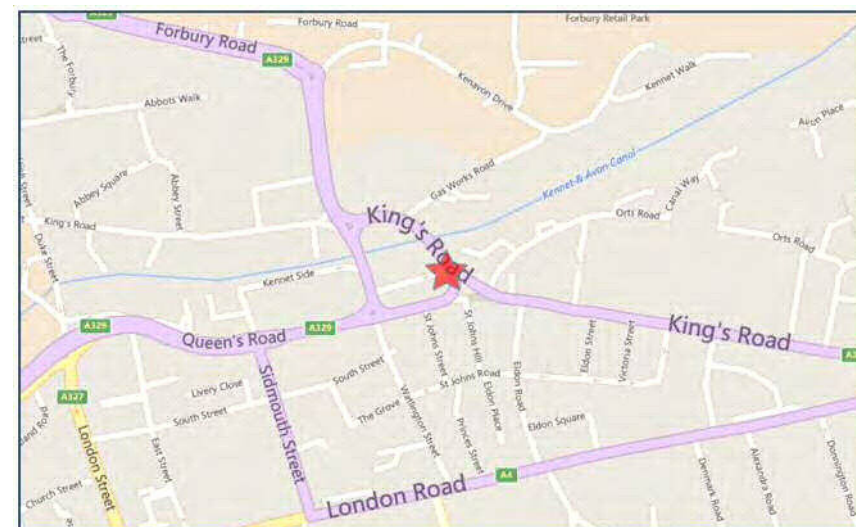


APPENDIX B - PIA DATA



crashmap.co.uk

Crash Date:	Monday, August 22, 2016	Time of Crash:	6:40:00 PM	Crash Reference:	201643W109086
Highest Injury Severity:	Slight	Road Number:	A329	Number of Casualties:	1
Highway Authority:	Reading			Number of Vehicles:	2
Local Authority:	Reading Borough			OS Grid Reference:	472343 173330
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	One way street				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is slowing down or stopping	Front	Other	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is moving off	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Tuesday, August 23, 2016 **Time of Crash:** 12:35:00 PM **Crash Reference:** 201643W134086

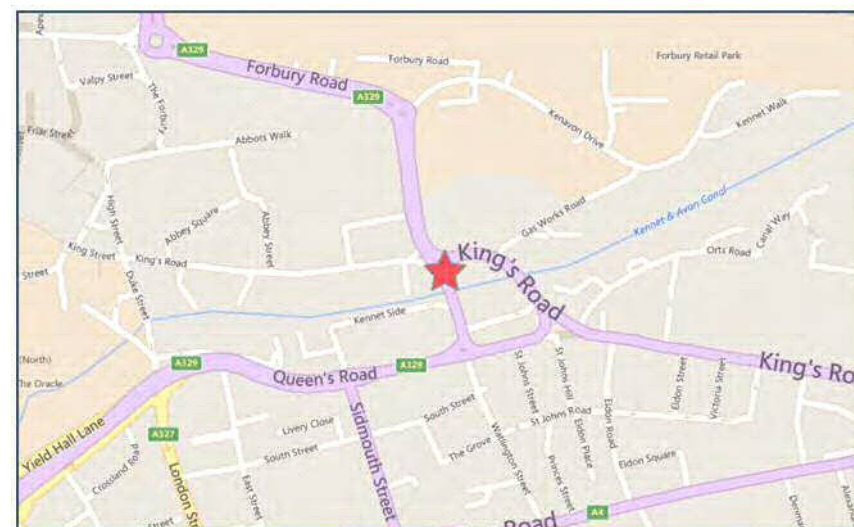
Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: One way street
Junction Control: Auto traffic signal

Road Number: A329

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 472203 173379



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	6	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None

Casualties

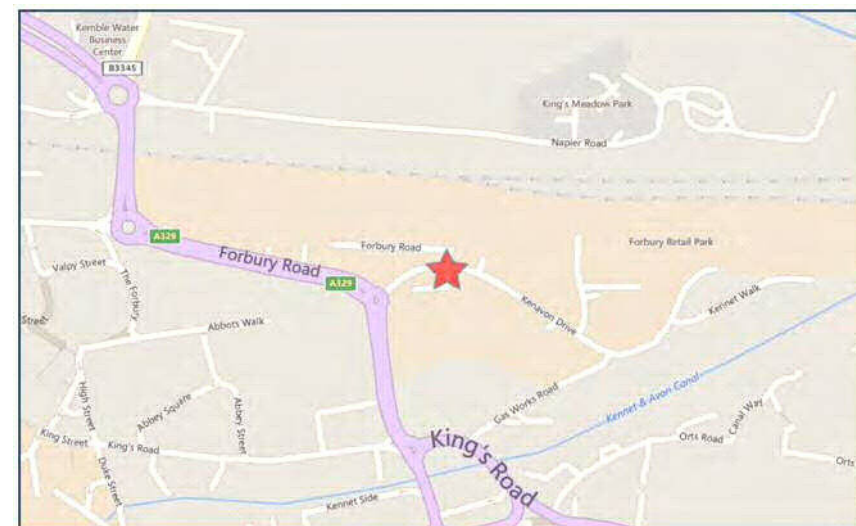
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Friday, July 22, 2016	Time of Crash:	9:30:00 AM	Crash Reference:	201643W164076
Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading			Number of Vehicles:	2
Local Authority:	Reading Borough			OS Grid Reference:	472243 173661
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Back	Taking pupil to/from school	None	None
2	Car (excluding private hire)	12	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

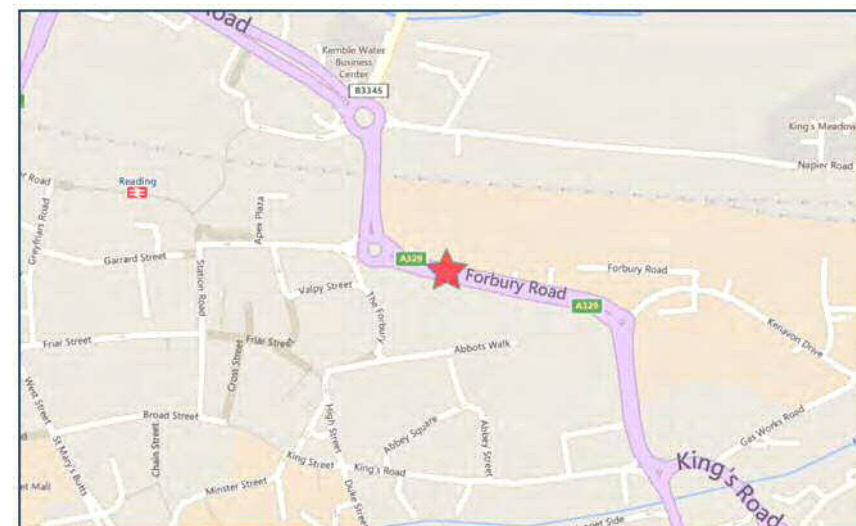
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date: Sunday, October 30, 2016 **Time of Crash:** 1:00:00 AM **Crash Reference:** 2016430348404

Highest Injury Severity:	Serious	Road Number:	A329	Number of Casualties:	1
Highway Authority:	Reading			Number of Vehicles:	1
Local Authority:	Reading Borough			OS Grid Reference:	471874 173689
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lighting unknown				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

Casualties

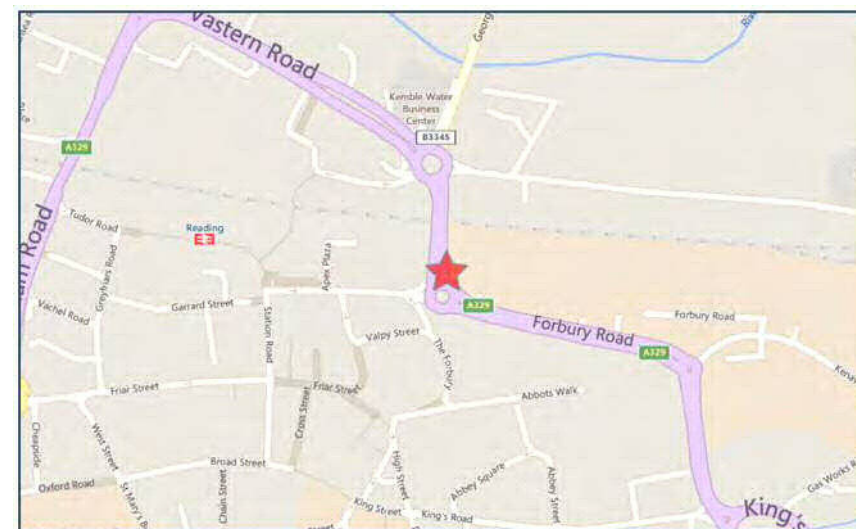
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Crash Date:	Wednesday, September 28, 2016	Time of Crash:	3:50:00 PM	Crash Reference:	2016430274923
Highest Injury Severity:	Slight	Road Number:	A329	Number of Casualties:	1
Highway Authority:	Reading			Number of Vehicles:	1
Local Authority:	Reading Borough			OS Grid Reference:	471774 173752
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	Over 75	Vehicle is moving off	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	46 - 55	In carriageway, crossing within zig-zag lines at crossing approach	Crossing from driver's nearside - masked by parked or stationary vehicle

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date:

Wednesday, April 05, 2017

Time of Crash: 10:02:00 PM

Crash Reference: 2017430121058

Highest Injury Severity:

Slight

Road Number: A329

Number of Casualties: 1

Highway Authority:

Reading

Number of Vehicles: 2

Local Authority:

Reading Borough

OS Grid Reference: 472131 173598

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Darkness: street lights present and lit

Carriageway Hazards:

None

Junction Detail:

Roundabout

Junction Pedestrian Crossing:

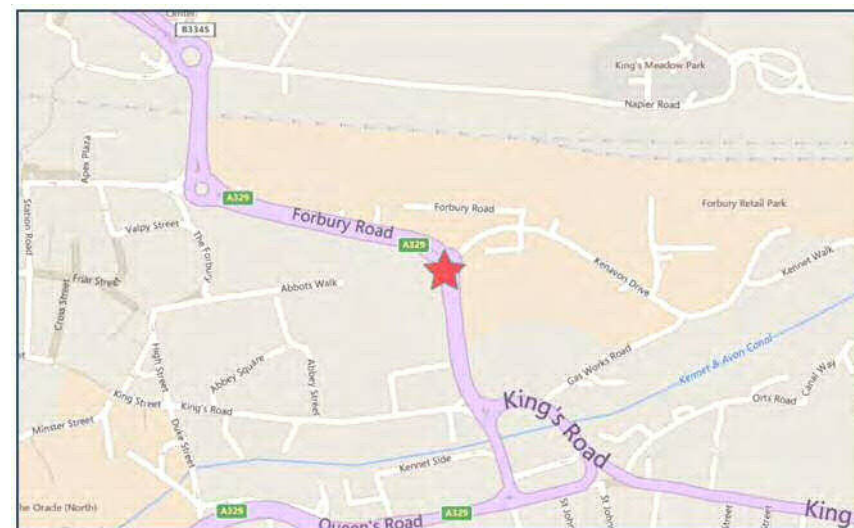
No physical crossing facility within 50 metres

Road Type:

Roundabout

Junction Control:

Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2017 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	16-24	Vehicle is in the act of turning left	Unknown	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc	-1	Male	16-24	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16-24	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date: Friday, February 03, 2017

Time of Crash: 6:30:00 AM

Crash Reference: 2017430043599

Highest Injury Severity: Slight

Road Number: U0

Number of Casualties: 1

Highway Authority: Reading

Number of Vehicles: 2

Local Authority: Reading Borough

OS Grid Reference: 471744 173723

Weather Description: Fine without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

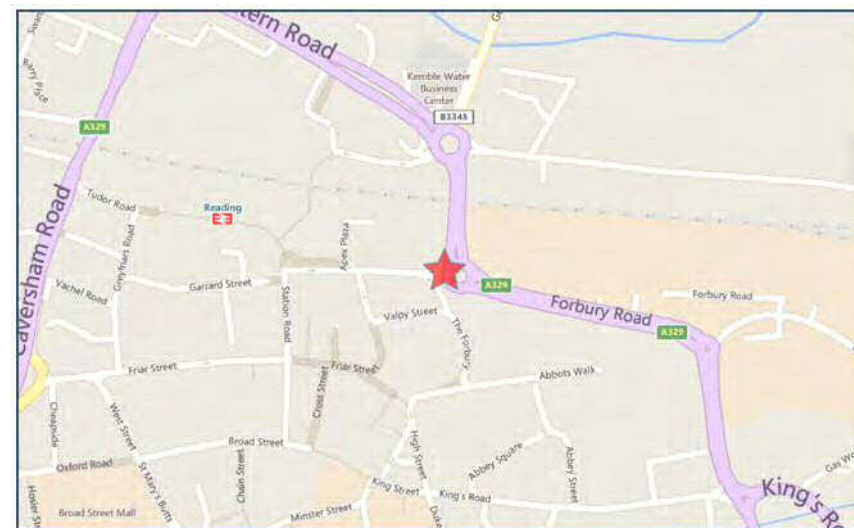
Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Roundabout

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2017 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	55-64	Vehicle proceeding normally along the carriageway, not on a bend	Unknown	Journey as part of work	None	None
2	Pedal cycle	-1	Male	55-64	Vehicle is in the act of turning right	Unknown	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	55-64	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date:

Friday, March 03, 2017

Time of Crash: 3:40:00 PM

Crash Reference: 2017430069443

Highest Injury Severity:

Slight

Road Number: A329

Number of Casualties: 5

Highway Authority:

Reading

Number of Vehicles: 2

Local Authority:

Reading Borough

OS Grid Reference: 472400 173301

Weather Description:

Fine without high winds

Road Surface Description:

Dry

Speed Limit:

30

Light Conditions:

Daylight: regardless of presence of streetlights

Carriageway Hazards:

None

Junction Detail:

T or staggered junction

Junction Pedestrian Crossing:

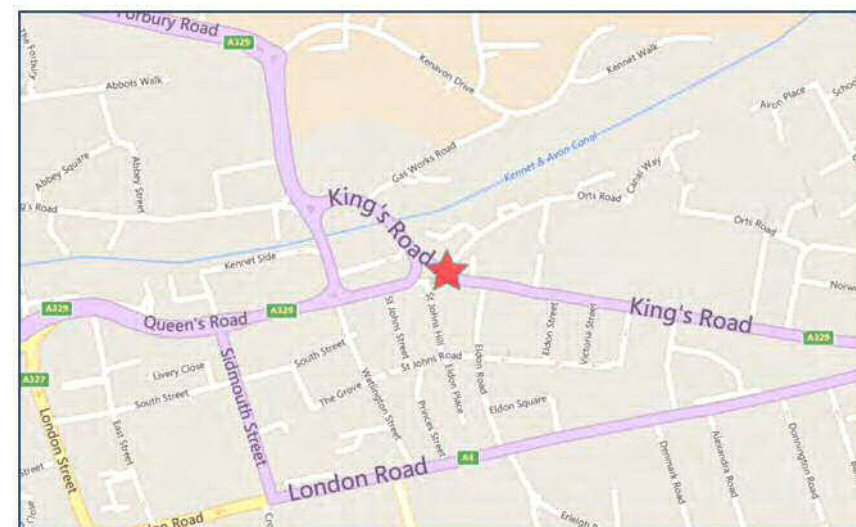
Pedestrian phase at traffic signal junction

Road Type:

Single carriageway

Junction Control:

Auto traffic signal



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2017 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle of unknown engine capacity	-1	Male	NK	Vehicle is in the act of turning left	Unknown	Other	None	None
2	Bus or coach (17+ passenger seats)	-1	Female	45-54	Vehicle is slowing down or stopping	Unknown	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	25-34	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	25-34	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	<5	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	25-34	Unknown or other	Unknown or other
2	5	Slight	Vehicle or pillion passenger	Male	25-34	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

2017 data is provisional and is subject to change

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



crashmap.co.uk

2017 data is provisional and is subject to change

Crash Date: Tuesday, March 07, 2017

Time of Crash: 4:35:00 PM

Crash Reference: 2017430074651

Highest Injury Severity: Slight

Road Number: A329

Number of Casualties: 1

Highway Authority: Reading

Number of Vehicles: 1

Local Authority: Reading Borough

OS Grid Reference: 471928 173667

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

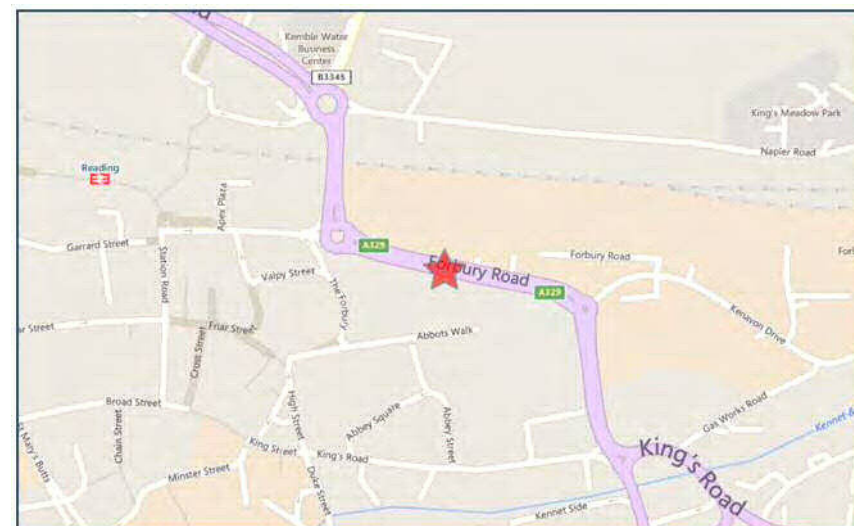
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Road Type: Dual carriageway

Junction Control: Unknown



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



2017 data is provisional and is subject to change

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	55-64	Vehicle is slowing down or stopping	Unknown	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	25-34	In carriageway, crossing on pedestrian crossing facility	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

Details of Personal Injury Accidents for Period - 30/04/2013 to 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
Road No.	Date											
Grid Ref.	Time											
	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
W0660813	Sunday	A329 VASTERN RD RBT J/W A329	Veh 2	Car	Wait go ahead held	E	to W	RSP	F	20	Slight	
A 329	11/08/2013	FORBURY RD READING	Veh 2	Car	Wait go ahead held	E	to W	FSP	F	45	Slight	
	1409hrs		Veh 1	Car	Going ahead	E	to W					
E 471,793		(Pre-2011) Daylight:street lights present										
N 173,698	Dry											
	Fine without high winds											
	30 mph											
C2 HELD UP AT RBT WAITG TO TRN RT E TO N. C1 IN FRONT ROLLD BACK & COLL/W C2.C1 FTS												
W0180913	Wednesday	A329 FORBURY RD RBT J/W A329	Veh 2	Pedal cycle	Turning left	W	to N	Dri	M	56	Slight	
A 329	04/09/2013	VASTERN RD READING	Veh 1	Car	Turning right	E	to N					
	1245hrs											
E 471,749	Daylight											
N 173,731	Dry											
	Fine without high winds											
	30 mph											
C1 TRAV IN NK DIR COLL/W PC2 TRAV IN NK DIR ON RBT. NO OTHER DETAILS KNOWN												
W2351013	Saturday	A329 KING'S RD JNC GAS WORKS RD	Veh 2	Pedal cycle	Going ahead	NWto	SE	Dri	M	42	Slight	
A 329	19/10/2013	READING	Veh 1	Car	Turning left	NWto	NE					
	1910hrs											
E 472,280	Darkness: street lights present and lit											
N 173,404	Wet/Damp											
	Fine without high winds											
	30 mph											
C1 TRNG LFT NW TO NE COLL/W PC2 TRAV NW TO SE ACROSS RD												
W2571113	Friday	A329 VASTERN RD JNC FORBURY	Veh 2	Pedal cycle	Going ahead	W	to E	Dri	F	21	Slight	
A 329	29/11/2013	RD READING	Veh 1	Car	Turning right	N	to W					
	1645hrs											
E 471,774	Darkness: street lights present and lit											
N 173,735	Dry											
	Fine without high winds											
	30 mph											
C1 ENTG RBT TRAV N TO W FAILD/T SEE & COLL/W N/SIDE PC2 TRAV W TO E ON RBT												

Details of Personal Injury Accidents for Period - 30/04/2013 to 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No.	Date										
Grid Ref.	Time										
	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
W1930214	Tuesday	A329 FORBURY RD RBT J/W A329	Veh 2	Pedal cycle	Turning right	E	to N	Dri	F	31	Slight
A 329	25/02/2014	VASTERN RD READING	Veh 1	Car	Going ahead	E	to W				
	1846hrs										
E 471,743		Darkness: street lights present and lit									
N 173,706		Wet/Damp									
		Fine without high winds									
		30 mph									
PC2 TRAV E TO N ON RBT COLL/W R/N/S C1 LEAVING RBT TRAV E TO W											
W2420714	Monday	A329 VASTERN RD RBT J/W	Veh 2	M/C > 125 cc	Turning right	N	to W	Dri	M	48	Slight
A 329	28/07/2014	FORBURY RD READING	Veh 1	Car	Going ahead	E	to N				
	0545hrs										
E 471,786		Daylight									
N 173,700		Dry									
		Fine without high winds									
		30 mph									
C1 FAILD TO G/WAY ENT RBT TO TRAV FROM E TO NK DIR & COLL/W MC2 TRAV N TO W ON RBT											
W0180814	Friday	A329 QUEENS RD J/W WATLINGTON	Veh 2	Car	Wait go ahead held	W	to N	FSP	F	7	Slight
A 329	01/08/2014	ST READING	Veh 2	Car	Wait go ahead held	W	to N	Dri	F	38	Slight
	1510hrs		Veh 1	Car	Going ahead	W	to N				
E 472,216		Daylight									
N 173,262		Dry									
		Fine without high winds									
		40 mph									
C2 STAT WAITG TO TRN LFT W TO N HIT IN REAR BY C1. C1 FTS											
W3071214	Friday	A329 FORBURY ROAD APPX 150M W	Veh 2	Car	Wait go ahead held	W	to E	Dri	F	51	Slight
A 329	19/12/2014	J/W KENAVON DRIVE READING	Veh 1	Car	Going ahead	W	to E				
	1725hrs										
E 471,976		Darkness: street lights present and lit									
N 173,668		Dry									
		Fine without high winds									
		30 mph									
C1 TRAV W TO E IN QUEUING TRAFF COLL/W RR C2.											
W0700115	Tuesday	A329 KINGS ROAD J/W A329 QUEENS	Veh 1	Goods < 3.5t	Going ahead RH bend	NW	to S	Ped	F	23	Slight
A 329	13/01/2015	ROAD READING									
	1321hrs										
E 472,355		Daylight									
N 173,300		Wet/Damp									
		Fine without high winds									
		30 mph									

Details of Personal Injury Accidents for Period - 30/04/2013 to 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

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

LGV1 TRAV NW TO S ON R/H BEND COLL/W PED XING C/WAY W TO E USING PED XING

W0660215 Tuesday A 329 FORBURY ROAD J/W Veh 2 M/C < 125 cc Wait go ahead held E to W Dri M 19 Slight
 10/02/2015 FORBURY ROAD READING Veh 1 Car Turning right E to N
A 329 0900hrs
 Daylight
E 471,747 Dry
N 173,700 Fine without high winds
 30 mph

C1 TRN RT ON RBT E TO N IN LN 1 CUT CROSS PATH OF MC2 INDICATING TO XIT RBT LFT E TO W CAUSING MC2 TO LSE CONT & RIDER TO FALL OFF.

W0220715 Friday A329 FORBURY RD APP 80M W J/W Veh 2 Car Going ahead W to E Dri F 34 Slight
 03/07/2015 KENAVON DRIVE READING Veh 1 Car Change lane to left W to E
A 329 1252hrs
 Daylight
E 472,053 Dry
N 173,653 Fine without high winds
 30 mph

C1 TRAV E CHNGD LN TO LFT ACROSS PATH & COLL/W C2 TRAV IN LN1

W0181015 Saturday A329 FORBURY ROAD RBT/W Veh 2 Car Wait to turn left NWto NE Dri M 35 Slight
 03/10/2015 KENAVON DRIVE READING Veh 1 Car Turning left S to NW Dri F 44 Slight
A 329 1620hrs
 Daylight
E 472,123 Dry
N 173,632 Fine without high winds
 30 mph

C1 TRNG S TO NW HAS TAKEN RBT TOO FAST & CLIPPD KERB THEN COLL/W C2 GIVG WAY WAITG TO TRN LT NW TO NE

W1271215 Friday A329 KINGS ROAD APP 50M E J/W Veh 1 Car Going ahead W to E Ped M 54 Slight
 11/12/2015 A329 FORBURY ROAD READING
A 329 2002hrs
 Darkness: street lights present and lit
E 472,242 Dry
N 173,408 Fine without high winds
 30 mph

C1 TRAV E COLL/W PED XING RD S/B

Details of Personal Injury Accidents for Period - 30/04/2013 to 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No / Type / Manv / Dir / Class				Sex / Age / Sev			
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
W2310216	Wednesday	A329 KINGS ROAD J/W ORTS ROAD	Veh 2	Car	Turning right	N	to W			
A 329	24/02/2016		Veh 1	Pedal cycle	Turning right	E	to N	Dri	M 19	Slight
E 472,405	1444hrs									
N 173,297	Daylight									
	Dry									
	Fine without high winds									
	30 mph									
PC1 PERFORMED A BANNED RT TURN E TO N AT ATS & COLL/W C2 TRNG RT N TO W										
W0720416	Tuesday	A329 WATLINGTON STREET J/W	Veh 2	Pedal cycle	Starting	S	to N	Dri	M 34	Slight
A 329	12/04/2016	A329 QUEENS ROAD READING	Veh 1	Car	Reversing	E	to W			
E 472,235	0650hrs									
N 173,269	Daylight									
	Dry									
	Fine without high winds									
	30 mph									
C1 PKD ON YELLOW BOX& RVRSD INTO PC2 TRAV N. C1 FTS										

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0660813 11/08/2013 Time 1409 Vehicles 2 Casualties 2 Slight
E:471793 N: 173698 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 329
Crossing: Control None Facilities: None within 50m Road surface Dry
Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

C2 HELD UP AT RBT WAITG TO TRN RT E TO N. C1 IN FRONT ROLLD BACK & COLL/W C2.C1 FTS

Occurred on A329 VASTERN RD RBT J/W A329 FORBURY RD READING

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 45 Female Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Casualty Reference: 2 Vehicle: 2 Age: 20 Female Passenger Severity: Slight
Not a pupil Seatbelt
Back seat

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0180913 04/09/2013 Time 1245 Vehicles 2 Casualties 1 Slight
E:471749 N: 173731 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 329
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

C1 TRAV IN NK DIR COLL/W PC2 TRAV IN NK DIR ON RBT. NO OTHER DETAILS KNOWN

Occurred on A329 FORBURY RD RBT J/W A329 VASTERN RD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Driver not contacted

Vehicle Reference 2 Pedal Cycle Turning left
Vehicle movement from W to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 56 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 56 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W2351013 19/10/2013 Time 1910 Vehicles 2 Casualties 1 Slight
E:472280 N: 173404 First Road: A 329 Road Type 2
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

C1 TRNG LFT NW TO NE COLL/W PC2 TRAV NW TO SE ACROSS RD

Occurred on A329 KING'S RD JNC GAS WORKS RD READING

Vehicle Reference 1 Car Turning left
Vehicle movement from NW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving main road First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Male
Hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Male
Not hit and run Breath test Not applicable

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

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W2571113 29/11/2013 Time 1645 Vehicles 2 Casualties 1 Slight
E:471774 N: 173735 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Cyclist wearing dark clothing at night	Vehicle 2	Very Likely
3rd:	Dazzling headlights	Vehicle 1	Possible
4th:	Not displaying lights at night or in poor visibility	Vehicle 2	Possible
5th:			
6th:			

C1 ENTG RBT TRAV N TO W FAILD/T SEE & COLL/W N/SIDE PC2 TRAV W TO E ON RBT

Occurred on A329 VASTERN RD JNC FORBURY RD READING

Vehicle Reference 1 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 21 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W1930214 25/02/2014 Time 1846 Vehicles 2 Casualties 1 Slight
E:471743 N: 173706 First Road: A 329 Road Type 1 A 329
Speed limit: 30 Junction Detail: Roundabout Give way or controlled
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

PC2 TRAV E TO N ON RBT COLL/W R/N/S C1 LEAVING RBT TRAV E TO W

Occurred on A329 FORBURY RD RBT J/W A329 VASTERN RD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative

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

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

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W2420714 28/07/2014 Time 0545 Vehicles 2 Casualties 1 Slight
E:471786 N: 173700 First Road: A 329 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 329
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

C1 FAILD TO G/WAY ENT RBT TO TRAV FROM E TO NK DIR & COLL/W MC2 TRAV N TO W ON RBT

Occurred on A329 VASTERN RD RBT J/W FORBURY RD READING

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

Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 48 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0180814 01/08/2014 Time 1510 Vehicles 2 Casualties 2 Slight
E:472216 N: 173262 First Road: A 329 Road Type Dual carriageway
Speed limit: 40 Junction Detail: T & Stag Jct Automatic traffic signal A 329
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

C2 STAT WAITG TO TRN LFT W TO N HIT IN REAR BY C1. C1 FTS

Occurred on A329 QUEENS RD J/W WATLINGTON ST READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 38 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 7 Female Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W3071214 19/12/2014 Time 1725 Vehicles 2 Casualties 1 Slight
E:471976 N: 173668 First Road: A 329 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 TRAV W TO E IN QUEUING TRAFF COLL/W RR C2.

Occurred on A329 FORBURY ROAD APPX 150M W J/W KENAVON DRIVE READING

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

Vehicle Reference 2 Car Going ahead but held up
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 51 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 51 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0700115 13/01/2015 Time 1321 Vehicles 1 Casualties 1 Slight
E:472355 N: 173300 First Road: A 329 Road Type 2
Speed limit: 30 Junction Detail: Slip Road Give way or controlled A 329
Crossing: Control None Facilities: Zebra crossing Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

CASUALTY WEARING HEADPHONES

LGV1 TRAV NW TO S ON R/H BEND COLL/W PED XING C/WAY W TO E USING PED XING

Occurred on A329 KINGS ROAD J/W A329 QUEENS ROAD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under Going ahead right bend
Vehicle movement from NW to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 23 Female Pedestrian Severity: Slight
Not a pupil Seatbelt
On Ped Crossing E bound
Driver's offside

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0660215 10/02/2015 Time 0900 Vehicles 2 Casualties 1 Slight
E:471747 N: 173700 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

C1 TRN RT ON RBT E TO N IN LN 1 CUT CROSS PATH OF MC2 INDICATING TO XIT RBT LFT E TO W
CAUSING MC2 TO LSE CONT & RIDER TO FALL OFF.

