

Appendix 1

Trip distribution

Norcot Junction Trip distribution

2018 Survey Base

0800-0900

Movement Counts

		A	B	C	Total
From	A	0	299	236	535
	B	213	0	45	258
	C	344	67	0	411
	Total	557	366	281	1204

	A	B	C
A		82%	
B	83%		17%
C		18%	

1500-1600

Movement Counts

		A	B	C	Total
From	A	0	193	269	462
	B	236	0	47	283
	C	276	44	0	320
	Total	512	237	316	1065

	A	B	C
A		81%	
B	83%		17%
C		19%	

2025 Forecast Base

0800-0900

Movement Counts

		A	B	C	Total
From	A	0	330	261	591
	B	235	0	50	285
	C	380	74	0	454
	Total	615	404	310	1330

1500-1600

Movement Counts

		A	B	C	Total
From	A	0	217	302	519
	B	265	0	53	318
	C	310	49	0	360
	Total	575	266	355	1197

2025 Base + School Growth

0800-0900

Movement Counts

		A	B	C	Total
From	A	0	377	261	638
	B	263	0	56	319
	C	380	84	0	464
	Total	643	461	316	1421

1500-1600

Movement Counts

		A	B	C	Total
From	A	0	247	302	549
	B	308	0	61	370
	C	310	56	0	366
	Total	618	303	364	1285

HGV Proportions

		A	B	C	Total
From	A	0.0%	0.0%	3.4%	
	B	0.0%	0.0%	2.2%	
	C	2.3%	0.0%	0.0%	

HGV Proportions

		A	B	C
From	A	0.0%	0.0%	3.0%
	B	0.0%	0.0%	0.0%
	C	2.9%	0.0%	0.0%

HGV Proportions

		A	B	C
From	A	0.0%	0.0%	3.4%
	B	0.0%	0.0%	2.2%
	C	2.3%	0.0%	0.0%

HGV Proportions

		A	B	C
From	A	0.0%	0.0%	3.0%
	B	0.0%	0.0%	0.0%
	C	2.9%	0.0%	0.0%

AM Peak		
Level	Area	Local Growth Figure (TEMPro)
E02003393	Reading 005	1.104621746 Urban Minor
E02003393	Reading 005	1.101484299 Urban principal
Interpeak		
Level	Area	Local Growth Figure
E02003393	Reading 005	1.123895855 Urban Minor
E02003393	Reading 005	1.120703664 Urban principal

A	Norcot Rd East
B	Church End Lane
C	Norcot Rd West

Southern Junction				North Junction		
In AM		224	38.0%	In AM	366	62.0%
Out AM		311	54.7%	Out AM	258	45.3%
In PM		241	50.4%	In PM	237	49.6%
Out PM		222	44.0%	Out PM	283	56.0%
Development Trips						
	74 2-way		AM and PM	Pupils		
	18 1-way		AM and PM	Teachers		

Northern Junction (Norcot)	Pupils	Teachers	Total	East	West
In AM	46	11	57	47	10
Out AM	34		34	28	6
In PM	37		37	30	7
Out PM	41	10	52	43	9

The Meadway Junction Trip distrubution

2018 Survey Base				
0800-0900				
AM	Movement Counts			
		To		
		A	B	C
		A	0	90
		B	71	0
	From	C	153	550
		Total	224	640
				688
				1552
	From	A		29%
		B	32%	
		C	68%	
		Total	100%	
1500-1600				
PM		A	B	C
		A	0	69
		B	95	0
		C	146	428
		Total	241	497
	From			781
				1519
	From	A		31%
		B	39%	
		C	61%	
		Total	100%	
2025 Forecast Base				
0800-0900				
AM		To		
		A	B	C
		A	0	99
		B	78	0
		C	169	608
	From	Total	247	707
				760
				1714
1500-1600				
PM		A	B	C
		A	0	78
		B	107	0
		C	164	481
		Total	271	559
	From			878
				1707
2025 Base + School Growth				
0800-0900				
AM		To		
		A	B	C
		A	0	111
		B	89	0
		C	193	608
	From	Total	282	719
				789
				1790
1500-1600				
PM		A	B	C
		A	0	90
		B	121	0
		C	187	481
		Total	308	571
	From			906
				1785

A	Church End Lane
B	The Meadway East
C	The Meadway West

AM Peak		
Level	Area	Local Growth Figure (TEMPro)
E0200339: Reading 005		1.104622 Urban Minor
E0200339: Reading 005		1.101484 Urban principal
Interpeak		
Level	Area	Local Growth Figure
E0200339: Reading 005		1.123896 Urban Minor
E0200339: Reading 005		1.120704 Urban principal

Development Trips						
	74	2-way	AM and PM	Pupils		
	18	1-way	AM and PM	Teachers		
Southern Junction						
Meadway Junction	Pupils		Teachers		Total	East West
In AM	28		7		35	11 24
Out AM	40				40	12 29
In PM	37				37	15 23
Out PM	33		8		40	13 28

Southern Junction			North Junction		
In AM	224	38.0%	In AM	366	62.0%
Out AM	311	54.7%	Out AM	258	45.3%
In PM	241	50.4%	In PM	237	49.6%
Out PM	222	44.0%	Out PM	283	56.0%

Appendix 2

Norcot Junction survey

Intelligent Data Collection Limited Reading Church End

Client:	Nicola Waight
Project Number:	ID03939
Junction Number:	Site 1
Date of Survey:	17.05.2018
Junction Name:	Norcot Road / Church End Lane
Junction Type:	T-Junction

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	05.06.2018			
Prepared by	Conor Lenehan			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID03939			
File Ref	ID03939 Reading Church End - MCC Site 1 - 17.05.2018			

Issue Sheet

Issued to	Date			
	06.06.2018			
Nicola Waight	E-mail			

Contents Page

Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

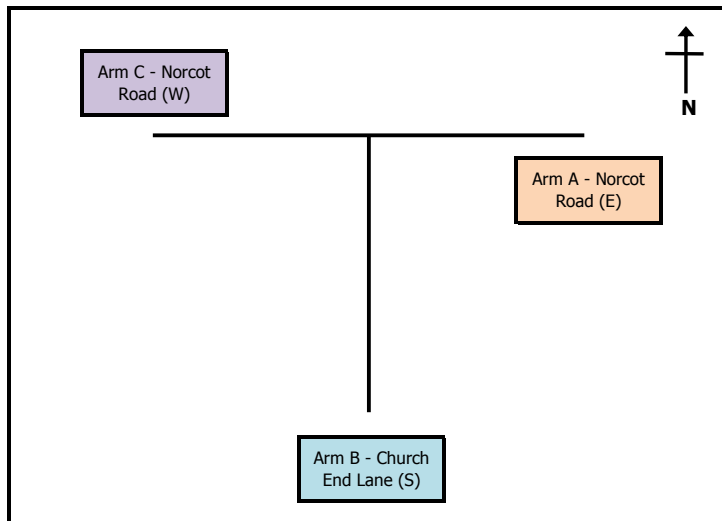
Intelligent Data Collection Limited



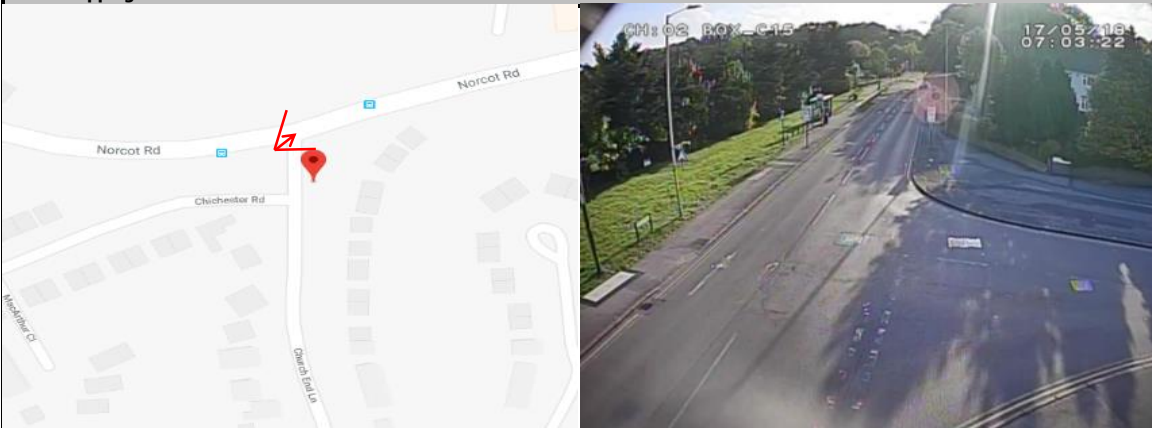
Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 1
Date of Survey: 17.05.2018
Junction Name: Norcot Road / Church End Lane
Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.45875950383989	-1.0270360009174055	Click Here	
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions	
Dry	Dry	Dry	

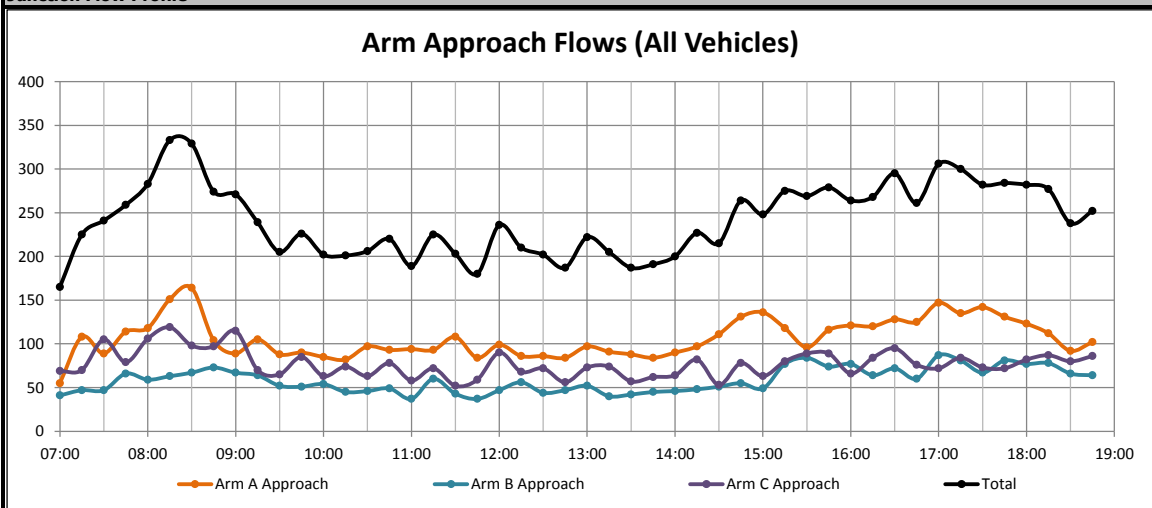
Junction Layout



Aerial Mapping and On-site Camera View



Junction Flow Profile



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 1

Date of Survey: 17.05.2018
Junction Name: Norcot Road / Church End Lane
Junction Type: T-Junction

Arm A: Norcot Road (E)
Arm B: Church End Lane (S)

Arm C: Norcot Road (W)



Time	A to A								A to C								A to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00								0	23	5	0	0	2	0	0	30	21	4	0	0	0	0	0	25		
07:15								0	43	10	0	0	3	0	0	56	45	6	0	0	0	0	0	52		
07:30								0	31	8	0	0	2	1	0	42	38	9	0	0	0	0	0	47		
07:45								0	42	10	0	0	2	0	0	54	49	11	0	0	0	0	0	60		
08:00								0	39	13	0	0	2	0	0	54	57	7	0	0	0	0	0	64		
08:15								0	52	9	0	0	2	3	1	67	74	9	0	0	0	0	0	84		
08:30								0	54	8	0	0	2	2	0	66	84	13	0	0	0	1	0	98		
08:45								0	38	10	0	0	2	0	0	50	47	7	0	0	0	0	0	54		
09:00								0	45	4	0	0	2	1	0	51	28	10	0	0	0	0	0	38		
09:15								0	47	12	0	0	1	1	0	61	34	10	0	0	0	0	0	44		
09:30								0	42	10	0	0	2	0	0	54	30	3	0	0	1	0	0	34		
09:45								0	46	7	0	0	3	0	0	56	28	6	0	0	0	0	0	34		
10:00								0	41	8	0	0	2	0	0	51	25	7	2	0	0	0	0	34		
10:15								0	41	7	0	0	2	0	0	50	28	4	0	0	0	0	0	32		
10:30								0	46	13	0	0	2	0	0	61	24	10	1	0	0	0	1	36		
10:45								0	53	6	0	0	2	0	0	61	25	7	0	0	0	0	0	32		
11:00								0	42	7	0	0	2	1	0	52	31	11	0	0	0	0	0	42		
11:15								0	48	9	0	0	1	0	0	58	31	4	0	0	0	0	0	35		
11:30								0	51	8	0	0	3	1	0	63	37	8	0	0	0	0	0	45		
11:45								0	41	10	0	0	2	0	0	53	25	6	0	0	0	0	0	31		
12:00								0	51	4	0	0	2	0	0	57	38	4	0	0	0	0	0	42		
12:15								0	42	7	0	0	2	0	0	51	35	0	0	0	0	0	0	35		
12:30								0	42	9	0	0	3	0	0	54	24	7	0	0	0	1	0	32		
12:45								0	41	4	0	0	1	1	0	47	31	6	0	0	0	0	0	37		
13:00								0	44	6	0	0	3	2	0	55	36	6	0	0	0	0	0	42		
13:15								0	39	11	0	0	2	1	0	53	31	7	0	0	0	0	0	38		
13:30								0	41	6	0	0	2	2	0	51	30	7	0	0	0	0	0	37		
13:45								0	43	12	0	0	2	0	2	59	25	0	0	0	0	0	0	25		
14:00								0	37	9	0	0	2	1	0	49	28	12	0	0	0	1	0	41		
14:15								0	45	7	0	0	2	0	0	54	34	9	0	0	0	0	0	43		
14:30								0	40	10	0	0	2	0	0	52	54	5	0	0	0	0	0	59		
14:45								0	50	8	0	0	1	1	0	60	64	7	0	0	0	0	0	71		
15:00								0	52	20	0	0	3	0	0	75	55	5	0	0	0	1	0	61		
15:15								0	54	12	0	0	2	1	0	69	42	5	0	0	0	0	2	69		
15:30								0	40	12	0	0	3	0	1	56	34	6	0	0	0	0	0	40		
15:45								0	49	19	0	0	0	0	2	1	71	35	9	0	0	0	1	45		
16:00								0	52	11	1	0	4	3	2	73	39	9	0	0	0	0	0	48		
16:15								0	57	15	0	0	2	0	0	74	37	9	0	0	0	0	0	46		
16:30								0	60	11	0	0	1	1	0	73	43	11	0	0	0	0	1	55		
16:45								0	52	15	0	0	2	1	1	71	43	11	0	0	0	0	0	54		
17:00								0	60	14	0	0	2	2	1	79	57	11	0	0	0	0	0	68		
17:15								0	51	13	0	0	1	1	2	67	60	8	0	0	0	0	0	68		
17:30								0	60	8	0	0	0	0	2	1	71	63	6	0	0	0	0	2	71	
17:45								0	58	8	0	0	2	0	3	71	52	6	0	0	0	0	2	60		
18:00								0	58	6	0	0	2	1	2	69	48	5	0	0	0	1	0	54		
18:15								0	52	3	0	0	2	0	0	58	49	4	0	0	0	1	0	54		
18:30								0	42	4	0	0	3	1	1	51	36	4	0	0	0	1	0	41		
18:45								0	53	5	0	0	1	2	0	61	36	5	0	0	0	0	0	41		
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour							
07:00	0	0	0	0	0	0	0	0	139	33	0	0	9	1	0	182	153	30	0	0	0	0	0	1	184	
07:15	0	0	0	0	0	0	0	0	155	41	0	0	9	1	0	206	189	33	0	0	0	0	0	1	223	
07:30	0	0	0	0	0	0	0	0	164	40	0	0	8	4	1	217	218	36	0	0	0	0	1	255		
07:45	0	0	0	0	0	0	0	0	187	40	0	0	8	5	1	241	264	40	0	0	0	1	1	306		
08:00	0	0	0	0	0	0	0	0	183	40	0	0	8	5	1	237	262	36	0	0	0	0	1	300		
08:15	0	0	0	0	0	0	0	0	189	31	0	0	8	5	1	234	233	39	0	0	0	1	1	274		
08:30	0	0	0	0	0	0	0	0	184	34	0	0	7	3	0	228	193	40	0	0	0	1	0	234		
08:45	0	0	0	0	0	0	0	0	172	36	0	0	7	1	0	216	139	30	0	0	1	0	0	170		
09:00	0	0	0	0	0	0	0	0	180	33	0	0	8	1	0	222	120	29	0	0	1	0	0	150		
09:15	0	0	0	0	0	0	0	0	176	37	0	0	8	1	0	222	117	26	2	0	1	0	0	146		
09:30	0	0	0	0	0	0	0	0	170	32	0	0	9	0	0	211	111	20	2	0	1	0	0	134		
09:45	0	0	0	0	0	0	0	0	174	35	0	0	9	0	0	218	105	27	3	0	0	0	1	136		
10:00	0	0	0	0	0	0	0	0	181	34	0	0	8	0	0	223	102	28	3	0	0	0	1	134		
10:15	0	0	0	0	0	0	0	0	182	33	0	0	8	1	0	224	108	32	1	0	0	0	1	142		
10:30	0	0	0	0	0	0	0	0	189	35	0	0	7	1	0	232	111	32	1	0	0	0	1	145		
10:45	0	0	0	0	0	0	0	0	194	30	0	0	8	2	0	234	124	30	0	0	0	0	0	154		
11:00	0	0	0	0	0	0	0	0	182	34	0	0	8	2	0	226	124	29	0	0	0	0	0	153		
11:15	0	0	0	0	0	0	0	0	191	31	0	0	8	1	0	231	131	22	0	0	0	0	0	153		
11:30	0	0	0	0	0	0	0	0	185	29	0	0	9	1	0	224	135	18	0	0	0	0	0	153		
11:45	0	0	0	0	0	0	0	0	176	30	0	0	9	0	0	215	122	17	0	0	0	1	0	140		
12:00	0	0	0	0	0	0	0	0	176	24	0	0	8	1	0	209	128	17	0	0	0	1	0	146		
12:15	0	0	0	0	0	0	0	0	169	26	0	0	9	3	0	207	126	19	0	0	0	1	0	146		
12:30	0	0	0	0	0	0	0	0	166	30	0	0	9	4	0	209	122	26	0	0	0	1	0	149		
12:45	0	0	0	0	0	0	0	0	165	27	0	0	8	6	0	206	128	26	0	0	0	0				

Intelligent Data Collection Limited

Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 1

Date of Survey: 17.05.2018
Junction Name: Norcot Road / Church End Lane
Junction Type: T-Junction

Arm A: Norcot Road (E)
Arm B: Church End Lane (S)

Arm C: Norcot Road (W)



Time	B to B							B to A							B to C										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	
07:00								0	26	10	0	0	0	0	1	1	38	7	2	0	0	0	0	0	3
07:15								0	29	9	0	0	0	0	1	1	39	7	1	0	0	0	0	0	8
07:30								0	29	10	0	0	0	0	1	3	43	4	0	0	0	0	0	0	4
07:45								0	44	10	0	0	0	0	1	0	55	10	1	0	0	0	0	0	11
08:00								0	36	11	0	0	0	0	0	0	47	10	2	0	0	0	0	0	12
08:15								0	42	5	0	0	0	0	0	0	47	12	3	0	1	1	0	0	16
08:30								0	48	9	0	0	0	0	0	2	59	8	0	0	0	0	0	0	8
08:45								0	54	7	0	0	0	0	1	2	64	8	1	0	0	0	0	0	9
09:00								0	48	9	0	0	0	0	0	0	57	9	1	0	0	0	0	0	10
09:15								0	51	7	0	0	0	0	0	1	59	3	2	0	0	0	0	0	5
09:30								0	37	5	0	0	0	0	0	0	42	8	2	0	0	0	0	0	10
09:45								0	35	7	0	0	0	0	0	0	42	8	0	1	0	0	0	0	9
10:00								0	36	7	0	0	0	0	0	1	44	9	1	0	0	0	0	0	10
10:15								0	33	6	0	0	0	0	0	0	39	5	1	0	0	0	0	0	6
10:30								0	31	8	1	0	0	0	0	0	40	6	0	0	0	0	0	0	6
10:45								0	38	4	0	0	0	0	0	1	43	3	2	1	0	0	0	0	6
11:00								0	26	2	0	0	0	0	0	0	28	8	0	1	0	0	0	0	9
11:15								0	42	8	0	0	0	0	0	0	50	10	0	0	0	0	0	0	10
11:30								0	20	11	0	0	0	0	0	0	31	11	1	0	0	0	0	0	12
11:45								0	24	5	0	0	0	0	0	0	29	6	2	0	0	0	0	0	8
12:00								0	28	4	0	0	0	0	0	0	32	14	1	0	0	0	0	0	15
12:15								0	29	9	0	0	0	0	0	1	39	15	1	0	0	0	0	0	17
12:30								0	29	7	0	0	0	0	3	0	39	3	2	0	0	0	0	0	5
12:45								0	29	6	0	0	0	0	0	0	35	11	1	0	0	0	0	0	12
13:00								0	35	8	1	0	0	0	0	0	44	6	1	1	0	0	0	0	8
13:15								0	24	4	0	0	0	0	0	0	28	10	1	1	0	0	0	0	12
13:30								0	21	9	0	0	0	0	1	0	31	8	3	0	0	0	0	0	11
13:45								0	30	8	0	0	0	0	0	0	38	6	1	0	0	0	0	0	7
14:00								0	29	8	0	0	0	0	0	0	37	9	0	0	0	0	0	0	9
14:15								0	30	9	0	0	0	0	0	0	39	9	0	0	0	0	0	0	9
14:30								0	26	7	0	0	0	0	1	0	34	15	2	0	0	0	0	0	17
14:45								0	36	3	0	0	0	0	1	0	40	14	1	0	0	0	0	0	15
15:00								0	33	5	0	0	0	0	0	0	38	11	0	0	0	0	0	0	11
15:15								0	60	7	0	0	0	0	1	0	68	9	0	0	0	0	0	0	9
15:30								0	57	10	0	0	0	0	1	0	68	14	2	0	0	0	0	0	16
15:45								0	57	3	0	0	0	0	2	1	63	10	1	0	0	0	0	0	11
16:00								0	54	9	0	0	0	0	1	0	64	13	0	0	0	0	0	0	13
16:15								0	43	5	0	0	0	0	0	1	49	12	3	0	0	0	0	0	15
16:30								0	43	6	0	0	0	0	1	1	51	20	1	0	0	0	0	0	21
16:45								0	40	8	0	0	0	0	0	0	48	7	5	0	0	0	0	0	12
17:00								0	58	10	0	0	0	0	1	0	69	16	2	0	0	0	0	0	18
17:15								0	60	7	0	0	0	0	1	0	68	9	4	0	0	0	0	0	13
17:30								0	44	8	0	0	0	0	0	0	52	11	4	0	0	0	0	0	15
17:45								0	61	5	0	0	0	0	1	1	68	13	0	0	0	0	0	0	13
18:00								0	46	9	0	0	0	0	0	0	55	18	4	0	0	0	0	0	22
18:15								0	57	6	0	0	0	0	2	2	67	11	0	0	0	0	0	0	11
18:30								0	45	7	0	0	0	0	0	0	52	12	2	0	0	0	0	0	14
18:45								0	47	3	0	0	0	0	0	1	51	12	1	0	0	0	0	0	13
Start Time									Rolling Hour							Total		Rolling Hour							Total
07:00	0	0	0	0	0	0	0	0	128	39	0	0	0	4	4	175	22	4	0	0	0	0	0	0	26
07:15	0	0	0	0	0	0	0	0	138	40	0	0	0	3	3	184	31	4	0	0	0	0	0	0	35
07:30	0	0	0	0	0	0	0	0	151	36	0	0	0	2	3	192	36	6	0	1	0	0	0	0	43
07:45	0	0	0	0	0	0	0	0	170	35	0	0	0	1	2	208	40	6	0	1	0	0	0	0	47
08:00	0	0	0	0	0	0	0	0	180	32	0	0	0	1	4	217	38	6	0	0	0	0	0	0	45
08:15	0	0	0	0	0	0	0	0	192	30	0	0	0	0	1	4	227	37	5	0	1	0	0	0	43
08:30	0	0	0	0	0	0	0	0	201	32	0	0	0	0	2	4	239	28	4	0	0	0	0	0	32
08:45	0	0	0	0	0	0	0	0	190	28	0	0	0	0	2	2	222	28	6	0	0	0	0	0	34
09:00	0	0	0	0	0	0	0	0	171	28	0	0	0	0	1	0	200	28	5	1	0	0	0	0	34
09:15	0	0	0	0	0	0	0	0	159	26	0	0	0	0	1	1	187	28	5	1	0	0	0	0	34
09:30	0	0	0	0	0	0	0	0	141	25	0	0	0	0	0	1	167	30	4	1	0	0	0	0	35
09:45	0	0	0	0	0	0	0	0	135	28	1	0	0	0	0	0	165	28	2	1	0	0	0	0	31
10:00	0	0	0	0	0	0	0	0	138	25	0	0	0	0	0	2	166	23	4	1	0	0	0	0	28
10:15	0	0	0	0	0	0	0	0	128	20	1	0	0	0	0	1	150	22	3	2	0	0	0	0	27
10:30	0	0	0	0	0	0	0	0	137	22	1	0	0	0	0	1	161	27	2	2	0	0	0	0	31
10:45	0	0	0	0	0	0	0	0	126	25	0	0	0	0	0	1	152	32	3	2	0	0	0	0	37
11:00	0	0	0	0	0	0	0	0	112	26	0	0	0	0	0	0	138	35	3	1	0	0	0	0	39
11:15	0	0	0	0	0	0	0	0	114	28	0	0	0	0	0	0	142	41	4	0	0	0	0	0	45
11:30	0	0	0	0	0	0	0	0	101	29	0	0	0	0	0	1	131	46	5	1	0	0	0	0	52
11:45	0	0	0	0	0	0	0	0	110	25	0	0	0	0	3	1	139	38	6	1	0	0	0	0	45
12:00	0	0	0	0	0	0	0	0	115	26	0	0	0	0	3	1	145	43	5	1	0	0	0	0	49
12:15	0	0	0	0	0	0	0	0	122	30	1	0	0	0	3	1	157	35	5	2	0	0	0</		

Intelligent Data Collection Limited

Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 1

Date of Survey: 17.05.2018
Junction Name: Norcot Road / Church End Lane
Junction Type: T-Junction

Arm A: Norcot Road (E)
Arm B: Church End Lane (S)

Arm C: Norcot Road (W)



Time	C to C							C to B							C to A									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00								0	5	0	0	0	0	0	0	5	42	17	0	0	3	1	1	64
07:15								0	4	1	0	0	0	0	0	5	44	0	0	2	1	1	54	65
07:30								0	15	0	0	0	0	0	0	15	69	14	0	0	2	0	5	90
07:45								0	7	0	0	0	0	0	1	8	53	12	0	0	2	0	4	71
08:00								0	22	22	1	0	0	0	0	23	73	5	0	0	2	0	3	83
08:15								0	10	3	0	0	0	0	0	13	86	15	0	0	2	2	1	106
08:30								0	14	3	0	0	0	0	0	17	62	13	0	0	2	1	3	81
08:45								0	13	1	0	0	0	0	0	14	71	9	0	0	2	2	0	83
09:00								0	8	0	0	0	0	0	0	8	96	7	0	1	2	0	1	107
09:15								0	7	0	0	0	0	0	0	8	49	10	0	0	2	1	0	62
09:30								0	8	3	0	0	0	0	0	11	39	10	0	0	1	3	1	54
09:45								0	5	1	0	0	0	0	0	6	70	6	0	1	2	0	0	79
10:00								0	7	2	0	0	0	0	0	9	48	4	0	0	2	0	0	54
10:15								0	7	0	0	0	0	0	0	7	52	12	0	0	3	0	0	67
10:30								0	6	0	0	0	0	0	0	6	45	10	0	0	2	0	0	57
10:45								0	3	2	0	0	0	0	0	5	54	16	0	0	2	0	1	73
11:00								0	6	1	0	0	0	0	0	7	39	9	1	0	2	0	0	51
11:15								0	6	0	0	0	0	0	0	6	54	9	0	0	2	0	1	66
11:30								0	7	1	1	0	0	0	0	9	35	5	0	0	2	1	0	43
11:45								0	5	2	0	0	0	0	0	7	41	9	0	0	2	0	0	52
12:00								0	8	0	0	0	0	0	0	8	68	11	0	0	2	1	0	82
12:15								0	9	2	0	0	0	0	0	11	46	8	0	0	2	0	1	57
12:30								0	6	0	0	0	0	0	0	6	54	8	0	0	2	1	1	66
12:45								0	3	3	0	0	0	0	0	6	43	4	0	0	2	1	0	50
13:00								0	10	0	1	0	0	0	0	11	46	13	0	0	2	1	0	62
13:15								0	8	0	0	0	0	0	0	8	53	9	0	0	2	0	0	64
13:30								0	5	0	0	0	0	0	0	5	39	11	0	0	2	0	0	52
13:45								0	7	0	0	0	0	0	0	7	42	10	0	0	2	1	0	55
14:00								0	5	2	0	0	0	0	0	7	41	14	0	0	2	0	0	57
14:15								0	9	2	1	0	0	0	0	12	57	9	0	0	2	0	2	70
14:30								0	2	1	0	0	0	0	0	3	42	4	0	0	2	2	0	50
14:45								0	8	1	0	0	0	0	0	9	52	15	0	0	2	0	0	69
15:00								0	12	1	0	0	0	0	0	13	41	6	0	0	2	0	1	50
15:15								0	9	0	0	0	0	0	0	10	57	10	0	0	3	0	0	70
15:30								0	10	0	0	0	0	0	0	10	70	8	0	0	1	0	0	79
15:45								0	9	2	0	0	0	0	0	11	61	14	0	0	2	1	0	78
16:00								0	6	1	0	0	0	0	0	7	52	6	0	0	1	0	0	59
16:15								0	12	1	0	0	0	0	0	13	58	9	0	0	3	1	0	71
16:30								0	10	1	0	0	0	0	0	11	67	13	0	0	1	1	2	84
16:45								0	10	3	0	0	0	0	0	13	58	4	0	0	1	0	0	63
17:00								0	9	0	0	0	0	0	0	9	52	7	1	0	1	0	2	63
17:15								0	8	3	0	0	0	0	0	11	63	7	0	0	2	0	1	73
17:30								0	7	1	0	0	0	0	0	8	53	7	0	0	2	3	0	65
17:45								0	9	1	0	0	0	0	0	10	52	9	0	0	1	0	0	62
18:00								0	10	1	0	0	0	0	0	11	58	10	0	0	2	0	1	71
18:15								0	5	0	0	0	0	0	0	5	71	7	0	0	2	1	1	82
18:30								0	9	1	0	0	0	0	0	10	60	6	0	0	3	1	0	70
18:45								0	16	4	0	0	0	0	0	20	60	3	0	0	2	1	0	66
Start Time	Rolling Hour							Total	Rolling Hour							Total	Rolling Hour							Total
07:00	0	0	0	0	0	0	0	31	1	0	0	0	0	0	1	33	208	60	0	0	9	2	11	290
07:15	0	0	0	0	0	0	0	48	2	0	0	0	0	0	1	51	239	48	0	0	8	1	13	309
07:30	0	0	0	0	0	0	0	54	4	0	0	0	0	0	1	59	281	46	0	0	8	1	14	350
07:45	0	0	0	0	0	0	0	53	7	0	0	0	0	0	1	61	274	45	0	0	8	2	12	341
08:00	0	0	0	0	0	0	0	59	8	0	0	0	0	0	0	67	292	42	0	0	8	2	9	353
08:15	0	0	0	0	0	0	0	45	7	0	0	0	0	0	0	52	315	44	0	1	8	2	7	377
08:30	0	0	0	0	0	0	0	42	5	0	0	0	0	0	0	47	278	39	0	1	8	2	5	333
08:45	0	0	0	0	0	0	0	36	5	0	0	0	0	0	0	41	255	36	0	1	7	4	3	306
09:00	0	0	0	0	0	0	0	28	5	0	0	0	0	0	0	33	254	33	0	2	7	4	2	302
09:15	0	0	0	0	0	0	0	27	7	0	0	0	0	0	0	34	206	30	0	1	7	4	1	249
09:30	0	0	0	0	0	0	0	27	6	0	0	0	0	0	0	33	209	32	0	1	8	3	1	254
09:45	0	0	0	0	0	0	0	25	3	0	0	0	0	0	0	28	215	32	0	1	9	0	0	257
10:00	0	0	0	0	0	0	0	23	4	0	0	0	0	0	0	27	199	42	0	0	9	0	1	251
10:15	0	0	0	0	0	0	0	22	3	0	0	0	0	0	0	25	190	47	1	0	9	0	1	248
10:30	0	0	0	0	0	0	0	21	3	0	0	0	0	0	0	24	192	44	1	0	8	0	2	247
10:45	0	0	0	0	0	0	0	22	4	1	0	0	0	0	0	27	182	39	1	0	8	1	2	233
11:00	0	0	0	0	0	0	0	24	4	1	0	0	0	0	0	29	169	32	1	0	8	1	1	212
11:15	0	0	0	0	0	0	0	26	3	1	0	0	0	0	0	30	198	34	0	0	8	2	1	243
11:30	0	0	0	0	0	0	0	29	5	1	0	0	0	0	0	35	190	33	0	0	8	2	1	234
11:45	0	0	0	0	0	0	0	28	4	0	0	0	0	0	0	32	209	36	0	0	8	2	2	257
12:00	0	0	0	0	0	0	0	26	5	0	0	0	0	0	0	31	211	31	0	0	8	3	2	255
12:15	0	0	0	0	0	0	0	28	5	1	0	0	0	0	0	34	189	33	0	0	8	3	2	235
12:30	0	0	0	0	0	0	0	27	5	1	0	0	0	0	0	33	196	34	0	0	8	3	1	242
12:45	0	0	0	0	0	0	0	26	5	1	0	0	0	0	0	32	181	37	0	0	8	3	1	228
13:00	0	0	0	0	0	0	0	30	2	1	0	0	0</											

