

[illegible]

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC01 - Church Road/ Bridge Street/ Church Street	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	Church Street		Bridge Street		Church Road
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
07:00 - 07:05	7	3	0	20	24
07:05 - 07:10	9	2	0	20	24
07:10 - 07:15	9	4	5	20	25
07:15 - 07:20	8	5	14	21	24
07:20 - 07:25	9	8	5	20	24
07:25 - 07:30	8	7	0	21	25
07:30 - 07:35	8	6	0	20	24
07:35 - 07:40	8	6	11	20	24
07:40 - 07:45	8	6	16	21	25
07:45 - 07:50	9	7	4	20	24
07:50 - 07:55	9	6	17	21	24
07:55 - 08:00	8	6	17	20	25
08:00 - 08:05	9	7	0	20	24
08:05 - 08:10	8	7	3	20	25
08:10 - 08:15	8	6	14	21	24
08:15 - 08:20	8	5	11	20	24
08:20 - 08:25	8	3	0	20	25
08:25 - 08:30	8	7	9	20	24
08:30 - 08:35	9	7	17	21	24
08:35 - 08:40	8	7	17	21	24
08:40 - 08:45	8	8	17	20	24
08:45 - 08:50	8	6	2	21	25
08:50 - 08:55	8	7	2	20	25
08:55 - 09:00	8	6	7	14	24
09:00 - 09:05	8	4	5	15	25
09:05 - 09:10	8	6	7	18	24
09:10 - 09:15	8	3	5	9	24
09:15 - 09:20	8	4	12	21	25
09:20 - 09:25	8	5	0	15	24
09:25 - 09:30	8	4	4	20	24
09:30 - 09:35	8	6	19	21	24
09:35 - 09:40	9	2	5	16	24
09:40 - 09:45	9	4	9	21	12
09:45 - 09:50	9	1	13	17	19
09:50 - 09:55	8	3	15	11	21
09:55 - 10:00	8	2	16	20	15

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC01 - Church Road/ Bridge Street/ Church Street	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	Church Street		Bridge Street		Church Road
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
16:00 - 16:05	6	3	5	20	24
16:05 - 16:10	7	4	5	21	24
16:10 - 16:15	8	3	4	20	25
16:15 - 16:20	8	3	10	20	24
16:20 - 16:25	8	3	13	21	25
16:25 - 16:30	8	3	19	20	24
16:30 - 16:35	8	4	16	20	24
16:35 - 16:40	7	4	7	20	25
16:40 - 16:45	7	6	17	21	25
16:45 - 16:50	6	4	5	20	24
16:50 - 16:55	8	7	8	21	24
16:55 - 17:00	8	9	6	20	25
17:00 - 17:05	8	6	10	21	24
17:05 - 17:10	8	6	5	10	24
17:10 - 17:15	9	7	0	18	24
17:15 - 17:20	8	7	6	20	25
17:20 - 17:25	8	7	4	21	24
17:25 - 17:30	9	7	10	20	24
17:30 - 17:35	8	5	13	20	24
17:35 - 17:40	8	3	17	20	25
17:40 - 17:45	8	4	7	21	24
17:45 - 17:50	8	4	17	20	25
17:50 - 17:55	8	4	8	20	24
17:55 - 18:00	8	4	17	21	24
18:00 - 18:05	8	5	17	20	24
18:05 - 18:10	8	5	17	20	24
18:10 - 18:15	8	6	17	20	25
18:15 - 18:20	8	3	17	20	24
18:20 - 18:25	8	7	13	21	24
18:25 - 18:30	7	6	17	21	24
18:30 - 18:35	8	3	13	20	25
18:35 - 18:40	8	5	0	20	25
18:40 - 18:45	8	4	5	20	25
18:45 - 18:50	7	2	12	21	25
18:50 - 18:55	8	4	3	15	20
18:55 - 19:00	7	3	13	15	18

Advanced Transport Research																																								Job Number & Name: 16955 Caversham, Reading																							
MCC02 - Church Street/ Prospect Street/ Gosbrook Road																																								Client: RPS																							
Classified Counts																																								Date: Tuesday 13 March 2018																							
	Movement A							Movement B							Movement C							Movement D							Movement E							Movement F						Movement G						Movement H						Movement I									
Times	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Cyc	Cars	LGV	OGV 1	OGV 2	PSV	M/B	Cyc														
07:00 - 07:15	93	11	3	0	0	0	0	22	4	1	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	24	4	0	0	1	0	0	0	0	0	0	0	0	0	23	4	2	0	1	1	5	93	32	5	1	2	1	0	0	0	0	0	0	0		
07:15 - 07:30	107	19	1	1	0	0	0	25	5	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	1	0	33	5	1	0	1	0	1	0	0	0	0	0	0	27	2	1	0	0	2	12	87	27	3	0	0	0	0	1	2	1	0	0	0	0		
07:30 - 07:45	89	17	2	1	0	1	2	48	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	17	5	0	0	0	0	0	0	0	0	0	0	21	3	0	0	1	1	8	84	30	8	1	2	3	1	0	0	0	0	0	0	0			
07:45 - 08:00	106	11	1	1	0	0	0	72	5	0	0	1	0	0	0	0	0	0	0	0	0	11	1	0	0	1	0	18	2	4	0	1	0	3	0	0	0	0	0	22	4	3	0	1	3	13	62	24	3	0	2	1	2	0	0	0	0	0	0	0			
08:00 - 08:15	74	7	0	0	0	3	0	63	3	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	31	4	1	0	0	0	1	0	0	0	0	0	26	4	0	0	1	2	15	53	12	5	2	1	0	0	0	0	0	0	0	0	0			
08:15 - 08:30	73	3	0	1	0	1	0	32	3	0	1	1	0	0	0	0	0	0	0	0	0	12	0	0	1	0	0	25	0	0	0	0	0	1	0	0	0	0	0	44	3	0	0	2	3	10	63	13	7	1	1	1	1	0	0	0	0	0	0	0	0		
08:30 - 08:45	61	6	4	2	0	1	0	49	3	0	0	0	0	0	1	0	0	0	0	0	0	10	1	0	0	1	0	1	28	4	0	0	1	0	0	0	0	0	0	58	4	0	0	2	2	13	69	16	0	0	1	2	1	1	0	0	0	0	0	0	0		
08:45 - 09:00	54	0	1	1	1	1	1	50	4	0	0	1	0	2	0	0	0	0	0	0	0	12	1	0	0	1	0	0	54	2	1	0	1	0	2	0	0	0	0	0	49	0	1	0	0	3	15	68	25	5	0	0	1	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	76	5	2	0	1	0	1	41	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	36	5	0	0	0	0	0	0	0	0	0	34	2	0	1	2	0	3	58	22	3	1	2	0	0	0	0	0	0	0	0	0	0			
09:15 - 09:30	85	16	7	0	2	0	2	45	1	0	0	0	0	0	1	0	0	0	0	0	0	11	1	0	0	1	0	31	3	0	1	0	0	0	0	0	0	0	35	6	2	0	1	0	0	61	15	2	2	1	1	2	0	0	0	0	0	0	0	0			
09:30 - 09:45	83	17	2	1	2	1	0	36	2	0	0	1	0	0	1	0	0	0	0	0	0	14	0	0	0	0	0	39	8	1	0	0	0	0	0	0	0	0	44	5	1	0	0	0	4	63	21	4	3	0	0	1	0	1	0	0	0	0	0	0			
09:45 - 10:00	66	12	4	2	1	2	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0	1	0	31	14	3	0	3	0	0	0	0	0	0	35	5	0	1	1	1	1	58	19	3	1	0	1	0	0	0	0	0	0	0	0	0	0		
16:00 - 16:15	61	19	4	0	0	0	1	0	32	2	0	0	1	0	0	0	0	0	0	0	0	22	3	0	0	1	0	0	56	5	0	0	1	1	4	0	0	0	0	0	35	1	1	0	1	0	1	82	18	1	0	0	2	2	0	0	0	0	0	0	0	0	
16:15 - 16:30	73	23	5	0	0	2	0	26	3	0	0	1	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	62	6	0	0	2	1	3	0	0	0	0	0	60	4	0	0	1	0	0	86	27	2	0	0	1	2	1	0	0	0	0	0	0	0		
16:30 - 16:45	76	19	1	0	0	0	1	24	6	1	0	1	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	70	3	0	0	0	0	8	0	0	0	0	0	43	5	0	0	0	0	1	100	19	1	1	1	0	0	0	0	0	0	0	0	0	0		
16:45 - 17:00	69	21	1	0	0	0	1	39	5	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	1	0	70	8	0	0	2	0	2	0	0	0	0	0	57	5	1	0	1	0	1	96	9	1	1	1	2	1	0	1	0	0	0	0	0	0		
17:00 - 17:15	46	4	1	0	0	0	1	25	5	0	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	0	47	6	0	0	1	1	0	0	0	0	0	57	5	0	0	0	1	1	95	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0		
17:15 - 17:30	40	6	1	0	0	0	1	27	1	0	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	1	0	2	38	2	0	0	2	1	2	0	0	0	0	52	2	0	0	2	2	2	101	11	1	0	0	1	2	0	0	0	0	0	0	0	0		
17:30 - 17:45	71	0	0	0	0	1	0	42	0	0	0	1	2	0	0	0	0	0	0	0	0	22	1	0	0	0	1	68	5	2	0	0	3	14	0	0	0	0	0	61	5	0	0	0	2	0	75	13	1	0	0	1	0	0	0	0	0	0	0	0	0		
17:45 - 18:00	88	0	0	0	1	0	0	35	0	1	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0	63	4	0	0	0	3	8	0	0	0	0	0	58	5	0	0	2	1	1	1	100	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	64	4	0	0	0	0	1	42	3	0	0	1	0	0	0	0	0	0	0	0	0	20	1	0	0	0	0	67	3	0	0	2	3	6	0	0	0	0	0	67	6	0	0	1	0	5	86	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	
18:15 - 18:30	74	0	1	0	1	0	3	30	2	0	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	1	0	54	3	0	0	1	2	7	0	0	0	0	0	41	3	0	0	0	0	4	103	10	1	1	0	1	0	0	0	0	0	0	0	0	0		
18:30 - 18:45	65	4	0	0	0	0	0	33	2	0	0	0	1	0	1	0	0	0	0	0	0	10	1	0	0	0	0	42	2	0	0	1	2	7	0	0	0	0	0	56	1	2	0	2	0	1	107	12	1	0	0	1	1	0	0	0	0	0	0	0	0	0	
18:45 - 19:00	68	6	1	0	1	2	2	41	0	0	0	1	0	0	0	0	0	0	0	0	0	12	0	0	0	1	0	59	2	0	0	0	1	6	0	0	0	0	0	46	5	0	0	0	1	2	95	4	2	1	0	0	1	0	0	0	0	0	0	0	0	0	

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC02 - Church Street/ Prospect Street/ Gosbrook	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	Prospect Street	Gosbrook Road	Church Street
Times	Lane 1	Lane 1	Lane 1
07:00 - 07:05	6	1	0
07:05 - 07:10	5	2	0
07:10 - 07:15	5	2	0
07:15 - 07:20	9	2	4
07:20 - 07:25	13	2	5
07:25 - 07:30	13	2	6
07:30 - 07:35	12	2	0
07:35 - 07:40	13	1	3
07:40 - 07:45	13	2	3
07:45 - 07:50	13	2	2
07:50 - 07:55	13	2	2
07:55 - 08:00	13	2	3
08:00 - 08:05	13	2	0
08:05 - 08:10	12	2	5
08:10 - 08:15	13	1	6
08:15 - 08:20	12	2	1
08:20 - 08:25	13	2	3
08:25 - 08:30	13	2	7
08:30 - 08:35	13	2	5
08:35 - 08:40	13	2	8
08:40 - 08:45	13	2	11
08:45 - 08:50	12	2	10
08:50 - 08:55	13	2	4
08:55 - 09:00	13	2	10
09:00 - 09:05	13	2	6
09:05 - 09:10	13	2	0
09:10 - 09:15	13	2	2
09:15 - 09:20	13	2	0
09:20 - 09:25	7	1	4
09:25 - 09:30	13	2	7
09:30 - 09:35	12	2	4
09:35 - 09:40	5	2	4
09:40 - 09:45	10	2	3
09:45 - 09:50	5	2	8
09:50 - 09:55	5	2	2
09:55 - 10:00	13	2	6

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC02 - Church Street/ Prospect Street/ Gosbrook	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	Prospect Street	Gosbrook Road	Church Street
Times	Lane 1	Lane 1	Lane 1
16:00 - 16:05	4	2	4
16:05 - 16:10	6	2	6
16:10 - 16:15	13	2	1
16:15 - 16:20	13	2	3
16:20 - 16:25	13	2	7
16:25 - 16:30	12	2	7
16:30 - 16:35	13	2	6
16:35 - 16:40	12	2	7
16:40 - 16:45	13	2	7
16:45 - 16:50	12	2	7
16:50 - 16:55	13	2	3
16:55 - 17:00	13	2	2
17:00 - 17:05	13	2	7
17:05 - 17:10	13	2	4
17:10 - 17:15	13	1	4
17:15 - 17:20	13	2	7
17:20 - 17:25	13	2	6
17:25 - 17:30	13	2	2
17:30 - 17:35	13	2	7
17:35 - 17:40	13	2	7
17:40 - 17:45	13	2	4
17:45 - 17:50	13	2	4
17:50 - 17:55	13	2	7
17:55 - 18:00	13	1	7
18:00 - 18:05	3	2	7
18:05 - 18:10	13	2	7
18:10 - 18:15	13	2	8
18:15 - 18:20	14	2	3
18:20 - 18:25	4	2	7
18:25 - 18:30	13	2	10
18:30 - 18:35	6	2	5
18:35 - 18:40	7	1	7
18:40 - 18:45	5	1	7
18:45 - 18:50	5	2	1
18:50 - 18:55	6	1	2
18:55 - 19:00	10	2	7

16955 Caversham, Reading MCC03 Junction Count Tuesday 13th March 2018\Counts

[illegible]

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC03 - Gosbrook Road / South Street / Archway	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	South Street		Gosbrook Road		Archway Road		Church Street	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
07:00 - 07:05	0		0		0		0	
07:05 - 07:10	0		2		0		0	
07:10 - 07:15	0		1		0		0	
07:15 - 07:20	0		0		1		0	
07:20 - 07:25	1		3		2		0	
07:25 - 07:30	0		1		0		0	
07:30 - 07:35	0		3		0		1	
07:35 - 07:40	0		0		0		0	
07:40 - 07:45	0		0		1		0	
07:45 - 07:50	0		1		1		0	
07:50 - 07:55	1		1		1		0	
07:55 - 08:00	0		9		1		0	
08:00 - 08:05	1		4		1		0	
08:05 - 08:10	0		2		1		0	
08:10 - 08:15	1		1		0		0	
08:15 - 08:20	0		4		1		0	
08:20 - 08:25	1		5		1		0	
08:25 - 08:30	0		2		1		1	
08:30 - 08:35	1		1		2		0	
08:35 - 08:40	0		1		1		0	
08:40 - 08:45	1		2		1		0	
08:45 - 08:50	1		3		2		1	
08:50 - 08:55	1		4		2		1	
08:55 - 09:00	1		2		1		1	
09:00 - 09:05	0		4		2		0	
09:05 - 09:10	0		2		1		0	
09:10 - 09:15	0		1		2		0	
09:15 - 09:20	0		2		1		1	
09:20 - 09:25	0		2		0		0	
09:25 - 09:30	0		1		1		1	
09:30 - 09:35	0		2		4		0	
09:35 - 09:40	0		1		1		0	
09:40 - 09:45	0		1		3		1	
09:45 - 09:50	1		3		2		1	
09:50 - 09:55	0		4		2		1	
09:55 - 10:00	0		4		2		1	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC03 - Gosbrook Road / South Street / Archway	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	South Street		Gosbrook Road		Archway Road		Church Street	
Times	Lane 1		Lane 1		Lane 1		Lane 1	
16:00 - 16:05	0		2		3		0	
16:05 - 16:10	0		2		4		1	
16:10 - 16:15	0		10		5		1	
16:15 - 16:20	1		5		5		1	
16:20 - 16:25	1		11		5		1	
16:25 - 16:30	0		3		5		1	
16:30 - 16:35	0		5		3		1	
16:35 - 16:40	0		12		5		1	
16:40 - 16:45	0		12		2		1	
16:45 - 16:50	0		16		5		0	
16:50 - 16:55	1		18		5		0	
16:55 - 17:00	1		16		5		1	
17:00 - 17:05	1		10		5		1	
17:05 - 17:10	1		12		6		1	
17:10 - 17:15	0		22		5		0	
17:15 - 17:20	2		22		5		1	
17:20 - 17:25	0		23		5		0	
17:25 - 17:30	0		22		5		1	
17:30 - 17:35	0		22		5		0	
17:35 - 17:40	0		23		5		1	
17:40 - 17:45	0		22		5		1	
17:45 - 17:50	0		23		3		0	
17:50 - 17:55	1		22		2		1	
17:55 - 18:00	0		5		1		1	
18:00 - 18:05	0		1		2		1	
18:05 - 18:10	3		7		2		1	
18:10 - 18:15	0		2		4		0	
18:15 - 18:20	0		4		5		1	
18:20 - 18:25	0		3		2		0	
18:25 - 18:30	0		0		1		0	
18:30 - 18:35	0		2		1		0	
18:35 - 18:40	1		2		1		0	
18:40 - 18:45	0		0		0		0	
18:45 - 18:50	0		7		2		0	
18:50 - 18:55	0		0		1		0	
18:55 - 19:00	0		3		2		0	

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC04 - Gosbrook Road / George Street	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	B3345		George Street		Gosbrook Road	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	7	2	1	5	0	10
07:05 - 07:10	6	4	0	6	1	9
07:10 - 07:15	15	1	0	5	3	11
07:15 - 07:20	27	1	1	5	2	20
07:20 - 07:25	16	2	0	5	2	20
07:25 - 07:30	22	3	0	11	1	20
07:30 - 07:35	27	1	2	20	3	20
07:35 - 07:40	28	1	4	19	2	20
07:40 - 07:45	27	2	1	16	2	20
07:45 - 07:50	27	6	10	9	2	21
07:50 - 07:55	29	1	0	12	2	21
07:55 - 08:00	28	4	2	18	1	21
08:00 - 08:05	27	2	2	18	1	20
08:05 - 08:10	27	4	1	12	3	21
08:10 - 08:15	27	2	1	15	2	21
08:15 - 08:20	27	3	0	14	3	21
08:20 - 08:25	27	2	1	15	3	21
08:25 - 08:30	27	2	0	18	3	21
08:30 - 08:35	27	5	0	18	2	21
08:35 - 08:40	27	4	0	20	2	21
08:40 - 08:45	27	5	0	20	1	20
08:45 - 08:50	27	6	0	20	5	21
08:50 - 08:55	27	2	5	21	4	21
08:55 - 09:00	27	7	1	8	2	21
09:00 - 09:05	27	3	0	14	2	19
09:05 - 09:10	27	4	1	12	2	18
09:10 - 09:15	27	6	3	8	1	20
09:15 - 09:20	27	4	0	12	1	11
09:20 - 09:25	27	3	1	5	3	15
09:25 - 09:30	18	2	1	10	1	7
09:30 - 09:35	9	3	1	6	2	4
09:35 - 09:40	5	3	1	9	1	3
09:40 - 09:45	7	1	0	4	1	9
09:45 - 09:50	6	4	0	5	2	6
09:50 - 09:55	10	3	2	9	1	3
09:55 - 10:00	10	3	0	13	0	10

