

A vertical blue-tinted photograph of a landscape, showing a field in the foreground and rolling hills in the distance under a cloudy sky.

SDP

Transport Assessment

Land West of Kidmore End Road,
Oxfordshire

April 2025

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1 Introduction

1.1 Overview

- 1.1.1 This Transport Appraisal has been prepared on behalf of Fairfax (Reading) Limited and RGC (SODC) Limited in support of the planning application for the construction of 70 homes on land within South Oxfordshire, formally part of Reading Golf Club.
- 1.1.2 The former golf club was located across two local authority administrative areas, Reading Borough Council (RBC) and South Oxfordshire District Council (SODC). Outline planning, with matters reserved in respect of Appearance, was granted in March 2022 for the land within the Borough of Reading for the demolition of the existing clubhouse and the erection of a new 223 home residential scheme.

1.2 Report Structure

- 1.2.1 This report comprises the following sections:
- Section 1: Introduction
 - Section 2: Sets out the approach to the Transport Assessment
 - Section 3: Identifies the relevant planning policies
 - Section 4: Provides a description of the location and existing conditions
 - Section 5: Sets out the development proposals
 - Section 6: Describes trip generation and trip distribution
 - Section 7: Presents an analysis of the transport network
 - Section 8: Provides details on sustainability
 - Section 9: Conclusions

2 Approach to the Transport Assessment

2.1 Overview

2.1.1 Transport assessments are required to consider the proposed development in relation to all transport modes and its ability to reduce the reliance on the private car and offer a choice in transport. The Transport Assessment will be written with reference to best practice and the current Planning Practice Guidance. In preparing the Transport Assessment the following considerations are relevant:

- Reducing the need to travel, especially by car
- The accessibility of the location
- Environmental impact of travel
- Measures that may assist in influencing travel behaviour
- Managing access to the highway network

2.1.2 With these considerations in mind the Transport Assessment will consider each of the key modes of transport that will be used by people travelling to and from the proposed development.

2.1.3 The Transport Assessment by Stantec (October 2021), produced as part of the now approved planning application for residential development on the land within Reading Borough, has been referred to and forms the basis for the approach set out in this document to adopt a consistent approach.

3 Policy Context

3.1 National Policy and Guidance

National Planning Policy Framework

- 3.1.1 The 'National Planning Policy Framework' is the current planning guidance document for England. The December 2024 version published by the Ministry of Housing, Communities & Local Government is the current version. It provides a framework within which locally prepared plans for housing and other development can be produced in a sustainable manner. It aims to encourage a sustainable approach to development that reduces the negative environmental impacts associated with the private car and to balance the transport system in favour of sustainable transport modes, giving people a choice about how they travel.

- 3.1.2 Chapter 9 of the Framework explains how planning decisions should promote sustainable transport. Paragraph 110 is particularly relevant and states:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 3.1.3 Paragraph 115 states that, when assessing sites that may be allocated for development, it should be ensured that:

"a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development of the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

- 3.1.4 Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, considering all reasonable future scenarios.

National Planning Practice Guidance

- 3.1.5 The National Planning Practice Guidance (NPPG) sets out current guidance for different aspects to development. The guidance within the NPPG on 'Travel Plans, Transport Assessments and Statements' sets out the following with regards to Transport Assessments:

"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal."

"Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe'."

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts."

3.2 Regional and Local Planning Documents

South Oxfordshire Local Plan

- 3.2.1 The South Oxfordshire Local Plan 2035 was adopted in December 2020. It forms part of the development plan for the district. The Plan and its supporting studies set out the future for development in South Oxfordshire up to 2035. The Plan identifies locations for housing, retail and employment land as well as the infrastructure required to support this growth. The policies in the development plan are the starting point for making decisions on planning applications in the district.
- 3.2.2 South Oxfordshire and Vale of White Horse district councils are working on a Joint Local Plan 2041. The plan was submitted in December 2024 for independent examination.

Oxfordshire Local Transport and Connectivity Plan

- 3.2.3 The Local Transport and Connectivity Plan (LTCP) is Oxfordshire's fifth local transport plan and replaces the previous local transport plan (LTP4). It has been renamed to reflect the strategy both for digital infrastructure and for connecting the whole county. The LTCP covers the time period to 2050.
- 3.2.4 Encouraging more walking, cycling, public and shared transport use is a central aim in the LTCP. However, it is recognised that much of Oxfordshire is rural and so how the LTCP policies are applied to achieve these outcomes will be different in rural areas.

Reading Local Plan

- 3.2.5 The Reading Borough Local Plan was adopted on 4th November 2019. This document sets out planning policies for development in Reading up to 2036. Reading Borough Council are now carrying out a Partial Update to the plan to make sure that key parts of the plan are as up to date as possible to achieve the development that best meets their needs.