Occurred on A 329 FORBURY ROAD J/W FORBURY ROAD READING

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

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Going ahead but held up
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Near side Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Driver not contacted

Casualty Reference: 1 Vehicle: 2 Age: 19 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0220715 03/07/2015 Time 1252 Vehicles 2 Casualties 1 Slight
E:472053 N: 173653 First Road: A 329 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

C1 TRAV E CHNGD LN TO LFT ACROSS PATH & COLL/W C2 TRAV IN LN1
Occurred on A329 FORBURY RD APP 80M W J/W KENAVON DRIVE READING

Vehicle Reference 1 Car Changing lane to left
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 34 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0181015 03/10/2015 Time 1620 Vehicles 2 Casualties 2 Slight
E:472123 N: 173632 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

C1 TRNG S TO NW HAS TAKEN RBT TOO FAST & CLIPPD KERB THEN COLL/W C2 GIVG WAY WAITG TO TRN LT NW TO NE

Occurred on A329 FORBURY ROAD RBT/W KENAVON DRIVE READING

Vehicle Reference 1 Car Turning left
Vehicle movement from S to NW No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 44 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 44 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Waiting to turn left
Vehicle movement from NW to NE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 35 Male
Not hit and run Breath test Negative

Casualty Reference: 2 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W1271215 11/12/2015 Time 2002 Vehicles 1 Casualties 1 Slight
E:472242 N: 173408 First Road: A 329 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Very Likely
3rd:	Pedestrian wearing dark clothing at night	Casualty 1	
4th:			
5th:			
6th:			

C1 TRAV E COLL/W PED XING RD S/B

Occurred on A329 KINGS ROAD APP 50M E J/W A329 FORBURY ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 64 Male
Not hit and run Breath test Negative

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

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W2310216 24/02/2016 Time 1444 Vehicles 2 Casualties 1 Slight
E:472405 N: 173297 First Road: A 329 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified 7201
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

PC1 PERFORMED A BANNED RT TURN E TO N AT ATS & COLL/W C2 TRNG RT N TO W

Occurred on A329 KINGS ROAD J/W ORTS ROAD

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from E to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Turning right
Vehicle movement from N to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Female
Not hit and run Breath test Negative

Accidents between dates 30/04/2013 and 30/04/2016 (36) months

Selection: Notes:

Selected using Build Query :

W0720416 12/04/2016 Time 0650 Vehicles 2 Casualties 1 Slight
E:472235 N: 173269 First Road: A 329 Road Type 2
Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal A 329
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
4th:	Aggressive driving	Vehicle 1	Very Likely
5th:			
6th:			

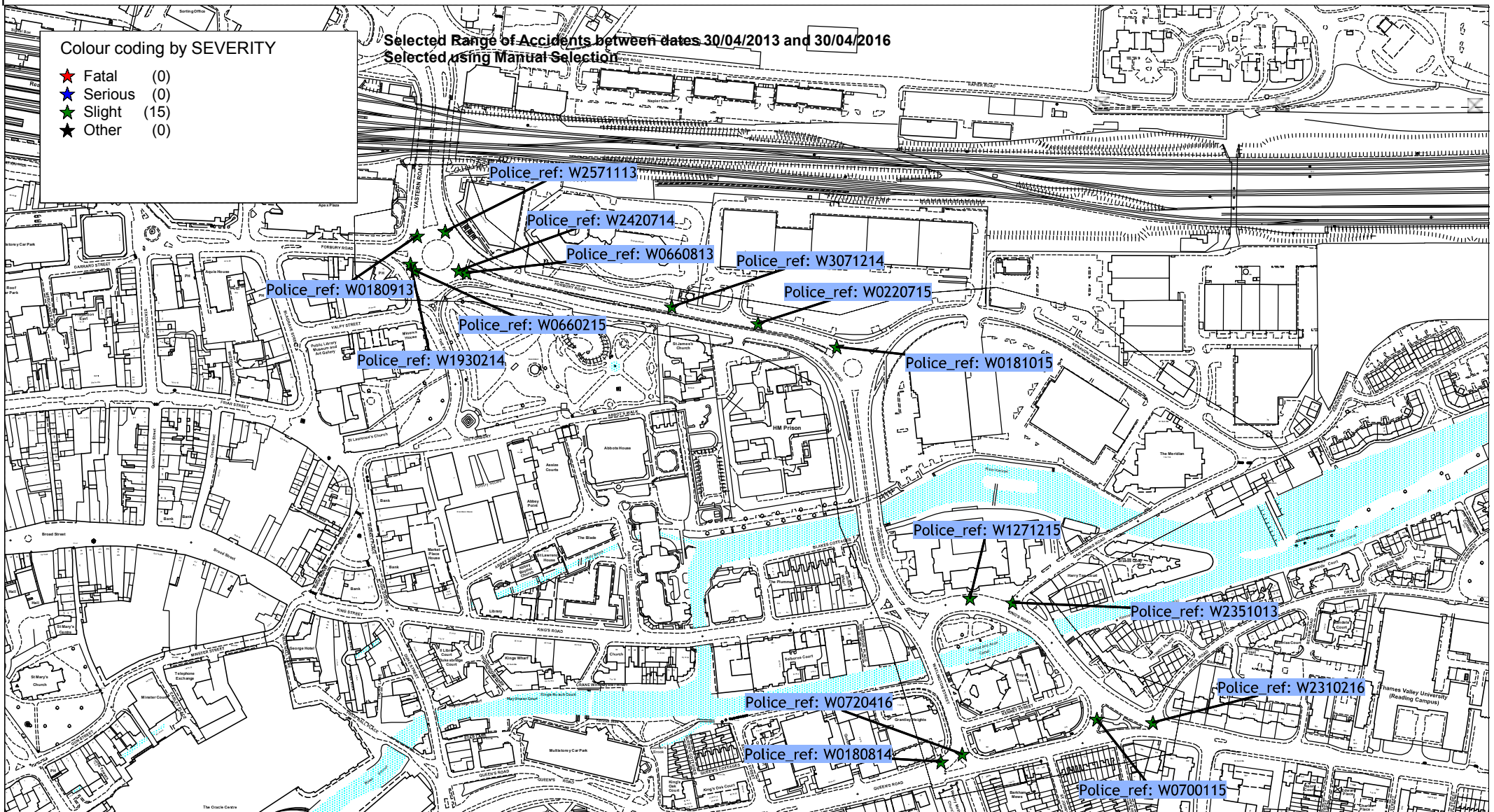
C1 PKD ON YELLOW BOX& RVRSD INTO PC2 TRAV N. C1 FTS

Occurred on A329 WATLINGTON STREET J/W A329 QUEENS ROAD READING

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

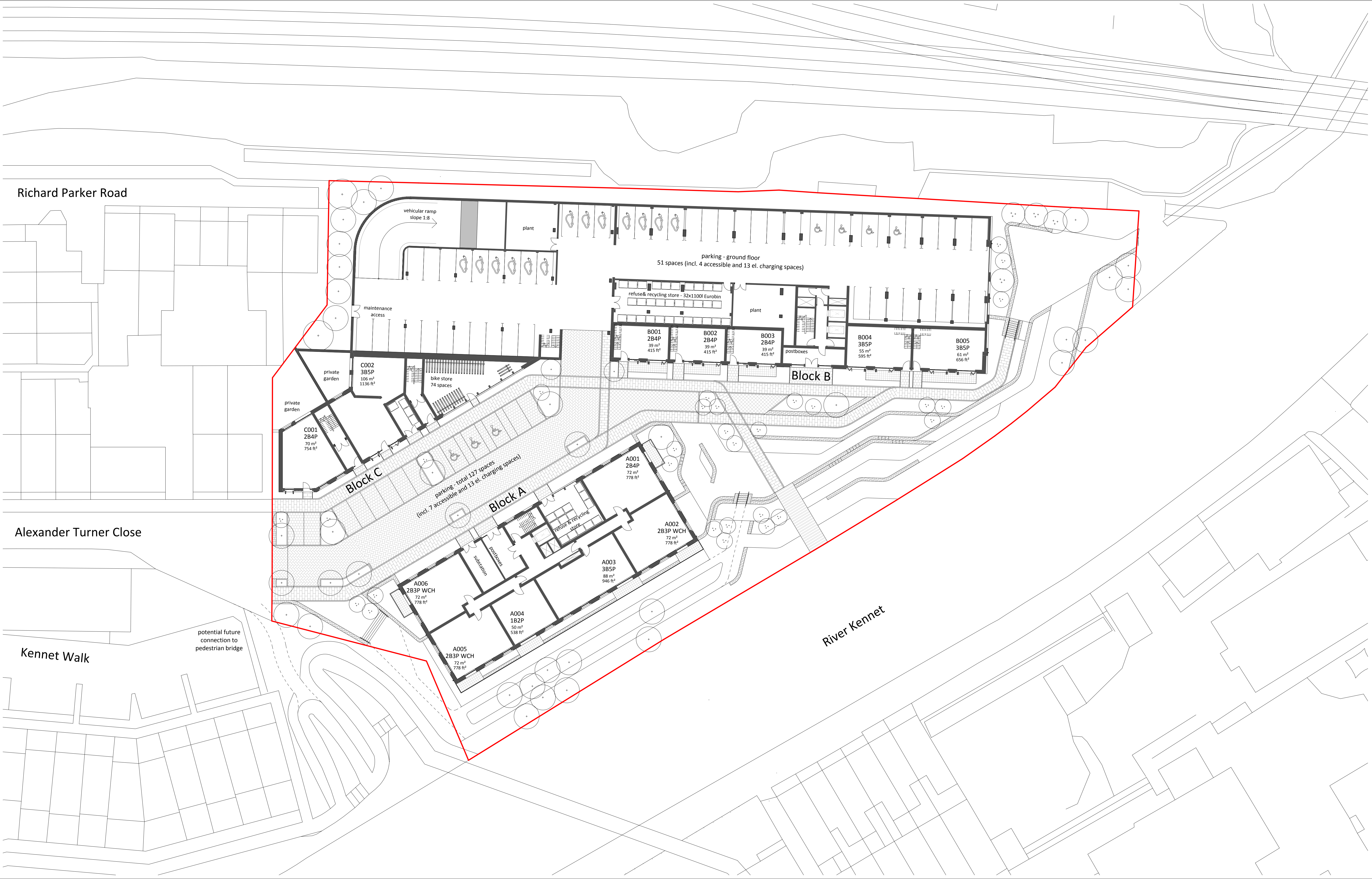
Vehicle Reference 2 Pedal Cycle Starting
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 34 Male Driver/rider Severity: Slight
Not a pupil Seatbelt



	Her Majesty's Office (c) Crown Copyright + Crown copyright. All rights reserved Licence No. 2016		SCALE	1 : 4720
	Selected map area		DATE	06/07/2016
			DRAWING No.	
			DRAWN BY	

**APPENDIX D -
SITE
MASTERPLAN**



NOTES

CONSULTANTS

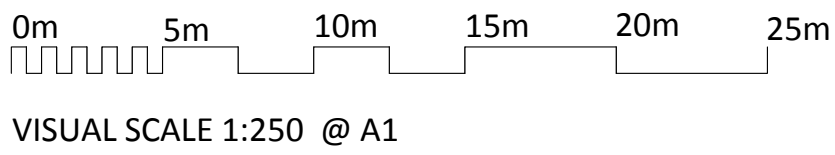
- Refer to highways consultant's drawings for details
- Refer to landscape consultant's drawings for details
- Landscaping layout is indicative only

AREAS

- Refer to area schedule

© Copyright Reserved. ColladoCollins Partners LLP

Rev	Notes	Date	By	Auth
P	Planning Application	28/03/19		



ColladoCollins Architects

17-19 Foley Street
London W1W 6DW
T 020 7580 3490
F 020 7580 2917
info@colladocollins.com
www.colladocollins.com

Date: 28/03/19
Drawn By: LK
Checked by: RC
Scale @ A1: 1 : 250
Scale @ A3: 1 : 500
CAD File No:

Danescroft (KDPM) LLP
Gas Holder, Reading
Proposed Plan - Ground Floor

PLANNING
16035

P0-100

Revision



NOTES

CONSULTANTS

- Refer to highways consultant's drawings for details
- Refer to landscape consultant's drawings for details
- Landscaping layout is indicative only

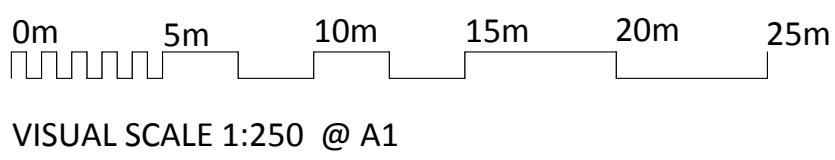
AREAS

- Refer to area schedule

© Copyright Reserved. ColladoCollins Partners LLP

N

Rev	Notes	Date	By	Auth
P	Planning Application	28/03/19		



ColladoCollins Architects

17-19 Foley Street
London W1W 6DW
T 020 7580 3490
F 020 7580 2917
info@colladocollins.com
www.colladocollins.com

Date: 28/03/19
Drawn By: LK
Checked by: RC
Scale @ A1: 1 : 250
Scale @ A3: 1 : 500
CAD File No:

Danescroft (KDPM) LLP
Gas Holder, Reading
Proposed Plan - First Floor

PLANNING
16035

P0-101



**APPENDIX E -
EMAIL TRAIL TO
CO-WHEELS**

Alice Connolly

From: Richard Falconer <richard@co-wheels.org.uk>
Sent: 31 January 2019 15:10
To: Alice Connolly
Subject: FW: New Development Car Club Space, Reading 5757
Attachments: Developer Proposal Indicative costs PDF.pdf

Hi Alice,

Yes we would like to work with you on this. To give you idea of indicative costs for the developer over the 3 years please see attached.

Any questions please just let me know

Many thanks

Richard

From: Alice Connolly <alc@stuartmichael.co.uk>
Sent: Thursday, January 31, 2019 10:41 AM
To: Co-wheels Car Club <info@co-wheels.org.uk>
Subject: New Development Car Club Space, Reading 5757

Good Morning,

I hope this finds you well.

We are involved in a development on Robert Parker Road, Reading for 129 units. We are proposing 127 parking spaces of which we would like 1 to be a car club. Would you be interested in working with us on this?

Please let me know so we can discuss further

Kind Regards,

Alice Connolly
Graduate Transport Planner

Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire RG19 4JF
Telephone: 01635 867711
Facsimile: 01635 861715
www.stuartmichael.co.uk



Stuart Michael Associates Ltd. Registered in England and Wales. Registration Number: 3739154

This document (and any attachments) is intended only for the person or entity to which it is addressed, it may be confidential and the subject of legal professional privilege. Any disclosure, use, storage or copying of this document without the consent of the sender is strictly prohibited. Please notify the sender immediately if you are not the intended recipient and immediately delete this email from your system.



Before printing, think about the environment

**APPENDIX F -
NOMIS CAR
OWNERSHIP
DATA**

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 3 April 2019]

population All households
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02003398 : Reading 010
no of usual residents in housef All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van avail	4,040	2,530	1,510
No cars or vans in household	1,497	770	727
1 car or van in household	1,873	1,206	667
2 or more cars or vans in hous	670	554	116

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

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 3 April 2019]

population All households
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02003399 : Reading 011
no of usual residents in housef All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van avail	5,891	1,345	4,546
No cars or vans in household	2,697	445	2,252
1 car or van in household	2,628	643	1,985
2 or more cars or vans in hous	566	257	309

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

Summary of Reading MSOA 010 and 011

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	Flat, maisonette, apartment, caravan or other mobile or temporary structure	Flat, maisonette, apartment, caravan or other mobile or temporary structure
All categories: Car or van avail	9,931	3,875	6,056	100%
No cars or vans in household	4,194	1,215	2,979	49%
1 car or van in household	4,501	1,849	2,652	44%
2 or more cars or vans in hous	1,236	811	425	7%

Total no. of cars 3,502
Average per household 0.578

APPENDIX G - TRICS DATA

Calculation Reference: AUDIT-812401-181120-1103

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 154 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 05/06/18

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	2 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	6

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

Secondary Filtering selection:

Use Class:

C3 7 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	1 days
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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL	
2	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
3	GM-03-C-02 WHITWORTH STREET W. MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11	Survey Type: MANUAL	
4	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL	
5	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
6	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
7	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL	

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EX-03-C-01	Unrepresentative number of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.039	7	76	0.084	7	76	0.123
08:00 - 09:00	7	76	0.045	7	76	0.118	7	76	0.163
09:00 - 10:00	7	76	0.058	7	76	0.058	7	76	0.116
10:00 - 11:00	7	76	0.071	7	76	0.088	7	76	0.159
11:00 - 12:00	7	76	0.075	7	76	0.073	7	76	0.148
12:00 - 13:00	7	76	0.097	7	76	0.084	7	76	0.181
13:00 - 14:00	7	76	0.090	7	76	0.099	7	76	0.189
14:00 - 15:00	7	76	0.071	7	76	0.075	7	76	0.146
15:00 - 16:00	7	76	0.056	7	76	0.051	7	76	0.107
16:00 - 17:00	7	76	0.097	7	76	0.056	7	76	0.153
17:00 - 18:00	7	76	0.116	7	76	0.077	7	76	0.193
18:00 - 19:00	7	76	0.090	7	76	0.060	7	76	0.150
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.905			0.923			1.828

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

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

Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/10 - 05/06/18
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.002	7	76	0.002	7	76	0.004
08:00 - 09:00	7	76	0.000	7	76	0.002	7	76	0.002
09:00 - 10:00	7	76	0.002	7	76	0.002	7	76	0.004
10:00 - 11:00	7	76	0.002	7	76	0.002	7	76	0.004
11:00 - 12:00	7	76	0.007	7	76	0.007	7	76	0.014
12:00 - 13:00	7	76	0.009	7	76	0.009	7	76	0.018
13:00 - 14:00	7	76	0.004	7	76	0.004	7	76	0.008
14:00 - 15:00	7	76	0.000	7	76	0.000	7	76	0.000
15:00 - 16:00	7	76	0.000	7	76	0.000	7	76	0.000
16:00 - 17:00	7	76	0.007	7	76	0.006	7	76	0.013
17:00 - 18:00	7	76	0.004	7	76	0.002	7	76	0.006
18:00 - 19:00	7	76	0.004	7	76	0.004	7	76	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.040			0.081

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.006	7	76	0.006	7	76	0.012
08:00 - 09:00	7	76	0.000	7	76	0.000	7	76	0.000
09:00 - 10:00	7	76	0.002	7	76	0.002	7	76	0.004
10:00 - 11:00	7	76	0.000	7	76	0.000	7	76	0.000
11:00 - 12:00	7	76	0.000	7	76	0.000	7	76	0.000
12:00 - 13:00	7	76	0.002	7	76	0.002	7	76	0.004
13:00 - 14:00	7	76	0.002	7	76	0.002	7	76	0.004
14:00 - 15:00	7	76	0.000	7	76	0.000	7	76	0.000
15:00 - 16:00	7	76	0.000	7	76	0.000	7	76	0.000
16:00 - 17:00	7	76	0.000	7	76	0.000	7	76	0.000
17:00 - 18:00	7	76	0.000	7	76	0.000	7	76	0.000
18:00 - 19:00	7	76	0.000	7	76	0.000	7	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.012			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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.002	7	76	0.007	7	76	0.009
08:00 - 09:00	7	76	0.002	7	76	0.006	7	76	0.008
09:00 - 10:00	7	76	0.004	7	76	0.004	7	76	0.008
10:00 - 11:00	7	76	0.000	7	76	0.006	7	76	0.006
11:00 - 12:00	7	76	0.007	7	76	0.002	7	76	0.009
12:00 - 13:00	7	76	0.002	7	76	0.011	7	76	0.013
13:00 - 14:00	7	76	0.000	7	76	0.000	7	76	0.000
14:00 - 15:00	7	76	0.002	7	76	0.000	7	76	0.002
15:00 - 16:00	7	76	0.004	7	76	0.002	7	76	0.006
16:00 - 17:00	7	76	0.000	7	76	0.002	7	76	0.002
17:00 - 18:00	7	76	0.015	7	76	0.002	7	76	0.017
18:00 - 19:00	7	76	0.004	7	76	0.000	7	76	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.052	7	76	0.105	7	76	0.157
08:00 - 09:00	7	76	0.056	7	76	0.167	7	76	0.223
09:00 - 10:00	7	76	0.073	7	76	0.077	7	76	0.150
10:00 - 11:00	7	76	0.094	7	76	0.116	7	76	0.210
11:00 - 12:00	7	76	0.097	7	76	0.097	7	76	0.194
12:00 - 13:00	7	76	0.122	7	76	0.120	7	76	0.242
13:00 - 14:00	7	76	0.127	7	76	0.116	7	76	0.243
14:00 - 15:00	7	76	0.086	7	76	0.103	7	76	0.189
15:00 - 16:00	7	76	0.084	7	76	0.069	7	76	0.153
16:00 - 17:00	7	76	0.146	7	76	0.067	7	76	0.213
17:00 - 18:00	7	76	0.154	7	76	0.105	7	76	0.259
18:00 - 19:00	7	76	0.125	7	76	0.079	7	76	0.204
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.216			1.221			2.437

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.015	7	76	0.051	7	76	0.066
08:00 - 09:00	7	76	0.017	7	76	0.142	7	76	0.159
09:00 - 10:00	7	76	0.024	7	76	0.107	7	76	0.131
10:00 - 11:00	7	76	0.058	7	76	0.064	7	76	0.122
11:00 - 12:00	7	76	0.066	7	76	0.067	7	76	0.133
12:00 - 13:00	7	76	0.107	7	76	0.107	7	76	0.214
13:00 - 14:00	7	76	0.101	7	76	0.075	7	76	0.176
14:00 - 15:00	7	76	0.092	7	76	0.060	7	76	0.152
15:00 - 16:00	7	76	0.073	7	76	0.079	7	76	0.152
16:00 - 17:00	7	76	0.157	7	76	0.150	7	76	0.307
17:00 - 18:00	7	76	0.195	7	76	0.120	7	76	0.315
18:00 - 19:00	7	76	0.122	7	76	0.030	7	76	0.152
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.027			1.052			2.079

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.002	7	76	0.026	7	76	0.028
08:00 - 09:00	7	76	0.013	7	76	0.051	7	76	0.064
09:00 - 10:00	7	76	0.006	7	76	0.022	7	76	0.028
10:00 - 11:00	7	76	0.002	7	76	0.007	7	76	0.009
11:00 - 12:00	7	76	0.006	7	76	0.006	7	76	0.012
12:00 - 13:00	7	76	0.007	7	76	0.015	7	76	0.022
13:00 - 14:00	7	76	0.004	7	76	0.013	7	76	0.017
14:00 - 15:00	7	76	0.006	7	76	0.002	7	76	0.008
15:00 - 16:00	7	76	0.028	7	76	0.007	7	76	0.035
16:00 - 17:00	7	76	0.036	7	76	0.007	7	76	0.043
17:00 - 18:00	7	76	0.028	7	76	0.002	7	76	0.030
18:00 - 19:00	7	76	0.011	7	76	0.002	7	76	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.149			0.160			0.309

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.000	7	76	0.021	7	76	0.021
08:00 - 09:00	7	76	0.004	7	76	0.045	7	76	0.049
09:00 - 10:00	7	76	0.000	7	76	0.013	7	76	0.013
10:00 - 11:00	7	76	0.002	7	76	0.006	7	76	0.008
11:00 - 12:00	7	76	0.002	7	76	0.007	7	76	0.009
12:00 - 13:00	7	76	0.004	7	76	0.013	7	76	0.017
13:00 - 14:00	7	76	0.002	7	76	0.009	7	76	0.011
14:00 - 15:00	7	76	0.006	7	76	0.002	7	76	0.008
15:00 - 16:00	7	76	0.007	7	76	0.000	7	76	0.007
16:00 - 17:00	7	76	0.017	7	76	0.009	7	76	0.026
17:00 - 18:00	7	76	0.071	7	76	0.004	7	76	0.075
18:00 - 19:00	7	76	0.017	7	76	0.002	7	76	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.131			0.263

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.002	7	76	0.047	7	76	0.049
08:00 - 09:00	7	76	0.017	7	76	0.096	7	76	0.113
09:00 - 10:00	7	76	0.006	7	76	0.036	7	76	0.042
10:00 - 11:00	7	76	0.004	7	76	0.013	7	76	0.017
11:00 - 12:00	7	76	0.007	7	76	0.013	7	76	0.020
12:00 - 13:00	7	76	0.011	7	76	0.028	7	76	0.039
13:00 - 14:00	7	76	0.006	7	76	0.022	7	76	0.028
14:00 - 15:00	7	76	0.009	7	76	0.004	7	76	0.013
15:00 - 16:00	7	76	0.036	7	76	0.007	7	76	0.043
16:00 - 17:00	7	76	0.052	7	76	0.017	7	76	0.069
17:00 - 18:00	7	76	0.099	7	76	0.006	7	76	0.105
18:00 - 19:00	7	76	0.028	7	76	0.004	7	76	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.277			0.293			0.570

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.071	7	76	0.210	7	76	0.281
08:00 - 09:00	7	76	0.092	7	76	0.410	7	76	0.502
09:00 - 10:00	7	76	0.107	7	76	0.223	7	76	0.330
10:00 - 11:00	7	76	0.155	7	76	0.199	7	76	0.354
11:00 - 12:00	7	76	0.178	7	76	0.180	7	76	0.358
12:00 - 13:00	7	76	0.242	7	76	0.266	7	76	0.508
13:00 - 14:00	7	76	0.234	7	76	0.213	7	76	0.447
14:00 - 15:00	7	76	0.189	7	76	0.167	7	76	0.356
15:00 - 16:00	7	76	0.197	7	76	0.157	7	76	0.354
16:00 - 17:00	7	76	0.356	7	76	0.236	7	76	0.592
17:00 - 18:00	7	76	0.463	7	76	0.232	7	76	0.695
18:00 - 19:00	7	76	0.279	7	76	0.112	7	76	0.391
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.563			2.605				5.168

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	76	0.009	7	76	0.007	7	76	0.016
08:00 - 09:00	7	76	0.004	7	76	0.004	7	76	0.008
09:00 - 10:00	7	76	0.002	7	76	0.002	7	76	0.004
10:00 - 11:00	7	76	0.000	7	76	0.002	7	76	0.002
11:00 - 12:00	7	76	0.006	7	76	0.006	7	76	0.012
12:00 - 13:00	7	76	0.004	7	76	0.006	7	76	0.010
13:00 - 14:00	7	76	0.002	7	76	0.002	7	76	0.004
14:00 - 15:00	7	76	0.002	7	76	0.002	7	76	0.004
15:00 - 16:00	7	76	0.002	7	76	0.000	7	76	0.002
16:00 - 17:00	7	76	0.002	7	76	0.004	7	76	0.006
17:00 - 18:00	7	76	0.000	7	76	0.000	7	76	0.000
18:00 - 19:00	7	76	0.002	7	76	0.002	7	76	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.035			0.037			0.072		

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.