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	Job Number & Name:	16955 Caversham, Reading
MCC04 - Gosbrook Road / George Street	Client:	RPS
Queue Lengths	Date:	Tuesday 13 March 2018

	B3345		George Street		Gosbrook Road	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:00 - 16:05	5	3	2	17	4	6
16:05 - 16:10	6	3	5	21	1	7
16:10 - 16:15	9	7	0	20	2	8
16:15 - 16:20	11	5	2	21	7	9
16:20 - 16:25	6	5	1	20	7	7
16:25 - 16:30	6	3	3	20	3	11
16:30 - 16:35	5	4	3	16	3	7
16:35 - 16:40	3	4	2	20	5	6
16:40 - 16:45	6	2	2	10	3	13
16:45 - 16:50	4	4	1	19	5	13
16:50 - 16:55	11	5	5	20	3	6
16:55 - 17:00	7	5	5	22	5	9
17:00 - 17:05	8	4	5	9	2	10
17:05 - 17:10	4	3	1	12	3	8
17:10 - 17:15	6	4	1	18	3	15
17:15 - 17:20	9	5	3	12	2	10
17:20 - 17:25	6	5	10	11	5	18
17:25 - 17:30	7	4	0	20	2	8
17:30 - 17:35	3	6	2	22	6	9
17:35 - 17:40	7	6	4	16	1	12
17:40 - 17:45	6	2	2	20	4	6
17:45 - 17:50	8	4	4	20	3	9
17:50 - 17:55	11	5	1	22	2	3
17:55 - 18:00	5	7	2	20	5	6
18:00 - 18:05	4	5	6	12	3	9
18:05 - 18:10	4	5	3	20	9	9
18:10 - 18:15	7	5	0	23	2	14
18:15 - 18:20	10	5	2	20	4	6
18:20 - 18:25	10	2	3	16	3	6
18:25 - 18:30	11	3	0	22	3	9
18:30 - 18:35	5	2	2	22	5	8
18:35 - 18:40	5	4	1	8	6	8
18:40 - 18:45	7	2	1	20	6	10
18:45 - 18:50	8	3	7	7	2	10
18:50 - 18:55	20	2	0	7	5	6
18:55 - 19:00	5	2	1	18	2	6

APPENDIX 7 – PERSONAL INJURY ACCIDENT DATA

Details of Personal Injury Accidents for Period - 01/12/2014 to 30/11/2017 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W0781214 Sunday GOSBROOK ROAD J/W ARCHWAY Veh 1 Goods > 7.5t Turning left SE to S Ped F 76 Slight
 07/12/2014 ROAD CAVERSHAM READING
 R1: U 7201 1150hrs
 R2: U 7201 Daylight:street lights present
 E 471,446 Dry
 N 174,761 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 1 Very Likely
 2nd: Failed to look properly Casualty 1 Very Likely
 HGV1 TRN LFT SE TO S COLL/W PED XING C/WAY E TO W.

W1080115 Thursday A4155 PROSPECT ST J/W B481 Veh 1 M/C < 125 cc Going ahead S to N Dri M 17 Slight
 15/01/2015 PEPPARD RD CAVERSHAM READING Veh 2 Car Wait go ahead held S to N
 R1: A 4155 1023hrs
 R2: B 481 Daylight:street lights present
 E 471,616 Wet/Damp
 N 174,988 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
 2nd: Poor turn or manoeuvre Vehicle 1 Very Likely
 3rd: Sudden braking Vehicle 2
 C2 TRAV NE BUT HELD UP AT R/ATS HIT IN REAR BY MC1

W0200215 Thursday B3345 GEORGE ST READING EX LOC Veh 1 Car Going ahead S to N
 05/02/2015 NK Veh 2 Car Wait go ahead held S to N Dri F 50 Slight
 R1: B 3345 1630hrs
 Daylight:street lights present
 E 471,917 Dry
 N 174,557 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Sudden braking Vehicle 1 Possible
 2nd: Exceeding speed limit Vehicle 1 Possible
 3rd: Failed to look properly Vehicle 1
 C2 TRAV IN NK DIR BUT HELD UP IN STAT TRAFF HIT IN REAR BY C1

Details of Personal Injury Accidents for Period - 01/12/2014 to 30/11/2017 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W1790615 Wednesday GOSBROOK ROAD APPX 40M E J/W Veh 1 M/C < 125 cc O/take on n/side W to E Ped F 37 Slight
R1: U 7201 24/06/2015 PATRICK ROAD CAVERSHAM
0730hrs READING
Daylight:street lights present
E 471,807 Dry
N 174,644 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly
2nd: Stationary or parked vehicle
3rd: Crossed road masked by stationary veh
4th: Failed to look properly
5th: Failed to judge vehicles path or speed

Participant:

Vehicle 1
Vehicle 1
Casualty 1
Casualty 1
Casualty 1

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely
Possible

PED WITH DOG XED C/WAY S TO N & COLL/W MC1 TRAV W TO E PASSING STAT TRAFF.

W0801015 Thursday A4074 CHURCH STREET RBT/W Veh 1 Car Turning right NE to W
01/10/2015 A4155 PROSPECT STREET READING Veh 2 Pedal cycle Going ahead W to E Dri M 81 Slight
R1: A 4074 1700hrs
R2: A 4155 Daylight:street lights present
E 471,440 Dry
N 174,785 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

Participant:

Vehicle 1

Confidence:

Very Likely

C1 ENTRG RBT FROM NE FAILD TO GWAY & COLL/W PC2 TRAV IN U/K DIRN ON RBT

W1700316 Thursday GOSBROOK ROAD J/W FOX & Veh 1 M/C < 125 cc Going ahead SE to NW Dri M 28 Slight
24/03/2016 HOUNDS PH CAR PARK
R1: U 7201 2045hrs CAVERSHAM
R2: U Darkness: street lights present a
E 471,645 Wet/Damp
N 174,687 Raining without high winds
30 mph

Causation Factor:

1st: Travelling too fast for conditions
2nd: Sudden braking

Participant:

Vehicle 1
Vehicle 1

Confidence:

Possible
Possible

MC1 TRAV NW LST CONT & FELL OFF TRYG TO AVOID U/K VEH PULLG OUT OF CAR PARK

Details of Personal Injury Accidents for Period - 01/12/2014 to 30/11/2017 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												

160313895 Friday GOSBROOK RD APP 90M W GEORGE Veh 1 Car Going ahead NW^{to} SE Ped F 14 Serious
 21/10/2016 ST AT BUS STOP READING
 R1: U 7201 1921hrs
 Darkness: street lights present a
 E 471,831 Dry
 N 174,640 Fine without high winds
 30 mph

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
 PED (YOUTH) XED RD TO N FROM BHND BUS STAT AT BUS STP INTO PATH & COLL/W C1 TRAV SE

160329870 Wednesday GOSBROOK RD EX LOC NK POSS Veh 1 Car Going ahead E to W
 16/11/2016 NEAR PED XING READING Veh 2 Pedal cycle Going ahead E to W Dri M 16 Slight
 R1: U 7201 0945hrs
 Daylight:street lights present
 E 471,684 Dry
 N 174,673 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 2 Possible
 FEW DETAILS, APPEARS PC2 (YOUTH) ENTRG MAIN RD POSS FROM F/WAY COLL/W C1 TRAV IN NK DIR.C1 FTS

170003383 Tuesday A4155 HENLEY ROAD J/W Veh 1 Car Going ahead E to W Dri F 22 Slight
 13/12/2016 CROMWELL ROAD CAVERSHAM Veh 1 Car Going ahead E to W FSP F 24 Slight
 R1: A 4155 1929hrs
 R2: U 7201 Darkness: street lights present a
 Veh 2 Goods < 3.5t Turning left S to W
 E 471,719 Dry
 N 175,024 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 2 Very Likely
 2nd: Careless/Reckless/In a hurry Vehicle 2 Very Likely
 LGV2 FAILED TO GWAY TRNG LT S TO W & COLL/W C1 TRAV W IN SLW MOVG TRAFF. LGV2 FTS

Details of Personal Injury Accidents for Period - 01/12/2014 to 30/11/2017 (36) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

170207824 Friday GOSBROOK ROAD J/W B3345 Veh 1 Car Reversing N to S Ped F 4 Slight
 07/07/2017 GEORGE STREET READING
 R1: U 7201 1730hrs
 R2: B 3345 Daylight:street lights present
 E 471,905 Dry
 N 174,628 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Very Likely
 PED (YOUNG GIRL) WAITG TO X RD S/B AT PED XING & HIT BY C1 RVRSG S FROM PRVT DR

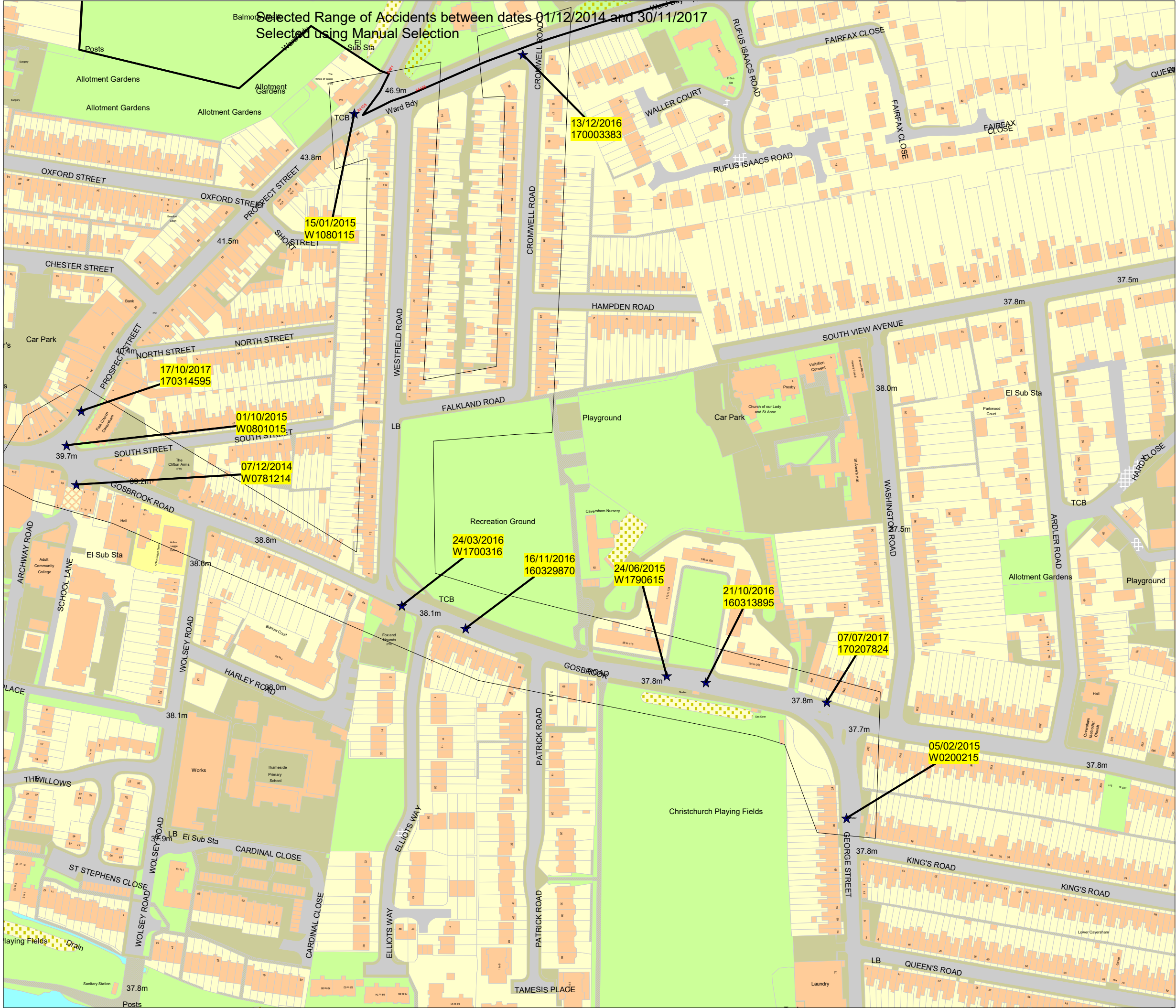
170314595 Tuesday A4155 PROSPECT STREET APP 30M Veh 1 Car Going ahead SW to NE
 17/10/2017 NE J/W A4155 CHURCH STREET Veh 2 Car Wait go ahead held SW to NE Dri F 67 Slight
 R1: A 4155 1310hrs
 Daylight:street lights present
 E 471,449 Dry
 N 174,806 Fine without high winds
 30 mph

Causation Factor:

Participant:

Confidence:

1st: Disobeyed pedestrian crossing facility Vehicle 1 Possible
 2nd: Failed to look properly Vehicle 1 Possible
 C2 TRAV NE IS HLD UP DUE TO VEH AHEAD STPPG TO LET PED CROSS RD & HIT IN REAR BY C1



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WOKINGHAM
BOROUGH COUNCIL

DRAWING TITLE

Gosbrook Road Accidents
01/12/2014 - 30/11/2017

SCALE 1 : 2210

DATE 20/03/2018

DRAWING No.

DRAWN BY

APPENDIX 8 – SCHOOL TRAVEL SURVEY

Timestamp	Please can you tell us how far	How do you normally travel	Please could you tell us where yc	Which "other" locatio	Have you been affected by	Please let us know the bus rout	How has the change to the route affected your travel to or from school?
3/12/2018 10:52:12	One mile to Five Miles	Bus			No		
3/12/2018 15:29:11	One mile to Five Miles	Bus			Yes		25 different timings and more traffic
3/12/2018 10:04:59	5 miles to 10 miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 10:20:16	One mile to Five Miles	Car/Van	St Anne's Church Car Park		Yes		22 Timings for school drop off and pick ups don't work with bus times
3/12/2018 10:25:25	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 10:26:59	5 miles to 10 miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 11:02:08	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 11:03:22	5 miles to 10 miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 12:30:25	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 13:39:46	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 13:41:48	Over 20 miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 13:50:21	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 16:22:49	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 23:12:45	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/13/2018 21:37:06	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/14/2018 22:49:48	5 miles to 10 miles	Car/Van	St Anne's Church Car Park		No		
3/15/2018 15:07:46	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/16/2018 12:46:37	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/18/2018 13:02:11	One mile to Five Miles	Car/Van	St Anne's Church Car Park		No		
3/12/2018 12:36:31	Less then one mile	Walk all the way			No		
3/12/2018 14:51:08	Less then half a mile	Walk all the way			No		