Reading Transport Strategy 2040

- 3.2.6 The vision is to deliver a sustainable transport system in Reading by providing transport options to enhance a quality of life, reduce emissions and improve air quality. Healthy streets and the promotion of the use of sustainable modes of transport will encourage active travel and lifestyles and improve accessibility to key destinations.

4 The Site and Existing Conditions

4.1 Site Location

- 4.1.1 The site is located immediately to the north of the proposed residential development on the former golf club land within the Borough of Reading. The site is bounded by Cucumber Wood to the north, Kidmore End Road to the east and properties on Highdown Hill Road to the west. The site location is shown in Figure 1.

4.2 Local Road Network

- 4.2.1 Kidmore End Road is a single carriageway local distributor road with a speed limit of 30mph. The road runs to the east of the site in a north-south direction.
- 4.2.2 The new housing development to the south of the site, currently under construction, is accessed from a new junction on Kidmore End Road, to the north of the junction with Chalgrove Way. The roads serving the new homes are a 5.5m carriageway with footways on one or both sides of the roads.



Photo 4.1 – Junction of Kidmore End Road and The Fairway, looking north



Photo 4.2 - The Fairway, looking east

- 4.2.3 Heading north, Kidmore End Road meets Chalkhouse Green Lane which continues north to Kidmore End and Sonning Common. Heading south, Kidmore End Road meets Peppard Road at its southern end. To the north of this is a priority junction with Grove Road forming the minor arm. Grove Road runs westwards and gives access to Emmer Green Primary School, St Barnabas Church and Emmer Green Surgery.



Photo 4.3 - Junction of Kidmore End Road and Grove Road, looking south



Photo 4.4 - Junction of Kidmore End Road and Grove Road, looking north

- 4.2.4 The junction of Kidmore End Road and Peppard Road is a priority junction with a pedestrian refuge island on Kidmore End Road. Peppard Road is a single carriageway main distributor road which provides access to Emmer Green to the north and Caversham and Reading Town centre to the south.



Photo 4.5 - Junction of Peppard Road and Kidmore End Road, looking west



Photo 4.6 - Junction of Peppard Road and Kidmore End Road, looking south

- 4.2.5 A signalised crossing is provided on the southern side of the junction, which assists pedestrians in reaching the local centre shops adjacent to the junction of the eastern side of Peppard Road.



Photo 4.7 - Peppard Road signalised crossing, looking north towards the local centre

- 4.2.6 To the south of the signalised crossing is a three-arm mini-roundabout with Peppard Road forming the northern and eastern arms and Buckingham Drive forming the southern arm, which continues toward Reading town centre.



Photo 4.8 - Junction of Peppard Road and Buckingham Drive, looking south

- 4.2.7 Peppard Road runs north from the junction of Kidmore End Road to a priority junction with Kiln Road forming the minor arm of the junction. There is a right turning lane on Peppard Road.



Photo 4.9 - Junction of Peppard Road and Kiln Road, looking north

- 4.2.8 Cavendish Park Road meets Kiln Road at a priority junction, immediately to the northeast of the junction of Peppard Road and Kiln Road.



Photo 4.10 - Junction of Kiln Road and Cavendish Park Road, looking north

4.3 Walking and Cycling

- 4.3.1 Walking and cycling isochrones have been produced to show the local area that can be reached in a 5, 10, 15 and 20 minute journey time from the site. Figure 2 shows the walking isochrones along with the local facilities within walking distance of the site. Figure 3 shows the local cycle routes and cycling isochrones.
- 4.3.2 To the south of the site, the residential areas of Kidmore End Road and Highdown Hill Road provide suitable walking and cycling routes to the wider area. Reading Borough Council cycle routes R40, R41 and R4 provide connections to Caversham Park Village, Caversham, Reading Station and Reading town centre via a combination of on-road cycle routes and traffic-free cycle paths.
- 4.3.3 The site is conveniently located to access the National Cycle Network. To the west of the site, National Cycle Network Route 5 runs along Highdown Hill Road and provides connections towards Wallingford, Didcot and Oxford to the north.



Photo 4.11 - Highdown Hill Road, looking north, part of National Cycle Network Route 5

4.4 Public Transport

- 4.4.1 The site is within walking distance of three bus routes. Bus service 25 runs between central Reading and Peppard Common via Kidmore End Road and Courtenay Drive. The nearest bus stop to the site for service 25 is 'Chalgrove Way', located at on Kidmore End Road close to the junction with The Fairway.
- 4.4.2 Bus services 23 and 24 are circular routes connecting Emmer Green and Caversham Park with central Reading. The nearest bus stops to the site for services 23 and 24 are located at the eastern end of Grove Road, close to the junction with Kidmore End Road.



Photo 4.12 - 'Chalgrove Way' northbound bus stop on Kidmore End Road

4.4.3 Figure 4 shows the location of bus stops and the bus routes serving the area. The timetables for local buses are appended to this report in Appendix A and the frequency of services summarised in Table 4.1.

