

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

Secondary Filtering selection:

Use Class:

C3 24 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	19 days

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

Travel Plan:

Yes	5 days
No	19 days

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

PTAL Rating:

No PTAL Present	24 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	WORKINGTON			
	SALTERBACK			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL	
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
3	DS-03-A-02	MIXED HOUSES		DERBYSHIRE
	RADBOURNE LANE			
	DERBY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	371		
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL	
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
5	ES-03-A-03	MIXED HOUSES & FLATS		EAST SUSSEX
	SHEPHAM LANE			
	POLEGATE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	212		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
6	ES-03-A-04	MIXED HOUSES & FLATS		EAST SUSSEX
	NEW LYDD ROAD			
	CAMBER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	134		
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL	
7	HC-03-A-20	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL	
8	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
10	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
11	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES	KENT	Survey Type: MANUAL
12	NE-03-A-02 HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
13	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
14	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: MANUAL
15	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
16	SH-03-A-04 ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 Survey date: THURSDAY 11/06/09	TERRACED	SHROPSHIRE	Survey Type: MANUAL
17	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED / TERRACED	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
19	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL
20	WO-03-A-07 TEASEL WAY WORCESTER CLAINES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 Survey date: TUESDAY 26/06/18	MIXED HOUSES	WORCESTERSHIRE	Survey Type: MANUAL
21	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total Number of dwellings: 151 Survey date: THURSDAY 11/12/14	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
22	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total Number of dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
23	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total Number of dwellings: 197 Survey date: THURSDAY 05/07/18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL
24	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total Number of dwellings: 79 Survey date: WEDNESDAY 07/11/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

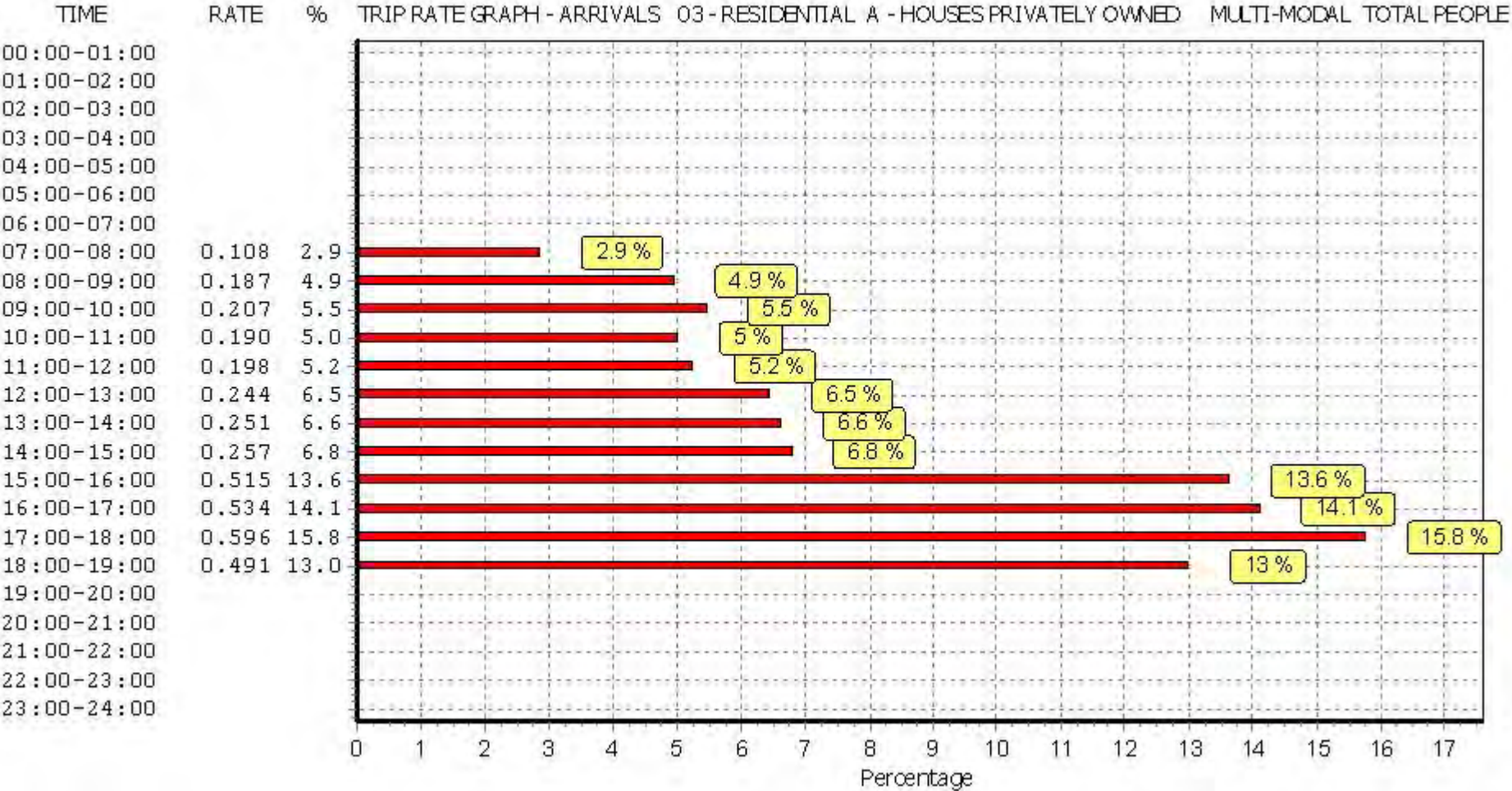
Site Ref	Reason for Deselection
DV-03-A-02	Bungalows - Retirement?
NY-03-A-06	Bungalows - Retirement?
NY-03-A-09	Bungalows - Retirement?

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

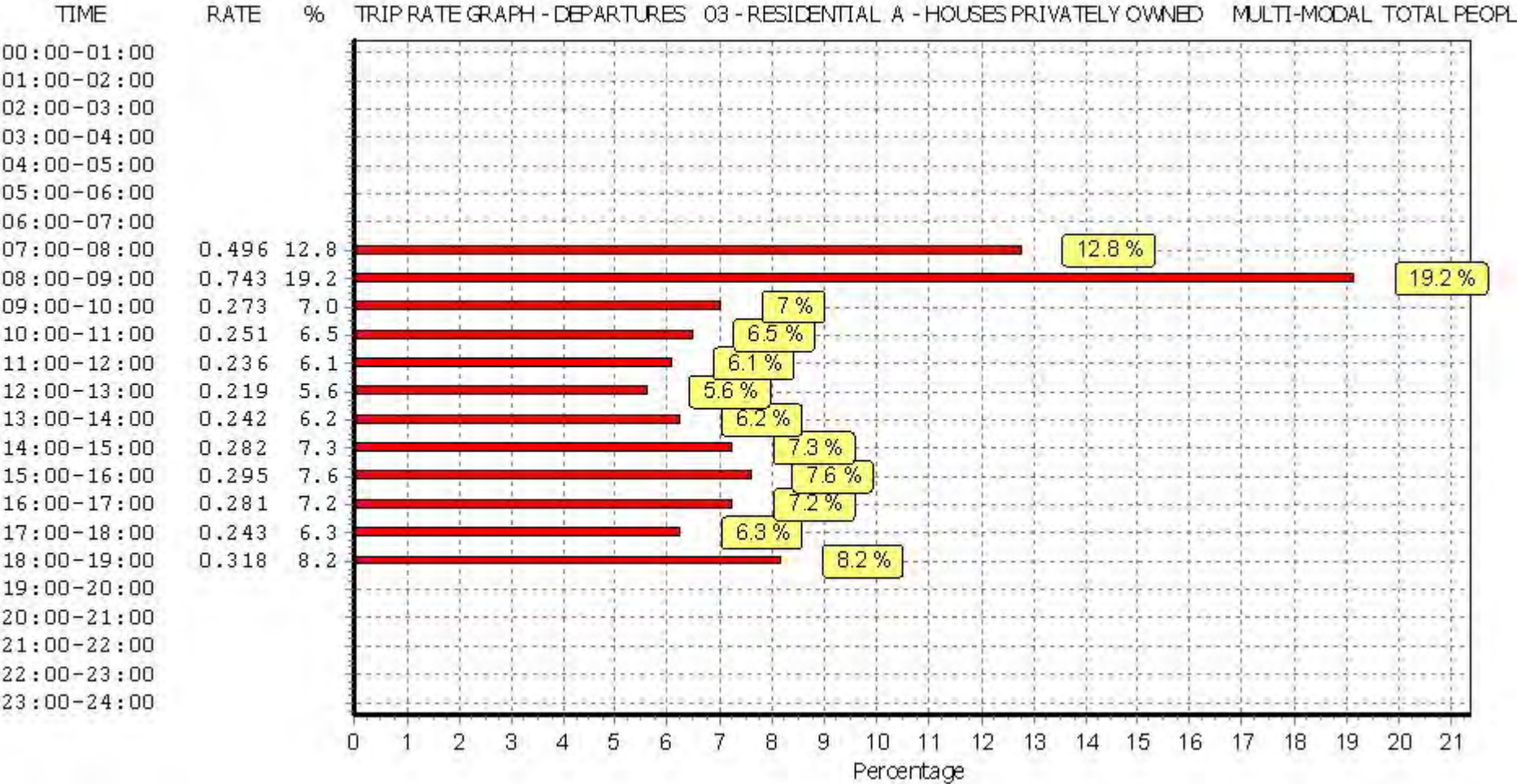
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	153	0.108	24	153	0.496	24	153	0.604
08:00 - 09:00	24	153	0.187	24	153	0.743	24	153	0.930
09:00 - 10:00	24	153	0.207	24	153	0.273	24	153	0.480
10:00 - 11:00	24	153	0.190	24	153	0.251	24	153	0.441
11:00 - 12:00	24	153	0.198	24	153	0.236	24	153	0.434
12:00 - 13:00	24	153	0.244	24	153	0.219	24	153	0.463
13:00 - 14:00	24	153	0.251	24	153	0.242	24	153	0.493
14:00 - 15:00	24	153	0.257	24	153	0.282	24	153	0.539
15:00 - 16:00	24	153	0.515	24	153	0.295	24	153	0.810
16:00 - 17:00	24	153	0.534	24	153	0.281	24	153	0.815
17:00 - 18:00	24	153	0.596	24	153	0.243	24	153	0.839
18:00 - 19:00	24	153	0.491	24	153	0.318	24	153	0.809
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	3.778			3.879			7.657		

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

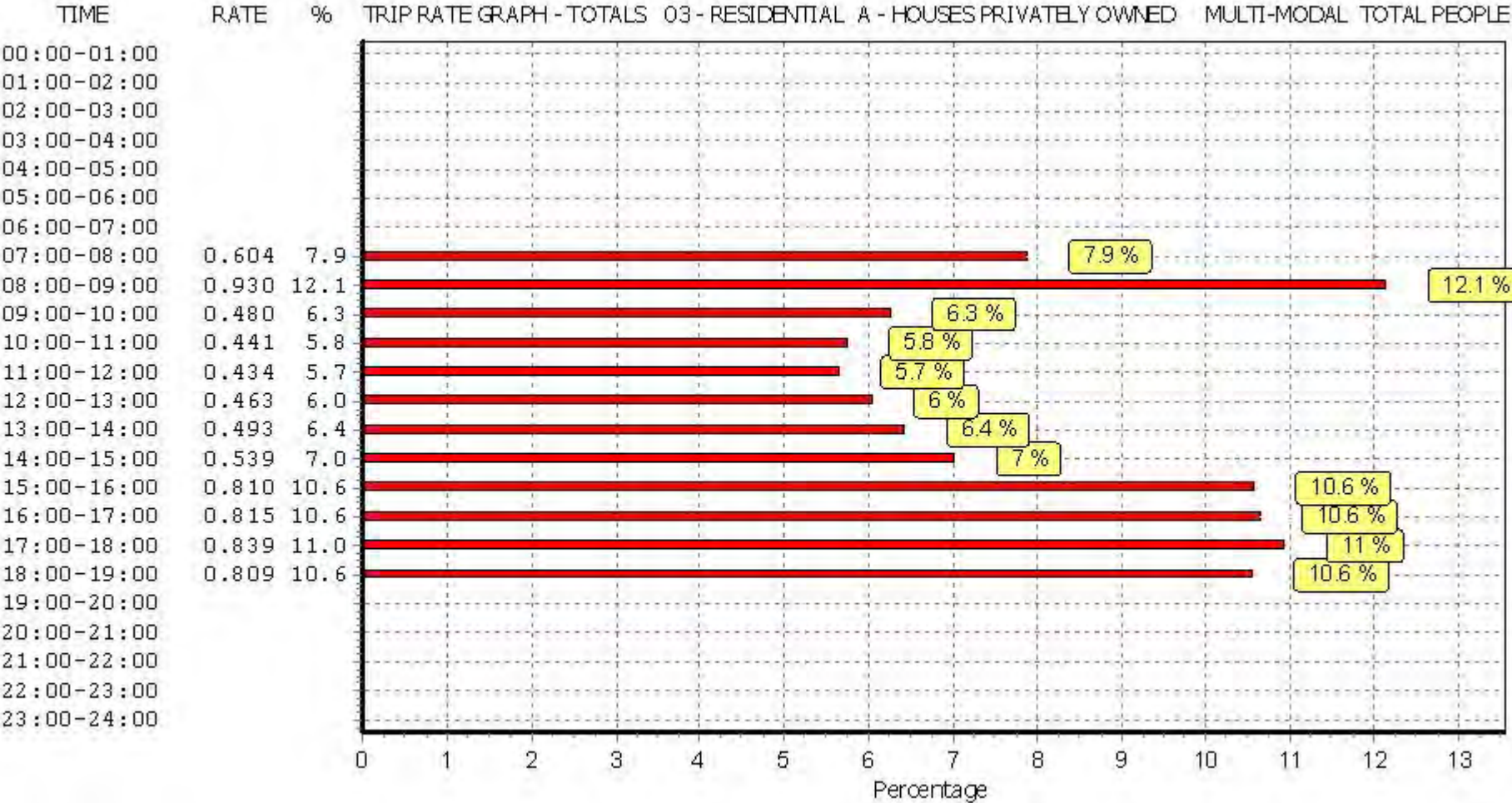
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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Calculation Reference: AUDIT-706701-190625-0626

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	2 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 350 to 940 (units: sqm)
Range Selected by User: 200 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/09 to 01/03/19

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	8
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

D1

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

15,001 to 20,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

75,001 to 100,000

2 days

100,001 to 125,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

2 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

2 days

1.1 to 1.5

5 days

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

Travel Plan:

No

8 days

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

PTAL Rating:

No PTAL Present

8 days

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

LIST OF SITES relevant to selection parameters

1	BU-05-G-01 HANNON ROAD AYLESBURY	GP SURGERY	BUCKINGHAMSHIRE
	Edge of Town Residential Zone Total Gross floor area:	620 sqm	
	Survey date: THURSDAY	03/12/09	Survey Type: MANUAL
2	BU-05-G-02 HINDHEAD KNOLL MILTON KEYNES WALNUT TREE	GP SURGERY	BUCKINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	601 sqm	
	Survey date: TUESDAY	19/10/10	Survey Type: MANUAL
3	CH-05-G-03 HEATH LANE CHESTER	GP SURGERY	CHESHIRE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	800 sqm	
	Survey date: TUESDAY	29/05/12	Survey Type: MANUAL
4	GS-05-G-01 ABBOTSWOOD ROAD GLOUCESTER BROCKWORTH	GP SURGERY	GLOUCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	475 sqm	
	Survey date: TUESDAY	27/04/10	Survey Type: MANUAL
5	NO-05-G-02 FERRY ROAD WEST SCUNTHORPE	GP SURGERY	NORTH LINCOLNSHIRE
	Edge of Town Residential Zone Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	17/09/09	Survey Type: MANUAL
6	NT-05-G-01 MANSFIELD ROAD NOTTINGHAM	GP SURGERY	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	460 sqm	
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL
7	TW-05-G-01 DURHAM ROAD SUNDERLAND	GP SURGERY	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	30/11/12	Survey Type: MANUAL
8	WY-05-G-01 BURLEY ROAD LEEDS BURLEY	GP SURGERY	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	940 sqm	
	Survey date: WEDNESDAY	09/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.980	7	627	0.296	7	627	1.276
08:00 - 09:00	8	606	4.148	8	606	2.064	8	606	6.212
09:00 - 10:00	8	606	4.168	8	606	3.714	8	606	7.882
10:00 - 11:00	8	606	4.746	8	606	4.622	8	606	9.368
11:00 - 12:00	8	606	4.106	8	606	4.333	8	606	8.439
12:00 - 13:00	8	606	2.972	8	606	3.694	8	606	6.666
13:00 - 14:00	8	606	2.518	8	606	2.332	8	606	4.850
14:00 - 15:00	8	606	3.467	8	606	3.549	8	606	7.016
15:00 - 16:00	8	606	3.302	8	606	3.178	8	606	6.480
16:00 - 17:00	8	606	2.786	8	606	3.467	8	606	6.253
17:00 - 18:00	8	606	1.630	8	606	2.476	8	606	4.106
18:00 - 19:00	8	606	0.268	8	606	1.238	8	606	1.506
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.091			34.963			70.054

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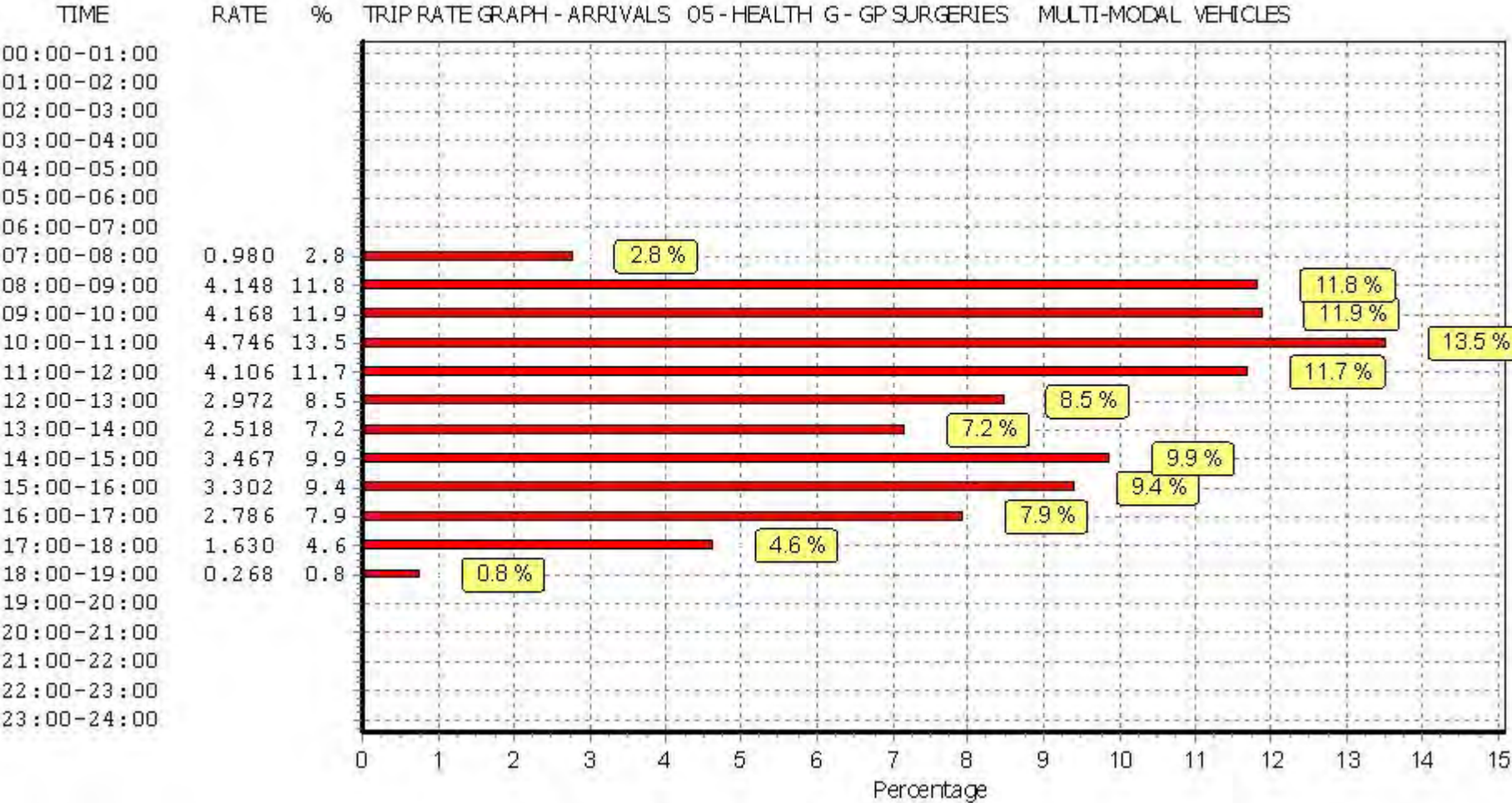
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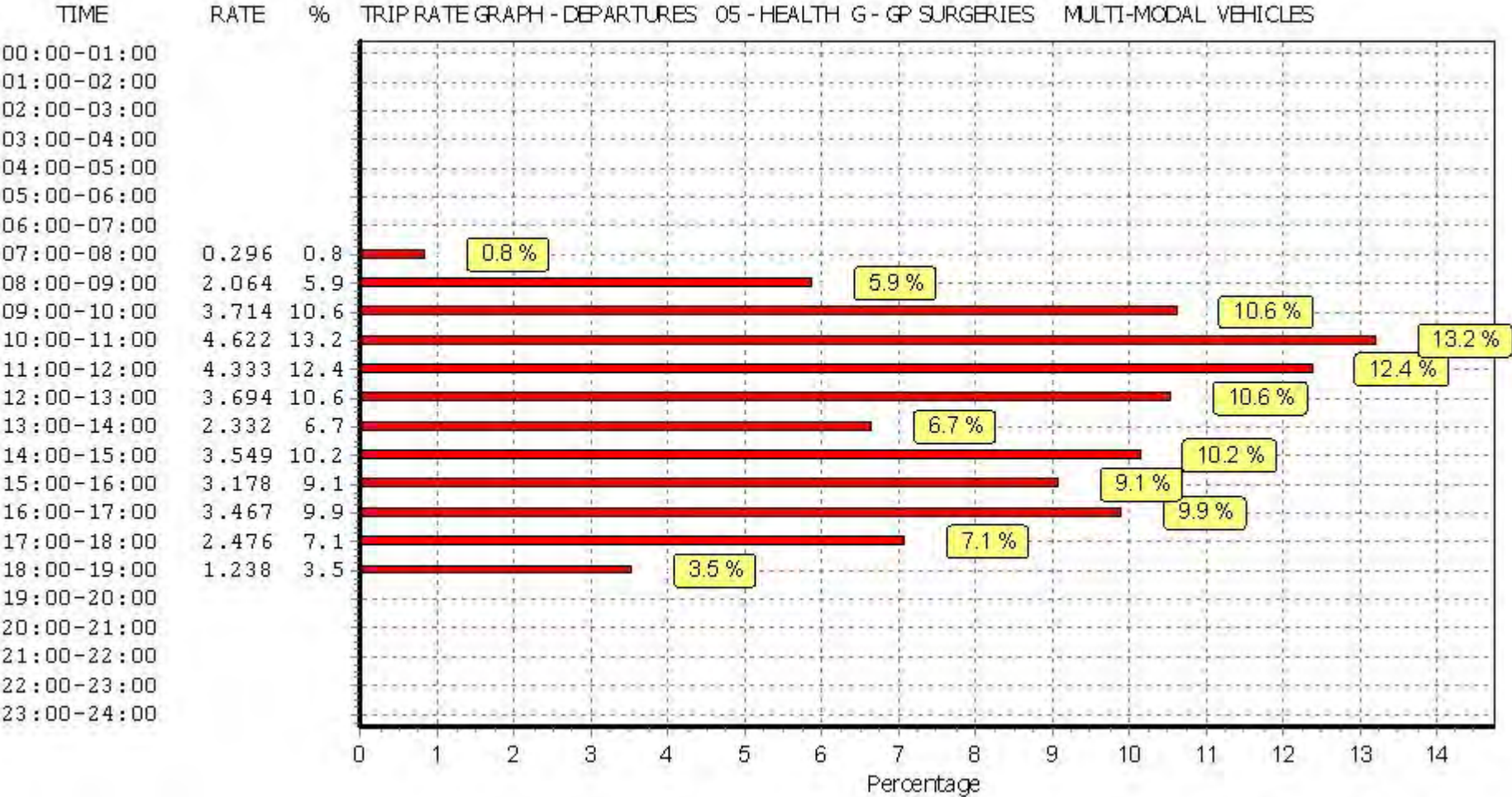
Parameter summary

Trip rate parameter range selected:	350 - 940 (units: sqm)
Survey date date range:	01/03/09 - 01/03/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

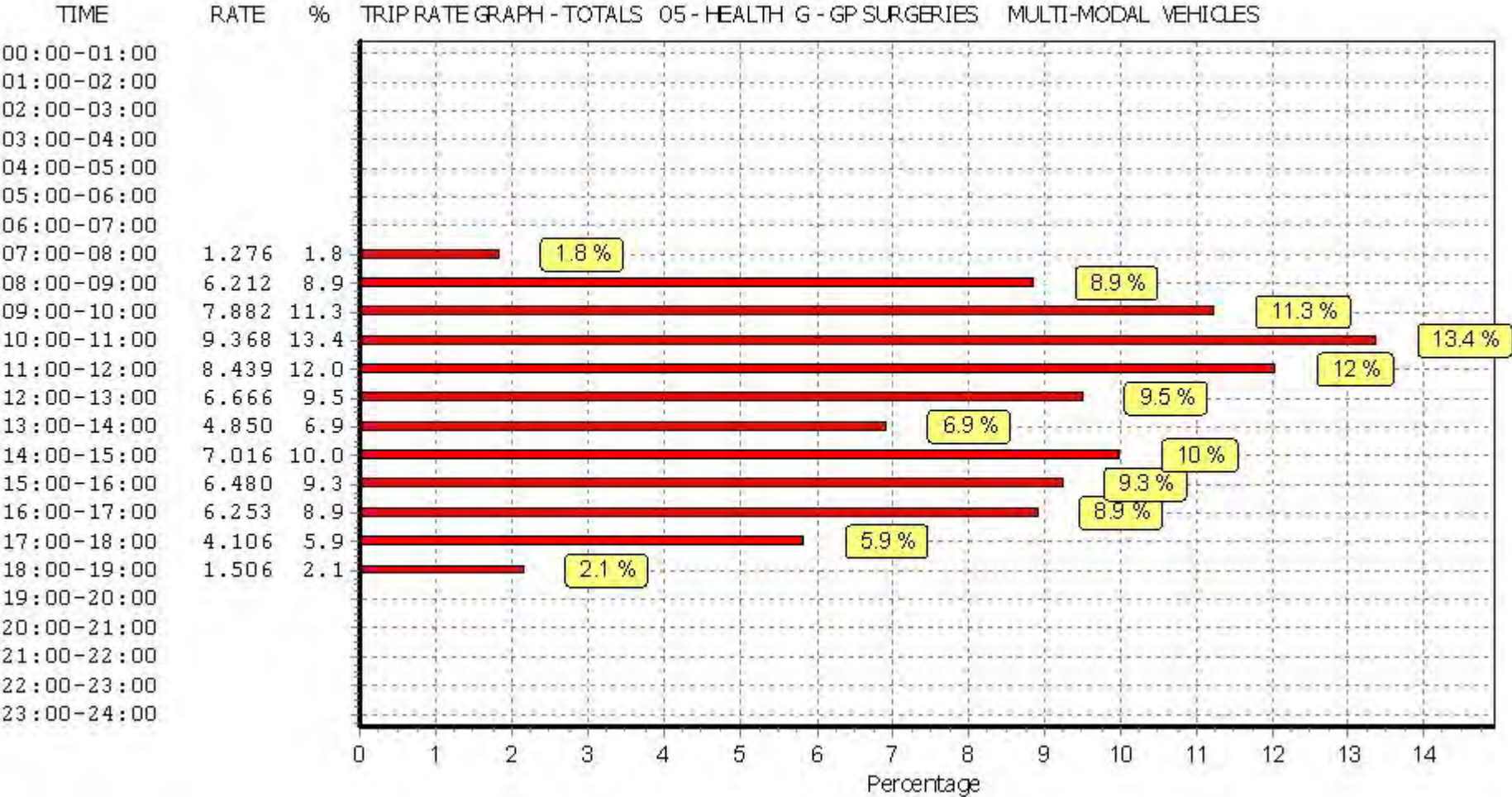
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TAXIS

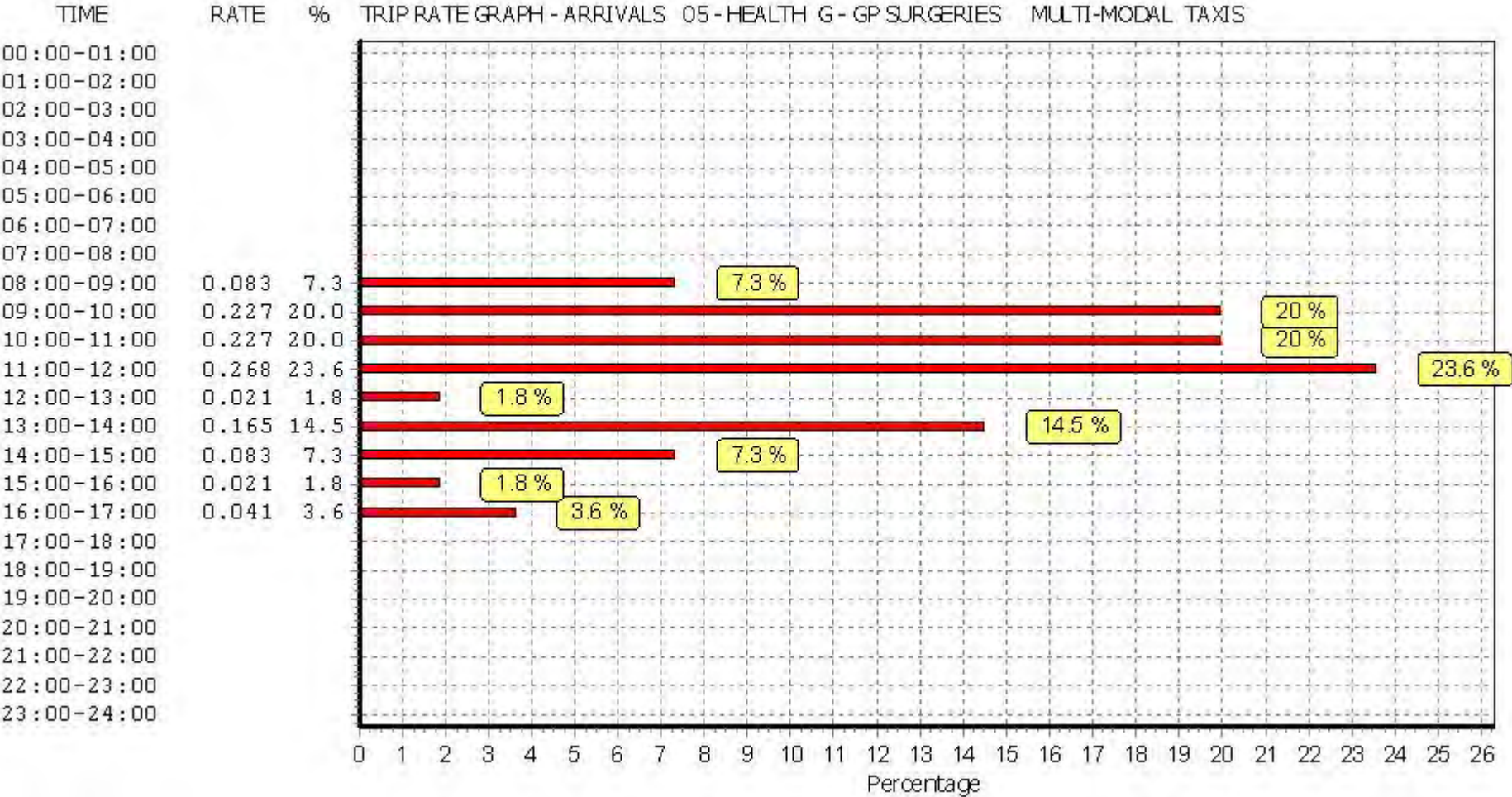
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

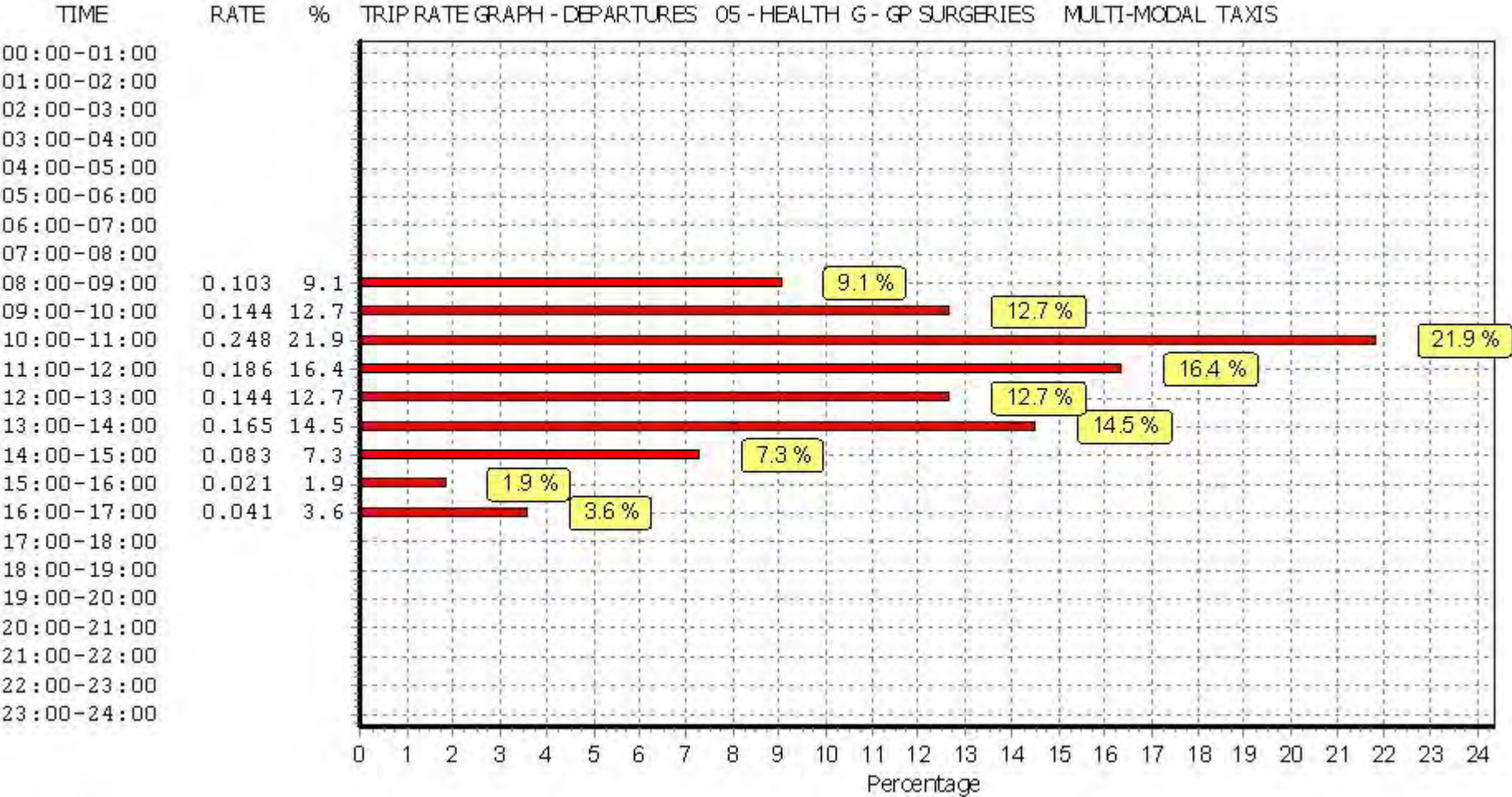
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.103	8	606	0.186
09:00 - 10:00	8	606	0.227	8	606	0.144	8	606	0.371
10:00 - 11:00	8	606	0.227	8	606	0.248	8	606	0.475
11:00 - 12:00	8	606	0.268	8	606	0.186	8	606	0.454
12:00 - 13:00	8	606	0.021	8	606	0.144	8	606	0.165
13:00 - 14:00	8	606	0.165	8	606	0.165	8	606	0.330
14:00 - 15:00	8	606	0.083	8	606	0.083	8	606	0.166
15:00 - 16:00	8	606	0.021	8	606	0.021	8	606	0.042
16:00 - 17:00	8	606	0.041	8	606	0.041	8	606	0.082
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.136			1.135			2.271

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

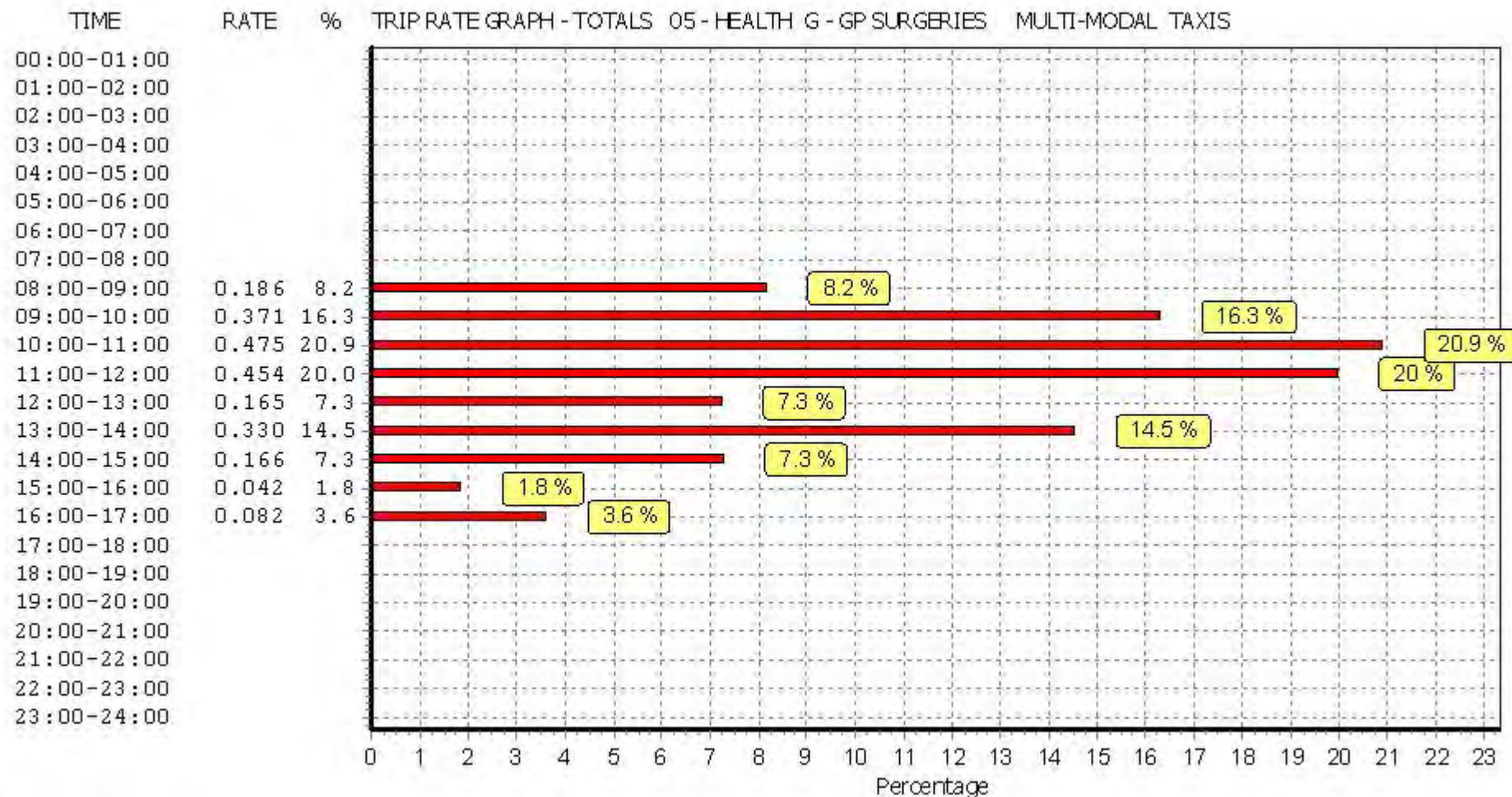
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL OGVS

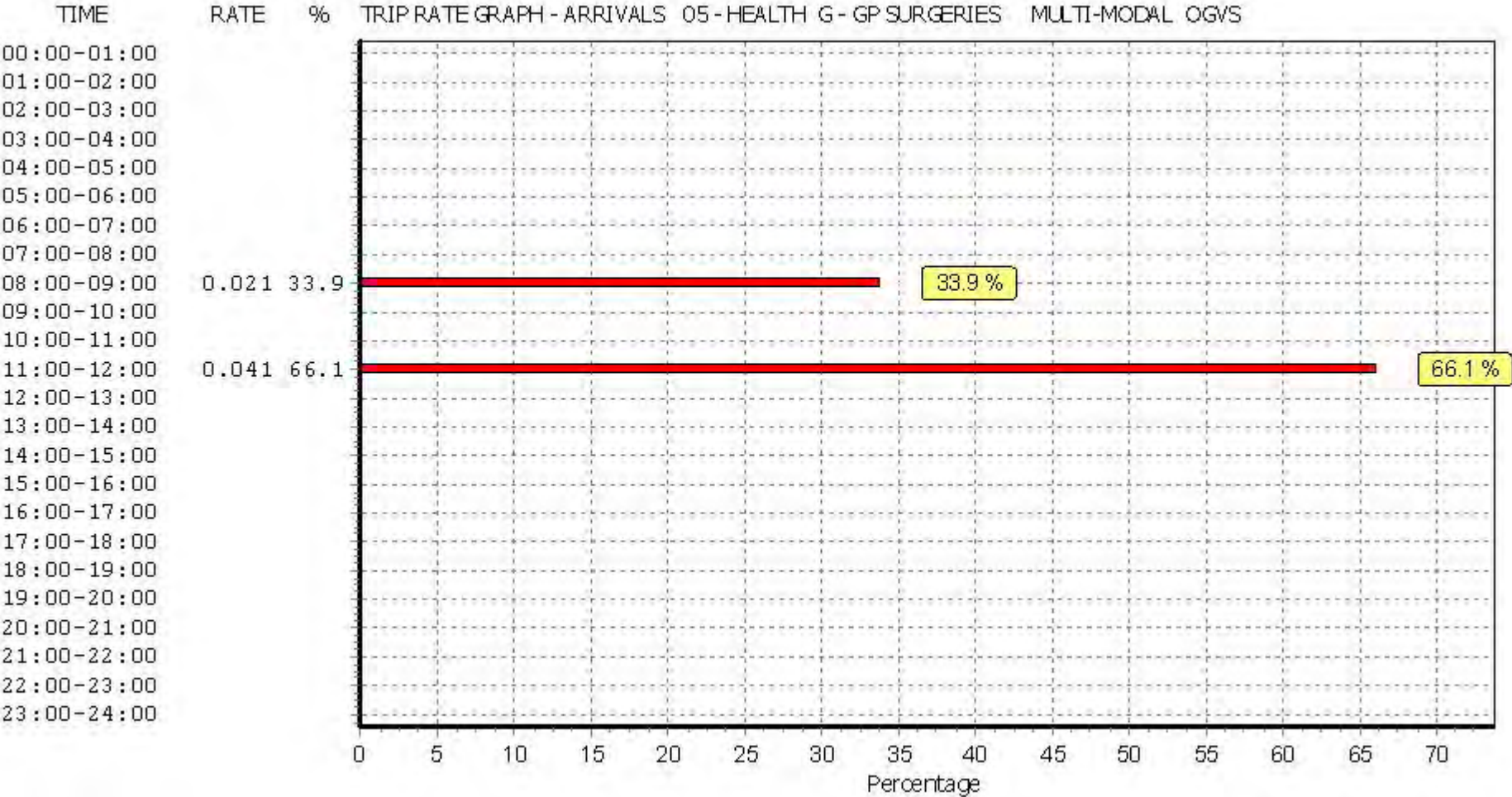
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

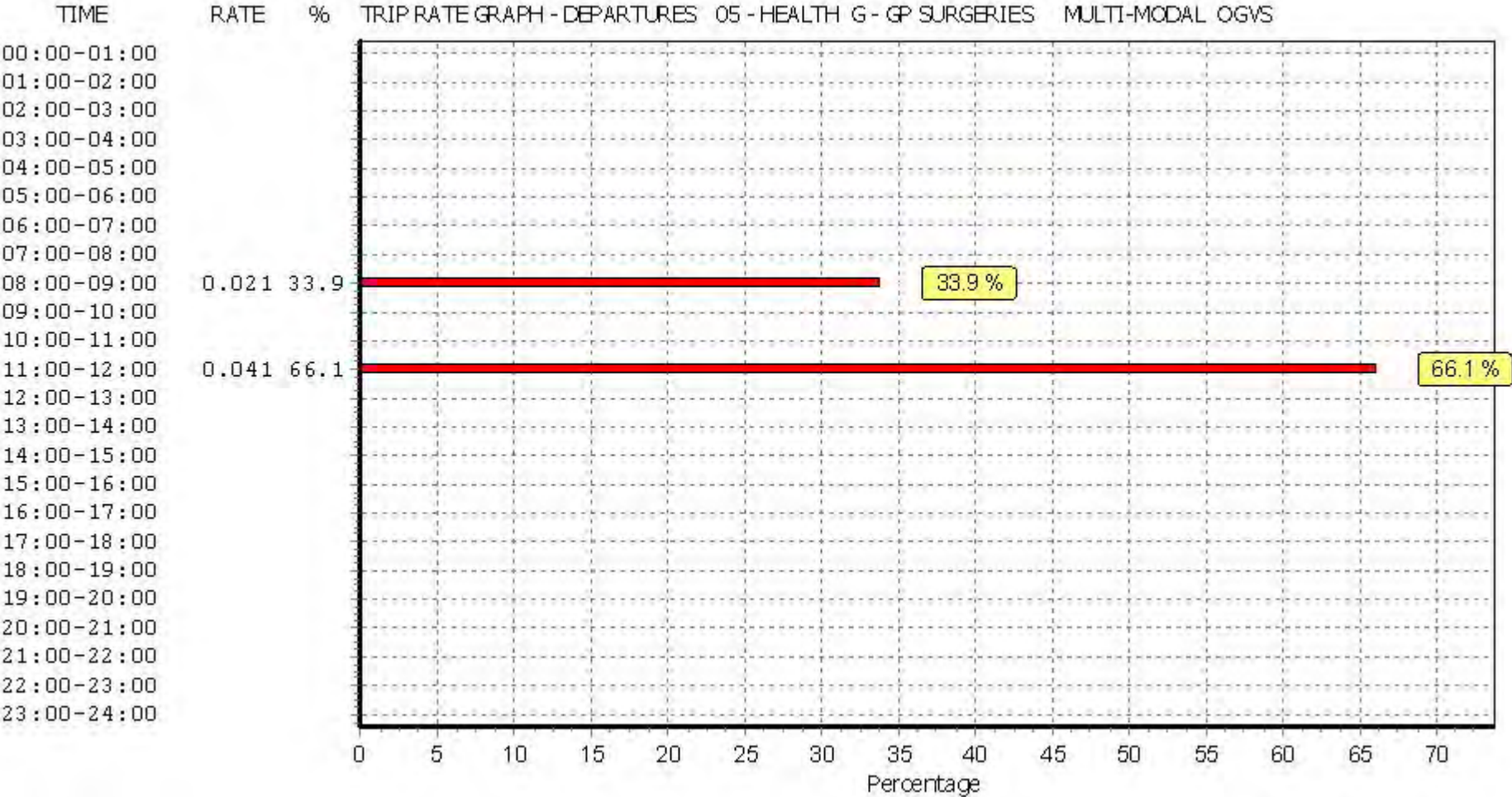
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.021	8	606	0.021	8	606	0.042
09:00 - 10:00	8	606	0.000	8	606	0.000	8	606	0.000
10:00 - 11:00	8	606	0.000	8	606	0.000	8	606	0.000
11:00 - 12:00	8	606	0.041	8	606	0.041	8	606	0.082
12:00 - 13:00	8	606	0.000	8	606	0.000	8	606	0.000
13:00 - 14:00	8	606	0.000	8	606	0.000	8	606	0.000
14:00 - 15:00	8	606	0.000	8	606	0.000	8	606	0.000
15:00 - 16:00	8	606	0.000	8	606	0.000	8	606	0.000
16:00 - 17:00	8	606	0.000	8	606	0.000	8	606	0.000
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

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

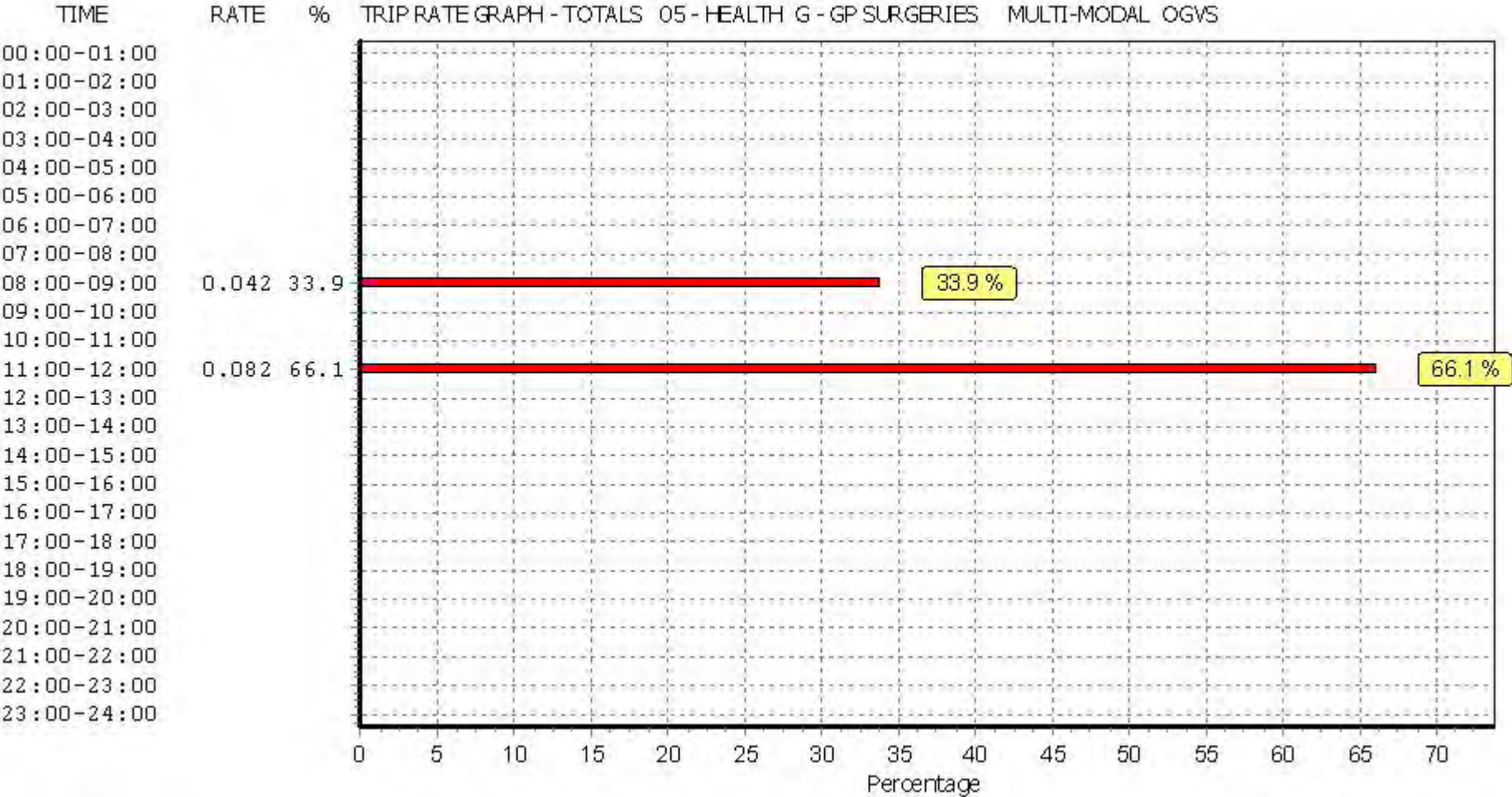
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

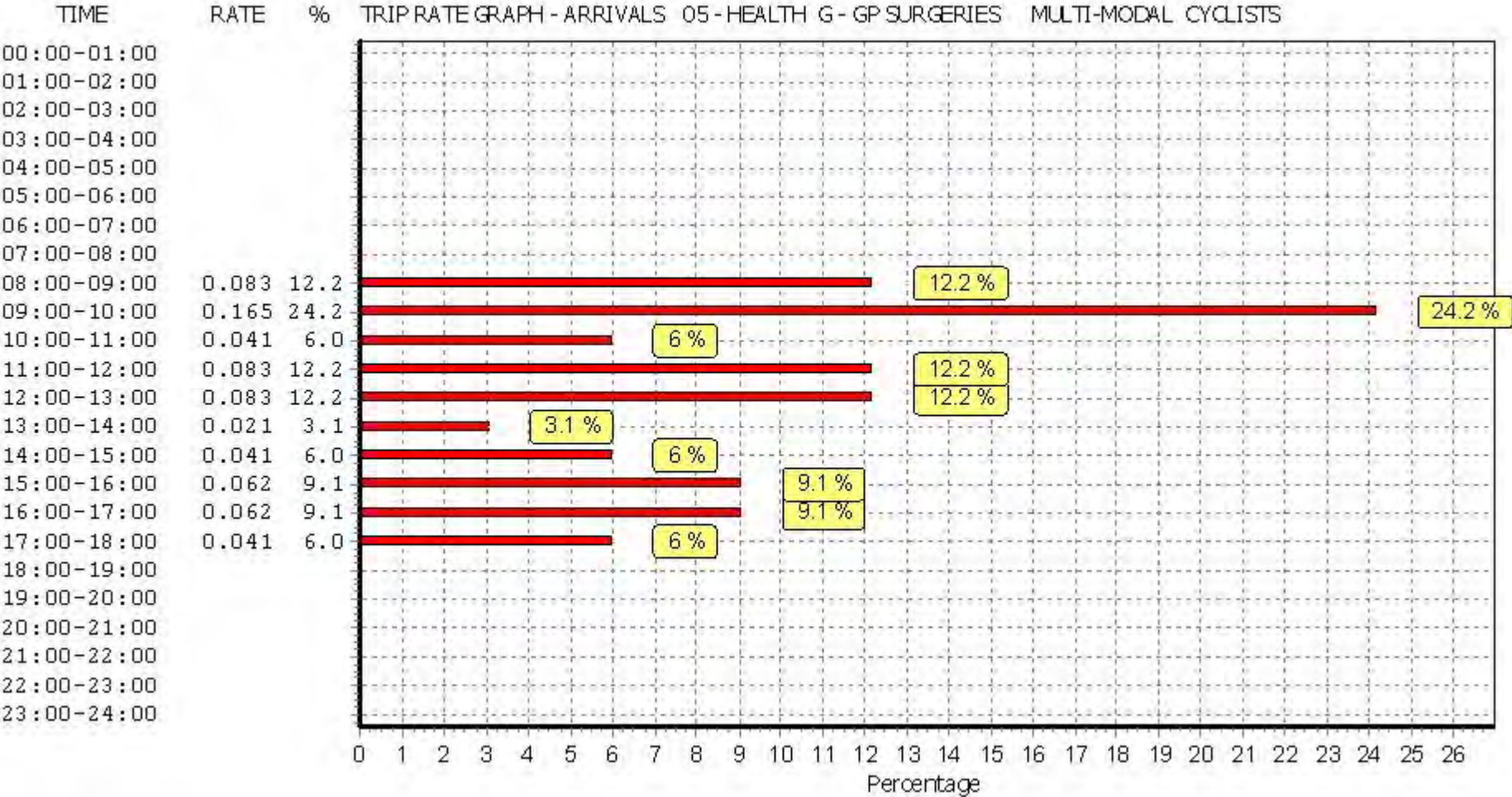
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

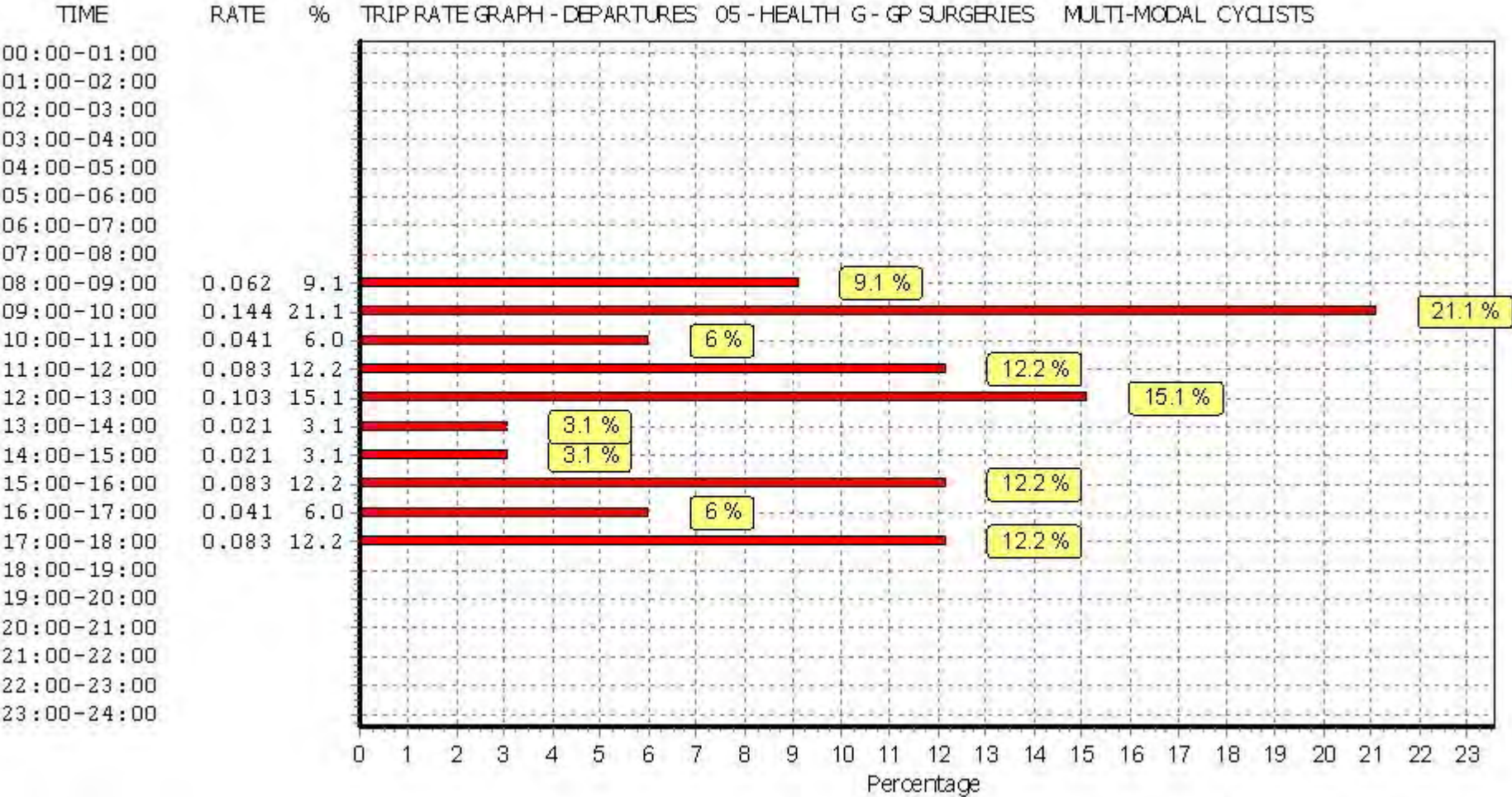
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.062	8	606	0.145
09:00 - 10:00	8	606	0.165	8	606	0.144	8	606	0.309
10:00 - 11:00	8	606	0.041	8	606	0.041	8	606	0.082
11:00 - 12:00	8	606	0.083	8	606	0.083	8	606	0.166
12:00 - 13:00	8	606	0.083	8	606	0.103	8	606	0.186
13:00 - 14:00	8	606	0.021	8	606	0.021	8	606	0.042
14:00 - 15:00	8	606	0.041	8	606	0.021	8	606	0.062
15:00 - 16:00	8	606	0.062	8	606	0.083	8	606	0.145
16:00 - 17:00	8	606	0.062	8	606	0.041	8	606	0.103
17:00 - 18:00	8	606	0.041	8	606	0.083	8	606	0.124
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.682			1.364