**APPENDIX H -
CENSUS 2011
MODAL
SHARE**

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 5 April 2019]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	E02003398 : Reading 010	E02003399 : Reading 011	Reading 10 and 11	%	Reading	%
All categories: Method of travel	8,427	9,973			116808	
Train	588	1,427	2,015	16%	7696	10%
Bus, minibus or coach	712	806	1,518	12%	8811	12%
Taxi	31	27	58	0%	272	0%
Motorcycle, scooter or moped	29	26	55	0%	472	1%
Driving a car or van	1,900	2,133	4,033	32%	37661	50%
Passenger in a car or van	179	218	397	3%	3553	5%
Bicycle	357	244	601	5%	3323	4%
On foot	1,591	2,066	3,657	29%	13663	18%
Other method of travel to work	52	46	98	1%	451	1%
	5,439	6,993	12,432	100%	75902	100%

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

Note: Car and motorcycle have been rounded up to 33% and 1% to = 100% overall
Bus has been rounded down in the reading column to total 100

**APPENDIX I -
TRIP
DISTRIBUTION**

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work All categories: Method of travel to work (2001 specification)

Source Data
[\\Smadata\data\Project\5700 to 5799\5757 - Gas Works Site, Robert Parker Road, Reading\Calculations\Transport\Local Plan](#)

usual residence

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

place of work : 2011 census merged local authority district	E02003398 : Reading 010	E02003399 : Reading 011	%	Route
E02003389 : Reading 001 - Caversham Park	21	20	0.4%	1
E02003390 : Reading 002 - Caversham Heights	11	18	0.3%	1
E02003391 : Reading 003 - Caversham	21	24	0.4%	1
E02003392 : Reading 004 - Lower Caversham	21	34	0.5%	1
E02003393 : Reading 005 - Tilehurst	4	8	0.1%	1
E02003394 : Reading 006 - Tilehurst East	27	36	0.6%	1
E02003395 : Reading 007 - Battle	109	182	2.6%	1
E02003396 : Reading 008 - North of Prospect Park	18	15	0.2%	3
			0.2%	1
E02003397 : Reading 009 - Tilehurst South	14	21	0.2%	3
			0.2%	1
E02003398 : Reading 010 - Site Location	272	88	3.3%	3
E02003399 : Reading 011 - Town Centre	1,050	1,714	8.3%	3
			8.3%	2
			8.3%	1
E02003400 : Reading 012 - N of Earley	141	45	1.7%	2
E02003401 : Reading 013 - Coley Park	56	66	1.1%	3
E02003402 : Reading 014 - N of Whitley	338	209	4.9%	2
E02003403 : Reading 015 - Southcote	54	67	1.1%	3
E02003404 : Reading 016 - Whitley	16	17	0.3%	2
E02003405 : Reading 017 - Whitley & Green Park	185	269	4.1%	3
E02003406 : Reading 018 - Whitley Wood	79	124	1.8%	3

Summary of routes and trips for 130 dwellings

Route Number		Total	%
1	Vastern Rd North	18%	
2	Kings Road East	51%	
3	Queens Road West	31%	
	Total		

Reading	2,437	2,957	48.8%	
Wokingham	738	764	13.6%	2
West Berkshire	293	539	8%	3
Bracknell Forest	210	262	4%	2
Windsor and Maidenhead	113	145	2%	2
South Oxfordshire	113	182	3%	1
Slough	104	117	2%	2
Westminster, City of London	95	256	3%	2
Basingstoke and Deane	74	101	2%	3
Oxford	42	63	1%	1
Camden	36	48	1%	2
Hillingdon	35	43	1%	2
Swindon	28	38	1%	3
Wycombe	27	43	1%	2
Surrey Heath	27	25	0%	2
Rushmoor	26	33	1%	2
Runnymede	22	36	1%	2
Hounslow	21	33	0%	2
Guildford	20	30	0%	2
Islington	19	20	0%	2
Hart	19	29	0%	2
Vale of White Horse	18	65	1%	1
Ealing	17	17	0%	2
Hammersmith and Fulham	17	26	0%	2
South Bucks	14	7	0%	2
Lambeth	11	7	0%	2
Woking	11	16	0%	2
Southwark	10	23	0%	2
South Gloucestershire	10	19	0%	3
Tower Hamlets	9	45	0%	2
Newham	6	2	0%	2
Aylesbury Vale	6	4	0%	2
Chiltern	6	1	0%	1
East Hampshire	6	0	0%	3
Brent	5	2	0%	2
Harrow	5	3	0%	2
Kingston upon Thames	5	4	0%	2
Test Valley	5	5	0%	3
Watford	4	5	0%	2
Kensington and Chelsea	4	13	0%	2
Sutton	4	3	0%	2
New Forest	4	0	0%	3
Cherwell	4	4	0%	1
Mole Valley	4	6	0%	2
Spelthorne	4	12	0%	2
Bradford	3	0	0%	2
Leeds	3	0	0%	2
Coventry	3	0	0%	1
Brentwood	3	0	0%	2
Dacorum	3	5	0%	2
Richmond upon Thames	3	11	0%	2
Waltham Forest	3	4	0%	2
Milton Keynes	3	6	0%	1
Eastleigh	3	2	0%	3
Winchester	3	2	0%	3
Reigate and Banstead	3	4	0%	2
Waverley	3	7	0%	2
Bath and North East Somerset	3	4	0%	3
Wiltshire	3	8	0%	3
Derbyshire Dales	2	0	0%	2
Wellingborough	2	1	0%	2
Telford and Wrekin	2	0	0%	1
Lichfield	2	0	0%	1
Birmingham	2	3	0%	1

Huntingdonshire	2	0	0%	2
Chelmsford	2	0	0%	2
Hertsmere	2	2	0%	2
St Albans	2	0	0%	2
Suffolk Coastal	2	0	0%	2
Barnet	2	3	0%	2
Enfield	2	1	0%	2
Greenwich	2	1	0%	2
Wandsworth	2	2	0%	2
Portsmouth	2	1	0%	3
Southampton	2	8	0%	3
Havant	2	0	0%	3
Maidstone	2	1	0%	2
Epsom and Ewell	2	3	0%	2
North Somerset	2	0	0%	3
Poole	2	0	0%	3
Sunderland	1	0	0%	2
Manchester	1	4	0%	2
St. Helens	1	1	0%	2
York	1	0	0%	2
Rotherham	1	0	0%	2
Calderdale	1	0	0%	2
North West Leicestershire	1	0	0%	2
East Northamptonshire	1	0	0%	2
Northampton	1	5	0%	2
Rushcliffe	1	0	0%	2
Nuneaton and Bedworth	1	0	0%	2
Warwick	1	0	0%	2
Malvern Hills	1	0	0%	3
Dudley	1	0	0%	2
Solihull	1	0	0%	1
Bedford	1	0	0%	2
Central Bedfordshire	1	1	0%	2
Broxbourne	1	1	0%	2
East Hertfordshire	1	0	0%	2
North Hertfordshire	1	0	0%	2
Three Rivers	1	1	0%	2
Welwyn Hatfield	1	2	0%	2
Mid Suffolk	1	0	0%	2
Barking and Dagenham	1	1	0%	2
Bromley	1	1	0%	2
Hackney	1	3	0%	2
Lewisham	1	0	0%	2
Merton	1	1	0%	2
Medway	1	2	0%	2
Eastbourne	1	0	0%	2
Wealden	1	0	0%	2
Ashford	1	1	0%	2
Dartford	1	1	0%	2
West Oxfordshire	1	5	0%	1
Elmbridge	1	7	0%	2
Mid Sussex	1	1	0%	2
Bristol, City of	1	4	0%	3
Cornwall, Isles of Scilly	1	1	0%	3
Bournemouth	1	2	0%	3
Exeter	1	1	0%	3
West Devon	1	0	0%	3
Cotswold	1	0	0%	3
Gloucester	1	0	0%	3
South Somerset	1	0	0%	3
West Somerset	1	0	0%	3
The Vale of Glamorgan	1	0	0%	3
Cardiff	1	1	0%	3
Stockton-on-Tees	0	1	0%	2
Newcastle upon Tyne	0	1	0%	2

Halton	0	0	0%	2
Warrington	0	2	0%	2
Cheshire East	0	2	0%	2
Cheshire West and Chester	0	1	0%	2
Burnley	0	2	0%	2
Bolton	0	1	0%	2
Rochdale	0	1	0%	2
East Riding of Yorkshire	0	2	0%	2
Craven	0	1	0%	2
Leicester	0	1	0%	2
Kettering	0	1	0%	2
Broxtowe	0	1	0%	2
Stafford	0	1	0%	1
Stratford-on-Avon	0	1	0%	1
Bromsgrove	0	1	0%	1
Wychavon	0	1	0%	1
Sandwell	0	1	0%	2
Wolverhampton	0	1	0%	1
Peterborough	0	1	0%	2
Luton	0	3	0%	2
Thurrock	0	2	0%	2
South Cambridgeshire	0	5	0%	2
Colchester	0	1	0%	2
Epping Forest	0	2	0%	2
South Norfolk	0	1	0%	2
Waveney	0	0	0%	2
Bexley	0	1	0%	2
Croydon	0	1	0%	2
Haringey	0	2	0%	2
Havering	0	1	0%	2
Isle of Wight	0	1	0%	3
Fareham	0	6	0%	3
Canterbury	0	1	0%	2
Shepway	0	2	0%	2
Tandridge	0	3	0%	1
Crawley	0	1	0%	2
South Hams	0	2	0%	3
Stroud	0	1	0%	3
Tewkesbury	0	1	0%	3
Mendip	0	1	0%	3
Powys	0	1	0%	3
Total	4,819	6,242		11,061

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

APPENDIX I - JUNCTION MODELLING OUTPUTS

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2019		
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Forbury Road Kenavon Drive RBT.j9

Path: M:\Project\5700 to 5799\5757 - Gas Works Site, Robert Parker Road, Reading\Calculations\Transport\Junction Modelling\Junction Modelling

Report generation date: 10/04/2019 15:45:38

»2018, AM

»2018, PM

»2024 Growthed + Committed Development, AM

»2024 Growthed + Committed Development, PM

»2024 Growthed + Committed Development + Proposed Development, AM

»2024 Growthed + Committed Development + Proposed Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2018						
Arm 1	0.2	4.32	0.16	0.2	4.13	0.19
Arm 2	0.5	2.16	0.33	0.7	2.46	0.41
Arm 3	0.6	2.12	0.37	0.5	2.00	0.32
2024 Growthed + Committed Development						
Arm 1	0.4	5.04	0.29	0.4	4.74	0.30
Arm 2	0.6	2.26	0.36	0.8	2.57	0.44
Arm 3	0.7	2.20	0.39	0.6	2.20	0.37
2024 Growthed + Committed Development + Proposed Development						
Arm 1	0.4	5.13	0.31	0.5	4.82	0.31
Arm 2	0.6	2.27	0.36	0.8	2.64	0.45
Arm 3	0.7	2.20	0.40	0.6	2.22	0.37

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	Forbury Road/ Kenavon Drive
Location	Reading
Site number	
Date	30/10/2018
Version	
Status	[no status]
Identifier	
Client	
Jobnumber	
Enumerator	SM/rpwd
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Growthed + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Growthed + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Growthed + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Growthed + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Kenavon Drive	
2	Forbury Road (s)	
3	Forbury Road (n)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	3.72	8.21	7.4	104.5	19.5	8.8	
2	7.08	9.50	7.7	66.2	19.5	12.5	
3	7.35	9.94	17.8	44.8	19.5	18.5	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.715	1770
2	0.911	2750
3	0.944	2947

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	145	100.000
2		ONE HOUR	✓	756	100.000
3		ONE HOUR	✓	923	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	88	57
	2	93	39	624
	3	70	828	25

Vehicle Mix

Heavy Vehicle Percentages

	To			
	1	2	3	
From	1	0	2	11
	2	6	1	7
	3	7	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.16	4.32	0.2	A	133	200
2	0.33	2.16	0.5	A	694	1041
3	0.37	2.12	0.6	A	847	1270

Main Results for each time segment

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	109	27	670	1211	0.090	109	122	0.0	0.1	3.267	A
2	569	142	62	2524	0.226	568	717	0.0	0.3	1.841	A
3	695	174	99	2761	0.252	694	530	0.0	0.3	1.741	A

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	130	33	802	1119	0.116	130	146	0.1	0.1	3.639	A
2	680	170	74	2512	0.271	679	858	0.3	0.4	1.963	A
3	830	207	119	2742	0.303	829	634	0.3	0.4	1.881	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	160	40	981	994	0.161	159	179	0.1	0.2	4.313	A
2	832	208	90	2497	0.333	832	1051	0.4	0.5	2.161	A
3	1016	254	145	2717	0.374	1016	777	0.4	0.6	2.116	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	160	40	982	993	0.161	160	179	0.2	0.2	4.317	A
2	832	208	90	2497	0.333	832	1051	0.5	0.5	2.162	A
3	1016	254	145	2717	0.374	1016	777	0.6	0.6	2.116	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	130	33	803	1119	0.117	131	147	0.2	0.1	3.643	A
2	680	170	74	2512	0.271	680	859	0.5	0.4	1.965	A
3	830	207	119	2742	0.303	830	635	0.6	0.4	1.885	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	109	27	672	1209	0.090	109	123	0.1	0.1	3.274	A
2	569	142	62	2523	0.226	569	719	0.4	0.3	1.841	A
3	695	174	99	2760	0.252	695	532	0.4	0.3	1.745	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	184	100.000
2		ONE HOUR	✓	930	100.000
3		ONE HOUR	✓	784	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	85	99
	2	136	130	664
	3	81	665	38

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	1	6
	2	3	1	6
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.19	4.13	0.2	A	169	253
2	0.41	2.46	0.7	A	853	1280
3	0.32	2.00	0.5	A	719	1079

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	139	35	626	1275	0.109	138	163	0.0	0.1	3.164	A
2	700	175	103	2529	0.277	699	661	0.0	0.4	1.965	A
3	590	148	200	2755	0.214	589	602	0.0	0.3	1.662	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	165	41	749	1191	0.139	165	195	0.1	0.2	3.511	A
2	836	209	123	2511	0.333	836	791	0.4	0.5	2.149	A
3	705	176	239	2717	0.259	704	720	0.3	0.3	1.787	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	203	51	917	1074	0.189	202	239	0.2	0.2	4.127	A
2	1024	256	151	2486	0.412	1023	968	0.5	0.7	2.460	A
3	863	216	293	2666	0.324	863	881	0.3	0.5	1.996	A

17:30 - 17:45

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	203	51	917	1074	0.189	203	239	0.2	0.2	4.130	A
2	1024	256	151	2485	0.412	1024	969	0.7	0.7	2.462	A
3	863	216	293	2666	0.324	863	882	0.5	0.5	1.997	A

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	165	41	749	1190	0.139	166	195	0.2	0.2	3.515	A
2	836	209	123	2510	0.333	837	792	0.7	0.5	2.153	A
3	705	176	239	2717	0.259	705	721	0.5	0.4	1.789	A

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	139	35	627	1274	0.109	139	163	0.2	0.1	3.172	A
2	700	175	103	2529	0.277	701	663	0.5	0.4	1.969	A
3	590	148	200	2755	0.214	591	603	0.4	0.3	1.663	A

2024 Growthed + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Growthed + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	268	100.000
2		ONE HOUR	✓	797	100.000
3		ONE HOUR	✓	970	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	160	108
	2	126	39	632
	3	99	846	25

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	1	6
	2	5	3	6
	3	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.29	5.04	0.4	A	246	369
2	0.36	2.26	0.6	A	731	1097
3	0.39	2.20	0.7	A	890	1335

Main Results for each time segment

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	202	50	684	1235	0.163	201	169	0.0	0.2	3.481	A
2	600	150	100	2511	0.239	599	785	0.0	0.3	1.882	A
3	730	183	124	2763	0.264	729	575	0.0	0.4	1.770	A

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	241	60	818	1140	0.211	241	202	0.2	0.3	4.002	A
2	716	179	119	2494	0.287	716	939	0.3	0.4	2.025	A
3	872	218	148	2739	0.318	872	687	0.4	0.5	1.927	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	295	74	1001	1010	0.292	295	248	0.3	0.4	5.027	A
2	878	219	146	2469	0.355	877	1150	0.4	0.5	2.261	A
3	1068	267	182	2707	0.394	1067	842	0.5	0.6	2.193	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	295	74	1002	1009	0.292	295	248	0.4	0.4	5.038	A
2	878	219	146	2469	0.355	878	1151	0.5	0.6	2.261	A
3	1068	267	182	2707	0.394	1068	842	0.6	0.7	2.195	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	241	60	819	1139	0.212	241	202	0.4	0.3	4.014	A
2	716	179	120	2493	0.287	717	940	0.6	0.4	2.027	A
3	872	218	148	2739	0.318	873	688	0.7	0.5	1.930	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	202	50	686	1233	0.164	202	169	0.3	0.2	3.490	A
2	600	150	100	2511	0.239	600	787	0.4	0.3	1.886	A
3	730	183	124	2763	0.264	731	576	0.5	0.4	1.774	A

2024 Growthed + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Growthed + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	299	100.000
2		ONE HOUR	✓	1005	100.000
3		ONE HOUR	✓	855	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	161	138
	2	204	130	671
	3	140	677	38

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.30	4.74	0.4	A	274	412
2	0.44	2.57	0.8	A	922	1383
3	0.37	2.20	0.6	A	785	1177

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	225	56	635	1299	0.173	224	258	0.0	0.2	3.347	A
2	757	189	132	2564	0.295	755	727	0.0	0.4	1.988	A
3	644	161	251	2686	0.240	642	636	0.0	0.3	1.761	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	269	67	759	1210	0.222	268	309	0.2	0.3	3.822	A
2	903	226	158	2541	0.356	903	870	0.4	0.5	2.198	A
3	769	192	300	2639	0.291	768	761	0.3	0.4	1.924	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	329	82	930	1088	0.302	329	378	0.3	0.4	4.738	A
2	1107	277	193	2509	0.441	1106	1065	0.5	0.8	2.564	A
3	941	235	367	2576	0.366	941	932	0.4	0.6	2.200	A

17:30 - 17:45

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	329	82	930	1088	0.303	329	379	0.4	0.4	4.744	A
2	1107	277	194	2509	0.441	1107	1066	0.8	0.8	2.567	A
3	941	235	368	2575	0.366	941	933	0.6	0.6	2.202	A

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	269	67	760	1210	0.222	269	310	0.4	0.3	3.833	A
2	903	226	159	2540	0.356	904	871	0.8	0.6	2.201	A
3	769	192	301	2639	0.291	769	762	0.6	0.4	1.927	A

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	225	56	637	1298	0.173	225	259	0.3	0.2	3.355	A
2	757	189	133	2564	0.295	757	729	0.6	0.4	1.994	A
3	644	161	252	2685	0.240	644	638	0.4	0.3	1.765	A

2024 Growth + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.63	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Growth + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	283	100.000
2		ONE HOUR	✓	802	100.000
3		ONE HOUR	✓	971	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	1	0	172	111
	2	131	39	632
	3	100	846	25

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
	1	0	1	5
	2	5	3	6
	3	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.31	5.13	0.4	A	260	390
2	0.36	2.27	0.6	A	736	1104
3	0.40	2.20	0.7	A	891	1337

Main Results for each time segment

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	213	53	684	1240	0.172	212	174	0.0	0.2	3.499	A
2	604	151	102	2510	0.241	603	794	0.0	0.3	1.887	A
3	731	183	128	2759	0.265	730	577	0.0	0.4	1.774	A

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	254	64	818	1145	0.222	254	208	0.2	0.3	4.041	A
2	721	180	122	2492	0.289	721	950	0.3	0.4	2.032	A
3	873	218	153	2735	0.319	872	690	0.4	0.5	1.933	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	312	78	1001	1014	0.307	311	254	0.3	0.4	5.113	A
2	883	221	149	2468	0.358	882	1163	0.4	0.6	2.271	A
3	1069	267	187	2702	0.396	1068	845	0.5	0.7	2.202	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	312	78	1002	1014	0.307	312	254	0.4	0.4	5.125	A
2	883	221	150	2467	0.358	883	1164	0.6	0.6	2.271	A
3	1069	267	187	2702	0.396	1069	846	0.7	0.7	2.204	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	254	64	819	1144	0.222	255	208	0.4	0.3	4.051	A
2	721	180	123	2492	0.289	722	951	0.6	0.4	2.034	A
3	873	218	153	2735	0.319	874	691	0.7	0.5	1.936	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	213	53	686	1239	0.172	213	174	0.3	0.2	3.511	A
2	604	151	103	2510	0.241	604	796	0.4	0.3	1.891	A
3	731	183	128	2759	0.265	731	579	0.5	0.4	1.777	A

2024 Growthed + Committed Development + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Growthed + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	309	100.000
2		ONE HOUR	✓	1017	100.000
3		ONE HOUR	✓	858	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	146	163
	2	216	130	671
	3	143	677	38

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.31	4.82	0.5	A	284	425
2	0.45	2.64	0.8	A	933	1400
3	0.37	2.22	0.6	A	787	1181

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	233	58	635	1298	0.179	232	270	0.0	0.2	3.373	A
2	766	191	151	2548	0.301	764	716	0.0	0.4	2.016	A
3	646	161	260	2678	0.241	645	655	0.0	0.3	1.770	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	278	69	759	1209	0.230	277	323	0.2	0.3	3.864	A
2	914	229	181	2521	0.363	914	856	0.4	0.6	2.240	A
3	771	193	311	2629	0.293	771	783	0.3	0.4	1.937	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	340	85	930	1087	0.313	340	395	0.3	0.5	4.812	A
2	1120	280	221	2484	0.451	1119	1048	0.6	0.8	2.635	A
3	945	236	381	2563	0.369	944	959	0.4	0.6	2.222	A

17:30 - 17:45

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	340	85	930	1086	0.313	340	395	0.5	0.5	4.823	A
2	1120	280	221	2484	0.451	1120	1049	0.8	0.8	2.638	A
3	945	236	381	2563	0.369	945	960	0.6	0.6	2.224	A

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	278	69	760	1208	0.230	278	323	0.5	0.3	3.874	A
2	914	229	181	2520	0.363	915	858	0.8	0.6	2.243	A
3	771	193	311	2629	0.293	772	785	0.6	0.4	1.939	A

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	233	58	637	1297	0.179	233	270	0.3	0.2	3.384	A
2	766	191	152	2547	0.301	766	718	0.6	0.4	2.023	A
3	646	161	261	2677	0.241	646	657	0.4	0.3	1.772	A

Junctions 9		
ARCADY 9 - Roundabout Module		
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2019		
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Forbury Road Vastern Road RBT.j9

Path: M:\Project\5700 to 5799\5757 - Gas Works Site, Robert Parker Road, Reading\Calculations\Transport\Junction Modelling\Junction Modelling

Report generation date: 10/04/2019 16:13:46

»2018, AM

»2018, PM

»2024 Growthed + Committed Development, AM

»2024 Growthed + Committed Development, PM

»2024 Growthed + Committed Development + Proposed Development, AM

»2024 Growthed + Committed Development + Proposed Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2018						
Arm 1	0.7	3.12	0.40	0.6	2.82	0.37
Arm 2	0.5	7.20	0.31	0.8	8.62	0.45
Arm 3	0.6	1.84	0.37	0.4	1.51	0.27
2024 Growthed + Committed Development						
Arm 1	0.8	3.26	0.43	0.7	2.99	0.40
Arm 2	0.5	7.58	0.33	0.9	9.28	0.47
Arm 3	0.6	1.86	0.39	0.4	1.60	0.30
2024 Growthed + Committed Development + Proposed Development						
Arm 1	0.8	3.27	0.43	0.7	3.00	0.40
Arm 2	0.5	7.60	0.33	0.9	9.30	0.47
Arm 3	0.6	1.86	0.39	0.4	1.61	0.30

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	30/10/2018
Version	
Status	[no status]
Identifier	
Client	
Jobnumber	
Enumerator	SM/rpwd
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓
D3	2024 Growthed + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2024 Growthed + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓
D5	2024 Growthed + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓
D6	2024 Growthed + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Forbury Road East	
2	Forbury Road West	
3	Vastern Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	7.12	11.75	5.2	35.3	23.7	46.0	
2	3.21	5.87	4.3	51.6	23.7	34.5	
3	10.07	10.69	1.0	89.8	23.7	9.5	

Pelican/Puffin Crossings

Arm	Space between crossing and junction entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
1	9.00	5.00	2.90	1.00	5.00	9.00	7.00
2	5.00	3.00	2.90	1.00	11.30	13.56	7.00

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.804	2436
2	0.576	1259
3	1.058	3453

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	705	100.000
2		ONE HOUR	✓	208	100.000
3		ONE HOUR	✓	1060	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	Global	50.00
2	Global	50.00
3		

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1	2	3
	1	43	175	487
	2	86	1	121
	3	865	192	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1	2	3
	1	0	9	4
	2	4	0	12
	3	3	17	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.40	3.12	0.7	A	647	970
2	0.31	7.20	0.5	A	191	286
3	0.37	1.84	0.6	A	973	1459

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	531	133	147	37.64	2027	0.262	529	747	0.0	0.4	2.401	A
2	157	39	400	37.64	840	0.186	156	276	0.0	0.2	5.255	A
3	798	200	97		3171	0.252	797	458	0.0	0.3	1.516	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	634	158	176	44.95	1986	0.319	633	893	0.4	0.5	2.662	A
2	187	47	479	44.95	792	0.236	187	331	0.2	0.3	5.948	A
3	953	238	117		3152	0.302	953	549	0.3	0.4	1.636	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	776	194	216	55.05	1928	0.403	775	1094	0.5	0.7	3.122	A
2	229	57	586	55.05	728	0.315	228	405	0.3	0.5	7.202	A
3	1167	292	143		3125	0.374	1166	672	0.4	0.6	1.838	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	776	194	216	55.05	1932	0.402	776	1094	0.7	0.7	3.112	A
2	229	57	587	55.05	730	0.314	229	405	0.5	0.5	7.180	A
3	1167	292	143		3124	0.374	1167	673	0.6	0.6	1.838	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	634	158	176	44.95	1992	0.318	635	894	0.7	0.5	2.655	A
2	187	47	480	44.95	795	0.235	188	331	0.5	0.3	5.931	A
3	953	238	117		3151	0.302	954	550	0.6	0.4	1.637	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	531	133	148	37.64	2035	0.261	531	749	0.5	0.4	2.396	A
2	157	39	402	37.64	844	0.186	157	277	0.3	0.2	5.242	A
3	798	200	98		3171	0.252	798	460	0.4	0.3	1.517	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	3.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	678	100.000
2		ONE HOUR	✓	305	100.000
3		ONE HOUR	✓	814	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	Global	50.00
2	Global	50.00
3		

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	12	125	541
	2	108	2	195
	3	683	125	6

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1	2	3
	1	0	11	2
	2	1	0	8
	3	1	0	14

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	0.37	2.82	0.6	A	622	933
2	0.45	8.62	0.8	A	280	420
3	0.27	1.51	0.4	A	747	1120

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	510	128	100	37.64	2104	0.243	509	603	0.0	0.3	2.254	A
2	230	57	420	37.64	860	0.267	228	189	0.0	0.4	5.681	A
3	613	153	91		3324	0.184	612	557	0.0	0.2	1.327	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	610	152	120	44.95	2070	0.294	609	721	0.3	0.4	2.464	A
2	274	69	502	44.95	813	0.337	274	226	0.4	0.5	6.661	A
3	732	183	109		3305	0.221	732	666	0.2	0.3	1.398	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	746	187	146	55.05	2022	0.369	746	883	0.4	0.6	2.819	A
2	336	84	615	55.05	751	0.447	335	277	0.5	0.8	8.622	A
3	896	224	134		3279	0.273	896	816	0.3	0.4	1.510	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	746	187	146	55.05	2026	0.368	746	884	0.6	0.6	2.813	A
2	336	84	615	55.05	757	0.444	336	277	0.8	0.8	8.554	A
3	896	224	134		3278	0.273	896	817	0.4	0.4	1.510	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	610	152	120	44.95	2075	0.294	610	723	0.6	0.4	2.459	A
2	274	69	503	44.95	821	0.334	275	227	0.8	0.5	6.617	A
3	732	183	110		3304	0.221	732	668	0.4	0.3	1.401	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	510	128	100	37.64	2111	0.242	511	605	0.4	0.3	2.249	A
2	230	57	421	37.64	867	0.265	230	190	0.5	0.4	5.655	A
3	613	153	92		3323	0.184	613	559	0.3	0.2	1.328	A

2024 Growthed + Committed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.96	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2024 Growthed + Committed Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	759	100.000
2		ONE HOUR	✓	208	100.000
3		ONE HOUR	✓	1107	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	Global	50.00
2	Global	50.00
3		

Origin-Destination Data

Demand (Veh/hr)

	To			
From		1	2	3
	1	43	175	541
	2	86	1	121
	3	912	192	3

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1	2	3
	1	0	9	4
	2	3	0	12
	3	3	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.43	3.26	0.8	A	696	1045
2	0.33	7.58	0.5	A	191	286
3	0.39	1.86	0.6	A	1016	1524

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	571	143	147	37.64	2033	0.281	570	782	0.0	0.4	2.458	A
2	157	39	441	37.64	823	0.190	156	276	0.0	0.2	5.385	A
3	833	208	97		3196	0.261	832	499	0.0	0.4	1.522	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	682	171	176	44.95	1993	0.342	682	935	0.4	0.5	2.743	A
2	187	47	527	44.95	772	0.242	187	331	0.2	0.3	6.153	A
3	995	249	117		3177	0.313	995	597	0.4	0.5	1.649	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	836	209	216	55.05	1938	0.431	835	1145	0.5	0.8	3.259	A
2	229	57	646	55.05	703	0.326	228	405	0.3	0.5	7.575	A
3	1219	305	143		3150	0.387	1218	731	0.5	0.6	1.863	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	836	209	216	55.05	1943	0.430	836	1146	0.8	0.8	3.249	A
2	229	57	646	55.05	706	0.324	229	405	0.5	0.5	7.547	A
3	1219	305	143		3149	0.387	1219	732	0.6	0.6	1.863	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	682	171	176	44.95	2000	0.341	683	937	0.8	0.5	2.736	A
2	187	47	528	44.95	775	0.241	188	331	0.5	0.3	6.131	A
3	995	249	117		3176	0.313	996	599	0.6	0.5	1.653	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	571	143	148	37.64	2042	0.280	572	784	0.5	0.4	2.451	A
2	157	39	442	37.64	827	0.189	157	277	0.3	0.2	5.374	A
3	833	208	98		3196	0.261	834	501	0.5	0.4	1.523	A

2024 Growthed + Committed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	3.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2024 Growthed + Committed Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	739	100.000
2		ONE HOUR	✓	305	100.000
3		ONE HOUR	✓	885	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	Global	50.00
2	Global	50.00
3		

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
	From	1	12	125
		2	108	2
		3	754	125

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1	2	3
	1	0	11	2
	2	1	0	8
	3	1	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.40	2.99	0.7	A	678	1017
2	0.47	9.28	0.9	A	280	420
3	0.30	1.60	0.4	A	812	1218

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	556	139	100	37.64	2099	0.265	555	657	0.0	0.4	2.329	A
2	230	57	466	37.64	838	0.274	228	189	0.0	0.4	5.886	A
3	666	167	91		3263	0.204	665	602	0.0	0.3	1.385	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	664	166	120	44.95	2064	0.322	664	785	0.4	0.5	2.571	A
2	274	69	557	44.95	788	0.348	274	226	0.4	0.5	6.991	A
3	796	199	109		3244	0.245	795	721	0.3	0.3	1.469	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	814	203	146	55.05	2015	0.404	813	961	0.5	0.7	2.992	A
2	336	84	682	55.05	721	0.466	335	277	0.5	0.9	9.276	A
3	974	244	134		3219	0.303	974	883	0.3	0.4	1.603	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	814	203	146	55.05	2020	0.403	814	962	0.7	0.7	2.983	A
2	336	84	683	55.05	728	0.462	336	277	0.9	0.9	9.189	A
3	974	244	134		3218	0.303	974	884	0.4	0.4	1.603	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	664	166	120	44.95	2070	0.321	665	787	0.7	0.5	2.565	A
2	274	69	558	44.95	796	0.345	275	227	0.9	0.5	6.936	A
3	796	199	110		3243	0.245	796	723	0.4	0.3	1.470	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	556	139	100	37.64	2107	0.264	557	658	0.5	0.4	2.325	A
2	230	57	467	37.64	846	0.272	230	190	0.5	0.4	5.858	A
3	666	167	92		3262	0.204	667	605	0.3	0.3	1.388	A

2024 Growthed + Committed Development + Proposed Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	2.97	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Growthed + Committed Development + Proposed Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	762	100.000
2		ONE HOUR	✓	208	100.000
3		ONE HOUR	✓	1108	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	Global	50.00
2	Global	50.00
3		

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	43	175	544
	2	86	1	121
	3	913	192	3

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1	2	3
	1	0	9	4
	2	3	0	12
	3	3	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.43	3.27	0.8	A	699	1049
2	0.33	7.60	0.5	A	191	286
3	0.39	1.86	0.6	A	1017	1525

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	574	143	147	37.64	2033	0.282	572	783	0.0	0.4	2.462	A
2	157	39	443	37.64	822	0.190	156	276	0.0	0.2	5.394	A
3	834	209	97		3196	0.261	833	501	0.0	0.4	1.523	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	685	171	176	44.95	1994	0.344	685	936	0.4	0.5	2.748	A
2	187	47	530	44.95	770	0.243	187	331	0.2	0.3	6.166	A
3	996	249	117		3177	0.314	996	600	0.4	0.5	1.650	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	839	210	216	55.05	1938	0.433	838	1146	0.5	0.8	3.268	A
2	229	57	649	55.05	702	0.326	228	405	0.3	0.5	7.596	A
3	1220	305	143		3150	0.387	1219	734	0.5	0.6	1.864	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	839	210	216	55.05	1944	0.432	839	1147	0.8	0.8	3.258	A
2	229	57	650	55.05	704	0.325	229	405	0.5	0.5	7.570	A
3	1220	305	143		3149	0.387	1220	735	0.6	0.6	1.864	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	685	171	176	44.95	2001	0.342	686	938	0.8	0.5	2.741	A
2	187	47	531	44.95	774	0.242	188	331	0.5	0.3	6.147	A
3	996	249	117		3176	0.314	997	602	0.6	0.5	1.654	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	574	143	148	37.64	2042	0.281	574	785	0.5	0.4	2.453	A
2	157	39	445	37.64	826	0.190	157	277	0.3	0.2	5.381	A
3	834	209	98		3196	0.261	835	503	0.5	0.4	1.526	A

