Proposed Hotel on Richfield Avenue, Reading

Addendum to Transport Assessment: Junction Modelling Note

August 2019

N08/183733

Introduction

1. Vectos have been retained by RBH Hospitality Management to provide transport advice in relation to the proposed development of a Hotel on land currently in use as a private car park on Thames Side Promenade in Reading. The local authority is Reading Borough Council (RBC).

2. A full planning application (RBC ref. no. 191088) was submitted in July 2019 for the construction of a new 132 bed hotel with associated access, car parking and landscaping on the former Crowne Plaza Hotel car park. A Transport Assessment was submitted as part of this application which provided information on the likely vehicle trip generation associated with the proposals and outlined the access, servicing and car park provision elements associated with the development.

3. The Transport Assessment prepared by Vectos concluded that the proposed development would generate 1 additional vehicle movement every two minutes on the local highway network during the AM and PM peak hours which was not considered to result in a material impact on the performance of the local highway network.

4. Notwithstanding the small increase in traffic arising from the proposed development, during pre-application discussions transport officers from RBC highlighted that several junctions nearby to the site experience congestion during the weekday peak hours. For this reason, the RBC transport officers required that traffic models were built to test the potential impact of the proposed development at the identified junctions.

5. Due to substantial roadworks on key roads within Reading, including several that form arms of the junctions identified by RBC, it was not possible to complete the traffic modelling in time for it to be included within the Transport Assessment.

6. It has now been completed and is summarised in this note, which forms an addendum to the Transport Assessment. It should be highlighted that the scope and methodology for the modelling has been agreed with transport officers from RBC.

Study Network

7. The study network comprises the following junctions:

   i. Caversham Road / Caversham Bridge / Richfield Avenue / Waterman Place Roundabout;
   ii. Caversham Road / Vastern Road Roundabout; and
   iii. Caversham Bridge / Church Road / Church Street Signalised Junction;

Observed Flows

8. Manual Classified Count (MCC) surveys were undertaken on Thursday 4th July between 07:00-10:00 and 16:00-19:00 to record turning movements and vehicle queues at the three junctions in the study network. The date and scope of this survey was agreed with RBC in advance of the surveys. The raw data for these surveys is provided in **Appendix A.**

9. The total existing vehicle movements at the three junctions were counted and it was determined that the AM and PM peak hours were 07:00-08:00 and 18:00-19:00 respectively.

10. Whilst the proposed development would generate more vehicle trips in the hours 08:00-09:00 and 16:00-17:00; when the development flows were added to the existing flows it was clear that the combined peak hours are 07:00-08:00 and 18:00-19:00.

Committed Developments

11. The Developer of the proposed hotel has indicated that should planning consent be granted in 2019, it is the intention that the hotel would be completed and occupied in 2021. Accordingly, 2021 has been used as the future baseline year for traffic assessment purposes.

12. RBC advised that the following committed developments should be included in the assessment of the future year baseline (2021).

    - Application number: 140997 – St Martins precinct, Caversham Centre;
    - Application number: 180319 – Portman Way Residential (ambulance station on old Battle Hospital site);
    - Application number: 170326 – Weldale Street / Chatham Street Residential; and
    - Application number: 171814 – Cox and Wyman.

13. The application webpages for each committed development were reviewed to establish the predicted traffic flows from each on the study network. The traffic flow diagrams for the committed developments are included within **Appendix B**.

Traffic Growth

14. Whilst RBC have identified a number of committed developments that would affect the study network, since the junctions are along one of the main routes into Reading town

centre from the north, it was decided to account for general traffic growth to ensure a robust assessment.

15. Trip End Model Presentation Programme (TEMPRO) growth factors were obtained for the 2021 baseline scenarios for the area 'E02003395: Reading 007' which encompasses the proposed site. These derived growth factors are presented in **Table 1** and the full outputs are provided in **Appendix C**.

Table 1: TEMPRO Growth Factors

Time Period	Base Year	Future Year	Road Type	Area Served	Growth Factor
Weekday AM Peak	2019	2021	All	All	1.0368
Weekday PM Peak	2019	2021	All	All	1.0338

16. The 2021 baseline traffic flows (including committed developments and growth) are shown on the traffic flow diagrams included at **Appendix B.**

Trip Generation

17. Vehicle trip rates for the proposed hotel use have been derived using the TRICS database and presented within the submitted Transport Assessment. The AM and PM peak hour vehicle trip rates and estimated vehicle trips are outlined below in **Table 2**. The TRICS outputs are provided in **Appendix D.**

Table 2: Proposed Hotel Vehicle Trips

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Vehicle Trip Rates	0.088	0.181	0.269	0.132	0.057	0.189
Vehicle Trips	12	24	36	17	8	25

18. The vehicle trips associated with the proposed development have been distributed based on an MCC survey undertaken at the junction of Richfield Avenue and Thameside Promenade. The turning movements at this junction are associated with the Crowne Plaza hotel and the public car park and it is considered that the future traffic distribution at this junction will not change as a result of the proposed development.

19. Beyond this junction, proposed development trips have been distributed based on the observed turning proportions at each junction according to the 2019 MCC survey.

20. The distribution of the proposed development trips is shown in **Appendix B.**

Change in Traffic Flows at Junction as a Result of Proposed Development

21. In the assessment of the likely impact of the proposed development on the performance of the local junctions, the proportional increase in traffic two-way traffic movements has been considered. The proposed development trips have been compared to the observed traffic

flows in 2019 as this represents the worst case as the percentage change is greater than when compared against the 2021 baseline which includes background traffic growth.

22. **Table 3** sets out the recorded total movements across all arms at the three surveyed junctions during the AM (07:00-08:00) and PM (18:00-19:00) peak hours, the two-way development traffic flows associated with the proposed hotel and the percentage change the development traffic would have on the 2019 Observed traffic flows.

Table 3: Impact of Proposed Development on Baseline Traffic

	2019 Observed Flows		Development Flows		Percentage Change	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Site 1	2640	2763	20	13	0.76%	0.47%
Site 2	3020	3187	31	22	1.03%	0.69%
Site 3	3394	3606	11	9	0.32%	0.25%
Total	9054	9556	62	44	0.69%	0.46%

**Site 1: Caversham Bridge / Church Road / Church Street Signalised Junction, Site 2: Caversham Road / Caversham Bridge / Richfield Avenue / Waterman Place Roundabout, Site 3: Caversham Road / Vastern Road Roundabout*

23. It can be seen that the largest change in traffic flows arising from the proposed development is just over a 1% increase at site 2 in the weekday PM peak hour. These levels of change are likely to be imperceptible to existing users of the junctions and reinforce the conclusion of the Transport Assessment that the potential traffic impact of the proposed development is likely to be insignificant.

Junction Modelling Results

24. The modelling exercise undertaken assessed three scenarios, namely;

- 2019 Observed: Existing situation
- 2021 Baseline: 2019 Observed traffic including background traffic growth up to 2021 and committed developments.
- 2021 Baseline + Proposed Development: 2021 Baseline with the addition of the proposed development traffic.

25. The Junctions 9 software package has been used to assess the capacity of the Caversham Road / Caversham Bridge / Richfield Avenue / Waterman Place and Caversham Road / Vastern Road roundabouts. The LinSig software package has been used to assess the signal junction at Bridge Street / Church Road / Church Street.

Caversham Road / Caversham Bridge / Richfield Avenue / Waterman Place Roundabout

26. The initial model runs undertaken for this junction demonstrated queue lengths which were under-estimations of the observed queuing recorded during the MCC survey. To more accurately represent the observed queue lengths within the model, the model was calibrated

until the queue lengths in the model resembled the observed queue lengths. This approach was utilised to create a more accurate version of the model.

27. The results of the modelling assessment are shown in **Table 4** and the outputs are provided in **Appendix E.**

Table 4: ARCADY results Caversham Road / Caversham Bridge / Richfield Avenue / Waterman Place Roundabout

	AM Peak		PM Peak	
	RFC	Queue (Vehs)	RFC	Queue (Vehs)
2019 Observed				
Arm 1	0.92	9	0.69	2
Arm 2	0.09	0	0.16	0
Arm 3	0.94	11	0.99	25
Arm 4	0.95	12	0.87	6
2021 Baseline				
Arm 1	0.97	16	0.74	3
Arm 2	0.11	0	0.22	0
Arm 3	1.01	24	1.07	63
Arm 4	1.04	28	0.93	10
2021 Baseline + Proposed Development				
Arm 1	0.97	18	0.75	3
Arm 2	0.12	0	0.24	0
Arm 3	1.01	27	1.08	67
Arm 4	1.06	34	0.95	12
Arm 1: Caversham Road (N); Arm 2: Waterman Place; Arm 3: Caversham Road (S); Arm 4: Richfield Avenue				

28. The modelling exercise undertaken highlights that during the AM peak hour, Arms 1, 3 and 4 are approaching the theoretical capacity in terms of the ratio of flow to capacity (RFC) in the 2019 observed scenario. During the PM peak hour, the 2019 observed scenario indicates that Arms 3 and 4 are approaching their theoretical capacity.

29. The queue lengths reported within the model have been calibrated to reflect the observed queue lengths (in vehicles) and this has been verified against the raw survey data shown in **Appendix A.** Accordingly, the 2019 observed results for the model are considered to be representative of the current demand at the junction.

30. **Table 4** demonstrates that in the 2021 'baseline' scenario, Arms 3 and 4 exceed their theoretical capacity during the AM peak hour and Arm 3 exceeds its theoretical capacity during the PM peak hour.

31. It is worth highlighting at this stage that where an RFC is close to or above 1.0 an ARCADY model becomes sensitive to any increase in traffic and, as a result, often provides disproportionate queuing predictions. This is reflected in the results for the 2021 baseline

scenario and should be borne in mind when considering the results of the 2021 'baseline plus proposed development' scenario.

32. Whilst there are some small increases in queuing as a result of adding the proposed development traffic flows, the increases in RFC are minimal.

33. This emphasises the point that the quantum of traffic generated by the proposed development is insignificant in the context of the existing and likely future traffic flows at the junction. The largest percentage change in either peak hour being 1.03%

34. As such, it is considered that the impact of the proposed development on the junction is not significant.

Caversham Road / Vastern Road Roundabout

35. The Caversham Road / Vastern Road roundabout has been assessed using the Junctions 9 software package. The initial model runs undertaken for this junction demonstrated queue lengths which were under-estimations of the observed queuing recorded during the MCC survey. To more accurately represent the observed queue lengths within the model, the model was calibrated until the queue lengths in the model resembled the observed queue lengths. This approach was utilised to create a more accurate version of the model.

36. The results of the modelling assessment are shown in **Table 5** and the outputs are provided in **Appendix F.**

Table 5: ARCADY results Caversham Road / Vastern Road Roundabout

	AM Peak		PM Peak	
	RFC	Queue (Vehs)	RFC	Queue (Vehs)
2019 Observed				
Arm 1	0.53	1	0.89	7
Arm 2	0.81	4	0.90	8
Arm 3	0.99	23	0.82	5
2021 Baseline				
Arm 1	0.56	1	0.97	17
Arm 2	0.86	6	0.96	17
Arm 3	1.08	60	0.89	8
2021 Baseline + Proposed Development				
Arm 1	0.56	1	0.97	17
Arm 2	0.87	6	0.97	18
Arm 3	1.09	64	0.89	8
Arm 1: Vastern Road; Arm 2: Caversham Road (S); Arm 3: Caversham Road (N)				

37. The modelling exercise undertaken highlights that during the AM peak hour, Arm 3 is approaching its theoretical capacity in terms of the ratio of flow to capacity (RFC) in the 2019 baseline scenario. During the PM peak hour, the 2019 baseline indicates that Arms 1 and 2 are approaching their theoretical capacity.

38. The queue lengths reported within the model have been calibrated to reflect the observed queue lengths (in vehicles) and this has been verified against the raw survey data shown in **Appendix A.** Accordingly, the 2019 observed results for the model are considered to be representative of the current demand at the junction.

39. **Table 5** demonstrates that in the 2021 'baseline' scenario, Arm 3 exceeds its theoretical capacity during the AM peak hour and Arms 1 and 2 approach its theoretical capacity during the PM peak hour.

40. It is worth highlighting at this stage that where an RFC is close to or above 1.0 an ARCADY model becomes sensitive to any increase in traffic and, as a result, often provides disproportionate queuing predictions. This is reflected in the results for the 2021 baseline scenario and should be borne in mind when considering the results of the 2021 'baseline plus proposed development' scenario.

41. Whilst there are some small increases in queuing as a result of adding the proposed development traffic flows, the increases in RFC are minimal.

42. This emphasises the point that the quantum of traffic generated by the proposed development is insignificant in the context of the existing and likely future traffic flows at the junction. The largest percentage change in either peak hour being 0.32%.

43. As such, it is considered that the impact of the proposed development on the junction is not significant.

Bridge Street / Church Road / Church Street Signal Junction

44. The signal junction at Bridge Street / Church Road / Church Street has been assessed using a LinSig model, which is an industry-standard modelling software package. Video observations were taken during the MCC survey to provide input to the model using actual signal timings and observed queues and delays.

45. After running the junction model it was apparent that the results did not properly reflect the effects of vehicles queueing back from the Caversham Road / Caversham Bridge / Richfield Avenue / Waterman Place roundabout. Queuing vehicles have the effect of restricting vehicle movements at the junction, meaning that the available green signal cannot always be used by a driver where their movement is blocked. The effect has been reflected in the model by making adjustments to the amount of green time that is 'effectively' utilised by drivers.

46. Observations of the utilised green time has been made from the videos of the traffic surveys. The average timings were used in the model to provide capacity results that are considered to be reflective of on-street conditions.

47. The model is therefore considered to accurately reflect the existing behaviour at the junction.

48. The results of the LinSig modelling assessment are summarised in **Table 6** and the full outputs are available in **Appendix G**.

Table 6: LinSig Summary Results Bridge St / Church Rd / Church St Signal Junction

Assessment Scenario	Lane Description	AM Peak Hour			PM Peak Hour		
		Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
2019 Observed Survey	Church Street North Ahead Right	89.6 : 89.6%	43.3	23.9	65.7 : 65.7%	21.6	14
	Church Street South Left	50.60%	3	0.5	69.70%	5	1.8
	Church Street South Ahead	92.80%	56.8	23.8	90.70%	49.1	22.4
	Church Road West Left Right	90.60%	53	21.5	90.90%	59.3	19.2
2021 Baseline	Church Street North Ahead Right	92.4 : 92.4%	48.3	26.8	71.3 : 71.3%	23.6	16.2
	Church Street South Left	53.60%	3.2	0.6	72.50%	5.6	3.2
	Church Street South Ahead	96.40%	69.7	28.3	98.00%	77.6	30.9
	Church Road West Left Right	96.90%	77.4	27.5	95.80%	76.5	23.3
2021 Baseline Plus Proposed Development	Church Street North Ahead Right	92.9 : 92.9%	49.5	27.4	71.8 : 71.8%	23.7	16.4
	Church Street South Left	54.10%	3.3	0.6	72.70%	5.6	3.2
	Church Street South Ahead	97.30%	74.8	29.8	98.20%	79.4	31.4
	Church Road West Left Right	97.40%	80	28.1	96.40%	79.9	24.1

49. Similar to the model outputs for the other two junctions assessed as part of this modelling exercise, the 2021 'baseline' will increase the demand at the junction during both the AM and PM peak hours closer to the theoretical capacity of the junction. The addition of the proposed development traffic in the 2021 'baseline plus proposed development' scenario will result in minimal increases in DOS, vehicle delay and mean max queue lengths.

50. For example, the increase in average vehicle delay on the Church Street North (Ahead and Right) movement would increase by 1 second in both the AM and PM peak hours when the traffic associated with the proposed development is added to the 2021 'baseline development' scenario. Similarly, the mean max queue length would increase by less than 1 additional Passenger Car Unit (PCU) as a result of the proposed development.

51. This emphasises the point that the quantum of traffic generated by the proposed development is insignificant in the context of the existing and likely future traffic flows at the junction. The largest percentage change in either peak hour being 0.76%.

52. As such, it is considered that the impact of the proposed development on the junction is not significant

Summary and Conclusion

53. Vectso are retained by RBH Hospitality Management to provide transport advice in relation to the proposed development of a Hotel on land currently in use as a private car park on Thames Side Promenade in Reading.

54. A full planning application (RBC ref. no. 191088) was submitted in July 2019 for the construction of a new 132 bed hotel with associated access, car parking and landscaping on the former Crowne Plaza Hotel car park. A Transport Assessment was submitted as part of this application which provided information on the likely vehicle trip generation associated with the proposals and outlined the access, servicing and car park provision elements associated with the development. The Transport Assessment concluded that the development would not have a material impact on the local highway network.

55. During pre-application discussions, RBC required that three local junctions were assessed using junction modelling software as they experience congestion at peak times.

56. Vectos dispute the necessity for this assessment, based on the small number of vehicle trips generated by the proposed hotel (estimated to be 1 additional vehicle movement every two minutes during the AM and PM peak hours), but have undertaken modelling nonetheless.

57. It has been demonstrated through the analysis of the observed traffic flows (as recorded in July 2019) through the three junctions during the AM and PM peak hours that the proposed development would increase the total vehicle movements across the three junctions by no more than 1.03% during the peak hours. This level of additional traffic is likely to be imperceptible to existing junction users.

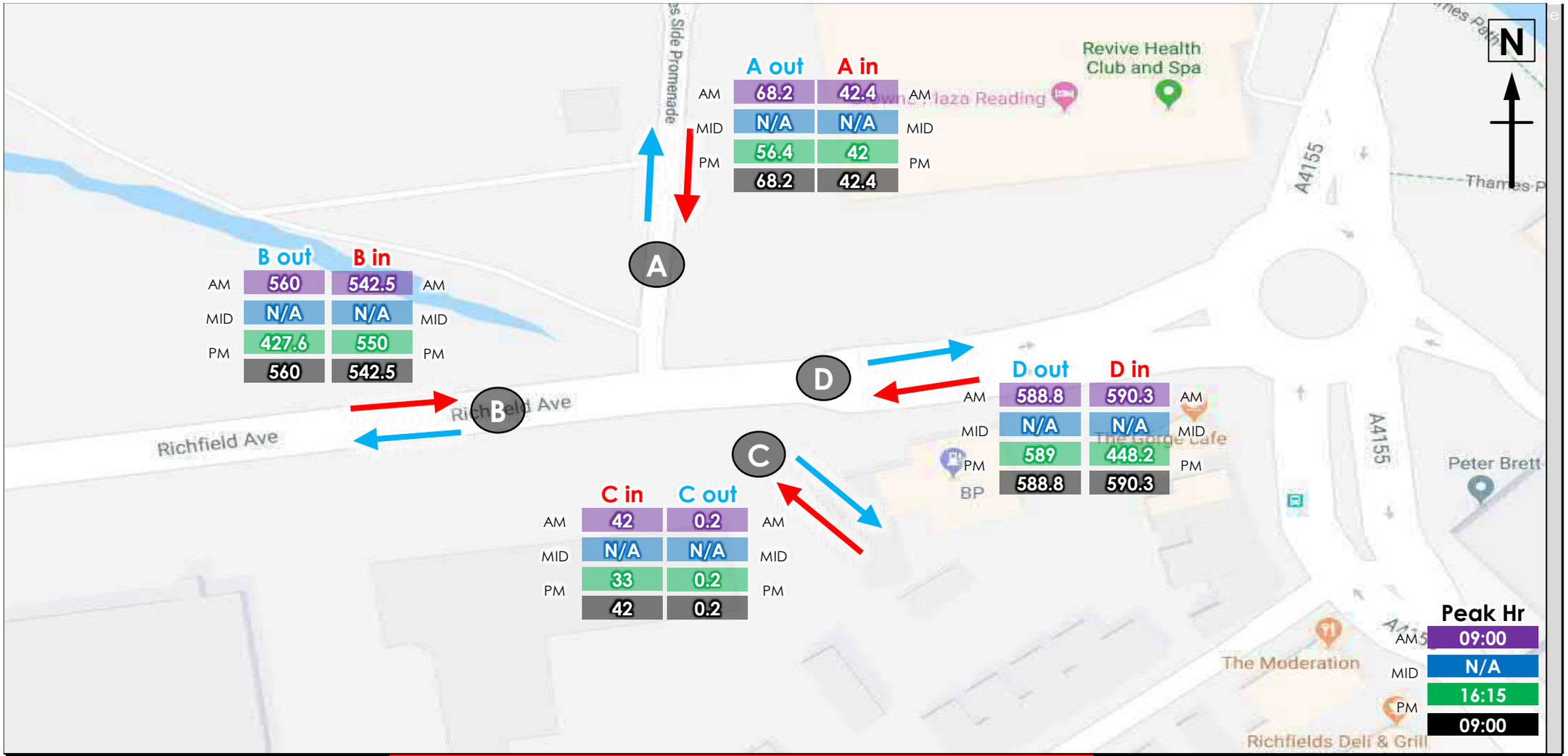
58. The industry-standard junction modelling software packages ‘Junctions 9’ and ‘LinSig’ have been utilised to assess the current performance of the three junctions and also assess the future year scenario which includes background traffic growth up to 2021 with committed developments and the traffic associated with the proposed development.

59. It has been demonstrated in this Transport Assessment Addendum note that the three junctions are operating close to capacity at present and the addition of the traffic associated with background traffic growth and committed developments in the area will result in some arms of the three junctions operating above theoretical capacity. The addition of the traffic associated with the proposed hotel development will have minimal effect on the operation of the junctions in terms of queuing and delay.

60. It is therefore concluded that the proposed hotel would have an insignificant impact on the performance of the three local junctions. This reinforces the conclusion of the Transport

Assessment that the proposed development should not be refused on the grounds of impact on the road network.

APPENDIX A



Arms:	A	B	C	D

Site / Location:	1	Richfield Avenue / Thames Side Promenade	Project No:	9181	Drawing No:	9181 - 01	Drawn By:	MB
Survey Date:	14/09/2018		Project Name:	RICHFIELD AVENUE, READING				
Survey Times:	from: 07:00 16:00 to: 10:00 19:00		Drawing Title:	Junction Labels and Peak Hr PCU's				

FSE | RICHFIELD AVENUE READING
Cloudflare/Turning Point

NDC

Jct: 1
LOCATION: Richfield Avenue / Thames Side Promenade
TOTAL AREA(s): A B C D

Num: 07:00 to 19:00
1 hr: 10:00 - 11:00

Non zero: A
1 in zero: A

DATE: 14/08/2018
DAY: Friday

RICHFIELD AVENUE READING
Classified Turning Count
NDC

DATE: 14/08/2018
DAY: Friday
JOB: 3
LOCATION: Richfield Avenue / Thomas Side Pomeroyde
TOTAL MVKS: 0 A 0 C 0 O
Hourly Totals
Peak Hour
Peak Quarter of an Hour

Hour	Peak	From	To	LGV	OGV1	OGV2	PSV	MCL	PCL	Total
0		07:00	07:15	0	0	0	0	0	0	0
		07:15	07:30	0	0	0	0	0	0	0
		07:30	07:45	0	0	0	0	0	0	0
		07:45	08:00	0	0	0	0	0	0	0
1		08:00	08:15	0	0	0	0	0	0	0
		08:15	08:30	0	0	0	0	0	0	0
		08:30	08:45	0	0	0	0	0	0	0
		08:45	09:00	0	0	0	0	0	0	0
2		09:00	09:15	0	0	0	0	0	0	0
		09:15	09:30	0	0	0	0	0	0	0
		09:30	09:45	0	0	0	0	0	0	0
		09:45	10:00	0	0	0	0	0	0	0
3		10:00	10:15	0	0	0	0	0	0	0
		10:15	10:30	0	0	0	0	0	0	0
		10:30	10:45	0	0	0	0	0	0	0
		10:45	11:00	0	0	0	0	0	0	0
4		11:00	11:15	0	0	0	0	0	0	0
		11:15	11:30	0	0	0	0	0	0	0
		11:30	11:45	0	0	0	0	0	0	0
		11:45	12:00	0	0	0	0	0	0	0
5		12:00	12:15	0	0	0	0	0	0	0
		12:15	12:30	0	0	0	0	0	0	0
		12:30	12:45	0	0	0	0	0	0	0
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6		13:00	13:15	0	0	0	0	0	0	0
		13:15	13:30	0	0	0	0	0	0	0
		13:30	13:45	0	0	0	0	0	0	0
		13:45	14:00	0	0	0	0	0	0	0
7		14:00	14:15	0	0	0	0	0	0	0
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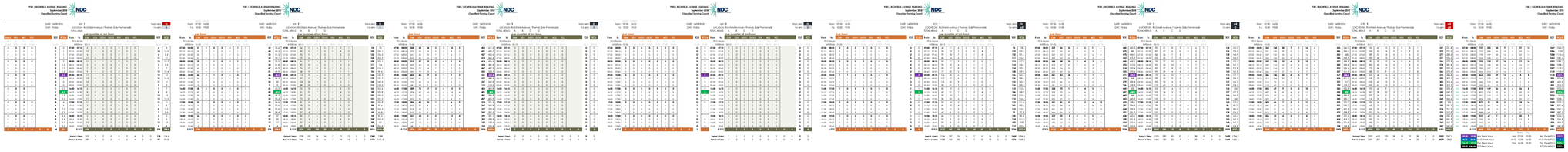
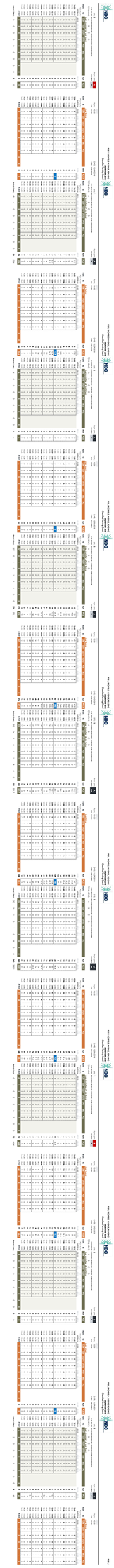
8		15:00	15:15	0	0	0	0	0	0	0
		15:15	15:30	0	0	0	0	0	0	0
		15:30	15:45	0	0	0	0	0	0	0
		15:45	16:00	0	0	0	0	0	0	0
9		16:00	16:15	0	0	0	0	0	0	0
		16:15	16:30	0	0	0	0	0	0	0
		16:30	16:45	0	0	0	0	0	0	0
		16:45	17:00	0	0	0	0	0	0	0
10		17:00	17:15	0	0	0	0	0	0	0
		17:15	17:30	0	0	0	0	0	0	0
		17:30	17:45	0	0	0	0	0	0	0
		17:45	18:00	0	0	0	0	0	0	0
11		18:00	18:15	0	0	0	0	0	0	0
		18:15	18:30	0	0	0	0	0	0	0
		18:30	18:45	0	0	0	0	0	0	0
		18:45	19:00	0	0	0	0	0	0	0
Daily				0	0	0	0	0	0	0



SD-66 Kerb Flow Diagram Friday

NDC Vol Count



RICHFIELD AVENUE READING
DATE: 10/08/2016
Classified Parking Count

NDC

DAY: Saturday
JOB: 3
LOCATION: Richfield Avenue / Thomas Side Promenade
TOTAL AREAS: 1 2 3 4 5 6

Num. per 15-min: 1
1-hr per: 4

Start Period: 10:00
End Period: 18:00

Period Length: 15 min

Period	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6	Total
10:00 - 10:15	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0
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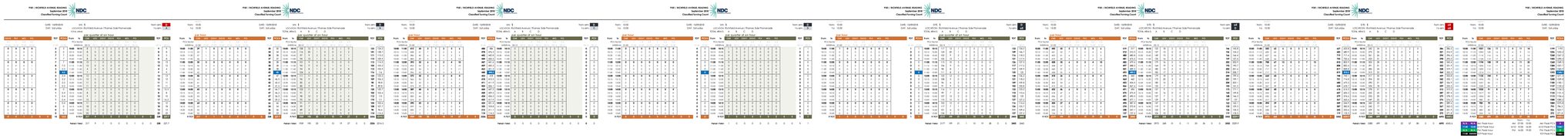
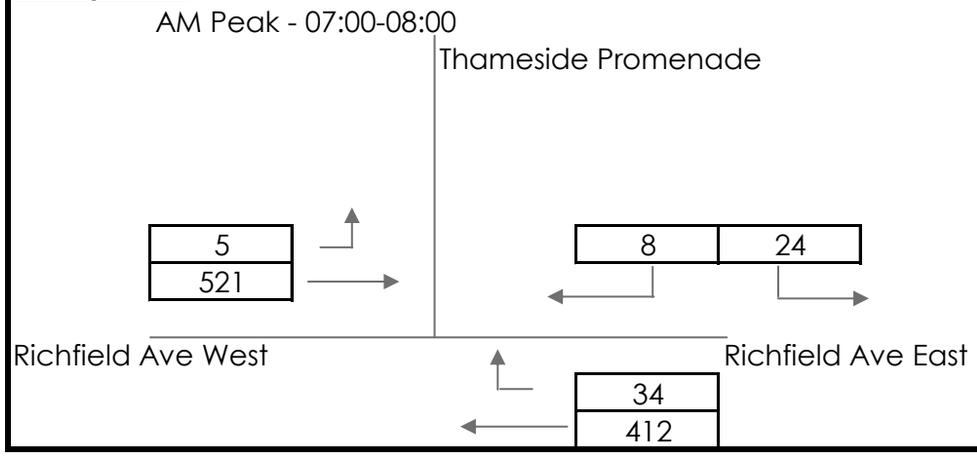
17:15 - 17:30	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0
Period Peak	0	0	0	0	0	0	0
Peak Hour	10:00	10:00	10:00	10:00	10:00	10:00	10:00
Peak Volume	0	0	0	0	0	0	0
Peak Hour Factor	0.000	0.000	0.000	0.000	0.000	0.000	0.000

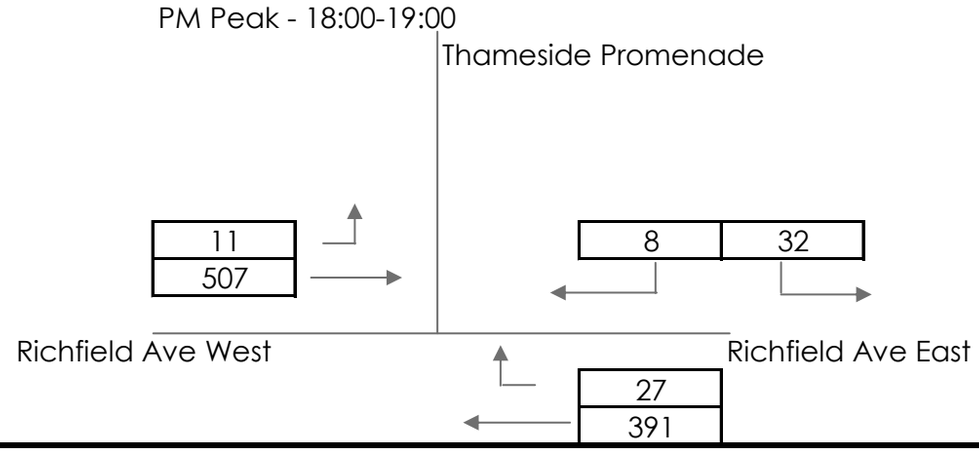

F50 | RICHFIELD AVENUE RACING
Saturday 02 April 2022
Classified Parking Count
NDC
DATE: 02/04/2022
DAY: Saturday
JOB: 3
LOCATION: Richfield Avenue / Thomas Side Promenade
TOTAL AREAS: A B C D
Non-Job
1:1-00:00
Job Total
Grand Total
Peak Hour
Peak Period
Peak Hour
Peak Period
AM 07:00 - 09:00
AM Peak Hour
AM Peak Period
PM 16:00 - 18:00
PM Peak Hour
PM Peak Period

Survey Flows

AM Peak - 07:00-08:00

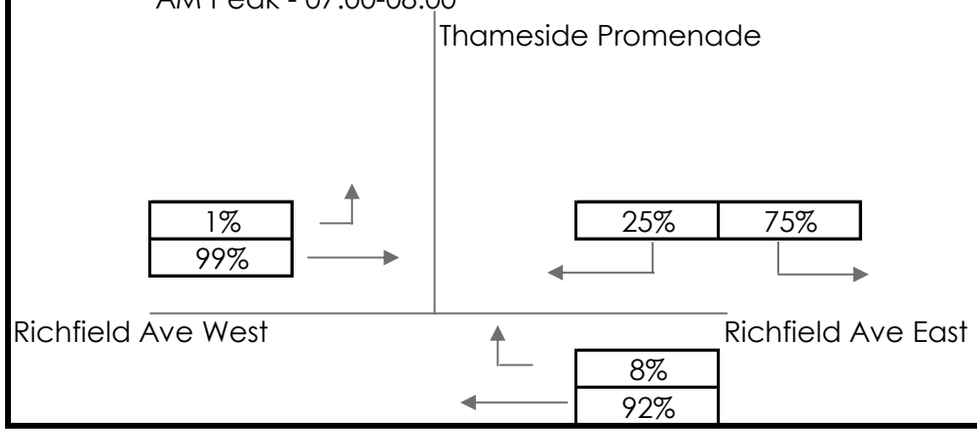


PM Peak - 18:00-19:00

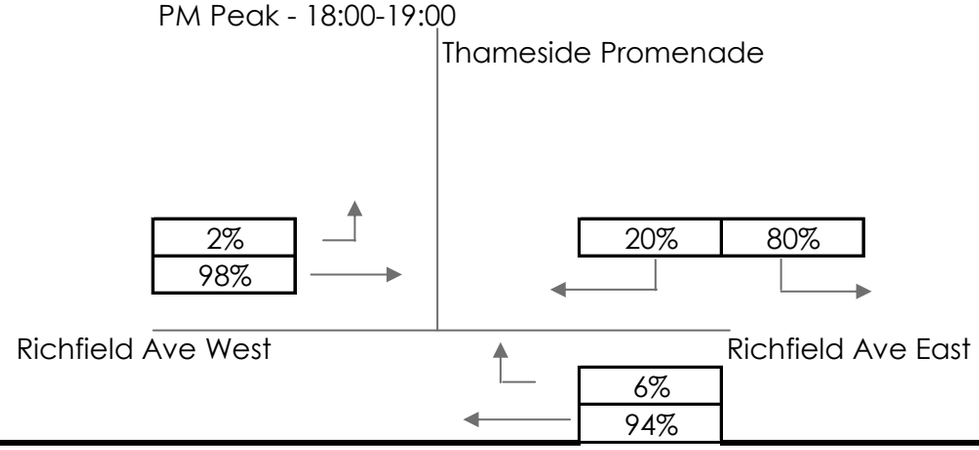


Existing Distribution

AM Peak - 07:00-08:00



PM Peak - 18:00-19:00



Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - Church Street / B - A4155 / C - A4074 Church Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
M/CYCLE	0.4
P/CYCLE	0.2

Coversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A - Church Street / B - A4155 / C - A4074 Church Road

Approach: A - Church Street

	From B									From C									From A								
TIME	C/AR	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	C/AR	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	C/AR	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	120	13	3	2	2	1	1	146.7	140	14	4	2	0	0	0	0	21.0	20	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	162	25	5	2	1	2	0	201.9	197	8	6	1	0	0	2	0	16.3	17	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	142	23	1	0	4	2	5	176.3	177	11	4	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	150	26	2	1	2	4	3	186.5	187	9	3	0	0	1	0	1	14.2	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	**580**	**87**	**11**	**5**	**9**	**9**	**9**	**710**	**712**	**42**	**17**	**3**	**0**	**1**	**2**	**1**	**67**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	135	17	5	3	1	0	0	158.4	151	11	1	1	0	1	0	0	15.5	14	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	138	12	3	1	3	1	1	163.4	159	16	2	3	1	0	0	2	25.2	24	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	133	10	3	0	1	1	1	150.1	149	12	0	1	0	0	0	3	14.1	15	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	132	19	2	2	3	2	1	163.6	159	11	0	0	0	0	0	1	11.2	12	0	0	0	0	0	0	0	0.0	0
Hourly Total	**538**	**58**	**13**	**6**	**8**	**4**	**3**	**637**	**618**	**50**	**3**	**5**	**1**	**1**	**0**	**6**	**66**	**66**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	125	10	6	1	2	1	2	151.1	147	15	1	1	0	0	0	0	17.5	17	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	130	20	2	2	4	3	0	158.8	155	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	138	27	2	1	2	2	0	176.1	172	12	3	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	136	16	2	2	5	2	0	172.4	166	12	1	0	0	0	0	2	13.4	13	0	0	0	0	0	0	0	0.0	0
Hourly Total	**529**	**73**	**12**	**6**	**13**	**8**	**2**	**657**	**641**	**47**	**7**	**1**	**0**	**0**	**0**	**2**	**56**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2052**	**216**	**36**	**17**	**30**	**21**	**14**	**2467**	**2430**	**139**	**27**	**9**	**1**	**2**	**2**	**9**	**189**	**186**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	139	30	3	1	2	7	1	162.8	161	16	1	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	115	27	2	0	1	0	3	147.6	145	20	1	1	0	0	1	1	23.1	24	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	115	17	1	0	7	2	3	148.9	145	17	2	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
10:45 - 17:00	136	30	1	2	2	3	0	176.3	173	20	0	0	0	0	1	2	20.8	22	0	0	0	0	0	0	0	0.0	0
Hourly Total	**504**	**104**	**7**	**3**	**12**	**12**	**7**	**636**	**624**	**73**	**4**	**1**	**0**	**0**	**2**	**3**	**81**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	123	23	0	0	3	3	0	152.2	152	18	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	125	16	1	0	2	2	0	147.3	146	22	2	0	0	0	0	2	24.4	26	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	120	17	3	0	3	3	1	148.9	147	24	1	0	0	0	1	1	25.4	27	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	122	12	1	1	2	2	3	144.2	144	22	1	0	0	0	0	2	22.4	25	0	0	0	0	0	0	0	0.0	0
Hourly Total	**490**	**68**	**5**	**1**	**10**	**10**	**4**	**594**	**589**	**86**	**5**	**0**	**0**	**0**	**1**	**5**	**92**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	141	11	0	0	5	3	2	163.6	162	22	1	0	0	0	0	2	24.4	26	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	129	11	0	0	4	2	3	149.4	149	17	0	0	0	0	0	2	17.4	19	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	116	10	1	0	1	4	2	135.1	132	20	0	0	0	0	0	2	20.4	22	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	130	12	1	0	3	3	0	151.7	150	12	1	0	0	0	0	1	13.2	14	0	0	0	0	0	0	0	0.0	0
Hourly Total	**536**	**45**	**2**	**0**	**13**	**12**	**7**	**614**	**613**	**72**	**2**	**0**	**0**	**0**	**0**	**7**	**75**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1909**	**218**	**14**	**4**	**35**	**34**	**18**	**1844**	**1831**	**232**	**11**	**1**	**0**	**0**	**3**	**15**	**260**	**263**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From A									To A									
TIME	C/AR	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL	C/AR	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	134	17	5	2	2	1	1	167.7	162	126	49	3	2	6	1	1	196.7	188
07:15 - 07:30	170	31	6	2	1	4	0	210.2	214	119	41	9	2	3	3	3	189.9	184
07:30 - 07:45	163	27	1	0	4	2	5	191.1	192	121	41	3	3	2	0	0	178.9	171
07:45 - 08:00	179	29	2	1	3	4	1	203.7	201	111	29	9	0	3	0	2	168.9	162
Hourly Total	**646**	**104**	**14**	**5**	**10**	**11**	**10**	**798**	**799**	**480**	**160**	**25**	**7**	**14**	**4**	**6**	**735**	**696**
08:00 - 08:15	136	18	6	3	2	0	0	173.9	165	104	26	8	4	2	1	0	157.9	147
08:15 - 08:30	164	14	6	2	3	1	3	188.6	180	109	32	6	3	1	2	2	166.1	155
08:30 - 08:45	145	10	4	0	1	1	4	164.2	165	116	28	10	0	3	1	0	165.4	158
08:45 - 09:00	121	19	2	2	3	2	2	154.8	151	115	29	7	0	1	3	3	163.3	163
Hourly Total	**566**	**61**	**18**	**7**	**9**	**4**	**9**	**682**	**664**	**444**	**115**	**31**	**7**	**7**	**7**	**5**	**647**	**623**
09:00 - 09:15	140	11	7	1	2	1	2	160.6	154	123	30	1	2	1	3	1	162.1	161
09:15 - 09:30	108	22	2	2	4	3	0	146.8	145	104	24	6	0	4	0	4	147.8	144
09:30 - 09:45	151	30	2	1	2	2	0	181.1	180	125	30	3	3	1	1	2	160.2	165
09:45 - 10:00	151	17	2	2	5	2	2	185.8	181	125	25	9	0	2	0	0	166.3	160
Hourly Total	**550**	**80**	**13**	**6**	**13**	**8**	**4**	**674**	**659**	**477**	**111**	**19**	**5**	**8**	**4**	**7**	**640**	**630**
Session Total	**1761**	**245**	**45**	**18**	**32**	**23**	**23**	**2154**	**2122**	**1401**	**386**	**75**	**19**	**29**	**15**	**18**	**2022**	**1949**
10:00 - 10:15	137	31	2	1	2	7	1	181.8	182	114	24	1	2	3	0	0	170.1	164
10:15 - 10:30	135	28	3	0	1	1	4	176.7	172	103	16	4	0	1	3	3	137.8	139
10:30 - 10:45	132	19	1	0	7	2	3	167.9	164	146	24	0	1	3	2	2	179.1	179
10:45 - 17:00	155	30	1	2	2	4	2	197.1	196	140	20	1	0	1	0	5	164.5	167
Hourly Total	**559**	**108**	**8**	**3**	**12**	**14**	**10**	**718**	**714**	**503**	**83**	**6**	**3**	**8**	**5**	**10**	**642**	**638**
17:00 - 17:15	141	24	0	0	3	3	0	172.2	171	155	13	1	0	4	4	4	179.9	181
17:15 - 17:30	147	18	1	0	2	2	2	171.7	172	151	12	0	0	2	1	4	168.2	170
17:30 - 17:45	144	18	2	0	3	4	2	174.5	174	157	10	2	0	2	1	3	181.0	183
17:45 - 18:00	148	14	1	1	2	2	1	167.6	168	167	12	0	0	3	1	2	185.3	185
Hourly Total	**579**	**74**	**4**	**1**	**10**	**11**	**5**	**686**	**685**	**630**	**48**	**3**	**0**	**11**	**7**	**13**	**713**	**719**
18:00 - 18:15	164	12	0	0	5	3	4	180.0	180	176	6	1	1	2	1	2	190.6	189
18:15 - 18:30	146	11	0	0	4	2	5	166.8	168	162	15	0	1	1	3	4	173.3	176
18:30 - 18:45	164	10	1	0	1	4	4	169.9	171	170	11	0	0	2	2	6	180.0	182
18:45 - 19:00	142	14	1	0	3	3	1	164.9	164	185	12	1	0	2	4	4	204.3	208
Hourly Total	**666**	**47**	**2**	**0**	**13**	**12**	**14**	**680**	**684**	**693**	**44**	**2**	**2**	**8**	**10**	**16**	**758**	**765**
Session Total	**1745**	**229**	**15**	**4**	**35**	**37**	**33**	**2084**	**2084**	**1826**	**192**	**11**	**5**	**27**	**22**	**39**	**2113**	**2122**

Coversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A - Church Street / B - A4155 / C - A4074 Church Road

Approach: B - A4155

B to C

TIME	CAR	LGV	ODVI	ODVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	101	26	5	1	1	0	1	128.0	135
07:15 - 07:30	130	27	2	2	1	2	1	167.4	165
07:30 - 07:45	118	22	4	3	1	2	1	150.9	151
07:45 - 08:00	98	23	2	2	1	1	2	131.4	129
Hourly Total	**447**	**98**	**13**	**8**	**4**	**5**	**5**	**577.7**	**580**
08:00 - 08:15	96	27	5	7	1	2	0	140.4	138
08:15 - 08:30	88	15	8	2	2	2	0	135.4	132
08:30 - 08:45	101	18	3	0	0	0	1	123.7	123
08:45 - 09:00	92	10	3	3	0	0	1	117.4	120
Hourly Total	**376**	**70**	**19**	**12**	**3**	**4**	**2**	**517**	**513**
09:00 - 09:15	88	12	4	4	2	0	1	120.4	112
09:15 - 09:30	76	16	0	5	1	1	0	107.9	105
09:30 - 09:45	96	30	4	0	0	4	0	122.6	134
09:45 - 10:00	81	20	7	0	0	1	0	111.9	109
Hourly Total	**341**	**78**	**15**	**9**	**3**	**6**	**1**	**464**	**460**
Session Total	**1165**	**246**	**47**	**29**	**13**	**15**	**8**	**1559**	**1553**
16:00 - 16:15	111	14	1	0	0	2	0	117.2	128
16:15 - 16:30	131	15	2	1	2	1	3	156.3	165
16:30 - 16:45	145	17	6	4	0	2	1	171.2	175
16:45 - 17:00	205	13	0	0	1	4	4	212.4	227
Hourly Total	**592**	**59**	**9**	**5**	**3**	**9**	**8**	**656**	**695**
17:00 - 17:15	142	7	1	0	0	4	6	154.1	161
17:15 - 17:30	171	10	1	0	0	4	5	185.1	195
17:30 - 17:45	182	12	0	1	1	2	4	193.9	196
17:45 - 18:00	200	14	0	0	2	4	4	220.4	224
Hourly Total	**695**	**43**	**2**	**1**	**3**	**14**	**19**	**754**	**777**
18:00 - 18:15	209	7	0	0	0	1	4	217.2	221
18:15 - 18:30	165	13	1	0	0	3	9	182.5	191
18:30 - 18:45	147	10	1	2	1	2	1	159.1	165
18:45 - 19:00	102	2	0	0	1	2	0	105.8	107
Hourly Total	**623**	**32**	**2**	**2**	**2**	**8**	**14**	**664**	**684**
Session Total	**2125**	**134**	**13**	**8**	**8**	**31**	**41**	**2226**	**2260**

B to A

TIME	CAR	LGV	ODVI	ODVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	111	45	2	2	0	1	1	177.7	160
07:15 - 07:30	113	42	8	1	3	3	2	179.4	174
07:30 - 07:45	115	41	4	3	2	0	0	172.8	165
07:45 - 08:00	97	24	7	0	3	0	1	159.7	134
Hourly Total	**436**	**152**	**21**	**6**	**14**	**4**	**4**	**671**	**632**
08:00 - 08:15	86	28	8	4	2	0	0	152.2	141
08:15 - 08:30	97	31	6	2	1	2	2	164.8	141
08:30 - 08:45	102	27	9	0	3	1	0	149.9	142
08:45 - 09:00	105	32	3	0	1	3	2	151.1	150
Hourly Total	**492**	**118**	**26**	**6**	**7**	**6**	**4**	**617**	**574**
09:00 - 09:15	117	30	1	2	1	3	0	156.1	154
09:15 - 09:30	95	26	6	0	4	0	4	138.8	135
09:30 - 09:45	110	30	2	3	1	1	2	152.7	149
09:45 - 10:00	118	24	8	0	2	0	0	138.0	152
Hourly Total	**440**	**110**	**17**	**5**	**8**	**4**	**6**	**587**	**590**
Session Total	**1368**	**380**	**64**	**17**	**29**	**14**	**14**	**1875**	**1796**
16:00 - 16:15	113	17	1	1	3	0	0	139.0	135
16:15 - 16:30	97	14	3	0	1	3	1	128.8	129
16:30 - 16:45	140	20	0	1	3	2	2	169.5	168
16:45 - 17:00	116	17	1	0	1	0	5	152.5	155
Hourly Total	**471**	**68**	**5**	**2**	**8**	**5**	**8**	**572**	**587**
17:00 - 17:15	139	11	1	0	4	4	3	161.7	162
17:15 - 17:30	126	11	0	0	2	0	3	141.8	142
17:30 - 17:45	140	16	1	0	2	1	3	164.1	164
17:45 - 18:00	149	11	0	0	3	1	2	164.8	166
Hourly Total	**555**	**49**	**2**	**0**	**11**	**6**	**11**	**634**	**635**
18:00 - 18:15	162	6	1	1	2	1	1	175.4	173
18:15 - 18:30	133	15	0	1	1	3	3	154.1	156
18:30 - 18:45	151	8	0	0	2	2	5	167.0	170
18:45 - 19:00	167	11	1	0	2	4	3	185.7	188
Hourly Total	**613**	**40**	**2**	**2**	**8**	**10**	**12**	**682**	**687**
Session Total	**1640**	**157**	**9**	**4**	**27**	**21**	**31**	**1889**	**1889**

