

Proposed Construction of Retail Drive-Thru Pod (Use Classes E(b) & Sui Generis) incl. Car Parking, Landscaping & Access Arrangements

Land at Scours Lane, Reading

Transport Statement prepared on behalf of Hathaway Opportunity General Partners

September 2021

MILESTONE TRANSPORT PLANNING

Proposed Construction of Retail Drive-Thru Pod (Use Classes E(b) & Sui Generis) incl. Car Parking, Landscaping & Access Arrangements on land at Scours Lane, Reading

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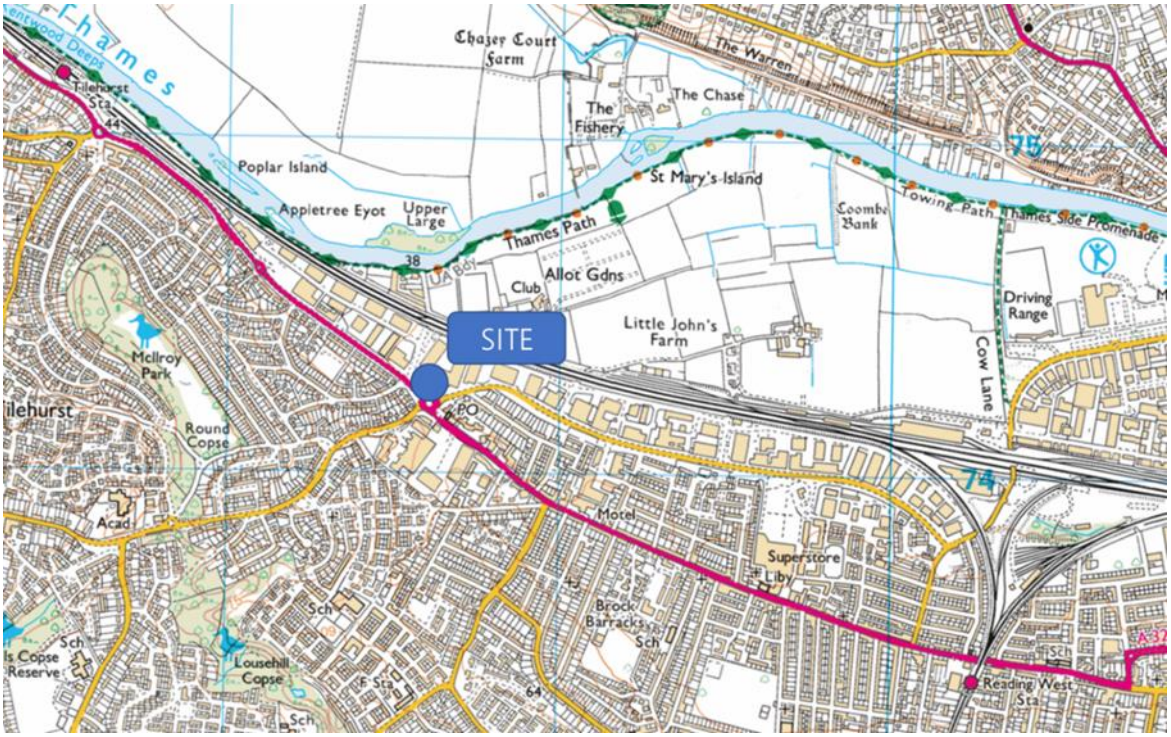
1. Introduction

Scope of Transport Statement

1.1 This Transport Statement (TS) has been prepared by Milestone Transport Planning Ltd (MTP) on behalf of Hathaway Opportunity General Partners ('the applicant') in support of a planning application involving the construction of a new retail drive-thru pod (Use Classes E(b) & Sui Generis), including car parking, landscaping and access arrangement on land at Scours Lane, Reading.

1.2 The site is located off the north-eastern side of the A329 Oxford Road / Scours Lane junction, located approximately 3.0-kilometres west of Reading town centre and approximately 2.3-kilometres north-east of the centre of Tilehurst village. Figure 1 shows the location of the site in context with the local area and highway network.

Figure 1 Site Location



1.3 The subject site comprises an undeveloped grassed verge between the existing industrial units served off Scours Lane and the A329 Oxford Road. The adjacent Scours Lane accommodates a widened footway area occupied by recycling bins and a take-away van.

1.4 The purpose of the TS is to establish the trip generation potential of the development proposals to establish the impact on the local highway and transport networks over the course of a typical weekday, during the AM and PM peak hour periods and during the weekend 'lunchtime' peak hours. It then assesses the proposed access, parking, delivery / servicing, and emergency vehicle arrangements in light of various national, regional, and local planning design guidance.

Background Context

1.5 To inform the scope of the TS, the applicant has undertaken a pre-application consultation with Reading Borough Council (RBC). The key outcomes arising from the pre-application response dated 24 August 2020 from a transport planning and highways perspective were as follows: -

- The proposed access arrangement will need to demonstrate that visibility splays of 2.4 x 43m can be achieved within highway boundary or land owned by the client.
- Car and cycle parking is to be provided in accordance with the RBC Revised Parking Standards and Design SPD (2011).
- The proposed provision of 20 car parking spaces equates to a shortfall of 15 spaces from the adopted standards. A justification will be required within a full application for the shortfall of spaces.
- The use of the TRICS database to detail the anticipated trip generation by all modes is acceptable. The TS requires evidence from comparable sites to be submitted to establish the net impact of trips generated by the proposed development, as a standalone unit.
- The proposed development will not only generate diverted trips, but will attract a mixture of new, pass-by, diverted and linked trips.
- The TS must adequately demonstrate that the drive-thru unit is provided with sufficient space to accommodate queuing vehicles to ensure that no vehicles will be queuing along Scours Lane / A329 Oxford Road. A worst-case scenario must be established if the end-user is unknown.
- A Construction Management Statement will be required to support the development if the application is permitted.

1.6 A copy of RBC's pre-application response is attached at Appendix 1 of this report.

Policy Context

1.7 This TS has been prepared in accordance with relevant national, regional, and local planning policies, most notably the recently 2021 updated version of the National Planning Policy Framework (NPPF) as well as the Reading Borough Local Plan (Nov 2019).

National Planning Practice Guidance (2014)

1.8 The National Planning Practice Guidance (NPPG) sets out current guidance for different aspects to development. For the purposes of this document, the guidance within the NPPG '*Travel Plans, Transport Assessments and Statements*' is the most pertinent.

1.9 The NPPG sets out the following with regards to Transport Assessments:

> *"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal… The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts…*

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe" …"

1.10 It is noted within the NPPG that Transport Assessments can positively contribute towards:

- Encouraging sustainable travel.
- Lessening traffic generation and its detrimental impacts.
- Reducing carbon emissions and climate impacts.
- Creating accessible, connected, inclusive communities.
- Improving health outcomes and quality of life.
- Improving road safety.
- Reducing the need for new development to increase existing road capacity or provide new roads.

NPPF Planning Policy Framework (2021)

1.11 Promoting sustainable transport is a key thread of the NPPF and para. 104 highlights the importance of considering transport issues from the earliest stages of development proposals to ensure that:

- The potential impacts on transport networks can be assessed.
- Opportunities from existing and proposed transport infrastructure, changing transport technology and usage are realised.
- Opportunities to promote walking, cycling and public transport use are identified and pursued.
- The environmental impacts of traffic and transport infrastructure are identified, assessed and considered – identifying opportunities for avoiding and mitigating any adverse effects and for net environmental gains.
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

1.12 Para. 110 requires that when assessing specific allocations for development it is important to ensure that:

- Safe and suitable access to the site can be achieved for all users.
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- Appropriate opportunities to promote sustainable transport modes have been taken up.

1.13 Para. 111 continues to state that *"…developments should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

1.14 Para. 110 requires that applications for development should:

- Give priority to pedestrian and cycle movements and appropriate facilities that encourage public transport use.

- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;.
- Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.
- Allow for the efficient delivery of goods, and access by service and emergency vehicles.
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Reading Borough Local Plan (2019)

1.15 Policy TR1 entitled *"Achieving the Transport Strategy"* requires that development should contribute to meeting the objectives of the Local Transport Plan (LTP) and a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport. It also requires development to make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development.

1.16 In the context of the emerging development proposals, the Current LTP (2011-2026) requires development to:

- Facilitate more physically active travel for journeys in a healthy environment.
- Ensure that the transport network operates safely and efficiently to meet the needs of all users
- Align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment.

1.17 The supporting text to Policy TR1 reiterates the importance of users and visitors to the development being able to make sustainable travel choices using non-car modes of transport, including walking, cycling and the use of public transport. It also states that all developments will be assessed for their impact upon the transport network and to deliver appropriate mitigation, where required.

1.18 Policy TR3 entitled *"Access, Traffic and Highway-Related Matters"* states that the Council will give due consideration to the effect of new or altered access on safety, congestion and the environment and that development will only be permitted where:

- Accesses and works to the highway comply with the adopted standards of the Transport Authority.
- The development will not have a material detrimental impact on the functioning of the transport network.
- The proposals will not be detrimental to the safety of users of the transport network, including pedestrians and cyclists.
- The proposals will not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network.
- Off-street servicing will be provided.

1.19 The support text to Policy TR3 reinforces the importance of ensuring that proposals will not interfere with the free flow of traffic on the highway and that there will be no risk to the safety of people using that road including vulnerable groups such as pedestrians (including mobility-impaired users), cyclists and motorcyclists. The proximity of other accesses is also significant.

1.20 Policy TR4 entitled *"Cycle Routes and Facilities"* requires development to, where possible, improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities such as cycle hire points and cycle parking.

1.21 Policy TR5 entitled *"Car and Cycle Parking and Electric Vehicle Charging"* requires development to provide car parking and cycle parking to a level that reflects the accessibility credentials of the site. It also states that for non-residential development, 10% of spaces should be provided with an active electric vehicle charging point.

Report Structure

1.22 The remainder of this report is structured as follows:

- Section 2 describes the site's location in context with the local area, and its accessibility by a variety of travel modes to key local and regional destinations.
- Section 3 sets out the baseline conditions in respect of the operational and safety characteristics of the local highway network, as well as presents the results of traffic surveys within the vicinity of the site. It further assesses the safety characteristics of the local highway network based on personal injury accident / collision data obtained from 'CrashMap'.
- Section 4 describes the proposed development, including the access, parking, delivery / servicing arrangements in context with national and local best practice design guidance.
- Section 5 assesses the vehicular trip generating potential of the development proposals to establish the impact on the surrounding local highway and transport networks over the course of a typical weekday, as well as during the AM (08:00-09:00hrs) and PM (17:00-18:00hrs) peak hour periods, and during the weekend lunchtime peak hours.
- Section 6 summarises the report's main findings, clearly stating that the development proposals will not result in a residual cumulative impact in terms of highway safety or the operational capacity of the surrounding highway and transport networks.

2. Site Accessibility Credentials

2.1 This section of the report provides an overview of the baseline conditions including a description of the site in context with the local area as well as its accessibility to existing public transport infrastructure / services by mode in order to establish the potential for future end-users to adopt sustainable travel behaviour and patterns.

2.2 As previously noted, the planning framework at national, regional, and local level seeks to ensure that development proposals are located in areas where the need to travel will be minimised and opportunities for encouraging sustainable travel behaviour and patterns can be maximised.

Site Location & Context

2.3 The site is located off the north-eastern side of the A329 Oxford Road / Scours Lane junction, located approximately 3.0-kilometres west of Reading town centre and approximately 2.3-kilometres north-east of the centre of Tilehurst village. The site boundaries are formed by the A329 Oxford Road to the south, Scours Lane to the west, industrial units accessed from Stadium Way to the north and grassland to the east. The site in context with the local area and highway network is shown in Figure 2.

Figure 2 Site Context Plan



Access by Foot & Cycle

2.4 The site is located within an established urban area of West Reading and as such benefits from being accessible on-foot and cycle via the extensive provision of pedestrian and cycle infrastructure.

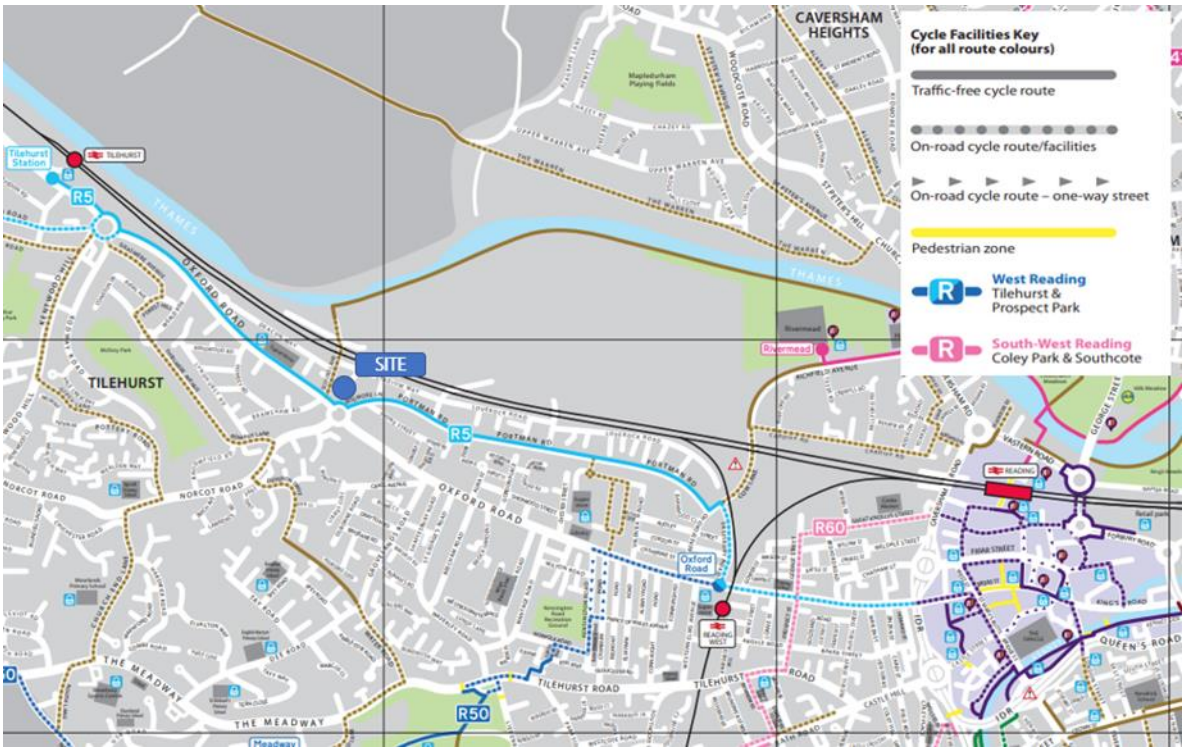
2.5 Scours Lane benefits from wide, lit footways on either side of the carriageway, which together with the presence of uncontrolled crossing points comprised of dropped kerbs, provide direct and continuous walking routes to the A329 Oxford Road to the south.

2.6 The A329 Oxford Road in the vicinity of the site is provided with wide, lit footways on both sides of the carriageway, which are largely segregated from the carriageway by a large grass verge and guardrails at the Norcot Roundabout to the east. Wigmore Lane, Norcot Road and Bramshaw Road all benefit from lit, continuous footways on both sides of the carriageway in the vicinity of the site.

2.7 Circa 50-metres east of the junction with Scours Lane, a zebra crossing facility, comprising of dropped kerbs, tactile paving and a refuge island is provided across the A329 Oxford Lane, facilitating direct and safe pedestrian access to Norcot Road to the south. In addition, zebra crossings are provided across the Wigmore Lane and Norcot Road arms of the roundabout junction. A signalised pedestrian crossing is provided across the A329 Oxford Road, circa 200-metres south-east of the roundabout.

2.8 Regarding cycling infrastructure, there are numerous local, regional, and national recognised routes for cyclists within the vicinity of the site. As shown in Figure 3, the A329 and Wigmore Lane form part of the West Reading cycle route 5 which connects with Tilehurst in the north-west to Reading West rail station and Reading town centre to the east.

Figure 3 Local Cycle Network



Public Transport Accessibility

Bus Services

2.9 The nearest bus stops to the site are located along the A329 Oxford Road (Stop: Cold Store) circa 140-metres west of the site, equating to a 2-minute walk time. These stops are served by route no. 16 (Sky Blue). Additional services are available along the A329 Oxford Road (Stop: Norton Junction) circa 260-metres from the site, equating to a 4-minute walk time. These stops are served by route no. 17 (purple).

2.10 A summary of local bus services, including frequencies and destinations is presented in Table 2.1 with the network map in the vicinity of the site shown in Figure 4.

Table 2.1 Summary of Local Bus Services - A329 Oxford Road

Route No.	Daytime Frequency (per hour)			Route
	Monday - Friday	Saturday	Sunday	
16 (Sky Blue)	3	3	2	Central Reading - Purley
17 (Purple)	7	6	5	Wokingham – Tilehurst via Central Reading
143	6 services daily	5 services daily	-	Reading – Upper Basildon / Goring via Purley & Pangbourne

Figure 4 Local Public Transport Network



2.11 Table 2.1 demonstrates that the site is served by 3 frequent bus services, which provide a minimum combined frequency of 10 services per hour in both directions during daytime hours Monday to Friday, 9 services per hour on Saturdays and 5 buses per hour on Sundays. From the respective timetables it is also noted that there is a combined frequency of 5 services per hour in both directions during evenings, Monday to Saturday and 4 services per hour in both directions on Sunday evenings.

National Rail

2.12 The nearest rail station to the site is Tilehurst, located approximately 1.4-kilometres north-west of the site (equating to an 18-minute walk or 5-minute cycle). Tilehurst station is provided with CCTV coverage and 20 x secure, covered cycle parking spaces.

2.13 Tilehurst station is mostly served by stopping services run by Great Western Railway between London Paddington and Didcot Parkway with some additional services on weekdays running between Reading and Oxford in the morning and evening peak times. The typical off-peak service is every 30 minutes in each direction Monday to Saturday and hourly on Sundays. Typical journey times are approximately 25 minutes to Didcot Parkway, 45 minutes to Oxford, 5 minutes to Reading, and just over 1 hour to London Paddington.

2.14 Reading West station is also within 2.0-kilometres of the site (i.e., a 26-minute walk or 8-minute cycle). The station is served by local services operated by Great Western Railway between Reading and Basingstoke or Newbury.

2.15 During weekday daytime the station is served by two trains an hour on the Basingstoke route, plus one on the Newbury route. Trains are less frequent on Sundays and in the evenings. Trains take some 3 minutes to reach Reading, 20 minutes to reach Basingstoke, 25 minutes to reach Newbury and just over 30 minutes to reach London

Summary

2.16 The site benefits from being accessible on-foot and by cycle to a range of local destinations. The site also benefits from access to frequent public transport services operating along the A329 Oxford Road corridor as well as Tilehurst and Reading West rail stations.

2.17 In accordance with the underlying principles of the NPPF, future end-users will be afforded opportunities to travel by public transport and the 'active' modes of walking and cycling, in favour of the private car.

3. Baseline Highway Conditions

Local Highway Network

3.1 In general terms Scours Lane is a lightly trafficked industrial access road of c. 6.7m in width that runs south – north parallel to the western boundary of the site and serves the Stadium Way Industrial Estate as well as access to Reading City football club and the River Thames.

3.2 Scours Lane is subject to a 30mph speed limit and is provided with footways on both sides of the carriageway and street lighting. Single yellow line restrictions control parking on the western side of the carriageway during daytime hours, Monday to Friday. There are no parking restrictions on the eastern side of the carriageway. Double yellow line restrictions are in place around junction bell-mouths.

3.3 Scours Lane forms a give-way controlled crossroads junction with the A329 Oxford Road and Bramshaw Road at the south-western corner of the site. Both Scours Lane and Bramshaw Road, as the minor arms of the crossroads junction, are provided with single lane entry and exit from the main carriageway. On the A329 Oxford Road there are no ghosted right turn lane facilities however 'Keep Clear' markings are provided over the eastbound carriageway through the junction to prevent blocking for traffic turning into / out of Scours Lane.

3.4 The A329 Oxford Road / Scours Lane / Bramshaw Road crossroads junction has informal, dropped kerb crossing facilities for pedestrians and cycles over the minor arms. Visibility splays in both directions from both Scours Lane and Bramshaw Road are adequate and reflect the posted speed limit of 30mph on the A329 Oxford Road.

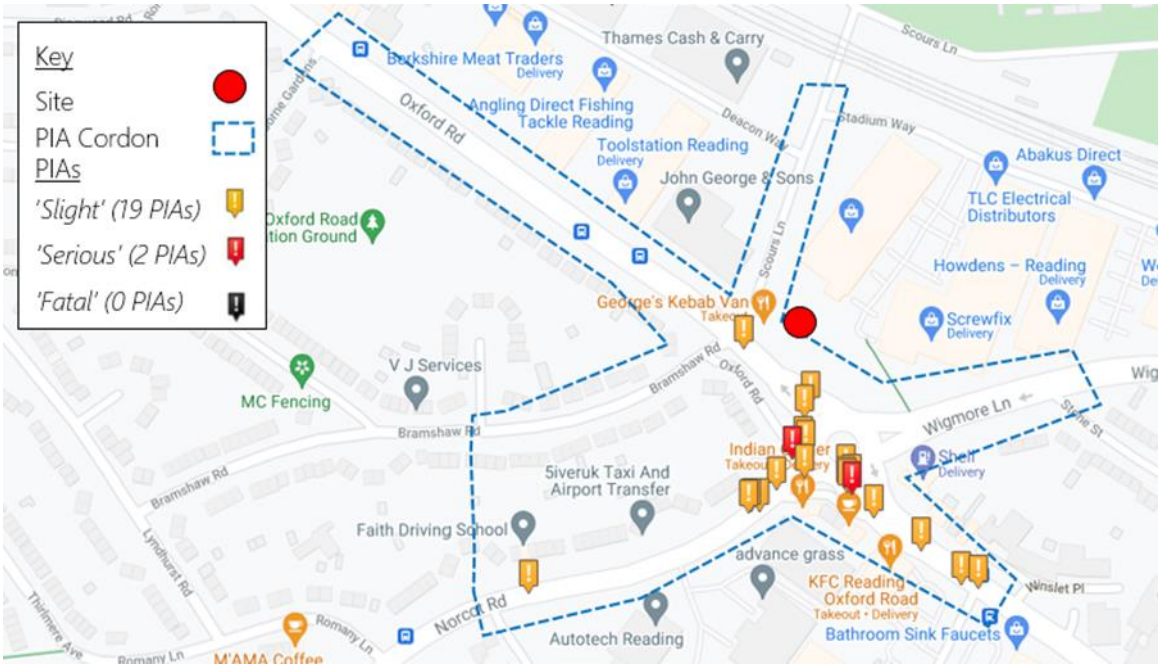
3.5 The A329 Oxford Road continues eastwards towards central Reading then onwards towards Wokingham and Bracknell. In a westwards direction, the A329 continues towards Purley-on-Thames, Pangbourne and Wallingford. In the vicinity of the site, the A329 Oxford Road is a two-way single carriageway, with double yellow line restrictions on both sides of the carriageway. On-carriageway cycle lane markings are provided on both sides of the A329 Oxford Road to the west of Scours Lane.

Road Safety Analysis

3.6 To enable a review of road safety in the immediate vicinity of the site, Personal Injury Accident (PIA) / collision data for the latest five-year period ending 31st December 2020 was obtained from the 'Crashmap' website. PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sustained. Analysis has been undertaken to ascertain whether there are any trends in the types or location of recorded accidents on the local highway network within the vicinity of the site.

3.7 As shown in Figure 5, within the study area, there was a total of 21 PIAs, of which 2 were classified as 'serious' and the remaining 19 as 'slight'. There were no 'fatal' PIAs. Of the 21 PIAs, 1 of the 'serious' incidents resulted in injury to a cyclist and of the slight incidents, 4 involved pedestrians, 3 cyclists and 1 motorcyclist.

Figure 5 PIA Location Plan



3.8 Given the negligible number of vehicular movements anticipated to be generated by the development proposals over the course of a typical weekday, as outlined in Section 5, it is anticipated that the existing trend / pattern of PIAs with regards to severity will not be exacerbated. Consequently, it is concluded that the development proposals will not have an adverse impact on highway safety within the vicinity of the site.

Baseline Traffic Data

3.9 As agreed with RBC through pre-app consultation, baseline traffic and queuing data has been collected for the A329 Oxford Road / Scours Lane / Bramshaw Road crossroads junction as well as the A329 Oxford Road / Wigmore Lane / Norcot Road roundabout junction to assess the impact of additional traffic generated by the proposed development.

3.10 In this regard, the scope of the traffic / queue length surveys reflects the time periods where the combination of background traffic flows on the surrounding highway network and development-related traffic generation will peak.

3.11 Accordingly, the traffic / queue length surveys have been conducted between 12:00 and 15:00hrs on Saturday 11 and Sunday 12 September 2021. These surveys have also been repeated Monday 13 September 2021 between 07:00 and 10:00hrs as well as between 16:00 and 19:00hrs.

3.12 The survey dates / times have been pre-agreed with RBC officers as being representative of 'normal' traffic conditions post the COVID-19 pandemic restrictions. Within the survey periods, turning movement data is collated in 15-minute intervals and queue length observations have been conducted in 5-minute intervals.

3.13 A copy of the traffic / queue length surveys is included as Appendix 2 to the TS from which the following peak hourly periods have been observed:

- Weekday AM Peak: 08:15 – 09:15hrs
- Weekday PM Peak: 16:15 – 17:15hrs
- Saturday peak: 12:45 – 13:45hrs
- Sunday peak: 12:15 – 13:15hrs

3.14 Summary traffic flow diagrams for the *'Base Year'* (2021) weekday AM peak, weekday PM peak, Saturday peak and Sunday peak are included as Appendix 3 to the TS.

3.15 *'Base Year'* (2021) capacity assessments have been undertaken at both the A329 Oxford Road / Scours Lane / Bramshaw Road crossroads junction as well as the A329 Oxford Road / Wigmore Lane / Norcot Road roundabout junction using Junctions9 PICADY and ARCADY respectively.

3.16 Table 3.1 provides a summary of the Junctions 9 PICADY outputs (i.e., RFCs and Mean Maximum Queue Lengths) for the '*Base Year*' (2021) peak hourly scenarios at the A329 Oxford Road / Scours Lane / Bramshaw Road crossroads junction. The full output files are included as Appendix 4 to the TS.

Table 3.1 A329 Oxford Rd / Scours Lane / Bramshaw Rd – Base Year (2021)

Arm	Weekday AM Peak			Weekday PM Peak		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
A329 Oxford Rd (W)	0.00	0.0	0.00	0.01	0.0	4.12
Scours Lane	0.39	0.6	14.73	0.52	0.0	4.12
A329 Oxford Rd (E)	0.37	0.9	8.35	0.22	0.4	6.60
Bramshaw Rd	0.06	0.1	12.77	0.07	0.1	20.13

Arm	Saturday Peak			Sunday Peak		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
A329 Oxford Rd (W)	0.00	0.0	0.00	0.00	0.0	0.0
Scours Lane	0.49	0.9	13.95	0.44	0.8	14.06
A329 Oxford Rd (E)	0.30	0.6	6.90	0.41	1.1	7.32
Bramshaw Rd	0.07	0.1	20.04	0.11	0.1	19.66

3.17 Table 3.2 provides a summary of the Junctions 9 ARCADY outputs (i.e., RFCs and Mean Maximum Queue Lengths) for the '*Base Year*' (2021) peak hourly scenarios at the A329 Oxford Road / Wigmore Lane / Norcot Road roundabout junction. The full output files are included as Appendix 4 to the TS.

Table 3.2 A329 Oxford Rd / Wigmore Lane / Norcot Rd – Base Year (2021)

Arm	Weekday AM Peak			Weekday PM Peak		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
A329 Oxford Rd (W)	0.74	2.9	10.52	0.70	2.3	8.15
Wigmore Lane	0.55	1.2	6.34	0.81	4.0	14.84
A329 Oxford Rd (E)	0.50	1.0	4.60	0.63	1.7	7.02
Norcot Rd	0.64	1.7	11.08	0.61	1.5	11.50

Arm	Saturday Peak			Sunday Peak		
	RFC	Queue (veh)	Delay (s)	RFC	Queue (veh)	Delay (s)
A329 Oxford Rd (W)	0.68	2.1	7.97	0.68	2.0	7.85
Wigmore Lane	0.77	3.3	12.40	0.78	3.4	12.25
A329 Oxford Rd (E)	0.63	1.7	6.69	0.61	1.5	6.29
Norcot Rd	0.61	1.5	11.77	0.69	2.1	14.86

4. Development Proposals & Access Strategy

Development Overview

4.1 The development proposals comprise the construction of a new retail drive-thru pod (Use Classes E(b) & Sui Generis), including car parking, landscaping and access arrangement on land at Scours Lane, Reading.

4.2 It is envisaged that a development of this size will generate a net increase of 25 jobs with a mix of full time positions and part time opportunities. These jobs will be recruited locally. Hours of opening are envisaged to be 05:30-23:00hrs Monday to Saturday with reduced hours on Sundays.

4.3 A copy of the Architect's layout is included as Appendix 5 of the TS. Key features of the layout include:

- The location of the single storey retail drive-thru pod towards the Oxford Road frontage of the site and its relationship with the drive-thru lane that wraps around the pod;
- The retention of the vast majority of trees within the site and around its boundary (only one existing tree to be removed with further details provided in the landscape report accompanying the planning application);
- The location of the proposed parking spaces to the north and west of the pod, incl. EV bays, 'grill' bays and disabled parking bays;
- The delivery zone to the north of the pod 'island';
- The proposed pedestrian / cycle access connecting to the existing footway / cycleway infrastructure on the corner of Oxford Road and Scours Lane;
- The proposed footpath connection to the existing trade units within the Stadium Way Industrial Estate; and
- The proposed vehicular access towards the north-western corner of the site.

4.4 The proposed retail drive-thru pod will be a single story unit with a floor area of 1,811sqft (168m^2). The main pedestrian entrance to the pod will be located on the northern elevation of the pod unit that leads out onto a block paved perimeter island incorporating external seating and pedestrian access routes. The serving hatch for the drive-thru will be located on the southern elevation, the plant and service door is on the eastern elevation and the bin store is located on the northern elevation of the pod.

4.5 Internally, the pod will include a small sales area with display units, servery and seating, accommodating approximately 20 covers, back of house space for storing, preparing and baking goods to be sold, and staff facilities.

Pedestrian & Cycle Access

4.6 The principal pedestrian and cycle access to the proposed retail drive-thru pod will be located in the south-western corner of the site and will comprise the construction of a 2.4m wide step-free shared access extending approx. 14.0m from the existing footway / cycleway infrastructure at the corner of Oxford Road and Scours Lane to the external seating area main pedestrian entrance of the building on the pod 'island'.

4.7 Where the principal access route crosses the drive-thru lane, appropriate road markings and signage will be provided to warn drivers of pedestrians crossing.

4.8 Approximately 10m from the site boundary, the area of hardstanding will be extended to provide access to 5 x 'Sheffield' cycle stands for customer and staff use that will be signed and located adjacent to the shared pedestrian and cycle access. The 'Sheffield' cycle stands will be provided to a 700mm length, 750mm height with 1,000mm spacing and 650mm clearance to any structures.

4.9 The level of cycle parking proposed is in excess of the minimum standards as laid out in the RBC Revised Parking Standards and Design SPD (2011) of 1 space per 6 staff plus 1 space per 300m^2.

4.10 A secondary pedestrian access route is also provided to the proposed retail drive-thru pod from the existing trade units within the Stadium Way Industrial Estate. The 1.8m wide footpath will extend for a distance of approx. 8.0m and will connect the existing pedestrian route within the Industrial Estate to the main car park access route within the proposed development. Due to changes in topography between the application site and the existing Industrial Estate, the secondary pedestrian access route will be stepped.

Vehicular Access & Circulation

4.11 Plan 20114/001 included as Appendix 6 to the TS shows the proposed vehicular access arrangements to serve the retail drive-thru pod unit.

4.12 The vehicular access arrangements comprise the construction of a new give-way controlled bell-mouth junction on Scours Lane in the north-western corner of the site located 40.0m north of the existing A329 Oxford Road / Scours Lane / Bramshaw Road crossroads (measured from the centre of proposed access to the give-way line onto Oxford Road).

4.13 The new bell-mouth junction will be constructed with 4.0m radii on both sides of the proposed site access road. A new zebra crossing with dropped kerbs and tactile paving will be provided across the site access road set-back approx. 4.0m from the running carriageway on Scours Lane. Footways on both sides of the site access road will be returned around the junction radii to the proposed crossing point.

4.14 The vehicular access will be provided with 2.4m x 43m visibility splays in both directions in accordance with the Manual for Streets requirement for a 30mph road. Within the visibility splays all vegetation will be maintained below a maximum height of 600mm.

4.15 The proposed site access road will be 6.0m in width to facilitate two-way movement of vehicles entering and exiting the proposed retail drive-thru pod simultaneously.

4.16 The access road will be maintained to a width of 6.0m to accommodate two-way traffic flow within the main parking area and to accommodate manoeuvring into / out of perpendicular parking bays. Within the drive-thru lane, the width of the carriageway reduces to 3.4m for one-way clockwise circulation around the proposed retail drive-thru pod.

4.17 The length of the one-way drive-thru lane from the serving hatch to the main parking area is approx. 50m providing queuing length for at least 8-9 vehicles at any one time. A further 40m of additional queuing length, equivalent to an additional 6-7 vehicles, is also available within the main parking area.

4.18 It will be shown in Section 6 of the TS that the level of queuing capacity available within the confines of the site will more than adequately accommodate demand and that no blocking back onto Scours Lane or the A329 Oxford Road will occur. This will be the case based on maximum hourly throughput of the site, recognising that a significant proportion of the demand will be solely for the drive-thru element rather than for sit-down meals.

4.19 Swept path analysis of a 3.5T panel van and large saloon car entering / exiting the site and circulating around the site access road, including the drive-thru lane, is included as Appendix 7 to the TS.

Car Parking

4.20 From the Architect's layout included as Appendix 5 to the TS it is noted that a total of 22 car parking spaces are provided within the site to serve the proposed retail drive-thru pod, broken down as follows:

- 'Standard' parking bays with EV Charging (5.0m x 2.5m): 5
- 'Standard' parking bays (5.0m x 2.5m): 9
- 'Extended' parking bays for vans (6.0m x 2.5m): 3
- Grill bays: 2
- Disabled parking bays (5.0m x 2.5m with additional 1.2m transfer zone): 3
- TOTAL 22

4.21 In additional a motorcycle parking bay (2.8m x 1.5m) is provided adjacent to the disabled parking on the pod 'island'.

4.22 The RBC Revised Parking Standards and Design SPD (2011) makes reference to a maximum of 1 space per 5m^2 for car parking associated with a development of this type falling within the Accessibility Zone 3. Based on the proposed floor area of 168m^2 this will equate to a maximum of 34 spaces.

4.23 Evidently the proposed level of car parking falls below the maximum permitted level of car parking based on RBC standards. Due to the nature of the proposed use, a significant proportion of trips made will be solely for the drive-thru rather than for sit-down meals.

4.24 It will however be demonstrated within Section 5 of the TS that the maximum demand for car parking generated by the proposed retail drive-thru pod can be accommodated within the number of car parking spaces proposed thereby ensuring that there will be no overspill onto surrounding streets. It is also the case, as outlined in Section 3 of the TS that parking controls are already in existence on these local streets to further contain parking demand within the confines of the site.

4.25 The RBC Revised Parking Standards and Design SPD (2011) requirements for motorcycle parking (at 2% of the max. parking provision) and disabled parking (3 spaces or 5% of total capacity) can be met within the proposed development.

Servicing & Deliveries

4.26 It is envisaged that the proposed retail drive-thru pod will receive three deliveries per week for frozen, chilled and ambient products all of which can be accommodated in one multi-temperature vehicle per visit. The vehicle used for servicing & deliveries is an 18T LGV (Class 2) of broadly the same dimensions as the FTA Rigid vehicle found within the AutoTRACK software suite.

4.27 Deliveries to the proposed retail drive-thru pod will come from the Company's distribution warehouse where timings are controlled such that the restaurant receives its fixed delivery slot and on-site staff are notified within 30-min of a vehicle arrival to make any necessary preparations for servicing. Where feasible, deliveries are scheduled to arrive on-site during quiet trading periods.

4.28 Typically, the delivery vehicle will be on-site for a period of 15 mins. to 1 hour dependent upon the range and quantity of products within the consignment.

4.29 Refuse collection will be made by a private contractor. Waste minimisation methods adopted mean that the number of refuse collections will be no more than 3 times per week. Refuse collections will be timed outside of peak hours and scheduled to not be concurrent with food deliveries.

4.30 As shown in the Architect's layout in Appendix 5 of the TS, the proposed retail drive-thru pod is provided with a dedicated delivery bay of 13.0m in length and 2.8m in width that is located at the northern end of the pod 'island' with trolleying distance for food deliveries and refuse collection being less than 20.0m from the delivery bay.

4.31 Swept path analysis of the delivery vehicle and refuse collection vehicle accessing the delivery bay and entering / exiting the site in a forward gear is provided in Appendix 7 of the TS.

Framework Construction Method Statement

4.32 As noted in the RBC pre-application response a Construction Method Statement (CMS) will be required to support the development, if permitted. Accordingly, this sub-section of the TS provides a framework outlining the provisions that are likely to be included in the CMS that is anticipated to be secured by way of a Planning Condition.

4.33 Site working hours are anticipated to be 07:30-18:00hrs, Monday to Friday.

4.34 It is anticipated that a temporary construction crossover, on the site of the proposed vehicular access (details provided earlier within Section 4 of the TS), will need to be provided for construction vehicles to access the site.

4.35 The site will be fully secured at all times by means of anti-climb *Heras* fencing fixed back to timber posts cast in concrete bases. Gates will be set back from the edge of Scours Lane and kept locked with access managed during the day. A weekly boundary inspection will be undertaken and should any remedial work be identified it will be promptly dealt with.

4.36 Contractors accommodation and welfare facilities will be provided in accordance with schedule 2 of The Construction (Design and Management) Regulations) and will be located in the site compound area.

4.37 Adequate designated contractors parking will also be located adjacent ensuring that all parking will be on site.

4.38 Materials will be stored in the designated areas in the future car park area and/or service yards adjacent to the building to be constructed. Site Plant will be stored adjacent to / within the compound area.

4.39 Temporary electric, water and drainage connections will be taken from the existing supplies if available. Should these not be available in time they will be supplemented by a generator and self-contained toilet facilities to feed the temporary offices. Containers will be sited within the welfare / compound area

4.40 Ground conditions will be monitored and vehicles on site controlled so as to traffic clean stone areas upon modified ground and early surfaced areas, however, should there be a risk that site traffic could cause mud on neighbouring carriageways then wheel washing facilities will be put in place and where necessary road sweepers will be deployed.

4.41 To ensure that local homes and businesses are not disrupted, activities / deliveries will only be undertaken between the permitted working hours. Noise levels will be measured / monitored regularly by the use of a noise meter at boundary points and recorded within the site diary..

4.42 Noisy operations will be eliminated where practicable and use of alternative measures where possible. Site plant for the purpose of the works will be fitted with effective exhaust silencers. Machines / plant in intermittent use will be shut down in intervening periods between work.

4.43 Plant and vehicles will be started up sequentially rather than all together. Plant will be well maintained and serviced regularly. Wherever practicable tools of low noise emission will be used.

4.44 The above measures will be incorporated by the Contractors in their method statements and risk assessments developed for the works.

4.45 Dust levels will be regularly monitored, visually. Materials being taken off site will be in covered vehicles to minimise dust liberations. When aggregates are delivered to site, these too will be delivered in covered tipper vehicles and their tipping will be supervised by a banksman. The banksman will ensure that tipping is done in a controlled manner to avoid the creation of dust clouds.

4.46 No mechanical cutting of materials will be undertaken without suitable and sufficient measures in place for the control of dust. This will include dust suppression attachments in place and in use for wetting down at the cutting edge or the provision of at tool extraction. In the case of adverse weather conditions (hot / dry weather) a full wetting down operation will be undertaken utilising towed water dispenser bowsers and vehicles will be restricted to determined routes on site.

4.47 Emissions from plant / vehicles will be kept to a minimum by keeping plant properly maintained and regularly serviced and as noted above machines / plant in intermittent use will be shut down in intervening periods between work. With respect to Air Quality generally it will be a site rule that there shall be no burning of any materials on site. and it will be ensured that this rule is implemented and complied with.

5. Person Trip Generation & Impact on Surrounding Transport Networks

Vehicular Trip Generation

5.1 Interrogation of the TRICS database examining the weekday, Saturday and Sunday peak hourly and daily trip generation of the proposed retail drive-thru pod has been carried out. Appendix 8 of the TS provides a copy of the TRICS output of sites exhibiting similar characteristics to the proposed development under the land use category *'06 – Hotel, Food and Drink – D – Fast Food – Drive Through'*. Table 5.1 provides a summary of the predicted vehicular trip generation of the proposed retail drive-thru pod based upon the proposed floor area of 1,811ft^2 (168m^2).

Table 5.1 Vehicular Trip Generation

Time Period		Arrivals		Departures		Total	
		Trip Rate	No. Vehs.	Trip Rate	No. Vehs.	Trip Rate	No. Vehs.
Weekday	AM Peak Hour (08:00-09:00)	9.991	17	9.519	16	19.510	33
	Lunchtime Peak Hour (12:00-13:00)	15.025	25	14.015	24	29.040	49
	PM Peak Hour (18:00-19:00)	12.437	21	13.226	22	25.663	43
	Daily	148.532	250	147.652	248	296.184	498
Saturday	Lunchtime Peak Hour (13:00-14:00)	34.236	57	34.433	58	68.669	115
	Daily	350.546	589	348.693	586	699.239	1,175
Sunday	Lunchtime Peak Hour (13:00-14:00)	24.216	41	24.457	41	48.673	82
	Daily	238.092	400	239.397	402	477.489	802

Trip Rates expressed per 100sqm

5.2 From Table 5.1 it can be seen that the proposed retail drive-thru pod has the potential to generate 33 total two-way vehicle trips during the weekday AM peak hour, 43 two-way vehicle trips during the weekday PM peak hour and 498 two-way vehicle trips over a weekday daily period.

5.3 It can also be seen from Table 5.1 that the proposed retail drive-thru pod is likely to generate substantially higher traffic flows at the weekend, compared to the weekday. On a Saturday it is estimated that the proposed development could generate up to 115 total two-way vehicle trips during the lunchtime peak hourly period with up to 1,175 two-way vehicle trips over a daily period. On a Sunday up to 82 two-way vehicle trips could be generated during the lunchtime peak period and 802 two-way vehicle trips could be generated over the daily period.

Vehicular Trip Types

5.4 The nature of the proposed retail drive-thru pod development is such that very few vehicular trips generated will be wholly *'new'*, or sole purpose trips. A significant proportion of trips will already be on the surrounding network and will alter their route between their origin and destination to call into the proposed development, also referred to as multi-purpose trips, either as pass-by (i.e., directly past the site access) or diverted (i.e., traversing one of the local route corridors such as the A329 Oxford Road) trips. To a lesser extent, some of the trips will be shared with, for example, a trip to a local retail destination (i.e., Reading Retail Park or Stadium Way Industrial Estate).

5.5 Information obtained from various other similar developments suggests that the proportions attributable to each of the trip types can vary and that there are different characteristics between weekdays and weekends. By way of example, new (sole purpose) trips can range between 25% and 43%.

5.6 Table 5.2 sets out the proportions of peak hourly vehicle trips by type adopted for assessment purposes within the TS.

Table 5.2 Peak Hourly Total Two-Way Vehicle Trips by Type

Trip Type	Weekday AM Peak		Weekday PM Peak		Saturday Lunchtime Peak		Sunday Lunchtime Peak	
	%	No.	%	No.	%	No.	%	No.
New	42%	14	45%	20	36%	42	36%	30
Pass-By / Diverted	48%	16	38%	16	42%	48	42%	34
Shared	10%	3	17%	7	22%	25	22%	18
TOTAL	100%	33	100%	43	100%	115	100%	82

Trip Distribution and Assignment

5.7 The distribution of new trips to the proposed retail drive-thru pod is based upon 2011 O-D *'location of usual residence and place of work'* data for the Reading 006 Middle Layer Super Output Area (MSOA). The full results of this exercise are included as Appendix 9 to the TS.

5.8 The distribution of pass-by and diverted trips is based upon turning movement proportions at the proposed site access and existing junctions on the surrounding highway network included within the surveys.

5.9 Shared trips are, in effect, additional trips between either Reading Retail Park or Stadium Way Industrial Estate and the proposed development.

5.10 Appendix 10 to the TS provides summary traffic flow diagrams illustrating the distribution and assignment of development-related vehicular trip generation on the surrounding highway network during the weekday AM and PM peak hourly periods as well as the Saturday and Sunday peak hourly periods.

Multi-Modal Trip Generation

5.11 The TRICS database contains only limited multi-modal data for drive-thru sites. To provide an indication of potential breakdown of trip generation by modes other than vehicular, reference is made to 2011 Census Method of Travel to Work data for the Reading 006 Middle Layer Super Output Area (MSOA).

5.12 The Census data is included as Appendix 11 to the TS and a summary of peak hourly total two-way person trips by mode of travel is summarised in Table 5.3.

Table 5.3 Multi-Modal Trip Generation

Mode of Travel	%age Split	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Lunchtime Peak Hour	Sunday Lunchtime Peak Hour
Vehicle Driver	56.5%	33	43	115	82
Vehicle Passenger	6.1%	4	5	12	9
Public Transport	23.7%	14	18	48	34
Walk	9.1%	5	7	19	13
Cycle	3.2%	2	2	7	5
Other (incl. m/cycle)	1.4%	1	1	3	2
TOTAL	100.0%	58	76	204	145

5.13 Table 5.3 assists in identifying the potential 'walk-in' demand over the various peak hourly periods that will take advantage of the principal and secondary pedestrian access routes to the proposed retail drive-thru pod from the footway / cycleway infrastructure and public transport services along the A329 Oxford Road corridor and from the Stadium Way Industrial estate.

5.14 In this regard, it is noted from Table 5.3 that the proposed retail drive-thru pod has the potential to generate around 21 two-way 'walk-in' trips during the weekday AM peak hour and 27 two-way 'walk-in' trips during the weekday PM peak hour. Table 5.3 also shows that over the weekend there is the potential for higher 'walk-in' demand with up to 74 two-way trips during the Saturday lunchtime peak period and 52 two-way trips during the Sunday lunchtime peak period.

Drive-Thru Lane Demand

5.15 As referenced in Section 4 of the TS, the single, one-way drive-thru lane proposed extends for a distance of 50m from the serving hatch to the main parking area within the site providing queuing capacity for 8-9 vehicles at any one time. The main vehicular access route then extends for a further 40m, equivalent to an additional 6-7 vehicle queuing capacity before its junction with Scours Lane.

5.16 Overall, therefore, there is a combined queuing capacity of 15-16 vehicle length wholly within the confines of the site before there is any interaction with the public highway.

5.17 Research undertaken by McDonalds at a number of their drive-thru sites in 2019 suggests that the dwell times within a single drive-thru lane can be as much as 284 seconds per vehicle. From Table 5.1 of the TS, it is estimated that up to 58 vehicles could visit the proposed retail drive-thru pod in any given hourly period, based on Saturday lunchtime peak demand.

5.18 On this basis, the total combined dwell time during the peak of peak hourly periods will be 16,472 seconds. Dividing this by 3,600 (no. seconds in an hour), equates to their being up to 5 vehicles (rounded up from 4.58) dwelling within the site at any one time.

5.19 Obviously this will include sit-down customers who will park in the car park as well as drive-thru customers and therefore this exercise is considered to be robust. This exercise also assumes a flat profile of vehicle demand for the drive-thru but even allowing for some peaking within that profile, it is evident that the queue for the drive-thru lane will not even extend to the main car area and will certainly not extend back to Scours Lane.

Parking Demand

5.20 To demonstrate that the development proposals will not lead to the potential for overspill / displaced parking along Scours Lane and adjoining sections of the local highway network, a car parking accumulation exercise has been undertaken based on the TRICS data presented earlier in this section of the report.

5.21 It is of note that a significant proportion of vehicles accessing the site will use the drive-thru lane only and will not choose to park. On this basis, the car parking accumulation exercise undertaken presents a robust, 'worst-case' assessment.

5.22 As shown in Table 5.4 and Figure 6, the demand for on-site car parking for the drive-thru unit over the course of a typical weekday does not exceed the proposed supply (i.e., 22 spaces). The peak in demand is anticipated to occur during the weekday PM 16:00-17:00hrs and 17:00-18:00hrs peak hours when it is anticipated that a total of 7 car parking spaces will be occupied.

5.23 Table 5.5 and Figure 7 shows that demand for on-site car parking over the course of a Saturday does not exceed the proposed supply (i.e., 22 spaces). The peak in demand is anticipated to occur during the lunchtime 12:00-13:00hrs when it is anticipated that a total of 19 car parking spaces will be occupied.

5.24 Table 5.6 and Figure 8 shows that demand for car parking over a daily period on Sunday does not exceed the proposed supply (i.e., 22 spaces). The peak in demand is anticipated to occur during the lunchtime peak hour of 12:00-13:00hrs when it is anticipated that a total of 12 car parking spaces will be occupied.

Table 5.4 Car Parking Accumulation (Weekday)

Time Period	Arrivals		Departures		Parking Accumulation
	Trip Rate	No. Trips	Trip Rate	No. Trips	
Pre 07:00	1.459	2	0.833	1	1
07:00-08:00	6.598	11	5.702	10	2
08:00-09:00	9.991	17	9.519	16	3
09:00-10:00	9.486	16	9.570	16	3
10:00-11:00	8.191	14	8.013	13	4
11:00-12:00	9.091	15	8.112	14	5
12:00-13:00	15.025	25	14.015	24	6
13:00-14:00	13.163	22	13.920	23	5
14:00-15:00	7.576	13	9.122	15	3
15:00-16:00	9.691	16	8.144	14	5
16:00-17:00	10.354	17	9.186	15	7
17:00-18:00	11.585	19	11.553	19	7
18:00-19:00	12.437	21	13.226	22	6
19:00-20:00	9.484	16	10.627	18	4
20:00-21:00	7.754	13	8.377	14	3
21:00-22:00	4.708	8	5.157	9	3
Post 22:00	1.939	3	2.576	4	1
TOTAL	148.532	250	147.652	248	

Table 5.5 Car Parking Accumulation (Saturday)

Time Period	Arrivals		Departures		Parking Accumulation
	Trip Rate	No. Trips	Trip Rate	No. Trips	
Pre 07:00	12.941	22	11.059	19	3
07:00-08:00	10.041	17	9.500	16	4
08:00-09:00	15.705	26	14.213	24	7
09:00-10:00	18.571	31	17.432	29	8
10:00-11:00	17.040	29	18.492	31	6
11:00-12:00	21.594	36	18.453	31	11
12:00-13:00	33.294	56	28.857	48	19
13:00-14:00	34.236	58	34.433	58	18
14:00-15:00	28.700	48	30.899	52	15
15:00-16:00	23.165	39	24.068	40	13
16:00-17:00	22.929	39	24.460	41	11
17:00-18:00	28.072	47	26.305	44	14
18:00-19:00	25.559	45	26.894	45	11
19:00-20:00	18.739	31	20.150	34	9
20:00-21:00	13.228	22	15.476	26	5
21:00-22:00	11.287	19	11.772	20	4
Post 22:00	15.445	26	16.230	27	3
TOTAL	350.546	589	348.693	586	

Table 5.6 Car Parking Accumulation (Sunday)

Time Period	Arrivals		Departures		Parking Accumulation
	Trip Rate	No. Trips	Trip Rate	No. Trips	
Pre 07:00	0.270	0	0.000	0	0
07:00-08:00	2.655	4	2.011	3	2
08:00-09:00	7.965	13	5.953	10	5
509:00-10:00	14.803	25	12.631	21	9
10:00-11:00	12.309	21	14.883	25	4
11:00-12:00	14.320	24	10.378	17	11
12:00-13:00	22.446	38	21.883	37	12
13:00-14:00	24.216	41	24.437	41	11
14:00-15:00	18.262	31	20.032	34	8
15:00-16:00	16.251	27	16.010	27	9
16:00-17:00	18.262	31	18.986	32	8
17:00-18:00	20.434	34	20.193	34	8
18:00-19:00	19.871	33	20.515	34	7
19:00-20:00	17.780	30	20.193	34	3
20:00-21:00	12.792	21	13.435	23	2
21:00-22:00	10.861	18	10.539	18	2
Post 22:00	4.595	8	7.298	12	-2
TOTAL	238.092	400	239.397	402	

Figure 6 Weekday Demand Profile

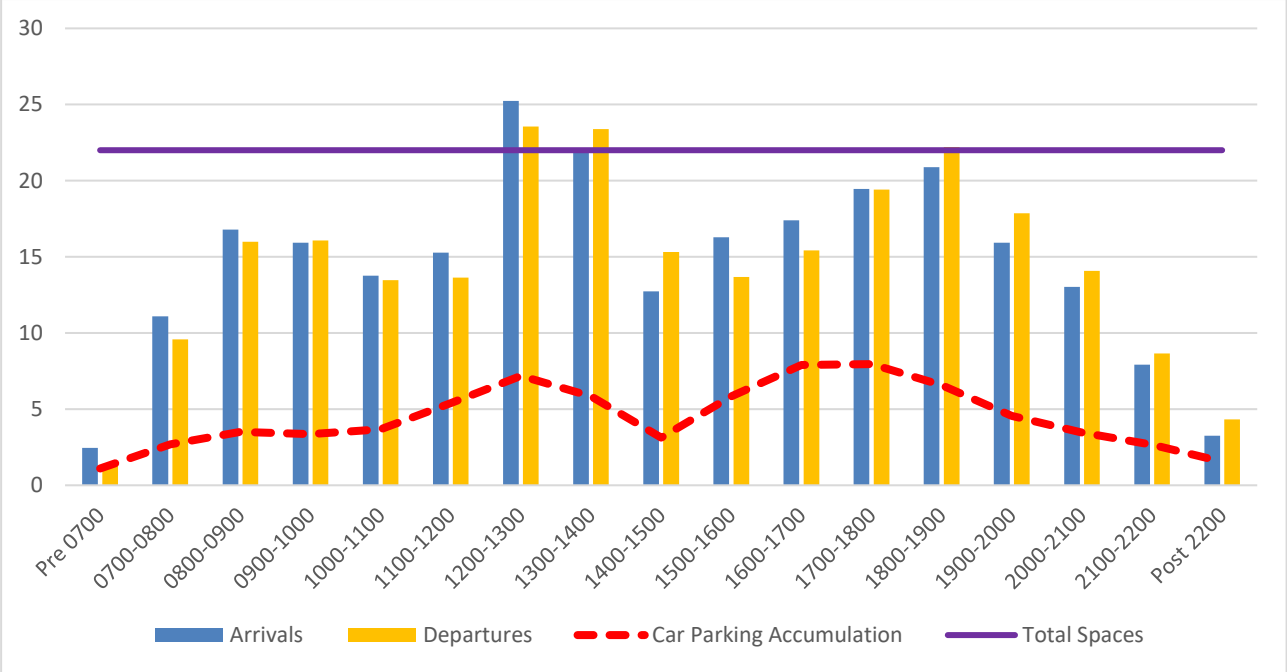


Figure 7 Saturday Demand Profile

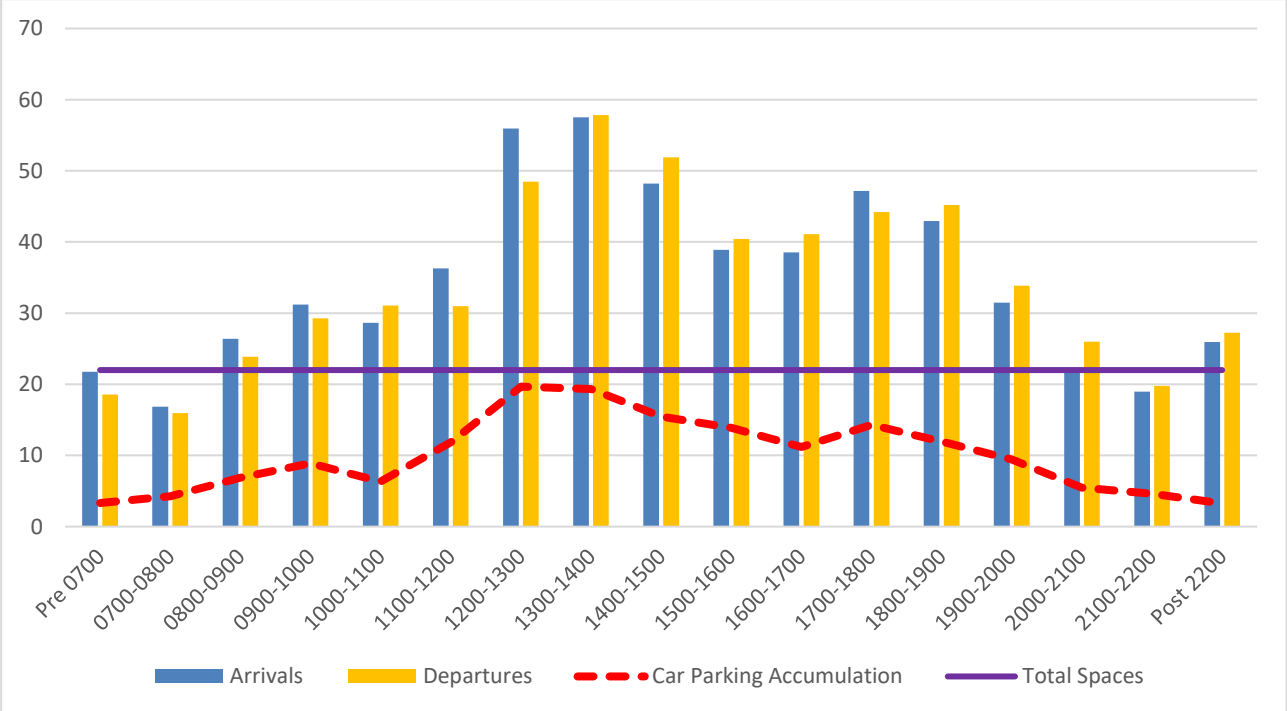
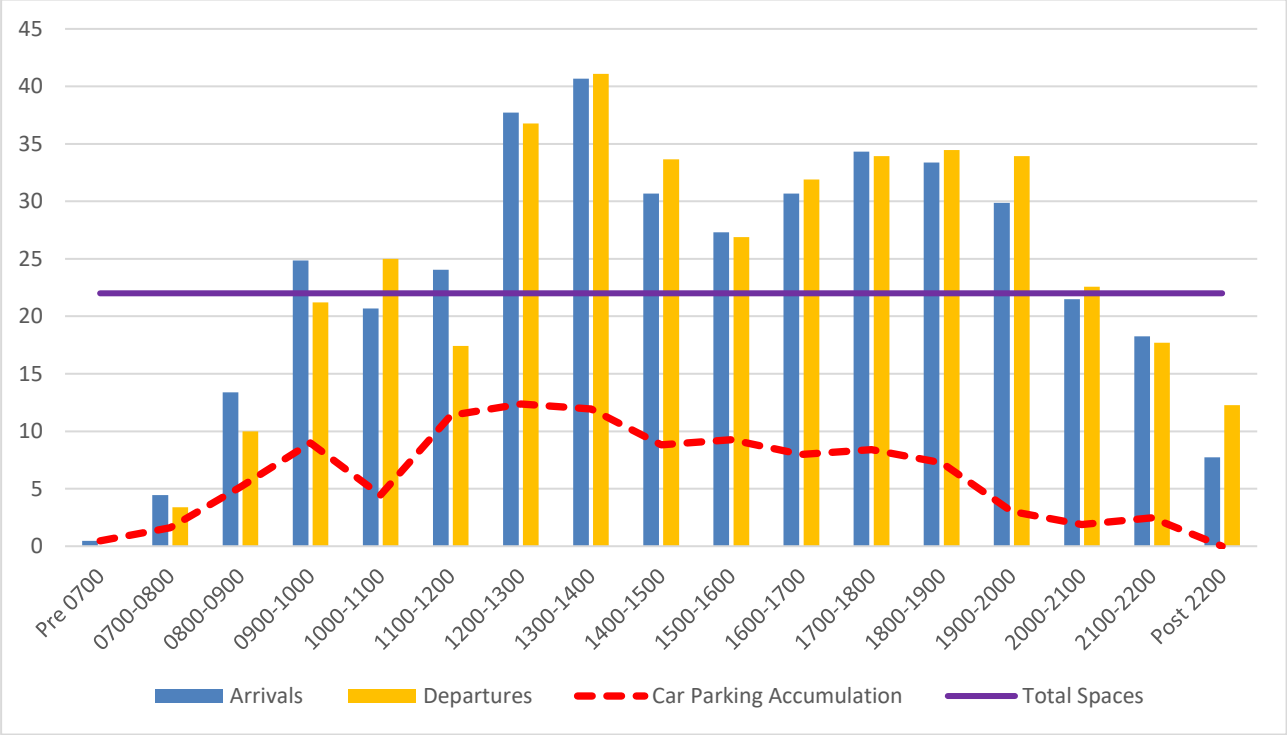


Figure 8 Sunday Demand Profile



5.25 The car parking accumulation exercise undertaken over the course of a typical weekday and weekend, demonstrates that the anticipated demand for on-site car parking for the proposed drive-thru unit does not exceed the proposed supply of 22 car parking spaces.