Table 4.1 – Local bus services and their frequencies

Service Number	Route	Monday-Friday Daytime	Monday-Friday Evening	Saturday Daytime	Saturday Evening	Sunday Daytime	Sunday Evening
23	Central Reading - Caversham Park - Emmer Green - Central Reading (anticlockwise)	30 mins	30 - 60 mins	30 mins	30 - 60 mins	60 mins	60 mins
24	Central Reading - Emmer Green - Caversham Park - Central Reading (clockwise)	30 mins	60 mins	30 mins	60 mins	60 mins	60 mins
25	Peppard Common - Emmer Green - Central Reading	30 mins	60 mins	30 mins	60 mins	60 mins	-

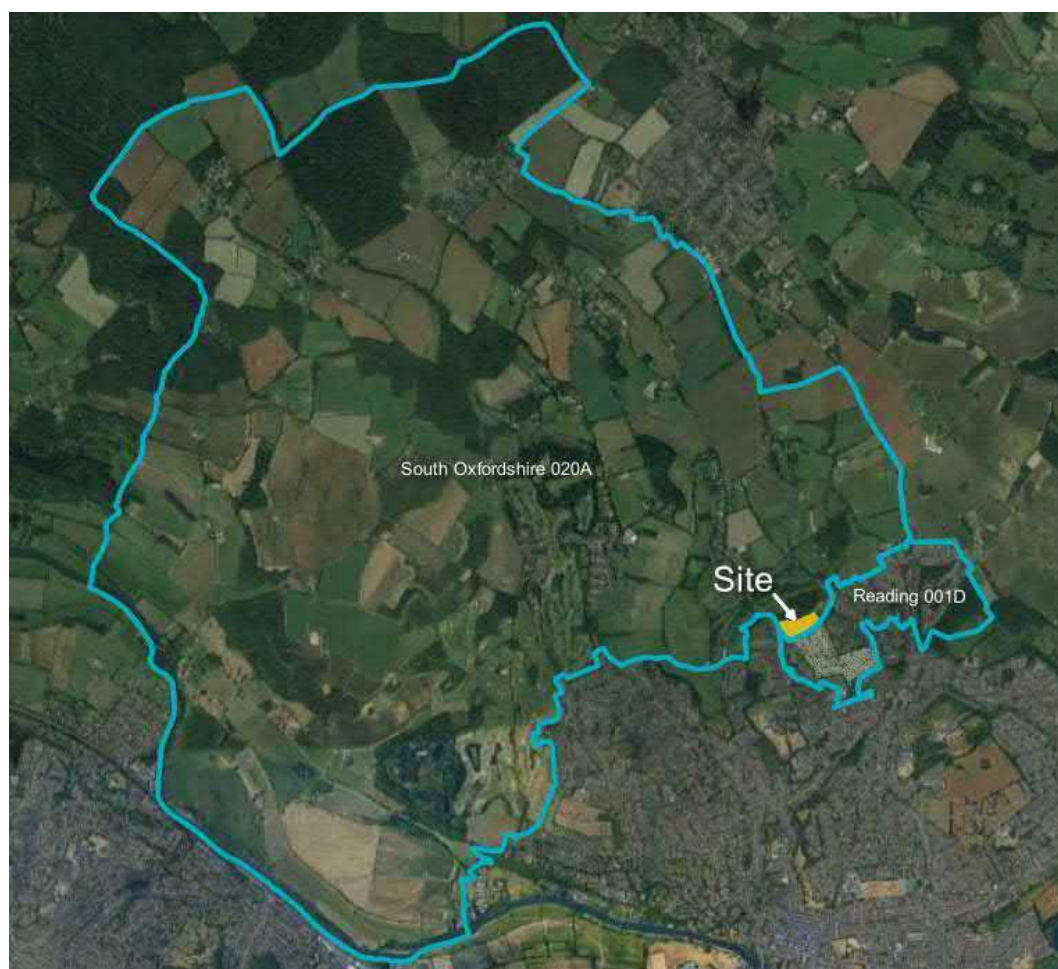
4.4.4 The nearest railway station is Reading. The station is approximately 4km from the site and can be reached via National Cycle Route 5 and local Route R40. Frequent services operate to a wide range of destinations including London Paddington, London Waterloo, Bristol Temple Meads, Basingstoke, Newbury, Gatwick Airport, Manchester, Wales and the South West.

4.4.5 The Elizabeth Line now provides stopping services between Reading and Central London and east to Abbey Wood. It operates a half-hourly service throughout the day and a 15 minute frequency at peak times.

4.4.6 Bus routes 23, 24 and 25 all serve Reading Station. The station also provides ample secure bike storage with CCTV in operation.