B to B

TIME	CAR	LGV	ODVI	ODVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From B

TIME	CAR	LGV	ODVI	ODVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	212	74	8	3	7	1	2	314.7	304
07:15 - 07:30	243	70	11	3	4	5	3	347.0	339
07:30 - 07:45	233	63	8	5	3	2	1	328.8	316
07:45 - 08:00	185	49	5	2	4	1	3	271.1	263
Hourly Total	**873**	**252**	**32**	**13**	**18**	**9**	**9**	**1261**	**1222**
08:00 - 08:15	195	55	13	11	3	2	0	281.6	279
08:15 - 08:30	186	48	14	4	3	4	2	270.2	259
08:30 - 08:45	203	45	12	0	3	1	1	272.6	255
08:45 - 09:00	185	42	10	3	4	3	3	254.7	250
Hourly Total	**769**	**190**	**49**	**18**	**13**	**10**	**6**	**1103**	**1043**
09:00 - 09:15	206	42	5	6	3	3	1	276.7	256
09:15 - 09:30	171	44	6	5	6	1	4	246.7	236
09:30 - 09:45	186	60	6	3	1	5	2	276.3	273
09:45 - 10:00	189	44	15	0	2	1	0	269.9	251
Hourly Total	**752**	**190**	**32**	**14**	**11**	**10**	**7**	**1069**	**1016**
Session Total	**2394**	**632**	**113**	**45**	**42**	**29**	**22**	**3433**	**3281**
16:00 - 16:15	204	31	2	1	3	2	0	247.1	252
16:15 - 16:30	218	29	5	1	3	4	4	265.2	264
16:30 - 16:45	325	37	6	5	3	4	3	393.7	393
16:45 - 17:00	336	30	1	0	2	4	5	374.9	392
Hourly Total	**1082**	**127**	**14**	**7**	**11**	**14**	**16**	**1281**	**1302**
17:00 - 17:15	322	18	2	0	4	8	9	356.0	363
17:15 - 17:30	287	21	1	0	2	4	6	326.7	333
17:30 - 17:45	318	24	1	1	3	3	7	358.4	361
17:45 - 18:00	349	21	0	0	5	5	6	387.2	390
Hourly Total	**1276**	**84**	**4**	**1**	**14**	**20**	**28**	**1428**	**1447**
18:00 - 18:15	371	12	1	1	2	2	5	392.6	394
18:15 - 18:30	298	20	1	1	1	4	12	336.6	347
18:30 - 18:45	263	19	1	2	4	4	6	313.9	304
18:45 - 19:00	389	13	1	0	3	4	3	412.5	415
Hourly Total	**1376**	**72**	**4**	**4**	**10**	**18**	**26**	**1456**	**1460**
Session Total	**3734**	**283**	**22**	**12**	**35**	**52**	**72**	**4165**	**4209**

To B

TIME	CAR	LGV	ODVI	ODVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	251	22	4	4	2	4	10	298.8	297
07:15 - 07:30	301	35	7	3	1	4	6	358.2	357
07:30 - 07:45	220	29	3	2	4	4	16	270.9	279
07:45 - 08:00	208	28	6	2	2	7	13	268.0	266
Hourly Total	**1070**	**124**	**20**	**11**	**9**	**19**	**45**	**1194**	**1199**
08:00 - 08:15	216	25	6	5	1	2	12	266.7	267
08:15 - 08:30	231	17	4	3	3	4	13	271.1	275
08:30 - 08:45	219	18	3	2	1	2	5	249.9	250
08:45 - 09:00	188	23	3	2	3	6	10	242.3	246
Hourly Total	**854**	**83**	**17**	**12**	**8**	**14**	**40**	**1031**	**1038**
09:00 - 09:15	216	14	9	2	2	2	5	253.9	250
09:15 - 09:30	181	29	3	2	3	3	5	231.3	228
09:30 - 09:45	212	30	4	3	3	3	2	267.1	261
09:45 - 10:00	227	24	11	4	5	3	4	293.3	280
Hourly Total	**836**	**97**	**27**	**11**	**13**	**11**	**16**	**1045**	**1019**
Session Total	**2760**	**304**	**64**	**34**	**30**	**44**	**101**	**3271**	**3256**
16:00 - 16:15	205	50	4	1	2	9	1	276.1	274
16:15 - 16:30	195	41	3	0	1	5	4	245.3	249
16:30 - 16:45	184	34	4	2	8	4	5	257.2	251
16:45 - 17:00	226	46	2	4	3	3	2	308.8	295
Hourly Total	**809**	**171**	**13**	**7**	**14**	**21**	**12**	**1087**	**1069**
17:00 - 17:15	204	42	3	0	3	5	0	258.5	257
17:15 - 17:30	224	29	1	1	2	3	2	262.4	262
17:30 - 17:45	230	29	4	1	3	4	3	273.3	273
17:45 - 18:00	248	22	1	1	3	2	2	281.2	280
Hourly Total	**906**	**122**	**9**	**3**	**11**	**16**	**8**	**1075**	**1072**
18:00 - 18:15	264	16	0	0	5	5	3	272.6	273
18:15 - 18:30	226	15	3	1	4	4	3	266.0	266
18:30 - 18:45	247	22	1	0	1	4	5	275.1	280
18:45 - 19:00	343	19	1	0	3	5	4	372.2	376
Hourly Total	**979**	**72**	**5**	**1**	**13**	**18**	**15**	**1086**	**1094**
Session Total	**2695**	**365**	**29**	**11**	**38**	**55**	**35**	**3241**	**3235**

Coversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A - Church Street / B - A4155 / C - A4074 Church Road

Approach: C - A4074 Church Road

C to A

TIME	C/M	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	18	1	0	0	0	0	0	18.0	19
07:15 - 07:30	6	2	0	1	0	0	1	10.5	10
07:30 - 07:45	6	0	0	0	0	0	0	6.0	6
07:45 - 08:00	14	2	2	0	0	0	1	19.2	19
Hourly Total	**44**	**5**	**2**	**1**	**0**	**0**	**2**	**54**	**54**
08:00 - 08:15	5	0	0	0	0	1	0	5.4	6
08:15 - 08:30	12	1	0	1	0	0	0	15.3	14
08:30 - 08:45	14	1	1	0	0	0	0	16.5	16
08:45 - 09:00	10	2	0	0	0	0	1	12.2	13
Hourly Total	**41**	**4**	**1**	**1**	**0**	**1**	**1**	**49**	**49**
09:00 - 09:15	6	0	0	0	0	0	1	6.2	7
09:15 - 09:30	9	0	0	0	0	0	0	9.0	9
09:30 - 09:45	16	0	1	0	0	0	0	18.5	16
09:45 - 10:00	7	1	0	0	0	0	0	8.0	8
Hourly Total	**37**	**1**	**1**	**0**	**0**	**0**	**1**	**41**	**40**
Session Total	**122**	**10**	**4**	**2**	**0**	**1**	**4**	**143**	**143**
16:00 - 16:15	21	7	0	1	0	0	0	25.3	29
16:15 - 16:30	16	1	1	0	0	0	2	18.9	20
16:30 - 16:45	6	4	0	0	0	0	0	10.0	10
16:45 - 17:00	9	3	0	0	0	0	0	12.0	12
Hourly Total	**52**	**15**	**1**	**1**	**0**	**0**	**2**	**71**	**71**
17:00 - 17:15	16	2	0	0	0	0	1	18.2	19
17:15 - 17:30	25	1	0	0	0	1	1	26.4	28
17:30 - 17:45	15	2	1	0	0	0	0	18.5	18
17:45 - 18:00	18	1	0	0	0	0	0	19.0	19
Hourly Total	**74**	**6**	**1**	**0**	**0**	**1**	**2**	**82**	**84**
18:00 - 18:15	14	1	0	0	0	0	1	15.2	16
18:15 - 18:30	19	0	0	0	0	0	1	19.2	20
18:30 - 18:45	19	2	0	0	0	0	1	21.2	22
18:45 - 19:00	18	1	0	0	0	0	1	19.2	20
Hourly Total	**70**	**4**	**0**	**0**	**0**	**0**	**4**	**75**	**78**
Session Total	**196**	**25**	**2**	**1**	**0**	**1**	**8**	**228**	**232**

C to B

TIME	C/M	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	115	9	1	2	0	3	0	128.1	130
07:15 - 07:30	139	10	2	1	0	2	6	156.3	160
07:30 - 07:45	76	6	2	2	0	2	11	94.6	101
07:45 - 08:00	129	12	4	1	0	3	10	162.5	169
Hourly Total	**477**	**37**	**9**	**6**	**0**	**10**	**26**	**543**	**560**
08:00 - 08:15	91	8	1	2	0	2	12	108.3	116
08:15 - 08:30	93	5	1	2	0	3	12	107.7	116
08:30 - 08:45	86	8	0	2	0	1	4	96.8	101
08:45 - 09:00	86	4	2	0	0	4	9	99.4	107
Hourly Total	**356**	**25**	**4**	**6**	**0**	**10**	**37**	**412**	**440**
09:00 - 09:15	91	4	3	1	0	1	3	102.8	103
09:15 - 09:30	81	8	1	0	1	0	5	94.5	97
09:30 - 09:45	70	8	2	2	1	0	2	91.0	88
09:45 - 10:00	88	6	0	4	0	1	4	109.9	104
Hourly Total	**330**	**26**	**6**	**7**	**2**	**2**	**14**	**398**	**392**
Session Total	**1163**	**91**	**19**	**19**	**2**	**22**	**77**	**1353**	**1392**
16:00 - 16:15	86	20	1	0	0	2	0	111.3	111
16:15 - 16:30	80	14	1	0	0	5	1	97.7	101
16:30 - 16:45	76	17	3	2	1	2	2	103.2	106
16:45 - 17:00	103	16	1	2	1	0	2	124.5	122
Hourly Total	**345**	**67**	**6**	**4**	**2**	**9**	**5**	**442**	**440**
17:00 - 17:15	81	19	3	0	0	2	0	105.2	105
17:15 - 17:30	99	13	0	1	0	1	2	115.1	116
17:30 - 17:45	110	9	1	1	0	3	2	124.4	126
17:45 - 18:00	136	6	0	0	1	0	0	137.0	136
Hourly Total	**426**	**50**	**4**	**2**	**1**	**6**	**4**	**482**	**483**
18:00 - 18:15	103	5	0	0	0	2	1	109.0	111
18:15 - 18:30	107	4	3	1	0	2	0	116.6	117
18:30 - 18:45	113	12	0	0	0	0	3	125.6	128
18:45 - 19:00	113	6	0	0	0	2	4	120.6	125
Hourly Total	**436**	**27**	**3**	**1**	**0**	**6**	**8**	**471**	**481**
Session Total	**1207**	**144**	**16**	**7**	**3**	**21**	**17**	**1396**	**1404**

C to C

TIME	C/M	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From C

TIME	C/M	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	149	10	1	2	0	3	0	168.1	174
07:15 - 07:30	145	12	2	2	0	2	7	166.8	170
07:30 - 07:45	84	6	2	2	0	2	11	104.6	107
07:45 - 08:00	143	14	0	1	0	3	11	171.7	175
Hourly Total	**521**	**42**	**5**	**7**	**0**	**10**	**29**	**609**	**626**
08:00 - 08:15	96	8	1	2	0	3	12	113.7	122
08:15 - 08:30	105	6	1	3	0	3	12	123.0	130
08:30 - 08:45	100	9	1	2	0	1	4	116.3	117
08:45 - 09:00	98	6	2	0	0	4	10	115.6	120
Hourly Total	**399**	**29**	**5**	**7**	**0**	**11**	**38**	**468**	**489**
09:00 - 09:15	97	4	3	1	0	1	4	109.0	110
09:15 - 09:30	90	8	1	0	1	0	5	103.5	105
09:30 - 09:45	88	8	3	2	1	0	2	107.5	104
09:45 - 10:00	96	6	3	4	0	1	4	117.8	122
Hourly Total	**371**	**26**	**10**	**7**	**2**	**2**	**15**	**438**	**441**
Session Total	**1290**	**101**	**22**	**21**	**2**	**23**	**81**	**1515**	**1560**
16:00 - 16:15	107	27	2	1	0	2	0	141.6	138
16:15 - 16:30	96	15	2	0	0	5	3	134.6	121
16:30 - 16:45	85	21	3	2	1	2	2	133.3	116
16:45 - 17:00	109	19	1	2	1	0	2	136.5	134
Hourly Total	**397**	**82**	**8**	**5**	**2**	**9**	**7**	**546**	**511**
17:00 - 17:15	97	21	3	0	0	2	1	121.5	126
17:15 - 17:30	124	14	0	1	0	3	3	141.7	145
17:30 - 17:45	125	11	2	1	0	3	2	142.9	144
17:45 - 18:00	144	10	0	0	1	0	0	156.0	155
Hourly Total	**490**	**56**	**5**	**2**	**1**	**7**	**6**	**566**	**567**
18:00 - 18:15	117	6	0	0	0	2	2	124.2	127
18:15 - 18:30	126	4	3	1	0	2	1	137.8	137
18:30 - 18:45	122	14	0	0	0	0	4	146.0	140
18:45 - 19:00	131	7	0	0	0	2	5	139.0	145
Hourly Total	**496**	**31**	**3**	**1**	**0**	**6**	**12**	**548**	**549**
Session Total	**1382**	**169**	**17**	**8**	**3**	**22**	**25**	**1627**	**1627**

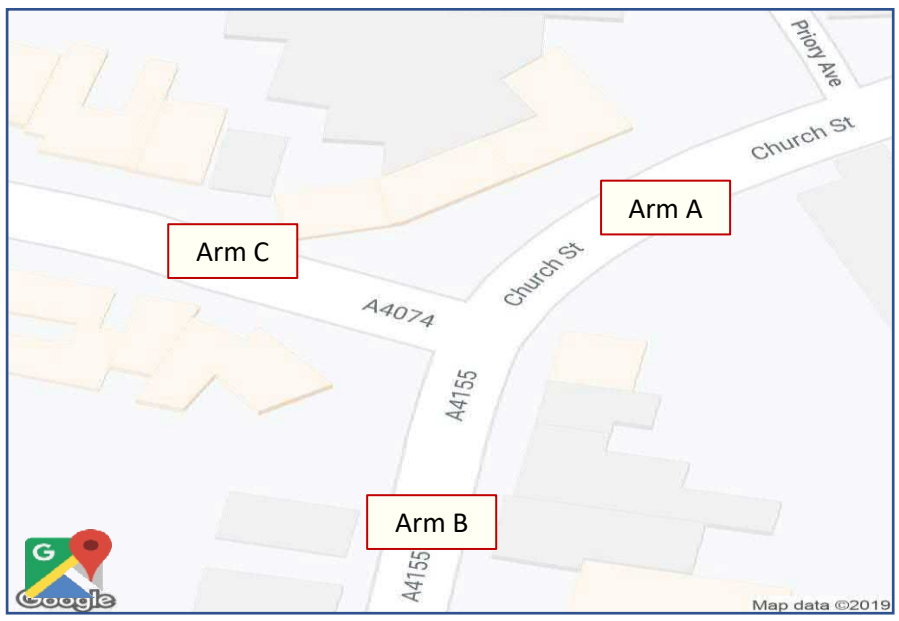
To C

TIME	C/M	LGV	OGVI	OGVII	BUS	M/CYCLE	P/CYCLE	PCU	TOTAL
07:00 - 07:15	115	20	7	1	1	0	1	160.0	155
07:15 - 07:30	138	22	3	2	1	4	1	183.9	182
07:30 - 07:45	129	26	3	3	1	2	1	170.9	166
07:45 - 08:00	107	26	2	2	2	1	3	145.4	143
Hourly Total	**489**	**115**	**16**	**8**	**5**	**7**	**6**	**660**	**646**
08:00 - 08:15	107	26	6	7	2	2	0	164.9	152
08:15 - 08:30	105	17	11	3	2	2	2	156.4	142
08:30 - 08:45	113	18	4	0	0	0	4	137.2	139
08:45 - 09:00	91	10	3	3	3	0	2	116.8	112
Hourly Total	**416**	**71**	**24**	**13**	**7**	**4**	**8**	**573**	**545**
09:00 - 09:15	104	13	5	4	2	0	1	127.3	129
09:15 - 09:30	84	20	0	5	1	1	0	117.8	111
09:30 - 09:45	98	10	3	0	0	0	4	126.4	120
09:45 - 10:00	93	21	7	0	0	1	2	125.3	124
Hourly Total	**379**	**64**	**15**	**9**	**3**	**2**	**7**	**497**	**484**
Session Total	**1284**	**251**	**55**	**30**	**15**	**17**	**17**	**1731**	**1675**
16:00 - 16:15	129	15	1	0	0	2	0	146.3	147
16:15 - 16:30	101	16	3	1	2	2	4	179.4	179
16:30 - 16:45	102	19	6	4	0	2	1	240.2	234
16:45 - 17:00	225	13	0	0	1	5	6	241.2	250
Hourly Total	**557**	**63**	**10**	**5**	**3**	**11**	**11**	**809**	**810**
17:00 - 17:15	201	8	1	0	0	4	6	213.3	220
17:15 - 17:30	193	12	1	0	0	4	7	208.5	217
17:30 - 17:45	200	12	0	1	1	3	5	216.1	223
17:45 - 18:00	202	15	0	0	2	4	6	243.8	249
Hourly Total	**816**	**48**	**2**	**1**	**3**	**15**	**24**	**881**	**909**
18:00 - 18:15	202	4	0	0	0	1	4	201.6	207
18:15 - 18:30	182	13	1	0	0	3	11	196.9	210
18:30 - 18:45	187	10	1	2	1	2	3	205.1	206
18:45 - 19:00	204	3	0	0	1	2	1	210.2	211
Hourly Total	**815**	**34**	**2**	**2**	**2**	**8**	**21**	**884**	**904**
Session Total	**2388**	**145**	**14**	**8**	**8**	**34**	**56**	**2573**	**2623**

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - Church Street / B - A4155 / C - A4074 Church Road**



Matrix Totals:	**Counts**
Show single Session:	**No**
	07:00 to 10:00
Custom Start / End:	**07:00** **19:00**
Show Peak Times:	**No**

Arm Destination

Arm Origin	A	B	C	Total	% Total
A	0	3769	452	**4221**	**100.00%**
B	3695	0	3865	**7560**	**100.00%**
C	376	2821	0	**3197**	**100.00%**
Total	**4071**	**6590**	**4317**		
% Total	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
M/CYCLE	**Yes**
P/CYCLE	**Yes**

7326 Caversham Road, Reading : Signal Timing & Phasing Survey - Thursday 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A - Church Street / B - A4155 / C - A4074 Church Road

	A - Church Street		B - A4155				C - A4074 Church Road	
Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 2	Signal Change HH:MM:SS	Lane 1
07:00:09	3	0	07:00:00	3	07:00:09	7	07:00:36	5
07:01:04	7	3	07:05:00	1	07:01:04	8	07:01:39	9
07:02:02	3	3	07:10:00	9	07:02:02	6	07:02:22	6
07:02:36	2	1	07:15:00	12	07:02:36	1	07:02:59	1
07:03:13	0	1	07:20:00	0	07:03:13	2	07:03:46	15
07:04:37	9	3	07:25:00	14	07:04:37	23	07:05:51	26
07:07:10	9	3	07:30:00	0	07:07:10	30	07:08:01	26
07:09:19	18	1	07:35:00	12	07:09:19	27	07:10:04	26
07:10:50	13	2	07:40:00	14	07:10:50	35	07:12:07	24
07:13:16	19	6	07:45:00	0	07:13:16	28	07:14:45	26
07:15:43	11	9	07:50:00	4	07:15:43	35	07:16:24	28
07:17:33	18	5	07:55:00	8	07:17:33	36	07:18:27	27
07:19:11	18	2	08:00:00	6	07:19:11	31	07:19:34	28
07:20:01	15	4	08:05:00	7	07:20:01	35	07:21:10	26
07:22:16	17	6	08:10:00	2	07:22:16	36	07:23:04	30
07:23:35	12	5	08:15:00	4	07:23:35	35	07:24:48	24
07:25:31	7	5	08:20:00	9	07:25:31	33	07:26:37	25
07:27:41	17	8	08:25:00	13	07:27:41	17	07:28:47	28
07:29:24	20	5	08:30:00	9	07:29:24	25	07:30:35	27
07:31:07	19	2	08:35:00	13	07:31:07	16	07:32:09	30
07:32:41	20	0	08:40:00	5	07:32:41	13	07:33:33	30
07:34:03	19	3	08:45:00	3	07:34:03	18	07:35:32	28
07:36:12	6	4	08:50:00	15	07:36:12	29	07:37:05	27
07:37:54	6	5	08:55:00	7	07:37:54	35	07:39:01	28
07:39:29	7	1	09:00:00	5	07:39:29	15	07:40:23	30
07:40:51	19	5	09:05:00	1	07:40:51	35	07:41:45	28
07:42:17	20	5	09:10:00	2	07:42:17	24	07:42:52	25
07:43:20	13	1	09:15:00	3	07:43:20	20	07:44:02	27
07:45:02	13	4	09:20:00	0	07:45:02	27	07:45:53	28
07:46:23	19	6	09:25:00	2	07:46:23	26	07:47:43	30
07:48:41	19	4	09:30:00	0	07:48:41	35	07:49:32	27
07:50:26	7	5	09:35:00	4	07:50:26	35	07:51:05	29
07:51:48	12	1	09:40:00	4	07:51:48	35	07:52:41	25
07:53:22	7	6	09:45:00	3	07:53:22	34	07:53:53	26
07:55:04	20	5	09:50:00	35	07:55:04	35	07:55:43	30
07:56:17	21	1	09:55:00	4	07:56:17	34	07:57:18	27
07:57:53	11	5	16:00:00	0	07:57:53	16	07:58:34	28
07:59:46	12	7	16:05:00	35	07:59:46	20	08:00:22	27
08:01:00	11	5	16:10:00	0	08:01:00	29	08:02:03	26
08:02:38	10	5	16:15:00	36	08:02:38	20	08:03:32	25
08:04:18	11	6	16:20:00	8	08:04:18	26	08:05:11	29
08:05:45	12	2	16:25:00	1	08:05:45	8	08:06:29	28
08:07:12	9	5	16:30:00	0	08:07:12	25	08:08:00	27
08:08:32	13	6	16:35:00	8	08:08:32	26	08:09:03	27
08:09:50	21	7	16:40:00	4	08:09:50	22	08:10:36	28
08:11:52	19	7	16:45:00	21	08:11:52	35	08:12:51	25
08:13:47	20	5	16:50:00	5	08:13:47	34	08:14:17	29
08:15:04	18	5	16:55:00	7	08:15:04	33	08:15:44	27
08:16:12	19	2	17:00:00	4	08:16:12	35	08:16:36	29
08:17:03	21	4	17:05:00	11	08:17:03	36	08:17:39	27
08:18:12	19	6	17:10:00	0	08:18:12	32	08:19:02	29
08:19:39	15	3	17:15:00	15	08:19:39	30	08:20:18	27
08:20:43	13	4	17:20:00	36	08:20:43	35	08:21:20	28
08:21:56	11	7	17:25:00	11	08:21:56	34	08:22:21	28
08:23:11	14	8	17:30:00	36	08:23:11	34	08:24:02	27
08:24:55	19	1	17:35:00	15	08:24:55	35	08:25:49	26
08:26:40	6	6	17:40:00	6	08:26:40	35	08:27:29	30
08:28:16	3	2	17:45:00	2	08:28:16	27	08:29:08	27
08:29:34	11	5	17:50:00	35	08:29:34	18	08:30:05	26
08:31:01	16	1	17:55:00	6	08:31:01	35	08:31:46	28
08:32:44	13	5	18:00:00	36	08:32:44	31	08:33:18	28
08:34:07	16	6	18:05:00	35	08:34:07	28	08:34:51	30
08:35:26	6	3	18:10:00	4	08:35:26	33	08:36:38	27
08:37:08	4	2	18:15:00	7	08:37:08	19	08:38:11	27
08:39:04	9	4	18:20:00	0	08:39:04	36	08:40:03	28
08:40:39	19	3	18:25:00	0	08:40:39	33	08:41:38	30
08:42:22	14	4	18:30:00	8	08:42:22	35	08:42:50	27
08:43:55	20	5	18:35:00	12	08:43:55	35	08:45:12	26
08:45:41	11	4	18:40:00	19	08:45:41	18	08:46:13	28
08:47:27	16	5	18:45:00	15	08:47:27	35	08:48:04	28
08:49:12	19	5	18:50:00	0	08:49:12	34	08:50:19	26
08:51:06	14	4	18:55:00	12	08:51:06	25	08:51:35	28
08:52:06	18	6			08:52:06	33	08:52:43	29
08:53:22	18	7			08:53:22	32	08:54:05	28
08:54:30	20	5			08:54:30	35	08:55:40	29
08:56:02	20	3			08:56:02	18	08:56:55	26
08:57:37	20	4			08:57:37	35	08:58:43	28
08:59:44	10	6			08:59:44	32	09:00:11	26
09:01:47	16	6			09:01:47	34	09:02:27	30
09:03:10	20	7			09:03:10	35	09:04:15	29
09:05:07	17	7			09:05:07	18	09:05:49	26
09:06:25	22	7			09:06:25	26	09:07:26	27
09:08:25	21	3			09:08:25	31	09:08:53	18
09:09:40	19	5			09:09:40	30	09:11:06	28
09:11:39	13	1			09:11:39	25	09:12:34	26
09:13:03	11	2			09:13:03	18	09:13:43	27
09:14:14	9	3			09:14:14	20	09:15:09	27
09:15:48	6	5			09:15:48	24	09:17:06	27
09:17:38	5	1			09:17:38	15	09:18:17	27
09:18:43	15	4			09:18:43	11	09:19:08	27
09:20:21	19	6			09:20:21	19	09:21:23	26
09:21:47	20	6			09:21:47	22	09:22:46	28
09:23:24	19	6			09:23:24	24	09:24:12	25
09:25:16	19	6			09:25:16	34	09:25:57	26
09:27:04	20	6			09:27:04	35	09:27:49	27
09:28:25	10	4			09:28:25	34	09:29:15	25
09:30:20	13	7			09:30:20	25	09:31:25	22
09:31:55	10	0			09:31:55	26	09:33:02	26
09:34:08	22	3			09:34:08	23	09:34:43	26
09:35:34	18	2			09:35:34	35	09:36:30	29
09:37:10	10	4			09:37:10	32	09:38:38	28
09:39:15	6	1			09:39:15	23	09:40:14	26
09:41:17	11	4			09:41:17	35	09:42:06	26
09:42:33	7	4			09:42:33	20	09:43:08	26
09:43:39	19	1			09:43:39	35	09:44:59	30
09:45:16	11	0			09:45:16	30	09:46:04	27
09:46:49	7	2			09:46:49	22	09:47:26	25
09:48:27	10	6			09:48:27	34	09:49:10	27
09:49:38	6	2			09:49:38	35	09:50:49	27
09:51:35	9	4			09:51:35	34	09:52:07	25
09:52:37	10	2			09:52:37	35	09:54:05	26
09:54:34	21	4			09:54:34	32	09:55:49	27
09:56:31	7	2			09:56:31	31	09:57:04	27
09:58:11	18	6			09:58:11	35	09:58:37	30
09:59:17	12	6			09:59:17	34	16:00:31	13
16:01:25	12	3			16:01:25	19	16:02:25	15
16:03:24	5	2			16:03:24	17	16:04:03	19
16:04:41	5	2			16:04:41	26	16:05:14	12
16:06:04	8	1			16:06:04	35	16:07:16	8
16:07:42	4	1			16:07:42	11	16:08:23	8
16:08:50	3	0			16:08:50	34	16:09:20	10
16:10:02	12	5			16:10:02	35	16:10:55	13
16:11:42	8	2			16:11:42	36	16:12:45	12
16:13:22	1	1			16:13:22	35	16:14:05	5
16:14:27	7	1			16:14:27	36	16:15:08	2
16:15:30	1	0			16:15:30	14	16:16:13	8
16:16:40	3	1			16:16:40	28	16:17:05	4
16:17:27	2	2			16:17:27	33	16:18:07	10
16:18:43	1	1			16:18:43	36	16:19:04	1
16:19:33	3	1			16:19:33	35	16:20:14	6
16:20:40	5	2			16:20:40	35	16:21:38	3
16:22:03	4	0			16:22:03	36	16:22:39	11
16:23:10	9	1			16:23:10	33	16:24:11	16
16:24:54	3	2			16:24:54	36	16:25:47	23
16:26:14	0	0			16:26:14	35	16:26:53	24
16:27:52	6	0			16:27:52	36	16:28:45	13
16:29:23	6	6			16:29:23	35	16:30:26	20
16:30:54	2	0			16:30:54	35	16:31:32	22
16:32:20	6	1			16:32:20	36	16:33:03	13
16:33:38	9	1			16:33:38	37	16:34:43	5
16:35:02	0	0			16:35:02	34	16:36:12	19
16:36:41	10	2			16:36:41	35	16:37:46	18
16:38:36	3	2			16:38:36	35	16:39:10	10
16:39:41	6	0			16:39:41	34	16:40:43	14
16:41:29	9	3			16:41:29	35	16:42:26	16
16:42:59	4	0			16:42:59	36	16:43:48	7
16:44:09	4	1			16:44:09	36	16:44:52	5
16:45:19	8	2			16:45:19	35	16:46:20	14
16:47:06	11	4			16:47:06	12	16:47:37	4
16:47:54	3	1			16:47:54	19	16:48:32	11
16:49:23	16	5			16:49:23	35	16:50:14	10
16:50:51	5	2			16:50:51	25	16:51:57	22
16:52:50	11	4			16:52:50	35	16:53:34	13
16:54:04	6	1			16:54:04	37	16:54:55	25
16:55:26	6	1			16:55:26	32	16:56:17	26
16:56:44	1	0			16:56:44	14	16:57:34	28
16:58:10	4	1			16:58:10	30	16:58:46	22
16:59:32	2	0			16:59:32	34	17:00:06	19
17:00:37	4	1			17:00:37	31	17:01:49	27
17:02:33	8	2			17:02:33	32	17:03:41	25
17:04:25	7	2			17:04:25	30	17:05:20	27
17:06:12	10	4			17:06:12	33	17:06:48	25
17:07:17	1	2			17:07:17	32	17:07:53	21
17:08:26	12	3			17:08:26	26	17:09:12	23
17:09:34	3	1			17:09:34	29	17:10:24	27
17:11:14	10	4			17:11:14	30	17:11:56	26
17:12:31	6	1			17:12:31	22	17:13:36	27
17:14:05	2	0			17:14:05	23	17:14:57	23
17:15:47	6	1			17:15:47	34	17:16:13	25
17:17:04	9	3			17:17:04	36	17:18:16	30
17:19:06	11	3			17:19:06	16	17:20:15	24
17:20:40	2	1			17:20:40	18	17:21:22	28
17:21:57	7	3			17:21:57	19	17:23:04	24
17:23:29	2	0			17:23:29	34	17:23:53	26
17:24:25	4	3			17:24:25	36	17:24:52	27
17:25:42	5	2			17:25:42	35	17:26:57	29
17:27:48	12	3			17:27:48	30	17:28:14	22
17:29:04	10	6			17:29:04	28	17:29:45	26
17:30:35	5	1			17:30:35	35	17:31:38	29
17:32:36	19	4			17:32:36	32	17:33:46	28
17:34:41	8	5			17:34:41	30	17:36:03	27
17:36:53	5	2			17:36:53	34	17:38:18	29
17:38:55	5	1			17:38:55	13	17:39:27	27
17:40:03	12	2			17:40:03	19	17:40:35	26
17:40:57	4	2			17:40:57	15	17:41:55	30
17:42:49	3	3			17:42:49	29	17:43:14	23
17:44:03	7	3			17:44:03	30	17:45:07	29
17:45:56	7	3			17:45:56	17	17:46:44	21
17:47:29	6	3			17:47:29	33	17:48:08	13
17:48:52	6	3			17:48:52	20	17:50:09	19
17:50:47	13	6			17:50:47	28	17:51:48	17
17:52:38	10	5			17:52:38	26	17:53:57	23
17:54:47	3	2			17:54:47	25	17:55:29	24
17:56:18	3	0			17:56:18	15	17:57:20	23
17:58:07	10	1			17:58:07	20	17:58:54	15
17:59:39	10	1			17:59:39	35	18:00:58	12
18:01:36	10	4			18:01:36	36	18:03:00	22
18:03:50	20	5			18:03:50	36	18:04:50	12
18:05:19	4	3			18:05:19	35	18:06:13	9
18:06:41	15	2			18:06:41	30	18:07:36	15
18:08:26	2	1			18:08:26	32	18:09:27	15
18:10:13	5	2			18:10:13	35	18:11:43	17
18:12:17	9	1			18:12:17	14	18:13:36	22
18:14:28	11	2			18:14:28	35	18:14:57	17
18:15:31	6	1			18:15:31	35	18:16:16	14
18:17:00	14	1			18:17:00	16	18:18:22	15
18:18:48	1	2			18:18:48	35	18:19:36	27
18:20:11	6	2			18:20:11	34	18:21:11	29
18:21:58	11	6			18:21:58	28	18:22:33	22
18:23:06	7	1			18:23:06	20	18:24:27	25
18:25:26	10	2			18:25:26	35	18:26:20	27
18:27:10	9	1			18:27:10	20	18:28:08	28
18:28:58	8	2			18:28:58	34	18:29:45	25
18:30:15	2	2			18:30:15	35	18:30:50	23
18:31:28	5	1			18:31:28	35	18:32:14	27
18:33:31	7	3			18:33:31	21	18:34:19	27
18:35:16	7	3			18:35:16	20	18:36:16	28
18:37:05	9	2			18:37:05	34	18:37:55	29
18:38:31	5	1			18:38:31	20	18:39:32	27
18:40:28	8	4			18:40:28	12	18:41:18	27
18:42:01	10	1			18:42:01	17	18:42:55	23
18:43:53	7	3			18:43:53	14	18:45:05	30
18:45:39	8	1			18:45:39	15	18:46:34	26
18:47:16	6	3			18:47:16	20	18:48:20	25
18:48:58	10	1			18:48:58	14	18:50:21	25
18:51:03	10	2			18:51:03	19	18:51:41	23
18:52:23	12	3			18:52:23	21	18:53:24	25
18:54:09	5	2			18:54:09	27	18:55:25	29
18:55:56	5	1			18:55:56	12	18:56:46	27
18:57:14	3	1			18:57:14	7	18:57:58	27
18:58:36	6	0			18:58:36	13	18:59:04	26
18:59:35	4	1			18:59:35	14		

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **Church Street**

Peak Hour	07:00 - 08:00

Recording	Lane 1 PCUs	Lane 1 Seconds	Lane 2 PCUs	Lane 2 Seconds
1	10.5	18	6.5	16
2	15	29	0	-
3	8.5	14	0	-
4	11.5	22	0	-
5	15.5	25	0	-
6	15	28	0	-
7	14	26	0	-
8	17	29	0	-
9	7	14	0	-
10	12	24	0	-
Total	126	229	6.5	0
Sat flow	1981		-	

Cycle Length

Recording	Lane 1 HH:MM:SS	Lane 2 HH:MM:SS
1 - 2	00:02:33	-
2 - 3	00:02:10	-
3 - 4	00:01:31	-
4 - 5	00:04:54	-
5 - 6	00:04:17	-
6 - 7	00:02:14	-
7 - 8	00:01:20	-
8 - 9	00:01:55	-
9 - 10	00:23:10	-
Average	00:04:54	-

Effective Green

Recording	Lane 1 HH:MM:SS	Lane 2 HH:MM:SS
1 - 2	00:01:11	00:00:32
2 - 3	00:00:48	00:00:00
3 - 4	00:00:40	00:00:00
4 - 5	00:01:14	00:00:00
5 - 6	00:00:37	00:00:00
6 - 7	00:01:05	00:00:00
7 - 8	00:00:45	00:00:00
8 - 9	00:01:11	00:00:00
9 - 10	00:01:03	00:00:00
Average	00:00:57	00:00:04

Peak Hour	18:00 - 19:00

Recording	Lane 1 PCUs	Lane 1 Seconds	Lane 2 PCUs	Lane 2 Seconds
1	9	16	0	-
2	9	16	0	-
3	9	15	0	-
4	8	12	0	-
5	12	27	0	-
6	9	16	0	-
7	8	16	0	-
8	8	16	0	-
9	15	29	0	-
10	10	21	0	-
Total	97	184	0	0
Sat flow	1898		-	

Cycle Length

Recording	Lane 1 HH:MM:SS	Lane 2 HH:MM:SS
1 - 2	00:06:48	-
2 - 3	00:03:51	-
3 - 4	00:02:15	-
4 - 5	00:07:27	-
5 - 6	00:09:32	-
6 - 7	00:02:01	-
7 - 8	00:01:46	-
8 - 9	00:01:50	-
9 - 10	00:15:16	-
Average	00:05:38	-

Effective Green

Recording	Lane 1 HH:MM:SS	Lane 2 HH:MM:SS
1 - 2	-	00:00:00
2 - 3	00:00:58	00:00:00
3 - 4	00:01:17	00:00:00
4 - 5	00:00:25	00:00:00
5 - 6	00:00:28	00:00:00
6 - 7	00:01:03	00:00:00
7 - 8	00:00:44	00:00:00
8 - 9	00:00:57	00:00:00
9 - 10	00:00:47	00:00:00
Average	00:00:50	00:00:00

	spot count of traffic flow (PCU/hour)
	average cycle length (red time + amber time + green time)
	average effective green (calculated)
	measured saturation flow (PCU/hour)

Calculation AM

Lane 1	Lane 2
0.327213575	-

*** Insufficient flow on all lanes.**

Calculation PM

Lane 1	Lane 2
0.346832513	-

*** Insufficient flow on all lanes.**

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **Church Street**

Peak Hour	07:00 - 08:00

AM PEAK HOUR (07:00 - 08:00)			Lane 1								AM PEAK HOUR (07:00 - 08:00)			Lane 2							
RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**	RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**
07:04:43	07:05:01	00:00:18	1	0	9	1	0	0	0	**10.5**	07:42:24	07:42:40	00:00:16	0	1	6	0	0	0	0	**6.5**
07:07:16	07:07:45	00:00:29	0	0	13	2	0	0	0	**15**	Insufficient flow		-								**0**
07:09:26	07:09:40	00:00:14	0	0	6	1	1	0	0	**8.5**	Insufficient flow		-								**0**
07:10:57	07:11:19	00:00:22	0	0	9	1	1	0	0	**11.5**	Insufficient flow		-								**0**
07:15:51	07:16:16	00:00:25	0	0	12	2	1	0	0	**15.5**	Insufficient flow		-								**0**
07:20:08	07:20:36	00:00:28	0	0	15	0	0	0	0	**15**	Insufficient flow		-								**0**
07:22:22	07:22:48	00:00:26	0	0	13	1	0	0	0	**14**	Insufficient flow		-								**0**
07:23:42	07:24:11	00:00:29	0	0	13	4	0	0	0	**17**	Insufficient flow		-								**0**
07:25:37	07:25:51	00:00:14	0	0	6	1	0	0	0	**7**	Insufficient flow		-								**0**
07:48:47	07:49:11	00:00:24	0	0	11	1	0	0	0	**12**	Insufficient flow		-								**0**

Peak Hour	18:00 - 19:00

PM PEAK HOUR (18:00 - 19:00)			Lane 1								PM PEAK HOUR (18:00 - 19:00)			Lane 2							
RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**	RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**
18:01:43	18:01:59	00:00:16	0	0	9	0	0	0	0	**9**	Insufficient flow		-								**0**
18:08:31	18:08:47	00:00:16	0	0	6	1	0	0	1	**9**	Insufficient flow		-								**0**
18:12:22	18:12:37	00:00:15	0	0	6	3	0	0	0	**9**	Insufficient flow		-								**0**
18:14:37	18:14:49	00:00:12	0	0	6	0	0	0	1	**8**	Insufficient flow		-								**0**
18:22:04	18:22:31	00:00:27	0	0	11	1	0	0	0	**12**	Insufficient flow		-								**0**
18:31:36	18:31:52	00:00:16	0	0	8	1	0	0	0	**9**	Insufficient flow		-								**0**
18:33:37	18:33:53	00:00:16	0	0	8	0	0	0	0	**8**	Insufficient flow		-								**0**
18:35:23	18:35:39	00:00:16	1	0	6	0	1	0	0	**8**	Insufficient flow		-								**0**
18:37:13	18:37:42	00:00:29	1	1	13	1	0	0	0	**15**	Insufficient flow		-								**0**
18:52:29	18:52:50	00:00:21	0	0	10	0	0	0	0	**10**	Insufficient flow		-								**0**

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **Church Street**

LANE 1

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		
07:03:45	07:04:35	07:04:37	07:05:48	07:04:39	10	1	0	0	0	0	1	07:05:48	00:01:11
07:05:51	07:07:08	07:07:10	07:07:58	07:07:12	14	2	0	0	0	0	0	07:08:00	00:00:48
07:08:01	07:09:18	07:09:20	07:10:00	07:09:22	7	1	1	0	0	0	0	07:10:03	00:00:40
07:10:03	07:10:49	07:10:51	07:12:05	07:10:52	10	1	1	0	0	0	0	07:11:59	00:01:14
07:14:45	07:15:42	07:15:44	07:16:21	07:15:46	13	2	1	0	0	0	0	07:16:21	00:00:37
07:19:34	07:19:59	07:20:01	07:21:06	07:20:03	16	0	0	0	0	0	0	07:21:12	00:01:05
07:21:10	07:22:14	07:22:16	07:23:01	07:22:18	14	1	0	0	0	0	0	07:23:02	00:00:45
07:23:04	07:23:33	07:23:35	07:24:46	07:23:38	13	5	0	0	0	0	0	07:24:47	00:01:11
07:24:49	07:25:29	07:25:31	07:26:34	07:25:33	7	1	0	0	0	0	0	07:26:25	00:01:03
07:47:43	07:48:39	07:48:41	07:49:29	07:48:43	12	1	0	0	0	0	0	07:49:32	00:00:48

LANE 2

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		
07:41:44	07:42:15	07:42:17	07:42:49	07:42:19	7	0	0	0	0	1	0	07:42:40	00:00:32

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **Church Street**

LANE 1

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		
18:00:58	18:01:34	18:01:36	18:02:57	18:01:39	10	0	0	0	0	0	0	18:02:57	00:01:21
18:07:36	18:08:24	18:08:26	18:09:24	18:08:28	6	1	0	0	1	0	1	18:09:26	00:00:58
18:11:43	18:12:15	18:12:17	18:13:34	18:12:18	7	3	0	0	0	0	0	18:13:28	00:01:17
18:13:36	18:14:27	18:14:29	18:14:54	18:14:31	10	0	0	0	1	0	0	18:14:57	00:00:25
18:21:11	18:21:57	18:21:59	18:22:27	18:22:00	12	1	0	0	0	0	0	18:22:31	00:00:28
18:30:49	18:31:26	18:31:28	18:32:31	18:31:30	9	1	0	0	0	0	0	18:32:31	00:01:03
18:32:34	18:33:29	18:33:31	18:34:15	18:33:33	9	0	0	0	0	0	0	18:34:14	00:00:44
18:34:18	18:35:14	18:35:16	18:36:13	18:35:18	7	0	1	0	0	0	1	18:36:15	00:00:57
18:36:16	18:37:03	18:37:05	18:37:52	18:37:09	13	2	0	0	0	1	1	18:37:54	00:00:47
18:51:40	18:52:21	18:52:23	18:53:21	18:52:24	11	0	0	0	0	0	0	18:53:21	00:00:58

LANE 2

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4155**

Peak Hour	07:00 - 08:00

Recording	Lane 1 PCUs	Lane 1 Seconds
1	19.5	37
2	34	66
3	15.5	28
4	22.5	44
5	18.5	37
6	12	25
7	8.5	16
8	11.3	23
9	7	15
10	8	13
Total	156.8	304
Sat flow	1857	

Cycle Length

Recording	Lane 1 HH:MM:SS
1 - 2	00:03:43
2 - 3	00:06:51
3 - 4	00:02:17
4 - 5	00:02:15
5 - 6	00:14:00
6 - 7	00:04:43
7 - 8	00:01:20
8 - 9	00:01:03
9 - 10	00:01:42
Average	00:04:13

Effective Green

Recording	Lane 1 HH:MM:SS
1 - 2	00:01:11
2 - 3	00:00:48
3 - 4	00:00:40
4 - 5	00:01:14
5 - 6	00:00:37
6 - 7	00:01:05
7 - 8	00:00:45
8 - 9	00:01:11
9 - 10	00:01:03
Average	00:00:57

Peak Hour	18:00 - 19:00

Recording	Lane 1 PCUs	Lane 1 Seconds
1	16	29
2	11	22
3	12.5	26
4	10	20
5	11	23
6	8	16
7	12	26
8	8	16
9	9	17
10	10	21
Total	107.5	216
Sat flow	1792	

Cycle Length

Recording	Lane 1 HH:MM:SS
1 - 2	00:01:26
2 - 3	00:03:10
3 - 4	00:10:06
4 - 5	00:01:13
5 - 6	00:03:46
6 - 7	00:01:51
7 - 8	00:03:22
8 - 9	00:06:48
9 - 10	00:05:07
Average	00:04:05

Effective Green

Recording	Lane 1 HH:MM:SS
1 - 2	00:00:58
2 - 3	00:01:17
3 - 4	00:00:25
4 - 5	00:00:28
5 - 6	00:01:03
6 - 7	00:00:44
7 - 8	00:00:57
8 - 9	00:00:47
9 - 10	00:00:58
Average	00:00:51

	spot count of traffic flow (PCU/hour)
	average cycle length (red time + amber time + green time)
	average effective green (calculated)
	measured saturation flow (PCU/hour)

Calculation AM

Lane 1
0.373592737

Calculation PM

Lane 1
0.290021882

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4155**

Peak Hour	07:00 - 08:00

AM PEAK HOUR (07:00 - 08:00)			Lane 1							
RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**
07:07:15	07:07:52	00:00:37	0	0	12	6	1	0	0	**19.5**
07:10:58	07:12:04	00:01:06	0	0	25	7	0	0	1	**34**
07:17:49	07:18:17	00:00:28	0	0	10	4	1	0	0	**15.5**
07:20:06	07:20:50	00:00:44	1	1	17	3	1	0	0	**22.5**
07:22:21	07:22:58	00:00:37	0	0	11	6	1	0	0	**18.5**
07:36:21	07:36:46	00:00:25	0	0	10	2	0	0	0	**12**
07:41:04	07:41:20	00:00:16	0	0	5	2	1	0	0	**8.5**
07:42:24	07:42:47	00:00:23	0	0	5	4	0	1	0	**11.3**
07:43:27	07:43:42	00:00:15	0	0	5	2	0	0	0	**7**
07:45:09	07:45:22	00:00:13	0	0	5	3	0	0	0	**8**

Peak Hour	18:00 - 19:00

PM PEAK HOUR (18:00 - 19:00)			Lane 1							
RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**
18:15:40	18:16:09	00:00:29	1	0	13	1	1	0	0	**16**
18:17:06	18:17:28	00:00:22	0	0	10	1	0	0	0	**11**
18:20:16	18:20:42	00:00:26	0	1	12	0	0	0	0	**12.5**
18:30:22	18:30:42	00:00:20	0	0	8	0	0	0	1	**10**
18:31:35	18:31:58	00:00:23	0	0	11	0	0	0	0	**11**
18:35:21	18:35:37	00:00:16	0	0	7	1	0	0	0	**8**
18:37:12	18:37:38	00:00:26	0	0	10	0	0	0	1	**12**
18:40:34	18:40:50	00:00:16	0	0	8	0	0	0	0	**8**
18:47:22	18:47:39	00:00:17	0	0	8	1	0	0	0	**9**
18:52:29	18:52:50	00:00:21	0	0	10	0	0	0	0	**10**

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4155**

LANE 1

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		
07:03:45	07:04:35	07:04:37	07:05:48	07:04:39	12	5	1	0	0	0	0	07:05:34	00:01:11
07:05:51	07:07:08	07:07:10	07:07:58	07:07:12	24	7	0	0	1	0	0	07:07:59	00:00:48
07:08:01	07:09:18	07:09:20	07:10:00	07:09:22	9	4	1	0	0	0	0	07:09:43	00:00:40
07:10:03	07:10:49	07:10:51	07:12:05	07:10:52	16	3	1	0	0	1	1	07:12:05	00:01:14
07:14:45	07:15:42	07:15:44	07:16:21	07:15:46	10	6	1	0	0	0	0	07:16:18	00:00:37
07:19:34	07:19:59	07:20:01	07:21:06	07:20:03	9	2	0	0	0	0	0	07:20:51	00:01:05
07:21:10	07:22:14	07:22:16	07:23:01	07:21:08	4	2	1	0	0	0	0	07:22:58	00:00:45
07:23:04	07:23:33	07:23:35	07:24:46	07:23:39	5	3	0	1	0	0	0	07:24:41	00:01:11
07:24:49	07:25:29	07:25:31	07:26:34	07:25:33	4	2	0	0	0	0	0	07:26:31	00:01:03
07:47:43	07:48:39	07:48:41	07:49:29	07:48:44	4	3	0	0	0	0	0	07:49:27	00:00:48

