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Units 2 and 6, Reading Retail Park, Reading

CT UK Property Authorised Investment Fund
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1 Introduction

Brief

- 1.1 Rappor has been instructed by CT UK Property Authorised Investment Fund to prepare a Technical Note (TN) in support of a planning application concerning the proposed use of Units 2 and 6 at Reading Retail Park, Reading, as a foodstore (Class E).
- 1.2 Planning permission is sought (ref: 221110) for the use of the existing Units 2 and 6 which currently operate on a non-food retail basis (comprising 2,492sq.m floor area) for a future foodstore, with a reduced floor area of 2,013sq.m.

Stakeholder Correspondence

- 1.3 Rappor initially produced a Transport Statement (TS) and Travel Plan (TP) in June 2022 in support of this application, which were reviewed by the Local Highway Authority (LHA), Reading Borough Council (RBC). A consultation response was provided in November 2022, which is attached in **Appendix A** for ease of reference.
- 1.4 In order to address the highways and transportation matters raised in the November 2022 consultation response, Rappor produced a TN in March 2023 in support of this application, which was reviewed by RBC. A second consultation response was provided in April 2023, which is attached in **Appendix B** for ease of reference.
- 1.5 Following receipt of the second consultation response, a virtual meeting was held between Rappor and the LHA in April 2023 to discuss the outstanding highways and transportation matters associated with the application. Delegates from the Local Planning Authority (LPA) and Quod (the planning consultants overseeing the application) were also in attendance.
- 1.6 Following the virtual meeting, a TN was prepared by Rappor to address the comments / concerns discussed and submitted in June 2023, which was subsequently reviewed by RBC. A third consultation response was provided in August 2023, which is attached in **Appendix C**.
- 1.7 In order to address the highways and transportation matters raised in the August 2023 consultation response, Rappor produced two TNs – one to provide detail on the proposed internal pedestrian infrastructure improvements, donor sites used to inform the revised traffic impact assessment, and confirmation of servicing / delivery arrangements within the wider retail park (TN01 – September 2023), and another which exclusively detailed the revised traffic impact assessment (TN02 – October 2023). Both documents were reviewed by RBC in September 2023 and October 2023, with the consultation response for TN01 provided in **Appendix D** for ease of reference.
- 1.8 The highways and transportation information submitted within TN01 was accepted by the LHA. However, following the October 2023 consultation response to TN02, further clarity was sought regarding the comments provided by RBC and therefore a virtual meeting was held between Rappor and the LHA in October 2023 to discuss revisions to the traffic impact assessment.



- 1.9 Upon the conclusion of the meeting, email confirmation was provided by RBC stating the methodology should account for 'diverted trips, as opposed to 'linked trips', in order to provide a more robust and realistic assessment across the wider network assessment area.

Scope of Report

- 1.10 On the basis of the above, this TN shall address the final outstanding highways and transportation matter to demonstrate the suitability of the development proposal, which shall entail the following:
- a) Provide a revised trip attraction profile (accounting for a proportion of diverted trips already on the local highway network, justified by the donor site survey results) to inform traffic impact assessment; and
 - b) Undertake revised junction capacity assessments of both the retail park site access junction and adjacent, off-site roundabout junction.



2 Technical Response: Forecast Vehicle Trip Attraction

Revised Forecast Vehicle Trip Attraction

LHA Consultee Response

- 2.1 As detailed in the LHA consultee response, via email, in October 2023, the trip attraction was considered to overestimate the impact on the local highway network and thus further consideration should be provided to account for a proportion of 'diverted trips' visiting the application site when determining any future traffic impact:

"...Therefore the 69.5% reduction should be applied for the primary trips, however I would also advise that a proportion of the secondary/linked trip visitors must be added into the junction assessment as they were not already on the adjacent network and as such are new vehicles travelling through the junction".

Rappor Technical Response

- 2.2 In response to the above, a revised forecast trip attraction assessment shall be undertaken to account for a percentage of 'diverted trips' already present on the local highway network and passing by the application site. This reduction in trips shall supersede the previously submitted analysis (in TN02) which accounted for 'linked trips' to the site.
- 2.3 To establish 100% of trips associated with the application site, the existing and forecast trip attraction shall be determined, in addition to an initial net trip impact of the development proposal. These profiles shall then be revised to account for the 69.5% of all trips being diverted into the site from Oxford Road (A329).

Existing Use: Non-Food Retail (2,492sq.m)

- 2.4 In order to determine the trip attraction potential of the existing use of the application site, the following filtering parameters were selected from TRICS 7.10.2:
- a) Sites located in England (excluding Greater London), Wales, and Scotland;
 - b) Sites located in Edge of Town, Edge of Town Centre, and or Suburban Areas;
 - c) Sites between 500sq.m and 4,000sq.m in Gross Floor Area;
 - d) Sites with surveys during weekdays and Saturday.
- 2.5 The full TRICS Output Reports are provided in **Appendix E** of this report, whilst a summary of the existing trip attraction is provided in **Table 2.1**.



Period	Trip Rates – Derived from TRICS Database Version 7.10.2			Existing Trip Attraction – Non-Food Retail 2,492sq.m		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak (08:00 to 09:00)	0.146	0.000	0.146	4	0	4
Weekday PM Peak (17:00 to 18:00)	0.839	1.058	1.897	21	26	47
Saturday Peak (12:00 to 13:00)	4.674	4.729	9.403	116	118	234

Table 2.1: Summary of existing trip attraction – obtained from TRICS 7.10.2. (Note: summation subject to cumulative rounding).

- 2.6 **Table 2.1** indicates that the existing use of the application site may attract a total of four trips during the typical AM peak period and 47 two-way trips during the typical weekday PM peak period. Whilst during peak operation on a Saturday, it may be associated with a total of 234 two-way trips.

Proposed Use: Discount Food Store (2,013sq.m)

- 2.7 In order to determine the trip attraction potential of the proposed use of the application site, the following filtering parameters were selected from TRICS 7.10.2:
- a) Sites located in England (excluding Greater London), Wales, and Scotland;
 - b) Sites located in Edge of Town, Edge of Town Centre, and or Suburban Areas;
 - c) Sites between 750sq.m and 2,500sq.m in Gross Floor Area;
 - d) Sites with surveys during weekdays and Saturday.
- 2.8 The full TRICS Output Reports are provided in **Appendix E** of this report, whilst a summary of the existing trip attraction is provided in **Table 2.2**.

Period	Trip Rates – Derived from TRICS Database Version 7.10.2			Forecast Trip Attraction – Discount Food Retail 2,013sq.m		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak (08:00 to 09:00)	2.836	1.927	4.763	57	39	96
Weekday PM Peak (17:00 to 18:00)	4.589	5.227	10.086	98	105	203
Saturday Peak (12:00 to 13:00)	6.395	6.809	13.204	129	137	266

Table 2.2: Summary of forecast trip attraction – obtained from TRICS 7.10.2. (Note: summation subject to cumulative rounding).

- 2.9 **Table 2.2** indicates that the existing use of the application site may attract a total of 96 two-way trips during the typical AM peak period and 203 two-way trips during the typical weekday PM peak period. Whilst during peak operation on a Saturday, it may be associated with a total of 266 two-way trips.



Net Vehicle Trip Impact

- 2.10 In order to determine an initial net vehicle trip impact, a comparison between the existing and forecast vehicle trips associated with the application site has been undertaken, with results summarised in **Table 2.3**.

Development Type	Period	Net Trip Impact – Trip Attraction		
		Arrivals	Departures	Total
Existing Use: Non-Food Retail (2,492sq.m)	Weekday AM Peak (08:00 to 09:00)	4	0	4
	Weekday PM Peak (17:00 to 18:00)	21	26	47
	Saturday Peak (12:00 to 13:00)	116	118	234
Proposed Use: Discount Food Store (2,013sq.m)	Weekday AM Peak (08:00 to 09:00)	57	39	96
	Weekday PM Peak (17:00 to 18:00)	98	105	203
	Saturday Peak (12:00 to 13:00)	129	137	266
Net Vehicle Trip Impact of Development	Weekday AM Peak (08:00 to 09:00)	+53	+39	+92
	Weekday PM Peak (17:00 to 18:00)	+77	+79	+156
	Saturday Peak (12:00 to 13:00)	+12	+19	+31

Table 2.3: Summary of net vehicle trip attraction. (Note: summation subject to cumulative rounding).

- 2.11 **Table 2.3** indicates that the development proposal may result in an increase of 92 two-way trips during the typical AM peak period and 156 two-way trips during the typical weekday PM peak period. Whilst during peak operation on a Saturday, it may be associated with an increase of 31 two-way trips.

Customer Trip Type Survey Data

- 2.12 As previously referenced, customer trip type surveys of two existing discount food retailers have been undertaken. Comprising customer face-to-face questionnaires at each store entrance, the surveys were undertaken between the hours of 09:00 and 18:00 on Wednesday the 16th of July 2023, prior to the commencement of the school summer holidays. On this basis, the results account for typical customer trip behaviour as they were obtained during neutral survey conditions and thus provide a sound evidence base to inform a revised traffic impact assessment.
- 2.13 The full survey results and questionnaires are provided in **Appendix F** of this report, whilst a summary of each is provided in **Table 2.4**.



Donor Site	Summary of Questionnaire Results		
1 – Lidl, Slough Retail Park	No. of Responses	216	100%
	Trips Already on Network (Diverted)	144	66.7%
2 – Lidl, Greenbridge Retail Park	No. of Responses	188	100%
	Trips Already on Network (Diverted)	136	72.3%
Average of Both Surveys	No. of Responses	<u>202</u>	<u>100%</u>
	Trips Already on Network (Diverted)	<u>140</u>	<u>69.5%</u>

Table 2.4: Summary of donor site questionnaire survey results (undertaken July 2023).

- 2.14 **Table 2.4** indicates a general similarity between the donor sites, with a high proportion of trips already ‘existing’ on the adjacent network in the form of a diverted trip from the adjacent road network via the survey site.
- 2.15 In order to provide a robust assessment that accounts for customer trip behaviour across both sites, an average of the responses provided by customers shall be applied to determine the trip type classification of the forecast trip attraction profile.
- 2.16 For avoidance of doubt, the donor site surveys indicate an average of 69.5% of all customer trips diverted to the store from their original route to an onward destination, whilst travelling along the arterial route adjacent the site. This average percentage of trips have been identified by the LHA as being more suitable to apply to the traffic impact assessment / modelling than the percentage of linked trips.

Forecast Vehicle Trip Attraction (Accounting for Diverted Trips)

- 2.17 A revised vehicle trip attraction profile assessment has been undertaken that is based on the customer trip type survey results detailed in **Table 2.4**. The trip type composition for the existing and proposed uses of the application site shall be detailed, in addition to the net trip impact, to quantify the number of diverted trips (69.5%) and thus the remaining that shall be considered new in this instance (31.5%).

Existing Use: Non-Food Retail (2,492sq.m)

- 2.18 **Table 2.5** provides a summary of the number of primary (new) and secondary (diverted) trips estimated to be associated with the existing use of the application site.



Period	Existing Trip Attraction – Non- Food Retail (2,492sq.m)					
	Primary (New) Trips – 31.5%			Secondary (Diverted) Trips – 69.5%		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak (08:00 to 09:00)	<u>1</u>	<u>0</u>	<u>1</u>	3	0	3
Weekday PM Peak (17:00 to 18:00)	<u>7</u>	<u>8</u>	<u>15</u>	15	18	33
Saturday Peak (12:00 to 13:00)	<u>37</u>	<u>37</u>	<u>74</u>	82	82	163*

Table 2.5: Summary of revised existing trip attraction – based on donor site surveys (July 2023). (Note: summation subject to cumulative rounding).

- 2.19 In terms of primary (or 'new') trips to the local highway network, **Table 2.5** indicates that the existing use of the application site may attract a total of one trip during the typical AM peak period and 15 two-way trips during the typical weekday PM peak period. Whilst during peak operation on a Saturday, it may be associated with a total of 74 two-way trips.

Proposed Use: Discount Food Retail (2,013sq.m)

- 2.20 **Table 2.6** provides a summary of the number of primary (new) and secondary (linked) trips estimated to be associated with the proposed use of the application site.

Period	Forecast Trip Attraction – Discount Food Retail (2,013sq.m)					
	Primary (New) Trips – 31.5%			Secondary (Diverted) Trips – 69.5%		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak (08:00 to 09:00)	<u>18</u>	<u>12</u>	<u>30</u>	40	27	67
Weekday PM Peak (17:00 to 18:00)	<u>31</u>	<u>33</u>	<u>64</u>	68	73	141
Saturday Peak (12:00 to 13:00)	<u>41</u>	<u>43</u>	<u>84</u>	89	95	185

Table 2.6: Summary of revised forecast trip attraction – based on donor site surveys (July 2023). (Note: summation subject to cumulative rounding).

- 2.21 In terms of primary (or 'new') trips to the local highway network, **Table 2.6** indicates that the proposed use of the application site may attract a total of 30 trips during the typical AM peak period and 64 two-way trips during the typical weekday PM peak period. Whilst during peak operation on a Saturday, it may be associated with a total of 84 two-way trips.

Net Vehicle Trip Impact

- 2.22 **Table 2.7** provides a summary of the number of primary (new) and secondary (linked) trips estimated to be associated with the proposed use of the application site.



Period	Net Trip Vehicle Impact					
	Primary (New) Trips – 31.5%			Secondary (Diverted) Trips – 69.5%		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Weekday AM Peak (08:00 to 09:00)	<u>16</u>	<u>12</u>	<u>28</u>	37	27	64
Weekday PM Peak (17:00 to 18:00)	<u>23</u>	<u>24</u>	<u>48*</u>	53	55	108
Saturday Peak (12:00 to 13:00)	<u>4</u>	<u>6</u>	<u>10</u>	9	13	22

Table 2.7: Summary of revised net vehicle trip impact – based on donor site surveys (July 2023). (Note: summation subject to cumulative rounding).

- 2.23 In terms of primary (or 'new') trips to the local highway network, **Table 2.7** indicates that the net trip vehicle impact of the development proposal may result in a total of 28 trips during the typical AM peak period and 48 two-way trips during the typical weekday PM peak period. Whilst during peak operation on a Saturday, it may be associated with a total of 10 two-way trips.

3 Technical Response: Off-Site Traffic Impact

Junction Capacity Assessments

- 3.1 As referenced in previous reports in support of this application, traffic surveys were undertaken by Autosurveys Ltd, an independent traffic surveyor, on Wednesday the 28th of June and Saturday the 1st of July 2023. These recorded vehicle movements at the Site Access / Oxford Road (A329) priority junction and Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction. The traffic survey data is provided in **Appendix G**.
- 3.2 In terms of distributing and assigning the forecast trip attraction of the development proposal (detailed in **Table 2.6** – accounting for the reduction given the percentage of diverted trips), the percentage of vehicle flows observed in the surveys referenced above have been used on a pro rata basis. This is a standard and accepted industry-approach and informs a robust assessment.
- 3.3 To forecast future traffic conditions on the local highway network, TEMPro (Version 7.2) has been interrogated with trip rates for the weekday AM and PM peak periods detailed below, in addition to a Saturday. Screenshots of the search criteria and outputs are provided in **Appendix H**.
- a) 2023 to 2026 Weekday AM Peak: 1.0324
 - b) 2023 to 2026 Weekday PM Peak: 1.0332
 - c) 2023 to 2026 Saturday All Day: 1.0357
- 3.4 NB: given the year of assessment, 2023, as opposed to 2022 has been used as the base year. This therefore differs from previous assessments but is in accordance with good standard practice.
- 3.5 In order to illustrate the forecast vehicle trip attraction within the context of the local highway network, Traffic Flow Diagrams (TFDs) have been produced for both junctions. The full TFD analysis is provided in **Appendix I**.
- 3.6 A summary of the assessment scenarios which account for the forecast trip attraction at present (2023) and future traffic conditions three years beyond the current year of assessment (2026) - during both the observed weekday peak periods and Saturday development operational peak period - is provided below:
- a) Base Traffic Flows (2023);
 - b) Horizon Traffic Flows (2026); and
 - c) Horizon Traffic Flows (2026) + Forecast Trip Attraction.
- 3.7 Assessment of the site access has been undertaken using the PICADY and ARCADY modules within the TRL software package JUNCTIONS 10, which is considered an appropriate tool to assess the impact of the development on the local highway network.

Site Access / Oxford Road (A329) Priority Junction

- 3.8 The results of the PICADY model under the loading of the 2023 and 2026 weekday and Saturday traffic flow scenarios for the Site Access / Oxford Road (A329) priority junction are presented in **Table 3.1**, whilst the full PICADY Output Report is provided in **Appendix J**.



- 3.9 NB: given previous comments provided by the LHA stating the signalised pedestrian crossing on Oxford Road (A329) should be accounted for in the analysis, this has been included to provide a comprehensive assessment. However, it should be noted that its inclusion disallows the modelling function of 'right turners blocking oncoming traffic' and therefore the results are not considered to represent as realistic traffic conditions to what currently occurs on the network. Notwithstanding this, the crossing has been included in additional scenarios to provide a sensitivity test, but tempered interpretation of this data should be encouraged.

	AM			PM			SAT		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Existing Layout - Base Year 2023									
Stream B-AC	0.3	10.07	0.21	0.8	13.02	0.46	2.2	22.82	0.70
Stream C-AB	0.2	7.55	0.16	0.3	8.23	0.23	0.6	9.99	0.38
Existing Layout - Horizon Year 2026									
Stream B-AC	0.3	10.44	0.22	0.9	13.77	0.48	2.6	26.24	0.73
Stream C-AB	0.2	7.71	0.16	0.3	8.46	0.24	0.7	10.41	0.39
Existing Layout - Horizon Year 2026 + Development Traffic									
Stream B-AC	0.3	10.69	0.25	1.1	15.32	0.54	2.8	27.48	0.75
Stream C-AB	0.2	7.94	0.19	0.4	8.86	0.28	0.7	10.48	0.40
Existing Layout with Crossing - Base Year 2023									
Stream B-AC	0.3	10.10	0.21	0.9	13.03	0.46	2.2	22.92	0.70
Stream C-A	2.8	12.55	0.61	2.1	11.68	0.56	4.7	21.21	0.76
Stream C-B	0.3	12.80	0.61	0.5	12.92	0.59	1.2	20.56	0.73
Existing Layout with Crossing - Horizon Year 2026									
Stream B-AC	0.3	10.46	0.22	0.9	13.78	0.48	2.6	26.30	0.73
Stream C-A	2.1	9.13	0.54	1.6	8.64	0.49	2.5	11.70	0.62
Stream C-B	0.3	9.60	0.55	0.4	9.89	0.52	0.9	14.54	0.65
Existing Layout with Crossing - Horizon Year 2026 + Development Traffic									
Stream B-AC	0.3	10.71	0.25	1.1	15.33	0.54	2.8	27.55	0.75
Stream C-A	2.1	9.42	0.55	1.6	8.99	0.50	2.5	11.76	0.62
Stream C-B	0.3	10.02	0.56	0.5	10.54	0.54	0.9	14.67	0.66

Table 3.1: Summary of PICADY weekday assessment (Site Access / Oxford Road (A329) priority junction).

- 3.10 In terms of the 'Base Year 2023', **Table 3.1** indicates that the Site Access / Oxford Road (A329) priority junction operates well within its theoretical capacity during the AM and PM peak periods, with minimal queuing and delays (i.e. maximum of c.11 and 13 seconds during the AM and PM peak, respectively). Whilst the RFC remains below the 0.85 threshold throughout all assessment scenarios (i.e. maximum of 0.21 and 0.46 during the AM and PM peak, respectively). During the Saturday operational peak period, **Table 3.1** indicates that the Site Access / Oxford Road (A329) priority junction currently operates well within its theoretical capacity, with minimal queuing (i.e. c.2 PCUs) and some delays (i.e. c.23 seconds). Whilst the RFC remains below the 0.85 threshold throughout all assessment scenarios (i.e. 0.70).



- 3.11 In terms of the 'Horizon Year 2026', **Table 3.1** indicates that the Site Access / Oxford Road (A329) priority junction shall operate within its theoretical capacity during the AM and PM peak periods, with minimal queuing and delays (i.e. c.11 and 14 seconds during the AM and PM peak, respectively). Whilst the RFC remains below the 0.85 threshold throughout all assessment scenarios (i.e. 0.22 and 0.48 during the AM and PM peak, respectively). During the Saturday operational peak period, **Table 3.1** indicates that the Site Access / Oxford Road (A329) priority junction shall operate within its theoretical capacity, with minimal queuing (i.e. maximum of 3 PCUs) and delays (i.e. c.26 seconds). Whilst the RFC remains below the 0.85 threshold throughout all assessment scenarios (i.e. a maximum of 0.75).
- 3.12 In terms of the 'Horizon Year 2026 + Forecast Trips', **Table 3.1** indicates that the Site Access / Oxford Road (A329) priority junction shall continue to operate within its theoretical capacity during the AM and PM peak periods, with minimal queuing and delays (i.e. c.11 and 15 seconds during the AM and PM peak, respectively). Whilst the RFC remains below the 0.85 threshold throughout all assessment scenarios. (i.e. 0.25 and 0.54 during the AM and PM peak, respectively). During the Saturday operational peak period, **Table 3.1** indicates that the Site Access / Oxford Road (A329) priority junction shall operate within its theoretical capacity, with minimal queuing and delays (i.e. c.27 seconds). Whilst the RFC remains below the 0.85 threshold throughout all assessment scenarios (i.e. a maximum of 0.75).

Analysis of Results

- 3.13 In terms of the existing and forecast assessment scenarios, the results in **Table 3.1** indicate that the Site Access / Oxford Road (A329) priority junction does and shall continue to operate within its capacity during the both the observed network weekday peak periods and the Saturday peak period of the development proposal. In terms of queuing, delays, and RFC during all assessment scenarios, the additional traffic shall result in an immaterial increase in all aspects of junction operation.
- 3.14 Therefore, in accordance with paragraph 111 of the NPPF, the forecast trip attraction of the development proposal cannot be considered to result in 'an unacceptable impact on highway safety', or 'the residual cumulative impacts' on the adjacent highway network (i.e. the Site Access / Oxford Road (A329) priority junction) be considered severe. Thus, the LHA cannot cite the impact of the development traffic on this junction as a reason for refusal of this development proposal.

Oxford Road (A329) / Wigmore Lane / Norcot Road Roundabout Junction

- 3.15 The results of the ARCADY model under the loading of the 2023 and 2026 weekday and Saturday traffic flow scenarios for the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction are presented in **Table 3.2**, whilst the full ARCADY Output Report is provided in **Appendix K**.



	AM			PM			SAT		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Existing Layout - Base Year 2023									
A - Oxford Road (A329) - East	1.9	8.93	0.66	4.3	17.67	0.82	4.4	17.35	0.83
B - Norcot Road	2.3	14.76	0.71	4.7	30.98	0.84	3.1	21.81	0.77
C - Oxford Road (A329) - West	3.3	11.06	0.77	1.7	6.65	0.63	2.9	9.79	0.75
D - Wigmore Lane	2.3	13.17	0.70	45.3	148.35	1.07	35.7	126.11	1.05
Existing Layout - Horizon Year 2026									
A - Oxford Road (A329) - East	2.0	9.53	0.68	4.7	18.82	0.84	4.8	18.25	0.84
B - Norcot Road	2.8	17.37	0.75	6.2	40.11	0.88	4.0	26.87	0.81
C - Oxford Road (A329) - West	4.1	13.30	0.81	1.9	7.27	0.66	3.5	11.59	0.78
D - Wigmore Lane	2.7	15.06	0.74	66.7	209.25	1.13	57.3	189.48	1.11
Existing Layout - Horizon Year 2026 + Development Traffic									
A - Oxford Road (A329) - East	2.1	9.77	0.69	5.2	20.55	0.85	4.9	18.38	0.85
B - Norcot Road	3.0	18.10	0.76	7.0	45.17	0.90	4.0	27.29	0.82
C - Oxford Road (A329) - West	4.3	13.87	0.82	2.0	7.49	0.67	3.5	11.66	0.78
D - Wigmore Lane	2.8	15.59	0.75	72.3	226.36	1.14	58.0	191.75	1.11

Table 3.2: Summary of ARCADY weekday assessment (Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction).

- 3.16 In terms of the 'Base Year 2023', **Table 3.2** indicates that the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction currently generally operates within its theoretical capacity during the AM peak period. However, during the PM peak period, Arm D (Wigmore Lane) indicates a degree of queueing (i.e. c.45 PCUs) and some delays (i.e. c.148 seconds). Whilst the RFC exceeds the 0.85 threshold at this location (i.e. 1.07). During the Saturday operational peak period, **Table 3.2** indicates that the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction currently generally operates within its theoretical capacity across most arms during the Saturday peak period. However, Arm D (Wigmore Lane) indicates a degree of queueing (i.e. c.36 PCUs) and some delays (i.e. c.126 seconds). Whilst the RFC exceeds the 0.85 threshold at this location (i.e. 1.05).
- 3.17 In terms of the 'Horizon Year 2026', **Table 3.2** indicates that the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction currently generally operates within its theoretical capacity during the AM peak period. However, during the PM peak period, Arm B (Norcot Lane) indicates some delays (i.e. c.40 seconds). Whilst the RFC marginally exceeds the 0.85 threshold at this location (i.e. 0.88). In addition to this, Arm D (Wigmore Lane) indicates a degree of queueing (i.e. c.72 PCUs) and some delays (i.e. c.226 seconds). Whilst the RFC exceeds the 0.85 threshold at this location (i.e. 1.14). During the Saturday operational peak period, **Table 3.2** indicates that the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction shall generally operates within its theoretical capacity across most arms during the Saturday peak period. However, Arm D (Wigmore Lane) indicates a degree of queueing (i.e. c.57 PCUs) and some delays (i.e. c.190 seconds). Whilst the RFC exceeds the 0.85 threshold at this location (i.e. 1.11).

- 3.18 In terms of the 'Horizon Year 2026 + Forecast Trips', **Table 3.2** indicates that the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction generally operates within its theoretical capacity during the AM peak period. However, during the PM peak period, Arm B (Norcot Lane) indicates some delays (i.e. c.48 seconds). Whilst the RFC marginally exceeds the 0.85 threshold at this location (i.e. 0.90). In addition to this, Arm D (Wigmore Lane) indicates a degree of queueing (i.e. c.72 PCUs) with associated delays (i.e. a maximum of c.226 seconds). Whilst the RFC exceeds the 0.85 threshold at this location (i.e. 1.14). During the Saturday operational peak period, **Table 3.2** indicates that the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction shall generally operate within its theoretical capacity across most arms during the Saturday peak period. However, Arm D (Wigmore Lane) indicates a degree of queueing (i.e. c.58 PCUs) and some delays (i.e. c.192 seconds). Whilst the RFC exceeds the 0.85 threshold at this location (i.e. 1.11).

Analysis of Results

- 3.19 In relation to the existing and forecast assessment scenarios, the results in **Table 3.2** indicate that the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction does and shall continue to experience some operational issues with regards to localised arms. For instance, as previously cited, Arm D is currently over theoretical capacity resulting in a substantial degree of queueing and associated delays, with future traffic increases - associated with annual growth and trip attraction of the development proposal - only marginally increasing this existing capacity issue. Furthermore, when accounting exclusively for the 'influence of the forecast trip attraction in the 'Horizon Year' scenarios, the scale of this is further diminished.
- 3.20 In addition to the above, the following should be reiterated / acknowledged to further demonstrate the insignificant impact resulting from the trip attraction of the development proposal:
- a) The extent of queuing calculated in the modelled 2023 scenario data for the Oxford Road (A329) / Wigmore Lane / Norcot Road roundabout junction overestimates the extent of queueing from those observed in the 2023 traffic surveys. For example, during the weekday PM period the survey (provided in **Appendix G**) confirms that c.20 vehicles were observed to queue at the Wigmore Lane arm, whereas the ARCADY model indicates c.58 vehicles and thus overestimates this by c.38 vehicles, therefore, presenting a scenario worse than likely to occur in real terms, however it has been used to demonstrate the theoretical difference between the existing and plus development scenarios for the purpose of assessing the potential future impact of the scheme; and
 - b) When accounting for the number of vehicle movements in the Horizon Year scenarios (as observed in the traffic survey data provided in **Appendix G** and illustrated in the TFDs in **Appendix I**) this equates to 2,903, 3,184 and 3,297 during the AM, PM and Saturday peaks, respectively. Whilst the additional trips of 44, 74, and 16 – associated with the development proposal - equate to a percentage impact increase of 1.5%, 2.31% and 0.47%, respectively, during these periods. To substantiate the aforementioned assertion, this represents an immaterial impact in relation to the forecast future traffic conditions.



- 3.21 On this basis, in accordance with paragraph 111 of the NPPF, the scale of the 'residual cumulative impacts' of the development proposal on localised arms of the adjacent roundabout junction cannot be considered 'severe'. Thus, the LHA cannot cite the impact of the development traffic on this junction as a reason for refusal of this development proposal.



4 Summary & Conclusion

Summary

- 4.1 Rappor has been instructed by CT UK Property Authorised Investment Fund to prepare a Technical Note (TN) in support of a planning application concerning the proposed use of units 2 and 6 at Reading Retail Park, Reading, as a foodstore (Class E).
- 4.2 Planning permission is sought (ref: 221110) for the use of the existing Units 2 and 6 which currently operate on a non-food retail basis (comprising 2,492sq.m floor area) for a future foodstore, with a reduced floor area of 2,013sq.m.
- 4.3 This TN has been produced to respond to the LHA comments requiring the inclusion of diverted trips within the traffic impact assessment and modelling of the local highway network. On this basis, it has undertaken the following:
 - a) A revised forecast trip attraction;
 - b) Reviewed new customer trip type / reduction evidence;
 - c) Provided a revised trip attraction profile to inform traffic impact assessment; and
 - d) Undertaken revised junction capacity assessments.

Conclusion

- 4.4 In conclusion, it is considered this TN has addressed the outstanding comments / concerns raised by the LHA in relation to this scheme, with the analysis of the forecast trip attraction indicating that the development proposal shall not result in 'an unacceptable impact on highway safety', or 'the residual cumulative impacts' on the adjacent highway network be considered severe, in the context of Paragraph 111 of the NPPF. On this basis, the LHA cannot cite highways reasons as grounds for refusal of this application.

Appendix A: RBC Consultee Response – November 2022

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Connie Davis 72413 Connie.Davis@reading.gov.uk
Date: 21st November 2022
Re: Consultation on Planning Application

Application Number: 221110

Application Type: Full Planning Approval

Address: Reading Retail Park Oxford Road Reading

Proposal: Proposed use of Unit 2 and Unit 6 as a foodstore (Class E) including rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works

Transport Comments

The proposed development consists of a change to amalgamate Unit 2 and Unit 6 and allow the sale of food under use class (Class E) as well as create a rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works.

To accompany this planning application a Transport Statement has been submitted to which my comments are as follows:

Site Location and Accessibility

The application site is Unit 2 and Unit 6 of Reading Retail Park, which is located off the southern side of Oxford Road and is located amongst other existing commercial / retail uses which include Wickes Building Supplies, The Gym, Wren Kitchens, B&M, Pets at Home, and KFC.

Both vehicular and servicing / delivery access are achieved from the priority junction arrangement with Oxford Road, which is located at the northern boundary of the site. This features a ghost-island right turn access and a left-turn only egress arrangement onto Oxford Road, whilst the internal retail park network is subject to 10mph speed limit and comprises traffic calming measures and zebra crossing points throughout.

Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The applicant has reviewed the 'National Travel Survey (NTS) 2019' (DfT) and found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1mile (1.6km) are undertaken on foot. However, as expressed by the applicant due to COVID-19 the 2020 NTS may not provide wholly accurate information and therefore it is the Highway Authorities view that 2019 data should be used.

The 2019 NTS results detailed above are supported by the definition of a 'walkable neighbourhood' within Manual for Streets whereby facilities required on a day-to-day basis should ideally be located within an 800m walk distance. The applicant has referred to PPG13, which is now superseded, to identify an upper limit of 2km, however 'Guidelines

For Providing For Journeys On Foot' published by The Institution Of Highways & Transportation in the year 2000 stipulates the following at Paragraph 3.34:

For shopping, Carley and Donaldsons (1996) advise that that “acceptable” walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

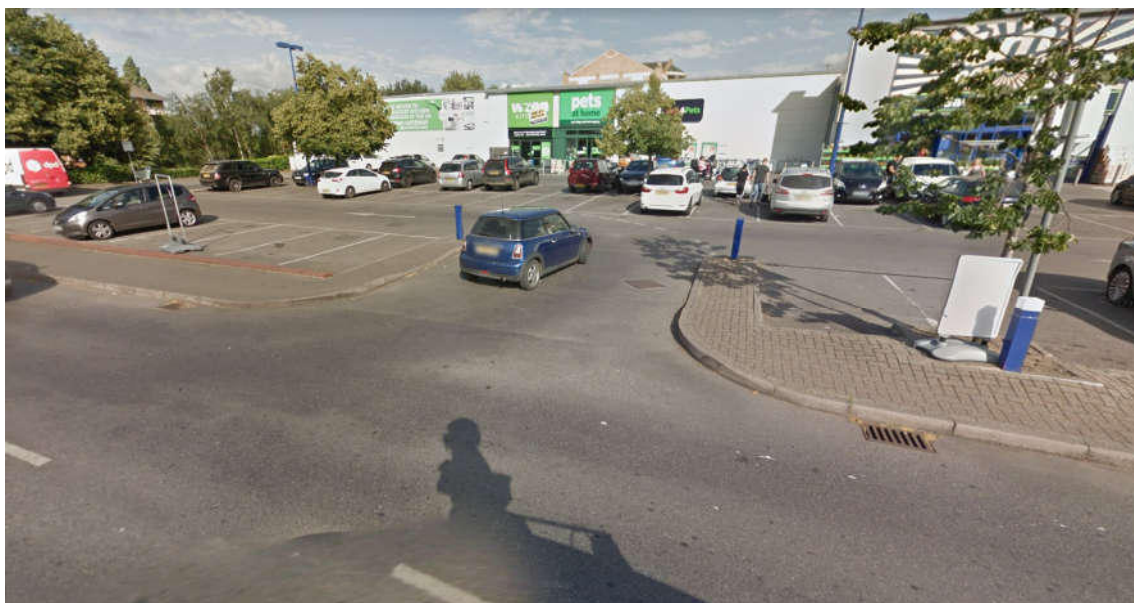
The Highway Authority are not aware of any other walking assessment and the applicant has not referenced any either and therefore the walking distance would be well short of that specified by the applicant. However, this would still accommodate a significant catchment of residential properties within the vicinity of the application site.

Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

Existing Infrastructure

The application site benefits from a good level of permeability to the surrounding pedestrian footway network, with a 1.2m footway linking from Reading Retail Park to the existing footway provision on the southern side of Oxford Road. However, it is noted that the footway specified by the applicant is in fact littered with bollards, posts, signage as well as incorporating trees.

In addition to the above it is noted that the crossing point within the existing car park along the pedestrian route to the store is not provided with any tactile paving and the width of the footway significant reduces at the area where pedestrians would be required to cross. See image below for reference.



The applicant has not provided a multi modal assessment of the application to determine whether the proposal would result in an increase in pedestrian trips but it is likely that this would be the case. As a result, pedestrian improvements to the site should be provided to encourage alternative modes of travel to and from the site and comply with the NPPF which states at Paragraph 112 that development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

The Oxford Road benefits from illuminated, surfaced footway provision c.2m wide - which increases in width along various sections in the vicinity of the Reading Retail Park site frontage - and numerous, signalised pedestrian crossing points. The footways present on both sides of the carriageway also benefit from dropped kerbs and associated tactile paving.

In terms of cycling, delineated cycle lanes are present on either side of the carriageway in the vicinity of the Reading Retail Park site frontage, whilst Advanced Stop Lines are also present at the signal crossing to the northwest of the Oxford Road / Reading Retail Park priority junction.

The site is within a comfortable catchment of up to 5km to a range of residential estates / areas and, therefore, it is anticipated that both employees and visitors will be able to utilize cycling as a mode of travel to / from the site.

Public Transport

The site is accessible in relation to public transport with bus stops located directly outside the application site for services heading east and west. This therefore provides suitable access for those living along the Oxford Road towards the town centre and those that live to the west within various parts of Tilehurst.

The applicant has undertaken an assessment of the bus services and has only taken account of routes 143 and BB3 which provides a total of 13 services throughout the course of the day which the applicant concludes is acceptable. The Highway Authority does not deem this to be acceptable however, this stop is also served by routes 16, 17, 85 and 91 operated by Reading Buses. Routes 16 and 17 provide up to 11 services an hour alone in both directions and therefore provides an acceptable level of public transport.

Access Strategy

Vehicles

The vehicle access into the site is to remain unaltered to the existing arrangement and in principle this has been deemed acceptable given that the size of vehicle entering the site will not alter as a result of the development, with articulated vehicles already serving the site.

Pedestrians & Cyclists

The applicant has stated that the proposed pedestrian / cyclist access arrangements of Reading Retail Park - and thus the application site - shall remain as existing. It is agreed that direct connections are available to the site from the existing infrastructure in place

along Oxford Road however, pedestrian routes within the site do not provide for tactile paving along the key desire lines with crossing points provided at areas with narrow footways as I have expressed previously within the consultation response. The proposed development does not promote sustainable transport within the confines of the Reading Retail Park and the pedestrian facilities should be reviewed further.

Servicing

The applicant has stated that servicing / delivery access to the application site's service yard shall be as per the existing however, the proposed block plan differs to that of the existing with car parking and a ramp now included.

These changes signify and considerable change to the servicing of the proposed unit as well as the retained gym located adjacent. Further information is therefore required illustrating the tracking for service vehicles for these units entering and leaving the service yard without interrupting any other units.

It should also be clarified how the exiting Wickes store is also serviced as this is not clear from the submitted information. Again, this is to make sure that conflicting operations do not occur.

Trip Rate Analysis

To establish the trip generation associated with both the existing and proposed site uses the applicant has utilized the Trip Rate information Computer System (TRICS), this is an acceptable methodology for assessing trip attraction and has been accepted by planning inspectors during planning appeals.

To assess the development it has been proposed to assess the existing and proposed uses during the following scenarios:

- a) Weekday typical AM peak (08:00 to 09:00);
- b) Weekday typical PM peak (17:00 to 18:00); and
- c) Saturday operational peak(s).

These proposed timings are acceptable to the Highway Authority.

Existing Trip Attraction: Non-Food Retail (2,492sq.m)

In order to assess traffic attraction associated with the existing uses of the application site (i.e. non-food retail - 2,492sq.m), the TRICS database has been interrogated and the retail land use of 'other individual non-food superstore' was selected. This has been accepted by the Highway Authority as an acceptable comparison to the application site.

The Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. These trip rates are provided in the Table 1 below.

Table 1

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,492 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	0.146	0.00	0.146	4	0	4
PM Peak (5pm-6pm)	0.839	1.058	1.897	21	26	47
Saturday Operational Peak (12pm-1pm)	4.674	4.729	9.403	116	118	234

Proposed Use: Discount Food Retail (2,013sq.m)

The proposed planning permission sought is for the amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). The TRICS database has therefore been interrogated by the applicant for 'Discount Food Retail' units and again is an acceptable approach.

Again, the Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. It is however noted that the TRICS printout has not been provided for the weekend assessment and a duplicate weekday assessment has been included within the Appendices, however I have reviewed the data as provided within Table 5.2 of the Transport Statement.

It has however been noted that Table 5.2 of the Transport Statement is in fact incorrect in terms of the calculation of the trip attraction and the correct figure are provided within the Table 2 below.

Table 2

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,013 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	2.923	2.249	5.172	59	45	104
PM Peak (5pm-6pm)	3.926	4.466	8.492	79	90	171
Saturday Operational Peak (12pm-1pm)	6.496	6.838	13.334	131	138	268

Net Trip Impact

In order to consider the overall net trip impact of the development proposal on the local highway network, a comparison of the existing and forecast trips has been set out in the Table below.

Table 3

Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
A - Existing Use: Non-Food Retail - Carpetright & Halfords (2,492sq.m)	AM Peak (8am to 9am)	4	0	4
	PM Peak (5pm to 6pm)	21	26	47
	Saturday Operational Peak (12pm-1pm)	116	118	234
B - Proposed Use: Discount Food Retailer (2,013sq.m)	AM Peak (8am to 9am)	59	45	104
	PM Peak (5pm to 6pm)	79	90	171
	Saturday Operational Peak (12pm-1pm)	131	138	268
Total Development (B-A)	AM Peak (8am to 9am)	55	45	100
	PM Peak (5pm to 6pm)	58	64	124
	Saturday Operational Peak (12pm-1pm)	15	20	34

The Table above indicates that the proposed development is expected to result in an increase in traffic attraction of approximately 100, 124, and 34 two-way vehicle trips in the weekday AM, PM, and Saturday peak periods, respectively.

Trip Types and Discounts

In relation to the net trip impact of the development proposal, the applicant considers that the majority of trips associated with the proposed discount food retailer shall not be entirely 'new' to the network. It is proposed by the applicant that a percentage will be 'linked' to the other existing destinations within the retail park and as such are already taking place.

In addition to the above the applicant has proposed that journeys associated with the application site would also be linked to destinations / purposes extending beyond the application site (i.e. commuting / education / recreation).

The applicant therefore proposes that the trips primarily, and only, to a supermarket is unlikely to be undertaken by a customer during the busiest traffic periods of the day.

Taking the above into account the applicant has assumed that 90% of trips associated with the development proposal are 'linked trips' either to facilities within the wider retail park or beyond the application site. It is therefore proposed that the remaining 10% of trips are considered as 'new trips', which are those primarily, and only, associated with the application site.

However, the applicant has provided no evidence that this is an accurate percentage of trips that would be new trips. The latest and only data/clarity provided in relation to linked / pass by trips is contained within TRICS Research Report 14/1. This stipulates the following as part of paragraph 10.1 and is continued at Paragraph 10.2:

- *Many of the key arguments and conclusions contained within this report are not made within the 95/2 TRICS pass-by and diverted trips report as transport behaviour such as new trips is now much more widely understood. It should also be noted that many of the key conclusions made within the 1995 report are no longer valid as shopping trends and travel behaviours have changed.*
- *The 95/2 report states that “the proportion of trips generally accepted to be non-primary is 30%. Most of the non-primary trips tend to be home-work-site-home and hence values are generally lower than this at the weekend when there is less home commuting but could be higher on a Friday evening but would not expect to exceed 40%”. This standard application is no longer considered relevant due to the factors set out below in this report.*
- *The literature review undertaken as part of this report has demonstrated that there have been contradictory results regarding the prevalence of diverted / linked trips. Alongside this, shopping habits and travel patterns are changing rapidly. As such, a generic value that can be applied to all retail sites is not appropriate in this dynamic environment.*
- *The assessment of the TRICS data has not found any real correlations. This is partly due to there being so many variables in the data and site selection. Therefore it will be difficult for users to find a comparable store from the data sets available. It is therefore recommended that a site by site approach is taken in justifying the proportion of pass by and diverted trips that are to be attributed to the proposed development.*

10.2 It is recommended that for an assessment of the quantum of pass-by and diverted trips that a first principles approach is taken for each site, whereby a process is defined for the assessment of these trips and agreed by the applicant and determining authority. This will form an additional task in the scoping report for any Transport Assessment. Chapter 11 contains a process diagram and associated explanatory note that are intended to aid with the undertaking of this assessment.

Section 11 of the TRICS Research Report 14/1 provides a Pass-By & Diverted Trips Assessment Methodology which must be followed in order to assess accurately what percentage of trips can be deducted from the trip generation assessment.

Taking the above into account the Highway Authority are not able to agree the reductions proposed by the applicant and therefore the proposed net increase in trips as specified within Table 3 above are the only ones that can be accepted. Should a reduction not be accepted then the applicant would be required to upgrade the Transport Statement to a Transport Assessment given the proposed increased number of trips during the peak periods. This would require the site access, the Norcot Road / Oxford Road / Wigmore Lane roundabout junction and the Oxford Road / Grovelands Road signalized junction to be assessed.

Irrespective of this it should be stressed that the site access is a left exit only and therefore any pass by trips that are ultimately heading east would require drivers to travel through the Norcot Road / Oxford Road / Wigmore Lane roundabout junction twice. This will increase trips through a junction that is already heavily congested and as identified

through other recent planning applications is close to exceeding its capacity within peak periods. This would therefore require a review / assessment regardless of any reduction that may be agreed.

Taking the above into account the Highway Authority cannot agree to the applicant's assessment into the proposed trip generation.

Car Parking

In order to assess whether the car parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposal, the applicant has undertaken car parking surveys to identify the residual capacity during the busiest operational periods.

Parking Survey

The parking survey was undertaken at Reading Retail Park on Friday the 22nd of May 2022, between 15:00 and 19:00, and Saturday the 21st of May 2022, between the hours of 10:00 and 16:00. These were to identify the residual capacity during the busiest operational periods and the timings of these have been deemed acceptable.

Weekday

The parking survey indicates that during the peak period of parking accumulation (between 18:30 and 19:00), there was an existing demand for 116 car parking spaces, which is equal to 27% of the surveyed car park capacity area.

Saturday

The parking survey indicates that during the peak period of parking accumulation (between 13:00 and 13:30), there was an existing demand for 176 car parking spaces, which is equal to 41% of the surveyed car park capacity area.

It is therefore accepted that the proposed car park is currently underutilized during the weekday and weekend periods.

In relation to the proposed car parking requirement for the site the Highway Authority refer to the Councils adopted Revised Parking Standards and Design Supplementary Planning Document. This highlights that a food retail store and a general retail store in excess of 1,000sqm would warrant the same car parking requirement. Given that the proposal does in fact reduce in floor area therefore reduce the parking demand, the Highway Authority are agreeable that no additional parking would be required.

However, the applicant has undertaken a car park accumulation survey utilizing the trip rate analysis to establish what level of car parking would be provided for the proposed change of use.

This is an acceptable methodology although I would agree with the applicant that not all of these forecast vehicle trips shall be 'new' and only associated with the application site. The Highway Authority as specified above does not however agree to the split in relation to new, diverted, pass by trips and therefore the parking requirement should not include any reduction at this time.

Weekday

The forecast demand of 47 parked cars is indicated to take place between 10:00 and 11:00 on a weekday morning. Considering the overall proposed capacity (i.e. 439 spaces) and the previously detailed weekday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to 36 cars between 10am and 11am which would result in an increase of just 11 cars when compared to the forecast demand. The peak demand for the existing would be between the hour of 4pm and 5pm which equates to 41 parked cars, however the proposed number of parked cars during this hour is also 41 cars creating no change in demand.

The Highway Authority are therefore content that no further car parking is required for the weekday period.

Saturday

The forecast demand of 63 parked cars is indicated to take place between 11:00 and 12:00 on a Saturday morning. Considering the overall capacity (i.e. 439 spaces) and the previously detailed Saturday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to a peak demand of 65 cars between 110am and 11am which would result in a reduction of just 2 cars when compared to the forecast demand.

The Highway Authority are therefore content that no further car parking is required for the weekend period.

It is also noted that the existing site layout includes the provision of three trailer bays located adjacent to the trade entrance to the Wickes store. It is likely that these bays are associated with that use and were included within the planning requirement for the Wickes store. The proposal includes the loss of these three bays without an assessment being undertaken to establish whether they are no longer required. A survey of these bays must therefore be provided before their loss can be agreed.

Overall, the Highway Authority are content that sufficient car parking is provided across the site.

Cycle Parking

The proposed requirement for cycle parking is the same when the existing and proposed uses are compared. The Highway Authority are therefore content that no additional cycle parking is required.

Based on the insufficient information that has been provided in relation to capacity impacts and the other on site matters the Highway Authority objects to the proposal on the following grounds.

Reasons for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy TR3 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of internal footway provision and, as a result, is in conflict with Local Plan Policy TR3.

The layout does not comply with the Local Planning Authority's standards in respect of vehicle parking. This could result in inconsiderate parking within the wider car park, adversely affecting road safety and the flow of traffic, and in conflict with Policies TR3 and TR5 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and, as a result, is in conflict with Local Plan Policies TR3 and TR5.

Darren Cook
Transport Development Control Manager

Appendix B: RBC Consultee Response – March 2023

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Joel Grist joel.grist@reading.gov.uk
Date: 3rd April 2023
Re: Consultation on Planning Application

Application Number: 221110

Application Type: Full Planning Approval

Address: Reading Retail Park Oxford Road Reading

Proposal: Proposed use of Unit 2 and Unit 6 as a foodstore (Class E) including rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works

Transport Comments

The proposed development consists of a change to amalgamate Unit 2 and Unit 6 and allow the sale of food under use class (Class E) as well as create a rear extension, revised servicing arrangements, new shop front, trolley bay and covered cycle storage; and associated works.

To accompany this planning application a Transport Statement has been submitted to which my comments are as follows:

Site Location and Accessibility

The application site is Unit 2 and Unit 6 of Reading Retail Park, which is located off the southern side of Oxford Road and is located amongst other existing commercial / retail uses which include Wickes Building Supplies, The Gym, Wren Kitchens, B&M, Pets at Home, and KFC.

Both vehicular and servicing / delivery access are achieved from the priority junction arrangement with Oxford Road, which is located at the northern boundary of the site. This features a ghost-island right turn access and a left-turn only egress arrangement onto Oxford Road, whilst the internal retail park network is subject to 10mph speed limit and comprises traffic calming measures and zebra crossing points throughout.

Walking is the most important mode of travel at a local level as it offers the greatest potential to replace short car trips. The applicant has reviewed the 'National Travel Survey (NTS) 2019' (DfT) and found that 80% of all trips of less than 1 mile (1.6km) were made on foot. It should be noted that a new NTS for 2020 has been published which found that 82% of trips under 1mile (1.6km) are undertaken on foot. However, as expressed by the applicant due to COVID-19 the 2020 NTS may not provide wholly accurate information and therefore it is the Highway Authorities view that 2019 data should be used.

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For Providing For Journeys On Foot' published by The Institution Of Highways & Transportation in the year 2000 stipulates the following at Paragraph 3.34:

For shopping, Carley and Donaldsons (1996) advise that that "acceptable" walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m² of floor space.

The Highway Authority are not aware of any other walking assessment and the applicant has not referenced any either and therefore the walking distance would be well short of that specified by the applicant. However, this would still accommodate a significant catchment of residential properties within the vicinity of the application site.

Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Whilst the NTS 2019 (Table NTS0306) notes that the average cycle trip is approximately 3.5 miles (5.6km), the Local Transport Note 1/04: Policy, Planning and Design for Walking and Cycling (page 15), produced by the Department for Transport (DfT) indicates that journeys three times the average distance are not uncommon for regular commuters. The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.