Do you live in c	How do you normally tr	Although you u	Please could you tell us where you park you	In the morning which "other" street	How do you normally tr	Although you use a vehi	Please could you tell us where you park you	In the afternoon which "r	Which days, if any, do you use the Breakfas	Which days, if any, do you use the After Sch	Has your journey to r	Please let us know the l
Yes	Bus				Bus				I make adhoc bookings	I make adhoc bookings	Yes	22
Yes	Bus				Car/Van	No	Waitrose Car Park		Monday, Tuesday, Wednesday, Thursday, Friday	Monday, Tuesday, Wednesday, Thursday, Friday	Yes	22 bus
Yes	Bus				Car/Van	Yes	Chester Street Car Park		Wednesday, Thursday	Wednesday, Thursday	Yes	22
Yes	Bus				Car/Van	No	Cromwell Road				Yes	22
No	Bus				Car Share	No	Other	Don't know the name of the street			Yes	X40
Yes	Bus				Cycle							
No	Bus				Bus						Yes	22
Yes	Car Share	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park			Monday	No	
Yes	Car Share	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road	Tuesday, Wednesday		Monday, Thursday	No	
Yes	Car Share	Yes	Chester Street Car Park		Cycle					Monday, Tuesday, Wednesday, Thursday	No	
Yes	Car Share	Yes	Waitrose Car Park		Car Share	Yes	Cromwell Road	Tuesday		Tuesday	No	
Yes	Car Share	Yes	Priest Hill		Car Share	Yes	Priest Hill			Tuesday	Yes	22
Yes	Car Share	Yes	Waitrose Car Park		Car/Van	Yes	Chester Street Car Park	Tuesday, Wednesday		Tuesday, Thursday	Yes	22
Yes	Car Share	No	Southview Avenue		Car/Van	No	Cromwell Road				No	
Yes	Car Share	No	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car Share	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car Share	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car Share	Yes	Waitrose Car Park		Car/Van	Yes	Cromwell Road				No	
Yes	Car Share	Yes	Chester Street Car Park		Car/Van	No	Patrick Road				No	
Yes	Car Share	Yes	St Peter's Avenue		Bus						Yes	22
Yes	Car Share	Yes	Waitrose Car Park		Cycle						No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park	I make adhoc bookings	I make adhoc bookings			N/a
Yes	Car/Van	No	Other	Gosbrook road	Car/Van	No	Cromwell Road	I make adhoc bookings	I make adhoc bookings		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	No	Cromwell Road	I make adhoc bookings	I make adhoc bookings		Yes	22
Yes	Car/Van	No	Other	Parking bays near school	Car/Van	No	Other	Parking bays near school	I make adhoc bookings	I make adhoc bookings	No	
Yes	Car/Van	No	Patrick Road		Car/Van	No	Patrick Road	I make adhoc bookings	I make adhoc bookings		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Waitrose Car Park	I make adhoc bookings	I make adhoc bookings		Yes	22
Yes	Car/Van	No	Other	Gosbrook road	Bus			I make adhoc bookings	I make adhoc bookings		Yes	22
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Elliot's Way	Monday, Tuesday, Wednesday, Thursday			No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park	Monday, Tuesday, Wednesday, Thursday		I make adhoc bookings	No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park	Monday, Tuesday, Wednesday, Thursday, Friday	I make adhoc bookings		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park		I make adhoc bookings		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	No	Cromwell Road		I make adhoc bookings		No	
Yes	Car/Van	No	Patrick Road		Car/Van	No	Other	Gosbrook Road	I make adhoc bookings		No	
Yes	Car/Van	Yes	Other	Falkland road	Car/Van	Yes	Other	Falkland road	I make adhoc bookings		Yes	22
Yes	Car/Van	Yes	St Peter's Avenue		Car/Van	Yes	St Peter's Avenue		I make adhoc bookings		No	
Yes	Car/Van	Yes	Waitrose Car Park		Car Share	Yes	Waitrose Car Park		I make adhoc bookings		No	
Yes	Car/Van	Yes	Waitrose Car Park		Car Share	Yes	Cromwell Road	Tuesday, Wednesday, I make adhoc bookin	Monday, I make adhoc bookings		No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Cromwell Road		Monday, I make adhoc bookings		Yes	22
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park		Monday, I make adhoc bookings		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	No	Cromwell Road	Monday, Thursday	Monday, Thursday		No	
Yes	Car/Van	No	Patrick Road		Car/Van	No	Patrick Road		Monday, Thursday, I make adhoc bookings		No	
Yes	Car/Van	Yes	Hemdean Road		Car/Van	No	Other	washington road	Monday, Tuesday		No	
Yes	Car/Van	Yes	Other	Various	Car/Van	Yes	Waitrose Car Park		Monday, Tuesday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park	Monday, Tuesday, Thursday	Monday, Tuesday, Thursday		No	
Yes	Car/Van	No	Other	Layby on Gosbrook rd	Car/Van	No	Other	Lay-by on Gosbrook rd	Monday, Wednesday	Monday, Tuesday, Wednesday	No	
Yes	Car/Van	Yes	Other	St Anne's car park	Cycle			Tuesday	Monday, Tuesday, Wednesday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Waitrose Car Park		Monday, Tuesday, Wednesday		Yes	22
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park	I make adhoc bookings	Monday, Tuesday, Wednesday, Thursday		No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Other	Gosbrook Road	Monday, Tuesday	Monday, Tuesday, Wednesday, Thursday	No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Cromwell Road	Tuesday, Wednesday, Thursday		Monday, Tuesday, Wednesday, Thursday	No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Other	none		Monday, Tuesday, Wednesday, Thursday	No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Other	Gosbrook road		Monday, Tuesday, Wednesday, Thursday	No	
Yes	Car/Van	Yes	Elliot's Way		Car/Van	Yes	Elliot's Way	Monday, Tuesday, Wednesday, Thursday, Friday	Monday, Tuesday, Wednesday, Thursday, Friday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park	Monday, Wednesday	Monday, Wednesday		No	
I am not sure	Car/Van	Yes	Waitrose Car Park		Cycle			I make adhoc bookings	Monday, Wednesday, Friday		No	
Yes	Car/Van	Yes	St Peter's Avenue		Car/Van	Yes	Waitrose Car Park	Monday, Tuesday, Wednesday, Thursday, Friday	Monday, Wednesday, Thursday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	No	Cromwell Road	Wednesday, Thursday, Friday	Thursday, Friday		No	
No	Car/Van	Yes	Other	Puregym car park	Car/Van	Yes	Other	Pure gym car park		Thursday, Friday	No	
Yes	Car/Van	No	Southview Avenue		Car/Van	No	Chester Street Car Park		Tuesday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	No	Waitrose Car Park		Tuesday, I make adhoc bookings		No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park		Tuesday, Thursday		No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park		Tuesday, Thursday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park	Tuesday, Wednesday	Tuesday, Wednesday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park	Tuesday, Wednesday	Tuesday, Wednesday		No	
Yes	Car/Van	No	Patrick Road		Car/Van	No	Patrick Road		Tuesday, Wednesday		Yes	22
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road	Tuesday, Wednesday, Thursday	Tuesday, Wednesday, Thursday		No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park	Tuesday, Wednesday, Thursday, Friday	Tuesday, Wednesday, Thursday		No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	No	Cromwell Road		Wednesday		No	
No	Car/Van	No	Patrick Road		Car/Van	No	Patrick Road		Wednesday		No	
Yes	Car/Van	Yes	The Mount		Car Share	Yes	Waitrose Car Park	Wednesday, Thursday	Wednesday, Thursday		Yes	22
Yes	Car/Van	No	Other	Gosbrook Rd	Car/Van	Yes	Chester Street Car Park	Monday, Tuesday, Wednesday, Thursday, Friday			No	
Yes	Car/Van	No	Other	Gosbrook Road	Car/Van	No	Waitrose Car Park	Monday, Tuesday, Wednesday, Thursday, Friday			Yes	22 and X40
No	Car/Van	No	Other	Gosbrook Road	Car/Van	No	Cromwell Road	Tuesday, Thursday			No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park				No	
No	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park				No	
I am not sure	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Chester Street Car Park				No	
Yes	Car/Van	Yes	The Mount		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Hemdean Road		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	No	Cromwell Road				No	

Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Southview Avenue		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Cromwell Road				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Cromwell Road				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Cromwell Road				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Cromwell Road				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car Share	Yes	Cromwell Road				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car Share	Yes	Cromwell Road				No	
No	Car/Van	Yes	St Peter's Avenue		Car/Van	Yes	Cromwell Road				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Cromwell Road				No	
Yes	Car/Van	No	Chester Street Car Park		Car/Van	No	Elliot's Way				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Other	gosbrook road			No	
I am not sure	Car/Van	Yes	Other	Gosbrook road	Car/Van	Yes	Other	Gosbrook road			No	
Yes	Car/Van	Yes	Other	Church car park	Car/Van	Yes	Other	Church car park			No	
Yes	Car/Van	Yes	Other	St Anne's church	Car/Van	Yes	Other	St Anne's church			No	
No	Car/Van	Yes	Patrick Road		Car/Van	Yes	Other	Falkland Road			No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Patrick Road				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	No	Patrick Road				No	
No	Car/Van	Yes	Other	Gosbrook	Car/Van	Yes	Southview Avenue				No	
No	Car/Van	No	Patrick Road		Car/Van	Yes	Waitrose Car Park				No	
I am not sure	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Waitrose Car Park				No	
Yes	Car/Van	Yes	The Mount		Car/Van	Yes	Waitrose Car Park				No	
Yes	Car/Van	Yes	Other	Albert Road	Car/Van	Yes	Waitrose Car Park				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park				Yes	22
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park				No	
Yes	Car/Van	Yes	Chester Street Car Park		Car/Van	Yes	Waitrose Car Park				No	
Yes	Car/Van	Yes	Waitrose Car Park		Car/Van	Yes	Waitrose Car Park				No	
No	Car/Van	Yes	Southview Avenue		Car/Van	Yes	Waitrose Car Park				No	
I am not sure	Car/Van	Yes	Southview Avenue		Walk all the way						No	
Yes	Cycle				Car/Van	No	Cromwell Road	I make adhoc bookings	I make adhoc bookings		No	
Yes	Cycle				Car/Van	Yes	Waitrose Car Park	I make adhoc bookings	I make adhoc bookings		Yes	22
No	Cycle				Cycle				I make adhoc bookings		No	
Yes	Cycle				Walk all the way				Monday		No	
Yes	Cycle				Bus				Monday, I make adhoc bookings		No	
Yes	Cycle				Car/Van	No	Other	Gosbrook Road	Monday, Tuesday, Wednesday, Thursday	Monday, Tuesday, Wednesday, Thursday	Yes	22
Yes	Cycle				Walk all the way				Monday, Tuesday, Wednesday, Thursday	Monday, Tuesday, Wednesday, Thursday	Yes	22
Yes	Cycle				Cycle				Monday, Tuesday, Wednesday, Thursday	Monday, Tuesday, Wednesday, Thursday	No	
Yes	Cycle				Car/Van	Yes	Other	Ellesmere Close	Monday, Tuesday, Wednesday, Thursday, Friday	Monday, Wednesday, I make adhoc bookings	No	
Yes	Cycle				Car/Van	No	Cromwell Road	I make adhoc bookings	Monday, Wednesday, Thursday		No	
Yes	Cycle				Car/Van	No	Cromwell Road				No	
Yes	Cycle				Car/Van	Yes	Cromwell Road				No	
Yes	Cycle				Car/Van	No	Hempden Road				No	
Yes	Cycle				Car/Van	No	Waitrose Car Park				No	
No	Cycle				Cycle						No	
I am not sure	Cycle				Cycle						No	
Yes	Cycle				Cycle						No	
Yes	Cycle				Cycle						No	
No	Cycle				Cycle						No	
Yes	Walk all the way				Car/Van	No	Patrick Road	I make adhoc bookings	I make adhoc bookings		No	
Yes	Walk all the way				Car Share	Yes	Waitrose Car Park	I make adhoc bookings	I make adhoc bookings		No	
Yes	Walk all the way				Car Share	Yes	Waitrose Car Park	I make adhoc bookings	I make adhoc bookings		No	
No	Walk all the way				Walk all the way			I make adhoc bookings	I make adhoc bookings		No	
No	Walk all the way				Walk all the way			I make adhoc bookings	I make adhoc bookings		No	
No	Walk all the way				Walk all the way			I make adhoc bookings	I make adhoc bookings		No	
Yes	Walk all the way				Walk all the way			I make adhoc bookings	I make adhoc bookings		Yes	Route 22
No	Walk all the way				Walk all the way			I make adhoc bookings	I make adhoc bookings		No	
No	Walk all the way				Car/Van	No	Other	Gosbrook Road	Monday, Tuesday, Wednesday, Thursday	Monday, Tuesday	No	
Yes	Walk all the way				Walk all the way				Tuesday, Thursday	Wednesday	No	
Yes	Walk all the way				Car/Van	Yes	Cromwell Road				No	
Yes	Walk all the way				Car/Van	Yes	Cromwell Road				No	
Yes	Walk all the way				Car/Van	Yes	Waitrose Car Park				No	
Yes	Walk all the way				Car/Van	Yes	Waitrose Car Park				No	
Yes	Walk all the way				Car Share	Yes	Waitrose Car Park				No	
Yes	Walk all the way				Car Share	Yes	Waitrose Car Park				No	
Yes	Walk all the way				Car/Van	Yes	Waitrose Car Park				No	
Yes	Walk all the way				Walk all the way						Yes	22
Yes	Walk all the way				Bus						Yes	22
I am not sure	Walk all the way				Walk all the way						No	
Yes	Walk all the way				Walk all the way						No	
No	Walk all the way				Walk all the way						No	
No	Walk all the way				Walk all the way						No	
Yes	Walk all the way				Walk all the way						No	
No	Walk all the way				Walk all the way						No	
No	Walk all the way				Walk all the way						No	

How has the change to the route affected your travel to or from school?
New timings for the bus in the morning are not aligned with school hours causing to either wait for a long time or risk arriving late.
The 8.10 from Fernbrook road/Woodcote Way is now the 8.24 which I we use sometimes. Plus they are using smaller buses on the route, in particular the 7.06 from Fernbrook road which makes it dangerous as they are lots more people standing and the bus is full before it arrives at the library
Most of the time we either take bus or walk during the morning school runs to avoid the caversham traffic. Change in bus timings and also the fact it doesnt arrive on time has a huge impact to our travel plan daily
Used to be 8.10 which was perfect as would get to school for 8.30, now the bus doesn't come until 8.25, which hasn't been on time once yet, which gets to school gone 9. Earlier bus is 7.46 so will have to get that and be at school for 8.15 and just wait.
Less convenient time in morning.

Unreliable and sparse timings especially at rush hours

22 not reliable or frequent so have to factor in Grandmother Dr appointments
Timings not helpful with 2nd child also to collect from nursery. Massive gaps between services make it too stressful to rely on - if you miss it, a big problem. I am catching buses between 545 and 615. Now paying daily car parking (£9 vs £4 on bus for convenience / flexibility)

The bus service now either gets you to school far to early at 810 or alternatively you are guaranteed to be late. We previously walked everyday to school but my almost 4 year old cannot walk 2 miles so we car share 4 days of the week.

N/a

I'm now taking other children

Timings don't work
less frequent service around 4 pm on return from school run

traffic is terrible, need improvements!

The 8- 8.10 bus is cancelled and bus now arrives too late for school, arriving at library at 8.43. the only option now arrived far too early, waiting in rain and cold weather for 30 mins before school opens and losing valuable sleep time for my child to get him up unreasonably early. Car is now only option.

Less regular service means it's difficult to arrive at school on time for pick up/drop off.

We don't use it.

Occasionally used it but it is no longer an option in the morning due to the new time so I now drive everyday. It is too unreliable for the afternoon.

We get the bus from one of two Shepherds Lane stops. The current timetables give us a little more choice than after the autumn changes to the X40 timetable Until the latest changes, three buses (different companies) would come at both c.8am and c.730. Now we have the choice of the 22 at 705 or 745, or other buses at 730 and 8am. My main issue with the 22 since the change is that it has often be

Made more difficult

fewer busses, less choice

Less easy to use as sometimes full
Unable to get on bus add too full

When grandma does the morning school run she now has to walk, before she caught the bus, due to the change in bus times

Walking more as 22 so unreliable or full
We cannot generally use no 22 to go to school anymore

APPENDIX 9 – JOURNEY TO WORK DATA

WF01BEW - Location of usual residence and place of work (OA level)
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population

units

date

All usual residents ages 16 and over in employment the week before the census

Persons

2011

place of work	currently residing in
	E02003390 : Reading
E02003389 : Reading 001	66 Caversham Park
E02003390 : Reading 002	95 Caversham Heights
E02003391 : Reading 003	92 Central Caversham (up Prospect Street)
E02003392 : Reading 004	96 East Caversham (via Prospect)
E02003393 : Reading 005	11 West Reading
E02003394 : Reading 006	16 West Reading
E02003395 : Reading 007	75 West Central Reading
E02003396 : Reading 008	15 Battle
E02003397 : Reading 009	26 West Reading
E02003398 : Reading 010	25 East Central Reanding
E02003399 : Reading 011	514 Central Reading
E02003400 : Reading 012	9 East Reading
E02003401 : Reading 013	17 South Reading
E02003402 : Reading 014	73 South Ccentral Reading
E02003403 : Reading 015	30 SW
E02003404 : Reading 016	8 South
E02003405 : Reading 017	68 South
E02003406 : Reading 018	27 South
Hartlepool	0
Middlesbrough	0
Redcar and Cleveland	0
Stockton-on-Tees	0
Darlington	0
County Durham	0
Northumberland	0
Gateshead	0
Newcastle upon Tyne	0
North Tyneside	0
South Tyneside	0
Sunderland	0
Halton	0
Warrington	1
Blackburn with Darwen	0
Blackpool	0
Cheshire East	0
Cheshire West and Chester	0
Allerdale	0
Barrow-in-Furness	0
Carlisle	1
Copeland	0
Eden	0
South Lakeland	0
Burnley	0
Chorley	0
Fylde	0
Hyndburn	0
Lancaster	0
Pendle	0
Preston	0
Ribble Valley	0
Rossendale	0
South Ribble	0
West Lancashire	0
Wyre	0
Bolton	1
Bury	0
Manchester	1
Oldham	0
Rochdale	0
Salford	0
Stockport	0
Tameside	0
Trafford	0
Wigan	0
Knowsley	0
Liverpool	0
St. Helens	0
Sefton	0
Wirral	0
Kingston upon Hull, City of	0
East Riding of Yorkshire	0
North East Lincolnshire	0
North Lincolnshire	0
York	0
Craven	0
Hambleton	0
Harrogate	0
Richmondshire	0
Ryedale	0
Scarborough	0
Selby	0
Barnsley	0
Doncaster	0
Rotherham	0
Sheffield	0
Bradford	0
Calderdale	0
Kirklees	0
Leeds	1
Wakefield	0
Derby	1
Leicester	0
Rutland	0
Nottingham	0
Amber Valley	0
Bolsover	0
Chesterfield	0
Derbyshire Dales	0
Erewash	0
High Peak	0
North East Derbyshire	0
South Derbyshire	0
Blaby	0

Charnwood	0
Harborough	0
Hinckley and Bosworth	0
Melton	0
North West Leicestershire	0
Oadby and Wigston	0
Boston	0
East Lindsey	1
Lincoln	0
North Kesteven	0
South Holland	0
South Kesteven	0
West Lindsey	0
Corby	0
Daventry	0
East Northamptonshire	1
Kettering	0
Northampton	0
South Northamptonshire	1
Wellingborough	0
Ashfield	0
Bassetlaw	0
Broxtowe	1
Gedling	0
Mansfield	0
Newark and Sherwood	0
Rushcliffe	0
Herefordshire, County of	0
Telford and Wrekin	0
Stoke-on-Trent	0
Shropshire	0
Cannock Chase	0
East Staffordshire	0
Lichfield	1
Newcastle-under-Lyme	0
South Staffordshire	0
Stafford	0
Staffordshire Moorlands	0
Tamworth	0
North Warwickshire	0
Nuneaton and Bedworth	0
Rugby	0
Stratford-on-Avon	0
Warwick	0
Bromsgrove	0
Malvern Hills	0
Redditch	1
Worcester	0
Wychavon	0
Wyre Forest	0
Birmingham	2
Coventry	3
Dudley	0
Sandwell	0
Solihull	1
Walsall	0
Wolverhampton	1
Peterborough	1
Luton	2
Southend-on-Sea	1
Thurrock	1
Bedford	0
Central Bedfordshire	0
Cambridge	0
East Cambridgeshire	0
Fenland	0
Huntingdonshire	0
South Cambridgeshire	0
Basildon	0
Braintree	0
Brentwood	0
Castle Point	0
Chelmsford	0
Colchester	0
Epping Forest	0
Harlow	0
Maldon	0
Rochford	0
Tendring	0
Uttlesford	1
Broxbourne	0
Dacorum	0
East Hertfordshire	0
Hertsmere	2
North Hertfordshire	0
St Albans	2
Stevenage	0
Three Rivers	7
Watford	1
Welwyn Hatfield	2
Breckland	0
Broadland	0
Great Yarmouth	0
King's Lynn and West Norfolk	0
North Norfolk	0
Norwich	0
South Norfolk	1
Babergh	0
Forest Heath	0
Ipswich	1
Mid Suffolk	0
St Edmundsbury	0
Suffolk Coastal	0
Waveney	0
Barking and Dagenham	0
Barnet	1
Bexley	0
Brent	1
Bromley	1
Camden	16
Croydon	2
Ealing	8