6. Development-Related Impacts on Surrounding Highway Network

Future Assessment Year

6.1 To assess the impact of development-related traffic on the future operation of the highway network in the vicinity of the Site, a future forecast year of 2026 has been selected which represents 5-years post-submission of the application.

6.2 On this basis, the 2021 surveyed weekday AM and PM peak hourly flows as well as the Saturday and Sunday lunchtime peak hourly flows have been factored up to the 2026 future year using the TEMPRO database (v. 7.2) for the for the Reading 006 MSOA, as included within Appendix 12 of the TS and summarised below. Summary traffic flow diagrams for the 'Future Year' (2026) weekday AM peak, PM peak, Saturday peak and Sunday peak '*Base*' and '*Base + Development*' scenarios are included as Appendix 13 to the TS.

- 2021 – 2026 Weekday AM Peak: 1.0791
- 2021 – 2026 Weekday PM Peak: 1.0801
- 2021 – 2026 Weekday Interpeak: 1.0903
- 2021 – 2026 Saturday All day: 1.0842
- 2021 – 2026 Sunday All day: 1.0853

Junction Capacity Analysis

6.3 'Future Year' (2026) capacity assessments have been undertaken of the proposed site access onto Scours Lane, the A329 Oxford Rd / Scours Lane / Bramshaw Rd crossroads as well as the A329 Oxford Rd / Wigmore Lane / Norcot Rd roundabout using Junctions9 PICADY and ARCADY respectively. The capacity analysis will show that the proposed development will have an immaterial impact on the operation of the local highway network

Scours Lane Site Access Junction

6.4 Table 6.1 provides a summary of the Junctions 9 PICADY outputs (i.e., RFCs and Mean Maximum Queue Lengths) for the Future Year (2026) '*Base + Development*' scenarios on the operation of the proposed site access junction. The full results are provided as Appendix 14 to the TS.

Table 6.1 Scours Lane / Site Access - Future Year (2036)

Weekday AM Peak			
Arm	Base + Development		
	RFC	Queue (veh)	Delay (secs)
Site Access	0.03	0.0	5.45
Scours Lane (right turn)	0.04	0.1	5.50

Weekday PM Peak			
Arm	Base + Development		
	RFC	Queue (veh)	Delay (secs)
Site Access	0.04	0.0	5.57
Scours Lane (right turn)	0.03	0.0	5.97

Saturday Peak			
Arm	Base + Development		
	RFC	Queue (veh)	Delay (secs)
Site Access	0.10	0.1	5.93
Scours Lane (right turn)	0.12	0.2	6.16

Sunday Peak			
Arm	Base + Development		
	RFC	Queue (veh)	Delay (secs)
Site Access	0.07	0.1	5.75
Scours Lane (right turn)	0.09	0.2	5.68

6.5 From Table 6.1 it can be seen that the proposed site access junction will operate well within capacity throughout the four peak periods assessed under the future year (2026) '*Base + Development*' scenario.

6.6 The maximum queues and delays on the site access arm occur during the Saturday peak period. During this time period, the maximum queue will be 0.1 vehicles at any one time and the maximum delay to vehicles exiting the site will be 5.93 seconds.

6.7 On Scours Lane (south), approaching the site access, a maximum queue of 0.2 vehicles and maximum delay of 6.16 seconds occurs during the Saturday peak period. Given that the distance from the turning point into the site access back to the give-way line at the A329 Oxford Road junction is 38.0m, equivalent to more than 6.0 vehicles, it is evident that blocking back will not occur at any time.

A329 Oxford Road / Scours Lane / Bramshaw Road

6.8 Table 6.2 provides a summary of the Junctions 9 PICADY outputs for the Future Year (2026) '*Base*' and '*Base + Development*' scenarios on the operation of the A329 Oxford Road / Scours Lane / Bramshaw Road crossroads junction. The full results are provided as Appendix 14 to the TS.

Table 6.2 A329 Oxford Rd / Scours Lane / Bramshaw Rd - Future Year (2026)

Weekday AM Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.00	0.0	0.00	0.00	0.0	0.00
Scours Lane	0.45	0.8	17.79	0.49	1.0	19.20
A329 Oxford Rd (east)	0.41	1.2	8.60	0.44	1.3	8.81
Bramshaw Road	0.07	0.1	14.55	0.08	0.1	14.92

Weekday PM Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.01	0.0	4.01	0.01	0.0	4.01
Scours Lane	0.59	1.4	18.81	0.64	1.7	21.27
A329 Oxford Rd (east)	0.25	0.5	6.61	0.28	0.6	6.61
Bramshaw Road	0.10	0.1	26.49	0.11	0.1	28.20

Saturday Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.00	0.0	0.00	0.00	0.0	0.00
Scours Lane	0.56	1.3	17.37	0.53	1.1	18.18
A329 Oxford Rd (east)	0.34	0.8	6.97	0.46	1.5	7.54
Bramshaw Road	0.10	25.19	0.1	0.14	25.22	0.2

Sunday Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.00	0.0	0.00	0.00	0.0	0.00
Scours Lane	0.53	1.1	18.18	0.64	1.7	24.19
A329 Oxford Rd (east)	0.46	1.5	7.54	0.52	2.1	8.13
Bramshaw Road	0.14	0.2	25.22	0.15	0.2	28.41

6.9 Table 6.2 shows that under all future year (2026) '*Base*' and '*Base + Development*' scenarios and peak periods assessed, the A329 Oxford Road / Scours Lane / Bramshaw Road crossroads junction will continue to operate within capacity with minimal queues and delays on all approach arms.

6.10 Critically, it is observed that under no scenario / peak period assessed will queues on Scours Lane block back from the junction to the site access. In this regard that maximum queue length in any of the peak periods assessed will be 1.7 vehicles, or up to 12.0m during the weekday PM peak and Sunday lunchtime peak periods on the Scours Lane arm of the junction. The maximum queuing space from the give-way line back to the site access junction on Scours Lane is 36.0m, equivalent to 6.0 vehicles.

A329 Oxford Road / Wigmore Lane / Norcot Road

6.11 Table 6.3 provides a summary of the Junctions 9 ARCADY outputs for the Future Year (2026) '*Base*' and '*Base + Development*' scenarios on the operation of the A329 Oxford Road / Wigmore Lane / Norcot Road crossroads junction. The full results are provided as Appendix 14 to the TS.

Table 6.3 A329 Oxford Rd / Wigmore Lane / Norcot Rd - Future Year (2026)

Weekday AM Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.83	4.7	16.20	0.84	4.9	16.83
Wigmore Lane	0.62	1.6	7.62	0.62	1.6	7.71
A329 Oxford Rd (east)	0.55	1.2	5.28	0.56	1.3	5.33
Norcot Road	0.73	2.7	15.82	0.74	2.7	16.22

Weekday PM Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.77	3.3	11.00	0.78	3.5	11.45
Wigmore Lane	0.91	8.2	28.74	0.91	8.7	30.77
A329 Oxford Rd (east)	0.71	2.4	9.24	0.71	2.4	9.50
Norcot Road	0.70	2.3	16.26	0.72	2.4	17.00

Saturday Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.76	3.1	10.88	0.79	3.6	12.18
Wigmore Lane	0.87	6.1	21.99	0.89	7.1	25.32
A329 Oxford Rd (east)	0.71	2.4	8.77	0.73	2.6	9.40
Norcot Road	0.71	2.4	17.48	0.74	2.7	19.86

Sunday Peak						
Arm	Base			Base + Development		
	RFC	Queue (veh)	Delay (secs)	RFC	Queue (veh)	Delay (secs)
A329 Oxford Rd (west)	0.76	3.0	10.84	0.78	3.3	11.66
Wigmore Lane	0.88	6.4	21.98	0.89	7.0	24.17
A329 Oxford Rd (east)	0.68	2.1	8.12	0.70	2.3	8.52
Norcot Road	0.82	4.2	27.80	0.84	4.8	31.36

6.12 From Table 6.3 it can be seen that the A329 Oxford Road / Wigmore Lane / Norcot Road roundabout will continue to operate well within capacity with minimal queues and delays under all future year (2026) '*Base*' and '*Base + Development*' scenarios and peak periods assessed.

6.13 Comparisons between the '*Base*' and '*Base + Development*' models demonstrate that the impact of development-related traffic will be minimal to the operation of the roundabout.

7. Summary & Conclusions

Summary

7.1 Milestone Transport Planning (MTP) have been commissioned by Hathaway Opportunity General Partners ('the applicant') to prepare a Transport Statement (TS) in support of a planning application involving the construction of a new retail drive-thru pod (Use Classes E(b) & Sui Generis), including car parking, landscaping and access arrangement on land at Scours Lane, Reading (the "Site").

7.2 The proposed retail drive-thru pod will be a single story unit with a floor area of 1,811sqft (168m^2). It is envisaged that a development of this size will generate a net increase of 25 jobs that will be recruited locally. Hours of opening are envisaged to be 05:30-23:00hrs Monday to Saturday with reduced hours on Sundays.

7.3 The main pedestrian entrance to the pod will be located on the northern elevation of the pod unit that leads out onto a block paved perimeter island incorporating external seating and pedestrian access routes. The serving hatch for the drive-thru will be located on the southern elevation, the plant and service door is on the eastern elevation and the bin store is located on the northern elevation of the pod.

7.4 Internally, the pod will include a small sales area with display units, servery and seating, accommodating approximately 20 covers, back of house space for storing, preparing and baking goods to be sold, and staff facilities.

7.5 The implications of development related travel on the operational and safety characteristics of the surrounding highway and transport networks have been comprehensively considered within the TS.

7.6 The TS has demonstrated that in terms of Planning Policy at both National and Local level and through a deliverable package of interventions, travel and parking demand generated by the Site can be accommodated on the surrounding highways and transport networks.

Conclusions

7.7 From the findings within the Transport Assessment (TA), the following is concluded:

- The site is well related to an extensive network of pedestrian and cycle infrastructure, including safe crossing facilities, that connects with neighbouring local employment uses, complimentary retail uses, neighbourhoods and settlements and offers a genuine modal choice for prospective customers and staff of the proposed development;
- The site is provided with a range of public transport access options offering a genuine modal choice for prospective customers and staff of the proposed development from a wider catchment. The site benefits from direct access to three frequent bus services, all within 4 minutes' walk time that deliver direct connections to Purley, Tilehurst, Reading town centre and Wokingham. Both Tilehurst and Reading West rail stations are within a reasonable walk and cycle distance of the site with direct, frequent services to a range of destinations. .

- The proposed development will deliver permeable access for pedestrians and cyclists with the principal route constructed in the south-western corner of the site connecting into the existing footway / cycleway infrastructure along the A329 Oxford Road as well as a secondary route constructed to the north of the site connecting to Stadium Way Industrial Estate;
- The level of cycle parking proposed with 5 x "Sheffield" cycle stands for customer and staff use is in excess of the minimum requirements laid out within the RBC Parking Standards SPD (2011);
- Vehicular access will be by way of a newly constructed give-way controlled priority junction onto Scours Lane located in the north-western corner of the site, 40m north of the existing A329 Oxford Road / Scours Lane / Bramshaw Road crossroads (measured from the centre of proposed access to the give-way line onto Oxford Road);
- The vehicular access will be provided with the requisite 2.4m x 43m visibility splays in both directions and the proposed site access road will be 6.0m in width to facilitate two-way movement of vehicles entering and exiting the proposed retail drive-thru pod simultaneously. The new bell-mouth junction will incorporate a new zebra crossing with dropped kerbs and tactile paving, set-back approx. 4.0m from the running carriageway on Scours Lane. Footways on both sides of the site access road will be returned around the junction radii to the proposed crossing point;
- Within the site the access road will be maintained to a width of 6.0m to accommodate two-way traffic flow within the main parking area and to accommodate manoeuvring into / out of perpendicular parking bays. Within the drive-thru lane, the width of the carriageway reduces to 3.4m for one-way clockwise circulation around the proposed retail drive-thru pod.
- The one-way drive-thru lane from the serving hatch to the main parking area is approx. 50m providing queuing length for at least 8-9 vehicles at any one time. A further 40m of additional queuing length, equivalent to an additional 6-7 vehicles, is also available within the main parking area, i.e., a combined queuing capacity of 15-16 vehicle length wholly within the confines of the site before there is any interaction with the public highway.
- The proposed drive-thru pod will be provided with a total of 22 car parking spaces that, whilst being below the maximum parking standards as laid out in the RBC SPD (2011) will more than accommodate predicted parking demand, even at peak times ensuing that there will be no overspill onto local streets that are already subject to parking controls in any event;
- The proposed car park will incorporate the provision of 5 x active EV charging bays (23%). RBC SPD (2011) requirements for motorcycle and disabled parking within the overall provision are met with the proposed layout;
- It is anticipated that the proposed development will receive three deliveries per week for frozen, chilled and ambient products all of which can be accommodated in one multi-temperature vehicle per visit that, as demonstrated by swept path analysis can enter and exit the site in a forward gear and can park in a dedicated bay without impeding access within the car park or the one-way drive-thru lane;
- A Construction Method Statement (CMS) will be submitted prior to work commencing on-site, secured by Planning Condition, that will detail limitations on site working hours, methodologies for securing the site and providing safe access nd facilities for construction vehicles and workers that minimises impact on neighbours and surrounding streets as well as measures to be put in place to maintain acceptable noise levels,, reduce dust levels and impacts on air quality.

- The proposed drive-thru pod has the potential to generate 33-43 two way vehicle trips during weekday AM and PM peak hourly periods rising to some 82-115 two-way vehicle trips during Saturday / Sunday lunchtime peak hourly periods. Very few vehicular trips generated by the proposed development will be wholly 'new', or sole purpose trips;
- A significant proportion of trips will already be on the surrounding network and will alter their route between their origin and destination to call into the proposed development, also referred to as multi-purpose trips, either as pass-by (i.e., directly past the site access) or diverted (i.e., traversing one of the local route corridors such as the A329 Oxford Road) trips. To a lesser extent, some of the trips will be shared with, for example, a trip to a local retail destination (i.e., Reading Retail Park or Stadium Way Industrial Estate);
- Information obtained from various other similar developments suggests that the proportions attributable to each of the trip types can vary and that there are different characteristics between weekdays and weekends. By way of example, new (sole purpose) trips can range between 25% and 43%.
- The distribution of new trips is based upon 2011 Census O-D data. The distribution of pass-by and diverted trips is based upon turning movement proportions at the proposed site access and the neighbouring junctions under consideration. Shared trips are, in effect, additional trips between either Reading Retail Park or Stadium Way Industrial Estate and the proposed development.
- In respect of queuing demand associated with the drive-thru lane, it is calculated based on maximum demand for entry to the site that up to 5 vehicles could be within the site at any one time. Even for allowing for some peaking within that profile, it is evident that the queue for the drive-thru lane will not even extend to the main car area and will certainly not extend back to Scours Lane.
- In respect of demand within the proposed car park, a significant proportion of vehicles accessing the site will use the drive-thru lane only and will not choose to park. That said, it is demonstrated that the maximum parking demand in any given hourly period will be 7 vehicles on a weekday, 19 vehicles on a Saturday and 12 vehicles on a Sunday;
- Based on a future forecast year of 2026 , i.e., 5-years post-submission of the application, the proposed site access junction will operate well within capacity throughout the four peak periods assessed with queues and delays that will not have any impact on circulation within the site or cause any blocking back on Scours Lane to its junction with the A329 Oxford Road;
- Under the same future year modelling scenario, it has also been demonstrated that the key off-site junctions, namely the A329 Oxford Road / Scours Lane / Bramshaw Road crossroads and the A329 Oxford Road / Wigmore Lane / Norcot Road roundabout will also continue to operate within capacity with minimal queues and delays, even with the additional traffic demand arising from the proposed development.

Overall Conclusion

7.8 Based on the findings within this Transport Assessment and in the context of the guidelines within para. 111 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding road network and therefore planning permission should not be withheld on transport grounds.

Appendix 1

From: "Humphreys, Ethne" <Ethne.Humphreys@reading.gov.uk>
Date: 24 August 2020 at 10:26:42 BST
To: Barry Kitcherside <barry@chartplan.co.uk>
Subject: RE: Scours Lane Pod 200912

Dear Mr Kitcherside,

I have now received the following Transport comments:

The current proposals for the drive-thru unit under Use Classes A1/A3/A5 comprise 176m2 (1,900ft2) of floorspace over a single floor with parking for 20 cars. The subject site is located on the grassed verge between the existing industrial units served off Scours Lane and the A329 Oxford Road. The adjacent Scours Lane accommodates a widened footway area occupied by recycling bins and a take-away van.

It is indicated in the Pre-app Technical Note that a planning application will be accompanied by a Transport Statement (TS) which is acceptable. A Transport Statement should set out the transport issues relating to the development proposals including an assessment of the trip generation, parking provision, servicing strategy and sustainable travel measures.



The proposed unit will be accessed from Scours Lane approximately 35m noth of its junction with the A329 Oxford Road. Visibility splays of 2.4m x 43m should be demonstrated from the site access.

The site is located within Zone 3, Secondary Core Area, of the Council's adopted Parking Standards and Design SPD. Typically these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes to and from Reading town centre and other local centre facilities. In accordance with the adopted SPD, a maximum parking standard of 1 space per 5sqm should be provided (based on class A3 Restaurant & Café' use) equating to 35 parking spaces. The proposals include the provision of 20 parking spaces which falls below the adopted standards. It is stated that the nature of the uses proposed, only a proportion of customers will choose to park either for

purchasing or consuming goods. However, the proposed parking provision should be justified if a full application is intended.

The Technical Note states that the Transport Statement will detail the anticipated trip generation by all modes generated by the proposed uses using TRICS data. TRICS is the national standard system of trip generation which allows its users to establish potential levels of trip generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities to ascertain likely trip generation. This approach is acceptable.

It is stated that the majority of vehicular trips generated by the proposed drive-thru will already be existing on the network and will either divert from the A329 Oxford Road itself or from other local roads connecting into the Norcot Roundabout. However, in my view this type of use would attract a mixture of new trips, pass-by trips, diverted trips and linked trips.

Whilst the site is located adjacent to an established Core Employment Area with a range of industrial and commercial premises, it is a standalone unit. Therefore, the Transport Statement should be submitted with evidence from comparable sites to established the net impact of trips generated by the proposed drive-thru unit.

Given that Scours Lane serves a Core Employment Areas, a high proportion of the traffic using the road is commercial traffic ranging from light vans to articulated lorries. The Transport Statement must adequately demonstrate that the drive-thru unit is provided with enough queueing space within the site to ensure that no queueing occurs on the public highway. If an end user is unknown, this must be assessed on a worst-case scenario basis.

It is indicated that refuse collection and servicing will take place on-site. Swept path diagrams to demonstrate that refuse and service vehicles can set down / pick up without interfering with the free-flow of vehicles accessing/egressing the site should be submitted.

Cycle parking should be provided as per Reading Borough Council, Revised Parking Standards and Design SPD 31st October 2011.

It should be noted that a licence is granted for the take-away van/flower stall to operate on the Highway. The proposed development would prevent these users from operating in this location. I am not in a position to comment on whether this is acceptable as this requires further discussion with other areas of the Council.

The applicant should be made aware that the proposed development if permitted will require a Construction Management Statement.

I trust you will find this advice useful but please be aware that this is an officer response and is made without prejudice to the formal determination of any subsequent planning application by this Council, as the local Planning Authority.

Notwithstanding the remainder of the pre-application advice given, I hope this helps.

Thanks,
Ethne

Kind regards

Ethne Humphreys
Senior Planning Officer
Planning Section | Directorate of Economic Growth & Neighbourhood Services (DEGNS)

Reading Borough Council
Civic Offices, Level 1 North
Bridge Street

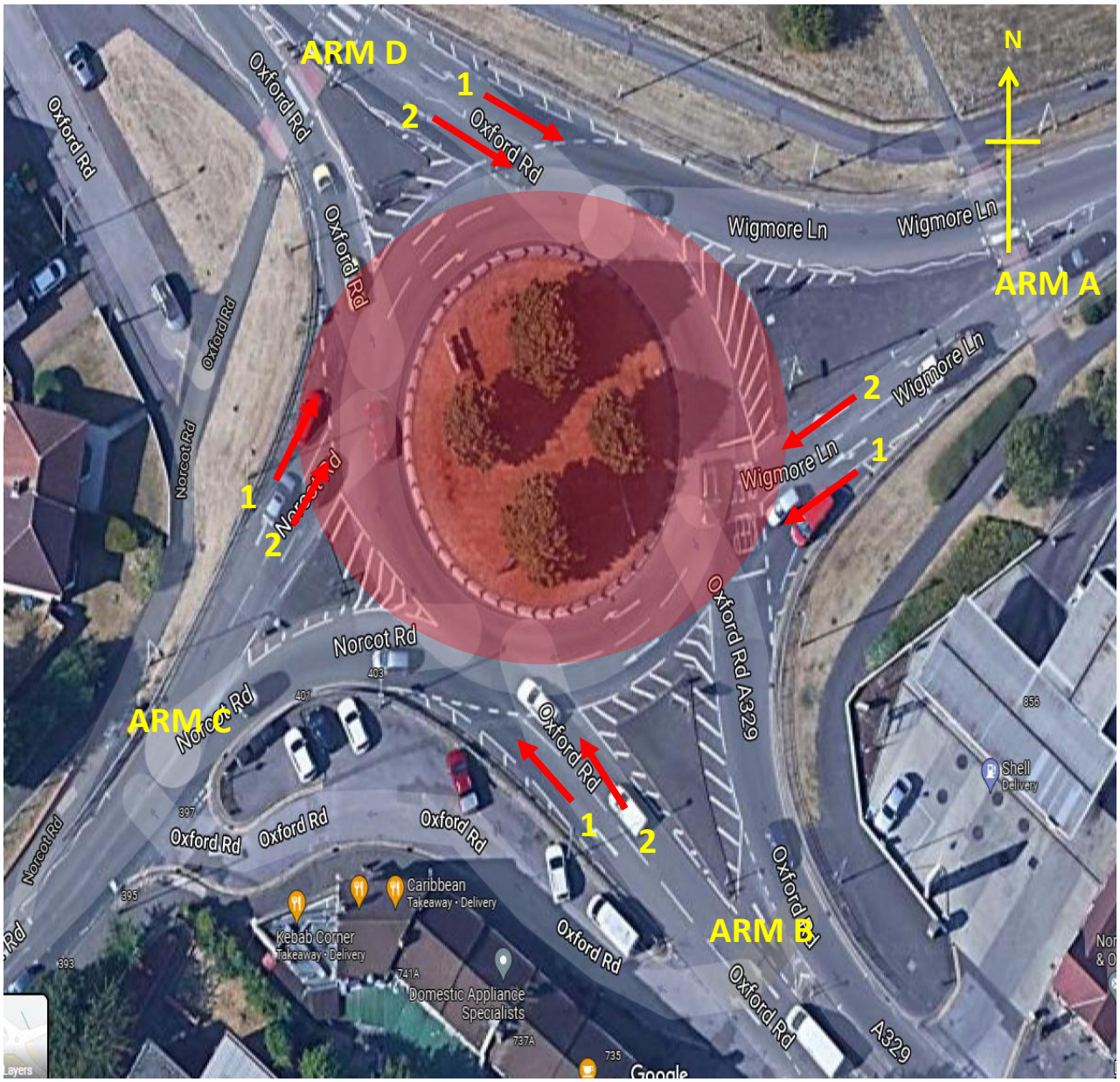
Reading
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Website | **Facebook** | **Twitter** | **YouTube**

Appendix 2

SITE: 1	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	**DATE: 11TH - 13TH SEPTEMBER 2021**
LOCATION: WIGMORE LN / OXFORD RD / NORCOT RD		**DAY: SATURDAY - MONDAY**



JOB TITLE: READING		**JOB NUMBER: 10714**

QUEUE LENGTHS

JOB REF: 10714

JOB NAME: READING

DATE: 11/09/2021

SITE: 1

DAY: SATURDAY

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD / OXFORD RD (N)

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

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

QUEUE LENGTHS

JOB REF: 10714

JOB NAME: READING

DATE: 12/09/2021

SITE: 1

DAY: SUNDAY

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD / OXFORD RD (N)

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

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

QUEUE LENGTHS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD / OXFORD RD (N) **DAY:** MONDAY

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

TIME	ARM A WIGMORE LN		ARM B OXFORD RD (S)		ARM C NORCOT RD		ARM D OXFORD RD (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	2	0
07:20	0	0	0	0	0	0	1	0
07:25	0	0	0	0	1	0	0	0
07:30	0	0	0	3	2	1	0	0
07:35	0	0	1	0	8	0	0	1
07:40	1	1	0	0	2	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	4	2	0	0
07:55	0	0	0	0	5	0	2	0
08:00	0	0	0	3	3	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	1	0	0	0	0
08:15	0	0	0	0	1	2	0	0
08:20	0	0	0	0	0	0	0	1
08:25	0	0	0	2	1	0	0	0
08:30	0	0	0	1	0	0	3	0
08:35	0	0	0	0	0	0	0	0
08:40	0	0	0	1	9	0	0	0
08:45	3	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	2	1
08:55	0	0	0	0	1	0	0	0
09:00	0	1	0	0	3	1	0	3
09:05	0	0	0	0	15	1	0	0
09:10	0	0	0	0	1	1	0	0
09:15	0	0	0	0	5	0	0	0
09:20	0	0	0	0	0	0	0	0
09:25	0	1	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	1	0	0	0
09:50	0	0	0	4	2	0	0	0
09:55	0	0	0	0	1	1	0	0

TIME	ARM A WIGMORE LN		ARM B OXFORD RD (S)		ARM C NORCOT RD		ARM D OXFORD RD (N)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
16:00	0	0	0	2	0	0	0	0
16:05	1	3	0	0	1	3	0	0
16:10	1	2	0	10	0	2	0	0
16:15	0	1	0	12	4	0	0	0
16:20	0	2	0	6	0	0	0	0
16:25	0	0	0	0	14	0	0	0
16:30	0	0	0	1	0	6	0	0
16:35	3	0	0	0	0	0	0	3
16:40	0	1	0	0	0	1	0	0
16:45	0	0	1	4	0	0	1	1
16:50	0	0	0	5	2	0	2	0
16:55	0	0	0	0	1	2	0	0
17:00	1	0	0	0	0	0	0	0
17:05	2	0	1	1	0	0	0	0
17:10	0	0	0	1	0	0	3	3
17:15	0	2	0	3	0	0	0	0
17:20	2	0	0	0	0	0	0	0
17:25	0	0	2	0	2	0	0	0
17:30	0	2	0	7	2	1	0	0
17:35	2	3	0	0	0	0	0	0
17:40	0	0	0	5	1	0	0	0
17:45	0	0	1	1	0	0	0	1
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	1	2	0	0	0
18:00	2	0	0	0	4	0	2	0
18:05	0	0	0	5	14	0	0	0
18:10	0	2	0	0	0	2	0	0
18:15	0	0	0	2	0	1	0	1
18:20	3	0	0	0	0	0	0	0
18:25	0	0	0	0	2	0	0	0
18:30	0	0	0	0	0	0	0	0
18:35	3	0	0	0	3	2	1	0
18:40	0	0	0	9	0	0	0	0
18:45	0	0	1	0	0	17	0	0
18:50	0	0	0	0	2	2	0	0
18:55	1	0	1	0	0	0	1	1

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	A TO A FROM WIGMORE LN TO WIGMORE LN								A TO B FROM WIGMORE LN TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	3	0	0	0	0	0	0	3	51	2	1	0	0	0	0	54
12:15	1	1	0	0	0	0	0	2	46	3	0	0	0	0	0	49
12:30	2	0	1	0	0	0	0	3	65	6	0	0	0	0	0	71
12:45	3	0	0	0	0	0	0	3	44	6	1	0	0	1	0	52
H/TOT	9	1	1	0	0	0	0	11	206	17	2	0	0	1	0	226
13:00	1	1	0	0	0	0	0	2	59	5	0	0	0	1	0	65
13:15	3	1	0	0	0	0	0	4	49	8	2	0	0	2	0	61
13:30	2	0	0	0	0	0	0	2	48	5	2	0	0	0	0	55
13:45	1	0	0	0	0	0	0	1	33	5	0	0	0	0	0	38
H/TOT	7	2	0	0	0	0	0	9	189	23	4	0	0	3	0	219
14:00	3	1	0	0	0	0	0	4	44	1	0	0	0	1	0	46
14:15	3	0	0	0	0	0	0	3	45	5	2	0	0	0	0	52
14:30	1	1	0	0	0	0	0	2	55	2	1	0	0	1	0	59
14:45	3	0	0	0	0	0	0	3	42	5	1	0	0	0	0	48
H/TOT	10	2	0	0	0	0	0	12	186	13	4	0	0	2	0	205
P/TOT	26	5	1	0	0	0	0	32	581	53	10	0	0	6	0	650

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	A TO C FROM WIGMORE LN TO NORCOT RD								A TO D FROM WIGMORE LN TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	49	7	1	0	0	2	0	59	105	5	0	0	0	0	0	110
12:15	37	3	0	0	0	0	0	40	105	13	0	0	0	1	0	119
12:30	37	9	0	0	0	0	0	46	83	2	2	0	0	0	0	87
12:45	47	7	0	0	0	4	0	58	104	15	0	1	0	1	2	123
H/TOT	170	26	1	0	0	6	0	203	397	35	2	1	0	2	2	439
13:00	40	3	1	0	0	3	0	47	103	7	2	0	0	1	0	113
13:15	47	4	0	0	0	2	1	54	86	12	1	0	0	4	0	103
13:30	47	5	1	0	0	1	0	54	103	11	2	0	0	1	0	117
13:45	52	2	1	0	0	0	0	55	110	12	2	0	0	5	0	129
H/TOT	186	14	3	0	0	6	1	210	402	42	7	0	0	11	0	462
14:00	53	5	2	0	0	1	0	61	74	11	2	0	0	1	0	88
14:15	43	5	2	0	0	4	0	54	83	7	1	0	0	1	1	93
14:30	51	2	0	0	0	0	2	55	77	14	1	0	0	1	0	93
14:45	76	6	1	0	0	2	1	86	91	10	1	0	0	3	0	105
H/TOT	223	18	5	0	0	7	3	256	325	42	5	0	0	6	1	379
P/TOT	579	58	9	0	0	19	4	669	1124	119	14	1	0	19	3	1280

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	B TO A FROM OXFORD RD (S) TO WIGMORE LN								B TO B FROM OXFORD RD (S) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	48	2	3	0	0	2	0	55	25	1	0	0	0	0	0	26
12:15	52	4	1	0	0	0	0	57	17	3	0	0	0	0	0	20
12:30	30	4	0	0	0	1	0	35	19	1	0	0	0	0	0	20
12:45	41	5	1	0	0	0	0	47	21	1	0	0	0	1	0	23
H/TOT	171	15	5	0	0	3	0	194	82	6	0	0	0	1	0	89
13:00	52	4	0	1	0	0	0	57	31	1	1	0	0	0	0	33
13:15	38	3	0	0	0	0	0	41	23	3	1	0	0	1	0	28
13:30	47	3	1	0	0	1	0	52	23	1	0	0	0	0	0	24
13:45	42	3	1	0	0	1	0	47	29	5	0	0	0	1	0	35
H/TOT	179	13	2	1	0	2	0	197	106	10	2	0	0	2	0	120
14:00	47	8	1	0	0	2	0	58	19	1	0	0	0	0	0	20
14:15	47	1	0	0	0	1	0	49	27	3	0	0	0	0	0	30
14:30	53	8	0	0	0	0	0	61	26	1	1	0	0	0	0	28
14:45	43	1	0	0	0	0	0	44	17	2	0	0	0	1	0	20
H/TOT	190	18	1	0	0	3	0	212	89	7	1	0	0	1	0	98
P/TOT	540	46	8	1	0	8	0	603	277	23	3	0	0	4	0	307

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	B TO C FROM OXFORD RD (S) TO NORCOT RD								B TO D FROM OXFORD RD (S) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	28	4	0	0	2	1	0	35	76	9	2	0	1	1	1	90
12:15	41	4	0	0	1	0	0	46	80	9	2	0	0	2	2	95
12:30	42	1	0	0	2	0	1	46	85	19	0	0	2	2	1	109
12:45	40	5	1	0	2	1	0	49	85	7	2	0	1	4	2	101
H/TOT	151	14	1	0	7	2	1	176	326	44	6	0	4	9	6	395
13:00	29	7	0	0	1	1	0	38	69	9	0	0	2	5	0	85
13:15	41	5	0	0	1	0	0	47	77	7	1	0	2	2	0	89
13:30	44	4	0	0	2	0	0	50	83	7	0	0	1	1	1	93
13:45	38	2	0	0	2	0	0	42	68	4	1	1	1	1	2	78
H/TOT	152	18	0	0	6	1	0	177	297	27	2	1	6	9	3	345
14:00	44	3	0	0	2	0	0	49	60	10	1	0	1	1	1	74
14:15	36	3	0	0	1	0	0	40	74	5	0	0	0	2	0	81
14:30	26	0	0	0	1	2	0	29	84	5	1	0	0	1	1	92
14:45	24	3	0	0	2	2	0	31	61	6	0	0	3	0	0	70
H/TOT	130	9	0	0	6	4	0	149	279	26	2	0	4	4	2	317
P/TOT	433	41	1	0	19	7	1	502	902	97	10	1	14	22	11	1057

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	C TO A FROM NORCOT RD TO WIGMORE LN								C TO B FROM NORCOT RD TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	43	7	0	0	0	1	0	51	43	2	0	0	2	3	0	50
12:15	34	2	0	0	0	1	0	37	41	1	0	0	1	0	0	43
12:30	50	7	1	0	0	1	0	59	38	7	0	0	2	0	0	47
12:45	37	7	2	0	0	0	0	46	38	2	0	0	1	2	0	43
H/TOT	164	23	3	0	0	3	0	193	160	12	0	0	6	5	0	183
13:00	24	4	1	0	0	1	0	30	35	3	1	0	2	2	0	43
13:15	42	6	0	0	0	1	0	49	38	1	0	0	1	0	0	40
13:30	57	5	0	0	0	1	0	63	35	3	1	0	2	0	1	42
13:45	38	5	0	0	0	2	0	45	39	3	0	0	1	0	0	43
H/TOT	161	20	1	0	0	5	0	187	147	10	2	0	6	2	1	168
14:00	47	8	0	0	0	1	0	56	45	4	0	0	2	2	0	53
14:15	52	5	1	0	0	1	0	59	35	2	0	0	2	1	0	40
14:30	42	2	0	0	0	6	0	50	38	5	0	0	1	0	0	44
14:45	40	4	0	0	0	1	0	45	35	2	1	0	1	1	0	40
H/TOT	181	19	1	0	0	9	0	210	153	13	1	0	6	4	0	177
P/TOT	506	62	5	0	0	17	0	590	460	35	3	0	18	11	1	528

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	C TO C FROM NORCOT RD TO NORCOT RD								C TO D FROM NORCOT RD TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	0	0	0	0	0	0	0	0	11	2	0	0	0	2	0	15
12:15	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
12:30	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
12:45	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25
H/TOT	0	0	0	0	0	0	0	0	53	8	1	0	0	2	0	64
13:00	0	0	0	0	0	0	0	0	13	1	0	0	0	1	1	16
13:15	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17
13:30	0	0	0	0	0	0	0	0	15	7	0	0	1	0	0	23
13:45	0	0	0	0	0	0	0	0	10	0	0	0	0	1	0	11
H/TOT	0	0	0	0	0	0	0	0	52	11	0	0	1	2	1	67
14:00	0	0	0	0	0	0	0	0	19	0	1	0	0	1	0	21
14:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	1	19
14:30	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
14:45	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	73	6	1	0	0	1	1	82
P/TOT	0	0	0	0	0	0	0	0	178	25	2	0	1	5	2	213

MANUAL CLASSIFIED COUNTS

JOB REF: **10714**

JOB NAME: **READING**

SITE: **1** **DATE:** **11/09/2021**

LOCATION: **WIGMORE LN / OXFORD RD (S) / NORCOT RD** **DAY:** **SATURDAY**

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	D TO A FROM OXFORD RD (N) TO WIGMORE LN								D TO B FROM OXFORD RD (N) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	84	12	2	0	0	0	3	101	80	12	1	0	1	1	1	96
12:15	80	6	1	0	0	1	0	88	85	2	1	0	0	5	0	93
12:30	79	9	1	0	0	0	0	89	68	5	2	0	1	1	1	78
12:45	102	13	2	0	0	0	0	117	86	11	0	0	1	0	0	98
H/TOT	345	40	6	0	0	1	3	395	319	30	4	0	3	7	2	365
13:00	85	6	3	1	0	0	0	95	98	7	1	0	1	3	0	110
13:15	85	9	0	0	0	1	0	95	69	6	0	0	1	3	0	79
13:30	77	11	0	0	0	0	0	88	82	8	1	0	1	4	0	96
13:45	98	6	0	0	0	1	1	106	76	6	1	0	0	2	0	85
H/TOT	345	32	3	1	0	2	1	384	325	27	3	0	3	12	0	370
14:00	91	12	2	0	1	1	1	108	91	1	1	0	2	4	1	100
14:15	77	8	0	0	0	2	0	87	74	7	4	0	2	0	3	90
14:30	107	4	0	0	0	0	0	111	95	8	1	0	0	2	1	107
14:45	77	2	3	0	0	0	1	83	76	4	1	0	1	3	0	85
H/TOT	352	26	5	0	1	3	2	389	336	20	7	0	5	9	5	382
P/TOT	1042	98	14	1	1	6	6	1168	980	77	14	0	11	28	7	1117

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	D TO C FROM OXFORD RD (N) TO NORCOT RD								D TO D FROM OXFORD RD (N) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	19	4	1	0	0	0	0	24	0	0	0	0	0	0	0	0
12:15	21	3	0	0	0	0	1	25	0	0	0	0	0	0	0	0
12:30	25	3	0	0	0	0	0	28	0	0	0	0	0	0	0	0
12:45	26	4	1	0	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	91	14	2	0	0	0	1	108	0	0	0	0	0	0	0	0
13:00	30	7	0	0	0	0	0	37	0	0	0	0	0	0	0	0
13:15	16	3	1	0	0	2	0	22	0	0	0	0	0	0	0	0
13:30	21	4	0	0	0	0	0	25	0	0	0	0	1	0	0	1
13:45	16	5	0	0	0	0	0	21	0	0	0	0	0	0	0	0
H/TOT	83	19	1	0	0	2	0	105	0	0	0	0	1	0	0	1
14:00	22	1	1	0	0	0	0	24	0	0	0	0	0	0	0	0
14:15	18	2	0	0	0	2	0	22	0	0	0	0	0	0	0	0
14:30	14	2	0	0	0	1	0	17	0	0	0	0	0	0	0	0
14:45	20	3	0	0	0	1	0	24	0	0	0	0	0	0	0	0
H/TOT	74	8	1	0	0	4	0	87	0	0	0	0	0	0	0	0
P/TOT	248	41	4	0	0	6	1	300	0	0	0	0	1	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	TO ARM A WIGMORE LN								FROM ARM A WIGMORE LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	178	21	5	0	0	3	3	210	208	14	2	0	0	2	0	226
12:15	167	13	2	0	0	2	0	184	189	20	0	0	0	1	0	210
12:30	161	20	3	0	0	2	0	186	187	17	3	0	0	0	0	207
12:45	183	25	5	0	0	0	0	213	198	28	1	1	0	6	2	236
H/TOT	689	79	15	0	0	7	3	793	782	79	6	1	0	9	2	879
13:00	162	15	4	2	0	1	0	184	203	16	3	0	0	5	0	227
13:15	168	19	0	0	0	2	0	189	185	25	3	0	0	8	1	222
13:30	183	19	1	0	0	2	0	205	200	21	5	0	0	2	0	228
13:45	179	14	1	0	0	4	1	199	196	19	3	0	0	5	0	223
H/TOT	692	67	6	2	0	9	1	777	784	81	14	0	0	20	1	900
14:00	188	29	3	0	1	4	1	226	174	18	4	0	0	3	0	199
14:15	179	14	1	0	0	4	0	198	174	17	5	0	0	5	1	202
14:30	203	15	0	0	0	6	0	224	184	19	2	0	0	2	2	209
14:45	163	7	3	0	0	1	1	175	212	21	3	0	0	5	1	242
H/TOT	733	65	7	0	1	15	2	823	744	75	14	0	0	15	4	852
P/TOT	2114	211	28	2	1	31	6	2393	2310	235	34	1	0	44	7	2631

MANUAL CLASSIFIED COUNTS

JOB REF: **10714**

JOB NAME: **READING**

SITE: **1** **DATE:** **11/09/2021**

LOCATION: **WIGMORE LN / OXFORD RD (S) / NORCOT RD** **DAY:** **SATURDAY**

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	TO ARM B OXFORD RD (S)								FROM ARM B OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	199	17	2	0	3	4	1	226	177	16	5	0	3	4	1	206
12:15	189	9	1	0	1	5	0	205	190	20	3	0	1	2	2	218
12:30	190	19	2	0	3	1	1	216	176	25	0	0	4	3	2	210
12:45	189	20	1	0	2	4	0	216	187	18	4	0	3	6	2	220
H/TOT	767	65	6	0	9	14	2	863	730	79	12	0	11	15	7	854
13:00	223	16	3	0	3	6	0	251	181	21	1	1	3	6	0	213
13:15	179	18	3	0	2	6	0	208	179	18	2	0	3	3	0	205
13:30	188	17	4	0	3	4	1	217	197	15	1	0	3	2	1	219
13:45	177	19	1	0	1	3	0	201	177	14	2	1	3	3	2	202
H/TOT	767	70	11	0	9	19	1	877	734	68	6	2	12	14	3	839
14:00	199	7	1	0	4	7	1	219	170	22	2	0	3	3	1	201
14:15	181	17	6	0	4	1	3	212	184	12	0	0	1	3	0	200
14:30	214	16	3	0	1	3	1	238	189	14	2	0	1	3	1	210
14:45	170	13	3	0	2	5	0	193	145	12	0	0	5	3	0	165
H/TOT	764	53	13	0	11	16	5	862	688	60	4	0	10	12	2	776
P/TOT	2298	188	30	0	29	49	8	2602	2152	207	22	2	33	41	12	2469

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	TO ARM C NORCOT RD								FROM ARM C NORCOT RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	96	15	2	0	2	3	0	118	97	11	0	0	2	6	0	116
12:15	99	10	0	0	1	0	1	111	89	5	0	0	1	1	0	96
12:30	104	13	0	0	2	0	1	120	93	16	2	0	2	1	0	114
12:45	113	16	2	0	2	5	0	138	98	11	2	0	1	2	0	114
H/TOT	412	54	4	0	7	8	2	487	377	43	4	0	6	10	0	440
13:00	99	17	1	0	1	4	0	122	72	8	2	0	2	4	1	89
13:15	104	12	1	0	1	4	1	123	94	10	0	0	1	1	0	106
13:30	112	13	1	0	2	1	0	129	107	15	1	0	3	1	1	128
13:45	106	9	1	0	2	0	0	118	87	8	0	0	1	3	0	99
H/TOT	421	51	4	0	6	9	1	492	360	41	3	0	7	9	2	422
14:00	119	9	3	0	2	1	0	134	111	12	1	0	2	4	0	130
14:15	97	10	2	0	1	6	0	116	103	9	1	0	2	2	1	118
14:30	91	4	0	0	1	3	2	101	99	8	0	0	1	6	0	114
14:45	120	12	1	0	2	5	1	141	94	9	1	0	1	2	0	107
H/TOT	427	35	6	0	6	15	3	492	407	38	3	0	6	14	1	469
P/TOT	1260	140	14	0	19	32	6	1471	1144	122	10	0	19	33	3	1331

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 11/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SATURDAY

TIME	TO ARM D OXFORD RD (N)								FROM ARM D OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	192	16	2	0	1	3	1	215	183	28	4	0	1	1	4	221
12:15	199	24	2	0	0	3	2	230	186	11	2	0	0	6	1	206
12:30	173	23	3	0	2	2	1	204	172	17	3	0	1	1	1	195
12:45	212	24	2	1	1	5	4	249	214	28	3	0	1	0	0	246
H/TOT	776	87	9	1	4	13	8	898	755	84	12	0	3	8	6	868
13:00	185	17	2	0	2	7	1	214	213	20	4	1	1	3	0	242
13:15	177	22	2	0	2	6	0	209	170	18	1	0	1	6	0	196
13:30	201	25	2	0	3	2	1	234	180	23	1	0	2	4	0	210
13:45	188	16	3	1	1	7	2	218	190	17	1	0	0	3	1	212
H/TOT	751	80	9	1	8	22	4	875	753	78	7	1	4	16	1	860
14:00	153	21	4	0	1	3	1	183	204	14	4	0	3	5	2	232
14:15	173	14	1	0	0	3	2	193	169	17	4	0	2	4	3	199
14:30	180	20	2	0	0	2	1	205	216	14	1	0	0	3	1	235
14:45	171	19	1	0	3	3	0	197	173	9	4	0	1	4	1	192
H/TOT	677	74	8	0	4	11	4	778	762	54	13	0	6	16	7	858
P/TOT	2204	241	26	2	16	46	16	2551	2270	216	32	1	13	40	14	2586

MANUAL CLASSIFIED COUNTS

JOB REF: **10714**

JOB NAME: **READING**

SITE: **1** **DATE:** **11/09/2021**

LOCATION: **WIGMORE LN / OXFORD RD (S) / NORCOT RD** **DAY:** **SATURDAY**

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	A TO A FROM WIGMORE LN TO WIGMORE LN								A TO B FROM WIGMORE LN TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	3	0	1	0	0	0	0	4	45	3	0	0	0	0	0	48
12:15	2	0	0	0	0	0	0	2	45	4	0	0	0	0	0	49
12:30	7	0	0	0	0	0	0	7	69	3	2	0	0	0	0	74
12:45	1	0	0	0	0	0	0	1	58	1	1	0	0	1	0	61
H/TOT	13	0	1	0	0	0	0	14	217	11	3	0	0	1	0	232
13:00	4	0	0	0	0	0	0	4	54	3	0	0	0	1	0	58
13:15	3	0	0	0	0	0	0	3	68	7	0	1	0	0	1	77
13:30	4	0	0	0	0	0	0	4	41	2	0	0	0	0	0	43
13:45	1	0	0	0	0	0	0	1	48	2	0	0	0	1	0	51
H/TOT	12	0	0	0	0	0	0	12	211	14	0	1	0	2	1	229
14:00	2	0	0	0	0	0	0	2	55	1	1	0	0	1	0	58
14:15	3	0	0	0	0	0	0	3	44	2	1	0	0	1	0	48
14:30	0	0	0	0	0	0	0	0	51	8	0	0	0	0	0	59
14:45	5	0	0	0	0	0	0	5	28	2	0	0	0	1	0	31
H/TOT	10	0	0	0	0	0	0	10	178	13	2	0	0	3	0	196
P/TOT	35	0	1	0	0	0	0	36	606	38	5	1	0	6	1	657

MANUAL CLASSIFIED COUNTS

JOB REF: **10714**

JOB NAME: **READING**

SITE: **1** **DATE:** **12/09/2021**

LOCATION: **WIGMORE LN / OXFORD RD (S) / NORCOT RD** **DAY:** **SUNDAY**

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	A TO C FROM WIGMORE LN TO NORCOT RD								A TO D FROM WIGMORE LN TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	40	3	0	0	0	0	0	43	76	8	0	0	0	4	0	88
12:15	50	5	0	0	0	2	0	57	91	13	1	0	0	2	1	108
12:30	29	5	1	0	0	1	0	36	111	5	0	0	0	2	0	118
12:45	43	3	0	0	0	0	0	46	132	12	0	0	0	0	0	144
H/TOT	162	16	1	0	0	3	0	182	410	38	1	0	0	8	1	458
13:00	43	3	0	0	0	1	0	47	116	8	1	0	0	4	1	130
13:15	44	9	1	0	0	3	0	57	74	8	0	1	0	5	0	88
13:30	38	6	0	0	0	3	0	47	97	3	0	0	0	1	0	101
13:45	56	2	0	0	0	2	0	60	82	1	0	0	0	2	1	86
H/TOT	181	20	1	0	0	9	0	211	369	20	1	1	0	12	2	405
14:00	56	5	1	0	0	1	1	64	79	2	4	0	0	2	0	87
14:15	41	0	0	0	0	1	0	42	93	10	0	0	0	1	0	104
14:30	50	0	1	0	0	1	0	52	94	7	1	0	0	3	0	105
14:45	48	1	1	0	0	1	0	51	77	7	2	0	0	2	2	90
H/TOT	195	6	3	0	0	4	1	209	343	26	7	0	0	8	2	386
P/TOT	538	42	5	0	0	16	1	602	1122	84	9	1	0	28	5	1249

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	B TO A FROM OXFORD RD (S) TO WIGMORE LN								B TO B FROM OXFORD RD (S) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	55	1	0	1	0	1	0	58	15	2	0	0	0	0	0	17
12:15	56	3	2	0	0	0	0	61	12	3	0	0	0	1	0	16
12:30	52	5	1	0	0	0	0	58	24	0	0	0	0	1	0	25
12:45	43	3	1	0	0	1	0	48	21	0	0	0	0	0	0	21
H/TOT	206	12	4	1	0	2	0	225	72	5	0	0	0	2	0	79
13:00	45	3	0	0	0	1	0	49	24	0	0	0	0	0	0	24
13:15	63	3	0	0	0	0	0	66	17	0	0	0	0	1	0	18
13:30	47	2	0	0	0	2	0	51	24	1	0	0	0	0	0	25
13:45	43	0	0	0	0	2	0	45	18	2	0	0	0	1	0	21
H/TOT	198	8	0	0	0	5	0	211	83	3	0	0	0	2	0	88
14:00	49	6	0	0	0	1	2	58	10	3	0	0	0	3	0	16
14:15	50	4	0	0	0	0	0	54	30	2	0	0	0	0	0	32
14:30	45	3	0	0	0	1	0	49	18	0	0	0	0	0	0	18
14:45	50	8	0	0	0	0	0	58	16	4	0	0	0	0	0	20
H/TOT	194	21	0	0	0	2	2	219	74	9	0	0	0	3	0	86
P/TOT	598	41	4	1	0	9	2	655	229	17	0	0	0	7	0	253

MANUAL CLASSIFIED COUNTS

JOB REF: **10714**

JOB NAME: **READING**

SITE: **1** **DATE:** **12/09/2021**

LOCATION: **WIGMORE LN / OXFORD RD (S) / NORCOT RD** **DAY:** **SUNDAY**

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	B TO C FROM OXFORD RD (S) TO NORCOT RD								B TO D FROM OXFORD RD (S) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	32	3	1	0	1	2	0	39	75	7	1	0	1	2	1	87
12:15	38	3	0	0	1	3	0	45	81	5	1	0	0	2	3	92
12:30	27	6	0	0	1	1	0	35	77	9	1	1	1	1	0	90
12:45	38	2	0	0	2	2	0	44	72	6	2	0	0	3	1	84
H/TOT	135	14	1	0	5	8	0	163	305	27	5	1	2	8	5	353
13:00	43	3	0	0	1	2	0	49	82	4	0	0	0	1	1	88
13:15	43	4	0	0	1	1	1	50	77	7	0	0	1	2	1	88
13:30	40	2	0	0	2	0	0	44	68	6	1	0	0	2	0	77
13:45	43	5	1	0	2	0	0	51	62	4	0	1	0	1	2	70
H/TOT	169	14	1	0	6	3	1	194	289	21	1	1	1	6	4	323
14:00	43	5	0	0	0	0	0	48	67	6	0	0	1	2	2	78
14:15	45	4	0	0	3	1	0	53	63	6	1	0	0	2	2	74
14:30	40	7	1	0	0	1	0	49	54	7	0	0	1	4	1	67
14:45	32	0	0	0	2	2	0	36	63	6	0	0	0	2	2	73
H/TOT	160	16	1	0	5	4	0	186	247	25	1	0	2	10	7	292
P/TOT	464	44	3	0	16	15	1	543	841	73	7	2	5	24	16	968

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	C TO A FROM NORCOT RD TO WIGMORE LN								C TO B FROM NORCOT RD TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	36	5	0	0	0	1	1	43	29	3	1	0	1	0	0	34
12:15	45	5	0	0	0	1	0	51	44	5	0	0	1	0	0	50
12:30	45	7	0	0	0	3	0	55	33	1	0	0	2	1	0	37
12:45	43	4	0	0	0	0	0	47	40	1	1	0	1	1	0	44
H/TOT	169	21	0	0	0	5	1	196	146	10	2	0	5	2	0	165
13:00	40	6	0	0	0	0	0	46	52	2	0	0	1	2	0	57
13:15	31	2	0	0	0	2	0	35	44	0	0	0	1	1	0	46
13:30	41	7	0	0	0	2	0	50	35	3	0	0	2	1	0	41
13:45	50	0	0	0	0	0	1	51	42	2	0	0	1	4	0	49
H/TOT	162	15	0	0	0	4	1	182	173	7	0	0	5	8	0	193
14:00	42	3	1	0	0	1	0	47	52	2	2	0	1	0	0	57
14:15	48	5	0	0	0	0	0	53	33	6	0	0	1	1	1	42
14:30	55	6	0	0	0	2	0	63	47	3	0	0	2	1	0	53
14:45	50	1	1	0	0	1	0	53	30	5	1	0	1	2	0	39
H/TOT	195	15	2	0	0	4	0	216	162	16	3	0	5	4	1	191
P/TOT	526	51	2	0	0	13	2	594	481	33	5	0	15	14	1	549

MANUAL CLASSIFIED COUNTS

JOB REF: **10714**

JOB NAME: **READING**

SITE: **1** **DATE:** **12/09/2021**

LOCATION: **WIGMORE LN / OXFORD RD (S) / NORCOT RD** **DAY:** **SUNDAY**

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	C TO C FROM NORCOT RD TO NORCOT RD								C TO D FROM NORCOT RD TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	19
12:15	0	0	0	0	0	0	0	0	26	4	0	0	1	0	0	31
12:30	0	0	0	0	0	0	0	0	22	2	0	0	0	0	0	24
12:45	0	0	0	0	0	0	0	0	23	3	0	0	0	0	0	26
H/TOT	0	0	0	0	0	0	0	0	87	12	0	0	1	0	0	100
13:00	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	23
13:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	20
13:30	0	0	0	0	0	0	0	0	21	1	1	0	0	2	0	25
13:45	0	0	0	0	0	0	0	0	19	1	0	0	1	0	1	22
H/TOT	0	0	0	0	0	0	0	0	81	4	1	0	1	2	1	90
14:00	0	0	0	0	0	0	0	0	14	0	0	0	0	0	1	15
14:15	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16
14:30	0	0	0	0	0	0	0	0	14	1	0	0	0	1	0	16
14:45	0	0	0	0	0	0	0	0	11	0	0	0	0	0	1	12
H/TOT	0	0	0	0	0	0	0	0	54	2	0	0	0	1	2	59
P/TOT	0	0	0	0	0	0	0	0	222	18	1	0	2	3	3	249

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	D TO A FROM OXFORD RD (N) TO WIGMORE LN								D TO B FROM OXFORD RD (N) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	101	6	1	1	0	0	1	110	63	8	1	1	0	0	4	77
12:15	98	2	2	1	0	3	0	106	80	11	1	0	1	3	0	96
12:30	100	10	1	0	0	2	0	113	69	8	1	0	0	2	0	80
12:45	92	3	1	0	0	1	0	97	79	7	0	0	1	3	1	91
H/TOT	391	21	5	2	0	6	1	426	291	34	3	1	2	8	5	344
13:00	95	5	3	0	0	1	0	104	78	6	0	0	1	1	2	88
13:15	96	3	2	1	0	2	3	107	71	9	0	0	0	0	1	81
13:30	79	11	1	0	0	2	2	95	72	7	1	0	0	3	2	85
13:45	75	2	0	0	0	1	0	78	65	8	2	0	1	0	0	76
H/TOT	345	21	6	1	0	6	5	384	286	30	3	0	2	4	5	330
14:00	82	5	1	0	0	1	1	90	72	2	0	0	0	0	1	75
14:15	62	4	1	0	0	0	2	69	66	5	0	1	1	1	2	76
14:30	91	7	1	0	0	2	3	104	57	11	2	0	1	0	4	75
14:45	76	8	0	0	0	2	0	86	63	5	1	0	0	3	1	73
H/TOT	311	24	3	0	0	5	6	349	258	23	3	1	2	4	8	299
P/TOT	1047	66	14	3	0	17	12	1159	835	87	9	2	6	16	18	973

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	D TO C FROM OXFORD RD (N) TO NORCOT RD								D TO D FROM OXFORD RD (N) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	21	2	0	0	0	0	0	23	0	0	1	0	0	0	0	1
12:15	34	1	1	0	0	0	0	36	0	0	0	0	0	0	0	0
12:30	22	2	0	0	0	0	2	26	0	0	0	0	0	0	0	0
12:45	18	2	0	0	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	95	7	1	0	0	0	2	105	0	0	1	0	0	0	0	1
13:00	22	5	1	0	0	0	0	28	0	0	0	0	0	0	0	0
13:15	27	2	0	0	0	0	0	29	0	0	0	0	0	0	0	0
13:30	19	2	1	0	0	0	0	22	0	0	0	0	0	0	0	0
13:45	22	2	2	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	90	11	4	0	0	0	0	105	0	0	0	0	0	0	0	0
14:00	23	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
14:15	20	2	0	0	0	0	0	22	0	0	0	0	0	0	0	0
14:30	26	0	1	0	0	1	0	28	0	0	0	0	0	0	0	0
14:45	23	2	0	0	0	0	0	25	0	0	0	0	0	0	0	0
H/TOT	92	4	1	0	0	1	0	98	0	0	0	0	0	0	0	0
P/TOT	277	22	6	0	0	1	2	308	0	0	1	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	TO ARM A WIGMORE LN								FROM ARM A WIGMORE LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	195	12	2	2	0	2	2	215	164	14	1	0	0	4	0	183
12:15	201	10	4	1	0	4	0	220	188	22	1	0	0	4	1	216
12:30	204	22	2	0	0	5	0	233	216	13	3	0	0	3	0	235
12:45	179	10	2	0	0	2	0	193	234	16	1	0	0	1	0	252
H/TOT	779	54	10	3	0	13	2	861	802	65	6	0	0	12	1	886
13:00	184	14	3	0	0	2	0	203	217	14	1	0	0	6	1	239
13:15	193	8	2	1	0	4	3	211	189	24	1	2	0	8	1	225
13:30	171	20	1	0	0	6	2	200	180	11	0	0	0	4	0	195
13:45	169	2	0	0	0	3	1	175	187	5	0	0	0	5	1	198
H/TOT	717	44	6	1	0	15	6	789	773	54	2	2	0	23	3	857
14:00	175	14	2	0	0	3	3	197	192	8	6	0	0	4	1	211
14:15	163	13	1	0	0	0	2	179	181	12	1	0	0	3	0	197
14:30	191	16	1	0	0	5	3	216	195	15	2	0	0	4	0	216
14:45	181	17	1	0	0	3	0	202	158	10	3	0	0	4	2	177
H/TOT	710	60	5	0	0	11	8	794	726	45	12	0	0	15	3	801
P/TOT	2206	158	21	4	0	39	16	2444	2301	164	20	2	0	50	7	2544

