

**Thames Quarter
(335 Unit Scheme),
Reading**

**Prepared for
Lochailort Reading Limited**

by

**Stuart Michael Associates
Limited**

November 2018



Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

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

SMA Ref: 5277/TA

Issue Status: ISSUE 02

DOCUMENT CONTROL			
Project	Thames Quarter (338 Unit Scheme), Reading		
Job No.	5277		
Document Title	Transport Assessment		
File Location	N:\Admin Project\5200 to 5299\5277 - Thames Quarter (Swan Heights 2)\Reports\Transport\338 Unit Scheme TA\338 Units Thames Quarter TA 01.docx		
Prepared by	C O'Reilly	Date	Nov 18
Reviewed by	S Andrews	Date	Nov 18
Approved by	S Andrews	Date	Nov 18
Document Issue	Description / Changes	Revised by	Date
02	Final	SGA	Nov '18



COPYRIGHT

The copyright for this document rests with Stuart Michael Associates Limited. Copyright for documents and other published sources of information prepared by others and used in the document may rest with others.

The contents, in whole or in part, of this document are restricted for use by the client and Stuart Michael Associates Limited in connection with the project in accordance with the terms of engagement. Stuart Michael Associates Limited accepts no liability or responsibility for use of this document for purposes other than those originally intended. Third parties relying on the contents of the document do so at their own risk.

No part of the contents of this document may be copied from any digital viewing system maintained to provide access for public scrutiny or any other source without written permission from the Company Secretary of Stuart Michael Associates Limited.

© Stuart Michael Associates Limited 2018

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

Registered Office: Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF.

Telephone: 01635 867711 Facsimile: 01635 861715.



CONTENTS

SECTIONS

		PAGE
1.0	INTRODUCTION	2
2.0	THE EXISTING SITUATION	4
3.0	DEVELOPMENT PROPOSALS	5
4.0	SUMMARY AND CONCLUDING COMMENTS	7

FIGURES

Figure 1.1	Site Location Plan
Figure 3.1	Residential Development Traffic Distribution
Figure 3.2	Proposed Development Traffic Assignment

APPENDICES

Appendix 1	Consented Development Transport Assessment
Appendix 2	Proposed Masterplan



1.0 INTRODUCTION

Instructions and Development Brief

- 1.1 Stuart Michael Associates (SMA) has been appointed by Lochailort Reading Limited (the 'Applicant') to prepare a Transport Assessment (TA) in support of a Planning Application for redevelopment of the former Cooper BMW Garage site, Napier Road, Reading (the 'site').

Consented Development

- 1.2 In November 2017, Reading Borough Council (RBC) granted planning consent (PA Ref: 162166) for a similar development consisting of 315 apartments on the site. The proposed development is to increase the development size of the 13th floor to provide for an uplift in units from 315 to 335, an addition of 20 units (cycle parking is also increased to 335 spaces).
- 1.3 Other than the increase in unit numbers the proposed development is identical to the previous consented scheme. Therefore, this TA considers the highway impact of the additional 20 units, building on the previous TA submitted and approved by RBC for the consented 315 unit scheme. **Appendix 1** contains a copy of the previous TA.

Site Description

- 1.4 The site has been used as a temporary car park with parking spaces for some 133 vehicles. This is now been cleared to accommodate the consented 315 unit residential scheme.
- 1.5 The site is situated on land immediately south of Kings Meadow Road, adjacent to the junction with the A329. The site is bound by Napier Road / Kings Meadow road to the north, the A329 to the west and the site access road to the east, the London mainline railway lies on the southern site boundary. Vehicular access to the site is to be retained via the existing access road from Napier Road. **Figure 1.1** illustrates the site location.

Scope of the Report

- 1.6 This TA has been prepared in accordance with both local and national policy, as detailed in Section 2 of the consented scheme TA (see **Appendix 1**). The remainder of this report will be structured as follows:



- Section 2:** Reviews the site accessibility as described in Section 3 'Existing Situation' of the consented scheme TA and updates where necessary any changes to the information provided;
- Section 3:** Provides an assessment of the highway impact of the proposed development;
- Section 4:** Provides the summary and concluding comments to the report.



2.0 THE EXISTING SITUATION

- 2.1 The TA for the consented residential scheme for the site provided a detailed assessment of the existing pedestrian & cycle infrastructure, local transport infrastructure and local facilities. The site is ideally located in sustainable transport terms, conveniently accessible by all travel modes.
- 2.2 The details presented in the consented scheme TA have remained largely unchanged. Some additional information is provided below regards rail and bus services.
- 2.3 Table 3.1 of the consented scheme TA detailed the various bus routes in the vicinity of the proposed development. At the beginning of this year, Reading Buses announced amendments to routes 22, 27 and 29 including frequency changes, minor timetable changes and route adjustments. Routes 27 and 29 for example, will be circular, with route 27 running anti-clockwise and route 29 clockwise.
- 2.4 The proposed East Reading Mass Rapid Transit (MRT) will help to provide high frequency services (up to 3 minutes at peak times) linking to a range of destinations.
- 2.5 As detailed in the consented TA, the site is located within 400m east of Reading Rail station. The northern entrance is 300m from the site and is accessible on foot via pedestrian crossings and convenient footway/path links.
- 2.6 Great Western Railway have recently introduced new electric trains on routes serving Reading and further west to Bristol and Cardiff. The new trains (along with the roll-out of new intercity trains) provide increased capacity and better on-board facilities. The Elizabeth Line (formally Crossrail) is on course to serve Reading by 2019.
- 2.7 Pedestrian and cycle infrastructure has remained largely unchanged to what was described in the consented TA. The area has a good level of infrastructure which allows for safe and convenient access to the local area.

Summary

- 2.8 The consented scheme TA, detailed the highly accessible nature of the site by all modes of sustainable travel. The locality has good pedestrian/ cycle, rail and bus links. This facilitates the safe and convenient movement between the site and the surrounding area.



3.0 DEVELOPMENT PROPOSALS

3.1 The development proposal consists of a part 13 storey, part 23 storey building comprising 335 apartments with associated residential facilities; ancillary back-of-house facilities; 335 secure cycle parking spaces; 49 car parking spaces; landscaping; and associated works. **Appendix 2** contains the masterplan drawing.

3.2 The proposed development is similar to the consented scheme for 315 apartments. The principal changes are in regard to the increased number of units on the 13th floor (20 additional units) and the increase in cycle parking spaces to 335. Otherwise the access arrangements (both pedestrian and vehicle), car parking (provision and layout), building service arrangements (refuse collection etc.) and building design remain unchanged from the scheme detailed in Section 5 of the consented TA.

3.3 As noted the proposed development is to provide 335 secure cycle parking spaces. The proposed provision of cycle parking exceeds that required by RBC (0.5 cycle spaces).

Potential Trip Generation

3.4 The proposed development will result in 20 additional units compared to the consented 315 unit scheme. To assess the impact of the additional units, the TRICS trip generation used for the consented scheme has been updated to account for the additional units.

3.5 **Table 3.1** summaries the vehicle trip rates per unit and provides the potential

number of trips for the proposed development of 335 units.

Table 3.1: Potential Trips

	ARRIVALS	DEPARTURES	TOTALS	ARRIVALS	DEPARTURES	TOTALS
Time Range	Trip Rate	Trip Rate	Trip Rate	# of Trips	# of Trips	# of Trips
0800-0900	0.045	0.107	0.152	15	36	51
1700-1800	0.069	0.047	0.116	23	16	39

3.6 Table 3.1 shows the proposed development of 335 units will result in 51 two way trips in the AM peak (08:00-09:00) and 39 two way trips in the PM peak (17:00-18:00).



Comparison to 315 Unit Consented Scheme

- 3.7 **Table 3.2** compares the potential trips from the proposed development with the consented development for 315 units.

Table 3.2: Comparison of Schemes

	Consented Development (315 units)		
Time Range	ARRIVALS (Difference)	DEPARTURES (Difference)	TOTALS (Difference)
0800-0900	14	34	47
1700-1800	22	15	37
	Proposed Development (338 units)		
Time Range	ARRIVALS	DEPARTURES	TOTALS
0800-0900	15 (+1)	36 (+ 2)	51 (+ 3*)
1700-1800	23 (+ 1)	16 (+ 1)	39 (+ 2)

*Note- figures have been rounded

- 3.8 The proposed additional 23 units will result in 3 additional two way trips in the AM Peak and 2 additional two way trips in the PM peak. This is a negligible increase in trips and would have no material impact the local highway network.
- 3.9 Taking the assignment and distribution presented in the consented TA, the updated trip generation was re-assessed. In the AM peak, the additional traffic is split between the A329 – Forbury Road and the A329 – Vastern Road. In the PM peak the additional traffic is assigned to the A329-Vastern Road.
- 3.10 **Figure 3.1** illustrates the distribution of traffic on the local highway network (Figure 5.2-consented TA). **Figure 3.2** (Figure 5.3-consented TA) illustrates the proposed development traffic on the local network.
- 3.11 Considering the negligible increase in trips as a result of the additional 23 units the junction assessments presented in the consented TA are considered still valid. Therefore the junction modelling has not been re-run for the proposed development.
- 3.12 Section 7 of the consented TA detailed mitigation measures including transport contributions towards the funding of a new pedestrian / cycle crossing on Kings Meadow Road and a Residential Travel Plan. The Travel Plan includes potential measures such as Travel Information Packs, subsidised sustainable travel vouchers, promotion of car sharing etc. These measures are considered robust enough to accommodate for the additional 20 units proposed and therefore no new measures are proposed.



4.0 SUMMARY AND CONCLUDING COMMENTS

- 4.1 The Applicant is seeking planning permission for the erection of a part 13 storey, part 23 storey building comprising 335 apartments including residential facilities, landscaping and associated works. The proposed development is to provide 49 car parking spaces and 335 cycle parking spaces on the former Cooper BMW site.
- 4.2 Planning consent for a similar 315 unit scheme was granted in November 2017. The proposed development is near identical to the consented scheme except for an increase of units on the 13th floor and the increase of cycle parking spaces to 335. All other aspects of the proposed development, such as access arrangements, parking layout etc. remain unchanged.
- 4.3 As detailed in this report and the consented TA, the site location has been demonstrated to be sustainable in terms of accessibility by sustainable travel modes. It has been demonstrated that many of the local facilities and key trip ends are within a reasonable walking and/or cycling distance. Furthermore, frequent local public transport services are accessible from Kings Meadow Road and Reading Rail Station Interchange.
- 4.4 The proposed development of 335 units could generate some 51 trips in the AM peak and 39 trips in the PM peak. When compared to the consented scheme, this is an increase of 3 trips in the AM peak and 2 trips in the PM peak. This is a negligible increase and will not have a material impact on the local highway network.
- 4.5 Potential mitigation measures suggested for the consented scheme are considered robust enough to address the negligible impact from the increase in unit numbers (315 to 335 units) of the proposed development.
- 4.6 In the context of accessibility this Transport Assessment has demonstrated that the proposed development site is located in a highly accessible and sustainable location, conveniently accessible by non-car modes. It is not anticipated that the development would cause a detrimental impact to the operation or safety of the local highway network. Therefore based on the criteria set out in NPPF the development will not have a residual cumulative impact which is severe and so there is no transport basis for refusal.



FIGURES



APPENDIX 1



APPENDIX 2

**Thames Quarter
(335 Unit Scheme),
Reading**

**Prepared for
Lochailort Reading Limited**

by

**Stuart Michael Associates
Limited**

November 2018



Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

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

SMA Ref: 5277/TA

Issue Status: ISSUE 02

DOCUMENT CONTROL			
Project	Thames Quarter (338 Unit Scheme), Reading		
Job No.	5277		
Document Title	Transport Assessment		
File Location	N:\Admin Project\5200 to 5299\5277 - Thames Quarter (Swan Heights 2)\Reports\Transport\338 Unit Scheme TA\338 Units Thames Quarter TA 01.docx		
Prepared by	C O'Reilly	Date	Nov 18
Reviewed by	S Andrews	Date	Nov 18
Approved by	S Andrews	Date	Nov 18
Document Issue	Description / Changes	Revised by	Date
02	Final	SGA	Nov '18



COPYRIGHT

The copyright for this document rests with Stuart Michael Associates Limited. Copyright for documents and other published sources of information prepared by others and used in the document may rest with others.

The contents, in whole or in part, of this document are restricted for use by the client and Stuart Michael Associates Limited in connection with the project in accordance with the terms of engagement. Stuart Michael Associates Limited accepts no liability or responsibility for use of this document for purposes other than those originally intended. Third parties relying on the contents of the document do so at their own risk.

No part of the contents of this document may be copied from any digital viewing system maintained to provide access for public scrutiny or any other source without written permission from the Company Secretary of Stuart Michael Associates Limited.

© Stuart Michael Associates Limited 2018

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

Registered Office: Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF.

Telephone: 01635 867711 Facsimile: 01635 861715.



CONTENTS

SECTIONS

	PAGE
1.0 INTRODUCTION	2
2.0 THE EXISTING SITUATION	4
3.0 DEVELOPMENT PROPOSALS	5
4.0 SUMMARY AND CONCLUDING COMMENTS	7

FIGURES

Figure 1.1	Site Location Plan
Figure 3.1	Residential Development Traffic Distribution
Figure 3.2	Proposed Development Traffic Assignment

APPENDICES

Appendix 1	Consented Development Transport Assessment
Appendix 2	Proposed Masterplan



1.0 INTRODUCTION

Instructions and Development Brief

- 1.1 Stuart Michael Associates (SMA) has been appointed by Lochailort Reading Limited (the 'Applicant') to prepare a Transport Assessment (TA) in support of a Planning Application for redevelopment of the former Cooper BMW Garage site, Napier Road, Reading (the 'site').

Consented Development

- 1.2 In November 2017, Reading Borough Council (RBC) granted planning consent (PA Ref: 162166) for a similar development consisting of 315 apartments on the site. The proposed development is to increase the development size of the 13th floor to provide for an uplift in units from 315 to 335, an addition of 20 units (cycle parking is also increased to 335 spaces).
- 1.3 Other than the increase in unit numbers the proposed development is identical to the previous consented scheme. Therefore, this TA considers the highway impact of the additional 20 units, building on the previous TA submitted and approved by RBC for the consented 315 unit scheme. **Appendix 1** contains a copy of the previous TA.

Site Description

- 1.4 The site has been used as a temporary car park with parking spaces for some 133 vehicles. This is now been cleared to accommodate the consented 315 unit residential scheme.
- 1.5 The site is situated on land immediately south of Kings Meadow Road, adjacent to the junction with the A329. The site is bound by Napier Road / Kings Meadow road to the north, the A329 to the west and the site access road to the east, the London mainline railway lies on the southern site boundary. Vehicular access to the site is to be retained via the existing access road from Napier Road. **Figure 1.1** illustrates the site location.

Scope of the Report

- 1.6 This TA has been prepared in accordance with both local and national policy, as detailed in Section 2 of the consented scheme TA (see **Appendix 1**). The remainder of this report will be structured as follows:



- Section 2:** Reviews the site accessibility as described in Section 3 'Existing Situation' of the consented scheme TA and updates where necessary any changes to the information provided;
- Section 3:** Provides an assessment of the highway impact of the proposed development;
- Section 4:** Provides the summary and concluding comments to the report.



2.0 THE EXISTING SITUATION

- 2.1 The TA for the consented residential scheme for the site provided a detailed assessment of the existing pedestrian & cycle infrastructure, local transport infrastructure and local facilities. The site is ideally located in sustainable transport terms, conveniently accessible by all travel modes.
- 2.2 The details presented in the consented scheme TA have remained largely unchanged. Some additional information is provided below regards rail and bus services.
- 2.3 Table 3.1 of the consented scheme TA detailed the various bus routes in the vicinity of the proposed development. At the beginning of this year, Reading Buses announced amendments to routes 22, 27 and 29 including frequency changes, minor timetable changes and route adjustments. Routes 27 and 29 for example, will be circular, with route 27 running anti-clockwise and route 29 clockwise.
- 2.4 The proposed East Reading Mass Rapid Transit (MRT) will help to provide high frequency services (up to 3 minutes at peak times) linking to a range of destinations.
- 2.5 As detailed in the consented TA, the site is located within 400m east of Reading Rail station. The northern entrance is 300m from the site and is accessible on foot via pedestrian crossings and convenient footway/path links.
- 2.6 Great Western Railway have recently introduced new electric trains on routes serving Reading and further west to Bristol and Cardiff. The new trains (along with the roll-out of new intercity trains) provide increased capacity and better on-board facilities. The Elizabeth Line (formally Crossrail) is on course to serve Reading by 2019.
- 2.7 Pedestrian and cycle infrastructure has remained largely unchanged to what was described in the consented TA. The area has a good level of infrastructure which allows for safe and convenient access to the local area.

Summary

- 2.8 The consented scheme TA, detailed the highly accessible nature of the site by all modes of sustainable travel. The locality has good pedestrian/ cycle, rail and bus links. This facilitates the safe and convenient movement between the site and the surrounding area.



3.0 DEVELOPMENT PROPOSALS

3.1 The development proposal consists of a part 13 storey, part 23 storey building comprising 335 apartments with associated residential facilities; ancillary back-of-house facilities; 335 secure cycle parking spaces; 49 car parking spaces; landscaping; and associated works. **Appendix 2** contains the masterplan drawing.

3.2 The proposed development is similar to the consented scheme for 315 apartments. The principal changes are in regard to the increased number of units on the 13th floor (20 additional units) and the increase in cycle parking spaces to 335. Otherwise the access arrangements (both pedestrian and vehicle), car parking (provision and layout), building service arrangements (refuse collection etc.) and building design remain unchanged from the scheme detailed in Section 5 of the consented TA.

3.3 As noted the proposed development is to provide 335 secure cycle parking spaces. The proposed provision of cycle parking exceeds that required by RBC (0.5 cycle spaces).

Potential Trip Generation

3.4 The proposed development will result in 20 additional units compared to the consented 315 unit scheme. To assess the impact of the additional units, the TRICS trip generation used for the consented scheme has been updated to account for the additional units.

3.5 **Table 3.1** summaries the vehicle trip rates per unit and provides the potential

number of trips for the proposed development of 335 units.

Table 3.1: Potential Trips

	ARRIVALS	DEPARTURES	TOTALS	ARRIVALS	DEPARTURES	TOTALS
Time Range	Trip Rate	Trip Rate	Trip Rate	# of Trips	# of Trips	# of Trips
0800-0900	0.045	0.107	0.152	15	36	51
1700-1800	0.069	0.047	0.116	23	16	39

3.6 Table 3.1 shows the proposed development of 335 units will result in 51 two way trips in the AM peak (08:00-09:00) and 39 two way trips in the PM peak (17:00-18:00).



Comparison to 315 Unit Consented Scheme

- 3.7 **Table 3.2** compares the potential trips from the proposed development with the consented development for 315 units.

Table 3.2: Comparison of Schemes

	Consented Development (315 units)		
Time Range	ARRIVALS (Difference)	DEPARTURES (Difference)	TOTALS (Difference)
0800-0900	14	34	47
1700-1800	22	15	37
	Proposed Development (338 units)		
Time Range	ARRIVALS	DEPARTURES	TOTALS
0800-0900	15 (+1)	36 (+ 2)	51 (+ 3*)
1700-1800	23 (+ 1)	16 (+ 1)	39 (+ 2)

*Note- figures have been rounded

- 3.8 The proposed additional 23 units will result in 3 additional two way trips in the AM Peak and 2 additional two way trips in the PM peak. This is a negligible increase in trips and would have no material impact the local highway network.
- 3.9 Taking the assignment and distribution presented in the consented TA, the updated trip generation was re-assessed. In the AM peak, the additional traffic is split between the A329 – Forbury Road and the A329 – Vastern Road. In the PM peak the additional traffic is assigned to the A329-Vastern Road.
- 3.10 **Figure 3.1** illustrates the distribution of traffic on the local highway network (Figure 5.2-consented TA). **Figure 3.2** (Figure 5.3-consented TA) illustrates the proposed development traffic on the local network.
- 3.11 Considering the negligible increase in trips as a result of the additional 23 units the junction assessments presented in the consented TA are considered still valid. Therefore the junction modelling has not been re-run for the proposed development.
- 3.12 Section 7 of the consented TA detailed mitigation measures including transport contributions towards the funding of a new pedestrian / cycle crossing on Kings Meadow Road and a Residential Travel Plan. The Travel Plan includes potential measures such as Travel Information Packs, subsidised sustainable travel vouchers, promotion of car sharing etc. These measures are considered robust enough to accommodate for the additional 20 units proposed and therefore no new measures are proposed.



4.0 SUMMARY AND CONCLUDING COMMENTS

- 4.1 The Applicant is seeking planning permission for the erection of a part 13 storey, part 23 storey building comprising 335 apartments including residential facilities, landscaping and associated works. The proposed development is to provide 49 car parking spaces and 335 cycle parking spaces on the former Cooper BMW site.
- 4.2 Planning consent for a similar 315 unit scheme was granted in November 2017. The proposed development is near identical to the consented scheme except for an increase of units on the 13th floor and the increase of cycle parking spaces to 335. All other aspects of the proposed development, such as access arrangements, parking layout etc. remain unchanged.
- 4.3 As detailed in this report and the consented TA, the site location has been demonstrated to be sustainable in terms of accessibility by sustainable travel modes. It has been demonstrated that many of the local facilities and key trip ends are within a reasonable walking and/or cycling distance. Furthermore, frequent local public transport services are accessible from Kings Meadow Road and Reading Rail Station Interchange.
- 4.4 The proposed development of 335 units could generate some 51 trips in the AM peak and 39 trips in the PM peak. When compared to the consented scheme, this is an increase of 3 trips in the AM peak and 2 trips in the PM peak. This is a negligible increase and will not have a material impact on the local highway network.
- 4.5 Potential mitigation measures suggested for the consented scheme are considered robust enough to address the negligible impact from the increase in unit numbers (315 to 335 units) of the proposed development.
- 4.6 In the context of accessibility this Transport Assessment has demonstrated that the proposed development site is located in a highly accessible and sustainable location, conveniently accessible by non-car modes. It is not anticipated that the development would cause a detrimental impact to the operation or safety of the local highway network. Therefore based on the criteria set out in NPPF the development will not have a residual cumulative impact which is severe and so there is no transport basis for refusal.



FIGURES

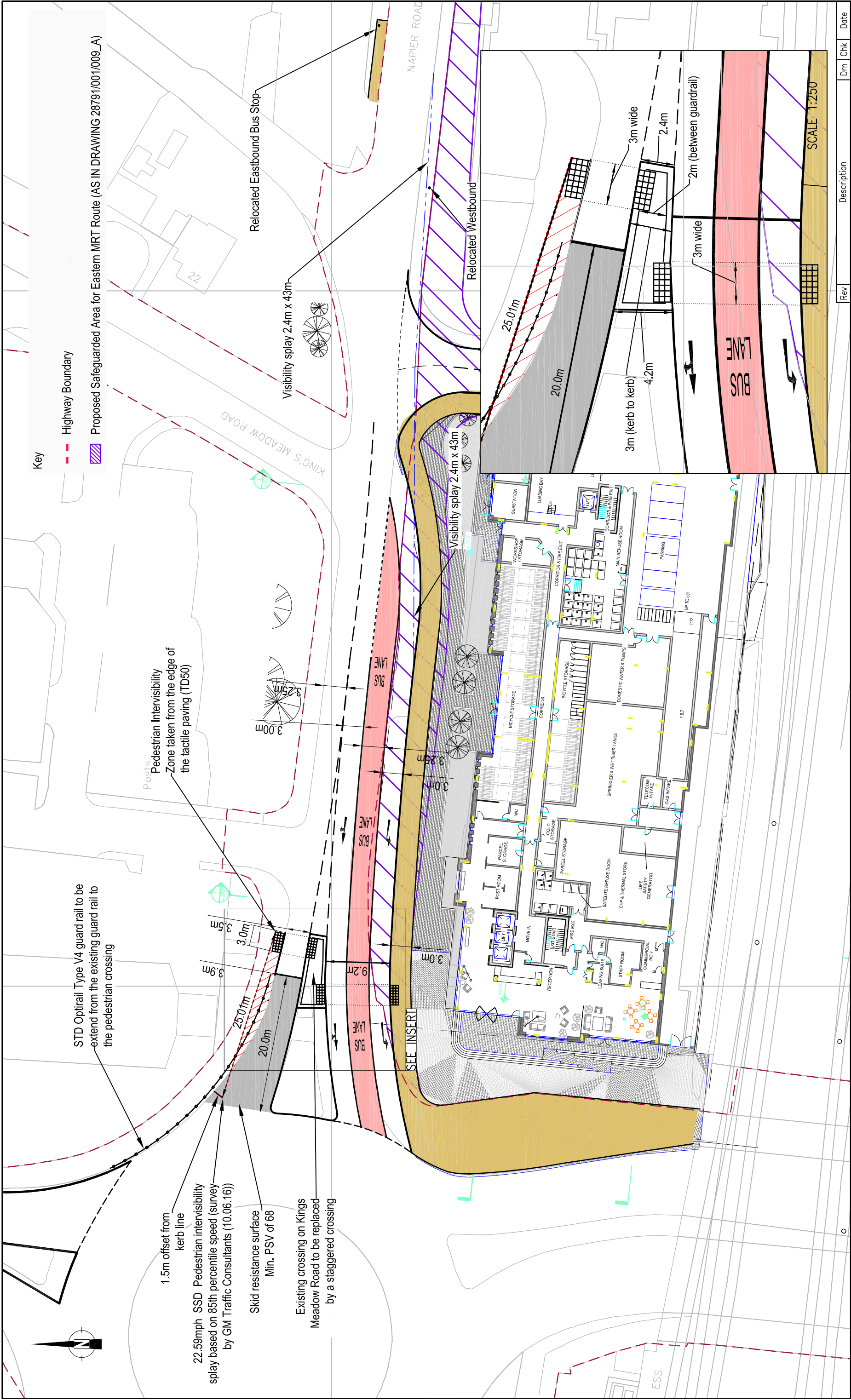


APPENDIX 1



APPENDIX 2





Key

- Highway Boundary
- Proposed Safeguarded Area for Eastern MRT Route (AS IN DRAWING 28791/001/009_A)

STD Optirail Type V4 guard rail to be extend from the existing guard rail to the pedestrian crossing

1.5m offset from kerb line

22.59mph SSD Pedestrian intervisibility splay based on 85th percentile speed (survey by GM Traffic Consultants (10.06.16))

Skid resistance surface Min. PSV of 68

Existing crossing on Kings Meadow Road to be replaced by a staggered crossing

Posts

Pedestrian Intervisibility Zone taken from the edge of the tactile paving (TD50)

3.00m

3.25m

Visibility splay 2.4m x 43m

SEE INSERT

20.0m

Visibility splay 2.4m x 43m

3.0m

3.25m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

3.0m

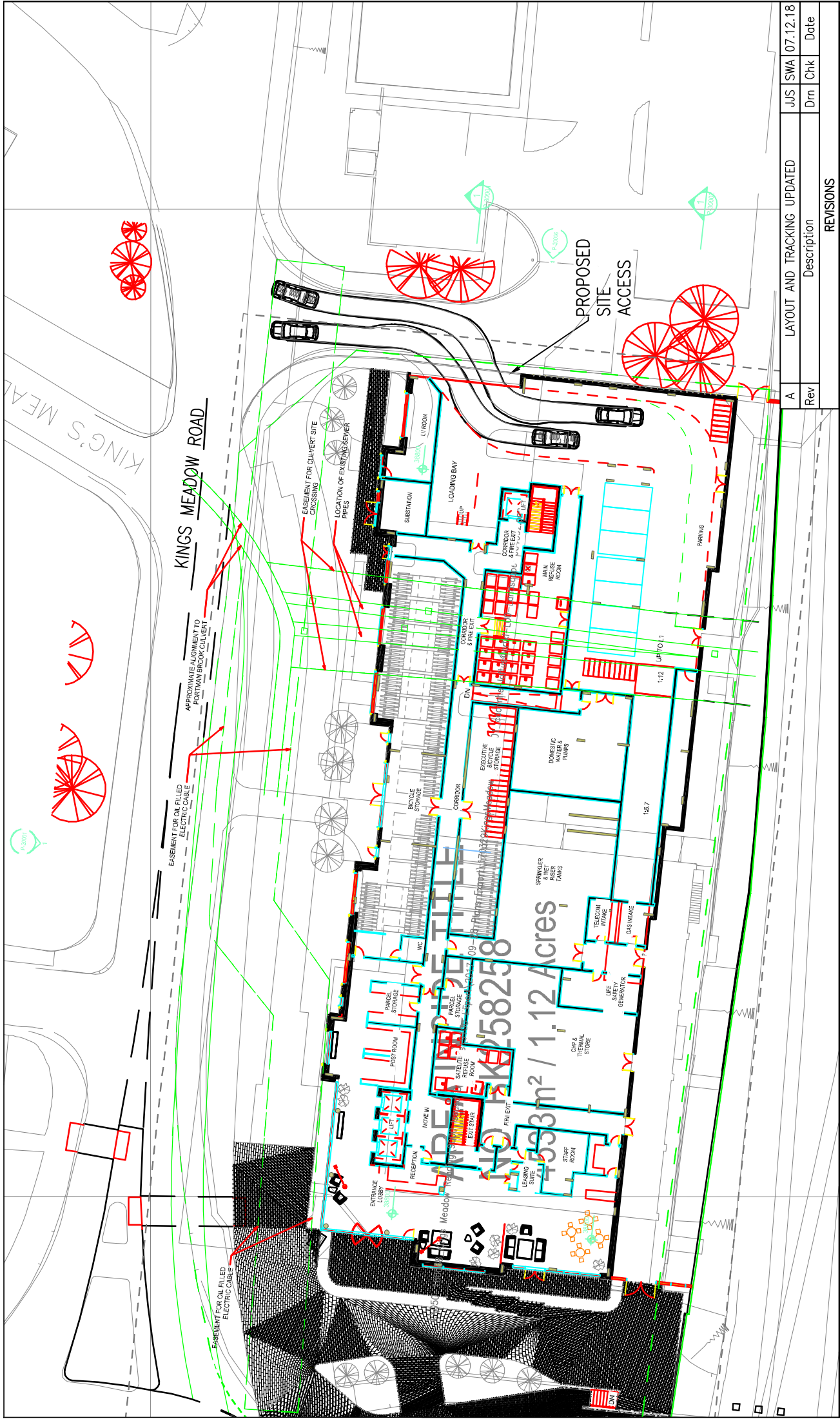
3.0m

3.0m

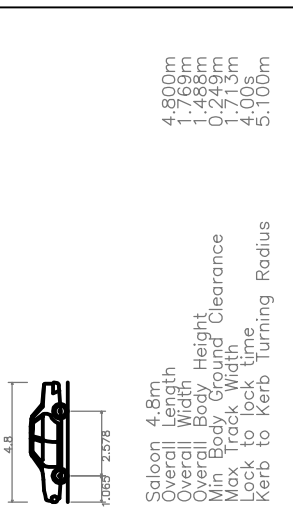
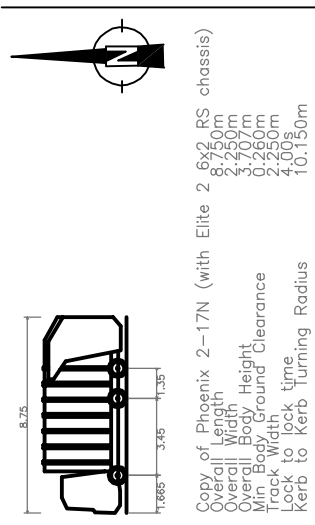
3.0m

3.0m

3.0m



JOB TITLE		THAMES QUARTER READING		DRAWING TITLE		SITE ACCESS OFF KINGS MEADOW, READING	
DATE		NOV '16		DRAWING No.		5277.047	
CHECKED		COR		REV.		A	
ISSUE CHECKBOX		SWA		SCALE		1:500	
DATE		07.12.18		Rev		@ A4	
LAYOUT AND TRACKING UPDATED		JUS		Drn		Chk	
Description		Rev		Description		Rev	
REVISIONS		A		A		A	
This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates							





STUART MICHAEL
ASSOCIATES

CONSULTING ENGINEERS

Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711 e: mail@stuartmichael.co.uk
F: 01635 861 715 w: www.stuartmichael.co.uk

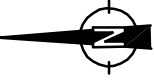
- NOTE:
1. THIS DRAWING IS TO BE TREATED AS INDICATIVE AND IS FOR DISCUSSION PURPOSES ONLY.
 2. ANY DESIGNERS WHO PROGRESS THESE PROPOSALS OR DESIGN FURTHER WILL NEED TO RECONSIDER THE PROPOSALS BASED UPON THE INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE INCLUDING POTENTIAL SITE HAZARDS

THAMES QUARTER
READING

SWEPT PATH ANALYSIS
GROUND FLOOR LAYOUT (A-12000_J)
CALLISONRTKL

JOB TITLE		DATE		DRAWN		CHECKED		ISSUE CHECKBOX	
		NOV '16		COR		SWA			
		5277.044		A		1:250		@ A3	
		This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates							

UPDATED LAYOUT AND TRACKING		JJS	SWA	07.12.18
Rev	Description	Drn	Chk	Date
REVISIONS				



4.800 m
1.769 m
1.488 m
0.249 m
1.713 m
4.00 s
5.100 m



2. ANY DESIGNERS WHO PROGRESS THESE PROPOSALS OR DESIGN FURTHER WILL NEED TO RECONSIDER THE PROPOSALS BASED UPON THE INFORMATION WHICH SUBSEQUENTLY BECOMES AVAILABLE INCLUDING POTENTIAL SITE HAZARDS

Stuart Michael Associates Ltd
Coombe House, Coombe Square, Thatcham, Berkshire RG19 4JF
T: 01635 867 711
F: 01635 861 715
e: mail@stuartmichael.co.uk
w: www.stuartmichael.co.uk

RAWING TITLE
SWEEP PATH ANALYSIS
FLOOR 01 (P-12000 J)
CALLISONRTKL

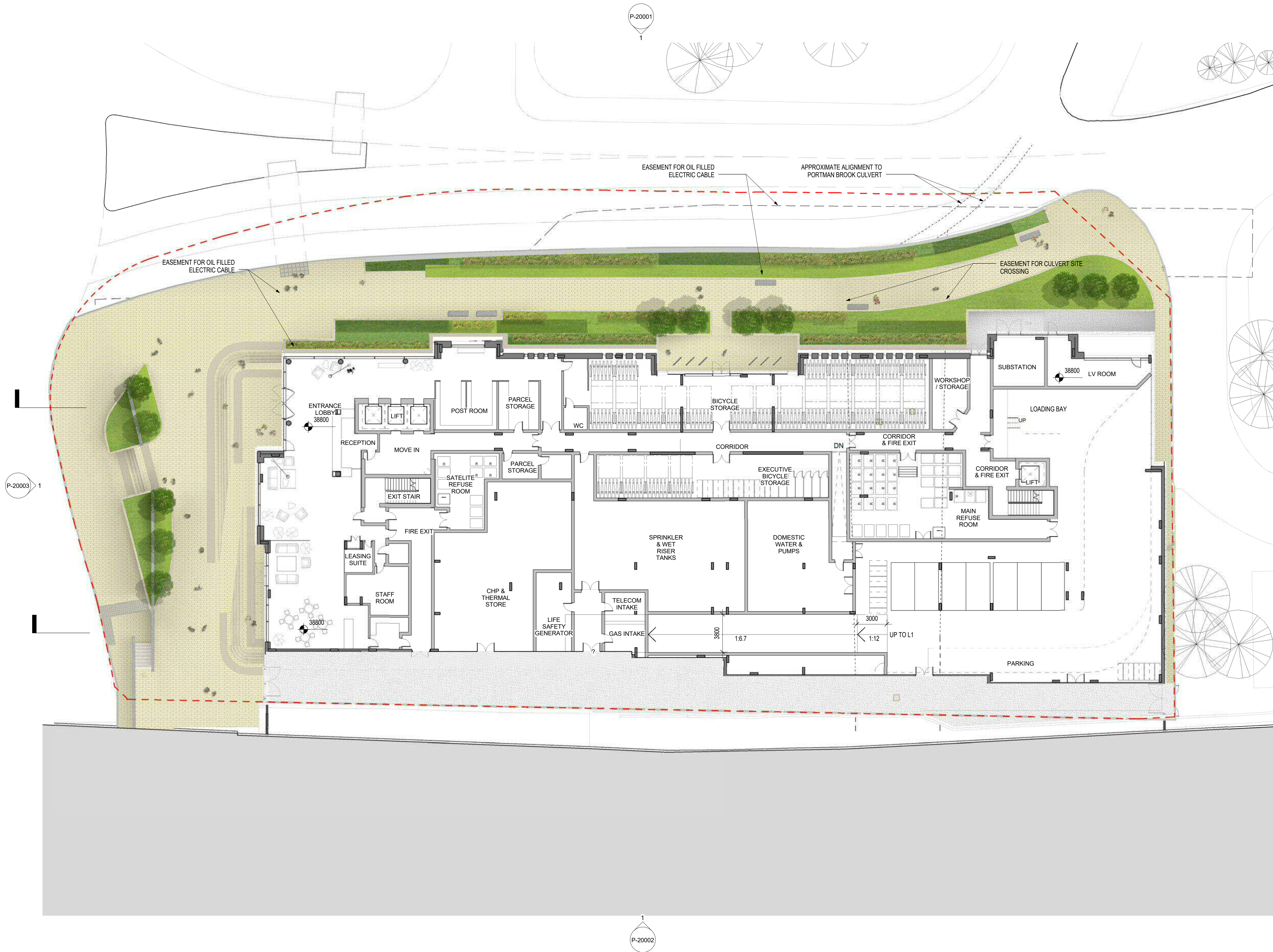
DRAWING No. 5277.042 REV . SCALE 1:250 @ A3

© This drawing is the copyright of Stuart Michael Associates Limited. It may not be reproduced or amended without the written approval of Stuart Michael Associates



APPENDICES





GENERAL NOTES

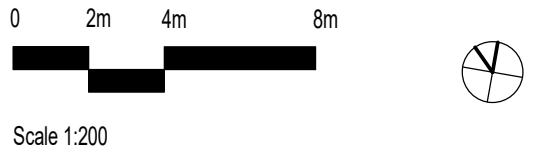
All rights reserved.