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Number: Site 1
 Date of Survey: 17.05.2018
 Junction Name: Norcot Road / Church End Lane
 Junction Type: T-Junction



Time	Arm A Approach							Arm A Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	44	9	0	0	2	0	0	55	68	27	0	0	3	2	2	102
07:15	88	16	0	0	3	3	0	108	73	26	0	0	2	2	2	104
07:30	69	17	0	0	2	1	0	89	98	24	0	0	2	1	8	133
07:45	91	21	0	0	2	0	0	114	97	22	0	0	2	1	4	126
08:00	96	20	0	0	2	0	0	118	109	16	0	0	2	0	3	130
08:15	126	18	0	0	2	3	2	151	128	20	0	0	2	1	2	153
08:30	138	21	0	0	2	3	0	164	110	22	0	0	2	1	1	140
08:45	85	17	0	0	2	0	0	104	125	16	0	0	2	1	1	147
09:00	73	14	0	0	2	0	0	89	144	16	0	1	2	0	1	164
09:15	81	22	0	0	1	1	0	105	100	17	0	0	2	0	0	121
09:30	72	13	0	0	3	0	0	88	76	15	0	0	1	3	1	96
09:45	74	13	0	0	3	0	0	90	105	13	0	0	1	2	0	121
10:00	66	15	2	0	2	0	0	85	84	11	0	0	2	0	1	98
10:15	69	11	0	0	2	0	0	83	85	18	0	0	3	0	0	105
10:30	70	23	1	0	2	0	1	97	76	18	1	0	2	0	0	100
10:45	78	13	0	0	2	0	0	93	92	20	0	0	2	0	2	116
11:00	73	18	0	0	2	1	0	94	65	11	1	0	2	0	0	79
11:15	79	13	0	0	1	0	0	96	96	17	0	0	2	0	1	116
11:30	88	16	0	0	3	1	0	108	55	16	0	0	2	1	0	74
11:45	66	16	0	0	2	0	0	84	65	14	0	0	2	0	0	114
12:00	89	8	0	0	2	0	0	99	96	15	0	0	2	1	0	81
12:15	77	7	0	0	2	0	0	86	75	17	0	0	2	2	0	96
12:30	66	16	0	0	3	1	0	86	83	15	0	0	2	4	1	105
12:45	72	10	0	0	1	1	0	84	72	10	0	0	2	1	0	85
13:00	80	12	0	0	3	2	0	97	81	21	1	0	2	1	0	106
13:15	70	18	0	0	2	1	0	91	77	13	0	0	2	0	0	92
13:30	71	13	0	0	2	2	0	88	60	20	0	0	2	1	0	83
13:45	68	12	0	0	2	0	2	84	72	18	0	0	2	1	0	93
14:00	65	21	0	0	2	2	0	90	70	22	0	0	2	0	0	94
14:15	79	16	0	0	2	0	0	97	87	18	0	0	2	2	0	109
14:30	94	15	0	0	2	0	0	111	68	11	0	0	2	3	0	84
14:45	114	15	0	0	1	1	0	131	88	18	0	0	2	1	0	109
15:00	107	25	0	0	3	1	0	136	74	11	0	0	2	0	1	88
15:15	96	17	0	0	2	1	0	118	117	17	0	0	3	1	0	138
15:30	74	18	0	0	3	0	1	96	127	18	0	0	1	1	0	147
15:45	84	28	0	0	0	3	1	116	118	17	0	0	2	3	1	141
16:00	91	20	1	0	4	3	2	121	106	15	0	0	1	1	0	123
16:15	94	24	0	0	2	0	0	120	101	14	0	0	3	1	0	120
16:30	103	22	0	0	1	1	1	128	110	19	0	0	1	2	3	135
16:45	95	26	0	0	2	1	1	125	98	12	0	0	1	0	0	111
17:00	117	25	0	0	2	2	1	147	110	17	0	0	1	3	0	132
17:15	111	21	0	0	0	1	2	135	123	14	0	0	2	1	1	141
17:30	123	14	0	0	0	2	3	142	97	15	0	0	2	3	0	117
17:45	110	14	0	0	2	0	5	131	113	14	0	0	1	1	0	130
18:00	106	11	0	0	2	1	3	123	104	19	0	0	2	0	1	126
18:15	101	7	0	0	2	2	1	112	128	13	0	0	2	3	0	149
18:30	78	8	0	0	3	2	1	92	105	13	0	0	3	1	0	122
18:45	89	10	0	0	1	2	0	102	107	6	0	0	2	1	1	117
Start Time	Rolling Hour							Total	Rolling Hour							
07:00	292	63	0	0	9	1	1	366	336	99	0	0	9	6	15	465
07:15	344	74	0	0	9	1	1	429	377	88	0	0	8	4	16	493
07:30	382	76	0	0	8	4	2	472	432	82	0	0	8	3	17	542
07:45	451	80	0	0	8	6	2	547	444	80	0	0	8	3	14	549
08:00	445	76	0	0	8	6	2	537	472	74	0	0	8	3	11	527
08:15	422	70	0	0	8	6	2	508	507	74	0	1	8	3	11	604
08:30	377	74	0	0	7	4	0	462	479	71	0	1	8	4	9	572
08:45	311	66	0	0	8	1	0	386	445	64	0	1	7	6	5	528
09:00	300	62	0	0	9	1	0	372	425	61	0	2	7	5	5	502
09:15	293	63	2	0	9	1	0	368	365	56	0	1	7	5	2	436
09:30	281	52	2	0	10	0	0	345	350	57	0	1	8	3	2	421
09:45	279	62	3	0	9	0	1	354	350	60	1	1	9	0	1	422
10:00	283	62	3	0	8	0	0	357	337	67	1	0	9	0	3	413
10:15	290	65	1	0	8	1	1	366	318	67	2	0	9	0	2	398
10:30	300	67	1	0	7	1	1	377	329	66	2	0	8	0	3	408
10:45	318	60	0	0	8	2	0	388	308	64	1	0	8	1	3	385
11:00	306	63	0	0	8	2	0	379	281	58	1	0	8	1	1	350
11:15	322	53	0	0	8	1	0	384	312	62	0	0	8	2	1	385
11:30	320	47	0	0	9	1	0	377	291	62	0	0	8	2	2	365
11:45	298	47	0	0	9	1	0	355	319	61	0	0	8	5	3	396
12:00	304	41	0	0	8	2	0	355	326	57	0	0	8	6	2	366
12:15	295	45	0	0	9	4	0	353	311	63	1	0	8	6	3	392
12:30	288	56	0	0	9	5	0	358	313	59	1	0	8	6	1	388
12:45	293	53	0	0	8	6	0	360	290	64	1	0	8	3	0	366
13:00	289	55	0	0	9	5	2	360	290	72	0	0	8	3	0	374
13:15	274	64	0	0	8	5	2	353	279	73	0	0	8	2	0	362
13:30	283	62	0	0	8	4	2	359	289	78	0	0	8	2	2	379
13:45	306	64	0	0	8	7	2	382	297	69	0	0	8	4	2	380
14:00	352	67	0	0	7	3	0	429	313	69	0	0	8	4	2	405
14:15	394	71	0	0	8	2	0	475	317	58	0	0	8	4	3	390
14:30	411	72	0	0	8	3	2	496	347	57	0	0	9	5	1	419
14:45	391	75	0	0	9	3	3	481	406	64	0	0	8	3	1	482
15:00	361	88	0	0	8	5	4	466	436	63	0	0	8	5	2	514
15:15	345	83	1	0	9	7	6	451	468	67	0	0	7	6	1	549
15:30	343	90	1	0	9	6	4	453	452	64	0	0	7	6	2	531
15:45	372	94	1	0	7	7	4	485	435	65	0	0	7	7	5	519
16:00	383	92	1	0	9	5	4	494	415	60	0	0	6	4	4	489
16:15	409	97	0	0	7	4	3	520	419	62	1	0	6	6	4	498
16:30	426	94	0	0	5	5	5	535	441	62	1	0	5	6	4	519
16:45	446	86	0	0	4	6	7	540	428	58	0	0	6	7	1	501
17:00	461	74	0	0	4	5	11	555	443	60	1	0	6	8	2	520
17:15	450	60	0	0	4	4	13	531	437	62	0	0	7	5	3	514
17:30	440	46	0	0	6	4	12	508	442	61	0	0	7	7	5	522
17:45	395	40	0	0	9	4	10	458	450	59	0	0	8	5	5	527
18:00	374	36	0	0	8	6	5	429	444	51	0	0	9	5	5	514

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Number: Site 1
 Date of Survey: 17.05.2018
 Junction Name: Norcot Road / Church End Lane
 Junction Type: T-Junction



Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	27	12	0	0	0	1	1	41	26	4	0	0	0	0	0	30
07:15	36	10	0	0	0	1	1	47	49	7	0	0	0	0	1	57
07:30	33	10	0	0	0	1	3	47	53	9	0	0	0	0	0	62
07:45	54	11	0	0	0	1	0	66	56	11	0	0	0	0	1	68
08:00	46	13	0	0	0	0	0	59	79	8	0	0	0	0	0	87
08:15	54	8	0	1	0	0	0	63	84	12	0	0	0	0	0	97
08:30	56	9	0	0	0	0	0	67	98	16	0	0	0	1	0	115
08:45	62	8	0	0	0	1	2	73	60	8	0	0	0	0	0	68
09:00	57	10	0	0	0	0	0	67	36	10	0	0	0	0	0	46
09:15	54	9	0	0	0	1	0	64	41	11	0	0	0	0	0	52
09:30	45	7	0	0	0	0	0	52	38	6	0	0	1	0	0	45
09:45	43	7	1	0	0	0	0	51	33	7	0	0	0	0	0	40
10:00	45	8	0	0	0	0	1	54	32	9	2	0	0	0	0	43
10:15	38	7	0	0	0	0	0	45	35	4	0	0	0	0	0	39
10:30	37	8	1	0	0	0	0	46	30	10	1	0	0	0	1	42
10:45	41	6	1	0	0	0	1	49	28	9	0	0	0	0	0	37
11:00	34	2	1	0	0	0	0	37	37	12	0	0	0	0	0	49
11:15	52	8	0	0	0	0	0	60	37	4	0	0	0	0	0	41
11:30	31	12	0	0	0	0	0	43	44	9	0	0	0	0	0	54
11:45	30	7	0	0	0	0	0	37	30	8	0	0	0	0	0	38
12:00	42	5	0	0	0	0	0	47	46	4	0	0	0	0	0	50
12:15	44	10	0	0	0	0	0	54	46	2	0	0	0	0	0	56
12:30	32	9	0	0	0	3	0	44	30	7	0	0	0	1	0	38
12:45	40	7	0	0	0	0	0	47	34	9	0	0	0	0	0	43
13:00	41	9	2	0	0	0	0	52	46	6	1	0	0	0	0	53
13:15	34	5	1	0	0	0	0	40	39	9	0	0	0	0	0	48
13:30	29	12	0	0	0	1	0	42	35	7	0	0	0	0	0	42
13:45	36	9	0	0	0	0	0	45	32	0	0	0	0	0	0	32
14:00	38	8	0	0	0	0	0	46	33	14	0	0	0	1	0	48
14:15	39	9	0	0	0	0	0	48	43	11	1	0	0	0	0	55
14:30	41	9	0	0	0	1	0	51	56	6	0	0	0	0	0	62
14:45	50	4	0	0	0	1	0	55	72	8	0	0	0	0	0	80
15:00	44	5	0	0	0	0	0	49	67	6	0	0	0	1	0	74
15:15	69	7	0	0	0	0	0	77	51	6	0	0	0	2	0	59
15:30	71	12	0	0	0	1	0	84	44	6	0	0	0	0	0	50
15:45	67	4	0	0	0	2	1	74	44	11	0	0	0	1	0	56
16:00	67	9	0	0	0	1	0	77	45	10	0	0	0	0	0	55
16:15	55	8	0	0	0	0	1	64	49	10	0	0	0	0	0	59
16:30	63	7	0	0	0	1	1	72	53	12	0	0	0	0	1	66
16:45	47	13	0	0	0	0	0	60	53	14	0	0	0	0	0	67
17:00	74	12	0	0	0	1	0	87	66	11	0	0	0	0	0	77
17:15	69	11	0	0	0	1	0	81	68	11	0	0	0	0	0	79
17:30	55	12	0	0	0	0	0	67	70	7	0	0	0	0	2	79
17:45	74	5	0	0	0	1	1	81	61	7	0	0	0	0	2	70
18:00	64	13	0	0	0	0	0	77	58	6	0	0	0	0	0	65
18:15	68	6	0	0	0	0	2	78	54	4	0	0	0	1	0	59
18:30	57	9	0	0	0	0	0	66	45	5	0	0	0	1	0	51
18:45	59	4	0	0	0	0	1	64	52	9	0	0	0	0	0	61
Start Time	Rolling Hour							Total	Rolling Hour							
07:00	150	43	0	0	0	4	4	201	184	31	0	0	0	0	2	214
07:15	169	44	0	0	0	3	3	219	237	35	0	0	0	0	2	274
07:30	187	42	0	1	0	2	3	235	272	40	0	0	0	0	2	314
07:45	210	41	0	1	0	1	2	255	317	47	0	0	0	0	2	367
08:00	218	38	0	1	0	1	4	262	321	44	0	0	0	1	1	367
08:15	229	35	0	1	0	1	4	270	278	46	0	0	0	1	1	326
08:30	229	36	0	0	0	2	4	271	235	45	0	0	0	1	0	281
08:45	218	34	0	0	0	2	2	256	175	35	0	0	1	0	0	211
09:00	199	33	1	0	0	0	0	234	148	34	0	0	1	0	0	183
09:15	187	31	1	0	0	1	1	221	144	33	2	0	1	0	0	180
09:30	171	29	1	0	0	0	1	202	138	26	2	0	0	0	0	167
09:45	163	30	2	0	0	0	1	196	130	30	3	0	0	0	1	164
10:00	161	29	2	0	0	0	2	194	125	32	3	0	0	0	0	161
10:15	150	23	3	0	0	0	1	177	130	35	1	0	0	0	1	167
10:30	164	24	3	0	0	0	1	192	132	35	1	0	0	0	1	169
10:45	158	28	2	0	0	0	1	189	146	34	1	0	0	0	0	181
11:00	147	29	1	0	0	0	0	177	148	33	1	0	0	0	0	182
11:15	155	32	0	0	0	0	0	187	157	25	1	0	0	0	0	183
11:30	147	34	1	0	0	0	1	183	164	23	1	0	0	0	0	188
11:45	148	31	1	0	0	0	3	184	150	21	0	0	0	0	0	172
12:00	158	31	1	0	0	0	3	194	154	22	0	0	0	1	0	177
12:15	157	35	3	0	0	0	3	199	154	24	1	0	0	0	1	180
12:30	147	30	3	0	0	0	3	183	149	31	1	0	0	0	1	182
12:45	144	33	3	0	0	0	1	181	154	31	1	0	0	0	0	186
13:00	140	35	3	0	0	0	1	179	152	22	0	0	0	0	0	175
13:15	137	34	1	0	0	1	0	173	139	30	0	0	0	0	1	170
13:30	142	38	0	0	0	1	0	181	143	32	1	0	0	0	1	177
13:45	154	35	0	0	0	0	0	190	164	31	1	0	0	1	0	197
14:00	168	30	0	0	0	2	0	200	204	39	1	0	0	0	0	245
14:15	174	27	0	0	0	2	0	203	238	31	1	0	0	0	1	271
14:30	204	25	0	0	0	3	0	232	246	26	0	0	0	1	2	275
14:45	234	38	0	0	0	0	3	265	234	26	0	0	0	0	2	263
15:00	251	28	0	0	0	3	1	284	206	29	0	0	0	1	2	239
15:15	274	32	0	0	0	5	1	312	184	33	0	0	0	1	2	220
15:30	260	33	0	0	0	4	2	299	182	37	0	0	0	0	1	220
15:45	252	28	0	0	0	4	3	287	191	43	0	0	0	0	1	236
16:00	232	37	0	0	0	2	2	273	200	46	0	0	0	0	0	247
16:15	239	40	0	0	0	2	2	283	221	47	0	0	0	0	0	269
16:30	253	43	0	0	0	3	1	300	240	48	0	0	0	0	1	289
16:45	245	48	0	0	0	2	0	295	257	43	0	0	0	0	2	302
17:00	272	40	0	0	0	3	1	316	265	36	0	0	0	0	4	305
17:15	262	41	0	0	0	2	1	306	257	31	0	0	0	0	0	293
17:30	261	36	0	0	0	3	3	303	243	24	0	0	0	1	5	273
17:45	263	33	0	0	0	3	3	302	218	22	0	0	0	2	3	245
18:00	248	32	0	0	0	2	3	285	209	24	0	0	0	2	3	246

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Number: Site 1
 Date of Survey: 17.05.2018
 Junction Name: Norcot Road / Church End Lane
 Junction Type: T-Junction



Time	Arm C Approach							Arm C Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	47	17	0	0	3	1	1	69	24	7	0	0	0	0	0	33
07:15	48	18	0	0	2	1	1	70	24	11	0	0	0	0	0	36
07:30	84	14	0	0	2	0	5	105	35	8	0	0	2	1	0	46
07:45	60	12	0	0	2	0	5	79	52	11	0	0	2	0	0	65
08:00	95	6	0	0	2	0	3	106	49	15	0	0	2	0	0	66
08:15	96	18	0	0	2	1	2	119	64	12	0	1	2	3	1	83
08:30	76	16	0	0	2	1	3	98	62	8	0	0	2	2	0	74
08:45	84	10	0	0	2	0	1	97	46	11	0	0	2	0	0	59
09:00	104	7	0	1	2	0	1	115	54	5	0	0	2	0	0	61
09:15	56	11	0	0	2	1	0	70	50	14	0	0	1	1	0	66
09:30	47	13	0	0	1	3	1	65	50	12	0	0	2	0	0	64
09:45	75	7	0	1	2	0	0	85	54	7	1	0	3	0	0	65
10:00	55	6	0	0	2	0	0	63	50	9	0	0	2	0	0	61
10:15	59	12	0	0	3	0	0	74	46	8	0	0	2	0	0	56
10:30	51	10	0	0	2	0	0	63	52	13	0	0	2	0	0	67
10:45	57	18	0	0	2	0	1	78	56	8	1	0	2	0	0	67
11:00	45	10	1	0	2	0	0	58	50	7	1	0	2	1	0	61
11:15	60	9	0	0	2	0	1	72	58	9	0	0	1	1	0	68
11:30	42	6	1	0	2	1	0	52	62	9	0	0	3	1	0	75
11:45	46	11	0	0	2	0	0	59	47	12	0	0	2	0	0	61
12:00	76	11	0	0	2	1	0	90	65	5	0	0	2	0	0	72
12:15	55	10	0	0	2	0	1	68	57	8	0	0	2	0	0	68
12:30	60	8	0	0	2	1	1	72	45	11	0	0	3	0	0	59
12:45	46	7	0	0	2	1	0	56	52	5	0	0	1	1	0	59
13:00	56	13	1	0	2	1	0	73	50	7	1	0	3	2	0	63
13:15	61	11	0	0	2	0	0	74	49	12	1	0	2	1	0	65
13:30	44	11	0	0	2	0	0	57	49	9	0	0	2	2	0	62
13:45	49	10	0	0	2	1	0	62	49	13	0	0	2	0	2	66
14:00	46	16	0	0	2	0	0	64	46	9	0	0	2	1	0	58
14:15	66	11	0	0	2	0	2	82	54	7	0	0	2	0	0	63
14:30	44	5	0	0	2	2	0	53	55	12	0	0	2	0	0	69
14:45	60	16	0	0	2	0	0	78	64	9	0	0	1	1	0	75
15:00	53	7	0	0	2	0	1	63	63	20	0	0	3	0	0	86
15:15	66	11	0	0	3	0	0	80	63	12	0	0	2	1	0	78
15:30	80	8	0	0	1	0	0	89	54	14	0	0	3	0	1	72
15:45	70	16	0	0	2	1	0	89	59	20	0	0	0	2	1	82
16:00	58	7	0	0	1	0	0	66	65	11	1	0	4	3	2	86
16:15	70	10	0	0	3	1	0	84	69	18	0	0	2	0	0	89
16:30	77	14	0	0	1	1	2	95	80	12	0	0	1	1	0	94
16:45	68	7	0	0	1	0	0	76	59	20	0	0	2	1	1	83
17:00	61	7	1	0	1	2	0	72	76	16	0	0	2	2	1	97
17:15	71	10	0	0	2	0	1	84	60	17	0	0	1	1	0	88
17:30	60	8	0	0	2	3	0	73	71	12	0	0	2	0	2	86
17:45	61	10	0	0	1	0	0	72	71	8	0	0	2	0	3	84
18:00	68	11	0	0	2	1	1	82	76	10	0	0	2	1	2	91
18:15	76	7	0	0	2	1	1	87	63	3	0	0	2	0	0	69
18:30	69	7	0	0	3	1	0	80	54	6	0	0	3	1	1	65
18:45	76	7	0	0	2	1	0	86	65	6	0	0	1	2	0	74
Start Time	Rolling Hour							Total	Rolling Hour							Total
07:00	239	61	0	0	9	2	12	323	161	37	0	0	9	1	0	208
07:15	287	50	0	0	8	1	14	360	186	45	0	0	9	1	0	241
07:30	335	50	0	0	8	1	15	409	200	46	0	1	8	4	1	260
07:45	327	52	0	0	8	2	13	402	227	46	0	1	8	5	1	288
08:00	351	50	0	0	8	2	9	420	221	46	0	1	8	5	0	282
08:15	360	51	0	1	8	2	7	429	226	36	0	1	8	5	1	277
08:30	320	44	0	1	8	2	5	380	212	38	0	0	7	3	0	260
08:45	291	41	0	1	7	4	3	347	200	42	0	0	7	1	0	250
09:00	282	38	0	2	7	4	2	335	208	38	1	0	8	1	0	256
09:15	233	37	0	1	7	4	1	283	204	42	1	0	8	1	0	256
09:30	236	38	0	1	8	3	1	287	200	36	1	0	9	0	0	246
09:45	240	35	0	1	9	0	0	285	202	37	1	0	9	0	0	249
10:00	222	46	0	0	9	0	1	278	204	38	0	0	8	0	0	251
10:15	212	50	1	0	9	0	1	273	204	36	2	0	8	1	0	251
10:30	213	47	1	0	8	0	2	271	216	37	2	0	7	1	0	263
10:45	204	43	2	0	8	1	2	260	226	33	2	0	8	2	0	271
11:00	193	36	2	0	8	1	1	241	217	37	1	0	8	2	0	265
11:15	224	37	1	0	8	2	1	273	232	35	0	0	8	1	0	276
11:30	219	38	1	0	8	2	1	269	231	34	1	0	9	1	0	276
11:45	237	40	0	0	8	2	2	289	214	36	1	0	9	0	0	260
12:00	237	36	0	0	8	3	2	286	219	29	1	0	8	1	0	258
12:15	217	38	1	0	8	3	2	269	204	31	2	0	9	3	0	249
12:30	223	39	1	0	8	3	1	275	196	35	2	0	9	4	0	246
12:45	207	42	1	0	8	2	0	260	200	33	2	0	8	6	0	249
13:00	210	45	1	0	8	2	0	266	197	41	2	0	9	5	2	256
13:15	200	48	0	0	8	1	0	257	193	43	1	0	8	4	2	251
13:30	205	48	1	0	8	1	2	265	198	38	0	0	8	3	2	249
13:45	205	42	1	0	8	3	2	261	204	41	0	0	8	1	2	256
14:00	216	48	1	0	8	2	2	277	219	37	0	0	7	2	0	265
14:15	223	39	1	0	8	2	3	276	236	48	0	0	8	1	0	293
14:30	223	39	0	0	9	2	1	274	245	53	0	0	8	2	0	308
14:45	259	42	0	0	8	0	1	310	244	55	0	0	9	2	1	311
15:00	269	42	0	0	8	1	1	321	239	66	0	0	8	3	2	318
15:15	274	42	0	0	7	1	0	324	241	57	1	0	9	6	4	318
15:30	278	41	0	0	7	2	0	328	247	63	1	0	9	5	4	329
15:45	275	47	0	0	7	3	2	334	273	61	1	0	7	6	3	351
16:00	273	38	0	0	6	2	2	321	273	61	1	0	9	5	2	352
16:15	276	38	1	0	6	4	2	327	284	66	0	0	7	4	2	363
16:30	277	38	1	0	5	3	3	327	275	65	0	0	5	5	4	354
16:45	260	32	1	0	6	5	1	305	266	65	0	0	4	6	5	346
17:00	253	35	1	0	6	5	1	301	278	53	0	0	4	5	7	347
17:15	260	39	0	0	7	3	2	311	278	47	0	0	4	4	8	341
17:30	265	36	0	0	7	4	2	314	281	33	0	0	6	3	7	330
17:45	274	35	0	0	8	5	2	321	284	27	0	0	9	2	7	309
18:00	289	32	0	0	9	3	2	335	258	25	0	0	8	4	7	299

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Number: Site 1
 Date of Survey: 17.05.2018
 Junction Name: Norcot Road / Church End Lane
 Junction Type: T-Junction