Enfield	0
Greenwich	0
Hackney	2
Hammersmith and Fulham	11
Haringey	0
Harrow	2
Havering	1
Hillingdon	25
Hounslow	16
Islington	21
Kensington and Chelsea	5
Kingston upon Thames	1
Lambeth	6
Lewisham	0
Merton	4
Newham	3
Redbridge	0
Richmond upon Thames	6
Southwark	25
Sutton	1
Tower Hamlets	22
Waltham Forest	0
Wandsworth	11
Westminster, City of London	146
Medway	0
Bracknell Forest	94
West Berkshire	168
Reading	1,263
Slough	48
Windsor and Maidenhead	62
Wokingham	303
Milton Keynes	1
Brighton and Hove	0
Portsmouth	0
Southampton	3
Isle of Wight	0
Aylesbury Vale	2
Chiltern	3
South Bucks	5
Wycombe	32
Eastbourne	0
Hastings	0
Lewes	0
Rother	0
Wealden	0
Basingstoke and Deane	39
East Hampshire	2
Eastleigh	2
Fareham	0
Gosport	0
Hart	17
Havant	0
New Forest	1
Rushmoor	15
Test Valley	2
Winchester	6
Ashford	0
Canterbury	0
Dartford	0
Dover	0
Gravesham	0
Maidstone	0
Sevenoaks	0
Shepway	0
Swale	0
Thanet	0
Tonbridge and Malling	0
Tunbridge Wells	1
Cherwell	8
Oxford	45
South Oxfordshire	267
Vale of White Horse	28
West Oxfordshire	5
Elmbridge	3
Epsom and Ewell	0
Guildford	12
Mole Valley	2
Reigate and Banstead	1
Runnymede	16
Spelthorne	13
Surrey Heath	10
Tandridge	0
Waverley	1
Woking	3
Adur	0
Arun	0
Chichester	0
Crawley	3
Horsham	0
Mid Sussex	0
Worthing	0
Bath and North East Somerset	0
Bristol, City of	3
Cornwall, Isles of Scilly	0
Wiltshire	5
North Somerset	0
South Gloucestershire	0
Plymouth	0
Torbay	0
Bournemouth	2
Poole	0
Swindon	8
East Devon	0
Exeter	0
Mid Devon	0
North Devon	0
South Hams	0
Teignbridge	0
Torridge	0
West Devon	0
Christchurch	0
East Dorset	0

North Dorset	0
Purbeck	0
West Dorset	0
Weymouth and Portland	0
Cheltenham	0
Cotswold	1
Forest of Dean	0
Gloucester	0
Stroud	0
Tewkesbury	0
Mendip	0
Sedgemoor	0
South Somerset	0
Taunton Deane	0
West Somerset	0
Isle of Anglesey	0
Gwynedd	0
Conwy	0
Denbighshire	0
Flintshire	0
Wrexham	0
Ceredigion	0
Pembrokeshire	0
Carmarthenshire	0
Swansea	0
Neath Port Talbot	0
Bridgend	0
The Vale of Glamorgan	0
Cardiff	1
Rhondda Cynon Taf	0
Caerphilly	0
Blaenau Gwent	0
Torfaen	0
Monmouthshire	0
Newport	0
Powys	0
Merthyr Tydfil	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX 10 – LINSIG RESULTS

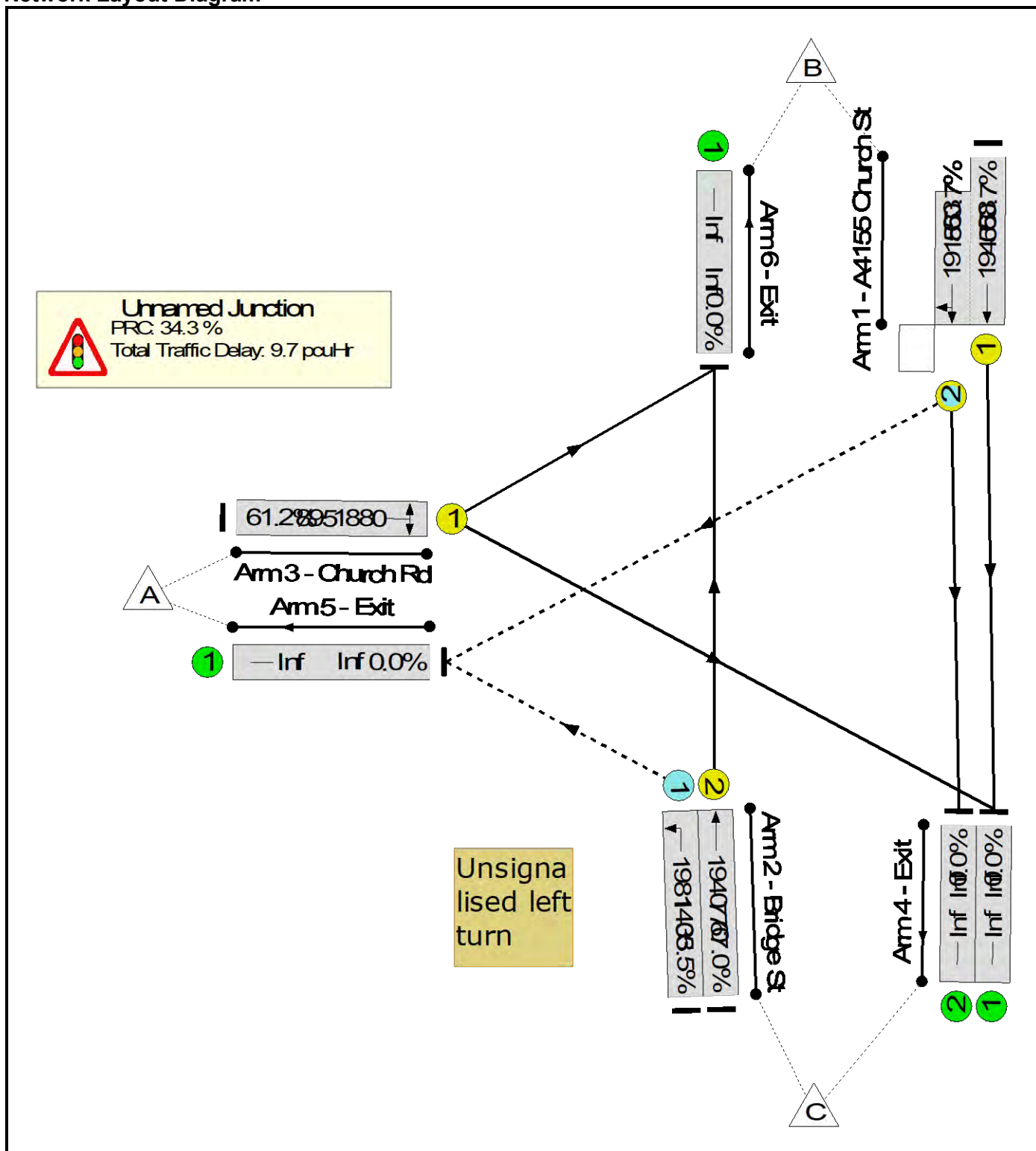
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	JNY8221
Title:	Bridge St / Church St / Church Rd
Location:	
Additional detail:	
File name:	JNY8221 Church Rd Bridge St.lsg3x
Author:	MP
Company:	RPS
Address:	

Scenario 1: '2018 Base AM Peak' (FG1: '2018 Base AM Peak', Plan 1: 'Network Control Plan 1')

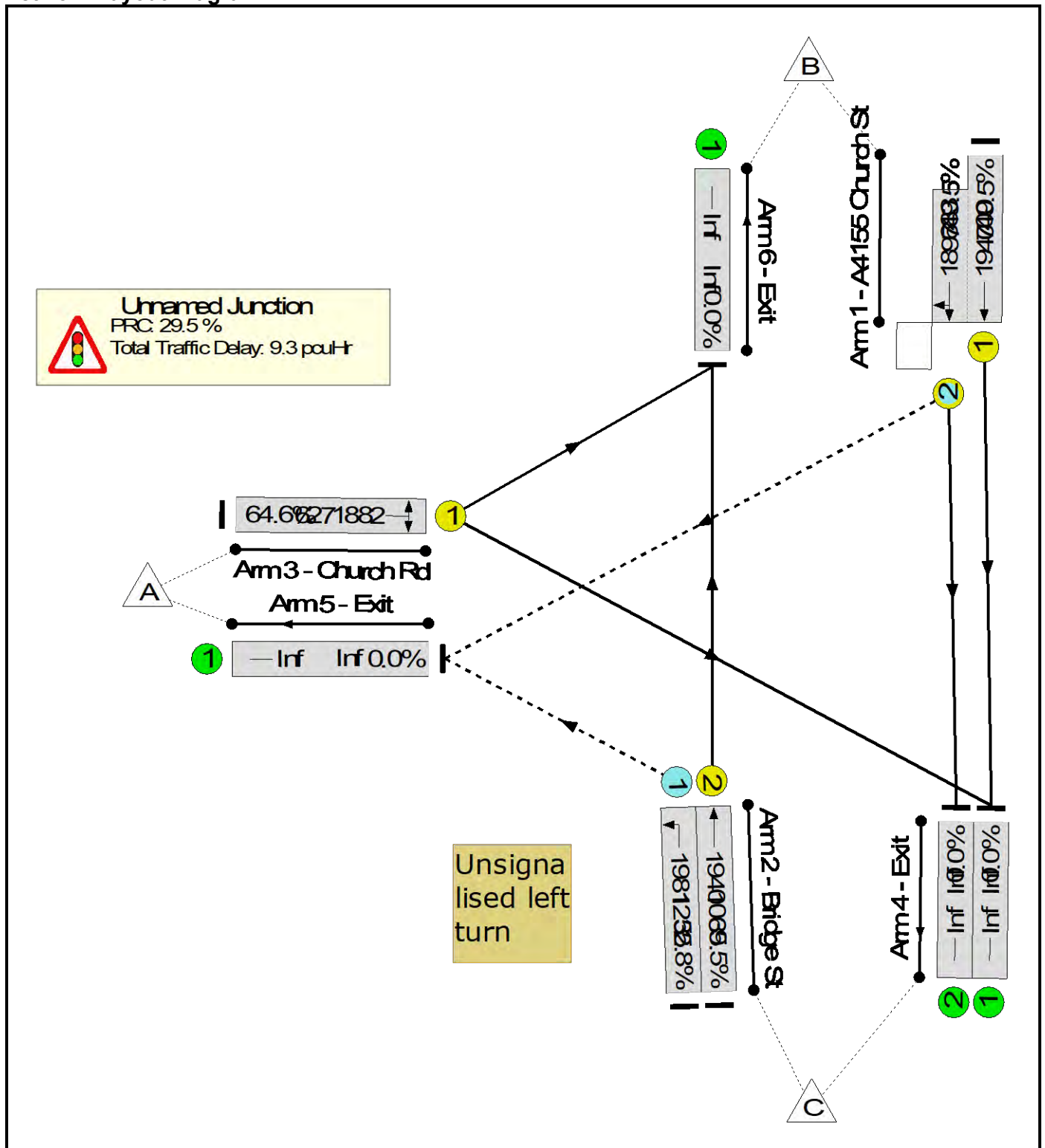
Network Layout Diagram



Network Results

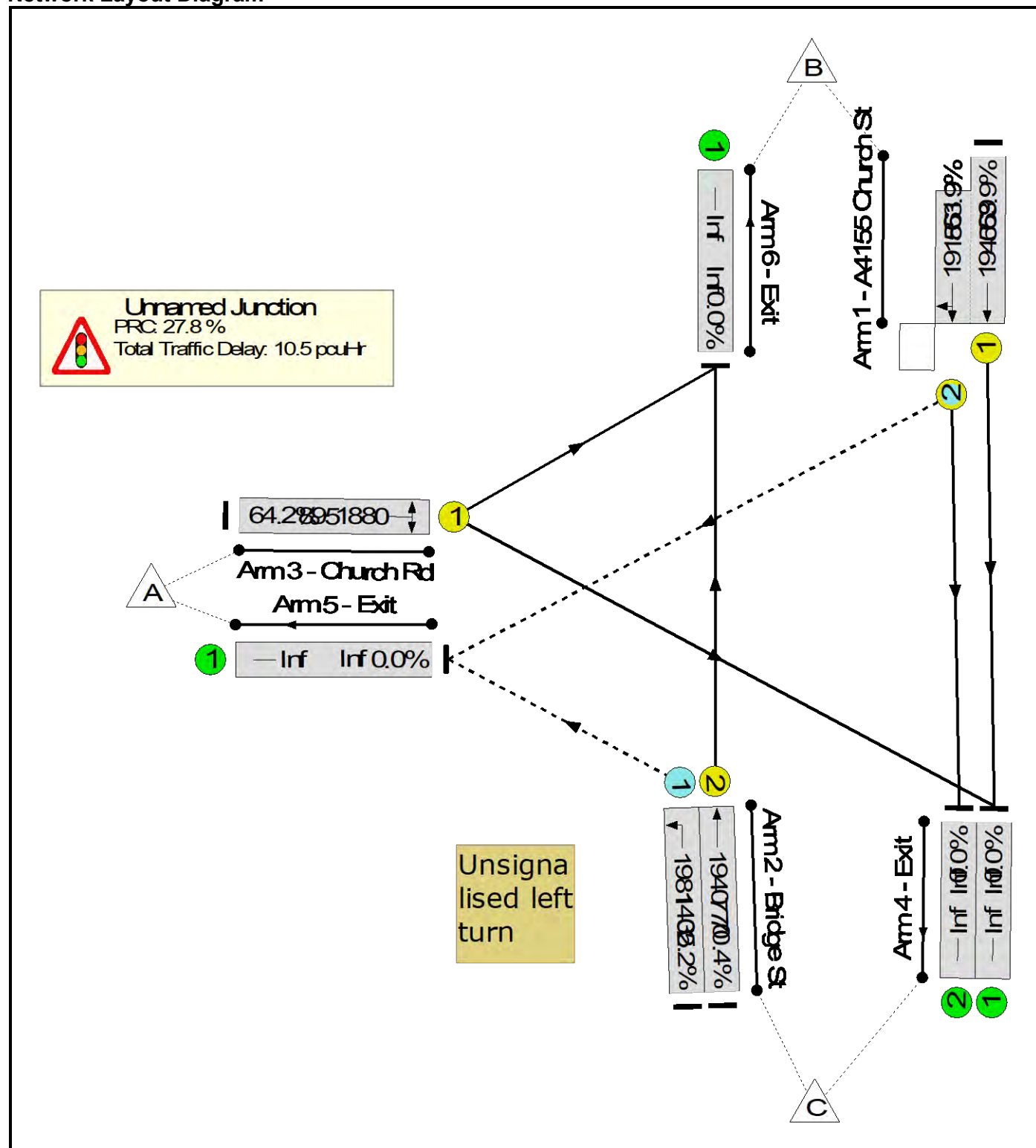
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Bridge St / Church St / Church Rd	-	-	-		-	-	-	-	-	-	67.0%	239	284	0	9.7	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	67.0%	239	284	0	9.7	-	-
1/1+1/2	A4155 Church St Ahead Right	U+O	B		1	24	-	675	1940:1918	558+553	60.7 : 60.7%	52	0	0	3.5	18.6	5.1
2/1	Bridge St Left	O	-		-	-	-	471	1981	1405	33.5%	187	284	0	0.3	2.1	2.0
2/2	Bridge St Ahead	U	C		1	24	-	516	1940	770	67.0%	-	-	-	3.2	22.7	8.3
3/1	Church Rd Right Left	U	A		1	29	-	548	1880	895	61.2%	-	-	-	2.6	17.4	7.8
C1 PRC for Signalled Lanes (%): 34.3 Total Delay for Signalled Lanes (pcuHr): 9.38 Cycle Time (s): 63 PRC Over All Lanes (%): 34.3 Total Delay Over All Lanes(pcuHr): 9.66																	

Network Layout Diagram



Network Results

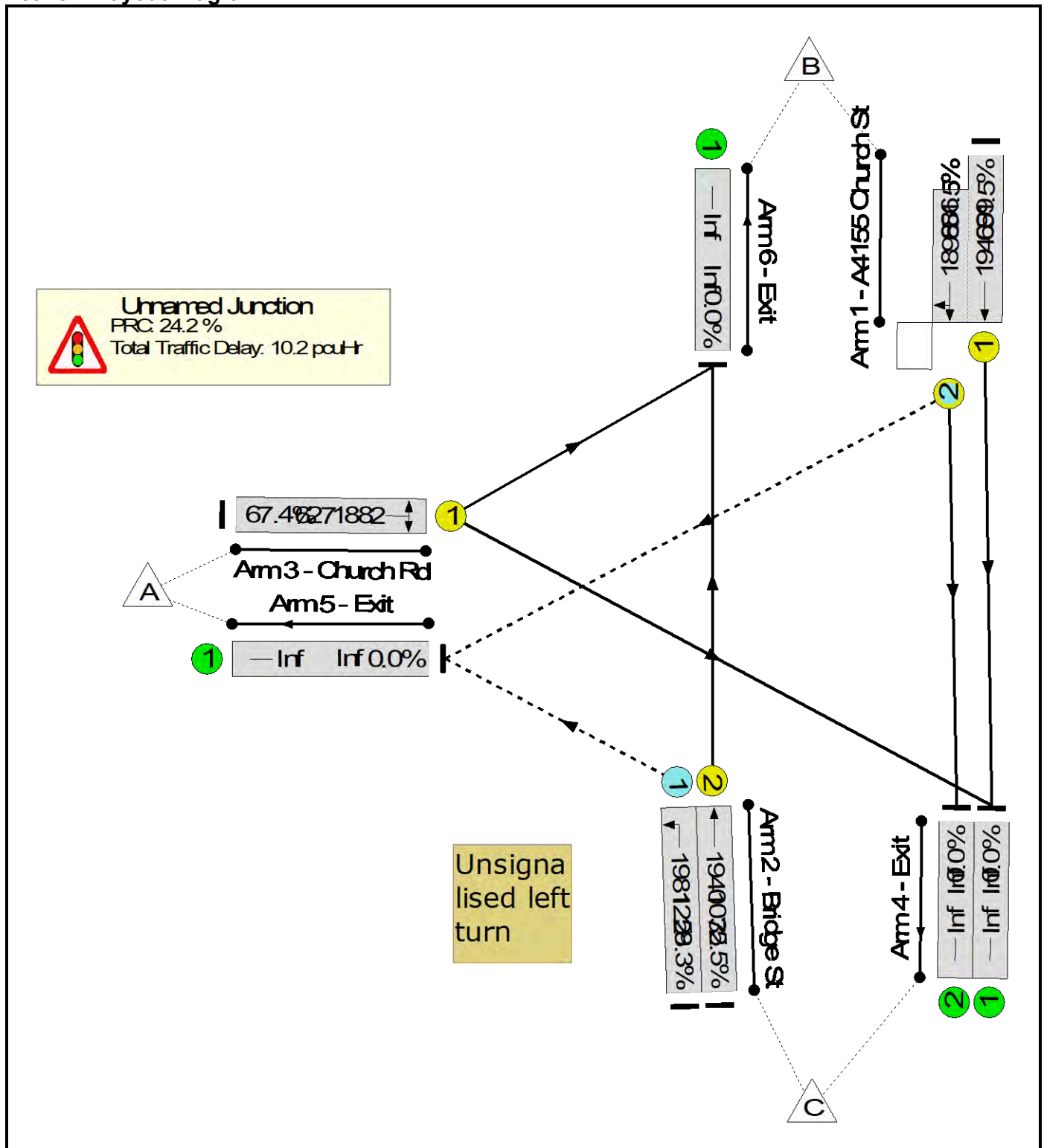
Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Bridge St / Church St / Church Rd	-	-	-		-	-	-	-	-	-	69.5%	409	379	0	9.3	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	69.5%	409	379	0	9.3	-	-
1/1+1/2	A4155 Church St Ahead Right	U+O	B		1	31	-	684	1940:1897	700+683	49.5 : 49.5%	101	0	0	2.3	12.0	3.8
2/1	Bridge St Left	O	-		-	-	-	687	1981	1232	55.8%	308	379	0	1.0	5.1	7.1
2/2	Bridge St Ahead	U	C		1	31	-	719	1940	1035	69.5%	-	-	-	3.2	16.0	9.9
3/1	Church Rd Right Left	U	A		1	19	-	405	1882	627	64.6%	-	-	-	2.8	25.0	6.5
C1 PRC for Signalled Lanes (%): 29.5 PRC Over All Lanes (%): 29.5 Total Delay for Signalled Lanes (pcuHr): 8.31 Total Delay Over All Lanes(pcuHr): 9.27 Cycle Time (s): 60																	