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	TO ARM B OXFORD RD (S)								FROM ARM B OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	152	16	2	1	1	0	4	176	177	13	2	1	2	5	1	201
12:15	181	23	1	0	2	4	0	211	187	14	3	0	1	6	3	214
12:30	195	12	3	0	2	4	0	216	180	20	2	1	2	3	0	208
12:45	198	9	2	0	2	5	1	217	174	11	3	0	2	6	1	197
H/TOT	726	60	8	1	7	13	5	820	718	58	10	2	7	20	5	820
13:00	208	11	0	0	2	4	2	227	194	10	0	0	1	4	1	210
13:15	200	16	0	1	1	2	2	222	200	14	0	0	2	4	2	222
13:30	172	13	1	0	2	4	2	194	179	11	1	0	2	4	0	197
13:45	173	14	2	0	2	6	0	197	166	11	1	1	2	4	2	187
H/TOT	753	54	3	1	7	16	6	840	739	46	2	1	7	16	5	816
14:00	189	8	3	0	1	4	1	206	169	20	0	0	1	6	4	200
14:15	173	15	1	1	2	3	3	198	188	16	1	0	3	3	2	213
14:30	173	22	2	0	3	1	4	205	157	17	1	0	1	6	1	183
14:45	137	16	2	0	1	6	1	163	161	18	0	0	2	4	2	187
H/TOT	672	61	8	1	7	14	9	772	675	71	2	0	7	19	9	783
P/TOT	2151	175	19	3	21	43	20	2432	2132	175	14	3	21	55	19	2419

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	TO ARM C NORCOT RD								FROM ARM C NORCOT RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	93	8	1	0	1	2	0	105	81	11	1	0	1	1	1	96
12:15	122	9	1	0	1	5	0	138	115	14	0	0	2	1	0	132
12:30	78	13	1	0	1	2	2	97	100	10	0	0	2	4	0	116
12:45	99	7	0	0	2	2	0	110	106	8	1	0	1	1	0	117
H/TOT	392	37	3	0	5	11	2	450	402	43	2	0	6	7	1	461
13:00	108	11	1	0	1	3	0	124	114	9	0	0	1	2	0	126
13:15	114	15	1	0	1	4	1	136	94	3	0	0	1	3	0	101
13:30	97	10	1	0	2	3	0	113	97	11	1	0	2	5	0	116
13:45	121	9	3	0	2	2	0	137	111	3	0	0	2	4	2	122
H/TOT	440	45	6	0	6	12	1	510	416	26	1	0	6	14	2	465
14:00	122	10	1	0	0	1	1	135	108	5	3	0	1	1	1	119
14:15	106	6	0	0	3	2	0	117	96	12	0	0	1	1	1	111
14:30	116	7	3	0	0	3	0	129	116	10	0	0	2	4	0	132
14:45	103	3	1	0	2	3	0	112	91	6	2	0	1	3	1	104
H/TOT	447	26	5	0	5	9	1	493	411	33	5	0	5	9	3	466
P/TOT	1279	108	14	0	16	32	4	1453	1229	102	8	0	17	30	6	1392

MANUAL CLASSIFIED COUNTS

JOB REF: **10714**

JOB NAME: **READING**

SITE: **1** **DATE:** **12/09/2021**

LOCATION: **WIGMORE LN / OXFORD RD (S) / NORCOT RD** **DAY:** **SUNDAY**

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

TIME	TO ARM D OXFORD RD (N)								FROM ARM D OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	167	18	2	0	1	6	1	195	185	16	3	2	0	0	5	211
12:15	198	22	2	0	1	4	4	231	212	14	4	1	1	6	0	238
12:30	210	16	1	1	1	3	0	232	191	20	2	0	0	4	2	219
12:45	227	21	2	0	0	3	1	254	189	12	1	0	1	4	1	208
H/TOT	802	77	7	1	3	16	6	912	777	62	10	3	2	14	8	876
13:00	220	13	1	0	0	5	2	241	195	16	4	0	1	2	2	220
13:15	170	16	0	1	1	7	1	196	194	14	2	1	0	2	4	217
13:30	186	10	2	0	0	5	0	203	170	20	3	0	0	5	4	202
13:45	163	6	0	1	1	3	4	178	162	12	4	0	1	1	0	180
H/TOT	739	45	3	2	2	20	7	818	721	62	13	1	2	10	10	819
14:00	160	8	4	0	1	4	3	180	177	7	1	0	0	1	2	188
14:15	171	17	1	0	0	3	2	194	148	11	1	1	1	1	4	167
14:30	162	15	1	0	1	8	1	188	174	18	4	0	1	3	7	207
14:45	151	13	2	0	0	4	5	175	162	15	1	0	0	5	1	184
H/TOT	644	53	8	0	2	19	11	737	661	51	7	1	2	10	14	746
P/TOT	2185	175	18	3	7	55	24	2467	2159	175	30	5	6	34	32	2441

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 12/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	A TO A FROM WIGMORE LN TO WIGMORE LN								A TO B FROM WIGMORE LN TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	0	0	0	0	0	5	4	3	3	1	0	0	0	11
07:15	1	2	0	0	0	0	0	3	10	3	4	1	0	0	0	18
07:30	1	0	0	0	0	0	0	1	15	2	2	0	0	0	0	19
07:45	5	0	0	0	0	0	0	5	9	5	3	1	0	1	0	19
H/TOT	11	3	0	0	0	0	0	14	38	13	12	3	0	1	0	67
08:00	3	0	0	0	0	0	0	3	27	7	3	0	0	0	0	37
08:15	1	0	0	0	0	1	0	2	26	7	4	1	0	0	0	38
08:30	1	1	0	0	0	0	0	2	15	9	6	1	0	0	0	31
08:45	3	0	0	0	0	0	0	3	19	15	2	1	0	0	0	37
H/TOT	8	1	0	0	0	1	0	10	87	38	15	3	0	0	0	143
09:00	1	0	0	0	0	0	0	1	23	18	4	0	0	0	0	45
09:15	1	0	1	0	0	0	0	2	15	10	4	2	0	0	0	31
09:30	0	0	0	0	0	0	0	0	26	11	7	0	0	0	0	44
09:45	0	0	0	0	0	0	0	0	32	14	3	1	0	0	0	50
H/TOT	2	0	1	0	0	0	0	3	96	53	18	3	0	0	0	170
P/TOT	21	4	1	0	0	1	0	27	221	104	45	9	0	1	0	380

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	A TO A FROM WIGMORE LN TO WIGMORE LN								A TO B FROM WIGMORE LN TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	32	9	1	0	0	3	0	45
16:15	3	0	0	0	0	0	0	3	45	3	0	1	0	0	0	49
16:30	2	0	0	0	0	0	0	2	35	10	0	0	0	0	0	45
16:45	0	0	0	0	0	0	0	0	37	6	0	0	0	3	0	46
H/TOT	6	0	0	0	0	0	0	6	149	28	1	1	0	6	0	185
17:00	3	0	0	0	0	0	0	3	46	10	1	0	0	1	0	58
17:15	3	0	0	0	0	0	0	3	46	7	0	0	0	1	0	54
17:30	0	0	0	0	0	0	0	0	36	7	0	0	0	0	0	43
17:45	2	0	0	0	0	0	0	2	43	2	0	0	0	0	0	45
H/TOT	8	0	0	0	0	0	0	8	171	26	1	0	0	2	0	200
18:00	1	1	0	0	0	1	0	3	53	10	2	0	0	2	0	67
18:15	0	0	0	0	0	0	0	0	44	1	0	1	0	2	0	48
18:30	2	0	0	0	0	1	0	3	54	0	1	0	0	0	0	55
18:45	2	0	0	0	0	0	0	2	48	2	0	0	0	4	0	54
H/TOT	5	1	0	0	0	2	0	8	199	13	3	1	0	8	0	224
P/TOT	19	1	0	0	0	2	0	22	519	67	5	2	0	16	0	609

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	A TO C FROM WIGMORE LN TO NORCOT RD								A TO D FROM WIGMORE LN TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	4	1	0	0	0	0	18	23	14	1	0	0	0	0	38
07:15	19	4	0	0	0	0	0	23	37	19	6	0	1	1	0	64
07:30	24	3	3	0	0	0	0	30	41	27	3	1	0	0	0	72
07:45	26	8	0	0	0	2	0	36	53	15	3	2	0	2	1	76
H/TOT	82	19	4	0	0	2	0	107	154	75	13	3	1	3	1	250
08:00	39	6	3	0	0	0	0	48	65	19	6	0	0	0	0	90
08:15	37	6	5	0	0	0	0	48	50	21	3	0	0	1	0	75
08:30	27	8	3	0	0	0	0	38	56	18	4	0	0	1	0	79
08:45	21	8	0	0	0	0	0	29	57	21	6	1	0	1	0	86
H/TOT	124	28	11	0	0	0	0	163	228	79	19	1	0	3	0	330
09:00	24	14	1	1	0	1	0	41	58	24	6	0	0	1	0	89
09:15	20	3	2	0	0	1	0	26	50	25	3	0	0	0	0	78
09:30	15	2	1	1	0	0	0	19	36	21	1	1	0	0	0	59
09:45	40	12	4	0	0	1	0	57	51	18	4	1	0	1	0	75
H/TOT	99	31	8	2	0	3	0	143	195	88	14	2	0	2	0	301
P/TOT	305	78	23	2	0	5	0	413	577	242	46	6	1	8	1	881

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	A TO C FROM WIGMORE LN TO NORCOT RD								A TO D FROM WIGMORE LN TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	35	15	0	0	0	2	0	52	99	30	6	0	0	1	0	136
16:15	45	14	0	0	0	1	0	60	95	25	1	0	0	3	0	124
16:30	41	13	3	0	0	3	0	60	93	27	3	0	0	1	0	124
16:45	52	18	0	0	0	3	0	73	101	14	3	0	0	1	0	119
H/TOT	173	60	3	0	0	9	0	245	388	96	13	0	0	6	0	503
17:00	49	9	0	0	0	2	0	60	85	18	1	0	2	0	1	107
17:15	62	6	0	0	0	0	0	68	103	12	1	0	0	3	1	120
17:30	67	4	0	0	0	0	0	71	110	14	1	0	0	1	0	126
17:45	54	6	1	0	0	0	0	61	111	17	0	0	0	1	0	129
H/TOT	232	25	1	0	0	2	0	260	409	61	3	0	2	5	2	482
18:00	44	8	1	0	0	0	0	53	96	13	2	0	0	4	0	115
18:15	68	11	0	0	0	1	0	80	95	10	3	0	0	5	0	113
18:30	49	9	0	0	0	1	0	59	83	8	0	0	0	2	0	93
18:45	37	1	0	0	0	0	0	38	69	7	0	0	0	2	1	79
H/TOT	198	29	1	0	0	2	0	230	343	38	5	0	0	13	1	400
P/TOT	603	114	5	0	0	13	0	735	1140	195	21	0	2	24	3	1385

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	B TO A FROM OXFORD RD (S) TO WIGMORE LN								B TO B FROM OXFORD RD (S) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	19	6	2	0	0	1	0	28	5	0	0	0	0	0	0	5
07:15	26	13	2	0	0	0	0	41	5	3	1	0	0	0	0	9
07:30	23	7	6	1	0	0	0	37	4	0	0	0	0	0	0	4
07:45	34	16	1	2	0	2	0	55	0	1	0	0	0	0	0	1
H/TOT	102	42	11	3	0	3	0	161	14	4	1	0	0	0	0	19
08:00	23	10	2	0	0	0	0	35	8	5	0	0	0	0	0	13
08:15	28	8	2	1	0	0	0	39	4	1	1	0	0	0	0	6
08:30	40	5	0	1	0	0	0	46	5	4	1	0	0	0	0	10
08:45	51	9	4	1	0	0	0	65	6	2	0	0	0	0	0	8
H/TOT	142	32	8	3	0	0	0	185	23	12	2	0	0	0	0	37
09:00	38	9	5	0	0	0	0	52	16	3	0	0	0	0	0	19
09:15	25	10	1	0	0	0	1	37	14	3	0	1	0	0	0	18
09:30	34	10	1	0	0	2	0	47	7	3	0	1	0	0	0	11
09:45	34	9	1	0	0	0	0	44	18	2	0	0	0	0	0	20
H/TOT	131	38	8	0	0	2	1	180	55	11	0	2	0	0	0	68
P/TOT	375	112	27	6	0	5	1	526	92	27	3	2	0	0	0	124

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	B TO A FROM OXFORD RD (S) TO WIGMORE LN								B TO B FROM OXFORD RD (S) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	9	0	1	0	0	0	35	17	0	0	0	0	0	0	17
16:15	24	5	0	0	0	0	0	29	19	2	0	0	0	0	0	21
16:30	33	2	0	1	0	0	0	36	19	1	0	0	0	0	0	20
16:45	33	8	0	0	0	0	0	41	9	1	0	1	0	0	0	11
H/TOT	115	24	0	2	0	0	0	141	64	4	0	1	0	0	0	69
17:00	45	5	0	0	0	0	0	50	8	2	0	0	0	0	0	10
17:15	27	5	0	0	0	0	0	32	15	4	0	0	0	0	0	19
17:30	39	6	1	0	0	0	0	46	19	3	0	0	0	0	0	22
17:45	34	5	3	0	0	1	0	43	17	1	0	0	0	0	0	18
H/TOT	145	21	4	0	0	1	0	171	59	10	0	0	0	0	0	69
18:00	33	2	2	0	0	2	0	39	24	1	0	0	0	1	0	26
18:15	30	2	1	0	0	1	0	34	15	1	0	0	0	0	0	16
18:30	43	2	1	0	0	1	0	47	13	1	0	0	0	1	0	15
18:45	32	7	1	0	0	1	0	41	19	0	0	0	0	0	0	19
H/TOT	138	13	5	0	0	5	0	161	71	3	0	0	0	2	0	76
P/TOT	398	58	9	2	0	6	0	473	194	17	0	1	0	2	0	214

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	B TO C FROM OXFORD RD (S) TO NORCOT RD								B TO D FROM OXFORD RD (S) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	2	0	0	1	0	0	10	25	6	0	1	0	0	1	33
07:15	9	3	0	0	3	0	0	15	36	14	2	1	2	1	1	57
07:30	14	3	0	0	0	1	0	18	42	20	1	0	2	0	1	66
07:45	17	4	0	0	3	1	1	26	60	20	5	1	1	0	5	92
H/TOT	47	12	0	0	7	2	1	69	163	60	8	3	5	1	8	248
08:00	13	4	0	0	2	0	0	19	60	15	4	0	2	0	0	81
08:15	33	7	0	0	2	0	2	44	74	20	1	0	0	1	0	96
08:30	42	2	0	0	1	1	0	46	56	29	2	1	1	0	0	89
08:45	26	2	0	0	2	1	0	31	60	11	1	1	1	0	0	74
H/TOT	114	15	0	0	7	2	2	140	250	75	8	2	4	1	0	340
09:00	15	9	3	0	2	2	0	31	44	15	2	4	1	0	0	66
09:15	15	7	0	0	2	1	1	26	38	14	2	1	1	0	0	56
09:30	12	7	0	1	2	0	0	22	45	13	2	0	0	0	0	60
09:45	20	8	2	0	2	0	0	32	46	16	6	0	1	3	0	72
H/TOT	62	31	5	1	8	3	1	111	173	58	12	5	3	3	0	254
P/TOT	223	58	5	1	22	7	4	320	586	193	28	10	12	5	8	842

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	B TO C FROM OXFORD RD (S) TO NORCOT RD								B TO D FROM OXFORD RD (S) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	31	7	3	0	1	1	1	44	75	11	1	0	2	3	2	94
16:15	35	5	1	0	2	2	0	45	90	16	2	0	0	0	1	109
16:30	39	5	1	0	1	0	0	46	74	11	0	0	1	2	3	91
16:45	34	10	1	0	1	2	0	48	77	16	1	0	1	0	1	96
H/TOT	139	27	6	0	5	5	1	183	316	54	4	0	4	5	7	390
17:00	39	5	0	0	3	0	1	48	78	17	1	1	1	1	2	101
17:15	33	6	0	0	1	2	0	42	94	8	0	0	0	2	0	104
17:30	41	2	1	0	3	0	0	47	52	4	2	0	1	2	2	63
17:45	41	10	1	0	1	3	0	56	74	9	0	0	2	1	0	86
H/TOT	154	23	2	0	8	5	1	193	298	38	3	1	4	6	4	354
18:00	37	2	0	0	1	1	1	42	73	9	0	0	1	3	1	87
18:15	42	2	0	0	2	3	0	49	67	12	1	0	0	0	0	80
18:30	41	3	0	0	3	1	0	48	79	10	0	0	1	3	2	95
18:45	58	5	0	0	1	0	0	64	72	10	0	0	1	1	0	84
H/TOT	178	12	0	0	7	5	1	203	291	41	1	0	3	7	3	346
P/TOT	471	62	8	0	20	15	3	579	905	133	8	1	11	18	14	1090

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	C TO A FROM NORCOT RD TO WIGMORE LN								C TO B FROM NORCOT RD TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	62	19	1	0	0	0	0	82	11	8	0	0	2	0	1	22
07:15	64	15	0	0	0	2	1	82	23	6	0	0	2	0	1	32
07:30	73	22	1	0	0	1	0	97	21	5	0	0	2	0	0	28
07:45	68	14	0	0	0	1	1	84	27	6	0	0	2	1	3	39
H/TOT	267	70	2	0	0	4	2	345	82	25	0	0	8	1	5	121
08:00	43	21	0	0	0	0	0	64	37	7	0	0	2	0	2	48
08:15	58	17	1	0	0	2	0	78	31	8	0	0	3	1	2	45
08:30	71	7	0	0	0	0	2	80	29	4	2	0	1	1	1	38
08:45	46	8	0	0	0	2	0	56	50	8	0	0	2	0	0	60
H/TOT	218	53	1	0	0	4	2	278	147	27	2	0	8	2	5	191
09:00	56	7	1	0	0	1	0	65	33	9	1	0	1	0	2	46
09:15	37	8	0	0	0	0	0	45	28	8	4	0	3	2	0	45
09:30	41	8	1	0	0	1	1	52	29	7	2	0	2	3	1	44
09:45	34	8	3	0	0	0	0	45	30	7	1	0	3	1	1	43
H/TOT	168	31	5	0	0	2	1	207	120	31	8	0	9	6	4	178
P/TOT	653	154	8	0	0	10	5	830	349	83	10	0	25	9	14	490

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	C TO A FROM NORCOT RD TO WIGMORE LN								C TO B FROM NORCOT RD TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	37	7	0	0	0	0	0	44	33	8	0	0	2	2	0	45
16:15	40	10	2	0	0	1	0	53	39	6	0	0	2	1	0	48
16:30	35	8	1	0	0	0	0	44	31	7	0	0	3	0	0	41
16:45	37	10	0	0	0	0	0	47	46	4	0	0	1	1	0	52
H/TOT	149	35	3	0	0	1	0	188	149	25	0	0	8	4	0	186
17:00	38	6	0	0	0	1	0	45	27	9	0	0	1	2	1	40
17:15	29	2	0	0	0	0	0	31	37	4	0	0	2	1	1	45
17:30	41	3	1	0	0	0	0	45	22	3	1	0	2	1	0	29
17:45	34	2	1	0	0	1	0	38	27	2	0	0	2	4	1	36
H/TOT	142	13	2	0	0	2	0	159	113	18	1	0	7	8	3	150
18:00	54	9	1	0	0	0	0	64	38	3	0	0	1	2	0	44
18:15	35	3	0	0	1	1	0	40	30	6	0	0	1	1	0	38
18:30	31	4	0	0	0	1	0	36	28	1	0	0	1	2	0	32
18:45	45	4	0	0	0	1	0	50	47	3	0	0	2	5	0	57
H/TOT	165	20	1	0	1	3	0	190	143	13	0	0	5	10	0	171
P/TOT	456	68	6	0	1	6	0	537	405	56	1	0	20	22	3	507

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	C TO C FROM NORCOT RD TO NORCOT RD								C TO D FROM NORCOT RD TO OXFORD RD (N)							
	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	4	4	2	0	0	0	0	10
07:15	0	0	0	0	0	0	0	0	8	4	0	0	1	0	0	13
07:30	0	0	0	0	0	0	0	0	13	3	0	0	0	0	2	18
07:45	0	0	0	0	0	0	0	0	15	2	1	0	0	0	1	19
H/TOT	0	0	0	0	0	0	0	0	40	13	3	0	1	0	3	60
08:00	0	0	0	0	0	0	0	0	10	4	0	0	0	0	0	14
08:15	0	0	0	0	0	0	0	0	16	4	0	0	0	1	0	21
08:30	0	0	0	0	0	0	0	0	11	3	0	0	0	0	0	14
08:45	0	0	0	0	0	0	0	0	19	3	0	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	56	14	0	0	0	1	0	71
09:00	0	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13
09:15	0	0	0	0	0	0	0	0	11	5	0	0	0	0	0	16
09:30	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	10
09:45	0	0	0	0	0	0	0	0	11	8	0	0	0	0	0	19
H/TOT	0	0	0	0	0	0	0	0	38	19	1	0	0	0	0	58
P/TOT	0	0	0	0	0	0	0	0	134	46	4	0	1	1	3	189

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	C TO C FROM NORCOT RD TO NORCOT RD								C TO D FROM NORCOT RD TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	16	5	1	0	0	2	0	24
16:15	0	0	0	0	0	0	0	0	19	1	0	0	0	0	1	21
16:30	0	0	0	0	0	0	0	0	17	3	0	0	0	1	0	21
16:45	0	0	0	0	0	0	0	0	21	4	2	0	0	0	0	27
H/TOT	0	0	0	0	0	0	0	0	73	13	3	0	0	3	1	93
17:00	0	0	0	0	0	0	0	0	9	2	0	0	0	0	2	13
17:15	0	0	0	0	0	0	0	0	23	1	0	0	0	0	0	24
17:30	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	16
17:45	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
H/TOT	0	0	0	0	0	0	0	0	66	7	0	0	0	0	2	75
18:00	0	0	0	0	0	0	0	0	19	1	1	0	0	0	0	21
18:15	0	0	0	0	0	0	0	0	22	4	0	0	0	1	0	27
18:30	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7
18:45	0	0	0	0	0	0	0	0	19	2	0	0	0	0	1	22
H/TOT	0	0	0	0	0	0	0	0	67	7	1	0	0	1	1	77
P/TOT	0	0	0	0	0	0	0	0	206	27	4	0	0	4	4	245

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	D TO A FROM OXFORD RD (N) TO WIGMORE LN								D TO B FROM OXFORD RD (N) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	81	19	8	0	0	1	0	109	35	10	2	0	1	2	0	50
07:15	87	35	6	0	1	0	0	129	47	12	5	0	1	0	2	67
07:30	110	28	4	1	0	0	1	144	68	18	4	2	0	0	4	96
07:45	125	25	7	0	0	1	1	159	63	9	1	1	2	2	0	78
H/TOT	403	107	25	1	1	2	2	541	213	49	12	3	4	4	6	291
08:00	83	25	6	0	0	1	1	116	82	13	2	0	0	0	0	97
08:15	75	22	6	0	0	1	1	105	66	14	2	4	1	0	0	87
08:30	91	28	5	0	1	3	2	130	63	11	4	1	1	2	2	84
08:45	123	20	5	0	0	0	0	148	61	12	5	0	0	0	0	78
H/TOT	372	95	22	0	1	5	4	499	272	50	13	5	2	2	2	346
09:00	94	21	6	0	0	1	2	124	82	10	0	0	1	2	1	96
09:15	70	21	3	0	0	1	3	98	74	20	6	2	0	1	2	105
09:30	75	27	1	0	0	1	1	105	42	13	5	0	1	0	0	61
09:45	71	22	6	1	0	0	0	100	61	12	1	0	1	3	0	78
H/TOT	310	91	16	1	0	3	6	427	259	55	12	2	3	6	3	340
P/TOT	1085	293	63	2	2	10	12	1467	744	154	37	10	9	12	11	977

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	D TO A FROM OXFORD RD (N) TO WIGMORE LN								D TO B FROM OXFORD RD (N) TO OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	67	12	7	0	0	1	0	87	71	10	1	0	2	1	0	85
16:15	61	24	1	0	0	1	0	87	74	13	1	1	1	2	0	92
16:30	86	21	4	0	0	1	0	112	72	19	1	0	1	1	1	95
16:45	85	17	2	0	0	1	0	105	79	16	4	0	0	1	0	100
H/TOT	299	74	14	0	0	4	0	391	296	58	7	1	4	5	1	372
17:00	82	13	3	0	0	2	0	100	78	12	4	0	2	1	1	98
17:15	72	8	1	0	1	1	1	84	72	15	1	0	1	0	1	90
17:30	80	7	0	0	1	0	0	88	74	18	0	0	0	3	3	98
17:45	69	5	4	0	0	1	1	80	78	5	1	1	1	0	0	86
H/TOT	303	33	8	0	2	4	2	352	302	50	6	1	4	4	5	372
18:00	76	9	4	0	0	3	1	93	64	7	0	0	1	3	2	77
18:15	64	4	2	0	0	3	0	73	71	8	0	0	1	3	1	84
18:30	58	10	2	0	0	0	1	71	67	4	1	0	1	4	1	78
18:45	59	4	1	0	0	0	0	64	64	6	1	0	1	2	0	74
H/TOT	257	27	9	0	0	6	2	301	266	25	2	0	4	12	4	313
P/TOT	859	134	31	0	2	14	4	1044	864	133	15	2	12	21	10	1057

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	D TO C FROM OXFORD RD (N) TO NORCOT RD								D TO D FROM OXFORD RD (N) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	4	1	1	0	0	0	0	6	0	0	0	0	0	0	0	0
07:15	6	3	1	0	0	0	0	10	0	0	2	0	0	0	0	2
07:30	7	4	1	0	0	0	0	12	0	0	0	0	0	0	0	0
07:45	6	3	0	0	0	0	0	9	0	0	0	0	0	0	0	0
H/TOT	23	11	3	0	0	0	0	37	0	0	2	0	0	0	0	2
08:00	9	4	0	0	0	0	0	13	0	0	0	0	0	0	0	0
08:15	10	1	0	0	0	0	0	11	0	0	0	0	0	0	0	0
08:30	17	8	0	0	0	0	0	25	0	0	0	0	0	0	0	0
08:45	14	4	0	0	0	0	0	18	0	0	0	0	0	0	0	0
H/TOT	50	17	0	0	0	0	0	67	0	0	0	0	0	0	0	0
09:00	12	4	0	0	0	0	0	16	0	0	0	0	0	0	0	0
09:15	17	10	1	0	0	0	0	28	0	0	0	0	0	0	0	0
09:30	11	1	1	0	0	0	0	13	0	0	0	0	0	0	0	0
09:45	8	8	1	0	0	0	0	17	0	0	0	0	0	0	0	0
H/TOT	48	23	3	0	0	0	0	74	0	0	0	0	0	0	0	0
P/TOT	121	51	6	0	0	0	0	178	0	0	2	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	D TO C FROM OXFORD RD (N) TO NORCOT RD								D TO D FROM OXFORD RD (N) TO OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	24	9	0	0	0	0	0	33	0	0	0	0	0	0	0	0
16:15	15	8	1	0	0	1	0	25	0	0	0	0	0	0	0	0
16:30	40	6	0	0	0	0	0	46	0	0	0	0	0	0	0	0
16:45	25	6	2	0	0	0	0	33	0	0	0	0	0	0	0	0
H/TOT	104	29	3	0	0	1	0	137	0	0	0	0	0	0	0	0
17:00	40	3	1	0	0	0	0	44	0	0	0	0	0	0	0	0
17:15	24	4	1	0	0	0	1	30	0	0	0	0	0	0	0	0
17:30	29	8	0	0	0	1	1	39	0	0	0	0	0	0	0	0
17:45	25	4	0	0	0	0	0	29	0	0	0	0	0	0	0	0
H/TOT	118	19	2	0	0	1	2	142	0	0	0	0	0	0	0	0
18:00	24	3	0	0	0	0	0	27	0	0	0	0	0	0	0	0
18:15	18	2	0	0	0	1	0	21	0	0	0	0	0	0	0	0
18:30	17	2	0	0	0	0	0	19	0	0	0	0	0	0	0	0
18:45	21	3	0	0	0	1	1	26	0	0	0	0	0	0	0	0
H/TOT	80	10	0	0	0	2	1	93	0	0	0	0	0	0	0	0
P/TOT	302	58	5	0	0	4	3	372	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM A WIGMORE LN								FROM ARM A WIGMORE LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	166	45	11	0	0	2	0	224	44	22	5	1	0	0	0	72
07:15	178	65	8	0	1	2	1	255	67	28	10	1	1	1	0	108
07:30	207	57	11	2	0	1	1	279	81	32	8	1	0	0	0	122
07:45	232	55	8	2	0	4	2	303	93	28	6	3	0	5	1	136
H/TOT	783	222	38	4	1	9	4	1061	285	110	29	6	1	6	1	438
08:00	152	56	8	0	0	1	1	218	134	32	12	0	0	0	0	178
08:15	162	47	9	1	0	4	1	224	114	34	12	1	0	2	0	163
08:30	203	41	5	1	1	3	4	258	99	36	13	1	0	1	0	150
08:45	223	37	9	1	0	2	0	272	100	44	8	2	0	1	0	155
H/TOT	740	181	31	3	1	10	6	972	447	146	45	4	0	4	0	646
09:00	189	37	12	0	0	2	2	242	106	56	11	1	0	2	0	176
09:15	133	39	5	0	0	1	4	182	86	38	10	2	0	1	0	137
09:30	150	45	3	0	0	4	2	204	77	34	9	2	0	0	0	122
09:45	139	39	10	1	0	0	0	189	123	44	11	2	0	2	0	182
H/TOT	611	160	30	1	0	7	8	817	392	172	41	7	0	5	0	617
P/TOT	2134	563	99	8	2	26	18	2850	1124	428	115	17	1	15	1	1701

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM A WIGMORE LN								FROM ARM A WIGMORE LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	130	28	7	1	0	1	0	167	167	54	7	0	0	6	0	234
16:15	128	39	3	0	0	2	0	172	188	42	1	1	0	4	0	236
16:30	156	31	5	1	0	1	0	194	171	50	6	0	0	4	0	231
16:45	155	35	2	0	0	1	0	193	190	38	3	0	0	7	0	238
H/TOT	569	133	17	2	0	5	0	726	716	184	17	1	0	21	0	939
17:00	168	24	3	0	0	3	0	198	183	37	2	0	2	3	1	228
17:15	131	15	1	0	1	1	1	150	214	25	1	0	0	4	1	245
17:30	160	16	2	0	1	0	0	179	213	25	1	0	0	1	0	240
17:45	139	12	8	0	0	3	1	163	210	25	1	0	0	1	0	237
H/TOT	598	67	14	0	2	7	2	690	820	112	5	0	2	9	2	950
18:00	164	21	7	0	0	6	1	199	194	32	5	0	0	7	0	238
18:15	129	9	3	0	1	5	0	147	207	22	3	1	0	8	0	241
18:30	134	16	3	0	0	3	1	157	188	17	1	0	0	4	0	210
18:45	138	15	2	0	0	2	0	157	156	10	0	0	0	6	1	173
H/TOT	565	61	15	0	1	16	2	660	745	81	9	1	0	25	1	862
P/TOT	1732	261	46	2	3	28	4	2076	2281	377	31	2	2	55	3	2751

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM B OXFORD RD (S)								FROM ARM B OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	55	21	5	1	3	2	1	88	56	14	2	1	1	1	1	76
07:15	85	24	10	1	3	0	3	126	76	33	5	1	5	1	1	122
07:30	108	25	6	2	2	0	4	147	83	30	7	1	2	1	1	125
07:45	99	21	4	2	4	4	3	137	111	41	6	3	4	3	6	174
H/TOT	347	91	25	6	12	6	11	498	326	118	20	6	12	6	9	497
08:00	154	32	5	0	2	0	2	195	104	34	6	0	4	0	0	148
08:15	127	30	7	5	4	1	2	176	139	36	4	1	2	1	2	185
08:30	112	28	13	2	2	3	3	163	143	40	3	2	2	1	0	191
08:45	136	37	7	1	2	0	0	183	143	24	5	2	3	1	0	178
H/TOT	529	127	32	8	10	4	7	717	529	134	18	5	11	3	2	702
09:00	154	40	5	0	2	2	3	206	113	36	10	4	3	2	0	168
09:15	131	41	14	5	3	3	2	199	92	34	3	2	3	1	2	137
09:30	104	34	14	1	3	3	1	160	98	33	3	2	2	2	0	140
09:45	141	35	5	1	4	4	1	191	118	35	9	0	3	3	0	168
H/TOT	530	150	38	7	12	12	7	756	421	138	25	8	11	8	2	613
P/TOT	1406	368	95	21	34	22	25	1971	1276	390	63	19	34	17	13	1812

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM B OXFORD RD (S)								FROM ARM B OXFORD RD (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	153	27	2	0	4	6	0	192	148	27	4	1	3	4	3	190
16:15	177	24	1	2	3	3	0	210	168	28	3	0	2	2	1	204
16:30	157	37	1	0	4	1	1	201	165	19	1	1	2	2	3	193
16:45	171	27	4	1	1	5	0	209	153	35	2	1	2	2	1	196
H/TOT	658	115	8	3	12	15	1	812	634	109	10	3	9	10	8	783
17:00	159	33	5	0	3	4	2	206	170	29	1	1	4	1	3	209
17:15	170	30	1	0	3	2	2	208	169	23	0	0	1	4	0	197
17:30	151	31	1	0	2	4	3	192	151	15	4	0	4	2	2	178
17:45	165	10	1	1	3	4	1	185	166	25	4	0	3	5	0	203
H/TOT	645	104	8	1	11	14	8	791	656	92	9	1	12	12	5	787
18:00	179	21	2	0	2	8	2	214	167	14	2	0	2	7	2	194
18:15	160	16	0	1	2	6	1	186	154	17	2	0	2	4	0	179
18:30	162	6	2	0	2	7	1	180	176	16	1	0	4	6	2	205
18:45	178	11	1	0	3	11	0	204	181	22	1	0	2	2	0	208
H/TOT	679	54	5	1	9	32	4	784	678	69	6	0	10	19	4	786
P/TOT	1982	273	21	5	32	61	13	2387	1968	270	25	4	31	41	17	2356

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM C NORCOT RD								FROM ARM C NORCOT RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	7	2	0	1	0	0	34	77	31	3	0	2	0	1	114
07:15	34	10	1	0	3	0	0	48	95	25	0	0	3	2	2	127
07:30	45	10	4	0	0	1	0	60	107	30	1	0	2	1	2	143
07:45	49	15	0	0	3	3	1	71	110	22	1	0	2	2	5	142
H/TOT	152	42	7	0	7	4	1	213	389	108	5	0	9	5	10	526
08:00	61	14	3	0	2	0	0	80	90	32	0	0	2	0	2	126
08:15	80	14	5	0	2	0	2	103	105	29	1	0	3	4	2	144
08:30	86	18	3	0	1	1	0	109	111	14	2	0	1	1	3	132
08:45	61	14	0	0	2	1	0	78	115	19	0	0	2	2	0	138
H/TOT	288	60	11	0	7	2	2	370	421	94	3	0	8	7	7	540
09:00	51	27	4	1	2	3	0	88	98	19	3	0	1	1	2	124
09:15	52	20	3	0	2	2	1	80	76	21	4	0	3	2	0	106
09:30	38	10	2	2	2	0	0	54	77	18	3	0	2	4	2	106
09:45	68	28	7	0	2	1	0	106	75	23	4	0	3	1	1	107
H/TOT	209	85	16	3	8	6	1	328	326	81	14	0	9	8	5	443
P/TOT	649	187	34	3	22	12	4	911	1136	283	22	0	26	20	22	1509

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM C NORCOT RD								FROM ARM C NORCOT RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	90	31	3	0	1	3	1	129	86	20	1	0	2	4	0	113
16:15	95	27	2	0	2	4	0	130	98	17	2	0	2	2	1	122
16:30	120	24	4	0	1	3	0	152	83	18	1	0	3	1	0	106
16:45	111	34	3	0	1	5	0	154	104	18	2	0	1	1	0	126
H/TOT	416	116	12	0	5	15	1	565	371	73	6	0	8	8	1	467
17:00	128	17	1	0	3	2	1	152	74	17	0	0	1	3	3	98
17:15	119	16	1	0	1	2	1	140	89	7	0	0	2	1	1	100
17:30	137	14	1	0	3	1	1	157	77	8	2	0	2	1	0	90
17:45	120	20	2	0	1	3	0	146	81	6	1	0	2	5	1	96
H/TOT	504	67	5	0	8	8	3	595	321	38	3	0	7	10	5	384
18:00	105	13	1	0	1	1	1	122	111	13	2	0	1	2	0	129
18:15	128	15	0	0	2	5	0	150	87	13	0	0	2	3	0	105
18:30	107	14	0	0	3	2	0	126	66	5	0	0	1	3	0	75
18:45	116	9	0	0	1	1	1	128	111	9	0	0	2	6	1	129
H/TOT	456	51	1	0	7	9	2	526	375	40	2	0	6	14	1	438
P/TOT	1376	234	18	0	20	32	6	1686	1067	151	11	0	21	32	7	1289

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM D OXFORD RD (N)								FROM ARM D OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	52	24	3	1	0	0	1	81	120	30	11	0	1	3	0	165
07:15	81	37	10	1	4	2	1	136	140	50	14	0	2	0	2	208
07:30	96	50	4	1	2	0	3	156	185	50	9	3	0	0	5	252
07:45	128	37	9	3	1	2	7	187	194	37	8	1	2	3	1	246
H/TOT	357	148	26	6	7	4	12	560	639	167	42	4	5	6	8	871
08:00	135	38	10	0	2	0	0	185	174	42	8	0	0	1	1	226
08:15	140	45	4	0	0	3	0	192	151	37	8	4	1	1	1	203
08:30	123	50	6	1	1	1	0	182	171	47	9	1	2	5	4	239
08:45	136	35	7	2	1	1	0	182	198	36	10	0	0	0	0	244
H/TOT	534	168	27	3	4	5	0	741	694	162	35	5	3	7	6	912
09:00	111	42	9	4	1	1	0	168	188	35	6	0	1	3	3	236
09:15	99	44	5	1	1	0	0	150	161	51	10	2	0	2	5	231
09:30	88	37	3	1	0	0	0	129	128	41	7	0	1	1	1	179
09:45	108	42	10	1	1	4	0	166	140	42	8	1	1	3	0	195
H/TOT	406	165	27	7	3	5	0	613	617	169	31	3	3	9	9	841
P/TOT	1297	481	80	16	14	14	12	1914	1950	498	108	12	11	22	23	2624

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

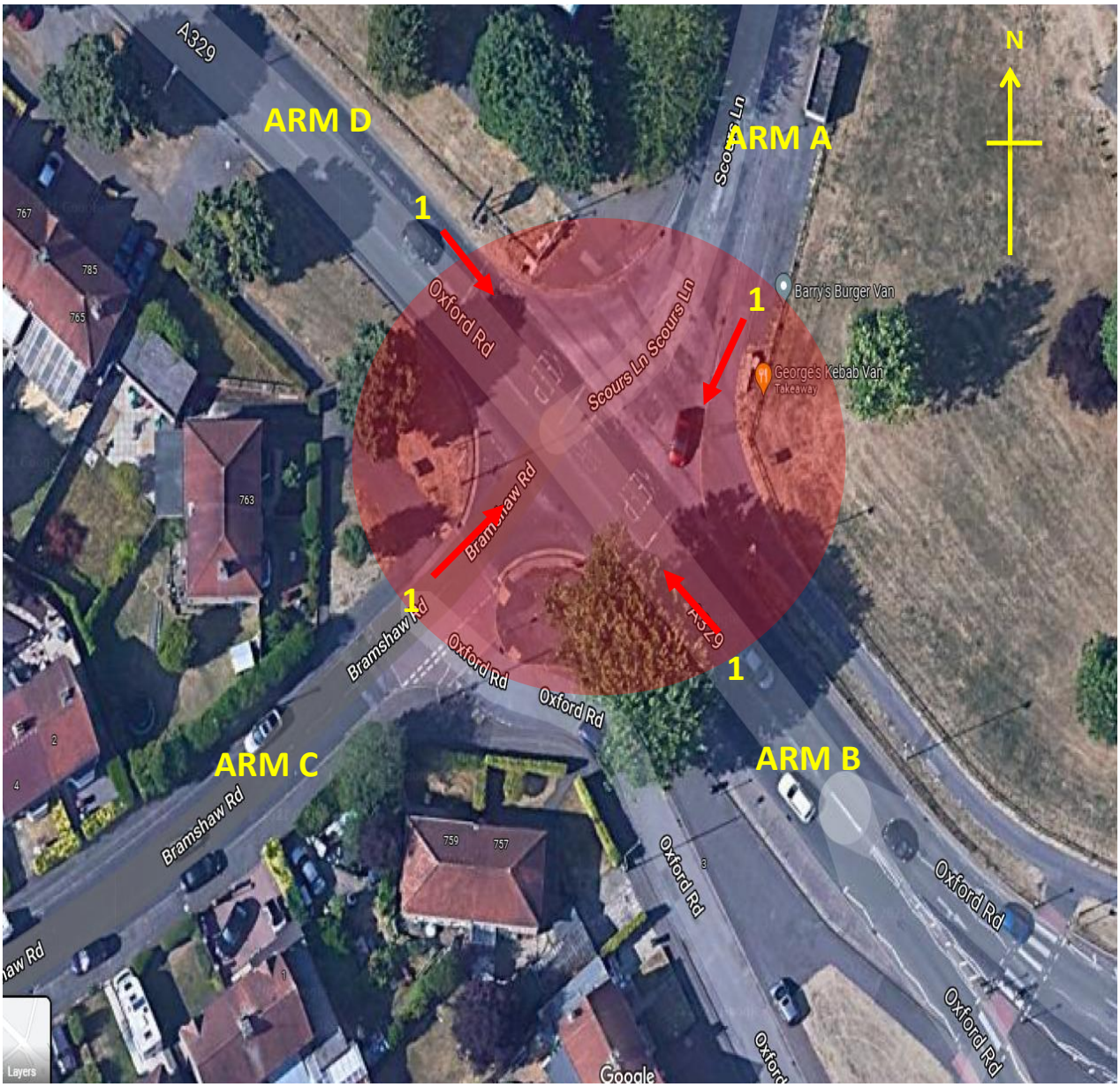
JOB NAME: READING

SITE: 1 **DATE:** 13/09/2021

LOCATION: WIGMORE LN / OXFORD RD (S) / NORCOT RD **DAY:** MONDAY

TIME	TO ARM D OXFORD RD (N)								FROM ARM D OXFORD RD (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	190	46	8	0	2	6	2	254	162	31	8	0	2	2	0	205
16:15	204	42	3	0	0	3	2	254	150	45	3	1	1	4	0	204
16:30	184	41	3	0	1	4	3	236	198	46	5	0	1	2	1	253
16:45	199	34	6	0	1	1	1	242	189	39	8	0	0	2	0	238
H/TOT	777	163	20	0	4	14	8	986	699	161	24	1	4	10	1	900
17:00	172	37	2	1	3	1	5	221	200	28	8	0	2	3	1	242
17:15	220	21	1	0	0	5	1	248	168	27	3	0	2	1	3	204
17:30	176	20	3	0	1	3	2	205	183	33	0	0	1	4	4	225
17:45	205	28	0	0	2	2	0	237	172	14	5	1	1	1	1	195
H/TOT	773	106	6	1	6	11	8	911	723	102	16	1	6	9	9	866
18:00	188	23	3	0	1	7	1	223	164	19	4	0	1	6	3	197
18:15	184	26	4	0	0	6	0	220	153	14	2	0	1	7	1	178
18:30	169	18	0	0	1	5	2	195	142	16	3	0	1	4	2	168
18:45	160	19	0	0	1	3	2	185	144	13	2	0	1	3	1	164
H/TOT	701	86	7	0	3	21	5	823	603	62	11	0	4	20	7	707
P/TOT	2251	355	33	1	13	46	21	2720	2025	325	51	2	14	39	17	2473

SITE: 2	AUTO SURVEYS LTD TRAFFIC DATA COLLECTION	DATE: 11TH - 13TH SEPTEMBER 2021
LOCATION: SCOURS LN / OXFORD RD / BRAMSHAW RD		DAY: SATURDAY - MONDAY



JOB TITLE: READING		JOB NUMBER: 10714

QUEUE LENGTHS

JOB REF: 10714

JOB NAME: READING

DATE: 11/09/2021

SITE: 2

DAY: SATURDAY

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW)

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

TIME	ARM A SCOURS LN	ARM B OXFORD RD (SE)	ARM C BRAMSHAW RD	ARM D OXFORD RD (NW)
	LANE 1	LANE 1	LANE 1	LANE 1
12:00	0	0	0	0
12:05	1	0	0	0
12:10	0	0	0	0
12:15	0	0	0	0
12:20	0	0	0	0
12:25	0	1	0	0
12:30	0	0	0	0
12:35	0	0	0	0
12:40	5	0	0	0
12:45	5	0	1	0
12:50	2	1	0	0
12:55	0	0	0	0
13:00	4	0	0	0
13:05	0	0	1	0
13:10	1	0	0	0
13:15	0	0	0	0
13:20	0	0	0	0
13:25	1	0	0	0
13:30	0	0	0	0
13:35	3	0	0	0
13:40	0	0	0	0
13:45	0	6	0	0
13:50	1	0	0	0
13:55	0	0	1	0
14:00	2	0	0	0
14:05	0	0	0	0
14:10	0	0	0	0
14:15	0	0	0	0
14:20	0	0	0	0
14:25	0	0	0	0
14:30	1	0	1	0
14:35	0	0	0	0
14:40	0	0	0	0
14:45	2	0	0	0
14:50	0	0	0	0
14:55	1	0	0	0

QUEUE LENGTHS

JOB REF: 10714

JOB NAME: READING

DATE: 12/09/2021

SITE: 2

DAY: SUNDAY

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW)

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

TIME	ARM A SCOURS LN	ARM B OXFORD RD (SE)	ARM C BRAMSHAW RD	ARM D OXFORD RD (NW)
	LANE 1	LANE 1	LANE 1	LANE 1
12:00	0	0	0	0
12:05	1	0	1	0
12:10	3	1	1	0
12:15	0	0	0	0
12:20	1	0	0	0
12:25	0	0	0	0
12:30	0	0	0	0
12:35	0	0	1	0
12:40	0	0	0	0
12:45	0	0	0	0
12:50	1	0	0	0
12:55	0	0	0	0
13:00	0	0	0	0
13:05	1	0	0	0
13:10	1	1	0	0
13:15	0	0	0	0
13:20	0	0	0	0
13:25	0	0	1	0
13:30	0	0	0	0
13:35	0	0	0	0
13:40	0	0	0	0
13:45	1	0	0	0
13:50	0	0	0	0
13:55	1	0	0	0
14:00	0	0	0	0
14:05	0	0	0	0
14:10	0	1	0	0
14:15	1	0	0	0
14:20	0	0	0	0
14:25	0	1	0	0
14:30	0	0	0	0
14:35	0	0	0	0
14:40	2	0	0	0
14:45	2	0	0	0
14:50	0	0	0	0
14:55	0	0	0	0

QUEUE LENGTHS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

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

TIME	ARM A SCOURS LN	ARM B OXFORD RD (SE)	ARM C BRAMSHAW RD	ARM D OXFORD RD (NW)
	LANE 1	LANE 1	LANE 1	LANE 1
07:00	1	0	0	0
07:05	0	0	0	0
07:10	0	0	1	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	1	0	0	0
07:35	0	0	0	0
07:40	0	0	1	2
07:45	0	0	0	0
07:50	0	0	0	15
07:55	0	0	0	0
08:00	1	0	0	0
08:05	0	0	0	0
08:10	0	2	0	0
08:15	0	0	1	0
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	0	0	0
08:35	2	0	1	0
08:40	0	0	1	0
08:45	0	0	0	0
08:50	0	5	0	0
08:55	1	0	0	0
09:00	0	0	0	0
09:05	0	0	0	0
09:10	0	0	0	0
09:15	7	1	0	0
09:20	0	4	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	1	0	0	0
09:50	0	0	0	0
09:55	1	0	0	0

TIME	ARM A SCOURS LN	ARM B OXFORD RD (SE)	ARM C BRAMSHAW RD	ARM D OXFORD RD (NW)
	LANE 1	LANE 1	LANE 1	LANE 1
16:00	0	0	0	0
16:05	0	0	0	0
16:10	0	0	0	0
16:15	0	0	0	0
16:20	4	0	0	0
16:25	0	0	0	0
16:30	0	0	0	0
16:35	0	0	0	0
16:40	2	0	0	0
16:45	1	0	0	0
16:50	0	0	0	0
16:55	4	0	0	0
17:00	2	0	0	0
17:05	6	0	0	0
17:10	0	0	0	0
17:15	0	0	0	0
17:20	0	0	0	0
17:25	0	0	0	0
17:30	1	0	0	0
17:35	0	0	0	0
17:40	0	0	0	0
17:45	1	0	0	0
17:50	1	0	0	0
17:55	0	0	0	0
18:00	0	0	1	0
18:05	1	0	0	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0
18:35	1	0	0	0
18:40	1	0	0	0
18:45	0	0	1	0
18:50	1	0	0	0
18:55	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	A TO B FROM SCOURS LN TO OXFORD RD (SE)								A TO C FROM SCOURS LN TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	28	17	2	0	0	0	1	48	0	0	0	0	0	0	0	0
12:15	31	4	0	0	0	1	0	36	1	1	0	0	0	0	0	2
12:30	32	7	1	0	0	0	0	40	0	0	0	0	0	0	0	0
12:45	51	10	1	0	0	0	0	62	0	0	0	0	0	0	0	0
H/TOT	142	38	4	0	0	1	1	186	1	1	0	0	0	0	0	2
13:00	58	11	1	0	0	0	0	70	0	0	0	0	0	0	0	0
13:15	26	5	0	0	0	2	0	33	0	0	0	0	0	0	0	0
13:30	19	6	0	0	1	0	0	26	0	0	0	0	0	0	0	0
13:45	22	4	0	0	0	0	0	26	0	0	0	0	0	0	0	0
H/TOT	125	26	1	0	1	2	0	155	0	0	0	0	0	0	0	0
14:00	29	6	1	0	0	1	0	37	0	0	0	0	0	0	0	0
14:15	23	7	3	0	0	1	0	34	0	0	0	0	0	1	0	1
14:30	37	6	0	0	0	1	0	44	0	0	0	0	0	0	0	0
14:45	25	4	2	0	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	114	23	6	0	0	3	0	146	0	0	0	0	0	1	0	1
P/TOT	381	87	11	0	1	6	1	487	1	1	0	0	0	1	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	A TO D FROM SCOURS LN TO OXFORD RD (NW)								B TO A FROM OXFORD RD (SE) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	6	1	0	0	0	0	0	7	20	7	1	0	0	0	1	29
12:15	2	4	0	0	0	0	0	6	19	7	1	0	0	1	0	28
12:30	7	0	0	0	0	0	0	7	20	6	0	0	0	0	0	26
12:45	6	1	0	0	0	1	0	8	35	5	1	0	0	0	0	41
H/TOT	21	6	0	0	0	1	0	28	94	25	3	0	0	1	1	124
13:00	11	0	1	0	0	0	0	12	27	7	2	0	0	1	0	37
13:15	4	3	0	0	0	0	0	7	18	6	1	0	0	1	0	26
13:30	3	3	0	0	0	0	0	6	26	6	0	0	2	0	0	34
13:45	7	3	0	0	0	0	0	10	28	4	1	0	0	0	0	33
H/TOT	25	9	1	0	0	0	0	35	99	23	4	0	2	2	0	130
14:00	8	1	0	0	0	0	0	9	21	6	1	0	0	1	0	29
14:15	3	0	1	0	0	0	0	4	20	6	0	0	0	2	0	28
14:30	2	3	0	0	0	0	0	5	29	4	0	0	0	0	0	33
14:45	4	1	0	0	0	0	0	5	37	6	1	0	0	0	0	44
H/TOT	17	5	1	0	0	0	0	23	107	22	2	0	0	3	0	134
P/TOT	63	20	2	0	0	1	0	86	300	70	9	0	2	6	1	388

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	B TO C FROM OXFORD RD (SE) TO BRAMSHAW RD								B TO D FROM OXFORD RD (SE) TO OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	4	0	0	0	0	0	0	4	165	8	1	0	1	3	0	178
12:15	7	0	0	0	0	0	1	8	171	17	1	0	0	2	1	192
12:30	4	0	0	0	0	1	0	5	147	17	2	0	2	1	1	170
12:45	3	0	1	0	0	0	0	4	166	21	0	1	1	4	4	197
H/TOT	18	0	1	0	0	1	1	21	649	63	4	1	4	10	6	737
13:00	5	0	0	0	0	0	0	5	153	9	1	0	2	7	0	172
13:15	2	0	0	0	0	0	0	2	153	13	1	0	2	6	0	175
13:30	5	1	0	0	0	0	0	6	163	17	2	0	1	2	1	186
13:45	7	0	0	0	0	0	0	7	155	14	3	0	1	7	2	182
H/TOT	19	1	0	0	0	0	0	20	624	53	7	0	6	22	3	715
14:00	7	0	0	0	0	1	0	8	121	14	3	0	1	1	1	141
14:15	9	0	0	0	0	0	0	9	139	9	1	0	0	1	2	152
14:30	3	0	0	0	0	0	0	3	149	14	2	0	0	2	1	168
14:45	4	0	0	0	0	0	0	4	139	12	0	0	3	3	0	157
H/TOT	23	0	0	0	0	1	0	24	548	49	6	0	4	7	4	618
P/TOT	60	1	1	0	0	2	1	65	1821	165	17	1	14	39	13	2070

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	C TO A FROM BRAMSHAW RD TO SCOURS LN								C TO B FROM BRAMSHAW RD TO OXFORD RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	0	1	0	0	0	0	0	1	4	1	1	0	0	0	0	6
12:15	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
H/TOT	0	1	0	0	0	0	0	1	9	2	2	0	0	0	1	14
13:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
13:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
13:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	0	0	0	0	0	0	0	0	12	1	0	0	0	1	0	14
14:00	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
H/TOT	0	0	0	0	0	0	0	0	12	0	0	0	0	1	0	13
P/TOT	0	1	0	0	0	0	0	1	33	3	2	0	0	2	1	41

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	C TO D FROM BRAMSHAW RD TO OXFORD RD (NW)								D TO A FROM OXFORD RD (NW) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	12
12:15	1	0	0	0	0	0	0	1	4	3	0	0	0	0	0	7
12:30	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
12:45	0	0	0	0	0	0	0	0	11	0	0	0	0	1	0	12
H/TOT	1	0	0	0	0	0	0	1	31	9	0	0	0	1	0	41
13:00	1	0	0	0	0	0	0	1	9	1	0	0	0	0	0	10
13:15	1	0	0	0	0	0	0	1	6	3	0	0	0	0	0	9
13:30	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	11
13:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	14
H/TOT	2	0	0	0	0	0	0	2	35	9	0	0	0	0	0	44
14:00	2	0	0	0	0	1	0	3	10	2	0	0	0	0	2	14
14:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	1	6
14:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
14:45	1	0	0	0	0	0	0	1	4	0	1	0	0	0	0	5
H/TOT	4	0	0	0	0	1	0	5	25	3	1	0	0	0	3	32
P/TOT	7	0	0	0	0	1	0	8	91	21	1	0	0	1	3	117

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	D TO B FROM OXFORD RD (NW) TO OXFORD RD (SE)								D TO C FROM OXFORD RD (NW) TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	154	14	1	0	1	1	3	174	0	0	0	0	0	1	0	1
12:15	142	9	1	0	1	5	1	159	1	0	0	0	0	0	0	1
12:30	138	15	2	0	0	1	0	156	0	0	0	0	0	0	0	0
12:45	159	19	2	0	1	0	0	181	0	0	0	0	0	0	0	0
H/TOT	593	57	6	0	3	7	4	670	1	0	0	0	0	1	0	2
13:00	148	12	3	1	1	3	0	168	0	0	0	0	0	0	0	0
13:15	141	14	0	0	1	3	0	159	0	0	0	0	0	0	0	0
13:30	162	16	1	0	1	4	0	184	0	0	0	0	0	0	0	0
13:45	164	15	1	0	0	3	1	184	1	0	0	0	0	0	0	1
H/TOT	615	57	5	1	3	13	1	695	1	0	0	0	0	0	0	1
14:00	173	11	3	0	4	3	3	197	0	0	0	0	0	0	0	0
14:15	151	10	2	0	1	4	3	171	1	0	0	0	0	0	0	1
14:30	169	8	0	0	0	2	1	180	0	0	0	0	0	0	0	0
14:45	144	7	2	0	1	4	1	159	0	0	0	0	0	0	0	0
H/TOT	637	36	7	0	6	13	8	707	1	0	0	0	0	0	0	1
P/TOT	1845	150	18	1	12	33	13	2072	3	0	0	0	0	1	0	4

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	TO ARM A SCOURS LN								FROM ARM A SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	27	13	1	0	0	0	1	42	34	18	2	0	0	0	1	55
12:15	23	10	1	0	0	1	0	35	34	9	0	0	0	1	0	44
12:30	29	7	0	0	0	0	0	36	39	7	1	0	0	0	0	47
12:45	46	5	1	0	0	1	0	53	57	11	1	0	0	1	0	70
H/TOT	125	35	3	0	0	2	1	166	164	45	4	0	0	2	1	216
13:00	36	8	2	0	0	1	0	47	69	11	2	0	0	0	0	82
13:15	24	9	1	0	0	1	0	35	30	8	0	0	0	2	0	40
13:30	33	10	0	0	2	0	0	45	22	9	0	0	1	0	0	32
13:45	41	5	1	0	0	0	0	47	29	7	0	0	0	0	0	36
H/TOT	134	32	4	0	2	2	0	174	150	35	2	0	1	2	0	190
14:00	31	8	1	0	0	1	2	43	37	7	1	0	0	1	0	46
14:15	25	6	0	0	0	2	1	34	26	7	4	0	0	2	0	39
14:30	35	5	0	0	0	0	0	40	39	9	0	0	0	1	0	49
14:45	41	6	2	0	0	0	0	49	29	5	2	0	0	0	0	36
H/TOT	132	25	3	0	0	3	3	166	131	28	7	0	0	4	0	170
P/TOT	391	92	10	0	2	7	4	506	445	108	13	0	1	8	1	576