Existing Infrastructure

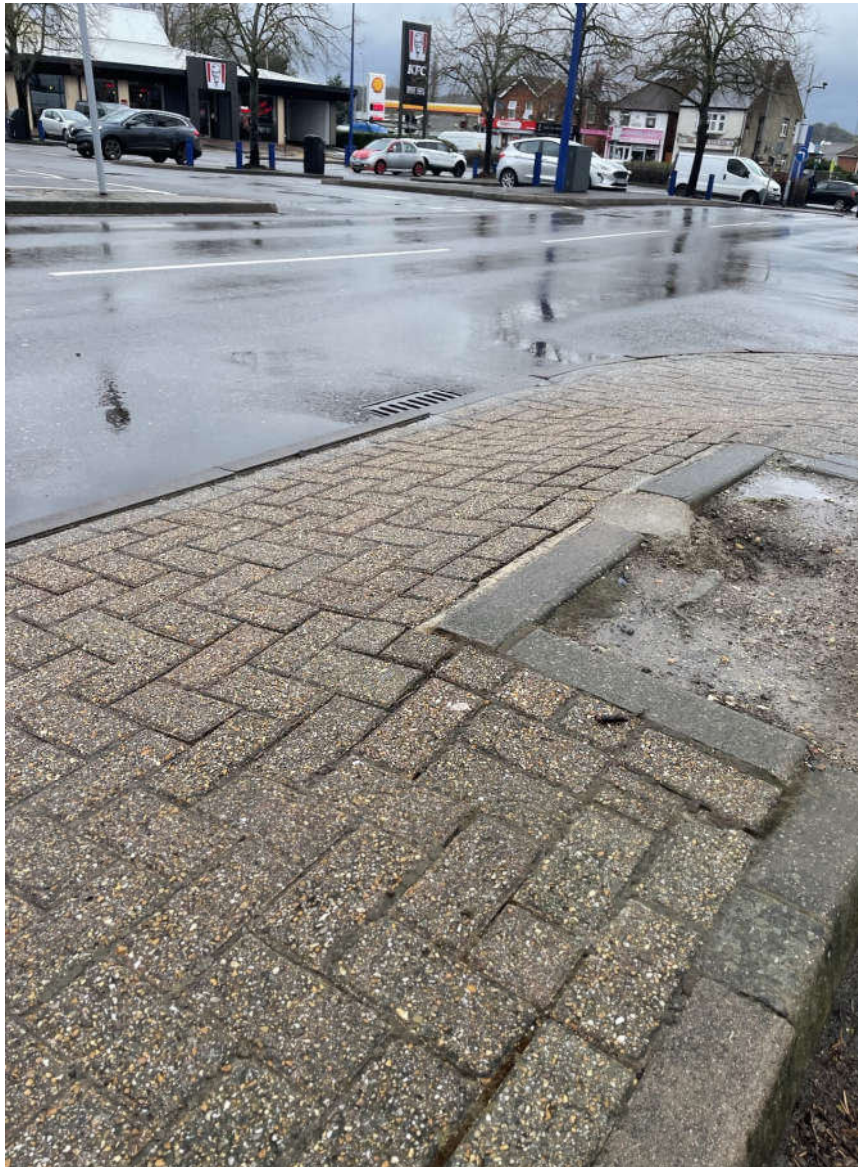
The applicant stipulates that the site benefits from a good level of permeability to the surrounding pedestrian footway network, with a 1.2m footway linking from Reading Retail Park to the existing footway provision on the southern side of Oxford Road. However, it is noted that the footway specified by the applicant is in fact littered with bollards, posts, signage, dropped kerbs that are an unacceptable height as well as incorporating trees. The surface is also considerably uneven around the trees that would cause difficulties for pedestrians that are mobility impaired or are partially sighted.

Subsequent, to the Highway Authorities initial comments it is noted that the crossing point within the existing car park along the pedestrian route to the store has now been provided with any tactile paving however as previously stated the width of the footway significantly reduces at the area where pedestrians would be required to cross. See image below for reference.









The applicant has not provided a multi modal assessment of the application to determine whether the proposal would result in an increase in pedestrian trips, but it is likely that this would be the case. As a result, pedestrian improvements to the site should be provided to encourage alternative modes of travel to and from the site and comply with the NPPF which states at Paragraph 112 that development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

Given that it is anticipated that there would be an increase in pedestrian trips to the site improved pedestrian facilities should be provided between the store and the Public Highway.

The Oxford Road benefits from illuminated, surfaced footway provision c.2m wide - which increases in width along various sections in the vicinity of the Reading Retail Park site frontage - and numerous, signalised pedestrian crossing points. The footways present on both sides of the carriageway also benefit from dropped kerbs and associated tactile paving.

In terms of cycling, delineated cycle lanes are present on either side of the carriageway in the vicinity of the Reading Retail Park site frontage, whilst Advanced Stop Lines are also present at the signal crossing to the northwest of the Oxford Road / Reading Retail Park priority junction.

The site is within a comfortable catchment of up to 5km to a range of residential estates / areas and, therefore, it is anticipated that both employees and visitors will be able to utilize cycling as a mode of travel to / from the site.

Public Transport

The site is accessible in relation to public transport with bus stops located directly outside the application site for services heading east and west. This therefore provides suitable access for those living along the Oxford Road towards the town centre and those that live to the west within various parts of Tilehurst.

The applicant has undertaken an assessment of the bus services and has only taken account of routes 143 and BB3 which provides a total of 13 services throughout the course of the day which the applicant concludes is acceptable. The Highway Authority does not deem this to be acceptable however, this stop is also served by routes 16, 17, 85 and 91 operated by Reading Buses. Routes 16 and 17 provide up to 11 services an hour alone in both directions and therefore provides an acceptable level of public transport.

Access Strategy

Vehicles

The vehicle access into the site is to remain unaltered to the existing arrangement and in principle this has been deemed acceptable given that the size of vehicle entering the site will not alter as a result of the development, with articulated vehicles already serving the site.

Pedestrians & Cyclists

The applicant has stated that the proposed pedestrian / cyclist access arrangements of Reading Retail Park - and thus the application site - shall remain as existing. It is agreed that direct connections are available to the site from the existing infrastructure in place along Oxford Road however, pedestrian routes within the site do not provide for tactile paving along the key desire lines with crossing points provided at areas with narrow footways as I have expressed previously within the consultation response. The proposed development does not promote sustainable transport within the confines of the Reading Retail Park and the pedestrian facilities should be reviewed further.

Servicing

The applicant has stated that servicing / delivery access to the application site is to be located at the rear via the existing service yard. Tracking diagrams have been submitted that indicate that adequate turning can take place to the rear via the proposed service ramp. However, the tracking diagrams do indicate that a delivery vehicle would come into conflict with the footway and bollards to the front of the site. This is likely to be because the tracking has not been extended to the west as it undertakes the turn assuming that this is a hard feature however the feature illustrated on the drawing is a drainage channel and therefore could be overrun by a vehicle. For clarity an updated tracking drawing should be provided confirming that this manoeuvre can take place without any conflicts occurring.

As previously stated the changes to the rear servicing area signify a considerable change to the servicing of not only the proposed unit but also the retained gym located adjacent. The applicant has however failed to provide any detail on the servicing for this use. Further information is therefore required illustrating the tracking for service vehicles for this unit entering and leaving the service yard in forward gear without interrupting any other units.

Tracking has also been provided for the retained Wickes store however this is not accurate as the turning area indicated is in fact the external retail space as indicated within the original application drawings. Revised tracking diagrams indicating the correct servicing arrangements are therefore required.

Trip Rate Analysis

To establish the trip generation associated with both the existing and proposed site uses the applicant has utilized the Trip Rate information Computer System (TRICS), this is an acceptable methodology for assessing trip attraction and has been accepted by planning inspectors during planning appeals.

To assess the development it has been proposed to assess the existing and proposed uses during the following scenarios:

- a) Weekday typical AM peak (08:00 to 09:00);
- b) Weekday typical PM peak (17:00 to 18:00); and
- c) Saturday operational peak(s).

These proposed timings are acceptable to the Highway Authority.

Existing Trip Attraction: Non-Food Retail (2,492sq.m)

In order to assess traffic attraction associated with the existing uses of the application site (i.e. non-food retail - 2,492sq.m), the TRICS database has been interrogated and the retail land use of 'other individual non-food superstore' was selected. This has been accepted by the Highway Authority as an acceptable comparison to the application site.

The Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. These trip rates are provided in the Table 1 below.

Table 1

Time Period	Trip Rate (per 100sqm)			Trip Attraction (2,492 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	0.146	0.00	0.146	4	0	4
PM Peak (5pm-6pm)	0.839	1.058	1.897	21	26	47
Saturday Operational Peak (12pm-1pm)	4.674	4.729	9.403	116	118	234

Proposed Use: Discount Food Retail (2,013sq.m)

The proposed planning permission sought is for the amalgamation of Unit 2 and Unit 6 to accommodate a discount food store (GIA 2,013sq.m). The TRICS database has therefore been interrogated by the applicant for 'Discount Food Retail' units and again is an acceptable approach.

Again, the Highway Authority has reviewed the assessment that has been undertaken by the applicant and I can confirm that this is acceptable and that the trip rates would be comparable to the existing use. It is however noted that the TRICS printout has not been provided for the weekend assessment and a duplicate weekday assessment has been included within the Appendices, however I have reviewed the data as provided within Table 5.2 of the Transport Statement.

It has however been noted that Table 5.2 of the Transport Statement is in fact incorrect in terms of the calculation of the trip attraction and the correct figure are provided within the Table 2 below.

Table 2

Time Period	Trip Rate (per (100sqm))			Trip Attraction (2,013 sqm)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (8am-9am)	2.923	2.249	5.172	59	45	104
PM Peak (5pm-6pm)	3.926	4.466	8.492	79	90	171
Saturday Operational Peak (12pm-1pm)	6.496	6.838	13.334	131	138	268

Net Trip Impact

In order to consider the overall net trip impact of the development proposal on the local highway network, a comparison of the existing and forecast trips has been set out in the Table below.

Table 3

Development Type	Time Period	Net Trip Impact		
		Arrivals	Departures	Total
A - Existing Use: Non-Food Retail - Carpetright & Halfords (2,492sq.m)	AM Peak (8am to 9am)	4	0	4
	PM Peak (5pm to 6pm)	21	26	47
	Saturday Operational Peak (12pm-1pm)	116	118	234
B - Proposed Use: Discount Food Retailer	AM Peak (8am to 9am)	59	45	104
	PM Peak	79	90	171

(2,013sq.m)	(5pm to 6pm)			
	Saturday Operational Peak (12pm-1pm)	131	138	268
Total Development (B-A)	AM Peak (8am to 9am)	55	45	100
	PM Peak (5pm to 6pm)	58	64	124
	Saturday Operational Peak (12pm-1pm)	15	20	34

The Table above indicates that the proposed development is expected to result in an increase in traffic attraction of approximately 100, 124, and 34 two-way vehicle trips in the weekday AM, PM, and Saturday peak periods, respectively.

Trip Types and Discounts

In relation to the net trip impact of the development proposal, the applicant considers that the majority of trips associated with the proposed discount food retailer shall not be entirely 'new' to the network. It is proposed by the applicant that a percentage will be 'linked' to the other existing destinations within the retail park and / or the surrounding area and as such are already taking place.

However, within the Technical Note the applicant has provided a review of the application taking account of TRICS Research Report 14/1 which provides the latest guidance of how these should be assessed.

With this in mind the applicant has recently commissioned a customer trip type survey at a donor site (i.e. a discount retail store) to ascertain a breakdown of trip types. However, the Highway Authority would stress that the application is for a food retail store that may have a different trip composition and also the applicant has provided no detail as to the location / site characteristics of the surveyed site. As such the Highway Authority would be unable to accept the data that has been presented unless it can be confirmed that the sites are comparable.

Irrespective of the above the Highway Authority would advise that linked trips are described as follows:

Linked Trips - these are trips made by those already attending the local retail offering for other purposes. Consequently, these trips have no impact on the study network.

The applicant would therefore need to identify what level of trips are already being undertaken to the existing offer located in the immediate surrounding area but this has not been undertaken. A proportion of linked trips therefore cannot be discounted from the assessment.

The applicant has included a significant reduction taking account for linked trips based on the fact that they will visit another destination either on there way to or from the surveyed store. Now not knowing whether those trips were to the local area or further afield makes including these trips as linked trips impossible.

It should be noted that TRICS Research Report 14/1 provides at Appendix G a useful guide as to the type of questions required to ascertain what level of trips would be pass by / diverted trips and these include the following:

“Is this location your only destination, or are you coming from or going elsewhere?”

“If you were not visiting this location, would you have used [INSERT ROAD NAME] as party of your journey to your other destination(s)?”

“Is this store your usual destination for food shopping?”

Although the first question has been asked the other two have not and so the applicant cannot claim to know exactly what level of trips are pass by / diverted.

What is however telling is that to the question ‘When you left home today, was it always your intention to come to Home Bargains?’ 91% answered Yes. The answer to this question confirms that this is the primary trip and it is likely that the other destinations either side of this visit are linked to this trip.

Based on the insufficient information provided within the Technical Note the Highway Authority would only be able to confirm at this stage that a reduction of just 9% would be suitable from the net increase in trips. As such this would make a negligible difference to the trip generation stipulated in Table 3 above.

In addition to this and as previous explained the site access is a left exit only and therefore any pass by trips that are ultimately heading east would require drivers to travel through the Norcot Road / Oxford Road / Wigmore Lane roundabout junction twice. The applicant has failed to address this within the assessment undertaken given that no journey distribution has been indicated with this solely based on the existing distribution at the junction. This must be clarified.

In relation to the actual junction assessments undertaken I would advise that the assessment undertaken is not accurate given the concerns against the trip rates and I would also question the following:

Oxford Road / Site Access

- The junction assessment does not fully assess the impact to Arm A Oxford Road east and identifies Arm A to Arm B and Arm A to Arm C as separate movements as if they are individual lanes when they are in fact a single lane.
- The geometry of the junction also does not appear to be correct as the carriageway widths appear to be greater than is the case and the length of the right turn lane is not included. The applicant should confirm the geometry on a drawing.
- The Oxford Road / Norcot Road / Wigmore Lane roundabout junction does result in queuing back along the eastern approach of the Oxford Road which regularly extends back across the site access including outside the peak periods. The signalised pedestrian crossing also leads to queuing back across the site access. The applicant must therefore include this impact within any future model of the junction.

Oxford Road / Norcot Road / Wigmore Lane Roundabout

- Having reviewed with the Councils StreetWorks team it is noted that Thames Water Road works were taking place adjacent to 553 Oxford Road located 500m to the east between the 19th and 21st May as well continued upgrades to Reading West Station also located on the Oxford Road 1.7km from the site which have been ongoing for

considerable months. Both required the use of multi way temporary traffic lights which would have resulted in a significant reduction in traffic utilising this route within the peak periods and / or due to the congestion caused would have reduced the number of vehicles travelling through the junction. The Highway Authority are therefore unable to accept the survey data presented to date.

- The assessment does not appear to include the provision of the zebra crossings on three of the junction arms and the signalised pedestrian crossing on the other, these should be included within the assessment.
- The geometry of the junction also does not appear to be correct as the carriageway widths appear to be greater than is the case. The applicant should confirm the geometry on a drawing.

Taking the above into account the Highway Authority cannot agree to the applicant's assessment into the proposed trip generation.

Car Parking

In order to assess whether the car parking arrangements are suitable to accommodate the additional forecast demand associated with the development proposal, the applicant has undertaken car parking surveys to identify the residual capacity during the busiest operational periods.

Parking Survey

The parking survey was undertaken at Reading Retail Park on Friday the 22nd of May 2022, between 15:00 and 19:00, and Saturday the 21st of May 2022, between the hours of 10:00 and 16:00. These were to identify the residual capacity during the busiest operational periods and the timings of these have been deemed acceptable.

Weekday

The parking survey indicates that during the peak period of parking accumulation (between 18:30 and 19:00), there was an existing demand for 116 car parking spaces, which is equal to 27% of the surveyed car park capacity area.

Saturday

The parking survey indicates that during the peak period of parking accumulation (between 13:00 and 13:30), there was an existing demand for 176 car parking spaces, which is equal to 41% of the surveyed car park capacity area.

It is therefore accepted that the proposed car park is currently underutilized during the weekday and weekend periods.

In relation to the proposed car parking requirement for the site the Highway Authority refer to the Councils adopted Revised Parking Standards and Design Supplementary Planning Document. This highlights that a food retail store and a general retail store in excess of 1,000sqm would warrant the same car parking requirement. Given that the proposal does in fact reduce in floor area therefore reduce the parking demand, the Highway Authority are agreeable that no additional parking would be required.

However, the applicant has undertaken a car park accumulation survey utilizing the trip rate analysis to establish what level of car parking would be provided for the proposed change of use.

This is an acceptable methodology although I would agree with the applicant that not all of these forecast vehicle trips shall be 'new' and only associated with the application site. The Highway Authority as specified above does not however agree to the split in relation to new, diverted, pass by trips and therefore the parking requirement should not include any reduction at this time.

Weekday

The forecast demand of 47 parked cars is indicated to take place between 10:00 and 11:00 on a weekday morning. Considering the overall proposed capacity (i.e. 439 spaces) and the previously detailed weekday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to 36 cars between 10am and 11am which would result in an increase of just 11 cars when compared to the forecast demand. The peak demand for the existing would be between the hour of 4pm and 5pm which equates to 41 parked cars, however the proposed number of parked cars during this hour is also 41 cars creating no change in demand.

The Highway Authority are therefore content that no further car parking is required for the weekday period.

Saturday

The forecast demand of 63 parked cars is indicated to take place between 11:00 and 12:00 on a Saturday morning. Considering the overall capacity (i.e. 439 spaces) and the previously detailed Saturday survey results, it is envisaged that the car park shall safely and suitably accommodate demand without resulting in any overspill parking or disruption to the existing safety and operation of the local highway network.

In addition, it is noted that the parking accumulation of the existing use equates to a peak demand of 65 cars between 10am and 11am which would result in a reduction of just 2 cars when compared to the forecast demand.

The Highway Authority are therefore content that no further car parking is required for the weekend period.

It is also noted that the existing site layout includes the provision of three trailer bays located adjacent to the trade entrance to the Wickes store. It is likely that these bays are associated with that use and were included within the planning requirement for the Wickes store. The proposal previously included the loss of these three bays however an assessment has now been undertaken which has established that there is a demand for 2 bays which the applicant has stated will be provided on site. It is accepted that there is sufficient spare capacity in which to reduce the provision on site to provide these trailer bays however a revised drawing is required illustrating the location and layout to ensure that this is satisfactory. Given there are other aspects that need to be addressed and to avoid the need for conditions a revised drawing should be submitted for review.

Overall, the Highway Authority are content that sufficient car parking is provided across the site.

Cycle Parking

The proposed requirement for cycle parking is the same when the existing and proposed uses are compared. The Highway Authority are therefore content that no additional cycle parking is required.

Based on the insufficient information that has been provided in relation to capacity impacts and the other on site matters the Highway Authority objects to the proposal on the following grounds.

Reasons for Refusal

Insufficient information has been submitted with the planning application to enable the highways, traffic and transportation implications of the proposed development to be fully assessed. From the information submitted, it is considered that the additional traffic likely to be generated by the proposal would adversely affect the safety and flow of users of the existing road network within Reading, contrary to Policy TR3 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of internal footway provision and, as a result, is in conflict with Local Plan Policy TR3.

The layout does not comply with the Local Planning Authority's standards in respect of vehicle parking. This could result in inconsiderate parking within the wider car park, adversely affecting road safety and the flow of traffic, and in conflict with Policies TR3 and TR5 of the Reading Borough Local Plan.

The proposed development does not comply with the Local Planning Authority's standards in respect of servicing and, as a result, is in conflict with Local Plan Policies TR3 and TR5.

Darren Cook
Transport Development Control Manager

Appendix C: RBC Consultee Response – August 2023

Hi Matt,

Apologies for the delay in responding to you.

I have reviewed the document and can confirm the following points:

- The Highway Authority does not agree with the assessment that improvements made prior to the application mitigate the impacts of the development especially as the improvements have not provided facilities that are to the required standards. I would also advise that the two applications referenced within the attached only relate to associated tree works and do not provide any details of works surrounding the trees and as such they have not been party to any formal approval process. The Saturday assessment results in an increase of 91 pedestrian trips in the Peak hour and it is noted that across the whole day this equates to an additional 610 pedestrian movements. The daily weekday increase equates to 267.

These are significant increases and as such the development will be required to make improvements to the internal pedestrian network by way of reduced upstands to dropped kerbs and widening of the footway around the crossing points. It is appreciated that standards do allow for reductions in footway widths but the narrowing's should not take place at crossing facilities that would prove difficult for those with disabilities, buggies etc to navigate. The NPPF clearly states that pedestrian and cycle movements must be given first priority and as such the pedestrian facilities must be improved.

I would add that some of these facilities may require the loss of car parking from within the wider site but given that the application has previously confirmed that an overprovision of car parking exists and the applicant owns the entire site then this would not create any issue for these improvements to be provided.

- The Highway Authority has reviewed the proposed donor sites and these have been accepted. As suggested at the meeting it would be worth the Highway Authority reviewing the proposed questions to be included within the survey to ensure that the required outcome is achieved and ensure that not further work is required.
- Although it is assumed the surveys have now been undertaken the Highway Authority conforms acceptance of the parameters outlined within the attached.
- The submitted document does not outline the servicing arrangements for the adjacent gym and therefore this must be provided.
- I have not had an opportunity to review the junction dimensions as yet but this can be undertaken as part of any future submission should I not be able to review this in the interim period.

I hope that the above clarifies the Highway Authorities position but should you require anything further then please let me know.

Kind regards,

Darren Cook

Transport Development Control Manager

Transport | Directorate for Economic Growth and Neighbourhood Services (DEGNS)

Reading Borough Council

Civic Offices

Bridge Street

Reading

RG1 2LU

Appendix D: RBC Consultee Response – September 2023

Hi Matt,

Further to your email below I can confirm that I have reviewed the attached and can confirm that this is acceptable to the Highway Authority.

Should you require anything further then please let me know.

Kind regards,

Darren Cook

Transport Development Control Manager

Transport | Directorate for Economic Growth and Neighbourhood Services (DEGNS)

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Appendix E: TRICS Output Reports – Existing & Proposed Uses

Calculation Reference: AUDIT-701101-230906-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLESSelected regions and areas:

03 SOUTH WEST
 DC DORSET 1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE
 DR DONCASTER 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1516 to 2100 (units: sqm)
 Range Selected by User: 750 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 1
 Suburban Area (PPS6 Out of Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone 1
 Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:
E(a) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
5,001 to 10,000 1 days
15,001 to 20,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
25,001 to 50,000 1 days
125,001 to 250,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
1.1 to 1.5 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:
No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-01-G-02	THE RANGE	DORSET
		GREAT WESTERN ROAD DORCHESTER	
		Edge of Town Centre Built-Up Zone	
		Total Gross floor area:	2100 sqm
		Survey date: SATURDAY	17/09/16
			Survey Type: MANUAL
2	DR-01-G-01	NEXT OUTLET	DONCASTER
		WHITE ROSE WAY DONCASTER	
		Suburban Area (PPS6 Out of Centre) Retail Zone	
		Total Gross floor area:	1516 sqm
		Survey date: SATURDAY	18/09/21
			Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	2100	0.095	1	2100	0.000	1	2100	0.095
08:00 - 09:00	1	2100	0.857	1	2100	0.429	1	2100	1.286
09:00 - 10:00	2	1808	1.963	2	1808	1.300	2	1808	3.263
10:00 - 11:00	2	1808	3.236	2	1808	2.544	2	1808	5.780
11:00 - 12:00	2	1808	4.148	2	1808	3.402	2	1808	7.550
12:00 - 13:00	2	1808	4.674	2	1808	4.729	2	1808	9.403
13:00 - 14:00	2	1808	4.314	2	1808	4.563	2	1808	8.877
14:00 - 15:00	2	1808	4.480	2	1808	4.342	2	1808	8.822
15:00 - 16:00	2	1808	3.955	2	1808	4.342	2	1808	8.297
16:00 - 17:00	2	1808	2.600	2	1808	3.070	2	1808	5.670
17:00 - 18:00	2	1808	1.936	2	1808	2.710	2	1808	4.646
18:00 - 19:00	2	1808	1.051	2	1808	1.244	2	1808	2.295
19:00 - 20:00	1	2100	0.905	1	2100	0.952	1	2100	1.857
20:00 - 21:00	1	2100	0.571	1	2100	0.667	1	2100	1.238
21:00 - 22:00	1	2100	0.000	1	2100	0.286	1	2100	0.286
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.785			34.580			69.365

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 1516 - 2100 (units: sqm)
 Survey date range: 01/01/15 - 18/09/21
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701101-230906-0915

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	3 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
	TV TEES VALLEY	1 days
10	WALES	
	MM MONMOUTHSHIRE	1 days
11	SCOTLAND	
	LO WEST LOTHIAN	1 days
	SR STIRLING	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1286 to 2450 (units: sqm)
 Range Selected by User: 500 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday 18 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 18 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	18 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	6 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	4 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	8 days
1.1 to 1.5	6 days
1.6 to 2.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	18 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	2 days
No	15 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	18 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2398 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
2	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2233 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
3	LN-01-C-03	ALDI	LINCOLNSHIRE
	NEWARK ROAD		
	LINCOLN		
	BRACEBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	High Street		
	Total Gross floor area:	1485 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
4	LO-01-C-01	LIDL	WEST LoTHIAN
	ALDERSTONE ROAD		
	LIVINGSTON		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	2220 sqm	
	Survey date: SATURDAY	12/06/21	Survey Type: MANUAL
5	MM-01-C-01	LIDL	MONMOUTHSHIRE
	A466		
	MONMOUTH		
	MAYHILL		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	1640 sqm	
	Survey date: SATURDAY	28/11/20	Survey Type: MANUAL
6	MS-01-C-04	LIDL	MERSEYSIDE
	OXTON ROAD		
	BIRKENHEAD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1900 sqm	
	Survey date: SATURDAY	17/04/21	Survey Type: MANUAL
7	MS-01-C-05	ALDI	MERSEYSIDE
	VULCAN PARK COURT		
	NEWTON-LE-WILLOWS		
	VULCAN VILLAGE		
	Edge of Town		
	Residential Zone		
	Total Gross floor area:	1729 sqm	
	Survey date: SATURDAY	24/04/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: SATURDAY	10/06/17		Survey Type: MANUAL
9	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
10	SF-01-C-01	ALDI		SUFFOLK
	HINES ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1530 sqm		
	Survey date: SATURDAY	26/06/21		Survey Type: MANUAL
11	SF-01-C-02	LIDL		SUFFOLK
	LONDON ROAD			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	1425 sqm		
	Survey date: SATURDAY	26/06/21		Survey Type: MANUAL
12	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: SATURDAY	24/06/17		Survey Type: MANUAL
13	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2442 sqm		
	Survey date: SATURDAY	03/06/17		Survey Type: MANUAL
14	TV-01-C-01	LIDL		TEES VALLEY
	JESMOND GARDENS			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1765 sqm		
	Survey date: SATURDAY	05/09/20		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	WM-01-C-01	LIDL	WEST MIDLANDS
	MACKADOWN LANE		
	BIRMINGHAM		
	KITT'S GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	2085 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
16	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Gross floor area:	2085 sqm	
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL
17	WM-01-C-03	ALDI	WEST MIDLANDS
	RADFORD ROAD		
	COVENTRY		
	RADFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1286 sqm	
	Survey date: SATURDAY	19/11/22	Survey Type: MANUAL
18	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	2417 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	2398	0.125	1	2398	0.125	1	2398	0.250
07:00 - 08:00	17	2008	0.562	17	2008	0.120	17	2008	0.682
08:00 - 09:00	18	1988	3.125	18	1988	2.217	18	1988	5.342
09:00 - 10:00	18	1988	4.313	18	1988	3.525	18	1988	7.838
10:00 - 11:00	18	1988	5.456	18	1988	4.889	18	1988	10.345
11:00 - 12:00	18	1988	6.725	18	1988	6.322	18	1988	13.047
12:00 - 13:00	18	1988	6.395	18	1988	6.809	18	1988	13.204
13:00 - 14:00	18	1988	6.146	18	1988	6.046	18	1988	12.192
14:00 - 15:00	18	1988	5.861	18	1988	5.861	18	1988	11.722
15:00 - 16:00	18	1988	5.842	18	1988	6.247	18	1988	12.089
16:00 - 17:00	18	1988	5.238	18	1988	5.464	18	1988	10.702
17:00 - 18:00	18	1988	4.475	18	1988	4.754	18	1988	9.229
18:00 - 19:00	18	1988	3.133	18	1988	3.737	18	1988	6.870
19:00 - 20:00	18	1988	2.387	18	1988	2.756	18	1988	5.143
20:00 - 21:00	18	1988	1.453	18	1988	1.884	18	1988	3.337
21:00 - 22:00	18	1988	0.724	18	1988	1.045	18	1988	1.769
22:00 - 23:00	14	2101	0.058	14	2101	0.204	14	2101	0.262
23:00 - 24:00									
Total Rates:			62.018			62.005			124.023

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 1286 - 2450 (units: sqm)
 Survey date range: 01/01/15 - 19/11/22
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 18
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701101-230906-0917

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
LS LEEDS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1140 to 1600 (units: sqm)
Range Selected by User:	750 to 4000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Retail Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:
E(a) 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:
20,001 to 25,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
125,001 to 250,000 1 days
500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.5 or Less 2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:
No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL
2	LS-01-G-01	SUPA SOFA	LEEDS
	CLARENCE ROAD		
	LEEDS		
	HUNSLET		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1140 sqm	
	Survey date: THURSDAY	14/03/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	2	1370	0.146	2	1370	0.000	2	1370	0.146
09:00 - 10:00	2	1370	1.350	2	1370	0.730	2	1370	2.080
10:00 - 11:00	2	1370	1.350	2	1370	0.730	2	1370	2.080
11:00 - 12:00	2	1370	0.912	2	1370	1.022	2	1370	1.934
12:00 - 13:00	2	1370	0.401	2	1370	0.584	2	1370	0.985
13:00 - 14:00	2	1370	0.657	2	1370	0.839	2	1370	1.496
14:00 - 15:00	2	1370	0.730	2	1370	0.584	2	1370	1.314
15:00 - 16:00	2	1370	0.730	2	1370	0.511	2	1370	1.241
16:00 - 17:00	2	1370	1.131	2	1370	0.766	2	1370	1.897
17:00 - 18:00	2	1370	0.839	2	1370	1.058	2	1370	1.897
18:00 - 19:00	2	1370	1.022	2	1370	1.679	2	1370	2.701
19:00 - 20:00	1	1600	1.500	1	1600	2.250	1	1600	3.750
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.768			11.191			21.959

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1140 - 1600 (units: sqm)
Survey date range:	01/01/15 - 18/09/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-701101-230912-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : C - DISCOUNT FOOD STORES

TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GT WARRINGTON	1 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	2 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	SR STIRLING	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1023 to 2450 (units: sqm)
 Range Selected by User: 750 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	7 days
Wednesday	4 days
Thursday	7 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	4
Development Zone	1
Residential Zone	4
Retail Zone	7
Built-Up Zone	2
High Street	1
No Sub Category	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	24 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	5 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	3 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	12 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	24 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	6 days
No	12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 24 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AD-01-C-02	LIDL	ABERDEEN CITY
	GREENWELL ROAD ABERDEEN		
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area:	1950 sqm	
	Survey date: WEDNESDAY	09/06/21	Survey Type: MANUAL
2	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD WISBECH		
	Edge of Town Retail Zone Total Gross floor area:	1466 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
3	DH-01-C-01	ALDI	DURHAM
	WATLING ROAD BISHOP AUCKLAND		
	Edge of Town Retail Zone Total Gross floor area:	1023 sqm	
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL
4	GT-01-C-01	LIDL	WARRINGTON
	FENNEL STREET WARRINGTON		
	Edge of Town Centre Retail Zone Total Gross floor area:	1450 sqm	
	Survey date: THURSDAY	15/04/21	Survey Type: MANUAL
5	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE SKEGNESS		
	Edge of Town Centre Built-Up Zone Total Gross floor area:	2398 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL
6	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD BEDLINGTON		
	Edge of Town Centre No Sub Category Total Gross floor area:	2450 sqm	
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL
7	NF-01-C-01	LIDL	NORFOLK
	AYLSHAM ROAD NORWICH		
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Gross floor area:	2555 sqm	
	Survey date: FRIDAY	29/11/19	Survey Type: MANUAL
8	NN-01-C-01	ALDI	NORTH NORTHAMPTONSHIRE
	SAXON WAY WEST CORBY GREAT OAKLEY		
	Edge of Town Development Zone Total Gross floor area:	1924 sqm	
	Survey date: TUESDAY	14/06/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NN-01-C-02 MARINERS WAY KETTERING	LIDL		NORTH NORTHAMPTONSHIRE
	Edge of Town Centre Retail Zone Total Gross floor area:		1850 sqm	
	Survey date: MONDAY		27/06/22	Survey Type: MANUAL
10	NT-01-C-01 CHAPEL LANE BINGHAM	LIDL		NOTTINGHAMSHIRE
	Edge of Town Industrial Zone Total Gross floor area:		2440 sqm	
	Survey date: FRIDAY		15/07/16	Survey Type: MANUAL
11	NY-01-C-03 STONEBRIDGEGATE RIPON	ALDI		NORTH YORKSHIRE
	Edge of Town Centre Residential Zone Total Gross floor area:		1551 sqm	
	Survey date: FRIDAY		20/05/22	Survey Type: MANUAL
12	SM-01-C-01 SEAWARD WAY MINEHEAD	LIDL		SOMERSET
	Edge of Town No Sub Category Total Gross floor area:		2247 sqm	
	Survey date: THURSDAY		22/06/17	Survey Type: MANUAL
13	SO-01-C-01 BATH ROAD SLOUGH SLOUGH RETAIL PARK Suburban Area (PPS6 Out of Centre) Retail Zone Total Gross floor area:	LIDL	1880 sqm	
	Survey date: THURSDAY		22/09/22	Survey Type: MANUAL
14	SR-01-C-01 PLAYERS ROAD STIRLING	LIDL		STIRLING
	Edge of Town Centre Built-Up Zone Total Gross floor area:		2442 sqm	
	Survey date: THURSDAY		01/06/17	Survey Type: MANUAL
15	SR-01-C-02 WEAVER ROW STIRLING SAINT NINIANS Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:	LIDL	1559 sqm	
	Survey date: WEDNESDAY		09/09/20	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	TW-01-C-01	ALDI		TYNE & WEAR
	EDGEFIELD AVENUE			
	NEWCASTLE			
	FAWDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	1798 sqm		
	Survey date: TUESDAY	30/04/19		Survey Type: MANUAL
17	TW-01-C-02	ALDI		TYNE & WEAR
	FOXHUNTERS ROAD			
	WHITLEY BAY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1600 sqm		
	Survey date: TUESDAY	17/05/22		Survey Type: MANUAL
18	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2085 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL
19	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	2085 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL
20	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	WORCESTER			
	BRICKFIELDS			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417 sqm		
	Survey date: WEDNESDAY	13/07/16		Survey Type: MANUAL
21	WO-01-C-02	LIDL		WORCESTERSHIRE
	WORCESTER ROAD			
	MALVERN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1471 sqm		
	Survey date: TUESDAY	26/06/18		Survey Type: MANUAL
22	WS-01-C-03	LIDL		WEST SUSSEX
	SHRIPNEY ROAD			
	BOGNOR REGIS			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2125 sqm		
	Survey date: THURSDAY	23/09/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD CHICHESTER		
	Edge of Town Retail Zone		
	Total Gross floor area:	2125 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
24	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE HORSHAM		
	Suburban Area (PPS6 Out of Centre) Industrial Zone		
	Total Gross floor area:	1616 sqm	
	Survey date: WEDNESDAY	07/09/22	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	2046	0.358	3	2046	0.033	3	2046	0.391
07:00 - 08:00	24	1929	0.531	24	1929	0.160	24	1929	0.691
08:00 - 09:00	24	1929	2.761	24	1929	1.813	24	1929	4.574
09:00 - 10:00	24	1929	3.627	24	1929	3.251	24	1929	6.878
10:00 - 11:00	24	1929	4.198	24	1929	3.729	24	1929	7.927
11:00 - 12:00	24	1929	4.576	24	1929	4.392	24	1929	8.968
12:00 - 13:00	24	1929	4.664	24	1929	4.643	24	1929	9.307
13:00 - 14:00	24	1929	4.589	24	1929	4.867	24	1929	9.456
14:00 - 15:00	24	1929	4.843	24	1929	4.781	24	1929	9.624
15:00 - 16:00	24	1929	4.731	24	1929	4.779	24	1929	9.510
16:00 - 17:00	24	1929	4.707	24	1929	4.882	24	1929	9.589
17:00 - 18:00	24	1929	4.591	24	1929	4.939	24	1929	9.530
18:00 - 19:00	24	1929	3.616	24	1929	4.040	24	1929	7.656
19:00 - 20:00	24	1929	2.653	24	1929	2.968	24	1929	5.621
20:00 - 21:00	24	1929	1.674	24	1929	2.137	24	1929	3.811
21:00 - 22:00	24	1929	0.642	24	1929	0.987	24	1929	1.629
22:00 - 23:00	22	1966	0.021	22	1966	0.208	22	1966	0.229
23:00 - 24:00									
Total Rates:			52.782				52.609	105.391	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1023 - 2450 (units: sqm)
Survey date range:	01/01/15 - 19/11/22
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix F: Customer Trip Type Survey Data – July 2023

LIDL TRIP PURPOSE - SWINDON

Wednesday, July 26, 2023

188

Total Responses

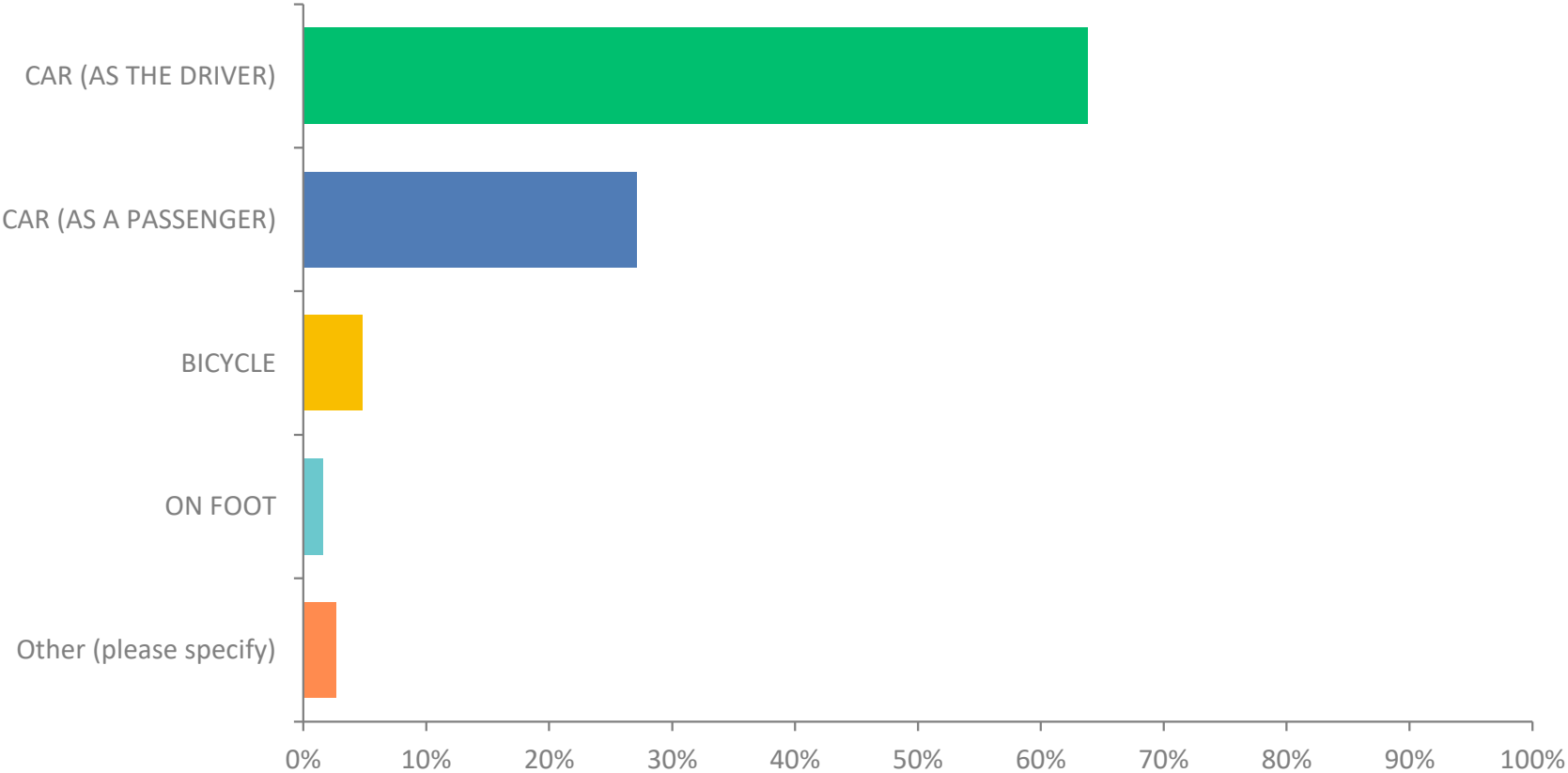
Date Created: Sunday, July 16, 2023

Complete Responses: 188

Powered by  SurveyMonkey®

Q2: HOW DID YOU ARRIVE AT LIDL TODAY?

Answered: 188 Skipped: 0



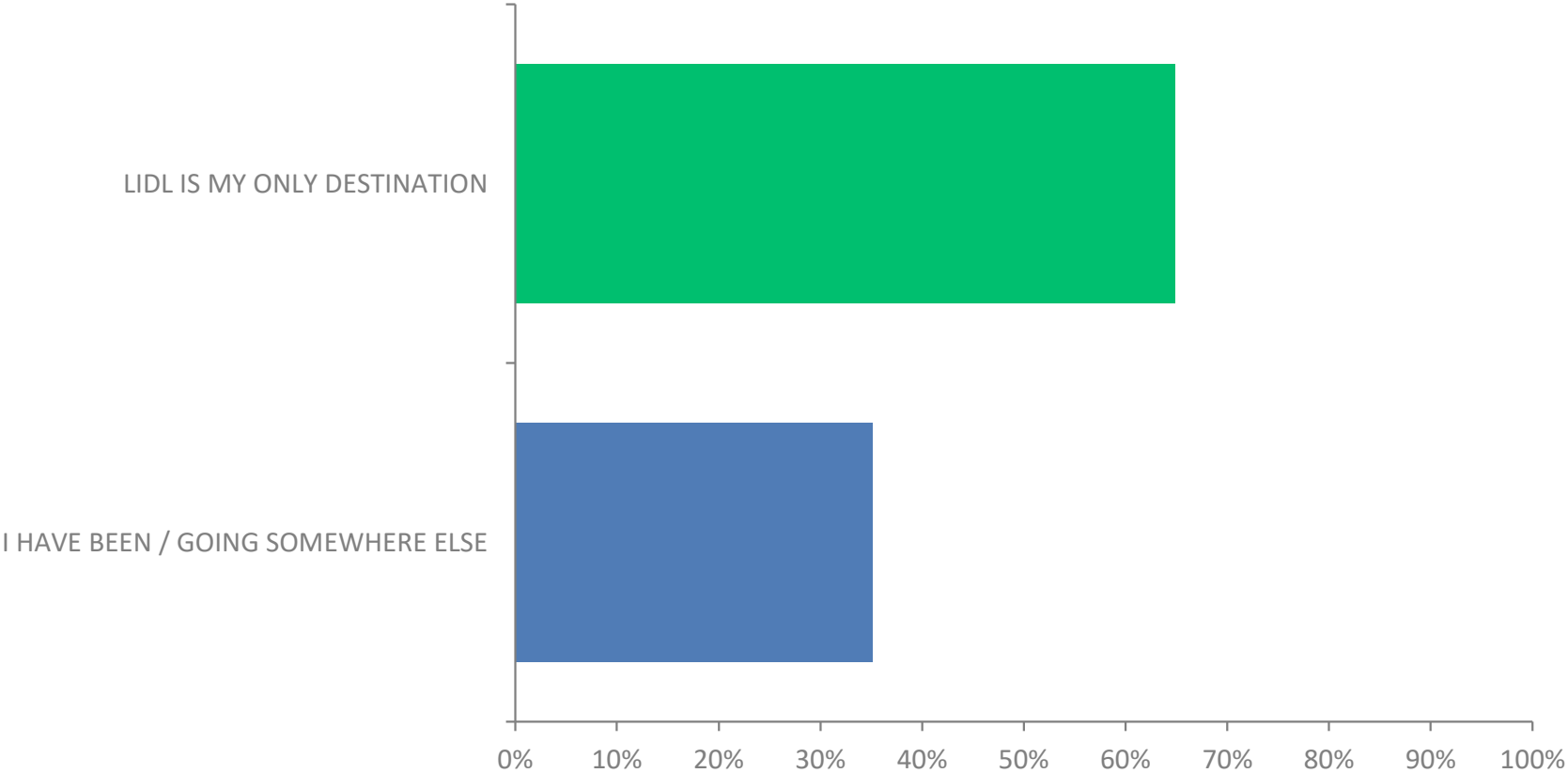
Q2: HOW DID YOU ARRIVE AT LIDL TODAY?

Answered: 188 Skipped: 0

ANSWER CHOICES	RESPONSES	
CAR (AS THE DRIVER)	63.83%	120
CAR (AS A PASSENGER)	27.13%	51
BICYCLE	4.79%	9
ON FOOT	1.60%	3
Other (please specify)	2.66%	5
TOTAL		188

Q3: IS LIDL YOUR ONLY DESTINATION, OR ARE YOU COMING FROM OR GOING ELSEWHERE?

Answered: 188 Skipped: 0



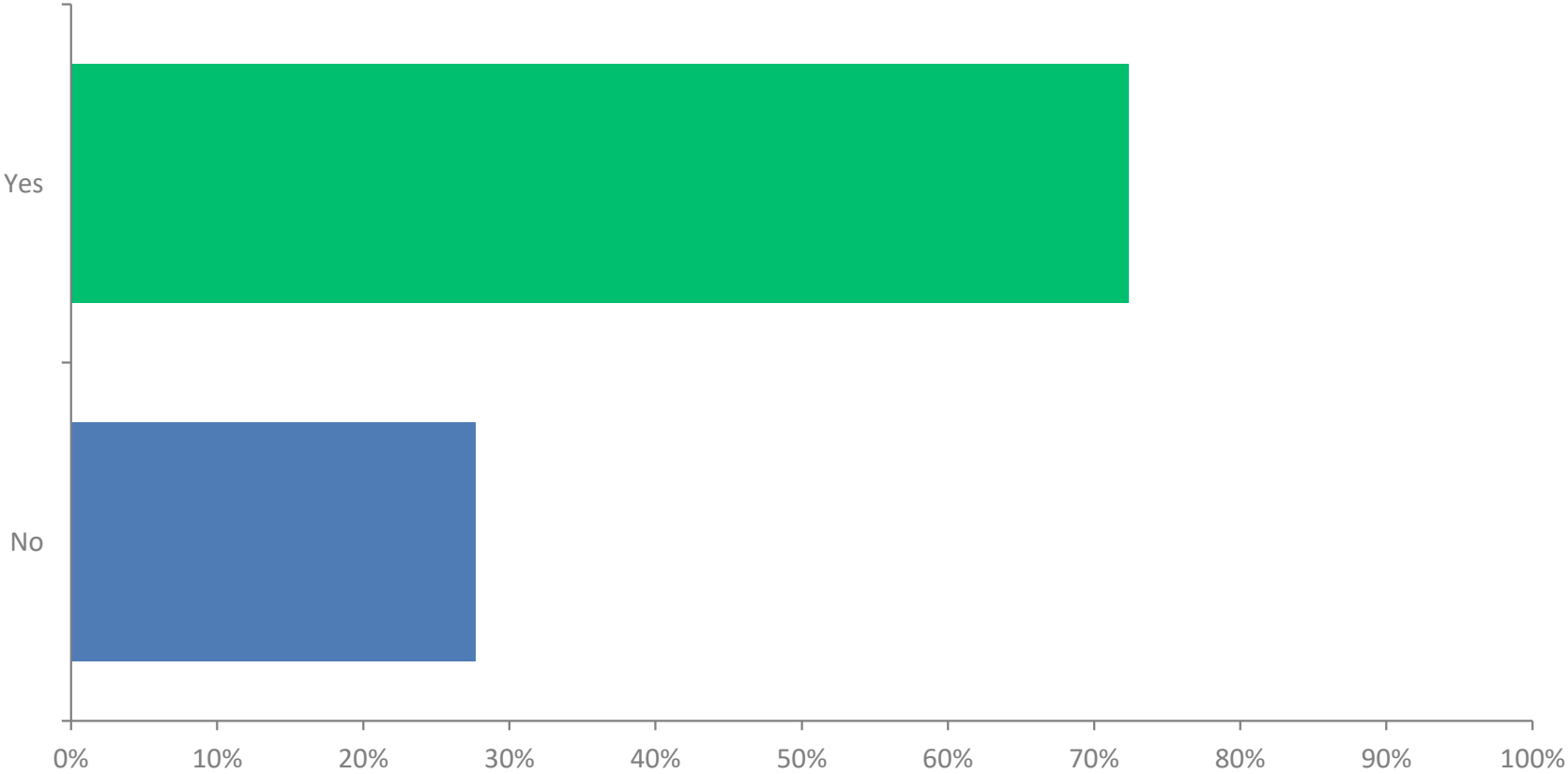
Q3: IS LIDL YOUR ONLY DESTINATION, OR ARE YOU COMING FROM OR GOING ELSEWHERE?

Answered: 188 Skipped: 0

ANSWER CHOICES	RESPONSES	
LIDL IS MY ONLY DESTINATION	64.89%	122
I HAVE BEEN / GOING SOMEWHERE ELSE	35.11%	66
TOTAL		188

Q4: IF YOU WERE NOT VISITING LIDL TODAY, WOULD YOU BE PASSING THE RETAIL PARK TO AN ONWARD DESTINATION?

Answered: 188 Skipped: 0



Q4: IF YOU WERE NOT VISITING LIDL TODAY, WOULD YOU BE PASSING THE RETAIL PARK TO AN ONWARD DESTINATION?

Answered: 188 Skipped: 0

ANSWER CHOICES	RESPONSES	
Yes	72.34%	136
No	27.66%	52
TOTAL		188

LIDL TRIP PURPOSE - SLOUGH

Wednesday, July 26, 2023

216

Total Responses

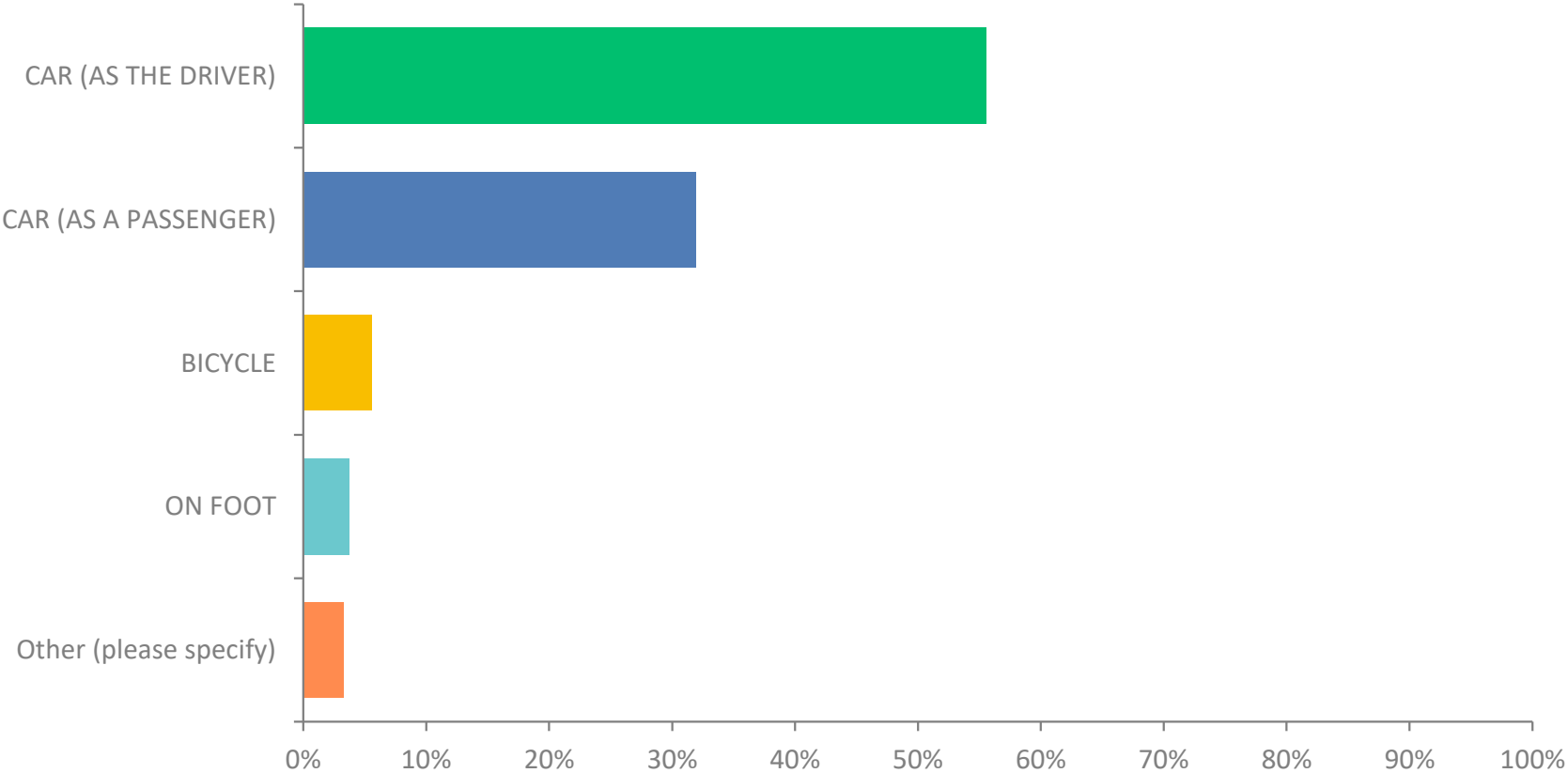
Date Created: Sunday, July 16, 2023

Complete Responses: 216

Powered by  SurveyMonkey®

Q2: HOW DID YOU ARRIVE AT LIDL TODAY?