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

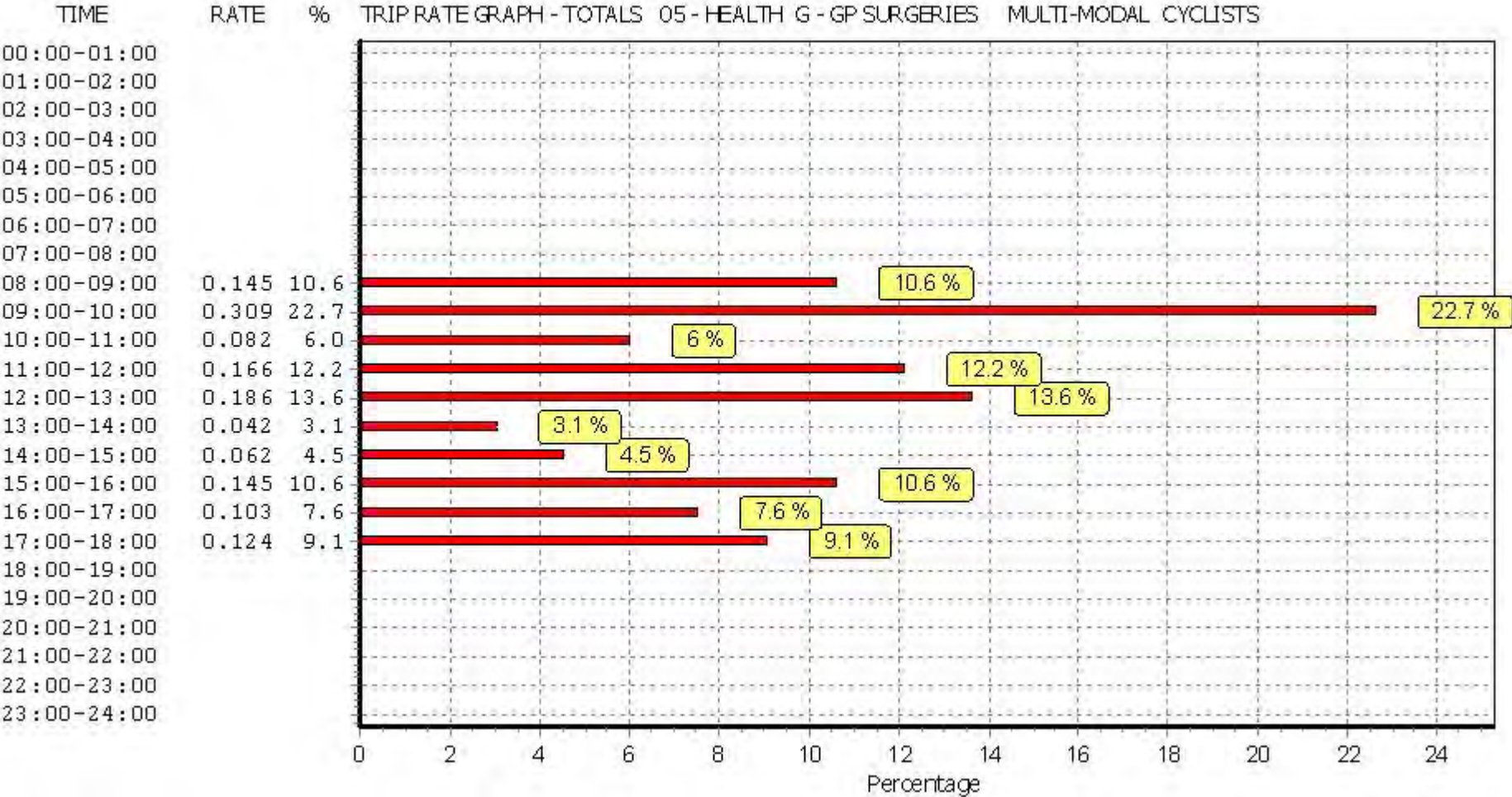
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLE OCCUPANTS

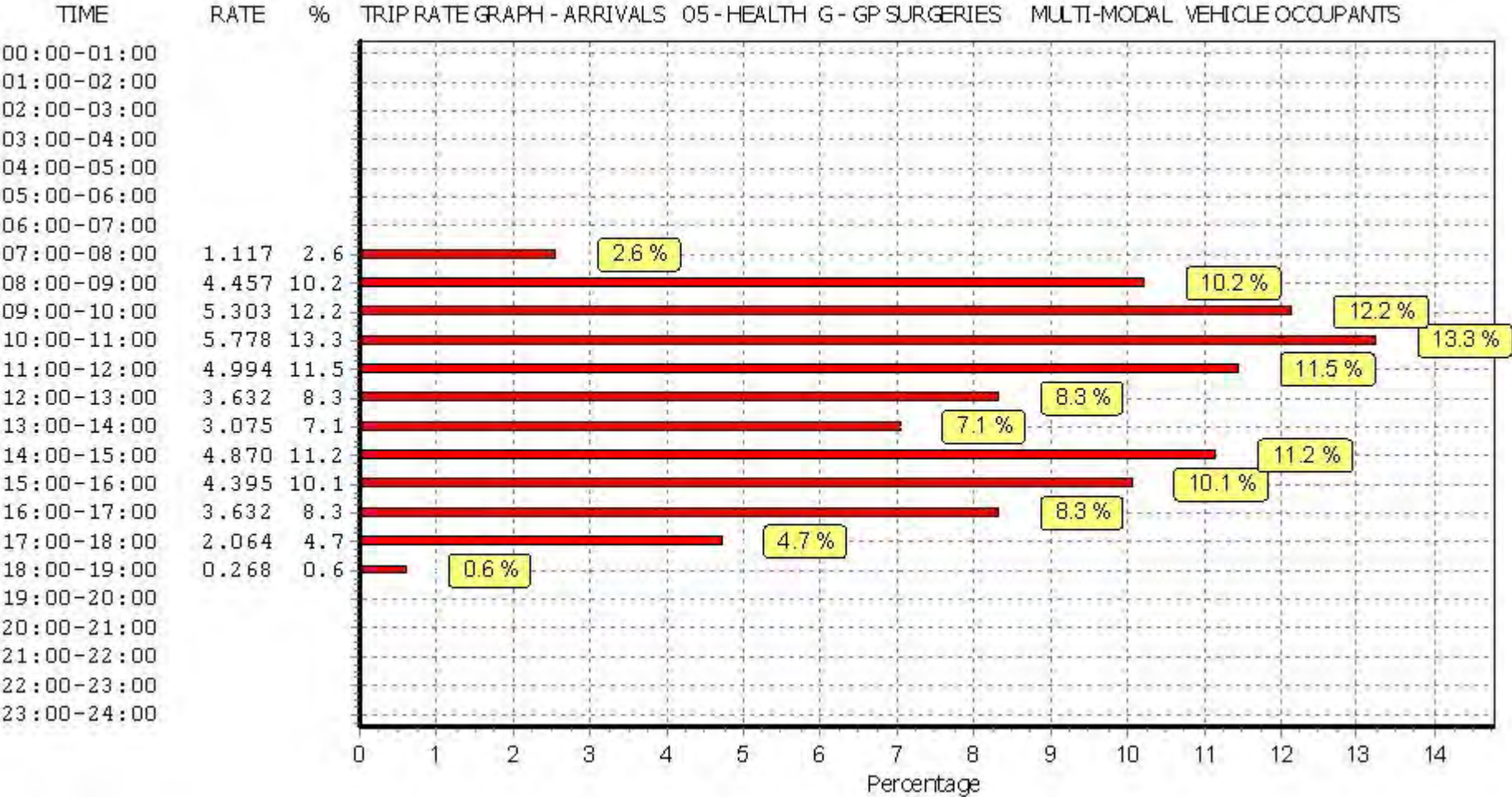
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

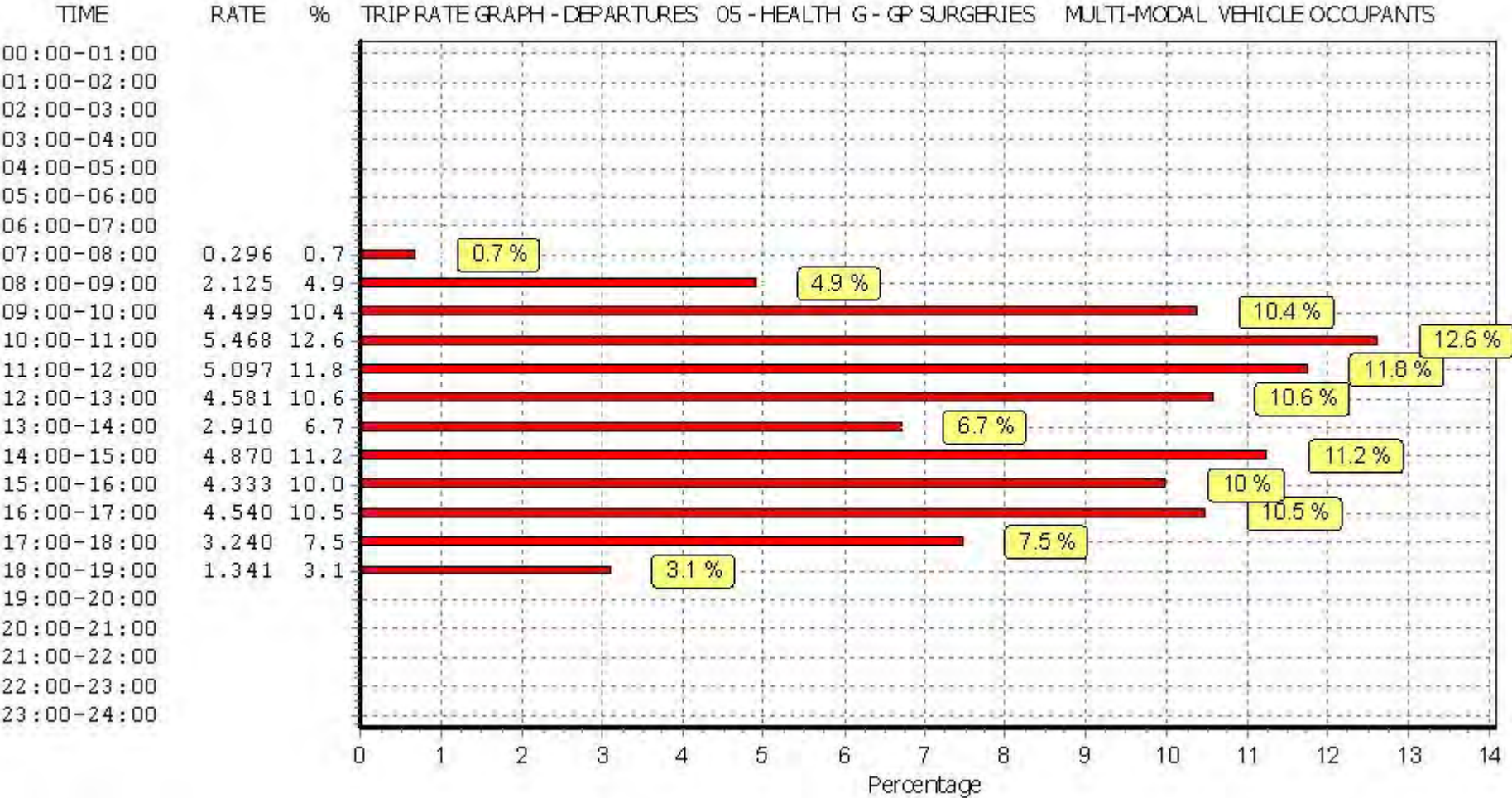
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.117	7	627	0.296	7	627	1.413
08:00 - 09:00	8	606	4.457	8	606	2.125	8	606	6.582
09:00 - 10:00	8	606	5.303	8	606	4.499	8	606	9.802
10:00 - 11:00	8	606	5.778	8	606	5.468	8	606	11.246
11:00 - 12:00	8	606	4.994	8	606	5.097	8	606	10.091
12:00 - 13:00	8	606	3.632	8	606	4.581	8	606	8.213
13:00 - 14:00	8	606	3.075	8	606	2.910	8	606	5.985
14:00 - 15:00	8	606	4.870	8	606	4.870	8	606	9.740
15:00 - 16:00	8	606	4.395	8	606	4.333	8	606	8.728
16:00 - 17:00	8	606	3.632	8	606	4.540	8	606	8.172
17:00 - 18:00	8	606	2.064	8	606	3.240	8	606	5.304
18:00 - 19:00	8	606	0.268	8	606	1.341	8	606	1.609
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		43.585			43.300			86.885	

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

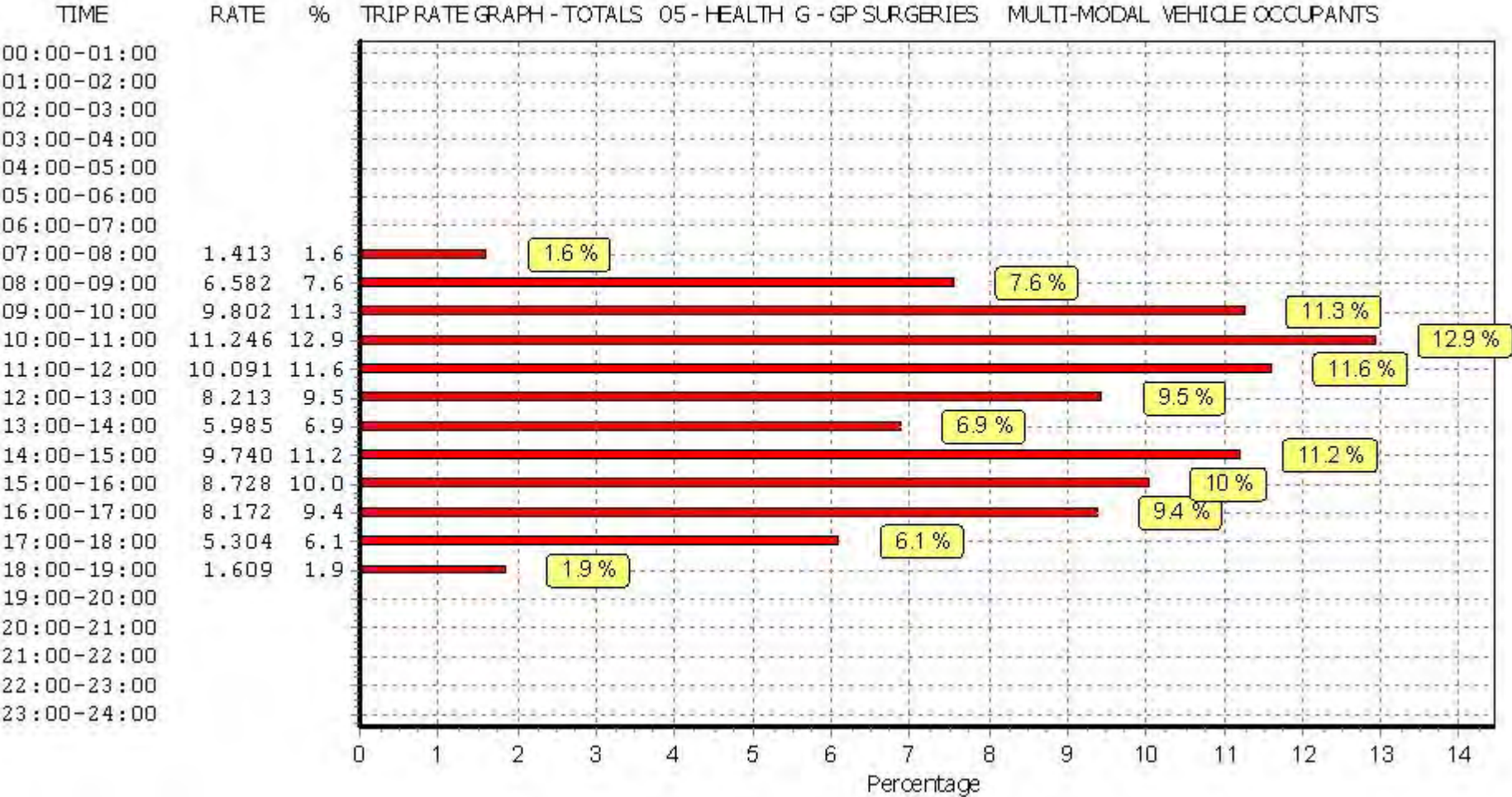
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

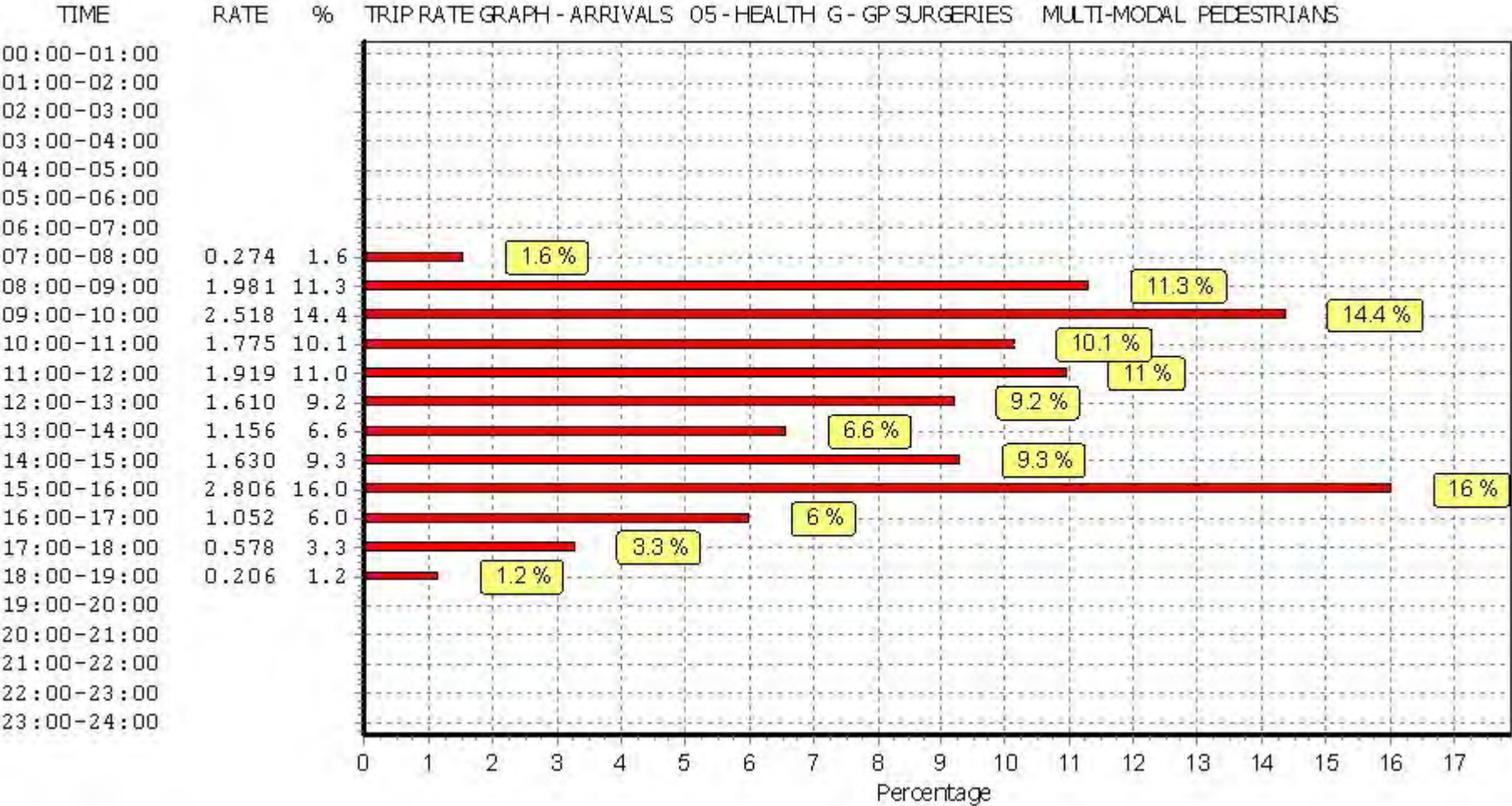
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

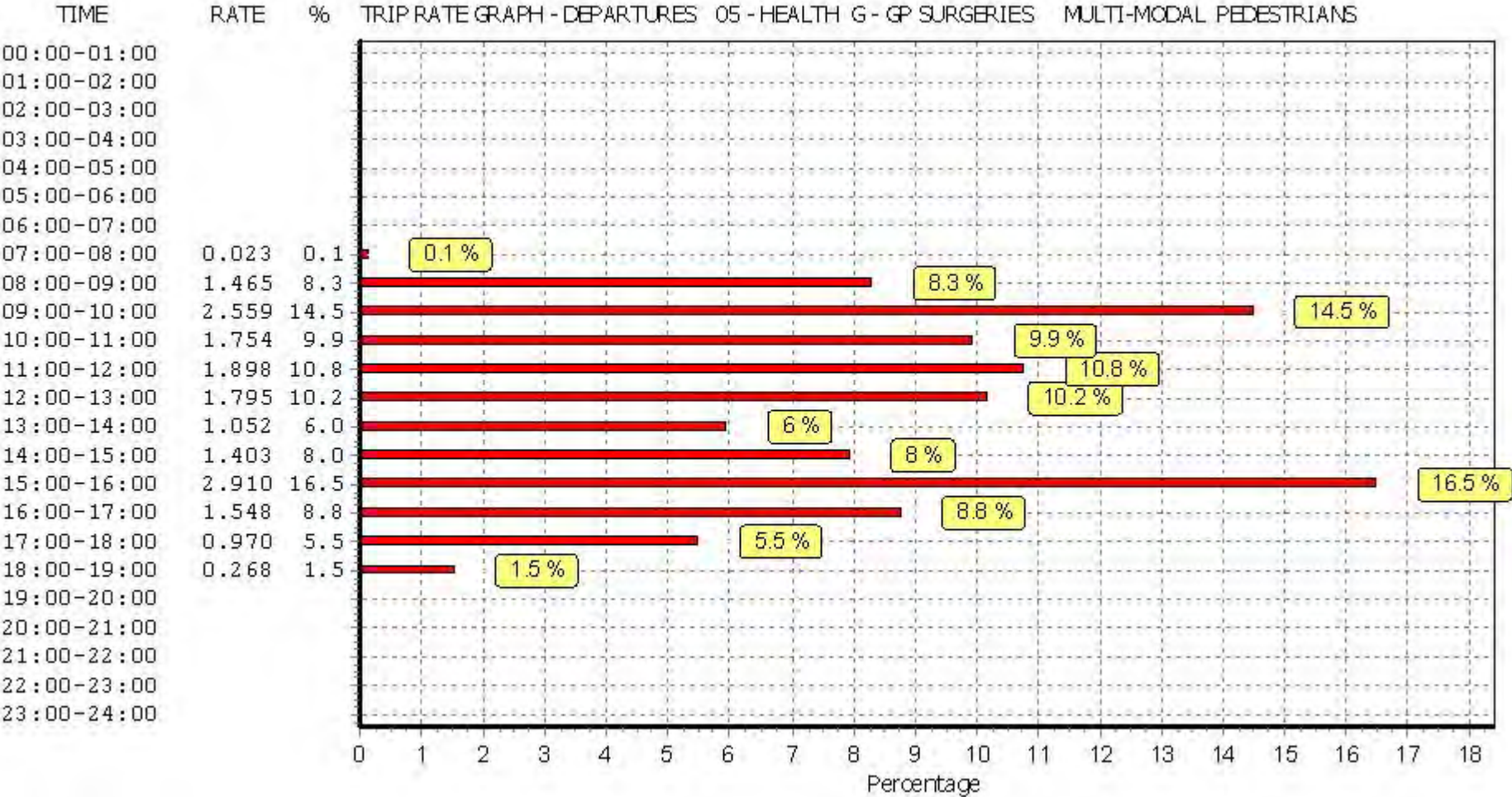
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.274	7	627	0.023	7	627	0.297
08:00 - 09:00	8	606	1.981	8	606	1.465	8	606	3.446
09:00 - 10:00	8	606	2.518	8	606	2.559	8	606	5.077
10:00 - 11:00	8	606	1.775	8	606	1.754	8	606	3.529
11:00 - 12:00	8	606	1.919	8	606	1.898	8	606	3.817
12:00 - 13:00	8	606	1.610	8	606	1.795	8	606	3.405
13:00 - 14:00	8	606	1.156	8	606	1.052	8	606	2.208
14:00 - 15:00	8	606	1.630	8	606	1.403	8	606	3.033
15:00 - 16:00	8	606	2.806	8	606	2.910	8	606	5.716
16:00 - 17:00	8	606	1.052	8	606	1.548	8	606	2.600
17:00 - 18:00	8	606	0.578	8	606	0.970	8	606	1.548
18:00 - 19:00	8	606	0.206	8	606	0.268	8	606	0.474
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.505			17.645			35.150

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

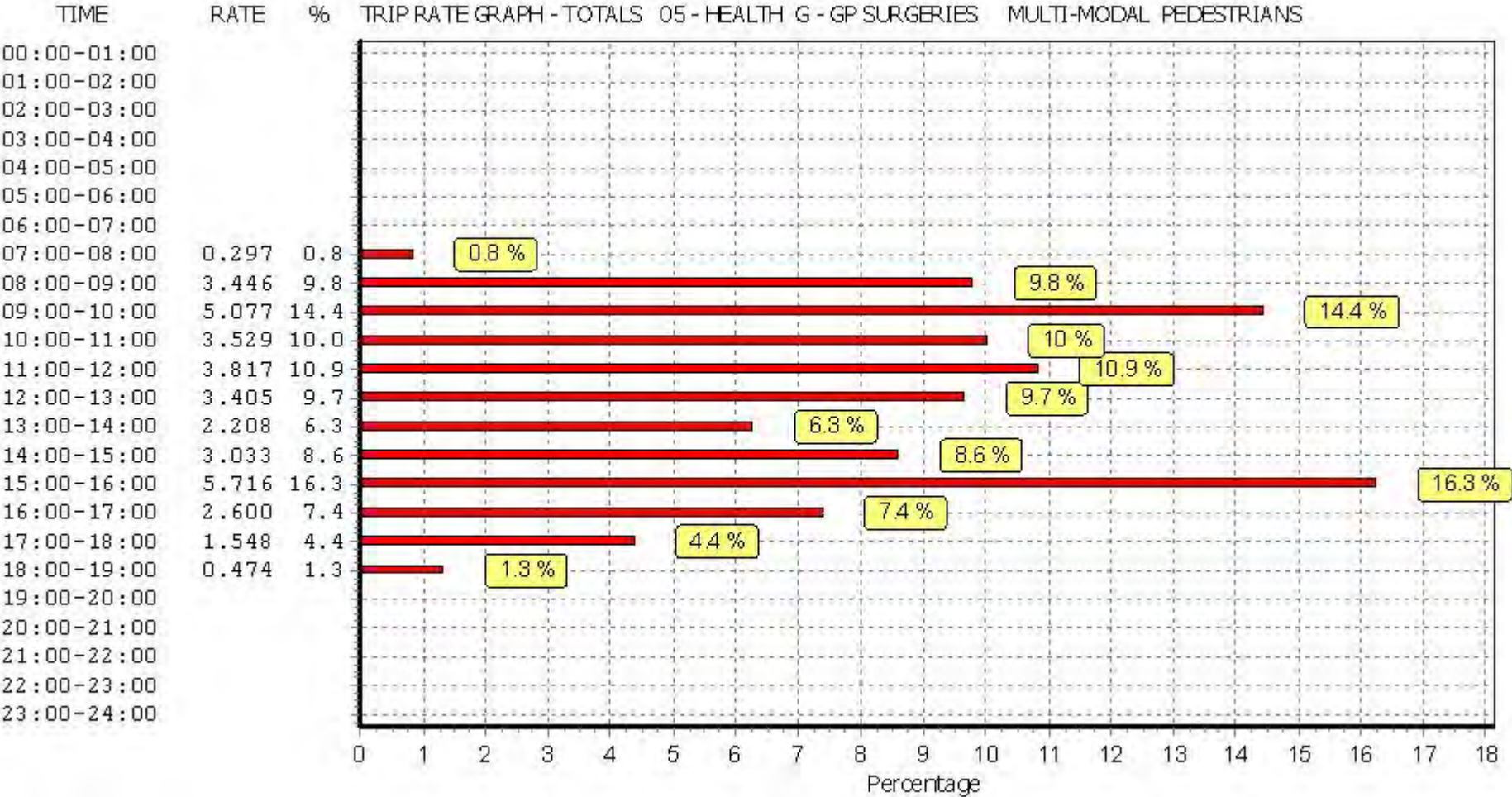
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL BUS/TRAM PASSENGERS

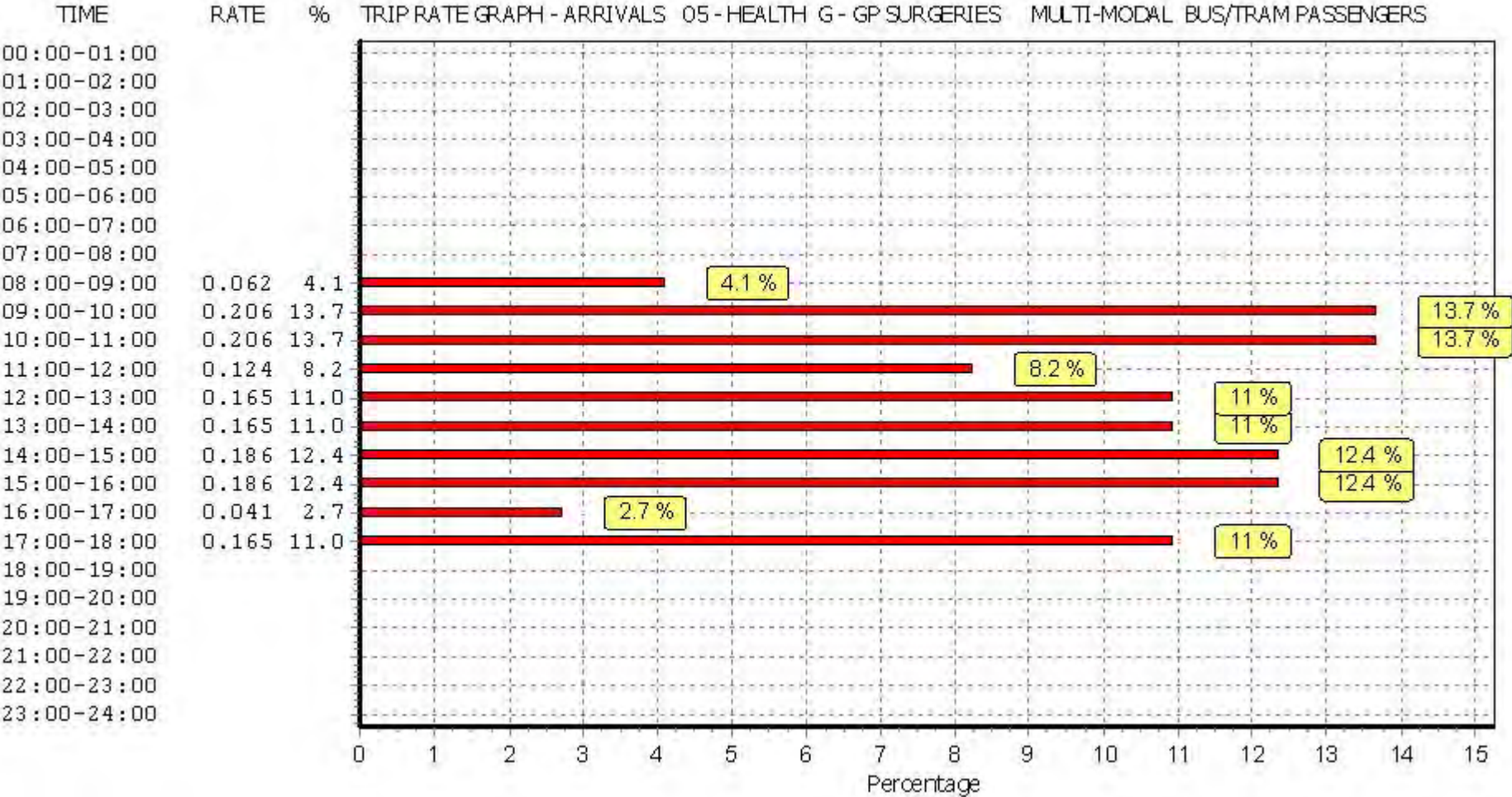
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

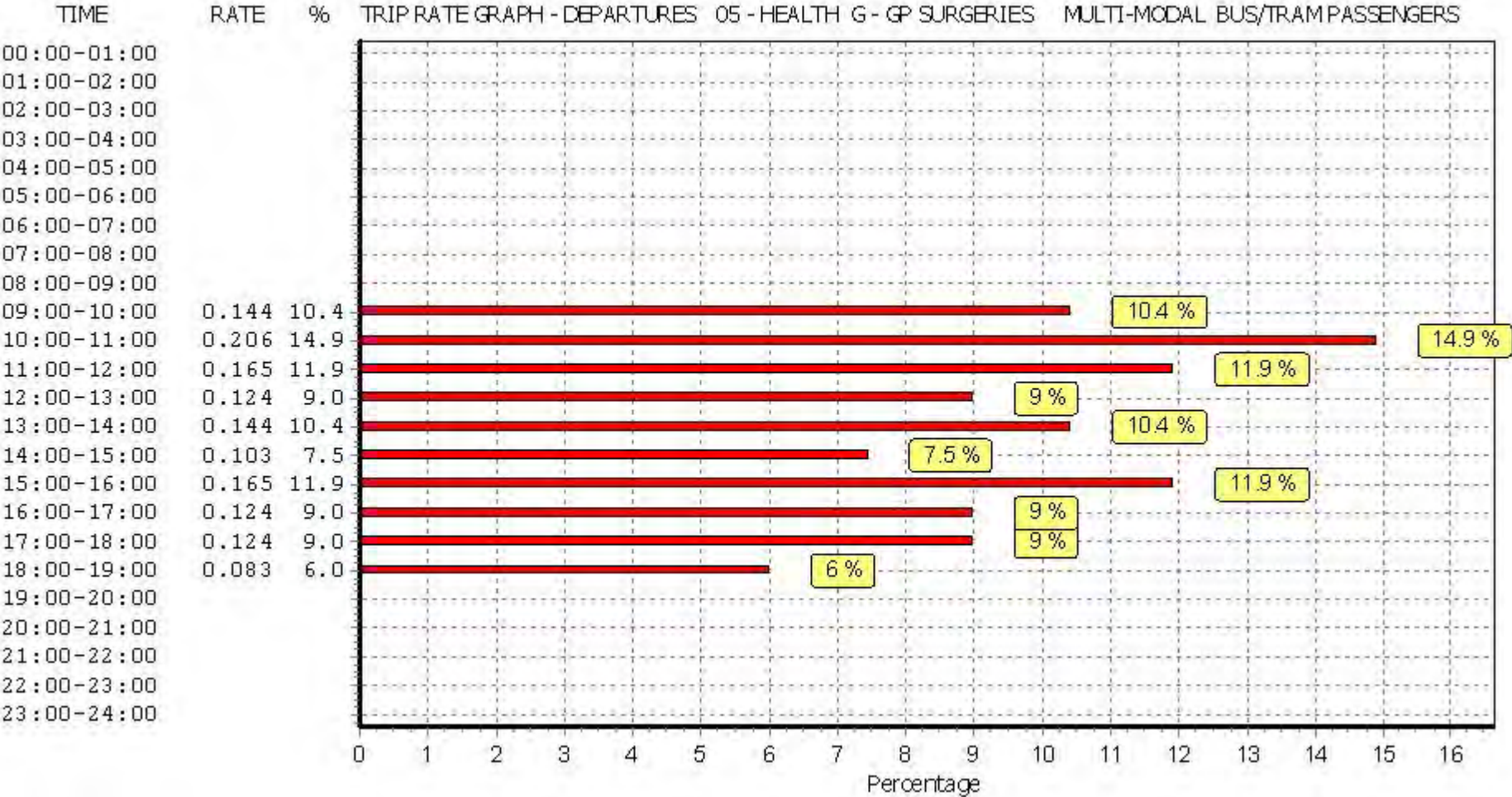
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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

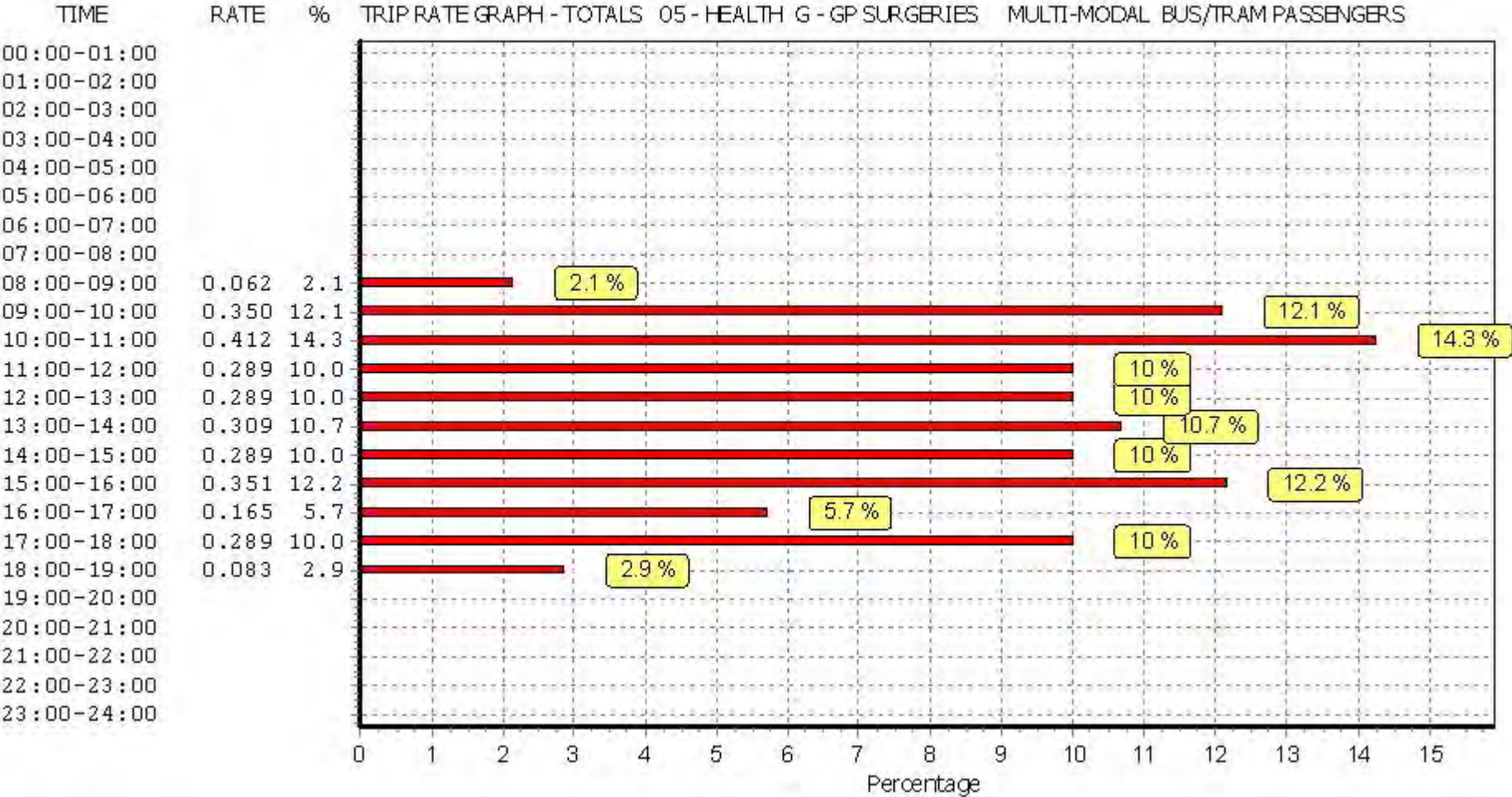
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PUBLIC TRANSPORT USERS

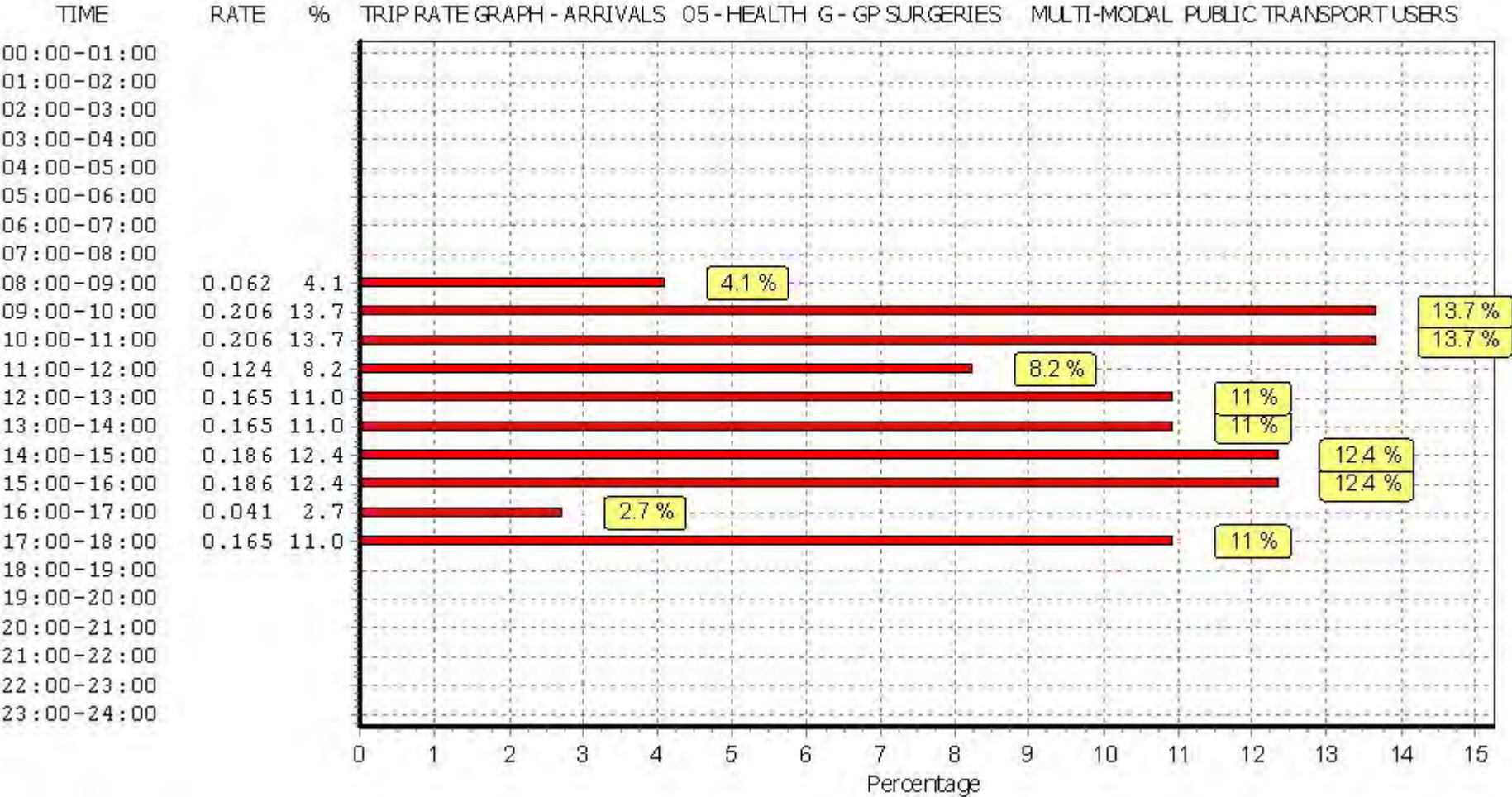
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

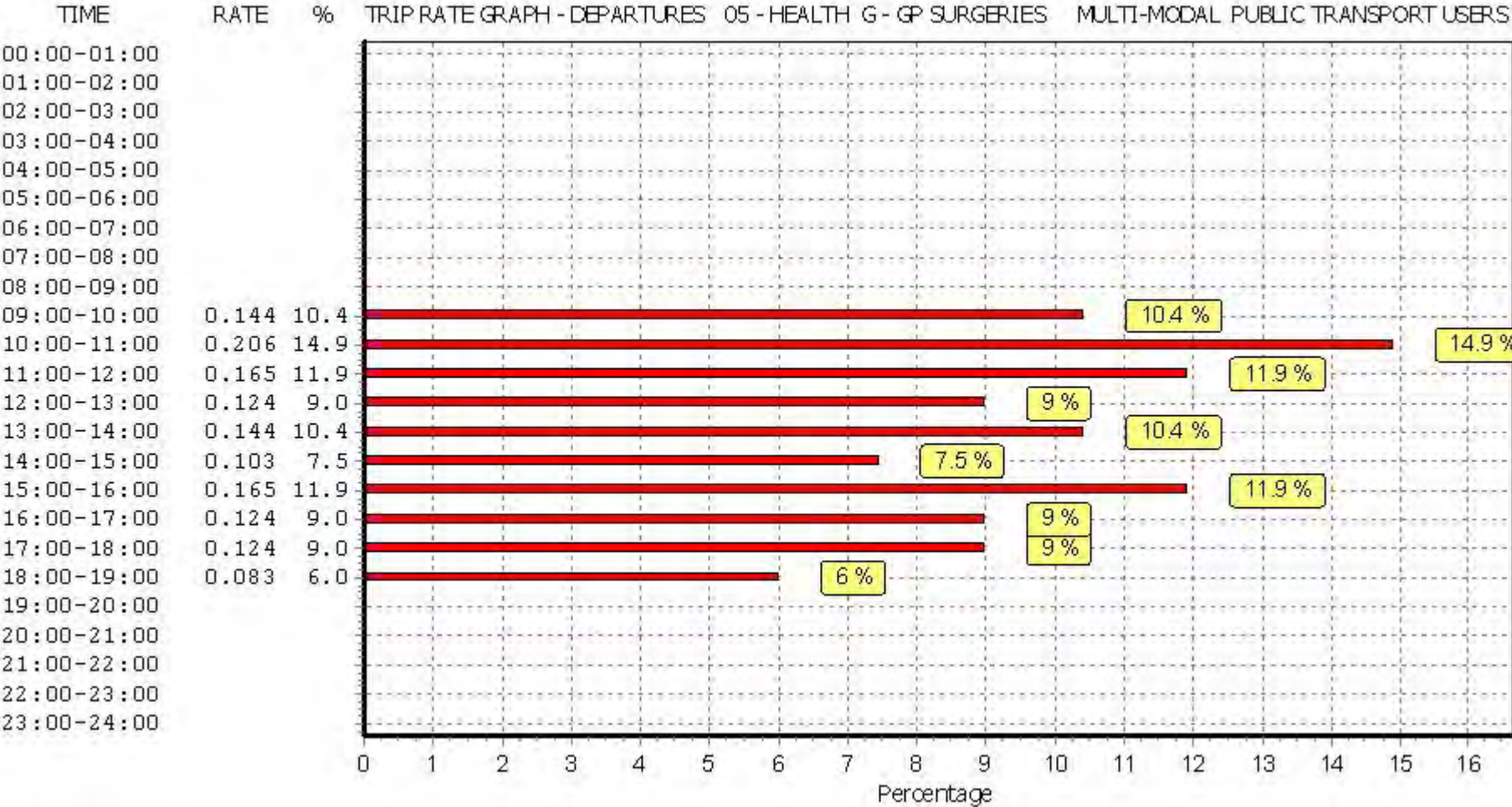
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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

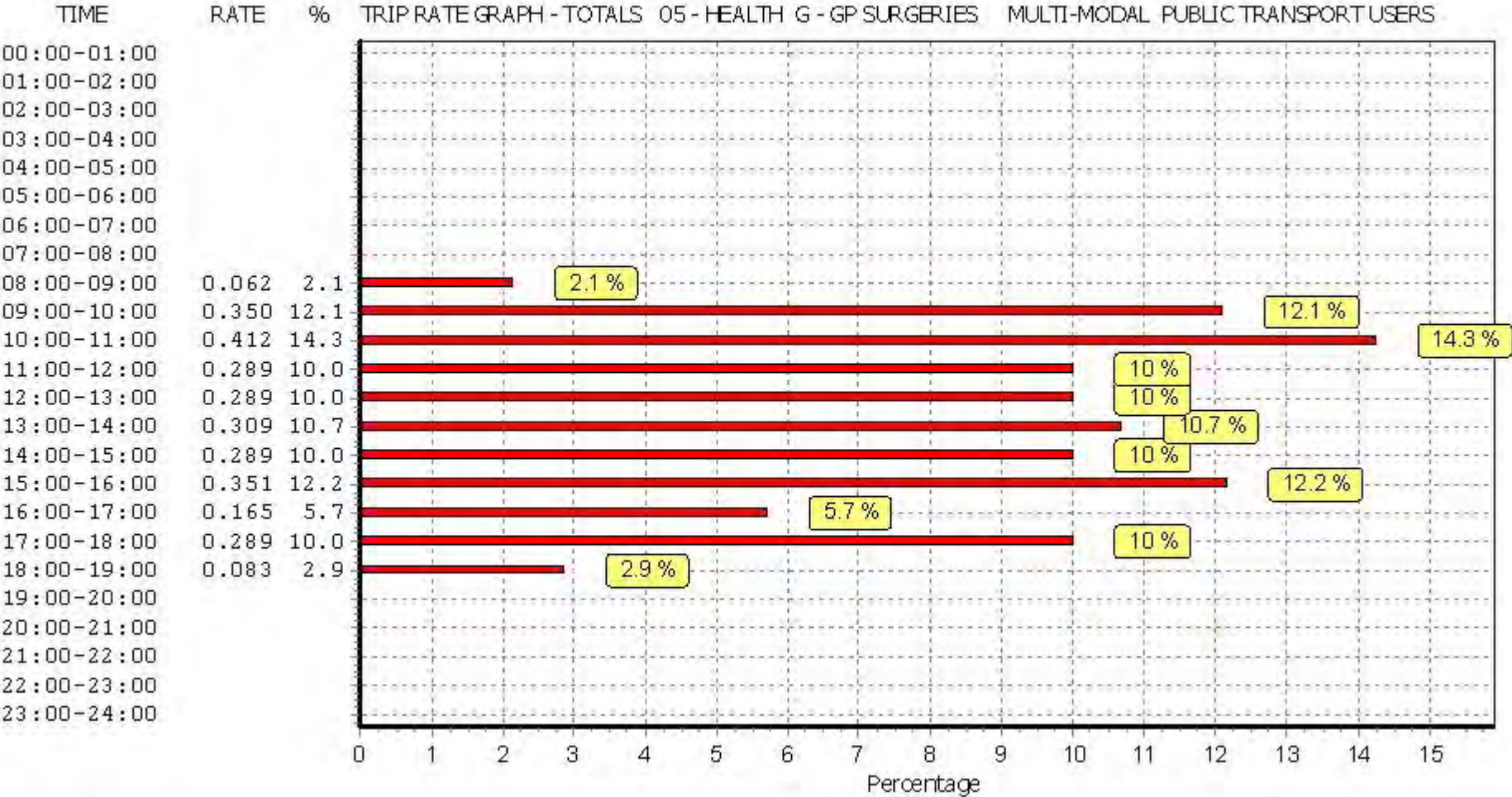
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

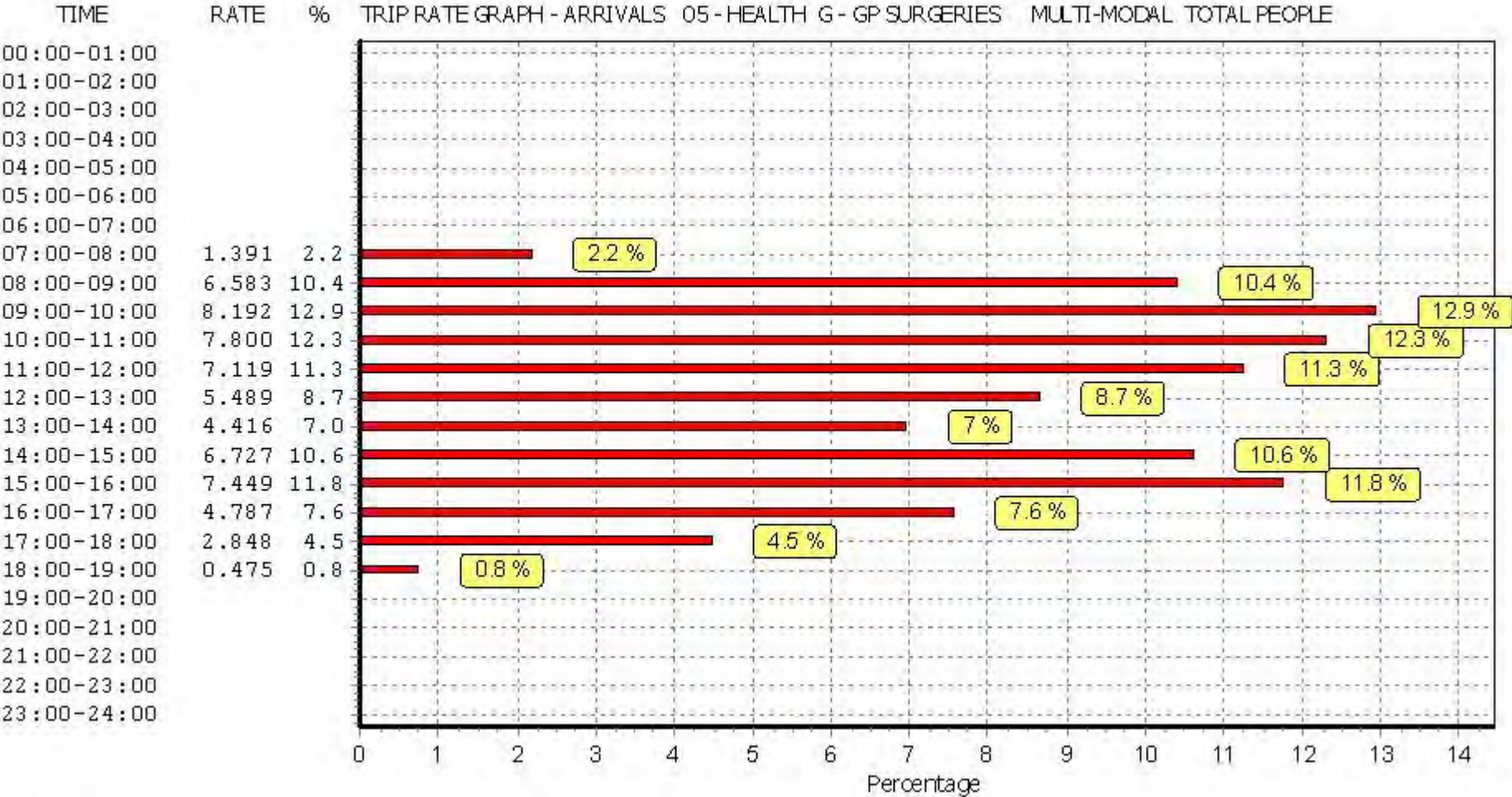
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

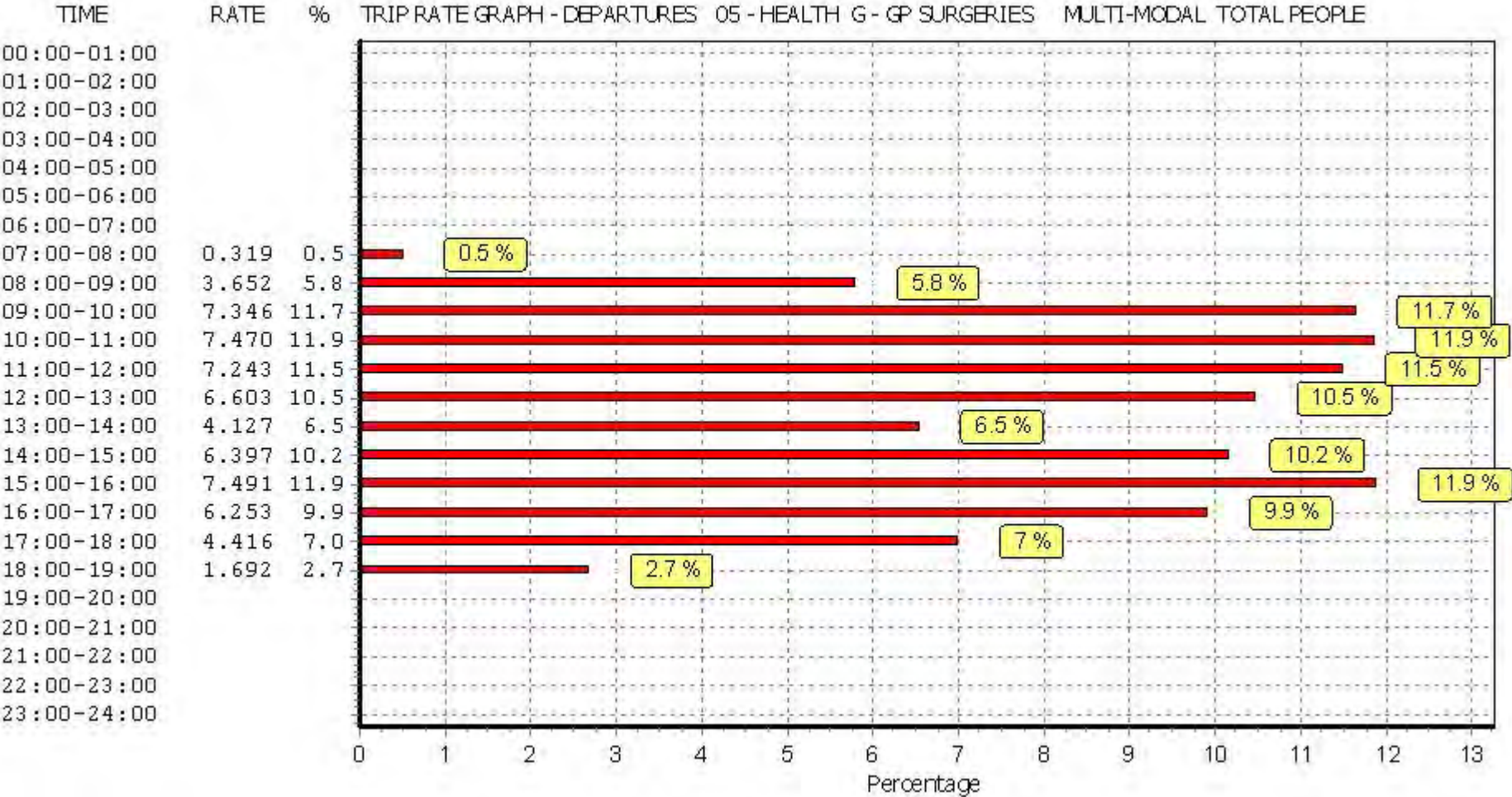
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.391	7	627	0.319	7	627	1.710
08:00 - 09:00	8	606	6.583	8	606	3.652	8	606	10.235
09:00 - 10:00	8	606	8.192	8	606	7.346	8	606	15.538
10:00 - 11:00	8	606	7.800	8	606	7.470	8	606	15.270
11:00 - 12:00	8	606	7.119	8	606	7.243	8	606	14.362
12:00 - 13:00	8	606	5.489	8	606	6.603	8	606	12.092
13:00 - 14:00	8	606	4.416	8	606	4.127	8	606	8.543
14:00 - 15:00	8	606	6.727	8	606	6.397	8	606	13.124
15:00 - 16:00	8	606	7.449	8	606	7.491	8	606	14.940
16:00 - 17:00	8	606	4.787	8	606	6.253	8	606	11.040
17:00 - 18:00	8	606	2.848	8	606	4.416	8	606	7.264
18:00 - 19:00	8	606	0.475	8	606	1.692	8	606	2.167
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			63.276			63.009			126.285

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

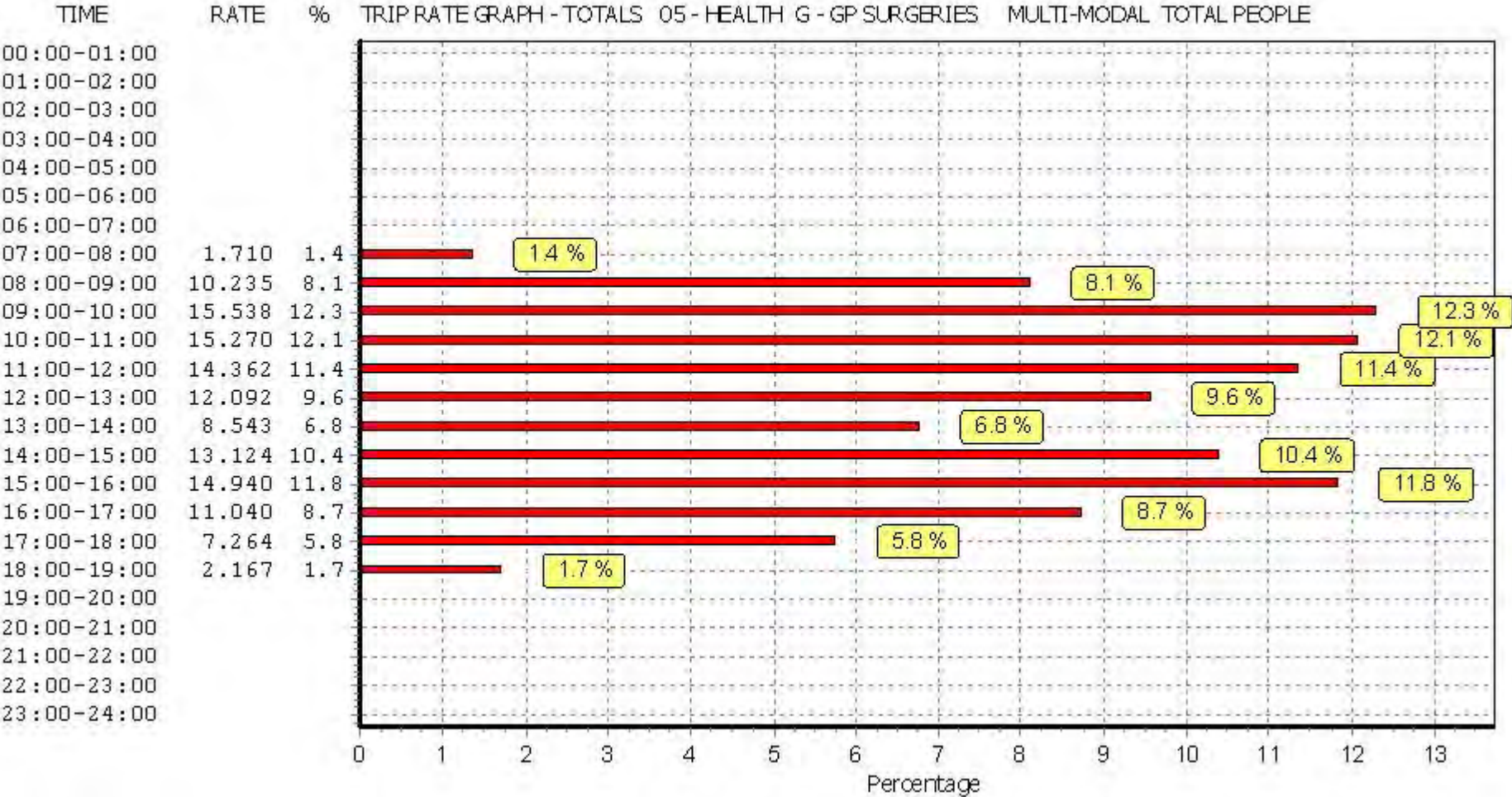
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix C NTS Tables

Table NTS0502

Trip start time by trip purpose (Monday to Friday only): England, 2010/14¹

Start time	Percentage									Unweighted sample size (trips '000s)
	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	
0000 - 0059	35	5	-	-	2	10	44	4	100	1
0100 - 0159	47	4	1	0	3	8	32	4	100	-
0200 - 0259	56	3	0	-	1	8	25	7	100	-
0300 - 0359	59	5	-	2	1	9	16	7	100	1
0400 - 0459	72	7	-	-	1	8	3	7	100	1
0500 - 0559	76	6	-	-	1	7	2	7	100	7
0600 - 0659	69	7	1	-	2	8	4	8	100	19
0700 - 0759	53	5	13	4	3	14	4	4	100	57
0800 - 0859	22	3	29	21	4	14	3	3	100	125
0900 - 0959	12	5	3	8	22	27	14	9	100	63
1000 - 1059	5	4	2	1	35	26	16	11	100	65
1100 - 1159	5	4	2	2	36	25	18	9	100	68
1200 - 1259	8	5	3	2	31	25	19	8	100	65
1300 - 1359	11	5	2	1	30	24	19	8	100	60
1400 - 1459	10	4	4	10	26	21	18	9	100	67
1500 - 1559	7	3	24	21	13	15	12	5	100	121
1600 - 1659	22	4	6	4	16	22	18	8	100	82
1700 - 1759	34	4	3	2	12	20	20	6	100	82
1800 - 1859	22	3	1	1	15	19	32	8	100	61
1900 - 1959	11	2	1	-	16	19	43	8	100	42
2000 - 2059	12	2	1	1	13	18	46	8	100	26
2100 - 2159	14	3	1	-	8	16	50	7	100	18
2200 - 2259	19	2	-	-	4	12	56	6	100	13
2300 - 2359	19	3	-	-	2	11	59	5	100	7
All day	19	4	9	7	17	19	18	7	100	1,053

1 Five survey years combined.

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[Notes & definitions](#)

Source: National Travel Survey

Last updated: 2 September 2015

Next update: Summer 2016

The figures in this table are National Statistics

Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data.

