

TECHNICAL NOTE

Job Name: Worton Grange, Reading
Job No: 32618
Note No: 32618-TN010 Rev D
Date: October 2017
Prepared By: Douglas Whittaker
Subject: Unit C Temporary Access Arrangement

Introduction

Peter Brett Associates LLP (PBA) produced a Transport Assessment (TA) to support the consented planning application (Ref:151944) to redevelop Worton Grange, Reading.

The TA supported a Hybrid application seeking outline planning permission for the development of up to 175 new homes, including affordable housing (with all matters reserved apart from access), and full planning permission for the development of 12 commercial units in flexible use within Classes B1(c), B2 and B8, two car showrooms with MOT and servicing (Sui Generis), three retail warehouse units (Class A1), 120 bed hotel (Class C1), pub with restaurant facility (Class A4), coffee shop (Class A1), restaurant (Class A3), and bank (Class A2).

This Technical Note (TN) has been prepared to support a Non Material Amendment (NMA) application and Discharge of condition 53 associated with application reference 171474 APPCON which seeks to permit the occupation of Unit C prior to the completion of the Section 278 works at both the site access roundabout with Imperial Way and signalised junction with Basingstoke Road.

Unit C has been pre-let to Toys R Us who will relocate from their existing Reading town centre site to Worton Grange. Toys R Us seek to occupy the store by October 2017. However, the Section 278 works at the site access roundabout will not be completed by this date. It is therefore proposed to temporarily serve Unit C solely via the signalised junction with Basingstoke Road. The temporary access strategy and associated 110 (of which 2 are disabled) car parking spaces with two overflow areas (1A & 1B) for Unit C is shown in PBA drawing 32619/001/SK021 found in [Appendix A](#). The car park phasing plan drawing 32618-5501-C025 found in [Appendix B](#) shows a breakdown of the phasing of the parking arrangement for the site. It should be noted that once the full scheme is built the parking in the core retail area will not be allocated to individual occupiers.

The NMA seeks to amend Conditions 47, 51 and 53 which state:

Condition 47 - No building within the Detailed Element shall be occupied until the roundabout and signalised junction to access the commercial buildings have been constructed in accordance with the approved drawing and in compliance with the requirements of the Local Planning Authority for work carried out within the public highway. Reason: In the interests of road safety in accordance with Core Strategy Policy CS20 and Sites and Detailed Policies Document Policy DM12.

Condition 51 - No building within the Detailed Element shall be occupied until a pedestrian footway between 2 metres and 3 metres in width has been constructed for the entire extent as shown annotated in blue on the approved plan ref: 1894-L-101 Rev B appended to this decision notice around the commercial site and part of the residential site. Any statutory undertakers' equipment or street furniture shall be re-sited to provide an unobstructed footway. Reason: In the interests of road safety and to ensure adequate provision for pedestrians in accordance with Core Strategy Policy CS20 and Sites and Detailed Policies Document Policy DM12.

Condition 53 – No building within the Detailed Element shall be occupied until vehicle parking spaces have been provided for that building in accordance with a parking schedule/plan to be submitted and

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approved by the Local Planning Authority. The spaces shall thereafter be kept available for parking at all times. Reason: to ensure that the development is provided with adequate parking facilities in order to reduce the likelihood of roadside parking which could be a danger to other road users in accordance with Core Strategy Policy CS24 and Sites and Detailed Policies Document Policy DM12.

This TN seeks to provide supporting evidence that the NMA will not result in a detrimental impact on the highway network in terms of capacity or highway safety. The proposed temporary access arrangement for Unit C was discussed with RBC officers at a meeting on Thursday 17th August 2017. At this meeting the content of this note was agreed in principle.

Vehicle Access Strategy

As can be seen from PBA drawing 32619/001/SK021 the proposed temporary access strategy for Unit C is via the new Basingstoke Road signalised T junction with the site. The previous access on Basingstoke Road will be removed and stopped up.

The temporary scheme seeks to replace the southbound (ahead and right) bus lane on Basingstoke Road to a right only lane into the site. Upon completion of the full S278 works the right turn lane will revert to the consented bus lane.

Detailed junction capacity assessment has been undertaken on this temporary arrangement, this is set out in detail in the following section of the TN.

It is therefore considered that the temporary access strategy for Unit C will not result in a detrimental impact on the highway network and would not result in a road safety issue.

Pedestrian & Cycle Strategy

The temporary pedestrian and cycle access strategy for Unit C is via the Basingstoke Road signalised T junction. This provides 2no 3m wide dedicated foot/cycle ways as shown on PBA drawing 32619/001/SK021.

12 cycle parking spaces are provided in the temporary access strategy for Unit C these are located within the car park (8 for visitors) and service yard (4 for staff). The location of the cycle parking spaces has been retained as approved under the consented scheme.

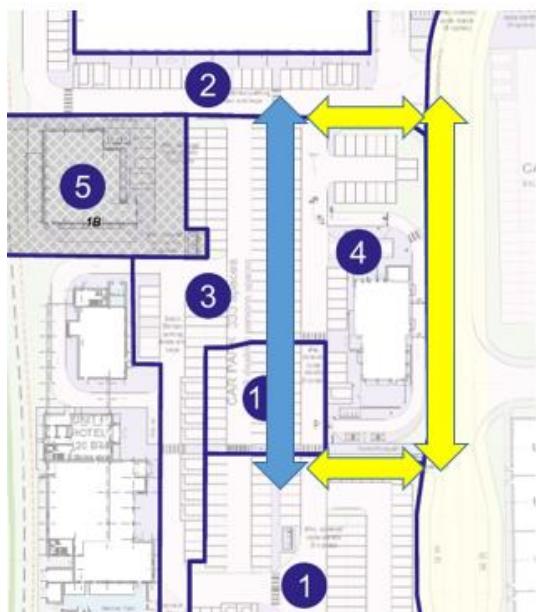
A temporary dedicated pedestrian route from Units A and B (phase 2) to the overflow area (phase 1B) and the main area (phase 1) will be provided to facilitate pedestrian movement, as seen in **Figure 1**. The two options proposed are

1. The blue route through the site;
2. The yellow route which will use the link road footpath.

The two options proposed will be subject to works at the time, but both offer flexibility and direct access to the overflow areas located in Phase 1B and the main area in Phase 1. These routes will provide safe access for pedestrian movement to Units A and B if they are unable to utilise the 36 spaces outside Units A and B.

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Figure 1: Temporary pedestrian route between Units A & B and Phase 1 & Phase 1B.



Basingstoke Road & Site Access Junction Assessment

Unit C Trip Generation

As agreed with RBC officers the trip generation profile of Unit C has been established from traffic surveys undertaken at Toys R Us current Reading store on Kenavon Drive. The traffic surveys were carried out on Wednesday 22nd June and Saturday 26th June 2016. These surveys formed part of the Transport Assessment for the redevelopment of the Kenavon Drive site application.

Table 1 provides the observed weekday and Saturday generation of the Toys R Us Kenavon Drive store. The full survey data can be found in **Appendix C**.