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4155**

LANE 1

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		
18:00:58	18:01:34	18:01:36	18:02:57	18:01:39	12	1	1	0	0	0	1	18:02:57	00:01:21
18:07:36	18:08:24	18:08:26	18:09:24	18:08:28	9	1	0	0	0	0	0	18:09:24	00:00:58
18:11:43	18:12:15	18:12:17	18:13:34	18:12:20	11	0	0	0	0	1	0	18:13:15	00:01:17
18:13:36	18:14:27	18:14:29	18:14:54	18:14:30	7	0	0	0	1	0	0	18:14:45	00:00:25
18:21:11	18:21:57	18:21:59	18:22:27	18:21:58	10	0	0	0	0	0	0	18:22:28	00:00:28
18:30:49	18:31:26	18:31:28	18:32:31	18:31:31	6	1	0	0	0	0	0	18:32:23	00:01:03
18:32:34	18:33:29	18:33:31	18:34:15	18:33:36	9	0	0	0	1	0	0	18:34:14	00:00:44
18:34:18	18:35:14	18:35:16	18:36:13	18:35:18	7	0	0	0	0	0	0	18:36:05	00:00:57
18:36:16	18:37:03	18:37:05	18:37:52	18:37:07	7	1	0	0	0	0	0	18:37:48	00:00:47
18:51:40	18:52:21	18:52:23	18:53:21	18:52:23	9	0	0	0	0	0	0	18:53:18	00:00:58

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4074 Church Road**

Peak Hour	07:00 - 08:00

Recording	Lane 1 PCUs	Lane 1 Seconds
1	7	13
2	20.3	39
3	23	41
4	6.5	13
5	29	57
6	25	49
7	6	12
8	7	16
9	27	55
10	8.5	20
Total	159.3	315
Sat flow	1821	

Cycle Length

Recording	Lane 1 HH:MM:SS
1 - 2	00:03:07
2 - 3	00:02:07
3 - 4	00:02:11
4 - 5	00:04:07
5 - 6	00:02:34
6 - 7	00:01:40
7 - 8	00:02:03
8 - 9	00:02:44
9 - 10	00:01:54
Average	00:02:30

Effective Green

Recording	Lane 1 HH:MM:SS
1 - 2	00:00:21
2 - 3	00:00:43
3 - 4	00:01:10
4 - 5	00:01:10
5 - 6	00:01:00
6 - 7	00:00:50
7 - 8	00:01:00
8 - 9	00:00:35
9 - 10	00:00:57
Average	00:00:52

Peak Hour	18:00 - 19:00

Recording	Lane 1 PCUs	Lane 1 Seconds
1	13	25
2	20	37
3	9	15
4	17.5	37
5	16.5	34
6	9	19
7	8	15
8	10	18
9	12	22
10	11	19
Total	126	241
Sat flow	1882	

Cycle Length

Recording	Lane 1 HH:MM:SS
1 - 2	00:02:03
2 - 3	00:01:49
3 - 4	00:02:46
4 - 5	00:01:49
5 - 6	00:02:22
6 - 7	00:07:49
7 - 8	00:02:56
8 - 9	00:03:46
9 - 10	00:18:46
Average	00:04:54

Effective Green

Recording	Lane 1 HH:MM:SS
1 - 2	00:00:41
2 - 3	00:00:20
3 - 4	00:00:41
4 - 5	00:00:37
5 - 6	00:00:25
6 - 7	00:00:24
7 - 8	00:00:27
8 - 9	00:00:41
9 - 10	00:00:26
Average	00:00:31

	spot count of traffic flow (PCU/hour)
	average cycle length (red time + amber time + green time)
	average effective green (calculated)
	measured saturation flow (PCU/hour)

Calculation AM	Lane 1
	0.25292382

Calculation PM	Lane 1
	0.628138298

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4074 Church Road**

Peak Hour	07:00 - 08:00

AM PEAK HOUR (07:00 - 08:00)			Lane 1							
RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**
07:00:45	07:00:58	00:00:13	0	0	7	0	0	0	0	**7**
07:03:52	07:04:31	00:00:39	1	0	16	0	1	1	0	**20.3**
07:05:59	07:06:40	00:00:41	1	1	20	2	0	0	0	**23**
07:08:10	07:08:23	00:00:13	0	1	6	0	0	0	0	**6.5**
07:12:17	07:13:14	00:00:57	0	0	27	2	0	0	0	**29**
07:14:51	07:15:40	00:00:49	1	0	22	1	1	0	0	**25**
07:16:31	07:16:43	00:00:12	0	0	6	0	0	0	0	**6**
07:18:34	07:18:50	00:00:16	0	0	6	1	0	0	0	**7**
07:21:18	07:22:13	00:00:55	0	0	24	3	0	0	0	**27**
07:23:12	07:23:32	00:00:20	1	0	8	0	0	0	0	**8.5**

Peak Hour	18:00 - 19:00

PM PEAK HOUR (18:00 - 19:00)			Lane 1							
RECORDING START TIME	RECORDING END TIME	RECORDING PERIOD	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**PCU TOTAL**
18:01:07	18:01:32	00:00:25	0	0	13	0	0	0	0	**13**
18:03:10	18:03:47	00:00:37	0	0	20	0	0	0	0	**20**
18:04:59	18:05:14	00:00:15	0	0	9	0	0	0	0	**9**
18:07:45	18:08:22	00:00:37	0	1	16	1	0	0	0	**17.5**
18:09:34	18:10:08	00:00:34	1	0	14	2	0	0	0	**16.5**
18:11:56	18:12:15	00:00:19	0	0	8	1	0	0	0	**9**
18:19:45	18:20:00	00:00:15	0	0	7	1	0	0	0	**8**
18:22:41	18:22:59	00:00:18	0	0	10	0	0	0	0	**10**
18:26:27	18:26:49	00:00:22	0	0	12	0	0	0	0	**12**
18:45:13	18:45:32	00:00:19	0	0	11	0	0	0	0	**11**

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4074 Church Road**

LANE 1

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		
07:00:06	07:00:37	07:00:39	07:01:00	07:00:43	6	0	0	0	0	0	0	07:00:58	00:00:21
07:03:10	07:03:46	07:03:48	07:04:31	07:03:53	15	0	1	1	0	0	1	07:04:34	00:00:43
07:04:34	07:05:52	07:05:54	07:07:04	07:05:59	20	1	0	0	0	1	1	07:07:02	00:01:10
07:07:07	07:08:02	07:08:04	07:09:14	07:08:08	5	0	0	0	0	1	0	07:09:16	00:01:10
07:10:48	07:12:09	07:12:11	07:13:11	07:12:13	26	2	0	0	0	0	0	07:13:12	00:01:00
07:13:14	07:14:46	07:14:48	07:15:38	07:14:50	21	1	1	0	0	0	1	07:15:39	00:00:50
07:15:41	07:16:25	07:16:27	07:17:27	07:16:31	5	0	0	0	0	0	0	07:17:27	00:01:00
07:17:30	07:18:28	07:18:30	07:19:05	07:18:33	6	0	0	0	0	0	0	07:19:08	00:00:35
07:19:58	07:21:11	07:21:13	07:22:10	07:21:15	24	2	0	0	0	0	0	07:22:11	00:00:57
07:22:13	07:23:05	07:23:07	07:23:36	07:23:12	7	0	0	0	0	0	1	07:23:32	00:00:29

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Approach: **A4074 Church Road**

LANE 1

RED SIGNAL ON	AMBER SIGNAL ON	GREEN SIGNAL ON	AMBER SIGNAL ON	TIME WHEN FIRST VEHICLE CROSSES STOP LINE (EVEN IF BEFORE GREEN LIGHT)	NUMBER OF VEHICLES CROSSING STOP LINE FROM SECOND QUEUING TO LAST QUEUING VEHICLE							TIME WHEN LAST VEHICLE (EVEN IF AFTER RED LIGHT) CROSSES STOP LINE	Effective green time
					Car	LGV	OGV1	OGV2	Bus	MCY	PCY		
17:58:08	18:00:59	18:01:01	18:01:30	18:01:06	12	0	0	0	0	0	0	18:01:32	00:00:29
18:01:33	18:03:01	18:03:03	18:03:44	18:03:07	20	0	0	0	0	0	0	18:03:47	00:00:41
18:03:47	18:04:51	18:04:53	18:05:13	18:04:57	9	0	0	0	0	0	0	18:05:14	00:00:20
18:06:38	18:07:37	18:07:39	18:08:20	18:07:45	16	1	0	0	0	1	0	18:08:23	00:00:41
18:08:23	18:09:28	18:09:30	18:10:07	18:09:33	14	2	0	0	0	0	1	18:10:08	00:00:37
18:10:10	18:11:44	18:11:46	18:12:11	18:11:51	8	1	0	0	0	0	0	18:12:14	00:00:25
18:18:45	18:19:38	18:19:40	18:20:04	18:19:44	7	1	0	0	0	0	0	18:20:03	00:00:24
18:21:56	18:22:31	18:22:33	18:23:00	18:22:38	10	0	0	0	0	0	0	18:23:02	00:00:27
18:25:24	18:26:21	18:26:23	18:27:04	18:26:27	12	0	0	0	0	0	0	18:27:06	00:00:41
18:43:50	18:45:05	18:45:07	18:45:33	18:45:11	11	0	0	0	0	0	0	18:45:36	00:00:26

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - A4155 / B - Waterman Place / C - A4155 Caversham Road / D - Richfield Avenue**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
M/CYCLE	0.4
P/CYCLE	0.2

streetwise

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A: A4170 / B: Westernn Place / C: A4155 Caversham Road / D: Richfield Avenue

Approach: A - A4170

	Arm A								Arm B								Arm C								Arm D							
Time	LGV	HGV	PSV	CARS	BUS	MOTORC	CYCLES	TOTAL	LGV	HGV	PSV	CARS	BUS	MOTORC	CYCLES	TOTAL	LGV	HGV	PSV	CARS	BUS	MOTORC	CYCLES	TOTAL	LGV	HGV	PSV	CARS	BUS	MOTORC	CYCLES	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	101	10	0	0	0	0	0	111	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	98	10	0	0	0	0	0	108	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	95	10	0	0	0	0	0	105	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	92	10	0	0	0	0	0	102	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	89	10	0	0	0	0	0	99	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	86	10	0	0	0	0	0	96	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	83	10	0	0	0	0	0	93	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	80	10	0	0	0	0	0	90	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	77	10	0	0	0	0	0	87	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	74	10	0	0	0	0	0	84	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	71	10	0	0	0	0	0	81	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	68	10	0	0	0	0	0	78	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	65	10	0	0	0	0	0	75	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	62	10	0	0	0	0	0	72	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	59	10	0	0	0	0	0	69	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	56	10	0	0	0	0	0	66	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	53	10	0	0	0	0	0	63	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	50	10	0	0	0	0	0	60	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	47	10	0	0	0	0	0	57	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	44	10	0	0	0	0	0	54	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	41	10	0	0	0	0	0	51	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	38	10	0	0	0	0	0	48	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	35	10	0	0	0	0	0	45	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	32	10	0	0	0	0	0	42	10	10	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	1,800	180	0	0	0	0	0	1,980	180	180	0	0	0	0	0	360	0	0	0	0	0	0	0	0
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	91%	9%	0%	0%	0%	0%	0%	55%	50%	50%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%

	Arm A								Arm B							
Time	LGV	HGV	PSV	CARS	BUS	MOTORC	CYCLES	TOTAL	LGV	HGV	PSV	CARS	BUS	MOTORC	CYCLES	TOTAL
07:00 - 07:15	100	10	0	0	0	0	0	110	101	10	0	0	0	0	0	111
07:15 - 07:30	97	10	0	0	0	0	0	107	98	10	0	0	0	0	0	108
07:30 - 07:45	94	10	0	0	0	0	0	104	95	10	0	0	0	0	0	105
07:45 - 08:00	91	10	0	0	0	0	0	101	92	10	0	0	0	0	0	102
08:00 - 08:15	88	10	0	0	0	0	0	98	89	10	0	0	0	0	0	99
08:15 - 08:30	85	10	0	0	0	0	0	95	86	10	0	0	0	0	0	96
08:30 - 08:45	82	10	0	0	0	0	0	92	83	10	0	0	0	0	0	93
08:45 - 09:00	79	10	0	0	0	0	0	89	80	10	0	0	0	0	0	90
09:00 - 09:15	76	10	0	0	0	0	0	86	77	10	0	0	0	0	0	87
09:15 - 09:30	73	10	0	0	0	0	0	83	74	10	0	0	0	0	0	84
09:30 - 09:45	70	10	0	0	0	0	0	80	71	10	0	0	0	0	0	81
09:45 - 10:00	67	10	0	0	0	0	0	77	68	10	0	0	0	0	0	78
10:00 - 10:15	64	10	0	0	0	0	0	74	65	10	0	0	0	0	0	75
10:15 - 10:30	61	10	0	0	0	0	0	71	62	10	0	0	0	0	0	72
10:30 - 10:45	58	10	0	0	0	0	0	68	59	10	0	0	0	0	0	69
10:45 - 11:00	55	10	0	0	0	0	0	65	56	10	0	0	0	0	0	66
11:00 - 11:15	52	10	0	0	0	0	0	62	53	10	0	0	0	0	0	63
11:15 - 11:30	49	10	0	0	0	0	0	59	50	10	0	0	0	0	0	60
11:30 - 11:45	46	10	0	0	0	0	0	56	47	10	0	0	0	0	0	57
11:45 - 12:00	43	10	0	0	0	0	0	53	44	10	0	0	0	0	0	54
12:00 - 12:15	40	10	0	0	0	0	0	50	41	10	0	0	0	0	0	51
12:15 - 12:30	37	10	0	0	0	0	0	47	38	10	0	0	0	0	0	48
12:30 - 12:45	34	10	0	0	0	0	0	44	35	10	0	0	0	0	0	45
12:45 - 13:00	31	10	0	0	0	0	0	41	32	10	0	0	0	0	0	42
Grand Total	1,800	180	0	0	0	0	0	1,980	1,800	180	0	0	0	0	0	1,980
Percentage	91%	9%	0%	0%	0%	0%	0%	55%	91%	9%	0%	0%	0%	0%	0%	55%

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A. A4170 / B. Newtown Place / C. A4155 Caversham Road / D. Richfield Avenue

Approach: B - Newtown Place

| | Pedestrians | | |

streetwise

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A: A4170 / B: Westernn Place / C: A4155 Caversham Road / D: Richfield Avenue

Approach: A - A4155 Caversham Road

	Cycle									Motor										Pedestrian										Other									
TIME	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL
07:00 - 07:15	30	0	0	0	0	0	0	30	30	172	40	0	0	0	0	0	212	212	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	36	0	0	0	0	0	0	36	36	192	44	0	0	0	0	0	236	236	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	36	0	0	0	0	0	0	36	36	204	48	0	0	0	0	0	252	252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	36	0	0	0	0	0	0	36	36	216	52	0	0	0	0	0	268	268	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	36	0	0	0	0	0	0	36	36	228	56	0	0	0	0	0	284	284	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	36	0	0	0	0	0	0	36	36	240	60	0	0	0	0	0	300	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	36	0	0	0	0	0	0	36	36	252	64	0	0	0	0	0	316	316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	36	0	0	0	0	0	0	36	36	264	68	0	0	0	0	0	332	332	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	36	0	0	0	0	0	0	36	36	276	72	0	0	0	0	0	348	348	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	36	0	0	0	0	0	0	36	36	288	76	0	0	0	0	0	364	364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	36	0	0	0	0	0	0	36	36	300	80	0	0	0	0	0	380	380	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	36	0	0	0	0	0	0	36	36	312	84	0	0	0	0	0	396	396	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	36	0	0	0	0	0	0	36	36	324	88	0	0	0	0	0	412	412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	36	0	0	0	0	0	0	36	36	336	92	0	0	0	0	0	428	428	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	36	0	0	0	0	0	0	36	36	348	96	0	0	0	0	0	444	444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	36	0	0	0	0	0	0	36	36	360	100	0	0	0	0	0	460	460	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	36	0	0	0	0	0	0	36	36	372	104	0	0	0	0	0	476	476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	36	0	0	0	0	0	0	36	36	384	108	0	0	0	0	0	492	492	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	36	0	0	0	0	0	0	36	36	396	112	0	0	0	0	0	508	508	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	36	0	0	0	0	0	0	36	36	408	116	0	0	0	0	0	524	524	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	36	0	0	0	0	0	0	36	36	420	120	0	0	0	0	0	540	540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	36	0	0	0	0	0	0	36	36	432	124	0	0	0	0	0	556	556	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	36	0	0	0	0	0	0	36	36	444	128	0	0	0	0	0	572	572	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	36	0	0	0	0	0	0	36	36	456	132	0	0	0	0	0	588	588	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	36	0	0	0	0	0	0	36	36	468	136	0	0	0	0	0	604	604	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	36	0	0	0	0	0	0	36	36	480	140	0	0	0	0	0	620	620	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	36	0	0	0	0	0	0	36	36	492	144	0	0	0	0	0	636	636	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	36	0	0	0	0	0	0	36	36	504	148	0	0	0	0	0	652	652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	36	0	0	0	0	0	0	36	36	516	152	0	0	0	0	0	668	668	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	36	0	0	0	0	0	0	36	36	528	156	0	0	0	0	0	684	684	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	36	0	0	0	0	0	0	36	36	540	160	0	0	0	0	0	700	700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	36	0	0	0	0	0	0	36	36	552	164	0	0	0	0	0	716	716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	36	0	0	0	0	0	0	36	36	564	168	0	0	0	0	0	732	732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	36	0	0	0	0	0	0	36	36	576	172	0	0	0	0	0	748	748	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	36	0	0	0	0	0	0	36	36	588	176	0	0	0	0	0	764	764	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	36	0	0	0	0	0	0	36	36	600	180	0	0	0	0	0	780	780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	36	0	0	0	0	0	0	36	36	612	184	0	0	0	0	0	796	796	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	36	0	0	0	0	0	0	36	36	624	188	0	0	0	0	0	812	812	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	36	0	0	0	0	0	0	36	36	636	192	0	0	0	0	0	828	828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	36	0	0	0	0	0	0	36	36	648	196	0	0	0	0	0	844	844	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	36	0	0	0	0	0	0	36	36	660	200	0	0	0	0	0	860	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	36	0	0	0	0	0	0	36	36	672	204	0	0	0	0	0	876	876	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	36	0	0	0	0	0	0	36	36	684	208	0	0	0	0	0	892	892	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	36	0	0	0	0	0	0	36	36	696	212	0	0	0	0	0	908	908	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	36	0	0	0	0	0	0	36	36	708	216	0	0	0	0	0	924	924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	36	0	0	0	0	0	0	36	36	720	220	0	0	0	0	0	940	940	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	36	0	0	0	0	0	0	36	36	732	224	0	0	0	0	0	956	956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	36	0	0	0	0	0	0	36	36	744	228	0	0	0	0	0	972	972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1080	0	0	0	0	0	0	1080	1080	15960	4080	0	0	0	0	0	20040	20040	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Cycle									Motor										Pedestrian										Other									
TIME	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL	CAR	LGV	HGV	BUS	MOTOR	OTHER	TOTAL	PCU	TOTAL
07:00 - 07:15	36	0	0	0	0	0	0	36	36	204	48	0	0	0	0	0	252	252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	36	0	0	0	0	0	0	36	36	216	52	0	0	0	0	0	268	268	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	36	0	0	0	0	0	0	36	36	228	56	0	0	0	0	0	284	284	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	36	0	0	0	0	0	0	36	36	240	60	0	0	0	0	0	300	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	36	0	0	0	0	0	0	36	36	252	64	0	0	0	0	0	316	316	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	36	0	0	0	0	0	0	36	36	264	68	0	0	0	0	0	332	332	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	36	0	0	0	0	0	0	36	36	276	72	0	0	0	0	0	348	348	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	36	0	0	0	0	0	0	36	36	288	76	0	0	0	0	0	364	364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	36	0	0	0	0	0	0	36	36	300	80	0	0	0	0	0	380	380	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	36	0	0	0	0	0	0	36	36	312	84	0	0	0	0	0	396	396	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	36	0	0	0	0	0	0	36	36	324	88	0	0	0	0	0	412	412	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	36	0	0	0	0	0	0	36	36	336	92	0	0	0	0	0	428	428	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	36	0	0	0	0	0	0	36	36	348	96	0	0	0	0	0	444	444	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	36	0	0	0	0	0	0	36	36	360	100	0	0	0	0	0	460	460	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	36	0	0	0	0	0	0	36	36	372	104	0	0	0	0	0	476	476	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	36	0	0	0	0	0	0	36	36	384	108	0	0	0	0	0	492	492	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	36	0	0	0	0	0	0	36	36	396	112	0	0	0	0	0	508	508	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	36	0	0	0	0	0	0	36	36	408	116	0	0	0	0	0	524	524	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	36	0	0	0	0	0	0	36	36	420	120	0	0	0	0	0	540	540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	36	0	0	0	0	0	0	36	36	432	124	0	0	0	0	0	556	556	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	36	0	0	0	0	0	0	36	36	444	128	0	0	0	0	0	572	572	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	36	0	0	0	0	0	0	36	36	456	132	0	0	0	0	0	588	588	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	36	0	0	0	0	0	0	36	36	468	136	0	0	0	0	0	604	604	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	36	0	0	0	0	0	0	36	36	480	140	0	0	0	0	0	620	620	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	36	0	0	0	0	0	0	36	36	492	144	0	0	0	0	0	636	636	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	36	0	0	0	0	0	0	36	36	504	148	0	0	0	0	0	652	652	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	36	0	0	0	0	0	0	36	36	516	152	0	0	0	0	0	668	668	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	36	0	0	0	0	0	0	36	36	528	156	0	0	0	0	0	684	684	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	36	0	0	0	0	0	0	36	36	540	160	0	0	0	0	0	700	700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	36	0	0	0	0	0	0	36	36	552	164	0	0	0	0	0	716	716	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	36	0	0	0	0	0	0	36	36	564	168	0	0	0	0	0	732	732	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	36	0	0	0	0	0	0	36	36	576	172	0	0	0	0	0	748	748	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	36	0	0	0	0	0	0	36	36	588	176	0	0	0	0	0	764	764	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	36	0	0	0	0	0	0	36	36	600	180	0	0	0	0	0	780	780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	36	0	0	0	0	0	0	36	36	612	184	0	0	0	0	0	796	796	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	36	0	0	0	0	0	0	36	36	624	188	0	0	0	0	0	812	812	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	36	0	0	0	0	0	0	36	36	636	192	0	0	0	0	0	828	828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	36	0	0	0	0	0	0	36	36	648	196	0	0	0	0	0	844	844	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	36	0	0	0	0	0	0	36	36	660	200	0	0	0	0	0	860	860	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	36	0	0	0	0	0	0	36	36	672	204	0	0	0	0	0	876	876	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	36	0	0	0	0	0	0	36	36	684	208	0	0	0	0	0	892	892	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	36	0	0	0	0	0	0	36	36	696	212	0	0	0	0	0	908	908	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	36	0	0	0	0	0	0	36	36	708	216	0	0	0	0	0	924	924	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	36	0	0	0	0	0	0	36	36	720	220	0	0	0	0	0	940	940	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	36	0	0	0	0	0	0	36	36	732	224	0	0	0	0	0	956	956	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

streetwise

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: A: A4074 / B: Westernn Plain / C: A4155 Caversham Road / D: Richfield Avenue

Approach: D - Richfield Avenue

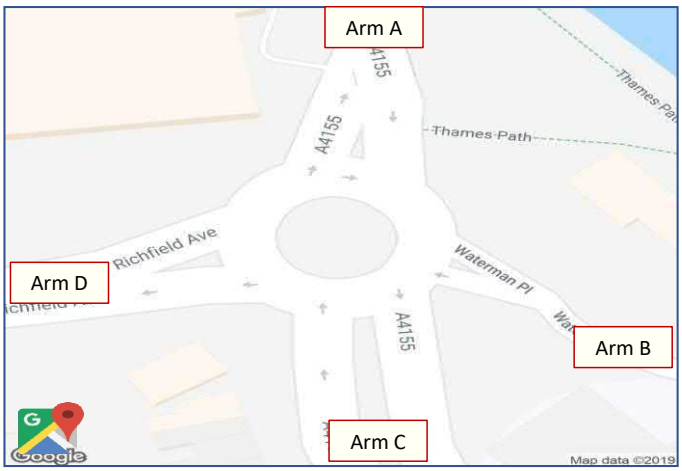
TIME	TRUCK									CAR										BUS										MOTORCYCLE										PEDESTRIAN										PEDAL CYCLE									
	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL
07:00 - 07:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
07:15 - 07:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
07:30 - 07:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
07:45 - 08:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:00 - 08:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:15 - 08:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:30 - 08:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:45 - 09:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:00 - 09:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:15 - 09:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:30 - 09:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:45 - 10:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:00 - 10:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:15 - 10:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:30 - 10:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:45 - 11:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:00 - 11:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:15 - 11:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:30 - 11:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:45 - 12:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:00 - 12:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:15 - 12:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:30 - 12:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:45 - 13:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:00 - 13:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:15 - 13:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:30 - 13:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:45 - 14:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:00 - 14:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:15 - 14:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:30 - 14:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:45 - 15:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:00 - 15:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:15 - 15:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:30 - 15:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:45 - 16:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
Grand Total	1440		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0

TIME	TRUCK									CAR										BUS										MOTORCYCLE										PEDESTRIAN										PEDAL CYCLE									
	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL	LGV		OGV1		OGV2		MOTORCOACH		TOTAL
07:00 - 07:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
07:15 - 07:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
07:30 - 07:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
07:45 - 08:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:00 - 08:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:15 - 08:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:30 - 08:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
08:45 - 09:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:00 - 09:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:15 - 09:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:30 - 09:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
09:45 - 10:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:00 - 10:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:15 - 10:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:30 - 10:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
10:45 - 11:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:00 - 11:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:15 - 11:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:30 - 11:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
11:45 - 12:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:00 - 12:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:15 - 12:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:30 - 12:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
12:45 - 13:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:00 - 13:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:15 - 13:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:30 - 13:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
13:45 - 14:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:00 - 14:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:15 - 14:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:30 - 14:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
14:45 - 15:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:00 - 15:15	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:15 - 15:30	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:30 - 15:45	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
15:45 - 16:00	10		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0
Grand Total	1440		0		0		0		0	0		0		0		0		0	0		0		0		0		0		0	0		0		0		0		0	0		0		0		0		0	0		0		0		0		0

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - A4155 / B - Waterman Place / C - A4155 Caversham Road / D - Richfield Avenue**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	07:00 to 10:00	
Custom Start / End:	**07:00**	**19:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	8	40	4125	2299	**6472**	**100.00%**
B	37	0	74	26	**137**	**100.00%**
C	4927	70	48	1536	**6581**	**100.00%**
D	2610	36	1594	31	**4271**	**100.00%**
Total	**7582**	**146**	**5841**	**3892**		
% Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
M/CYCLE	**Yes**
P/CYCLE	**Yes**

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - A4155 / B - Waterman Place / C - A4155 Caversham Road / D - Richfield Avenue**

	A - A4155			B - Waterman Place	C - A4155 Caversham Road			D - Richfield Avenue		
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 4
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	2	1	1	1	1	2	2	1	5	4
07:05 - 07:10	2	1	4	1	0	2	3	1	10	2
07:10 - 07:15	2	5	4	0	1	9	4	3	24	5
07:15 - 07:20	2	2	4	1	0	27	13	2	31	4
07:20 - 07:25	2	10	3	0	3	24	15	6	32	7
07:25 - 07:30	25	22	3	1	1	11	11	5	32	6
07:30 - 07:35	26	21	4	0	3	2	4	3	42	4
07:35 - 07:40	26	27	3	0	2	9	16	3	29	7
07:40 - 07:45	29	30	4	1	3	25	10	2	34	8
07:45 - 07:50	11	31	4	0	3	46	13	4	36	3
07:50 - 07:55	11	3	3	1	2	46	43	7	41	8
07:55 - 08:00	12	23	4	0	3	46	34	5	37	8
08:00 - 08:05	24	30	3	1	1	48	13	4	32	8
08:05 - 08:10	30	24	3	0	5	46	10	3	35	3
08:10 - 08:15	31	29	4	0	3	16	5	3	35	6
08:15 - 08:20	29	31	1	1	2	36	18	5	33	8
08:20 - 08:25	17	31	3	1	3	23	9	3	35	7
08:25 - 08:30	16	7	3	0	2	25	11	4	35	6
08:30 - 08:35	28	31	3	1	1	34	15	7	31	8
08:35 - 08:40	26	30	3	0	3	7	8	4	36	5
08:40 - 08:45	31	31	3	1	4	8	11	6	35	3
08:45 - 08:50	30	31	3	0	6	46	32	6	33	6
08:50 - 08:55	31	32	3	0	4	47	21	6	32	6
08:55 - 09:00	16	32	3	0	4	45	28	3	36	6
09:00 - 09:05	28	31	3	0	3	46	14	2	33	7
09:05 - 09:10	26	31	4	0	3	15	2	2	37	8
09:10 - 09:15	30	32	3	1	6	7	1	3	31	6
09:15 - 09:20	16	32	4	1	6	3	7	0	6	7
09:20 - 09:25	32	31	4	1	4	46	6	5	9	7
09:25 - 09:30	21	30	4	1	2	45	22	3	33	7
09:30 - 09:35	32	30	4	1	4	48	9	3	34	6
09:35 - 09:40	31	30	3	0	4	16	13	3	37	7
09:40 - 09:45	31	31	3	1	2	23	20	3	28	7
09:45 - 09:50	3	4	2	1	3	13	12	2	35	6
09:50 - 09:55	4	1	2	0	5	8	7	6	34	6
09:55 - 10:00	1	0	1	0	2	38	16	4	31	8
16:00 - 16:05	4	1	4	2	6	46	9	6	8	7
16:05 - 16:10	1	4	4	1	6	47	18	7	32	8
16:10 - 16:15	6	2	2	1	4	46	45	7	30	7
16:15 - 16:20	1	2	5	2	5	49	45	8	40	6
16:20 - 16:25	1	1	1	1	5	46	46	7	41	8
16:25 - 16:30	2	1	3	0	3	46	45	4	37	7
16:30 - 16:35	4	15	3	2	4	47	46	5	42	8
16:35 - 16:40	2	1	4	2	3	46	45	7	41	8
16:40 - 16:45	0	1	4	1	5	46	46	6	42	7
16:45 - 16:50	3	6	4	1	5	47	45	5	40	8
16:50 - 16:55	3	1	4	1	5	45	44	6	40	6
16:55 - 17:00	1	3	4	1	5	46	45	2	36	7
17:00 - 17:05	0	2	4	1	4	46	26	3	42	7
17:05 - 17:10	1	0	3	1	3	45	44	3	34	7
17:10 - 17:15	3	1	6	1	6	46	45	3	41	6
17:15 - 17:20	1	2	2	0	5	47	45	7	37	3
17:20 - 17:25	1	4	4	1	3	46	44	4	38	6
17:25 - 17:30	2	1	2	1	4	46	45	3	17	4
17:30 - 17:35	2	2	3	2	2	47	44	5	44	6
17:35 - 17:40	1	2	3	3	4	45	43	1	35	8
17:40 - 17:45	1	0	0	2	4	46	45	8	35	5
17:45 - 17:50	1	1	3	1	3	46	44	8	39	8
17:50 - 17:55	1	3	0	1	4	47	44	8	30	3
17:55 - 18:00	0	2	3	2	3	47	45	8	34	7
18:00 - 18:05	1	5	3	0	3	46	44	6	34	7
18:05 - 18:10	1	0	2	1	2	46	44	4	37	7
18:10 - 18:15	2	2	2	1	2	47	43	2	45	5
18:15 - 18:20	1	1	4	0	3	45	44	5	31	3
18:20 - 18:25	0	2	2	0	5	46	44	7	23	5
18:25 - 18:30	2	5	4	0	4	47	43	2	12	5
18:30 - 18:35	1	2	2	0	6	47	44	2	8	4
18:35 - 18:40	2	10	4	0	5	46	44	4	6	7
18:40 - 18:45	1	2	4	2	4	46	43	2	12	7
18:45 - 18:50	4	2	4	1	3	43	10	1	4	7
18:50 - 18:55	1	2	3	1	3	36	8	2	3	6
18:55 - 19:00	0	1	3	0	1	6	4	2	4	2

Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) A4155 Caversham Road / B - H3G Reading Access Road / C - A329 Vastern Road / D - (South) A329 Caversham Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
M/CYCLE	0.4
P/CYCLE	0.2

streetwise

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd

Junction: **A - (North) A4074 Caversham Road / B - (Old) Reading Arcade Road / C - A329 Vastern Road / D - (South) A329 Caversham Road**

Approach: **A - (North) A4074 Caversham Road**

	North									South										East										West								
TIME	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**
07:00 - 07:15	2	0	0	0	0	0	0	2	2	111	10	0	0	0	0	0	121	121	100	10	0	0	0	0	0	110	110	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	2	0	0	0	0	0	0	2	2	114	10	0	0	0	0	0	124	124	102	10	0	0	0	0	0	112	112	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	2	0	0	0	0	0	0	2	2	117	10	0	0	0	0	0	127	127	104	10	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	2	0	0	0	0	0	0	2	2	120	10	0	0	0	0	0	130	130	106	10	0	0	0	0	0	116	116	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	2	0	0	0	0	0	0	2	2	123	10	0	0	0	0	0	133	133	108	10	0	0	0	0	0	118	118	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	2	0	0	0	0	0	0	2	2	126	10	0	0	0	0	0	136	136	110	10	0	0	0	0	0	120	120	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	2	0	0	0	0	0	0	2	2	129	10	0	0	0	0	0	139	139	112	10	0	0	0	0	0	122	122	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	2	0	0	0	0	0	0	2	2	132	10	0	0	0	0	0	142	142	114	10	0	0	0	0	0	124	124	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	2	0	0	0	0	0	0	2	2	135	10	0	0	0	0	0	145	145	116	10	0	0	0	0	0	126	126	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	2	0	0	0	0	0	0	2	2	138	10	0	0	0	0	0	148	148	118	10	0	0	0	0	0	128	128	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	2	0	0	0	0	0	0	2	2	141	10	0	0	0	0	0	151	151	120	10	0	0	0	0	0	130	130	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	2	0	0	0	0	0	0	2	2	144	10	0	0	0	0	0	154	154	122	10	0	0	0	0	0	132	132	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	2	0	0	0	0	0	0	2	2	147	10	0	0	0	0	0	157	157	124	10	0	0	0	0	0	134	134	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	2	0	0	0	0	0	0	2	2	150	10	0	0	0	0	0	160	160	126	10	0	0	0	0	0	136	136	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	2	0	0	0	0	0	0	2	2	153	10	0	0	0	0	0	163	163	128	10	0	0	0	0	0	138	138	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	2	0	0	0	0	0	0	2	2	156	10	0	0	0	0	0	166	166	130	10	0	0	0	0	0	140	140	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	2	0	0	0	0	0	0	2	2	159	10	0	0	0	0	0	169	169	132	10	0	0	0	0	0	142	142	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	2	0	0	0	0	0	0	2	2	162	10	0	0	0	0	0	172	172	134	10	0	0	0	0	0	144	144	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	2	0	0	0	0	0	0	2	2	165	10	0	0	0	0	0	175	175	136	10	0	0	0	0	0	146	146	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	2	0	0	0	0	0	0	2	2	168	10	0	0	0	0	0	178	178	138	10	0	0	0	0	0	148	148	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	2	0	0	0	0	0	0	2	2	171	10	0	0	0	0	0	181	181	140	10	0	0	0	0	0	150	150	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	2	0	0	0	0	0	0	2	2	174	10	0	0	0	0	0	184	184	142	10	0	0	0	0	0	152	152	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	2	0	0	0	0	0	0	2	2	177	10	0	0	0	0	0	187	187	144	10	0	0	0	0	0	154	154	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	2	0	0	0	0	0	0	2	2	180	10	0	0	0	0	0	190	190	146	10	0	0	0	0	0	156	156	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	2	0	0	0	0	0	0	2	2	183	10	0	0	0	0	0	193	193	148	10	0	0	0	0	0	158	158	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	2	0	0	0	0	0	0	2	2	186	10	0	0	0	0	0	196	196	150	10	0	0	0	0	0	160	160	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	2	0	0	0	0	0	0	2	2	189	10	0	0	0	0	0	199	199	152	10	0	0	0	0	0	162	162	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	2	0	0	0	0	0	0	2	2	192	10	0	0	0	0	0	202	202	154	10	0	0	0	0	0	164	164	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	2	0	0	0	0	0	0	2	2	195	10	0	0	0	0	0	205	205	156	10	0	0	0	0	0	166	166	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	0	0	0	2	2	198	10	0	0	0	0	0	208	208	158	10	0	0	0	0	0	168	168	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	2	0	0	0	0	0	0	2	2	201	10	0	0	0	0	0	211	211	160	10	0	0	0	0	0	170	170	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	2	0	0	0	0	0	0	2	2	204	10	0	0	0	0	0	214	214	162	10	0	0	0	0	0	172	172	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	2	0	0	0	0	0	0	2	2	207	10	0	0	0	0	0	217	217	164	10	0	0	0	0	0	174	174	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	2	0	0	0	0	0	0	2	2	210	10	0	0	0	0	0	220	220	166	10	0	0	0	0	0	176	176	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	2	0	0	0	0	0	0	2	2	213	10	0	0	0	0	0	223	223	168	10	0	0	0	0	0	178	178	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	2	0	0	0	0	0	0	2	2	216	10	0	0	0	0	0	226	226	170	10	0	0	0	0	0	180	180	0	0	0	0	0	0	0	0	0	0
Grand Total	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**32**	**2880**	**160**	**0**	**0**	**0**	**0**	**0**	**3040**	**3040**	**2240**	**160**	**0**	**0**	**0**	**0**	**0**	**2400**	**2400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	North									South										East										West								
TIME	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**PEDAL**	**TOTAL**	**PCU**
07:00 - 07:15	2	0	0	0	0	0	0	2	2	111	10	0	0	0	0	0	121	121	100	10	0	0	0	0	0	110	110	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	2	0	0	0	0	0	0	2	2	114	10	0	0	0	0	0	124	124	102	10	0	0	0	0	0	112	112	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	2	0	0	0	0	0	0	2	2	117	10	0	0	0	0	0	127	127	104	10	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	2	0	0	0	0	0	0	2	2	120	10	0	0	0	0	0	130	130	106	10	0	0	0	0	0	116	116	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	2	0	0	0	0	0	0	2	2	123	10	0	0	0	0	0	133	133	108	10	0	0	0	0	0	118	118	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	2	0	0	0	0	0	0	2	2	126	10	0	0	0	0	0	136	136	110	10	0	0	0	0	0	120	120	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	2	0	0	0	0	0	0	2	2	129	10	0	0	0	0	0	139	139	112	10	0	0	0	0	0	122	122	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	2	0	0	0	0	0	0	2	2	132	10	0	0	0	0	0	142	142	114	10	0	0	0	0	0	124	124	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	2	0	0	0	0	0	0	2	2	135	10	0	0	0	0	0	145	145	116	10	0	0	0	0	0	126	126	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	2	0	0	0	0	0	0	2	2	138	10	0	0	0	0	0	148	148	118	10	0	0	0	0	0	128	128	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	2	0	0	0	0	0	0	2	2	141	10	0	0	0	0	0	151	151	120	10	0	0	0	0	0	130	130	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	2	0	0	0	0	0	0	2	2	144	10	0	0	0	0	0	154	154	122	10	0	0	0	0	0	132	132	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	2	0	0	0	0	0	0	2	2	147	10	0	0	0	0	0	157	157	124	10	0	0	0	0	0	134	134	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	2	0	0	0	0	0	0	2	2	150	10	0	0	0	0	0	160	160	126	10	0	0	0	0	0	136	136	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	2	0	0	0	0	0	0	2	2	153	10	0	0	0	0	0	163	163	128	10	0	0	0	0	0	138	138	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	2	0	0	0	0	0	0	2	2	156	10	0	0	0	0	0	166	166	130	10	0	0	0	0	0	140	140	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	2	0	0	0	0	0	0	2	2	159	10	0	0	0	0	0	169	169	132	10	0	0	0	0	0	142	142	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	2	0	0	0	0	0	0	2	2	162	10	0	0	0	0	0	172	172	134	10	0	0	0	0	0	144	144	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	2	0	0	0	0	0	0	2	2	165	10	0	0	0	0	0	175	175	136	10	0	0	0	0	0	146	146	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	2	0	0	0	0	0	0	2	2	168	10	0	0	0	0	0	178	178	138	10	0	0	0	0	0	148	148	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	2	0	0	0	0	0	0	2	2	171	10	0	0	0	0	0	181	181	140	10	0	0	0	0	0	150	150	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	2	0	0	0	0	0	0	2	2	174	10	0	0	0	0	0	184	184	142	10	0	0	0	0	0	152	152	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	2	0	0	0	0	0	0	2	2	177	10	0	0	0	0	0	187	187	144	10	0	0	0	0	0	154	154	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	2	0	0	0	0	0	0	2	2	180	10	0	0	0	0	0	190	190	146	10	0	0	0	0	0	156	156	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	2	0	0	0	0	0	0	2	2	183	10	0	0	0	0	0	193	193	148	10	0	0	0	0	0	158	158	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	2	0	0	0	0	0	0	2	2	186	10	0	0	0	0	0	196	196	150	10	0	0	0	0	0	160	160	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	2	0	0	0	0	0	0	2	2	189	10	0	0	0	0	0	199	199	152	10	0	0	0	0	0	162	162	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	2	0	0	0	0	0	0	2	2	192	10	0	0	0	0	0	202	202	154	10	0	0	0	0	0	164	164	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	2	0	0	0	0	0	0	2	2	195	10	0	0	0	0	0	205	205	156	10	0	0	0	0	0	166	166	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	2	0	0	0	0	0	0	2	2	198	10	0	0	0	0	0	208	208	158	10	0	0	0	0	0	168	168	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	2	0	0	0	0	0	0	2	2	201	10	0	0	0	0	0	211	211	160	10	0	0	0	0	0	170	170	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	2	0	0	0	0	0	0	2	2	204	10	0	0	0	0	0	214	214	162	10	0	0	0	0	0	172	172	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	2	0	0	0	0	0	0	2	2	207	10	0	0	0	0	0	217	217	164	10	0	0	0	0	0	174	174	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	2	0	0	0	0	0	0	2	2	210	10	0	0	0	0	0	220	220	166	10	0	0	0	0	0	176	176	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	2	0	0	0	0	0	0	2	2	213	10	0	0	0	0	0	223	223	168	10	0	0	0	0	0	178	178	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	2	0	0	0	0	0	0	2	2	216	10	0	0	0	0	0	226	226	170	10	0	0	0	0	0	180	180	0	0	0	0	0	0	0	0	0	0
Grand Total	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**32**	**32**	**2880**	**160**	**0**	**0**	**0**	**0**	**0**	**3040**	**3040**	**2240**	**160**	**0**	**0**	**0**	**0**	**0**	**2400**	**2400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd

Junction: A - (North) A4074 Caversham Road / B - 0142 Reading Arena Road / C - A329 Vastern Road / D - (South) A329 Caversham Road

Approach: B - 0142 Reading Arena Road

	Walk								Cycle								Car								Bus							
TIME	CAR	LGV	HGV	BUS	MCL	MCOVER	CYCLES	TOTAL	CAR	LGV	HGV	BUS	MCL	MCOVER	CYCLES	TOTAL	CAR	LGV	HGV	BUS	MCL	MCOVER	CYCLES	TOTAL	CAR	LGV	HGV	BUS	MCL	MCOVER	CYCLES	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Other								Total							
TIME	CAR	LGV	HGV	BUS	MCL	MCOVER	CYCLES	TOTAL	CAR	LGV	HGV	BUS	MCL	MCOVER	CYCLES	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd

Junction: A - (North) A4074 Caversham Road / B - (Old) Reading Arms Road / C - A329 Vastern Road / D - (South) A329 Caversham Road

Approach: A - A4074 Vastern Road

	Vehicle									Pedal Cycle									Pedestrian									Motorcycle								
TIME	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**
07:00 - 07:15	87	12	0	0	0	0	0	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	87	12	0	0	0	0	0	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	84	12	0	0	0	0	0	96	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	**2448**	**288**	**0**	**0**	**0**	**0**	**0**	**2736**	**2736**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Approach %	**100%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**

	Vehicle									Pedal Cycle									Pedestrian									Motorcycle								
TIME	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**	**CAR**	**LGV**	**MGV**	**HGV**	**BUS**	**MOTOR**	**OTHER**	**TOTAL**	**TOTAL PCU**
07:00 - 07:15	87	12	0	0	0	0	0	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	87	12	0	0	0	0	0	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	84	12	0	0	0	0	0	96	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	102	12	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	**2448**	**288**	**0**	**0**	**0**	**0**	**0**	**2736**	**2736**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Approach %	**100%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**100%**	**100%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd

Junction: A - (North) A4074 Caversham Road / B - (Old) Reading Arrow Road / C - A329 Vastern Road / D - (South) A329 Caversham Road