4.5 Existing Travel Patterns

4.5.1 Interrogation of the 2011 Census shows that the site falls within Super Output Area Lower Layer 'South Oxfordshire 020A'. This is bounded to the south by Super Output Area Lower Layer 'Reading 001D'. The areas are shown in Figure 4.1.



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Figure 4.1 – Super Output Area boundaries

4.5.2 As the 'South Oxfordshire 020A' area comprises a large, rural region, it is considered that the 'Reading 001D' comprises a more appropriate area to review journey to work trends. The journey to work modal split for the 'Reading 001D' Super Output Area is presented in Figure 4.2.

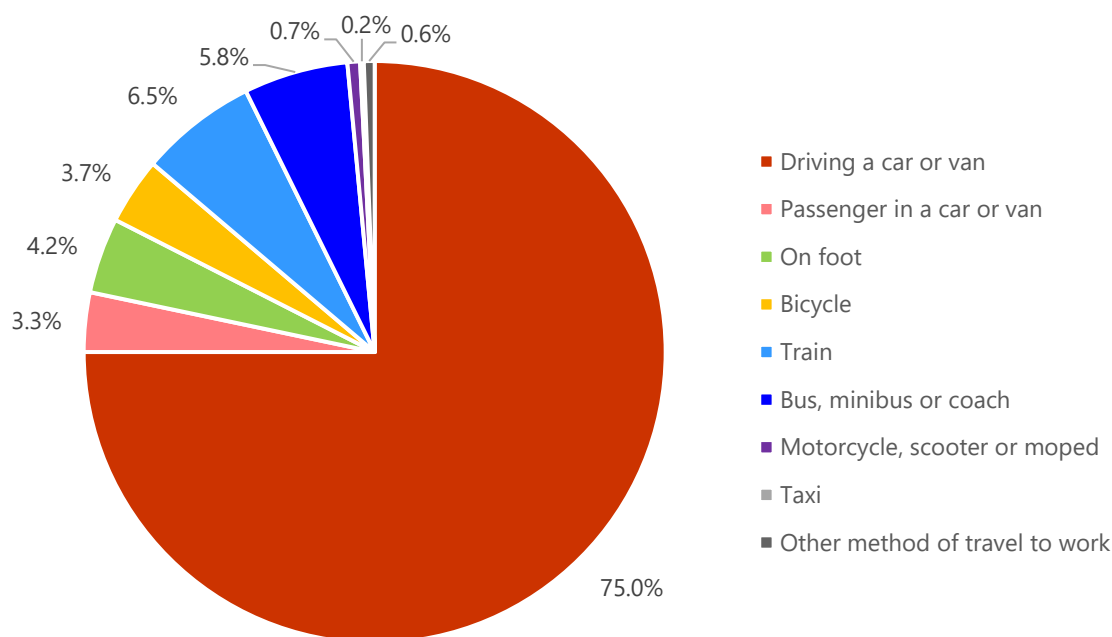


Figure 4.2 – Modal split of journeys to work from 2011 Census

- 4.5.3 This shows that around 75% of residents in the area who travel to work do so by driving a car or van. Around 8% of journeys to work are by walking or cycling and around 12% of journeys to work are by public transport.
- 4.5.4 The 2011 Census also reveals that the average number of cars and vans available in this area is 1.7 vehicles per household.

4.6 Local Amenities

- 4.6.1 There are a wide range of local amenities within walking distance of the site. Emmer Green Local Centre is approximately 1km from the site, at the end of Kidmore End Road. This can be reached in around 12 minutes on foot and provides amenities including a Post Office, pharmacy, supermarket, convenience store, hair salon/barbers, cafés and takeaways.
- 4.6.2 In addition, a GP surgery, primary schools and Highdown Secondary School and Sixth Form Centre are also withing walking and cycling distance of the site.
- 4.6.3 The local amenities are shown on Figure 2 highlighting the site being situated in a sustainable location where local amenities serving the day-to-day needs of residents can be accessed by walking and cycling.

4.7 Personal Injury Collisions Analysis

- 4.7.1 A review of the personal injury data in the vicinity of the site and reported from 1st January 2019 to 31st December 2023 has been undertaken by interrogating the information on the Thames Valley Policy STATS19 website. Table 4.2 provides a summary of the incidents in the local area. The locations of these incidents are shown in Figure 5. This reveals that there are no significant clusters of incidents. Out of the twelve incidents listed three were classified as 'serious' and nine were classified as 'slight'. Four incidents involved pedestrians and seven involved cyclists.