Answered: 216 Skipped: 0



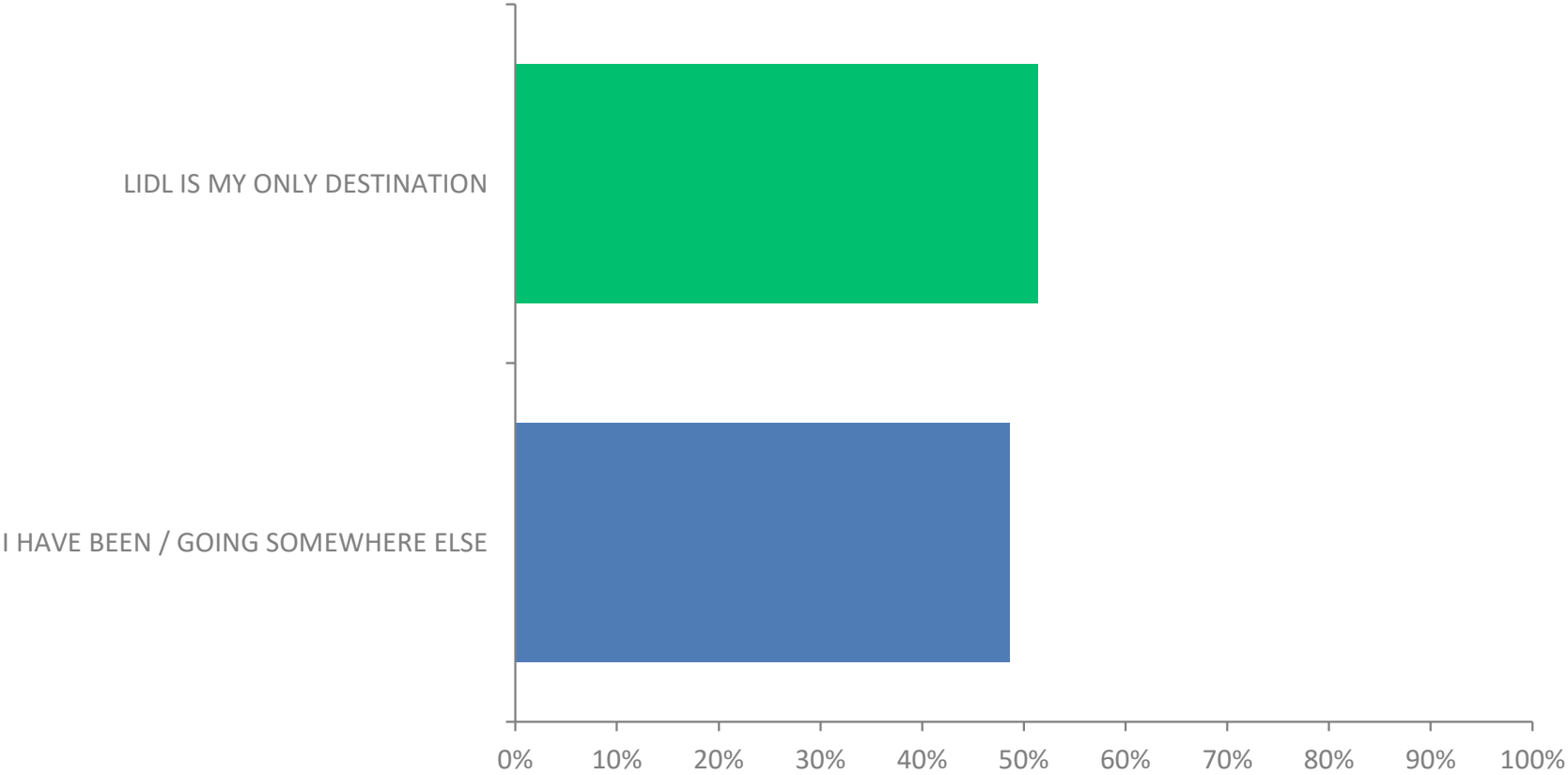
Q2: HOW DID YOU ARRIVE AT LIDL TODAY?

Answered: 216 Skipped: 0

ANSWER CHOICES	RESPONSES	
CAR (AS THE DRIVER)	55.56%	120
CAR (AS A PASSENGER)	31.94%	69
BICYCLE	5.56%	12
ON FOOT	3.70%	8
Other (please specify)	3.24%	7
TOTAL		216

Q3: IS LIDL YOUR ONLY DESTINATION, OR ARE YOU COMING FROM OR GOING ELSEWHERE?

Answered: 216 Skipped: 0



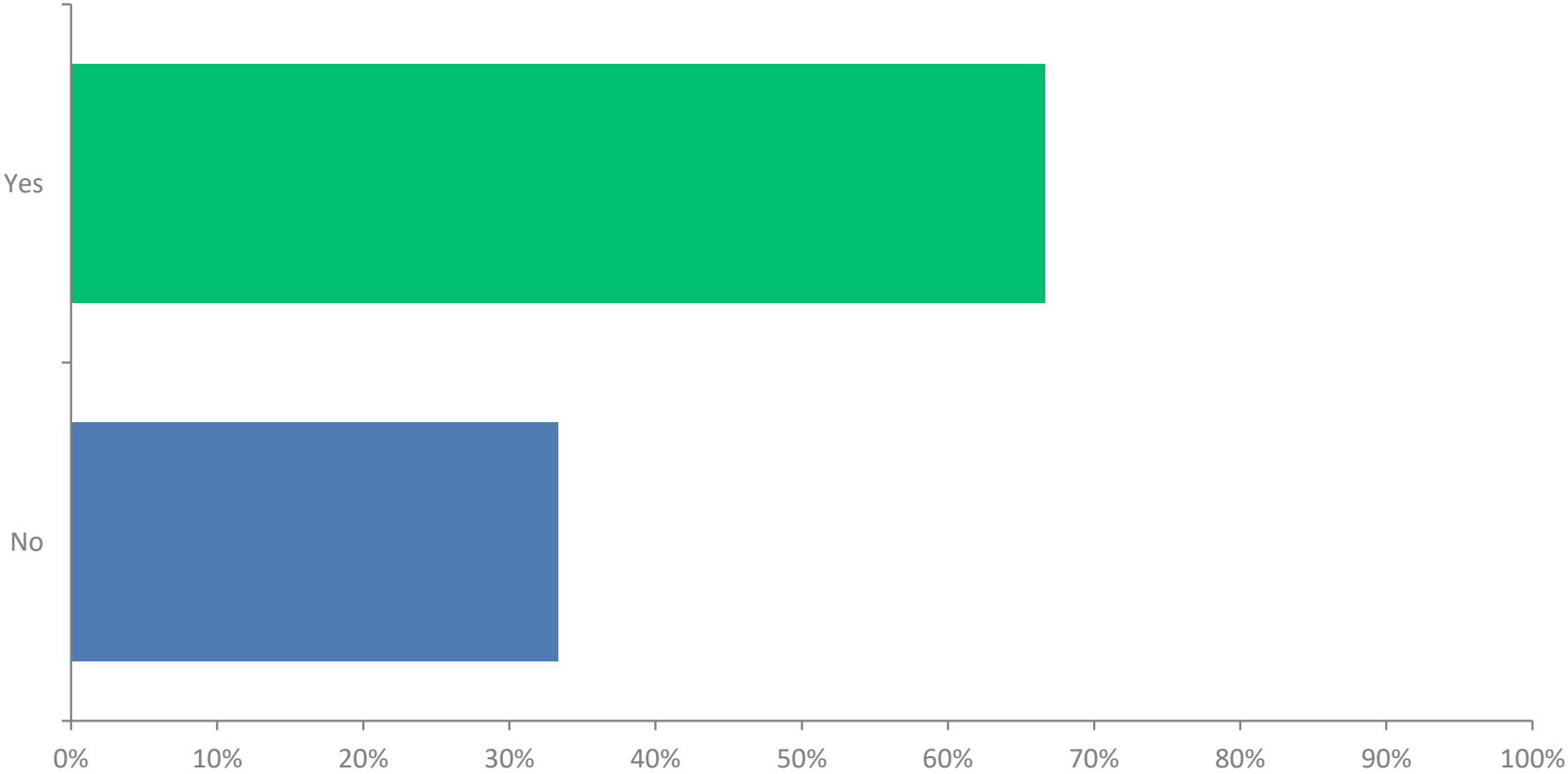
Q3: IS LIDL YOUR ONLY DESTINATION, OR ARE YOU COMING FROM OR GOING ELSEWHERE?

Answered: 216 Skipped: 0

ANSWER CHOICES	RESPONSES	
LIDL IS MY ONLY DESTINATION	51.39%	111
I HAVE BEEN / GOING SOMEWHERE ELSE	48.61%	105
TOTAL		216

Q4: IF YOU WERE NOT VISITING LIDL TODAY, WOULD YOU BE PASSING THE RETAIL PARK TO AN ONWARD DESTINATION?

Answered: 216 Skipped: 0



Q4: IF YOU WERE NOT VISITING LIDL TODAY, WOULD YOU BE PASSING THE RETAIL PARK TO AN ONWARD DESTINATION?

Answered: 216 Skipped: 0

ANSWER CHOICES	RESPONSES	
Yes	66.67%	144
No	33.33%	72
TOTAL		216

Appendix G: Traffic Survey Data – June / July 2023

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 01/07/2023

DAY: SATURDAY

TIME	A TO B FROM OXFORD ROAD (E) TO RETAIL PARK ACCESS								A TO C FROM OXFORD ROAD (E) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	18	2	1	0	0	0	0	21	102	12	1	0	3	2	1	121
10:15	18	2	0	0	0	0	2	22	113	18	0	0	2	3	0	136
10:30	32	2	0	0	0	1	1	36	121	15	0	2	4	1	1	144
10:45	23	1	0	0	0	0	1	25	114	14	1	1	2	3	7	142
H/TOT	91	7	1	0	0	1	4	104	450	59	2	3	11	9	9	543
11:00	21	2	0	0	0	1	0	24	123	14	0	0	3	2	3	145
11:15	21	2	0	1	0	2	0	26	122	8	1	0	2	2	0	135
11:30	31	4	0	0	0	0	0	35	121	14	2	0	2	1	0	140
11:45	30	2	0	0	0	0	1	33	120	12	1	0	2	1	2	138
H/TOT	103	10	0	1	0	3	1	118	486	48	4	0	9	6	5	558
12:00	35	2	0	0	0	1	0	38	125	9	0	0	3	1	2	140
12:15	24	4	0	0	0	2	1	31	125	15	0	0	3	2	4	149
12:30	23	2	0	0	0	0	0	25	87	16	0	0	3	2	0	108
12:45	30	0	0	0	0	1	0	31	114	14	1	0	2	7	3	141
H/TOT	112	8	0	0	0	4	1	125	451	54	1	0	11	12	9	538
13:00	25	2	0	0	0	1	0	28	109	9	0	0	2	4	1	125
13:15	33	2	0	0	0	0	0	35	121	7	0	0	3	3	0	134
13:30	22	1	0	0	0	1	0	24	123	16	0	0	1	3	0	143
13:45	23	1	0	0	0	1	4	29	101	12	0	0	3	4	0	120
H/TOT	103	6	0	0	0	3	4	116	454	44	0	0	9	14	1	522
14:00	19	3	0	0	0	0	1	23	137	19	0	0	3	3	1	163
14:15	30	2	0	0	0	0	1	33	117	16	1	0	1	7	2	144
14:30	27	3	0	0	0	0	0	30	93	8	0	0	4	3	1	109
14:45	21	1	0	0	0	0	1	23	95	15	1	0	2	3	12	128
H/TOT	97	9	0	0	0	0	3	109	442	58	2	0	10	16	16	544
15:00	23	2	0	0	0	1	2	28	98	11	0	0	2	2	2	115
15:15	25	1	0	0	0	2	1	29	124	12	0	2	2	4	3	147
15:30	25	3	1	1	0	0	0	30	101	16	1	1	2	1	2	124
15:45	33	2	0	0	0	1	1	37	100	11	0	0	2	4	5	122
H/TOT	106	8	1	1	0	4	4	124	423	50	1	3	8	11	12	508
P/TOT	612	48	2	2	0	15	17	696	2706	313	10	6	58	68	52	3213

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 01/07/2023

DAY: SATURDAY

TIME	B TO A								B TO C							
	FROM RETAIL PARK ACCESS TO OXFORD ROAD (E)								FROM RETAIL PARK ACCESS TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	2	0	0	0	0	0	0	2	49	2	1	0	0	0	3	55
10:15	2	0	0	0	0	0	0	2	57	7	0	0	0	0	0	64
10:30	3	0	0	0	0	0	0	3	40	1	0	0	0	0	0	41
10:45	0	1	0	0	0	0	0	1	58	6	0	0	0	2	1	67
H/TOT	7	1	0	0	0	0	0	8	204	16	1	0	0	2	4	227
11:00	0	0	0	0	0	0	2	2	53	8	0	0	0	2	2	65
11:15	1	0	0	0	0	0	0	1	66	7	0	0	0	0	1	74
11:30	0	1	0	0	0	1	0	2	60	9	0	0	0	2	0	71
11:45	2	1	0	0	0	0	0	3	64	8	0	0	0	1	0	73
H/TOT	3	2	0	0	0	1	2	8	243	32	0	0	0	5	3	283
12:00	1	0	0	0	0	0	0	1	69	12	0	0	0	1	0	82
12:15	1	1	0	0	0	2	1	5	67	6	0	0	0	0	5	78
12:30	1	1	0	0	0	0	1	3	70	10	0	0	0	2	0	82
12:45	0	0	0	0	0	0	0	0	67	8	0	0	0	2	0	77
H/TOT	3	2	0	0	0	2	2	9	273	36	0	0	0	5	5	319
13:00	3	0	0	0	0	0	1	4	72	11	0	1	0	0	0	84
13:15	1	0	0	0	0	0	1	2	80	2	0	0	0	2	1	85
13:30	4	0	0	0	0	0	0	4	63	6	0	0	0	1	0	70
13:45	0	0	0	0	0	0	0	0	82	3	0	0	0	3	1	89
H/TOT	8	0	0	0	0	0	2	10	297	22	0	1	0	6	2	328
14:00	1	0	0	0	0	2	3	6	64	7	0	0	0	0	1	72
14:15	0	0	0	0	0	0	2	2	61	6	0	0	0	1	0	68
14:30	1	0	0	0	0	0	2	3	73	6	0	0	0	0	2	81
14:45	2	0	0	0	0	0	0	2	48	9	0	0	0	1	1	59
H/TOT	4	0	0	0	0	2	7	13	246	28	0	0	0	2	4	280
15:00	2	0	0	0	0	0	0	2	64	7	0	0	0	1	0	72
15:15	1	1	0	0	0	0	0	2	56	3	0	0	0	1	3	63
15:30	0	0	0	0	0	0	0	0	59	5	0	0	0	1	1	66
15:45	4	0	0	0	0	0	0	4	86	3	0	0	0	3	0	92
H/TOT	7	1	0	0	0	0	0	8	265	18	0	0	0	6	4	293
P/TOT	32	6	0	0	0	5	13	56	1528	152	1	1	0	26	22	1730

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 01/07/2023

DAY: SATURDAY

TIME	C TO A FROM OXFORD ROAD (W) TO OXFORD ROAD (E)								C TO B FROM OXFORD ROAD (W) TO RETAIL PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	130	13	4	1	3	2	1	154	33	3	1	0	0	0	0	37
10:15	138	10	0	0	2	3	2	155	27	0	0	0	0	0	0	27
10:30	117	15	1	0	2	1	0	136	42	1	0	0	0	0	0	43
10:45	134	18	1	1	3	2	8	167	32	5	0	0	0	0	0	37
H/TOT	519	56	6	2	10	8	11	612	134	9	1	0	0	0	0	144
11:00	146	10	2	0	2	3	1	164	36	5	0	0	0	1	0	42
11:15	150	13	1	1	3	3	5	176	43	5	0	0	0	1	0	49
11:30	131	18	0	0	2	2	2	155	57	4	0	0	0	0	0	61
11:45	122	14	2	0	3	2	2	145	39	4	0	0	0	1	0	44
H/TOT	549	55	5	1	10	10	10	640	175	18	0	0	0	3	0	196
12:00	159	19	2	0	3	2	4	189	37	4	0	0	0	1	0	42
12:15	156	10	2	0	1	4	3	176	42	2	0	0	0	0	0	44
12:30	155	16	2	0	2	1	0	176	46	7	0	0	0	1	0	54
12:45	143	14	1	0	3	1	1	163	48	6	0	0	0	1	0	55
H/TOT	613	59	7	0	9	8	8	704	173	19	0	0	0	3	0	195
13:00	144	13	2	1	3	4	1	168	53	0	0	0	0	2	0	55
13:15	163	12	0	1	2	2	2	182	34	1	0	0	0	0	0	35
13:30	147	12	0	0	3	6	1	169	44	1	0	0	0	0	0	45
13:45	148	12	0	0	2	4	4	170	50	3	0	0	0	1	0	54
H/TOT	602	49	2	2	10	16	8	689	181	5	0	0	0	3	0	189
14:00	139	11	0	0	3	2	1	156	34	2	0	0	0	0	0	36
14:15	148	16	0	0	1	7	2	174	34	1	0	0	0	1	0	36
14:30	146	13	2	0	4	6	4	175	33	5	0	0	0	1	0	39
14:45	112	10	1	0	3	4	3	133	52	4	0	0	0	1	0	57
H/TOT	545	50	3	0	11	19	10	638	153	12	0	0	0	3	0	168
15:00	125	12	0	0	3	3	0	143	29	6	0	0	0	0	0	35
15:15	118	13	1	0	1	3	1	137	37	2	0	0	0	0	0	39
15:30	115	12	0	0	2	6	4	139	46	1	0	0	0	0	2	49
15:45	119	18	2	0	3	3	4	149	42	1	0	0	0	2	0	45
H/TOT	477	55	3	0	9	15	9	568	154	10	0	0	0	2	2	168
P/TOT	3305	324	26	5	59	76	56	3851	970	73	1	0	0	14	2	1060

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 01/07/2023

DAY: SATURDAY

TIME	TO ARM A OXFORD ROAD (E)								FROM ARM A OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	132	13	4	1	3	2	1	156	120	14	2	0	3	2	1	142
10:15	140	10	0	0	2	3	2	157	131	20	0	0	2	3	2	158
10:30	120	15	1	0	2	1	0	139	153	17	0	2	4	2	2	180
10:45	134	19	1	1	3	2	8	168	137	15	1	1	2	3	8	167
H/TOT	526	57	6	2	10	8	11	620	541	66	3	3	11	10	13	647
11:00	146	10	2	0	2	3	3	166	144	16	0	0	3	3	3	169
11:15	151	13	1	1	3	3	5	177	143	10	1	1	2	4	0	161
11:30	131	19	0	0	2	3	2	157	152	18	2	0	2	1	0	175
11:45	124	15	2	0	3	2	2	148	150	14	1	0	2	1	3	171
H/TOT	552	57	5	1	10	11	12	648	589	58	4	1	9	9	6	676
12:00	160	19	2	0	3	2	4	190	160	11	0	0	3	2	2	178
12:15	157	11	2	0	1	6	4	181	149	19	0	0	3	4	5	180
12:30	156	17	2	0	2	1	1	179	110	18	0	0	3	2	0	133
12:45	143	14	1	0	3	1	1	163	144	14	1	0	2	8	3	172
H/TOT	616	61	7	0	9	10	10	713	563	62	1	0	11	16	10	663
13:00	147	13	2	1	3	4	2	172	134	11	0	0	2	5	1	153
13:15	164	12	0	1	2	2	3	184	154	9	0	0	3	3	0	169
13:30	151	12	0	0	3	6	1	173	145	17	0	0	1	4	0	167
13:45	148	12	0	0	2	4	4	170	124	13	0	0	3	5	4	149
H/TOT	610	49	2	2	10	16	10	699	557	50	0	0	9	17	5	638
14:00	140	11	0	0	3	4	4	162	156	22	0	0	3	3	2	186
14:15	148	16	0	0	1	7	4	176	147	18	1	0	1	7	3	177
14:30	147	13	2	0	4	6	6	178	120	11	0	0	4	3	1	139
14:45	114	10	1	0	3	4	3	135	116	16	1	0	2	3	13	151
H/TOT	549	50	3	0	11	21	17	651	539	67	2	0	10	16	19	653
15:00	127	12	0	0	3	3	0	145	121	13	0	0	2	3	4	143
15:15	119	14	1	0	1	3	1	139	149	13	0	2	2	6	4	176
15:30	115	12	0	0	2	6	4	139	126	19	2	2	2	1	2	154
15:45	123	18	2	0	3	3	4	153	133	13	0	0	2	5	6	159
H/TOT	484	56	3	0	9	15	9	576	529	58	2	4	8	15	16	632
P/TOT	3337	330	26	5	59	81	69	3907	3318	361	12	8	58	83	69	3909

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 01/07/2023

DAY: SATURDAY

TIME	TO ARM B								FROM ARM B							
	RETAIL PARK ACCESS								RETAIL PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	51	5	2	0	0	0	0	58	51	2	1	0	0	0	3	57
10:15	45	2	0	0	0	0	2	49	59	7	0	0	0	0	0	66
10:30	74	3	0	0	0	1	1	79	43	1	0	0	0	0	0	44
10:45	55	6	0	0	0	0	1	62	58	7	0	0	0	2	1	68
H/TOT	225	16	2	0	0	1	4	248	211	17	1	0	0	2	4	235
11:00	57	7	0	0	0	2	0	66	53	8	0	0	0	2	4	67
11:15	64	7	0	1	0	3	0	75	67	7	0	0	0	0	1	75
11:30	88	8	0	0	0	0	0	96	60	10	0	0	0	3	0	73
11:45	69	6	0	0	0	1	1	77	66	9	0	0	0	1	0	76
H/TOT	278	28	0	1	0	6	1	314	246	34	0	0	0	6	5	291
12:00	72	6	0	0	0	2	0	80	70	12	0	0	0	1	0	83
12:15	66	6	0	0	0	2	1	75	68	7	0	0	0	2	6	83
12:30	69	9	0	0	0	1	0	79	71	11	0	0	0	2	1	85
12:45	78	6	0	0	0	2	0	86	67	8	0	0	0	2	0	77
H/TOT	285	27	0	0	0	7	1	320	276	38	0	0	0	7	7	328
13:00	78	2	0	0	0	3	0	83	75	11	0	1	0	0	1	88
13:15	67	3	0	0	0	0	0	70	81	2	0	0	0	2	2	87
13:30	66	2	0	0	0	1	0	69	67	6	0	0	0	1	0	74
13:45	73	4	0	0	0	2	4	83	82	3	0	0	0	3	1	89
H/TOT	284	11	0	0	0	6	4	305	305	22	0	1	0	6	4	338
14:00	53	5	0	0	0	0	1	59	65	7	0	0	0	2	4	78
14:15	64	3	0	0	0	1	1	69	61	6	0	0	0	1	2	70
14:30	60	8	0	0	0	1	0	69	74	6	0	0	0	0	4	84
14:45	73	5	0	0	0	1	1	80	50	9	0	0	0	1	1	61
H/TOT	250	21	0	0	0	3	3	277	250	28	0	0	0	4	11	293
15:00	52	8	0	0	0	1	2	63	66	7	0	0	0	1	0	74
15:15	62	3	0	0	0	2	1	68	57	4	0	0	0	1	3	65
15:30	71	4	1	1	0	0	2	79	59	5	0	0	0	1	1	66
15:45	75	3	0	0	0	3	1	82	90	3	0	0	0	3	0	96
H/TOT	260	18	1	1	0	6	6	292	272	19	0	0	0	6	4	301
P/TOT	1582	121	3	2	0	29	19	1756	1560	158	1	1	0	31	35	1786

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 01/07/2023

DAY: SATURDAY

TIME	TO ARM C OXFORD ROAD (W)								FROM ARM C OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	151	14	2	0	3	2	4	176	163	16	5	1	3	2	1	191
10:15	170	25	0	0	2	3	0	200	165	10	0	0	2	3	2	182
10:30	161	16	0	2	4	1	1	185	159	16	1	0	2	1	0	179
10:45	172	20	1	1	2	5	8	209	166	23	1	1	3	2	8	204
H/TOT	654	75	3	3	11	11	13	770	653	65	7	2	10	8	11	756
11:00	176	22	0	0	3	4	5	210	182	15	2	0	2	4	1	206
11:15	188	15	1	0	2	2	1	209	193	18	1	1	3	4	5	225
11:30	181	23	2	0	2	3	0	211	188	22	0	0	2	2	2	216
11:45	184	20	1	0	2	2	2	211	161	18	2	0	3	3	2	189
H/TOT	729	80	4	0	9	11	8	841	724	73	5	1	10	13	10	836
12:00	194	21	0	0	3	2	2	222	196	23	2	0	3	3	4	231
12:15	192	21	0	0	3	2	9	227	198	12	2	0	1	4	3	220
12:30	157	26	0	0	3	4	0	190	201	23	2	0	2	2	0	230
12:45	181	22	1	0	2	9	3	218	191	20	1	0	3	2	1	218
H/TOT	724	90	1	0	11	17	14	857	786	78	7	0	9	11	8	899
13:00	181	20	0	1	2	4	1	209	197	13	2	1	3	6	1	223
13:15	201	9	0	0	3	5	1	219	197	13	0	1	2	2	2	217
13:30	186	22	0	0	1	4	0	213	191	13	0	0	3	6	1	214
13:45	183	15	0	0	3	7	1	209	198	15	0	0	2	5	4	224
H/TOT	751	66	0	1	9	20	3	850	783	54	2	2	10	19	8	878
14:00	201	26	0	0	3	3	2	235	173	13	0	0	3	2	1	192
14:15	178	22	1	0	1	8	2	212	182	17	0	0	1	8	2	210
14:30	166	14	0	0	4	3	3	190	179	18	2	0	4	7	4	214
14:45	143	24	1	0	2	4	13	187	164	14	1	0	3	5	3	190
H/TOT	688	86	2	0	10	18	20	824	698	62	3	0	11	22	10	806
15:00	162	18	0	0	2	3	2	187	154	18	0	0	3	3	0	178
15:15	180	15	0	2	2	5	6	210	155	15	1	0	1	3	1	176
15:30	160	21	1	1	2	2	3	190	161	13	0	0	2	6	6	188
15:45	186	14	0	0	2	7	5	214	161	19	2	0	3	5	4	194
H/TOT	688	68	1	3	8	17	16	801	631	65	3	0	9	17	11	736
P/TOT	4234	465	11	7	58	94	74	4943	4275	397	27	5	59	90	58	4911

QUEUE LENGTHS

JOB REF: 12512



JOB NAME: READING

SITE: 1

DATE: 01/07/2023

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)

DAY: SATURDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C		TIME	ARM A	ARM B	ARM C	
	OXFORD ROAD (E)	RETAIL PARK ACCESS	OXFORD ROAD (W)			OXFORD ROAD (E)	RETAIL PARK ACCESS	OXFORD ROAD (W)	
	LANE 1	LANE 1	LANE 1	LANE 2		LANE 1	LANE 1	LANE 1	LANE 2
10:00	1	3	0	2	13:00	3	6	3	2
10:05	2	5	3	2	13:05	4	2	2	2
10:10	1	3	1	1	13:10	3	4	2	1
10:15	1	4	1	2	13:15	2	3	2	1
10:20	1	3	2	0	13:20	0	2	1	1
10:25	0	2	0	1	13:25	2	1	2	3
10:30	1	2	2	2	13:30	2	2	0	0
10:35	0	2	2	2	13:35	4	2	1	1
10:40	4	2	2	0	13:40	2	3	0	0
10:45	5	2	2	3	13:45	0	2	0	0
10:50	5	1	2	2	13:50	3	3	1	1
10:55	6	7	2	3	13:55	2	2	0	1
11:00	4	3	2	2	14:00	2	5	2	3
11:05	1	2	1	2	14:05	3	5	1	2
11:10	1	2	1	3	14:10	2	5	0	0
11:15	2	1	1	2	14:15	0	4	2	2
11:20	4	2	1	1	14:20	0	4	1	1
11:25	2	3	1	1	14:25	1	3	1	2
11:30	2	4	2	2	14:30	2	2	2	1
11:35	1	2	0	0	14:35	0	3	0	0
11:40	1	2	1	1	14:40	1	2	1	2
11:45	2	4	2	1	14:45	4	4	2	1
11:50	0	4	1	1	14:50	1	3	0	0
11:55	5	5	0	0	14:55	0	2	0	0
12:00	2	2	1	2	15:00	3	2	1	3
12:05	3	4	2	2	15:05	2	6	0	0
12:10	4	5	1	2	15:10	1	4	1	1
12:15	4	3	2	4	15:15	2	3	1	2
12:20	2	4	2	3	15:20	1	2	2	1
12:25	3	3	1	2	15:25	3	3	1	0
12:30	3	3	3	2	15:30	0	2	1	1
12:35	0	4	2	2	15:35	1	2	1	0
12:40	2	5	4	2	15:40	1	2	2	0
12:45	4	4	2	2	15:45	2	6	0	0
12:50	5	3	2	1	15:50	1	5	0	1
12:55	0	2	1	3	15:55	1	2	0	0

MANUAL CLASSIFIED COUNTS



JOB REF: 12512

JOB NAME: READING

SITE: 2

DATE: 01/07/2023

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD

DAY: SATURDAY

TIME	A TO A FROM WIGMORE LANE TO WIGMORE LANE								A TO B FROM WIGMORE LANE TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	5	0	0	0	0	0	0	5	41	5	1	1	0	0	0	48
10:15	3	1	0	0	0	0	0	4	38	3	0	0	0	1	0	42
10:30	4	0	0	0	0	0	0	4	45	4	0	0	0	0	0	49
10:45	3	2	0	0	0	0	0	5	46	8	1	0	0	0	0	55
H/TOT	15	3	0	0	0	0	0	18	170	20	2	1	0	1	0	194
11:00	7	1	0	0	0	0	0	8	54	4	0	0	0	0	0	58
11:15	4	0	0	0	0	0	0	4	59	2	0	0	0	2	0	63
11:30	6	1	0	0	0	0	0	7	51	7	0	0	0	0	0	58
11:45	5	0	0	0	0	0	0	5	30	9	0	0	0	0	0	39
H/TOT	22	2	0	0	0	0	0	24	194	22	0	0	0	2	0	218
12:00	4	1	0	0	0	0	0	5	44	6	0	0	0	0	1	51
12:15	5	0	0	0	0	0	0	5	47	8	0	0	0	0	0	55
12:30	0	1	0	0	0	0	0	1	43	9	1	0	0	0	0	53
12:45	0	1	0	0	0	0	0	1	57	9	0	0	0	0	0	66
H/TOT	9	3	0	0	0	0	0	12	191	32	1	0	0	0	1	225
13:00	7	2	0	0	0	0	0	9	48	1	1	0	0	2	0	52
13:15	1	0	0	0	0	0	0	1	48	4	0	1	0	0	0	53
13:30	3	0	0	0	0	0	0	3	55	1	0	0	0	1	0	57
13:45	3	0	0	0	0	0	0	3	48	6	0	0	0	1	0	55
H/TOT	14	2	0	0	0	0	0	16	199	12	1	1	0	4	0	217
14:00	3	0	0	0	0	0	0	3	39	4	0	0	0	0	0	43
14:15	5	0	0	0	0	0	0	5	53	5	0	0	0	1	0	59
14:30	3	0	0	0	0	0	0	3	43	5	1	0	0	3	0	52
14:45	2	1	0	0	0	0	0	3	43	4	0	0	0	0	0	47
H/TOT	13	1	0	0	0	0	0	14	178	18	1	0	0	4	0	201
15:00	5	0	0	0	0	0	0	5	49	8	0	0	0	0	0	57
15:15	5	0	0	0	0	0	0	5	39	3	0	0	0	0	0	42
15:30	3	0	0	0	0	0	0	3	44	4	0	0	0	0	0	48
15:45	2	0	0	0	0	0	0	2	39	6	0	0	0	1	0	46
H/TOT	15	0	0	0	0	0	0	15	171	21	0	0	0	1	0	193
P/TOT	88	11	0	0	0	0	0	99	1103	125	5	2	0	12	1	1248

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	A TO C FROM WIGMORE LANE TO NORCOT ROAD								A TO D FROM WIGMORE LANE TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	51	8	1	0	0	0	1	61	70	9	0	0	0	0	0	79
10:15	60	2	0	0	0	0	1	63	67	9	0	0	0	1	0	77
10:30	59	9	0	0	0	0	1	69	73	10	0	0	0	0	0	83
10:45	61	6	0	0	0	0	0	67	84	8	1	0	0	1	0	94
H/TOT	231	25	1	0	0	0	3	260	294	36	1	0	0	2	0	333
11:00	53	2	0	0	0	0	0	55	73	7	0	0	0	0	1	81
11:15	55	7	0	0	0	0	0	62	80	10	0	0	0	2	0	92
11:30	46	5	0	0	0	0	0	51	84	8	0	0	0	0	0	92
11:45	47	7	0	0	0	0	0	54	78	15	0	0	0	0	0	93
H/TOT	201	21	0	0	0	0	0	222	315	40	0	0	0	2	1	358
12:00	53	6	0	0	0	1	0	60	74	8	0	0	0	0	0	82
12:15	71	4	0	0	0	0	0	75	82	16	0	0	0	0	0	98
12:30	53	6	0	0	0	0	0	59	77	10	0	0	1	1	0	89
12:45	60	5	0	0	0	1	0	66	91	10	0	0	0	0	0	101
H/TOT	237	21	0	0	0	2	0	260	324	44	0	0	1	1	0	370
13:00	54	4	0	0	0	0	0	58	87	8	0	0	0	2	0	97
13:15	56	6	0	0	0	0	0	62	106	8	0	0	0	1	0	115
13:30	54	5	0	0	0	0	0	59	89	15	0	0	0	4	0	108
13:45	51	6	0	0	0	0	0	57	84	12	1	1	0	1	0	99
H/TOT	215	21	0	0	0	0	0	236	366	43	1	1	0	8	0	419
14:00	56	4	0	0	0	1	0	61	77	8	0	0	0	0	0	85
14:15	58	7	0	0	0	0	0	65	62	7	0	0	0	2	0	71
14:30	49	4	0	0	0	0	0	53	66	6	0	0	0	0	1	73
14:45	64	5	0	0	0	1	1	71	73	9	0	0	0	1	0	83
H/TOT	227	20	0	0	0	2	1	250	278	30	0	0	0	3	1	312
15:00	48	3	0	0	0	0	0	51	68	3	0	0	0	4	0	75
15:15	35	6	0	0	0	2	0	43	83	10	0	0	0	0	0	93
15:30	52	3	0	0	0	0	0	55	96	6	0	0	0	1	1	104
15:45	38	0	0	0	0	1	0	39	72	7	0	0	0	1	1	81
H/TOT	173	12	0	0	0	3	0	188	319	26	0	0	0	6	2	353
P/TOT	1284	120	1	0	0	7	4	1416	1896	219	2	1	1	22	4	2145

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	B TO A FROM OXFORD ROAD (E) TO WIGMORE LANE								B TO B FROM OXFORD ROAD (E) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	41	5	1	0	0	1	0	48	13	1	0	1	0	0	0	15
10:15	35	3	0	0	0	0	0	38	15	2	0	0	0	0	0	17
10:30	37	4	0	1	0	0	0	42	5	0	0	0	0	0	0	5
10:45	40	3	1	0	0	0	0	44	11	4	0	0	0	1	0	16
H/TOT	153	15	2	1	0	1	0	172	44	7	0	1	0	1	0	53
11:00	29	4	0	0	0	0	0	33	11	1	0	0	0	0	0	12
11:15	37	6	0	0	0	0	0	43	16	2	0	0	0	0	0	18
11:30	41	6	2	0	0	0	0	49	9	3	0	0	0	0	0	12
11:45	40	6	0	0	0	1	0	47	10	2	0	0	0	0	0	12
H/TOT	147	22	2	0	0	1	0	172	46	8	0	0	0	0	0	54
12:00	50	6	0	0	0	1	1	58	10	0	0	0	0	0	0	10
12:15	48	10	0	0	0	0	1	59	14	0	0	0	0	0	0	14
12:30	30	10	1	0	0	0	0	41	3	2	0	0	0	0	0	5
12:45	43	7	1	0	0	0	0	51	2	1	0	0	0	0	0	3
H/TOT	171	33	2	0	0	1	2	209	29	3	0	0	0	0	0	32
13:00	49	7	0	0	0	1	0	57	17	3	0	1	0	0	0	21
13:15	36	4	0	0	0	1	0	41	23	0	0	0	0	0	0	23
13:30	56	7	0	0	0	1	0	64	14	3	0	0	0	0	0	17
13:45	57	5	0	0	0	0	0	62	27	0	0	0	0	0	0	27
H/TOT	198	23	0	0	0	3	0	224	81	6	0	1	0	0	0	88
14:00	61	8	0	0	0	1	0	70	14	3	0	0	0	0	0	17
14:15	40	7	1	0	0	2	0	50	17	2	0	0	0	0	0	19
14:30	32	2	0	0	0	0	0	34	25	1	0	0	0	0	0	26
14:45	36	6	0	0	0	0	0	42	13	1	0	0	0	0	0	14
H/TOT	169	23	1	0	0	3	0	196	69	7	0	0	0	0	0	76
15:00	40	3	0	0	0	0	0	43	19	0	0	0	0	0	0	19
15:15	34	1	0	1	0	1	0	37	19	1	0	0	0	1	0	21
15:30	42	3	0	0	0	0	0	45	11	0	0	0	0	0	0	11
15:45	32	4	0	0	0	2	0	38	23	3	0	0	0	1	0	27
H/TOT	148	11	0	1	0	3	0	163	72	4	0	0	0	2	0	78
P/TOT	986	127	7	2	0	12	2	1136	341	35	0	2	0	3	0	381

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	B TO C FROM OXFORD ROAD (E) TO NORCOT ROAD								B TO D FROM OXFORD ROAD (E) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	27	0	0	0	2	1	0	30	72	9	1	0	1	0	0	83
10:15	28	8	0	0	1	1	0	38	98	15	0	0	1	1	1	116
10:30	28	4	0	0	3	0	0	35	88	10	0	0	1	2	0	101
10:45	39	2	0	0	1	2	1	45	77	10	0	1	1	3	6	98
H/TOT	122	14	0	0	7	4	1	148	335	44	1	1	4	6	7	398
11:00	44	9	0	0	2	3	0	58	88	10	0	0	1	0	0	99
11:15	42	2	1	0	1	1	2	49	91	3	0	0	1	3	0	98
11:30	39	3	0	0	2	2	0	46	81	12	1	0	0	0	1	95
11:45	40	5	1	0	1	1	0	48	95	7	0	0	1	0	1	104
H/TOT	165	19	2	0	6	7	2	201	355	32	1	0	3	3	2	396
12:00	38	5	0	0	2	1	0	46	94	10	0	0	1	0	2	107
12:15	46	3	0	0	1	2	0	52	96	9	0	0	2	1	2	110
12:30	34	4	0	0	2	1	0	41	92	11	0	0	1	1	2	107
12:45	35	1	0	0	1	2	0	39	85	11	0	0	1	4	3	104
H/TOT	153	13	0	0	6	6	0	178	367	41	0	0	5	6	9	428
13:00	37	2	0	0	1	1	0	41	87	5	0	0	1	3	2	98
13:15	42	0	0	0	2	0	0	44	90	8	0	0	0	3	0	101
13:30	43	2	0	0	1	0	0	46	70	10	0	0	1	2	0	83
13:45	33	1	0	0	2	2	0	38	82	10	0	0	1	3	1	97
H/TOT	155	5	0	0	6	3	0	169	329	33	0	0	3	11	3	379
14:00	46	3	0	0	2	0	1	52	92	12	0	0	1	1	1	107
14:15	31	8	0	0	0	2	0	41	88	7	0	0	1	5	0	101
14:30	31	5	0	0	3	0	0	39	70	7	0	0	1	3	0	81
14:45	35	4	1	0	1	1	0	42	57	15	0	0	1	2	1	76
H/TOT	143	20	1	0	6	3	1	174	307	41	0	0	4	11	2	365
15:00	40	6	0	0	1	2	0	49	65	7	0	0	1	1	0	74
15:15	42	5	0	0	1	1	0	49	82	11	0	0	0	2	2	97
15:30	32	4	0	0	2	1	0	39	85	17	0	2	0	1	2	107
15:45	42	0	0	0	2	3	0	47	87	9	0	0	1	1	1	99
H/TOT	156	15	0	0	6	7	0	184	319	44	0	2	2	5	5	377
P/TOT	894	86	3	0	37	30	4	1054	2012	235	2	3	21	42	28	2343

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	C TO A								C TO B							
	FROM NORCOT ROAD TO WIGMORE LANE								FROM NORCOT ROAD TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	39	5	0	0	0	0	0	44	42	4	0	0	1	0	0	47
10:15	42	4	0	0	0	1	1	48	34	4	0	0	2	1	0	41
10:30	45	3	0	0	0	0	0	48	34	5	0	0	1	1	0	41
10:45	40	7	0	0	0	0	0	47	37	9	1	0	2	1	1	51
H/TOT	166	19	0	0	0	1	1	187	147	22	1	0	6	3	1	180
11:00	40	5	0	0	0	0	0	45	39	6	0	0	2	3	0	50
11:15	52	5	0	0	0	1	0	58	40	4	0	0	1	1	0	46
11:30	44	6	0	0	0	0	0	50	40	4	0	0	2	1	0	47
11:45	47	5	0	0	0	0	0	52	31	1	1	0	1	2	0	36
H/TOT	183	21	0	0	0	1	0	205	150	15	1	0	6	7	0	179
12:00	59	6	0	0	0	0	0	65	38	10	0	0	2	3	0	53
12:15	32	5	0	0	0	0	0	37	33	5	0	0	1	2	0	41
12:30	50	5	0	0	0	0	0	55	59	6	0	0	1	1	0	67
12:45	39	4	0	0	0	0	0	43	35	0	0	0	2	1	0	38
H/TOT	180	20	0	0	0	0	0	200	165	21	0	0	6	7	0	199
13:00	52	1	0	0	0	2	0	55	44	6	0	1	2	3	0	56
13:15	52	6	0	0	0	1	0	59	54	5	0	0	1	1	0	61
13:30	47	9	0	0	0	0	0	56	46	5	0	0	2	0	0	53
13:45	50	2	0	0	0	0	0	52	50	3	0	0	2	1	1	57
H/TOT	201	18	0	0	0	3	0	222	194	19	0	1	7	5	1	227
14:00	43	4	0	0	0	0	1	48	39	4	0	0	2	0	1	46
14:15	37	4	0	0	0	0	0	41	43	3	0	0	1	2	0	49
14:30	53	2	0	0	0	0	0	55	44	3	0	0	2	1	0	50
14:45	45	1	0	0	0	0	0	46	42	6	0	0	1	1	0	50
H/TOT	178	11	0	0	0	0	1	190	168	16	0	0	6	4	1	195
15:00	36	3	0	0	0	1	1	41	31	6	0	0	2	1	1	41
15:15	32	2	0	0	0	1	0	35	22	3	0	0	2	1	1	29
15:30	37	0	0	0	0	0	0	37	31	2	0	0	1	3	2	39
15:45	42	2	0	0	0	1	0	45	26	2	0	0	1	3	1	33
H/TOT	147	7	0	0	0	3	1	158	110	13	0	0	6	8	5	142
P/TOT	1055	96	0	0	0	8	3	1162	934	106	2	1	37	34	8	1122

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	C TO C FROM NORCOT ROAD TO NORCOT ROAD								C TO D FROM NORCOT ROAD TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	0	1	0	0	0	0	0	1	25	5	0	0	0	0	0	30
10:15	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
10:30	0	0	0	0	0	0	0	0	17	2	1	0	0	0	0	20
10:45	0	0	0	0	0	0	0	0	16	3	1	0	0	0	0	20
H/TOT	0	1	0	0	0	0	0	1	72	11	2	0	0	0	0	85
11:00	0	0	0	0	0	0	0	0	18	4	0	0	0	0	0	22
11:15	0	0	0	0	0	0	0	0	19	4	0	0	0	0	0	23
11:30	0	0	0	0	0	0	0	0	25	3	0	0	0	0	0	28
11:45	0	0	0	0	0	0	0	0	17	5	0	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	79	16	0	0	0	0	0	95
12:00	0	0	0	0	0	0	0	0	27	1	0	0	0	1	1	30
12:15	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
12:30	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21
12:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21
H/TOT	0	0	0	0	0	0	0	0	85	7	0	0	0	1	1	94
13:00	0	0	0	0	0	0	0	0	13	4	0	0	0	0	0	17
13:15	1	1	0	0	0	0	0	2	13	3	0	0	0	0	0	16
13:30	1	0	0	0	0	0	0	1	27	1	0	0	0	0	0	28
13:45	1	0	0	0	0	0	0	1	18	4	0	0	0	0	0	22
H/TOT	3	1	0	0	0	0	0	4	71	12	0	0	0	0	0	83
14:00	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
14:15	2	0	0	0	0	0	0	2	19	1	0	0	0	1	1	22
14:30	0	0	0	0	0	0	0	0	16	1	0	0	0	0	1	18
14:45	0	0	0	0	0	0	0	0	13	2	0	0	0	0	1	16
H/TOT	2	0	0	0	0	0	0	2	67	5	0	0	0	1	3	76
15:00	1	0	0	0	0	0	0	1	12	1	0	0	0	0	0	13
15:15	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
15:30	0	0	0	0	0	0	0	0	11	4	1	0	0	0	0	16
15:45	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
H/TOT	2	0	0	0	0	0	0	2	46	8	1	0	0	0	0	55
P/TOT	7	2	0	0	0	0	0	9	420	59	3	0	0	2	4	488

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	D TO A FROM OXFORD ROAD (W) TO WIGMORE LANE								D TO B FROM OXFORD ROAD (W) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	100	7	2	0	0	1	0	110	87	7	2	0	2	1	1	100
10:15	99	5	3	0	0	0	0	107	93	4	0	0	0	1	0	98
10:30	107	6	1	0	0	0	2	116	77	9	1	0	0	1	1	89
10:45	109	4	1	1	0	1	1	117	79	9	0	0	1	1	4	94
H/TOT	415	22	7	1	0	2	3	450	336	29	3	0	3	4	6	381
11:00	95	8	1	0	0	0	0	104	80	8	3	0	1	1	1	94
11:15	102	12	0	0	0	0	1	115	93	10	0	1	1	1	4	110
11:30	98	9	1	0	0	0	1	109	89	14	1	0	1	0	1	106
11:45	105	7	1	0	0	0	3	116	84	10	0	0	1	0	1	96
H/TOT	400	36	3	0	0	0	5	444	346	42	4	1	4	2	7	406
12:00	98	4	1	0	0	0	1	104	120	8	3	0	1	1	2	135
12:15	96	4	0	0	0	1	0	101	119	3	3	0	0	1	2	128
12:30	80	7	0	0	0	0	0	87	102	13	2	0	1	2	1	121
12:45	105	3	0	1	0	2	2	113	110	9	0	0	1	1	0	121
H/TOT	379	18	1	1	0	3	3	405	451	33	8	0	3	5	5	505
13:00	89	8	2	0	0	2	0	101	106	6	0	0	1	1	0	114
13:15	78	8	0	0	0	0	2	88	96	9	1	0	1	2	2	111
13:30	104	2	2	0	0	0	0	108	95	6	0	0	1	6	0	108
13:45	75	8	1	0	0	1	2	87	97	7	1	0	1	3	0	109
H/TOT	346	26	5	0	0	3	4	384	394	28	2	0	4	12	2	442
14:00	85	2	0	0	0	0	0	87	99	4	0	0	1	4	0	108
14:15	75	3	2	0	0	1	2	83	98	10	0	0	0	3	0	111
14:30	96	6	1	0	0	0	0	103	95	10	1	0	1	4	0	111
14:45	72	5	0	1	0	1	0	79	81	5	2	0	1	5	0	94
H/TOT	328	16	3	1	0	2	2	352	373	29	3	0	3	16	0	424
15:00	58	1	0	0	0	2	0	61	71	5	0	0	1	2	0	79
15:15	76	5	0	0	0	1	0	82	90	9	1	0	1	0	0	101
15:30	70	2	0	0	0	0	0	72	95	6	0	0	1	3	2	107
15:45	74	3	1	0	0	0	1	79	87	12	3	0	1	0	1	104
H/TOT	278	11	1	0	0	3	1	294	343	32	4	0	4	5	3	391
P/TOT	2146	129	20	3	0	13	18	2329	2243	193	24	1	21	44	23	2549