Total Junction Flow								
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	118	38	0	0	5	2	2	165
07:15	172	44	0	0	5	2	2	225
07:30	186	41	0	0	4	2	8	241
07:45	205	44	0	0	4	1	5	259
08:00	237	39	0	0	4	0	3	283
08:15	276	44	0	1	4	4	4	333
08:30	270	46	0	0	4	4	5	329
08:45	231	35	0	0	4	1	3	274
09:00	234	31	0	1	4	0	1	271
09:15	191	42	0	0	3	3	0	239
09:30	164	33	0	0	4	3	1	205
09:45	192	27	1	1	5	0	0	226
10:00	166	29	2	0	4	0	1	202
10:15	166	30	0	0	5	0	0	201
10:30	158	41	2	0	4	0	1	206
10:45	176	37	1	0	4	0	2	220
11:00	152	30	2	0	4	1	0	189
11:15	191	30	0	0	3	0	1	225
11:30	161	34	1	0	5	2	0	203
11:45	142	34	0	0	4	0	0	180
12:00	207	24	0	0	4	1	0	236
12:15	176	27	1	0	4	2	2	210
12:30	158	33	0	0	5	5	1	202
12:45	158	24	0	0	3	2	0	187
13:00	177	34	3	0	5	3	0	222
13:15	165	34	1	1	4	1	0	205
13:30	144	36	0	0	4	3	0	187
13:45	153	31	0	0	4	1	2	191
14:00	149	45	0	0	4	2	0	200
14:15	184	36	1	1	4	2	2	227
14:30	179	29	0	0	4	3	0	215
14:45	224	35	0	0	3	2	0	264
15:00	204	37	0	0	5	1	1	248
15:15	231	35	0	0	5	2	2	275
15:30	225	38	0	0	4	1	1	269
15:45	221	48	0	0	2	6	2	279
16:00	216	36	1	0	5	4	2	264
16:15	219	42	0	0	5	1	1	268
16:30	243	43	0	0	2	3	4	295
16:45	210	46	0	0	3	1	1	261
17:00	252	44	1	0	3	5	1	306
17:15	251	42	0	0	2	2	3	300
17:30	238	34	0	0	2	5	3	282
17:45	245	29	0	0	3	1	6	284
18:00	238	35	0	0	4	1	4	282
18:15	245	20	0	0	4	4	4	277
18:30	204	24	0	0	6	3	1	238
18:45	224	21	0	0	3	3	1	252
Rolling Hour								
Start Time								Total
07:00	681	167	0	0	18	7	17	880
07:15	800	168	0	0	17	5	18	1008
07:30	904	168	0	1	16	7	20	1116
07:45	988	173	0	1	16	9	17	1204
08:00	1014	164	0	1	16	9	15	1219
08:15	1011	156	0	2	16	9	13	1207
08:30	926	154	0	1	15	8	9	1113
08:45	820	141	0	1	15	7	5	989
09:00	781	133	1	2	16	6	2	941
09:15	713	131	3	1	16	6	2	872
09:30	688	119	3	1	18	3	2	834
09:45	682	127	5	1	18	0	2	835
10:00	666	137	5	0	17	0	4	829
10:15	652	138	5	0	17	1	3	816
10:30	677	138	5	0	15	1	4	840
10:45	680	131	4	0	16	3	3	837
11:00	646	128	3	0	16	3	1	797
11:15	701	122	1	0	16	3	1	844
11:30	686	119	2	0	17	3	2	829
11:45	683	118	1	0	17	6	3	828
12:00	699	108	1	0	16	8	3	835
12:15	669	118	4	0	17	10	3	821
12:30	658	125	4	0	17	11	1	816
12:45	644	128	4	0	16	9	0	801
13:00	639	135	4	0	17	8	2	805
13:15	611	146	1	0	16	7	2	783
13:30	630	148	1	0	16	6	4	805
13:45	665	141	1	0	16	6	4	833
14:00	736	145	1	0	15	7	2	906
14:15	791	137	1	0	16	6	3	954
14:30	838	136	0	0	17	8	3	1002
14:45	884	145	0	0	17	6	4	1056
15:00	881	158	0	0	16	10	6	1071
15:15	893	157	1	0	16	13	7	1087
15:30	881	164	1	0	16	12	6	1080
15:45	899	169	1	1	14	14	9	1106
16:00	888	167	1	0	15	9	8	1088
16:15	924	175	1	0	13	10	7	1130
16:30	956	175	1	0	10	11	9	1162
16:45	951	166	1	1	10	13	8	1149
17:00	986	149	1	0	10	13	13	1172
17:15	972	140	0	0	11	9	16	1148
17:30	966	118	0	0	13	11	17	1125
17:45	922	108	0	0	12	9	15	1081
18:00	911	100	0	0	17	11	10	1049

Intelligent Data Collection Limited

Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 1

Date of Survey: 17.05.2018
Junction Name: Norcot Road / Church End Lane
Junction Type: T-Junction



Arm A: Norcot Road (E)

Arm B: Church End Lane (S)

Arm C: Norcot Road (W)

PCU Summary									
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	33	25	0	37	3	0	5	67
07:15	0	61	51	0	38	8	0	5	67
07:30	0	44	47	0	40	4	0	15	89
07:45	0	57	60	0	54	11	0	7	71
08:00	0	57	64	0	47	12	0	23	84
08:15	0	67	83	0	47	18	0	13	107
08:30	0	68	97	0	57	8	0	17	81
08:45	0	53	54	0	62	9	0	14	85
09:00	0	54	38	0	57	10	0	8	111
09:15	0	62	44	0	58	5	0	8	64
09:30	0	57	36	0	42	10	0	11	53
09:45	0	61	34	0	42	10	0	6	84
10:00	0	54	36	0	43	10	0	9	57
10:15	0	53	32	0	39	6	0	7	72
10:30	0	64	36	0	41	6	0	6	60
10:45	0	64	32	0	42	7	0	5	75
11:00	0	54	42	0	28	10	0	7	55
11:15	0	60	35	0	50	10	0	6	68
11:30	0	67	45	0	31	12	0	10	45
11:45	0	56	31	0	29	8	0	7	55
12:00	0	60	42	0	32	15	0	8	84
12:15	0	54	35	0	38	18	0	11	59
12:30	0	59	31	0	37	5	0	6	68
12:45	0	48	37	0	35	12	0	6	52
13:00	0	58	42	0	45	9	0	12	64
13:15	0	55	38	0	28	13	0	10	67
13:30	0	53	37	0	30	11	0	5	55
13:45	0	60	25	0	38	7	0	7	57
14:00	0	51	40	0	37	9	0	7	60
14:15	0	57	43	0	39	9	0	13	71
14:30	0	55	59	0	33	17	0	3	52
14:45	0	61	71	0	39	15	0	9	72
15:00	0	80	60	0	38	11	0	13	52
15:15	0	71	47	0	67	9	0	10	75
15:30	0	60	40	0	67	16	0	10	81
15:45	0	69	44	0	61	11	0	11	80
16:00	0	77	48	0	63	13	0	7	61
16:15	0	77	46	0	48	15	0	13	75
16:30	0	74	54	0	50	21	0	11	83
16:45	0	73	54	0	48	12	0	13	65
17:00	0	80	68	0	68	18	0	9	64
17:15	0	65	68	0	67	13	0	11	75
17:30	0	69	69	0	52	15	0	8	66
17:45	0	72	58	0	67	13	0	10	64
18:00	0	70	53	0	55	22	0	11	73
18:15	0	60	53	0	64	11	0	5	84
18:30	0	54	40	0	52	14	0	10	74
18:45	0	61	41	0	50	13	0	20	68
Rolling Hour									
Start Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	195	183	0	169	26	0	32	294
07:15	0	219	222	0	180	35	0	50	310
07:30	0	226	254	0	188	45	0	58	350
07:45	0	249	305	0	206	49	0	60	342
08:00	0	245	299	0	213	47	0	67	357
08:15	0	242	273	0	223	45	0	52	384
08:30	0	237	233	0	235	32	0	47	342
08:45	0	226	172	0	219	34	0	41	314
09:00	0	233	152	0	199	35	0	33	312
09:15	0	233	149	0	186	35	0	34	258
09:30	0	225	137	0	166	36	0	33	265
09:45	0	232	138	0	165	32	0	28	272
10:00	0	235	136	0	165	29	0	27	264
10:15	0	235	142	0	150	29	0	25	262
10:30	0	242	145	0	161	33	0	24	258
10:45	0	245	154	0	151	39	0	28	244
11:00	0	237	153	0	138	40	0	30	224
11:15	0	242	153	0	142	45	0	31	253
11:30	0	237	153	0	130	53	0	36	244
11:45	0	229	139	0	136	46	0	32	266
12:00	0	220	145	0	142	50	0	31	264
12:15	0	219	145	0	155	44	0	35	244
12:30	0	220	148	0	145	39	0	34	251
12:45	0	214	154	0	138	45	0	33	239
13:00	0	227	142	0	141	40	0	34	244
13:15	0	220	140	0	133	40	0	29	239
13:30	0	222	145	0	144	36	0	32	244
13:45	0	224	167	0	147	42	0	30	241
14:00	0	224	213	0	149	50	0	32	255
14:15	0	252	233	0	150	52	0	38	247
14:30	0	267	238	0	178	52	0	35	251
14:45	0	272	219	0	212	51	0	42	279
15:00	0	280	192	0	234	47	0	44	288
15:15	0	277	180	0	259	49	0	38	296
15:30	0	282	178	0	240	55	0	41	296
15:45	0	296	193	0	222	60	0	42	299
16:00	0	300	202	0	209	61	0	44	283
16:15	0	304	222	0	214	66	0	46	287
16:30	0	291	244	0	233	64	0	44	287
16:45	0	286	259	0	236	58	0	41	270
17:00	0	285	264	0	254	59	0	38	269
17:15	0	275	249	0	241	63	0	40	278
17:30	0	271	234	0	238	61	0	34	287
17:45	0	256	205	0	238	60	0	36	294
18:00	0	245	188	0	221	60	0	46	299

Intelligent Data Collection Limited



Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 1
Date of Survey: 17.05.2018
Junction Name: Norcot Road / Church End Lane
Junction Type: T-Junction

Arm A: Norcot Road (E)
Arm B: Church End Lane (S)
Arm C: Norcot Road (W)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:	AM Peak	from:	08:15	until:	08:30	flow:	333	<i>AM Peak covers 07:00 until 10:00</i>
	Inter-Peak	from:	15:45	until:	16:00	flow:	279	<i>Inter-Peak covers 10:00 until 16:00</i>
	PM Peak	from:	17:00	until:	17:15	flow:	306	<i>PM Peak covers 16:00 until 19:00</i>

Period Starting: 08:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

From	To			Total
	A	B	C	
A	0	64	54	118
B	47	0	12	59
C	83	23	0	106
Total	130	87	66	283

HGV Proportions

From	To			Total
	A	B	C	
A	0.0%	0.0%	3.7%	1.7%
B	0.0%	0.0%	0.0%	0.0%
C	2.4%	0.0%	0.0%	1.9%
Total	1.5%	0.0%	3.0%	1.4%

Maximum Hourly Junction Flow:	AM Peak	from:	08:00	until:	09:00	flow:	1219
	Inter-Peak	from:	15:45	until:	16:45	flow:	1106
	PM Peak	from:	17:00	until:	18:00	flow:	1172

Period Starting: 07:00 *Select the time from the drop-down in cell D34 to show the hourly data for that period*

Movement Counts

From	To			Total
	A	B	C	
A	0	184	182	366
B	175	0	26	201
C	290	33	0	323
Total	465	217	208	890

HGV Proportions

From	To			Total
	A	B	C	
A	0.0%	0.0%	4.9%	2.5%
B	0.0%	0.0%	0.0%	0.0%
C	3.1%	0.0%	0.0%	2.8%
Total	1.9%	0.0%	4.3%	2.0%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Appendix 3

Norcot Junction assessment - PICADY

Junctions 8						
PICADY 8 - Priority Intersection Module						
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2018						
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: Norcot Rd-Church End Ln amended flows.arc8
 Path: K:\ITS Group\CONTROL\Users\KMcD\Reading
 Report generation date: 25/06/2018 16:38:38

Summary of junction performance

AM						
	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
Existing Layout - 2018 Base						
Stream B-C	0.14	9.98	0.12	A	12.85	B
Stream B-A	1.12	17.45	0.53	C		
Stream C-AB	0.40	5.69	0.18	A		
Stream C-A	-	-	-	-		
Stream A-B	-	-	-	-		
Stream A-C	-	-	-	-		

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

"D1 - 2018 Base, AM" model duration: 07:45 - 09:15
 "D2 - 2018 Base, PM" model duration: 14:45 - 16:15
 "D3 - 2025 Forecast Base, AM" model duration: 07:45 - 09:15
 "D4 - 2025 forecast Base, PM" model duration: 14:45 - 16:15
 "D5 - 2025 Base + School, AM" model duration: 07:45 - 09:15
 "D6 - 2025 Base + School, PM" model duration: 14:45 - 16:15

Run using Junctions 8.0.4.487 at 25/06/2018 16:38:36

File summary

Title	Norcot Rd - Church End Lane
Location	Reading
Site Number	
Date	06/06/2018
Version	
Status	Existing Layout
Identifier	
Client	
Jobnumber	
Enumerator	JDT
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	mph	Veh	Veh	perHour	s	-Min	perMin

Existing Layout - 2018 Base, AM

Data Errors and Warnings

No errors or warnings

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	535.00	100.000
B	ONE HOUR	✓	258.00	100.000
C	ONE HOUR	✓	411.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.000	299.000
	B	213.000	0.000
	C	344.000	67.000
			0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.00	0.56
	B	0.83	0.00
	C	0.84	0.16
			0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To		
	A	B	C
From	A	1.000	1.000
	B	1.000	1.000
	C	1.023	1.000
			1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.0	0.0
	B	0.0	0.0
	C	2.3	0.0
			0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.12	9.98	0.14	A	41.29	61.94	8.84	8.56	0.10	8.84	8.56
B-A	0.53	17.45	1.12	C	195.45	293.18	65.73	13.45	0.73	65.74	13.45
C-AB	0.18	5.69	0.40	A	107.53	161.30	25.72	9.57	0.29	25.72	9.57
C-A	-	-	-	-	269.61	404.41	-	-	-	-	-
A-B	-	-	-	-	274.37	411.55	-	-	-	-	-
A-C	-	-	-	-	216.56	324.84	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	8.47	33.60	0.00	521.61	0.065	0.00	0.07	7.374	A
B-A	160.36	40.09	158.55	0.00	509.85	0.315	0.00	0.45	10.197	B
C-AB	77.75	19.44	77.00	0.00	731.69	0.106	0.00	0.19	5.498	A
C-A	231.67	57.92	231.67	0.00	-	-	-	-	-	-
A-B	225.10	56.28	225.10	0.00	-	-	-	-	-	-
A-C	177.67	44.42	177.67	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	10.11	40.37	0.00	482.78	0.084	0.07	0.09	8.134	A
B-A	191.48	47.87	190.70	0.00	480.83	0.398	0.45	0.65	12.372	B
C-AB	102.06	25.52	101.77	0.00	750.23	0.136	0.19	0.26	5.551	A
C-A	267.42	66.86	267.42	0.00	-	-	-	-	-	-
A-B	268.79	67.20	268.79	0.00	-	-	-	-	-	-
A-C	212.16	53.04	212.16	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	12.39	49.37	0.00	412.21	0.120	0.09	0.13	9.916	A
B-A	234.52	58.63	232.72	0.00	440.43	0.532	0.65	1.10	17.180	C
C-AB	142.39	35.60	141.85	0.00	777.06	0.183	0.26	0.40	5.671	A
C-A	310.13	77.53	310.13	0.00	-	-	-	-	-	-
A-B	329.21	82.30	329.21	0.00	-	-	-	-	-	-
A-C	259.84	64.96	259.84	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	49.55	12.39	49.54	0.00	410.10	0.121	0.13	0.14	9.984	A
B-A	234.52	58.63	234.43	0.00	440.28	0.533	1.10	1.12	17.455	C
C-AB	142.59	35.65	142.57	0.00	777.27	0.183	0.40	0.40	5.685	A
C-A	309.93	77.48	309.93	0.00	-	-	-	-	-	-
A-B	329.21	82.30	329.21	0.00	-	-	-	-	-	-
A-C	259.84	64.96	259.84	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	40.45	10.11	40.63	0.00	480.65	0.084	0.14	0.09	8.184	A
B-A	191.48	47.87	193.24	0.00	480.63	0.398	1.12	0.68	12.601	B
C-AB	102.31	25.58	102.82	0.00	750.54	0.136	0.40	0.27	5.575	A
C-A	267.17	66.79	267.17	0.00	-	-	-	-	-	-
A-B	268.79	67.20	268.79	0.00	-	-	-	-	-	-
A-C	212.16	53.04	212.16	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	33.88	8.47	33.97	0.00	519.96	0.065	0.09	0.07	7.410	A
B-A	160.36	40.09	161.20	0.00	509.54	0.315	0.68	0.47	10.361	B
C-AB	78.10	19.53	78.41	0.00	731.94	0.107	0.27	0.19	5.519	A
C-A	231.32	57.83	231.32	0.00	-	-	-	-	-	-
A-B	225.10	56.28	225.10	0.00	-	-	-	-	-	-
A-C	177.67	44.42	177.67	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (Veh-	Queueing Rate Of Delay (Veh-	Average Delay Per Arriving	Unsignalised Level Of	Signalised Level Of
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	min)	min/min)	Vehicle (s)	Service	Service
B-C	1.00	0.07	7.374	A	A
B-A	6.43	0.43	10.197	B	B
C-AB	2.79	0.19	5.498	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.33	0.09	8.134	A	A
B-A	9.32	0.62	12.372	B	B
C-AB	3.94	0.26	5.551	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.96	0.13	9.916	A	A
B-A	15.39	1.03	17.180	C	B
C-AB	5.97	0.40	5.671	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.04	0.14	9.984	A	A
B-A	16.63	1.11	17.455	C	B
C-AB	6.05	0.40	5.685	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.43	0.10	8.184	A	A
B-A	10.70	0.71	12.601	B	B
C-AB	4.06	0.27	5.575	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.08	0.07	7.410	A	A
B-A	7.27	0.48	10.361	B	B
C-AB	2.91	0.19	5.519	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing Layout - 2018 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2018 Base, PM	2018 Base	PM		ONE HOUR	14:45	16:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Norcot Rd-Church End Ln	T-Junction	Two-way	A,B,C		15.02	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Norcot Rd East		Major
B	B	Church End Ln		Minor
C	C	Norcot Rd West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	7.10	4.40	3.67	3.51		1.00	122	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.950	0.113	0.285	0.179	0.407
1	B-C	660.087	0.095	0.241	-	-
1	C-B	652.143	0.238	0.238	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	462.00	100.000
B	ONE HOUR	✓	283.00	100.000
C	ONE HOUR	✓	320.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	193.000	269.000
	B	236.000	0.000	47.000
	C	276.000	44.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.42	0.58
	B	0.83	0.00	0.17
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.030
	B	1.000	1.000	1.000
	C	1.029	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.0	0.0	3.0
	B	0.0	0.0	0.0
	C	2.9	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.13	10.40	0.15	B	43.13	64.69	9.42	8.73	0.10	9.42	8.74
B-A	0.58	18.73	1.32	C	216.56	324.84	76.72	14.17	0.85	76.74	14.17
C-AB	0.11	5.47	0.22	A	62.80	94.21	14.28	9.10	0.16	14.28	9.10
C-A	-	-	-	-	230.83	346.25	-	-	-	-	-
A-B	-	-	-	-	177.10	265.65	-	-	-	-	-
A-C	-	-	-	-	246.84	370.26	-	-	-	-	-

Main Results for each time segment

Main results: (14:45-15:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	35.38	8.85	35.10	0.00	527.56	0.067	0.00	0.07	7.307	A
B-A	177.67	44.42	175.68	0.00	528.66	0.336	0.00	0.50	10.144	B
C-AB	46.12	11.53	45.68	0.00	706.66	0.065	0.00	0.11	5.445	A
C-A	194.80	48.70	194.80	0.00	-	-	-	-	-	-
A-B	145.30	36.33	145.30	0.00	-	-	-	-	-	-
A-C	202.52	50.63	202.52	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	42.25	10.56	42.15	0.00	480.11	0.088	0.07	0.10	8.218	A
B-A	212.16	53.04	211.13	0.00	486.24	0.436	0.50	0.76	13.036	B
C-AB	60.25	15.06	60.09	0.00	721.11	0.084	0.11	0.15	5.445	A
C-A	227.42	56.86	227.42	0.00	-	-	-	-	-	-
A-B	173.50	43.38	173.50	0.00	-	-	-	-	-	-
A-C	241.83	60.46	241.83	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	51.75	12.94	51.54	0.00	400.63	0.129	0.10	0.15	10.305	B
B-A	259.84	64.96	257.68	0.00	451.66	0.575	0.76	1.30	18.349	C
C-AB	81.87	20.47	81.61	0.00	740.18	0.111	0.15	0.21	5.466	A
C-A	270.45	67.61	270.45	0.00	-	-	-	-	-	-
A-B	212.50	53.12	212.50	0.00	-	-	-	-	-	-
A-C	296.17	74.04	296.17	0.00	-	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	51.75	12.94	51.74	0.00	397.91	0.130	0.15	0.15	10.399	B
B-A	259.84	64.96	259.73	0.00	451.56	0.575	1.30	1.32	18.734	C
C-AB	81.96	20.49	81.95	0.00	740.26	0.111	0.21	0.22	5.473	A
C-A	270.37	67.59	270.37	0.00	-	-	-	-	-	-
A-B	212.50	53.12	212.50	0.00	-	-	-	-	-	-
A-C	296.17	74.04	296.17	0.00	-	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	42.25	10.56	42.45	0.00	477.23	0.089	0.15	0.10	8.285	A
B-A	212.16	53.04	214.28	0.00	486.12	0.436	1.32	0.79	13.345	B
C-AB	60.36	15.09	60.61	0.00	721.22	0.084	0.22	0.15	5.461	A
C-A	227.32	56.83	227.32	0.00	-	-	-	-	-	-
A-B	173.50	43.38	173.50	0.00	-	-	-	-	-	-
A-C	241.83	60.46	241.83	0.00	-	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	35.38	8.85	35.48	0.00	521.77	0.068	0.10	0.07	7.406	A
B-A	177.67	44.42	178.68	0.00	510.74	0.348	0.79	0.54	10.875	B
C-AB	46.27	11.57	46.44	0.00	706.73	0.065	0.15	0.11	5.463	A
C-A	194.64	48.66	194.64	0.00	-	-	-	-	-	-
A-B	145.30	36.33	145.30	0.00	-	-	-	-	-	-
A-C	202.52	50.63	202.52	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (14:45-15:00)**

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.03	0.07	7.307	A	A
B-A	7.08	0.47	10.144	B	B
C-AB	1.61	0.11	5.445	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

A-C	-	-	-	-	-
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Queueing Delay results: (15:00-15:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.40	0.09	8.218	A	A
B-A	10.81	0.72	13.036	B	B
C-AB	2.23	0.15	5.445	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:15-15:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.13	0.14	10.305	B	B
B-A	18.07	1.20	18.349	C	B
C-AB	3.23	0.22	5.466	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:30-15:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.21	0.15	10.399	B	B
B-A	19.69	1.31	18.734	C	B
C-AB	3.26	0.22	5.473	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:45-16:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.52	0.10	8.285	A	A
B-A	12.59	0.84	13.345	B	B
C-AB	2.28	0.15	5.461	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (16:00-16:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.13	0.08	7.406	A	A
B-A	8.48	0.57	10.875	B	B
C-AB	1.67	0.11	5.463	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing Layout - 2025 Forecast Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length	Time Segment Length (min)	Results For Central Hour	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
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							(min)		Only					
2025 Forecast Base, AM	2025 Forecast Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Norcot Rd-Church End Ln	T-Junction	Two-way	A,B,C		15.88	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Norcot Rd East		Major
B	B	Church End Ln		Minor
C	C	Norcot Rd West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	7.10	4.40	3.67	3.51		1.00	122	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	655.904	0.113	0.284	0.179	0.406
1	B-C	661.351	0.096	0.241	-	-
1	C-B	652.143	0.238	0.238	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	591.00	100.000
B	ONE HOUR	✓	285.00	100.000
C	ONE HOUR	✓	454.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	330.000	261.000
	B	235.000	0.000	50.000
	C	380.000	74.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.56	0.44
	B	0.82	0.00	0.18
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.034
	B	1.000	1.000	1.022
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.0	0.0	3.4
	B	0.0	0.0	2.2
	C	2.3	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.16	12.05	0.18	B	45.88	68.82	11.06	9.64	0.12	11.06	9.64
B-A	0.62	22.71	1.59	C	215.64	323.46	86.92	16.12	0.97	86.94	16.13
C-AB	0.21	5.79	0.50	A	126.71	190.07	31.68	10.00	0.35	31.68	10.00
C-A	-	-	-	-	289.89	434.83	-	-	-	-	-
A-B	-	-	-	-	302.81	454.22	-	-	-	-	-
A-C	-	-	-	-	239.50	359.25	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	37.64	9.41	37.32	0.00	502.63	0.075	0.00	0.08	7.732	A

B-A	176.92	44.23	174.73	0.00	494.26	0.358	0.00	0.55	11.193	B
C-AB	90.19	22.55	89.28	0.00	741.49	0.122	0.00	0.23	5.518	A
C-A	251.61	62.90	251.61	0.00	-	-	-	-	-	-
A-B	248.44	62.11	248.44	0.00	-	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	44.95	11.24	44.83	0.00	453.29	0.099	0.08	0.11	8.812	A
B-A	211.26	52.82	210.17	0.00	461.99	0.457	0.55	0.82	14.231	B
C-AB	119.72	29.93	119.35	0.00	762.54	0.157	0.23	0.32	5.598	A
C-A	288.41	72.10	288.41	0.00	-	-	-	-	-	-
A-B	296.66	74.17	296.66	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	55.05	13.76	54.77	0.00	358.14	0.154	0.11	0.18	11.856	B
B-A	258.74	64.68	255.85	0.00	416.82	0.621	0.82	1.54	21.969	C
C-AB	169.68	42.42	168.96	0.00	792.99	0.214	0.32	0.50	5.775	A
C-A	330.19	82.55	330.19	0.00	-	-	-	-	-	-
A-B	363.34	90.83	363.34	0.00	-	-	-	-	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	55.05	13.76	55.04	0.00	353.90	0.156	0.18	0.18	12.045	B
B-A	258.74	64.68	258.56	0.00	416.59	0.621	1.54	1.59	22.708	C
C-AB	169.96	42.49	169.94	0.00	793.29	0.214	0.50	0.50	5.793	A
C-A	329.90	82.48	329.90	0.00	-	-	-	-	-	-
A-B	363.34	90.83	363.34	0.00	-	-	-	-	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	44.95	11.24	45.23	0.00	449.33	0.100	0.18	0.11	8.914	A
B-A	211.26	52.82	214.14	0.00	461.71	0.458	1.59	0.87	14.702	B
C-AB	120.07	30.02	120.75	0.00	762.97	0.157	0.50	0.33	5.627	A
C-A	288.07	72.02	288.07	0.00	-	-	-	-	-	-
A-B	296.66	74.17	296.66	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	37.64	9.41	37.76	0.00	500.19	0.075	0.11	0.08	7.788	A
B-A	176.92	44.23	178.11	0.00	493.88	0.358	0.87	0.57	11.445	B
C-AB	90.65	22.66	91.04	0.00	741.84	0.122	0.33	0.23	5.545	A
C-A	251.15	62.79	251.15	0.00	-	-	-	-	-	-
A-B	248.44	62.11	248.44	0.00	-	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (07:45-08:00)**

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.16	0.08	7.732	A	A
B-A	7.74	0.52	11.193	B	B
C-AB	3.33	0.22	5.518	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

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Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.59	0.11	8.812	A	A
B-A	11.70	0.78	14.231	B	B
C-AB	4.81	0.32	5.598	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.59	0.17	11.856	B	B
B-A	21.15	1.41	21.969	C	C
C-AB	7.49	0.50	5.775	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.72	0.18	12.045	B	B
B-A	23.54	1.57	22.708	C	C
C-AB	7.60	0.51	5.793	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.74	0.12	8.914	A	A
B-A	13.87	0.92	14.702	B	B
C-AB	4.96	0.33	5.627	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.26	0.08	7.788	A	A
B-A	8.92	0.59	11.445	B	B
C-AB	3.49	0.23	5.545	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing Layout - 2025 forecast Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2025 forecast Base, PM	2025 forecast Base	PM		ONE HOUR	14:45	16:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Norcot Rd-Church End Ln	T-Junction	Two-way	A,B,C		20.18	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Norcot Rd East		Major
B	B	Church End Ln		Minor
C	C	Norcot Rd West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	7.10	4.40	3.67	3.51		1.00	122	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	656.900	0.113	0.285	0.179	0.407
1	B-C	660.146	0.095	0.241	-	-
1	C-B	652.143	0.238	0.238	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	519.00	100.000

B	ONE HOUR	✓	318.00	100.000
C	ONE HOUR	✓	359.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.000	217.000
	B	265.000	0.000
	C	310.000	49.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.00	0.42
	B	0.83	0.00
	C	0.86	0.14

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To		
	A	B	C
From	A	1.000	1.000
	B	1.000	1.000
	C	1.029	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To		
	A	B	C
From	A	0.0	0.0
	B	0.0	0.0
	C	2.9	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.18	13.59	0.22	B	48.63	72.95	12.35	10.16	0.14	12.35	10.16
B-A	0.68	26.03	2.02	D	243.17	364.75	104.12	17.13	1.16	104.15	17.13
C-AB	0.13	5.50	0.27	A	74.25	111.38	17.56	9.46	0.20	17.56	9.46
C-A	-	-	-	-	255.17	382.76	-	-	-	-	-
A-B	-	-	-	-	199.12	298.68	-	-	-	-	-
A-C	-	-	-	-	277.12	415.68	-	-	-	-	-

Main Results for each time segment

Main results: (14:45-15:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	39.90	9.98	39.56	0.00	503.31	0.079	0.00	0.09	7.757	A
B-A	199.51	49.88	197.01	0.00	512.70	0.389	0.00	0.62	11.318	B
C-AB	53.57	13.39	53.05	0.00	714.26	0.075	0.00	0.13	5.443	A
C-A	216.71	54.18	216.71	0.00	-	-	-	-	-	-
A-B	163.37	40.84	163.37	0.00	-	-	-	-	-	-

A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-
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Main results: (15:00-15:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	47.65	11.91	47.52	0.00	448.42	0.106	0.09	0.12	8.976	A
B-A	238.23	59.56	236.96	0.00	483.81	0.492	0.62	0.94	14.506	B
C-AB	71.01	17.75	70.81	0.00	731.40	0.097	0.13	0.18	5.447	A
C-A	251.73	62.93	251.73	0.00	-	-	-	-	-	-
A-B	195.08	48.77	195.08	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	58.35	14.59	58.02	0.00	344.03	0.170	0.12	0.20	12.577	B
B-A	291.77	72.94	288.33	0.00	443.03	0.659	0.94	1.80	22.765	C
C-AB	97.94	24.49	97.59	0.00	753.60	0.130	0.18	0.27	5.489	A
C-A	297.32	74.33	297.32	0.00	-	-	-	-	-	-
A-B	238.92	59.73	238.92	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	58.35	14.59	58.29	0.00	323.21	0.181	0.20	0.22	13.586	B
B-A	291.77	72.94	290.90	0.00	427.80	0.682	1.80	2.02	26.025	D
C-AB	98.06	24.52	98.05	0.00	753.73	0.130	0.27	0.27	5.499	A
C-A	297.21	74.30	297.21	0.00	-	-	-	-	-	-
A-B	238.92	59.73	238.92	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	47.65	11.91	48.02	0.00	434.33	0.110	0.22	0.12	9.329	A
B-A	238.23	59.56	242.01	0.00	467.33	0.510	2.02	1.07	16.230	C
C-AB	71.16	17.79	71.49	0.00	731.56	0.097	0.27	0.19	5.470	A
C-A	251.58	62.89	251.58	0.00	-	-	-	-	-	-
A-B	195.08	48.77	195.08	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	39.90	9.98	40.05	0.00	495.04	0.081	0.12	0.09	7.915	A
B-A	199.51	49.88	201.05	0.00	495.26	0.403	1.07	0.69	12.301	B
C-AB	53.78	13.44	53.99	0.00	714.38	0.075	0.19	0.13	5.462	A
C-A	216.50	54.12	216.50	0.00	-	-	-	-	-	-
A-B	163.37	40.84	163.37	0.00	-	-	-	-	-	-
A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (14:45-15:00)**