Table 1: Toys R Us Traffic Surveys

	Weekday PM Peak (17:00 – 18:00)	Saturday Peak (13:00 – 14:00)
Arrive	18	76
Depart	45	72
Two-way	63	148

Unit C Trip Distribution

Figure 1 and **Figure 2** illustrates the traffic flow associated with Unit C on the agreed Worton Grange study area.

The distribution has been based on the agreed distribution assignment contained within the consent Transport Assessment. It should be noted no reduction for internalisation or link trips have been made.

Unit C Net Impact

Figure 2 and **Figure 3** illustrates the net impact of the proposed temporary access arrangement compared to the full approved Worton Grange redevelopment scheme.

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Capacity Assessment

PBA reran the A33 Basingstoke Road Gyratory (North East Section only) model to assess the impact of Toys R Us only on the existing signalised junctions, see [Appendix D](#) for full details. **Table 2** shows the Degree Saturation % difference between 2020 flows plus full development and Toys R Us only for Weekday PM Peak.

Table 2: Degree Saturation % for Weekday PM Peak

	Full Development (%)	Toys R Us only (%)	Difference
Network	96.3	85.3	-11
J1: A33/ Basingstoke Road/ RIBP	96.3	85.3	-11
A33 (North) Left Ahead	69.5	69.9	0.4
A33 (North) Ahead	85.1: 85.1	85.3: 85.3	0.2
North Link Ahead	32.0	24.4	-7.6
North Link Ahead Right	38.7	33.6	-5.1
North Link Right	35.8	32.6	-3.2
Basingstoke Road (Bus Link) Left	2.6	2.6	0
Basingstoke Road Left	96.3	76.9	-19.4
East Link Ahead	66.3	66.3	0
East Link Ahead	55.0	55.1	0.1
East Link Ahead Right, Ahead 2	54.4	54.3	-0.1
Northbound Bus Lane Right	2.7	2.7	0
J2: Basingstoke Road/ Site Access	53.3	26.9	-26.4
Site Access Right Right2, Left	53.3	26.9	-26.4
Basingstoke Road (East) Ahead Ahead2 Right	33.3: 33.3	20.1: 20.1	-13.2
Basingstoke Road (West) Ahead Left	10.3	8.4	-1.9
Basingstoke Road (West) Ahead	9.3	6.6	-2.7
J3: Bus Lane Basingstoke Road	1.5	1.4	-0.1
Bus Lane Basingstoke Road Ahead	1.5	1.4	-0.1

Table 3 shows the Degree Saturation % difference between 2020 flow plus full development and Toys R Us only for Saturday Peak.

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Table 3: Degree Saturation % for Saturday Peak

Network	Full Development (%)	Toys R Us only (%)	Difference
J1: A33/ Basingstoke Road/ RIBP	94.4	79.7	-14.7
A33 (North) Left Ahead	29.7	32.2	2.5
A33 (North) Ahead	42.6: 42.6	42.9: 42.9	0.3 0.3
North Link Ahead	52.1	42.4	-9.7
North Link Ahead Right	54.8	46.4	-8.4
North Link Right	7.4	7.4	0
Basingstoke Road (Bus Link) Left	0.0	0.0	0
Basingstoke Road Left	94.4	79.7	-14.7
East Link Ahead	30.5	30.5	0
East Link Ahead	31.2	30.9	-0.3
East Link Ahead Right, Ahead 2	32.0	32.3	0
Northbound Bus Lane Right	0.0	0.0	0
J2: Basingstoke Road/ Site Access	32.4	28.5	-3.9
Site Access Right Right2, Left	32.4	27.5	-4.9
Basingstoke Road (East) Ahead Ahead2 Right	27.3: 27.3	27.8: 28.5	1.2 1.2
Basingstoke Road (West) Ahead Left	17.4	17.0	-0.4
Basingstoke Road (West) Ahead	19.5	16.7	-2.8
J3: Bus Lane Basingstoke Road	0.0	0.0	0
Bus Lane Basingstoke Road Ahead	0.0	0.0	0

Table 2 & 3 demonstrate that the impact of the Toys R Us development on the local highway network is minimal compared to the consented full development scheme. As such, it is considered that the proposed temporary access strategy for Unit C will not result in an immaterial impact and should be considered appropriate with respect to transport and highways.

Summary & Conclusion

This TN has demonstrated that the proposed temporary access strategy for Unit C and the revised wording of Conditions 47 and 51 will not result in a material impact in terms of highways capacity or highway safety and that Condition 53 has been discharged.

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Appendix A – Temporary Layout