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	D TO C FROM OXFORD ROAD (W) TO NORCOT ROAD								D TO D FROM OXFORD ROAD (W) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
10:15	13	3	0	0	0	1	0	17	0	0	0	0	0	0	0	0
10:30	8	3	0	0	0	0	1	12	0	0	0	0	0	0	0	0
10:45	11	4	1	0	1	0	0	17	0	0	0	0	0	0	0	0
H/TOT	38	12	1	0	1	1	1	54	0	0	0	0	0	0	0	0
11:00	9	3	0	0	0	2	0	14	0	0	0	0	0	0	0	0
11:15	14	2	1	0	0	2	0	19	0	0	0	0	0	0	0	0
11:30	6	1	0	0	0	1	1	9	0	0	0	0	0	0	0	0
11:45	7	2	1	0	0	1	1	12	0	0	0	0	0	0	0	0
H/TOT	36	8	2	0	0	6	2	54	0	0	0	0	0	0	0	0
12:00	14	6	1	0	0	0	1	22	0	0	0	0	0	0	0	0
12:15	12	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0
12:30	9	6	0	0	1	1	0	17	0	0	0	0	0	0	0	0
12:45	10	3	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	45	17	1	0	1	1	1	66	0	0	0	0	0	0	0	0
13:00	10	2	0	0	0	1	0	13	0	0	0	0	0	0	0	0
13:15	9	3	0	0	0	0	0	12	0	0	0	0	0	0	0	0
13:30	6	1	0	0	0	3	2	12	0	0	0	0	0	0	0	0
13:45	9	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0
H/TOT	34	10	0	0	0	4	2	50	0	0	0	0	0	0	0	0
14:00	5	2	0	0	0	0	2	9	0	0	0	0	0	0	0	0
14:15	7	2	0	0	0	1	0	10	0	0	0	0	0	0	0	0
14:30	9	6	0	0	0	0	0	15	0	0	0	0	0	0	0	0
14:45	6	1	0	0	0	2	1	10	0	0	0	0	0	0	0	0
H/TOT	27	11	0	0	0	3	3	44	0	0	0	0	0	0	0	0
15:00	5	2	0	0	0	0	2	9	0	0	0	0	0	0	0	0
15:15	8	2	1	0	0	0	1	12	0	0	0	0	0	0	0	0
15:30	9	2	0	0	0	1	0	12	0	0	0	0	0	0	0	0
15:45	4	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	26	8	1	0	0	1	3	39	0	0	0	0	0	0	0	0
P/TOT	206	66	5	0	2	16	12	307	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	TO ARM A WIGMORE LANE								FROM ARM A WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	185	17	3	0	0	2	0	207	167	22	2	1	0	0	1	193
10:15	179	13	3	0	0	1	1	197	168	15	0	0	0	2	1	186
10:30	193	13	1	1	0	0	2	210	181	23	0	0	0	0	1	205
10:45	192	16	2	1	0	1	1	213	194	24	2	0	0	1	0	221
H/TOT	749	59	9	2	0	4	4	827	710	84	4	1	0	3	3	805
11:00	171	18	1	0	0	0	0	190	187	14	0	0	0	0	1	202
11:15	195	23	0	0	0	1	1	220	198	19	0	0	0	4	0	221
11:30	189	22	3	0	0	0	1	215	187	21	0	0	0	0	0	208
11:45	197	18	1	0	0	1	3	220	160	31	0	0	0	0	0	191
H/TOT	752	81	5	0	0	2	5	845	732	85	0	0	0	4	1	822
12:00	211	17	1	0	0	1	2	232	175	21	0	0	0	1	1	198
12:15	181	19	0	0	0	1	1	202	205	28	0	0	0	0	0	233
12:30	160	23	1	0	0	0	0	184	173	26	1	0	1	1	0	202
12:45	187	15	1	1	0	2	2	208	208	25	0	0	0	1	0	234
H/TOT	739	74	3	1	0	4	5	826	761	100	1	0	1	3	1	867
13:00	197	18	2	0	0	5	0	222	196	15	1	0	0	4	0	216
13:15	167	18	0	0	0	2	2	189	211	18	0	1	0	1	0	231
13:30	210	18	2	0	0	1	0	231	201	21	0	0	0	5	0	227
13:45	185	15	1	0	0	1	2	204	186	24	1	1	0	2	0	214
H/TOT	759	69	5	0	0	9	4	846	794	78	2	2	0	12	0	888
14:00	192	14	0	0	0	1	1	208	175	16	0	0	0	1	0	192
14:15	157	14	3	0	0	3	2	179	178	19	0	0	0	3	0	200
14:30	184	10	1	0	0	0	0	195	161	15	1	0	0	3	1	181
14:45	155	13	0	1	0	1	0	170	182	19	0	0	0	2	1	204
H/TOT	688	51	4	1	0	5	3	752	696	69	1	0	0	9	2	777
15:00	139	7	0	0	0	3	1	150	170	14	0	0	0	4	0	188
15:15	147	8	0	1	0	3	0	159	162	19	0	0	0	2	0	183
15:30	152	5	0	0	0	0	0	157	195	13	0	0	0	1	1	210
15:45	150	9	1	0	0	3	1	164	151	13	0	0	0	3	1	168
H/TOT	588	29	1	1	0	9	2	630	678	59	0	0	0	10	2	749
P/TOT	4275	363	27	5	0	33	23	4726	4371	475	8	3	1	41	9	4908

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	TO ARM B OXFORD ROAD (E)								FROM ARM B OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	183	17	3	2	3	1	1	210	153	15	2	1	3	2	0	176
10:15	180	13	0	0	2	3	0	198	176	28	0	0	2	2	1	209
10:30	161	18	1	0	1	2	1	184	158	18	0	1	4	2	0	183
10:45	173	30	2	0	3	3	5	216	167	19	1	1	2	6	7	203
H/TOT	697	78	6	2	9	9	7	808	654	80	3	3	11	12	8	771
11:00	184	19	3	0	3	4	1	214	172	24	0	0	3	3	0	202
11:15	208	18	0	1	2	4	4	237	186	13	1	0	2	4	2	208
11:30	189	28	1	0	3	1	1	223	170	24	3	0	2	2	1	202
11:45	155	22	1	0	2	2	1	183	185	20	1	0	2	2	1	211
H/TOT	736	87	5	1	10	11	7	857	713	81	5	0	9	11	4	823
12:00	212	24	3	0	3	4	3	249	192	21	0	0	3	2	3	221
12:15	213	16	3	0	1	3	2	238	204	22	0	0	3	3	3	235
12:30	207	30	3	0	2	3	1	246	159	27	1	0	3	2	2	194
12:45	204	19	0	0	3	2	0	228	165	20	1	0	2	6	3	197
H/TOT	836	89	9	0	9	12	6	961	720	90	2	0	11	13	11	847
13:00	215	16	1	2	3	6	0	243	190	17	0	1	2	5	2	217
13:15	221	18	1	1	2	3	2	248	191	12	0	0	2	4	0	209
13:30	210	15	0	0	3	7	0	235	183	22	0	0	2	3	0	210
13:45	222	16	1	0	3	5	1	248	199	16	0	0	3	5	1	224
H/TOT	868	65	3	3	11	21	3	974	763	67	0	1	9	17	3	860
14:00	191	15	0	0	3	4	1	214	213	26	0	0	3	2	2	246
14:15	211	20	0	0	1	6	0	238	176	24	1	0	1	9	0	211
14:30	207	19	2	0	3	8	0	239	158	15	0	0	4	3	0	180
14:45	179	16	2	0	2	6	0	205	141	26	1	0	2	3	1	174
H/TOT	788	70	4	0	9	24	1	896	688	91	2	0	10	17	3	811
15:00	170	19	0	0	3	3	1	196	164	16	0	0	2	3	0	185
15:15	170	16	1	0	3	2	1	193	177	18	0	1	1	5	2	204
15:30	181	12	0	0	2	6	4	205	170	24	0	2	2	2	2	202
15:45	175	23	3	0	2	5	2	210	184	16	0	0	3	7	1	211
H/TOT	696	70	4	0	10	16	8	804	695	74	0	3	8	17	5	802
P/TOT	4621	459	31	6	58	93	32	5300	4233	483	12	7	58	87	34	4914

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	TO ARM C NORCOT ROAD								FROM ARM C NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	84	11	1	0	2	1	1	100	106	15	0	0	1	0	0	122
10:15	101	13	0	0	1	2	1	118	90	9	0	0	2	2	1	104
10:30	95	16	0	0	3	0	2	116	96	10	1	0	1	1	0	109
10:45	111	12	1	0	2	2	1	129	93	19	2	0	2	1	1	118
H/TOT	391	52	2	0	8	5	5	463	385	53	3	0	6	4	2	453
11:00	106	14	0	0	2	5	0	127	97	15	0	0	2	3	0	117
11:15	111	11	2	0	1	3	2	130	111	13	0	0	1	2	0	127
11:30	91	9	0	0	2	3	1	106	109	13	0	0	2	1	0	125
11:45	94	14	2	0	1	2	1	114	95	11	1	0	1	2	0	110
H/TOT	402	48	4	0	6	13	4	477	412	52	1	0	6	8	0	479
12:00	105	17	1	0	2	2	1	128	124	17	0	0	2	4	1	148
12:15	129	9	0	0	1	2	0	141	85	12	0	0	1	2	0	100
12:30	96	16	0	0	3	2	0	117	128	13	0	0	1	1	0	143
12:45	105	9	0	0	1	3	0	118	93	6	0	0	2	1	0	102
H/TOT	435	51	1	0	7	9	1	504	430	48	0	0	6	8	1	493
13:00	101	8	0	0	1	2	0	112	109	11	0	1	2	5	0	128
13:15	108	10	0	0	2	0	0	120	120	15	0	0	1	2	0	138
13:30	104	8	0	0	1	3	2	118	121	15	0	0	2	0	0	138
13:45	94	11	0	0	2	2	0	109	119	9	0	0	2	1	1	132
H/TOT	407	37	0	0	6	7	2	459	469	50	0	1	7	8	1	536
14:00	107	9	0	0	2	1	3	122	101	9	0	0	2	0	2	114
14:15	98	17	0	0	0	3	0	118	101	8	0	0	1	3	1	114
14:30	89	15	0	0	3	0	0	107	113	6	0	0	2	1	1	123
14:45	105	10	1	0	1	4	2	123	100	9	0	0	1	1	1	112
H/TOT	399	51	1	0	6	8	5	470	415	32	0	0	6	5	5	463
15:00	94	11	0	0	1	2	2	110	80	10	0	0	2	2	2	96
15:15	86	13	1	0	1	3	1	105	64	6	0	0	2	2	1	75
15:30	93	9	0	0	2	2	0	106	79	6	1	0	1	3	2	92
15:45	84	2	0	0	2	4	0	92	82	6	0	0	1	4	1	94
H/TOT	357	35	1	0	6	11	3	413	305	28	1	0	6	11	6	357
P/TOT	2391	274	9	0	39	53	20	2786	2416	263	5	1	37	44	15	2781

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	TO ARM D OXFORD ROAD (W)								FROM ARM D OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10:00	167	23	1	0	1	0	0	192	193	16	4	0	2	2	1	218
10:15	179	25	0	0	1	2	1	208	205	12	3	0	0	2	0	222
10:30	178	22	1	0	1	2	0	204	192	18	2	0	0	1	4	217
10:45	177	21	2	1	1	4	6	212	199	17	2	1	2	2	5	228
H/TOT	701	91	4	1	4	8	7	816	789	63	11	1	4	7	10	885
11:00	179	21	0	0	1	0	1	202	184	19	4	0	1	3	1	212
11:15	190	17	0	0	1	5	0	213	209	24	1	1	1	3	5	244
11:30	190	23	1	0	0	0	1	215	193	24	2	0	1	1	3	224
11:45	190	27	0	0	1	0	1	219	196	19	2	0	1	1	5	224
H/TOT	749	88	1	0	3	5	3	849	782	86	9	1	4	8	14	904
12:00	195	19	0	0	1	1	3	219	232	18	5	0	1	1	4	261
12:15	198	27	0	0	2	1	2	230	227	9	3	0	0	2	2	243
12:30	188	23	0	0	2	2	2	217	191	26	2	0	2	3	1	225
12:45	195	23	0	0	1	4	3	226	225	15	0	1	1	3	2	247
H/TOT	776	92	0	0	6	8	10	892	875	68	10	1	4	9	9	976
13:00	187	17	0	0	1	5	2	212	205	16	2	0	1	4	0	228
13:15	209	19	0	0	0	4	0	232	183	20	1	0	1	2	4	211
13:30	186	26	0	0	1	6	0	219	205	9	2	0	1	9	2	228
13:45	184	26	1	1	1	4	1	218	181	19	2	0	1	4	2	209
H/TOT	766	88	1	1	3	19	3	881	774	64	7	0	4	19	8	876
14:00	188	21	0	0	1	1	1	212	189	8	0	0	1	4	2	204
14:15	169	15	0	0	1	8	1	194	180	15	2	0	0	5	2	204
14:30	152	14	0	0	1	3	2	172	200	22	2	0	1	4	0	229
14:45	143	26	0	0	1	3	2	175	159	11	2	1	1	8	1	183
H/TOT	652	76	0	0	4	15	6	753	728	56	6	1	3	21	5	820
15:00	145	11	0	0	1	5	0	162	134	8	0	0	1	4	2	149
15:15	174	22	0	0	0	2	2	200	174	16	2	0	1	1	1	195
15:30	192	27	1	2	0	2	3	227	174	10	0	0	1	4	2	191
15:45	173	18	0	0	1	2	2	196	165	17	4	0	1	0	2	189
H/TOT	684	78	1	2	2	11	7	785	647	51	6	0	4	9	7	724
P/TOT	4328	513	7	4	22	66	36	4976	4595	388	49	4	23	73	53	5185

QUEUE LENGTHS

JOB REF: 12512



JOB NAME: READING

SITE: 2

DATE: 01/07/2023

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD / OXFORD ROAD (W)

DAY: SATURDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A		ARM B		ARM C		ARM D		TIME	ARM A		ARM B		ARM C		ARM D	
	WIGMORE LANE		OXFORD ROAD (E)		NORCOT ROAD		OXFORD ROAD (W)			WIGMORE LANE		OXFORD ROAD (E)		NORCOT ROAD		OXFORD ROAD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
10:00	4	2	0	4	2	1	1	3	13:00	3	4	0	3	0	5	1	3
10:05	3	4	0	6	7	2	0	0	13:05	2	5	0	4	0	0	0	8
10:10	2	6	0	3	1	0	0	0	13:10	1	4	0	4	3	0	0	3
10:15	4	5	0	5	1	1	2	5	13:15	4	4	0	4	0	0	0	0
10:20	3	6	0	4	1	0	2	4	13:20	3	5	0	3	4	0	0	0
10:25	3	7	0	4	0	2	0	0	13:25	1	4	0	3	2	2	0	1
10:30	3	1	0	3	0	2	0	0	13:30	3	5	0	4	3	0	0	2
10:35	3	4	0	3	2	0	1	0	13:35	5	3	0	4	1	1	2	2
10:40	3	3	0	5	0	1	0	0	13:40	3	4	0	3	0	5	0	4
10:45	3	4	0	4	3	1	1	0	13:45	5	4	0	3	3	4	1	4
10:50	4	4	0	4	0	2	0	2	13:50	3	6	0	4	0	0	1	6
10:55	2	4	0	5	3	3	2	6	13:55	4	3	0	5	1	0	0	0
11:00	4	5	0	3	0	0	1	3	14:00	3	4	0	3	0	0	0	5
11:05	5	3	0	3	3	0	6	5	14:05	2	4	0	4	0	0	0	3
11:10	5	2	0	3	0	0	1	10	14:10	4	4	0	4	0	0	1	1
11:15	5	9	0	2	1	0	0	7	14:15	6	4	0	4	1	5	0	5
11:20	5	5	0	3	4	0	0	11	14:20	3	3	0	5	0	3	0	3
11:25	5	4	0	3	2	1	0	5	14:25	2	3	0	3	0	0	1	1
11:30	4	6	0	2	2	7	1	6	14:30	5	4	0	3	0	0	0	1
11:35	2	5	0	3	3	3	2	12	14:35	2	2	0	4	0	1	0	0
11:40	2	4	0	3	5	2	0	2	14:40	2	5	0	3	0	1	0	0
11:45	3	4	0	3	4	2	2	4	14:45	4	2	0	2	0	0	0	3
11:50	2	4	0	6	5	2	0	1	14:50	4	3	0	4	0	0	1	3
11:55	1	1	0	4	7	1	0	3	14:55	3	4	0	3	3	0	1	1
12:00	4	5	0	3	3	0	0	3	15:00	4	4	1	3	3	0	0	0
12:05	5	5	0	3	5	3	0	4	15:05	3	4	0	5	1	2	0	2
12:10	5	6	0	3	1	7	0	2	15:10	5	2	0	3	0	2	1	1
12:15	4	5	0	4	2	3	0	1	15:15	2	4	0	4	3	1	1	0
12:20	4	5	0	3	1	4	1	3	15:20	4	4	0	3	0	0	3	0
12:25	4	4	0	3	1	1	0	3	15:25	3	2	0	4	1	2	1	5
12:30	4	3	0	4	3	3	2	7	15:30	3	4	0	4	2	3	3	0
12:35	5	6	0	5	1	4	3	1	15:35	1	3	0	4	2	0	0	2
12:40	4	5	0	2	1	2	1	2	15:40	3	4	0	3	0	0	0	0
12:45	4	4	0	3	2	1	0	0	15:45	2	2	0	3	0	1	0	3
12:50	2	5	0	4	0	0	1	3	15:50	2	3	0	2	3	0	0	1
12:55	4	4	0	4	0	2	0	2	15:55	2	1	0	2	0	0	1	0

PEDESTRIAN & CYCLIST COUNTS



JOB REF: 12512

JOB NAME: READING

SITE: 2

DATE: 01/07/2023

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD

DAY: SATURDAY

TIME	MOVEMENT 1					MOVEMENT 2					MOVEMENT 3					MOVEMENT 4				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
10:00	4	1	1	0	6	7	0	1	0	8	10	0	0	0	10	11	0	0	0	11
10:15	7	0	1	0	8	5	0	1	0	6	8	0	0	0	8	10	0	0	0	10
10:30	1	0	1	0	2	4	0	1	0	5	8	1	0	0	9	8	0	0	1	9
10:45	6	0	0	0	6	4	0	4	0	8	12	0	0	0	12	7	0	0	0	7
H/TOT	18	1	3	0	22	20	0	7	0	27	38	1	0	0	39	36	0	0	1	37
11:00	2	0	1	0	3	4	0	1	0	5	12	2	1	0	15	6	0	0	1	7
11:15	5	1	1	0	7	4	0	1	3	8	11	0	2	0	13	9	4	0	0	13
11:30	10	0	0	0	10	11	0	2	0	13	9	2	0	0	11	10	3	1	0	14
11:45	4	0	2	0	6	7	0	1	0	8	17	0	0	0	17	9	0	0	0	9
H/TOT	21	1	4	0	26	26	0	5	3	34	49	4	3	0	56	34	7	1	1	43
12:00	7	0	0	0	7	6	0	3	0	9	11	1	0	0	12	11	1	0	0	12
12:15	5	0	3	2	10	3	0	0	0	3	16	3	0	0	19	10	0	0	0	10
12:30	7	0	0	0	7	7	1	0	0	8	12	2	0	0	14	6	0	0	0	6
12:45	12	2	0	0	14	15	3	1	0	19	10	1	0	0	11	13	2	0	1	16
H/TOT	31	2	3	2	38	31	4	4	0	39	49	7	0	0	56	40	3	0	1	44
13:00	2	1	2	1	6	5	0	0	0	5	11	1	0	0	12	1	1	1	0	3
13:15	10	3	2	1	16	6	0	0	0	6	13	2	2	0	17	3	0	0	1	4
13:30	8	0	0	0	8	4	0	0	0	4	16	4	1	0	21	9	0	0	1	10
13:45	10	0	0	1	11	4	0	0	0	4	11	0	0	0	11	6	0	0	0	6
H/TOT	30	4	4	3	41	19	0	0	0	19	51	7	3	0	61	19	1	1	2	23
14:00	8	0	1	0	9	16	13	0	0	29	13	1	0	0	14	14	1	0	0	15
14:15	6	0	1	0	7	16	1	1	0	18	5	0	0	0	5	4	2	0	0	6
14:30	12	0	0	0	12	9	0	2	0	11	14	1	1	0	16	6	2	0	1	9
14:45	4	0	1	0	5	5	0	3	0	8	15	2	0	0	17	11	0	0	0	11
H/TOT	30	0	3	0	33	46	14	6	0	66	47	4	1	0	52	35	5	0	1	41
15:00	12	0	1	0	13	4	0	0	0	4	11	1	0	0	12	4	0	0	0	4
15:15	7	0	2	0	9	4	0	1	0	5	12	0	1	0	13	4	0	2	0	6
15:30	4	0	2	0	6	3	1	1	0	5	9	1	2	0	12	7	1	0	0	8
15:45	7	1	1	0	9	7	1	1	0	9	8	0	0	0	8	6	0	0	0	6
H/TOT	30	1	6	0	37	18	2	3	0	23	40	2	3	0	45	21	1	2	0	24
P/TOT	160	9	23	5	197	160	20	25	3	208	274	25	10	0	309	185	17	4	6	212

PEDESTRIAN & CYCLIST COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	MOVEMENT 5					MOVEMENT 6					MOVEMENT 7					MOVEMENT 8				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
10:00	5	0	1	0	6	7	0	0	0	7	3	0	0	0	3	7	2	0	0	9
10:15	5	2	0	0	7	9	1	0	0	10	5	2	0	0	7	2	0	0	0	2
10:30	9	0	0	0	9	7	0	0	1	8	4	1	0	1	6	6	2	1	0	9
10:45	12	0	0	0	12	8	0	0	0	8	4	1	0	0	5	2	0	0	0	2
H/TOT	31	2	1	0	34	31	1	0	1	33	16	4	0	1	21	17	4	1	0	22
11:00	9	2	1	0	12	6	0	0	0	6	6	1	0	2	9	8	2	1	0	11
11:15	11	2	2	0	15	9	4	0	0	13	2	0	0	0	2	9	3	0	1	13
11:30	8	1	0	0	9	8	3	1	0	12	7	4	0	0	11	8	0	0	0	8
11:45	12	1	0	0	13	8	0	0	0	8	3	0	0	0	3	5	0	0	0	5
H/TOT	40	6	3	0	49	31	7	1	0	39	18	5	0	2	25	30	5	1	1	37
12:00	8	2	0	0	10	10	1	0	0	11	4	0	0	1	5	4	0	0	0	4
12:15	12	5	0	0	17	6	2	0	0	8	3	3	1	0	7	3	1	0	0	4
12:30	11	2	0	0	13	5	0	0	0	5	11	0	0	0	11	3	1	2	1	7
12:45	11	0	0	0	11	15	2	0	0	17	0	0	0	0	0	4	0	0	4	8
H/TOT	42	9	0	0	51	36	5	0	0	41	18	3	1	1	23	14	2	2	5	23
13:00	10	2	0	0	12	2	0	1	0	3	3	0	0	0	3	7	2	0	0	9
13:15	14	1	0	1	16	3	0	0	0	3	4	0	1	0	5	4	0	0	0	4
13:30	13	4	0	0	17	7	0	0	0	7	8	1	0	0	9	2	1	2	0	5
13:45	9	0	1	0	10	5	0	0	0	5	8	3	0	0	11	3	1	1	0	5
H/TOT	46	7	1	1	55	17	0	1	0	18	23	4	1	0	28	16	4	3	0	23
14:00	14	1	0	0	15	12	2	0	0	14	3	1	1	0	5	3	1	1	0	5
14:15	5	0	0	0	5	5	2	1	0	8	2	0	2	2	6	8	1	1	3	13
14:30	12	0	1	0	13	8	0	1	0	9	10	1	1	1	13	6	0	0	0	6
14:45	11	1	0	0	12	8	0	0	0	8	6	0	3	1	10	4	0	0	1	5
H/TOT	42	2	1	0	45	33	4	2	0	39	21	2	7	4	34	21	2	2	4	29
15:00	11	1	0	0	12	3	0	0	0	3	7	1	0	1	9	8	0	0	1	9
15:15	9	1	1	0	11	1	0	1	0	2	8	1	1	0	10	0	0	1	0	1
15:30	11	1	1	0	13	7	0	0	0	7	2	1	0	0	3	5	0	0	5	10
15:45	4	0	0	0	4	6	1	0	0	7	12	1	0	2	15	6	1	1	2	10
H/TOT	35	3	2	0	40	17	1	1	0	19	29	4	1	3	37	19	1	2	8	30
P/TOT	236	29	8	1	274	165	18	5	1	189	125	22	10	11	168	117	18	11	18	164

PEDESTRIAN & CYCLIST COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 01/07/2023

DAY: SATURDAY

TIME	MOVEMENT 9					MOVEMENT 10				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
10:00	2	0	0	0	2	2	0	0	0	2
10:15	2	0	4	5	11	0	0	0	0	0
10:30	0	0	0	0	0	2	0	0	0	2
10:45	5	1	0	0	6	0	0	0	0	0
H/TOT	9	1	4	5	19	4	0	0	0	4
11:00	3	0	1	0	4	0	0	0	1	1
11:15	3	0	1	0	4	0	0	0	0	0
11:30	4	0	1	0	5	4	0	0	0	4
11:45	8	0	1	0	9	2	1	0	0	3
H/TOT	18	0	4	0	22	6	1	0	1	8
12:00	0	0	2	0	2	1	0	0	0	1
12:15	4	0	0	0	4	0	0	0	0	0
12:30	7	4	0	1	12	2	0	3	0	5
12:45	5	0	0	0	5	0	0	2	2	4
H/TOT	16	4	2	1	23	3	0	5	2	10
13:00	1	0	1	1	3	3	0	0	0	3
13:15	2	1	1	0	4	0	0	1	0	1
13:30	2	0	0	1	3	3	0	2	0	5
13:45	3	0	0	0	3	2	0	0	0	2
H/TOT	8	1	2	2	13	8	0	3	0	11
14:00	2	0	2	0	4	1	0	3	0	4
14:15	2	0	3	2	7	4	2	0	1	7
14:30	2	1	0	1	4	2	1	2	1	6
14:45	3	0	2	5	10	4	0	2	0	6
H/TOT	9	1	7	8	25	11	3	7	2	23
15:00	1	0	0	0	1	3	1	1	0	5
15:15	0	0	0	1	1	0	1	1	0	2
15:30	2	0	0	0	2	1	0	0	0	1
15:45	9	0	0	0	9	3	0	1	0	4
H/TOT	12	0	0	1	13	7	2	3	0	12
P/TOT	72	7	19	17	115	39	6	18	5	68

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	A TO B FROM OXFORD ROAD (E) TO RETAIL PARK ACCESS								A TO C FROM OXFORD ROAD (E) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	2	0	1	0	0	1	9	69	20	8	1	2	0	2	102
07:15	4	1	0	0	0	0	1	6	72	23	4	2	4	1	2	108
07:30	2	1	0	0	0	0	0	3	68	16	3	1	2	3	2	95
07:45	4	2	1	0	0	0	1	8	118	25	4	2	3	2	2	156
H/TOT	15	6	1	1	0	0	3	26	327	84	19	6	11	6	8	461
08:00	6	4	0	0	0	0	1	11	104	18	3	0	2	3	4	134
08:15	4	0	0	0	0	0	1	5	116	28	3	1	2	4	1	155
08:30	6	0	0	0	0	0	0	6	121	18	0	1	2	1	1	144
08:45	10	4	0	0	0	0	0	14	129	20	4	1	3	2	1	160
H/TOT	26	8	0	0	0	0	2	36	470	84	10	3	9	10	7	593
09:00	9	3	1	0	0	0	0	13	120	25	7	2	3	0	1	158
09:15	13	0	0	1	0	0	2	16	92	18	3	1	3	1	3	121
09:30	14	0	0	0	0	0	0	14	98	24	10	4	1	1	2	140
09:45	15	1	0	0	0	0	0	16	72	15	6	2	5	1	2	103
H/TOT	51	4	1	1	0	0	2	59	382	82	26	9	12	3	8	522
P/TOT	92	18	2	2	0	0	7	121	1179	250	55	18	32	19	23	1576

TIME	A TO B FROM OXFORD ROAD (E) TO RETAIL PARK ACCESS								A TO C FROM OXFORD ROAD (E) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	11	3	0	0	0	0	1	15	111	17	2	1	3	0	1	135
16:15	12	2	0	0	0	0	0	14	121	12	2	0	1	6	3	145
16:30	21	2	0	0	0	0	0	23	125	18	1	1	3	1	0	149
16:45	12	3	0	0	0	0	0	15	112	19	0	1	1	4	5	142
H/TOT	56	10	0	0	0	0	1	67	469	66	5	3	8	11	9	571
17:00	10	2	0	0	0	1	2	15	123	16	1	0	3	4	2	149
17:15	14	2	0	0	0	4	1	21	116	23	0	0	2	3	8	152
17:30	25	4	0	0	0	2	1	32	118	19	1	0	2	2	1	143
17:45	12	2	0	0	0	1	0	15	106	15	2	0	3	6	11	143
H/TOT	61	10	0	0	0	8	4	83	463	73	4	0	10	15	22	587
18:00	23	4	0	0	0	1	0	28	148	12	0	0	3	4	4	171
18:15	26	4	0	0	0	0	0	30	111	6	0	0	4	1	4	126
18:30	29	3	0	0	0	0	0	32	129	14	1	0	0	3	1	148
18:45	15	1	0	0	0	2	2	20	108	5	0	0	3	3	5	124
H/TOT	93	12	0	0	0	3	2	110	496	37	1	0	10	11	14	569
P/TOT	210	32	0	0	0	11	7	260	1428	176	10	3	28	37	45	1727

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	B TO A FROM RETAIL PARK ACCESS TO OXFORD ROAD (E)								B TO C FROM RETAIL PARK ACCESS TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	5	0	0	1	0	0	0	6
07:15	1	1	0	0	0	0	0	2	7	4	0	0	0	1	0	12
07:30	1	0	0	0	0	1	0	2	12	3	0	0	0	1	0	16
07:45	0	1	0	0	0	1	0	2	14	5	0	0	0	1	0	20
H/TOT	2	2	0	0	0	2	0	6	38	12	0	1	0	3	0	54
08:00	0	1	0	0	0	0	0	1	7	5	0	0	0	1	0	13
08:15	3	1	0	0	0	0	0	4	14	4	0	1	0	0	0	19
08:30	0	1	0	0	0	0	0	1	8	3	0	0	0	0	1	12
08:45	0	2	0	0	0	0	0	2	16	6	0	0	0	0	0	22
H/TOT	3	5	0	0	0	0	0	8	45	18	0	1	0	1	1	66
09:00	2	0	0	0	0	0	0	2	19	5	0	0	0	0	0	24
09:15	0	0	0	0	0	0	0	0	25	3	0	0	0	1	0	29
09:30	2	0	0	0	0	0	0	2	27	6	1	0	0	0	0	34
09:45	0	0	0	0	0	0	0	0	34	6	0	0	0	0	0	40
H/TOT	4	0	0	0	0	0	0	4	105	20	1	0	0	1	0	127
P/TOT	9	7	0	0	0	2	0	18	188	50	1	2	0	5	1	247

TIME	B TO A FROM RETAIL PARK ACCESS TO OXFORD ROAD (E)								B TO C FROM RETAIL PARK ACCESS TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	0	2	43	7	0	0	0	0	0	50
16:15	0	0	0	0	0	0	0	0	53	4	0	0	0	0	0	57
16:30	0	1	0	0	0	1	0	2	46	5	0	0	0	1	0	52
16:45	0	0	0	0	0	0	0	0	53	7	1	0	0	0	0	61
H/TOT	2	1	0	0	0	1	0	4	195	23	1	0	0	1	0	220
17:00	0	0	0	0	0	0	0	0	32	5	0	0	0	1	1	39
17:15	1	1	0	0	0	1	1	4	49	4	0	0	0	4	1	58
17:30	2	0	0	0	0	1	1	4	44	1	0	0	0	5	0	50
17:45	1	0	0	0	0	0	0	1	49	9	0	0	0	2	1	61
H/TOT	4	1	0	0	0	2	2	9	174	19	0	0	0	12	3	208
18:00	1	2	0	0	0	0	0	3	40	4	0	0	0	3	0	47
18:15	6	1	0	0	0	0	0	7	46	9	0	0	0	2	2	59
18:30	2	0	0	0	0	0	0	2	66	6	0	0	0	1	1	74
18:45	3	0	0	0	0	1	3	7	61	11	0	0	0	0	0	72
H/TOT	12	3	0	0	0	1	3	19	213	30	0	0	0	6	3	252
P/TOT	18	5	0	0	0	4	5	32	582	72	1	0	0	19	6	680

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	C TO A FROM OXFORD ROAD (W) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	73	14	2	0	4	0	1	94
07:15	83	29	5	0	2	1	1	121
07:30	108	23	5	0	3	3	2	144
07:45	115	20	7	1	2	3	3	151
H/TOT	379	86	19	1	11	7	7	510
08:00	118	34	4	5	2	2	3	168
08:15	158	35	3	3	2	2	5	208
08:30	131	25	5	1	3	1	0	166
08:45	132	19	8	1	2	0	5	167
H/TOT	539	113	20	10	9	5	13	709
09:00	139	32	3	1	3	1	1	180
09:15	111	30	4	2	2	0	4	153
09:30	95	22	13	3	2	0	0	135
09:45	105	31	7	4	3	3	2	155
H/TOT	450	115	27	10	10	4	7	623
P/TOT	1368	314	66	21	30	16	27	1842

TIME	C TO B FROM OXFORD ROAD (W) TO RETAIL PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	3	0	0	0	0	0	0	6
5	0	0	0	0	0	0	0	5
5	2	0	0	0	0	1	0	8
12	6	0	0	0	0	0	0	18
25	11	0	0	0	0	1	0	37
14	1	0	0	0	0	0	0	15
6	1	0	0	0	0	0	0	7
13	3	0	0	0	0	0	0	16
28	4	0	0	0	0	0	0	32
61	9	0	0	0	0	0	0	70
22	3	0	0	0	0	1	0	26
22	2	0	0	0	0	0	0	24
21	4	0	0	0	0	0	0	25
16	1	0	0	0	0	1	0	18
81	10	0	0	0	0	2	0	93
167	30	0	0	0	0	3	0	200

TIME	C TO A FROM OXFORD ROAD (W) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	120	20	4	1	2	2	2	151
16:15	106	11	1	1	3	4	1	127
16:30	124	20	6	1	1	5	0	157
16:45	114	20	0	0	1	2	0	137
H/TOT	464	71	11	3	7	13	3	572
17:00	137	15	1	1	4	3	2	163
17:15	133	10	0	0	0	4	2	149
17:30	133	12	1	0	2	3	0	151
17:45	121	9	0	0	2	2	1	135
H/TOT	524	46	2	1	8	12	5	598
18:00	142	13	0	0	3	5	4	167
18:15	129	6	1	0	1	5	2	144
18:30	146	11	1	0	4	1	4	167
18:45	117	12	1	0	3	6	3	142
H/TOT	534	42	3	0	11	17	13	620
P/TOT	1522	159	16	4	26	42	21	1790

TIME	C TO B FROM OXFORD ROAD (W) TO RETAIL PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
37	0	0	0	0	0	0	0	37
38	6	0	0	0	0	1	0	45
21	4	0	0	0	0	3	0	28
29	2	0	0	0	0	0	0	31
125	12	0	0	0	0	4	0	141
27	0	0	0	0	0	0	0	27
31	3	0	0	0	0	1	0	35
33	5	0	0	0	0	3	0	41
36	3	0	0	0	0	4	0	43
127	11	0	0	0	0	8	0	146
31	2	0	0	0	0	2	0	35
28	4	0	0	0	0	0	0	32
34	3	0	0	0	0	2	1	40
33	6	0	0	0	0	0	0	39
126	15	0	0	0	0	4	1	146
378	38	0	0	0	0	16	1	433

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	TO ARM A OXFORD ROAD (E)								FROM ARM A OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	73	14	2	0	4	0	1	94	74	22	8	2	2	0	3	111
07:15	84	30	5	0	2	1	1	123	76	24	4	2	4	1	3	114
07:30	109	23	5	0	3	4	2	146	70	17	3	1	2	3	2	98
07:45	115	21	7	1	2	4	3	153	122	27	5	2	3	2	3	164
H/TOT	381	88	19	1	11	9	7	516	342	90	20	7	11	6	11	487
08:00	118	35	4	5	2	2	3	169	110	22	3	0	2	3	5	145
08:15	161	36	3	3	2	2	5	212	120	28	3	1	2	4	2	160
08:30	131	26	5	1	3	1	0	167	127	18	0	1	2	1	1	150
08:45	132	21	8	1	2	0	5	169	139	24	4	1	3	2	1	174
H/TOT	542	118	20	10	9	5	13	717	496	92	10	3	9	10	9	629
09:00	141	32	3	1	3	1	1	182	129	28	8	2	3	0	1	171
09:15	111	30	4	2	2	0	4	153	105	18	3	2	3	1	5	137
09:30	97	22	13	3	2	0	0	137	112	24	10	4	1	1	2	154
09:45	105	31	7	4	3	3	2	155	87	16	6	2	5	1	2	119
H/TOT	454	115	27	10	10	4	7	627	433	86	27	10	12	3	10	581
P/TOT	1377	321	66	21	30	18	27	1860	1271	268	57	20	32	19	30	1697

TIME	TO ARM A OXFORD ROAD (E)								FROM ARM A OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	122	20	4	1	2	2	2	153	122	20	2	1	3	0	2	150
16:15	106	11	1	1	3	4	1	127	133	14	2	0	1	6	3	159
16:30	124	21	6	1	1	6	0	159	146	20	1	1	3	1	0	172
16:45	114	20	0	0	1	2	0	137	124	22	0	1	1	4	5	157
H/TOT	466	72	11	3	7	14	3	576	525	76	5	3	8	11	10	638
17:00	137	15	1	1	4	3	2	163	133	18	1	0	3	5	4	164
17:15	134	11	0	0	0	5	3	153	130	25	0	0	2	7	9	173
17:30	135	12	1	0	2	4	1	155	143	23	1	0	2	4	2	175
17:45	122	9	0	0	2	2	1	136	118	17	2	0	3	7	11	158
H/TOT	528	47	2	1	8	14	7	607	524	83	4	0	10	23	26	670
18:00	143	15	0	0	3	5	4	170	171	16	0	0	3	5	4	199
18:15	135	7	1	0	1	5	2	151	137	10	0	0	4	1	4	156
18:30	148	11	1	0	4	1	4	169	158	17	1	0	0	3	1	180
18:45	120	12	1	0	3	7	6	149	123	6	0	0	3	5	7	144
H/TOT	546	45	3	0	11	18	16	639	589	49	1	0	10	14	16	679
P/TOT	1540	164	16	4	26	46	26	1822	1638	208	10	3	28	48	52	1987

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	TO ARM B RETAIL PARK ACCESS								FROM ARM B RETAIL PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	5	0	1	0	0	1	15	5	0	0	1	0	0	0	6
07:15	9	1	0	0	0	0	1	11	8	5	0	0	0	1	0	14
07:30	7	3	0	0	0	1	0	11	13	3	0	0	0	2	0	18
07:45	16	8	1	0	0	0	1	26	14	6	0	0	0	2	0	22
H/TOT	40	17	1	1	0	1	3	63	40	14	0	1	0	5	0	60
08:00	20	5	0	0	0	0	1	26	7	6	0	0	0	1	0	14
08:15	10	1	0	0	0	0	1	12	17	5	0	1	0	0	0	23
08:30	19	3	0	0	0	0	0	22	8	4	0	0	0	0	1	13
08:45	38	8	0	0	0	0	0	46	16	8	0	0	0	0	0	24
H/TOT	87	17	0	0	0	0	2	106	48	23	0	1	0	1	1	74
09:00	31	6	1	0	0	1	0	39	21	5	0	0	0	0	0	26
09:15	35	2	0	1	0	0	2	40	25	3	0	0	0	1	0	29
09:30	35	4	0	0	0	0	0	39	29	6	1	0	0	0	0	36
09:45	31	2	0	0	0	1	0	34	34	6	0	0	0	0	0	40
H/TOT	132	14	1	1	0	2	2	152	109	20	1	0	0	1	0	131
P/TOT	259	48	2	2	0	3	7	321	197	57	1	2	0	7	1	265

TIME	TO ARM B RETAIL PARK ACCESS								FROM ARM B RETAIL PARK ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	48	3	0	0	0	0	1	52	45	7	0	0	0	0	0	52
16:15	50	8	0	0	0	1	0	59	53	4	0	0	0	0	0	57
16:30	42	6	0	0	0	3	0	51	46	6	0	0	0	2	0	54
16:45	41	5	0	0	0	0	0	46	53	7	1	0	0	0	0	61
H/TOT	181	22	0	0	0	4	1	208	197	24	1	0	0	2	0	224
17:00	37	2	0	0	0	1	2	42	32	5	0	0	0	1	1	39
17:15	45	5	0	0	0	5	1	56	50	5	0	0	0	5	2	62
17:30	58	9	0	0	0	5	1	73	46	1	0	0	0	6	1	54
17:45	48	5	0	0	0	5	0	58	50	9	0	0	0	2	1	62
H/TOT	188	21	0	0	0	16	4	229	178	20	0	0	0	14	5	217
18:00	54	6	0	0	0	3	0	63	41	6	0	0	0	3	0	50
18:15	54	8	0	0	0	0	0	62	52	10	0	0	0	2	2	66
18:30	63	6	0	0	0	2	1	72	68	6	0	0	0	1	1	76
18:45	48	7	0	0	0	2	2	59	64	11	0	0	0	1	3	79
H/TOT	219	27	0	0	0	7	3	256	225	33	0	0	0	7	6	271
P/TOT	588	70	0	0	0	27	8	693	600	77	1	0	0	23	11	712

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 1

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	TO ARM C OXFORD ROAD (W)								FROM ARM C OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	74	20	8	2	2	0	2	108	76	17	2	0	4	0	1	100
07:15	79	27	4	2	4	2	2	120	88	29	5	0	2	1	1	126
07:30	80	19	3	1	2	4	2	111	113	25	5	0	3	4	2	152
07:45	132	30	4	2	3	3	2	176	127	26	7	1	2	3	3	169
H/TOT	365	96	19	7	11	9	8	515	404	97	19	1	11	8	7	547
08:00	111	23	3	0	2	4	4	147	132	35	4	5	2	2	3	183
08:15	130	32	3	2	2	4	1	174	164	36	3	3	2	2	5	215
08:30	129	21	0	1	2	1	2	156	144	28	5	1	3	1	0	182
08:45	145	26	4	1	3	2	1	182	160	23	8	1	2	0	5	199
H/TOT	515	102	10	4	9	11	8	659	600	122	20	10	9	5	13	779
09:00	139	30	7	2	3	0	1	182	161	35	3	1	3	2	1	206
09:15	117	21	3	1	3	2	3	150	133	32	4	2	2	0	4	177
09:30	125	30	11	4	1	1	2	174	116	26	13	3	2	0	0	160
09:45	106	21	6	2	5	1	2	143	121	32	7	4	3	4	2	173
H/TOT	487	102	27	9	12	4	8	649	531	125	27	10	10	6	7	716
P/TOT	1367	300	56	20	32	24	24	1823	1535	344	66	21	30	19	27	2042

TIME	TO ARM C OXFORD ROAD (W)								FROM ARM C OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	154	24	2	1	3	0	1	185	157	20	4	1	2	2	2	188
16:15	174	16	2	0	1	6	3	202	144	17	1	1	3	5	1	172
16:30	171	23	1	1	3	2	0	201	145	24	6	1	1	8	0	185
16:45	165	26	1	1	1	4	5	203	143	22	0	0	1	2	0	168
H/TOT	664	89	6	3	8	12	9	791	589	83	11	3	7	17	3	713
17:00	155	21	1	0	3	5	3	188	164	15	1	1	4	3	2	190
17:15	165	27	0	0	2	7	9	210	164	13	0	0	0	5	2	184
17:30	162	20	1	0	2	7	1	193	166	17	1	0	2	6	0	192
17:45	155	24	2	0	3	8	12	204	157	12	0	0	2	6	1	178
H/TOT	637	92	4	0	10	27	25	795	651	57	2	1	8	20	5	744
18:00	188	16	0	0	3	7	4	218	173	15	0	0	3	7	4	202
18:15	157	15	0	0	4	3	6	185	157	10	1	0	1	5	2	176
18:30	195	20	1	0	0	4	2	222	180	14	1	0	4	3	5	207
18:45	169	16	0	0	3	3	5	196	150	18	1	0	3	6	3	181
H/TOT	709	67	1	0	10	17	17	821	660	57	3	0	11	21	14	766
P/TOT	2010	248	11	3	28	56	51	2407	1900	197	16	4	26	58	22	2223

QUEUE LENGTHS

JOB REF: 12512



JOB NAME: READING

SITE: 1

DATE: 28/06/2023

LOCATION: OXFORD ROAD (E) / RETAIL PARK ACCESS / OXFORD ROAD (W)

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A	ARM B	ARM C		TIME	ARM A	ARM B	ARM C	
	OXFORD ROAD (E)	RETAIL PARK ACCESS	OXFORD ROAD (W)			OXFORD ROAD (E)	RETAIL PARK ACCESS	OXFORD ROAD (W)	
	LANE 1	LANE 1	LANE 1	LANE 2		LANE 1	LANE 1	LANE 1	LANE 2
07:00	0	0	1	0	16:00	0	3	1	0
07:05	1	0	1	0	16:05	3	2	1	0
07:10	1	0	1	1	16:10	4	3	1	0
07:15	1	1	0	1	16:15	0	2	0	0
07:20	0	0	1	0	16:20	2	4	1	0
07:25	1	0	1	0	16:25	5	1	0	0
07:30	0	1	1	0	16:30	0	2	0	0
07:35	4	1	0	0	16:35	4	1	0	0
07:40	3	1	1	0	16:40	5	3	0	0
07:45	4	1	1	1	16:45	3	6	1	0
07:50	2	0	0	1	16:50	0	0	0	0
07:55	1	1	1	1	16:55	2	0	0	0
08:00	0	0	1	1	17:00	3	0	1	0
08:05	1	0	1	0	17:05	0	0	0	0
08:10	0	0	0	1	17:10	0	0	0	1
08:15	0	3	1	0	17:15	3	2	0	0
08:20	0	1	1	0	17:20	3	5	0	0
08:25	1	0	1	0	17:25	1	0	0	0
08:30	1	1	1	2	17:30	3	2	2	0
08:35	0	0	0	1	17:35	1	0	0	1
08:40	5	0	1	1	17:40	2	0	1	0
08:45	1	1	0	0	17:45	4	5	0	0
08:50	1	1	0	4	17:50	4	3	1	0
08:55	0	0	1	2	17:55	0	0	0	0
09:00	0	0	1	0	18:00	3	3	1	0
09:05	1	0	1	0	18:05	0	0	1	0
09:10	1	1	1	0	18:10	2	2	0	0
09:15	0	0	0	0	18:15	0	0	0	1
09:20	1	0	1	1	18:20	0	3	1	0
09:25	2	0	1	0	18:25	1	0	0	0
09:30	0	0	1	0	18:30	0	0	1	0
09:35	0	1	0	0	18:35	0	0	0	2
09:40	0	1	1	2	18:40	0	2	0	2
09:45	1	0	1	0	18:45	0	0	1	0
09:50	1	1	1	0	18:50	1	0	0	0
09:55	2	2	0	0	18:55	0	0	1	0

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	A TO A FROM WIGMORE LANE TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	5	0	0	0	0	0	0	5
07:30	1	0	0	0	0	0	0	1
07:45	4	1	0	0	0	0	0	5
H/TOT	12	1	0	0	0	0	0	13
08:00	1	0	0	0	0	0	0	1
08:15	1	0	0	0	0	0	0	1
08:30	4	0	0	0	0	0	0	4
08:45	1	0	0	0	0	0	0	1
H/TOT	7	0	0	0	0	0	0	7
09:00	3	0	0	0	0	0	0	3
09:15	0	1	0	0	0	0	0	1
09:30	3	0	0	0	0	0	0	3
09:45	1	0	0	0	0	0	0	1
H/TOT	7	1	0	0	0	0	0	8
P/TOT	26	2	0	0	0	0	0	28

	A TO B FROM WIGMORE LANE TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13	6	1	0	0	0	0	0	20
17	11	2	0	0	0	1	0	31
19	7	4	0	0	0	0	0	30
22	10	4	0	0	0	0	0	36
H/TOT	71	34	11	0	0	1	0	117
27	11	5	1	0	0	0	0	44
45	11	0	1	0	0	0	0	57
30	13	2	0	0	0	0	0	45
37	11	5	0	0	0	0	0	53
H/TOT	139	46	12	2	0	0	0	199
40	11	3	1	0	0	0	0	55
37	8	0	2	0	0	0	0	47
21	10	6	2	0	0	0	0	39
40	18	5	1	0	0	0	0	64
H/TOT	138	47	14	6	0	0	0	205
P/TOT	348	127	37	8	0	1	0	521

TIME	A TO A FROM WIGMORE LANE TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	3	0	0	0	0	0	3
16:30	0	2	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0
H/TOT	0	5	0	0	0	0	0	5
17:00	2	0	0	0	0	0	0	2
17:15	2	1	0	0	0	0	0	3
17:30	3	0	0	0	0	0	0	3
17:45	2	0	0	1	0	0	0	3
H/TOT	9	1	0	1	0	0	0	11
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	3	1	0	0	0	0	0	4
18:45	1	0	0	0	0	0	0	1
H/TOT	5	1	0	0	0	0	0	6
P/TOT	14	7	0	1	0	0	0	22

	A TO B FROM WIGMORE LANE TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
39	11	1	1	0	0	0	0	52
43	7	2	1	0	0	0	0	53
36	6	3	0	0	0	0	0	45
43	4	0	0	0	0	1	0	48
H/TOT	161	28	6	2	0	1	0	198
46	5	2	1	0	0	0	0	54
52	3	0	0	0	0	1	0	56
33	2	0	0	0	0	1	0	36
46	2	0	0	0	0	1	0	49
H/TOT	177	12	2	1	0	3	0	195
47	3	0	0	0	0	0	0	50
41	3	0	0	0	0	0	0	44
39	5	1	0	0	0	2	0	47
44	7	0	0	0	0	0	0	51
H/TOT	171	18	1	0	0	2	0	192
P/TOT	509	58	9	3	0	6	0	585

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	A TO C FROM WIGMORE LANE TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	4	0	0	0	1	0	16
07:15	17	9	0	0	0	1	0	27
07:30	25	4	0	0	0	0	0	29
07:45	40	9	0	0	0	0	0	49
H/TOT	93	26	0	0	0	2	0	121
08:00	40	13	0	0	0	1	0	54
08:15	28	6	0	0	0	0	0	34
08:30	32	8	0	0	0	0	0	40
08:45	28	9	0	0	0	0	0	37
H/TOT	128	36	0	0	0	1	0	165
09:00	24	14	1	0	1	0	0	40
09:15	28	16	0	0	0	1	0	45
09:30	31	10	0	0	0	1	0	42
09:45	29	9	0	0	0	1	0	39
H/TOT	112	49	1	0	1	3	0	166
P/TOT	333	111	1	0	1	6	0	452

	A TO D FROM WIGMORE LANE TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
29	12	0	0	0	0	0	0	41
30	7	1	0	1	2	0	0	41
39	14	2	0	0	0	0	0	55
44	16	2	0	0	4	0	0	66
H/TOT	142	49	5	0	1	6	0	203
48	21	2	0	0	0	0	0	71
33	16	3	0	0	2	0	0	54
39	17	2	1	0	0	0	0	59
29	16	1	0	0	0	0	0	46
H/TOT	149	70	8	1	0	2	0	230
44	12	3	0	1	0	0	0	60
42	21	0	0	0	0	0	0	63
36	21	1	0	0	0	0	0	58
41	18	0	0	0	0	0	0	59
H/TOT	163	72	4	0	1	0	0	240
P/TOT	454	191	17	1	2	8	0	673

TIME	A TO C FROM WIGMORE LANE TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	42	16	0	0	0	3	0	61
16:15	46	18	0	0	0	1	0	65
16:30	56	20	0	0	0	0	0	76
16:45	51	14	0	0	0	1	0	66
H/TOT	195	68	0	0	0	5	0	268
17:00	56	5	0	0	0	0	2	63
17:15	71	14	0	0	0	1	1	87
17:30	67	6	0	0	0	1	0	74
17:45	62	10	0	0	0	1	2	75
H/TOT	256	35	0	0	0	3	5	299
18:00	49	4	0	0	0	0	0	53
18:15	56	3	0	0	0	1	0	60
18:30	33	1	0	0	0	2	0	36
18:45	50	2	1	0	0	0	0	53
H/TOT	188	10	1	0	0	3	0	202
P/TOT	639	113	1	0	0	11	5	769

	A TO D FROM WIGMORE LANE TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
90	22	2	0	0	1	0	0	115
96	22	2	0	0	3	0	0	123
80	13	3	0	0	1	0	0	97
100	14	0	0	0	1	0	0	115
H/TOT	366	71	7	0	0	6	0	450
64	17	0	0	0	2	0	0	83
105	13	0	0	0	2	1	0	121
97	13	1	0	0	1	0	0	112
112	12	0	0	0	0	0	0	124
H/TOT	378	55	1	0	0	5	1	440
76	6	0	0	0	0	0	0	82
79	7	0	0	0	1	0	0	87
62	5	1	0	0	0	0	0	68
76	9	0	0	0	0	0	0	85
H/TOT	293	27	1	0	0	1	0	322
P/TOT	1037	153	9	0	0	12	1	1212