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.24	0.08	7.757	A	A
B-A	8.82	0.59	11.318	B	B
C-AB	1.93	0.13	5.443	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:00-15:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.72	0.11	8.976	A	A
B-A	13.40	0.89	14.506	B	B
C-AB	2.72	0.18	5.447	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:15-15:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.90	0.19	12.577	B	B
B-A	24.53	1.64	22.765	C	C
C-AB	4.03	0.27	5.489	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:30-15:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	3.20	0.21	13.586	B	B
B-A	29.20	1.95	26.025	D	C
C-AB	4.08	0.27	5.499	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:45-16:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.94	0.13	9.329	A	A
B-A	17.32	1.15	16.230	C	B
C-AB	2.80	0.19	5.470	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (16:00-16:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.36	0.09	7.915	A	A
B-A	10.86	0.72	12.301	B	B
C-AB	2.01	0.13	5.462	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing Layout - 2025 Base + School, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Existing Layout	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2025 Base + School, AM	2025 Base + School	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Norcot Rd-Church End Ln	T-Junction	Two-way	A,B,C		20.87	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Norcot Rd East		Major
B	B	Church End Ln		Minor
C	C	Norcot Rd West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	7.10	4.40	3.67	3.51		1.00	122	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	655.894	0.113	0.284	0.179	0.406
1	B-C	661.362	0.096	0.241	-	-
1	C-B	652.143	0.238	0.238	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	638.00	100.000
B	ONE HOUR	✓	319.00	100.000
C	ONE HOUR	✓	464.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	377.000	261.000
	B	263.000	0.000	56.000
	C	380.000	84.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.59	0.41
	B	0.82	0.00	0.18
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.034
	B	1.000	1.000	1.022
	C	1.023	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.0	0.0	3.4
	B	0.0	0.0	2.2
	C	2.3	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.21	15.98	0.27	C	51.39	77.08	14.69	11.44	0.16	14.69	11.44
B-A	0.72	30.96	2.39	D	241.33	362.00	119.10	19.74	1.32	119.13	19.75
C-AB	0.25	6.14	0.61	A	146.21	219.31	37.70	10.31	0.42	37.70	10.32
C-A	-	-	-	-	279.57	419.35	-	-	-	-	-
A-B	-	-	-	-	345.94	518.91	-	-	-	-	-
A-C	-	-	-	-	239.50	359.25	-	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	42.16	10.54	41.78	0.00	483.28	0.087	0.00	0.09	8.147	A
B-A	198.00	49.50	195.32	0.00	486.82	0.407	0.00	0.67	12.242	B
C-AB	102.99	25.75	101.94	0.00	734.43	0.140	0.00	0.26	5.689	A
C-A	246.33	61.58	246.33	0.00	-	-	-	-	-	-
A-B	283.83	70.96	283.83	0.00	-	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	50.34	12.59	50.18	0.00	421.19	0.120	0.09	0.13	9.699	A
B-A	236.43	59.11	234.89	0.00	452.74	0.522	0.67	1.05	16.405	C
C-AB	137.10	34.28	136.66	0.00	754.47	0.182	0.26	0.37	5.831	A
C-A	280.02	70.01	280.02	0.00	-	-	-	-	-	-
A-B	338.92	84.73	338.92	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	61.66	15.41	61.16	0.00	295.54	0.209	0.13	0.26	15.327	C
B-A	289.57	72.39	284.70	0.00	404.62	0.716	1.05	2.27	28.894	D
C-AB	197.84	49.46	196.93	0.00	785.97	0.252	0.37	0.60	6.117	A
C-A	313.03	78.26	313.03	0.00	-	-	-	-	-	-
A-B	415.08	103.77	415.08	0.00	-	-	-	-	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	61.66	15.41	61.61	0.00	286.86	0.215	0.26	0.27	15.977	C
B-A	289.57	72.39	289.11	0.00	404.23	0.716	2.27	2.39	30.955	D
C-AB	198.23	49.56	198.20	0.00	786.39	0.252	0.60	0.61	6.141	A
C-A	312.64	78.16	312.64	0.00	-	-	-	-	-	-
A-B	415.08	103.77	415.08	0.00	-	-	-	-	-	-
A-C	287.37	71.84	287.37	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	50.34	12.59	50.86	0.00	413.49	0.122	0.27	0.14	9.942	A
B-A	236.43	59.11	241.43	0.00	452.34	0.523	2.39	1.14	17.447	C
C-AB	137.54	34.38	138.42	0.00	755.04	0.182	0.61	0.39	5.865	A
C-A	279.59	69.90	279.59	0.00	-	-	-	-	-	-
A-B	338.92	84.73	338.92	0.00	-	-	-	-	-	-
A-C	234.63	58.66	234.63	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	42.16	10.54	42.33	0.00	479.62	0.088	0.14	0.10	8.237	A
B-A	198.00	49.50	199.73	0.00	486.36	0.407	1.14	0.70	12.633	B
C-AB	103.54	25.89	104.01	0.00	734.86	0.141	0.39	0.27	5.725	A
C-A	245.78	61.45	245.78	0.00	-	-	-	-	-	-
A-B	283.83	70.96	283.83	0.00	-	-	-	-	-	-
A-C	196.49	49.12	196.49	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (07:45-08:00)**

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.37	0.09	8.147	A	A
B-A	9.42	0.63	12.242	B	B
C-AB	3.86	0.26	5.689	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.96	0.13	9.699	A	A
B-A	14.89	0.99	16.405	C	B
C-AB	5.64	0.38	5.831	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	Norcot Rd-Church End Ln	T-Junction	Two-way	A,B,C		33.24	D

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Norcot Rd East		Major
B	B	Church End Ln		Minor
C	C	Norcot Rd West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.33		0.00		2.20	135.00	✓	0.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	One lane plus flare				10.00	7.10	4.40	3.67	3.51		1.00	122	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	634.990	0.109	0.275	0.173	0.393
1	B-C	660.010	0.095	0.241	-	-
1	C-B	652.143	0.238	0.238	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (Veh/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	549.00	100.000
B	ONE HOUR	✓	369.00	100.000
C	ONE HOUR	✓	366.00	100.000

Turning Proportions

Turning Counts / Proportions (Veh/hr) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	247.000	302.000
	B	308.000	0.000	61.000
	C	310.000	56.000	0.000

Turning Proportions (Veh) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.00	0.45	0.55
	B	0.83	0.00	0.17
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
		A	B	C
	A	1.000	1.000	1.030
	B	1.000	1.000	1.000
	C	1.029	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.0	0.0	3.0
	B	0.0	0.0	0.0
	C	2.9	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)	Total Queueing Delay (Veh-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (Veh-min/min)	Inclusive Total Queueing Delay (Veh-min)	Inclusive Average Queueing Delay (s)
B-C	0.31	24.41	0.44	C	55.97	83.96	20.37	14.55	0.23	20.37	14.55
B-A	0.81	43.44	3.84	E	282.63	423.94	173.84	24.60	1.93	173.90	24.61
C-AB	0.15	5.68	0.32	A	85.70	128.54	20.41	9.53	0.23	20.41	9.53
C-A	-	-	-	-	250.15	375.23	-	-	-	-	-
A-B	-	-	-	-	226.65	339.98	-	-	-	-	-
A-C	-	-	-	-	277.12	415.68	-	-	-	-	-

Main Results for each time segment**Main results: (14:45-15:00)**

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	45.92	11.48	45.49	0.00	468.56	0.098	0.00	0.11	8.500	A
B-A	231.88	57.97	228.39	0.00	490.40	0.473	0.00	0.87	13.570	B
C-AB	62.55	15.64	61.94	0.00	711.55	0.088	0.00	0.15	5.542	A
C-A	213.00	53.25	213.00	0.00	-	-	-	-	-	-
A-B	185.95	46.49	185.95	0.00	-	-	-	-	-	-
A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	54.84	13.71	54.62	0.00	389.67	0.141	0.11	0.16	10.738	B
B-A	276.89	69.22	274.64	0.00	460.87	0.601	0.87	1.43	19.092	C

C-AB	81.53	20.38	81.30	0.00	726.02	0.112	0.15	0.21	5.584	A
C-A	247.50	61.88	247.50	0.00	-	-	-	-	-	-
A-B	222.05	55.51	222.05	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-

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

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	67.16	16.79	66.22	0.00	231.25	0.290	0.16	0.40	21.694	C
B-A	339.11	84.78	330.76	0.00	418.38	0.811	1.43	3.52	37.880	E
C-AB	112.72	28.18	112.31	0.00	747.30	0.151	0.21	0.31	5.669	A
C-A	290.25	72.56	290.25	0.00	-	-	-	-	-	-
A-B	271.95	67.99	271.95	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	67.16	16.79	66.98	0.00	214.20	0.314	0.40	0.44	24.408	C
B-A	339.11	84.78	337.83	0.00	417.83	0.812	3.52	3.84	43.436	E
C-AB	112.87	28.22	112.86	0.00	747.44	0.151	0.31	0.31	5.684	A
C-A	290.11	72.53	290.11	0.00	-	-	-	-	-	-
A-B	271.95	67.99	271.95	0.00	-	-	-	-	-	-
A-C	332.51	83.13	332.51	0.00	-	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	54.84	13.71	55.91	0.00	373.91	0.147	0.44	0.17	11.357	B
B-A	276.89	69.22	285.90	0.00	460.41	0.601	3.84	1.59	21.573	C
C-AB	81.70	20.43	82.10	0.00	726.23	0.113	0.31	0.22	5.607	A
C-A	247.32	61.83	247.32	0.00	-	-	-	-	-	-
A-B	222.05	55.51	222.05	0.00	-	-	-	-	-	-
A-C	271.49	67.87	271.49	0.00	-	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	Start Queue (Veh)	End Queue (Veh)	Delay (s)	LOS
B-C	45.92	11.48	46.18	0.00	462.56	0.099	0.17	0.11	8.652	A
B-A	231.88	57.97	234.54	0.00	490.08	0.473	1.59	0.92	14.230	B
C-AB	62.81	15.70	63.05	0.00	711.70	0.088	0.22	0.16	5.562	A
C-A	212.73	53.18	212.73	0.00	-	-	-	-	-	-
A-B	185.95	46.49	185.95	0.00	-	-	-	-	-	-
A-C	227.36	56.84	227.36	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment**Queueing Delay results: (14:45-15:00)**

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.55	0.10	8.500	A	A
B-A	12.14	0.81	13.570	B	B
C-AB	2.24	0.15	5.542	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:00-15:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.35	0.16	10.738	B	B
B-A	19.96	1.33	19.092	C	B
C-AB	3.15	0.21	5.584	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:15-15:30)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
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B-C	5.53	0.37	21.694	C	C
B-A	44.38	2.96	37.880	E	D
C-AB	4.70	0.31	5.669	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:30-15:45)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	6.45	0.43	24.408	C	C
B-A	55.65	3.71	43.436	E	D
C-AB	4.76	0.32	5.684	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (15:45-16:00)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	2.76	0.18	11.357	B	B
B-A	26.99	1.80	21.573	C	C
C-AB	3.23	0.22	5.607	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (16:00-16:15)

Stream	Queueing Total Delay (Veh-min)	Queueing Rate Of Delay (Veh-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-C	1.72	0.11	8.652	A	A
B-A	14.73	0.98	14.230	B	B
C-AB	2.34	0.16	5.562	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Appendix 4

The Meadway junction turning counts

Intelligent Data Collection Limited Reading Church End

Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 2
Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Junction Type: T-Junction

Contents Page

Location Plan & Summary
MCC Data
PCU Data
Movement Matrices

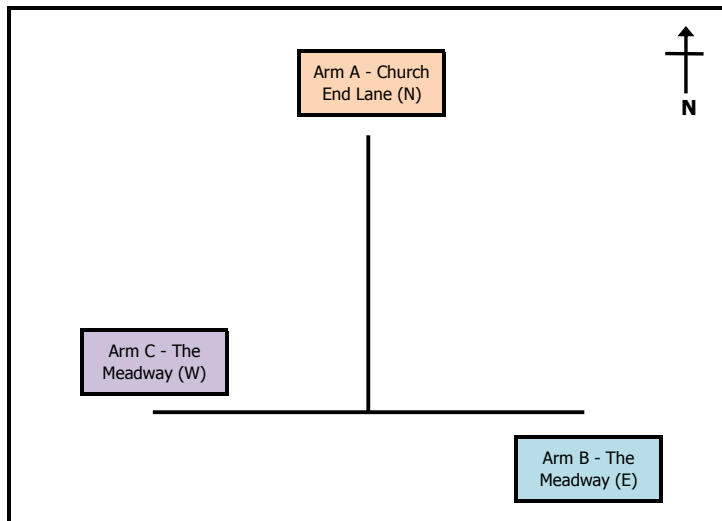
Intelligent Data Collection Limited



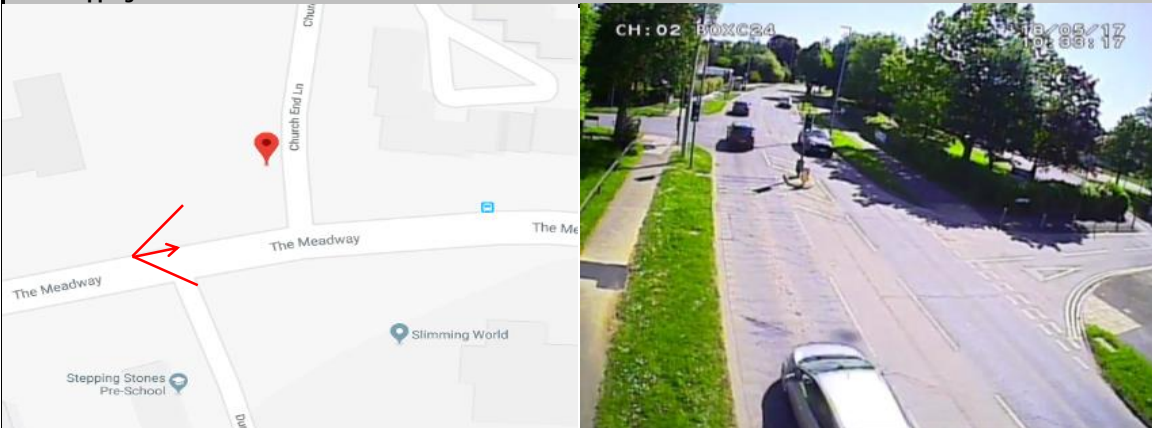
Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 2
Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Junction Type: T-Junction

X Coordinate	Y Coordinate	Google Maps Link	
51.453470559129485	-1.0293052444662862	Click Here	
AM Peak Conditions	Inter-Peak Conditions	PM Peak Conditions	
Dry	Dry	Dry	

Junction Layout

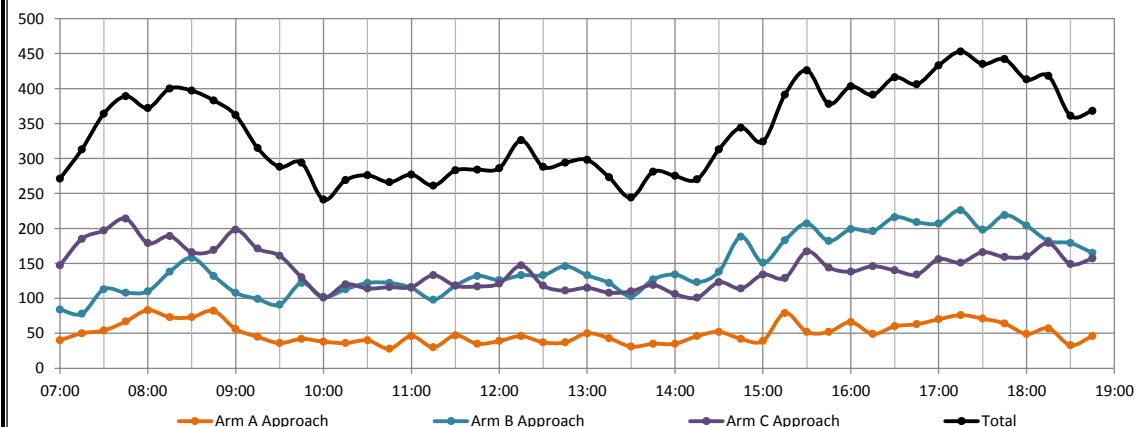


Aerial Mapping and On-site Camera View



Junction Flow Profile

Arm Approach Flows (All Vehicles)



Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events):

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Name: Site 2

Date of Survey: 17.05.2018
 Junction Name: The Meadway / Church End Lane
 Junction Type: T-Junction

Arm A: Church End Lane (N)
 Arm B: The Meadway (E)
 Arm C: The Meadway (W)



Time	A to A								A to C								A to B									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00								0	22	7	0	0	0	0	0	29	10	1	0	0	0	0	0	11		
07:15								0	33	7	0	0	0	0	0	40	9	10	0	33	0	0	0	19		
07:30								0	33	7	0	0	0	0	0	40	12	0	1	0	0	1	0	14		
07:45								0	40	10	0	0	0	0	0	50	16	0	0	0	0	1	0	17		
08:00								0	47	9	0	0	0	0	0	56	25	1	1	0	0	0	0	27		
08:15								0	47	9	0	0	0	0	0	56	17	0	0	0	0	0	0	17		
08:30								0	46	7	0	0	0	0	0	53	15	4	0	0	0	1	0	20		
08:45								0	51	5	0	0	0	0	0	56	24	2	0	0	0	0	0	26		
09:00								0	30	9	0	0	0	0	0	39	15	2	0	0	0	0	0	17		
09:15								0	21	09:15	0	0	0	0	0	28	17	0	0	0	0	0	0	17		
09:30								0	22	1	0	0	1	0	0	24	8	3	1	0	0	0	0	12		
09:45								0	15	3	0	0	0	0	0	18	20	4	0	0	0	0	0	24		
10:00								0	16	5	0	0	0	0	0	21	13	3	1	0	0	0	0	17		
10:15								0	19	2	0	0	0	0	0	21	13	2	0	0	0	0	0	15		
10:30								0	20	8	0	0	0	0	1	29	11	0	0	0	0	0	0	11		
10:45								0	14	6	0	0	0	0	1	21	7	0	0	0	0	0	0	7		
11:00								0	25	8	0	0	0	0	0	33	12	1	0	0	0	0	0	13		
11:15								0	21	3	0	0	0	0	0	24	5	1	0	0	0	0	0	6		
11:30								0	31	5	0	0	0	0	0	36	10	1	0	0	0	0	0	11		
11:45								0	18	5	1	0	0	0	0	24	8	3	0	0	0	0	0	11		
12:00								0	18	2	0	0	0	0	0	20	14	3	1	0	0	1	0	19		
12:15								0	32	1	0	0	0	0	0	33	13	0	0	1	0	0	0	13		
12:30								0	16	4	0	0	0	1	0	21	16	0	0	0	0	0	0	16		
12:45								0	18	4	0	0	0	0	0	22	11	4	0	0	0	0	0	15		
13:00								0	26	4	0	0	0	0	1	31	15	3	1	0	0	0	0	19		
13:15								0	23	6	0	0	0	0	0	29	12	2	0	0	0	0	0	14		
13:30								0	16	2	0	0	0	0	0	18	12	1	0	0	0	0	0	13		
13:45								0	16	2	0	0	0	0	1	19	16	0	0	0	0	0	0	16		
14:00								0	20	3	0	0	0	0	0	23	10	2	0	0	0	0	0	12		
14:15								0	25	4	0	0	0	0	0	29	15	2	0	0	0	0	0	17		
14:30								0	39	2	0	0	0	0	0	41	10	1	0	0	0	0	0	11		
14:45								0	25	5	0	0	0	0	0	30	9	3	0	0	0	0	0	12		
15:00								0	21	4	1	0	0	0	0	26	12	1	0	0	0	0	0	13		
15:15								0	52	2	0	0	0	0	1	53	22	2	0	0	0	0	0	24		
15:30								0	30	7	0	0	0	0	0	37	13	2	0	0	0	0	0	15		
15:45								0	31	4	0	0	0	0	0	35	15	1	0	0	0	0	0	17		
16:00								0	37	10	0	0	0	0	0	47	18	1	0	0	0	0	0	19		
16:15								0	27	3	0	0	0	0	0	30	18	1	0	0	0	0	0	18		
16:30								0	40	7	0	0	0	0	0	47	12	1	0	0	0	0	0	13		
16:45								0	34	7	0	0	0	0	0	41	19	3	0	0	0	0	0	22		
17:00								0	48	9	0	0	0	0	0	57	11	2	0	0	0	0	0	13		
17:15								0	52	6	0	0	0	0	0	59	16	1	0	0	0	0	0	17		
17:30								0	48	5	0	0	0	1	1	55	15	1	0	0	0	0	0	16		
17:45								0	38	4	1	0	0	0	0	43	17	3	0	0	0	0	1	21		
18:00								0	35	5	0	0	0	1	0	41	7	1	0	0	0	0	0	8		
18:15								0	39	3	0	0	0	1	0	43	12	0	0	0	0	2	2	14		
18:30								0	21	2	0	0	0	1	0	24	8	1	0	0	0	0	0	9		
18:45								0	32	3	0	0	0	0	0	35	9	2	0	0	0	0	0	11		
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour							
07:00	0	0	0	0	0	0	0	0	128	31	0	0	0	0	0	159	47	1	1	0	0	2	1	51		
07:15	0	0	0	0	0	0	0	0	153	33	0	0	0	0	0	186	62	1	2	0	0	2	1	68		
07:30	0	0	0	0	0	0	0	0	167	35	0	0	0	0	0	202	70	1	2	0	0	2	0	75		
07:45	0	0	0	0	0	0	0	0	180	35	0	0	0	0	0	215	73	5	1	0	0	2	0	81		
08:00	0	0	0	0	0	0	0	0	191	30	0	0	0	0	0	221	81	7	1	0	0	1	0	90		
08:15	0	0	0	0	0	0	0	0	174	30	0	0	0	0	0	204	71	8	0	0	0	1	0	80		
08:30	0	0	0	0	0	0	0	0	148	28	0	0	0	0	0	176	71	8	0	0	0	1	0	80		
08:45	0	0	0	0	0	0	0	0	124	22	0	0	0	1	0	147	64	7	1	0	0	0	0	72		
09:00	0	0	0	0	0	0	0	0	88	20	0	0	0	0	0	109	60	9	1	0	0	0	0	70		
09:15	0	0	0	0	0	0	0	0	74	16	0	0	0	1	0	91	58	10	2	0	0	0	0	70		
09:30	0	0	0	0	0	0	0	0	72	11	0	0	0	1	0	84	54	12	2	0	0	0	0	68		
09:45	0	0	0	0	0	0	0	0	70	18	0	0	0	0	0	89	57	9	1	0	0	0	0	67		
10:00	0	0	0	0	0	0	0	0	69	21	0	0	0	0	2	92	44	5	1	0	0	0	0	50		
10:15	0	0	0	0	0	0	0	0	78	24	0	0	0	0	2	104	43	3	0	0	0	0	0	46		
10:30	0	0	0	0	0	0	0	0	80	25	0	0	0	0	2	107	35	2	0	0	0	0	0	37		
10:45	0	0	0	0	0	0	0	0	91	22	0	0	0	0	1	114	34	3	0	0	0	0	0	37		
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11:15	0	0	0	0	0	0	0	0	88	15	1	0	0	0	0	104	37	8	1	0	0	1	0	47		
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12:15	0	0	0	0	0	0	0	0	92	13	0	0	0	0	1	107	55	7	1	0	0	0	0	63		
12:30	0	0	0	0	0	0	0	0	83	18	0	0	0	1	1	103	54	9	1	0	0	0	0	64		
12:45	0	0	0	0	0	0	0	0	83	16	0	0	0	0	0	100	50	10	1	0	0	0	0	61		
13:00	0	0	0	0	0	0	0	0	81	14	0	0	0	0	0	97										

Intelligent Data Collection Limited

Client: Nicola Waight
Project Number: ID03939
Junction Name: Site 2

Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Junction Type: T-Junction

Arm A: Church End Lane (N)
Arm B: The Meadway (E)
Arm C: The Meadway (W)



Time	B to B								B to A								B to C									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00								0	5	2	0	0	0	0	0	7	60	12	2	0	3	0	0	77		
07:15								0	6	4	0	0	0	0	0	10	56	8	1	0	2	0	0	68		
07:30								0	8	2	0	0	0	0	0	10	81	18	2	0	2	0	0	103		
07:45								0	10	3	0	0	0	0	0	13	80	11	1	1	1	1	0	95		
08:00								0	9	2	0	0	0	0	0	11	80	13	2	1	3	0	0	99		
08:15								0	20	0	0	0	0	0	0	20	97	15	4	0	2	0	0	118		
08:30								0	18	2	1	0	0	0	0	21	118	16	1	0	2	0	0	137		
08:45								0	19	0	0	0	0	0	0	19	99	10	1	0	3	0	0	113		
09:00								0	15	1	0	0	0	0	0	16	81	6	2	1	2	0	0	92		
09:15								0	17	0	0	0	0	0	0	17	72	7	2	0	1	0	0	82		
09:30								0	9	2	0	0	0	0	0	11	65	6	4	0	5	0	0	80		
09:45								0	11	2	0	0	0	0	0	13	89	17	0	1	2	0	0	109		
10:00								0	13	1	0	0	0	0	0	14	74	10	2	1	2	0	0	88		
10:15								0	16	0	0	0	0	0	0	16	80	13	2	0	2	0	0	97		
10:30								0	14	0	2	0	0	0	0	16	86	17	1	0	2	0	0	106		
10:45								0	15	2	0	0	0	0	0	17	87	14	2	0	2	0	0	105		
11:00								0	10	3	0	0	0	0	0	13	88	9	3	0	2	0	0	102		
11:15								0	6	0	0	0	0	0	0	6	78	10	2	0	2	0	0	92		
11:30								0	13	5	0	0	0	0	1	0	19	79	16	2	0	2	0	0	99	
11:45								0	11	1	0	0	0	0	0	12	107	6	4	1	2	0	0	120		
12:00								0	12	2	0	0	0	0	0	14	95	13	0	0	2	1	1	112		
12:15								0	14	3	0	0	0	0	0	17	97	14	1	2	0	0	1	116		
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12:45								0	15	0	1	0	0	0	0	16	110	17	1	0	2	0	0	130		
13:00								0	9	2	0	0	0	0	0	11	95	18	3	1	4	0	1	122		
13:15								0	14	2	0	0	0	0	0	16	88	13	1	1	2	1	0	106		
13:30								0	7	2	0	0	0	0	0	9	80	11	2	0	1	0	0	94		
13:45								0	13	1	0	0	0	0	0	14	92	17	1	0	3	0	0	113		
14:00								0	12	2	0	0	0	0	0	14	97	15	1	0	2	5	0	120		
14:15								0	18	3	0	0	0	0	0	21	90	8	1	0	2	1	0	102		
14:30								0	16	0	0	0	0	0	0	16	111	8	0	0	1	1	1	122		
14:45								0	31	1	0	0	0	0	0	32	135	15	2	0	2	0	2	156		
15:00								0	22	0	0	0	0	0	0	22	114	8	3	0	2	1	1	129		
15:15								0	18	2	0	0	0	1	0	21	140	19	1	0	2	0	0	162		
15:30								0	27	3	0	0	0	0	1	0	31	156	18	0	0	2	0	0	176	
15:45								0	15	4	0	0	0	0	1	1	21	140	18	0	0	1	2	0	161	
16:00								0	21	1	0	0	0	1	0	23	155	18	0	1	2	0	0	176		
16:15								0	15	1	0	0	0	0	0	17	160	14	0	3	3	1	1	179		
16:30								0	21	2	0	0	0	0	0	23	168	21	0	0	2	0	2	193		
16:45								0	8	1	0	0	0	0	0	9	166	25	1	0	3	4	1	200		
17:00								0	25	1	0	0	0	0	0	26	147	26	1	0	2	2	3	181		
17:15								0	18	3	0	0	0	0	0	21	176	23	1	0	1	3	1	205		
17:30								0	29	3	0	0	0	0	0	32	144	14	0	0	3	1	4	166		
17:45								0	22	1	0	0	0	0	1	1	25	171	19	1	0	2	0	1	194	
18:00								0	26	3	0	0	0	0	1	1	30	152	13	0	0	2	3	4	174	
18:15								0	16	2	0	0	0	0	0	18	148	11	0	0	2	1	2	164		
18:30								0	25	4	0	0	0	1	0	30	133	9	0	0	2	2	3	149		
18:45								0	19	2	0	0	0	0	1	22	129	9	1	0	2	2	2	143		
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour							
07:00	0	0	0	0	0	0	0	0	29	11	0	0	0	0	0	40	277	49	6	1	8	1	1	343		
07:15	0	0	0	0	0	0	0	0	33	11	0	0	0	0	0	44	297	50	6	2	8	1	1	365		
07:30	0	0	0	0	0	0	0	0	47	7	0	0	0	0	0	54	338	57	9	2	8	1	0	415		
07:45	0	0	0	0	0	0	0	0	57	7	1	0	0	0	0	65	375	55	8	2	8	1	0	449		
08:00	0	0	0	0	0	0	0	0	66	4	1	0	0	0	0	71	394	54	8	1	10	0	0	465		
08:15	0	0	0	0	0	0	0	0	72	3	1	0	0	0	0	76	395	47	8	1	9	0	0	460		
08:30	0	0	0	0	0	0	0	0	69	3	1	0	0	0	0	73	370	39	6	1	8	0	0	424		
08:45	0	0	0	0	0	0	0	0	60	3	0	0	0	0	0	63	317	39	9	1	11	0	0	367		
09:00	0	0	0	0	0	0	0	0	52	5	0	0	0	0	0	57	307	36	8	2	10	0	0	363		
09:15	0	0	0	0	0	0	0	0	50	5	0	0	0	0	0	55	300	40	8	1	10	0	0	359		
09:30	0	0	0	0	0	0	0	0	49	5	0	0	0	0	0	54	308	46	8	1	11	0	0	374		
09:45	0	0	0	0	0	0	0	0	54	3	2	0	0	0	0	59	329	57	5	1	8	0	0	400		
10:00	0	0	0	0	0	0	0	0	58	3	2	0	0	0	0	63	327	54	7	0	8	0	0	396		
10:15	0	0	0	0	0	0	0	0	55	5	2	0	0	0	0	62	341	53	8	0	8	0	0	410		
10:30	0	0	0	0	0	0	0	0	45	5	2	0	0	0	0	52	339	50	8	0	8	0	0	405		
10:45	0	0	0	0	0	0	0	0	44	10	0	0	0	1	0	55	332	49	9	0	8	0	0	398		
11:00	0	0	0	0	0	0	0	0	40	9	0	0	0	0	1	50	352	41	11	1	8	0	0	413		
11:15	0	0	0	0	0	0	0	0	42	8	0	0	0	0	1	51	359	45	8	1	8	1	1	423		
11:30	0	0	0	0	0	0	0	0	50	11	0	0	0	0	1	62	378	49	7	2	8	1	2	447		
11:45	0	0	0	0	0	0	0	0	52	8	0	0	0	0	1	61	397	45	7	2	7	2	3	463		
12:00	0	0	0	0	0	0	0	0	56	7	1	0	0	0	1	65	400	56	4	1	7	2	3	473		
12:15	0	0	0	0	0	0	0	0	53	7	1	0	0	0	1	62	400	61	7	2	9	1	3	483		
12:30	0	0	0	0	0	0	0	0	53	6	1	0	0	0	1	61	391	60	7	2	9	2	2	473		
12:45	0	0	0	0	0	0	0	0	45	6	1	0	0	0	0	52	373	59								