2024 Growthed + Committed Development + Proposed Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout	1,2,3	3.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Growthed + Committed Development + Proposed Development	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		ONE HOUR	✓	741	100.000
2		ONE HOUR	✓	305	100.000
3		ONE HOUR	✓	888	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1	Global	50.00
2	Global	50.00
3		

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	12	125	604
	2	108	2	195
	3	757	125	6

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1	2	3
	1	0	11	2
	2	1	0	8
	3	1	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.40	3.00	0.7	A	680	1020
2	0.47	9.30	0.9	A	280	420
3	0.30	1.61	0.4	A	815	1222

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	558	139	100	37.64	2099	0.266	556	659	0.0	0.4	2.332	A
2	230	57	467	37.64	838	0.274	228	189	0.0	0.4	5.893	A
3	669	167	91		3263	0.205	668	604	0.0	0.3	1.386	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	666	167	120	44.95	2064	0.323	666	788	0.4	0.5	2.574	A
2	274	69	559	44.95	787	0.348	274	226	0.4	0.5	7.003	A
3	798	200	109		3244	0.246	798	723	0.3	0.3	1.471	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	816	204	146	55.05	2016	0.405	815	965	0.5	0.7	2.997	A
2	336	84	684	55.05	720	0.466	334	277	0.5	0.9	9.298	A
3	978	244	134		3219	0.304	977	885	0.3	0.4	1.605	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	816	204	146	55.05	2020	0.404	816	966	0.7	0.7	2.988	A
2	336	84	685	55.05	727	0.462	336	277	0.9	0.9	9.212	A
3	978	244	134		3218	0.304	978	886	0.4	0.4	1.605	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	666	167	120	44.95	2070	0.322	667	789	0.7	0.5	2.568	A
2	274	69	560	44.95	795	0.345	275	227	0.9	0.5	6.950	A
3	798	200	110		3243	0.246	799	725	0.4	0.3	1.474	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
1	558	139	100	37.64	2107	0.265	558	661	0.5	0.4	2.327	A
2	230	57	469	37.64	845	0.272	230	190	0.5	0.4	5.863	A
3	669	167	92		3262	0.205	669	607	0.3	0.3	1.389	A

Basic Results Summary

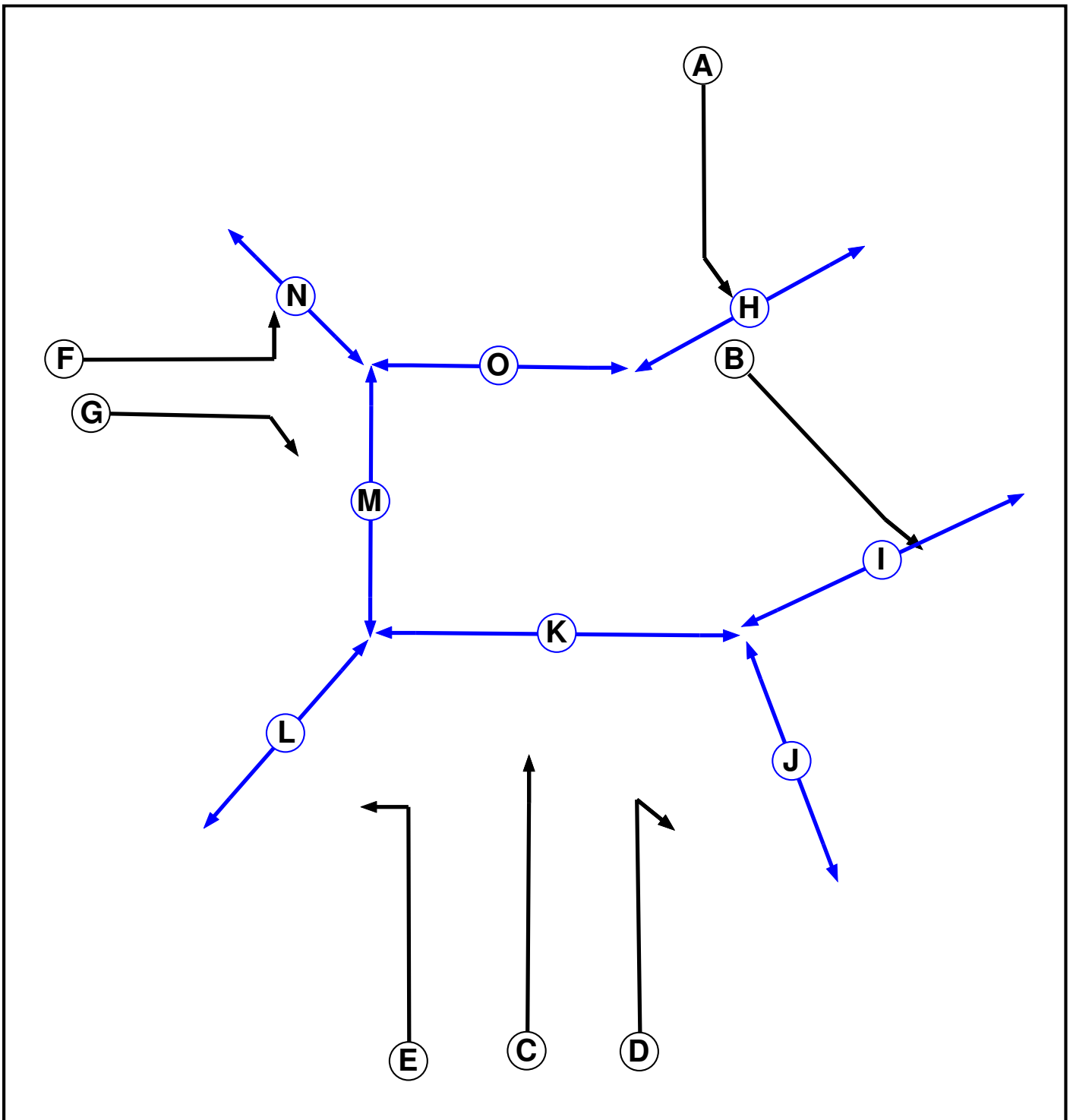
User and Project Details

Project:	Robert Parker Road Reading
Title:	Watlington Road Gyratory
Location:	
Additional detail:	
File name:	Reading Circulatory Junction - submission.lsg3x
Author:	
Company:	
Address:	

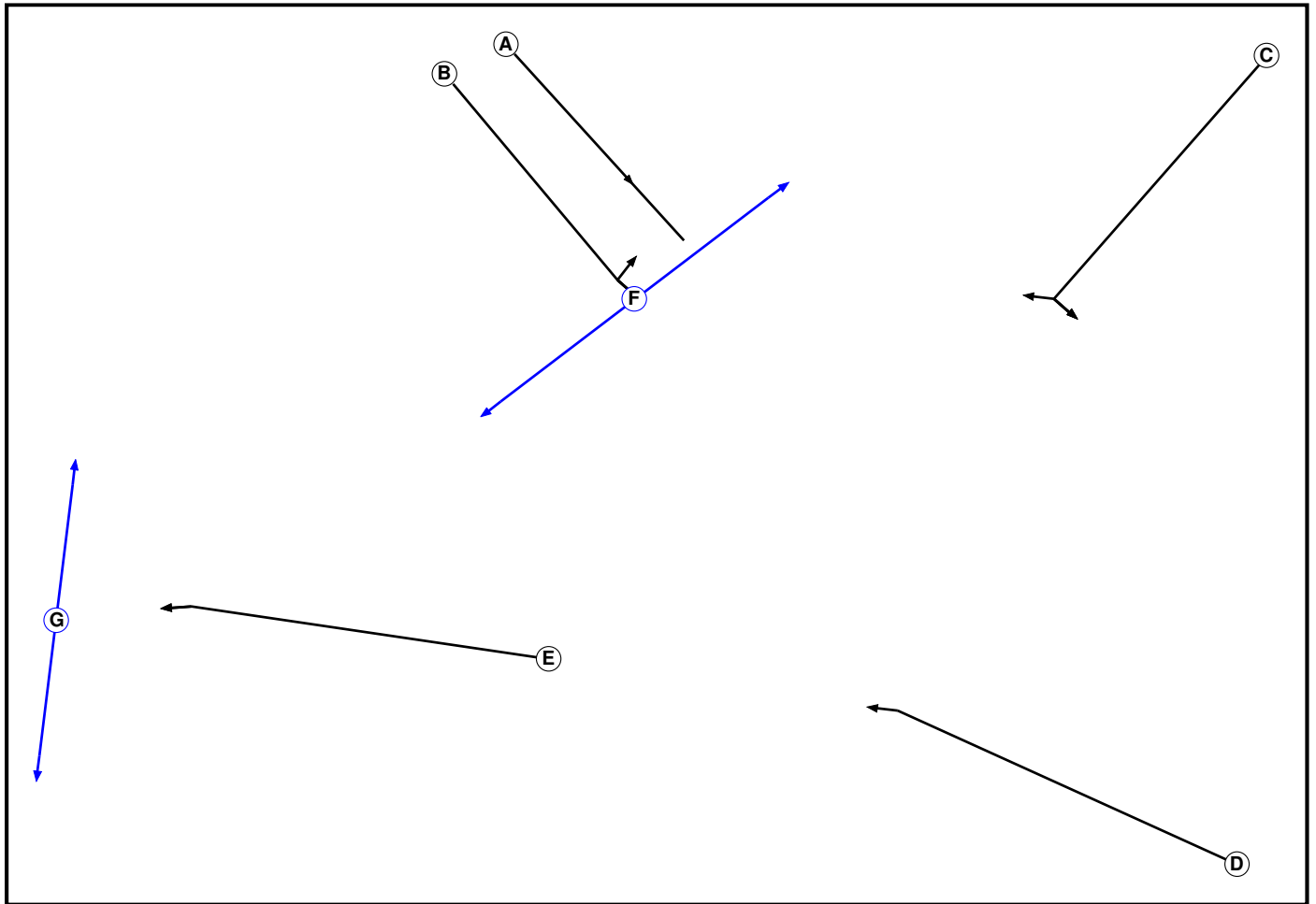
Phase Diagram

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

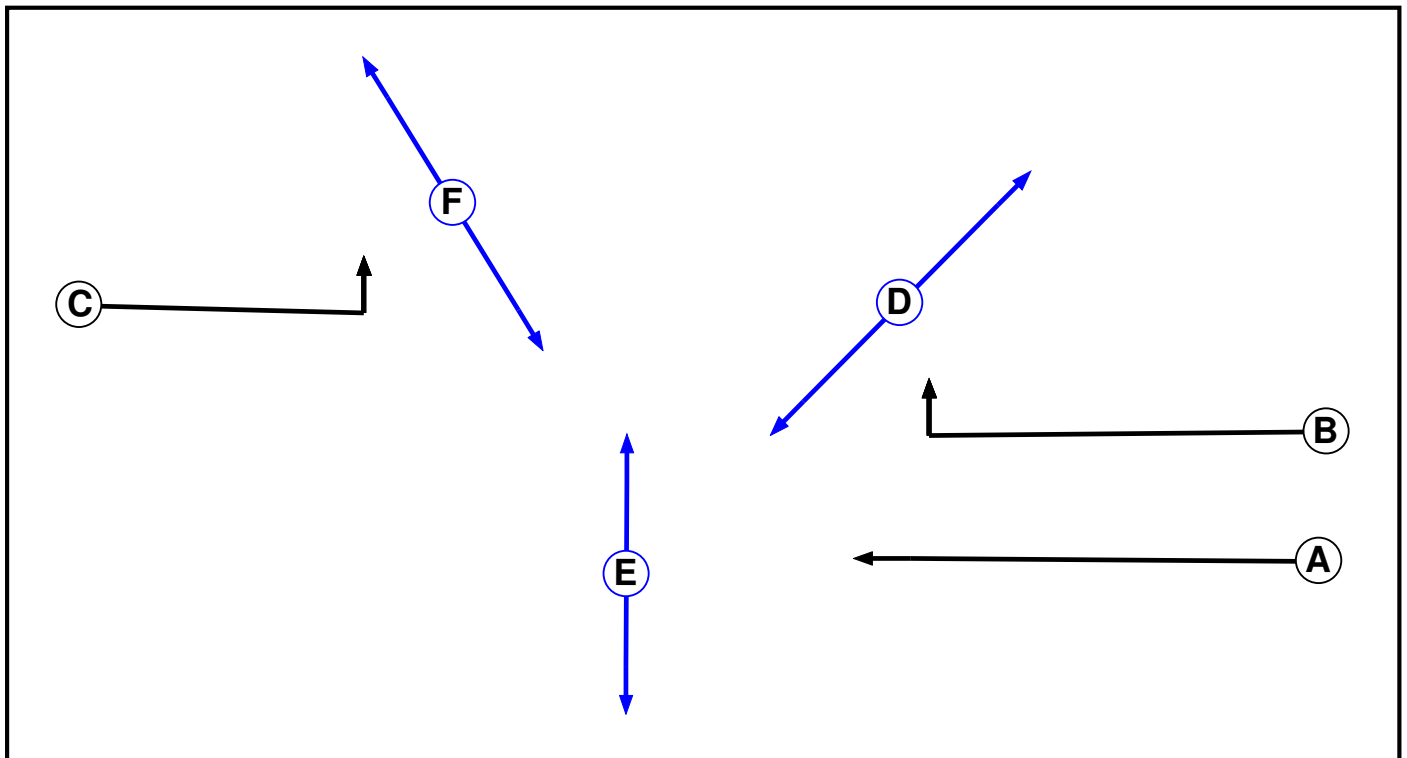
C1



C2



C3



Basic Results Summary

Traffic Flows, Actual

Actual Flow :

	Destination							
Origin	A	0	20	20	699	185	79	1003
	B	0	0	0	9	0	0	9
	C	14	1	0	13	3	3	34
	D	112	9	9	0	39	41	210
	E	622	30	31	858	0	180	1721
	F	76	4	4	82	24	0	190
	Tot.	824	64	64	1661	251	303	3167

Phase Intergreens Matrix

C1

		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
	A	-	-	-	-	-	-	5	5	-	-	-	-	-	-	-	
	B	-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	
	C	-	-	-	-	-	5	5	-	-	-	5	-	-	-	7	
	D	-	5	-	-	-	-	-	-	-	5	-	-	-	-	-	
	E	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	
	F	-	-	5	-	-	-	-	-	-	-	-	-	-	5	-	
	G	5	-	5	-	-	-	-	-	-	-	-	-	5	-	-	
	H	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	
	K	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	
	L	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	
	M	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	O	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	

C2

		Starting Phase						
Terminating Phase		A	B	C	D	E	F	G
	A	-	-	-	-	-	5	-
	B	-	-	6	-	-	5	-
	C	-	5	-	5	-	-	9
	D	-	-	5	-	-	-	9
	E	-	-	-	-	-	-	5
	F	12	12	-	-	-	-	-
	G	-	-	6	6	6	-	-

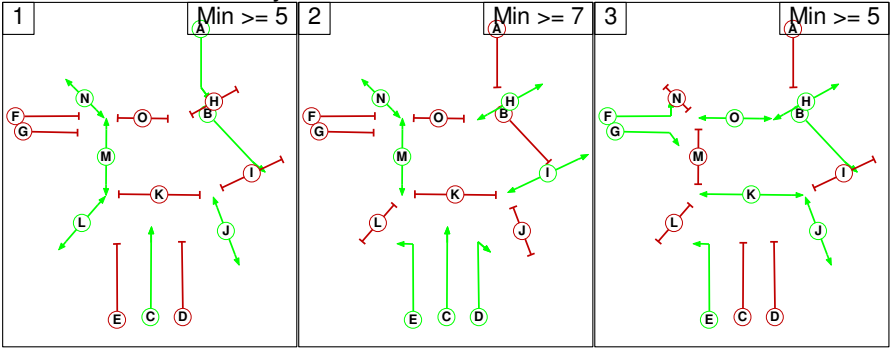
C3

		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A	-	-	-	-	6	-
	B	-	-	5	5	-	-
	C	-	5	-	-	-	6
	D	-	10	-	-	-	-
	E	5	-	-	-	-	-
	F	-	-	11	-	-	-

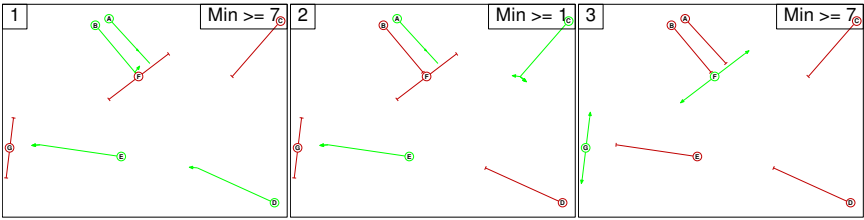
Stage Diagram

C1

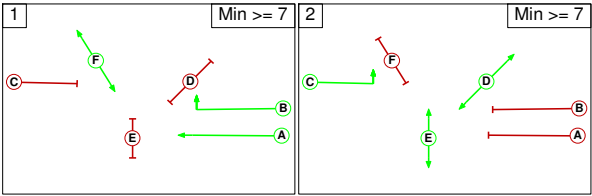
Basic Results Summary



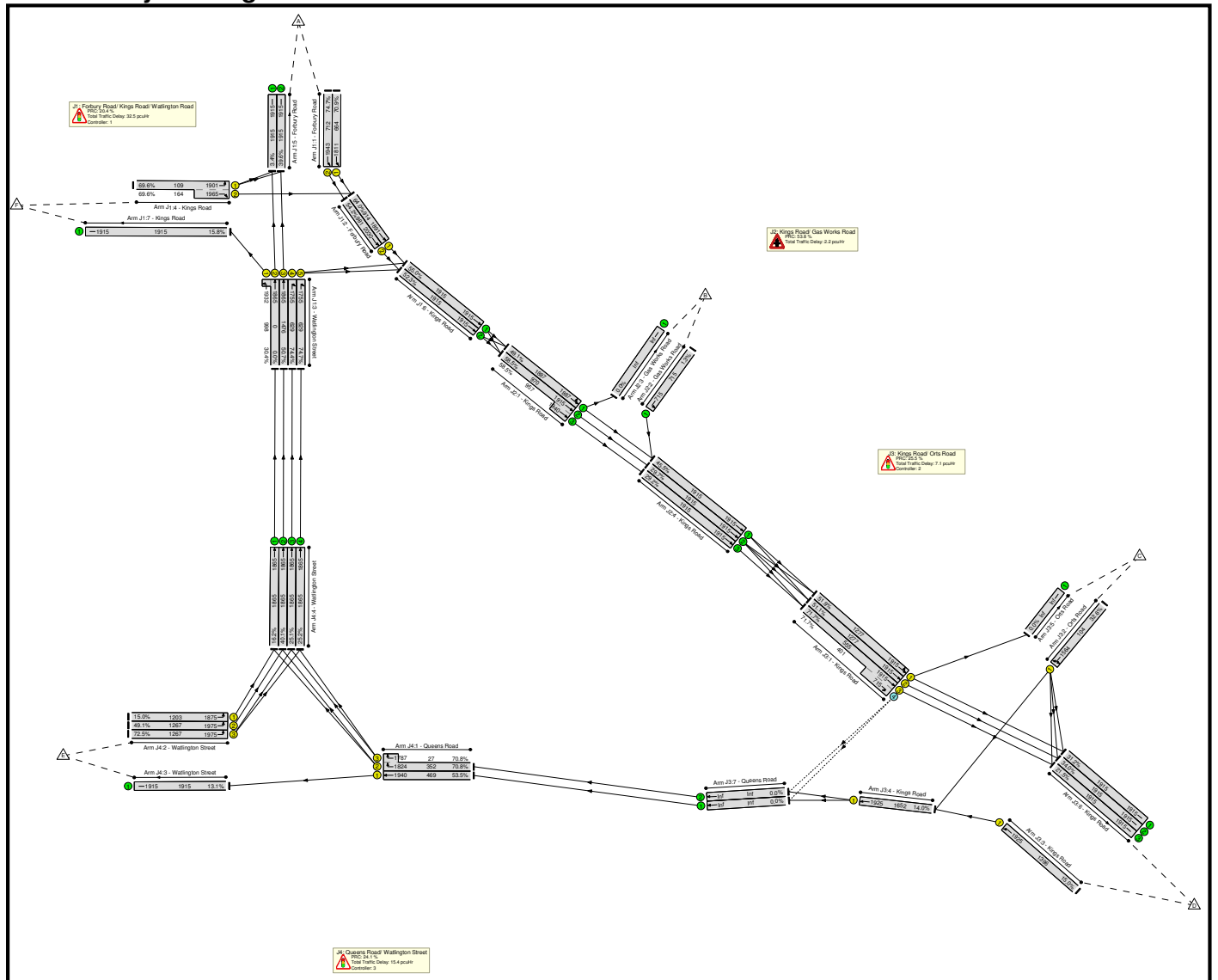
C2



C3



Network Layout Diagram



Basic Results Summary

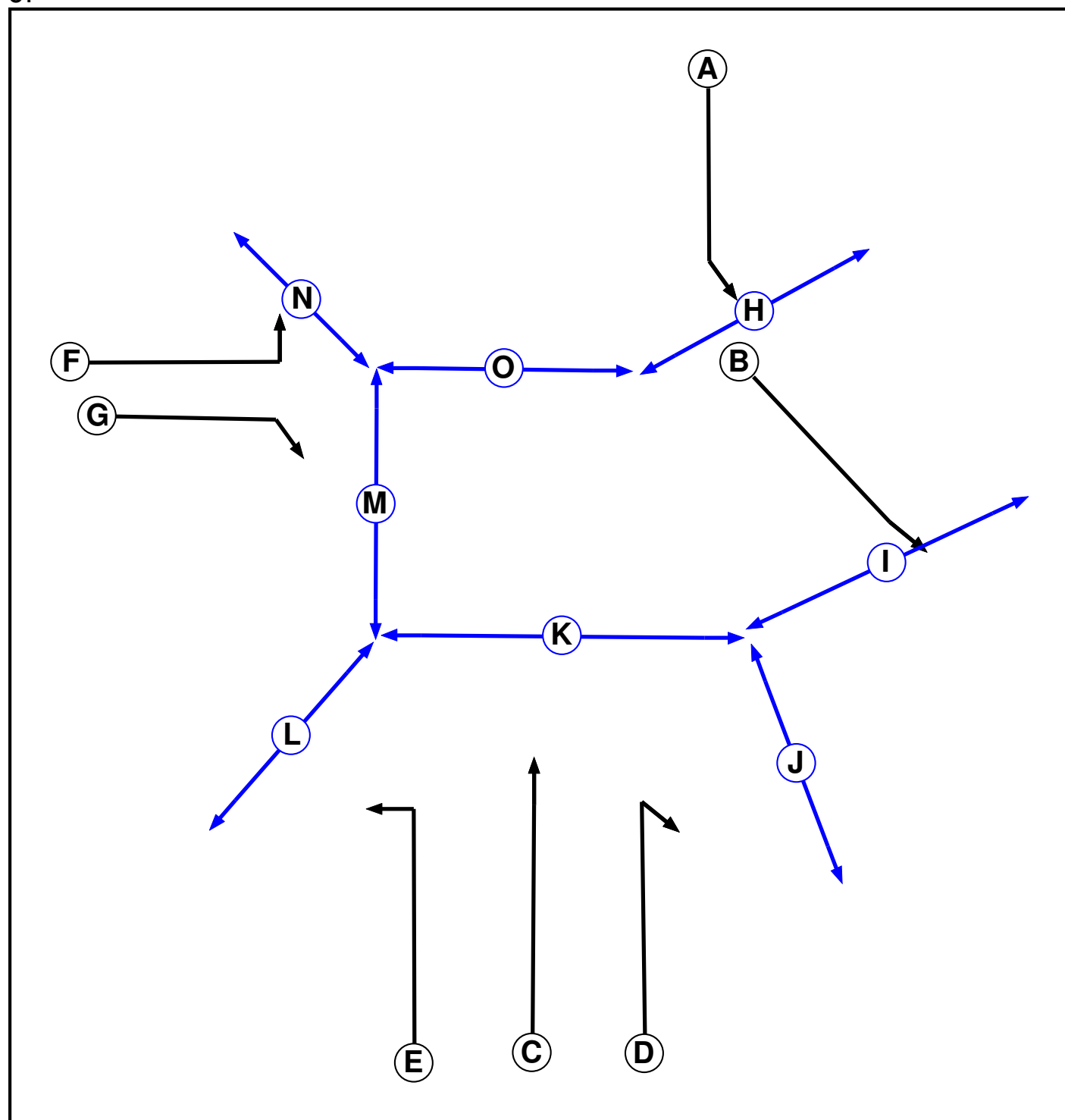
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	74.7%	256	32	0	57.2	-	-
J1: Forbury Road/ Kings Road/ Watlington Road	-	-	-	-	-	-	-	-	-	-	74.7%	0	0	0	32.5	-	-
1/1	Forbury Road Ahead	U	C1:A	-	1	43	-	471	1811	664	70.9%	-	-	-	5.5	41.7	14.5
1/2	Forbury Road Ahead	U	C1:A	-	1	43	-	532	1943	712	74.7%	-	-	-	6.3	43.0	16.8
2/1	Forbury Road Ahead	U	C1:B	-	1	57	-	585	1891	914	64.0%	-	-	-	1.2	7.7	4.6
2/2	Forbury Road Ahead	U	C1:B	-	1	57	-	532	2030	981	54.2%	-	-	-	1.0	6.7	1.4
3/2+3/1	Watlington Street Ahead Left	U	C1:C C1:E	-	1	94:61	-	303	1865:1932	0+998	0.0 : 30.4%	-	-	-	1.6 (0.0+1.6)	19.3 (0.0:19.3)	5.6
3/3	Watlington Street Ahead	U	C1:C	-	1	94	-	748	1865	1476	50.7%	-	-	-	1.2	5.7	4.5
3/4	Watlington Street Right	U	C1:D	-	1	42	-	468	1755	629	74.4%	-	-	-	5.0	38.6	16.4
3/5	Watlington Street Right	U	C1:D	-	1	42	-	470	1755	629	74.7%	-	-	-	5.1	39.2	16.6
4/1+4/2	Kings Road Right Left	U	C1:F C1:G	-	1	7:9	-	190	1901:1965	109+164	69.6 : 69.6%	-	-	-	4.0 (1.6+2.4)	75.0 (75.6:74.7)	4.8
5/1	Forbury Road	U	-	-	-	-	-	66	1915	1915	3.4%	-	-	-	0.0	1.0	0.0
5/2	Forbury Road	U	-	-	-	-	-	758	1915	1915	39.6%	-	-	-	0.3	1.6	0.3
6/1	Kings Road Ahead	U	-	-	-	-	-	1053	1915	1915	55.0%	-	-	-	0.6	2.1	0.6
6/2	Kings Road Ahead	U	-	-	-	-	-	1002	1915	1915	52.3%	-	-	-	0.6	2.0	10.7
7/1	Kings Road	U	-	-	-	-	-	303	1915	1915	15.8%	-	-	-	0.1	1.1	0.6
J2: Kings Road/ Gas Works Road	-	-	-	-	-	-	-	-	-	-	58.5%	0	0	0	2.2	-	-