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	B TO A FROM OXFORD ROAD (E) TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	21	6	5	0	0	0	0	32
07:15	22	10	2	0	0	0	0	34
07:30	27	4	3	0	0	0	1	35
07:45	30	10	4	0	0	0	0	44
H/TOT	100	30	14	0	0	0	1	145
08:00	22	5	2	0	0	0	0	29
08:15	28	8	0	0	0	1	0	37
08:30	30	4	0	1	0	1	0	36
08:45	41	9	0	0	0	1	0	51
H/TOT	121	26	2	1	0	3	0	153
09:00	34	5	2	1	0	0	0	42
09:15	34	4	1	0	0	0	1	40
09:30	29	5	10	2	0	0	0	46
09:45	22	4	1	0	0	0	0	27
H/TOT	119	18	14	3	0	0	1	155
P/TOT	340	74	30	4	0	3	2	453

	B TO B FROM OXFORD ROAD (E) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	0	1	0	0	0	0	0	3
4	3	0	0	0	0	0	0	7
5	3	0	0	0	0	0	0	8
12	0	0	0	0	0	0	0	12
23	6	1	0	0	0	0	0	30
5	2	0	0	0	0	0	0	7
8	1	0	2	0	0	0	0	11
4	1	0	0	0	0	0	0	5
10	2	0	0	0	0	0	0	12
27	6	0	2	0	0	0	0	35
5	5	0	0	0	0	0	0	10
8	1	0	0	0	0	0	0	9
8	1	1	0	0	0	0	0	10
18	2	0	1	1	0	0	0	22
39	9	1	1	1	0	0	0	51
89	21	2	3	1	0	0	0	116

TIME	B TO A FROM OXFORD ROAD (E) TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	4	0	0	0	0	0	22
16:15	23	2	1	0	0	1	0	27
16:30	33	5	0	0	0	0	0	38
16:45	21	2	0	0	0	0	0	23
H/TOT	95	13	1	0	0	1	0	110
17:00	27	5	0	0	0	0	0	32
17:15	19	8	0	0	0	2	0	29
17:30	19	7	0	0	0	0	0	26
17:45	18	5	0	0	0	0	0	23
H/TOT	83	25	0	0	0	2	0	110
18:00	22	5	0	0	0	1	0	28
18:15	18	3	0	0	0	0	0	21
18:30	23	4	1	0	0	0	0	28
18:45	15	2	0	0	0	1	0	18
H/TOT	78	14	1	0	0	2	0	95
P/TOT	256	52	2	0	0	5	0	315

	B TO B FROM OXFORD ROAD (E) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
13	3	0	0	0	0	0	0	16
15	0	0	0	0	0	0	0	15
10	2	0	0	0	0	1	0	13
19	2	0	0	0	0	1	0	22
57	7	0	0	0	0	2	0	66
12	1	0	0	0	0	1	0	14
7	2	0	0	0	0	0	0	9
13	1	0	0	0	0	0	0	14
11	1	0	0	0	0	0	0	12
43	5	0	0	0	0	1	0	49
15	2	0	0	0	0	0	0	17
16	2	0	0	0	0	0	0	18
31	1	0	0	0	0	0	0	32
16	3	0	0	0	0	0	0	19
78	8	0	0	0	0	0	0	86
178	20	0	0	0	0	3	0	201

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	B TO C FROM OXFORD ROAD (E) TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	1	0	0	3	0	0	11
07:15	17	3	0	0	2	1	0	23
07:30	9	0	0	0	1	1	0	11
07:45	10	3	0	0	2	2	0	17
H/TOT	43	7	0	0	8	4	0	62
08:00	24	2	0	0	1	1	1	29
08:15	24	3	0	0	2	1	0	30
08:30	31	7	1	0	2	0	0	41
08:45	17	5	2	0	1	1	0	26
H/TOT	96	17	3	0	6	3	1	126
09:00	23	5	1	0	2	0	0	31
09:15	22	3	1	0	2	1	0	29
09:30	23	4	0	0	0	0	0	27
09:45	19	4	0	0	3	0	0	26
H/TOT	87	16	2	0	7	1	0	113
P/TOT	226	40	5	0	21	8	1	301

	B TO D FROM OXFORD ROAD (E) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
45	12	3	0	1	0	1	1	62
34	13	2	2	3	1	1	1	56
43	9	0	1	1	3	1	1	58
70	19	1	2	1	1	1	1	95
192	53	6	5	6	5	4	4	271
67	15	2	0	1	3	2	2	90
62	21	2	0	0	2	1	1	88
71	9	0	0	0	0	1	1	81
74	10	2	1	1	0	1	1	89
274	55	6	1	2	5	5	5	348
71	16	4	0	3	0	1	1	95
56	12	1	1	0	1	3	74	74
55	21	3	1	1	1	1	1	83
42	10	2	2	1	0	2	59	59
224	59	10	4	5	2	7	311	311
690	167	22	10	13	12	16	930	930

TIME	B TO C FROM OXFORD ROAD (E) TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	33	3	0	0	3	0	1	40
16:15	32	5	1	0	1	3	0	42
16:30	44	7	1	0	2	0	0	54
16:45	34	2	0	0	0	3	0	39
H/TOT	143	17	2	0	6	6	1	175
17:00	41	7	0	0	2	0	1	51
17:15	41	3	0	0	2	2	1	49
17:30	38	3	0	0	1	4	0	46
17:45	28	8	2	0	2	4	3	47
H/TOT	148	21	2	0	7	10	5	193
18:00	48	1	0	0	2	3	1	55
18:15	36	3	0	0	2	2	0	43
18:30	42	7	0	0	0	1	1	51
18:45	43	3	0	0	2	2	0	50
H/TOT	169	14	0	0	6	8	2	199
P/TOT	460	52	4	0	19	24	8	567

	B TO D FROM OXFORD ROAD (E) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
80	16	3	0	1	0	0	0	100
100	9	0	0	0	2	3	114	114
89	10	0	0	1	1	0	101	101
92	19	1	2	1	1	3	119	119
361	54	4	2	3	4	6	434	434
82	12	1	0	1	3	0	99	99
87	10	0	0	0	4	3	104	104
83	9	1	0	1	1	1	96	96
98	9	0	0	1	6	0	114	114
350	40	2	0	3	14	4	413	413
112	9	0	0	1	3	3	128	128
77	7	0	0	1	1	5	91	91
96	9	0	0	1	2	2	110	110
85	7	0	0	1	1	4	98	98
370	32	0	0	4	7	14	427	427
1081	126	6	2	10	25	24	1274	1274

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	C TO A FROM NORCOT ROAD TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	18	2	0	0	0	0	73
07:15	61	18	0	0	0	2	0	81
07:30	69	11	0	0	0	3	1	84
07:45	53	9	0	0	0	1	0	63
H/TOT	236	56	2	0	0	6	1	301
08:00	50	6	0	0	0	0	2	58
08:15	53	5	0	0	0	1	0	59
08:30	51	6	1	0	0	1	0	59
08:45	69	3	1	0	0	0	1	74
H/TOT	223	20	2	0	0	2	3	250
09:00	56	6	1	0	0	0	0	63
09:15	44	12	0	0	0	0	0	56
09:30	43	4	1	0	0	1	0	49
09:45	41	6	0	0	1	1	0	49
H/TOT	184	28	2	0	1	2	0	217
P/TOT	643	104	6	0	1	10	4	768

	C TO B FROM NORCOT ROAD TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
21	6	1	0	0	2	0	0	30
22	12	0	0	0	1	0	0	35
24	5	0	0	0	3	1	0	33
23	3	0	0	0	0	1	0	27
90	26	1	0	0	6	2	0	125
24	7	0	0	0	2	1	2	36
28	8	1	0	0	1	2	4	44
34	8	1	0	0	1	0	0	44
26	3	0	0	0	1	0	2	32
112	26	2	0	0	5	3	8	156
40	7	0	0	0	2	1	0	50
24	7	2	0	0	1	0	0	34
18	4	2	0	0	2	0	0	26
21	4	1	0	0	1	2	0	29
103	22	5	0	0	6	3	0	139
305	74	8	0	0	17	8	8	420

TIME	C TO A FROM NORCOT ROAD TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	7	0	0	0	0	0	56
16:15	37	6	0	0	3	0	0	46
16:30	50	12	2	0	1	3	0	68
16:45	60	8	0	0	1	2	0	71
H/TOT	196	33	2	0	5	5	0	241
17:00	59	12	1	0	2	2	3	79
17:15	49	7	1	0	0	2	1	60
17:30	28	4	1	0	0	0	0	33
17:45	31	4	2	0	0	1	0	38
H/TOT	167	27	5	0	2	5	4	210
18:00	35	4	3	0	2	3	0	47
18:15	56	3	0	0	0	0	1	60
18:30	46	2	0	0	1	1	0	50
18:45	45	8	1	0	0	1	0	55
H/TOT	182	17	4	0	3	5	1	212
P/TOT	545	77	11	0	10	15	5	663

	C TO B FROM NORCOT ROAD TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
31	1	2	0	0	1	1	0	36
28	3	0	0	0	2	3	0	36
20	3	2	0	0	1	3	0	29
26	3	0	0	0	1	1	0	31
105	10	4	0	0	5	8	0	132
36	6	0	0	0	2	3	0	47
29	3	1	0	0	0	2	1	36
35	5	1	0	0	1	3	0	45
42	6	0	0	0	1	4	0	53
142	20	2	0	0	4	12	1	181
32	2	1	0	0	1	2	0	38
31	4	0	0	0	1	5	0	41
29	3	0	0	0	0	0	0	32
41	8	1	0	0	2	2	0	54
133	17	2	0	0	4	9	0	165
380	47	8	0	0	13	29	1	478

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	C TO C FROM NORCOT ROAD TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	1	1	0	0	0	0	0	2

C TO D FROM NORCOT ROAD TO OXFORD ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
10	3	1	0	0	0	0	14
17	6	0	0	1	0	2	26
16	9	0	0	0	0	0	25
15	2	0	0	0	0	0	17
58	20	1	0	1	0	2	82
20	6	0	0	0	0	0	26
14	8	0	0	0	0	0	22
27	8	1	0	0	0	1	37
16	5	0	0	0	0	1	22
77	27	1	0	0	0	2	107
18	7	2	0	0	0	0	27
10	1	0	0	0	0	0	11
16	3	3	0	0	0	0	22
11	2	0	0	0	0	0	13
55	13	5	0	0	0	0	73
190	60	7	0	1	0	4	262

TIME	C TO C FROM NORCOT ROAD TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

C TO D FROM NORCOT ROAD TO OXFORD ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16	7	0	0	0	0	0	23
12	2	0	0	0	0	0	14
16	4	0	0	0	1	1	22
23	2	0	0	0	1	0	26
67	15	0	0	0	2	1	85
25	4	0	0	0	0	0	29
19	3	0	0	0	1	1	24
15	2	0	0	0	0	0	17
20	1	0	0	0	0	0	21
79	10	0	0	0	1	1	91
14	1	0	0	0	0	0	15
16	2	0	0	0	0	1	19
16	4	0	0	0	0	0	20
22	1	0	0	0	1	0	24
68	8	0	0	0	1	1	78
214	33	0	0	0	4	3	254

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	D TO A FROM OXFORD ROAD (W) TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	69	22	0	0	0	1	0	92
07:15	88	35	3	1	0	0	0	127
07:30	105	34	0	0	0	0	1	140
07:45	106	25	1	0	0	2	1	135
H/TOT	368	116	4	1	0	3	2	494
08:00	103	18	5	0	0	0	1	127
08:15	99	16	1	0	0	0	0	116
08:30	96	18	2	0	0	3	0	119
08:45	106	14	3	1	0	2	2	128
H/TOT	404	66	11	1	0	5	3	490
09:00	121	15	0	0	0	0	0	136
09:15	74	14	1	0	0	0	0	89
09:30	71	12	1	0	0	1	0	85
09:45	56	13	1	0	0	0	0	70
H/TOT	322	54	3	0	0	1	0	380
P/TOT	1094	236	18	2	0	9	5	1364

	D TO B FROM OXFORD ROAD (W) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	46	11	0	0	1	0	0	58
	59	10	2	0	1	0	0	72
	77	15	1	0	1	3	2	99
	81	16	2	1	1	2	1	104
	263	52	5	1	4	5	3	333
	80	17	0	3	0	1	0	101
	92	16	2	1	1	0	2	114
	75	14	3	2	2	1	0	97
	91	14	2	0	0	0	3	110
	338	61	7	6	3	2	5	422
	92	15	0	0	1	1	0	109
	82	14	2	1	1	0	0	100
	75	15	3	0	0	0	0	93
	59	8	2	1	1	2	2	75
	308	52	7	2	3	3	2	377
	909	165	19	9	10	10	10	1132

TIME	D TO A FROM OXFORD ROAD (W) TO WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	80	14	2	0	1	1	0	98
16:15	63	7	1	0	0	0	0	71
16:30	72	5	1	0	0	1	0	79
16:45	64	12	0	0	0	2	0	78
H/TOT	279	38	4	0	1	4	0	326
17:00	76	13	0	0	0	0	0	89
17:15	59	10	1	1	0	0	0	71
17:30	63	7	0	0	0	2	0	72
17:45	56	7	1	0	0	1	1	66
H/TOT	254	37	2	1	0	3	1	298
18:00	68	13	0	0	0	2	0	83
18:15	68	0	0	0	0	0	0	68
18:30	62	5	0	0	0	0	1	68
18:45	68	5	0	0	0	0	0	73
H/TOT	266	23	0	0	0	2	1	292
P/TOT	799	98	6	1	1	9	2	916

	D TO B FROM OXFORD ROAD (W) TO OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
	76	11	1	0	0	1	0	89
	65	9	0	0	1	2	1	78
	85	17	2	0	0	5	0	109
	73	16	0	0	0	0	0	89
	299	53	3	0	1	8	1	365
	92	6	0	0	2	2	1	103
	78	5	0	0	1	2	0	86
	99	12	0	0	0	2	0	113
	75	4	0	0	1	1	1	82
	344	27	0	0	4	7	2	384
	92	8	0	0	1	4	0	105
	73	6	0	0	0	1	0	80
	84	5	0	0	3	0	3	95
	59	8	0	0	1	5	1	74
	308	27	0	0	5	10	4	354
	951	107	3	0	10	25	7	1103

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	D TO C FROM OXFORD ROAD (W) TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	4	0	0	0	0	0	10
07:15	8	0	0	0	0	1	0	9
07:30	7	2	0	0	0	0	0	9
07:45	13	1	0	0	0	0	0	14
H/TOT	34	7	0	0	0	1	0	42
08:00	9	3	0	0	0	0	0	12
08:15	13	2	0	0	0	0	0	15
08:30	10	1	0	0	0	2	0	13
08:45	13	4	0	0	0	0	0	17
H/TOT	45	10	0	0	0	2	0	57
09:00	13	3	0	0	0	0	0	16
09:15	12	4	1	0	1	0	0	18
09:30	4	3	0	0	0	0	0	7
09:45	17	3	0	0	0	0	0	20
H/TOT	46	13	1	0	1	0	0	61
P/TOT	125	30	1	0	1	3	0	160

	D TO D FROM OXFORD ROAD (W) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
1	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	0	1
4	1	0	0	0	0	0	0	5
0	1	0	0	0	0	0	0	1
6	2	0	0	0	0	0	0	8
0	2	0	0	0	0	0	0	2
1	1	0	0	0	0	0	0	2
1	0	0	0	0	0	0	0	1
3	4	0	0	0	0	0	0	7
5	7	0	0	0	0	0	0	12
5	0	0	0	0	0	0	0	5
2	0	0	0	0	0	0	0	2
2	2	0	0	0	0	0	0	4
4	0	0	0	0	0	0	0	4
13	2	0	0	0	0	0	0	15
24	11	0	0	0	0	0	0	35

TIME	D TO C FROM OXFORD ROAD (W) TO NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	1	1	0	0	0	0	22
16:15	19	6	0	0	0	0	0	25
16:30	30	3	0	0	0	0	1	34
16:45	15	5	0	0	0	1	1	22
H/TOT	84	15	1	0	0	1	2	103
17:00	32	4	0	0	0	1	0	37
17:15	17	6	0	0	0	0	0	23
17:30	22	5	0	0	0	1	0	28
17:45	20	0	1	0	0	1	0	22
H/TOT	91	15	1	0	0	3	0	110
18:00	10	3	0	0	0	1	0	14
18:15	13	2	0	0	0	0	0	15
18:30	14	2	0	0	0	0	0	16
18:45	17	3	0	0	0	0	0	20
H/TOT	54	10	0	0	0	1	0	65
P/TOT	229	40	2	0	0	5	2	278

	D TO D FROM OXFORD ROAD (W) TO OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
8	1	0	0	0	0	0	0	9
5	2	0	0	0	0	0	0	7
5	1	0	0	0	0	0	0	6
3	2	0	0	0	0	0	0	5
21	6	0	0	0	0	0	0	27
9	0	0	0	0	0	0	0	9
5	0	0	0	0	0	1	0	6
6	0	0	0	0	0	0	0	6
1	2	0	0	0	0	0	0	3
21	2	0	0	0	0	1	0	24
6	1	1	0	0	0	0	0	8
2	0	0	0	0	0	0	0	2
3	0	0	0	0	0	0	0	3
1	0	0	0	0	0	0	0	1
12	1	1	0	0	0	0	0	14
54	9	1	0	0	0	1	0	65

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	TO ARM A WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	145	46	7	0	0	1	0	199
07:15	176	63	5	1	0	2	0	247
07:30	202	49	3	0	0	3	3	260
07:45	193	45	5	0	0	3	1	247
H/TOT	716	203	20	1	0	9	4	953
08:00	176	29	7	0	0	0	3	215
08:15	181	29	1	0	0	2	0	213
08:30	181	28	3	1	0	5	0	218
08:45	217	26	4	1	0	3	3	254
H/TOT	755	112	15	2	0	10	6	900
09:00	214	26	3	1	0	0	0	244
09:15	152	31	2	0	0	0	1	186
09:30	146	21	12	2	0	2	0	183
09:45	120	23	2	0	1	1	0	147
H/TOT	632	101	19	3	1	3	1	760
P/TOT	2103	416	54	6	1	22	11	2613

FROM ARM A WIGMORE LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
55	22	1	0	0	1	0	79
69	27	3	0	1	4	0	104
84	25	6	0	0	0	0	115
110	36	6	0	0	4	0	156
318	110	16	0	1	9	0	454
116	45	7	1	0	1	0	170
107	33	3	1	0	2	0	146
105	38	4	1	0	0	0	148
95	36	6	0	0	0	0	137
423	152	20	3	0	3	0	601
111	37	7	1	2	0	0	158
107	46	0	2	0	1	0	156
91	41	7	2	0	1	0	142
111	45	5	1	0	1	0	163
420	169	19	6	2	3	0	619
1161	431	55	9	3	15	0	1674

TIME	TO ARM A WIGMORE LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	147	25	2	0	1	1	0	176
16:15	123	18	2	0	3	1	0	147
16:30	155	24	3	0	1	4	0	187
16:45	145	22	0	0	1	4	0	172
H/TOT	570	89	7	0	6	10	0	682
17:00	164	30	1	0	2	2	3	202
17:15	129	26	2	1	0	4	1	163
17:30	113	18	1	0	0	2	0	134
17:45	107	16	3	1	0	2	1	130
H/TOT	513	90	7	2	2	10	5	629
18:00	125	22	3	0	2	6	0	158
18:15	143	6	0	0	0	0	1	150
18:30	134	12	1	0	1	1	1	150
18:45	129	15	1	0	0	2	0	147
H/TOT	531	55	5	0	3	9	2	605
P/TOT	1614	234	19	2	11	29	7	1916

FROM ARM A WIGMORE LANE							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
171	49	3	1	0	4	0	228
185	50	4	1	0	4	0	244
172	41	6	0	0	1	0	220
194	32	0	0	0	3	0	229
722	172	13	2	0	12	0	921
168	27	2	1	0	2	2	202
230	31	0	0	0	4	2	267
200	21	1	0	0	3	0	225
222	24	0	1	0	2	2	251
820	103	3	2	0	11	6	945
172	13	0	0	0	0	0	185
177	13	0	0	0	2	0	192
137	12	2	0	0	4	0	155
171	18	1	0	0	0	0	190
657	56	3	0	0	6	0	722
2199	331	19	4	0	29	6	2588

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	TO ARM B OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	82	23	3	0	3	0	0	111
07:15	102	36	4	0	2	1	0	145
07:30	125	30	5	0	4	4	2	170
07:45	138	29	6	1	1	3	1	179
H/TOT	447	118	18	1	10	8	3	605
08:00	136	37	5	4	2	2	2	188
08:15	173	36	3	4	2	2	6	226
08:30	143	36	6	2	3	1	0	191
08:45	164	30	7	0	1	0	5	207
H/TOT	616	139	21	10	8	5	13	812
09:00	177	38	3	1	3	2	0	224
09:15	151	30	4	3	2	0	0	190
09:30	122	30	12	2	2	0	0	168
09:45	138	32	8	3	3	4	2	190
H/TOT	588	130	27	9	10	6	2	772
P/TOT	1651	387	66	20	28	19	18	2189

FROM ARM B OXFORD ROAD (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
75	19	9	0	4	0	1	108
77	29	4	2	5	2	1	120
84	16	3	1	2	4	2	112
122	32	5	2	3	3	1	168
358	96	21	5	14	9	5	508
118	24	4	0	2	4	3	155
122	33	2	2	2	4	1	166
136	21	1	1	2	1	1	163
142	26	4	1	2	2	1	178
518	104	11	4	8	11	6	662
133	31	7	1	5	0	1	178
120	20	3	1	2	2	4	152
115	31	14	3	1	1	1	166
101	20	3	3	5	0	2	134
469	102	27	8	13	3	8	630
1345	302	59	17	35	23	19	1800

TIME	TO ARM B OXFORD ROAD (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	159	26	4	1	1	2	0	193
16:15	151	19	2	1	3	5	1	182
16:30	151	28	7	0	1	9	0	196
16:45	161	25	0	0	1	3	0	190
H/TOT	622	98	13	2	6	19	1	761
17:00	186	18	2	1	4	6	1	218
17:15	166	13	1	0	1	5	1	187
17:30	180	20	1	0	1	6	0	208
17:45	174	13	0	0	2	6	1	196
H/TOT	706	64	4	1	8	23	3	809
18:00	186	15	1	0	2	6	0	210
18:15	161	15	0	0	1	6	0	183
18:30	183	14	1	0	3	2	3	206
18:45	160	26	1	0	3	7	1	198
H/TOT	690	70	3	0	9	21	4	797
P/TOT	2018	232	20	3	23	63	8	2367

FROM ARM B OXFORD ROAD (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
144	26	3	0	4	0	1	178
170	16	2	0	1	6	3	198
176	24	1	0	3	2	0	206
166	25	1	2	1	5	3	203
656	91	7	2	9	13	7	785
162	25	1	0	3	4	1	196
154	23	0	0	2	8	4	191
153	20	1	0	2	5	1	182
155	23	2	0	3	10	3	196
624	91	4	0	10	27	9	765
197	17	0	0	3	7	4	228
147	15	0	0	3	3	5	173
192	21	1	0	1	3	3	221
159	15	0	0	3	4	4	185
695	68	1	0	10	17	16	807
1975	250	12	2	29	57	32	2357

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	TO ARM C NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	9	0	0	3	1	0	37
07:15	42	13	0	0	2	3	0	60
07:30	41	6	0	0	1	1	0	49
07:45	64	13	0	0	2	2	0	81
H/TOT	171	41	0	0	8	7	0	227
08:00	73	18	0	0	1	2	1	95
08:15	65	11	0	0	2	1	0	79
08:30	73	16	1	0	2	2	0	94
08:45	58	18	2	0	1	1	0	80
H/TOT	269	63	3	0	6	6	1	348
09:00	60	22	2	0	3	0	0	87
09:15	62	23	2	0	3	2	0	92
09:30	58	17	0	0	0	1	0	76
09:45	65	16	0	0	3	1	0	85
H/TOT	245	78	4	0	9	4	0	340
P/TOT	685	182	7	0	23	17	1	915

FROM ARM C NORCOT ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
84	27	4	0	2	0	0	117
100	37	0	0	2	2	2	143
109	25	0	0	3	4	1	142
92	14	0	0	0	2	0	108
385	103	4	0	7	8	3	510
94	19	0	0	2	1	4	120
95	21	1	0	1	3	4	125
112	22	3	0	1	1	1	140
111	11	1	0	1	0	4	128
412	73	5	0	5	5	13	513
114	20	3	0	2	1	0	140
78	20	2	0	1	0	0	101
77	11	6	0	2	1	0	97
73	12	1	0	2	3	0	91
342	63	12	0	7	5	0	429
1139	239	21	0	19	18	16	1452

TIME	TO ARM C NORCOT ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	95	20	1	0	3	3	1	123
16:15	97	29	1	0	1	4	0	132
16:30	130	30	1	0	2	0	1	164
16:45	100	21	0	0	0	5	1	127
H/TOT	422	100	3	0	6	12	3	546
17:00	129	16	0	0	2	1	3	151
17:15	129	23	0	0	2	3	2	159
17:30	127	14	0	0	1	6	0	148
17:45	110	18	3	0	2	6	5	144
H/TOT	495	71	3	0	7	16	10	602
18:00	107	8	0	0	2	4	1	122
18:15	105	8	0	0	2	3	0	118
18:30	89	10	0	0	0	3	1	103
18:45	110	8	1	0	2	2	0	123
H/TOT	411	34	1	0	6	12	2	466
P/TOT	1328	205	7	0	19	40	15	1614

FROM ARM C NORCOT ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
96	15	2	0	1	1	0	115
77	11	0	0	5	3	0	96
86	19	4	0	2	7	1	119
109	13	0	0	2	4	0	128
368	58	6	0	10	15	1	458
120	22	1	0	4	5	3	155
97	13	2	0	0	5	3	120
78	11	2	0	1	3	0	95
93	11	2	0	1	5	0	112
388	57	7	0	6	18	6	482
81	7	4	0	3	5	0	100
103	9	0	0	1	5	2	120
91	9	0	0	1	1	0	102
108	17	2	0	2	4	0	133
383	42	6	0	7	15	2	455
1139	157	19	0	23	48	9	1395

MANUAL CLASSIFIED COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	TO ARM D OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	85	27	4	0	1	0	1	118
07:15	82	26	3	2	5	3	3	124
07:30	102	33	2	1	1	3	1	143
07:45	129	38	3	2	1	5	1	179
H/TOT	398	124	12	5	8	11	6	564
08:00	135	44	4	0	1	3	2	189
08:15	110	46	5	0	0	4	1	166
08:30	138	34	3	1	0	0	2	178
08:45	122	35	3	1	1	0	2	164
H/TOT	505	159	15	2	2	7	7	697
09:00	138	35	9	0	4	0	1	187
09:15	110	34	1	1	0	1	3	150
09:30	109	47	7	1	1	1	1	167
09:45	98	30	2	2	1	0	2	135
H/TOT	455	146	19	4	6	2	7	639
P/TOT	1358	429	46	11	16	20	20	1900

TIME	TO ARM D OXFORD ROAD (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	194	46	5	0	1	1	0	247
16:15	213	35	2	0	0	5	3	258
16:30	190	28	3	0	1	3	1	226
16:45	218	37	1	2	1	3	3	265
H/TOT	815	146	11	2	3	12	7	996
17:00	180	33	1	0	1	5	0	220
17:15	216	26	0	0	0	8	5	255
17:30	201	24	2	0	1	2	1	231
17:45	231	24	0	0	1	6	0	262
H/TOT	828	107	3	0	3	21	6	968
18:00	208	17	1	0	1	3	3	233
18:15	174	16	0	0	1	2	6	199
18:30	177	18	1	0	1	2	2	201
18:45	184	17	0	0	1	2	4	208
H/TOT	743	68	2	0	4	9	15	841
P/TOT	2386	321	16	2	10	42	28	2805

FROM ARM D OXFORD ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
122	37	0	0	1	1	0	161
156	45	5	1	1	1	0	209
193	52	1	0	1	3	3	253
200	43	3	1	1	4	2	254
H/TOT	671	177	9	2	4	9	877
192	40	5	3	0	1	1	242
205	35	3	1	1	0	2	247
182	33	5	2	2	6	0	230
213	36	5	1	0	2	5	262
H/TOT	792	144	18	7	3	9	981
231	33	0	0	1	1	0	266
170	32	4	1	2	0	0	209
152	32	4	0	0	1	0	189
136	24	3	1	1	2	2	169
H/TOT	689	121	11	2	4	4	833
P/TOT	2152	442	38	11	11	22	2691

FROM ARM D OXFORD ROAD (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
184	27	4	0	1	2	0	218
152	24	1	0	1	2	1	181
192	26	3	0	0	6	1	228
155	35	0	0	0	3	1	194
H/TOT	683	112	8	0	2	13	821
209	23	0	0	2	3	1	238
159	21	1	1	1	3	0	186
190	24	0	0	0	5	0	219
152	13	2	0	1	3	2	173
H/TOT	710	81	3	1	4	14	816
176	25	1	0	1	7	0	210
156	8	0	0	0	1	0	165
163	12	0	0	3	0	4	182
145	16	0	0	1	5	1	168
H/TOT	640	61	1	0	5	13	725
P/TOT	2033	254	12	1	11	40	2362

QUEUE LENGTHS

JOB REF: 12512



JOB NAME: READING

SITE: 2

DATE: 28/06/2023

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD / OXFORD ROAD (W)

DAY: WEDNESDAY

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A WIGMORE LANE		ARM B OXFORD ROAD (E)		ARM C NORCOT ROAD		ARM D OXFORD ROAD (W)		TIME	ARM A WIGMORE LANE		ARM B OXFORD ROAD (E)		ARM C NORCOT ROAD		ARM D OXFORD ROAD (W)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2		LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	1	2	0	0	0	2	2	1	16:00	4	20	1	6	0	8	2	3
07:05	0	0	0	0	0	8	3	1	16:05	8	10	2	7	0	4	3	3
07:10	0	1	0	0	0	1	4	4	16:10	6	16	1	8	0	9	3	3
07:15	1	2	0	0	0	5	3	2	16:15	5	20	1	5	0	8	4	3
07:20	1	3	0	2	0	1	4	2	16:20	3	20	1	6	0	5	2	4
07:25	2	1	0	0	0	2	4	3	16:25	3	8	0	6	0	6	2	2
07:30	2	3	0	3	0	5	3	4	16:30	3	25	1	5	0	5	2	6
07:35	2	1	1	2	0	0	2	2	16:35	3	18	1	5	0	3	3	5
07:40	1	2	0	0	0	18	5	3	16:40	3	23	0	6	0	8	2	3
07:45	2	1	0	14	0	6	6	2	16:45	2	18	0	6	0	5	2	4
07:50	2	2	1	18	0	11	2	4	16:50	5	18	1	5	0	10	1	2
07:55	2	3	0	6	0	7	3	4	16:55	5	14	0	3	0	3	1	3
08:00	5	0	0	8	0	4	2	2	17:00	4	10	1	7	0	4	3	5
08:05	3	15	1	2	0	4	2	5	17:05	3	13	0	5	0	2	2	4
08:10	0	12	0	2	0	6	3	1	17:10	4	10	0	4	0	4	2	4
08:15	2	2	0	6	0	20	4	5	17:15	4	15	1	6	0	4	2	3
08:20	2	3	0	7	0	4	4	2	17:20	5	8	1	5	0	2	1	2
08:25	8	4	0	4	0	8	4	4	17:25	2	17	0	6	0	1	2	3
08:30	6	2	0	5	0	11	5	4	17:30	4	8	0	5	0	6	2	4
08:35	2	2	0	8	0	10	4	4	17:35	2	20	0	6	0	2	2	3
08:40	3	6	0	5	0	4	4	3	17:40	1	11	0	5	0	2	2	7
08:45	2	7	0	7	0	8	4	3	17:45	3	13	1	5	0	2	3	4
08:50	3	11	0	9	0	2	3	5	17:50	6	12	1	6	0	3	3	4
08:55	3	0	0	4	0	12	4	4	17:55	1	8	0	4	0	10	4	2
09:00	3	0	0	3	0	4	5	4	18:00	4	5	0	7	0	10	2	2
09:05	3	10	0	5	0	5	4	5	18:05	2	9	1	6	0	12	3	3
09:10	4	9	0	6	0	10	5	6	18:10	5	13	0	5	0	2	4	4
09:15	3	5	0	7	0	1	4	5	18:15	3	6	0	5	0	1	2	2
09:20	2	4	0	6	0	3	4	4	18:20	2	8	0	6	0	3	2	4
09:25	2	5	0	3	0	3	4	5	18:25	2	12	2	5	0	2	3	3
09:30	2	3	0	5	0	13	2	3	18:30	5	11	0	6	0	3	3	4
09:35	1	2	0	5	0	5	2	3	18:35	2	3	0	7	0	2	2	3
09:40	0	3	0	6	0	1	3	4	18:40	2	2	0	2	0	0	3	5
09:45	4	0	0	2	0	1	3	4	18:45	2	6	0	5	0	2	4	4
09:50	5	9	0	6	0	5	2	5	18:50	4	12	0	4	0	3	2	3
09:55	1	2	0	6	0	1	2	4	18:55	3	8	0	5	0	4	3	4

PEDESTRIAN & CYCLIST COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	MOVEMENT 1					MOVEMENT 2					MOVEMENT 3					MOVEMENT 4				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
07:00	2	1	0	1	4	2	1	1	1	5	0	0	0	0	0	0	0	0	0	0
07:15	2	2	0	0	4	1	0	0	2	3	1	0	0	0	1	1	0	0	0	1
07:30	4	2	0	0	6	1	2	0	1	4	0	0	0	0	0	1	0	0	0	1
07:45	3	1	0	4	8	0	2	0	1	3	1	0	0	0	1	0	0	0	0	0
H/TOT	11	6	0	5	22	4	5	1	5	15	2	0	0	0	2	2	0	0	0	2
08:00	6	3	0	1	10	2	3	0	1	6	0	0	0	0	0	0	0	0	0	0
08:15	3	4	0	1	8	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0
08:30	1	3	0	1	5	1	5	0	1	7	1	0	0	0	1	0	0	0	0	0
08:45	4	5	0	1	10	2	4	0	0	6	1	0	0	0	1	1	0	0	0	1
H/TOT	14	15	0	4	33	8	17	0	2	27	2	0	0	0	2	1	0	0	0	1
09:00	4	2	0	0	6	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
09:15	6	3	0	1	10	2	5	0	2	9	1	0	0	0	1	0	0	0	0	0
09:30	0	2	0	0	2	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0
09:45	11	1	0	0	12	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1
H/TOT	21	8	0	1	30	12	9	0	2	23	1	0	0	0	1	1	0	0	0	1
P/TOT	46	29	0	10	85	24	31	1	9	65	5	0	0	0	5	4	0	0	0	4

TIME	MOVEMENT 1					MOVEMENT 2					MOVEMENT 3					MOVEMENT 4				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
16:00	1	3	0	1	5	2	3	0	2	7	1	0	0	0	1	1	1	0	0	2
16:15	0	2	0	1	3	2	3	0	1	6	0	0	0	0	0	0	0	0	0	0
16:30	1	2	0	1	4	1	5	0	2	8	1	0	0	0	1	0	0	0	0	0
16:45	4	9	0	4	17	5	7	0	2	14	2	0	0	0	2	0	0	0	0	0
H/TOT	6	16	0	7	29	10	18	0	7	35	4	0	0	0	4	1	1	0	0	2
17:00	4	1	0	0	5	4	5	1	1	11	0	0	0	0	0	1	0	0	0	1
17:15	2	2	0	2	6	1	6	0	1	8	0	0	0	0	0	0	0	0	0	0
17:30	3	2	0	2	7	5	5	0	2	12	1	0	0	0	1	0	0	0	0	0
17:45	0	7	0	2	9	0	5	0	1	6	0	0	0	0	0	1	0	0	0	1
H/TOT	9	12	0	6	27	10	21	1	5	37	1	0	0	0	1	2	0	0	0	2
18:00	4	3	0	2	9	0	9	0	1	10	1	0	0	0	1	1	0	0	0	1
18:15	2	3	0	1	6	4	1	0	4	9	1	1	0	0	2	2	1	0	0	3
18:30	1	6	0	2	9	5	8	0	1	14	0	0	0	0	0	0	0	0	0	0
18:45	0	5	0	2	7	1	7	0	1	9	0	0	0	0	0	0	0	0	0	0
H/TOT	7	17	0	7	31	10	25	0	7	42	2	1	0	0	3	3	1	0	0	4
P/TOT	22	45	0	20	87	30	64	1	19	114	7	1	0	0	8	6	2	0	0	8

PEDESTRIAN & CYCLIST COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	MOVEMENT 5					MOVEMENT 6					MOVEMENT 7					MOVEMENT 8				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
07:00	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	5	1	0	0	6
07:15	2	0	0	0	2	0	0	2	0	2	4	0	1	0	5	2	0	0	0	2
07:30	5	4	0	0	9	1	0	0	0	1	1	2	0	0	3	4	3	0	0	7
07:45	4	0	1	1	6	4	0	0	0	4	1	0	0	0	1	4	0	0	0	4
H/TOT	13	4	2	1	20	5	0	2	0	7	7	2	1	0	10	15	4	0	0	19
08:00	4	0	0	0	4	1	1	0	0	2	2	1	0	1	4	7	3	1	0	11
08:15	7	1	0	0	8	4	1	0	0	5	2	1	0	0	3	4	0	1	0	5
08:30	6	0	1	0	7	0	0	0	0	0	1	2	0	0	3	6	1	0	0	7
08:45	5	2	0	1	8	3	1	0	0	4	6	0	0	0	6	4	0	0	1	5
H/TOT	22	3	1	1	27	8	3	0	0	11	11	4	0	1	16	21	4	2	1	28
09:00	10	1	0	0	11	7	2	0	0	9	5	1	0	0	6	2	1	0	0	3
09:15	14	0	0	1	15	6	0	1	0	7	7	0	0	0	7	5	1	1	0	7
09:30	3	0	0	0	3	5	1	1	0	7	1	0	0	0	1	7	2	0	0	9
09:45	8	1	0	0	9	8	10	0	0	18	4	1	0	0	5	4	1	0	2	7
H/TOT	35	2	0	1	38	26	13	2	0	41	17	2	0	0	19	18	5	1	2	26
P/TOT	70	9	3	3	85	39	16	4	0	59	35	8	1	1	45	54	13	3	3	73

TIME	MOVEMENT 5					MOVEMENT 6					MOVEMENT 7					MOVEMENT 8				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
16:00	13	7	0	0	20	4	5	0	0	9	10	4	0	0	14	3	0	1	0	4
16:15	8	5	2	0	15	6	1	0	0	7	5	1	0	0	6	3	5	0	0	8
16:30	4	1	0	0	5	5	0	0	0	5	7	0	0	0	7	4	0	0	0	4
16:45	7	0	0	1	8	9	1	0	0	10	2	0	1	0	3	1	0	1	0	2
H/TOT	32	13	2	1	48	24	7	0	0	31	24	5	1	0	30	11	5	2	0	18
17:00	9	0	0	0	9	5	1	0	0	6	7	2	2	0	11	6	4	2	0	12
17:15	9	1	0	0	10	2	1	0	1	4	4	0	1	0	5	7	0	0	0	7
17:30	5	2	0	0	7	4	1	1	0	6	4	1	0	0	5	6	0	3	0	9
17:45	11	3	0	0	14	4	1	0	1	6	3	0	2	0	5	3	0	3	0	6
H/TOT	34	6	0	0	40	15	4	1	2	22	18	3	5	0	26	22	4	8	0	34
18:00	9	1	2	0	12	5	1	0	0	6	6	2	2	0	10	9	0	0	0	9
18:15	6	0	0	0	6	7	1	0	0	8	8	3	1	0	12	3	0	0	0	3
18:30	6	2	2	0	10	4	0	0	0	4	5	0	0	0	5	3	0	1	0	4
18:45	3	0	1	0	4	1	3	0	0	4	5	0	1	0	6	5	0	1	0	6
H/TOT	24	3	5	0	32	17	5	0	0	22	24	5	4	0	33	20	0	2	0	22
P/TOT	90	22	7	1	120	56	16	1	2	75	66	13	10	0	89	53	9	12	0	74

PEDESTRIAN & CYCLIST COUNTS

JOB REF: 12512

JOB NAME: READING

SITE: 2

LOCATION: WIGMORE LANE / OXFORD ROAD (E) / NORCOT ROAD



DATE: 28/06/2023

DAY: WEDNESDAY

TIME	MOVEMENT 9					MOVEMENT 10				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
07:00	1	0	1	0	2	0	0	0	1	1
07:15	3	0	0	0	3	1	0	0	0	1
07:30	5	1	0	1	7	0	0	0	0	0
07:45	2	0	1	1	4	1	1	0	0	2
H/TOT	11	1	2	2	16	2	1	0	1	4
08:00	0	0	0	1	1	1	0	0	1	2
08:15	4	3	0	0	7	0	0	1	1	2
08:30	3	4	0	0	7	0	0	0	0	0
08:45	2	6	0	0	8	1	0	0	0	1
H/TOT	9	13	0	1	23	2	0	1	2	5
09:00	4	2	0	0	6	1	1	0	1	3
09:15	3	0	0	1	4	3	1	0	1	5
09:30	3	1	0	1	5	0	2	0	0	2
09:45	1	0	0	0	1	1	0	0	0	1
H/TOT	11	3	0	2	16	5	4	0	2	11
P/TOT	31	17	2	5	55	9	5	1	5	20

TIME	MOVEMENT 9					MOVEMENT 10				
	PEDESTRIANS		CYCLISTS		TOT	PEDESTRIANS		CYCLISTS		TOT
	ADULT	CHILD	ADULT	CHILD		ADULT	CHILD	ADULT	CHILD	
16:00	3	7	0	0	10	3	2	1	1	7
16:15	1	1	0	1	3	1	3	0	0	4
16:30	2	0	0	4	6	1	0	0	2	3
16:45	0	2	0	1	3	1	0	0	0	1
H/TOT	6	10	0	6	22	6	5	1	3	15
17:00	0	3	0	2	5	3	8	0	1	12
17:15	2	5	0	0	7	2	4	0	3	9
17:30	1	3	0	0	4	1	1	0	1	3
17:45	2	1	0	3	6	2	2	0	4	8
H/TOT	5	12	0	5	22	8	15	0	9	32
18:00	0	2	0	2	4	1	1	0	1	3
18:15	0	1	1	2	4	1	0	0	2	3
18:30	1	2	0	0	3	2	1	0	1	4
18:45	2	1	1	1	5	2	0	0	1	3
H/TOT	3	6	2	5	16	6	2	0	5	13
P/TOT	14	28	2	16	60	20	22	1	17	60

Appendix H: TEMPro Growth Factors Outputs

**1: Select NTM Dataset:**

NTM Dataset Description	From	To
▶ RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Reading 006 (E02003394)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5. Select which area it serves:

☒ Region

☐ England

**Calculate the adjusted
local growth figure**

Results

Level	Area	Local Growth Figure
E02003394	Reading 006	1.0332

**1: Select NTM Dataset:**

NTM Dataset Description	From	To
▶ RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Reading 006 (E02003394)

3. Select area type:

- ☐ Urban
- ☐ Rural
- ☒ All

4. Select road type:

- ☐ Motorway
- ☐ Trunk
- ☐ Principal
- ☐ Minor
- ☒ All

5. Select which area it serves:

- ☒ Region
- ☐ England

Calculate the adjusted
local growth figure

Results

Level	Area	Local Growth Figure
E02003394	Reading 006	1.0324

**1: Select NTM Dataset:**

NTM Dataset Description	From	To
▶ RTF 2018 Scenario 1 - Reference	2015	2050
NTM AF15 Dataset	2010	2040

2: Select Areas to make up the geographic region:

☒ Reading 006 (E02003394)

3. Select area type:

☐ Urban

☐ Rural

☒ All

4. Select road type:

☐ Motorway

☐ Trunk

☐ Principal

☐ Minor

☒ All

5. Select which area it serves:

☒ Region

☐ England

Calculate the adjusted
local growth figure

Results

Level	Area	Local Growth Figure
E02003394	Reading 006	1.0357

Appendix I: Traffic Flow Diagrams



Client: CT UK Property Authorised Investment Fund
Project: Units 2 and 6, Reading Retail Park, Reading
Title: Traffic Flow Analysis
Project Code 22-0346
Date: 18.10.23

Prepared by: AS
Approved by: TS

TEMPro Growth Rates - Reading 006

Weekday AM - 2023 to 2026: 1.0324
 Weekday PM - 2023 to 2026: 1.0332
 Saturday (All Day) - 2023 to 2026: 1.0357

Peak Periods

AM Network Peak: 08:15 to 09:15
 PM Network Peak: 16:30 to 17:30
 Saturday Development Peak: 12:00 to 13:00

Traffic Flow Diagrams

TFD_01 2023 Surveyed Traffic Flows - Weekday Network AM & PM Peak Periods
 TFD_02 2023 Surveyed Traffic Flows - Saturday Network & Development Peak Periods
 TFD_03 2023 Surveyed Traffic Flows - Weekday Network AM & PM Peak Periods Distribution %
 TFD_04 2023 Surveyed Traffic Flows - Saturday Network & Development Peak Periods Distribution %
 TFD_05 2026 Horizon Traffic Flows - Weekday Network AM & PM Peak Periods
 TFD_06 2026 Horizon Traffic Flows - Saturday Peak Periods
 TFD_07 Forecast Trip Attraction - Weekday Network AM & PM Peak Periods
 TFD_08 Forecast Trip Attraction - Saturday Peak Periods
 TFD_09 2026 Horizon Traffic Flows - Weekday Peak Periods + Forecast Trip Attraction
 TFD_10 2026 Horizon Traffic Flows - Saturday Peak Periods + Forecast Trip Attraction

Trip Generation - Existing Use

2492 sq.m

Time Period	Trip Rates			Trip Attraction		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	0.146	0.000	0.146	4	0	4
PM Peak	0.839	1.058	1.897	21	26	47
Sat Peak	4.674	4.729	9.403	116	118	234

Trip Generation - Proposed Use

2013 sq.m

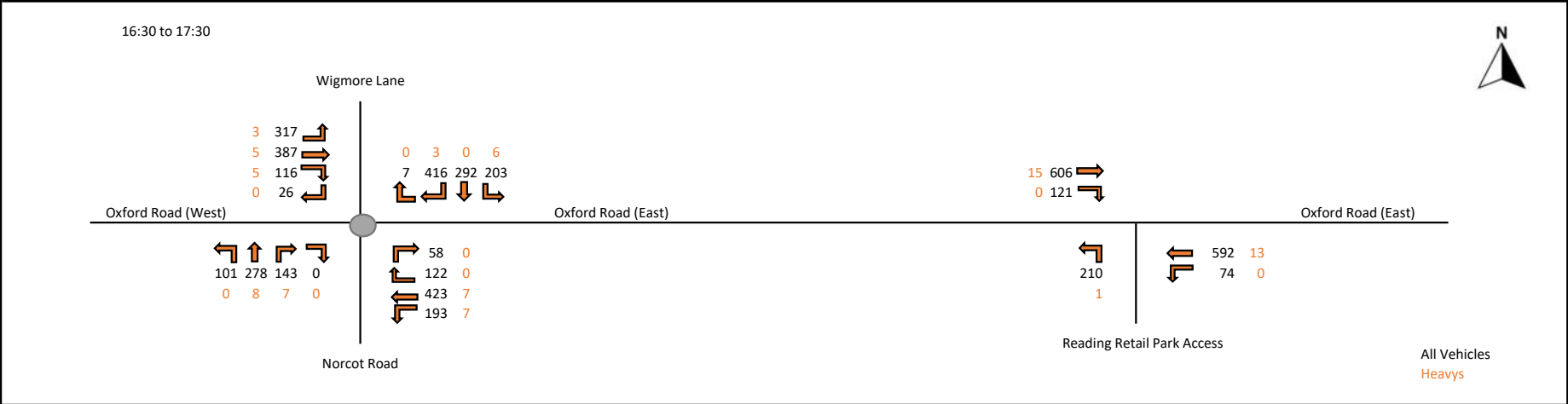
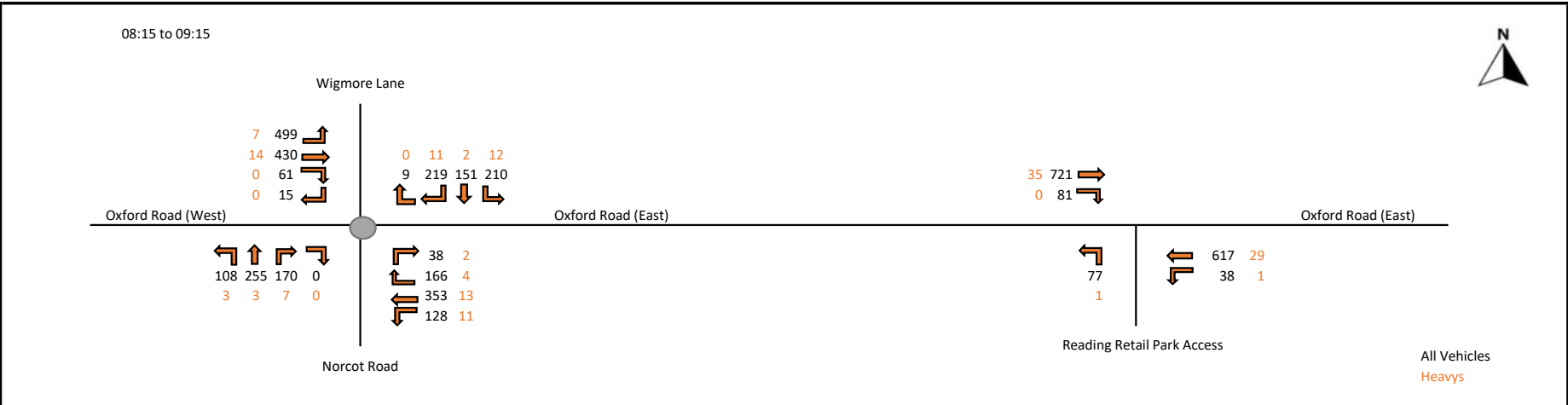
Time Period	Trip Rates			Trip Attraction		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak	2.836	1.927	4.763	57	39	96
PM Peak	4.859	5.227	10.086	98	105	203
Sat Peak	6.395	6.809	13.204	129	137	266

Net Impact

Time Period	Trip Attraction		
	Arrivals	Departures	Total
All Trips			
AM Peak	53	39	92
PM Peak	77	79	156
Sat Peak	12	19	31
Diverted Trips			
AM Peak	37	27	64
PM Peak	53	55	108
Sat Peak	9	13	22
New Trips			
AM Peak	16	12	28
PM Peak	23	24	48
Sat Peak	4	6	10