Approach: D - (South) A329 Caversham Road

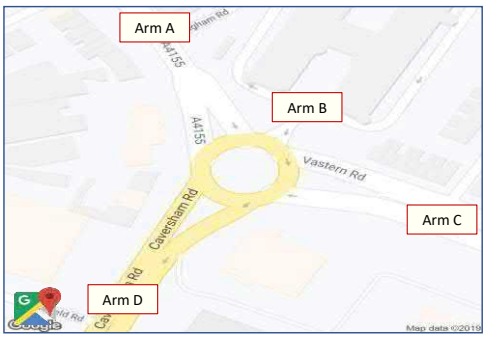
	Cycles									Motorcycles									Cars									Buses								
TIME	**D1R**	**D1T**	**D1L**	**D2R**	**D2L**	**D3R/D3T**	**D3L/D3X**	**TOTAL**	**TOTAL PCU**	**D1R**	**D1T**	**D1L**	**D2R**	**D2L**	**D3R/D3T**	**D3L/D3X**	**TOTAL**	**TOTAL PCU**	**D1R**	**D1T**	**D1L**	**D2R**	**D2L**	**D3R/D3T**	**D3L/D3X**	**TOTAL**	**TOTAL PCU**	**D1R**	**D1T**	**D1L**	**D2R**	**D2L**	**D3R/D3T**	**D3L/D3X**	**TOTAL**	**TOTAL PCU**
07:00 - 07:15	18	12	0	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0	97	87	0	0	0	0	0	184	184	76	0	0	0	0	0	0	76	152
07:15 - 07:30	19	14	0	0	0	0	0	33	33	0	0	0	0	0	0	0	0	0	104	92	0	0	0	0	0	196	196	79	0	0	0	0	0	0	79	158
07:30 - 07:45	20	15	0	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0	111	98	0	0	0	0	0	209	209	82	0	0	0	0	0	0	82	164
07:45 - 08:00	22	16	0	0	0	0	0	38	38	0	0	0	0	0	0	0	0	0	118	104	0	0	0	0	0	222	222	85	0	0	0	0	0	0	85	170
08:00 - 08:15	23	17	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	0	125	110	0	0	0	0	0	235	235	88	0	0	0	0	0	0	88	176
08:15 - 08:30	24	18	0	0	0	0	0	42	42	0	0	0	0	0	0	0	0	0	132	116	0	0	0	0	0	248	248	91	0	0	0	0	0	0	91	182
08:30 - 08:45	25	19	0	0	0	0	0	44	44	0	0	0	0	0	0	0	0	0	139	122	0	0	0	0	0	261	261	94	0	0	0	0	0	0	94	188
08:45 - 09:00	26	20	0	0	0	0	0	46	46	0	0	0	0	0	0	0	0	0	146	128	0	0	0	0	0	274	274	97	0	0	0	0	0	0	97	194
09:00 - 09:15	27	21	0	0	0	0	0	48	48	0	0	0	0	0	0	0	0	0	153	134	0	0	0	0	0	287	287	100	0	0	0	0	0	0	100	200
09:15 - 09:30	28	22	0	0	0	0	0	50	50	0	0	0	0	0	0	0	0	0	160	140	0	0	0	0	0	300	300	103	0	0	0	0	0	0	103	206
09:30 - 09:45	29	23	0	0	0	0	0	52	52	0	0	0	0	0	0	0	0	0	167	146	0	0	0	0	0	313	313	106	0	0	0	0	0	0	106	212
09:45 - 10:00	30	24	0	0	0	0	0	54	54	0	0	0	0	0	0	0	0	0	174	152	0	0	0	0	0	326	326	109	0	0	0	0	0	0	109	218
10:00 - 10:15	31	25	0	0	0	0	0	56	56	0	0	0	0	0	0	0	0	0	181	158	0	0	0	0	0	339	339	112	0	0	0	0	0	0	112	224
10:15 - 10:30	32	26	0	0	0	0	0	58	58	0	0	0	0	0	0	0	0	0	188	164	0	0	0	0	0	352	352	115	0	0	0	0	0	0	115	230
10:30 - 10:45	33	27	0	0	0	0	0	60	60	0	0	0	0	0	0	0	0	0	195	170	0	0	0	0	0	365	365	118	0	0	0	0	0	0	118	236
10:45 - 11:00	34	28	0	0	0	0	0	62	62	0	0	0	0	0	0	0	0	0	202	176	0	0	0	0	0	378	378	121	0	0	0	0	0	0	121	242
11:00 - 11:15	35	29	0	0	0	0	0	64	64	0	0	0	0	0	0	0	0	0	209	182	0	0	0	0	0	391	391	124	0	0	0	0	0	0	124	248
11:15 - 11:30	36	30	0	0	0	0	0	66	66	0	0	0	0	0	0	0	0	0	216	188	0	0	0	0	0	404	404	127	0	0	0	0	0	0	127	254
11:30 - 11:45	37	31	0	0	0	0	0	68	68	0	0	0	0	0	0	0	0	0	223	194	0	0	0	0	0	417	417	130	0	0	0	0	0	0	130	260
11:45 - 12:00	38	32	0	0	0	0	0	70	70	0	0	0	0	0	0	0	0	0	230	200	0	0	0	0	0	430	430	133	0	0	0	0	0	0	133	266
12:00 - 12:15	39	33	0	0	0	0	0	72	72	0	0	0	0	0	0	0	0	0	237	206	0	0	0	0	0	443	443	136	0	0	0	0	0	0	136	272
12:15 - 12:30	40	34	0	0	0	0	0	74	74	0	0	0	0	0	0	0	0	0	244	212	0	0	0	0	0	456	456	139	0	0	0	0	0	0	139	278
12:30 - 12:45	41	35	0	0	0	0	0	76	76	0	0	0	0	0	0	0	0	0	251	218	0	0	0	0	0	469	469	142	0	0	0	0	0	0	142	284
12:45 - 13:00	42	36	0	0	0	0	0	78	78	0	0	0	0	0	0	0	0	0	258	224	0	0	0	0	0	482	482	145	0	0	0	0	0	0	145	290
13:00 - 13:15	43	37	0	0	0	0	0	80	80	0	0	0	0	0	0	0	0	0	265	230	0	0	0	0	0	495	495	148	0	0	0	0	0	0	148	296
13:15 - 13:30	44	38	0	0	0	0	0	82	82	0	0	0	0	0	0	0	0	0	272	236	0	0	0	0	0	508	508	151	0	0	0	0	0	0	151	302
13:30 - 13:45	45	39	0	0	0	0	0	84	84	0	0	0	0	0	0	0	0	0	279	242	0	0	0	0	0	521	521	154	0	0	0	0	0	0	154	308
13:45 - 14:00	46	40	0	0	0	0	0	86	86	0	0	0	0	0	0	0	0	0	286	248	0	0	0	0	0	534	534	157	0	0	0	0	0	0	157	314
14:00 - 14:15	47	41	0	0	0	0	0	88	88	0	0	0	0	0	0	0	0	0	293	254	0	0	0	0	0	547	547	160	0	0	0	0	0	0	160	320
14:15 - 14:30	48	42	0	0	0	0	0	90	90	0	0	0	0	0	0	0	0	0	300	260	0	0	0	0	0	560	560	163	0	0	0	0	0	0	163	326
14:30 - 14:45	49	43	0	0	0	0	0	92	92	0	0	0	0	0	0	0	0	0	307	266	0	0	0	0	0	573	573	166	0	0	0	0	0	0	166	332
14:45 - 15:00	50	44	0	0	0	0	0	94	94	0	0	0	0	0	0	0	0	0	314	272	0	0	0	0	0	586	586	169	0	0	0	0	0	0	169	338
15:00 - 15:15	51	45	0	0	0	0	0	96	96	0	0	0	0	0	0	0	0	0	321	278	0	0	0	0	0	599	599	172	0	0	0	0	0	0	172	344
15:15 - 15:30	52	46	0	0	0	0	0	98	98	0	0	0	0	0	0	0	0	0	328	284	0	0	0	0	0	612	612	175	0	0	0	0	0	0	175	350
15:30 - 15:45	53	47	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	335	290	0	0	0	0	0	625	625	178	0	0	0	0	0	0	178	356
15:45 - 16:00	54	48	0	0	0	0	0	102	102	0	0	0	0	0	0	0	0	0	342	296	0	0	0	0	0	638	638	181	0	0	0	0	0	0	181	362
16:00 - 16:15	55	49	0	0	0	0	0	104	104	0	0	0	0	0	0	0	0	0	349	302	0	0	0	0	0	651	651	184	0	0	0	0	0	0	184	368
16:15 - 16:30	56	50	0	0	0	0	0	106	106	0	0	0	0	0	0	0	0	0	356	308	0	0	0	0	0	664	664	187	0	0	0	0	0	0	187	374
16:30 - 16:45	57	51	0	0	0	0	0	108	108	0	0	0	0	0	0	0	0	0	363	314	0	0	0	0	0	677	677	190	0	0	0	0	0	0	190	380
16:45 - 17:00	58	52	0	0	0	0	0	110	110	0	0	0	0	0	0	0	0	0	370	320	0	0	0	0	0	690	690	193	0	0	0	0	0	0	193	386
17:00 - 17:15	59	53	0	0	0	0	0	112	112	0	0	0	0	0	0	0	0	0	377	326	0	0	0	0	0	703	703	196	0	0	0	0	0	0	196	392
17:15 - 17:30	60	54	0	0	0	0	0	114	114	0	0	0	0	0	0	0	0	0	384	332	0	0	0	0	0	716	716	199	0	0	0	0	0	0	199	398
17:30 - 17:45	61	55	0	0	0	0	0	116	116	0	0	0	0	0	0	0	0	0	391	338	0	0	0	0	0	729	729	202	0	0	0	0	0	0	202	404
17:45 - 18:00	62	56	0	0	0	0	0	118	118	0	0	0	0	0	0	0	0	0	398	344	0	0	0	0	0	742	742	205	0	0	0	0	0	0	205	410
Grand Total	1,080	936	0	0	0	0	0	2,016	2,016	0	0	0	0	0	0	0	0	0	6,480	5,600	0	0	0	0	0	12,080	12,080	3,240	0	0	0	0	0	0	3,240	6,480

	Heavy									Pedestrians								
TIME	**D1R**	**D1T**	**D1L**	**D2R**	**D2L**	**D3R/D3T**	**D3L/D3X**	**TOTAL**	**TOTAL PCU**	**D1R**	**D1T**	**D1L**	**D2R**	**D2L**	**D3R/D3T**	**D3L/D3X**	**TOTAL**	**TOTAL PCU**
07:00 - 07:15	18	15	0	0	0	0	0	33	99	0	0	0	0	0	0	0	0	0
07:15 - 07:30	19	16	0	0	0	0	0	35	105	0	0	0	0	0	0	0	0	0
07:30 - 07:45	20	17	0	0	0	0	0	37	111	0	0	0	0	0	0	0	0	0
07:45 - 08:00	22	18	0	0	0	0	0	40	120	0	0	0	0	0	0	0	0	0
08:00 - 08:15	23	19	0	0	0	0	0	42	126	0	0	0	0	0	0	0	0	0
08:15 - 08:30	24	20	0	0	0	0	0	44	132	0	0	0	0	0	0	0	0	0
08:30 - 08:45	25	21	0	0	0	0	0	46	138	0	0	0	0	0	0	0	0	0
08:45 - 09:00	26	22	0	0	0	0	0	48	144	0	0	0	0	0	0	0	0	0
09:00 - 09:15	27	23	0	0	0	0	0	50	150	0	0	0	0	0	0	0	0	0
09:15 - 09:30	28	24	0	0	0	0	0	52	156	0	0	0	0	0	0	0	0	0
09:30 - 09:45	29	25	0	0	0	0	0	54	162	0	0	0	0	0	0	0	0	0
09:45 - 10:00	30	26	0	0	0	0	0	56	168	0	0	0	0	0	0	0	0	0
10:00 - 10:15	31	27	0	0	0	0	0	58	174	0	0	0	0	0	0	0	0	0
10:15 - 10:30	32	28	0	0	0	0	0	60	180	0	0	0	0	0	0	0	0	0
10:30 - 10:45	33	29	0	0	0	0	0	62	186	0	0	0	0	0	0	0	0	0
10:45 - 11:00	34	30	0	0	0	0	0	64	192	0	0	0	0	0	0	0	0	0
11:00 - 11:15	35	31	0	0	0	0	0	66	198	0	0	0	0	0	0	0	0	0
11:15 - 11:30	36	32	0	0	0	0	0	68	204	0	0	0	0	0	0	0	0	0
11:30 - 11:45	37	33	0	0	0	0	0	70	210	0	0	0	0	0	0	0	0	0
11:45 - 12:00	38	34	0	0	0	0	0	72	216	0	0	0	0	0	0	0	0	0
12:00 - 12:15	39	35	0	0	0	0	0	74	222	0	0	0	0	0	0	0	0	0
12:15 - 12:30	40	36	0	0	0	0	0	76	228	0	0	0	0	0	0	0	0	0
12:30 - 12:45	41	37	0	0	0	0	0	78	234	0	0	0	0	0	0	0	0	0
12:45 - 13:00	42	38	0	0	0	0	0	80	240	0	0	0	0	0	0	0	0	0
13:00 - 13:15	43	39	0	0	0	0	0	82	246	0	0	0	0	0	0	0	0	0
13:15 - 13:30	44	40	0	0	0	0	0	84	252	0	0	0	0	0	0	0	0	0
13:30 - 13:45	45	41	0	0	0	0	0	86	258	0	0	0	0	0	0	0	0	0
13:45 - 14:00	46	42	0	0	0	0	0	88	264	0	0	0	0	0	0	0	0	0
14:00 - 14:15	47	43	0	0	0	0	0	90	270	0	0	0	0	0	0	0	0	0
14:15 - 14:30	48	44	0	0	0	0	0	92	276	0	0	0	0	0	0	0	0	0
14:30 - 14:45	49	45	0	0	0	0	0	94	282	0	0	0	0	0	0	0	0	0
14:45 - 15:00	50	46	0	0	0	0	0	96	288	0	0	0	0	0	0	0	0	0
15:00 - 15:15	51	47	0	0	0	0	0	98	294	0	0	0	0	0	0	0	0	0
15:15 - 15:30	52	48	0	0	0	0	0	100	300	0	0	0	0	0	0	0	0	0
15:30 - 15:45	53	49	0	0	0	0	0	102	306	0	0	0	0	0	0	0	0	0
15:45 - 16:00	54	50	0	0	0	0	0	104	312	0	0	0	0	0	0	0	0	0
16:00 - 16:15	55	51	0	0	0	0	0	106	318	0	0	0	0	0	0	0	0	0
16:15 - 16:30	56	52	0	0	0	0	0	108	324	0	0	0	0	0	0	0	0	0
16:30 - 16:45	57	53	0	0	0	0	0	110	330	0	0	0	0	0	0	0	0	0
16:45 - 17:00	58	54	0	0	0	0	0	112	336	0	0	0	0	0	0	0	0	0
17:00 - 17:15	59	55	0	0	0	0	0	114	342	0	0	0	0	0	0	0	0	0
17:15 - 17:30	60	56	0	0	0	0	0	116	348	0	0	0	0	0	0	0	0	0
17:30 - 17:45	61	57	0	0	0	0	0	118	354	0	0	0	0	0	0	0	0	0
17:45 - 18:00	62	58	0	0	0	0	0	120	360	0	0	0	0	0	0	0	0	0
Grand Total	1,080	936	0	0	0	0	0	2,016	6,048	0	0	0	0	0	0	0	0	0

Caversham Road, Reading - Manual Traffic Survey: Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) A4155 Caversham Road / B - H3G Reading Access Road / C - A329 Vastern Road / D - (South) A329 Caversham Road**



Matrix Totals:	**Counts**	
Show single Session:	**No**	
	07:00 to 10:00	
Custom Start / End:	**07:00**	**19:00**
Show Peak Times:	**No**	

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	29	21	2060	3669	**5779**	**100.00%**
B	14	0	54	56	**124**	**100.00%**
C	2044	25	510	3388	**5967**	**100.00%**
D	4946	88	3554	584	**9172**	**100.00%**
Total	**7033**	**134**	**6178**	**7697**		
% Total	**100.00%**	**100.00%**	**100.00%**	**100.00%**		

Classifications	Include
CAR	**Yes**
LGV	**Yes**
OGV1	**Yes**
OGV2	**Yes**
BUS	**Yes**
M/CYCLE	**Yes**
P/CYCLE	**Yes**

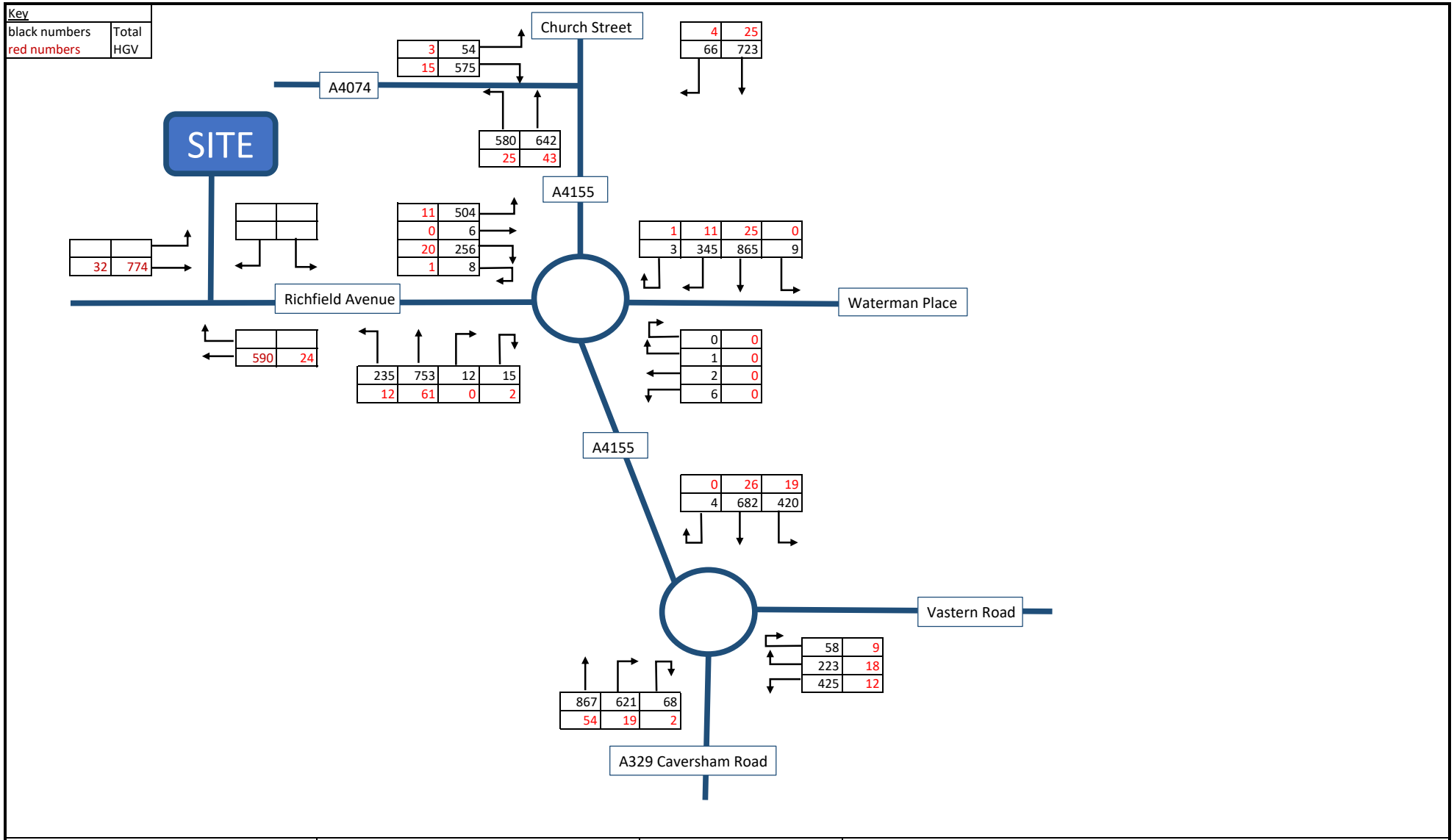
Caversham Road, Reading: Queue Length Survey - Thursday, 04 July 2019

Produced by Streetwise Services Ltd.

Junction: **A - (North) A4155 Caversham Road / B - H3G Reading Access Road / C - A329 Vastern Road / D - (South) A329 Caversham Road**

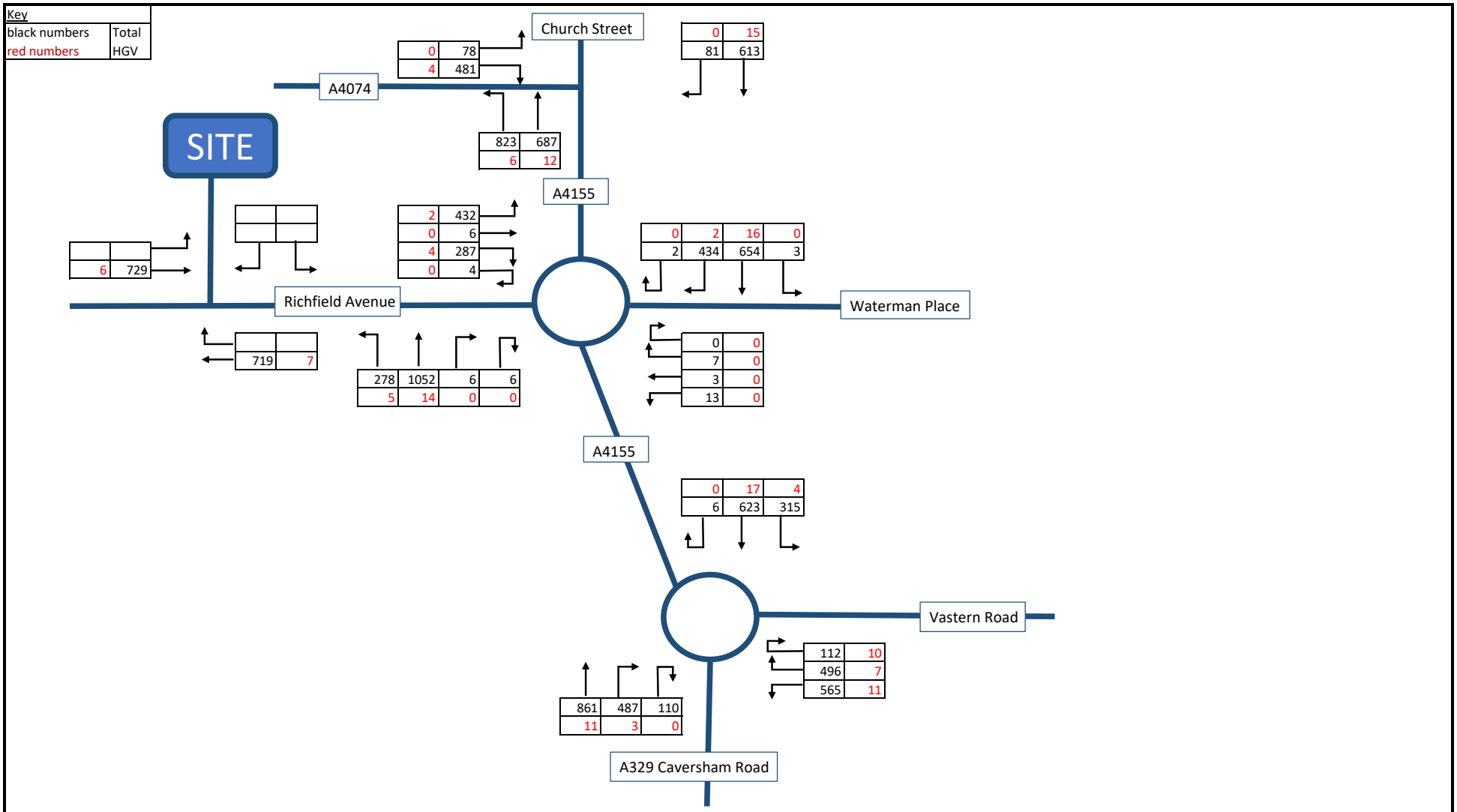
	A - (North) A4155 Caversham Road			3G Reading Access	C - A329 Vastern Road			D - (South) A329 Caversham Road		
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	1	3	7	0	2	0	4	2	4	2
07:05 - 07:10	1	6	2	0	1	5	2	9	8	1
07:10 - 07:15	3	12	5	0	2	4	2	8	7	3
07:15 - 07:20	2	40	45	0	4	1	5	6	7	6
07:20 - 07:25	3	42	45	0	1	3	1	3	8	6
07:25 - 07:30	2	46	45	0	5	3	5	4	10	4
07:30 - 07:35	2	43	46	2	3	3	2	4	4	6
07:35 - 07:40	1	44	44	0	2	2	3	2	6	6
07:40 - 07:45	3	46	44	0	8	8	7	10	5	6
07:45 - 07:50	4	44	46	0	5	4	1	22	14	6
07:50 - 07:55	4	47	45	1	8	3	1	12	8	6
07:55 - 08:00	2	44	46	0	8	2	1	23	19	6
08:00 - 08:05	4	44	43	0	4	7	10	10	19	6
08:05 - 08:10	5	46	45	0	8	3	4	9	20	7
08:10 - 08:15	3	46	45	0	7	5	2	12	18	6
08:15 - 08:20	3	7	44	0	6	5	3	9	20	6
08:20 - 08:25	4	40	46	0	5	4	2	12	19	7
08:25 - 08:30	4	43	46	0	5	3	2	6	22	6
08:30 - 08:35	4	46	40	0	3	5	4	6	22	7
08:35 - 08:40	3	46	46	0	6	5	2	9	19	6
08:40 - 08:45	5	8	46	0	6	6	4	5	11	6
08:45 - 08:50	4	6	45	0	8	5	3	4	6	6
08:50 - 08:55	1	43	10	1	11	4	2	2	6	6
08:55 - 09:00	3	46	47	0	3	1	1	6	20	6
09:00 - 09:05	5	43	7	0	13	9	8	8	13	5
09:05 - 09:10	4	45	45	2	6	3	6	8	19	6
09:10 - 09:15	3	45	46	1	4	4	1	3	20	6
09:15 - 09:20	4	46	48	0	4	2	2	4	23	7
09:20 - 09:25	4	47	46	1	6	9	6	10	6	6
09:25 - 09:30	4	45	47	0	5	6	2	11	8	6
09:30 - 09:35	3	12	12	0	8	3	5	8	1	4
09:35 - 09:40	3	12	46	0	7	5	1	18	2	5
09:40 - 09:45	4	38	46	0	8	5	4	2	1	2
09:45 - 09:50	4	42	48	0	6	2	1	8	1	5
09:50 - 09:55	5	46	48	0	8	5	4	4	3	5
09:55 - 10:00	1	13	5	0	5	2	7	3	3	4
16:00 - 16:05	2	1	6	1	6	8	4	9	5	3
16:05 - 16:10	3	5	8	1	4	7	3	22	1	1
16:10 - 16:15	1	5	16	1	5	5	4	25	18	6
16:15 - 16:20	2	4	6	1	10	8	12	20	19	6
16:20 - 16:25	1	4	6	0	6	7	5	23	23	6
16:25 - 16:30	2	2	6	1	6	1	5	21	8	7
16:30 - 16:35	2	3	6	1	5	4	3	21	18	3
16:35 - 16:40	2	4	31	2	7	6	5	19	8	6
16:40 - 16:45	2	2	6	1	10	5	4	19	7	6
16:45 - 16:50	3	11	8	1	11	8	4	19	7	5
16:50 - 16:55	3	7	7	1	7	6	4	19	18	4
16:55 - 17:00	1	11	10	1	8	4	3	20	12	3
17:00 - 17:05	3	9	5	2	9	12	4	19	7	6
17:05 - 17:10	1	8	7	4	10	11	5	23	8	6
17:10 - 17:15	2	3	3	1	17	22	15	24	21	6
17:15 - 17:20	2	3	8	1	20	30	5	26	10	6
17:20 - 17:25	3	5	8	2	16	23	4	22	19	5
17:25 - 17:30	2	9	11	1	13	26	16	22	10	6
17:30 - 17:35	2	3	9	1	16	20	19	21	10	6
17:35 - 17:40	2	3	9	1	20	25	16	20	15	5
17:40 - 17:45	2	4	4	2	7	10	5	19	13	3
17:45 - 17:50	2	2	3	2	12	8	9	23	10	6
17:50 - 17:55	1	7	1	1	13	10	7	22	17	6
17:55 - 18:00	3	15	15	1	7	8	4	23	10	6
18:00 - 18:05	1	7	10	1	9	11	4	19	18	5
18:05 - 18:10	1	5	2	2	8	7	6	19	9	5
18:10 - 18:15	1	5	7	6	4	5	3	20	4	5
18:15 - 18:20	1	8	7	1	6	11	5	18	5	4
18:20 - 18:25	1	6	8	1	16	20	7	21	20	6
18:25 - 18:30	1	5	3	0	4	4	2	19	13	6
18:30 - 18:35	2	5	4	1	18	21	14	22	10	6
18:35 - 18:40	1	4	10	1	9	12	8	18	10	5
18:40 - 18:45	1	6	3	1	11	10	6	17	9	7
18:45 - 18:50	2	6	10	1	7	4	6	10	5	5
18:50 - 18:55	1	7	27	0	10	5	7	14	5	5
18:55 - 19:00	2	3	5	1	7	8	8	6	2	4

APPENDIX B

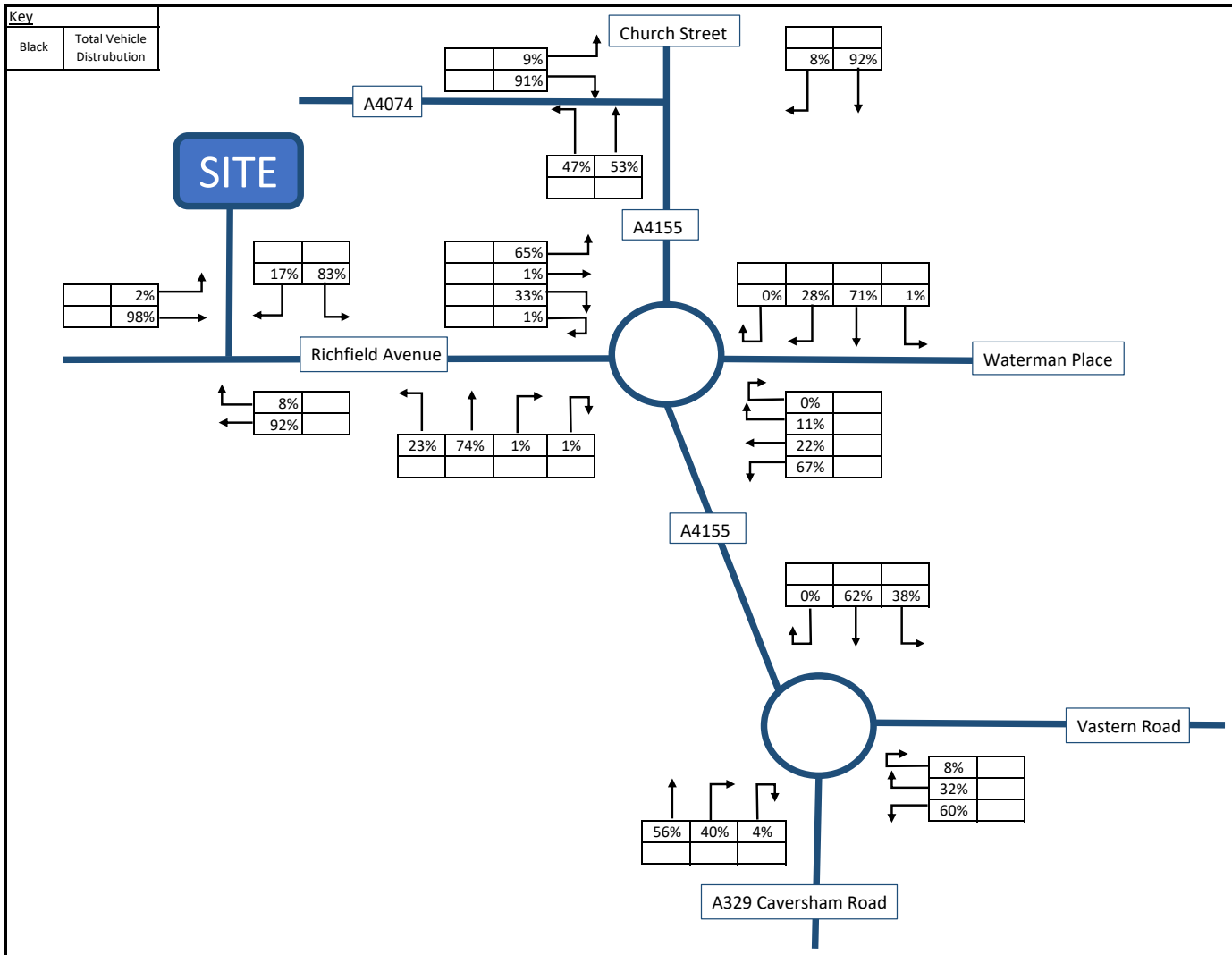


vectos	DSS	BB	Aug-19

Traffic Figure 1 2019 Observed (AM Peak)



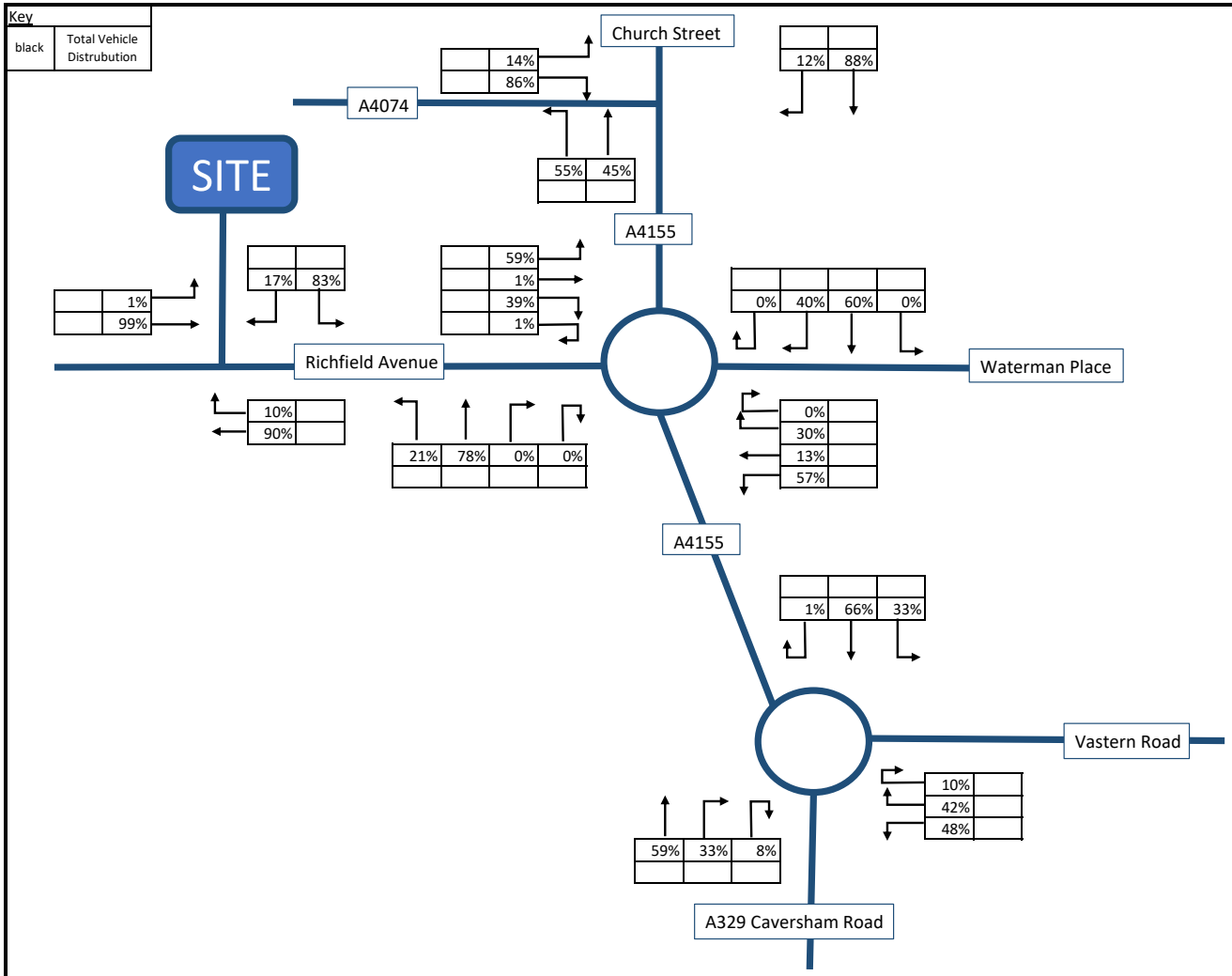
vectos			**Traffic Figure 2 2019 Observed (PM Peak)**
	DSS	BB	Aug-19



vectos	DSS	BB	Aug-19

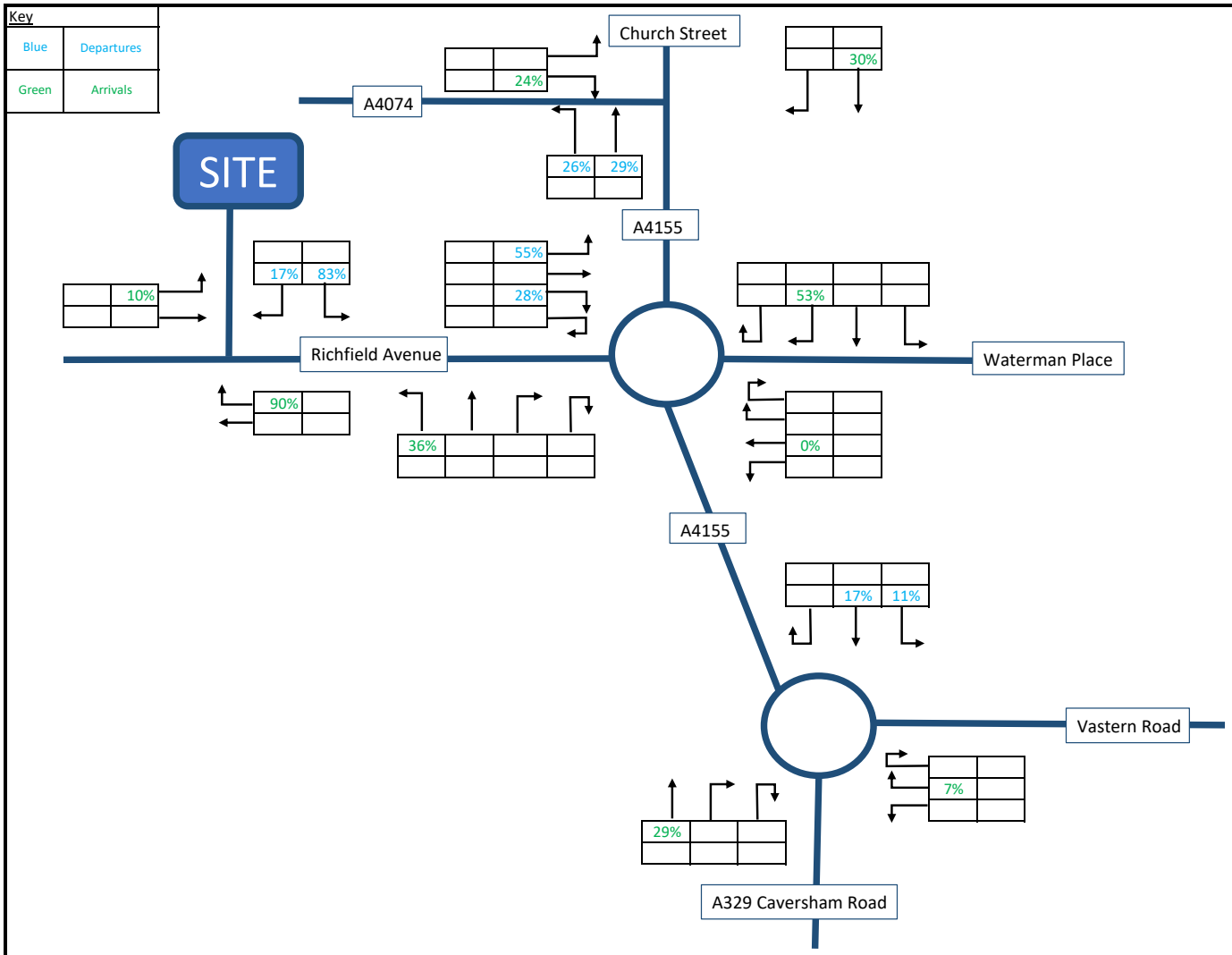
Traffic Figure 3 Existing Turning Proportions (AM)

Note: Dsitribution for site access junction taken from S03-BB-Traffic Flow Disgrams



vectos			**Traffic Figure 4 Existing Turning Proportions (PM)**
	DSS	BB	Aug-19

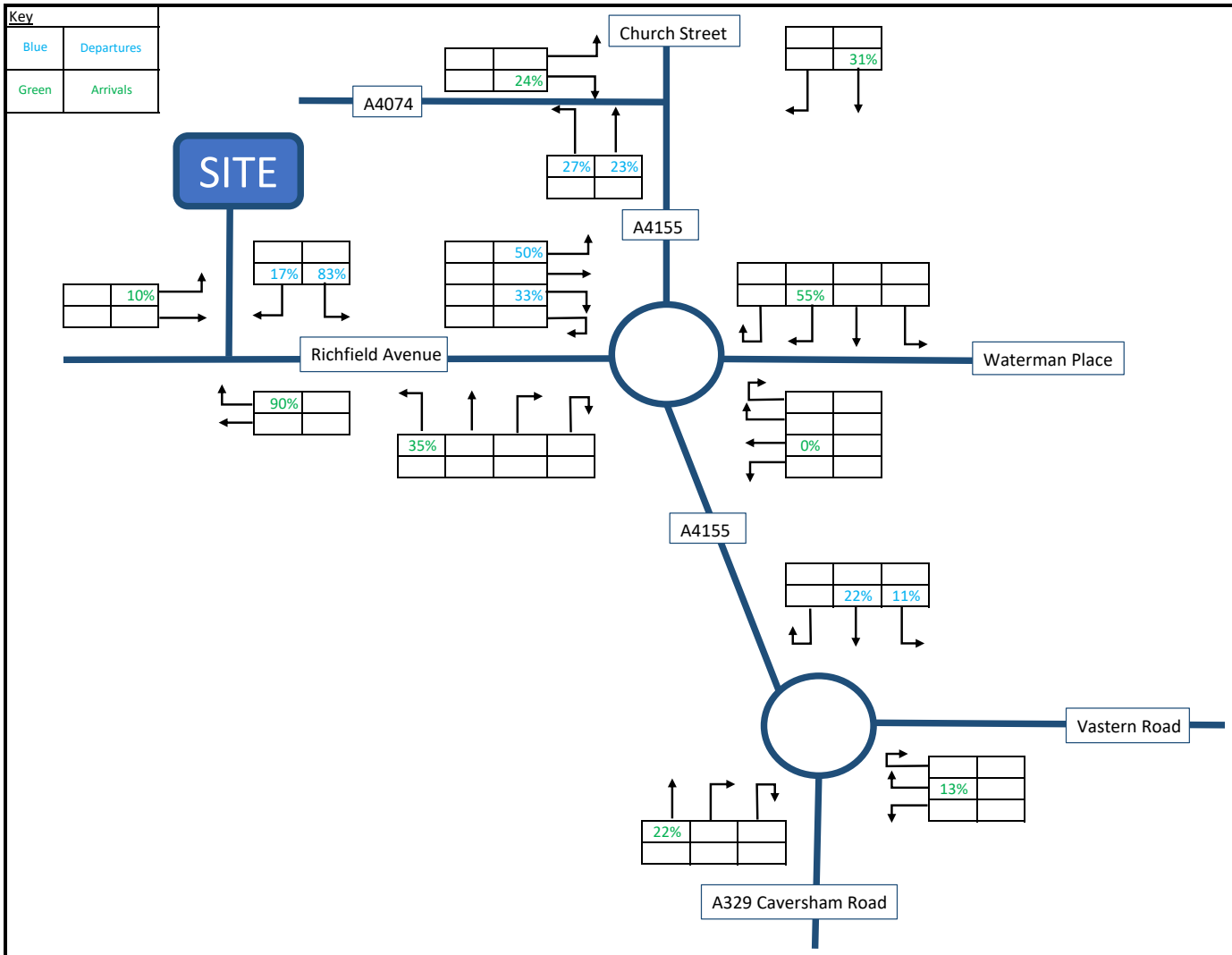
Note: Dsitribution for site access junction taken from S03-BB-Traffic Flow Disgrams



vectos	DSS	BB	Aug-19

Traffic Figure 5 Observed AM Distribution

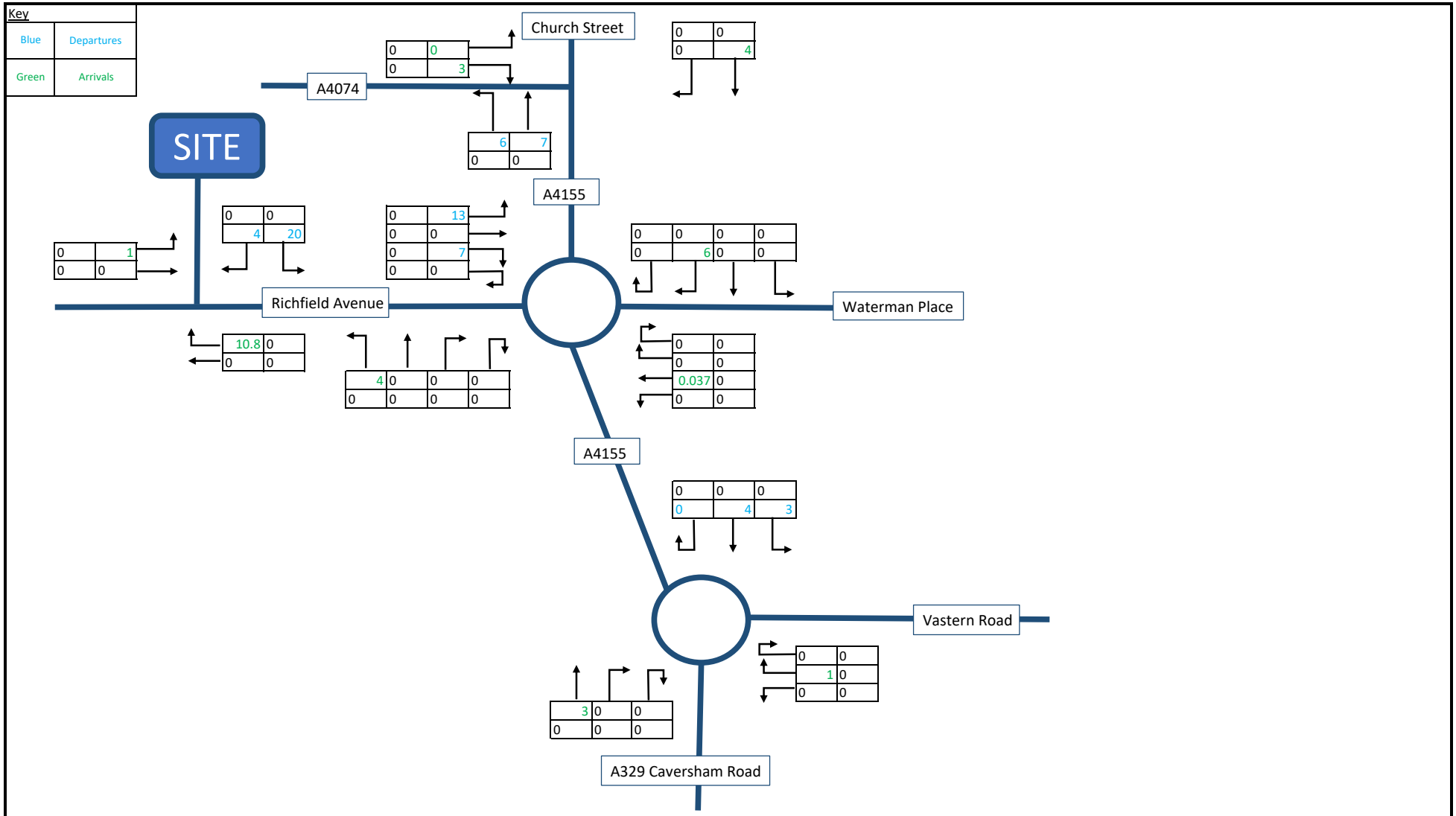
Note: Dsitribution for site access junction taken from S03-BB-Traffic Flow Disgrams



vectos	DSS	BB	Aug-19

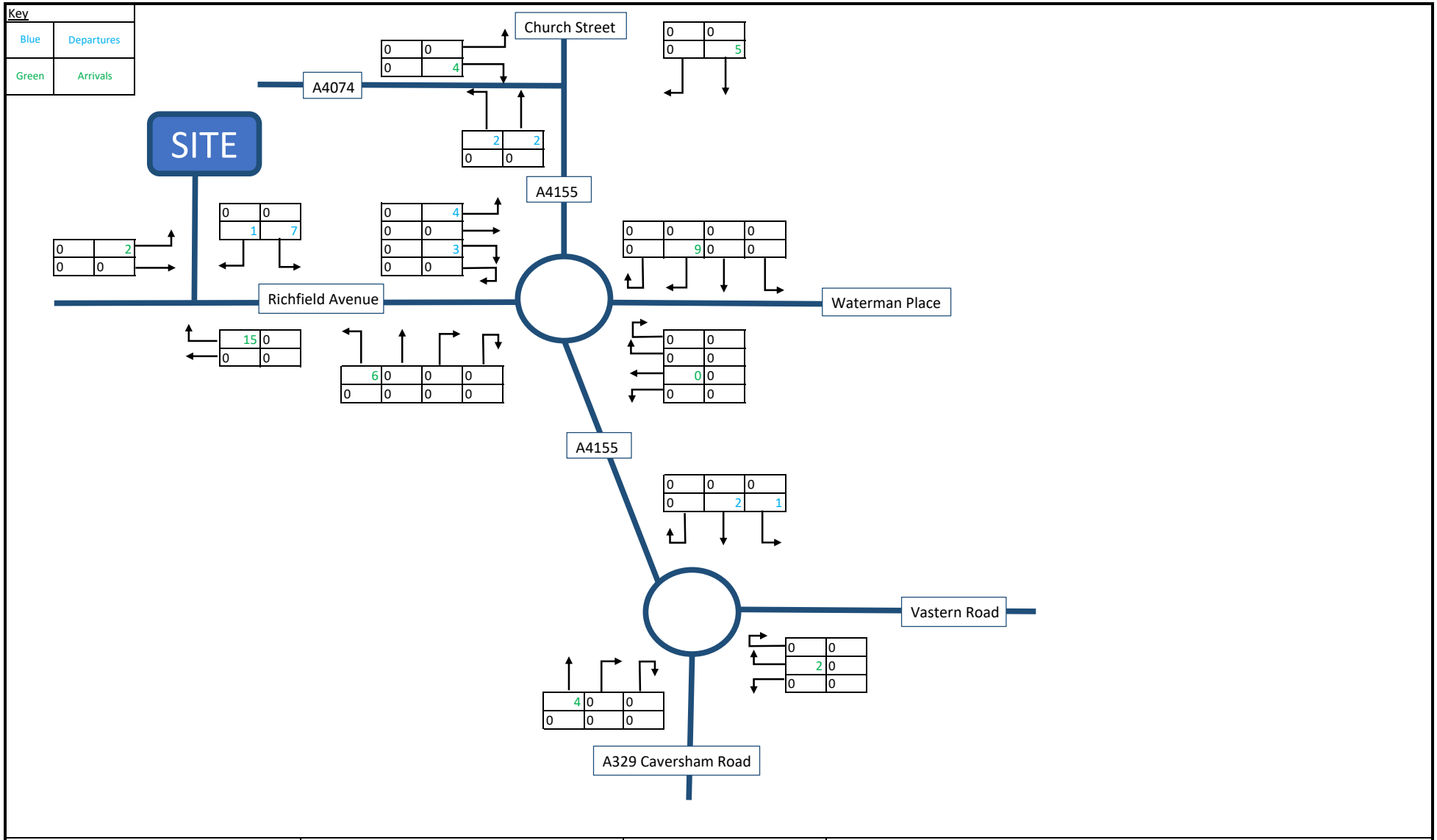
Traffic Figure 6 Observed PM Distribution

Note: Dsitribution for site access junction taken from S03-BB-Traffic Flow Disgrams