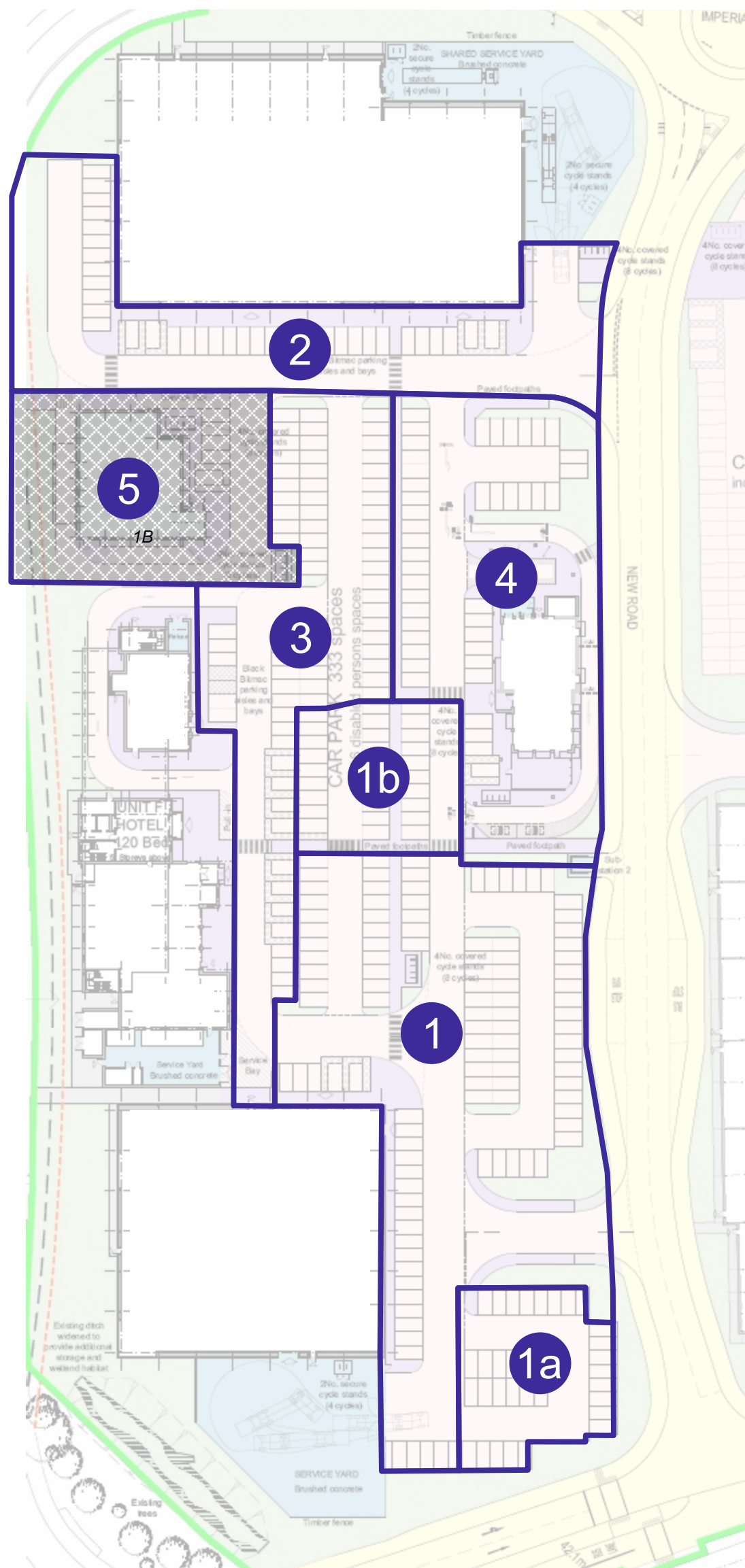


Mark	Revision	Date	Drawn	Chkd	Appd
SCALING NOTE: Do not scale from this drawing. If in doubt, ask.					
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.					
Drawing Issue Status					
FOR PLANNING					
READING GATEWAY UNIT C TEMPORARY ACCESS STRATEGY					
Client					
Date of 1st Issue 23.08.17		Designed -	Drawn JH		
A2 Scale 1:1000		Checked DT	Approved DT		
Drawing Number 32618-001-SK021			Revision		

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Appendix B – Parking Phasing Plan



Unit	Occupier	Date	Phase	Plot Build Areas	Site Wide
Unit C	Toys R Us	Oct 2017	1 plus 1A/1B	110	172
Unit A	Wren Kitchens	March 2018	2	36	208
Hotel	Premier Inn	Sept 2018	3	76	284
Coffee Shop	Costa	Sept 2018			284
Pub	Whitbread	Sept 2018			284
Fast Food Outlets	Multiple	Sept 2018	4	44	328
Unit B (inc in A)	TBC	Sept 2018	2	0	328
Unit D	TBC	TBC	5	5	333

Parking Phasing Plan

September 2017
Not to Scale



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Appendix C – Toys R Us Traffic Survey Results

Kenavon Drive, Reading - Manual Traffic Survey, Wednesday 22nd June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive E / C - Toys



Approach: A - Retail Park

	Left to B - Kenavon Drive E						S/B to C - Toys R Us						Right to D - Homebase						Last Right to E - Kenavon Drive W						U-Turns to A - Retail Park					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1630 - 1645	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
1700 - 1715	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0
1715 - 1730	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
1745 - 1800	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Hourly Total	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	11	0	0	0	0	0
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1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
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1845 - 1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Session Total	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	0	14	0	0	0	0	0

Kenavon Drive, Reading - Manual Traffic Survey, Wednesday 22nd June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive E / C - Toys



Approach: B - Kenavon Drive E

	First Left to C - Toys R Us						Second Left to D - Homebase						W/B to E - Kenavon Drive W						Right to A - Retail Park						U-Turns to B - Kenavon Drive E					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	0	0	0	1	5	1	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	17	3	2	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	23	4	0	2	0	29	1	0	0	0	0	0	1	0	0	0	0	0
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1815 - 1830	1	0	0	0	0	1	0	0	0	0	0	0	46	2	0	0	0	48	1	0	0	0	0	0	1	0	0	0	0	0
1830 - 1845	2	0	0	0	0	2	1	0	0	0	0	1	40	5	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	1	0	0	0	0	1	3	0	0	0	0	3	43	4	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	0	0	0	0	5	4	0	0	0	0	4	180	13	0	0	0	193	2	0	0	0	0	0	2	0	0	0	0	0
Session Total	7	0	0	0	0	7	10	3	0	0	0	13	531	48	3	0	0	582	8	0	0	0	0	0	8	0	0	0	0	0

Kenavon Drive, Reading - Manual Traffic Survey, Wednesday 22nd June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive E / C - Toys



Approach: C - Toys R Us

	First Left to D - Homebase						Second Left to E - Kenavon Drive W						N/B to A - Retail Park						Right to B - Kenavon Drive E						U-Turns to C - Toys R Us					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0900 - 0915	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	6	0	0	0	0	6	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	13	0	0	0	0	13	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	13	1	0	0	0	14	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	11	5	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	17	3	0	0	0	20	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	53	9	0	0	0	62	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	7	1	0	0	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	8	2	0	0	0	10	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	36	4	0	0	0	40	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0
1800 - 1815	0	0	0	0	0	0	11	0	0	0	0	11	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
1845 - 1900	0	0	0	0	0	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	42	1	0	0	0	43	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	131	14	0	0	0	145	3	0	0	0	0	3	7	0	0	0	0	7	0	0	0	0	0	0

Kenavon Drive, Reading - Manual Traffic Survey, Wednesday 22nd June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive E / C - Toys



Approach: D - Homebase

	First Left to E - Kenavon Drive W						Second Left to A - Retail Park						Right to B - Kenavon Drive E						Last Right to C - Toys R Us						U-Turns to D - Homebase					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	3	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	7	2	0	0	0	9	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	1	5	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0830 - 0845	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	5	9	0	0	0	14	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0900 - 0915	3	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	6	3	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	4	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	16	4	1	0	0	21	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
Session Total	28	15	1	0	0	44	1	0	0	0	0	1	0	2	0	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0
1600 - 1615	18	2	0	0	0	20	1	0	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	11	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	16	1	0	0	0	17	1	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	13	0	0	0	0	13	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	58	3	0	0	0	61	2	0	0	0	0	2	6	0	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0
1700 - 1715	16	1	0	0	0	17	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	12	0	0	0	0	12	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	7	0	0	0	0	7	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	41	1	0	0	0	42	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1800 - 1815	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	7	1	0	0	0	8	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1830 - 1845	11	0	0	0	0	11	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845 - 1900	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	46	1	0	0	0	47	2	0	0	0	0	2	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
Session Total	145	5	0	0	0	150	4	0	0	0	0	4	11	0	0	0	0	11	2	0	0	0	0	2	0	0	0	0	0	0

Kenavon Drive, Reading - Manual Traffic Survey, Wednesday 22nd June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive E / C - Toys