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	TO ARM B OXFORD RD (SE)								FROM ARM B OXFORD RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	186	32	4	0	1	1	4	228	189	15	2	0	1	3	1	211
12:15	177	13	2	0	1	6	1	200	197	24	2	0	0	3	2	228
12:30	170	22	3	0	0	1	1	197	171	23	2	0	2	2	1	201
12:45	211	30	3	0	1	0	0	245	204	26	2	1	1	4	4	242
H/TOT	744	97	12	0	3	8	6	870	761	88	8	1	4	12	8	882
13:00	210	23	4	1	1	3	0	242	185	16	3	0	2	8	0	214
13:15	169	19	0	0	1	6	0	195	173	19	2	0	2	7	0	203
13:30	183	23	1	0	2	4	0	213	194	24	2	0	3	2	1	226
13:45	190	19	1	0	0	3	1	214	190	18	4	0	1	7	2	222
H/TOT	752	84	6	1	4	16	1	864	742	77	11	0	8	24	3	865
14:00	204	17	4	0	4	5	3	237	149	20	4	0	1	3	1	178
14:15	174	17	5	0	1	5	3	205	168	15	1	0	0	3	2	189
14:30	210	14	0	0	0	3	1	228	181	18	2	0	0	2	1	204
14:45	175	11	4	0	1	4	1	196	180	18	1	0	3	3	0	205
H/TOT	763	59	13	0	6	17	8	866	678	71	8	0	4	11	4	776
P/TOT	2259	240	31	1	13	41	15	2600	2181	236	27	1	16	47	15	2523

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	TO ARM C BRAMSHAW RD								FROM ARM C BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	4	0	0	0	0	1	0	5	4	2	1	0	0	0	0	7
12:15	9	1	0	0	0	0	1	11	5	0	1	0	0	0	0	6
12:30	4	0	0	0	0	1	0	5	0	0	0	0	0	0	1	1
12:45	3	0	1	0	0	0	0	4	1	1	0	0	0	0	0	2
H/TOT	20	1	1	0	0	2	1	25	10	3	2	0	0	0	1	16
13:00	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5
13:15	2	0	0	0	0	0	0	2	3	0	0	0	0	1	0	4
13:30	5	1	0	0	0	0	0	6	2	1	0	0	0	0	0	3
13:45	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4
H/TOT	20	1	0	0	0	0	0	21	14	1	0	0	0	1	0	16
14:00	7	0	0	0	0	1	0	8	4	0	0	0	0	2	0	6
14:15	10	0	0	0	0	1	0	11	1	0	0	0	0	0	0	1
14:30	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
14:45	4	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7
H/TOT	24	0	0	0	0	2	0	26	16	0	0	0	0	2	0	18
P/TOT	64	2	1	0	0	4	1	72	40	4	2	0	0	3	1	50

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

TIME	TO ARM D OXFORD RD (NW)								FROM ARM D OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	171	9	1	0	1	3	0	185	161	19	1	0	1	2	3	187
12:15	174	21	1	0	0	2	1	199	147	12	1	0	1	5	1	167
12:30	154	17	2	0	2	1	1	177	147	16	2	0	0	1	0	166
12:45	172	22	0	1	1	5	4	205	170	19	2	0	1	1	0	193
H/TOT	671	69	4	1	4	11	6	766	625	66	6	0	3	9	4	713
13:00	165	9	2	0	2	7	0	185	157	13	3	1	1	3	0	178
13:15	158	16	1	0	2	6	0	183	147	17	0	0	1	3	0	168
13:30	166	20	2	0	1	2	1	192	169	20	1	0	1	4	0	195
13:45	162	17	3	0	1	7	2	192	178	16	1	0	0	3	1	199
H/TOT	651	62	8	0	6	22	3	752	651	66	5	1	3	13	1	740
14:00	131	15	3	0	1	2	1	153	183	13	3	0	4	3	5	211
14:15	143	9	2	0	0	1	2	157	157	10	2	0	1	4	4	178
14:30	151	17	2	0	0	2	1	173	175	9	0	0	0	2	1	187
14:45	144	13	0	0	3	3	0	163	148	7	3	0	1	4	1	164
H/TOT	569	54	7	0	4	8	4	646	663	39	8	0	6	13	11	740
P/TOT	1891	185	19	1	14	41	13	2164	1939	171	19	1	12	35	16	2193

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 11/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SATURDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	A TO B FROM SCOURS LN TO OXFORD RD (SE)								A TO C FROM SCOURS LN TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	45	5	2	0	0	1	1	54	0	0	0	0	0	0	0	0
12:15	39	5	1	0	0	0	0	45	0	0	0	0	0	0	0	0
12:30	30	6	1	0	0	0	2	39	0	0	0	0	0	0	0	0
12:45	28	4	1	0	0	1	0	34	0	0	0	0	0	0	0	0
H/TOT	142	20	5	0	0	2	3	172	0	0	0	0	0	0	0	0
13:00	29	7	0	0	0	0	0	36	0	0	0	0	0	0	0	0
13:15	24	5	1	1	0	0	0	31	0	0	0	0	0	0	1	1
13:30	16	4	0	0	0	1	1	22	0	0	0	0	0	0	0	0
13:45	30	5	0	0	0	0	0	35	0	0	0	0	0	0	0	0
H/TOT	99	21	1	1	0	1	1	124	0	0	0	0	0	0	1	1
14:00	14	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
14:15	13	1	1	0	0	0	0	15	0	0	0	0	0	0	1	1
14:30	36	6	2	0	0	1	1	46	0	0	0	0	0	0	0	0
14:45	31	4	0	0	0	1	1	37	0	0	0	0	0	1	0	1
H/TOT	94	11	3	0	0	2	2	112	0	0	0	0	0	1	1	2
P/TOT	335	52	9	1	0	5	6	408	0	0	0	0	0	1	2	3

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	A TO D FROM SCOURS LN TO OXFORD RD (NW)								B TO A FROM OXFORD RD (SE) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	7	0	0	0	0	0	0	7	36	6	0	0	0	0	0	42
12:15	8	3	0	0	0	0	0	11	38	6	1	0	1	0	0	46
12:30	7	0	0	0	0	0	0	7	39	6	0	1	0	0	0	46
12:45	7	2	0	0	0	0	0	9	44	6	1	0	0	1	0	52
H/TOT	29	5	0	0	0	0	0	34	157	24	2	1	1	1	0	186
13:00	5	0	1	0	0	0	0	6	39	3	0	0	0	1	0	43
13:15	9	0	0	0	0	0	0	9	27	4	0	0	0	1	0	32
13:30	2	2	0	0	0	0	0	4	31	0	0	0	0	0	0	31
13:45	10	0	0	0	0	0	0	10	30	3	0	1	0	0	2	36
H/TOT	26	2	1	0	0	0	0	29	127	10	0	1	0	2	2	142
14:00	8	0	0	0	0	0	0	8	23	2	1	0	0	0	2	28
14:15	7	0	0	0	0	0	0	7	21	3	0	0	0	0	1	25
14:30	2	1	0	0	0	0	0	3	25	4	0	0	0	2	1	32
14:45	3	1	0	0	0	0	0	4	23	2	1	0	0	1	1	28
H/TOT	20	2	0	0	0	0	0	22	92	11	2	0	0	3	5	113
P/TOT	75	9	1	0	0	0	0	85	376	45	4	2	1	6	7	441

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	B TO C FROM OXFORD RD (SE) TO BRAMSHAW RD								B TO D FROM OXFORD RD (SE) TO OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	4	0	0	0	0	0	0	4	124	12	2	0	1	6	1	146
12:15	1	0	0	0	0	0	0	1	160	16	1	0	0	4	4	185
12:30	8	0	0	0	0	0	0	8	153	10	0	0	1	3	0	167
12:45	11	0	0	0	0	0	0	11	174	15	1	0	0	2	1	193
H/TOT	24	0	0	0	0	0	0	24	611	53	4	0	2	15	6	691
13:00	2	0	0	0	0	0	1	3	170	9	1	0	0	4	2	186
13:15	5	0	0	0	0	0	0	5	142	12	0	1	1	6	1	163
13:30	6	0	0	0	0	0	0	6	145	8	2	0	0	5	0	160
13:45	6	0	0	0	0	0	0	6	128	3	0	0	1	3	2	137
H/TOT	19	0	0	0	0	0	1	20	585	32	3	1	2	18	5	646
14:00	6	0	0	0	0	0	0	6	130	5	3	0	1	4	1	144
14:15	8	0	0	0	0	0	0	8	141	13	1	0	0	3	1	159
14:30	4	0	0	0	0	0	0	4	128	9	1	0	1	6	0	145
14:45	8	0	0	0	0	0	0	8	130	13	1	0	0	3	4	151
H/TOT	26	0	0	0	0	0	0	26	529	40	6	0	2	16	6	599
P/TOT	69	0	0	0	0	0	1	70	1725	125	13	1	6	49	17	1936

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	C TO A FROM BRAMSHAW RD TO SCOURS LN								C TO B FROM BRAMSHAW RD TO OXFORD RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
12:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:30	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
12:45	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	4
H/TOT	1	0	0	0	0	0	1	2	11	0	0	0	0	0	0	11
13:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	1	7
13:15	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	5	5	10	0	0	0	0	0	1	11
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	3
14:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
14:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	1	1	9	0	0	0	0	0	0	9
P/TOT	1	0	0	0	0	0	7	8	30	0	0	0	0	0	1	31

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	C TO D FROM BRAMSHAW RD TO OXFORD RD (NW)								D TO A FROM OXFORD RD (NW) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	1	0	0	0	0	0	0	1	10	3	0	0	0	1	0	14
12:15	3	0	0	0	0	0	0	3	12	2	0	0	0	0	0	14
12:30	0	0	0	0	0	0	0	0	8	4	0	0	0	0	0	12
12:45	1	0	0	0	0	0	0	1	13	0	1	0	0	0	0	14
H/TOT	5	0	0	0	0	0	0	5	43	9	1	0	0	1	0	54
13:00	1	0	0	0	0	0	0	1	7	0	1	0	0	0	0	8
13:15	2	0	0	0	0	0	0	2	7	1	0	0	0	0	0	8
13:30	2	0	0	0	0	0	0	2	11	1	0	0	0	0	0	12
13:45	2	0	0	0	0	0	0	2	11	1	0	0	0	0	1	13
H/TOT	7	0	0	0	0	0	0	7	36	3	1	0	0	0	1	41
14:00	1	0	0	0	0	0	0	1	12	1	1	0	0	0	0	14
14:15	0	1	0	0	0	0	0	1	4	1	0	0	0	0	0	5
14:30	0	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
14:45	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7
H/TOT	1	1	0	0	0	0	0	2	28	6	1	0	0	0	0	35
P/TOT	13	1	0	0	0	0	0	14	107	18	3	0	0	1	1	130

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	D TO B FROM OXFORD RD (NW) TO OXFORD RD (SE)								D TO C FROM OXFORD RD (NW) TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	143	13	0	2	0	0	5	163	3	0	0	0	0	0	0	3
12:15	166	11	3	1	1	4	0	186	0	0	0	0	0	0	0	0
12:30	159	11	1	0	0	2	0	173	0	0	0	0	0	0	0	0
12:45	159	10	1	0	1	3	1	175	0	0	0	0	0	0	0	0
H/TOT	627	45	5	3	2	9	6	697	3	0	0	0	0	0	0	3
13:00	162	11	2	0	1	2	1	179	0	0	0	0	0	0	0	0
13:15	169	9	2	0	0	2	5	187	0	0	0	0	0	0	0	0
13:30	152	15	2	0	0	4	3	176	1	0	0	0	0	0	0	1
13:45	125	7	3	0	1	1	0	137	0	0	0	0	0	1	0	1
H/TOT	608	42	9	0	2	9	9	679	1	0	0	0	0	1	0	2
14:00	165	7	1	0	0	1	2	176	0	0	0	0	0	0	0	0
14:15	128	15	0	1	1	1	3	149	1	0	0	0	0	0	0	1
14:30	140	10	2	0	1	2	7	162	0	0	0	0	0	0	0	0
14:45	127	11	1	0	0	4	0	143	0	0	0	0	0	0	0	0
H/TOT	560	43	4	1	2	8	12	630	1	0	0	0	0	0	0	1
P/TOT	1795	130	18	4	6	26	27	2006	5	0	0	0	0	1	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	TO ARM A SCOURS LN								FROM ARM A SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	46	9	0	0	0	1	0	56	52	5	2	0	0	1	1	61
12:15	50	8	1	0	1	0	0	60	47	8	1	0	0	0	0	56
12:30	48	10	0	1	0	0	0	59	37	6	1	0	0	0	2	46
12:45	57	6	2	0	0	1	1	67	35	6	1	0	0	1	0	43
H/TOT	201	33	3	1	1	2	1	242	171	25	5	0	0	2	3	206
13:00	46	3	1	0	0	1	0	51	34	7	1	0	0	0	0	42
13:15	34	5	0	0	0	1	5	45	33	5	1	1	0	0	1	41
13:30	42	1	0	0	0	0	0	43	18	6	0	0	0	1	1	26
13:45	41	4	0	1	0	0	3	49	40	5	0	0	0	0	0	45
H/TOT	163	13	1	1	0	2	8	188	125	23	2	1	0	1	2	154
14:00	35	3	2	0	0	0	2	42	22	0	0	0	0	0	0	22
14:15	25	4	0	0	0	0	2	31	20	1	1	0	0	0	1	23
14:30	31	7	0	0	0	2	1	41	38	7	2	0	0	1	1	49
14:45	29	3	1	0	0	1	1	35	34	5	0	0	0	2	1	42
H/TOT	120	17	3	0	0	3	6	149	114	13	3	0	0	3	3	136
P/TOT	484	63	7	2	1	7	15	579	410	61	10	1	0	6	8	496

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	TO ARM B OXFORD RD (SE)								FROM ARM B OXFORD RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	191	18	2	2	0	1	6	220	164	18	2	0	1	6	1	192
12:15	207	16	4	1	1	4	0	233	199	22	2	0	1	4	4	232
12:30	191	17	2	0	0	2	2	214	200	16	0	1	1	3	0	221
12:45	191	14	2	0	1	4	1	213	229	21	2	0	0	3	1	256
H/TOT	780	65	10	3	2	11	9	880	792	77	6	1	3	16	6	901
13:00	197	18	2	0	1	2	2	222	211	12	1	0	0	5	3	232
13:15	195	14	3	1	0	2	5	220	174	16	0	1	1	7	1	200
13:30	169	19	2	0	0	5	4	199	182	8	2	0	0	5	0	197
13:45	156	12	3	0	1	1	0	173	164	6	0	1	1	3	4	179
H/TOT	717	63	10	1	2	10	11	814	731	42	3	2	2	20	8	808
14:00	180	7	1	0	0	1	2	191	159	7	4	0	1	4	3	178
14:15	144	16	1	1	1	1	3	167	170	16	1	0	0	3	2	192
14:30	180	16	4	0	1	3	8	212	157	13	1	0	1	8	1	181
14:45	159	15	1	0	0	5	1	181	161	15	2	0	0	4	5	187
H/TOT	663	54	7	1	2	10	14	751	647	51	8	0	2	19	11	738
P/TOT	2160	182	27	5	6	31	34	2445	2170	170	17	3	7	55	25	2447

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	TO ARM C BRAMSHAW RD								FROM ARM C BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	7	0	0	0	0	0	0	7	4	0	0	0	0	0	0	4
12:15	1	0	0	0	0	0	0	1	5	0	0	0	0	0	0	5
12:30	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3
12:45	11	0	0	0	0	0	0	11	5	0	0	0	0	0	1	6
H/TOT	27	0	0	0	0	0	0	27	17	0	0	0	0	0	1	18
13:00	2	0	0	0	0	0	1	3	7	0	0	0	0	0	1	8
13:15	5	0	0	0	0	0	1	6	4	0	0	0	0	0	5	9
13:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
13:45	6	0	0	0	0	1	0	7	3	0	0	0	0	0	0	3
H/TOT	20	0	0	0	0	1	2	23	17	0	0	0	0	0	6	23
14:00	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
14:15	9	0	0	0	0	0	1	10	3	1	0	0	0	0	1	5
14:30	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
14:45	8	0	0	0	0	1	0	9	1	0	0	0	0	0	0	1
H/TOT	27	0	0	0	0	1	1	29	10	1	0	0	0	0	1	12
P/TOT	74	0	0	0	0	2	3	79	44	1	0	0	0	0	8	53

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

TIME	TO ARM D OXFORD RD (NW)								FROM ARM D OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
12:00	132	12	2	0	1	6	1	154	156	16	0	2	0	1	5	180
12:15	171	19	1	0	0	4	4	199	178	13	3	1	1	4	0	200
12:30	160	10	0	0	1	3	0	174	167	15	1	0	0	2	0	185
12:45	182	17	1	0	0	2	1	203	172	10	2	0	1	3	1	189
H/TOT	645	58	4	0	2	15	6	730	673	54	6	3	2	10	6	754
13:00	176	9	2	0	0	4	2	193	169	11	3	0	1	2	1	187
13:15	153	12	0	1	1	6	1	174	176	10	2	0	0	2	5	195
13:30	149	10	2	0	0	5	0	166	164	16	2	0	0	4	3	189
13:45	140	3	0	0	1	3	2	149	136	8	3	0	1	2	1	151
H/TOT	618	34	4	1	2	18	5	682	645	45	10	0	2	10	10	722
14:00	139	5	3	0	1	4	1	153	177	8	2	0	0	1	2	190
14:15	148	14	1	0	0	3	1	167	133	16	0	1	1	1	3	155
14:30	130	10	1	0	1	6	0	148	146	13	2	0	1	2	7	171
14:45	133	14	1	0	0	3	4	155	133	12	1	0	0	4	0	150
H/TOT	550	43	6	0	2	16	6	623	589	49	5	1	2	8	12	666
P/TOT	1813	135	14	1	6	49	17	2035	1907	148	21	4	6	28	28	2142

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 12/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** SUNDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	A TO B FROM SCOURS LN TO OXFORD RD (SE)								A TO C FROM SCOURS LN TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	4	4	0	0	0	0	13	0	0	0	0	0	0	0	0
07:15	8	7	7	0	0	0	0	22	0	0	0	0	0	0	0	0
07:30	11	11	5	3	0	0	0	30	0	0	0	0	0	0	0	0
07:45	4	11	4	1	0	0	0	20	0	0	0	0	0	0	0	0
H/TOT	28	33	20	4	0	0	0	85	0	0	0	0	0	0	0	0
08:00	4	19	4	0	0	0	0	27	0	0	0	0	0	0	0	0
08:15	3	15	4	4	0	0	0	26	0	0	0	0	0	0	0	0
08:30	10	19	3	0	0	0	0	32	0	0	0	0	0	0	0	0
08:45	16	13	4	0	0	0	0	33	0	0	0	0	0	0	0	0
H/TOT	33	66	15	4	0	0	0	118	0	0	0	0	0	0	0	0
09:00	9	12	2	0	0	0	0	23	0	0	0	0	0	0	0	0
09:15	17	26	2	1	0	0	0	46	0	0	0	0	0	0	0	0
09:30	15	19	3	0	0	0	0	37	0	0	0	0	0	0	0	0
09:45	13	16	1	0	0	1	0	31	0	1	0	0	0	0	0	1
H/TOT	54	73	8	1	0	1	0	137	0	1	0	0	0	0	0	1
P/TOT	115	172	43	9	0	1	0	340	0	1	0	0	0	0	0	1

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	A TO B FROM SCOURS LN TO OXFORD RD (SE)								A TO C FROM SCOURS LN TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	25	14	1	0	0	1	0	41	0	0	0	0	0	0	0	0
16:15	26	14	3	0	0	0	0	43	1	0	0	0	0	0	0	1
16:30	52	12	0	0	0	0	0	64	1	0	0	0	0	0	0	1
16:45	26	14	2	0	0	1	0	43	0	0	0	0	0	0	0	0
H/TOT	129	54	6	0	0	2	0	191	2	0	0	0	0	0	0	2
17:00	50	6	0	0	0	1	0	57	0	0	0	0	0	0	0	0
17:15	23	9	0	0	0	0	1	33	0	1	0	0	0	0	0	1
17:30	38	13	0	0	0	1	1	53	0	0	0	0	0	0	0	0
17:45	26	4	0	1	0	0	0	31	0	0	0	0	0	0	0	0
H/TOT	137	32	0	1	0	2	2	174	0	1	0	0	0	0	0	1
18:00	27	3	0	0	0	0	0	30	0	0	0	0	0	0	0	0
18:15	11	3	1	0	0	0	0	15	0	0	0	0	0	0	0	0
18:30	15	3	0	0	0	1	0	19	0	0	0	0	0	0	0	0
18:45	9	3	0	0	0	0	2	14	0	0	0	0	0	0	0	0
H/TOT	62	12	1	0	0	1	2	78	0	0	0	0	0	0	0	0
P/TOT	328	98	7	1	0	5	4	443	2	1	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	A TO D FROM SCOURS LN TO OXFORD RD (NW)								B TO A FROM OXFORD RD (SE) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	1	1	0	0	0	0	2	12	5	2	1	0	0	1	21
07:15	2	1	1	0	0	0	0	4	16	12	5	1	0	1	0	35
07:30	0	2	0	0	0	0	0	2	15	18	1	0	0	0	3	37
07:45	0	1	0	0	0	0	0	1	25	11	2	2	0	1	3	44
H/TOT	2	5	2	0	0	0	0	9	68	46	10	4	0	2	7	137
08:00	0	2	1	0	0	0	0	3	25	13	3	0	0	0	0	41
08:15	1	4	0	0	0	0	0	5	26	16	1	0	0	0	0	43
08:30	4	2	1	0	0	0	0	7	13	14	1	1	0	0	0	29
08:45	2	4	0	1	0	0	0	7	19	9	4	1	0	0	0	33
H/TOT	7	12	2	1	0	0	0	22	83	52	9	2	0	0	0	146
09:00	3	3	1	0	0	0	0	7	14	20	3	2	0	0	0	39
09:15	4	5	2	0	0	0	0	11	22	24	3	1	0	0	0	50
09:30	4	4	1	0	0	0	0	9	16	13	2	1	0	0	0	32
09:45	3	5	0	0	0	0	0	8	27	24	2	0	0	3	0	56
H/TOT	14	17	4	0	0	0	0	35	79	81	10	4	0	3	0	177
P/TOT	23	34	8	1	0	0	0	66	230	179	29	10	0	5	7	460

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	A TO D FROM SCOURS LN TO OXFORD RD (NW)								B TO A FROM OXFORD RD (SE) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	3	0	0	0	0	0	6	13	14	2	0	0	0	0	29
16:15	1	3	0	0	0	0	0	4	17	11	1	0	0	0	0	29
16:30	2	2	2	0	0	0	0	6	15	8	0	0	0	1	0	24
16:45	5	2	0	0	0	0	0	7	11	10	1	0	0	0	0	22
H/TOT	11	10	2	0	0	0	0	23	56	43	4	0	0	1	0	104
17:00	6	3	0	0	0	0	0	9	13	9	1	1	0	0	2	26
17:15	3	1	0	0	0	0	0	4	14	4	1	0	0	1	0	20
17:30	6	0	0	0	0	0	0	6	17	2	0	0	0	0	0	19
17:45	3	0	0	0	0	0	0	3	17	3	0	0	0	0	0	20
H/TOT	18	4	0	0	0	0	0	22	61	18	2	1	0	1	2	85
18:00	3	1	0	0	0	1	0	5	16	3	0	0	0	0	1	20
18:15	7	1	0	0	0	0	0	8	27	1	0	0	0	0	0	28
18:30	4	3	0	0	0	0	0	7	10	1	0	0	0	0	0	11
18:45	9	3	0	0	0	0	0	12	13	3	0	0	0	0	0	16
H/TOT	23	8	0	0	0	1	0	32	66	8	0	0	0	0	1	75
P/TOT	52	22	2	0	0	1	0	77	183	69	6	1	0	2	3	264

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	B TO C FROM OXFORD RD (SE) TO BRAMSHAW RD								B TO D FROM OXFORD RD (SE) TO OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	36	17	1	0	0	0	0	54
07:15	1	1	0	0	0	0	0	2	62	19	4	0	4	1	1	91
07:30	2	0	0	0	0	0	0	2	78	30	4	1	1	0	0	114
07:45	2	0	1	0	0	1	0	4	97	27	5	1	2	0	4	136
H/TOT	6	2	1	0	0	1	0	10	273	93	14	2	7	1	5	395
08:00	5	1	0	0	0	0	0	6	102	25	8	0	2	0	0	137
08:15	3	0	0	0	0	0	0	3	113	29	4	0	0	2	0	148
08:30	4	0	0	0	0	0	0	4	107	35	5	0	1	2	0	150
08:45	4	0	0	0	0	0	0	4	108	23	3	1	1	1	0	137
H/TOT	16	1	0	0	0	0	0	17	430	112	20	1	4	5	0	572
09:00	7	1	0	0	0	0	0	8	91	20	6	1	1	1	0	120
09:15	5	0	0	0	0	0	0	5	76	18	2	0	1	0	0	97
09:30	3	1	0	0	0	0	0	4	70	21	2	0	0	0	0	93
09:45	3	0	0	0	0	0	0	3	79	19	7	1	1	1	0	108
H/TOT	18	2	0	0	0	0	0	20	316	78	17	2	3	2	0	418
P/TOT	40	5	1	0	0	1	0	47	1019	283	51	5	14	8	5	1385

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	B TO C FROM OXFORD RD (SE) TO BRAMSHAW RD								B TO D FROM OXFORD RD (SE) TO OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	2	1	0	0	0	0	8	167	28	5	0	2	6	3	211
16:15	4	0	0	0	0	0	0	4	182	32	2	0	0	3	2	221
16:30	12	0	0	0	0	0	0	12	157	35	3	0	1	3	2	201
16:45	3	0	1	0	0	0	0	4	183	23	5	0	1	1	2	215
H/TOT	24	2	2	0	0	0	0	28	689	118	15	0	4	13	9	848
17:00	3	0	0	0	0	0	0	3	154	27	0	0	3	1	3	188
17:15	10	0	0	0	0	0	0	10	189	17	0	0	0	4	2	212
17:30	3	0	0	0	0	0	0	3	173	17	3	0	1	3	1	198
17:45	6	0	0	0	0	0	0	6	168	22	0	0	2	1	0	193
H/TOT	22	0	0	0	0	0	0	22	684	83	3	0	6	9	6	791
18:00	7	0	0	0	0	0	0	7	170	16	3	0	1	6	0	196
18:15	5	0	0	0	0	0	0	5	152	26	4	0	0	5	0	187
18:30	7	0	0	0	0	0	0	7	146	17	0	0	1	3	2	169
18:45	6	3	0	0	0	0	0	9	143	13	0	0	1	4	1	162
H/TOT	25	3	0	0	0	0	0	28	611	72	7	0	3	18	3	714
P/TOT	71	5	2	0	0	0	0	78	1984	273	25	0	13	40	18	2353

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	C TO A FROM BRAMSHAW RD TO SCOURS LN								C TO B FROM BRAMSHAW RD TO OXFORD RD (SE)							
	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	4	0	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
07:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	12	1	1	0	0	0	0	14
08:00	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
08:45	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	9
09:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	4
H/TOT	0	1	0	0	0	0	0	1	8	1	0	0	0	0	0	9
P/TOT	0	1	0	0	0	0	0	1	26	4	2	0	0	0	0	32

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	C TO A FROM BRAMSHAW RD TO SCOURS LN								C TO B FROM BRAMSHAW RD TO OXFORD RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	3
H/TOT	1	0	0	0	0	0	0	1	7	0	0	0	0	1	0	8
17:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
17:30	0	0	0	0	0	1	0	1	2	1	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	0	1	10	3	0	0	0	0	0	13
18:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
H/TOT	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
P/TOT	1	0	0	0	0	1	0	2	29	4	0	0	0	1	0	34

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	C TO D FROM BRAMSHAW RD TO OXFORD RD (NW)								D TO A FROM OXFORD RD (NW) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1	1	2	2	0	0	0	0	5
07:15	0	0	0	0	0	0	0	0	6	4	0	0	0	0	1	11
07:30	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	6
07:45	2	0	0	0	0	0	0	2	10	6	1	0	0	0	0	17
H/TOT	3	0	0	0	0	0	0	3	20	14	3	0	0	0	2	39
08:00	1	0	0	0	0	0	0	1	12	5	3	0	0	0	0	20
08:15	3	0	0	0	0	0	0	3	12	7	0	0	0	0	2	21
08:30	2	1	0	0	0	0	0	3	2	7	3	0	0	0	0	12
08:45	1	0	0	0	0	0	0	1	19	8	1	0	0	0	0	28
H/TOT	7	1	0	0	0	0	0	8	45	27	7	0	0	0	2	81
09:00	1	0	0	0	0	0	0	1	15	9	0	0	0	0	1	25
09:15	0	0	0	0	0	0	0	0	5	9	0	0	0	0	1	15
09:30	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	13
09:45	2	0	0	0	0	0	0	2	8	7	2	0	0	0	0	17
H/TOT	3	0	0	0	0	0	0	3	37	29	2	0	0	0	2	70
P/TOT	13	1	0	0	0	0	0	14	102	70	12	0	0	0	6	190

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	C TO D FROM BRAMSHAW RD TO OXFORD RD (NW)								D TO A FROM OXFORD RD (NW) TO SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	1	0	0	0	0	2	7	5	1	0	0	1	0	14
16:15	0	0	0	0	0	0	0	0	8	2	4	0	0	0	0	14
16:30	1	0	0	0	0	0	0	1	6	5	1	0	0	0	1	13
16:45	1	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8
H/TOT	3	0	1	0	0	0	0	4	27	14	6	0	0	1	1	49
17:00	1	1	0	0	0	0	0	2	4	3	1	0	0	0	0	8
17:15	3	2	0	0	0	0	0	5	8	2	1	0	0	0	0	11
17:30	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
17:45	2	0	0	0	0	0	0	2	9	2	0	0	0	0	1	12
H/TOT	6	3	0	0	0	0	0	9	30	7	2	0	0	0	1	40
18:00	1	0	0	0	0	0	0	1	4	0	0	0	0	1	1	6
18:15	0	0	0	0	0	0	1	1	7	1	0	0	0	0	0	8
18:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
18:45	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10
H/TOT	1	0	0	0	0	0	1	2	22	3	0	0	0	1	1	27
P/TOT	10	3	1	0	0	0	1	15	79	24	8	0	0	2	3	116

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	D TO B FROM OXFORD RD (NW) TO OXFORD RD (SE)								D TO C FROM OXFORD RD (NW) TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	112	29	6	0	1	3	0	151	0	0	0	0	0	0	0	0
07:15	130	49	4	0	2	0	4	189	1	0	0	0	0	0	0	1
07:30	172	38	3	0	0	0	5	218	0	0	0	0	0	0	0	0
07:45	190	27	3	0	2	3	1	226	0	0	0	0	0	0	0	0
H/TOT	604	143	16	0	5	6	10	784	1	0	0	0	0	0	0	1
08:00	170	26	3	0	0	1	1	201	0	0	0	0	0	0	0	0
08:15	148	27	4	0	1	1	1	182	0	0	0	0	0	0	0	0
08:30	156	28	6	1	2	5	4	202	0	0	0	0	0	0	0	0
08:45	188	18	6	0	0	0	2	214	0	0	0	0	0	0	0	0
H/TOT	662	99	19	1	3	7	8	799	0	0	0	0	0	0	0	0
09:00	169	29	4	0	0	1	3	206	0	0	0	0	0	0	0	0
09:15	137	24	9	1	0	2	5	178	1	0	0	0	0	0	0	1
09:30	111	24	4	0	1	1	2	143	1	0	0	0	0	0	0	1
09:45	126	25	6	1	1	2	0	161	0	0	0	0	0	0	0	0
H/TOT	543	102	23	2	2	6	10	688	2	0	0	0	0	0	0	2
P/TOT	1809	344	58	3	10	19	28	2271	3	0	0	0	0	0	0	3

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	D TO B FROM OXFORD RD (NW) TO OXFORD RD (SE)								D TO C FROM OXFORD RD (NW) TO BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	132	22	7	0	2	2	0	165	2	0	0	0	0	0	0	2
16:15	118	33	0	1	1	3	0	156	2	0	0	0	0	0	0	2
16:30	150	34	5	0	1	2	1	193	0	0	0	0	0	0	0	0
16:45	163	23	6	0	0	0	0	192	0	0	0	0	0	0	0	0
H/TOT	563	112	18	1	4	7	1	706	4	0	0	0	0	0	0	4
17:00	141	24	2	0	2	2	2	173	0	0	0	0	0	0	0	0
17:15	137	18	2	0	2	2	2	163	1	0	0	0	0	0	0	1
17:30	145	18	0	0	1	3	2	169	1	0	0	0	0	0	0	1
17:45	145	12	5	0	1	1	1	165	0	0	0	0	0	0	0	0
H/TOT	568	72	9	0	6	8	7	670	2	0	0	0	0	0	0	2
18:00	137	13	4	0	1	5	3	163	2	0	0	0	0	0	0	2
18:15	137	12	1	0	1	7	0	158	0	0	0	0	0	0	0	0
18:30	123	14	2	0	1	3	2	145	0	0	0	0	0	0	0	0
18:45	134	10	1	0	1	3	0	149	0	0	0	0	0	0	0	0
H/TOT	531	49	8	0	4	18	5	615	2	0	0	0	0	0	0	2
P/TOT	1662	233	35	1	14	33	13	1991	8	0	0	0	0	0	0	8

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM A SCOURS LN								FROM ARM A SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	7	4	1	0	0	1	26	5	5	5	0	0	0	0	15
07:15	22	16	5	1	0	1	1	46	10	8	8	0	0	0	0	26
07:30	18	20	1	0	0	0	4	43	11	13	5	3	0	0	0	32
07:45	35	17	3	2	0	1	3	61	4	12	4	1	0	0	0	21
H/TOT	88	60	13	4	0	2	9	176	30	38	22	4	0	0	0	94
08:00	37	18	6	0	0	0	0	61	4	21	5	0	0	0	0	30
08:15	38	23	1	0	0	0	2	64	4	19	4	4	0	0	0	31
08:30	15	21	4	1	0	0	0	41	14	21	4	0	0	0	0	39
08:45	38	17	5	1	0	0	0	61	18	17	4	1	0	0	0	40
H/TOT	128	79	16	2	0	0	2	227	40	78	17	5	0	0	0	140
09:00	29	29	3	2	0	0	1	64	12	15	3	0	0	0	0	30
09:15	27	33	3	1	0	0	1	65	21	31	4	1	0	0	0	57
09:30	25	17	2	1	0	0	0	45	19	23	4	0	0	0	0	46
09:45	35	32	4	0	0	3	0	74	16	22	1	0	0	1	0	40
H/TOT	116	111	12	4	0	3	2	248	68	91	12	1	0	1	0	173
P/TOT	332	250	41	10	0	5	13	651	138	207	51	10	0	1	0	407

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM A SCOURS LN								FROM ARM A SCOURS LN							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	20	19	3	0	0	1	0	43	28	17	1	0	0	1	0	47
16:15	26	13	5	0	0	0	0	44	28	17	3	0	0	0	0	48
16:30	21	13	1	0	0	1	1	37	55	14	2	0	0	0	0	71
16:45	17	12	1	0	0	0	0	30	31	16	2	0	0	1	0	50
H/TOT	84	57	10	0	0	2	1	154	142	64	8	0	0	2	0	216
17:00	17	12	2	1	0	0	2	34	56	9	0	0	0	1	0	66
17:15	22	6	2	0	0	1	0	31	26	11	0	0	0	0	1	38
17:30	26	2	0	0	0	1	0	29	44	13	0	0	0	1	1	59
17:45	26	5	0	0	0	0	1	32	29	4	0	1	0	0	0	34
H/TOT	91	25	4	1	0	2	3	126	155	37	0	1	0	2	2	197
18:00	20	3	0	0	0	1	2	26	30	4	0	0	0	1	0	35
18:15	34	2	0	0	0	0	0	36	18	4	1	0	0	0	0	23
18:30	12	2	0	0	0	0	0	14	19	6	0	0	0	1	0	26
18:45	22	4	0	0	0	0	0	26	18	6	0	0	0	0	2	26
H/TOT	88	11	0	0	0	1	2	102	85	20	1	0	0	2	2	110
P/TOT	263	93	14	1	0	5	6	382	382	121	9	1	0	6	4	523

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM B OXFORD RD (SE)								FROM ARM B OXFORD RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	121	33	10	0	1	3	0	168	49	23	3	1	0	0	1	77
07:15	140	56	12	0	2	0	4	214	79	32	9	1	4	2	1	128
07:30	188	50	8	3	0	0	5	254	95	48	5	1	1	0	3	153
07:45	195	38	7	1	2	3	1	247	124	38	8	3	2	2	7	184
H/TOT	644	177	37	4	5	6	10	883	347	141	25	6	7	4	12	542
08:00	175	45	8	0	0	1	1	230	132	39	11	0	2	0	0	184
08:15	152	42	8	4	1	1	1	209	142	45	5	0	0	2	0	194
08:30	168	48	9	1	2	5	4	237	124	49	6	1	1	2	0	183
08:45	206	32	10	0	0	0	2	250	131	32	7	2	1	1	0	174
H/TOT	701	167	35	5	3	7	8	926	529	165	29	3	4	5	0	735
09:00	179	41	6	0	0	1	3	230	112	41	9	3	1	1	0	167
09:15	157	50	11	2	0	2	5	227	103	42	5	1	1	0	0	152
09:30	126	44	7	0	1	1	2	181	89	35	4	1	0	0	0	129
09:45	143	41	7	1	1	3	0	196	109	43	9	1	1	4	0	167
H/TOT	605	176	31	3	2	7	10	834	413	161	27	6	3	5	0	615
P/TOT	1950	520	103	12	10	20	28	2643	1289	467	81	15	14	14	12	1892

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM B OXFORD RD (SE)								FROM ARM B OXFORD RD (SE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	160	36	8	0	2	3	0	209	185	44	8	0	2	6	3	248
16:15	144	47	3	1	1	3	0	199	203	43	3	0	0	3	2	254
16:30	204	46	5	0	1	2	1	259	184	43	3	0	1	4	2	237
16:45	191	37	8	0	0	2	0	238	197	33	7	0	1	1	2	241
H/TOT	699	166	24	1	4	10	1	905	769	163	21	0	4	14	9	980
17:00	193	32	2	0	2	3	2	234	170	36	1	1	3	1	5	217
17:15	166	27	2	0	2	2	3	202	213	21	1	0	0	5	2	242
17:30	185	32	0	0	1	4	3	225	193	19	3	0	1	3	1	220
17:45	171	16	5	1	1	1	1	196	191	25	0	0	2	1	0	219
H/TOT	715	107	9	1	6	10	9	857	767	101	5	1	6	10	8	898
18:00	166	17	4	0	1	5	3	196	193	19	3	0	1	6	1	223
18:15	150	15	2	0	1	7	0	175	184	27	4	0	0	5	0	220
18:30	141	17	2	0	1	4	2	167	163	18	0	0	1	3	2	187
18:45	148	13	1	0	1	3	2	168	162	19	0	0	1	4	1	187
H/TOT	605	62	9	0	4	19	7	706	702	83	7	0	3	18	4	817
P/TOT	2019	335	42	2	14	39	17	2468	2238	347	33	1	13	42	21	2695

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM C BRAMSHAW RD								FROM ARM C BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2	5	0	0	0	0	0	0	5
07:15	2	1	0	0	0	0	0	3	2	0	1	0	0	0	0	3
07:30	2	0	0	0	0	0	0	2	5	1	0	0	0	0	0	6
07:45	2	0	1	0	0	1	0	4	3	0	0	0	0	0	0	3
H/TOT	7	2	1	0	0	1	0	11	15	1	1	0	0	0	0	17
08:00	5	1	0	0	0	0	0	6	2	0	1	0	0	0	0	3
08:15	3	0	0	0	0	0	0	3	4	0	0	0	0	0	0	4
08:30	4	0	0	0	0	0	0	4	4	2	0	0	0	0	0	6
08:45	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
H/TOT	16	1	0	0	0	0	0	17	13	3	1	0	0	0	0	17
09:00	7	1	0	0	0	0	0	8	2	0	0	0	0	0	0	2
09:15	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3
09:30	4	1	0	0	0	0	0	5	0	1	0	0	0	0	0	1
09:45	3	1	0	0	0	0	0	4	6	1	0	0	0	0	0	7
H/TOT	20	3	0	0	0	0	0	23	11	2	0	0	0	0	0	13
P/TOT	43	6	1	0	0	1	0	51	39	6	2	0	0	0	0	47

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM C BRAMSHAW RD								FROM ARM C BRAMSHAW RD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	2	1	0	0	0	0	10	4	0	1	0	0	0	0	5
16:15	7	0	0	0	0	0	0	7	1	0	0	0	0	0	0	1
16:30	13	0	0	0	0	0	0	13	3	0	0	0	0	0	0	3
16:45	3	0	1	0	0	0	0	4	3	0	0	0	0	1	0	4
H/TOT	30	2	2	0	0	0	0	34	11	0	1	0	0	1	0	13
17:00	3	0	0	0	0	0	0	3	3	3	0	0	0	0	0	6
17:15	11	1	0	0	0	0	0	12	9	2	0	0	0	0	0	11
17:30	4	0	0	0	0	0	0	4	2	1	0	0	0	1	0	4
17:45	6	0	0	0	0	0	0	6	2	0	0	0	0	0	0	2
H/TOT	24	1	0	0	0	0	0	25	16	6	0	0	0	1	0	23
18:00	9	0	0	0	0	0	0	9	3	1	0	0	0	0	0	4
18:15	5	0	0	0	0	0	0	5	2	0	0	0	0	0	1	3
18:30	7	0	0	0	0	0	0	7	3	0	0	0	0	0	0	3
18:45	6	3	0	0	0	0	0	9	5	0	0	0	0	0	0	5
H/TOT	27	3	0	0	0	0	0	30	13	1	0	0	0	0	1	15
P/TOT	81	6	2	0	0	0	0	89	40	7	1	0	0	2	1	51

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM D OXFORD RD (NW)								FROM ARM D OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	18	2	0	0	0	0	57	113	31	8	0	1	3	0	156
07:15	64	20	5	0	4	1	1	95	137	53	4	0	2	0	5	201
07:30	78	32	4	1	1	0	0	116	175	40	3	0	0	0	6	224
07:45	99	28	5	1	2	0	4	139	200	33	4	0	2	3	1	243
H/TOT	278	98	16	2	7	1	5	407	625	157	19	0	5	6	12	824
08:00	103	27	9	0	2	0	0	141	182	31	6	0	0	1	1	221
08:15	117	33	4	0	0	2	0	156	160	34	4	0	1	1	3	203
08:30	113	38	6	0	1	2	0	160	158	35	9	1	2	5	4	214
08:45	111	27	3	2	1	1	0	145	207	26	7	0	0	0	2	242
H/TOT	444	125	22	2	4	5	0	602	707	126	26	1	3	7	10	880
09:00	95	23	7	1	1	1	0	128	184	38	4	0	0	1	4	231
09:15	80	23	4	0	1	0	0	108	143	33	9	1	0	2	6	194
09:30	74	25	3	0	0	0	0	102	121	28	4	0	1	1	2	157
09:45	84	24	7	1	1	1	0	118	134	32	8	1	1	2	0	178
H/TOT	333	95	21	2	3	2	0	456	582	131	25	2	2	6	12	760
P/TOT	1055	318	59	6	14	8	5	1465	1914	414	70	3	10	19	34	2464

MANUAL CLASSIFIED COUNTS

JOB REF: 10714

JOB NAME: READING

SITE: 2 **DATE:** 13/09/2021

LOCATION: SCOURS LN / OXFORD RD (SE) / BRAMSHAW RD / OXFORD RD (NW) **DAY:** MONDAY

TIME	TO ARM D OXFORD RD (NW)								FROM ARM D OXFORD RD (NW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	171	31	6	0	2	6	3	219	141	27	8	0	2	3	0	181
16:15	183	35	2	0	0	3	2	225	128	35	4	1	1	3	0	172
16:30	160	37	5	0	1	3	2	208	156	39	6	0	1	2	2	206
16:45	189	25	5	0	1	1	2	223	169	25	6	0	0	0	0	200
H/TOT	703	128	18	0	4	13	9	875	594	126	24	1	4	8	2	759
17:00	161	31	0	0	3	1	3	199	145	27	3	0	2	2	2	181
17:15	195	20	0	0	0	4	2	221	146	20	3	0	2	2	2	175
17:30	179	17	3	0	1	3	1	204	155	18	0	0	1	3	2	179
17:45	173	22	0	0	2	1	0	198	154	14	5	0	1	1	2	177
H/TOT	708	90	3	0	6	9	6	822	600	79	11	0	6	8	8	712
18:00	174	17	3	0	1	7	0	202	143	13	4	0	1	6	4	171
18:15	159	27	4	0	0	5	1	196	144	13	1	0	1	7	0	166
18:30	150	20	0	0	1	3	2	176	125	15	2	0	1	3	2	148
18:45	152	16	0	0	1	4	1	174	143	11	1	0	1	3	0	159
H/TOT	635	80	7	0	3	19	4	748	555	52	8	0	4	19	6	644
P/TOT	2046	298	28	0	13	41	19	2445	1749	257	43	1	14	35	16	2115

Appendix 3

Figure: 1 Base Year (2021) - Weekday AM Peak (08:15-09:15hrs)

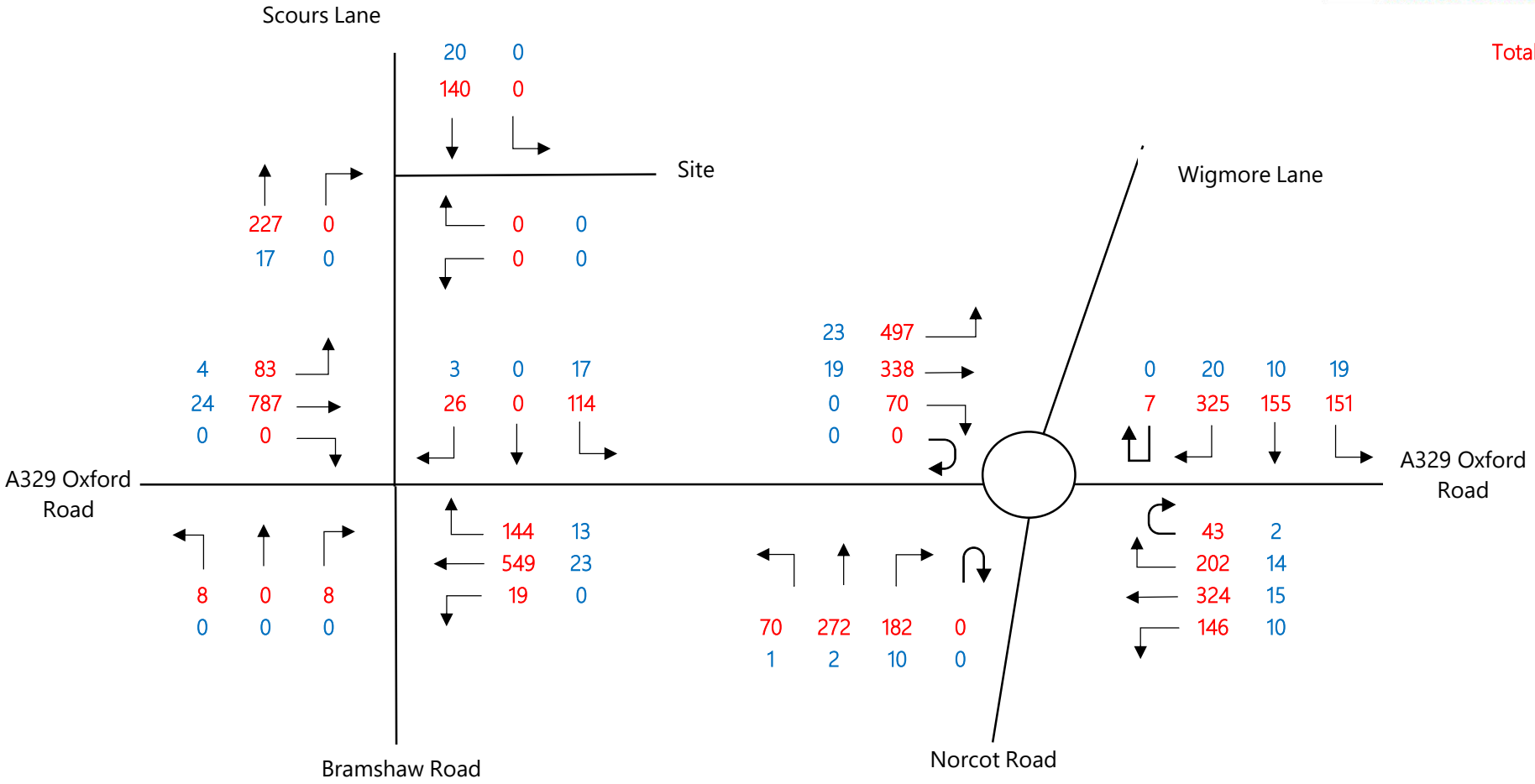


Figure: 2 Base Year (2021) - Weekday PM Peak (16:15-17:15hrs)

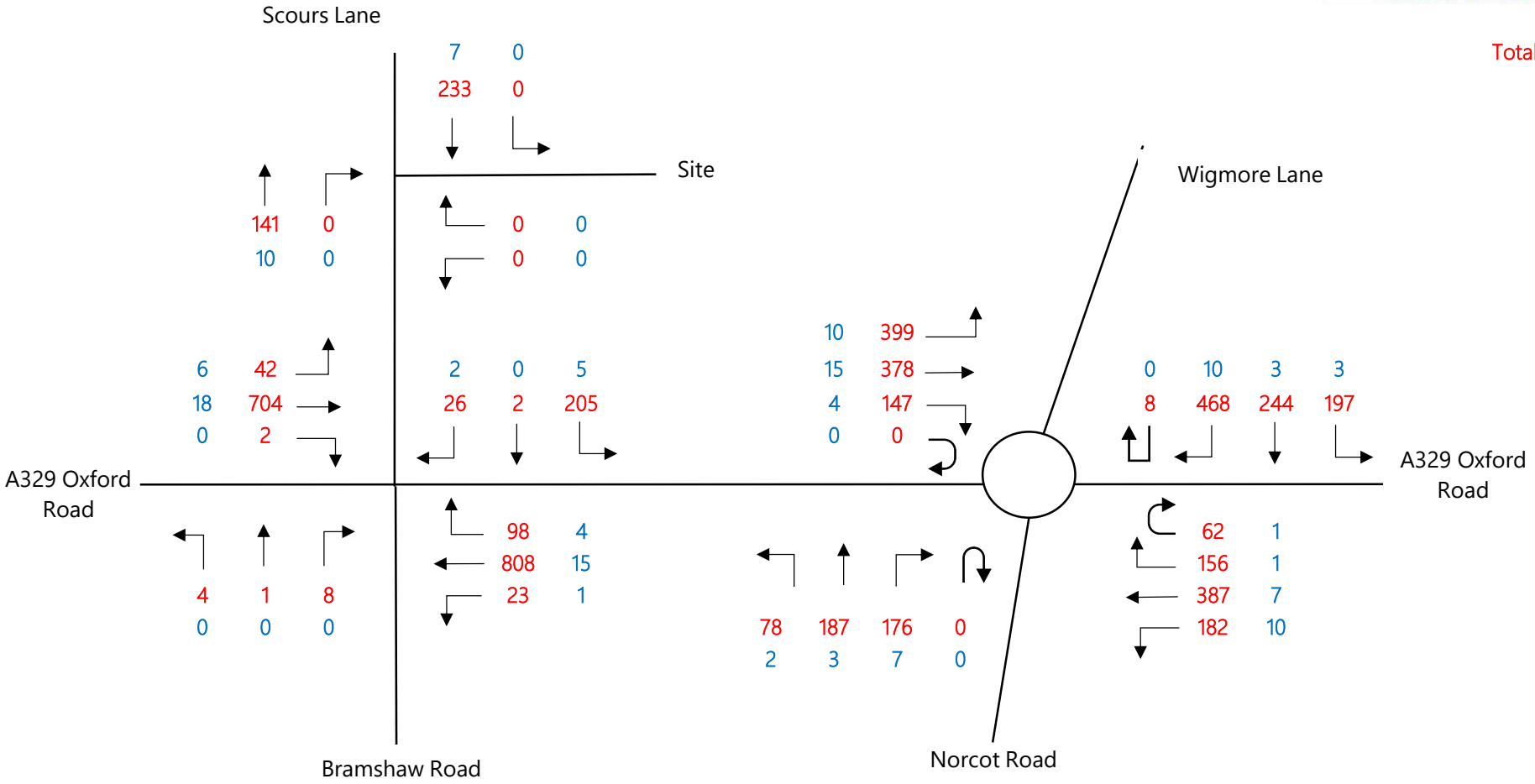


Figure: 3 Base Year (2021) - Saturday Lunchtime Peak (12:45-13:45hrs)

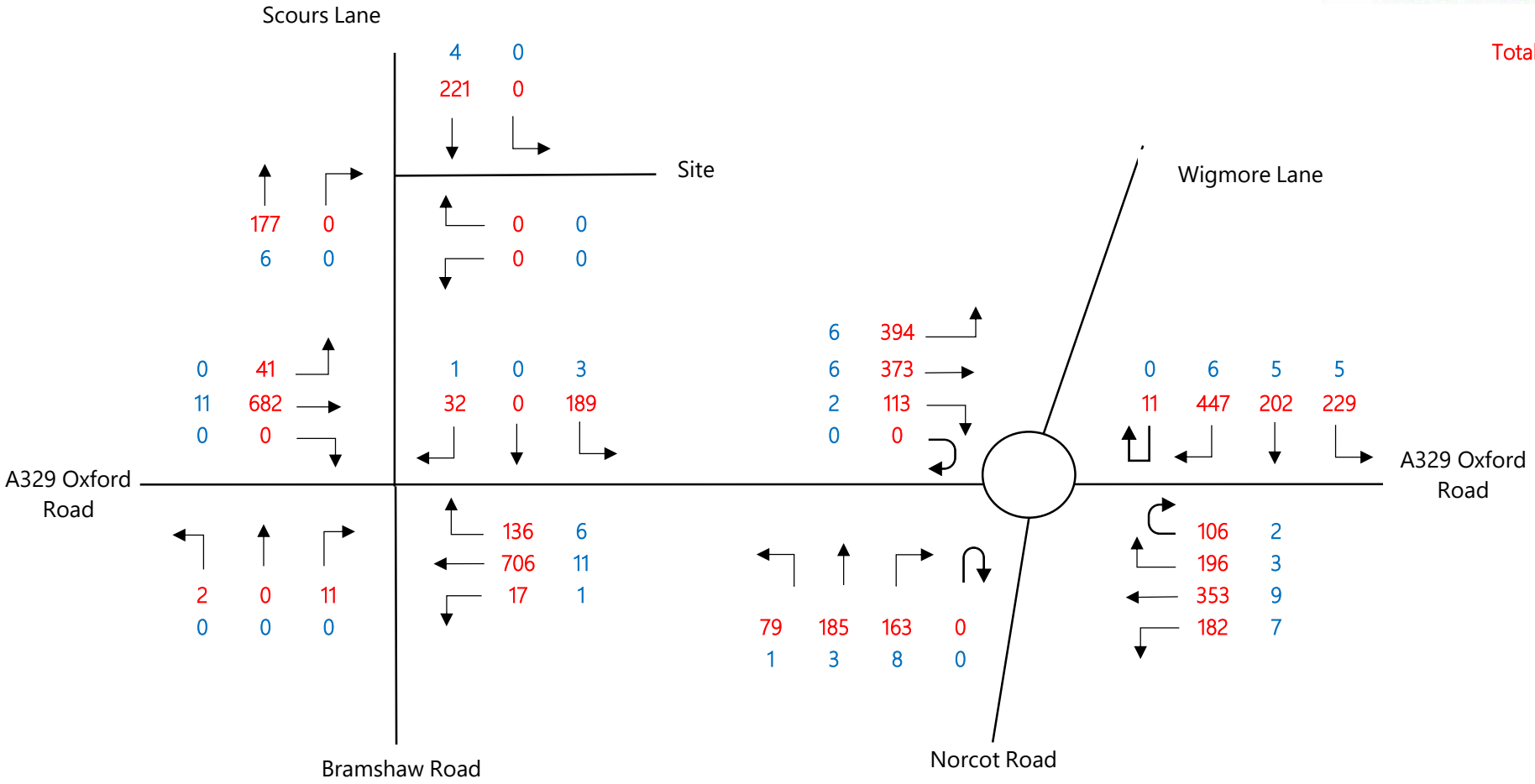
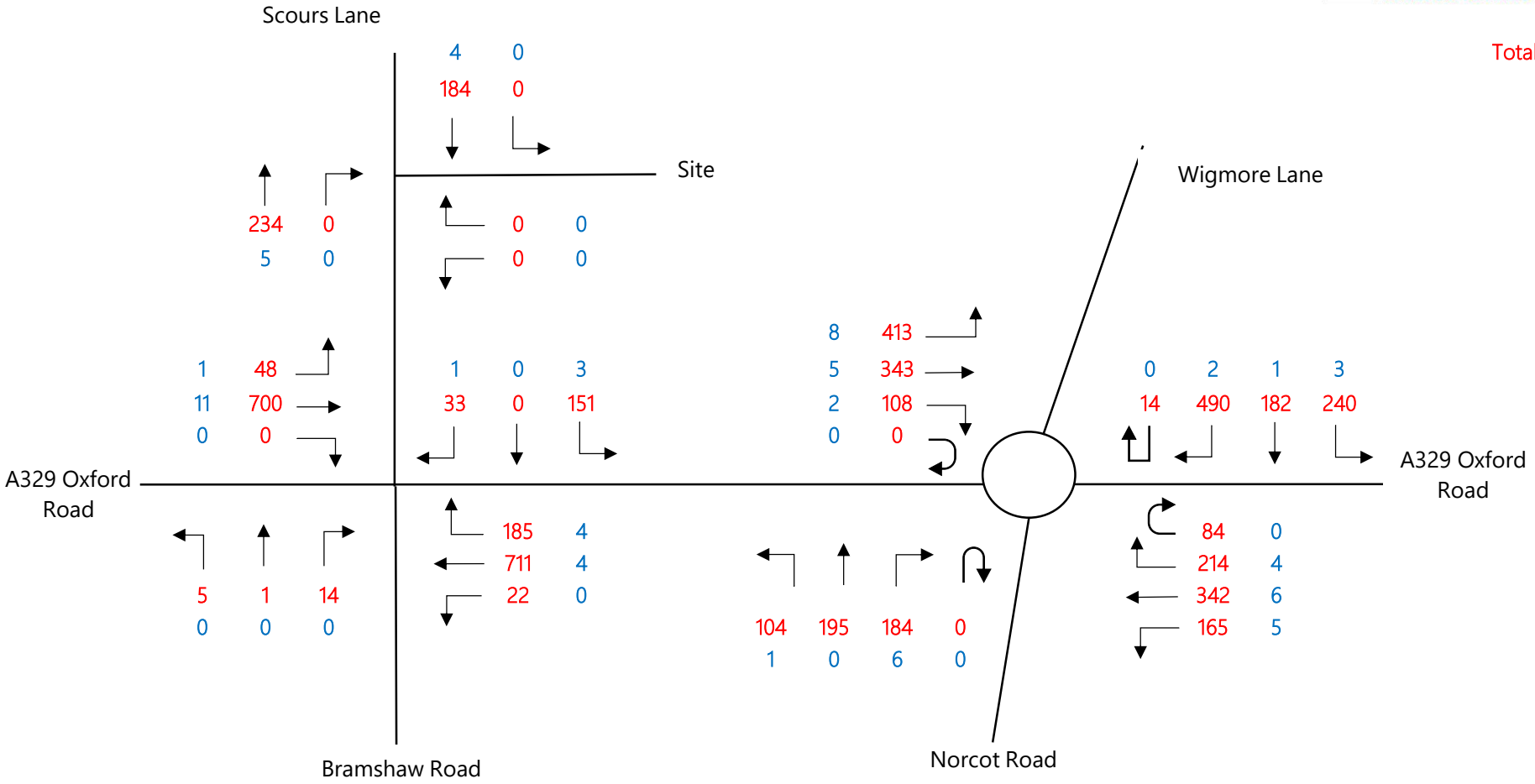