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Name: Site 2

Date of Survey: 17.05.2018
 Junction Name: The Meadway / Church End Lane
 Junction Type: T-Junction

Arm A: Church End Lane (N)
 Arm B: The Meadway (E)
 Arm C: The Meadway (W)



Time	C to C								C to B								C to A									
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total		
07:00								0	95	18	0	0	2	0	3	118	21	7	0	0	0	0	1	29		
07:15								0	136	19	1	0	2	2	2	162	16	6	0	0	0	0	0	23		
07:30								0	142	17	1	0	2	2	1	5	168	21	8	0	0	0	0	29		
07:45								0	143	19	0	0	2	0	1	165	42	7	0	0	0	0	0	49		
08:00								0	127	16	1	0	2	0	4	150	22	6	1	0	0	0	0	29		
08:15								0	131	8	2	0	2	2	2	147	37	5	0	0	0	0	0	42		
08:30								0	105	11	2	0	1	0	1	120	40	6	0	0	0	0	0	46		
08:45								0	111	12	2	1	4	1	2	133	31	4	0	0	0	0	1	36		
09:00								0	149	14	0	0	2	0	1	166	23	9	0	0	0	0	0	32		
09:15								0	112	15	1	1	3	0	3	135	30	5	0	0	0	1	0	36		
09:30								0	108	13	0	0	1	0	1	123	32	6	0	0	0	0	0	38		
09:45								0	88	11	0	0	2	0	0	101	25	4	0	0	0	0	0	29		
10:00								0	60	15	0	0	3	0	0	78	20	3	0	0	0	0	0	23		
10:15								0	90	11	0	0	1	0	0	102	17	4	0	0	0	0	0	18		
10:30								0	80	5	0	2	3	0	0	90	17	7	0	0	0	0	0	24		
10:45								0	74	12	0	0	1	0	0	87	26	3	0	0	0	0	0	29		
11:00								0	76	12	0	1	3	0	0	92	19	5	0	0	0	0	0	24		
11:15								0	80	10	1	0	2	1	1	95	31	6	0	0	0	0	1	38		
11:30								0	79	11	1	0	1	0	0	92	17	9	0	0	0	0	0	26		
11:45								0	74	13	0	0	2	1	0	90	23	4	0	0	0	0	0	27		
12:00								0	91	4	1	0	3	0	0	99	20	1	1	0	0	0	0	22		
12:15								0	102	13	1	1	2	0	0	119	20	7	0	0	0	1	0	28		
12:30								0	77	10	2	0	2	1	0	92	17	7	0	0	0	2	0	26		
12:45								0	73	11	2	0	1	1	0	88	19	4	0	0	0	0	0	23		
13:00								0	68	16	0	1	3	1	1	90	19	6	0	0	0	0	0	25		
13:15								0	77	12	0	0	1	0	0	90	13	4	1	0	0	0	0	18		
13:30								0	64	17	3	2	3	2	0	91	14	5	0	0	0	0	0	19		
13:45								0	72	13	0	0	2	1	0	88	24	7	0	0	0	0	0	31		
14:00								0	60	15	0	0	2	0	0	77	19	10	0	0	0	0	0	29		
14:15								0	72	8	1	0	2	2	0	85	12	4	0	0	0	0	0	16		
14:30								0	77	10	1	0	2	1	0	91	24	7	0	0	0	1	0	32		
14:45								0	62	16	1	0	2	0	0	81	30	2	0	0	0	1	0	33		
15:00								0	80	8	1	1	1	0	1	92	36	6	0	0	0	0	0	42		
15:15								0	90	9	1	0	3	0	0	103	24	3	0	0	0	0	0	26		
15:30								0	112	13	0	0	2	0	1	128	35	4	0	0	0	0	0	39		
15:45								0	88	13	0	0	4	0	0	105	34	5	0	0	0	0	0	39		
16:00								0	83	12	1	0	1	0	1	98	33	7	0	0	0	0	0	40		
16:15								0	90	14	0	0	2	3	1	110	27	7	0	0	0	2	0	36		
16:30								0	91	9	0	0	5	0	0	105	30	5	0	0	0	0	0	35		
16:45								0	77	14	0	0	1	1	0	93	37	4	0	0	0	0	0	41		
17:00								0	97	14	0	0	3	1	0	115	32	8	0	0	0	1	0	41		
17:15								0	101	6	0	0	2	1	0	110	39	2	0	0	0	0	0	41		
17:30								0	111	8	0	0	2	2	3	126	34	6	0	0	0	0	0	40		
17:45								0	112	7	0	0	2	0	0	121	35	3	0	0	0	0	0	38		
18:00								0	114	3	0	0	2	1	1	121	34	5	0	0	0	0	0	39		
18:15								0	116	7	1	0	2	1	0	127	48	3	0	0	0	1	0	52		
18:30								0	106	6	0	0	2	0	0	114	33	2	0	0	0	0	0	35		
18:45								0	104	9	0	0	2	1	2	118	38	1	0	0	0	0	0	39		
Start Time	Rolling Hour								Total	Rolling Hour								Total	Rolling Hour							
07:00	0	0	0	0	0	0	0	0	516	73	2	0	8	3	11	613	100	28	0	0	0	1	1	130		
07:15	0	0	0	0	0	0	0	0	548	71	3	0	8	3	12	645	101	27	1	0	0	1	0	130		
07:30	0	0	0	0	0	0	0	0	543	60	4	0	8	3	12	630	122	26	1	0	0	0	0	149		
07:45	0	0	0	0	0	0	0	0	506	54	5	0	7	2	8	582	141	24	1	0	0	0	0	166		
08:00	0	0	0	0	0	0	0	0	474	47	7	1	9	3	9	550	130	21	1	0	0	0	1	153		
08:15	0	0	0	0	0	0	0	0	496	45	6	1	9	3	6	566	131	24	0	0	0	0	1	156		
08:30	0	0	0	0	0	0	0	0	477	52	5	2	10	1	7	554	124	24	0	0	0	1	1	150		
08:45	0	0	0	0	0	0	0	0	480	54	3	2	10	1	7	557	116	24	0	0	0	1	1	143		
09:00	0	0	0	0	0	0	0	0	457	53	1	1	8	0	5	525	110	24	0	0	0	1	0	135		
09:15	0	0	0	0	0	0	0	0	368	54	1	1	9	0	4	437	107	18	0	0	0	1	0	126		
09:30	0	0	0	0	0	0	0	0	346	50	0	0	7	0	1	404	94	14	0	0	0	0	0	108		
09:45	0	0	0	0	0	0	0	0	318	42	0	2	9	0	0	371	79	15	0	0	0	0	0	94		
10:00	0	0	0	0	0	0	0	0	304	43	0	2	8	0	0	357	80	14	0	0	0	0	0	94		
10:15	0	0	0	0	0	0	0	0	320	40	0	3	8	0	0	371	79	16	0	0	0	0	0	95		
10:30	0	0	0	0	0	0	0	0	310	39	1	3	9	1	1	364	93	21	0	0	0	0	1	115		
10:45	0	0	0	0	0	0	0	0	309	45	2	1	7	1	1	366	93	23	0	0	0	0	1	117		
11:00	0	0	0	0	0	0	0	0	309	46	2	1	8	2	1	369	90	24	0	0	0	0	1	115		
11:15	0	0	0	0	0	0	0	0	324	38	3	0	8	2	1	376	91	20	1	0	0	0	1	113		
11:30	0	0	0	0	0	0	0	0	346	41	3	1	8	1	0	400	80	21	1	0	0	0	1	103		
11:45	0	0	0	0	0	0	0	0	344	40	4	1	9	2	0	400	80	19	1	0	0	2	1	103		
12:00	0	0	0	0	0	0	0	0	343	38	6	1	8	2	0	398	76	19	1	0	0	2	1	99		
12:15	0	0	0	0	0	0	0	0	320	50	5	2	8	3	1	389	75	24	0	0	0	2	1	102		
12:30	0	0	0	0	0	0	0	0	295	49	4	1	7	3	1	360	68	21	1	0	0	2	0	92		
12:45	0	0	0	0	0	0	0	0	282	56	5	3	8	4	1	359</										

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Number: Site 2
 Date of Survey: 17.05.2018
 Junction Name: The Meadway / Church End Lane
 Junction Type: T-Junction



	Arm A Approach								Arm A Exit										
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00	32	8	0	0	0	0	0	40	26	9	0	0	0	0	0	36			
07:15	42	7	0	0	0	0	0	50	22	10	0	0	0	0	1	33			
07:30	45	7	1	0	0	0	0	54	29	10	0	0	0	0	0	39			
07:45	56	10	0	0	0	1	0	67	52	10	0	0	0	0	0	62			
08:00	72	10	1	0	0	0	0	83	31	8	1	0	0	0	0	40			
08:15	64	9	0	0	0	0	0	73	57	5	0	0	0	0	0	62			
08:30	61	11	0	0	0	0	0	73	58	8	1	0	0	0	0	67			
08:45	75	7	0	0	0	0	0	82	50	4	0	0	0	0	1	55			
09:00	45	11	0	0	0	0	0	56	38	10	0	0	0	0	0	48			
09:15	38	7	0	0	0	0	0	45	47	5	0	0	0	0	1	53			
09:30	30	4	1	0	1	0	0	36	41	8	0	0	0	0	0	49			
09:45	35	7	0	0	0	0	0	42	36	6	0	0	0	0	0	42			
10:00	29	8	1	0	0	0	0	38	33	4	0	0	0	0	0	37			
10:15	32	4	0	0	0	0	0	36	33	1	0	0	0	0	0	34			
10:30	31	8	0	0	0	0	1	40	31	7	2	0	0	0	0	40			
10:45	21	6	0	0	0	0	1	28	41	5	0	0	0	0	0	44			
11:00	37	9	0	0	0	0	0	46	29	8	0	0	0	0	0	37			
11:15	26	4	0	0	0	0	0	30	37	6	0	0	0	0	0	44			
11:30	41	6	0	0	0	0	0	47	30	14	0	0	0	1	0	45			
11:45	26	8	1	0	0	0	0	35	34	5	0	0	0	0	0	39			
12:00	32	5	1	0	0	0	0	39	32	3	1	0	0	0	0	36			
12:15	45	1	0	0	0	0	0	46	34	10	0	0	0	0	0	45			
12:30	32	4	0	0	0	1	0	37	32	9	0	0	0	3	0	44			
12:45	29	8	0	0	0	0	0	37	34	4	1	0	0	0	0	39			
13:00	41	7	1	0	0	0	1	50	28	8	0	0	0	0	0	36			
13:15	35	8	0	0	0	0	0	43	27	6	1	0	0	0	0	34			
13:30	28	3	0	0	0	0	0	31	21	7	0	0	0	0	0	28			
13:45	32	2	0	0	0	0	1	35	37	8	0	0	0	0	0	45			
14:00	20	5	0	0	0	0	0	25	31	12	0	0	0	0	0	43			
14:15	40	6	0	0	0	0	0	46	30	7	7	0	0	0	0	53			
14:30	49	3	0	0	0	0	0	52	40	7	0	0	0	1	0	48			
14:45	34	8	0	0	0	0	0	42	61	3	0	0	0	1	0	65			
15:00	33	5	1	0	0	0	0	39	58	6	0	0	0	0	0	64			
15:15	24	4	0	0	0	0	1	29	42	4	4	0	0	1	0	47			
15:30	43	9	0	0	0	0	0	52	62	7	0	0	0	1	0	70			
15:45	46	5	0	0	0	1	0	52	49	9	0	0	0	1	1	60			
16:00	55	11	0	0	0	0	0	66	54	8	0	0	0	1	0	63			
16:15	45	4	0	0	0	0	0	49	42	8	0	0	0	0	3	53			
16:30	52	8	0	0	0	0	0	60	51	7	0	0	0	0	0	58			
16:45	53	10	0	0	0	0	0	63	45	5	0	0	0	0	0	50			
17:00	59	11	0	0	0	0	0	70	57	9	0	0	0	0	0	67			
17:15	68	7	0	0	0	1	0	76	57	5	0	0	0	0	0	62			
17:30	63	6	0	0	0	1	1	71	63	9	0	0	0	0	0	72			
17:45	55	7	1	0	0	0	1	64	57	4	0	0	0	1	1	63			
18:00	42	6	0	0	0	1	0	49	60	8	0	0	0	0	0	69			
18:15	51	3	0	0	0	1	2	57	64	5	0	0	0	1	0	70			
18:30	29	3	0	0	0	1	0	33	58	6	0	0	0	1	0	65			
18:45	41	5	0	0	0	0	0	46	57	3	0	0	0	0	1	61			
Start Time	Rolling Hour								Total	Rolling Hour								Total	
07:00	175	32	1	0	0	2	1	211	129	39	0	0	0	1	1	174			
07:15	215	34	2	0	0	2	1	254	134	38	1	0	0	1	0	203			
07:30	237	36	2	0	0	2	0	277	169	33	1	0	0	0	0	231			
07:45	253	40	1	0	0	2	0	296	198	31	2	0	0	0	0	224			
08:00	272	37	1	0	0	1	0	311	196	25	2	0	0	0	0	232			
08:15	245	38	0	0	0	0	1	284	203	27	1	0	0	0	1	223			
08:30	219	36	0	0	0	1	0	256	193	27	1	0	0	1	1	205			
08:45	188	29	1	0	1	0	0	219	176	27	0	0	0	1	1	192			
09:00	148	29	1	0	1	0	0	179	162	29	0	0	0	1	0	181			
09:15	132	26	2	0	1	0	0	161	157	23	0	0	0	1	0	162			
09:30	126	23	2	0	1	0	0	152	143	19	0	0	0	0	0	153			
09:45	127	22	1	0	0	0	1	156	133	18	2	0	0	0	0	157			
10:00	113	26	1	0	0	0	0	142	138	17	2	0	0	0	0	140			
10:15	121	27	0	0	0	0	2	150	134	21	2	0	0	0	0	151			
10:30	115	27	0	0	0	0	2	144	138	26	2	0	0	0	1	167			
10:45	125	25	0	0	0	0	1	151	137	33	0	0	0	1	1	172			
11:00	130	27	1	0	0	0	0	158	130	33	0	0	0	1	1	165			
11:15	125	23	2	0	0	0	1	151	133	28	1	0	0	1	1	164			
11:30	144	20	2	0	0	1	0	167	130	32	1	0	0	1	1	165			
11:45	135	18	2	0	0	2	0	157	132	27	1	0	0	3	1	164			
12:00	138	18	2	0	0	2	0	159	132	26	2	0	0	3	1	164			
12:15	147	20	1	0	0	1	1	170	128	31	1	0	0	3	1	164			
12:30	137	27	1	0	0	1	1	167	121	27	2	0	0	3	0	153			
12:45	133	26	1	0	0	0	1	161	110	25	2	0	0	0	0	137			
13:00	136	20	1	0	0	0	2	159	113	29	0	0	0	0	0	143			
13:15	125	18	0	0	0	0	1	144	116	33	1	0	0	0	0	150			
13:30	130	16	0	0	0	0	1	147	119	34	0	0	0	0	0	153			
13:45	151	16	0	0	0	0	1	168	138	34	0	0	0	1	0	173			
14:00	153	22	0	0	0	0	0	175	162	29	0	0	0	2	0	193			
14:15	156	22	1	0	0	0	0	179	189	23	0	0	0	2	0	214			
14:30	190	20	1	0	0	0	1	212	201	20	0	0	0	3	0	224			
14:45	184	26	1	0	0	0	1	212	223	20	0	0	0	2	0	246			
15:00	196	23	1	0	0	1	1	222	211	26	0	0	0	3	1	241			
15:15	218	29	0	0	0	1	1	249	207	28	0	0	0	4	1	240			
15:30	189	29	0	0	0	0	1	219	207	32	0	0	0	6	1	246			
15:45	198	28	0	0	0	0	0	227	196	33	0	0	0	5	1	234			
16:00	205	33	0	0	0	0	0	238	192	28	0	0	0	4	0	224			
16:15	209	33	0	0	0	0	0	242	195	29	0	0	0	4	0	228			
16:30	232	36	0	0	0	0	0	269	210	26	0	0	0	1	0	237			
16:45	243	34	0	0	0	2	1	280	222	28	0	0	0	1	0	251			
17:00	245	31	1	0	0	2	2	281	234	27	0	0	0	2	1	264			
17:15	228	26	1	0	0	3	2	260	237	26	0	0	0	1	2	266			
17:30	211	22	1	0	0	3	4	241	244	26	0	0	0	2	2	274			
17:45	177	19	1	0	0	3	3	203	239	23	0	0	0	3	2	267			
18:00	163	28	0	0	0	3	3	185	228	25	0	0	0	3	2	247			

Intelligent Data Collection Limited

Client: Nicola Waight Date of Survey: 17.05.2018
 Project Number: ID03939 Junction Name: The Meadway / Church End Lane
 Junction Number: Site 2 Junction Type: T-Junction



Time	Arm B Approach							Arm B Exit								
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total
07:00	65	14	2	0	3	0	0	84	105	19	0	0	2	0	3	129
07:15	62	12	1	0	2	0	0	78	145	19	1	0	2	1	2	172
07:30	89	20	2	0	2	0	0	113	154	17	2	0	2	2	5	182
07:45	90	14	1	1	1	1	0	108	159	19	0	0	2	2	1	182
08:00	89	15	2	1	3	0	0	110	152	17	2	0	2	0	4	177
08:15	117	15	4	0	2	0	0	138	148	8	2	0	2	2	2	164
08:30	136	18	2	0	2	0	0	158	120	15	2	0	1	1	1	140
08:45	118	10	1	0	3	0	0	132	135	14	2	1	4	1	2	159
09:00	96	7	2	1	2	0	0	108	164	16	0	0	2	0	2	183
09:15	89	7	2	0	1	0	0	99	129	15	1	1	3	0	3	152
09:30	74	8	4	0	5	0	0	91	116	16	1	0	1	0	1	135
09:45	100	19	0	1	2	0	0	122	108	15	0	0	2	0	0	125
10:00	87	11	2	0	2	0	0	102	73	18	1	0	3	0	0	95
10:15	96	13	2	0	2	0	0	113	103	13	0	0	1	0	1	117
10:30	100	17	3	0	2	0	0	122	91	5	0	2	3	0	0	101
10:45	102	16	2	0	2	0	0	122	81	12	0	0	1	1	0	94
11:00	98	12	3	0	2	0	0	115	88	13	0	0	1	0	0	105
11:15	84	10	2	0	2	0	0	98	85	11	0	0	2	1	0	101
11:30	92	21	2	0	2	1	0	118	89	12	1	0	1	0	0	103
11:45	118	7	4	1	2	0	0	132	82	16	0	0	2	2	1	101
12:00	107	15	0	0	2	1	1	126	105	7	2	0	3	0	0	118
12:15	111	17	1	1	2	1	0	133	115	13	1	1	2	0	0	132
12:30	113	14	2	0	1	2	1	133	93	10	2	0	2	1	0	108
12:45	125	17	2	0	2	0	0	146	84	15	2	0	1	1	0	103
13:00	104	20	3	1	4	0	1	133	83	19	1	3	1	1	1	109
13:15	102	15	1	1	2	1	0	122	89	14	0	0	1	0	0	104
13:30	87	13	2	0	1	0	0	103	76	18	3	2	3	2	0	104
13:45	105	18	1	0	3	0	0	127	88	13	0	0	2	1	0	104
14:00	109	17	1	0	2	5	0	134	70	17	0	0	2	0	0	89
14:15	108	11	1	0	2	2	1	123	87	10	2	0	2	0	0	99
14:30	127	8	0	0	1	1	1	138	87	11	1	0	2	1	0	102
14:45	166	16	2	0	2	0	2	188	71	19	1	1	0	2	0	93
15:00	136	8	3	0	2	1	1	151	92	9	1	1	1	0	1	105
15:15	158	21	1	1	2	2	0	183	112	11	1	3	0	0	0	127
15:30	183	21	0	0	2	1	0	207	125	15	0	0	2	0	0	143
15:45	155	22	0	0	1	3	1	182	103	14	0	0	4	1	0	122
16:00	176	19	0	1	2	1	0	199	101	13	1	0	1	0	1	117
16:15	175	15	0	0	3	2	1	196	108	15	0	0	2	3	0	129
16:30	189	23	0	0	2	0	2	216	103	10	0	0	5	0	0	118
16:45	174	26	1	0	3	4	1	209	96	17	0	0	1	1	0	115
17:00	172	27	1	0	2	2	3	207	108	16	0	0	3	0	0	128
17:15	194	26	1	1	1	3	1	226	117	7	0	0	2	0	0	127
17:30	173	17	0	0	3	1	4	198	126	9	0	0	2	2	3	142
17:45	193	20	1	0	2	1	2	219	129	10	0	0	2	0	0	142
18:00	178	16	0	0	2	3	5	204	121	4	0	0	2	1	1	129
18:15	164	13	0	0	2	2	2	182	128	7	1	0	2	0	0	141
18:30	158	13	0	0	2	3	3	179	114	7	0	0	2	0	0	123
18:45	148	11	1	0	0	2	3	165	113	11	0	0	2	1	2	129
Start Time	Rolling Hour							Total	Rolling Hour							
07:00	306	60	6	1	8	1	1	383	563	74	3	0	8	5	12	665
07:15	330	61	6	2	8	1	1	409	610	72	5	0	8	5	13	713
07:30	385	64	9	2	8	1	0	469	613	61	6	0	8	5	12	705
07:45	432	62	9	2	8	0	0	514	579	59	6	0	7	4	8	663
08:00	460	58	9	1	10	0	0	538	555	54	8	1	9	4	6	640
08:15	467	50	9	1	9	0	0	536	567	53	6	1	9	4	6	646
08:30	439	42	7	1	8	0	0	497	548	60	5	2	10	2	7	634
08:45	377	32	9	1	11	0	0	430	544	61	4	2	10	1	7	629
09:00	359	41	8	2	10	0	0	420	517	62	2	1	8	0	5	595
09:15	350	45	8	1	10	0	0	414	426	64	3	1	9	0	4	507
09:30	357	51	8	1	11	0	0	428	400	62	2	0	7	0	1	472
09:45	383	60	7	1	8	0	0	459	375	51	2	9	9	0	0	438
10:00	385	57	9	0	8	0	0	459	348	48	1	2	8	0	0	407
10:15	396	58	10	0	8	0	0	472	363	43	0	3	8	0	0	417
10:30	384	55	10	0	8	0	0	457	345	41	1	3	9	1	1	401
10:45	376	59	9	0	8	1	0	453	343	48	2	1	7	1	1	403
11:00	392	50	11	1	8	1	0	463	344	52	2	1	8	2	1	410
11:15	401	53	8	1	8	2	1	474	361	46	4	0	8	3	1	423
11:30	428	60	7	2	8	2	2	509	391	48	4	1	8	2	0	454
11:45	449	53	7	2	7	3	3	524	395	46	5	2	9	3	0	459
12:00	456	63	5	1	7	3	3	538	397	45	7	1	8	3	0	461
12:15	453	68	8	2	9	2	3	545	375	57	6	2	8	3	1	452
12:30	444	66	8	2	9	3	2	534	349	58	5	1	7	3	1	424
12:45	418	65	8	2	9	1	1	504	332	66	4	0	8	4	1	420
13:00	398	66	7	2	10	1	1	485	336	64	4	3	9	4	1	410
13:15	403	63	5	1	8	6	0	486	323	62	3	2	8	3	0	401
13:30	409	59	5	0	8	6	0	487	321	58	4	2	9	5	0	399
13:45	449	54	3	0	8	7	1	522	332	51	2	0	8	4	0	397
14:00	510	52	4	0	7	7	3	583	315	57	3	0	8	3	0	386
14:15	537	43	6	0	7	3	4	600	337	49	4	1	7	3	1	402
14:30	587	53	6	0	7	3	4	660	362	50	4	1	8	1	1	427
14:45	643	66	6	0	8	8	2	729	400	54	3	1	8	0	2	468
15:00	632	72	4	0	7	6	2	723	432	49	2	1	10	1	0	497
15:15	672	83	1	1	7	6	1	771	441	53	2	0	10	1	2	509
15:30	689	77	0	1	8	7	2	784	437	57	1	0	9	4	3	511
15:45	695	79	0	1	8	6	4	793	415	52	1	0	12	4	2	486
16:00	714	83	1	1	10	7	4	820	408	55	1	0	9	4	2	479
16:15	710	91	2	0	10	8	7	828	415	58	0	0	11	5	1	490
16:30	729	102	3	0	8	9	7	858	424	50	0	0	11	3	0	488
16:45	713	96	3	0	9	10	9	840	447	49	0	0	8	5	3	512
17:00	732	90	3	0	8	7	10	850	480	42	0	0	9	4	0	539
17:15	738	79	2	0	8	8	12	847	493	30	0	0	8	4	5	540
17:30	708	66	1	0	9	6	13	803	504	30	1	0	8	4	7	554
17:45	693	62	1	0	8	8	13	784	492	28	1	0	8	2	4	535
18:00	648	53	1	0	6	9	13	730	476	29	1	0	8	3	2	522

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Number: Site 2
 Date of Survey: 17.05.2018
 Junction Name: The Meadway / Church End Lane
 Junction Type: T-Junction



Time	Arm C Approach								Arm C Exit										
	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle	Total			
07:00	116	25	0	0	2	0	4	147	82	19	2	0	3	0	0	106			
07:15	152	25	1	0	2	1	5	185	115	25	2	0	3	1	0	135			
07:30	163	25	1	0	2	1	5	197	114	25	2	0	2	0	0	143			
07:45	185	26	0	0	2	0	0	214	120	21	1	1	1	1	0	145			
08:00	149	22	2	0	2	0	4	179	127	22	1	1	3	0	0	155			
08:15	168	13	2	2	0	2	2	189	144	24	4	0	2	0	0	174			
08:30	145	17	2	0	1	0	1	166	164	23	1	0	2	0	0	190			
08:45	142	16	2	1	4	1	3	169	150	15	1	0	3	0	0	169			
09:00	172	23	0	0	2	0	1	198	111	15	2	1	2	0	0	131			
09:15	142	20	1	1	3	1	3	171	93	14	2	0	1	1	0	110			
09:30	140	19	0	0	1	0	1	161	87	7	4	0	6	0	0	104			
09:45	113	15	0	0	2	0	0	130	104	20	0	1	2	0	0	127			
10:00	80	18	0	0	3	0	0	101	90	15	2	0	2	0	0	109			
10:15	107	12	0	0	1	0	0	120	99	15	2	0	2	0	0	118			
10:30	97	12	0	2	3	0	0	114	106	25	1	0	2	0	1	135			
10:45	100	15	0	0	1	0	0	116	101	20	2	0	2	0	1	126			
11:00	95	17	0	1	3	0	0	116	113	17	3	0	2	0	0	135			
11:15	111	16	1	0	2	1	2	133	99	13	2	0	2	0	0	116			
11:30	96	20	1	0	1	0	0	118	110	21	2	0	2	0	0	135			
11:45	97	17	0	0	2	1	0	117	125	11	5	1	2	0	0	144			
12:00	111	5	2	0	3	0	0	121	113	15	0	0	2	1	1	132			
12:15	122	20	1	1	2	2	0	147	129	15	1	1	2	0	1	149			
12:30	94	17	2	0	2	3	0	118	114	16	2	0	1	2	1	136			
12:45	92	15	2	0	1	1	0	111	128	21	1	0	2	0	0	152			
13:00	87	22	0	1	3	1	1	105	121	22	3	1	4	0	2	153			
13:15	90	16	1	0	1	0	1	108	111	19	1	1	2	1	0	135			
13:30	78	22	3	2	3	2	0	110	96	13	2	0	1	0	0	112			
13:45	96	20	0	0	2	1	0	119	108	19	1	0	3	0	1	132			
14:00	79	25	0	0	2	0	0	106	117	18	1	0	2	5	0	143			
14:15	84	12	1	0	2	2	0	101	115	12	1	0	2	1	0	131			
14:30	101	17	1	0	2	2	0	123	150	10	0	0	1	1	1	163			
14:45	92	18	1	0	2	1	0	114	160	20	2	0	2	0	2	186			
15:00	116	14	1	1	1	0	1	134	135	12	4	0	2	1	1	155			
15:15	114	11	1	0	3	1	0	129	192	21	1	0	2	0	0	217			
15:30	147	17	0	0	2	0	1	167	186	25	0	0	2	0	0	213			
15:45	122	18	0	0	4	0	0	144	171	22	0	0	1	2	0	196			
16:00	116	19	1	0	1	0	1	138	192	28	0	1	2	0	0	223			
16:15	117	21	0	0	2	5	1	146	187	17	0	0	3	1	1	209			
16:30	121	14	0	0	5	0	0	140	208	28	0	0	2	0	2	240			
16:45	114	18	0	0	1	1	0	134	200	32	1	0	3	4	1	241			
17:00	129	22	0	0	3	2	0	156	195	35	1	0	2	2	3	238			
17:15	140	8	0	0	2	1	0	151	228	29	1	0	1	4	1	264			
17:30	145	14	0	0	2	2	3	166	192	19	0	0	3	2	5	221			
17:45	147	10	0	0	2	0	0	159	209	23	2	0	2	0	1	237			
18:00	148	8	0	0	2	1	1	160	187	18	0	0	2	4	4	215			
18:15	164	10	1	0	2	2	0	179	187	14	0	0	2	2	2	207			
18:30	139	8	0	0	2	0	0	149	154	11	0	0	2	3	3	173			
18:45	142	10	0	0	2	1	2	157	161	12	1	0	2	2	2	178			
Start Time	Rolling Hour								Total	Rolling Hour								Total	
07:00	616	101	2	0	8	4	12	743	405	80	6	2	8	1	1	502			
07:15	649	98	4	0	8	4	12	775	450	83	6	2	8	1	1	551			
07:30	665	86	5	0	8	3	12	779	505	92	9	2	8	1	0	617			
07:45	647	78	6	0	7	2	8	748	555	90	8	2	8	1	0	664			
08:00	604	68	8	1	9	3	10	703	585	84	8	1	10	0	0	688			
08:15	627	69	6	1	9	3	7	722	569	77	8	1	9	0	0	664			
08:30	601	76	5	2	10	2	8	704	518	67	6	1	8	0	0	600			
08:45	596	78	3	2	10	2	8	699	441	51	9	1	12	0	0	514			
09:00	567	77	1	1	8	1	5	660	395	56	8	2	11	0	0	472			
09:15	475	72	1	1	9	1	4	563	374	56	8	1	11	0	0	450			
09:30	440	64	0	0	7	0	1	512	380	57	8	1	12	0	0	458			
09:45	397	57	0	2	9	0	0	465	399	75	5	1	8	0	1	469			
10:00	384	57	0	2	8	0	0	451	386	75	7	0	8	0	2	488			
10:15	399	56	0	3	8	0	0	466	419	77	8	0	8	0	2	514			
10:30	403	60	1	3	9	1	2	479	419	75	8	0	8	0	2	512			
10:45	402	68	2	1	7	1	2	483	423	71	9	0	8	0	1	512			
11:00	399	70	2	1	8	2	2	484	447	62	12	1	8	0	0	530			
11:15	415	58	4	0	8	2	2	489	447	60	9	1	8	1	1	527			
11:30	426	62	4	1	8	1	1	503	477	62	8	2	8	1	2	560			
11:45	424	59	5	1	9	4	1	503	481	57	8	2	7	3	3	561			
12:00	419	57	7	1	8	4	1	497	484	67	4	1	7	3	3	569			
12:15	395	74	5	2	8	5	2	491	492	74	7	2	9	2	4	590			
12:30	363	70	5	1	7	5	1	452	474	78	7	2	9	3	3	576			
12:45	347	75	6	3	8	4	2	444	456	75	7	2	9	1	2	552			
13:00	351	80	4	3	9	4	1	452	436	73	7	2	10	1	3	532			
13:15	343	83	4	2	8	3	0	443	432	69	5	1	8	6	1	522			
13:30	337	79	4	2	9	5	0	436	436	62	5	0	8	6	1	518			
13:45	360	74	2	0	8	5	0	449	490	59	3	0	8	7	2	569			
14:00	356	72	3	0	8	5	0	444	542	60	4	0	7	7	3	623			
14:15	393	61	4	1	7	5	1	472	560	54	7	0	7	3	4	635			
14:30	423	60	4	1	8	3	1	500	637	63	7	0	7	2	5	721			
14:45	469	60	3	1	8	4	2	644	673	78	7	0	8	1	4	749			
15:00	499	60	2	1	10	0	2	574	684	80	5	0	7	3	2	781			
15:15	499	65	2	0	10	0	2	578	741	96	1	1	7	2	1	849			
15:30	502	75	1	0	9	5	3	595	736	92	0	1	8	3	1	841			
15:45	476	72	1	0	12	0	2	568	758	95	0	1	8	3	3	868			
16:00	468	72	1	0	9	6	2	558	787	105	1	1	10	5	4	913			
16:15	481	75	0	0	11	8	1	576	790	112	2	0	10	7	7	928			
16:30	504	62	0	0	11	4	0	581	831	124	3	0	8	10	7	983			
16:45	528	62	0	0	8	6	0	607	815	115	3	0	9	12	10	1064			
17:00	561	54	0	0	9	3	3	632	824	106	4	0	8	8	10	860			
17:15	580	40	0	0	8	4	4	636	816	89	3	0	8	10	11	937			
17:30	604	42	1	0	8	5	4	664	775	74	2	0	9	8	12	880			
17:45	598	36	1	0	8	3	1	647	737	66	2	0	8	9	10	832			
18:00	593	36	1	0	8	4	0	645	689	67	2	0	8	11	11	821			

