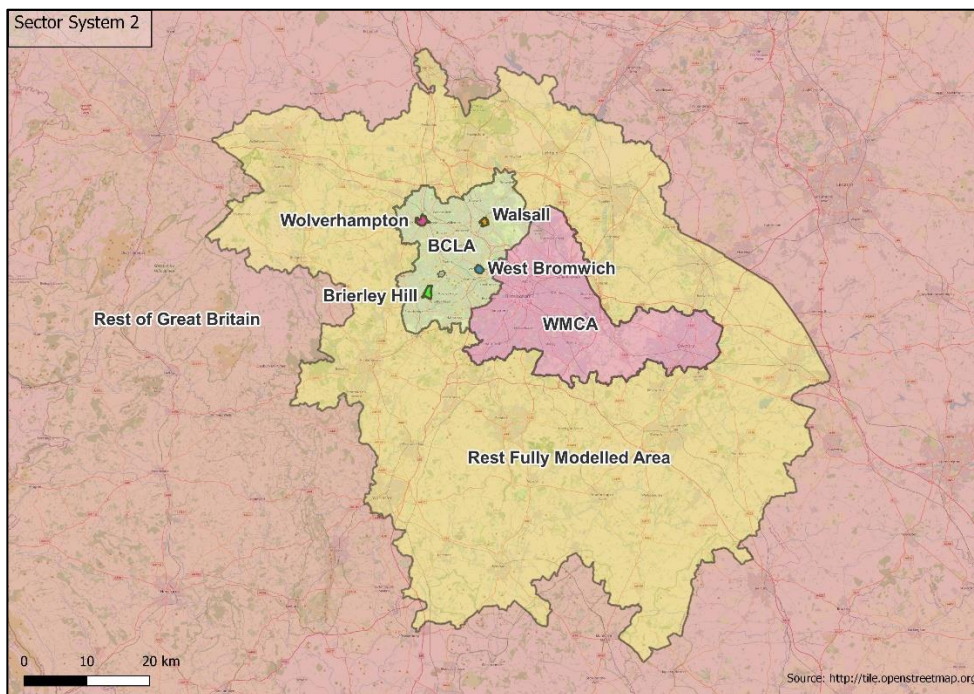


Figure 3-3: Percentage Mode Share by Journey Purpose in Sector System 1 – O1 DM Scenario

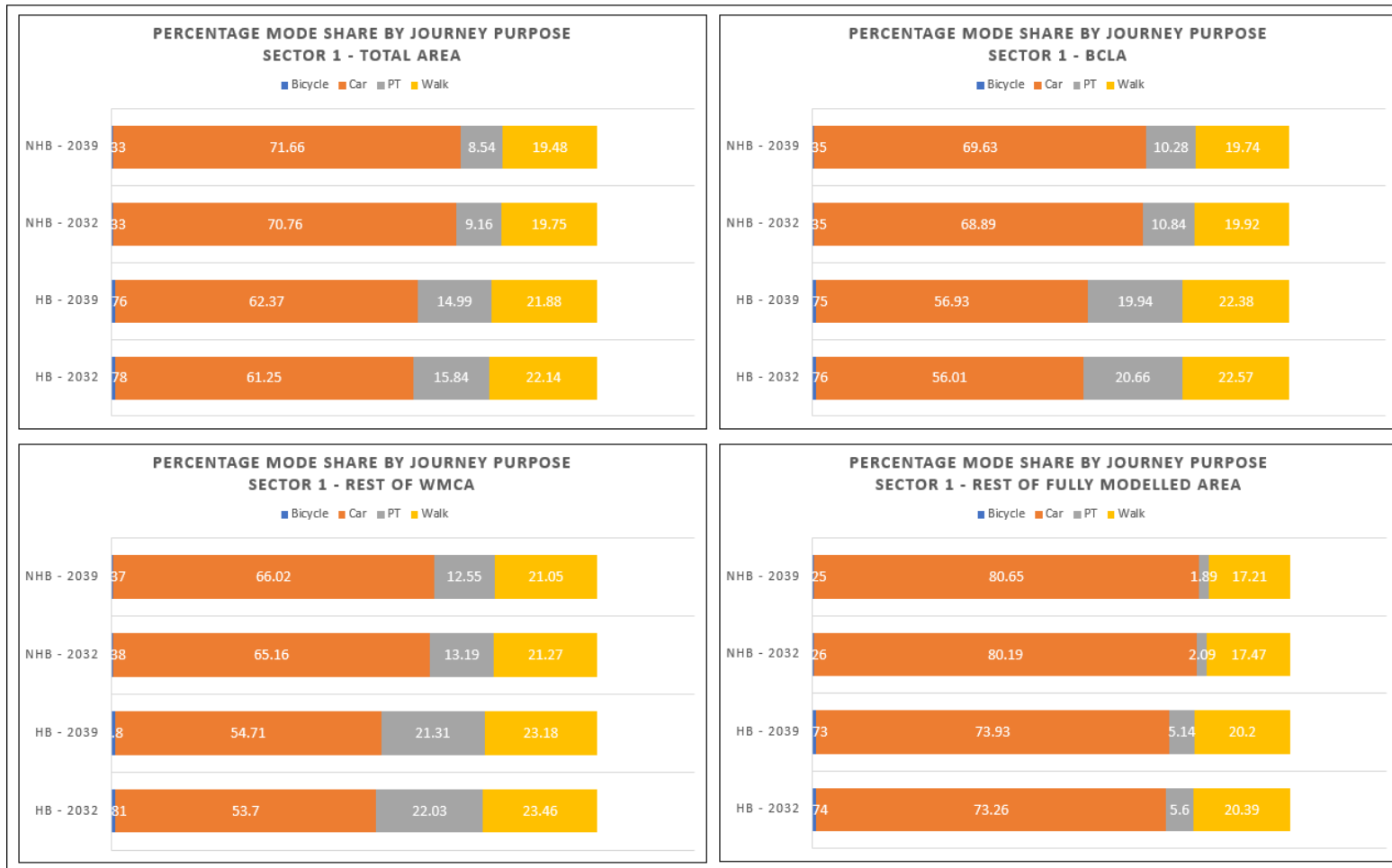


Figure 3-4: Percentage Mode Share by Journey Purpose in Sector System 1 – O1 DS Scenario

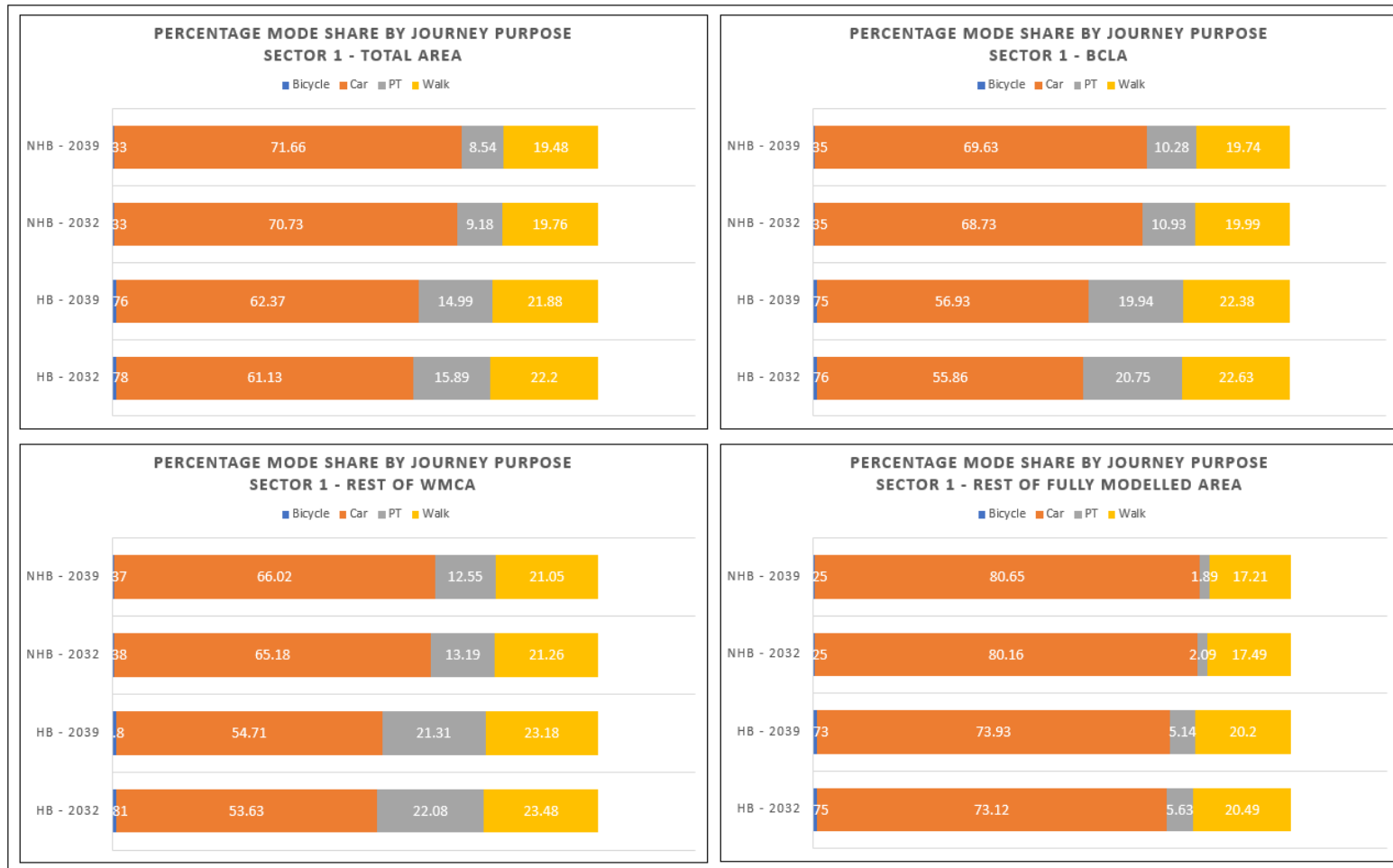


Table 3-5: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DM Scenario

Location	Year	Home-Based				Non-Home Based			
		Bicycle	Car	PT	Walk	Bicycle	Car	PT	Walk
Total Area	2032	0.78	61.25	15.84	22.14	0.33	70.76	9.16	19.75
	2039	0.76	62.37	14.99	21.88	0.33	71.66	8.54	19.48
Brierley Hill	2032	0.79	54.27	19.8	25.15	0.34	68.82	12.42	18.42
	2039	0.77	56.23	18.61	24.39	0.35	69.33	11.57	18.75
Dudley	2032	0.83	48.17	21.07	29.93	0.39	61.46	16.03	22.12
	2039	0.81	48.92	20.24	30.02	0.39	62.07	15.33	22.21
Walsall	2032	0.74	47.35	21.89	30.01	0.36	61.37	17.01	21.25
	2039	0.73	48.48	21.06	29.74	0.36	62.48	16.12	21.04
West Bromwich	2032	0.77	51.9	21.91	25.41	0.36	67.58	14.26	17.8
	2039	0.76	52.95	21.00	25.28	0.36	68.34	13.54	17.76
Wolverhampton	2032	0.78	36.04	39.85	23.33	0.43	58.55	19.09	21.93
	2039	0.79	38.48	36.4	24.33	0.44	59.3	18.25	22.01
BCLA (No town centre)	2032	0.76	56.33	20.49	22.42	0.34	69.92	9.95	19.79
	2039	0.75	57.26	19.77	22.22	0.34	70.64	9.43	19.58
Rest of WMCA	2032	0.81	53.7	22.03	23.46	0.38	65.16	13.19	21.27
	2039	0.8	54.71	21.31	23.18	0.37	66.02	12.55	21.05
Rest of fully modelled area	2032	0.74	73.26	5.6	20.39	0.26	80.19	2.09	17.47
	2039	0.73	73.93	5.14	20.2	0.25	80.65	1.89	17.21

Table 3-6: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DS Scenario

Location	Year	Home-Based				Non-Home Based			
		Bicycle	Car	PT	Walk	Bicycle	Car	PT	Walk
Total Area	2032	0.78	61.13	15.89	22.2	0.33	70.73	9.18	19.76
	2039	0.76	62.33	15.03	21.88	0.33	71.61	8.57	19.49
Brierley Hill	2032	0.79	54.2	19.83	25.18	0.34	68.84	12.41	18.4
	2039	0.77	56.38	18.39	24.46	0.35	69.52	11.42	18.71
Dudley	2032	0.83	48.11	21.1	29.96	0.39	61.47	16.03	22.11
	2039	0.82	48.97	20.07	30.14	0.39	62.33	15.03	22.25
Walsall	2032	0.74	47.23	21.96	30.07	0.36	61.32	17.05	21.27
	2039	0.73	48.45	21.04	29.78	0.36	62.39	16.1	21.15
West Bromwich	2032	0.78	51.63	22.02	25.57	0.37	67.17	14.41	18.05
	2039	0.77	52.66	21.08	25.49	0.37	67.79	13.78	18.06
Wolverhampton	2032	0.79	36.22	39.26	23.73	0.43	57.86	19.59	22.12
	2039	0.80	38.79	35.59	24.82	0.44	58.45	18.83	22.29
BCLA (No town centre)	2032	0.76	56.18	20.58	22.48	0.34	69.78	10.02	19.85
	2039	0.75	57.15	19.86	22.25	0.34	70.49	9.52	19.65
Rest of WMCA	2032	0.81	53.63	22.08	23.48	0.38	65.18	13.19	21.26

Location	Year	Home-Based				Non-Home Based			
		Bicycle	Car	PT	Walk	Bicycle	Car	PT	Walk
	2039	0.80	54.69	21.34	23.17	0.37	66.01	12.58	21.04
Rest of fully modelled area	2032	0.75	73.12	5.63	20.49	0.25	80.16	2.09	17.49
	2039	0.73	73.92	5.15	20.20	0.25	80.65	1.89	17.20

Table 3-7: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DM – RC

Location	Year	Home-Based				Non-Home Based			
		Bicycle	Car	PT	Walk	Bicycle	Car	PT	Walk
Total Area	2032	0.00	-0.03	0.03	0.00	0.00	-0.03	0.02	0.01
	2039	0.00	-0.02	0.02	0.00	0.00	-0.02	0.02	0.01
Brierley Hill	2032	0.00	-0.01	0.02	0.00	0.00	-0.05	0.02	0.04
	2039	0.01	-0.09	0.02	0.06	0.00	-0.13	0.05	0.08
Dudley	2032	0.00	-0.03	0.02	0.01	0.00	-0.05	0.03	0.02
	2039	0.00	-0.05	0.03	0.02	0.00	-0.14	0.07	0.07
Walsall	2032	0.00	-0.06	0.03	0.02	0.00	-0.14	0.08	0.05
	2039	0.00	-0.01	0.03	-0.02	0.00	-0.04	0.03	0.01
West Bromwich	2032	-0.01	0.00	0.01	-0.02	0.00	-0.01	0.02	-0.02
	2039	0.00	0.00	-0.01	0.00	0.00	0.09	-0.04	-0.05
Wolverhampton	2032	0.00	-0.01	-0.02	0.03	0.00	-0.04	0.04	0.00
	2039	0.00	0.02	-0.03	0.01	0.01	-0.02	0.03	-0.02
BCLA (No town centre)	2032	0.00	0.00	-0.01	0.01	0.00	0.00	0.00	0.01
	2039	0.00	-0.02	0.00	0.02	0.00	0.01	0.00	-0.01
Rest of WMCA	2032	0.00	-0.02	0.01	0.02	0.00	-0.01	0.01	0.00
	2039	0.00	0.00	0.01	0.00	0.00	-0.01	0.00	0.00
Rest of fully modelled area	2032	-0.01	0.03	0.00	-0.03	0.01	0.01	0.01	-0.01
	2039	0.00	0.00	0.00	-0.01	0.00	-0.02	0.00	0.02

Table 3-8: Percentage Mode Share by Journey Purpose in Sector System 2, O1 DS – O1 DM

Location	Year	Home-Based				Non-Home Based			
		Bicycle	Car	PT	Walk	Bicycle	Car	PT	Walk
Total Area	2032	0.00	-0.12	0.05	0.06	0.00	-0.03	0.02	0.01
	2039	0.00	-0.04	0.04	0.00	0.00	-0.05	0.03	0.01
Brierley Hill	2032	0.00	-0.07	0.03	0.03	0.00	0.02	-0.01	-0.02
	2039	0.00	0.15	-0.22	0.07	0.00	0.19	-0.15	-0.04
Dudley	2032	0.00	-0.06	0.03	0.03	0.00	0.01	0.00	-0.01
	2039	0.01	0.05	-0.17	0.12	0.00	0.26	-0.30	0.04
Walsall	2032	0.00	-0.12	0.07	0.06	0.00	-0.05	0.04	0.02
	2039	0.00	-0.03	-0.02	0.04	0.00	-0.09	-0.02	0.11

Location	Year	Home-Based				Non-Home Based			
		Bicycl e	Car	PT	Walk	Bicycl e	Car	PT	Walk
West Bromwich	2032	0.01	-0.27	0.11	0.16	0.01	-0.41	0.15	0.25
	2039	0.01	-0.29	0.08	0.21	0.01	-0.55	0.24	0.30
Wolverhampton	2032	0.01	0.18	-0.59	0.40	0.00	-0.69	0.50	0.19
	2039	0.01	0.31	-0.81	0.49	0.00	-0.85	0.58	0.28
BCLA (No town centre)	2032	0.00	-0.15	0.09	0.06	0.00	-0.14	0.07	0.06
	2039	0.00	-0.11	0.09	0.03	0.00	-0.15	0.09	0.07
Rest of WMCA	2032	0.00	-0.07	0.05	0.02	0.00	0.02	0.00	-0.01
	2039	0.00	-0.02	0.03	-0.01	0.00	-0.01	0.03	-0.01
Rest of fully modelled area	2032	0.01	-0.14	0.03	0.10	-0.01	-0.03	0.00	0.02
	2039	0.00	-0.01	0.01	0.00	0.00	0.00	0.00	-0.01

The list of sector-zone correspondence is provided separately in digital form.

3.3 O1 Draft Plan Highway Assignment

3.3.1 Network statistics

Table 3-9 presents network statistics showing the overall change in vehicles, vehicle-km and vehicle-hrs on the link basis in the network within BCLA area. Overall, there is an increase in vehicle demand, Veh-hour and Veh-km from RC to O1 DM due to the inclusion of the additional demand from the O1 draft plan and a decrease in those three categories from O1 DM to O1 DS due to the presence of the PT schemes in the O1 DS network.

Table 3-9: Highway Network Statistics - 2032

Metric	Peak	2032 RC	2032 O1 DM	2032 O1 DS	Diff		Diff %	
					O1 DM-RC	O1 DS-O1 DM	O1 DM-RC	O1 DS-O1 DM
Volume Vehicle PrT	AM	6,195,886	6,235,601	6,202,035	39,715	-33,566	0.64%	-0.54%
	IP	5,878,085	5,914,641	5,887,830	36,556	-26,811	0.62%	-0.45%
	PM	6,716,275	6,761,842	6,732,397	45,567	-29,445	0.68%	-0.44%
Veh-hour	AM	30,053	30,346	30,227	293	-119	0.97%	-0.39%
	IP	27,084	27,323	27,281	238	-41	0.88%	-0.15%
	PM	32,933	33,294	33,255	361	-39	1.10%	-0.12%
Veh-km	AM	1,150,108	1,157,297	1,150,796	7,189	-6,500	0.63%	-0.56%
	IP	1,078,326	1,085,072	1,080,969	6,746	-4,103	0.63%	-0.38%
	PM	1,238,422	1,246,880	1,242,215	8,458	-4,665	0.68%	-0.37%
Metric	Peak	2039 RC	2039 O1 DM	2039 O1 DS	Diff		Diff %	
					O1 DM-RC	O1 DS-O1 DM	O1 DM-RC	O1 DS-O1 DM
Volume Vehicle PrT	AM	6,351,374	6,377,936	6,329,033	26,562	-48,903	0.42%	-0.77%
	IP	6,067,014	6,091,686	6,053,758	24,672	-37,928	0.41%	-0.62%
	PM	6,890,747	6,920,736	6,881,807	29,989	-38,929	0.44%	-0.56%
Veh-hour	AM	31,271	31,472	31,387	201	-85	0.64%	-0.27%
	IP	28,266	28,432	28,325	167	-107	0.59%	-0.38%
	PM	34,237	34,504	34,363	268	-141	0.78%	-0.41%
Veh-km	AM	1,180,201	1,184,930	1,177,421	4,730	-7,509	0.40%	-0.63%
	IP	1,113,017	1,117,546	1,111,742	4,528	-5,804	0.41%	-0.52%
	PM	1,271,714	1,277,072	1,270,758	5,357	-6,314	0.42%	-0.49%

3.3.2 Flow Difference Plots

Figure 3-5 to Figure 3-8 show flow bandwidth plots for 2039 AM average hour in O1 DM and O1 DS, the comparison plots between RC and O1 DM, as well as between O1 DM and O1 DS. The flow difference plots disaggregated by type of vehicles are presented in Appendix B along with the plots for IP and PM for both 2032 and 2039.

To avoid any cluttered infographics, the following criteria have been set when producing the plots:

- Flow plots:
 - ✓ Flow less than 1000 are not labelled
- Flow difference plots:
 - ✓ Flow difference less than 200 are not labelled
 - ✓ Flow difference less than around 100 are not visible due to the scale of the bandwidths
 - ✓ Links that have changed structure between base and future year are not displayed

When examining the flow difference in/around BCLA area between the RC and O1 DM for 2039 AM Peak as shown in

Figure 3-7, noticeable increases are generally found in areas where additional developments have been added based on the draft plan. Between the O1 DM and O1 DS, the highway flow difference as shown in Figure 3-8 is insignificant across the board although there are a couple of sites which show noticeable increases due to the presence of the highway schemes in the O1 DS. It is noted some model noises and traffic rerouting are observed in Wolverhampton and also on the boundary between Walsall and Sandwell. This is currently under investigation and updates will be given in the Gateway Review Meeting 2. It should be noted that for illustration purpose, the bandwidth setting between

Figure 3-7 and Figure 3-8 is different because the difference between RC and O1 DM is much more spread across the network.

Figure 3-5: Highway Flow Bandwidths 2039 AM Peak, O1 DM Scenario



Figure 3-6: Highway Flow Difference 2039 AM Peak, O1 DS Scenario



Figure 3-7: Highway Flow Bandwidths 2039 AM Peak, O1 DM minus RC

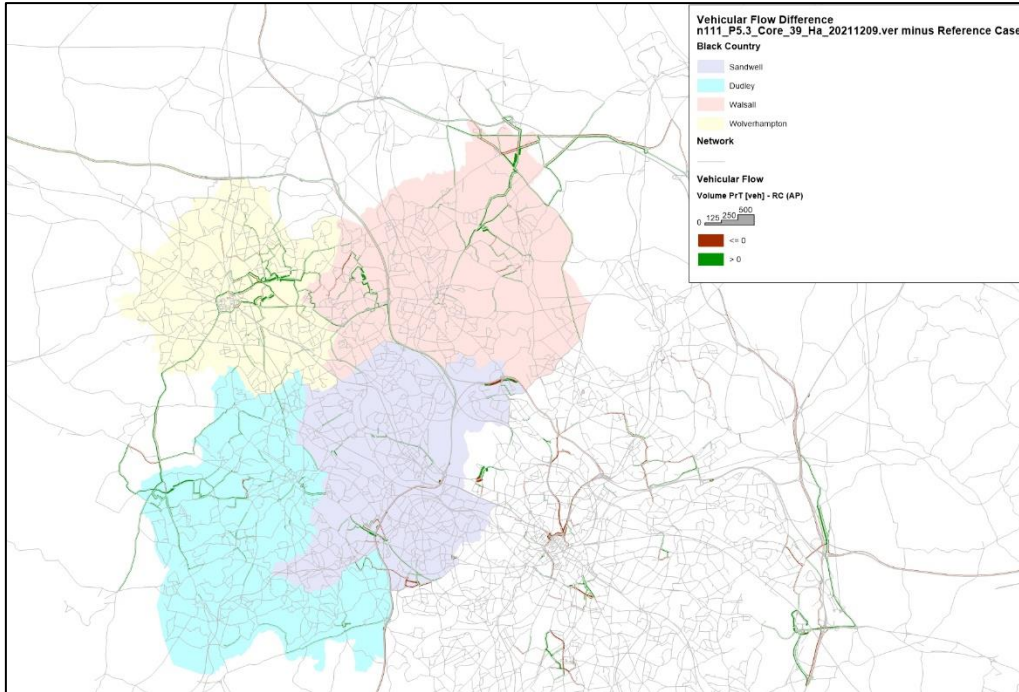
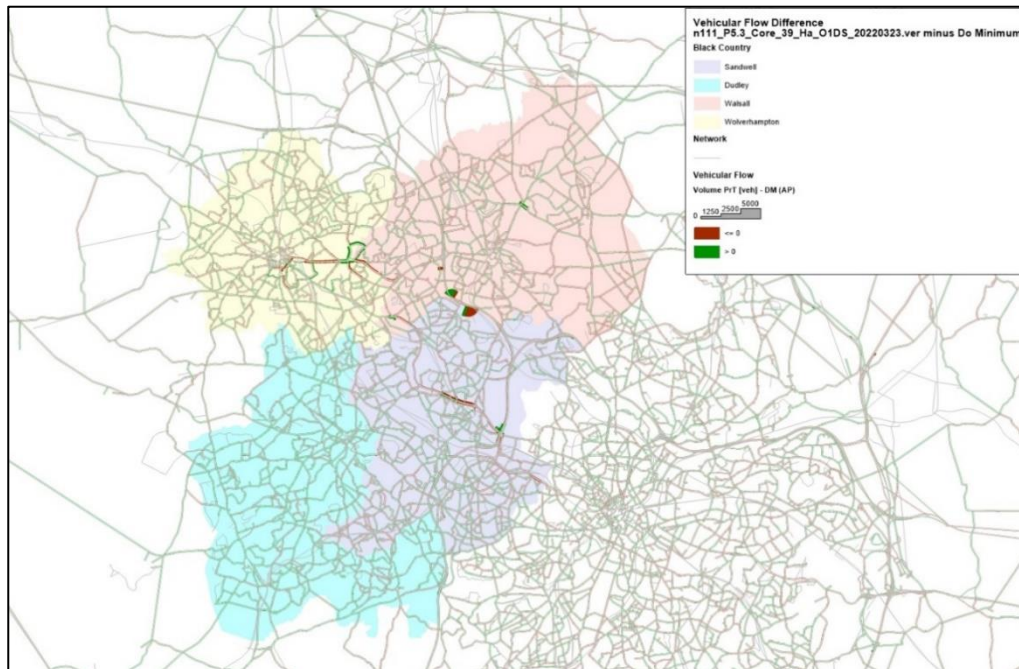


Figure 3-8: Highway Flow Difference 2039 AM Peak, O1 DS minus DM



3.3.3 Junction Volume Over Capacity Ratio Plots

Volume over Capacity ratio (V/C ratio, also known as Degree of Saturation) can provide a useful indication of network delays and congestions at junctions and links. Table 3-10 lists the significant corridors/junctions within Black Country Plan area provided by TfWM while Figure 3-9 shows their corresponding locations in the network. Each corridor of interest consists of multiple junctions. When selecting the junctions along a corridor, only key junctions where the corridor intersects with motorway, A road and B road were considered in this analysis shows a summary of the congestion comparison reporting the worst v/c approach arm of each junction in the worst time period during the day for both 2032 and 2039. Inter-Peak and PM peak results are provided in Appendix C with plots highlighting the link V/C over 85 for each time period in each future year and for each corridor/ individual junction.

Figure 3-9: Locations of Significant Junctions

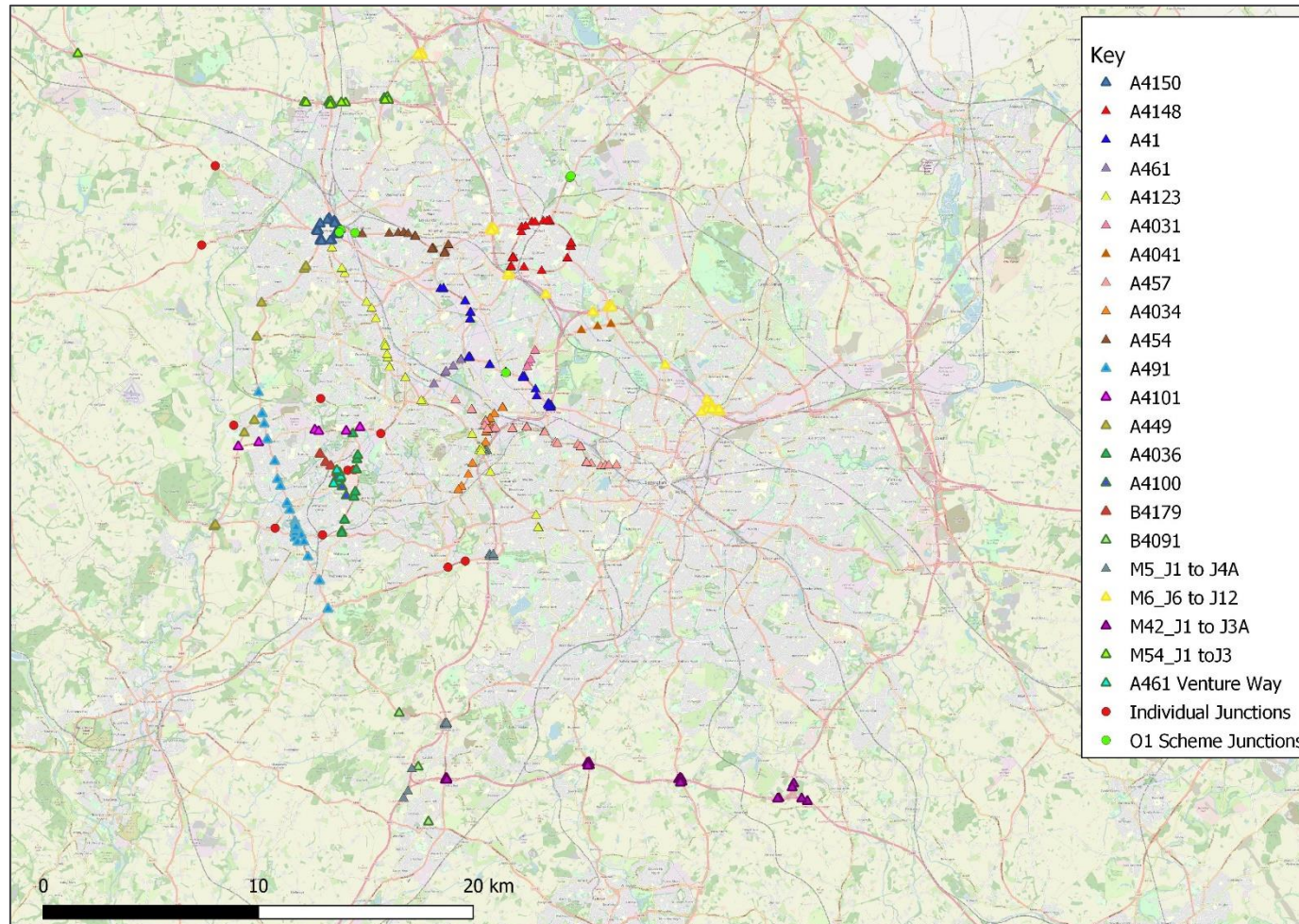


Table 3-10: List of Significant Junctions Within Black Country Plan Area

Type	Description
Corridor	A4150 Wolverhampton ring road, all junctions
	A4148 Walsall ring road, all junctions
	A41 Expressway/ Black Country New Rd, all junctions
	A461 Horseley Heath/ Dudley Port, all junctions
	A4123 New Birmingham Rd/ Wolverhampton Rd, all junctions
	A4031 All Saints Way, all junctions
	A4041 Newton Rd, all junctions
	A457 Dudley Rd East/ Oldbury Ringway/ Birmingham Rd/ Oldbury Rd/ Tollhouse Way/ Soho Way/ Grove Ln/ Dudley Rd
	A4034 Bromford Rd/ Churchbridge/ Birchfield Ln/ Oldbury Rd, all junctions
	A454 intersecting with Neachells Ln, B4464, B4484 and Black Country Route
	M5 J1 to J4A
	M6 J6 to J12
	M42 J1 to J3A
	M54 J 1 to J3
	A491, all primary junctions
	A4101 Lodge Ln/Summerhill/High St/ Dudley Rd/ Kingswinford Rd, all intersections with A-roads, B-roads, and Tansey Green Rd
	A449 Penn Rd/ Stourbridge Road/Wolverhampton Rd/ Halbeache Rd/ Kidderminster Rd, all intersections with A-roads, B-Roads, and Warstones Road
	A4036 Dudley Rd/ Thorns Rd/ Merry Hill/ Pedmore Rd/ Highgate Rd, all junctions
	A461 Venture Way, all junctions
	A4100 intersecting with The Boulevard and B4172
B4179 intersecting with Bryce Rd, Hickman Rd, John St, and High St	
B4091 intersecting with A-roads and B-roads	
Individual Junctions	A41/ Wrottesley Park Rd
	A454/Jenny Walkers Ln
	Swindon Rd/ Enville Rd/ Mile Flat
	Himley Rd/ Cinder Rd/ Bull St
	A458/ Bagley St
	A458/ A461/ Meriden Ave Rbt (Wollaston Centre)
	A461/A459 Blowers Green Rd/ Peartree Ln (Cinder Bank Rbt)

Type	Description
	A456/A459/ Grang Hill Rbt
	A459/ Manor Ln
	Level St/ The Embankment/ Waterfront way/ Metro
	Level St/ Central Way
O1DS Highway schemes	A41 Black Country New Road / Carters Green
	A454 Horseley Fields / Middle Cross
	A454 Lower Horseley Fields / Lower Walsall St
	A454 Middle Cross / Lower Walsall St
	A461 Lichfield Rd / Harden Road
	A461 Lichfield Rd / Pellsall lane

Table 3-11 below highlights the junctions with the worst link V/C ratio over 85% in the worst time period during the day. To abridge the extensive results, if all selected junctions within a corridor perform satisfactorily, no specific junctions will be reported. This analysis excludes any junctions whose control type is coded as unknown in PRISM, as it doesn't specify junction geometry therefore it provides least accurate junction performance result. When assessing the roundabout, it only focuses on the approach arm and the circulatory link joining to a signal-controlled junction.

Overall, there is a general increase of V/C ratio along each corridor and junction over time. While the draft plan has resulted in more demand within the BCLA in O1 DM as compared to the RC, insignificant change of V/C is found along majority of the junctions. The junction performance has been notably improved in three locations (A41/Moxley Rd Rbt, A457/Grove Lane, and A454/ Moseley Rd/ Neachells Ln) with moderate reduction of V/C due to the presence of associated highway schemes included in the O1 DS scenario.