Table 4.2 – Personal Injury Collisions Summary

No.	Date	Time	Location	Vehs	Cas	Peds	Child	Cycles	OAPs	Severity
1	17/12/2022	16:34	Peppard Road	2	1	0	0	1	0	Slight
2	28/09/2022	08:55	Kiln Road j/w Caversham Park Road	2	1	0	0	1	0	Slight
3	15/07/2022	08:51	Peppard Rd j/w Kiln Lane	2	1	0	0	1	0	Slight
4	16/06/2022	08:30	Grove Road apprx 41m W j/w Unity Close	1	1	1	1	0	0	Serious
5	11/02/2022	10:48	Peppard Road j/w Rosehill Park	2	1	0	0	1	0	Slight
6	31/01/2022	21:10	Kiln Road j/w Caversham Park Road	1	1	1	0	0	0	Slight
7	20/10/2020	07:15	Peppard Road apprx 85m NW j/w Fishers Ct	1	1	1	0	0	0	Serious
8	16/03/2020	08:38	Grove Road	1	1	1	1	0	0	Slight
9	12/11/2019	08:05	Surley Row j/w Grove Road	2	1	0	0	1	0	Slight
10	11/09/2019	15:03	Peppard Road j/w Kiln Road	2	1	0	0	1	0	Slight
11	15/07/2019	17:18	Peppard Road j/w Kiln Road	2	1	0	0	0	0	Slight
12	25/01/2019	17:46	Buckingham Drive j/w Langford Close	2	1	0	1	1	0	Serious

4.8 Traffic Surveys

- 4.8.1 Traffic surveys were undertaken in March 2025 at the following junctions:
- Kidmore End Road / Chalgrove Way priority junction
 - Kidmore End Road / Grove Road priority junction
 - Peppard Road / Kidmore End Road priority junction
 - Peppard Road / Buckingham Drive mini-roundabout
 - Peppard Road / Kiln Road priority junction
 - Kiln Road / Caversham Park Road priority junction
- 4.8.2 The AM peak hour was found to be between 07:45 and 08:45. The PM peak hour was found to be between 17:00 and 18:00 at the junctions of Kidmore End Road and Peppard Road and Peppard Road with Buckingham Drive. The remaining junctions surveyed had a PM peak between 16:15 and 17:15. The peak hour turning movements for the junctions surveyed are shown in Figures T1 and T2 and the survey data can be found in Appendix B.

4.8.3 In addition, an Automatic Traffic Count (ATC) was undertaken on Kidmore End Road in the vicinity of The Fairway / Chalgrove Way for a period of seven days from Thursday 6th March to Wednesday 12th March 2025. The ATCs recorded vehicle speeds in both directions on each of the roads surveyed. Figures 4.4 to 4.6 show the recorded average weekday speeds in each hour of the day over the course of a 24 hour period.