The survey results are subject to sampling error.

Department for Transport statistics

[National Travel Survey](#)

Table NTS0613

Trips to and from school¹ per child per year by main mode: England, 1995/97 to 2014

	Percentage														
Main mode	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Aged 5-16 years:															
Walk ²	47	49	43	45	45	47	46	46	44	44	42	43	41	42	42
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2	1	2
Car / van	30	29	34	33	33	32	31	31	32	31	33	33	36	34	35
Private bus	4	5	5	5	5	6	4	6	7	5	5	5	4	5	4
Local bus	15	14	14	13	14	12	14	13	14	14	16	14	14	15	13
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other transport	2	2	2	2	1	1	1	2	1	1	2	1	2	2	2
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip	2.0	2.1	2.5	2.4	2.4	2.3	2.4	2.3	2.6	2.4	2.5	2.5	2.7	2.7	2.5
% travelling	24	24	25	24	25	25	25	23	21	21	21	23	21	22	22
Unweighted sample size:															
individuals	3,166	2,950	2,237	2,751	2,744	2,701	2,563	2,557	2,478	2,633	2,525	2,286	2,320	2,350	2,518
trips	19,434	18,554	13,059	17,243	17,744	17,191	15,987	16,045	15,023	16,501	15,441	13,185	14,619	14,270	16,114
Aged 5-10 years:															
Walk ²	53	56	49	50	48	50	51	51	48	51	49	49	45	46	46
Bicycle	-	-	1	1	1	1	1	1	2	1	1	1	2	1	2
Car / van	40	37	44	42	44	42	42	41	43	42	43	44	46	46	46
Private bus	2	3	3	3	3	3	2	3	3	2	2	2	1	2	2
Local bus	3	3	2	3	3	3	3	3	4	3	4	3	4	4	3
Surface rail	0	-	0	0	0	-	-	0	0	-	-	-	-	-	0
Other transport	2	1	1	1	1	1	1	1	-	1	-	1	1	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip	1.2	1.4	1.5	1.5	1.7	1.5	1.5	1.6	1.6	1.5	1.5	1.7	1.8	1.6	1.6
% travelling	7	9	8	6	7	5	4	4	5	5	4	6	3	3	3
Unweighted sample size:															
individuals	1,671	1,505	1,142	1,353	1,353	1,306	1,269	1,241	1,173	1,272	1,239	1,117	1,177	1,234	1,249
trips	10,259	9,187	6,549	8,343	8,572	8,146	7,953	7,515	7,124	7,895	7,373	6,609	7,540	7,397	7,939
Aged 11-16 years:															
Walk ²	41	43	37	41	42	43	42	42	39	39	36	38	37	37	38
Bicycle	2	3	3	2	3	2	4	2	3	4	2	4	2	2	3
Car / van	21	21	25	24	23	23	20	22	22	22	25	22	27	23	23
Private bus	6	6	6	8	6	8	6	8	11	8	7	8	6	8	6
Local bus	27	24	24	22	23	20	25	22	22	24	26	24	23	26	24
Surface rail	1	1	2	1	1	1	2	1	1	2	2	1	2	2	3
Other transport	2	3	2	2	2	2	2	2	1	2	3	2	3	3	3
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip	2.9	2.8	3.3	3.3	3.0	3.0	3.3	3.0	3.5	3.1	3.4	3.3	3.5	3.7	3.4
% travelling	42	38	40	40	42	44	44	39	36	36	36	40	38	41	43
Unweighted sample size:															
individuals	1,495	1,445	1,095	1,398	1,391	1,395	1,294	1,316	1,305	1,361	1,286	1,169	1,143	1,116	1,269
trips	9,175	9,367	6,510	8,900	9,172	9,045	8,034	8,530	7,899	8,606	8,068	6,576	7,079	6,873	8,175

1 Education trips of under 50 miles only.

2 There is an apparent under-recording of short walks in 2002 and 2003; and short trips in 2007 and 2008 compared to other years.

3 All other modes of transport.

4 Based on main stage of trip.

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[Notes & definitions](#)

Source: National Travel Survey

Last updated: 2 September 2015

Next update: Summer 2016

The figures in this table are National Statistics

Note:

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. are applied

The survey results are subject to sampling error.

Appendix D Trade Union Congress Evidence



Britain's 3 million night workers need fair rights to work-life balance, says TUC

(<https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers>)

5 August 2015

A new report published today (Wednesday) by the TUC, *A Hard Day's Night*, shows that night working has grown since the recession, and there are now over three million employees who are regular night-workers in the UK.

The report highlights the evidence that night working can have a negative impact on work-life balance and family life.

Growth of night working

In 2014, there were 200,000 more night workers than in 2007 – a total of 3,168,000 people. This is an increase of 6.9 per cent between 2007 and 2014.

And the proportion of employees who are night workers is creeping up too. In 2007 it was 11.7 per cent of all employees, and in 2014 it had risen to 12.3 per cent.

It used to be that night workers were mainly men in manufacturing plants. Men are still more likely to be night workers. In 2014, 14.9 per cent of male employees were night workers, compared to 9.7 per cent of female employees.

However, the number of women working nights is growing at a much faster rate. Regular night working by women has increased by 12 per cent since 2007, as opposed to a 4 per cent increase for men. And the top two sectors for the total number of night workers are female dominated – care workers and nursing (including midwives).

Plans to increase public transport provision at night, and proposals for a seven-day NHS, are likely to lead to further increases in night work. And the greater availability of night-time transport may lead to more retail and leisure services adopting night opening.

The work-life balance impacts of night working

The TUC does not oppose night working, but argues that employers must properly consider and address the implications for staff. Decisions to extend night working should always involve consultation and negotiation with workers' representatives to ensure fair and safe outcomes.

The negative health impacts of night work are already well-documented, such as heightened risks of cardiovascular disease, diabetes and depression. However, less attention has been given to the impacts on home life and relationships.

A Hard Day's Night reviews the available research, which shows that night working can increase the risk of relationship problems, can affect the emotional wellbeing of a night worker's children, and is associated with higher childcare costs. But the negative impacts of night working are less when employees have more influence and control over their shift patterns.

Fairness and safety for night workers

The TUC recommends that:

- Employers and unions should ensure that night working is only introduced where necessary.
- Where night working is introduced into a workplace, no existing workers should be forced to work nights.
- Shift patterns should be negotiated between unions and employers.

- Workers should have some element of control over their rota, so that they can ensure that the shifts they work are best suited to their individual circumstances.
- Workers should always have sufficient notice of their shift patterns so they can make arrangements well in advance. Changes at short notice should be avoided.
- The remuneration paid to those working nights should properly reflect the likely additional costs of childcare and inconvenience that night shifts can entail.

TUC General Secretary Frances O'Grady said: "We all value night workers, whether they are cleaning our office, caring for a sick relative or driving all night so that there are fresh goods in our local shop. But night work is hard and it disrupts family life. So we must show our appreciation for the sacrifices night workers make by ensuring they have sensible rights and protections.

"It's not right for employers to require night working without adequate consultation and negotiation. With night work increasing, employers must play fair and play safe, or public safety will be put at risk and the families of night workers will suffer.

"We are publishing recommendations today to better protect the wellbeing of night workers, and help them give a better service to the public. We encourage the government and employers to positively engage with trade unions on fair and sensible rights for night workers, so that we continue to enjoy the social benefits night workers give us without harm to them or the public."

NOTES TO EDITORS:

- The full report A Hard Day's Night can be found at <https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf>
(<https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf>)

Proportion of the employee workforce that usually works night shifts

	Male	Female	Total
2007	14.4%	9.0%	11.7%
2014	14.9%	9.7%	12.3%

Proportion of the employee workforce that usually works night shifts by sector, 2014

Major occupation group (main job)	Male	Female	Total
Managers, Directors And Senior Officials	9.9%	7.8%	9.2%
Professional Occupations	8.7%	13.2%	11.1%
Associate Professional And Technical Occupations	15.6%	7.1%	12.0%
Administrative And Secretarial Occupations	7.4%	1.8%	3.1%
Skilled Trades Occupations	13.3%	5.9%	12.5%
Caring, Leisure And Other Service Occupations	29.6%	18.5%	20.5%

Sales And Customer Service Occupations	10.8%	5.9%	7.6%
Process, Plant And Machine Operatives	23.9%	13.2%	22.5%
Elementary Occupations	23.4%	10.9%	17.8%
Total employee workforce	14.9%	9.7%	12.3%

Top 15 sub-sectors of employment for number of night workers, 2014

Sub-occupation	Male	Female	Total
Caring Personal Services	108,807	341,522	450,329
Nursing and Midwifery Professionals	31,990	229,227	261,217
Elementary Services Occupations	121,890	88,217	210,107
Protective Service Occupations	151,971	41,425	193,396
Elementary Security Occupations	100,900	12,849	113,749
Road Transport Drivers	106,241	911	107,153
Health Professionals	51,822	43,251	95,073
Process Operatives	77,221	13,976	91,197
Sales Assistants and Retail Cashiers	47,804	40,100	87,905
Teaching and Educational Professionals	26,418	49,833	76,251
Elementary Storage Occupations	68,929	2,264	71,193
Food Preparation and Hospitality Trades	55,553	9,346	64,899
Elementary Process Plant Occupations	42,580	12,689	55,270
Machining, Fitting, Instrument Making Trades	52,462	848	53,310

Source: Office for National Statistics (ONS)

- Case study from a member of the Transport Salaried Staffs Association (TSSA):

David is a ticket officer and station assistant on London Underground. He already has shift patterns which can start as early as 5am, and finish as late as 1am. He currently works around 35 to 40 hours a week, with shifts being 7.5 hours long.

The changes London Underground Ltd (LUL) wants will not mean David working more hours, but will alter his shift pattern making him work more unsocial hours. On some days, he will also have to work longer shifts of 12 hours. Ticket staff like him are being reclassified as 'supervisors', meaning night shifts will be compulsory for them and they may also have to do solo staffing of some stations. Other new responsibilities will involve opening and closing stations, so this will likely mean earlier starts and later finishes.

David has three children aged 15 (boy), 12 (girl) and 4 (boy). His wife works evenings from 5pm to 9pm and he currently does a shift pattern that allows him to look after the children when his wife is at work. He feels he already has too little time with his wife, but this will get worse under the new terms that LUL is demanding. He currently takes his oldest boy to RAF cadets and his daughter to karate in the evenings, but with the changes that will be forced to his shift pattern he fears he will no longer be able to, so they may be to stop going. He is also worried that their childcare costs will go up. They may have to pay for evening childcare, which can be more expensive.

David is also worried about safety. One problem is that he could be required to work 7 shifts in a week, and he would only be guaranteed a 12 hour gap between an all-night shift and his next shift. He worries about handling the level of responsibility being put on him with that level of fatigue. He worries about situations like a person being taken ill on the platform, or a drunken disturbance, when he is tired-out and working a station alone. He also worries about the risk of verbal or physical abuse to staff, which he expects will happen more often on all-night services.

David said:

"London Underground wants to force big changes to the terms and conditions of staff like me without proper consultation. There will be new shift patterns, including compulsory all-night shifts and solo staffing at some stations.

"It's going to be terrible for my wife and kids. It will wreck our current childcare arrangements, and it will mean I see less of my kids. They're growing up fast and I don't want to miss out. I'm worried I'll be too tired to spend quality time with them because of chopping and changing between early morning, late evening and all-night shifts.

"I don't object to night working, but these things have to be done fairly. Anyone would feel the same if their boss suddenly expected them to work all night. I think a lot of it is politics – the Mayor shouldn't have promised a start date for night trains before negotiating fair shift arrangements with staff. He doesn't want to admit he messed up, so he's making out we're the ones to blame."

- All TUC press releases can be found at www.tuc.org.uk (<http://www.tuc.org.uk>)
- Follow the TUC on Twitter: @tucnews
- Congress 2015 will be held in the Brighton Centre from Sunday 13 September to Wednesday 16 September. Free media passes can be obtained by visiting www.tuc.org.uk/MediaCredentials2015 (<http://www.tuc.org.uk/MediaCredentials2015>) and completing an online form. Applications must be in by noon on Tuesday 25 August. Any received later than that will be processed in Brighton and will cost £75.

Press Release

Issued: 5 August, 2015

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Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Susanna Bedford 0118 9372023 susanna.bedford@reading.gov.uk
Date: 9 October 2019
Re: Consultation on Planning Application

Application Number: 191030

Application Type: Pre Application Enquiry

Address: Land at Reading Golf Club Kidmore End Road Emmer Green Reading RG4 8SQ

Proposal: Pre-application advice for erection of 337 dwellings, an 850sqm healthcare facility (Class D1) with associated open and play space and landscaping and improvements to access.

Comments made in respect of Indicative Site Layout - Drwg no. 1903/RR/P.A 04 Rev 1 and Transport Scope Doc Ref: 5501/TASR01

The site is laid out as golf course, operated by Reading Golf Club as a private membership facility. This pre-application enquiry is for a residential-led mixed-use development comprising 263no. (79 of those units affordable = 30%) residential units (32no. x 1 bed, 102no. x 2 bed, 83no. x 3 bed, 37no. x 4 bed, 9no. x 5 bed) and an 850 sqm. healthcare facility (Class D1) with associated open and play spaces, landscaping and improvements to access.

The application site has been identified within the Borough's Pre-Submission Draft Local Plan as a site for development for 90 to 130 residential homes, community provision including healthcare and replacement clubhouse. It is also noted that any development should *"Take measures to mitigate impacts on the highway network, particularly on Kidmore End Road."*

Policy DM12 states that in determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

The current site access is located on Kidmore End Road and it is intended to retain and improve this access to accommodate the development.

As the site is situated on one of the Borough's Main Transport Corridors classified as the A4155, all proposals should comply with Reading Borough Council's Design Guidance for Residential Accesses on to Classified Roads to ensure that the safety and efficiency of the classified road network is maintained and enhanced by the design for access to new development. This document is available to view on line.

It is stated that Reading Golf Club is moving to Caversham Heath Golf Club. However, there is a large area of land to the north of the development site within South Oxfordshire administrative area which forms part of the existing golf club. The proposed layout does not include a means of access into this land. The applicant is requested to clarify the

future intentions for the land to the north of the development site and how this will be accessed.

The internal roads should be designed in line with Manual for Streets and provisions should be made for emergency access. The proposed layout must include dedicated footways for pedestrians throughout the site. Shared surfaces are acceptable for short distances such as private driveways.

Manual For Streets states (7.2.10 Page 81): “However, shared surfaces can cause problems for some disabled people. People with cognitive difficulties may find the environment difficult to interpret. In addition, the absence of a conventional kerb poses problems for blind or partially-sighted people, who often rely on this feature to find their way round. It is therefore important that shared surface schemes include an alternative means for visually impaired people to navigate by”. This must be factored into the design of the road and footway network within the site.

Bus stops are located on Kidmore end Road in close proximity to the site access and egress, providing services into Reading Town centre and Reading Train Station (Premier Routes 23 and 24). The Transport Statement must assess the distances to public transport service from the dwellings along the northern boundary given that the proposed layout would not support a bus service.

Pedestrian and cycle permeability must also be considered within the site. Opportunities to provide direct links to bus stops and local facilities within the area must be incorporated within the design. There is an existing service road/track along the north eastern boundary of the site which provides an opportunity for a more direct pedestrian route to the dwellings located along the northern boundary. This link is not illustrated on the indicative site layout. Improved permeability would help promote alternative modes reducing car journeys to and from the site in accordance with the with the NPPF.

The Institute of Highways and Transportation’s (IHT’s) guidance, Guidelines for Providing for Journeys on Foot (2000) refers to the following points:

3.23. Pedestrian desire lines (current and post-development) should be identified, between homes and key destinations, such as local shops, bus stops and schools. Existing movement patterns, where applicable, may give a good indication of desire lines but some may be obstructed by barriers. Paths worn across grass are good clues. These should then be translated into routes, whilst minimising walking distances and eliminating or reducing any deterrents. The success of this will vary depending on whether the site is a green field, or already partially developed hence possibly frustrating some desire lines.

4.11. For every three journeys made entirely on foot, one journey is made partly on foot, usually a combination of bus and walk (DETR, 1998). It is vital, therefore, that walking is seen as an integral part of the total transport system and that walking and other modes are planned and designed in an integrated way.

The Transport Assessment scoping note identifies the following junctions for analysis:

- ▣ Golf Course Access / Kidmore End Road / Chalgrove Way
- ▣ Grove Road / Kidmore End Road
- ▣ Kidmore End Road / Peppard Road / Buckingham Drive double junction
- ▣ Peppard Road / Klin Road / Caversham Park Road
- ▣ Peppard Road / Prospect Street / Henley Road / Westfield Road

The capacity impacts of development traffic will be assessed at each of the junctions for Base Year: 2019, Future Base 2024 and Future Base + Development (350 Homes).

I have some concerns regarding Section 8 of the scoping note regarding the highway trip assignment. It is proposed to assign vehicle trips onto the local highway network using an 'all or nothing' assignment tool which assigns traffic to the network via the fastest route based on rush hour average speeds. Whilst I am happy for this approach to be used, it should also be compared against junction capacity assessments using the existing turning count movements at the junctions for a robust assessment.

Policy CS24 states that car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

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, the development would be required to provide a parking provision of 2 spaces per 4-bedroom dwelling.

- 1.5 spaces per 1 or 2 bedroom unit
- 2 spaces per 3 bedroom unit
- 2 spaces per 4 bedroom unit
- 1 space per 4 dwellings for visitor parking (Flats only)
- 3 spaces per consulting room + 1 per FTE staff for D1 Healthcare Centre

Cycle parking should be provided in line with Council's adopted Parking Standards and Design SPD Section 5. The SPD notes 0.5 cycle spaces is required for 1 or 2 bedroom flat, 1 space is required for 1 bedroom dwellings and 2 spaces are required for 2+ bedroom houses.

The Council's Local Transport Plan 3 Strategy 2011 - 2026 includes policies for investing in new infrastructure to improve connections throughout and beyond Reading which include a network of publicly available Electric Vehicle (EV) charging points to encourage and enable low carbon or low energy travel choices for private and public transport. Policy TR5 of the emerging Local Plan also states that development should make the following provision for electric vehicle charging points:

- *All new houses with dedicated off-street parking should provide charging points;*
- *Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.*

Transport Assessment scoping note states that the development will be designed to accommodate appropriate vehicles used for servicing and deliveries. Tracking diagrams should be included.

Bin storage should comply with Manual for Streets and British Standard 5906: 2005 for Waste Management in Buildings to avoid the stationing of service vehicles on the carriageway for excessive periods.

The Council's Waste Management Guidelines for Property Developers is available to view on line which provides guidance and information about Reading Borough Council's

requirements for the management of waste in new developments. This will ensure that the correct capacity and type of waste bins are located in the right place in new residential property developments.

The above points may not be exhaustive as it is difficult to fully assess the proposal from an indicative layout plan without a full Transport Assessment and supporting information.

Regards

Natalie Lucas

Transport Development Control Officer

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

Appendix C Traffic Surveys



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 1 – Kidmore End Road/Chalgrove Way

Client: Peter Brett

Date: 25/06/2019

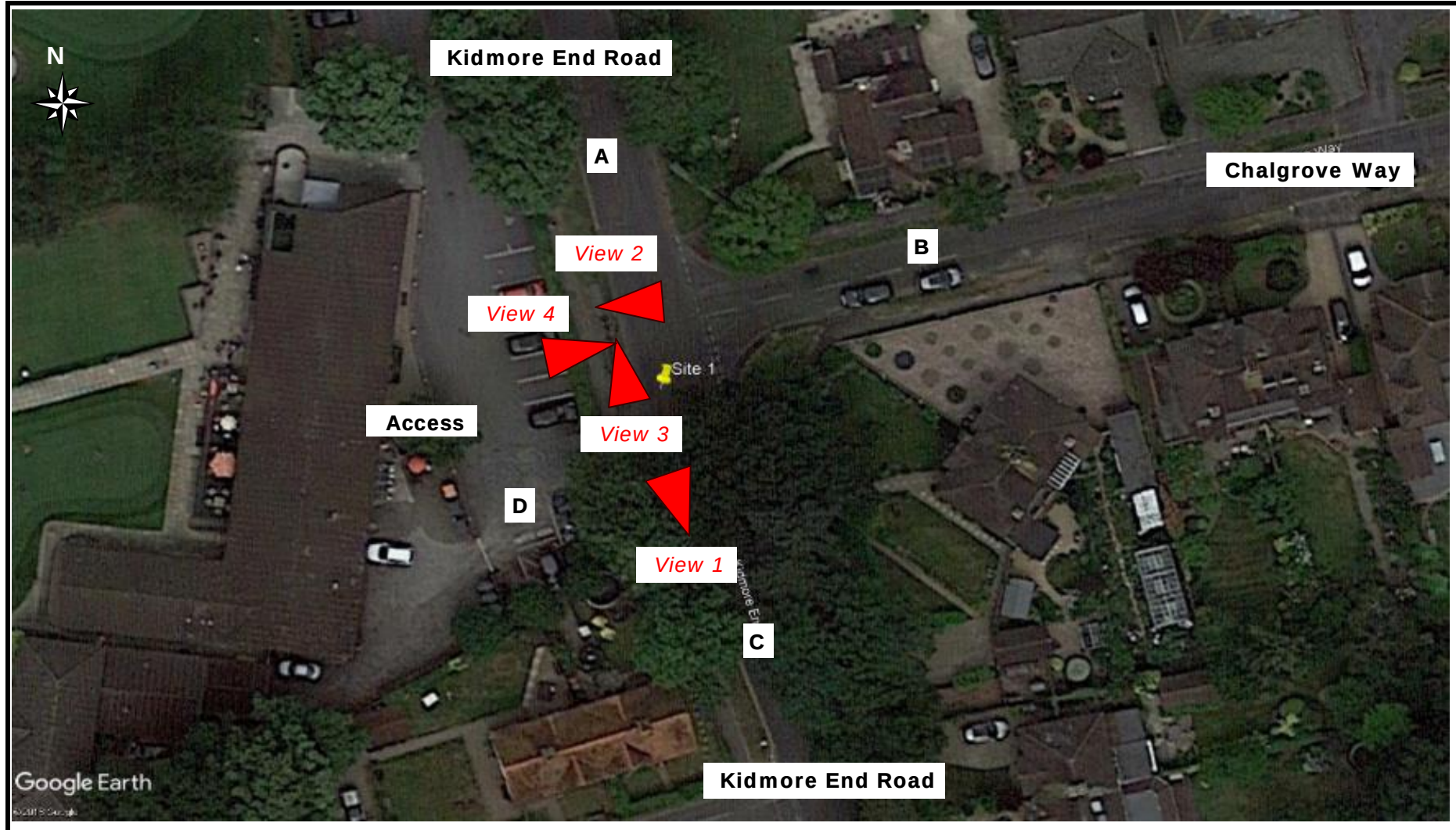
Weather: Bright and Dry

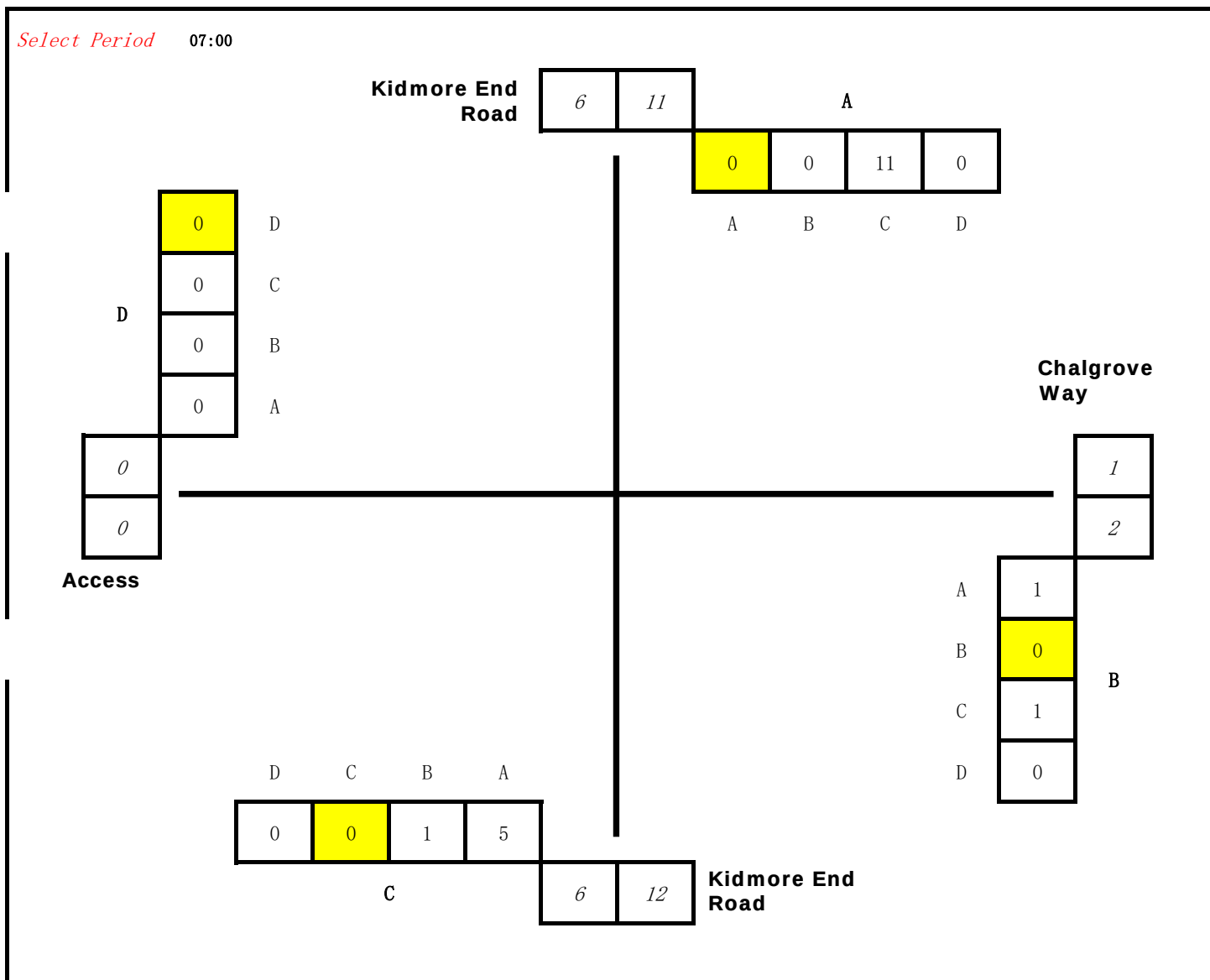
Comments: none

Job Type: Junction Count

Co-ordinates: $51^{\circ} 29' 7.32''\text{N}$, $0^{\circ} 57' 54.67''\text{W}$

Postcode: RG4 8SG

Times: 0700-1000
1600-1900



Advanced Transport Research
Site 1 - Kidmore End Road/Chalgrove Way
Classified Counts

	A to A							A to B							A to C							A to D							B to A							B to B							B to C							B to D								
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV							
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1					
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	1	1	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3					
07:30 - 07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3					
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4					
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	2					
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08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	3					
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0					
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09:15 - 09:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1					
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2					
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18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1					
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C to A					C to B							C to C							C to D							D to A							D to B							D to C							D to D						
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc							
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ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 1 – Kidmore End Road/Chalgrove Way

Client: Peter Brett

Date: 25/06/2019

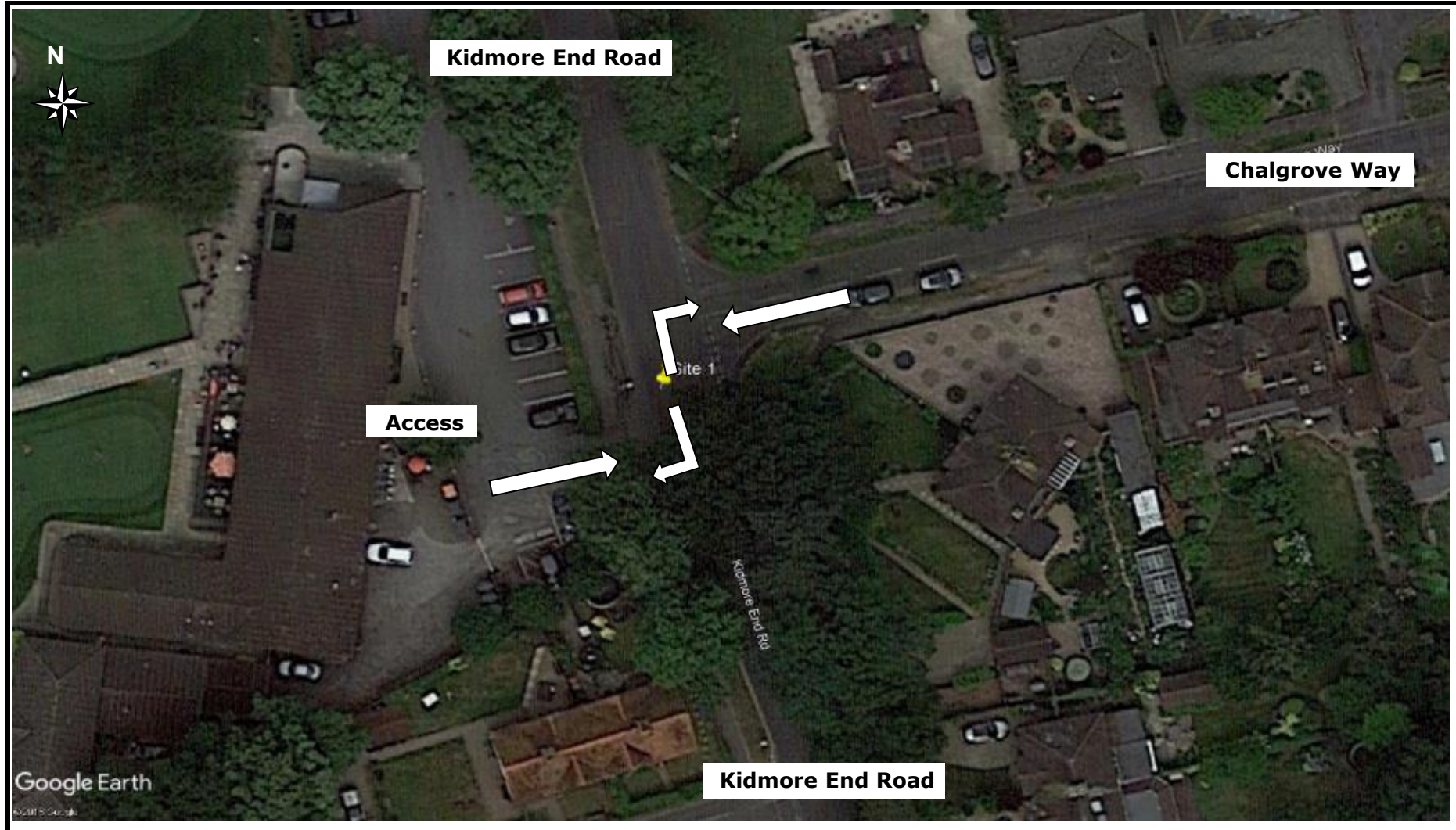
Weather: Bright and dry

Comments: none

Job Type: Queue Lengths

Co-ordinates: 51° 29' 7.32"N, 0° 57' 54.67"W

Postcode: RG4 8SG

Times: 0700-1000
1600-1900

	Chalgrove Way		Kidmore End Road NB Right-Turn		Access		Kidmore End Road SB Right-Turn	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
07:00 - 07:05	1		0		0		0	
07:05 - 07:10	0		0		0		0	
07:10 - 07:15	0		0		0		0	
07:15 - 07:20	1		0		0		0	
07:20 - 07:25	0		0		0		0	
07:25 - 07:30	0		0		0		0	
07:30 - 07:35	0		0		0		0	
07:35 - 07:40	0		0		0		0	
07:40 - 07:45	0		0		0		0	
07:45 - 07:50	0		0		0		0	
07:50 - 07:55	1		0		0		0	
07:55 - 08:00	2		0		0		0	
08:00 - 08:05	0		0		0		0	
08:05 - 08:10	1		0		0		0	
08:10 - 08:15	0		0		0		0	
08:15 - 08:20	1		0		0		0	
08:20 - 08:25	0		0		0		0	
08:25 - 08:30	0		0		0		0	
08:30 - 08:35	0		0		0		0	
08:35 - 08:40	0		0		0		0	
08:40 - 08:45	0		0		0		0	
08:45 - 08:50	0		0		0		0	
08:50 - 08:55	0		0		0		0	
08:55 - 09:00	1		1		0		0	
09:00 - 09:05	1		0		0		0	
09:05 - 09:10	0		0		0		0	
09:10 - 09:15	0		0		0		0	
09:15 - 09:20	0		0		0		0	
09:20 - 09:25	0		0		0		0	
09:25 - 09:30	0		0		0		0	
09:30 - 09:35	0		0		0		0	
09:35 - 09:40	0		0		0		0	
09:40 - 09:45	0		0		0		0	
09:45 - 09:50	0		0		0		0	
09:50 - 09:55	0		0		0		0	
09:55 - 10:00	0		0		0		0	

Count in Vehicles

Lane 1 = Nearest Kerb

	Chalgrove Way		Kidmore End Road NB Right-Turn		Access		Kidmore End Road SB Right-Turn	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
16:00 - 16:05	0		0		1		0	
16:05 - 16:10	0		0		0		0	
16:10 - 16:15	0		1		0		0	
16:15 - 16:20	1		0		1		0	
16:20 - 16:25	0		0		0		0	
16:25 - 16:30	0		0		0		0	
16:30 - 16:35	0		0		0		0	
16:35 - 16:40	1		0		0		0	
16:40 - 16:45	0		0		0		0	
16:45 - 16:50	1		0		1		0	
16:50 - 16:55	0		0		1		0	
16:55 - 17:00	0		0		0		0	
17:00 - 17:05	0		0		0		0	
17:05 - 17:10	0		0		0		0	
17:10 - 17:15	1		0		0		0	
17:15 - 17:20	0		0		0		0	
17:20 - 17:25	1		0		0		0	
17:25 - 17:30	0		0		0		0	
17:30 - 17:35	0		0		0		0	
17:35 - 17:40	0		0		0		0	
17:40 - 17:45	0		0		1		0	
17:45 - 17:50	0		0		0		0	
17:50 - 17:55	0		0		0		0	
17:55 - 18:00	0		0		0		0	
18:00 - 18:05	1		0		0		0	
18:05 - 18:10	0		0		0		0	
18:10 - 18:15	1		0		0		0	
18:15 - 18:20	0		0		0		0	
18:20 - 18:25	0		0		0		0	
18:25 - 18:30	0		0		1		0	
18:30 - 18:35	1		0		0		0	
18:35 - 18:40	0		0		1		0	
18:40 - 18:45	0		0		0		0	
18:45 - 18:50	0		0		0		0	
18:50 - 18:55	0		0		0		0	
18:55 - 19:00	0		0		0		0	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 2 – Grove Road/Kidmore End Road

Client: Peter Brett

Date: 25/06/2019

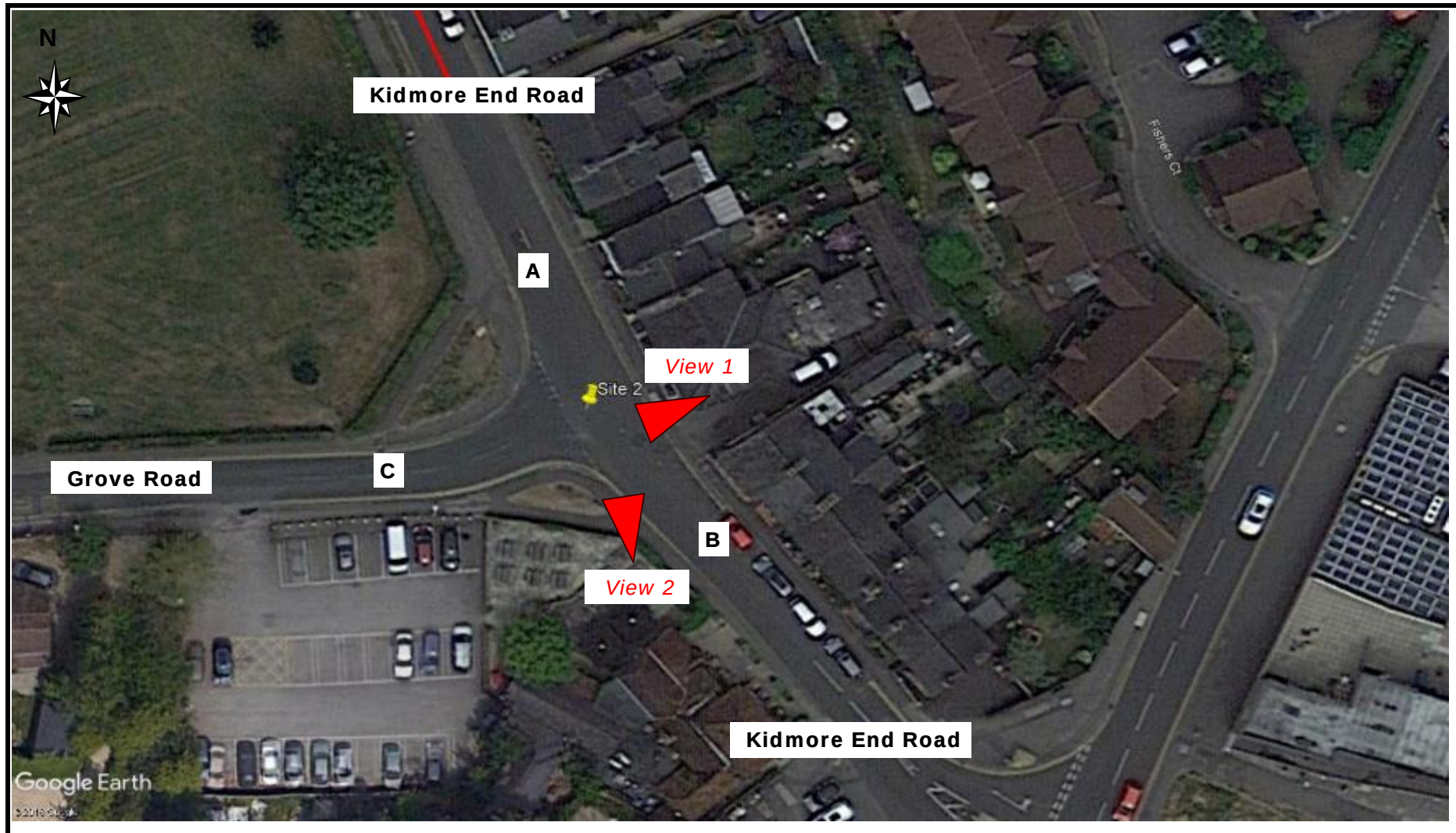
Weather:

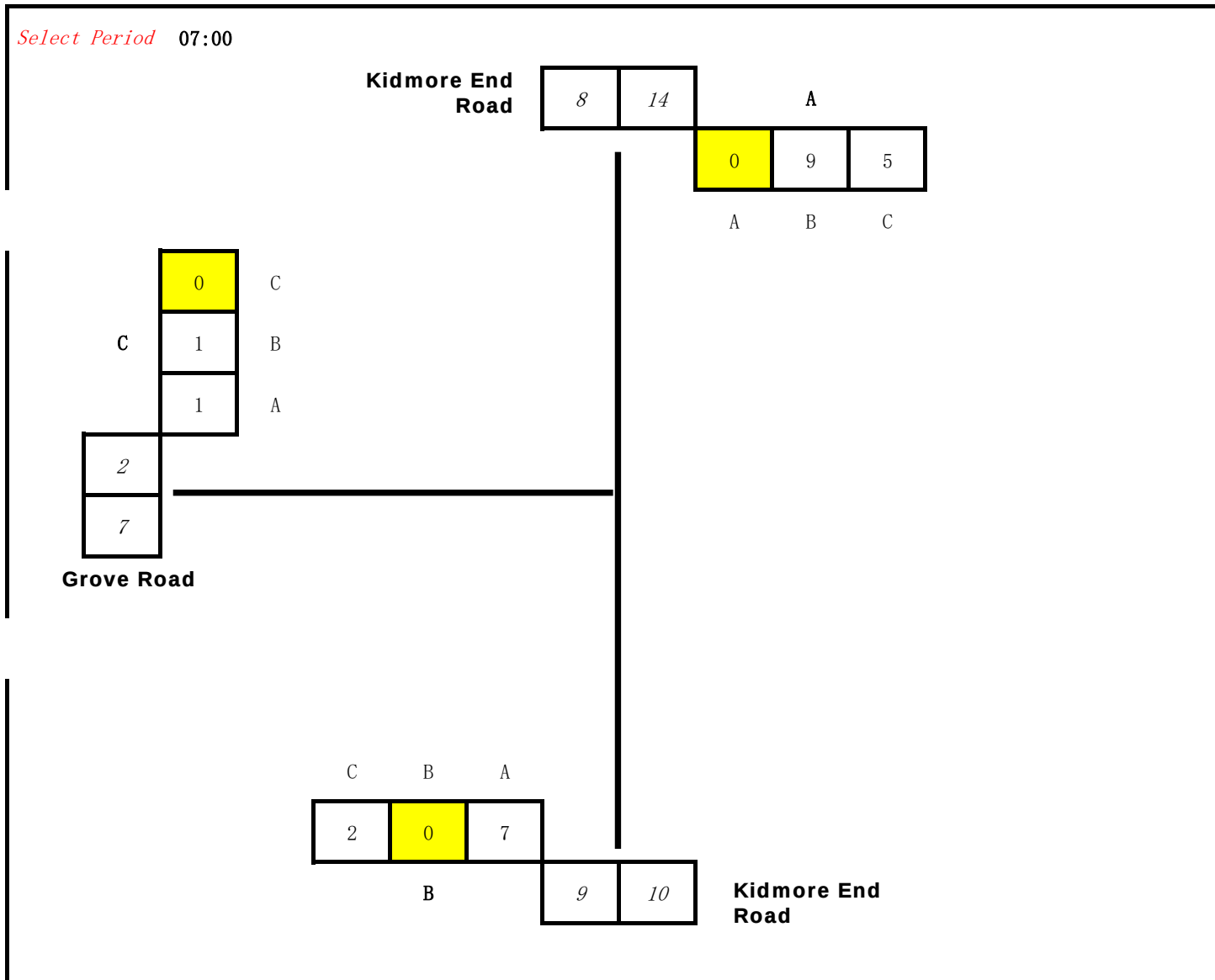
Comments:

Job Type: Junction Count

Co-ordinates: 51° 29' 0.30"N, 0° 57' 50.02"W

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



16:00 - 16:15	0	0	0	0	0	0	0	12	2	1	0	0	0	0	11	1	0	0	1	0	0	8	2	1	0	0	0	0	1	0	0	0	0	0	0	5	0	0	0	0	0	0	7	2	0	0	1	0	2	5	1	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	7	0	0	0	0	0	0	10	2	0	0	1	0	0	18	0	0	0	0	0	2	0	0	0	0	0	0	4	0	0	0	7	0	0	0	0	1	6	1	0	0	1	1	0	0	0					
16:30 - 16:45	0	0	0	0	0	0	0	11	2	0	0	0	0	0	5	0	1	0	0	0	2	17	0	1	0	0	0	0	0	0	0	0	0	6	0	0	0	8	8	2	1	0	1	0	0	9	0	0	0	0	2	0	0					
16:45 - 17:00	0	0	0	0	0	0	0	16	0	0	0	0	2	2	9	0	0	0	1	0	1	21	2	0	0	0	0	1	0	0	0	0	0	0	3	4	0	0	0	0	5	5	2	1	0	0	0	0	9	2	0	0	0	0	5	1	0	
17:00 - 17:15	0	0	0	0	0	0	0	13	1	0	0	0	0	1	7	0	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	3	8	1	0	0	1	0	0	1	0	0	0	0	0					
17:15 - 17:30	0	0	0	0	0	0	0	11	2	0	0	0	0	1	4	0	0	0	1	0	0	18	3	0	0	0	0	1	0	0	0	0	0	0	8	1	0	0	0	3	8	1	0	0	0	0	1	2	1	0	0	0	0	0	0			
17:30 - 17:45	0	0	0	0	0	0	0	11	2	0	0	0	1	0	9	0	0	0	0	0	1	21	1	0	0	0	1	1	0	0	0	0	0	0	7	1	0	0	0	0	2	8	0	0	0	1	0	2	4	1	0	0	0	0	6	0	0	
17:45 - 18:00	0	0	0	0	0	0	0	24	1	0	0	0	0	1	6	0	0	0	1	0	0	22	1	0	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	1	13	0	0	0	0	0	2	5	1	0	0	0	0	0	0		
18:00 - 18:15	0	0	0	0	0	0	0	17	2	0	0	0	0	11	0	0	0	0	0	0	18	1	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0	1	0	1	2	1	0	0	0	0	2	0	0	0	0					
18:15 - 18:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	7	0	0	1	0	0	16	0	0	0	0	0	2	0	0	0	0	0	8	1	0	0	0	0	2	10	2	0	0	0	0	0	0	9	0	0	0	0	0	0	0			
18:30 - 18:45	1	0	0	0	0	0	0	13	2	1	0	0	0	2	9	0	0	0	0	0	22	4	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	1	5	0	0	0	1	0	0	5	0	0	0	0	0	0	0				
18:45 - 19:00	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	1	0	0	12	0	0	0	0	0	1	0	0	0	0	0	0	10	1	0	0	0	5	7	0	0	0	0	0	0	2	0	0	0	0	0	0	0				

sham
ne 2019

C to C				
OGV1	OGV2	FSV	M/B	Cyc
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

[illegible]



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 2 – Grove Road/Kidmore End Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 2 - Grove Road/Kidmore End Road

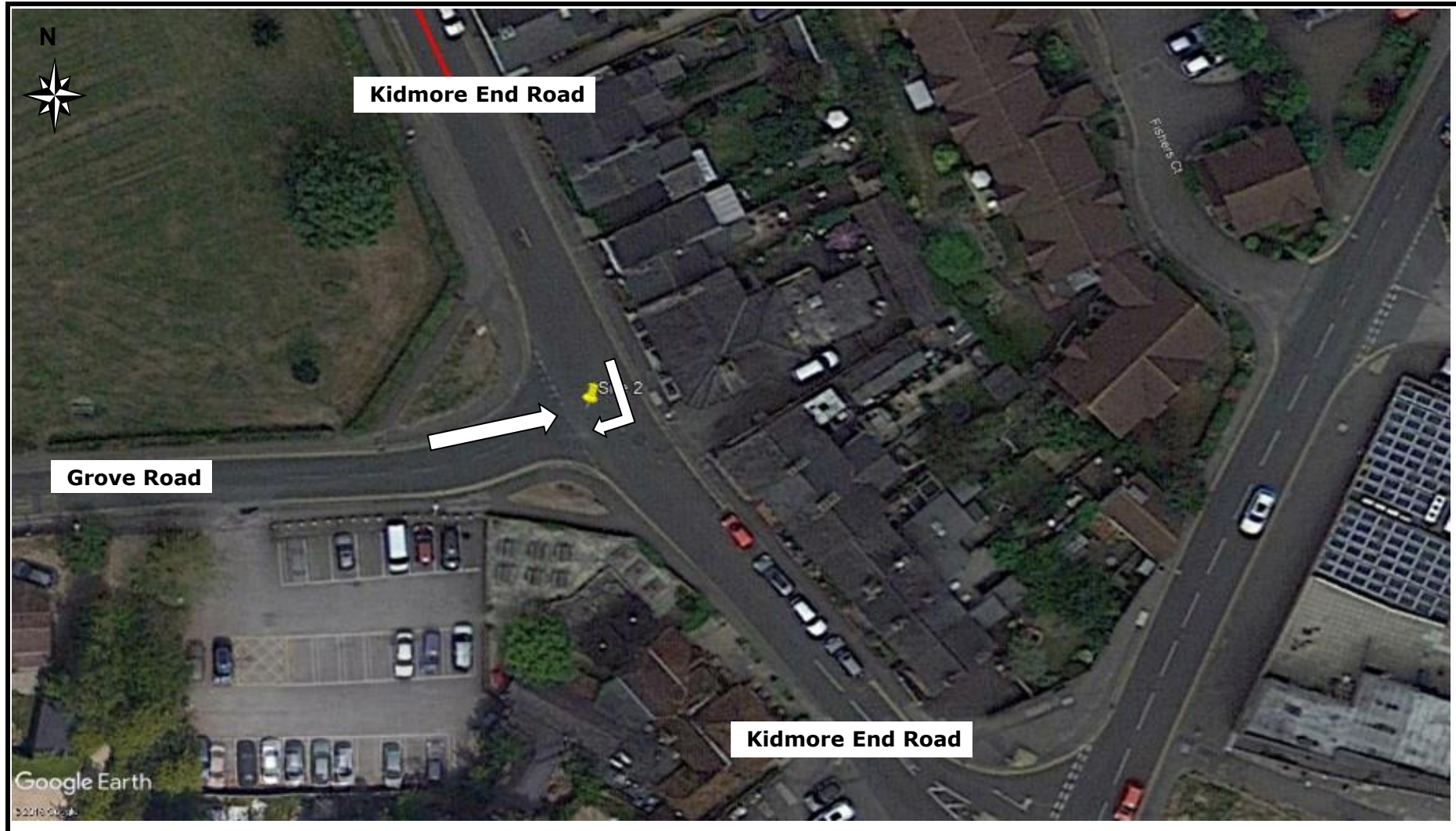
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 29' 0.30"N, 0° 57' 50.02"W

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



	Grove Road		Kidmore End Road SB Right- Turn	
Times	Lane 1		Lane 1	
07:00 - 07:05	0		0	
07:05 - 07:10	0		0	
07:10 - 07:15	0		0	
07:15 - 07:20	0		0	
07:20 - 07:25	1		0	
07:25 - 07:30	1		0	
07:30 - 07:35	1		0	
07:35 - 07:40	1		1	
07:40 - 07:45	2		0	
07:45 - 07:50	1		0	
07:50 - 07:55	2		0	
07:55 - 08:00	1		0	
08:00 - 08:05	1		0	
08:05 - 08:10	0		0	
08:10 - 08:15	3		1	
08:15 - 08:20	3		0	
08:20 - 08:25	1		0	
08:25 - 08:30	3		0	
08:30 - 08:35	3		3	
08:35 - 08:40	2		2	
08:40 - 08:45	2		1	
08:45 - 08:50	0		0	
08:50 - 08:55	0		0	
08:55 - 09:00	1		1	
09:00 - 09:05	1		0	
09:05 - 09:10	2		0	
09:10 - 09:15	1		0	
09:15 - 09:20	0		0	
09:20 - 09:25	2		0	
09:25 - 09:30	0		0	
09:30 - 09:35	0		0	
09:35 - 09:40	0		0	
09:40 - 09:45	0		0	
09:45 - 09:50	1		0	
09:50 - 09:55	1		0	
09:55 - 10:00	1		0	

Count in Vehicles

Lane 1 = Nearest Kerb

	Grove Road		Kidmore End Road SB Right- Turn	
Times	Lane 1		Lane 1	
16:00 - 16:05	1		0	
16:05 - 16:10	0		0	
16:10 - 16:15	1		0	
16:15 - 16:20	2		0	
16:20 - 16:25	2		0	
16:25 - 16:30	1		0	
16:30 - 16:35	1		0	
16:35 - 16:40	1		0	
16:40 - 16:45	2		0	
16:45 - 16:50	2		0	
16:50 - 16:55	2		0	
16:55 - 17:00	2		0	
17:00 - 17:05	0		0	
17:05 - 17:10	0		0	
17:10 - 17:15	0		0	
17:15 - 17:20	1		0	
17:20 - 17:25	0		0	
17:25 - 17:30	1		0	
17:30 - 17:35	1		0	
17:35 - 17:40	1		1	
17:40 - 17:45	1		0	
17:45 - 17:50	2		0	
17:50 - 17:55	2		0	
17:55 - 18:00	1		0	
18:00 - 18:05	1		1	
18:05 - 18:10	1		0	
18:10 - 18:15	0		0	
18:15 - 18:20	1		0	
18:20 - 18:25	1		0	
18:25 - 18:30	1		0	
18:30 - 18:35	0		0	
18:35 - 18:40	2		1	
18:40 - 18:45	1		0	
18:45 - 18:50	1		0	
18:50 - 18:55	1		1	
18:55 - 19:00	0		0	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 3 – Kidmore End Road/Buckingham Drive