Figure: 4 Base Year (2021) - Sunday Lunchtime Peak (12:15-13:15hrs)



Appendix 4

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: 20114-SiteAcess_ScoursLane.j9
Path: P:\20 Jobs\114 Scours Lane, Reading\Technical Assessments\Junctions 9\Site Access - Scours Lane
Report generation date: 28/09/2021 15:15:26

»2026 Base + Development, AM
»2026 Base + Development, PM
»2026 Base + Development, Saturday Lunch
»2026 Base + Development, Sunday Lunch

Summary of junction performance

	AM				PM				Saturday Lunch				Sunday Lunch			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base + Development															
Stream B-AC	0.0	5.45	0.03	A	0.0	5.57	0.04	A	0.1	5.93	0.10	A	0.1	5.74	0.07	A
Stream C-AB	0.1	5.50	0.04	A	0.0	5.97	0.03	A	0.2	6.16	0.12	A	0.2	5.68	0.09	A

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	
Location	
Site number	
Date	28/09/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

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
D1	2026 Base + Development	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓
D3	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D4	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓

Analysis Set Details

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

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Scours Lane (N)		Major
B	Site Access		Minor
C	Scours Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Scours Lane (S)	7.50			0.0	✓	0.00

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 - Site Access	One lane	3.54	41	135

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	588	0.100	0.253	0.159	0.361
B-C	747	0.107	0.271	-	-
C-B	574	0.208	0.208	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	2026 Base + Development	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 - Scours Lane (N)		ONE HOUR	✓	151	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Scours Lane (S)		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	1	150
	B - Site Access	1	0	15
	C - Scours Lane (S)	244	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	15
	B - Site Access	0	0	0
	C - Scours Lane (S)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	5.45	0.0	A	15	22
C-AB	0.04	5.50	0.1	A	21	31
C-A					217	326
A-B					0.92	1
A-C					138	206

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	12	3	696	0.017	12	0.0	0.0	5.263	A
C-AB	16	4	671	0.023	15	0.0	0.0	5.493	A
C-A	179	45			179				
A-B	0.75	0.19			0.75				
A-C	113	28			113				

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	14	4	688	0.021	14	0.0	0.0	5.341	A
C-AB	20	5	690	0.029	20	0.0	0.0	5.361	A
C-A	213	53			213				
A-B	0.90	0.22			0.90				
A-C	135	34			135				

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	18	4	678	0.026	18	0.0	0.0	5.453	A
C-AB	26	7	718	0.037	26	0.0	0.1	5.199	A
C-A	259	65			259				
A-B	1	0.28			1				
A-C	165	41			165				

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	18	4	678	0.026	18	0.0	0.0	5.453	A
C-AB	26	7	718	0.037	26	0.1	0.1	5.209	A
C-A	259	65			259				
A-B	1	0.28			1				
A-C	165	41			165				

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	14	4	688	0.021	14	0.0	0.0	5.341	A
C-AB	20	5	690	0.029	20	0.1	0.0	5.384	A
C-A	213	53			213				
A-B	0.90	0.22			0.90				
A-C	135	34			135				

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	12	3	696	0.017	12	0.0	0.0	5.266	A
C-AB	16	4	671	0.023	16	0.0	0.0	5.504	A
C-A	179	45			179				
A-B	0.75	0.19			0.75				
A-C	113	28			113				

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2026 Base + Development	PM	ONE HOUR	16:00	17:30	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 - Scours Lane (N)		ONE HOUR	✓	252	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - Scours Lane (S)		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	2	250
	B - Site Access	0	0	22
	C - Scours Lane (S)	152	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	3
	B - Site Access	0	0	0
	C - Scours Lane (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	5.57	0.0	A	20	30
C-AB	0.03	5.97	0.0	A	13	20
C-A					136	205
A-B					2	3
A-C					229	344

Main Results for each time segment

16:00 - 16:15

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	17	4	695	0.024	16	0.0	0.0	5.308	A
C-AB	10	3	614	0.017	10	0.0	0.0	5.965	A
C-A	113	28			113				
A-B	2	0.38			2				
A-C	188	47			188				

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	20	5	684	0.029	20	0.0	0.0	5.415	A
C-AB	13	3	622	0.020	13	0.0	0.0	5.908	A
C-A	134	33			134				
A-B	2	0.45			2				
A-C	225	56			225				

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	24	6	670	0.036	24	0.0	0.0	5.571	A
C-AB	16	4	634	0.026	16	0.0	0.0	5.831	A
C-A	163	41			163				
A-B	2	0.55			2				
A-C	275	69			275				

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	24	6	670	0.036	24	0.0	0.0	5.571	A
C-AB	16	4	634	0.026	16	0.0	0.0	5.835	A
C-A	163	41			163				
A-B	2	0.55			2				
A-C	275	69			275				

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	20	5	684	0.029	20	0.0	0.0	5.416	A
C-AB	13	3	622	0.020	13	0.0	0.0	5.914	A
C-A	134	33			134				
A-B	2	0.45			2				
A-C	225	56			225				

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	17	4	695	0.024	17	0.0	0.0	5.311	A
C-AB	10	3	614	0.017	10	0.0	0.0	5.967	A
C-A	113	28			113				
A-B	2	0.38			2				
A-C	188	47			188				

2026 Base + Development, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	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 - Scours Lane (N)		ONE HOUR	✓	240	100.000
B - Site Access		ONE HOUR	✓	58	100.000
C - Scours Lane (S)		ONE HOUR	✓	241	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	7	233
	B - Site Access	1	0	57
	C - Scours Lane (S)	191	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	2
	B - Site Access	0	0	0
	C - Scours Lane (S)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	5.93	0.1	A	53	80
C-AB	0.12	6.16	0.2	A	64	95
C-A					158	236
A-B					6	10
A-C					214	321

Main Results for each time segment

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	44	11	694	0.063	43	0.0	0.1	5.533	A
C-AB	49	12	635	0.077	48	0.0	0.1	6.134	A
C-A	133	33			133				
A-B	5	1			5				
A-C	175	44			175				

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	52	13	684	0.076	52	0.1	0.1	5.697	A
C-AB	61	15	648	0.095	61	0.1	0.1	6.135	A
C-A	155	39			155				
A-B	6	2			6				
A-C	209	52			209				

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	64	16	670	0.095	64	0.1	0.1	5.934	A
C-AB	81	20	665	0.121	80	0.1	0.2	6.153	A
C-A	185	46			185				
A-B	8	2			8				
A-C	257	64			257				

13:15 - 13:30

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	64	16	670	0.095	64	0.1	0.1	5.934	A
C-AB	81	20	665	0.121	81	0.2	0.2	6.164	A
C-A	185	46			185				
A-B	8	2			8				
A-C	257	64			257				

13:30 - 13:45

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	52	13	684	0.076	52	0.1	0.1	5.701	A
C-AB	61	15	648	0.095	62	0.2	0.2	6.158	A
C-A	155	39			155				
A-B	6	2			6				
A-C	209	52			209				

13:45 - 14:00

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	44	11	694	0.063	44	0.1	0.1	5.538	A
C-AB	49	12	635	0.077	49	0.2	0.1	6.151	A
C-A	133	33			133				
A-B	5	1			5				
A-C	175	44			175				

2026 Base + Development, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D4	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	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 - Scours Lane (N)		ONE HOUR	✓	200	100.000
B - Site Access		ONE HOUR	✓	41	100.000
C - Scours Lane (S)		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	4	196
	B - Site Access	2	0	39
	C - Scours Lane (S)	252	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	2
	B - Site Access	0	0	0
	C - Scours Lane (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	5.74	0.1	A	38	56
C-AB	0.09	5.68	0.2	A	52	77
C-A					214	320
A-B					4	6
A-C					180	270

Main Results for each time segment

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	31	8	693	0.045	31	0.0	0.0	5.433	A
C-AB	39	10	673	0.058	38	0.0	0.1	5.669	A
C-A	179	45			179				
A-B	3	0.75			3				
A-C	148	37			148				

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	37	9	684	0.054	37	0.0	0.1	5.559	A
C-AB	50	12	694	0.071	49	0.1	0.1	5.586	A
C-A	210	53			210				
A-B	4	0.90			4				
A-C	176	44			176				

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	45	11	672	0.067	45	0.1	0.1	5.740	A
C-AB	66	17	722	0.092	66	0.1	0.2	5.491	A
C-A	252	63			252				
A-B	4	1			4				
A-C	216	54			216				

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	45	11	672	0.067	45	0.1	0.1	5.740	A
C-AB	66	17	722	0.092	66	0.2	0.2	5.497	A
C-A	252	63			252				
A-B	4	1			4				
A-C	216	54			216				

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	37	9	684	0.054	37	0.1	0.1	5.560	A
C-AB	50	12	694	0.072	50	0.2	0.1	5.600	A
C-A	210	53			210				
A-B	4	0.90			4				
A-C	176	44			176				

13:15 - 13:30

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	31	8	693	0.045	31	0.1	0.0	5.438	A
C-AB	39	10	674	0.058	39	0.1	0.1	5.679	A
C-A	179	45			179				
A-B	3	0.75			3				
A-C	148	37			148				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Norcot Roundabout Junctions 9.j9
Path: P:\20 Jobs\114 Scours Lane, Reading\Technical Assessments\Junctions 9\Norcot Roundabout
Report generation date: 28/09/2021 15:28:06

»2021 Base, AM
»2021 Base, PM
»2021 Base, Saturday Lunch
»2021 Base, Sunday Lunch
»2026 Base, AM
»2026 Base, PM
»2026 Base, Saturday Lunch
»2026 Base, Sunday Lunch
»2026 Base + Development, AM
»2026 Base + Development, PM
»2026 Base + Development, Saturday Lunch
»2026 Base + Development, Sunday Lunch

Summary of junction performance

	AM					PM					Saturday Lunch					Sunday Lunch				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2021 Base																				
1 - Wigmore Lane	1.2	6.34	0.55	A	8.12	4.0	14.84	0.81	B	10.32	3.3	12.40	0.77	B	9.44	3.4	12.25	0.78	B	9.85
2 - A329 Oxford Road East	1.0	4.60	0.50	A		1.7	7.02	0.63	A		1.7	6.69	0.63	A		1.5	6.29	0.61	A	
3 - Norcot Road	1.7	11.08	0.64	B		1.5	11.50	0.61	B		1.5	11.77	0.61	B		2.1	14.86	0.69	B	
4 - A329 Oxford Road West	2.9	10.52	0.74	B		2.3	8.15	0.70	A		2.1	7.97	0.68	A		2.0	7.85	0.68	A	
2026 Base																				
1 - Wigmore Lane	1.6	7.62	0.62	A	11.30	8.2	28.74	0.91	D	16.56	6.1	21.99	0.87	C	14.46	6.4	21.98	0.88	C	16.12
2 - A329 Oxford Road East	1.2	5.28	0.55	A		2.4	9.24	0.71	A		2.4	8.77	0.71	A		2.1	8.12	0.68	A	
3 - Norcot Road	2.7	15.82	0.73	C		2.3	16.26	0.70	C		2.4	17.48	0.71	C		4.2	27.80	0.82	D	
4 - A329 Oxford Road West	4.7	16.20	0.83	C		3.3	11.00	0.77	B		3.1	10.88	0.76	B		3.0	10.84	0.76	B	
2026 Base + Development																				
1 - Wigmore Lane	1.6	7.71	0.62	A	11.62	8.7	30.77	0.91	D	17.43	7.1	25.32	0.89	D	16.26	7.0	24.17	0.89	C	17.61
2 - A329 Oxford Road East	1.3	5.33	0.56	A		2.4	9.50	0.71	A		2.6	9.40	0.73	A		2.3	8.52	0.70	A	
3 - Norcot Road	2.7	16.22	0.74	C		2.4	17.00	0.72	C		2.7	19.86	0.74	C		4.8	31.36	0.84	D	
4 - A329 Oxford Road West	4.9	16.83	0.84	C		3.5	11.45	0.78	B		3.6	12.18	0.79	B		3.3	11.66	0.78	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	07/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

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
D1	2021 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2021 Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2021 Base	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D4	2021 Base	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓
D5	2026 Base	AM	ONE HOUR	08:00	09:30	15	✓
D6	2026 Base	PM	ONE HOUR	16:00	17:30	15	✓
D7	2026 Base	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D8	2026 Base	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓
D9	2026 Base + Development	AM	ONE HOUR	08:00	09:30	15	✓
D10	2026 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓
D11	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D12	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wigmore Lane	
2	A329 Oxford Road East	
3	Norcot Road	
4	A329 Oxford Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wigmore Lane	3.20	7.40	22.1	22.0	40.0	12.0	
2 - A329 Oxford Road East	4.80	7.20	23.4	19.0	40.0	8.0	
3 - Norcot Road	3.00	7.00	12.3	22.0	40.0	13.0	
4 - A329 Oxford Road West	5.00	6.60	21.4	68.0	40.0	29.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wigmore Lane	0.698	1879
2 - A329 Oxford Road East	0.754	2150
3 - Norcot Road	0.641	1598
4 - A329 Oxford Road West	0.709	1979

The slope and intercept shown above include any corrections and adjustments.

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	2021 Base	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	638	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	715	100.000
3 - Norcot Road		ONE HOUR	✓	524	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	905	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	7	151	155	325
	2 - A329 Oxford Road East	202	43	146	324
	3 - Norcot Road	272	182	0	70
	4 - A329 Oxford Road West	497	338	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	13	6	6
	2 - A329 Oxford Road East	7	5	7	5
	3 - Norcot Road	1	6	0	1
	4 - A329 Oxford Road West	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.55	6.34	1.2	A	585	878
2 - A329 Oxford Road East	0.50	4.60	1.0	A	656	984
3 - Norcot Road	0.64	11.08	1.7	B	481	721
4 - A329 Oxford Road West	0.74	10.52	2.9	B	830	1246

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr	Junction Arrivals (Veh)	Circulating flow (Veh/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

	)										
1 - Wigmore Lane	480	120	474	1422	0.338	478	733	0.0	0.5	3.805	A
2 - A329 Oxford Road East	538	135	418	1716	0.314	536	535	0.0	0.5	3.048	A
3 - Norcot Road	394	99	676	1110	0.355	392	278	0.0	0.5	5.002	A
4 - A329 Oxford Road West	681	170	529	1512	0.451	678	539	0.0	0.8	4.300	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	574	143	568	1359	0.422	573	877	0.5	0.7	4.576	A
2 - A329 Oxford Road East	643	161	500	1654	0.389	642	641	0.5	0.6	3.555	A
3 - Norcot Road	471	118	809	1022	0.461	470	333	0.5	0.8	6.505	A
4 - A329 Oxford Road West	814	203	633	1439	0.565	812	645	0.8	1.3	5.724	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	702	176	693	1273	0.552	700	1071	0.7	1.2	6.266	A
2 - A329 Oxford Road East	787	197	611	1571	0.501	786	782	0.6	1.0	4.576	A
3 - Norcot Road	577	144	990	903	0.639	573	407	0.8	1.7	10.819	B
4 - A329 Oxford Road West	996	249	774	1340	0.744	990	790	1.3	2.8	10.130	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	702	176	697	1270	0.553	702	1077	1.2	1.2	6.336	A
2 - A329 Oxford Road East	787	197	613	1570	0.502	787	786	1.0	1.0	4.601	A
3 - Norcot Road	577	144	992	901	0.640	577	408	1.7	1.7	11.083	B
4 - A329 Oxford Road West	996	249	777	1338	0.745	996	792	2.8	2.9	10.523	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	574	143	573	1355	0.423	575	885	1.2	0.7	4.631	A

2 - A329 Oxford Road East	643	161	503	1652	0.389	644	646	1.0	0.6	3.578	A
3 - Norcot Road	471	118	812	1020	0.462	475	335	1.7	0.9	6.644	A
4 - A329 Oxford Road West	814	203	638	1435	0.567	820	648	2.9	1.3	5.903	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	480	120	478	1420	0.338	481	738	0.7	0.5	3.837	A
2 - A329 Oxford Road East	538	135	420	1714	0.314	539	539	0.6	0.5	3.067	A
3 - Norcot Road	394	99	679	1108	0.356	396	280	0.9	0.6	5.066	A
4 - A329 Oxford Road West	681	170	533	1510	0.451	683	542	1.3	0.8	4.367	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.32	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2021 Base	PM	ONE HOUR	16:00	17:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	917	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	787	100.000
3 - Norcot Road		ONE HOUR	✓	441	100.000

4 - A329 Oxford Road West		ONE HOUR	✓	924	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	**2 - A329 Oxford Road East**	**3 - Norcot Road**	**4 - A329 Oxford Road West**
From	**1 - Wigmore Lane**	8	197	244	468
	2 - A329 Oxford Road East	156	62	182	387
	3 - Norcot Road	187	176	0	78
	4 - A329 Oxford Road West	399	378	147	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	**2 - A329 Oxford Road East**	**3 - Norcot Road**	**4 - A329 Oxford Road West**
From	**1 - Wigmore Lane**	0	2	1	2
	2 - A329 Oxford Road East	1	2	6	2
	3 - Norcot Road	2	4	0	3
	4 - A329 Oxford Road West	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.81	14.84	4.0	B	841	1262
2 - A329 Oxford Road East	0.63	7.02	1.7	A	722	1083
3 - Norcot Road	0.61	11.50	1.5	B	405	607
4 - A329 Oxford Road West	0.70	8.15	2.3	A	848	1272

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	690	173	572	1441	0.479	687	562	0.0	0.9	4.753	A
2 - A329 Oxford Road East	592	148	649	1607	0.369	590	609	0.0	0.6	3.533	A

3 - Norcot Road	332	83	810	1039	0.320	330	429	0.0	0.5	5.067	A
4 - A329 Oxford Road West	696	174	441	1604	0.434	693	699	0.0	0.8	3.938	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	824	206	685	1360	0.606	822	673	0.9	1.5	6.658	A
2 - A329 Oxford Road East	707	177	777	1511	0.468	706	729	0.6	0.9	4.465	A
3 - Norcot Road	396	99	970	938	0.423	395	514	0.5	0.7	6.628	A
4 - A329 Oxford Road West	831	208	528	1543	0.538	829	837	0.8	1.2	5.032	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1010	252	836	1252	0.806	1000	822	1.5	3.9	13.786	B
2 - A329 Oxford Road East	867	217	947	1385	0.626	863	890	0.9	1.6	6.862	A
3 - Norcot Road	486	121	1183	802	0.605	482	627	0.7	1.5	11.147	B
4 - A329 Oxford Road West	1017	254	645	1461	0.696	1013	1020	1.2	2.2	7.961	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1010	252	840	1250	0.808	1009	826	3.9	4.0	14.840	B
2 - A329 Oxford Road East	867	217	954	1379	0.628	866	895	1.6	1.7	7.018	A
3 - Norcot Road	486	121	1190	798	0.608	485	631	1.5	1.5	11.498	B
4 - A329 Oxford Road West	1017	254	648	1459	0.697	1017	1027	2.2	2.3	8.148	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	824	206	690	1357	0.608	834	678	4.0	1.6	7.015	A
2 - A329 Oxford Road East	707	177	788	1504	0.471	711	736	1.7	0.9	4.559	A
3 - Norcot Road	396	99	979	932	0.426	400	519	1.5	0.8	6.805	A
4 - A329 Oxford Road	831	208	533	1540	0.54	835	846	2.3	1.2	5.14	A

West					0					2	

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	690	173	576	1438	0.480	693	566	1.6	0.9	4.850	A
2 - A329 Oxford Road East	592	148	655	1603	0.370	594	614	0.9	0.6	3.571	A
3 - Norcot Road	332	83	816	1035	0.321	333	433	0.8	0.5	5.137	A
4 - A329 Oxford Road West	696	174	445	1601	0.434	697	705	1.2	0.8	3.988	A

2021 Base, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2021 Base	Saturday Lunch	ONE HOUR	12:30	14:00	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	889	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	837	100.000
3 - Norcot Road		ONE HOUR	✓	427	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	880	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	11	229	202	447
	2 - A329 Oxford Road East	196	106	182	353
	3 - Norcot Road	185	163	0	79
	4 - A329 Oxford Road West	394	373	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	2	1	1
	2 - A329 Oxford Road East	2	2	4	3
	3 - Norcot Road	2	5	0	1
	4 - A329 Oxford Road West	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.77	12.40	3.3	B	816	1224
2 - A329 Oxford Road East	0.63	6.69	1.7	A	768	1152
3 - Norcot Road	0.61	11.77	1.5	B	392	588
4 - A329 Oxford Road West	0.68	7.97	2.1	A	808	1211

Main Results for each time segment

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	669	167	566	1455	0.460	666	589	0.0	0.8	4.541	A
2 - A329 Oxford Road East	630	158	579	1661	0.379	628	653	0.0	0.6	3.479	A
3 - Norcot Road	321	80	834	1023	0.314	320	373	0.0	0.5	5.103	A
4 - A329 Oxford Road West	663	166	495	1586	0.418	660	659	0.0	0.7	3.874	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	799	200	677	1376	0.581	797	705	0.8	1.4	6.192	A
2 - A329 Oxford Road East	752	188	693	1576	0.477	751	781	0.6	0.9	4.359	A
3 - Norcot Road	384	96	999	919	0.418	383	446	0.5	0.7	6.701	A
4 - A329 Oxford Road West	791	198	593	1517	0.522	790	788	0.7	1.1	4.942	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	979	245	828	1270	0.771	972	861	1.4	3.2	11.774	B
2 - A329 Oxford Road East	922	230	845	1463	0.630	918	954	0.9	1.7	6.571	A
3 - Norcot Road	470	118	1219	779	0.603	467	544	0.7	1.5	11.426	B
4 - A329 Oxford Road West	969	242	724	1423	0.681	965	962	1.1	2.1	7.793	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	979	245	831	1268	0.772	978	865	3.2	3.3	12.399	B
2 - A329 Oxford Road East	922	230	851	1459	0.632	921	959	1.7	1.7	6.692	A
3 - Norcot Road	470	118	1225	775	0.606	470	547	1.5	1.5	11.774	B
4 - A329 Oxford Road West	969	242	728	1420	0.682	969	968	2.1	2.1	7.966	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	799	200	683	1373	0.582	807	711	3.3	1.4	6.442	A
2 - A329 Oxford Road East	752	188	701	1570	0.479	756	788	1.7	0.9	4.436	A
3 - Norcot Road	384	96	1007	914	0.420	387	450	1.5	0.7	6.871	A
4 - A329 Oxford Road West	791	198	598	1513	0.523	795	796	2.1	1.1	5.044	A

13:45 - 14:00

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	669	167	570	1453	0.461	672	593	1.4	0.9	4.622	A
2 - A329 Oxford Road East	630	158	584	1657	0.380	631	658	0.9	0.6	3.513	A
3 - Norcot Road	321	80	840	1020	0.315	323	375	0.7	0.5	5.174	A
4 - A329 Oxford Road West	663	166	499	1584	0.418	664	664	1.1	0.7	3.921	A

2021 Base, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D4	2021 Base	Sunday Lunch	ONE HOUR	12:00	13:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	926	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	805	100.000
3 - Norcot Road		ONE HOUR	✓	483	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	864	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	14	240	182	490
	2 - A329 Oxford Road East	214	84	165	342
	3 - Norcot Road	195	184	0	104
	4 - A329 Oxford Road West	413	343	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	0
	2 - A329 Oxford Road East	2	0	3	2
	3 - Norcot Road	0	3	0	1
	4 - A329 Oxford Road West	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.78	12.25	3.4	B	850	1275
2 - A329 Oxford Road East	0.61	6.29	1.5	A	739	1108
3 - Norcot Road	0.69	14.86	2.1	B	443	665
4 - A329 Oxford Road West	0.68	7.85	2.0	A	793	1189

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	697	174	539	1490	0.468	694	627	0.0	0.9	4.500	A
2 - A329 Oxford Road East	606	152	595	1666	0.364	604	638	0.0	0.6	3.383	A
3 - Norcot Road	364	91	858	1029	0.353	361	341	0.0	0.5	5.372	A
4 - A329 Oxford Road West	650	163	518	1581	0.411	648	701	0.0	0.7	3.845	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	832	208	645	1415	0.588	830	750	0.9	1.4	6.132	A
2 - A329 Oxford Road East	724	181	712	1579	0.458	723	763	0.6	0.8	4.201	A
3 - Norcot Road	434	109	1026	922	0.471	433	408	0.5	0.9	7.344	A
4 - A329 Oxford Road West	777	194	620	1509	0.515	775	840	0.7	1.0	4.896	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1020	255	788	1315	0.775	1012	916	1.4	3.3	11.618	B
2 - A329 Oxford Road East	886	222	868	1462	0.606	884	931	0.8	1.5	6.191	A
3 - Norcot Road	532	133	1253	777	0.685	527	498	0.9	2.1	14.152	B
4 - A329 Oxford Road West	951	238	756	1412	0.674	947	1024	1.0	2.0	7.678	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1020	255	791	1312	0.777	1019	920	3.3	3.4	12.245	B
2 - A329 Oxford Road East	886	222	874	1458	0.608	886	937	1.5	1.5	6.290	A
3 - Norcot Road	532	133	1259	773	0.688	532	501	2.1	2.1	14.864	B
4 - A329 Oxford Road West	951	238	761	1409	0.675	951	1030	2.0	2.0	7.854	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	832	208	651	1411	0.590	840	756	3.4	1.5	6.386	A
2 - A329 Oxford Road East	724	181	720	1573	0.460	726	771	1.5	0.9	4.268	A
3 - Norcot Road	434	109	1035	916	0.474	439	412	2.1	0.9	7.620	A
4 - A329 Oxford Road West	777	194	626	1504	0.516	781	848	2.0	1.1	5.000	A

13:15 - 13:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	697	174	543	1487	0.469	699	631	1.5	0.9	4.583	A
2 - A329 Oxford Road East	606	152	600	1662	0.365	607	643	0.9	0.6	3.415	A
3 - Norcot Road	364	91	863	1026	0.355	365	343	0.9	0.6	5.462	A
4 - A329 Oxford Road West	650	163	522	1578	0.412	652	707	1.1	0.7	3.893	A

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.30	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D5	2026 Base	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	689	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	772	100.000
3 - Norcot Road		ONE HOUR	✓	566	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	977	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	8	163	167	351
	2 - A329 Oxford Road East	218	46	158	350
	3 - Norcot Road	294	196	0	76
	4 - A329 Oxford Road West	536	365	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	13	7	6
	2 - A329 Oxford Road East	7	4	7	5
	3 - Norcot Road	1	6	0	1
	4 - A329 Oxford Road West	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.62	7.62	1.6	A	632	948
2 - A329 Oxford Road East	0.55	5.28	1.2	A	708	1063
3 - Norcot Road	0.73	15.82	2.7	C	519	779
4 - A329 Oxford Road West	0.83	16.20	4.7	C	897	1345

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	519	130	511	1394	0.372	516	791	0.0	0.6	4.090	A
2 - A329 Oxford Road East	581	145	451	1691	0.344	579	577	0.0	0.5	3.233	A
3 - Norcot Road	426	107	730	1075	0.397	424	301	0.0	0.7	5.507	A
4 - A329 Oxford Road West	736	184	571	1483	0.496	732	582	0.0	1.0	4.765	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	619	155	612	1326	0.467	618	947	0.6	0.9	5.081	A
2 - A329 Oxford Road East	694	174	540	1624	0.427	693	690	0.5	0.7	3.864	A
3 - Norcot Road	509	127	873	980	0.519	507	360	0.7	1.1	7.591	A
4 - A329 Oxford Road West	878	220	683	1404	0.626	876	697	1.0	1.6	6.781	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	759	190	745	1235	0.614	756	1153	0.9	1.6	7.465	A
2 - A329 Oxford Road East	850	212	660	1534	0.554	848	841	0.7	1.2	5.231	A
3 - Norcot Road	623	156	1068	851	0.732	617	440	1.1	2.6	15.000	C
4 - A329 Oxford Road West	1076	269	833	1299	0.828	1065	852	1.6	4.4	14.738	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	759	190	751	1231	0.616	758	1162	1.6	1.6	7.621	A
2 - A329 Oxford Road East	850	212	663	1532	0.555	850	847	1.2	1.2	5.276	A
3 - Norcot Road	623	156	1071	849	0.734	623	441	2.6	2.7	15.824	C
4 - A329 Oxford Road West	1076	269	839	1295	0.831	1075	855	4.4	4.7	16.196	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	619	155	622	1319	0.470	622	960	1.6	0.9	5.186	A
2 - A329 Oxford Road East	694	174	544	1621	0.428	696	700	1.2	0.8	3.899	A
3 - Norcot Road	509	127	878	977	0.521	515	362	2.7	1.1	7.894	A
4 - A329 Oxford Road West	878	220	691	1398	0.628	890	702	4.7	1.7	7.239	A

09:15 - 09:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	519	130	516	1391	0.373	520	798	0.9	0.6	4.139	A
2 - A329 Oxford Road East	581	145	454	1689	0.344	582	582	0.8	0.5	3.255	A
3 - Norcot Road	426	107	734	1072	0.398	428	303	1.1	0.7	5.604	A
4 - A329 Oxford Road West	736	184	576	1480	0.497	738	586	1.7	1.0	4.876	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.56	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D6	2026 Base	PM	ONE HOUR	16:00	17:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	991	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	850	100.000
3 - Norcot Road		ONE HOUR	✓	476	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	998	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	9	213	264	505
	2 - A329 Oxford Road East	168	67	197	418
	3 - Norcot Road	202	190	0	84
	4 - A329 Oxford Road West	431	408	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	2
	2 - A329 Oxford Road East	1	1	6	2
	3 - Norcot Road	1	4	0	2
	4 - A329 Oxford Road West	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.91	28.74	8.2	D	909	1364
2 - A329 Oxford Road East	0.71	9.24	2.4	A	780	1170
3 - Norcot Road	0.70	16.26	2.3	C	437	655
4 - A329 Oxford Road West	0.77	11.00	3.3	B	916	1374

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	746	187	617	1412	0.529	742	607	0.0	1.1	5.339	A
2 - A329 Oxford Road East	640	160	701	1569	0.408	637	657	0.0	0.7	3.852	A
3 - Norcot Road	358	90	874	1004	0.357	356	464	0.0	0.5	5.535	A
4 - A329 Oxford Road West	751	188	476	1581	0.475	748	754	0.0	0.9	4.304	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	891	223	739	1325	0.672	887	726	1.1	2.0	8.159	A
2 - A329 Oxford Road East	764	191	839	1466	0.521	763	787	0.7	1.1	5.105	A
3 - Norcot Road	428	107	1046	895	0.478	427	556	0.5	0.9	7.665	A
4 - A329 Oxford Road West	897	224	570	1515	0.592	895	902	0.9	1.4	5.786	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1091	273	901	1210	0.902	1070	886	2.0	7.2	23.024	C
2 - A329 Oxford Road East	936	234	1014	1335	0.701	931	957	1.1	2.3	8.802	A
3 - Norcot Road	524	131	1270	752	0.697	519	675	0.9	2.2	15.133	C
4 - A329 Oxford Road West	1099	275	695	1428	0.769	1092	1095	1.4	3.2	10.488	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1091	273	907	1205	0.905	1087	891	7.2	8.2	28.743	D
2 - A329 Oxford Road East	936	234	1029	1324	0.707	936	966	2.3	2.4	9.242	A
3 - Norcot Road	524	131	1283	744	0.704	524	682	2.2	2.3	16.262	C
4 - A329 Oxford Road West	1099	275	700	1425	0.771	1098	1107	3.2	3.3	11.002	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	891	223	747	1319	0.676	915	735	8.2	2.1	9.421	A
2 - A329 Oxford Road East	764	191	862	1449	0.527	769	800	2.4	1.1	5.332	A
3 - Norcot Road	428	107	1065	882	0.485	433	566	2.3	1.0	8.106	A
4 - A329 Oxford Road West	897	224	578	1510	0.594	904	921	3.3	1.5	6.016	A

17:15 - 17:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	746	187	622	1408	0.530	750	612	2.1	1.1	5.505	A
2 - A329 Oxford Road East	640	160	709	1564	0.409	642	664	1.1	0.7	3.911	A
3 - Norcot Road	358	90	882	999	0.359	360	469	1.0	0.6	5.645	A
4 - A329 Oxford Road West	751	188	481	1578	0.476	754	761	1.5	0.9	4.380	A

2026 Base, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.46	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D7	2026 Base	Saturday Lunch	ONE HOUR	12:30	14:00	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	964	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	908	100.000
3 - Norcot Road		ONE HOUR	✓	463	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	954	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	12	248	219	485
	2 - A329 Oxford Road East	213	115	197	383
	3 - Norcot Road	201	176	0	86
	4 - A329 Oxford Road West	427	404	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	2	1	1
	2 - A329 Oxford Road East	1	2	4	3
	3 - Norcot Road	1	5	0	1
	4 - A329 Oxford Road West	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.87	21.99	6.1	C	885	1327
2 - A329 Oxford Road East	0.71	8.77	2.4	A	833	1250
3 - Norcot Road	0.71	17.48	2.4	C	425	637
4 - A329 Oxford Road West	0.76	10.88	3.1	B	875	1313

Main Results for each time segment

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	726	181	613	1422	0.510	722	639	0.0	1.0	5.110	A
2 - A329 Oxford Road East	684	171	628	1628	0.420	681	706	0.0	0.7	3.790	A
3 - Norcot Road	349	87	905	984	0.354	346	404	0.0	0.5	5.631	A
4 - A329 Oxford Road West	718	180	537	1559	0.461	715	715	0.0	0.8	4.249	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	867	217	734	1337	0.648	864	765	1.0	1.8	7.558	A
2 - A329 Oxford Road East	816	204	752	1536	0.531	815	845	0.7	1.1	4.979	A
3 - Norcot Road	416	104	1083	870	0.478	415	483	0.5	0.9	7.877	A
4 - A329 Oxford Road West	858	214	643	1484	0.578	856	855	0.8	1.4	5.715	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1061	265	894	1223	0.868	1046	932	1.8	5.7	18.892	C
2 - A329 Oxford Road East	1000	250	911	1417	0.705	995	1029	1.1	2.3	8.426	A
3 - Norcot Road	510	127	1318	721	0.707	504	588	0.9	2.3	16.231	C
4 - A329 Oxford Road West	1050	263	783	1384	0.759	1044	1040	1.4	3.0	10.384	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1061	265	900	1219	0.871	1059	939	5.7	6.1	21.992	C
2 - A329 Oxford Road East	1000	250	922	1409	0.709	999	1037	2.3	2.4	8.768	A
3 - Norcot Road	510	127	1329	714	0.714	509	593	2.3	2.4	17.480	C
4 - A329 Oxford Road West	1050	263	789	1380	0.761	1050	1049	3.0	3.1	10.885	B

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	867	217	742	1331	0.651	884	774	6.1	1.9	8.340	A
2 - A329 Oxford Road East	816	204	768	1524	0.536	821	858	2.4	1.2	5.156	A
3 - Norcot Road	416	104	1099	861	0.484	422	490	2.4	1.0	8.312	A
4 - A329 Oxford Road West	858	214	651	1477	0.580	864	869	3.1	1.4	5.937	A

13:45 - 14:00

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	726	181	618	1419	0.512	729	644	1.9	1.1	5.247	A
2 - A329 Oxford Road East	684	171	634	1623	0.421	685	713	1.2	0.7	3.845	A
3 - Norcot Road	349	87	913	979	0.356	350	407	1.0	0.6	5.742	A
4 - A329 Oxford Road West	718	180	542	1555	0.462	720	721	1.4	0.9	4.324	A

2026 Base, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.12	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D8	2026 Base	Sunday Lunch	ONE HOUR	12:00	13:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	1005	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	873	100.000
3 - Norcot Road		ONE HOUR	✓	525	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	937	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	15	260	198	532
	2 - A329 Oxford Road East	232	91	179	371
	3 - Norcot Road	212	200	0	113
	4 - A329 Oxford Road West	448	372	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	0
	2 - A329 Oxford Road East	2	0	3	2
	3 - Norcot Road	0	4	0	1
	4 - A329 Oxford Road West	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.88	21.98	6.4	C	922	1383
2 - A329 Oxford Road East	0.68	8.12	2.1	A	801	1202
3 - Norcot Road	0.82	27.80	4.2	D	482	723
4 - A329 Oxford Road West	0.76	10.84	3.0	B	860	1290

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	757	189	584	1457	0.519	752	679	0.0	1.1	5.078	A
2 - A329 Oxford Road East	657	164	645	1628	0.404	655	691	0.0	0.7	3.687	A
3 - Norcot Road	395	99	930	980	0.403	393	370	0.0	0.7	6.106	A
4 - A329 Oxford Road West	705	176	561	1549	0.455	702	761	0.0	0.8	4.235	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	903	226	699	1376	0.657	900	813	1.1	1.9	7.520	A
2 - A329 Oxford Road East	785	196	772	1534	0.512	783	827	0.7	1.0	4.786	A
3 - Norcot Road	472	118	1113	863	0.547	470	443	0.7	1.2	9.103	A
4 - A329 Oxford Road West	842	211	672	1471	0.573	840	911	0.8	1.3	5.694	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1107	277	851	1268	0.872	1091	990	1.9	5.9	18.758	C
2 - A329 Oxford Road East	961	240	936	1412	0.681	957	1005	1.0	2.1	7.845	A
3 - Norcot Road	578	145	1354	710	0.815	567	539	1.2	3.8	23.750	C
4 - A329 Oxford Road West	1032	258	816	1369	0.754	1025	1106	1.3	2.9	10.294	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1107	277	858	1264	0.876	1104	998	5.9	6.4	21.979	C
2 - A329 Oxford Road East	961	240	947	1404	0.685	961	1015	2.1	2.1	8.123	A
3 - Norcot Road	578	145	1365	703	0.822	576	543	3.8	4.2	27.796	D
4 - A329 Oxford Road West	1032	258	824	1362	0.757	1031	1117	2.9	3.0	10.839	B

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	903	226	710	1368	0.660	921	825	6.4	2.0	8.350	A
2 - A329 Oxford Road East	785	196	789	1521	0.516	789	842	2.1	1.1	4.942	A
3 - Norcot Road	472	118	1129	853	0.553	484	449	4.2	1.3	10.042	B
4 - A329 Oxford Road West	842	211	685	1461	0.577	849	927	3.0	1.4	5.942	A

13:15 - 13:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	757	189	589	1453	0.521	760	685	2.0	1.1	5.220	A
2 - A329 Oxford Road East	657	164	652	1623	0.405	659	698	1.1	0.7	3.740	A
3 - Norcot Road	395	99	937	975	0.405	398	373	1.3	0.7	6.260	A
4 - A329 Oxford Road West	705	176	567	1545	0.457	708	768	1.4	0.8	4.311	A

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.62	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D9	2026 Base + Development	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	690	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	776	100.000
3 - Norcot Road		ONE HOUR	✓	568	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	987	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	8	163	167	352
	2 - A329 Oxford Road East	217	46	158	355
	3 - Norcot Road	293	195	0	80
	4 - A329 Oxford Road West	539	370	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	13	7	6
	2 - A329 Oxford Road East	7	4	7	5
	3 - Norcot Road	1	6	0	1
	4 - A329 Oxford Road West	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.62	7.71	1.6	A	633	950
2 - A329 Oxford Road East	0.56	5.33	1.3	A	712	1068
3 - Norcot Road	0.74	16.22	2.7	C	521	782
4 - A329 Oxford Road West	0.84	16.83	4.9	C	906	1359

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	519	130	516	1391	0.373	517	792	0.0	0.6	4.108	A
2 - A329 Oxford Road East	584	146	453	1689	0.346	582	580	0.0	0.5	3.246	A
3 - Norcot Road	428	107	733	1072	0.399	425	302	0.0	0.7	5.539	A
4 - A329 Oxford Road West	743	186	568	1485	0.500	739	590	0.0	1.0	4.803	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	620	155	618	1322	0.469	619	948	0.6	0.9	5.113	A
2 - A329 Oxford Road East	698	174	543	1622	0.430	697	694	0.5	0.7	3.886	A
3 - Norcot Road	511	128	878	977	0.523	509	362	0.7	1.1	7.663	A
4 - A329 Oxford Road West	887	222	681	1406	0.631	885	706	1.0	1.7	6.867	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	760	190	751	1231	0.617	757	1154	0.9	1.6	7.545	A
2 - A329 Oxford Road East	854	214	663	1532	0.558	852	845	0.7	1.2	5.283	A
3 - Norcot Road	625	156	1074	848	0.738	619	442	1.1	2.6	15.334	C
4 - A329 Oxford Road West	1087	272	830	1301	0.835	1075	863	1.7	4.6	15.198	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	760	190	758	1226	0.619	760	1163	1.6	1.6	7.707	A
2 - A329 Oxford Road East	854	214	666	1530	0.558	854	852	1.2	1.3	5.329	A
3 - Norcot Road	625	156	1077	846	0.739	625	444	2.6	2.7	16.224	C
4 - A329 Oxford Road West	1087	272	835	1297	0.838	1086	866	4.6	4.9	16.834	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	620	155	627	1315	0.472	623	961	1.6	0.9	5.223	A
2 - A329 Oxford Road East	698	174	547	1619	0.431	700	703	1.3	0.8	3.922	A
3 - Norcot Road	511	128	882	974	0.524	517	364	2.7	1.1	7.984	A
4 - A329 Oxford Road West	887	222	689	1400	0.634	900	711	4.9	1.8	7.361	A

09:15 - 09:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	519	130	521	1388	0.374	521	799	0.9	0.6	4.158	A
2 - A329 Oxford Road East	584	146	457	1687	0.346	585	585	0.8	0.5	3.271	A
3 - Norcot Road	428	107	738	1070	0.400	429	304	1.1	0.7	5.641	A
4 - A329 Oxford Road West	743	186	573	1481	0.502	746	594	1.8	1.0	4.916	A

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.43	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D10	2026 Base + Development	PM	ONE HOUR	16:00	17:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	992	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	856	100.000
3 - Norcot Road		ONE HOUR	✓	479	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	1012	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	9	212	263	508
	2 - A329 Oxford Road East	168	67	197	424
	3 - Norcot Road	201	190	0	88
	4 - A329 Oxford Road West	433	416	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	2
	2 - A329 Oxford Road East	1	2	6	2
	3 - Norcot Road	1	4	0	2
	4 - A329 Oxford Road West	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.91	30.77	8.7	D	910	1365
2 - A329 Oxford Road East	0.71	9.50	2.4	A	785	1178
3 - Norcot Road	0.72	17.00	2.4	C	440	659
4 - A329 Oxford Road West	0.78	11.45	3.5	B	929	1393

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	747	187	626	1406	0.531	742	607	0.0	1.1	5.393	A
2 - A329 Oxford Road East	644	161	706	1566	0.412	642	663	0.0	0.7	3.884	A
3 - Norcot Road	361	90	881	1000	0.361	358	467	0.0	0.6	5.595	A
4 - A329 Oxford Road West	762	190	475	1583	0.481	758	764	0.0	0.9	4.344	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	892	223	750	1318	0.677	888	727	1.1	2.0	8.305	A
2 - A329 Oxford Road East	770	192	844	1462	0.526	768	793	0.7	1.1	5.174	A
3 - Norcot Road	431	108	1054	889	0.484	429	558	0.6	0.9	7.799	A
4 - A329 Oxford Road West	910	227	569	1518	0.599	908	914	0.9	1.5	5.879	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1092	273	914	1201	0.909	1070	886	2.0	7.7	24.145	C
2 - A329 Oxford Road East	942	236	1019	1332	0.708	937	964	1.1	2.3	9.021	A
3 - Norcot Road	527	132	1279	746	0.707	522	678	0.9	2.3	15.719	C
4 - A329 Oxford Road West	1114	279	693	1431	0.779	1107	1108	1.5	3.3	10.864	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1092	273	920	1197	0.913	1088	892	7.7	8.7	30.768	D
2 - A329 Oxford Road East	942	236	1035	1320	0.714	942	973	2.3	2.4	9.503	A
3 - Norcot Road	527	132	1292	737	0.715	527	685	2.3	2.4	17.005	C
4 - A329 Oxford Road West	1114	279	699	1427	0.781	1114	1121	3.3	3.5	11.450	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	892	223	759	1311	0.680	918	736	8.7	2.2	9.729	A
2 - A329 Oxford Road East	770	192	870	1443	0.533	775	807	2.4	1.2	5.424	A
3 - Norcot Road	431	108	1075	876	0.492	436	569	2.4	1.0	8.289	A
4 - A329 Oxford Road West	910	227	577	1512	0.602	917	934	3.5	1.5	6.131	A

17:15 - 17:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	747	187	632	1402	0.533	751	613	2.2	1.2	5.567	A
2 - A329 Oxford Road East	644	161	714	1560	0.413	646	669	1.2	0.7	3.947	A
3 - Norcot Road	361	90	889	995	0.363	362	471	1.0	0.6	5.709	A
4 - A329 Oxford Road West	762	190	480	1580	0.482	764	771	1.5	0.9	4.426	A

2026 Base + Development, Saturday Lunch

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.26	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D11	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	966	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	924	100.000
3 - Norcot Road		ONE HOUR	✓	469	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	988	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	12	246	217	491
	2 - A329 Oxford Road East	211	115	196	402
	3 - Norcot Road	200	175	0	94
	4 - A329 Oxford Road West	432	424	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	2	1	1
	2 - A329 Oxford Road East	1	2	4	3
	3 - Norcot Road	2	5	0	1
	4 - A329 Oxford Road West	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.89	25.32	7.1	D	886	1330
2 - A329 Oxford Road East	0.73	9.40	2.6	A	848	1272
3 - Norcot Road	0.74	19.86	2.7	C	430	646
4 - A329 Oxford Road West	0.79	12.18	3.6	B	907	1360

Main Results for each time segment

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	727	182	634	1408	0.517	723	640	0.0	1.1	5.227	A
2 - A329 Oxford Road East	696	174	638	1621	0.429	693	719	0.0	0.7	3.867	A
3 - Norcot Road	353	88	922	969	0.364	351	408	0.0	0.6	5.805	A
4 - A329 Oxford Road West	744	186	534	1560	0.477	740	739	0.0	0.9	4.373	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	868	217	758	1319	0.658	865	767	1.1	1.9	7.869	A
2 - A329 Oxford Road East	831	208	763	1527	0.544	829	860	0.7	1.2	5.142	A
3 - Norcot Road	422	105	1104	854	0.494	420	489	0.6	1.0	8.267	A
4 - A329 Oxford Road West	888	222	639	1485	0.598	886	885	0.9	1.5	5.987	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1064	266	924	1202	0.885	1046	934	1.9	6.4	20.975	C
2 - A329 Oxford Road East	1017	254	924	1408	0.722	1012	1046	1.2	2.5	8.968	A
3 - Norcot Road	516	129	1342	703	0.735	510	594	1.0	2.6	18.075	C
4 - A329 Oxford Road West	1088	272	778	1386	0.785	1080	1074	1.5	3.4	11.465	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1064	266	931	1197	0.888	1061	941	6.4	7.1	25.317	D
2 - A329 Oxford Road East	1017	254	936	1399	0.727	1017	1056	2.5	2.6	9.403	A
3 - Norcot Road	516	129	1354	696	0.742	516	599	2.6	2.7	19.864	C
4 - A329 Oxford Road West	1088	272	784	1382	0.787	1087	1085	3.4	3.6	12.182	B

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	868	217	768	1312	0.662	889	777	7.1	2.0	8.882	A
2 - A329 Oxford Road East	831	208	782	1513	0.549	836	875	2.6	1.2	5.359	A
3 - Norcot Road	422	105	1121	843	0.500	429	497	2.7	1.0	8.834	A
4 - A329 Oxford Road West	888	222	649	1478	0.601	896	901	3.6	1.5	6.273	A

13:45 - 14:00

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	727	182	639	1404	0.518	731	646	2.0	1.1	5.382	A
2 - A329 Oxford Road East	696	174	644	1616	0.431	698	726	1.2	0.8	3.930	A
3 - Norcot Road	353	88	930	964	0.366	355	412	1.0	0.6	5.928	A
4 - A329 Oxford Road West	744	186	539	1556	0.478	746	746	1.5	0.9	4.459	A

2026 Base + Development, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.61	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D12	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	1006	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	886	100.000
3 - Norcot Road		ONE HOUR	✓	529	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	961	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	15	259	197	535
	2 - A329 Oxford Road East	231	91	178	386
	3 - Norcot Road	211	199	0	119
	4 - A329 Oxford Road West	451	387	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	0
	2 - A329 Oxford Road East	2	0	3	2
	3 - Norcot Road	0	4	0	1
	4 - A329 Oxford Road West	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.89	24.17	7.0	C	923	1385
2 - A329 Oxford Road East	0.70	8.52	2.3	A	813	1220
3 - Norcot Road	0.84	31.36	4.8	D	485	728
4 - A329 Oxford Road West	0.78	11.66	3.3	B	882	1323

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	757	189	599	1447	0.524	753	680	0.0	1.1	5.159	A
2 - A329 Oxford Road East	667	167	651	1624	0.411	664	701	0.0	0.7	3.741	A
3 - Norcot Road	398	100	942	972	0.410	396	373	0.0	0.7	6.210	A
4 - A329 Oxford Road West	723	181	559	1551	0.467	720	779	0.0	0.9	4.315	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	904	226	717	1363	0.663	901	814	1.1	1.9	7.731	A
2 - A329 Oxford Road East	796	199	779	1528	0.521	795	839	0.7	1.1	4.898	A
3 - Norcot Road	476	119	1128	854	0.557	473	446	0.7	1.2	9.412	A
4 - A329 Oxford Road West	864	216	669	1473	0.587	862	932	0.9	1.4	5.874	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1108	277	872	1254	0.883	1090	990	1.9	6.3	20.147	C
2 - A329 Oxford Road East	976	244	944	1406	0.694	971	1018	1.1	2.2	8.187	A
3 - Norcot Road	582	146	1372	698	0.834	570	543	1.2	4.3	25.985	D
4 - A329 Oxford Road West	1058	265	811	1372	0.771	1051	1131	1.4	3.2	10.973	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1108	277	880	1248	0.887	1105	999	6.3	7.0	24.170	C
2 - A329 Oxford Road East	976	244	956	1397	0.698	975	1029	2.2	2.3	8.516	A
3 - Norcot Road	582	146	1383	691	0.843	580	548	4.3	4.8	31.365	D
4 - A329 Oxford Road West	1058	265	821	1365	0.775	1058	1143	3.2	3.3	11.660	B

13:00 - 13:15

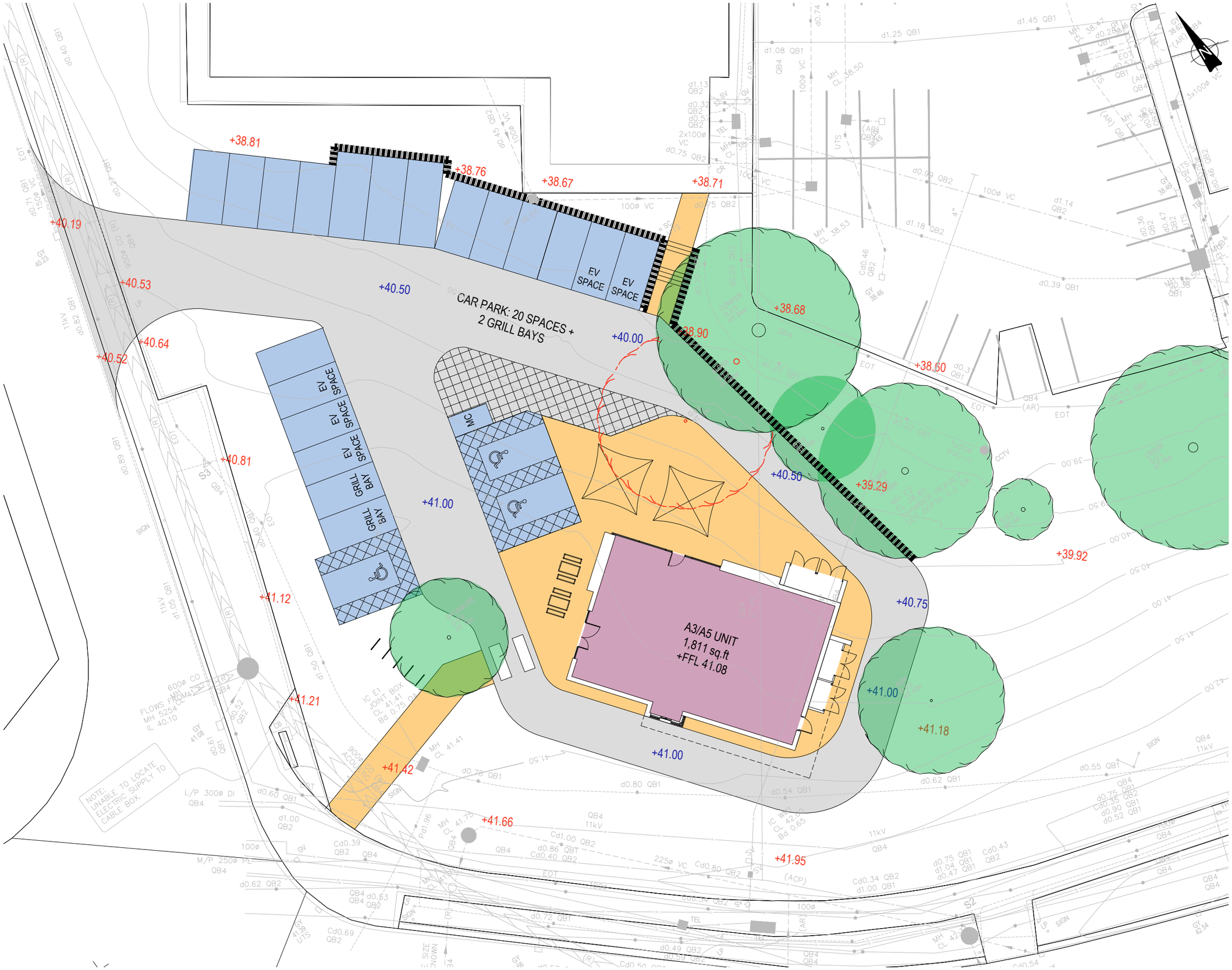
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Wigmore Lane	904	226	729	1355	0.667	924	827	7.0	2.1	8.723	A
2 - A329 Oxford Road East	796	199	798	1515	0.526	801	855	2.3	1.1	5.075	A
3 - Norcot Road	476	119	1145	843	0.564	489	453	4.8	1.3	10.571	B
4 - A329 Oxford Road West	864	216	684	1462	0.591	871	951	3.3	1.5	6.172	A

13:15 - 13:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	757	189	605	1443	0.525	761	686	2.1	1.1	5.309	A
2 - A329 Oxford Road East	667	167	658	1619	0.412	669	708	1.1	0.7	3.795	A
3 - Norcot Road	398	100	950	967	0.412	401	376	1.3	0.7	6.391	A
4 - A329 Oxford Road West	723	181	565	1547	0.468	726	786	1.5	0.9	4.399	A

Appendix 5



SCALE 1 : 250
SCALE 1 : 1

0m 2.5m 5m 10m 15m 20m 25m
0m 10mm 20mm 40mm 60mm 80mm 100mm

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DO NOT SCALE FROM THIS DRAWING - ALL DIMENSIONS TO BE CHECKED ON SITE, ANY DISCREPANCIES RAISED WITH URBAN EDGE

DRAWING TO BE READ IN COLOUR

Rev No	Description	Drawn By	Date
P09	Updated following comments.	SS	11/08/21
P08	Updated following comments.	SS	03/08/21
P07	Updated following comments.	SS	27/07/21
P06	Updated following comments.	SS	26/07/21
P05	Updated following comments.	SS	26/07/21
P04	Updated following comments.	SS	21/07/21
P03	Updated following comments.	SS	05/07/21
P02	Updated following comments.	SS	10/06/21
P01	Updated following comments.	SS	02/06/21

URBANEDGE
architecture / landscape / masterplanning

Client
CUBE

Project
SCOURS LANE, READING
DRIVE THRU POD

Drawing
SITE LAYOUT PLAN - OPTION 4
TOPO OVERLAY

Issue Purpose
FEASIBILITY

UE Proj No	Scale	Date	Drawn	Status	Revision
2483	1:250 @A3	MAY 2021	SS	-	P09

Project - Organisation - Volume/System - Level - Type - Role - Number
2483-URB-ZZ-XX-DR-A-103903

Appendix 6

Proposed Site Access

INDICATIVE

Proposed vehicular access.

Provision of zebra crossing and tactile paving.

Proposed pedestrian access to Stadium Way Industrial Estate.

Proposed pedestrian access.

R8.00

R6.00

2.00

SCOURS LANE

CAR PARK: 20 SPACES + 2 GRILL BAYS

EV SPACE

GRILL BAY

A3/A5 UNIT
1,811 sq.ft
+FFL 41.08

SYCAMORE G 0.6 HT 12m

CONIFER G 3.0 HT 24m

ASH G 0.5 HT 12m

ELDER HT 20m

1:250 @ A3

Proposed Visibility Splays

Visibility splay measuring 2.4 x 43m.

1:500 @ A3

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.

Key

Reading Borough Council Highway Land

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	ZM	09/09/2021	First issue	MS

Client

Hathaway Opportunity General Partners

Project

Proposed Drive-Thru Unit, Scours Lane, Reading

Title

Proposed Site Access Arrangements

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number: 20114 / 001

Scale: As Shown @ A3

Revision: -

Appendix 7

INDICATIVE

FTA Design HG Rigid Vehicle (1998)

CAR PARK: 20 SPACES + 2 GRILL BAYS

EV SPACE

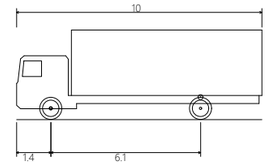
GRILL BAY

A3/A5 UNIT
1,811 sq.ft
+FFL 41.08

Trough

Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	14/05/2021	First issue	MS
A	ZM	02/06/2021	Revised site layout	MS
B	ZM	03/06/2021	Revised site layout	MS
C	ZM	07/06/2021	Revised site layout	MS
D	ZM	09/09/2021	Revised site layout	MS

Client
Hathaway Opportunity General Partners

Project
Proposed Drive-Thru Unit, Scours Lane, Reading

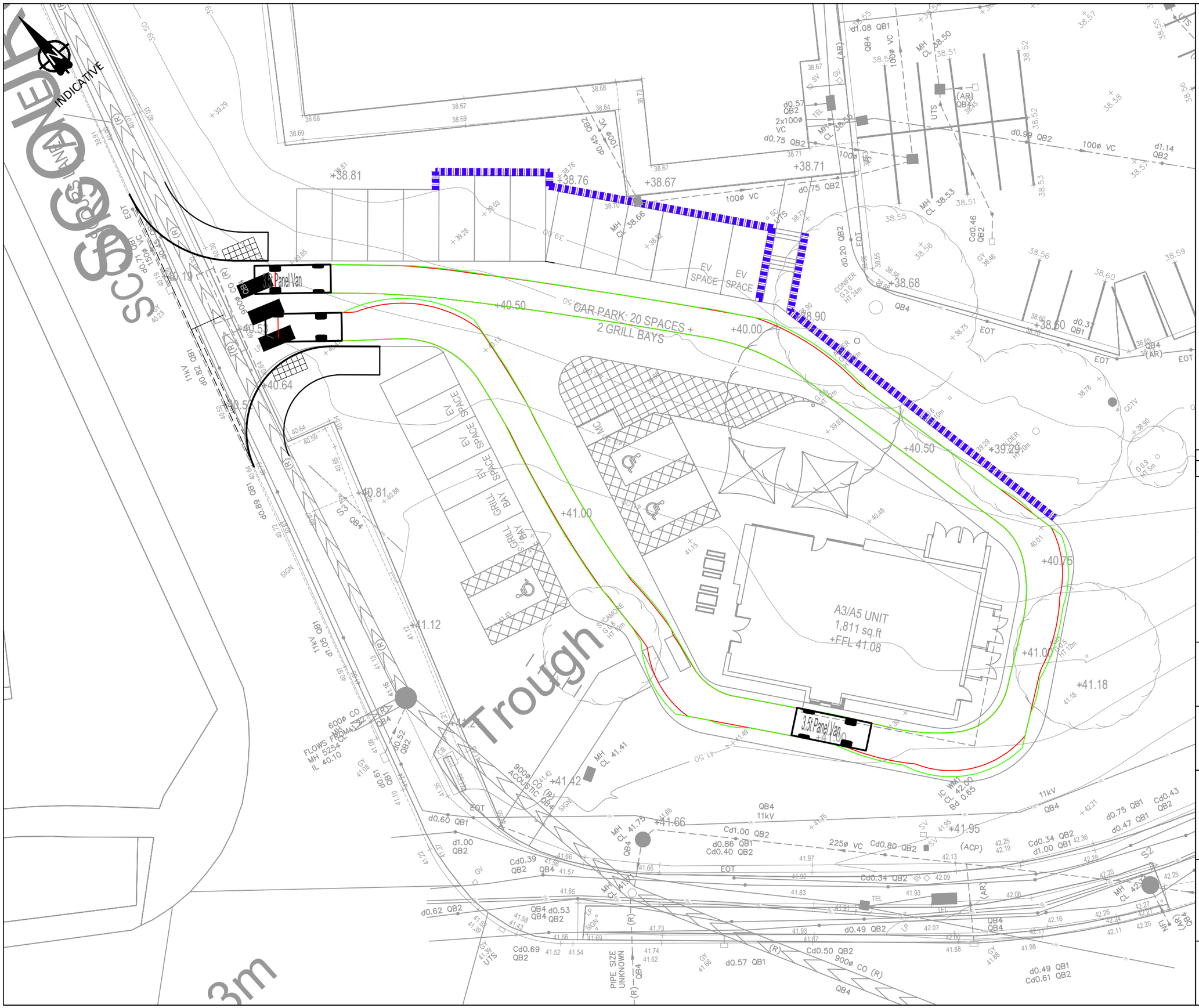
Title
Swept-Path Analysis: Rigid Vehicle

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:
20114 / TK01

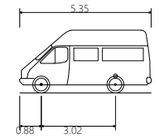
Scale:
1:250 @ A3

Revision:
D



Notes

1. Do not scale from this drawing. All dimensions shown are in metres unless noted otherwise.
2. This drawing has been based upon topographical survey information produced by others and Milestone Transport Planning cannot be held responsible for any discrepancies which may arise because of it.