Table 3-11: Summary of the Congestion 2032 (Green V/C <=85%, Orange V/C between 85% and 100%, Red V/C > 100%) among RC, DM and DS Scenarios

Type	Description	Junction	2032 RC	2032 O1 DM	2032 O1 DS
Corridor	A4150 Wolverhampton ring road, all junctions	A4150 Wolverhampton ring road/A454 Middle Cross	Yellow	Yellow	Red
		A4150 Wolverhampton ring road/Chapel Ash Island	Red	Red	Red
		A4150/A454/A41	Yellow	Yellow	Yellow
	A4148 Walsall ring road, all junctions	A4148/A461/Lower Rushall St	Yellow	Yellow	Yellow
		A4148/Lichfield St	Green	Green	Green
	A41 Expressway/ Black Country New Road, all junctions	A41/B4149/New Swan Ln	Green	Green	Green
		A41/Moxley Rd Rbt*	Yellow	Yellow	Green

Type	Description	Junction	2032 RC	2032 O1 DM	2032 O1 DS
	A461 Horseley Heath/ Dudley Port, all junctions	A461 Horseley Heath/ New Rd			
		A461/Tame Rd			
	A4123 New Birmingham Road/ Wolverhampton Road, all junctions	A4123/A4168 Priory Rd			
	A4031 All Saints Way, all junctions	-			
	A4041 Newton Road, all junctions	-			
	A457 Dudley Road East/ Oldbury Ringway/ Birmingham Road/ Oldbury Road/ Tollhouse Way/ Soho Way/ Grove Lane/ Dudley Road	A457/Dudley Rd/ City Rd			
		A457/Grove Ln*			
		A457/Icknield Port Rd/ Winson Green Rd			
		A457/Rotton Park Rd			
		A457/Soho St			
	A4034 Bromford Road/ Churchbridge/ Birchfield Lane/ Oldbury Road, all junctions	-			
	A454 intersecting with Neachells Lane, B4464, B4484 and Black Country Route	A454/B4464			
		A454/B4484			
		A454/Moseley Rd/ Neachells Lane*			
	M5 J1 to J4A	M5 J1			
	M6 J6 to J12	M6 J11			
	M42 J1 to J3A	M42 J1			
		M42 J2			
		M42 J3			
	M54 J 1 to J3	-			
	A491, All primary junctions	A491/B4175 Stallings Ln			
		A491/Heath Lane/ Glasshous			
		A491/Stallings/ Dudley Rd			
		A491/Vicarage Rd			
	A4101 Lodge Lane/Summerhill/High street/ dudley Road/ Kingswinford Road, all intersections with A-roads, B-roads, and Tansey Green Rd	A4101/A449 Wolverhampton Rd			
		A4101/Kidderminster Rd			
		A4101/Pensnett Rd			
		A4101/Tansey Green Rd			
	A449 Penn Road/ Stourbridge Road/Wolverhampton Road/	A449/Swindon Rd			

Type	Description	Junction	2032 RC	2032 O1 DM	2032 O1 DS
	Halbeache Road/ Kidderminster Road, all intersections wit A-roads, B-Roads, and Warstones Road				
	A4036 Dudley Road/ Thorns Road/ Merry Hill/ Pedmore Road/ Highgate Road, All junctions	A4036/Peartree Lane			
		A4036/Coppice Lane			
	A461 Venture Way, All junctions	-			
	A4100 intersecting with The Boulevard and B4172	B4172/Mount Pleasant/Mill St			
	B4179 intersecting with Bryce Rd, Hickman Road, John st, and High Street	B4179/Bank St/ Dudley Rd/ Level St			
		B4179/Bryce Rd			
		B4179/Hickman Rd			
		B4091intersecting with A-roads and B-roads	-		
Individual Junctions	A41/ Wrottesley Park Road	-			
	A454/Jenny Walkers Lane	-			
	Swindon Rd/ Enville Rd/ Mile Flat	-			
	Himley Rd/ Cinder Rd/ Bull St	Himley Rd/ Cinder Rd/ Bull St			
	A458/ Bagley St	-			
	A458/ A461/ Meriden Ave Rbt (Wollaston Centre)	-			
	A461/A459 Blowers Green Rd/ Peartree Lane (Cinder Bank Rbt)	A461/A459 Blowers Green Rd/ Peartree Lane (Cinder Bank Rbt)			
	A456/A459/ Grang Hill Rbt	A456/A459/ Grang Hill Rbt			
	A459/ Manor Lane	-			
	Level St/ The Embankment/ Waterfront way/ Metro	-			
Level St/ Central Way	-				
O1 DS Schemes	O1 DS Schemes: A41 Carters Green	A41 Black Country New Road / Carters Green			
	O1 DS Schemes: A454 Corridor	A454 Horseley Fields / Middle Cross			
		A454 Lower Horseley Fields / Lower Walsall St			
		A454 Middle Cross / Lower Walsall St			
	O1 DS Schemes: A461 Rushall	A461 LICHFIELD ROAD / Harden Road			
		A461 LICHFIELD ROAD / Pellsall lane			

Table 3-12: Summary of the Congestion 2039 (Green V/C <=85%, Orange V/C between 85% and 100%, Red V/C >100%) among RC, DM and DS Scenarios

Type	Description	Junction	2039 RC	2039 O1 DM	2039 O1 DS
Corridor	A4150 Wolverhampton ring road, all junctions	A4150 Wolverhampton ring road/A454 Middle Cross	Yellow	Yellow	Red
		A4150 Wolverhampton ring road/Chapel Ash Island	Red	Red	Red
		A4150/A454/A41	Yellow	Yellow	Yellow
	A4148 Walsall ring road, all junctions	A4148/A461/Lower Rushall St	Yellow	Yellow	Yellow
		A4148/Lichfield St	Yellow	Yellow	Green
	A41 Expressway/ Black Country New Road, all junctions	A41/B4149/New Swan Ln	Yellow	Yellow	Green
		A41/Moxley Rd Rbt*	Yellow	Yellow	Green
	A461 Horseley Heath/ Dudley Port, all junctions	A461 Horseley Heath/ New Rd	Red	Red	Red
		A461/Tame Rd	Red	Red	Yellow
	A4123 New Birmingham Road/ Wolverhampton Road, all junctions	A4123/A4168 Priory Rd	Yellow	Yellow	Yellow
	A4031 All Saints Way, all junctions	-	Green	Green	Green
	A4041 Newton Road, all junctions	-	Green	Green	Green
	A457 Dudley Road East/ Oldbury Ringway/ Birmingham Road/ Oldbury Road/ Tollhouse Way/ Soho Way/ Grove Lane/ Dudley Road	A457/Dudley Rd/ City Rd	Yellow	Yellow	Yellow
		A457/Grove Ln*	Yellow	Yellow	Green
		A457/Icknield Port Rd/ Winson Green Rd	Yellow	Yellow	Yellow
		A457/Rotton Park Rd	Yellow	Yellow	Green
		A457/Soho St	Yellow	Yellow	Red
	A4034 Bromford Road/ Churchbridge/ Birchfield Lane/ Oldbury Road, all junctions	-	Green	Green	Green
	A454 intersecting with Neachells Lane, B4464, B4484 and Black Country Route	A454/B4464	Yellow	Yellow	Red
		A454/B4484	Red	Red	Red
		A454/Moseley Rd/ Neachells Lane*	Red	Red	Green
	M5 J1 to J4A	M5 J1	Yellow	Yellow	Red
	M6 J6 to J12	M6 J11	Red	Red	Red
M42 J1 to J3A	M42 J1	Yellow	Yellow	Yellow	

Type	Description	Junction	2039 RC	2039 O1 DM	2039 O1 DS
		M42 J2			
		M42 J3			
	M54 J 1 to J3	-			
	A491, All primary junctions	A491/B4175 Stallings Ln			
		A491/Heath Lane/ Glasshous			
		A491/Stallings/ Dudley Rd			
		A491/Vicarage Rd			
	A4101 Lodge Lane/Summerhill/High street/ dudley Road/ Kingswinford Road, all intersections with A-roads, B-roads, and Tansey Green Rd	A4101/A449 Wolverhampton Rd			
		A4101/Kidderminster Rd			
		A4101/Pensnett Rd			
		A4101/Tansey Green Rd			
	A449 Penn Road/ Stourbridge Road/Wolverhampton Road/ Halbeache Road/ Kidderminster Road, all intersections wit A-roads, B-Roads, and Warstones Road	A449/Swindon Rd			
	A4036 Dudley Road/ Thorns Road/ Merry Hill/ Pedmore Road/ Highgate Road, All junctions	A4036/Peartree Lane			
		A4036/Coppice Lane			
	A461 Venture Way, All junctions	-			
	A4100 intersecting with The Boulevard and B4172	B4172/Mount Pleasant/Mill St			
	B4179 intersecting with Bryce Rd, Hickman Road, John st, and High Street	B4179/Bank St/ Dudley Rd/ Level St			
		B4179/Bryce Rd			
		B4179/Hickman Rd			
	B4091 intersecting with A-roads and B-roads	-			
Individual Junctions	A41/ Wrottesley Park Road	-			
	A454/Jenny Walkers Lane	-			
	Swindon Rd/ Enville Rd/ Mile Flat	-			
	Himley Rd/ Cinder Rd/ Bull St	Himley Rd/ Cinder Rd/ Bull St			
	A458/ Bagley St	-			
	A458/ A461/ Meriden Ave Rbt (Wollaston Centre)	-			

Type	Description	Junction	2039 RC	2039 O1 DM	2039 O1 DS
	A461/A459 Blowers Green Rd/ Peartree Lane (Cinder Bank Rbt)	A461/A459 Blowers Green Rd/ Peartree Lane (Cinder Bank Rbt)			
	A456/A459/ Grang Hill Rbt	A456/A459/ Grang Hill Rbt			
	A459/ Manor Lane	-			
	Level St/ The Embankment/ Waterfront way/ Metro	-			
	Level St/ Central Way	-			
O1 DS Schemes	O1 DS Schemes: A41 Carters Green	A41 Black Country New Road / Carters Green			
	O1 DS Schemes: A454 Corridor	A454 Horseley Fields / Middle Cross			
		A454 Lower Horseley Fields / Lower Walsall St			
		A454 Middle Cross / Lower Walsall St			
	O1 DS Schemes: A461 Rushall	A461 LICHFIELD ROAD / Harden Road			
		A461 LICHFIELD ROAD / Pellsall lane			

3.3.4 Link Delay Plots

Figure 3-10 to Figure 3-13 show the link delay plots for 2039 AM in O1 DM and O1 DS, with separate plots showing the comparison between RC and O1 DM, as well as between O1 DM and O1 DS. To avoid the cluttered infographics, link delay difference less than 60 seconds are not labelled. At this scale it is difficult to spot any particular link, but the plots are useful for illustrating the magnitude of delay across the network for both O1 DM and O1 DS. Again, noticeable delays are found in areas where additional developments are introduced from the O1 draft plan. The change of the highway delay among RC, O1 DM and O1 DS are also inline with the change of highway flow as shown in section 3.3.2 above and this change pattern also holds for both IP and PM. Different zoom levels are presented in Appendix D for all three time periods and both forecast years.

Figure 3-10: Highway Link Delay 2039 AM Peak, O1 DM Scenario

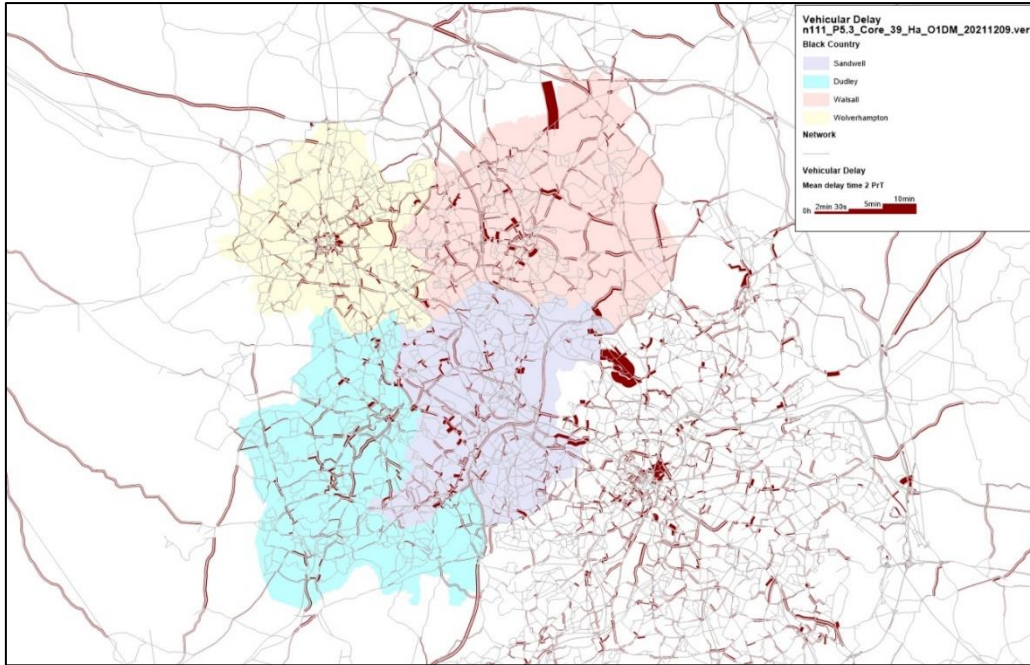


Figure 3-11: Highway Link Delay 2039 AM Peak, O1 DS Scenario

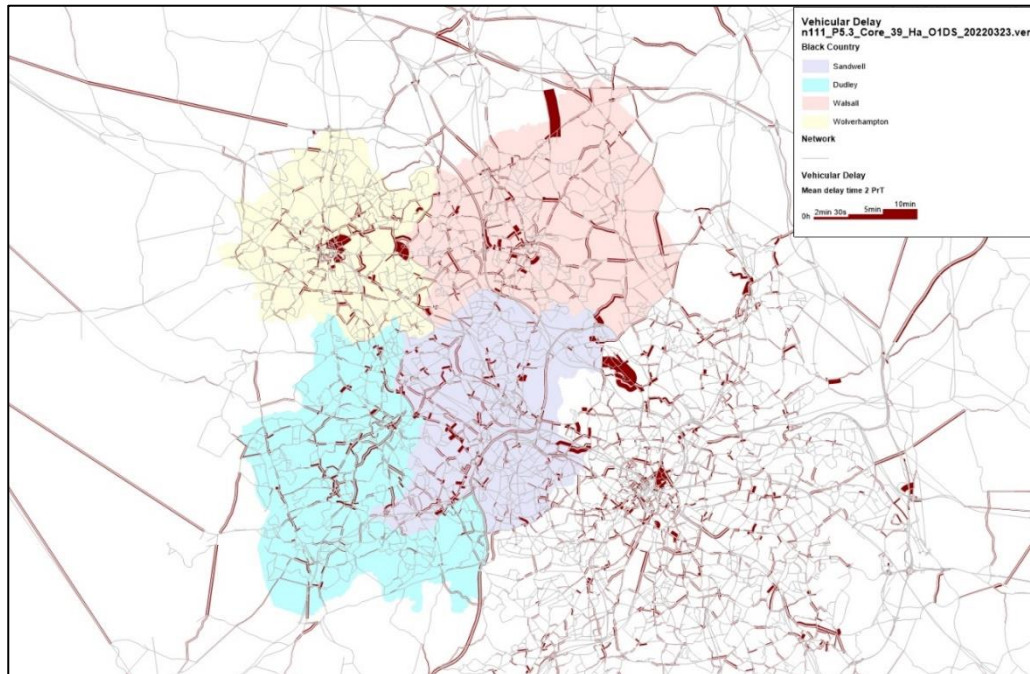


Figure 3-12: Highway Link Delay 2039 AM Peak, O1 DM minus RC

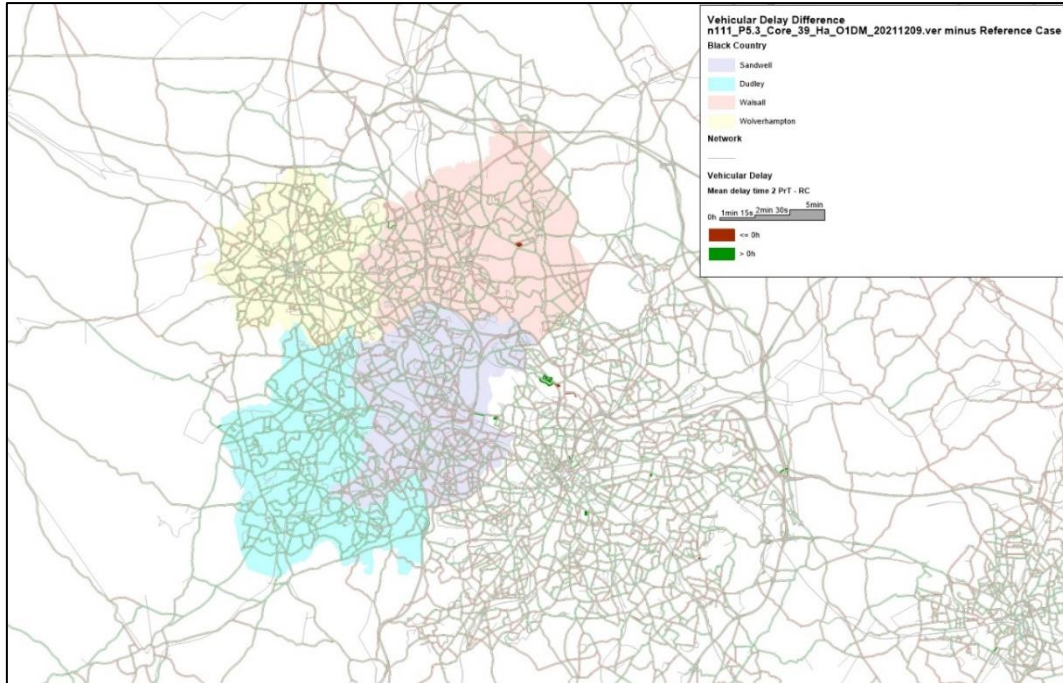
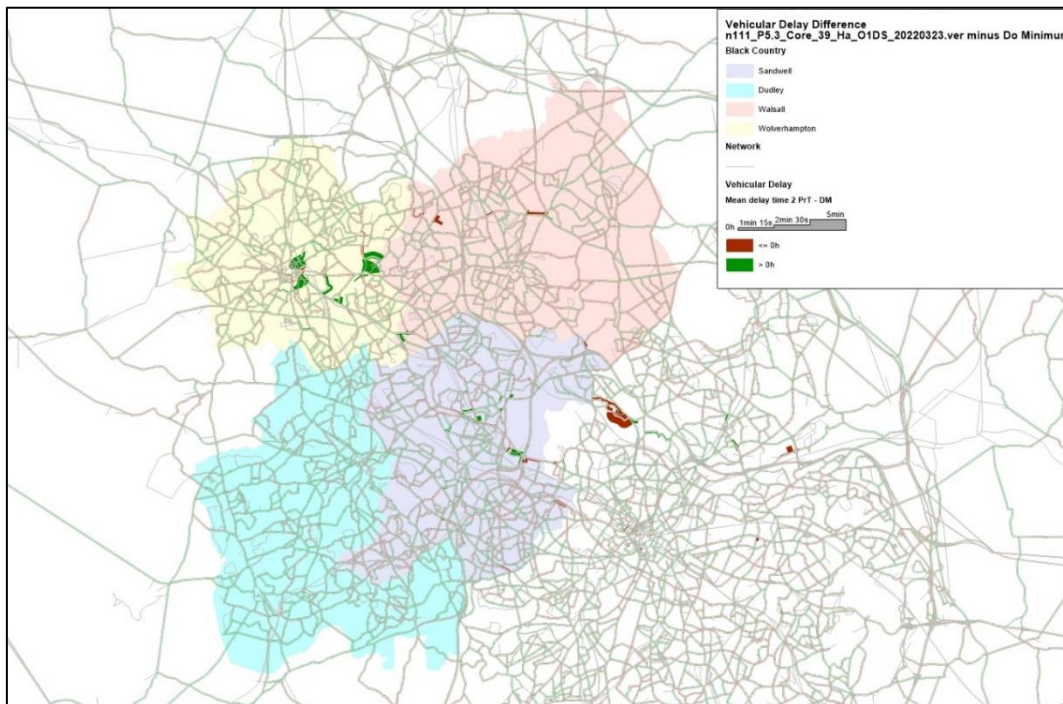


Figure 3-13: Highway Link Delay 2039 AM Peak, O1 DS minus DM



3.3.5 Journey Time Analysis

Journey time routes were taken from the PRISM 5.3 Model Validation Report (Mott MacDonald, September 2020) which fall wholly or partly within the Black Country Plan area as seen in Figure 3-14. In total there are 53 two-directional routes compared to 102 routes that were defined in PRISM 5.3.

Table 3-13 and

Table 3-14 present the journey time in AM average peak hour for RC, O1 DM and O1 DS under both forecast years. As expected, there are marginal increases in journey time on majority of the routes from RC to O1 DM due to additional demand from the draft plan being brought into the network and some noticeable reductions on certain routes from O1 DM to O1 DS due to the combination of highway and PT schemes coded in the O1 DS. This trend is broadly consistent across all routes and all time periods and Appendix E provides journey time results for the IP and PM.

Figure 3-14: PRISM 5.3 Journey Time Routes within BCLA

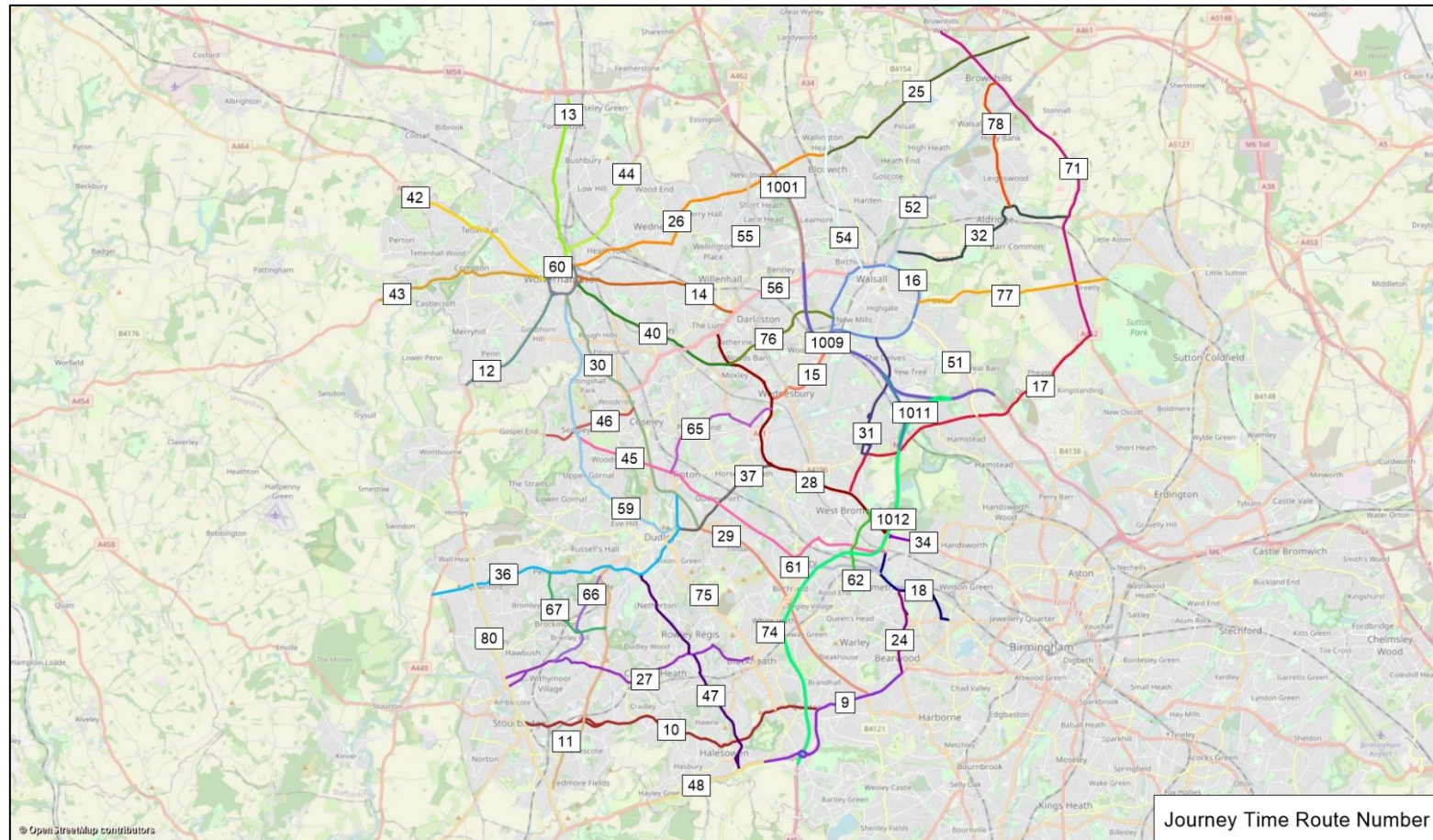


Table 3-13: Journey Time Result 2032 AM – RC, O1 DM and O1 DS

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
9	A456 Hagley Road	EB	587	587	590	0.1%	0.5%
		WB	514	514	516	0.0%	0.3%
10	A458	EB	1,263	1,265	1,270	0.2%	0.3%
		WB	1,117	1,118	1,119	0.1%	0.1%
11	A4036	NB	1,043	1,045	1,045	0.2%	0.1%
		SB	1,063	1,064	1,063	0.1%	-0.1%
12	A449 Penn Road/Stourbridge Road	NB	562	564	561	0.4%	-0.6%
		SB	478	478	486	0.1%	1.5%
13	A449 Stafford Road	NB	613	613	625	0.0%	2.0%
		SB	757	764	734	0.9%	-3.9%
14	A454 Willenhall Road	EB	663	668	544	0.8%	-18.6%
		WB	818	826	754	0.9%	-8.7%
15	A461 Wood Green Road	NB	480	480	480	0.1%	0.0%
		SB	433	433	435	0.2%	0.5%
16	A4148 Broadway/Walsall Ring Road	Anti-Clockwise	1,391	1,401	1,400	0.8%	-0.1%
		Clockwise	1,424	1,435	1,440	0.8%	0.4%
17	A4041	NB	1,172	1,176	1,156	0.4%	-1.7%
		SB	1,160	1,136	1,167	-2.1%	2.7%
18	A457 Grove Lane/Dudley Road	EB	471	471	447	-0.2%	-4.9%
		WB	374	373	372	-0.2%	-0.2%
24	A4040/A4030	NB	418	419	415	0.2%	-0.9%
		SB	484	485	491	0.1%	1.3%
25	A4124 Lichfield Road east of A34	EB	1,007	1,027	1,025	2.0%	-0.2%
		WB	1,045	1,059	1,055	1.4%	-0.4%
26	A4124 between Wolverhampton and A34	EB	1,432	1,445	1,477	0.9%	2.2%
		WB	1,510	1,523	1,507	0.9%	-1.1%
27	A4100/A461	EB	1,447	1,450	1,452	0.2%	0.2%
		WB	1,199	1,200	1,200	0.1%	0.0%
28	A41 Black Country New Road	EB	1,003	1,003	1,073	0.0%	7.0%
		WB	825	827	821	0.2%	-0.7%
29	A4123 Wolverhampton Road	NB	1,032	1,034	1,038	0.2%	0.4%
		SB	1,133	1,136	1,135	0.3%	-0.1%
30		NB	1,188	1,192	1,183	0.4%	-0.8%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
	A4123 Birmingham New Road	SB	1,191	1,190	1,212	-0.1%	1.9%
31	A4031 Walsall Road	NB	492	493	493	0.1%	0.1%
		SB	564	564	621	0.1%	10.2%
32	A454 Aldridge Road/Little Aston Road	EB	729	734	728	0.7%	-0.8%
		WB	735	745	739	1.3%	-0.8%
34	A41 Soho Road/Holyhead Road	EB	156	156	149	0.1%	-4.3%
		WB	268	319	203	18.9%	-36.4%
36	A4101 Dudley Road/A461 Dudley Southern bypass/A4037 Tipton Road	EB	1,291	1,295	1,297	0.4%	0.2%
		WB	1,218	1,219	1,219	0.1%	0.0%
37	A461 Horseley Heath	NB	673	677	651	0.7%	-3.9%
		SB	635	634	632	-0.1%	-0.4%
40	A41 Bilston Road	EB	956	958	1,078	0.2%	12.5%
		WB	938	940	954	0.2%	1.5%
42	A41 Wergs Road/Tettenhall Road	EB	685	687	684	0.2%	-0.3%
		WB	635	635	638	0.0%	0.4%
43	A454 Compton Road West	EB	604	606	603	0.3%	-0.4%
		WB	528	528	528	0.0%	0.1%
44	A460 Cannock Road	NB	508	510	519	0.3%	1.7%
		SB	561	561	558	0.1%	-0.6%
45	A457/A4034/A418 2	EB	1,720	1,720	1,754	0.0%	1.9%
		WB	1,550	1,552	1,561	0.1%	0.6%
46	A463	EB	467	468	470	0.3%	0.5%
		WB	343	343	343	-0.1%	0.0%
47	A459	NB	993	996	995	0.3%	-0.1%
		SB	1,045	1,047	1,047	0.2%	0.1%
48	A456 Manor Way	EB	276	277	279	0.2%	1.1%
		WB	235	235	235	0.0%	-0.2%
51	A34 Walsall Road/Birmingham Road	NB	460	462	460	0.4%	-0.4%
		SB	569	622	567	9.2%	-8.8%
52	A461 Lichfield Road	NB	1,059	1,072	1,070	1.2%	-0.2%
		SB	1,200	1,215	1,149	1.2%	-5.5%
54	A34 Stafford Road/Walsall Road	NB	653	656	656	0.4%	0.0%
		SB	936	949	948	1.5%	-0.2%
55	A462	NB	1,272	1,277	1,282	0.4%	0.4%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
		SB	1,416	1,430	1,441	1.0%	0.7%
56	A463/A454 Black Country Route	EB	928	935	960	0.7%	2.6%
		WB	886	889	875	0.4%	-1.5%
59	A459 Wolverhampton Road/Dudley Road	NB	1,434	1,437	1,428	0.2%	-0.6%
		SB	1,375	1,377	1,393	0.1%	1.2%
60	A4150 Wolverhampton Ring Road	Anti-Clockwise	536	539	544	0.5%	0.9%
		Clockwise	542	545	546	0.5%	0.1%
61	A457 Oldbury Road/Oldbury Ring Way	EB	346	345	342	-0.1%	-1.1%
		WB	318	318	321	-0.1%	0.9%
62	Trinity Way/Spon Lane/W Park Road	NB	352	353	350	0.1%	-0.7%
		SB	450	449	426	-0.2%	-5.2%
65	A4037 Bloomfield Road/Leabrook Road	NB	746	748	741	0.3%	-0.9%
		SB	624	624	626	0.0%	0.3%
66	A461 Stourbridge Road/Church Street	NB	617	619	620	0.3%	0.1%
		SB	533	533	533	0.0%	0.0%
67	B4179/Level Street	NB	647	648	647	0.3%	-0.2%
		SB	677	679	681	0.3%	0.2%
71	A452 Chester Road North_A4041 to A5	NB	1,112	1,132	1,129	1.8%	-0.2%
		SB	1,311	1,331	1,333	1.6%	0.1%
74	A4034	NB	533	534	536	0.1%	0.4%
		SB	541	539	540	-0.2%	0.1%
75	A4034/B4171	NB	1,184	1,189	1,183	0.4%	-0.5%
		SB	1,146	1,147	1,150	0.1%	0.2%
76	A4038	EB	588	589	583	0.1%	-0.9%
		WB	532	534	579	0.3%	8.5%
77	B4151	EB	708	713	713	0.7%	0.0%
		WB	743	753	750	1.4%	-0.4%
78	B4152	NB	477	487	485	2.1%	-0.5%
		SB	566	569	568	0.6%	-0.1%
80	A491	NB	1,305	1,306	1,305	0.1%	0.0%
		SB	1,390	1,391	1,390	0.1%	-0.1%
1001	M6 J12 - J8	NB	229	229	228	0.0%	-0.6%
		SB	228	228	230	0.1%	0.5%
1009	M6 J9 - J6	NB	528	530	526	0.4%	-0.8%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
		SB	461	461	459	0.0%	-0.4%
1011	M6 J7/8 - M5 J4	NB	688	688	678	0.0%	-1.4%
		SB	595	594	593	-0.1%	-0.2%
1012	M6 J9/8 - M5 J4	NB	692	693	681	0.0%	-1.7%
		SB	600	599	599	-0.2%	0.0%

Table 3-14: Journey Time Result 2039 AM – RC, O1 DM and O1 DS

Route No	Description	Direction	2039 RC (s)	2039 DM (s)	2039 DS (s)	DM – RC %	DS-DM %
9	A456 Hagley Road	EB	596	595	600	-0.1%	0.8%
		WB	520	521	522	0.1%	0.2%
10	A458	EB	1,298	1,303	1,303	0.4%	0.0%
		WB	1,133	1,133	1,134	0.0%	0.0%
11	A4036	NB	1,058	1,062	1,064	0.4%	0.1%
		SB	1,077	1,079	1,079	0.2%	0.0%
12	A449 Penn Road/Stourbridge Road	NB	566	570	571	0.7%	0.2%
		SB	484	483	482	-0.2%	0.0%
13	A449 Stafford Road	NB	629	627	638	-0.3%	1.8%
		SB	771	768	764	-0.4%	-0.6%
14	A454 Willenhall Road	EB	679	685	553	0.9%	-19.2%
		WB	822	824	1,057	0.3%	28.2%
15	A461 Wood Green Road	NB	488	488	488	0.1%	-0.1%
		SB	435	436	438	0.1%	0.6%
16	A4148 Broadway/Walsall Ring Road	Anti-Clockwise	1,404	1,406	1,409	0.1%	0.2%
		Clockwise	1,446	1,448	1,447	0.2%	-0.1%
17	A4041	NB	1,191	1,184	1,171	-0.5%	-1.1%
		SB	1,161	1,153	1,179	-0.7%	2.2%
18	A457 Grove Lane/Dudley Road	EB	476	476	455	-0.1%	-4.5%
		WB	379	379	377	-0.1%	-0.5%
24	A4040/A4030	NB	423	423	420	0.0%	-0.9%
		SB	489	489	499	-0.2%	2.1%
25	A4124 Lichfield Road east of A34	EB	1,015	1,022	1,020	0.6%	-0.2%
		WB	1,053	1,054	1,048	0.1%	-0.6%
26		EB	1,446	1,462	1,496	1.1%	2.4%

Route No	Description	Direction	2039 RC (s)	2039 DM (s)	2039 DS (s)	DM – RC %	DS-DM %
	A4124 between Wolverhampton and A34	WB	1,525	1,528	1,604	0.2%	5.0%
27	A4100/A461	EB	1,480	1,490	1,497	0.7%	0.5%
		WB	1,218	1,219	1,220	0.1%	0.0%
28	A41 Black Country New Road	EB	1,031	1,028	1,097	-0.4%	6.8%
		WB	838	840	827	0.2%	-1.5%
29	A4123 Wolverhampton Road	NB	1,048	1,050	1,054	0.2%	0.4%
		SB	1,165	1,164	1,148	-0.1%	-1.4%
30	A4123 Birmingham New Road	NB	1,198	1,205	1,198	0.6%	-0.6%
		SB	1,211	1,211	1,416	0.0%	16.9%
31	A4031 Walsall Road	NB	496	497	497	0.1%	0.1%
		SB	573	571	625	-0.4%	9.5%
32	A454 Aldridge Road/Little Aston Road	EB	734	735	732	0.1%	-0.4%
		WB	740	744	735	0.5%	-1.3%
34	A41 Soho Road/Holyhead Road	EB	157	157	150	0.0%	-4.1%
		WB	282	320	201	13.4%	-37.3%
36	A4101 Dudley Road/A461 Dudley Southern bypass/A4037 Tipton Road	EB	1,321	1,333	1,336	0.9%	0.3%
		WB	1,234	1,239	1,238	0.4%	0.0%
37	A461 Horseley Heath	NB	698	692	678	-1.0%	-2.0%
		SB	652	652	656	0.0%	0.7%
40	A41 Bilston Road	EB	971	971	1,155	0.1%	18.8%
		WB	946	949	1,032	0.3%	8.8%
42	A41 Wergs Road/Tettenhall Road	EB	687	688	682	0.1%	-0.9%
		WB	643	642	641	-0.1%	-0.2%
43	A454 Compton Road West	EB	604	605	600	0.1%	-0.9%
		WB	532	532	530	0.0%	-0.3%
44	A460 Cannock Road	NB	518	518	528	0.0%	1.9%
		SB	562	562	563	0.0%	0.2%
45	A457/A4034/A4182	EB	1,757	1,765	1,799	0.4%	1.9%
		WB	1,581	1,583	1,598	0.1%	0.9%
46	A463	EB	472	476	482	0.8%	1.2%
		WB	347	346	349	-0.2%	0.8%
47	A459	NB	1,009	1,012	1,019	0.3%	0.7%
		SB	1,073	1,077	1,078	0.4%	0.1%

Route No	Description	Direction	2039 RC (s)	2039 DM (s)	2039 DS (s)	DM – RC %	DS-DM %
48	A456 Manor Way	EB	288	290	290	0.6%	0.0%
		WB	239	239	239	0.0%	-0.1%
51	A34 Walsall Road/Birmingham Road	NB	463	463	463	-0.1%	0.1%
		SB	616	608	560	-1.4%	-7.9%
52	A461 Lichfield Road	NB	1,070	1,074	1,082	0.3%	0.7%
		SB	1,213	1,220	1,156	0.6%	-5.2%
54	A34 Stafford Road/Walsall Road	NB	658	659	661	0.1%	0.3%
		SB	955	954	961	0.0%	0.7%
55	A462	NB	1,288	1,292	1,294	0.3%	0.1%
		SB	1,427	1,454	1,448	1.9%	-0.5%
56	A463/A454 Black Country Route	EB	956	957	977	0.1%	2.1%
		WB	902	903	905	0.1%	0.2%
59	A459 Wolverhampton Road/Dudley Road	NB	1,449	1,456	1,459	0.5%	0.2%
		SB	1,396	1,397	1,643	0.0%	17.6%
60	A4150 Wolverhampton Ring Road	Anti-Clockwise	546	549	513	0.5%	-6.6%
		Clockwise	548	550	523	0.3%	-4.8%
61	A457 Oldbury Road/Oldbury Ring Way	EB	350	351	348	0.4%	-0.8%
		WB	323	322	327	-0.1%	1.4%
62	Trinity Way/Spon Lane/W Park Road	NB	357	358	357	0.0%	-0.3%
		SB	467	462	431	-1.2%	-6.6%
65	A4037 Bloomfield Road/Leabrook Road	NB	768	768	775	0.1%	0.9%
		SB	637	638	643	0.1%	0.8%
66	A461 Stourbridge Road/Church Street	NB	632	637	638	0.7%	0.2%
		SB	541	542	542	0.2%	0.1%
67	B4179/Level Street	NB	662	665	665	0.5%	0.1%
		SB	693	699	701	0.9%	0.2%
71	A452 Chester Road North_A4041 to A5	NB	1,125	1,134	1,133	0.8%	-0.1%
		SB	1,331	1,337	1,332	0.5%	-0.3%
74	A4034	NB	542	544	545	0.3%	0.2%
		SB	545	546	546	0.2%	-0.1%
75	A4034/B4171	NB	1,212	1,219	1,220	0.6%	0.1%
		SB	1,168	1,173	1,175	0.5%	0.1%

Route No	Description	Direction	2039 RC (s)	2039 DM (s)	2039 DS (s)	DM – RC %	DS-DM %
76	A4038	EB	596	595	593	-0.1%	-0.4%
		WB	537	537	583	0.0%	8.5%
77	B4151	EB	715	715	715	0.0%	-0.1%
		WB	751	750	750	-0.1%	-0.1%
78	B4152	NB	480	486	485	1.2%	-0.3%
		SB	570	566	562	-0.6%	-0.8%
80	A491	NB	1,318	1,321	1,321	0.2%	0.0%
		SB	1,415	1,427	1,433	0.9%	0.4%
1001	M6 J12 - J8	NB	234	233	231	-0.2%	-1.2%
		SB	230	230	231	0.0%	0.7%
1009	M6 J9 - J6	NB	540	541	535	0.1%	-1.1%
		SB	475	475	477	-0.1%	0.5%
1011	M6 J7/8 - M5 J4	NB	712	713	701	0.1%	-1.6%
		SB	615	614	615	-0.2%	0.1%
1012	M6 J9/8 - M5 J4	NB	716	717	704	0.1%	-1.9%
		SB	620	619	621	-0.2%	0.3%

3.4 O1 Draft Plan PT Assignment

3.4.1 PT Flow Plots by sub-mode

Figure 3-15 to Figure 3-16 show public transport flow bandwidth plots for 2039 AM in O1 DM and O1 DS. Different zoom levels are provided in Appendix F along with the plots for IP and PM and for both forecast years.

Figure 3-15: Public Transport Flow Bandwidths 2039 AM Peak, O1 DM Scenario

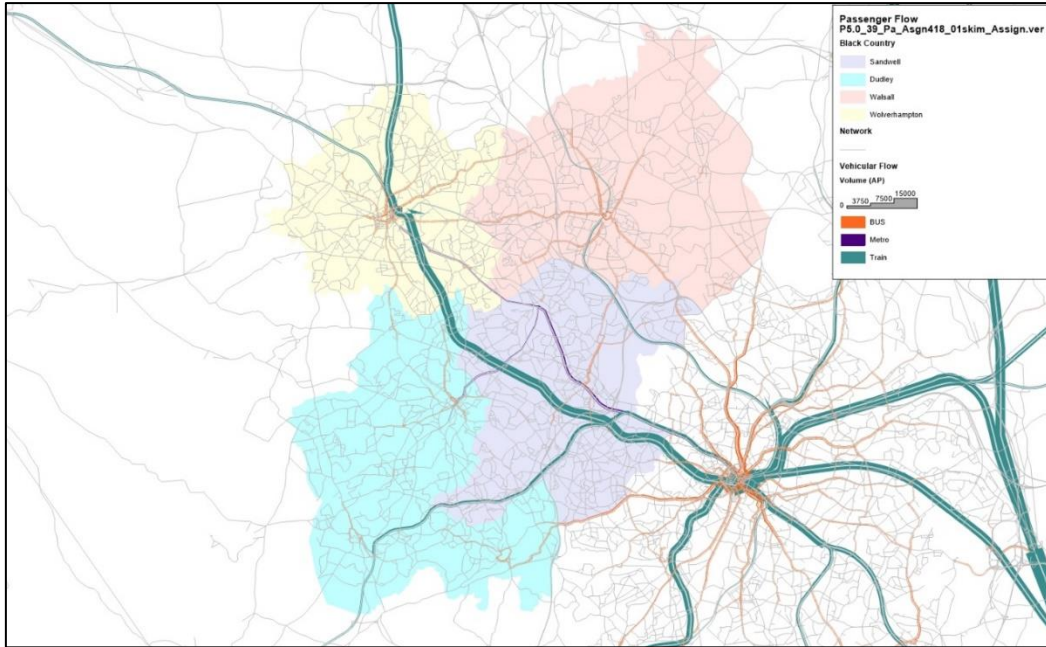
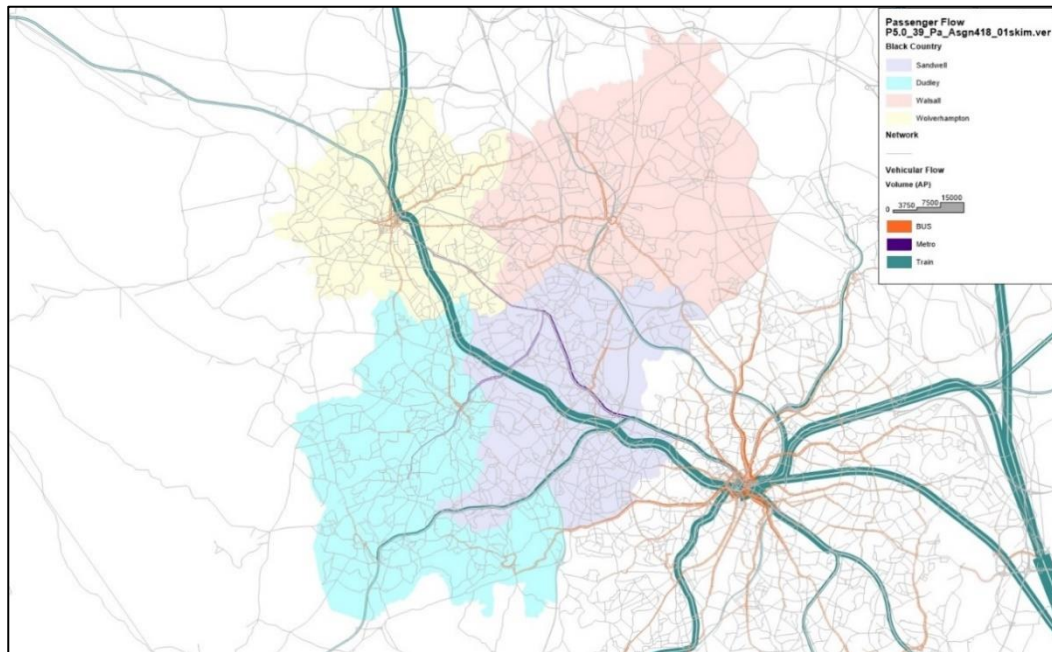


Figure 3-16: Public Transport Flow Bandwidths 2039 AM Peak, O1 DS Scenario



Given the scale of passenger flows are shown in absolute terms in the two figures above, a better way to measure the PT performance in the model is to sum up the passenger boarding and alighting by PT systems within the BCLA as seen in Table 3-15. For 2039 AM peak and from RC to O1 DM, there are some minor increases of bus trips, marginal increase of metro and very small changes in train, resulting in overall minor increase of public transport passenger trips. Then from O1 DM to O1 DS, there is a clear shift from bus to metro/train due to the presence of those PT schemes in the network. This pattern continues in IP and PM and the results are provided in Appendix F.