All drawings and written material appearing here, constitute original and unpublished work of the Architect and may not be duplicated, used or disclosed without written consent of the Architect.

Notes and material designations are typical for similar conditions unless otherwise indicated.

Do not scale from this drawing except for planning

REV NO.	DATE	DESCRIPTION
A	18/11/2016	Issued for Planning



PROJECT

**Kings Meadow,
Reading**

CLIENT

**Lochailort Reading
Ltd**

CALLISORTKL
A DESIGN CONSULTANCY OF ARCADIS

CallisonRTKL 25 Farringdon Street, 10th Floor, London, EC4A 4AB,
T: +44(0)20 7306 0404

SHEET IDENTIFICATION

TITLE

Ground Floor Plan

STATUS

FOR PLANNING

PROJECT NUMBER	DATE DRAWN
050-160068	09/27/16
DRAWN BY:	SCALE @ A1:
CHECKED BY:	1: 200
	CL
	MD

DRAWING NUMBER

P-12000

REVISION

A



Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 04 December 2014 16:32
To: Nicola Clay
Subject: RE: Coopers BMW Reading
Attachments: Convenience Store MM Trip Rates.pdf

Nicola

Thank you for your email and the proposed trip rates for a convenience store. I have had assessed the TRICS database as well and have reached the same conclusion as yourself that there are a very limited number of comparison sites on the system similar to that proposed.

Given the small nature of the store and the extensive parking restrictions on the neighbouring roads , I am happy to progress as detailed below.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Offices
Bridge Street
Reading Borough Council
RG1 2LU

0118 937 3949 (73949 internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 25 November 2014 15:05
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Hi Chris

Apologies my mistake! Please find attached.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House

Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]
Sent: 25 November 2014 15:04
To: Nicola Clay
Subject: RE: Coopers BMW Reading

Nicola

Thank you for your email but unfortunately there was no TRICs output attached. If this can be sent I will look at it as soon as possible.

Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]
Sent: 25 November 2014 11:38
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

Following on from our previous discussions regarding trip rates for the proposed scheme at Coopers Garage we are moving forward with a convenience store. It is intended that the store would serve the residential development (similar to that which would be provided on site for a housing development) with no parking provided on site. should parking be required the Kingsmeadow car park is located opposite the site. It is therefore anticipated that any vehicular movements associated with the store would be minimal.

I have therefore based my selection criteria within TRICS on town centre sites with no associated parking, please find the output report attached. I note that the sample size is small, however these sites best reflect the proposed development site. The cross test reports less than 30% for the peak periods and is therefore in line with TRICS guidance. I have applied a 75% reduction to the trips generation to account for passby-linked in trips as was the approved methodology for the Station Hill 3 and Sorting Office applications.

Please could you confirm that you accord with the proposed trip rates and/or provide comment on any adjustments that should be applied.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]

Sent: 17 September 2014 14:49

To: Nicola Clay

Cc: Stewart Andrews

Subject: FW: Coopers BMW Reading

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more, please do contact me.

Kind Regards

Chris Saunders IEng, FIHE

Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 13 November 2014 16:13
To: Nicola Clay
Subject: RE: Coopers BMW Reading - Development Flows

Dear Nicola

Thank you for your email. Given the close proximity of the junctions I am happy for one ARCADY model combining both junctions.

If you need anything else, please let me know.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 11 November 2014 10:35
To: Saunders, Chris
Subject: RE: Coopers BMW Reading - Development Flows

Chris,

We are in the process of building the traffic models. In view of the proximity of the two A329 roundabout junctions (Forbury Road/A329N/A329E and A329W/George St/Kings Meadow/A329S/station Car Park) we are proposing to build a combined ARCADY model as opposed to two separate models.

Could you confirm that you approve of this approach or comment whether you would prefer separate models to be prepared.

Kind regards

Nicola

Nicola Clay

Senior Transport Planner

Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 21 October 2014 14:05
To: Nicola Clay
Subject: RE: Coopers BMW Reading

Nicola

Thank you for your email and I can confirm that I find your approach acceptable. Given our model is for the traditional peak times, these will need to be assessed but undertaking sensitive testing on the observed peak hours is a sensible way forward.

With regards the data you asked for I have chased our consultants up. I do have a meeting with them on Thursday, so hopefully I will get the data by then.

Kind Regard

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 20 October 2014 14:53
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

I have now received the MCC data from our traffic consultant for the A329 roundabout junctions :

- . Vastern Rd/Kings Meadow Rd/George Street/Station Car Park
- . Vastern Rd/Forbury Rd

The data indicates that the local peaks at these junctions vary to that of the typical commuter peak periods (0800-0900 and 1700-1800). The observed peak periods (based on total hourly traffic flows) are as follows:

- . Vastern Rd/Kings Meadow Rd/George Street/Station Car Park: 0730-0830 and 1615-1715
- . Vastern Rd/Forbury Rd: 0700-0800 and 1600-1700

It is assumed that the variation in peak periods between the roundabouts is likely attributed to the traffic flow from one to the other.

I am proposing that the Transport Assessment would undertake junction capacity testing for the typical commuter peak periods and then further sensitivity testing for the observed peak periods at both junctions. Please could you confirm that you accord with this approach, or advise as to your preferred approach should you not accord with my suggested method.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]

Sent: 09 October 2014 16:35

To: Nicola Clay

Subject: RE: Coopers BMW Reading

Nicola

Thanks you for your emails and I am sorry that I missed you this morning. Following your query I have looked back through our records and the following information may be of use to you. There are revised model runs from April 2013 and a copy of the runs you have with notes from me which indicated errors. Also there is a response from our consultants, below with regards my queries.

I can confirm that you have labelled the junctions correctly.

With regards the early email on turning movements at the Caversham Road / Vastern Road roundabout as the revised extracts show the turning movements are 40% Caversham Road, 60% Vastern Road.

If you need anything else, please let me know

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 09 October 2014 16:35
To: Nicola Clay
Subject: RE: Coopers BMW Reading
Attachments: Turning arrival flows April 2013.pdf; Station Hill Model runs 15-03-13 with RBC comments.PDF; SKMBT_C28014100910440.pdf

Nicola

Thanks you for your emails and I am sorry that I missed you this morning. Following your query I have looked back through our records and the following information may be of use to you. There are revised model runs from April 2013 and a copy of the runs you have with notes from me which indicated errors. Also there is a response from our consultants, below with regards my queries.

I can confirm that you have labelled the junctions correctly.

With regards the early email on turning movements at the Caversham Road / Vastern Road roundabout as the revised extracts show the turning movements are 40% Caversham Road, 60% Vastern Road.

If you need anything else, please let me know

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



From: Tom Withey [twithey@peterbrett.com]
Sent: 28 March 2013 12:09
To: Saunders, Chris
Cc: Scott Witchalls; Leuillet, Ruth
Subject: RE: Station Hill - Reading Transport Model Invoice
Chris,

Thanks for your email.

With regards your comments on the document, my responses are below with reference to the page number of the report:

12-26. In the junction diagram, the numbers all refer to Volume/Capacity (V/C) ratios, rather than flows. These were required as part of the model brief. Considering them in this light, I think all the diagrams are sensible. For example, it is not unusual for all turns from the same arm at a roundabout to have the same v/c ratio, as the model tries to balance out the flow and capacity evenly across all turns from an arm, in order to minimise the V/C for any single turn.

33-34. The access from the car park you refer to are actually all flows from the civic centre/hexagon car park. Regarding the town centre restrictions, note that the diagrams are showing V/C flows, and that there are some flows in the model on this link due to buses.

35-36. The flows on the link highlighted are on the slip road. Generally, these vehicles are using the slip road as an alternative to the IDR.

For item 2, I believe the junction diagrams have prompted this question. I can assure that the model has been modified to take into account the town centre restrictions. What you believed to be flows were in fact V/C ratios, and for those links you highlight, we are showing V/C ratios due to the presence of bus flows. Pages 8-11 of the scanned report show the development flows, and these show zero flow on Friar Street, West Street and Gun Street, as expected.

For item 3, there is no assumed model forecast year (we have always maintained this when dealing with developers). For the purposes of development control, the modelled forecast must include all significant consented developments. Because in many of these cases we don't know when the build out is likely to be, we can't say what the forecast year for the model is. However, at the same time need to assume an increase in background traffic so that not all of the growth in the model comes from consented development. To account for this background growth, we use Temprow factors to generate a nominal growth up to 2015. We know that the model doesn't actually represent a 2015 forecast year, however, we have to add in something for the background, and 2015 was the year chosen for that.

I hope that clears everything up to your satisfaction, but please get in touch if there are any unresolved issues, or if you have any further queries.

Tom

From: Saunders, Chris [mailto:Chris.Saunders@reading.gov.uk]

Sent: 28 March 2013 10:58

To: Tom Withey

Cc: Scott Witchalls; Leuillet, Ruth

Subject: RE: Station Hill - Reading Transport Model Invoice

Tom

Thank you for the model runs for Station Hill and unfortunately I have some questions to ask before I can finally release this to the developer's agent. I comment as follows.

- 1) The model runs show some inconsistencies with flows not corresponding with preceding flows which results in flows increasing and decreasing through junctions for no apparent reasons. I attach a scanned version of the document with all my queries and would be grateful if these could be answered.
- 2) The runs show large volumes of development traffic going through West Street, Friar Street and Gun Street during the morning and evening peak periods. I questioned these flows given since April 2011, the Town Centre restrictions have been changed so only buses, taxis and certain permit authorised vehicles can enter the central area between 7am and 11am and 4pm and 7pm, 7 days a week. Before the changes the restrictions were 11am to 4pm so vehicles could travel through the area during peak hours. Can you therefore confirm that the model has been adjusted to take in to account the new restrictions and if so why are there development flows along these roads.
- 3) The proxy year for development is 2015 and this clearly needs to be explained as the completion year of the development is going to be considerably latter than this and the Highway Authority has informed the developers agent that the proposals need to be assessed on year of opening.

As you are probably aware this is a high profile site and I have to ensure the data we are giving the developers agent is correct so we are not open to criticism during the planning process.

I look forward to hearing from you.

Kind Regards

Chris Saunders IEng, FIHE

Transport Development Control Manager

Reading Borough Council
Civic Centre
Reading
RG1 7AE

Tel 0118 937 3949

DIFFICULT TIMES, BIG QUESTIONS...WE NEED TO TALK.

Tell us what you think and register for updates at

www.reading.gov.uk/weneedtotalk

From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 09 October 2014 11:03
To: Saunders, Chris
Cc: Leuillette, Ruth
Subject: RE: Coopers BMW Reading

Good Morning Chris and Ruth,

I tried calling this morning but understand you were both out of the office/in meetings.

I am trying to clarify the Station Hill 3 development trips. I have been through the TA and as far as I can determine the only development link flows are provided under Appendix E of the document.

I have extracted the relevant junctions which we are to test as part of the Coopers Garage proposals:

- . Vastern Road(A329)/Napier Road/George St (B3345)/A329(south to Forbury Road)
- . Vastern Road (A329)/Caversham Road/Caversham Road (A329)

These junctions are attached. However, should I have located these junctions incorrectly please do advise!

What I would like to understand is whether these diagrams show the development trips or are they inclusive of baseline traffic/future year traffic also? I query this based on the fact that there are trips on all arms of the junctions as opposed to those which one would expect in terms of accessing the development site.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [mailto:Chris.Saunders@reading.gov.uk]
Sent: 08 October 2014 12:40
To: Nicola Clay

Cc: Leuillet, Ruth
Subject: RE: Coopers BMW Reading

Dear Nicola

Thank you for your email. The officer responsible for the Reading Transport Model is Ruth Leuillet and I have copied her in on this response.

To help you out the Station Hill 3 TA with all the model runs is on the web under this application number 130436, on the bottom of the first page of documents and the Royal mail Site is on the web under application number 110024 with the final TA on page 5 of the documents.

If you need anything else, please let me know

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)



From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]
Sent: 07 October 2014 16:31
To: Saunders, Chris
Subject: RE: Coopers BMW Reading

Chris,

I wonder if you might be so kind as to provide me with the contact details of a colleague who deals with the Reading Transport Model.

I am struggling to extract the development trips from some of the committed development TA's (e.g. Station Hill) and therefore it would prove of assistance if this could be provided to me to ensure that our traffic modelling is robust.

I am still trying to clarify the type of retail development being proposed at Coopers Garage.

Kind Regards

Nicola

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]
Sent: 17 September 2014 14:49
To: Nicola Clay
Cc: Stewart Andrews
Subject: FW: Coopers BMW Reading

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more , please do contact me.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)



From: Nicola Clay [<mailto:njc@stuartmichael.co.uk>]

Sent: 03 September 2014 12:47

To: Saunders, Chris

Cc: Stewart Andrews

Subject: Coopers BMW Reading

Chris,

I understand that you met with my colleague Stewart Andrews, 19th August, to discuss the scope of the transport assessment in relation to the proposed development at the existing Coopers Garage, Reading site. Please find attached the meeting minutes which provide a summary of your discussions. I trust that these are reflective of your discussions, however should you wish for any amendments to made me please let me know.

Following on from your meeting with Stewart I have undertaken a TRICS assessment for the proposed development. I have also taken into consideration the trip rates agreed as part of the Station Hill and Chatham Place developments, as advised by yourself during the scoping meeting. I attach the proposed trip rates TRICS output reports for the proposed development (both Residential and Retail t). I have applied the following criteria in the selection process:

	Residential	Retail
Location	Town centre, Edge of Town Centre	Neighbourhood Centre (PPS6), Residential Zone
Area	Sites Located in Scotland, Wales and Ireland have been excluded.	Sites Located in Scotland, Wales and Ireland have been excluded.
Land Use	C3: Residential	Retail
Sub-Land Use	C3: Flats Privately Owned	Local Shops (Neighbourhood Centre)
Quantum	100-400 units (output= 132-294units)* *294 – maximum units available	1000-1890sqm GFA (output 100-1890)* *1890 = maximum sqm GFA available
Output	Multi-Modal	Multi-Modal
Travel Plan	No	No

Nb: With regards to the retail development there are no sites available within a town centre location and therefore the public transport provision for each site is much lower than the residential site selected.

I have reviewed the TRICS trip rates against those of the Station Hill and Chatham Place trip rates. The attached PDF provides an overview of the trip rates for ease of reference. The residential trip rates prove comparable, however the retail trip rates are much lower than those applied for the Station Hill development. If you have access to the approved TRICs outputs for the Station Hill development this would likely provide a good basis for comparing the proposed trip rates against those of Station Hill.

In terms of assessing the existing site traffic generation we are undertaking surveys tomorrow to provide initial data with which we can then compare existing with proposed and this will inform us of the potential increase in traffic flow.

If you could provide some feedback with regards to the proposed trip rates this would be much appreciated.

Kind regards

Nicci

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited

Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

Click [here](#) to report this email as spam.

The information in this e-mail is confidential to the intended recipient to whom it has been addressed and may be covered by legal professional privilege and protected by law. Reading Borough Council does not accept responsibility for any unauthorised amendment made to the contents of this e-mail following its dispatch.

If received in error, you must not retain the message or disclose its contents to anyone. Please contact the sender of the email or mailto: customerservices@reading.gov.uk or call Customer Services on 0118 937 3737 (international +44 118 937 3737), quoting the name of the sender and the addressee and then delete the e-mail.

Reading Borough Council has scanned for viruses. However, it is your responsibility to scan the e-mail and attachments (if any) for viruses.

Reading Borough Council also operates to the Protective Document Marking Standard as defined for the Public Sector. Recipients should ensure protectively marked emails and documents are handled in accordance with this standard (Re: Cabinet Office – Government Security Classifications).

Nicola Clay

From: Saunders, Chris [Chris.Saunders@reading.gov.uk]
Sent: 17 September 2014 14:49
To: Nicola Clay
Cc: Stewart Andrews
Subject: FW: Coopers BMW Reading
Attachments: Residential MM Trip Rates.PDF; Retail MM Trip Rates.PDF; 4710 - Trip Generation - TRICS comparison.pdf; 4710 - Initial Transportation Scoping Meeting.pdf; TEchnical Note Trip Rates.pdf; Retail Rate Flats Sept 2014 RBC.pdf

Dear Nicola

Thank you for your email and attachments and I apologise for the delay in replying. I have now had the opportunity to examine the details and comment as follows.

With regards the minutes of the meeting I had with Stewart Andrews I find these a true reflection of meeting and I am happy with them.

In respect of the trip rates proposed I have also interrogated TRICS and for the residential I came out similar to your rates and those used previously in the nearby developments and as a result I am happy to use the ones you propose.

With the retail I get a much higher rate than yourself and I include my trip rate print out for your information. The cross test on these was 6% which is in accordance with the TRICS user guide for small samples. The problem with the retail is however given they are two small isolated units and until your client has some firm indication of who will occupy them, it is hard to pin down an accurate trip rate given the vast differences between trip rates between different retail uses.

With regards the Station Hill TRICS sites used I do not have details of the actual sites uses. However I do have the technical report from the first Station Hill application which indicates the varied types of retail uses chosen, which I attach for your information. Given the close proximity of the various applications the same methodology was used on all.

I hope this information is of use and if you require any more , please do contact me.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Transport
Department of Environment and Neighbourhood Services

Reading Borough Council
Civic Centre
Reading Borough Council
RG1 7AE

0118 937 3949 (73949 internal extension)

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)

From: Nicola Clay [mailto:njc@stuartmichael.co.uk]
Sent: 03 September 2014 12:47
To: Saunders, Chris
Cc: Stewart Andrews
Subject: Coopers BMW Reading

Chris,

I understand that you met with my colleague Stewart Andrews, 19th August, to discuss the scope of the transport assessment in relation to the proposed development at the existing Coopers Garage, Reading site. Please find attached the meeting minutes which provide a summary of your discussions. I trust that these are reflective of your discussions, however should you wish for any amendments to be made please let me know.

Following on from your meeting with Stewart I have undertaken a TRICS assessment for the proposed development. I have also taken into consideration the trip rates agreed as part of the Station Hill and Chatham Place developments, as advised by yourself during the scoping meeting. I attach the proposed trip rates TRICS output reports for the proposed development (both Residential and Retail t). I have applied the following criteria in the selection process:

	Residential	Retail
Location	Town centre, Edge of Town Centre	Neighbourhood Centre (PPS6), Residential Zone
Area	Sites Located in Scotland, Wales and Ireland have been excluded.	Sites Located in Scotland, Wales and Ireland have been excluded.
Land Use	C3: Residential	Retail
Sub-Land Use	C3: Flats Privately Owned	Local Shops (Neighbourhood Centre)
Quantum	100-400 units (output= 132-294units)* *294 – maximum units available	1000-1890sqm GFA (output 100-1890)* *1890 = maximum sqm GFA available
Output	Multi-Modal	Multi-Modal
Travel Plan	No	No

Nb: With regards to the retail development there are no sites available within a town centre location and therefore the public transport provision for each site is much lower than the residential site selected.

I have reviewed the TRICS trip rates against those of the Station Hill and Chatham Place trip rates. The attached PDF provides an overview of the trip rates for ease of reference. The residential trip rates prove comparable, however the retail trip rates are much lower than those applied for the Station Hill development. If you have access to the approved TRICS outputs for the Station Hill development this would likely provide a good basis for comparing the proposed trip rates against those of Station Hill.

In terms of assessing the existing site traffic generation we are undertaking surveys tomorrow to provide initial data with which we can then compare existing with proposed and this will inform us of the potential increase in traffic flow.

If you could provide some feedback with regards to the proposed trip rates this would be much appreciated.

Kind regards

Nicci

Nicola Clay

Senior Transport Planner
Stuart Michael Associates Limited
Coombe House
Coombe Square
Thatcham
Berkshire
RG19 4JF

Tel: (01635) 867711

Website: www.stuartmichael.co.uk

Click [here](#) to report this email as spam.

The information in this e-mail is confidential to the intended recipient to whom it has been addressed and may be covered by legal professional privilege and protected by law. Reading Borough Council does not accept responsibility for any unauthorised amendment made to the contents of this e-mail following its dispatch.

If received in error, you must not retain the message or disclose its contents to anyone. Please contact the sender of the email or mailto: customerservices@reading.gov.uk or call Customer Services on 0118 937 3737 (international +44 118 937 3737), quoting the name of the sender and the addressee and then delete the e-mail.

Reading Borough Council has scanned for viruses. However, it is your responsibility to scan the e-mail and attachments (if any) for viruses.

Reading Borough Council also operates to the Protective Document Marking Standard as defined for the Public Sector. Recipients should ensure protectively marked emails and documents are handled in accordance with this standard (Re: Cabinet Office – Government Security Classifications).

MEETING RECORD

Project:	Coopers BMW Reading	Job Reference:	4710
Subject:	Initial Transportation Scoping Meeting	Date:	19 th August 2014
Venue:	Civic Centre, Reading		
Attendees:	Chris Saunders (CS) - Reading Borough Council Stewart Andrews (SWA) - Stuart Michael Associates		
Apologies:			
Distribution:	As above plus the Applicants		
1.0	SWA identified the site and described the proposals. SWA also noted that initial pre-application discussions had been held with the Council's Planning Officers.		
1.1	CS agreed that the proposed development was located in a highly accessible area.		
1.2	With regard to parking provision SWA noted that a parking provision of 35% had been agreed with Officers as part of a previous proposal for the site. CS confirmed that although the site is just outside of the Councils Zone 1 parking area, to all intents and purposes it should be treated as being Zone 1 and therefore a reduced parking standard would be appropriate.		
1.3	CS requested that any Transport Assessment include a parking accumulation assessment to demonstrate that the proposed parking provision is appropriate.		
1.4	CS also noted that although the site was not located within an existing car park permit zone, it is likely that a Planning Condition will be applied to any consent to remove the rights of future residents to a parking permit. CS requested that the Transport Assessment include a plan detailing the existing parking restrictions in force around the proposed development site.		
1.5	CS requested that the Transport Assessment include a comparison between the trip generation resulting from the existing and proposed uses of the site. If there is little difference between the trip generation characteristics of the uses CS will only require an assessment of the operation and capacity of the Napier Road and Forbury Road roundabout junctions. Should the differences be significant however CS will require that the traffic impact of the proposed development be assessed using the Council's Traffic Model.		
1.6	The timing for traffic surveys was discussed and CS noted that given the different term dates for Schools in Reading, traffic surveys should be scheduled for the week commencing 15 th September. (Post meeting note, CS confirmed that the Council do not have any road works programmed for the road network around the site during the week commencing 15 th September).		
1.7	With regard to trip generation rates for the proposed development, CS requested that TRICS be used to provide a representative rate, CS confirmed that given the site location and accessibility he would be content to include London sites (TRAVL) as part of the TRICS analysis in this case.		
1.8	CS noted that a full Residential Travel Plan would be required to support the trip generation rates used for the Transport Assessment.		
1.9	With regard to provision for a car club on-site, CS noted that the Common Wheels Car Club is already active in this part of Reading and might be a good first contact regarding provision and levels of service. Other options to be considered for the Travel Plan could include integrated ticketing.		
1.10	CS also noted that he now follows DfT advice regarding projected year for future assessment as full occupation.		

1.11	It was agreed that 2011 Census data regarding journey to work should be used for traffic assignment and distribution.	
1.12	CS requested that account be taken of the following consented schemes: • The redevelopment of the Royal mail Sorting Office on Caversham Road (residential); • Kenavon Drive (residential); • Station Hill (retail, hotel and residential); • Chatham Place (residential).	
1.13	CS also requested that the impact of the new cycle crossing over the River Thames be included as part of the assessments.	
1.14	With regard to Crossrail, CS noted that only two trains per hour will run from Reading.	
1.15	CS also noted that there is still a protected line for road improvements along Napier Road which will need to be respected by any scheme for the site. (plans detailing the protected line provided by CS post meeting).	
1.16	SWA undertook to provide a Transport Assessment Scoping Report for agreement with CS.	SWA





Crash Report including Vehicle and Casualty Information



Crash Date: Wednesday, August 03, 2011 **Time of Crash:** 5:00:00 PM **Crash Reference:** 201143W014081

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471720 173920

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Junction Control: Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	7	Male	66 - 75	Vehicle is in the act of turning left
2	Pedal cycle	-1	Male	36 - 45	Vehicle is waiting to proceed normally but is held up

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: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information



Crash Date: Wednesday, January 05, 2011 **Time of Crash:** 6:30:00 PM **Crash Reference:** 201143W015011

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471740 173930

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Junction Control: Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle is moving off
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend



Crash Report including Vehicle and Casualty Information



Crash Date:	Tuesday, May 03, 2011	Time of Crash:	4:50:00 PM	Crash Reference:	201143W020051
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	1
Highway Authority:	Reading			OS Grid Reference:	471720 173910
Local Authority:	Reading Borough				
Road Number:	A329	Road Type:	Roundabout		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30	Junction Control:	Give way or uncontrolled		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Vehicles Involved					
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	-1	Male	Unknown	Vehicle is in the act of turning left
2	Pedal cycle	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend



Crash Report including Vehicle and Casualty Information



Crash Date: Monday, May 02, 2011 **Time of Crash:** 5:30:00 PM **Crash Reference:** 201143W035051

Highest Injury Severity: Serious **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471760 173880

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

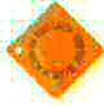
Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend



Crash Report including Vehicle and Casualty Information



Crash Date: Saturday, July 09, 2011 **Time of Crash:** 3:39:00 PM **Crash Reference:** 201143W043071

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 2

Highway Authority: Reading **OS Grid Reference:** 471740 173730

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	7	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend
2	Car (excluding private hire cars 2005 onwards)	3	Female	26 - 35	Vehicle is waiting to proceed normally but is held up



Crash Report including Vehicle and Casualty Information



Crash Date: Wednesday, March 16, 2011 **Time of Crash:** 6:43:00 AM **Crash Reference:** 201143W084031

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471730 173930

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	3	Female	26 - 35	Vehicle is in the act of turning right
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend



crashmap.co.uk



Crash Report including Vehicle and Casualty Information

Crash Date: Thursday, July 07, 2011 **Time of Crash:** 7:15:00 PM **Crash Reference:** 201143W111071

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471740 173700

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	6	Female	46 - 55	Vehicle is in the act of turning right
2	Motorcycle over 50cc and up to 125cc (1999 onwards)	2	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



crashmap.co.uk



Crash Report including Vehicle and Casualty Information

Crash Date: Monday, January 17, 2011 **Time of Crash:** 4:35:00 PM **Crash Reference:** 201143W116011

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471890 173890

Local Authority: Reading Borough

Road Number: U0 **Road Type:** Single carriageway

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	4	Male	56 - 65	Vehicle is in the act of turning right
2	Motorcycle over 50cc and up to 125cc (1999 onwards)	1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Crash Report including Vehicle and Casualty Information



Crash Date: Sunday, May 22, 2011 **Time of Crash:** 1:49:00 AM **Crash Reference:** 201143W127051

Highest Injury Severity: Slight **Number of Vehicles:** 1 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471790 173690

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Dual carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Crash Report including Vehicle and Casualty Information



Crash Date: Thursday, May 10, 2012 **Time of Crash:** 5:09:00 PM **Crash Reference:** 201243R100052

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471800 173710

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Dual carriageway

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	3	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend
2	Pedal cycle	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend



crashmap.co.uk



Crash Report including Vehicle and Casualty Information

Crash Date: Friday, November 09, 2012 **Time of Crash:** 9:57:00 AM **Crash Reference:** 201243W058112

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471760 173930

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Junction Control: Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	5	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend
2	Motorcycle over 500cc (2005 onwards)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



crashmap.co.uk



Crash Report including Vehicle and Casualty Information

Crash Date: Monday, February 13, 2012 **Time of Crash:** 7:18:00 PM **Crash Reference:** 201243W084022

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471770 173890

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	8	Female	26 - 35	Vehicle is moving off
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



crashmap.co.uk



Crash Report including Vehicle and Casualty Information

Crash Date: Saturday, May 26, 2012 **Time of Crash:** 6:15:00 PM **Crash Reference:** 201243W228052

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471770 173730

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	2	Male	26 - 35	Vehicle is moving off
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Crash Report including Vehicle and Casualty Information



Crash Date: Wednesday, September 04, 2013 **Time of Crash:** 12:45:00 PM **Crash Reference:** 201343W018093

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471749 173731

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	11	Female	36 - 45	Vehicle is in the act of turning right
2	Pedal cycle	-1	Male	56 - 65	Vehicle is in the act of turning left

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



crashmap.co.uk



Crash Report including Vehicle and Casualty Information

Crash Date: Tuesday, April 09, 2013 **Time of Crash:** 9:40:00 AM **Crash Reference:** 201343W031043

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471744 173935

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	10	Female	Unknown	Vehicle is moving off
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



crashmap.co.uk



Crash Report including Vehicle and Casualty Information

Crash Date: Saturday, February 09, 2013 **Time of Crash:** 10:40:00 PM **Crash Reference:** 201343W058023

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471772 173893

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Raining without high winds

Road Surface Description: Wet or Damp

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	13	Male	36 - 45	Vehicle is in the act of turning right
2	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Crash Report including Vehicle and Casualty Information



Crash Date: Sunday, August 11, 2013 **Time of Crash:** 2:09:00 PM **Crash Reference:** 201343W066083

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 2

Highway Authority: Reading **OS Grid Reference:** 471793 173698

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	10	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend
2	Car (excluding private hire cars 2005 onwards)	9	Male	36 - 45	Vehicle is waiting to proceed normally but is held up



crashmap.co.uk

Crash Report including Vehicle and Casualty Information



Crash Date:		Friday, November 15, 2013		Time of Crash:		8:15:00 AM		Crash Reference:		201343W126113	
Highest Injury Severity:		Slight		Number of Vehicles:		2		Number of Casualties:		1	
Highway Authority:		Reading		OS Grid Reference:		471776		OS Grid Reference:		173919	
Local Authority:		Reading Borough									
Road Number:		A329		Road Type:		Roundabout					
Weather Description:		Fine without high winds									
Road Surface Description:		Dry									
Speed Limit:		30		Junction Control:		Give way or uncontrolled					
Light Conditions:		Daylight: regardless of presence of streetlights									
Carriageway Hazards:		None									
Junction Detail:		Roundabout									
Junction Pedestrian Crossing:		No physical crossing facility within 50 metres									
Vehicles involved											
Vehicle Ref		Vehicle Type		Vehicle Age		Driver Gender		Driver Age Band		Vehicle Manoeuvre	
1		Car (excluding private hire cars 2005 onwards)		2		Male		21 - 25		Vehicle is in the act of turning right	
2		Pedal cycle		-1		Female		16 - 20		Vehicle proceeding normally along the carriageway, not on a bend	

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

Crash Report including Vehicle and Casualty Information



Crash Date: Sunday, September 15, 2013 **Time of Crash:** 1:05:00 AM **Crash Reference:** 201343W131093

Highest Injury Severity: Serious **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471724 173918

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Motorcycle over 500cc (2005 onwards)	19	Male	36 - 45	Vehicle is changing lane to the left
2	Car (excluding private hire cars 2005 onwards)	13	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend



crashmap.co.uk

Crash Report including Vehicle and Casualty Information



Crash Date:	Wednesday, November 20, 2013	Time of Crash:	9:20:00 PM	Crash Reference:	201343W164113
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	1
Highway Authority:	Reading	OS Grid Reference:	471776		173893
Local Authority:	Reading Borough				
Road Number:	A329	Road Type:	Roundabout		
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30	Junction Control:	Give way or uncontrolled		
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Vehicles involved					
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	12	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend
2	Pedal cycle	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



Crash Report including Vehicle and Casualty Information



Crash Date: Saturday, October 19, 2013 **Time of Crash:** 6:40:00 PM **Crash Reference:** 201343W212103

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471724 173944

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Dual carriageway

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Junction Control: Give way or uncontrolled

Light Conditions: Darkness; street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	10	Male	26 - 35	Vehicle is slowing down or stopping
2	Car (excluding private hire cars 2005 onwards)	8	Male	46 - 55	Vehicle is moving off

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



crashmap.co.uk

Crash Report including Vehicle and Casualty Information



Crash Date: Friday, November 29, 2013 **Time of Crash:** 4:45:00 PM **Crash Reference:** 201343W257113

Highest Injury Severity: Slight **Number of Vehicles:** 2 **Number of Casualties:** 1

Highway Authority: Reading **OS Grid Reference:** 471774 173735

Local Authority: Reading Borough

Road Number: A329 **Road Type:** Roundabout

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30 **Junction Control:** Give way or uncontrolled

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Roundabout

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

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Car (excluding private hire cars 2005 onwards)	7	Male	56 - 65	Vehicle is in the act of turning right
2	Pedal cycle	-1	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



	Severity of	Year		
		2011	2012	2013
Pedestrians	Fatal	-	-	-
	Serious	-	-	-
	Slight	1	-	2
	Total	1	0	2
Pedestrians	Fatal	-	-	-
	Serious	-	-	-
	Slight	1	-	-
	Total	1	0	0
Cyclists	Fatal	-	-	-
	Serious	1	-	-
	Slight	4	3	6
	Total	5	3	6
Motorcyclists	Fatal	-	-	-
	Serious	-	-	-
	Slight	2	1	1
	Total	2	1	1
All Incidents	Fatal	-	-	-
	Serious	1	-	1
	Slight	8	4	8
	Total	9	4	9

Accidents between dates 29/11/2013 and 30/04/2016 (29) 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:

	Factor:	Causation	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 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :

24

W1260114 17/01/2014 Time 1200 Vehicles 2 Casualties 2 Slight
E:471746 N: 173938 First Road: A 329 Road Type I Give way or controlled B 3345
Speed limit: 30 Junction Detail: Roundabout
Crossing: Control None Facilities: Pelican, puffin, toucan etc. 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:

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

C1 ENTG RBT TRAV W TO E COLL/W C2 TRAV E TO N ON RBT. C2 HAD RIGHT OF WAY.

Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Car Changing lane to left
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 73 Female
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 2 Age: 73 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Casualty Reference: 2 Vehicle: 2 Age: 77 Male Passenger Severity: Slight
Not a pupil Seatbelt
Front seat

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :



W0760214 08/02/2014 Time 1320 Vehicles 2 Casualties 1 Slight
E:471740 N: 173887 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight: street lights present Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

	Factor:	Causation	Participant:	Confidence:
1st:	Slippery road (due to weather)		Vehicle 2	Possible
2nd:	Dazzling sun		Vehicle 2	Possible
3rd:	Other		Vehicle 2	
4th:				
5th:				
6th:				

NEW RD LAY OUT BUS LN OFF RBT HAVG RIGHT OF WAY
PSV2 TRAV AROUND RBT FROM NW TO JOIN BUS LN COLL/W PSV1 TRAV FROM S TO NW IN BUS LN
Occurred on A329 VASTERN RD RBT J/W NAPIER RD READING (NEW RD LAYOUT WITH BUS LN EX LOC NK
)

Vehicle Reference 1 Bus or coach Going ahead other
Vehicle movement from S to SW No tow / articulation On the main road
Bus lane No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
Nearside Age of Driver 67 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 18 Male Passenger Severity: Slight
Not a pupil Seatbelt
Not car passenger Seated bu

Vehicle Reference 2 Bus or coach Going ahead other
Vehicle movement from NW to SW No tow / articulation On the main road
Bus lane 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 58 Male
Not hit and run Breath test Negative

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection: Notes:

Selected using Build Query :

26

W1520214 19/02/2014 Time 1710 Vehicles 2 Casualties 1 Slight
E:471788 N: 174019 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

TX1 TRAV S CHNGD LN TO RT & COLL/W REAR C2 HELD UP IN TRAFF

Occurred on B3345 READING BRIDGE READING

Vehicle Reference 1 Taxi/Private hire car Changing lane to right
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 34 Female
Not hit and run Breath test Driver not contacted

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

Accidents between dates 29/11/2013 and 30/04/2016 (29) 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
Speed limit: 30 Junction Detail: Roundabout Give way or controlled A 329
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 i 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 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :



W0230314 04/03/2014 Time 2215 Vehicles 2 Casualties 1 Slight
E:471738 N: 173937 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
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: Elsewhere DfT Special Projects:

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

CI TRAV W TO E ENTG RBT COLL/W PC2 TRAV S TO N ON RBT
Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 41 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :

29

R1450514 23/05/2014 Time 1300 Vehicles 2 Casualties 1 Slight
E:471841 N: 173897 First Road: U 7201 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

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

C2 TRAV W HIT IN REAR BY C1. C1 FTS

Occurred on NAPIER RD APP 60M E J/W VASTERN RD RBT READING

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

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 48 Female
Not hit and run Breath test Driver not contacted

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

Accidents between dates 29/11/2013 and 30/04/2016 (29) 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:

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

C1 FAIL 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 29/11/2013 and 30/04/2016 (29) months
Selection: Notes:
Selected using Build Query :



W1000914 19/09/2014 Time 1647 Vehicles 1 Casualties 1 Slight
E:471794 N: 173899 First Road: A 329 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified 7201
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

PED XXING CWAY SBOUND HIT BY LGV1 TRAV E TO W
Occurred on A329 VASTERN RD J/W KINGS MEADOW RD READING

Vehicle Reference 1 Goods 3.5 tonnes mgw and under 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Negative

Casualty Reference: 1 Vehicle: 1 Age: 16 Male Pedestrian Severity: Slight
Not a pupil Seatbelt
In carr elsewhere S bound
Driver's offside

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection: Notes:

Selected using Build Query :

32

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 29/11/2013 and 30/04/2016 (29) months

Selection: Notes:

Selected using Build Query :



W1710115 21/01/2015 Time 0851 Vehicles 2 Casualties 1 Slight
E:471735 N: 173933 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
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:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:	Cyclist wearing dark clothing at night	Vehicle 2	Possible
4th:	Careless/Reckless/In a hurry	Vehicle 1	Possible
5th:			
6th:			

C1 FAILD TO G/WAY ENT RBT TO TRAV E & COLL/W PC2 TRAV FROM S TO NK DIR ON RBT
Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 69 Male
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 67 Male
Not hit and run Breath test Not applicable

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

Accidents between dates 29/11/2013 and 30/04/2016 (29) 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:

	Factor:	Causation	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 1 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 Nearside 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 29/11/2013 and 30/04/2016 (29) months

Selection: Notes:

Selected using Build Query :



W2010415 15/04/2015 Time 1255 Vehicles 2 Casualties 1 Slight
E:471778 N: 173915 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: Failed to look properly		Vehicle 2	Very Likely
2nd: Poor turn or manoeuvre		Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

MC1 & C2 BOTH ENTRD RBT FROM NW, MC1 TO TRN RT TO S, C2 CUT MC1 UP EXITG RBT TO TRAV E
Occurred on A329 VASTERN RD RBT J/W NAPIER RD READING

Vehicle Reference 1 Motorcycle over 500cc Turning right
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 Mid Junction - on roundabout or 1 First impact Did not impact 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: 1 Age: 51 Female Driver/rider Severity: Slight
Not a pupil Seatbelt

Vehicle Reference 2 Car Changing lane to left
Vehicle movement from NW to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Female
Not hit and run Breath test Negative

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection: Notes:

Selected using Build Query :



W0810615 09/06/2015 Time 0752 Vehicles 3 Casualties 1 Serious
E:471795 N: 174045 First Road: B 3345 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

PC1 TRAV S CHNGD LN TO RT TO FILTER BTWN TRAFF & COLL/W O/S C2 TRAV N, PC1 COLL/W C3 TRAV S
Occurred on B3345 GEORGE ST APP 110M N VASTERN RD (READING BRIDGE) READING

Vehicle Reference 1 Pedal Cycle Changing lane to right
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 1 Age: 28 Male Driver/rider Severity: Serious
Not a pupil Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 28 Male
Not hit and run Breath test Negative

Vehicle Reference 3 Car Going ahead other
Vehicle movement from N to S No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact 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 54 Female
Not hit and run Breath test Negative

Accidents between dates 29/11/2013 and 30/04/2016 (29) months
Selection: Notes:
Selected using Build Query :

37

W1750915 21/09/2015 Time 2216 Vehicles 2 Casualties 1 Serious
E:471736 N: 173938 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown 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: Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely	
3rd: Careless/Reckless/In a hurry	Vehicle 1		
4th:			
5th:			
6th:			

C1 TRAV NW TO E FAILD TO GWAY AT RBT & COLL/W PC2 TRAV N
Occurred on A329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference 1 Car Starting
Vehicle movement from NW to E No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Not requested

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 39 Male Driver/rider Severity: Serious
Not a pupil Seatbelt

Accidents between dates 29/11/2013 and 30/04/2016 (29) months
Selection: Notes:
Selected using Build Query :



W0841115 10/11/2015 Time 0600 Vehicles 2 Casualties 1 Slight
E:471737 N: 173939 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
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: Elsewhere DfT Special Projects:

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

C1 FAIL TO GWAY TRAV SE ENTRD RBT ENTRD RBT & COLL/W PC2 TRAV N. C1 FTS
Occurred on A329 GEORGE STREET RBT/W A329 VASTERN ROAD READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Offside 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 Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 18 Male
Not hit and run Breath test Not applicable

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

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :



W2081115 20/11/2015 Time 0830 Vehicles 2 Casualties 1 Serious
E:471733 N: 173937 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: Central reservation Road surface Dry
Daylight: street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

C1 TRNG RT NW TO S AT RBT FAILD TO GWAY & COLL/W PC2 TRAV N
Occurred on A329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference 1 Car Starting
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 Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or 1 First impact Back 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: Serious
Not a pupil Seatbelt

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :



W0561215 08/12/2015 Time 1830 Vehicles 2 Casualties 1 Slight
E:471750 N: 173941 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
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:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Cyclist wearing dark clothing at night	Vehicle 2	
4th:			
5th:			
6th:			

C1 TRAV N COLL/W PC2 ALSO TRAV N. PC BELIEVD C1 WOULD SLW TO LET HIM PASS

Occurred on A329 VASTERN ROAD RBT/W B3345 GEORGE STREET READING

Vehicle Reference 1 Car Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 45 Female
Not hit and run Breath test Negative

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to N No tow / articulation On the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not applicable

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
Not a pupil Seatbelt

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :



W1580216 19/02/2016 Time 0930 Vehicles 2 Casualties 1 Serious
E:471739 N: 173934 First Road: A 329 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Give way or controlled B 3345
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight:street lights present Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Dazzling sun	Vehicle 1	Very Likely	
2nd: Cyclist wearing dark clothing at night	Vehicle 2	Possible	
3rd:			
4th:			
5th:			
6th:			

TX2 DRIV DAZZLD BY SUN FAILED TO G/WAY ENTRG RBT TO TRAV SE & COLL/W PC2 TRAV N ON RBT
Occurred on A329 VASTERN RD RBT J/W B3345 GEORGE ST READING

Vehicle Reference 1 Car Starting
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 Entering roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 52 Male
Not hit and run Breath test Negative

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

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

Accidents between dates 29/11/2013 and 30/04/2016 (29) months

Selection:

Notes:

Selected using Build Query :

Accidents involving:

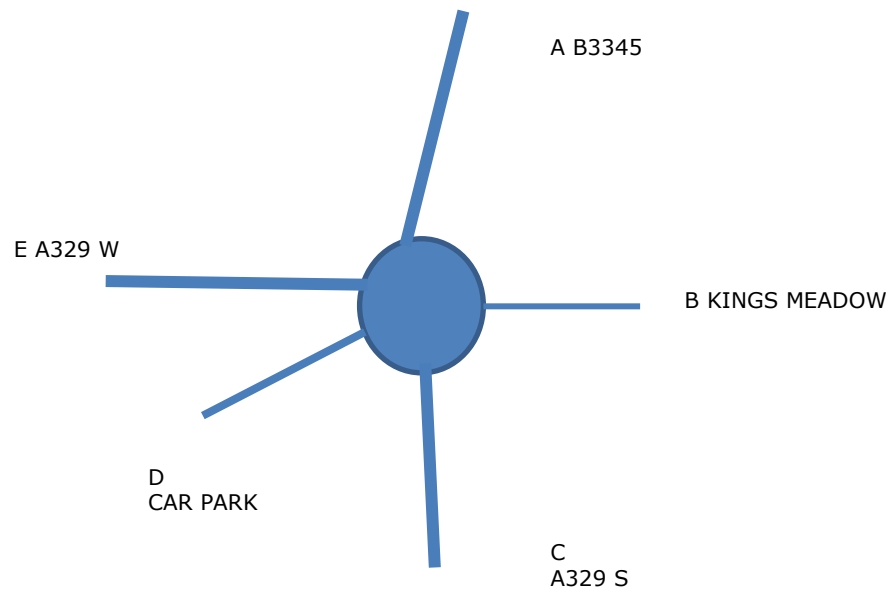
	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	6	6
2-wheeled motor vehicles	0	0	3	3
Pedal cycles	0	4	6	10
Horses & other	0	0	0	0
Total	0	4	15	19

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	4	4
Passenger	0	0	2	2
Motorcycle rider	0	0	3	3
Cyclist	0	4	6	10
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	4	16	20



A329/B3345/KINGS MEADOW RD RBT READING
25/09/2014
TRAFFIC SURVEY
SITE MAP



JUNCTION ANNOTATION
ILLUSTRATION

PM	B3345										KINGS MEADOW										A329 S										CAR PARK										A329 W										TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
TIME	16:00 - 16:15	16:15 - 16:30	16:30 - 16:45	16:45 - 17:00	17:00 - 17:15	17:15 - 17:30	17:30 - 17:45	17:45 - 18:00	18:00 - 18:15	18:15 - 18:30	18:30 - 18:45	18:45 - 19:00	19:00 - 19:15	19:15 - 19:30	19:30 - 19:45	19:45 - 20:00	20:00 - 20:15	20:15 - 20:30	20:30 - 20:45	20:45 - 21:00	21:00 - 21:15	21:15 - 21:30	21:30 - 21:45	21:45 - 22:00	22:00 - 22:15	22:15 - 22:30	22:30 - 22:45	22:45 - 23:00	23:00 - 23:15	23:15 - 23:30	23:30 - 23:45	23:45 - 24:00	24:00 - 24:15	24:15 - 24:30	24:30 - 24:45	24:45 - 25:00	25:00 - 25:15	25:15 - 25:30	25:30 - 25:45	25:45 - 26:00	26:00 - 26:15	26:15 - 26:30	26:30 - 26:45	26:45 - 27:00	27:00 - 27:15	27:15 - 27:30	27:30 - 27:45	27:45 - 28:00	28:00 - 28:15	28:15 - 28:30	28:30 - 28:45	28:45 - 29:00	29:00 - 29:15	29:15 - 29:30	29:30 - 29:45	29:45 - 30:00	30:00 - 30:15	30:15 - 30:30	30:30 - 30:45	30:45 - 31:00	31:00 - 31:15	31:15 - 31:30	31:30 - 31:45	31:45 - 32:00	32:00 - 32:15	32:15 - 32:30	32:30 - 32:45	32:45 - 33:00	33:00 - 33:15	33:15 - 33:30	33:30 - 33:45	33:45 - 34:00	34:00 - 34:15	34:15 - 34:30	34:30 - 34:45	34:45 - 35:00	35:00 - 35:15	35:15 - 35:30	35:30 - 35:45	35:45 - 36:00	36:00 - 36:15	36:15 - 36:30	36:30 - 36:45	36:45 - 37:00	37:00 - 37:15	37:15 - 37:30	37:30 - 37:45	37:45 - 38:00	38:00 - 38:15	38:15 - 38:30	38:30 - 38:45	38:45 - 39:00	39:00 - 39:15	39:15 - 39:30	39:30 - 39:45	39:45 - 40:00	40:00 - 40:15	40:15 - 40:30	40:30 - 40:45	40:45 - 41:00	41:00 - 41:15	41:15 - 41:30	41:30 - 41:45	41:45 - 42:00	42:00 - 42:15	42:15 - 42:30	42:30 - 42:45	42:45 - 43:00	43:00 - 43:15	43:15 - 43:30	43:30 - 43:45	43:45 - 44:00	44:00 - 44:15	44:15 - 44:30	44:30 - 44:45	44:45 - 45:00	45:00 - 45:15	45:15 - 45:30	45:30 - 45:45	45:45 - 46:00	46:00 - 46:15	46:15 - 46:30	46:30 - 46:45	46:45 - 47:00	47:00 - 47:15	47:15 - 47:30	47:30 - 47:45	47:45 - 48:00	48:00 - 48:15	48:15 - 48:30	48:30 - 48:45	48:45 - 49:00	49:00 - 49:15	49:15 - 49:30	49:30 - 49:45	49:45 - 50:00	50:00 - 50:15	50:15 - 50:30	50:30 - 50:45	50:45 - 51:00	51:00 - 51:15	51:15 - 51:30	51:30 - 51:45	51:45 - 52:00	52:00 - 52:15	52:15 - 52:30	52:30 - 52:45	52:45 - 53:00	53:00 - 53:15	53:15 - 53:30	53:30 - 53:45	53:45 - 54:00	54:00 - 54:15	54:15 - 54:30	54:30 - 54:45	54:45 - 55:00	55:00 - 55:15	55:15 - 55:30	55:30 - 55:45	55:45 - 56:00	56:00 - 56:15	56:15 - 56:30	56:30 - 56:45	56:45 - 57:00	57:00 - 57:15	57:15 - 57:30	57:30 - 57:45	57:45 - 58:00	58:00 - 58:15	58:15 - 58:30	58:30 - 58:45	58:45 - 59:00	59:00 - 59:15	59:15 - 59:30	59:30 - 59:45	59:45 - 60:00	60:00 - 60:15	60:15 - 60:30	60:30 - 60:45	60:45 - 61:00	61:00 - 61:15	61:15 - 61:30	61:30 - 61:45	61:45 - 62:00	62:00 - 62:15	62:15 - 62:30	62:30 - 62:45	62:45 - 63:00	63:00 - 63:15	63:15 - 63:30	63:30 - 63:45	63:45 - 64:00	64:00 - 64:15	64:15 - 64:30	64:30 - 64:45	64:45 - 65:00	65:00 - 65:15	65:15 - 65:30	65:30 - 65:45	65:45 - 66:00	66:00 - 66:15	66:15 - 66:30	66:30 - 66:45	66:45 - 67:00	67:00 - 67:15	67:15 - 67:30	67:30 - 67:45	67:45 - 68:00	68:00 - 68:15	68:15 - 68:30	68:30 - 68:45	68:45 - 69:00	69:00 - 69:15	69:15 - 69:30	69:30 - 69:45	69:45 - 70:00	70:00 - 70:15	70:15 - 70:30	70:30 - 70:45	70:45 - 71:00	71:00 - 71:15	71:15 - 71:30	71:30 - 71:45	71:45 - 72:00	72:00 - 72:15	72:15 - 72:30	72:30 - 72:45	72:45 - 73:00	73:00 - 73:15	73:15 - 73:30	73:30 - 73:45	73:45 - 74:00	74:00 - 74:15	74:15 - 74:30	74:30 - 74:45	74:45 - 75:00	75:00 - 75:15	75:15 - 75:30	75:30 - 75:45	75:45 - 76:00	76:00 - 76:15	76:15 - 76:30	76:30 - 76:45	76:45 - 77:00	77:00 - 77:15	77:15 - 77:30	77:30 - 77:45	77:45 - 78:00	78:00 - 78:15	78:15 - 78:30	78:30 - 78:45	78:45 - 79:00	79:00 - 79:15	79:15 - 79:30	79:30 - 79:45	79:45 - 80:00	80:00 - 80:15	80:15 - 80:30	80:30 - 80:45	80:45 - 81:00	81:00 - 81:15	81:15 - 81:30	81:30 - 81:45	81:45 - 82:00	82:00 - 82:15	82:15 - 82:30	82:30 - 82:45	82:45 - 83:00	83:00 - 83:15	83:15 - 83:30	83:30 - 83:45	83:45 - 84:00	84:00 - 84:15	84:15 - 84:30	84:30 - 84:45	84:45 - 85:00	85:00 - 85:15	85:15 - 85:30	85:30 - 85:45	85:45 - 86:00	86:00 - 86:15	86:15 - 86:30	86:30 - 86:45	86:45 - 87:00	87:00 - 87:15	87:15 - 87:30	87:30 - 87:45	87:45 - 88:00	88:00 - 88:15	88:15 - 88:30	88:30 - 88:45	88:45 - 89:00	89:00 - 89:15	89:15 - 89:30	89:30 - 89:45	89:45 - 90:00	90:00 - 90:15	90:15 - 90:30	90:30 - 90:45	90:45 - 91:00	91:00 - 91:15	91:15 - 91:30	91:30 - 91:45	91:45 - 92:00	92:00 - 92:15	92:15 - 92:30	92:30 - 92:45	92:45 - 93:00	93:00 - 93:15	93:15 - 93:30	93:30 - 93:45	93:45 - 94:00	94:00 - 94:15	94:15 - 94:30	94:30 - 94:45	94:45 - 95:00	95:00 - 95:15	95:15 - 95:30	95:30 - 95:45	95:45 - 96:00	96:00 - 96:15	96:15 - 96:30	96:30 - 96:45	96:45 - 97:00	97:00 - 97:15	97:15 - 97:30	97:30 - 97:45	97:45 - 98:00	98:00 - 98:15	98:15 - 98:30	98:30 - 98:45	98:45 - 99:00	99:00 - 99:15	99:15 - 99:30	99:30 - 99:45	99:45 - 100:00	100:00 - 100:15	100:15 - 100:30	100:30 - 100:45	100:45 - 101:00	101:00 - 101:15	101:15 - 101:30	101:30 - 101:45	101:45 - 102:00	102:00 - 102:15	102:15 - 102:30	102:30 - 102:45	102:45 - 103:00	103:00 - 103:15	103:15 - 103:30	103:30 - 103:45	103:45 - 104:00	104:00 - 104:15	104:15 - 104:30	104:30 - 104:45	104:45 - 105:00	105:00 - 105:15	105:15 - 105:30	105:30 - 105:45	105:45 - 106:00	106:00 - 106:15	106:15 - 106:30	106:30 - 106:45	106:45 - 107:00	107:00 - 107:15	107:15 - 107:30	107:30 - 107:45	107:45 - 108:00	108:00 - 108:15	108:15 - 108:30	108:30 - 108:45	108:45 - 109:00	109:00 - 109:15	109:15 - 109:30	109:30 - 109:45	109:45 - 110:00	110:00 - 110:15	110:15 - 110:30	110:30 - 110:45	110:45 - 111:00	111:00 - 111:15	111:15 - 111:30	111:30 - 111:45	111:45 - 112:00	112:00 - 112:15	112:15 - 112:30	112:30 - 112:45	112:45 - 113:00	113:00 - 113:15	113:15 - 113:30	113:30 - 113:45	113:45 - 114:00	114:00 - 114:15	114:15 - 114:30	114:30 - 114:45	114:45 - 115:00	115:00 - 115:15	115:15 - 115:30	115:30 - 115:45	115:45 - 116:00	116:00 - 116:15	116:15 - 116:30	116:30 - 116:45	116:45 - 117:00	117:00 - 117:15	117:15 - 117:30	117:30 - 117:45	117:45 - 118:00	118:00 - 118:15	118:15 - 118:30	118:30 - 118:45	118:45 - 119:00	119:00 - 119:15	119:15 - 119:30	119:30 - 119:45	119:45 - 120:00	120:00 - 120:15	120:15 - 120:30	120:30 - 120:45	120:45 - 121:00	121:00 - 121:15	121:15 - 121:30	121:30 - 121:45	121:45 - 122:00	122:00 - 122:15	122:15 - 122:30	122:30 - 122:45	122:45 - 123:00	123:00 - 123:15	123:15 - 123:30	123:30 - 123:45	123:45 - 124:00	124:00 - 124:15	124:15 - 124:30	124:30 - 124:45	124:45 - 125:00	125:00 - 125:15	125:15 - 125:30	125:30 - 125:45	125:45 - 126:00	126:00 - 126:15	126:15 - 126:30	126:30 - 126:45	126:45 - 127:00	127:00 - 127:15	127:15 - 127:30	127:30 - 127:45	127:45 - 128:00	128:00 - 128:15	128:15 - 128:30	128:30 - 128:45	128:45 - 129:00	129:00 - 129:15	129:15 - 129:30	129:30 - 129:45	129:45 - 130:00	130:00 - 130:15	130:15 - 130:30	130:30 - 130:45	130:45 - 131:00	131:00 - 131:15	131:15 - 131:30	131:30 - 131:45	131:45 - 132:00	132:00 - 132:15	132:15 - 132:30	132:30 - 132:45	132:45 - 133:00	133:00 - 133:15	133:15 - 133:30	133:30 - 133:45	133:45 - 134:00	134:00 - 134:15	134:15 - 134:30	134:30 - 134:45	134:45 - 135:00	135:00 - 135:15	135:15 - 135:30	135:30 - 135:45	135:45 - 136:00	136:00 - 136:15	136:15 - 136:30	136:30 - 136:45	136:45 - 137:00	137:00 - 137:15	137:15 - 137:30	137:30 - 137:45	137:45 - 138:00	138:00 - 138:15	138:15 - 138:30	138:30 - 138:45	138:45 - 139:00	139:00 - 139:15	139:15 - 139:30	139:30 - 139:45	139:45 - 140:00	140:00 - 140:15	140:15 - 140:30	140:30 - 140:45	140:45 - 141:00	141:00 - 141:15	141:15 - 141:30	141:30 - 141:45	141:45 - 142:00	142:00 - 142:15	142:15 - 142:30	142:30 - 142:45	142:45 - 143:00	143:00 - 143:15	143:15 - 143:30	143:30 - 143:45	143:45 - 144:00	144:00 - 144:15	144:15 - 144:30	144:30 - 144:45	144:45 - 145:00	145:00 - 145:15	145:15 - 145:30	145:30 - 145:45	145:45 - 146:00	146:00 - 146:15	146:15 - 146:30	146:30 - 146:45	146:45 - 147:00	147:00 - 147:15	147:15 - 147:30	147:30 - 147:45	147:45 - 148:00	148:00 - 148:15	148:15 - 148:30	148:30 - 148:45	148:45 - 149:00	149:00 - 149:15	149:15 - 149:30	149:30 - 149:45	149:45 - 150:00	150:00 - 150:15	150:15 - 150:30	150:30 - 150:45	150:45 - 151:00	151:00 - 151:15	151:15 - 151:30	151:30 - 151:45	151:45 - 152:00	152:00 - 152:15	152:15 - 152:30	152:30 - 152:45	152:45 - 153:00	153:00 - 153:15	153:15 - 153:30	153:30 - 153:45	153:45 - 154:00	154:00 - 154:15	154:15 - 154:30	154:30 - 154:45	154:45 - 155:00	155:00 - 155:15	155:15 - 155:30	155:30 - 155:45	155:45 - 156:00	156:00 - 156:15	156:15 - 156:30	156:30 - 156:45	156:45 - 157:00	157:00 - 157:15	157:15 - 157:30	157:30 - 157:45	157:45 - 158:00	158:00 - 158:15	158:15 - 158:30	158:30 - 158:45	158:45 - 159:00	159:00 - 159:15	159:15 - 159:30	159:30 - 159:45	159:45 - 160:00	160:00 - 160:15	160:15 - 160:30	160:30 - 160:45	160:45 - 161:00	161:00 - 161:15	161:15 - 161:30	161:30 - 161:45	161:45 - 162:00	162:00 - 162:15	162:15 - 162:30	162:30 - 162:45	162:45 - 163:00	163:00 - 163:15	163:15 - 163:30	163:30 - 163:45	163:45 - 164:00	164:00 - 164:15	164:15 - 164:30	164:30 - 164:45	164:45 - 165:00	165:00 - 165:15	165:15 - 165:30	165:30 - 165:45	165:45 - 166:00	166:00 - 166:15	166:15 - 166:30	166:30 - 166:45	166:45 - 167:00	167:00 - 167:15	167:15 - 167:30	167:30 - 167:45	167:45 - 168:00	168:00 - 168:15	168:15 - 168:30	168:30 - 168:45	168:45 - 169:00	169:00 - 169:15	169:15 - 169:30	169:30 - 169:45	169:45 - 170:00	170:00 - 170:15	170:15 - 170:30	170:30 - 170:45	170:45 - 171:00	171:00 - 171:15	171:15 - 171:30	171:30 - 171:45	171:45 - 172:00	172:00 - 172:15	172:15 - 172:30	172:30 - 172:45	172:45 - 173:00	173:00 - 173:15	173:15 - 173:30	173:30 - 173:45	173:45 - 174:00	174:00 - 174:15	174:15 - 174:30	174:30 - 174:45	174:45 - 175:00	175:00 - 175:15	175:15 - 175:30	175:30 - 175:45	175:45 - 176:00	176:00 - 176:15	176:15 - 176:30	176:30 - 176:45	176:45 - 177:00	177:00 - 177:15	177:15 - 177:30	177

A329/B3345/KINGS MEADOW RD RBT READING
25/09/2014
 TRAFFIC SURVEY
 JUNCTION 1

AM	LEFT										THROUGH										RIGHT										THROUGH RIGHT													
B3345	TO KINGS MEADOW RD										A329 S										TO CAR PARK										TO A329 W													
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
	07:00 - 07:15	11	1	12	0	0	0	2	1	0.0	15	90	12	102	1	0	2	1	11	2	1.0	116	30	1	30	1	1	1	2	1	3.2	33	23	5	28	1	1	6	1	7	6	35		
	07:15 - 07:30	12	0	12	0	0	0	3	0	0.0	15	74	10	84	2	2	2	4	1	2.3	91	39	1	40	2	2	1	6	1	2.4	48	54	5	59	1	1	7	1	1.7	68				
	07:30 - 07:45	17	1	18	0	0	0	7	0	0.0	25	95	12	108	2	2	2	8	1	1.8	119	28	1	28	2	2	2	5	1	6.7	36	52	12	64	1	1	4	3	1.5	72				
	07:45 - 08:00	11	2	13	0	0	0	7	0	0.0	20	135	11	137	2	3	2	19	10	2.1	157	28	38	1	1	1	7	1	5.4	37	41	1	42	1	1	4	1	2.4	76					
	08:00 - 08:15	11	0	11	0	0	0	9	0	0.0	20	93	5	104	2	3	3	15	2	2.8	124	15	15	2	2	1	7	1	8.3	24	89	4	93	2	1	2	1	2.1	95					
	08:15 - 08:30	12	1	13	0	0	0	8	0	0.0	21	94	11	105	2	3	5	16	1	4.5	127	26	26	2	2	2	13	1	7.1	41	69	3	72	2	1	3	1	2.7	78					
	08:30 - 08:45	19	2	21	0	0	0	3	1	0.0	25	85	4	89	1	1	1	12	1	1.1	103	28	1	29	3	3	1	6	3	3.3	36	50	3	53	1	1	2	2	3.6	57				
	08:45 - 09:00	25	2	27	0	0	0	2	2	0.0	29	79	4	83	1	1	2	14	2	2.4	101	19	19	1	1	1	1	1	5.0	21	48	5	53	4	1	5	2	8.6	60					
09:00 - 09:15	20	4	24	0	0	0	3	0	0.0	27	95	9	104	2	2	6	1	1	1.9	113	15	15	1	15	0	0	0	0.0	15	69	6	75	2	2	1	1	2.6	79						
09:15 - 09:30	34	2	36	0	0	0	3	3	0.0	39	95	8	104	6	6	3	2	5.5	113	11	11	1	11	3	3	3	3	2.4	17	35	6	42	2	2	1	1	4.5	45						
09:30 - 09:45	25	1	26	0	0	0	2	2	0.0	29	74	9	83	2	2	2	7	4	2.9	91	1	1	1	1	2	1	1	4.4	14	35	4	39	1	1	1	1	2.7	49						
09:45 - 10:00	14	3	17	0	0	0	0	0	0.0	17	44	8	52	2	2	1	1	3.7	55	5	5	1	5	0	0	0	0	0.0	5	35	8	44	1	1	1	2	4.3	46						
Hour Totals																																												
07:00 - 08:00	49	4	53	0	0	0	0	21	1	0.0	75	386	45	431	4	0	4	8	33	8	1.8	480	125	1	126	0	0	5	5	20	3	3.8	154	194	26	220	4	0	0	4	22	5	1.8	251
07:15 - 08:15	49	3	52	0	0	0	0	28	0	0.0	80	395	38	433	5	0	5	10	37	8	2.3	488	110	1	111	0	0	5	5	25	4	4.3	145	260	25	285	5	0	0	5	20	5	1.7	315
07:30 - 08:30	49	4	53	0	0	0	0	33	0	0.0	86	415	39	454	7	0	6	13	49	8	2.8	524	97	0	97	0	0	6	6	32	3	5.8	138	275	23	298	4	0	2	6	16	5	2.0	325
07:45 - 08:45	51	5	56	0	0	0	0	29	1	0.0	86	404	31	435	6	0	12	53	8	2.7	508	97	1	98	0	0	5	5	33	2	4.9	138	273	14	287	4	0	3	7	14	2	2.4	310	
08:00 - 09:00	67	5	72	0	0	0	0	22	1	0.0	95	357	24	381	6	0	5	11	57	6	2.8	455	88	1	89	0	0	5	5	27	5	5.3	122	255	15	271	7	0	4	11	11	1	3.9	294
08:15 - 09:15	76	5	81	0	0	0	0	18	0	0.0	102	353	25	378	6	0	6	16	63	7	2.9	483	88	0	88	0	0	2	2	33	2	4.1	123	235	17	252	5	0	3	13	12	2	2.7	294
08:30 - 09:30	98	10	108	0	0	0	0	11	1	0.0	120	355	25	380	10	0	1	11	35	6	2.8	432	73	1	74	0	0	0	0	6.3	89	203	20	223	5	0	6	11	5	2	4.7	241		
08:45 - 09:45	105	11	116	1	0	0	1	10	0	0.9	127	337	28	365	12	0	1	13	26	6	3.4	410	50	0	50	0	0	6	6	4	0	10.7	60	183	30	213	7	0	6	13	3	2	5.8	231
09:00 - 10:00	94	12	106	1	0	0	1	8	0	0.9	115	302	32	334	13	0	0	13	13	5	3.7	365	36	0	36	0	0	5	5	3	0	12.2	44	171	33	204	4	0	6	10	1	2	4.7	217

KINGS MEADOW RD	LEFT										THROUGH LEFT										AHEAD										RIGHT									
	TO A329 S										TO CAR PARK										TO A329 W										TO B334S									
	CARS					TOTAL LIGHT					CARS					TOTAL LIGHT					CARS					TOTAL LIGHT					CARS					TOTAL LIGHT				
	OCV 1	OCV 2	BUSES AND COACHES	TOTAL HEAVY	HEAVY %	TOTAL MOVEMENTS	OCV 1	OCV 2	BUSES AND COACHES	TOTAL HEAVY	HEAVY %	TOTAL MOVEMENTS	OCV 1	OCV 2	BUSES AND COACHES	TOTAL HEAVY	HEAVY %	TOTAL MOVEMENTS	OCV 1	OCV 2	BUSES AND COACHES	TOTAL HEAVY	HEAVY %	TOTAL MOVEMENTS	OCV 1	OCV 2	BUSES AND COACHES	TOTAL HEAVY	HEAVY %	TOTAL MOVEMENTS										
TIME	CARS	LIGHT GOODS VEHICLES				CARS	LIGHT GOODS VEHICLES				CARS	LIGHT GOODS VEHICLES				CARS	LIGHT GOODS VEHICLES				CARS	LIGHT GOODS VEHICLES			CARS	LIGHT GOODS VEHICLES														
07:00 - 07:15	4	2	6			10		0			0		5	2	7			0		7	4	4			4		4			4										
07:15 - 07:30	16		16			17	2	2			2	2	11	1	11			0		11	5	5								0										
07:30 - 07:45	11	3	14			15	1	1			0	1	13	2	15			0		0	15	7	3	10		0				10										
07:45 - 08:00	15	3	18			21		3			0	0	10	2	12			0		0	12	5	1	6		0				6										
08:00 - 08:15	14	4	18			19		18			0	1	12	2	14			0		0	14	1	12		1	13				13										
08:15 - 08:30	10	1	11			12	2	2			0	2	8	4	12	1		1		2	7	3	8		8					8										
08:30 - 08:45	17	4	21			21		0			0	0	19	3	22			0	1	0	23	14	1	15	1	1				16										
08:45 - 09:00	13	6	19			19	2	2			0	2	9	2	11			0		0	11	12	1	13		0				13										
09:00 - 09:15	6	4	10			12	5	5			0	5	12	2	14			0	1	0	15	8	3	11		0				11										
09:15 - 09:30	15	3	18			18	2	2			0	2	13	2	15	1		1		6	16	7	1	8		1	1			9										
09:30 - 09:45	19	4	23			23	2	2			0	2	15	2	17			0	1	0	18	12	12		0					12										
09:45 - 10:00	18	5	23			25	2	2			0	2	11	1	12			0		0	12	10	1	11		0				11										
HOUR TOTALS																																								
07:00 - 08:00	46	8	54	0	0	1	1	7	1	1.8	63	3	0	3	0	0	0	0	0	0	45	21	4	25	0	0	0	0	0	0	25									
07:15 - 08:15	50	10	60	0	0	0	5	1	0.0	72	4	4	0	0	0	0	0	0	0	0	52	29	4	33	0	0	0	0	1	0	34									
07:30 - 08:30	50	11	61	0	0	0	4	2	0.0	67	4	4	0	0	0	0	0	0	0	1	54	32	4	36	0	0	0	0	1	0	37									
07:45 - 08:45	56	12	68	0	0	0	3	2	0.0	73	3	3	0	0	0	0	0	0	0	1.6	62	39	2	41	1	0	0	1	1	0	43									
08:00 - 09:00	54	15	69	0	0	0	0	2	0.0	71	5	5	0	0	0	0	0	0	0	1.7	61	46	2	48	1	0	0	1	1	0	50									
08:15 - 09:15	46	15	61	0	0	0	1	1	0.0	64	8	8	0	0	0	0	0	0	0	1	52	32	5	47	1	0	0	1	0	2	48									
08:30 - 09:30	51	17	68	0	0	0	1	1	0.0	70	9	9	0	0	0	0	0	0	0	1.6	65	41	3	47	2	0	0	2	0	0	49									
08:45 - 09:45	53	17	70	0	0	0	0	1	1	0.0	72	11	0	11	0	0	0	0	0	0	60	39	5	44	0	0	1	1	0	0	45									
09:00 - 10:00	58	16	74	0	0	1	1	2	1.3	78	11	0	11	0	0	0	0	0	0	1.7	61	37	5	42	0	0	1	1	0	0	43									