Basic Results Summary

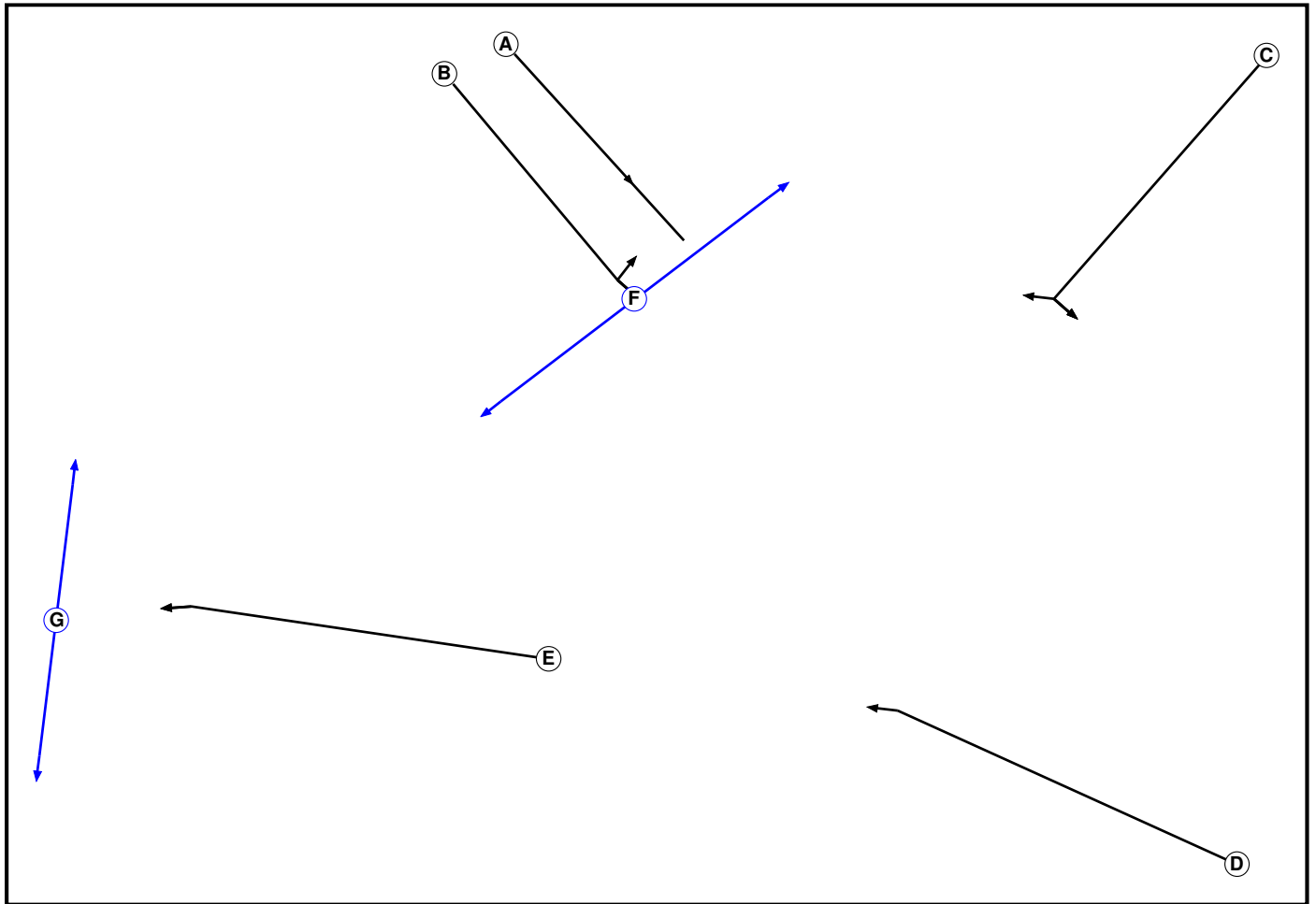
1/1	Kings Road Left Ahead	U	-	-	-	-	927	1887	1887	49.1%	-	-	-	0.5	1.9	7.3
1/2+1/3	Kings Road Ahead	U	-	-	-	-	1128	1915:1940	970+957	58.5 : 58.5%	-	-	-	0.9 (0.4+0.4)	2.8 (2.8:2.9)	21.0
2/1	Gas Works Road Left	U	-	-	-	-	9	715	715	1.3%	-	-	-	0.0	2.5	0.0
4/1	Kings Road Ahead	U	-	-	-	-	872	1915	1915	45.5%	-	-	-	0.4	1.7	0.4
4/2	Kings Road Ahead	U	-	-	-	-	568	1915	1915	29.7%	-	-	-	0.2	1.3	0.2
4/3	Kings Road Ahead	U	-	-	-	-	560	1915	1915	29.2%	-	-	-	0.2	1.3	0.2
J3: Kings Road/ Orts Road	-	-	-	-	-	-	-	-	-	71.7%	256	32	0	7.1	-	-
1/1	Kings Road Left Ahead	U	C2:B	1	79	-	662	1915	1277	51.9%	-	-	-	1.5	7.9	12.8
1/2	Kings Road Ahead	U	C2:B	1	79	-	652	1915	1277	51.1%	-	-	-	1.1	6.1	9.0
1/3+1/4	Kings Road Ahead U-Turn	U+O	C2:B -	1	79	-	686	1915:715	555+401	71.7 : 71.7%	256	32	0	2.7 (0.9+1.8)	13.9 (7.8:22.3)	16.1
2/1	Orts Road Right Left	U	C2:C	1	7	-	34	1564	104	32.6%	-	-	-	0.7	78.9	1.3
3/1	Kings Road Ahead	U	C2:D	1	86	-	210	1925	1396	15.0%	-	-	-	0.4	6.6	2.2
4/1	Kings Road Ahead	U	C2:E	1	102	-	231	1925	1652	14.0%	-	-	-	0.1	1.3	0.1
6/1	Kings Road	U	-	-	-	-	598	1915	1915	31.2%	-	-	-	0.2	1.4	0.2
6/2	Kings Road	U	-	-	-	-	652	1915	1915	34.0%	-	-	-	0.3	1.4	0.3
6/3	Kings Road	U	-	-	-	-	411	1915	1915	21.5%	-	-	-	0.1	1.2	0.1
J4: Queens Road/ Watlington Street	-	-	-	-	-	-	-	-	-	72.5%	0	0	0	15.4	-	-
1/1	Queens Road Ahead	U	C3:A	1	28	-	251	1940	469	53.5%	-	-	-	2.5	36.4	8.0
1/2+1/3	Queens Road Right	U	C3:B	1	23	-	268	1824:1787	352+27	70.8 : 70.8%	-	-	-	4.1 (3.8+0.3)	54.4 (54.3:56.2)	9.4

Basic Results Summary

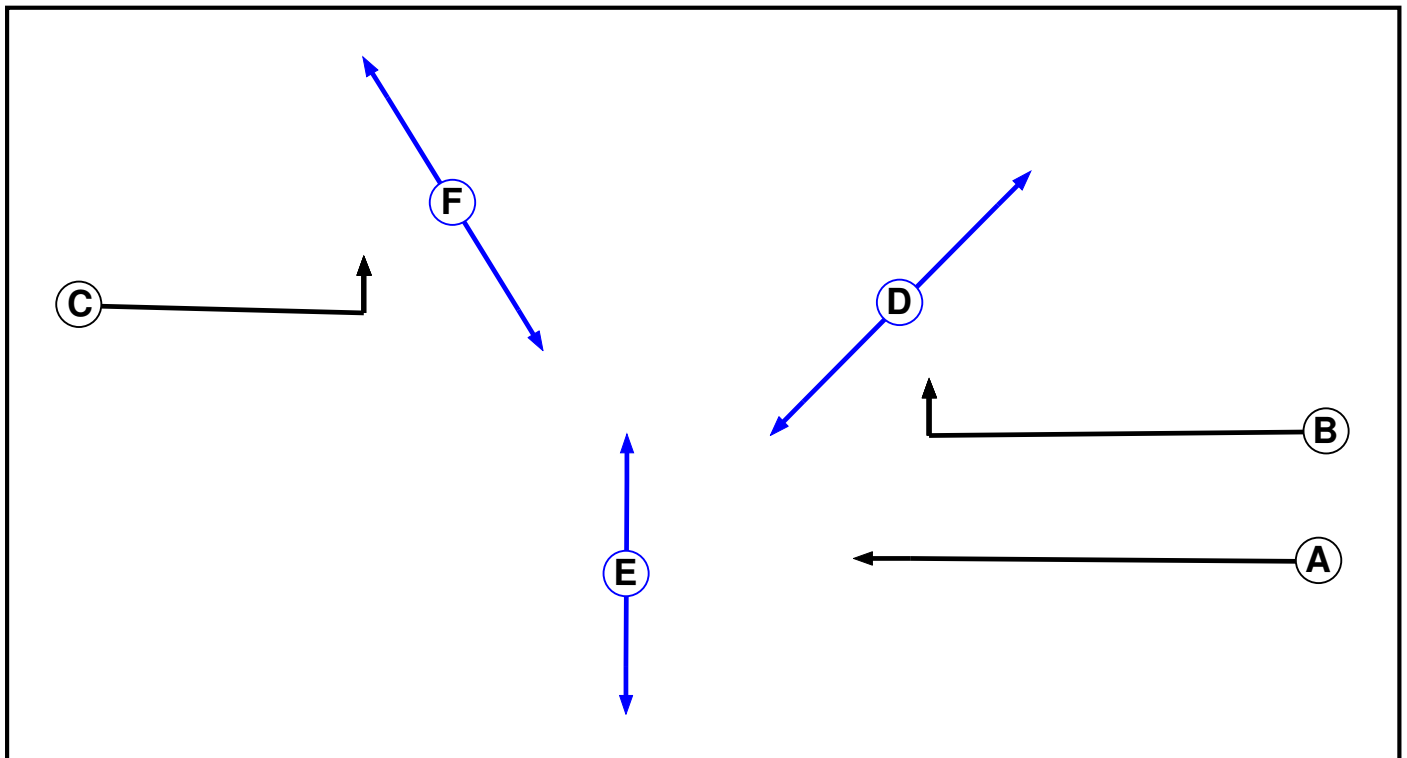
2/1	Watlington Street Left	U	C3:C		1	76	-	180	1875	1203	15.0%	-	-	-	0.5	10.3	2.4
2/2	Watlington Street Left	U	C3:C		1	76	-	622	1975	1267	49.1%	-	-	-	2.4	14.0	11.2
2/3	Watlington Street Left	U	C3:C		1	76	-	919	1975	1267	72.5%	-	-	-	5.0	19.5	21.7
3/1	Watlington Street	U	-		-	-	-	251	1915	1915	13.1%	-	-	-	0.1	1.1	3.3
4/1	Watlington Street Ahead	U	-		-	-	-	303	1865	1865	16.2%	-	-	-	0.1	1.2	0.1
4/2	Watlington Street Ahead	U	-		-	-	-	748	1865	1865	40.1%	-	-	-	0.4	1.7	8.8
4/3	Watlington Street Ahead	U	-		-	-	-	468	1865	1865	25.1%	-	-	-	0.2	1.3	0.2
4/4	Watlington Street Ahead	U	-		-	-	-	470	1865	1865	25.2%	-	-	-	0.2	1.3	0.2
		C1	PRC for Signalled Lanes (%)			20.4	Total Delay for Signalled Lanes (pcuHr):			30.94	Cycle Time (s):			120			
		C2	PRC for Signalled Lanes (%)			25.5	Total Delay for Signalled Lanes (pcuHr):			6.43	Cycle Time (s):			120			
		C3	PRC for Signalled Lanes (%)			24.1	Total Delay for Signalled Lanes (pcuHr):			14.51	Cycle Time (s):			120			
		PRC Over All Lanes (%)			20.4	Total Delay Over All Lanes(pcuHr):			57.19								



C2



C3



Basic Results Summary

Traffic Flows, Actual
Actual Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	4	10	795	160	59	1028
	B	0	0	0	26	0	0	26
	C	21	0	0	11	12	2	46
	D	101	1	4	0	48	7	161
	E	515	4	13	906	0	84	1522
	F	205	1	4	36	93	0	339
	Tot.	842	10	31	1774	313	152	3122

Phase Intergreens Matrix

C1

		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
	A	-	-	-	-	-	-	5	5	-	-	-	-	-	-	-	
	B	-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	
	C	-	-	-	-	-	5	5	-	-	-	5	-	-	-	7	
	D	-	5	-	-	-	-	-	-	-	5	-	-	-	-	-	
	E	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	
	F	-	-	5	-	-	-	-	-	-	-	-	-	-	5	-	
	G	5	-	5	-	-	-	-	-	-	-	-	-	5	-	-	
	H	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	
	K	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	
	L	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	
	M	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	O	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	

C2

		Starting Phase						
Terminating Phase		A	B	C	D	E	F	G
	A	-	-	-	-	-	5	-
	B	-	-	6	-	-	5	-
	C	-	5	-	5	-	-	9
	D	-	-	5	-	-	-	9
	E	-	-	-	-	-	-	5
	F	12	12	-	-	-	-	-
	G	-	-	6	6	6	-	-

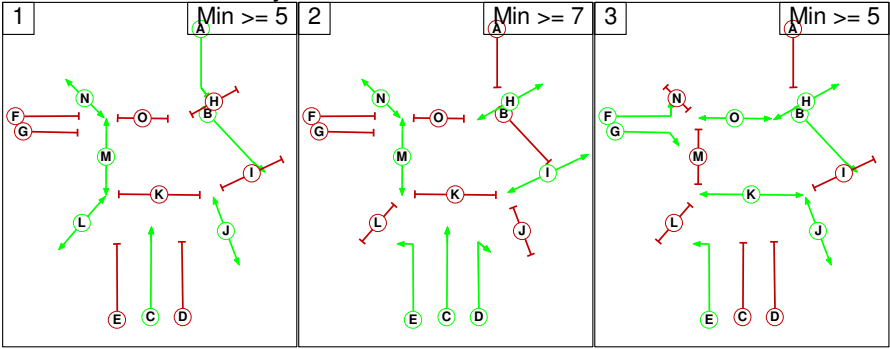
C3

		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A	-	-	-	-	6	-
	B	-	-	5	5	-	-
	C	-	5	-	-	-	6
	D	-	10	-	-	-	-
	E	5	-	-	-	-	-
	F	-	-	11	-	-	-

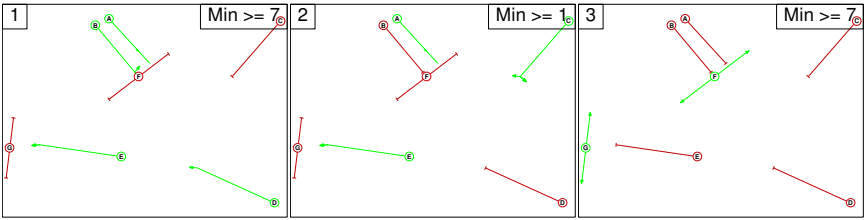
Stage Diagram

C1

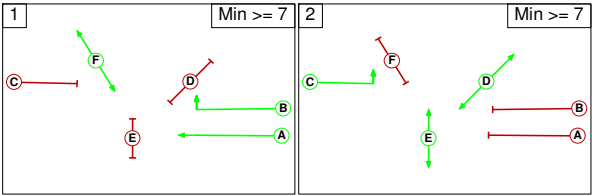
Basic Results Summary



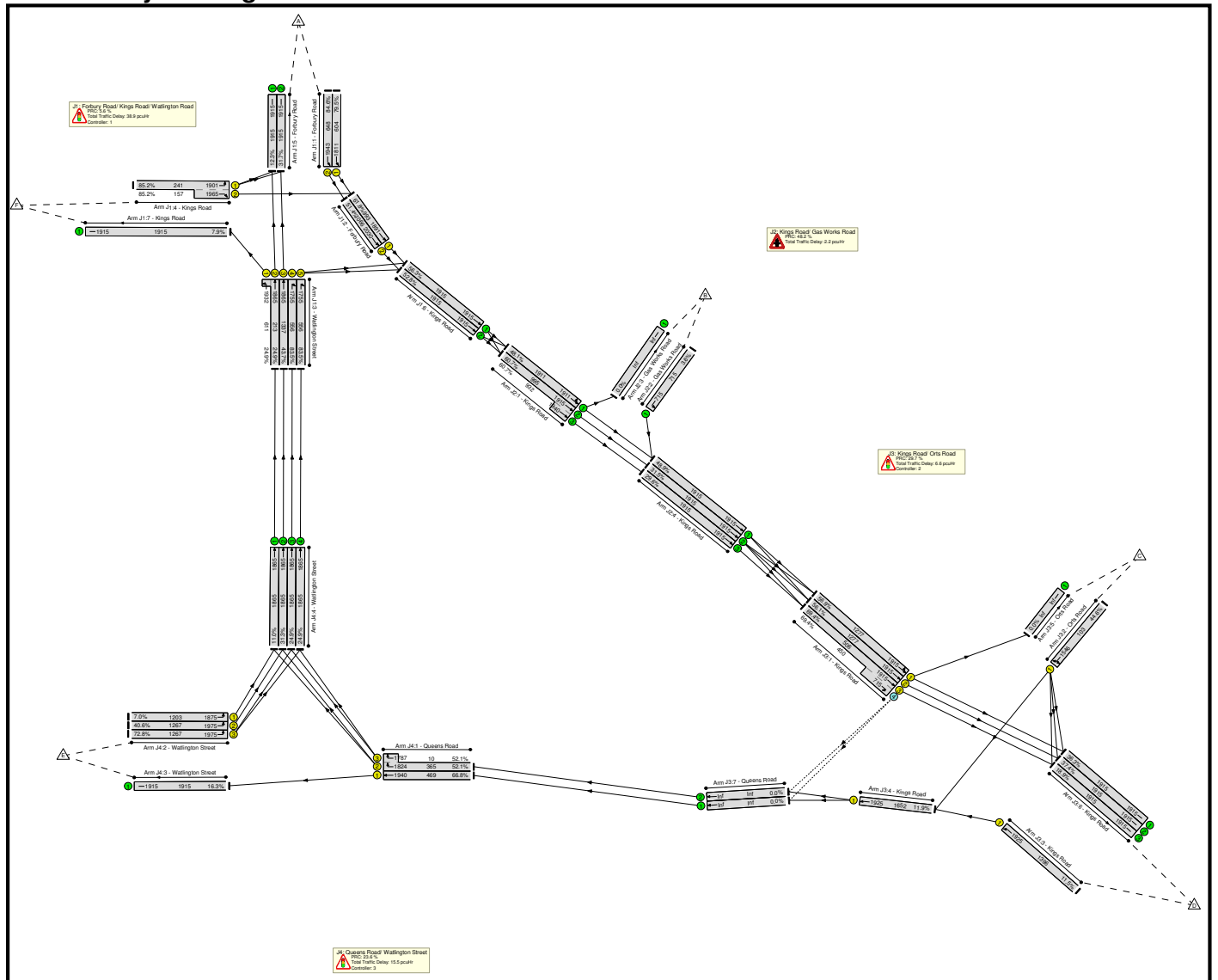
C2



C3



Network Layout Diagram



Basic Results Summary

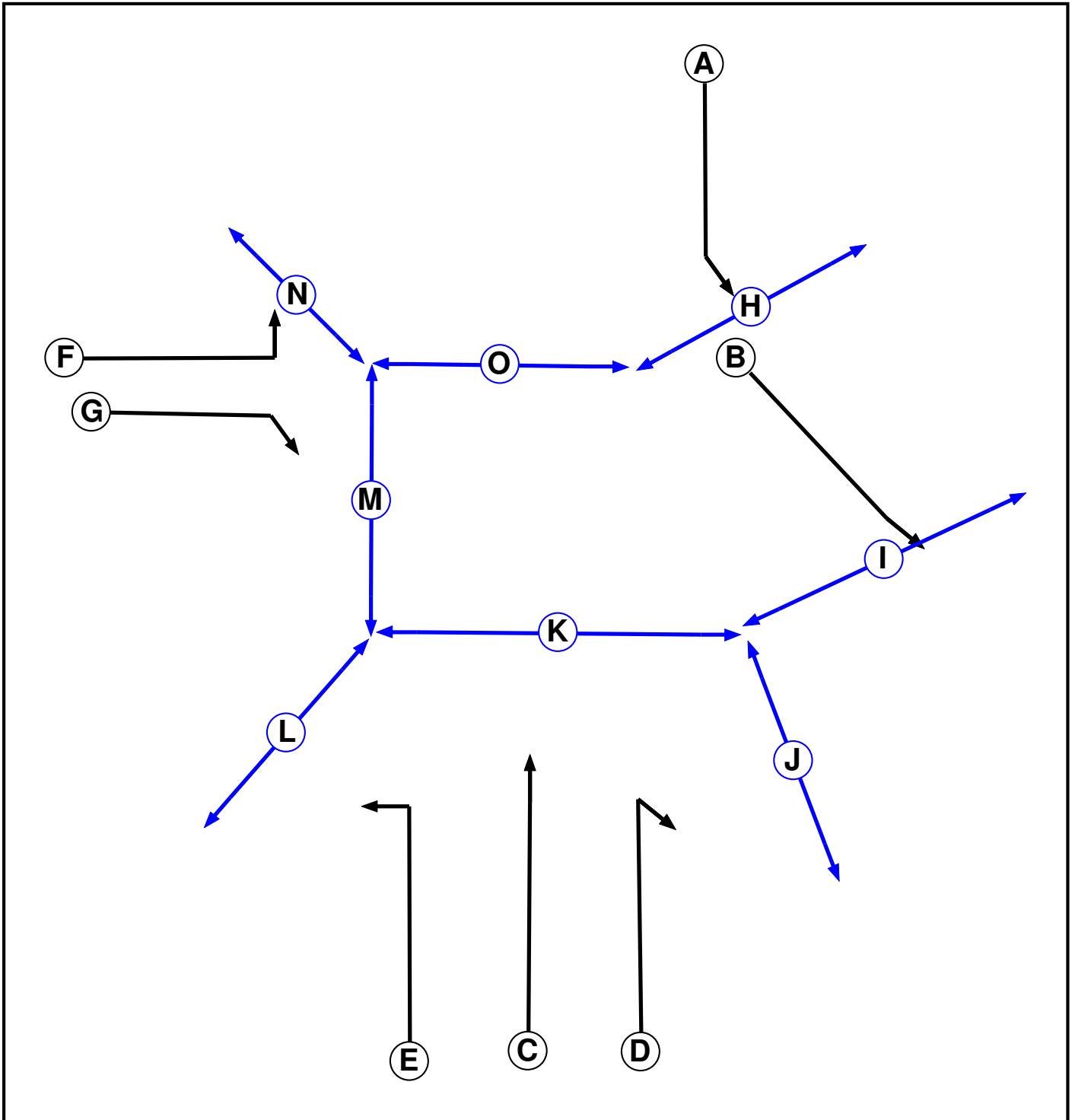
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	85.2%	231	81	0	63.3	-	-
J1: Forbury Road/ Kings Road/ Watlington Road	-	-	-	-	-	-	-	-	-	-	85.2%	0	0	0	38.9	-	-
1/1	Forbury Road Ahead	U	C1:A	-	1	39	-	480	1811	604	79.5%	-	-	-	6.7	50.4	16.3
1/2	Forbury Road Ahead	U	C1:A	-	1	39	-	548	1943	648	84.6%	-	-	-	8.3	54.3	19.5
2/1	Forbury Road Ahead	U	C1:B	-	1	62	-	614	1891	993	61.8%	-	-	-	1.2	6.7	4.6
2/2	Forbury Road Ahead	U	C1:B	-	1	62	-	548	2030	1066	51.4%	-	-	-	0.9	6.1	1.4
3/2+3/1	Watlington Street Ahead Left	U	C1:C C1:E	-	1	85:65	-	205	1865:1932	213+611	24.9 : 24.9%	-	-	-	1.3 (0.3+0.9)	22.1 (21.9:22.1)	3.2
3/3	Watlington Street Ahead	U	C1:C	-	1	85	-	584	1865	1337	43.7%	-	-	-	0.8	5.2	3.0
3/4	Watlington Street Right	U	C1:D	-	1	37	-	464	1755	556	83.5%	-	-	-	5.5	42.8	16.7
3/5	Watlington Street Right	U	C1:D	-	1	37	-	464	1755	556	83.5%	-	-	-	5.5	42.7	16.7
4/1+4/2	Kings Road Right Left	U	C1:F C1:G	-	1	16:18	-	339	1901:1965	241+157	85.2 : 85.2%	-	-	-	7.2 (4.4+2.8)	76.1 (77.6:73.9)	9.5
5/1	Forbury Road	U	-	-	-	-	-	235	1915	1915	12.3%	-	-	-	0.1	1.1	0.1
5/2	Forbury Road	U	-	-	-	-	-	607	1915	1915	31.7%	-	-	-	0.2	1.4	0.2
6/1	Kings Road Ahead	U	-	-	-	-	-	1078	1915	1915	56.3%	-	-	-	0.6	2.1	0.6
6/2	Kings Road Ahead	U	-	-	-	-	-	1012	1915	1915	52.8%	-	-	-	0.6	2.0	12.3
7/1	Kings Road	U	-	-	-	-	-	152	1915	1915	7.9%	-	-	-	0.0	1.0	0.0
J2: Kings Road/ Gas Works Road	-	-	-	-	-	-	-	-	-	-	60.7%	0	0	0	2.2	-	-

Basic Results Summary

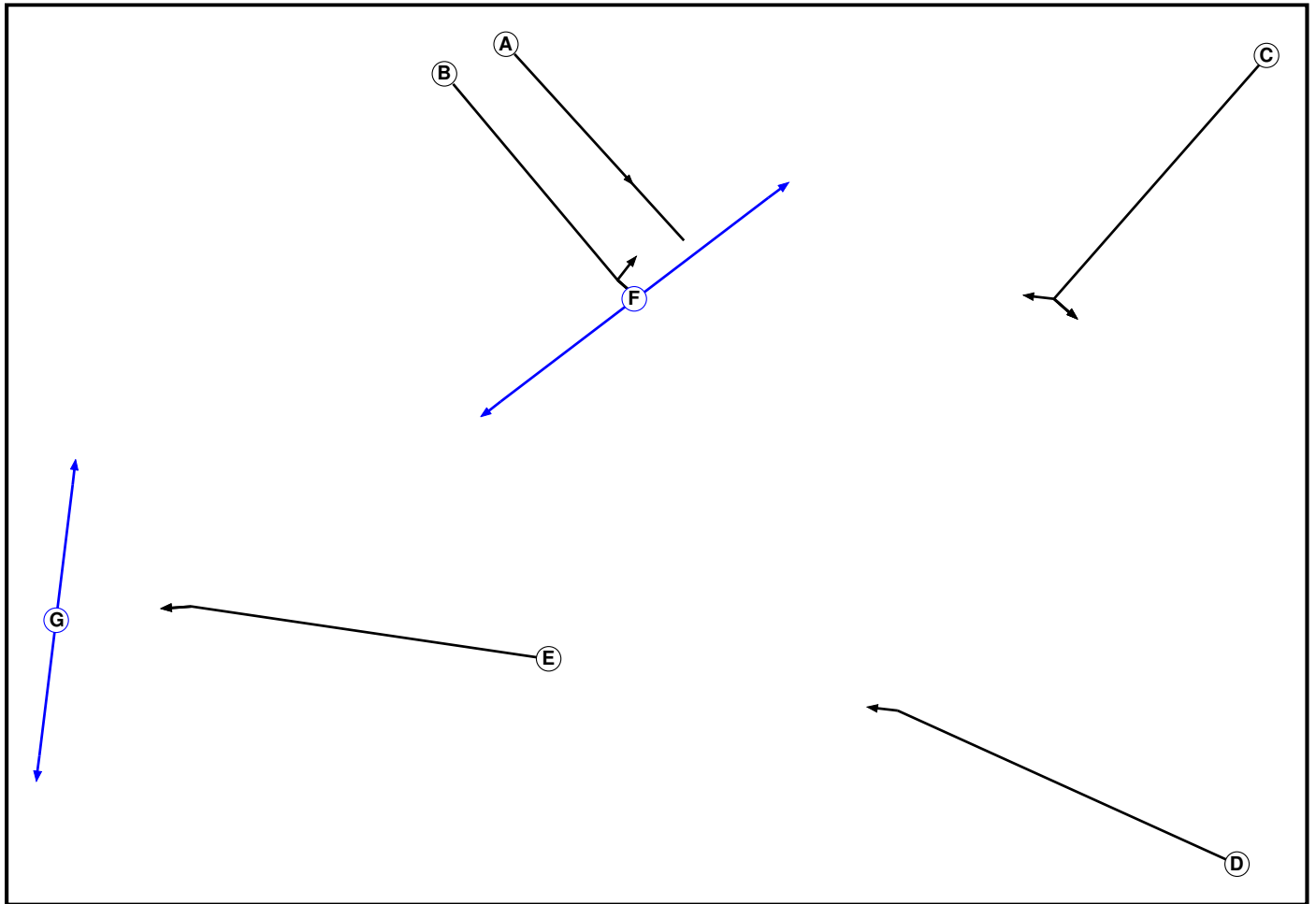
1/1	Kings Road Left Ahead	U	-	-	-	-	-	920	1911	48.1%	-	-	-	0.5	1.8	0.5
1/2+1/3	Kings Road Ahead	U	-	-	-	-	-	1170	1915:1940	60.7 : 60.7%	-	-	-	0.8 (0.4+0.4)	2.5 (2.5:2.6)	17.3
2/1	Gas Works Road Left	U	-	-	-	-	-	26	715	3.6%	-	-	-	0.0	2.6	0.0
4/1	Kings Road Ahead	U	-	-	-	-	-	936	1915	48.9%	-	-	-	0.5	1.8	0.5
4/2	Kings Road Ahead	U	-	-	-	-	-	604	1915	31.5%	-	-	-	0.2	1.4	0.2
4/3	Kings Road Ahead	U	-	-	-	-	-	566	1915	29.6%	-	-	-	0.2	1.3	0.2
J3: Kings Road/ Orts Road	-	-	-	-	-	-	-	-	-	69.4%	231	81	0	6.6	-	-
1/1	Kings Road Left Ahead	U	C2:B	1	79	-	-	727	1915	56.9%	-	-	-	1.1	5.6	5.0
1/2	Kings Road Ahead	U	C2:B	1	79	-	-	716	1915	56.1%	-	-	-	1.0	5.2	4.4
1/3+1/4	Kings Road Ahead U- Turn	U+O	C2:B -	1	79	-	-	663	1915:715	69.4 : 69.4%	231	81	0	2.3 (1.0+1.3)	12.5 (9.8:15.5)	19.2
2/1	Orts Road Right Left	U	C2:C	1	7	-	-	46	1546	44.6%	-	-	-	1.1	85.0	1.9
3/1	Kings Road Ahead	U	C2:D	1	86	-	-	161	1925	11.5%	-	-	-	0.3	6.4	1.7
4/1	Kings Road Ahead	U	C2:E	1	102	-	-	196	1925	11.9%	-	-	-	0.1	1.3	0.1
6/1	Kings Road	U	-	-	-	-	-	696	1915	36.3%	-	-	-	0.3	1.5	0.3
6/2	Kings Road	U	-	-	-	-	-	716	1915	37.4%	-	-	-	0.3	1.5	0.3
6/3	Kings Road	U	-	-	-	-	-	362	1915	18.9%	-	-	-	0.1	1.2	0.1
J4: Queens Road/ Watlington Street	-	-	-	-	-	-	-	-	-	72.8%	0	0	0	15.5	-	-
1/1	Queens Road Ahead	U	C3:A	1	28	-	-	313	1940	66.8%	-	-	-	4.9	56.4	11.3
1/2+1/3	Queens Road Right	U	C3:B	1	23	-	-	195	1824:1787	52.1 : 52.1%	-	-	-	2.8 (2.7+0.1)	51.7 (51.8:46.9)	6.6