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Bridge St / Church St / Church Rd	-	-	-		-	-	-	-	-	-	70.4%	251	298	0	10.5	-	-	
Unnamed Junction	-	-	-		-	-	-	-	-	-	70.4%	251	298	0	10.5	-	-	
1/1+1/2	A4155 Church St Ahead Right	U+O	B		1	24	-	709	1940:1918	559+551	63.9 : 63.9%	55	0	0	3.8	19.2	5.4	
2/1	Bridge St Left	O	-		-	-	-	494	1981	1402	35.2%	196	298	0	0.3	2.3	2.5	
2/2	Bridge St Ahead	U	C		1	24	-	542	1940	770	70.4%	-	-	-	3.6	23.7	9.0	
3/1	Church Rd Right Left	U	A		1	29	-	575	1880	895	64.2%	-	-	-	2.9	18.0	8.4	
C1			PRC for Signalled Lanes (%):				27.8	Total Delay for Signalled Lanes (pcuHr):				10.23	Cycle Time (s):		63			
			PRC Over All Lanes (%):				27.8	Total Delay Over All Lanes(pcuHr):				10.55						

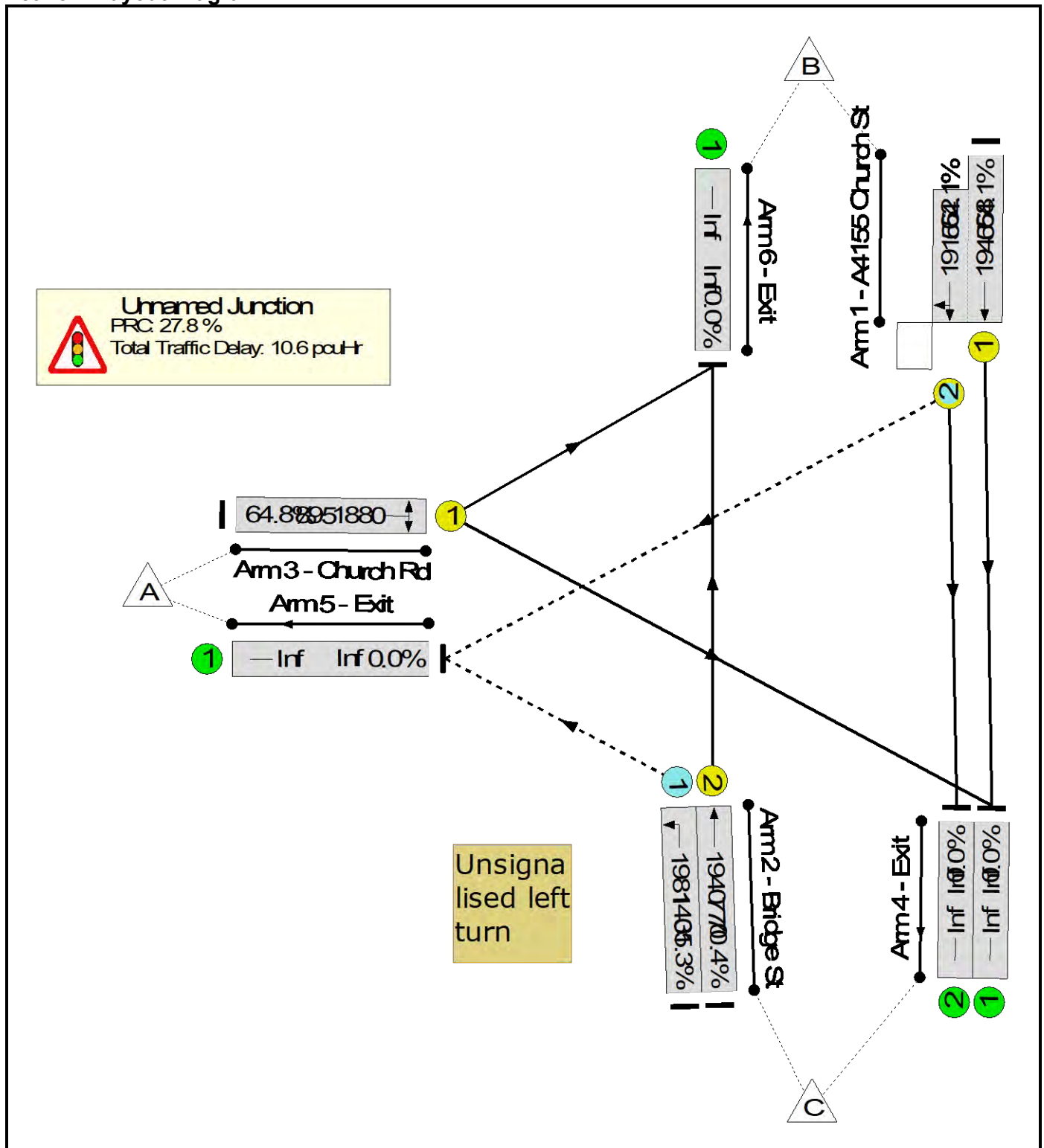
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Bridge St / Church St / Church Rd	-	-	-		-	-	-	-	-	-	72.5%	409	413	0	10.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.5%	409	413	0	10.2	-	-
1/1+1/2	A4155 Church St Ahead Right	U+O	B		1	31	-	713	1940:1898	699+686	51.5 : 51.5%	105	0	0	2.5	12.4	3.9
2/1	Bridge St Left	O	-		-	-	-	717	1981	1229	58.3%	304	413	0	1.1	5.7	7.7
2/2	Bridge St Ahead	U	C		1	31	-	750	1940	1035	72.5%	-	-	-	3.5	16.9	10.7
3/1	Church Rd Right Left	U	A		1	19	-	423	1882	627	67.4%	-	-	-	3.0	25.9	7.0
C1			PRC for Signalled Lanes (%):		24.2		24.2		Total Delay for Signalled Lanes (pcuHr):			9.02	Cycle Time (s):		60		
			PRC Over All Lanes (%):				24.2		Total Delay Over All Lanes(pcuHr):			10.16					

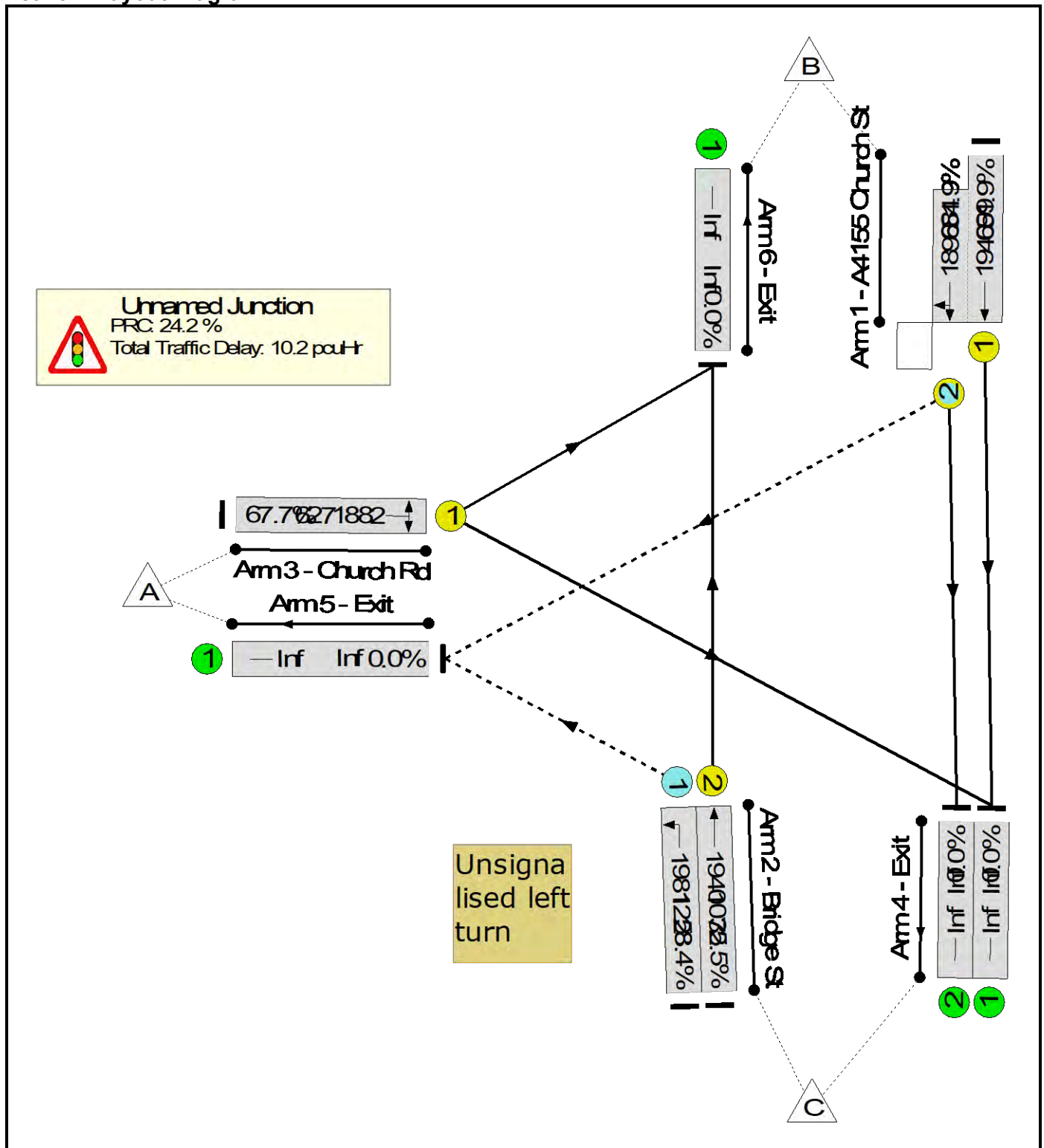
Network Layout Diagram



Network Results

[illegible]

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Bridge St / Church St / Church Rd	-	-	-		-	-	-	-	-	-	72.5%	414	413	0	10.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.5%	414	413	0	10.2	-	-
1/1+1/2	A4155 Church St Ahead Right	U+O	B		1	31	-	718	1940:1896	699+684	51.9 : 51.9%	110	0	0	2.5	12.5	4.0
2/1	Bridge St Left	O	-		-	-	-	717	1981	1228	58.4%	304	413	0	1.1	5.7	7.7
2/2	Bridge St Ahead	U	C		1	31	-	750	1940	1035	72.5%	-	-	-	3.5	16.9	10.7
3/1	Church Rd Right Left	U	A		1	19	-	425	1882	627	67.7%	-	-	-	3.1	26.0	7.1
C1			PRC for Signalled Lanes (%):		24.2		24.2		Total Delay for Signalled Lanes (pcuHr):			9.10	Cycle Time (s):		60		
			PRC Over All Lanes (%):		24.2				Total Delay Over All Lanes(pcuHr):			10.23					

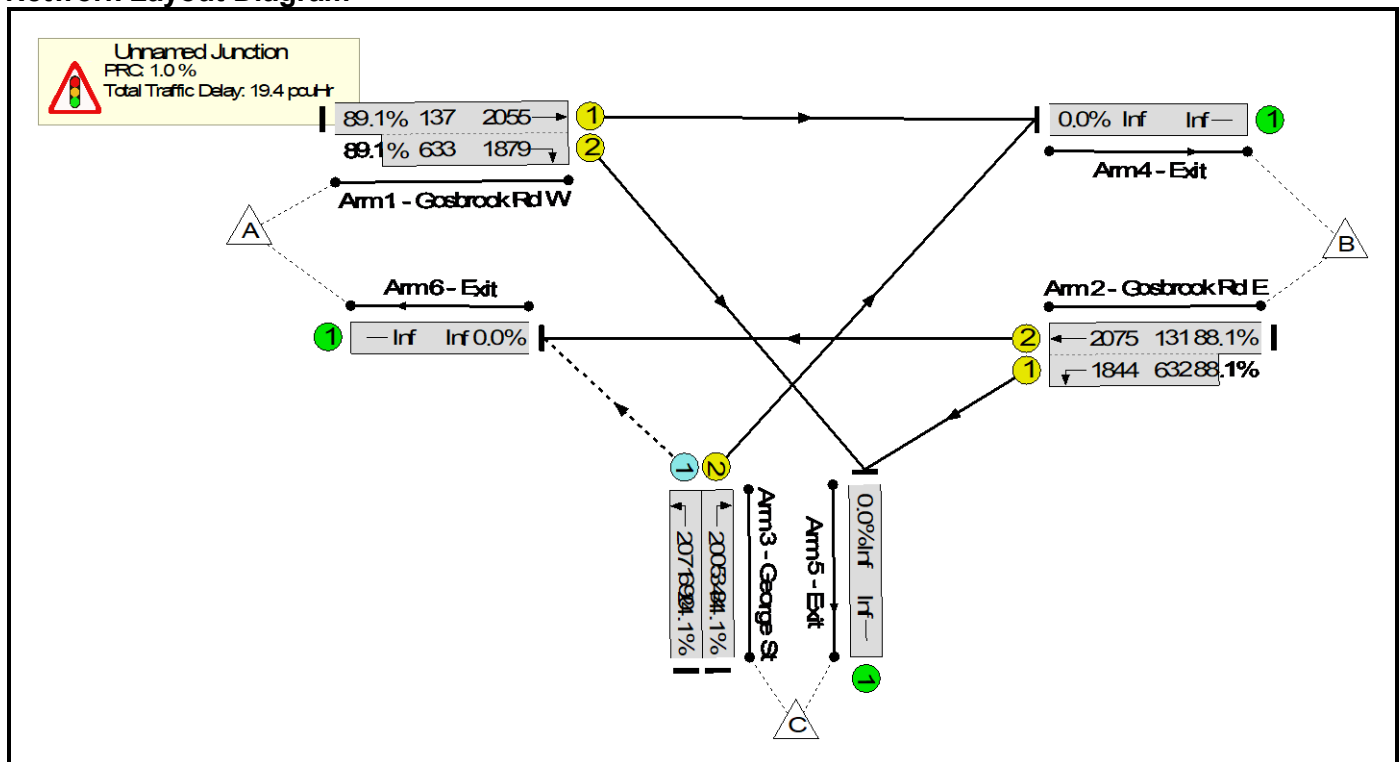
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	JNY8221
Title:	Gosbrook Road George St
Location:	
Additional detail:	
File name:	JNY8221 Gosbrook Rd George St.lsg3x
Author:	MP
Company:	RPS
Address:	

Scenario 1: '2018 AM Peak' (FG1: '2018 AM Base Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

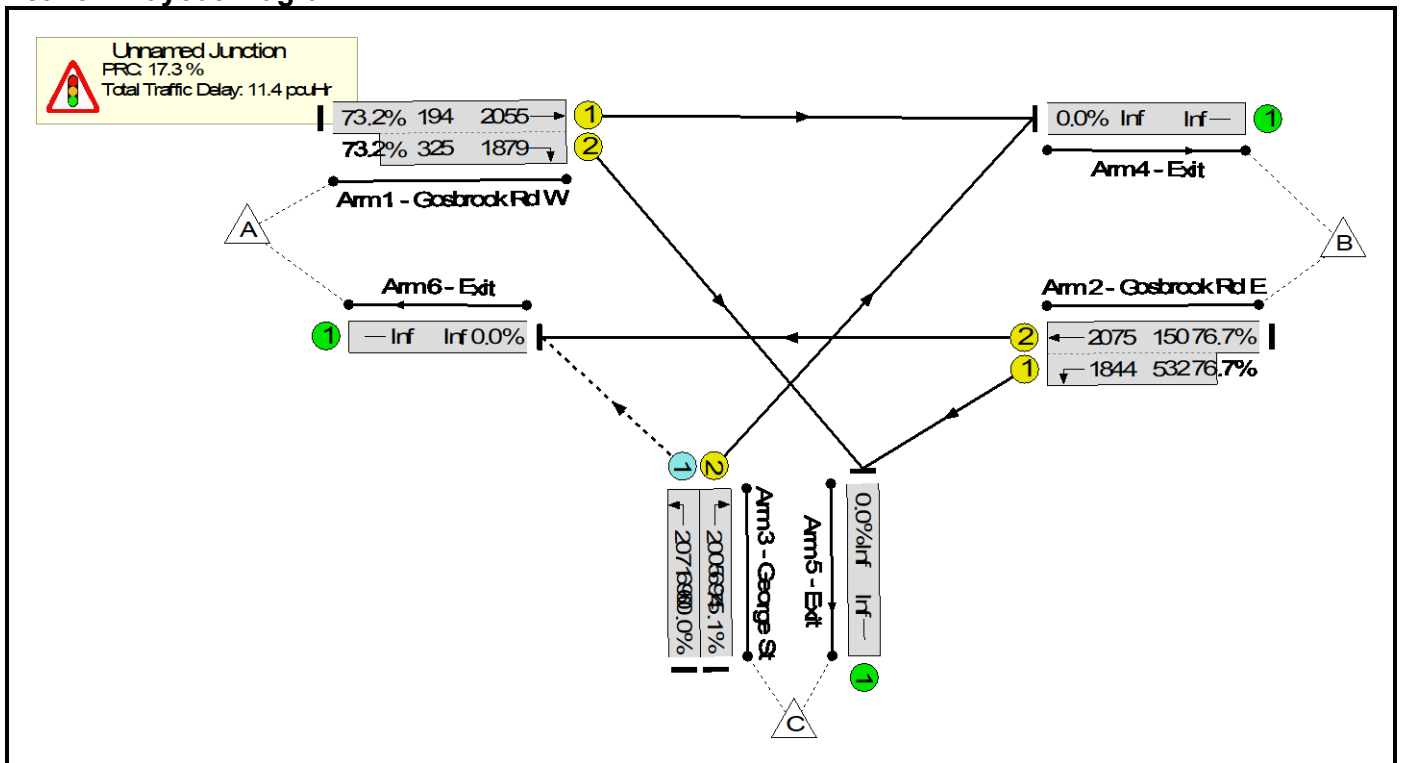
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Gosbrook Road George St	-	-	-		-	-	-	-	-	-	89.1%	57	109	0	19.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	89.1%	57	109	0	19.4	-	-
1/1+1/2	Gosbrook Rd W Ahead Right	U	A B		1	46:23	-	686	2055:1879	137+633	89.1 : 89.1%	-	-	-	7.3	38.2	13.9
2/2+2/1	Gosbrook Rd E Left Ahead	U	C		1	23	-	672	2075:1844	131+632	88.1 : 88.1%	-	-	-	7.3	39.1	13.5
3/1	George St Left	O	-		-	-	-	166	2071	690	24.1%	57	109	0	0.2	3.4	0.2
3/2	George St Right	U	E		1	11	-	289	2005	344	84.1%	-	-	-	4.7	58.3	7.8
C1				PRC for Signalled Lanes (%):		1.0		Total Delay for Signalled Lanes (pcuHr):				19.26		Cycle Time (s): 70			
				PRC Over All Lanes (%):		1.0		Total Delay Over All Lanes(pcuHr):				19.42					