A329/B3345/KINGS MEADOW RD RBT READING
25/09/2014
TRAFFIC SURVEY
JUNCTION 1

PM	LEFT											THROUGH											RIGHT											THROUGH RIGHT											U TURNERS										
B3345	TO KINGS MEADOW RD											A329 S											TO CAR PARK											TO A329 W											TO B3345										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 4	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS											
	TIME																																																						
	16:00 - 16:15	23		23				0			0.0	23	76	10	86	2			2	4			2.3	92	3		3			2	2			40.0	5	51	6	57	1			1			0	1.7	58			0	0.0	0			
	16:15 - 16:30	16	1	17				0			0.0	17	69	14	83				0	3	1		0.0	87	6		6			1	1			14.3	7	40	15	55			1	1				1.8	56			0	0.0	0			
	16:30 - 16:45	12	2	14				0		1	0.0	15	77	13	90	2		1	3	5			3.2	98	2		2			2	2			50.0	4	62	15	77				0	1			0.0	78	2		2	0.0	2			
	16:45 - 17:00	14	1	15				0			0.0	15	75	9	84	1		2	3	5	3		3.4	95	5		5				0			0.0	5	54	6	60	1		2	3		1		4.8	64	2		2	0.0	2			
	17:00 - 17:15	12	1	13				0	3		0.0	16	58	7	65				0	3			0.0	68	2		2			2	2			50.0	4	51	7	58			0	1				0.0	59	3		3	0.0	3			
	17:15 - 17:30	20	2	22				0	1		0.0	23	32	5	37				0	3			0.0	40	3		3				0			0.0	3	34	4	38			1	1	1			2.6	40	2		2	0.0	2			
	17:30 - 17:45	10	2	12				0	5		0.0	17	64	12	76	1			1	5	2		1.3	84	5		5			1	1			16.7	6	56	5	61	2		2	4				6.2	65	2		2	0.0	2			
17:45 - 18:00	20	4	24				0	3		0.0	27	50	7	57	2			2	9	1		3.4	69	3	1	4			2	2			33.3	6	49	6	55			1	1		2		1.8	58	4		4	0.0	4				
18:00 - 18:15	17	1	18				0	1	1	0.0	20	58	12	70				0	5	1		0.0	76	3		3			6	6			66.7	9	33	3	36			0			1	0.0	37	3		3	0.0	3					
18:15 - 18:30	22	1	23				0	1		0.0	24	59	3	62				0	3	2		0.0	67	5		5			1	1			16.7	6	44		44			1	1		1		2.2	46	2		2	0.0	2				
18:30 - 18:45	21		21				0	1		0.0	22	68	5	73				0	4	1		0.0	78	8	1	9			3	3			25.0	12	42	4	46			0					0.0	46	1		1	0.0	1				
18:45 - 19:00	19	2	21	1			1	2		4.5	24	79	2	81				0	6	1		0.0	88	5		5				0			0.0	5	47	2	49			1	1				2.0	50			0	0.0	0				
HOURL TOTALS																																																							
16:00 - 17:00	65	4	69	0	0	0	0	0	1	0.0	70	297	46	343	5	0	3	8	17	4		2.3	372	16	0	16	0	0	5	5	0	0	23.8	21	207	42	249	2	0	3	5	1	1		2.0	256	4	0	4	0	0	0	0	0.0	4
16:15 - 17:15	54	5	59	0	0	0	0	3	1	0.0	63	279	43	322	3	0	3	6	16	4		1.8	348	15	0	15	0	0	5	5	0	0	25.0	20	207	43	250	1	0	3	4	2	1		1.6	257	7	0	7	0	0	0	0	0.0	7
16:30 - 17:30	58	6	64	0	0	0	0	4	1	0.0	69	242	34	276	3	0	3	6	16	3		2.1	301	12	0	12	0	0	4	4	0	0	25.0	16	201	32	233	1	0	3	4	3	1		1.7	241	9	0	9	0	0	0	0	0.0	9
16:45 - 17:45	56	6	62	0	0	0	0	9	0	0.0	71	229	33	262	2	0	2	4	16	5		1.5	287	15	0	15	0	0	3	3	0	0	16.7	18	195	22	217	3	0	5	8	2	1		3.6	228	9	0	9	0	0	0	0	0.0	9
17:00 - 18:00	62	9	71	0	0	0	0	12	0	0.0	83	204	31	235	3	0	0	3	20	3		1.3	261	13	1	14	0	0	5	5	0	0	26.3	19	190	22	212	2	0	4	6	2	2		2.8	222	11	0	11	0	0	0	0	0.0	11
17:15 - 18:15	67	9	76	0	0	0	0	10	1	0.0	87	204	36	240	3	0	0	3	22	4		1.2	269	14	1	15	0	0	9	9	0	0	37.5	24	172	18	190	2	0	4	6	1	3		3.1	200	11	0	11	0	0	0	0	0.0	11
17:30 - 18:30	69	8	77	0	0	0	0	10	1	0.0	88	231	34	265	3	0	0	3	22	6		1.1	296	16	1	17	0	0	10	10	0	0	37.0	27	182	14	196	2	0	4	6	0	4		3.0	206	11	0	11	0	0	0	0	0.0	11
17:45 - 18:45	80	6	86	0	0	0	0	6	1	0.0	93	235	27	262	2	0	0	2	21	5		0.8	290	19	2	21	0	0	12	12	0	0	36.4	33	168	13	181	0	0	2	2	0	4		1.1	187	10	0	10	0	0	0	0	0.0	10
18:00 - 19:00	79	4	83	1	0	0	1	5	1	1.2	90	264	22	286	0	0	0	0	18	5		0.0	309	21	1	22	0	0	10	10	0	0	31.3	32	166	9	175	0	0	2	2	0	2		1.1	179	6	0	6	0	0	0	0	0.0	6

KINGS MEADOW RD	LEFT											THROUGH LEFT											AHEAD											RIGHT																		
	TO A329 S											TO CAR PARK											TO A329 W											TO B3345																		
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS								
TIME	16:00 - 16:15	32	1	33						0.0	34	2		2				1			33.3	3	22		22					0			0.0	22	27	1	28							0.0	28			0	0.0	0		
	16:15 - 16:30	31	2	33	1		2	2		5.7	37	1		1				1			0.0	1	27	1	28					0			3.4	30	30	2	32							0.0	32			0	0.0	0		
	16:30 - 16:45	24	4	28			1	1		0.0	29	1		1				0			0.0	1	26	2	28					0	1		0.0	29	34	1	35								0.0	35			0	0.0	0	
	16:45 - 17:00	30	2	32	1		1	1		3.0	34	2		2				0			0.0	2	21	5	26					0			0.0	28	26	1	27							0.0	27			0	0.0	0		
	17:00 - 17:15	21	1	22			0			0.0	23			0				0			0.0	0	30	1	31	1				1			3.1	32	38	1	39							0.0	39			0	0.0	0		
	17:15 - 17:30	33	1	34			0			0.0	34	1		1				0			0.0	1	28	1	29	1				1			3.3	31	36		36	1		1			2.7	37			0	0.0	0			
	17:30 - 17:45	24	2	26			1	1		1	28			0				0			0.0	2	22		22				0			0.0	23	23	1	24							0.0	25			0	0.0	0			
	17:45 - 18:00	25	1	26			0		1	0.0	27			0				0			0.0	0	33	3	36				0	1		0.0	37	23		23				1			0.0	23			0	0.0	0			
	18:00 - 18:15	30	2	32			0			0.0	32	1		1				0		1	0.0	2	37	3	40				0	1		0.0	41	32	1	33							0.0	33			0	0.0	0			
	18:15 - 18:30	30	2	32			0		1	0.0	33	1		1				0		2	0.0	3	25	4	29				0			0.0	30	30	4	34							0.0	34			0	0.0	0			
	18:30 - 18:45	35	3	38			1	1	1	2.6	40			0				0			0.0	0	25	2	27				0			0.0	27	26	1	27							0.0	27			0	0.0	0			
	18:45 - 19:00	24		24			0	1		0.0	25			0				0			0.0	0	28		28				0			0.0	29	30	1	31							0.0	31			0	0.0	0			
HOURL TOTALS	16:00 - 17:00	117	9	126	2	0	1	3	5	0	2.3	134	6	0	6	0	0	1	1	0	0	14.3	7	96	8	104	1	0	0	0	1	1	3	1.0	109	117	5	122	0	0	0	0	0	0	0.0	122			0	0.0	0	
	16:15 - 17:15	106	9	115	2	0	1	3	4	1	2.5	123	4	0	4	0	0	0	0	0	0	0	4	104	9	113	2	0	0	0	2	1	3	1.7	119	128	5	133	0	0	0	0	0	0	0.0	133			0	0.0	0	
	16:30 - 17:30	108	8	116	1	0	0	1	2	1	0.9	120	4	0	4	0	0	0	0	0	0	0	4	105	9	114	2	0	0	0	2	1	3	1.7	120	134	3	137	1	0	0	0	1	0	0	0.7	138			0	0.0	0
	16:45 - 17:45	108	6	114	1	0	1	2	1	2	1.7	119	3	0	3	0	0	0	0	0	2	0	5	101	7	108	2	0	0	0	2	0	4	1.8	114	123	3	126	1	0	0	1	0	1	0.8	128			0	0.0	0	
	17:00 - 18:00	103	5	108	0	0	1	1	0	3	0.9	112	1	0	1	0	0	0	0	0	2	0	3	113	5	118	2	0	0	0	2	1	2	1.7	123	120	2	122	1	0	0	1	0	1	0.8	124			0	0.0	0	
	17:15 - 18:15	112	6	118	0	0	1	1	0	2	0.8	121	2	0	2	0	0	0	0	0	3	0	5	120	7	127	1	0	0	0	1	2	2	0.8	132	114	2	116	1	0	0	1	0	1	0.9	118			0	0.0	0	
	17:30 - 18:30	109	7	116	0	0	1	1	0	3	0.9	120	2	0	2	0	0	0	0	0	5	0	7	117	10	127	0	0	0	0	2	2	2	0.0	131	108	6	114	0	0	0	0	0	1	0.0	115			0	0.0	0	
	17:45 - 18:45	120	8	128	0	0	1	1	0	3	0.8	132	2	0	2	0	0	0	0	0	3	0	5	120	12	132	0	0	0	0	0	2	1	0.0	135	111	6	117	0	0	0	0	0	0	0.0	117			0	0.0	0	
	18:00 - 19:00	119	7	126	0	0	1	1	1	2	0.8	130	2	0	2	0	0	0	0	0	3	0	5	115	9	124	0	0	0	0	0	1	2	0.0	127	118	7	125	0	0	0	0	0	0	0.0	125			0	0.0	0	

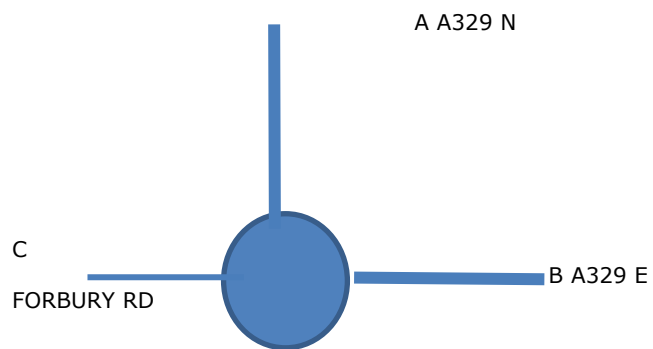
[illegible]

A329/FORBURY RD RBT READING

25/09/2014

TRAFFIC SURVEY

SITE MAP



JUNCTION ANNOTATION
ILLUSTRATION

A329/FORBURY RD RBT READING
25/09/2014
TRAFFIC SURVEY
JUNCTION 1 SUMMARY

AM	A329 N										A329 E										FORBURY RD										TOTAL													
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
	TIME																																											
07:00 - 07:15	224	18	242	4	0	2	6	17	6	2.4	271	133	15	148	7	0	6	13	6	1	8.1	168	49	6	55	3	0	5	8	6	1	12.7	70	406	39	445	14	0	13	27	29	8	23.2	509
07:15 - 07:30	235	30	265	6	0	3	9	4	0	3.3	278	142	33	175	7	0	5	12	15	8	6.4	210	58	8	66	3	0	4	7	4	1	9.6	78	435	71	506	16	0	12	28	23	9	19.3	566
07:30 - 07:45	252	17	269	12	0	5	17	9	6	5.9	301	178	20	198	5	0	7	12	17	7	5.7	234	71	7	78	0	0	2	2	6	0	2.5	86	501	44	545	17	0	14	31	32	13	14.2	621
07:45 - 08:00	261	25	286	5	0	4	9	15	6	3.1	316	201	9	210	4	0	8	12	8	6	5.4	236	62	13	75	1	0	6	7	9	0	8.5	91	524	47	571	10	0	18	28	32	12	17	643
08:00 - 08:15	252	19	271	11	0	4	15	2	4	5.2	292	179	14	193	5	0	5	10	20	9	4.9	232	55	8	63	3	0	4	7	2	0	10.0	72	486	41	527	19	0	13	32	24	13	20.2	596
08:15 - 08:30	186	21	207	5	0	6	11	7	4	5.0	229	150	13	163	5	0	13	18	16	8	9.9	205	47	7	54	1	0	3	4	9	0	6.9	67	383	41	424	11	0	22	33	32	12	21.9	501
08:30 - 08:45	203	7	210	7	0	4	11	3	2	5.0	226	166	10	176	3	0	7	10	10	8	5.4	204	43	7	50	2	0	6	8	10	0	13.8	68	412	24	436	12	0	17	29	23	10	24.1	498
08:45 - 09:00	170	10	180	8	0	4	12	5	3	6.3	200	141	12	153	3	0	8	11	19	7	6.7	190	37	5	42	2	0	3	5	7	0	10.6	54	348	27	375	13	0	15	28	31	10	23.6	444
09:00 - 09:15	170	10	180	6	0	5	11	4	2	5.8	197	176	13	189	9	0	12	21	5	6	10.0	221	39	8	47	0	0	7	7	3	0	13.0	57	385	31	416	15	0	24	39	12	8	28.7	475
09:15 - 09:30	166	14	180	6	0	3	9	0	1	4.8	190	159	12	171	17	0	7	24	3	4	12.3	202	58	15	73	3	0	7	10	5	0	12.0	88	383	41	424	26	0	17	43	8	5	29.1	480
09:30 - 09:45	158	7	165	9	0	0	9	2	1	5.2	177	156	18	174	8	0	8	16	4	2	8.4	196	58	10	68	2	0	8	10	5	0	12.8	83	372	35	407	19	0	16	35	11	3	26.4	456
09:45 - 10:00	157	18	175	8	0	2	10	3	1	5.4	189	165	18	183	8	0	9	17	4	3	8.5	207	77	9	86	2	0	7	9	2	1	9.5	98	399	45	444	18	0	18	36	9	5	23.4	494
HOURL TOTALS																																												
07:00 - 08:00	972	90	1062	27	0	14	41	45	18	3.7	1166	654	77	731	23	0	26	49	46	22	6.3	848	240	34	274	7	0	17	24	25	2	8.1	325	1866	201	2067	57	0	57	114	116	42	5.2	2339
07:15 - 08:15	1000	91	1091	34	0	16	50	30	16	4.4	1187	700	76	776	21	0	25	46	60	30	5.6	912	246	36	282	7	0	16	23	21	1	7.5	327	1946	203	2149	62	0	57	119	111	47	5.2	2426
07:30 - 08:30	951	82	1033	33	0	19	52	33	20	4.8	1138	708	56	764	19	0	33	52	61	30	6.4	907	235	35	270	5	0	15	20	26	0	6.9	316	1894	173	2067	57	0	67	124	120	50	5.7	2361
07:45 - 08:45	902	72	974	28	0	18	46	27	16	4.5	1063	696	46	742	17	0	33	50	54	31	6.3	877	207	35	242	7	0	19	26	30	0	9.7	298	1805	153	1958	52	0	70	122	111	47	5.9	2238
08:00 - 09:00	811	57	868	31	0	18	49	17	13	5.3	947	636	49	685	16	0	33	49	65	32	6.7	831	182	27	209	8	0	16	24	28	0	10.3	261	1629	133	1762	55	0	67	122	110	45	6.5	2039
08:15 - 09:15	729	48	777	26	0	19	45	19	11	5.5	852	633	48	681	20	0	40	60	50	29	8.1	820	166	27	193	5	0	19	24	29	0	11.1	246	1528	123	1651	51	0	78	129	98	40	7.2	1918
08:30 - 09:30	709	41	750	27	0	16	43	12	8	5.4	813	642	47	689	32	0	34	66	37	25	8.7	817	177	35	212	7	0	23	30	25	0	12.4	267	1528	123	1651	66	0	73	139	74	33	7.8	1897
08:45 - 09:45	664	41	705	29	0	12	41	11	7	5.5	764	632	55	687	37	0	35	72	31	19	9.5	809	192	38	230	7	0	25	32	20	0	12.2	282	1488	134	1622	73	0	72	145	62	26	8.2	1855
09:00 - 10:00	651	49	700	29	0	10	39	9	5	5.3	753	656	61	717	42	0	36	78	16	15	9.8	826	232	42	274	7	0	29	36	15	1	11.6	326	1539	152	1691	78	0	75	153	40	21	8.3	1905

PM	A329 N											A329 E											FORBURY RD											TOTAL											
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	
	TIME																																												
16:00 - 16:15	141	22	163	4	0	7	11	1	0	6.3	180	201	25	226	8	0	13	21	6	8	8.5	261	78	7	85	1	0	0	9	10	6	2	10.5	103	420	54	474	13	0	29	42	13	15	8.1	544
16:15 - 16:30	168	34	202	2	0	3	5	4	3	2.4	214	219	12	231	2	0	7	9	3	3	3.8	246	75	12	87	0	0	6	6	4	3	6.5	100	462	58	520	4	0	16	20	11	9	3.7	560	
16:30 - 16:45	173	31	204	2	0	4	6	4	2	2.9	216	192	15	207	1	0	10	11	9	1	5.0	228	71	14	85	0	0	5	5	8	4	5.6	102	436	60	496	3	0	19	22	21	7	4.2	546	
16:45 - 17:00	175	22	197	2	0	3	5	3	3	2.5	208	227	10	237	3	0	6	9	4	2	3.7	252	84	9	93	1	0	2	3	13	3	3.1	112	486	41	527	6	0	11	17	20	8	3.1	572	
17:00 - 17:15	100	13	113	3	0	2	5	4	2	4.2	124	241	13	254	2	0	8	10	12	3	3.8	279	91	6	97	1	0	1	2	7	4	2.0	110	432	32	464	6	0	11	17	23	9	3.5	513	
17:15 - 17:30	103	8	111	1	0	3	4	2	0	3.5	117	202	10	212	1	0	7	8	11	9	3.6	240	79	7	86	0	0	8	8	7	8	8.5	109	384	25	409	2	0	18	20	20	17	4.7	466	
17:30 - 17:45	100	16	116	0	0	6	6	1	2	4.9	125	202	11	213	1	0	11	12	5	0	5.3	230	71	6	77	0	0	5	5	13	4	6.1	99	373	33	406	1	0	22	23	19	6	5.4	454	
17:45 - 18:00	99	19	118	1	0	3	4	3	0	3.3	125	199	5	204	0	0	5	5	12	3	2.4	224	59	6	65	0	0	4	4	27	2	5.8	98	357	30	387	1	0	12	13	42	5	3.3	447	
18:00 - 18:15	115	9	124	1	0	5	6	0	0	4.6	130	212	8	220	2	0	3	5	9	2	2.2	236	96	5	101	0	0	3	3	14	1	2.9	119	423	22	445	3	0	11	14	23	3	3.1	485	
18:15 - 18:30	127	6	133	0	0	3	3	4	3	2.2	143	147	8	155	1	0	6	7	4	2	4.3	168	80	3	83	0	0	6	6	12	6	6.7	107	354	17	371	1	0	15	16	20	11	4.1	418	
18:30 - 18:45	171	12	183	0	0	4	4	6	2	2.1	195	195	6	201	3	0	2	5	6	4	2.4	216	93	2	95	1	0	8	9	11	3	8.7	118	459	20	479	4	0	14	18	23	9	3.6	529	
18:45 - 19:00	196	8	204	0	0	2	2	7	3	1.0	216	194	3	197	0	0	5	5	6	3	2.5	211	88	0	88	0	0	9	9	15	5	9.3	117	478	11	489	0	0	16	16	28	11	3.2	544	
HOURLY TOTALS																																													
16:00 - 17:00	657	109	766	10	0	17	27	12	13	3.4	839	62	901	14	0	36	50	22	14	5.3	987	308	42	350	2	0	22	24	31	12	6.4	417	1804	213	2017	26	0	75	101	65	39	4.8	2222		
16:15 - 17:15	616	100	716	9	0	12	21	15	10	2.8	762	879	50	929	8	0	31	39	28	9	4.0	1005	321	41	362	2	0	14	16	32	14	4.2	424	1816	191	2007	19	0	57	76	75	33	3.6	2191	
16:30 - 17:30	551	74	625	8	0	12	20	13	7	3.1	665	862	48	910	7	0	31	38	36	15	4.0	999	325	36	361	2	0	16	18	35	19	4.7	433	1738	158	1896	17	0	59	76	84	41	3.9	2097	
16:45 - 17:45	478	59	537	6	0	14	20	10	7	3.6	574	872	44	916	7	0	32	39	32	14	4.1	1001	325	28	353	2	0	16	18	40	19	4.9	430	1675	131	1806	15	0	62	77	82	40	4.1	2005	
17:00 - 18:00	402	56	458	5	0	14	19	10	4	4.0	491	844	39	883	4	0	31	35	40	15	3.8	973	300	25	325	1	0	18	19	54	18	5.5	416	1546	120	1666	10	0	63	73	104	37	4.2	1880	
17:15 - 18:15	417	52	469	3	0	17	20	6	2	4.1	497	815	34	849	4	0	26	30	37	14	3.4	930	305	24	329	0	0	20	20	61	15	5.7	425	1537	110	1647	7	0	63	70	104	31	4.1	1852	
17:30 - 18:30	441	50	491	2	0	17	19	8	5	3.7	523	760	32	792	4	0	25	29	30	17	3.5	858	306	20	326	0	0	18	18	66	13	5.2	423	1507	102	1609	6	0	60	66	104	25	3.9	1804	
17:45 - 18:45	512	46	558	2	0	15	17	13	5	3.0	593	753	27	780	6	0	16	22	31	11	2.7	844	328	16	344	1	0	21	22	64	12	6.0	442	1593	89	1682	9	0	52	61	108	28	3.5	1879	
18:00 - 19:00	609	35	644	1	0	14	15	17	8	2.3	684	748	25	773	6	0	16	22	25	11	2.8	831	357	10	367	1	0	26	27	52	15	6.9	461	1714	70	1784	8	0	56	64	94	34	3.5	1976	

A329/FORBURY RD RBT READING
25/09/2014
 TRAFFIC SURVEY
 JUNCTION 1

PM	LEFT										RIGHT										U-TURN																
A329 N	TO A329 E										TO FORBURY RD																										
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS				
	TIME																																				
	07:00 - 07:15	191	16	207	3		3	11	4	1.4	225	33	2	35	1		2	3	6	2	7.9	46			0						0.0	0					
	07:15 - 07:30	200	22	222	5		5	3		2.2	230	34	8	42	1		3	4	1		8.7	47	1		1						0.0	1					
	07:30 - 07:45	221	12	233	11		11	5	1	4.5	250	31	5	36	1		5	6	4	5	14.3	51			0						0.0	0					
	07:45 - 08:00	231	21	252	5		1	6	10	4	2.3	272	30	4	34			3	3	5	2	8.1	44			0						0.0	0				
	08:00 - 08:15	220	15	235	11			11	1	2	4.5	249	32	4	36			4	4	1	2	10.0	43			0						0.0	0				
	08:15 - 08:30	162	16	178	5			5	1	3	2.7	187	23	5	28			6	6	6	1	17.6	41	1		1						0.0	1				
	08:30 - 08:45	178	6	184	7		2	9	2	1	4.7	196	25	1	26			2	2	1	1	7.1	30			0						0.0	0				
08:45 - 09:00	148	9	157	8			8	4	2	4.8	171	22	1	23			4	4	1	1	14.8	29			0						0.0	0					
09:00 - 09:15	157	9	166	6			6	2	1	3.5	175	13	1	14			5	5	2	1	26.3	22			0						0.0	0					
09:15 - 09:30	154	12	166	5			5			2.9	172	12	2	14	1		3	4			22.2	18			0						0.0	0					
09:30 - 09:45	145	7	152	6			6	2	1	3.8	161	13	3	13	3			3			18.8	16			0						0.0	0					
09:45 - 10:00	140	13	153	7			7	2	1	4.4	163	17	5	22	1		2	3	1		12.0	26			0						0.0	0					
HOOR TOTALS																																					
07:00 - 08:00	843	71	914	24	0	1	25	29	9	2.7	977	128	19	147	3	0	13	16	16	9	9.8	188	1	0	1	0	0	0	0	0	0	0.0	1				
07:15 - 08:15	872	70	942	32	0	1	33	19	7	3.4	1001	127	21	148	2	0	15	17	11	9	10.3	185	1	0	1	0	0	0	0	0	0	0.0	1				
07:30 - 08:30	834	64	898	32	0	1	33	17	10	3.5	958	116	18	134	1	0	18	19	16	10	12.4	179	1	0	1	0	0	0	0	0	0	0.0	1				
07:45 - 08:45	791	58	849	28	0	3	31	14	10	3.5	904	110	14	124	0	0	15	15	13	6	10.8	158	1	0	1	0	0	0	0	0	0	0.0	1				
08:00 - 09:00	708	46	754	31	0	2	33	8	8	4.2	803	102	11	113	0	0	16	16	9	5	12.4	143	1	0	1	0	0	0	0	0	0	0.0	1				
08:15 - 09:15	645	40	685	26	0	2	28	9	7	3.9	729	83	8	91	0	0	17	17	10	4	15.7	122	1	0	1	0	0	0	0	0	0	0.0	1				
08:30 - 09:30	637	36	673	26	0	2	28	8	5	4.0	714	72	5	77	1	0	14	15	4	3	16.3	99	0	0	0	0	0	0	0	0	0	0.0	0				
08:45 - 09:45	604	37	641	25	0	0	25	6	5	3.8	679	60	4	64	4	0	12	16	3	2	20.0	85	0	0	0	0	0	0	0	0	0	0.0	0				
09:00 - 10:00	596	41	637	24	0	0	24	6	4	3.6	671	55	8	63	5	0	10	15	5	1	19.2	82	0	0	0	0	0	0	0	0	0	0.0	0				

A329 E	THROUGH											RIGHT											U-TURN										
	TO FORBURY RD											TO A329 N																					
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
TIME																																	
07:00 - 07:15	36	4	40	1		4	5	6	1	11.1	52	96	11	107	6		2	8			7.0	115	1		1						0.0	1	
07:15 - 07:30	38	8	46			2	2	10	5	4.2	63	103	25	128	7		3	10	5	3	7.2	146	1		1						0.0	1	
07:30 - 07:45	39	7	46	1		3	4	12	5	8.0	67	139	13	152	4		4	8	5	2	5.0	167			0						0.0	0	
07:45 - 08:00	50	3	53	2		6	8	8	5	13.1	74	149	6	155	2		2	4		1	2.5	160	2		2						0.0	2	
08:00 - 08:15	70	6	76			4	4	15	5	5.0	100	109	8	117	5		1	6	5	4	4.9	132			0						0.0	0	
08:15 - 08:30	44	6	50			10	10	10	4	16.7	74	106	7	113	5		3	8	6	4	6.6	131			0						0.0	0	
08:30 - 08:45	50	2	52	2		6	8	3	4	13.3	67	116	8	124	1		1	2	7	4	1.6	137			0						0.0	0	
08:45 - 09:00	46	2	48	1		4	5	10	2	9.4	65	95	10	105	2		4	6	9	5	5.4	125			0						0.0	0	
09:00 - 09:15	64	6	70	1		8	9	4	3	11.4	86	111	6	117	7		4	11	1	3	8.6	132	1	1	2	1			1		33.3	3	
09:15 - 09:30	66	8	74	4		5	9	3	2	10.8	88	92	4	96	12		2	14		2	12.7	112	1		1	1		1		50.0	2		
09:30 - 09:45	55	7	62	2		6	8	2	2	11.4	74	101	11	112	5		2	7	2	2	5.9	121			0	1		1		##	1		
09:45 - 10:00	73	5	78	2		8	10	3		11.4	91	91	13	104	6		1	7	1	3	6.3	115	1		1			0			0.0	1	
HOOR TOTALS																																	
07:00 - 08:00	163	22	185	4	0	15	19	36	16	9.3	256	487	55	542	19	0	11	30	10	6	5.2	588	4	0	4	0	0	0	0	0	0	0.0	4
07:15 - 08:15	197	24	221	3	0	15	18	45	20	7.5	304	500	52	552	18	0	10	28	15	10	4.8	605	3	0	3	0	0	0	0	0	0	0.0	3
07:30 - 08:30	203	22	225	3	0	23	26	45	19	10.4	315	503	34	537	16	0	10	26	16	11	4.6	590	2	0	2	0	0	0	0	0	0	0.0	2
07:45 - 08:45	214	17	231	4	0	26	30	36	18	11.5	315	480	29	509	13	0	7	20	18	13	3.8	560	2	0	2	0	0	0	0	0	0	0.0	2
08:00 - 09:00	210	16	226	3	0	24	27	38	15	10.7	306	426	33	459	13	0	9	22	27	17	4.6	525	0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 09:15	204	16	220	4	0	28	32	27	13	12.7	292	428	31	459	15	0	12	27	23	16	5.6	525	1	1	2	1	0	0	1	0	33.3	3	
08:30 - 09:30	226	18	244	8	0	23	31	20	11	11.3	306	414	28	442	22	0	11	33	17	14	6.9	506	2	1	3	2	0	0	2	0	40.0	5	
08:45 - 09:45	231	23	254	8	0	23	31	19	9	10.9	313	399	31	430	26	0	12	38	12	10	8.1	490	2	1	3	3	0	0	3	0	50.0	6	
09:00 - 10:00	258	26	284	9	0	27	36	12	7	11.3	339	395	34	429	30	0	9	39	4	8	8.3	480	3	1	4	3	0	0	3	0	42.9	7	

FORBURY RD	LEFT											THROUGH											U TURN										
	TO A329 N											TO A329 E																					
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS
	TIME																																
07:00 - 07:15	26	5	31	2		5	7	6		18.4	44	23	1	24	1			1		1	4.0	26			0				0			0.0	0
07:15 - 07:30	32	4	36	2		4	6	4		14.3	46	26	4	30	1			1		1	3.2	32			0				0			0.0	0
07:30 - 07:45	38	4	42			2	2	5		4.5	49	33	3	36				0	1		0.0	37			0				0			0.0	0
07:45 - 08:00	35	6	41	1		6	7	5		14.6	53	27	7	34				0	4		0.0	38			0				0			0.0	0
08:00 - 08:15	35	6	41	2		4	6	2		12.8	49	20	2	22				0			0.0	22			0	1			1		###	1	
08:15 - 08:30	32	5	37	1		3	4	7		9.8	48	15	2	17				0	2		0.0	19			0				0			0.0	0
08:30 - 08:45	32	3	35	2		5	7	10		16.7	52	11	4	15				0			0.0	15			0			1	1		###	1	
08:45 - 09:00	28	4	32	2		3	5	6		13.5	43	8	1	9				0	1		0.0	10	1		1				0			0.0	1
09:00 - 09:15	23	2	25			7	7	3		21.9	35	16	6	22				0			0.0	22			0				0			0.0	0
09:15 - 09:30	36	12	48	1		6	7	4		12.7	59	22	3	25	2		1	3	1		10.7	29			0				0			0.0	0
09:30 - 09:45	30	4	34	2		8	10	5		22.7	49	27	6	33				0			0.0	33	1		1				0			0.0	1
09:45 - 10:00	41	4	45			5	5	2		10.0	52	36	5	41	2		2	4		1	8.9	46			0				0			0.0	0
HOOR TOTALS																																	
07:00 - 08:00	131	19	150	5	0	17	22	20	0	12.8	192	109	15	124	2	0	0	2	5	2	1.6	133	0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 08:15	140	20	160	5	0	16	21	16	0	11.6	197	106	16	122	1	0	0	1	5	1	0.8	129	0	0	0	1	0	0	1	0	0	###	1
07:30 - 08:30	140	21	161	4	0	15	19	19	0	10.6	199	95	14	109	0	0	0	0	7	0	0.0	116	0	0	0	1	0	0	1	0	0	###	1
07:45 - 08:45	134	20	154	6	0	18	24	24	0	13.5	202	73	15	88	0	0	0	0	6	0	0.0	94	0	0	0	1	0	1	2	0	0	###	2
08:00 - 09:00	127	18	145	7	0	15	22	25	0	13.2	192	54	9	63	0	0	0	0	3	0	0.0	66	1	0	1	1	0	1	2	0	0	66.7	3
08:15 - 09:15	115	14	129	5	0	18	23	26	0	15.1	178	50	13	63	0	0	0	0	3	0	0.0	66	1	0	1	0	0	1	1	0	0	50.0	2
08:30 - 09:30	119	21	140	5	0	21	26	23	0	15.7	189	57	14	71	2	0	1	3	2	0	4.1	76	1	0	1	0	0	1	1	0	0	50.0	2
08:45 - 09:45	117	22	139	5	0	24	29	18	0	17.3	186	73	16	89	2	0	1	3	2	0	3.3	94	2	0	2	0	0	0	0	0	0	0.0	2
09:00 - 10:00	130	22	152	3	0	26	29	14	0	16.0	195	101	20	121	4	0	3	7	1	1	5.5	130	1	0	1	0	0	0	0	0	0	0.0	1