Table 3-15: Passenger Boarding and Alighting within BCLA AM Peak

Transport System	Type	AM			
		2039 RC	2039 O1 DM	Diff	%Diff
ALL	Boarding	67,076	67,381	305	0.5%
ALL	Alight	58,203	58,564	361	0.6%
Bus	Boarding	49,488	49,784	296	0.6%
Bus	Alight	48,565	48,894	329	0.7%
Metro	Boarding	5,036	5,045	9	0.2%
Metro	Alight	3,806	3,819	13	0.3%
Train	Boarding	12,552	12,552	0	0.0%
Train	Alight	5,832	5,851	19	0.3%
Transport System	Type	AM			
		2039 O1 DM	2039 O1 DS	Diff	%Diff
ALL	Boarding	67,381	67,662	281	0.4%
ALL	Alight	58,564	58,836	272	0.5%
Bus	Boarding	49,784	47,718	-2066	-4.1%
Bus	Alight	48,894	46,784	-2110	-4.3%
Metro	Boarding	5,045	6,644	1599	31.7%
Metro	Alight	3,819	5,440	1621	42.4%
Train	Boarding	12,552	13,300	748	6.0%
Train	Alight	5,851	6,612	761	13.0%

3.4.2 Passenger Boarding and Alighting Plots

Figure 3-17 to Figure 3-19 show passenger boarding and alighting plots for AM average hour in 2039 AM for both O1 DM and O1 DS respectively. The plots are presented separately for bus, metro and train with passengers in transfer being included within both boarding and alighting. Different zoom levels are provided in Appendix G along with the plots for IP and PM. To avoid any cluttered infographics, passenger boarding and alighting less than 100 are not displayed.

Figure 3-17: Passenger Boarding and Alighting Metro and Train 2039 AM Peak, O1 DM

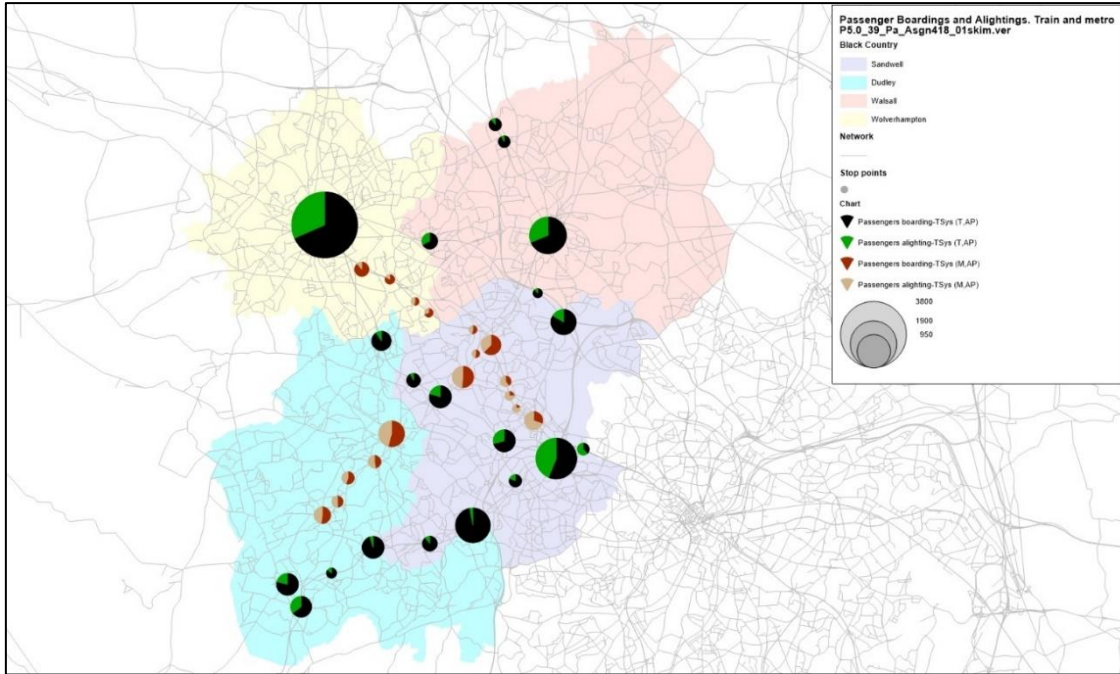


Figure 3-18: Passenger Boarding and Alighting Metro and Train 2039 AM Peak, O1 DS

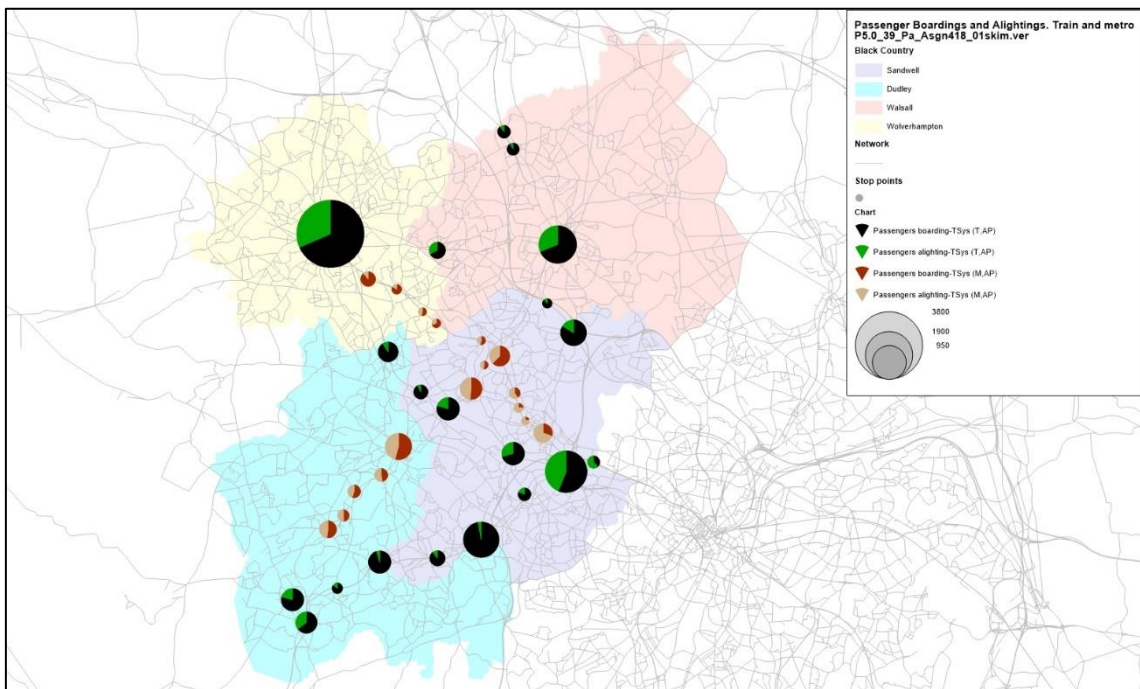


Figure 3:- Passenger Boarding and Alighting Bus 2039 AM Peak, O1 DM

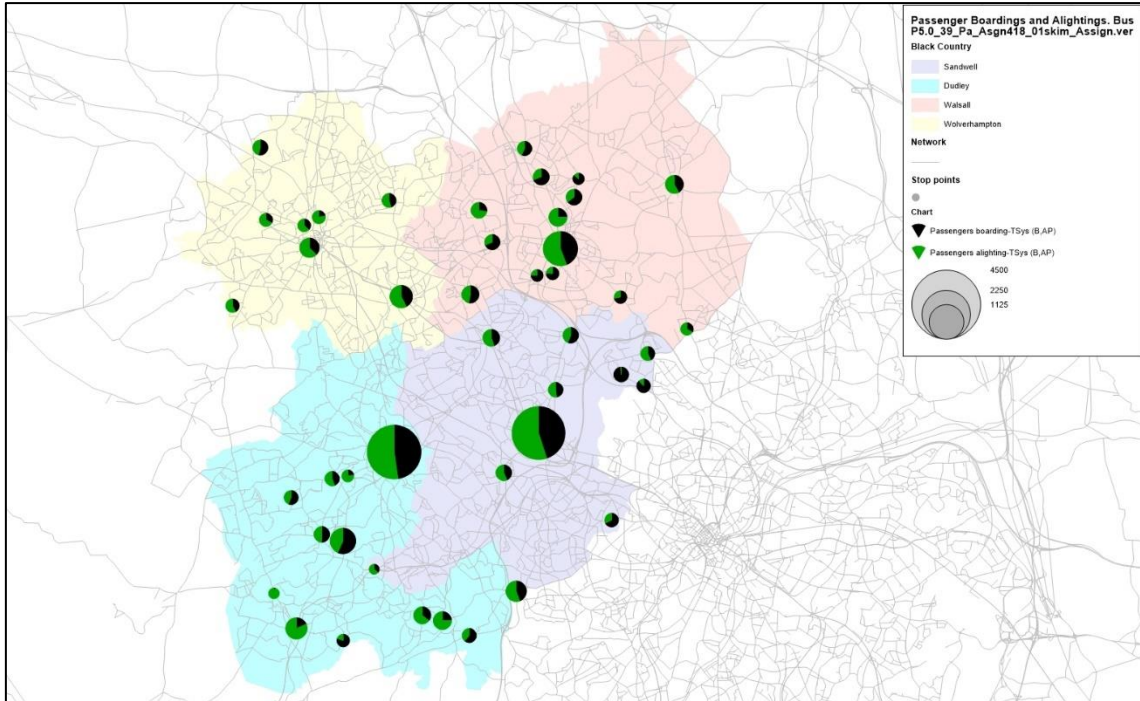


Figure 3-19: Passenger Boarding and Alighting Bus 2039 AM Peak, O1 DS

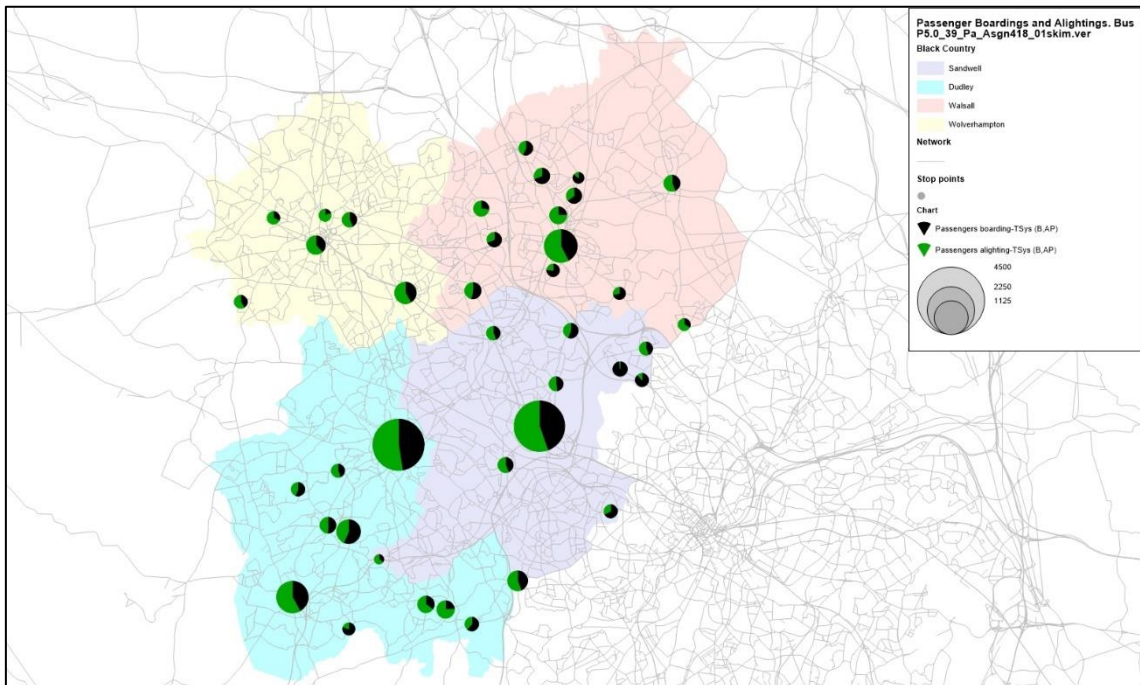


Table 3-16 and Table 3-17 below show the comparison of the AM boarding and alighting at major interchanges within BCLA among RC, O1 DM and O1 DS for both forecast years. Most of the major stations have slight increase in boarders and alighters in O1 DM as compared to O1 DS and a clear shift from bus to train/metro from O1 DM to O1 DS. This is in line with the total passenger boarding and alight by PT sub-modes as discussed in section 3.4.1 above. This is a consistent pattern across all three time periods and IP and PM results are provided in Appendix G.

Table 3-16: Passenger Boarding and Alighting at Major Interchanges AM Peak - 2032

Station	Transport System	Type	2032 RC	2032 O1 DM	2032 O1 DS	DM-RC %Diff	DS-DM %Diff
Bilston	Bus	Board	209	211	211	0.96%	0.00%
	Bus	Alight	293	294	294	0.34%	0.00%
Bilston	Metro	Board	180	180	181	0.00%	0.56%
	Metro	Alight	103	104	105	0.97%	0.96%
Cradley Heath	Bus	Board	38	38	37	0.00%	-2.63%
	Bus	Alight	59	59	59	0.00%	0.00%
Cradley Heath	Train	Board	450	451	451	0.22%	0.00%
	Train	Alight	90	90	90	0.00%	0.00%
Walsall St Paul's	Bus	Board	2,138	2,198	2,154	2.81%	-2.00%
	Bus	Alight	2,435	2,498	2,447	2.59%	-2.04%
Walsall St Paul's	Train	Board	687	686	804	-0.15%	17.20%
	Train	Alight	429	433	533	0.93%	23.09%
Wednesbury	Bus	Board	128	128	130	0.00%	1.56%
	Bus	Alight	156	156	156	0.00%	0.00%
Wednesbury	Metro	Board	232	231	230	-0.43%	-0.43%
	Metro	Alight	130	130	130	0.00%	0.00%
West Bromwich	Bus	Board	1,279	1,283	1,284	0.31%	0.08%
	Bus	Alight	1,557	1,562	1,565	0.32%	0.19%
West Bromwich	Metro	Board	429	429	428	0.00%	-0.23%
	Metro	Alight	436	438	437	0.46%	-0.23%
Wolverhampton	Bus	Board	2,152	2,174	2,119	1.02%	-2.53%
	Bus	Alight	2,773	2,792	2,739	0.69%	-1.90%
Wolverhampton	Metro	Board	85	85	212	0.00%	149.41%
	Metro	Alight	127	126	293	-0.79%	132.54%
Wolverhampton	Train	Board	3,285	3,278	3,432	-0.21%	4.70%
	Train	Alight	1,956	1,963	2,175	0.36%	10.80%

Table 3-17: Passenger Boarding and Alighting at Major Interchanges AM Peak - 2039

Station	Transport System	Type	2039 RC	2039 O1 DM	2039 O1 DS	DM-RC %Diff	DS-DM %Diff
Bilston	Bus	Board	202	203	197	0.50%	-2.96%
	Bus	Alight	277	277	272	0.00%	-1.81%
Bilston	Metro	Board	168	167	167	-0.60%	0.00%
	Metro	Alight	99	100	98	1.01%	-2.00%
Cradley Heath	Bus	Board	36	36	33	0.00%	-8.33%
	Bus	Alight	62	63	60	1.61%	-4.76%
Cradley Heath	Train	Board	468	470	458	0.43%	-2.55%
	Train	Alight	88	88	83	0.00%	-5.68%
Walsall St Paul's	Bus	Board	2,061	2,081	1,923	0.97%	-7.59%
	Bus	Alight	2,352	2,365	2,199	0.55%	-7.02%
Walsall St Paul's	Train	Board	686	681	899	-0.73%	32.01%
	Train	Alight	425	425	600	0.00%	41.18%
Wednesbury	Bus	Board	120	120	84	0.00%	-30.00%
	Bus	Alight	149	148	105	-0.67%	-29.05%
Wednesbury	Metro	Board	228	227	187	-0.44%	-17.62%
	Metro	Alight	126	126	86	0.00%	-31.75%
West Bromwich	Bus	Board	1,193	1,194	1,139	0.08%	-4.61%
	Bus	Alight	1,460	1,459	1,413	-0.07%	-3.15%
West Bromwich	Metro	Board	420	420	422	0.00%	0.48%
	Metro	Alight	444	444	441	0.00%	-0.68%
Wolverhampton	Bus	Board	2,083	2,096	1,958	0.62%	-6.58%
	Bus	Alight	2,667	2,672	2,459	0.19%	-7.97%
Wolverhampton	Metro	Board	89	89	243	0.00%	173.03%
	Metro	Alight	123	122	305	-0.81%	150.00%
Wolverhampton	Train	Board	3,381	3,368	3,480	-0.38%	3.33%
	Train	Alight	2,060	2,066	2,403	0.29%	16.31%

4 Conclusions

This technical note describes how the PRISM P5.4 BCPM RC model developed during Stage 1 of this project has been utilised to develop the PRISM P5.4 BCPM O1 DM and O1 DS models for the proposed two new forecast years in line with the Black Country Draft Plan including a mid-plan year of 2032 and a final plan year of 2039. The O1 DM and O1 DS model development has been carried out largely following the existing assumptions and approaches adopted in the RC model retained from the existing PRISM model framework.

On the network side, various highway and PT schemes listed in Table 2-1 of the technical note, were added to the existing PRISM 5.4 BCPM RC model to form the PRISM P5.4 BCPM O1 DS model. The network assumption between RC and O1 DM stays the same. On the demand side, a review of the additional developments proposed for the draft plan was undertaken by the four BCLAs respectively and updated land use changes were identified and incorporated into the new uncertainty log V29 O1 which forms the basis of the forecasting matrices for the PRISM P5.4 BCPM O1 DM and O1 DS models.

Model convergence at both demand model level and assignment model level is achieved within the set criteria for all model runs across both forecast years and three modelled time periods. Examination of the RC model results along base, 2032 and 2039 in general reveals the following change patterns on demand and network:

In terms of personal travel demand mode split, comparison among RC, O1 DM and O1 DS have been carried out for both forecast years and the results in general indicate that the proportion of car trips increase over time, whilst public transport and walk/bicycle mode share are forecast to decline for the BCLA area. From the RC to O1 DM, there is a marginal decrease in car share and increase in PT share due to increased level of congestion in the highway network brought by the additional demand from the draft plan and again a marginal decrease in car share and increase in PT share from O1 DM to O1 DS although this is due to the presence of the PT schemes in the O1 DS scenario.

When examining the highway traffic flow difference in/around BCLA area between RC, O1 DM, noticeable increases are generally found in areas where additional developments have been added in. Between the O1 DM and O1 DS, the highway flow difference is insignificant across the board although there are a couple of sites which show noticeable increases due to the presence of the highway schemes in the O1 DS. It is noted some model noises and traffic rerouting are observed in Wolverhampton and on the boundary between Walsall and Sandwell. This is currently under investigating and updates will be given in the Gateway Review Meeting 2.

Junction performance is examined by the V/C ratio in the significant corridors/junctions within Black Country Plan area provided by TfWM. When selecting the junctions along a corridor, only key junctions where the corridor intersects with motorway, A road and B road were considered in this analysis. Overall, there is a general increase of V/C ratio along each corridor and junction over time. While the draft plan has resulted in more demand within the BCLA in O1 DM as compared to the RC, insignificant change of V/C is found along majority of the junctions. The junction performance has been notably

improved in three locations (A41/Moxley Rd Rbt, A457/Grove Lane, and A454/ Moseley Rd/ Neachells Ln) with moderate reduction of V/C due to the presence of associated highway schemes included in the O1 DS scenario.

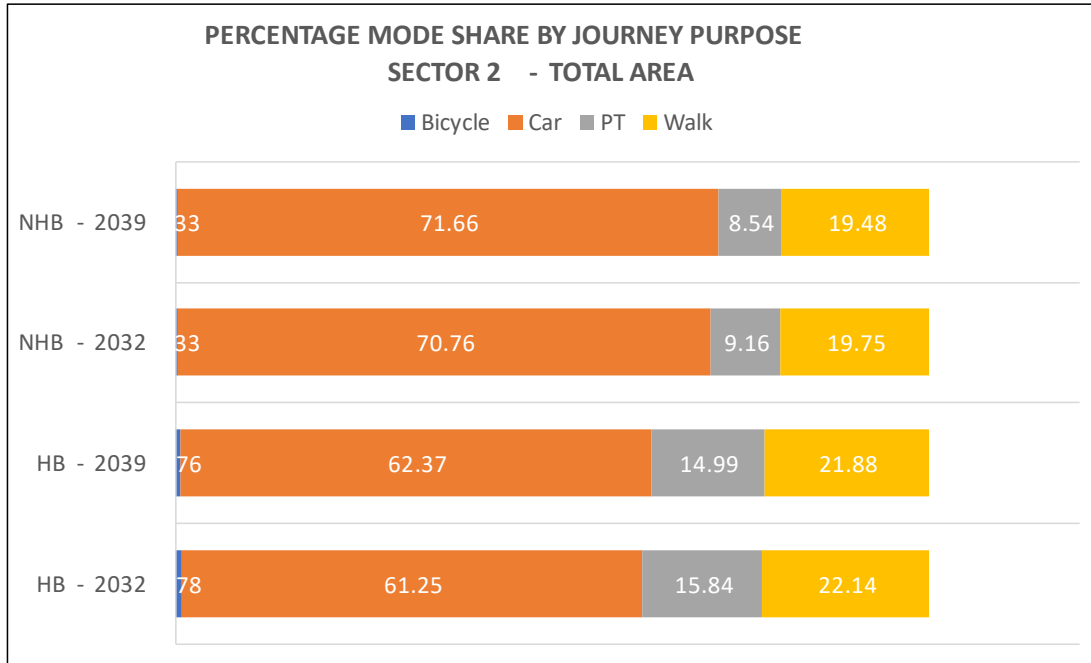
On the journey time analysis, as expected, there is a minor increase of journey time in majority of the routes from RC to O1 DM due to additional demand from draft plan and some minor reductions from O1 DM to O1 DS due to the combination of both highway and PT schemes included in the O1 DS scenario. This trend is broadly consistent across all routes and all time periods and Appendix E provides journey time results for the IP and PM.

As to the public transport assignment model results within BCLA, between RC and DM O1, there are some minor increases of bus trips, marginal increase of metro and very small changes in train, resulting in overall minor increase of public transport passenger trips. Then from O1 DM to O1 DS, there is a clear shift from bus to metro/train due to the presence of the relevant PT schemes in the O1 DS PT network. This pattern is consistent pattern across all three time periods.

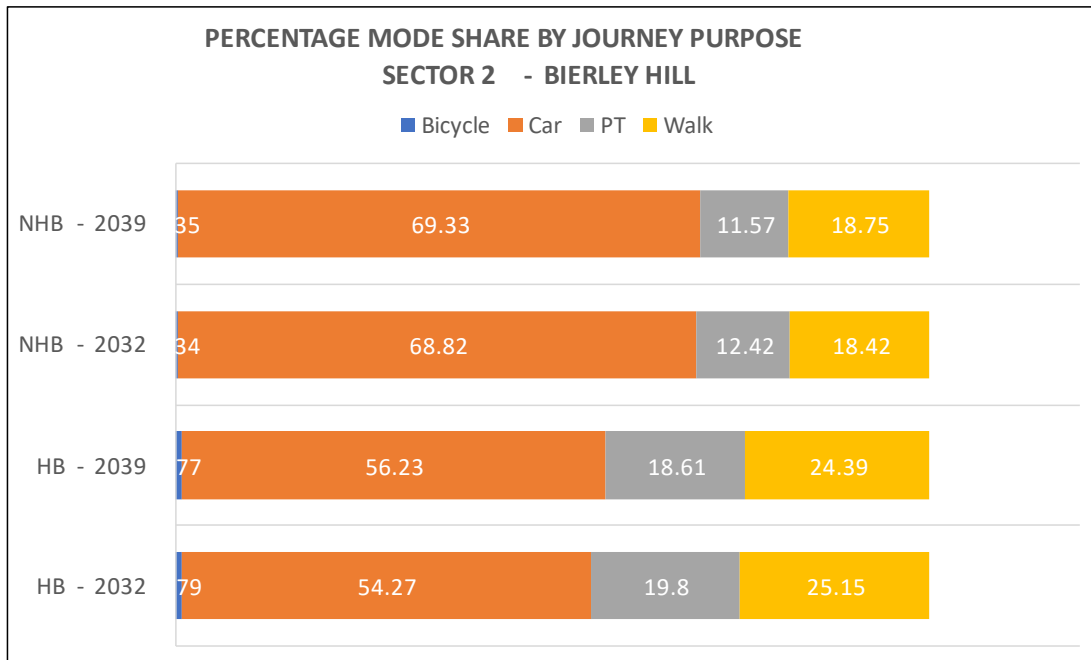
In summary, the forecasts derived from the PRISM P5.4 BCPM O1 DM and O1 DS models show reasonable and plausible results that are in line with expectations about how the developments and schemes from draft plan should impact on the model. Therefore, it is considered that the O1 DM and O1 DS models developed in current Stage (Stage 3) of the project is satisfactory and forms a robust basis for Stage 4 work from which the Final Plan Scenario models can be developed.

Appendix A – Personal Travel Demand Mode Split

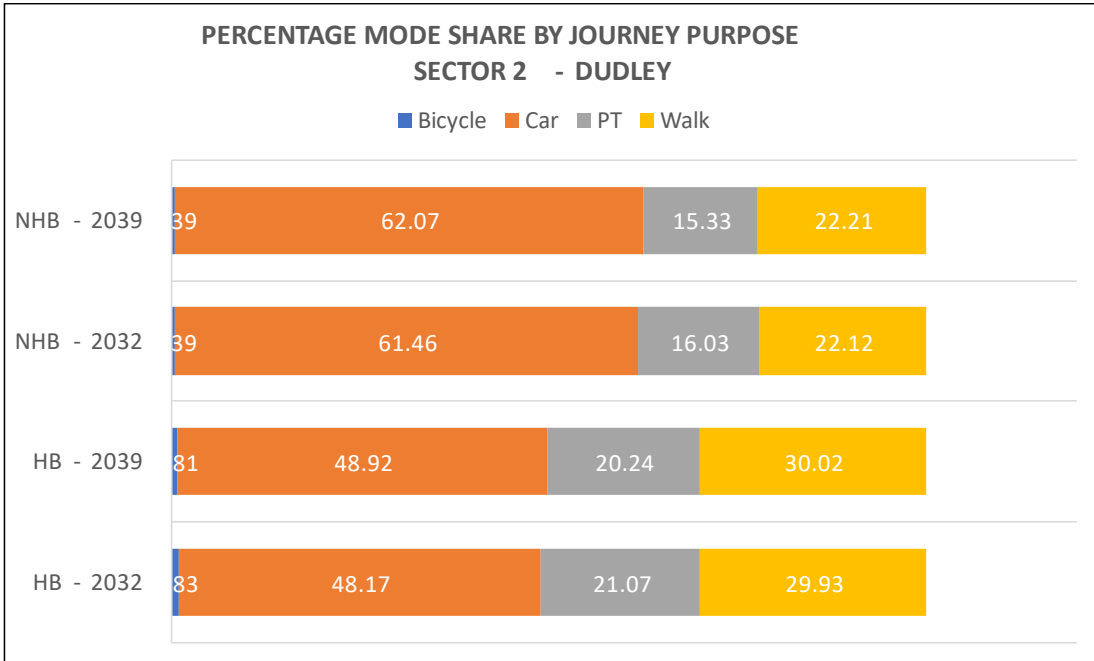
Percentage Mode Share by Journey Purpose in Sector System 2 – Total Area – DM



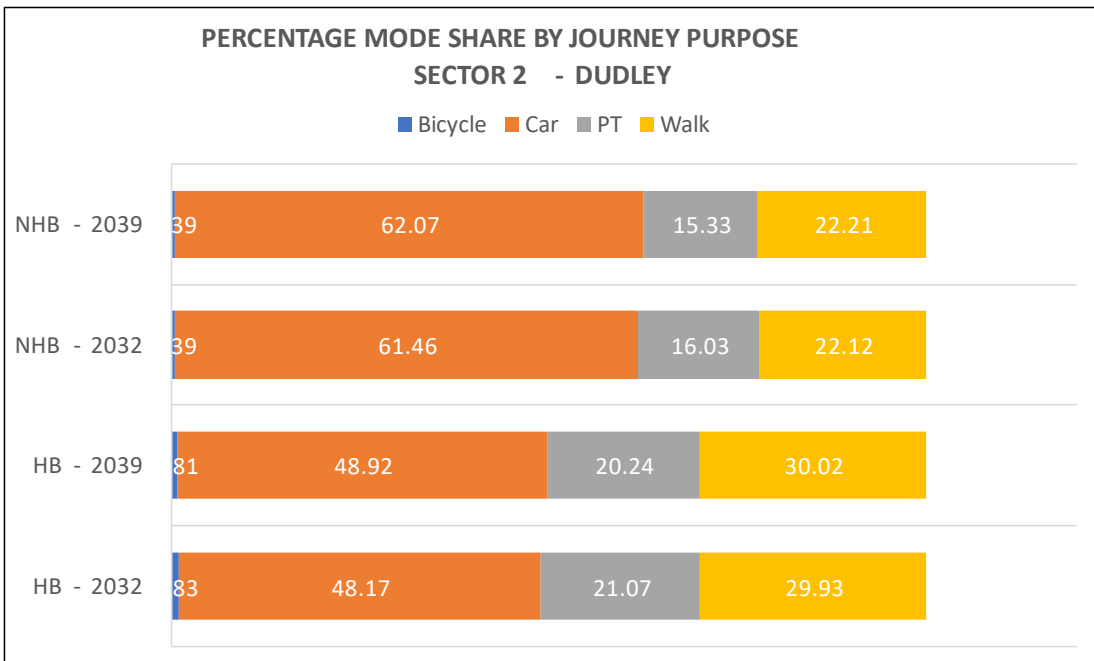
Percentage Mode Share by Journey Purpose in Sector System 2 – Brierley Hill - DM



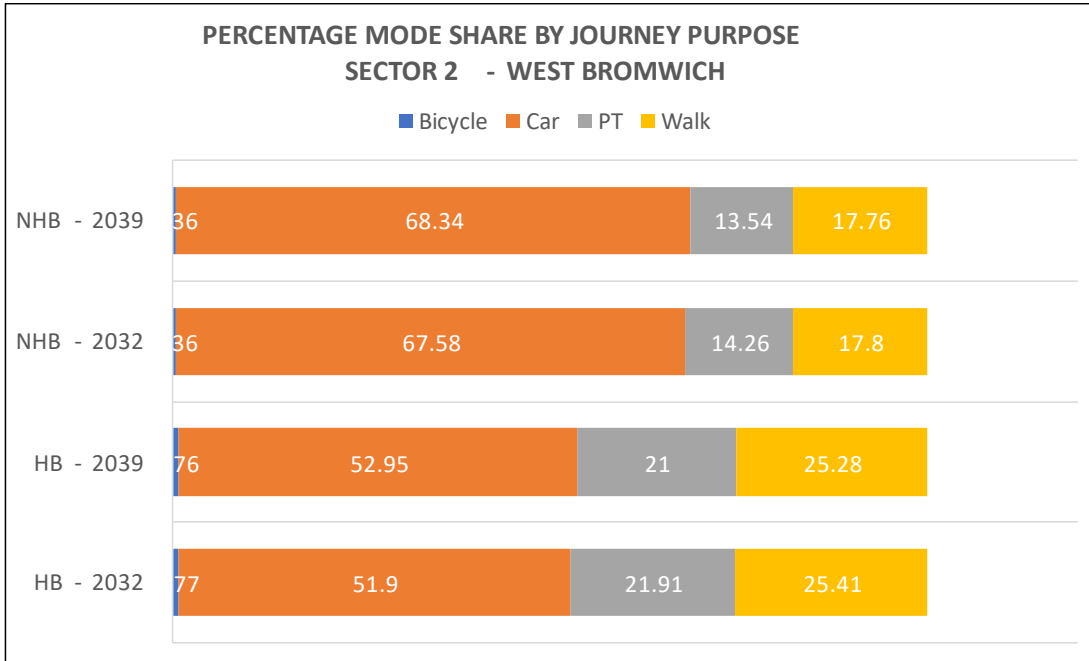
Percentage Mode Share by Journey Purpose in Sector System 2 – Dudley – DM



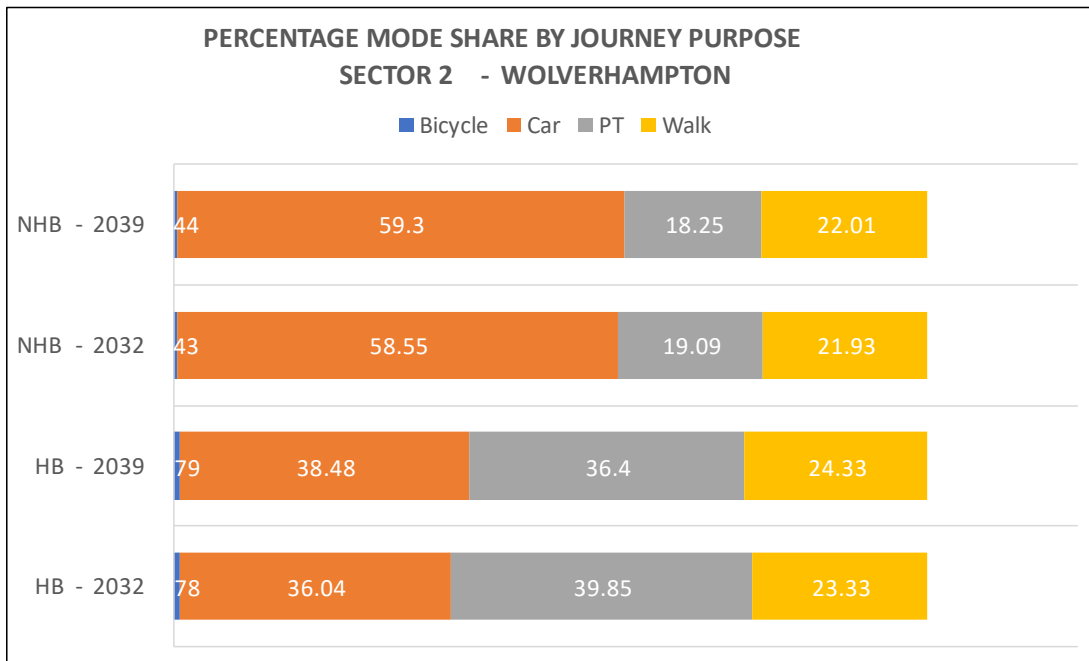
Percentage Mode Share by Journey Purpose in Sector System 2 – Walsall – DM



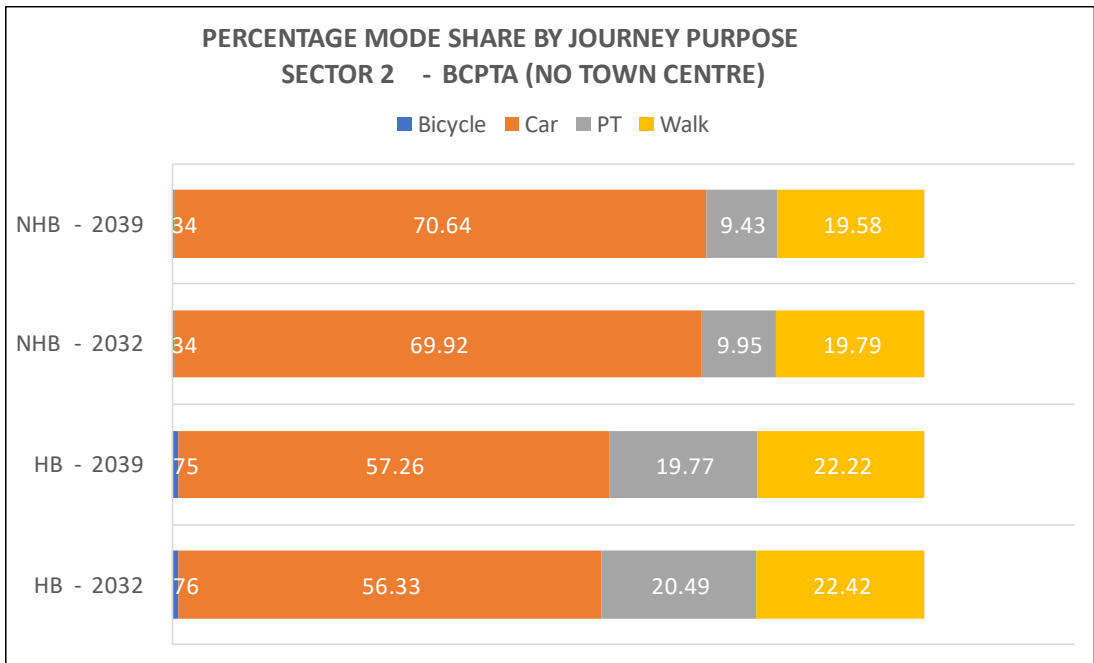
Percentage Mode Share by Journey Purpose in Sector System 2 – West Bromwich – DM