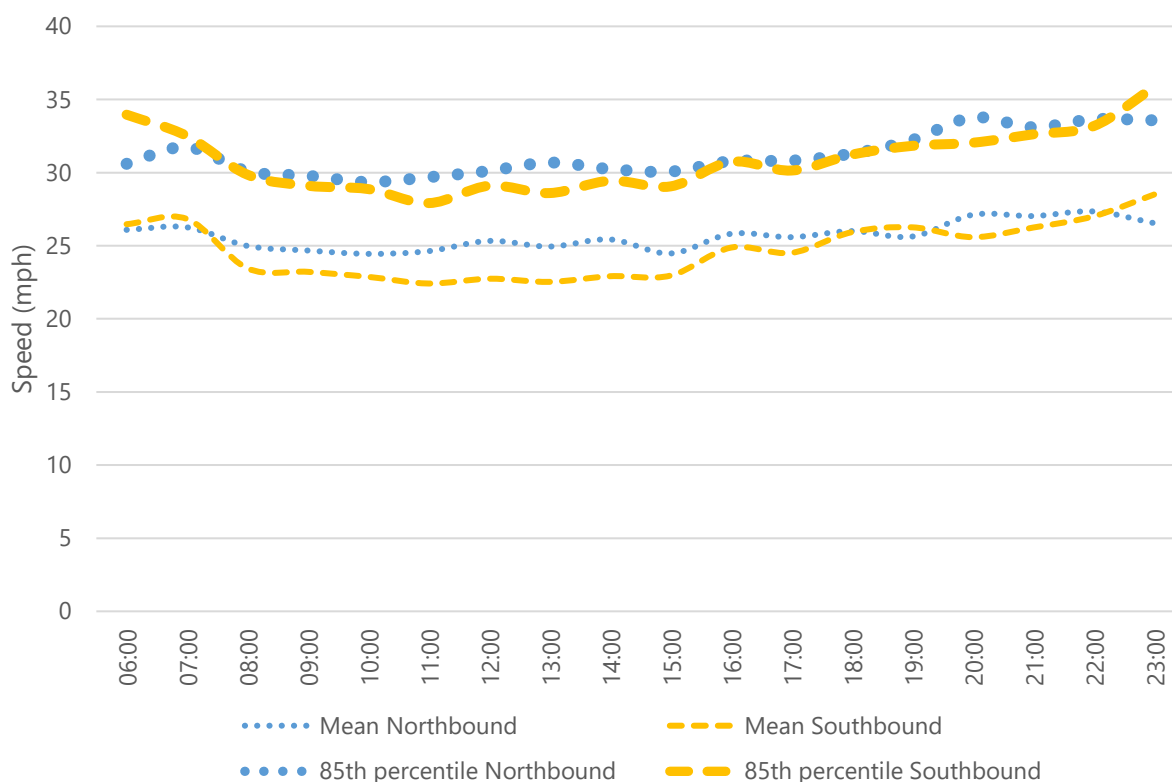


Figure 4.4 – Mean and 85th percentile speeds recorded on Kidmore End Road

4.8.4 The ATC recorded mean speeds of 25.4mph northbound and 24.0mph southbound. The 85th percentile speeds were 30.6mph northbound and 30.2mph southbound. The full ATC survey can be found in Appendix B.

5 Development Proposals

5.1 Description of the Proposed Development

- 5.1.1 The total site area is approximately 5.9 hectares. A total of 70 homes are proposed together with associated open space, landscaping and new access.
- 5.1.2 Vehicular access is to be taken from the southeast corner of the site via the residential development to the south, to join Kidmore End Road via The Fairway. A secondary emergency access is provided towards the southwest corner of the site. Both the vehicular access and emergency access will tie into the approved internal road network for the development to the south currently under construction. This road layout is shown on ECE Architecture drawing 6960/PL-053/Q.
- 5.1.3 The proposed site access arrangements and access route from Kidmore End Road are shown on Drawing SDP-XX-XX-DR-D-353.

5.2 Parking

- 5.2.1 The proposed parking at the proposed development will conform to Oxfordshire guidance for new developments.

5.3 Servicing

- 5.3.1 The internal layout of the development will be designed to accommodate the expected size of refuse, service and emergency vehicles.

6 Trip Generation and Distribution

6.1 Trip Generation

- 6.1.1 The Stantec Transport Assessment presented an in-depth calculation of Total Person Trips by journey purpose using data from the TRICS database and the Department for Transport National Travel Survey and Census. This was agreed to present a robust assessment of the proposed development when taking local factors into account. The number of Total Person Trips calculated to be generated by the development of 223 residential homes are summarised in Table 6.1 along with the equivalent Total Person Trip Rates.

Table 6.1 – Residential Total Person Trips and Trip Rates

	Total Person Trips			Equivalent Total Person Trip Rates		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
08:00 - 09:00	36	165	201	0.161	0.740	0.901
17:00 - 18:00	131	54	185	0.587	0.242	0.830

- 6.1.2 The mode of travel to education used assumptions based on the type, location, and distance of each of the local schools from the site. Method of Travel to Work taken from the 2011 Census was used to assign the Total Person Trips to each mode of travel for the other trip purposes. The resulting peak hour mode shares used in the Stantec Transport Assessment are shown in Table 6.2.

Table 6.2 – Overall Residential Person Trip Mode Share

	AM Peak Mode Share	PM Peak Mode Share
Driving a car or van	44%	65%
Passenger in a car or van	8%	5%
On foot / Bicycle	37%	13%
Train	4%	7%
Bus, minibus, or coach	6%	9%
Motorcycle or moped	1%	1%
Taxi	0%	0%

- 6.1.3 Table 6.3 applies the trip rates from Table 6.1 and the mode share from Table 6.2 to present the number of trips by each mode of travel for a development of 70 homes.

Table 6.3 – Trips by Mode of Travel for 70 Homes

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Driving a car or van	5	23	28	27	11	38
Passenger in a car or van	1	4	5	2	1	3
On foot / Bicycle	4	19	23	5	2	8
Train	0	2	3	3	1	4
Bus, minibus, or coach	1	3	4	4	2	5
Motorcycle or moped	0	1	1	0	0	1
Taxi	0	0	0	0	0	0
TOTAL	11	52	63	41	17	58

6.1.4 The current version of the TRICS database (version 7.11.4) has also been interrogated to compare the expected trip rates for the proposed development. The full output from the TRICS database can be found in Appendix C.

6.1.5 The following criteria have been used when selecting appropriate sites from the database for the residential units:

- Land Use 03/A – Residential, Houses Privately Owned
- Sites in England and Wales, excluding Greater London
- Development sizes from 40 to 200 units
- Suburban and Edge of Town sites surveyed from 2016 onwards
- Population within 1-mile radius up to 15,000
- Population within 5-mile radius up to 500,000
- Weekday surveys
- Only latest surveys included where a site has been re-surveyed

6.1.6 Table 6.4 shows the 'Total People' trip rates for the peak hours 08:00-09:00 and 17:00-18:00.

Table 6.4 – TRICS Total People trip rates

	Trip Rate In	Trip Rate Out
08:00 - 09:00	0.235	0.793
17:00 - 18:00	0.549	0.293

6.1.7 Table 6.5 shows the vehicle trip rates for the peak hours 08:00-09:00 and 17:00-18:00.

Table 6.5 – TRICS Vehicle trip rates

	Trip Rate In	Trip Rate Out
08:00 - 09:00	0.156	0.370
17:00 - 18:00	0.333	0.173

- 6.1.8 Table 6.6 summarises the number of people and vehicle trips associated with a development of 70 homes using the TRICS trip rates in the tables above.