A329/FORBURY RD RBT READING
25/09/2014
 TRAFFIC SURVEY
 JUNCTION 1

PM	LEFT												RIGHT												U-TURN																
	TO A329 E												TO FORBURY RD																												
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS								
TIME																																									
16:00 - 16:15	121	19	140	4		1	5	1	4	3.4	150	20	3	23			6	6		1	20.7	30			0				0				0.0	0					0.0	0	
16:15 - 16:30	152	27	179	2		1	3	4	3	1.6	189	16	7	23			2	2			8.0	25			0				0				0.0	0					0.0	0	
16:30 - 16:45	160	30	190	2			2	3	2	1.0	197	13	1	14			4	4	1		22.2	19			0				0				0.0	0					0.0	0	
16:45 - 17:00	159	20	179	1			1	3	3	0.6	186	16	2	18	1		3	4			18.2	22			0				0				0.0	0					0.0	0	
17:00 - 17:15	77	10	87	3			3	1	2	3.3	93	23	3	26			2	2	3		7.1	31			0				0				0.0	0					0.0	0	
17:15 - 17:30	82	8	90	1			1			1.1	91	21		21			3	3	2		12.5	26			0				0				0.0	0					0.0	0	
17:30 - 17:45	86	14	100				0	1	2	0.0	103	14	2	16			6	6			27.3	22			0				0				0.0	0					0.0	0	
17:45 - 18:00	77	18	95	1			1			1.0	96	22	1	23			3	3	3		11.5	29			0				0				0.0	0					0.0	0	
18:00 - 18:15	101	8	109	1		2	3			2.7	112	14	1	15			3	3			16.7	18			0				0				0.0	0					0.0	0	
18:15 - 18:30	117	5	122				0	2	3	0.0	127	10	1	11			3	3	2		21.4	16			0				0				0.0	0					0.0	0	
18:30 - 18:45	158	10	168				0	6	1	0.0	175	13	2	15			4	4		1	21.1	20			0				0				0.0	0					0.0	0	
18:45 - 19:00	175	8	183				0	5	3	0.0	191	21		21			2	2	2		8.7	25			0				0				0.0	0					0.0	0	
HOOR TOTALS																																									
16:00 - 17:00	592	96	688	9	0	2	11	11	12	1.6	722	65	13	78	1	0	15	16	1	1	17.0	96	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
16:15 - 17:15	548	87	635	8	0	1	9	11	10	1.4	665	68	13	81	1	0	11	12	4	0	12.9	97	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
16:30 - 17:30	478	68	546	7	0	0	7	7	7	1.3	567	73	6	79	1	0	12	13	6	0	14.1	98	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
16:45 - 17:45	404	52	456	5	0	0	5	5	7	1.1	473	74	7	81	1	0	14	15	5	0	15.6	101	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
17:00 - 18:00	322	50	372	5	0	0	5	2	4	1.3	383	80	6	86	0	0	14	14	8	0	14.0	108	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
17:15 - 18:15	346	48	394	3	0	2	5	1	2	1.3	402	71	4	75	0	0	15	15	5	0	16.7	95	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
17:30 - 18:30	381	45	426	2	0	2	4	3	5	0.9	438	60	5	65	0	0	15	15	5	0	18.8	85	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
17:45 - 18:45	453	41	494	2	0	2	4	8	4	0.8	510	59	5	64	0	0	13	13	5	1	16.9	83	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	
18:00 - 19:00	551	31	582	1	0	2	3	13	7	0.5	605	58	4	62	0	0	12	12	4	1	16.2	79	0	0	0	0	0	0	0	0	0	0	0.0	0					0.0	0	

A329 E	THROUGH												RIGHT												U-TURN																	
	TO FORBURY RD												TO A329 N																													
	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS	CARS	LIGHT GOODS VEHICLES	TOTAL LIGHT	OGV 1	OGV 2	BUSES AND COACHES	TOTAL HEAVY	PEDAL-CYCLES	MOTORCYCLES	HEAVY %	TOTAL MOVEMENTS									
TIME																																										
16:00 - 16:15	48	6	54			11	11	4	2	16.9	71	152	19	171	8		2	10	2	6	5.5	189	1		1				0				0.0	1					0.0	1		
16:15 - 16:30	58	4	62			5	5	3		7.5	70	160	8	168	2		2	4		3	2.3	175	1		1				0				0.0	1					0.0	1		
16:30 - 16:45	46	4	50			8	8	4		13.8	62	145	10	155	1		2	3	5	1	1.9	164	1	1	2				0				0.0	2					0.0	2		
16:45 - 17:00	47	2	49	1		4	5	1		9.3	55	178	8	186	2		2	4	3	2	2.1	195	2		2				0				0.0	2					0.0	2		
17:00 - 17:15	70	3	73			6	6	4		7.6	83	170	10	180	2		2	4	8	3	2.2	195	1		1				0				0.0	1					0.0	1		
17:15 - 17:30	55	5	60			6	6	4	2	9.1	72	146	5	151	1		1	2	7	7	1.3	167	1		1				0				0.0	1					0.0	1		
17:30 - 17:45	50	4	54			9	9	2		14.3	65	150	7	157	1		2	3	3		1.9	163	2		2				0				0.0	2					0.0	2		
17:45 - 18:00	53	3	56			4	4	4		6.7	64	145	2	147			1	1	8	3	0.7	159	1		1				0				0.0	1					0.0	1		
18:00 - 18:15	66	1	67			2	2	3		2.9	72	146	7	153	2		1	3	6	2	1.9	164			0				0				0.0	0					0.0	0		
18:15 - 18:30	48	1	49			5	5	1		9.3	55	97	7	104	1		1	2	3	2	1.9	111	2		2				0				0.0	2					0.0	2		
18:30 - 18:45	46	3	49			1	1	1	1	2.0	52	148	3	151	3		1	4	5	3	2.6	163	1		1				0				0.0	1					0.0	1		
18:45 - 19:00	57	1	58			1	1	1	1	1.7	61	135	2	137			4	4	5	2	2.8	148	2		2				0				0.0	2					0.0	2		
HOOR TOTALS																																										
16:00 - 17:00	199	16	215	1	0	28	29	12	2	11.9	258	635	45	680	13	0	8	21	10	12	3.0	723	5	1	6	0	0	0	0	0	0	0	0.0	6					0.0	6		
16:15 - 17:15	221	13	234	1	0	23	24	12	0	9.3	270	653	36	689	7	0	8	15	16	9	2.1	729	5	1	6	0	0	0	0	0	0	0	0.0	6					0.0	6		
16:30 - 17:30	218	14	232	1	0	24	25	13	2	9.7	272	639	33	672	6	0	7	13	23	13	1.9	721	5	1	6	0	0	0	0	0	0	0	0.0	6					0.0	6		
16:45 - 17:45	222	14	236	1	0	25	26	11	2	9.9	275	644	30	674	6	0	7	13	21	12	1.9	720	6	0	6	0	0	0	0	0	0	0	0.0	6					0.0	6		
17:00 - 18:00	228	15	243	0	0	25	25	14	2	9.3	284	611	24	635	4	0	6	10	26	13	1.6	684	5	0	5	0	0	0	0	0	0	0	0.0	5					0.0	5		



QUEUES

A329 N	QUEUES
TIME	
07:00 - 07:05	3
07:05 - 07:10	3
07:10 - 07:15	5
07:15 - 07:20	4
07:20 - 07:25	4
07:25 - 07:30	4
07:30 - 07:35	
07:35 - 07:40	
07:40 - 07:45	
07:45 - 07:50	10
07:50 - 07:55	15
07:55 - 08:00	20
08:00 - 08:05	6
08:05 - 08:10	9
08:10 - 08:15	20
08:15 - 08:20	10
08:20 - 08:25	5
08:25 - 08:30	7
08:30 - 08:35	5
08:35 - 08:40	8
08:40 - 08:45	7
08:45 - 08:50	3
08:50 - 08:55	5
08:55 - 09:00	4
09:00 - 09:05	5
09:05 - 09:10	3
09:10 - 09:15	6
09:15 - 09:20	
09:20 - 09:25	
09:25 - 09:30	2
09:30 - 09:35	
09:35 - 09:40	2
09:40 - 09:45	
09:45 - 09:50	6
09:50 - 09:55	5
09:55 - 10:00	4
16:00 - 16:05	2
16:05 - 16:10	2
16:10 - 16:15	
16:15 - 16:20	7
16:20 - 16:25	2
16:25 - 16:30	
16:30 - 16:35	
16:35 - 16:40	
16:40 - 16:45	
16:45 - 16:50	
16:50 - 16:55	
16:55 - 17:00	4
17:00 - 17:05	8
17:05 - 17:10	14
17:10 - 17:15	20+
17:15 - 17:20	20+
17:20 - 17:25	20+
17:25 - 17:30	20+
17:30 - 17:35	20+
17:35 - 17:40	20+
17:40 - 17:45	20+
17:45 - 17:50	20+
17:50 - 17:55	20+
17:55 - 18:00	20+
18:00 - 18:05	20+
18:05 - 18:10	2
18:10 - 18:15	
18:15 - 18:20	3
18:20 - 18:25	2
18:25 - 18:30	
18:30 - 18:35	2
18:35 - 18:40	2
18:40 - 18:45	
18:45 - 18:50	
18:50 - 18:55	
18:55 - 19:00	

20

14

A329 E	QUEUES
TIME	
07:00 - 07:05	2
07:05 - 07:10	5
07:10 - 07:15	6
07:15 - 07:20	6
07:20 - 07:25	4
07:25 - 07:30	6
07:30 - 07:35	2
07:35 - 07:40	8
07:40 - 07:45	7
07:45 - 07:50	7
07:50 - 07:55	10
07:55 - 08:00	5
08:00 - 08:05	7
08:05 - 08:10	6
08:10 - 08:15	2
08:15 - 08:20	2
08:20 - 08:25	2
08:25 - 08:30	2
08:30 - 08:35	2
08:35 - 08:40	2
08:40 - 08:45	4
08:45 - 08:50	6
08:50 - 08:55	
08:55 - 09:00	
09:00 - 09:05	
09:05 - 09:10	4
09:10 - 09:15	3
09:15 - 09:20	4
09:20 - 09:25	4
09:25 - 09:30	3
09:30 - 09:35	4
09:35 - 09:40	3
09:40 - 09:45	7
09:45 - 09:50	2
09:50 - 09:55	3
09:55 - 10:00	3
16:00 - 16:05	
16:05 - 16:10	5
16:10 - 16:15	
16:15 - 16:20	4
16:20 - 16:25	
16:25 - 16:30	6
16:30 - 16:35	3
16:35 - 16:40	2
16:40 - 16:45	
16:45 - 16:50	2
16:50 - 16:55	
16:55 - 17:00	2
17:00 - 17:05	
17:05 - 17:10	3
17:10 - 17:15	
17:15 - 17:20	2
17:20 - 17:25	
17:25 - 17:30	2
17:30 - 17:35	7
17:35 - 17:40	
17:40 - 17:45	
17:45 - 17:50	
17:50 - 17:55	
17:55 - 18:00	2
18:00 - 18:05	
18:05 - 18:10	
18:10 - 18:15	2
18:15 - 18:20	
18:20 - 18:25	
18:25 - 18:30	
18:30 - 18:35	8
18:35 - 18:40	
18:40 - 18:45	
18:45 - 18:50	
18:50 - 18:55	
18:55 - 19:00	

7

7

FORBURY RD	QUEUES
TIME	
07:00 - 07:05	
07:05 - 07:10	2
07:10 - 07:15	2
07:15 - 07:20	2
07:20 - 07:25	2
07:25 - 07:30	3
07:30 - 07:35	
07:35 - 07:40	2
07:40 - 07:45	
07:45 - 07:50	
07:50 - 07:55	
07:55 - 08:00	
08:00 - 08:05	
08:05 - 08:10	
08:10 - 08:15	
08:15 - 08:20	2
08:20 - 08:25	2
08:25 - 08:30	
08:30 - 08:35	2
08:35 - 08:40	
08:40 - 08:45	
08:45 - 08:50	10
08:50 - 08:55	
08:55 - 09:00	
09:00 - 09:05	
09:05 - 09:10	
09:10 - 09:15	2
09:15 - 09:20	
09:20 - 09:25	2
09:25 - 09:30	
09:30 - 09:35	
09:35 - 09:40	
09:40 - 09:45	2
09:45 - 09:50	
09:50 - 09:55	
09:55 - 10:00	
16:00 - 16:05	4
16:05 - 16:10	5
16:10 - 16:15	3
16:15 - 16:20	4
16:20 - 16:25	5
16:25 - 16:30	4
16:30 - 16:35	4
16:35 - 16:40	6
16:40 - 16:45	4
16:45 - 16:50	6
16:50 - 16:55	5
16:55 - 17:00	5
17:00 - 17:05	5
17:05 - 17:10	4
17:10 - 17:15	6
17:15 - 17:20	5
17:20 - 17:25	10
17:25 - 17:30	8
17:30 - 17:35	4
17:35 - 17:40	4
17:40 - 17:45	6
17:45 - 17:50	4
17:50 - 17:55	8
17:55 - 18:00	6
18:00 - 18:05	4
18:05 - 18:10	8
18:10 - 18:15	5
18:15 - 18:20	6
18:20 - 18:25	7
18:25 - 18:30	3
18:30 - 18:35	5
18:35 - 18:40	4
18:40 - 18:45	7
18:45 - 18:50	3
18:50 - 18:55	5
18:55 - 19:00	3

10

10

TOTAL GRID LOCK ON RBT BACK TO STATION

QUEUES

B3345	QUEUES	KINGS MEADOW RD	QUEUES	A329 S	QUEUES	CAR PARK		A329 W	
TIME		TIME		TIME		TIME		TIME	
07:00 - 07:05	8	07:00 - 07:05		07:00 - 07:05	3	07:00 - 07:05		07:00 - 07:05	3
07:05 - 07:10	10	07:05 - 07:10		07:05 - 07:10	4	07:05 - 07:10		07:05 - 07:10	
07:10 - 07:15	9	07:10 - 07:15	3	07:10 - 07:15	4	07:10 - 07:15		07:10 - 07:15	2
07:15 - 07:20	6	07:15 - 07:20		07:15 - 07:20	3	07:15 - 07:20		07:15 - 07:20	9
07:20 - 07:25	14	07:20 - 07:25	2	07:20 - 07:25	8	07:20 - 07:25		07:20 - 07:25	7
07:25 - 07:30	9	07:25 - 07:30		07:25 - 07:30		07:25 - 07:30		07:25 - 07:30	3
07:30 - 07:35	16	07:30 - 07:35	6	07:30 - 07:35	3	07:30 - 07:35		07:30 - 07:35	7
07:35 - 07:40	15	07:35 - 07:40	3	07:35 - 07:40		07:35 - 07:40		07:35 - 07:40	7
07:40 - 07:45	17	07:40 - 07:45		07:40 - 07:45	2	07:40 - 07:45		07:40 - 07:45	12
07:45 - 07:50	15	07:45 - 07:50	3	07:45 - 07:50	2	07:45 - 07:50		07:45 - 07:50	10
07:50 - 07:55	14	07:50 - 07:55		07:50 - 07:55		07:50 - 07:55		07:50 - 07:55	5
07:55 - 08:00	17	07:55 - 08:00	4	07:55 - 08:00	6	07:55 - 08:00		07:55 - 08:00	9
08:00 - 08:05	16	08:00 - 08:05	3	08:00 - 08:05	4	08:00 - 08:05		08:00 - 08:05	8
08:05 - 08:10	14	08:05 - 08:10	3	08:05 - 08:10	2	08:05 - 08:10		08:05 - 08:10	8
08:10 - 08:15	17	08:10 - 08:15		08:10 - 08:15	55	08:10 - 08:15		08:10 - 08:15	5
08:15 - 08:20	16	08:15 - 08:20		08:15 - 08:20	6	08:15 - 08:20		08:15 - 08:20	6
08:20 - 08:25	7	08:20 - 08:25	4	08:20 - 08:25	2	08:20 - 08:25		08:20 - 08:25	7
08:25 - 08:30	8	08:25 - 08:30		08:25 - 08:30	3	08:25 - 08:30		08:25 - 08:30	3
08:30 - 08:35	10	08:30 - 08:35	8	08:30 - 08:35		08:30 - 08:35		08:30 - 08:35	4
08:35 - 08:40	6	08:35 - 08:40		08:35 - 08:40	4	08:35 - 08:40		08:35 - 08:40	7
08:40 - 08:45	11	08:40 - 08:45	2	08:40 - 08:45		08:40 - 08:45		08:40 - 08:45	5
08:45 - 08:50	9	08:45 - 08:50	2	08:45 - 08:50		08:45 - 08:50		08:45 - 08:50	4
08:50 - 08:55	12	08:50 - 08:55	2	08:50 - 08:55		08:50 - 08:55		08:50 - 08:55	4
08:55 - 09:00	8	08:55 - 09:00	3	08:55 - 09:00		08:55 - 09:00		08:55 - 09:00	3
09:00 - 09:05	5	09:00 - 09:05	4	09:00 - 09:05		09:00 - 09:05		09:00 - 09:05	6
09:05 - 09:10	7	09:05 - 09:10		09:05 - 09:10		09:05 - 09:10		09:05 - 09:10	3
09:10 - 09:15	6	09:10 - 09:15	3	09:10 - 09:15		09:10 - 09:15		09:10 - 09:15	5
09:15 - 09:20	6	09:15 - 09:20	2	09:15 - 09:20		09:15 - 09:20		09:15 - 09:20	6
09:20 - 09:25	8	09:20 - 09:25		09:20 - 09:25		09:20 - 09:25		09:20 - 09:25	4
09:25 - 09:30	7	09:25 - 09:30	4	09:25 - 09:30		09:25 - 09:30		09:25 - 09:30	4
09:30 - 09:35	10	09:30 - 09:35		09:30 - 09:35		09:30 - 09:35		09:30 - 09:35	15
09:35 - 09:40	5	09:35 - 09:40	2	09:35 - 09:40		09:35 - 09:40		09:35 - 09:40	9
09:40 - 09:45	8	09:40 - 09:45	3	09:40 - 09:45		09:40 - 09:45		09:40 - 09:45	10
09:45 - 09:50	12	09:45 - 09:50	5	09:45 - 09:50		09:45 - 09:50		09:45 - 09:50	6
09:50 - 09:55	4	09:50 - 09:55	7	09:50 - 09:55		09:50 - 09:55		09:50 - 09:55	7
09:55 - 10:00	8	09:55 - 10:00		09:55 - 10:00		09:55 - 10:00		09:55 - 10:00	5
16:00 - 16:05	4	16:00 - 16:05	4	16:00 - 16:05		16:00 - 16:05	2	16:00 - 16:05	7
16:05 - 16:10	7	16:05 - 16:10	4	16:05 - 16:10		16:05 - 16:10	5	16:05 - 16:10	8
16:10 - 16:15	6	16:10 - 16:15	3	16:10 - 16:15		16:10 - 16:15	3	16:10 - 16:15	5
16:15 - 16:20	5	16:15 - 16:20	4	16:15 - 16:20		16:15 - 16:20	3	16:15 - 16:20	6
16:20 - 16:25	7	16:20 - 16:25	2	16:20 - 16:25		16:20 - 16:25	4	16:20 - 16:25	13
16:25 - 16:30	8	16:25 - 16:30	5	16:25 - 16:30		16:25 - 16:30	4	16:25 - 16:30	14
16:30 - 16:35	6	16:30 - 16:35	4	16:30 - 16:35		16:30 - 16:35		16:30 - 16:35	5
16:35 - 16:40	5	16:35 - 16:40	4	16:35 - 16:40		16:35 - 16:40	6	16:35 - 16:40	9
16:40 - 16:45	5	16:40 - 16:45	3	16:40 - 16:45		16:40 - 16:45	7	16:40 - 16:45	10
16:45 - 16:50	5	16:45 - 16:50	4	16:45 - 16:50		16:45 - 16:50	3	16:45 - 16:50	11
16:50 - 16:55	3	16:50 - 16:55	3	16:50 - 16:55		16:50 - 16:55	5	16:50 - 16:55	10
16:55 - 17:00	3	16:55 - 17:00	7	16:55 - 17:00		16:55 - 17:00	4	16:55 - 17:00	5
17:00 - 17:05	2	17:00 - 17:05	5	17:00 - 17:05		17:00 - 17:05	3	17:00 - 17:05	12
17:05 - 17:10	6	17:05 - 17:10	9	17:05 - 17:10		17:05 - 17:10	5	17:05 - 17:10	25
17:10 - 17:15	18	17:10 - 17:15	13	17:10 - 17:15		17:10 - 17:15	7	17:10 - 17:15	40+
17:15 - 17:20	35+	17:15 - 17:20	17	17:15 - 17:20		17:15 - 17:20	2	17:15 - 17:20	40+
17:20 - 17:25	35+	17:20 - 17:25	10	17:20 - 17:25		17:20 - 17:25	2	17:20 - 17:25	40+
17:25 - 17:30	35+	17:25 - 17:30	4	17:25 - 17:30		17:25 - 17:30	3	17:25 - 17:30	40+
17:30 - 17:35	35+	17:30 - 17:35	20+	17:30 - 17:35		17:30 - 17:35	2	17:30 - 17:35	40+
17:35 - 17:40	35+	17:35 - 17:40	20+	17:35 - 17:40		17:35 - 17:40		17:35 - 17:40	40+
17:40 - 17:45	35+	17:40 - 17:45	20+	17:40 - 17:45		17:40 - 17:45	4	17:40 - 17:45	40+
17:45 - 17:50	35+	17:45 - 17:50	20+	17:45 - 17:50		17:45 - 17:50	2	17:45 - 17:50	40+
17:50 - 17:55	35+	17:50 - 17:55	20+	17:50 - 17:55		17:50 - 17:55	4	17:50 - 17:55	17
17:55 - 18:00	28	17:55 - 18:00	17	17:55 - 18:00		17:55 - 18:00	2	17:55 - 18:00	12
18:00 - 18:05	5	18:00 - 18:05	14	18:00 - 18:05		18:00 - 18:05	3	18:00 - 18:05	10
18:05 - 18:10	5	18:05 - 18:10	5	18:05 - 18:10		18:05 - 18:10	3	18:05 - 18:10	16
18:10 - 18:15	6	18:10 - 18:15	13	18:10 - 18:15		18:10 - 18:15	4	18:10 - 18:15	12
18:15 - 18:20	3	18:15 - 18:20	4	18:15 - 18:20		18:15 - 18:20	3	18:15 - 18:20	11
18:20 - 18:25	5	18:20 - 18:25	4	18:20 - 18:25		18:20 - 18:25	3	18:20 - 18:25	10
18:25 - 18:30	3	18:25 - 18:30	3	18:25 - 18:30		18:25 - 18:30	4	18:25 - 18:30	9
18:30 - 18:35	5	18:30 - 18:35	5	18:30 - 18:35		18:30 - 18:35	4	18:30 - 18:35	8
18:35 - 18:40	8	18:35 - 18:40	8	18:35 - 18:40		18:35 - 18:40	2	18:35 - 18:40	8
18:40 - 18:45	12	18:40 - 18:45	3	18:40 - 18:45		18:40 - 18:45	4	18:40 - 18:45	11
18:45 - 18:50	8	18:45 - 18:50	4	18:45 - 18:50		18:45 - 18:50	4	18:45 - 18:50	8
18:50 - 18:55	5	18:50 - 18:55	3	18:50 - 18:55		18:50 - 18:55	4	18:50 - 18:55	12
18:55 - 19:00	4	18:55 - 19:00	3	18:55 - 19:00		18:55 - 19:00	3	18:55 - 19:00	11



Basic Results Summary

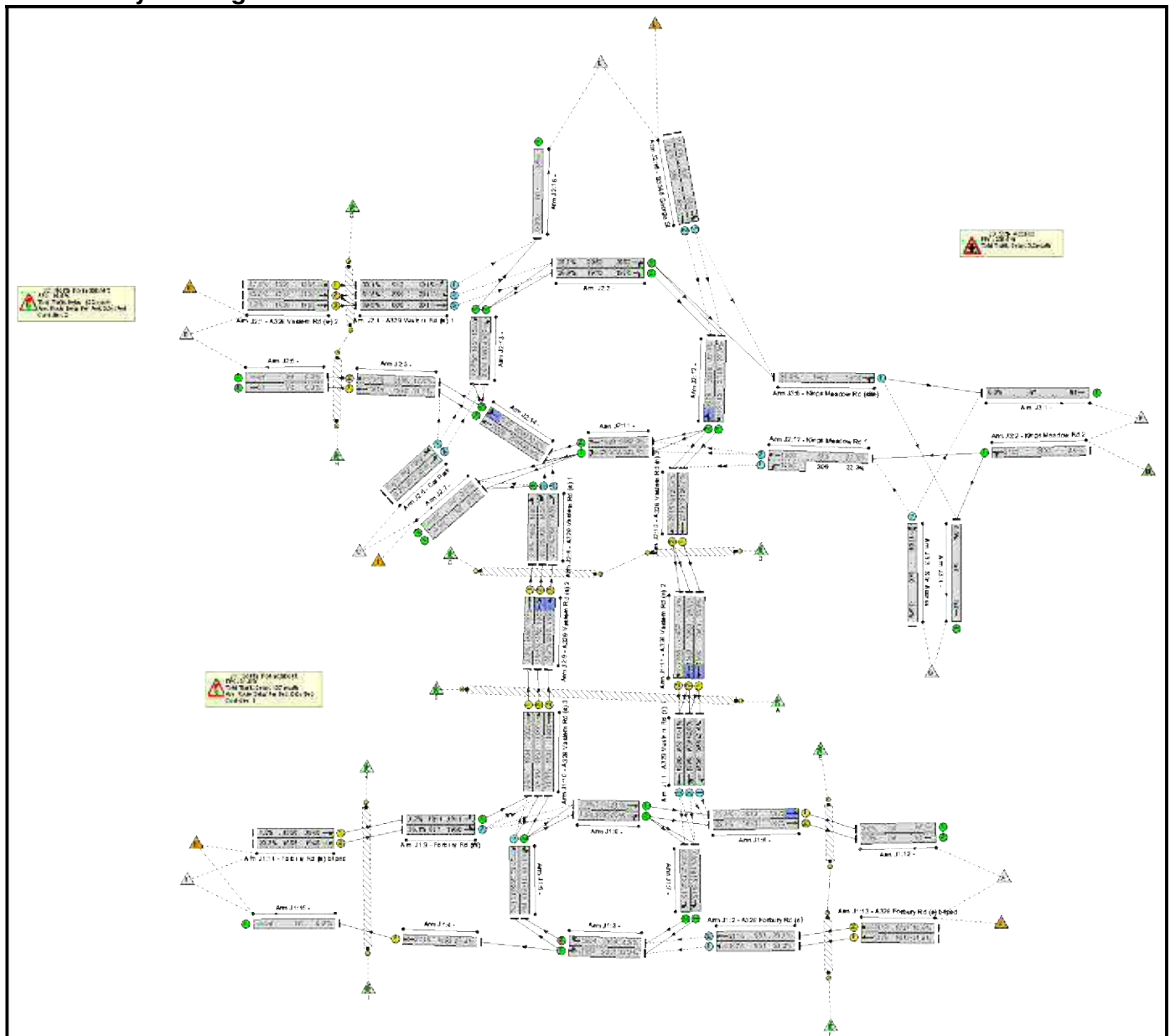
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	4710 Cooper BMW 8-9 5-6.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'Existing 2014 AM' (FG1: 'Existing 2014 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	77.0%	5379	97	0	23.1	-	-
J1: South Roundabout	-	-	-		-	-	-	-	-	-	55.6%	2114	0	0	10.7	-	-
1/1	A329 Vastern Rd (n) 1 Left	O	-		-	-	-	470	1500	988	47.6%	470	0	0	0.5	4.1	6.8
1/2	A329 Vastern Rd (n) 1 Ahead Left	O	-		-	-	-	419	1500	979	42.8%	419	0	0	0.5	4.0	5.4
1/3	A329 Vastern Rd (n) 1 Ahead	O	-		-	-	-	111	1500	977	11.4%	111	0	0	0.1	2.1	0.1
2/1	A329 Forbury Rd (e) Ahead	O	-		-	-	-	506	1975	951	53.2%	506	0	0	0.8	5.4	6.9
2/2	A329 Forbury Rd (e) Ahead	O	-		-	-	-	277	2115	951	29.1%	277	0	0	0.2	3.0	2.5
3/1	Ahead Right	U	-		-	-	-	655	2037	2037	32.2%	-	-	-	0.2	1.3	0.2
3/2	Right	U	-		-	-	-	277	1904	1904	14.5%	-	-	-	0.1	1.1	0.1
4/1	Ahead	U	C1:F		1	95	-	429	2115	1692	25.4%	-	-	-	0.6	5.4	5.1
5/1	Ahead	O	-		-	-	-	226	2115	2052	11.0%	14	0	0	0.1	1.0	0.1
5/2	Right Ahead	U	-		-	-	-	277	2115	2115	13.1%	-	-	-	0.1	1.0	0.1
6/1	Ahead	U	-		-	-	-	35	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
6/2	Right Ahead	U	-		-	-	-	33	2085	2085	1.6%	-	-	-	0.0	0.9	0.0
7/1	Right	U	-		-	-	-	149	1915	1915	7.8%	-	-	-	0.0	1.0	0.0
7/2	Right	U	-		-	-	-	0	2115	2115	0.0%	-	-	-	0.0	0.0	0.0
8/1	Ahead	U	C1:C		1	97	-	505	1975	1613	31.3%	-	-	-	0.7	5.3	5.3
8/2	Ahead	U	C1:C		1	97	-	414	1975	1613	25.7%	-	-	-	0.6	5.2	4.3
9/1	Forbury Rd (W) Left	U	-		-	-	-	23	1911	1911	1.2%	-	-	-	0.0	1.0	0.0
9/2	Forbury Rd (W) Ahead Left	O	-		-	-	-	317	1960	877	36.1%	317	0	0	0.3	4.0	3.5

Basic Results Summary

10/1	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	37	2025	1434	2.6%	-	-	-	0.1	8.5	0.5
10/2	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	377	1600	1133	33.3%	-	-	-	1.3	12.1	6.7
10/3	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	361	1600	1133	31.9%	-	-	-	1.0	9.5	5.2
11/1	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	591	1500	1063	55.6%	-	-	-	1.4	8.6	8.6
11/2	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	382	1500	1063	36.0%	-	-	-	0.7	6.5	1.9
11/3	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	27	2015	1427	1.9%	-	-	-	0.1	6.8	0.3
13/1	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	506	1975	1613	31.4%	-	-	-	0.6	4.3	4.3
13/2	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	277	2115	1727	16.0%	-	-	-	0.3	3.6	2.0
14/1	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	23	1948	1558	1.5%	-	-	-	0.0	3.7	0.2
14/2	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	317	1948	1558	20.3%	-	-	-	0.4	4.3	2.6
Ped Link: P1	Unnamed Ped Link	-	C1:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C1:B		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J2: North Roundabout	-	-	-		-	-	-	-	-	-	77.0%	3145	97	0	12.2	-	-
1/1	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	274	1865	1539	17.8%	-	-	-	0.3	3.6	1.9
1/2	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	971	2100	1733	56.0%	-	-	-	1.6	5.8	11.2

Basic Results Summary

1/3	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	18	1865	1539	1.2%	-	-	-	0.0	3.1	0.1
2/1	Ahead Right	U	-		-	-	-	528	2052	2052	25.7%	-	-	-	0.2	1.2	0.2
2/2	Right	U	-		-	-	-	532	1978	1978	26.9%	-	-	-	0.2	1.2	0.2
3/1	Ahead	U	C2:F		1	99	-	496	1915	1596	31.1%	-	-	-	0.4	2.7	3.1
3/2	Ahead	U	C2:F		1	99	-	281	1915	1596	17.6%	-	-	-	0.2	2.8	1.5
4/1	A329 Vastern Rd (w) 1 Left	O	-		-	-	-	274	1918	912	30.1%	274	0	0	0.2	3.2	2.4
4/2	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	458	2011	889	51.5%	458	0	0	0.6	4.8	6.4
4/3	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	531	2011	888	59.8%	531	0	0	1.0	6.7	9.0
6/1	Car Park U-Turn Left	O	-		-	-	-	3	1969	762	0.4%	3	0	0	0.0	2.4	0.0
6/2	Car Park Left	O	-		-	-	-	1	2016	633	0.2%	1	0	0	0.0	2.8	0.0
8/1	A329 Vastern Rd (s) 1 Left	U	-		-	-	-	37	1890	1890	2.0%	-	-	-	0.0	1.0	0.0
8/2	A329 Vastern Rd (s) 1 Left Left2	O	-		-	-	-	377	1600	935	40.3%	280	97	0	0.6	6.0	8.2
8/3	A329 Vastern Rd (s) 1 Left	O	-		-	-	-	361	1600	756	47.7%	361	0	0	0.7	7.1	7.1
9/1	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	37	1975	1580	2.3%	-	-	-	0.0	1.2	0.0
9/2	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	377	1600	1280	29.5%	-	-	-	0.2	2.0	0.2
9/3	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	361	1600	1280	28.2%	-	-	-	0.2	2.0	0.2
10/1	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	591	2015	1612	36.7%	-	-	-	0.8	5.0	5.1
10/2	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	409	2015	1612	25.4%	-	-	-	0.5	4.4	3.1
11/1	Ahead Ahead2	U	-		-	-	-	482	2057	2057	23.4%	-	-	-	0.2	1.1	0.2