Client: Peter Brett

Date: 25/06/2019

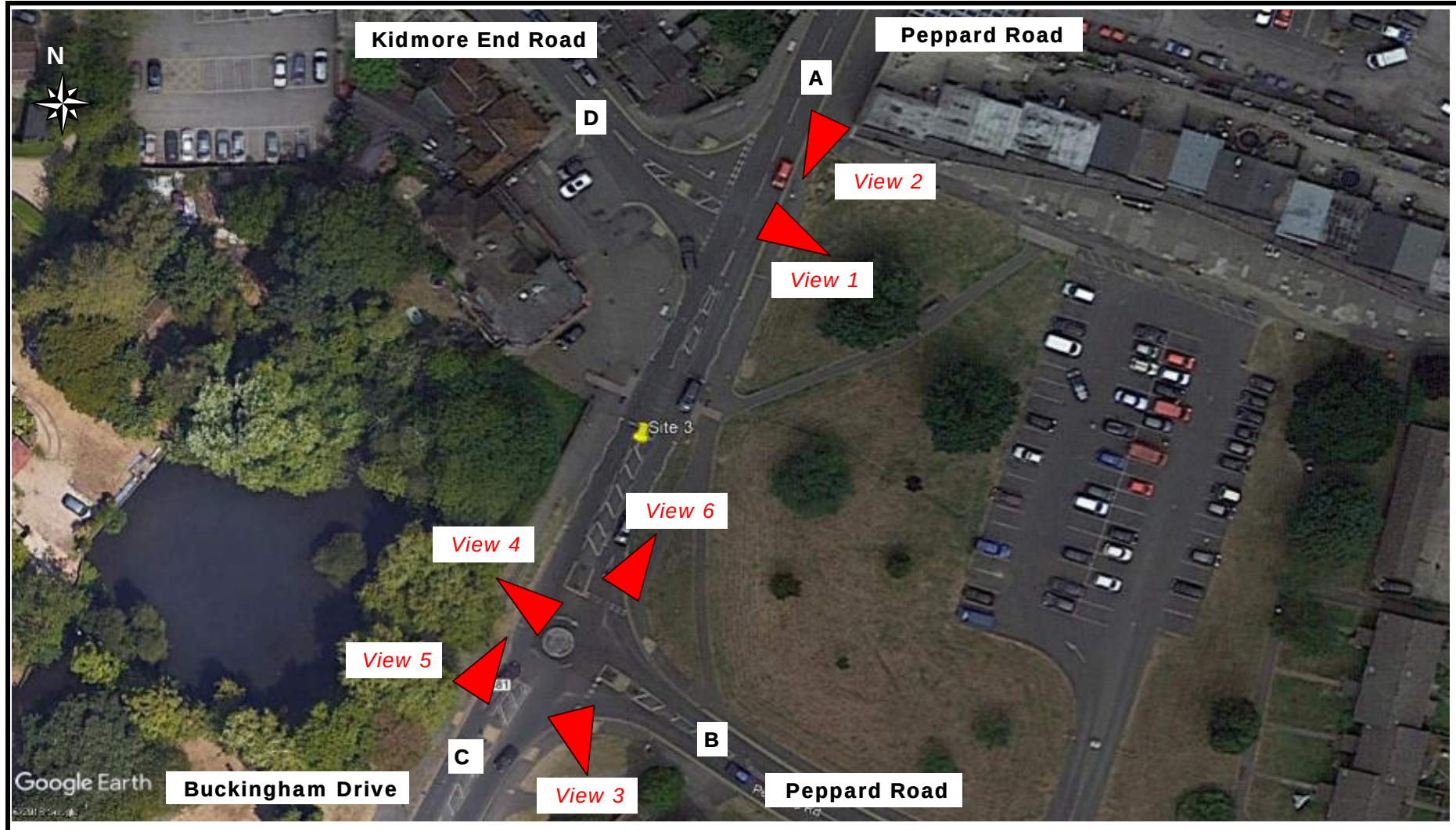
Weather: Bright and dry

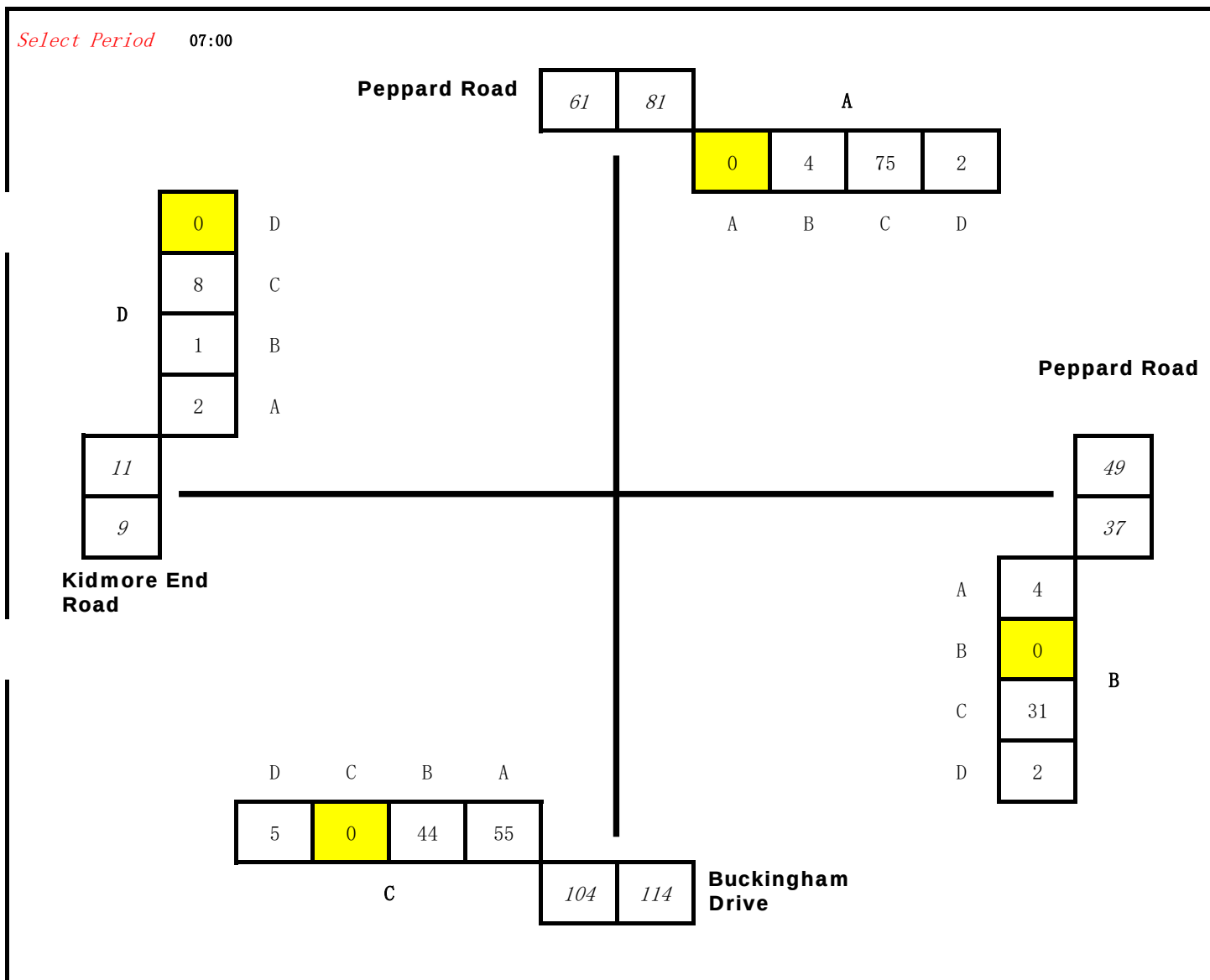
Comments: none

Job Type: Junction Count

Co-ordinates: $51^{\circ} 28' 57.74''\text{N}$, $0^{\circ} 57' 48.40''\text{W}$

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



Advanced Transport Research
Site 3 - Kidmore End Road/Buckingham Drive
Classified Counts

	A to A							A to B							A to C							A to D							B to A							B to B							B to C							B to D									
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV								
07:00 - 07:15	0	0	0	0	0	0	0	3	0	0	0	1	0	0	63	8	2	1	0	1	0	1	0	1	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27	4	0	0	0	0	0	1	1	0	0	0	0	0	41	9
07:15 - 07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	88	10	2	1	2	0	5	1	1	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	6	1	0	0	0	0	2	1	0	0	0	0	0	67	18
07:30 - 07:45	0	0	0	0	0	0	0	3	0	0	0	1	0	0	98	10	1	0	0	1	2	1	0	1	0	1	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	33	6	1	0	0	0	0	0	4	0	0	0	0	0	0	87	25
07:45 - 08:00	0	0	0	0	0	0	0	5	3	0	0	0	0	0	90	9	2	1	1	1	2	4	1	0	0	0	1	0	5	1	1	0	1	0	0	0	0	0	0	0	0	46	7	2	0	0	1	0	6	0	0	0	0	0	0	78	15		
08:00 - 08:15	0	0	0	0	0	0	0	4	1	0	0	1	0	0	88	13	3	1	1	1	5	5	0	0	0	0	0	0	13	2	0	0	1	0	0	0	0	0	0	0	0	43	5	0	0	0	1	1	3	0	0	0	0	0	0	87	20		
08:15 - 08:30	0	0	0	0	0	0	0	6	0	0	0	0	0	1	87	7	2	2	1	0	2	4	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	77	10	1	0	0	0	0	1	4	0	0	0	0	0	0	106	13		
08:30 - 08:45	0	0	0	0	0	0	0	14	2	0	0	1	0	0	109	6	4	0	0	0	1	8	0	0	0	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	58	7	1	0	0	0	0	0	11	2	0	0	0	0	0	94	12		
08:45 - 09:00	0	0	0	0	0	0	0	7	3	1	0	1	0	0	85	9	1	0	1	1	0	4	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	62	1	0	0	0	0	1	3	0	0	0	0	0	0	106	13			
09:00 - 09:15	0	0	0	0	0	0	0	11	0	0	0	1	0	0	93	9	2	0	0	1	1	2	1	0	0	0	0	0	12	0	1	0	0	0	0	0	0	0	0	0	57	2	1	0	0	0	0	0	6	0	0	0	0	0	0	92	8		
09:15 - 09:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	92	8	1	1	1	0	0	2	1	0	0	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	43	8	0	0	0	1	0	2	0	0	0	0	0	0	59	15			
09:30 - 09:45	0	0	0	0	0	0	0	4	1	0	0	1	0	0	72	9	3	1	0	0	0	5	0	0	0	0	0	0	11	1	1	0	0	0	1	0	0	0	0	0	39	7	0	0	0	0	0	2	0	0	0	0	0	0	73	8			
09:45 - 10:00	0	0	0	0	0	0	0	8	0	0	0	0	0	0	78	12	1	2	1	0	0	4	1	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	50	7	0	0	0	0	0	5	1	0	0	0	0	0	71	16			
10:00 - 10:15	0	0	0	0	0	0	0	7	1	0	0	2	0	0	86	19	0	1	0	0	1	3	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	40	2	0	0	0	0	0	2	0	0	0	0	0	0	90	9			
10:15 - 10:30	0	1	0	0	0	0	0	9	0	0	0	0	0	0	78	17	0	0	1	1	2	1	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	60	5	0	0	0	2	0	6	0	0	0	0	0	1	99	8			
10:30 - 10:45	0	0	0	0	0	0	0	11	1	0	0	1	0	0	72	10	0	0	2	1	1	7	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	51	12	0	0	0	0	0	5	0	1	0	0	0	0	91	13			
10:45 - 11:00	0	0	0	0	0	0	0	11	4	0	0	0	0	1	71	9	0	0	1	1	1	4	1	0	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	61	5	0	0	0	1	0	4	3	0	0	0	0	0	105	11			
11:00 - 11:15	0	0	0	0	0	0	0	16	0	0	0	1	0	0	77	14	0	0	0	0	2	7	0	0	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	75	7	0	0	0	0	0	3	2	0	0	0	0	0	119	5			
11:15 - 11:30	0	0	0	0	0	0	0	16	2	0	0	0	0	2	116	6	0	0	2	1	2	6	1	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	69	5	0	0	0	0	0	7	1	0	0	0	0	0	103	7			
11:30 - 11:45	0	0	0	0	0	0	0	18	0	0	0	0	0	0	88	7	0	0	0	0	0	4	2	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	64	6	0	1	0	1	0	9	0	0	0	0	1	0	94	1			
11:45 - 12:00	0	0	0	0	0	0	0	10	1	0	0	1	0	0	89	1	0	0	2	1	1	6	2	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	78	4	0	0	0	2	0	4	0	0	0	0	0	0	104	5			
12:00 - 12:15	0	1	0	0	0	0	0	9	1	0	0	0	0	0	110	2	0	1	0	0	1	6	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	63	3	0	0	0	1	0	6	1	0	0	0	0	0	92	3			
12:15 - 12:30	0	0	0	0	0	0	0	7	1	0	0	1	0	0	83	3	0	0	2	1	1	10	1	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	48	1	0	0	0	0	0	7	0	0	0	0	0	0	133	5			
12:30 - 12:45	0	0	0	0	0	0	0	13	0	0	0	1	0	1	87	8	0	0	0	0	0	8	1	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	64	1	0	0	0	0	0	9	1	0	0	0	0	0	94	5			
12:45 - 13:00	0	0	0	0	0	0	0	9	3	0	0	0	0	0	60	3	0	0	1	0	2	8	0	0	0	0	0	1	8	1	0	0	0	0	0	0	0	0	0	0	66	1	0	0	0	0	1	8	1	0	0	0	0	0	55	5			

C to A					C to B								C to C								C to D								D to A								D to B								D to C								D to D							
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc														
2	2	1	0	0	37	6	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	0	0				
1	0	2	3	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0					
0	0	0	1	0	39	4	0	0	1	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	7	0	0	0	0	0	1	0	0	0	0	0	0	0					
2	3	1	0	1	41	6	1	0	0	1	1	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	2	1	0	0	0	0	0	6	0	0	0	0	0	0	8	1	0	0	0	0	0	2	0	0	0	0	0	0	0					
3	0	0	1	1	58	5	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	9	0	0	0	0	0	0	0	1	2	0	0	0	0	0	6	1	1	0	0	0	1	0	0	0	0	0	0	0						
2	1	0	0	0	77	5	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	12	2	0	0	2	0	1	2	0	0	0	0	0	0	9	2	0	0	0	0	3	0	0	0	0	0	0	0							
4	0	0	1	2	77	5	1	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	24	0	0	0	0	0	0	9	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0							
2	1	1	0	1	83	2	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	7	2	0	0	0	0	0	6	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0							
2	0	1	1	1	39	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	8	0	0	0	0	0	0	4	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0							
1	0	1	0	3	39	4	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0							
1	0	0	0	1	38	3	0	0	0	1	0	0	0	0	0	0	0	0	5	2	1	0	0	0	0	6	0	0	0	0	0	0	4	0	0	0	0	0	0	6	2	1	0	0	0	0	0	0	0	0	0	0	0							
0	0	1	2	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	5	0	0	0	0	0	0	3	0	2	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0							

1	0	0	2	0	56	10	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	4	1	1	0	0	0	0	5	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 3 – Kidmore End Road/Buckingham Drive

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 3 - Kidmore End Road/Buckingham Drive

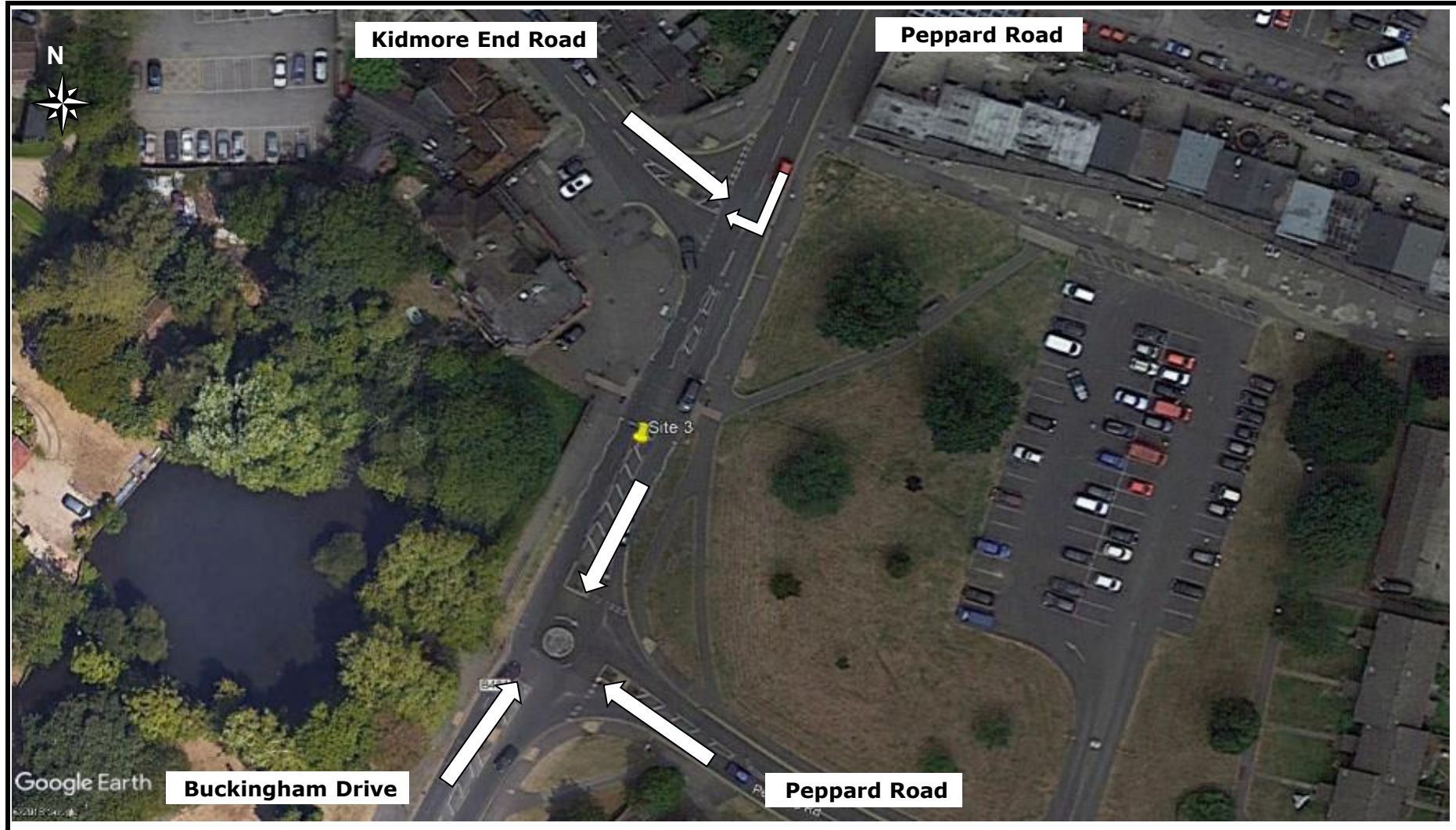
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 28' 57.74"N, 0° 57' 48.40"W

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



	Kidmore End Road		Peppard Road SB Right-Turn		Peppard Road SB		Peppard Road WB		Buckingham Drive	
Times	Lane 1	Lane 2	Lane 1		Lane 1		Lane 1	Lane 2	Lane 1	
07:00 - 07:05	0	1	0		2		0	1	0	
07:05 - 07:10	0	0	0		1		0	1	0	
07:10 - 07:15	1	1	0		1		0	1	0	
07:15 - 07:20	1	1	0		2		0	1	0	
07:20 - 07:25	0	1	0		1		0	3	2	
07:25 - 07:30	1	2	0		8		0	4	2	
07:30 - 07:35	1	2	0		5		0	2	3	
07:35 - 07:40	1	1	0		2		0	8	6	
07:40 - 07:45	0	1	0		1		1	2	1	
07:45 - 07:50	1	2	0		4		0	2	4	
07:50 - 07:55	0	1	0		2		0	4	0	
07:55 - 08:00	1	1	0		2		0	7	11	
08:00 - 08:05	1	2	0		1		0	2	2	
08:05 - 08:10	1	3	1		5		0	10	4	
08:10 - 08:15	1	1	4		8		0	7	10	
08:15 - 08:20	1	1	0		8		0	8	5	
08:20 - 08:25	2	3	0		2		0	10	16	
08:25 - 08:30	1	3	0		7		0	4	7	
08:30 - 08:35	1	2	1		8		0	4	13	
08:35 - 08:40	0	2	4		8		0	5	11	
08:40 - 08:45	1	1	0		8		0	4	15	
08:45 - 08:50	1	2	2		4		0	4	4	
08:50 - 08:55	1	1	0		8		0	2	11	
08:55 - 09:00	1	1	2		2		0	3	13	
09:00 - 09:05	1	3	1		3		0	6	4	
09:05 - 09:10	0	0	0		4		0	3	2	
09:10 - 09:15	1	1	0		5		0	3	1	
09:15 - 09:20	0	1	0		7		0	2	2	
09:20 - 09:25	1	1	0		5		0	2	1	
09:25 - 09:30	0	1	0		2		0	2	1	
09:30 - 09:35	1	1	0		2		0	3	1	
09:35 - 09:40	0	1	3		4		0	1	3	
09:40 - 09:45	1	1	0		2		0	2	2	
09:45 - 09:50	1	5	2		6		0	3	5	
09:50 - 09:55	0	1	1		2		0	7	0	
09:55 - 10:00	0	1	0		5		0	2	1	

Count in Vehicles

Lane 1 = Nearest to

	Kidmore End Road		Peppard Road SB Right-Turn		Peppard Road SB		Peppard Road WB		Buckingham Drive	
Times	Lane 1	Lane 2	Lane 1		Lane 1		Lane 1	Lane 2	Lane 1	
16:00 - 16:05	0	3	4		4		0	2	3	
16:05 - 16:10	0	4	0		8		0	2	3	
16:10 - 16:15	2	1	0		5		0	2	1	
16:15 - 16:20	2	0	2		6		0	2	16	
16:20 - 16:25	1	3	0		4		0	3	10	
16:25 - 16:30	1	0	0		3		0	9	11	
16:30 - 16:35	0	1	0		2		0	3	6	
16:35 - 16:40	1	2	0		6		0	3	5	
16:40 - 16:45	1	1	5		6		0	2	6	
16:45 - 16:50	1	4	1		6		0	8	4	
16:50 - 16:55	2	1	1		3		0	7	12	
16:55 - 17:00	1	1	0		3		0	4	5	
17:00 - 17:05	1	3	0		4		0	6	5	
17:05 - 17:10	0	1	3		6		0	6	3	
17:10 - 17:15	1	1	2		3		0	7	5	
17:15 - 17:20	1	1	5		9		0	5	7	
17:20 - 17:25	1	1	0		8		0	7	9	
17:25 - 17:30	1	2	0		8		0	6	2	
17:30 - 17:35	0	2	1		7		0	4	1	
17:35 - 17:40	0	1	5		4		0	4	1	
17:40 - 17:45	1	0	0		4		0	3	3	
17:45 - 17:50	1	2	5		3		0	3	6	
17:50 - 17:55	0	1	0		3		0	2	5	
17:55 - 18:00	0	3	3		3		0	9	13	
18:00 - 18:05	0	1	0		8		0	9	3	
18:05 - 18:10	1	3	0		5		0	6	0	
18:10 - 18:15	1	2	0		8		0	3	13	
18:15 - 18:20	1	1	3		2		0	2	6	
18:20 - 18:25	0	1	2		1		0	1	16	
18:25 - 18:30	0	1	3		5		0	2	0	
18:30 - 18:35	1	1	1		4		0	4	16	
18:35 - 18:40	0	3	0		2		0	3	3	
18:40 - 18:45	0	2	2		2		0	4	0	
18:45 - 18:50	0	1	0		7		0	3	0	
18:50 - 18:55	1	1	0		2		0	3	1	
18:55 - 19:00	0	1	0		2		0	3	4	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 4 – Peppard Road/Kiln Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 4 - Peppard Road/Kiln Road

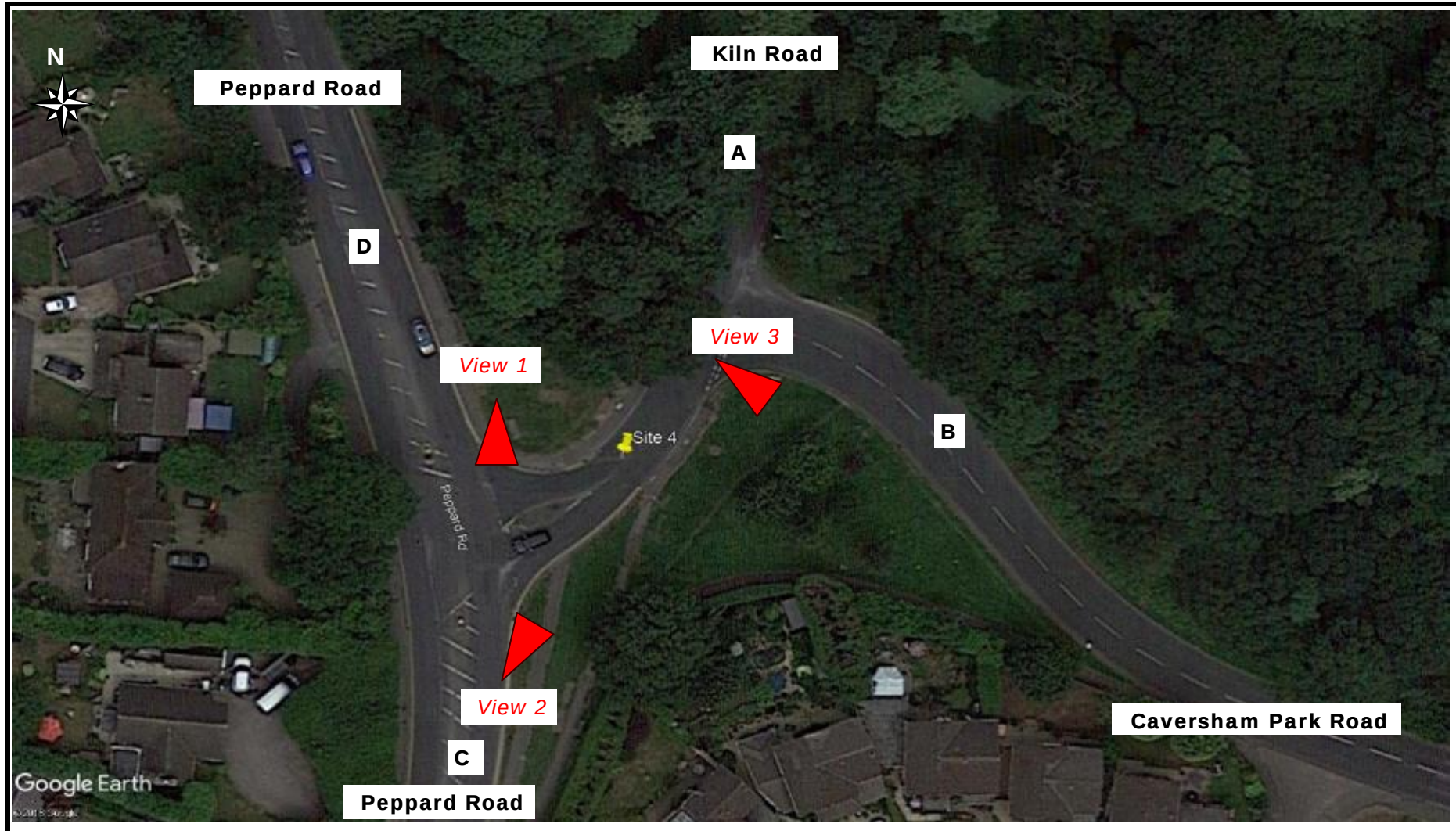
Date: Tuesday 25 Jun 2019

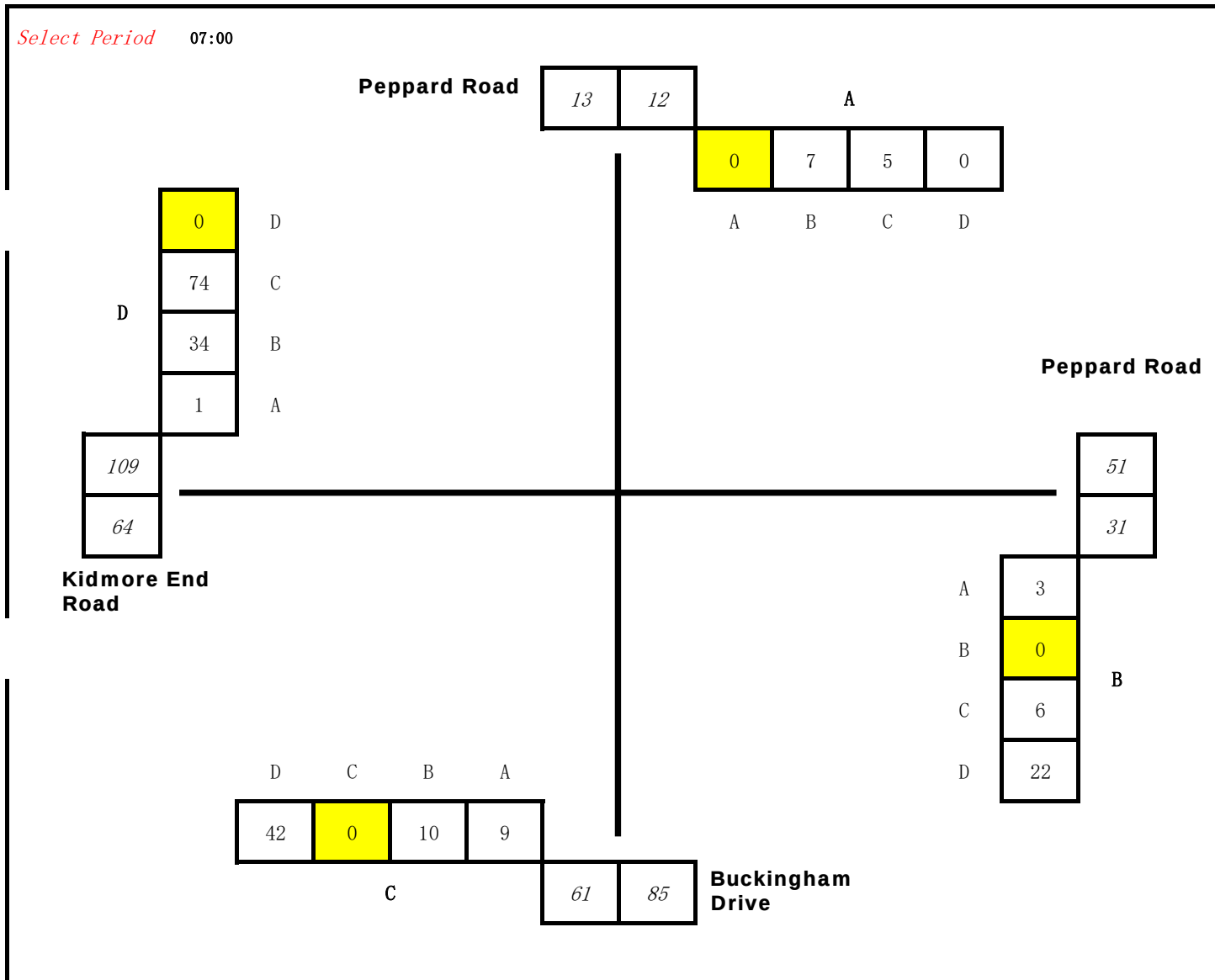
Job Type: Junction Count

Co-ordinates: 51° 29' 10.51"N, 0° 57' 37.67"W

Postcode: RG4 8XR

Times: 0700-1000
1600-1900





[illegible]

C to A					C to B								C to C								C to D								D to A								D to B								D to C								D to D							
OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc														
1	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29	9	1	2	1	0	0	0	1	0	0	0	0	0	0	28	2	1	2	0	0	1	62	7	2	1	1	1	0	0	0	0	0	0	0							
0	0	0	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	51	15	1	0	2	3	0	3	0	0	0	0	0	0	35	6	1	0	0	0	1	72	6	3	1	3	0	1	0	0	0	0	0	0								
0	0	0	0	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	62	16	1	0	0	0	1	2	0	0	0	0	0	0	40	6	0	0	0	0	1	77	8	1	0	1	1	0	0	0	0	0	0	0								
0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	56	11	3	3	2	0	0	2	0	0	0	0	0	0	31	5	2	0	0	0	0	89	8	2	0	2	2	0	0	0	0	0	0	0								
0	0	0	1	0	19	0	0	0	0	0	1	0	0	0	0	0	0	0	68	12	4	0	1	0	1	3	0	0	0	0	0	0	34	7	2	0	0	0	0	67	8	1	2	0	0	1	0	0	0	0	0	0								
1	0	0	0	0	19	4	0	0	0	0	1	0	0	0	0	0	0	0	88	10	1	1	2	0	0	6	0	0	0	0	0	0	50	5	1	0	0	0	0	79	6	2	1	1	0	1	0	0	0	0	0	0								
0	0	0	1	1	35	1	0	0	0	0	0	0	0	0	0	0	0	0	75	11	4	0	0	0	1	2	0	0	0	0	0	0	35	3	0	1	0	0	0	85	7	6	0	1	0	1	0	0	0	0	0	0								
0	0	0	0	0	22	3	1	0	0	0	0	0	0	0	0	0	0	0	80	8	0	0	1	0	1	2	0	1	0	0	0	0	37	4	5	0	0	0	0	66	12	0	0	2	2	0	0	0	0	0	0	0								
1	0	0	0	1	19	3	0	0	1	0	0	0	0	0	0	0	0	0	65	4	3	0	0	1	0	2	0	0	0	0	0	0	33	4	1	0	0	0	0	75	7	1	0	1	0	1	0	0	0	0	0	0								
0	0	0	0	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	51	13	2	0	1	0	3	1	0	0	0	0	0	0	33	3	1	0	0	0	0	78	7	2	1	1	0	0	0	0	0	0	0	0								
0	0	0	0	0	17	1	0	0	0	1	1	0	0	0	0	0	0	0	53	10	1	0	0	0	0	3	0	0	0	0	0	0	24	2	0	0	0	0	0	56	6	3	0	1	0	0	0	0	0	0	0	0								
0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	61	9	0	0	1	1	0	1	0	1	0	0	0	0	20	2	1	0	0	0	0	67	12	1	2	1	0	0	0	0	0	0	0	0								

0	0	0	0	0	17	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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[illegible]



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 4 – Peppard Road/Kiln Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 4 - Peppard Road/Kiln Road

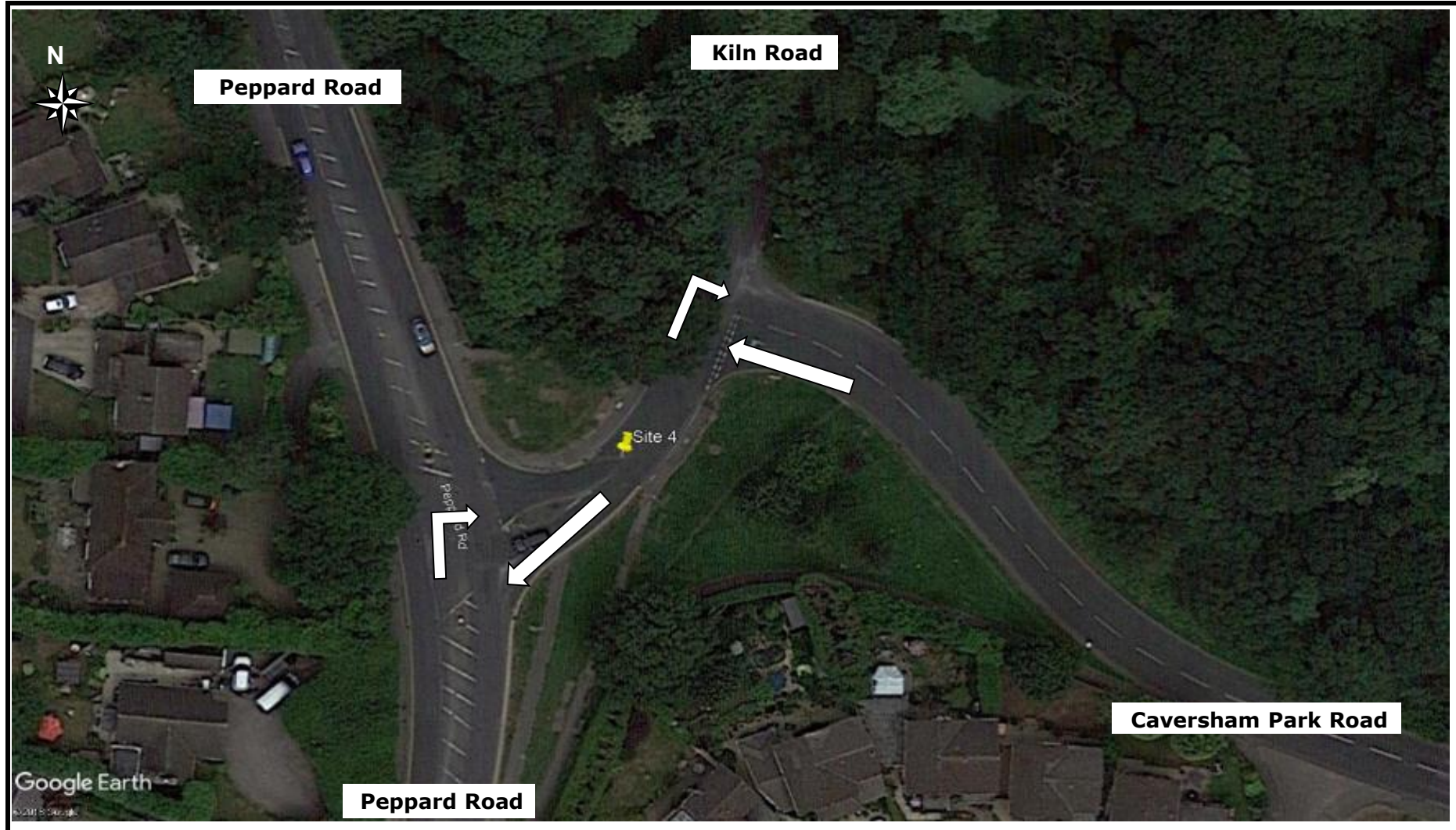
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 29' 10.51"N, 0° 57' 37.67"W

Postcode: RG4 8XR

Times: 0700-1000
1600-1900



	Caversham Park Road		Kiln Road NB Right-Turn		Kiln Road SB		Peppard Road NB Right-Turn	
Times	Lane 1	Lane 2	Lane 1		Lane 1	Lane 2	Lane 1	
07:00 - 07:05	4	0	0		2	3	0	
07:05 - 07:10	0	0	1		0	1	1	
07:10 - 07:15	3	0	0		1	5	1	
07:15 - 07:20	0	0	2		1	2	1	
07:20 - 07:25	2	0	1		1	4	1	
07:25 - 07:30	2	0	1		1	5	1	
07:30 - 07:35	3	0	2		2	4	2	
07:35 - 07:40	1	0	2		0	4	3	
07:40 - 07:45	1	0	2		1	4	2	
07:45 - 07:50	11	0	1		1	5	2	
07:50 - 07:55	11	0	1		1	5	2	
07:55 - 08:00	1	0	1		1	3	1	
08:00 - 08:05	4	0	0		0	5	2	
08:05 - 08:10	7	0	2		1	5	2	
08:10 - 08:15	10	0	3		1	7	2	
08:15 - 08:20	8	0	3		1	7	2	
08:20 - 08:25	7	0	6		2	8	1	
08:25 - 08:30	0	0	2		1	4	10	
08:30 - 08:35	11	0	3		1	7	3	
08:35 - 08:40	7	0	1		1	6	1	
08:40 - 08:45	8	0	2		1	6	2	
08:45 - 08:50	1	0	0		1	3	1	
08:50 - 08:55	4	0	1		1	3	2	
08:55 - 09:00	6	0	5		1	7	2	
09:00 - 09:05	8	0	1		1	6	1	
09:05 - 09:10	1	0	0		1	2	5	
09:10 - 09:15	3	0	0		1	6	1	
09:15 - 09:20	1	0	0		1	4	2	
09:20 - 09:25	8	0	0		1	5	1	
09:25 - 09:30	1	0	2		1	2	2	
09:30 - 09:35	1	0	0		1	1	1	
09:35 - 09:40	0	0	1		0	1	7	
09:40 - 09:45	2	0	0		1	2	1	
09:45 - 09:50	5	0	1		1	5	6	
09:50 - 09:55	4	0	0		1	5	2	
09:55 - 10:00	1	0	2		1	4	3	

Count in Vehicles

Lane 1 = Nearest Kerb

	Caversham Park Road		Kiln Road NB Right-Turn		Kiln Road SB		Peppard Road NB Right-Turn	
Times	Lane 1	Lane 2	Lane 1		Lane 1	Lane 2	Lane 1	
16:00 - 16:05	1	0	1		0	4	1	
16:05 - 16:10	1	0	1		1	2	2	
16:10 - 16:15	2	0	2		1	3	2	
16:15 - 16:20	3	0	1		1	2	3	
16:20 - 16:25	2	0	2		1	6	2	
16:25 - 16:30	2	0	2		0	2	1	
16:30 - 16:35	3	0	2		1	4	3	
16:35 - 16:40	1	0	1		1	3	2	
16:40 - 16:45	3	0	2		1	5	2	
16:45 - 16:50	2	0	1		1	4	1	
16:50 - 16:55	1	0	2		1	4	1	
16:55 - 17:00	2	0	1		1	4	0	
17:00 - 17:05	1	0	0		1	2	1	
17:05 - 17:10	3	0	1		1	5	1	
17:10 - 17:15	2	0	1		1	4	3	
17:15 - 17:20	3	0	2		1	5	2	
17:20 - 17:25	3	0	1		1	7	2	
17:25 - 17:30	3	0	0		1	4	2	
17:30 - 17:35	3	0	2		1	4	1	
17:35 - 17:40	3	0	1		1	5	1	
17:40 - 17:45	1	0	1		1	1	1	
17:45 - 17:50	3	0	1		1	1	2	
17:50 - 17:55	2	0	1		0	6	2	
17:55 - 18:00	4	0	1		1	5	1	
18:00 - 18:05	4	1	0		1	6	2	
18:05 - 18:10	5	0	0		1	6	2	
18:10 - 18:15	3	0	0		1	2	4	
18:15 - 18:20	4	0	1		1	3	4	
18:20 - 18:25	1	0	1		1	5	2	
18:25 - 18:30	5	0	0		1	3	3	
18:30 - 18:35	2	0	2		1	5	3	
18:35 - 18:40	2	0	1		1	6	2	
18:40 - 18:45	2	0	1		1	4	1	
18:45 - 18:50	3	0	1		1	5	2	
18:50 - 18:55	1	0	0		1	2	1	
18:55 - 19:00	4	0	1		1	6	1	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 5 – Peppard Road/Henley Road

Client: Peter Brett

Date: 25/06/2019

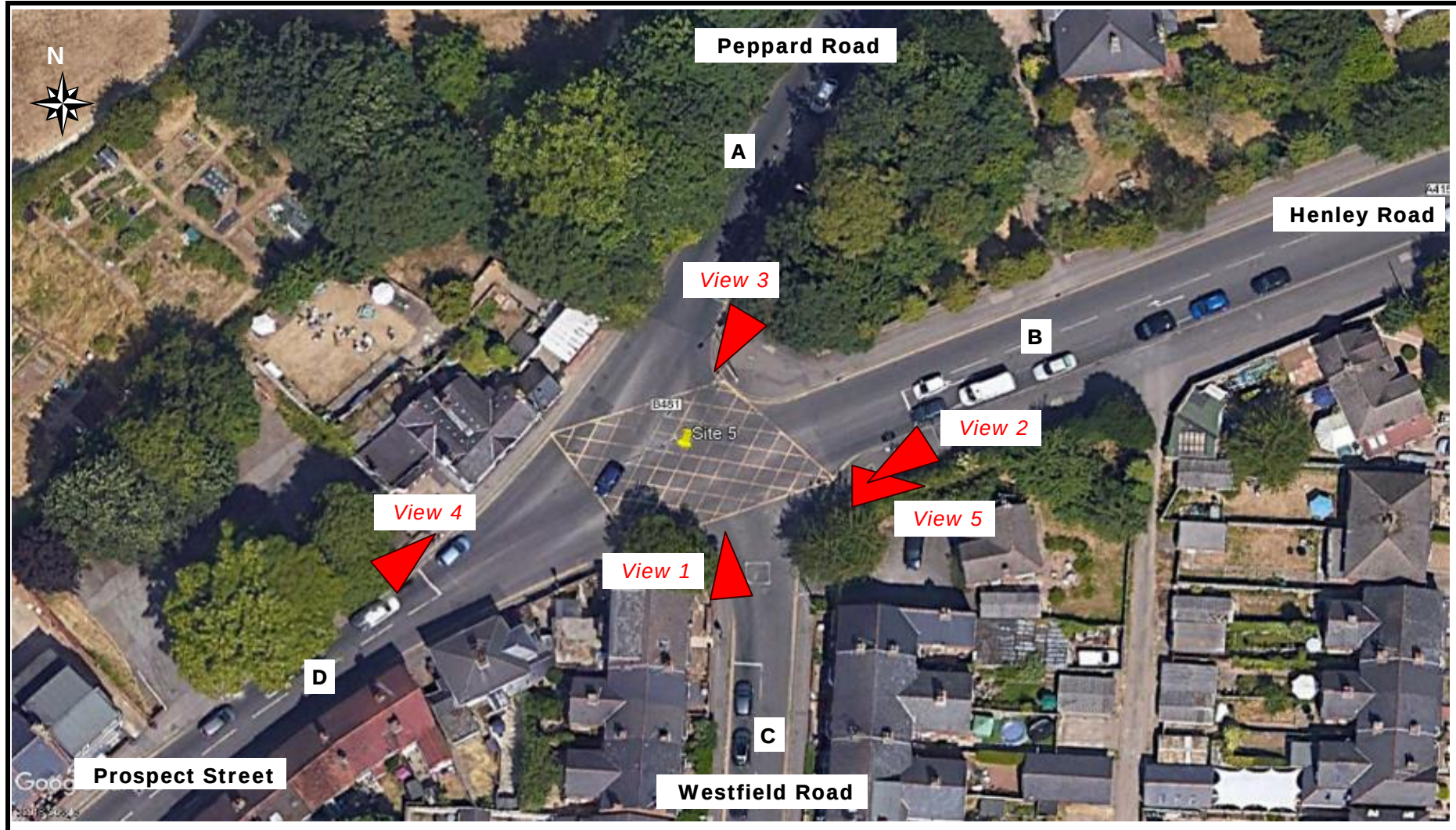
Weather: Bright and dry

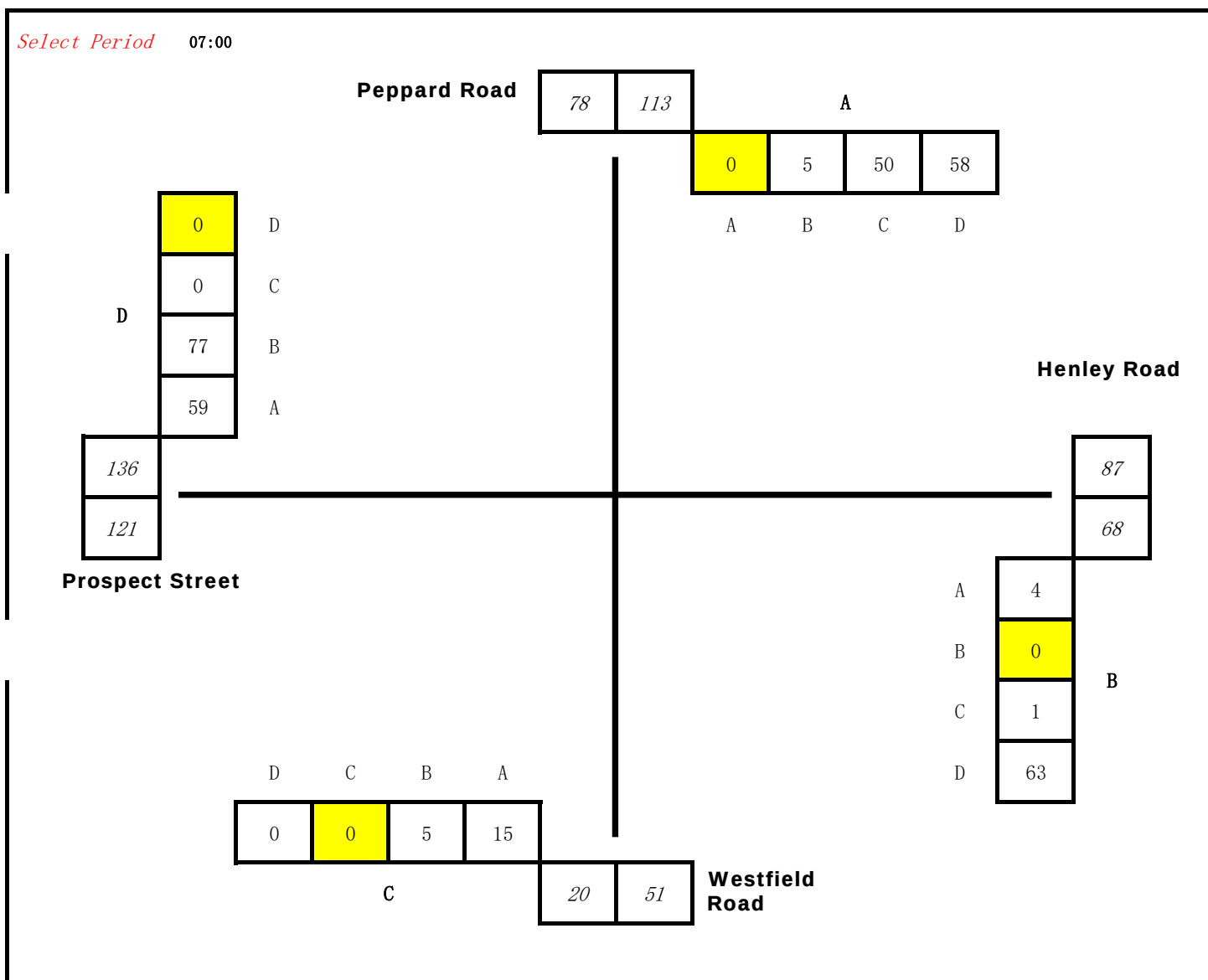
Comments: none

Job Type: Junction Count

Co-ordinates: 51° 28' 9.92"N, 0° 58' 12.08"W

Postcode: RG4 8JN

Times: 0700-1000
1600-1900



Advanced Transport Research
Site 5 - Peppard Road/Henley Road
Classified Counts

	A to A							A to B							A to C							A to D							B to A							B to B							B to C							B to D																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Cars	LGV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
07:00 - 07:15	0	0	0	0	0	0	0	4	1	0	0	0	0	0	46	1	0	0	0	0	0	3	44	10	1	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

[illegible]



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 5 – Peppard Road/Henley Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 5 - Peppard Road/Henley Road

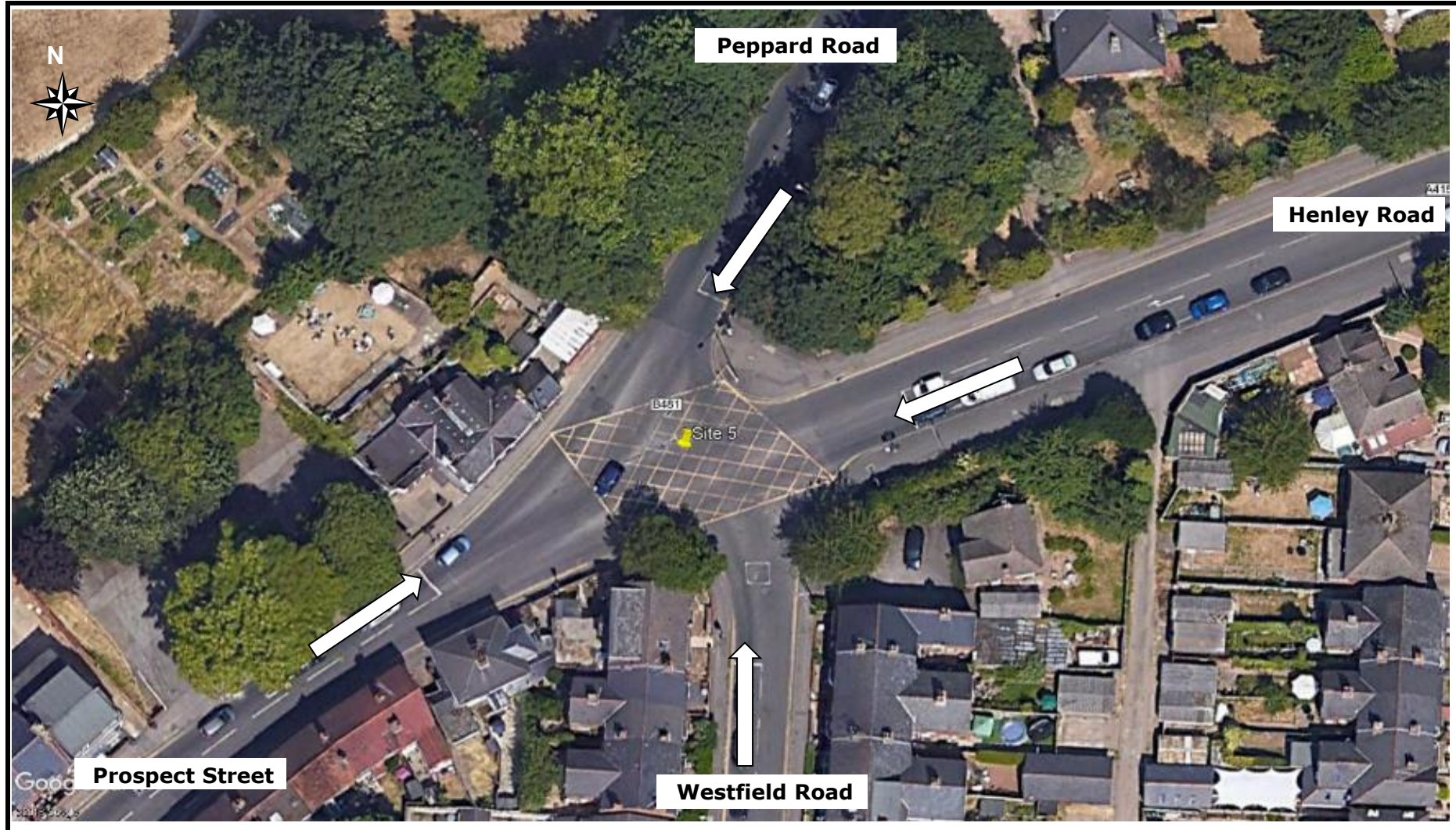
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 28' 9.92"N, 0° 58' 12.08"W

Postcode: RG4 8JN

Times: 0700-1000
1600-1900



	Peppard Road		Henley Road		Westfield Road		Prospect Street	
Times	Lane 1		Lane 1	Lane 2	Lane 1		Lane 1	
07:00 - 07:05	11		6	1	4		20	
07:05 - 07:10	10		12	1	2		23	
07:10 - 07:15	23+		8	0	4		27	
07:15 - 07:20	22+		11	2	4		30+	
07:20 - 07:25	21+		11	2	5		25	
07:25 - 07:30	23+		1	2	5		31+	
07:30 - 07:35	26+		9	1	5		30+	
07:35 - 07:40	23+		15	4	3		25	
07:40 - 07:45	23+		14	1	7		30+	
07:45 - 07:50	24+		11	2	6		31+	
07:50 - 07:55	24+		18	7	3		31+	
07:55 - 08:00	23+		10	5	7		29+	
08:00 - 08:05	22+		15	3	10		30+	
08:05 - 08:10	23+		8	2	13		29+	
08:10 - 08:15	23+		10	3	7		25	
08:15 - 08:20	23+		9	3	5		22	
08:20 - 08:25	24+		7	5	8		16	
08:25 - 08:30	23+		9	5	8		16	
08:30 - 08:35	24+		14	4	8		29	
08:35 - 08:40	24+		17+	8	7		29+	
08:40 - 08:45	23+		10	9	7		30+	
08:45 - 08:50	23+		9	7	8		33+	
08:50 - 08:55	23+		8	7	7		33+	
08:55 - 09:00	23+		9	1	4		31+	
09:00 - 09:05	23+		10	1	7		31+	
09:05 - 09:10	23+		5	2	3		32+	
09:10 - 09:15	24+		8	0	2		31+	
09:15 - 09:20	22+		17+	1	9		31+	
09:20 - 09:25	23+		6	2	4		32+	
09:25 - 09:30	23+		4	5	4		27	
09:30 - 09:35	23+		6	2	5		18	
09:35 - 09:40	24+		9	4	6		22	
09:40 - 09:45	17		17	2	3		32+	
09:45 - 09:50	18		5	0	2		13	
09:50 - 09:55	22+		3	0	3		13	
09:55 - 10:00	22+		7	2	3		16	

Count in Vehicles

Lane 1 = Nearest Kerb

	Peppard Road		Henley Road		Westfield Road		Prospect Street	
Times	Lane 1		Lane 1	Lane 2	Lane 1		Lane 1	
16:00 - 16:05	23+		17+	5	13		32+	
16:05 - 16:10	16		17+	2	6		33+	
16:10 - 16:15	23+		14+	3	7		22	
16:15 - 16:20	23+		12	1	9		32+	
16:20 - 16:25	19		10	2	10		33+	
16:25 - 16:30	23		8	2	10		32+	
16:30 - 16:35	17		15+	0	12		32+	
16:35 - 16:40	18		15+	1	14		32+	
16:40 - 16:45	12		16+	2	18		31+	
16:45 - 16:50	23+		15+	5	14		32+	
16:50 - 16:55	24+		13	2	10		32+	
16:55 - 17:00	9		7	3	16		31+	
17:00 - 17:05	10		12	1	10		31+	
17:05 - 17:10	14		9	1	8		32+	
17:10 - 17:15	15		8	4	12		31+	
17:15 - 17:20	23+		18+	4	17		31+	
17:20 - 17:25	24+		15	3	13		32+	
17:25 - 17:30	23+		16+	3	19		32+	
17:30 - 17:35	24+		17+	4	14		31+	
17:35 - 17:40	23+		12	3	15		32+	
17:40 - 17:45	23+		14	3	15		31+	
17:45 - 17:50	23+		12	2	8		33+	
17:50 - 17:55	24+		6	1	10		31+	
17:55 - 18:00	23+		8	3	12		30+	
18:00 - 18:05	24+		14	5	20		22	
18:05 - 18:10	24+		15	3	22		20	
18:10 - 18:15	23+		13	3	20		26	
18:15 - 18:20	23+		14	0	17		32+	
18:20 - 18:25	22+		8	3	7		31+	
18:25 - 18:30	12		16+	6	8		32+	
18:30 - 18:35	23+		16	4	10		29	
18:35 - 18:40	19		13	4	7		31+	
18:40 - 18:45	23+		15+	2	6		26	
18:45 - 18:50	15		17+	4	7		24	
18:50 - 18:55	22		11	1	6		15	
18:55 - 19:00	11		12	1	7		12	