Intelligent Data Collection Limited

Client: Nicola Waight
 Project Number: ID03939
 Junction Name: The Meadway / Church End Lane
 Junction Type: T-Junction
 Date of Survey: 17.05.2018



Total Junction Flow							
Time	Cars	LGV	OGV1	OGV2	Buses	M/C	Cycle
07:00	213	47	2	0	5	0	4
07:15	236	44	2	0	4	0	4
07:30	297	52	4	0	4	2	5
07:45	331	50	1	1	3	2	1
08:00	310	47	5	1	5	0	4
08:15	349	37	6	0	4	2	2
08:30	342	46	4	0	3	1	1
08:45	335	33	3	1	7	1	3
09:00	313	41	2	1	4	0	1
09:15	269	34	3	1	4	1	3
09:30	244	31	5	0	7	0	1
09:45	248	41	0	1	4	0	0
10:00	196	37	3	0	5	0	0
10:15	235	29	2	0	3	0	0
10:30	228	37	3	2	5	0	1
10:45	223	37	2	0	3	0	1
11:00	230	38	3	1	5	0	0
11:15	221	30	3	0	4	1	2
11:30	229	47	3	0	3	1	0
11:45	241	32	5	1	4	1	0
12:00	250	25	3	0	5	2	1
12:15	278	38	2	2	4	0	2
12:30	239	35	4	0	3	6	1
12:45	246	40	4	0	3	1	0
13:00	232	49	4	2	7	1	3
13:15	227	39	2	1	3	1	0
13:30	193	38	5	2	4	2	0
13:45	233	40	1	0	5	1	1
14:00	218	47	1	0	4	5	0
14:15	232	29	2	0	4	0	0
14:30	277	28	1	0	3	3	1
14:45	292	42	3	0	4	1	2
15:00	285	27	5	1	3	1	2
15:15	346	36	2	0	5	5	1
15:30	373	47	0	0	4	1	1
15:45	323	45	0	0	5	4	1
16:00	347	49	1	1	3	1	1
16:15	337	40	0	0	5	2	2
16:30	362	45	0	0	7	0	2
16:45	341	54	1	0	4	5	1
17:00	360	60	1	0	5	4	3
17:15	402	41	1	0	3	5	1
17:30	381	37	0	0	5	4	8
17:45	395	37	2	0	4	1	3
18:00	368	30	0	0	4	5	6
18:15	379	26	1	1	4	4	4
18:30	326	24	0	0	4	4	3
18:45	331	26	1	0	2	3	5
Rolling Hour							
Start Time							Total
07:00	1097	193	9	2	16	7	1437
07:15	1194	193	12	2	16	7	1438
07:30	1287	186	16	2	16	6	1525
07:45	1332	180	16	2	15	5	1558
08:00	1336	163	18	2	19	4	1522
08:15	1339	157	15	2	18	4	1542
08:30	1259	154	12	3	18	3	1457
08:45	1161	139	13	3	22	2	1348
09:00	1074	147	10	3	19	1	1259
09:15	957	143	11	2	20	1	1138
09:30	923	138	10	1	19	0	1092
09:45	907	144	8	3	17	0	1080
10:00	882	140	10	2	16	0	1052
10:15	916	141	10	3	16	0	1088
10:30	902	142	11	3	17	1	1080
10:45	903	152	11	1	15	2	1087
11:00	921	147	14	2	16	3	1105
11:15	941	134	14	1	16	5	1114
11:30	998	142	13	3	16	4	1179
11:45	1008	130	14	3	16	9	1194
12:00	1013	138	13	2	15	9	1194
12:15	995	162	14	4	17	8	1206
12:30	944	163	14	3	16	9	1153
12:45	898	166	15	5	17	5	1109
13:00	885	166	12	5	19	5	1096
13:15	871	164	9	3	16	9	1073
13:30	876	154	9	2	17	11	1070
13:45	960	144	5	0	16	12	1139
14:00	1019	146	7	0	15	12	1202
14:15	1086	126	11	1	14	8	1251
14:30	1200	133	11	1	15	6	1372
14:45	1296	152	10	1	16	6	1485
15:00	1327	155	7	1	17	7	1519
15:15	1389	177	3	1	17	7	1598
15:30	1380	181	1	1	17	13	1598
15:45	1369	179	1	1	20	6	1588
16:00	1387	188	2	1	19	13	1616
16:15	1400	199	2	0	21	16	1646
16:30	1465	200	3	0	19	14	1708
16:45	1484	192	3	0	18	13	1727
17:00	1538	175	4	0	17	14	1763
17:15	1546	145	3	0	16	15	1743
17:30	1523	130	3	0	17	14	1708
17:45	1468	117	3	0	16	14	1634
18:00	1404	106	2	0	14	16	1560

Intelligent Data Collection Limited

Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 2

Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Junction Type: T-Junction



Arm A: Church End Lane (N)

Arm B: The Meadway (E)

Arm C: The Meadway (W)

PCU Summary									
Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	29	11	0	7	83	0	119	28
07:15	0	40	9	0	10	71	0	163	22
07:30	0	40	14	0	10	108	0	167	29
07:45	0	50	16	0	13	99	0	167	49
08:00	0	56	28	0	11	107	0	151	30
08:15	0	56	17	0	20	125	0	149	42
08:30	0	53	19	0	22	141	0	123	46
08:45	0	56	26	0	19	118	0	141	35
09:00	0	39	17	0	16	99	0	168	32
09:15	0	28	17	0	17	85	0	140	35
09:30	0	26	13	0	11	91	0	124	38
09:45	0	18	24	0	13	114	0	104	29
10:00	0	21	18	0	14	93	0	83	23
10:15	0	21	15	0	16	102	0	104	18
10:30	0	28	11	0	18	110	0	98	24
10:45	0	20	7	0	17	110	0	89	29
11:00	0	33	13	0	13	108	0	98	24
11:15	0	24	6	0	6	97	0	98	37
11:30	0	36	11	0	18	104	0	94	26
11:45	0	25	11	0	12	129	0	92	27
12:00	0	20	19	0	14	114	0	104	23
12:15	0	33	13	0	17	121	0	125	27
12:30	0	20	16	0	17	117	0	96	25
12:45	0	22	15	0	17	134	0	91	23
13:00	0	30	20	0	11	132	0	95	25
13:15	0	29	14	0	16	111	0	92	19
13:30	0	18	13	0	9	97	0	101	19
13:45	0	18	16	0	14	118	0	90	31
14:00	0	23	12	0	14	121	0	80	29
14:15	0	29	17	0	21	105	0	88	16
14:30	0	41	11	0	16	122	0	94	31
14:45	0	30	12	0	32	159	0	85	32
15:00	0	27	13	0	22	133	0	96	42
15:15	0	54	24	0	20	166	0	108	26
15:30	0	37	15	0	30	179	0	130	39
15:45	0	35	16	0	20	161	0	111	39
16:00	0	47	19	0	22	181	0	100	40
16:15	0	30	19	0	16	182	0	110	35
16:30	0	47	13	0	23	194	0	113	35
16:45	0	41	22	0	9	202	0	94	41
17:00	0	57	13	0	26	181	0	119	40
17:15	0	58	17	0	21	205	0	112	41
17:30	0	54	16	0	32	167	0	125	40
17:45	0	44	20	0	24	197	0	124	38
18:00	0	40	8	0	29	172	0	123	39
18:15	0	42	12	0	18	165	0	130	51
18:30	0	23	9	0	29	148	0	117	35
18:45	0	35	11	0	21	141	0	119	39
Rolling Hour									
Start Time	A to A	A to C	A to B	B to B	B to A	B to C	C to C	C to B	C to A
07:00	0	159	51	0	40	361	0	616	129
07:15	0	186	68	0	44	385	0	648	130
07:30	0	202	76	0	54	438	0	634	150
07:45	0	215	81	0	66	471	0	589	167
08:00	0	221	90	0	72	491	0	563	153
08:15	0	204	79	0	77	483	0	580	155
08:30	0	176	79	0	74	443	0	571	149
08:45	0	149	73	0	63	394	0	572	141
09:00	0	111	71	0	57	389	0	536	134
09:15	0	93	72	0	55	383	0	450	125
09:30	0	86	70	0	54	400	0	414	108
09:45	0	88	68	0	61	418	0	388	94
10:00	0	90	51	0	65	414	0	373	94
10:15	0	102	46	0	64	429	0	389	95
10:30	0	105	37	0	54	424	0	383	114
10:45	0	113	37	0	54	418	0	379	116
11:00	0	118	41	0	49	437	0	383	114
11:15	0	105	47	0	50	443	0	389	113
11:30	0	114	54	0	61	467	0	416	103
11:45	0	98	59	0	60	480	0	418	102
12:00	0	95	63	0	65	485	0	416	98
12:15	0	106	64	0	62	504	0	407	100
12:30	0	102	65	0	61	494	0	373	92
12:45	0	99	62	0	53	474	0	378	86
13:00	0	95	63	0	50	459	0	378	94
13:15	0	88	55	0	53	448	0	363	98
13:30	0	88	58	0	58	442	0	359	95
13:45	0	111	56	0	65	467	0	352	107
14:00	0	123	52	0	83	508	0	347	109
14:15	0	127	53	0	91	520	0	362	122
14:30	0	152	60	0	90	581	0	383	132
14:45	0	148	64	0	105	637	0	419	139
15:00	0	153	68	0	92	640	0	445	146
15:15	0	173	74	0	93	687	0	449	144
15:30	0	149	69	0	89	703	0	451	153
15:45	0	159	67	0	81	719	0	434	149
16:00	0	165	73	0	71	760	0	416	151
16:15	0	175	67	0	74	760	0	436	151
16:30	0	203	65	0	79	783	0	438	157
16:45	0	210	68	0	88	755	0	451	162
17:00	0	213	66	0	103	750	0	481	159
17:15	0	196	61	0	106	741	0	484	158
17:30	0	180	57	0	103	701	0	502	168
17:45	0	150	50	0	100	682	0	494	163
18:00	0	141	40	0	98	626	0	489	164

Intelligent Data Collection Limited



Client: Nicola Waight
Project Number: ID03939
Junction Number: Site 2

Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Junction Type: T-Junction

Arm A: Church End Lane (N)
Arm B: The Meadway (E)
Arm C: The Meadway (W)

Count Method: Vehicles **Classes Included:** All Classes *Select the count method and desired user classes from the drop-downs in cells D10 and G10*

Maximum 15-minute Junction Flow:	AM Peak	from:	08:15	until:	08:30	flow:	400	<i>AM Peak covers 07:00 until 10:00</i>
	Inter-Peak	from:	15:30	until:	15:45	flow:	426	<i>Inter-Peak covers 10:00 until 16:00</i>
	PM Peak	from:	17:15	until:	17:30	flow:	453	<i>PM Peak covers 16:00 until 19:00</i>

Period Starting: 08:00 *Select the time from the drop-down in cell D18 to show the 15-minute data for that period*

Movement Counts

	To			
	A	B	C	Total
From A	0	27	56	83
From B	11	0	99	110
From C	29	150	0	179
Total	40	177	155	372

HGV Proportions

	To			
	A	B	C	Total
From A	0.0%	3.7%	0.0%	1.2%
From B	0.0%	0.0%	6.1%	5.5%
From C	3.4%	2.0%	0.0%	2.2%
Total	2.5%	2.3%	3.9%	3.0%

Maximum Hourly Junction Flow:	AM Peak	from:	07:45	until:	08:45	flow:	1558
	Inter-Peak	from:	15:15	until:	16:15	flow:	1598
	PM Peak	from:	17:00	until:	18:00	flow:	1763

Period Starting: 15:00 *Select the time from the drop-down in cell D34 to show the hourly data for that period*

Movement Counts

	To			
	A	B	C	Total
From A	0	69	153	222
From B	95	0	628	723
From C	146	428	0	574
Total	241	497	781	1519

HGV Proportions

	To			
	A	B	C	Total
From A	0.0%	0.0%	0.7%	0.5%
From B	0.0%	0.0%	1.8%	1.5%
From C	0.0%	3.0%	0.0%	2.3%
Total	0.0%	2.6%	1.5%	1.6%

Bold entries in the above tables indicate the maximum movement, approach and exit flows for the selected time period, and similarly with the HGV proportions

Appendix 5

The Meadway junction pedestrian counts

Intelligent Data Collection Limited

Reading Church End

Client:	Hampshire County Council
Project Number:	ID03939
Site Number:	Site 2
Site Name:	The Meadway / Church End Lane
Dates of Survey:	17.05.2018
Survey Type:	Pedestrian Count

Contents Page

Location Plan
17.05.2018

Intelligent Data Collection Limited



Client: Hampshire County Council
Project Number: ID03939
Site Number: Site 2
Site Name: The Meadway / Church End Lane
Dates of Survey: 17.05.2018
Survey Type: Pedestrian Count

X Coordinate	Y Coordinate	Google Maps Link
51.45330302	-1.02926024	Click Here
Site Layout		
Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)		

Intelligent Data Collection Limited

Client:	Marquette County Council	
Project Number:	2003939	
Site Number:	Site 2	
Site Name:	The Meadow / Church End Lane	
Date of Survey:	17.05.2018	Drawn by: Matthew Mills
Survey Type:	Pedestrian Count	Checked by: Luke Martin



Year	MEMBERSHIP A1				Total	MEMBERSHIP A2				Total	MEMBERSHIP C1				Total	MEMBERSHIP A3				Total	MEMBERSHIP A4				Total	MEMBERSHIP A5				Total	MEMBERSHIP A6				Total
	Adults	12-17yrs	Minor 13yrs	Minor 14yrs		Adults	12-17yrs	Minor 13yrs	Minor 14yrs		Adults	12-17yrs	Minor 13yrs	Minor 14yrs		Adults	12-17yrs	Minor 13yrs	Minor 14yrs		Adults	12-17yrs	Minor 13yrs	Minor 14yrs		Adults	12-17yrs	Minor 13yrs	Minor 14yrs		Adults	12-17yrs	Minor 13yrs	Minor 14yrs	
2013					0					0					0					0					0						0				
2014					0					0					0					0					0						0				
2015					0					0					0					0					0						0				
2016					0					0					0					0					0						0				
2017					0					0					0					0					0						0				
2018					0					0					0					0					0						0				
2019					0					0					0					0					0						0				
2020					0					0					0					0					0						0				
2021					0					0					0					0					0						0				
2022					0					0					0					0					0						0				
2023					0					0					0					0					0						0				
2024					0					0					0					0					0						0				
2025					0					0					0					0					0						0				
2026					0					0					0					0					0						0				
2027					0					0					0					0					0						0				
2028					0					0					0					0					0						0				
2029					0					0					0					0					0						0				
2030					0					0					0					0					0						0				
2031					0					0					0					0					0						0				
2032					0					0					0					0					0						0				
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2065					0					0					0					0					0						0				
2066					0					0					0					0					0						0				
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2068					0					0					0					0					0						0				
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2071					0					0					0					0					0						0				
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2074					0					0					0					0					0						0				
2075					0					0					0					0					0						0				
2076					0					0					0					0					0						0				
2077					0					0					0					0					0						0				
2078					0					0					0					0					0						0				
2079					0					0					0					0					0						0				
2080					0					0					0					0					0						0				
2081					0					0					0					0					0						0				
2082					0					0					0					0					0						0				
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2086					0					0					0					0					0						0				
2087					0					0					0					0					0						0				
2088					0					0					0					0					0						0				
2089					0					0					0					0					0						0				
2090					0					0					0					0					0						0				
2091					0					0					0					0					0						0				
2092					0					0					0					0					0						0				

[illegible]

Year	Region: C1					Region: C2					Region: C3					Region: C4				
	Adults	12-17ys	Under 12ys	Under 12ys	Total	Adults	12-17ys	Under 12ys	Under 12ys	Total	Adults	12-17ys	Under 12ys	Under 12ys	Total	Adults	12-17ys	Under 12ys	Under 12ys	Total
2010-11	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2011-12	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2012-13	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2013-14	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2014-15	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2015-16	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2016-17	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2017-18	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2018-19	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2019-20	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2020-21	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2021-22	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2022-23	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2023-24	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2024-25	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2025-26	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2026-27	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2027-28	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2028-29	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2029-30	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2030-31	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2031-32	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2032-33	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2033-34	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2034-35	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2035-36	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2036-37	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2037-38	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2038-39	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2039-40	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2040-41	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2041-42	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2042-43	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2043-44	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2044-45	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2045-46	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2046-47	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2047-48	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2048-49	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2049-50	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2050-51	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2051-52	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2052-53	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2053-54	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2054-55	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2055-56	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2056-57	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2057-58	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2058-59	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2059-60	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2060-61	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2061-62	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2062-63	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2063-64	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2064-65	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2065-66	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2066-67	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2067-68	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2068-69	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2069-70	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2070-71	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2071-72	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2072-73	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2073-74	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2074-75	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2075-76	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2076-77	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2077-78	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2078-79	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2079-80	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2080-81	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2081-82	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2082-83	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2083-84	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2084-85	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2085-86	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2086-87	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2087-88	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2088-89	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2089-90	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2090-91	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2091-92	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2092-93	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2093-94	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2094-95	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2095-96	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2096-97	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2097-98	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2098-99	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3	1	1	1	1	3
2099-00	1	1	1	1	3															

Appendix 6

The Meadway junction queue report

Intelligent Data Collection Limited Reading Church End

Client:	Hampshire County Council
Project Number:	ID03939
Site Number:	Site 2
Date of Survey:	17.05.2018
Junction Name:	The Meadway / Church End Lane
Survey Type:	Queue Length Survey

Quality Assurance and Issue Record

Quality Assurance

Revision	Rev A			
Date	05.06.2018			
Prepared by	Richard Collins			
Signature				
Checked by	Luke Martin			
Signature				
Project Director	Paul O'Neill			
Signature				
Project number	ID03939			
File Ref	ID03939 Reading Church End - Queue Report Site 2 - 17.05.2018			

Issue Sheet

Issued to	Date			
	06.06.2018			
Nicola Waight	E-mail			

Contents Page

Location Plan
Queue Lengths

Intelligent Data Collection Limited



Client: Hampshire County Council
Project Number: ID03939
Site Number: Site 2
Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Survey Type: Queue Length Survey

X Coordinate	Y Coordinate	Google Maps Link
51.45328381	-1.029162579	Click Here
Weather Conditions		
Dry		

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported by lane for each five-minute period.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

Any shaded entries indicate where queues reach the extent of the camera view.

Intelligent Data



Client: Hampshire County Council
Project Number: ID03939
Site Number: Site 2
Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Survey Type: Queue Length Survey

Time	Lane A1				Lane B1				Lane C1			
	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)	Lights	Heavies	Total	Length (m)
07:00	3	0	3	18	2	0	2	12	3	0	3	18
07:05	2	0	2	12	0	1	1	15	6	0	6	36
07:10	1	0	1	6	1	1	2	21	5	0	5	30
07:15	3	0	3	18	2	0	2	12	6	0	6	36
07:20	5	0	5	30	2	0	2	12	5	0	5	30
07:25	4	0	4	24	8	0	8	48	13	0	13	78
07:30	7	0	7	42	6	0	6	36	6	0	6	36
07:35	4	0	4	24	5	0	5	30	5	0	5	30
07:40	4	0	4	24	6	0	6	36	9	0	9	54
07:45	7	0	7	42	4	0	4	24	3	0	3	18
07:50	10	0	10	60	8	0	8	48	12	1	13	87
07:55	4	0	4	24	3	0	3	18	12	0	12	72
08:00	9	0	9	54	2	1	3	27	10	0	10	60
08:05	9	0	9	54	4	0	4	24	12	1	13	87
08:10	10	0	10	60	6	1	7	51	13	0	13	78
08:15	9	0	9	54	5	1	6	45	7	0	7	42
08:20	6	0	6	36	8	0	8	48	11	0	11	66
08:25	9	0	9	54	6	0	6	36	12	0	12	72
08:30	4	0	4	24	6	1	7	51	10	0	10	60
08:35	6	0	6	36	8	0	8	48	11	0	11	66
08:40	8	0	8	48	8	0	8	48	10	1	11	75
08:45	10	0	10	60	6	1	7	51	13	0	13	78
08:50	11	0	11	66	8	0	8	48	13	0	13	78
08:55	11	0	11	66	4	1	5	39	6	0	6	36
09:00	8	0	8	48	8	0	8	48	13	0	13	78
09:05	10	0	10	60	6	1	7	51	13	0	13	78
09:10	3	0	3	18	6	0	6	36	6	0	6	36
09:15	3	0	3	18	5	1	6	45	2	1	3	27
09:20	6	0	6	36	3	0	3	18	13	0	13	78
09:25	6	0	6	36	7	0	7	42	12	0	12	72
09:30	4	0	4	24	3	2	5	48	8	0	8	48
09:35	4	0	4	24	4	0	4	24	6	0	6	36
09:40	3	0	3	18	6	0	6	36	7	0	7	42
09:45	3	0	3	18	6	0	6	36	4	0	4	24
09:50	3	0	3	18	3	0	3	18	4	0	4	24
09:55	2	0	2	12	3	0	3	18	3	1	4	33
10:00	4	0	4	24	6	0	6	36	3	1	4	33
10:05	1	1	2	21	4	1	5	39	1	1	2	21
10:10	2	0	2	12	4	1	5	39	2	1	3	27
10:15	2	0	2	12	2	0	2	12	2	0	2	12
10:20	5	0	5	30	4	1	5	39	5	0	5	30
10:25	2	0	2	12	2	0	2	12	1	1	2	21
10:30	2	0	2	12	2	0	2	12	4	0	4	24
10:35	5	0	5	30	2	1	3	27	5	0	5	30
10:40	2	0	2	12	2	1	3	27	4	0	4	24
10:45	1	0	1	6	4	0	4	24	2	0	2	12
10:50	3	0	3	18	5	1	6	45	1	0	1	6
10:55	2	0	2	12	3	0	3	18	3	0	3	18
11:00	4	0	4	24	5	0	5	30	3	0	3	18
11:05	3	0	3	18	4	1	5	39	3	0	3	18
11:10	3	0	3	18	4	0	4	24	5	0	5	30
11:15	3	0	3	18	8	0	8	48	6	0	6	36
11:20	1	0	1	6	2	0	2	12	4	0	4	24
11:25	2	0	2	12	2	1	3	27	3	0	3	18
11:30	2	0	2	12	6	0	6	36	4	0	4	24
11:35	2	0	2	12	3	0	3	18	6	0	6	36
11:40	5	0	5	30	2	1	3	27	6	0	6	36
11:45	2	0	2	12	4	0	4	24	2	0	2	12
11:50	3	0	3	18	6	0	6	36	5	0	5	30
11:55	3	0	3	18	4	0	4	24	3	0	3	18
12:00	2	0	2	12	3	0	3	18	5	0	5	30

Queue length survey continued												
12:05	4	0	4	24	3	0	3	18	2	0	2	12
12:10	4	0	4	24	4	0	4	24	4	0	4	24
12:15	5	0	5	30	7	0	7	42	3	0	3	18
12:20	5	0	5	30	6	1	7	51	10	0	10	60
12:25	5	0	5	30	4	0	4	24	4	0	4	24
12:30	4	0	4	24	6	0	6	36	2	0	2	12
12:35	2	0	2	12	7	0	7	42	3	0	3	18
12:40	3	0	3	18	3	1	4	33	13	0	13	78
12:45	2	0	2	12	6	1	7	51	5	0	5	30
12:50	4	0	4	24	7	0	7	42	3	0	3	18
12:55	5	0	5	30	8	0	8	48	5	0	5	30
13:00	3	0	3	18	2	1	3	27	4	1	5	39
13:05	3	0	3	18	5	1	6	45	4	0	4	24
13:10	2	0	2	12	6	0	6	36	2	0	2	12
13:15	3	0	3	18	4	2	6	54	4	0	4	24
13:20	3	0	3	18	2	0	2	12	0	1	1	15
13:25	2	0	2	12	6	1	7	51	8	0	8	48
13:30	3	0	3	18	3	0	3	18	3	0	3	18
13:35	3	0	3	18	3	0	3	18	5	0	5	30
13:40	5	0	5	30	5	1	6	45	7	1	8	57
13:45	1	0	1	6	3	0	3	18	4	0	4	24
13:50	4	0	4	24	5	0	5	30	4	0	4	24
13:55	2	0	2	12	4	1	5	39	6	0	6	36
14:00	3	0	3	18	4	0	4	24	2	0	2	12
14:05	4	0	4	24	3	0	3	18	6	0	6	36
14:10	3	0	3	18	5	0	5	30	2	0	2	12
14:15	3	0	3	18	5	0	5	30	3	0	3	18
14:20	3	0	3	18	2	1	3	27	5	0	5	30
14:25	3	0	3	18	7	0	7	42	2	0	2	12
14:30	3	0	3	18	8	0	8	48	5	0	5	30
14:35	4	0	4	24	5	0	5	30	6	0	6	36
14:40	3	0	3	18	6	0	6	36	5	0	5	30
14:45	3	0	3	18	5	1	6	45	4	0	4	24
14:50	5	0	5	30	8	0	8	48	6	0	6	36
14:55	2	0	2	12	8	0	8	48	13	0	13	78
15:00	6	0	6	36	5	1	6	45	13	0	13	78
15:05	5	0	5	30	8	0	8	48	6	0	6	36
15:10	3	0	3	18	8	0	8	48	8	0	8	48
15:15	10	0	10	60	8	0	8	48	11	0	11	66
15:20	9	0	9	54	8	0	8	48	13	0	13	78
15:25	9	0	9	54	8	0	8	48	10	0	10	60
15:30	6	0	6	36	8	0	8	48	8	1	9	63
15:35	6	0	6	36	6	1	7	51	12	1	13	87
15:40	5	0	5	30	4	0	4	24	10	0	10	60
15:45	4	0	4	24	7	0	7	42	8	0	8	48
15:50	3	0	3	18	8	0	8	48	7	0	7	42
15:55	5	0	5	30	8	0	8	48	8	0	8	48
16:00	5	0	5	30	8	0	8	48	11	0	11	66
16:05	9	0	9	54	8	0	8	48	12	0	12	72
16:10	9	0	9	54	8	0	8	48	6	0	6	36
16:15	3	0	3	18	8	0	8	48	9	0	9	54
16:20	7	0	7	42	8	0	8	48	6	0	6	36
16:25	6	0	6	36	8	0	8	48	12	0	12	72
16:30	10	0	10	60	8	0	8	48	8	0	8	48
16:35	10	0	10	60	8	0	8	48	6	0	6	36
16:40	6	0	6	36	7	0	7	42	5	0	5	30
16:45	5	0	5	30	4	0	4	24	6	0	6	36
16:50	6	0	6	36	8	0	8	48	6	1	7	51
16:55	7	0	7	42	8	0	8	48	9	0	9	54
17:00	6	0	6	36	6	1	7	51	6	0	6	36
17:05	7	0	7	42	8	0	8	48	14	0	14	84
17:10	9	0	9	54	6	1	7	51	11	0	11	66
17:15	9	0	9	54	7	0	7	42	8	0	8	48
17:20	6	0	6	36	8	0	8	48	12	1	13	87
17:25	8	0	8	48	8	0	8	48	14	0	14	84
17:30	7	0	7	42	6	0	6	36	8	0	8	48
17:35	8	0	8	48	6	1	7	51	14	0	14	84
17:40	6	0	6	36	8	0	8	48	7	0	7	42
17:45	8	0	8	48	8	0	8	48	10	0	10	60
17:50	10	0	10	60	8	0	8	48	13	0	13	78
17:55	6	0	6	36	8	0	8	48	9	0	9	54
18:00	4	0	4	24	4	0	4	24	3	0	3	18
18:05	7	0	7	42	8	0	8	48	8	0	8	48
18:10	8	0	8	48	6	0	6	36	7	0	7	42
18:15	5	0	5	30	5	0	5	30	5	0	5	30
18:20	6	0	6	36	7	0	7	42	7	0	7	42
18:25	6	0	6	36	8	0	8	48	9	0	9	54
18:30	3	0	3	18	8	0	8	48	4	0	4	24
18:35	5	0	5	30	6	0	6	36	8	0	8	48
18:40	3	0	3	18	4	0	4	24	3	0	3	18
18:45	6	0	6	36	7	0	7	42	6	0	6	36
18:50	7	0	7	42	4	0	4	24	6	0	6	36
18:55	3	0	3	18	8	0	8	48	5	0	5	30

Appendix 7

The Meadway junction signals survey

Intelligent Data Collection Limited

Reading Church End

Client:	Hampshire County Council
Project Number:	ID03939
Site Number:	Site 2
Date of Survey:	17.05.2018
Junction Name:	The Meadway / Church End Lane
Survey Type:	Signal Timing

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Location Plan
Signal Timings

Intelligent Data Collection Limited



Client: Hampshire County Council
Project Number: ID03939
Site Number: Site 2
Date of Survey: 17.05.2018
Junction Name: The Meadway / Church End Lane
Survey Type: Signal Timing

X Coordinate	Y Coordinate	Google Maps Link
51.45334608	-1.029210575	Click Here
Weather Conditions		
Dry		

Junction Layout



Queue Length Methodology

The maximum queue length, in vehicles, is reported for each time the signals change to green.