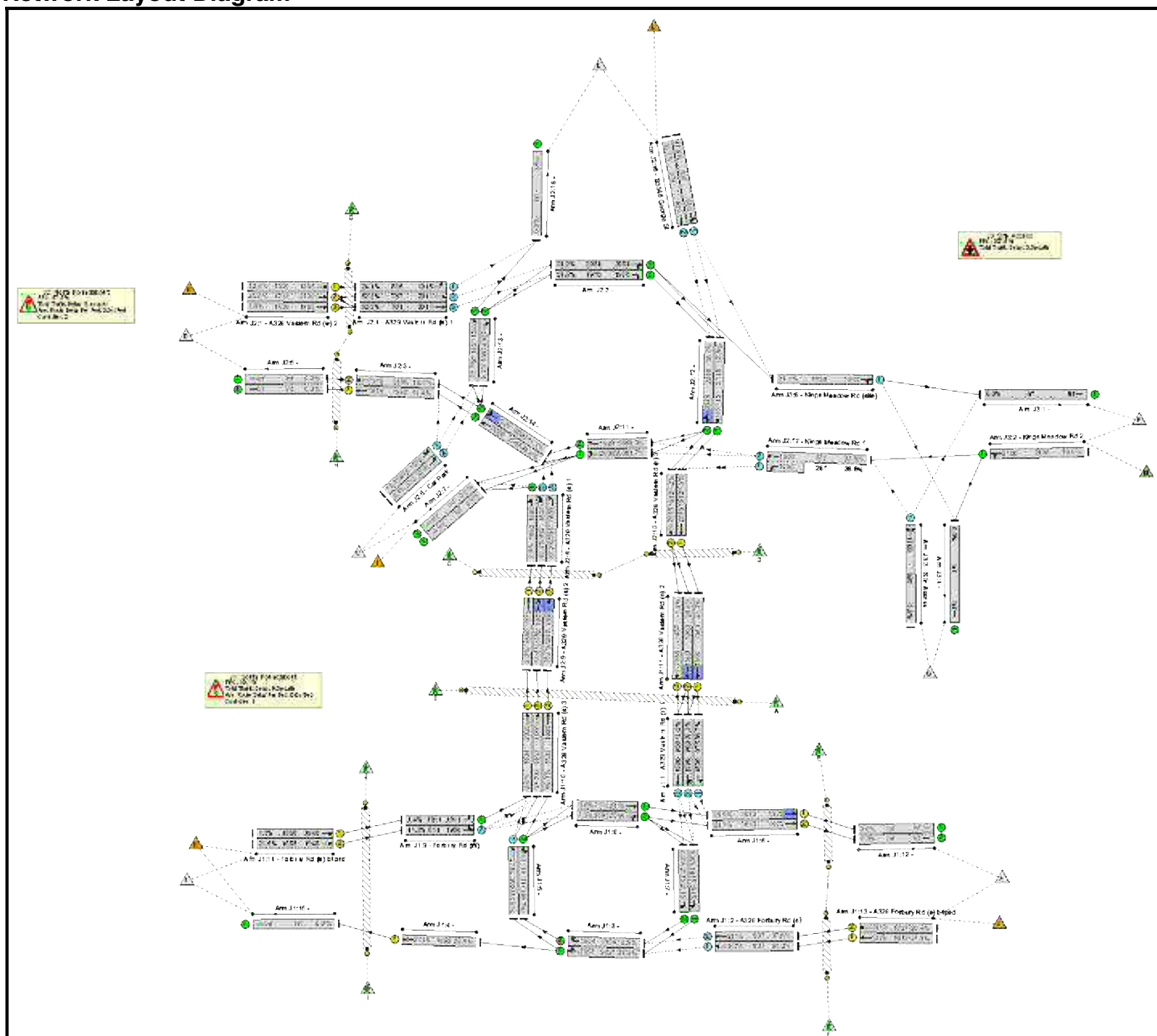
Basic Results Summary

11/2	Ahead	U	-		-	-	-	256	1989	1989	12.9%	-	-	-	0.1	1.0	0.1
12/1	Ahead	U	-		-	-	-	590	2115	2115	27.9%	-	-	-	0.2	1.2	0.2
12/2	Ahead Right	U	-		-	-	-	963	2026	2026	47.5%	-	-	-	0.5	1.7	0.5
13/1	Ahead	U	-		-	-	-	267	2115	2115	12.6%	-	-	-	0.1	1.0	0.1
13/2	Right	U	-		-	-	-	71	1982	1982	3.6%	-	-	-	0.0	0.9	0.0
14/1	Ahead	U	-		-	-	-	494	2066	2066	23.9%	-	-	-	0.2	1.1	0.2
14/2	Ahead Right	U	-		-	-	-	617	2036	2036	30.3%	-	-	-	0.2	1.3	0.2
16/1	B3345 George St Left Ahead	O	-		-	-	-	436	600	600	72.7%	436	0	0	1.3	10.8	1.3
16/2	B3345 George St Ahead	O	-		-	-	-	431	600	559	77.0%	431	0	0	1.6	13.7	4.6
17/2+17/1	Kings Meadow Rd 1 Left Ahead	O	-		-	-	-	185	1000:1000	520+309	22.3 : 22.3%	370	0	0	0.1	2.8	0.1
Ped Link: P1	Unnamed Ped Link	-	C2:H		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C2:C		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C2:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J3: Site Access	-	-	-		-	-	-	-	-	-	26.6%	120	0	0	0.2	-	-
2/1	Kings Meadow Rd 2 Left Ahead	U	-		-	-	-	169	2103	2103	8.0%	-	-	-	0.0	0.9	0.0
3/1	Site Access Right Left	O	-		-	-	-	25	1704	646	3.9%	25	0	0	0.0	2.9	0.0
5/1	Kings Meadow Rd (site) Ahead Right	O	-		-	-	-	374	1914	1407	26.6%	95	0	0	0.2	1.7	0.2
			C1	Stream: 1 PRC for Signalled Lanes (%):				61.8	Total Delay for Signalled Lanes (pcuHr):				4.46	Cycle Time (s): 120			
			C1	Stream: 2 PRC for Signalled Lanes (%):				186.9	Total Delay for Signalled Lanes (pcuHr):				2.23	Cycle Time (s): 120			
			C1	Stream: 3 PRC for Signalled Lanes (%):				255.0	Total Delay for Signalled Lanes (pcuHr):				1.05	Cycle Time (s): 120			
			C2	Stream: 1 PRC for Signalled Lanes (%):				60.6	Total Delay for Signalled Lanes (pcuHr):				2.43	Cycle Time (s): 120			
			C2	Stream: 2 PRC for Signalled Lanes (%):				145.5	Total Delay for Signalled Lanes (pcuHr):				1.75	Cycle Time (s): 120			
			C3	PRC for Signalled Lanes (%):				0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s): 120			
				PRC Over All Lanes (%):				16.8	Total Delay Over All Lanes(pcuHr):				23.08				

Basic Results Summary

Scenario 2: 'Existing 2014 PM' (FG2: 'Existing 2014 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	64.2%	5565	22	0	19.0	-	-
J1: South Roundabout	-	-	-		-	-	-	-	-	-	64.2%	2181	0	0	9.3	-	-
1/1	A329 Vastern Rd (n) 1 Left	O	-		-	-	-	358	1500	975	36.7%	358	0	0	0.3	3.2	4.6
1/2	A329 Vastern Rd (n) 1 Ahead Left	O	-		-	-	-	358	1500	960	37.3%	358	0	0	0.3	3.3	3.9
1/3	A329 Vastern Rd (n) 1 Ahead	O	-		-	-	-	165	1500	958	17.2%	165	0	0	0.1	2.3	0.4
2/1	A329 Forbury Rd (e) Ahead	O	-		-	-	-	602	1975	937	64.2%	602	0	0	1.4	8.1	11.5
2/2	A329 Forbury Rd (e) Ahead	O	-		-	-	-	352	2115	937	37.6%	352	0	0	0.4	3.6	3.6
3/1	Ahead Right	U	-		-	-	-	791	2027	2027	39.0%	-	-	-	0.3	1.5	0.3
3/2	Right	U	-		-	-	-	352	1904	1904	18.5%	-	-	-	0.1	1.2	0.1
4/1	Ahead	U	C1:F		1	95	-	482	2115	1692	28.5%	-	-	-	0.2	1.8	0.5
5/1	Ahead	O	-		-	-	-	309	2115	2081	14.8%	10	0	0	0.1	1.0	0.1
5/2	Right Ahead	U	-		-	-	-	352	2111	2111	16.7%	-	-	-	0.1	1.0	0.1
6/1	Ahead	U	-		-	-	-	76	2115	2115	3.6%	-	-	-	0.0	0.9	0.0
6/2	Right Ahead	U	-		-	-	-	49	2095	2095	2.3%	-	-	-	0.0	0.9	0.0
7/1	Right	U	-		-	-	-	189	1915	1915	9.9%	-	-	-	0.1	1.0	0.1
7/2	Right	U	-		-	-	-	0	2115	2115	0.0%	-	-	-	0.0	0.0	0.0
8/1	Ahead	U	C1:C		1	97	-	434	1975	1613	26.9%	-	-	-	0.2	1.9	0.5
8/2	Ahead	U	C1:C		1	97	-	383	1975	1613	23.7%	-	-	-	0.2	1.7	0.3
9/1	Forbury Rd (W) Left	U	-		-	-	-	27	1911	1911	1.4%	-	-	-	0.0	1.0	0.0
9/2	Forbury Rd (W) Ahead Left	O	-		-	-	-	336	1986	814	41.3%	336	0	0	0.5	5.5	4.6

Basic Results Summary

10/1	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	37	2025	1434	2.6%	-	-	-	0.1	5.5	0.2
10/2	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	405	1600	1133	35.7%	-	-	-	0.8	6.9	2.5
10/3	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	457	1600	1133	40.3%	-	-	-	0.9	7.1	3.1
11/1	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	443	1500	1063	41.7%	-	-	-	0.8	6.9	2.6
11/2	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	412	1500	1063	38.8%	-	-	-	0.8	6.6	2.4
11/3	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	26	2015	1427	1.8%	-	-	-	0.0	6.5	0.3
13/1	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	602	1975	1613	37.3%	-	-	-	0.8	4.7	5.5
13/2	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	352	2115	1727	20.4%	-	-	-	0.4	3.7	2.7
14/1	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	27	1948	1558	1.7%	-	-	-	0.0	3.7	0.2
14/2	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	336	1948	1558	21.6%	-	-	-	0.4	4.4	2.8
Ped Link: P1	Unnamed Ped Link	-	C1:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C1:B		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J2: North Roundabout	-	-	-		-	-	-	-	-	-	57.2%	3335	22	0	9.4	-	-
1/1	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	197	1865	1539	12.8%	-	-	-	0.2	3.4	1.3
1/2	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	797	2100	1733	46.0%	-	-	-	1.1	4.9	7.7

Basic Results Summary

1/3	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	24	1865	1539	1.6%	-	-	-	0.0	3.1	0.1
2/1	Ahead Right	U	-		-	-	-	498	2054	2054	24.2%	-	-	-	0.2	1.2	0.2
2/2	Right	U	-		-	-	-	428	1978	1978	21.6%	-	-	-	0.1	1.2	0.1
3/1	Ahead	U	C2:F		1	99	-	660	1915	1596	41.4%	-	-	-	0.5	2.9	2.3
3/2	Ahead	U	C2:F		1	99	-	263	1915	1596	16.5%	-	-	-	0.2	3.1	1.5
4/1	A329 Vastern Rd (w) 1 Left	O	-		-	-	-	197	1918	816	24.1%	197	0	0	0.2	3.0	1.5
4/2	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	411	2011	787	52.2%	411	0	0	0.6	5.1	4.6
4/3	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	410	2011	781	52.5%	410	0	0	0.6	5.2	5.0
6/1	Car Park U-Turn Left	O	-		-	-	-	127	1978	675	18.8%	127	0	0	0.1	3.3	0.1
6/2	Car Park Left	O	-		-	-	-	43	2016	533	8.1%	43	0	0	0.0	3.7	0.0
8/1	A329 Vastern Rd (s) 1 Left	U	-		-	-	-	37	1890	1890	2.0%	-	-	-	0.0	1.0	0.0
8/2	A329 Vastern Rd (s) 1 Left Left2	O	-		-	-	-	405	1600	992	40.8%	383	22	0	0.4	3.2	2.9
8/3	A329 Vastern Rd (s) 1 Left	O	-		-	-	-	457	1600	799	57.2%	457	0	0	1.1	8.9	10.7
9/1	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	37	1975	1580	2.3%	-	-	-	0.0	1.2	0.0
9/2	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	405	1600	1280	31.6%	-	-	-	0.2	2.1	0.2
9/3	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	457	1600	1280	35.7%	-	-	-	0.3	2.2	0.3
10/1	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	443	2015	1612	27.5%	-	-	-	0.5	3.8	2.6
10/2	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	438	2015	1612	27.2%	-	-	-	0.4	3.3	1.8
11/1	Ahead Ahead2	U	-		-	-	-	234	2006	2006	11.7%	-	-	-	0.1	1.0	0.1

Basic Results Summary

11/2	Ahead	U	-		-	-	-	375	1989	1989	18.9%	-	-	-	0.1	1.1	0.1
12/1	Ahead	U	-		-	-	-	398	2115	2115	18.8%	-	-	-	0.1	1.0	0.1
12/2	Ahead Right	U	-		-	-	-	736	2046	2046	36.0%	-	-	-	0.3	1.4	0.3
13/1	Ahead	U	-		-	-	-	557	2115	2115	26.3%	-	-	-	0.2	1.2	0.2
13/2	Right	U	-		-	-	-	105	1982	1982	5.3%	-	-	-	0.0	1.0	0.0
14/1	Ahead	U	-		-	-	-	583	2066	2066	28.2%	-	-	-	0.2	1.2	0.2
14/2	Ahead Right	U	-		-	-	-	832	2026	2026	41.1%	-	-	-	0.3	1.5	0.3
16/1	B3345 George St Left Ahead	O	-		-	-	-	287	600	600	47.8%	287	0	0	0.5	5.7	0.5
16/2	B3345 George St Ahead	O	-		-	-	-	308	600	574	53.7%	308	0	0	0.6	6.7	0.6
17/2+17/1	Kings Meadow Rd 1 Left Ahead	O	-		-	-	-	356	1000:1000	637+281	38.8 : 38.8%	712	0	0	0.3	3.2	0.3
Ped Link: P1	Unnamed Ped Link	-	C2:H		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C2:C		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C2:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J3: Site Access	-	-	-		-	-	-	-	-	-	21.1%	49	0	0	0.3	-	-
2/1	Kings Meadow Rd 2 Left Ahead	U	-		-	-	-	337	2106	2106	16.0%	-	-	-	0.1	1.0	0.1
3/1	Site Access Right Left	O	-		-	-	-	35	1705	608	5.8%	35	0	0	0.0	3.1	0.0
5/1	Kings Meadow Rd (site) Ahead Right	O	-		-	-	-	387	1949	1838	21.1%	14	0	0	0.1	1.2	0.1
			C1	Stream: 1 PRC for Signalled Lanes (%):				115.9	Total Delay for Signalled Lanes (pcuHr):				3.39	Cycle Time (s): 120			
			C1	Stream: 2 PRC for Signalled Lanes (%):				141.1	Total Delay for Signalled Lanes (pcuHr):				1.55	Cycle Time (s): 120			
			C1	Stream: 3 PRC for Signalled Lanes (%):				215.9	Total Delay for Signalled Lanes (pcuHr):				0.67	Cycle Time (s): 120			
			C2	Stream: 1 PRC for Signalled Lanes (%):				95.6	Total Delay for Signalled Lanes (pcuHr):				2.04	Cycle Time (s): 120			
			C2	Stream: 2 PRC for Signalled Lanes (%):				152.1	Total Delay for Signalled Lanes (pcuHr):				1.39	Cycle Time (s): 120			
			C3	PRC for Signalled Lanes (%):				0.0	Total Delay for Signalled Lanes (pcuHr):				0.00	Cycle Time (s): 120			
				PRC Over All Lanes (%):				40.1	Total Delay Over All Lanes(pcuHr):				18.97				

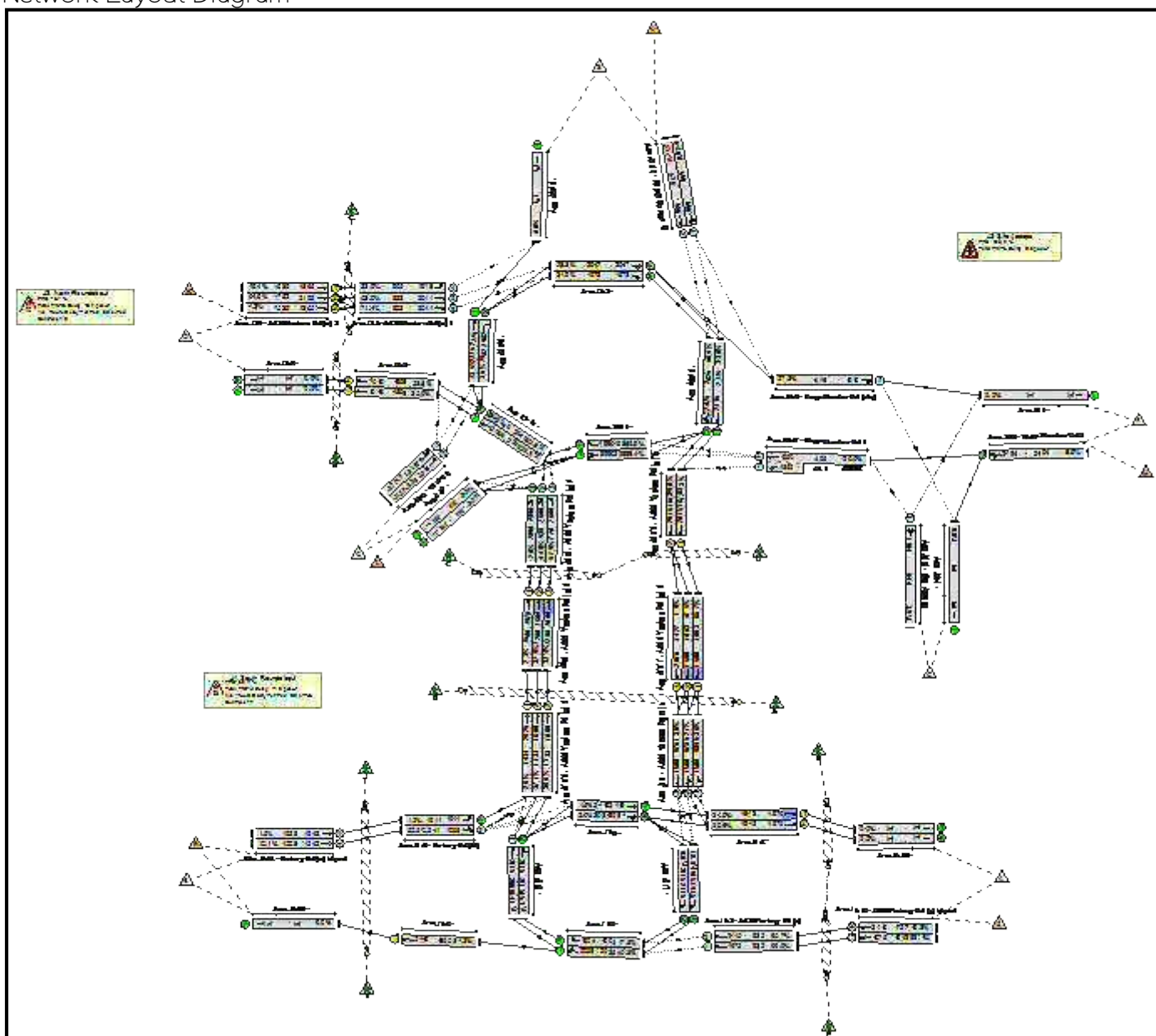
Basic Results Summary

Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	5277 Swan Heights 8-9 5-6 COR Dev Only.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 3: 'AM Future Year + Comm' (FG5: 'AM 2016 Base + Committed', Plan 1: 'Network Control Plan 1')
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	-	-	-		-	-	-	-	-	-	93.4%	6074	150	0	31.1	-	-
J 1: South Roundabout	-	-	-		-	-	-	-	-	-	66.0%	2426	0	0	11.2	-	-
1/1	A329 Vastern Rd (n) 1 Left	O	-		-	-	-	524	1500	989	53.0%	524	0	0	0.7	4.9	10.8
1/2	A329 Vastern Rd (n) 1 Ahead Left	O	-		-	-	-	515	1500	978	52.7%	515	0	0	0.8	5.3	9.7
1/3	A329 Vastern Rd (n) 1 Ahead	O	-		-	-	-	127	1500	976	13.0%	127	0	0	0.1	2.1	0.1
2/1	A329 Forbury Rd (e) Ahead	O	-		-	-	-	615	1975	932	66.0%	615	0	0	1.5	8.5	12.3
2/2	A329 Forbury Rd (e) Ahead	O	-		-	-	-	333	2115	932	35.7%	333	0	0	0.3	3.4	3.2
3/1	Ahead Right	U	-		-	-	-	821	2035	2035	40.3%	-	-	-	0.3	1.5	0.3
3/2	Right	U	-		-	-	-	333	1904	1904	17.5%	-	-	-	0.1	1.1	0.1
4/1	Ahead	U	C1:F		1	95	-	529	2115	1692	31.3%	-	-	-	0.3	1.8	0.6
5/1	Ahead	O	-		-	-	-	292	2115	2066	14.1%	14	0	0	0.1	1.0	0.1
5/2	Right Ahead	U	-		-	-	-	333	2115	2115	15.7%	-	-	-	0.1	1.0	0.1
6/1	Ahead	U	-		-	-	-	32	2115	2115	1.5%	-	-	-	0.0	0.9	0.0
6/2	Right Ahead	U	-		-	-	-	41	2081	2081	2.0%	-	-	-	0.0	0.9	0.0
7/1	Right	U	-		-	-	-	206	1915	1915	10.8%	-	-	-	0.1	1.1	0.1
7/2	Right	U	-		-	-	-	0	2115	2115	0.0%	-	-	-	0.0	0.0	0.0
8/1	Ahead	U	C1:C		1	97	-	556	1975	1613	34.5%	-	-	-	0.3	1.8	0.4
8/2	Ahead	U	C1:C		1	97	-	477	1975	1613	29.6%	-	-	-	0.2	1.7	0.4
9/1	Forbury Rd (W) Left	U	-		-	-	-	23	1911	1911	1.2%	-	-	-	0.0	1.0	0.0
9/2	Forbury Rd (W) Ahead Left	O	-		-	-	-	298	1966	841	35.5%	298	0	0	0.4	4.5	3.5

Basic Results Summary

10/1	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	37	2025	1434	2.6%	-	-	-	0.1	5.5	0.2
10/2	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	421	1600	1133	37.1%	-	-	-	0.8	6.8	2.6
10/3	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	415	1600	1133	36.6%	-	-	-	0.8	6.8	3.0
11/1	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	698	1500	1063	65.7%	-	-	-	2.0	10.4	13.6
11/2	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	441	1500	1063	41.5%	-	-	-	0.8	6.3	2.0
11/3	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	27	2015	1427	1.9%	-	-	-	0.0	6.6	0.3
13/1	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	615	1975	1613	38.1%	-	-	-	0.8	4.7	5.6
13/2	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	333	2115	1727	19.3%	-	-	-	0.3	3.7	2.5
14/1	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	23	1948	1558	1.5%	-	-	-	0.0	3.7	0.2
14/2	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	298	1948	1558	19.1%	-	-	-	0.4	4.3	2.4
Ped Link: P1	Unnamed Ped Link	-	C1:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C1:B		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J2: North Roundabout	-	-	-		-	-	-	-	-	-	93.4%	3528	150	0	19.7	-	-

Basic Results Summary

1/1	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	299	1865	1539	19.4%	-	-	-	0.3	3.6	2.2
1/2	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	1124	2100	1733	64.9%	-	-	-	2.2	6.9	15.0
1/3	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	18	1865	1539	1.2%	-	-	-	0.0	3.1	0.1
2/1	Ahead Right	U	-		-	-	-	580	2047	2047	28.3%	-	-	-	0.2	1.2	0.2
2/2	Right	U	-		-	-	-	631	1978	1978	31.9%	-	-	-	0.2	1.3	0.2
3/1	Ahead	U	C2:F		1	99	-	525	1915	1596	32.9%	-	-	-	0.5	3.5	2.8
3/2	Ahead	U	C2:F		1	99	-	380	1915	1596	23.8%	-	-	-	0.3	3.3	2.1
4/1	A329 Vastern Rd (w) 1 Left	O	-		-	-	-	299	1918	905	33.0%	299	0	0	0.3	3.3	2.6
4/2	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	512	2011	883	58.0%	512	0	0	0.7	4.8	1.2
4/3	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	630	2011	883	71.4%	630	0	0	1.5	8.7	13.3
6/1	Car Park U-Turn Left	O	-		-	-	-	5	1979	718	0.7%	5	0	0	0.0	2.5	0.0
6/2	Car Park Left	O	-		-	-	-	2	2016	586	0.3%	2	0	0	0.0	3.1	0.0
8/1	A329 Vastern Rd (s) 1 Left	U	-		-	-	-	37	1890	1890	2.0%	-	-	-	0.0	1.0	0.0
8/2	A329 Vastern Rd (s) 1 Left Left2	O	-		-	-	-	421	1600	938	44.9%	271	150	0	0.4	3.7	4.1
8/3	A329 Vastern Rd (s) 1 Left	O	-		-	-	-	415	1600	716	57.9%	415	0	0	1.2	10.7	10.3
9/1	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	37	1975	1580	2.3%	-	-	-	0.0	1.2	0.0
9/2	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	421	1600	1280	32.9%	-	-	-	0.2	2.1	0.2
9/3	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	415	1600	1280	32.4%	-	-	-	0.2	2.1	0.2

Basic Results Summary

10/1	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	698	2015	1612	43.3%	-	-	-	0.9	4.5	6.8
10/2	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	468	2015	1612	29.0%	-	-	-	0.3	2.4	2.2
11/1	Ahead Ahead2	U	-		-	-	-	543	2055	2055	26.4%	-	-	-	0.2	1.2	0.2
11/2	Ahead	U	-		-	-	-	316	1989	1989	15.9%	-	-	-	0.1	1.1	0.1
12/1	Ahead	U	-		-	-	-	698	2115	2115	33.0%	-	-	-	0.2	1.3	0.2
12/2	Ahead Right	U	-		-	-	-	1133	2025	2025	56.0%	-	-	-	0.6	2.0	0.6
13/1	Ahead	U	-		-	-	-	286	2115	2115	13.5%	-	-	-	0.1	1.0	0.1
13/2	Right	U	-		-	-	-	69	1982	1982	3.5%	-	-	-	0.0	0.9	0.0
14/1	Ahead	U	-		-	-	-	522	2066	2066	25.3%	-	-	-	0.2	1.2	0.2
14/2	Ahead Right	U	-		-	-	-	731	2040	2040	35.8%	-	-	-	0.3	1.4	0.3
16/1	B3345 George St Left Ahead	O	-		-	-	-	504	600	600	84.0%	504	0	0	2.5	17.8	2.5
16/2	B3345 George St Ahead	O	-		-	-	-	502	600	538	93.4%	502	0	0	5.7	41.0	15.9
17/2+17/1	Kings Meadow Rd 1 Left Ahead	O	-		-	-	-	194	1000:1000	408+241	29.9 : 29.9%	388	0	0	0.2	4.0	0.2
Ped Link: P1	Unnamed Ped Link	-	C2:H		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C2:C		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C2:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J3: Site Access	-	-	-		-	-	-	-	-	-	27.3%	120	0	0	0.3	-	-
2/1	Kings Meadow Rd 2 Left Ahead	U	-		-	-	-	178	2104	2104	8.5%	-	-	-	0.0	0.9	0.0
3/1	Site Access Right Left	O	-		-	-	-	25	1704	644	3.9%	25	0	0	0.0	2.9	0.0

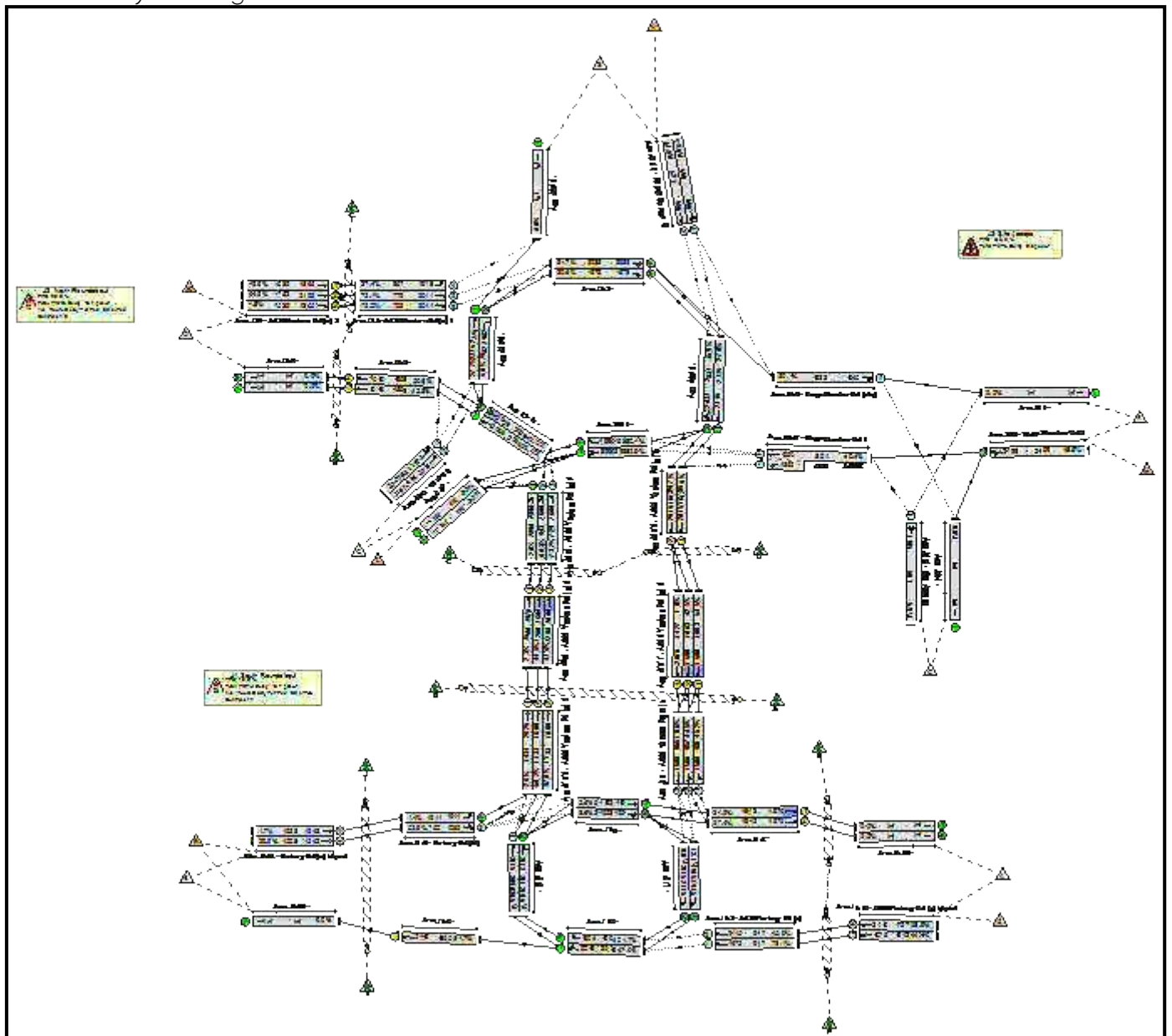
Basic Results Summary

5/1	Kings Meadow Rd (site) Ahead Right	O	-	-	-	-	386	1915	1416	27.3%	95	0	0	0.2	1.7	0.2
		C1	Stream: 1	PRC for Signalled Lanes (%)	37.0			Total Delay for Signalled Lanes (pcuHr)	4.48		Cycle Time (s)	120				
		C1	Stream: 2	PRC for Signalled Lanes (%)	136.0			Total Delay for Signalled Lanes (pcuHr)	1.67		Cycle Time (s)	120				
		C1	Stream: 3	PRC for Signalled Lanes (%)	187.9			Total Delay for Signalled Lanes (pcuHr)	0.64		Cycle Time (s)	120				
		C2	Stream: 1	PRC for Signalled Lanes (%)	38.7			Total Delay for Signalled Lanes (pcuHr)	3.32		Cycle Time (s)	120				
		C2	Stream: 2	PRC for Signalled Lanes (%)	107.9			Total Delay for Signalled Lanes (pcuHr)	1.68		Cycle Time (s)	120				
		C3		PRC for Signalled Lanes (%)	0.0			Total Delay for Signalled Lanes (pcuHr)	0.00		Cycle Time (s)	120				
				PRC Over All Lanes (%)	-3.7			Total Delay Over All Lanes(pcuHr)	31.14							

Basic Results Summary

Scenario 4: 'PM Future Year + Comm' (FG6: 'PM 2016 Base + Committed', Plan 1: 'Network Control Plan 1')

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	-	-	-		-	-	-	-	-	-	78.1%	6586	151	0	30.7	-	-
J1: South Roundabout	-	-	-		-	-	-	-	-	-	78.1%	2601	0	0	13.7	-	-
1/1	A329 Vastern Rd (n) 1 Left	O	-		-	-	-	444	1500	981	45.2%	444	0	0	0.5	3.9	7.2
1/2	A329 Vastern Rd (n) 1 Ahead Left	O	-		-	-	-	426	1500	957	44.5%	426	0	0	0.5	4.2	6.3
1/3	A329 Vastern Rd (n) 1 Ahead	O	-		-	-	-	187	1500	955	19.6%	187	0	0	0.1	2.3	0.4
2/1	A329 Forbury Rd (e) Ahead	O	-		-	-	-	716	1975	917	78.1%	716	0	0	3.0	15.2	22.7
2/2	A329 Forbury Rd (e) Ahead	O	-		-	-	-	413	2115	917	45.0%	413	0	0	0.5	4.3	4.7
3/1	Ahead Right	U	-		-	-	-	966	2016	2016	47.9%	-	-	-	0.5	1.7	0.5
3/2	Right	U	-		-	-	-	413	1904	1904	21.7%	-	-	-	0.1	1.2	0.1
4/1	Ahead	U	C1:F		1	95	-	537	2115	1692	31.7%	-	-	-	0.3	1.7	0.6
5/1	Ahead	O	-		-	-	-	429	2115	2090	20.5%	10	0	0	0.1	1.1	0.1
5/2	Right Ahead	U	-		-	-	-	413	2112	2112	19.6%	-	-	-	0.1	1.1	0.1
6/1	Ahead	U	-		-	-	-	56	2115	2115	2.6%	-	-	-	0.0	0.9	0.0
6/2	Right Ahead	U	-		-	-	-	79	2102	2102	3.8%	-	-	-	0.0	0.9	0.0
7/1	Right	U	-		-	-	-	250	1915	1915	13.1%	-	-	-	0.1	1.1	0.1
7/2	Right	U	-		-	-	-	0	2115	2115	0.0%	-	-	-	0.0	0.0	0.0
8/1	Ahead	U	C1:C		1	97	-	500	1975	1613	31.0%	-	-	-	0.3	1.9	0.6
8/2	Ahead	U	C1:C		1	97	-	442	1975	1613	27.4%	-	-	-	0.2	2.0	0.6
9/1	Forbury Rd (W) Left	U	-		-	-	-	27	1911	1911	1.4%	-	-	-	0.0	1.0	0.0
9/2	Forbury Rd (W) Ahead Left	O	-		-	-	-	405	1980	765	52.9%	405	0	0	0.9	7.9	6.9

Basic Results Summary

10/1	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	37	2025	1434	2.6%	-	-	-	0.1	5.4	0.2
10/2	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	569	1600	1133	50.2%	-	-	-	1.2	7.5	4.2
10/3	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	533	1600	1133	47.0%	-	-	-	1.1	7.3	5.8
11/1	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	579	1500	1063	54.5%	-	-	-	1.3	7.9	8.4
11/2	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	452	1500	1063	42.5%	-	-	-	0.8	6.3	4.7
11/3	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	26	2015	1427	1.8%	-	-	-	0.0	6.9	0.3
13/1	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	716	1975	1613	44.4%	-	-	-	1.0	5.2	7.2
13/2	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	413	2115	1727	23.9%	-	-	-	0.4	3.9	3.3
14/1	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	27	1948	1558	1.7%	-	-	-	0.0	3.7	0.2
14/2	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	405	1948	1558	26.0%	-	-	-	0.5	4.6	3.6
Ped Link: P1	Unnamed Ped Link	-	C1:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C1:B		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J2: North Roundabout	-	-	-		-	-	-	-	-	-	75.0%	3935	151	0	16.7	-	-
1/1	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	302	1865	1539	19.6%	-	-	-	0.3	3.6	2.2

Basic Results Summary

1/2	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	1114	2100	1733	64.3%	-	-	-	2.1	6.8	14.5
1/3	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	24	1865	1539	1.6%	-	-	-	0.0	3.1	0.1
2/1	Ahead Right	U	-		-	-	-	646	2035	2035	31.7%	-	-	-	0.2	1.3	0.2
2/2	Right	U	-		-	-	-	606	1978	1978	30.6%	-	-	-	0.2	1.3	0.2
3/1	Ahead	U	C2:F		1	99	-	679	1915	1596	42.5%	-	-	-	0.8	4.2	4.1
3/2	Ahead	U	C2:F		1	99	-	328	1915	1596	20.6%	-	-	-	0.3	3.5	2.1
4/1	A329 Vastern Rd (w) 1 Left	O	-		-	-	-	302	1918	807	37.4%	302	0	0	0.3	3.9	2.8
4/2	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	561	2011	779	72.1%	561	0	0	1.4	9.0	10.4
4/3	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	577	2011	769	75.0%	577	0	0	1.7	10.7	12.6
6/1	Car Park U-Turn Left	O	-		-	-	-	130	1978	651	20.0%	130	0	0	0.1	3.5	0.1
6/2	Car Park Left	O	-		-	-	-	44	2016	494	8.9%	44	0	0	0.0	4.0	0.0
8/1	A329 Vastern Rd (s) 1 Left	U	-		-	-	-	37	1890	1890	2.0%	-	-	-	0.0	1.0	0.0
8/2	A329 Vastern Rd (s) 1 Left Left2	O	-		-	-	-	569	1600	943	60.3%	418	151	0	0.9	5.9	9.2
8/3	A329 Vastern Rd (s) 1 Left	O	-		-	-	-	533	1600	729	73.1%	533	0	0	3.0	20.2	18.9
9/1	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	37	1975	1580	2.3%	-	-	-	0.0	1.3	0.0
9/2	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	569	1600	1280	44.5%	-	-	-	0.4	2.5	0.4
9/3	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	533	1600	1280	41.6%	-	-	-	0.4	2.4	0.4
10/1	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	579	2015	1612	35.9%	-	-	-	0.5	3.3	3.4