Basic Results Summary

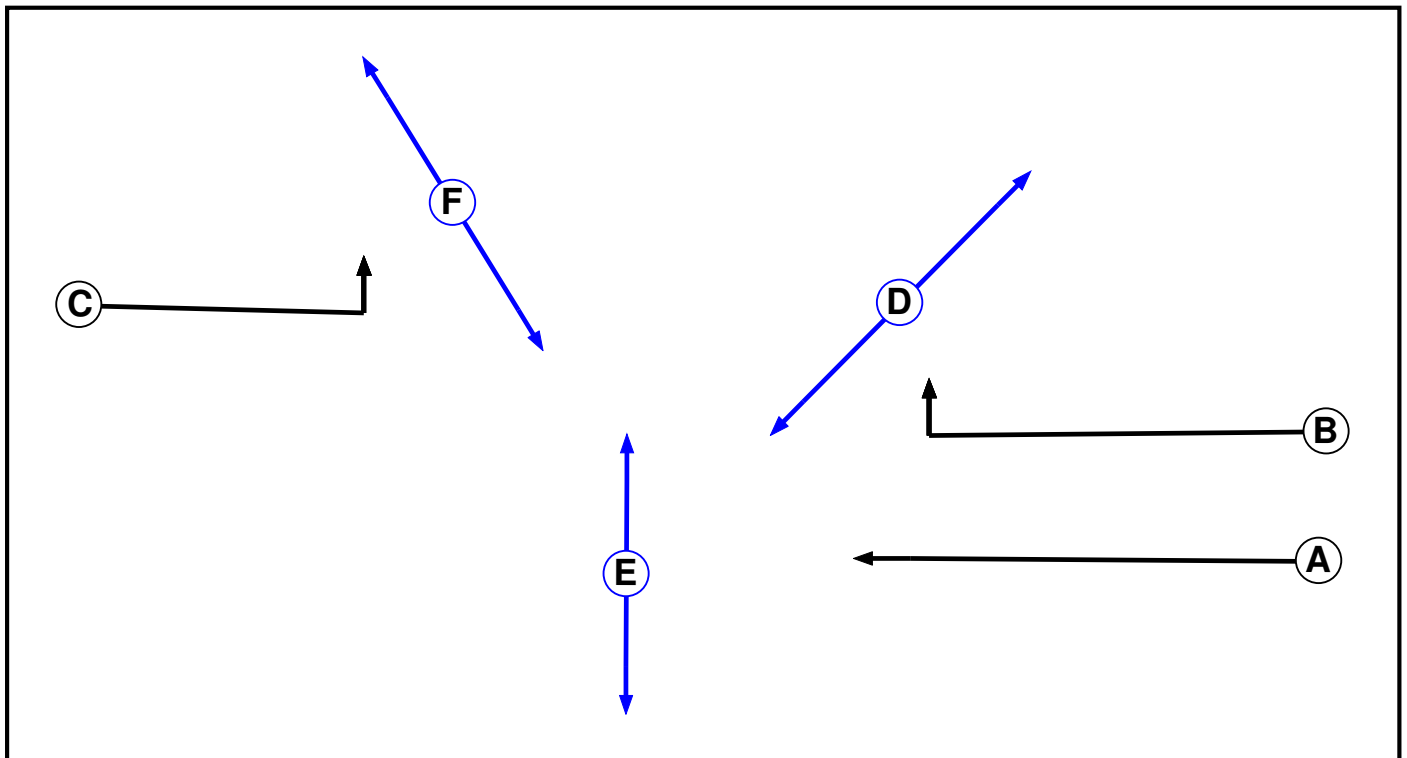
2/1	Watlington Street Left	U	C3:C	1	76	-	84	1875	1203	7.0%	-	-	-	0.2	9.7	1.1
2/2	Watlington Street Left	U	C3:C	1	76	-	515	1975	1267	40.6%	-	-	-	1.8	12.8	8.6
2/3	Watlington Street Left	U	C3:C	1	76	-	923	1975	1267	72.8%	-	-	-	5.0	19.7	21.8
3/1	Watlington Street	U	-	-	-	-	313	1915	1915	16.3%	-	-	-	0.1	1.2	6.0
4/1	Watlington Street Ahead	U	-	-	-	-	205	1865	1865	11.0%	-	-	-	0.1	1.1	0.1
4/2	Watlington Street Ahead	U	-	-	-	-	584	1865	1865	31.3%	-	-	-	0.2	1.5	6.1
4/3	Watlington Street Ahead	U	-	-	-	-	464	1865	1865	24.9%	-	-	-	0.2	1.3	0.2
4/4	Watlington Street Ahead	U	-	-	-	-	464	1865	1865	24.9%	-	-	-	0.2	1.3	0.2
		C1 C2 C3	PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			5.6 29.7 23.6 5.6	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			37.35 5.92 14.80 63.29	Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s):			120 120 120 120		



C2



C3



Basic Results Summary

Traffic Flows, Actual
Actual Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	20	23	759	205	79	1086
	B	0	0	0	9	0	0	9
	C	14	1	0	13	3	3	34
	D	112	9	9	0	39	41	210
	E	659	30	31	858	0	180	1758
	F	80	4	4	82	24	0	194
	Tot.	865	64	67	1721	271	303	3291

Phase Intergreens Matrix

C1

		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
	A	-	-	-	-	-	-	5	5	-	-	-	-	-	-	-	
	B	-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	
	C	-	-	-	-	-	5	5	-	-	-	5	-	-	-	7	
	D	-	5	-	-	-	-	-	-	-	5	-	-	-	-	-	
	E	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	
	F	-	-	5	-	-	-	-	-	-	-	-	-	-	5	-	
	G	5	-	5	-	-	-	-	-	-	-	-	-	5	-	-	
	H	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	
	K	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	
	L	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	
	M	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	O	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	

C2

		Starting Phase						
Terminating Phase		A	B	C	D	E	F	G
	A	-	-	-	-	-	5	-
	B	-	-	6	-	-	5	-
	C	-	5	-	5	-	-	9
	D	-	-	5	-	-	-	9
	E	-	-	-	-	-	-	5
	F	12	12	-	-	-	-	-
	G	-	-	6	6	6	-	-

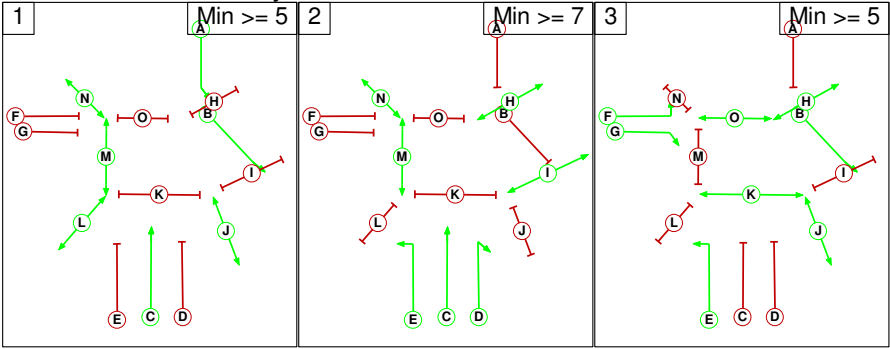
C3

		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A	-	-	-	-	6	-
	B	-	-	5	5	-	-
	C	-	5	-	-	-	6
	D	-	10	-	-	-	-
	E	5	-	-	-	-	-
	F	-	-	11	-	-	-

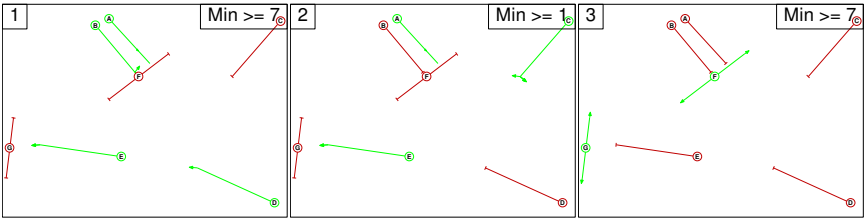
Stage Diagram

C1

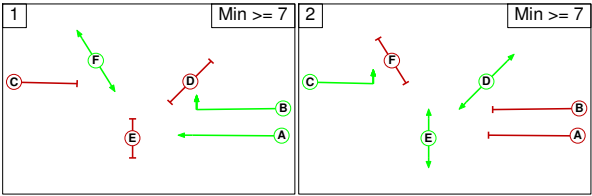
Basic Results Summary



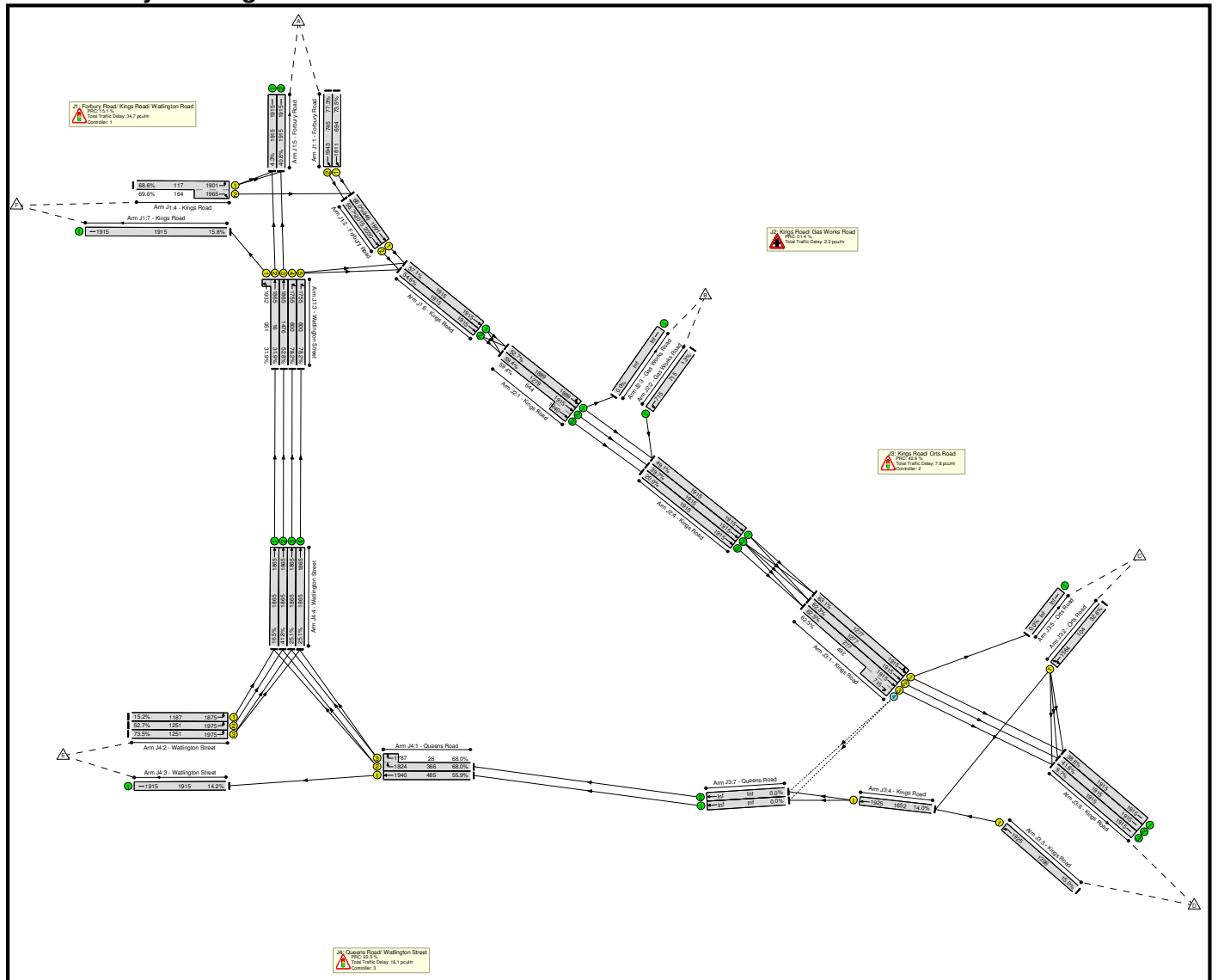
C2



C3



Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	78.2%	274	34	0	60.8	-	-
J1: Forbury Road/ Kings Road/ Watlington Road	-	-	-		-	-	-	-	-	-	78.2%	0	0	0	34.7	-	-
1/1	Forbury Road Ahead	U	C1:A		1	45	-	510	1811	694	73.5%	-	-	-	5.9	41.4	16.0
1/2	Forbury Road Ahead	U	C1:A		1	45	-	576	1943	745	77.3%	-	-	-	6.9	42.9	18.5
2/1	Forbury Road Ahead	U	C1:B		1	59	-	624	1891	946	66.0%	-	-	-	1.3	7.8	4.8
2/2	Forbury Road Ahead	U	C1:B		1	59	-	576	2030	1015	56.7%	-	-	-	1.1	6.7	1.5
3/2+3/1	Watlington Street Ahead Left	U	C1:C C1:E		1	94:59	-	308	1865:1932	16+951	31.9 : 31.9%	-	-	-	2.0 (0.0+1.9)	22.8 (24.0:22.8)	5.9
3/3	Watlington Street Ahead	U	C1:C		1	94	-	780	1865	1476	52.8%	-	-	-	1.2	5.4	4.6
3/4	Watlington Street Right	U	C1:D		1	40	-	469	1755	600	78.2%	-	-	-	5.3	40.7	16.9
3/5	Watlington Street Right	U	C1:D		1	40	-	469	1755	600	78.2%	-	-	-	5.4	41.1	16.9
4/1+4/2	Kings Road Right Left	U	C1:F C1:G		1	7:9	-	194	1901:1965	117+164	68.6 : 69.6%	-	-	-	4.0 (1.7+2.3)	74.3 (74.9:73.9)	4.8
5/1	Forbury Road	U	-		-	-	-	83	1915	1915	4.3%	-	-	-	0.0	1.0	0.0
5/2	Forbury Road	U	-		-	-	-	782	1915	1915	40.8%	-	-	-	0.3	1.6	0.3
6/1	Kings Road Ahead	U	-		-	-	-	1093	1915	1915	57.1%	-	-	-	0.7	2.2	0.7
6/2	Kings Road Ahead	U	-		-	-	-	1045	1915	1915	54.6%	-	-	-	0.6	2.1	11.9
7/1	Kings Road	U	-		-	-	-	303	1915	1915	15.8%	-	-	-	0.1	1.1	1.2
J2: Kings Road/ Gas Works Road	-	-	-		-	-	-	-	-	-	59.4%	0	0	0	2.2	-	-

Basic Results Summary

1/1	Kings Road Left Ahead	U	-	-	-	-	-	995	1889	1889	52.7%	-	-	-	0.6	2.0	0.6
1/2+1/3	Kings Road Ahead	U	-	-	-	-	-	1143	1915:1940	1279+644	59.4 : 59.4%	-	-	-	0.8 (0.5+0.3)	2.4 (2.3:2.4)	16.1
2/1	Gas Works Road Left	U	-	-	-	-	-	9	715	715	1.3%	-	-	-	0.0	2.5	0.0
4/1	Kings Road Ahead	U	-	-	-	-	-	940	1915	1915	49.1%	-	-	-	0.5	1.8	0.5
4/2	Kings Road Ahead	U	-	-	-	-	-	760	1915	1915	39.7%	-	-	-	0.3	1.6	0.3
4/3	Kings Road Ahead	U	-	-	-	-	-	383	1915	1915	20.0%	-	-	-	0.1	1.2	0.1
J3: Kings Road/ Orts Road	-	-	-	-	-	-	-	-	-	-	63.1%	274	34	0	7.8	-	-
1/1	Kings Road Left Ahead	U	C2:B	1	79	-	-	806	1915	1277	63.1%	-	-	-	1.7	7.7	10.6
1/2	Kings Road Ahead	U	C2:B	1	79	-	-	796	1915	1277	62.3%	-	-	-	1.5	6.8	8.9
1/3+1/4	Kings Road Ahead U- Turn	U+O	C2:B -	1	79	-	-	481	1915:715	277+492	62.5 : 62.5%	274	34	0	2.6 (0.7+2.0)	19.8 (13.7:23.2)	19.8
2/1	Orts Road Right Left	U	C2:C	1	7	-	-	34	1564	104	32.6%	-	-	-	0.7	78.9	1.3
3/1	Kings Road Ahead	U	C2:D	1	86	-	-	210	1925	1396	15.0%	-	-	-	0.4	6.6	2.2
4/1	Kings Road Ahead	U	C2:E	1	102	-	-	231	1925	1652	14.0%	-	-	-	0.1	1.3	0.1
6/1	Kings Road	U	-	-	-	-	-	739	1915	1915	38.6%	-	-	-	0.3	1.5	0.3
6/2	Kings Road	U	-	-	-	-	-	796	1915	1915	41.6%	-	-	-	0.4	1.6	0.4
6/3	Kings Road	U	-	-	-	-	-	186	1915	1915	9.7%	-	-	-	0.1	1.0	0.1
J4: Queens Road/ Watlington Street	-	-	-	-	-	-	-	-	-	-	73.5%	0	0	0	16.1	-	-
1/1	Queens Road Ahead	U	C3:A	1	29	-	-	271	1940	485	55.9%	-	-	-	2.7	36.3	8.5
1/2+1/3	Queens Road Right	U	C3:B	1	24	-	-	268	1824:1787	366+28	68.0 : 68.0%	-	-	-	3.9 (3.6+0.3)	52.0 (51.9:53.5)	9.1

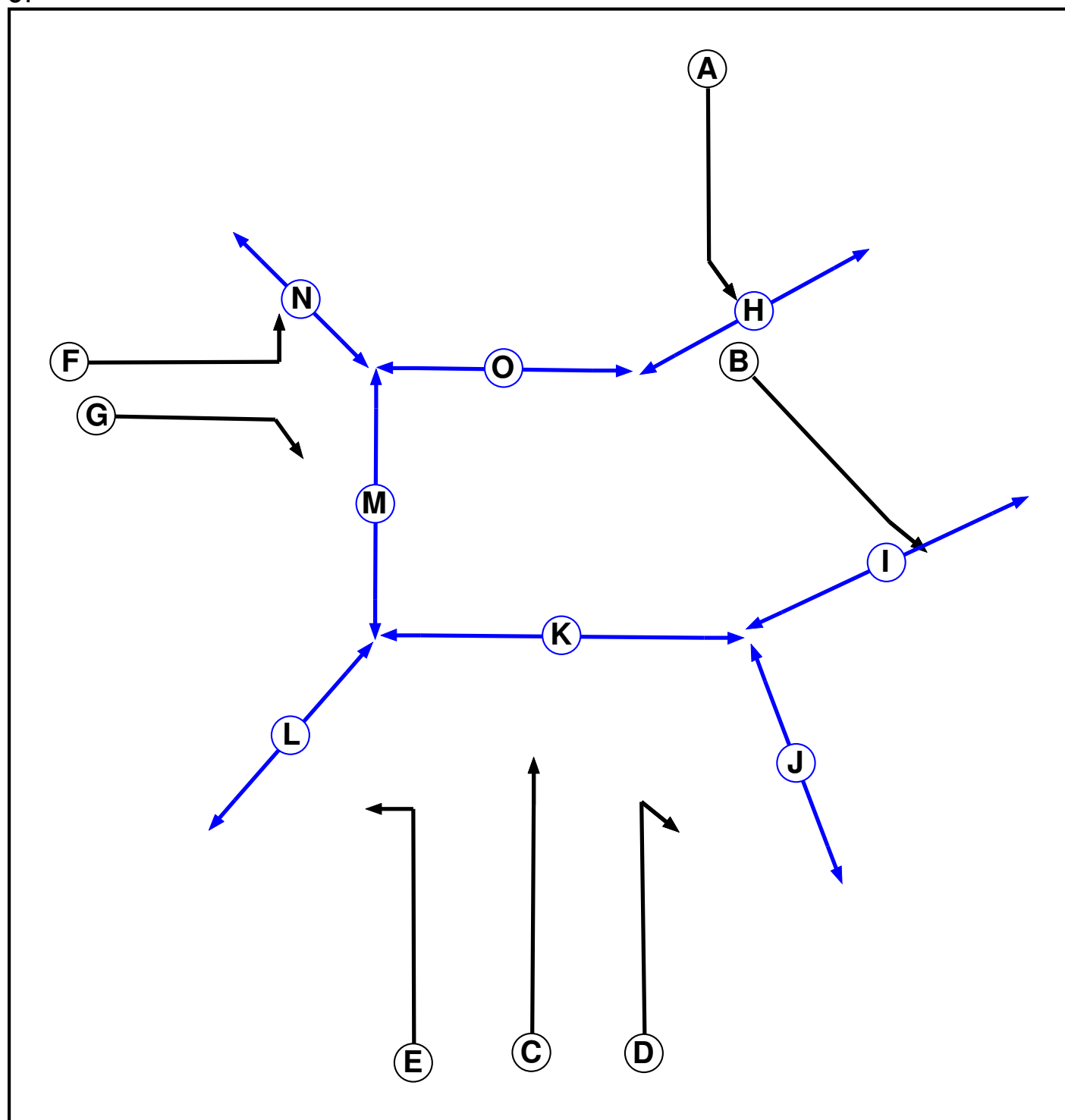
Basic Results Summary

2/1	Watlington Street Left	U	C3:C		1	75	-	180	1875	1187	15.2%	-	-	-	0.5	10.7	2.5
2/2	Watlington Street Left	U	C3:C		1	75	-	659	1975	1251	52.7%	-	-	-	2.8	15.1	12.6
2/3	Watlington Street Left	U	C3:C		1	75	-	919	1975	1251	73.5%	-	-	-	5.2	20.5	22.3
3/1	Watlington Street	U	-		-	-	-	271	1915	1915	14.2%	-	-	-	0.1	1.1	3.3
4/1	Watlington Street Ahead	U	-		-	-	-	308	1865	1865	16.5%	-	-	-	0.1	1.2	0.1
4/2	Watlington Street Ahead	U	-		-	-	-	780	1865	1865	41.8%	-	-	-	0.4	1.8	10.3
4/3	Watlington Street Ahead	U	-		-	-	-	469	1865	1865	25.1%	-	-	-	0.2	1.3	0.2
4/4	Watlington Street Ahead	U	-		-	-	-	469	1865	1865	25.1%	-	-	-	0.2	1.3	0.2
		C1 C2 C3	PRC for Signalised Lanes (%): PRC for Signalised Lanes (%): PRC for Signalised Lanes (%): PRC Over All Lanes (%):			15.1 42.6 22.5 15.1	Total Delay for Signalised Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes (pcuHr):			32.92 7.08 15.14 60.76	Cycle Time (s): Cycle Time (s): Cycle Time (s): Cycle Time (s):			120 120 120 120			

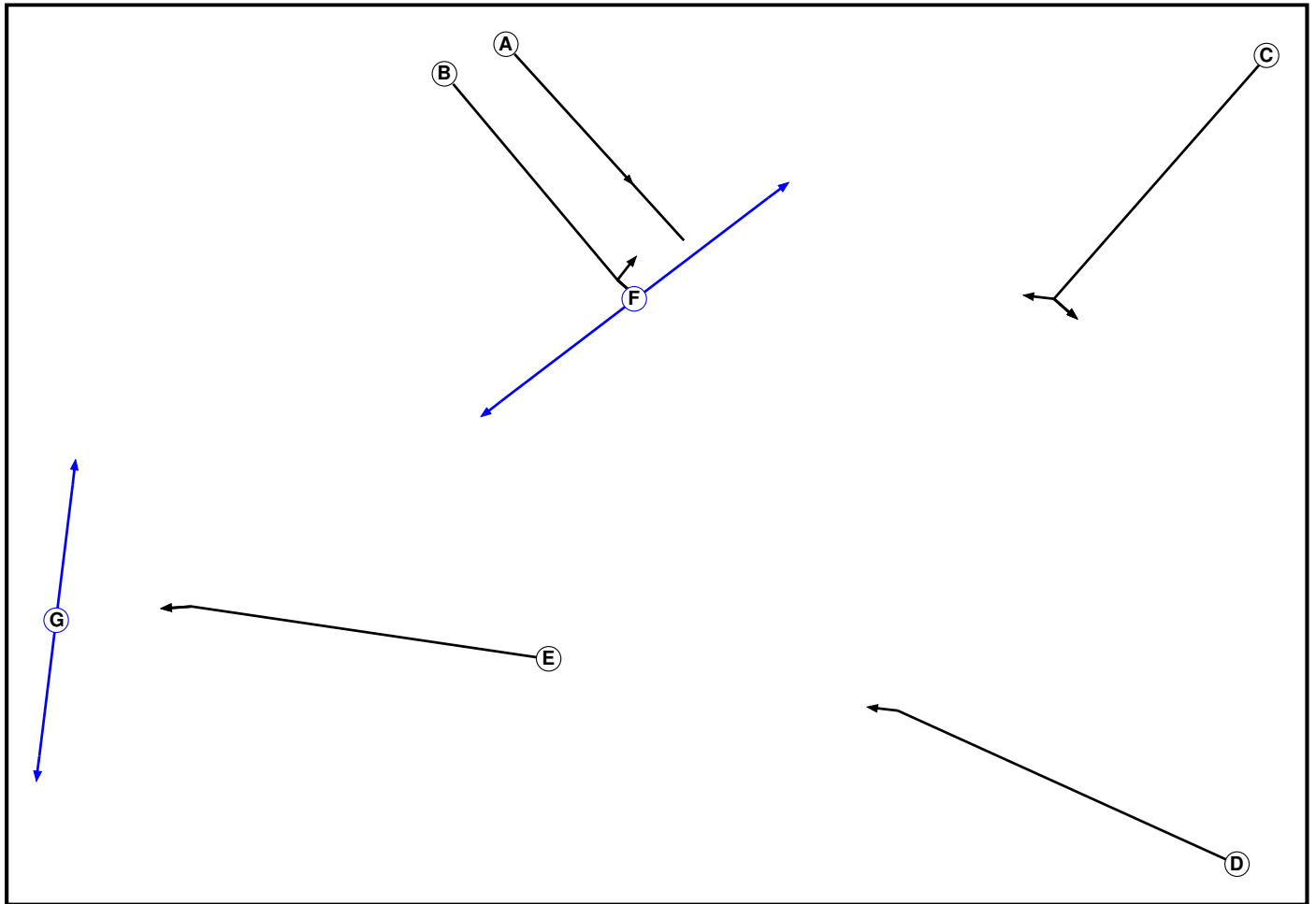
Phase Diagram

Scenario 4: '2024 + Committed PM' (FG6: '2024 + Committed PM', Plan 1: 'Network Control Plan 1')

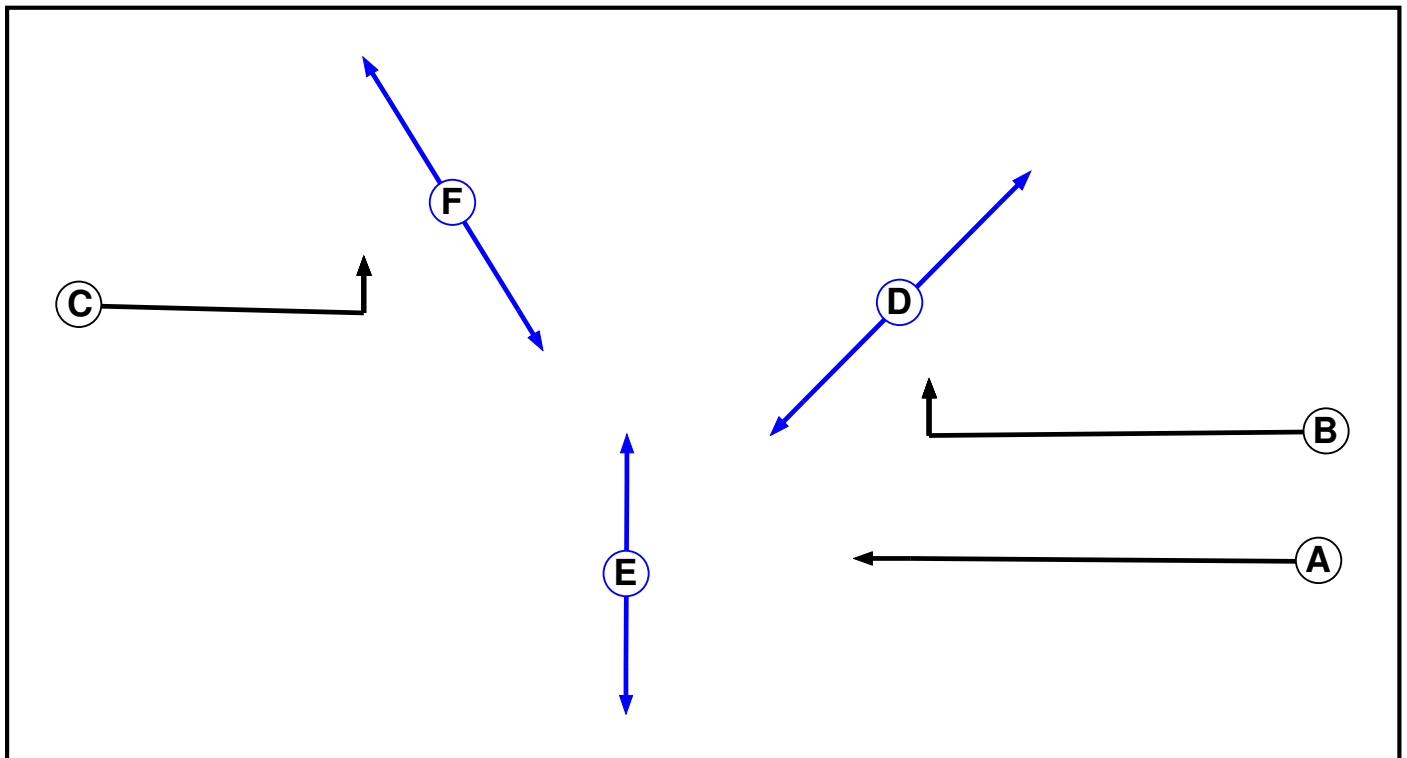
C1



C2



C3



Basic Results Summary

Traffic Flows, Actual
Actual Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	4	11	835	177	59	1086
	B	0	0	0	26	0	0	26
	C	21	0	0	11	12	2	46
	D	101	1	4	0	48	7	161
	E	574	4	13	906	0	84	1581
	F	221	1	4	36	93	0	355
	Tot.	917	10	32	1814	330	152	3255

Phase Intergreens Matrix

C1

		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
	A	-	-	-	-	-	-	5	5	-	-	-	-	-	-	-	
	B	-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	
	C	-	-	-	-	-	5	5	-	-	-	5	-	-	-	7	
	D	-	5	-	-	-	-	-	-	-	5	-	-	-	-	-	
	E	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	
	F	-	-	5	-	-	-	-	-	-	-	-	-	-	5	-	
	G	5	-	5	-	-	-	-	-	-	-	-	-	5	-	-	
	H	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	
	K	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	
	L	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	
	M	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	O	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	

C2

		Starting Phase						
Terminating Phase		A	B	C	D	E	F	G
	A	-	-	-	-	-	5	-
	B	-	-	6	-	-	5	-
	C	-	5	-	5	-	-	9
	D	-	-	5	-	-	-	9
	E	-	-	-	-	-	-	5
	F	12	12	-	-	-	-	-
	G	-	-	6	6	6	-	-

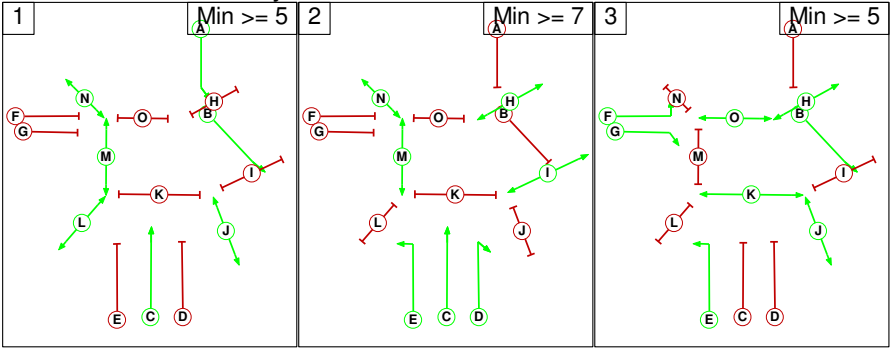
C3

		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A	-	-	-	-	6	-
	B	-	-	5	5	-	-
	C	-	5	-	-	-	6
	D	-	10	-	-	-	-
	E	5	-	-	-	-	-
	F	-	-	11	-	-	-