These are segregated into 'light' and 'heavy' vehicles, and are then presented as a maximum queue length using the assumption that a light vehicle contributes 6m to a queue and a heavy vehicle 15m. These values can be updated by the user.

Vehicle Length Assumptions (metres)

Lights	Heavies
6	15

Additional Notes (Factors which may impact on survey results such as accidents, roadworks, special events)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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[illegible]

Appendix 8

The Meadway junction assessment - LinSig

Project:	
Title:	Church End Lane - The MeadWay Junction Reading
Location:	
File name:	Meadway Church End Lane v2.lsg3x
Author:	
Company:	
Address:	
Notes:	

Diagram 1: Roundabout

Unnamed Junction

Arm 1 - The Meadway westbound

Arm 2 - The Meadway eastbound

Arm 3 - Church End Lane

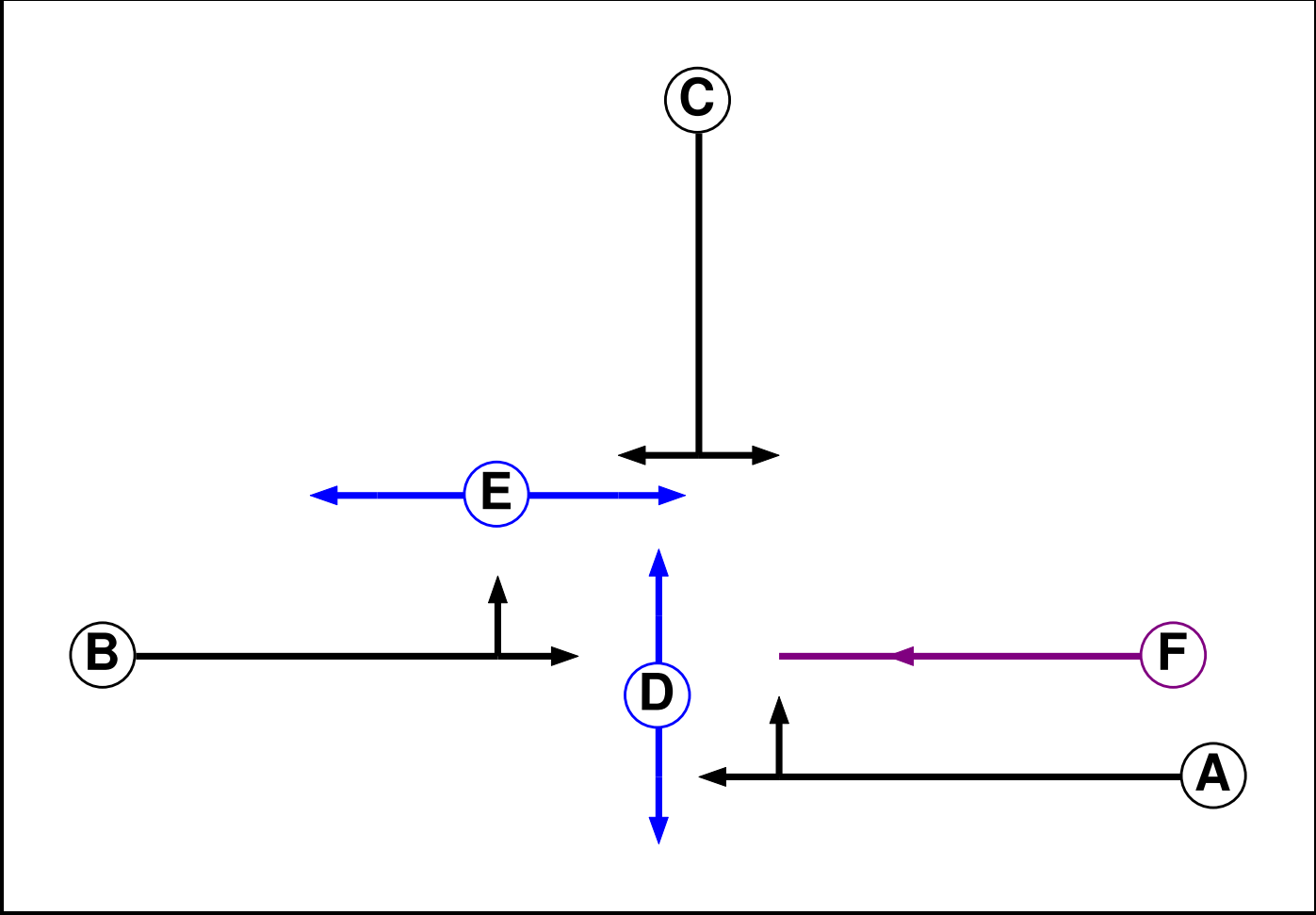
Arm 4 -

Arm 5 -

Arm 6 -

100m

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		7	7
F	Ind. Arrow	A	4	4

Full Input Data And Results

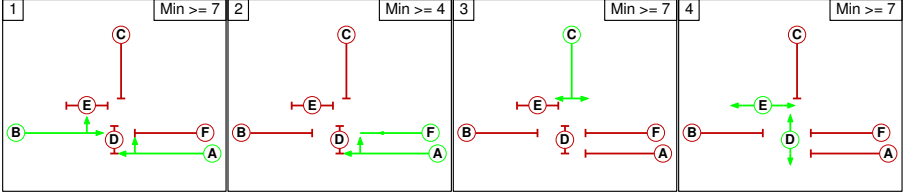
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	6	9	9	-
	B	-		5	9	9	5
	C	5	5		9	9	5
	D	10	10	10		-	10
	E	10	10	10	-		10
	F	-	5	5	10	10	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A F
3	C
4	D E

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		5	6	9
	2	5		6	10
	3	5	5		9
	4	10	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (The Meadway westbound)	5/1 (Right)	1439	0	2/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (The Meadway westbound)	O	A	2	3	60.0	Geom	-	4.20	0.00	N	Arm 4 Ahead	Inf
											Arm 5 Right	Inf
2/1 (The Meadway eastbound)	U	B	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 5 Left	Inf
											Arm 6 Ahead	Inf
3/1 (Church End Lane)	U	C	2	3	60.0	Geom	-	4.25	0.00	Y	Arm 4 Right	Inf
											Arm 6 Left	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2018'	08:00	09:00	01:00	
2: 'PM Peak 2018'	15:00	16:00	01:00	
3: 'AM Peak 2025'	08:00	09:00	01:00	
4: 'PM Peak 2025'	15:00	16:00	01:00	
5: 'AM Peak 2025 + School'	08:00	09:00	01:00	
6: 'PM Peak + School'	08:00	09:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin	A	B	C	Tot.	
	A	0	90	221	311
	B	71	0	467	538
	C	153	550	0	703
	Tot.	224	640	688	1552

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: AM Peak 2018
Junction: Unnamed Junction	
1/1	538
2/1	703
3/1	311
4/1	688
5/1	224
6/1	640

Lane Saturation Flows

Junction: Unnamed Junction										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (The Meadway westbound)	4.20	0.00	N	Arm 4 Ahead	Inf	86.8 %	2175	2175		
				Arm 5 Right	Inf	13.2 %				
2/1 (The Meadway eastbound)	4.20	0.00	Y	Arm 5 Left	Inf	21.8 %	2035	2035		
				Arm 6 Ahead	Inf	78.2 %				
3/1 (Church End Lane)	4.25	0.00	Y	Arm 4 Right	Inf	71.1 %	2040	2040		
				Arm 6 Left	Inf	28.9 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

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

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	69	153	222
	B	95	0	628	723
	C	146	428	0	574
	Tot.	241	497	781	1519

Traffic Lane Flows

Lane	Scenario 2: PM 2018
Junction: Unnamed Junction	
1/1	723
2/1	574
3/1	222
4/1	781
5/1	241
6/1	497

Lane Saturation Flows

Junction: Unnamed Junction										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (The Meadway westbound)	4.20	0.00	N	Arm 4 Ahead	Inf	86.9 %	2175	2175		
				Arm 5 Right	Inf	13.1 %				
2/1 (The Meadway eastbound)	4.20	0.00	Y	Arm 5 Left	Inf	25.4 %	2035	2035		
				Arm 6 Ahead	Inf	74.6 %				
3/1 (Church End Lane)	4.25	0.00	Y	Arm 4 Right	Inf	68.9 %	2040	2040		
				Arm 6 Left	Inf	31.1 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Scenario 3: 'AM Peak 2025' (FG3: 'AM Peak 2025', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	99	244	343
	B	78	0	516	594
	C	169	608	0	777
	Tot.	247	707	760	1714

Traffic Lane Flows

Lane	Scenario 3: AM Peak 2025
Junction: Unnamed Junction	
1/1	594
2/1	777
3/1	343
4/1	760
5/1	247
6/1	707

Lane Saturation Flows

Junction: Unnamed Junction									
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (The Meadway westbound)	4.20	0.00	N	Arm 4 Ahead	Inf	86.9 %	2175	2175	
				Arm 5 Right	Inf	13.1 %			
2/1 (The Meadway eastbound)	4.20	0.00	Y	Arm 5 Left	Inf	21.8 %	2035	2035	
				Arm 6 Ahead	Inf	78.2 %			
3/1 (Church End Lane)	4.25	0.00	Y	Arm 4 Right	Inf	71.1 %	2040	2040	
				Arm 6 Left	Inf	28.9 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
6/1	Infinite Saturation Flow					Inf	Inf		

Scenario 4: 'PM Peak 2025' (FG4: 'PM Peak 2025', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	78	172	250
	B	107	0	706	813
	C	164	481	0	645
	Tot.	271	559	878	1708

Traffic Lane Flows

Lane	Scenario 4: PM Peak 2025
Junction: Unnamed Junction	
1/1	813
2/1	645
3/1	250
4/1	878
5/1	271
6/1	559

Lane Saturation Flows

Junction: Unnamed Junction										
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)		
1/1 (The Meadway westbound)	4.20	0.00	N	Arm 4 Ahead	Inf	86.8 %	2175	2175		
				Arm 5 Right	Inf	13.2 %				
2/1 (The Meadway eastbound)	4.20	0.00	Y	Arm 5 Left	Inf	25.4 %	2035	2035		
				Arm 6 Ahead	Inf	74.6 %				
3/1 (Church End Lane)	4.25	0.00	Y	Arm 4 Right	Inf	68.8 %	2040	2040		
				Arm 6 Left	Inf	31.2 %				
4/1	Infinite Saturation Flow						Inf	Inf		
5/1	Infinite Saturation Flow						Inf	Inf		
6/1	Infinite Saturation Flow						Inf	Inf		

Scenario 5: 'AM Peak 2025 + School' (FG5: 'AM Peak 2025 + School', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	111	273	384
	B	89	0	516	605
	C	193	608	0	801
	Tot.	282	719	789	1790

Traffic Lane Flows

Lane	Scenario 5: AM Peak 2025 + School
Junction: Unnamed Junction	
1/1	605
2/1	801
3/1	384
4/1	789
5/1	282
6/1	719

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Meadway westbound)	4.20	0.00	N	Arm 4 Ahead	Inf	85.3 %	2175	2175
				Arm 5 Right	Inf	14.7 %		
2/1 (The Meadway eastbound)	4.20	0.00	Y	Arm 5 Left	Inf	24.1 %	2035	2035
				Arm 6 Ahead	Inf	75.9 %		
3/1 (Church End Lane)	4.25	0.00	Y	Arm 4 Right	Inf	71.1 %	2040	2040
				Arm 6 Left	Inf	28.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM Peak 2025 + School' (FG6: 'PM Peak + School', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	90	200	290
	B	121	0	706	827
	C	187	481	0	668
	Tot.	308	571	906	1785

Full Input Data And Results

Traffic Lane Flows

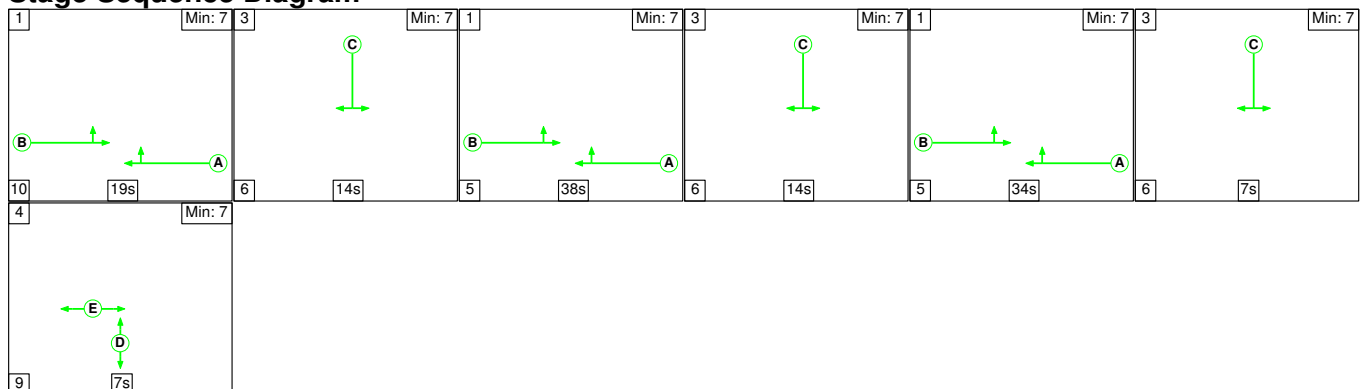
Lane	Scenario 6: PM Peak 2025 + School
Junction: Unnamed Junction	
1/1	827
2/1	668
3/1	290
4/1	906
5/1	308
6/1	571

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (The Meadway westbound)	4.20	0.00	N	Arm 4 Ahead	Inf	85.4 %	2175	2175
				Arm 5 Right	Inf	14.6 %		
2/1 (The Meadway eastbound)	4.20	0.00	Y	Arm 5 Left	Inf	28.0 %	2035	2035
				Arm 6 Ahead	Inf	72.0 %		
3/1 (Church End Lane)	4.25	0.00	Y	Arm 4 Right	Inf	69.0 %	2040	2040
				Arm 6 Left	Inf	31.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

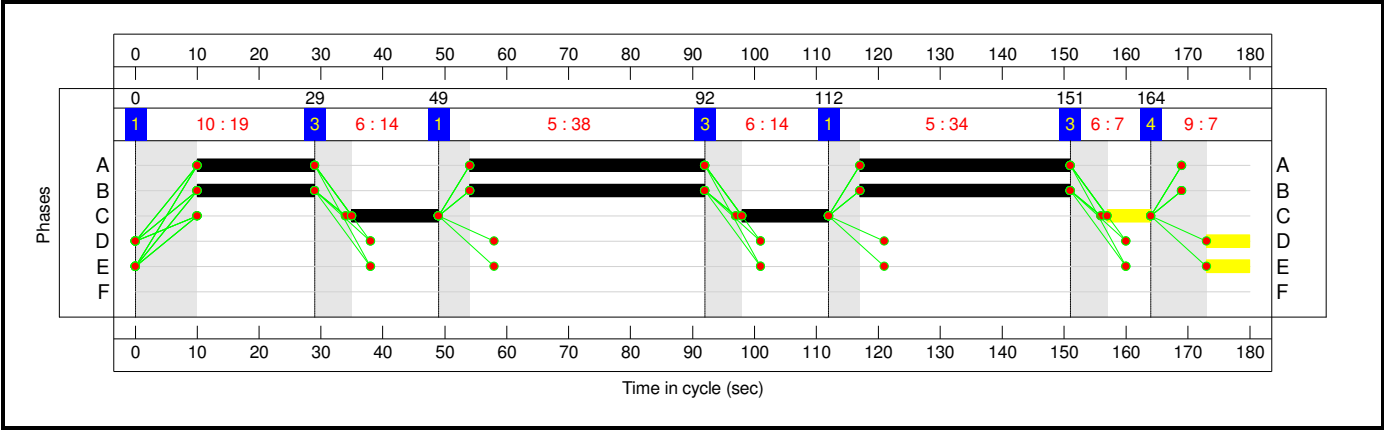
Stage Sequence Diagram



Stage Timings

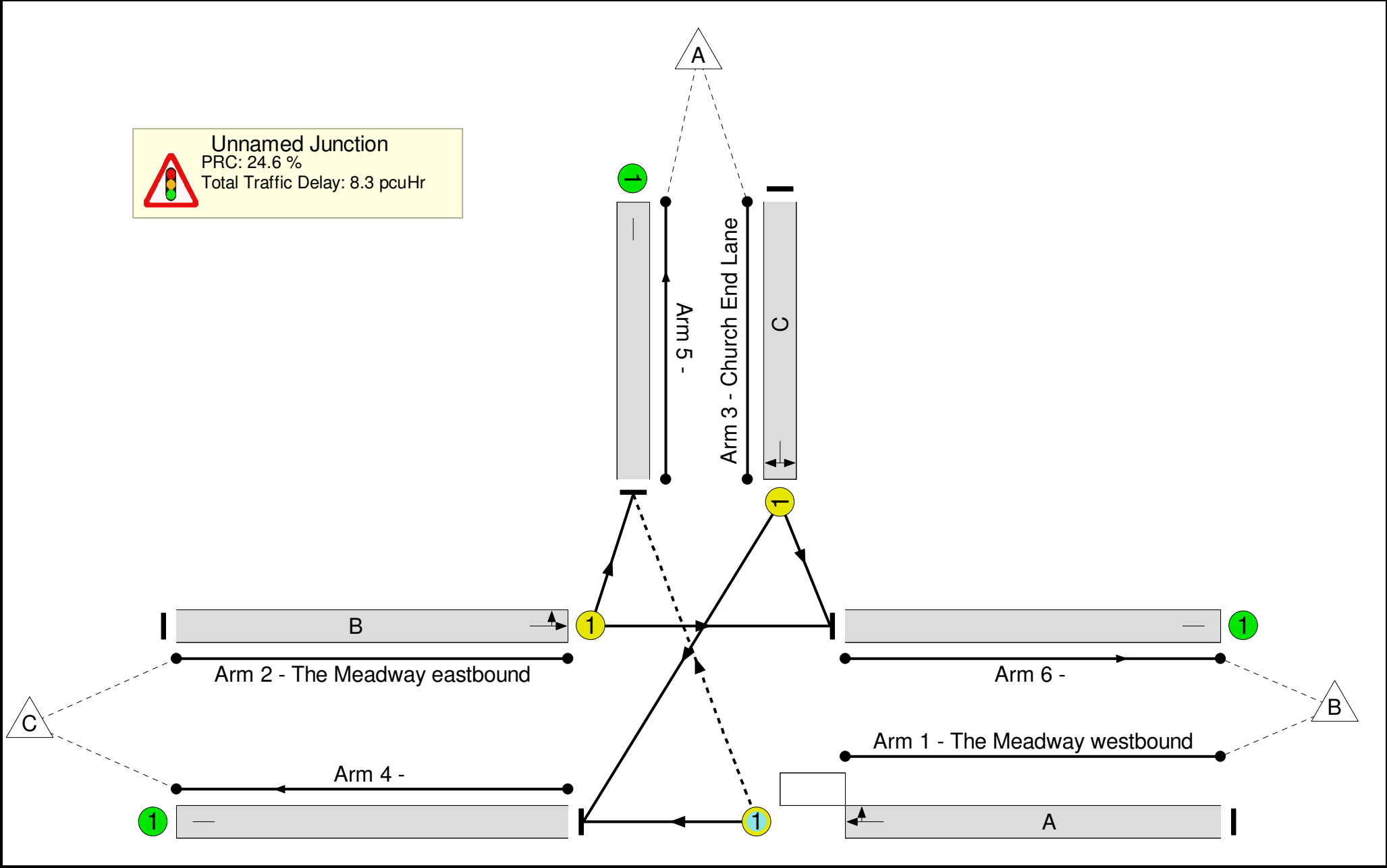
Stage	1	3	1	3	1	3	4
Duration	19	14	38	14	34	7	7
Change Point	0	29	49	92	112	151	164

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

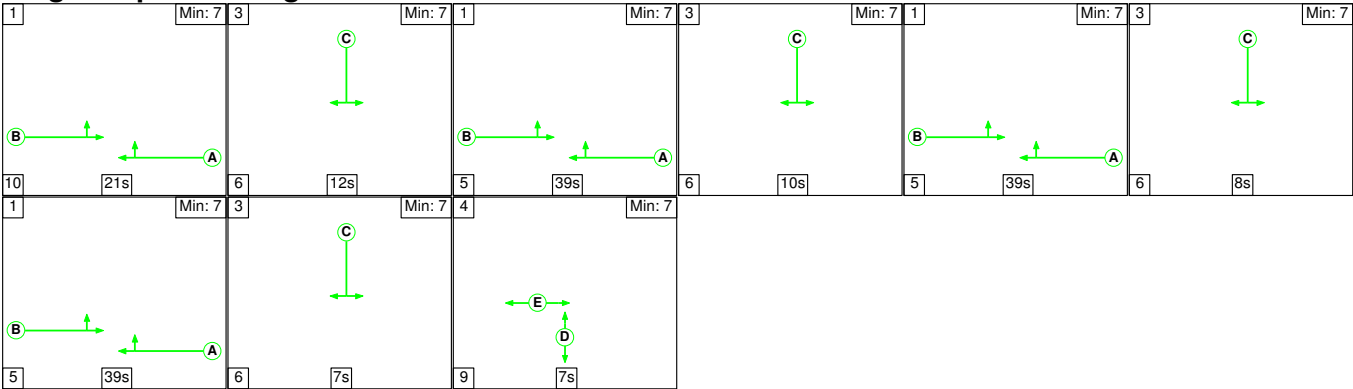
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church End Lane - The MeadWay Junction Reading	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	72.2%
1/1	The Meadway westbound Ahead Right	O	N/A	N/A	A		3	91	-	538	2175	1136	47.4%
2/1	The Meadway eastbound Left Ahead	U	N/A	N/A	B		3	91	-	703	2035	1063	66.2%
3/1	Church End Lane Right Left	U	N/A	N/A	C		3	35	-	311	2040	431	72.2%
4/1		U	N/A	N/A	-		-	-	-	688	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church End Lane - The MeadWay Junction Reading	-	-	47	0	24	5.5	2.7	0.2	8.3	-	-	-	-
Unnamed Junction	-	-	47	0	24	5.5	2.7	0.2	8.3	-	-	-	-
1/1	538	538	47	0	24	1.4	0.4	0.2	2.0	13.6	7.5	0.4	7.9
2/1	703	703	-	-	-	2.2	1.0	-	3.1	16.0	11.3	1.0	12.3
3/1	311	311	-	-	-	1.9	1.3	-	3.2	36.8	5.0	1.3	6.3
4/1	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		24.6	Total Delay for Signalled Lanes (pcuHr):		8.35	Cycle Time (s): 180				
			PRC Over All Lanes (%):		24.6	Total Delay Over All Lanes(pcuHr):		8.35					

Full Input Data And Results

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

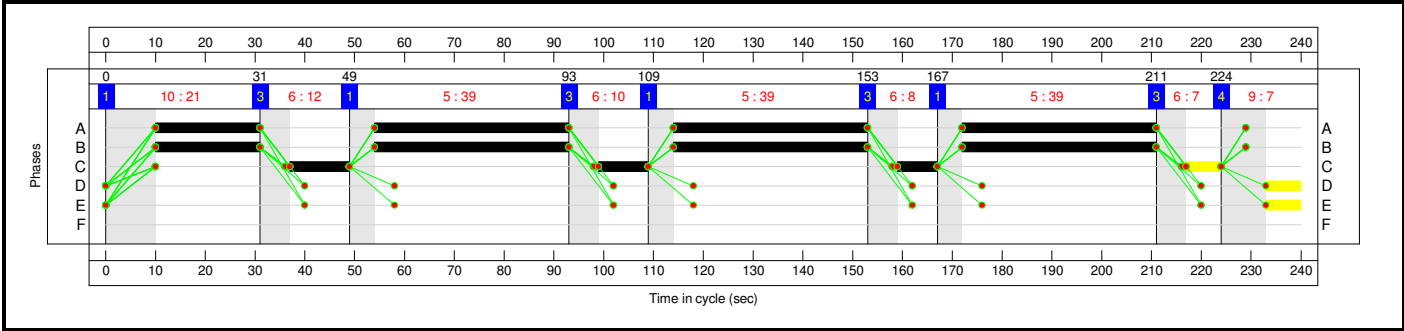
Stage Sequence Diagram



Stage Timings

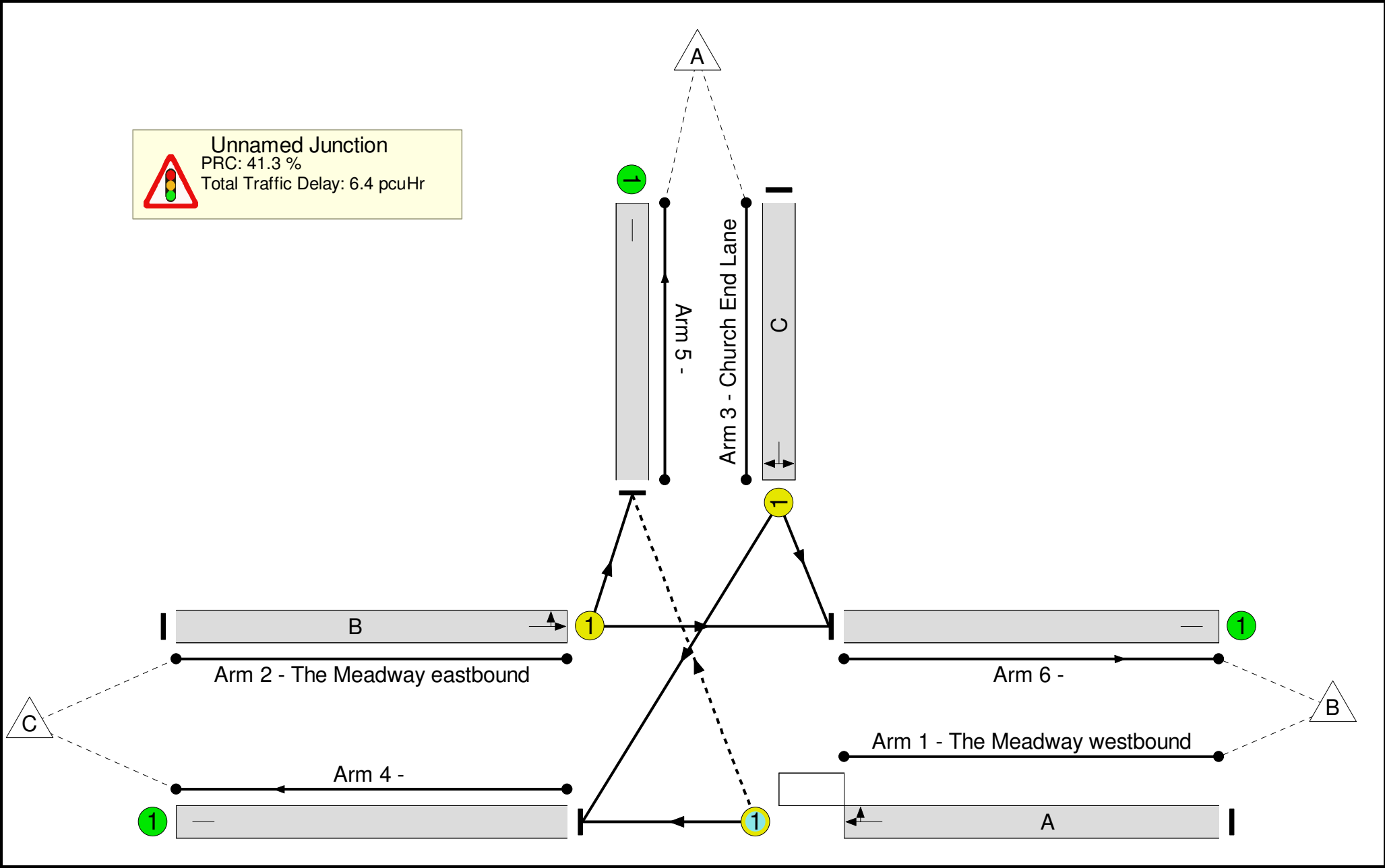
Stage	1	3	1	3	1	3	1	3	4
Duration	21	12	39	10	39	8	39	7	7
Change Point	0	31	49	93	109	153	167	211	224