Basic Results Summary

10/2	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	478	2015	1612	29.7%	-	-	-	0.4	2.9	2.3
11/1	Ahead Ahead2	U	-		-	-	-	422	2059	2059	20.5%	-	-	-	0.1	1.1	0.1
11/2	Ahead	U	-		-	-	-	399	1989	1989	20.1%	-	-	-	0.1	1.1	0.1
12/1	Ahead	U	-		-	-	-	571	2115	2115	27.0%	-	-	-	0.2	1.2	0.2
12/2	Ahead Right	U	-		-	-	-	932	2031	2031	45.9%	-	-	-	0.4	1.6	0.4
13/1	Ahead	U	-		-	-	-	585	2115	2115	27.7%	-	-	-	0.2	1.2	0.2
13/2	Right	U	-		-	-	-	114	1982	1982	5.8%	-	-	-	0.0	1.0	0.0
14/1	Ahead	U	-		-	-	-	600	2066	2066	29.0%	-	-	-	0.2	1.2	0.2
14/2	Ahead Right	U	-		-	-	-	932	2028	2028	46.0%	-	-	-	0.4	1.6	0.4
16/1	B3345 George St Left Ahead	O	-		-	-	-	294	600	600	49.0%	294	0	0	0.5	5.9	0.5
16/2	B3345 George St Ahead	O	-		-	-	-	326	600	527	61.9%	326	0	0	0.8	8.9	0.8
17/2+17/1	Kings Meadow Rd 1 Left Ahead	O	-		-	-	-	375	1000:1000	521+239	49.4 : 49.4%	750	0	0	0.5	4.7	0.5
Ped Link: P1	Unnamed Ped Link	-	C2:H		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C2:C		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C2:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J3: Site Access	-	-	-		-	-	-	-	-	-	20.1%	50	0	0	0.3	-	-
2/1	Kings Meadow Rd 2 Left Ahead	U	-		-	-	-	355	2106	2106	16.9%	-	-	-	0.1	1.0	0.1
3/1	Site Access Right Left	O	-		-	-	-	36	1705	607	5.9%	36	0	0	0.0	3.2	0.0
5/1	Kings Meadow Rd (site) Ahead Right	O	-		-	-	-	369	1949	1832	20.1%	14	0	0	0.1	1.2	0.1

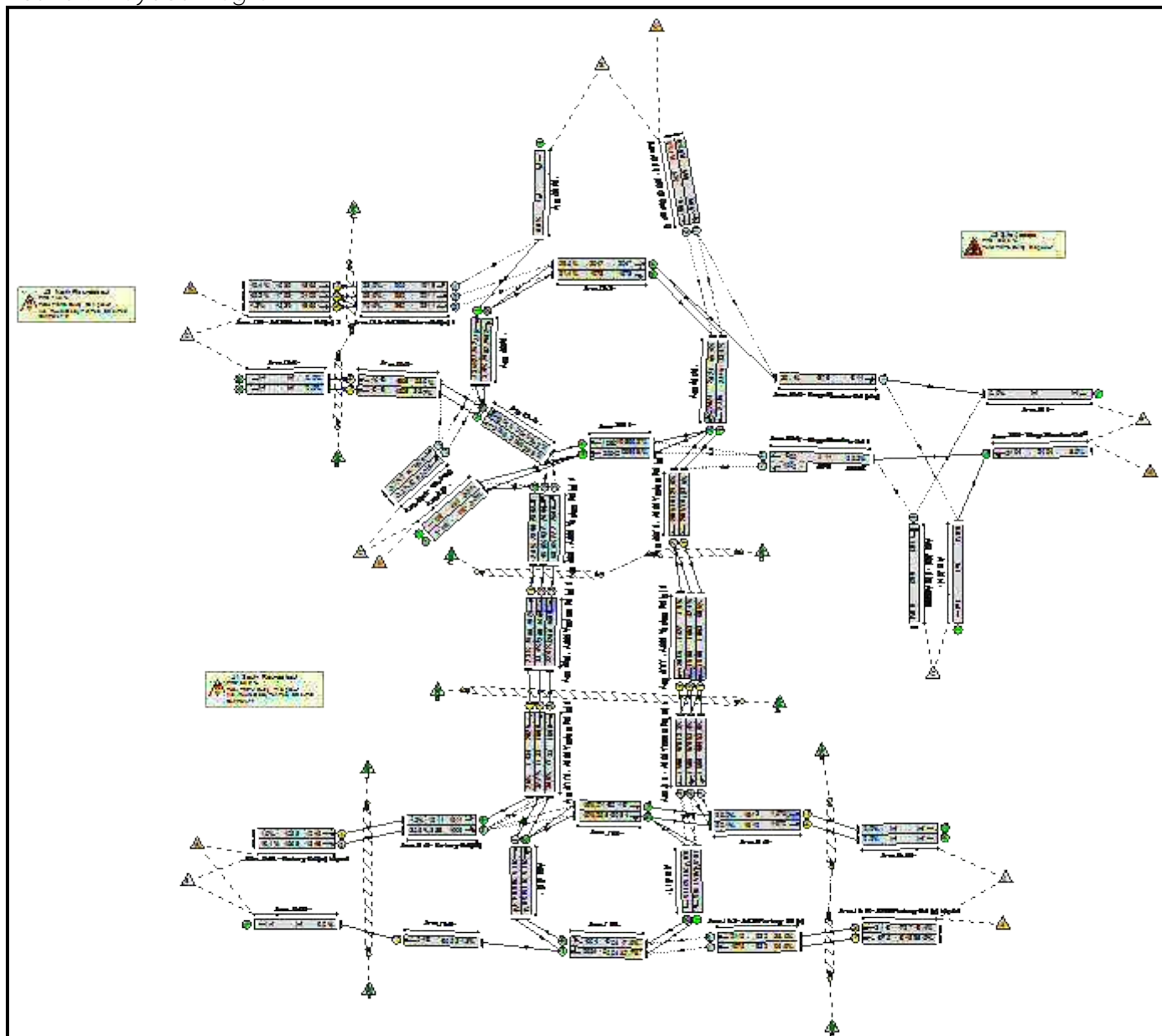
Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%):	65.2	Total Delay for Signalled Lanes (pcuHr):	4.44	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	102.7	Total Delay for Signalled Lanes (pcuHr):	1.99	Cycle Time (s):	120
C1	Stream: 3 PRC for Signalled Lanes (%):	183.6	Total Delay for Signalled Lanes (pcuHr):	0.80	Cycle Time (s):	120
C2	Stream: 1 PRC for Signalled Lanes (%):	40.0	Total Delay for Signalled Lanes (pcuHr):	3.54	Cycle Time (s):	120
C2	Stream: 2 PRC for Signalled Lanes (%):	102.5	Total Delay for Signalled Lanes (pcuHr):	1.68	Cycle Time (s):	120
C3	PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	120
	PRC Over All Lanes (%):	15.3	Total Delay Over All Lanes(pcuHr):	30.66		

Basic Results Summary

Scenario 5: 'AM Future Year + Com + Dev' (FG7: 'AM 2016 Base + Committed + Proposed', Plan 1: 'Network Control Plan 1')

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	-	-	-		-	-	-	-	-	-	94.1%	6227	150	0	32.1	-	-
J1: South Roundabout	-	-	-		-	-	-	-	-	-	66.6%	2452	0	0	11.5	-	-
1/1	A329 Vastern Rd (n) 1 Left	O	-		-	-	-	532	1500	989	53.8%	532	0	0	0.7	5.0	11.1
1/2	A329 Vastern Rd (n) 1 Ahead Left	O	-		-	-	-	522	1500	978	53.4%	522	0	0	0.7	5.1	9.2
1/3	A329 Vastern Rd (n) 1 Ahead	O	-		-	-	-	130	1500	976	13.3%	130	0	0	0.1	2.1	0.1
2/1	A329 Forbury Rd (e) Ahead	O	-		-	-	-	621	1975	932	66.6%	621	0	0	1.5	8.8	12.8
2/2	A329 Forbury Rd (e) Ahead	O	-		-	-	-	335	2115	932	36.0%	335	0	0	0.3	3.5	3.3
3/1	Ahead Right	U	-		-	-	-	827	2034	2034	40.7%	-	-	-	0.3	1.5	0.3
3/2	Right	U	-		-	-	-	335	1904	1904	17.6%	-	-	-	0.1	1.1	0.1
4/1	Ahead	U	C1:F		1	95	-	529	2115	1692	31.3%	-	-	-	0.3	1.8	0.6
5/1	Ahead	O	-		-	-	-	298	2115	2067	14.4%	14	0	0	0.1	1.0	0.1
5/2	Right Ahead	U	-		-	-	-	335	2115	2115	15.8%	-	-	-	0.1	1.0	0.1
6/1	Ahead	U	-		-	-	-	33	2115	2115	1.6%	-	-	-	0.0	0.9	0.0
6/2	Right Ahead	U	-		-	-	-	40	2081	2081	1.9%	-	-	-	0.0	0.9	0.0
7/1	Right	U	-		-	-	-	206	1915	1915	10.8%	-	-	-	0.1	1.1	0.1
7/2	Right	U	-		-	-	-	0	2115	2115	0.0%	-	-	-	0.0	0.0	0.0
8/1	Ahead	U	C1:C		1	97	-	565	1975	1613	35.0%	-	-	-	0.3	1.8	0.4
8/2	Ahead	U	C1:C		1	97	-	486	1975	1613	30.1%	-	-	-	0.2	1.7	0.4
9/1	Forbury Rd (W) Left	U	-		-	-	-	23	1911	1911	1.2%	-	-	-	0.0	1.0	0.0
9/2	Forbury Rd (W) Ahead Left	O	-		-	-	-	298	1966	838	35.6%	298	0	0	0.4	4.5	3.5

Basic Results Summary

10/1	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	37	2025	1434	2.6%	-	-	-	0.1	5.6	0.2
10/2	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	427	1600	1133	37.7%	-	-	-	0.8	7.0	2.7
10/3	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	417	1600	1133	36.8%	-	-	-	0.8	7.0	2.7
11/1	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	707	1500	1063	66.5%	-	-	-	2.1	10.5	12.8
11/2	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	450	1500	1063	42.4%	-	-	-	0.9	6.8	2.6
11/3	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	27	2015	1427	1.9%	-	-	-	0.1	6.8	0.3
13/1	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	621	1975	1613	38.5%	-	-	-	0.8	4.8	5.8
13/2	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	335	2115	1727	19.4%	-	-	-	0.3	3.7	2.5
14/1	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	23	1948	1558	1.5%	-	-	-	0.0	3.7	0.2
14/2	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	298	1948	1558	19.1%	-	-	-	0.4	4.3	2.4
Ped Link: P1	Unnamed Ped Link	-	C1:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C1:B		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J2: North Roundabout	-	-	-		-	-	-	-	-	-	94.1%	3608	150	0	20.4	-	-
1/1	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	299	1865	1539	19.4%	-	-	-	0.3	3.6	2.2

Basic Results Summary

1/2	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	1130	2100	1733	65.2%	-	-	-	2.2	7.0	15.1
1/3	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	18	1865	1539	1.2%	-	-	-	0.0	3.1	0.1
2/1	Ahead Right	U	-		-	-	-	603	2047	2047	29.5%	-	-	-	0.2	1.2	0.2
2/2	Right	U	-		-	-	-	622	1978	1978	31.4%	-	-	-	0.2	1.3	0.2
3/1	Ahead	U	C2:F		1	99	-	538	1915	1596	33.7%	-	-	-	0.4	2.8	2.0
3/2	Ahead	U	C2:F		1	99	-	382	1915	1596	23.9%	-	-	-	0.3	2.9	1.8
4/1	A329 Vastern Rd (w) 1 Left	O	-		-	-	-	299	1918	905	33.0%	299	0	0	0.3	3.3	2.6
4/2	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	527	2011	880	59.9%	527	0	0	0.8	5.4	7.3
4/3	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	621	2011	880	70.6%	621	0	0	1.5	8.9	13.8
6/1	Car Park U-Turn Left	O	-		-	-	-	5	1979	714	0.7%	5	0	0	0.0	2.5	0.0
6/2	Car Park Left	O	-		-	-	-	2	2016	579	0.3%	2	0	0	0.0	3.1	0.0
8/1	A329 Vastern Rd (s) 1 Left	U	-		-	-	-	37	1890	1890	2.0%	-	-	-	0.0	1.0	0.0
8/2	A329 Vastern Rd (s) 1 Left Left2	O	-		-	-	-	427	1600	937	45.6%	277	150	0	0.4	3.8	3.8
8/3	A329 Vastern Rd (s) 1 Left	O	-		-	-	-	417	1600	711	58.6%	417	0	0	1.2	10.5	10.5
9/1	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	37	1975	1580	2.3%	-	-	-	0.0	1.2	0.0
9/2	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	427	1600	1280	33.4%	-	-	-	0.3	2.1	0.3
9/3	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	417	1600	1280	32.6%	-	-	-	0.2	2.1	0.2
10/1	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	707	2015	1612	43.9%	-	-	-	0.9	4.6	5.5

Basic Results Summary

10/2	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	477	2015	1612	29.6%	-	-	-	0.4	3.2	1.7
11/1	Ahead Ahead2	U	-		-	-	-	550	2054	2054	26.8%	-	-	-	0.2	1.2	0.2
11/2	Ahead	U	-		-	-	-	324	1989	1989	16.3%	-	-	-	0.1	1.1	0.1
12/1	Ahead	U	-		-	-	-	707	2115	2115	33.4%	-	-	-	0.3	1.3	0.3
12/2	Ahead Right	U	-		-	-	-	1124	2024	2024	55.5%	-	-	-	0.6	2.0	0.6
13/1	Ahead	U	-		-	-	-	286	2115	2115	13.5%	-	-	-	0.1	1.0	0.1
13/2	Right	U	-		-	-	-	77	1982	1982	3.9%	-	-	-	0.0	0.9	0.0
14/1	Ahead	U	-		-	-	-	535	2066	2066	25.9%	-	-	-	0.2	1.2	0.2
14/2	Ahead Right	U	-		-	-	-	741	2040	2040	36.3%	-	-	-	0.3	1.4	0.3
16/1	B3345 George St Left Ahead	O	-		-	-	-	504	600	600	84.0%	504	0	0	2.5	17.8	2.5
16/2	B3345 George St Ahead	O	-		-	-	-	502	600	534	94.1%	502	0	0	6.2	44.1	16.8
17/2+17/1	Kings Meadow Rd 1 Left Ahead	O	-		-	-	-	227	1000:1000	411+270	33.3 : 33.3%	454	0	0	0.2	4.0	0.2
Ped Link: P1	Unnamed Ped Link	-	C2:H		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C2:C		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C2:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J3: Site Access	-	-	-		-	-	-	-	-	-	29.1%	167	0	0	0.3	-	-
2/1	Kings Meadow Rd 2 Left Ahead	U	-		-	-	-	178	2104	2104	8.5%	-	-	-	0.0	0.9	0.0
3/1	Site Access Right Left	O	-		-	-	-	58	1702	662	8.8%	58	0	0	0.0	3.0	0.0
5/1	Kings Meadow Rd (site) Ahead Right	O	-		-	-	-	400	1911	1376	29.1%	109	0	0	0.2	1.8	0.2

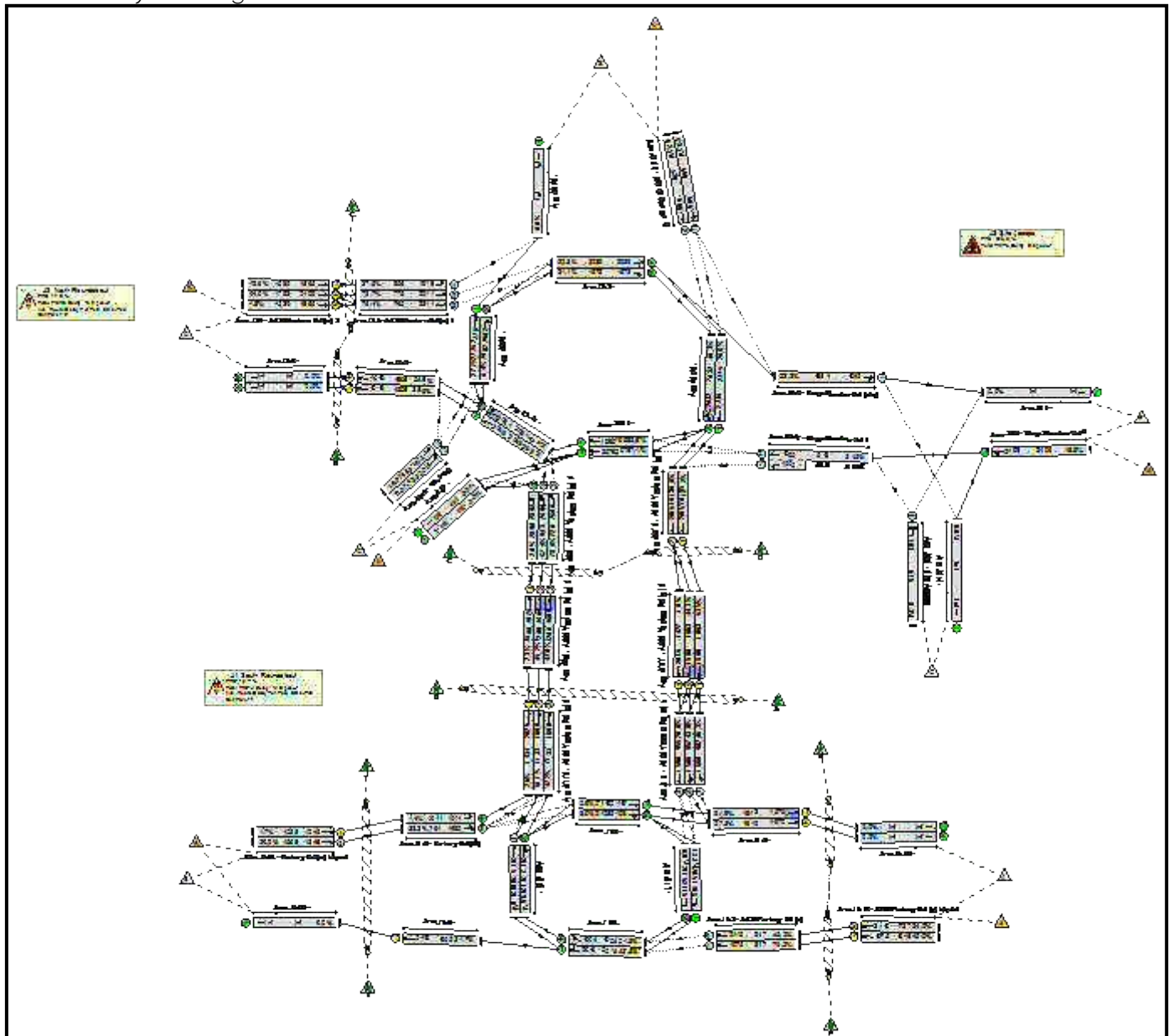
Basic Results Summary

C1	Stream: 1	PRC for Signalled Lanes (%)	35.3	Total Delay for Signalled Lanes (pcuHr)	4.67	Cycle Time (s)	120
C1	Stream: 2	PRC for Signalled Lanes (%)	133.8	Total Delay for Signalled Lanes (pcuHr)	1.69	Cycle Time (s)	120
C1	Stream: 3	PRC for Signalled Lanes (%)	187.9	Total Delay for Signalled Lanes (pcuHr)	0.63	Cycle Time (s)	120
C2	Stream: 1	PRC for Signalled Lanes (%)	38.0	Total Delay for Signalled Lanes (pcuHr)	3.22	Cycle Time (s)	120
C2	Stream: 2	PRC for Signalled Lanes (%)	105.2	Total Delay for Signalled Lanes (pcuHr)	1.83	Cycle Time (s)	120
C3		PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	120
		PRC Over All Lanes (%)	-4.5	Total Delay Over All Lanes(pcuHr)	32.12		

Basic Results Summary

Scenario 6: 'PM Future Year + Com + Dev' (FG8: 'PM Base 2016 + Committed + Proposed', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary
Network Results

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	-	-	-		-	-	-	-	-	-	79.2%	6695	151	0	31.6	-	-
J1: South Roundabout	-	-	-		-	-	-	-	-	-	79.2%	2621	0	0	14.0	-	-
1/1	A329 Vastern Rd (n) 1 Left	O	-		-	-	-	455	1500	982	46.3%	455	0	0	0.5	4.3	8.1
1/2	A329 Vastern Rd (n) 1 Ahead Left	O	-		-	-	-	419	1500	957	43.8%	419	0	0	0.5	4.2	6.3
1/3	A329 Vastern Rd (n) 1 Ahead	O	-		-	-	-	191	1500	955	20.0%	191	0	0	0.1	2.4	0.4
2/1	A329 Forbury Rd (e) Ahead	O	-		-	-	-	726	1975	917	79.2%	726	0	0	3.2	16.0	24.1
2/2	A329 Forbury Rd (e) Ahead	O	-		-	-	-	415	2115	917	45.2%	415	0	0	0.5	4.3	4.7
3/1	Ahead Right	U	-		-	-	-	976	2014	2014	48.5%	-	-	-	0.5	1.7	0.5
3/2	Right	U	-		-	-	-	415	1904	1904	21.8%	-	-	-	0.1	1.2	0.1
4/1	Ahead	U	C1:F		1	95	-	537	2115	1692	31.7%	-	-	-	0.3	1.7	0.7
5/1	Ahead	O	-		-	-	-	439	2115	2091	21.0%	10	0	0	0.1	1.1	0.1
5/2	Right Ahead	U	-		-	-	-	415	2112	2112	19.6%	-	-	-	0.1	1.1	0.1
6/1	Ahead	U	-		-	-	-	54	2115	2115	2.6%	-	-	-	0.0	0.9	0.0
6/2	Right Ahead	U	-		-	-	-	81	2103	2103	3.9%	-	-	-	0.0	0.9	0.0
7/1	Right	U	-		-	-	-	250	1915	1915	13.1%	-	-	-	0.1	1.1	0.1
7/2	Right	U	-		-	-	-	0	2115	2115	0.0%	-	-	-	0.0	0.0	0.0
8/1	Ahead	U	C1:C		1	97	-	509	1975	1613	31.6%	-	-	-	0.3	2.1	0.7
8/2	Ahead	U	C1:C		1	97	-	441	1975	1613	27.3%	-	-	-	0.3	2.1	0.7
9/1	Forbury Rd (W) Left	U	-		-	-	-	27	1911	1911	1.4%	-	-	-	0.0	1.0	0.0
9/2	Forbury Rd (W) Ahead Left	O	-		-	-	-	405	1980	761	53.2%	405	0	0	0.9	8.0	6.9

Basic Results Summary

10/1	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	37	2025	1434	2.6%	-	-	-	0.1	5.4	0.2
10/2	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	579	1600	1133	51.1%	-	-	-	1.2	7.7	4.7
10/3	A329 Vastern Rd (s) 3 Ahead	U	C1:H		1	84	-	535	1600	1133	47.2%	-	-	-	1.1	7.3	6.3
11/1	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	568	1500	1063	53.5%	-	-	-	1.2	7.6	8.7
11/2	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	471	1500	1063	44.3%	-	-	-	0.8	6.1	5.2
11/3	A329 Vastern Rd (n) 2 Ahead	U	C1:I		1	84	-	26	2015	1427	1.8%	-	-	-	0.0	6.8	0.3
13/1	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	726	1975	1613	45.0%	-	-	-	1.1	5.2	7.3
13/2	A329 Forbury Rd (e) b4ped Ahead	U	C1:A		1	97	-	415	2115	1727	24.0%	-	-	-	0.4	3.9	3.3
14/1	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	27	1948	1558	1.7%	-	-	-	0.0	3.7	0.2
14/2	Forbury Rd (w) b4ped Ahead	U	C1:E		1	95	-	405	1948	1558	26.0%	-	-	-	0.5	4.6	3.6
Ped Link: P1	Unnamed Ped Link	-	C1:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C1:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C1:J		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C1:B		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J2: North Roundabout	-	-	-		-	-	-	-	-	-	76.4%	3987	151	0	17.2	-	-
1/1	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	302	1865	1539	19.6%	-	-	-	0.3	3.6	2.2

Basic Results Summary

1/2	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	1124	2100	1733	64.9%	-	-	-	2.2	6.9	15.0
1/3	A329 Vastern Rd (w) 2 Ahead	U	C2:E		1	98	-	24	1865	1539	1.6%	-	-	-	0.0	3.1	0.1
2/1	Ahead Right	U	-		-	-	-	658	2039	2039	32.3%	-	-	-	0.2	1.3	0.2
2/2	Right	U	-		-	-	-	616	1978	1978	31.1%	-	-	-	0.2	1.3	0.2
3/1	Ahead	U	C2:F		1	99	-	621	1915	1596	38.9%	-	-	-	0.8	4.4	4.3
3/2	Ahead	U	C2:F		1	99	-	392	1915	1596	24.6%	-	-	-	0.4	3.6	2.7
4/1	A329 Vastern Rd (w) 1 Left	O	-		-	-	-	302	1918	806	37.5%	302	0	0	0.3	3.9	2.8
4/2	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	564	2011	775	72.7%	564	0	0	1.4	9.2	10.0
4/3	A329 Vastern Rd (w) 1 Ahead	O	-		-	-	-	584	2011	765	76.4%	584	0	0	1.8	11.2	12.7
6/1	Car Park U-Turn Left	O	-		-	-	-	130	1978	658	19.8%	130	0	0	0.1	3.4	0.1
6/2	Car Park Left	O	-		-	-	-	44	2016	488	9.0%	44	0	0	0.0	4.1	0.0
8/1	A329 Vastern Rd (s) 1 Left	U	-		-	-	-	37	1890	1890	2.0%	-	-	-	0.0	1.0	0.0
8/2	A329 Vastern Rd (s) 1 Left Left2	O	-		-	-	-	579	1600	943	61.4%	428	151	0	1.0	6.3	11.0
8/3	A329 Vastern Rd (s) 1 Left	O	-		-	-	-	535	1600	726	73.6%	535	0	0	3.1	20.6	19.0
9/1	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	37	1975	1580	2.3%	-	-	-	0.0	1.6	0.0
9/2	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	579	1600	1280	45.2%	-	-	-	0.4	2.6	0.4
9/3	A329 Vastern Rd (s) 2 Ahead	U	C2:A		1	95	-	535	1600	1280	41.8%	-	-	-	0.4	2.4	0.4
10/1	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	568	2015	1612	35.2%	-	-	-	0.5	3.3	3.8

Basic Results Summary

10/2	A329 Vastern Rd (n) 3 Ahead	U	C2:B		1	95	-	497	2015	1612	30.8%	-	-	-	0.4	2.9	2.7
11/1	Ahead Ahead2	U	-		-	-	-	354	2073	2073	17.1%	-	-	-	0.1	1.0	0.1
11/2	Ahead	U	-		-	-	-	474	1989	1989	23.8%	-	-	-	0.2	1.2	0.2
12/1	Ahead	U	-		-	-	-	563	2115	2115	26.6%	-	-	-	0.2	1.2	0.2
12/2	Ahead Right	U	-		-	-	-	940	2032	2032	46.3%	-	-	-	0.4	1.6	0.4
13/1	Ahead	U	-		-	-	-	586	2115	2115	27.7%	-	-	-	0.2	1.2	0.2
13/2	Right	U	-		-	-	-	126	1982	1982	6.4%	-	-	-	0.0	1.0	0.0
14/1	Ahead	U	-		-	-	-	542	2066	2066	26.2%	-	-	-	0.2	1.2	0.2
14/2	Ahead Right	U	-		-	-	-	1009	2031	2031	49.7%	-	-	-	0.5	1.8	0.5
16/1	B3345 George St Left Ahead	O	-		-	-	-	296	600	600	49.3%	296	0	0	0.5	5.9	0.5
16/2	B3345 George St Ahead	O	-		-	-	-	324	600	520	62.3%	324	0	0	0.8	9.1	0.8
17/2+17/1	Kings Meadow Rd 1 Left Ahead	O	-		-	-	-	390	1000:1000	513+245	51.5 : 51.5%	780	0	0	0.5	4.9	0.5
Ped Link: P1	Unnamed Ped Link	-	C2:H		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	C2:C		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	C2:D		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0
J3: Site Access	-	-	-		-	-	-	-	-	-	23.3%	87	0	0	0.3	-	-
2/1	Kings Meadow Rd 2 Left Ahead	U	-		-	-	-	355	2106	2106	16.9%	-	-	-	0.1	1.0	0.1
3/1	Site Access Right Left	O	-		-	-	-	51	1703	615	8.3%	51	0	0	0.0	3.2	0.0
5/1	Kings Meadow Rd (site) Ahead Right	O	-		-	-	-	391	1940	1681	23.3%	36	0	0	0.2	1.4	0.2

Basic Results Summary

C1	Stream: 1 PRC for Signalled Lanes (%)	68.4	Total Delay for Signalled Lanes (pcuHr)	4.43	Cycle Time (s)	120
C1	Stream: 2 PRC for Signalled Lanes (%)	99.9	Total Delay for Signalled Lanes (pcuHr)	2.05	Cycle Time (s)	120
C1	Stream: 3 PRC for Signalled Lanes (%)	183.6	Total Delay for Signalled Lanes (pcuHr)	0.80	Cycle Time (s)	120
C2	Stream: 1 PRC for Signalled Lanes (%)	38.7	Total Delay for Signalled Lanes (pcuHr)	3.63	Cycle Time (s)	120
C2	Stream: 2 PRC for Signalled Lanes (%)	99.0	Total Delay for Signalled Lanes (pcuHr)	1.71	Cycle Time (s)	120
C3	PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	120
	PRC Over All Lanes (%)	13.7	Total Delay Over All Lanes(pcuHr)	31.58		



Junctions 9							
PICADY 9 - Priority Intersection Module							
Version: 9.0.1.4646 [] © Copyright TRL Limited, 2016							
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: Site Entrance.j9

Path: M:\Project\5200 to 5299\5277 - Swan Heights 2\Calculations\Transport\Site Entrance

Report generation date: 09/11/2016 14:20:20

- »All - Future Year + Committed, AM
- »All - Future Year + Committed, PM
- »All - Future Year + Committed + Dev, AM
- »All - Future Year + Committed + Dev, PM

Summary of junction performance

	PM				
	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
All - Future Year + Committed + Dev					
Stream B-C	0.1	6.64	0.08	A	189 % [Stream B-A]
Stream B-A	0.0	8.45	0.02	A	
Stream C-AB	0.1	4.89	0.07	A	

There are warnings associated with this model run - see the 'Data Errors and Warnings' tables.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

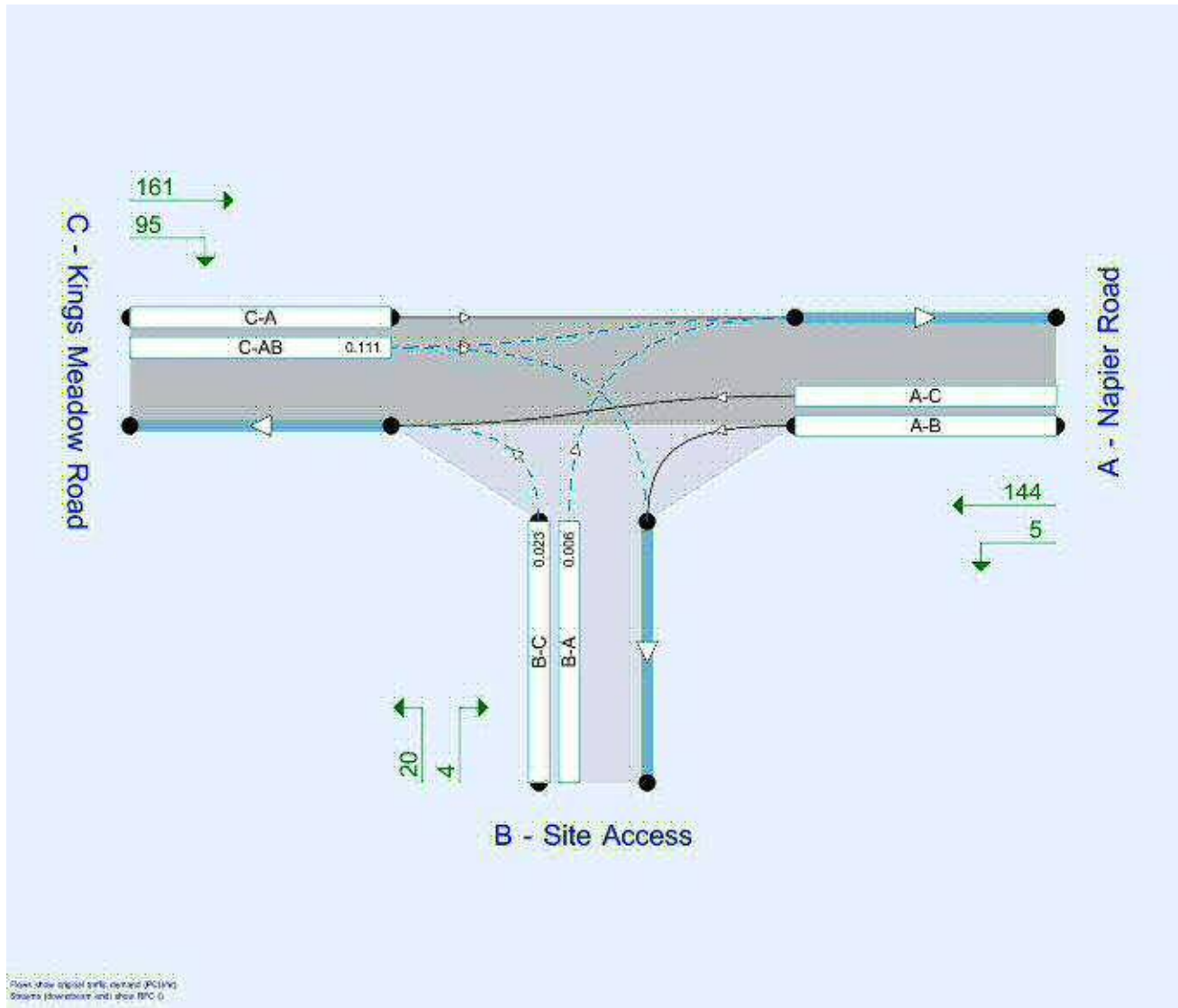
File summary

File Description

Title	Site Access
Location	Reading
Site number	
Date	01/11/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	5277
Enumerator	SM\cor
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	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
D3	Future Year + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	Future Year + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	Future Year + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	All	✓	✓	D3,D4,D5,D6	100.000	100.000

All - Future Year + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	1.87	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	227	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	Napier Road		Major
B	Site Access		Minor
C	Kings Meadow Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Kings Meadow Road	6.80			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	4.39	3.44	3.20	3.13	✓	1.00	30	17

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	595	0.105	0.264	0.166	0.378
1	B-C	688	0.102	0.257	-	-
1	C-B	719	0.269	0.269	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Napier Road		ONE HOUR	✓	149	100.000
B - Site Access		ONE HOUR	✓	24	100.000
C - Kings Meadow Road		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
	From			
	A - Napier Road	0	5	144
	B - Site Access	4	0	20
	C - Kings Meadow Road	161	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
	From			
	A - Napier Road	0	0	4
	B - Site Access	0	0	0
	C - Kings Meadow Road	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.03	5.78	0.0	A	18	28
B-A	0.01	7.52	0.0	A	4	6
C-AB	0.17	5.56	0.3	A	109	163
C-A					126	190
A-B					5	7
A-C					132	198