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 22090 Caversham

Site Number/Name: Site 6 – Kidmore End Road

Client: Peter Brett

Date: 25/06/2019

Weather: Bright and dry

Comments: none

Advanced Transport Research

Job Number & Name: 22090 Caversham

Site 6 - Kidmore End Road

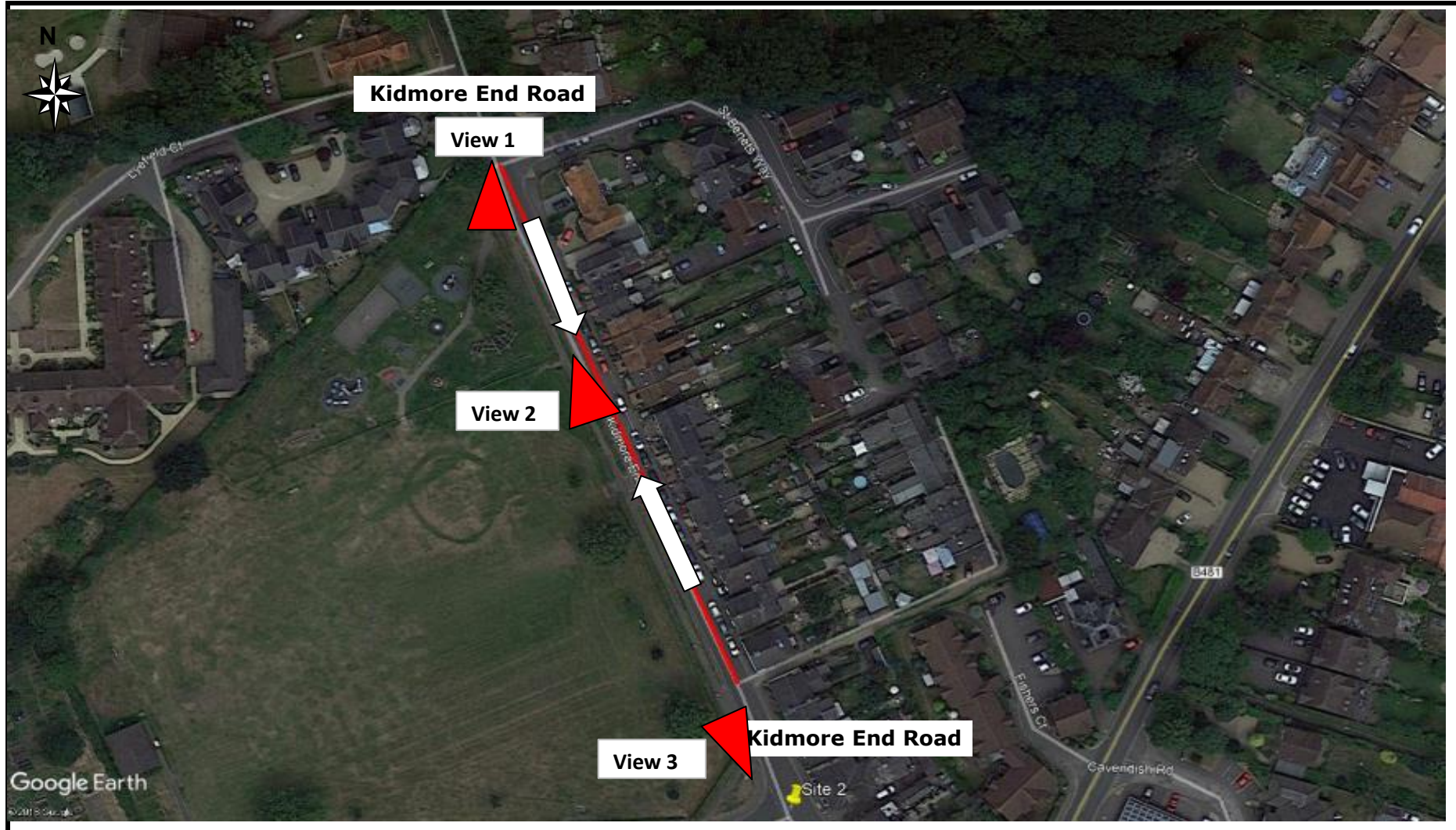
Date: Tuesday 25 Jun 2019

Job Type: Queue Lengths

Co-ordinates: 51° 29' 0.30"N, 0° 57' 50.02"W

Postcode: RG4 8SD

Times: 0700-1000
1600-1900



Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
7:02:53	7:03:01	Nothbound	Car
7:06:07	7:06:14	Nothbound	Car
7:16:32	7:16:41	Southbound	Car
7:18:54	7:19:04	Nothbound	Car
7:24:20	7:24:25	Nothbound	Car
7:28:09	7:28:15	Nothbound	Car
7:31:17	7:31:19	Nothbound	Bus
7:37:41	7:37:45	Southbound	Car
7:46:37	7:46:53	Nothbound	Car
7:48:53	7:49:00	Southbound	Car
7:55:54	7:56:24	Nothbound	Bus
7:56:34	7:56:42	Southbound	Car
7:56:49	7:56:55	Nothbound	Car
7:59:08	7:59:15	Nothbound	Car
8:06:56	8:07:04	Nothbound	Car
8:10:58	8:11:04	Southbound	Car
8:16:59	8:17:06	Southbound	Car
8:18:05	8:18:10	Southbound	Car
8:20:09	8:20:23	Nothbound	Car
8:31:18	8:31:20	Southbound	Car
8:32:02	8:32:16	Southbound	Car
8:32:15	8:32:44	Nothbound	Car
8:33:01	8:33:15	Southbound	Car
8:34:13	8:34:26	Nothbound	Car
8:34:30	8:34:35	Southbound	Car
8:34:58	8:35:00	Southbound	Car
8:37:50	8:37:52	Nothbound	Car
8:40:39	8:40:44	Nothbound	Car
8:41:19	8:41:21	Southbound	Car
8:44:52	8:45:09	Nothbound	Car
8:48:03	8:48:07	Nothbound	Car
8:49:05	8:49:24	Southbound	Car
8:49:34	8:49:46	Southbound	Car
8:56:23	8:56:25	Southbound	Car
8:56:45	8:56:48	Nothbound	Car
9:00:04	9:00:11	Nothbound	Car
9:00:47	9:01:08	Southbound	Car
9:08:25	9:08:54	Southbound	Car
9:33:25	9:33:30	Southbound	Car

Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
9:36:56	9:36:59	Southbound	Car
9:37:10	9:37:12	Nothbound	Car
9:40:45	9:40:58	Nothbound	Car
9:41:05	9:41:10	Southbound	Car
9:48:47	9:48:52	Nothbound	Car
9:51:53	9:51:58	Southbound	Car
9:54:29	9:54:33	Southbound	Car
9:59:45	9:59:52	Nothbound	Car

Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
15:59:43	16:00:00	Nothbound	Car
16:00:40	16:00:43	Southbound	Car
16:04:28	16:04:34	Southbound	Lgv
16:05:57	16:06:03	Southbound	Car
16:06:27	16:06:29	Southbound	Car
16:10:30	16:10:48	Nothbound	Car
16:11:09	16:11:24	Nothbound	Car
16:12:02	16:12:10	Nothbound	Car
16:12:07	16:12:20	Southbound	Car
16:12:33	16:12:37	Nothbound	Car
16:12:45	16:13:07	Southbound	Car
16:14:53	16:14:57	Southbound	Car
16:17:46	16:17:54	Nothbound	Car
16:20:34	16:20:48	Nothbound	Car
16:22:27	16:23:30	Nothbound	Car
16:25:40	16:25:51	Southbound	Car
16:25:51	16:26:23	Nothbound	Car
16:25:52	16:26:45	Nothbound	Car
16:26:22	16:26:58	Southbound	Car
16:31:20	16:31:22	Southbound	Car
16:31:19	16:31:37	Nothbound	Car
16:36:58	16:37:05	Southbound	Car
16:38:23	16:38:42	Southbound	Car
16:41:02	16:41:05	Southbound	Car
16:41:06	16:41:21	Nothbound	Car
16:45:18	16:45:23	Nothbound	Car
16:45:39	16:45:42	Southbound	Car
16:45:51	16:45:58	Nothbound	Car
16:45:52	16:46:09	Southbound	Car
16:46:34	16:46:42	Nothbound	Car
16:47:07	16:47:09	Nothbound	Car
16:47:31	16:47:33	Southbound	Car
16:49:05	16:49:09	Nothbound	Car
16:51:10	16:51:15	Nothbound	Car
16:54:56	16:55:10	Nothbound	Car
16:59:42	16:59:56	Southbound	Lgv
17:04:47	17:04:54	Nothbound	Car
17:05:13	17:05:19	Southbound	Car
17:15:14	17:15:22	Nothbound	Car

Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
17:18:07	17:18:11	Southbound	Car
17:18:14	17:18:36	Nothbound	Car
17:20:33	17:20:39	Nothbound	Car
17:26:59	17:27:05	Nothbound	Car
17:27:42	17:27:45	Southbound	Car
17:29:46	17:29:56	Southbound	Car
17:31:15	17:31:20	Southbound	Car
17:32:19	17:32:27	Nothbound	Car
17:36:46	17:36:56	Southbound	Car
17:41:58	17:42:02	Nothbound	Car
17:42:09	17:42:33	Southbound	Car
17:42:45	17:42:48	Nothbound	Car
17:43:04	17:43:06	Southbound	Lgv
17:43:19	17:43:25	Nothbound	Car
17:43:28	17:43:37	Southbound	Car
17:46:49	17:46:58	Nothbound	Car
17:47:08	17:47:10	Southbound	Car
17:48:28	17:48:30	Southbound	Car
17:48:38	17:48:56	Nothbound	Lgv
17:48:59	17:49:06	Southbound	Car
17:49:26	17:49:32	Nothbound	Car
17:50:10	17:50:25	Southbound	Car
17:50:29	17:50:41	Nothbound	Car
17:54:37	17:54:45	Southbound	Car
17:54:51	17:55:02	Nothbound	Car
17:55:54	17:56:05	Southbound	Car
17:56:08	17:56:25	Nothbound	Car
17:56:25	17:56:36	Southbound	Car
17:56:54	17:56:59	Nothbound	Car
17:59:19	17:59:23	Southbound	Bus
18:00:34	18:00:47	Nothbound	Car
18:00:54	18:00:56	Southbound	Car
18:03:59	18:04:13	Southbound	Car
18:04:46	18:04:52	Nothbound	Car
18:07:32	18:07:40	Nothbound	Car
18:09:18	18:09:28	Nothbound	Car
18:09:56	18:10:10	Nothbound	Car
18:11:08	18:11:22	Nothbound	Car
18:12:03	18:12:13	Nothbound	Car

Advanced Transport Research

Site 6 – Kidmore End Road

Queue Lengths

Job Number & Name:

22090 Caversham

Client:

Peter Brett

Date:

Tuesday 25 June 2019

Time Vehicle Stops	Time Vehicle Starts	Direction	Class
18:17:37	18:17:48	Southbound	Car
18:18:26	18:18:31	Southbound	Car
18:20:30	18:20:43	Nothbound	Car
18:25:49	18:25:52	Southbound	Car
18:28:49	18:29:04	Nothbound	Car
18:29:08	18:29:14	Southbound	Bus
18:31:14	18:31:25	Southbound	Car
18:31:30	18:31:50	Nothbound	Car
18:32:52	18:32:55	Southbound	Car
18:34:36	18:34:40	Southbound	Car
18:34:46	18:34:59	Nothbound	Car
18:35:15	18:35:18	Southbound	Car
18:37:00	18:37:02	Nothbound	Car
18:37:55	18:38:02	Southbound	Car
18:38:38	18:38:43	Southbound	Car
18:38:58	18:39:12	Nothbound	Bus
18:40:40	18:40:54	Nothbound	Car
18:41:07	18:41:17	Southbound	Car
18:44:53	18:44:58	Nothbound	Car
18:47:01	18:47:07	Nothbound	Car
18:48:27	18:48:30	Southbound	Car
18:49:06	18:49:14	Southbound	Car
18:52:26	18:52:29	Southbound	Car

Appendix D PIC Data

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

160342078 25/11/2016 Time 1727 Vehicles 2 Casualties 1 Slight
E:471752 N:176497 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Stationary or parked vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SW TO SE COLL/W MC2 TRAV SW

Occurred on GROVE ROAD J/W OAK GROVE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Going ahead other
Vehicle movement from NE to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175038 09/06/2018 Time 1230 Vehicles 2 Casualties 1 Slight
E:472655 N:176728 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 TRAV W ON WRG SD OF RD COLL/W MC2 TRAV E

Occurred on CAVERSHAM PARK RD 50M W FROM J/W NORTHBROOK ROAD

Vehicle Reference 1 Car Starting
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motorcycle 50cc and under Overtaking stat vehicle O/S
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 42 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180175839 10/06/2018 Time 1149 Vehicles 2 Casualties 1 Slight
E:472290 N:176900 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

C1 TRNG RT SW TO SE FAILD TO SEE & COLL/W PC2 TRAV SW

Occurred on CAVERSHAM PARK RD J/W KILN RD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 73 Female
Not hit and run Breath test Not requested

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

43180299372 01/10/2018 Time 0732 Vehicles 2 Casualties 1 Slight
E:472087 N: 176518 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 HAS PULLED ON TO PEPPARD ROAD FROM KIDMORE END ROAD INTO THE PATH OF V2 ALREADY TRAVELLING ON PEPPARD ROAD V1 STATES DAZZLING SUN

Occurred on B481 PEPPARD ROAD JUNCTION WITH KIDMORE END

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 26 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 82 Male
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190027443 25/01/2019 Time 1746 Vehicles 2 Casualties 1 Serious
E:472009 N:176332 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

LGV1 TRNG RT S TO E FAILD TO G/WAY & COLL/W PC2 TRAV N TO S

Occurred on B481 BUCKINGHAM DRIVE J/W LANGFORD CLOSE CAVERSHAM

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from S to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 15 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 15 Female Driver/rider Severity: Serious
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190216023 15/07/2019 Time 1718 Vehicles 2 Casualties 1 Slight
E:472255 N:176869 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NE TO NW COLL/W C2 TRAV NW TO SE. C1 FTS.

Occurred on B481 PEPPARD ROAD J/W KILN ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from NE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190281107 11/09/2019 Time 1503 Vehicles 2 Casualties 1 Slight
E:472257 N: 176870 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NE TO NW COLL/W PC2 TRAV NW TO SE.

Occurred on PEPPARD ROAD J/W KILN ROAD EMMER GREEN

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 60 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

190285331 15/09/2019 Time 0830 Vehicles 2 Casualties 1 Slight
E:471961 N: 176177 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 ENT RBT W TO E & COLL/W MC2 TRAV S TO N ON RBT.

Occurred on B481 BUCKINGHAM DRIVE J/W EVESHAM ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 45 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

Caversham Golf Course Area 1 of 2

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	2	2
2-wheeled motor vehicles	0	0	3	3
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	1	7	8

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	0	0	0
Motorcycle rider	0	0	3	3
Cyclist	0	1	2	3
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	7	8

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160305244 24/10/2016 Time 1600 Vehicles 2 Casualties 1 Slight
E:471247 N:174804 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG LT INTO PETROL STN W TO N & COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET APP 30M E J/W PRIORY AVENUE CAVERSHAM

Vehicle Reference 1 Car Turning left
Vehicle movement from W to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160313895 21/10/2016 Time 1921 Vehicles 1 Casualties 1 Serious
E:471831 N: 174640 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (YOUTH) XED RD TO N FROM BHND BUS STAT AT BUS STP INTO PATH & COLL/W C1 TRAV SE
Occurred on GOSBROOK RD APP 90M W GEORGE ST AT BUS STOP READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 14 Female Pedestrian Severity: Serious
Not a pupil Seatbelt
In carr elsewhere N bound
Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160329870 16/11/2016 Time 0945 Vehicles 2 Casualties 1 Slight
E:471684 N: 174673 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

FEW DETAILS, APPEARS PC2 (YOUTH) ENTRG MAIN RD POSS FROM F/WAY COLL/W C1 TRAV IN NK DIR.C1
FTS

Occurred on GOSBROOK RD EX LOC NK POSS NEAR PED XING READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 16 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 16 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

160362844 02/12/2016 Time 1446 Vehicles 1 Casualties 2 Slight
E:470985 N:174849 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Failed to judge vehicles path or speed	Casualty 1	
4th:			
5th:			
6th:			

PED XED RD TO W FROM BTWN STOPPD VEHS & COLL/W MC2 TRAV S FILTRG PAST STAT TRAFF
Occurred on A4074 CHURCH RD O/S AUBURN COURT CAVERSHAM READING

Vehicle Reference 1 Motorcycle 50cc and under Overtaking stat vehicle O/S
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 37 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Driver's nearside

Casualty Reference: 2 Vehicle: 1 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170002290 16/12/2016 Time 1317 Vehicles 2 Casualties 1 Slight
E:471366 N:174963 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO G/WAY & TRND LFT E TO S OUT OF JUNC & COLL/W C2 TRAV S

Occurred on HEMDEAN RD J/W OXFORD ST CAVERSHAM READING

Vehicle Reference 1 Car Turning left
Vehicle movement from E to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 33 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170003383 13/12/2016 Time 1929 Vehicles 2 Casualties 2 Slight
E:471719 N: 175024 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

LGV2 FAILED TO GWAY TRNG LT S TO W & COLL/W C1 TRAV W IN SLW MOVG TRAFF. LGV2 FTS

Occurred on A4155 HENLEY ROAD J/W CROMWELL ROAD CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 24 Female Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Vehicle Reference 2 Goods 3.5 tonnes mgw and under Turning left
Vehicle movement from S to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170043518 05/02/2017 Time 2007 Vehicles 1 Casualties 1 Slight
E:471265 N: 174991 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Vehicle blind spot	Vehicle 1	Very Likely
2nd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT NW TO SW COLL/W PED WEARG DARK CLOTHG XING RD NW/B

Occurred on PRIEST HILL J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere NW bound
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170135728 10/04/2017 Time 2310 Vehicles 2 Casualties 1 Slight
E:470958 N:175635 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
2nd:	Junction overshoot	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

MC1 TRAV W FAILED TO G/WAY AT XRDS & COLL/W C2 TRAV N

Occurred on KIDMORE RD J/W OAKLEY RD READING

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Female
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170159581 25/05/2017 Time 0752 Vehicles 2 Casualties 1 Slight
E:471303 N: 175762 First Road: U 7201 Road Type Slip road
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Failed to look properly	Vehicle 2	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 2	
4th:			
5th:			
6th:			

PC1 & C2 BOTH TRAV E HAVG CLEARD RBT, FOR NK REASON C1 COLL/W REAR PC1

Occurred on GROVE HILL APP 50M E HEMDEAN RD CAVERSHAM READING

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 59 Female
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170203797 03/07/2017 Time 1120 Vehicles 1 Casualties 1 Serious
E:471492 N: 174876 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 4155
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to look properly	Casualty 1	Possible
3rd:	Careless/Reckless/In a hurry	Casualty 1	Possible
4th:	Failed to judge vehicles path or speed	Casualty 1	Possible
5th:			
6th:			

C1 WAITG TO TRN LT NW TO NE STRUCK PED XING RD SW/B

Occurred on CHESTER STREET J/W A4155 PROSPECT STREET READING

Vehicle Reference 1 Car Waiting to turn left
Vehicle movement from NW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Female Pedestrian Severity: Serious
Not a pupil Seatbelt
In carr elsewhere SW bound
Driver's nearside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170207824 07/07/2017 Time 1730 Vehicles 1 Casualties 1 Slight
E:471905 N: 174628 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal B 3345
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

PED (YOUNG GIRL) WAITG TO X RD S/B AT PED XING & HIT BY C1 RVRSG S FROM PRVT DR

Occurred on GOSBROOK ROAD J/W B3345 GEORGE STREET READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to S No tow / articulation On the main road
9 No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 29 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 1 Age: 4 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170308169 06/10/2017 Time 0840 Vehicles 2 Casualties 1 Slight
E:471298 N:175762 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 FAILED TO GWAY TRNG LT NW TO NE ON NO LT TRN & COLL/W PC2 TRAV NE ON CWAY.

Occurred on GROVE HILL J/W ROTHERFIELD ROAD EMMER GREEN

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170310558 13/10/2017 Time 1232 Vehicles 1 Casualties 1 Slight
E:471347 N: 174884 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (YOUNG BOY) XING RD W/B BET PRKD VEHS & COLL/W C1 TRAV N

Occurred on HEMDEAN ROAD APP 20M S J/W CHESTER STREET CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 11 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

170314595 17/10/2017 Time 1310 Vehicles 2 Casualties 1 Slight
E:471449 N:174806 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed pedestrian crossing facility	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C2 TRAV NE IS HLD UP DUE TO VEH AHEAD STPPG TO LET PED CROSS RD & HIT IN REAR BY C1

Occurred on A4155 PROSPECT STREET APP 30M NE J/W A4155 CHURCH STREET READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 67 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight
E:471216 N:174792 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E
Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight
E:471228 N:174898 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Snow
Daylight:street lights present Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight
E:471633 N:174697 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N:174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight
E:472038 N: 175263 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 REVRNG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180040921 05/02/2018 Time 1718 Vehicles 2 Casualties 1 Slight
E:471216 N:174792 First Road: A 4155 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG R N TO W FAILED TO G/WAY COLL/W PC2 TRAV E

Occurred on A4155 CHURCH STREET J/W PRIORY AVENUE READING

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 37 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180065018 01/03/2018 Time 1500 Vehicles 2 Casualties 1 Slight
E:471228 N: 174898 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Snow
Daylight:street lights present Snowing without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRAV IN N/K DIR COLL/W RR C2 REVRSNG SE TO N/K DIR.

Occurred on PRIORY AVENUE J/W RECTORY ROAD CAVERSHAM READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Reversing
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 31 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180198674 30/06/2018 Time 2005 Vehicles 2 Casualties 1 Slight
E:471878 N: 174631 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3345
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Dazzling sun	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 TRN RT E TO N ONTO PRIV DRIVEWAY COLL/W PSV2 TRAV W TO E.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Bus or coach Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180206212 07/07/2018 Time 1006 Vehicles 2 Casualties 1 Slight
E:471866 N: 175401 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DRIVER FAILED TO PUT AUTOMATIC VEH IN PRK BEFORE EXITING.
C1 REVSNG N TO S COLL/W RR C2 PRKD.
Occurred on ELLESMERE CLOSE APPX 116M N J/W DERBY ROAD READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 51 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180227849 23/07/2018 Time 1235 Vehicles 1 Casualties 1 Slight
E:471915 N:174618 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
4th:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
5th:			
6th:			

V1 TRAV W TO E. PED CROSSED ROAD AND RAN INTO MIDDLE OF JUNCTION AND WAS STRUCK BY V1 CAUSING MINOR INJURIES.

Occurred on B3345 GOSBROOK ROAD J/W GEORGE STREET, CAVERHSAM, READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 47 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 16 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
Within 50m ped crossing N bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180275175 07/09/2018 Time 1600 Vehicles 2 Casualties 1 Slight
E:471633 N: 174697 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT SE TO N FAILD TO G/WAY & XED PATH OF PC2 TRAV NW TO SE CAUSNG RIDER TO LOSE CONT.

Occurred on GOSBROOK ROAD J/W WESTFIELD ROAD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not requested

Casualty Reference: 1 Vehicle: 2 Age: 18 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180332247 24/09/2018 Time 0650 Vehicles 2 Casualties 1 Slight
E:471496 N:174872 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Zebra crossing Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRN RT NW TO SW COLL/W PC2 TRAV SW TO NE.

Occurred on PROSPECT STREET J/W CHESTER STREET READING

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 40 Male
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 58 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180245504 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N: 174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180311889 05/10/2018 Time 0731 Vehicles 1 Casualties 1 Slight
E:471089 N:174787 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	Very Likely
4th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
5th:			
6th:			

PED1 XING RD N TO S BETWEEN PRKD VEHS COLL/W C1 TRAV W.

Occurred on A4074 CHURCH ROAD J/W ST ANNE'S ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 57 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

43180343117 09/11/2018 Time 1321 Vehicles 1 Casualties 1 Slight
E:472038 N:175263 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 REVRSG IN N/K DIR COLL/W PED XING C/WAY IN N/K DIR.

Occurred on FIELD VIEW APPX 119M S/E J/W DERBY ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Reversing
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 88 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere W bound
Movement U/K

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190013313 08/01/2019 Time 0657 Vehicles 2 Casualties 1 Slight
E:470972 N:174874 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: no street lighting Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

LGV1 TRAV NW TO S ON R/H BEND XED INTO OPP C/WAY & COLL/W PSV2 TRAV S TO NW ON L/H BEND
Occurred on A4074 CHURCH ROAD APPX 110M SE J/W THE WARREN CAVERSHAM

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 Going ahead right bend
Vehicle movement from NW to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Bus or coach Going ahead left bend
Vehicle movement from S to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 52 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190134599 05/05/2019 Time 0715 Vehicles 4 Casualties 1 Slight
E:471635 N:174735 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Driver using mobile phone	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

DRIVER C1 TRAV S TO N DISTRACTED BY MOBILE PHONE & COLL/W C2, C3 & C4 PRKD. DRIVER C1 INTOX.
Occurred on WESTFIELD ROAD APPX 36M N J/W GOSBROOK ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway Overturned
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Positive

Casualty Reference: 1 Vehicle: 1 Age: 22 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Not requested

Vehicle Reference 3 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

Vehicle Reference 4 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Female
Not hit and run Breath test Not requested

190144341 14/05/2019 Time 1305 Vehicles 1 Casualties 1 Slight
E:471727 N: 174874 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

C1 REVSNG N TO E COLL/W PED XING C/WAY N TO S.

Occurred on CROMWELL ROAD J/W HAMPDEN ROAD READING

Vehicle Reference 1 Car Reversing
Vehicle movement from N to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 60 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190214304 14/07/2019 Time 1436 Vehicles 1 Casualties 1 Slight
E:471134 N: 175891 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Crossed road masked by stationary veh	Casualty 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

PED (CHILD) XING C/WAY NE TO SW FROM BETWEEN PRKD VEHS COLL/W C1 TRAV SE TO NW.

Occurred on HEMDEAN ROAD J/W SHELDON RISE CAVERSHAM

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/parke First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 7 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere SW bound
Driver's offside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190225402 23/07/2019 Time 1020 Vehicles 3 Casualties 3 Slight
E:471387 N:175804 First Road: U 7220 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site Automatic traffic signal out Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

DRIVER MISJUDGED SPACE BETWEEN VEHS.

C1 TRAV SW TO NE COLL/W C2 PRKD & THEN COLL/W LGV3 TRAV NE TO SW.

Occurred on ROTHERFIELD WAY APPX 105M NE J/W GROVE HILL READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Did not leave carr Age of Driver 36 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 39 Male Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Not requested

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

Vehicle Reference	3	Goods 3.5 tonnes mgw and under	Going ahead other
Vehicle movement from	NE to SW	No tow / articulation	On the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	59
Not hit and run	Breath test	Negative	Male

Casualty Reference:	3	Vehicle:	3	Age:	59	Male	Driver/rider	Severity:	Slight
Not a pupil							Seatbelt		

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190250072 13/08/2019 Time 1655 Vehicles 2 Casualties 1 Slight
E:471081 N:174790 First Road: A 4074 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

C1 TRNG RT E TO N THROUGH QUEUEING TRAFF COLL/W PC2 TRAV W TO E MASKED BY STAT VEHs.
Occurred on A4074 CHURCH ROAD J/W ST ANNES ROAD CAVERSHAM

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 31 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

190290470 19/09/2019 Time 1453 Vehicles 1 Casualties 2 Slight
E:471956 N:176091 First Road: B 481 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

MC1 TRAV SW TO NE OVERTKNG STAT PSV COLL/W PEDS XING C/WAY NW TO SE.

Occurred on B481 BUCKINGHAM DRIVE APPX 62M SW J/W MARSHLAND SQUARE READING

Vehicle Reference 1 Car Overtaking stat vehicle O/S
Vehicle movement from SW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Driver/rider Severity: Slight
Not a pupil Seatbelt
Casualty Reference: 2 Vehicle: 1 Age: 1 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere SE bound
Driver's nearside masked

Accidents between dates 01/10/2016 and 30/09/2019 (36) months

Selection:

Notes:

PIA - Caversham South

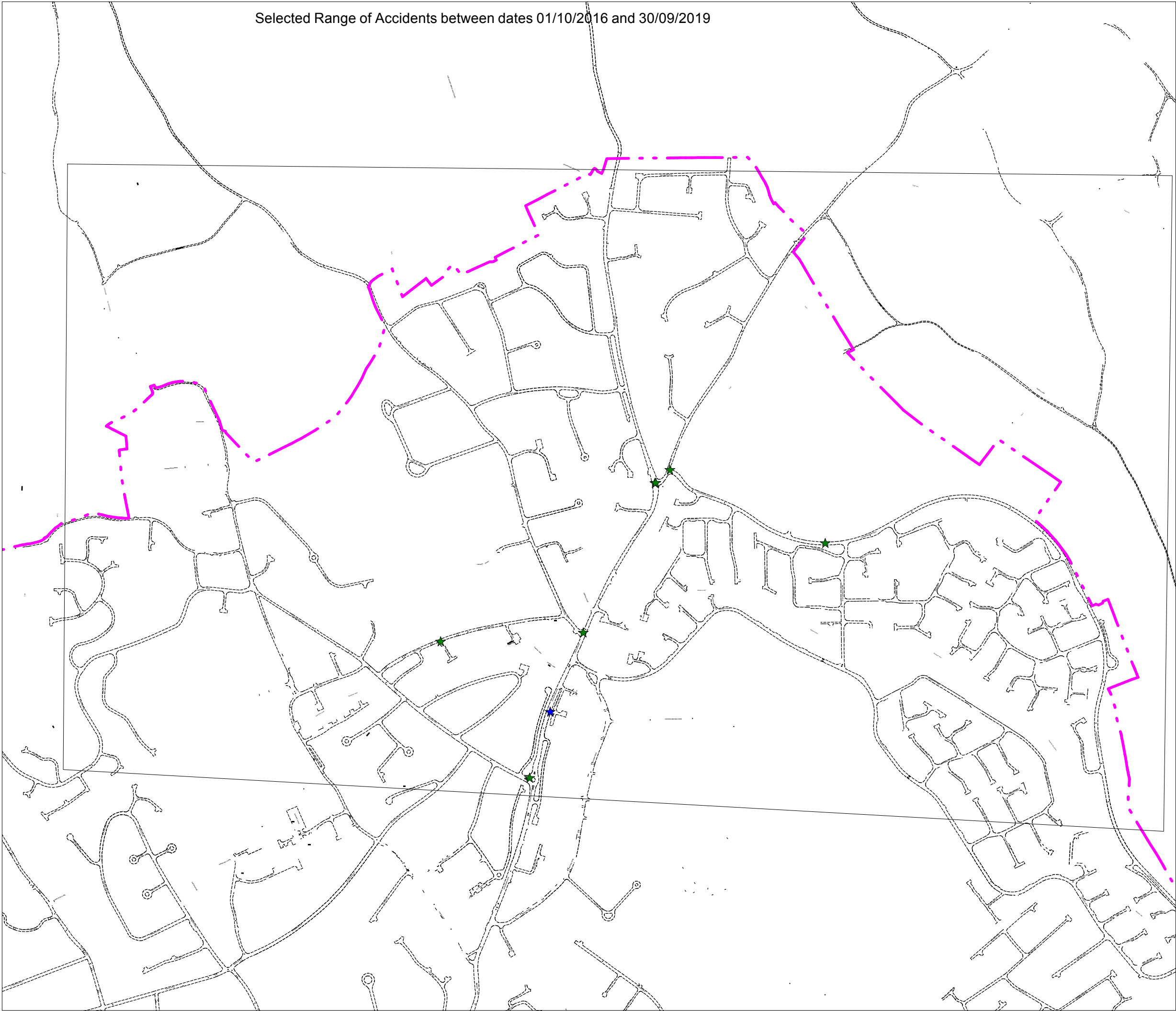
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	23	25
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	0	11	11
Horses & other	0	0	0	0
Total	0	2	36	38

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	12	12
Passenger	0	0	2	2
Motorcycle rider	0	0	2	2
Cyclist	0	0	11	11
Pedestrian	0	2	14	16
Other	0	0	0	0
Total	0	2	41	43

Selected Range of Accidents between dates 01/10/2016 and 30/09/2019



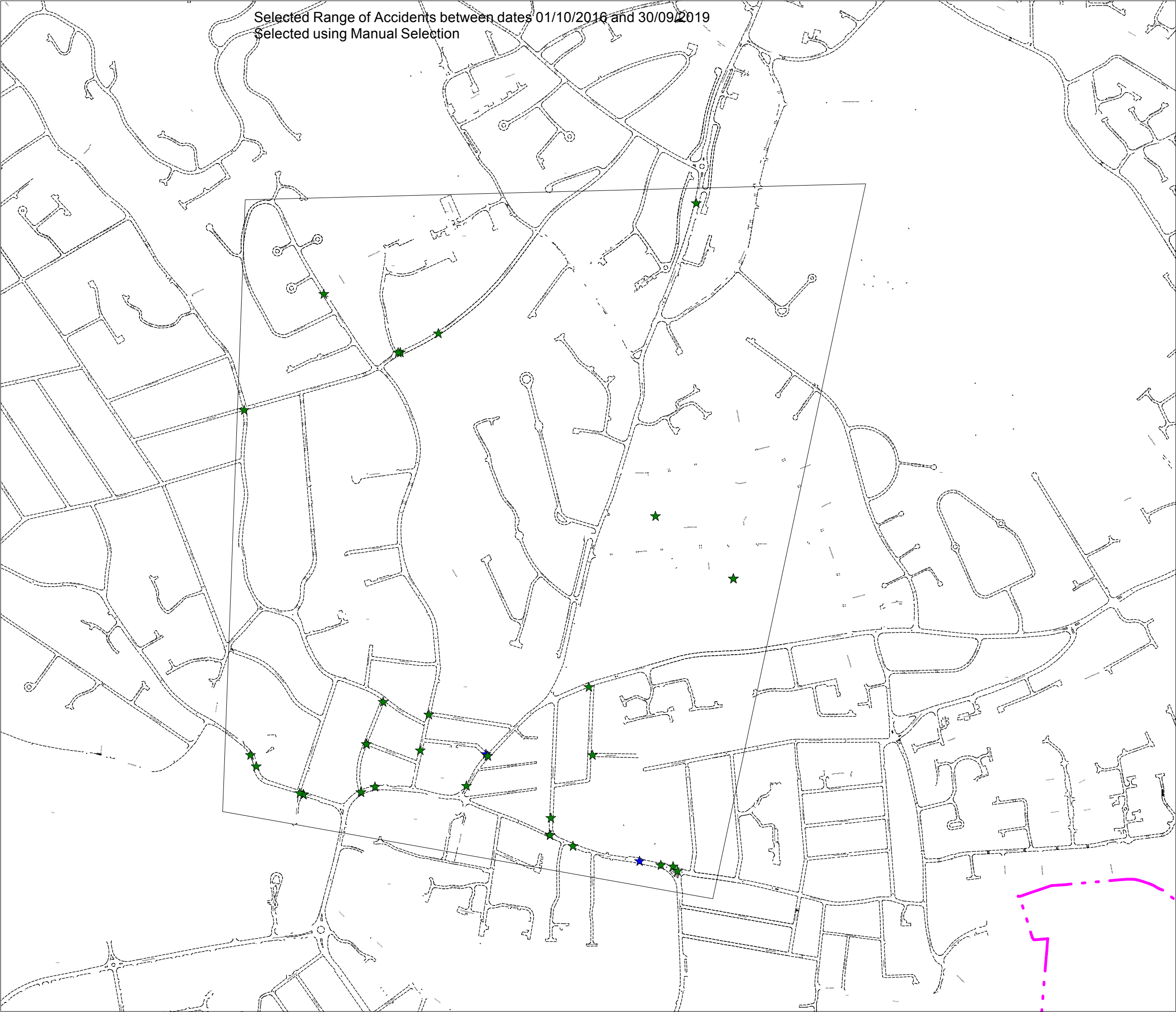
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DRAWING TITLE

PIA - Caversham Area 1 of 2

SCALE	1 : 8500
DATE	23/03/2020
DRAWING No.	
DRAWN BY	



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DRAWING TITLE	
PIA - Caversham Area 2 of 2	
SCALE	1 : 8000
DATE	23/03/2020
DRAWING No.	
DRAWN BY	

Appendix E TRICS Outputs

Calculation Reference: AUDIT-706701-190625-0605

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	1 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	2 days
	ST STAFFORDSHIRE	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	DH DURHAM	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 50 to 432 (units:)
 Range Selected by User: 50 to 650 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/09 to 01/03/19

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	5 days
Thursday	7 days
Friday	3 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	15

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3 24 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	8 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	7 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	19 days

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

Travel Plan:

Yes	5 days
No	19 days

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

PTAL Rating:

No PTAL Present	24 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-04	SEMI DETACHED		CUMBRIA
	MOORCLOSE ROAD			
	WORKINGTON			
	SALTERBACK			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	82		
	Survey date: FRIDAY	24/04/09	Survey Type: MANUAL	
2	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD			
	BISHOP AUCKLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	50		
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL	
3	DS-03-A-02	MIXED HOUSES		DERBYSHIRE
	RADBOURNE LANE			
	DERBY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	371		
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL	
4	DV-03-A-03	TERRACED & SEMI DETACHED		DEVON
	LOWER BRAND LANE			
	HONITON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	70		
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL	
5	ES-03-A-03	MIXED HOUSES & FLATS		EAST SUSSEX
	SHEPHAM LANE			
	POLEGATE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	212		
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL	
6	ES-03-A-04	MIXED HOUSES & FLATS		EAST SUSSEX
	NEW LYDD ROAD			
	CAMBER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	134		
	Survey date: FRIDAY	15/07/16	Survey Type: MANUAL	
7	HC-03-A-20	HOUSES & FLATS		HAMPSHIRE
	CANADA WAY			
	LIPHOOK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	62		
	Survey date: TUESDAY	20/11/18	Survey Type: MANUAL	
8	KC-03-A-03	MIXED HOUSES & FLATS		KENT
	HYTHE ROAD			
	ASHFORD			
	WILLESBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	51		
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total Number of dwellings: 110 Survey date: FRIDAY 22/09/17	SEMI-DETACHED & TERRACED	KENT	Survey Type: MANUAL
10	KC-03-A-06 MARGATE ROAD HERNE BAY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 363 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES & FLATS	KENT	Survey Type: MANUAL
11	KC-03-A-07 RECVLVER ROAD HERNE BAY Edge of Town Residential Zone Total Number of dwellings: 288 Survey date: WEDNESDAY 27/09/17	MIXED HOUSES	KENT	Survey Type: MANUAL
12	NE-03-A-02 HANOVER WALK SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings: 432 Survey date: MONDAY 12/05/14	SEMI DETACHED & DETACHED	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
13	NF-03-A-02 DEREHAM ROAD NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 Survey date: MONDAY 22/10/12	HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
14	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON Edge of Town No Sub Category Total Number of dwellings: 71 Survey date: TUESDAY 17/09/13	HOUSES AND FLATS	NORTH YORKSHIRE	Survey Type: MANUAL
15	SC-03-A-04 HIGH ROAD BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 Survey date: THURSDAY 23/01/14	DETACHED & TERRACED	SURREY	Survey Type: MANUAL
16	SH-03-A-04 ST MICHAEL'S STREET SHREWSBURY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 108 Survey date: THURSDAY 11/06/09	TERRACED	SHROPSHIRE	Survey Type: MANUAL
17	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL Edge of Town Residential Zone Total Number of dwellings: 54 Survey date: THURSDAY 24/10/13	SEMI-DETACHED / TERRACED	SHROPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

18	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total Number of dwellings: 248 Survey date: WEDNESDAY 22/11/17	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: MANUAL
19	SY-03-A-01 A19 BENTLEY ROAD DONCASTER BENTLEY RISE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 54 Survey date: WEDNESDAY 18/09/13	SEMI DETACHED HOUSES	SOUTH YORKSHIRE	Survey Type: MANUAL
20	WO-03-A-07 TEASEL WAY WORCESTER CLAINES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 146 Survey date: TUESDAY 26/06/18	MIXED HOUSES	WORCESTERSHIRE	Survey Type: MANUAL
21	WS-03-A-04 HILLS FARM LANE HORSHAM BROADBRIDGE HEATH Edge of Town Residential Zone Total Number of dwellings: 151 Survey date: THURSDAY 11/12/14	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
22	WS-03-A-08 ROUNDSTONE LANE ANGMERING Edge of Town Residential Zone Total Number of dwellings: 180 Survey date: THURSDAY 19/04/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL
23	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON Edge of Town Residential Zone Total Number of dwellings: 197 Survey date: THURSDAY 05/07/18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL
24	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK Edge of Town Residential Zone Total Number of dwellings: 79 Survey date: WEDNESDAY 07/11/18	MIXED HOUSES	WEST SUSSEX	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

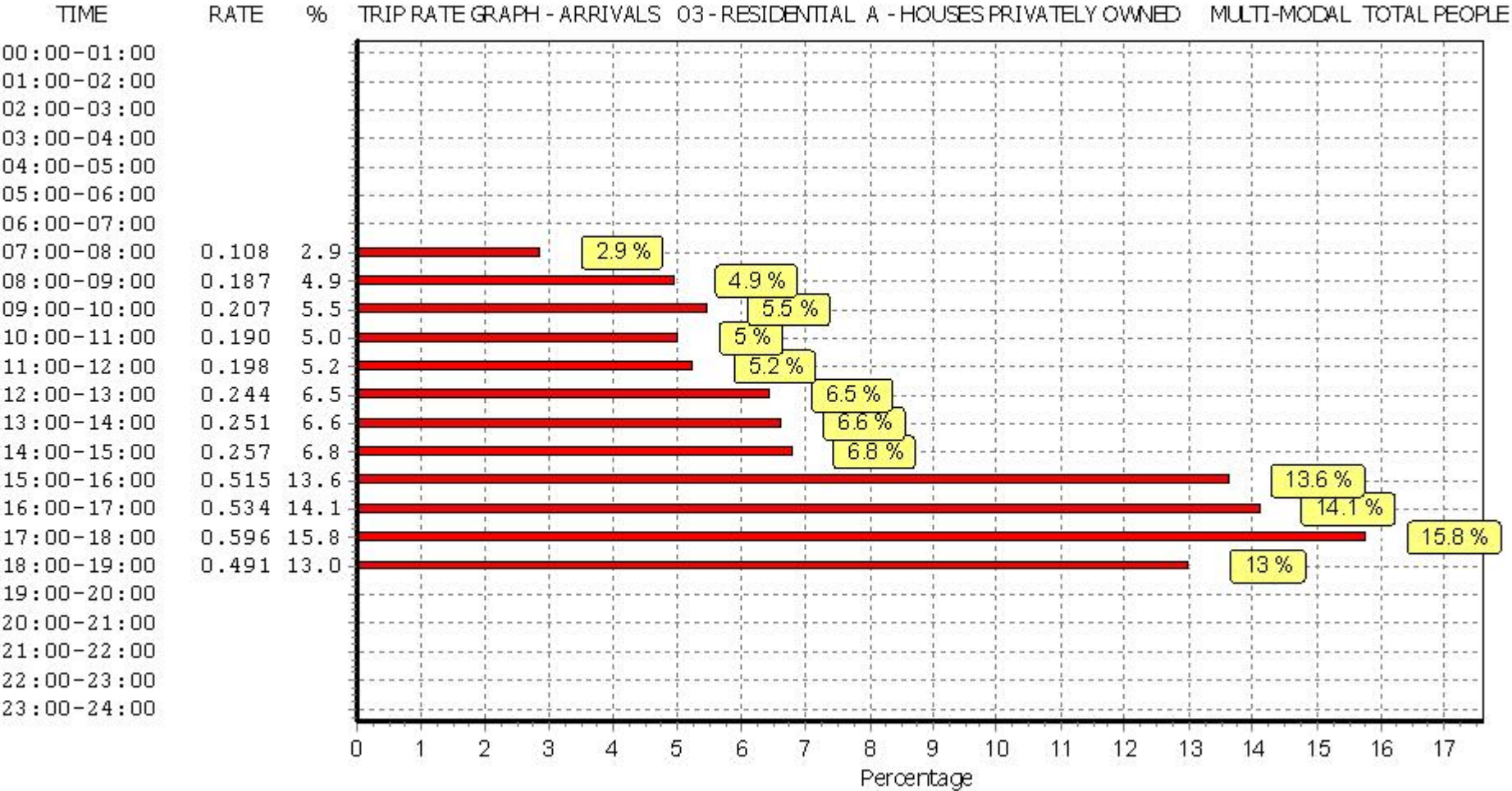
Site Ref	Reason for Deselection
DV-03-A-02	Bungalows - Retirement?
NY-03-A-06	Bungalows - Retirement?
NY-03-A-09	Bungalows - Retirement?

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

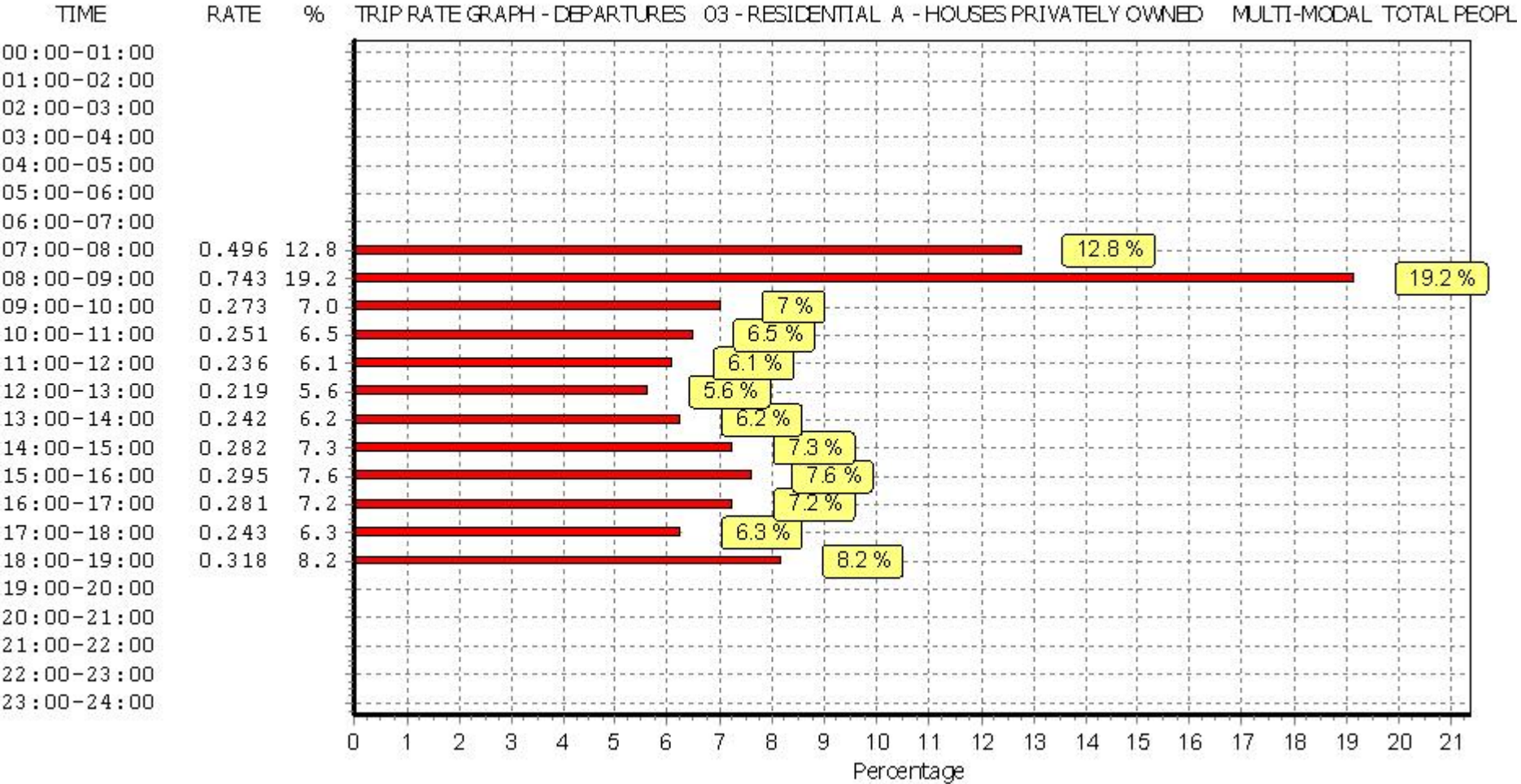
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	153	0.108	24	153	0.496	24	153	0.604
08:00 - 09:00	24	153	0.187	24	153	0.743	24	153	0.930
09:00 - 10:00	24	153	0.207	24	153	0.273	24	153	0.480
10:00 - 11:00	24	153	0.190	24	153	0.251	24	153	0.441
11:00 - 12:00	24	153	0.198	24	153	0.236	24	153	0.434
12:00 - 13:00	24	153	0.244	24	153	0.219	24	153	0.463
13:00 - 14:00	24	153	0.251	24	153	0.242	24	153	0.493
14:00 - 15:00	24	153	0.257	24	153	0.282	24	153	0.539
15:00 - 16:00	24	153	0.515	24	153	0.295	24	153	0.810
16:00 - 17:00	24	153	0.534	24	153	0.281	24	153	0.815
17:00 - 18:00	24	153	0.596	24	153	0.243	24	153	0.839
18:00 - 19:00	24	153	0.491	24	153	0.318	24	153	0.809
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.778			3.879			7.657

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

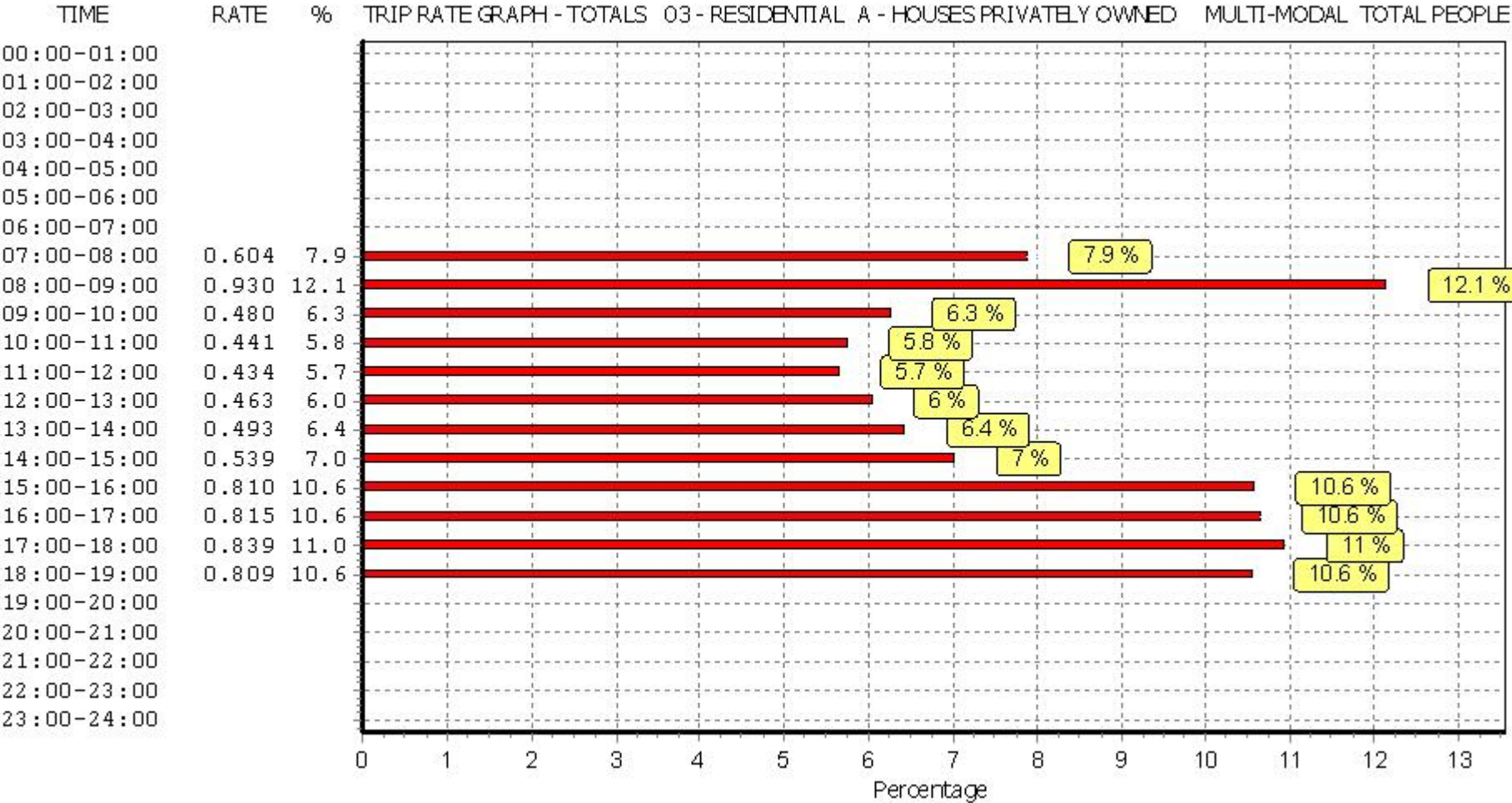
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-706701-190625-0626

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	2 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NO NORTH LINCOLNSHIRE	1 days
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 350 to 940 (units: sqm)
Range Selected by User: 200 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/03/09 to 01/03/19

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	3

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

Selected Location Sub Categories:

Residential Zone	8
------------------	---

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

Secondary Filtering selection:

Use Class:

D1

8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

2 days

15,001 to 20,000

2 days

20,001 to 25,000

1 days

25,001 to 50,000

2 days

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

Population within 5 miles:

75,001 to 100,000

2 days

100,001 to 125,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

2 days

500,001 or More

1 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

2 days

1.1 to 1.5

5 days

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

Travel Plan:

No

8 days

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

PTAL Rating:

No PTAL Present

8 days

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

LIST OF SITES relevant to selection parameters

1	BU-05-G-01 HANNON ROAD AYLESBURY	GP SURGERY	BUCKINGHAMSHIRE
	Edge of Town Residential Zone Total Gross floor area:	620 sqm	
	Survey date: THURSDAY	03/12/09	Survey Type: MANUAL
2	BU-05-G-02 HINDHEAD KNOLL MILTON KEYNES WALNUT TREE	GP SURGERY	BUCKINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	601 sqm	
	Survey date: TUESDAY	19/10/10	Survey Type: MANUAL
3	CH-05-G-03 HEATH LANE CHESTER	GP SURGERY	CHESHIRE
	BOUGHTON HEATH Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	800 sqm	
	Survey date: TUESDAY	29/05/12	Survey Type: MANUAL
4	GS-05-G-01 ABBOTSWOOD ROAD GLOUCESTER BROCKWORTH	GP SURGERY	GLOUCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	475 sqm	
	Survey date: TUESDAY	27/04/10	Survey Type: MANUAL
5	NO-05-G-02 FERRY ROAD WEST SCUNTHORPE	GP SURGERY	NORTH LINCOLNSHIRE
	Edge of Town Residential Zone Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	17/09/09	Survey Type: MANUAL
6	NT-05-G-01 MANSFIELD ROAD NOTTINGHAM	GP SURGERY	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	460 sqm	
	Survey date: WEDNESDAY	24/06/15	Survey Type: MANUAL
7	TW-05-G-01 DURHAM ROAD SUNDERLAND	GP SURGERY	TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	600 sqm	
	Survey date: FRIDAY	30/11/12	Survey Type: MANUAL
8	WY-05-G-01 BURLEY ROAD LEEDS BURLEY	GP SURGERY	WEST YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	940 sqm	
	Survey date: WEDNESDAY	09/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.980	7	627	0.296	7	627	1.276
08:00 - 09:00	8	606	4.148	8	606	2.064	8	606	6.212
09:00 - 10:00	8	606	4.168	8	606	3.714	8	606	7.882
10:00 - 11:00	8	606	4.746	8	606	4.622	8	606	9.368
11:00 - 12:00	8	606	4.106	8	606	4.333	8	606	8.439
12:00 - 13:00	8	606	2.972	8	606	3.694	8	606	6.666
13:00 - 14:00	8	606	2.518	8	606	2.332	8	606	4.850
14:00 - 15:00	8	606	3.467	8	606	3.549	8	606	7.016
15:00 - 16:00	8	606	3.302	8	606	3.178	8	606	6.480
16:00 - 17:00	8	606	2.786	8	606	3.467	8	606	6.253
17:00 - 18:00	8	606	1.630	8	606	2.476	8	606	4.106
18:00 - 19:00	8	606	0.268	8	606	1.238	8	606	1.506
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			35.091			34.963			70.054

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

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

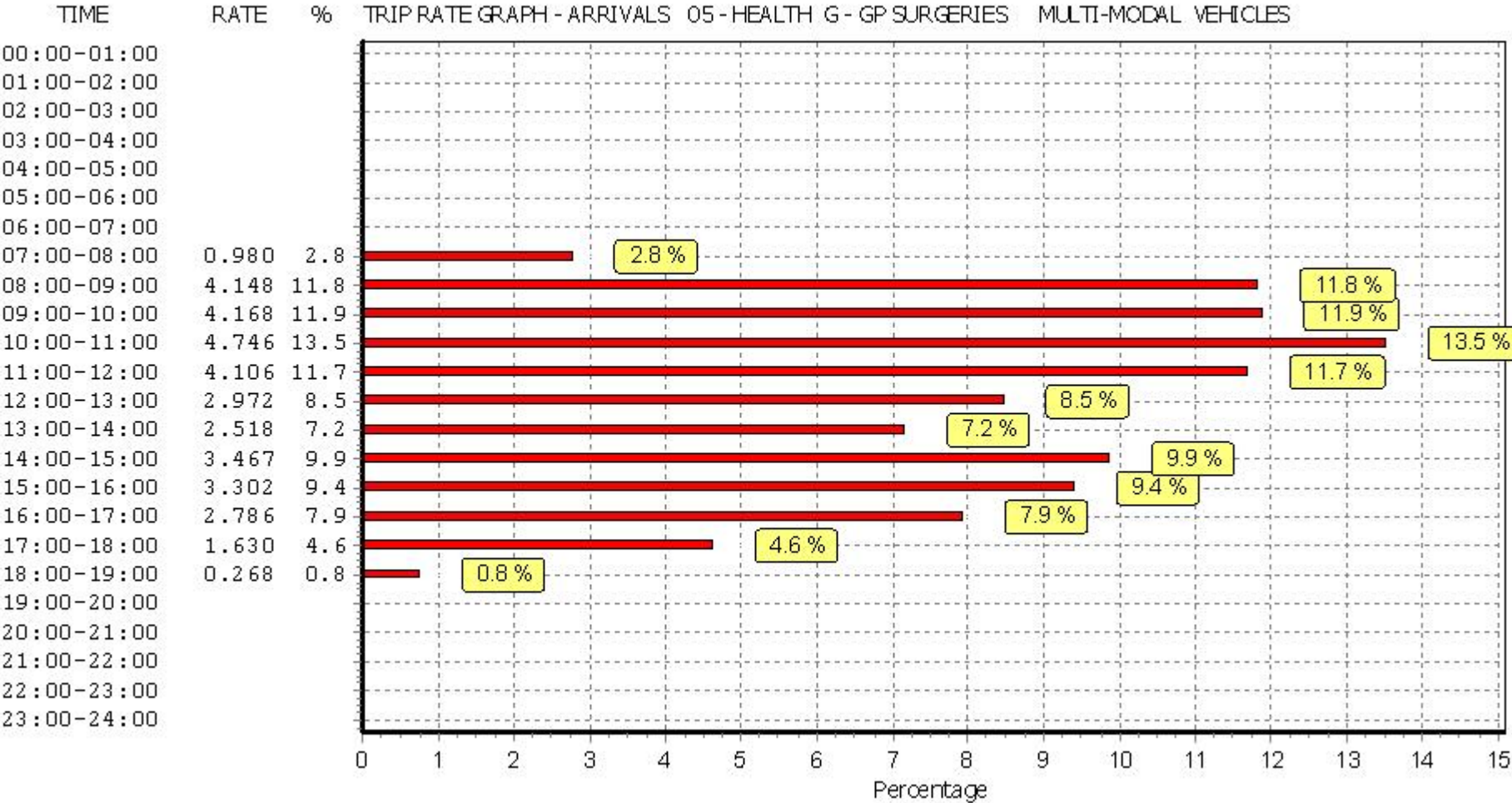
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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

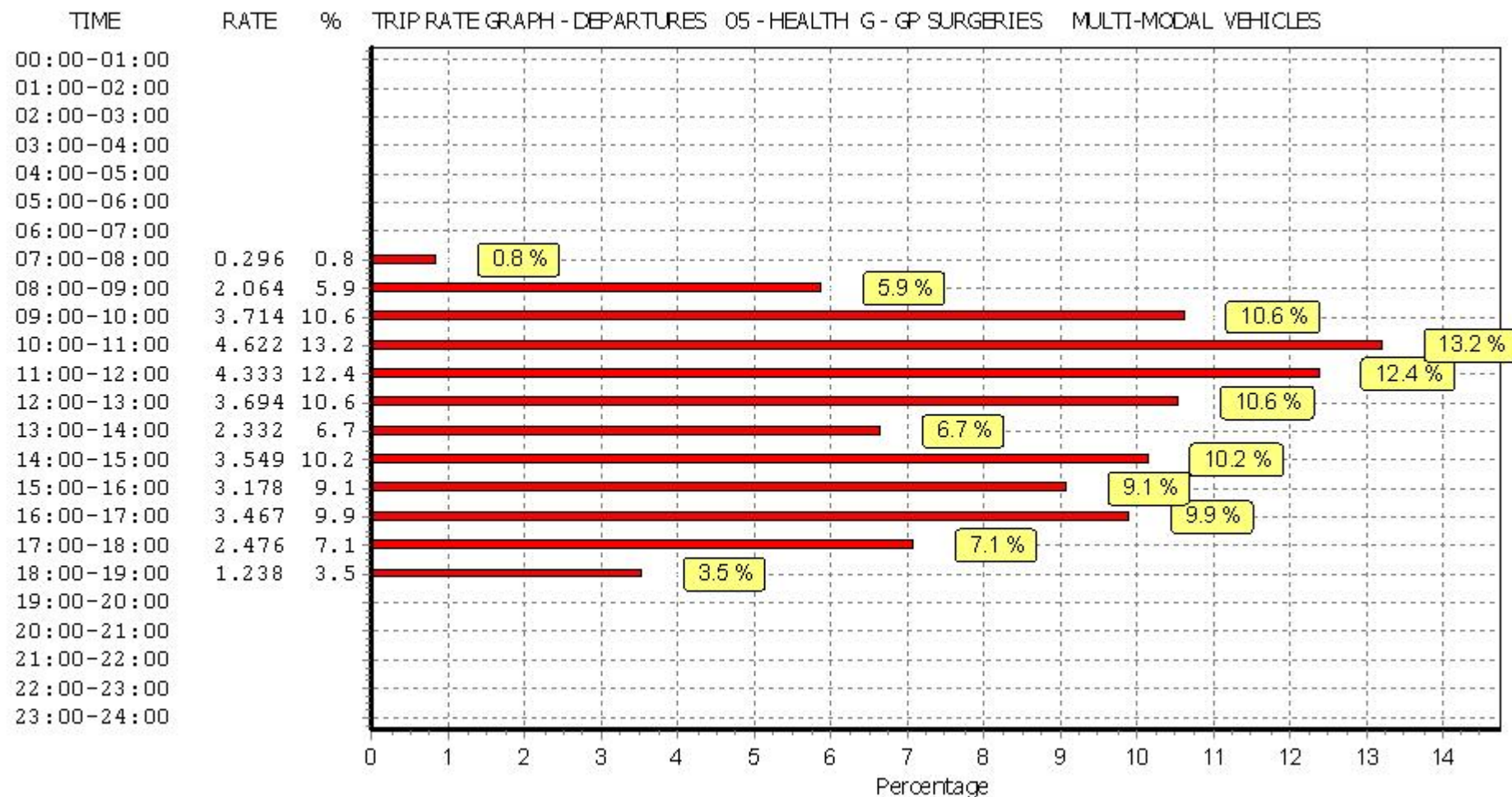
Parameter summary

Trip rate parameter range selected:	350 - 940 (units: sqm)
Survey date range:	01/03/09 - 01/03/19
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