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



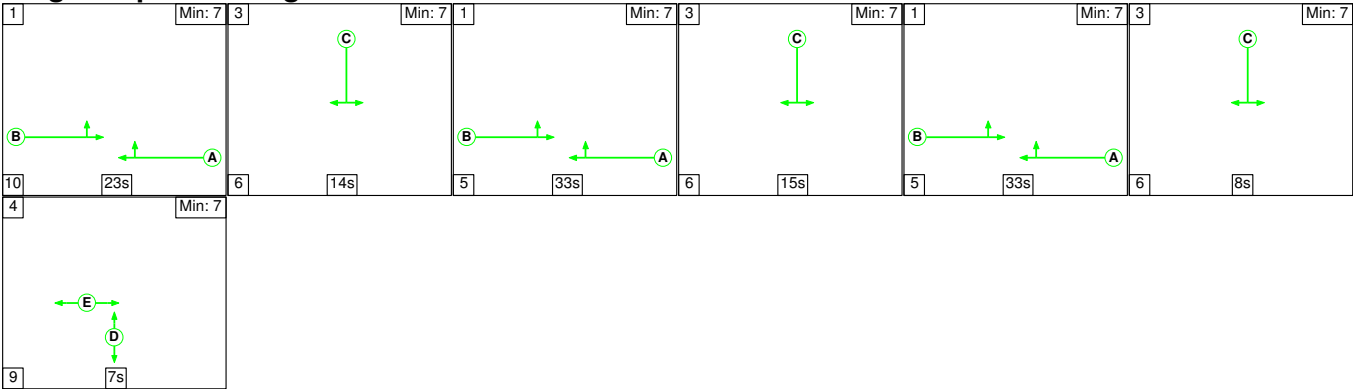
Network Results

Network Results

Full Input Data And Results

Scenario 3: 'AM Peak 2025' (FG3: 'AM Peak 2025', Plan 1: 'Network Control Plan 1')

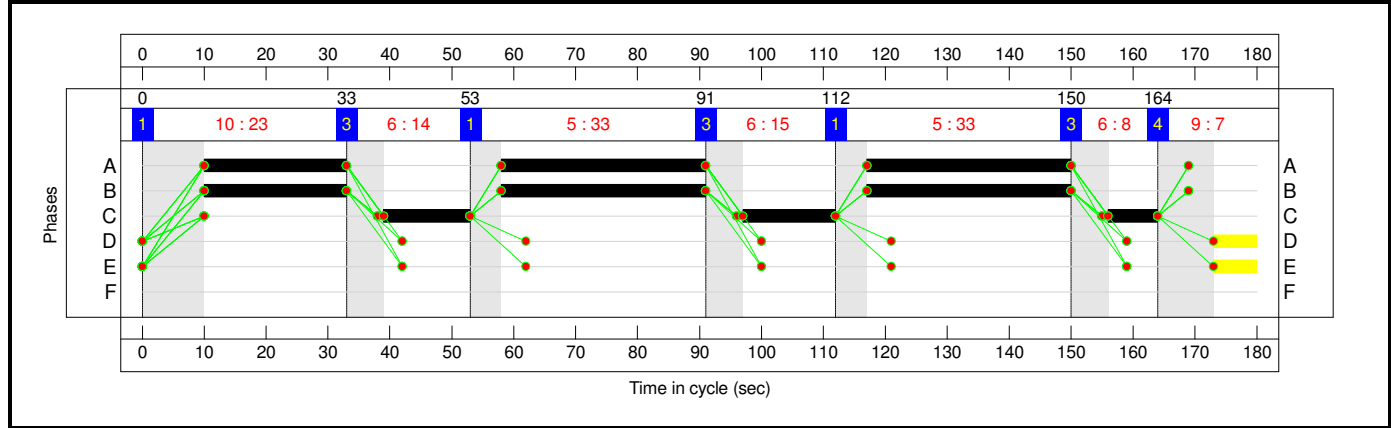
Stage Sequence Diagram

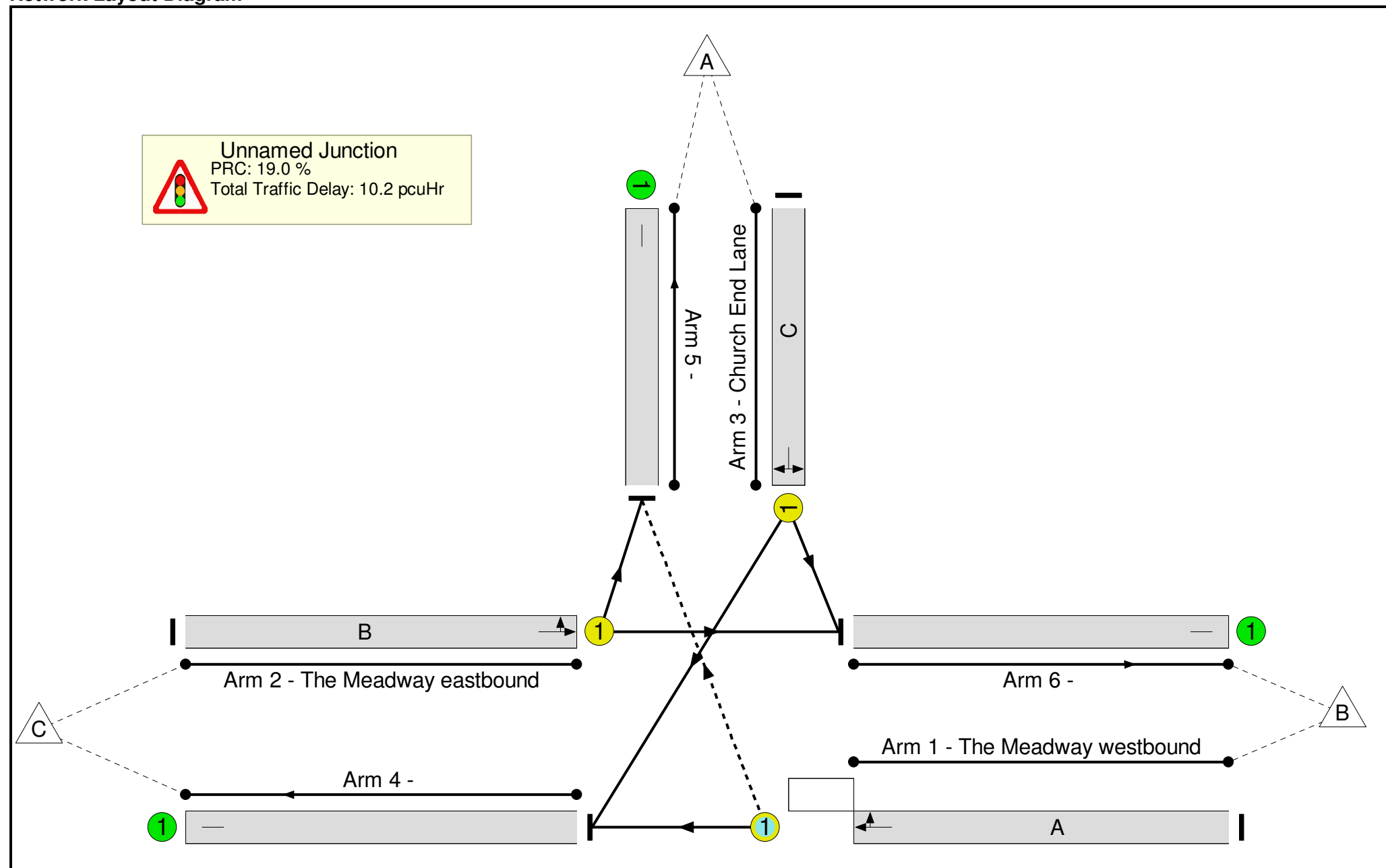


Stage Timings

Stage	1	3	1	3	1	3	4
Duration	23	14	33	15	33	8	7
Change Point	0	33	53	91	112	150	164

Signal Timings Diagram





Full Input Data And Results

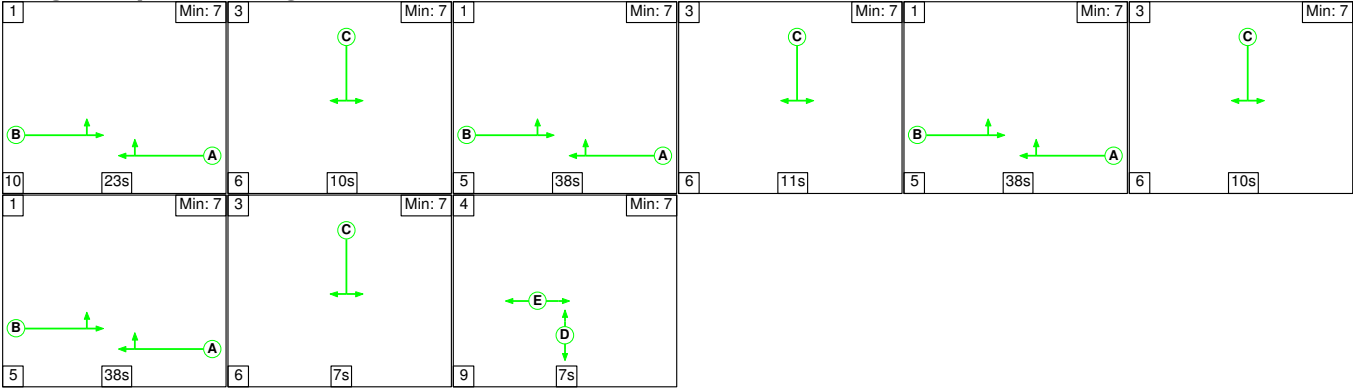
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church End Lane - The MeadWay Junction Reading	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	75.7%
1/1	The Meadway westbound Ahead Right	O	N/A	N/A	A		3	89	-	594	2175	1111	53.5%
2/1	The Meadway eastbound Left Ahead	U	N/A	N/A	B		3	89	-	777	2035	1040	74.7%
3/1	Church End Lane Right Left	U	N/A	N/A	C		3	37	-	343	2040	453	75.7%
4/1		U	N/A	N/A	-		-	-	-	760	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	247	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church End Lane - The MeadWay Junction Reading	-	-	50	0	28	6.5	3.5	0.2	10.2	-	-	-	-
Unnamed Junction	-	-	50	0	28	6.5	3.5	0.2	10.2	-	-	-	-
1/1	594	594	50	0	28	1.7	0.6	0.2	2.5	15.3	8.7	0.6	9.3
2/1	777	777	-	-	-	2.6	1.5	-	4.1	19.0	13.6	1.5	15.1
3/1	343	343	-	-	-	2.1	1.5	-	3.6	38.0	6.1	1.5	7.6
4/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		19.0	Total Delay for Signalled Lanes (pcuHr):		10.25	Cycle Time (s): 180				
			PRC Over All Lanes (%):		19.0	Total Delay Over All Lanes(pcuHr):		10.25					

Full Input Data And Results

Scenario 4: 'PM Peak 2025' (FG4: 'PM Peak 2025', Plan 2: 'Network Control Plan 2')

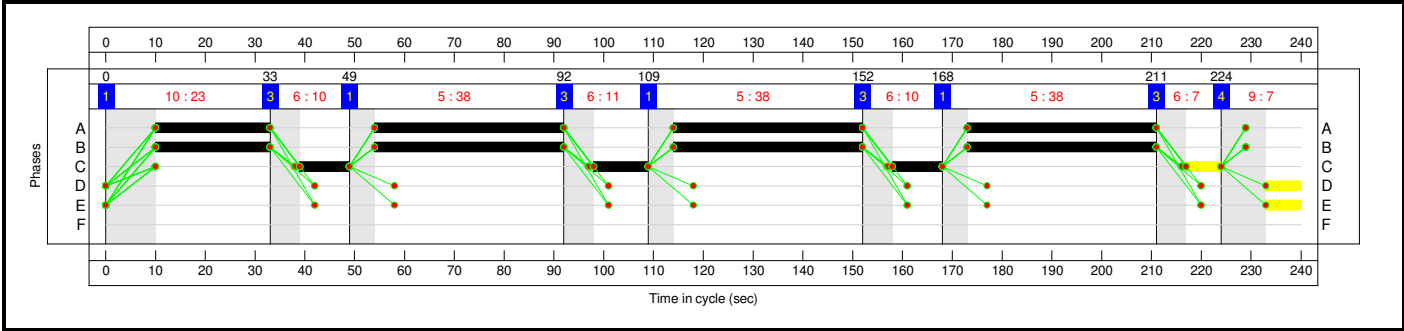
Stage Sequence Diagram



Stage Timings

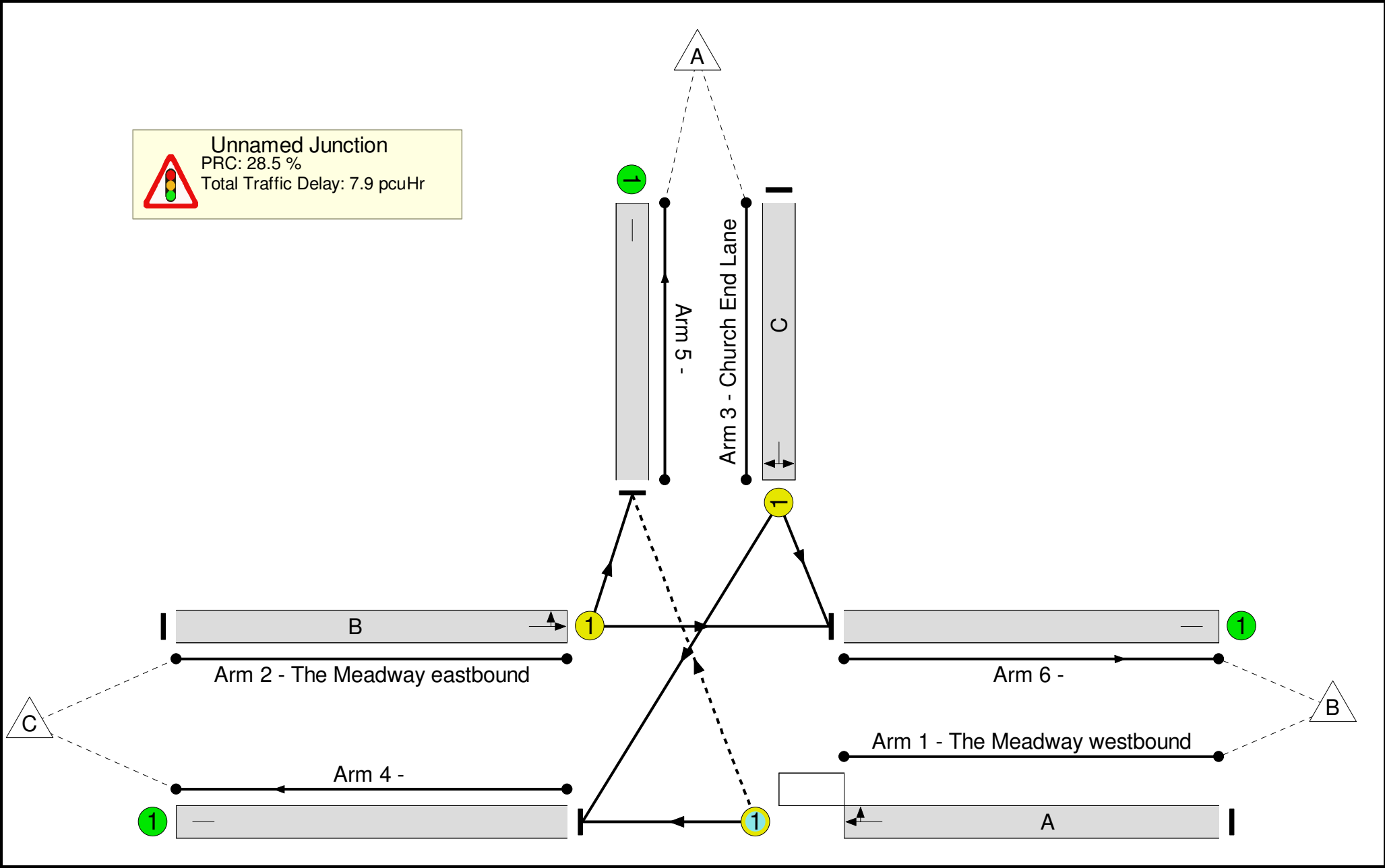
Stage	1	3	1	3	1	3	1	3	4
Duration	23	10	38	11	38	10	38	7	7
Change Point	0	33	49	92	109	152	168	211	224

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

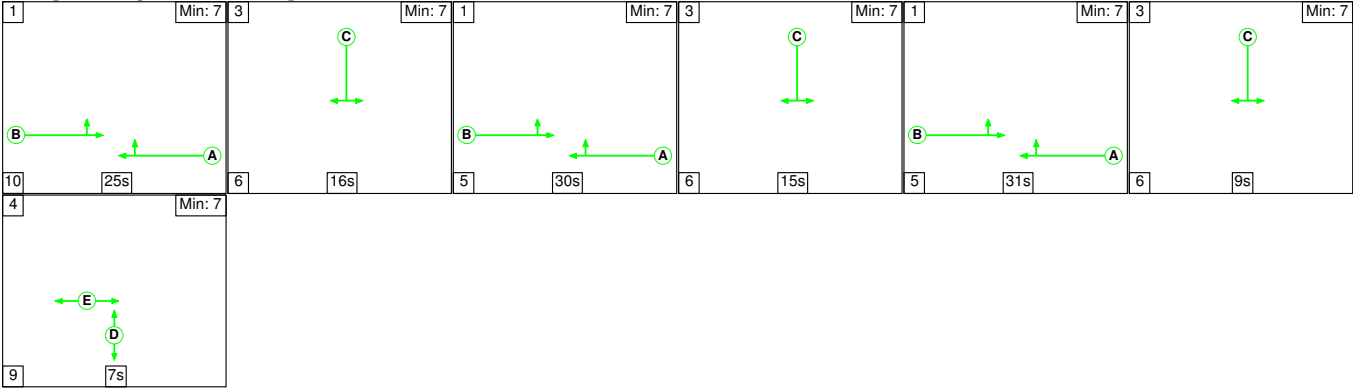
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Church End Lane - The MeadWay Junction Reading	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1	The Meadway westbound Ahead Right	O	N/A	N/A	A		4	137	-	813	2175	1274	63.8%
2/1	The Meadway eastbound Left Ahead	U	N/A	N/A	B		4	137	-	645	2035	1196	53.9%
3/1	Church End Lane Right Left	U	N/A	N/A	C		4	38	-	250	2040	357	70.0%
4/1		U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Church End Lane - The MeadWay Junction Reading	-	-	96	0	11	5.1	2.6	0.1	7.9	-	-	-	-
Unnamed Junction	-	-	96	0	11	5.1	2.6	0.1	7.9	-	-	-	-
1/1	813	813	96	0	11	2.0	0.9	0.1	3.0	13.4	13.8	0.9	14.7
2/1	645	645	-	-	-	1.5	0.6	-	2.1	11.5	9.9	0.6	10.4
3/1	250	250	-	-	-	1.6	1.1	-	2.8	39.8	4.2	1.1	5.4
4/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%): 28.5 PRC Over All Lanes (%): 28.5		Total Delay for Signalled Lanes (pcuHr): 7.85 Total Delay Over All Lanes(pcuHr): 7.85		Cycle Time (s): 240						

Full Input Data And Results

Scenario 5: 'AM Peak 2025 + School' (FG5: 'AM Peak 2025 + School', Plan 1: 'Network Control Plan 1')

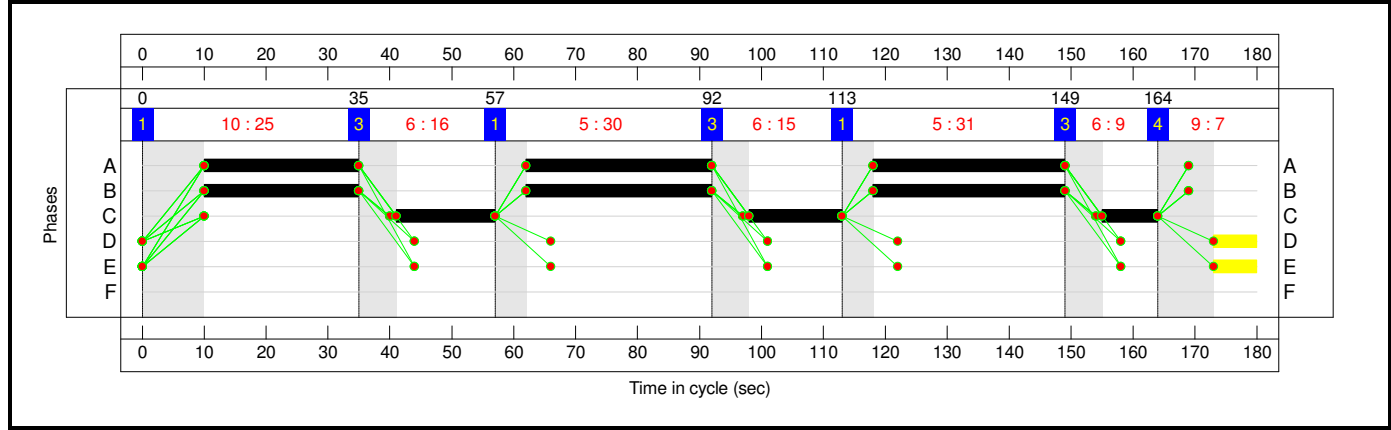
Stage Sequence Diagram



Stage Timings

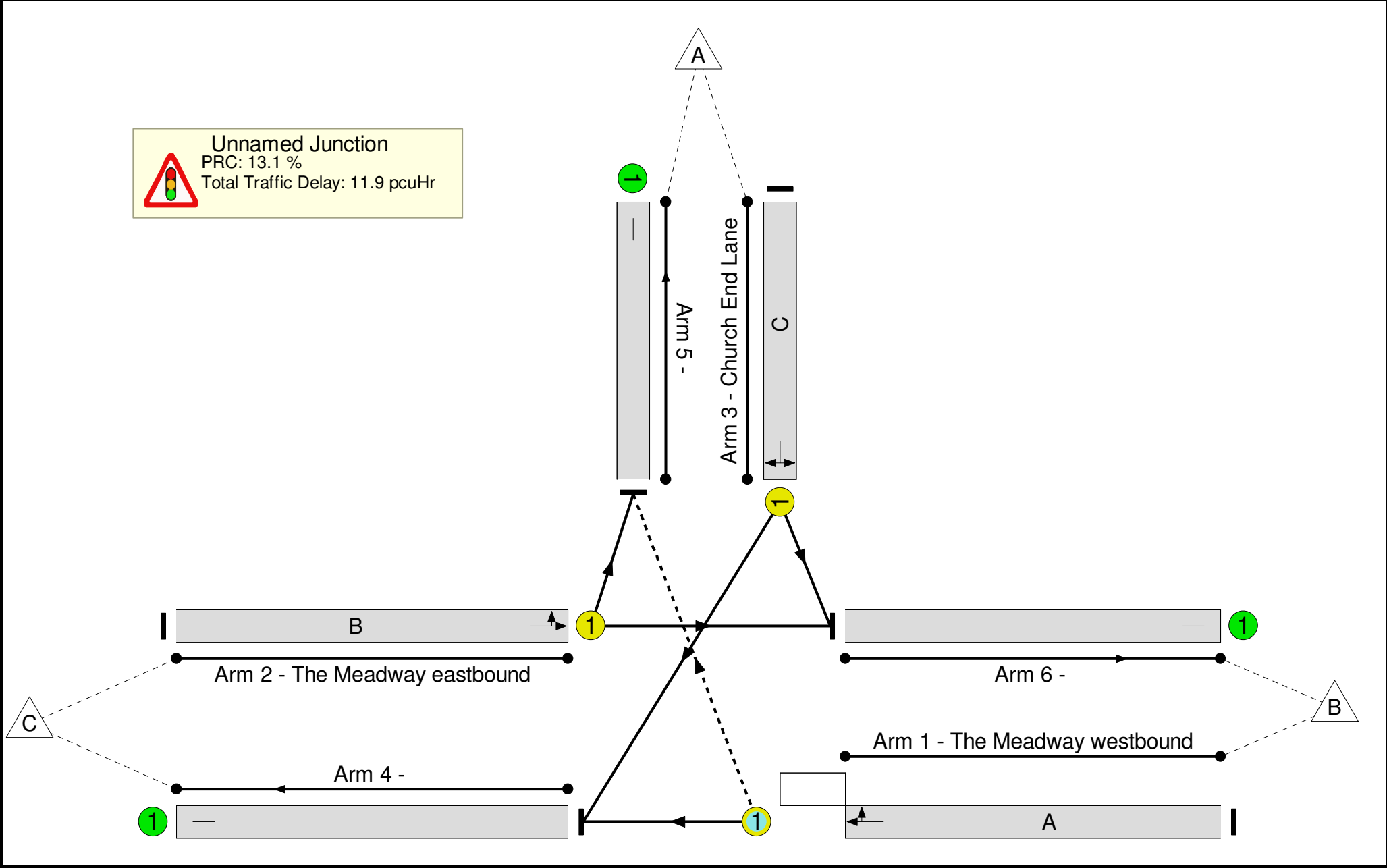
Stage	1	3	1	3	1	3	4
Duration	25	16	30	15	31	9	7
Change Point	0	35	57	92	113	149	164

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



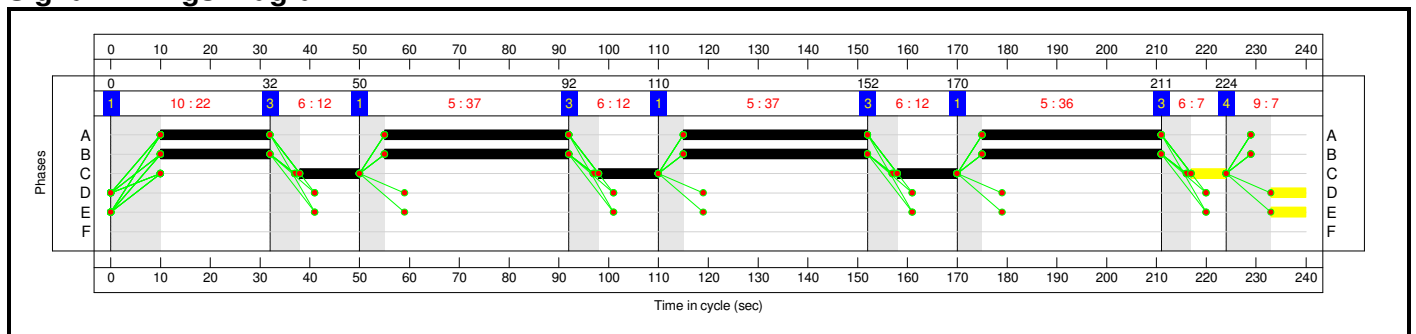
Network Results

Network Results

Stage Sequence Diagram

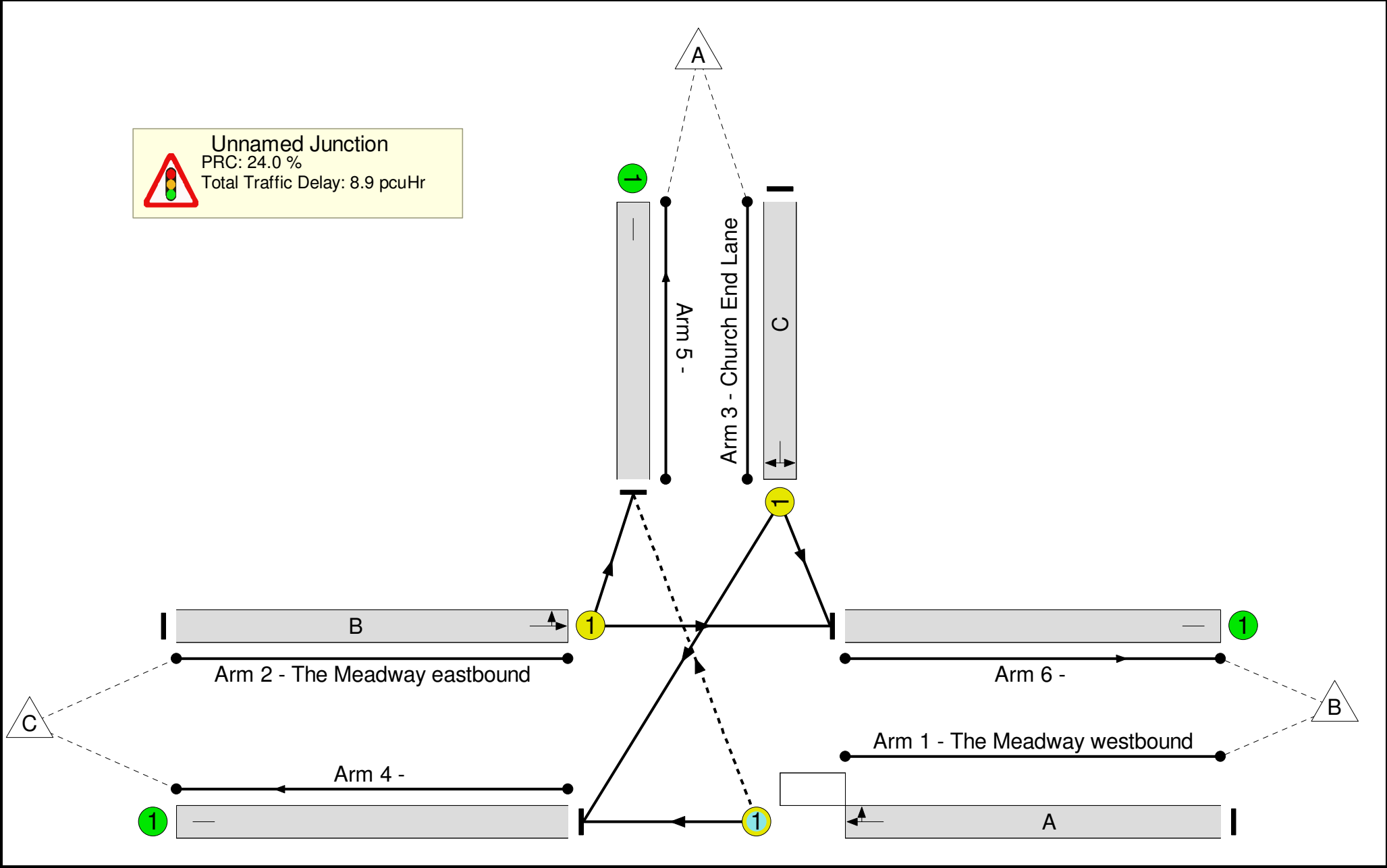


Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Network Results

Network Results

Appendix 9

Site access plans – fire appliance

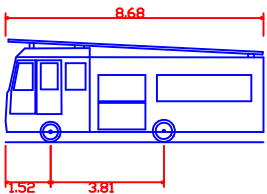


NOTES

- 1. DO NOT SCALE FROM THIS DRAWING
- 2. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE STATED

VEHICLE TRACKING LEGEND

- VEHICLE BODY OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE BODY OUTLINE IN A REVERSE MANOEUVRE
- VEHICLE CHASSIS OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE CHASSIS OUTLINE IN A REVERSE MANOEUVRE



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m

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													STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT				CAD	BB																
																	CHECKED	DR DR			JOB No. E03153			HCC CAD PLOT: 12/4/2018 12:27:46										
																	APPROVED	SCALE @ A3			DATE			SHEET NUMBER			DRAWING NUMBER			REV				
																	DR DR	1:500			MAR 2018			1 OF 1			EC-E03153-TR1			-				