3.5t Panel Van	
Overall Length	5.350m
Overall Width	1.970m
Overall Body Height	2.562m
Min Body Ground Clearance	0.335m
Track Width	1.970m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.850m

Ordnance Survey Licence number: 100057360

Drawing Revisions

Rev:	Drn:	Date:	Details	Chk:
-	OH	14/05/2021	First issue	MS
A	ZM	02/06/2021	Revised site layout	MS
B	ZM	03/06/2021	Revised site layout	MS
C	ZM	07/06/2021	Revised site layout	MS
D	ZM	22/07/2021	Revised site layout	MS
E	ZM	09/09/2021	Revised site layout	MS

Client
Hathaway Opportunity General Partners

Project
Proposed Drive-Thru Unit, Scours Lane, Reading

Title
Swept-Path Analysis: 3.5t Panel Van

MILESTONE TRANSPORT PLANNING
Abbey House, 282 Farnborough Rd, Farnborough, Hants GU14 7NA
Tel: 01483 397888
Gateshead IBC, Mulgrave Terrace, Gateshead, NE8 1AN
Tel: 0191 338 7220
web: www.milestonetp.co.uk

Drawing Number:
20114 / TK02

Scale:
1:250 @ A3

Revision:
E

Appendix 8

Calculation Reference: AUDIT-740101-210901-0938

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	SO	SLOUGH	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	210 to 498 (units: sqm)
Range Selected by User:	210 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 02/10/20

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	1

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Out of Town	1
High Street	1
No Sub Category	3

Secondary Filtering selection:

Use Class:
Not Known 9 days

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:		
1,000 or Less	1 days	
5,001 to 10,000	2 days	
15,001 to 20,000	3 days	
20,001 to 25,000	2 days	
25,001 to 50,000	1 days	
Population within 5 miles:		
75,001 to 100,000	2 days	
100,001 to 125,000	2 days	
125,001 to 250,000	3 days	
500,001 or More	2 days	
Car ownership within 5 miles:		
0.6 to 1.0	4 days	
1.1 to 1.5	5 days	
Travel Plan:		
No	9 days	
PTAL Rating:		
No PTAL Present	9 days	
Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 BR-06-D-01 MCDONALD'S BRISTOL CITY
SHEENE ROAD
BRISTOL
BEDMINSTER
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 210 sqm
Survey date: MONDAY *21/09/15* *Survey Type: MANUAL*

2 CA-06-D-02 MCDONALD'S CAMBRIDGESHIRE
NEWMARKET ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 435 sqm
Survey date: TUESDAY *19/09/17* *Survey Type: MANUAL*

3 DC-06-D-01 MCDONALD'S DORSET
SOMERFORD ROAD
CHRISTCHURCH
SOMERFORD
Neighbourhood Centre (PPS6 Local Centre)
Industrial Zone
Total Gross floor area: 498 sqm
Survey date: THURSDAY *09/10/03* *Survey Type: MANUAL*

4 HC-06-D-01 MCDONALD'S HAMPSHIRE
ROMSEY ROAD
NEAR ROMSEY
OWER
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 279 sqm
Survey date: THURSDAY *12/06/03* *Survey Type: MANUAL*

5 NR-06-D-01 MCDONALD'S NORTHAMPTONSHIRE
MARQUEE DRIVE
NORTHAMPTON

Edge of Town
Commercial Zone
Total Gross floor area: 220 sqm
Survey date: TUESDAY *22/05/07* *Survey Type: MANUAL*

6 SO-06-D-01 MCDONALD'S SLOUGH
WINDSOR ROAD
SLOUGH

Edge of Town
Residential Zone
Total Gross floor area: 480 sqm
Survey date: WEDNESDAY *21/11/12* *Survey Type: MANUAL*

7 SY-06-D-01 KFC SOUTH YORKSHIRE
WAKEFIELD ROAD
BARNSLEY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 360 sqm
Survey date: THURSDAY *10/04/03* *Survey Type: MANUAL*

8 WM-06-D-01 BURGER KING WEST MIDLANDS
KINGSBURY ROAD
BIRMINGHAM
ERDINGTON
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 250 sqm
Survey date: TUESDAY *25/11/08* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 WO-06-D-01 KFC WORCESTERSHIRE
CLEWS ROAD
REDDITCH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 436 sqm
Survey date: FRIDAY *02/10/20* *Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	480	0.417	1	480	0.000	1	480	0.417
06:00 - 07:00	1	480	1.042	1	480	0.833	1	480	1.875
07:00 - 08:00	6	354	6.598	6	354	5.702	6	354	12.300
08:00 - 09:00	6	354	9.991	6	354	9.519	6	354	19.510
09:00 - 10:00	7	339	9.486	7	339	9.570	7	339	19.056
10:00 - 11:00	8	351	8.191	8	351	8.013	8	351	16.204
11:00 - 12:00	9	352	9.091	9	352	8.112	9	352	17.203
12:00 - 13:00	9	352	15.025	9	352	14.015	9	352	29.040
13:00 - 14:00	9	352	13.163	9	352	13.920	9	352	27.083
14:00 - 15:00	9	352	7.576	9	352	9.122	9	352	16.698
15:00 - 16:00	9	352	9.691	9	352	8.144	9	352	17.835
16:00 - 17:00	9	352	10.354	9	352	9.186	9	352	19.540
17:00 - 18:00	9	352	11.585	9	352	11.553	9	352	23.138
18:00 - 19:00	9	352	12.437	9	352	13.226	9	352	25.663
19:00 - 20:00	8	361	9.484	8	361	10.627	8	361	20.111
20:00 - 21:00	8	361	7.754	8	361	8.377	8	361	16.131
21:00 - 22:00	8	361	4.708	8	361	5.157	8	361	9.865
22:00 - 23:00	4	374	1.939	4	374	2.139	4	374	4.078
23:00 - 24:00	2	458	0.000	2	458	0.437	2	458	0.437
Total Rates:			148.532			147.652			296.184

Parameter summary

Trip rate parameter range selected:	210 - 498 (units: sqm)
Survey date date range:	01/01/00 - 02/10/20
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	480	0.000	1	480	0.000	1	480	0.000
06:00 - 07:00	1	480	0.000	1	480	0.000	1	480	0.000
07:00 - 08:00	6	354	0.000	6	354	0.000	6	354	0.000
08:00 - 09:00	6	354	0.000	6	354	0.000	6	354	0.000
09:00 - 10:00	7	339	0.042	7	339	0.042	7	339	0.084
10:00 - 11:00	8	351	0.000	8	351	0.000	8	351	0.000
11:00 - 12:00	9	352	0.032	9	352	0.000	9	352	0.032
12:00 - 13:00	9	352	0.126	9	352	0.126	9	352	0.252
13:00 - 14:00	9	352	0.095	9	352	0.063	9	352	0.158
14:00 - 15:00	9	352	0.000	9	352	0.063	9	352	0.063
15:00 - 16:00	9	352	0.095	9	352	0.063	9	352	0.158
16:00 - 17:00	9	352	0.095	9	352	0.095	9	352	0.190
17:00 - 18:00	9	352	0.000	9	352	0.032	9	352	0.032
18:00 - 19:00	9	352	0.000	9	352	0.000	9	352	0.000
19:00 - 20:00	8	361	0.000	8	361	0.000	8	361	0.000
20:00 - 21:00	8	361	0.000	8	361	0.000	8	361	0.000
21:00 - 22:00	8	361	0.000	8	361	0.000	8	361	0.000
22:00 - 23:00	4	374	0.000	4	374	0.000	4	374	0.000
23:00 - 24:00	2	458	0.000	2	458	0.000	2	458	0.000
Total Rates:			0.485			0.484			0.969

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	480	0.000	1	480	0.000	1	480	0.000
06:00 - 07:00	1	480	0.000	1	480	0.000	1	480	0.000
07:00 - 08:00	6	354	0.000	6	354	0.000	6	354	0.000
08:00 - 09:00	6	354	0.000	6	354	0.000	6	354	0.000
09:00 - 10:00	7	339	0.000	7	339	0.000	7	339	0.000
10:00 - 11:00	8	351	0.000	8	351	0.000	8	351	0.000
11:00 - 12:00	9	352	0.032	9	352	0.032	9	352	0.064
12:00 - 13:00	9	352	0.000	9	352	0.000	9	352	0.000
13:00 - 14:00	9	352	0.000	9	352	0.000	9	352	0.000
14:00 - 15:00	9	352	0.032	9	352	0.032	9	352	0.064
15:00 - 16:00	9	352	0.032	9	352	0.032	9	352	0.064
16:00 - 17:00	9	352	0.000	9	352	0.000	9	352	0.000
17:00 - 18:00	9	352	0.032	9	352	0.032	9	352	0.064
18:00 - 19:00	9	352	0.000	9	352	0.000	9	352	0.000
19:00 - 20:00	8	361	0.000	8	361	0.000	8	361	0.000
20:00 - 21:00	8	361	0.000	8	361	0.000	8	361	0.000
21:00 - 22:00	8	361	0.000	8	361	0.000	8	361	0.000
22:00 - 23:00	4	374	0.000	4	374	0.000	4	374	0.000
23:00 - 24:00	2	458	0.000	2	458	0.000	2	458	0.000
Total Rates:			0.128			0.128			0.256

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	1	480	0.000	1	480	0.000	1	480	0.000
06:00 - 07:00	1	480	0.000	1	480	0.000	1	480	0.000
07:00 - 08:00	6	354	0.189	6	354	0.094	6	354	0.283
08:00 - 09:00	6	354	0.283	6	354	0.330	6	354	0.613
09:00 - 10:00	7	339	0.084	7	339	0.084	7	339	0.168
10:00 - 11:00	8	351	0.036	8	351	0.036	8	351	0.072
11:00 - 12:00	9	352	0.000	9	352	0.032	9	352	0.032
12:00 - 13:00	9	352	0.063	9	352	0.063	9	352	0.126
13:00 - 14:00	9	352	0.032	9	352	0.032	9	352	0.064
14:00 - 15:00	9	352	0.032	9	352	0.032	9	352	0.064
15:00 - 16:00	9	352	0.126	9	352	0.095	9	352	0.221
16:00 - 17:00	9	352	0.284	9	352	0.284	9	352	0.568
17:00 - 18:00	9	352	0.347	9	352	0.284	9	352	0.631
18:00 - 19:00	9	352	0.189	9	352	0.158	9	352	0.347
19:00 - 20:00	8	361	0.000	8	361	0.069	8	361	0.069
20:00 - 21:00	8	361	0.035	8	361	0.069	8	361	0.104
21:00 - 22:00	8	361	0.035	8	361	0.035	8	361	0.070
22:00 - 23:00	4	374	0.000	4	374	0.000	4	374	0.000
23:00 - 24:00	2	458	0.000	2	458	0.000	2	458	0.000
Total Rates:			1.735			1.697			3.432

Calculation Reference: AUDIT-740101-210901-0922

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

Primary Filtering selection:

Parameter: Gross floor area
Actual Range: 255 to 498 (units: sqm)
Range Selected by User: 210 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 02/10/20

Selected survey days:

Saturday	7 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2
Free Standing (PPS6 Out of Town)	2

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	1
Out of Town	2

Secondary Filtering selection:

Use Class:

Not Known	7 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	2 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

Travel Plan:

No	7 days

PTAL Rating:

No PTAL Present	7 days

LIST OF SITES relevant to selection parameters

1 DC-06-D-01 MCDONALD'S DORSET
SOMERFORD ROAD
CHRISTCHURCH
SOMERFORD
Neighbourhood Centre (PPS6 Local Centre)
Industrial Zone
Total Gross floor area: 498 sqm
Survey date: SATURDAY *04/10/03* *Survey Type: MANUAL*

2 DV-06-D-01 MCDONALD'S DEVON
HELE ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Retail Zone
Total Gross floor area: 447 sqm
Survey date: SATURDAY *30/03/19* *Survey Type: MANUAL*

3 EX-06-D-01 MCDONALD'S ESSEX
LONDON ROAD
HARLOW
HASTINGWOOD
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 425 sqm
Survey date: SATURDAY *09/07/16* *Survey Type: MANUAL*

4 HC-06-D-01 MCDONALD'S HAMPSHIRE
ROMSEY ROAD
NEAR ROMSEY
OWER
Free Standing (PPS6 Out of Town)
Out of Town
Total Gross floor area: 279 sqm
Survey date: SATURDAY *07/06/03* *Survey Type: MANUAL*

5 HF-06-D-01 MCDONALD'S HERTFORDSHIRE
HERTFORD RUSH GREEN
HERTFORD
RUSH GREEN
Edge of Town
Residential Zone
Total Gross floor area: 326 sqm
Survey date: SATURDAY *22/03/03* *Survey Type: MANUAL*

6 LC-06-D-03 BURGER KING LANCASHIRE
LOWER AUDLEY
BLACKBURN
WATERSIDE
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 255 sqm
Survey date: SATURDAY *08/11/03* *Survey Type: MANUAL*

7 TW-06-D-01 KFC TYNE & WEAR
CLIFFORD STREET
NEWCASTLE
BYKER
Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 317 sqm
Survey date: SATURDAY *14/11/15* *Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	425	12.941	1	425	11.059	1	425	24.000
07:00 - 08:00	6	370	10.041	6	370	9.500	6	370	19.541
08:00 - 09:00	7	364	15.705	7	364	14.213	7	364	29.918
09:00 - 10:00	7	364	18.571	7	364	17.432	7	364	36.003
10:00 - 11:00	7	364	17.040	7	364	18.492	7	364	35.532
11:00 - 12:00	7	364	21.594	7	364	18.453	7	364	40.047
12:00 - 13:00	7	364	33.294	7	364	28.857	7	364	62.151
13:00 - 14:00	7	364	34.236	7	364	34.433	7	364	68.669
14:00 - 15:00	7	364	28.700	7	364	30.899	7	364	59.599
15:00 - 16:00	7	364	23.165	7	364	24.068	7	364	47.233
16:00 - 17:00	7	364	22.929	7	364	24.460	7	364	47.389
17:00 - 18:00	7	364	28.072	7	364	26.305	7	364	54.377
18:00 - 19:00	7	364	25.559	7	364	26.894	7	364	52.453
19:00 - 20:00	6	378	18.739	6	378	20.150	6	378	38.889
20:00 - 21:00	6	378	13.228	6	378	15.476	6	378	28.704
21:00 - 22:00	6	378	11.287	6	378	11.772	6	378	23.059
22:00 - 23:00	2	382	8.508	2	382	9.293	2	382	17.801
23:00 - 24:00	2	382	6.937	2	382	6.937	2	382	13.874
Total Rates:			350.546			348.693			699.239

Parameter summary

Trip rate parameter range selected:	255 - 498 (units: sqm)
Survey date date range:	01/01/00 - 02/10/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	7
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	425	0.235	1	425	0.471	1	425	0.706
07:00 - 08:00	6	370	0.135	6	370	0.135	6	370	0.270
08:00 - 09:00	7	364	0.471	7	364	0.314	7	364	0.785
09:00 - 10:00	7	364	0.157	7	364	0.196	7	364	0.353
10:00 - 11:00	7	364	0.039	7	364	0.079	7	364	0.118
11:00 - 12:00	7	364	0.118	7	364	0.118	7	364	0.236
12:00 - 13:00	7	364	0.079	7	364	0.079	7	364	0.158
13:00 - 14:00	7	364	0.079	7	364	0.079	7	364	0.158
14:00 - 15:00	7	364	0.079	7	364	0.039	7	364	0.118
15:00 - 16:00	7	364	0.039	7	364	0.079	7	364	0.118
16:00 - 17:00	7	364	0.157	7	364	0.118	7	364	0.275
17:00 - 18:00	7	364	0.000	7	364	0.039	7	364	0.039
18:00 - 19:00	7	364	0.039	7	364	0.039	7	364	0.078
19:00 - 20:00	6	378	0.000	6	378	0.044	6	378	0.044
20:00 - 21:00	6	378	0.000	6	378	0.044	6	378	0.044
21:00 - 22:00	6	378	0.044	6	378	0.000	6	378	0.044
22:00 - 23:00	2	382	0.000	2	382	0.000	2	382	0.000
23:00 - 24:00	2	382	0.000	2	382	0.000	2	382	0.000
Total Rates:			1.671			1.873			3.544

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	425	0.000	1	425	0.000	1	425	0.000
07:00 - 08:00	6	370	0.000	6	370	0.000	6	370	0.000
08:00 - 09:00	7	364	0.000	7	364	0.000	7	364	0.000
09:00 - 10:00	7	364	0.000	7	364	0.000	7	364	0.000
10:00 - 11:00	7	364	0.000	7	364	0.000	7	364	0.000
11:00 - 12:00	7	364	0.000	7	364	0.000	7	364	0.000
12:00 - 13:00	7	364	0.000	7	364	0.000	7	364	0.000
13:00 - 14:00	7	364	0.000	7	364	0.000	7	364	0.000
14:00 - 15:00	7	364	0.000	7	364	0.000	7	364	0.000
15:00 - 16:00	7	364	0.000	7	364	0.000	7	364	0.000
16:00 - 17:00	7	364	0.000	7	364	0.000	7	364	0.000
17:00 - 18:00	7	364	0.000	7	364	0.000	7	364	0.000
18:00 - 19:00	7	364	0.039	7	364	0.039	7	364	0.078
19:00 - 20:00	6	378	0.000	6	378	0.000	6	378	0.000
20:00 - 21:00	6	378	0.000	6	378	0.000	6	378	0.000
21:00 - 22:00	6	378	0.000	6	378	0.000	6	378	0.000
22:00 - 23:00	2	382	0.000	2	382	0.000	2	382	0.000
23:00 - 24:00	2	382	0.000	2	382	0.000	2	382	0.000
Total Rates:			0.039			0.039			0.078

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	425	0.235	1	425	0.000	1	425	0.235
07:00 - 08:00	6	370	0.045	6	370	0.000	6	370	0.045
08:00 - 09:00	7	364	0.118	7	364	0.118	7	364	0.236
09:00 - 10:00	7	364	0.079	7	364	0.039	7	364	0.118
10:00 - 11:00	7	364	0.039	7	364	0.079	7	364	0.118
11:00 - 12:00	7	364	0.000	7	364	0.000	7	364	0.000
12:00 - 13:00	7	364	0.000	7	364	0.000	7	364	0.000
13:00 - 14:00	7	364	0.157	7	364	0.079	7	364	0.236
14:00 - 15:00	7	364	0.079	7	364	0.118	7	364	0.197
15:00 - 16:00	7	364	0.314	7	364	0.353	7	364	0.667
16:00 - 17:00	7	364	0.275	7	364	0.275	7	364	0.550
17:00 - 18:00	7	364	0.314	7	364	0.353	7	364	0.667
18:00 - 19:00	7	364	0.039	7	364	0.157	7	364	0.196
19:00 - 20:00	6	378	0.000	6	378	0.000	6	378	0.000
20:00 - 21:00	6	378	0.132	6	378	0.088	6	378	0.220
21:00 - 22:00	6	378	0.000	6	378	0.044	6	378	0.044
22:00 - 23:00	2	382	0.000	2	382	0.000	2	382	0.000
23:00 - 24:00	2	382	0.000	2	382	0.000	2	382	0.000
Total Rates:			1.826			1.703			3.529

Calculation Reference: AUDIT-740101-210901-0912

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days

Primary Filtering selection:

Parameter:	Gross floor area
Actual Range:	370 to 498 (units: sqm)
Range Selected by User:	210 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 02/10/20

Selected survey days:

Sunday	3 days

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
No Sub Category	1

Secondary Filtering selection:

Use Class:

Not Known	3 days

Population within 500m Range:
All Surveys Included
Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	1 days

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

Travel Plan:

No	3 days

PTAL Rating:

No PTAL Present	3 days

LIST OF SITES relevant to selection parameters

1 DC-06-D-01 MCDONALD'S DORSET
SOMERFORD ROAD
CHRISTCHURCH
SOMERFORD
Neighbourhood Centre (PPS6 Local Centre)
Industrial Zone
Total Gross floor area: 498 sqm
Survey date: SUNDAY *12/10/03* *Survey Type: MANUAL*

2 DS-06-D-01 KFC DERBYSHIRE
WYVERN WAY
DERBY
PRIDE PARK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 370 sqm
Survey date: SUNDAY *26/07/15* *Survey Type: MANUAL*

3 WM-06-D-02 MCDONALD'S WEST MIDLANDS
BRISTOL ROAD SOUTH
BIRMINGHAM
LONGBRIDGE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Gross floor area: 375 sqm
Survey date: SUNDAY *08/11/15* *Survey Type: MANUAL*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	370	0.270	1	370	0.000	1	370	0.270
07:00 - 08:00	3	414	2.655	3	414	2.011	3	414	4.666
08:00 - 09:00	3	414	7.965	3	414	5.953	3	414	13.918
09:00 - 10:00	3	414	14.803	3	414	12.631	3	414	27.434
10:00 - 11:00	3	414	12.309	3	414	14.883	3	414	27.192
11:00 - 12:00	3	414	14.320	3	414	10.378	3	414	24.698
12:00 - 13:00	3	414	22.446	3	414	21.883	3	414	44.329
13:00 - 14:00	3	414	24.216	3	414	24.457	3	414	48.673
14:00 - 15:00	3	414	18.262	3	414	20.032	3	414	38.294
15:00 - 16:00	3	414	16.251	3	414	16.010	3	414	32.261
16:00 - 17:00	3	414	18.262	3	414	18.986	3	414	37.248
17:00 - 18:00	3	414	20.434	3	414	20.193	3	414	40.627
18:00 - 19:00	3	414	19.871	3	414	20.515	3	414	40.386
19:00 - 20:00	3	414	17.780	3	414	20.193	3	414	37.973
20:00 - 21:00	3	414	12.792	3	414	13.435	3	414	26.227
21:00 - 22:00	3	414	10.861	3	414	10.539	3	414	21.400
22:00 - 23:00	1	370	4.595	1	370	5.676	1	370	10.271
23:00 - 24:00	1	370	0.000	1	370	1.622	1	370	1.622
Total Rates:			238.092			239.397			477.489

Parameter summary

Trip rate parameter range selected:	370 - 498 (units: sqm)
Survey date date range:	01/01/00 - 02/10/20
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	3
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	370	0.000	1	370	0.000	1	370	0.000
07:00 - 08:00	3	414	0.080	3	414	0.000	3	414	0.080
08:00 - 09:00	3	414	0.000	3	414	0.080	3	414	0.080
09:00 - 10:00	3	414	0.080	3	414	0.000	3	414	0.080
10:00 - 11:00	3	414	0.161	3	414	0.161	3	414	0.322
11:00 - 12:00	3	414	0.161	3	414	0.241	3	414	0.402
12:00 - 13:00	3	414	0.000	3	414	0.000	3	414	0.000
13:00 - 14:00	3	414	0.000	3	414	0.000	3	414	0.000
14:00 - 15:00	3	414	0.000	3	414	0.000	3	414	0.000
15:00 - 16:00	3	414	0.000	3	414	0.000	3	414	0.000
16:00 - 17:00	3	414	0.080	3	414	0.080	3	414	0.160
17:00 - 18:00	3	414	0.000	3	414	0.000	3	414	0.000
18:00 - 19:00	3	414	0.000	3	414	0.000	3	414	0.000
19:00 - 20:00	3	414	0.000	3	414	0.000	3	414	0.000
20:00 - 21:00	3	414	0.000	3	414	0.000	3	414	0.000
21:00 - 22:00	3	414	0.000	3	414	0.000	3	414	0.000
22:00 - 23:00	1	370	0.000	1	370	0.000	1	370	0.000
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
Total Rates:			0.562			0.562			1.124

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	370	0.000	1	370	0.000	1	370	0.000
07:00 - 08:00	3	414	0.080	3	414	0.000	3	414	0.080
08:00 - 09:00	3	414	0.322	3	414	0.322	3	414	0.644
09:00 - 10:00	3	414	0.000	3	414	0.000	3	414	0.000
10:00 - 11:00	3	414	0.322	3	414	0.080	3	414	0.402
11:00 - 12:00	3	414	0.161	3	414	0.161	3	414	0.322
12:00 - 13:00	3	414	0.000	3	414	0.080	3	414	0.080
13:00 - 14:00	3	414	0.402	3	414	0.000	3	414	0.402
14:00 - 15:00	3	414	0.080	3	414	0.322	3	414	0.402
15:00 - 16:00	3	414	0.241	3	414	0.483	3	414	0.724
16:00 - 17:00	3	414	0.000	3	414	0.080	3	414	0.080
17:00 - 18:00	3	414	0.322	3	414	0.241	3	414	0.563
18:00 - 19:00	3	414	0.322	3	414	0.080	3	414	0.402
19:00 - 20:00	3	414	0.241	3	414	0.483	3	414	0.724
20:00 - 21:00	3	414	0.000	3	414	0.161	3	414	0.161
21:00 - 22:00	3	414	0.241	3	414	0.161	3	414	0.402
22:00 - 23:00	1	370	0.000	1	370	0.000	1	370	0.000
23:00 - 24:00	1	370	0.000	1	370	0.000	1	370	0.000
Total Rates:			2.734			2.654			5.388

Appendix 9

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

usual residence	place of work E02003394 : Reading 006	
E02003389 : Reading 001	19	1.6%
E02003390 : Reading 002	9	0.7%
E02003391 : Reading 003	13	1.1%
E02003392 : Reading 004	25	2.1%
E02003393 : Reading 005	72	6.0%
E02003394 : Reading 006	33	2.7%
E02003394 : Reading 006	33	2.7%
E02003395 : Reading 007	16	1.3%
E02003396 : Reading 008	41	3.4%
E02003397 : Reading 009	57	4.7%
E02003398 : Reading 010	15	1.2%
E02003399 : Reading 011	9	0.7%
E02003400 : Reading 012	6	0.5%
E02003401 : Reading 013	19	1.6%
E02003402 : Reading 014	11	0.9%
E02003403 : Reading 015	28	2.3%
E02003404 : Reading 016	11	0.9%
E02003405 : Reading 017	24	2.0%
E02003406 : Reading 018	18	1.5%
Adur	0	0.0%
Arun	1	0.1%
Ashford	0	0.0%
Aylesbury Vale	1	0.1%
Basingstoke and Deane	36	3.0%
Bracknell Forest	51	4.2%
Brighton and Hove	0	0.0%
Canterbury	0	0.0%
Cherwell	1	0.1%
Chichester	0	0.0%
Chiltern	0	0.0%
Crawley	0	0.0%
Dartford	0	0.0%
Dover	0	0.0%
East Hampshire	1	0.1%
Eastbourne	0	0.0%
Eastleigh	0	0.0%
Elmbridge	1	0.1%
Epsom and Ewell	0	0.0%
Fareham	0	0.0%
Gosport	0	0.0%
Gravesham	0	0.0%
Guildford	2	0.2%
Hart	9	0.7%
Hastings	0	0.0%
Havant	0	0.0%
Horsham	0	0.0%
Isle of Wight	1	0.1%
Lewes	0	0.0%
Maidstone	0	0.0%
Medway	0	0.0%
Mid Sussex	0	0.0%
Milton Keynes	1	0.1%
Mole Valley	0	0.0%
New Forest	1	0.1%
Oxford	4	0.3%
Portsmouth	6	0.5%
Reigate and Banstead	0	0.0%
Rother	0	0.0%
Runnymede	1	0.1%
Rushmoor	6	0.5%
Sevenoaks	0	0.0%
Shepway	0	0.0%
Slough	12	1.0%
South Bucks	2	0.2%
South Oxfordshire	42	3.5%
Southampton	1	0.1%
Spelthorne	1	0.1%
Surrey Heath	4	0.3%
Swale	0	0.0%
Tandridge	0	0.0%
Test Valley	4	0.3%
Thanet	0	0.0%
Tonbridge and Malling	2	0.2%
Tunbridge Wells	0	0.0%
Vale of White Horse	1	0.1%
Waverley	0	0.0%
Wealden	0	0.0%
West Berkshire	140	11.6%
West Berkshire	140	11.6%
West Oxfordshire	8	0.7%
Winchester	1	0.1%
Windsor and Maidenhead	26	2.2%
Woking	3	0.2%
Wokingham	162	13.5%
Worthing	0	0.0%
Wycombe	8	0.7%
East	8	0.7%
East Midlands	4	0.3%
London	16	1.3%
North East	0	0.0%
North West	1	0.1%
South West	29	2.4%
Wales	0	0.0%
West Midlands	4	0.3%
Yorkshire and The Humber	1	0.1%
	1,202	100.0%

A329 Oxford Rd (W)	19.5%
Norcot Road	28.0%
A329 Oxford Rd (E)	44.8%
Wigmore Lane	7.7%
	100.0%

Appendix 10

Figure: 5 Development-Related Trips - Weekday AM Peak (17arr / 16dep)

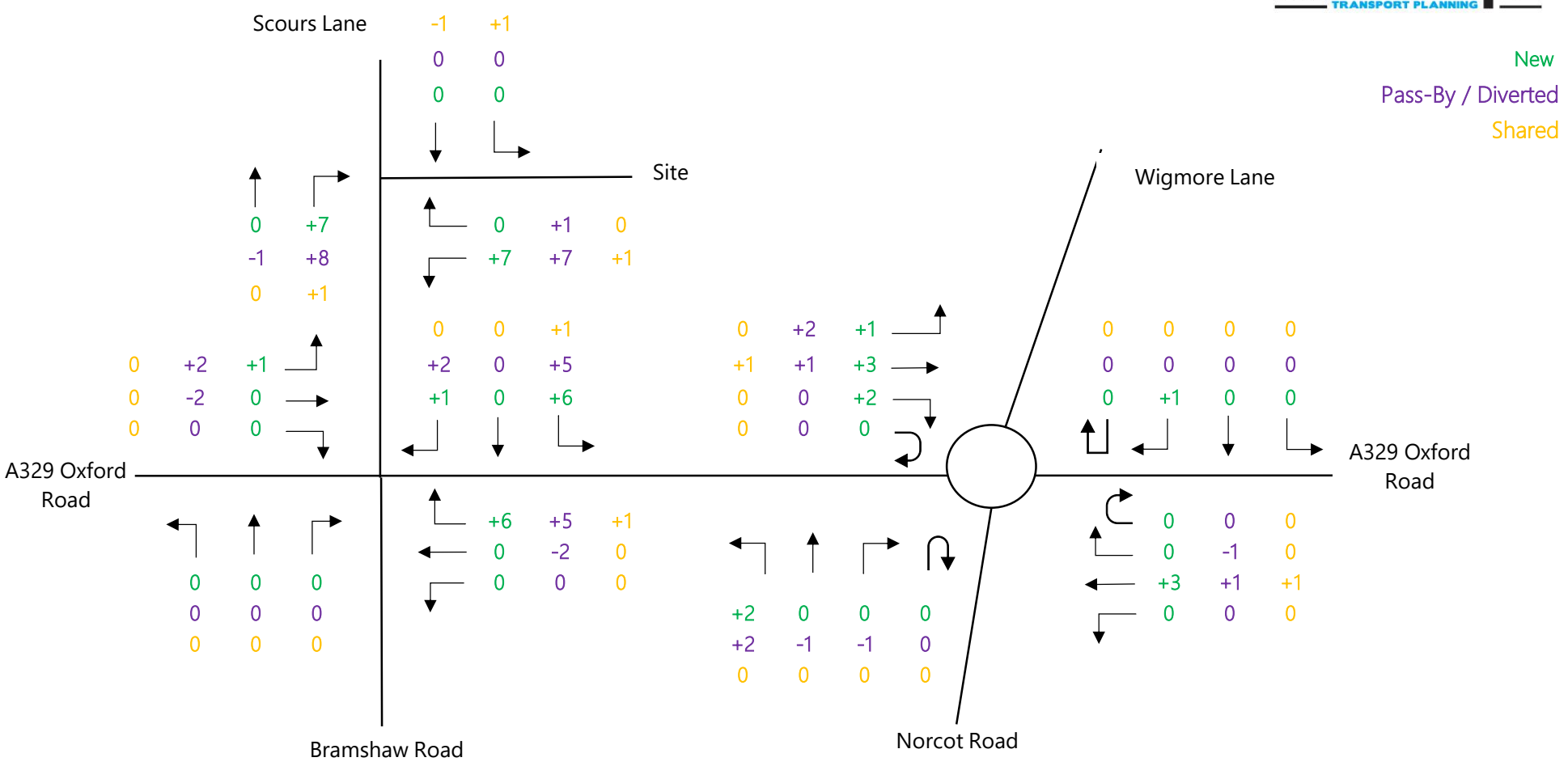


Figure: 6 Development-Related Trips - Weekday PM Peak (21arr / 22dep)

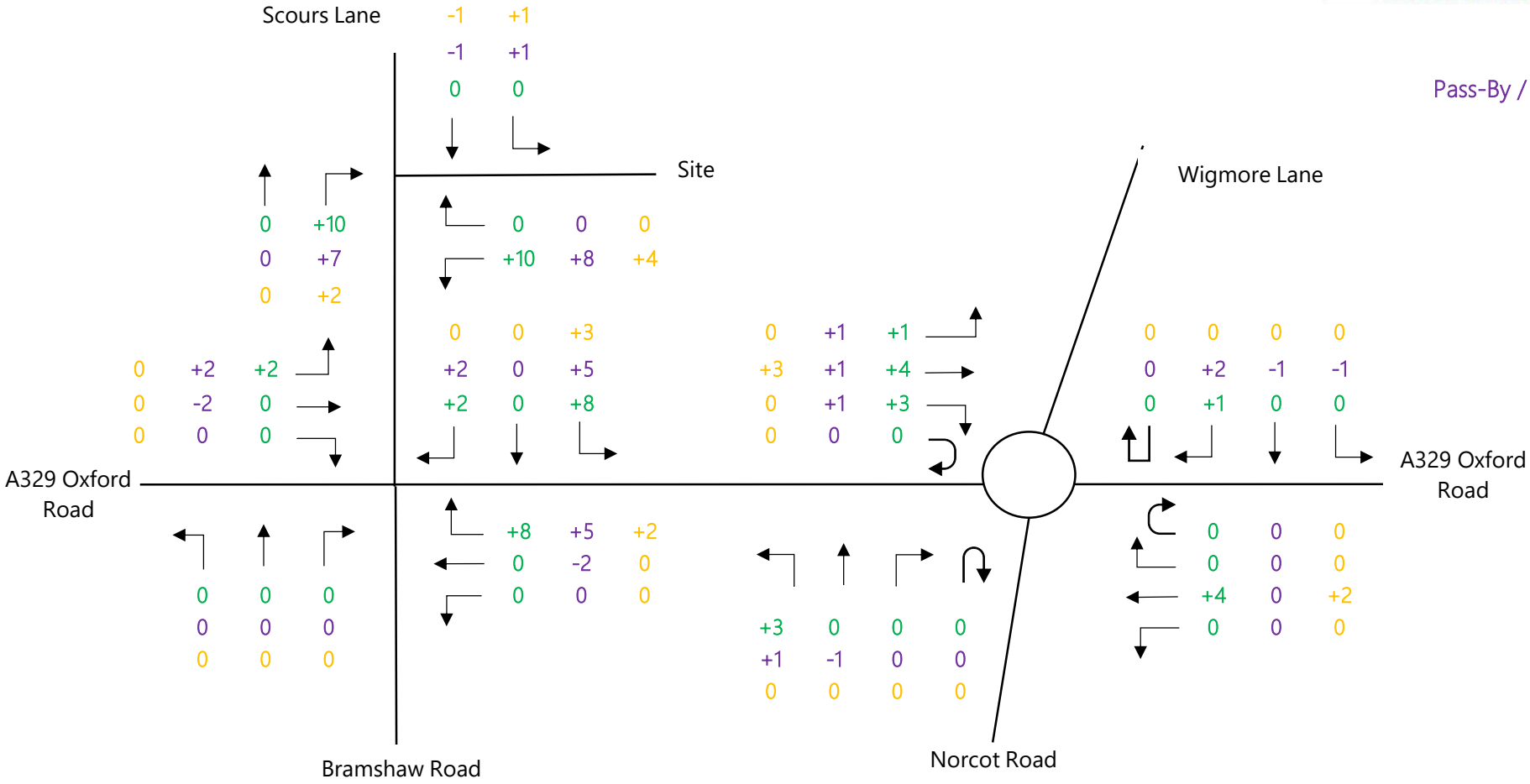


Figure: 7 Development-Related Trips - Saturday Lunchtime Peak (57arr / 58 dep)

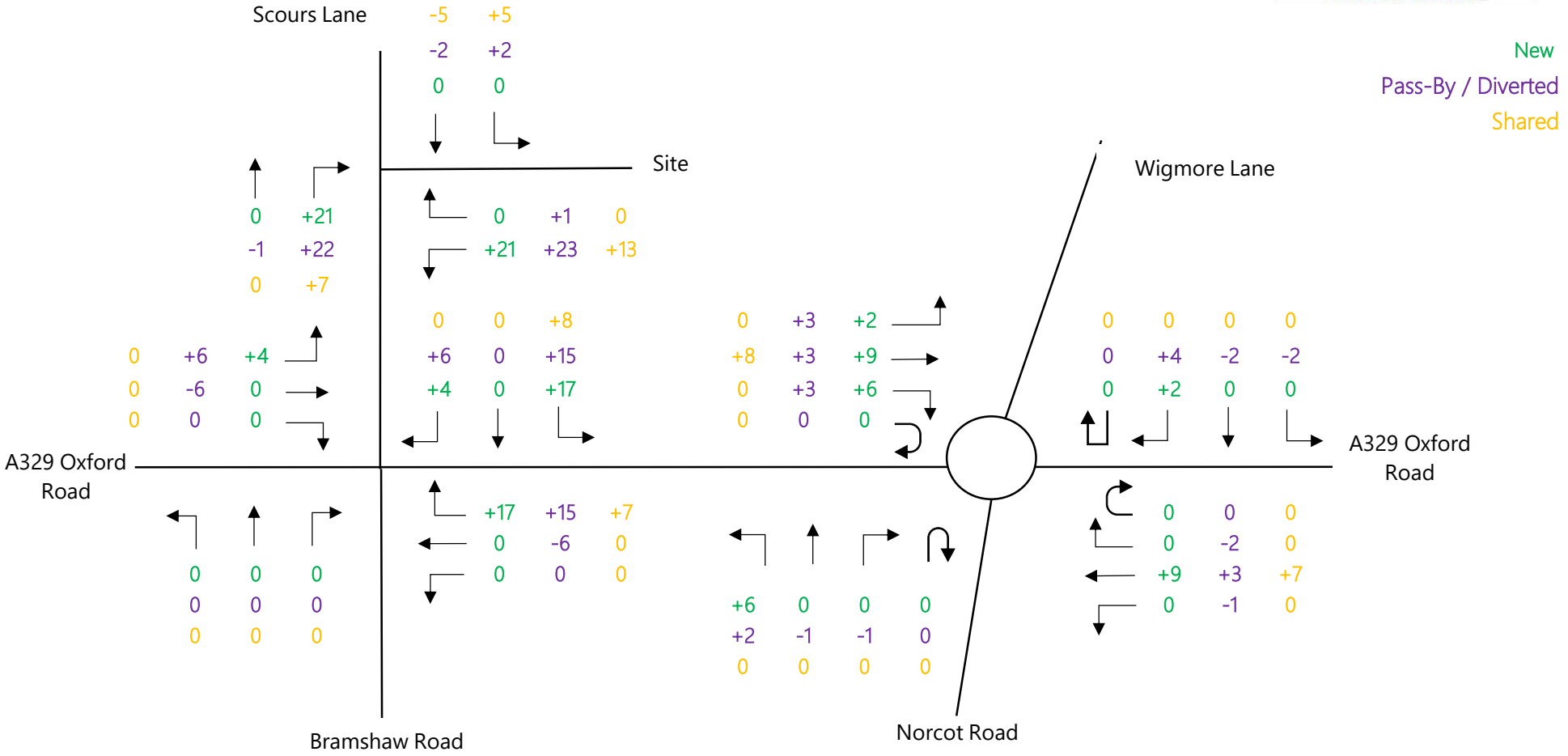
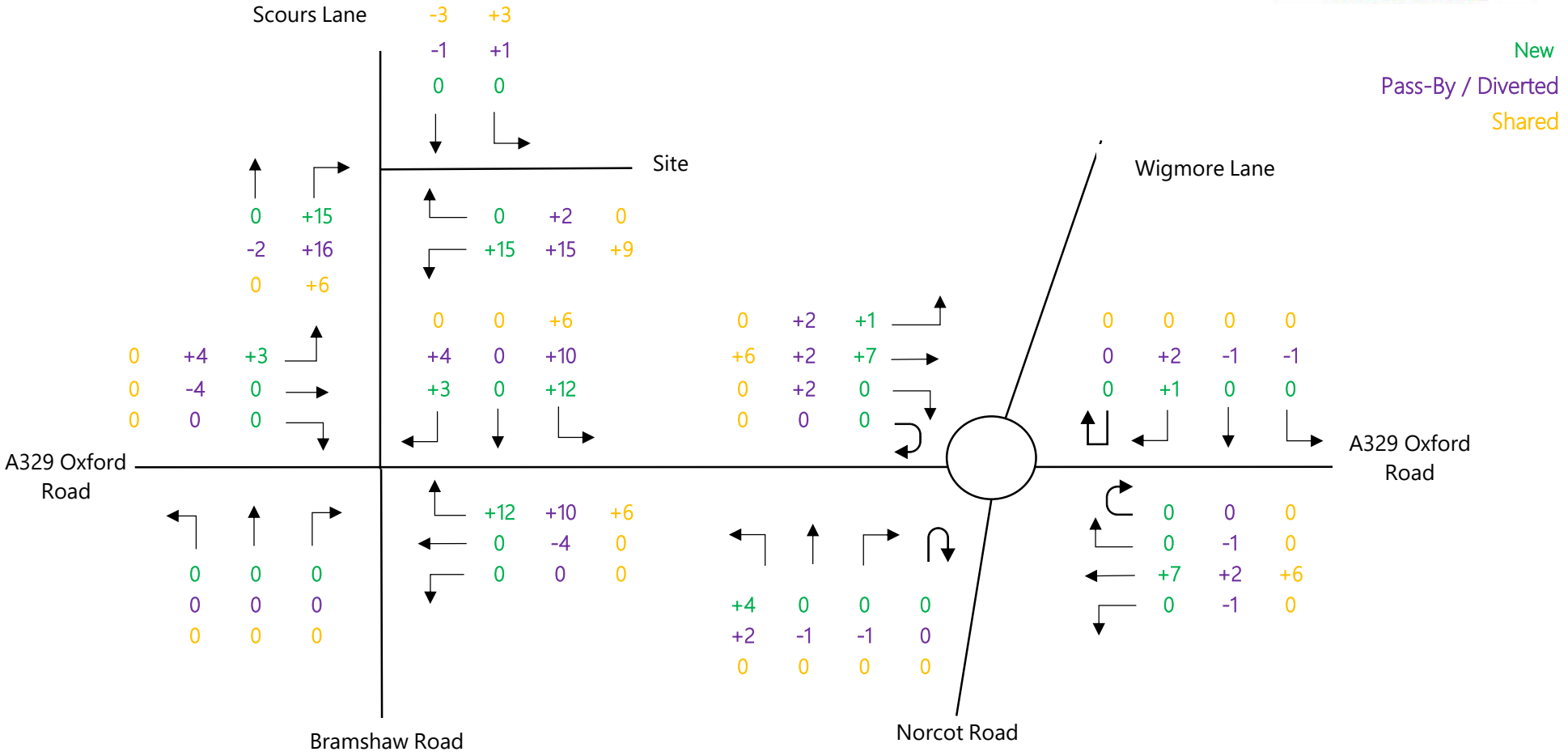


Figure: 8 Development-Related Trips - Sunday Lunchtime Peak (41arr / 41 dep)



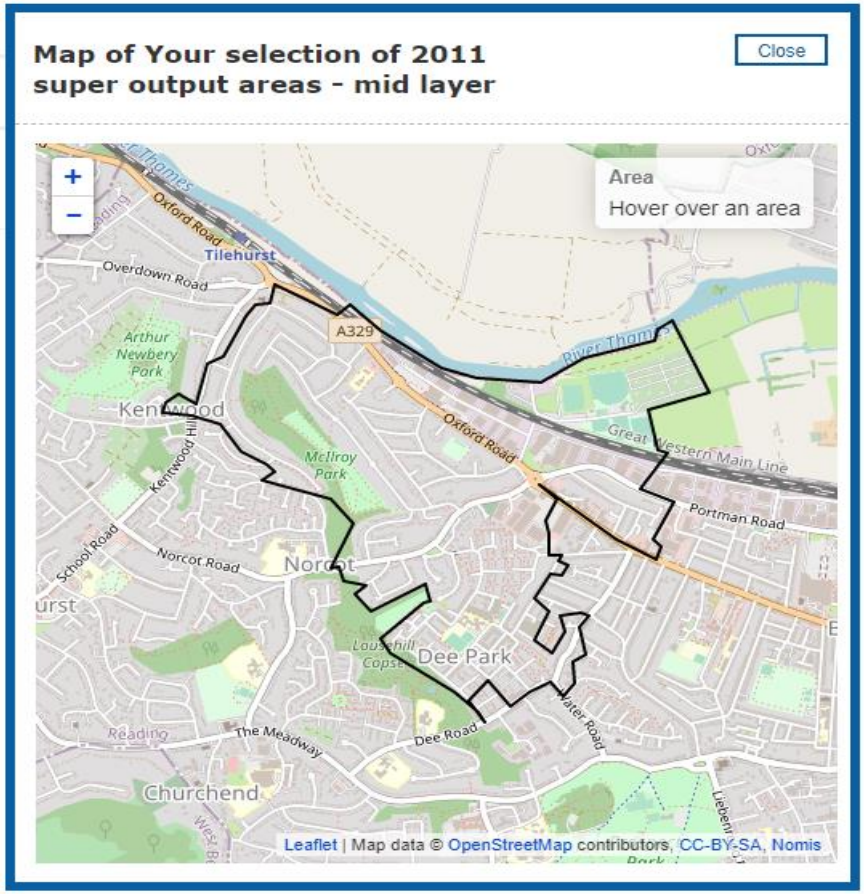
Appendix 11

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 2 September 2021]

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02003394 : Reading 006
rural urban	Total

Method of Travel to Work	2011	
All categories: Method of tra	5,195	
Work mainly at or from hom	96	
Underground, metro, light ra	6	0.2%
Train	244	7.2%
Bus, minibus or coach	553	16.3%
Taxi	8	0.2%
Motorcycle, scooter or mope	27	0.8%
Driving a car or van	1,911	56.3%
Passenger in a car or van	206	6.1%
Bicycle	110	3.2%
On foot	309	9.1%
Other method of travel to wo	21	0.6%
Not in employment	1,704	
	3,395	100.0%



Appendix 12

TEMPro main form

2021 – 2026 AM

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday AM peak period (0700 - 0959)

Trip end type

- Production/Attraction
- Origin/Destination

Reset Selections

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Results

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver | Combined Modes

Area Description	All Purposes
Level	Destination
E02003394	*1.0377*

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- [x] 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	1.0791

Type here to search

12:37
05/05/2021

TEMPro main form

2021 – 2026 PM

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1859)

Trip end type

- Production/Attraction
- Origin/Destination

Reset Selections

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Results

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver | Combined Modes

Area Description	All Purposes
Level	Destination
E02003394	*1.0522*

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- [x] 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	1.0801

Type here to search

ENG 12:39 05/05/2021

TEMPro main form

2021 – 2026 Inter-Peak

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday Inter peak period (1000 - 1559)

Trip end type

- Production/Attraction
- Origin/Destination

Reset Selections

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Results

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver | Combined Modes

Area Description	All Purposes
Level	Destination
E02003394	*1.0565*

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- [x] 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	1.0903

Type here to search

ENG 12:38 05/05/2021

TEMPro main form

2021 – 2026 Saturday All Day

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Saturdays (all times of day)

Trip end type

- Production/Attraction
- Origin/Destination

Reset Selections

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Results

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver | Combined Modes

Area Description	All Purposes
Level	Destination
E02003394	*1.0508*

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- [x] 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	1.0842

Type here to search

ENG 12:39 05/05/2021

TEMPro main form

2021 – 2026 Sunday All Day

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Sundays (all times of day)

Trip end type

- Production/Attraction
- Origin/Destination

Reset Selections

Select data type

- Growth factors
- Future year minus base year
- Base year data
- Future year data

Results

*Italicised results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver | Combined Modes

Area Description	All Purposes
Level	Destination
E02003394	*1.0522*

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
NTM AF09 Dataset	2003	2035
NTM AF08 Dataset	2003	2025

2: Select Areas to make up the geographic region:

- [x] 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	1.0853

Type here to search

ENG 12:40 05/05/2021

Appendix 13

Figure: 9 Future Year (2026) - Weekday AM Peak (08:15-09:15hrs)

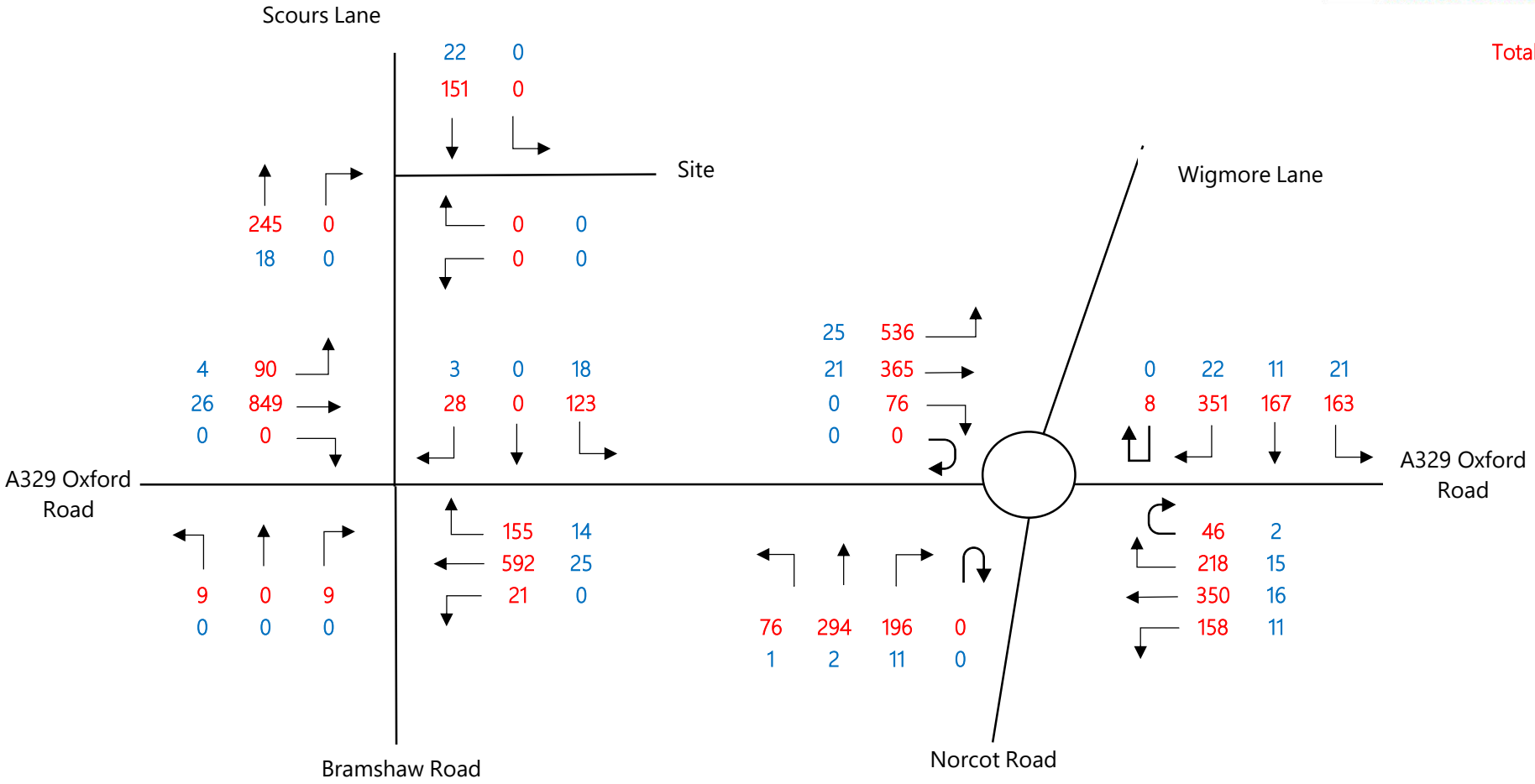


Figure: 10 Future Year (2026) - Weekday PM Peak (16:15-17:15hrs)

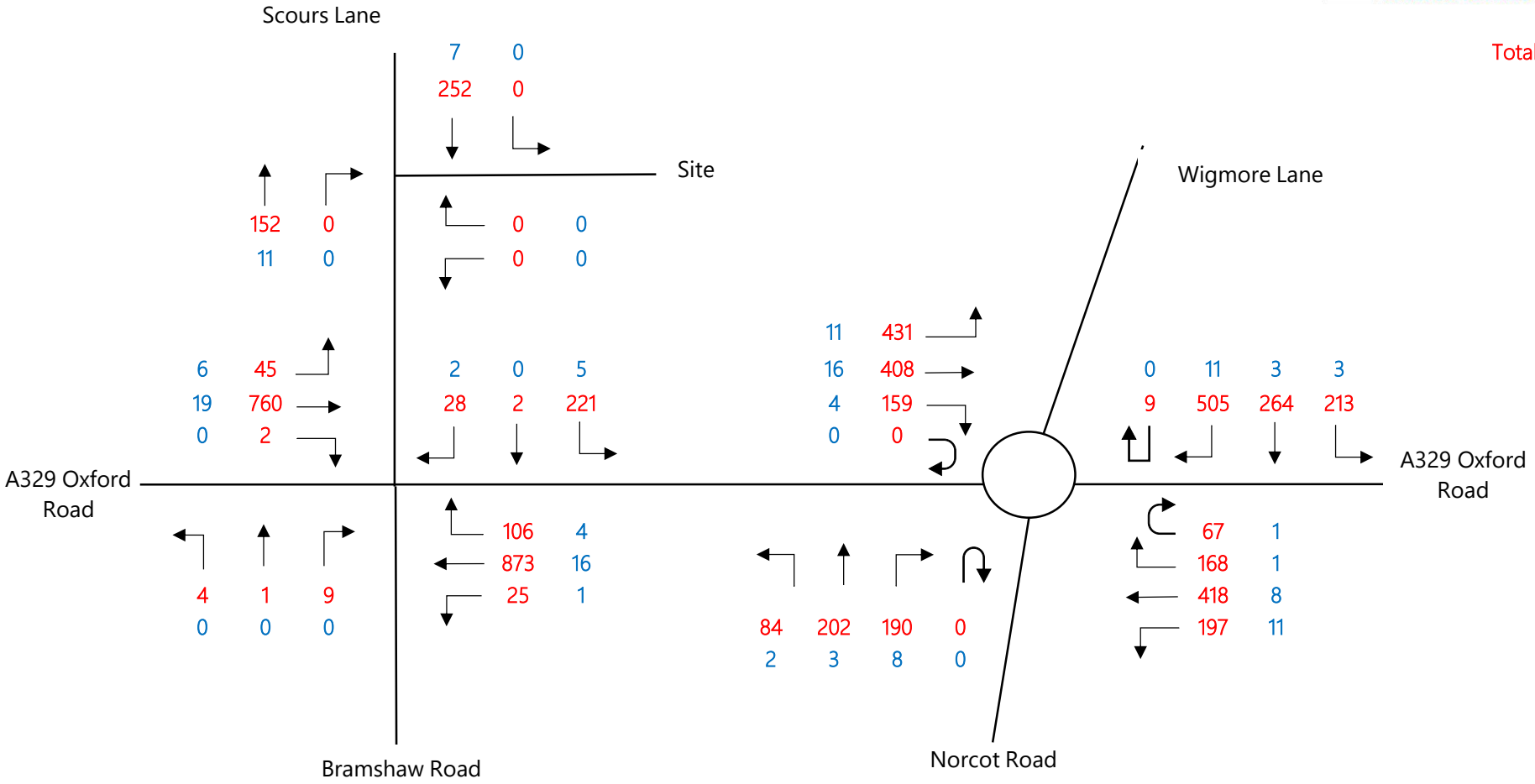


Figure: 11 Future Year (2026) - Saturday Lunchtime Peak (12:45-13:45hrs)