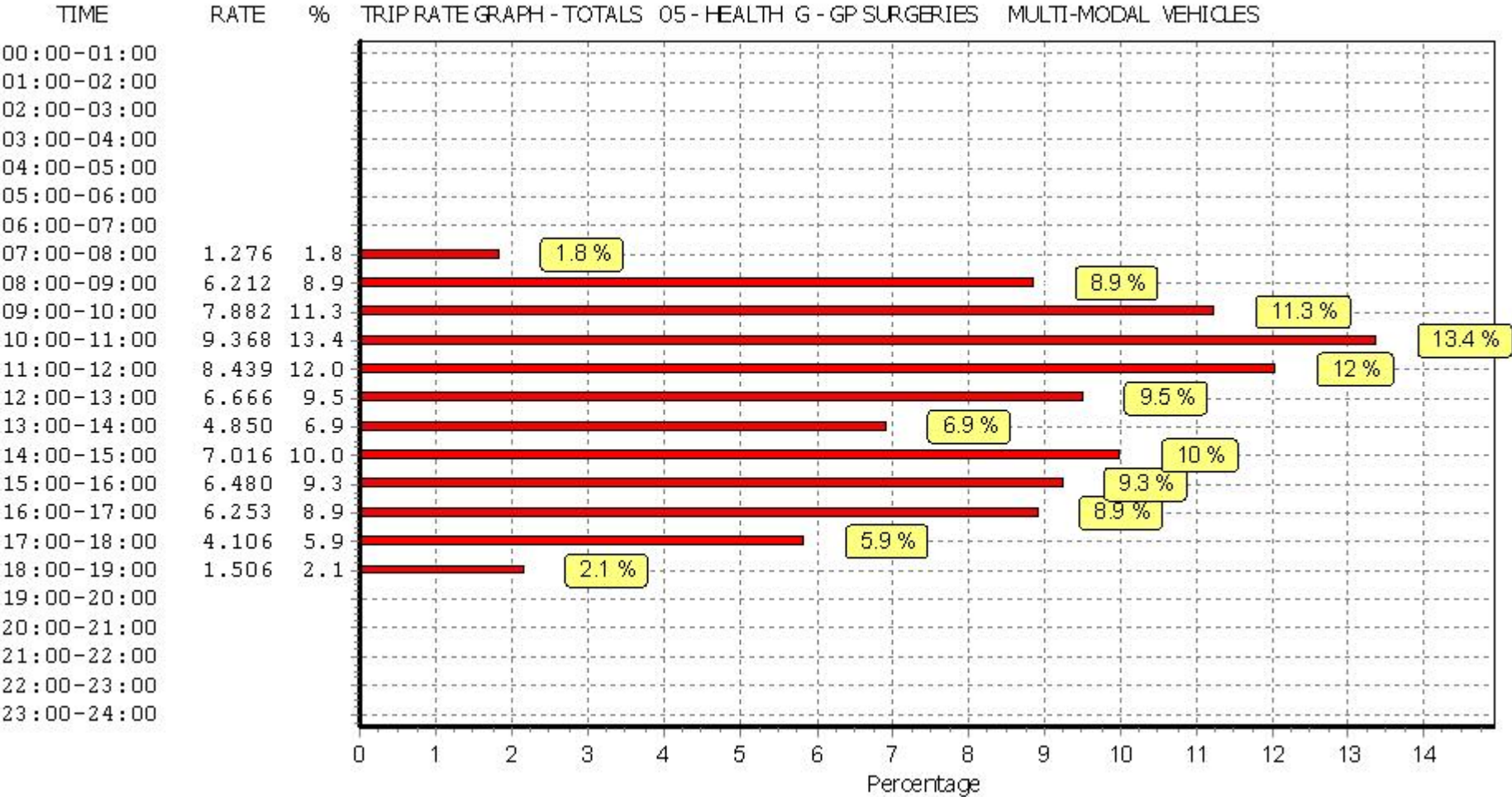
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TAXIS

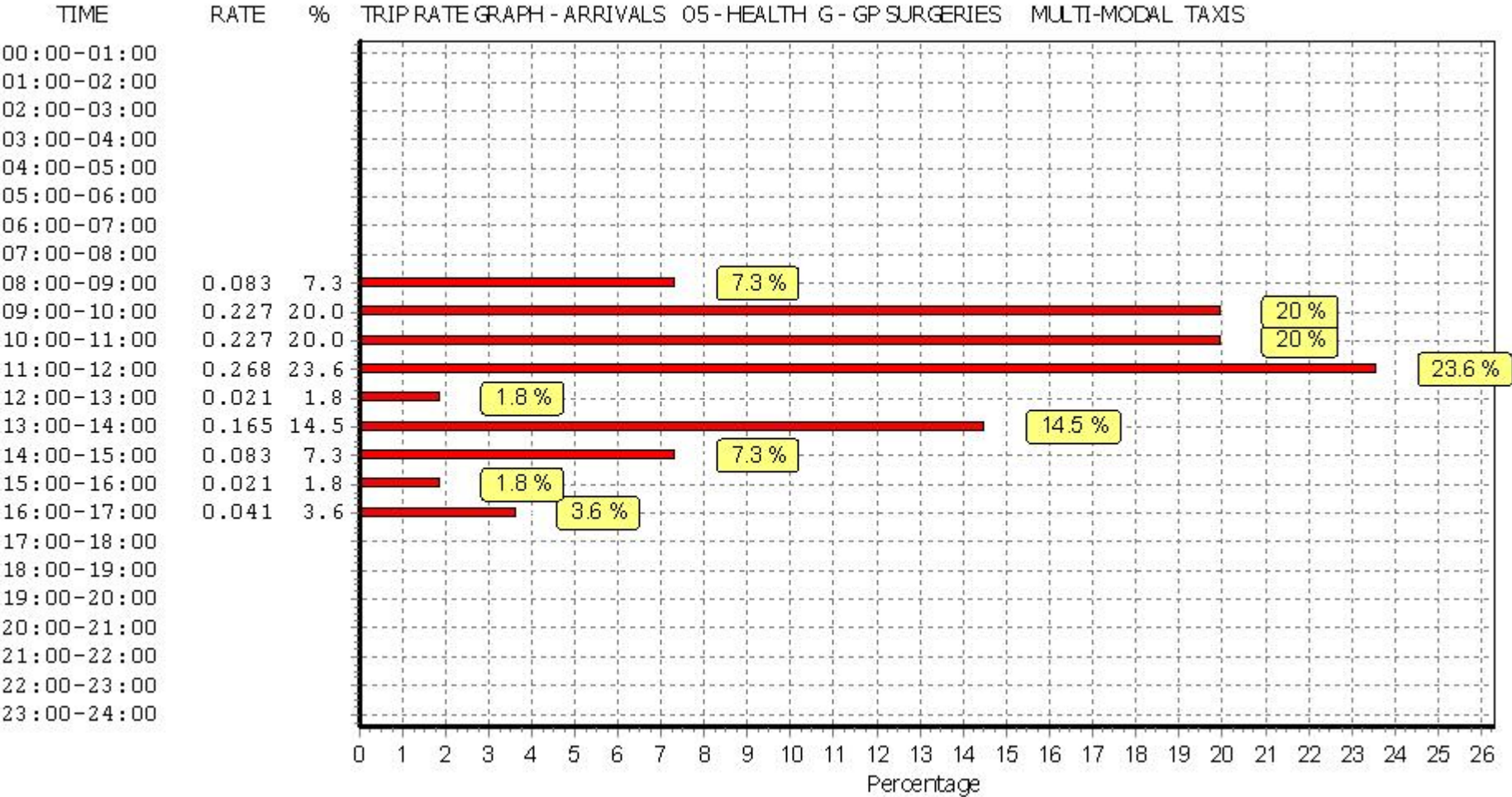
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

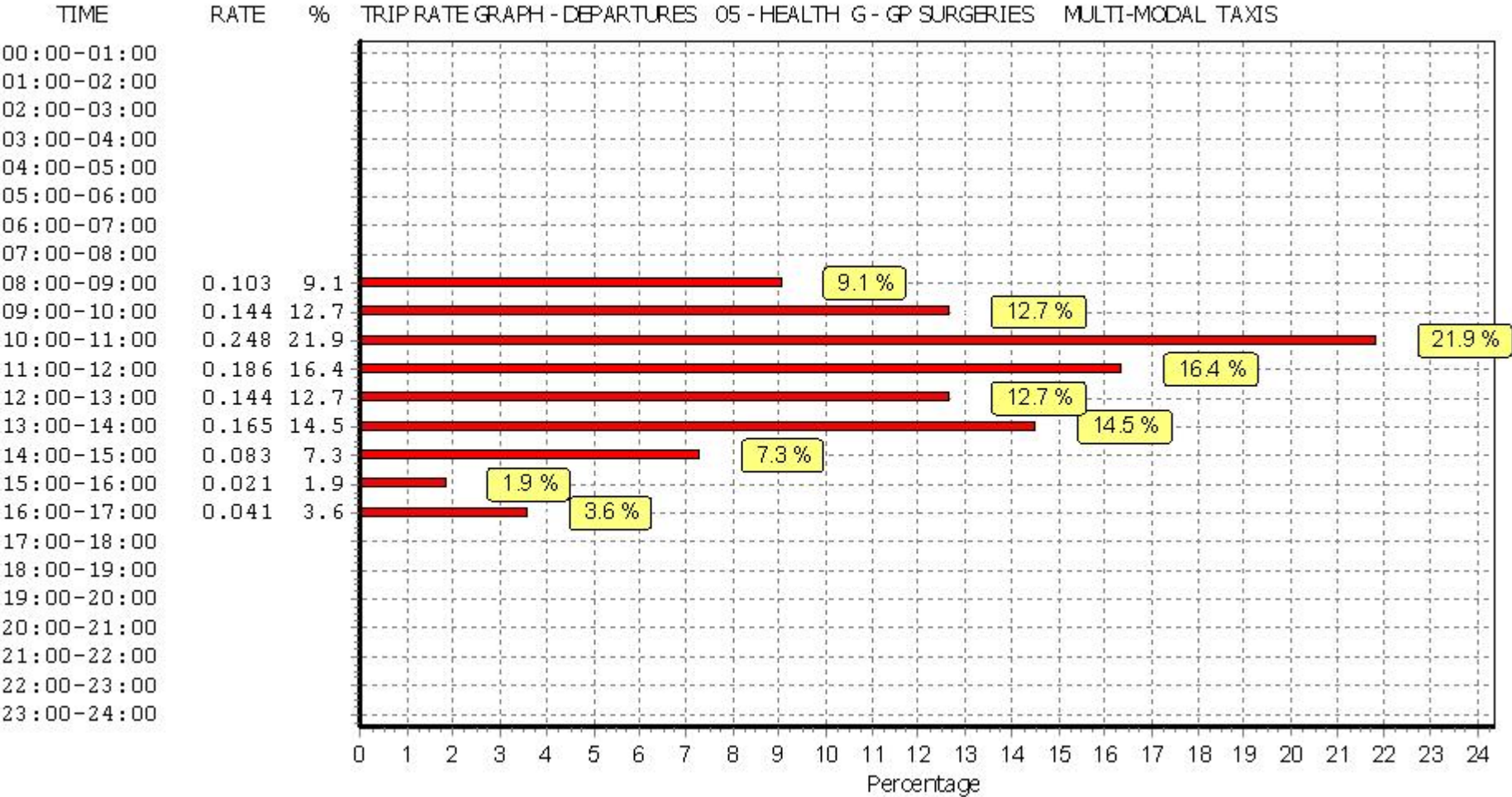
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.103	8	606	0.186
09:00 - 10:00	8	606	0.227	8	606	0.144	8	606	0.371
10:00 - 11:00	8	606	0.227	8	606	0.248	8	606	0.475
11:00 - 12:00	8	606	0.268	8	606	0.186	8	606	0.454
12:00 - 13:00	8	606	0.021	8	606	0.144	8	606	0.165
13:00 - 14:00	8	606	0.165	8	606	0.165	8	606	0.330
14:00 - 15:00	8	606	0.083	8	606	0.083	8	606	0.166
15:00 - 16:00	8	606	0.021	8	606	0.021	8	606	0.042
16:00 - 17:00	8	606	0.041	8	606	0.041	8	606	0.082
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.136			1.135			2.271

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

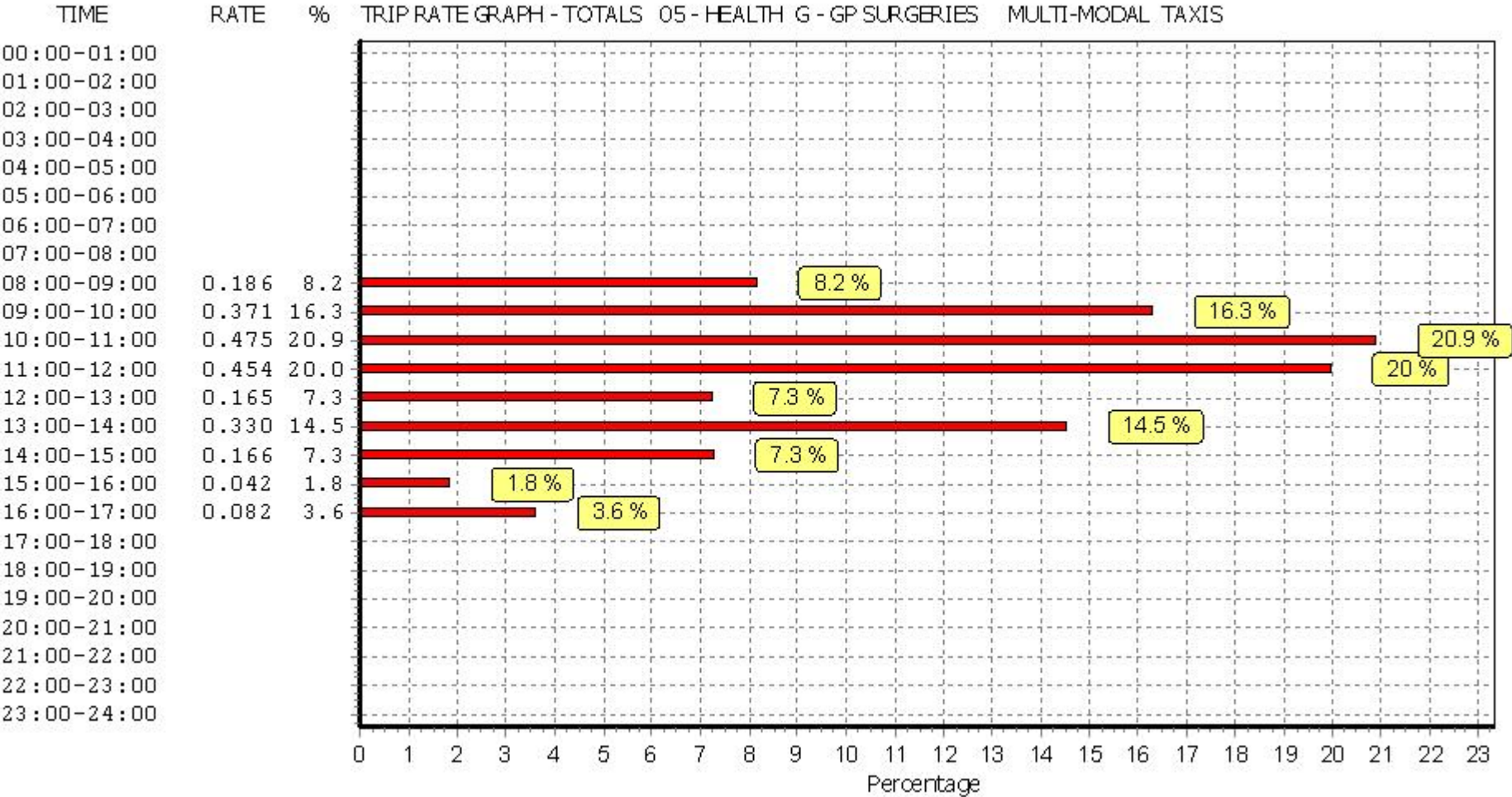
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL OGVS

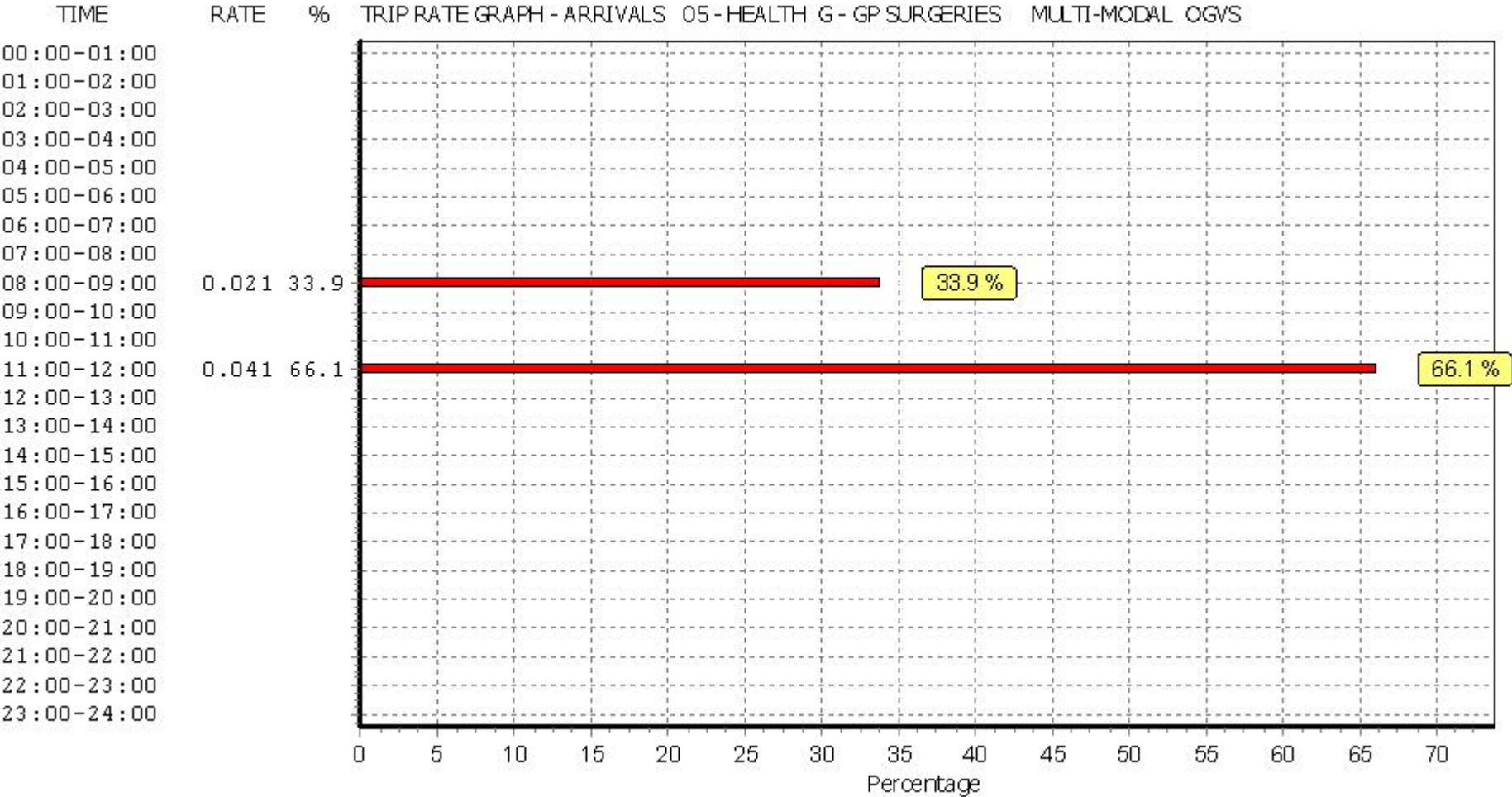
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

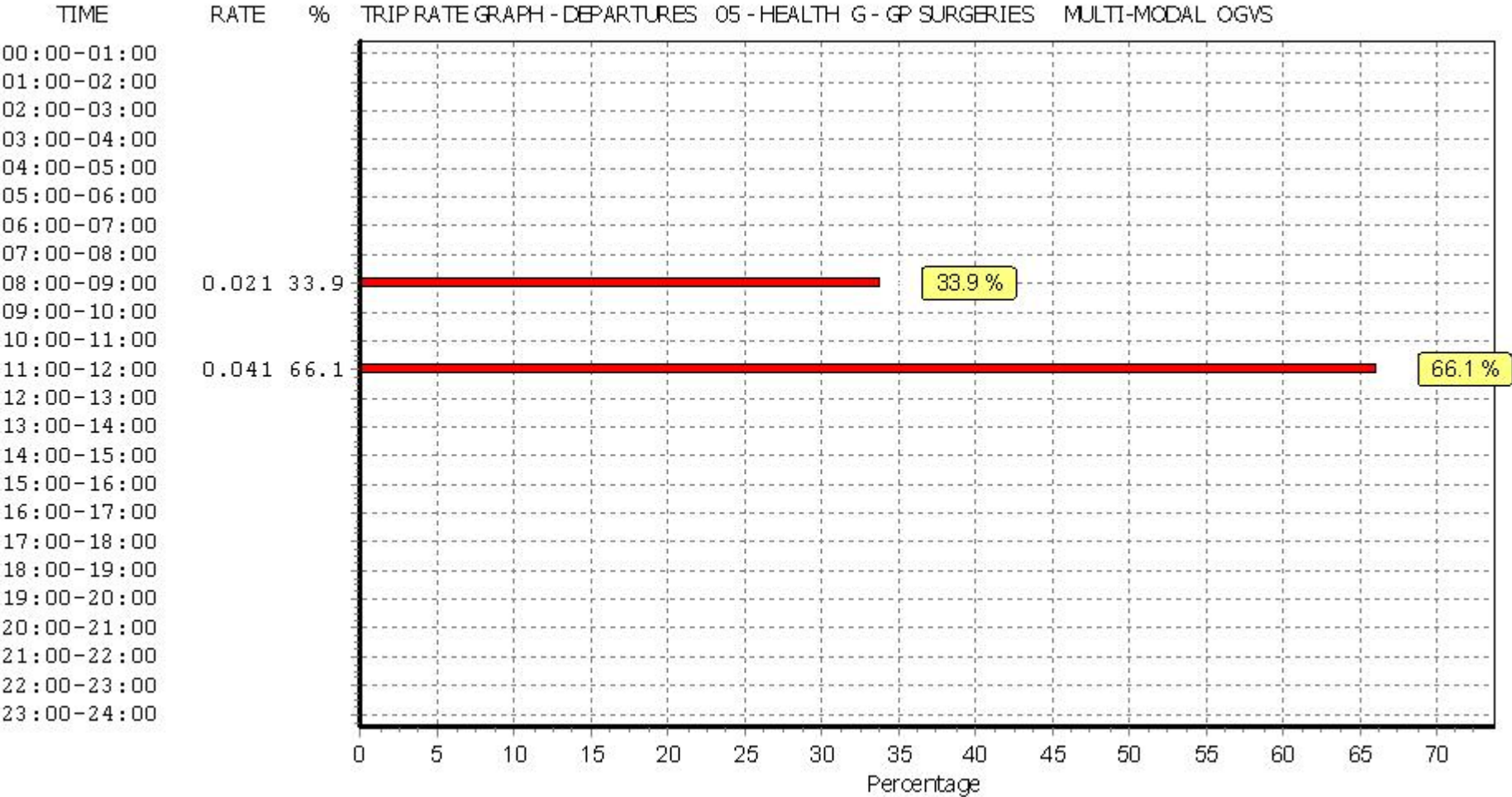
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.021	8	606	0.021	8	606	0.042
09:00 - 10:00	8	606	0.000	8	606	0.000	8	606	0.000
10:00 - 11:00	8	606	0.000	8	606	0.000	8	606	0.000
11:00 - 12:00	8	606	0.041	8	606	0.041	8	606	0.082
12:00 - 13:00	8	606	0.000	8	606	0.000	8	606	0.000
13:00 - 14:00	8	606	0.000	8	606	0.000	8	606	0.000
14:00 - 15:00	8	606	0.000	8	606	0.000	8	606	0.000
15:00 - 16:00	8	606	0.000	8	606	0.000	8	606	0.000
16:00 - 17:00	8	606	0.000	8	606	0.000	8	606	0.000
17:00 - 18:00	8	606	0.000	8	606	0.000	8	606	0.000
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

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

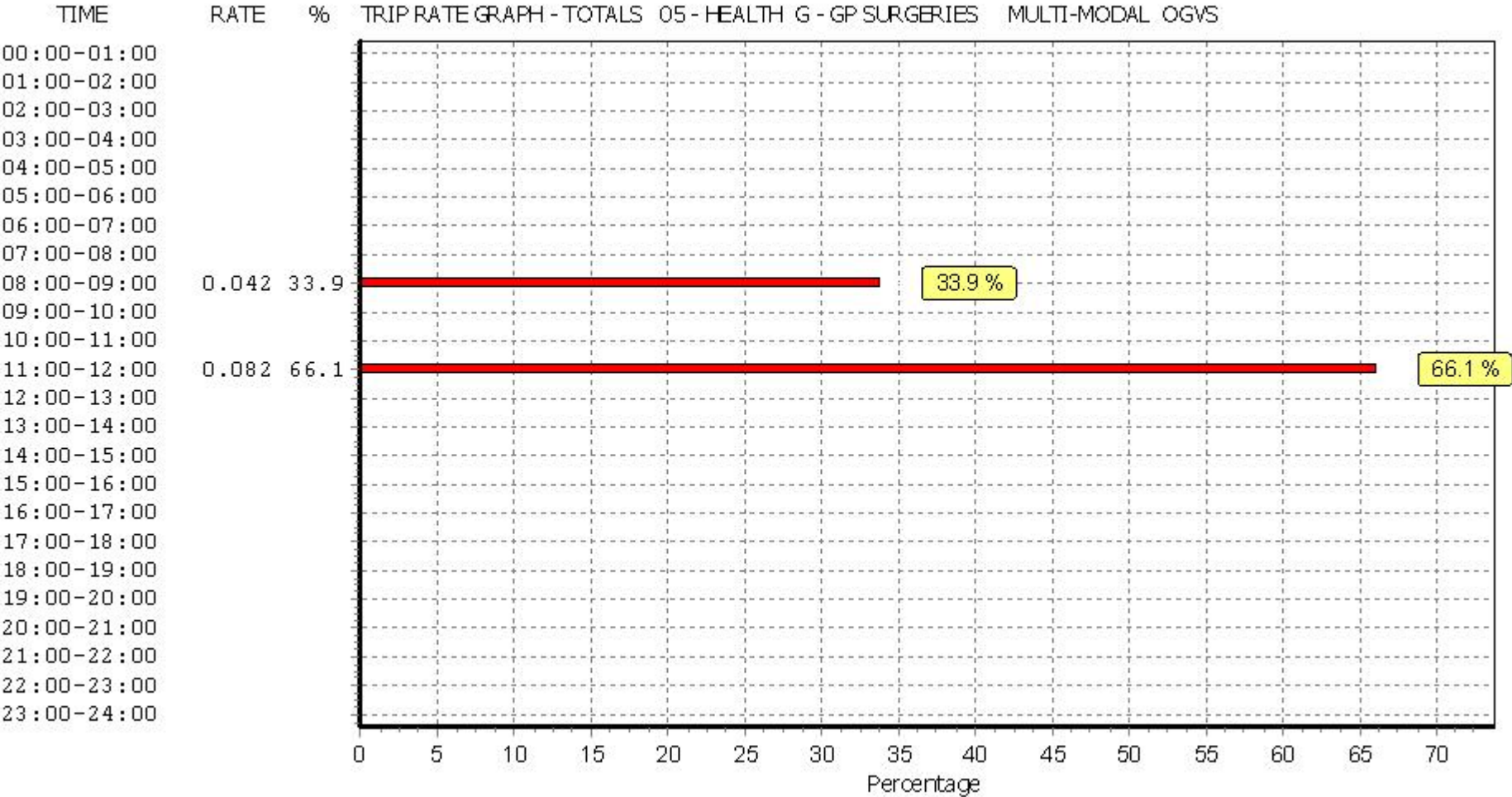
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

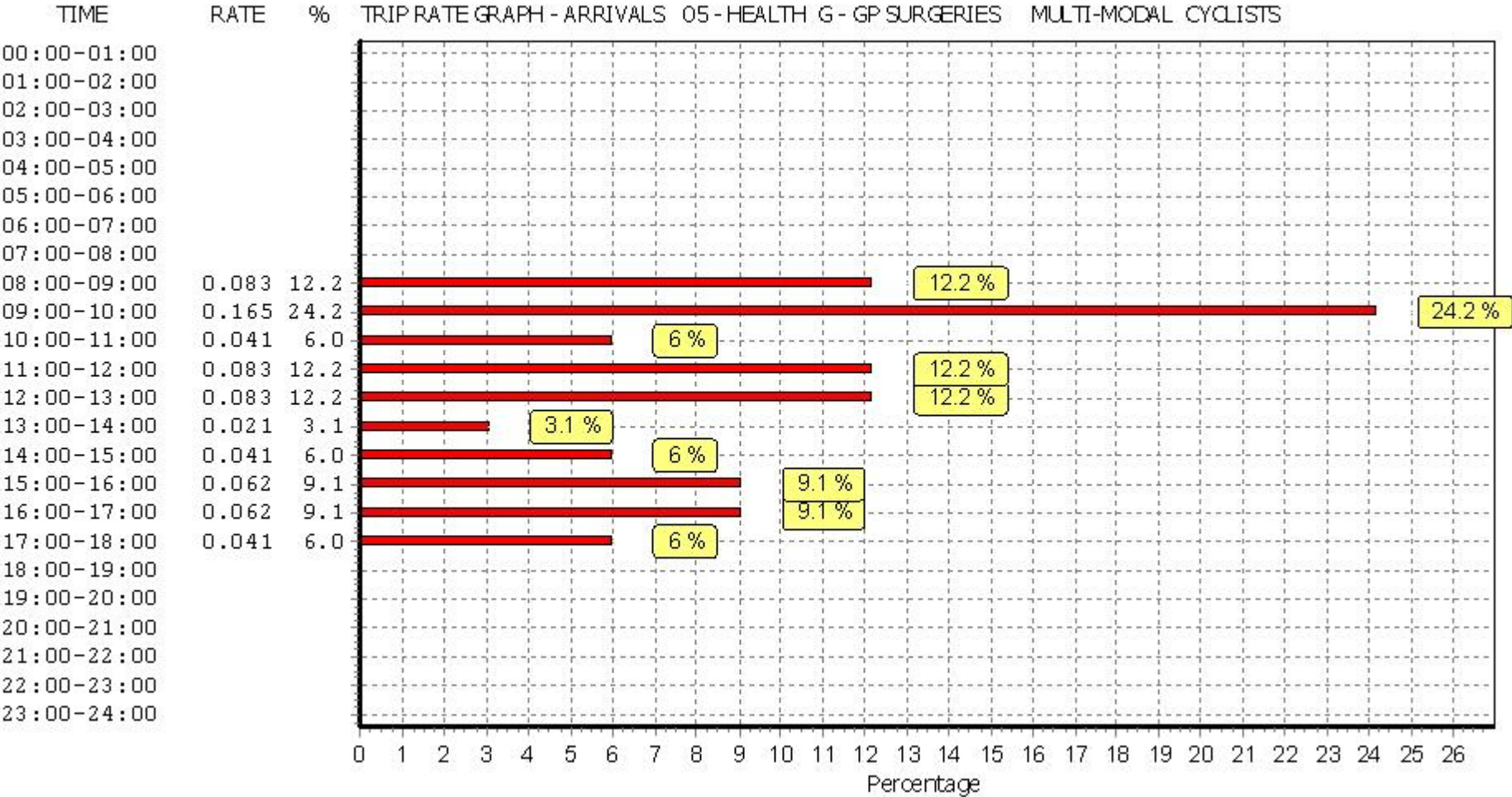
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

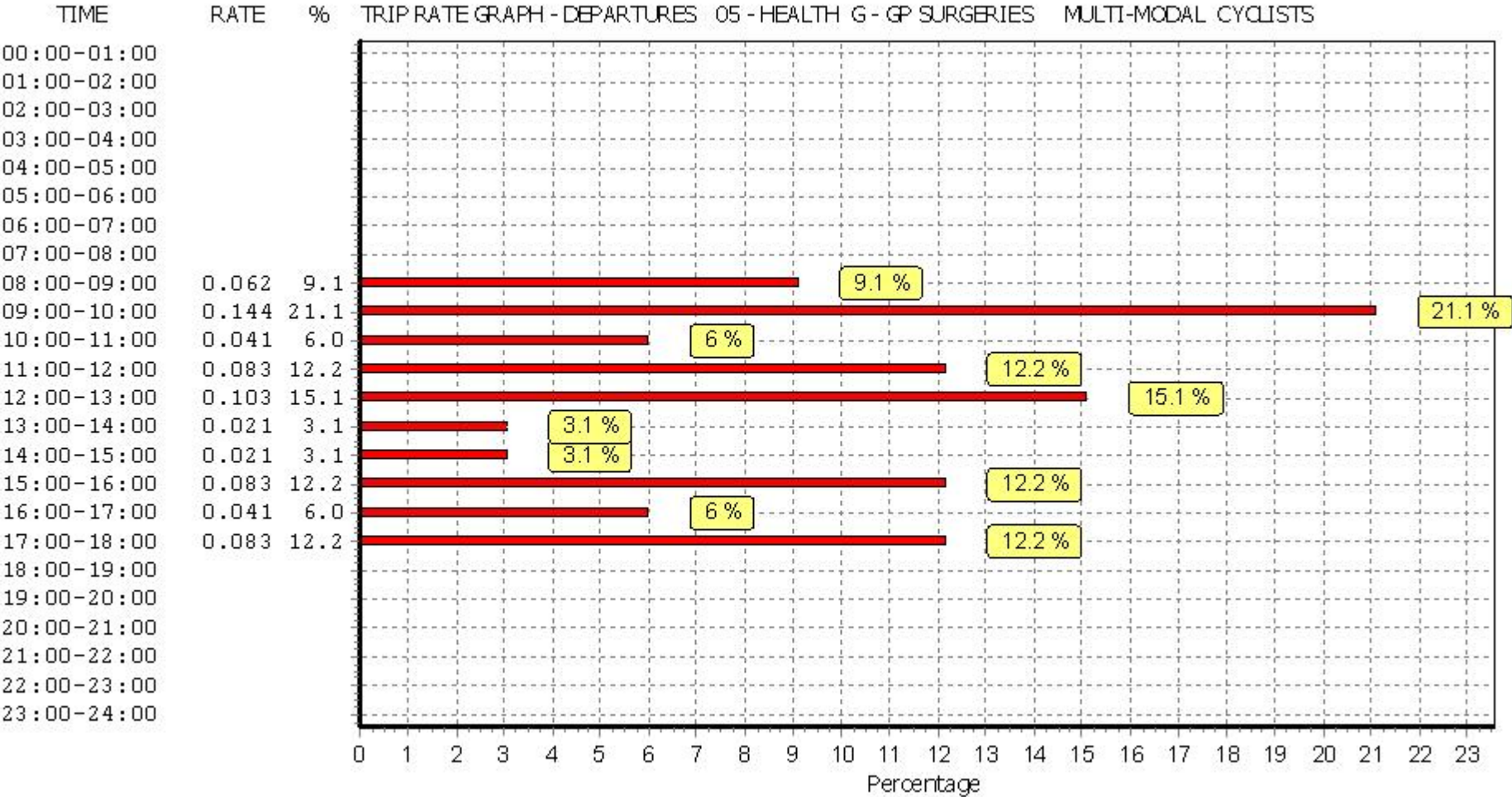
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.083	8	606	0.062	8	606	0.145
09:00 - 10:00	8	606	0.165	8	606	0.144	8	606	0.309
10:00 - 11:00	8	606	0.041	8	606	0.041	8	606	0.082
11:00 - 12:00	8	606	0.083	8	606	0.083	8	606	0.166
12:00 - 13:00	8	606	0.083	8	606	0.103	8	606	0.186
13:00 - 14:00	8	606	0.021	8	606	0.021	8	606	0.042
14:00 - 15:00	8	606	0.041	8	606	0.021	8	606	0.062
15:00 - 16:00	8	606	0.062	8	606	0.083	8	606	0.145
16:00 - 17:00	8	606	0.062	8	606	0.041	8	606	0.103
17:00 - 18:00	8	606	0.041	8	606	0.083	8	606	0.124
18:00 - 19:00	8	606	0.000	8	606	0.000	8	606	0.000
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.682			1.364

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

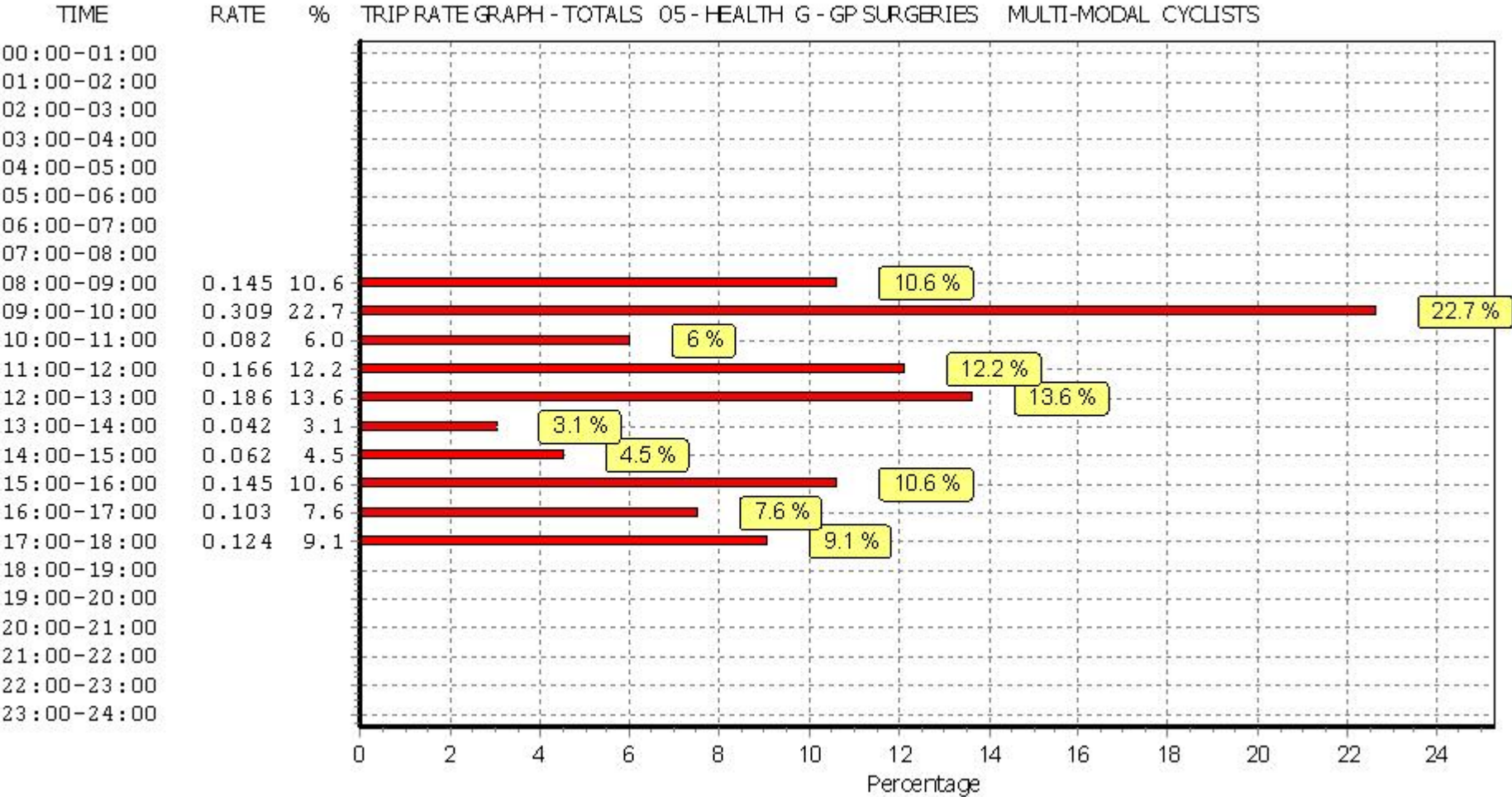
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLE OCCUPANTS

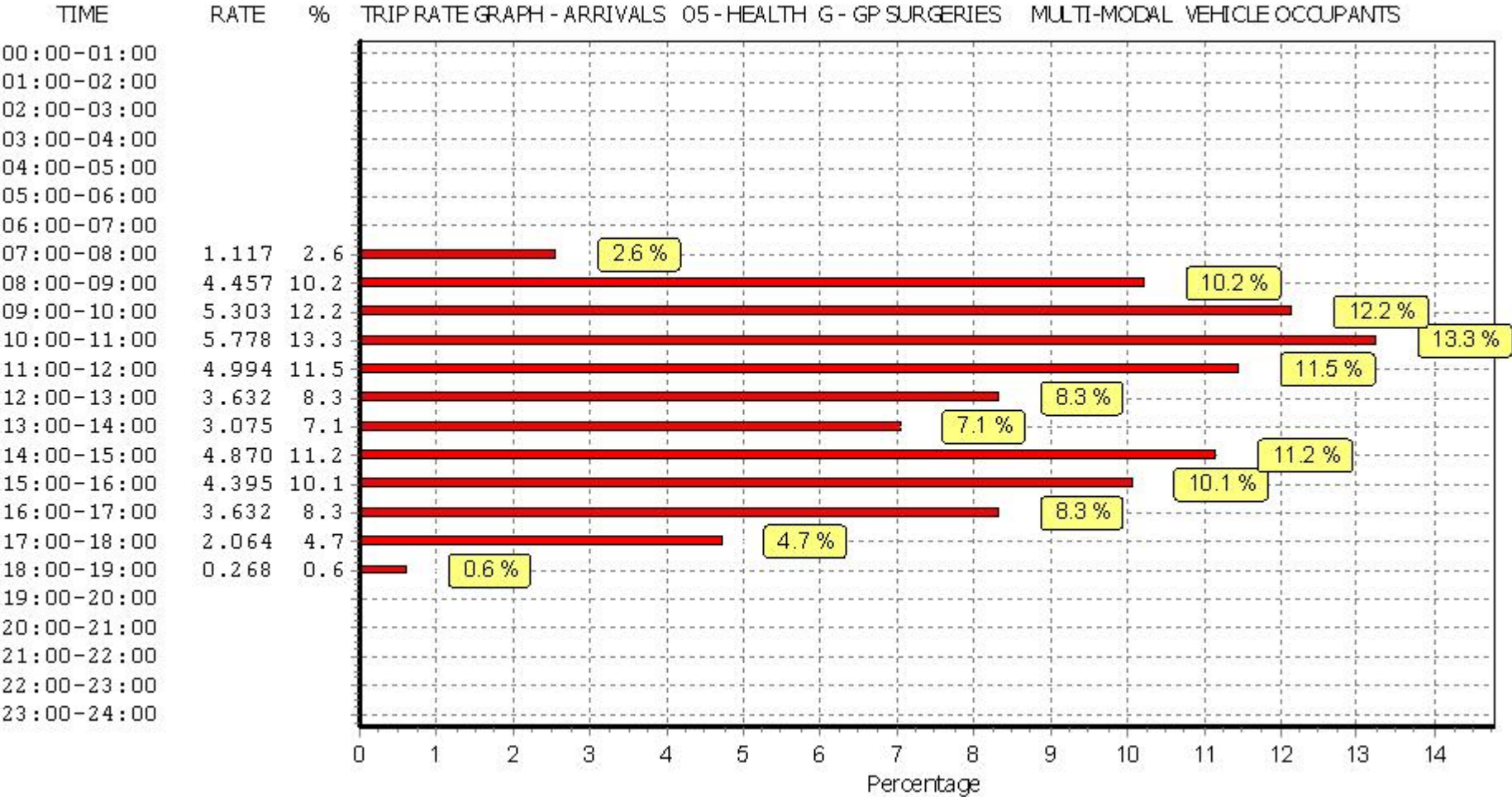
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

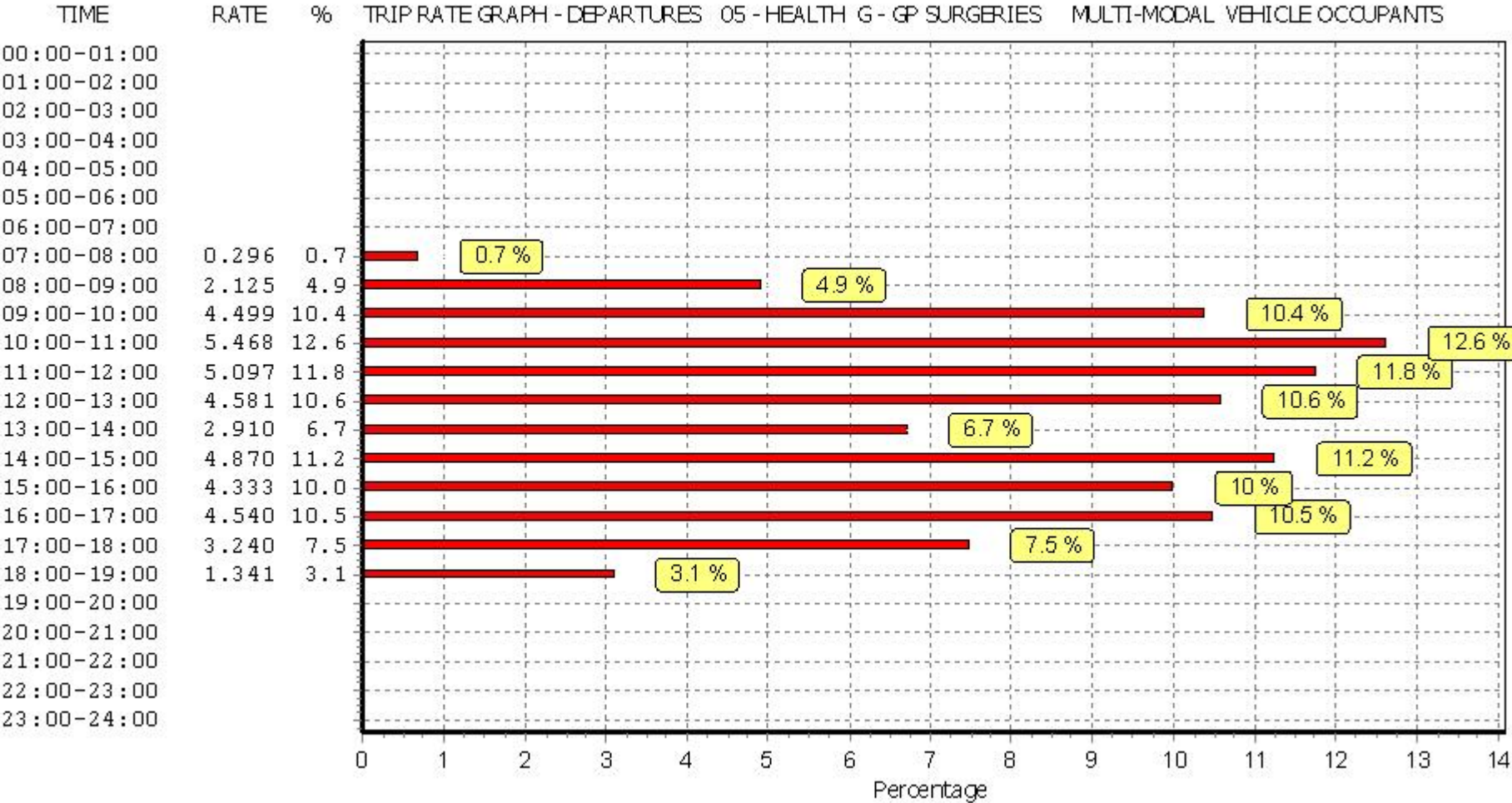
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.117	7	627	0.296	7	627	1.413
08:00 - 09:00	8	606	4.457	8	606	2.125	8	606	6.582
09:00 - 10:00	8	606	5.303	8	606	4.499	8	606	9.802
10:00 - 11:00	8	606	5.778	8	606	5.468	8	606	11.246
11:00 - 12:00	8	606	4.994	8	606	5.097	8	606	10.091
12:00 - 13:00	8	606	3.632	8	606	4.581	8	606	8.213
13:00 - 14:00	8	606	3.075	8	606	2.910	8	606	5.985
14:00 - 15:00	8	606	4.870	8	606	4.870	8	606	9.740
15:00 - 16:00	8	606	4.395	8	606	4.333	8	606	8.728
16:00 - 17:00	8	606	3.632	8	606	4.540	8	606	8.172
17:00 - 18:00	8	606	2.064	8	606	3.240	8	606	5.304
18:00 - 19:00	8	606	0.268	8	606	1.341	8	606	1.609
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		43.585				43.300			86.885

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

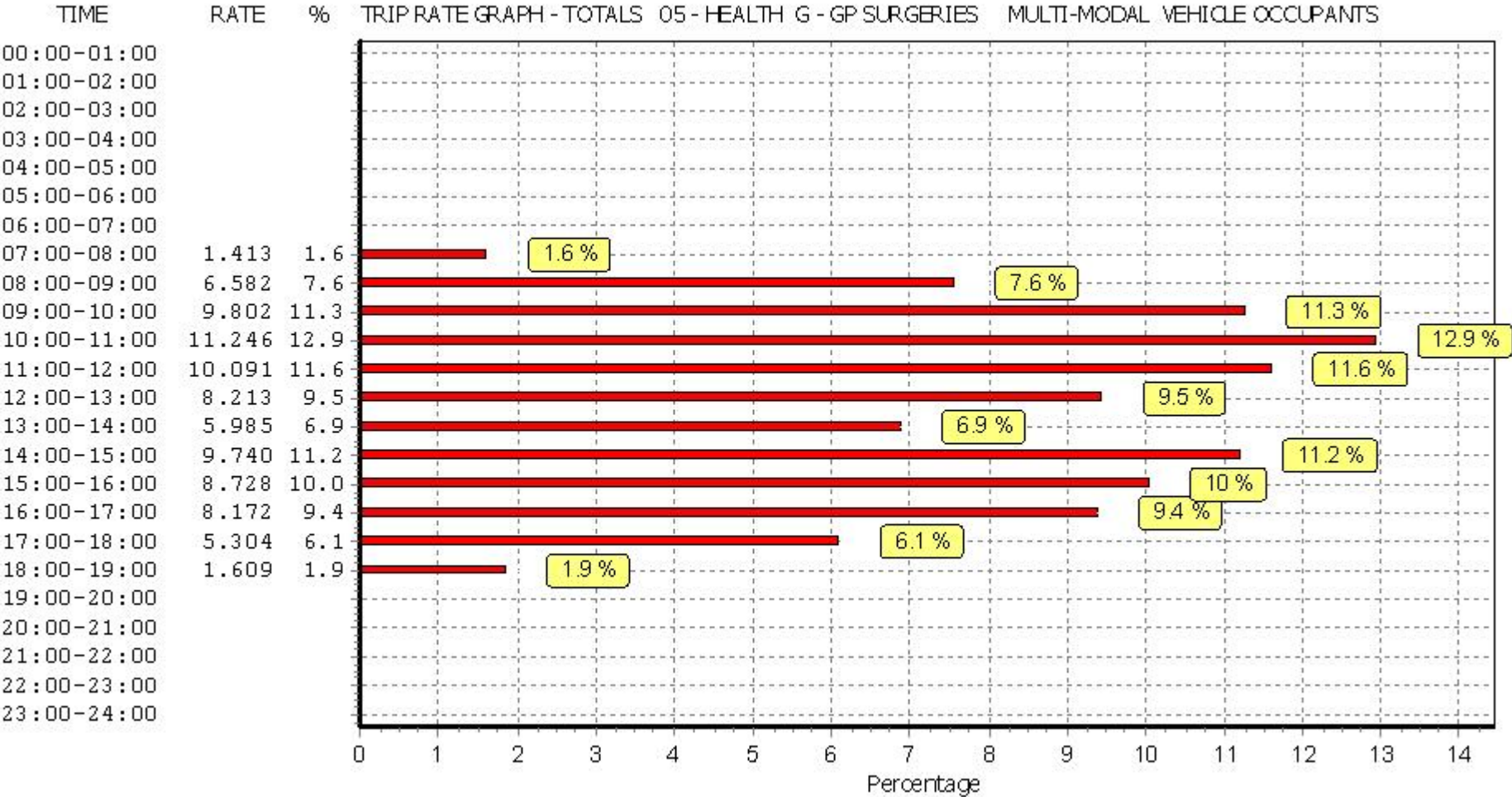
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



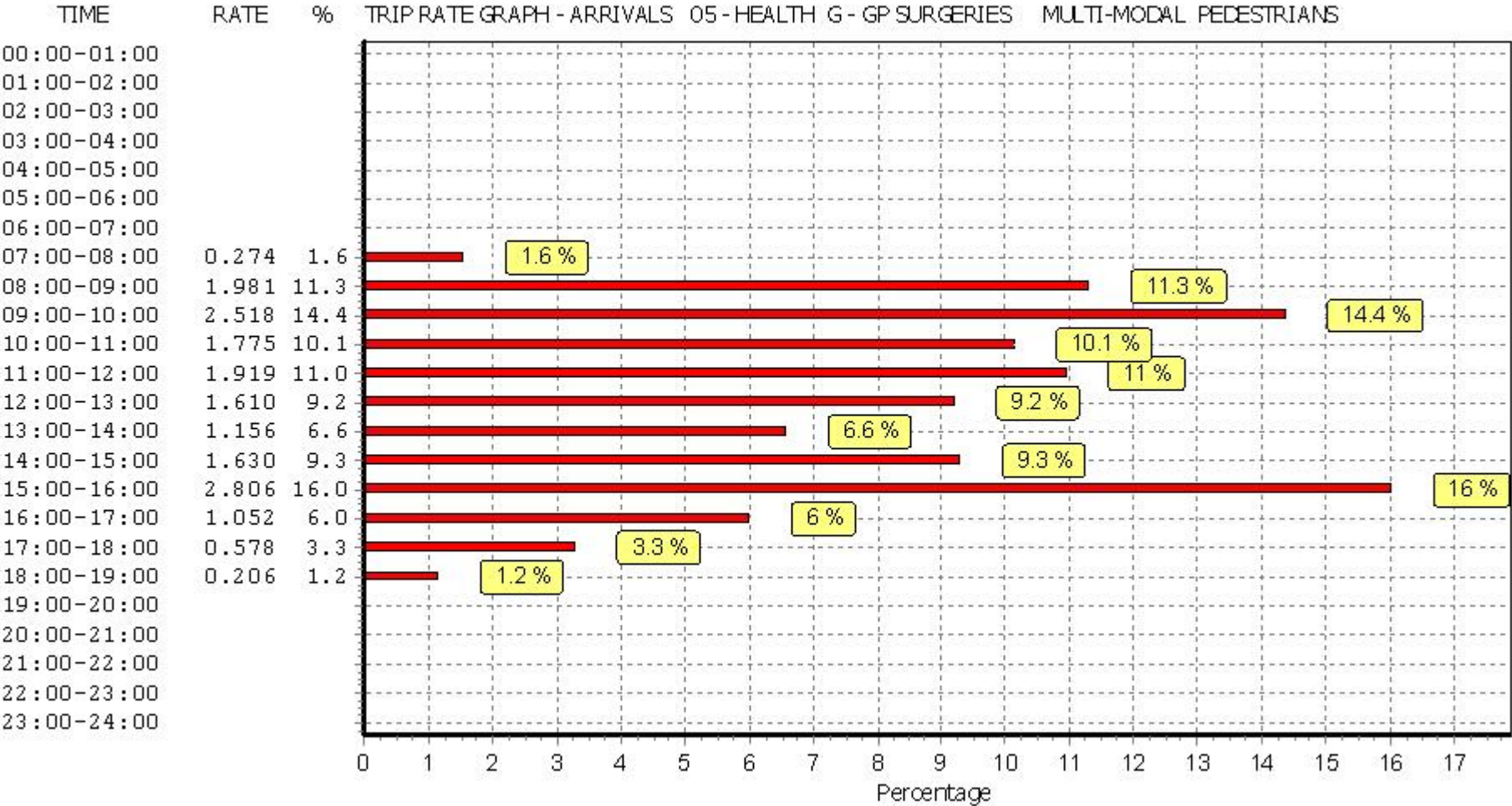
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