Approach: E - Kenavon Drive W

TIME	Left to A - Retail Park						E/B to B - Kenavon Drive E						Right to C - Toys R Us						Last Right to D - Homebase						U-Turns to E - Kenavon Drive W					
	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0700 - 0715	2	1	0	0	0	3	14	8	2	0	0	24	5	2	0	0	0	7	3	1	1	0	0	5	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	13	10	4	2	0	29	8	3	0	0	0	11	4	1	0	0	0	5	0	0	0	0	0	0
0730 - 0745	1	0	0	0	0	1	16	6	0	0	0	22	8	3	0	0	0	11	10	2	0	0	0	12	1	0	0	0	0	1
0745 - 0800	1	0	0	0	0	1	21	8	0	0	0	29	10	2	0	0	0	12	11	2	0	0	0	13	1	0	0	0	0	1
Hourly Total	4	1	0	0	0	5	64	32	6	2	0	104	31	10	0	0	0	41	28	6	1	0	0	35	2	0	0	0	0	2
0800 - 0815	1	0	0	0	0	1	23	6	0	1	0	30	7	0	0	0	0	7	13	3	0	0	0	16	0	0	0	0	0	0
0815 - 0830	3	1	0	0	0	4	18	0	0	0	0	18	11	0	0	0	0	11	7	0	0	0	0	7	0	0	0	0	0	0
0830 - 0845	1	0	0	0	0	1	22	5	3	0	0	30	14	1	0	0	0	15	2	0	0	0	0	2	0	0	0	0	0	0
0845 - 0900	5	0	0	0	0	5	30	3	2	0	0	35	9	0	0	0	0	9	7	0	0	0	0	7	0	0	0	0	0	0
Hourly Total	10	1	0	0	0	11	93	14	5	1	0	113	41	1	0	0	0	42	29	3	0	0	0	32	0	0	0	0	0	0
0900 - 0915	4	2	0	0	0	6	43	4	0	0	0	47	5	0	0	0	0	5	12	0	0	0	0	12	0	0	1	0	0	1
0915 - 0930	3	0	0	0	0	3	31	5	0	1	0	37	5	1	0	0	0	6	6	2	1	0	0	9	2	0	0	0	0	2
0930 - 0945	0	0	0	0	0	0	41	3	1	0	0	45	8	0	0	0	0	8	12	1	0	0	0	13	1	0	0	0	0	1
0945 - 1000	9	0	0	0	0	9	39	5	3	1	0	48	9	0	0	0	0	9	12	0	1	0	0	13	0	0	0	0	0	0
Hourly Total	16	2	0	0	0	18	154	17	4	2	0	177	27	1	0	0	0	28	42	3	2	0	0	47	3	0	1	0	0	4
Session Total	30	4	0	0	0	34	311	63	15	5	0	394	99	12	0	0	0	111	99	12	3	0	0	114	5	0	1	0	0	6
1600 - 1615	6	0	0	0	0	6	36	5	0	0	0	41	6	0	0	0	0	6	10	1	0	0	0	11	0	0	0	0	0	0
1615 - 1630	6	0	0	1	0	7	42	6	0	0	0	48	4	0	0	0	0	4	7	0	0	0	0	7	0	0	0	0	0	0
1630 - 1645	7	0	0	0	0	7	33	5	0	0	0	38	3	0	0	0	0	3	14	0	0	0	0	14	0	0	0	0	0	0
1645 - 1700	5	0	0	0	0	5	34	3	0	0	0	37	4	0	0	0	0	4	6	0	0	0	0	6	0	0	0	0	0	0
Hourly Total	24	0	0	1	0	25	145	19	0	0	0	164	17	0	0	0	0	17	37	1	0	0	0	38	0	0	0	0	0	0
1700 - 1715	2	0	0	0	0	2	29	2	0	0	0	31	4	0	0	0	0	4	9	1	0	0	0	10	0	0	0	0	0	0
1715 - 1730	2	0	0	0	0	2	37	8	1	0	0	46	3	0	0	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0
1730 - 1745	4	0	0	0	0	4	60	1	0	0	0	61	4	0	0	0	0	4	4	0	0	0	0	4	1	0	0	0	0	1
1745 - 1800	3	0	0	0	0	3	37	2	0	0	0	39	5	0	0	0	0	5	9	0	0	0	0	9	1	0	0	0	0	1
Hourly Total	11	0	0	0	0	11	163	13	1	0	0	177	16	0	0	0	0	16	24	1	0	0	0	25	2	0	0	0	0	2
1800 - 1815	5	0	0	0	0	5	45	1	0	0	0	46	5	0	0	0	0	5	10	0	0	0	0	10	0	0	0	0	0	0
1815 - 1830	2	0	0	0	0	2	47	3	0	0	0	50	4	0	0	0	0	4	8	0	0	0	0	8	0	0	0	0	0	0
1830 - 1845	7	0	0	0	0	7	52	1	0	1	0	54	2	1	0	0	0	3	8	0	0	0	0	8	0	0	0	0	0	0
1845 - 1900	3	0	0	0	0	3	45	3	0	0	0	48	9	0	0	0	0	9	15	1	0	0	0	16	0	0	0	0	0	0
Hourly Total	17	0	0	0	0	17	189	8	0	1	0	198	20	1	0	0	0	21	41	1	0	0	0	42	0	0	0	0	0	0
Session Total	52	0	0	1	0	53	497	40	1	1	0	539	53	1	0	0	0	54	102	3	0	0	0	105	2	0	0	0	0	2

Kenavon Drive, Reading - Manual Traffic Survey, Saturday 25th June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive East / C - Tc



Approach: A - Retail Park

	Left to B - Kenavon Drive East						S/B to C - Toys R Us						Right to D - Homebase						Last Right to E - Kenavon Drive West						U-Turns to A - Retail Park					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1200 - 1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1245 - 1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Hourly Total	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0

Kenavon Drive, Reading - Manual Traffic Survey, Saturday 25th June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive East / C - Tc