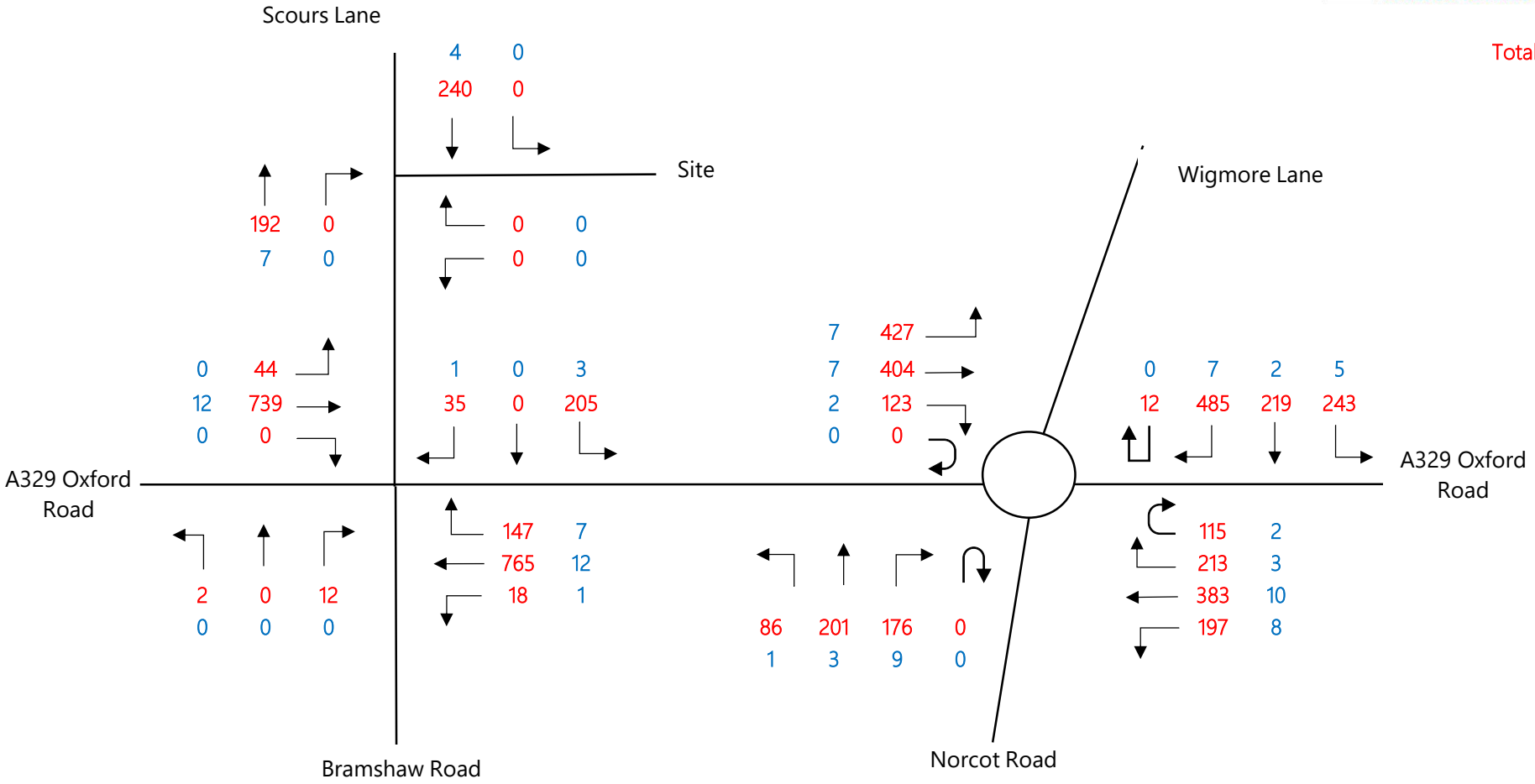


Figure: 12 Future Year (2026) - Sunday Lunchtime Peak (12:15-13:15hrs)

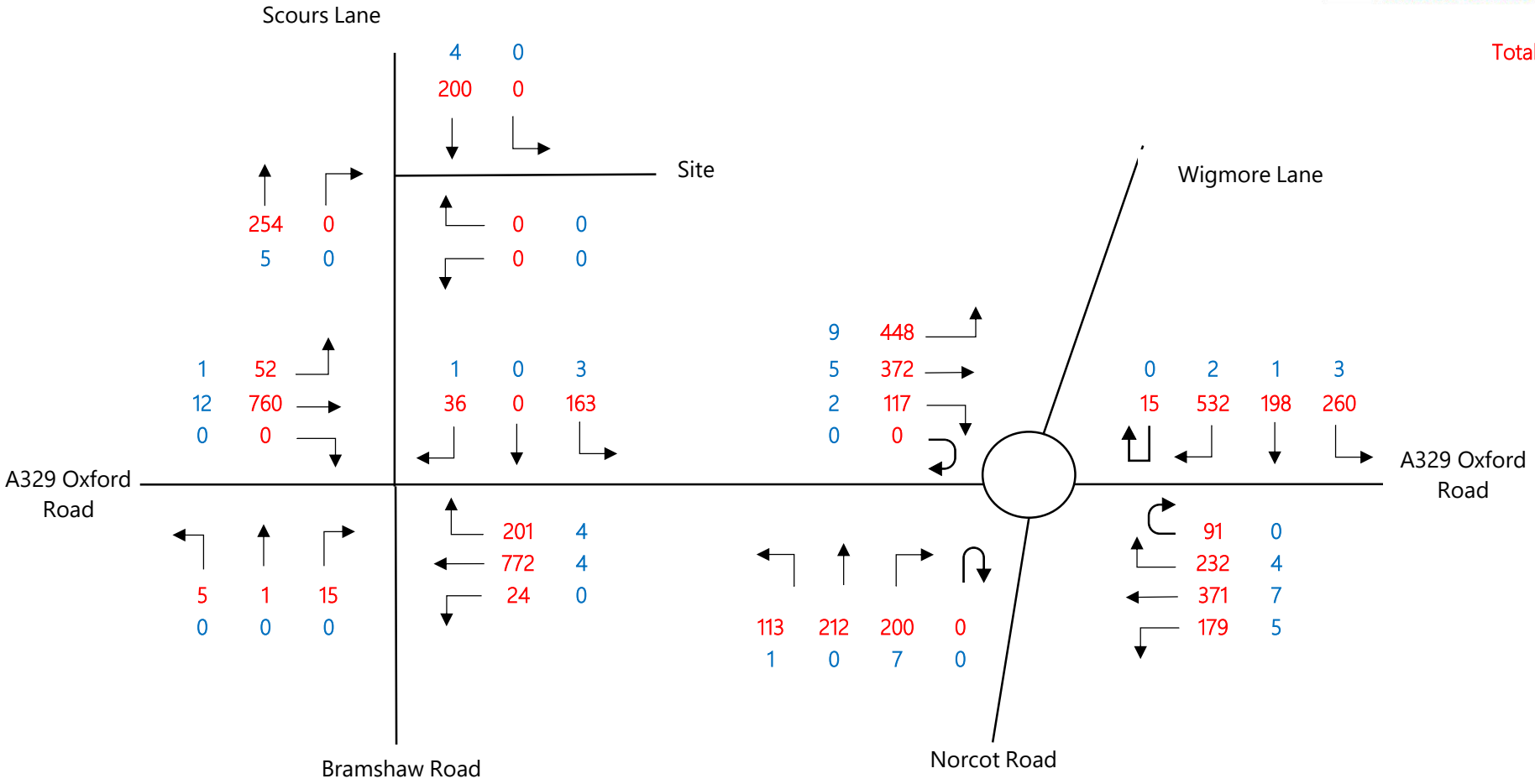


Figure: 13 Future Year (2026) + Development - Weekday AM Peak (08:15-09:15hrs)

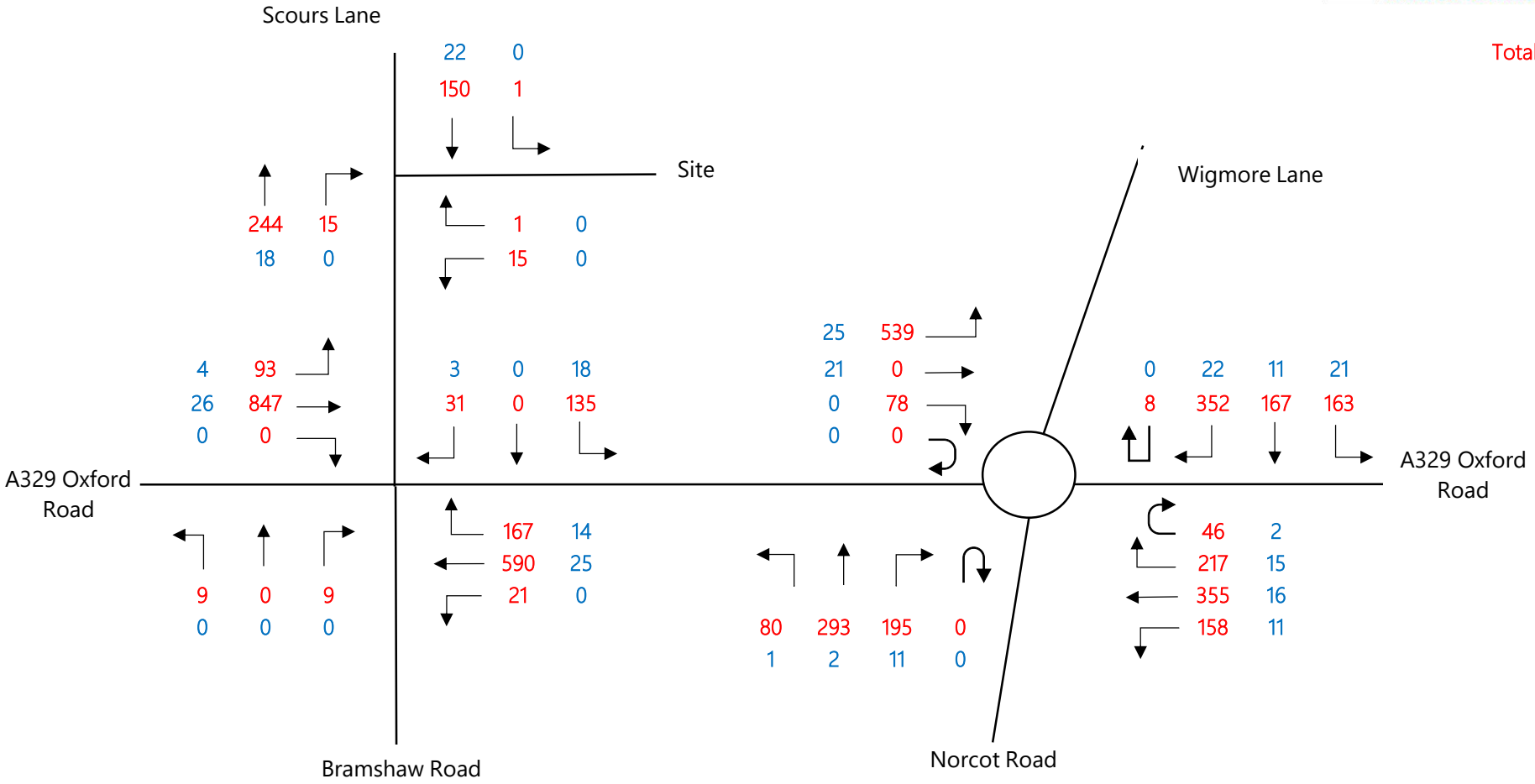


Figure: 14 Future Year (2026) + Development - Weekday PM Peak (16:15-17:15hrs)

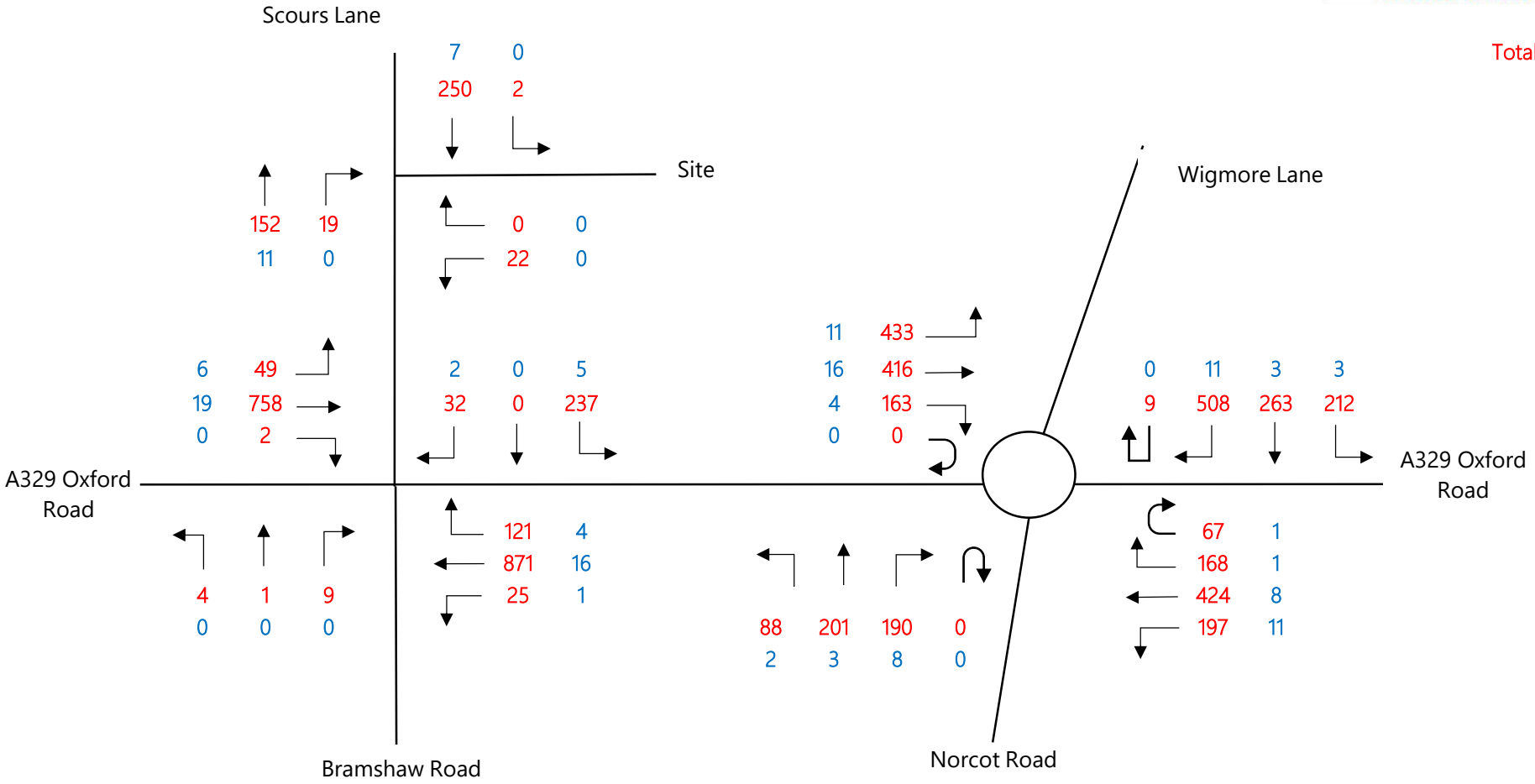


Figure: 15 Future Year (2026) + Development - Saturday Lunchtime Peak (12:45-13:45hrs)

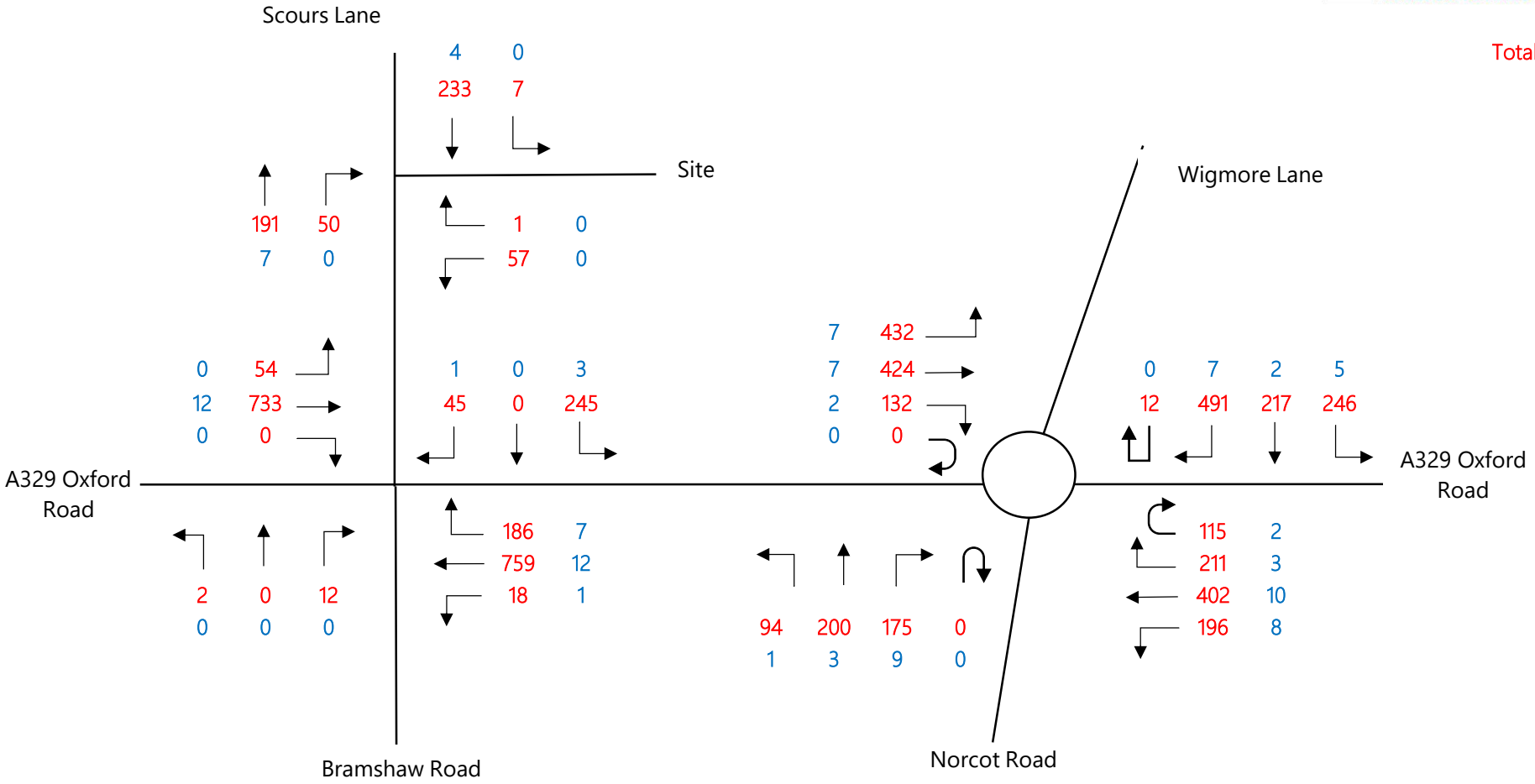
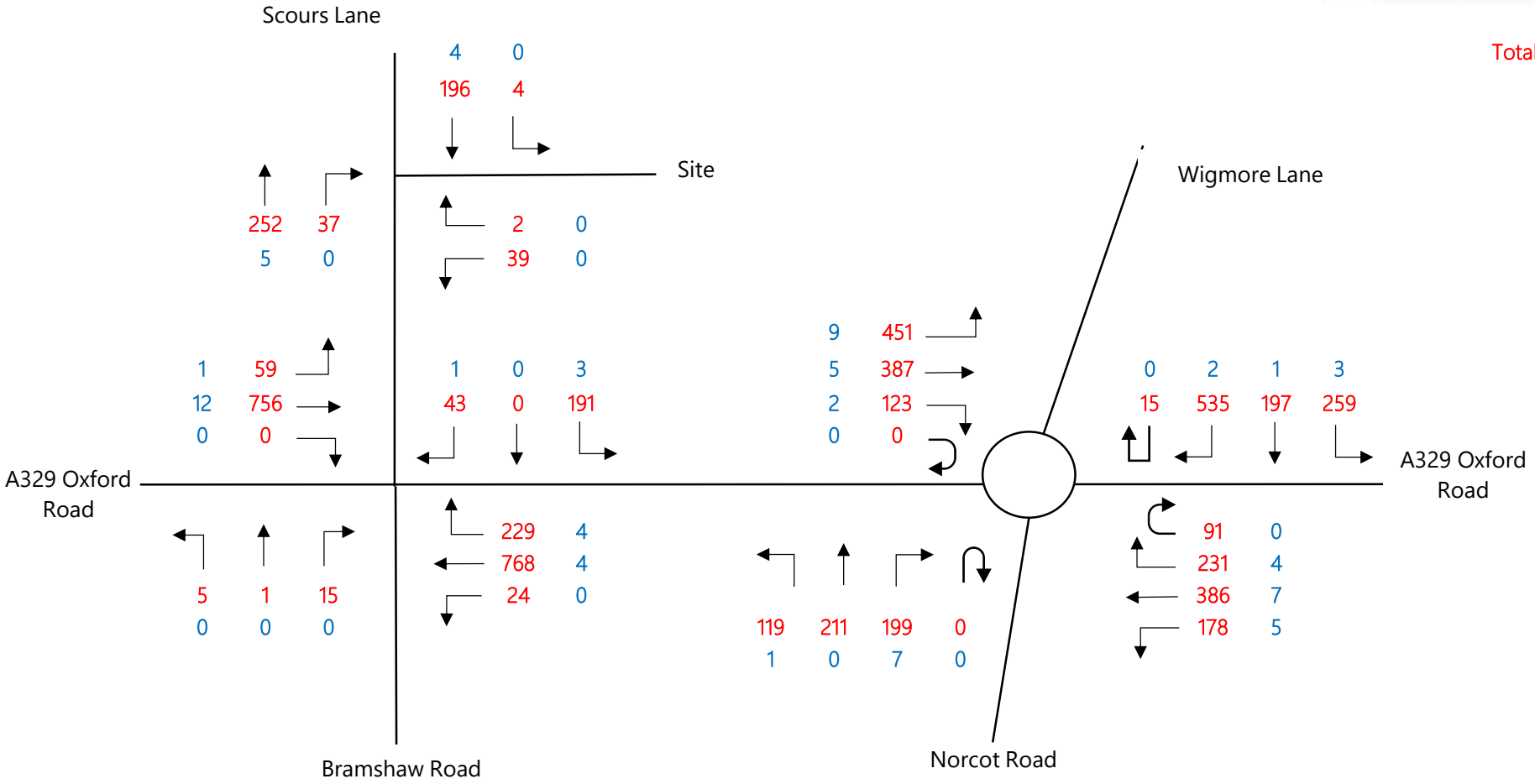


Figure: 16 Future Year (2026) + Development - Sunday Lunchtime Peak (12:15-13:15hrs)



Appendix 14

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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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: Bramshaw Road Scours Lane Crossroads Junctions 9.j9
Path: P:\20 Jobs\114 Scours Lane, Reading\Technical Assessments\Junctions 9\Bramshaw Road - Scours Lane Crossroads
Report generation date: 28/09/2021 15:47:43

»2021 Base, AM
»2021 Base, PM
»2021 Base, Saturday Lunch
»2021 Base, Sunday Lunch
»2026 Base, AM
»2026 Base, PM
»2026 Base, Saturday Lunch
»2026 Base, Sunday Lunch
»2026 Base + Development, AM
»2026 Base + Development, PM
»2026 Base + Development, Saturday Lunch
»2026 Base + Development, Sunday Lunch

Summary of junction performance

	AM					PM					Saturday Lunch					Sunday Lunch				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2021 Base																				
Stream B-ACD	0.1	12.77	0.06	B	2.40	0.1	20.13	0.07	C	2.40	0.1	20.04	0.07	C	2.55	0.1	19.66	0.11	C	2.66
Stream A-BCD	0.9	8.35	0.37	A		0.4	6.60	0.22	A		0.6	6.90	0.30	A		1.1	7.32	0.41	A	
Stream D-ABC	0.6	14.73	0.39	B		1.0	14.96	0.52	B		0.9	13.95	0.49	B		0.8	14.06	0.44	B	
Stream C-ABD	0.0	0.00	0.00	A		0.0	4.12	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2026 Base																				
Stream B-ACD	0.1	14.55	0.07	B	2.78	0.1	26.49	0.10	D	2.93	0.1	25.19	0.10	D	3.05	0.2	25.22	0.14	D	3.23
Stream A-BCD	1.2	8.60	0.41	A		0.5	6.61	0.25	A		0.8	6.97	0.34	A		1.5	7.54	0.46	A	
Stream D-ABC	0.8	17.79	0.45	C		1.4	18.81	0.59	C		1.3	17.37	0.56	C		1.1	18.18	0.53	C	
Stream C-ABD	0.0	0.00	0.00	A		0.0	4.01	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A	
2026 Base + Development																				
Stream B-ACD	0.1	14.92	0.08	B	3.12	0.1	28.20	0.11	D	3.44	0.1	29.60	0.11	D	4.91	0.2	28.41	0.15	D	4.47
Stream A-BCD	1.3	8.81	0.44	A		0.6	6.61	0.28	A		1.3	7.38	0.43	A		2.1	8.13	0.52	A	
Stream D-ABC	1.0	19.20	0.49	C		1.7	21.27	0.64	C		2.2	26.18	0.70	D		1.7	24.19	0.64	C	
Stream C-ABD	0.0	0.00	0.00	A		0.0	4.01	0.01	A		0.0	0.00	0.00	A		0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	07/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

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
D1	2021 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2021 Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2021 Base	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D4	2021 Base	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓
D5	2026 Base	AM	ONE HOUR	08:00	09:30	15	✓
D6	2026 Base	PM	ONE HOUR	16:00	17:30	15	✓
D7	2026 Base	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D8	2026 Base	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓
D9	2026 Base + Development	AM	ONE HOUR	08:00	09:30	15	✓
D10	2026 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓
D11	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D12	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A329 Oxford Road East		Major
B	Bramshaw Road		Minor
C	A329 Oxford Road West		Major
D	Scours Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A329 Oxford Road East	8.50			250.0	✓	1.00
C - A329 Oxford Road West	8.50			105.0	✓	0.00

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 - Bramshaw Road	One lane	3.50	45	78
D - Scours Lane	One lane	4.20	107	201

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	719	-	-	-	-	-	-	0.248	0.355	0.248	-	-	-
B-A	557	0.090	0.229	0.229	-	-	-	0.144	0.327	-	0.229	0.229	0.114
B-C	707	0.097	0.244	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	557	0.090	0.229	0.229	-	-	-	0.144	0.327	0.144	-	-	-
B-D, offside lane	557	0.090	0.229	0.229	-	-	-	0.144	0.327	0.144	-	-	-
C-B	635	0.219	0.219	0.313	-	-	-	-	-	-	-	-	-
D-A	841	-	-	-	-	-	-	0.290	-	0.115	-	-	-
D-B, nearside lane	689	0.178	0.178	0.404	-	-	-	0.283	0.283	0.112	-	-	-
D-B, offside lane	689	0.178	0.178	0.404	-	-	-	0.283	0.283	0.112	-	-	-
D-C	689	-	0.178	0.404	0.141	0.283	0.283	0.283	0.283	0.112	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
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	2021 Base	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 - A329 Oxford Road East		ONE HOUR	✓	712	100.000
B - Bramshaw Road		ONE HOUR	✓	16	100.000
C - A329 Oxford Road West		ONE HOUR	✓	870	100.000
D - Scours Lane		ONE HOUR	✓	140	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	19	549	144
	B - Bramshaw Road	8	0	8	0
	C - A329 Oxford Road West	787	0	0	83
	D - Scours Lane	114	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	0	4	9
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	3	0	0	5
	D - Scours Lane	15	0	12	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.06	12.77	0.1	B	15	22
A-BCD	0.37	8.35	0.9	A	184	276
A-B					16	24
A-C					454	681
D-ABC	0.39	14.73	0.6	B	128	193
C-ABD	0.00	0.00	0.0	A	0	0

C-D					76	114
C-A					722	1083

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-ACD	12	3	416	0.029	12	0.0	0.0	8.917	A
A-BCD	131	33	610	0.214	129	0.0	0.3	7.484	A
A-B	14	3			14				
A-C	392	98			392				
D-ABC	105	26	507	0.208	104	0.0	0.3	8.914	A
C-ABD	0	0	491	0.000	0	0.0	0.0	0.000	A
C-D	62	16			62				
C-A	592	148			592				

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-ACD	14	4	369	0.039	14	0.0	0.0	10.146	B
A-BCD	172	43	631	0.272	171	0.3	0.5	7.840	A
A-B	16	4			16				
A-C	453	113			453				
D-ABC	126	31	464	0.271	125	0.3	0.4	10.618	B
C-ABD	0	0	465	0.000	0	0.0	0.0	0.000	A
C-D	75	19			75				
C-A	707	177			707				

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-ACD	18	4	300	0.059	18	0.0	0.1	12.733	B
A-BCD	249	62	684	0.364	248	0.5	0.9	8.294	A
A-B	18	4			18				
A-C	517	129			517				
D-ABC	154	39	399	0.387	153	0.4	0.6	14.601	B
C-ABD	0	0	429	0.000	0	0.0	0.0	0.000	A
C-D	91	23			91				
C-A	867	217			867				

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-ACD	18	4	299	0.059	18	0.1	0.1	12.771	B
A-BCD	249	62	682	0.365	249	0.9	0.9	8.350	A
A-B	18	4			18				
A-C	517	129			517				

D-ABC	154	39	398	0.387	154	0.6	0.6	14.730	B
C-ABD	0	0	429	0.000	0	0.0	0.0	0.000	A
C-D	91	23			91				
C-A	867	217			867				

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-ACD	14	4	368	0.039	14	0.1	0.0	10.178	B
A-BCD	172	43	628	0.273	173	0.9	0.5	7.914	A
A-B	16	4			16				
A-C	453	113			453				
D-ABC	126	31	464	0.271	127	0.6	0.4	10.716	B
C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	75	19			75				
C-A	707	177			707				

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-ACD	12	3	415	0.029	12	0.0	0.0	8.939	A
A-BCD	131	33	608	0.215	131	0.5	0.3	7.545	A
A-B	14	3			14				
A-C	392	98			392				
D-ABC	105	26	507	0.208	106	0.4	0.3	8.984	A
C-ABD	0	0	490	0.000	0	0.0	0.0	0.000	A
C-D	62	16			62				
C-A	592	148			592				

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2021 Base	PM	ONE HOUR	16:00	17:30	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 - A329 Oxford Road East		ONE HOUR	✓	929	100.000
B - Bramshaw Road		ONE HOUR	✓	13	100.000
C - A329 Oxford Road West		ONE HOUR	✓	748	100.000
D - Scours Lane		ONE HOUR	✓	233	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	**B - Bramshaw Road**	**C - A329 Oxford Road West**	**D - Scours Lane**
From	**A - A329 Oxford Road East**	0	23	808	98
	B - Bramshaw Road	8	0	4	1
	C - A329 Oxford Road West	704	2	0	42
	D - Scours Lane	205	2	26	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	**B - Bramshaw Road**	**C - A329 Oxford Road West**	**D - Scours Lane**
From	**A - A329 Oxford Road East**	0	4	2	4
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	3	0	0	14
	D - Scours Lane	2	0	8	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.07	20.13	0.1	C	12	18
A-BCD	0.22	6.60	0.4	A	117	176
A-B					20	31
A-C					715	1072
D-ABC	0.52	14.96	1.0	B	214	321
C-ABD	0.01	4.12	0.0	A	7	11
C-D					38	57
C-A					641	962

Main Results for each time segment

16:00 - 16:15

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-ACD	10	2	332	0.029	10	0.0	0.0	11.168	B
A-BCD	86	21	642	0.134	85	0.0	0.2	6.458	A
A-B	17	4			17				
A-C	597	149			597				
D-ABC	175	44	603	0.291	174	0.0	0.4	8.350	A
C-ABD	4	1	880	0.005	4	0.0	0.0	4.109	A
C-D	31	8			31				
C-A	528	132			528				

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-ACD	12	3	276	0.042	12	0.0	0.0	13.635	B
A-BCD	111	28	659	0.168	110	0.2	0.2	6.564	A
A-B	20	5			20				
A-C	704	176			704				
D-ABC	209	52	561	0.373	209	0.4	0.6	10.191	B
C-ABD	6	2	940	0.007	6	0.0	0.0	3.851	A
C-D	38	9			38				
C-A	629	157			629				

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-ACD	14	4	194	0.074	14	0.0	0.1	20.039	C
A-BCD	155	39	703	0.221	155	0.2	0.4	6.584	A
A-B	24	6			24				
A-C	843	211			843				
D-ABC	257	64	497	0.516	255	0.6	1.0	14.745	B
C-ABD	11	3	1029	0.011	11	0.0	0.0	3.529	A
C-D	46	11			46				
C-A	767	192			767				

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-ACD	14	4	193	0.074	14	0.1	0.1	20.133	C
A-BCD	155	39	702	0.221	155	0.4	0.4	6.597	A
A-B	24	6			24				
A-C	843	211			843				
D-ABC	257	64	497	0.516	256	1.0	1.0	14.957	B
C-ABD	11	3	1029	0.011	11	0.0	0.0	3.536	A

C-D	46	11			46				
C-A	767	192			767				

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-ACD	12	3	275	0.043	12	0.1	0.0	13.694	B
A-BCD	111	28	658	0.168	111	0.4	0.3	6.583	A
A-B	20	5			20				
A-C	704	176			704				
D-ABC	209	52	561	0.373	211	1.0	0.6	10.339	B
C-ABD	6	2	940	0.007	6	0.0	0.0	3.863	A
C-D	38	9			38				
C-A	629	157			629				

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-ACD	10	2	331	0.030	10	0.0	0.0	11.203	B
A-BCD	86	21	642	0.134	86	0.3	0.2	6.480	A
A-B	17	4			17				
A-C	597	149			597				
D-ABC	175	44	603	0.291	176	0.6	0.4	8.444	A
C-ABD	4	1	880	0.005	4	0.0	0.0	4.116	A
C-D	31	8			31				
C-A	527	132			527				

2021 Base, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2021 Base	Saturday Lunch	ONE HOUR	12:30	14:00	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 - A329 Oxford Road East		ONE HOUR	✓	859	100.000
B - Bramshaw Road		ONE HOUR	✓	13	100.000
C - A329 Oxford Road West		ONE HOUR	✓	723	100.000
D - Scours Lane		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	17	706	136
	B - Bramshaw Road	11	0	2	0
	C - A329 Oxford Road West	682	0	0	41
	D - Scours Lane	189	0	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	6	2	4
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	2	0	0	0
	D - Scours Lane	2	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.07	20.04	0.1	C	12	18
A-BCD	0.30	6.90	0.6	A	169	253
A-B					15	22
A-C					605	908
D-ABC	0.49	13.95	0.9	B	203	304
C-ABD	0.00	0.00	0.0	A	0	0
C-D					38	56
C-A					626	939

Main Results for each time segment

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-ACD	10	2	320	0.031	10	0.0	0.0	11.587	B
A-BCD	122	30	665	0.183	121	0.0	0.3	6.604	A
A-B	12	3			12				
A-C	512	128			512				
D-ABC	166	42	606	0.274	165	0.0	0.4	8.128	A
C-ABD	0	0	477	0.000	0	0.0	0.0	0.000	A
C-D	31	8			31				
C-A	513	128			513				

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-ACD	12	3	268	0.044	12	0.0	0.0	14.045	B
A-BCD	158	40	691	0.229	158	0.3	0.4	6.758	A
A-B	14	4			14				
A-C	599	150			599				
D-ABC	199	50	565	0.352	198	0.4	0.5	9.805	A
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	37	9			37				
C-A	613	153			613				

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-ACD	14	4	195	0.074	14	0.0	0.1	19.943	C
A-BCD	225	56	749	0.301	224	0.4	0.6	6.873	A
A-B	17	4			17				
A-C	704	176			704				
D-ABC	243	61	501	0.485	242	0.5	0.9	13.790	B
C-ABD	0	0	405	0.000	0	0.0	0.0	0.000	A
C-D	45	11			45				
C-A	751	188			751				

13:15 - 13:30

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-ACD	14	4	194	0.074	14	0.1	0.1	20.036	C
A-BCD	225	56	748	0.301	225	0.6	0.6	6.900	A
A-B	17	4			17				
A-C	704	176			704				
D-ABC	243	61	501	0.486	243	0.9	0.9	13.952	B
C-ABD	0	0	405	0.000	0	0.0	0.0	0.000	A
C-D	45	11			45				
C-A	751	188			751				

13:30 - 13:45

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-ACD	12	3	267	0.044	12	0.1	0.0	14.111	B
A-BCD	158	40	690	0.230	159	0.6	0.4	6.797	A
A-B	14	4			14				
A-C	599	150			599				
D-ABC	199	50	564	0.352	200	0.9	0.6	9.928	A
C-ABD	0	0	447	0.000	0	0.0	0.0	0.000	A
C-D	37	9			37				
C-A	613	153			613				

13:45 - 14:00

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-ACD	10	2	319	0.031	10	0.0	0.0	11.635	B
A-BCD	122	30	665	0.183	122	0.4	0.3	6.641	A
A-B	12	3			12				
A-C	512	128			512				
D-ABC	166	42	606	0.275	167	0.6	0.4	8.212	A
C-ABD	0	0	477	0.000	0	0.0	0.0	0.000	A
C-D	31	8			31				
C-A	513	128			513				

2021 Base, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D4	2021 Base	Sunday Lunch	ONE HOUR	12:00	13:30	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 - A329 Oxford Road East		ONE HOUR	✓	918	100.000
B - Bramshaw Road		ONE HOUR	✓	20	100.000
C - A329 Oxford Road West		ONE HOUR	✓	748	100.000
D - Scours Lane		ONE HOUR	✓	184	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	22	711	185
	B - Bramshaw Road	14	0	5	1
	C - A329 Oxford Road West	700	0	0	48
	D - Scours Lane	151	0	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	0	1	2
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	2	0	0	2
	D - Scours Lane	2	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.11	19.66	0.1	C	18	28
A-BCD	0.41	7.32	1.1	A	248	372
A-B					18	27
A-C					576	865
D-ABC	0.44	14.06	0.8	B	169	253
C-ABD	0.00	0.00	0.0	A	0	0
C-D					44	66
C-A					642	963

Main Results for each time segment

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-ACD	15	4	335	0.045	15	0.0	0.0	11.236	B
A-BCD	174	43	705	0.247	172	0.0	0.4	6.747	A
A-B	16	4			16				
A-C	502	125			502				
D-ABC	139	35	581	0.238	137	0.0	0.3	8.087	A
C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	36	9			36				
C-A	527	132			527				

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-ACD	18	4	282	0.064	18	0.0	0.1	13.632	B
A-BCD	231	58	747	0.309	230	0.4	0.6	6.980	A
A-B	18	4			18				
A-C	577	144			577				
D-ABC	165	41	533	0.310	165	0.3	0.4	9.754	A
C-ABD	0	0	431	0.000	0	0.0	0.0	0.000	A
C-D	43	11			43				
C-A	629	157			629				

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-ACD	22	6	206	0.107	22	0.1	0.1	19.538	C
A-BCD	340	85	835	0.407	338	0.6	1.1	7.265	A
A-B	20	5			20				
A-C	651	163			651				
D-ABC	203	51	459	0.441	201	0.4	0.8	13.902	B
C-ABD	0	0	387	0.000	0	0.0	0.0	0.000	A
C-D	53	13			53				
C-A	771	193			771				

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-ACD	22	6	205	0.107	22	0.1	0.1	19.662	C
A-BCD	340	85	835	0.407	340	1.1	1.1	7.324	A
A-B	20	5			20				
A-C	651	163			651				
D-ABC	203	51	458	0.442	203	0.8	0.8	14.060	B
C-ABD	0	0	386	0.000	0	0.0	0.0	0.000	A
C-D	53	13			53				
C-A	771	193			771				

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-ACD	18	4	281	0.064	18	0.1	0.1	13.718	B

A-BCD	231	58	746	0.310	233	1.1	0.6	7.057	A
A-B	18	4			18				
A-C	577	144			577				
D-ABC	165	41	533	0.310	167	0.8	0.5	9.864	A
C-ABD	0	0	430	0.000	0	0.0	0.0	0.000	A
C-D	43	11			43				
C-A	629	157			629				

13:15 - 13:30

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-ACD	15	4	334	0.045	15	0.1	0.0	11.289	B
A-BCD	174	43	704	0.247	175	0.6	0.4	6.813	A
A-B	16	4			16				
A-C	502	125			502				
D-ABC	139	35	581	0.239	139	0.5	0.3	8.160	A
C-ABD	0	0	463	0.000	0	0.0	0.0	0.000	A
C-D	36	9			36				
C-A	527	132			527				

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D5	2026 Base	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 - A329 Oxford Road East		ONE HOUR	✓	768	100.000
B - Bramshaw Road		ONE HOUR	✓	18	100.000

C - A329 Oxford Road West		ONE HOUR	✓	939	100.000
D - Scours Lane		ONE HOUR	✓	151	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	**B - Bramshaw Road**	**C - A329 Oxford Road West**	**D - Scours Lane**
From	**A - A329 Oxford Road East**	0	21	592	155
	B - Bramshaw Road	9	0	9	0
	C - A329 Oxford Road West	849	0	0	90
	D - Scours Lane	123	0	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	**B - Bramshaw Road**	**C - A329 Oxford Road West**	**D - Scours Lane**
From	**A - A329 Oxford Road East**	0	0	4	9
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	3	0	0	4
	D - Scours Lane	15	0	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.07	14.55	0.1	B	17	25
A-BCD	0.41	8.60	1.2	A	211	317
A-B					17	25
A-C					477	715
D-ABC	0.45	17.79	0.8	C	139	208
C-ABD	0.00	0.00	0.0	A	0	0
C-D					83	124
C-A					779	1169

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-ACD	14	3	397	0.034	13	0.0	0.0	9.374	A
A-BCD	146	36	616	0.236	144	0.0	0.4	7.609	A
A-B	15	4			15				
A-C	418	104			418				
D-ABC	114	28	491	0.231	112	0.0	0.3	9.470	A
C-ABD	0	0	481	0.000	0	0.0	0.0	0.000	A
C-D	68	17			68				
C-A	639	160			639				

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-ACD	16	4	346	0.047	16	0.0	0.0	10.918	B
A-BCD	195	49	646	0.302	194	0.4	0.6	7.990	A
A-B	17	4			17				
A-C	479	120			479				
D-ABC	136	34	443	0.306	135	0.3	0.4	11.657	B
C-ABD	0	0	453	0.000	0	0.0	0.0	0.000	A
C-D	81	20			81				
C-A	763	191			763				

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-ACD	20	5	268	0.074	20	0.0	0.1	14.475	B
A-BCD	293	73	716	0.409	290	0.6	1.1	8.519	A
A-B	19	5			19				
A-C	534	134			534				
D-ABC	166	42	369	0.451	165	0.4	0.8	17.522	C
C-ABD	0	0	415	0.000	0	0.0	0.0	0.000	A
C-D	99	25			99				
C-A	935	234			935				

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-ACD	20	5	267	0.074	20	0.1	0.1	14.545	B
A-BCD	293	73	714	0.410	292	1.1	1.2	8.604	A
A-B	19	5			19				
A-C	534	134			534				
D-ABC	166	42	368	0.451	166	0.8	0.8	17.794	C
C-ABD	0	0	414	0.000	0	0.0	0.0	0.000	A
C-D	99	25			99				
C-A	935	234			935				

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-ACD	16	4	345	0.047	16	0.1	0.0	10.973	B
A-BCD	195	49	643	0.303	197	1.2	0.6	8.098	A
A-B	17	4			17				
A-C	479	120			479				

D-ABC	136	34	443	0.306	137	0.8	0.4	11.825	B
C-ABD	0	0	452	0.000	0	0.0	0.0	0.000	A
C-D	81	20			81				
C-A	763	191			763				

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-ACD	14	3	396	0.034	14	0.0	0.0	9.407	A
A-BCD	146	36	615	0.237	147	0.6	0.4	7.689	A
A-B	15	4			15				
A-C	418	104			418				
D-ABC	114	28	491	0.231	114	0.4	0.3	9.568	A
C-ABD	0	0	481	0.000	0	0.0	0.0	0.000	A
C-D	68	17			68				
C-A	639	160			639				

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		2.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D6	2026 Base	PM	ONE HOUR	16:00	17:30	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 - A329 Oxford Road East		ONE HOUR	✓	1004	100.000
B - Bramshaw Road		ONE HOUR	✓	14	100.000
C - A329 Oxford Road West		ONE HOUR	✓	807	100.000
D - Scours Lane		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	25	873	106
	B - Bramshaw Road	9	0	4	1
	C - A329 Oxford Road West	760	2	0	45
	D - Scours Lane	221	2	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	4	2	4
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	3	0	0	13
	D - Scours Lane	2	0	7	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.10	26.49	0.1	D	13	19
A-BCD	0.25	6.61	0.5	A	134	201
A-B					22	33
A-C					766	1148
D-ABC	0.59	18.81	1.4	C	230	345
C-ABD	0.01	4.01	0.0	A	8	12
C-D					41	61
C-A					691	1037

Main Results for each time segment

16:00 - 16:15

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-ACD	11	3	305	0.035	10	0.0	0.0	12.225	B
A-BCD	96	24	648	0.148	95	0.0	0.2	6.499	A
A-B	18	5			18				
A-C	642	160			642				

D-ABC	189	47	588	0.321	187	0.0	0.5	8.942	A
C-ABD	5	1	904	0.005	5	0.0	0.0	4.001	A
C-D	34	8			34				
C-A	569	142			569				

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-ACD	13	3	243	0.052	13	0.0	0.1	15.625	C
A-BCD	125	31	672	0.186	125	0.2	0.3	6.582	A
A-B	22	5			22				
A-C	756	189			756				
D-ABC	226	56	541	0.417	225	0.5	0.7	11.348	B
C-ABD	7	2	970	0.007	7	0.0	0.0	3.731	A
C-D	40	10			40				
C-A	678	170			678				

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-ACD	15	4	152	0.101	15	0.1	0.1	26.241	D
A-BCD	181	45	730	0.247	180	0.3	0.5	6.554	A
A-B	26	6			26				
A-C	899	225			899				
D-ABC	276	69	467	0.591	274	0.7	1.4	18.326	C
C-ABD	13	3	1070	0.012	13	0.0	0.0	3.400	A
C-D	49	12			49				
C-A	827	207			827				

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-ACD	15	4	151	0.102	15	0.1	0.1	26.492	D
A-BCD	181	45	730	0.248	181	0.5	0.5	6.572	A
A-B	26	6			26				
A-C	899	225			899				
D-ABC	276	69	467	0.592	276	1.4	1.4	18.814	C
C-ABD	13	3	1070	0.012	13	0.0	0.0	3.404	A
C-D	49	12			49				
C-A	827	207			827				

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-ACD	13	3	242	0.052	13	0.1	0.1	15.743	C
A-BCD	125	31	671	0.186	126	0.5	0.3	6.608	A
A-B	22	5			22				
A-C	756	189			756				
D-ABC	226	56	541	0.417	228	1.4	0.7	11.621	B
C-ABD	7	2	970	0.007	7	0.0	0.0	3.746	A
C-D	40	10			40				
C-A	678	170			678				

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-ACD	11	3	304	0.035	11	0.1	0.0	12.278	B
A-BCD	96	24	648	0.148	96	0.3	0.2	6.529	A
A-B	18	5			18				
A-C	642	160			642				
D-ABC	189	47	588	0.322	190	0.7	0.5	9.073	A
C-ABD	5	1	904	0.005	5	0.0	0.0	4.009	A
C-D	34	8			34				
C-A	569	142			569				

2026 Base, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D7	2026 Base	Saturday Lunch	ONE HOUR	12:30	14:00	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 - A329 Oxford Road East		ONE HOUR	✓	930	100.000
B - Bramshaw Road		ONE HOUR	✓	14	100.000
C - A329 Oxford Road West		ONE HOUR	✓	783	100.000
D - Scours Lane		ONE HOUR	✓	240	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	18	765	147
	B - Bramshaw Road	12	0	2	0
	C - A329 Oxford Road West	739	0	0	44
	D - Scours Lane	205	0	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	6	2	5
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	2	0	0	0
	D - Scours Lane	1	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.10	25.19	0.1	D	13	19
A-BCD	0.34	6.97	0.8	A	195	293
A-B					15	23
A-C					643	965
D-ABC	0.56	17.37	1.3	C	220	330
C-ABD	0.00	0.00	0.0	A	0	0
C-D					40	61
C-A					678	1017

Main Results for each time segment

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-ACD	11	3	296	0.036	10	0.0	0.0	12.584	B
A-BCD	137	34	672	0.204	136	0.0	0.3	6.702	A
A-B	13	3			13				
A-C	550	138			550				
D-ABC	181	45	593	0.305	179	0.0	0.4	8.667	A

C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	33	8			33				
C-A	556	139			556				

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-ACD	13	3	239	0.053	13	0.0	0.1	15.868	C
A-BCD	182	45	708	0.256	181	0.3	0.5	6.839	A
A-B	15	4			15				
A-C	639	160			639				
D-ABC	216	54	545	0.396	215	0.4	0.6	10.870	B
C-ABD	0	0	431	0.000	0	0.0	0.0	0.000	A
C-D	40	10			40				
C-A	664	166			664				

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-ACD	15	4	159	0.097	15	0.1	0.1	24.970	C
A-BCD	266	67	786	0.339	265	0.5	0.8	6.940	A
A-B	17	4			17				
A-C	740	185			740				
D-ABC	264	66	471	0.561	262	0.6	1.2	16.994	C
C-ABD	0	0	386	0.000	0	0.0	0.0	0.000	A
C-D	48	12			48				
C-A	814	203			814				

13:15 - 13:30

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-ACD	15	4	158	0.097	15	0.1	0.1	25.186	D
A-BCD	266	67	785	0.339	266	0.8	0.8	6.972	A
A-B	17	4			17				
A-C	740	185			740				
D-ABC	264	66	471	0.561	264	1.2	1.3	17.368	C
C-ABD	0	0	386	0.000	0	0.0	0.0	0.000	A
C-D	48	12			48				
C-A	814	203			814				

13:30 - 13:45

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-ACD	13	3	238	0.053	13	0.1	0.1	15.991	C
A-BCD	182	45	706	0.257	183	0.8	0.5	6.894	A
A-B	15	4			15				
A-C	639	160			639				
D-ABC	216	54	545	0.396	218	1.3	0.7	11.092	B
C-ABD	0	0	431	0.000	0	0.0	0.0	0.000	A
C-D	40	10			40				
C-A	664	166			664				

13:45 - 14:00

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-ACD	11	3	295	0.036	11	0.1	0.0	12.649	B
A-BCD	137	34	671	0.204	138	0.5	0.3	6.752	A
A-B	13	3			13				
A-C	550	138			550				
D-ABC	181	45	592	0.305	182	0.7	0.4	8.783	A
C-ABD	0	0	464	0.000	0	0.0	0.0	0.000	A
C-D	33	8			33				
C-A	556	139			556				

2026 Base, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D8	2026 Base	Sunday Lunch	ONE HOUR	12:00	13:30	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 - A329 Oxford Road East		ONE HOUR	✓	997	100.000
B - Bramshaw Road		ONE HOUR	✓	21	100.000
C - A329 Oxford Road West		ONE HOUR	✓	812	100.000
D - Scours Lane		ONE HOUR	✓	199	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	24	772	201
	B - Bramshaw Road	15	0	5	1
	C - A329 Oxford Road West	760	0	0	52
	D - Scours Lane	163	0	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	0	1	2
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	2	0	0	2
	D - Scours Lane	2	0	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.14	25.22	0.2	D	19	29
A-BCD	0.46	7.54	1.5	A	291	437
A-B					19	28
A-C					605	907
D-ABC	0.53	18.18	1.1	C	183	274
C-ABD	0.00	0.00	0.0	A	0	0
C-D					48	72
C-A					697	1046

Main Results for each time segment

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-ACD	16	4	310	0.051	16	0.0	0.1	12.223	B
A-BCD	197	49	721	0.274	195	0.0	0.5	6.834	A
A-B	17	4			17				
A-C	537	134			537				
D-ABC	150	37	560	0.268	148	0.0	0.4	8.715	A

C-ABD	0	0	449	0.000	0	0.0	0.0	0.000	A
C-D	39	10			39				
C-A	572	143			572				

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-ACD	19	5	251	0.075	19	0.1	0.1	15.477	C
A-BCD	268	67	776	0.345	267	0.5	0.8	7.083	A
A-B	19	5			19				
A-C	610	152			610				
D-ABC	179	45	506	0.354	178	0.4	0.5	10.967	B
C-ABD	0	0	414	0.000	0	0.0	0.0	0.000	A
C-D	47	12			47				
C-A	683	171			683				

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-ACD	23	6	167	0.138	23	0.1	0.2	24.906	C
A-BCD	408	102	891	0.458	405	0.8	1.5	7.453	A
A-B	21	5			21				
A-C	669	167			669				
D-ABC	219	55	418	0.525	217	0.5	1.1	17.769	C
C-ABD	0	0	366	0.000	0	0.0	0.0	0.000	A
C-D	57	14			57				
C-A	837	209			837				

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-ACD	23	6	166	0.139	23	0.2	0.2	25.220	D
A-BCD	408	102	891	0.458	408	1.5	1.5	7.539	A
A-B	21	5			21				
A-C	669	167			669				
D-ABC	219	55	417	0.526	219	1.1	1.1	18.182	C
C-ABD	0	0	365	0.000	0	0.0	0.0	0.000	A
C-D	57	14			57				
C-A	837	209			837				

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-ACD	19	5	250	0.076	19	0.2	0.1	15.641	C
A-BCD	268	67	775	0.345	271	1.5	0.8	7.196	A
A-B	19	5			19				
A-C	610	152			610				
D-ABC	179	45	505	0.354	181	1.1	0.6	11.183	B
C-ABD	0	0	413	0.000	0	0.0	0.0	0.000	A
C-D	47	12			47				
C-A	683	171			683				

13:15 - 13:30

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-ACD	16	4	309	0.051	16	0.1	0.1	12.303	B
A-BCD	197	49	721	0.274	199	0.8	0.5	6.916	A
A-B	17	4			17				
A-C	537	134			537				
D-ABC	150	37	560	0.268	151	0.6	0.4	8.820	A
C-ABD	0	0	448	0.000	0	0.0	0.0	0.000	A
C-D	39	10			39				
C-A	572	143			572				

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D9	2026 Base + Development	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 - A329 Oxford Road East		ONE HOUR	✓	778	100.000
B - Bramshaw Road		ONE HOUR	✓	18	100.000
C - A329 Oxford Road West		ONE HOUR	✓	940	100.000
D - Scours Lane		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	21	590	167
	B - Bramshaw Road	9	0	9	0
	C - A329 Oxford Road West	847	0	0	93
	D - Scours Lane	135	0	31	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	0	4	8
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	3	0	0	4
	D - Scours Lane	13	0	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.08	14.92	0.1	B	17	25
A-BCD	0.44	8.81	1.3	A	230	346
A-B					17	25
A-C					467	700
D-ABC	0.49	19.20	1.0	C	152	228
C-ABD	0.00	0.00	0.0	A	0	0
C-D					85	128
C-A					777	1166

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-ACD	14	3	394	0.034	13	0.0	0.0	9.449	A
A-BCD	158	40	626	0.253	157	0.0	0.4	7.645	A
A-B	15	4			15				
A-C	413	103			413				
D-ABC	125	31	497	0.251	124	0.0	0.3	9.598	A

C-ABD	0	0	479	0.000	0	0.0	0.0	0.000	A
C-D	70	18			70				
C-A	638	159			638				

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-ACD	16	4	342	0.047	16	0.0	0.0	11.056	B
A-BCD	212	53	659	0.322	211	0.4	0.7	8.069	A
A-B	17	4			17				
A-C	470	118			470				
D-ABC	149	37	448	0.333	149	0.3	0.5	11.999	B
C-ABD	0	0	451	0.000	0	0.0	0.0	0.000	A
C-D	84	21			84				
C-A	761	190			761				

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-ACD	20	5	262	0.076	20	0.0	0.1	14.828	B
A-BCD	321	80	735	0.437	318	0.7	1.3	8.707	A
A-B	18	5			18				
A-C	517	129			517				
D-ABC	183	46	371	0.493	181	0.5	0.9	18.815	C
C-ABD	0	0	411	0.000	0	0.0	0.0	0.000	A
C-D	102	26			102				
C-A	933	233			933				

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-ACD	20	5	261	0.076	20	0.1	0.1	14.917	B
A-BCD	321	80	733	0.437	321	1.3	1.3	8.814	A
A-B	18	5			18				
A-C	517	129			517				
D-ABC	183	46	370	0.494	183	0.9	1.0	19.197	C
C-ABD	0	0	411	0.000	0	0.0	0.0	0.000	A
C-D	102	26			102				
C-A	933	233			933				

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-ACD	16	4	340	0.048	16	0.1	0.1	11.118	B
A-BCD	212	53	656	0.324	215	1.3	0.7	8.199	A
A-B	17	4			17				
A-C	470	118			470				
D-ABC	149	37	447	0.334	151	1.0	0.5	12.219	B
C-ABD	0	0	450	0.000	0	0.0	0.0	0.000	A
C-D	84	21			84				
C-A	761	190			761				

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-ACD	14	3	393	0.034	14	0.1	0.0	9.484	A
A-BCD	158	40	625	0.253	159	0.7	0.4	7.735	A
A-B	15	4			15				
A-C	413	103			413				
D-ABC	125	31	497	0.251	126	0.5	0.3	9.712	A
C-ABD	0	0	478	0.000	0	0.0	0.0	0.000	A
C-D	70	18			70				
C-A	638	159			638				

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D10	2026 Base + Development	PM	ONE HOUR	16:00	17:30	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 - A329 Oxford Road East		ONE HOUR	✓	1017	100.000
B - Bramshaw Road		ONE HOUR	✓	14	100.000
C - A329 Oxford Road West		ONE HOUR	✓	809	100.000
D - Scours Lane		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	25	871	121
	B - Bramshaw Road	9	0	4	1
	C - A329 Oxford Road West	758	2	0	49
	D - Scours Lane	237	0	32	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	4	2	3
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	3	0	0	12
	D - Scours Lane	2	0	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.11	28.20	0.1	D	13	19
A-BCD	0.28	6.61	0.6	A	157	235
A-B					22	32
A-C					755	1132
D-ABC	0.64	21.27	1.7	C	247	370
C-ABD	0.01	4.01	0.0	A	8	12
C-D					45	67
C-A					690	1034

Main Results for each time segment

16:00 - 16:15

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-ACD	11	3	300	0.035	10	0.0	0.0	12.413	B
A-BCD	111	28	664	0.167	110	0.0	0.2	6.486	A
A-B	18	5			18				
A-C	636	159			636				
D-ABC	203	51	588	0.345	200	0.0	0.5	9.253	A

C-ABD	5	1	903	0.005	5	0.0	0.0	4.005	A
C-D	37	9			37				
C-A	568	142			568				

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-ACD	13	3	237	0.053	13	0.0	0.1	16.025	C
A-BCD	146	37	694	0.211	146	0.2	0.4	6.573	A
A-B	21	5			21				
A-C	747	187			747				
D-ABC	242	60	540	0.448	241	0.5	0.8	11.982	B
C-ABD	7	2	970	0.007	7	0.0	0.0	3.735	A
C-D	44	11			44				
C-A	676	169			676				

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-ACD	15	4	144	0.107	15	0.1	0.1	27.854	D
A-BCD	214	53	763	0.280	213	0.4	0.6	6.558	A
A-B	25	6			25				
A-C	881	220			881				
D-ABC	296	74	465	0.637	293	0.8	1.7	20.507	C
C-ABD	13	3	1070	0.012	13	0.0	0.0	3.402	A
C-D	53	13			53				
C-A	824	206			824				

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-ACD	15	4	143	0.108	15	0.1	0.1	28.201	D
A-BCD	214	53	762	0.280	214	0.6	0.6	6.581	A
A-B	25	6			25				
A-C	881	220			881				
D-ABC	296	74	465	0.637	296	1.7	1.7	21.275	C
C-ABD	13	3	1070	0.012	13	0.0	0.0	3.409	A
C-D	53	13			53				
C-A	824	206			824				

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-ACD	13	3	236	0.053	13	0.1	0.1	16.172	C
A-BCD	146	37	693	0.211	147	0.6	0.4	6.606	A
A-B	21	5			21				
A-C	747	187			747				
D-ABC	242	60	540	0.448	245	1.7	0.8	12.365	B
C-ABD	7	2	969	0.007	7	0.0	0.0	3.749	A
C-D	44	11			44				
C-A	676	169			676				

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-ACD	11	3	299	0.035	11	0.1	0.0	12.476	B
A-BCD	111	28	664	0.167	111	0.4	0.2	6.522	A
A-B	18	5			18				
A-C	636	159			636				
D-ABC	203	51	587	0.345	204	0.8	0.5	9.412	A
C-ABD	5	1	903	0.005	5	0.0	0.0	4.013	A
C-D	37	9			37				
C-A	568	142			568				