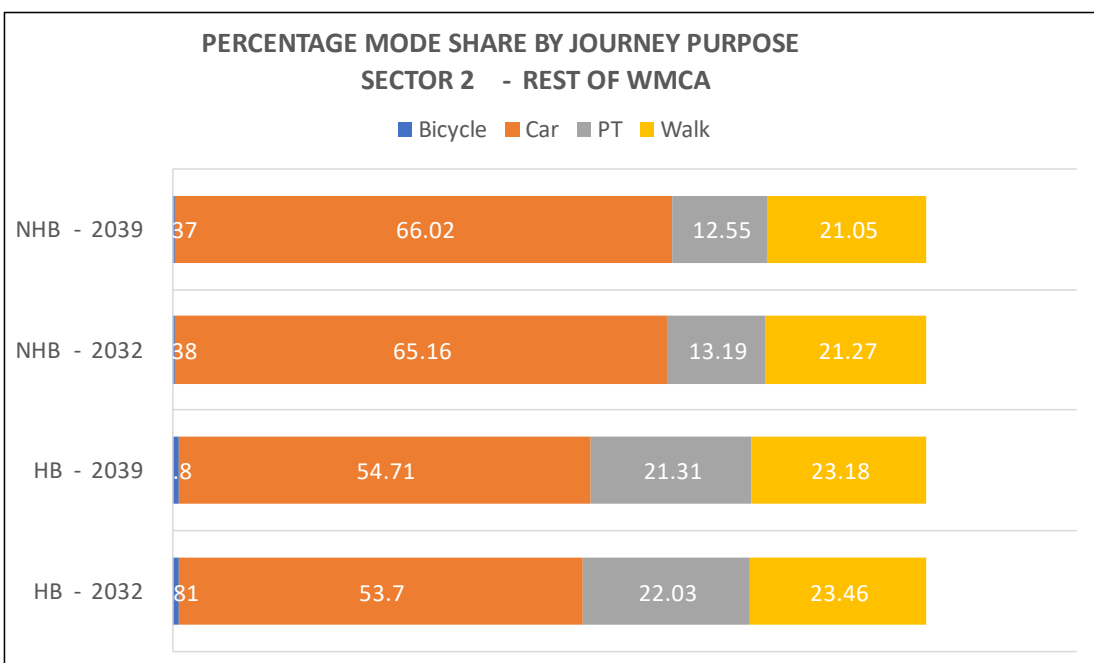
Percentage Mode Share by Journey Purpose in Sector System 2 – Wolverhampton – DM



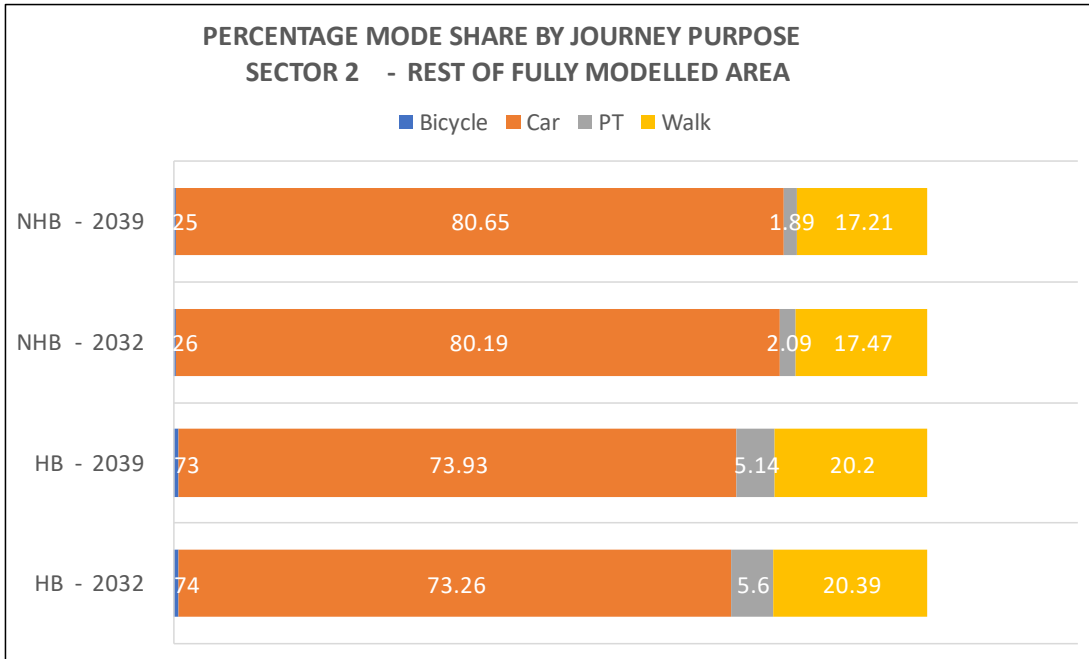
Percentage Mode Share by Journey Purpose in Sector System 2 – BCLA (No Town Centre) – DM



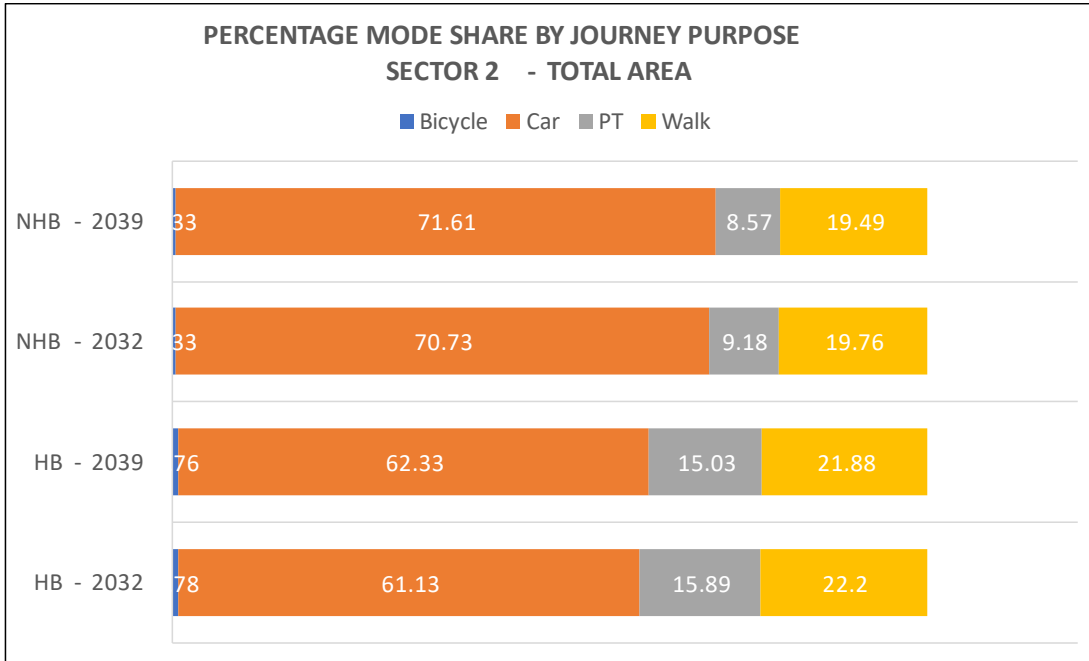
Percentage Mode Share by Journey Purpose in Sector System 2 – Rest of WMCA – DM



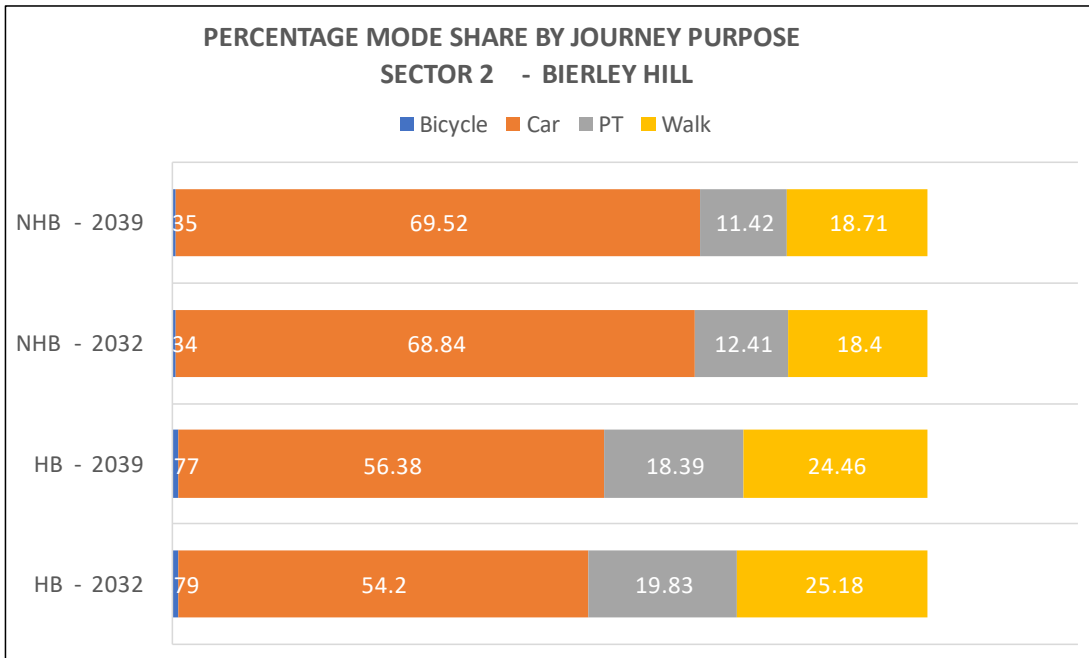
Percentage Mode Share by Journey Purpose in Sector System 2 – Rest of Fully Modelled Area - DM



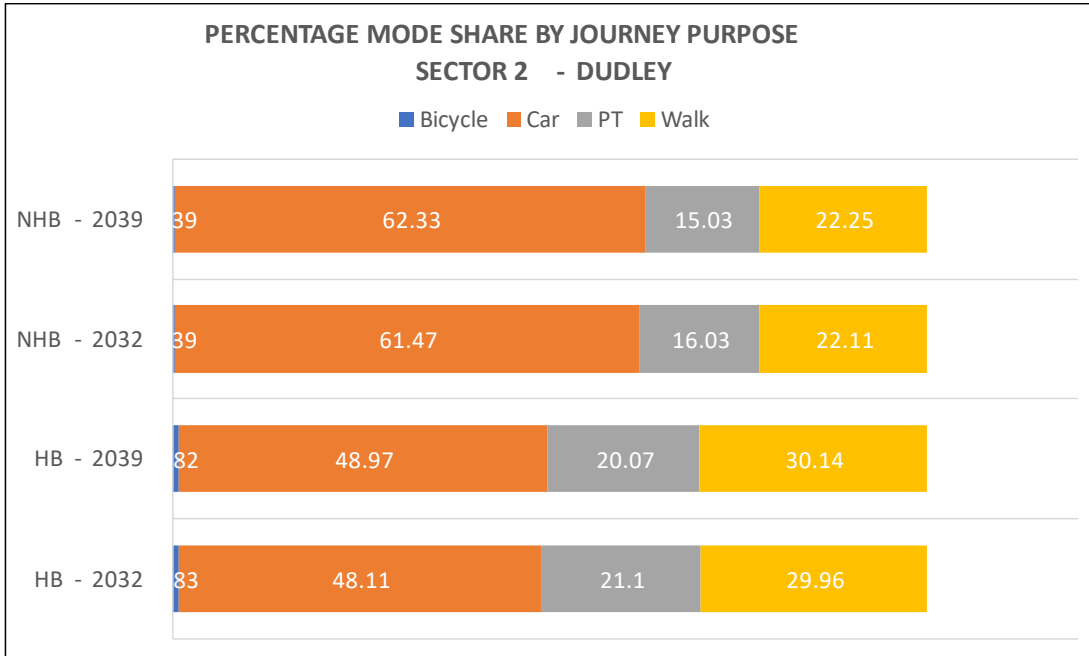
Percentage Mode Share by Journey Purpose in Sector System 2 – Total Area – DS



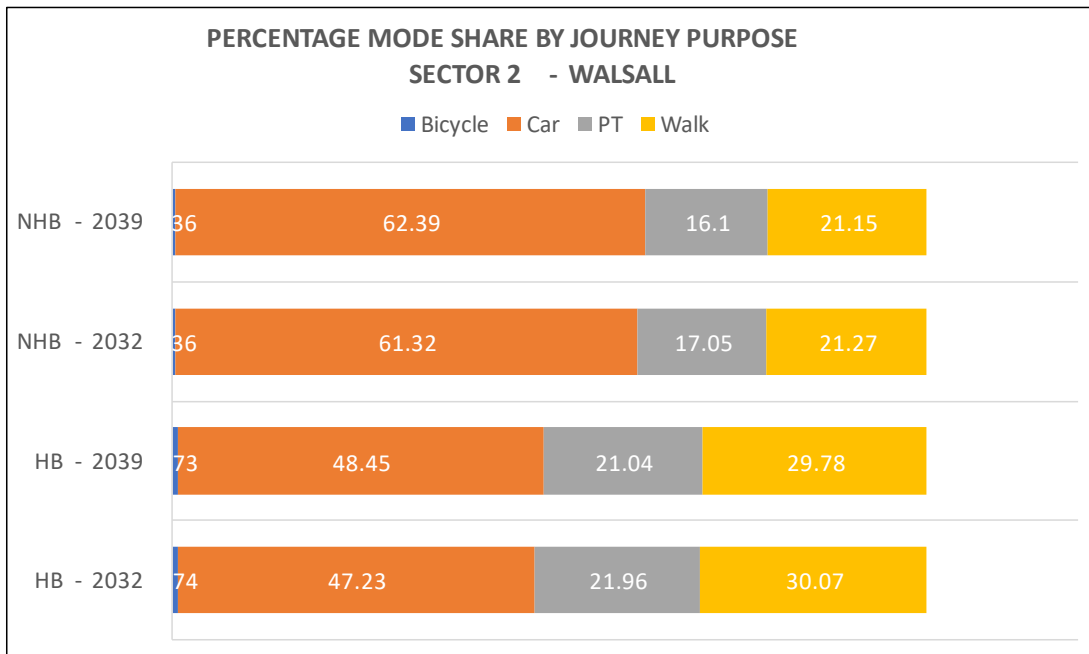
Percentage Mode Share by Journey Purpose in Sector System 2 – Brierley Hill - DS



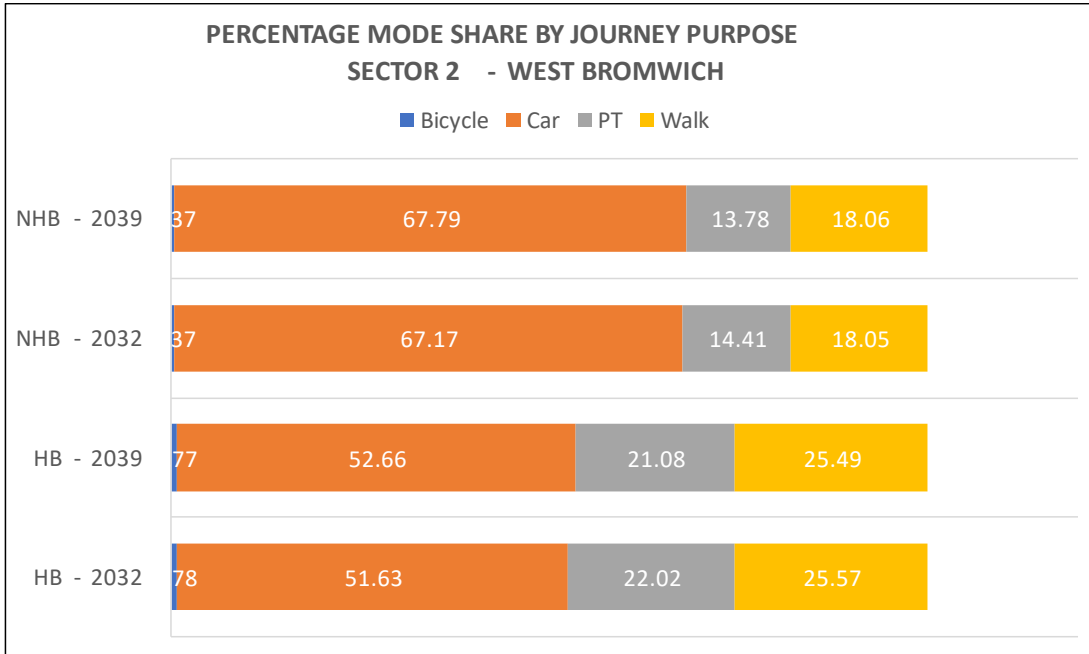
Percentage Mode Share by Journey Purpose in Sector System 2 – Dudley – DS



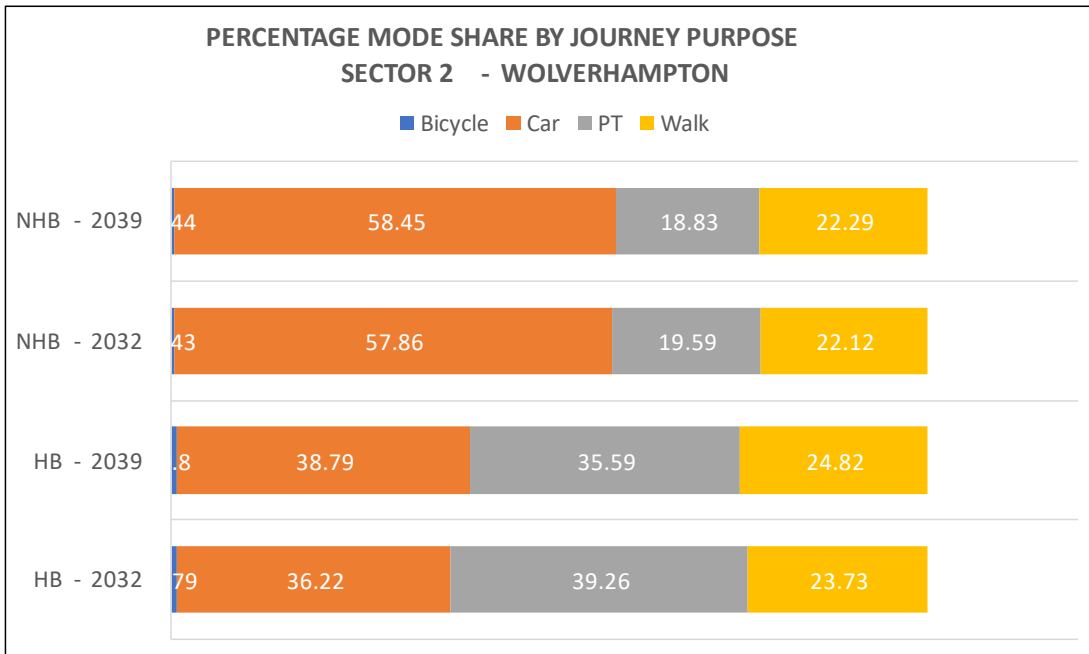
Percentage Mode Share by Journey Purpose in Sector System 2 – Walsall – DS



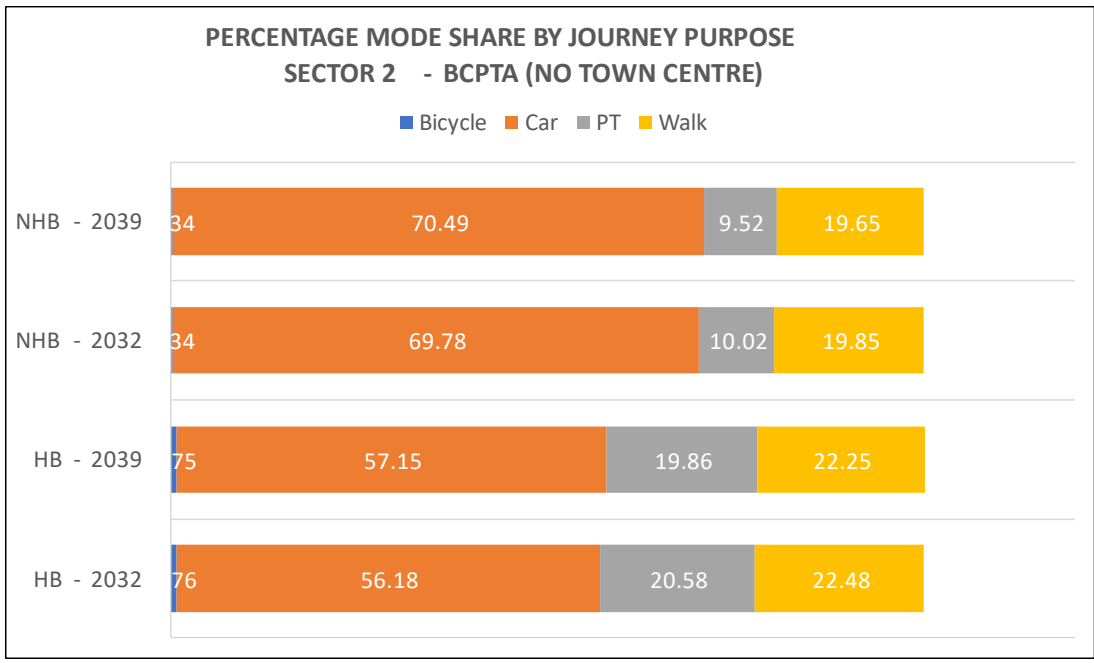
Percentage Mode Share by Journey Purpose in Sector System 2 – West Bromwich – DS



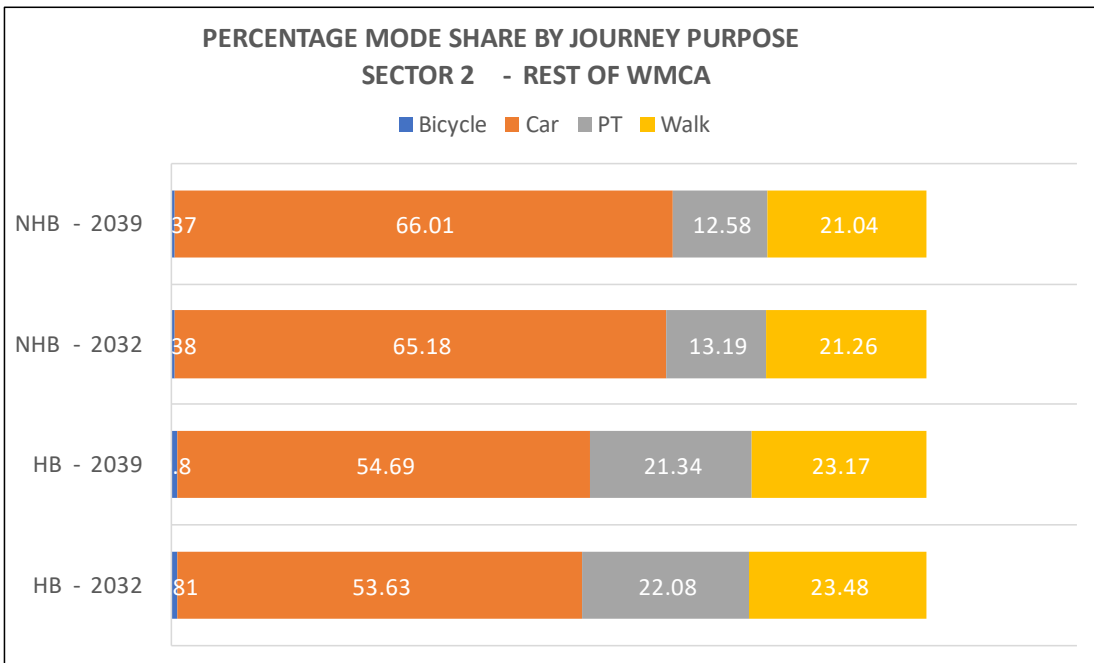
Percentage Mode Share by Journey Purpose in Sector System 2 – Wolverhampton – DS



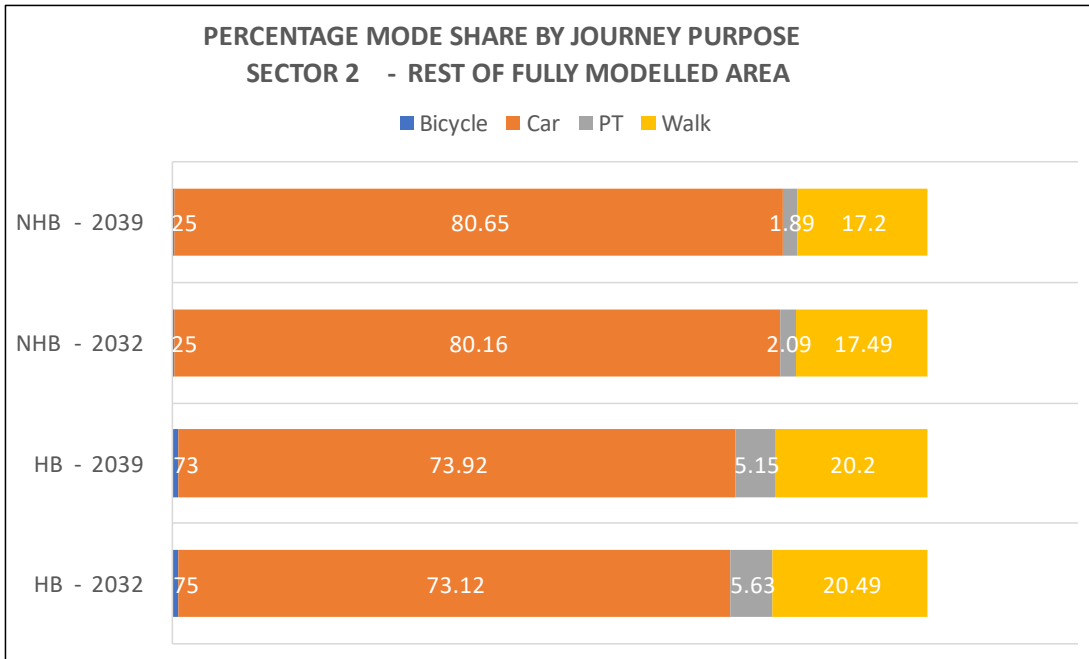
Percentage Mode Share by Journey Purpose in Sector System 2 – BCLA (No Town Centre) – DS



Percentage Mode Share by Journey Purpose in Sector System 2 – Rest of WMCA – DS



Percentage Mode Share by Journey Purpose in Sector System 2 – Rest of Fully Modelled Area - DM



Appendix B – Highway Flow Difference Plots

File Name	Content
BCPM_TN4_APP_B1.jpg	Highway Flow Bandwidths 2032 DM AM Peak
BCPM_TN4_APP_B2.jpg	Highway Flow Bandwidths 2032 DS AM Peak
BCPM_TN4_APP_B3.jpg	Highway Flow Difference 2032 (DM minus RC) AM Peak
BCPM_TN4_APP_B4.jpg	Highway Flow Difference 2032 (DM minus RC) AM Peak – Car Business
BCPM_TN4_APP_B5.jpg	Highway Flow Difference 2032 (DM minus RC) AM Peak – Car Commute
BCPM_TN4_APP_B6.jpg	Highway Flow Difference 2032 (DM minus RC) AM Peak – Car Other
BCPM_TN4_APP_B7.jpg	Highway Flow Difference 2032 (DM minus RC) AM Peak – LGV
BCPM_TN4_APP_B8.jpg	Highway Flow Difference 2032 (DM minus RC) AM Peak – HGV
BCPM_TN4_APP_B9.jpg	Highway Flow Difference 2032 (DS minus DM) AM Peak
BCPM_TN4_APP_B10.jpg	Highway Flow Difference 2032 (DS minus DM) AM Peak – Car Business
BCPM_TN4_APP_B11.jpg	Highway Flow Difference 2032 (DS minus DM) AM Peak – Car Commute
BCPM_TN4_APP_B12.jpg	Highway Flow Difference 2032 (DS minus DM) AM Peak – Car Other
BCPM_TN4_APP_B13.jpg	Highway Flow Difference 2032 (DS minus DM) AM Peak – LGV
BCPM_TN4_APP_B14.jpg	Highway Flow Difference 2032 (DS minus DM) AM Peak – HGV
BCPM_TN4_APP_B15.jpg	Highway Flow Bandwidths 2039 DM AM Peak
BCPM_TN4_APP_B16.jpg	Highway Flow Bandwidths 2039 DS AM Peak
BCPM_TN4_APP_B17.jpg	Highway Flow Difference 2039 (DM minus RC) AM Peak

BCPM_TN4_APP_B18.jpg	Highway Flow Difference 2039 (DM minus RC) AM Peak – Car Business
BCPM_TN4_APP_B19.jpg	Highway Flow Difference 2039 (DM minus RC) AM Peak – Car Commute
BCPM_TN4_APP_B20.jpg	Highway Flow Difference 2039 (DM minus RC) AM Peak – Car Other
BCPM_TN4_APP_B21.jpg	Highway Flow Difference 2039 (DM minus RC) AM Peak – LGV
BCPM_TN4_APP_B22.jpg	Highway Flow Difference 2039 (DM minus RC) AM Peak – HGV
BCPM_TN4_APP_B23.jpg	Highway Flow Difference 2039 (DS minus DM) AM Peak
BCPM_TN4_APP_B24.jpg	Highway Flow Difference 2039 (DS minus DM) AM Peak – Car Business
BCPM_TN4_APP_B25.jpg	Highway Flow Difference 2039 (DS minus DM) AM Peak – Car Commute
BCPM_TN4_APP_B26.jpg	Highway Flow Difference 2039 (DS minus DM) AM Peak – Car Other
BCPM_TN4_APP_B27.jpg	Highway Flow Difference 2039 (DS minus DM) AM Peak – LGV
BCPM_TN4_APP_B28.jpg	Highway Flow Difference 2039 (DS minus DM) AM Peak – HGV
BCPM_TN4_APP_B29.jpg	Highway Flow Bandwidths 2032 DM Inter Peak
BCPM_TN4_APP_B30.jpg	Highway Flow Bandwidths 2032 DS Inter Peak
BCPM_TN4_APP_B31.jpg	Highway Flow Difference 2032 (DM minus RC) Inter Peak
BCPM_TN4_APP_B32.jpg	Highway Flow Difference 2032 (DM minus RC) Inter Peak – Car Business
BCPM_TN4_APP_B33.jpg	Highway Flow Difference 2032 (DM minus RC) Inter Peak – Car Commute
BCPM_TN4_APP_B34.jpg	Highway Flow Difference 2032 (DM minus RC) Inter Peak – Car Other
BCPM_TN4_APP_B35.jpg	Highway Flow Difference 2032 (DM minus RC) Inter Peak – LGV

BCPM_TN4_APP_B36.jpg	Highway Flow Difference 2032 (DM minus RC) Inter Peak – HGV
BCPM_TN4_APP_B37.jpg	Highway Flow Difference 2032 (DS minus DM) Inter Peak
BCPM_TN4_APP_B38.jpg	Highway Flow Difference 2032 (DS minus DM) Inter Peak – Car Business
BCPM_TN4_APP_B39.jpg	Highway Flow Difference 2032 (DS minus DM) Inter Peak – Car Commute
BCPM_TN4_APP_B40.jpg	Highway Flow Difference 2032 (DS minus DM) Inter Peak – Car Other
BCPM_TN4_APP_B41.jpg	Highway Flow Difference 2032 (DS minus DM) Inter Peak – LGV
BCPM_TN4_APP_B42.jpg	Highway Flow Difference 2032 (DS minus DM) Inter Peak – HGV
BCPM_TN4_APP_B43.jpg	Highway Flow Bandwidths 2039 DM Inter Peak
BCPM_TN4_APP_B44.jpg	Highway Flow Bandwidths 2039 DS Inter Peak
BCPM_TN4_APP_B45.jpg	Highway Flow Difference 2039 (DM minus RC) Inter Peak
BCPM_TN4_APP_B46.jpg	Highway Flow Difference 2039 (DM minus RC) Inter Peak – Car Business
BCPM_TN4_APP_B47.jpg	Highway Flow Difference 2039 (DM minus RC) Inter Peak – Car Commute
BCPM_TN4_APP_B48.jpg	Highway Flow Difference 2039 (DM minus RC) Inter Peak – Car Other
BCPM_TN4_APP_B49.jpg	Highway Flow Difference 2039 (DM minus RC) Inter Peak – LGV
BCPM_TN4_APP_B50.jpg	Highway Flow Difference 2039 (DM minus RC) Inter Peak – HGV
BCPM_TN4_APP_B51.jpg	Highway Flow Difference 2039 (DS minus DM) Inter Peak
BCPM_TN4_APP_B52.jpg	Highway Flow Difference 2039 (DS minus DM) Inter Peak – Car Business
BCPM_TN4_APP_B53.jpg	Highway Flow Difference 2039 (DS minus DM) Inter Peak – Car Commute

BCPM_TN4_APP_B54.jpg	Highway Flow Difference 2039 (DS minus DM) Inter Peak – Car Other
BCPM_TN4_APP_B55.jpg	Highway Flow Difference 2039 (DS minus DM) Inter Peak – LGV
BCPM_TN4_APP_B56.jpg	Highway Flow Difference 2039 (DS minus DM) Inter Peak – HGV
BCPM_TN4_APP_B57.jpg	Highway Flow Bandwidths 2032 DM PM Peak
BCPM_TN4_APP_B58.jpg	Highway Flow Bandwidths 2032 DS PM Peak
BCPM_TN4_APP_B59.jpg	Highway Flow Difference 2032 (DM minus RC) PM Peak
BCPM_TN4_APP_B60.jpg	Highway Flow Difference 2032 (DM minus RC) PM Peak – Car Business
BCPM_TN4_APP_B61.jpg	Highway Flow Difference 2032 (DM minus RC) PM Peak – Car Commute
BCPM_TN4_APP_B62.jpg	Highway Flow Difference 2032 (DM minus RC) PM Peak – Car Other
BCPM_TN4_APP_B63.jpg	Highway Flow Difference 2032 (DM minus RC) PM Peak – LGV
BCPM_TN4_APP_B64.jpg	Highway Flow Difference 2032 (DM minus RC) PM Peak – HGV
BCPM_TN4_APP_B65.jpg	Highway Flow Difference 2032 (DS minus DM) PM Peak
BCPM_TN4_APP_B66.jpg	Highway Flow Difference 2032 (DS minus DM) PM Peak – Car Business
BCPM_TN4_APP_B67.jpg	Highway Flow Difference 2032 (DS minus DM) PM Peak – Car Commute
BCPM_TN4_APP_B68.jpg	Highway Flow Difference 2032 (DS minus DM) PM Peak – Car Other
BCPM_TN4_APP_B69.jpg	Highway Flow Difference 2032 (DS minus DM) PM Peak – LGV
BCPM_TN4_APP_B70.jpg	Highway Flow Difference 2032 (DS minus DM) PM Peak – HGV
BCPM_TN4_APP_B71.jpg	Highway Flow Bandwidths 2039 DM PM Peak

BCPM_TN4_APP_B72.jpg	Highway Flow Bandwidths 2039 DS PM Peak
BCPM_TN4_APP_B73.jpg	Highway Flow Difference 2039 (DM minus RC) PM Peak
BCPM_TN4_APP_B74.jpg	Highway Flow Difference 2039 (DM minus RC) PM Peak – Car Business
BCPM_TN4_APP_B75.jpg	Highway Flow Difference 2039 (DM minus RC) PM Peak – Car Commute
BCPM_TN4_APP_B76.jpg	Highway Flow Difference 2039 (DM minus RC) PM Peak – Car Other
BCPM_TN4_APP_B77.jpg	Highway Flow Difference 2039 (DM minus RC) PM Peak – LGV
BCPM_TN4_APP_B78.jpg	Highway Flow Difference 2039 (DM minus RC) PM Peak – HGV
BCPM_TN4_APP_B79.jpg	Highway Flow Difference 2039 (DS minus DM) PM Peak
BCPM_TN4_APP_B80.jpg	Highway Flow Difference 2039 (DS minus DM) PM Peak – Car Business
BCPM_TN4_APP_B81.jpg	Highway Flow Difference 2039 (DS minus DM) PM Peak – Car Commute
BCPM_TN4_APP_B82.jpg	Highway Flow Difference 2039 (DS minus DM) PM Peak – Car Other
BCPM_TN4_APP_B83.jpg	Highway Flow Difference 2039 (DS minus DM) PM Peak – LGV
BCPM_TN4_APP_B84.jpg	Highway Flow Difference 2039 (DS minus DM) PM Peak – HGV

Appendix C – Highway Junction Volume Capacity Ratio Plots

File Name	Content
BCPM_TN4_APP_C1.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2032 AM, DM
BCPM_TN4_APP_C2.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2032 AM, DM
BCPM_TN4_APP_C3.jpg	Junction Volume Capacity Ratio Plot -A41_1,2032 AM, DM
BCPM_TN4_APP_C4.jpg	Junction Volume Capacity Ratio Plot -A41_2,2032 AM, DM
BCPM_TN4_APP_C5.jpg	Junction Volume Capacity Ratio Plot -A41_3,2032 AM, DM
BCPM_TN4_APP_C6.jpg	Junction Volume Capacity Ratio Plot -A41_4,2032 AM, DM
BCPM_TN4_APP_C7.jpg	Junction Volume Capacity Ratio Plot -A41_5,2032 AM, DM
BCPM_TN4_APP_C8.jpg	Junction Volume Capacity Ratio Plot -A449_1,2032 AM, DM
BCPM_TN4_APP_C9.jpg	Junction Volume Capacity Ratio Plot -A449_2,2032 AM, DM
BCPM_TN4_APP_C10.jpg	Junction Volume Capacity Ratio Plot -A449_3,2032 AM, DM
BCPM_TN4_APP_C11.jpg	Junction Volume Capacity Ratio Plot -A449_4,2032 AM, DM
BCPM_TN4_APP_C12.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2032 AM, DM
BCPM_TN4_APP_C13.jpg	Junction Volume Capacity Ratio Plot -A491_1,2032 AM, DM
BCPM_TN4_APP_C14.jpg	Junction Volume Capacity Ratio Plot -A491_2,2032 AM, DM
BCPM_TN4_APP_C15.jpg	Junction Volume Capacity Ratio Plot -A491_3,2032 AM, DM
BCPM_TN4_APP_C16.jpg	Junction Volume Capacity Ratio Plot -A491_4,2032 AM, DM
BCPM_TN4_APP_C17.jpg	Junction Volume Capacity Ratio Plot -A491_5,2032 AM, DM
BCPM_TN4_APP_C18.jpg	Junction Volume Capacity Ratio Plot -A491_6,2032 AM, DM
BCPM_TN4_APP_C19.jpg	Junction Volume Capacity Ratio Plot -A491_7,2032 AM, DM
BCPM_TN4_APP_C20.jpg	Junction Volume Capacity Ratio Plot -A491_8,2032 AM, DM
BCPM_TN4_APP_C21.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2032 AM, DM
BCPM_TN4_APP_C22.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2032 AM, DM
BCPM_TN4_APP_C23.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2032 AM, DM
BCPM_TN4_APP_C24.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2032 AM, DM
BCPM_TN4_APP_C25.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2032 AM, DM
BCPM_TN4_APP_C26.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2032 AM, DM
BCPM_TN4_APP_C27.jpg	Junction Volume Capacity Ratio Plot -A4100,2032 AM, DM
BCPM_TN4_APP_C28.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2032 AM, DM
BCPM_TN4_APP_C29.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2032 AM, DM
BCPM_TN4_APP_C30.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2032 AM, DM
BCPM_TN4_APP_C31.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2032 AM, DM
BCPM_TN4_APP_C32.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2032 AM, DM
BCPM_TN4_APP_C33.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2032 AM, DM
BCPM_TN4_APP_C34.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2032 AM, DM