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	658	0.023	15	0.0	0.0	5.596	A
B-A	3	0.75	519	0.006	3	0.0	0.0	6.982	A
C-AB	85	21	763	0.111	84	0.0	0.1	5.315	A
C-A	108	27			108				
A-B	4	0.94			4				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	653	0.028	18	0.0	0.0	5.672	A
B-A	4	0.90	504	0.007	4	0.0	0.0	7.200	A
C-AB	105	26	773	0.136	105	0.1	0.2	5.410	A
C-A	125	31			125				
A-B	4	1			4				
A-C	129	32			129				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	645	0.034	22	0.0	0.0	5.780	A
B-A	4	1	483	0.009	4	0.0	0.0	7.520	A
C-AB	135	34	786	0.172	135	0.2	0.3	5.556	A
C-A	147	37			147				
A-B	6	1			6				
A-C	159	40			159				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	22	6	645	0.034	22	0.0	0.0	5.780	A
B-A	4	1	483	0.009	4	0.0	0.0	7.522	A
C-AB	135	34	786	0.172	135	0.3	0.3	5.562	A
C-A	147	37			147				
A-B	6	1			6				
A-C	159	40			159				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	18	4	653	0.028	18	0.0	0.0	5.672	A
B-A	4	0.90	503	0.007	4	0.0	0.0	7.202	A
C-AB	105	26	773	0.136	106	0.3	0.2	5.421	A
C-A	125	31			125				
A-B	4	1			4				
A-C	129	32			129				



09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	15	4	658	0.023	15	0.0	0.0	5.598	A
B-A	3	0.75	518	0.006	3	0.0	0.0	6.989	A
C-AB	85	21	764	0.112	85	0.2	0.2	5.328	A
C-A	108	27			108				
A-B	4	0.94			4				
A-C	108	27			108				

All - Future Year + Committed , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.52	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	208	Stream B-A

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	Future Year + Committed	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Napier Road		ONE HOUR	✓	342	100.000
B - Site Access		ONE HOUR	✓	36	100.000
C - Kings Meadow Road		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
From	A - Napier Road	0	8	334
	B - Site Access	8	0	28
	C - Kings Meadow Road	257	13	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
From	A - Napier Road	0	0	1
	B - Site Access	0	0	0
	C - Kings Meadow Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	6.45	0.1	A	26	39
B-A	0.02	8.27	0.0	A	7	11
C-AB	0.03	4.75	0.0	A	17	26
C-A					230	346
A-B					7	11
A-C					306	460

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	620	0.034	21	0.0	0.0	6.004	A
B-A	6	2	492	0.012	6	0.0	0.0	7.410	A
C-AB	13	3	773	0.017	13	0.0	0.0	4.747	A
C-A	190	48			190				
A-B	6	2			6				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	607	0.041	25	0.0	0.0	6.184	A
B-A	7	2	472	0.015	7	0.0	0.0	7.749	A
C-AB	17	4	786	0.021	17	0.0	0.0	4.694	A
C-A	226	57			226				
A-B	7	2			7				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	589	0.052	31	0.0	0.1	6.447	A
B-A	9	2	444	0.020	9	0.0	0.0	8.270	A
C-AB	22	6	803	0.028	22	0.0	0.0	4.622	A
C-A	275	69			275				
A-B	9	2			9				
A-C	368	92			368				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	31	8	589	0.052	31	0.1	0.1	6.447	A
B-A	9	2	444	0.020	9	0.0	0.0	8.270	A
C-AB	22	6	803	0.028	22	0.0	0.0	4.623	A
C-A	275	69			275				
A-B	9	2			9				
A-C	368	92			368				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	25	6	607	0.041	25	0.1	0.0	6.187	A
B-A	7	2	472	0.015	7	0.0	0.0	7.750	A
C-AB	17	4	786	0.021	17	0.0	0.0	4.697	A
C-A	226	57			226				
A-B	7	2			7				
A-C	300	75			300				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	21	5	620	0.034	21	0.0	0.0	6.007	A
B-A	6	2	492	0.012	6	0.0	0.0	7.411	A
C-AB	13	3	773	0.017	13	0.0	0.0	4.750	A
C-A	190	48			190				
A-B	6	2			6				
A-C	251	63			251				

All - Future Year + Committed + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	2.39	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	201	Stream C-AB

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	Future Year + Committed + Dev	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Napier Road		ONE HOUR	✓	149	100.000
B - Site Access		ONE HOUR	✓	58	100.000
C - Kings Meadow Road		ONE HOUR	✓	270	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
From	A - Napier Road	0	5	144
	B - Site Access	4	0	54
	C - Kings Meadow Road	161	109	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
From	A - Napier Road	0	0	4
	B - Site Access	0	0	0
	C - Kings Meadow Road	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.15	0.1	A	50	74
B-A	0.01	7.62	0.0	A	4	6
C-AB	0.20	5.74	0.3	A	125	187
C-A					123	185
A-B					5	7
A-C					132	198

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	41	10	658	0.062	40	0.0	0.1	5.823	A
B-A	3	0.75	514	0.006	3	0.0	0.0	7.038	A
C-AB	98	24	763	0.128	97	0.0	0.2	5.413	A
C-A	106	26			106				
A-B	4	0.94			4				
A-C	108	27			108				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	49	12	653	0.074	48	0.1	0.1	5.959	A
B-A	4	0.90	499	0.007	4	0.0	0.0	7.272	A
C-AB	121	30	773	0.156	121	0.2	0.2	5.539	A
C-A	122	31			122				
A-B	4	1			4				
A-C	129	32			129				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	59	15	645	0.092	59	0.1	0.1	6.150	A
B-A	4	1	477	0.009	4	0.0	0.0	7.619	A
C-AB	155	39	786	0.198	155	0.2	0.3	5.732	A
C-A	142	36			142				
A-B	6	1			6				
A-C	159	40			159				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	59	15	645	0.092	59	0.1	0.1	6.150	A
B-A	4	1	477	0.009	4	0.0	0.0	7.621	A
C-AB	155	39	786	0.198	155	0.3	0.3	5.740	A
C-A	142	36			142				
A-B	6	1			6				
A-C	159	40			159				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	49	12	653	0.074	49	0.1	0.1	5.963	A
B-A	4	0.90	498	0.007	4	0.0	0.0	7.277	A
C-AB	121	30	773	0.156	121	0.3	0.2	5.553	A
C-A	122	30			122				
A-B	4	1			4				
A-C	129	32			129				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	41	10	658	0.062	41	0.1	0.1	5.831	A
B-A	3	0.75	514	0.006	3	0.0	0.0	7.042	A
C-AB	98	24	764	0.128	98	0.2	0.2	5.429	A
C-A	106	26			106				
A-B	4	0.94			4				
A-C	108	27			108				

All - Future Year + Committed + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	0.88	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	189	Stream B-A

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	Future Year + Committed + Dev	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Napier Road		ONE HOUR	✓	342	100.000
B - Site Access		ONE HOUR	✓	51	100.000
C - Kings Meadow Road		ONE HOUR	✓	292	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
From	A - Napier Road	0	8	334
	B - Site Access	8	0	43
	C - Kings Meadow Road	257	35	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Napier Road	B - Site Access	C - Kings Meadow Road
From	A - Napier Road	0	0	1
	B - Site Access	0	0	0
	C - Kings Meadow Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	6.64	0.1	A	39	59
B-A	0.02	8.45	0.0	A	7	11
C-AB	0.07	4.89	0.1	A	47	70
C-A					221	332
A-B					7	11
A-C					306	460

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	32	8	620	0.052	32	0.0	0.1	6.120	A
B-A	6	2	485	0.012	6	0.0	0.0	7.507	A
C-AB	35	9	773	0.045	35	0.0	0.1	4.887	A
C-A	185	46			185				
A-B	6	2			6				
A-C	251	63			251				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	39	10	607	0.064	39	0.1	0.1	6.331	A
B-A	7	2	464	0.016	7	0.0	0.0	7.878	A
C-AB	45	11	786	0.057	45	0.1	0.1	4.874	A
C-A	218	54			218				
A-B	7	2			7				
A-C	300	75			300				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	47	12	589	0.080	47	0.1	0.1	6.645	A
B-A	9	2	435	0.020	9	0.0	0.0	8.452	A
C-AB	60	15	803	0.074	59	0.1	0.1	4.855	A
C-A	262	65			262				
A-B	9	2			9				
A-C	368	92			368				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	47	12	589	0.080	47	0.1	0.1	6.645	A
B-A	9	2	435	0.020	9	0.0	0.0	8.453	A
C-AB	60	15	804	0.074	60	0.1	0.1	4.858	A
C-A	262	65			262				
A-B	9	2			9				
A-C	368	92			368				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	39	10	607	0.064	39	0.1	0.1	6.335	A
B-A	7	2	464	0.016	7	0.0	0.0	7.880	A
C-AB	45	11	786	0.057	45	0.1	0.1	4.878	A
C-A	218	54			218				
A-B	7	2			7				
A-C	300	75			300				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-C	32	8	620	0.052	32	0.1	0.1	6.126	A
B-A	6	2	485	0.012	6	0.0	0.0	7.512	A
C-AB	35	9	773	0.046	35	0.1	0.1	4.893	A
C-A	185	46			185				
A-B	6	2			6				
A-C	251	63			251				

TRL LIMITED

(C) COPYRIGHT 2010

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-
"M:\Project\4700 to 4799\4710 - Cooper BMW Garage, Reading (2)\Transport\Picady\Site Access.vpi"
(drive-on-the-left) at 16:17:38 on Tuesday, 9 December 2014

RUN INFORMATION

RUN TITLE : 4710 Coopers BMW
LOCATION : Site Access - Reading
DATE : 08/12/14
CLIENT :
ENUMERATOR : sfp [SMA575]
JOB NUMBER : 4710
STATUS :
DESCRIPTION : Geometry taken from OS Mapping

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA

MAJOR ROAD (ARM C) ----- MAJOR ROAD (ARM A)
I
I
I
I
I
I
I
MINOR ROAD (ARM B)

ARM A IS Napier Road
ARM B IS Site Access
ARM C IS Kings Meadow Road

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.80 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 25.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 19.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) -	I
I	- LANE 2 WIDTH	I	(WB-A) -	I
I	WIDTH AT 0 M FROM JUNCTION	I	10.00 M.	I
I	WIDTH AT 5 M FROM JUNCTION	I	4.60 M.	I
I	WIDTH AT 10 M FROM JUNCTION	I	3.40 M.	I
I	WIDTH AT 15 M FROM JUNCTION	I	3.30 M.	I
I	WIDTH AT 20 M FROM JUNCTION	I	3.30 M.	I
I	- LENGTH OF FLARED SECTION	I	1 VEHS	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	0.00		0.00		0.00		0.00		0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	718.74		0.27		0.27	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE (%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I

Demand set: AM Base

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I	ARM	I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I		I	FLOW STARTS	I	TOP OF PEAK	I
I		I	TO RISE	I	IS REACHED	I
I		I		I	FALLING	I
I		I		I	BEFORE	I
I		I		I	AT TOP	I
I		I		I	AFTER	I
I		I		I	PEAK	I
I		I		I	OF PEAK	I
I		I		I	PEAK	I
I	ARM A	I	15.00	I	45.00	I
I	ARM B	I	15.00	I	45.00	I
I	ARM C	I	15.00	I	45.00	I
I		I		I	75.00	I
I		I		I	75.00	I
I		I		I	75.00	I
I		I		I	1.80	I
I		I		I	2.70	I
I		I		I	1.80	I
I		I		I	0.30	I
I		I		I	0.45	I
I		I		I	0.30	I
I		I		I	3.11	I
I		I		I	4.67	I
I		I		I	3.11	I

FOR DEMAND SET AM Base
AND FOR TIME PERIOD 1

[illegible]

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-C	0.30	10.82	0.028		0.02	0.03	0.4		0.10
B-A	0.06	6.91	0.009		0.01	0.01	0.1		0.15
C-AB	1.42	11.38	0.125		0.12	0.15	2.2		0.10
A-B	0.07								
A-C	2.08								

[illegible][illegible]

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	08.45-09.00										I
I	B-C	0.30	10.82	0.028		0.04	0.03	0.4		0.10	I
I	B-A	0.06	6.91	0.009		0.01	0.01	0.1		0.15	I
I	C-AB	1.42	11.38	0.125		0.19	0.15	2.2		0.10	I
I	A-B	0.07									I
I	A-C	2.08									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	09.00-09.15										I
I	B-C	0.25	10.92	0.023		0.03	0.02	0.4		0.09	I
I	B-A	0.05	7.11	0.007		0.01	0.01	0.1		0.14	I
I	C-AB	1.19	11.47	0.104		0.15	0.12	1.8		0.10	I
I	A-B	0.06									I
I	A-C	1.74									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM		B-C
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	
09.15	0.0	

QUEUE FOR STREAM		B-A
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
08.00	0.0	
08.15	0.0	
08.30	0.0	
08.45	0.0	
09.00	0.0	
09.15	0.0	

QUEUE FOR STREAM		C-AB
TIME	NO. OF	
SEGMENT	VEHICLES	
ENDING	IN QUEUE	
08.00	0.1	
08.15	0.1	
08.30	0.2	
08.45	0.2	
09.00	0.1	
09.15	0.1	

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL	DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I
I		I			I	* DELAY *	I	* DELAY *	I
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)
I		I			I			I	(MIN/VEH)
I	B-C	I	27.5	I 18.4	I	2.6	I 0.09	I	2.6
I	B-A	I	5.5	I 3.7	I	0.8	I 0.15	I	0.8
I	C-AB	I	130.8	I 87.2	I	13.6	I 0.10	I	13.6
I	A-B	I	6.9	I 4.6	I		I	I	
I	A-C	I	191.3	I 127.5	I		I	I	
I	ALL	I	574.0	I 382.6	I	17.0	I 0.03	I	17.0

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM B-C	STREAM A-C	STREAM A-B	I
I	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For Opposing	Slope For Opposing	Slope For Opposing	Slope For Opposing	I
I	STREAM B-A	STREAM A-C	STREAM A-B	STREAM C-A	STREAM C-B	I
I	0.00	0.00	0.00	0.00	0.00	I

* Due to the presence of a flare, data is not available

I	Intercept For	Slope For Opposing	Slope For Opposing	I
I	STREAM C-B	STREAM A-C	STREAM A-B	I
I	718.74	0.27	0.27	I

(NB These values do not allow for any site specific corrections)

TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: PM Base

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.
LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

I		I	NUMBER OF MINUTES FROM START WHEN	I	RATE OF FLOW (VEH/MIN)	I
I	ARM	I	FLOW STARTS	I	BEFORE	I
I		I	TO RISE	I	AT TOP	I
I		I	IS REACHED	I	OF PEAK	I
I		I	FALLING	I	PEAK	I
I	ARM A	I	15.00	I	4.14	I
I	ARM B	I	15.00	I	0.45	I
I	ARM C	I	15.00	I	3.29	I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	17.45-18.00										I
I	B-C	0.42	10.05	0.042		0.06	0.04	0.7		0.10	I
I	B-A	0.12	6.59	0.018		0.02	0.02	0.3		0.15	I
I	C-AB	0.19	10.63	0.018		0.02	0.02	0.3		0.10	I
I	A-B	0.12									I
I	A-C	4.84									I
I											I

I	TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)	I
I	18.00-18.15										I
I	B-C	0.35	10.27	0.034		0.04	0.04	0.5		0.10	I
I	B-A	0.10	6.86	0.015		0.02	0.01	0.2		0.15	I
I	C-AB	0.16	10.85	0.015		0.02	0.02	0.2		0.09	I
I	A-B	0.10									I
I	A-C	4.05									I
I											I

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM	B-C
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.1
17.45	0.1
18.00	0.0
18.15	0.0

QUEUE FOR STREAM	B-A
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM	C-AB
TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I		I		I	* DELAY *	I	* DELAY *	I		
I		I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I		
I		I			I	(MIN)	(MIN/VEH)	I		
I	B-C	I	38.5	I	25.7	I	4.0	I	0.10	I
I	B-A	I	11.0	I	7.3	I	1.7	I	0.16	I
I	C-AB	I	17.9	I	11.9	I	1.7	I	0.10	I
I	A-B	I	11.0	I	7.3	I		I		I
I	A-C	I	444.6	I	296.4	I		I		I
I	ALL	I	867.1	I	578.1	I	7.5	I	0.01	I

*****END OF RUN*****

```
===== end of file =====
```



TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Filtering Stage 2 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:	132 to 294 (units:)
Range Selected by User:	100 to 400 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/05 to 13/10/11
-------------	----------------------

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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	1
Edge of Town Centre	2

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	1
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

C3	3 days
----	--------

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

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

500,001 or More	3 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	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 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.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|----------------------------|----------------|------------------------|
| 1 | GM-03-C-02 | BLOCK OF FLATS | GREATER MANCHESTER |
| | WHITWORTH STREET W. | | |
| | MANCHESTER | | |
| | Town Centre | | |
| | Built-Up Zone | | |
| | Total Number of dwellings: | 154 | |
| | Survey date: THURSDAY | 13/10/11 | Survey Type: MANUAL |
| 2 | KI-03-C-02 | BLOCK OF FLATS | KINGSTON |
| | SOPWITH WAY | | |
| | KINGSTON UPON THAMES | | |
| | Edge of Town Centre | | |
| | No Sub Category | | |
| | Total Number of dwellings: | 132 | |
| | Survey date: MONDAY | 14/06/10 | Survey Type: MANUAL |
| 3 | KN-03-C-02 | BLOCK OF FLATS | KENSINGTON AND CHELSEA |
| | BECKFORD CLOSE | | |
| | SOUTH KENSINGTON | | |
| | Edge of Town Centre | | |
| | Residential Zone | | |
| | Total Number of dwellings: | 294 | |
| | Survey date: TUESDAY | 15/06/10 | Survey Type: MANUAL |

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SC-03-C-01	low pt provision

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	3	193	0.029	3	193	0.198	3	193	0.227
08:00 - 09:00	3	193	0.093	3	193	0.547	3	193	0.640
09:00 - 10:00	3	193	0.110	3	193	0.222	3	193	0.332
10:00 - 11:00	3	193	0.076	3	193	0.164	3	193	0.240
11:00 - 12:00	3	193	0.147	3	193	0.148	3	193	0.295
12:00 - 13:00	3	193	0.160	3	193	0.193	3	193	0.353
13:00 - 14:00	3	193	0.171	3	193	0.167	3	193	0.338
14:00 - 15:00	3	193	0.171	3	193	0.171	3	193	0.342
15:00 - 16:00	3	193	0.252	3	193	0.155	3	193	0.407
16:00 - 17:00	3	193	0.305	3	193	0.233	3	193	0.538
17:00 - 18:00	3	193	0.443	3	193	0.219	3	193	0.662
18:00 - 19:00	3	193	0.345	3	193	0.147	3	193	0.492
19:00 - 20:00	1	294	0.286	1	294	0.112	1	294	0.398
20:00 - 21:00	1	294	0.187	1	294	0.102	1	294	0.289
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.775			2.778			5.553

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.

Parameter summary

Trip rate parameter range selected: 132 - 294 (units:)
 Survey date range: 01/01/05 - 13/10/11
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 Number of Sundays: 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Project:	Swan Heights, Reading	SMA Ref:	4710
Subject:	Committed Development Trip Generation		
Prepared by:	Nicola Clay	Date:	19/12/2014

1.0 THE COMMITTED DEVELOPMENTS

1.1. As part of the traffic impact assessment for the proposed scheme at the existing BMW Coopers Garage site, the following committed developments have been taken into consideration:

- Reading Sorting Office (Planning Application ref: 11/0024)

*Scheme 3: 284 Residential Units (Flats), 34 500 sqm, Office 4 000sqm
Retail, 10 000sqm Hotel*

- Chatham Place Phase 2 (Planning Application ref: 12/0923)

184 Residential Units (Flats)

- Station Hill (Planning Application ref: 13/0436)

*300 Residential Units (Flats), 1 475sqm Retail (A1-A5), 1 870 Leisure
(D2), 103 700sqm Office (B1)*

- Kenavon Drive (Planning Application ref: 13/1280)

190 Residential Units (Flats and Private Housing)

1.2. The relevant trip generation information for each of the Committed Developments has been obtained from the respective Transport Assessments (TA). The purpose of this note is to provide further detail regarding the trip rates applied, modal shares, distribution and assignment of the resulting traffic projections. Detail is also provided regarding the methodology applied to determine the vehicular trip generation for the Local Network Peak Hours. This forms the Sensitivity Assessment.

1.3. The trip distribution and assignment of the Committed Developments has been considered for the Transport Assessment study area of the proposed scheme: A329/B3345/Kingsmeadow Road roundabout and A329/Forbury Road roundabout.

1.4. With the exception of the Kenavon Drive scheme all of the Committed Developments have been tested using the Reading Transport Model (RTM). The Industry Standard peak hours are tested in the RTM: 0800-0900 and 1700-1800 only. The Manual Classified Counts (MCC) undertaken in 2014 identified local network peak hours of 0715-0815 and 1600-1700. A Sensitivity Assessment has been undertaken to account for these local peak hours.

2.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

Reading Sorting Office (Planning Application ref: 11/0024)

2.1. The consented scheme comprises of 3 development options of a varying mix of residential, retail, office on the former Reading Sorting Office site. 'Option 3' produces the highest potential trip generation. Therefore to ensure a robust analysis this has formed the basis of the assessment, comprising of the following development mix:

- Residential: 284 units
- Retail: 4000sqm
- Office: 34 500sqm

2.2. The person trip rates for each land-use were derived from the TRICS trip rates applied as part of the Station Hill (2) Application (now superseded by the Station Hill 3 Application). Presented in **Table 2.1** below (Ref: Table 5.1 of the TA)

Table 2.1: Sorting Office Person Trip Rates by Land-Use
TABLE 5.1 PERSON TRIP RATES BY LAND USE

Land Use	Units	AM (In)	AM (Out)	PM (In)	PM (Out)	Daily (In)	Daily (Out)
Office	100 m ²	2.28	0.17	0.31	2.11	12.09	12.09
Residential	Unit	0.09	0.49	0.37	0.20	2.31	2.31
Retail	100 m ²	12.43	10.06	21.45	21.15	370.1	370.1*
Hotel	100 m ²	0.49	0.84	0.78	0.52	8.98	8.98

* Trip rate not included in Station Hill 2 TA therefore the same rate as Daily (in) has been used.

2.3. In line with the Station Hill 2 Transport Assessment, 75% of retail trips are assumed to be linked or pass-by trips and therefore not new trips on the network. A 75% reduction in retail vehicular trips has been applied. The resulting person trip rates for all land-uses are presented in **Table 2.2** (ref: Table 5.11 of the TA).

Table 2.2: Reading Sorting Office – Potential Person Trip Generation

TABLE 5.11 TOTAL NUMBER OF GENERATED TRIPS

	Total Person Trips			Car Driver Trips		
	Scheme 1	Scheme 2	Scheme 3	Scheme 1	Scheme 2	Scheme 3
	AM Peak			AM Peak		
In	950	513	986	120	66	130
Out	365	465	382	64	84	77
Total	1,315	978	1,368	183	150	207
	PM Peak			PM Peak		
In	500	518	503	73	81	84
Out	1,026	653	1,050	132	88	141
Total	1,525	1,171	1,553	204	169	225
	Daily			Daily		
In/Out	8,846	7,036	9,427	1,112	922	1,300
Total	17,692	14,072	18,854	2,223	1,843	2,599

- 2.4. The development vehicle trip distribution has been determined based on further analysis of the 2001 Census data and the most appropriate routing utilising the strategic highway network. The Transport Assessment study area included the A329/B3345/Kingsmeadow Road roundabout. The assigned development traffic flows were therefore extracted directly from **Figure 5.2** of the TA (**Appendix A**). Assignment of traffic arriving/departing the A329/Forbury Roundabout has been based on the observed turning movements of traffic (MCC surveys, 2014).

Chatham Place Phase 2 (Planning Application ref: 12/0923)

- 2.5. Chatham Place Phase 2 has planning consent for residential development of 184 units over two apartment blocks, with parking for 92 vehicles. The development site is located on land adjacent to Phase 1 on land west of the Chatham Road/Vastern Road Roundabout Junction.
- 2.6. The potential traffic generation for the development has been based upon traffic surveys of the occupied phase 1 car park, adjusted pro-rata to account for the lower number of proposed units. The observed and forecast flows are presented below (**Table 2.3**).

Table 2.3 Chatham Pace Forecast Vehicle Trip Generation

Table 4.1 AM Peak (0800-0900) Flow Forecasts

	Observed Flows (Phase 1)		Forecast Flows (Phase 2)	
	Phase 1 (167 spaces)	Adjusted Phase 1 to account for additional 24 spaces in MSCP	Based on Total units	Based on Spaces
Outbound	25	29	17	14
Inbound	5	6	4	3
Total	30	35	21	17

Table 4.2 PM Peak (1700-1800) Flow Forecasts

	Observed Flows (Phase 1)		Forecast Flows (Phase 2)	
	Phase 1 (167 spaces)	Adjusted Phase 1 to account for additional 24 spaces in MSCP	Based on Total units	Based on Spaces
Outbound	3	3	2	1
Inbound	20	23	14	11
Total	23	26	16	12

- 2.7. TRICS trip rates were used to calculate the multi-modal trip generation of the development. The resulting trip generation has been adjusted to reflect the survey data and forecast vehicle trip rates.

Table 2.4: TRICS Multi-Modal Trip Rates (Initial Rates) (Ref: Table 4.4 of the TA)

Mode	AM			PM		
	Arr	Dep	Total	Arr	Dep	Total
Vehicles	0.055	0.181	0.236	0.127	0.077	0.204
Cyclists	0.002	0.005	0.007	0.002	0.002	0.004
Vehicle Occupants	0.054	0.233	0.287	0.171	0.107	0.278
Pedestrians	0.037	0.151	0.188	0.127	0.074	0.201
Public Transport Users	0.011	0.148	0.159	0.062	0.025	0.087
Total People	0.104	0.537	0.641	0.363	0.208	0.571

Table 2.5: Trip Generation (Using Initial Trip Rates) (Ref: Table 4.5 of the TA)

Mode	AM			PM		
	Arr	Dep	Total	Arr	Dep	Total
Vehicles or Car Drivers	10	33	43	23	14	38
Vehicle Occupancy Rate	1.00	1.29	1.22	1.35	1.39	1.36
Vehicle Occupants	10	43	53	31	20	51
Cyclists	0	1	1	0	0	1
Pedestrians	7	28	35	23	14	37
Public Transport Users	2	27	29	11	5	16
Total People	19	99	118	67	38	105

Table 2.6: Trip Generation (Adjusted Rates) (Ref: Table 4.6 of the TA)

Mode	AM			PM		
	Arr	Dep	Total	Arr	Dep	Total
Vehicles or Car Drivers	4	17	21	14	2	16
Vehicle Occupancy Rate	1.00	1.29	1.22	1.35	1.39	1.36
Vehicle Occupants	4	22	26	19	3	22
Cyclists	0	1	1	0	0	1
Pedestrians	13	49	62	36	31	67
Public Transport Users	2	27	29	11	5	16
Total People	19	99	118	67	38	105

- 2.8. The traffic flows have been assigned to the local network, based upon observed (2007 data) turning flows at the Chatham Road/IDR roundabout (**Appendix B**). It was agreed with RBC that a 40%:60% split could be assumed at the A320/A329 (Vastern Road) roundabout junction, with 60% of vehicles Arriving at Caversham Rd/Vastern Rd rbt assigned EB onto Vastern Road. The development traffic was assigned according to the observed turning movements (201) at the two A329 roundabout junctions.

Station Hill (Planning Application ref: 13/0436)

- 2.9. Station Hill is a mixed land-use regeneration project which will see the regeneration of land south-east of the railway station. The development proposals are extensive and include:
- 300 Residential Units (Flats),
 - 1 475sqm Retail (A1-A5),
 - 1 870 Leisure (D2),
 - 103 700sqm Office (B1)
- 2.10. The trip generation for the development has been calculated based on the previous application (Station Hill 2) TRICS trip rates. It has not been possible to provide the trip rates, however the final trip generation for the site is provided below (**Table 2.7**).

Table 2.7: Trip Generation

	Baseline/Extant		Development (including Thames Tower parking)		Net Change		
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Two-way
AM Peak	487	28	392	72	-96	+44	-52
PM Peak	39	401	60	347	+21	-54	-33
Daily	1920	1749	1741	1659	-180	-89	-269

Table 10-1: Vehicle Trip Generation

- 2.11. The distribution of the development trips has been undertaken directly within the Reding Transport Model (RTM) using the existing distribution matrix within the Development Control Forecast Model. This existing distribution matrix has been built using the 2001 journey to work census data and 2007 RSI data.
- 2.12. The development flows were provided by the RTM consultants from the RTM for the A2329/B3345/Kingsmeadow roundabout (**Appendix C**). Assignment of traffic arriving/departing the A329/Forbury Road roundabout has been based on observed turning movements (2014).

Kenavon Drive (Planning Application ref: 13/1280)

- 2.13. The Kenavon Drive scheme is the most recent scheme to receive planning consent (2013). The development will comprise 190 residential flats and private houses. The proposed housing mix comprises of private houses, private flats and flats for rent. The trip rates for each housing type were extracted from the TRICS report attached at Appendix 4 of the TA, presented in **Table 2.8**.

Table 2.8: TRICS Trip Rates				
VEHICLES				
	ARRIVALS	DEPARTURES	TOTALS	
Time Range	Trip Rate	Trip Rate	Trip Rate	
0800-0900	0.156	0.437	0.485	Private Housing
1700-1800	0.419	0.243	0.662	
0800-0900	0.076	0.262	0.338	Private Flats
1700-1800	0.229	0.119	0.348	
0800-0900	0.076	0.111	0.187	Flats
1700-1800	0.118	0.111	0.229	

2.14. The resulting trip generation (**Table 2.9**) for the development has been calculated based on the proposed unit numbers: 57 private houses, 89 private flats, 44 flats for rent.

Table 2.9: Trip Generation				
	Trip Gen	Trip Gen	Trip Gen	
Time Range	ARRIVALS	DEPARTURES	TOTALS	
0800-0900	9	25	28	Private Housing
1700-1800	24	14	38	
0800-0900	7	23	30	Private Flats
1700-1800	20	11	31	
0800-0900	3	5	8	Flats
1700-1800	5	5	10	
0800-0900	19	53	66	Total
1700-1800	49	29	79	

2.15. Vehicle trip distribution and assignment has been based on the TA data and observed turning movements. The number of vehicles arriving at the A329/Forbury Road junction have been based on the TA's traffic distribution at preceding A329/Kenavon Drive roundabout (**Appendix D**). The subsequent distribution and assignment of vehicles at the A329 roundabouts has been based on the observed turning movements derived from the 2014 MCC surveys.

3.0 SENSITIVITY ASSESSMENT

- 3.1. The Transport Assessment has also included a sensitivity assessment to analyse the traffic impact during the local network peak periods: 0715-0815 and 1600-1700.
- 3.2. With the exception of the Kenavon Drive scheme, the Transport Assessments of the Committed Developments have only provided trip rates and/or trip generation in line with the Reading Transport Model and Industry Standard peak hours of: 0800-0900 and 1700-1800.
- 3.3. The approved trip rates for the proposed scheme have provided the basis for calculating the local network peak hour trip generation. The trip rates for the local network peak have been calculated as a proportion of the industry standard peak hours (**Table 3.1**).

Table 3.1: Approved Trip Rates – Network Peak Hour as a Proportion of Standard Peak Hour

	AM			PM		
	ARRIVALS	DEPARTURES	TOTALS	ARRIVALS	DEPARTURES	TOTALS
Industry Peak Period (0800-0900)	0.0450	0.1070	0.1520	0.0690	0.0470	0.1160
Local Network Peak (0715-1815)	0.0203	0.0680	0.0883	0.0470	0.0410	0.0880
Network Peak Hour as % of standard peak hour traffic	45%	64%	58%	68%	87%	76%

- 3.4. These proportions have subsequently been applied to the Committed Development traffic flows for the industry peak hour. The resulting Local Network peak hour flows are presented in **Table 3.2** below.

Table 3.2: Local Network Peak Hour Vehicle Trips alongside Industry Standard Peak Hour Vehicle Trips

	Industry Standard Peak Hours			Local Network Peak Hours		
	AM - 0800-0900			AM - 0715-0815		
	ARRIVALS	DEPARTURES	TOTALS	ARRIVALS	DEPARTURES	TOTALS
Kenavon Drive	19	53	66	11	39	48
Reading Sorting Office	130	77	207	59	49	122
Station Hill 3	392	72	464	176	46	273
Chatham Place	4	17	21	2	11	12
	PM - 1700-1800			PM - 1600-1700		
	ARRIVALS	DEPARTURES	TOTALS	ARRIVALS	DEPARTURES	TOTALS
Kenavon Drive	49	29	79	37	25	63
Reading Sorting Office	84	141	225	57	123	171
Station Hill 3	60	347	407	41	303	309
Chatham Place	14	2	16	10	2	12

- 3.5. The local network peak hour traffic flows have subsequently been applied in the 'Baseline + Commmitted Development' and 'Baseline + Commmitted Development + Proposed Development' scenarios.



Growth Factors Year 2014 to 2016

AM Peak

Level	Area	Local Growth Figure
Region SE		1.02112908423864
00MC1 Reading(main)		1.02747398338725

PM Peak

Level	Area	Local Growth Figure
Region SE		1.02137888341772
00MC1 Reading(main)		1.02597518831277



Shelly Parish

From: Peter Cheng (JCT Consultancy Ltd.) <support@jctconsultancy.co.uk>
Sent: 10 December 2014 11:07
To: Shelly Parish
Subject: Re: Query

Hi Shelly,

The PRC of Junction 1 in these two scenarios is being determined by the degree of saturation on lane J1:11/1.

Even though the overall flow through arm J1:11 is higher in the AM+COM+Dev scenario, the split of flows across lanes 1 and 2 is slightly different.

The result is that Lane J1:11/1 has a slightly lower arrival flow in the AM+COM+Dev scenario, and so its degree of saturation is also slightly lower, resulting in a higher PRC for Junction 1.

I hope this helps to answer your question.

Kind regards,

Peter Cheng

Tel: (01522) 751010

Fax: (01522) 751188

email: peter.cheng@jctconsultancy.co.uk

Web: www.jctconsultancy.co.uk

Address: LinSig House, Deepdale Enterprise Park, Nettleham, Lincoln, LN2 2LL

On 10 December 2014 at 10:43, Shelly Parish <sfp@stuartmichael.co.uk> wrote:

Morning,

I have attached a model which includes two roundabouts and a priority junction. After looking at the PRC for each junction, namely junction J1 : South Roundabout the PRC goes up in scenario AM + Com + Dev, even when there is more flow on the links, compared to scenario 2014 AM + committed. I would expect it to go down with the extra trips.

Please could you explain why this is as I am at a loss why this is happening.

Many thanks

Shelly Parish BA CMILT MCIHT

Senior Transport Planner

Stuart Michael Associates Limited

Coombe House

Coombe Square

Thatcham

Berkshire RG19 4JF

Telephone: 01635 867711

Facsimile: 01635 861715

Email: sfp@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.



APPENDIX 2



REV	CHK	BY	DATE	DESCRIPTION	REVISED BY
CLIENT					WA
CHECKED BY					Checker
ORIGINATOR NO					151638

CONSULTANT
STRIDE TREGLOWN
www.stridetreglow.com © Stride Treglow Limited 2016

PROJECT
Thames Quarter
Reading

DRAWING TITLE
North Elevation

SUITABILITY STATUS S1 : SUITABLE FOR CO-ORDINATION		SCALE 1 : 200 @A1
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE CLASSIFICATION NUMBER	REVISION	
152067-STL-XX-ZZ-DR-A-XXXX-20001		