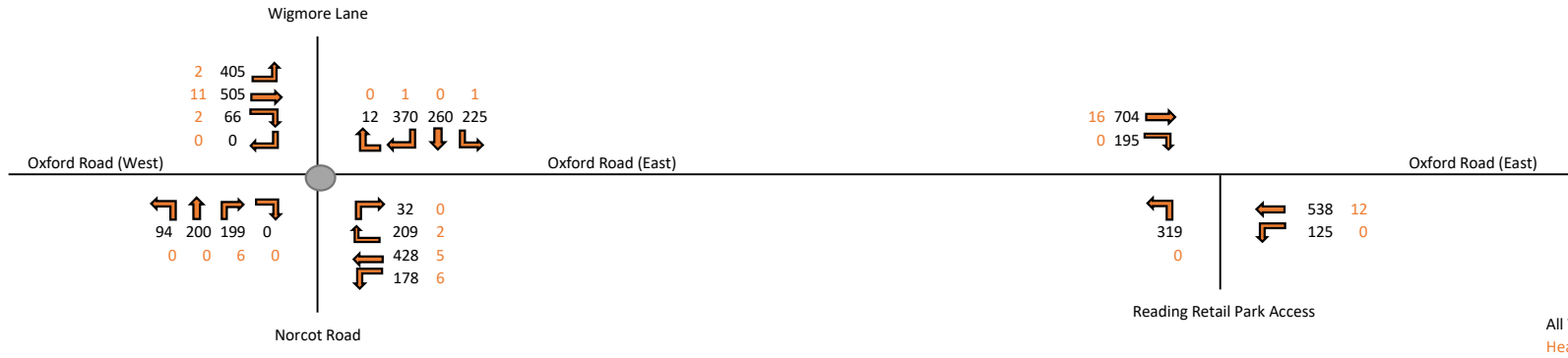
69.50%

30.50%

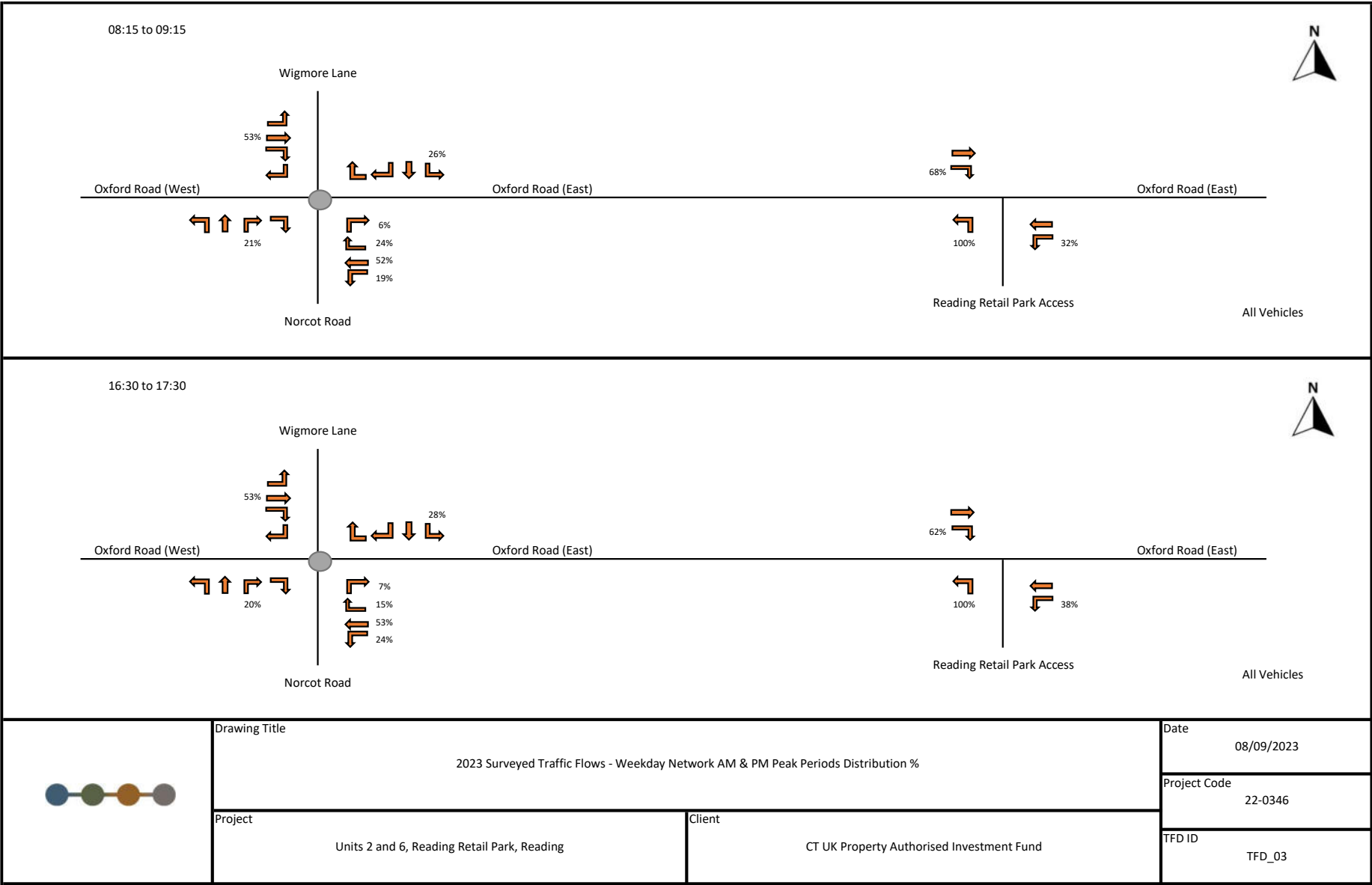


	Drawing Title		Date
	2023 Surveyed Traffic Flows - Weekday Network AM & PM Peak Periods		08/09/2023
	Project		Project Code
Units 2 and 6, Reading Retail Park, Reading		22-0346	
Client		TFD ID	
CT UK Property Authorised Investment Fund		TFD_01	

12:00 to 13:00



	Drawing Title		Date
	2023 Surveyed Traffic Flows - Saturday Peak Period		08/09/2023
	Project		Project Code
Units 2 and 6, Reading Retail Park, Reading		Client	22-0346
		CT UK Property Authorised Investment Fund	TFD ID
			TFD_02



12:00 to 13:00



Drawing Title

2023 Surveyed Traffic Flows - Saturday Peak Period Distribution %

Date

08/09/2023

Project Code

22-0346

Project

Units 2 and 6, Reading Retail Park, Reading

Client

CT UK Property Authorised Investment Fund

TFD ID

TFD_04

12:00 to 13:00



Drawing Title

2026 Horizon Traffic Flows - Saturday Peak Period

Date

08/09/2023

Project Code

22-0346

Project

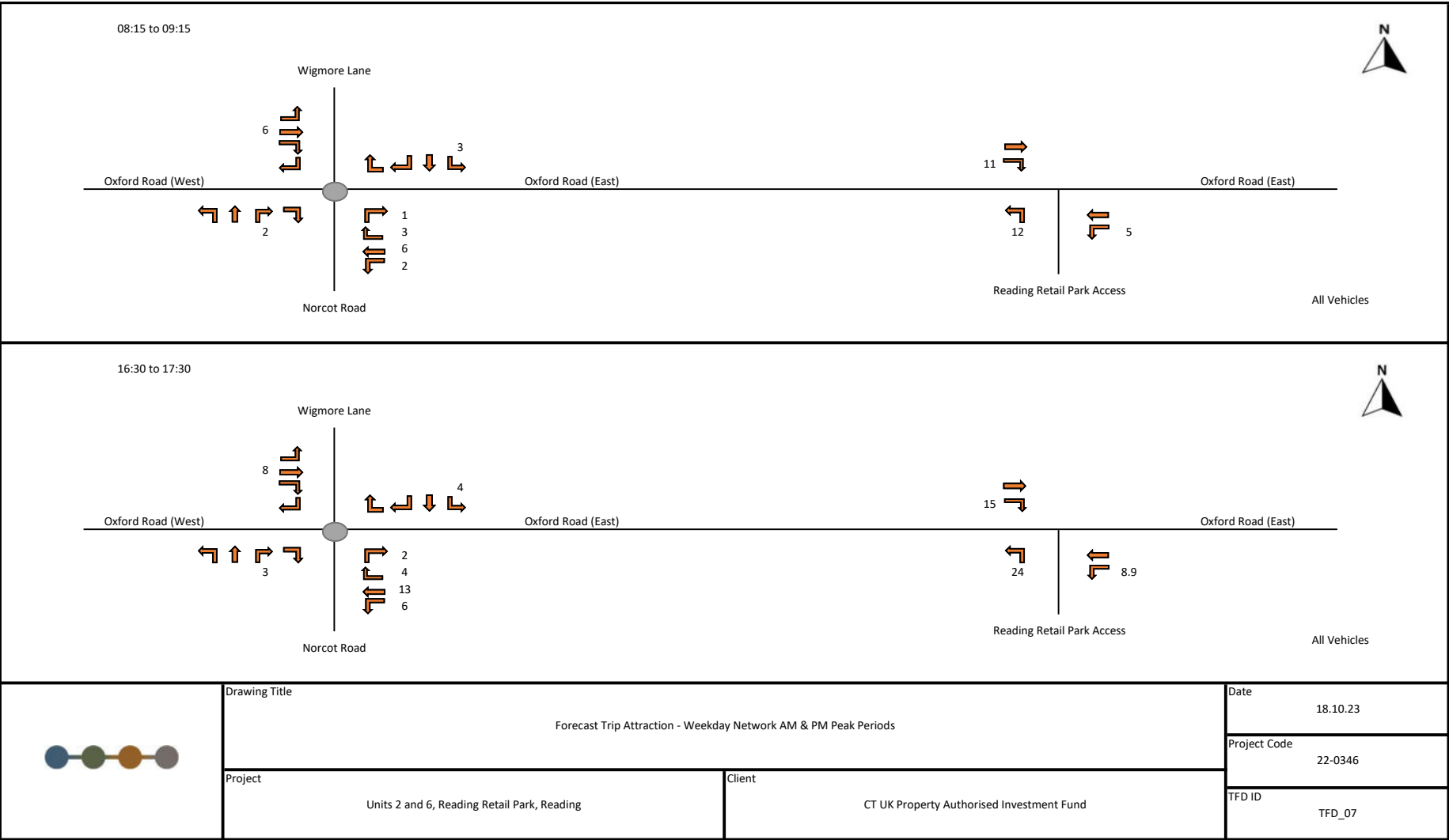
Units 2 and 6, Reading Retail Park, Reading

Client

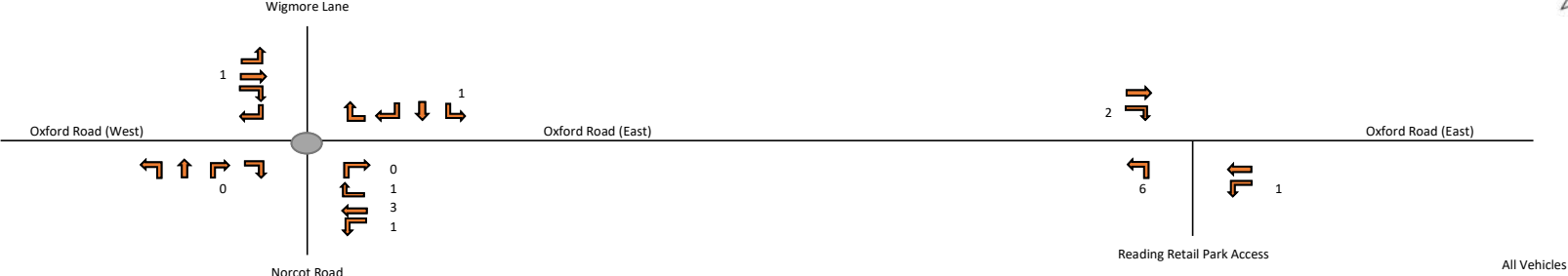
CT UK Property Authorised Investment Fund

TFD ID

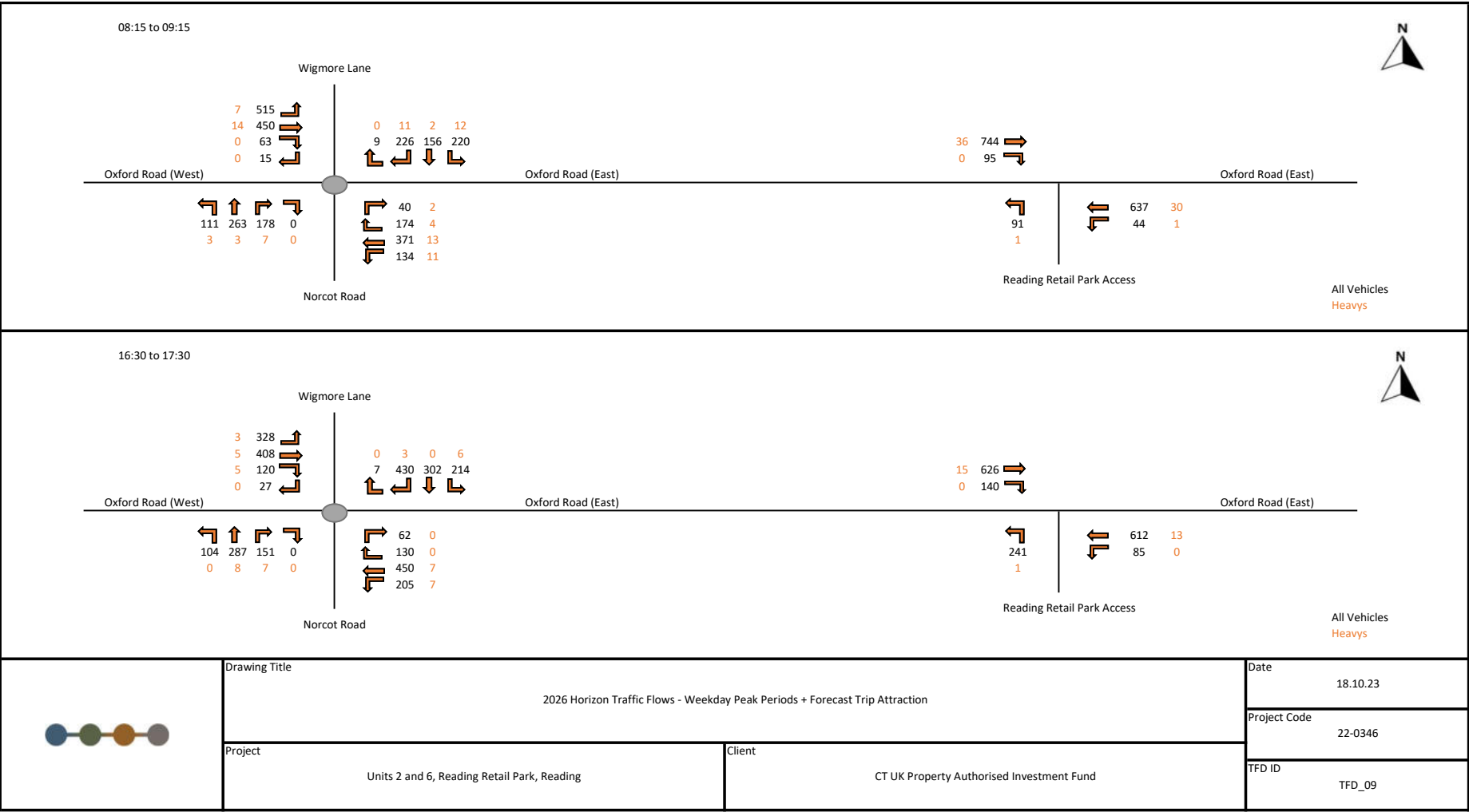
TFD_06



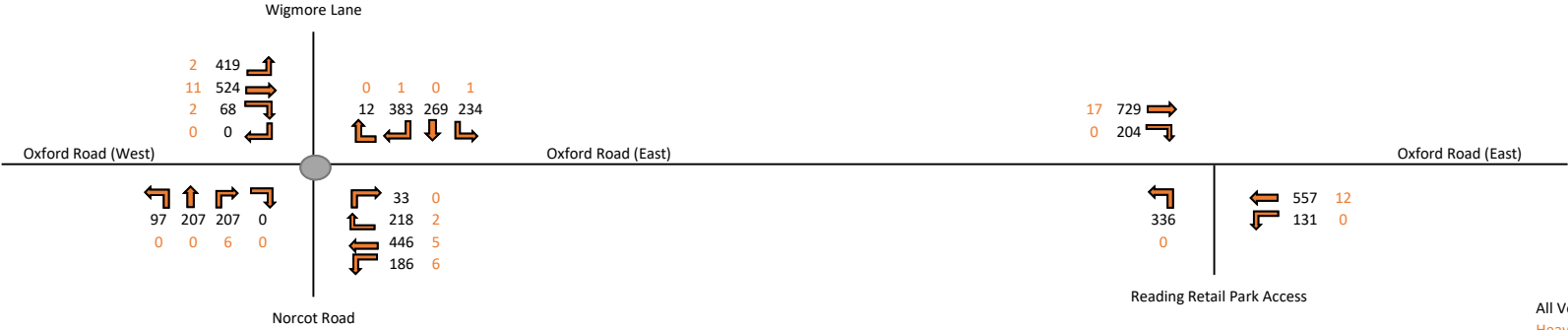
12:00 to 13:00



	Drawing Title		Date
	Forecast Trip Attraction - Saturday Peak Periods		18.10.23
	Project		Project Code
Units 2 and 6, Reading Retail Park, Reading		Client	22-0346
			TFD ID
			TFD_08



12:00 to 13:00



	Drawing Title		Date
	2026 Horizon Traffic Flows - Saturday Peak Periods + Forecast Trip Attraction		18.10.23
	Project		Project Code
Units 2 and 6, Reading Retail Park, Reading		Client	22-0346
		CT UK Property Authorised Investment Fund	TFD ID
			TFD_10

Appendix J: PICADY Output Report

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.0.4.1693		
© Copyright TRL Software Limited, 2021		
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: 22-0346 - Site Access (Weekday and Sat) AS (2023.10.17).j10

Path: C:\Users\AlexStephenson\Cotswold Transport Planning Ltd\Project 2022 - 22-0346 - Reading Retail Park\06 Calculations\Junctions

Report generation date: 20/10/2023 09:41:32

-
- »Existing Layout - Base Year 2023, AM
 - »Existing Layout - Base Year 2023, PM
 - »Existing Layout - Base Year 2023, SAT
 - »Existing Layout - Horizon Year 2026, AM
 - »Existing Layout - Horizon Year 2026, PM
 - »Existing Layout - Horizon Year 2026, SAT
 - »Existing Layout - Horizon Year 2026 + Development Traffic, AM
 - »Existing Layout - Horizon Year 2026 + Development Traffic, PM
 - »Existing Layout - Horizon Year 2026 + Development Traffic, SAT
 - »Existing Layout with Crossing - Base Year 2023, AM
 - »Existing Layout with Crossing - Base Year 2023, PM
 - »Existing Layout with Crossing - Base Year 2023, SAT
 - »Existing Layout with Crossing - Horizon Year 2026, AM
 - »Existing Layout with Crossing - Horizon Year 2026, PM
 - »Existing Layout with Crossing - Horizon Year 2026, SAT
 - »Existing Layout with Crossing - Horizon Year 2026 + Development Traffic, AM
 - »Existing Layout with Crossing - Horizon Year 2026 + Development Traffic, PM
 - »Existing Layout with Crossing - Horizon Year 2026 + Development Traffic, SAT

Summary of junction performance

	AM			PM			SAT		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	Existing Layout - Base Year 2023								
Stream B-AC	0.3	10.07	0.21	0.8	13.02	0.46	2.2	22.82	0.70
Stream C-AB	0.2	7.55	0.16	0.3	8.23	0.23	0.6	9.99	0.38
	Existing Layout - Horizon Year 2026								
Stream B-AC	0.3	10.44	0.22	0.9	13.77	0.48	2.6	26.24	0.73
Stream C-AB	0.2	7.71	0.16	0.3	8.46	0.24	0.7	10.41	0.39
	Existing Layout - Horizon Year 2026 + Development Traffic								
Stream B-AC	0.3	10.69	0.25	1.1	15.32	0.54	2.8	27.48	0.75
Stream C-AB	0.2	7.94	0.19	0.4	8.86	0.28	0.7	10.48	0.40
	Existing Layout with Crossing - Base Year 2023								
Stream B-AC	0.3	10.10	0.21	0.9	13.03	0.46	2.2	22.92	0.70
Stream C-A	2.8	12.55	0.61	2.1	11.68	0.56	4.7	21.21	0.76
Stream C-B	0.3	12.80	0.61	0.5	12.92	0.59	1.2	20.56	0.73
	Existing Layout with Crossing - Horizon Year 2026								
Stream B-AC	0.3	10.46	0.22	0.9	13.78	0.48	2.6	26.30	0.73
Stream C-A	2.1	9.13	0.54	1.6	8.64	0.49	2.5	11.70	0.62
Stream C-B	0.3	9.60	0.55	0.4	9.89	0.52	0.9	14.54	0.65
	Existing Layout with Crossing - Horizon Year 2026 + Development Traffic								
Stream B-AC	0.3	10.71	0.25	1.1	15.33	0.54	2.8	27.55	0.75
Stream C-A	2.1	9.42	0.55	1.6	8.99	0.50	2.5	11.76	0.62
Stream C-B	0.3	10.02	0.56	0.5	10.54	0.54	0.9	14.67	0.66

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

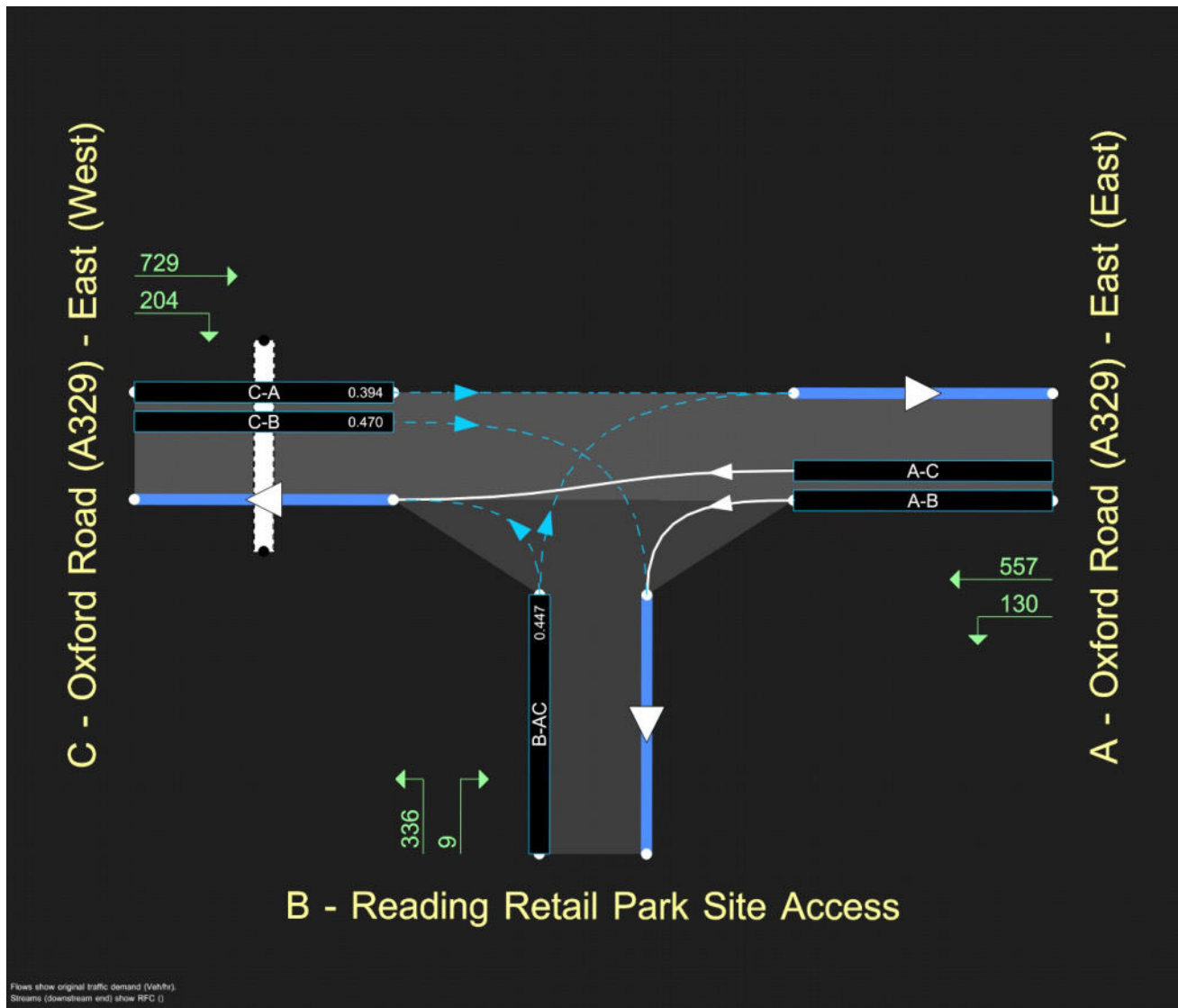
File summary

File Description

Title	Priority Junction Capacity Assessment
Location	Reading Retail Park / Oxford Road (A329)
Site number	
Date	01/03/2023
Version	ISSUE
Status	
Identifier	-
Client	Threadneedle UK Property Authorised Investment Fund
Jobnumber	22-0346
Enumerator	MM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	Base Year 2023	AM	ONE HOUR	08:00	09:30	15	✓		
D2	Base Year 2023	PM	ONE HOUR	16:15	17:45	15	✓		
D3	Base Year 2023	SAT	ONE HOUR	11:45	13:15	15	✓		
D4	Horizon Year 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM
D5	Horizon Year 2026	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G26PM
D6	Horizon Year 2026	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*G26SAT
D7	Proposed Development	AM	ONE HOUR	08:00	09:30	15			
D8	Proposed Development	PM	ONE HOUR	16:15	17:45	15			
D9	Proposed Development	SAT	ONE HOUR	11:45	13:15	15			
D10	Horizon Year 2026 + Development Traffic	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7
D11	Horizon Year 2026 + Development Traffic	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8
D12	Horizon Year 2026 + Development Traffic	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G26AM	2023-2026 AM		1.0324
G26PM	2023-2026 PM		1.0332
G26SAT	2023-2026 SAT		1.0357

Growth factors are only active if the Demand Set references them in a Relationship.

Existing Layout - Base Year 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.92	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base Year 2023	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	655	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	86	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From				
	A - Oxford Road (A329) - East (East)	0	38	617
	B - Reading Retail Park Site Access	9	0	77
	C - Oxford Road (A329) - East (West)	721	81	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From				
	A - Oxford Road (A329) - East (East)	0	3	5
	B - Reading Retail Park Site Access	0	0	1
	C - Oxford Road (A329) - East (West)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	10.07	0.3	1.2	B	79	118
C-AB	0.16	7.55	0.2	0.5	A	74	111
C-A						662	992
A-B						35	52
A-C						566	849

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	535	0.121	64	0.0	0.1	7.631	A
C-AB	61	15	637	0.096	61	0.0	0.1	6.245	A
C-A	543	136			543				
A-B	29	7			29				
A-C	465	116			465				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	502	0.154	77	0.1	0.2	8.469	A
C-AB	73	18	607	0.120	73	0.1	0.1	6.735	A
C-A	648	162			648				
A-B	34	9			34				
A-C	555	139			555				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	452	0.209	94	0.2	0.3	10.052	B
C-AB	89	22	566	0.158	89	0.1	0.2	7.540	A
C-A	794	198			794				
A-B	42	10			42				
A-C	679	170			679				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24	452	0.209	95	0.3	0.3	10.071	B
C-AB	89	22	566	0.158	89	0.2	0.2	7.546	A
C-A	794	198			794				
A-B	42	10			42				
A-C	679	170			679				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19	502	0.154	78	0.3	0.2	8.489	A
C-AB	73	18	607	0.120	73	0.2	0.1	6.745	A
C-A	648	162			648				
A-B	34	9			34				
A-C	555	139			555				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16	535	0.121	65	0.2	0.1	7.656	A
C-AB	61	15	637	0.096	61	0.1	0.1	6.258	A
C-A	543	136			543				
A-B	29	7			29				
A-C	465	116			465				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.19	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.30	0.90	1.22			N/A	N/A
C-AB	0.19	0.03	0.25	0.46	0.48			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

Existing Layout - Base Year 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		2.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.34	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base Year 2023	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	666	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	216	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	727	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	74	592
	B - Reading Retail Park Site Access	6	0	210
	C - Oxford Road (A329) - East (West)	606	121	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	13.02	0.8	3.4	B	198	297
C-AB	0.23	8.23	0.3	1.4	A	111	167
C-A						556	834
A-B						68	102
A-C						543	815

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	579	0.281	161	0.0	0.4	8.581	A
C-AB	91	23	639	0.142	90	0.0	0.2	6.550	A
C-A	456	114			456				
A-B	56	14			56				
A-C	446	111			446				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	552	0.352	194	0.4	0.5	10.020	B
C-AB	109	27	610	0.178	109	0.2	0.2	7.171	A
C-A	545	136			545				
A-B	67	17			67				
A-C	532	133			532				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	514	0.463	237	0.5	0.8	12.914	B
C-AB	133	33	570	0.234	133	0.2	0.3	8.222	A
C-A	667	167			667				
A-B	81	20			81				
A-C	652	163			652				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59	514	0.463	238	0.8	0.8	13.022	B
C-AB	133	33	570	0.234	133	0.3	0.3	8.234	A
C-A	667	167			667				
A-B	81	20			81				
A-C	652	163			652				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49	552	0.352	195	0.8	0.6	10.121	B
C-AB	109	27	610	0.178	109	0.3	0.2	7.186	A
C-A	545	136			545				
A-B	67	17			67				
A-C	532	133			532				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41	579	0.281	163	0.6	0.4	8.670	A
C-AB	91	23	639	0.142	91	0.2	0.2	6.570	A
C-A	456	114			456				
A-B	56	14			56				
A-C	446	111			446				

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-AB	0.21	0.00	0.00	0.21	0.21			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.03	0.26	0.84	0.84			N/A	N/A
C-AB	0.30	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.85	0.03	0.28	1.05	3.44			N/A	N/A
C-AB	0.30	0.03	0.31	1.07	1.36			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.06	0.62	1.32	1.41			N/A	N/A
C-AB	0.22	0.00	0.00	0.22	0.22			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.33	1.08	1.29			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

Existing Layout - Base Year 2023, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		4.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.94	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year 2023	SAT	ONE HOUR	11:45	13:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	663	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	328	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From	A - Oxford Road (A329) - East (East)	0	125	538
	B - Reading Retail Park Site Access	9	0	319
	C - Oxford Road (A329) - East (West)	704	195	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.70	22.82	2.2	10.8	C	301	451
C-AB	0.38	9.99	0.6	2.8	A	180	270
C-A						645	968
A-B						115	172
A-C						494	741

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62	584	0.423	244	0.0	0.7	10.518	B
C-AB	147	37	641	0.229	146	0.0	0.3	7.253	A
C-A	530	132			530				
A-B	94	24			94				
A-C	405	101			405				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	74	557	0.530	293	0.7	1.1	13.580	B
C-AB	176	44	613	0.287	175	0.3	0.4	8.225	A
C-A	633	158			633				
A-B	112	28			112				
A-C	484	121			484				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	361	90	518	0.697	357	1.1	2.1	21.815	C
C-AB	217	54	577	0.376	216	0.4	0.6	9.949	A
C-A	773	193			773				
A-B	138	34			138				
A-C	592	148			592				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	361	90	518	0.698	361	2.1	2.2	22.824	C
C-AB	217	54	577	0.376	217	0.6	0.6	9.992	A
C-A	773	193			773				
A-B	138	34			138				
A-C	592	148			592				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	74	557	0.530	299	2.2	1.2	14.187	B
C-AB	176	44	613	0.287	176	0.6	0.4	8.271	A
C-A	633	158			633				
A-B	112	28			112				
A-C	484	121			484				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62	584	0.423	249	1.2	0.7	10.802	B
C-AB	147	37	641	0.229	147	0.4	0.3	7.307	A
C-A	530	132			530				
A-B	94	24			94				
A-C	405	101			405				

Queue Variation Results for each time segment

11:45 - 12:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.29	0.00	0.00	0.29	0.29			N/A	N/A

12:00 - 12:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.11	1.00	1.77	2.19			N/A	N/A
C-AB	0.40	0.00	0.00	0.40	0.40			N/A	N/A

12:15 - 12:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.14	0.03	0.31	3.23	10.76			N/A	N/A
C-AB	0.60	0.03	0.26	0.60	0.60			N/A	N/A

12:30 - 12:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.22	0.03	0.29	2.22	8.85			N/A	N/A
C-AB	0.60	0.03	0.30	1.35	2.82			N/A	N/A

12:45 - 13:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.16	0.05	0.52	2.70	3.97			N/A	N/A
C-AB	0.41	0.00	0.00	0.41	0.41			N/A	N/A

13:00 - 13:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.04	0.38	1.75	2.89			N/A	N/A
C-AB	0.30	0.00	0.00	0.30	0.30			N/A	N/A

Existing Layout - Horizon Year 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	Horizon Year 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	676	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	89	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	828	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	39	637
	B - Reading Retail Park Site Access	9	0	79
	C - Oxford Road (A329) - East (West)	744	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	3	5
	B - Reading Retail Park Site Access	0	0	1
	C - Oxford Road (A329) - East (West)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	10.44	0.3	1.3	B	81	122
C-AB	0.16	7.71	0.2	0.5	A	77	115
C-A						683	1025
A-B						36	54
AC						585	877

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	530	0.126	66	0.0	0.1	7.754	A
C-AB	63	16	632	0.100	63	0.0	0.1	6.321	A
C-A	560	140			560				
A-B	30	7			30				
A-C	480	120			480				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	495	0.161	80	0.1	0.2	8.660	A
C-AB	75	19	601	0.125	75	0.1	0.1	6.840	A
C-A	669	167			669				
A-B	35	9			35				
A-C	573	143			573				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	443	0.221	97	0.2	0.3	10.416	B
C-AB	92	23	559	0.165	92	0.1	0.2	7.704	A
C-A	820	205			820				
A-B	43	11			43				
A-C	701	175			701				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24	443	0.221	98	0.3	0.3	10.437	B
C-AB	92	23	559	0.165	92	0.2	0.2	7.710	A
C-A	820	205			820				
A-B	43	11			43				
A-C	701	175			701				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	495	0.161	80	0.3	0.2	8.682	A
C-AB	75	19	601	0.125	75	0.2	0.1	6.851	A
C-A	669	167			669				
A-B	35	9			35				
A-C	573	143			573				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17	530	0.126	67	0.2	0.1	7.781	A
C-AB	63	16	632	0.100	63	0.1	0.1	6.334	A
C-A	560	140			560				
A-B	30	7			30				
A-C	480	120			480				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.20	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.31	0.99	1.29			N/A	N/A
C-AB	0.20	0.03	0.26	0.46	0.49			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-AB	0.14	0.00	0.00	0.14	0.14			N/A	N/A

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

Existing Layout - Horizon Year 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	Horizon Year 2026	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G26PM

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	688	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	223	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	751	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	76	612
	B - Reading Retail Park Site Access	6	0	217
	C - Oxford Road (A329) - East (West)	626	125	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.48	13.77	0.9	3.6	B	205	307
C-AB	0.24	8.46	0.3	1.4	A	115	172
C-A						574	862
A-B						70	105
AC						561	842

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	575	0.292	166	0.0	0.4	8.786	A
C-AB	94	24	634	0.148	93	0.0	0.2	6.647	A
C-A	471	118			471				
A-B	58	14			58				
A-C	460	115			460				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	547	0.367	200	0.4	0.6	10.363	B
C-AB	112	28	604	0.186	112	0.2	0.2	7.310	A
C-A	563	141			563				
A-B	69	17			69				
A-C	550	137			550				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	246	61	507	0.485	244	0.6	0.9	13.630	B
C-AB	138	34	563	0.245	137	0.2	0.3	8.444	A
C-A	689	172			689				
A-B	84	21			84				
A-C	673	168			673				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	246	61	507	0.485	246	0.9	0.9	13.769	B
C-AB	138	34	563	0.245	138	0.3	0.3	8.459	A
C-A	689	172			689				
A-B	84	21			84				
A-C	673	168			673				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50	547	0.367	202	0.9	0.6	10.485	B
C-AB	112	28	604	0.186	113	0.3	0.2	7.329	A
C-A	563	141			563				
A-B	69	17			69				
A-C	550	137			550				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	574	0.292	169	0.6	0.4	8.886	A
C-AB	94	24	634	0.148	94	0.2	0.2	6.670	A
C-A	471	118			471				
A-B	58	14			58				
A-C	460	115			460				

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.26	0.91	0.91			N/A	N/A
C-AB	0.32	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.03	0.28	1.00	3.61			N/A	N/A
C-AB	0.32	0.03	0.31	1.12	1.43			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.06	0.67	1.34	1.42			N/A	N/A
C-AB	0.23	0.00	0.00	0.23	0.23			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.04	0.36	1.17	1.33			N/A	N/A
C-AB	0.18	0.00	0.00	0.18	0.18			N/A	N/A

Existing Layout - Horizon Year 2026, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		5.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.57	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	Horizon Year 2026	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*G26SAT

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	687	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	340	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	931	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	129	557
	B - Reading Retail Park Site Access	9	0	330
	C - Oxford Road (A329) - East (West)	729	202	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.73	26.24	2.6	13.4	D	312	468
C-AB	0.39	10.41	0.7	3.0	B	187	280
C-A						668	1002
A-B						119	178
A-C						511	767

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	579	0.442	253	0.0	0.8	10.940	B
C-AB	152	38	635	0.239	151	0.0	0.3	7.414	A
C-A	549	137			549				
A-B	97	24			97				
A-C	419	105			419				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	551	0.554	304	0.8	1.2	14.470	B
C-AB	182	46	607	0.300	182	0.3	0.4	8.463	A
C-A	655	164			655				
A-B	116	29			116				
A-C	501	125			501				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	374	94	510	0.734	369	1.2	2.5	24.663	C
C-AB	225	56	571	0.395	225	0.4	0.6	10.358	B
C-A	800	200			800				
A-B	143	36			143				
A-C	613	153			613				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	374	94	510	0.734	374	2.5	2.6	26.236	D
C-AB	225	56	571	0.395	225	0.6	0.7	10.409	B
C-A	800	200			800				
A-B	143	36			143				
A-C	613	153			613				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76	551	0.554	311	2.6	1.3	15.305	C
C-AB	182	46	607	0.300	183	0.7	0.4	8.517	A
C-A	655	164			655				
A-B	116	29			116				
A-C	501	125			501				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64	579	0.442	258	1.3	0.8	11.280	B
C-AB	152	38	635	0.239	153	0.4	0.3	7.467	A
C-A	549	137			549				
A-B	97	24			97				
A-C	419	105			419				

Queue Variation Results for each time segment

11:45 - 12:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.31	0.00	0.00	0.31	0.31			N/A	N/A

12:00 - 12:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.10	1.03	2.03	2.76			N/A	N/A
C-AB	0.42	0.00	0.00	0.42	0.42			N/A	N/A

12:15 - 12:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.51	0.03	0.33	5.05	13.36			N/A	N/A
C-AB	0.65	0.03	0.26	0.65	0.65			N/A	N/A

12:30 - 12:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.62	0.03	0.30	2.62	11.66			N/A	N/A
C-AB	0.65	0.03	0.29	1.31	2.98			N/A	N/A

12:45 - 13:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.29	0.05	0.47	3.18	4.94			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

13:00 - 13:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.81	0.04	0.36	1.91	3.51			N/A	N/A
C-AB	0.32	0.03	0.25	0.45	0.48			N/A	N/A

Existing Layout - Horizon Year 2026 + Development Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.08	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	Horizon Year 2026 + Development Traffic	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	681	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	101	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	839	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	44	637
	B - Reading Retail Park Site Access	9	0	91
	C - Oxford Road (A329) - East (West)	744	95	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	3	5
	B - Reading Retail Park Site Access	0	0	1
	C - Oxford Road (A329) - East (West)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	10.69	0.3	1.4	B	92	139
C-AB	0.19	7.94	0.2	1.0	A	87	130
C-A						683	1025
A-B						41	61
A-C						585	877

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	534	0.142	75	0.0	0.2	7.830	A
C-AB	71	18	631	0.113	71	0.0	0.1	6.425	A
C-A	560	140			560				
A-B	33	8			33				
A-C	480	120			480				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	500	0.181	90	0.2	0.2	8.789	A
C-AB	85	21	600	0.142	85	0.1	0.2	6.989	A
C-A	669	167			669				
A-B	40	10			40				
A-C	573	143			573				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	448	0.248	111	0.2	0.3	10.662	B
C-AB	104	26	557	0.187	104	0.2	0.2	7.934	A
C-A	820	205			820				
A-B	49	12			49				
A-C	701	175			701				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28	448	0.248	111	0.3	0.3	10.691	B
C-AB	104	26	557	0.187	104	0.2	0.2	7.942	A
C-A	820	205			820				
A-B	49	12			49				
A-C	701	175			701				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23	500	0.181	91	0.3	0.2	8.816	A
C-AB	85	21	600	0.142	85	0.2	0.2	6.999	A
C-A	669	167			669				
A-B	40	10			40				
A-C	573	143			573				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19	534	0.142	76	0.2	0.2	7.862	A
C-AB	71	18	631	0.113	71	0.2	0.1	6.441	A
C-A	560	140			560				
A-B	33	8			33				
A-C	480	120			480				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.16	0.00	0.00	0.16	0.16			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.23	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.31	1.14	1.44			N/A	N/A
C-AB	0.23	0.03	0.28	0.50	1.00			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-AB	0.17	0.00	0.00	0.17	0.17			N/A	N/A

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-AB	0.13	0.00	0.00	0.13	0.13			N/A	N/A

Existing Layout - Horizon Year 2026 + Development Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		2.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.90	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	Horizon Year 2026 + Development Traffic	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	697	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	247	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	766	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	85	612
	B - Reading Retail Park Site Access	6	0	241
	C - Oxford Road (A329) - East (West)	626	140	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	15.32	1.1	4.0	C	227	340
C-AB	0.28	8.86	0.4	1.4	A	129	193
C-A						574	862
A-B						78	118
A-C						561	842

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47	575	0.324	184	0.0	0.5	9.177	A
C-AB	105	26	632	0.167	105	0.0	0.2	6.811	A
C-A	471	118			471				
A-B	64	16			64				
A-C	460	115			460				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56	547	0.406	221	0.5	0.7	11.037	B
C-AB	126	31	602	0.209	126	0.2	0.3	7.552	A
C-A	563	141			563				
A-B	77	19			77				
A-C	550	137			550				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	272	68	507	0.537	270	0.7	1.1	15.098	C
C-AB	154	39	561	0.275	154	0.3	0.4	8.837	A
C-A	689	172			689				
A-B	94	24			94				
A-C	673	168			673				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	272	68	507	0.537	272	1.1	1.1	15.315	C
C-AB	154	39	561	0.275	154	0.4	0.4	8.856	A
C-A	689	172			689				
A-B	94	24			94				
A-C	673	168			673				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56	547	0.406	224	1.1	0.7	11.215	B
C-AB	126	31	602	0.209	126	0.4	0.3	7.575	A
C-A	563	141			563				
A-B	77	19			77				
A-C	550	137			550				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47	575	0.324	187	0.7	0.5	9.305	A
C-AB	105	26	632	0.167	106	0.3	0.2	6.837	A
C-A	471	118			471				
A-B	64	16			64				
A-C	460	115			460				

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.17	0.91	1.38	1.44			N/A	N/A
C-AB	0.26	0.00	0.00	0.26	0.26			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.12	0.03	0.27	1.12	1.73			N/A	N/A
C-AB	0.38	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.14	0.03	0.28	1.14	4.02			N/A	N/A
C-AB	0.38	0.03	0.31	1.26	1.40			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.07	0.72	1.02	1.02			N/A	N/A
C-AB	0.27	0.00	0.00	0.27	0.27			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.04	0.41	1.28	1.42			N/A	N/A
C-AB	0.20	0.00	0.00	0.20	0.20			N/A	N/A

Existing Layout - Horizon Year 2026 + Development Traffic, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		5.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	Horizon Year 2026 + Development Traffic	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	688	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	346	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	933	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	130	557
	B - Reading Retail Park Site Access	9	0	336
	C - Oxford Road (A329) - East (West)	729	204	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.75	27.48	2.8	14.2	D	317	476
C-AB	0.40	10.48	0.7	3.0	B	188	283
C-A						668	1002
A-B						120	180
A-C						511	767

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	579	0.450	257	0.0	0.8	11.083	B
C-AB	154	38	635	0.242	152	0.0	0.3	7.438	A
C-A	549	137			549				
A-B	98	25			98				
A-C	419	105			419				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	311	78	551	0.564	309	0.8	1.2	14.759	B
C-AB	184	46	606	0.303	183	0.3	0.4	8.502	A
C-A	655	164			655				
A-B	117	29			117				
A-C	501	125			501				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	381	95	510	0.747	375	1.2	2.7	25.664	D
C-AB	228	57	571	0.399	227	0.4	0.7	10.426	B
C-A	800	200			800				
A-B	144	36			144				
A-C	613	153			613				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	381	95	510	0.747	380	2.7	2.8	27.482	D
C-AB	228	57	571	0.399	228	0.7	0.7	10.479	B
C-A	800	200			800				
A-B	144	36			144				
A-C	613	153			613				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	311	78	551	0.564	317	2.8	1.3	15.713	C
C-AB	184	46	606	0.303	185	0.7	0.4	8.556	A
C-A	655	164			655				
A-B	117	29			117				
A-C	501	125			501				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65	579	0.450	262	1.3	0.8	11.447	B
C-AB	154	38	635	0.242	154	0.4	0.3	7.494	A
C-A	549	137			549				
A-B	98	25			98				
A-C	419	105			419				

Queue Variation Results for each time segment

11:45 - 12:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.80	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.32	0.00	0.00	0.32	0.32			N/A	N/A

12:00 - 12:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.25	0.09	1.05	2.25	2.92			N/A	N/A
C-AB	0.43	0.00	0.00	0.43	0.43			N/A	N/A

12:15 - 12:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.66	0.03	0.34	5.75	14.24			N/A	N/A
C-AB	0.66	0.03	0.26	0.66	0.66			N/A	N/A

12:30 - 12:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.79	0.03	0.30	2.90	12.80			N/A	N/A
C-AB	0.67	0.03	0.29	1.30	3.02			N/A	N/A

12:45 - 13:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.34	0.05	0.46	3.40	5.35			N/A	N/A
C-AB	0.44	0.00	0.00	0.44	0.44			N/A	N/A

13:00 - 13:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.04	0.35	1.96	3.73			N/A	N/A
C-AB	0.32	0.03	0.25	0.45	0.48			N/A	N/A

Existing Layout with Crossing - Base Year 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		7.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.07	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base Year 2023	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	655	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	86	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	802	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONE HOUR]	52.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	38	617
	B - Reading Retail Park Site Access	9	0	77
	C - Oxford Road (A329) - East (West)	721	81	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	3	5
	B - Reading Retail Park Site Access	0	0	1
	C - Oxford Road (A329) - East (West)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	10.10	0.3	1.2	B	79	118
C-A	0.61	12.55	2.8	12.6	B	662	992
C-B	0.61	12.80	0.3	1.0	B	74	111
A-B						35	52
A-C						566	849

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16		535	0.121	64	0.0	0.1	7.631	A
C-A	543	136	39.15	1379	0.394	538	0.0	1.2	7.865	A
C-B	61	15	39.15	146	0.417	60	0.0	0.1	7.978	A
A-B	29	7				29				
A-C	465	116				465				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19		502	0.154	77	0.1	0.2	8.474	A
C-A	648	162	46.75	1342	0.483	646	1.2	1.7	9.380	A
C-B	73	18	46.75	146	0.500	73	0.1	0.2	9.614	A
A-B	34	9				34				
A-C	555	139				555				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24		452	0.210	94	0.2	0.3	10.067	B
C-A	794	198	57.25	1293	0.614	789	1.7	2.8	12.483	B
C-B	89	22	57.25	145	0.614	89	0.2	0.3	12.804	B
A-B	42	10				42				
A-C	679	170				679				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	95	24		451	0.210	95	0.3	0.3	10.097	B
C-A	794	198	57.25	1296	0.613	794	2.8	2.8	12.546	B
C-B	89	22	57.25	146	0.609	89	0.3	0.3	12.795	B
A-B	42	10				42				
A-C	679	170				679				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	77	19		501	0.154	78	0.3	0.2	8.504	A
C-A	648	162	46.75	1347	0.481	652	2.8	1.7	9.452	A
C-B	73	18	46.75	147	0.495	73	0.3	0.2	9.647	A
A-B	34	9				34				
A-C	555	139				555				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	65	16		535	0.121	65	0.2	0.1	7.662	A
C-A	543	136	39.15	1383	0.392	545	1.7	1.2	7.921	A
C-B	61	15	39.15	148	0.413	61	0.2	0.1	8.016	A
A-B	29	7				29				
A-C	465	116				465				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-A	1.16	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-A	1.65	0.58	1.08	2.18	2.67			N/A	N/A
C-B	0.20	0.03	0.28	0.50	0.98			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.26	0.46	0.49			N/A	N/A
C-A	2.75	0.03	0.30	2.75	11.61			N/A	N/A
C-B	0.32	0.03	0.26	0.46	0.49			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.26	0.03	0.30	0.90	1.23			N/A	N/A
C-A	2.78	0.03	0.30	2.78	12.58			N/A	N/A
C-B	0.33	0.03	0.25	0.46	0.48			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.18	0.00	0.00	0.18	0.18			N/A	N/A
C-A	1.70	0.63	1.22	1.96	2.38			N/A	N/A
C-B	0.20	0.03	0.26	0.47	0.49			N/A	N/A

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-A	1.18	0.51	1.13	1.59	1.82			N/A	N/A
C-B	0.14	0.03	0.26	0.47	0.49			N/A	N/A

Existing Layout with Crossing - Base Year 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		7.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base Year 2023	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	666	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	216	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	727	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONEHOUR]	57.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	74	592
	B - Reading Retail Park Site Access	6	0	210
	C - Oxford Road (A329) - East (West)	606	121	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.46	13.03	0.9	3.4	B	198	297
C-A	0.56	11.68	2.1	9.5	B	556	834
C-B	0.59	12.92	0.5	1.2	B	111	167
A-B						68	102
A-C						543	815

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41		579	0.281	161	0.0	0.4	8.581	A
C-A	456	114	42.91	1294	0.353	453	0.0	0.9	7.799	A
C-B	91	23	42.91	226	0.402	90	0.0	0.2	8.257	A
A-B	56	14				56				
A-C	446	111				446				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49		552	0.352	194	0.4	0.5	10.022	B
C-A	545	136	51.24	1252	0.435	543	0.9	1.3	9.110	A
C-B	109	27	51.24	226	0.481	108	0.2	0.3	9.868	A
A-B	67	17				67				
A-C	532	133				532				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59		514	0.463	237	0.5	0.8	12.920	B
C-A	667	167	62.76	1195	0.558	664	1.3	2.1	11.682	B
C-B	133	33	62.76	227	0.588	133	0.3	0.5	12.921	B
A-B	81	20				81				
A-C	652	163				652				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	238	59		514	0.463	238	0.8	0.9	13.031	B
C-A	667	167	62.76	1199	0.557	667	2.1	2.1	11.655	B
C-B	133	33	62.76	229	0.582	133	0.5	0.5	12.804	B
A-B	81	20				81				
A-C	652	163				652				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	194	49		552	0.352	195	0.9	0.6	10.125	B
C-A	545	136	51.24	1257	0.433	548	2.1	1.3	9.107	A
C-B	109	27	51.24	229	0.474	109	0.5	0.3	9.816	A
A-B	67	17				67				
A-C	532	133				532				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	163	41		579	0.281	163	0.6	0.4	8.672	A
C-A	456	114	42.91	1299	0.351	458	1.3	0.9	7.804	A
C-B	91	23	42.91	230	0.397	91	0.3	0.2	8.233	A
A-B	56	14				56				
A-C	446	111				446				

Queue Variation Results for each time segment
16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.39	0.00	0.00	0.39	0.39			N/A	N/A
C-A	0.92	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.21	0.00	0.00	0.21	0.21			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.53	0.53	1.00	1.40	1.45			N/A	N/A
C-A	1.29	0.56	1.18	1.63	1.82			N/A	N/A
C-B	0.30	0.03	0.30	0.88	1.20			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.03	0.26	0.84	0.84			N/A	N/A
C-A	2.06	0.03	0.28	2.06	5.46			N/A	N/A
C-B	0.47	0.03	0.26	0.47	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.85	0.03	0.28	1.05	3.44			N/A	N/A
C-A	2.08	0.03	0.30	2.15	9.53			N/A	N/A
C-B	0.48	0.03	0.26	0.48	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.55	0.06	0.62	1.32	1.41			N/A	N/A
C-A	1.32	0.57	1.17	1.60	1.80			N/A	N/A
C-B	0.30	0.03	0.28	0.54	1.10			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.40	0.03	0.33	1.08	1.29			N/A	N/A
C-A	0.94	0.53	1.00	1.42	1.48			N/A	N/A
C-B	0.21	0.03	0.27	0.49	1.20			N/A	N/A

Existing Layout with Crossing - Base Year 2023, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		13.97	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.97	B