Approach: B - Kenavon Drive East

	First Left to C - Toys R Us						Second Left to D - Homebase						W/B to E - Kenavon Drive West						Right to A - Retail Park						U-Turns to B - Kenavon Drive East					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	3	0	0	0	0	3	2	0	0	0	0	2	55	4	0	0	0	59	1	0	0	0	0	1	0	0	0	0	0	0
1115 - 1130	4	0	0	0	0	4	1	0	0	0	0	1	57	2	0	0	0	59	3	0	0	0	0	3	0	0	0	0	0	0
1130 - 1145	3	1	0	0	0	4	3	0	0	0	0	3	74	1	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	3	0	0	0	0	3	67	0	0	0	0	67	4	0	0	0	0	4	0	0	0	0	0	0
Hourly Total	10	1	0	0	0	11	9	0	0	0	0	9	253	7	0	0	0	260	8	0	0	0	0	8	0	0	0	0	0	0
1200 - 1215	1	0	0	0	0	1	2	0	0	0	0	2	68	6	0	0	0	74	3	0	0	0	0	3	0	0	0	0	0	0
1215 - 1230	5	0	0	0	0	5	4	0	0	0	0	4	85	1	0	0	0	86	1	0	0	0	0	1	0	0	0	0	0	0
1230 - 1245	2	1	0	0	0	3	2	0	0	0	0	2	64	5	1	0	0	70	2	0	0	0	0	2	0	0	0	0	0	0
1245 - 1300	1	0	0	0	0	1	1	0	0	0	0	1	66	1	0	0	0	67	2	0	0	0	0	2	0	0	0	0	0	0
Hourly Total	9	1	0	0	0	10	9	0	0	0	0	9	283	13	1	0	0	297	8	0	0	0	0	8	0	0	0	0	0	0
1300 - 1315	3	0	0	0	0	3	1	0	0	0	0	1	78	4	1	0	0	83	1	1	0	0	0	2	0	0	0	0	0	0
1315 - 1330	3	0	0	0	0	3	3	0	0	0	0	3	84	2	0	0	0	86	6	0	0	0	0	6	0	0	0	0	0	0
1330 - 1345	2	0	0	0	0	2	1	0	0	0	0	1	83	1	0	0	0	84	3	0	0	0	0	3	0	0	0	0	0	0
1345 - 1400	3	1	0	0	0	4	2	0	0	0	0	2	63	6	0	0	0	69	4	1	0	0	0	5	0	0	0	0	0	0
Hourly Total	11	1	0	0	0	12	7	0	0	0	0	7	308	13	1	0	0	322	14	2	0	0	0	16	0	0	0	0	0	0
1400 - 1415	4	0	0	0	0	4	2	0	0	0	0	2	85	3	0	0	0	88	3	0	0	0	0	3	0	0	0	0	0	0
1415 - 1430	6	1	0	0	0	7	7	0	0	0	0	7	64	6	0	0	0	70	3	1	0	0	0	4	0	0	0	0	0	0
1430 - 1445	4	0	0	0	0	4	5	1	0	0	0	6	66	5	0	0	0	71	3	0	0	0	0	3	0	0	0	0	0	0
1445 - 1500	6	0	0	0	0	6	6	0	0	0	0	6	78	2	1	0	0	81	2	0	0	0	0	2	1	0	0	0	0	1
Hourly Total	20	1	0	0	0	21	20	1	0	0	0	21	293	16	1	0	0	310	11	1	0	0	0	12	1	0	0	0	0	1
1500 - 1515	7	0	0	0	0	7	5	0	0	0	0	5	71	4	0	0	0	75	6	0	0	0	0	6	0	0	0	0	0	0
1515 - 1530	3	0	0	0	0	3	3	2	0	0	0	5	79	7	0	0	0	86	5	0	0	0	0	5	0	0	0	0	0	0
1530 - 1545	3	0	0	0	0	3	1	0	0	0	0	1	73	2	0	0	0	75	5	0	0	0	0	5	1	0	0	0	0	1
1545 - 1600	3	0	0	0	0	3	4	0	0	0	0	4	83	3	0	0	0	86	7	0	0	0	0	7	0	0	0	0	0	0
Hourly Total	16	0	0	0	0	16	13	2	0	0	0	15	306	16	0	0	0	322	23	0	0	0	0	23	1	0	0	0	0	1
TOTAL	66	4	0	0	0	70	58	3	0	0	0	61	1443	65	3	0	0	1511	64	3	0	0	0	67	2	0	0	0	0	2

Kenavon Drive, Reading - Manual Traffic Survey, Saturday 25th June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive East / C - Toys R Us



Approach: C - Toys R Us

	First Left to D - Homebase						Second Left to E - Kenavon Drive West						N/B to A - Retail Park						Right to B - Kenavon Drive East						U-Turns to C - Toys R Us					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	1	0	0	0	0	1	9	1	0	0	0	10	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1130 - 1145	1	0	0	0	0	1	15	0	0	0	0	15	0	1	0	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	12	0	0	0	0	12	2	0	0	0	0	2	6	0	0	0	0	6	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	2	50	1	0	0	0	51	2	1	0	0	0	3	15	1	0	0	0	16	0	0	0	0	0	0
1200 - 1215	1	0	0	0	0	1	13	0	0	0	0	13	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1215 - 1230	0	0	0	0	0	0	13	0	0	0	0	13	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
1230 - 1245	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1245 - 1300	1	0	0	0	0	1	13	0	0	0	0	13	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	2	53	0	0	0	0	53	2	0	0	0	0	2	10	0	0	0	0	10	0	0	0	0	0	0
1300 - 1315	0	0	0	0	0	0	15	0	0	0	0	15	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1315 - 1330	0	1	0	0	0	1	12	1	0	0	0	13	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1330 - 1345	0	0	0	0	0	0	13	0	0	0	0	13	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1345 - 1400	0	0	0	0	0	0	15	0	0	0	0	15	1	0	0	0	0	1	6	0	0	0	0	6	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	55	1	0	0	0	56	1	0	0	0	0	1	14	0	0	0	0	14	0	0	0	0	0	0
1400 - 1415	1	0	0	0	0	1	9	0	0	0	0	9	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	19	1	0	0	0	20	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
1430 - 1445	1	0	0	0	0	1	16	0	0	0	0	16	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	0	0	0	6	0	0	0	0	6	0	0	0	0	0	0
Hourly Total	2	0	0	0	0	2	58	1	0	0	0	59	1	0	0	0	0	1	15	1	0	0	0	16	0	0	0	0	0	0
1500 - 1515	1	0	0	0	0	1	13	1	0	0	0	14	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	15	0	0	0	0	15	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
1530 - 1545	2	1	0	0	0	3	30	0	0	0	0	30	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0
1545 - 1600	2	0	0	0	0	2	24	1	0	0	0	25	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0
Hourly Total	5	1	0	0	0	6	82	2	0	0	0	84	3	0	0	0	0	3	10	0	0	0	0	10	0	0	0	0	0	0
TOTAL	11	2	0	0	0	13	298	5	0	0	0	303	9	1	0	0	0	10	64	2	0	0	0	66	0	0	0	0	0	0

Kenavon Drive, Reading - Manual Traffic Survey, Saturday 25th June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive East / C - Toys R Us



Approach: D - Homebase

	First Left to E - Kenavon Drive West						Second Left to A - Retail Park						Right to B - Kenavon Drive East						Last Right to C - Toys R Us						U-Turns to D - Homebase					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	21	0	0	0	0	21	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
1115 - 1130	21	0	0	0	0	21	1	0	0	0	0	1	3	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0
1130 - 1145	15	0	0	0	0	15	3	0	0	0	0	3	2	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0
1145 - 1200	17	1	0	0	0	18	3	0	0	0	0	3	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	74	1	0	0	0	75	7	0	0	0	0	7	9	0	0	0	0	9	5	0	0	0	0	5	0	0	0	0	0	0
1200 - 1215	11	1	0	0	0	12	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1215 - 1230	28	0	0	0	0	28	2	1	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1230 - 1245	21	1	0	0	0	22	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1245 - 1300	20	2	0	0	0	22	1	0	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	80	4	0	0	0	84	4	2	0	0	0	6	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
1300 - 1315	21	0	0	0	0	21	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1315 - 1330	16	0	0	0	0	16	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1330 - 1345	14	0	0	0	0	14	2	0	0	0	0	2	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
1345 - 1400	16	0	0	0	0	16	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	67	0	0	0	0	67	2	0	0	0	0	2	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0
1400 - 1415	12	1	0	0	0	13	4	0	0	0	0	4	2	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0
1415 - 1430	11	0	0	0	0	11	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
1430 - 1445	15	0	0	0	0	15	1	0	0	0	0	1	6	0	0	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0
1445 - 1500	26	0	0	0	0	26	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	64	1	0	0	0	65	10	0	0	0	0	10	8	1	0	0	0	9	4	0	0	0	0	4	0	0	0	0	0	0
1500 - 1515	26	0	0	0	0	26	2	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	29	1	0	0	0	30	1	0	0	0	0	1	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	25	1	0	0	0	26	2	0	0	0	0	2	4	0	0	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0
1545 - 1600	20	1	0	0	0	21	4	0	0	0	0	4	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	100	3	0	0	0	103	9	0	0	0	0	9	13	0	0	0	0	13	2	0	0	0	0	2	0	0	0	0	0	0
TOTAL	385	9	0	0	0	394	32	2	0	0	0	34	46	1	0	0	0	47	11	0	0	0	0	11	0	0	0	0	0	0

Kenavon Drive, Reading - Manual Traffic Survey, Saturday 25th June 2016

Produced by Streetwise Services Ltd.