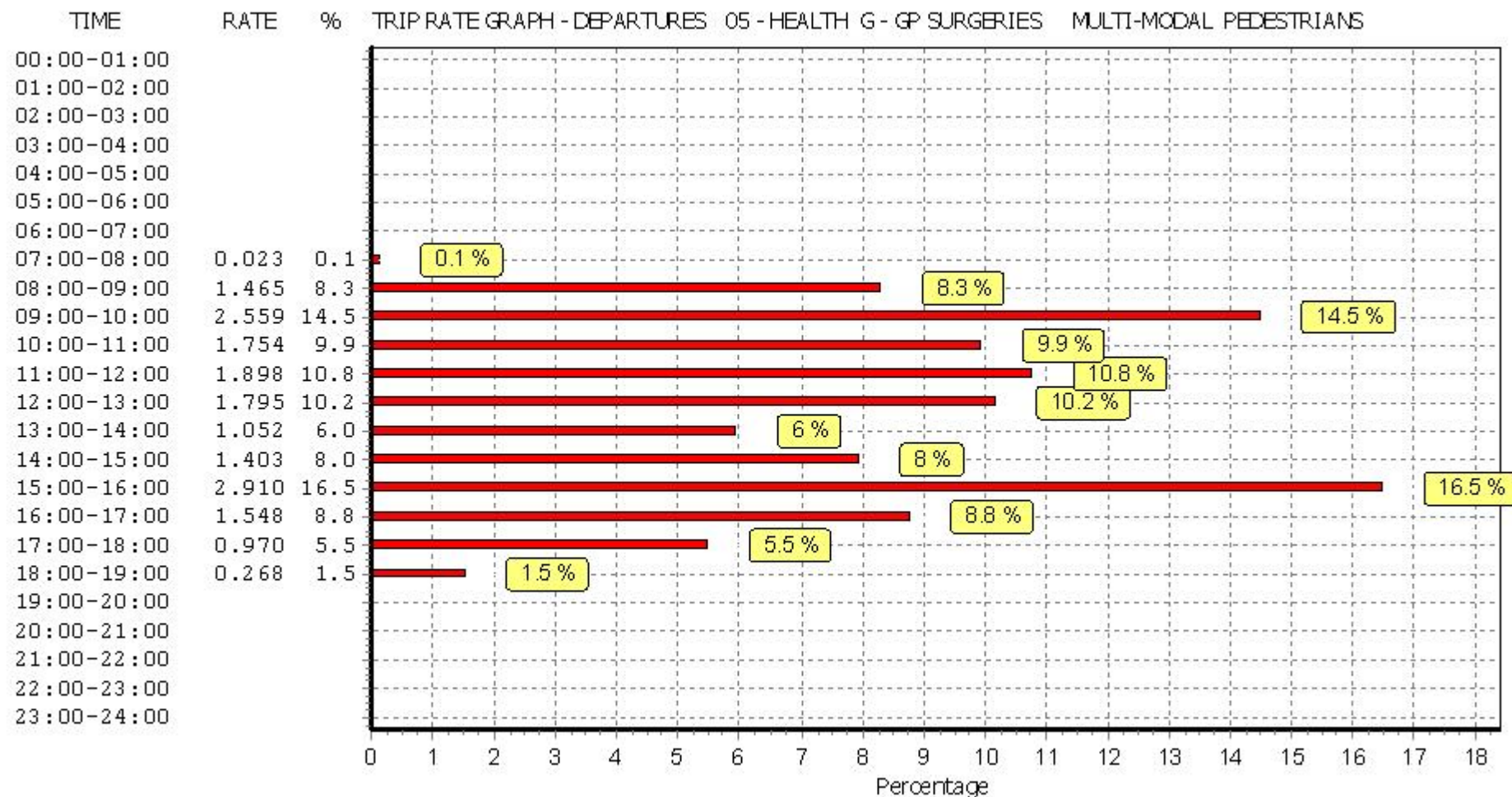
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.274	7	627	0.023	7	627	0.297
08:00 - 09:00	8	606	1.981	8	606	1.465	8	606	3.446
09:00 - 10:00	8	606	2.518	8	606	2.559	8	606	5.077
10:00 - 11:00	8	606	1.775	8	606	1.754	8	606	3.529
11:00 - 12:00	8	606	1.919	8	606	1.898	8	606	3.817
12:00 - 13:00	8	606	1.610	8	606	1.795	8	606	3.405
13:00 - 14:00	8	606	1.156	8	606	1.052	8	606	2.208
14:00 - 15:00	8	606	1.630	8	606	1.403	8	606	3.033
15:00 - 16:00	8	606	2.806	8	606	2.910	8	606	5.716
16:00 - 17:00	8	606	1.052	8	606	1.548	8	606	2.600
17:00 - 18:00	8	606	0.578	8	606	0.970	8	606	1.548
18:00 - 19:00	8	606	0.206	8	606	0.268	8	606	0.474
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.505			17.645			35.150

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

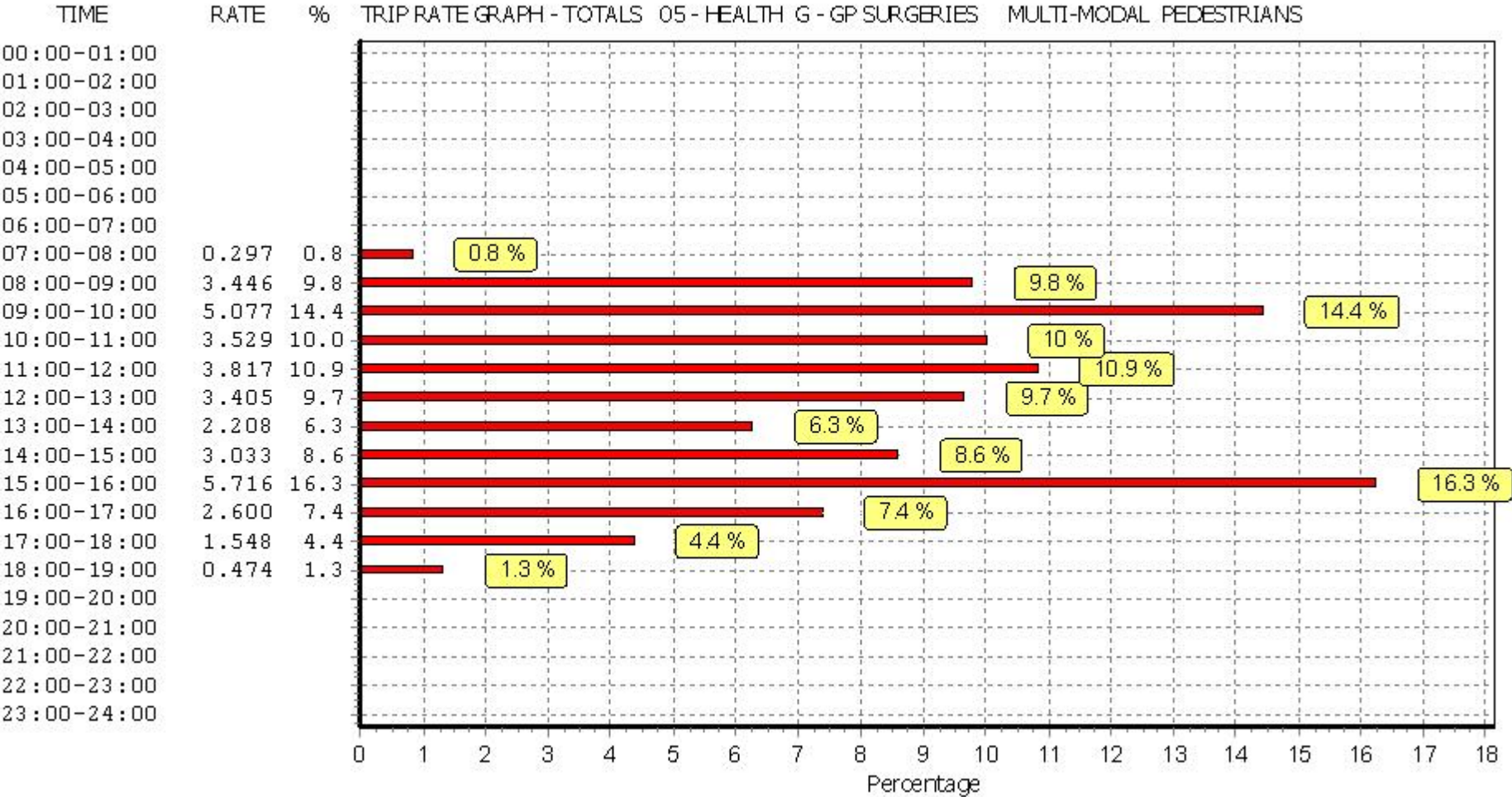
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL BUS/TRAM PASSENGERS

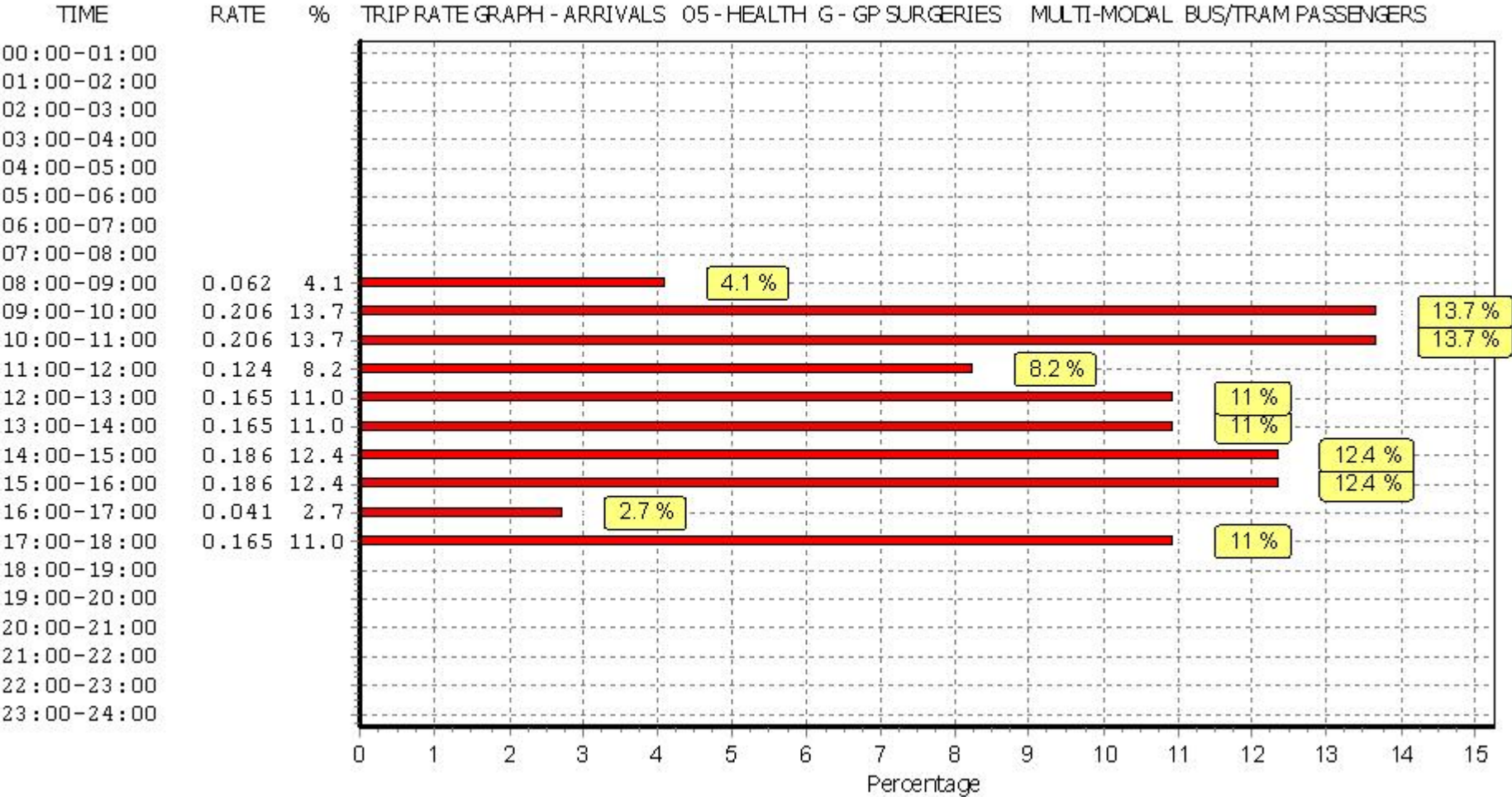
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

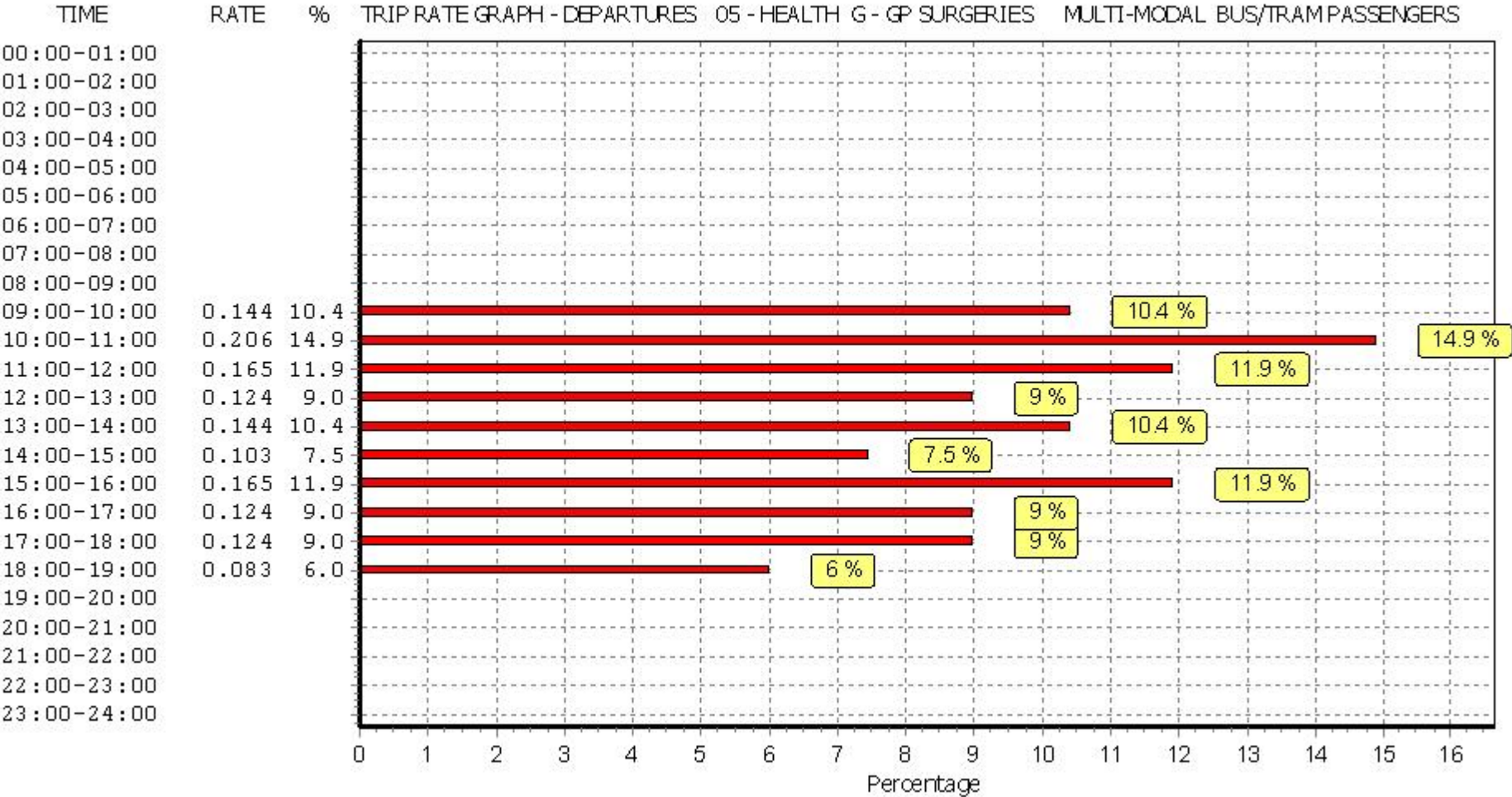
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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

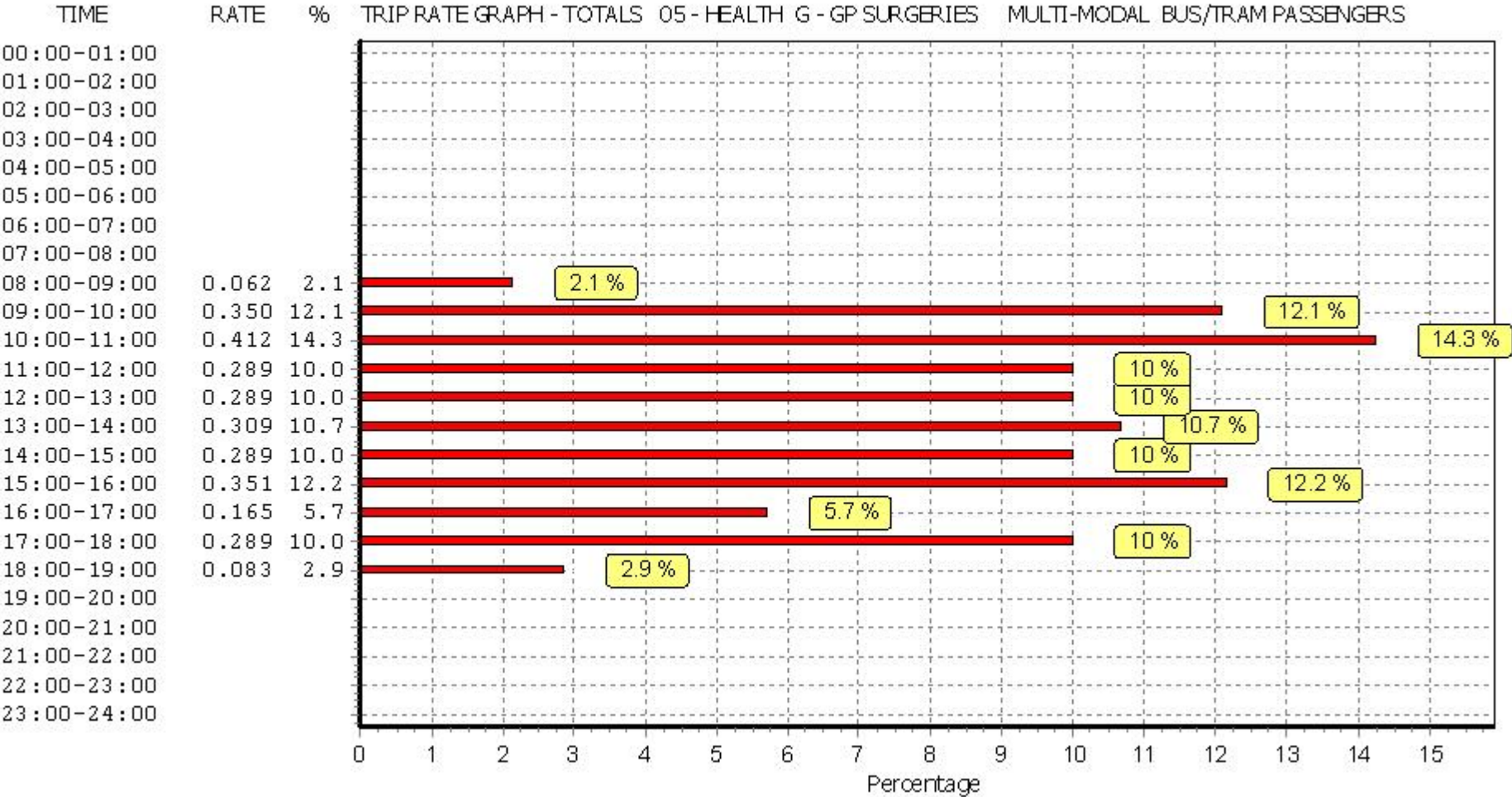
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PUBLIC TRANSPORT USERS

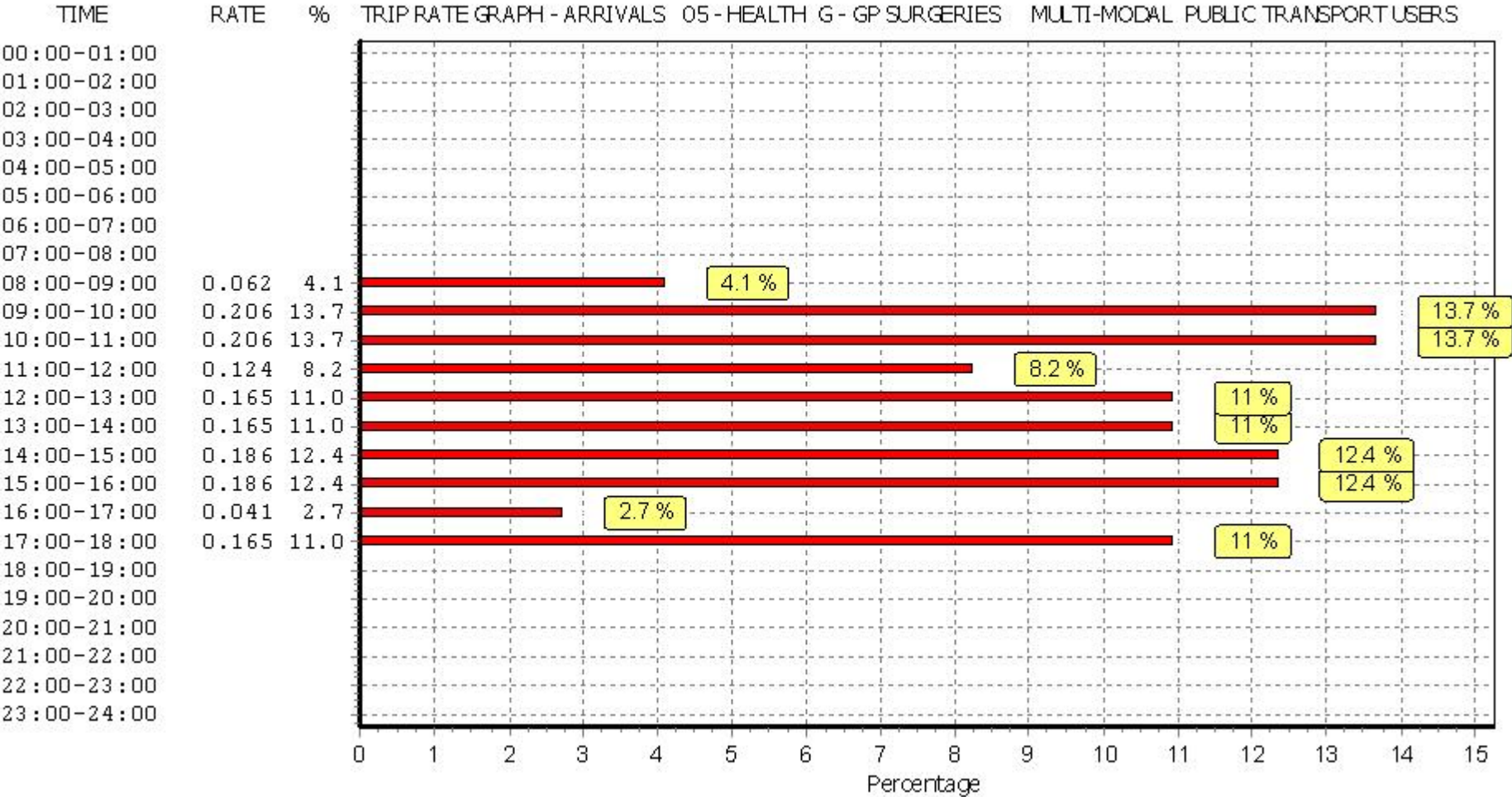
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

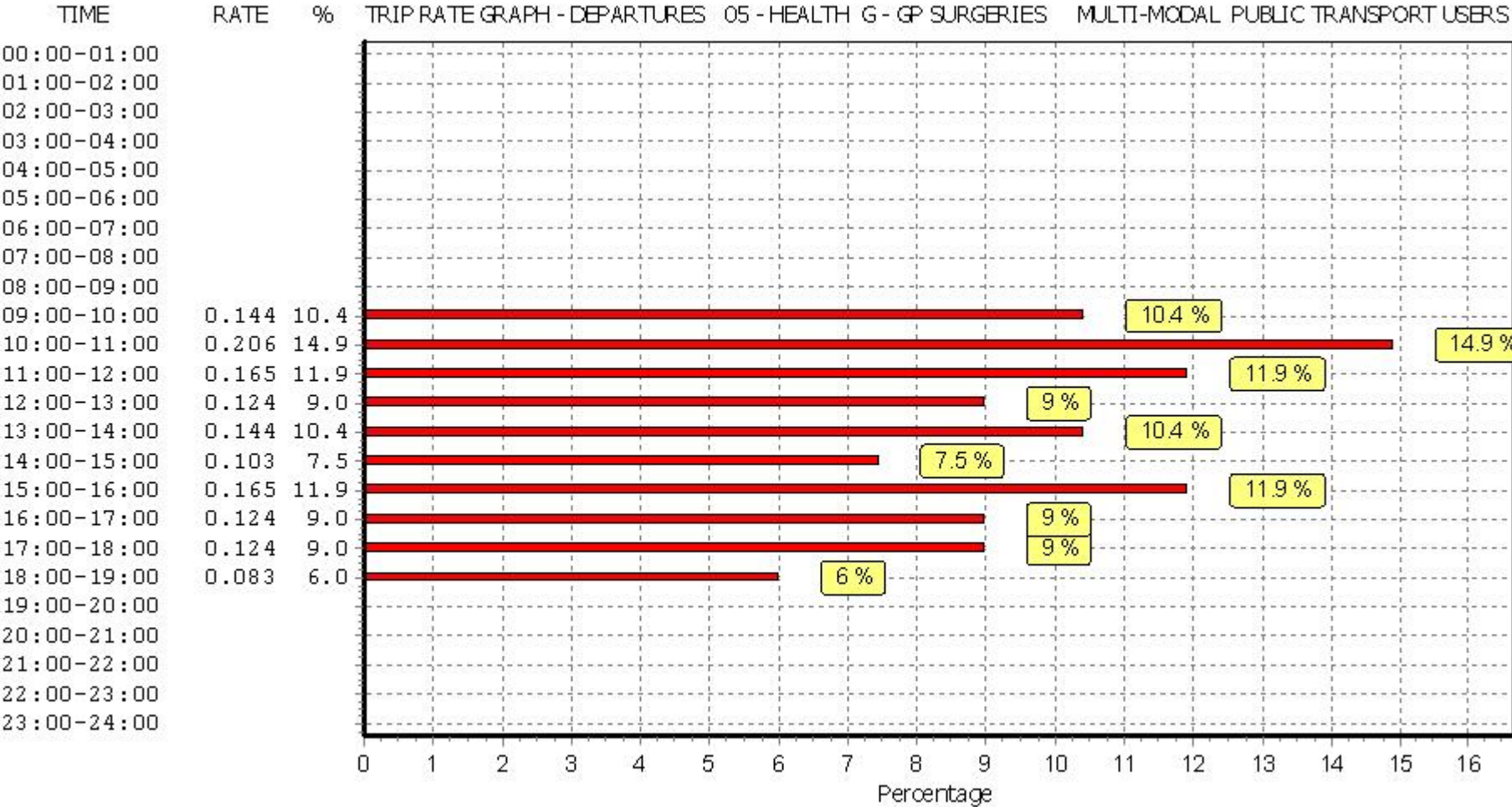
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	0.000	7	627	0.000	7	627	0.000
08:00 - 09:00	8	606	0.062	8	606	0.000	8	606	0.062
09:00 - 10:00	8	606	0.206	8	606	0.144	8	606	0.350
10:00 - 11:00	8	606	0.206	8	606	0.206	8	606	0.412
11:00 - 12:00	8	606	0.124	8	606	0.165	8	606	0.289
12:00 - 13:00	8	606	0.165	8	606	0.124	8	606	0.289
13:00 - 14:00	8	606	0.165	8	606	0.144	8	606	0.309
14:00 - 15:00	8	606	0.186	8	606	0.103	8	606	0.289
15:00 - 16:00	8	606	0.186	8	606	0.165	8	606	0.351
16:00 - 17:00	8	606	0.041	8	606	0.124	8	606	0.165
17:00 - 18:00	8	606	0.165	8	606	0.124	8	606	0.289
18:00 - 19:00	8	606	0.000	8	606	0.083	8	606	0.083
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.506			1.382			2.888	

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

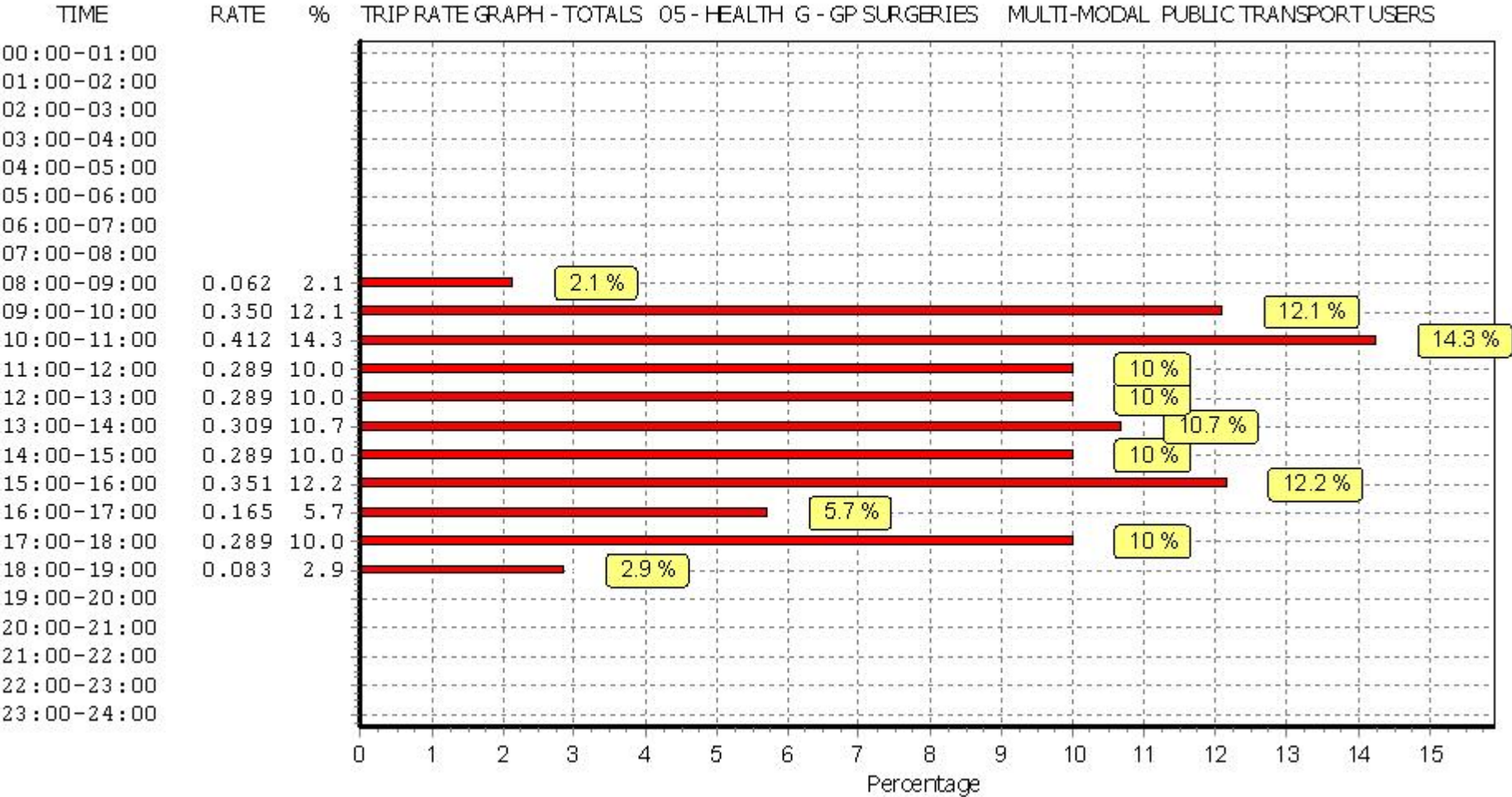
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



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TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL PEOPLE

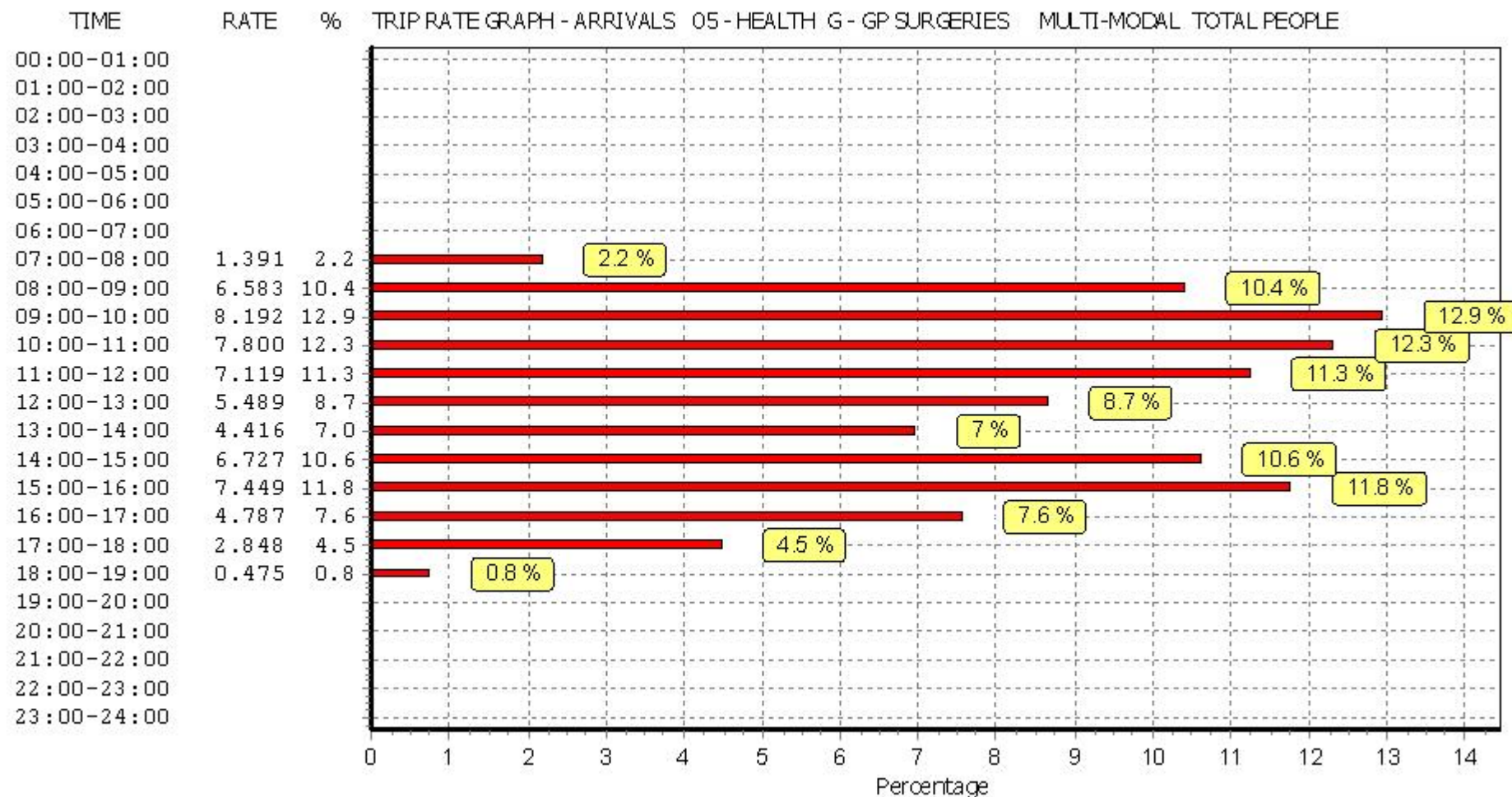
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

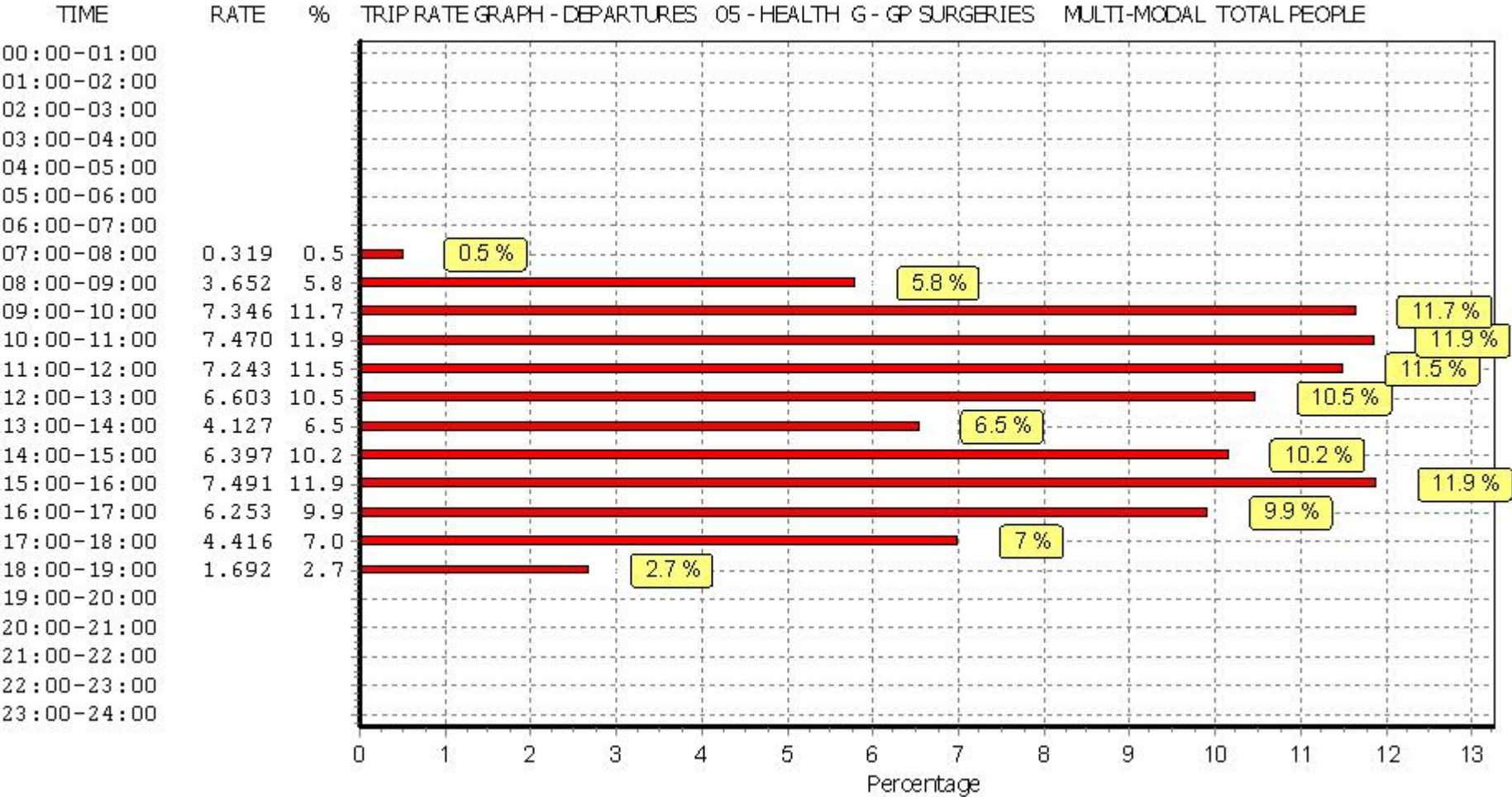
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	627	1.391	7	627	0.319	7	627	1.710
08:00 - 09:00	8	606	6.583	8	606	3.652	8	606	10.235
09:00 - 10:00	8	606	8.192	8	606	7.346	8	606	15.538
10:00 - 11:00	8	606	7.800	8	606	7.470	8	606	15.270
11:00 - 12:00	8	606	7.119	8	606	7.243	8	606	14.362
12:00 - 13:00	8	606	5.489	8	606	6.603	8	606	12.092
13:00 - 14:00	8	606	4.416	8	606	4.127	8	606	8.543
14:00 - 15:00	8	606	6.727	8	606	6.397	8	606	13.124
15:00 - 16:00	8	606	7.449	8	606	7.491	8	606	14.940
16:00 - 17:00	8	606	4.787	8	606	6.253	8	606	11.040
17:00 - 18:00	8	606	2.848	8	606	4.416	8	606	7.264
18:00 - 19:00	8	606	0.475	8	606	1.692	8	606	2.167
19:00 - 20:00	1	620	0.000	1	620	0.000	1	620	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			63.276			63.009			126.285

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

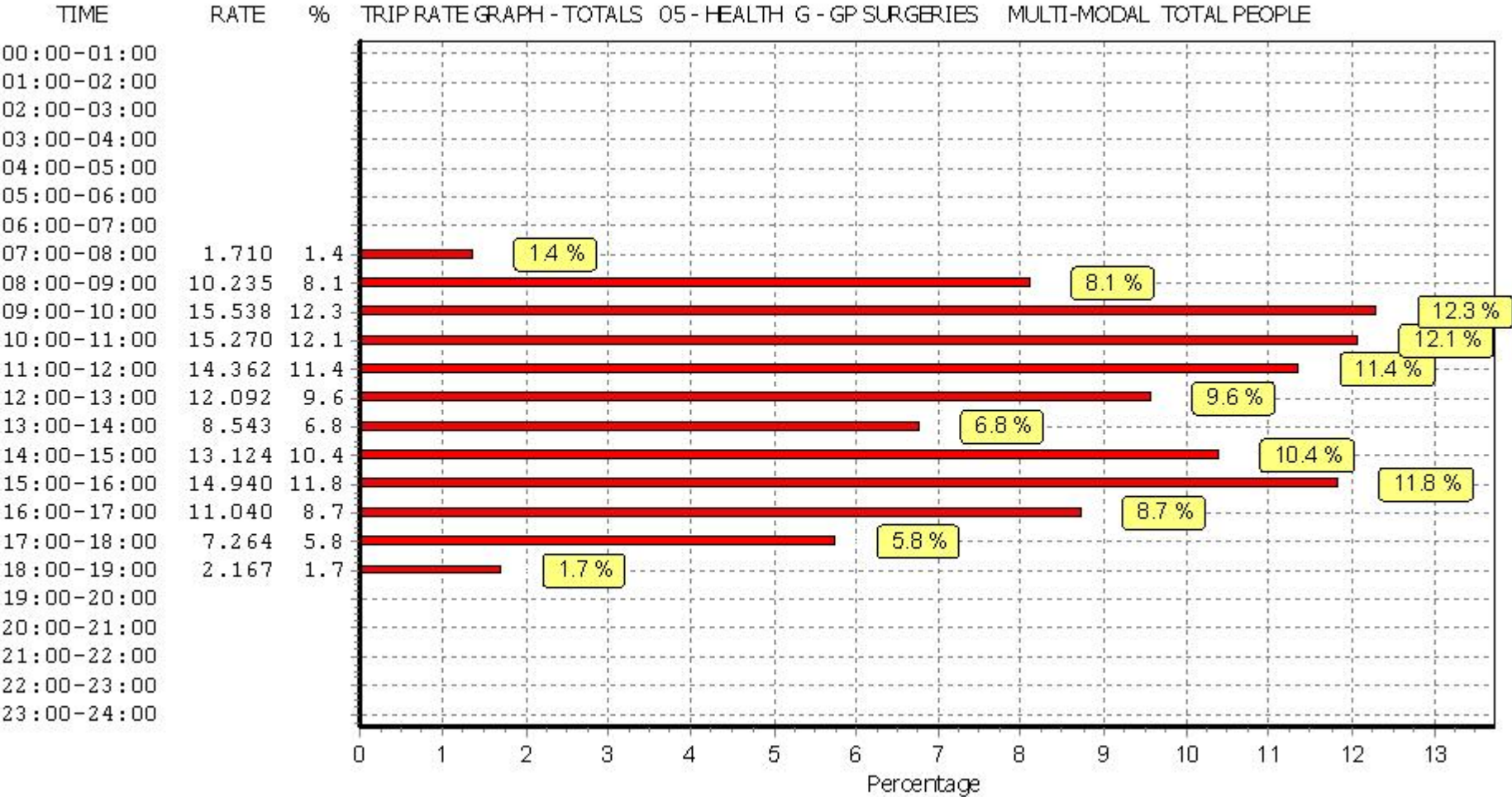
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix F NTS Data

Table NTS0502
 Trip start time by trip purpose (Monday to Friday only): England, 2014/2018

Percentage										
Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
0000 - 0059	47	3	1	-	3	11	31	5	100	1
0100 - 0159	44	4	-	-	2	10	34	5	100	-
0200 - 0259	62	2	0	1	2	9	14	10	100	-
0300 - 0359	62	7	1	-	2	7	10	11	100	1
0400 - 0459	70	8	-	-	1	7	2	10	100	1
0500 - 0559	76	6	-	-	1	6	3	7	100	7
0600 - 0659	67	7	1	-	2	9	4	10	100	20
0700 - 0759	49	6	14	5	3	14	4	5	100	58
0800 - 0859	20	3	29	22	4	14	3	4	100	120
0900 - 0959	11	5	3	7	22	26	15	11	100	59
1000 - 1059	5	4	2	1	34	25	16	13	100	60
1100 - 1159	5	4	2	2	35	24	18	11	100	63
1200 - 1259	7	5	2	2	31	25	20	9	100	59
1300 - 1359	10	5	2	1	29	24	19	10	100	56
1400 - 1459	10	4	4	11	25	20	17	10	100	63
1500 - 1559	7	2	26	21	12	14	12	6	100	115
1600 - 1659	22	4	7	4	15	21	18	9	100	77
1700 - 1759	32	4	3	2	12	20	20	7	100	78
1800 - 1859	21	3	1	1	15	18	31	10	100	57
1900 - 1959	11	2	1	-	16	18	41	10	100	38
2000 - 2059	13	3	1	-	14	16	44	10	100	23
2100 - 2159	15	3	1	-	8	16	50	8	100	16
2200 - 2259	21	3	-	-	4	12	52	7	100	11
2300 - 2359	24	2	1	-	3	11	52	6	100	6
All day	18	4	9	7	17	19	18	8	100	1,008

1 Five survey years combined.

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Department for Transport statistics
National Travel Survey

Table NTS0613
Trips to and from school¹ per child per year by main mode: England, from 1995/97

Main mode	Percentage												
	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Aged 5-16 years:													
Walk ²	47	49	45	47	48	49	49	49	46	47	45	46	43
Bicycle	1	1	2	2	2	2	2	1	2	2	2	2	2
Car / van	30	29	33	31	31	31	29	30	31	30	32	32	35
Private bus	4	5	5	5	4	5	4	6	7	5	5	5	4
Local bus	15	14	13	12	13	11	14	13	13	13	15	13	13
Surface rail	1	1	1	1	1	1	1	1	1	1	1	1	1
Other transport ³	2	2	2	2	1	1	1	2	1	1	2	1	2
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	2.0	2.1	2.4	2.3	2.3	2.2	2.3	2.2	2.5	2.3	2.4	2.4	2.6
% travelling to school alone ⁵	24	24	25	24	25	25	25	23	21	21	21	23	21
Unweighted sample size:													
individuals	3,166	2,950	2,237	2,751	2,744	2,701	2,563	2,557	2,478	2,633	2,525	2,286	2,320
trips	19,434	18,554	13,059	17,243	17,744	17,191	15,987	16,045	15,023	16,501	15,441	13,185	14,619
Aged 5-10 years:													
Walk ²	53	56	51	53	51	53	54	54	51	53	52	51	48
Bicycle	-	-	1	1	1	1	1	1	1	1	1	1	2
Car / van	40	37	41	40	41	39	39	38	41	40	40	41	44
Private bus	2	3	3	3	3	3	2	3	3	2	2	2	1
Local bus	3	3	2	3	3	3	3	3	4	3	4	3	4
Surface rail	0	-	0	0	0	-	-	0	0	-	-	-	-
Other transport ³	2	1	1	1	1	1	1	1	-	1	-	1	1
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	1.2	1.4	1.5	1.4	1.6	1.4	1.4	1.5	1.6	1.5	1.4	1.6	1.7
% travelling to school alone ⁵	7	9	9	6	7	5	4	4	5	5	4	6	4
Unweighted sample size:													
individuals	1,671	1,505	1,142	1,353	1,353	1,306	1,269	1,241	1,173	1,272	1,239	1,117	1,177
trips	10,259	9,187	6,549	8,343	8,572	8,146	7,953	7,515	7,124	7,895	7,373	6,609	7,540
Aged 11-16 years:													
Walk ²	41	43	39	42	44	45	43	44	41	40	38	40	38
Bicycle	2	3	3	2	3	2	4	2	3	3	2	3	2
Car / van	21	21	25	24	22	22	20	22	22	21	24	22	26
Private bus	6	6	6	8	6	8	6	8	10	8	7	8	6
Local bus	27	24	23	21	22	20	24	21	22	23	25	24	22
Surface rail	1	1	2	1	1	1	2	1	1	2	2	1	1
Other transport ³	2	3	2	2	2	2	2	2	1	2	3	2	3
All modes	100	100	100	100	100	100	100	100	100	100	100	100	100
Average trip length (miles) ¹	2.9	2.8	3.3	3.2	2.9	2.9	3.2	2.9	3.4	3.0	3.3	3.2	3.4
% travelling to school alone ⁴	42	38	41	40	42	45	44	40	36	36	36	40	38
Unweighted sample size:													
individuals	1,495	1,445	1,095	1,398	1,391	1,395	1,294	1,316	1,305	1,361	1,286	1,169	1,143
trips	9,175	9,367	6,510	8,900	9,172	9,045	8,034	8,530	7,899	8,606	8,068	6,576	7,079

1 Education trips of under 50 miles only.

2 There is an apparent under-recording of short walks in 2002 and 2003; and short trips in 2007 and 2008 compared to other years.

Walk includes all travel on foot. It is also used when respondents ride in non-motorised wheelchairs, prams or pushchairs, as well as when they ride on toy bicycles, roller-skates, skateboards, or accompany their parents on a visit to the shops on toy bicycles/tricycles (where the parents are walking) are coded as having walked there

3 All other modes of transport.

4 Based on main stage of trip.

The figures in this table are National Statistics.

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.

The survey results are subject to sampling error.

Email: national.travelsurvey@dft.gov.uk

[Notes & definitions](#)

2013	2014	2015	2016
44	45	43	46
1	2	2	2
33	34	36	34
5	3	4	3
15	13	13	12
1	1	1	2
2	2	1	1
100	100	100	100
2.6	2.4	2.4	2.3
22	22	21	23
2,350	2,518	2,287	2,372
14,270	16,114	14,248	15,388
49	49	47	51
1	1	1	2
43	44	46	41
2	2	2	2
4	3	4	3
-	0	-	-
1	1	1	2
100	100	100	100
1.5	1.6	1.7	1.5
3	3	4	6
1,234	1,249	1,204	1,292
7,397	7,939	7,481	8,459
39	40	39	39
1	3	2	3
22	23	25	26
7	5	6	4
25	23	22	23
2	3	3	3
3	3	2	1
100	100	100	100
3.6	3.3	3.1	3.2
41	43	40	44
1,116	1,269	1,083	1,080
6,873	8,175	6,767	6,929

non-motorised scooters, or when they jog. For exa

Source

La:
Ne:

Appendix G Trade Union Congress Report



Britain's 3 million night workers need fair rights to work-life balance, says TUC

(<https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers>)

5 August 2015

A new report published today (Wednesday) by the TUC, *A Hard Day's Night*, shows that night working has grown since the recession, and there are now over three million employees who are regular night-workers in the UK.

The report highlights the evidence that night working can have a negative impact on work-life balance and family life.

Growth of night working

In 2014, there were 200,000 more night workers than in 2007 – a total of 3,168,000 people. This is an increase of 6.9 per cent between 2007 and 2014.

And the proportion of employees who are night workers is creeping up too. In 2007 it was 11.7 per cent of all employees, and in 2014 it had risen to 12.3 per cent.

It used to be that night workers were mainly men in manufacturing plants. Men are still more likely to be night workers. In 2014, 14.9 per cent of male employees were night workers, compared to 9.7 per cent of female employees.

However, the number of women working nights is growing at a much faster rate. Regular night working by women has increased by 12 per cent since 2007, as opposed to a 4 per cent increase for men. And the top two sectors for the total number of night workers are female dominated – care workers and nursing (including midwives).

Plans to increase public transport provision at night, and proposals for a seven-day NHS, are likely to lead to further increases in night work. And the greater availability of night-time transport may lead to more retail and leisure services adopting night opening.

The work-life balance impacts of night working

The TUC does not oppose night working, but argues that employers must properly consider and address the implications for staff. Decisions to extend night working should always involve consultation and negotiation with workers' representatives to ensure fair and safe outcomes.

The negative health impacts of night work are already well-documented, such as heightened risks of cardiovascular disease, diabetes and depression. However, less attention has been given to the impacts on home life and relationships.

A Hard Day's Night reviews the available research, which shows that night working can increase the risk of relationship problems, can affect the emotional wellbeing of a night worker's children, and is associated with higher childcare costs. But the negative impacts of night working are less when employees have more influence and control over their shift patterns.

Fairness and safety for night workers

The TUC recommends that:

- Employers and unions should ensure that night working is only introduced where necessary.
- Where night working is introduced into a workplace, no existing workers should be forced to work nights.
- Shift patterns should be negotiated between unions and employers.

- Workers should have some element of control over their rota, so that they can ensure that the shifts they work are best suited to their individual circumstances.
- Workers should always have sufficient notice of their shift patterns so they can make arrangements well in advance. Changes at short notice should be avoided.
- The remuneration paid to those working nights should properly reflect the likely additional costs of childcare and inconvenience that night shifts can entail.

TUC General Secretary **Frances O'Grady** said: "We all value night workers, whether they are cleaning our office, caring for a sick relative or driving all night so that there are fresh goods in our local shop. But night work is hard and it disrupts family life. So we must show our appreciation for the sacrifices night workers make by ensuring they have sensible rights and protections.

"It's not right for employers to require night working without adequate consultation and negotiation. With night work increasing, employers must play fair and play safe, or public safety will be put at risk and the families of night workers will suffer.

"We are publishing recommendations today to better protect the wellbeing of night workers, and help them give a better service to the public. We encourage the government and employers to positively engage with trade unions on fair and sensible rights for night workers, so that we continue to enjoy the social benefits night workers give us without harm to them or the public."

NOTES TO EDITORS:

- The full report *A Hard Day's Night* can be found at <https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf>
(<https://www.tuc.org.uk/sites/default/files/AHardDaysNight.pdf>)

Proportion of the employee workforce that usually works night shifts

	Male	Female	Total
2007	14.4%	9.0%	11.7%
2014	14.9%	9.7%	12.3%

Proportion of the employee workforce that usually works night shifts by sector, 2014

Major occupation group (main job)	Male	Female	Total
Managers, Directors And Senior Officials	9.9%	7.8%	9.2%
Professional Occupations	8.7%	13.2%	11.1%
Associate Professional And Technical Occupations	15.6%	7.1%	12.0%
Administrative And Secretarial Occupations	7.4%	1.8%	3.1%
Skilled Trades Occupations	13.3%	5.9%	12.5%
Caring, Leisure And Other Service Occupations	29.6%	18.5%	20.5%

Sales And Customer Service Occupations	10.8%	5.9%	7.6%
Process, Plant And Machine Operatives	23.9%	13.2%	22.5%
Elementary Occupations	23.4%	10.9%	17.8%
Total employee workforce	14.9%	9.7%	12.3%

Top 15 sub-sectors of employment for number of night workers, 2014

Sub-occupation	Male	Female	Total
Caring Personal Services	108,807	341,522	450,329
Nursing and Midwifery Professionals	31,990	229,227	261,217
Elementary Services Occupations	121,890	88,217	210,107
Protective Service Occupations	151,971	41,425	193,396
Elementary Security Occupations	100,900	12,849	113,749
Road Transport Drivers	106,241	911	107,153
Health Professionals	51,822	43,251	95,073
Process Operatives	77,221	13,976	91,197
Sales Assistants and Retail Cashiers	47,804	40,100	87,905
Teaching and Educational Professionals	26,418	49,833	76,251
Elementary Storage Occupations	68,929	2,264	71,193
Food Preparation and Hospitality Trades	55,553	9,346	64,899
Elementary Process Plant Occupations	42,580	12,689	55,270
Machining, Fitting, Instrument Making Trades	52,462	848	53,310

Source: Office for National Statistics (ONS)

- Case study from a member of the Transport Salaried Staffs Association (TSSA):

David is a ticket officer and station assistant on London Underground. He already has shift patterns which can start as early as 5am, and finish as late as 1am. He currently works around 35 to 40 hours a week, with shifts being 7.5 hours long.

The changes London Underground Ltd (LUL) wants will not mean David working more hours, but will alter his shift pattern making him work more unsocial hours. On some days, he will also have to work longer shifts of 12 hours. Ticket staff like him are being reclassified as 'supervisors', meaning night shifts will be compulsory for them and they may also have to do solo staffing of some stations. Other new responsibilities will involve opening and closing stations, so this will likely mean earlier starts and later finishes.

David has three children aged 15 (boy), 12 (girl) and 4 (boy). His wife works evenings from 5pm to 9pm and he currently does a shift pattern that allows him to look after the children when his wife is at work. He feels he already has too little time with his wife, but this will get worse under the new terms that LUL is demanding. He currently takes his oldest boy to RAF cadets and his daughter to karate in the evenings, but with the changes that will be forced to his shift pattern he fears he will no longer be able to, so they may be to stop going. He is also worried that their childcare costs will go up. They may have to pay for evening childcare, which can be more expensive.

David is also worried about safety. One problem is that he could be required to work 7 shifts in a week, and he would only be guaranteed a 12 hour gap between an all-night shift and his next shift. He worries about handling the level of responsibility being put on him with that level of fatigue. He worries about situations like a person being taken ill on the platform, or a drunken disturbance, when he is tired-out and working a station alone. He also worries about the risk of verbal or physical abuse to staff, which he expects will happen more often on all-night services.

David said:

"London Underground wants to force big changes to the terms and conditions of staff like me without proper consultation. There will be new shift patterns, including compulsory all-night shifts and solo staffing at some stations.

"It's going to be terrible for my wife and kids. It will wreck our current childcare arrangements, and it will mean I see less of my kids. They're growing up fast and I don't want to miss out. I'm worried I'll be too tired to spend quality time with them because of chopping and changing between early morning, late evening and all-night shifts.

"I don't object to night working, but these things have to be done fairly. Anyone would feel the same if their boss suddenly expected them to work all night. I think a lot of it is politics – the Mayor shouldn't have promised a start date for night trains before negotiating fair shift arrangements with staff. He doesn't want to admit he messed up, so he's making out we're the ones to blame."

- All TUC press releases can be found at www.tuc.org.uk (<http://www.tuc.org.uk>)
- Follow the TUC on Twitter: @tucnews
- Congress 2015 will be held in the Brighton Centre from Sunday 13 September to Wednesday 16 September. Free media passes can be obtained by visiting www.tuc.org.uk/MediaCredentials2015 (<http://www.tuc.org.uk/MediaCredentials2015>) and completing an online form. Applications must be in by noon on Tuesday 25 August. Any received later than that will be processed in Brighton and will cost £75.