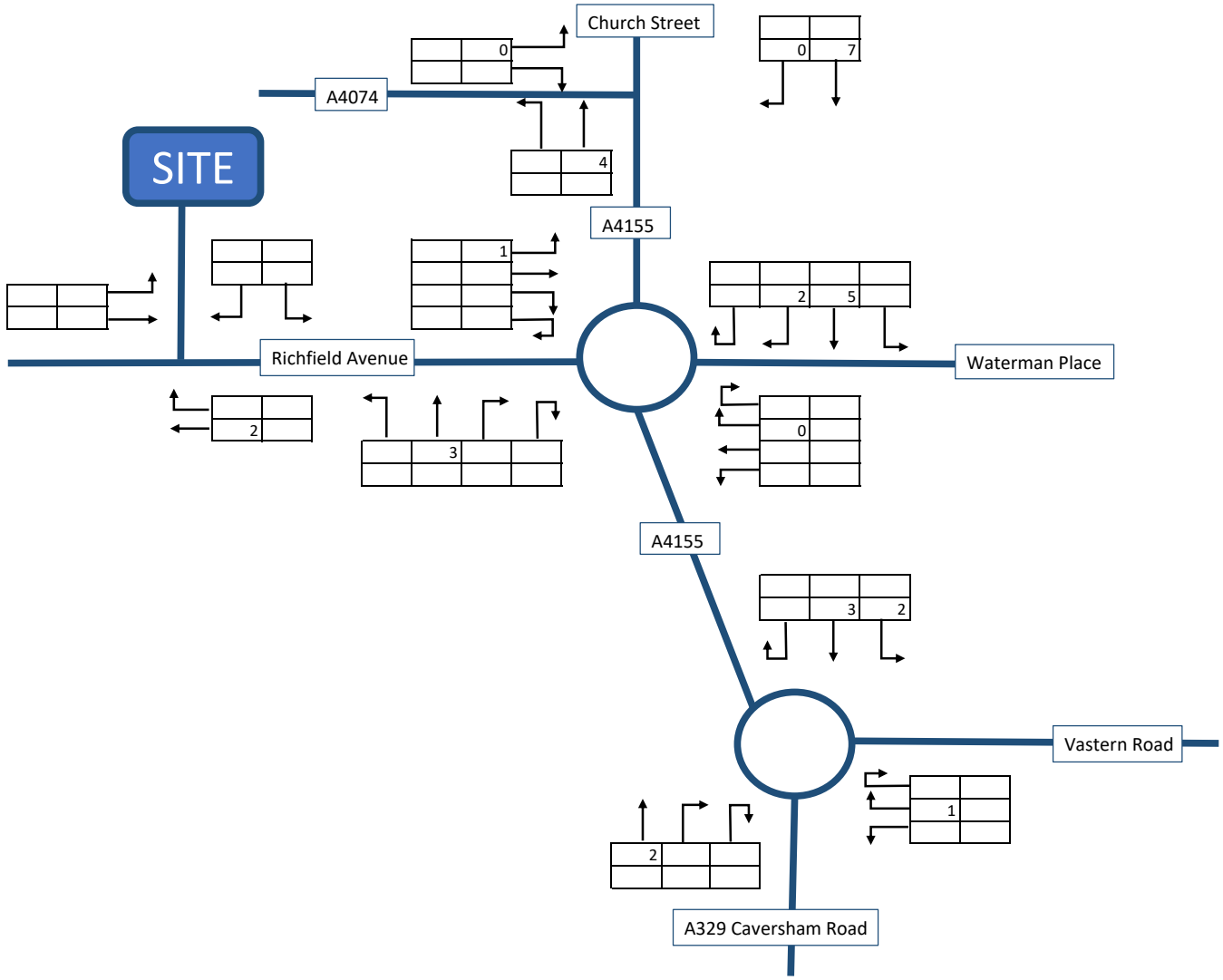


vectos	DSS	BB	Aug-19

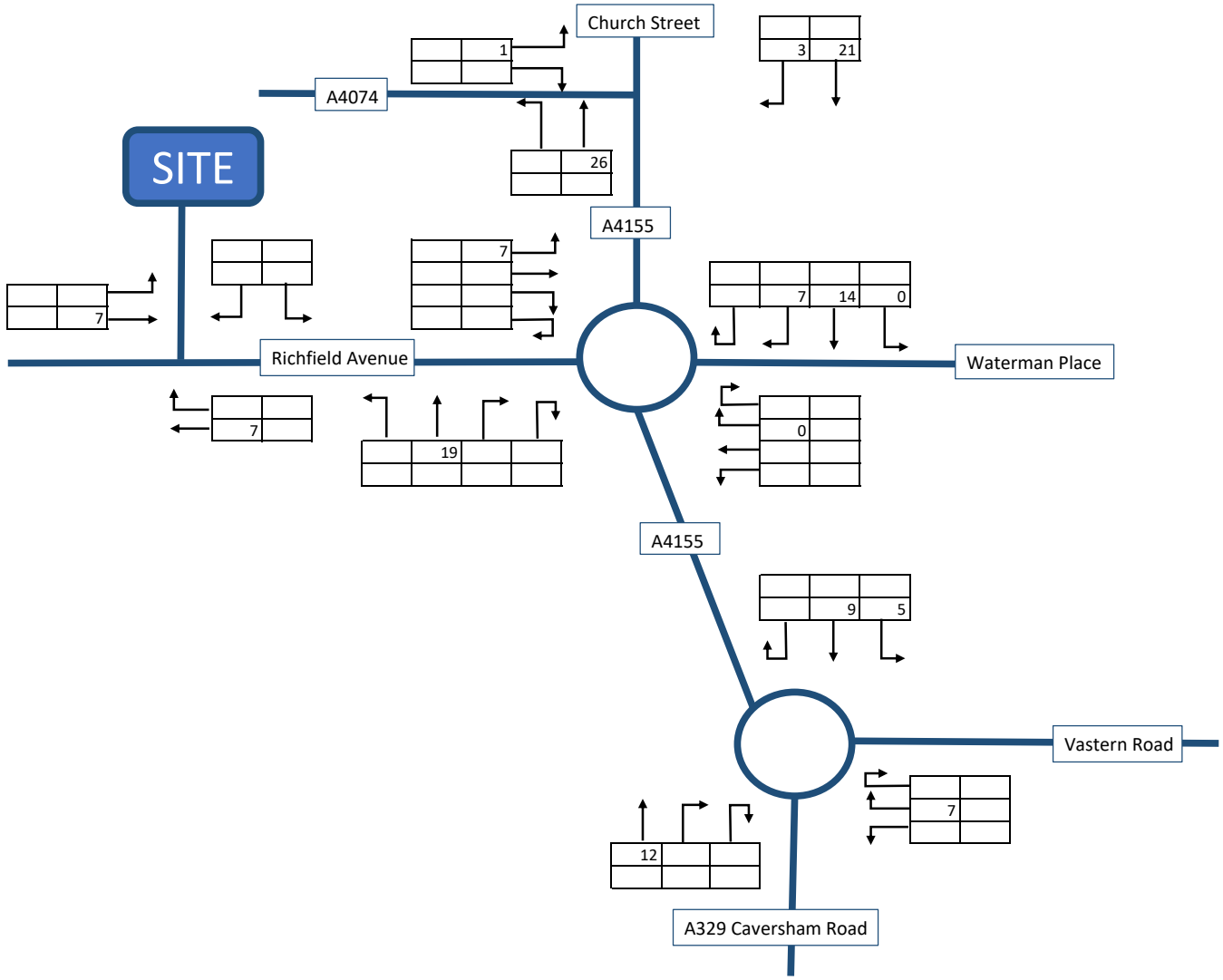
Traffic Figure 7 AM Development Flows



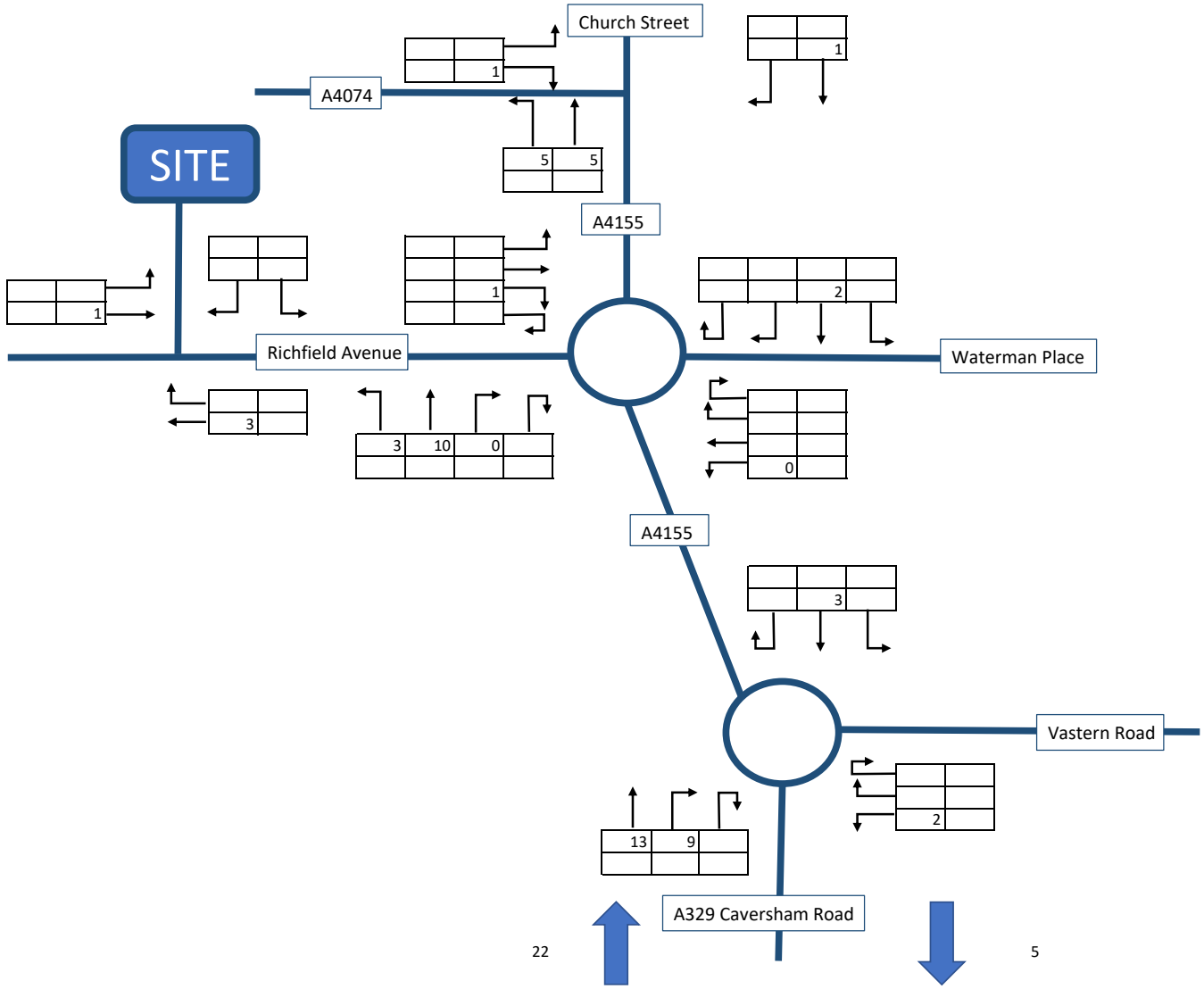
vectos			**Traffic Figure 8 PM Development Flows**
	DSS	BB	Aug-19



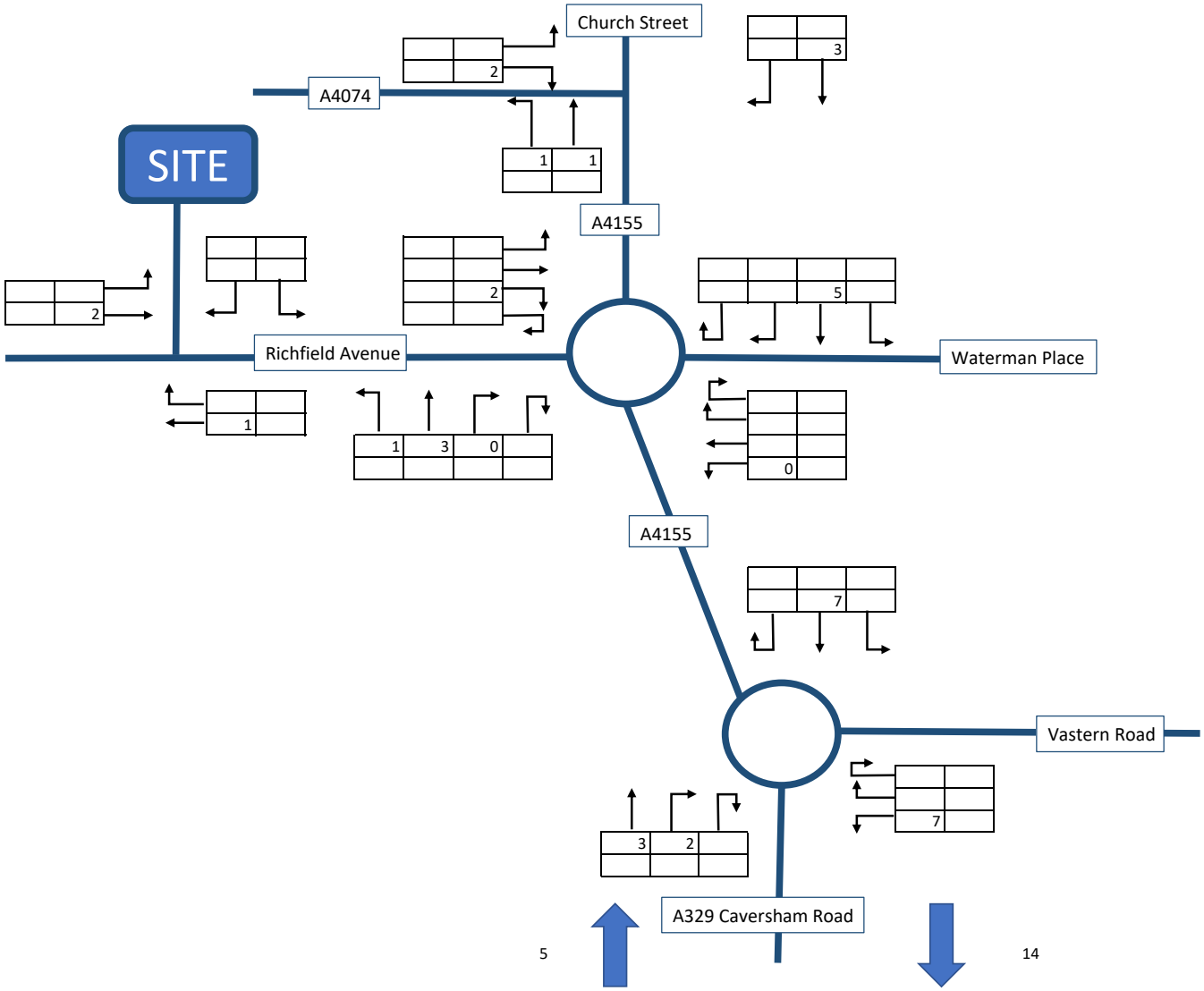
vectos			**Traffic Figure 9 Committed Development - St Martins Centre, Caversham (AM)**
	DSS	BB	Aug-19



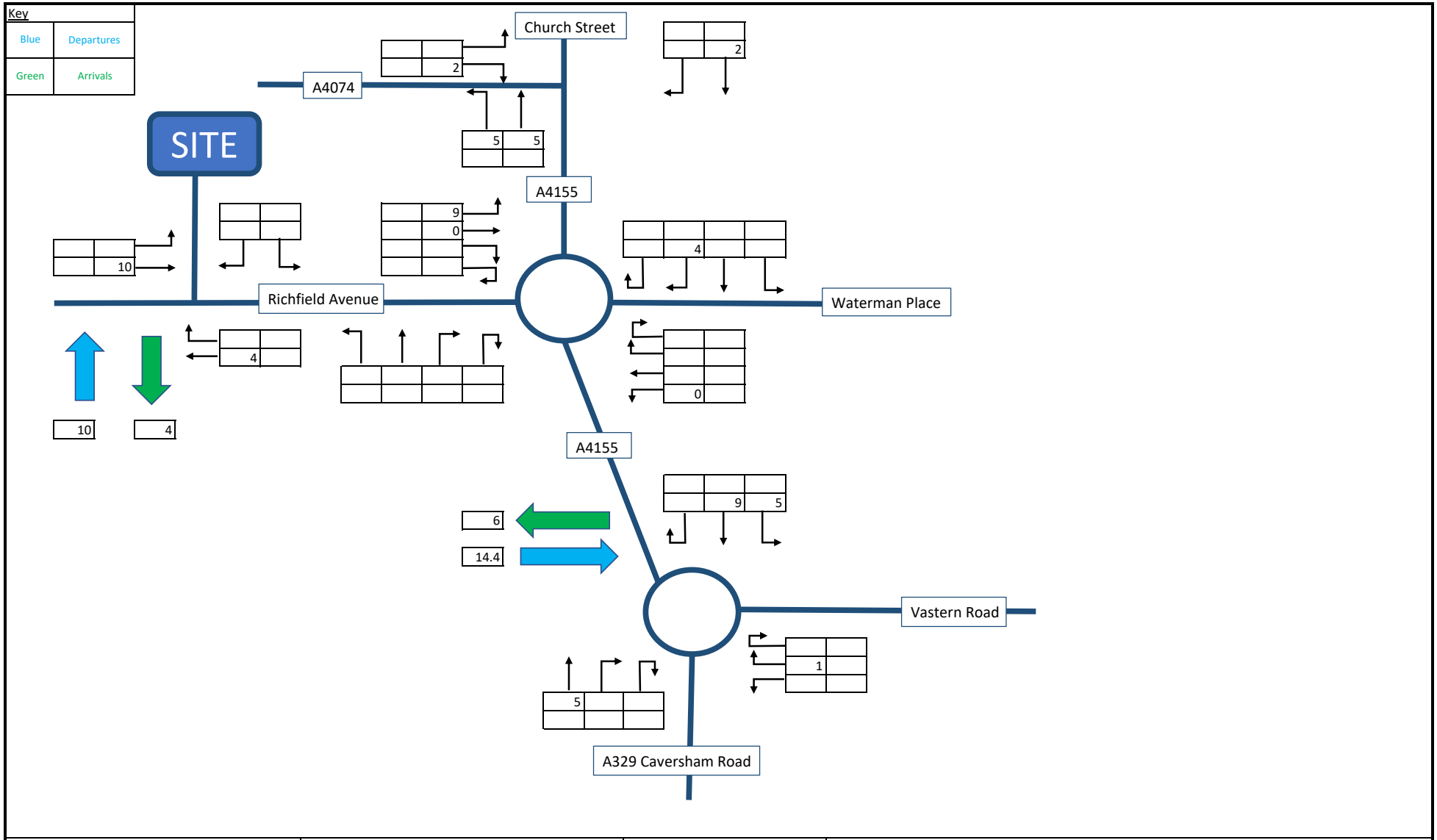
vectos			**Traffic Figure 10 Committed Development - St Martins Centre, Caversham (PM)**
	DSS	BB	Aug-19



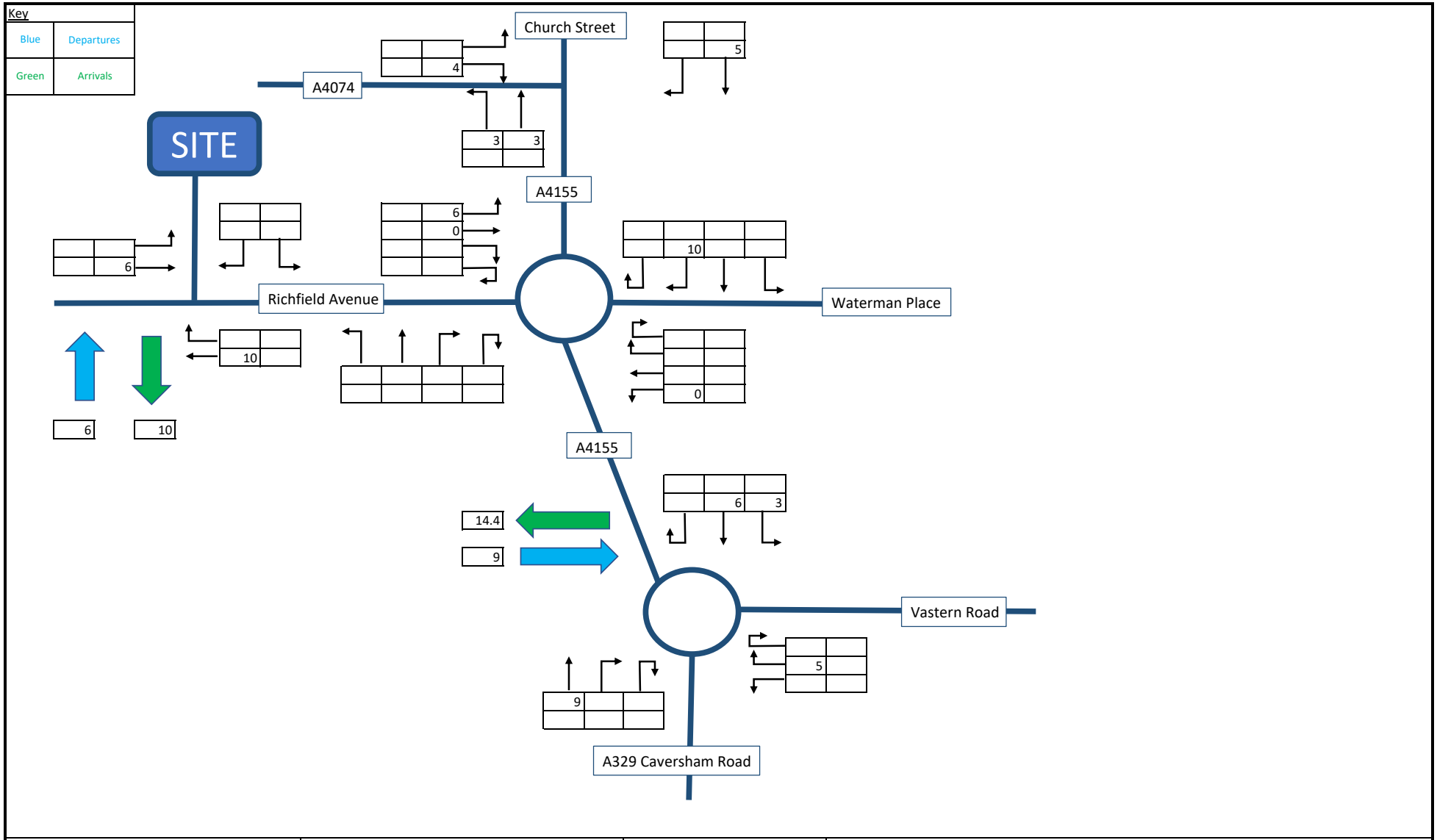
vectos			**Traffic Figure 11 Committed Development - Weldale Street (AM)**
	DSS	BB	Aug-19



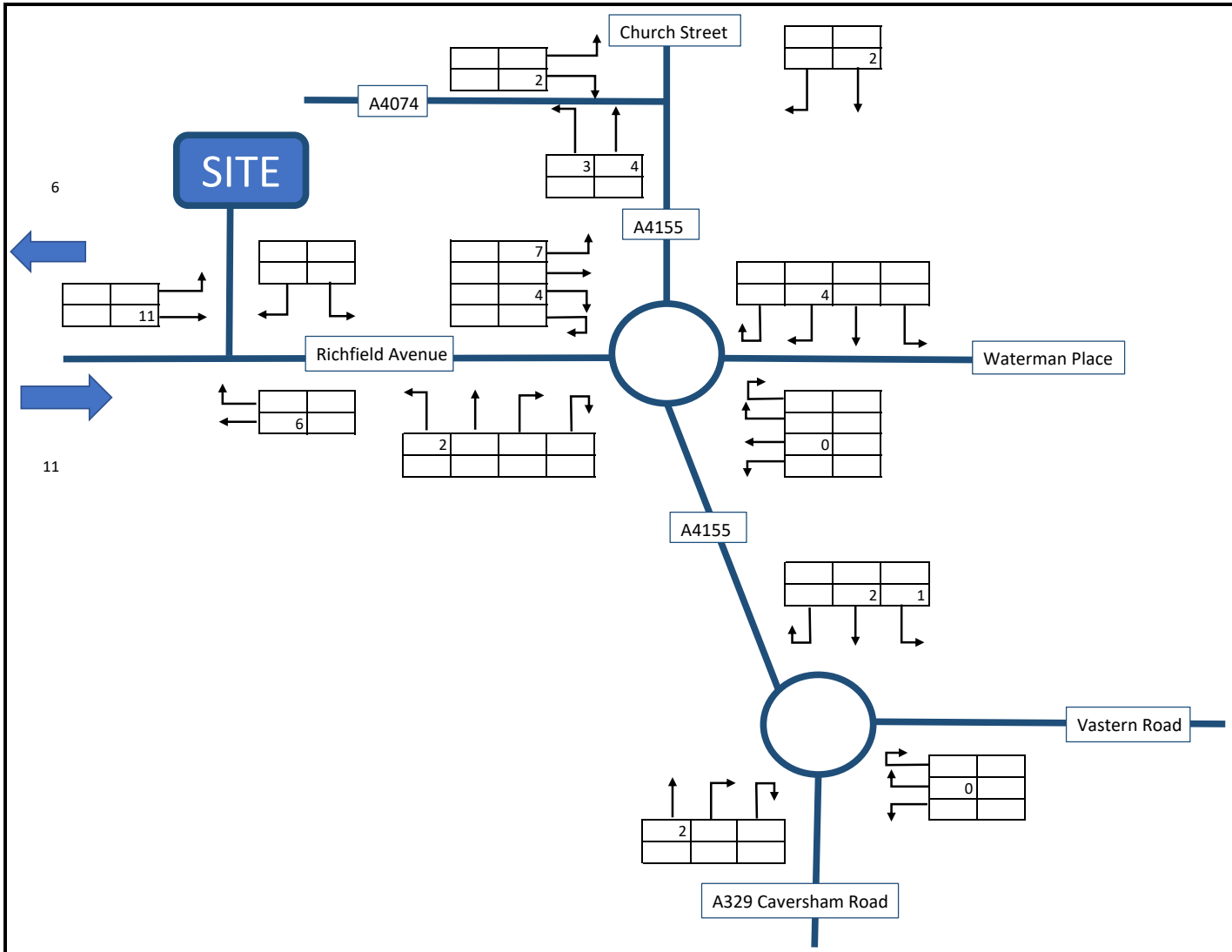
vectos			**Traffic Figure 12 Committed Development - Weldale Street (PM)**
	DSS	BB	Aug-19



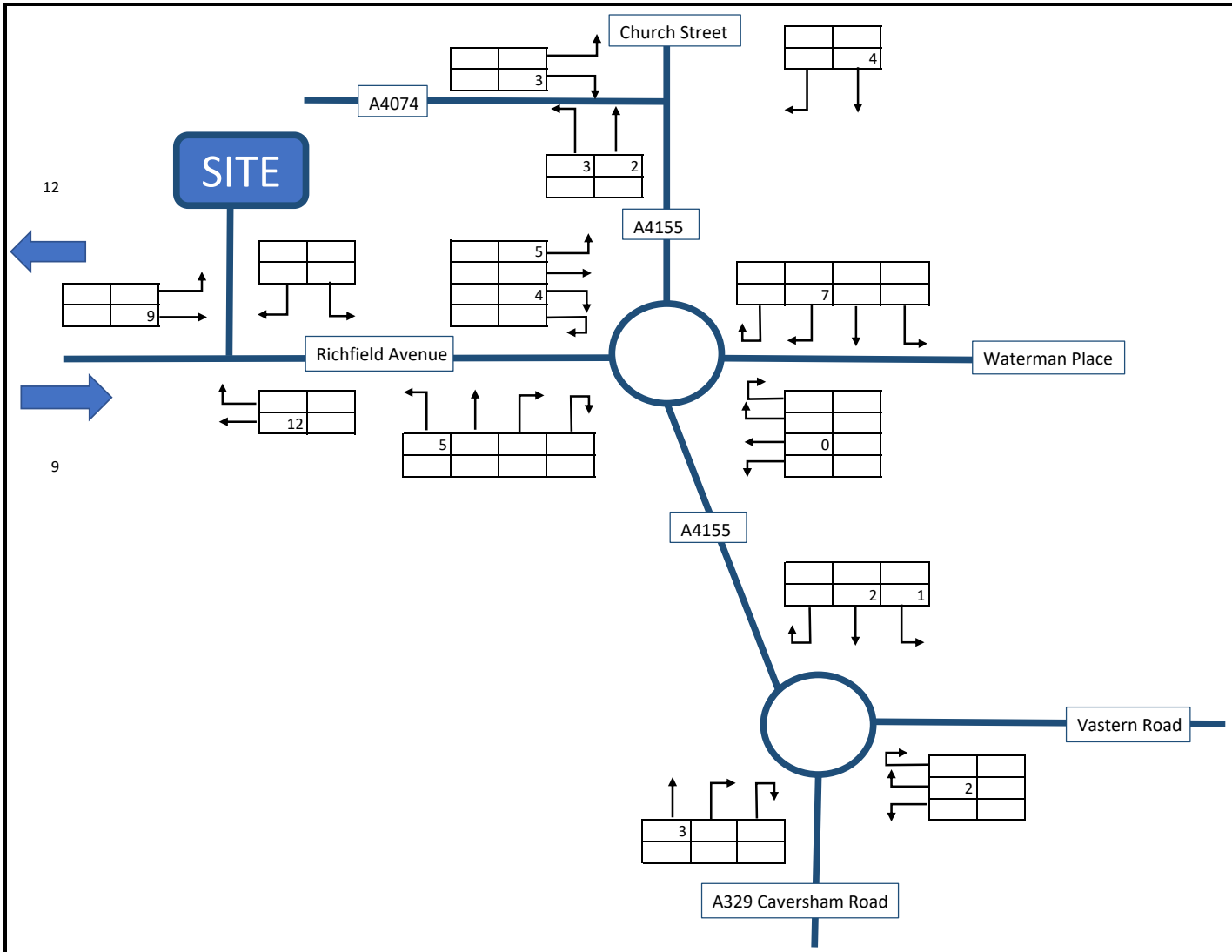
vectos			**Traffic Figure 13 Committed Development - Cox and Wyman (AM)**
	DSS	BB	Aug-19



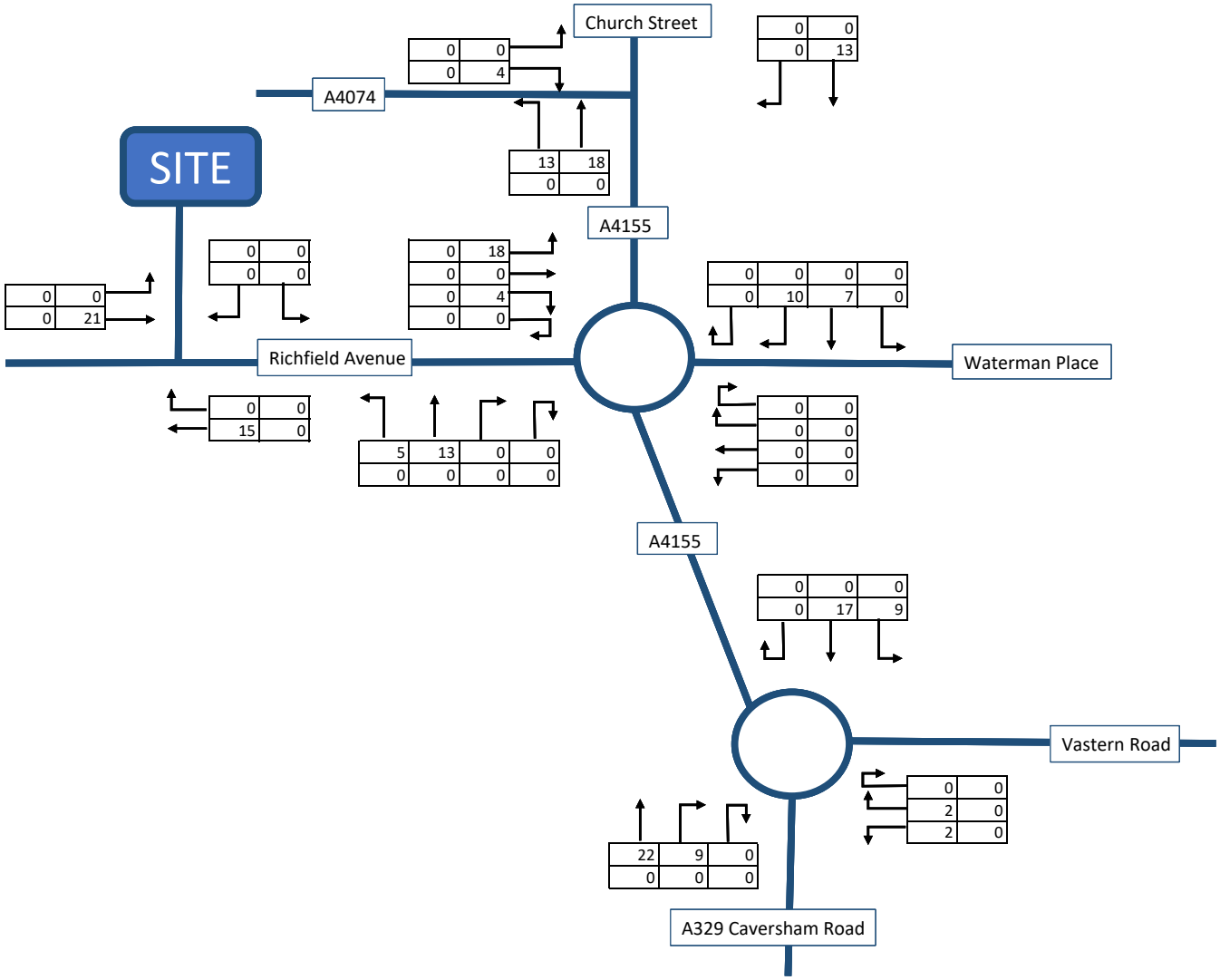
vectos			**Traffic Figure 14 Committed Development - Cox and Wyman (PM)**
	DSS	BB	Aug-19



vectos			**Traffic Figure 15 Committed Development - Portman Way (AM)**
	DSS	BB	Aug-19

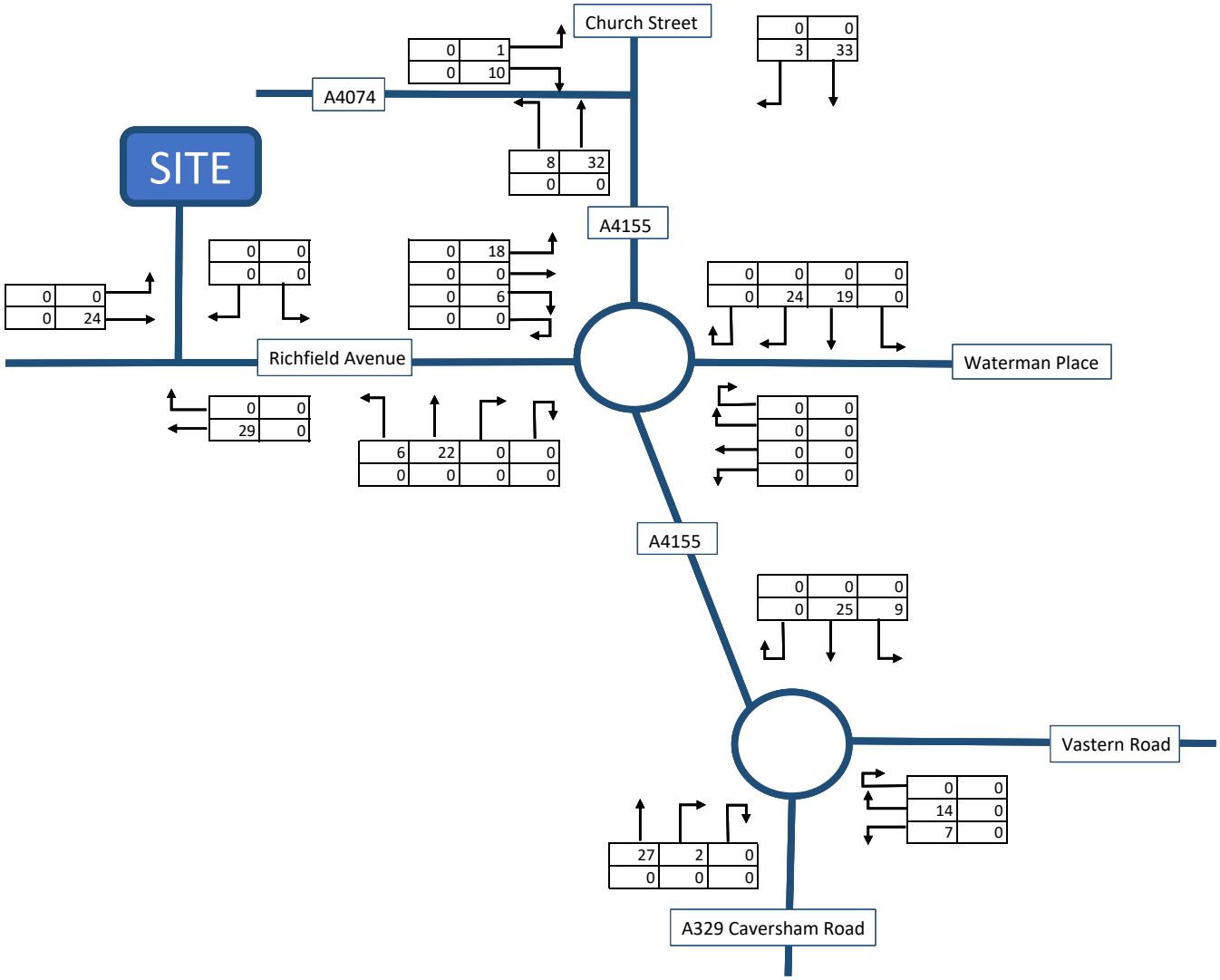


vectos			**Traffic Figure 16 Committed Development - Portman Way (PM)**
	DSS	BB	Aug-19



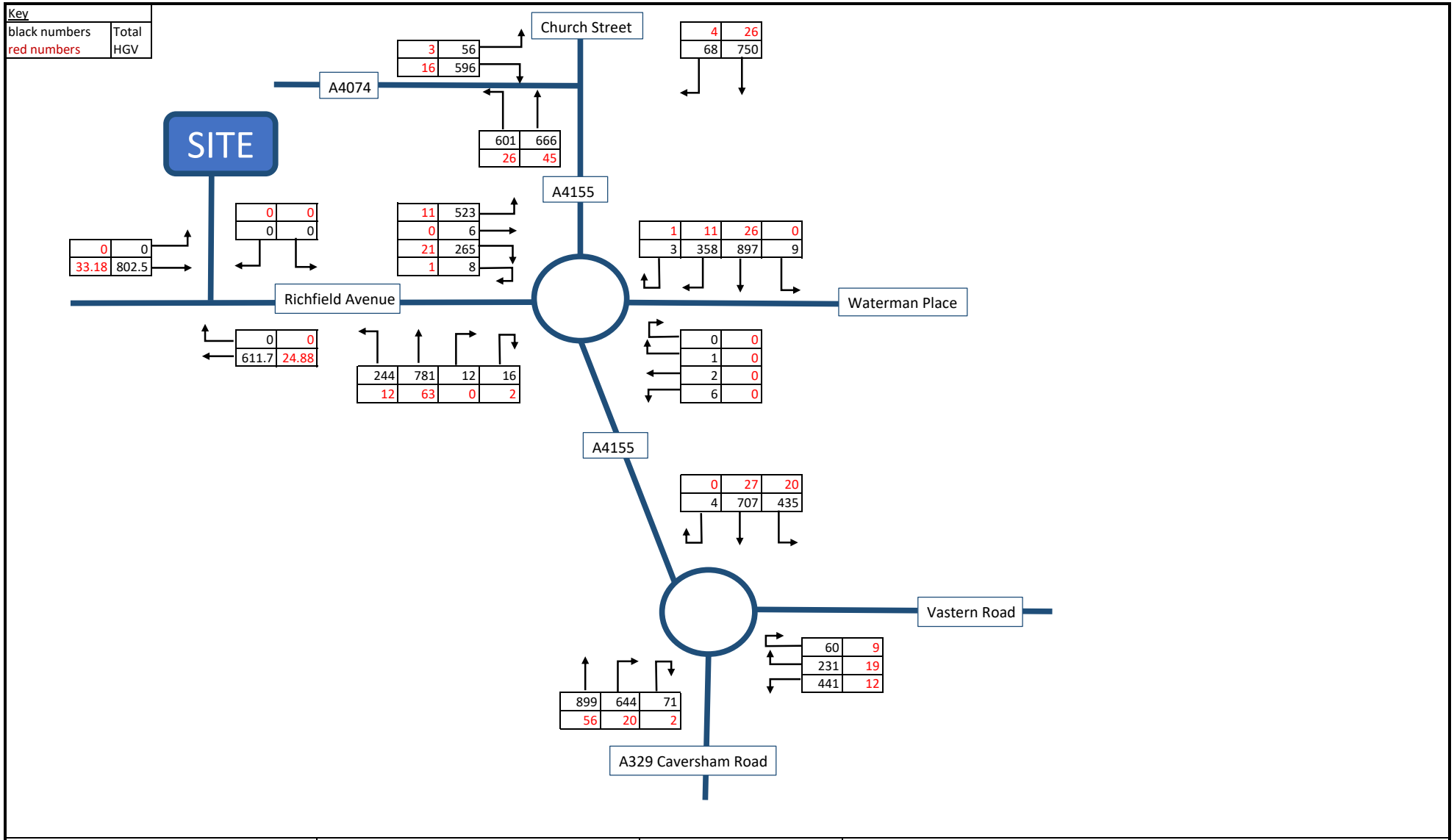
vectos	DSS	BB	Aug-19

Traffic Figure 17 AM Combined Committed Development Trips



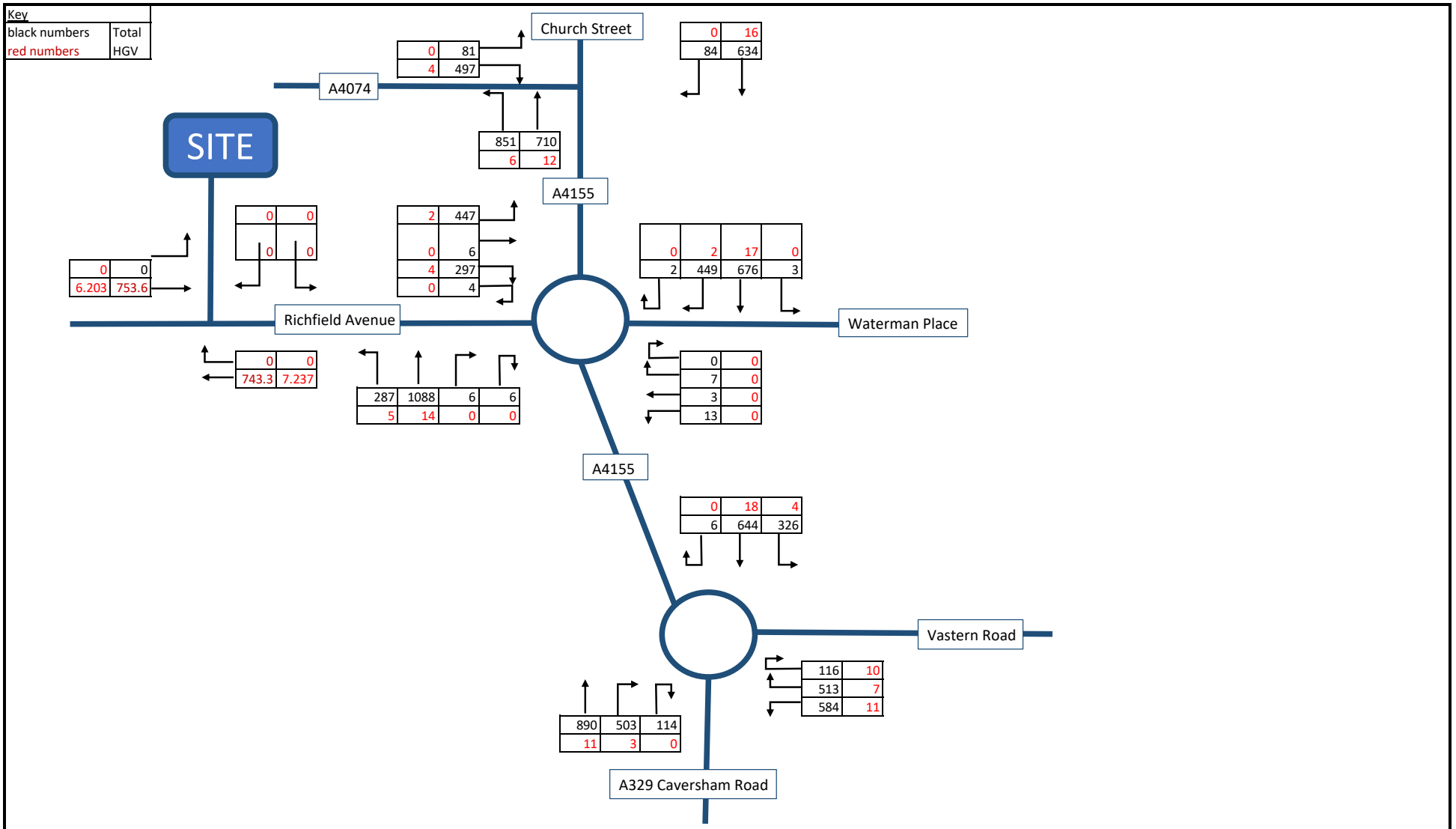
vectos	DSS	BB	Aug-19

Traffic Figure 18 PM Combined Committed Development Trips

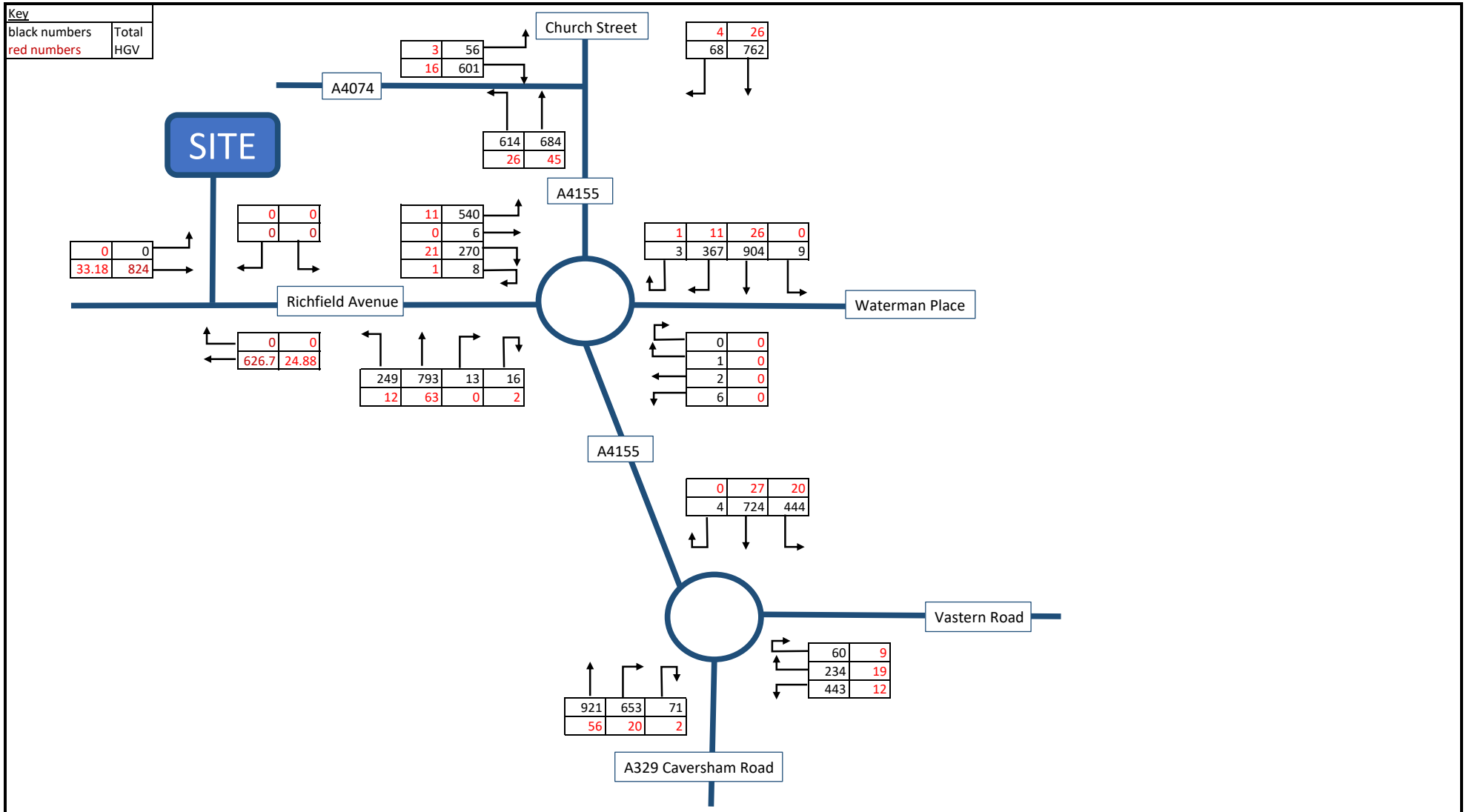


vectos	DSS	BB	Aug-19

Traffic Figure 19 2021 Baseline AM

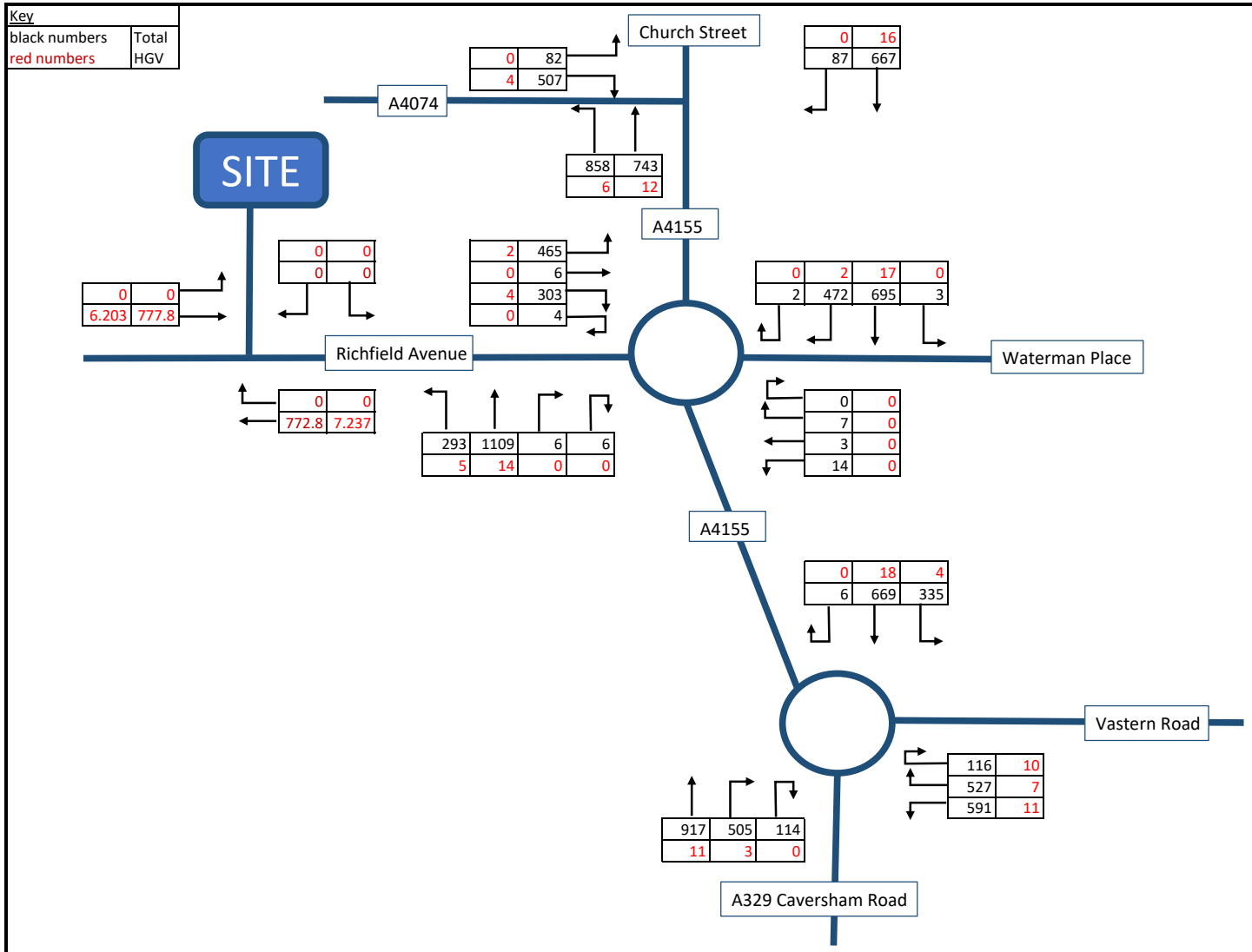


vectos			**Traffic Figure 20 2021 Baseline PM**
	DSS	BB	Aug-19



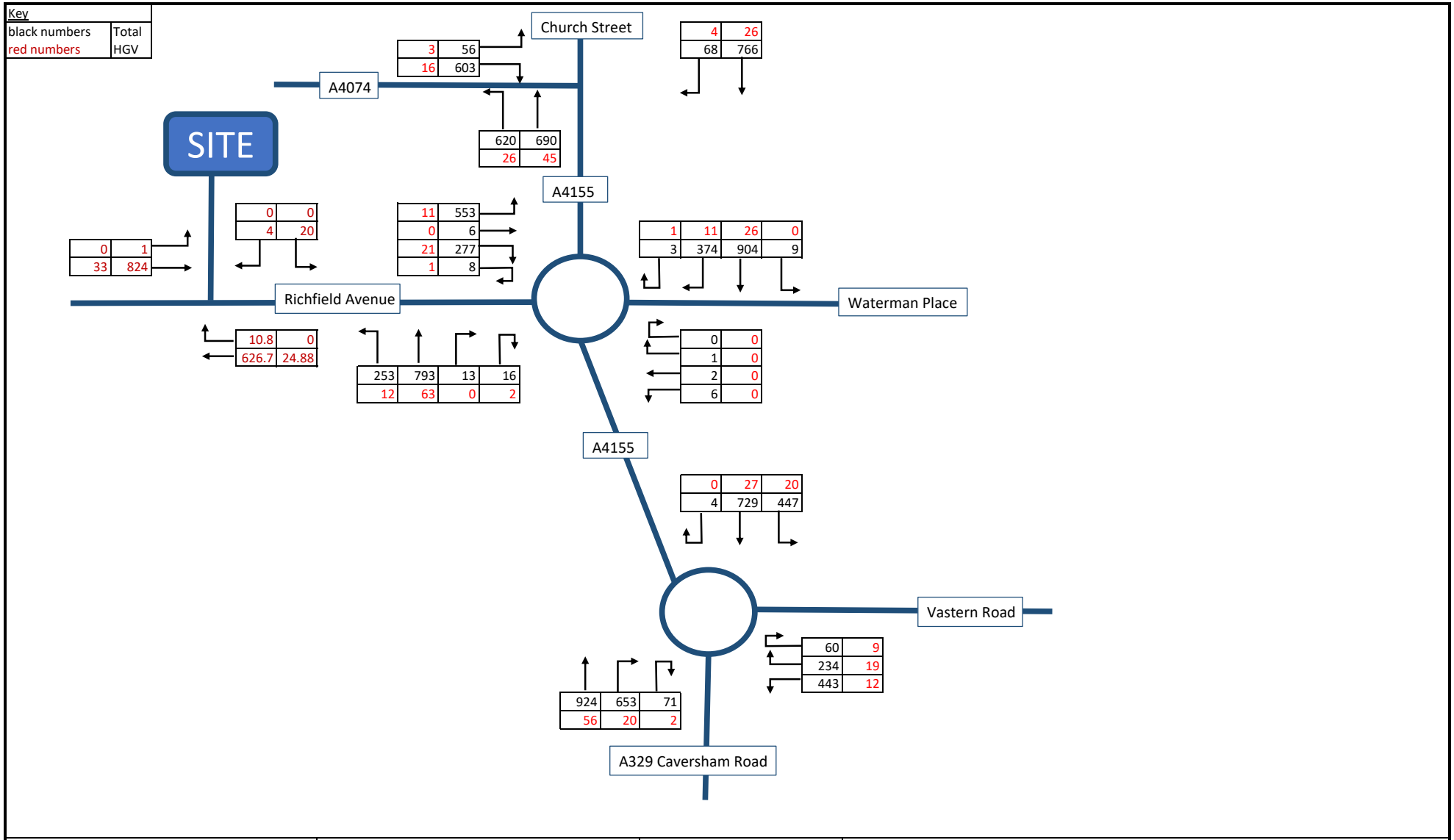
vectos	DSS	BB	Aug-19

Traffic Figure 21 2021 Baseline + Committed Development (AM Peak)