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year 2023	SAT	ONE HOUR	11:45	13:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	663	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	328	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	899	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONEHOUR]	92.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	125	538
	B - Reading Retail Park Site Access	9	0	319
	C - Oxford Road (A329) - East (West)	704	195	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.70	22.92	2.2	10.8	C	301	451
C-A	0.76	21.21	4.7	24.5	C	646	969
C-B	0.73	20.56	1.2	4.2	C	179	268
A-B						115	172
A-C						494	741

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62		584	0.423	244	0.0	0.7	10.518	B
C-A	530	133	69.26	1125	0.471	524	0.0	1.4	10.425	B
C-B	147	37	69.26	271	0.541	145	0.0	0.5	11.648	B
A-B	94	24				94				
A-C	405	101				405				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	74		557	0.530	293	0.7	1.1	13.587	B
C-A	633	158	82.71	1079	0.586	630	1.4	2.2	13.154	B
C-B	175	44	82.71	280	0.625	174	0.5	0.7	14.658	B
A-B	112	28				112				
A-C	484	121				484				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	361	90		517	0.698	357	1.1	2.1	21.858	C
C-A	775	194	101.29	1015	0.764	766	2.2	4.5	20.295	C
C-B	215	54	101.29	294	0.730	213	0.7	1.2	20.236	C
A-B	138	34				138				
A-C	592	148				592				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	361	90		517	0.698	361	2.1	2.2	22.921	C
C-A	775	194	101.29	1016	0.763	774	4.5	4.7	21.209	C
C-B	215	54	101.29	297	0.724	215	1.2	1.2	20.564	C
A-B	138	34				138				
A-C	592	148				592				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	295	74		556	0.530	299	2.2	1.2	14.213	B
C-A	633	158	82.71	1092	0.580	643	4.7	2.2	13.170	B
C-B	175	44	82.71	291	0.603	177	1.2	0.7	14.084	B
A-B	112	28				112				
A-C	484	121				484				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	247	62		583	0.423	249	1.2	0.7	10.808	B
C-A	530	133	69.26	1137	0.466	533	2.2	1.4	10.292	B
C-B	147	37	69.26	282	0.521	148	0.7	0.5	11.245	B
A-B	94	24				94				
A-C	405	101				405				

Queue Variation Results for each time segment

11:45 - 12:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.72	0.55	1.00	1.40	1.45			N/A	N/A
C-A	1.43	0.55	1.00	1.43	1.45			N/A	N/A
C-B	0.48	0.00	0.00	0.48	0.48			N/A	N/A

12:00 - 12:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.09	0.11	1.00	1.78	2.20			N/A	N/A
C-A	2.17	0.19	1.24	4.09	5.28			N/A	N/A
C-B	0.70	0.04	0.43	1.45	2.05			N/A	N/A

12:15 - 12:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.15	0.03	0.31	3.26	10.80			N/A	N/A
C-A	4.53	0.04	0.38	11.46	24.46			N/A	N/A
C-B	1.19	0.03	0.28	1.19	4.23			N/A	N/A

12:30 - 12:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.23	0.03	0.29	2.23	8.91			N/A	N/A
C-A	4.71	0.03	0.32	7.42	24.11			N/A	N/A
C-B	1.21	0.03	0.27	1.21	1.23			N/A	N/A

12:45 - 13:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.16	0.05	0.53	2.71	3.98			N/A	N/A
C-A	2.23	0.13	1.07	4.69	6.22			N/A	N/A
C-B	0.69	0.03	0.28	0.88	2.73			N/A	N/A

13:00 - 13:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.75	0.04	0.38	1.75	2.90			N/A	N/A
C-A	1.44	0.06	0.80	3.34	4.82			N/A	N/A
C-B	0.47	0.03	0.28	0.50	1.60			N/A	N/A

Existing Layout with Crossing - Horizon Year 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Oxford Road (A329) - East (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		5.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	Horizon Year 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	676	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	89	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	828	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONE HOUR]	0.00

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From				
	A - Oxford Road (A329) - East (East)	0	39	637
	B - Reading Retail Park Site Access	9	0	79
	C - Oxford Road (A329) - East (West)	744	84	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From				
	A - Oxford Road (A329) - East (East)	0	3	5
	B - Reading Retail Park Site Access	0	0	1
	C - Oxford Road (A329) - East (West)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.22	10.46	0.3	1.3	B	81	122
C-A	0.54	9.13	2.1	9.4	A	683	1025
C-B	0.55	9.60	0.3	0.5	A	77	115
A-B						36	54
A-C						585	877

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17		530	0.126	66	0.0	0.1	7.754	A
C-A	560	140	0.00	1558	0.360	556	0.0	1.0	6.597	A
C-B	63	16	0.00	165	0.381	62	0.0	0.1	6.704	A
A-B	30	7				30				
A-C	480	120				480				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20		495	0.161	80	0.1	0.2	8.665	A
C-A	669	167	0.00	1544	0.433	668	1.0	1.4	7.468	A
C-B	75	19	0.00	167	0.451	75	0.1	0.2	7.720	A
A-B	35	9				35				
A-C	573	143				573				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24		442	0.221	97	0.2	0.3	10.429	B
C-A	820	205	0.00	1522	0.538	817	1.4	2.0	9.060	A
C-B	92	23	0.00	169	0.546	92	0.2	0.2	9.525	A
A-B	43	11				43				
A-C	701	175				701				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	98	24		442	0.221	98	0.3	0.3	10.458	B
C-A	820	205	0.00	1522	0.539	819	2.0	2.1	9.126	A
C-B	92	23	0.00	169	0.546	92	0.2	0.3	9.597	A
A-B	43	11				43				
A-C	701	175				701				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20		495	0.161	80	0.3	0.2	8.693	A
C-A	669	167	0.00	1544	0.433	672	2.1	1.4	7.546	A
C-B	75	19	0.00	167	0.451	76	0.3	0.2	7.801	A
A-B	35	9				35				
A-C	573	143				573				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	67	17		530	0.126	67	0.2	0.1	7.784	A
C-A	560	140	0.00	1558	0.360	562	1.4	1.0	6.668	A
C-B	63	16	0.00	165	0.381	63	0.2	0.1	6.783	A
A-B	30	7				30				
A-C	480	120				480				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.14	0.00	0.00	0.14	0.14			N/A	N/A
C-A	1.01	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.12	0.00	0.00	0.12	0.12			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-A	1.36	0.57	1.24	1.70	1.86			N/A	N/A
C-B	0.17	0.03	0.26	0.46	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.26	0.46	0.49			N/A	N/A
C-A	2.05	0.03	0.27	2.05	3.39			N/A	N/A
C-B	0.25	0.03	0.25	0.46	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.28	0.03	0.31	0.99	1.29			N/A	N/A
C-A	2.07	0.03	0.30	2.07	9.41			N/A	N/A
C-B	0.25	0.03	0.25	0.46	0.48			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.19	0.00	0.00	0.19	0.19			N/A	N/A
C-A	1.40	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.17	0.03	0.26	0.47	0.50			N/A	N/A

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.15	0.00	0.00	0.15	0.15			N/A	N/A
C-A	1.03	0.55	1.00	1.41	1.46			N/A	N/A
C-B	0.12	0.03	0.26	0.47	0.50			N/A	N/A

Existing Layout with Crossing - Horizon Year 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Oxford Road (A329) - East (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		5.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.82	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	Horizon Year 2026	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G26PM

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	688	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	223	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	751	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONE HOUR]	0.00

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From				
	A - Oxford Road (A329) - East (East)	0	76	612
	B - Reading Retail Park Site Access	6	0	217
	C - Oxford Road (A329) - East (West)	626	125	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
From				
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.48	13.78	0.9	3.6	B	205	307
C-A	0.49	8.64	1.6	7.7	A	575	862
C-B	0.52	9.89	0.4	1.4	A	115	172
A-B						70	105
A-C						561	842

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42		575	0.292	166	0.0	0.4	8.786	A
C-A	471	118	0.00	1476	0.319	468	0.0	0.8	6.493	A
C-B	94	24	0.00	258	0.365	93	0.0	0.2	6.888	A
A-B	58	14				58				
A-C	460	115				460				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50		547	0.367	200	0.4	0.6	10.365	B
C-A	563	141	0.00	1455	0.387	562	0.8	1.1	7.254	A
C-B	112	28	0.00	260	0.433	112	0.2	0.2	7.941	A
A-B	69	17				69				
A-C	550	137				550				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	246	61		507	0.485	244	0.6	0.9	13.636	B
C-A	689	172	0.00	1421	0.485	687	1.1	1.6	8.597	A
C-B	138	34	0.00	262	0.525	137	0.2	0.4	9.827	A
A-B	84	21				84				
A-C	673	168				673				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	246	61		507	0.485	246	0.9	0.9	13.777	B
C-A	689	172	0.00	1420	0.485	689	1.6	1.6	8.644	A
C-B	138	34	0.00	263	0.524	138	0.4	0.4	9.894	A
A-B	84	21				84				
A-C	673	168				673				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	201	50		547	0.367	202	0.9	0.6	10.487	B
C-A	563	141	0.00	1454	0.387	565	1.6	1.1	7.305	A
C-B	112	28	0.00	260	0.432	113	0.4	0.3	8.017	A
A-B	69	17				69				
A-C	550	137				550				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42		574	0.292	169	0.6	0.4	8.889	A
C-A	471	118	0.00	1475	0.319	472	1.1	0.8	6.548	A
C-B	94	24	0.00	258	0.364	94	0.3	0.2	6.965	A
A-B	58	14				58				
A-C	460	115				460				

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-A	0.80	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.18	0.00	0.00	0.18	0.18			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.57	0.55	1.00	1.40	1.45			N/A	N/A
C-A	1.06	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.25	0.03	0.26	0.47	0.50			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.91	0.03	0.26	0.91	0.91			N/A	N/A
C-A	1.56	0.03	0.26	1.56	1.56			N/A	N/A
C-B	0.37	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.93	0.03	0.28	1.00	3.62			N/A	N/A
C-A	1.57	0.03	0.30	2.19	7.72			N/A	N/A
C-B	0.38	0.03	0.26	0.46	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.59	0.06	0.67	1.34	1.42			N/A	N/A
C-A	1.09	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.25	0.03	0.29	0.82	1.43			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.42	0.04	0.36	1.17	1.33			N/A	N/A
C-A	0.81	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.19	0.03	0.28	0.50	1.18			N/A	N/A

Existing Layout with Crossing - Horizon Year 2026, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Oxford Road (A329) - East (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		10.37	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.37	B

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	Horizon Year 2026	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*G26SAT

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	687	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	340	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	931	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONE HOUR]	0.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	129	557
	B - Reading Retail Park Site Access	9	0	330
	C - Oxford Road (A329) - East (West)	729	202	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.73	26.30	2.6	13.4	D	312	468
C-A	0.62	11.70	2.5	9.3	B	669	1004
C-B	0.65	14.54	0.9	2.6	B	185	278
A-B						119	178
A-C						511	767

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64		579	0.442	253	0.0	0.8	10.940	B
C-A	549	137	0.00	1375	0.399	545	0.0	1.1	7.527	A
C-B	152	38	0.00	327	0.465	151	0.0	0.4	8.453	A
A-B	97	24				97				
A-C	419	105				419				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76		551	0.554	304	0.8	1.2	14.463	B
C-A	655	164	0.00	1344	0.488	654	1.1	1.5	8.830	A
C-B	182	45	0.00	332	0.547	181	0.4	0.5	10.406	B
A-B	116	29				116				
A-C	501	125				501				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	374	94		509	0.734	369	1.2	2.5	24.695	C
C-A	803	201	0.00	1294	0.620	799	1.5	2.4	11.516	B
C-B	222	56	0.00	340	0.655	221	0.5	0.9	14.275	B
A-B	143	36				143				
A-C	613	153				613				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	374	94		509	0.735	374	2.5	2.6	26.304	D
C-A	803	201	0.00	1293	0.621	803	2.4	2.5	11.695	B
C-B	222	56	0.00	340	0.653	222	0.9	0.9	14.540	B
A-B	143	36				143				
A-C	613	153				613				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	305	76		551	0.555	311	2.6	1.3	15.324	C
C-A	655	164	0.00	1342	0.488	659	2.5	1.6	8.984	A
C-B	182	45	0.00	333	0.545	183	0.9	0.5	10.651	B
A-B	116	29				116				
A-C	501	125				501				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	256	64		579	0.442	258	1.3	0.8	11.284	B
C-A	549	137	0.00	1374	0.400	551	1.6	1.1	7.645	A
C-B	152	38	0.00	328	0.463	153	0.5	0.4	8.635	A
A-B	97	24				97				
A-C	419	105				419				

Queue Variation Results for each time segment

11:45 - 12:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.77	0.55	1.00	1.40	1.45			N/A	N/A
C-A	1.07	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.36	0.00	0.00	0.36	0.36			N/A	N/A

12:00 - 12:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.20	0.10	1.03	2.03	2.77			N/A	N/A
C-A	1.50	0.51	1.37	2.00	2.60			N/A	N/A
C-B	0.52	0.04	0.40	1.22	1.22			N/A	N/A

12:15 - 12:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.51	0.03	0.33	5.07	13.38			N/A	N/A
C-A	2.45	0.03	0.29	2.45	8.46			N/A	N/A
C-B	0.87	0.03	0.27	0.87	1.46			N/A	N/A

12:30 - 12:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.63	0.03	0.30	2.63	11.71			N/A	N/A
C-A	2.49	0.03	0.29	2.49	9.25			N/A	N/A
C-B	0.89	0.03	0.26	0.89	0.89			N/A	N/A

12:45 - 13:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.29	0.05	0.47	3.19	4.94			N/A	N/A
C-A	1.55	0.59	1.48	1.91	2.21			N/A	N/A
C-B	0.54	0.03	0.30	1.34	2.55			N/A	N/A

13:00 - 13:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.81	0.04	0.36	1.91	3.51			N/A	N/A
C-A	1.10	0.28	1.07	1.52	1.79			N/A	N/A
C-B	0.37	0.03	0.28	0.86	1.58			N/A	N/A

Existing Layout with Crossing - Horizon Year 2026 + Development Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Oxford Road (A329) - East (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		5.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.54	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	Horizon Year 2026 + Development Traffic	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	681	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	101	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	839	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONEHOUR]	0.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	44	637
	B - Reading Retail Park Site Access	9	0	91
	C - Oxford Road (A329) - East (West)	744	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	3	5
	B - Reading Retail Park Site Access	0	0	1
	C - Oxford Road (A329) - East (West)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	10.71	0.3	1.4	B	92	139
C-A	0.55	9.42	2.1	9.5	A	683	1025
C-B	0.56	10.02	0.3	0.9	B	87	130
A-B						41	61
A-C						585	877

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19		534	0.142	75	0.0	0.2	7.830	A
C-A	560	140	0.00	1533	0.366	556	0.0	1.0	6.717	A
C-B	71	18	0.00	183	0.390	71	0.0	0.1	6.870	A
A-B	33	8				33				
A-C	480	120				480				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23		500	0.181	90	0.2	0.2	8.793	A
C-A	669	167	0.00	1517	0.441	668	1.0	1.4	7.644	A
C-B	85	21	0.00	184	0.462	85	0.1	0.2	7.967	A
A-B	40	10				40				
A-C	573	143				573				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28		447	0.248	111	0.2	0.3	10.676	B
C-A	820	205	0.00	1492	0.549	817	1.4	2.1	9.341	A
C-B	104	26	0.00	187	0.558	104	0.2	0.3	9.932	A
A-B	49	12				49				
A-C	701	175				701				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	111	28		447	0.248	111	0.3	0.3	10.712	B
C-A	820	205	0.00	1492	0.549	819	2.1	2.1	9.416	A
C-B	104	26	0.00	187	0.557	104	0.3	0.3	10.017	B
A-B	49	12				49				
A-C	701	175				701				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	91	23		499	0.181	91	0.3	0.2	8.828	A
C-A	669	167	0.00	1517	0.441	672	2.1	1.4	7.723	A
C-B	85	21	0.00	184	0.461	85	0.3	0.2	8.058	A
A-B	40	10				40				
A-C	573	143				573				

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	76	19		534	0.142	76	0.2	0.2	7.865	A
C-A	560	140	0.00	1533	0.366	562	1.4	1.0	6.793	A
C-B	71	18	0.00	183	0.390	71	0.2	0.1	6.959	A
A-B	33	8				33				
A-C	480	120				480				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.00	0.00	0.16	0.16			N/A	N/A
C-A	1.02	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.14	0.00	0.00	0.14	0.14			N/A	N/A

08:15 - 08:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-A	1.39	0.57	1.28	1.74	1.89			N/A	N/A
C-B	0.19	0.03	0.26	0.47	0.50			N/A	N/A

08:30 - 08:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.32	0.03	0.26	0.46	0.49			N/A	N/A
C-A	2.10	0.03	0.27	2.10	4.05			N/A	N/A
C-B	0.29	0.03	0.25	0.46	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.33	0.03	0.31	1.14	1.44			N/A	N/A
C-A	2.13	0.03	0.30	2.13	9.45			N/A	N/A
C-B	0.30	0.03	0.25	0.46	0.48			N/A	N/A

09:00 - 09:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.22	0.00	0.00	0.22	0.22			N/A	N/A
C-A	1.43	0.55	1.00	1.43	1.45			N/A	N/A
C-B	0.20	0.03	0.27	0.48	0.86			N/A	N/A

09:15 - 09:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.17	0.00	0.00	0.17	0.17			N/A	N/A
C-A	1.04	0.55	1.01	1.42	1.47			N/A	N/A
C-B	0.14	0.03	0.26	0.47	0.55			N/A	N/A

Existing Layout with Crossing - Horizon Year 2026 + Development Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Oxford Road (A329) - East (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		6.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.34	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	Horizon Year 2026 + Development Traffic	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	697	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	247	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	766	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONEHOUR]	0.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	85	612
	B - Reading Retail Park Site Access	6	0	241
	C - Oxford Road (A329) - East (West)	626	140	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.54	15.33	1.1	4.0	C	227	340
C-A	0.50	8.99	1.6	7.7	A	575	862
C-B	0.54	10.54	0.5	1.3	B	128	193
A-B						78	118
A-C						561	842

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47		575	0.324	184	0.0	0.5	9.177	A
C-A	471	118	0.00	1445	0.326	468	0.0	0.8	6.644	A
C-B	105	26	0.00	278	0.379	105	0.0	0.2	7.128	A
A-B	64	16				64				
A-C	460	115				460				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56		547	0.406	221	0.5	0.7	11.039	B
C-A	563	141	0.00	1421	0.396	562	0.8	1.1	7.461	A
C-B	126	31	0.00	280	0.449	126	0.2	0.3	8.307	A
A-B	77	19				77				
A-C	550	137				550				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	272	68		507	0.537	270	0.7	1.1	15.104	C
C-A	689	172	0.00	1384	0.498	687	1.1	1.6	8.930	A
C-B	154	39	0.00	283	0.544	154	0.3	0.4	10.452	B
A-B	94	24				94				
A-C	673	168				673				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	272	68		507	0.537	272	1.1	1.1	15.325	C
C-A	689	172	0.00	1383	0.498	689	1.6	1.6	8.986	A
C-B	154	39	0.00	284	0.543	154	0.4	0.5	10.537	B
A-B	94	24				94				
A-C	673	168				673				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	222	56		547	0.407	224	1.1	0.7	11.219	B
C-A	563	141	0.00	1420	0.396	565	1.6	1.1	7.520	A
C-B	126	31	0.00	281	0.448	126	0.5	0.3	8.398	A
A-B	77	19				77				
A-C	550	137				550				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	186	47		575	0.324	187	0.7	0.5	9.309	A
C-A	471	118	0.00	1444	0.326	473	1.1	0.8	6.704	A
C-B	105	26	0.00	279	0.378	106	0.3	0.2	7.217	A
A-B	64	16				64				
A-C	460	115				460				

Queue Variation Results for each time segment
16:15 - 16:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-A	0.81	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.21	0.00	0.00	0.21	0.21			N/A	N/A

16:30 - 16:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.67	0.17	0.91	1.38	1.44			N/A	N/A
C-A	1.09	0.55	1.02	1.43	1.48			N/A	N/A
C-B	0.29	0.03	0.28	0.58	1.04			N/A	N/A

16:45 - 17:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.12	0.03	0.27	1.12	1.73			N/A	N/A
C-A	1.61	0.03	0.27	1.61	1.61			N/A	N/A
C-B	0.45	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.14	0.03	0.28	1.14	4.03			N/A	N/A
C-A	1.63	0.03	0.30	1.96	7.72			N/A	N/A
C-B	0.45	0.03	0.26	0.46	0.49			N/A	N/A

17:15 - 17:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.70	0.07	0.72	1.02	1.02			N/A	N/A
C-A	1.12	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.30	0.03	0.29	0.99	1.14			N/A	N/A

17:30 - 17:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.49	0.04	0.41	1.28	1.42			N/A	N/A
C-A	0.83	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.22	0.03	0.28	0.62	1.30			N/A	N/A

Existing Layout with Crossing - Horizon Year 2026 + Development Traffic, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Pedestrian Crossing	C - Oxford Road (A329) - East (West) - Pedestrian crossing	Pedestrian crossing uses default flow of 0. Is this correct?
Warning	Demand Set Relationship	D11 - Horizon Year 2026 + Development Traffic, PM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	Existing Layout with Crossing	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Reading Retail Park Access / Oxford Road (A329) Priority Junction	T-Junction	Two-way	Two-way	Two-way		10.67	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.67	B

Arms

Arms

Arm	Name	Description	Arm type
A	Oxford Road (A329) - East (East)		Major
B	Reading Retail Park Site Access		Minor
C	Oxford Road (A329) - East (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Oxford Road (A329) - East (West)	6.90		✓	3.10	250.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Reading Retail Park Site Access	One lane	4.12	35	35

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - Oxford Road (A329) - East (West)	6.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	563	0.099	0.249	0.157	0.356
B-C	718	0.106	0.267	-	-
C-B	789	0.294	0.294	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	Horizon Year 2026 + Development Traffic	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East (East)		ONE HOUR	✓	688	100.000
B - Reading Retail Park Site Access		ONE HOUR	✓	346	100.000
C - Oxford Road (A329) - East (West)		ONE HOUR	✓	933	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East (East)		
B - Reading Retail Park Site Access		
C - Oxford Road (A329) - East (West)	[ONEHOUR]	0.00

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	130	557
	B - Reading Retail Park Site Access	9	0	336
	C - Oxford Road (A329) - East (West)	729	204	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Oxford Road (A329) - East (East)	B - Reading Retail Park Site Access	C - Oxford Road (A329) - East (West)
	A - Oxford Road (A329) - East (East)	0	0	2
	B - Reading Retail Park Site Access	0	0	0
	C - Oxford Road (A329) - East (West)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.75	27.55	2.8	14.3	D	317	476
C-A	0.62	11.76	2.5	9.3	B	669	1004
C-B	0.66	14.67	0.9	2.6	B	187	281
A-B						120	180
A-C						511	767

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65		579	0.450	257	0.0	0.8	11.083	B
C-A	549	137	0.00	1372	0.400	545	0.0	1.1	7.547	A
C-B	154	38	0.00	329	0.467	152	0.0	0.4	8.491	A
A-B	98	25				98				
A-C	419	105				419				

12:00 - 12:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	311	78		551	0.564	309	0.8	1.2	14.765	B
C-A	655	164	0.00	1341	0.489	654	1.1	1.5	8.861	A
C-B	183	46	0.00	334	0.549	183	0.4	0.5	10.469	B
A-B	117	29				117				
A-C	501	125				501				

12:15 - 12:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	381	95		510	0.747	375	1.2	2.7	25.705	D
C-A	803	201	0.00	1291	0.622	799	1.5	2.5	11.579	B
C-B	225	56	0.00	342	0.657	223	0.5	0.9	14.401	B
A-B	144	36				144				
A-C	613	153				613				

12:30 - 12:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	381	95		509	0.747	380	2.7	2.8	27.554	D
C-A	803	201	0.00	1289	0.623	803	2.5	2.5	11.761	B
C-B	225	56	0.00	343	0.656	224	0.9	0.9	14.673	B
A-B	144	36				144				
A-C	613	153				613				

12:45 - 13:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	311	78		551	0.564	317	2.8	1.3	15.733	C
C-A	655	164	0.00	1339	0.490	659	2.5	1.6	9.018	A
C-B	183	46	0.00	335	0.547	185	0.9	0.6	10.722	B
A-B	117	29				117				
A-C	501	125				501				

13:00 - 13:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	260	65		579	0.450	262	1.3	0.8	11.452	B
C-A	549	137	0.00	1371	0.401	551	1.6	1.1	7.665	A
C-B	154	38	0.00	330	0.465	154	0.6	0.4	8.677	A
A-B	98	25				98				
A-C	419	105				419				

Queue Variation Results for each time segment

11:45 - 12:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.80	0.55	1.00	1.40	1.45			N/A	N/A
C-A	1.07	0.55	1.00	1.40	1.45			N/A	N/A
C-B	0.36	0.00	0.00	0.36	0.36			N/A	N/A

12:00 - 12:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.25	0.09	1.05	2.25	2.92			N/A	N/A
C-A	1.50	0.51	1.38	2.03	2.62			N/A	N/A
C-B	0.53	0.04	0.40	1.27	1.27			N/A	N/A

12:15 - 12:30

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.66	0.03	0.34	5.77	14.27			N/A	N/A
C-A	2.46	0.03	0.29	2.46	8.60			N/A	N/A
C-B	0.89	0.03	0.27	0.89	1.05			N/A	N/A

12:30 - 12:45

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	2.79	0.03	0.30	2.92	12.85			N/A	N/A
C-A	2.50	0.03	0.29	2.50	9.28			N/A	N/A
C-B	0.91	0.03	0.26	0.91	0.91			N/A	N/A

12:45 - 13:00

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	1.34	0.05	0.46	3.40	5.36			N/A	N/A
C-A	1.56	0.59	1.49	1.92	2.27			N/A	N/A
C-B	0.55	0.03	0.30	1.36	2.60			N/A	N/A

13:00 - 13:15

Stream	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.84	0.04	0.35	1.96	3.73			N/A	N/A
C-A	1.10	0.27	1.07	1.53	1.81			N/A	N/A
C-B	0.38	0.03	0.28	0.88	1.61			N/A	N/A

Appendix K: ARCADY Output Report

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.0.4.1693 © Copyright TRL Software Limited, 2021		
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: 22-0346 - Roundabout (Weekday and Sat) AS (2023.10.17).j10

Path: C:\Users\AlexStephenson\Cotswold Transport Planning Ltd\Project 2022 - 22-0346 - Reading Retail Park\06 Calculations\Junctions

Report generation date: 17/10/2023 11:22:40

- »Existing Layout - Base Year 2023, AM
- »Existing Layout - Base Year 2023, PM
- »Existing Layout - Base Year 2023, SAT
- »Existing Layout - Horizon Year 2026, AM
- »Existing Layout - Horizon Year 2026, PM
- »Existing Layout - Horizon Year 2026, SAT
- »Existing Layout - Horizon Year 2026 + Development Traffic, AM
- »Existing Layout - Horizon Year 2026 + Development Traffic, PM
- »Existing Layout - Horizon Year 2026 + Development Traffic, SAT

Summary of junction performance

	AM			PM			SAT		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Existing Layout - Base Year 2023									
A - Oxford Road (A329) - East	1.9	8.93	0.66	4.3	17.67	0.82	4.4	17.35	0.83
B - Norcot Road	2.3	14.76	0.71	4.7	30.98	0.84	3.1	21.81	0.77
C - Oxford Road (A329) - West	3.3	11.06	0.77	1.7	6.65	0.63	2.9	9.79	0.75
D - Wigmore Lane	2.3	13.17	0.70	45.3	148.35	1.07	35.7	126.11	1.05
Existing Layout - Horizon Year 2026									
A - Oxford Road (A329) - East	2.0	9.53	0.68	4.7	18.82	0.84	4.8	18.25	0.84
B - Norcot Road	2.8	17.37	0.75	6.2	40.11	0.88	4.0	26.87	0.81
C - Oxford Road (A329) - West	4.1	13.30	0.81	1.9	7.27	0.66	3.5	11.59	0.78
D - Wigmore Lane	2.7	15.06	0.74	66.7	209.25	1.13	57.3	189.48	1.11
Existing Layout - Horizon Year 2026 + Development Traffic									
A - Oxford Road (A329) - East	2.1	9.77	0.69	5.2	20.55	0.85	4.9	18.38	0.85
B - Norcot Road	3.0	18.10	0.76	7.0	45.17	0.90	4.0	27.29	0.82
C - Oxford Road (A329) - West	4.3	13.87	0.82	2.0	7.49	0.67	3.5	11.66	0.78
D - Wigmore Lane	2.8	15.59	0.75	72.3	226.36	1.14	58.0	191.75	1.11

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

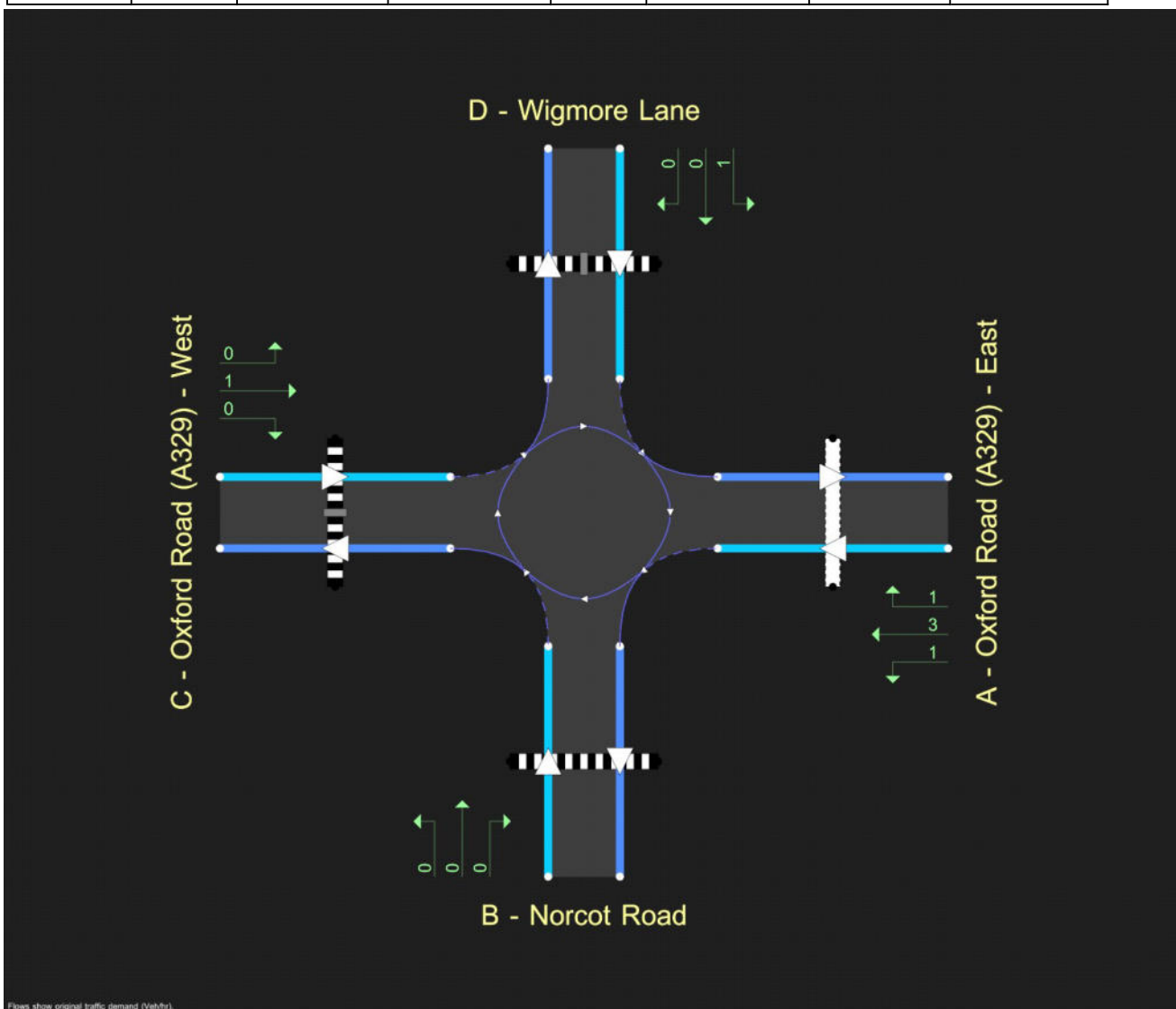
File summary

File Description

Title	Junction Capacity Assessment
Location	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction
Site number	
Date	26/04/2023
Version	ISSUE 2
Status	-
Identifier	-
Client	Threadneedle UK Property Authorised Investment Fund
Jobnumber	22-0346
Enumerator	MM
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75	✓					0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	Base Year 2023	AM	ONE HOUR	08:00	09:30	15	✓		
D2	Base Year 2023	PM	ONE HOUR	16:15	17:45	15	✓		
D3	Base Year 2023	SAT	ONE HOUR	11:45	13:15	15	✓		
D4	Horizon Year 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM
D5	Horizon Year 2026	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G26PM
D6	Horizon Year 2026	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*G26SAT
D7	Proposed Development	AM	ONE HOUR	08:00	09:30	15			
D8	Proposed Development	PM	ONE HOUR	16:15	17:45	15			
D9	Proposed Development	SAT	ONE HOUR	11:45	13:15	15			
D10	Horizon Year 2026 + Development Traffic	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7
D11	Horizon Year 2026 + Development Traffic	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8
D12	Horizon Year 2026 + Development Traffic	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G26AM	2023-2026 AM		1.0324
G26PM	2023-2026 PM		1.0332
G26SAT	2023-2026 SAT		1.0357

Growth factors are only active if the Demand Set references them in a Relationship.

Existing Layout - Base Year 2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	11.68	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.68	B

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Base Year 2023	AM	ONE HOUR	08:00	09:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	685	100.000
B - Norcot Road		ONE HOUR	✓	533	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	1005	100.000
D - Wigmore Lane		ONE HOUR	✓	589	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	52.00
B - Norcot Road	[ONEHOUR]	38.00
C - Oxford Road (A329) - West	[ONEHOUR]	34.00
D - Wigmore Lane	[ONEHOUR]	55.00

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	38	128	353	166
	B - Norcot Road	170	0	108	255
	C - Oxford Road (A329) - West	430	61	15	499
	D - Wigmore Lane	210	151	219	9

Proportions

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.06	0.19	0.52	0.
	B - Norcot Road	0.32	0.00	0.20	0.
	C - Oxford Road (A329) - West	0.43	0.06	0.01	0.
	D - Wigmore Lane	0.36	0.26	0.37	0.

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	5	9	4	2
	B - Norcot Road	4	0	3	1
	C - Oxford Road (A329) - West	3	0	0	1
	D - Wigmore Lane	6	1	5	0

Average PCU Per Veh

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.050	1.090	1.040	1.
	B - Norcot Road	1.040	1.000	1.033	1.
	C - Oxford Road (A329) - West	1.030	1.000	1.000	1.
	D - Wigmore Lane	1.060	1.006	1.050	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A - Oxford Road (A329) - East	516	539	39.15
	B - Norcot Road	401	411	28.61
	C - Oxford Road (A329) - West	757	770	25.60
	D - Wigmore Lane	443	462	41.41
08:15-08:30	A - Oxford Road (A329) - East	616	644	46.75
	B - Norcot Road	479	491	34.16
	C - Oxford Road (A329) - West	903	920	30.57
	D - Wigmore Lane	529	552	49.44
08:30-08:45	A - Oxford Road (A329) - East	754	788	57.25
	B - Norcot Road	587	601	41.84
	C - Oxford Road (A329) - West	1107	1126	37.43
	D - Wigmore Lane	649	675	60.56
08:45-09:00	A - Oxford Road (A329) - East	754	788	57.25
	B - Norcot Road	587	601	41.84
	C - Oxford Road (A329) - West	1107	1126	37.43
	D - Wigmore Lane	649	675	60.56
09:00-09:15	A - Oxford Road (A329) - East	616	644	46.75
	B - Norcot Road	479	491	34.16
	C - Oxford Road (A329) - West	903	920	30.57
	D - Wigmore Lane	529	552	49.44
09:15-09:30	A - Oxford Road (A329) - East	516	539	39.15
	B - Norcot Road	401	411	28.61
	C - Oxford Road (A329) - West	757	770	25.60
	D - Wigmore Lane	443	462	41.41

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.66	8.93	1.9	3.1	A	629	943
B - Norcot Road	0.71	14.76	2.3	9.4	B	489	734
C - Oxford Road (A329) - West	0.77	11.06	3.3	13.2	B	922	1383
D - Wigmore Lane	0.70	13.17	2.3	8.5	B	540	811

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	516	129	340	39.15	1240	0.416	513	635	0.0	0.7	4.931	A
B - Norcot Road	401	100	599	28.61	1008	0.398	399	254	0.0	0.7	5.884	A
C - Oxford Road (A329) - West	757	189	477	25.60	1604	0.472	753	520	0.0	0.9	4.213	A
D - Wigmore Lane	443	111	535	41.41	1057	0.419	441	696	0.0	0.7	5.812	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	616	154	408	46.75	1199	0.513	614	760	0.7	1.0	6.142	A
B - Norcot Road	479	120	717	34.16	933	0.513	478	305	0.7	1.0	7.871	A
C - Oxford Road (A329) - West	903	226	572	30.57	1535	0.589	901	623	0.9	1.4	5.664	A
D - Wigmore Lane	529	132	640	49.44	1000	0.530	528	833	0.7	1.1	7.601	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	754	189	497	57.25	1151	0.655	751	927	1.0	1.9	8.934	A
B - Norcot Road	587	147	876	41.84	832	0.705	582	372	1.0	2.3	14.093	B
C - Oxford Road (A329) - West	1107	277	697	37.43	1435	0.771	1099	761	1.4	3.2	10.515	B
D - Wigmore Lane	648	162	781	60.56	924	0.702	644	1016	1.1	2.3	12.663	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	754	189	501	57.25	1167	0.646	754	933	1.9	1.8	8.719	A
B - Norcot Road	587	147	881	41.84	830	0.707	587	374	2.3	2.3	14.764	B
C - Oxford Road (A329) - West	1107	277	702	37.43	1431	0.773	1106	765	3.2	3.3	11.059	B
D - Wigmore Lane	648	162	786	60.56	921	0.704	648	1022	2.3	2.3	13.171	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	616	154	413	46.75	1219	0.505	619	769	1.8	1.0	6.036	A
B - Norcot Road	479	120	724	34.16	929	0.516	484	308	2.3	1.1	8.175	A
C - Oxford Road (A329) - West	903	226	579	30.57	1530	0.591	911	629	3.3	1.5	5.883	A
D - Wigmore Lane	529	132	647	49.44	996	0.532	534	842	2.3	1.2	7.870	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	516	129	344	39.15	1256	0.411	517	641	1.0	0.7	4.882	A
B - Norcot Road	401	100	604	28.61	1005	0.399	403	257	1.1	0.7	5.999	A
C - Oxford Road (A329) - West	757	189	482	25.60	1601	0.473	759	525	1.5	0.9	4.289	A
D - Wigmore Lane	443	111	539	41.41	1055	0.420	445	702	1.2	0.7	5.921	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	0.71	0.55	1.00	1.40	1.45			N/A	N/A
B - Norcot Road	0.65	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.89	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	0.71	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.04	0.07	0.88	1.86	2.53			N/A	N/A
B - Norcot Road	1.04	0.07	0.84	1.89	2.63			N/A	N/A
C - Oxford Road (A329) - West	1.41	0.05	0.50	3.52	5.39			N/A	N/A
D - Wigmore Lane	1.11	0.07	0.87	2.06	2.87			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.85	0.03	0.27	1.85	3.08			N/A	N/A
B - Norcot Road	2.27	0.03	0.29	2.27	9.40			N/A	N/A
C - Oxford Road (A329) - West	3.21	0.03	0.29	3.21	13.19			N/A	N/A
D - Wigmore Lane	2.25	0.03	0.29	2.25	8.51			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.84	0.03	0.27	1.84	1.84			N/A	N/A
B - Norcot Road	2.35	0.03	0.28	2.35	6.88			N/A	N/A
C - Oxford Road (A329) - West	3.32	0.03	0.28	3.32	6.21			N/A	N/A
D - Wigmore Lane	2.32	0.03	0.28	2.32	5.43			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.03	0.08	0.91	1.79	2.33			N/A	N/A
B - Norcot Road	1.08	0.06	0.72	2.24	3.15			N/A	N/A
C - Oxford Road (A329) - West	1.46	0.06	0.80	3.43	4.94			N/A	N/A
D - Wigmore Lane	1.16	0.06	0.80	2.41	3.36			N/A	N/A

09:15 - 09:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	0.70	0.05	0.47	1.29	1.84			N/A	N/A
B - Norcot Road	0.67	0.04	0.38	1.51	2.42			N/A	N/A
C - Oxford Road (A329) - West	0.90	0.04	0.38	2.18	3.75			N/A	N/A
D - Wigmore Lane	0.73	0.04	0.40	1.65	2.58			N/A	N/A

Existing Layout - Base Year 2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	55.66	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	55.66	F

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Base Year 2023	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	796	100.000
B - Norcot Road		ONE HOUR	✓	522	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	846	100.000
D - Wigmore Lane		ONE HOUR	✓	918	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	57.00
B - Norcot Road	[ONEHOUR]	51.00
C - Oxford Road (A329) - West	[ONEHOUR]	46.00
D - Wigmore Lane	[ONEHOUR]	73.00

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	58	193	423	122
	B - Norcot Road	143	0	101	278
	C - Oxford Road (A329) - West	387	116	26	317
	D - Wigmore Lane	203	292	416	7

Proportions

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.07	0.24	0.53	0.
	B - Norcot Road	0.27	0.00	0.19	0.
	C - Oxford Road (A329) - West	0.46	0.14	0.03	0.
	D - Wigmore Lane	0.22	0.32	0.45	0.

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	0	4	2	0
	B - Norcot Road	5	0	0	3
	C - Oxford Road (A329) - West	1	4	0	1
	D - Wigmore Lane	3	0	1	0

Average PCU Per Veh

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.000	1.040	1.020	1.
	B - Norcot Road	1.048	1.000	1.000	1.
	C - Oxford Road (A329) - West	1.010	1.040	1.000	1.
	D - Wigmore Lane	1.030	1.004	1.010	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:15-16:30	A - Oxford Road (A329) - East	599	611	42.91
	B - Norcot Road	393	404	38.40
	C - Oxford Road (A329) - West	637	646	34.63
	D - Wigmore Lane	691	700	54.96
16:30-16:45	A - Oxford Road (A329) - East	716	730	51.24
	B - Norcot Road	469	483	45.85
	C - Oxford Road (A329) - West	761	771	41.35
	D - Wigmore Lane	825	835	65.63
16:45-17:00	A - Oxford Road (A329) - East	876	894	62.76
	B - Norcot Road	575	591	56.15
	C - Oxford Road (A329) - West	931	944	50.65
	D - Wigmore Lane	1011	1023	80.37
17:00-17:15	A - Oxford Road (A329) - East	876	894	62.76
	B - Norcot Road	575	591	56.15
	C - Oxford Road (A329) - West	931	944	50.65
	D - Wigmore Lane	1011	1023	80.37
17:15-17:30	A - Oxford Road (A329) - East	716	730	51.24
	B - Norcot Road	469	483	45.85
	C - Oxford Road (A329) - West	761	771	41.35
	D - Wigmore Lane	825	835	65.63
17:30-17:45	A - Oxford Road (A329) - East	599	611	42.91
	B - Norcot Road	393	404	38.40
	C - Oxford Road (A329) - West	637	646	34.63
	D - Wigmore Lane	691	700	54.96

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.82	17.67	4.3	23.1	C	730	1096
B - Norcot Road	0.84	30.98	4.7	24.9	D	479	718
C - Oxford Road (A329) - West	0.63	6.65	1.7	2.2	A	776	1164
D - Wigmore Lane	1.07	148.35	45.3	99.2	F	842	1264

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	599	150	639	42.91	1109	0.540	595	592	0.0	1.2	6.941	A
B - Norcot Road	393	98	785	38.40	898	0.437	390	449	0.0	0.8	7.038	A
C - Oxford Road (A329) - West	637	159	454	34.63	1627	0.391	634	721	0.0	0.6	3.618	A
D - Wigmore Lane	691	173	547	54.96	1084	0.638	684	542	0.0	1.7	8.869	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	716	179	764	51.24	1063	0.673	712	708	1.2	2.0	10.175	B
B - Norcot Road	469	117	939	45.85	802	0.585	467	537	0.8	1.4	10.669	B
C - Oxford Road (A329) - West	761	190	544	41.35	1563	0.487	759	862	0.6	0.9	4.475	A
D - Wigmore Lane	825	206	655	65.63	1024	0.806	817	649	1.7	3.8	16.732	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	876	219	872	62.76	1062	0.825	867	846	2.0	4.3	17.669	C
B - Norcot Road	575	144	1109	56.15	694	0.828	564	630	1.4	4.1	25.697	D
C - Oxford Road (A329) - West	931	233	658	50.65	1480	0.630	929	1015	0.9	1.7	6.498	A
D - Wigmore Lane	1011	253	798	80.37	945	1.070	920	788	3.8	26.6	73.235	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	876	219	885	62.76	1098	0.798	877	854	4.3	4.1	16.370	C
B - Norcot Road	575	144	1124	56.15	685	0.839	573	638	4.1	4.7	30.979	D
C - Oxford Road (A329) - West	931	233	667	50.65	1473	0.633	931	1030	1.7	1.7	6.649	A
D - Wigmore Lane	1011	253	803	80.37	942	1.073	936	795	26.6	45.3	148.347	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	716	179	894	51.24	1060	0.675	723	751	4.1	2.1	10.925	B
B - Norcot Road	469	117	1025	45.85	747	0.628	481	593	4.7	1.8	14.049	B
C - Oxford Road (A329) - West	761	190	559	41.35	1552	0.490	763	947	1.7	1.0	4.582	A
D - Wigmore Lane	825	206	662	65.63	1020	0.809	984	661	45.3	5.7	94.306	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	599	150	657	42.91	1138	0.527	603	601	2.1	1.1	6.790	A
B - Norcot Road	393	98	802	38.40	888	0.443	397	459	1.8	0.8	7.385	A
C - Oxford Road (A329) - West	637	159	462	34.63	1622	0.393	638	737	1.0	0.7	3.664	A
D - Wigmore Lane	691	173	552	54.96	1081	0.639	707	548	5.7	1.8	9.992	A

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.16	0.55	1.00	1.40	1.45			N/A	N/A
B - Norcot Road	0.77	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.64	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	1.71	0.19	1.43	2.93	3.75			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.99	0.06	0.96	4.94	7.28			N/A	N/A
B - Norcot Road	1.37	0.06	0.76	3.15	4.61			N/A	N/A
C - Oxford Road (A329) - West	0.94	0.07	0.80	1.69	2.17			N/A	N/A
D - Wigmore Lane	3.80	0.07	1.21	10.42	15.93			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.25	0.03	0.35	9.11	23.07			N/A	N/A
B - Norcot Road	4.13	0.04	0.39	10.87	22.06			N/A	N/A
C - Oxford Road (A329) - West	1.67	0.03	0.27	1.67	1.67			N/A	N/A
D - Wigmore Lane	26.55	4.49	21.98	50.58	61.57			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.11	0.03	0.29	4.11	14.68			N/A	N/A
B - Norcot Road	4.66	0.03	0.34	8.88	24.90			N/A	N/A
C - Oxford Road (A329) - West	1.70	0.03	0.27	1.70	1.70			N/A	N/A
D - Wigmore Lane	45.29	10.11	39.04	82.78	99.17			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.15	0.05	0.49	5.79	9.29			N/A	N/A
B - Norcot Road	1.75	0.05	0.54	4.54	7.00			N/A	N/A
C - Oxford Road (A329) - West	0.97	0.14	0.98	1.35	1.72			N/A	N/A
D - Wigmore Lane	5.70	0.05	0.59	16.37	28.11			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.13	0.03	0.33	2.52	5.70			N/A	N/A
B - Norcot Road	0.81	0.03	0.31	1.57	3.93			N/A	N/A
C - Oxford Road (A329) - West	0.65	0.05	0.58	1.17	1.17			N/A	N/A
D - Wigmore Lane	1.82	0.03	0.28	1.82	6.31			N/A	N/A

Existing Layout - Base Year 2023, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	45.06	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	45.06	E

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	Base Year 2023	SAT	ONE HOUR	11:45	13:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	847	100.000
B - Norcot Road		ONE HOUR	✓	493	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	976	100.000
D - Wigmore Lane		ONE HOUR	✓	867	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	92.00
B - Norcot Road	[ONEHOUR]	46.00
C - Oxford Road (A329) - West	[ONEHOUR]	33.00
D - Wigmore Lane	[ONEHOUR]	77.00

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	32	178	428	209
	B - Norcot Road	199	0	94	200
	C - Oxford Road (A329) - West	505	66	0	405
	D - Wigmore Lane	225	260	370	12

Proportions

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.04	0.21	0.51	0.
	B - Norcot Road	0.40	0.00	0.19	0.
	C - Oxford Road (A329) - West	0.52	0.07	0.00	0.
	D - Wigmore Lane	0.26	0.30	0.43	0.