Junction: (2) A - Retail Park / B - Kenavon Drive East / C - Tc



Approach: E - Kenavon Drive West

	Left to A - Retail Park						E/B to B - Kenavon Drive East						Right to C - Toys R Us						Last Right to D - Homebase						U-Turns to E - Kenavon Drive West					
TIME	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1100 - 1115	10	1	0	0	0	11	60	1	0	0	0	61	15	1	0	0	0	16	20	0	0	0	0	20	0	0	0	0	0	0
1115 - 1130	12	0	0	0	0	12	65	6	0	0	0	71	19	0	0	0	0	19	30	1	0	0	0	31	0	0	0	0	0	0
1130 - 1145	16	0	1	0	0	17	67	1	0	0	0	68	13	0	0	0	0	13	20	1	0	0	0	21	0	0	0	0	0	0
1145 - 1200	9	0	0	0	0	9	79	3	0	0	0	82	15	0	0	0	0	15	16	2	0	0	0	18	0	0	0	0	0	0
Hourly Total	47	1	1	0	0	49	271	11	0	0	0	282	62	1	0	0	0	63	86	4	0	0	0	90	0	0	0	0	0	0
1200 - 1215	11	2	0	0	0	13	101	3	1	0	0	105	11	0	0	0	0	11	20	1	0	0	0	21	0	0	0	0	0	0
1215 - 1230	17	0	0	0	0	17	71	2	0	0	0	73	17	1	0	0	0	18	20	1	0	0	0	21	0	0	0	0	0	0
1230 - 1245	11	0	0	0	0	11	72	6	0	0	0	78	17	1	0	0	0	18	18	1	0	0	0	19	0	0	0	0	0	0
1245 - 1300	16	0	0	0	0	16	71	3	0	0	0	74	18	0	0	0	0	18	13	0	0	0	0	13	0	0	0	0	0	0
Hourly Total	55	2	0	0	0	57	315	14	1	0	0	330	63	2	0	0	0	65	71	3	0	0	0	74	0	0	0	0	0	0
1300 - 1315	15	0	1	0	0	16	105	3	0	0	0	108	17	0	0	0	0	17	12	1	0	0	0	13	0	0	0	0	0	0
1315 - 1330	15	0	0	0	0	15	81	3	0	0	0	84	18	1	0	0	0	19	19	0	0	0	0	19	1	0	0	0	0	1
1330 - 1345	10	2	0	0	0	12	80	1	0	0	0	81	19	0	0	0	0	19	19	0	0	0	0	19	1	0	0	0	0	1
1345 - 1400	14	1	0	0	0	15	85	5	0	0	0	90	9	0	0	0	0	9	13	0	0	0	0	13	0	0	0	0	0	0
Hourly Total	54	3	1	0	0	58	351	12	0	0	0	363	63	1	0	0	0	64	63	1	0	0	0	64	2	0	0	0	0	2
1400 - 1415	12	0	0	0	0	12	84	4	0	0	0	88	16	0	0	0	0	16	21	1	0	0	0	22	1	0	0	0	0	1
1415 - 1430	17	0	0	0	0	17	73	5	0	0	0	78	8	0	0	0	0	8	19	0	0	0	0	19	0	0	0	0	0	0
1430 - 1445	20	1	0	0	0	21	99	7	0	0	0	106	23	0	0	0	0	23	21	0	0	0	0	21	0	0	0	0	0	0
1445 - 1500	19	0	0	0	0	19	82	4	1	0	0	87	28	1	0	0	0	29	23	0	0	0	0	23	1	0	0	0	0	1
Hourly Total	68	1	0	0	0	69	338	20	1	0	0	359	75	1	0	0	0	76	84	1	0	0	0	85	2	0	0	0	0	2
1500 - 1515	19	0	0	0	0	19	77	1	0	0	0	78	16	0	0	0	0	16	22	2	0	0	0	24	0	0	0	0	0	0
1515 - 1530	18	0	0	0	0	18	84	4	0	0	0	88	12	0	0	0	0	12	29	0	0	0	0	29	0	0	0	0	0	0
1530 - 1545	23	0	0	0	0	23	87	0	0	0	0	87	23	1	0	0	0	24	16	1	0	0	0	17	0	0	0	0	0	0
1545 - 1600	16	0	0	1	0	17	88	4	1	0	0	93	13	0	0	0	0	13	30	0	0	0	0	30	0	0	0	0	0	0
Hourly Total	76	0	0	1	0	77	336	9	1	0	0	346	64	1	0	0	0	65	97	3	0	0	0	100	0	0	0	0	0	0
TOTAL	300	7	2	1	0	310	1611	66	3	0	0	1680	327	6	0	0	0	333	401	12	0	0	0	413	4	0	0	0	0	4

