

**TABLE 3: TOTAL IMPACT OF BATH ROAD PROPOSAL, 2020**

	TURNOVER		DIVERSION	RESIDUAL TURNOVER	IMPACT
	2015	2020			
<b>STROUD</b>					
<b>GVA Turnover Levels</b>					
Convenience		£4.8	£0.2	£4.7	-3.3%
Comparison		£97.1	£0.6	£96.5	-0.7%
Total		£101.9	£0.8	£101.1	-0.8%
<b>HOW Turnover Levels</b>					
Convenience		£4.8	£0.2	£4.7	-3.3%
Comparison		£73.4	£0.6	£72.8	-0.9%
Total		£78.2	£0.8	£77.4	-1.0%
<b>STONEHOUSE</b>					
<b>GVA Turnover Levels</b>					
Convenience		£8.0	£0.3	£7.7	-4.2%
Comparison		£8.8	£0.0	£8.7	-0.2%
Total		£16.8	£0.4	£16.4	-2.1%
<b>HOW Turnover Levels</b>					
Convenience		£8.0	£0.3	£7.7	-4.2%
Comparison		£8.0	£0.0	£8.0	-0.2%
Total		£16.0	£0.4	£15.7	-2.2%
<b>Nailsworth</b>					
Convenience		£21.4	£0.3	£21.1	-1.3%
Comparison		£17.1	£0.1	£17.1	-0.4%
Total		£38.5	£0.3	£38.2	-0.9%

**Notes:**

Bilfinger GVA pre-impact turnover levels taken from Tables 1 and 2.

HOW pre-impact turnover levels for comparison goods in Stroud and Stonehouse taken from HOW financial impact assessment.

Trade diversion levels taken from Tables 1 and 2.