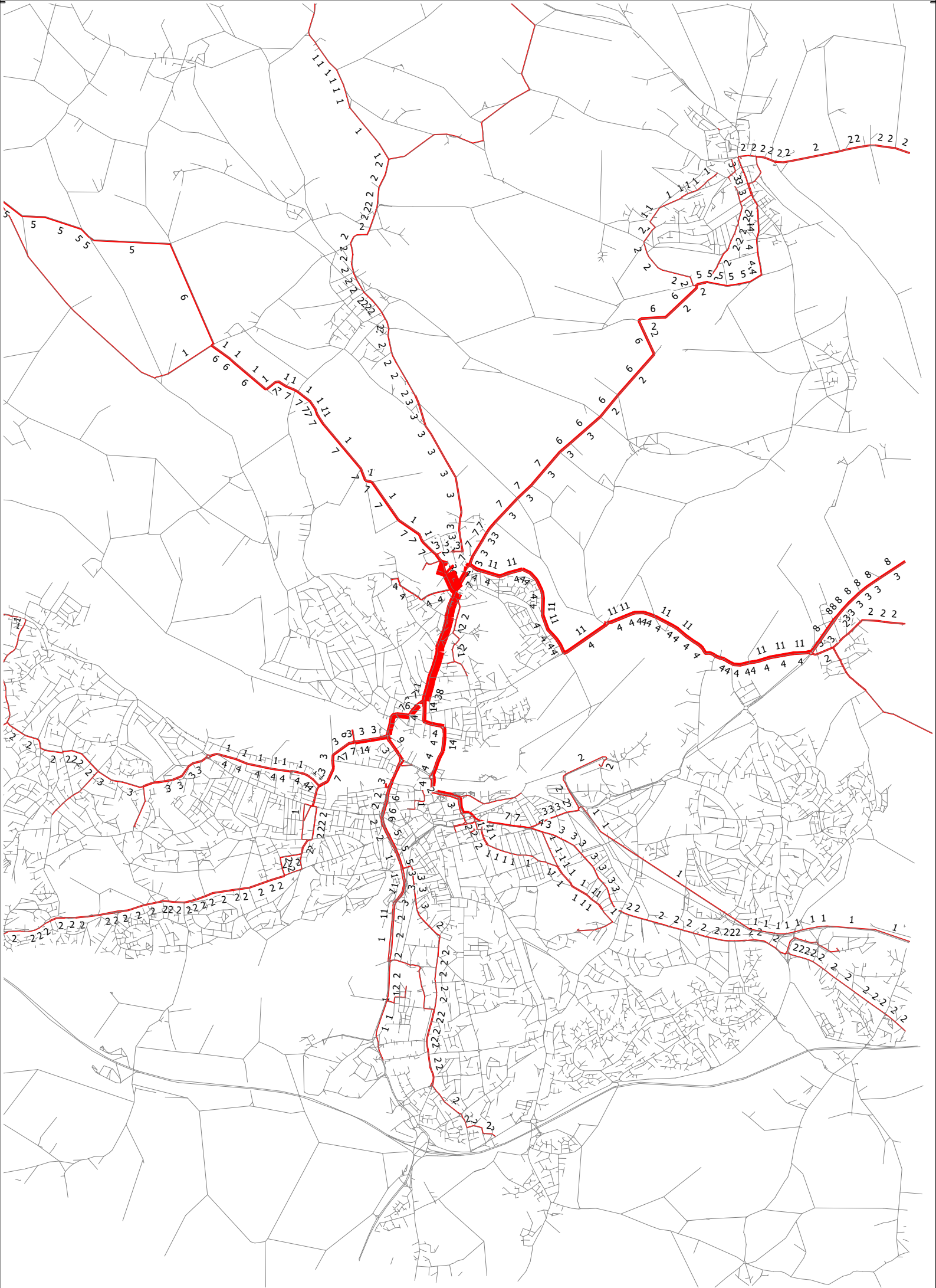
Press Release

Issued: 5 August, 2015

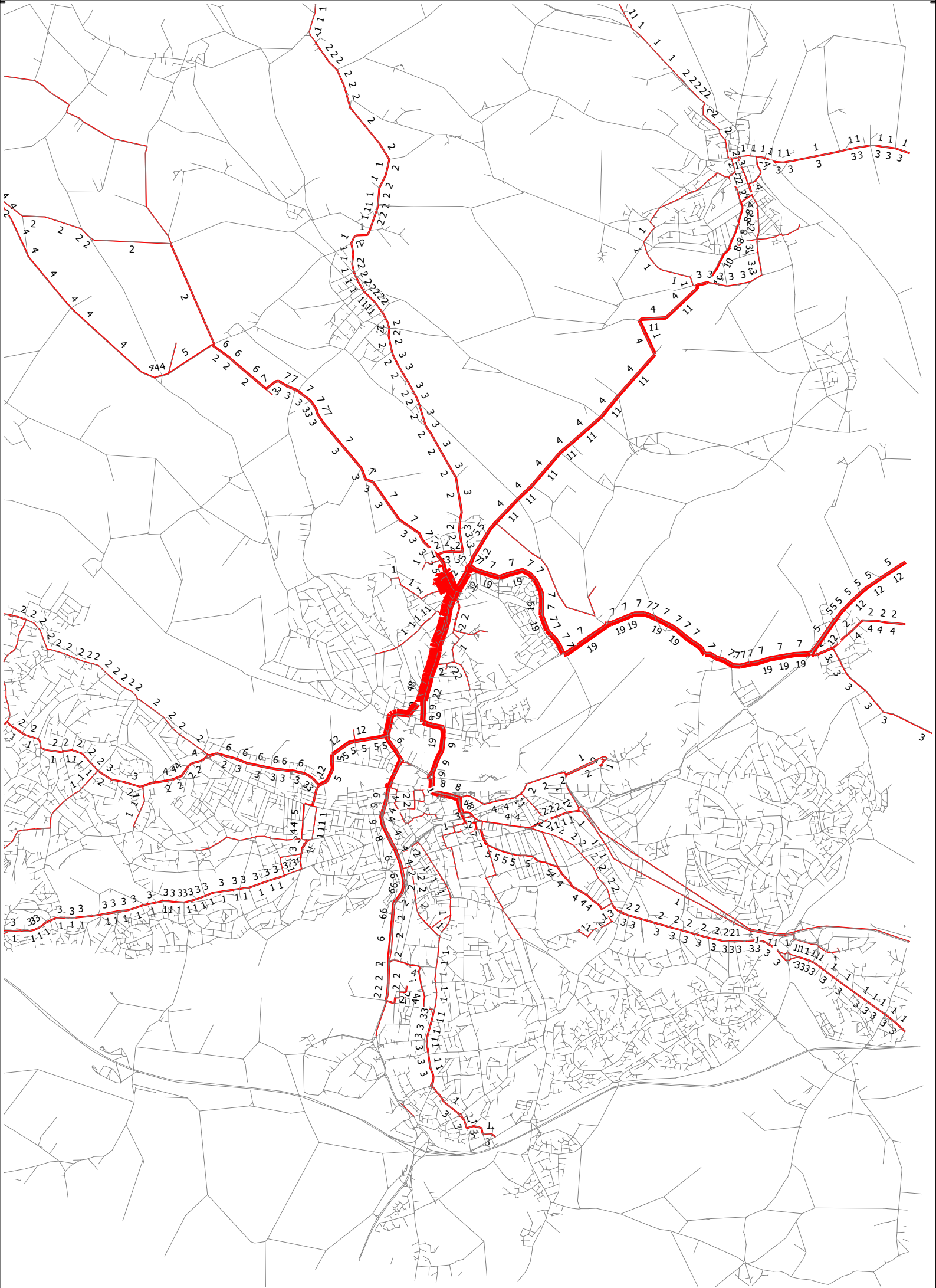
Source URL: <https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers> (<https://www.tuc.org.uk/workplace-issues/work-life-balance/health-and-safety/lone-working/britain%E2%80%99s-3-million-night-workers>)

Appendix H Traffic Flow Diagrams









Appendix I Junctions 9 Modelling Outputs

Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
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Filename: 45675_5501_J001.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 12:57:01

»2026 Future + Development, AM

»2026 Future + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2026 Future + Development								
Stream B-ACD	0.2	8.79	0.17	A	0.1	8.30	0.11	A
Stream A-BCD	0.0	5.20	0.00	A	0.0	4.98	0.01	A
Stream D-ABC	0.0	5.82	0.02	A	0.0	5.92	0.02	A
Stream C-ABD	0.0	5.43	0.01	A	0.0	5.73	0.03	A

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

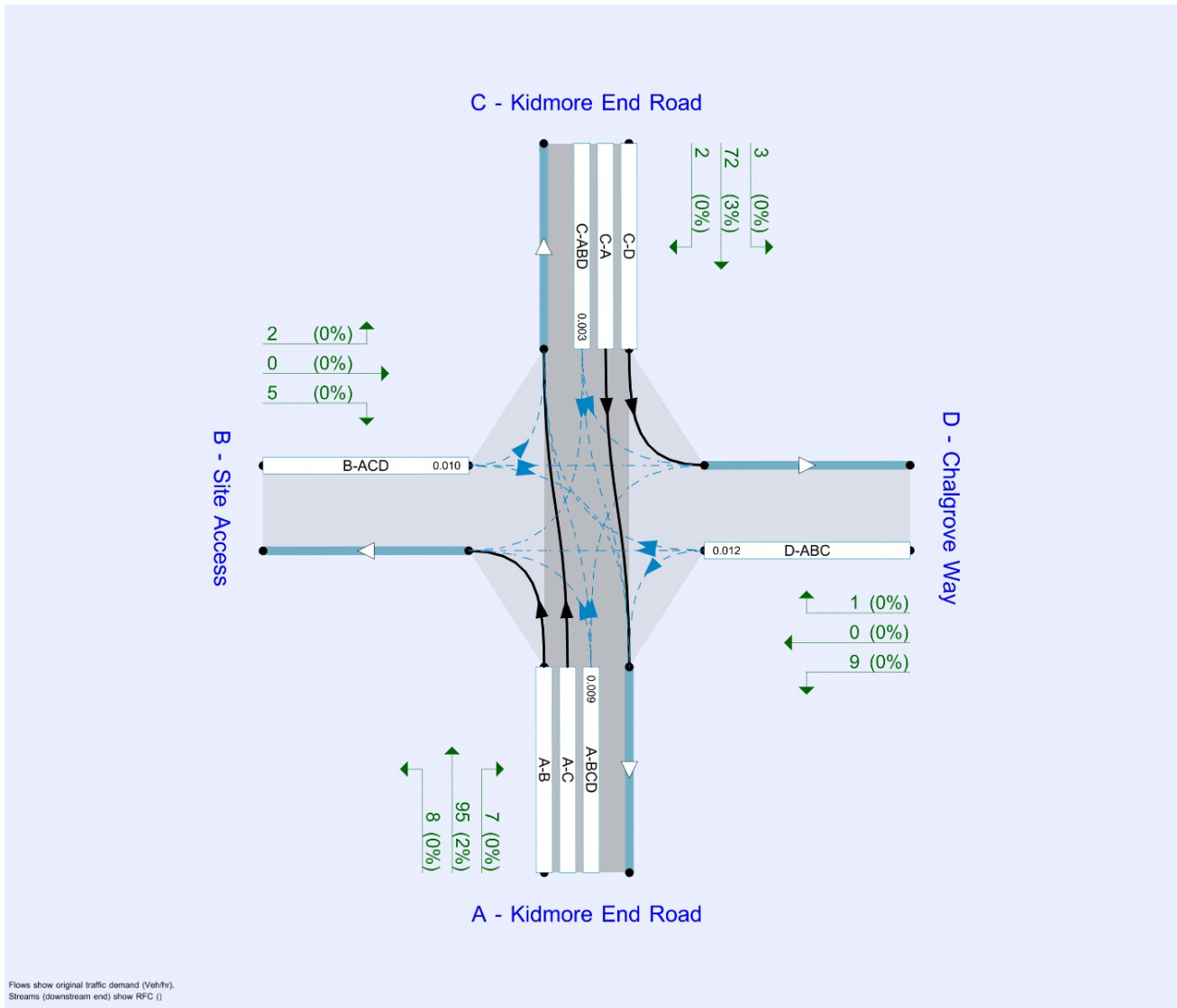
File summary

File Description

Title	45675_5501_J001
Location	Kdmore End Road - Chalgrove Way
Site number	1
Date	17/03/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORP\ceadle
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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	Baseline	AM	ONE HOUR	07:45	09:15	15	
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	
D3	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	
D4	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Future + 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		2.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kidmore End Road		Major
B	Site Access		Minor
C	Kidmore End Road		Major
D	Chalgrove Way		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 - Kidmore End Road	7.21			137.7	✓	0.00
C - Kidmore End Road	7.21			99.7	✓	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	3.62	21	30
D - Chalgrove Way	One lane	3.45	29	24

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	654	-	-	-	-	-	-	0.240	0.343	0.240	-	-	-
B-A	530	0.091	0.231	0.231	-	-	-	0.145	0.330	-	0.231	0.231	0.116
B-C	682	0.099	0.251	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	530	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
B-D, offside lane	530	0.091	0.231	0.231	-	-	-	0.145	0.330	0.145	-	-	-
C-B	632	0.232	0.232	0.331	-	-	-	-	-	-	-	-	-
D-A	668	-	-	-	-	-	-	0.245	-	0.097	-	-	-
D-B, nearside lane	521	0.143	0.143	0.325	-	-	-	0.227	0.227	0.090	-	-	-
D-B, offside lane	521	0.143	0.143	0.325	-	-	-	0.227	0.227	0.090	-	-	-
D-C	521	-	0.143	0.325	0.114	0.227	0.227	0.227	0.227	0.090	-	-	-

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
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kidmore End Road		ONE HOUR	✓	138	100.000
B - Site Access		ONE HOUR	✓	76	100.000
C - Kidmore End Road		ONE HOUR	✓	134	100.000
D - Chalgrove Way		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
From	A - Kidmore End Road	0	29	107	2
	B - Site Access	64	0	12	0
	C - Kidmore End Road	128	6	0	0
	D - Chalgrove Way	12	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
From	A - Kidmore End Road	0	0	1	0
	B - Site Access	0	0	0	0
	C - Kidmore End Road	5	0	0	0
	D - Chalgrove Way	0	0	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-ACD	0.17	8.79	0.2	A	70	105
A-BCD	0.00	5.20	0.0	A	2	4
AB					27	40
AC					98	147
D-ABC	0.02	5.82	0.0	A	11	16
C-ABD	0.01	5.43	0.0	A	7	10
C-D					0	0
C-A					116	174

Main Results for each time segment

07:45 - 08:00

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	57	14	511	0.112	57	0.0	0.1	7.914	A
A-BCD	2	0.46	694	0.003	2	0.0	0.0	5.198	A
A-B	22	5			22				
A-C	80	20			80				
D-ABC	9	2	643	0.014	9	0.0	0.0	5.674	A
C-ABD	5	1	669	0.008	5	0.0	0.0	5.419	A
C-D	0	0			0				
C-A	96	24			96				

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	68	17	504	0.136	68	0.1	0.2	8.265	A
A-BCD	2	0.57	702	0.003	2	0.0	0.0	5.140	A
A-B	26	6			26				
A-C	96	24			96				
D-ABC	10	3	638	0.016	10	0.0	0.0	5.733	A
C-ABD	7	2	677	0.010	6	0.0	0.0	5.364	A
C-D	0	0			0				
C-A	114	28			114				

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	84	21	493	0.170	83	0.2	0.2	8.779	A
A-BCD	3	0.73	714	0.004	3	0.0	0.0	5.061	A
A-B	32	8			32				
A-C	117	29			117				
D-ABC	13	3	632	0.020	13	0.0	0.0	5.816	A
C-ABD	8	2	688	0.012	8	0.0	0.0	5.293	A
C-D	0	0			0				
C-A	139	35			139				

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	84	21	493	0.170	84	0.2	0.2	8.786	A
A-BCD	3	0.73	714	0.004	3	0.0	0.0	5.064	A
A-B	32	8			32				
A-C	117	29			117				
D-ABC	13	3	632	0.020	13	0.0	0.0	5.816	A
C-ABD	8	2	688	0.012	8	0.0	0.0	5.299	A
C-D	0	0			0				
C-A	139	35			139				

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	68	17	504	0.136	69	0.2	0.2	8.277	A
ABCD	2	0.57	702	0.003	2	0.0	0.0	5.143	A
A-B	26	6			26				
A-C	96	24			96				
D-ABC	10	3	638	0.016	10	0.0	0.0	5.733	A
C-ABD	7	2	677	0.010	7	0.0	0.0	5.373	A
C-D	0	0			0				
C-A	114	28			114				

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	57	14	511	0.112	57	0.2	0.1	7.937	A
ABCD	2	0.46	694	0.003	2	0.0	0.0	5.201	A
A-B	22	5			22				
A-C	80	20			80				
D-ABC	9	2	643	0.014	9	0.0	0.0	5.674	A
C-ABD	5	1	669	0.008	5	0.0	0.0	5.426	A
C-D	0	0			0				
C-A	96	24			96				

2026 Future + 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		1.60	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 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Kidmore End Road		ONE HOUR	✓	208	100.000
B - Site Access		ONE HOUR	✓	49	100.000
C - Kidmore End Road		ONE HOUR	✓	106	100.000
D - Chalgrove Way		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
	A - Kidmore End Road	0	94	107	7
	B - Site Access	42	0	7	0
	C - Kidmore End Road	90	13	0	3
	D - Chalgrove Way	9	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Kidmore End Road	B - Site Access	C - Kidmore End Road	D - Chalgrove Way
	A - Kidmore End Road	0	0	2	0
	B - Site Access	0	0	0	0
	C - Kidmore End Road	3	0	0	0
	D - Chalgrove Way	0	0	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-ACD	0.11	8.30	0.1	A	45	68
ABCD	0.01	4.98	0.0	A	9	13
AB					85	128
AC					97	145
D-ABC	0.02	5.92	0.0	A	10	14
C-ABD	0.03	5.73	0.0	A	14	21
C-D					3	4
C-A					81	121

Main Results for each time segment

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	37	9	507	0.073	37	0.0	0.1	7.656	A
ABCD	7	2	731	0.010	7	0.0	0.0	4.974	A
AB	70	18			70				
AC	80	20			80				
D-ABC	8	2	629	0.012	8	0.0	0.0	5.794	A
C-ABD	11	3	641	0.017	11	0.0	0.0	5.716	A
C-D	2	0.58			2				
C-A	67	17			67				

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	44	11	499	0.089	44	0.1	0.1	7.920	A
ABCD	9	2	746	0.012	9	0.0	0.0	4.882	A
AB	84	21			84				
AC	95	24			95				
D-ABC	9	2	625	0.015	9	0.0	0.0	5.847	A
C-ABD	14	3	643	0.021	14	0.0	0.0	5.718	A
C-D	3	0.69			3				
C-A	79	20			79				

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	54	14	488	0.111	54	0.1	0.1	8.301	A
ABCD	11	3	767	0.015	11	0.0	0.0	4.760	A
AB	102	25			102				
AC	116	29			116				
D-ABC	11	3	619	0.019	11	0.0	0.0	5.921	A
C-ABD	17	4	646	0.027	17	0.0	0.0	5.723	A
C-D	3	0.84			3				
C-A	96	24			96				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	54	14	488	0.111	54	0.1	0.1	8.304	A
ABCD	11	3	767	0.015	11	0.0	0.0	4.763	A
A-B	102	25			102				
A-C	116	29			116				
D-ABC	11	3	619	0.019	11	0.0	0.0	5.921	A
C-ABD	17	4	646	0.027	17	0.0	0.0	5.725	A
C-D	3	0.84			3				
C-A	96	24			96				

17:45 - 18:00

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	44	11	499	0.089	44	0.1	0.1	7.926	A
ABCD	9	2	746	0.012	9	0.0	0.0	4.884	A
A-B	84	21			84				
A-C	95	24			95				
D-ABC	9	2	625	0.015	9	0.0	0.0	5.847	A
C-ABD	14	3	643	0.021	14	0.0	0.0	5.726	A
C-D	3	0.69			3				
C-A	79	20			79				

18:00 - 18:15

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	37	9	506	0.073	37	0.1	0.1	7.668	A
ABCD	7	2	731	0.010	7	0.0	0.0	4.975	A
A-B	70	18			70				
A-C	80	20			80				
D-ABC	8	2	629	0.012	8	0.0	0.0	5.795	A
C-ABD	11	3	641	0.017	11	0.0	0.0	5.722	A
C-D	2	0.58			2				
C-A	67	17			67				

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: 45675_5501_J002.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 12:53:07

«2026 Future + Development, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2019 Baseline								
Stream B-AC	0.2	8.73	0.19	A	0.1	7.04	0.11	A
Stream C-AB	0.2	6.81	0.14	A	0.1	6.45	0.06	A
2026 Future Baseline								
Stream B-AC	0.2	8.88	0.20	A	0.1	7.11	0.11	A
Stream C-AB	0.2	6.84	0.14	A	0.1	6.45	0.06	A
2026 Future + Development								
Stream B-AC	0.3	9.38	0.23	A	0.2	7.58	0.13	A
Stream C-AB	0.3	6.63	0.17	A	0.1	6.41	0.08	A

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

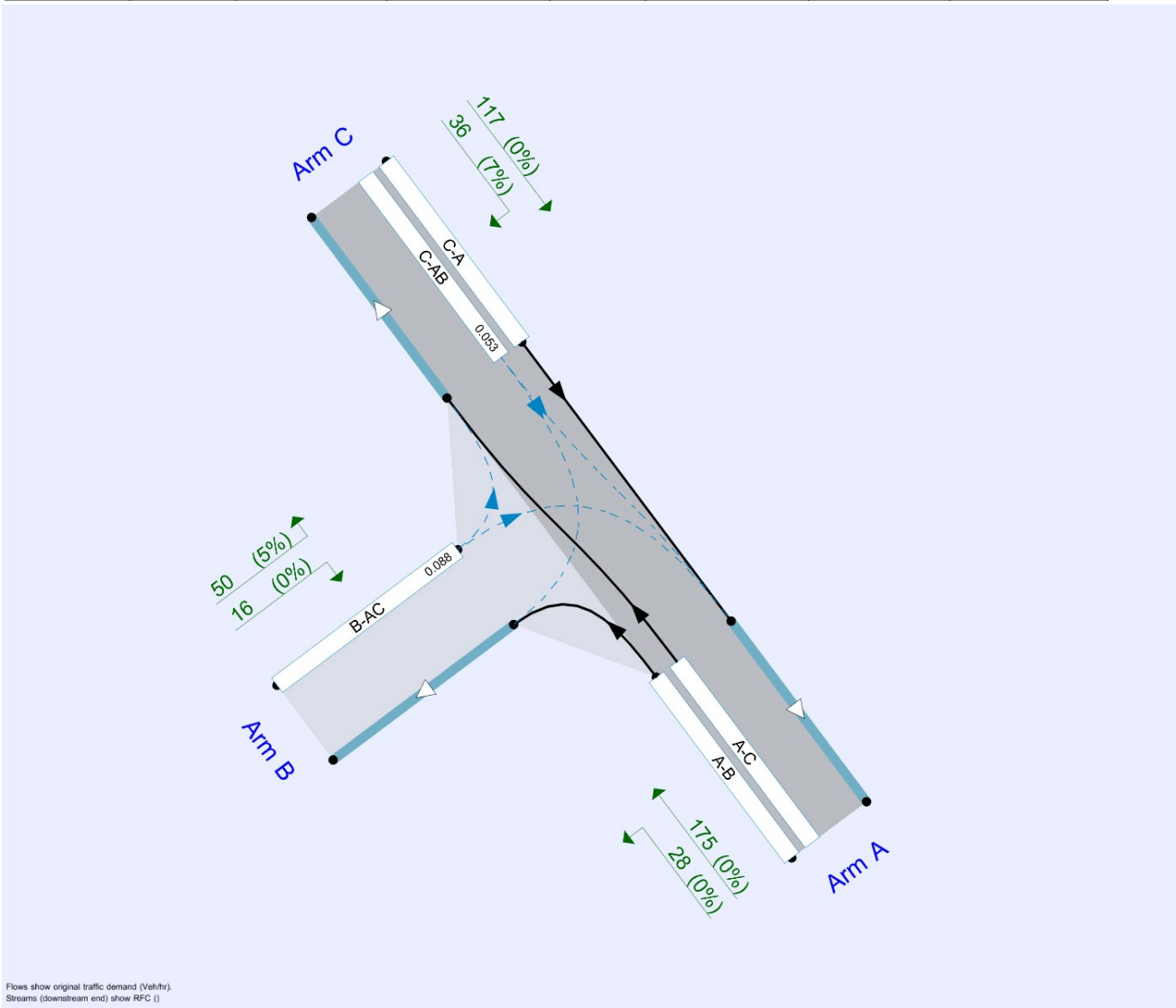
File summary

File Description

Title	45675_5501_J002
Location	Grove Road - Kidmore End Road
Site number	2
Date	17/03/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORP\ceadle
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Analysis Set Details

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

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 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

2026 Future + 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		1.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Kidmore End Road		Major
B	Grove Road		Minor
C	Kidmore End Road		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	6.95			57.9	✓	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	One lane	3.44	36	30

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	526	0.092	0.232	0.146	0.332
B-C	671	0.099	0.249	-	-
C-B	607	0.226	0.226	-	-

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

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		ONE HOUR	✓	203	100.000
B		ONE HOUR	✓	66	100.000
C		ONE HOUR	✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	28	175
	B	16	0	50
	C	117	36	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	5
	C	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-AC	0.13	7.58	0.2	A	61	91
C-AB	0.08	6.41	0.1	A	40	61
C-A					100	150
A-B					26	39
A-C					161	241

Main Results for each time segment

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	50	12	567	0.088	49	0.0	0.1	6.955	A
C-AB	32	8	597	0.053	32	0.0	0.1	6.358	A
C-A	83	21			83				
A-B	21	5			21				
A-C	132	33			132				

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	59	15	559	0.106	59	0.1	0.1	7.211	A
C-AB	39	10	604	0.065	39	0.1	0.1	6.384	A
C-A	98	25			98				
A-B	25	6			25				
A-C	157	39			157				

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	73	18	547	0.133	73	0.1	0.2	7.580	A
C-AB	50	13	612	0.082	50	0.1	0.1	6.412	A
C-A	118	30			118				
A-B	31	8			31				
A-C	193	48			193				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	547	0.133	73	0.2	0.2	7.583	A
C-AB	50	13	612	0.082	50	0.1	0.1	6.410	A
C-A	118	30			118				
A-B	31	8			31				
A-C	193	48			193				

17:45 - 18:00

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	59	15	558	0.106	59	0.2	0.1	7.217	A
C-AB	39	10	604	0.065	39	0.1	0.1	6.373	A
C-A	98	25			98				
A-B	25	6			25				
A-C	157	39			157				

18:00 - 18:15

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	50	12	567	0.088	50	0.1	0.1	6.966	A
C-AB	32	8	597	0.053	32	0.1	0.1	6.362	A
C-A	83	21			83				
A-B	21	5			21				
A-C	132	33			132				

Junctions 9			
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Filename: 45675_5501_J003 AM.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 13:50:10

»Baseline, AM

»2026 Future Baseline, AM

»2026 Future + Development, AM

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
Baseline				
Arm 1	4.7	48.48	0.84	E
Arm 2	7.0	30.25	0.89	D
Arm 3	3.3	21.91	0.77	C
2026 Future Baseline				
Arm 1	7.5	73.28	0.91	F
Arm 2	10.9	44.74	0.94	E
Arm 3	4.5	28.17	0.82	D
2026 Future + Development				
Arm 1	11.8	109.94	0.98	F
Arm 2	14.5	57.34	0.96	F
Arm 3	7.2	42.54	0.89	E

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

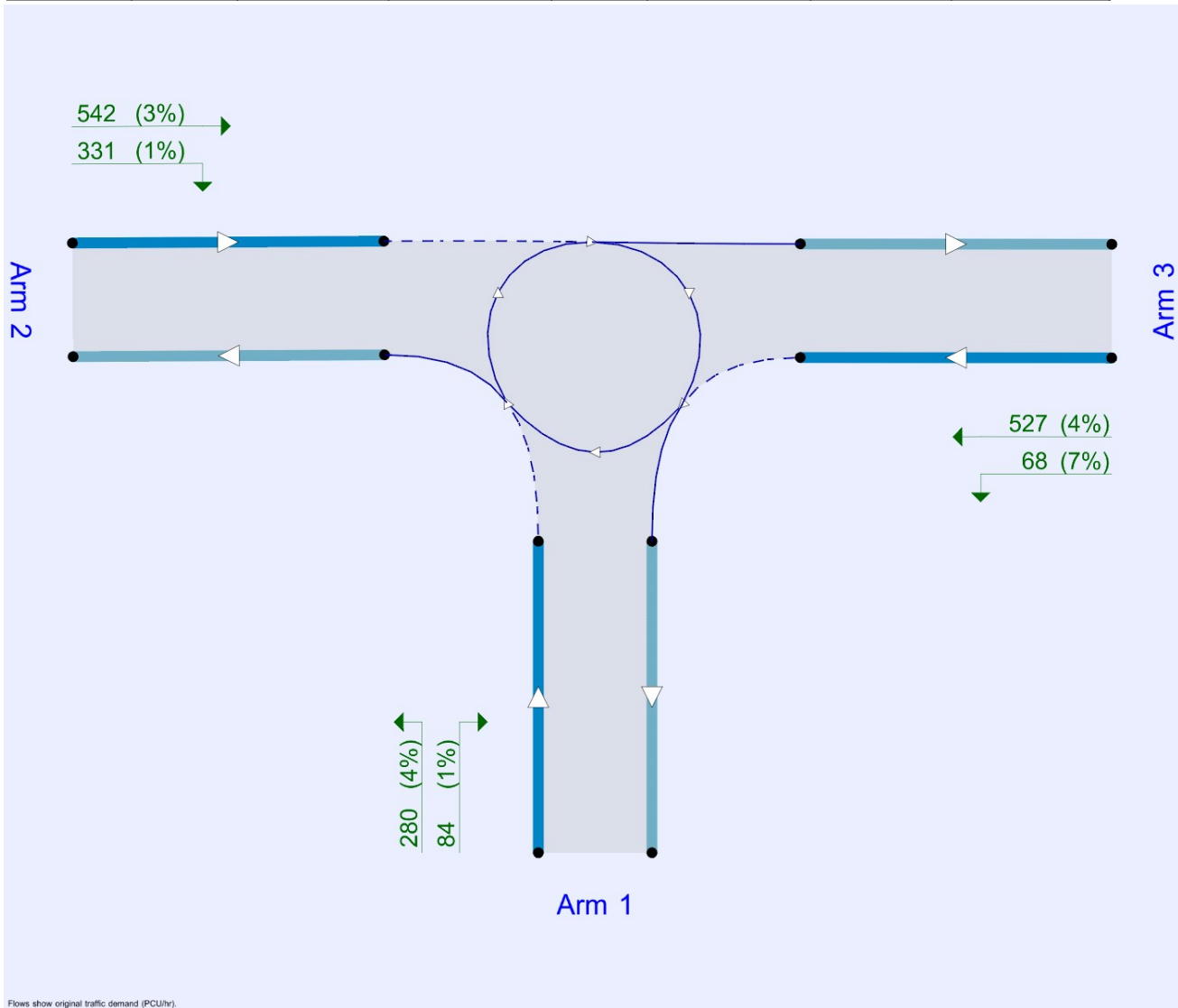
File summary

File Description

Title	45675_5501_J003
Location	Buckingham Drive - Preppard Road
Site number	3
Date	17/03/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORP\ceadle
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	PCU	PCU	perHour	s	-Min	perMin



Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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	Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D3	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D5	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓

Analysis Set Details

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

Baseline, 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	Mini-roundabout		1, 2, 3	31.39	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Peppard Road	
2	Buckingham Drive	
3	Peppard Road N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.42	3.00	6.40	2.6	9.83	6.53	0.0	
2	4.75	3.41	3.41	0.0	15.99	15.00	0.0	
3	3.88	2.64	5.28	2.9	11.36	9.33	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.615	836
2	0.630	855
3	0.603	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		85.00
2	Percentage		125.00
3	Percentage		110.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	342	100.000
2		ONE HOUR	✓	808	100.000
3		ONE HOUR	✓	520	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	266	76
	2	315	0	493
	3	61	459	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1	2	3
	1	0	4	1
	2	1	0	3
	3	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.84	48.48	4.7	E	314	471
2	0.89	30.25	7.0	D	741	1112
3	0.77	21.91	3.3	C	477	716

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	257	64	342	532	0.484	254	280	0.0	0.9	13.199	B
2	608	152	56	1024	0.594	602	540	0.0	1.5	8.614	A
3	391	98	235	815	0.480	388	424	0.0	0.9	8.712	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	411	496	0.620	305	336	0.9	1.6	19.174	C
2	726	182	68	1015	0.716	722	648	1.5	2.5	12.396	B
3	467	117	282	784	0.596	465	509	0.9	1.5	11.695	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	377	94	499	450	0.837	366	407	1.6	4.2	40.283	E
2	890	222	81	1004	0.886	874	784	2.5	6.4	25.559	D
3	573	143	341	745	0.769	566	615	1.5	3.2	20.226	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	377	94	505	447	0.843	374	413	4.2	4.7	48.478	E
2	890	222	83	1003	0.887	887	796	6.4	7.0	30.253	D
3	573	143	346	742	0.772	572	624	3.2	3.3	21.905	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	307	77	419	492	0.625	319	346	4.7	1.8	22.782	C
2	726	182	71	1013	0.717	744	667	7.0	2.7	14.462	B
3	467	117	290	779	0.600	474	525	3.3	1.6	12.610	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	257	64	348	529	0.487	261	285	1.8	1.0	14.027	B
2	608	152	58	1023	0.595	613	551	2.7	1.5	9.079	A
3	391	98	239	812	0.482	394	432	1.6	1.0	9.029	A

2026 Future Baseline, 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	Mini-roundabout		1, 2, 3	45.43	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	360	100.000
2		ONE HOUR	✓	850	100.000
3		ONE HOUR	✓	547	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	280	80
	2	331	0	519
	3	64	483	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	4	1
	2	1	0	3
	3	7	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.91	73.28	7.5	F	330	496
2	0.94	44.74	10.9	E	780	1170
3	0.82	28.17	4.5	D	502	753

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271	68	360	523	0.519	267	294	0.0	1.1	14.305	B
2	640	160	59	1022	0.626	633	567	0.0	1.7	9.318	A
3	412	103	247	807	0.510	408	446	0.0	1.1	9.299	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324	81	432	485	0.667	320	353	1.1	1.9	22.091	C
2	764	191	71	1012	0.755	759	681	1.7	3.0	14.218	B
3	492	123	296	775	0.635	489	535	1.1	1.7	13.008	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	396	99	523	437	0.907	380	424	1.9	6.1	53.737	F
2	936	234	84	1002	0.934	911	819	3.0	9.2	33.684	D
3	602	151	355	736	0.819	593	641	1.7	4.1	24.781	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	396	99	531	433	0.914	391	432	6.1	7.5	73.277	F
2	936	234	87	1000	0.936	929	834	9.2	10.9	44.745	E
3	602	151	362	731	0.824	601	654	4.1	4.5	28.173	D

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	324	81	443	479	0.675	344	368	7.5	2.3	30.928	D
2	764	191	77	1008	0.758	794	711	10.9	3.4	19.182	C
3	492	123	309	766	0.642	502	561	4.5	1.9	14.725	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	271	68	367	519	0.522	276	300	2.3	1.2	15.547	C
2	640	160	61	1020	0.627	647	581	3.4	1.8	10.014	B
3	412	103	252	804	0.512	415	456	1.9	1.1	9.741	A

2026 Future + 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	Mini-roundabout		1, 2, 3	62.98	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	364	100.000
2		ONE HOUR	✓	873	100.000
3		ONE HOUR	✓	595	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	1	2	3
From	1	0	280
	2	331	0
	3	68	527

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	4
	2	1	0
	3	7	4

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.98	109.94	11.8	F	334	501
2	0.96	57.34	14.5	F	801	1202
3	0.89	42.54	7.2	E	546	819

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	274	69	392	506	0.542	269	297	0.0	1.2	15.442	C
2	657	164	62	1020	0.645	650	599	0.0	1.8	9.781	A
3	448	112	246	808	0.555	443	466	0.0	1.3	10.166	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	327	82	470	465	0.704	323	356	1.2	2.3	25.429	D
2	785	196	75	1010	0.777	779	719	1.8	3.3	15.515	C
3	535	134	295	775	0.690	531	558	1.3	2.2	15.154	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	566	415	0.966	376	425	2.3	8.4	70.454	F
2	961	240	87	1000	0.961	929	855	3.3	11.5	39.766	E
3	655	164	352	737	0.888	639	663	2.2	6.2	33.684	D

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	401	100	577	409	0.979	387	434	8.4	11.8	109.939	F
2	961	240	89	998	0.963	949	875	11.5	14.5	57.336	F
3	655	164	360	732	0.895	651	679	6.2	7.2	42.535	E

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	327	82	490	455	0.720	362	377	11.8	3.0	49.660	E
2	785	196	84	1003	0.783	827	769	14.5	4.0	24.772	C
3	535	134	314	763	0.701	553	597	7.2	2.6	19.286	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	274	69	401	501	0.547	281	304	3.0	1.3	17.364	C
2	657	164	65	1017	0.646	666	617	4.0	1.9	10.695	B
3	448	112	252	804	0.557	453	478	2.6	1.3	10.856	B

Junctions 9				
ARCADY 9 - Roundabout Module				
Version: 9.5.1.7462 © Copyright TRL Limited, 2019				
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Filename: 45675_5501_J003 PM.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 13:52:11

»Baseline, PM

»2026 Future Baseline, PM

»2026 Future + Development, PM

Summary of junction performance

	PM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Baseline			
Arm 1	4.8	43.30	0.85	E
Arm 2	4.1	19.70	0.81	C
Arm 3	4.6	29.86	0.83	D
	2026 Future Baseline			
Arm 1	7.3	62.37	0.91	F
Arm 2	5.2	24.36	0.85	C
Arm 3	6.2	38.93	0.88	E
	2026 Future + Development			
Arm 1	9.6	80.67	0.95	F
Arm 2	8.8	38.88	0.92	E
Arm 3	9.5	56.05	0.93	F

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

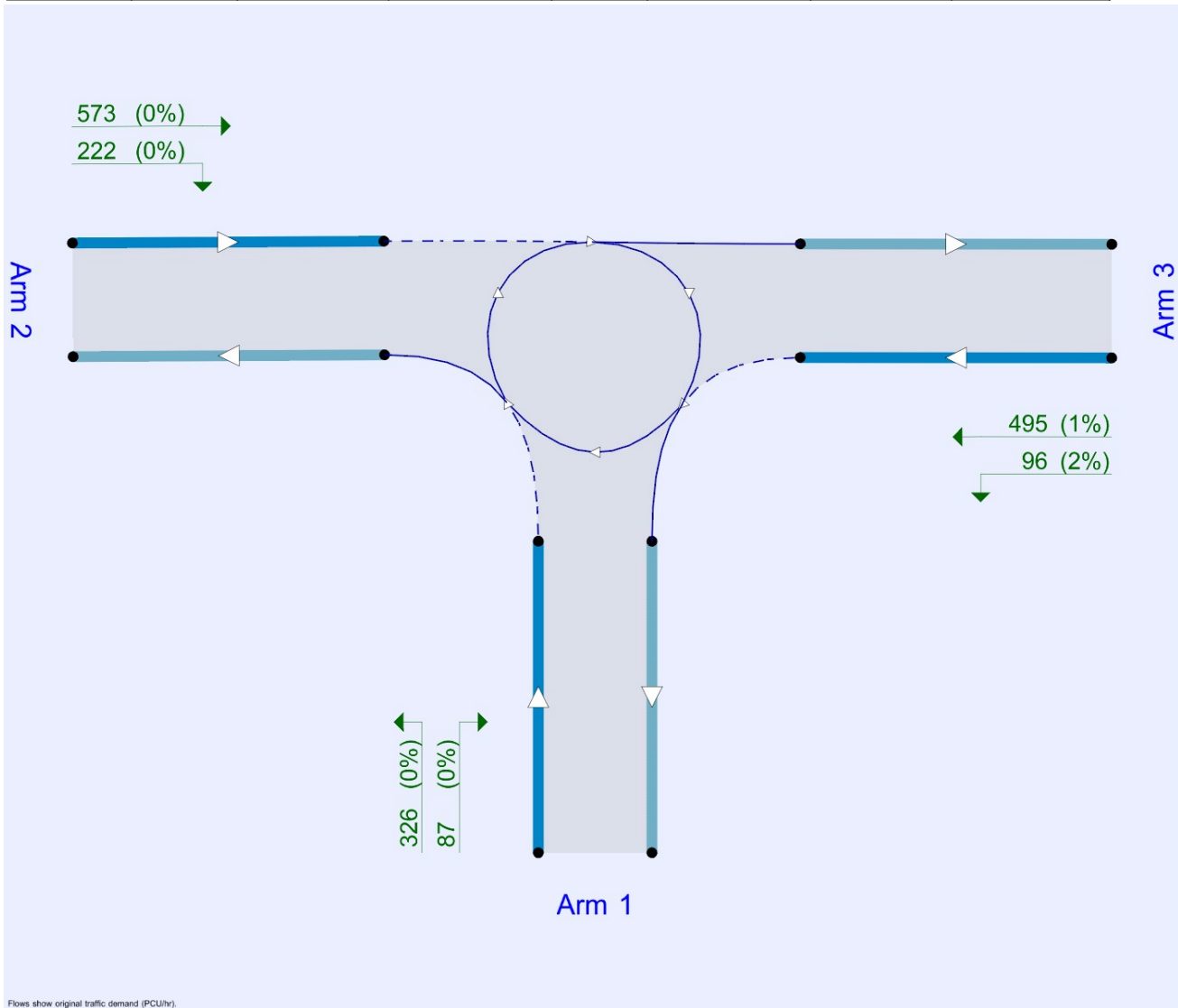
File summary

File Description

Title	45675_5501_J003
Location	Buckingham Drive - Preppard Road
Site number	3
Date	17/03/2020
Version	1
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORP\ceadle
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	PCU	PCU	perHour	s	-Min	perMin



Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	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
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D4	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D6	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Baseline, 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	Mini-roundabout		1, 2, 3	28.68	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Peppard Road	
2	Buckingham Drive	
3	Peppard Road N	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.42	3.00	6.40	2.6	9.83	6.53	0.0	
2	4.75	3.41	3.41	0.0	15.99	15.00	0.0	
3	3.88	2.64	5.28	2.9	11.36	9.33	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.615	836
2	0.630	855
3	0.603	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1	Percentage		95.00
2	Percentage		120.00
3	Percentage		95.00

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	392	100.000
2		ONE HOUR	✓	708	100.000
3		ONE HOUR	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	312	80
	2	213	0	495
	3	87	446	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1	2	3
	1	0	0	0
	2	0	0	0
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.85	43.30	4.8	E	360	540
2	0.81	19.70	4.1	C	650	975
3	0.83	29.86	4.6	D	489	734

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	74	332	601	0.491	291	224	0.0	0.9	11.511	B
2	533	133	59	981	0.543	528	564	0.0	1.2	7.879	A
3	401	100	159	748	0.537	397	429	0.0	1.1	10.254	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	399	562	0.628	350	268	0.9	1.6	16.778	C
2	636	159	71	972	0.655	634	677	1.2	1.8	10.564	B
3	479	120	191	729	0.657	476	514	1.1	1.9	14.224	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	483	512	0.843	421	326	1.6	4.3	35.808	E
2	780	195	86	961	0.811	771	818	1.8	3.9	18.230	C
3	587	147	232	706	0.832	577	625	1.9	4.3	26.501	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	432	108	490	508	0.849	429	330	4.3	4.8	43.296	E
2	780	195	88	959	0.812	779	832	3.9	4.1	19.697	C
3	587	147	234	704	0.833	586	632	4.3	4.6	29.860	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	410	555	0.635	364	274	4.8	1.8	19.937	C
2	636	159	74	969	0.657	645	700	4.1	2.0	11.365	B
3	479	120	194	727	0.659	489	525	4.6	2.0	15.903	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	295	74	339	597	0.495	298	227	1.8	1.0	12.202	B
2	533	133	61	980	0.544	536	576	2.0	1.2	8.170	A
3	401	100	161	746	0.538	405	436	2.0	1.2	10.764	B

2026 Future Baseline, 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	Mini-roundabout		1, 2, 3	38.25	E

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	410	100.000
2		ONE HOUR	✓	739	100.000
3		ONE HOUR	✓	557	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1	2	3	
From	1	0	326	84
	2	222	0	517
	3	91	466	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	0	0
	2	0	0	0
	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.91	62.37	7.3	F	376	564
2	0.85	24.36	5.2	C	678	1017
3	0.88	38.93	6.2	E	511	767

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	77	347	592	0.521	304	233	0.0	1.1	12.349	B
2	556	139	62	979	0.569	551	589	0.0	1.3	8.327	A
3	419	105	166	744	0.564	414	448	0.0	1.3	10.894	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	92	416	551	0.668	365	280	1.1	1.9	18.988	C
2	664	166	75	969	0.685	661	706	1.3	2.1	11.560	B
3	501	125	199	725	0.691	497	537	1.3	2.1	15.753	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	502	501	0.901	435	339	1.9	5.9	46.131	E
2	814	203	89	958	0.849	803	848	2.1	4.9	21.680	C
3	613	153	241	700	0.876	600	651	2.1	5.5	32.404	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	451	113	511	496	0.910	446	344	5.9	7.3	62.370	F
2	814	203	91	957	0.851	812	866	4.9	5.2	24.359	C
3	613	153	244	699	0.878	611	660	5.5	6.2	38.932	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	369	92	432	542	0.680	389	287	7.3	2.3	25.943	D
2	664	166	80	966	0.688	676	741	5.2	2.3	12.900	B
3	501	125	203	722	0.693	516	553	6.2	2.4	18.779	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	309	77	354	587	0.526	313	237	2.3	1.1	13.338	B
2	556	139	64	977	0.569	560	603	2.3	1.4	8.709	A
3	419	105	168	742	0.565	424	456	2.4	1.4	11.578	B

2026 Future + 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	Mini-roundabout		1, 2, 3	54.12	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	413	100.000
2		ONE HOUR	✓	795	100.000
3		ONE HOUR	✓	591	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	1	2	3
From	1	0	326
	2	222	0
	3	96	495

Vehicle Mix

Heavy Vehicle Percentages

	To		
	1	2	3
From	1	0	0
	2	0	0
	3	2	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.95	80.67	9.6	F	379	568
2	0.92	38.88	8.8	E	730	1094
3	0.93	56.05	9.5	F	542	813

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311	78	368	580	0.536	306	237	0.0	1.1	12.981	B
2	599	150	65	977	0.613	592	610	0.0	1.5	9.221	A
3	445	111	165	744	0.598	439	491	0.0	1.5	11.740	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	441	537	0.692	367	284	1.1	2.1	20.785	C
2	715	179	77	967	0.739	710	731	1.5	2.7	13.753	B
3	531	133	198	725	0.733	527	589	1.5	2.6	17.953	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	114	527	486	0.935	434	341	2.1	7.3	54.689	F
2	875	219	91	957	0.915	855	870	2.7	7.7	30.725	D
3	651	163	239	702	0.927	630	708	2.6	7.8	41.723	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	455	114	540	479	0.949	445	348	7.3	9.6	80.672	F
2	875	219	94	955	0.917	871	891	7.7	8.8	38.882	E
3	651	163	243	699	0.931	644	721	7.8	9.5	56.052	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	371	93	466	522	0.711	399	296	9.6	2.7	34.209	D
2	715	179	84	962	0.743	738	781	8.8	3.1	17.462	C
3	531	133	206	721	0.737	557	616	9.5	3.1	25.019	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	311	78	378	574	0.542	317	242	2.7	1.2	14.316	B
2	599	150	67	975	0.614	604	628	3.1	1.6	9.848	A
3	445	111	169	742	0.600	451	502	3.1	1.6	12.762	B

Junctions 9			
PICADY 9 - Priority Intersection Module			
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Filename: 45675_5501_J004 v2.j9

Path: J:\45675 Reading Golf Course\TRANSPORT\WORKING DOCUMENTS\JUNCTION MODELLING\JUNCTION MODELS

Report generation date: 15/05/2020 14:06:13

- »2019 Baseline, AM
- »2019 Baseline, PM
- »2026 Future Baseline, AM
- »2026 Future Baseline, PM
- »2026 Future + Development, AM
- »2026 Future + Development, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
[Lane Simulation] - 2019 Baseline								
Junction 1 - Arm A	0.2	0.40		A	0.1	0.10		A
Junction 1 - Arm B	2.4	24.42		C	1.6	16.36		C
Junction 1 - Arm C	0.9	4.62		A	0.4	2.56		A
Junction 2 - Arm A	0.3	7.11		A	0.0	1.19		A
Junction 2 - Arm B	10.3	116.90		F	0.9	15.42		C
Junction 2 - Arm C	0.9	7.25		A	0.7	7.17		A
[Lane Simulation] - 2026 Future Baseline								
Junction 1 - Arm A	0.1	0.58		A	0.0	0.14		A
Junction 1 - Arm B	2.6	26.74		D	1.8	17.33		C
Junction 1 - Arm C	1.3	6.15		A	0.4	2.69		A
Junction 2 - Arm A	0.4	8.36		A	0.1	1.20		A
Junction 2 - Arm B	19.6	204.46		F	1.5	17.47		C
Junction 2 - Arm C	1.0	7.43		A	0.6	7.03		A
[Lane Simulation] - 2026 Future + Development								
Junction 1 - Arm A	0.3	1.02		A	0.0	0.11		A
Junction 1 - Arm B	2.7	28.08		D	2.0	18.86		C
Junction 1 - Arm C	1.8	8.45		A	0.5	3.13		A
Junction 2 - Arm A	0.4	10.70		B	0.1	1.87		A
Junction 2 - Arm B	33.9	367.97		F	2.6	32.16		D
Junction 2 - Arm C	1.1	7.65		A	0.8	7.44		A

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

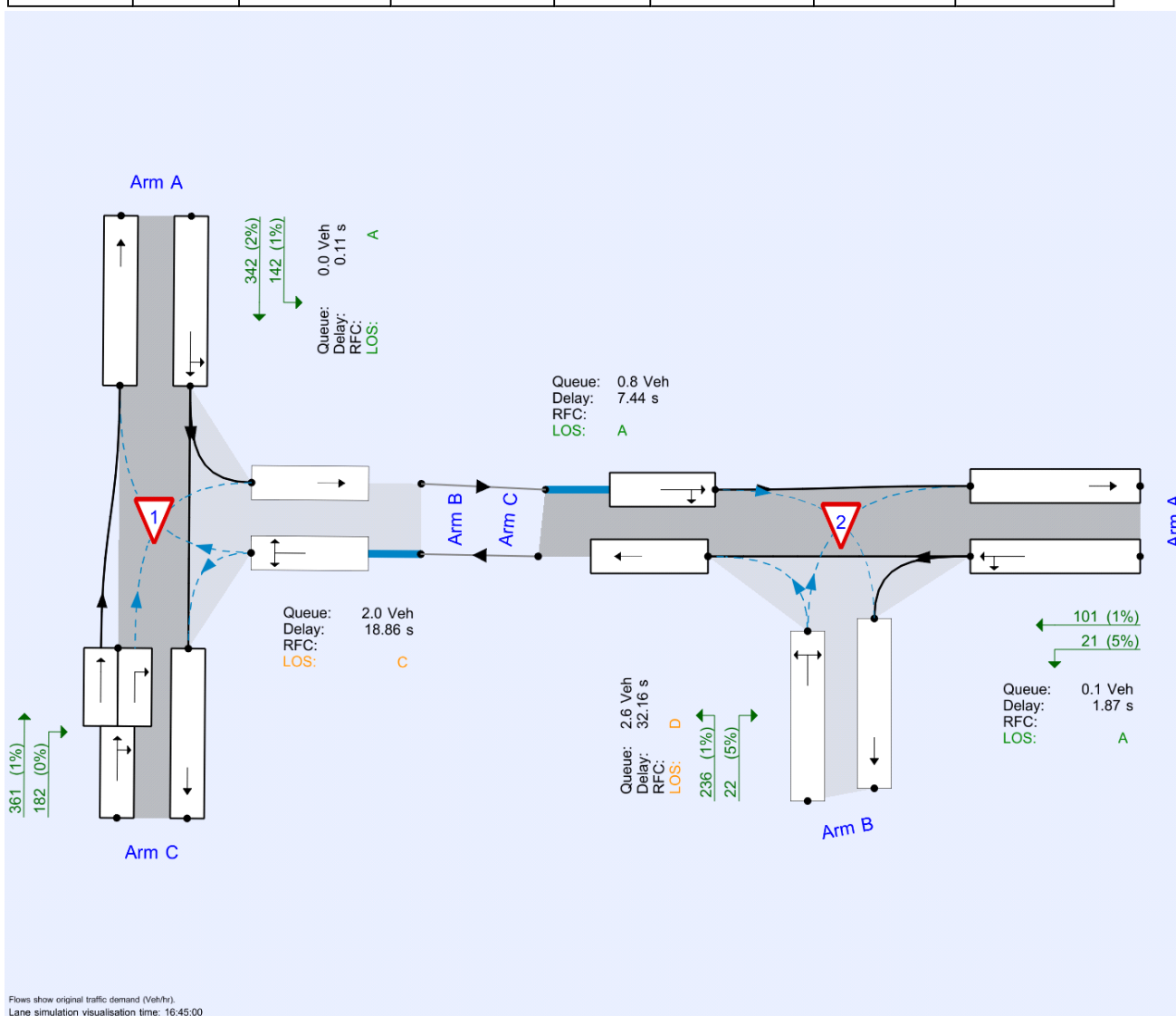
File summary

File Description

Title	45675_5501_J004
Location	Peppard Road - Kiln Road - Caversham Park Road
Site number	4
Date	25/03/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	45675
Enumerator	CORPlerdeane
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	-1	3	1	60	✓			141966254	282	15.40

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
D3	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D4	2019 Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Future Baseline	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Future Baseline	PM	ONE HOUR	16:45	18:15	15	✓
D7	2026 Future + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2026 Future + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2019 Baseline, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Lane Simulation	A1 - [Lane Simulation]	This analysis set uses Lane Simulation mode. This is provided as an investigative tool and the user should apply judgement when interpreting the results.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		7.67	A
2	untitled	T-Junction	Two-way		45.44	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description	Arm type
1	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major
2	A	untitled		Major
	B	untitled		Minor
	C	untitled		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
1	C	7.19		✓	5.00	178.5	✓	2.00
2	C	6.42				120.6	✓	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

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1	B	One lane	4.52	90	44
2	B	One lane	5.00	39	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for AB	Slope for AC	Slope for C-A	Slope for C-B
1	B-A	609	0.105	0.266	0.167	0.380
	B-C	751	0.109	0.276	-	-
	C-B	884	0.325	0.325	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2	B-A	602	0.108	0.272	0.171	0.389
	B-C	767	0.115	0.292	-	-
	C-B	644	0.245	0.245	-	-

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.

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	A	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B	Entry	1	1	A, C	✓	3.00		0	99999	
		Exit	1	1		✓	3.00				
	C	Entry	1	1	A	✓	2.00		0	99999	
				2	B	✓	2.00		0	99999	
		Exit	1	1	(A, B)		Infinity				
2	A	Entry	1	1	B, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	B	Entry	1	1	A, C		Infinity		0	99999	
		Exit	1	1			Infinity				
	C	Entry	1	1	A, B	✓	2.70		0	99999	
		Exit	1	1		✓	3.00				

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
1	A	1	1		✓	✓
	B	1	1	✓		✓
	C	1	1	✓		
			2		✓	
		2	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				A	B	C
2	A	1	1		✓	✓
	B	1	1	✓		✓
	C	1	1	✓	✓	

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	2019 Baseline	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	B	2	C	Simple (vertical queueing)	Normal	0	100.00	
2	C	1	B	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1	A		ONE HOUR	✓	520	100.000
	B	✓				
	C		ONE HOUR	✓	555	100.000
2	A		ONE HOUR	✓	97	100.000
	B		ONE HOUR	✓	263	100.000
	C	✓				

Origin-Destination Data

Demand (Veh/hr)

Junction 1

		To		
		A	B	C
From	A	0	189	331
	B	157	0	120
	C	352	203	0

Demand (Veh/hr)

Junction 2

		To		
		A	B	C
From	A	0	30	67
	B	25	0	238
	C	113	280	0

Vehicle Mix

Heavy Vehicle Percentages

Junction 1

		To		
		A	B	C
From	A	0	5	5
	B	21	0	3
	C	4	1	0

Heavy Vehicle Percentages

Junction 2

		To		
		A	B	C
From	A	0	0	6
	B	11	0	2
	C	2	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	A	0.40	0.2	A	473	710
	B	24.42	2.4	C	275	413
	C	4.62	0.9	A	509	764
2	A	7.11	0.3	A	88	132
	B	116.90	10.3	F	239	359
	C	7.25	0.9	A	359	538

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	386	96	386	413	387	0.0	0.0	0.081	A
	B	227	57	229	255	295	0.0	0.8	14.453	B
	C	413	103	413	430	347	0.0	0.4	2.577	A
2	A	71	18	71	79	102	0.0	0.0	0.404	A
	B	195	49	195	202	232	0.0	0.5	8.827	A
	C	295	74	294	301	227	0.0	0.5	6.204	A

08:00 - 08:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	462	116	462	491	473	0.0	0.0	0.177	A
	B	268	67	269	299	345	0.8	1.3	17.215	C
	C	498	125	499	513	412	0.4	0.3	2.976	A
2	A	86	22	86	90	122	0.0	0.0	1.244	A
	B	233	58	232	238	272	0.5	1.1	14.752	B
	C	345	86	345	360	268	0.5	0.6	6.571	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	564	141	564	602	569	0.0	0.0	0.405	A
	B	313	78	314	345	434	1.3	2.0	22.664	C
	C	617	154	619	630	496	0.3	0.6	4.461	A
2	A	105	26	103	108	151	0.0	0.3	5.080	A
	B	287	72	269	274	342	1.1	6.6	58.224	F
	C	434	109	435	441	313	0.6	0.9	7.141	A

08:30 - 08:45

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	568	142	566	598	574	0.0	0.2	0.361	A
	B	327	82	328	367	428	2.0	2.2	24.419	C
	C	612	153	610	625	501	0.6	0.9	4.619	A
2	A	109	27	109	114	148	0.3	0.2	7.111	A
	B	289	72	276	282	337	6.6	10.2	116.904	F
	C	428	107	427	439	327	0.9	0.9	7.253	A

08:45 - 09:00

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	468	117	468	492	474	0.2	0.0	0.216	A
	B	288	72	288	348	357	2.2	1.5	19.687	C
	C	499	125	498	517	423	0.9	0.4	3.252	A
2	A	87	22	87	92	127	0.2	0.0	2.716	A
	B	233	58	250	274	280	10.2	2.1	60.678	F
	C	357	89	357	369	288	0.9	0.6	6.716	A

09:00 - 09:15

Junction	Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	393	98	393	412	396	0.0	0.0	0.059	A
	B	229	57	231	274	294	1.5	0.9	15.846	C
	C	416	104	416	432	349	0.4	0.3	2.445	A
2	A	70	18	70	76	107	0.0	0.0	0.860	A
	B	198	50	199	213	230	2.1	0.6	14.917	B
	C	294	73	295	305	229	0.6	0.4	6.091	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	386	386	413	0.0	0.0	0.081	A
		Exit	1	1		387	387	429	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	227	229	255	0.0	0.8	14.453	B
		Exit	1	1		295	295	303	0.0	0.1	1.481	A
	C	Entry	1	1	A	261	261	276	0.0	0.0	0.000	A
				2	B	153	153	153	0.0	0.3	6.251	A
		2	1	(A, B)	413	413	431	0.0	0.1	0.295	A	
			Exit	1	1		347	347	366	0.0	0.0	0.000
	2	A	Entry	1	1	B, C	71	71	79	0.0	0.0	0.404
Exit			1	1		102	102	107	0.0	0.0	0.000	A
B		Entry	1	1	A, C	195	195	202	0.0	0.5	8.827	A
		Exit	1	1		232	232	239	0.0	0.0	0.000	A
C		Entry	1	1	A, B	295	294	301	0.0	0.5	6.204	A
		Exit	1	1		226	227	236	0.0	0.2	3.473	A

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	462	462	491	0.0	0.0	0.177	A
		Exit	1	1		473	473	511	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	268	269	299	0.8	1.3	17.215	C
		Exit	1	1		346	345	362	0.1	0.2	2.102	A
	C	Entry	1	1	A	320	320	330	0.0	0.0	0.000	A
				2	B	179	179	184	0.3	0.3	6.758	A
		Exit	1	1	(A, B)	498	499	513	0.1	0.0	0.514	A
				1		412	412	429	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	86	86	90	0.0	0.0	1.244	A
		Exit	1	1		122	122	128	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	233	232	238	0.5	1.1	14.752	B
		Exit	1	1		272	272	284	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	345	345	360	0.5	0.6	6.571	A
		Exit	1	1		268	268	273	0.2	0.5	6.618	A

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	564	564	602	0.0	0.0	0.405	A
		Exit	1	1		569	569	613	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	313	314	345	1.3	2.0	22.664	C
		Exit	1	1		433	434	443	0.2	0.3	3.117	A
	C	Entry	1	1	A	390	390	404	0.0	0.0	0.000	A
				2	B	227	229	225	0.3	0.5	8.211	A
		Exit	1	1	(A, B)	617	618	630	0.0	0.1	1.460	A
				1		496	496	520	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	105	103	108	0.0	0.3	5.080	A
		Exit	1	1		151	151	155	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	287	269	274	1.1	6.6	58.224	F
		Exit	1	1		342	342	347	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	434	435	441	0.6	0.9	7.141	A
		Exit	1	1		314	313	317	0.5	1.5	14.470	B

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/hr)	Throughput (Veh/hr)	Average throughput (PCU/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	A	Entry	1	1	B, C	568	566	598	0.0	0.2	0.361	A
		Exit	1	1		574	574	623	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	327	328	367	2.0	2.2	24.419	C
		Exit	1	1		429	428	440	0.3	0.5	3.220	A
	C	Entry	1	1	A	388	388	400	0.0	0.0	0.000	A
				2	B	223	222	225	0.5	0.5	8.231	A
		Exit	1	1	(A, B)	612	611	625	0.1	0.4	1.587	A
				1		501	501	526	0.0	0.0	0.000	A
2	A	Entry	1	1	B, C	109	109	114	0.3	0.2	7.111	A
		Exit	1	1		148	148	153	0.0	0.0	0.000	A
	B	Entry	1	1	A, C	289	276	282	6.6	10.2	116.904	F
		Exit	1	1		337	337	346	0.0	0.0	0.000	A
	C	Entry	1	1	A, B	428	427	439	0.9	0.9	7.253	A
		Exit	1	1		328	327	335	1.5	1.8	17.912	C