File Name	Content
BCPM_TN4_APP_C35.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2032 AM, DM
BCPM_TN4_APP_C36.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2032 AM, DM
BCPM_TN4_APP_C37.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2032 AM, DM
BCPM_TN4_APP_C38.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2032 AM, DM
BCPM_TN4_APP_C39.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2032 AM, DM
BCPM_TN4_APP_C40.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2032 AM, DM
BCPM_TN4_APP_C41.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2032 AM, DM
BCPM_TN4_APP_C42.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2032 AM, DM
BCPM_TN4_APP_C43.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2032 AM, DM
BCPM_TN4_APP_C44.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2032 AM, DM
BCPM_TN4_APP_C45.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2032 AM, DM
BCPM_TN4_APP_C46.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2032 AM, DM
BCPM_TN4_APP_C47.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2032 AM, DM
BCPM_TN4_APP_C48.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2032 AM, DM
BCPM_TN4_APP_C49.jpg	Junction Volume Capacity Ratio Plot -B4179,2032 AM, DM
BCPM_TN4_APP_C50.jpg	Junction Volume Capacity Ratio Plot -A454_1,2032 AM, DM
BCPM_TN4_APP_C51.jpg	Junction Volume Capacity Ratio Plot -A454_2,2032 AM, DM
BCPM_TN4_APP_C52.jpg	Junction Volume Capacity Ratio Plot -A454_3,2032 AM, DM
BCPM_TN4_APP_C53.jpg	Junction Volume Capacity Ratio Plot -A454_4,2032 AM, DM
BCPM_TN4_APP_C54.jpg	Junction Volume Capacity Ratio Plot -A454_5,2032 AM, DM
BCPM_TN4_APP_C55.jpg	Junction Volume Capacity Ratio Plot -A454_6,2032 AM, DM
BCPM_TN4_APP_C56.jpg	Junction Volume Capacity Ratio Plot -A454_7,2032 AM, DM
BCPM_TN4_APP_C57.jpg	Junction Volume Capacity Ratio Plot -A454_8,2032 AM, DM
BCPM_TN4_APP_C58.jpg	Junction Volume Capacity Ratio Plot -A457_1,2032 AM, DM
BCPM_TN4_APP_C59.jpg	Junction Volume Capacity Ratio Plot -A457_2,2032 AM, DM
BCPM_TN4_APP_C60.jpg	Junction Volume Capacity Ratio Plot -A457_3,2032 AM, DM
BCPM_TN4_APP_C61.jpg	Junction Volume Capacity Ratio Plot -A457_4,2032 AM, DM
BCPM_TN4_APP_C62.jpg	Junction Volume Capacity Ratio Plot -A457_5,2032 AM, DM
BCPM_TN4_APP_C63.jpg	Junction Volume Capacity Ratio Plot -A457_6,2032 AM, DM
BCPM_TN4_APP_C64.jpg	Junction Volume Capacity Ratio Plot -A457_7,2032 AM, DM
BCPM_TN4_APP_C65.jpg	Junction Volume Capacity Ratio Plot -A457_8,2032 AM, DM
BCPM_TN4_APP_C66.jpg	Junction Volume Capacity Ratio Plot -A457_9,2032 AM, DM

File Name	Content
BCPM_TN4_APP_C67.jpg	Junction Volume Capacity Ratio Plot -A461_1,2032 AM, DM
BCPM_TN4_APP_C68.jpg	Junction Volume Capacity Ratio Plot -A461_2,2032 AM, DM
BCPM_TN4_APP_C69.jpg	Junction Volume Capacity Ratio Plot -A461_3,2032 AM, DM
BCPM_TN4_APP_C70.jpg	Junction Volume Capacity Ratio Plot -A461_4,2032 AM, DM
BCPM_TN4_APP_C71.jpg	Junction Volume Capacity Ratio Plot -A4031,2032 AM, DM
BCPM_TN4_APP_C72.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2032 AM, DM
BCPM_TN4_APP_C73.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2032 AM, DM
BCPM_TN4_APP_C74.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2032 AM, DM
BCPM_TN4_APP_C75.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2032 AM, DM
BCPM_TN4_APP_C76.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2032 AM, DM
BCPM_TN4_APP_C77.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2032 AM, DM
BCPM_TN4_APP_C78.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2032 AM, DM
BCPM_TN4_APP_C79.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2032 AM, DM
BCPM_TN4_APP_C80.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2032 AM, DM
BCPM_TN4_APP_C81.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2032 AM, DM
BCPM_TN4_APP_C82.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2032 AM, DM
BCPM_TN4_APP_C83.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2032 AM, DM
BCPM_TN4_APP_C84.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2032 AM, DM
BCPM_TN4_APP_C85.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2032 AM, DM
BCPM_TN4_APP_C86.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2032 AM, DM
BCPM_TN4_APP_C87.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2032 AM, DM
BCPM_TN4_APP_C88.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2032 AM, DM
BCPM_TN4_APP_C89.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2032 AM, DM
BCPM_TN4_APP_C90.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2032 AM, DM
BCPM_TN4_APP_C91.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2032 AM, DM
BCPM_TN4_APP_C92.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2032 AM, DM
BCPM_TN4_APP_C93.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2032 AM, DM
BCPM_TN4_APP_C94.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2032 AM, DM
BCPM_TN4_APP_C95.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2032 AM, DM
BCPM_TN4_APP_C96.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2032 AM, DM
BCPM_TN4_APP_C97.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2032 AM, DM
BCPM_TN4_APP_C98.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2032 AM, DM
BCPM_TN4_APP_C99.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2032 AM, DM
BCPM_TN4_APP_C100.jpg	Junction Volume Capacity Ratio Plot -A46_A459_BlowersGreenRd_PeartreeLane,2032 AM, DM
BCPM_TN4_APP_C101.jpg	Junction Volume Capacity Ratio Plot -A456_A459_GrangeHill,2032 AM, DM

File Name	Content
BCPM_TN4_APP_C102.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2032 AM, DM
BCPM_TN4_APP_C103.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2032 AM, DM
BCPM_TN4_APP_C104.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2032 AM, DM
BCPM_TN4_APP_C105.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2032 AM, DM
BCPM_TN4_APP_C106.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2032 AM, DM
BCPM_TN4_APP_C107.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2032 AM, DM
BCPM_TN4_APP_C108.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2032 AM, DM
BCPM_TN4_APP_C109.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2032 AM, DM
BCPM_TN4_APP_C110.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2032 IP, DM
BCPM_TN4_APP_C111.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2032 IP, DM
BCPM_TN4_APP_C112.jpg	Junction Volume Capacity Ratio Plot -A41_1,2032 IP, DM
BCPM_TN4_APP_C113.jpg	Junction Volume Capacity Ratio Plot -A41_2,2032 IP, DM
BCPM_TN4_APP_C114.jpg	Junction Volume Capacity Ratio Plot -A41_3,2032 IP, DM
BCPM_TN4_APP_C115.jpg	Junction Volume Capacity Ratio Plot -A41_4,2032 IP, DM
BCPM_TN4_APP_C116.jpg	Junction Volume Capacity Ratio Plot -A41_5,2032 IP, DM
BCPM_TN4_APP_C117.jpg	Junction Volume Capacity Ratio Plot -A449_1,2032 IP, DM
BCPM_TN4_APP_C118.jpg	Junction Volume Capacity Ratio Plot -A449_2,2032 IP, DM
BCPM_TN4_APP_C119.jpg	Junction Volume Capacity Ratio Plot -A449_3,2032 IP, DM
BCPM_TN4_APP_C120.jpg	Junction Volume Capacity Ratio Plot -A449_4,2032 IP, DM
BCPM_TN4_APP_C121.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2032 IP, DM
BCPM_TN4_APP_C122.jpg	Junction Volume Capacity Ratio Plot -A491_1,2032 IP, DM
BCPM_TN4_APP_C123.jpg	Junction Volume Capacity Ratio Plot -A491_2,2032 IP, DM
BCPM_TN4_APP_C124.jpg	Junction Volume Capacity Ratio Plot -A491_3,2032 IP, DM
BCPM_TN4_APP_C125.jpg	Junction Volume Capacity Ratio Plot -A491_4,2032 IP, DM
BCPM_TN4_APP_C126.jpg	Junction Volume Capacity Ratio Plot -A491_5,2032 IP, DM
BCPM_TN4_APP_C127.jpg	Junction Volume Capacity Ratio Plot -A491_6,2032 IP, DM
BCPM_TN4_APP_C128.jpg	Junction Volume Capacity Ratio Plot -A491_7,2032 IP, DM
BCPM_TN4_APP_C129.jpg	Junction Volume Capacity Ratio Plot -A491_8,2032 IP, DM
BCPM_TN4_APP_C130.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2032 IP, DM
BCPM_TN4_APP_C131.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2032 IP, DM

File Name	Content
BCPM_TN4_APP_C132.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2032 IP, DM
BCPM_TN4_APP_C133.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2032 IP, DM
BCPM_TN4_APP_C134.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2032 IP, DM
BCPM_TN4_APP_C135.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2032 IP, DM
BCPM_TN4_APP_C136.jpg	Junction Volume Capacity Ratio Plot -A4100,2032 IP, DM
BCPM_TN4_APP_C137.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2032 IP, DM
BCPM_TN4_APP_C138.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2032 IP, DM
BCPM_TN4_APP_C139.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2032 IP, DM
BCPM_TN4_APP_C140.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2032 IP, DM
BCPM_TN4_APP_C141.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2032 IP, DM
BCPM_TN4_APP_C142.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2032 IP, DM
BCPM_TN4_APP_C143.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2032 IP, DM
BCPM_TN4_APP_C144.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2032 IP, DM
BCPM_TN4_APP_C145.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2032 IP, DM
BCPM_TN4_APP_C146.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2032 IP, DM
BCPM_TN4_APP_C147.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2032 IP, DM
BCPM_TN4_APP_C148.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2032 IP, DM
BCPM_TN4_APP_C149.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2032 IP, DM
BCPM_TN4_APP_C150.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2032 IP, DM
BCPM_TN4_APP_C151.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2032 IP, DM
BCPM_TN4_APP_C152.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2032 IP, DM
BCPM_TN4_APP_C153.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2032 IP, DM
BCPM_TN4_APP_C154.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2032 IP, DM
BCPM_TN4_APP_C155.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2032 IP, DM
BCPM_TN4_APP_C156.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2032 IP, DM
BCPM_TN4_APP_C157.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2032 IP, DM
BCPM_TN4_APP_C158.jpg	Junction Volume Capacity Ratio Plot -B4179,2032 IP, DM
BCPM_TN4_APP_C159.jpg	Junction Volume Capacity Ratio Plot -A454_1,2032 IP, DM
BCPM_TN4_APP_C160.jpg	Junction Volume Capacity Ratio Plot -A454_2,2032 IP, DM
BCPM_TN4_APP_C161.jpg	Junction Volume Capacity Ratio Plot -A454_3,2032 IP, DM
BCPM_TN4_APP_C162.jpg	Junction Volume Capacity Ratio Plot -A454_4,2032 IP, DM
BCPM_TN4_APP_C163.jpg	Junction Volume Capacity Ratio Plot -A454_5,2032 IP, DM
BCPM_TN4_APP_C164.jpg	Junction Volume Capacity Ratio Plot -A454_6,2032 IP, DM
BCPM_TN4_APP_C165.jpg	Junction Volume Capacity Ratio Plot -A454_7,2032 IP, DM
BCPM_TN4_APP_C166.jpg	Junction Volume Capacity Ratio Plot -A454_8,2032 IP, DM
BCPM_TN4_APP_C167.jpg	Junction Volume Capacity Ratio Plot -A457_1,2032 IP, DM
BCPM_TN4_APP_C168.jpg	Junction Volume Capacity Ratio Plot -A457_2,2032 IP, DM

File Name	Content
BCPM_TN4_APP_C169.jpg	Junction Volume Capacity Ratio Plot -A457_3,2032 IP, DM
BCPM_TN4_APP_C170.jpg	Junction Volume Capacity Ratio Plot -A457_4,2032 IP, DM
BCPM_TN4_APP_C171.jpg	Junction Volume Capacity Ratio Plot -A457_5,2032 IP, DM
BCPM_TN4_APP_C172.jpg	Junction Volume Capacity Ratio Plot -A457_6,2032 IP, DM
BCPM_TN4_APP_C173.jpg	Junction Volume Capacity Ratio Plot -A457_7,2032 IP, DM
BCPM_TN4_APP_C174.jpg	Junction Volume Capacity Ratio Plot -A457_8,2032 IP, DM
BCPM_TN4_APP_C175.jpg	Junction Volume Capacity Ratio Plot -A457_9,2032 IP, DM
BCPM_TN4_APP_C176.jpg	Junction Volume Capacity Ratio Plot -A461_1,2032 IP, DM
BCPM_TN4_APP_C177.jpg	Junction Volume Capacity Ratio Plot -A461_2,2032 IP, DM
BCPM_TN4_APP_C178.jpg	Junction Volume Capacity Ratio Plot -A461_3,2032 IP, DM
BCPM_TN4_APP_C179.jpg	Junction Volume Capacity Ratio Plot -A461_4,2032 IP, DM
BCPM_TN4_APP_C180.jpg	Junction Volume Capacity Ratio Plot -A4031,2032 IP, DM
BCPM_TN4_APP_C181.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2032 IP, DM
BCPM_TN4_APP_C182.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2032 IP, DM
BCPM_TN4_APP_C183.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2032 IP, DM
BCPM_TN4_APP_C184.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2032 IP, DM
BCPM_TN4_APP_C185.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2032 IP, DM
BCPM_TN4_APP_C186.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2032 IP, DM
BCPM_TN4_APP_C187.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2032 IP, DM
BCPM_TN4_APP_C188.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2032 IP, DM
BCPM_TN4_APP_C189.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2032 IP, DM
BCPM_TN4_APP_C190.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2032 IP, DM
BCPM_TN4_APP_C191.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2032 IP, DM
BCPM_TN4_APP_C192.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2032 IP, DM
BCPM_TN4_APP_C193.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2032 IP, DM
BCPM_TN4_APP_C194.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2032 IP, DM
BCPM_TN4_APP_C195.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2032 IP, DM
BCPM_TN4_APP_C196.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2032 IP, DM
BCPM_TN4_APP_C197.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2032 IP, DM
BCPM_TN4_APP_C198.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2032 IP, DM
BCPM_TN4_APP_C199.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2032 IP, DM
BCPM_TN4_APP_C200.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2032 IP, DM
BCPM_TN4_APP_C201.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2032 IP, DM
BCPM_TN4_APP_C202.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2032 IP, DM
BCPM_TN4_APP_C203.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2032 IP, DM
BCPM_TN4_APP_C204.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2032 IP, DM
BCPM_TN4_APP_C205.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2032 IP, DM

File Name	Content
BCPM_TN4_APP_C206.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2032 IP, DM
BCPM_TN4_APP_C207.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2032 IP, DM
BCPM_TN4_APP_C208.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2032 IP, DM
BCPM_TN4_APP_C209.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2032 IP, DM
BCPM_TN4_APP_C210.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2032 IP, DM
BCPM_TN4_APP_C211.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2032 IP, DM
BCPM_TN4_APP_C212.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2032 IP, DM
BCPM_TN4_APP_C213.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2032 IP, DM
BCPM_TN4_APP_C214.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2032 IP, DM
BCPM_TN4_APP_C215.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2032 IP, DM
BCPM_TN4_APP_C216.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2032 IP, DM
BCPM_TN4_APP_C217.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2032 IP, DM
BCPM_TN4_APP_C218.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2032 IP, DM
BCPM_TN4_APP_C219.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2032 PM, DM
BCPM_TN4_APP_C220.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2032 PM, DM
BCPM_TN4_APP_C221.jpg	Junction Volume Capacity Ratio Plot -A41_1,2032 PM, DM
BCPM_TN4_APP_C222.jpg	Junction Volume Capacity Ratio Plot -A41_2,2032 PM, DM
BCPM_TN4_APP_C223.jpg	Junction Volume Capacity Ratio Plot -A41_3,2032 PM, DM
BCPM_TN4_APP_C224.jpg	Junction Volume Capacity Ratio Plot -A41_4,2032 PM, DM
BCPM_TN4_APP_C225.jpg	Junction Volume Capacity Ratio Plot -A41_5,2032 PM, DM
BCPM_TN4_APP_C226.jpg	Junction Volume Capacity Ratio Plot -A449_1,2032 PM, DM
BCPM_TN4_APP_C227.jpg	Junction Volume Capacity Ratio Plot -A449_2,2032 PM, DM
BCPM_TN4_APP_C228.jpg	Junction Volume Capacity Ratio Plot -A449_3,2032 PM, DM
BCPM_TN4_APP_C229.jpg	Junction Volume Capacity Ratio Plot -A449_4,2032 PM, DM
BCPM_TN4_APP_C230.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2032 PM, DM
BCPM_TN4_APP_C231.jpg	Junction Volume Capacity Ratio Plot -A491_1,2032 PM, DM
BCPM_TN4_APP_C232.jpg	Junction Volume Capacity Ratio Plot -A491_2,2032 PM, DM
BCPM_TN4_APP_C233.jpg	Junction Volume Capacity Ratio Plot -A491_3,2032 PM, DM
BCPM_TN4_APP_C234.jpg	Junction Volume Capacity Ratio Plot -A491_4,2032 PM, DM

File Name	Content
BCPM_TN4_APP_C235.jpg	Junction Volume Capacity Ratio Plot -A491_5,2032 PM, DM
BCPM_TN4_APP_C236.jpg	Junction Volume Capacity Ratio Plot -A491_6,2032 PM, DM
BCPM_TN4_APP_C237.jpg	Junction Volume Capacity Ratio Plot -A491_7,2032 PM, DM
BCPM_TN4_APP_C238.jpg	Junction Volume Capacity Ratio Plot -A491_8,2032 PM, DM
BCPM_TN4_APP_C239.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2032 PM, DM
BCPM_TN4_APP_C240.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2032 PM, DM
BCPM_TN4_APP_C241.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2032 PM, DM
BCPM_TN4_APP_C242.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2032 PM, DM
BCPM_TN4_APP_C243.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2032 PM, DM
BCPM_TN4_APP_C244.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2032 PM, DM
BCPM_TN4_APP_C245.jpg	Junction Volume Capacity Ratio Plot -A4100,2032 PM, DM
BCPM_TN4_APP_C246.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2032 PM, DM
BCPM_TN4_APP_C247.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2032 PM, DM
BCPM_TN4_APP_C248.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2032 PM, DM
BCPM_TN4_APP_C249.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2032 PM, DM
BCPM_TN4_APP_C250.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2032 PM, DM
BCPM_TN4_APP_C251.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2032 PM, DM
BCPM_TN4_APP_C252.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2032 PM, DM
BCPM_TN4_APP_C253.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2032 PM, DM
BCPM_TN4_APP_C254.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2032 PM, DM
BCPM_TN4_APP_C255.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2032 PM, DM
BCPM_TN4_APP_C256.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2032 PM, DM
BCPM_TN4_APP_C257.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2032 PM, DM
BCPM_TN4_APP_C258.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2032 PM, DM
BCPM_TN4_APP_C259.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2032 PM, DM
BCPM_TN4_APP_C260.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2032 PM, DM
BCPM_TN4_APP_C261.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2032 PM, DM
BCPM_TN4_APP_C262.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2032 PM, DM
BCPM_TN4_APP_C263.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2032 PM, DM
BCPM_TN4_APP_C264.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2032 PM, DM
BCPM_TN4_APP_C265.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2032 PM, DM
BCPM_TN4_APP_C266.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2032 PM, DM

File Name	Content
BCPM_TN4_APP_C267.jpg	Junction Volume Capacity Ratio Plot -B4179,2032 PM, DM
BCPM_TN4_APP_C268.jpg	Junction Volume Capacity Ratio Plot -A454_1,2032 PM, DM
BCPM_TN4_APP_C269.jpg	Junction Volume Capacity Ratio Plot -A454_2,2032 PM, DM
BCPM_TN4_APP_C270.jpg	Junction Volume Capacity Ratio Plot -A454_3,2032 PM, DM
BCPM_TN4_APP_C271.jpg	Junction Volume Capacity Ratio Plot -A454_4,2032 PM, DM
BCPM_TN4_APP_C272.jpg	Junction Volume Capacity Ratio Plot -A454_5,2032 PM, DM
BCPM_TN4_APP_C273.jpg	Junction Volume Capacity Ratio Plot -A454_6,2032 PM, DM
BCPM_TN4_APP_C274.jpg	Junction Volume Capacity Ratio Plot -A454_7,2032 PM, DM
BCPM_TN4_APP_C275.jpg	Junction Volume Capacity Ratio Plot -A454_8,2032 PM, DM
BCPM_TN4_APP_C276.jpg	Junction Volume Capacity Ratio Plot -A457_1,2032 PM, DM
BCPM_TN4_APP_C277.jpg	Junction Volume Capacity Ratio Plot -A457_2,2032 PM, DM
BCPM_TN4_APP_C278.jpg	Junction Volume Capacity Ratio Plot -A457_3,2032 PM, DM
BCPM_TN4_APP_C279.jpg	Junction Volume Capacity Ratio Plot -A457_4,2032 PM, DM
BCPM_TN4_APP_C280.jpg	Junction Volume Capacity Ratio Plot -A457_5,2032 PM, DM
BCPM_TN4_APP_C281.jpg	Junction Volume Capacity Ratio Plot -A457_6,2032 PM, DM
BCPM_TN4_APP_C282.jpg	Junction Volume Capacity Ratio Plot -A457_7,2032 PM, DM
BCPM_TN4_APP_C283.jpg	Junction Volume Capacity Ratio Plot -A457_8,2032 PM, DM
BCPM_TN4_APP_C284.jpg	Junction Volume Capacity Ratio Plot -A457_9,2032 PM, DM
BCPM_TN4_APP_C285.jpg	Junction Volume Capacity Ratio Plot -A461_1,2032 PM, DM
BCPM_TN4_APP_C286.jpg	Junction Volume Capacity Ratio Plot -A461_2,2032 PM, DM
BCPM_TN4_APP_C287.jpg	Junction Volume Capacity Ratio Plot -A461_3,2032 PM, DM
BCPM_TN4_APP_C288.jpg	Junction Volume Capacity Ratio Plot -A461_4,2032 PM, DM
BCPM_TN4_APP_C289.jpg	Junction Volume Capacity Ratio Plot -A4031,2032 PM, DM
BCPM_TN4_APP_C290.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2032 PM, DM
BCPM_TN4_APP_C291.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2032 PM, DM
BCPM_TN4_APP_C292.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2032 PM, DM
BCPM_TN4_APP_C293.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2032 PM, DM
BCPM_TN4_APP_C294.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2032 PM, DM
BCPM_TN4_APP_C295.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2032 PM, DM
BCPM_TN4_APP_C296.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2032 PM, DM
BCPM_TN4_APP_C297.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2032 PM, DM
BCPM_TN4_APP_C298.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2032 PM, DM
BCPM_TN4_APP_C299.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2032 PM, DM
BCPM_TN4_APP_C300.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2032 PM, DM
BCPM_TN4_APP_C301.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2032 PM, DM
BCPM_TN4_APP_C302.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2032 PM, DM
BCPM_TN4_APP_C303.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2032 PM, DM

File Name	Content
BCPM_TN4_APP_C304.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2032 PM, DM
BCPM_TN4_APP_C305.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2032 PM, DM
BCPM_TN4_APP_C306.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2032 PM, DM
BCPM_TN4_APP_C307.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2032 PM, DM
BCPM_TN4_APP_C308.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2032 PM, DM
BCPM_TN4_APP_C309.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2032 PM, DM
BCPM_TN4_APP_C310.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2032 PM, DM
BCPM_TN4_APP_C311.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2032 PM, DM
BCPM_TN4_APP_C312.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2032 PM, DM
BCPM_TN4_APP_C313.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2032 PM, DM
BCPM_TN4_APP_C314.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2032 PM, DM
BCPM_TN4_APP_C315.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2032 PM, DM
BCPM_TN4_APP_C316.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2032 PM, DM
BCPM_TN4_APP_C317.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2032 PM, DM
BCPM_TN4_APP_C318.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2032 PM, DM
BCPM_TN4_APP_C319.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2032 PM, DM
BCPM_TN4_APP_C320.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2032 PM, DM
BCPM_TN4_APP_C321.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2032 PM, DM
BCPM_TN4_APP_C322.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2032 PM, DM
BCPM_TN4_APP_C323.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2032 PM, DM
BCPM_TN4_APP_C324.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2032 PM, DM
BCPM_TN4_APP_C325.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2032 PM, DM
BCPM_TN4_APP_C326.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2032 PM, DM
BCPM_TN4_APP_C327.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2032 PM, DM
BCPM_TN4_APP_C328.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2032 AM, DS
BCPM_TN4_APP_C329.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2032 AM, DS
BCPM_TN4_APP_C330.jpg	Junction Volume Capacity Ratio Plot -A41_1,2032 AM, DS
BCPM_TN4_APP_C331.jpg	Junction Volume Capacity Ratio Plot -A41_2,2032 AM, DS

File Name	Content
BCPM_TN4_APP_C332.jpg	Junction Volume Capacity Ratio Plot -A41_3,2032 AM, DS
BCPM_TN4_APP_C333.jpg	Junction Volume Capacity Ratio Plot -A41_4,2032 AM, DS
BCPM_TN4_APP_C334.jpg	Junction Volume Capacity Ratio Plot -A41_5,2032 AM, DS
BCPM_TN4_APP_C335.jpg	Junction Volume Capacity Ratio Plot -A449_1,2032 AM, DS
BCPM_TN4_APP_C336.jpg	Junction Volume Capacity Ratio Plot -A449_2,2032 AM, DS
BCPM_TN4_APP_C337.jpg	Junction Volume Capacity Ratio Plot -A449_3,2032 AM, DS
BCPM_TN4_APP_C338.jpg	Junction Volume Capacity Ratio Plot -A449_4,2032 AM, DS
BCPM_TN4_APP_C339.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2032 AM, DS
BCPM_TN4_APP_C340.jpg	Junction Volume Capacity Ratio Plot -A491_1,2032 AM, DS
BCPM_TN4_APP_C341.jpg	Junction Volume Capacity Ratio Plot -A491_2,2032 AM, DS
BCPM_TN4_APP_C342.jpg	Junction Volume Capacity Ratio Plot -A491_3,2032 AM, DS
BCPM_TN4_APP_C343.jpg	Junction Volume Capacity Ratio Plot -A491_4,2032 AM, DS
BCPM_TN4_APP_C344.jpg	Junction Volume Capacity Ratio Plot -A491_5,2032 AM, DS
BCPM_TN4_APP_C345.jpg	Junction Volume Capacity Ratio Plot -A491_6,2032 AM, DS
BCPM_TN4_APP_C346.jpg	Junction Volume Capacity Ratio Plot -A491_7,2032 AM, DS
BCPM_TN4_APP_C347.jpg	Junction Volume Capacity Ratio Plot -A491_8,2032 AM, DS
BCPM_TN4_APP_C348.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2032 AM, DS
BCPM_TN4_APP_C349.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2032 AM, DS
BCPM_TN4_APP_C350.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2032 AM, DS
BCPM_TN4_APP_C351.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2032 AM, DS
BCPM_TN4_APP_C352.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2032 AM, DS
BCPM_TN4_APP_C353.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2032 AM, DS
BCPM_TN4_APP_C354.jpg	Junction Volume Capacity Ratio Plot -A4100,2032 AM, DS
BCPM_TN4_APP_C355.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2032 AM, DS
BCPM_TN4_APP_C356.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2032 AM, DS
BCPM_TN4_APP_C357.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2032 AM, DS
BCPM_TN4_APP_C358.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2032 AM, DS
BCPM_TN4_APP_C359.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2032 AM, DS
BCPM_TN4_APP_C360.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2032 AM, DS
BCPM_TN4_APP_C361.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2032 AM, DS
BCPM_TN4_APP_C362.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2032 AM, DS
BCPM_TN4_APP_C363.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2032 AM, DS
BCPM_TN4_APP_C364.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2032 AM, DS
BCPM_TN4_APP_C365.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2032 AM, DS
BCPM_TN4_APP_C366.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2032 AM, DS
BCPM_TN4_APP_C367.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2032 AM, DS

File Name	Content
BCPM_TN4_APP_C368.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2032 AM, DS
BCPM_TN4_APP_C369.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2032 AM, DS
BCPM_TN4_APP_C370.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2032 AM, DS
BCPM_TN4_APP_C371.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2032 AM, DS
BCPM_TN4_APP_C372.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2032 AM, DS
BCPM_TN4_APP_C373.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2032 AM, DS
BCPM_TN4_APP_C374.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2032 AM, DS
BCPM_TN4_APP_C375.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2032 AM, DS
BCPM_TN4_APP_C376.jpg	Junction Volume Capacity Ratio Plot -B4179,2032 AM, DS
BCPM_TN4_APP_C377.jpg	Junction Volume Capacity Ratio Plot -A454_1,2032 AM, DS
BCPM_TN4_APP_C378.jpg	Junction Volume Capacity Ratio Plot -A454_2,2032 AM, DS
BCPM_TN4_APP_C379.jpg	Junction Volume Capacity Ratio Plot -A454_3,2032 AM, DS
BCPM_TN4_APP_C380.jpg	Junction Volume Capacity Ratio Plot -A454_4,2032 AM, DS
BCPM_TN4_APP_C381.jpg	Junction Volume Capacity Ratio Plot -A454_5,2032 AM, DS
BCPM_TN4_APP_C382.jpg	Junction Volume Capacity Ratio Plot -A454_6,2032 AM, DS
BCPM_TN4_APP_C383.jpg	Junction Volume Capacity Ratio Plot -A454_7,2032 AM, DS
BCPM_TN4_APP_C384.jpg	Junction Volume Capacity Ratio Plot -A454_8,2032 AM, DS
BCPM_TN4_APP_C385.jpg	Junction Volume Capacity Ratio Plot -A457_1,2032 AM, DS
BCPM_TN4_APP_C386.jpg	Junction Volume Capacity Ratio Plot -A457_2,2032 AM, DS
BCPM_TN4_APP_C387.jpg	Junction Volume Capacity Ratio Plot -A457_3,2032 AM, DS
BCPM_TN4_APP_C388.jpg	Junction Volume Capacity Ratio Plot -A457_4,2032 AM, DS
BCPM_TN4_APP_C389.jpg	Junction Volume Capacity Ratio Plot -A457_5,2032 AM, DS
BCPM_TN4_APP_C390.jpg	Junction Volume Capacity Ratio Plot -A457_6,2032 AM, DS
BCPM_TN4_APP_C391.jpg	Junction Volume Capacity Ratio Plot -A457_7,2032 AM, DS
BCPM_TN4_APP_C392.jpg	Junction Volume Capacity Ratio Plot -A457_8,2032 AM, DS
BCPM_TN4_APP_C393.jpg	Junction Volume Capacity Ratio Plot -A457_9,2032 AM, DS
BCPM_TN4_APP_C394.jpg	Junction Volume Capacity Ratio Plot -A461_1,2032 AM, DS
BCPM_TN4_APP_C395.jpg	Junction Volume Capacity Ratio Plot -A461_2,2032 AM, DS
BCPM_TN4_APP_C396.jpg	Junction Volume Capacity Ratio Plot -A461_3,2032 AM, DS
BCPM_TN4_APP_C397.jpg	Junction Volume Capacity Ratio Plot -A461_4,2032 AM, DS
BCPM_TN4_APP_C398.jpg	Junction Volume Capacity Ratio Plot -A4031,2032 AM, DS
BCPM_TN4_APP_C399.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2032 AM, DS
BCPM_TN4_APP_C400.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2032 AM, DS

File Name	Content
BCPM_TN4_APP_C401.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2032 AM, DS
BCPM_TN4_APP_C402.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2032 AM, DS
BCPM_TN4_APP_C403.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2032 AM, DS
BCPM_TN4_APP_C404.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2032 AM, DS
BCPM_TN4_APP_C405.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2032 AM, DS
BCPM_TN4_APP_C406.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2032 AM, DS
BCPM_TN4_APP_C407.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2032 AM, DS
BCPM_TN4_APP_C408.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2032 AM, DS
BCPM_TN4_APP_C409.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2032 AM, DS
BCPM_TN4_APP_C410.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2032 AM, DS
BCPM_TN4_APP_C411.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2032 AM, DS
BCPM_TN4_APP_C412.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2032 AM, DS
BCPM_TN4_APP_C413.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2032 AM, DS
BCPM_TN4_APP_C414.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2032 AM, DS
BCPM_TN4_APP_C415.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2032 AM, DS
BCPM_TN4_APP_C416.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2032 AM, DS
BCPM_TN4_APP_C417.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2032 AM, DS
BCPM_TN4_APP_C418.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2032 AM, DS
BCPM_TN4_APP_C419.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2032 AM, DS
BCPM_TN4_APP_C420.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2032 AM, DS
BCPM_TN4_APP_C421.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2032 AM, DS
BCPM_TN4_APP_C422.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2032 AM, DS
BCPM_TN4_APP_C423.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2032 AM, DS
BCPM_TN4_APP_C424.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2032 AM, DS
BCPM_TN4_APP_C425.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2032 AM, DS
BCPM_TN4_APP_C426.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2032 AM, DS
BCPM_TN4_APP_C427.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2032 AM, DS
BCPM_TN4_APP_C428.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2032 AM, DS
BCPM_TN4_APP_C429.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2032 AM, DS
BCPM_TN4_APP_C430.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2032 AM, DS
BCPM_TN4_APP_C431.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2032 AM, DS
BCPM_TN4_APP_C432.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2032 AM, DS
BCPM_TN4_APP_C433.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2032 AM, DS

File Name	Content
BCPM_TN4_APP_C434.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2032 AM, DS
BCPM_TN4_APP_C435.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2032 AM, DS
BCPM_TN4_APP_C436.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2032 AM, DS
BCPM_TN4_APP_C437.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2032 IP, DS
BCPM_TN4_APP_C438.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2032 IP, DS
BCPM_TN4_APP_C439.jpg	Junction Volume Capacity Ratio Plot -A41_1,2032 IP, DS
BCPM_TN4_APP_C440.jpg	Junction Volume Capacity Ratio Plot -A41_2,2032 IP, DS
BCPM_TN4_APP_C441.jpg	Junction Volume Capacity Ratio Plot -A41_3,2032 IP, DS
BCPM_TN4_APP_C442.jpg	Junction Volume Capacity Ratio Plot -A41_4,2032 IP, DS
BCPM_TN4_APP_C443.jpg	Junction Volume Capacity Ratio Plot -A41_5,2032 IP, DS
BCPM_TN4_APP_C444.jpg	Junction Volume Capacity Ratio Plot -A449_1,2032 IP, DS
BCPM_TN4_APP_C445.jpg	Junction Volume Capacity Ratio Plot -A449_2,2032 IP, DS
BCPM_TN4_APP_C446.jpg	Junction Volume Capacity Ratio Plot -A449_3,2032 IP, DS
BCPM_TN4_APP_C447.jpg	Junction Volume Capacity Ratio Plot -A449_4,2032 IP, DS
BCPM_TN4_APP_C448.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2032 IP, DS
BCPM_TN4_APP_C449.jpg	Junction Volume Capacity Ratio Plot -A491_1,2032 IP, DS
BCPM_TN4_APP_C450.jpg	Junction Volume Capacity Ratio Plot -A491_2,2032 IP, DS
BCPM_TN4_APP_C451.jpg	Junction Volume Capacity Ratio Plot -A491_3,2032 IP, DS
BCPM_TN4_APP_C452.jpg	Junction Volume Capacity Ratio Plot -A491_4,2032 IP, DS
BCPM_TN4_APP_C453.jpg	Junction Volume Capacity Ratio Plot -A491_5,2032 IP, DS
BCPM_TN4_APP_C454.jpg	Junction Volume Capacity Ratio Plot -A491_6,2032 IP, DS
BCPM_TN4_APP_C455.jpg	Junction Volume Capacity Ratio Plot -A491_7,2032 IP, DS
BCPM_TN4_APP_C456.jpg	Junction Volume Capacity Ratio Plot -A491_8,2032 IP, DS
BCPM_TN4_APP_C457.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2032 IP, DS
BCPM_TN4_APP_C458.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2032 IP, DS
BCPM_TN4_APP_C459.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2032 IP, DS
BCPM_TN4_APP_C460.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2032 IP, DS
BCPM_TN4_APP_C461.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2032 IP, DS
BCPM_TN4_APP_C462.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2032 IP, DS
BCPM_TN4_APP_C463.jpg	Junction Volume Capacity Ratio Plot -A4100,2032 IP, DS
BCPM_TN4_APP_C464.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2032 IP, DS
BCPM_TN4_APP_C465.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2032 IP, DS
BCPM_TN4_APP_C466.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2032 IP, DS
BCPM_TN4_APP_C467.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2032 IP, DS

File Name	Content
BCPM_TN4_APP_C468.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2032 IP, DS
BCPM_TN4_APP_C469.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2032 IP, DS
BCPM_TN4_APP_C470.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2032 IP, DS
BCPM_TN4_APP_C471.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2032 IP, DS
BCPM_TN4_APP_C472.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2032 IP, DS
BCPM_TN4_APP_C473.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2032 IP, DS
BCPM_TN4_APP_C474.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2032 IP, DS
BCPM_TN4_APP_C475.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2032 IP, DS
BCPM_TN4_APP_C476.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2032 IP, DS
BCPM_TN4_APP_C477.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2032 IP, DS
BCPM_TN4_APP_C478.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2032 IP, DS
BCPM_TN4_APP_C479.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2032 IP, DS
BCPM_TN4_APP_C480.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2032 IP, DS
BCPM_TN4_APP_C481.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2032 IP, DS
BCPM_TN4_APP_C482.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2032 IP, DS
BCPM_TN4_APP_C483.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2032 IP, DS
BCPM_TN4_APP_C484.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2032 IP, DS
BCPM_TN4_APP_C485.jpg	Junction Volume Capacity Ratio Plot -B4179,2032 IP, DS
BCPM_TN4_APP_C486.jpg	Junction Volume Capacity Ratio Plot -A454_1,2032 IP, DS
BCPM_TN4_APP_C487.jpg	Junction Volume Capacity Ratio Plot -A454_2,2032 IP, DS
BCPM_TN4_APP_C488.jpg	Junction Volume Capacity Ratio Plot -A454_3,2032 IP, DS
BCPM_TN4_APP_C489.jpg	Junction Volume Capacity Ratio Plot -A454_4,2032 IP, DS
BCPM_TN4_APP_C490.jpg	Junction Volume Capacity Ratio Plot -A454_5,2032 IP, DS
BCPM_TN4_APP_C491.jpg	Junction Volume Capacity Ratio Plot -A454_6,2032 IP, DS
BCPM_TN4_APP_C492.jpg	Junction Volume Capacity Ratio Plot -A454_7,2032 IP, DS
BCPM_TN4_APP_C493.jpg	Junction Volume Capacity Ratio Plot -A454_8,2032 IP, DS
BCPM_TN4_APP_C494.jpg	Junction Volume Capacity Ratio Plot -A457_1,2032 IP, DS
BCPM_TN4_APP_C495.jpg	Junction Volume Capacity Ratio Plot -A457_2,2032 IP, DS
BCPM_TN4_APP_C496.jpg	Junction Volume Capacity Ratio Plot -A457_3,2032 IP, DS
BCPM_TN4_APP_C497.jpg	Junction Volume Capacity Ratio Plot -A457_4,2032 IP, DS
BCPM_TN4_APP_C498.jpg	Junction Volume Capacity Ratio Plot -A457_5,2032 IP, DS
BCPM_TN4_APP_C499.jpg	Junction Volume Capacity Ratio Plot -A457_6,2032 IP, DS
BCPM_TN4_APP_C500.jpg	Junction Volume Capacity Ratio Plot -A457_7,2032 IP, DS
BCPM_TN4_APP_C501.jpg	Junction Volume Capacity Ratio Plot -A457_8,2032 IP, DS
BCPM_TN4_APP_C502.jpg	Junction Volume Capacity Ratio Plot -A457_9,2032 IP, DS
BCPM_TN4_APP_C503.jpg	Junction Volume Capacity Ratio Plot -A461_1,2032 IP, DS
BCPM_TN4_APP_C504.jpg	Junction Volume Capacity Ratio Plot -A461_2,2032 IP, DS