TECHNICAL NOTE

Appendix D – Capacity Assessment Results

Basic Results Summary

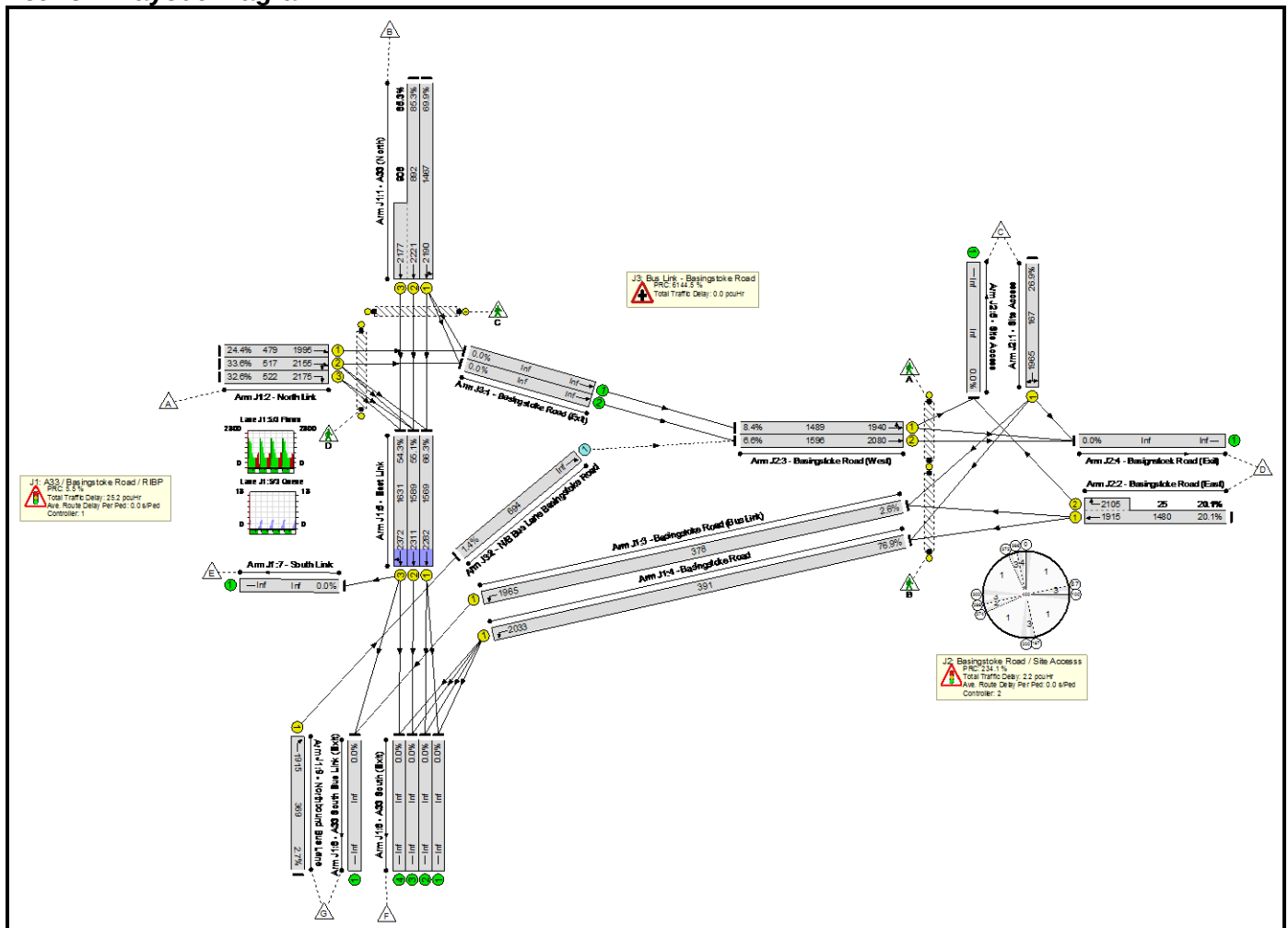
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
File name:	A33 - Basingstoke Road Gyratory (North East Section Only) - Proposed Interim update.lsg3x
Author:	
Company:	
Address:	
Notes:	

Scenario 1: 'Base + Dev PM Peak 2020' (FG2: 'Base + Dev PM Peak 2020', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	85.3%	10	0	0	27.4	-	-
J1: A33 / Basingstoke Road / RIBP	-	-	-		-	-	-	-	-	-	85.3%	0	0	0	25.2	-	-
1/1	A33 (North) Left Ahead	U	C1:A		4	264	-	1026	2190	1467	69.9%	-	-	-	4.1	14.3	18.8
1/2+1/3	A33 (North) Ahead	U	C1:A		4	264	-	1535	2221:2177	892+908	85.3 : 85.3%	-	-	-	6.5	15.3	20.2
2/1	North Link Ahead	U	C1:B		4	92	-	117	1995	479	24.4%	-	-	-	1.2	35.7	2.8
2/2	North Link Ahead Right	U	C1:B		4	92	-	174	2155	517	33.6%	-	-	-	1.8	36.7	4.2
2/3	North Link Right	U	C1:B		4	92	-	170	2175	522	32.6%	-	-	-	1.7	36.4	4.1
3/1	Basingstoke Road (Bus Link) Left	U	C1:D		4	73	-	10	1965	378	2.6%	-	-	-	0.1	36.1	0.3
4/1	Basingstoke Road Left	U	C1:E		4	73	-	301	2033	391	76.9%	-	-	-	4.8	57.1	9.9
5/1	East Link Ahead	U	C1:C		4	271	-	1040	2282	1569	66.3%	-	-	-	1.7	6.1	4.1
5/2	East Link Ahead	U	C1:C		4	271	-	875	2311	1589	55.1%	-	-	-	1.6	6.7	5.7
5/3	East Link Ahead Right Ahead2	U	C1:C		4	271	-	886	2372	1631	54.3%	-	-	-	1.6	6.5	5.6
9/1	Northbound Bus Lane Right	U	C1:H		4	73	-	10	1915	369	2.7%	-	-	-	0.1	38.0	0.2
Ped Link: P1	Unnamed Ped Link	-	C1:F		4	264	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:G		4	96	-	0	-	0	0.0%	-	-	-	-	-	-