2026 Base + Development, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D11	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	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 - A329 Oxford Road East		ONE HOUR	✓	963	100.000
B - Bramshaw Road		ONE HOUR	✓	14	100.000
C - A329 Oxford Road West		ONE HOUR	✓	787	100.000
D - Scours Lane		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	18	759	186
	B - Bramshaw Road	12	0	2	0
	C - A329 Oxford Road West	733	0	0	54
	D - Scours Lane	245	0	45	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	6	2	4
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	2	0	0	0
	D - Scours Lane	1	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.11	29.60	0.1	D	13	19
A-BCD	0.43	7.38	1.3	A	263	394
A-B					14	22
A-C					606	910
D-ABC	0.70	26.18	2.2	D	266	399
C-ABD	0.00	0.00	0.0	A	0	0
C-D					50	74
C-A					673	1009

Main Results for each time segment

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-ACD	11	3	284	0.037	10	0.0	0.0	13.174	B
A-BCD	180	45	705	0.256	179	0.0	0.4	6.828	A
A-B	13	3			13				
A-C	532	133			532				
D-ABC	218	55	586	0.373	216	0.0	0.6	9.672	A

C-ABD	0	0	456	0.000	0	0.0	0.0	0.000	A
C-D	41	10			41				
C-A	552	138			552				

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-ACD	13	3	223	0.056	13	0.0	0.1	17.057	C
A-BCD	243	61	755	0.322	242	0.4	0.7	7.038	A
A-B	14	4			14				
A-C	608	152			608				
D-ABC	261	65	536	0.487	259	0.6	0.9	12.957	B
C-ABD	0	0	421	0.000	0	0.0	0.0	0.000	A
C-D	49	12			49				
C-A	659	165			659				

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-ACD	15	4	139	0.111	15	0.1	0.1	29.078	D
A-BCD	365	91	858	0.426	363	0.7	1.3	7.309	A
A-B	16	4			16				
A-C	679	170			679				
D-ABC	319	80	456	0.700	314	0.9	2.1	24.613	C
C-ABD	0	0	374	0.000	0	0.0	0.0	0.000	A
C-D	59	15			59				
C-A	807	202			807				

13:15 - 13:30

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-ACD	15	4	137	0.113	15	0.1	0.1	29.596	D
A-BCD	365	91	857	0.426	365	1.3	1.3	7.381	A
A-B	16	4			16				
A-C	679	170			679				
D-ABC	319	80	455	0.701	319	2.1	2.2	26.181	D
C-ABD	0	0	373	0.000	0	0.0	0.0	0.000	A
C-D	59	15			59				
C-A	807	202			807				

13:30 - 13:45

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-ACD	13	3	221	0.057	13	0.1	0.1	17.307	C
A-BCD	243	61	753	0.323	245	1.3	0.7	7.130	A
A-B	14	4			14				
A-C	608	152			608				
D-ABC	261	65	535	0.487	266	2.2	1.0	13.592	B
C-ABD	0	0	420	0.000	0	0.0	0.0	0.000	A
C-D	49	12			49				
C-A	659	165			659				

13:45 - 14:00

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-ACD	11	3	282	0.037	11	0.1	0.0	13.269	B
A-BCD	180	45	704	0.256	181	0.7	0.5	6.904	A
A-B	13	3			13				
A-C	532	133			532				
D-ABC	218	55	585	0.373	220	1.0	0.6	9.886	A
C-ABD	0	0	455	0.000	0	0.0	0.0	0.000	A
C-D	41	10			41				
C-A	552	138			552				

2026 Base + Development, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		4.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D12	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	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 - A329 Oxford Road East		ONE HOUR	✓	1021	100.000
B - Bramshaw Road		ONE HOUR	✓	21	100.000
C - A329 Oxford Road West		ONE HOUR	✓	815	100.000
D - Scours Lane		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	24	768	229
	B - Bramshaw Road	15	0	5	1
	C - A329 Oxford Road West	756	0	0	59
	D - Scours Lane	191	0	43	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A329 Oxford Road East	B - Bramshaw Road	C - A329 Oxford Road West	D - Scours Lane
From	A - A329 Oxford Road East	0	0	1	2
	B - Bramshaw Road	0	0	0	0
	C - A329 Oxford Road West	2	0	0	2
	D - Scours Lane	2	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.15	28.41	0.2	D	19	29
A-BCD	0.52	8.13	2.1	A	348	522
A-B					18	27
A-C					571	857
D-ABC	0.64	24.19	1.7	C	215	322
C-ABD	0.00	0.00	0.0	A	0	0
C-D					54	81
C-A					694	1041

Main Results for each time segment

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-ACD	16	4	301	0.053	16	0.0	0.1	12.607	B
A-BCD	232	58	743	0.312	229	0.0	0.6	6.998	A
A-B	16	4			16				
A-C	521	130			521				
D-ABC	176	44	557	0.316	174	0.0	0.5	9.372	A

C-ABD	0	0	443	0.000	0	0.0	0.0	0.000	A
C-D	44	11			44				
C-A	569	142			569				

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-ACD	19	5	240	0.079	19	0.1	0.1	16.275	C
A-BCD	318	80	809	0.394	317	0.6	1.0	7.339	A
A-B	18	5			18				
A-C	581	145			581				
D-ABC	210	53	500	0.421	209	0.5	0.7	12.331	B
C-ABD	0	0	407	0.000	0	0.0	0.0	0.000	A
C-D	53	13			53				
C-A	680	170			680				

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-ACD	23	6	152	0.152	23	0.1	0.2	27.833	D
A-BCD	494	123	944	0.523	490	1.0	2.0	7.980	A
A-B	19	5			19				
A-C	611	153			611				
D-ABC	258	64	407	0.633	254	0.7	1.6	23.041	C
C-ABD	0	0	357	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	832	208			832				

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-ACD	23	6	150	0.154	23	0.2	0.2	28.408	D
A-BCD	494	123	944	0.523	494	2.0	2.1	8.129	A
A-B	19	5			19				
A-C	611	153			611				
D-ABC	258	64	406	0.635	257	1.6	1.7	24.192	C
C-ABD	0	0	355	0.000	0	0.0	0.0	0.000	A
C-D	65	16			65				
C-A	832	208			832				

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-ACD	19	5	237	0.080	19	0.2	0.1	16.534	C
A-BCD	318	80	808	0.394	322	2.1	1.0	7.517	A
A-B	18	5			18				
A-C	581	145			581				
D-ABC	210	53	499	0.421	214	1.7	0.7	12.785	B
C-ABD	0	0	405	0.000	0	0.0	0.0	0.000	A
C-D	53	13			53				
C-A	680	170			680				

13:15 - 13:30

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-ACD	16	4	299	0.053	16	0.1	0.1	12.706	B
A-BCD	232	58	742	0.312	234	1.0	0.6	7.112	A
A-B	16	4			16				
A-C	521	130			521				
D-ABC	176	44	556	0.317	177	0.7	0.5	9.533	A
C-ABD	0	0	442	0.000	0	0.0	0.0	0.000	A
C-D	44	11			44				
C-A	569	142			569				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: 20114-SiteAcess_ScoursLane.j9
Path: P:\20 Jobs\114 Scours Lane, Reading\Technical Assessments\Junctions 9\Site Access - Scours Lane
Report generation date: 28/09/2021 15:15:26

»2026 Base + Development, AM
»2026 Base + Development, PM
»2026 Base + Development, Saturday Lunch
»2026 Base + Development, Sunday Lunch

Summary of junction performance

	AM				PM				Saturday Lunch				Sunday Lunch			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base + Development															
Stream B-AC	0.0	5.45	0.03	A	0.0	5.57	0.04	A	0.1	5.93	0.10	A	0.1	5.74	0.07	A
Stream C-AB	0.1	5.50	0.04	A	0.0	5.97	0.03	A	0.2	6.16	0.12	A	0.2	5.68	0.09	A

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	
Location	
Site number	
Date	28/09/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

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
D1	2026 Base + Development	AM	ONE HOUR	08:00	09:30	15	✓
D2	2026 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓
D3	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D4	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓

Analysis Set Details

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

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Scours Lane (N)		Major
B	Site Access		Minor
C	Scours Lane (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Scours Lane (S)	7.50			0.0	✓	0.00

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 - Site Access	One lane	3.54	41	135

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	588	0.100	0.253	0.159	0.361
B-C	747	0.107	0.271	-	-
C-B	574	0.208	0.208	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	2026 Base + Development	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 - Scours Lane (N)		ONE HOUR	✓	151	100.000
B - Site Access		ONE HOUR	✓	16	100.000
C - Scours Lane (S)		ONE HOUR	✓	259	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	1	150
	B - Site Access	1	0	15
	C - Scours Lane (S)	244	15	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	15
	B - Site Access	0	0	0
	C - Scours Lane (S)	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.03	5.45	0.0	A	15	22
C-AB	0.04	5.50	0.1	A	21	31
C-A					217	326
A-B					0.92	1
A-C					138	206

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	12	3	696	0.017	12	0.0	0.0	5.263	A
C-AB	16	4	671	0.023	15	0.0	0.0	5.493	A
C-A	179	45			179				
A-B	0.75	0.19			0.75				
A-C	113	28			113				

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	14	4	688	0.021	14	0.0	0.0	5.341	A
C-AB	20	5	690	0.029	20	0.0	0.0	5.361	A
C-A	213	53			213				
A-B	0.90	0.22			0.90				
A-C	135	34			135				

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	18	4	678	0.026	18	0.0	0.0	5.453	A
C-AB	26	7	718	0.037	26	0.0	0.1	5.199	A
C-A	259	65			259				
A-B	1	0.28			1				
A-C	165	41			165				

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	18	4	678	0.026	18	0.0	0.0	5.453	A
C-AB	26	7	718	0.037	26	0.1	0.1	5.209	A
C-A	259	65			259				
A-B	1	0.28			1				
A-C	165	41			165				

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	14	4	688	0.021	14	0.0	0.0	5.341	A
C-AB	20	5	690	0.029	20	0.1	0.0	5.384	A
C-A	213	53			213				
A-B	0.90	0.22			0.90				
A-C	135	34			135				

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	12	3	696	0.017	12	0.0	0.0	5.266	A
C-AB	16	4	671	0.023	16	0.0	0.0	5.504	A
C-A	179	45			179				
A-B	0.75	0.19			0.75				
A-C	113	28			113				

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2026 Base + Development	PM	ONE HOUR	16:00	17:30	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 - Scours Lane (N)		ONE HOUR	✓	252	100.000
B - Site Access		ONE HOUR	✓	22	100.000
C - Scours Lane (S)		ONE HOUR	✓	163	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	2	250
	B - Site Access	0	0	22
	C - Scours Lane (S)	152	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	3
	B - Site Access	0	0	0
	C - Scours Lane (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.04	5.57	0.0	A	20	30
C-AB	0.03	5.97	0.0	A	13	20
C-A					136	205
A-B					2	3
A-C					229	344

Main Results for each time segment

16:00 - 16:15

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	17	4	695	0.024	16	0.0	0.0	5.308	A
C-AB	10	3	614	0.017	10	0.0	0.0	5.965	A
C-A	113	28			113				
A-B	2	0.38			2				
A-C	188	47			188				

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	20	5	684	0.029	20	0.0	0.0	5.415	A
C-AB	13	3	622	0.020	13	0.0	0.0	5.908	A
C-A	134	33			134				
A-B	2	0.45			2				
A-C	225	56			225				

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	24	6	670	0.036	24	0.0	0.0	5.571	A
C-AB	16	4	634	0.026	16	0.0	0.0	5.831	A
C-A	163	41			163				
A-B	2	0.55			2				
A-C	275	69			275				

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	24	6	670	0.036	24	0.0	0.0	5.571	A
C-AB	16	4	634	0.026	16	0.0	0.0	5.835	A
C-A	163	41			163				
A-B	2	0.55			2				
A-C	275	69			275				

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	20	5	684	0.029	20	0.0	0.0	5.416	A
C-AB	13	3	622	0.020	13	0.0	0.0	5.914	A
C-A	134	33			134				
A-B	2	0.45			2				
A-C	225	56			225				

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	17	4	695	0.024	17	0.0	0.0	5.311	A
C-AB	10	3	614	0.017	10	0.0	0.0	5.967	A
C-A	113	28			113				
A-B	2	0.38			2				
A-C	188	47			188				

2026 Base + Development, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	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 - Scours Lane (N)		ONE HOUR	✓	240	100.000
B - Site Access		ONE HOUR	✓	58	100.000
C - Scours Lane (S)		ONE HOUR	✓	241	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	7	233
	B - Site Access	1	0	57
	C - Scours Lane (S)	191	50	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	2
	B - Site Access	0	0	0
	C - Scours Lane (S)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.10	5.93	0.1	A	53	80
C-AB	0.12	6.16	0.2	A	64	95
C-A					158	236
A-B					6	10
A-C					214	321

Main Results for each time segment

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	44	11	694	0.063	43	0.0	0.1	5.533	A
C-AB	49	12	635	0.077	48	0.0	0.1	6.134	A
C-A	133	33			133				
A-B	5	1			5				
A-C	175	44			175				

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	52	13	684	0.076	52	0.1	0.1	5.697	A
C-AB	61	15	648	0.095	61	0.1	0.1	6.135	A
C-A	155	39			155				
A-B	6	2			6				
A-C	209	52			209				

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	64	16	670	0.095	64	0.1	0.1	5.934	A
C-AB	81	20	665	0.121	80	0.1	0.2	6.153	A
C-A	185	46			185				
A-B	8	2			8				
A-C	257	64			257				

13:15 - 13:30

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	64	16	670	0.095	64	0.1	0.1	5.934	A
C-AB	81	20	665	0.121	81	0.2	0.2	6.164	A
C-A	185	46			185				
A-B	8	2			8				
A-C	257	64			257				

13:30 - 13:45

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	52	13	684	0.076	52	0.1	0.1	5.701	A
C-AB	61	15	648	0.095	62	0.2	0.2	6.158	A
C-A	155	39			155				
A-B	6	2			6				
A-C	209	52			209				

13:45 - 14:00

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	44	11	694	0.063	44	0.1	0.1	5.538	A
C-AB	49	12	635	0.077	49	0.2	0.1	6.151	A
C-A	133	33			133				
A-B	5	1			5				
A-C	175	44			175				

2026 Base + Development, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D4	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	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 - Scours Lane (N)		ONE HOUR	✓	200	100.000
B - Site Access		ONE HOUR	✓	41	100.000
C - Scours Lane (S)		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	4	196
	B - Site Access	2	0	39
	C - Scours Lane (S)	252	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Scours Lane (N)	B - Site Access	C - Scours Lane (S)
From	A - Scours Lane (N)	0	0	2
	B - Site Access	0	0	0
	C - Scours Lane (S)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.07	5.74	0.1	A	38	56
C-AB	0.09	5.68	0.2	A	52	77
C-A					214	320
A-B					4	6
A-C					180	270

Main Results for each time segment

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	31	8	693	0.045	31	0.0	0.0	5.433	A
C-AB	39	10	673	0.058	38	0.0	0.1	5.669	A
C-A	179	45			179				
A-B	3	0.75			3				
A-C	148	37			148				

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	37	9	684	0.054	37	0.0	0.1	5.559	A
C-AB	50	12	694	0.071	49	0.1	0.1	5.586	A
C-A	210	53			210				
A-B	4	0.90			4				
A-C	176	44			176				

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	45	11	672	0.067	45	0.1	0.1	5.740	A
C-AB	66	17	722	0.092	66	0.1	0.2	5.491	A
C-A	252	63			252				
A-B	4	1			4				
A-C	216	54			216				

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	45	11	672	0.067	45	0.1	0.1	5.740	A
C-AB	66	17	722	0.092	66	0.2	0.2	5.497	A
C-A	252	63			252				
A-B	4	1			4				
A-C	216	54			216				

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	37	9	684	0.054	37	0.1	0.1	5.560	A
C-AB	50	12	694	0.072	50	0.2	0.1	5.600	A
C-A	210	53			210				
A-B	4	0.90			4				
A-C	176	44			176				

13:15 - 13:30

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	31	8	693	0.045	31	0.1	0.0	5.438	A
C-AB	39	10	674	0.058	39	0.1	0.1	5.679	A
C-A	179	45			179				
A-B	3	0.75			3				
A-C	148	37			148				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462
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Filename: Norcot Roundabout Junctions 9.j9
Path: P:\20 Jobs\114 Scours Lane, Reading\Technical Assessments\Junctions 9\Norcot Roundabout
Report generation date: 28/09/2021 15:28:06

»2021 Base, AM
»2021 Base, PM
»2021 Base, Saturday Lunch
»2021 Base, Sunday Lunch
»2026 Base, AM
»2026 Base, PM
»2026 Base, Saturday Lunch
»2026 Base, Sunday Lunch
»2026 Base + Development, AM
»2026 Base + Development, PM
»2026 Base + Development, Saturday Lunch
»2026 Base + Development, Sunday Lunch

Summary of junction performance

	AM					PM					Saturday Lunch					Sunday Lunch				
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
2021 Base																				
1 - Wigmore Lane	1.2	6.34	0.55	A	8.12	4.0	14.84	0.81	B	10.32	3.3	12.40	0.77	B	9.44	3.4	12.25	0.78	B	9.85
2 - A329 Oxford Road East	1.0	4.60	0.50	A		1.7	7.02	0.63	A		1.7	6.69	0.63	A		1.5	6.29	0.61	A	
3 - Norcot Road	1.7	11.08	0.64	B		1.5	11.50	0.61	B		1.5	11.77	0.61	B		2.1	14.86	0.69	B	
4 - A329 Oxford Road West	2.9	10.52	0.74	B		2.3	8.15	0.70	A		2.1	7.97	0.68	A		2.0	7.85	0.68	A	
2026 Base																				
1 - Wigmore Lane	1.6	7.62	0.62	A	11.30	8.2	28.74	0.91	D	16.56	6.1	21.99	0.87	C	14.46	6.4	21.98	0.88	C	16.12
2 - A329 Oxford Road East	1.2	5.28	0.55	A		2.4	9.24	0.71	A		2.4	8.77	0.71	A		2.1	8.12	0.68	A	
3 - Norcot Road	2.7	15.82	0.73	C		2.3	16.26	0.70	C		2.4	17.48	0.71	C		4.2	27.80	0.82	D	
4 - A329 Oxford Road West	4.7	16.20	0.83	C		3.3	11.00	0.77	B		3.1	10.88	0.76	B		3.0	10.84	0.76	B	
2026 Base + Development																				
1 - Wigmore Lane	1.6	7.71	0.62	A	11.62	8.7	30.77	0.91	D	17.43	7.1	25.32	0.89	D	16.26	7.0	24.17	0.89	C	17.61
2 - A329 Oxford Road East	1.3	5.33	0.56	A		2.4	9.50	0.71	A		2.6	9.40	0.73	A		2.3	8.52	0.70	A	
3 - Norcot Road	2.7	16.22	0.74	C		2.4	17.00	0.72	C		2.7	19.86	0.74	C		4.8	31.36	0.84	D	
4 - A329 Oxford Road West	4.9	16.83	0.84	C		3.5	11.45	0.78	B		3.6	12.18	0.79	B		3.3	11.66	0.78	B	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	07/05/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	mtp\MTPGeneral
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

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
D1	2021 Base	AM	ONE HOUR	08:00	09:30	15	✓
D2	2021 Base	PM	ONE HOUR	16:00	17:30	15	✓
D3	2021 Base	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D4	2021 Base	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓
D5	2026 Base	AM	ONE HOUR	08:00	09:30	15	✓
D6	2026 Base	PM	ONE HOUR	16:00	17:30	15	✓
D7	2026 Base	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D8	2026 Base	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓
D9	2026 Base + Development	AM	ONE HOUR	08:00	09:30	15	✓
D10	2026 Base + Development	PM	ONE HOUR	16:00	17:30	15	✓
D11	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	15	✓
D12	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	15	✓

Analysis Set Details

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

2021 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Wigmore Lane	
2	A329 Oxford Road East	
3	Norcot Road	
4	A329 Oxford Road West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Wigmore Lane	3.20	7.40	22.1	22.0	40.0	12.0	
2 - A329 Oxford Road East	4.80	7.20	23.4	19.0	40.0	8.0	
3 - Norcot Road	3.00	7.00	12.3	22.0	40.0	13.0	
4 - A329 Oxford Road West	5.00	6.60	21.4	68.0	40.0	29.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Wigmore Lane	0.698	1879
2 - A329 Oxford Road East	0.754	2150
3 - Norcot Road	0.641	1598
4 - A329 Oxford Road West	0.709	1979

The slope and intercept shown above include any corrections and adjustments.

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	2021 Base	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	638	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	715	100.000
3 - Norcot Road		ONE HOUR	✓	524	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	905	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	7	151	155	325
	2 - A329 Oxford Road East	202	43	146	324
	3 - Norcot Road	272	182	0	70
	4 - A329 Oxford Road West	497	338	70	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	13	6	6
	2 - A329 Oxford Road East	7	5	7	5
	3 - Norcot Road	1	6	0	1
	4 - A329 Oxford Road West	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.55	6.34	1.2	A	585	878
2 - A329 Oxford Road East	0.50	4.60	1.0	A	656	984
3 - Norcot Road	0.64	11.08	1.7	B	481	721
4 - A329 Oxford Road West	0.74	10.52	2.9	B	830	1246

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr	Junction Arrivals (Veh)	Circulating flow (Veh/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

	)										
1 - Wigmore Lane	480	120	474	1422	0.338	478	733	0.0	0.5	3.805	A
2 - A329 Oxford Road East	538	135	418	1716	0.314	536	535	0.0	0.5	3.048	A
3 - Norcot Road	394	99	676	1110	0.355	392	278	0.0	0.5	5.002	A
4 - A329 Oxford Road West	681	170	529	1512	0.451	678	539	0.0	0.8	4.300	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	574	143	568	1359	0.422	573	877	0.5	0.7	4.576	A
2 - A329 Oxford Road East	643	161	500	1654	0.389	642	641	0.5	0.6	3.555	A
3 - Norcot Road	471	118	809	1022	0.461	470	333	0.5	0.8	6.505	A
4 - A329 Oxford Road West	814	203	633	1439	0.565	812	645	0.8	1.3	5.724	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	702	176	693	1273	0.552	700	1071	0.7	1.2	6.266	A
2 - A329 Oxford Road East	787	197	611	1571	0.501	786	782	0.6	1.0	4.576	A
3 - Norcot Road	577	144	990	903	0.639	573	407	0.8	1.7	10.819	B
4 - A329 Oxford Road West	996	249	774	1340	0.744	990	790	1.3	2.8	10.130	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	702	176	697	1270	0.553	702	1077	1.2	1.2	6.336	A
2 - A329 Oxford Road East	787	197	613	1570	0.502	787	786	1.0	1.0	4.601	A
3 - Norcot Road	577	144	992	901	0.640	577	408	1.7	1.7	11.083	B
4 - A329 Oxford Road West	996	249	777	1338	0.745	996	792	2.8	2.9	10.523	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	574	143	573	1355	0.423	575	885	1.2	0.7	4.631	A

2 - A329 Oxford Road East	643	161	503	1652	0.389	644	646	1.0	0.6	3.578	A
3 - Norcot Road	471	118	812	1020	0.462	475	335	1.7	0.9	6.644	A
4 - A329 Oxford Road West	814	203	638	1435	0.567	820	648	2.9	1.3	5.903	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	480	120	478	1420	0.338	481	738	0.7	0.5	3.837	A
2 - A329 Oxford Road East	538	135	420	1714	0.314	539	539	0.6	0.5	3.067	A
3 - Norcot Road	394	99	679	1108	0.356	396	280	0.9	0.6	5.066	A
4 - A329 Oxford Road West	681	170	533	1510	0.451	683	542	1.3	0.8	4.367	A

2021 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	10.32	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2021 Base	PM	ONE HOUR	16:00	17:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	917	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	787	100.000
3 - Norcot Road		ONE HOUR	✓	441	100.000

4 - A329 Oxford Road West		ONE HOUR	✓	924	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	**2 - A329 Oxford Road East**	**3 - Norcot Road**	**4 - A329 Oxford Road West**
From	**1 - Wigmore Lane**	8	197	244	468
	2 - A329 Oxford Road East	156	62	182	387
	3 - Norcot Road	187	176	0	78
	4 - A329 Oxford Road West	399	378	147	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	**2 - A329 Oxford Road East**	**3 - Norcot Road**	**4 - A329 Oxford Road West**
From	**1 - Wigmore Lane**	0	2	1	2
	2 - A329 Oxford Road East	1	2	6	2
	3 - Norcot Road	2	4	0	3
	4 - A329 Oxford Road West	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.81	14.84	4.0	B	841	1262
2 - A329 Oxford Road East	0.63	7.02	1.7	A	722	1083
3 - Norcot Road	0.61	11.50	1.5	B	405	607
4 - A329 Oxford Road West	0.70	8.15	2.3	A	848	1272

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	690	173	572	1441	0.479	687	562	0.0	0.9	4.753	A
2 - A329 Oxford Road East	592	148	649	1607	0.369	590	609	0.0	0.6	3.533	A

3 - Norcot Road	332	83	810	1039	0.320	330	429	0.0	0.5	5.067	A
4 - A329 Oxford Road West	696	174	441	1604	0.434	693	699	0.0	0.8	3.938	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	824	206	685	1360	0.606	822	673	0.9	1.5	6.658	A
2 - A329 Oxford Road East	707	177	777	1511	0.468	706	729	0.6	0.9	4.465	A
3 - Norcot Road	396	99	970	938	0.423	395	514	0.5	0.7	6.628	A
4 - A329 Oxford Road West	831	208	528	1543	0.538	829	837	0.8	1.2	5.032	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1010	252	836	1252	0.806	1000	822	1.5	3.9	13.786	B
2 - A329 Oxford Road East	867	217	947	1385	0.626	863	890	0.9	1.6	6.862	A
3 - Norcot Road	486	121	1183	802	0.605	482	627	0.7	1.5	11.147	B
4 - A329 Oxford Road West	1017	254	645	1461	0.696	1013	1020	1.2	2.2	7.961	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1010	252	840	1250	0.808	1009	826	3.9	4.0	14.840	B
2 - A329 Oxford Road East	867	217	954	1379	0.628	866	895	1.6	1.7	7.018	A
3 - Norcot Road	486	121	1190	798	0.608	485	631	1.5	1.5	11.498	B
4 - A329 Oxford Road West	1017	254	648	1459	0.697	1017	1027	2.2	2.3	8.148	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	824	206	690	1357	0.608	834	678	4.0	1.6	7.015	A
2 - A329 Oxford Road East	707	177	788	1504	0.471	711	736	1.7	0.9	4.559	A
3 - Norcot Road	396	99	979	932	0.426	400	519	1.5	0.8	6.805	A
4 - A329 Oxford Road	831	208	533	1540	0.54	835	846	2.3	1.2	5.14	A

West					0					2	

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	690	173	576	1438	0.480	693	566	1.6	0.9	4.850	A
2 - A329 Oxford Road East	592	148	655	1603	0.370	594	614	0.9	0.6	3.571	A
3 - Norcot Road	332	83	816	1035	0.321	333	433	0.8	0.5	5.137	A
4 - A329 Oxford Road West	696	174	445	1601	0.434	697	705	1.2	0.8	3.988	A

2021 Base, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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	2021 Base	Saturday Lunch	ONE HOUR	12:30	14:00	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	889	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	837	100.000
3 - Norcot Road		ONE HOUR	✓	427	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	880	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	11	229	202	447
	2 - A329 Oxford Road East	196	106	182	353
	3 - Norcot Road	185	163	0	79
	4 - A329 Oxford Road West	394	373	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	2	1	1
	2 - A329 Oxford Road East	2	2	4	3
	3 - Norcot Road	2	5	0	1
	4 - A329 Oxford Road West	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.77	12.40	3.3	B	816	1224
2 - A329 Oxford Road East	0.63	6.69	1.7	A	768	1152
3 - Norcot Road	0.61	11.77	1.5	B	392	588
4 - A329 Oxford Road West	0.68	7.97	2.1	A	808	1211

Main Results for each time segment

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	669	167	566	1455	0.460	666	589	0.0	0.8	4.541	A
2 - A329 Oxford Road East	630	158	579	1661	0.379	628	653	0.0	0.6	3.479	A
3 - Norcot Road	321	80	834	1023	0.314	320	373	0.0	0.5	5.103	A
4 - A329 Oxford Road West	663	166	495	1586	0.418	660	659	0.0	0.7	3.874	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	799	200	677	1376	0.581	797	705	0.8	1.4	6.192	A
2 - A329 Oxford Road East	752	188	693	1576	0.477	751	781	0.6	0.9	4.359	A
3 - Norcot Road	384	96	999	919	0.418	383	446	0.5	0.7	6.701	A
4 - A329 Oxford Road West	791	198	593	1517	0.522	790	788	0.7	1.1	4.942	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	979	245	828	1270	0.771	972	861	1.4	3.2	11.774	B
2 - A329 Oxford Road East	922	230	845	1463	0.630	918	954	0.9	1.7	6.571	A
3 - Norcot Road	470	118	1219	779	0.603	467	544	0.7	1.5	11.426	B
4 - A329 Oxford Road West	969	242	724	1423	0.681	965	962	1.1	2.1	7.793	A

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	979	245	831	1268	0.772	978	865	3.2	3.3	12.399	B
2 - A329 Oxford Road East	922	230	851	1459	0.632	921	959	1.7	1.7	6.692	A
3 - Norcot Road	470	118	1225	775	0.606	470	547	1.5	1.5	11.774	B
4 - A329 Oxford Road West	969	242	728	1420	0.682	969	968	2.1	2.1	7.966	A

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	799	200	683	1373	0.582	807	711	3.3	1.4	6.442	A
2 - A329 Oxford Road East	752	188	701	1570	0.479	756	788	1.7	0.9	4.436	A
3 - Norcot Road	384	96	1007	914	0.420	387	450	1.5	0.7	6.871	A
4 - A329 Oxford Road West	791	198	598	1513	0.523	795	796	2.1	1.1	5.044	A

13:45 - 14:00

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	669	167	570	1453	0.461	672	593	1.4	0.9	4.622	A
2 - A329 Oxford Road East	630	158	584	1657	0.380	631	658	0.9	0.6	3.513	A
3 - Norcot Road	321	80	840	1020	0.315	323	375	0.7	0.5	5.174	A
4 - A329 Oxford Road West	663	166	499	1584	0.418	664	664	1.1	0.7	3.921	A

2021 Base, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D4	2021 Base	Sunday Lunch	ONE HOUR	12:00	13:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	926	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	805	100.000
3 - Norcot Road		ONE HOUR	✓	483	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	864	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	14	240	182	490
	2 - A329 Oxford Road East	214	84	165	342
	3 - Norcot Road	195	184	0	104
	4 - A329 Oxford Road West	413	343	108	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	0
	2 - A329 Oxford Road East	2	0	3	2
	3 - Norcot Road	0	3	0	1
	4 - A329 Oxford Road West	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.78	12.25	3.4	B	850	1275
2 - A329 Oxford Road East	0.61	6.29	1.5	A	739	1108
3 - Norcot Road	0.69	14.86	2.1	B	443	665
4 - A329 Oxford Road West	0.68	7.85	2.0	A	793	1189

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	697	174	539	1490	0.468	694	627	0.0	0.9	4.500	A
2 - A329 Oxford Road East	606	152	595	1666	0.364	604	638	0.0	0.6	3.383	A
3 - Norcot Road	364	91	858	1029	0.353	361	341	0.0	0.5	5.372	A
4 - A329 Oxford Road West	650	163	518	1581	0.411	648	701	0.0	0.7	3.845	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	832	208	645	1415	0.588	830	750	0.9	1.4	6.132	A
2 - A329 Oxford Road East	724	181	712	1579	0.458	723	763	0.6	0.8	4.201	A
3 - Norcot Road	434	109	1026	922	0.471	433	408	0.5	0.9	7.344	A
4 - A329 Oxford Road West	777	194	620	1509	0.515	775	840	0.7	1.0	4.896	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1020	255	788	1315	0.775	1012	916	1.4	3.3	11.618	B
2 - A329 Oxford Road East	886	222	868	1462	0.606	884	931	0.8	1.5	6.191	A
3 - Norcot Road	532	133	1253	777	0.685	527	498	0.9	2.1	14.152	B
4 - A329 Oxford Road West	951	238	756	1412	0.674	947	1024	1.0	2.0	7.678	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1020	255	791	1312	0.777	1019	920	3.3	3.4	12.245	B
2 - A329 Oxford Road East	886	222	874	1458	0.608	886	937	1.5	1.5	6.290	A
3 - Norcot Road	532	133	1259	773	0.688	532	501	2.1	2.1	14.864	B
4 - A329 Oxford Road West	951	238	761	1409	0.675	951	1030	2.0	2.0	7.854	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	832	208	651	1411	0.590	840	756	3.4	1.5	6.386	A
2 - A329 Oxford Road East	724	181	720	1573	0.460	726	771	1.5	0.9	4.268	A
3 - Norcot Road	434	109	1035	916	0.474	439	412	2.1	0.9	7.620	A
4 - A329 Oxford Road West	777	194	626	1504	0.516	781	848	2.0	1.1	5.000	A

13:15 - 13:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	697	174	543	1487	0.469	699	631	1.5	0.9	4.583	A
2 - A329 Oxford Road East	606	152	600	1662	0.365	607	643	0.9	0.6	3.415	A
3 - Norcot Road	364	91	863	1026	0.355	365	343	0.9	0.6	5.462	A
4 - A329 Oxford Road West	650	163	522	1578	0.412	652	707	1.1	0.7	3.893	A

2026 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.30	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D5	2026 Base	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	689	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	772	100.000
3 - Norcot Road		ONE HOUR	✓	566	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	977	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	8	163	167	351
	2 - A329 Oxford Road East	218	46	158	350
	3 - Norcot Road	294	196	0	76
	4 - A329 Oxford Road West	536	365	76	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	13	7	6
	2 - A329 Oxford Road East	7	4	7	5
	3 - Norcot Road	1	6	0	1
	4 - A329 Oxford Road West	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.62	7.62	1.6	A	632	948
2 - A329 Oxford Road East	0.55	5.28	1.2	A	708	1063
3 - Norcot Road	0.73	15.82	2.7	C	519	779
4 - A329 Oxford Road West	0.83	16.20	4.7	C	897	1345

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	519	130	511	1394	0.372	516	791	0.0	0.6	4.090	A
2 - A329 Oxford Road East	581	145	451	1691	0.344	579	577	0.0	0.5	3.233	A
3 - Norcot Road	426	107	730	1075	0.397	424	301	0.0	0.7	5.507	A
4 - A329 Oxford Road West	736	184	571	1483	0.496	732	582	0.0	1.0	4.765	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	619	155	612	1326	0.467	618	947	0.6	0.9	5.081	A
2 - A329 Oxford Road East	694	174	540	1624	0.427	693	690	0.5	0.7	3.864	A
3 - Norcot Road	509	127	873	980	0.519	507	360	0.7	1.1	7.591	A
4 - A329 Oxford Road West	878	220	683	1404	0.626	876	697	1.0	1.6	6.781	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	759	190	745	1235	0.614	756	1153	0.9	1.6	7.465	A
2 - A329 Oxford Road East	850	212	660	1534	0.554	848	841	0.7	1.2	5.231	A
3 - Norcot Road	623	156	1068	851	0.732	617	440	1.1	2.6	15.000	C
4 - A329 Oxford Road West	1076	269	833	1299	0.828	1065	852	1.6	4.4	14.738	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	759	190	751	1231	0.616	758	1162	1.6	1.6	7.621	A
2 - A329 Oxford Road East	850	212	663	1532	0.555	850	847	1.2	1.2	5.276	A
3 - Norcot Road	623	156	1071	849	0.734	623	441	2.6	2.7	15.824	C
4 - A329 Oxford Road West	1076	269	839	1295	0.831	1075	855	4.4	4.7	16.196	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	619	155	622	1319	0.470	622	960	1.6	0.9	5.186	A
2 - A329 Oxford Road East	694	174	544	1621	0.428	696	700	1.2	0.8	3.899	A
3 - Norcot Road	509	127	878	977	0.521	515	362	2.7	1.1	7.894	A
4 - A329 Oxford Road West	878	220	691	1398	0.628	890	702	4.7	1.7	7.239	A

09:15 - 09:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	519	130	516	1391	0.373	520	798	0.9	0.6	4.139	A
2 - A329 Oxford Road East	581	145	454	1689	0.344	582	582	0.8	0.5	3.255	A
3 - Norcot Road	426	107	734	1072	0.398	428	303	1.1	0.7	5.604	A
4 - A329 Oxford Road West	736	184	576	1480	0.497	738	586	1.7	1.0	4.876	A

2026 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.56	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D6	2026 Base	PM	ONE HOUR	16:00	17:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	991	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	850	100.000
3 - Norcot Road		ONE HOUR	✓	476	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	998	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	9	213	264	505
	2 - A329 Oxford Road East	168	67	197	418
	3 - Norcot Road	202	190	0	84
	4 - A329 Oxford Road West	431	408	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	2
	2 - A329 Oxford Road East	1	1	6	2
	3 - Norcot Road	1	4	0	2
	4 - A329 Oxford Road West	3	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.91	28.74	8.2	D	909	1364
2 - A329 Oxford Road East	0.71	9.24	2.4	A	780	1170
3 - Norcot Road	0.70	16.26	2.3	C	437	655
4 - A329 Oxford Road West	0.77	11.00	3.3	B	916	1374

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	746	187	617	1412	0.529	742	607	0.0	1.1	5.339	A
2 - A329 Oxford Road East	640	160	701	1569	0.408	637	657	0.0	0.7	3.852	A
3 - Norcot Road	358	90	874	1004	0.357	356	464	0.0	0.5	5.535	A
4 - A329 Oxford Road West	751	188	476	1581	0.475	748	754	0.0	0.9	4.304	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	891	223	739	1325	0.672	887	726	1.1	2.0	8.159	A
2 - A329 Oxford Road East	764	191	839	1466	0.521	763	787	0.7	1.1	5.105	A
3 - Norcot Road	428	107	1046	895	0.478	427	556	0.5	0.9	7.665	A
4 - A329 Oxford Road West	897	224	570	1515	0.592	895	902	0.9	1.4	5.786	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1091	273	901	1210	0.902	1070	886	2.0	7.2	23.024	C
2 - A329 Oxford Road East	936	234	1014	1335	0.701	931	957	1.1	2.3	8.802	A
3 - Norcot Road	524	131	1270	752	0.697	519	675	0.9	2.2	15.133	C
4 - A329 Oxford Road West	1099	275	695	1428	0.769	1092	1095	1.4	3.2	10.488	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1091	273	907	1205	0.905	1087	891	7.2	8.2	28.743	D
2 - A329 Oxford Road East	936	234	1029	1324	0.707	936	966	2.3	2.4	9.242	A
3 - Norcot Road	524	131	1283	744	0.704	524	682	2.2	2.3	16.262	C
4 - A329 Oxford Road West	1099	275	700	1425	0.771	1098	1107	3.2	3.3	11.002	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	891	223	747	1319	0.676	915	735	8.2	2.1	9.421	A
2 - A329 Oxford Road East	764	191	862	1449	0.527	769	800	2.4	1.1	5.332	A
3 - Norcot Road	428	107	1065	882	0.485	433	566	2.3	1.0	8.106	A
4 - A329 Oxford Road West	897	224	578	1510	0.594	904	921	3.3	1.5	6.016	A

17:15 - 17:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	746	187	622	1408	0.530	750	612	2.1	1.1	5.505	A
2 - A329 Oxford Road East	640	160	709	1564	0.409	642	664	1.1	0.7	3.911	A
3 - Norcot Road	358	90	882	999	0.359	360	469	1.0	0.6	5.645	A
4 - A329 Oxford Road West	751	188	481	1578	0.476	754	761	1.5	0.9	4.380	A

2026 Base, Saturday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	14.46	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D7	2026 Base	Saturday Lunch	ONE HOUR	12:30	14:00	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	964	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	908	100.000
3 - Norcot Road		ONE HOUR	✓	463	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	954	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	12	248	219	485
	2 - A329 Oxford Road East	213	115	197	383
	3 - Norcot Road	201	176	0	86
	4 - A329 Oxford Road West	427	404	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	2	1	1
	2 - A329 Oxford Road East	1	2	4	3
	3 - Norcot Road	1	5	0	1
	4 - A329 Oxford Road West	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.87	21.99	6.1	C	885	1327
2 - A329 Oxford Road East	0.71	8.77	2.4	A	833	1250
3 - Norcot Road	0.71	17.48	2.4	C	425	637
4 - A329 Oxford Road West	0.76	10.88	3.1	B	875	1313

Main Results for each time segment

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	726	181	613	1422	0.510	722	639	0.0	1.0	5.110	A
2 - A329 Oxford Road East	684	171	628	1628	0.420	681	706	0.0	0.7	3.790	A
3 - Norcot Road	349	87	905	984	0.354	346	404	0.0	0.5	5.631	A
4 - A329 Oxford Road West	718	180	537	1559	0.461	715	715	0.0	0.8	4.249	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	867	217	734	1337	0.648	864	765	1.0	1.8	7.558	A
2 - A329 Oxford Road East	816	204	752	1536	0.531	815	845	0.7	1.1	4.979	A
3 - Norcot Road	416	104	1083	870	0.478	415	483	0.5	0.9	7.877	A
4 - A329 Oxford Road West	858	214	643	1484	0.578	856	855	0.8	1.4	5.715	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1061	265	894	1223	0.868	1046	932	1.8	5.7	18.892	C
2 - A329 Oxford Road East	1000	250	911	1417	0.705	995	1029	1.1	2.3	8.426	A
3 - Norcot Road	510	127	1318	721	0.707	504	588	0.9	2.3	16.231	C
4 - A329 Oxford Road West	1050	263	783	1384	0.759	1044	1040	1.4	3.0	10.384	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1061	265	900	1219	0.871	1059	939	5.7	6.1	21.992	C
2 - A329 Oxford Road East	1000	250	922	1409	0.709	999	1037	2.3	2.4	8.768	A
3 - Norcot Road	510	127	1329	714	0.714	509	593	2.3	2.4	17.480	C
4 - A329 Oxford Road West	1050	263	789	1380	0.761	1050	1049	3.0	3.1	10.885	B

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	867	217	742	1331	0.651	884	774	6.1	1.9	8.340	A
2 - A329 Oxford Road East	816	204	768	1524	0.536	821	858	2.4	1.2	5.156	A
3 - Norcot Road	416	104	1099	861	0.484	422	490	2.4	1.0	8.312	A
4 - A329 Oxford Road West	858	214	651	1477	0.580	864	869	3.1	1.4	5.937	A

13:45 - 14:00

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	726	181	618	1419	0.512	729	644	1.9	1.1	5.247	A
2 - A329 Oxford Road East	684	171	634	1623	0.421	685	713	1.2	0.7	3.845	A
3 - Norcot Road	349	87	913	979	0.356	350	407	1.0	0.6	5.742	A
4 - A329 Oxford Road West	718	180	542	1555	0.462	720	721	1.4	0.9	4.324	A

2026 Base, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.12	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D8	2026 Base	Sunday Lunch	ONE HOUR	12:00	13:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	1005	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	873	100.000
3 - Norcot Road		ONE HOUR	✓	525	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	937	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	15	260	198	532
	2 - A329 Oxford Road East	232	91	179	371
	3 - Norcot Road	212	200	0	113
	4 - A329 Oxford Road West	448	372	117	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	0
	2 - A329 Oxford Road East	2	0	3	2
	3 - Norcot Road	0	4	0	1
	4 - A329 Oxford Road West	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.88	21.98	6.4	C	922	1383
2 - A329 Oxford Road East	0.68	8.12	2.1	A	801	1202
3 - Norcot Road	0.82	27.80	4.2	D	482	723
4 - A329 Oxford Road West	0.76	10.84	3.0	B	860	1290

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	757	189	584	1457	0.519	752	679	0.0	1.1	5.078	A
2 - A329 Oxford Road East	657	164	645	1628	0.404	655	691	0.0	0.7	3.687	A
3 - Norcot Road	395	99	930	980	0.403	393	370	0.0	0.7	6.106	A
4 - A329 Oxford Road West	705	176	561	1549	0.455	702	761	0.0	0.8	4.235	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	903	226	699	1376	0.657	900	813	1.1	1.9	7.520	A
2 - A329 Oxford Road East	785	196	772	1534	0.512	783	827	0.7	1.0	4.786	A
3 - Norcot Road	472	118	1113	863	0.547	470	443	0.7	1.2	9.103	A
4 - A329 Oxford Road West	842	211	672	1471	0.573	840	911	0.8	1.3	5.694	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1107	277	851	1268	0.872	1091	990	1.9	5.9	18.758	C
2 - A329 Oxford Road East	961	240	936	1412	0.681	957	1005	1.0	2.1	7.845	A
3 - Norcot Road	578	145	1354	710	0.815	567	539	1.2	3.8	23.750	C
4 - A329 Oxford Road West	1032	258	816	1369	0.754	1025	1106	1.3	2.9	10.294	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1107	277	858	1264	0.876	1104	998	5.9	6.4	21.979	C
2 - A329 Oxford Road East	961	240	947	1404	0.685	961	1015	2.1	2.1	8.123	A
3 - Norcot Road	578	145	1365	703	0.822	576	543	3.8	4.2	27.796	D
4 - A329 Oxford Road West	1032	258	824	1362	0.757	1031	1117	2.9	3.0	10.839	B

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	903	226	710	1368	0.660	921	825	6.4	2.0	8.350	A
2 - A329 Oxford Road East	785	196	789	1521	0.516	789	842	2.1	1.1	4.942	A
3 - Norcot Road	472	118	1129	853	0.553	484	449	4.2	1.3	10.042	B
4 - A329 Oxford Road West	842	211	685	1461	0.577	849	927	3.0	1.4	5.942	A

13:15 - 13:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	757	189	589	1453	0.521	760	685	2.0	1.1	5.220	A
2 - A329 Oxford Road East	657	164	652	1623	0.405	659	698	1.1	0.7	3.740	A
3 - Norcot Road	395	99	937	975	0.405	398	373	1.3	0.7	6.260	A
4 - A329 Oxford Road West	705	176	567	1545	0.457	708	768	1.4	0.8	4.311	A

2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	11.62	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D9	2026 Base + Development	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	690	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	776	100.000
3 - Norcot Road		ONE HOUR	✓	568	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	987	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	8	163	167	352
	2 - A329 Oxford Road East	217	46	158	355
	3 - Norcot Road	293	195	0	80
	4 - A329 Oxford Road West	539	370	78	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	13	7	6
	2 - A329 Oxford Road East	7	4	7	5
	3 - Norcot Road	1	6	0	1
	4 - A329 Oxford Road West	5	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.62	7.71	1.6	A	633	950
2 - A329 Oxford Road East	0.56	5.33	1.3	A	712	1068
3 - Norcot Road	0.74	16.22	2.7	C	521	782
4 - A329 Oxford Road West	0.84	16.83	4.9	C	906	1359

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	519	130	516	1391	0.373	517	792	0.0	0.6	4.108	A
2 - A329 Oxford Road East	584	146	453	1689	0.346	582	580	0.0	0.5	3.246	A
3 - Norcot Road	428	107	733	1072	0.399	425	302	0.0	0.7	5.539	A
4 - A329 Oxford Road West	743	186	568	1485	0.500	739	590	0.0	1.0	4.803	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	620	155	618	1322	0.469	619	948	0.6	0.9	5.113	A
2 - A329 Oxford Road East	698	174	543	1622	0.430	697	694	0.5	0.7	3.886	A
3 - Norcot Road	511	128	878	977	0.523	509	362	0.7	1.1	7.663	A
4 - A329 Oxford Road West	887	222	681	1406	0.631	885	706	1.0	1.7	6.867	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	760	190	751	1231	0.617	757	1154	0.9	1.6	7.545	A
2 - A329 Oxford Road East	854	214	663	1532	0.558	852	845	0.7	1.2	5.283	A
3 - Norcot Road	625	156	1074	848	0.738	619	442	1.1	2.6	15.334	C
4 - A329 Oxford Road West	1087	272	830	1301	0.835	1075	863	1.7	4.6	15.198	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	760	190	758	1226	0.619	760	1163	1.6	1.6	7.707	A
2 - A329 Oxford Road East	854	214	666	1530	0.558	854	852	1.2	1.3	5.329	A
3 - Norcot Road	625	156	1077	846	0.739	625	444	2.6	2.7	16.224	C
4 - A329 Oxford Road West	1087	272	835	1297	0.838	1086	866	4.6	4.9	16.834	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	620	155	627	1315	0.472	623	961	1.6	0.9	5.223	A
2 - A329 Oxford Road East	698	174	547	1619	0.431	700	703	1.3	0.8	3.922	A
3 - Norcot Road	511	128	882	974	0.524	517	364	2.7	1.1	7.984	A
4 - A329 Oxford Road West	887	222	689	1400	0.634	900	711	4.9	1.8	7.361	A

09:15 - 09:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	519	130	521	1388	0.374	521	799	0.9	0.6	4.158	A
2 - A329 Oxford Road East	584	146	457	1687	0.346	585	585	0.8	0.5	3.271	A
3 - Norcot Road	428	107	738	1070	0.400	429	304	1.1	0.7	5.641	A
4 - A329 Oxford Road West	743	186	573	1481	0.502	746	594	1.8	1.0	4.916	A

2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.43	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D10	2026 Base + Development	PM	ONE HOUR	16:00	17:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	992	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	856	100.000
3 - Norcot Road		ONE HOUR	✓	479	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	1012	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	9	212	263	508
	2 - A329 Oxford Road East	168	67	197	424
	3 - Norcot Road	201	190	0	88
	4 - A329 Oxford Road West	433	416	163	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	2
	2 - A329 Oxford Road East	1	2	6	2
	3 - Norcot Road	1	4	0	2
	4 - A329 Oxford Road West	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.91	30.77	8.7	D	910	1365
2 - A329 Oxford Road East	0.71	9.50	2.4	A	785	1178
3 - Norcot Road	0.72	17.00	2.4	C	440	659
4 - A329 Oxford Road West	0.78	11.45	3.5	B	929	1393

Main Results for each time segment

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	747	187	626	1406	0.531	742	607	0.0	1.1	5.393	A
2 - A329 Oxford Road East	644	161	706	1566	0.412	642	663	0.0	0.7	3.884	A
3 - Norcot Road	361	90	881	1000	0.361	358	467	0.0	0.6	5.595	A
4 - A329 Oxford Road West	762	190	475	1583	0.481	758	764	0.0	0.9	4.344	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	892	223	750	1318	0.677	888	727	1.1	2.0	8.305	A
2 - A329 Oxford Road East	770	192	844	1462	0.526	768	793	0.7	1.1	5.174	A
3 - Norcot Road	431	108	1054	889	0.484	429	558	0.6	0.9	7.799	A
4 - A329 Oxford Road West	910	227	569	1518	0.599	908	914	0.9	1.5	5.879	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1092	273	914	1201	0.909	1070	886	2.0	7.7	24.145	C
2 - A329 Oxford Road East	942	236	1019	1332	0.708	937	964	1.1	2.3	9.021	A
3 - Norcot Road	527	132	1279	746	0.707	522	678	0.9	2.3	15.719	C
4 - A329 Oxford Road West	1114	279	693	1431	0.779	1107	1108	1.5	3.3	10.864	B

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1092	273	920	1197	0.913	1088	892	7.7	8.7	30.768	D
2 - A329 Oxford Road East	942	236	1035	1320	0.714	942	973	2.3	2.4	9.503	A
3 - Norcot Road	527	132	1292	737	0.715	527	685	2.3	2.4	17.005	C
4 - A329 Oxford Road West	1114	279	699	1427	0.781	1114	1121	3.3	3.5	11.450	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	892	223	759	1311	0.680	918	736	8.7	2.2	9.729	A
2 - A329 Oxford Road East	770	192	870	1443	0.533	775	807	2.4	1.2	5.424	A
3 - Norcot Road	431	108	1075	876	0.492	436	569	2.4	1.0	8.289	A
4 - A329 Oxford Road West	910	227	577	1512	0.602	917	934	3.5	1.5	6.131	A

17:15 - 17:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	747	187	632	1402	0.533	751	613	2.2	1.2	5.567	A
2 - A329 Oxford Road East	644	161	714	1560	0.413	646	669	1.2	0.7	3.947	A
3 - Norcot Road	361	90	889	995	0.363	362	471	1.0	0.6	5.709	A
4 - A329 Oxford Road West	762	190	480	1580	0.482	764	771	1.5	0.9	4.426	A

2026 Base + Development, Saturday Lunch

Data Errors and Warnings
No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	16.26	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D11	2026 Base + Development	Saturday Lunch	ONE HOUR	12:30	14:00	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	966	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	924	100.000
3 - Norcot Road		ONE HOUR	✓	469	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	988	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	12	246	217	491
	2 - A329 Oxford Road East	211	115	196	402
	3 - Norcot Road	200	175	0	94
	4 - A329 Oxford Road West	432	424	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	2	1	1
	2 - A329 Oxford Road East	1	2	4	3
	3 - Norcot Road	2	5	0	1
	4 - A329 Oxford Road West	2	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.89	25.32	7.1	D	886	1330
2 - A329 Oxford Road East	0.73	9.40	2.6	A	848	1272
3 - Norcot Road	0.74	19.86	2.7	C	430	646
4 - A329 Oxford Road West	0.79	12.18	3.6	B	907	1360

Main Results for each time segment

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	727	182	634	1408	0.517	723	640	0.0	1.1	5.227	A
2 - A329 Oxford Road East	696	174	638	1621	0.429	693	719	0.0	0.7	3.867	A
3 - Norcot Road	353	88	922	969	0.364	351	408	0.0	0.6	5.805	A
4 - A329 Oxford Road West	744	186	534	1560	0.477	740	739	0.0	0.9	4.373	A

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	868	217	758	1319	0.658	865	767	1.1	1.9	7.869	A
2 - A329 Oxford Road East	831	208	763	1527	0.544	829	860	0.7	1.2	5.142	A
3 - Norcot Road	422	105	1104	854	0.494	420	489	0.6	1.0	8.267	A
4 - A329 Oxford Road West	888	222	639	1485	0.598	886	885	0.9	1.5	5.987	A

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1064	266	924	1202	0.885	1046	934	1.9	6.4	20.975	C
2 - A329 Oxford Road East	1017	254	924	1408	0.722	1012	1046	1.2	2.5	8.968	A
3 - Norcot Road	516	129	1342	703	0.735	510	594	1.0	2.6	18.075	C
4 - A329 Oxford Road West	1088	272	778	1386	0.785	1080	1074	1.5	3.4	11.465	B

13:15 - 13:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1064	266	931	1197	0.888	1061	941	6.4	7.1	25.317	D
2 - A329 Oxford Road East	1017	254	936	1399	0.727	1017	1056	2.5	2.6	9.403	A
3 - Norcot Road	516	129	1354	696	0.742	516	599	2.6	2.7	19.864	C
4 - A329 Oxford Road West	1088	272	784	1382	0.787	1087	1085	3.4	3.6	12.182	B

13:30 - 13:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	868	217	768	1312	0.662	889	777	7.1	2.0	8.882	A
2 - A329 Oxford Road East	831	208	782	1513	0.549	836	875	2.6	1.2	5.359	A
3 - Norcot Road	422	105	1121	843	0.500	429	497	2.7	1.0	8.834	A
4 - A329 Oxford Road West	888	222	649	1478	0.601	896	901	3.6	1.5	6.273	A

13:45 - 14:00

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	727	182	639	1404	0.518	731	646	2.0	1.1	5.382	A
2 - A329 Oxford Road East	696	174	644	1616	0.431	698	726	1.2	0.8	3.930	A
3 - Norcot Road	353	88	930	964	0.366	355	412	1.0	0.6	5.928	A
4 - A329 Oxford Road West	744	186	539	1556	0.478	746	746	1.5	0.9	4.459	A

2026 Base + Development, Sunday Lunch

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	17.61	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

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
D12	2026 Base + Development	Sunday Lunch	ONE HOUR	12:00	13:30	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 (%)
1 - Wigmore Lane		ONE HOUR	✓	1006	100.000
2 - A329 Oxford Road East		ONE HOUR	✓	886	100.000
3 - Norcot Road		ONE HOUR	✓	529	100.000
4 - A329 Oxford Road West		ONE HOUR	✓	961	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	15	259	197	535
	2 - A329 Oxford Road East	231	91	178	386
	3 - Norcot Road	211	199	0	119
	4 - A329 Oxford Road West	451	387	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Wigmore Lane	2 - A329 Oxford Road East	3 - Norcot Road	4 - A329 Oxford Road West
From	1 - Wigmore Lane	0	1	1	0
	2 - A329 Oxford Road East	2	0	3	2
	3 - Norcot Road	0	4	0	1
	4 - A329 Oxford Road West	2	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - Wigmore Lane	0.89	24.17	7.0	C	923	1385
2 - A329 Oxford Road East	0.70	8.52	2.3	A	813	1220
3 - Norcot Road	0.84	31.36	4.8	D	485	728
4 - A329 Oxford Road West	0.78	11.66	3.3	B	882	1323

Main Results for each time segment

12:00 - 12:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	757	189	599	1447	0.524	753	680	0.0	1.1	5.159	A
2 - A329 Oxford Road East	667	167	651	1624	0.411	664	701	0.0	0.7	3.741	A
3 - Norcot Road	398	100	942	972	0.410	396	373	0.0	0.7	6.210	A
4 - A329 Oxford Road West	723	181	559	1551	0.467	720	779	0.0	0.9	4.315	A

12:15 - 12:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	904	226	717	1363	0.663	901	814	1.1	1.9	7.731	A
2 - A329 Oxford Road East	796	199	779	1528	0.521	795	839	0.7	1.1	4.898	A
3 - Norcot Road	476	119	1128	854	0.557	473	446	0.7	1.2	9.412	A
4 - A329 Oxford Road West	864	216	669	1473	0.587	862	932	0.9	1.4	5.874	A

12:30 - 12:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1108	277	872	1254	0.883	1090	990	1.9	6.3	20.147	C
2 - A329 Oxford Road East	976	244	944	1406	0.694	971	1018	1.1	2.2	8.187	A
3 - Norcot Road	582	146	1372	698	0.834	570	543	1.2	4.3	25.985	D
4 - A329 Oxford Road West	1058	265	811	1372	0.771	1051	1131	1.4	3.2	10.973	B

12:45 - 13:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	1108	277	880	1248	0.887	1105	999	6.3	7.0	24.170	C
2 - A329 Oxford Road East	976	244	956	1397	0.698	975	1029	2.2	2.3	8.516	A
3 - Norcot Road	582	146	1383	691	0.843	580	548	4.3	4.8	31.365	D
4 - A329 Oxford Road West	1058	265	821	1365	0.775	1058	1143	3.2	3.3	11.660	B

13:00 - 13:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/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
1 - Wigmore Lane	904	226	729	1355	0.667	924	827	7.0	2.1	8.723	A
2 - A329 Oxford Road East	796	199	798	1515	0.526	801	855	2.3	1.1	5.075	A
3 - Norcot Road	476	119	1145	843	0.564	489	453	4.8	1.3	10.571	B
4 - A329 Oxford Road West	864	216	684	1462	0.591	871	951	3.3	1.5	6.172	A

13:15 - 13:30

Arm	Total Demand	Junction Arrivals	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side)	Start queue	End queue	Delay (s)	Unsignalised level of service

	(Veh/hr)	(Veh)					(Veh/hr)	(Veh)	(Veh)		
1 - Wigmore Lane	757	189	605	1443	0.525	761	686	2.1	1.1	5.309	A
2 - A329 Oxford Road East	667	167	658	1619	0.412	669	708	1.1	0.7	3.795	A
3 - Norcot Road	398	100	950	967	0.412	401	376	1.3	0.7	6.391	A
4 - A329 Oxford Road West	723	181	565	1547	0.468	726	786	1.5	0.9	4.399	A