Basic Results Summary

Scenario 2: '2018 PM Peak' (FG2: '2018 PM Base Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

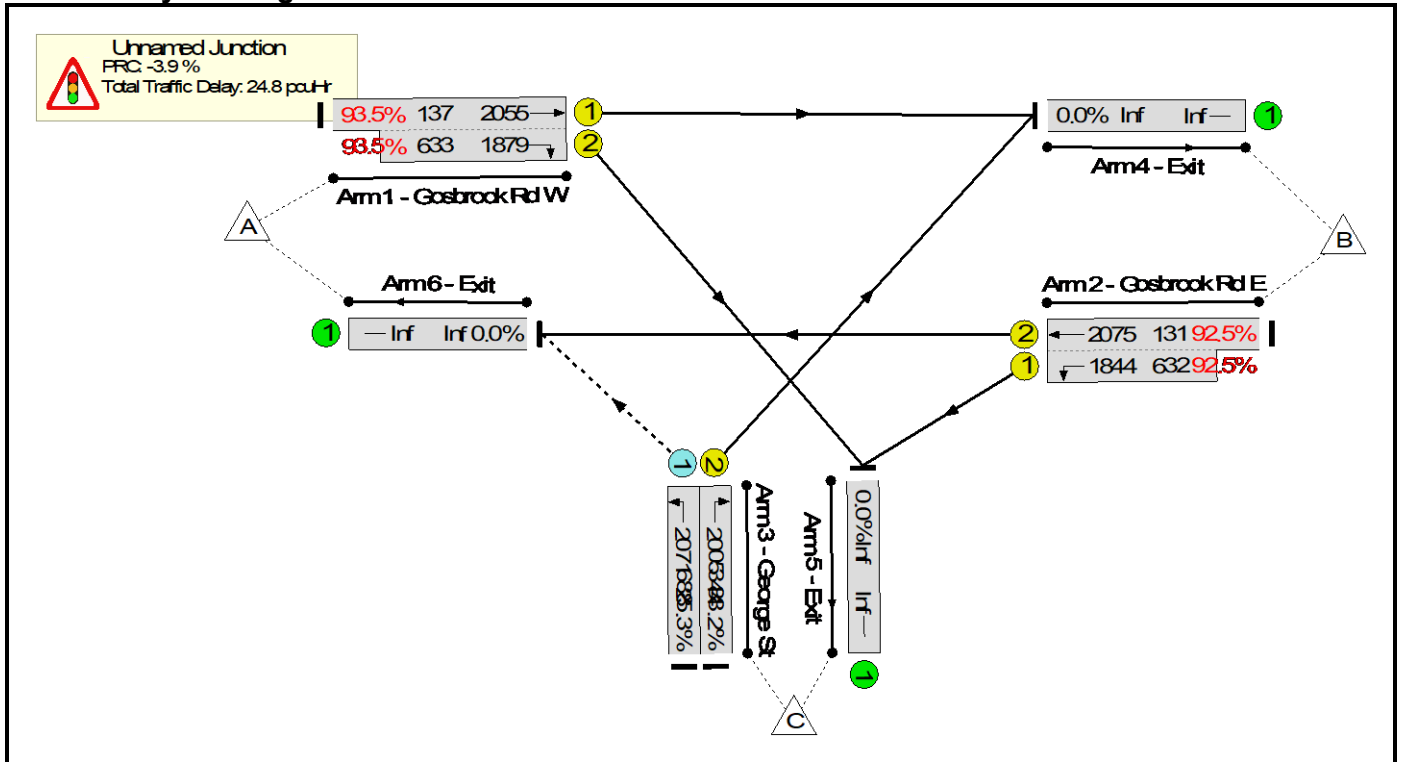
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Gosbrook Road George St	-	-	-		-	-	-	-	-	-	76.7%	119	295	0	11.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	76.7%	119	295	0	11.4	-	-
1/1+1/2	Gosbrook Rd W Ahead Right	U	A B		1	22:8	-	380	2055:1879	194+325	73.2 : 73.2%	-	-	-	3.0	28.7	4.6
2/2+2/1	Gosbrook Rd E Left Ahead	U	C		1	14	-	523	2075:1844	150+532	76.7 : 76.7%	-	-	-	4.0	27.4	6.9
3/1	George St Left	O	-		-	-	-	414	2071	690	60.0%	119	295	0	0.7	6.5	1.1
3/2	George St Right	U	E		1	17	-	521	2005	694	75.1%	-	-	-	3.7	25.2	8.0
C1				PRC for Signalled Lanes (%):			17.3	Total Delay for Signalled Lanes (pcuHr):				10.66	Cycle Time (s): 52				
				PRC Over All Lanes (%):			17.3	Total Delay Over All Lanes(pcuHr):				11.41					

Basic Results Summary

Scenario 3: '2021 AM Peak' (FG3: '2021 AM Base Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



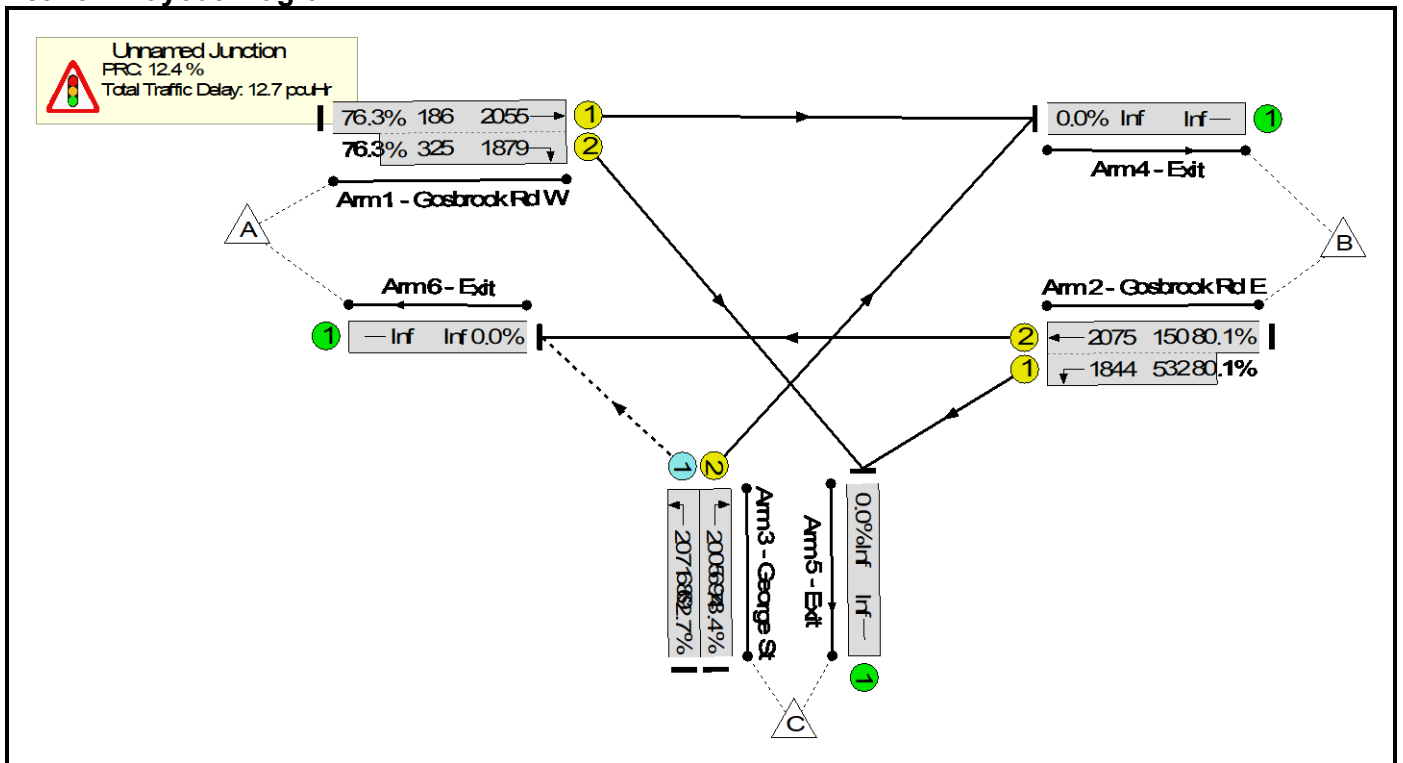
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Gosbrook Road George St	-	-	-		-	-	-	-	-	-	93.5%	60	114	0	24.8	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	93.5%	60	114	0	24.8	-	-
1/1+1/2	Gosbrook Rd W Ahead Right	U	A B		1	46:23	-	720	2055:1879	137+633	93.5 : 93.5%	-	-	-	9.6	48.1	16.9
2/2+2/1	Gosbrook Rd E Left Ahead	U	C		1	23	-	706	2075:1844	131+632	92.5 : 92.5%	-	-	-	9.4	47.8	16.1
3/1	George St Left	O	-		-	-	-	174	2071	688	25.3%	60	114	0	0.2	3.5	0.2
3/2	George St Right	U	E		1	11	-	303	2005	344	88.2%	-	-	-	5.6	66.5	8.9
C1			PRC for Signalled Lanes (%):				-3.9	Total Delay for Signalled Lanes (pcuHr):				24.59	Cycle Time (s):		70		
			PRC Over All Lanes (%):				-3.9	Total Delay Over All Lanes(pcuHr):				24.76					

Basic Results Summary

Scenario 4: '2021 PM Peak' (FG4: '2021 PM Base Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

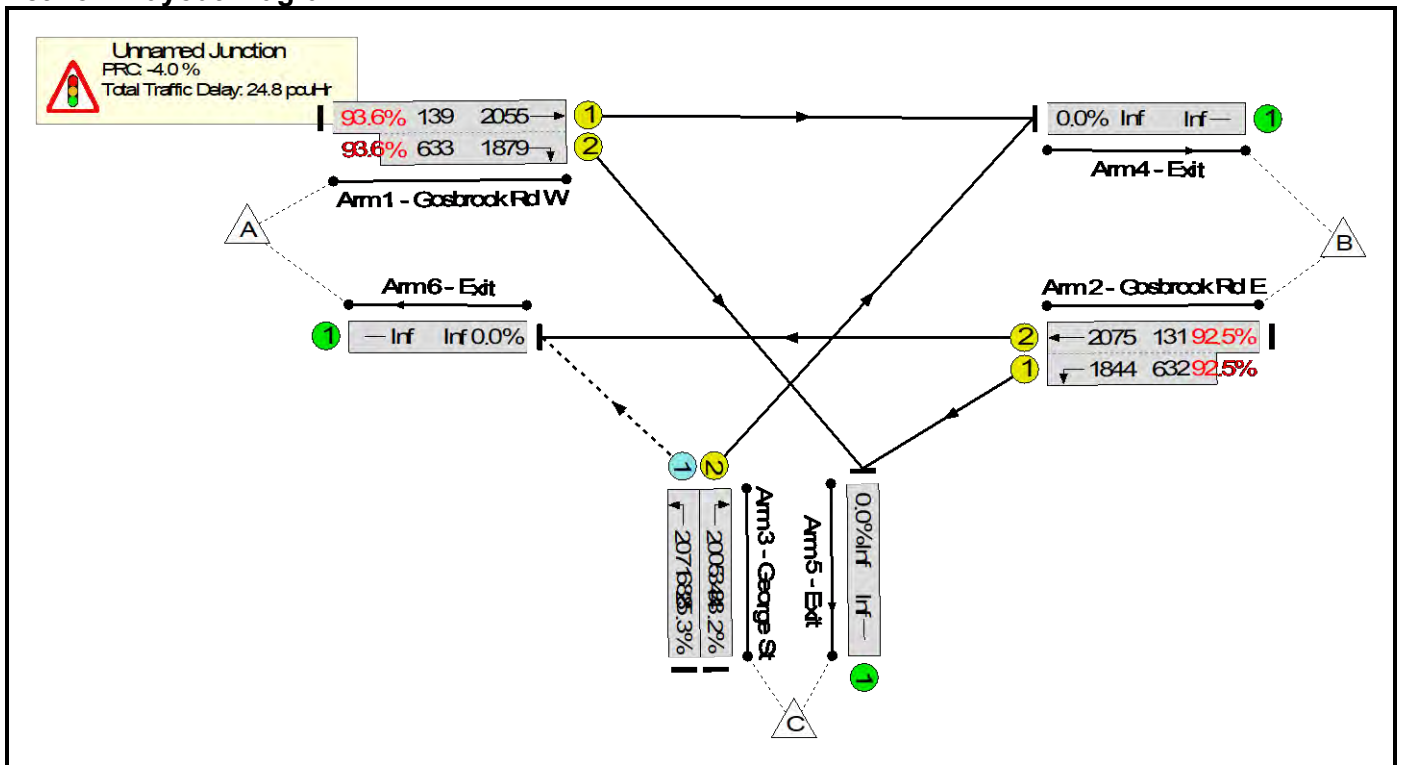
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Gosbrook Road George St	-	-	-		-	-	-	-	-	-	80.1%	125	307	0	12.7	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	80.1%	125	307	0	12.7	-	-
1/1+1/2	Gosbrook Rd W Ahead Right	U	A B		1	22:8	-	390	2055:1879	186+325	76.3 : 76.3%	-	-	-	3.3	30.7	4.9
2/2+2/1	Gosbrook Rd E Left Ahead	U	C		1	14	-	546	2075:1844	150+532	80.1 : 80.1%	-	-	-	4.4	29.3	7.6
3/1	George St Left	O	-		-	-	-	432	2071	689	62.7%	125	307	0	0.8	7.0	1.2
3/2	George St Right	U	E		1	17	-	544	2005	694	78.4%	-	-	-	4.1	27.0	8.7
C1				PRC for Signalled Lanes (%):			12.4	Total Delay for Signalled Lanes (pcuHr):				11.85	Cycle Time (s): 52				
				PRC Over All Lanes (%):			12.4	Total Delay Over All Lanes(pcuHr):				12.69					

Basic Results Summary

Scenario 5: '2021 Base+Dev AM Peak' (FG5: '2021 Base+Dev AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

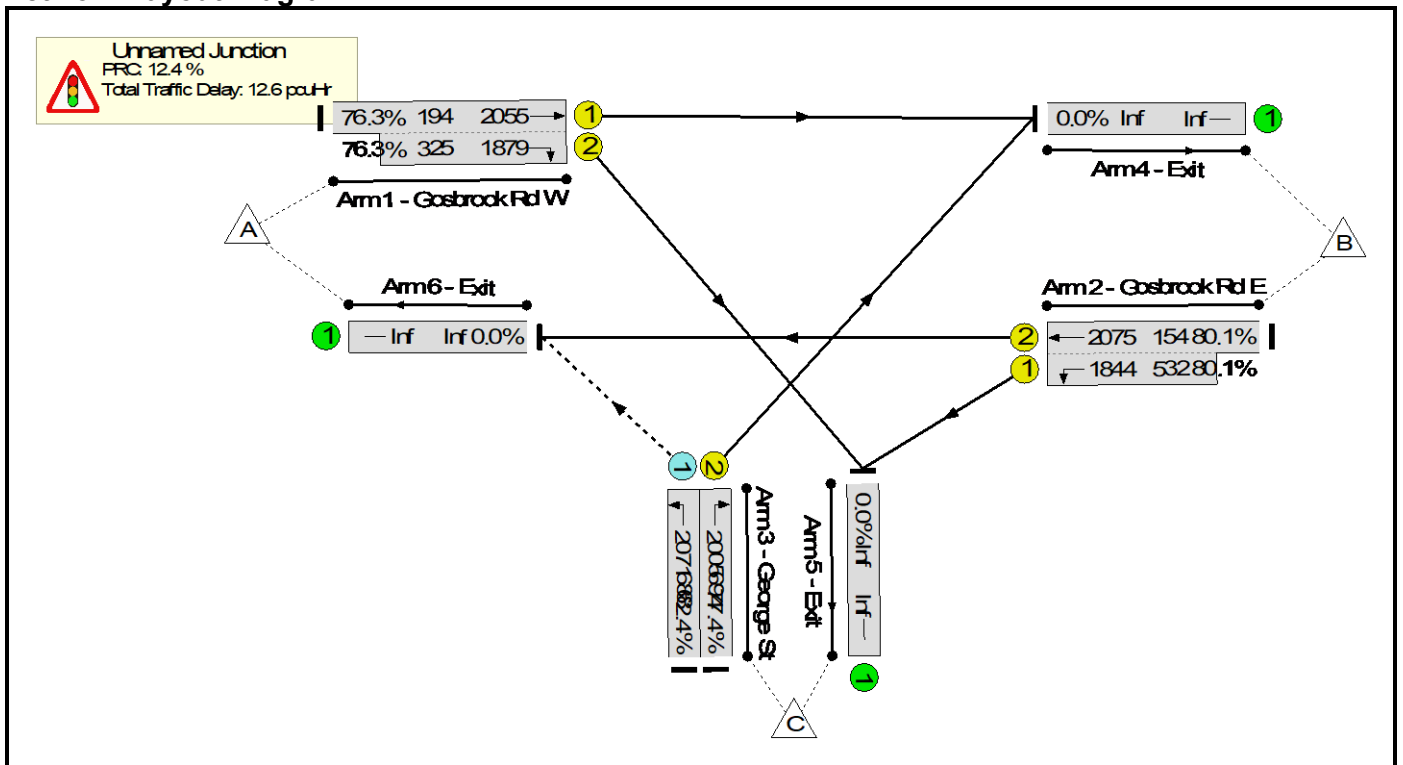
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Gosbrook Road George St	-	-	-		-	-	-	-	-	-	93.6%	60	114	0	24.8	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	93.6%	60	114	0	24.8	-	-
1/1+1/2	Gosbrook Rd W Ahead Right	U	A B		1	46:23	-	722	2055:1879	139+633	93.6 : 93.6%	-	-	-	9.6	48.1	16.9
2/2+2/1	Gosbrook Rd E Left Ahead	U	C		1	23	-	706	2075:1844	131+632	92.5 : 92.5%	-	-	-	9.4	47.8	16.1
3/1	George St Left	O	-		-	-	-	174	2071	688	25.3%	60	114	0	0.2	3.5	0.2
3/2	George St Right	U	E		1	11	-	303	2005	344	88.2%	-	-	-	5.6	66.5	8.9
C1				PRC for Signalled Lanes (%):			-4.0	Total Delay for Signalled Lanes (pcuHr):				24.62	Cycle Time (s): 70				
				PRC Over All Lanes (%):			-4.0	Total Delay Over All Lanes(pcuHr):				24.78					