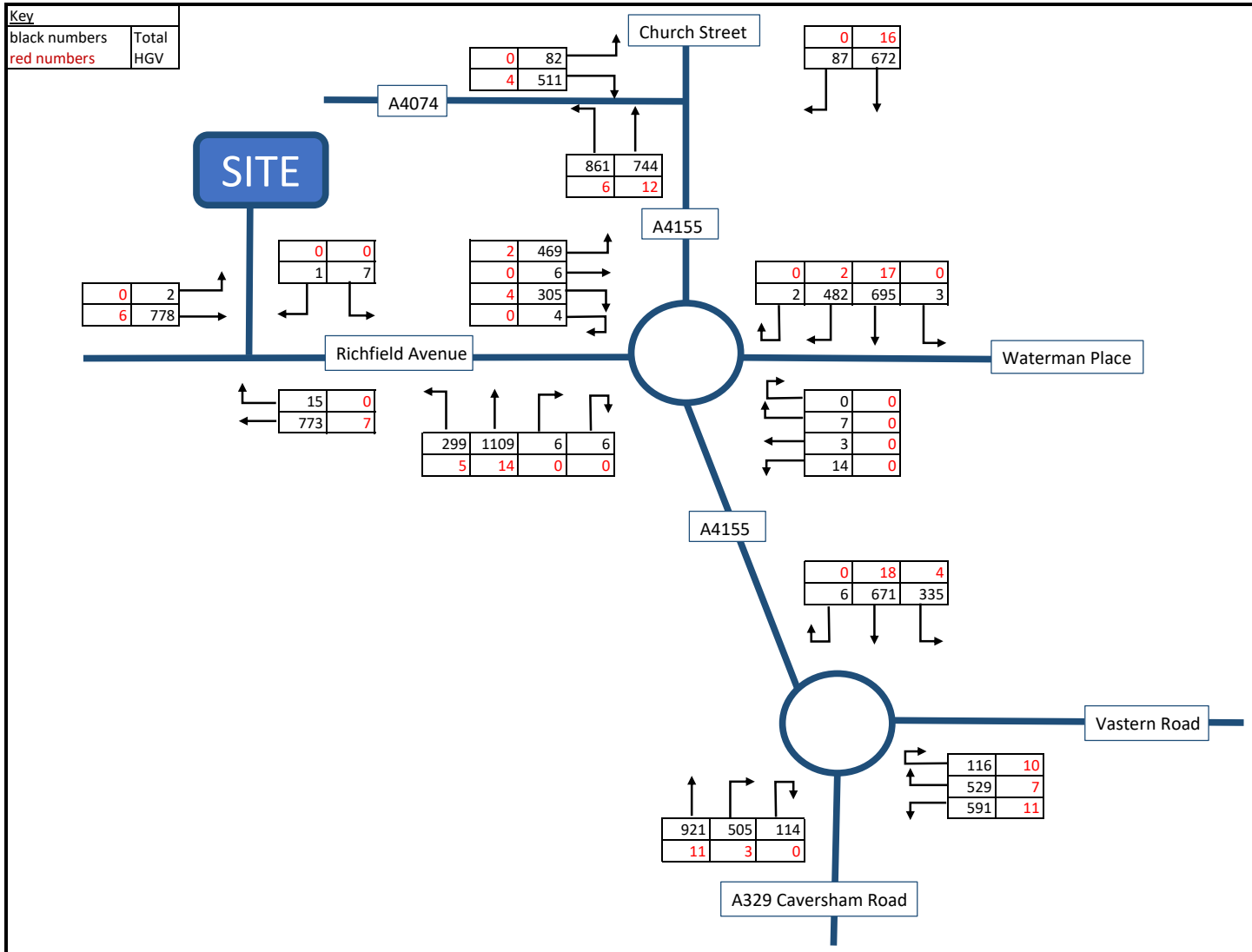
vectos	DSS	BB	Aug-19

Traffic Figure 22 2021 Baseline + Committed Development (PM Peak)



vectos	DSS	BB	Aug-19

Traffic Figure 23 2021 Baseline + Committed Development + Development (AM Peak)



vectos	DSS	BB	Aug-19

Traffic Figure 24 2021 Baseline + Committed Development + Development (PM Peak)

APPENDIX C

AM PEAK GROWTH FACTOR

Dataset Version:	7.2
Result Type:	Trip ends by time period
Base Year:	2019
Future Year:	2021
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Current Assumptions:	

Growth Factor

Area Description		All purposes		
Level	Name	Origin	Destination	
E02003395	Reading 007	1.0355	1.026	

Adjusted Local Growth Factor

NTM Dataset	
Area Type	All
Road Type	All
Adjusted Growth Factor	1.0368

PM PEAK GROWTH FACTOR

Dataset Version:	7.2
Result Type:	Trip ends by time period
Base Year:	2019
Future Year:	2021
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/Destination
Current Assumptions:	

Growth Factor

Area Description		All purposes		
Level	Name	Origin	Destination	
E02003395	Reading 007	1.025	1.0305	

Adjusted Local Growth Factor

NTM Dataset	
Area Type	All
Road Type	All
Adjusted Growth Factor	1.0338

APPENDIX D

Calculation Reference: AUDIT-152301-180424-0453

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TV	TEES VALLEY	1 days

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

Secondary Filtering selection:

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

Parameter: Number of bedrooms
Actual Range: 24 to 213 (units:)
Range Selected by User: 24 to 213 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 26/09/16

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

Selected survey days:

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

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Residential Zone	1
Built-Up Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C1	5 days

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

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 CA-06-A-03 TRAVELODGE CAMBRIDGESHIRE
CLIFTON WAY
CAMBRIDGE LEISURE PARK
CAMBRIDGE
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of bedrooms: 120
Survey date: FRIDAY *16/10/09* *Survey Type: MANUAL*

2 DH-06-A-01 PREMIER INN DURHAM
FREEMANS PLACE
MILLENNIUM PLACE
DURHAM
Edge of Town Centre
Development Zone
Total Number of bedrooms: 103
Survey date: THURSDAY *04/12/08* *Survey Type: MANUAL*

3 DS-06-A-02 JURY'S INN DERBYSHIRE
KING STREET

DERBY
Town Centre
Commercial Zone
Total Number of bedrooms: 213
Survey date: TUESDAY *19/07/11* *Survey Type: MANUAL*

4 TV-06-A-02 HOTEL TEES VALLEY
MARTON ROAD

MIDDLESBROUGH
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of bedrooms: 74
Survey date: FRIDAY *18/12/09* *Survey Type: MANUAL*

5 WL-06-A-02 HOLIDAY INN EXPRESS WILTSHIRE
BRIDGE STREET

SWINDON
Town Centre
Built-Up Zone
Total Number of bedrooms: 134
Survey date: WEDNESDAY *27/11/13* *Survey Type: MANUAL*

6 WY-06-A-02 HOTEL WEST YORKSHIRE
CLIFF ROAD
HEADINGLEY
LEEDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of bedrooms: 24
Survey date: FRIDAY *11/06/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.060	6	111	0.106	6	111	0.166
08:00 - 09:00	6	111	0.088	6	111	0.181	6	111	0.269
09:00 - 10:00	6	111	0.087	6	111	0.153	6	111	0.240
10:00 - 11:00	6	111	0.081	6	111	0.100	6	111	0.181
11:00 - 12:00	6	111	0.072	6	111	0.114	6	111	0.186
12:00 - 13:00	6	111	0.091	6	111	0.093	6	111	0.184
13:00 - 14:00	6	111	0.084	6	111	0.075	6	111	0.159
14:00 - 15:00	6	111	0.070	6	111	0.043	6	111	0.113
15:00 - 16:00	6	111	0.072	6	111	0.070	6	111	0.142
16:00 - 17:00	6	111	0.099	6	111	0.066	6	111	0.165
17:00 - 18:00	6	111	0.132	6	111	0.057	6	111	0.189
18:00 - 19:00	6	111	0.118	6	111	0.066	6	111	0.184
19:00 - 20:00	6	111	0.084	6	111	0.072	6	111	0.156
20:00 - 21:00	6	111	0.075	6	111	0.046	6	111	0.121
21:00 - 22:00	6	111	0.081	6	111	0.057	6	111	0.138
22:00 - 23:00	2	89	0.096	2	89	0.107	2	89	0.203
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			1.404			1.406			2.810

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.009	6	111	0.009	6	111	0.018
08:00 - 09:00	6	111	0.013	6	111	0.015	6	111	0.028
09:00 - 10:00	6	111	0.016	6	111	0.018	6	111	0.034
10:00 - 11:00	6	111	0.024	6	111	0.024	6	111	0.048
11:00 - 12:00	6	111	0.016	6	111	0.016	6	111	0.032
12:00 - 13:00	6	111	0.010	6	111	0.010	6	111	0.020
13:00 - 14:00	6	111	0.010	6	111	0.010	6	111	0.020
14:00 - 15:00	6	111	0.007	6	111	0.007	6	111	0.014
15:00 - 16:00	6	111	0.010	6	111	0.009	6	111	0.019
16:00 - 17:00	6	111	0.006	6	111	0.007	6	111	0.013
17:00 - 18:00	6	111	0.013	6	111	0.010	6	111	0.023
18:00 - 19:00	6	111	0.012	6	111	0.015	6	111	0.027
19:00 - 20:00	6	111	0.022	6	111	0.022	6	111	0.044
20:00 - 21:00	6	111	0.024	6	111	0.024	6	111	0.048
21:00 - 22:00	6	111	0.037	6	111	0.037	6	111	0.074
22:00 - 23:00	2	89	0.062	2	89	0.062	2	89	0.124
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.291			0.295			0.586

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.001	6	111	0.001	6	111	0.002
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.003	6	111	0.003	6	111	0.006
10:00 - 11:00	6	111	0.001	6	111	0.001	6	111	0.002
11:00 - 12:00	6	111	0.000	6	111	0.000	6	111	0.000
12:00 - 13:00	6	111	0.001	6	111	0.000	6	111	0.001
13:00 - 14:00	6	111	0.003	6	111	0.004	6	111	0.007
14:00 - 15:00	6	111	0.001	6	111	0.001	6	111	0.002
15:00 - 16:00	6	111	0.000	6	111	0.000	6	111	0.000
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.010			0.010			0.020

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.000	6	111	0.000
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.000	6	111	0.000	6	111	0.000
10:00 - 11:00	6	111	0.000	6	111	0.000	6	111	0.000
11:00 - 12:00	6	111	0.000	6	111	0.000	6	111	0.000
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.000	6	111	0.000	6	111	0.000
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.000	6	111	0.000	6	111	0.000
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.000			0.000			0.000

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL CYCLISTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.001	6	111	0.001
08:00 - 09:00	6	111	0.003	6	111	0.001	6	111	0.004
09:00 - 10:00	6	111	0.003	6	111	0.000	6	111	0.003
10:00 - 11:00	6	111	0.003	6	111	0.003	6	111	0.006
11:00 - 12:00	6	111	0.001	6	111	0.003	6	111	0.004
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.000	6	111	0.004	6	111	0.004
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.001	6	111	0.000	6	111	0.001
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.001	6	111	0.001
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.011			0.013			0.024

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.069	6	111	0.156	6	111	0.225
08:00 - 09:00	6	111	0.124	6	111	0.265	6	111	0.389
09:00 - 10:00	6	111	0.114	6	111	0.249	6	111	0.363
10:00 - 11:00	6	111	0.121	6	111	0.141	6	111	0.262
11:00 - 12:00	6	111	0.118	6	111	0.177	6	111	0.295
12:00 - 13:00	6	111	0.156	6	111	0.121	6	111	0.277
13:00 - 14:00	6	111	0.121	6	111	0.102	6	111	0.223
14:00 - 15:00	6	111	0.114	6	111	0.058	6	111	0.172
15:00 - 16:00	6	111	0.111	6	111	0.093	6	111	0.204
16:00 - 17:00	6	111	0.156	6	111	0.099	6	111	0.255
17:00 - 18:00	6	111	0.184	6	111	0.079	6	111	0.263
18:00 - 19:00	6	111	0.163	6	111	0.096	6	111	0.259
19:00 - 20:00	6	111	0.106	6	111	0.099	6	111	0.205
20:00 - 21:00	6	111	0.103	6	111	0.060	6	111	0.163
21:00 - 22:00	6	111	0.099	6	111	0.063	6	111	0.162
22:00 - 23:00	2	89	0.130	2	89	0.119	2	89	0.249
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.003			1.977			3.980

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.015	6	111	0.033	6	111	0.048
08:00 - 09:00	6	111	0.022	6	111	0.082	6	111	0.104
09:00 - 10:00	6	111	0.031	6	111	0.040	6	111	0.071
10:00 - 11:00	6	111	0.015	6	111	0.075	6	111	0.090
11:00 - 12:00	6	111	0.030	6	111	0.036	6	111	0.066
12:00 - 13:00	6	111	0.024	6	111	0.024	6	111	0.048
13:00 - 14:00	6	111	0.018	6	111	0.027	6	111	0.045
14:00 - 15:00	6	111	0.013	6	111	0.021	6	111	0.034
15:00 - 16:00	6	111	0.022	6	111	0.015	6	111	0.037
16:00 - 17:00	6	111	0.012	6	111	0.025	6	111	0.037
17:00 - 18:00	6	111	0.052	6	111	0.046	6	111	0.098
18:00 - 19:00	6	111	0.033	6	111	0.066	6	111	0.099
19:00 - 20:00	6	111	0.064	6	111	0.027	6	111	0.091
20:00 - 21:00	6	111	0.072	6	111	0.082	6	111	0.154
21:00 - 22:00	6	111	0.064	6	111	0.018	6	111	0.082
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.487			0.617			1.104

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.003	6	111	0.003
08:00 - 09:00	6	111	0.004	6	111	0.013	6	111	0.017
09:00 - 10:00	6	111	0.001	6	111	0.010	6	111	0.011
10:00 - 11:00	6	111	0.006	6	111	0.004	6	111	0.010
11:00 - 12:00	6	111	0.000	6	111	0.004	6	111	0.004
12:00 - 13:00	6	111	0.001	6	111	0.003	6	111	0.004
13:00 - 14:00	6	111	0.003	6	111	0.007	6	111	0.010
14:00 - 15:00	6	111	0.003	6	111	0.000	6	111	0.003
15:00 - 16:00	6	111	0.006	6	111	0.003	6	111	0.009
16:00 - 17:00	6	111	0.003	6	111	0.003	6	111	0.006
17:00 - 18:00	6	111	0.003	6	111	0.004	6	111	0.007
18:00 - 19:00	6	111	0.006	6	111	0.000	6	111	0.006
19:00 - 20:00	6	111	0.003	6	111	0.000	6	111	0.003
20:00 - 21:00	6	111	0.003	6	111	0.000	6	111	0.003
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.042			0.054			0.096

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.003	6	111	0.015	6	111	0.018
08:00 - 09:00	6	111	0.003	6	111	0.004	6	111	0.007
09:00 - 10:00	6	111	0.003	6	111	0.003	6	111	0.006
10:00 - 11:00	6	111	0.003	6	111	0.004	6	111	0.007
11:00 - 12:00	6	111	0.003	6	111	0.004	6	111	0.007
12:00 - 13:00	6	111	0.003	6	111	0.000	6	111	0.003
13:00 - 14:00	6	111	0.004	6	111	0.004	6	111	0.008
14:00 - 15:00	6	111	0.003	6	111	0.000	6	111	0.003
15:00 - 16:00	6	111	0.004	6	111	0.001	6	111	0.005
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.006	6	111	0.001	6	111	0.007
18:00 - 19:00	6	111	0.013	6	111	0.001	6	111	0.014
19:00 - 20:00	6	111	0.004	6	111	0.001	6	111	0.005
20:00 - 21:00	6	111	0.009	6	111	0.000	6	111	0.009
21:00 - 22:00	6	111	0.003	6	111	0.000	6	111	0.003
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.064			0.038			0.102

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.000	6	111	0.000	6	111	0.000
08:00 - 09:00	6	111	0.000	6	111	0.000	6	111	0.000
09:00 - 10:00	6	111	0.000	6	111	0.000	6	111	0.000
10:00 - 11:00	6	111	0.000	6	111	0.000	6	111	0.000
11:00 - 12:00	6	111	0.000	6	111	0.000	6	111	0.000
12:00 - 13:00	6	111	0.000	6	111	0.000	6	111	0.000
13:00 - 14:00	6	111	0.000	6	111	0.000	6	111	0.000
14:00 - 15:00	6	111	0.000	6	111	0.000	6	111	0.000
15:00 - 16:00	6	111	0.000	6	111	0.000	6	111	0.000
16:00 - 17:00	6	111	0.000	6	111	0.000	6	111	0.000
17:00 - 18:00	6	111	0.000	6	111	0.000	6	111	0.000
18:00 - 19:00	6	111	0.000	6	111	0.000	6	111	0.000
19:00 - 20:00	6	111	0.000	6	111	0.000	6	111	0.000
20:00 - 21:00	6	111	0.000	6	111	0.000	6	111	0.000
21:00 - 22:00	6	111	0.000	6	111	0.000	6	111	0.000
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.000			0.000			0.000

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 213 (units:)
Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.003	6	111	0.018	6	111	0.021
08:00 - 09:00	6	111	0.007	6	111	0.018	6	111	0.025
09:00 - 10:00	6	111	0.004	6	111	0.013	6	111	0.017
10:00 - 11:00	6	111	0.009	6	111	0.009	6	111	0.018
11:00 - 12:00	6	111	0.003	6	111	0.009	6	111	0.012
12:00 - 13:00	6	111	0.004	6	111	0.003	6	111	0.007
13:00 - 14:00	6	111	0.007	6	111	0.012	6	111	0.019
14:00 - 15:00	6	111	0.006	6	111	0.000	6	111	0.006
15:00 - 16:00	6	111	0.010	6	111	0.004	6	111	0.014
16:00 - 17:00	6	111	0.003	6	111	0.003	6	111	0.006
17:00 - 18:00	6	111	0.009	6	111	0.006	6	111	0.015
18:00 - 19:00	6	111	0.019	6	111	0.001	6	111	0.020
19:00 - 20:00	6	111	0.007	6	111	0.001	6	111	0.008
20:00 - 21:00	6	111	0.012	6	111	0.000	6	111	0.012
21:00 - 22:00	6	111	0.003	6	111	0.000	6	111	0.003
22:00 - 23:00	2	89	0.000	2	89	0.000	2	89	0.000
23:00 - 24:00	1	74	0.000	1	74	0.000	1	74	0.000
Total Rates:			0.106			0.097			0.203

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

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Parameter summary

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Survey date date range:	01/01/08 - 26/09/16
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	111	0.087	6	111	0.208	6	111	0.295
08:00 - 09:00	6	111	0.157	6	111	0.367	6	111	0.524
09:00 - 10:00	6	111	0.153	6	111	0.302	6	111	0.455
10:00 - 11:00	6	111	0.148	6	111	0.228	6	111	0.376
11:00 - 12:00	6	111	0.153	6	111	0.225	6	111	0.378
12:00 - 13:00	6	111	0.184	6	111	0.148	6	111	0.332
13:00 - 14:00	6	111	0.147	6	111	0.145	6	111	0.292
14:00 - 15:00	6	111	0.133	6	111	0.079	6	111	0.212
15:00 - 16:00	6	111	0.145	6	111	0.112	6	111	0.257
16:00 - 17:00	6	111	0.171	6	111	0.127	6	111	0.298
17:00 - 18:00	6	111	0.246	6	111	0.132	6	111	0.378
18:00 - 19:00	6	111	0.216	6	111	0.163	6	111	0.379
19:00 - 20:00	6	111	0.178	6	111	0.129	6	111	0.307
20:00 - 21:00	6	111	0.187	6	111	0.142	6	111	0.329
21:00 - 22:00	6	111	0.166	6	111	0.081	6	111	0.247
22:00 - 23:00	2	89	0.130	2	89	0.119	2	89	0.249
23:00 - 24:00	1	74	0.014	1	74	0.000	1	74	0.014
Total Rates:			2.615			2.707			5.322

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

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Survey date date range:	01/01/08 - 26/09/16
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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APPENDIX E

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.0.4211 []
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Filename: Site 2-ARCADY-A4155+Waterman Place+Richfield Avenue (AM Peak-calibrated).j9
Path: X:\Projects\180000\183733 - Redefine Hotel, Reading\MODELLING
Report generation date: 15/08/2019 10:05:32

»2019 Observed, AM
»2021 Baseline + Committed Developments, AM
»2021 Baseline + Committed Developments + Development, AM

Summary of junction performance

	AM		
	Queue (Veh)	Delay (s)	RFC
	2019 Observed		
Arm 1	9.3	27.41	0.92
Arm 2	0.1	34.28	0.09
Arm 3	11.4	42.16	0.94
Arm 4	11.5	53.26	0.95
	2021 Baseline + Committed Developments		
Arm 1	16.3	44.92	0.97
Arm 2	0.1	45.79	0.11
Arm 3	24.3	79.06	1.01
Arm 4	27.8	109.21	1.04
	2021 Baseline + Committed Developments + Development		
Arm 1	17.8	48.48	0.97
Arm 2	0.1	47.89	0.12
Arm 3	26.7	85.39	1.01
Arm 4	34.4	128.77	1.06

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	13/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS"david.smith
Description	

Units

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

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2019 Observed	AM	ONE HOUR	06:45	08:15	15	✓
2021 Baseline + Committed Developments	AM	ONE HOUR	06:45	08:15	15	✓
2021 Baseline + Committed Developments + Development	AM	ONE HOUR	06:45	08:15	15	✓

2019 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A4155 + Waterman Place + Richfield Avenue	Standard Roundabout	1,2,3,4	39.01	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4155 Caversham Road (N)	
2	Waterman Place	
3	A4155 Caversham Road (S)	
4	Richfield Avenue	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Assume flat start profile	Initial queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.65	8.86	14.7	67.9	37.9	23.2	
2	2.64	5.74	1.8	6.7	37.9	43.0	
3	5.72	8.41	36.4	10.7	37.9	43.4	
4	3.10	10.04	33.8	72.8	37.9	23.6	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1	Direct		-480.00
2	None		
3	Direct		-710.00
4	Direct		-760.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.763	1713.923
2	0.424	807.015
3	0.716	1469.918
4	0.792	1575.925

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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Observed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1186.01	100.000
2		ONE HOUR	✓	9.00	100.000
3		ONE HOUR	✓	946.31	100.000
4		ONE HOUR	✓	744.23	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2.256	9.000	839.806	334.951
	2	1.000	0.000	6.000	2.000
	3	697.222	12.000	13.274	223.810
	4	494.118	6.000	237.037	7.080

Proportions

		To			
		1	2	3	4
From	1	0.00	0.01	0.71	0.28
	2	0.11	0.00	0.67	0.22
	3	0.74	0.01	0.01	0.24
	4	0.66	0.01	0.32	0.01

Vehicle Mix

Heavy Vehicle proportion

		To			
		1	2	3	4
From	1	33	0	3	3
	2	0	0	0	0
	3	8	0	13	5
	4	2	0	8	13

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.330	1.000	1.030	1.030
	2	1.000	1.000	1.000	1.000
	3	1.080	1.000	1.130	1.050
	4	1.020	1.000	1.080	1.130

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.92	27.41	9.3	D	1088.31	1632.46
2	0.09	34.28	0.1	D	8.26	12.39
3	0.94	42.16	11.4	E	868.35	1302.52
4	0.95	53.26	11.5	F	682.92	1024.38

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	892.90	223.22	205.72	1499.08	0.596	887.10	892.16	0.0	1.4	5.829	A
2	6.78	1.69	1072.64	334.47	0.020	6.69	20.17	0.0	0.0	10.980	B
3	712.43	178.11	259.74	1191.24	0.598	706.60	819.59	0.0	1.5	7.344	A
4	560.30	140.07	541.91	1069.59	0.524	555.97	424.42	0.0	1.1	6.951	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1066.20	266.55	246.13	1466.79	0.727	1061.71	1067.75	1.4	2.6	8.788	A
2	8.09	2.02	1283.69	241.50	0.034	8.04	24.15	0.0	0.0	15.417	C
3	850.71	212.68	310.87	1155.97	0.736	845.89	980.86	1.5	2.7	11.431	B
4	669.05	167.26	648.74	981.72	0.682	665.13	508.02	1.1	2.1	11.231	B

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1305.83	326.46	293.48	1428.96	0.914	1283.21	1277.26	2.6	8.2	21.927	C
2	9.91	2.48	1547.68	125.26	0.079	9.71	28.99	0.0	0.1	31.102	D
3	1041.90	260.48	375.62	1111.31	0.938	1014.53	1181.79	2.7	9.5	30.917	D
4	819.41	204.85	778.11	875.32	0.936	792.63	612.04	2.1	8.8	35.698	E

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1305.83	326.46	299.37	1424.25	0.917	1301.42	1302.40	8.2	9.3	27.410	D
2	9.91	2.48	1571.29	114.84	0.086	9.87	29.51	0.1	0.1	34.281	D
3	1041.90	260.48	381.00	1107.59	0.941	1034.18	1200.16	9.5	11.4	42.159	E
4	819.41	204.85	793.16	862.93	0.950	808.61	622.02	8.8	11.5	53.256	F

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1066.20	266.55	260.60	1455.22	0.733	1092.14	1122.83	9.3	2.8	10.569	B
2	8.09	2.02	1327.55	222.05	0.036	8.30	25.19	0.1	0.0	16.859	C
3	850.71	212.68	319.99	1149.66	0.740	884.47	1015.86	11.4	3.0	15.119	C
4	669.05	167.26	678.29	957.42	0.699	705.15	526.18	11.5	2.4	16.138	C

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	892.90	223.22	209.23	1496.27	0.597	898.26	907.15	2.8	1.5	6.074	A
2	6.78	1.69	1087.01	328.13	0.021	6.84	20.48	0.0	0.0	11.209	B
3	712.43	178.11	263.06	1188.96	0.599	718.31	830.80	3.0	1.5	7.742	A
4	560.30	140.07	550.89	1062.20	0.527	565.49	430.47	2.4	1.1	7.320	A

2021 Baseline + Committed Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A4155 + Waterman Place + Richfield Avenue	Standard Roundabout	1,2,3,4	73.02	F

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Baseline + Committed Developments	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1245.24	100.000
2		ONE HOUR	✓	9.00	100.000
3		ONE HOUR	✓	998.56	100.000
4		ONE HOUR	✓	792.49	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2.256	9.000	877.670	356.311
	2	1.000	0.000	6.000	2.000
	3	734.259	13.000	14.159	237.143
	4	529.412	6.000	250.000	7.080

Proportions

		To			
		1	2	3	4
From	1	0.00	0.01	0.70	0.29
	2	0.11	0.00	0.67	0.22
	3	0.74	0.01	0.01	0.24
	4	0.67	0.01	0.32	0.01

Vehicle Mix

Heavy Vehicle proportion

		To			
		1	2	3	4
From	1	33	0	3	3
	2	0	0	0	0
	3	8	0	13	5
	4	2	0	8	13

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.330	1.000	1.030	1.030
	2	1.000	1.000	1.000	1.000
	3	1.080	1.000	1.130	1.050
	4	1.020	1.000	1.080	1.130

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.97	44.92	16.3	E	1142.65	1713.97
2	0.11	45.79	0.1	E	8.26	12.39
3	1.01	79.06	24.3	F	916.30	1374.45
4	1.04	109.21	27.8	F	727.20	1090.80

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	937.48	234.37	216.60	1490.41	0.629	930.82	945.28	0.0	1.7	6.359	A
2	6.78	1.69	1126.51	310.74	0.022	6.69	20.90	0.0	0.0	11.838	B
3	751.77	187.94	275.54	1180.43	0.637	744.93	857.66	0.0	1.7	8.145	A
4	596.63	149.16	570.45	1046.38	0.570	591.43	450.02	0.0	1.3	7.827	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1119.44	279.86	258.77	1456.71	0.768	1113.42	1129.95	1.7	3.2	10.306	B
2	8.09	2.02	1347.20	213.52	0.038	8.02	24.99	0.0	0.0	17.513	C
3	897.69	224.42	329.60	1143.15	0.785	890.85	1025.63	1.7	3.4	13.894	B
4	712.43	178.11	682.19	954.46	0.746	706.53	538.25	1.3	2.8	14.183	B

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1371.03	342.76	299.48	1424.19	0.963	1332.14	1318.43	3.2	12.9	30.740	D
2	9.91	2.48	1602.19	101.37	0.098	9.65	29.43	0.0	0.1	39.144	E
3	1099.44	274.86	394.10	1098.67	1.001	1046.59	1217.74	3.4	16.6	46.512	E
4	872.55	218.14	801.52	856.29	1.019	816.39	639.16	2.8	16.8	57.438	F

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1371.03	342.76	304.17	1420.44	0.965	1357.57	1343.01	12.9	16.3	44.921	E
2	9.91	2.48	1631.73	88.37	0.112	9.84	30.00	0.1	0.1	45.787	E
3	1099.44	274.86	401.59	1093.50	1.005	1068.72	1239.99	16.6	24.3	79.056	F
4	872.55	218.14	818.47	842.34	1.036	828.71	651.85	16.8	27.8	109.208	F

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1119.44	279.86	294.14	1428.44	0.784	1169.04	1260.56	16.3	3.9	16.190	C
2	8.09	2.02	1435.91	174.06	0.046	8.37	27.28	0.1	0.0	21.763	C
3	897.69	224.42	346.62	1131.37	0.793	977.96	1097.66	24.3	4.2	32.144	D
4	712.43	178.11	748.76	899.72	0.792	805.94	575.82	27.8	4.4	54.506	F

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	937.48	234.37	222.77	1485.47	0.631	945.91	969.05	3.9	1.7	6.771	A
2	6.78	1.69	1147.33	301.53	0.022	6.88	21.36	0.0	0.0	12.221	B
3	751.77	187.94	280.11	1177.28	0.639	761.50	874.10	4.2	1.8	8.852	A
4	596.63	149.16	583.13	1035.95	0.576	608.68	458.48	4.4	1.4	8.652	A

2021 Baseline + Committed Developments + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A4155 + Waterman Place + Richfield Avenue	Standard Roundabout	1,2,3,4	81.87	F

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2021 Baseline + Committed Developments + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1252.03	100.000
2		ONE HOUR	✓	9.00	100.000
3		ONE HOUR	✓	1002.37	100.000
4		ONE HOUR	✓	814.12	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2.256	9.000	877.670	363.107
	2	1.000	0.000	6.000	2.000
	3	734.259	13.000	14.159	240.952
	4	542.157	6.000	258.879	7.080

Proportions

		To			
		1	2	3	4
From	1	0.00	0.01	0.70	0.29
	2	0.11	0.00	0.67	0.22
	3	0.73	0.01	0.01	0.24
	4	0.67	0.01	0.32	0.01

Vehicle Mix

Heavy Vehicle proportion

		To			
		1	2	3	4
From	1	33	0	3	3
	2	0	0	0	0
	3	8	0	13	5
	4	2	0	7	13

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.330	1.000	1.030	1.030
	2	1.000	1.000	1.000	1.000
	3	1.080	1.000	1.130	1.050
	4	1.020	1.000	1.070	1.130

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.97	48.48	17.8	E	1148.89	1723.34
2	0.12	47.89	0.1	E	8.26	12.39
3	1.01	85.39	26.7	F	919.79	1379.69
4	1.06	128.77	34.4	F	747.05	1120.57

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	942.60	235.65	223.17	1486.60	0.634	935.80	954.62	0.0	1.7	6.459	A
2	6.78	1.69	1138.06	306.38	0.022	6.69	20.90	0.0	0.0	12.008	B
3	754.64	188.66	280.59	1177.05	0.641	747.67	864.16	0.0	1.7	8.257	A
4	612.91	153.23	570.37	1049.52	0.584	607.41	457.89	0.0	1.4	8.046	A

Main results: (07:00-07:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1125.56	281.39	266.49	1452.26	0.775	1119.24	1140.72	1.7	3.3	10.609	B
2	8.09	2.02	1360.73	208.43	0.039	8.02	24.98	0.0	0.0	17.956	C
3	901.11	225.28	335.59	1139.12	0.791	893.96	1033.16	1.7	3.5	14.273	B
4	731.87	182.97	681.98	957.44	0.764	725.23	547.58	1.4	3.0	15.083	C

Main results: (07:15-07:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1378.52	344.63	305.17	1421.60	0.970	1336.37	1321.94	3.3	13.8	32.387	D
2	9.91	2.48	1612.25	97.98	0.101	9.64	29.29	0.0	0.1	40.633	E
3	1103.63	275.91	400.39	1094.44	1.008	1046.54	1221.50	3.5	17.8	48.937	E
4	896.36	224.09	798.45	861.34	1.041	828.66	648.48	3.0	20.0	64.441	F

Main results: (07:30-07:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1378.52	344.63	309.10	1418.49	0.972	1362.77	1344.38	13.8	17.8	48.482	E
2	9.91	2.48	1642.03	84.91	0.117	9.83	29.83	0.1	0.1	47.888	E
3	1103.63	275.91	408.25	1089.02	1.013	1068.00	1243.62	17.8	26.7	85.394	F
4	896.36	224.09	814.82	847.83	1.057	838.67	661.43	20.0	34.4	128.773	F

Main results: (07:45-08:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1125.56	281.39	309.71	1418.00	0.794	1180.08	1292.20	17.8	4.1	18.062	C
2	8.09	2.02	1462.23	163.39	0.050	8.38	27.56	0.1	0.1	23.264	C
3	901.11	225.28	354.52	1126.01	0.800	990.00	1116.09	26.7	4.5	37.286	E
4	731.87	182.97	755.08	897.15	0.816	846.83	589.44	34.4	5.6	81.288	F

Main results: (08:00-08:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	942.60	235.65	231.05	1480.35	0.637	951.94	982.27	4.1	1.8	6.928	A
2	6.78	1.69	1161.58	295.98	0.023	6.89	21.41	0.1	0.0	12.459	B
3	754.64	188.66	285.56	1173.62	0.643	765.18	882.91	4.5	1.8	9.029	A
4	612.91	153.23	583.73	1038.51	0.590	629.58	467.02	5.6	1.5	9.148	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.0.4211 []
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Filename: Site 2-ARCADY-A4155+Waterman Place+Richfield Avenue (PM Peak-calibrated).j9
Path: X:\Projects\180000\183733 - Redefine Hotel, Reading\MODELLING
Report generation date: 15/08/2019 17:26:26

»2019 Observed, PM
»2021 Baseline + Committed Developments, PM
»2021 Baseline + Committed Developments + Development, PM

Summary of junction performance

	PM		
	Queue (Veh)	Delay (s)	RFC
	2019 Observed		
Arm 1	2.2	6.59	0.69
Arm 2	0.2	26.52	0.16
Arm 3	24.9	61.77	0.99
Arm 4	6.0	28.79	0.87
	2021 Baseline + Committed Developments		
Arm 1	2.8	8.01	0.74
Arm 2	0.3	39.40	0.22
Arm 3	62.6	132.07	1.07
Arm 4	9.9	44.53	0.93
	2021 Baseline + Committed Developments + Development		
Arm 1	2.9	8.24	0.75
Arm 2	0.3	42.17	0.24
Arm 3	66.9	140.16	1.08
Arm 4	11.8	51.23	0.95

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	13/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS"david.smith
Description	

Units

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

Analysis Options

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2019 Observed	PM	ONE HOUR	17:45	19:15	15	✓
2021 Baseline + Committed Developments	PM	ONE HOUR	17:45	19:15	15	✓
2021 Baseline + Committed Developments + Development	PM	ONE HOUR	17:45	19:15	15	✓

2019 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A4155 + Waterman Place + Richfield Avenue	Standard Roundabout	1,2,3,4	35.05	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	A4155 Caversham Road (N)	
2	Waterman Place	
3	A4155 Caversham Road (S)	
4	Richfield Avenue	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Assume flat start profile	Initial queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00
4	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.65	8.86	14.7	67.9	37.9	23.2	
2	2.64	5.74	1.8	6.7	37.9	43.0	
3	5.72	8.41	36.4	10.7	37.9	43.4	
4	3.10	10.04	33.8	72.8	37.9	23.6	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1	Direct		-180.00
2	None		
3	Direct		-340.00
4	Direct		-500.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.763	2013.923
2	0.424	807.015
3	0.716	1839.918
4	0.792	1835.925

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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Observed	PM	ONE HOUR	17:45	19:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1080.18	100.000
2		ONE HOUR	✓	23.00	100.000
3		ONE HOUR	✓	1326.13	100.000
4		ONE HOUR	✓	726.16	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2.000	3.000	641.176	434.000
	2	7.000	0.000	13.000	3.000
	3	1041.584	6.000	6.000	272.549
	4	432.000	6.000	284.158	4.000

Proportions

		To			
		1	2	3	4
From	1	0.00	0.00	0.59	0.40
	2	0.30	0.00	0.57	0.13
	3	0.79	0.00	0.00	0.21
	4	0.59	0.01	0.39	0.01

Vehicle Mix

Heavy Vehicle proportion

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

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.000	1.000	1.020	1.000
	2	1.000	1.000	1.000	1.000
	3	1.010	1.000	1.000	1.020
	4	1.000	1.000	1.010	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.69	6.59	2.2	A	991.19	1486.79
2	0.16	26.52	0.2	D	21.11	31.66
3	0.99	61.77	24.9	F	1216.89	1825.33
4	0.87	28.79	6.0	D	666.34	999.51

Main Results for each time segment

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	813.21	203.30	229.08	1815.87	0.448	809.99	1108.83	0.0	0.8	3.567	A
2	17.32	4.33	1027.85	366.71	0.047	17.12	11.23	0.0	0.0	10.293	B
3	998.39	249.60	337.38	1579.52	0.632	991.64	707.59	0.0	1.7	6.056	A
4	546.69	136.67	794.54	1195.92	0.457	543.36	534.47	0.0	0.8	5.490	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	971.06	242.76	274.06	1781.63	0.545	969.54	1325.95	0.8	1.2	4.425	A
2	20.68	5.17	1230.17	280.04	0.074	20.56	13.43	0.0	0.1	13.868	B
3	1192.17	298.04	403.86	1532.49	0.778	1185.57	846.86	1.7	3.3	10.185	B
4	652.80	163.20	949.96	1072.14	0.609	650.05	639.47	0.8	1.5	8.474	A

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1189.30	297.32	330.83	1738.40	0.684	1185.57	1578.02	1.2	2.1	6.468	A
2	25.32	6.33	1500.26	164.33	0.154	24.93	16.12	0.1	0.2	25.755	D
3	1460.11	365.03	493.70	1468.94	0.994	1401.82	1031.50	3.3	17.9	37.409	E
4	799.52	199.88	1123.49	933.92	0.856	785.36	772.03	1.5	5.1	22.400	C

Main results: (18:30-18:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1189.30	297.32	335.29	1735.00	0.685	1189.17	1608.25	2.1	2.2	6.591	A
2	25.32	6.33	1508.09	160.98	0.157	25.30	16.36	0.2	0.2	26.525	D
3	1460.11	365.03	495.37	1467.76	0.995	1432.33	1038.02	17.9	24.9	61.770	F
4	799.52	199.88	1147.85	914.52	0.874	795.70	779.85	5.1	6.0	28.791	D

Main results: (18:45-19:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	971.06	242.76	282.72	1775.03	0.547	974.78	1409.13	2.2	1.2	4.518	A
2	20.68	5.17	1243.49	274.34	0.075	21.08	14.01	0.2	0.1	14.238	B
3	1192.17	298.04	406.31	1530.76	0.779	1276.61	858.25	24.9	3.7	18.493	C
4	652.80	163.20	1022.45	1014.39	0.644	669.42	660.46	6.0	1.9	10.906	B

Main results: (19:00-19:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	813.21	203.30	232.18	1813.51	0.448	814.82	1124.84	1.2	0.8	3.609	A
2	17.32	4.33	1035.64	363.37	0.048	17.44	11.37	0.1	0.1	10.412	B
3	998.39	249.60	339.51	1578.01	0.633	1006.35	713.57	3.7	1.8	6.384	A
4	546.69	136.67	806.34	1186.53	0.461	550.68	539.52	1.9	0.9	5.698	A

2021 Baseline + Committed Developments, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A4155 + Waterman Place + Richfield Avenue	Standard Roundabout	1,2,3,4	68.40	F

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Baseline + Committed Developments	PM	ONE HOUR	17:45	19:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1158.37	100.000
2		ONE HOUR	✓	24.00	100.000
3		ONE HOUR	✓	1397.27	100.000
4		ONE HOUR	✓	775.00	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2.000	3.000	681.373	472.000
	2	7.000	0.000	14.000	3.000
	3	1098.020	6.000	6.000	287.255
	4	465.000	6.000	300.000	4.000

Proportions

		To			
		1	2	3	4
From	1	0.00	0.00	0.59	0.41
	2	0.29	0.00	0.58	0.13
	3	0.79	0.00	0.00	0.21
	4	0.60	0.01	0.39	0.01

Vehicle Mix

Heavy Vehicle proportion

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

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.000	1.000	1.020	1.000
	2	1.000	1.000	1.000	1.000
	3	1.010	1.000	1.000	1.020
	4	1.000	1.000	1.010	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.74	8.01	2.8	A	1062.95	1594.42
2	0.22	39.40	0.3	E	22.02	33.03
3	1.07	132.07	62.6	F	1282.16	1923.25
4	0.93	44.53	9.9	E	711.15	1066.73

Main Results for each time segment

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	872.09	218.02	240.76	1807.17	0.483	868.39	1174.68	0.0	0.9	3.821	A
2	18.07	4.52	1097.92	336.72	0.054	17.84	11.22	0.0	0.1	11.281	B
3	1051.94	262.99	365.76	1559.42	0.675	1043.84	750.01	0.0	2.0	6.879	A
4	583.46	145.87	835.95	1162.98	0.502	579.49	573.66	0.0	1.0	6.128	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1041.36	260.34	287.78	1771.36	0.588	1039.42	1402.71	0.9	1.4	4.905	A
2	21.58	5.39	1313.79	244.26	0.088	21.42	13.40	0.1	0.1	16.144	C
3	1256.12	314.03	437.83	1508.45	0.833	1245.88	897.39	2.0	4.6	13.215	B
4	696.71	174.18	997.79	1034.07	0.674	692.70	685.91	1.0	2.0	10.424	B