File Name	Content
BCPM_TN4_APP_C505.jpg	Junction Volume Capacity Ratio Plot -A461_3,2032 IP, DS
BCPM_TN4_APP_C506.jpg	Junction Volume Capacity Ratio Plot -A461_4,2032 IP, DS
BCPM_TN4_APP_C507.jpg	Junction Volume Capacity Ratio Plot -A4031,2032 IP, DS
BCPM_TN4_APP_C508.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2032 IP, DS
BCPM_TN4_APP_C509.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2032 IP, DS
BCPM_TN4_APP_C510.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2032 IP, DS
BCPM_TN4_APP_C511.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2032 IP, DS
BCPM_TN4_APP_C512.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2032 IP, DS
BCPM_TN4_APP_C513.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2032 IP, DS
BCPM_TN4_APP_C514.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2032 IP, DS
BCPM_TN4_APP_C515.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2032 IP, DS
BCPM_TN4_APP_C516.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2032 IP, DS
BCPM_TN4_APP_C517.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2032 IP, DS
BCPM_TN4_APP_C518.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2032 IP, DS
BCPM_TN4_APP_C519.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2032 IP, DS
BCPM_TN4_APP_C520.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2032 IP, DS
BCPM_TN4_APP_C521.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2032 IP, DS
BCPM_TN4_APP_C522.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2032 IP, DS
BCPM_TN4_APP_C523.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2032 IP, DS
BCPM_TN4_APP_C524.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2032 IP, DS
BCPM_TN4_APP_C525.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2032 IP, DS
BCPM_TN4_APP_C526.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2032 IP, DS
BCPM_TN4_APP_C527.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2032 IP, DS
BCPM_TN4_APP_C528.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2032 IP, DS
BCPM_TN4_APP_C529.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2032 IP, DS
BCPM_TN4_APP_C530.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2032 IP, DS
BCPM_TN4_APP_C531.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2032 IP, DS
BCPM_TN4_APP_C532.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2032 IP, DS
BCPM_TN4_APP_C533.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2032 IP, DS
BCPM_TN4_APP_C534.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2032 IP, DS
BCPM_TN4_APP_C535.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2032 IP, DS
BCPM_TN4_APP_C536.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2032 IP, DS
BCPM_TN4_APP_C537.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2032 IP, DS
BCPM_TN4_APP_C538.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2032 IP, DS
BCPM_TN4_APP_C539.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2032 IP, DS

File Name	Content
BCPM_TN4_APP_C540.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2032 IP, DS
BCPM_TN4_APP_C541.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2032 IP, DS
BCPM_TN4_APP_C542.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2032 IP, DS
BCPM_TN4_APP_C543.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2032 IP, DS
BCPM_TN4_APP_C544.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2032 IP, DS
BCPM_TN4_APP_C545.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2032 IP, DS
BCPM_TN4_APP_C546.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2032 PM, DS
BCPM_TN4_APP_C547.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2032 PM, DS
BCPM_TN4_APP_C548.jpg	Junction Volume Capacity Ratio Plot -A41_1,2032 PM, DS
BCPM_TN4_APP_C549.jpg	Junction Volume Capacity Ratio Plot -A41_2,2032 PM, DS
BCPM_TN4_APP_C550.jpg	Junction Volume Capacity Ratio Plot -A41_3,2032 PM, DS
BCPM_TN4_APP_C551.jpg	Junction Volume Capacity Ratio Plot -A41_4,2032 PM, DS
BCPM_TN4_APP_C552.jpg	Junction Volume Capacity Ratio Plot -A41_5,2032 PM, DS
BCPM_TN4_APP_C553.jpg	Junction Volume Capacity Ratio Plot -A449_1,2032 PM, DS
BCPM_TN4_APP_C554.jpg	Junction Volume Capacity Ratio Plot -A449_2,2032 PM, DS
BCPM_TN4_APP_C555.jpg	Junction Volume Capacity Ratio Plot -A449_3,2032 PM, DS
BCPM_TN4_APP_C556.jpg	Junction Volume Capacity Ratio Plot -A449_4,2032 PM, DS
BCPM_TN4_APP_C557.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2032 PM, DS
BCPM_TN4_APP_C558.jpg	Junction Volume Capacity Ratio Plot -A491_1,2032 PM, DS
BCPM_TN4_APP_C559.jpg	Junction Volume Capacity Ratio Plot -A491_2,2032 PM, DS
BCPM_TN4_APP_C560.jpg	Junction Volume Capacity Ratio Plot -A491_3,2032 PM, DS
BCPM_TN4_APP_C561.jpg	Junction Volume Capacity Ratio Plot -A491_4,2032 PM, DS
BCPM_TN4_APP_C562.jpg	Junction Volume Capacity Ratio Plot -A491_5,2032 PM, DS
BCPM_TN4_APP_C563.jpg	Junction Volume Capacity Ratio Plot -A491_6,2032 PM, DS
BCPM_TN4_APP_C564.jpg	Junction Volume Capacity Ratio Plot -A491_7,2032 PM, DS
BCPM_TN4_APP_C565.jpg	Junction Volume Capacity Ratio Plot -A491_8,2032 PM, DS
BCPM_TN4_APP_C566.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2032 PM, DS
BCPM_TN4_APP_C567.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2032 PM, DS
BCPM_TN4_APP_C568.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2032 PM, DS
BCPM_TN4_APP_C569.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2032 PM, DS
BCPM_TN4_APP_C570.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2032 PM, DS

File Name	Content
BCPM_TN4_APP_C571.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2032 PM, DS
BCPM_TN4_APP_C572.jpg	Junction Volume Capacity Ratio Plot -A4100,2032 PM, DS
BCPM_TN4_APP_C573.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2032 PM, DS
BCPM_TN4_APP_C574.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2032 PM, DS
BCPM_TN4_APP_C575.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2032 PM, DS
BCPM_TN4_APP_C576.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2032 PM, DS
BCPM_TN4_APP_C577.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2032 PM, DS
BCPM_TN4_APP_C578.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2032 PM, DS
BCPM_TN4_APP_C579.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2032 PM, DS
BCPM_TN4_APP_C580.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2032 PM, DS
BCPM_TN4_APP_C581.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2032 PM, DS
BCPM_TN4_APP_C582.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2032 PM, DS
BCPM_TN4_APP_C583.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2032 PM, DS
BCPM_TN4_APP_C584.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2032 PM, DS
BCPM_TN4_APP_C585.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2032 PM, DS
BCPM_TN4_APP_C586.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2032 PM, DS
BCPM_TN4_APP_C587.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2032 PM, DS
BCPM_TN4_APP_C588.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2032 PM, DS
BCPM_TN4_APP_C589.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2032 PM, DS
BCPM_TN4_APP_C590.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2032 PM, DS
BCPM_TN4_APP_C591.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2032 PM, DS
BCPM_TN4_APP_C592.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2032 PM, DS
BCPM_TN4_APP_C593.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2032 PM, DS
BCPM_TN4_APP_C594.jpg	Junction Volume Capacity Ratio Plot -B4179,2032 PM, DS
BCPM_TN4_APP_C595.jpg	Junction Volume Capacity Ratio Plot -A454_1,2032 PM, DS
BCPM_TN4_APP_C596.jpg	Junction Volume Capacity Ratio Plot -A454_2,2032 PM, DS
BCPM_TN4_APP_C597.jpg	Junction Volume Capacity Ratio Plot -A454_3,2032 PM, DS
BCPM_TN4_APP_C598.jpg	Junction Volume Capacity Ratio Plot -A454_4,2032 PM, DS
BCPM_TN4_APP_C599.jpg	Junction Volume Capacity Ratio Plot -A454_5,2032 PM, DS
BCPM_TN4_APP_C600.jpg	Junction Volume Capacity Ratio Plot -A454_6,2032 PM, DS
BCPM_TN4_APP_C601.jpg	Junction Volume Capacity Ratio Plot -A454_7,2032 PM, DS
BCPM_TN4_APP_C602.jpg	Junction Volume Capacity Ratio Plot -A454_8,2032 PM, DS

File Name	Content
BCPM_TN4_APP_C603.jpg	Junction Volume Capacity Ratio Plot -A457_1,2032 PM, DS
BCPM_TN4_APP_C604.jpg	Junction Volume Capacity Ratio Plot -A457_2,2032 PM, DS
BCPM_TN4_APP_C605.jpg	Junction Volume Capacity Ratio Plot -A457_3,2032 PM, DS
BCPM_TN4_APP_C606.jpg	Junction Volume Capacity Ratio Plot -A457_4,2032 PM, DS
BCPM_TN4_APP_C607.jpg	Junction Volume Capacity Ratio Plot -A457_5,2032 PM, DS
BCPM_TN4_APP_C608.jpg	Junction Volume Capacity Ratio Plot -A457_6,2032 PM, DS
BCPM_TN4_APP_C609.jpg	Junction Volume Capacity Ratio Plot -A457_7,2032 PM, DS
BCPM_TN4_APP_C610.jpg	Junction Volume Capacity Ratio Plot -A457_8,2032 PM, DS
BCPM_TN4_APP_C611.jpg	Junction Volume Capacity Ratio Plot -A457_9,2032 PM, DS
BCPM_TN4_APP_C612.jpg	Junction Volume Capacity Ratio Plot -A461_1,2032 PM, DS
BCPM_TN4_APP_C613.jpg	Junction Volume Capacity Ratio Plot -A461_2,2032 PM, DS
BCPM_TN4_APP_C614.jpg	Junction Volume Capacity Ratio Plot -A461_3,2032 PM, DS
BCPM_TN4_APP_C615.jpg	Junction Volume Capacity Ratio Plot -A461_4,2032 PM, DS
BCPM_TN4_APP_C616.jpg	Junction Volume Capacity Ratio Plot -A4031,2032 PM, DS
BCPM_TN4_APP_C617.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2032 PM, DS
BCPM_TN4_APP_C618.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2032 PM, DS
BCPM_TN4_APP_C619.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2032 PM, DS
BCPM_TN4_APP_C620.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2032 PM, DS
BCPM_TN4_APP_C621.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2032 PM, DS
BCPM_TN4_APP_C622.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2032 PM, DS
BCPM_TN4_APP_C623.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2032 PM, DS
BCPM_TN4_APP_C624.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2032 PM, DS
BCPM_TN4_APP_C625.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2032 PM, DS
BCPM_TN4_APP_C626.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2032 PM, DS
BCPM_TN4_APP_C627.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2032 PM, DS
BCPM_TN4_APP_C628.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2032 PM, DS
BCPM_TN4_APP_C629.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2032 PM, DS
BCPM_TN4_APP_C630.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2032 PM, DS
BCPM_TN4_APP_C631.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2032 PM, DS
BCPM_TN4_APP_C632.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2032 PM, DS
BCPM_TN4_APP_C633.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2032 PM, DS
BCPM_TN4_APP_C634.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2032 PM, DS
BCPM_TN4_APP_C635.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2032 PM, DS
BCPM_TN4_APP_C636.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2032 PM, DS
BCPM_TN4_APP_C637.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2032 PM, DS
BCPM_TN4_APP_C638.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2032 PM, DS
BCPM_TN4_APP_C639.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2032 PM, DS

File Name	Content
BCPM_TN4_APP_C640.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2032 PM, DS
BCPM_TN4_APP_C641.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2032 PM, DS
BCPM_TN4_APP_C642.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2032 PM, DS
BCPM_TN4_APP_C643.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2032 PM, DS
BCPM_TN4_APP_C644.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2032 PM, DS
BCPM_TN4_APP_C645.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2032 PM, DS
BCPM_TN4_APP_C646.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2032 PM, DS
BCPM_TN4_APP_C647.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2032 PM, DS
BCPM_TN4_APP_C648.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2032 PM, DS
BCPM_TN4_APP_C649.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2032 PM, DS
BCPM_TN4_APP_C650.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2032 PM, DS
BCPM_TN4_APP_C651.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2032 PM, DS
BCPM_TN4_APP_C652.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2032 PM, DS
BCPM_TN4_APP_C653.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2032 PM, DS
BCPM_TN4_APP_C654.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2032 PM, DS
BCPM_TN4_APP_C655.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2039 AM, DM
BCPM_TN4_APP_C656.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2039 AM, DM
BCPM_TN4_APP_C657.jpg	Junction Volume Capacity Ratio Plot -A41_1,2039 AM, DM
BCPM_TN4_APP_C658.jpg	Junction Volume Capacity Ratio Plot -A41_2,2039 AM, DM
BCPM_TN4_APP_C659.jpg	Junction Volume Capacity Ratio Plot -A41_3,2039 AM, DM
BCPM_TN4_APP_C660.jpg	Junction Volume Capacity Ratio Plot -A41_4,2039 AM, DM
BCPM_TN4_APP_C661.jpg	Junction Volume Capacity Ratio Plot -A41_5,2039 AM, DM
BCPM_TN4_APP_C662.jpg	Junction Volume Capacity Ratio Plot -A449_1,2039 AM, DM
BCPM_TN4_APP_C663.jpg	Junction Volume Capacity Ratio Plot -A449_2,2039 AM, DM
BCPM_TN4_APP_C664.jpg	Junction Volume Capacity Ratio Plot -A449_3,2039 AM, DM
BCPM_TN4_APP_C665.jpg	Junction Volume Capacity Ratio Plot -A449_4,2039 AM, DM
BCPM_TN4_APP_C666.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2039 AM, DM
BCPM_TN4_APP_C667.jpg	Junction Volume Capacity Ratio Plot -A491_1,2039 AM, DM
BCPM_TN4_APP_C668.jpg	Junction Volume Capacity Ratio Plot -A491_2,2039 AM, DM

File Name	Content
BCPM_TN4_APP_C669.jpg	Junction Volume Capacity Ratio Plot -A491_3,2039 AM, DM
BCPM_TN4_APP_C670.jpg	Junction Volume Capacity Ratio Plot -A491_4,2039 AM, DM
BCPM_TN4_APP_C671.jpg	Junction Volume Capacity Ratio Plot -A491_5,2039 AM, DM
BCPM_TN4_APP_C672.jpg	Junction Volume Capacity Ratio Plot -A491_6,2039 AM, DM
BCPM_TN4_APP_C673.jpg	Junction Volume Capacity Ratio Plot -A491_7,2039 AM, DM
BCPM_TN4_APP_C674.jpg	Junction Volume Capacity Ratio Plot -A491_8,2039 AM, DM
BCPM_TN4_APP_C675.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2039 AM, DM
BCPM_TN4_APP_C676.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2039 AM, DM
BCPM_TN4_APP_C677.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2039 AM, DM
BCPM_TN4_APP_C678.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2039 AM, DM
BCPM_TN4_APP_C679.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2039 AM, DM
BCPM_TN4_APP_C680.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2039 AM, DM
BCPM_TN4_APP_C681.jpg	Junction Volume Capacity Ratio Plot -A4100,2039 AM, DM
BCPM_TN4_APP_C682.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2039 AM, DM
BCPM_TN4_APP_C683.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2039 AM, DM
BCPM_TN4_APP_C684.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2039 AM, DM
BCPM_TN4_APP_C685.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2039 AM, DM
BCPM_TN4_APP_C686.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2039 AM, DM
BCPM_TN4_APP_C687.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2039 AM, DM
BCPM_TN4_APP_C688.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2039 AM, DM
BCPM_TN4_APP_C689.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2039 AM, DM
BCPM_TN4_APP_C690.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2039 AM, DM
BCPM_TN4_APP_C691.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2039 AM, DM
BCPM_TN4_APP_C692.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2039 AM, DM
BCPM_TN4_APP_C693.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2039 AM, DM
BCPM_TN4_APP_C694.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2039 AM, DM
BCPM_TN4_APP_C695.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2039 AM, DM
BCPM_TN4_APP_C696.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2039 AM, DM
BCPM_TN4_APP_C697.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2039 AM, DM
BCPM_TN4_APP_C698.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2039 AM, DM
BCPM_TN4_APP_C699.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2039 AM, DM
BCPM_TN4_APP_C700.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2039 AM, DM
BCPM_TN4_APP_C701.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2039 AM, DM

File Name	Content
BCPM_TN4_APP_C702.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2039 AM, DM
BCPM_TN4_APP_C703.jpg	Junction Volume Capacity Ratio Plot -B4179,2039 AM, DM
BCPM_TN4_APP_C704.jpg	Junction Volume Capacity Ratio Plot -A454_1,2039 AM, DM
BCPM_TN4_APP_C705.jpg	Junction Volume Capacity Ratio Plot -A454_2,2039 AM, DM
BCPM_TN4_APP_C706.jpg	Junction Volume Capacity Ratio Plot -A454_3,2039 AM, DM
BCPM_TN4_APP_C707.jpg	Junction Volume Capacity Ratio Plot -A454_4,2039 AM, DM
BCPM_TN4_APP_C708.jpg	Junction Volume Capacity Ratio Plot -A454_5,2039 AM, DM
BCPM_TN4_APP_C709.jpg	Junction Volume Capacity Ratio Plot -A454_6,2039 AM, DM
BCPM_TN4_APP_C710.jpg	Junction Volume Capacity Ratio Plot -A454_7,2039 AM, DM
BCPM_TN4_APP_C711.jpg	Junction Volume Capacity Ratio Plot -A454_8,2039 AM, DM
BCPM_TN4_APP_C712.jpg	Junction Volume Capacity Ratio Plot -A457_1,2039 AM, DM
BCPM_TN4_APP_C713.jpg	Junction Volume Capacity Ratio Plot -A457_2,2039 AM, DM
BCPM_TN4_APP_C714.jpg	Junction Volume Capacity Ratio Plot -A457_3,2039 AM, DM
BCPM_TN4_APP_C715.jpg	Junction Volume Capacity Ratio Plot -A457_4,2039 AM, DM
BCPM_TN4_APP_C716.jpg	Junction Volume Capacity Ratio Plot -A457_5,2039 AM, DM
BCPM_TN4_APP_C717.jpg	Junction Volume Capacity Ratio Plot -A457_6,2039 AM, DM
BCPM_TN4_APP_C718.jpg	Junction Volume Capacity Ratio Plot -A457_7,2039 AM, DM
BCPM_TN4_APP_C719.jpg	Junction Volume Capacity Ratio Plot -A457_8,2039 AM, DM
BCPM_TN4_APP_C720.jpg	Junction Volume Capacity Ratio Plot -A457_9,2039 AM, DM
BCPM_TN4_APP_C721.jpg	Junction Volume Capacity Ratio Plot -A461_1,2039 AM, DM
BCPM_TN4_APP_C722.jpg	Junction Volume Capacity Ratio Plot -A461_2,2039 AM, DM
BCPM_TN4_APP_C723.jpg	Junction Volume Capacity Ratio Plot -A461_3,2039 AM, DM
BCPM_TN4_APP_C724.jpg	Junction Volume Capacity Ratio Plot -A461_4,2039 AM, DM
BCPM_TN4_APP_C725.jpg	Junction Volume Capacity Ratio Plot -A4031,2039 AM, DM
BCPM_TN4_APP_C726.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2039 AM, DM
BCPM_TN4_APP_C727.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2039 AM, DM
BCPM_TN4_APP_C728.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2039 AM, DM
BCPM_TN4_APP_C729.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2039 AM, DM
BCPM_TN4_APP_C730.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2039 AM, DM
BCPM_TN4_APP_C731.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2039 AM, DM
BCPM_TN4_APP_C732.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2039 AM, DM
BCPM_TN4_APP_C733.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2039 AM, DM
BCPM_TN4_APP_C734.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2039 AM, DM
BCPM_TN4_APP_C735.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2039 AM, DM
BCPM_TN4_APP_C736.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2039 AM, DM
BCPM_TN4_APP_C737.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2039 AM, DM
BCPM_TN4_APP_C738.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2039 AM, DM

File Name	Content
BCPM_TN4_APP_C739.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2039 AM, DM
BCPM_TN4_APP_C740.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2039 AM, DM
BCPM_TN4_APP_C741.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2039 AM, DM
BCPM_TN4_APP_C742.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2039 AM, DM
BCPM_TN4_APP_C743.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2039 AM, DM
BCPM_TN4_APP_C744.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2039 AM, DM
BCPM_TN4_APP_C745.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2039 AM, DM
BCPM_TN4_APP_C746.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2039 AM, DM
BCPM_TN4_APP_C747.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2039 AM, DM
BCPM_TN4_APP_C748.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2039 AM, DM
BCPM_TN4_APP_C749.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2039 AM, DM
BCPM_TN4_APP_C750.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2039 AM, DM
BCPM_TN4_APP_C751.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2039 AM, DM
BCPM_TN4_APP_C752.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2039 AM, DM
BCPM_TN4_APP_C753.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2039 AM, DM
BCPM_TN4_APP_C754.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2039 AM, DM
BCPM_TN4_APP_C755.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2039 AM, DM
BCPM_TN4_APP_C756.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2039 AM, DM
BCPM_TN4_APP_C757.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2039 AM, DM
BCPM_TN4_APP_C758.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2039 AM, DM
BCPM_TN4_APP_C759.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2039 AM, DM
BCPM_TN4_APP_C760.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2039 AM, DM
BCPM_TN4_APP_C761.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2039 AM, DM
BCPM_TN4_APP_C762.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2039 AM, DM
BCPM_TN4_APP_C763.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2039 AM, DM
BCPM_TN4_APP_C764.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2039 IP, DM
BCPM_TN4_APP_C765.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2039 IP, DM
BCPM_TN4_APP_C766.jpg	Junction Volume Capacity Ratio Plot -A41_1,2039 IP, DM

File Name	Content
BCPM_TN4_APP_C767.jpg	Junction Volume Capacity Ratio Plot -A41_2,2039 IP, DM
BCPM_TN4_APP_C768.jpg	Junction Volume Capacity Ratio Plot -A41_3,2039 IP, DM
BCPM_TN4_APP_C769.jpg	Junction Volume Capacity Ratio Plot -A41_4,2039 IP, DM
BCPM_TN4_APP_C770.jpg	Junction Volume Capacity Ratio Plot -A41_5,2039 IP, DM
BCPM_TN4_APP_C771.jpg	Junction Volume Capacity Ratio Plot -A449_1,2039 IP, DM
BCPM_TN4_APP_C772.jpg	Junction Volume Capacity Ratio Plot -A449_2,2039 IP, DM
BCPM_TN4_APP_C773.jpg	Junction Volume Capacity Ratio Plot -A449_3,2039 IP, DM
BCPM_TN4_APP_C774.jpg	Junction Volume Capacity Ratio Plot -A449_4,2039 IP, DM
BCPM_TN4_APP_C775.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2039 IP, DM
BCPM_TN4_APP_C776.jpg	Junction Volume Capacity Ratio Plot -A491_1,2039 IP, DM
BCPM_TN4_APP_C777.jpg	Junction Volume Capacity Ratio Plot -A491_2,2039 IP, DM
BCPM_TN4_APP_C778.jpg	Junction Volume Capacity Ratio Plot -A491_3,2039 IP, DM
BCPM_TN4_APP_C779.jpg	Junction Volume Capacity Ratio Plot -A491_4,2039 IP, DM
BCPM_TN4_APP_C780.jpg	Junction Volume Capacity Ratio Plot -A491_5,2039 IP, DM
BCPM_TN4_APP_C781.jpg	Junction Volume Capacity Ratio Plot -A491_6,2039 IP, DM
BCPM_TN4_APP_C782.jpg	Junction Volume Capacity Ratio Plot -A491_7,2039 IP, DM
BCPM_TN4_APP_C783.jpg	Junction Volume Capacity Ratio Plot -A491_8,2039 IP, DM
BCPM_TN4_APP_C784.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2039 IP, DM
BCPM_TN4_APP_C785.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2039 IP, DM
BCPM_TN4_APP_C786.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2039 IP, DM
BCPM_TN4_APP_C787.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2039 IP, DM
BCPM_TN4_APP_C788.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2039 IP, DM
BCPM_TN4_APP_C789.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2039 IP, DM
BCPM_TN4_APP_C790.jpg	Junction Volume Capacity Ratio Plot -A4100,2039 IP, DM
BCPM_TN4_APP_C791.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2039 IP, DM
BCPM_TN4_APP_C792.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2039 IP, DM
BCPM_TN4_APP_C793.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2039 IP, DM
BCPM_TN4_APP_C794.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2039 IP, DM
BCPM_TN4_APP_C795.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2039 IP, DM
BCPM_TN4_APP_C796.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2039 IP, DM
BCPM_TN4_APP_C797.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2039 IP, DM
BCPM_TN4_APP_C798.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2039 IP, DM
BCPM_TN4_APP_C799.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2039 IP, DM
BCPM_TN4_APP_C800.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2039 IP, DM
BCPM_TN4_APP_C801.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2039 IP, DM
BCPM_TN4_APP_C802.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2039 IP, DM
BCPM_TN4_APP_C803.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2039 IP, DM

File Name	Content
BCPM_TN4_APP_C804.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2039 IP, DM
BCPM_TN4_APP_C805.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2039 IP, DM
BCPM_TN4_APP_C806.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2039 IP, DM
BCPM_TN4_APP_C807.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2039 IP, DM
BCPM_TN4_APP_C808.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2039 IP, DM
BCPM_TN4_APP_C809.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2039 IP, DM
BCPM_TN4_APP_C810.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2039 IP, DM
BCPM_TN4_APP_C811.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2039 IP, DM
BCPM_TN4_APP_C812.jpg	Junction Volume Capacity Ratio Plot -B4179,2039 IP, DM
BCPM_TN4_APP_C813.jpg	Junction Volume Capacity Ratio Plot -A454_1,2039 IP, DM
BCPM_TN4_APP_C814.jpg	Junction Volume Capacity Ratio Plot -A454_2,2039 IP, DM
BCPM_TN4_APP_C815.jpg	Junction Volume Capacity Ratio Plot -A454_3,2039 IP, DM
BCPM_TN4_APP_C816.jpg	Junction Volume Capacity Ratio Plot -A454_4,2039 IP, DM
BCPM_TN4_APP_C817.jpg	Junction Volume Capacity Ratio Plot -A454_5,2039 IP, DM
BCPM_TN4_APP_C818.jpg	Junction Volume Capacity Ratio Plot -A454_6,2039 IP, DM
BCPM_TN4_APP_C819.jpg	Junction Volume Capacity Ratio Plot -A454_7,2039 IP, DM
BCPM_TN4_APP_C820.jpg	Junction Volume Capacity Ratio Plot -A454_8,2039 IP, DM
BCPM_TN4_APP_C821.jpg	Junction Volume Capacity Ratio Plot -A457_1,2039 IP, DM
BCPM_TN4_APP_C822.jpg	Junction Volume Capacity Ratio Plot -A457_2,2039 IP, DM
BCPM_TN4_APP_C823.jpg	Junction Volume Capacity Ratio Plot -A457_3,2039 IP, DM
BCPM_TN4_APP_C824.jpg	Junction Volume Capacity Ratio Plot -A457_4,2039 IP, DM
BCPM_TN4_APP_C825.jpg	Junction Volume Capacity Ratio Plot -A457_5,2039 IP, DM
BCPM_TN4_APP_C826.jpg	Junction Volume Capacity Ratio Plot -A457_6,2039 IP, DM
BCPM_TN4_APP_C827.jpg	Junction Volume Capacity Ratio Plot -A457_7,2039 IP, DM
BCPM_TN4_APP_C828.jpg	Junction Volume Capacity Ratio Plot -A457_8,2039 IP, DM
BCPM_TN4_APP_C829.jpg	Junction Volume Capacity Ratio Plot -A457_9,2039 IP, DM
BCPM_TN4_APP_C830.jpg	Junction Volume Capacity Ratio Plot -A461_1,2039 IP, DM
BCPM_TN4_APP_C831.jpg	Junction Volume Capacity Ratio Plot -A461_2,2039 IP, DM
BCPM_TN4_APP_C832.jpg	Junction Volume Capacity Ratio Plot -A461_3,2039 IP, DM
BCPM_TN4_APP_C833.jpg	Junction Volume Capacity Ratio Plot -A461_4,2039 IP, DM
BCPM_TN4_APP_C834.jpg	Junction Volume Capacity Ratio Plot -A4031,2039 IP, DM
BCPM_TN4_APP_C835.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2039 IP, DM
BCPM_TN4_APP_C836.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2039 IP, DM
BCPM_TN4_APP_C837.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2039 IP, DM
BCPM_TN4_APP_C838.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2039 IP, DM
BCPM_TN4_APP_C839.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2039 IP, DM
BCPM_TN4_APP_C840.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2039 IP, DM

File Name	Content
BCPM_TN4_APP_C841.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2039 IP, DM
BCPM_TN4_APP_C842.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2039 IP, DM
BCPM_TN4_APP_C843.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2039 IP, DM
BCPM_TN4_APP_C844.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2039 IP, DM
BCPM_TN4_APP_C845.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2039 IP, DM
BCPM_TN4_APP_C846.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2039 IP, DM
BCPM_TN4_APP_C847.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2039 IP, DM
BCPM_TN4_APP_C848.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2039 IP, DM
BCPM_TN4_APP_C849.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2039 IP, DM
BCPM_TN4_APP_C850.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2039 IP, DM
BCPM_TN4_APP_C851.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2039 IP, DM
BCPM_TN4_APP_C852.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2039 IP, DM
BCPM_TN4_APP_C853.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2039 IP, DM
BCPM_TN4_APP_C854.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2039 IP, DM
BCPM_TN4_APP_C855.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2039 IP, DM
BCPM_TN4_APP_C856.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2039 IP, DM
BCPM_TN4_APP_C857.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2039 IP, DM
BCPM_TN4_APP_C858.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2039 IP, DM
BCPM_TN4_APP_C859.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2039 IP, DM
BCPM_TN4_APP_C860.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2039 IP, DM
BCPM_TN4_APP_C861.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2039 IP, DM
BCPM_TN4_APP_C862.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2039 IP, DM
BCPM_TN4_APP_C863.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2039 IP, DM
BCPM_TN4_APP_C864.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2039 IP, DM
BCPM_TN4_APP_C865.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2039 IP, DM
BCPM_TN4_APP_C866.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2039 IP, DM
BCPM_TN4_APP_C867.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2039 IP, DM
BCPM_TN4_APP_C868.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2039 IP, DM
BCPM_TN4_APP_C869.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2039 IP, DM
BCPM_TN4_APP_C870.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2039 IP, DM
BCPM_TN4_APP_C871.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2039 IP, DM

File Name	Content
BCPM_TN4_APP_C872.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2039 IP, DM
BCPM_TN4_APP_C873.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2039 PM, DM
BCPM_TN4_APP_C874.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2039 PM, DM
BCPM_TN4_APP_C875.jpg	Junction Volume Capacity Ratio Plot -A41_1,2039 PM, DM
BCPM_TN4_APP_C876.jpg	Junction Volume Capacity Ratio Plot -A41_2,2039 PM, DM
BCPM_TN4_APP_C877.jpg	Junction Volume Capacity Ratio Plot -A41_3,2039 PM, DM
BCPM_TN4_APP_C878.jpg	Junction Volume Capacity Ratio Plot -A41_4,2039 PM, DM
BCPM_TN4_APP_C879.jpg	Junction Volume Capacity Ratio Plot -A41_5,2039 PM, DM
BCPM_TN4_APP_C880.jpg	Junction Volume Capacity Ratio Plot -A449_1,2039 PM, DM
BCPM_TN4_APP_C881.jpg	Junction Volume Capacity Ratio Plot -A449_2,2039 PM, DM
BCPM_TN4_APP_C882.jpg	Junction Volume Capacity Ratio Plot -A449_3,2039 PM, DM
BCPM_TN4_APP_C883.jpg	Junction Volume Capacity Ratio Plot -A449_4,2039 PM, DM
BCPM_TN4_APP_C884.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2039 PM, DM
BCPM_TN4_APP_C885.jpg	Junction Volume Capacity Ratio Plot -A491_1,2039 PM, DM
BCPM_TN4_APP_C886.jpg	Junction Volume Capacity Ratio Plot -A491_2,2039 PM, DM
BCPM_TN4_APP_C887.jpg	Junction Volume Capacity Ratio Plot -A491_3,2039 PM, DM
BCPM_TN4_APP_C888.jpg	Junction Volume Capacity Ratio Plot -A491_4,2039 PM, DM
BCPM_TN4_APP_C889.jpg	Junction Volume Capacity Ratio Plot -A491_5,2039 PM, DM
BCPM_TN4_APP_C890.jpg	Junction Volume Capacity Ratio Plot -A491_6,2039 PM, DM
BCPM_TN4_APP_C891.jpg	Junction Volume Capacity Ratio Plot -A491_7,2039 PM, DM
BCPM_TN4_APP_C892.jpg	Junction Volume Capacity Ratio Plot -A491_8,2039 PM, DM
BCPM_TN4_APP_C893.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2039 PM, DM
BCPM_TN4_APP_C894.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2039 PM, DM
BCPM_TN4_APP_C895.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2039 PM, DM
BCPM_TN4_APP_C896.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2039 PM, DM
BCPM_TN4_APP_C897.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2039 PM, DM
BCPM_TN4_APP_C898.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2039 PM, DM
BCPM_TN4_APP_C899.jpg	Junction Volume Capacity Ratio Plot -A4100,2039 PM, DM
BCPM_TN4_APP_C900.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2039 PM, DM
BCPM_TN4_APP_C901.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2039 PM, DM
BCPM_TN4_APP_C902.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2039 PM, DM
BCPM_TN4_APP_C903.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2039 PM, DM
BCPM_TN4_APP_C904.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2039 PM, DM
BCPM_TN4_APP_C905.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2039 PM, DM
BCPM_TN4_APP_C906.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2039 PM, DM

File Name	Content
BCPM_TN4_APP_C907.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2039 PM, DM
BCPM_TN4_APP_C908.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2039 PM, DM
BCPM_TN4_APP_C909.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2039 PM, DM
BCPM_TN4_APP_C910.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2039 PM, DM
BCPM_TN4_APP_C911.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2039 PM, DM
BCPM_TN4_APP_C912.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2039 PM, DM
BCPM_TN4_APP_C913.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2039 PM, DM
BCPM_TN4_APP_C914.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2039 PM, DM
BCPM_TN4_APP_C915.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2039 PM, DM
BCPM_TN4_APP_C916.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2039 PM, DM
BCPM_TN4_APP_C917.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2039 PM, DM
BCPM_TN4_APP_C918.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2039 PM, DM
BCPM_TN4_APP_C919.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2039 PM, DM
BCPM_TN4_APP_C920.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2039 PM, DM
BCPM_TN4_APP_C921.jpg	Junction Volume Capacity Ratio Plot -B4179,2039 PM, DM
BCPM_TN4_APP_C922.jpg	Junction Volume Capacity Ratio Plot -A454_1,2039 PM, DM
BCPM_TN4_APP_C923.jpg	Junction Volume Capacity Ratio Plot -A454_2,2039 PM, DM
BCPM_TN4_APP_C924.jpg	Junction Volume Capacity Ratio Plot -A454_3,2039 PM, DM
BCPM_TN4_APP_C925.jpg	Junction Volume Capacity Ratio Plot -A454_4,2039 PM, DM
BCPM_TN4_APP_C926.jpg	Junction Volume Capacity Ratio Plot -A454_5,2039 PM, DM
BCPM_TN4_APP_C927.jpg	Junction Volume Capacity Ratio Plot -A454_6,2039 PM, DM
BCPM_TN4_APP_C928.jpg	Junction Volume Capacity Ratio Plot -A454_7,2039 PM, DM
BCPM_TN4_APP_C929.jpg	Junction Volume Capacity Ratio Plot -A454_8,2039 PM, DM
BCPM_TN4_APP_C930.jpg	Junction Volume Capacity Ratio Plot -A457_1,2039 PM, DM
BCPM_TN4_APP_C931.jpg	Junction Volume Capacity Ratio Plot -A457_2,2039 PM, DM
BCPM_TN4_APP_C932.jpg	Junction Volume Capacity Ratio Plot -A457_3,2039 PM, DM
BCPM_TN4_APP_C933.jpg	Junction Volume Capacity Ratio Plot -A457_4,2039 PM, DM
BCPM_TN4_APP_C934.jpg	Junction Volume Capacity Ratio Plot -A457_5,2039 PM, DM
BCPM_TN4_APP_C935.jpg	Junction Volume Capacity Ratio Plot -A457_6,2039 PM, DM
BCPM_TN4_APP_C936.jpg	Junction Volume Capacity Ratio Plot -A457_7,2039 PM, DM
BCPM_TN4_APP_C937.jpg	Junction Volume Capacity Ratio Plot -A457_8,2039 PM, DM
BCPM_TN4_APP_C938.jpg	Junction Volume Capacity Ratio Plot -A457_9,2039 PM, DM

File Name	Content
BCPM_TN4_APP_C939.jpg	Junction Volume Capacity Ratio Plot -A461_1,2039 PM, DM
BCPM_TN4_APP_C940.jpg	Junction Volume Capacity Ratio Plot -A461_2,2039 PM, DM
BCPM_TN4_APP_C941.jpg	Junction Volume Capacity Ratio Plot -A461_3,2039 PM, DM
BCPM_TN4_APP_C942.jpg	Junction Volume Capacity Ratio Plot -A461_4,2039 PM, DM
BCPM_TN4_APP_C943.jpg	Junction Volume Capacity Ratio Plot -A4031,2039 PM, DM
BCPM_TN4_APP_C944.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2039 PM, DM
BCPM_TN4_APP_C945.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2039 PM, DM
BCPM_TN4_APP_C946.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2039 PM, DM
BCPM_TN4_APP_C947.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2039 PM, DM
BCPM_TN4_APP_C948.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2039 PM, DM
BCPM_TN4_APP_C949.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2039 PM, DM
BCPM_TN4_APP_C950.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2039 PM, DM
BCPM_TN4_APP_C951.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2039 PM, DM
BCPM_TN4_APP_C952.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2039 PM, DM
BCPM_TN4_APP_C953.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2039 PM, DM
BCPM_TN4_APP_C954.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2039 PM, DM
BCPM_TN4_APP_C955.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2039 PM, DM
BCPM_TN4_APP_C956.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2039 PM, DM
BCPM_TN4_APP_C957.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2039 PM, DM
BCPM_TN4_APP_C958.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2039 PM, DM
BCPM_TN4_APP_C959.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2039 PM, DM
BCPM_TN4_APP_C960.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2039 PM, DM
BCPM_TN4_APP_C961.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2039 PM, DM
BCPM_TN4_APP_C962.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2039 PM, DM
BCPM_TN4_APP_C963.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2039 PM, DM
BCPM_TN4_APP_C964.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2039 PM, DM
BCPM_TN4_APP_C965.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2039 PM, DM
BCPM_TN4_APP_C966.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2039 PM, DM
BCPM_TN4_APP_C967.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2039 PM, DM
BCPM_TN4_APP_C968.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2039 PM, DM
BCPM_TN4_APP_C969.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2039 PM, DM
BCPM_TN4_APP_C970.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2039 PM, DM
BCPM_TN4_APP_C971.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2039 PM, DM
BCPM_TN4_APP_C972.jpg	Junction Volume Capacity Ratio Plot -A46_A459_BlowersGreenRd_PeartreeLane,2039 PM, DM
BCPM_TN4_APP_C973.jpg	Junction Volume Capacity Ratio Plot -A456_A459_GrangeHill,2039 PM, DM