Table 6.6 – Total People and Vehicle trips for 70 homes

	Total People Trips			Vehicle Trips		
	Trips In	Trips Out	Two-way	Trips In	Trips Out	Two-way
08:00 - 09:00	16	56	72	11	26	37
17:00 - 18:00	38	21	59	23	12	35

- 6.1.9 The trips by model of travel using the mode share shown in Table 6.2 are summarised in Table 6.7.

Table 6.7 – Trips by Mode of Travel using TRICS Total People trip rates for 70 Homes

	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Driving a car or van	7	24	32	25	13	38
Passenger in a car or van	1	5	6	2	1	3
On foot / Bicycle	6	21	27	5	3	8
Train	1	2	3	3	1	4
Bus, minibus, or coach	1	3	4	3	2	5
Motorcycle or moped	0	1	1	0	0	1
Taxi	0	0	0	0	0	0
TOTAL	16	56	72	38	21	59

- 6.1.10 The predicted total number of vehicle trips in the peak hours shown in Tables 6.3 and 6.7 are similar in number, as are the vehicle trips predicted using the TRICS vehicle trip rates. These are all considered to be reasonable scenarios for the expected proposed development trip generation. The vehicle trip generation in Table 6.6 for the AM peak hour and the vehicle trip generation in Table 6.7 for the PM peak hour will be used in the capacity analysis to present a robust calculation of the vehicle trips from the proposed development.
- 6.1.11 Over the course of the twelve-hour period between 07:00 and 19:00, the proposed homes are expected to generate in the region of 325 two-way vehicle trips based on the trip rates obtained from the TRICS database.

6.2 Trip Distribution

- 6.2.1 The trip distribution agreed for the Land at Reading Golf Club development has been used to assign traffic onto the local road network for the proposed development. Figures T3 and T4, at the end of this report, show the distribution of the development's vehicular traffic in the AM and PM peak hours respectively.

7 Impact of the Development on the Transport Network

7.1 Methodology

- 7.1.1 The capacity impact of the development traffic is proposed to be assessed for the current year and a future year of 2030 (five years beyond a submission year of 2025) using the TRL Junctions 10 software package. The RFC values give the Ratio of Flow to Capacity, which indicates what proportion of each arm's total capacity is being utilised. RFC values above 0.85 signify that the arm is nearing capacity and RFC values over 1 indicate that the arm is at or exceeding capacity.
- 7.1.2 The 2030 traffic flows have been obtained by growing the 2025 traffic flows using the NTM/TEMPro growth factor for Reading of 1.055 for the AM peak and 1.054 for the PM peak. The equivalent growth factors for South Oxfordshire are 1.051 and 1.052 for the AM and PM peak periods, respectively.
- 7.1.3 Figures T5 and T6 show the anticipated vehicular traffic from the 223 homes under construction to the south of the site. Figures T7 and T8 show the 2030 growthed traffic flows including this committed development traffic. Figures T9 and T10 show the total traffic in 2030 with the addition of the proposed development trips.

7.2 Highway Capacity Impact

- 7.2.1 The results of the individual junction analyses are summarised in the tables below, with the full output presented in Appendix D.

Kidmore End Road / The Fairway / Chalgrove Way

- 7.2.2 The assessment shows that the junction operates well under capacity in all scenarios with virtually no queuing, based on the traffic flows modelled and with the addition of the development traffic.

Table 7.1 – Kidmore End Road / The Fairway / Chalgrove Way priority junction

2025 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kidmore End Road	0.02	0	0.03	0
The Fairway	0.05	0	0.02	0
Chalgrove Way	0.05	0	0.02	0
2030 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kidmore End Road	0.02	0	0.03	0
The Fairway	0.14	0	0.07	0
Chalgrove Way	0.05	0	0.02	0
2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kidmore End Road	0.02	0	0.03	0
The Fairway	0.20	0	0.10	0
Chalgrove Way	0.05	0	0.02	0

Kidmore End Road / Grove Road

- 7.2.3 The assessment shows that the junction operates well under capacity in all scenarios with virtually no queuing, based on the traffic flows modelled and with the addition of the development traffic.