Basic Results Summary

Scenario 6: '2021 Base+Dev PM Peak' (FG6: '2021 Base+Dev PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

APPENDIX 11 – JUNCTIONS 9 RESULTS

Junctions 9						
ARCADY 9 - Roundabout Module						
Version: 9.0.2.5947						
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution						

Filename: Church St-Prospect St-South St-Gosbrook Rd Double MiniRdbt.j9

Path: P:\JNY9556 - The Heights, Reading\Transport\Arcady

Report generation date: 28/03/2018 11:08:32

- »2018, AM
- »2018, PM
- »2021 Base, AM
- »2021 Base, PM
- »2021 Base+Dev, AM
- »2021 Base+Dev, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2018						
1 - untitled - 1 - Church Street	2.6	14.41	0.72	4.8	24.35	0.84
1 - untitled - 2 - Prospect Street	9.0	59.01	0.92	6.1	41.33	0.88
1 - untitled - 3 - Gosbrook Road	0.4	6.59	0.30	1.3	11.03	0.57
2 - untitled - 1 - Gosbrook Road	0.6	4.64	0.38	0.5	4.25	0.31
2 - untitled - 2 - South Street	0.0	7.34	0.01	0.0	6.77	0.01
2 - untitled - 3 - Gosbrook Road East	0.4	6.22	0.26	0.6	7.38	0.39
2 - untitled - 4 - Archway Road	0.1	5.13	0.12	0.4	6.77	0.29
2021 Base						
1 - untitled - 1 - Church Street	3.1	16.63	0.76	6.3	30.86	0.87
1 - untitled - 2 - Prospect Street	15.4	92.26	0.98	8.7	56.09	0.92
1 - untitled - 3 - Gosbrook Road	0.5	6.83	0.32	1.5	12.08	0.60
2 - untitled - 1 - Gosbrook Road	0.7	4.77	0.39	0.5	4.34	0.32
2 - untitled - 2 - South Street	0.0	7.53	0.01	0.0	6.89	0.01
2 - untitled - 3 - Gosbrook Road East	0.4	6.37	0.27	0.7	7.63	0.40
2 - untitled - 4 - Archway Road	0.1	5.20	0.13	0.4	6.98	0.31
2021 Base+Dev						
1 - untitled - 1 - Church Street	3.2	17.03	0.76	6.4	31.37	0.88
1 - untitled - 2 - Prospect Street	16.1	96.17	0.99	8.8	56.92	0.92
1 - untitled - 3 - Gosbrook Road	0.5	6.86	0.32	1.5	12.30	0.61
2 - untitled - 1 - Gosbrook Road	0.7	4.80	0.40	0.5	4.35	0.33
2 - untitled - 2 - South Street	0.0	7.58	0.01	0.0	6.92	0.02
2 - untitled - 3 - Gosbrook Road East	0.4	6.38	0.27	0.7	7.72	0.41
2 - untitled - 4 - Archway Road	0.2	5.19	0.13	0.5	7.04	0.31

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	27/03/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EUR\richard.zhu
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	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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)
D1	2018	AM	ONE HOUR	08:15	09:45	15
D2	2018	PM	ONE HOUR	15:45	17:15	15
D3	2021 Base	AM	ONE HOUR	08:15	09:45	15
D4	2021 Base	PM	ONE HOUR	15:45	17:15	15
D5	2021 Base+Dev	AM	ONE HOUR	08:15	09:45	15
D6	2021 Base+Dev	PM	ONE HOUR	15:45	17:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments][Arms 1 and 4 have 73% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 3 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	30.83	D
2	untitled	Mini-roundabout	1, 2, 3, 4	5.14	A

Junction Network Options

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

Arms

Arms

Junction	Arm	Name	Description
1 - untitled	1	Church Street	
	2	Prospect Street	
	3	Gosbrook Road	
2 - untitled	1	Gosbrook Road	
	2	South Street	
	3	Gosbrook Road East	
	4	Archway Road	

Mini Roundabout Geometry

Junction	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 - untitled	1 - Church Street	3.99	3.33	4.97	1.8	15.25	13.79	0.0	
	2 - Prospect Street	3.34	3.06	4.56	2.1	11.02	4.76	0.0	
	3 - Gosbrook Road	3.84	3.84	5.28	5.6	16.66	14.69	0.0	
2 - untitled	1 - Gosbrook Road	5.47	5.47	6.37	2.2	9.32	6.74	0.0	
	2 - South Street	2.40	2.40	3.90	0.9	8.88	4.41	0.0	
	3 - Gosbrook Road East	3.58	3.37	4.28	1.1	12.34	8.51	0.0	
	4 - Archway Road	2.99	2.92	3.54	0.9	12.47	8.77	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1 - untitled	1 - Church Street	0.632	956
	2 - Prospect Street	0.610	801
	3 - Gosbrook Road	0.673	1050
2 - untitled	1 - Gosbrook Road	0.699	1296
	2 - South Street	0.576	784
	3 - Gosbrook Road East	0.614	899
	4 - Archway Road	0.596	912

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2018	AM	ONE HOUR	08:15	09:45	15

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 (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	3 - Gosbrook Road	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Gosbrook Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Church Street		✓	600	100.000
	2 - Prospect Street		✓	536	100.000
	3 - Gosbrook Road	✓			
2 - untitled	1 - Gosbrook Road	✓			
	2 - South Street		✓	6	100.000
	3 - Gosbrook Road East		✓	188	100.000
	4 - Archway Road		✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
1 - untitled	From	1 - Church Street	0	358
		2 - Prospect Street	337	2
		3 - Gosbrook Road	169	48
				0

Demand (PCU/hr)

2 - untitled

		To			
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	10	291	138
	2 - South Street	3	0	3	0
	3 - Gosbrook Road East	150	3	1	34
	4 - Archway Road	64	0	25	0

Vehicle Mix

Heavy Vehicle Percentages

1 - untitled

		To		
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	0	5	4
	2 - Prospect Street	6	0	1
	3 - Gosbrook Road	2	6	0

Heavy Vehicle Percentages

2 - untitled

		To			
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	0	3	1
	2 - South Street	0	0	0	0
	3 - Gosbrook Road East	4	0	0	0
	4 - Archway Road	2	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	1 - Church Street	0.72	14.41	2.6	B
	2 - Prospect Street	0.92	59.01	9.0	F
	3 - Gosbrook Road	0.30	6.59	0.4	A
2 - untitled	1 - Gosbrook Road	0.38	4.64	0.6	A
	2 - South Street	0.01	7.34	0.0	A
	3 - Gosbrook Road East	0.26	6.22	0.4	A
	4 - Archway Road	0.12	5.13	0.1	A

Main Results for each time segment

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	452	37	932	0.485	448	1.0	7.714	A
	2 - Prospect Street	404	181	691	0.584	398	1.4	12.561	B
	3 - Gosbrook Road	162	252	880	0.184	162	0.2	5.144	A
2 - untitled	1 - Gosbrook Road	327	22	1281	0.255	325	0.3	3.848	A
	2 - South Street	5	338	590	0.008	4	0.0	6.149	A
	3 - Gosbrook Road East	142	105	835	0.169	141	0.2	5.341	A
	4 - Archway Road	67	117	842	0.080	67	0.1	4.706	A

08:30 - 08:45

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	539	45	927	0.582	538	1.4	9.610	A
	2 - Prospect Street	482	217	669	0.721	477	2.5	19.142	C
	3 - Gosbrook Road	195	302	847	0.230	195	0.3	5.676	A
2 - untitled	1 - Gosbrook Road	392	26	1278	0.307	392	0.5	4.153	A
	2 - South Street	5	406	550	0.010	5	0.0	6.606	A
	3 - Gosbrook Road East	169	126	822	0.206	169	0.3	5.684	A
	4 - Archway Road	80	141	828	0.097	80	0.1	4.879	A

08:45 - 09:00

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	661	55	921	0.717	656	2.5	13.975	B
	2 - Prospect Street	590	265	640	0.923	570	7.5	44.462	E
	3 - Gosbrook Road	239	361	807	0.296	238	0.4	6.500	A
2 - untitled	1 - Gosbrook Road	474	32	1274	0.372	474	0.6	4.598	A
	2 - South Street	7	491	501	0.013	7	0.0	7.277	A
	3 - Gosbrook Road East	207	152	806	0.257	207	0.4	6.193	A
	4 - Archway Road	98	173	809	0.121	98	0.1	5.132	A

09:00 - 09:15

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	661	55	921	0.717	660	2.6	14.407	B
	2 - Prospect Street	590	266	639	0.924	584	9.0	59.014	F
	3 - Gosbrook Road	239	370	801	0.298	239	0.4	6.585	A
2 - untitled	1 - Gosbrook Road	481	32	1274	0.378	481	0.6	4.643	A
	2 - South Street	7	499	497	0.013	7	0.0	7.339	A
	3 - Gosbrook Road East	207	155	804	0.257	207	0.4	6.215	A
	4 - Archway Road	98	173	809	0.121	98	0.1	5.133	A

09:15 - 09:30

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	539	45	927	0.582	544	1.5	9.927	A
	2 - Prospect Street	482	219	667	0.722	506	2.9	26.085	D
	3 - Gosbrook Road	195	320	834	0.234	196	0.3	5.806	A
2 - untitled	1 - Gosbrook Road	405	26	1278	0.317	406	0.5	4.226	A
	2 - South Street	5	420	542	0.010	5	0.0	6.706	A
	3 - Gosbrook Road East	169	130	819	0.206	169	0.3	5.718	A
	4 - Archway Road	80	141	828	0.097	80	0.1	4.883	A

09:30 - 09:45

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	452	38	932	0.485	454	1.0	7.906	A
	2 - Prospect Street	404	183	689	0.585	409	1.5	13.621	B
	3 - Gosbrook Road	164	259	876	0.187	164	0.2	5.206	A
2 - untitled	1 - Gosbrook Road	333	22	1281	0.260	334	0.4	3.890	A
	2 - South Street	5	346	585	0.008	5	0.0	6.199	A
	3 - Gosbrook Road East	142	107	833	0.170	142	0.2	5.370	A
	4 - Archway Road	67	118	842	0.080	67	0.1	4.715	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 75% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 3 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	26.58	D
2	untitled	Mini-roundabout	1, 2, 3, 4	5.92	A

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)
D2	2018	PM	ONE HOUR	15:45	17:15	15

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 (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	3 - Gosbrook Road	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Gosbrook Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Church Street		✓	676	100.000
	2 - Prospect Street		✓	520	100.000
	3 - Gosbrook Road	✓			
2 - untitled	1 - Gosbrook Road	✓			
	2 - South Street		✓	7	100.000
	3 - Gosbrook Road East		✓	285	100.000
	4 - Archway Road		✓	201	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	1	457	218
	2 - Prospect Street	379	0	141
	3 - Gosbrook Road	304	93	0

Demand (PCU/hr)

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	12	223	124
	2 - South Street	4	0	3	0
	3 - Gosbrook Road East	231	2	1	51
	4 - Archway Road	162	0	39	0

Vehicle Mix

Heavy Vehicle Percentages

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	0	2	2
	2 - Prospect Street	3	0	3
	3 - Gosbrook Road	2	2	0

Heavy Vehicle Percentages

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	0	4	1
	2 - South Street	0	0	0	0
	3 - Gosbrook Road East	3	0	0	0
	4 - Archway Road	0	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	1 - Church Street	0.84	24.35	4.8	C
	2 - Prospect Street	0.88	41.33	6.1	E
	3 - Gosbrook Road	0.57	11.03	1.3	B
2 - untitled	1 - Gosbrook Road	0.31	4.25	0.5	A
	2 - South Street	0.01	6.77	0.0	A
	3 - Gosbrook Road East	0.39	7.38	0.6	A
	4 - Archway Road	0.29	6.77	0.4	A

Main Results for each time segment

15:45 - 16:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	509	69	912	0.558	504	1.3	8.889	A
	2 - Prospect Street	391	163	701	0.558	386	1.3	11.594	B
	3 - Gosbrook Road	297	282	860	0.345	295	0.5	6.475	A
2 - untitled	1 - Gosbrook Road	267	31	1274	0.210	266	0.3	3.668	A
	2 - South Street	5	287	619	0.009	5	0.0	5.866	A
	3 - Gosbrook Road East	215	95	841	0.255	213	0.3	5.859	A
	4 - Archway Road	151	178	806	0.188	150	0.2	5.512	A

16:00 - 16:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	608	83	903	0.673	605	2.0	12.171	B
	2 - Prospect Street	467	196	682	0.686	464	2.1	16.768	C
	3 - Gosbrook Road	356	339	822	0.434	355	0.8	7.859	A
2 - untitled	1 - Gosbrook Road	321	38	1270	0.253	321	0.3	3.897	A
	2 - South Street	6	346	585	0.011	6	0.0	6.218	A
	3 - Gosbrook Road East	256	114	829	0.309	256	0.5	6.427	A
	4 - Archway Road	181	214	785	0.230	180	0.3	5.985	A

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	744	102	892	0.835	734	4.5	22.041	C
	2 - Prospect Street	573	238	656	0.873	559	5.5	34.299	D
	3 - Gosbrook Road	436	409	775	0.563	434	1.3	10.713	B
2 - untitled	1 - Gosbrook Road	388	46	1264	0.307	388	0.5	4.223	A
	2 - South Street	8	419	543	0.014	8	0.0	6.724	A
	3 - Gosbrook Road East	314	138	814	0.385	313	0.6	7.345	A
	4 - Archway Road	221	261	756	0.293	221	0.4	6.753	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	744	102	891	0.835	743	4.8	24.353	C
	2 - Prospect Street	573	241	654	0.875	570	6.1	41.329	E
	3 - Gosbrook Road	437	416	770	0.568	437	1.3	11.029	B
2 - untitled	1 - Gosbrook Road	394	46	1264	0.312	394	0.5	4.254	A
	2 - South Street	8	425	539	0.014	8	0.0	6.768	A
	3 - Gosbrook Road East	314	141	813	0.386	314	0.6	7.384	A
	4 - Archway Road	221	262	756	0.293	221	0.4	6.768	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	608	84	903	0.673	618	2.2	13.349	B
	2 - Prospect Street	467	200	679	0.689	482	2.4	20.109	C
	3 - Gosbrook Road	358	352	813	0.440	360	0.8	8.147	A
2 - untitled	1 - Gosbrook Road	330	38	1270	0.260	331	0.4	3.941	A
	2 - South Street	6	356	580	0.011	6	0.0	6.282	A
	3 - Gosbrook Road East	256	118	827	0.310	257	0.5	6.474	A
	4 - Archway Road	181	215	784	0.230	181	0.3	6.007	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	509	70	911	0.558	512	1.3	9.283	A
	2 - Prospect Street	391	166	700	0.559	396	1.3	12.362	B
	3 - Gosbrook Road	299	289	855	0.350	301	0.6	6.634	A
2 - untitled	1 - Gosbrook Road	273	32	1274	0.214	273	0.3	3.696	A
	2 - South Street	5	294	615	0.009	5	0.0	5.903	A
	3 - Gosbrook Road East	215	97	840	0.256	215	0.4	5.909	A
	4 - Archway Road	151	180	805	0.188	152	0.2	5.540	A

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments][Arms 1 and 4 have 73% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 3 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	45.03	E
2	untitled	Mini-roundabout	1, 2, 3, 4	5.26	A

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)
D3	2021 Base	AM	ONE HOUR	08:15	09:45	15

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 (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	3 - Gosbrook Road	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Gosbrook Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Church Street		✓	631	100.000
	2 - Prospect Street		✓	563	100.000
	3 - Gosbrook Road	✓			
2 - untitled	1 - Gosbrook Road	✓			
	2 - South Street		✓	6	100.000
	3 - Gosbrook Road East		✓	197	100.000
	4 - Archway Road		✓	93	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	1	376	254
	2 - Prospect Street	354	2	207
	3 - Gosbrook Road	177	50	0

Demand (PCU/hr)

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	10	305	145
	2 - South Street	3	0	3	0
	3 - Gosbrook Road East	157	3	1	36
	4 - Archway Road	67	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	0	5	4
	2 - Prospect Street	6	0	1
	3 - Gosbrook Road	2	6	0

Heavy Vehicle Percentages

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	0	3	1
	2 - South Street	0	0	0	0
	3 - Gosbrook Road East	4	0	0	0
	4 - Archway Road	2	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	1 - Church Street	0.76	16.63	3.1	C
	2 - Prospect Street	0.98	92.26	15.4	F
	3 - Gosbrook Road	0.32	6.83	0.5	A
2 - untitled	1 - Gosbrook Road	0.39	4.77	0.7	A
	2 - South Street	0.01	7.53	0.0	A
	3 - Gosbrook Road East	0.27	6.37	0.4	A
	4 - Archway Road	0.13	5.20	0.1	A