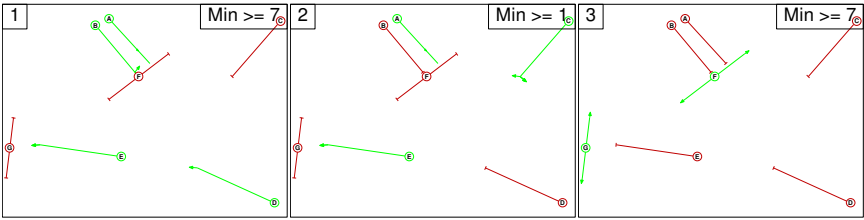
Stage Diagram

C1

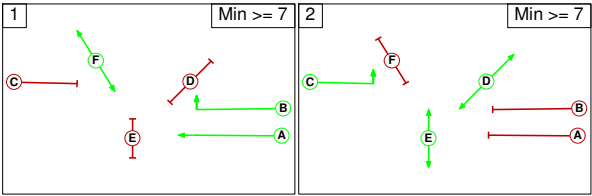
Basic Results Summary



C2

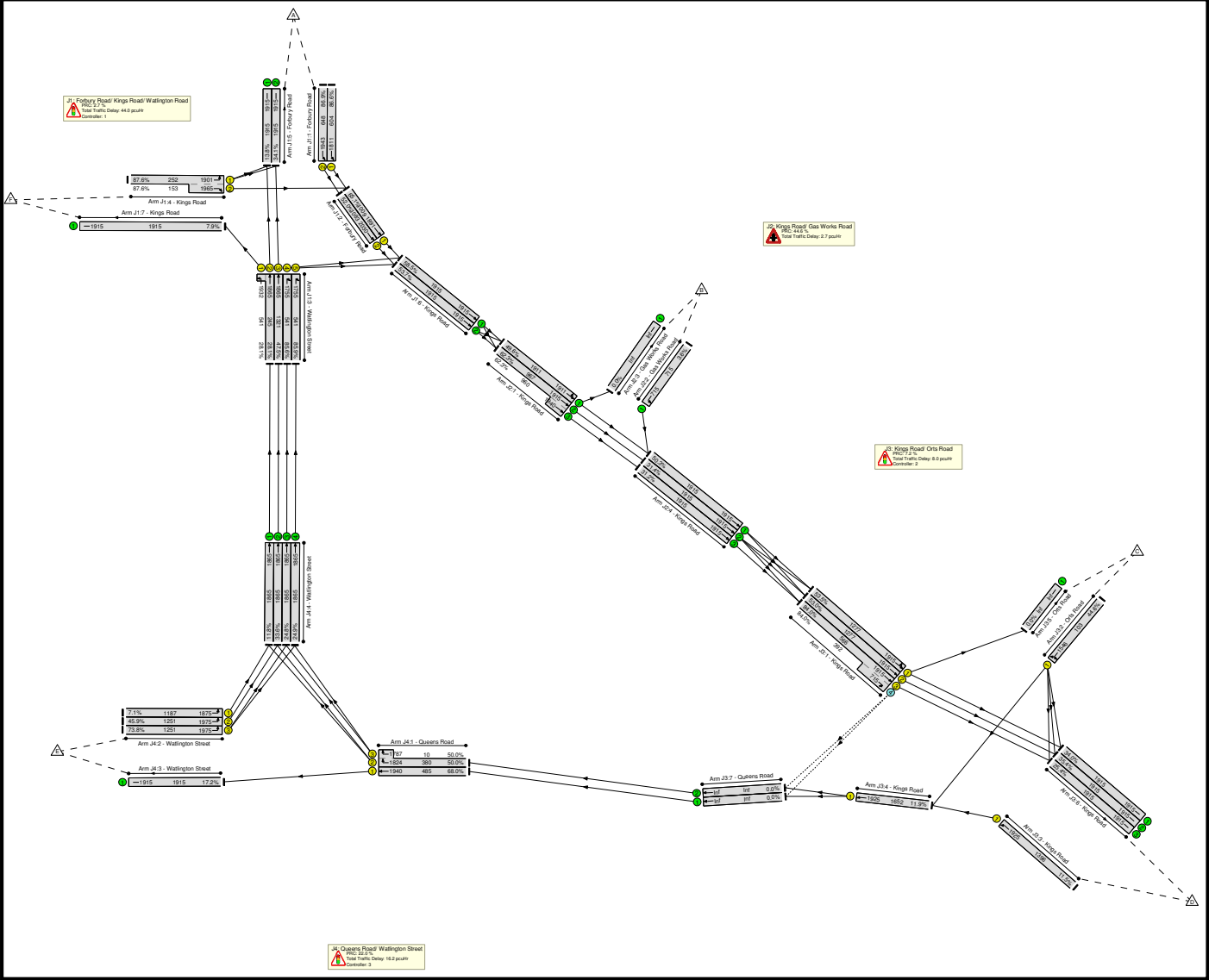


C3



Basic Results Summary

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	87.6%	247	82	0	70.9	-	-
J1: Forbury Road/ Kings Road/ Watlington Road	-	-	-	-	-	-	-	-	-	-	87.6%	0	0	0	44.0	-	-
1/1	Forbury Road Ahead	U	C1:A	-	1	39	-	523	1811	604	86.6%	-	-	-	8.5	58.3	19.3
1/2	Forbury Road Ahead	U	C1:A	-	1	39	-	563	1943	648	86.9%	-	-	-	9.0	57.4	20.6
2/1	Forbury Road Ahead	U	C1:B	-	1	63	-	657	1891	1009	65.1%	-	-	-	1.3	7.3	4.8
2/2	Forbury Road Ahead	U	C1:B	-	1	63	-	563	2030	1083	52.0%	-	-	-	1.0	6.1	1.5
3/2+3/1	Watlington Street Ahead Left	U	C1:C C1:E	-	1	84:65	-	221	1865:1932	245+541	28.1 : 28.1%	-	-	-	2.0 (0.6+1.4)	32.9 (31.8:33.3)	6.0
3/3	Watlington Street Ahead	U	C1:C	-	1	84	-	627	1865	1321	47.5%	-	-	-	0.8	4.8	2.5
3/4	Watlington Street Right	U	C1:D	-	1	36	-	463	1755	541	85.6%	-	-	-	5.9	45.9	17.2
3/5	Watlington Street Right	U	C1:D	-	1	36	-	465	1755	541	85.9%	-	-	-	6.0	46.3	17.3
4/1+4/2	Kings Road Right Left	U	C1:F C1:G	-	1	17:19	-	355	1901:1965	252+153	87.6 : 87.6%	-	-	-	7.8 (5.0+2.9)	79.6 (81.0:77.3)	10.9
5/1	Forbury Road	U	-	-	-	-	-	264	1915	1915	13.8%	-	-	-	0.1	1.1	0.1
5/2	Forbury Road	U	-	-	-	-	-	653	1915	1915	34.1%	-	-	-	0.3	1.4	0.3
6/1	Kings Road Ahead	U	-	-	-	-	-	1120	1915	1915	58.5%	-	-	-	0.7	2.3	0.7
6/2	Kings Road Ahead	U	-	-	-	-	-	1028	1915	1915	53.7%	-	-	-	0.6	2.1	12.9
7/1	Kings Road	U	-	-	-	-	-	152	1915	1915	7.9%	-	-	-	0.0	1.0	0.0
J2: Kings Road/ Gas Works Road	-	-	-	-	-	-	-	-	-	-	62.3%	0	0	0	2.7	-	-

Basic Results Summary

1/1	Kings Road Left Ahead	U	-	-	-	-	-	948	1911	1911	49.6%	-	-	-	0.6	2.2	15.1
1/2+1/3	Kings Road Ahead	U	-	-	-	-	-	1200	1915:1940	967+960	62.3 : 62.3%	-	-	-	1.1 (0.5+0.6)	3.3 (3.2:3.4)	22.3
2/1	Gas Works Road Left	U	-	-	-	-	-	26	715	715	3.6%	-	-	-	0.0	2.6	0.0
4/1	Kings Road Ahead	U	-	-	-	-	-	964	1915	1915	50.3%	-	-	-	0.5	1.9	12.8
4/2	Kings Road Ahead	U	-	-	-	-	-	602	1915	1915	31.4%	-	-	-	0.2	1.4	0.2
4/3	Kings Road Ahead	U	-	-	-	-	-	598	1915	1915	31.2%	-	-	-	0.2	1.4	0.2
J3: Kings Road/ Orts Road	-	-	-	-	-	-	-	-	-	-	84.0%	247	82	0	8.0	-	-
1/1	Kings Road Left Ahead	U	C2:B	-	79	1	-	683	1915	1277	53.5%	-	-	-	1.1	5.7	6.0
1/2	Kings Road Ahead	U	C2:B	-	79	1	-	677	1915	1277	53.0%	-	-	-	1.0	5.3	5.0
1/3+1/4	Kings Road Ahead U- Turn	U+O	C2:B -	-	79	1	-	804	1915:715	566+392	84.0 : 84.0%	247	82	0	3.7 (1.8+2.0)	16.7 (13.4:21.6)	16.5
2/1	Orts Road Right Left	U	C2:C	-	7	1	-	46	1546	103	44.6%	-	-	-	1.1	85.0	1.9
3/1	Kings Road Ahead	U	C2:D	-	86	1	-	161	1925	1396	11.5%	-	-	-	0.3	6.4	1.7
4/1	Kings Road Ahead	U	C2:E	-	102	1	-	196	1925	1652	11.9%	-	-	-	0.1	1.3	0.1
6/1	Kings Road	U	-	-	-	-	-	651	1915	1915	34.0%	-	-	-	0.3	1.4	0.3
6/2	Kings Road	U	-	-	-	-	-	677	1915	1915	35.4%	-	-	-	0.3	1.5	0.3
6/3	Kings Road	U	-	-	-	-	-	486	1915	1915	25.4%	-	-	-	0.2	1.3	0.2
J4: Queens Road/ Watlington Street	-	-	-	-	-	-	-	-	-	-	73.8%	0	0	0	16.2	-	-
1/1	Queens Road Ahead	U	C3:A	-	29	1	-	330	1940	485	68.0%	-	-	-	5.0	54.8	11.9
1/2+1/3	Queens Road Right	U	C3:B	-	24	1	-	195	1824:1787	380+10	50.0 : 50.0%	-	-	-	2.7 (2.6+0.1)	49.6 (49.7:45.2)	6.5

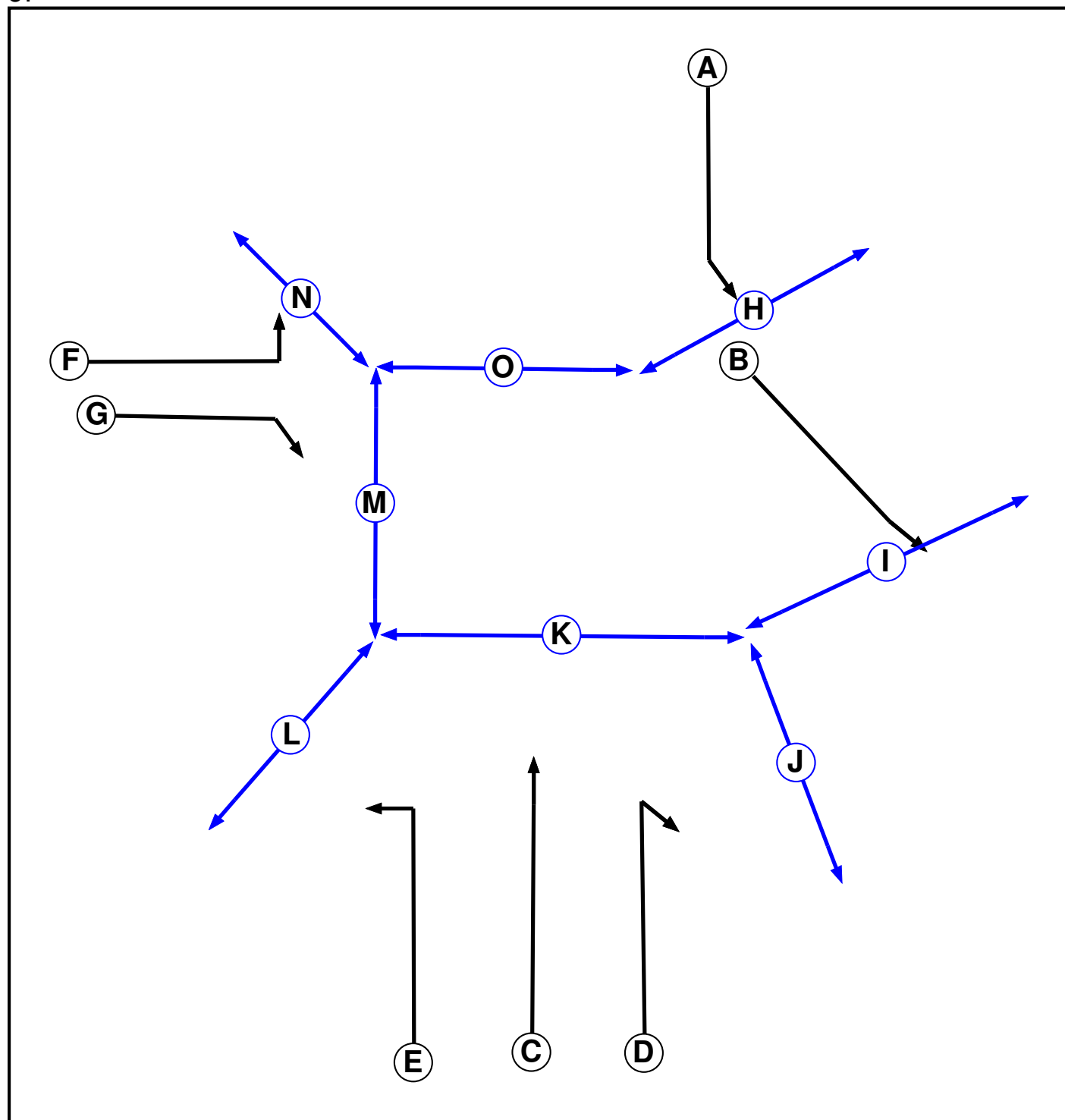
Basic Results Summary

2/1	Watlington Street Left	U	C3:C		1	75	-	84	1875	1187	7.1%	-	-	-	0.2	10.1	1.1
2/2	Watlington Street Left	U	C3:C		1	75	-	574	1975	1251	45.9%	-	-	-	2.2	14.0	10.3
2/3	Watlington Street Left	U	C3:C		1	75	-	923	1975	1251	73.8%	-	-	-	5.3	20.6	22.4
3/1	Watlington Street	U	-		-	-	-	330	1915	1915	17.2%	-	-	-	0.1	1.2	6.6
4/1	Watlington Street Ahead	U	-		-	-	-	221	1865	1865	11.8%	-	-	-	0.1	1.1	0.1
4/2	Watlington Street Ahead	U	-		-	-	-	627	1865	1865	33.6%	-	-	-	0.3	1.6	7.7
4/3	Watlington Street Ahead	U	-		-	-	-	463	1865	1865	24.8%	-	-	-	0.2	1.3	0.2
4/4	Watlington Street Ahead	U	-		-	-	-	465	1865	1865	24.9%	-	-	-	0.2	1.3	0.2
		C1 C2 C3	PRC for Signalled Lanes (%) PRC for Signalled Lanes (%) PRC for Signalled Lanes (%) PRC Over All Lanes (%)			2.7 7.2 22.0 2.7	Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay for Signalled Lanes (pcuHr) Total Delay Over All Lanes (pcuHr)			42.32 7.28 15.46 70.88	Cycle Time (s) Cycle Time (s) Cycle Time (s)			120 120 120			

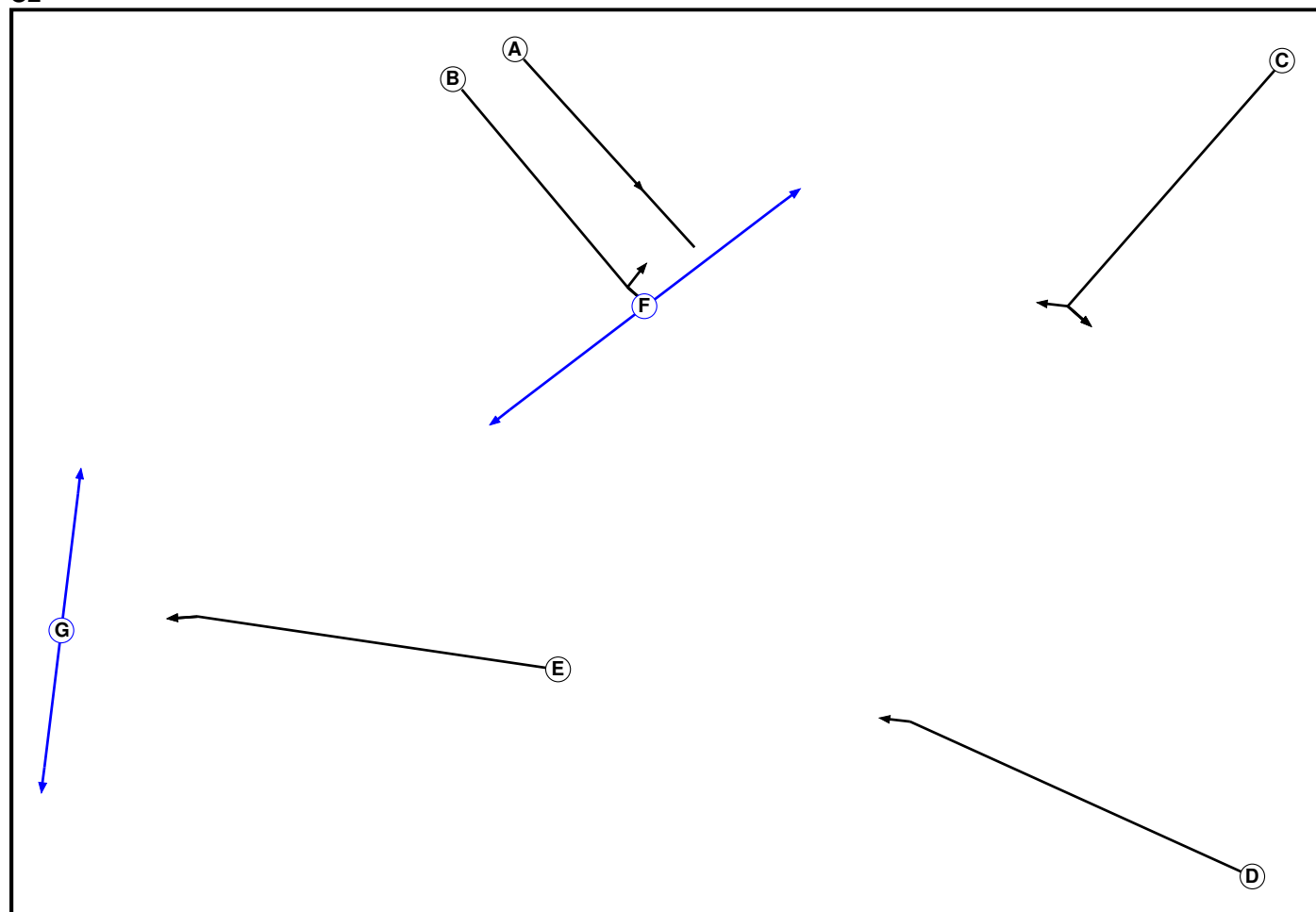
Phase Diagram

Scenario 5: '2024 + Committed + Proposed AM' (FG9: '2024 + Committed + Proposed AM', Plan 1: 'Network Control Plan 1')

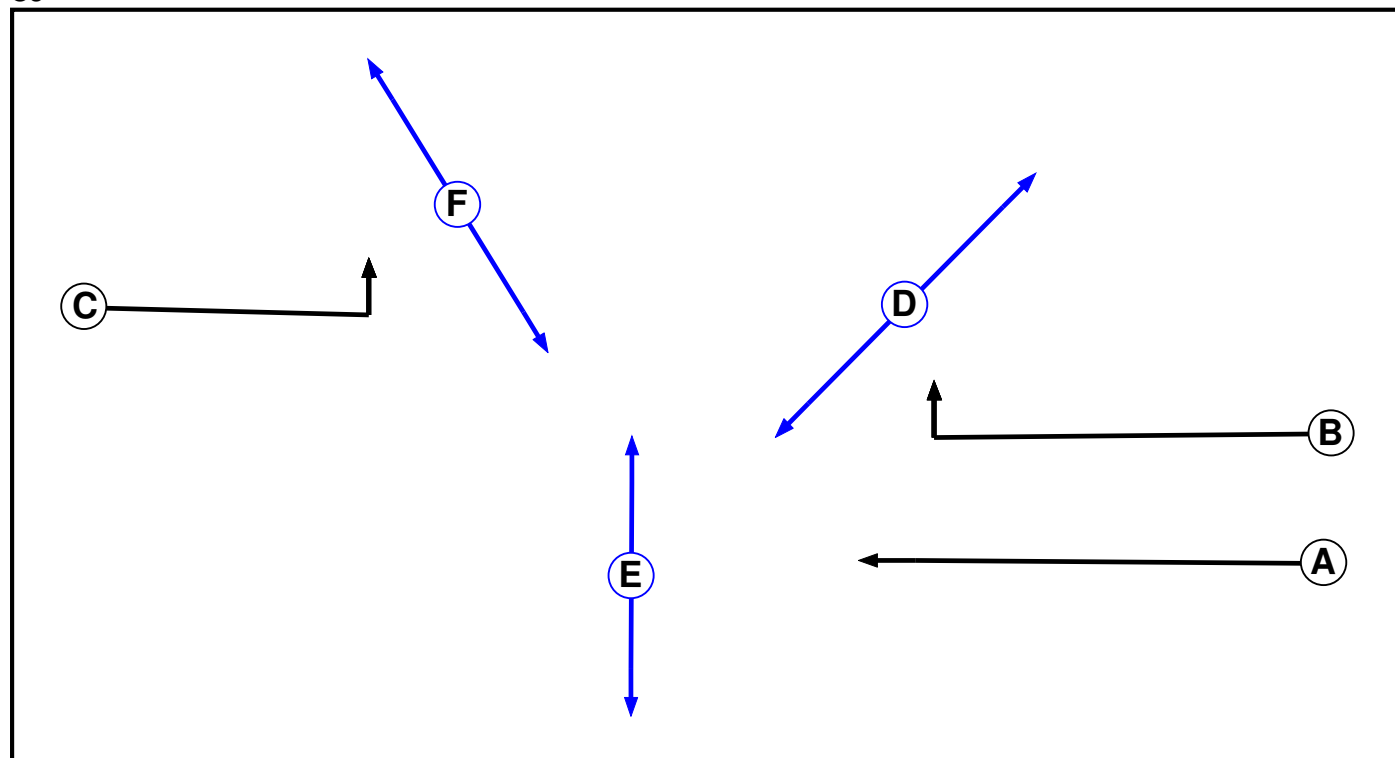
C1



C2



C3



Basic Results Summary

Traffic Flows, Actual
Actual Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	20	31	759	210	79	1099
	B	0	0	0	9	0	0	9
	C	14	1	0	13	3	3	34
	D	115	9	9	0	39	41	213
	E	661	30	31	858	0	180	1760
	F	80	4	4	82	24	0	194
	Tot.	870	64	75	1721	276	303	3309

Phase Intergreens Matrix

C1

		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
	A	-	-	-	-	-	-	5	5	-	-	-	-	-	-	-	
	B	-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	
	C	-	-	-	-	-	5	5	-	-	-	5	-	-	-	7	
	D	-	5	-	-	-	-	-	-	-	5	-	-	-	-	-	
	E	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	
	F	-	-	5	-	-	-	-	-	-	-	-	-	-	5	-	
	G	5	-	5	-	-	-	-	-	-	-	-	-	5	-	-	
	H	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	
	K	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	
	L	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	
	M	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	O	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	

C2

		Starting Phase						
Terminating Phase		A	B	C	D	E	F	G
	A	-	-	-	-	-	5	-
	B	-	-	6	-	-	5	-
	C	-	5	-	5	-	-	9
	D	-	-	5	-	-	-	9
	E	-	-	-	-	-	-	5
	F	12	12	-	-	-	-	-
	G	-	-	6	6	6	-	-

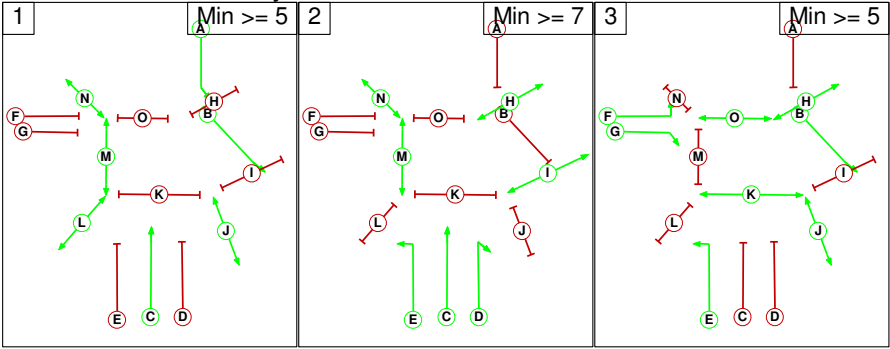
C3

		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A	-	-	-	-	6	-
	B	-	-	5	5	-	-
	C	-	5	-	-	-	6
	D	-	10	-	-	-	-
	E	5	-	-	-	-	-
	F	-	-	11	-	-	-

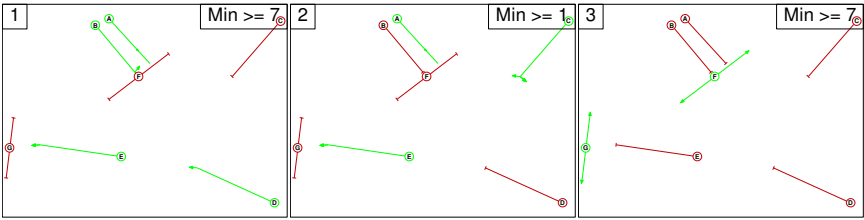
Stage Diagram

C1

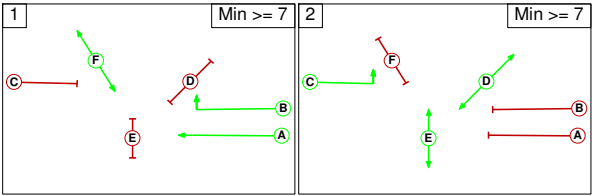
Basic Results Summary



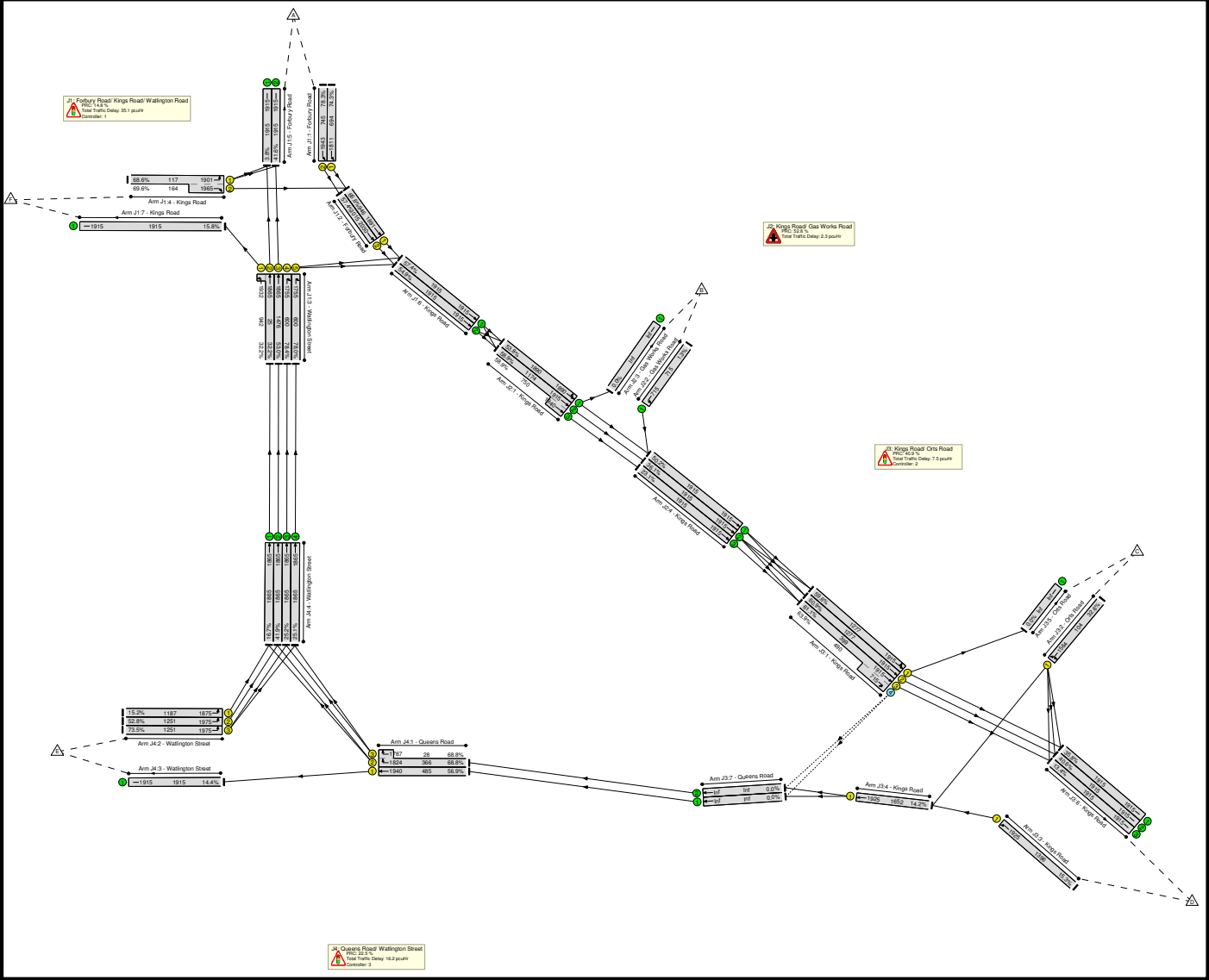
C2



C3



Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	-	-	-	-	-	78.4%	282	31	0	61.1	-	-
J1: Forbury Road/ Kings Road/ Watlington Road	-	-	-	-	-	-	-	-	-	-	78.4%	0	0	0	35.1	-	-
1/1	Forbury Road Ahead	U	C1:A	-	1	45	-	516	1811	694	74.3%	-	-	-	6.0	41.9	16.2
1/2	Forbury Road Ahead	U	C1:A	-	1	45	-	583	1943	745	78.3%	-	-	-	7.0	43.5	18.8
2/1	Forbury Road Ahead	U	C1:B	-	1	59	-	630	1891	946	66.6%	-	-	-	1.4	7.9	4.8
2/2	Forbury Road Ahead	U	C1:B	-	1	59	-	583	2030	1015	57.4%	-	-	-	1.1	6.8	1.5
3/2+3/1	Watlington Street Ahead Left	U	C1:C C1:E	-	1	94:59	-	311	1865:1932	25+942	32.2 : 32.2%	-	-	-	2.0 (0.1+2.0)	23.2 (24.1:23.2)	6.0
3/3	Watlington Street Ahead	U	C1:C	-	1	94	-	782	1865	1476	53.0%	-	-	-	1.2	5.4	4.6
3/4	Watlington Street Right	U	C1:D	-	1	40	-	470	1755	600	78.4%	-	-	-	5.3	40.8	17.0
3/5	Watlington Street Right	U	C1:D	-	1	40	-	468	1755	600	78.0%	-	-	-	5.3	41.0	16.9
4/1+4/2	Kings Road Right Left	U	C1:F C1:G	-	1	7:9	-	194	1901:1965	117+164	68.6 : 69.6%	-	-	-	4.0 (1.7+2.3)	74.3 (74.9:73.9)	4.8
5/1	Forbury Road	U	-	-	-	-	-	73	1915	1915	3.8%	-	-	-	0.0	1.0	0.0
5/2	Forbury Road	U	-	-	-	-	-	797	1915	1915	41.6%	-	-	-	0.4	1.6	0.4
6/1	Kings Road Ahead	U	-	-	-	-	-	1100	1915	1915	57.4%	-	-	-	0.7	2.2	0.7
6/2	Kings Road Ahead	U	-	-	-	-	-	1051	1915	1915	54.9%	-	-	-	0.6	2.1	12.4
7/1	Kings Road	U	-	-	-	-	-	303	1915	1915	15.8%	-	-	-	0.1	1.1	1.2
J2: Kings Road/ Gas Works Road	-	-	-	-	-	-	-	-	-	-	58.9%	0	0	0	2.3	-	-