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	0	3	1	1
	B - Norcot Road	3	0	0	0
	C - Oxford Road (A329) - West	2	3	0	0
	D - Wigmore Lane	0	0	0	0

Average PCU Per Veh

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.000	1.030	1.010	1.
	B - Norcot Road	1.030	1.000	1.000	1.
	C - Oxford Road (A329) - West	1.020	1.030	1.000	1.
	D - Wigmore Lane	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
11:45-12:00	A - Oxford Road (A329) - East	638	646	69.26
	B - Norcot Road	371	376	34.63
	C - Oxford Road (A329) - West	735	744	24.84
	D - Wigmore Lane	653	653	57.97
12:00-12:15	A - Oxford Road (A329) - East	761	772	82.71
	B - Norcot Road	443	449	41.35
	C - Oxford Road (A329) - West	877	888	29.67
	D - Wigmore Lane	779	779	69.22
12:15-12:30	A - Oxford Road (A329) - East	933	945	101.29
	B - Norcot Road	543	550	50.65
	C - Oxford Road (A329) - West	1075	1088	36.33
	D - Wigmore Lane	955	955	84.78
12:30-12:45	A - Oxford Road (A329) - East	933	945	101.29
	B - Norcot Road	543	550	50.65
	C - Oxford Road (A329) - West	1075	1088	36.33
	D - Wigmore Lane	955	955	84.78
12:45-13:00	A - Oxford Road (A329) - East	761	772	82.71
	B - Norcot Road	443	449	41.35
	C - Oxford Road (A329) - West	877	888	29.67
	D - Wigmore Lane	779	779	69.22
13:00-13:15	A - Oxford Road (A329) - East	638	646	69.26
	B - Norcot Road	371	376	34.63
	C - Oxford Road (A329) - West	735	744	24.84
	D - Wigmore Lane	653	653	57.97

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.83	17.35	4.4	24.0	C	777	1166
B - Norcot Road	0.77	21.81	3.1	15.2	C	452	679
C - Oxford Road (A329) - West	0.75	9.79	2.9	9.1	A	896	1343
D - Wigmore Lane	1.05	126.11	35.7	88.6	F	796	1193

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	638	159	528	69.26	1106	0.576	632	719	0.0	1.3	7.515	A
B - Norcot Road	371	93	784	34.63	922	0.403	368	376	0.0	0.7	6.478	A
C - Oxford Road (A329) - West	735	184	487	24.84	1609	0.457	731	666	0.0	0.8	4.086	A
D - Wigmore Lane	653	163	601	57.97	1066	0.612	647	618	0.0	1.5	8.455	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	761	190	631	82.71	1090	0.698	758	860	1.3	2.2	10.715	B
B - Norcot Road	443	111	939	41.35	826	0.537	441	450	0.7	1.1	9.312	A
C - Oxford Road (A329) - West	877	219	584	29.67	1540	0.570	876	797	0.8	1.3	5.401	A
D - Wigmore Lane	779	195	719	69.22	1000	0.779	772	740	1.5	3.3	15.355	C

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	933	233	724	101.29	1123	0.831	924	1033	2.2	4.4	17.355	C
B - Norcot Road	543	136	1118	50.65	715	0.759	536	530	1.1	2.9	19.362	C
C - Oxford Road (A329) - West	1075	269	709	36.33	1447	0.743	1069	945	1.3	2.8	9.369	A
D - Wigmore Lane	955	239	876	84.78	912	1.047	881	901	3.3	21.8	65.293	F

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	933	233	738	101.29	1177	0.792	934	1043	4.4	4.0	14.977	B
B - Norcot Road	543	136	1134	50.65	705	0.770	542	539	2.9	3.1	21.809	C
C - Oxford Road (A329) - West	1075	269	717	36.33	1441	0.746	1074	959	2.8	2.9	9.792	A
D - Wigmore Lane	955	239	882	84.78	908	1.051	899	909	21.8	35.7	126.106	F

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	761	190	730	82.71	1122	0.679	769	903	4.0	2.2	10.394	B
B - Norcot Road	443	111	1006	41.35	784	0.565	450	493	3.1	1.3	11.018	B
C - Oxford Road (A329) - West	877	219	596	29.67	1531	0.573	883	861	2.9	1.4	5.605	A
D - Wigmore Lane	779	195	728	69.22	995	0.783	905	752	35.7	4.2	61.613	F

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	638	159	541	69.26	1155	0.552	641	728	2.2	1.3	7.055	A
B - Norcot Road	371	93	799	34.63	913	0.407	374	383	1.3	0.7	6.709	A
C - Oxford Road (A329) - West	735	184	494	24.84	1604	0.458	737	678	1.4	0.9	4.161	A
D - Wigmore Lane	653	163	606	57.97	1063	0.614	663	625	4.2	1.6	9.209	A

Queue Variation Results for each time segment

11:45 - 12:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.33	0.55	1.00	1.40	1.45			N/A	N/A
B - Norcot Road	0.67	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.83	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	1.54	0.23	1.35	2.51	2.98			N/A	N/A

12:00 - 12:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.23	0.07	1.07	5.60	8.17			N/A	N/A
B - Norcot Road	1.13	0.06	0.81	2.31	3.18			N/A	N/A
C - Oxford Road (A329) - West	1.31	0.05	0.58	3.08	4.67			N/A	N/A
D - Wigmore Lane	3.29	0.06	0.98	9.02	14.02			N/A	N/A

12:15 - 12:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.43	0.03	0.35	9.50	24.05			N/A	N/A
B - Norcot Road	2.90	0.03	0.32	5.19	15.19			N/A	N/A
C - Oxford Road (A329) - West	2.77	0.03	0.29	2.77	9.09			N/A	N/A
D - Wigmore Lane	21.78	2.19	16.82	44.52	55.61			N/A	N/A

12:30 - 12:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.01	0.03	0.29	4.01	12.16			N/A	N/A
B - Norcot Road	3.15	0.03	0.30	3.15	13.99			N/A	N/A
C - Oxford Road (A329) - West	2.86	0.03	0.27	2.86	3.78			N/A	N/A
D - Wigmore Lane	35.70	4.64	28.55	71.57	88.58			N/A	N/A

12:45 - 13:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.18	0.05	0.45	5.95	10.03			N/A	N/A
B - Norcot Road	1.33	0.06	0.69	3.09	4.59			N/A	N/A
C - Oxford Road (A329) - West	1.36	0.07	0.92	2.89	4.01			N/A	N/A
D - Wigmore Lane	4.19	0.04	0.42	11.45	21.87			N/A	N/A

13:00 - 13:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.25	0.03	0.33	2.80	6.38			N/A	N/A
B - Norcot Road	0.69	0.03	0.34	1.60	3.03			N/A	N/A
C - Oxford Road (A329) - West	0.85	0.04	0.41	1.94	3.11			N/A	N/A
D - Wigmore Lane	1.63	0.03	0.28	1.63	5.74			N/A	N/A

Existing Layout - Horizon Year 2026, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	13.51	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.51	B

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	Horizon Year 2026	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1*G26AM

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	707	100.000
B - Norcot Road		ONE HOUR	✓	550	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	1038	100.000
D - Wigmore Lane		ONE HOUR	✓	608	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	52.00
B - Norcot Road	[ONEHOUR]	38.00
C - Oxford Road (A329) - West	[ONEHOUR]	34.00
D - Wigmore Lane	[ONEHOUR]	55.00

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	39	132	364	171
	B - Norcot Road	176	0	111	263
	C - Oxford Road (A329) - West	444	63	15	515
	D - Wigmore Lane	217	156	226	9

Proportions

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.06	0.19	0.52	0.
	B - Norcot Road	0.32	0.00	0.20	0.
	C - Oxford Road (A329) - West	0.43	0.06	0.01	0.
	D - Wigmore Lane	0.36	0.26	0.37	0.

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	5	9	4	2
	B - Norcot Road	4	0	3	1
	C - Oxford Road (A329) - West	3	0	0	1
	D - Wigmore Lane	6	1	5	0

Average PCU Per Veh

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.050	1.090	1.040	1.
	B - Norcot Road	1.040	1.000	1.033	1.
	C - Oxford Road (A329) - West	1.030	1.000	1.000	1.
	D - Wigmore Lane	1.060	1.006	1.050	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A - Oxford Road (A329) - East	532	556	39.15
	B - Norcot Road	414	424	28.61
	C - Oxford Road (A329) - West	781	795	25.60
	D - Wigmore Lane	458	477	41.41
08:15-08:30	A - Oxford Road (A329) - East	636	664	46.75
	B - Norcot Road	495	507	34.16
	C - Oxford Road (A329) - West	933	949	30.57
	D - Wigmore Lane	547	569	49.44
08:30-08:45	A - Oxford Road (A329) - East	779	814	57.25
	B - Norcot Road	606	621	41.84
	C - Oxford Road (A329) - West	1142	1163	37.43
	D - Wigmore Lane	670	697	60.56
08:45-09:00	A - Oxford Road (A329) - East	779	814	57.25
	B - Norcot Road	606	621	41.84
	C - Oxford Road (A329) - West	1142	1163	37.43
	D - Wigmore Lane	670	697	60.56
09:00-09:15	A - Oxford Road (A329) - East	636	664	46.75
	B - Norcot Road	495	507	34.16
	C - Oxford Road (A329) - West	933	949	30.57
	D - Wigmore Lane	547	569	49.44
09:15-09:30	A - Oxford Road (A329) - East	532	556	39.15
	B - Norcot Road	414	424	28.61
	C - Oxford Road (A329) - West	781	795	25.60
	D - Wigmore Lane	458	477	41.41

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.68	9.53	2.0	4.7	A	649	973
B - Norcot Road	0.75	17.37	2.8	13.2	C	505	757
C - Oxford Road (A329) - West	0.81	13.30	4.1	19.1	B	952	1428
D - Wigmore Lane	0.74	15.06	2.7	11.8	C	558	837

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	532	133	351	39.15	1235	0.431	529	655	0.0	0.8	5.080	A
B - Norcot Road	414	104	618	28.61	996	0.416	411	263	0.0	0.7	6.129	A
C - Oxford Road (A329) - West	781	195	493	25.60	1593	0.490	777	537	0.0	1.0	4.394	A
D - Wigmore Lane	458	114	552	41.41	1048	0.437	455	718	0.0	0.8	6.039	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	636	159	421	46.75	1195	0.532	634	785	0.8	1.1	6.404	A
B - Norcot Road	495	124	741	34.16	919	0.538	493	315	0.7	1.1	8.416	A
C - Oxford Road (A329) - West	933	233	590	30.57	1521	0.613	930	643	1.0	1.6	6.069	A
D - Wigmore Lane	547	137	661	49.44	989	0.553	545	860	0.8	1.2	8.077	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	779	195	513	57.25	1149	0.678	775	956	1.1	2.0	9.531	A
B - Norcot Road	606	151	904	41.84	815	0.744	600	384	1.1	2.7	16.269	C
C - Oxford Road (A329) - West	1142	286	719	37.43	1416	0.807	1133	785	1.6	3.9	12.342	B
D - Wigmore Lane	670	167	805	60.56	911	0.735	664	1047	1.2	2.6	14.267	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	779	195	517	57.25	1168	0.667	779	963	2.0	2.0	9.262	A
B - Norcot Road	606	151	909	41.84	811	0.747	605	386	2.7	2.8	17.372	C
C - Oxford Road (A329) - West	1142	286	725	37.43	1411	0.810	1142	790	3.9	4.1	13.304	B
D - Wigmore Lane	670	167	811	60.56	907	0.738	669	1055	2.6	2.7	15.059	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	636	159	427	46.75	1216	0.523	639	796	2.0	1.1	6.277	A
B - Norcot Road	495	124	748	34.16	914	0.541	501	318	2.8	1.2	8.849	A
C - Oxford Road (A329) - West	933	233	599	30.57	1515	0.616	943	651	4.1	1.6	6.397	A
D - Wigmore Lane	547	137	670	49.44	984	0.556	552	871	2.7	1.3	8.455	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	532	133	355	39.15	1252	0.425	534	662	1.1	0.7	5.027	A
B - Norcot Road	414	104	624	28.61	992	0.417	416	265	1.2	0.7	6.267	A
C - Oxford Road (A329) - West	781	195	498	25.60	1589	0.492	784	542	1.6	1.0	4.485	A
D - Wigmore Lane	458	114	557	41.41	1045	0.438	460	725	1.3	0.8	6.169	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	0.75	0.55	1.00	1.40	1.45			N/A	N/A
B - Norcot Road	0.70	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.95	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	0.77	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.12	0.07	0.87	2.12	2.90			N/A	N/A
B - Norcot Road	1.14	0.06	0.81	2.35	3.24			N/A	N/A
C - Oxford Road (A329) - West	1.56	0.05	0.48	4.00	6.37			N/A	N/A
D - Wigmore Lane	1.21	0.06	0.85	2.55	3.53			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.04	0.03	0.28	2.04	4.70			N/A	N/A
B - Norcot Road	2.71	0.03	0.31	3.56	13.15			N/A	N/A
C - Oxford Road (A329) - West	3.91	0.03	0.31	5.20	19.06			N/A	N/A
D - Wigmore Lane	2.62	0.03	0.30	2.62	11.84			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.02	0.03	0.27	2.02	2.02			N/A	N/A
B - Norcot Road	2.83	0.03	0.29	2.83	10.15			N/A	N/A
C - Oxford Road (A329) - West	4.09	0.03	0.28	4.09	11.83			N/A	N/A
D - Wigmore Lane	2.72	0.03	0.28	2.72	7.88			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.11	0.07	0.89	2.01	2.82			N/A	N/A
B - Norcot Road	1.20	0.05	0.58	2.79	4.09			N/A	N/A
C - Oxford Road (A329) - West	1.63	0.05	0.60	4.11	6.31			N/A	N/A
D - Wigmore Lane	1.28	0.06	0.70	2.89	4.23			N/A	N/A

09:15 - 09:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	0.75	0.04	0.45	1.55	2.21			N/A	N/A
B - Norcot Road	0.72	0.04	0.36	1.71	2.97			N/A	N/A
C - Oxford Road (A329) - West	0.98	0.04	0.35	2.40	4.54			N/A	N/A
D - Wigmore Lane	0.79	0.04	0.38	1.85	3.13			N/A	N/A

Existing Layout - Horizon Year 2026, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	75.74	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	75.74	F

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	Horizon Year 2026	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D2*G26PM

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	822	100.000
B - Norcot Road		ONE HOUR	✓	539	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	874	100.000
D - Wigmore Lane		ONE HOUR	✓	948	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	57.00
B - Norcot Road	[ONEHOUR]	51.00
C - Oxford Road (A329) - West	[ONEHOUR]	46.00
D - Wigmore Lane	[ONEHOUR]	73.00

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	60	199	437	126
	B - Norcot Road	148	0	104	287
	C - Oxford Road (A329) - West	400	120	27	328
	D - Wigmore Lane	210	302	430	7

Proportions

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.07	0.24	0.53	0.
	B - Norcot Road	0.27	0.00	0.19	0.
	C - Oxford Road (A329) - West	0.46	0.14	0.03	0.
	D - Wigmore Lane	0.22	0.32	0.45	0.

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	0	4	2	0
	B - Norcot Road	5	0	0	3
	C - Oxford Road (A329) - West	1	4	0	1
	D - Wigmore Lane	3	0	1	0

Average PCU Per Veh

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.000	1.040	1.020	1.
	B - Norcot Road	1.048	1.000	1.000	1.
	C - Oxford Road (A329) - West	1.010	1.040	1.000	1.
	D - Wigmore Lane	1.030	1.004	1.010	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:15-16:30	A - Oxford Road (A329) - East	619	632	42.91
	B - Norcot Road	406	418	38.40
	C - Oxford Road (A329) - West	658	667	34.63
	D - Wigmore Lane	714	723	54.96
16:30-16:45	A - Oxford Road (A329) - East	739	754	51.24
	B - Norcot Road	485	499	45.85
	C - Oxford Road (A329) - West	786	796	41.35
	D - Wigmore Lane	853	863	65.63
16:45-17:00	A - Oxford Road (A329) - East	906	924	62.76
	B - Norcot Road	594	611	56.15
	C - Oxford Road (A329) - West	962	975	50.65
	D - Wigmore Lane	1044	1057	80.37
17:00-17:15	A - Oxford Road (A329) - East	906	924	62.76
	B - Norcot Road	594	611	56.15
	C - Oxford Road (A329) - West	962	975	50.65
	D - Wigmore Lane	1044	1057	80.37
17:15-17:30	A - Oxford Road (A329) - East	739	754	51.24
	B - Norcot Road	485	499	45.85
	C - Oxford Road (A329) - West	786	796	41.35
	D - Wigmore Lane	853	863	65.63
17:30-17:45	A - Oxford Road (A329) - East	619	632	42.91
	B - Norcot Road	406	418	38.40
	C - Oxford Road (A329) - West	658	667	34.63
	D - Wigmore Lane	714	723	54.96

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.84	18.82	4.7	25.5	C	755	1132
B - Norcot Road	0.88	40.11	6.2	33.6	E	495	742
C - Oxford Road (A329) - West	0.66	7.27	1.9	2.7	A	802	1203
D - Wigmore Lane	1.13	209.25	66.7	120.5	F	870	1306

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	619	155	660	42.91	1100	0.563	614	611	0.0	1.3	7.339	A
B - Norcot Road	406	102	811	38.40	882	0.460	403	463	0.0	0.8	7.451	A
C - Oxford Road (A329) - West	658	165	469	34.63	1616	0.407	655	744	0.0	0.7	3.735	A
D - Wigmore Lane	714	179	565	54.96	1074	0.665	706	560	0.0	1.9	9.610	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	739	185	787	51.24	1058	0.699	735	731	1.3	2.2	11.033	B
B - Norcot Road	485	121	969	45.85	783	0.619	482	554	0.8	1.6	11.837	B
C - Oxford Road (A329) - West	786	196	561	41.35	1550	0.507	784	890	0.7	1.0	4.693	A
D - Wigmore Lane	853	213	676	65.63	1012	0.842	842	670	1.9	4.7	19.905	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	906	226	874	62.76	1078	0.840	896	865	2.2	4.7	18.820	C
B - Norcot Road	594	148	1130	56.15	681	0.871	579	640	1.6	5.3	31.406	D
C - Oxford Road (A329) - West	962	241	676	50.65	1466	0.657	959	1032	1.0	1.9	7.057	A
D - Wigmore Lane	1044	261	824	80.37	931	1.122	916	812	4.7	36.9	95.317	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	906	226	882	62.76	1100	0.823	906	872	4.7	4.7	18.497	C
B - Norcot Road	594	148	1142	56.15	674	0.881	590	646	5.3	6.2	40.115	E
C - Oxford Road (A329) - West	962	241	688	50.65	1457	0.660	962	1044	1.9	1.9	7.268	A
D - Wigmore Lane	1044	261	829	80.37	927	1.126	925	821	36.9	66.7	209.251	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	739	185	905	51.24	1070	0.691	749	772	4.7	2.3	11.517	B
B - Norcot Road	485	121	1049	45.85	732	0.662	501	605	6.2	2.1	16.580	C
C - Oxford Road (A329) - West	786	196	581	41.35	1536	0.512	789	969	1.9	1.1	4.844	A
D - Wigmore Lane	853	213	685	65.63	1007	0.847	992	685	66.7	31.9	181.516	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	619	155	760	42.91	1090	0.568	623	644	2.3	1.3	7.766	A
B - Norcot Road	406	102	876	38.40	841	0.483	410	507	2.1	0.9	8.436	A
C - Oxford Road (A329) - West	658	165	478	34.63	1610	0.409	660	808	1.1	0.7	3.793	A
D - Wigmore Lane	714	179	570	54.96	1071	0.667	833	568	31.9	2.1	23.922	C

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.26	0.56	1.09	1.33	1.67			N/A	N/A
B - Norcot Road	0.84	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.68	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	1.92	0.13	1.44	3.78	4.92			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.23	0.07	1.06	5.63	8.23			N/A	N/A
B - Norcot Road	1.57	0.06	0.75	3.82	5.67			N/A	N/A
C - Oxford Road (A329) - West	1.02	0.06	0.77	1.92	2.72			N/A	N/A
D - Wigmore Lane	4.70	0.08	1.18	12.77	19.03			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.68	0.04	0.36	10.92	25.46			N/A	N/A
B - Norcot Road	5.30	0.05	0.49	15.18	26.45			N/A	N/A
C - Oxford Road (A329) - West	1.87	0.03	0.27	1.87	1.87			N/A	N/A
D - Wigmore Lane	36.90	11.37	33.13	62.20	72.67			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.68	0.03	0.30	4.68	19.34			N/A	N/A
B - Norcot Road	6.18	0.04	0.39	15.56	33.61			N/A	N/A
C - Oxford Road (A329) - West	1.92	0.03	0.27	1.92	1.92			N/A	N/A
D - Wigmore Lane	66.74	26.49	62.05	105.35	120.46			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.32	0.05	0.46	6.38	10.72			N/A	N/A
B - Norcot Road	2.05	0.05	0.47	5.56	9.03			N/A	N/A
C - Oxford Road (A329) - West	1.06	0.12	1.00	1.67	1.96			N/A	N/A
D - Wigmore Lane	31.88	10.46	28.80	52.66	61.17			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.34	0.03	0.34	3.07	6.83			N/A	N/A
B - Norcot Road	0.95	0.03	0.31	1.65	4.74			N/A	N/A
C - Oxford Road (A329) - West	0.70	0.05	0.53	1.06	1.65			N/A	N/A
D - Wigmore Lane	2.10	0.03	0.28	2.10	6.53			N/A	N/A

Existing Layout - Horizon Year 2026, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	63.74	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	63.74	F

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	Horizon Year 2026	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D3*G26SAT

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	877	100.000
B - Norcot Road		ONE HOUR	✓	511	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	1011	100.000
D - Wigmore Lane		ONE HOUR	✓	898	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	92.00
B - Norcot Road	[ONEHOUR]	46.00
C - Oxford Road (A329) - West	[ONEHOUR]	33.00
D - Wigmore Lane	[ONEHOUR]	77.00

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	33	184	443	216
	B - Norcot Road	206	0	97	207
	C - Oxford Road (A329) - West	523	68	0	419
	D - Wigmore Lane	233	269	383	12

Proportions

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.04	0.21	0.51	0.
	B - Norcot Road	0.40	0.00	0.19	0.
	C - Oxford Road (A329) - West	0.52	0.07	0.00	0.
	D - Wigmore Lane	0.26	0.30	0.43	0.

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	0	3	1	1
	B - Norcot Road	3	0	0	0
	C - Oxford Road (A329) - West	2	3	0	0
	D - Wigmore Lane	0	0	0	0

Average PCU Per Veh

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.000	1.030	1.010	1.
	B - Norcot Road	1.030	1.000	1.000	1.
	C - Oxford Road (A329) - West	1.020	1.030	1.000	1.
	D - Wigmore Lane	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
11:45-12:00	A - Oxford Road (A329) - East	660	670	69.26
	B - Norcot Road	384	390	34.63
	C - Oxford Road (A329) - West	761	770	24.84
	D - Wigmore Lane	676	676	57.97
12:00-12:15	A - Oxford Road (A329) - East	789	800	82.71
	B - Norcot Road	459	465	41.35
	C - Oxford Road (A329) - West	909	920	29.67
	D - Wigmore Lane	807	807	69.22
12:15-12:30	A - Oxford Road (A329) - East	966	979	101.29
	B - Norcot Road	562	570	50.65
	C - Oxford Road (A329) - West	1113	1127	36.33
	D - Wigmore Lane	989	989	84.78
12:30-12:45	A - Oxford Road (A329) - East	966	979	101.29
	B - Norcot Road	562	570	50.65
	C - Oxford Road (A329) - West	1113	1127	36.33
	D - Wigmore Lane	989	989	84.78
12:45-13:00	A - Oxford Road (A329) - East	789	800	82.71
	B - Norcot Road	459	465	41.35
	C - Oxford Road (A329) - West	909	920	29.67
	D - Wigmore Lane	807	807	69.22
13:00-13:15	A - Oxford Road (A329) - East	660	670	69.26
	B - Norcot Road	384	390	34.63
	C - Oxford Road (A329) - West	761	770	24.84
	D - Wigmore Lane	676	676	57.97

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.84	18.25	4.8	26.3	C	805	1207
B - Norcot Road	0.81	26.87	4.0	20.0	D	469	703
C - Oxford Road (A329) - West	0.78	11.59	3.5	14.4	B	928	1391
D - Wigmore Lane	1.11	189.48	57.3	109.7	F	824	1236

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	660	165	547	69.26	1101	0.600	655	744	0.0	1.5	7.967	A
B - Norcot Road	384	96	812	34.63	905	0.425	381	389	0.0	0.7	6.839	A
C - Oxford Road (A329) - West	761	190	504	24.84	1597	0.477	757	689	0.0	0.9	4.270	A
D - Wigmore Lane	676	169	622	57.97	1055	0.641	669	640	0.0	1.7	9.183	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	789	197	652	82.71	1092	0.722	785	890	1.5	2.5	11.552	B
B - Norcot Road	459	115	971	41.35	806	0.569	457	465	0.7	1.3	10.240	B
C - Oxford Road (A329) - West	909	227	604	29.67	1525	0.596	907	824	0.9	1.5	5.795	A
D - Wigmore Lane	807	202	744	69.22	986	0.819	798	766	1.7	4.1	18.296	C

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	966	241	724	101.29	1145	0.844	957	1059	2.5	4.8	18.248	C
B - Norcot Road	562	141	1142	50.65	700	0.803	553	539	1.3	3.6	23.133	C
C - Oxford Road (A329) - West	1113	278	732	36.33	1429	0.779	1105	963	1.5	3.3	10.873	B
D - Wigmore Lane	989	247	906	84.78	895	1.104	877	931	4.1	32.0	88.032	F

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	966	241	732	101.29	1203	0.803	968	1069	4.8	4.3	15.525	C
B - Norcot Road	562	141	1156	50.65	692	0.813	561	545	3.6	4.0	26.874	D
C - Oxford Road (A329) - West	1113	278	741	36.33	1422	0.783	1112	975	3.3	3.5	11.587	B
D - Wigmore Lane	989	247	914	84.78	891	1.110	888	940	32.0	57.3	189.485	F

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	789	197	775	82.71	1119	0.705	796	943	4.3	2.5	11.390	B
B - Norcot Road	459	115	1053	41.35	755	0.608	469	518	4.0	1.6	12.963	B
C - Oxford Road (A329) - West	909	227	619	29.67	1515	0.600	917	902	3.5	1.5	6.098	A
D - Wigmore Lane	807	202	755	69.22	980	0.824	963	780	57.3	18.4	145.967	F

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	660	165	601	69.26	1138	0.580	665	769	2.5	1.4	7.677	A
B - Norcot Road	384	96	852	34.63	880	0.437	388	414	1.6	0.8	7.364	A
C - Oxford Road (A329) - West	761	190	513	24.84	1591	0.478	763	726	1.5	0.9	4.364	A
D - Wigmore Lane	676	169	628	57.97	1051	0.643	742	648	18.4	1.9	14.220	B

Queue Variation Results for each time segment

11:45 - 12:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.47	0.59	1.37	1.77	1.89			N/A	N/A
B - Norcot Road	0.73	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.90	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	1.74	0.14	1.37	3.24	4.17			N/A	N/A

12:00 - 12:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.49	0.07	1.18	6.28	9.14			N/A	N/A
B - Norcot Road	1.29	0.06	0.79	2.85	4.04			N/A	N/A
C - Oxford Road (A329) - West	1.45	0.05	0.49	3.65	5.63			N/A	N/A
D - Wigmore Lane	4.07	0.07	1.31	11.16	16.97			N/A	N/A

12:15 - 12:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.82	0.04	0.36	11.10	26.25			N/A	N/A
B - Norcot Road	3.61	0.04	0.36	8.59	19.42			N/A	N/A
C - Oxford Road (A329) - West	3.34	0.03	0.30	3.34	14.37			N/A	N/A
D - Wigmore Lane	31.98	8.26	28.05	56.24	66.64			N/A	N/A

12:30 - 12:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.31	0.03	0.29	4.31	14.23			N/A	N/A
B - Norcot Road	3.98	0.03	0.32	5.86	19.98			N/A	N/A
C - Oxford Road (A329) - West	3.49	0.03	0.28	3.49	7.35			N/A	N/A
D - Wigmore Lane	57.26	19.50	52.23	94.58	109.69			N/A	N/A

12:45 - 13:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.48	0.05	0.45	6.85	11.66			N/A	N/A
B - Norcot Road	1.60	0.05	0.60	4.00	6.13			N/A	N/A
C - Oxford Road (A329) - West	1.52	0.06	0.79	3.64	5.32			N/A	N/A
D - Wigmore Lane	18.37	2.10	14.42	36.66	45.46			N/A	N/A

13:00 - 13:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.41	0.03	0.33	3.16	7.24			N/A	N/A
B - Norcot Road	0.79	0.03	0.32	1.72	3.79			N/A	N/A
C - Oxford Road (A329) - West	0.93	0.04	0.38	2.27	3.93			N/A	N/A
D - Wigmore Lane	1.87	0.03	0.28	1.87	5.51			N/A	N/A

Existing Layout - Horizon Year 2026 + Development Traffic, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	14.01	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.01	B

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	Horizon Year 2026 + Development Traffic	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D4+D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	719	100.000
B - Norcot Road		ONE HOUR	✓	552	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	1044	100.000
D - Wigmore Lane		ONE HOUR	✓	611	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	52.00
B - Norcot Road	[ONEHOUR]	38.00
C - Oxford Road (A329) - West	[ONEHOUR]	34.00
D - Wigmore Lane	[ONEHOUR]	55.00

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
From	A - Oxford Road (A329) - East	40	134	370	174
	B - Norcot Road	110	9	111	200
	C - Oxford Road (A329) - West	450	63	15	515
	D - Wigmore Lane	220	156	226	9

Proportions

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
From	A - Oxford Road (A329) - East	0.06	0.19	0.52	0.
	B - Norcot Road	0.02	0.00	0.03	0.
	C - Oxford Road (A329) - West	0.43	0.06	0.01	0.
	D - Wigmore Lane	0.36	0.26	0.37	0.

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
From	A - Oxford Road (A329) - East	5	9	4	2
	B - Norcot Road	4	0	3	1
	C - Oxford Road (A329) - West	3	0	0	1
	D - Wigmore Lane	6	1	5	0

Average PCU Per Veh

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
From	A - Oxford Road (A329) - East	1.049	1.089	1.039	1.
	B - Norcot Road	1.040	1.000	1.033	1.
	C - Oxford Road (A329) - West	1.030	1.000	1.000	1.
	D - Wigmore Lane	1.059	1.006	1.050	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Am	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
08:00-08:15	A - Oxford Road (A329) - East	541	565	39.15
	B - Norcot Road	416	426	28.61
	C - Oxford Road (A329) - West	786	800	25.60
	D - Wigmore Lane	460	479	41.41
08:15-08:30	A - Oxford Road (A329) - East	647	675	46.75
	B - Norcot Road	496	508	34.16
	C - Oxford Road (A329) - West	938	955	30.57
	D - Wigmore Lane	549	572	49.44
08:30-08:45	A - Oxford Road (A329) - East	792	827	57.25
	B - Norcot Road	608	623	41.84
	C - Oxford Road (A329) - West	1149	1169	37.43
	D - Wigmore Lane	673	701	60.56
08:45-09:00	A - Oxford Road (A329) - East	792	827	57.25
	B - Norcot Road	608	623	41.84
	C - Oxford Road (A329) - West	1149	1169	37.43
	D - Wigmore Lane	673	701	60.56
09:00-09:15	A - Oxford Road (A329) - East	647	675	46.75
	B - Norcot Road	496	508	34.16
	C - Oxford Road (A329) - West	938	955	30.57
	D - Wigmore Lane	549	572	49.44
09:15-09:30	A - Oxford Road (A329) - East	541	565	39.15
	B - Norcot Road	416	426	28.61
	C - Oxford Road (A329) - West	786	800	25.60
	D - Wigmore Lane	460	479	41.41

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.69	9.77	2.1	5.4	A	660	990
B - Norcot Road	0.76	18.10	3.0	14.1	C	507	760
C - Oxford Road (A329) - West	0.82	13.87	4.3	20.5	B	958	1436
D - Wigmore Lane	0.75	15.59	2.8	12.7	C	561	841

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	541	135	351	39.15	1236	0.438	538	664	0.0	0.8	5.135	A
B - Norcot Road	416	104	626	28.61	992	0.419	413	264	0.0	0.7	6.190	A
C - Oxford Road (A329) - West	786	196	497	25.60	1590	0.494	782	541	0.0	1.0	4.433	A
D - Wigmore Lane	460	115	559	41.41	1044	0.440	457	720	0.0	0.8	6.096	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	647	162	421	46.75	1197	0.540	645	795	0.8	1.2	6.504	A
B - Norcot Road	496	124	749	34.16	914	0.543	495	316	0.7	1.2	8.552	A
C - Oxford Road (A329) - West	938	235	596	30.57	1517	0.618	936	649	1.0	1.6	6.161	A
D - Wigmore Lane	549	137	669	49.44	985	0.558	548	862	0.8	1.2	8.199	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	792	198	513	57.25	1153	0.687	788	968	1.2	2.1	9.768	A
B - Norcot Road	608	152	915	41.84	809	0.752	601	386	1.2	2.8	16.858	C
C - Oxford Road (A329) - West	1149	287	725	37.43	1411	0.814	1139	791	1.6	4.1	12.785	B
D - Wigmore Lane	673	168	814	60.56	906	0.743	667	1050	1.2	2.7	14.708	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	792	198	517	57.25	1172	0.676	792	976	2.1	2.1	9.474	A
B - Norcot Road	608	152	920	41.84	805	0.755	608	389	2.8	3.0	18.103	C
C - Oxford Road (A329) - West	1149	287	731	37.43	1406	0.817	1148	796	4.1	4.3	13.873	B
D - Wigmore Lane	673	168	821	60.56	902	0.746	672	1059	2.7	2.8	15.591	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	647	162	427	46.75	1219	0.530	650	807	2.1	1.1	6.371	A
B - Norcot Road	496	124	757	34.16	909	0.546	503	320	3.0	1.2	9.022	A
C - Oxford Road (A329) - West	938	235	604	30.57	1511	0.621	949	656	4.3	1.7	6.519	A
D - Wigmore Lane	549	137	678	49.44	979	0.561	555	874	2.8	1.3	8.609	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	541	135	355	39.15	1253	0.432	543	671	1.1	0.8	5.079	A
B - Norcot Road	416	104	631	28.61	988	0.421	418	267	1.2	0.7	6.332	A
C - Oxford Road (A329) - West	786	196	502	25.60	1586	0.495	788	547	1.7	1.0	4.529	A
D - Wigmore Lane	460	115	564	41.41	1042	0.442	462	727	1.3	0.8	6.234	A

Queue Variation Results for each time segment

08:00 - 08:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	0.77	0.55	1.00	1.40	1.45			N/A	N/A
B - Norcot Road	0.71	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.97	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	0.78	0.55	1.00	1.40	1.45			N/A	N/A

08:15 - 08:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.16	0.07	0.87	2.30	3.10			N/A	N/A
B - Norcot Road	1.17	0.06	0.80	2.45	3.41			N/A	N/A
C - Oxford Road (A329) - West	1.59	0.05	0.47	4.12	6.57			N/A	N/A
D - Wigmore Lane	1.24	0.06	0.84	2.63	3.67			N/A	N/A

08:30 - 08:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.12	0.03	0.28	2.12	5.44			N/A	N/A
B - Norcot Road	2.82	0.03	0.31	4.11	14.10			N/A	N/A
C - Oxford Road (A329) - West	4.07	0.03	0.32	6.03	20.49			N/A	N/A
D - Wigmore Lane	2.72	0.03	0.30	2.98	12.65			N/A	N/A

08:45 - 09:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.11	0.03	0.27	2.11	2.16			N/A	N/A
B - Norcot Road	2.96	0.03	0.29	2.96	11.11			N/A	N/A
C - Oxford Road (A329) - West	4.28	0.03	0.29	4.28	13.43			N/A	N/A
D - Wigmore Lane	2.83	0.03	0.28	2.83	8.64			N/A	N/A

09:00 - 09:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.15	0.07	0.88	2.22	2.98			N/A	N/A
B - Norcot Road	1.23	0.05	0.53	2.89	4.35			N/A	N/A
C - Oxford Road (A329) - West	1.67	0.05	0.55	4.28	6.61			N/A	N/A
D - Wigmore Lane	1.30	0.05	0.66	2.99	4.48			N/A	N/A

09:15 - 09:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	0.77	0.04	0.44	1.64	2.43			N/A	N/A
B - Norcot Road	0.74	0.04	0.35	1.73	3.10			N/A	N/A
C - Oxford Road (A329) - West	0.99	0.03	0.35	2.41	4.68			N/A	N/A
D - Wigmore Lane	0.80	0.04	0.37	1.88	3.28			N/A	N/A

Existing Layout - Horizon Year 2026 + Development Traffic, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	81.67	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	81.67	F

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	Horizon Year 2026 + Development Traffic	PM	ONE HOUR	16:15	17:45	15	✓	Simple	D5+D8

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	847	100.000
B - Norcot Road		ONE HOUR	✓	542	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	882	100.000
D - Wigmore Lane		ONE HOUR	✓	952	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONE HOUR]	57.00
B - Norcot Road	[ONE HOUR]	51.00
C - Oxford Road (A329) - West	[ONE HOUR]	46.00
D - Wigmore Lane	[ONE HOUR]	73.00

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	62	205	450	130
	B - Norcot Road	151	0	104	287
	C - Oxford Road (A329) - West	408	120	27	328
	D - Wigmore Lane	214	302	430	7

Proportions

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.07	0.24	0.53	0.
	B - Norcot Road	0.28	0.00	0.19	0.
	C - Oxford Road (A329) - West	0.46	0.14	0.03	0.
	D - Wigmore Lane	0.22	0.32	0.45	0.

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	0	4	2	0
	B - Norcot Road	5	0	0	3
	C - Oxford Road (A329) - West	1	4	0	1
	D - Wigmore Lane	3	0	1	0

Average PCU Per Veh

	To				
From		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.000	1.039	1.019	1.
	B - Norcot Road	1.047	1.000	1.000	1.
	C - Oxford Road (A329) - West	1.010	1.040	1.000	1.
	D - Wigmore Lane	1.029	1.004	1.010	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Am	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
16:15-16:30	A - Oxford Road (A329) - East	638	651	42.91
	B - Norcot Road	408	420	38.40
	C - Oxford Road (A329) - West	664	673	34.63
	D - Wigmore Lane	717	726	54.96
16:30-16:45	A - Oxford Road (A329) - East	762	777	51.24
	B - Norcot Road	488	502	45.85
	C - Oxford Road (A329) - West	793	804	41.35
	D - Wigmore Lane	856	867	65.63
16:45-17:00	A - Oxford Road (A329) - East	933	951	62.76
	B - Norcot Road	597	614	56.15
	C - Oxford Road (A329) - West	971	984	50.65
	D - Wigmore Lane	1049	1062	80.37
17:00-17:15	A - Oxford Road (A329) - East	933	951	62.76
	B - Norcot Road	597	614	56.15
	C - Oxford Road (A329) - West	971	984	50.65
	D - Wigmore Lane	1049	1062	80.37
17:15-17:30	A - Oxford Road (A329) - East	762	777	51.24
	B - Norcot Road	488	502	45.85
	C - Oxford Road (A329) - West	793	804	41.35
	D - Wigmore Lane	856	867	65.63
17:30-17:45	A - Oxford Road (A329) - East	638	651	42.91
	B - Norcot Road	408	420	38.40
	C - Oxford Road (A329) - West	664	673	34.63
	D - Wigmore Lane	717	726	54.96

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.85	20.55	5.2	27.3	C	778	1166
B - Norcot Road	0.90	45.17	7.0	37.6	E	498	746
C - Oxford Road (A329) - West	0.67	7.49	2.0	2.9	A	809	1214
D - Wigmore Lane	1.14	226.36	72.3	126.0	F	874	1311

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	638	159	660	42.91	1102	0.579	633	624	0.0	1.3	7.584	A
B - Norcot Road	408	102	825	38.40	874	0.467	405	468	0.0	0.9	7.613	A
C - Oxford Road (A329) - West	664	166	476	34.63	1612	0.412	661	754	0.0	0.7	3.776	A
D - Wigmore Lane	717	179	575	54.96	1069	0.671	709	562	0.0	2.0	9.816	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	762	190	787	51.24	1064	0.716	758	745	1.3	2.4	11.576	B
B - Norcot Road	488	122	985	45.85	773	0.630	484	559	0.9	1.6	12.319	B
C - Oxford Road (A329) - West	793	198	569	41.35	1545	0.513	792	901	0.7	1.0	4.771	A
D - Wigmore Lane	856	214	688	65.63	1006	0.851	844	673	2.0	5.0	20.866	C

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	933	233	867	62.76	1095	0.852	923	880	2.4	5.0	19.699	C
B - Norcot Road	597	149	1146	56.15	672	0.888	580	643	1.6	5.9	34.232	D
C - Oxford Road (A329) - West	971	243	684	50.65	1460	0.665	968	1042	1.0	1.9	7.254	A
D - Wigmore Lane	1049	262	837	80.37	923	1.136	910	815	5.0	39.6	101.638	F

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	933	233	873	62.76	1106	0.844	933	888	5.0	5.2	20.547	C
B - Norcot Road	597	149	1157	56.15	665	0.898	593	649	5.9	7.0	45.168	E
C - Oxford Road (A329) - West	971	243	697	50.65	1451	0.669	971	1053	1.9	2.0	7.492	A
D - Wigmore Lane	1049	262	843	80.37	920	1.140	918	825	39.6	72.3	226.359	F

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	762	190	898	51.24	1087	0.701	773	787	5.2	2.4	11.833	B
B - Norcot Road	488	122	1062	45.85	725	0.673	507	608	7.0	2.2	17.836	C
C - Oxford Road (A329) - West	793	198	592	41.35	1528	0.519	797	977	2.0	1.1	4.944	A
D - Wigmore Lane	856	214	698	65.63	1000	0.856	986	690	72.3	39.8	206.267	F

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	638	159	784	42.91	1083	0.589	642	664	2.4	1.5	8.234	A
B - Norcot Road	408	102	905	38.40	824	0.495	413	521	2.2	1.0	8.851	A
C - Oxford Road (A329) - West	664	166	485	34.63	1605	0.414	666	832	1.1	0.7	3.837	A
D - Wigmore Lane	717	179	580	54.96	1065	0.673	868	571	39.8	2.2	34.634	D

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.35	0.57	1.19	1.64	1.82			N/A	N/A
B - Norcot Road	0.86	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.70	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	1.97	0.12	1.43	3.95	5.27			N/A	N/A

16:30 - 16:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.41	0.07	1.12	6.11	8.95			N/A	N/A
B - Norcot Road	1.65	0.06	0.74	4.03	6.02			N/A	N/A
C - Oxford Road (A329) - West	1.04	0.06	0.76	1.99	2.86			N/A	N/A
D - Wigmore Lane	4.96	0.08	1.38	13.41	19.84			N/A	N/A

16:45 - 17:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	5.05	0.04	0.38	12.42	27.31			N/A	N/A
B - Norcot Road	5.87	0.06	0.92	16.95	28.12			N/A	N/A
C - Oxford Road (A329) - West	1.94	0.03	0.27	1.94	1.99			N/A	N/A
D - Wigmore Lane	39.63	13.42	36.02	65.21	75.61			N/A	N/A

17:00 - 17:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	5.15	0.03	0.31	5.15	23.19			N/A	N/A
B - Norcot Road	6.98	0.04	0.43	19.03	37.58			N/A	N/A
C - Oxford Road (A329) - West	1.99	0.03	0.27	1.99	1.99			N/A	N/A
D - Wigmore Lane	72.34	31.24	67.93	111.10	125.97			N/A	N/A

17:15 - 17:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.44	0.04	0.43	6.70	11.64			N/A	N/A
B - Norcot Road	2.16	0.05	0.46	5.89	9.81			N/A	N/A
C - Oxford Road (A329) - West	1.09	0.11	1.01	1.76	2.12			N/A	N/A
D - Wigmore Lane	39.80	16.39	37.01	61.58	70.07			N/A	N/A

17:30 - 17:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.46	0.03	0.34	3.40	7.54			N/A	N/A
B - Norcot Road	1.00	0.03	0.30	1.63	4.96			N/A	N/A
C - Oxford Road (A329) - West	0.71	0.05	0.51	1.20	1.75			N/A	N/A
D - Wigmore Lane	2.18	0.03	0.28	2.18	6.68			N/A	N/A

Existing Layout - Horizon Year 2026 + Development Traffic, SAT

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D10 - Horizon Year 2026 + Development Traffic, AM	Demand Set relationships are chained. This may slow down the file.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Oxford Road (A329) / Norcot Road / Wigmore Lane Roundabout Junction	Standard Roundabout		A, B, C, D	64.43	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	64.43	F

Arms

Arms

Arm	Name	Description	No give-way line
A	Oxford Road (A329) - East		
B	Norcot Road		
C	Oxford Road (A329) - West		
D	Wigmore Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
A - Oxford Road (A329) - East	3.20	7.90	20.9	16.0	40.6	47.0		
B - Norcot Road	3.30	6.10	11.7	24.2	40.6	48.0		
C - Oxford Road (A329) - West	6.00	6.40	5.6	47.5	40.6	29.0		
D - Wigmore Lane	3.80	7.40	7.3	21.0	40.6	62.0		

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
B - Norcot Road	12.00	9.00		Distance	6.00	4.29				
C - Oxford Road (A329) - West	7.00	2.00	✓	Distance			7.00	5.00	4.00	2.86
D - Wigmore Lane	11.00	6.00	✓	Distance			4.00	2.86	5.00	3.57

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
A - Oxford Road (A329) - East	19.00	3.00	2.90	1.00	11.00	6.00	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Oxford Road (A329) - East	0.613	1670
B - Norcot Road	0.565	1400
C - Oxford Road (A329) - West	0.705	1978
D - Wigmore Lane	0.549	1403

The slope and intercept shown above include any corrections and adjustments.

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
D - Wigmore Lane	Percentage		100.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	Horizon Year 2026 + Development Traffic	SAT	ONE HOUR	11:45	13:15	15	✓	Simple	D6+D9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Oxford Road (A329) - East		ONE HOUR	✓	882	100.000
B - Norcot Road		ONE HOUR	✓	511	100.000
C - Oxford Road (A329) - West		ONE HOUR	✓	1012	100.000
D - Wigmore Lane		ONE HOUR	✓	899	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
A - Oxford Road (A329) - East	[ONEHOUR]	92.00
B - Norcot Road	[ONEHOUR]	46.00
C - Oxford Road (A329) - West	[ONEHOUR]	33.00
D - Wigmore Lane	[ONEHOUR]	77.00

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	33	185	446	217
	B - Norcot Road	206	0	97	207
	C - Oxford Road (A329) - West	524	68	0	419
	D - Wigmore Lane	234	269	383	12

Proportions

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	0.04	0.21	0.51	0.
	B - Norcot Road	0.40	0.00	0.19	0.
	C - Oxford Road (A329) - West	0.52	0.07	0.00	0.
	D - Wigmore Lane	0.26	0.30	0.43	0.

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	D - Wigmore Lane
	A - Oxford Road (A329) - East	0	3	1	1
	B - Norcot Road	3	0	0	0
	C - Oxford Road (A329) - West	2	3	0	0
	D - Wigmore Lane	0	0	0	0

Average PCU Per Veh

From	To				
		A - Oxford Road (A329) - East	B - Norcot Road	C - Oxford Road (A329) - West	Wig La
	A - Oxford Road (A329) - East	1.000	1.030	1.010	1.
	B - Norcot Road	1.030	1.000	1.000	1.
	C - Oxford Road (A329) - West	1.020	1.030	1.000	1.
	D - Wigmore Lane	1.000	1.000	1.000	1.

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)	Pedestrian Demand (Ped/hr)
11:45-12:00	A - Oxford Road (A329) - East	664	673	69.26
	B - Norcot Road	384	390	34.63
	C - Oxford Road (A329) - West	762	771	24.84
	D - Wigmore Lane	677	677	57.97
12:00-12:15	A - Oxford Road (A329) - East	793	804	82.71
	B - Norcot Road	459	465	41.35
	C - Oxford Road (A329) - West	910	921	29.67
	D - Wigmore Lane	808	808	69.22
12:15-12:30	A - Oxford Road (A329) - East	971	985	101.29
	B - Norcot Road	562	570	50.65
	C - Oxford Road (A329) - West	1114	1128	36.33
	D - Wigmore Lane	990	990	84.78
12:30-12:45	A - Oxford Road (A329) - East	971	985	101.29
	B - Norcot Road	562	570	50.65
	C - Oxford Road (A329) - West	1114	1128	36.33
	D - Wigmore Lane	990	990	84.78
12:45-13:00	A - Oxford Road (A329) - East	793	804	82.71
	B - Norcot Road	459	465	41.35
	C - Oxford Road (A329) - West	910	921	29.67
	D - Wigmore Lane	808	808	69.22
13:00-13:15	A - Oxford Road (A329) - East	664	673	69.26
	B - Norcot Road	384	390	34.63
	C - Oxford Road (A329) - West	762	771	24.84
	D - Wigmore Lane	677	677	57.97

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Oxford Road (A329) - East	0.85	18.38	4.9	26.6	C	810	1214
B - Norcot Road	0.82	27.29	4.0	20.4	D	469	703
C - Oxford Road (A329) - West	0.78	11.66	3.5	14.6	B	928	1393
D - Wigmore Lane	1.11	191.75	58.0	110.4	F	825	1237

Main Results for each time segment

11:45 - 12:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	664	166	547	69.26	1101	0.603	658	746	0.0	1.5	8.022	A
B - Norcot Road	384	96	815	34.63	903	0.426	381	390	0.0	0.7	6.866	A
C - Oxford Road (A329) - West	762	190	505	24.84	1596	0.477	758	691	0.0	0.9	4.277	A
D - Wigmore Lane	677	169	623	57.97	1054	0.642	670	641	0.0	1.7	9.209	A

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	793	198	652	82.71	1094	0.725	789	892	1.5	2.5	11.651	B
B - Norcot Road	459	115	975	41.35	804	0.571	457	466	0.7	1.3	10.301	B
C - Oxford Road (A329) - West	910	227	605	29.67	1525	0.597	907	827	0.9	1.5	5.809	A
D - Wigmore Lane	808	202	745	69.22	985	0.820	799	767	1.7	4.1	18.409	C

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	971	243	723	101.29	1148	0.846	962	1061	2.5	4.9	18.384	C
B - Norcot Road	562	141	1146	50.65	698	0.806	553	539	1.3	3.7	23.430	C
C - Oxford Road (A329) - West	1114	279	733	36.33	1428	0.780	1106	966	1.5	3.4	10.928	B
D - Wigmore Lane	990	247	907	84.78	895	1.106	877	932	4.1	32.3	88.848	F

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	971	243	731	101.29	1204	0.807	973	1070	4.9	4.4	15.828	C
B - Norcot Road	562	141	1159	50.65	690	0.815	561	545	3.7	4.0	27.288	D
C - Oxford Road (A329) - West	1114	279	742	36.33	1421	0.784	1113	977	3.4	3.5	11.656	B
D - Wigmore Lane	990	247	915	84.78	890	1.112	887	941	32.3	58.0	191.754	F

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	793	198	774	82.71	1123	0.706	801	945	4.4	2.5	11.422	B
B - Norcot Road	459	115	1056	41.35	753	0.610	469	519	4.0	1.6	13.075	B
C - Oxford Road (A329) - West	910	227	620	29.67	1514	0.601	918	905	3.5	1.5	6.114	A
D - Wigmore Lane	808	202	756	69.22	979	0.825	962	781	58.0	19.4	149.245	F

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Oxford Road (A329) - East	664	166	604	69.26	1137	0.584	668	772	2.5	1.4	7.744	A
B - Norcot Road	384	96	857	34.63	877	0.438	388	416	1.6	0.8	7.409	A
C - Oxford Road (A329) - West	762	190	514	24.84	1590	0.479	764	731	1.5	0.9	4.372	A
D - Wigmore Lane	677	169	629	57.97	1051	0.644	747	649	19.4	1.9	14.716	B

Queue Variation Results for each time segment

11:45 - 12:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.49	0.59	1.42	1.78	1.89			N/A	N/A
B - Norcot Road	0.73	0.55	1.00	1.40	1.45			N/A	N/A
C - Oxford Road (A329) - West	0.90	0.55	1.00	1.40	1.45			N/A	N/A
D - Wigmore Lane	1.74	0.14	1.37	3.27	4.24			N/A	N/A

12:00 - 12:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.53	0.07	1.19	6.39	9.29			N/A	N/A
B - Norcot Road	1.30	0.06	0.79	2.87	4.10			N/A	N/A
C - Oxford Road (A329) - West	1.46	0.05	0.49	3.67	5.66			N/A	N/A
D - Wigmore Lane	4.11	0.07	1.33	11.25	17.08			N/A	N/A

12:15 - 12:30

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.88	0.04	0.36	11.37	26.59			N/A	N/A
B - Norcot Road	3.66	0.04	0.36	8.81	19.64			N/A	N/A
C - Oxford Road (A329) - West	3.36	0.03	0.30	3.36	14.55			N/A	N/A
D - Wigmore Lane	32.35	8.51	28.44	56.63	67.00			N/A	N/A

12:30 - 12:45

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	4.43	0.03	0.29	4.43	15.27			N/A	N/A
B - Norcot Road	4.04	0.03	0.32	6.12	20.45			N/A	N/A
C - Oxford Road (A329) - West	3.51	0.03	0.28	3.51	7.51			N/A	N/A
D - Wigmore Lane	58.02	20.11	53.03	95.36	110.41			N/A	N/A

12:45 - 13:00

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	2.49	0.04	0.45	6.89	11.80			N/A	N/A
B - Norcot Road	1.62	0.05	0.59	4.06	6.24			N/A	N/A
C - Oxford Road (A329) - West	1.53	0.06	0.78	3.66	5.36			N/A	N/A
D - Wigmore Lane	19.44	2.65	15.62	37.93	46.65			N/A	N/A

13:00 - 13:15

Arm	Mean (Veh)	Q05 (Veh)	Q50 (Veh)	Q90 (Veh)	Q95 (Veh)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
A - Oxford Road (A329) - East	1.43	0.03	0.33	3.21	7.36			N/A	N/A
B - Norcot Road	0.79	0.03	0.32	1.72	3.82			N/A	N/A
C - Oxford Road (A329) - West	0.93	0.04	0.38	2.28	3.95			N/A	N/A
D - Wigmore Lane	1.87	0.03	0.28	1.87	5.51			N/A	N/A

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