Main Results for each time segment

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	475	39	931	0.510	471	1.1	8.102	A
	2 - Prospect Street	424	190	685	0.619	417	1.6	13.692	B
	3 - Gosbrook Road	170	265	872	0.195	169	0.2	5.261	A
2 - untitled	1 - Gosbrook Road	343	22	1281	0.268	341	0.4	3.914	A
	2 - South Street	5	354	580	0.008	4	0.0	6.252	A
	3 - Gosbrook Road East	148	110	832	0.178	147	0.2	5.420	A
	4 - Archway Road	70	123	839	0.083	70	0.1	4.743	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	567	47	926	0.612	565	1.6	10.356	B
	2 - Prospect Street	506	228	662	0.765	500	3.1	22.405	C
	3 - Gosbrook Road	204	317	836	0.244	203	0.3	5.849	A
2 - untitled	1 - Gosbrook Road	411	27	1277	0.322	411	0.5	4.248	A
	2 - South Street	5	426	539	0.010	5	0.0	6.748	A
	3 - Gosbrook Road East	177	132	818	0.216	177	0.3	5.791	A
	4 - Archway Road	84	147	825	0.101	84	0.1	4.928	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	695	57	920	0.755	689	3.0	15.927	C
	2 - Prospect Street	620	278	631	0.982	587	11.3	59.993	F
	3 - Gosbrook Road	250	372	799	0.312	249	0.5	6.720	A
2 - untitled	1 - Gosbrook Road	493	33	1273	0.387	493	0.6	4.712	A
	2 - South Street	7	512	490	0.013	7	0.0	7.451	A
	3 - Gosbrook Road East	217	159	802	0.270	217	0.4	6.339	A
	4 - Archway Road	102	180	805	0.127	102	0.1	5.197	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	695	57	920	0.755	694	3.1	16.632	C
	2 - Prospect Street	620	281	630	0.984	604	15.4	92.257	F
	3 - Gosbrook Road	250	383	792	0.316	250	0.5	6.827	A
2 - untitled	1 - Gosbrook Road	501	33	1273	0.394	501	0.7	4.771	A
	2 - South Street	7	520	485	0.014	7	0.0	7.530	A
	3 - Gosbrook Road East	217	161	800	0.271	217	0.4	6.365	A
	4 - Archway Road	102	181	805	0.127	102	0.1	5.199	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	567	47	926	0.613	573	1.7	10.828	B
	2 - Prospect Street	506	232	660	0.767	552	3.9	43.499	E
	3 - Gosbrook Road	204	350	814	0.251	205	0.3	6.081	A
2 - untitled	1 - Gosbrook Road	434	27	1277	0.339	434	0.5	4.369	A
	2 - South Street	5	449	526	0.010	5	0.0	6.921	A
	3 - Gosbrook Road East	177	140	814	0.218	177	0.3	5.843	A
	4 - Archway Road	84	148	824	0.101	84	0.1	4.933	A

09:30 - 09:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	475	39	931	0.510	477	1.1	8.344	A
	2 - Prospect Street	424	193	683	0.620	432	1.8	15.386	C
	3 - Gosbrook Road	171	274	865	0.198	172	0.3	5.341	A
2 - untitled	1 - Gosbrook Road	351	23	1281	0.274	352	0.4	3.968	A
	2 - South Street	5	364	574	0.008	5	0.0	6.316	A
	3 - Gosbrook Road East	148	113	830	0.179	149	0.2	5.452	A
	4 - Archway Road	70	124	839	0.084	70	0.1	4.753	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 75% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 3 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	34.42	D
2	untitled	Mini-roundabout	1, 2, 3, 4	6.09	A

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)
D4	2021 Base	PM	ONE HOUR	15:45	17:15	15

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 (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	3 - Gosbrook Road	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Gosbrook Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Church Street		✓	705	100.000
	2 - Prospect Street		✓	542	100.000
	3 - Gosbrook Road	✓			
2 - untitled	1 - Gosbrook Road	✓			
	2 - South Street		✓	7	100.000
	3 - Gosbrook Road East		✓	297	100.000
	4 - Archway Road		✓	210	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	1	477	227
	2 - Prospect Street	395	0	147
	3 - Gosbrook Road	317	97	0

Demand (PCU/hr)

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	13	233	129
	2 - South Street	4	0	3	0
	3 - Gosbrook Road East	241	2	1	53
	4 - Archway Road	169	0	41	0

Vehicle Mix

Heavy Vehicle Percentages

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	0	2	2
	2 - Prospect Street	3	0	3
	3 - Gosbrook Road	2	2	0

Heavy Vehicle Percentages

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	0	4	1
	2 - South Street	0	0	0	0
	3 - Gosbrook Road East	3	0	0	0
	4 - Archway Road	0	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	1 - Church Street	0.87	30.86	6.3	D
	2 - Prospect Street	0.92	56.09	8.7	F
	3 - Gosbrook Road	0.60	12.08	1.5	B
2 - untitled	1 - Gosbrook Road	0.32	4.34	0.5	A
	2 - South Street	0.01	6.89	0.0	A
	3 - Gosbrook Road East	0.40	7.63	0.7	A
	4 - Archway Road	0.31	6.98	0.4	A

Main Results for each time segment

15:45 - 16:00

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	531	72	910	0.583	525	1.4	9.406	A
	2 - Prospect Street	408	170	697	0.585	402	1.4	12.349	B
	3 - Gosbrook Road	310	294	852	0.364	307	0.6	6.715	A
2 - untitled	1 - Gosbrook Road	278	33	1273	0.219	277	0.3	3.712	A
	2 - South Street	5	299	612	0.009	5	0.0	5.931	A
	3 - Gosbrook Road East	224	98	839	0.267	222	0.4	5.963	A
	4 - Archway Road	158	185	802	0.197	157	0.2	5.609	A

16:00 - 16:15

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	634	87	901	0.703	630	2.3	13.370	B
	2 - Prospect Street	487	204	677	0.720	483	2.5	18.713	C
	3 - Gosbrook Road	372	353	812	0.457	370	0.8	8.290	A
2 - untitled	1 - Gosbrook Road	334	39	1269	0.263	334	0.4	3.957	A
	2 - South Street	6	360	577	0.011	6	0.0	6.305	A
	3 - Gosbrook Road East	267	118	827	0.323	267	0.5	6.577	A
	4 - Archway Road	189	223	780	0.242	188	0.3	6.122	A

16:15 - 16:30

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	776	106	889	0.873	763	5.7	26.539	D
	2 - Prospect Street	597	247	651	0.917	578	7.3	42.498	E
	3 - Gosbrook Road	455	422	766	0.594	452	1.4	11.627	B
2 - untitled	1 - Gosbrook Road	402	48	1263	0.319	402	0.5	4.298	A
	2 - South Street	8	434	534	0.014	8	0.0	6.835	A
	3 - Gosbrook Road East	327	143	812	0.403	326	0.7	7.581	A
	4 - Archway Road	231	272	750	0.308	231	0.4	6.967	A

16:30 - 16:45

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	776	107	888	0.874	774	6.3	30.856	D
	2 - Prospect Street	597	250	648	0.920	591	8.7	56.092	F
	3 - Gosbrook Road	456	432	759	0.600	456	1.5	12.081	B
2 - untitled	1 - Gosbrook Road	410	48	1262	0.324	410	0.5	4.339	A
	2 - South Street	8	442	530	0.015	8	0.0	6.892	A
	3 - Gosbrook Road East	327	145	810	0.404	327	0.7	7.631	A
	4 - Archway Road	231	273	750	0.308	231	0.4	6.983	A

16:45 - 17:00

Junction	Am	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	634	88	900	0.704	649	2.5	15.371	C
	2 - Prospect Street	487	210	673	0.724	510	2.9	25.359	D
	3 - Gosbrook Road	373	373	799	0.467	376	0.9	8.722	A
2 - untitled	1 - Gosbrook Road	347	40	1269	0.274	348	0.4	4.021	A
	2 - South Street	6	373	569	0.011	6	0.0	6.397	A
	3 - Gosbrook Road East	267	123	824	0.324	268	0.5	6.641	A
	4 - Archway Road	189	224	779	0.242	189	0.3	6.145	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	531	73	909	0.584	535	1.5	9.920	A
	2 - Prospect Street	408	173	695	0.587	414	1.5	13.406	B
	3 - Gosbrook Road	312	302	846	0.369	314	0.6	6.908	A
2 - untitled	1 - Gosbrook Road	284	33	1273	0.223	285	0.3	3.745	A
	2 - South Street	5	307	608	0.009	5	0.0	5.975	A
	3 - Gosbrook Road East	224	101	837	0.267	224	0.4	6.016	A
	4 - Archway Road	158	187	801	0.197	158	0.2	5.638	A

2021 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments][Arms 1 and 4 have 73% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 3 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	46.58	E
2	untitled	Mini-roundabout	1, 2, 3, 4	5.28	A

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)
D5	2021 Base+Dev	AM	ONE HOUR	08:15	09:45	15

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 (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	3 - Gosbrook Road	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Gosbrook Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Church Street		✓	636	100.000
	2 - Prospect Street		✓	563	100.000
	3 - Gosbrook Road	✓			
2 - untitled	1 - Gosbrook Road	✓			
	2 - South Street		✓	6	100.000
	3 - Gosbrook Road East		✓	197	100.000
	4 - Archway Road		✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	1	376	259
	2 - Prospect Street	354	2	207
	3 - Gosbrook Road	181	50	0

Demand (PCU/hr)

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	10	308	148
	2 - South Street	3	0	3	0
	3 - Gosbrook Road East	157	3	1	36
	4 - Archway Road	70	0	26	0

Vehicle Mix

Heavy Vehicle Percentages

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	0	5	4
	2 - Prospect Street	6	0	1
	3 - Gosbrook Road	2	6	0

Heavy Vehicle Percentages

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	0	3	1
	2 - South Street	0	0	0	0
	3 - Gosbrook Road East	4	0	0	0
	4 - Archway Road	1	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	1 - Church Street	0.76	17.03	3.2	C
	2 - Prospect Street	0.99	96.17	16.1	F
	3 - Gosbrook Road	0.32	6.86	0.5	A
2 - untitled	1 - Gosbrook Road	0.40	4.80	0.7	A
	2 - South Street	0.01	7.58	0.0	A
	3 - Gosbrook Road East	0.27	6.38	0.4	A
	4 - Archway Road	0.13	5.19	0.2	A

Main Results for each time segment

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	479	39	931	0.514	474	1.1	8.164	A
	2 - Prospect Street	424	194	683	0.621	417	1.6	13.803	B
	3 - Gosbrook Road	172	265	872	0.197	171	0.3	5.277	A
2 - untitled	1 - Gosbrook Road	347	22	1281	0.271	345	0.4	3.930	A
	2 - South Street	5	358	578	0.008	4	0.0	6.275	A
	3 - Gosbrook Road East	148	112	831	0.179	147	0.2	5.429	A
	4 - Archway Road	72	123	839	0.086	72	0.1	4.724	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	572	46	926	0.617	570	1.6	10.480	B
	2 - Prospect Street	506	233	659	0.768	500	3.1	22.741	C
	3 - Gosbrook Road	207	317	836	0.247	206	0.3	5.872	A
2 - untitled	1 - Gosbrook Road	416	27	1277	0.326	415	0.5	4.270	A
	2 - South Street	5	431	536	0.010	5	0.0	6.781	A
	3 - Gosbrook Road East	177	135	817	0.217	177	0.3	5.805	A
	4 - Archway Road	86	147	825	0.105	86	0.1	4.911	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	700	57	920	0.761	694	3.1	16.264	C
	2 - Prospect Street	620	284	628	0.987	586	11.7	61.695	F
	3 - Gosbrook Road	253	371	800	0.316	252	0.5	6.753	A
2 - untitled	1 - Gosbrook Road	498	33	1273	0.391	497	0.7	4.742	A
	2 - South Street	7	516	487	0.014	7	0.0	7.495	A
	3 - Gosbrook Road East	217	161	800	0.271	217	0.4	6.357	A
	4 - Archway Road	106	180	805	0.131	106	0.2	5.183	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	700	57	920	0.761	700	3.2	17.026	C
	2 - Prospect Street	620	286	627	0.989	602	16.1	96.170	F
	3 - Gosbrook Road	253	382	793	0.319	253	0.5	6.861	A
2 - untitled	1 - Gosbrook Road	506	33	1273	0.398	506	0.7	4.801	A
	2 - South Street	7	525	482	0.014	7	0.0	7.575	A
	3 - Gosbrook Road East	217	164	799	0.272	217	0.4	6.384	A
	4 - Archway Road	106	181	805	0.131	106	0.2	5.187	A

09:15 - 09:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	572	47	926	0.617	578	1.7	10.980	B
	2 - Prospect Street	506	236	657	0.770	555	4.0	46.202	E
	3 - Gosbrook Road	207	352	813	0.255	208	0.4	6.121	A
2 - untitled	1 - Gosbrook Road	439	27	1277	0.344	440	0.5	4.398	A
	2 - South Street	5	455	522	0.010	5	0.0	6.962	A
	3 - Gosbrook Road East	177	142	812	0.218	177	0.3	5.856	A
	4 - Archway Road	86	148	824	0.105	86	0.1	4.915	A

09:30 - 09:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	479	39	931	0.514	481	1.1	8.415	A
	2 - Prospect Street	424	197	681	0.622	433	1.8	15.573	C
	3 - Gosbrook Road	173	274	865	0.200	174	0.3	5.359	A
2 - untitled	1 - Gosbrook Road	355	23	1281	0.277	356	0.4	3.983	A
	2 - South Street	5	368	572	0.008	5	0.0	6.341	A
	3 - Gosbrook Road East	148	115	829	0.179	149	0.2	5.465	A
	4 - Archway Road	72	124	839	0.086	72	0.1	4.732	A

2021 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	2 - untitled	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 75% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	1 - untitled - 3 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - untitled - 1 - Gosbrook Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	34.88	D
2	untitled	Mini-roundabout	1, 2, 3, 4	6.14	A

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)
D6	2021 Base+Dev	PM	ONE HOUR	15:45	17:15	15

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 (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1 - untitled	3 - Gosbrook Road	2	1	Simple (vertical queueing)	Normal	0	100.00	
2 - untitled	1 - Gosbrook Road	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - untitled	1 - Church Street		✓	707	100.000
	2 - Prospect Street		✓	542	100.000
	3 - Gosbrook Road	✓			
2 - untitled	1 - Gosbrook Road	✓			
	2 - South Street		✓	8	100.000
	3 - Gosbrook Road East		✓	300	100.000
	4 - Archway Road		✓	212	100.000

Origin-Destination Data

Demand (PCU/hr)

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	1	477	229
	2 - Prospect Street	395	0	147
	3 - Gosbrook Road	322	97	0

Demand (PCU/hr)

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	13	233	131
	2 - South Street	4	0	3	1
	3 - Gosbrook Road East	244	2	1	53
	4 - Archway Road	171	0	41	0

Vehicle Mix

Heavy Vehicle Percentages

1 - untitled

	To			
		1 - Church Street	2 - Prospect Street	3 - Gosbrook Road
From	1 - Church Street	0	2	2
	2 - Prospect Street	3	0	3
	3 - Gosbrook Road	2	2	0

Heavy Vehicle Percentages

2 - untitled

	To				
		1 - Gosbrook Road	2 - South Street	3 - Gosbrook Road East	4 - Archway Road
From	1 - Gosbrook Road	0	0	4	1
	2 - South Street	0	0	0	0
	3 - Gosbrook Road East	3	0	0	0
	4 - Archway Road	0	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1 - untitled	1 - Church Street	0.88	31.37	6.4	D
	2 - Prospect Street	0.92	56.92	8.8	F
	3 - Gosbrook Road	0.61	12.30	1.5	B
2 - untitled	1 - Gosbrook Road	0.33	4.35	0.5	A
	2 - South Street	0.02	6.92	0.0	A
	3 - Gosbrook Road East	0.41	7.72	0.7	A
	4 - Archway Road	0.31	7.04	0.5	A

Main Results for each time segment

15:45 - 16:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	532	72	910	0.585	527	1.4	9.456	A
	2 - Prospect Street	408	171	697	0.586	402	1.4	12.385	B
	3 - Gosbrook Road	313	294	852	0.368	311	0.6	6.761	A
2 - untitled	1 - Gosbrook Road	280	33	1273	0.220	279	0.3	3.717	A
	2 - South Street	6	300	611	0.010	6	0.0	5.947	A
	3 - Gosbrook Road East	226	101	838	0.270	224	0.4	5.998	A
	4 - Archway Road	160	188	800	0.199	159	0.2	5.633	A

16:00 - 16:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	636	87	901	0.705	632	2.3	13.453	B
	2 - Prospect Street	487	206	676	0.721	483	2.5	18.809	C
	3 - Gosbrook Road	376	353	812	0.463	375	0.9	8.373	A
2 - untitled	1 - Gosbrook Road	336	39	1269	0.265	335	0.4	3.964	A
	2 - South Street	7	361	576	0.012	7	0.0	6.327	A
	3 - Gosbrook Road East	270	121	825	0.327	269	0.5	6.628	A
	4 - Archway Road	191	225	778	0.245	190	0.3	6.157	A

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	778	106	889	0.876	764	5.8	26.869	D
	2 - Prospect Street	597	249	649	0.919	577	7.3	42.927	E
	3 - Gosbrook Road	460	422	766	0.601	458	1.5	11.818	B
2 - untitled	1 - Gosbrook Road	404	48	1263	0.320	404	0.5	4.307	A
	2 - South Street	9	436	533	0.017	9	0.0	6.864	A
	3 - Gosbrook Road East	330	146	810	0.408	329	0.7	7.664	A
	4 - Archway Road	233	276	748	0.312	233	0.5	7.020	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	778	107	888	0.876	776	6.4	31.368	D
	2 - Prospect Street	597	253	647	0.922	591	8.8	56.915	F
	3 - Gosbrook Road	461	432	759	0.608	461	1.5	12.298	B
2 - untitled	1 - Gosbrook Road	412	48	1262	0.326	412	0.5	4.349	A
	2 - South Street	9	444	529	0.017	9	0.0	6.923	A
	3 - Gosbrook Road East	330	149	808	0.409	330	0.7	7.715	A
	4 - Archway Road	233	276	748	0.312	233	0.5	7.039	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	636	88	900	0.706	651	2.6	15.529	C
	2 - Prospect Street	487	212	672	0.725	511	2.9	25.676	D
	3 - Gosbrook Road	378	373	799	0.473	380	0.9	8.823	A
2 - untitled	1 - Gosbrook Road	349	40	1269	0.275	350	0.4	4.030	A
	2 - South Street	7	376	568	0.013	7	0.0	6.421	A
	3 - Gosbrook Road East	270	126	822	0.328	270	0.5	6.695	A
	4 - Archway Road	191	226	777	0.245	191	0.3	6.181	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1 - untitled	1 - Church Street	532	73	909	0.585	537	1.5	9.964	A
	2 - Prospect Street	408	175	695	0.588	414	1.5	13.458	B
	3 - Gosbrook Road	316	302	846	0.373	317	0.6	6.959	A
2 - untitled	1 - Gosbrook Road	286	33	1273	0.225	286	0.3	3.750	A
	2 - South Street	6	308	607	0.010	6	0.0	5.991	A
	3 - Gosbrook Road East	226	103	836	0.270	226	0.4	6.053	A
	4 - Archway Road	160	189	799	0.200	160	0.3	5.663	A