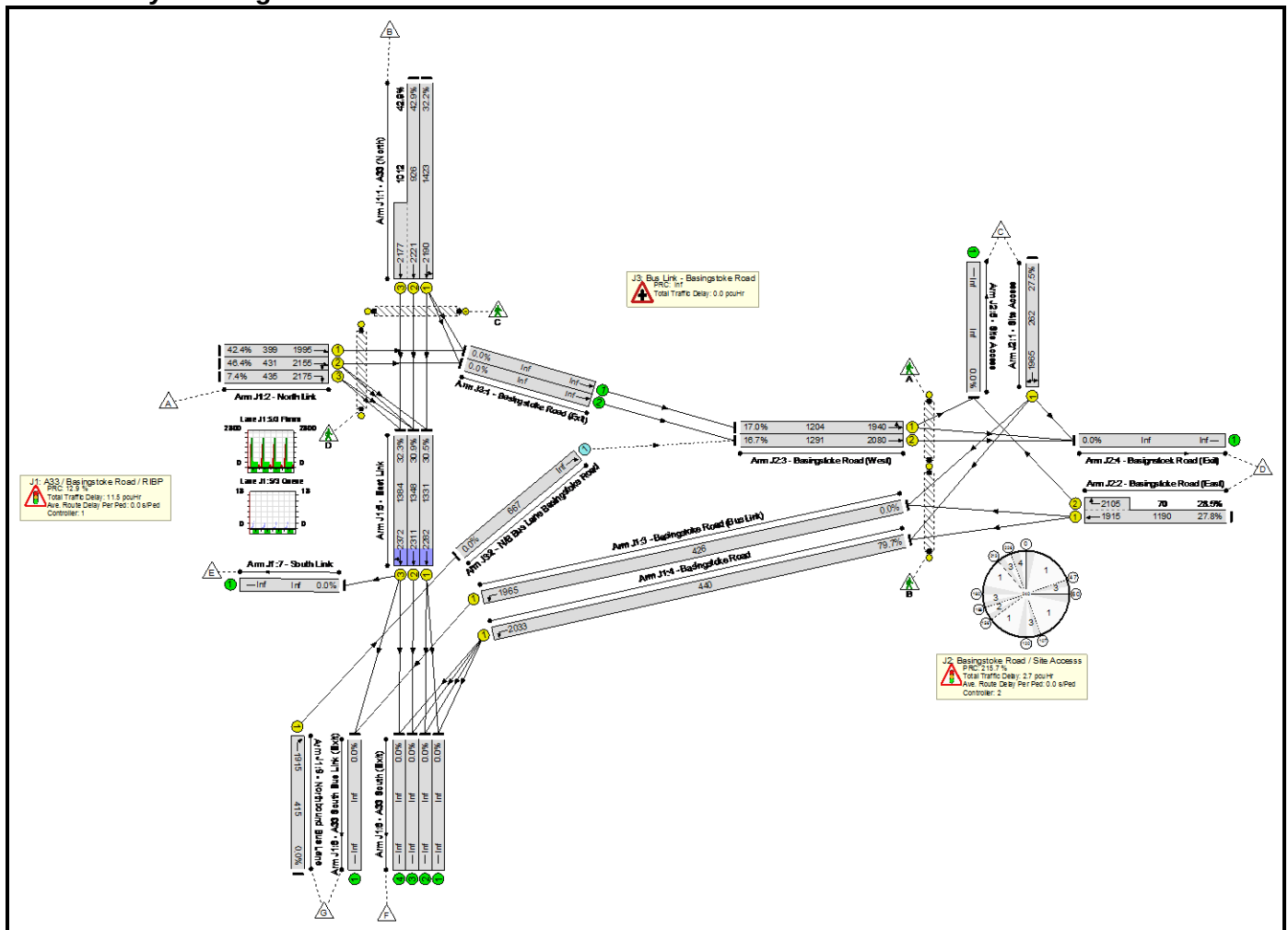
Basic Results Summary

J2: Basingstoke Road / Site Accesss	-	-	-	-	-	-	-	-	-	-	26.9%	0	0	0	2.2	-	-
1/1	Site Access Right Right2 Left	U	C2:E		4	30	-	45	1965	167	26.9%	-	-	-	0.7	58.1	1.5
2/1+2/2	Basingstoke Road (East) Ahead Ahead2 Right	U	C2:C C2:D		4:1	307:7	-	303	1915:2105	1480+25	20.1 : 20.1%	-	-	-	0.7	7.8	3.4
3/1	Basingstoke Road (West) Ahead Left	U	C2:B		4	303	-	125	1940	1489	8.4%	-	-	-	0.5	13.0	3.3
3/2	Basingstoke Road (West) Ahead	U	C2:A		4	303	-	106	2080	1596	6.6%	-	-	-	0.4	12.7	2.9
Ped Link: P1	Unnamed Ped Link	-	C2:F		4	45	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J3: Bus Link - Basingstoke Road	-	-	-		-	-	-	-	-	-	1.4%	10	0	0	0.0	-	-
2/1	N/B Bus Lane Basingstoke Road Ahead	O	-		-	-	-	10	Inf	694	1.4%	10	0	0	0.0	2.6	0.0
		C1	Stream: 1	PRC for Signalised Lanes (%):				5.5	Total Delay for Signalised Lanes (pcuHr):				15.24	Cycle Time (s): 400			
		C1	Stream: 2	PRC for Signalised Lanes (%):				17.0	Total Delay for Signalised Lanes (pcuHr):				9.96	Cycle Time (s): 400			
		C2		PRC for Signalised Lanes (%):				234.1	Total Delay for Signalised Lanes (pcuHr):				2.21	Cycle Time (s): 400			
				PRC Over All Lanes (%):				5.5	Total Delay Over All Lanes(pcuHr):				27.42				

Basic Results Summary

Scenario 2: 'Base + Dev Sat Peak 2020' (FG3: 'Base + Dev Sat Peak 2020', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.7%	0	0	0	14.2	-	-
J1: A33 / Basingstoke Road / RIBP	-	-	-		-	-	-	-	-	-	79.7%	0	0	0	11.5	-	-
1/1	A33 (North) Left Ahead	U	C1:A		4	152	-	458	2190	1423	32.2%	-	-	-	0.8	6.5	3.5
1/2+1/3	A33 (North) Ahead	U	C1:A		4	152	-	831	2221:2177	926+1012	42.9 : 42.9%	-	-	-	1.4	6.2	3.5
2/1	North Link Ahead	U	C1:B		4	44	-	169	1995	399	42.4%	-	-	-	1.4	28.8	2.8
2/2	North Link Ahead Right	U	C1:B		4	44	-	200	2155	431	46.4%	-	-	-	1.6	28.9	3.3
2/3	North Link Right	U	C1:B		4	44	-	32	2175	435	7.4%	-	-	-	0.2	24.1	0.5
3/1	Basingstoke Road (Bus Link) Left	U	C1:D		4	48	-	0	1965	426	0.0%	-	-	-	0.0	0.0	0.0
4/1	Basingstoke Road Left	U	C1:E		4	48	-	351	2033	440	79.7%	-	-	-	4.4	45.4	8.8
5/1	East Link Ahead	U	C1:C		4	136	-	406	2282	1331	30.5%	-	-	-	0.5	4.1	3.6
5/2	East Link Ahead	U	C1:C		4	136	-	416	2311	1348	30.9%	-	-	-	0.6	5.1	3.9
5/3	East Link Ahead Right Ahead2	U	C1:C		4	136	-	447	2372	1384	32.3%	-	-	-	0.6	4.8	4.2
9/1	Northbound Bus Lane Right	U	C1:H		4	48	-	0	1915	415	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Unnamed Ped Link	-	C1:F		4	152	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C1:G		4	48	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

J2: Basingstoke Road / Site Accesss	-	-	-	-	-	-	-	-	-	-	28.5%	0	0	0	2.7	-	-
1/1	Site Access Right Right2 Left	U	C2:E		4	28	-	72	1965	262	27.5%	-	-	-	0.7	33.7	1.5
2/1+2/2	Basingstoke Road (East) Ahead Ahead2 Right	U	C2:C C2:D		4:1	149:7	-	351	1915:2105	1190+70	27.8 : 28.5%	-	-	-	1.3	13.4	4.0
3/1	Basingstoke Road (West) Ahead Left	U	C2:B		4	145	-	205	1940	1204	17.0%	-	-	-	0.3	5.9	3.0
3/2	Basingstoke Road (West) Ahead	U	C2:A		4	145	-	216	2080	1291	16.7%	-	-	-	0.3	5.7	3.3
Ped Link: P1	Unnamed Ped Link	-	C2:F		4	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C2:G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J3: Bus Link - Basingstoke Road	-	-	-		-	-	-	-	-	-	0.0%	0	0	0	0.0	-	-
2/1	N/B Bus Lane Basingstoke Road Ahead	O	-		-	-	-	0	Inf	667	0.0%	0	0	0	0.0	0.0	0.0
		C1 C1 C2	Stream: 1 PRC for Signalled Lanes (%): Stream: 2 PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):				94.0 12.9 215.7 12.9	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):				5.43 6.07 2.66 14.16	Cycle Time (s): 240 Cycle Time (s): 240 Cycle Time (s): 240				