Basic Results Summary

1/1	Kings Road Left Ahead	U	-	-	-	-	-	1017	1890	1890	53.8%	-	-	-	0.6	2.1	0.6
1/2+1/3	Kings Road Ahead	U	-	-	-	-	-	1134	1915:1940	1174+750	58.9 : 58.9%	-	-	-	0.8 (0.5+0.3)	2.5 (2.5:2.5)	17.7
2/1	Gas Works Road Left	U	-	-	-	-	-	9	715	715	1.3%	-	-	-	0.0	2.5	0.0
4/1	Kings Road Ahead	U	-	-	-	-	-	962	1915	1915	50.2%	-	-	-	0.5	1.9	0.5
4/2	Kings Road Ahead	U	-	-	-	-	-	692	1915	1915	36.1%	-	-	-	0.3	1.5	0.3
4/3	Kings Road Ahead	U	-	-	-	-	-	442	1915	1915	23.1%	-	-	-	0.2	1.2	0.2
J3: Kings Road/ Orts Road	-	-	-	-	-	-	-	-	-	-	63.9%	282	31	0	7.5	-	-
1/1	Kings Road Left Ahead	U	C2:B	1	79	-	-	761	1915	1277	59.6%	-	-	-	1.5	7.0	9.4
1/2	Kings Road Ahead	U	C2:B	1	79	-	-	778	1915	1277	60.9%	-	-	-	1.4	6.5	9.9
1/3+1/4	Kings Road Ahead U-Turn	U+O	C2:B -	1	79	-	-	557	1915:715	399+490	61.1 : 63.9%	282	31	0	2.7 (0.7+2.0)	17.2 (9.8:23.1)	17.1
2/1	Orts Road Right Left	U	C2:C	1	7	-	-	34	1564	104	32.6%	-	-	-	0.7	78.9	1.3
3/1	Kings Road Ahead	U	C2:D	1	86	-	-	213	1925	1396	15.3%	-	-	-	0.4	6.6	2.3
4/1	Kings Road Ahead	U	C2:E	1	102	-	-	234	1925	1652	14.2%	-	-	-	0.1	1.3	0.1
6/1	Kings Road	U	-	-	-	-	-	686	1915	1915	35.8%	-	-	-	0.3	1.5	0.3
6/2	Kings Road	U	-	-	-	-	-	778	1915	1915	40.6%	-	-	-	0.3	1.6	0.3
6/3	Kings Road	U	-	-	-	-	-	257	1915	1915	13.4%	-	-	-	0.1	1.1	0.1
J4: Queens Road/ Watlington Street	-	-	-	-	-	-	-	-	-	-	73.5%	0	0	0	16.2	-	-
1/1	Queens Road Ahead	U	C3:A	1	29	-	-	276	1940	485	56.9%	-	-	-	2.8	36.1	8.5
1/2+1/3	Queens Road Right	U	C3:B	1	24	-	-	271	1824:1787	366+28	68.8 : 68.8%	-	-	-	3.9 (3.6+0.3)	52.2 (52.1:53.9)	9.2

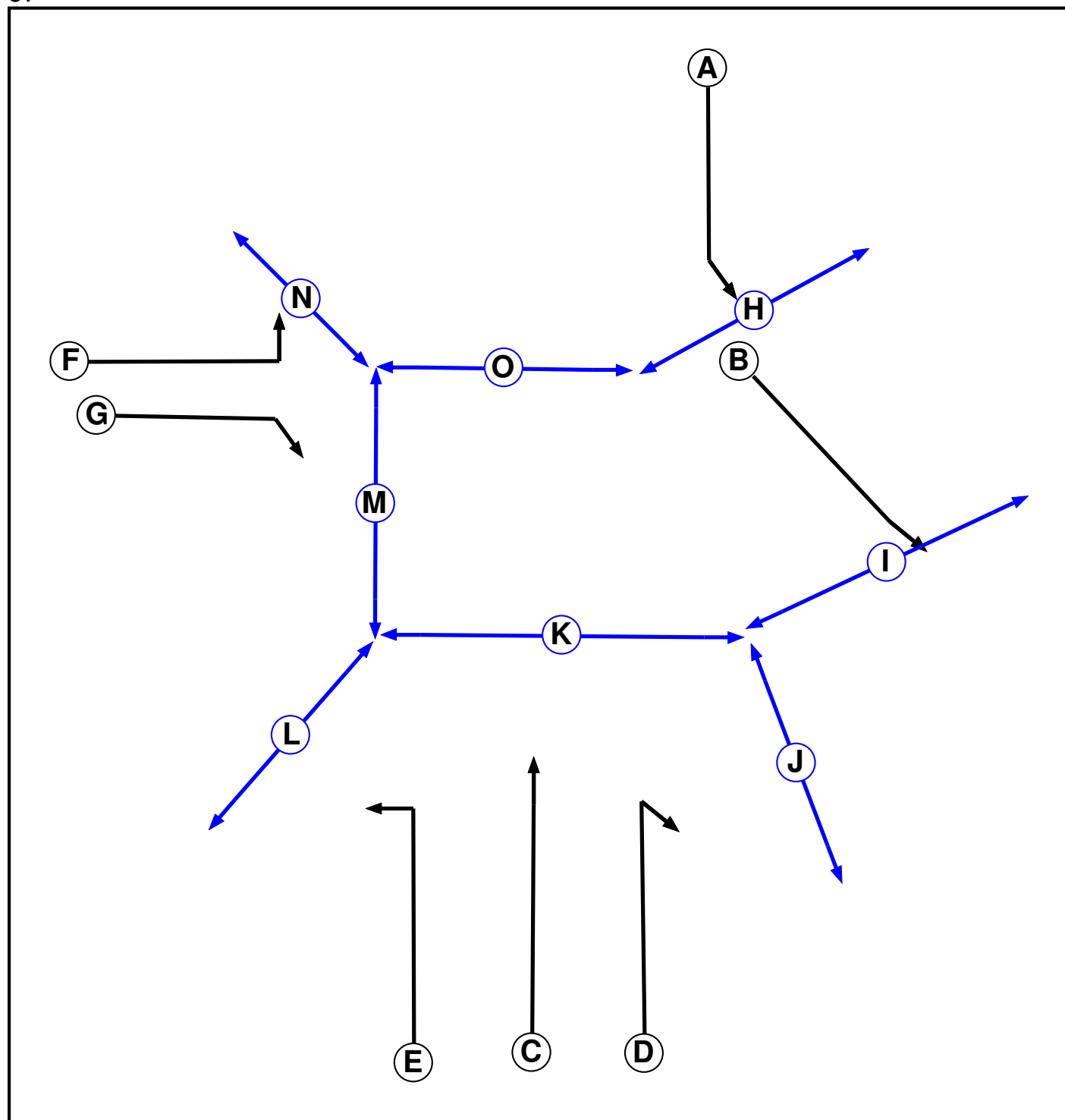
Basic Results Summary

2/1	Watlington Street Left	U	C3:C		1	75	-	180	1875	1187	15.2%	-	-	-	0.5	10.7	2.5
2/2	Watlington Street Left	U	C3:C		1	75	-	661	1975	1251	52.8%	-	-	-	2.8	15.2	12.7
2/3	Watlington Street Left	U	C3:C		1	75	-	919	1975	1251	73.5%	-	-	-	5.2	20.5	22.3
3/1	Watlington Street	U	-		-	-	-	276	1915	1915	14.4%	-	-	-	0.1	1.1	3.3
4/1	Watlington Street Ahead	U	-		-	-	-	311	1865	1865	16.7%	-	-	-	0.1	1.2	0.1
4/2	Watlington Street Ahead	U	-		-	-	-	782	1865	1865	41.9%	-	-	-	0.4	1.8	10.4
4/3	Watlington Street Ahead	U	-		-	-	-	470	1865	1865	25.2%	-	-	-	0.2	1.3	0.2
4/4	Watlington Street Ahead	U	-		-	-	-	468	1865	1865	25.1%	-	-	-	0.2	1.3	0.2
		C1	PRC for Signalled Lanes (%)			14.8			Total Delay for Signalled Lanes (pcuHr):			33.35	Cycle Time (s):			120	
		C2	PRC for Signalled Lanes (%)			40.9			Total Delay for Signalled Lanes (pcuHr):			6.78	Cycle Time (s):			120	
		C3	PRC for Signalled Lanes (%)			22.5			Total Delay for Signalled Lanes (pcuHr):			15.24	Cycle Time (s):			120	
		PRC Over All Lanes (%)			14.8			Total Delay Over All Lanes (pcuHr):			61.06						

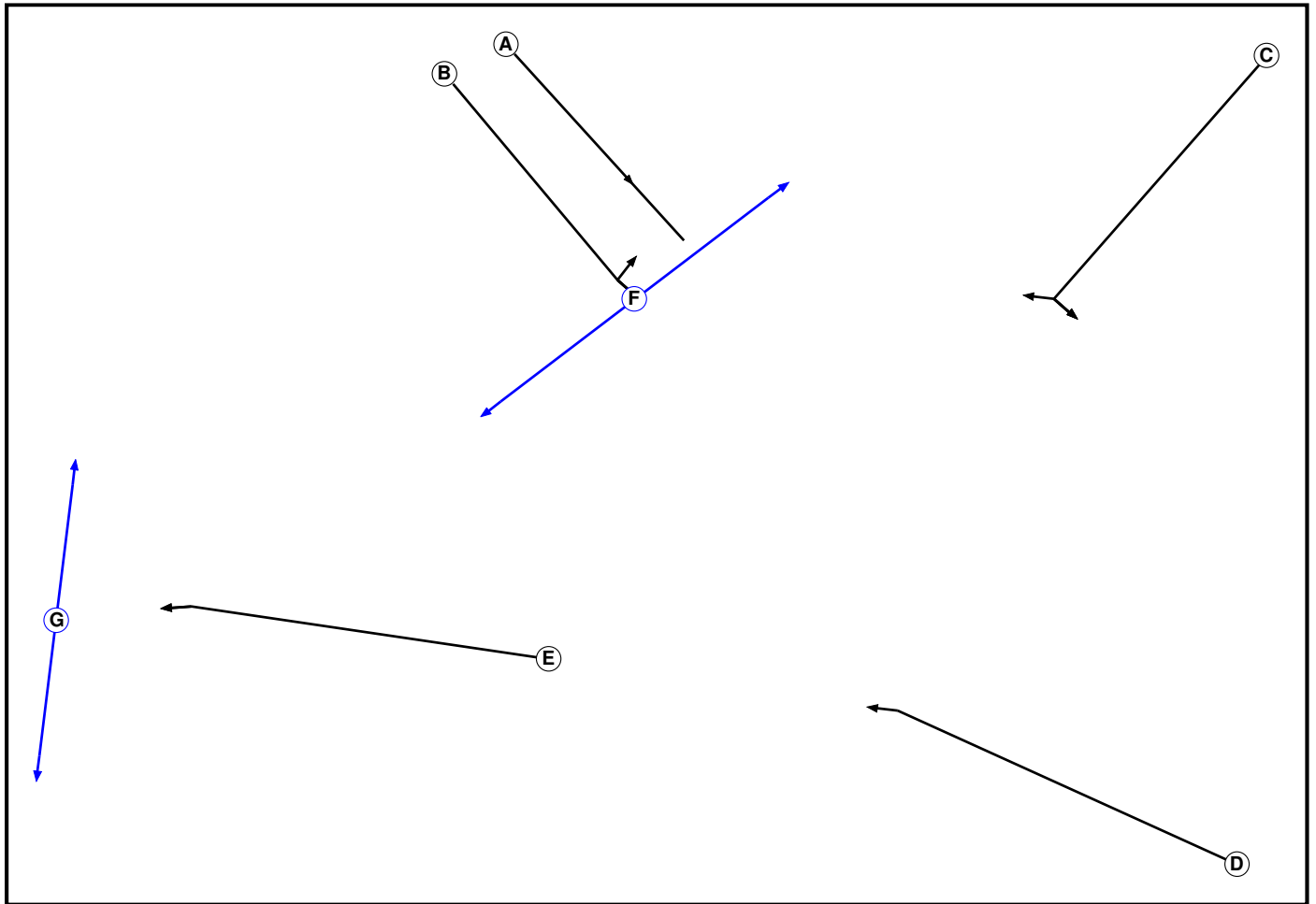
Phase Diagram

Scenario 6: '2024 + Committed + Proposed PM' (FG10: '2024 + Committed + Proposed PM', Plan 1: 'Network Control Plan 1')

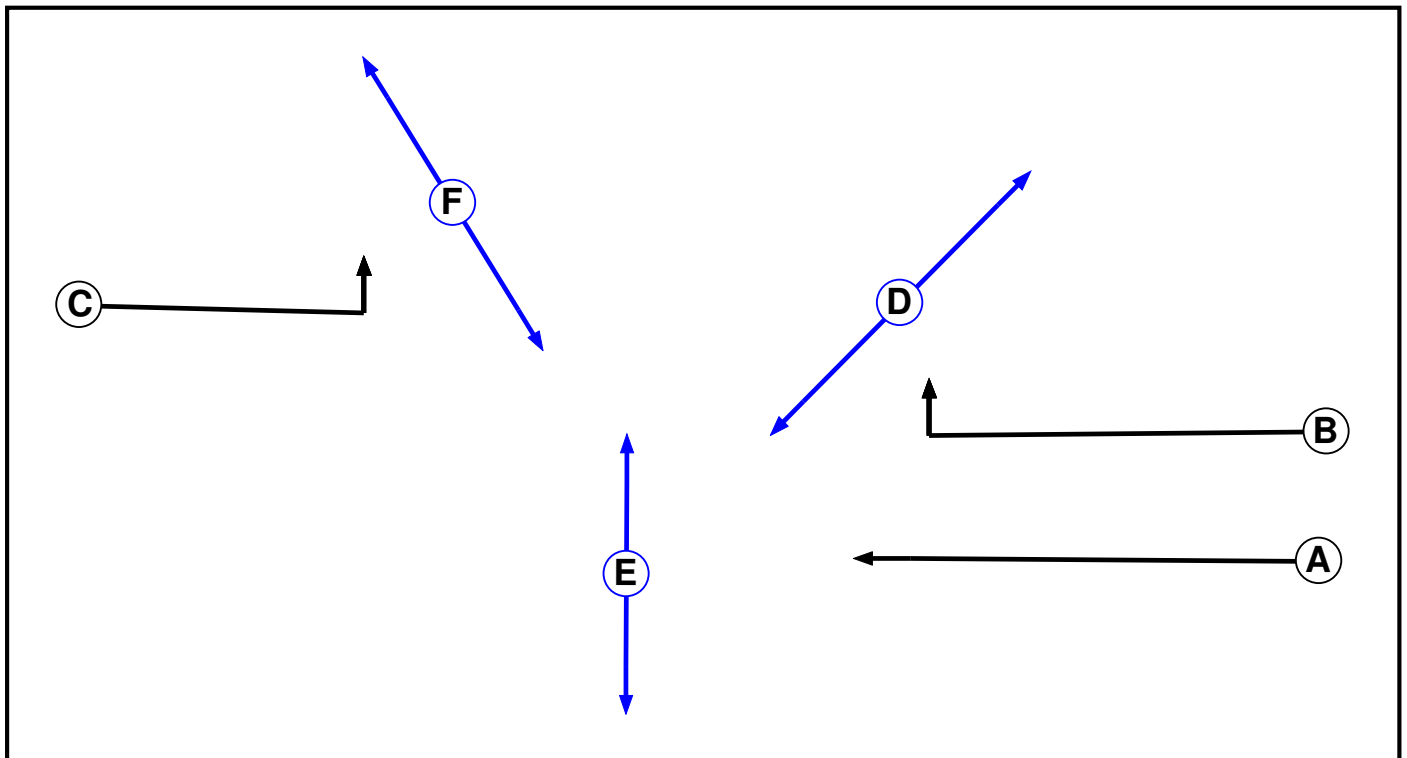
C1



C2



C3



Basic Results Summary

Traffic Flows, Actual
Actual Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	4	16	835	180	59	1094
	B	0	0	0	26	0	0	26
	C	21	0	0	11	12	2	46
	D	109	1	4	0	48	7	169
	E	582	4	13	906	0	84	1589
	F	221	1	4	36	93	0	355
	Tot.	933	10	37	1814	333	152	3279

Phase Intergreens Matrix

C1

		Starting Phase															
Terminating Phase		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
	A	-	-	-	-	-	-	5	5	-	-	-	-	-	-	-	
	B	-	-	-	5	-	-	-	-	5	-	-	-	-	-	-	
	C	-	-	-	-	-	5	5	-	-	-	5	-	-	-	7	
	D	-	5	-	-	-	-	-	-	-	5	-	-	-	-	-	
	E	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	
	F	-	-	5	-	-	-	-	-	-	-	-	-	-	5	-	
	G	5	-	5	-	-	-	-	-	-	-	-	-	5	-	-	
	H	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	
	J	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	
	K	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	
	L	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	
	M	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	
	N	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	
	O	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	

C2

		Starting Phase						
Terminating Phase		A	B	C	D	E	F	G
	A	-	-	-	-	-	5	-
	B	-	-	6	-	-	5	-
	C	-	5	-	5	-	-	9
	D	-	-	5	-	-	-	9
	E	-	-	-	-	-	-	5
	F	12	12	-	-	-	-	-
	G	-	-	6	6	6	-	-

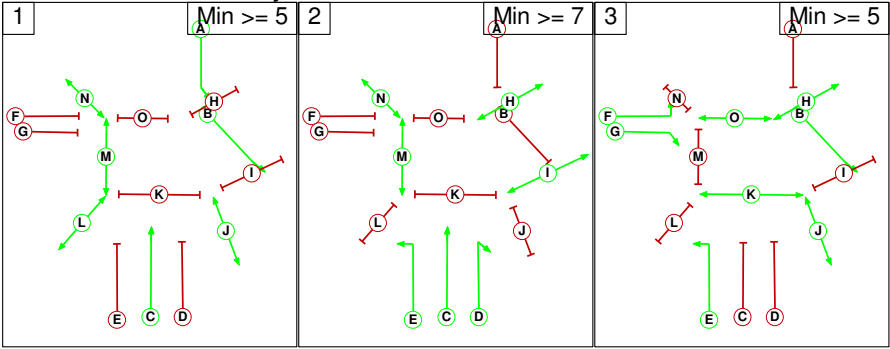
C3

		Starting Phase					
Terminating Phase		A	B	C	D	E	F
	A	-	-	-	-	6	-
	B	-	-	5	5	-	-
	C	-	5	-	-	-	6
	D	-	10	-	-	-	-
	E	5	-	-	-	-	-
	F	-	-	11	-	-	-

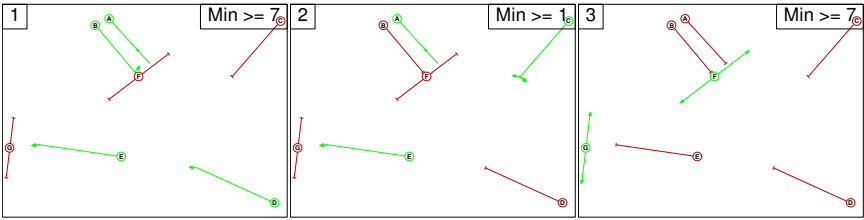
Stage Diagram

C1

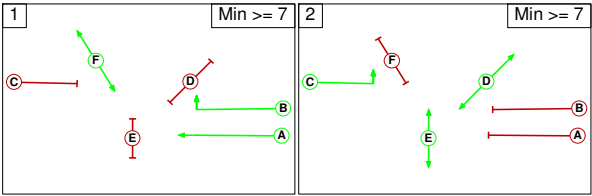
Basic Results Summary



C2

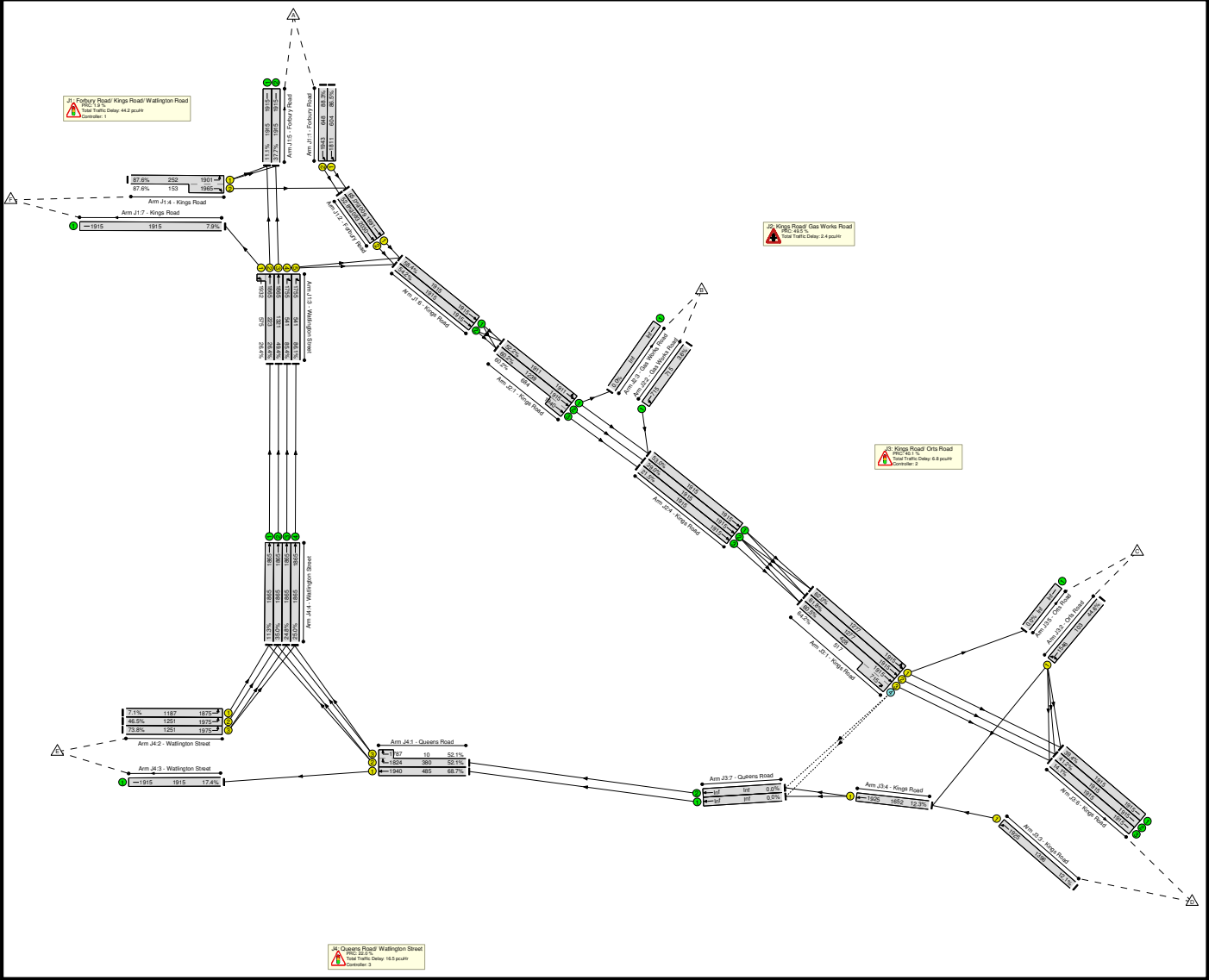


C3



Basic Results Summary

Network Layout Diagram



Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	88.3%	246	86	0	69.8	-	-
J1: Forbury Road/ Kings Road/ Watlington Road	-	-	-		-	-	-	-	-	-	88.3%	0	0	0	44.2	-	-
1/1	Forbury Road Ahead	U	C1:A		1	39	-	522	1811	604	86.5%	-	-	-	8.4	58.0	19.2
1/2	Forbury Road Ahead	U	C1:A		1	39	-	572	1943	648	88.3%	-	-	-	9.5	59.6	21.4
2/1	Forbury Road Ahead	U	C1:B		1	63	-	656	1891	1009	65.0%	-	-	-	1.3	7.3	4.8
2/2	Forbury Road Ahead	U	C1:B		1	63	-	572	2030	1083	52.8%	-	-	-	1.0	6.3	1.6
3/2+3/1	Watlington Street Ahead Left	U	C1:C C1:E		1	84:65	-	211	1865:1932	223+575	26.4 : 26.4%	-	-	-	1.5 (0.4+1.2)	26.4 (23.3:27.6)	3.5
3/3	Watlington Street Ahead	U	C1:C		1	84	-	653	1865	1321	49.4%	-	-	-	1.0	5.4	3.2
3/4	Watlington Street Right	U	C1:D		1	36	-	462	1755	541	85.4%	-	-	-	5.8	45.5	17.1
3/5	Watlington Street Right	U	C1:D		1	36	-	466	1755	541	86.1%	-	-	-	6.0	46.7	17.5
4/1+4/2	Kings Road Right Left	U	C1:F C1:G		1	17:19	-	355	1901:1965	252+153	87.6 : 87.6%	-	-	-	7.8 (5.0+2.9)	79.6 (81.0:77.3)	10.9
5/1	Forbury Road	U	-		-	-	-	212	1915	1915	11.1%	-	-	-	0.1	1.1	0.1
5/2	Forbury Road	U	-		-	-	-	721	1915	1915	37.7%	-	-	-	0.3	1.5	0.3
6/1	Kings Road Ahead	U	-		-	-	-	1118	1915	1915	58.4%	-	-	-	0.7	2.3	0.7
6/2	Kings Road Ahead	U	-		-	-	-	1038	1915	1915	54.2%	-	-	-	0.6	2.1	13.4
7/1	Kings Road	U	-		-	-	-	152	1915	1915	7.9%	-	-	-	0.0	1.0	0.0
J2: Kings Road/ Gas Works Road	-	-	-		-	-	-	-	-	-	60.2%	0	0	0	2.4	-	-

Basic Results Summary

1/1	Kings Road Left Ahead	U	-	-	-	-	-	998	1911	1911	52.2%	-	-	-	0.5	2.0	0.5
1/2+1/3	Kings Road Ahead	U	-	-	-	-	-	1158	1915:1940	1239+684	60.2 : 60.2%	-	-	-	0.8 (0.5+0.3)	2.4 (2.4:2.4)	17.7
2/1	Gas Works Road Left	U	-	-	-	-	-	26	715	715	3.6%	-	-	-	0.0	2.6	0.0
4/1	Kings Road Ahead	U	-	-	-	-	-	1014	1915	1915	53.0%	-	-	-	0.6	2.0	0.6
4/2	Kings Road Ahead	U	-	-	-	-	-	746	1915	1915	39.0%	-	-	-	0.3	1.5	0.3
4/3	Kings Road Ahead	U	-	-	-	-	-	412	1915	1915	21.5%	-	-	-	0.1	1.2	0.1
J3: Kings Road/ Orts Road	-	-	-	-	-	-	-	-	-	-	64.2%	246	86	0	6.8	-	-
1/1	Kings Road Left Ahead	U	C2:B	1	79	-	-	792	1915	1277	62.0%	-	-	-	1.3	5.9	4.7
1/2	Kings Road Ahead	U	C2:B	1	79	-	-	789	1915	1277	61.8%	-	-	-	1.3	5.7	4.2
1/3+1/4	Kings Road Ahead U- Turn	U+O	C2:B -	1	79	-	-	591	1915:715	428+517	60.5 : 64.2%	246	86	0	2.0 (0.6+1.4)	12.2 (7.9:15.5)	16.0
2/1	Orts Road Right Left	U	C2:C	1	7	-	-	46	1546	103	44.6%	-	-	-	1.1	85.0	1.9
3/1	Kings Road Ahead	U	C2:D	1	86	-	-	169	1925	1396	12.1%	-	-	-	0.3	6.4	1.8
4/1	Kings Road Ahead	U	C2:E	1	102	-	-	204	1925	1652	12.3%	-	-	-	0.1	1.4	0.1
6/1	Kings Road	U	-	-	-	-	-	755	1915	1915	39.4%	-	-	-	0.3	1.6	0.3
6/2	Kings Road	U	-	-	-	-	-	789	1915	1915	41.2%	-	-	-	0.4	1.6	0.4
6/3	Kings Road	U	-	-	-	-	-	270	1915	1915	14.1%	-	-	-	0.1	1.1	0.1
J4: Queens Road/ Watlington Street	-	-	-	-	-	-	-	-	-	-	73.8%	0	0	0	16.5	-	-
1/1	Queens Road Ahead	U	C3:A	1	29	-	-	333	1940	485	68.7%	-	-	-	5.1	54.7	12.0
1/2+1/3	Queens Road Right	U	C3:B	1	24	-	-	203	1824:1787	380+10	52.1 : 52.1%	-	-	-	2.8 (2.8+0.1)	50.1 (50.2:45.8)	6.8



Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

T: 01635 867711
F: 01635 861715
E: mail@stuartmichael.co.uk
W: www.stuartmichael.co.uk