File Name	Content
BCPM_TN4_APP_C974.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2039 PM, DM
BCPM_TN4_APP_C975.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2039 PM, DM
BCPM_TN4_APP_C976.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2039 PM, DM
BCPM_TN4_APP_C977.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2039 PM, DM
BCPM_TN4_APP_C978.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2039 PM, DM
BCPM_TN4_APP_C979.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2039 PM, DM
BCPM_TN4_APP_C980.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2039 PM, DM
BCPM_TN4_APP_C981.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2039 PM, DM
BCPM_TN4_APP_C982.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2039 AM, DS
BCPM_TN4_APP_C983.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2039 AM, DS
BCPM_TN4_APP_C984.jpg	Junction Volume Capacity Ratio Plot -A41_1,2039 AM, DS
BCPM_TN4_APP_C985.jpg	Junction Volume Capacity Ratio Plot -A41_2,2039 AM, DS
BCPM_TN4_APP_C986.jpg	Junction Volume Capacity Ratio Plot -A41_3,2039 AM, DS
BCPM_TN4_APP_C987.jpg	Junction Volume Capacity Ratio Plot -A41_4,2039 AM, DS
BCPM_TN4_APP_C988.jpg	Junction Volume Capacity Ratio Plot -A41_5,2039 AM, DS
BCPM_TN4_APP_C989.jpg	Junction Volume Capacity Ratio Plot -A449_1,2039 AM, DS
BCPM_TN4_APP_C990.jpg	Junction Volume Capacity Ratio Plot -A449_2,2039 AM, DS
BCPM_TN4_APP_C991.jpg	Junction Volume Capacity Ratio Plot -A449_3,2039 AM, DS
BCPM_TN4_APP_C992.jpg	Junction Volume Capacity Ratio Plot -A449_4,2039 AM, DS
BCPM_TN4_APP_C993.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2039 AM, DS
BCPM_TN4_APP_C994.jpg	Junction Volume Capacity Ratio Plot -A491_1,2039 AM, DS
BCPM_TN4_APP_C995.jpg	Junction Volume Capacity Ratio Plot -A491_2,2039 AM, DS
BCPM_TN4_APP_C996.jpg	Junction Volume Capacity Ratio Plot -A491_3,2039 AM, DS
BCPM_TN4_APP_C997.jpg	Junction Volume Capacity Ratio Plot -A491_4,2039 AM, DS
BCPM_TN4_APP_C998.jpg	Junction Volume Capacity Ratio Plot -A491_5,2039 AM, DS
BCPM_TN4_APP_C999.jpg	Junction Volume Capacity Ratio Plot -A491_6,2039 AM, DS
BCPM_TN4_APP_C1000.jpg	Junction Volume Capacity Ratio Plot -A491_7,2039 AM, DS
BCPM_TN4_APP_C1001.jpg	Junction Volume Capacity Ratio Plot -A491_8,2039 AM, DS
BCPM_TN4_APP_C1002.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2039 AM, DS
BCPM_TN4_APP_C1003.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2039 AM, DS

File Name	Content
BCPM_TN4_APP_C1004.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2039 AM, DS
BCPM_TN4_APP_C1005.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2039 AM, DS
BCPM_TN4_APP_C1006.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2039 AM, DS
BCPM_TN4_APP_C1007.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2039 AM, DS
BCPM_TN4_APP_C1008.jpg	Junction Volume Capacity Ratio Plot -A4100,2039 AM, DS
BCPM_TN4_APP_C1009.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2039 AM, DS
BCPM_TN4_APP_C1010.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2039 AM, DS
BCPM_TN4_APP_C1011.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2039 AM, DS
BCPM_TN4_APP_C1012.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2039 AM, DS
BCPM_TN4_APP_C1013.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2039 AM, DS
BCPM_TN4_APP_C1014.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2039 AM, DS
BCPM_TN4_APP_C1015.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2039 AM, DS
BCPM_TN4_APP_C1016.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2039 AM, DS
BCPM_TN4_APP_C1017.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2039 AM, DS
BCPM_TN4_APP_C1018.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2039 AM, DS
BCPM_TN4_APP_C1019.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2039 AM, DS
BCPM_TN4_APP_C1020.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2039 AM, DS
BCPM_TN4_APP_C1021.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2039 AM, DS
BCPM_TN4_APP_C1022.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2039 AM, DS
BCPM_TN4_APP_C1023.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2039 AM, DS
BCPM_TN4_APP_C1024.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2039 AM, DS
BCPM_TN4_APP_C1025.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2039 AM, DS
BCPM_TN4_APP_C1026.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2039 AM, DS
BCPM_TN4_APP_C1027.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2039 AM, DS
BCPM_TN4_APP_C1028.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2039 AM, DS
BCPM_TN4_APP_C1029.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2039 AM, DS
BCPM_TN4_APP_C1030.jpg	Junction Volume Capacity Ratio Plot -B4179,2039 AM, DS
BCPM_TN4_APP_C1031.jpg	Junction Volume Capacity Ratio Plot -A454_1,2039 AM, DS
BCPM_TN4_APP_C1032.jpg	Junction Volume Capacity Ratio Plot -A454_2,2039 AM, DS
BCPM_TN4_APP_C1033.jpg	Junction Volume Capacity Ratio Plot -A454_3,2039 AM, DS
BCPM_TN4_APP_C1034.jpg	Junction Volume Capacity Ratio Plot -A454_4,2039 AM, DS
BCPM_TN4_APP_C1035.jpg	Junction Volume Capacity Ratio Plot -A454_5,2039 AM, DS

File Name	Content
BCPM_TN4_APP_C1036.jpg	Junction Volume Capacity Ratio Plot -A454_6,2039 AM, DS
BCPM_TN4_APP_C1037.jpg	Junction Volume Capacity Ratio Plot -A454_7,2039 AM, DS
BCPM_TN4_APP_C1038.jpg	Junction Volume Capacity Ratio Plot -A454_8,2039 AM, DS
BCPM_TN4_APP_C1039.jpg	Junction Volume Capacity Ratio Plot -A457_1,2039 AM, DS
BCPM_TN4_APP_C1040.jpg	Junction Volume Capacity Ratio Plot -A457_2,2039 AM, DS
BCPM_TN4_APP_C1041.jpg	Junction Volume Capacity Ratio Plot -A457_3,2039 AM, DS
BCPM_TN4_APP_C1042.jpg	Junction Volume Capacity Ratio Plot -A457_4,2039 AM, DS
BCPM_TN4_APP_C1043.jpg	Junction Volume Capacity Ratio Plot -A457_5,2039 AM, DS
BCPM_TN4_APP_C1044.jpg	Junction Volume Capacity Ratio Plot -A457_6,2039 AM, DS
BCPM_TN4_APP_C1045.jpg	Junction Volume Capacity Ratio Plot -A457_7,2039 AM, DS
BCPM_TN4_APP_C1046.jpg	Junction Volume Capacity Ratio Plot -A457_8,2039 AM, DS
BCPM_TN4_APP_C1047.jpg	Junction Volume Capacity Ratio Plot -A457_9,2039 AM, DS
BCPM_TN4_APP_C1048.jpg	Junction Volume Capacity Ratio Plot -A461_1,2039 AM, DS
BCPM_TN4_APP_C1049.jpg	Junction Volume Capacity Ratio Plot -A461_2,2039 AM, DS
BCPM_TN4_APP_C1050.jpg	Junction Volume Capacity Ratio Plot -A461_3,2039 AM, DS
BCPM_TN4_APP_C1051.jpg	Junction Volume Capacity Ratio Plot -A461_4,2039 AM, DS
BCPM_TN4_APP_C1052.jpg	Junction Volume Capacity Ratio Plot -A4031,2039 AM, DS
BCPM_TN4_APP_C1053.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2039 AM, DS
BCPM_TN4_APP_C1054.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2039 AM, DS
BCPM_TN4_APP_C1055.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2039 AM, DS
BCPM_TN4_APP_C1056.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2039 AM, DS
BCPM_TN4_APP_C1057.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2039 AM, DS
BCPM_TN4_APP_C1058.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2039 AM, DS
BCPM_TN4_APP_C1059.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2039 AM, DS
BCPM_TN4_APP_C1060.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2039 AM, DS
BCPM_TN4_APP_C1061.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2039 AM, DS
BCPM_TN4_APP_C1062.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2039 AM, DS
BCPM_TN4_APP_C1063.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2039 AM, DS
BCPM_TN4_APP_C1064.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2039 AM, DS
BCPM_TN4_APP_C1065.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2039 AM, DS
BCPM_TN4_APP_C1066.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2039 AM, DS
BCPM_TN4_APP_C1067.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2039 AM, DS
BCPM_TN4_APP_C1068.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2039 AM, DS
BCPM_TN4_APP_C1069.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2039 AM, DS
BCPM_TN4_APP_C1070.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2039 AM, DS
BCPM_TN4_APP_C1071.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2039 AM, DS
BCPM_TN4_APP_C1072.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2039 AM, DS

File Name	Content
BCPM_TN4_APP_C1073.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2039 AM, DS
BCPM_TN4_APP_C1074.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2039 AM, DS
BCPM_TN4_APP_C1075.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2039 AM, DS
BCPM_TN4_APP_C1076.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2039 AM, DS
BCPM_TN4_APP_C1077.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2039 AM, DS
BCPM_TN4_APP_C1078.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2039 AM, DS
BCPM_TN4_APP_C1079.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2039 AM, DS
BCPM_TN4_APP_C1080.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2039 AM, DS
BCPM_TN4_APP_C1081.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2039 AM, DS
BCPM_TN4_APP_C1082.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2039 AM, DS
BCPM_TN4_APP_C1083.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2039 AM, DS
BCPM_TN4_APP_C1084.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2039 AM, DS
BCPM_TN4_APP_C1085.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2039 AM, DS
BCPM_TN4_APP_C1086.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2039 AM, DS
BCPM_TN4_APP_C1087.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2039 AM, DS
BCPM_TN4_APP_C1088.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2039 AM, DS
BCPM_TN4_APP_C1089.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2039 AM, DS
BCPM_TN4_APP_C1090.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2039 AM, DS
BCPM_TN4_APP_C1091.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2039 IP, DS
BCPM_TN4_APP_C1092.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2039 IP, DS
BCPM_TN4_APP_C1093.jpg	Junction Volume Capacity Ratio Plot -A41_1,2039 IP, DS
BCPM_TN4_APP_C1094.jpg	Junction Volume Capacity Ratio Plot -A41_2,2039 IP, DS
BCPM_TN4_APP_C1095.jpg	Junction Volume Capacity Ratio Plot -A41_3,2039 IP, DS
BCPM_TN4_APP_C1096.jpg	Junction Volume Capacity Ratio Plot -A41_4,2039 IP, DS
BCPM_TN4_APP_C1097.jpg	Junction Volume Capacity Ratio Plot -A41_5,2039 IP, DS
BCPM_TN4_APP_C1098.jpg	Junction Volume Capacity Ratio Plot -A449_1,2039 IP, DS
BCPM_TN4_APP_C1099.jpg	Junction Volume Capacity Ratio Plot -A449_2,2039 IP, DS
BCPM_TN4_APP_C1100.jpg	Junction Volume Capacity Ratio Plot -A449_3,2039 IP, DS
BCPM_TN4_APP_C1101.jpg	Junction Volume Capacity Ratio Plot -A449_4,2039 IP, DS

File Name	Content
BCPM_TN4_APP_C1102.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2039 IP, DS
BCPM_TN4_APP_C1103.jpg	Junction Volume Capacity Ratio Plot -A491_1,2039 IP, DS
BCPM_TN4_APP_C1104.jpg	Junction Volume Capacity Ratio Plot -A491_2,2039 IP, DS
BCPM_TN4_APP_C1105.jpg	Junction Volume Capacity Ratio Plot -A491_3,2039 IP, DS
BCPM_TN4_APP_C1106.jpg	Junction Volume Capacity Ratio Plot -A491_4,2039 IP, DS
BCPM_TN4_APP_C1107.jpg	Junction Volume Capacity Ratio Plot -A491_5,2039 IP, DS
BCPM_TN4_APP_C1108.jpg	Junction Volume Capacity Ratio Plot -A491_6,2039 IP, DS
BCPM_TN4_APP_C1109.jpg	Junction Volume Capacity Ratio Plot -A491_7,2039 IP, DS
BCPM_TN4_APP_C1110.jpg	Junction Volume Capacity Ratio Plot -A491_8,2039 IP, DS
BCPM_TN4_APP_C1111.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2039 IP, DS
BCPM_TN4_APP_C1112.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2039 IP, DS
BCPM_TN4_APP_C1113.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2039 IP, DS
BCPM_TN4_APP_C1114.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2039 IP, DS
BCPM_TN4_APP_C1115.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2039 IP, DS
BCPM_TN4_APP_C1116.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2039 IP, DS
BCPM_TN4_APP_C1117.jpg	Junction Volume Capacity Ratio Plot -A4100,2039 IP, DS
BCPM_TN4_APP_C1118.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2039 IP, DS
BCPM_TN4_APP_C1119.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2039 IP, DS
BCPM_TN4_APP_C1120.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2039 IP, DS
BCPM_TN4_APP_C1121.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2039 IP, DS
BCPM_TN4_APP_C1122.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2039 IP, DS
BCPM_TN4_APP_C1123.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2039 IP, DS
BCPM_TN4_APP_C1124.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2039 IP, DS
BCPM_TN4_APP_C1125.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2039 IP, DS
BCPM_TN4_APP_C1126.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2039 IP, DS
BCPM_TN4_APP_C1127.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2039 IP, DS
BCPM_TN4_APP_C1128.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2039 IP, DS
BCPM_TN4_APP_C1129.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2039 IP, DS
BCPM_TN4_APP_C1130.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2039 IP, DS
BCPM_TN4_APP_C1131.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2039 IP, DS
BCPM_TN4_APP_C1132.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2039 IP, DS
BCPM_TN4_APP_C1133.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2039 IP, DS
BCPM_TN4_APP_C1134.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2039 IP, DS
BCPM_TN4_APP_C1135.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2039 IP, DS
BCPM_TN4_APP_C1136.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2039 IP, DS
BCPM_TN4_APP_C1137.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2039 IP, DS
BCPM_TN4_APP_C1138.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2039 IP, DS

File Name	Content
BCPM_TN4_APP_C1139.jpg	Junction Volume Capacity Ratio Plot -B4179,2039 IP, DS
BCPM_TN4_APP_C1140.jpg	Junction Volume Capacity Ratio Plot -A454_1,2039 IP, DS
BCPM_TN4_APP_C1141.jpg	Junction Volume Capacity Ratio Plot -A454_2,2039 IP, DS
BCPM_TN4_APP_C1142.jpg	Junction Volume Capacity Ratio Plot -A454_3,2039 IP, DS
BCPM_TN4_APP_C1143.jpg	Junction Volume Capacity Ratio Plot -A454_4,2039 IP, DS
BCPM_TN4_APP_C1144.jpg	Junction Volume Capacity Ratio Plot -A454_5,2039 IP, DS
BCPM_TN4_APP_C1145.jpg	Junction Volume Capacity Ratio Plot -A454_6,2039 IP, DS
BCPM_TN4_APP_C1146.jpg	Junction Volume Capacity Ratio Plot -A454_7,2039 IP, DS
BCPM_TN4_APP_C1147.jpg	Junction Volume Capacity Ratio Plot -A454_8,2039 IP, DS
BCPM_TN4_APP_C1148.jpg	Junction Volume Capacity Ratio Plot -A457_1,2039 IP, DS
BCPM_TN4_APP_C1149.jpg	Junction Volume Capacity Ratio Plot -A457_2,2039 IP, DS
BCPM_TN4_APP_C1150.jpg	Junction Volume Capacity Ratio Plot -A457_3,2039 IP, DS
BCPM_TN4_APP_C1151.jpg	Junction Volume Capacity Ratio Plot -A457_4,2039 IP, DS
BCPM_TN4_APP_C1152.jpg	Junction Volume Capacity Ratio Plot -A457_5,2039 IP, DS
BCPM_TN4_APP_C1153.jpg	Junction Volume Capacity Ratio Plot -A457_6,2039 IP, DS
BCPM_TN4_APP_C1154.jpg	Junction Volume Capacity Ratio Plot -A457_7,2039 IP, DS
BCPM_TN4_APP_C1155.jpg	Junction Volume Capacity Ratio Plot -A457_8,2039 IP, DS
BCPM_TN4_APP_C1156.jpg	Junction Volume Capacity Ratio Plot -A457_9,2039 IP, DS
BCPM_TN4_APP_C1157.jpg	Junction Volume Capacity Ratio Plot -A461_1,2039 IP, DS
BCPM_TN4_APP_C1158.jpg	Junction Volume Capacity Ratio Plot -A461_2,2039 IP, DS
BCPM_TN4_APP_C1159.jpg	Junction Volume Capacity Ratio Plot -A461_3,2039 IP, DS
BCPM_TN4_APP_C1160.jpg	Junction Volume Capacity Ratio Plot -A461_4,2039 IP, DS
BCPM_TN4_APP_C1161.jpg	Junction Volume Capacity Ratio Plot -A4031,2039 IP, DS
BCPM_TN4_APP_C1162.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2039 IP, DS
BCPM_TN4_APP_C1163.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2039 IP, DS
BCPM_TN4_APP_C1164.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2039 IP, DS
BCPM_TN4_APP_C1165.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2039 IP, DS
BCPM_TN4_APP_C1166.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2039 IP, DS
BCPM_TN4_APP_C1167.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2039 IP, DS
BCPM_TN4_APP_C1168.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2039 IP, DS
BCPM_TN4_APP_C1169.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2039 IP, DS
BCPM_TN4_APP_C1170.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2039 IP, DS
BCPM_TN4_APP_C1171.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2039 IP, DS
BCPM_TN4_APP_C1172.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2039 IP, DS
BCPM_TN4_APP_C1173.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2039 IP, DS
BCPM_TN4_APP_C1174.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2039 IP, DS
BCPM_TN4_APP_C1175.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2039 IP, DS

File Name	Content
BCPM_TN4_APP_C1176.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2039 IP, DS
BCPM_TN4_APP_C1177.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2039 IP, DS
BCPM_TN4_APP_C1178.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2039 IP, DS
BCPM_TN4_APP_C1179.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2039 IP, DS
BCPM_TN4_APP_C1180.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2039 IP, DS
BCPM_TN4_APP_C1181.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2039 IP, DS
BCPM_TN4_APP_C1182.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2039 IP, DS
BCPM_TN4_APP_C1183.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2039 IP, DS
BCPM_TN4_APP_C1184.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2039 IP, DS
BCPM_TN4_APP_C1185.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2039 IP, DS
BCPM_TN4_APP_C1186.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2039 IP, DS
BCPM_TN4_APP_C1187.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2039 IP, DS
BCPM_TN4_APP_C1188.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2039 IP, DS
BCPM_TN4_APP_C1189.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2039 IP, DS
BCPM_TN4_APP_C1190.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2039 IP, DS
BCPM_TN4_APP_C1191.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2039 IP, DS
BCPM_TN4_APP_C1192.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2039 IP, DS
BCPM_TN4_APP_C1193.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2039 IP, DS
BCPM_TN4_APP_C1194.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2039 IP, DS
BCPM_TN4_APP_C1195.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2039 IP, DS
BCPM_TN4_APP_C1196.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2039 IP, DS
BCPM_TN4_APP_C1197.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2039 IP, DS
BCPM_TN4_APP_C1198.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2039 IP, DS
BCPM_TN4_APP_C1199.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2039 IP, DS
BCPM_TN4_APP_C1200.jpg	Junction Volume Capacity Ratio Plot - WolverhamptonRR,2039 PM, DS
BCPM_TN4_APP_C1201.jpg	Junction Volume Capacity Ratio Plot -WalsallRR,2039 PM, DS
BCPM_TN4_APP_C1202.jpg	Junction Volume Capacity Ratio Plot -A41_1,2039 PM, DS
BCPM_TN4_APP_C1203.jpg	Junction Volume Capacity Ratio Plot -A41_2,2039 PM, DS
BCPM_TN4_APP_C1204.jpg	Junction Volume Capacity Ratio Plot -A41_3,2039 PM, DS

File Name	Content
BCPM_TN4_APP_C1205.jpg	Junction Volume Capacity Ratio Plot -A41_4,2039 PM, DS
BCPM_TN4_APP_C1206.jpg	Junction Volume Capacity Ratio Plot -A41_5,2039 PM, DS
BCPM_TN4_APP_C1207.jpg	Junction Volume Capacity Ratio Plot -A449_1,2039 PM, DS
BCPM_TN4_APP_C1208.jpg	Junction Volume Capacity Ratio Plot -A449_2,2039 PM, DS
BCPM_TN4_APP_C1209.jpg	Junction Volume Capacity Ratio Plot -A449_3,2039 PM, DS
BCPM_TN4_APP_C1210.jpg	Junction Volume Capacity Ratio Plot -A449_4,2039 PM, DS
BCPM_TN4_APP_C1211.jpg	Junction Volume Capacity Ratio Plot - A461_VentureWay,2039 PM, DS
BCPM_TN4_APP_C1212.jpg	Junction Volume Capacity Ratio Plot -A491_1,2039 PM, DS
BCPM_TN4_APP_C1213.jpg	Junction Volume Capacity Ratio Plot -A491_2,2039 PM, DS
BCPM_TN4_APP_C1214.jpg	Junction Volume Capacity Ratio Plot -A491_3,2039 PM, DS
BCPM_TN4_APP_C1215.jpg	Junction Volume Capacity Ratio Plot -A491_4,2039 PM, DS
BCPM_TN4_APP_C1216.jpg	Junction Volume Capacity Ratio Plot -A491_5,2039 PM, DS
BCPM_TN4_APP_C1217.jpg	Junction Volume Capacity Ratio Plot -A491_6,2039 PM, DS
BCPM_TN4_APP_C1218.jpg	Junction Volume Capacity Ratio Plot -A491_7,2039 PM, DS
BCPM_TN4_APP_C1219.jpg	Junction Volume Capacity Ratio Plot -A491_8,2039 PM, DS
BCPM_TN4_APP_C1220.jpg	Junction Volume Capacity Ratio Plot -A4036_1,2039 PM, DS
BCPM_TN4_APP_C1221.jpg	Junction Volume Capacity Ratio Plot -A4036_2,2039 PM, DS
BCPM_TN4_APP_C1222.jpg	Junction Volume Capacity Ratio Plot -A4036_3,2039 PM, DS
BCPM_TN4_APP_C1223.jpg	Junction Volume Capacity Ratio Plot -A4036_4,2039 PM, DS
BCPM_TN4_APP_C1224.jpg	Junction Volume Capacity Ratio Plot -A4041_1,2039 PM, DS
BCPM_TN4_APP_C1225.jpg	Junction Volume Capacity Ratio Plot -A4041_2,2039 PM, DS
BCPM_TN4_APP_C1226.jpg	Junction Volume Capacity Ratio Plot -A4100,2039 PM, DS
BCPM_TN4_APP_C1227.jpg	Junction Volume Capacity Ratio Plot -A4101_1,2039 PM, DS
BCPM_TN4_APP_C1228.jpg	Junction Volume Capacity Ratio Plot -A4101_2,2039 PM, DS
BCPM_TN4_APP_C1229.jpg	Junction Volume Capacity Ratio Plot -A4101_3,2039 PM, DS
BCPM_TN4_APP_C1230.jpg	Junction Volume Capacity Ratio Plot -A4123_1,2039 PM, DS
BCPM_TN4_APP_C1231.jpg	Junction Volume Capacity Ratio Plot -A4123_2,2039 PM, DS
BCPM_TN4_APP_C1232.jpg	Junction Volume Capacity Ratio Plot -A4123_3,2039 PM, DS
BCPM_TN4_APP_C1233.jpg	Junction Volume Capacity Ratio Plot -A4123_4,2039 PM, DS
BCPM_TN4_APP_C1234.jpg	Junction Volume Capacity Ratio Plot -A4123_5,2039 PM, DS
BCPM_TN4_APP_C1235.jpg	Junction Volume Capacity Ratio Plot -A4123_6,2039 PM, DS
BCPM_TN4_APP_C1236.jpg	Junction Volume Capacity Ratio Plot -A4123_7,2039 PM, DS
BCPM_TN4_APP_C1237.jpg	Junction Volume Capacity Ratio Plot -A4123_8,2039 PM, DS
BCPM_TN4_APP_C1238.jpg	Junction Volume Capacity Ratio Plot -A4123_9,2039 PM, DS
BCPM_TN4_APP_C1239.jpg	Junction Volume Capacity Ratio Plot -A4123_10,2039 PM, DS

File Name	Content
BCPM_TN4_APP_C1240.jpg	Junction Volume Capacity Ratio Plot -A4123_11,2039 PM, DS
BCPM_TN4_APP_C1241.jpg	Junction Volume Capacity Ratio Plot -A4123_12,2039 PM, DS
BCPM_TN4_APP_C1242.jpg	Junction Volume Capacity Ratio Plot -A4123_13,2039 PM, DS
BCPM_TN4_APP_C1243.jpg	Junction Volume Capacity Ratio Plot -A4123_14,2039 PM, DS
BCPM_TN4_APP_C1244.jpg	Junction Volume Capacity Ratio Plot -A4123_15,2039 PM, DS
BCPM_TN4_APP_C1245.jpg	Junction Volume Capacity Ratio Plot -A4123_16,2039 PM, DS
BCPM_TN4_APP_C1246.jpg	Junction Volume Capacity Ratio Plot -A4123_17,2039 PM, DS
BCPM_TN4_APP_C1247.jpg	Junction Volume Capacity Ratio Plot -A4123_18,2039 PM, DS
BCPM_TN4_APP_C1248.jpg	Junction Volume Capacity Ratio Plot -B4179,2039 PM, DS
BCPM_TN4_APP_C1249.jpg	Junction Volume Capacity Ratio Plot -A454_1,2039 PM, DS
BCPM_TN4_APP_C1250.jpg	Junction Volume Capacity Ratio Plot -A454_2,2039 PM, DS
BCPM_TN4_APP_C1251.jpg	Junction Volume Capacity Ratio Plot -A454_3,2039 PM, DS
BCPM_TN4_APP_C1252.jpg	Junction Volume Capacity Ratio Plot -A454_4,2039 PM, DS
BCPM_TN4_APP_C1253.jpg	Junction Volume Capacity Ratio Plot -A454_5,2039 PM, DS
BCPM_TN4_APP_C1254.jpg	Junction Volume Capacity Ratio Plot -A454_6,2039 PM, DS
BCPM_TN4_APP_C1255.jpg	Junction Volume Capacity Ratio Plot -A454_7,2039 PM, DS
BCPM_TN4_APP_C1256.jpg	Junction Volume Capacity Ratio Plot -A454_8,2039 PM, DS
BCPM_TN4_APP_C1257.jpg	Junction Volume Capacity Ratio Plot -A457_1,2039 PM, DS
BCPM_TN4_APP_C1258.jpg	Junction Volume Capacity Ratio Plot -A457_2,2039 PM, DS
BCPM_TN4_APP_C1259.jpg	Junction Volume Capacity Ratio Plot -A457_3,2039 PM, DS
BCPM_TN4_APP_C1260.jpg	Junction Volume Capacity Ratio Plot -A457_4,2039 PM, DS
BCPM_TN4_APP_C1261.jpg	Junction Volume Capacity Ratio Plot -A457_5,2039 PM, DS
BCPM_TN4_APP_C1262.jpg	Junction Volume Capacity Ratio Plot -A457_6,2039 PM, DS
BCPM_TN4_APP_C1263.jpg	Junction Volume Capacity Ratio Plot -A457_7,2039 PM, DS
BCPM_TN4_APP_C1264.jpg	Junction Volume Capacity Ratio Plot -A457_8,2039 PM, DS
BCPM_TN4_APP_C1265.jpg	Junction Volume Capacity Ratio Plot -A457_9,2039 PM, DS
BCPM_TN4_APP_C1266.jpg	Junction Volume Capacity Ratio Plot -A461_1,2039 PM, DS
BCPM_TN4_APP_C1267.jpg	Junction Volume Capacity Ratio Plot -A461_2,2039 PM, DS
BCPM_TN4_APP_C1268.jpg	Junction Volume Capacity Ratio Plot -A461_3,2039 PM, DS
BCPM_TN4_APP_C1269.jpg	Junction Volume Capacity Ratio Plot -A461_4,2039 PM, DS
BCPM_TN4_APP_C1270.jpg	Junction Volume Capacity Ratio Plot -A4031,2039 PM, DS
BCPM_TN4_APP_C1271.jpg	Junction Volume Capacity Ratio Plot -A4034_1,2039 PM, DS
BCPM_TN4_APP_C1272.jpg	Junction Volume Capacity Ratio Plot -A4034_2,2039 PM, DS

File Name	Content
BCPM_TN4_APP_C1273.jpg	Junction Volume Capacity Ratio Plot -A4034_3,2039 PM, DS
BCPM_TN4_APP_C1274.jpg	Junction Volume Capacity Ratio Plot -A4034_4,2039 PM, DS
BCPM_TN4_APP_C1275.jpg	Junction Volume Capacity Ratio Plot -A4034_5,2039 PM, DS
BCPM_TN4_APP_C1276.jpg	Junction Volume Capacity Ratio Plot -A4034_6,2039 PM, DS
BCPM_TN4_APP_C1277.jpg	Junction Volume Capacity Ratio Plot -A4034_7,2039 PM, DS
BCPM_TN4_APP_C1278.jpg	Junction Volume Capacity Ratio Plot -A4034_8,2039 PM, DS
BCPM_TN4_APP_C1279.jpg	Junction Volume Capacity Ratio Plot -M5_J1,2039 PM, DS
BCPM_TN4_APP_C1280.jpg	Junction Volume Capacity Ratio Plot -M5_J2,2039 PM, DS
BCPM_TN4_APP_C1281.jpg	Junction Volume Capacity Ratio Plot -M5_J3,2039 PM, DS
BCPM_TN4_APP_C1282.jpg	Junction Volume Capacity Ratio Plot -M5_J4,2039 PM, DS
BCPM_TN4_APP_C1283.jpg	Junction Volume Capacity Ratio Plot -M5_J4A,2039 PM, DS
BCPM_TN4_APP_C1284.jpg	Junction Volume Capacity Ratio Plot -M6_J6,2039 PM, DS
BCPM_TN4_APP_C1285.jpg	Junction Volume Capacity Ratio Plot -M6_J7,2039 PM, DS
BCPM_TN4_APP_C1286.jpg	Junction Volume Capacity Ratio Plot -M6_J8,2039 PM, DS
BCPM_TN4_APP_C1287.jpg	Junction Volume Capacity Ratio Plot -M6_J9,2039 PM, DS
BCPM_TN4_APP_C1288.jpg	Junction Volume Capacity Ratio Plot -M6_J10,2039 PM, DS
BCPM_TN4_APP_C1289.jpg	Junction Volume Capacity Ratio Plot -M6_J10A,2039 PM, DS
BCPM_TN4_APP_C1290.jpg	Junction Volume Capacity Ratio Plot -M6_J11,2039 PM, DS
BCPM_TN4_APP_C1291.jpg	Junction Volume Capacity Ratio Plot -M6_J12,2039 PM, DS
BCPM_TN4_APP_C1292.jpg	Junction Volume Capacity Ratio Plot -M42_J1,2039 PM, DS
BCPM_TN4_APP_C1293.jpg	Junction Volume Capacity Ratio Plot -M42_J2,2039 PM, DS
BCPM_TN4_APP_C1294.jpg	Junction Volume Capacity Ratio Plot -M42_J3,2039 PM, DS
BCPM_TN4_APP_C1295.jpg	Junction Volume Capacity Ratio Plot -M42_J3A,2039 PM, DS
BCPM_TN4_APP_C1296.jpg	Junction Volume Capacity Ratio Plot -M54_J1,2039 PM, DS
BCPM_TN4_APP_C1297.jpg	Junction Volume Capacity Ratio Plot -M54_J2,2039 PM, DS
BCPM_TN4_APP_C1298.jpg	Junction Volume Capacity Ratio Plot -M54_J3,2039 PM, DS
BCPM_TN4_APP_C1299.jpg	Junction Volume Capacity Ratio Plot - A46_A459_BlowersGreenRd_PeartreeLane,2039 PM, DS
BCPM_TN4_APP_C1300.jpg	Junction Volume Capacity Ratio Plot - A456_A459_GrangeHill,2039 PM, DS
BCPM_TN4_APP_C1301.jpg	Junction Volume Capacity Ratio Plot -A456_ManorLane,2039 PM, DS
BCPM_TN4_APP_C1302.jpg	Junction Volume Capacity Ratio Plot - A458_A461_MeridenAve,2039 PM, DS
BCPM_TN4_APP_C1303.jpg	Junction Volume Capacity Ratio Plot -A458_BagleySt,2039 PM, DS
BCPM_TN4_APP_C1304.jpg	Junction Volume Capacity Ratio Plot - HimleyRd_CinderRd_BullSt,2039 PM, DS
BCPM_TN4_APP_C1305.jpg	Junction Volume Capacity Ratio Plot - LevelSt_CentralWay_DudleyWay,2039 PM, DS

File Name	Content
BCPM_TN4_APP_C1306.jpg	Junction Volume Capacity Ratio Plot - LevelSt_TheEmbankment_WaterfrontWay_Metro,2039 PM, DS
BCPM_TN4_APP_C1307.jpg	Junction Volume Capacity Ratio Plot - SwindonRd_EnvilleRd_MileFlat,2039 PM, DS
BCPM_TN4_APP_C1308.jpg	Junction Volume Capacity Ratio Plot - A454_JennyWalkersLane,2039 PM, DS

Appendix D – Highway Link Delay Plots

File Name	Content
BCPM_TN4_APP_D1.jpg	Highway Link Delay 2032 DM AM Peak
BCPM_TN4_APP_D2.jpg	Highway Link Delay 2032 DM AM Peak - Dudley
BCPM_TN4_APP_D3.jpg	Highway Link Delay 2032 DM AM Peak - Sandwell
BCPM_TN4_APP_D4.jpg	Highway Link Delay 2032 DM AM Peak - Walsall
BCPM_TN4_APP_D5.jpg	Highway Link Delay 2032 DM AM Peak – Wolverhampton
BCPM_TN4_APP_D6.jpg	Highway Link Delay Difference 2032 (DM minus RC) AM Peak
BCPM_TN4_APP_D7.jpg	Highway Link Delay Difference 2032 (DM minus RC) AM Peak - Dudley
BCPM_TN4_APP_D8.jpg	Highway Link Delay Difference 2032 (DM minus RC) AM Peak - Sandwell
BCPM_TN4_APP_D9.jpg	Highway Link Delay Difference 2032 (DM minus RC) AM Peak - Walsall
BCPM_TN4_APP_D10.jpg	Highway Link Delay Difference 2032 (DM minus RC) AM Peak – Wolverhampton
BCPM_TN4_APP_D11.jpg	Highway Link Delay 2032 DS AM Peak
BCPM_TN4_APP_D12.jpg	Highway Link Delay 2032 DS AM Peak - Dudley
BCPM_TN4_APP_D13.jpg	Highway Link Delay 2032 DS AM Peak - Sandwell
BCPM_TN4_APP_D14.jpg	Highway Link Delay 2032 DS AM Peak - Walsall
BCPM_TN4_APP_D15.jpg	Highway Link Delay 2032 DS AM Peak – Wolverhampton
BCPM_TN4_APP_D16.jpg	Highway Link Delay Difference 2032 (DS minus DM) AM Peak
BCPM_TN4_APP_D17.jpg	Highway Link Delay Difference 2032 (DS minus DM) AM Peak - Dudley
BCPM_TN4_APP_D18.jpg	Highway Link Delay Difference 2032 (DS minus DM) AM Peak - Sandwell
BCPM_TN4_APP_D19.jpg	Highway Link Delay Difference 2032 (DS minus DM) AM Peak - Walsall
BCPM_TN4_APP_D20.jpg	Highway Link Delay Difference 2032 (DS minus DM) AM Peak – Wolverhampton
BCPM_TN4_APP_D21.jpg	Highway Link Delay 2039 DM AM Peak
BCPM_TN4_APP_D22.jpg	Highway Link Delay 2039 DM AM Peak - Dudley
BCPM_TN4_APP_D23.jpg	Highway Link Delay 2039 DM AM Peak - Sandwell
BCPM_TN4_APP_D24.jpg	Highway Link Delay 2039 DM AM Peak - Walsall
BCPM_TN4_APP_D25.jpg	Highway Link Delay 2039 DM AM Peak – Wolverhampton
BCPM_TN4_APP_D26.jpg	Highway Link Delay Difference 2039 (DM minus RC) AM Peak
BCPM_TN4_APP_D27.jpg	Highway Link Delay Difference 2039 (DM minus RC) AM Peak - Dudley
BCPM_TN4_APP_D28.jpg	Highway Link Delay Difference 2039 (DM minus RC) AM Peak - Sandwell

File Name	Content
BCPM_TN4_APP_D29.jpg	Highway Link Delay Difference 2039 (DM minus RC) AM Peak - Walsall
BCPM_TN4_APP_D30.jpg	Highway Link Delay Difference 2039 (DM minus RC) AM Peak – Wolverhampton
BCPM_TN4_APP_D31.jpg	Highway Link Delay 2039 DS AM Peak
BCPM_TN4_APP_D32.jpg	Highway Link Delay 2039 DS AM Peak - Dudley
BCPM_TN4_APP_D33.jpg	Highway Link Delay 2039 DS AM Peak - Sandwell
BCPM_TN4_APP_D34.jpg	Highway Link Delay 2039 DS AM Peak - Walsall
BCPM_TN4_APP_D35.jpg	Highway Link Delay 2039 DS AM Peak – Wolverhampton
BCPM_TN4_APP_D36.jpg	Highway Link Delay Difference 2039 (DS minus DM) AM Peak
BCPM_TN4_APP_D37.jpg	Highway Link Delay Difference 2039 (DS minus DM) AM Peak - Dudley
BCPM_TN4_APP_D38.jpg	Highway Link Delay Difference 2039 (DS minus DM) AM Peak - Sandwell
BCPM_TN4_APP_D39.jpg	Highway Link Delay Difference 2039 (DS minus DM) AM Peak - Walsall
BCPM_TN4_APP_D40.jpg	Highway Link Delay Difference 2039 (DS minus DM) AM Peak – Wolverhampton
BCPM_TN4_APP_D41.jpg	Highway Link Delay 2032 DM Inter Peak
BCPM_TN4_APP_D42.jpg	Highway Link Delay 2032 DM Inter Peak - Dudley
BCPM_TN4_APP_D43.jpg	Highway Link Delay 2032 DM Inter Peak - Sandwell
BCPM_TN4_APP_D44.jpg	Highway Link Delay 2032 DM Inter Peak - Walsall
BCPM_TN4_APP_D45.jpg	Highway Link Delay 2032 DM Inter Peak – Wolverhampton
BCPM_TN4_APP_D46.jpg	Highway Link Delay Difference 2032 (DM minus RC) Inter Peak
BCPM_TN4_APP_D47.jpg	Highway Link Delay Difference 2032 (DM minus RC) Inter Peak - Dudley
BCPM_TN4_APP_D48.jpg	Highway Link Delay Difference 2032 (DM minus RC) Inter Peak - Sandwell
BCPM_TN4_APP_D49.jpg	Highway Link Delay Difference 2032 (DM minus RC) Inter Peak - Walsall
BCPM_TN4_APP_D50.jpg	Highway Link Delay Difference 2032 (DM minus RC) Inter Peak – Wolverhampton
BCPM_TN4_APP_D51.jpg	Highway Link Delay 2032 DS Inter Peak
BCPM_TN4_APP_D52.jpg	Highway Link Delay 2032 DS Inter Peak - Dudley
BCPM_TN4_APP_D53.jpg	Highway Link Delay 2032 DS Inter Peak - Sandwell
BCPM_TN4_APP_D54.jpg	Highway Link Delay 2032 DS Inter Peak - Walsall
BCPM_TN4_APP_D55.jpg	Highway Link Delay 2032 DS Inter Peak – Wolverhampton
BCPM_TN4_APP_D56.jpg	Highway Link Delay Difference 2032 (DS minus DM) Inter Peak
BCPM_TN4_APP_D57.jpg	Highway Link Delay Difference 2032 (DS minus DM) Inter Peak - Dudley