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1275.40	318.85	344.05	1728.51	0.738	1270.12	1617.46	1.4	2.7	7.764	A
2	26.42	6.61	1598.38	122.35	0.216	25.76	15.78	0.1	0.3	37.026	E
3	1538.43	384.61	534.74	1439.89	1.068	1412.36	1089.41	4.6	36.1	62.707	F
4	853.29	213.32	1131.70	927.41	0.920	829.80	815.39	2.0	7.9	31.363	D

Main results: (18:30-18:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1275.40	318.85	350.37	1723.70	0.740	1275.14	1642.60	2.7	2.8	8.014	A
2	26.42	6.61	1609.51	117.59	0.225	26.35	16.00	0.3	0.3	39.404	E
3	1538.43	384.61	537.12	1438.21	1.070	1432.39	1098.74	36.1	62.6	132.072	F
4	853.29	213.32	1147.80	914.59	0.933	845.16	821.70	7.9	9.9	44.532	E

Main results: (18:45-19:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1041.36	260.34	300.84	1761.43	0.591	1046.66	1601.40	2.8	1.5	5.072	A
2	21.58	5.39	1332.86	236.10	0.091	22.28	14.63	0.3	0.1	16.889	C
3	1256.12	314.03	441.29	1506.00	0.834	1477.26	913.85	62.6	7.3	89.413	F
4	696.71	174.18	1181.87	887.44	0.785	720.38	736.68	9.9	4.0	23.897	C

Main results: (19:00-19:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	872.09	218.02	247.28	1802.20	0.484	874.17	1206.93	1.5	0.9	3.887	A
2	18.07	4.52	1109.97	331.57	0.054	18.25	11.48	0.1	0.1	11.497	B
3	1051.94	262.99	368.38	1557.57	0.675	1072.73	759.84	7.3	2.1	7.729	A
4	583.46	145.87	859.03	1144.60	0.510	595.18	582.08	4.0	1.1	6.689	A

2021 Baseline + Committed Developments + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 3 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	Arm 4 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	A4155 + Waterman Place + Richfield Avenue	Standard Roundabout	1,2,3,4	73.23	F

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2021 Baseline + Committed Developments + Development	PM	ONE HOUR	17:45	19:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1165.37	100.000
2		ONE HOUR	✓	24.00	100.000
3		ONE HOUR	✓	1401.20	100.000
4		ONE HOUR	✓	793.93	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1	2	3	4
From	1	2.000	3.000	681.373	479.000
	2	7.000	0.000	14.000	3.000
	3	1098.020	6.000	6.000	291.176
	4	477.000	6.000	306.931	4.000

Proportions

		To			
		1	2	3	4
From	1	0.00	0.00	0.58	0.41
	2	0.29	0.00	0.58	0.13
	3	0.78	0.00	0.00	0.21
	4	0.60	0.01	0.39	0.01

Vehicle Mix

Heavy Vehicle proportion

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

Average PCU Per Veh

		To			
		1	2	3	4
From	1	1.000	1.000	1.020	1.000
	2	1.000	1.000	1.000	1.000
	3	1.010	1.000	1.000	1.020
	4	1.000	1.000	1.010	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.75	8.24	2.9	A	1069.37	1604.06
2	0.24	42.17	0.3	E	22.02	33.03
3	1.08	140.16	66.9	F	1285.77	1928.65
4	0.95	51.23	11.8	F	728.52	1092.78

Main Results for each time segment

Main results: (17:45-18:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	877.36	219.34	245.90	1803.38	0.487	873.60	1183.51	0.0	0.9	3.856	A
2	18.07	4.52	1108.28	332.32	0.054	17.84	11.22	0.0	0.1	11.439	B
3	1054.90	263.72	371.00	1555.69	0.678	1046.67	755.12	0.0	2.1	6.965	A
4	597.71	149.43	835.87	1163.05	0.514	593.54	581.79	0.0	1.0	6.277	A

Main results: (18:00-18:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1047.65	261.91	293.85	1766.86	0.593	1045.66	1412.93	0.9	1.4	4.977	A
2	21.58	5.39	1326.10	239.02	0.090	21.41	13.40	0.1	0.1	16.531	C
3	1259.65	314.91	444.08	1503.99	0.838	1248.97	903.43	2.1	4.7	13.572	B
4	713.72	178.43	997.47	1034.33	0.690	709.32	695.59	1.0	2.1	10.929	B

Main results: (18:15-18:30)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1283.10	320.78	349.99	1724.10	0.744	1277.60	1622.52	1.4	2.8	7.965	A
2	26.42	6.61	1611.86	116.61	0.227	25.70	15.72	0.1	0.3	39.304	E
3	1542.75	385.69	542.29	1434.52	1.075	1409.13	1095.27	4.7	38.1	65.556	F
4	874.13	218.53	1125.99	931.96	0.938	846.52	825.42	2.1	9.0	34.544	D

Main results: (18:30-18:45)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1283.10	320.78	356.85	1718.87	0.746	1282.82	1647.41	2.8	2.9	8.243	A
2	26.42	6.61	1623.73	111.54	0.237	26.34	15.94	0.3	0.3	42.174	E
3	1542.75	385.69	544.80	1432.75	1.077	1427.77	1105.27	38.1	66.9	140.155	F
4	874.13	218.53	1140.95	920.04	0.950	863.30	831.61	9.0	11.8	51.229	F

Main results: (18:45-19:00)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	1047.65	261.91	309.13	1755.23	0.597	1053.19	1613.73	2.9	1.5	5.167	A
2	21.58	5.39	1347.66	229.80	0.094	22.35	14.66	0.3	0.1	17.415	C
3	1259.65	314.91	447.75	1501.40	0.839	1479.28	922.25	66.9	12.0	100.946	F
4	713.72	178.43	1180.20	888.77	0.803	742.65	746.83	11.8	4.5	28.038	D

Main results: (19:00-19:15)

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	877.36	219.34	253.38	1797.68	0.488	879.52	1231.45	1.5	1.0	3.931	A
2	18.07	4.52	1121.33	326.73	0.055	18.25	11.57	0.1	0.1	11.678	B
3	1054.90	263.72	373.70	1553.78	0.679	1094.09	765.88	12.0	2.2	8.483	A
4	597.71	149.43	873.56	1133.02	0.528	611.26	594.22	4.5	1.1	7.075	A

APPENDIX F

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.0.4211 []
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Filename: Site 1 - ARCADY - Caversham Road + Vastern Road (calibrated).j9
Path: X:\Projects\180000\183733 - Redefine Hotel, Reading\MODELLING
Report generation date: 15/08/2019 17:28:30

»2019 Observed, AM
»2019 Observed, PM
»2021 Observed + Committed Developments, AM
»2021 Observed + Committed Developments, PM
»2021 Observed + Committed Developments + Development, AM
»2021 Observed + Committed Developments + Development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	2019 Observed					
Arm 1	1.2	5.60	0.53	7.2	21.16	0.89
Arm 2	4.4	9.46	0.81	8.2	19.51	0.90
Arm 3	22.5	67.11	0.99	4.5	16.11	0.82
	2021 Observed + Committed Developments					
Arm 1	1.3	5.90	0.56	16.8	46.29	0.97
Arm 2	6.3	13.01	0.86	16.9	37.84	0.96
Arm 3	59.7	149.70	1.08	7.5	25.72	0.89
	2021 Observed + Committed Developments + Development					
Arm 1	1.3	5.91	0.56	17.4	47.83	0.97
Arm 2	6.4	13.15	0.87	17.7	39.32	0.97
Arm 3	63.5	157.86	1.09	7.6	25.98	0.89

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	01/08/2019
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS"david.smith
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

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

Demand Set Summary

Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
2019 Observed	AM	ONE HOUR	06:45	08:15	15	✓
2019 Observed	PM	ONE HOUR	17:45	19:15	15	✓
2021 Observed + Committed Developments	AM	ONE HOUR	06:45	08:15	15	✓
2021 Observed + Committed Developments	PM	ONE HOUR	17:45	19:15	15	✓
2021 Observed + Committed Developments + Development	AM	ONE HOUR	06:45	08:15	15	✓
2021 Observed + Committed Developments + Development	PM	ONE HOUR	17:45	19:15	15	✓

2019 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Vastern Road / Caversham Road	Standard Roundabout	1,2,3	27.58	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Vastern Road	
2	A329 Caversham Road (S)	
3	A4155 Caversham Road (N)	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Assume flat start profile	Initial queue (PCU)
1	0.00	99999.00		0.00
2	0.00	99999.00		0.00
3	0.00	99999.00		0.00

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	6.44	12.20	60.9	74.3	43.3	13.4	
2	5.25	10.48	29.8	126.6	43.3	7.7	
3	4.94	12.18	18.2	72.9	43.3	7.2	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1	Direct		-1300.00
2	Direct		-520.00
3	Direct		-800.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	1.035	2298.067
2	0.908	2394.330
3	0.873	1944.740

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	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Observed	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	706.00	100.000
2		ONE HOUR	✓	1556.00	100.000
3		ONE HOUR	✓	1106.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	58.000	425.000	223.000
	2	621.000	68.000	867.000
	3	420.000	682.000	4.000

Proportions

		To		
		1	2	3
From	1	0.08	0.60	0.32
	2	0.40	0.04	0.56
	3	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		1	2	3
From	1	16	3	8
	2	3	3	6
	3	5	4	0

Average PCU Per Veh

		To		
		1	2	3
From	1	1.160	1.030	1.080
	2	1.030	1.030	1.060
	3	1.050	1.040	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.53	5.60	1.2	A	647.84	971.76
2	0.81	9.46	4.4	A	1427.81	2141.72
3	0.99	67.11	22.5	F	1014.88	1522.33

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	531.51	132.88	564.04	1714.36	0.310	529.63	823.26	0.0	0.5	3.200	A
2	1171.44	292.86	213.79	2200.25	0.532	1166.71	879.87	0.0	1.2	3.629	A
3	832.65	208.16	560.13	1455.66	0.572	827.16	820.37	0.0	1.4	5.928	A

Main results: (07:00-07:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	634.68	158.67	674.34	1600.21	0.397	633.81	984.72	0.5	0.7	3.927	A
2	1398.81	349.70	255.84	2162.08	0.647	1395.98	1052.31	1.2	1.9	4.898	A
3	994.27	248.57	670.21	1359.54	0.731	988.84	981.61	1.4	2.7	9.989	A

Main results: (07:15-07:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	777.32	194.33	796.62	1473.67	0.527	775.42	1185.75	0.7	1.2	5.426	A
2	1713.19	428.30	312.84	2110.34	0.812	1703.59	1259.20	1.9	4.3	9.053	A
3	1217.73	304.43	818.06	1230.45	0.990	1164.32	1198.38	2.7	16.1	40.405	E

Main results: (07:30-07:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	777.32	194.33	814.32	1455.36	0.534	777.18	1200.14	1.2	1.2	5.599	A
2	1713.19	428.30	313.64	2109.61	0.812	1712.74	1277.86	4.3	4.4	9.464	A
3	1217.73	304.43	822.25	1226.79	0.993	1192.20	1204.13	16.1	22.5	67.107	F

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	634.68	158.67	726.48	1546.25	0.410	636.51	1021.56	1.2	0.7	4.183	A
2	1398.81	349.70	257.22	2160.83	0.647	1408.61	1105.77	4.4	2.0	5.071	A
3	994.27	248.57	676.03	1354.47	0.734	1072.02	989.80	22.5	3.0	16.857	C

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	531.51	132.88	571.76	1706.37	0.311	532.56	831.10	0.7	0.5	3.238	A
2	1171.44	292.86	215.00	2199.16	0.533	1174.43	889.32	2.0	1.2	3.689	A
3	832.65	208.16	563.79	1452.47	0.573	839.07	825.64	3.0	1.4	6.186	A

2019 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Vastern Road / Caversham Road	Standard Roundabout	1,2,3	19.16	C

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Observed	PM	ONE HOUR	17:45	19:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1173.00	100.000
2		ONE HOUR	✓	1458.00	100.000
3		ONE HOUR	✓	944.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	112.000	565.000	496.000
	2	487.000	110.000	861.000
	3	315.000	623.000	6.000

Proportions

		To		
		1	2	3
From	1	0.10	0.48	0.42
	2	0.33	0.08	0.59
	3	0.33	0.66	0.01

Vehicle Mix

Heavy Vehicle proportion

		To		
		1	2	3
From	1	9	2	1
	2	1	0	1
	3	1	3	0

Average PCU Per Veh

		To		
		1	2	3
From	1	1.090	1.020	1.010
	2	1.010	1.000	1.010
	3	1.010	1.030	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.89	21.16	7.2	C	1076.37	1614.55
2	0.90	19.51	8.2	C	1337.89	2006.83
3	0.82	16.11	4.5	C	866.23	1299.35

Main Results for each time segment

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	883.10	220.77	553.49	1725.28	0.512	878.85	684.79	0.0	1.1	4.325	A
2	1097.66	274.41	460.03	1976.73	0.555	1092.67	972.31	0.0	1.2	4.087	A
3	710.69	177.67	531.32	1480.81	0.480	706.95	1021.37	0.0	0.9	4.737	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1054.50	263.63	662.35	1612.62	0.654	1051.18	819.20	1.1	1.9	6.514	A
2	1310.71	327.68	550.23	1894.84	0.692	1306.84	1163.29	1.2	2.2	6.139	A
3	848.64	212.16	635.47	1389.88	0.611	846.08	1221.60	0.9	1.6	6.740	A

Main results: (18:15-18:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1291.50	322.87	805.08	1464.92	0.882	1273.04	994.06	1.9	6.5	17.709	C
2	1605.29	401.32	666.39	1789.39	0.897	1584.32	1411.72	2.2	7.5	16.288	C
3	1039.36	259.84	770.27	1272.17	0.817	1028.86	1480.44	1.6	4.2	14.547	B

Main results: (18:30-18:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1291.50	322.87	812.69	1457.04	0.886	1288.78	1004.67	6.5	7.2	21.163	C
2	1605.29	401.32	674.61	1781.93	0.901	1602.19	1426.86	7.5	8.2	19.515	C
3	1039.36	259.84	779.10	1264.47	0.822	1038.27	1497.71	4.2	4.5	16.111	C

Main results: (18:45-19:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1054.50	263.63	673.58	1601.00	0.659	1075.18	835.22	7.2	2.0	7.260	A
2	1310.71	327.68	562.76	1883.47	0.696	1334.19	1186.00	8.2	2.4	6.885	A
3	848.64	212.16	648.96	1378.10	0.616	859.84	1247.99	4.5	1.7	7.256	A

Main results: (19:00-19:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	883.10	220.77	558.59	1720.00	0.513	886.80	690.86	2.0	1.1	4.434	A
2	1097.66	274.41	464.19	1972.95	0.556	1102.00	981.20	2.4	1.3	4.191	A
3	710.69	177.67	535.90	1476.82	0.481	713.55	1030.28	1.7	1.0	4.842	A

2021 Observed + Committed Developments, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Vastern Road / Caversham Road	Standard Roundabout	1,2,3	56.61	F

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2021 Observed + Committed Developments	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	737.00	100.000
2		ONE HOUR	✓	1645.00	100.000
3		ONE HOUR	✓	1172.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	60.000	443.000	234.000
	2	653.000	71.000	921.000
	3	444.000	724.000	4.000

Proportions

		To		
		1	2	3
From	1	0.08	0.60	0.32
	2	0.40	0.04	0.56
	3	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		1	2	3
From	1	16	3	8
	2	3	3	6
	3	4	4	0

Average PCU Per Veh

		To		
		1	2	3
From	1	1.160	1.030	1.080
	2	1.030	1.030	1.060
	3	1.040	1.040	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.56	5.90	1.3	A	676.28	1014.43
2	0.86	13.01	6.3	B	1509.48	2264.22
3	1.08	149.70	59.7	F	1075.45	1613.17

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	554.85	138.71	597.23	1680.02	0.330	552.78	866.26	0.0	0.5	3.364	A
2	1238.44	309.61	223.50	2191.44	0.565	1233.06	926.51	0.0	1.3	3.910	A
3	882.34	220.59	587.70	1431.59	0.616	875.79	868.86	0.0	1.6	6.660	A

Main results: (07:00-07:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	662.55	165.64	712.99	1560.21	0.425	661.53	1035.46	0.5	0.8	4.222	A
2	1478.82	369.71	267.46	2151.53	0.687	1475.18	1107.06	1.3	2.3	5.541	A
3	1053.60	263.40	703.11	1330.82	0.792	1045.34	1039.53	1.6	3.7	12.754	B

Main results: (07:15-07:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	811.45	202.86	804.63	1465.38	0.554	809.38	1222.31	0.8	1.3	5.771	A
2	1811.18	452.79	326.87	2097.61	0.863	1796.07	1287.14	2.3	6.0	11.938	B
3	1290.40	322.60	856.38	1196.99	1.078	1170.56	1266.55	3.7	33.7	69.633	F

Main results: (07:30-07:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	811.45	202.86	815.04	1454.60	0.558	811.34	1234.02	1.3	1.3	5.903	A
2	1811.18	452.79	327.71	2096.85	0.864	1810.08	1298.68	6.0	6.3	13.008	B
3	1290.40	322.60	862.71	1191.47	1.083	1186.36	1275.08	33.7	59.7	149.695	F

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	662.55	165.64	854.45	1413.82	0.469	664.06	1129.16	1.3	0.9	5.078	A
2	1478.82	369.71	269.24	2149.92	0.688	1494.65	1249.27	6.3	2.4	5.885	A
3	1053.60	263.40	711.89	1323.15	0.796	1271.72	1052.01	59.7	5.1	87.987	F

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	554.85	138.71	610.22	1666.57	0.333	556.49	877.93	0.9	0.5	3.428	A
2	1238.44	309.61	225.05	2190.03	0.565	1242.35	941.66	2.4	1.4	3.991	A
3	882.34	220.59	592.09	1427.76	0.618	896.06	875.31	5.1	1.7	7.214	A

2021 Observed + Committed Developments, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Vastern Road / Caversham Road	Standard Roundabout	1,2,3	37.36	E

Junction Network Options

[same as above]

Arms

Arms

[same as above]

Capacity Options

[same as above]

Roundabout Geometry

[same as above]

Slope / Intercept / Capacity

[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2021 Observed + Committed Developments	PM	ONE HOUR	17:45	19:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1234.00	100.000
2		ONE HOUR	✓	1536.00	100.000
3		ONE HOUR	✓	1010.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	116.000	591.000	527.000
	2	505.000	114.000	917.000
	3	335.000	669.000	6.000

Proportions

		To		
		1	2	3
From	1	0.09	0.48	0.43
	2	0.33	0.07	0.60
	3	0.33	0.66	0.01

Vehicle Mix

Heavy Vehicle proportion

		To		
		1	2	3
From	1	9	2	1
	2	1	0	1
	3	1	3	0

Average PCU Per Veh

		To		
		1	2	3
From	1	1.090	1.020	1.010
	2	1.010	1.000	1.010
	3	1.010	1.030	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.97	46.29	16.8	E	1132.34	1698.51
2	0.96	37.84	16.9	E	1409.46	2114.19
3	0.89	25.72	7.5	D	926.79	1390.19

Main Results for each time segment

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	929.02	232.25	590.65	1686.82	0.551	924.07	715.91	0.0	1.2	4.793	A
2	1156.38	289.10	486.00	1953.15	0.592	1150.59	1028.72	0.0	1.4	4.495	A
3	760.38	190.10	550.55	1464.03	0.519	756.01	1086.04	0.0	1.1	5.170	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1109.34	277.34	706.58	1566.85	0.708	1104.66	856.08	1.2	2.4	7.880	A
2	1380.83	345.21	580.98	1866.93	0.740	1375.49	1230.26	1.4	2.8	7.312	A
3	907.97	226.99	658.16	1370.07	0.663	904.50	1298.31	1.1	2.0	7.851	A

Main results: (18:15-18:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1358.66	339.66	853.34	1414.97	0.960	1317.64	1028.92	2.4	12.7	29.918	D
2	1691.17	422.79	693.08	1765.17	0.958	1649.49	1477.90	2.8	13.2	25.373	D
3	1112.03	278.01	788.60	1256.18	0.885	1093.66	1553.97	2.0	6.6	20.690	C

Main results: (18:30-18:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1358.66	339.66	865.14	1402.76	0.969	1342.28	1044.95	12.7	16.8	46.295	E
2	1691.17	422.79	706.01	1753.43	0.964	1676.39	1501.42	13.2	16.9	37.839	E
3	1112.03	278.01	801.75	1244.69	0.893	1108.34	1580.64	6.6	7.5	25.722	D

Main results: (18:45-19:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1109.34	277.34	727.49	1545.21	0.718	1165.59	889.78	16.8	2.7	11.089	B
2	1380.83	345.21	612.87	1837.98	0.751	1435.76	1280.21	16.9	3.2	10.218	B
3	907.97	226.99	688.17	1343.86	0.676	929.10	1360.46	7.5	2.2	9.309	A

Main results: (19:00-19:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	929.02	232.25	597.35	1679.89	0.553	934.68	723.87	2.7	1.3	4.972	A
2	1156.38	289.10	491.58	1948.09	0.594	1163.07	1040.45	3.2	1.5	4.668	A
3	760.38	190.10	556.57	1458.77	0.521	764.64	1098.07	2.2	1.1	5.337	A

2021 Observed + Committed Developments + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Vastern Road / Caversham Road	Standard Roundabout	1,2,3	59.55	F

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2021 Observed + Committed Developments + Development	AM	ONE HOUR	06:45	08:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	737.00	100.000
2		ONE HOUR	✓	1648.00	100.000
3		ONE HOUR	✓	1180.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	60.000	443.000	234.000
	2	653.000	71.000	924.000
	3	447.000	729.000	4.000

Proportions

		To		
		1	2	3
From	1	0.08	0.60	0.32
	2	0.40	0.04	0.56
	3	0.38	0.62	0.00

Vehicle Mix

Heavy Vehicle proportion

		To		
		1	2	3
From	1	16	3	8
	2	3	3	6
	3	4	4	0

Average PCU Per Veh

		To		
		1	2	3
From	1	1.160	1.030	1.080
	2	1.030	1.030	1.060
	3	1.040	1.040	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.56	5.91	1.3	A	676.28	1014.43
2	0.87	13.15	6.4	B	1512.23	2268.35
3	1.09	157.86	63.5	F	1082.79	1624.18

Main Results for each time segment

Main results: (06:45-07:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	554.85	138.71	600.92	1676.19	0.331	552.78	868.47	0.0	0.5	3.376	A
2	1240.70	310.18	223.50	2191.44	0.566	1235.29	930.19	0.0	1.4	3.919	A
3	888.37	222.09	587.69	1431.60	0.621	881.70	871.10	0.0	1.7	6.728	A

Main results: (07:00-07:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	662.55	165.64	717.28	1555.78	0.426	661.52	1038.02	0.5	0.8	4.243	A
2	1481.52	370.38	267.46	2151.54	0.689	1477.85	1111.34	1.4	2.3	5.563	A
3	1060.80	265.20	703.10	1330.83	0.797	1052.19	1042.20	1.7	3.8	13.047	B

Main results: (07:15-07:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	811.45	202.86	805.83	1464.13	0.554	809.38	1222.93	0.8	1.3	5.782	A
2	1814.48	453.62	326.85	2097.62	0.865	1799.14	1288.37	2.3	6.1	12.048	B
3	1299.20	324.80	856.29	1197.07	1.085	1172.47	1269.70	3.8	35.5	72.463	F

Main results: (07:30-07:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	811.45	202.86	815.50	1454.13	0.558	811.35	1234.24	1.3	1.3	5.907	A
2	1814.48	453.62	327.68	2096.87	0.865	1813.35	1299.17	6.1	6.4	13.154	B
3	1299.20	324.80	862.69	1191.48	1.090	1187.05	1278.34	35.5	63.5	157.862	F

Main results: (07:45-08:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	662.55	165.64	866.80	1401.04	0.473	664.00	1136.71	1.3	1.0	5.163	A
2	1481.52	370.38	269.26	2149.90	0.689	1497.61	1261.54	6.4	2.4	5.915	A
3	1060.80	265.20	711.99	1323.07	0.802	1291.53	1054.88	63.5	5.9	99.332	F

Main results: (08:00-08:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	554.85	138.71	615.67	1660.93	0.334	556.55	881.23	1.0	0.5	3.443	A
2	1240.70	310.18	225.08	2190.00	0.567	1244.64	947.14	2.4	1.4	4.003	A
3	888.37	222.09	592.10	1427.74	0.622	904.80	877.62	5.9	1.7	7.373	A

2021 Observed + Committed Developments + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 1 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Vastern Road / Caversham Road	Standard Roundabout	1,2,3	38.53	E

Junction Network Options
[same as above]

Arms

Arms
[same as above]

Capacity Options
[same as above]

Roundabout Geometry
[same as above]

Slope / Intercept / Capacity
[same as above]

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Model start time (HH:mm)	Model finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2021 Observed + Committed Developments + Development	PM	ONE HOUR	17:45	19:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	1236.00	100.000
2		ONE HOUR	✓	1540.00	100.000
3		ONE HOUR	✓	1012.00	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	116.000	591.000	529.000
	2	505.000	114.000	921.000
	3	335.000	671.000	6.000

Proportions

		To		
		1	2	3
From	1	0.09	0.48	0.43
	2	0.33	0.07	0.60
	3	0.33	0.66	0.01

Vehicle Mix

Heavy Vehicle proportion

		To		
		1	2	3
From	1	9	2	1
	2	1	0	1
	3	1	3	0

Average PCU Per Veh

		To		
		1	2	3
From	1	1.090	1.020	1.010
	2	1.010	1.000	1.010
	3	1.010	1.030	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.97	47.83	17.4	E	1134.18	1701.26
2	0.97	39.32	17.7	E	1413.13	2119.70
3	0.89	25.98	7.6	D	928.63	1392.94

Main Results for each time segment

Main results: (17:45-18:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	930.53	232.63	592.14	1685.28	0.552	925.55	715.89	0.0	1.2	4.812	A
2	1159.39	289.85	487.48	1951.80	0.594	1153.56	1030.20	0.0	1.5	4.520	A
3	761.89	190.47	550.53	1464.04	0.520	757.50	1090.51	0.0	1.1	5.181	A

Main results: (18:00-18:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1111.14	277.78	708.35	1565.02	0.710	1106.40	856.04	1.2	2.4	7.939	A
2	1384.43	346.11	582.74	1865.33	0.742	1378.99	1232.01	1.5	2.8	7.388	A
3	909.77	227.44	658.12	1370.10	0.664	906.27	1303.61	1.1	2.0	7.880	A

Main results: (18:15-18:30)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1360.86	340.22	855.27	1412.97	0.963	1318.51	1028.23	2.4	13.0	30.548	D
2	1695.57	423.89	694.55	1763.83	0.961	1652.21	1479.23	2.8	13.7	26.020	D
3	1114.23	278.56	787.85	1256.83	0.887	1095.66	1558.92	2.0	6.6	20.831	C

Main results: (18:30-18:45)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1360.86	340.22	867.18	1400.65	0.972	1343.31	1044.40	13.0	17.4	47.832	E
2	1695.57	423.89	707.58	1752.00	0.968	1679.48	1502.91	13.7	17.7	39.319	E
3	1114.23	278.56	801.14	1245.23	0.895	1110.44	1585.93	6.6	7.6	25.980	D

Main results: (18:45-19:00)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	1111.14	277.78	729.69	1542.93	0.720	1169.85	890.98	17.4	2.7	11.377	B
2	1384.43	346.11	616.00	1835.14	0.754	1442.26	1283.54	17.7	3.2	10.553	B
3	909.77	227.44	689.51	1342.70	0.678	931.17	1368.76	7.6	2.2	9.391	A

Main results: (19:00-19:15)

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1	930.53	232.63	598.91	1678.28	0.554	936.28	723.95	2.7	1.3	4.996	A
2	1159.39	289.85	493.14	1946.67	0.596	1166.26	1042.05	3.2	1.5	4.697	A
3	761.89	190.47	556.65	1458.70	0.522	766.21	1102.75	2.2	1.1	5.350	A

APPENDIX G

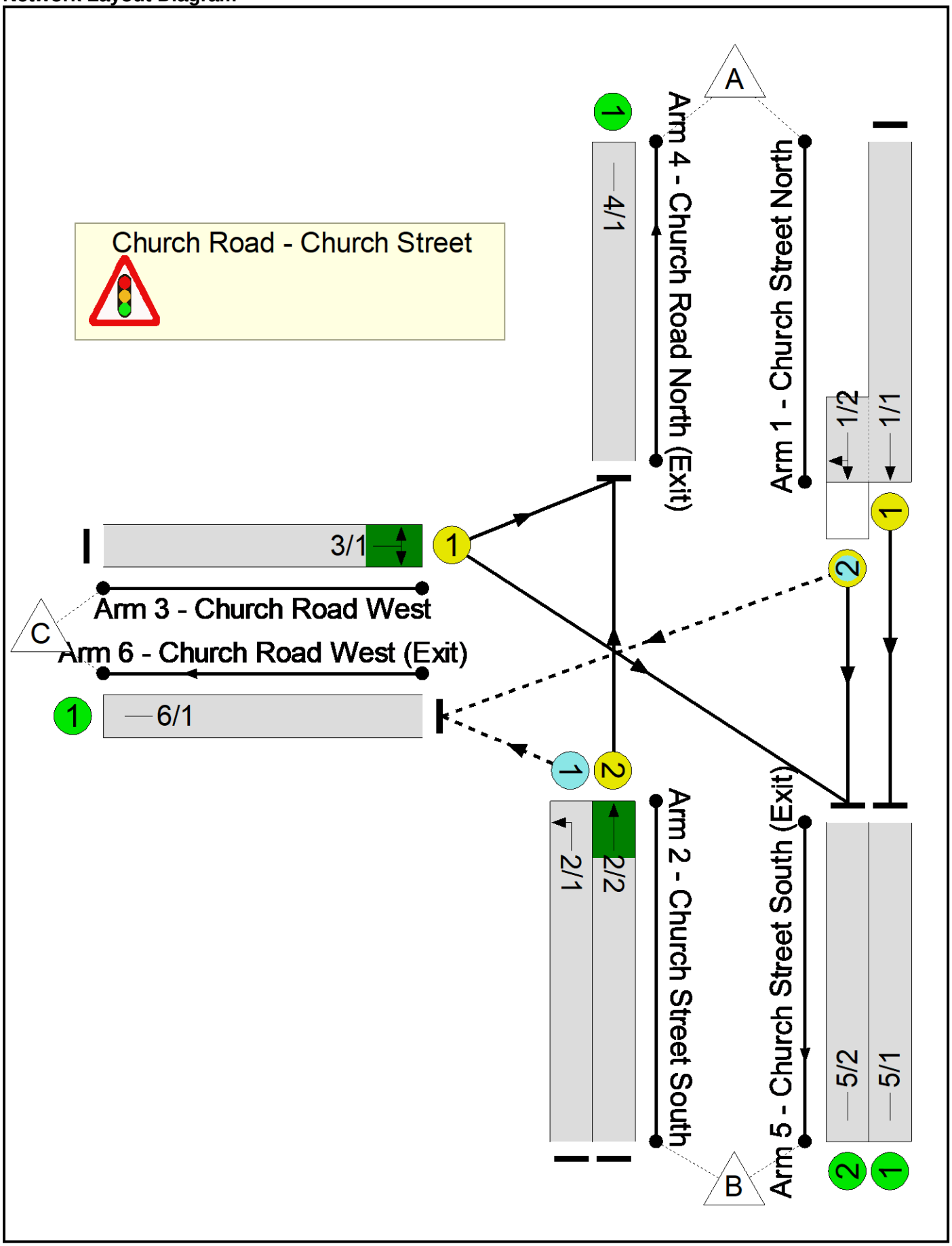
Full Input Data And Results

User and Project Details

Project:	**Redefine Hotel, Reading**
Title:	**Church Road/ Church Street Junction**
Location:	
File name:	LI01-DD- Church Road - Church Street FINAL 190814_rb.lsg3x
Author:	DD
Company:	Vectos
Address:	Network Building, 97 Tottenham Court Road, London, W1T 4TP
Notes:	Model not based on controlled specifications. Based on observations (03.07.2019 video surveys).

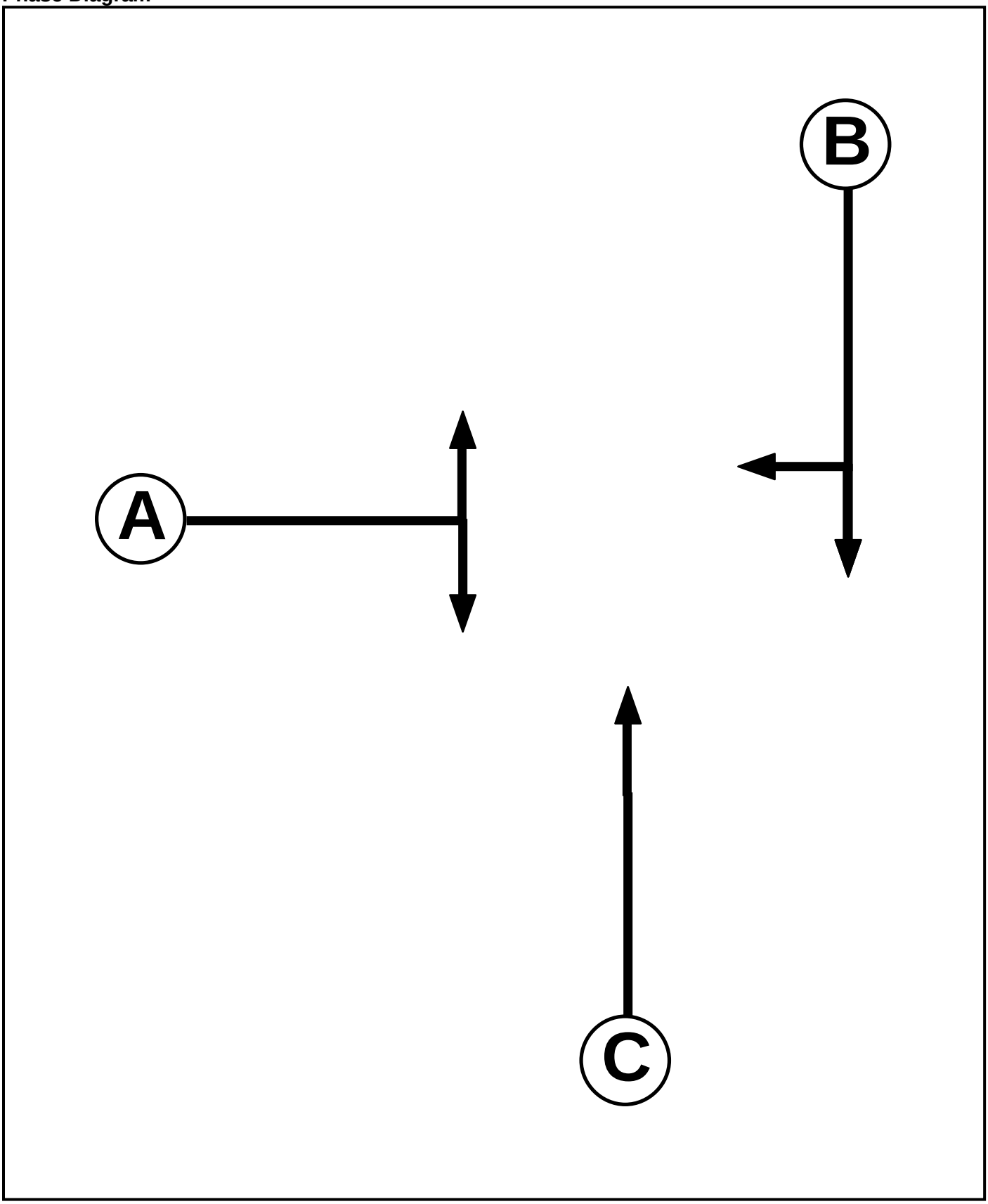
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	2
C	Traffic		7	7

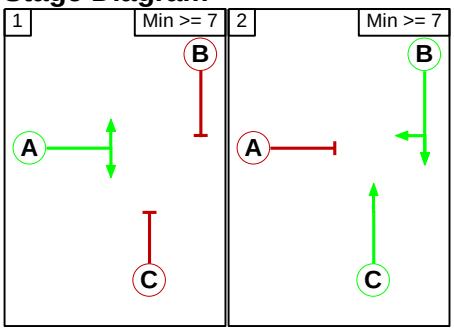
Phase Intergreens Matrix

		Starting Phase		
		A	B	C
Terminating Phase	A		5	5
	B	5		-
	C	5	-	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	5	5

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		5
	2	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Church Road - Church Street											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Church Street North)	6/1 (Right)	1439	0	2/2	1.09	All	2.00	-	0.50	2	2.00
2/1 (Church Street South)	6/1 (Left)	1237	0	1/2	0.60	To 6/1 (Right)	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Church Road - Church Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Church Street North)	U	B	2	3	60.0	User	1898	-	-	-	-	-
1/2 (Church Street North)	O	B	2	3	7.0	Geom	-	2.67	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	16.50
2/1 (Church Street South)	O		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (Church Street South)	U	C	2	3	60.0	User	1792	-	-	-	-	-
3/1 (Church Road West)	U	A	2	3	60.0	User	1821	-	-	-	-	-
4/1 (Church Road North (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Church Street South (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Church Street South (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Church Road West (Exit))	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: Church Road - Church Street						
Lane	**Custom Occupancy per Flow Group (PCU)**					
	2019 AM Peak	**2019 PM Peak**	**2021 AM Baseline**	**2021 PM Baseline**	**2021 AM Baseline + Dev**	**2021 PM Baseline + Dev**
1/2 (Church Street North Lane 2)	5.0	3.0	5.0	3.0	5.0	3.0

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 AM Peak'	07:00	08:00	01:00	
2: '2019 PM Peak'	18:00	19:00	01:00	
3: '2021 AM Baseline'	07:00	08:00	01:00	
4: '2021 PM Baseline'	18:00	19:00	01:00	
5: '2021 AM Baseline + Dev'	07:00	08:00	01:00	
6: '2021 PM Baseline + Dev'	18:00	19:00	01:00	

Scenario 1: '2019 AM Peak' (FG1: '2019 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	748	70	818
	B	685	0	605	1290
	C	57	590	0	647
	Tot.	742	1338	675	2755

Traffic Lane Flows

Lane	Scenario 1: 2019 AM Peak
Junction: Church Road - Church Street	
1/1 (with short)	818(In) 681(Out)
1/2 (short)	137
2/1	605
2/2	685
3/1	647
4/1	742
5/1	681
5/2	657
6/1	675

Full Input Data And Results

Lane Saturation Flows

Junction: Church Road - Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Street North Lane 1)	This lane uses a directly entered Saturation Flow						1898	1898
1/2 (Church Street North)	2.67	0.00	Y	Arm 5 Ahead	Inf	48.9 %	1798	1798
				Arm 6 Right	16.50	51.1 %		
2/1 (Church Street South Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Church Street South Lane 2)	This lane uses a directly entered Saturation Flow						1792	1792
3/1 (Church Road West Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
4/1 (Church Road North (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Church Street South (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Church Street South (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Road West (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 PM Peak' (FG2: '2019 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	628	81	709
	B	699	0	829	1528
	C	78	485	0	563
	Tot.	777	1113	910	2800

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 PM Peak
Junction: Church Road - Church Street	
1/1 (with short)	709(In) 628(Out)
1/2 (short)	81
2/1	829
2/2	699
3/1	563
4/1	777
5/1	628
5/2	485
6/1	910

Lane Saturation Flows

Junction: Church Road - Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Street North Lane 1)	This lane uses a directly entered Saturation Flow						1898	1898
1/2 (Church Street North)	2.67	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1725	1725
				Arm 6 Right	16.50	100.0 %		
2/1 (Church Street South Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Church Street South Lane 2)	This lane uses a directly entered Saturation Flow						1792	1792
3/1 (Church Road West Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
4/1 (Church Road North (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Church Street South (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Church Street South (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Road West (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	788	73	861
	B	728	0	640	1368
	C	59	616	0	675
	Tot.	787	1404	713	2904

Traffic Lane Flows

Lane	Scenario 3: 2021 AM Baseline
Junction: Church Road - Church Street	
1/1 (with short)	861(In) 716(Out)
1/2 (short)	145
2/1	640
2/2	728
3/1	675
4/1	787
5/1	716
5/2	688
6/1	713

Full Input Data And Results

Lane Saturation Flows

Junction: Church Road - Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Street North Lane 1)	This lane uses a directly entered Saturation Flow						1898	1898
1/2 (Church Street North)	2.67	0.00	Y	Arm 5 Ahead	Inf	49.7 %	1800	1800
				Arm 6 Right	16.50	50.3 %		
2/1 (Church Street South Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Church Street South Lane 2)	This lane uses a directly entered Saturation Flow						1792	1792
3/1 (Church Road West Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
4/1 (Church Road North (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Church Street South (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Church Street South (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Road West (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	682	87	769
	B	755	0	865	1620
	C	82	511	0	593
	Tot.	837	1193	952	2982

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2021 PM Baseline
Junction: Church Road - Church Street	
1/1 (with short)	769(In) 682(Out)
1/2 (short)	87
2/1	865
2/2	755
3/1	593
4/1	837
5/1	682
5/2	511
6/1	952

Lane Saturation Flows

Junction: Church Road - Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Street North Lane 1)	This lane uses a directly entered Saturation Flow						1898	1898
1/2 (Church Street North)	2.67	0.00	Y	Arm 5 Ahead	Inf	0.0 %	1725	1725
				Arm 6 Right	16.50	100.0 %		
2/1 (Church Street South Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Church Street South Lane 2)	This lane uses a directly entered Saturation Flow						1792	1792
3/1 (Church Road West Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
4/1 (Church Road North (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Church Street South (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Church Street South (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Road West (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	792	73	865
	B	735	0	646	1381
	C	59	619	0	678
	Tot.	794	1411	719	2924

Traffic Lane Flows

Lane	Scenario 5: 2021 AM Baseline + Dev
Junction: Church Road - Church Street	
1/1 (with short)	865(In) 720(Out)
1/2 (short)	145
2/1	646
2/2	735
3/1	678
4/1	794
5/1	720
5/2	691
6/1	719

Full Input Data And Results

Lane Saturation Flows

Junction: Church Road - Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Street North Lane 1)	This lane uses a directly entered Saturation Flow						1898	1898
1/2 (Church Street North)	2.67	0.00	Y	Arm 5 Ahead	Inf	49.7 %	1800	1800
				Arm 6 Right	16.50	50.3 %		
2/1 (Church Street South Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Church Street South Lane 2)	This lane uses a directly entered Saturation Flow						1792	1792
3/1 (Church Road West Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
4/1 (Church Road North (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Church Street South (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Church Street South (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Road West (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	688	87	775
	B	757	0	867	1624
	C	82	515	0	597
	Tot.	839	1203	954	2996

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2021 PM Baseline + Dev
Junction: Church Road - Church Street	
1/1 (with short)	775(In) 688(Out)
1/2 (short)	87
2/1	867
2/2	757
3/1	597
4/1	839
5/1	688
5/2	515
6/1	954

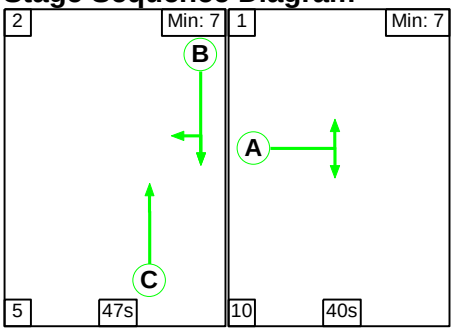
Lane Saturation Flows

Junction: Church Road - Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Church Street North Lane 1)	This lane uses a directly entered Saturation Flow						1898	1898
1/2 (Church Street North)	2.67	0.00	Y	Arm 5 Ahead Arm 6 Right	Inf 16.50	0.0 % 100.0 %	1725	1725
2/1 (Church Street South Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (Church Street South Lane 2)	This lane uses a directly entered Saturation Flow						1792	1792
3/1 (Church Road West Lane 1)	This lane uses a directly entered Saturation Flow						1821	1821
4/1 (Church Road North (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Church Street South (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Church Street South (Exit) Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (Church Road West (Exit) Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2019 AM Peak' (FG1: '2019 AM Peak', Plan 1: 'Network Control Plan 1')

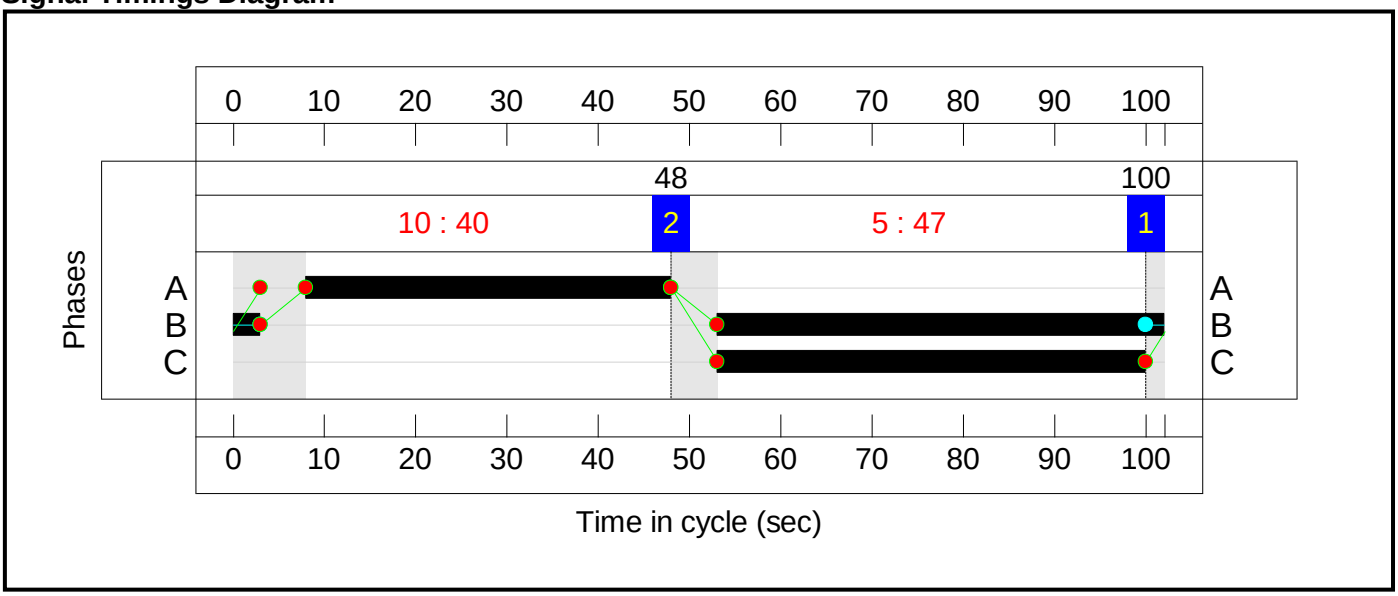
Stage Sequence Diagram



Stage Timings

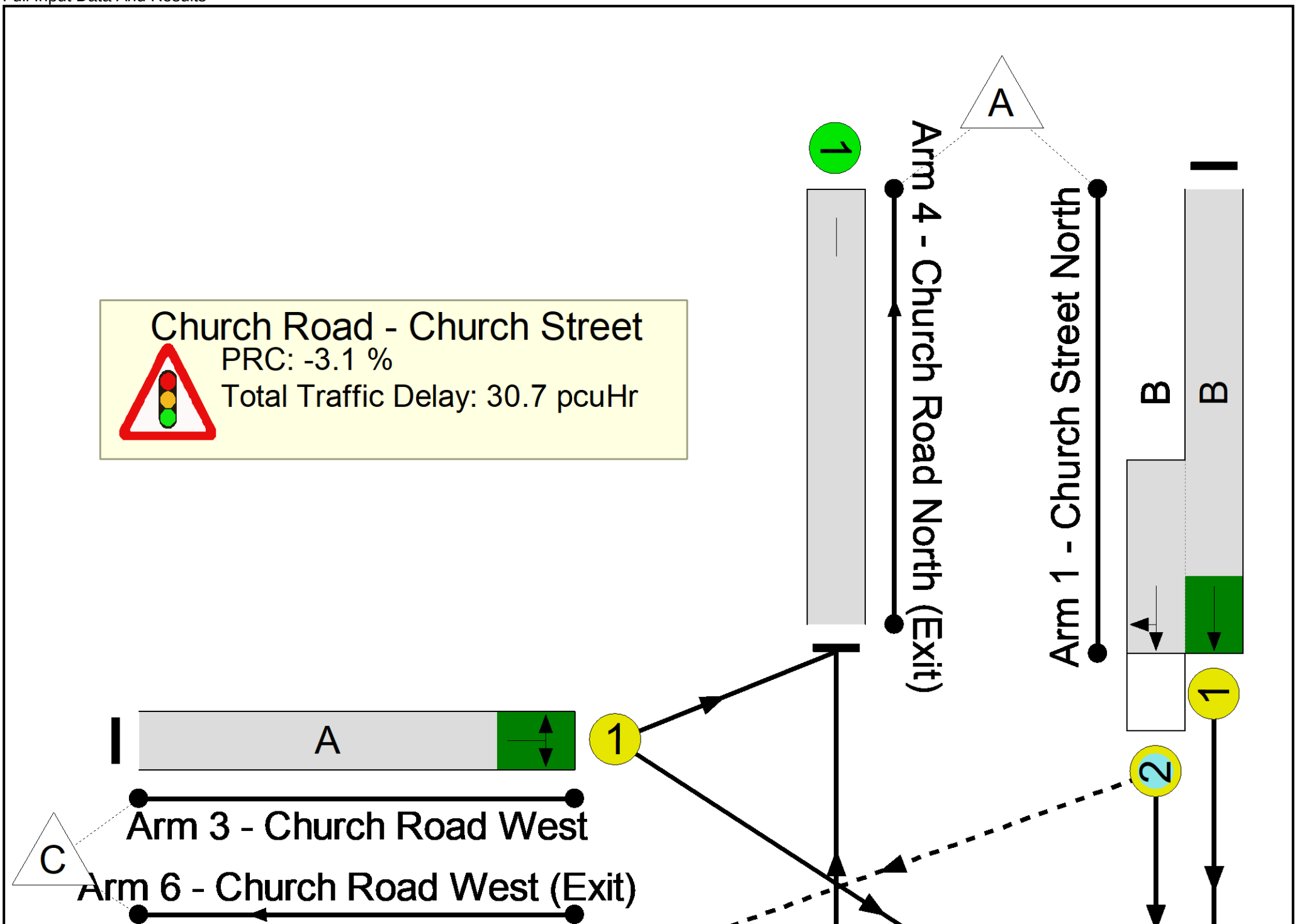
Stage	2	1
Duration	47	40
Change Point	48	100