File Name	Content
BCPM_TN4_APP_D58.jpg	Highway Link Delay Difference 2032 (DS minus DM) Inter Peak - Sandwell
BCPM_TN4_APP_D59.jpg	Highway Link Delay Difference 2032 (DS minus DM) Inter Peak - Walsall
BCPM_TN4_APP_D60.jpg	Highway Link Delay Difference 2032 (DS minus DM) Inter Peak – Wolverhampton
BCPM_TN4_APP_D61.jpg	Highway Link Delay 2039 DM Inter Peak
BCPM_TN4_APP_D62.jpg	Highway Link Delay 2039 DM Inter Peak - Dudley
BCPM_TN4_APP_D63.jpg	Highway Link Delay 2039 DM Inter Peak - Sandwell
BCPM_TN4_APP_D64.jpg	Highway Link Delay 2039 DM Inter Peak - Walsall
BCPM_TN4_APP_D65.jpg	Highway Link Delay 2039 DM Inter Peak – Wolverhampton
BCPM_TN4_APP_D66.jpg	Highway Link Delay Difference 2039 (DM minus RC) Inter Peak
BCPM_TN4_APP_D67.jpg	Highway Link Delay Difference 2039 (DM minus RC) Inter Peak - Dudley
BCPM_TN4_APP_D68.jpg	Highway Link Delay Difference 2039 (DM minus RC) Inter Peak - Sandwell
BCPM_TN4_APP_D69.jpg	Highway Link Delay Difference 2039 (DM minus RC) Inter Peak - Walsall
BCPM_TN4_APP_D70.jpg	Highway Link Delay Difference 2039 (DM minus RC) Inter Peak – Wolverhampton
BCPM_TN4_APP_D71.jpg	Highway Link Delay 2039 DS Inter Peak
BCPM_TN4_APP_D72.jpg	Highway Link Delay 2039 DS Inter Peak - Dudley
BCPM_TN4_APP_D73.jpg	Highway Link Delay 2039 DS Inter Peak - Sandwell
BCPM_TN4_APP_D74.jpg	Highway Link Delay 2039 DS Inter Peak - Walsall
BCPM_TN4_APP_D75.jpg	Highway Link Delay 2039 DS Inter Peak – Wolverhampton
BCPM_TN4_APP_D76.jpg	Highway Link Delay Difference 2039 (DS minus DM) Inter Peak
BCPM_TN4_APP_D77.jpg	Highway Link Delay Difference 2039 (DS minus DM) Inter Peak - Dudley
BCPM_TN4_APP_D78.jpg	Highway Link Delay Difference 2039 (DS minus DM) Inter Peak - Sandwell
BCPM_TN4_APP_D79.jpg	Highway Link Delay Difference 2039 (DS minus DM) Inter Peak - Walsall
BCPM_TN4_APP_D80.jpg	Highway Link Delay Difference 2039 (DS minus DM) Inter Peak – Wolverhampton
BCPM_TN4_APP_D81.jpg	Highway Link Delay 2032 DM PM Peak
BCPM_TN4_APP_D82.jpg	Highway Link Delay 2032 DM PM Peak - Dudley
BCPM_TN4_APP_D83.jpg	Highway Link Delay 2032 DM PM Peak - Sandwell
BCPM_TN4_APP_D84.jpg	Highway Link Delay 2032 DM PM Peak - Walsall
BCPM_TN4_APP_D85.jpg	Highway Link Delay 2032 DM PM Peak – Wolverhampton
BCPM_TN4_APP_D86.jpg	Highway Link Delay Difference 2032 (DM minus RC) PM Peak

File Name	Content
BCPM_TN4_APP_D87.jpg	Highway Link Delay Difference 2032 (DM minus RC) PM Peak - Dudley
BCPM_TN4_APP_D88.jpg	Highway Link Delay Difference 2032 (DM minus RC) PM Peak - Sandwell
BCPM_TN4_APP_D89.jpg	Highway Link Delay Difference 2032 (DM minus RC) PM Peak - Walsall
BCPM_TN4_APP_D90.jpg	Highway Link Delay Difference 2032 (DM minus RC) PM Peak – Wolverhampton
BCPM_TN4_APP_D91.jpg	Highway Link Delay 2032 DS PM Peak
BCPM_TN4_APP_D92.jpg	Highway Link Delay 2032 DS PM Peak - Dudley
BCPM_TN4_APP_D93.jpg	Highway Link Delay 2032 DS PM Peak - Sandwell
BCPM_TN4_APP_D94.jpg	Highway Link Delay 2032 DS PM Peak - Walsall
BCPM_TN4_APP_D95.jpg	Highway Link Delay 2032 DS PM Peak – Wolverhampton
BCPM_TN4_APP_D96.jpg	Highway Link Delay Difference 2032 (DS minus DM) PM Peak
BCPM_TN4_APP_D97.jpg	Highway Link Delay Difference 2032 (DS minus DM) PM Peak - Dudley
BCPM_TN4_APP_D98.jpg	Highway Link Delay Difference 2032 (DS minus DM) PM Peak - Sandwell
BCPM_TN4_APP_D99.jpg	Highway Link Delay Difference 2032 (DS minus DM) PM Peak - Walsall
BCPM_TN4_APP_D100.jpg	Highway Link Delay Difference 2032 (DS minus DM) PM Peak – Wolverhampton
BCPM_TN4_APP_D101.jpg	Highway Link Delay 2039 DM PM Peak
BCPM_TN4_APP_D102.jpg	Highway Link Delay 2039 DM PM Peak - Dudley
BCPM_TN4_APP_D103.jpg	Highway Link Delay 2039 DM PM Peak - Sandwell
BCPM_TN4_APP_D104.jpg	Highway Link Delay 2039 DM PM Peak - Walsall
BCPM_TN4_APP_D105.jpg	Highway Link Delay 2039 DM PM Peak – Wolverhampton
BCPM_TN4_APP_D106.jpg	Highway Link Delay Difference 2039 (DM minus RC) PM Peak
BCPM_TN4_APP_D107.jpg	Highway Link Delay Difference 2039 (DM minus RC) PM Peak - Dudley
BCPM_TN4_APP_D108.jpg	Highway Link Delay Difference 2039 (DM minus RC) PM Peak - Sandwell
BCPM_TN4_APP_D109.jpg	Highway Link Delay Difference 2039 (DM minus RC) PM Peak - Walsall
BCPM_TN4_APP_D110.jpg	Highway Link Delay Difference 2039 (DM minus RC) PM Peak – Wolverhampton
BCPM_TN4_APP_D111.jpg	Highway Link Delay 2039 DS PM Peak
BCPM_TN4_APP_D112.jpg	Highway Link Delay 2039 DS PM Peak - Dudley
BCPM_TN4_APP_D113.jpg	Highway Link Delay 2039 DS PM Peak - Sandwell
BCPM_TN4_APP_D114.jpg	Highway Link Delay 2039 DS PM Peak - Walsall
BCPM_TN4_APP_D115.jpg	Highway Link Delay 2039 DS PM Peak – Wolverhampton

File Name	Content
BCPM_TN4_APP_D116.jpg	Highway Link Delay Difference 2039 (DS minus DM) PM Peak
BCPM_TN4_APP_D117.jpg	Highway Link Delay Difference 2039 (DS minus DM) PM Peak - Dudley
BCPM_TN4_APP_D118.jpg	Highway Link Delay Difference 2039 (DS minus DM) PM Peak - Sandwell
BCPM_TN4_APP_D119.jpg	Highway Link Delay Difference 2039 (DS minus DM) PM Peak - Walsall
BCPM_TN4_APP_D120.jpg	Highway Link Delay Difference 2039 (DS minus DM) PM Peak – Wolverhampton

Appendix E – Highway Journey Time Analysis

Highway Journey Time Result AM Peak 2032

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
9	A456 Hagley Road	EB	587	587	590	0.1%	0.5%
		WB	514	514	516	0.0%	0.3%
10	A458	EB	1,263	1,265	1,270	0.2%	0.3%
		WB	1,117	1,118	1,119	0.1%	0.1%
11	A4036	NB	1,043	1,045	1,045	0.2%	0.1%
		SB	1,063	1,064	1,063	0.1%	-0.1%
12	A449 Penn Road/Stourbridge Road	NB	562	564	561	0.4%	-0.6%
		SB	478	478	486	0.1%	1.5%
13	A449 Stafford Road	NB	613	613	625	0.0%	2.0%
		SB	757	764	734	0.9%	-3.9%
14	A454 Willenhall Road	EB	663	668	544	0.8%	-18.6%
		WB	818	826	754	0.9%	-8.7%
15	A461 Wood Green Road	NB	480	480	480	0.1%	0.0%
		SB	433	433	435	0.2%	0.5%
16	A4148 Broadway/Walsall Ring Road	Anti-Clockwise	1,391	1,401	1,400	0.8%	-0.1%
		Clockwise	1,424	1,435	1,440	0.8%	0.4%
17	A4041	NB	1,172	1,176	1,156	0.4%	-1.7%
		SB	1,160	1,136	1,167	-2.1%	2.7%
18	A457 Grove Lane/Dudley Road	EB	471	471	447	-0.2%	-4.9%
		WB	374	373	372	-0.2%	-0.2%
24	A4040/A4030	NB	418	419	415	0.2%	-0.9%
		SB	484	485	491	0.1%	1.3%
25	A4124 Lichfield Road east of A34	EB	1,007	1,027	1,025	2.0%	-0.2%
		WB	1,045	1,059	1,055	1.4%	-0.4%
26	A4124 between Wolverhampton and A34	EB	1,432	1,445	1,477	0.9%	2.2%
		WB	1,510	1,523	1,507	0.9%	-1.1%
27	A4100/A461	EB	1,447	1,450	1,452	0.2%	0.2%
		WB	1,199	1,200	1,200	0.1%	0.0%
28	A41 Black Country New Road	EB	1,003	1,003	1,073	0.0%	7.0%
		WB	825	827	821	0.2%	-0.7%
29		NB	1,032	1,034	1,038	0.2%	0.4%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
	A4123 Wolverhampton Road	SB	1,133	1,136	1,135	0.3%	-0.1%
30	A4123 Birmingham New Road	NB	1,188	1,192	1,183	0.4%	-0.8%
		SB	1,191	1,190	1,212	-0.1%	1.9%
31	A4031 Walsall Road	NB	492	493	493	0.1%	0.1%
		SB	564	564	621	0.1%	10.2%
32	A454 Aldridge Road/Little Aston Road	EB	729	734	728	0.7%	-0.8%
		WB	735	745	739	1.3%	-0.8%
34	A41 Soho Road/Holyhead Road	EB	156	156	149	0.1%	-4.3%
		WB	268	319	203	18.9%	-36.4%
36	A4101 Dudley Road/A461 Dudley Southern bypass/A4037 Tipton Road	EB	1,291	1,295	1,297	0.4%	0.2%
		WB	1,218	1,219	1,219	0.1%	0.0%
37	A461 Horseley Heath	NB	673	677	651	0.7%	-3.9%
		SB	635	634	632	-0.1%	-0.4%
40	A41 Bilston Road	EB	956	958	1,078	0.2%	12.5%
		WB	938	940	954	0.2%	1.5%
42	A41 Wergs Road/Tettenhall Road	EB	685	687	684	0.2%	-0.3%
		WB	635	635	638	0.0%	0.4%
43	A454 Compton Road West	EB	604	606	603	0.3%	-0.4%
		WB	528	528	528	0.0%	0.1%
44	A460 Cannock Road	NB	508	510	519	0.3%	1.7%
		SB	561	561	558	0.1%	-0.6%
45	A457/A4034/A418 2	EB	1,720	1,720	1,754	0.0%	1.9%
		WB	1,550	1,552	1,561	0.1%	0.6%
46	A463	EB	467	468	470	0.3%	0.5%
		WB	343	343	343	-0.1%	0.0%
47	A459	NB	993	996	995	0.3%	-0.1%
		SB	1,045	1,047	1,047	0.2%	0.1%
48	A456 Manor Way	EB	276	277	279	0.2%	1.1%
		WB	235	235	235	0.0%	-0.2%
51	A34 Walsall Road/Birmingham Road	NB	460	462	460	0.4%	-0.4%
		SB	569	622	567	9.2%	-8.8%
52	A461 Lichfield Road	NB	1,059	1,072	1,070	1.2%	-0.2%
		SB	1,200	1,215	1,149	1.2%	-5.5%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
54	A34 Stafford Road/Walsall Road	NB	653	656	656	0.4%	0.0%
		SB	936	949	948	1.5%	-0.2%
55	A462	NB	1,272	1,277	1,282	0.4%	0.4%
		SB	1,416	1,430	1,441	1.0%	0.7%
56	A463/A454 Black Country Route	EB	928	935	960	0.7%	2.6%
		WB	886	889	875	0.4%	-1.5%
59	A459 Wolverhampton Road/Dudley Road	NB	1,434	1,437	1,428	0.2%	-0.6%
		SB	1,375	1,377	1,393	0.1%	1.2%
60	A4150 Wolverhampton Ring Road	Anti-Clockwise	536	539	544	0.5%	0.9%
		Clockwise	542	545	546	0.5%	0.1%
61	A457 Oldbury Road/Oldbury Ring Way	EB	346	345	342	-0.1%	-1.1%
		WB	318	318	321	-0.1%	0.9%
62	Trinity Way/Spon Lane/W Park Road	NB	352	353	350	0.1%	-0.7%
		SB	450	449	426	-0.2%	-5.2%
65	A4037 Bloomfield Road/Leabrook Road	NB	746	748	741	0.3%	-0.9%
		SB	624	624	626	0.0%	0.3%
66	A461 Stourbridge Road/Church Street	NB	617	619	620	0.3%	0.1%
		SB	533	533	533	0.0%	0.0%
67	B4179/Level Street	NB	647	648	647	0.3%	-0.2%
		SB	677	679	681	0.3%	0.2%
71	A452 Chester Road North_A4041 to A5	NB	1,112	1,132	1,129	1.8%	-0.2%
		SB	1,311	1,331	1,333	1.6%	0.1%
74	A4034	NB	533	534	536	0.1%	0.4%
		SB	541	539	540	-0.2%	0.1%
75	A4034/B4171	NB	1,184	1,189	1,183	0.4%	-0.5%
		SB	1,146	1,147	1,150	0.1%	0.2%
76	A4038	EB	588	589	583	0.1%	-0.9%
		WB	532	534	579	0.3%	8.5%
77	B4151	EB	708	713	713	0.7%	0.0%
		WB	743	753	750	1.4%	-0.4%
78	B4152	NB	477	487	485	2.1%	-0.5%
		SB	566	569	568	0.6%	-0.1%
80	A491	NB	1,305	1,306	1,305	0.1%	0.0%
		SB	1,390	1,391	1,390	0.1%	-0.1%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
1001	M6 J12 - J8	NB	229	229	228	0.0%	-0.6%
		SB	228	228	230	0.1%	0.5%
1009	M6 J9 - J6	NB	528	530	526	0.4%	-0.8%
		SB	461	461	459	0.0%	-0.4%
1011	M6 J7/8 - M5 J4	NB	688	688	678	0.0%	-1.4%
		SB	595	594	593	-0.1%	-0.2%
1012	M6 J9/8 - M5 J4	NB	692	693	681	0.0%	-1.7%
		SB	600	599	599	-0.2%	0.0%

Highway Journey Time Result AM Peak 2039

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
9	A456 Hagley Road	EB	596	595	600	-0.1%	0.8%
		WB	520	521	522	0.1%	0.2%
10	A458	EB	1,298	1,303	1,303	0.4%	0.0%
		WB	1,133	1,133	1,134	0.0%	0.0%
11	A4036	NB	1,058	1,062	1,064	0.4%	0.1%
		SB	1,077	1,079	1,079	0.2%	0.0%
12	A449 Penn Road/Stourbridge Road	NB	566	570	571	0.7%	0.2%
		SB	484	483	482	-0.2%	0.0%
13	A449 Stafford Road	NB	629	627	638	-0.3%	1.8%
		SB	771	768	764	-0.4%	-0.6%
14	A454 Willenhall Road	EB	679	685	553	0.9%	-19.2%
		WB	822	824	1,057	0.3%	28.2%
15	A461 Wood Green Road	NB	488	488	488	0.1%	-0.1%
		SB	435	436	438	0.1%	0.6%
16	A4148 Broadway/Walsall Ring Road	Anti-Clockwise	1,404	1,406	1,409	0.1%	0.2%
		Clockwise	1,446	1,448	1,447	0.2%	-0.1%
17	A4041	NB	1,191	1,184	1,171	-0.5%	-1.1%
		SB	1,161	1,153	1,179	-0.7%	2.2%
18	A457 Grove Lane/Dudley Road	EB	476	476	455	-0.1%	-4.5%
		WB	379	379	377	-0.1%	-0.5%
24	A4040/A4030	NB	423	423	420	0.0%	-0.9%
		SB	489	489	499	-0.2%	2.1%
25		EB	1,015	1,022	1,020	0.6%	-0.2%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
	A4124 Lichfield Road east of A34	WB	1,053	1,054	1,048	0.1%	-0.6%
26	A4124 between Wolverhampton and A34	EB	1,446	1,462	1,496	1.1%	2.4%
		WB	1,525	1,528	1,604	0.2%	5.0%
27	A4100/A461	EB	1,480	1,490	1,497	0.7%	0.5%
		WB	1,218	1,219	1,220	0.1%	0.0%
28	A41 Black Country New Road	EB	1,031	1,028	1,097	-0.4%	6.8%
		WB	838	840	827	0.2%	-1.5%
29	A4123 Wolverhampton Road	NB	1,048	1,050	1,054	0.2%	0.4%
		SB	1,165	1,164	1,148	-0.1%	-1.4%
30	A4123 Birmingham New Road	NB	1,198	1,205	1,198	0.6%	-0.6%
		SB	1,211	1,211	1,416	0.0%	16.9%
31	A4031 Walsall Road	NB	496	497	497	0.1%	0.1%
		SB	573	571	625	-0.4%	9.5%
32	A454 Aldridge Road/Little Aston Road	EB	734	735	732	0.1%	-0.4%
		WB	740	744	735	0.5%	-1.3%
34	A41 Soho Road/Holyhead Road	EB	157	157	150	0.0%	-4.1%
		WB	282	320	201	13.4%	-37.3%
36	A4101 Dudley Road/A461 Dudley Southern bypass/A4037 Tipton Road	EB	1,321	1,333	1,336	0.9%	0.3%
		WB	1,234	1,239	1,238	0.4%	0.0%
37	A461 Horseley Heath	NB	698	692	678	-1.0%	-2.0%
		SB	652	652	656	0.0%	0.7%
40	A41 Bilston Road	EB	971	971	1,155	0.1%	18.8%
		WB	946	949	1,032	0.3%	8.8%
42	A41 Wergs Road/Tettenhall Road	EB	687	688	682	0.1%	-0.9%
		WB	643	642	641	-0.1%	-0.2%
43	A454 Compton Road West	EB	604	605	600	0.1%	-0.9%
		WB	532	532	530	0.0%	-0.3%
44	A460 Cannock Road	NB	518	518	528	0.0%	1.9%
		SB	562	562	563	0.0%	0.2%
45	A457/A4034/A418 2	EB	1,757	1,765	1,799	0.4%	1.9%
		WB	1,581	1,583	1,598	0.1%	0.9%
46	A463	EB	472	476	482	0.8%	1.2%
		WB	347	346	349	-0.2%	0.8%
47	A459	NB	1,009	1,012	1,019	0.3%	0.7%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
		SB	1,073	1,077	1,078	0.4%	0.1%
48	A456 Manor Way	EB	288	290	290	0.6%	0.0%
		WB	239	239	239	0.0%	-0.1%
51	A34 Walsall Road/Birmingham Road	NB	463	463	463	-0.1%	0.1%
		SB	616	608	560	-1.4%	-7.9%
52	A461 Lichfield Road	NB	1,070	1,074	1,082	0.3%	0.7%
		SB	1,213	1,220	1,156	0.6%	-5.2%
54	A34 Stafford Road/Walsall Road	NB	658	659	661	0.1%	0.3%
		SB	955	954	961	0.0%	0.7%
55	A462	NB	1,288	1,292	1,294	0.3%	0.1%
		SB	1,427	1,454	1,448	1.9%	-0.5%
56	A463/A454 Black Country Route	EB	956	957	977	0.1%	2.1%
		WB	902	903	905	0.1%	0.2%
59	A459 Wolverhampton Road/Dudley Road	NB	1,449	1,456	1,459	0.5%	0.2%
		SB	1,396	1,397	1,643	0.0%	17.6%
60	A4150 Wolverhampton Ring Road	Anti-Clockwise	546	549	513	0.5%	-6.6%
		Clockwise	548	550	523	0.3%	-4.8%
61	A457 Oldbury Road/Oldbury Ring Way	EB	350	351	348	0.4%	-0.8%
		WB	323	322	327	-0.1%	1.4%
62	Trinity Way/Spon Lane/W Park Road	NB	357	358	357	0.0%	-0.3%
		SB	467	462	431	-1.2%	-6.6%
65	A4037 Bloomfield Road/Leabrook Road	NB	768	768	775	0.1%	0.9%
		SB	637	638	643	0.1%	0.8%
66	A461 Stourbridge Road/Church Street	NB	632	637	638	0.7%	0.2%
		SB	541	542	542	0.2%	0.1%
67	B4179/Level Street	NB	662	665	665	0.5%	0.1%
		SB	693	699	701	0.9%	0.2%
71	A452 Chester Road North_A4041 to A5	NB	1,125	1,134	1,133	0.8%	-0.1%
		SB	1,331	1,337	1,332	0.5%	-0.3%
74	A4034	NB	542	544	545	0.3%	0.2%
		SB	545	546	546	0.2%	-0.1%
75	A4034/B4171	NB	1,212	1,219	1,220	0.6%	0.1%
		SB	1,168	1,173	1,175	0.5%	0.1%
76	A4038	EB	596	595	593	-0.1%	-0.4%
		WB	537	537	583	0.0%	8.5%

Route No	Description	Direction	2032 RC (s)	2032 DM (s)	2032 DS (s)	DM – RC %	DS-DM %
77	B4151	EB	715	715	715	0.0%	-0.1%
		WB	751	750	750	-0.1%	-0.1%
78	B4152	NB	480	486	485	1.2%	-0.3%
		SB	570	566	562	-0.6%	-0.8%
80	A491	NB	1,318	1,321	1,321	0.2%	0.0%
		SB	1,415	1,427	1,433	0.9%	0.4%
1001	M6 J12 - J8	NB	234	233	231	-0.2%	-1.2%
		SB	230	230	231	0.0%	0.7%
1009	M6 J9 - J6	NB	540	541	535	0.1%	-1.1%
		SB	475	475	477	-0.1%	0.5%
1011	M6 J7/8 - M5 J4	NB	712	713	701	0.1%	-1.6%
		SB	615	614	615	-0.2%	0.1%
1012	M6 J9/8 - M5 J4	NB	716	717	704	0.1%	-1.9%
		SB	620	619	621	-0.2%	0.3%

Appendix F – Public Transport Flow Plots

File Name	Content
BCPM_TN4_APP_F1.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak
BCPM_TN4_APP_F2.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Dudley – Bus
BCPM_TN4_APP_F3.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Dudley – Metro
BCPM_TN4_APP_F4.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Dudley – Rail
BCPM_TN4_APP_F5.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Sandwell – Bus
BCPM_TN4_APP_F6.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Sandwell – Metro
BCPM_TN4_APP_F7.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Sandwell – Rail
BCPM_TN4_APP_F8.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Walsall – Bus
BCPM_TN4_APP_F9.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Walsall – Metro
BCPM_TN4_APP_F10.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Walsall – Rail
BCPM_TN4_APP_F11.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F12.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F13.jpg	Public Transport Flow Bandwidths 2032 DM AM Peak – Wolverhampton – Rail
BCPM_TN4_APP_F14.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak
BCPM_TN4_APP_F15.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Dudley – Bus
BCPM_TN4_APP_F16.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Dudley – Metro
BCPM_TN4_APP_F17.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Dudley – Rail
BCPM_TN4_APP_F18.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Sandwell – Bus
BCPM_TN4_APP_F19.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Sandwell – Metro
BCPM_TN4_APP_F20.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Sandwell – Rail
BCPM_TN4_APP_F21.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Walsall – Bus
BCPM_TN4_APP_F22.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Walsall – Metro
BCPM_TN4_APP_F23.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Walsall – Rail

File Name	Content
BCPM_TN4_APP_F24.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F25.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F26.jpg	Public Transport Flow Bandwidths 2032 DS AM Peak – Wolverhampton – Rail
BCPM_TN4_APP_F27.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak
BCPM_TN4_APP_F28.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Dudley – Bus
BCPM_TN4_APP_F29.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Dudley – Metro
BCPM_TN4_APP_F30.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Dudley – Rail
BCPM_TN4_APP_F31.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Sandwell – Bus
BCPM_TN4_APP_F32.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Sandwell – Metro
BCPM_TN4_APP_F33.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Sandwell – Rail
BCPM_TN4_APP_F34.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Walsall – Bus
BCPM_TN4_APP_F35.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Walsall – Metro
BCPM_TN4_APP_F36.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Walsall – Rail
BCPM_TN4_APP_F37.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F38.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F39.jpg	Public Transport Flow Bandwidths 2039 DM AM Peak – Wolverhampton – Rail
BCPM_TN4_APP_F40.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak
BCPM_TN4_APP_F41.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Dudley – Bus
BCPM_TN4_APP_F42.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Dudley – Metro
BCPM_TN4_APP_F43.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Dudley – Rail
BCPM_TN4_APP_F44.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Sandwell – Bus
BCPM_TN4_APP_F45.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Sandwell – Metro
BCPM_TN4_APP_F46.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Sandwell – Rail
BCPM_TN4_APP_F47.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Walsall – Bus

File Name	Content
BCPM_TN4_APP_F48.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Walsall – Metro
BCPM_TN4_APP_F49.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Walsall – Rail
BCPM_TN4_APP_F50.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F51.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F52.jpg	Public Transport Flow Bandwidths 2039 DS AM Peak – Wolverhampton – Rail
BCPM_TN4_APP_F53.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak
BCPM_TN4_APP_F54.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Dudley – Bus
BCPM_TN4_APP_F55.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Dudley – Metro
BCPM_TN4_APP_F56.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Dudley – Rail
BCPM_TN4_APP_F57.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Sandwell – Bus
BCPM_TN4_APP_F58.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Sandwell – Metro
BCPM_TN4_APP_F59.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Sandwell – Rail
BCPM_TN4_APP_F60.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Walsall – Bus
BCPM_TN4_APP_F61.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Walsall – Metro
BCPM_TN4_APP_F62.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Walsall – Rail
BCPM_TN4_APP_F63.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_F64.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Wolverhampton – Metro
BCPM_TN4_APP_F65.jpg	Public Transport Flow Bandwidths 2032 DM Inter Peak – Wolverhampton – Rail
BCPM_TN4_APP_F66.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak
BCPM_TN4_APP_F67.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Dudley – Bus
BCPM_TN4_APP_F68.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Dudley – Metro
BCPM_TN4_APP_F69.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Dudley – Rail
BCPM_TN4_APP_F70.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Sandwell – Bus
BCPM_TN4_APP_F71.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Sandwell – Metro

File Name	Content
BCPM_TN4_APP_F72.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Sandwell – Rail
BCPM_TN4_APP_F73.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Walsall – Bus
BCPM_TN4_APP_F74.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Walsall – Metro
BCPM_TN4_APP_F75.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Walsall – Rail
BCPM_TN4_APP_F76.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_F77.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Wolverhampton – Metro
BCPM_TN4_APP_F78.jpg	Public Transport Flow Bandwidths 2032 DS Inter Peak – Wolverhampton – Rail
BCPM_TN4_APP_F79.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak
BCPM_TN4_APP_F80.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Dudley – Bus
BCPM_TN4_APP_F81.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Dudley – Metro
BCPM_TN4_APP_F82.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Dudley – Rail
BCPM_TN4_APP_F83.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Sandwell – Bus
BCPM_TN4_APP_F84.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Sandwell – Metro
BCPM_TN4_APP_F85.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Sandwell – Rail
BCPM_TN4_APP_F86.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Walsall – Bus
BCPM_TN4_APP_F87.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Walsall – Metro
BCPM_TN4_APP_F88.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Walsall – Rail
BCPM_TN4_APP_F89.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_F90.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Wolverhampton – Metro
BCPM_TN4_APP_F91.jpg	Public Transport Flow Bandwidths 2039 DM Inter Peak – Wolverhampton – Rail
BCPM_TN4_APP_F92.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak
BCPM_TN4_APP_F93.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Dudley – Bus
BCPM_TN4_APP_F94.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Dudley – Metro
BCPM_TN4_APP_F95.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Dudley – Rail

File Name	Content
BCPM_TN4_APP_F96.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Sandwell – Bus
BCPM_TN4_APP_F97.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Sandwell – Metro
BCPM_TN4_APP_F98.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Sandwell – Rail
BCPM_TN4_APP_F99.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Walsall – Bus
BCPM_TN4_APP_F100.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Walsall – Metro
BCPM_TN4_APP_F101.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Walsall – Rail
BCPM_TN4_APP_F102.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_F103.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Wolverhampton – Metro
BCPM_TN4_APP_F104.jpg	Public Transport Flow Bandwidths 2039 DS Inter Peak – Wolverhampton – Rail
BCPM_TN4_APP_F105.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak
BCPM_TN4_APP_F106.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Dudley – Bus
BCPM_TN4_APP_F107.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Dudley – Metro
BCPM_TN4_APP_F108.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Dudley – Rail
BCPM_TN4_APP_F109.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Sandwell – Bus
BCPM_TN4_APP_F110.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Sandwell – Metro
BCPM_TN4_APP_F111.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Sandwell – Rail
BCPM_TN4_APP_F112.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Walsall – Bus
BCPM_TN4_APP_F113.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Walsall – Metro
BCPM_TN4_APP_F114.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Walsall – Rail
BCPM_TN4_APP_F115.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F116.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F117.jpg	Public Transport Flow Bandwidths 2032 DM PM Peak – Wolverhampton – Rail
BCPM_TN4_APP_F118.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak
BCPM_TN4_APP_F119.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Dudley – Bus

File Name	Content
BCPM_TN4_APP_F120.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Dudley – Metro
BCPM_TN4_APP_F121.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Dudley – Rail
BCPM_TN4_APP_F122.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Sandwell – Bus
BCPM_TN4_APP_F123.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Sandwell – Metro
BCPM_TN4_APP_F124.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Sandwell – Rail
BCPM_TN4_APP_F125.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Walsall – Bus
BCPM_TN4_APP_F126.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Walsall – Metro
BCPM_TN4_APP_F127.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Walsall – Rail
BCPM_TN4_APP_F128.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F129.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F130.jpg	Public Transport Flow Bandwidths 2032 DS PM Peak – Wolverhampton – Rail
BCPM_TN4_APP_F131.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak
BCPM_TN4_APP_F132.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Dudley – Bus
BCPM_TN4_APP_F133.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Dudley – Metro
BCPM_TN4_APP_F134.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Dudley – Rail
BCPM_TN4_APP_F135.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Sandwell – Bus
BCPM_TN4_APP_F136.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Sandwell – Metro
BCPM_TN4_APP_F137.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Sandwell – Rail
BCPM_TN4_APP_F138.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Walsall – Bus
BCPM_TN4_APP_F139.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Walsall – Metro
BCPM_TN4_APP_F140.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Walsall – Rail
BCPM_TN4_APP_F141.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F142.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F143.jpg	Public Transport Flow Bandwidths 2039 DM PM Peak – Wolverhampton – Rail

File Name	Content
BCPM_TN4_APP_F144.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak
BCPM_TN4_APP_F145.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Dudley – Bus
BCPM_TN4_APP_F146.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Dudley – Metro
BCPM_TN4_APP_F147.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Dudley – Rail
BCPM_TN4_APP_F148.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Sandwell – Bus
BCPM_TN4_APP_F149.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Sandwell – Metro
BCPM_TN4_APP_F150.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Sandwell – Rail
BCPM_TN4_APP_F151.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Walsall – Bus
BCPM_TN4_APP_F152.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Walsall – Metro
BCPM_TN4_APP_F153.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Walsall – Rail
BCPM_TN4_APP_F154.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Wolverhampton – Bus
BCPM_TN4_APP_F155.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Wolverhampton – Metro
BCPM_TN4_APP_F156.jpg	Public Transport Flow Bandwidths 2039 DS PM Peak – Wolverhampton – Rail

Appendix G – Public Transport Boarding and Alighting Plots

File Name	Content
BCPM_TN4_APP_G1.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – M/T
BCPM_TN4_APP_G2.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Bus
BCPM_TN4_APP_G3.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Dudley – M/T
BCPM_TN4_APP_G4.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Dudley – Bus
BCPM_TN4_APP_G5.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Sandwell – M/T
BCPM_TN4_APP_G6.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Sandwell – Bus
BCPM_TN4_APP_G7.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Walsall – M/T
BCPM_TN4_APP_G8.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Walsall – Bus
BCPM_TN4_APP_G9.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Wolverhampton – M/T
BCPM_TN4_APP_G10.jpg	Public Transport Passenger Boarding and Alighting 2032 DM AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_G11.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – M/T
BCPM_TN4_APP_G12.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Bus
BCPM_TN4_APP_G13.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Dudley – M/T
BCPM_TN4_APP_G14.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Dudley – Bus
BCPM_TN4_APP_G15.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Sandwell – M/T
BCPM_TN4_APP_G16.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Sandwell – Bus
BCPM_TN4_APP_G17.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Walsall – M/T
BCPM_TN4_APP_G18.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Walsall – Bus
BCPM_TN4_APP_G19.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Wolverhampton – M/T

File Name	Content
BCPM_TN4_APP_G20.jpg	Public Transport Passenger Boarding and Alighting 2032 DS AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_G21.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – M/T
BCPM_TN4_APP_G22.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Bus
BCPM_TN4_APP_G23.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Dudley – M/T
BCPM_TN4_APP_G24.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Dudley – Bus
BCPM_TN4_APP_G25.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Sandwell – M/T
BCPM_TN4_APP_G26.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Sandwell – Bus
BCPM_TN4_APP_G27.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Walsall – M/T
BCPM_TN4_APP_G28.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Walsall – Bus
BCPM_TN4_APP_G29.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Wolverhampton – M/T
BCPM_TN4_APP_G30.jpg	Public Transport Passenger Boarding and Alighting 2039 DM AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_G31.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – M/T
BCPM_TN4_APP_G32.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Bus
BCPM_TN4_APP_G33.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Dudley – M/T
BCPM_TN4_APP_G34.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Dudley – Bus
BCPM_TN4_APP_G35.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Sandwell – M/T
BCPM_TN4_APP_G36.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Sandwell – Bus
BCPM_TN4_APP_G37.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Walsall – M/T
BCPM_TN4_APP_G38.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Walsall – Bus
BCPM_TN4_APP_G39.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Wolverhampton – M/T

File Name	Content
BCPM_TN4_APP_G40.jpg	Public Transport Passenger Boarding and Alighting 2039 DS AM Peak – Wolverhampton – Bus
BCPM_TN4_APP_G41.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – M/T
BCPM_TN4_APP_G42.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Bus
BCPM_TN4_APP_G43.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Dudley – M/T
BCPM_TN4_APP_G44.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Dudley – Bus
BCPM_TN4_APP_G45.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Sandwell – M/T
BCPM_TN4_APP_G46.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Sandwell – Bus
BCPM_TN4_APP_G47.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Walsall – M/T
BCPM_TN4_APP_G48.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Walsall – Bus
BCPM_TN4_APP_G49.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Wolverhampton – M/T
BCPM_TN4_APP_G50.jpg	Public Transport Passenger Boarding and Alighting 2032 DM Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_G51.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – M/T
BCPM_TN4_APP_G52.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Bus
BCPM_TN4_APP_G53.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Dudley – M/T
BCPM_TN4_APP_G54.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Dudley – Bus
BCPM_TN4_APP_G55.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Sandwell – M/T
BCPM_TN4_APP_G56.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Sandwell – Bus
BCPM_TN4_APP_G57.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Walsall – M/T
BCPM_TN4_APP_G58.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Walsall – Bus
BCPM_TN4_APP_G59.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Wolverhampton – M/T

File Name	Content
BCPM_TN4_APP_G60.jpg	Public Transport Passenger Boarding and Alighting 2032 DS Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_G61.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – M/T
BCPM_TN4_APP_G62.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Bus
BCPM_TN4_APP_G63.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Dudley – M/T
BCPM_TN4_APP_G64.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Dudley – Bus
BCPM_TN4_APP_G65.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Sandwell – M/T
BCPM_TN4_APP_G66.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Sandwell – Bus
BCPM_TN4_APP_G67.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Walsall – M/T
BCPM_TN4_APP_G68.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Walsall – Bus
BCPM_TN4_APP_G69.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Wolverhampton – M/T
BCPM_TN4_APP_G70.jpg	Public Transport Passenger Boarding and Alighting 2039 DM Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_G71.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – M/T
BCPM_TN4_APP_G72.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Bus
BCPM_TN4_APP_G73.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Dudley – M/T
BCPM_TN4_APP_G74.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Dudley – Bus
BCPM_TN4_APP_G75.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Sandwell – M/T
BCPM_TN4_APP_G76.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Sandwell – Bus
BCPM_TN4_APP_G77.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Walsall – M/T
BCPM_TN4_APP_G78.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Walsall – Bus
BCPM_TN4_APP_G79.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Wolverhampton – M/T

File Name	Content
BCPM_TN4_APP_G80.jpg	Public Transport Passenger Boarding and Alighting 2039 DS Inter Peak – Wolverhampton – Bus
BCPM_TN4_APP_G81.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – M/T
BCPM_TN4_APP_G82.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Bus
BCPM_TN4_APP_G83.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Dudley – M/T
BCPM_TN4_APP_G84.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Dudley – Bus
BCPM_TN4_APP_G85.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Sandwell – M/T
BCPM_TN4_APP_G86.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Sandwell – Bus
BCPM_TN4_APP_G87.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Walsall – M/T
BCPM_TN4_APP_G88.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Walsall – Bus
BCPM_TN4_APP_G89.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Wolverhampton – M/T
BCPM_TN4_APP_G90.jpg	Public Transport Passenger Boarding and Alighting 2032 DM PM Peak – Wolverhampton – Bus
BCPM_TN4_APP_G91.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – M/T
BCPM_TN4_APP_G92.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Bus
BCPM_TN4_APP_G93.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Dudley – M/T
BCPM_TN4_APP_G94.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Dudley – Bus
BCPM_TN4_APP_G95.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Sandwell – M/T
BCPM_TN4_APP_G96.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Sandwell – Bus
BCPM_TN4_APP_G97.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Walsall – M/T
BCPM_TN4_APP_G98.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Walsall – Bus
BCPM_TN4_APP_G99.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Wolverhampton – M/T

File Name	Content
BCPM_TN4_APP_G100.jpg	Public Transport Passenger Boarding and Alighting 2032 DS PM Peak – Wolverhampton – Bus
BCPM_TN4_APP_G101.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – M/T
BCPM_TN4_APP_G102.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Bus
BCPM_TN4_APP_G103.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Dudley – M/T
BCPM_TN4_APP_G104.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Dudley – Bus
BCPM_TN4_APP_G105.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Sandwell – M/T
BCPM_TN4_APP_G106.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Sandwell – Bus
BCPM_TN4_APP_G107.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Walsall – M/T
BCPM_TN4_APP_G108.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Walsall – Bus
BCPM_TN4_APP_G109.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Wolverhampton – M/T
BCPM_TN4_APP_G110.jpg	Public Transport Passenger Boarding and Alighting 2039 DM PM Peak – Wolverhampton – Bus
BCPM_TN4_APP_G111.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – M/T
BCPM_TN4_APP_G112.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Bus
BCPM_TN4_APP_G113.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Dudley – M/T
BCPM_TN4_APP_G114.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Dudley – Bus
BCPM_TN4_APP_G115.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Sandwell – M/T
BCPM_TN4_APP_G116.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Sandwell – Bus
BCPM_TN4_APP_G117.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Walsall – M/T
BCPM_TN4_APP_G118.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Walsall – Bus
BCPM_TN4_APP_G119.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Wolverhampton – M/T

File Name	Content
BCPM_TN4_APP_G120.jpg	Public Transport Passenger Boarding and Alighting 2039 DS PM Peak – Wolverhampton – Bus