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Church Road - Church Street
PRC: -3.1 %
Total Traffic Delay: 30.7 pcuHr
A
Arm 4 - Church Road North (Exit)
Arm 1 - Church Street North
B
B
1
1
2
1
A
Arm 3 - Church Road West
C
Arm 6 - Church Road West (Exit)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church Road/ Church Street Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**
Church Road - Church Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**
1/1+1/2	Church Street North Ahead Right	U+O	N/A	N/A	B		1	52	-	818	1898:1798	760+153	89.6 : 89.6%
2/1	Church Street South Left	O	N/A	N/A	-		-	-	-	605	Inf	1196	50.6%
2/2	Church Street South Ahead	U	N/A	N/A	C		1	47	-	685	1792	738	92.8%
3/1	Church Road West Left Right	U	N/A	N/A	A		1	40	-	647	1821	714	90.6%
4/1	Church Road North (Exit)	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
5/2	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
6/1	Church Road West (Exit)	U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%

Full Input Data And Results

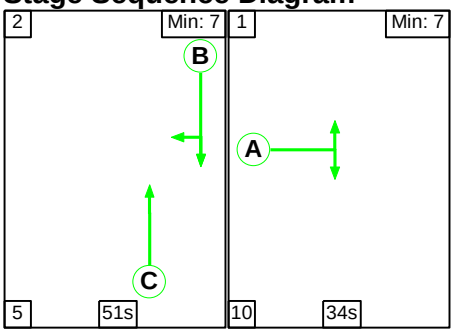
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church Road/ Church Street Junction	**-**	**-**	**338**	**335**	**1**	**16.2**	**14.2**	**0.3**	**30.7**	**-**	**-**	**-**	**-**
Church Road - Church Street	**-**	**-**	**338**	**335**	**1**	**16.2**	**14.2**	**0.3**	**30.7**	**-**	**-**	**-**	**-**
1/1+1/2	818	818	24	45	1	5.5	4.0	0.3	9.8	43.3	19.9	4.0	23.9
2/1	605	605	314	291	0	0.0	0.5	-	0.5	3.0	0.0	0.5	0.5
2/2	685	685	-	-	-	5.4	5.4	-	10.8	56.8	18.5	5.4	23.8
3/1	647	647	-	-	-	5.3	4.3	-	9.5	53.0	17.3	4.3	21.5
4/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 30.19 Cycle Time (s): 102
PRC Over All Lanes (%): -3.1 Total Delay Over All Lanes(pcuHr): 30.71

Full Input Data And Results

Scenario 2: '2019 PM Peak' (FG2: '2019 PM Peak', Plan 1: 'Network Control Plan 1')

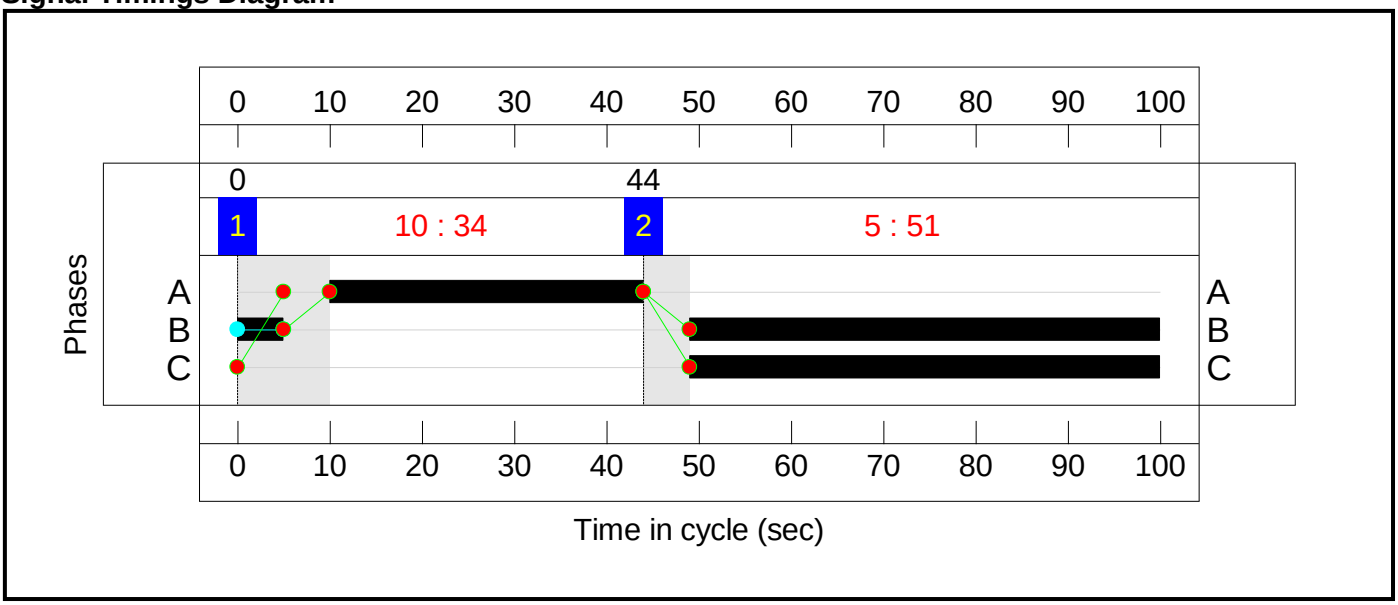
Stage Sequence Diagram



Stage Timings

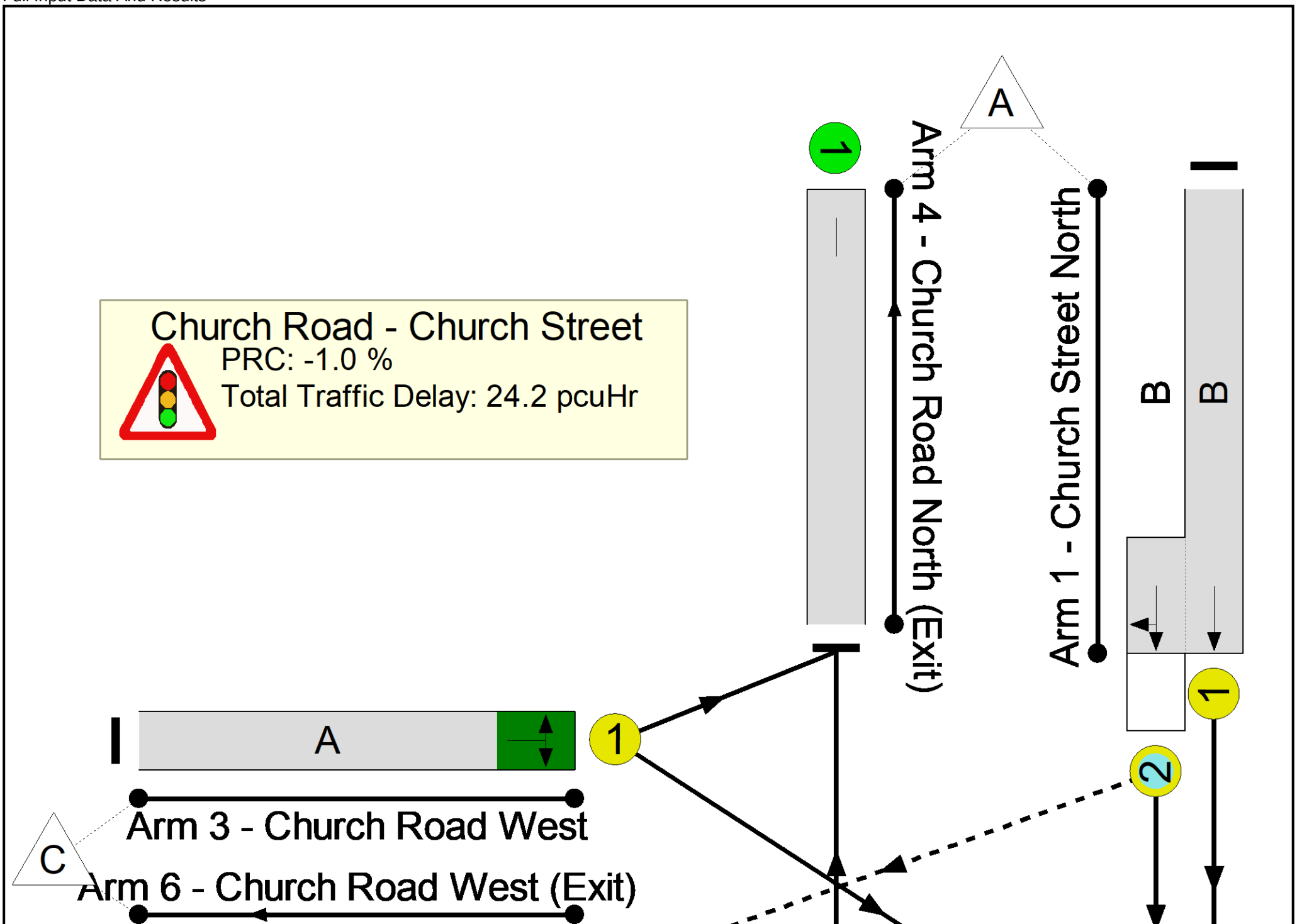
Stage	2	1
Duration	51	34
Change Point	44	0

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Church Road - Church Street
PRC: -1.0 %
Total Traffic Delay: 24.2 pcuHr
A
Arm 4 - Church Road North (Exit)
Arm 1 - Church Street North
B
B
1
1
2
1
A
Arm 3 - Church Road West
C
Arm 6 - Church Road West (Exit)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church Road/ Church Street Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
Church Road - Church Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
1/1+1/2	Church Street North Ahead Right	U+O	N/A	N/A	B		1	56	-	709	1898:1725	956+123	65.7 : 65.7%
2/1	Church Street South Left	O	N/A	N/A	-		-	-	-	829	Inf	1189	69.7%
2/2	Church Street South Ahead	U	N/A	N/A	C		1	51	-	699	1792	771	90.7%
3/1	Church Road West Left Right	U	N/A	N/A	A		1	34	-	563	1821	619	90.9%
4/1	Church Road North (Exit)	U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
5/1	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	628	Inf	Inf	0.0%
5/2	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
6/1	Church Road West (Exit)	U	N/A	N/A	-		-	-	-	910	Inf	Inf	0.0%

Full Input Data And Results

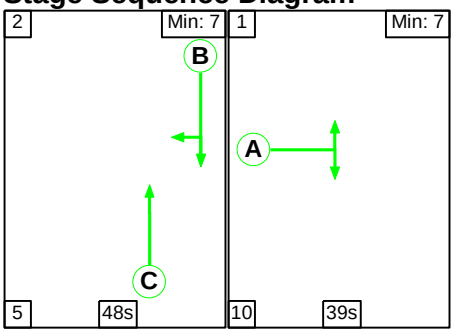
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church Road/ Church Street Junction	**-**	**-**	**514**	**394**	**2**	**13.0**	**10.8**	**0.4**	**24.2**	**-**	**-**	**-**	**-**
Church Road - Church Street	**-**	**-**	**514**	**394**	**2**	**13.0**	**10.8**	**0.4**	**24.2**	**-**	**-**	**-**	**-**
1/1+1/2	709	709	42	37	2	2.9	1.0	0.4	4.2	21.6	13.0	1.0	14.0
2/1	829	829	472	357	0	0.0	1.1	-	1.1	5.0	0.7	1.1	1.8
2/2	699	699	-	-	-	5.2	4.4	-	9.5	49.1	18.1	4.4	22.4
3/1	563	563	-	-	-	4.9	4.3	-	9.3	59.3	14.9	4.3	19.2
4/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -1.0 Total Delay for Signalled Lanes (pcuHr): 23.04 Cycle Time (s): 100
PRC Over All Lanes (%): -1.0 Total Delay Over All Lanes(pcuHr): 24.19

Full Input Data And Results

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

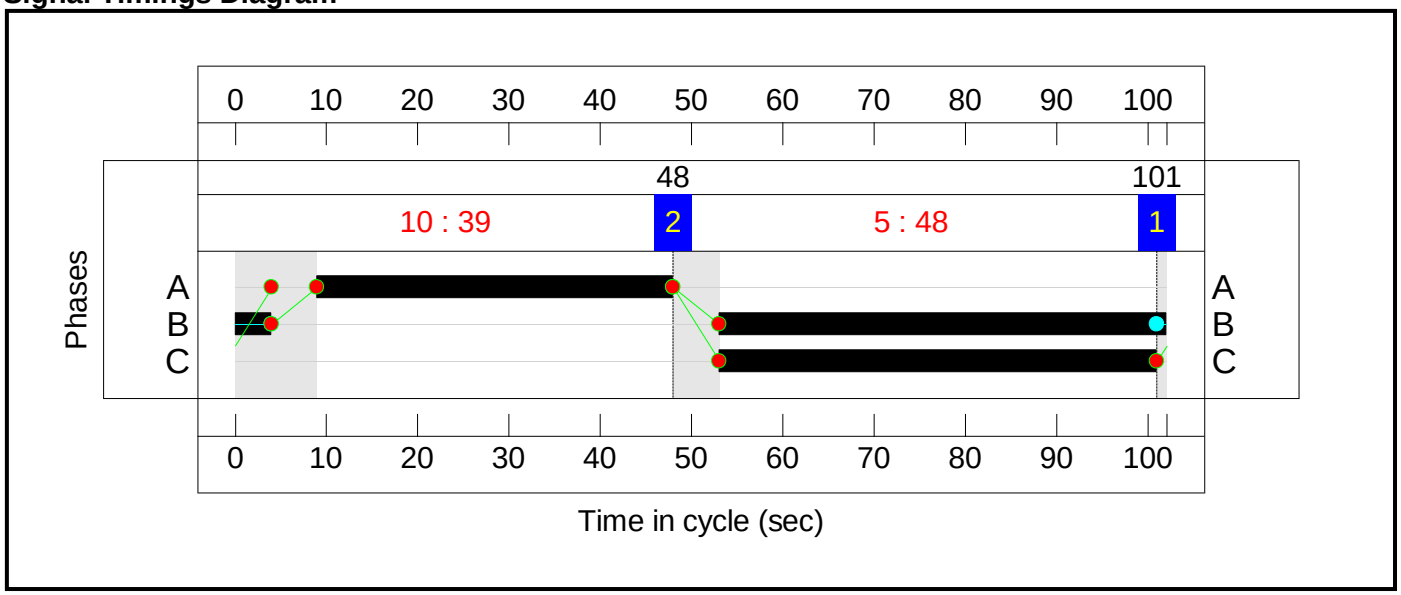
Stage Sequence Diagram



Stage Timings

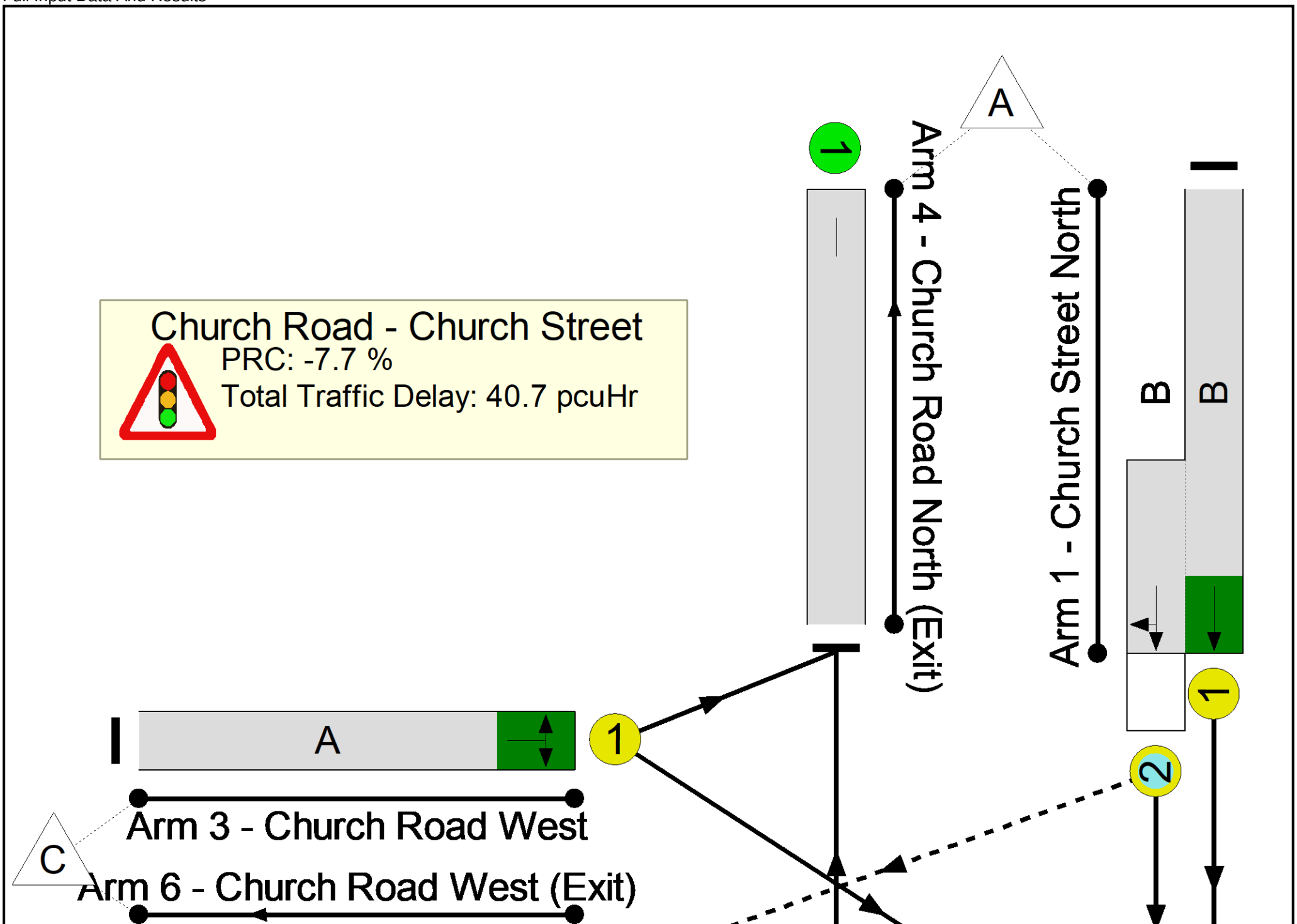
Stage	2	1
Duration	48	39
Change Point	48	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Church Road - Church Street
PRC: -7.7 %
Total Traffic Delay: 40.7 pcuHr
A
Arm 4 - Church Road North (Exit)
Arm 1 - Church Street North
B
B
1
1
2
1
A
Arm 3 - Church Road West
C
Arm 6 - Church Road West (Exit)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church Road/ Church Street Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.9%**
Church Road - Church Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.9%**
1/1+1/2	Church Street North Ahead Right	U+O	N/A	N/A	B		1	53	-	861	1898:1800	774+157	92.4 : 92.4%
2/1	Church Street South Left	O	N/A	N/A	-		-	-	-	640	Inf	1194	53.6%
2/2	Church Street South Ahead	U	N/A	N/A	C		1	48	-	728	1792	755	96.4%
3/1	Church Road West Left Right	U	N/A	N/A	A		1	39	-	675	1821	696	96.9%
4/1	Church Road North (Exit)	U	N/A	N/A	-		-	-	-	787	Inf	Inf	0.0%
5/1	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
5/2	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
6/1	Church Road West (Exit)	U	N/A	N/A	-		-	-	-	713	Inf	Inf	0.0%

Full Input Data And Results

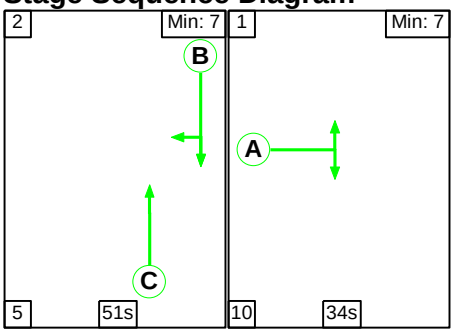
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church Road/ Church Street Junction	**-**	**-**	**350**	**361**	**1**	**17.5**	**22.9**	**0.3**	**40.7**	**-**	**-**	**-**	**-**
Church Road - Church Street	**-**	**-**	**350**	**361**	**1**	**17.5**	**22.9**	**0.3**	**40.7**	**-**	**-**	**-**	**-**
1/1+1/2	861	861	11	60	1	5.9	5.3	0.3	11.6	48.3	21.5	5.3	26.8
2/1	640	640	339	301	0	0.0	0.6	-	0.6	3.2	0.0	0.6	0.6
2/2	728	728	-	-	-	5.8	8.3	-	14.1	69.7	20.0	8.3	28.3
3/1	675	675	-	-	-	5.8	8.7	-	14.5	77.4	18.8	8.7	27.5
4/1	787	787	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.7 Total Delay for Signalled Lanes (pcuHr): 40.15 Cycle Time (s): 102
PRC Over All Lanes (%): -7.7 Total Delay Over All Lanes(pcuHr): 40.73

Full Input Data And Results

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

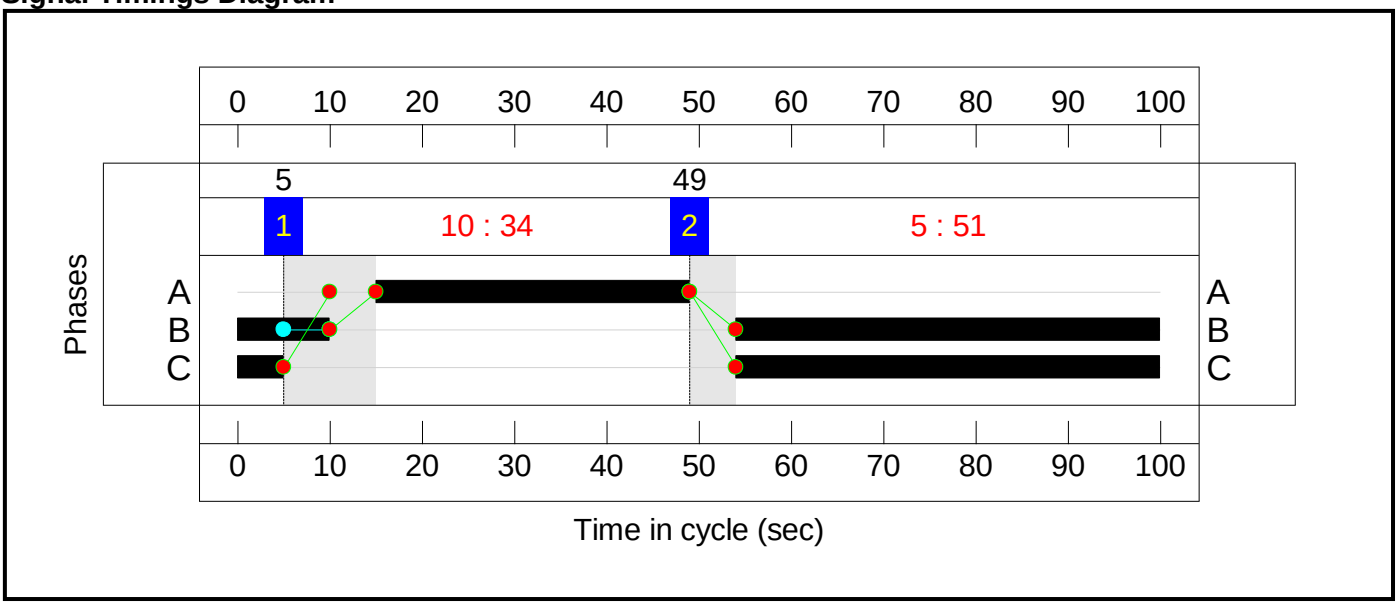
Stage Sequence Diagram



Stage Timings

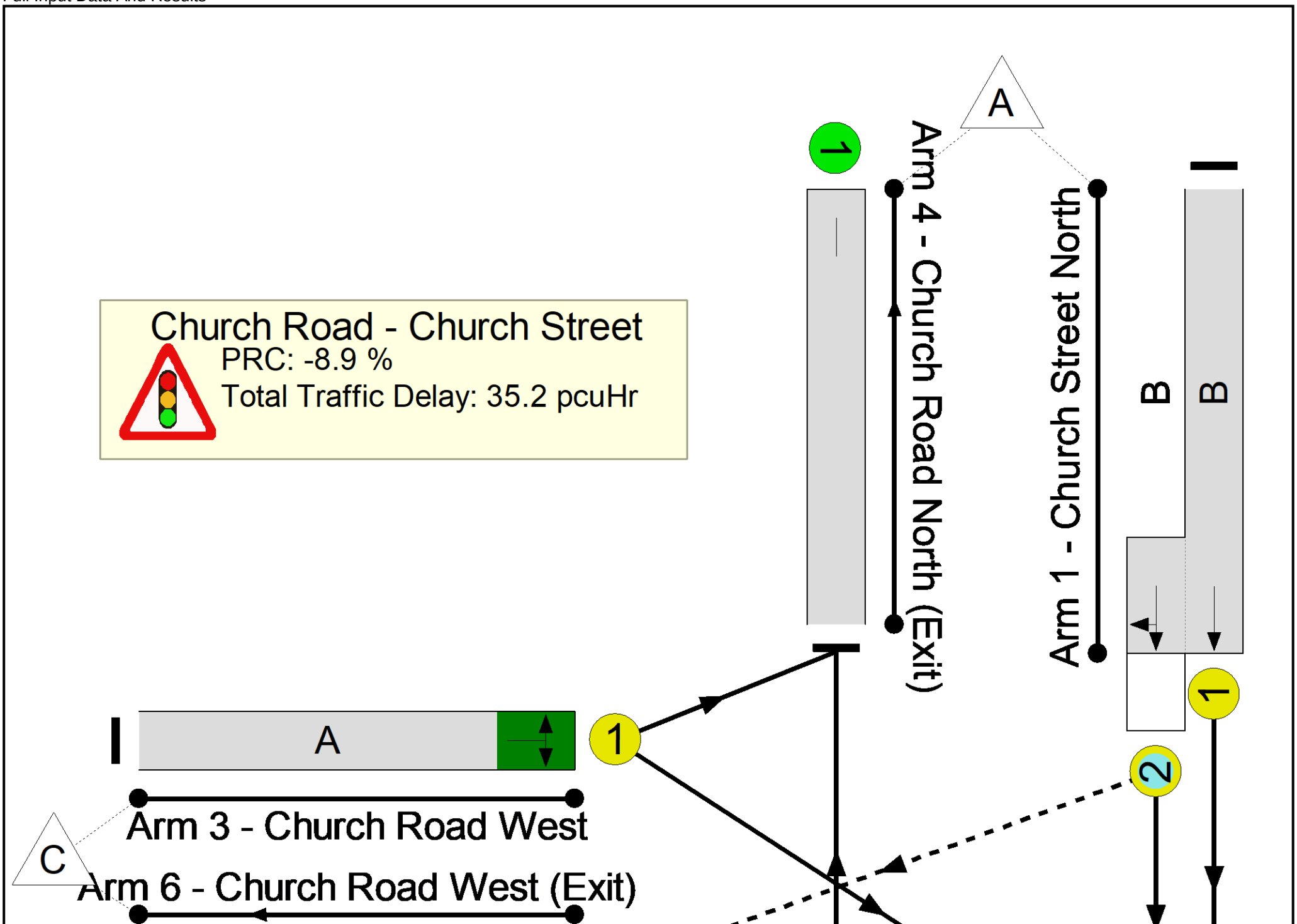
Stage	2	1
Duration	51	34
Change Point	49	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Church Road - Church Street
PRC: -8.9 %
Total Traffic Delay: 35.2 pcuHr
A
Arm 4 - Church Road North (Exit)
Arm 1 - Church Street North
B
B
1
1
2
1
A
Arm 3 - Church Road West
C
Arm 6 - Church Road West (Exit)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church Road/ Church Street Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**
Church Road - Church Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.0%**
1/1+1/2	Church Street North Ahead Right	U+O	N/A	N/A	B		1	56	-	769	1898:1725	957+122	71.3 : 71.3%
2/1	Church Street South Left	O	N/A	N/A	-		-	-	-	865	Inf	1192	72.5%
2/2	Church Street South Ahead	U	N/A	N/A	C		1	51	-	755	1792	771	98.0%
3/1	Church Road West Left Right	U	N/A	N/A	A		1	34	-	593	1821	619	95.8%
4/1	Church Road North (Exit)	U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
5/1	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	682	Inf	Inf	0.0%
5/2	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
6/1	Church Road West (Exit)	U	N/A	N/A	-		-	-	-	952	Inf	Inf	0.0%

Full Input Data And Results

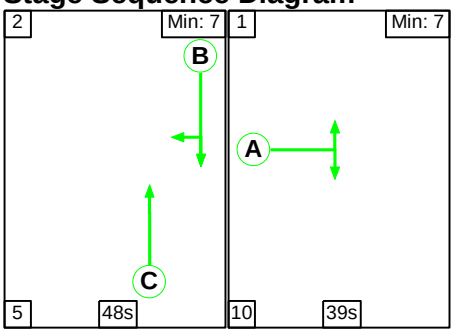
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church Road/ Church Street Junction	**-**	**-**	**480**	**459**	**13**	**14.5**	**20.2**	**0.5**	**35.2**	**-**	**-**	**-**	**-**
Church Road - Church Street	**-**	**-**	**480**	**459**	**13**	**14.5**	**20.2**	**0.5**	**35.2**	**-**	**-**	**-**	**-**
1/1+1/2	769	769	7	68	13	3.3	1.2	0.5	5.0	23.6	15.0	1.2	16.2
2/1	865	865	473	392	0	0.0	1.3	-	1.3	5.6	1.9	1.3	3.2
2/2	755	755	-	-	-	5.9	10.4	-	16.3	77.6	20.6	10.4	30.9
3/1	593	593	-	-	-	5.3	7.3	-	12.6	76.5	16.0	7.3	23.3
4/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	952	952	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.9 Total Delay for Signalled Lanes (pcuHr): 33.91 Cycle Time (s): 100
PRC Over All Lanes (%): -8.9 Total Delay Over All Lanes(pcuHr): 35.25

Full Input Data And Results

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

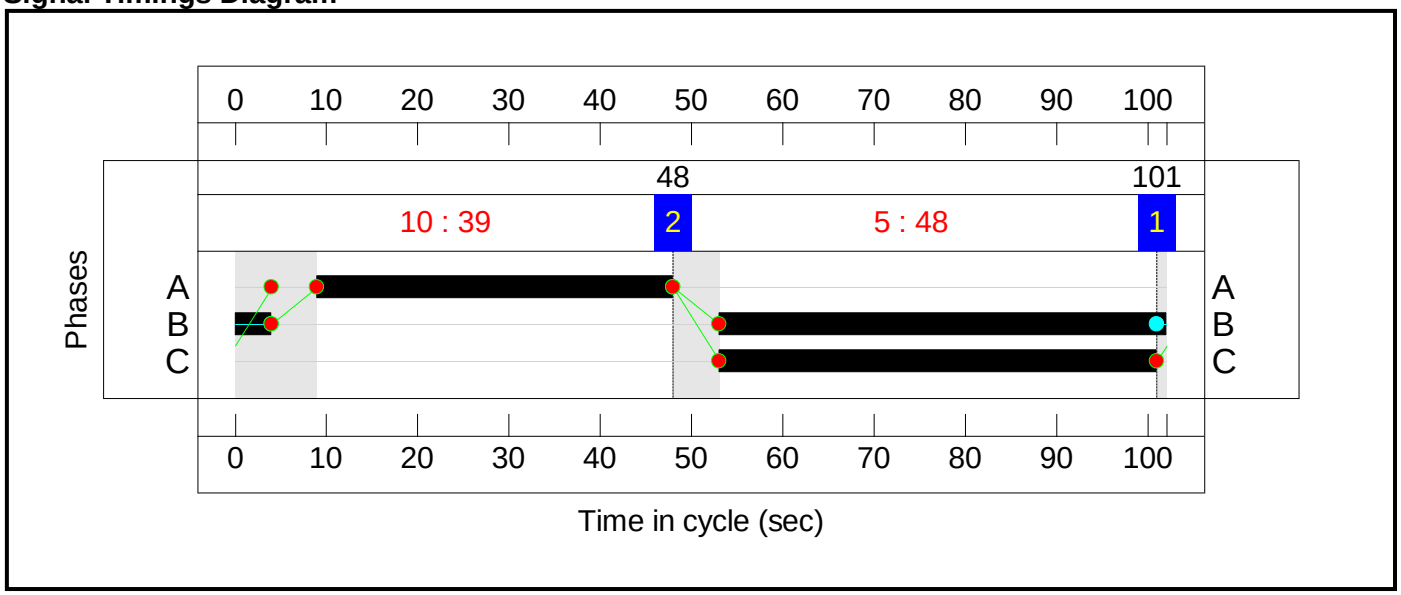
Stage Sequence Diagram



Stage Timings

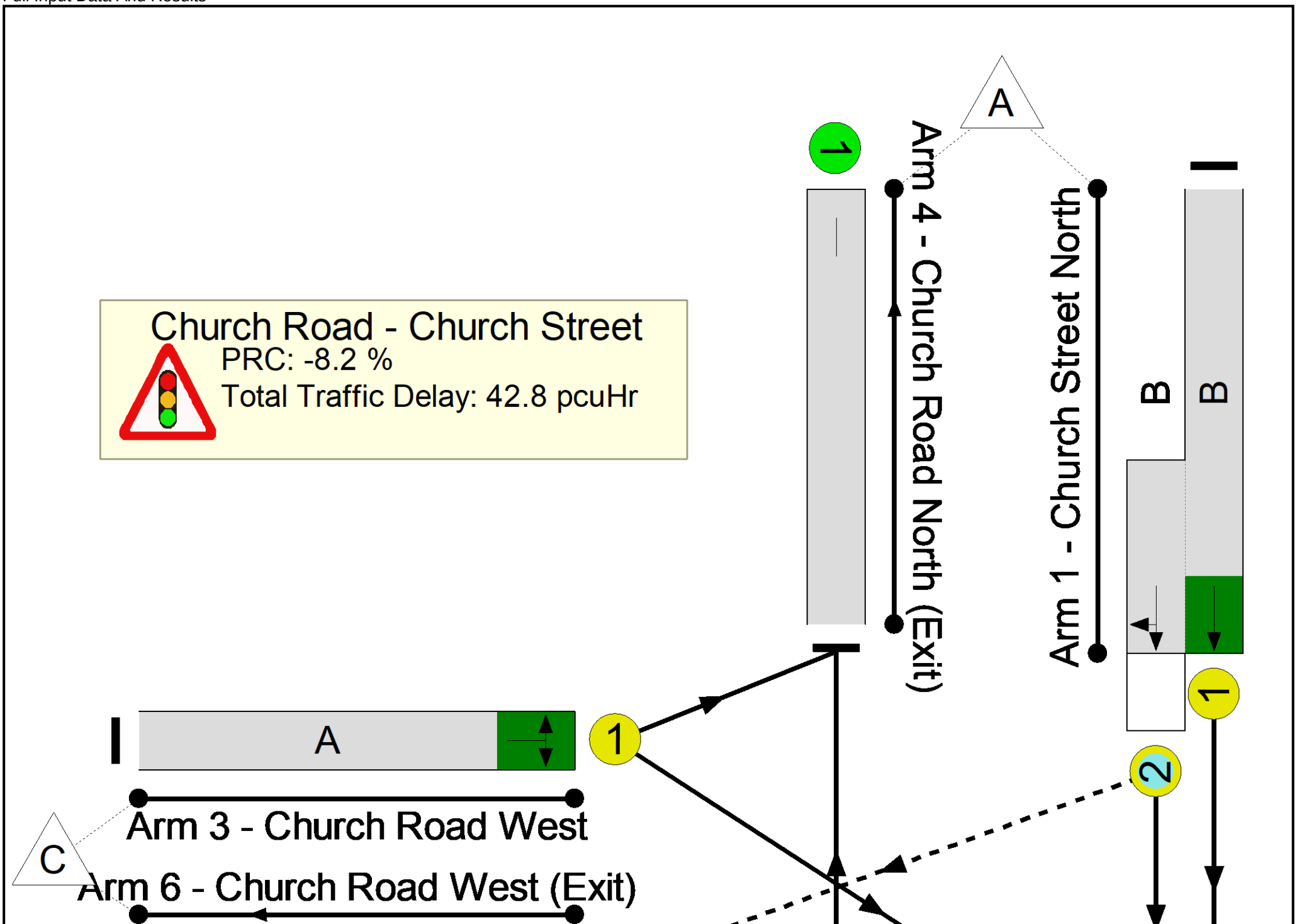
Stage	2	1
Duration	48	39
Change Point	48	101

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Church Road - Church Street
PRC: -8.2 %
Total Traffic Delay: 42.8 pcuHr
A
Arm 4 - Church Road North (Exit)
Arm 1 - Church Street North
B
B
1
1
2
1
A
Arm 3 - Church Road West
C
Arm 6 - Church Road West (Exit)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church Road/ Church Street Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.4%**
Church Road - Church Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.4%**
1/1+1/2	Church Street North Ahead Right	U+O	N/A	N/A	B		1	53	-	865	1898:1800	775+156	92.9 : 92.9%
2/1	Church Street South Left	O	N/A	N/A	-		-	-	-	646	Inf	1194	54.1%
2/2	Church Street South Ahead	U	N/A	N/A	C		1	48	-	735	1792	755	97.3%
3/1	Church Road West Left Right	U	N/A	N/A	A		1	39	-	678	1821	696	97.4%
4/1	Church Road North (Exit)	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
5/1	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	720	Inf	Inf	0.0%
5/2	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1	Church Road West (Exit)	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%

Full Input Data And Results

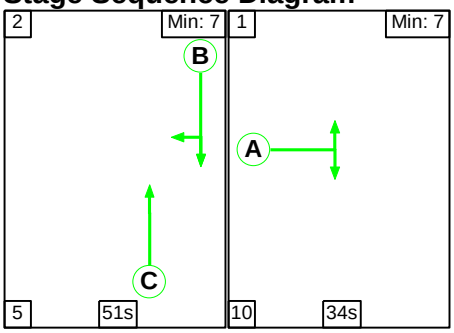
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church Road/ Church Street Junction	**-**	**-**	**351**	**366**	**1**	**17.7**	**24.8**	**0.3**	**42.8**	**-**	**-**	**-**	**-**
Church Road - Church Street	**-**	**-**	**351**	**366**	**1**	**17.7**	**24.8**	**0.3**	**42.8**	**-**	**-**	**-**	**-**
1/1+1/2	865	865	9	62	1	6.0	5.6	0.3	11.9	49.5	21.8	5.6	27.4
2/1	646	646	342	304	0	0.0	0.6	-	0.6	3.3	0.0	0.6	0.6
2/2	735	735	-	-	-	5.9	9.4	-	15.3	74.8	20.4	9.4	29.8
3/1	678	678	-	-	-	5.8	9.2	-	15.1	80.0	18.8	9.2	28.1
4/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.2 Total Delay for Signalled Lanes (pcuHr): 42.24 Cycle Time (s): 102
PRC Over All Lanes (%): -8.2 Total Delay Over All Lanes(pcuHr): 42.83

Full Input Data And Results

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

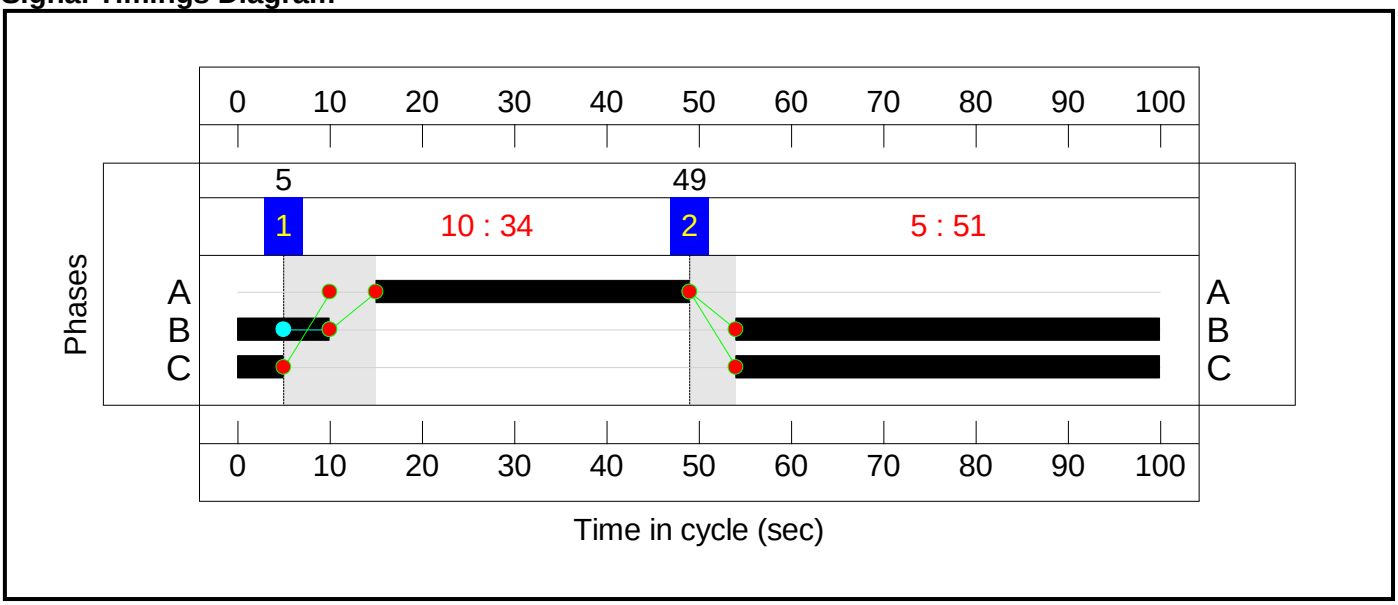
Stage Sequence Diagram



Stage Timings

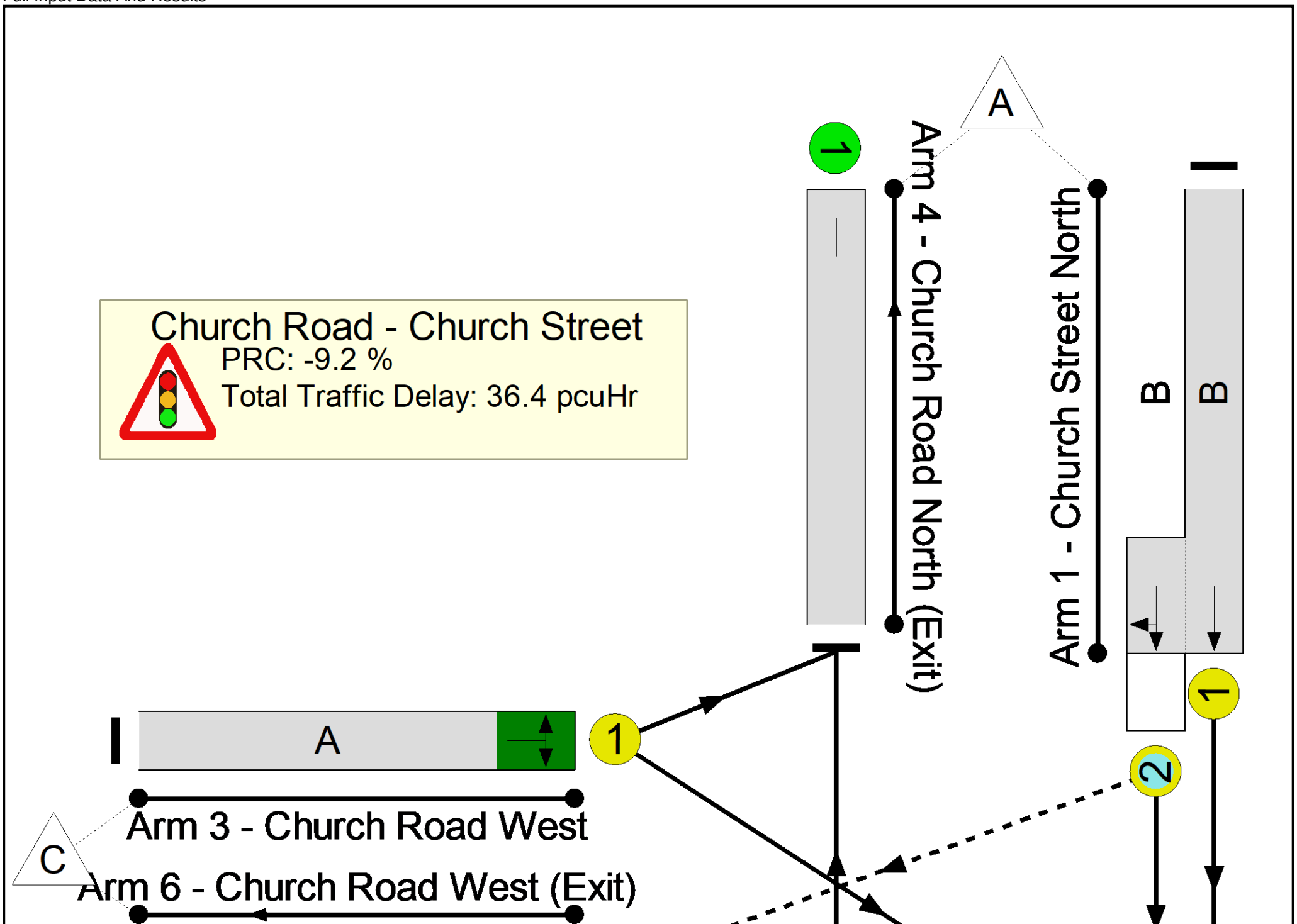
Stage	2	1
Duration	51	34
Change Point	49	5

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Church Road - Church Street
PRC: -9.2 %
Total Traffic Delay: 36.4 pcuHr
A
Arm 4 - Church Road North (Exit)
Arm 1 - Church Street North
B
B
1
1
2
1
A
Arm 3 - Church Road West
C
Arm 6 - Church Road West (Exit)

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church Road/ Church Street Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.2%**
Church Road - Church Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.2%**
1/1+1/2	Church Street North Ahead Right	U+O	N/A	N/A	B		1	56	-	775	1898:1725	958+121	71.8 : 71.8%
2/1	Church Street South Left	O	N/A	N/A	-		-	-	-	867	Inf	1193	72.7%
2/2	Church Street South Ahead	U	N/A	N/A	C		1	51	-	757	1792	771	98.2%
3/1	Church Road West Left Right	U	N/A	N/A	A		1	34	-	597	1821	619	96.4%
4/1	Church Road North (Exit)	U	N/A	N/A	-		-	-	-	839	Inf	Inf	0.0%
5/1	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
5/2	Church Street South (Exit)	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
6/1	Church Road West (Exit)	U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church Road/ Church Street Junction	**-**	**-**	**480**	**460**	**13**	**14.6**	**21.2**	**0.5**	**36.4**	**-**	**-**	**-**	**-**
Church Road - Church Street	**-**	**-**	**480**	**460**	**13**	**14.6**	**21.2**	**0.5**	**36.4**	**-**	**-**	**-**	**-**
1/1+1/2	775	775	6	68	13	3.3	1.3	0.5	5.1	23.7	15.1	1.3	16.4
2/1	867	867	474	393	0	0.0	1.3	-	1.3	5.6	1.9	1.3	3.2
2/2	757	757	-	-	-	5.9	10.8	-	16.7	79.4	20.6	10.8	31.4
3/1	597	597	-	-	-	5.4	7.9	-	13.3	79.9	16.3	7.9	24.1
4/1	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -9.2 Total Delay for Signalled Lanes (pcuHr): 35.05 Cycle Time (s): 100
PRC Over All Lanes (%): -9.2 Total Delay Over All Lanes(pcuHr): 36.40