Table 7.2 – Kidmore End Road / Grove Road priority junction

2025 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kidmore End Road	0	0.11	0	0.06
Grove Road	1	0.36	0	0.15
2030 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kidmore End Road	0	0.12	0	0.07
Grove Road	1	0.39	0	0.17
2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kidmore End Road	0	0.13	0	0.07
Grove Road	1	0.39	0	0.18

Peppard Road / Kidmore End Road

- 7.2.4 The assessment shows that the junction operates well under capacity in all scenarios with minimal queuing, based on the traffic flows modelled and with the addition of the development traffic.

Table 7.3 – Peppard Road / Kidmore End Road priority junction

2025 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road	0.16	0	0.12	0
Kidmore End Road	0.27	1	0.25	1
2030 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road	0.19	0	0.20	1
Kidmore End Road	0.43	1	0.35	1
2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road	0.19	1	0.22	1
Kidmore End Road	0.48	1	0.38	1

Peppard Road / Kiln Road

- 7.2.5 The assessment shows that the junction operates under capacity in all scenarios. The predicted queues do not significantly increase with the addition of the proposed development's vehicle flows.

Table 7.4 – Peppard Road / Kiln Road priority junction

2025 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road	0.35	1	0.25	0
Kiln Road	0.70	2	0.68	3
2030 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road	0.40	1	0.28	0
Kiln Road	0.82	4	0.79	5
2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road	0.41	1	0.28	0
Kiln Road	0.83	4	0.81	5

Kiln Road / Caversham Park Road

- 7.2.6 The assessment shows that the junction operates well under capacity in all scenarios with virtually no significant queuing, based on the traffic flows modelled and with the addition of the development traffic.

Table 7.5 – Kiln Road / Caversham Park Road priority junction

2025 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kiln Road	0.58	2	0.50	1
Caversham Park Road	0.39	1	0.42	1
2030 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kiln Road	0.64	2	0.55	1
Caversham Park Road	0.41	1	0.46	1
2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Kiln Road	0.65	2	0.55	1
Caversham Park Road	0.42	1	0.47	1

Peppard Road / Buckingham Drive

- 7.2.7 The junction analysis shows that the junction operates within capacity. The queues on the arms of the junction are predicted to increase by around two vehicles in 2030 without the proposed development, with the assessment including the proposed development's vehicular traffic not increasing the queues significantly.

Table 7.6 – Peppard Road / Buckingham Drive mini-roundabout

2025 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road (N)	0.68	2	0.63	2
Peppard Road (E)	0.64	2	0.56	1
Buckingham Drive (S)	0.79	3	0.72	2
2030 without development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road (N)	0.76	3	0.69	2
Peppard Road (E)	0.71	2	0.62	2
Buckingham Drive (S)	0.84	5	0.80	4
2030 with development	AM Peak Hour		PM Peak Hour	
	RFC	Queue	RFC	Queue
Peppard Road (N)	0.78	4	0.70	2
Peppard Road (E)	0.72	2	0.62	2
Buckingham Drive (S)	0.85	5	0.82	4

Junction Assessment Summary

- 7.2.8 The highway capacity analysis undertaken at the junctions assessed show that the addition of the proposed development's traffic does not have a significant impact on the operation of these junctions. The proposed development traffic can therefore be accommodated on the local road network without a significant detrimental effect.

8 Sustainability

8.1 Pedestrians and Cyclists

- 8.1.1 Pedestrians are catered for by a good network of footways. This allows for easy access to and from the site and for pedestrians to be able to access local facilities.
- 8.1.2 The cycling isochrones show that Caversham and Reading town centre are accessible by cycle in less than 15 minutes.
- 8.1.3 The proposed development will enhance pedestrian and cycle permeability between areas east and west of the site and improve accessibility to the National Cycle Network for existing local residents and new homeowners of the proposed development with the provision of an active travel link to Highdown Hill Road on the western boundary of the site

8.2 Public Transport

- 8.2.1 The site is accessible from existing local bus routes with bus stops within a reasonable walking distance from the site. The bus services give access to Reading town centre and the wider local area.

8.3 Travel Plan

- 8.3.1 The Travel Plan for the development will promote sustainable modes of travel for residents to encourage travel by means other than the private car. The range of measures is hoped to reduce trips by car by 10% compared with the baseline estimate of the mode of travel.

9 Conclusions

9.1 Summary

- 9.1.1 This Transport Assessment has been prepared in support of the proposed residential development on land within South Oxfordshire district at the former Reading Golf Club, Reading.
- 9.1.2 This Transport Assessment demonstrates that the proposed development can be accommodated without any significant detrimental impact on the local transport network.
- 9.1.3 The proposed development can be safely accessed and serviced from the existing highway network via the site access junction. The site can be accessed by means other than the private car with good access provision for pedestrians and cyclists and public transport provision within walking distance of the site.
- 9.1.4 In conclusion, there is no highways and transport reason why the development should not be permitted.

Figures and Drawings

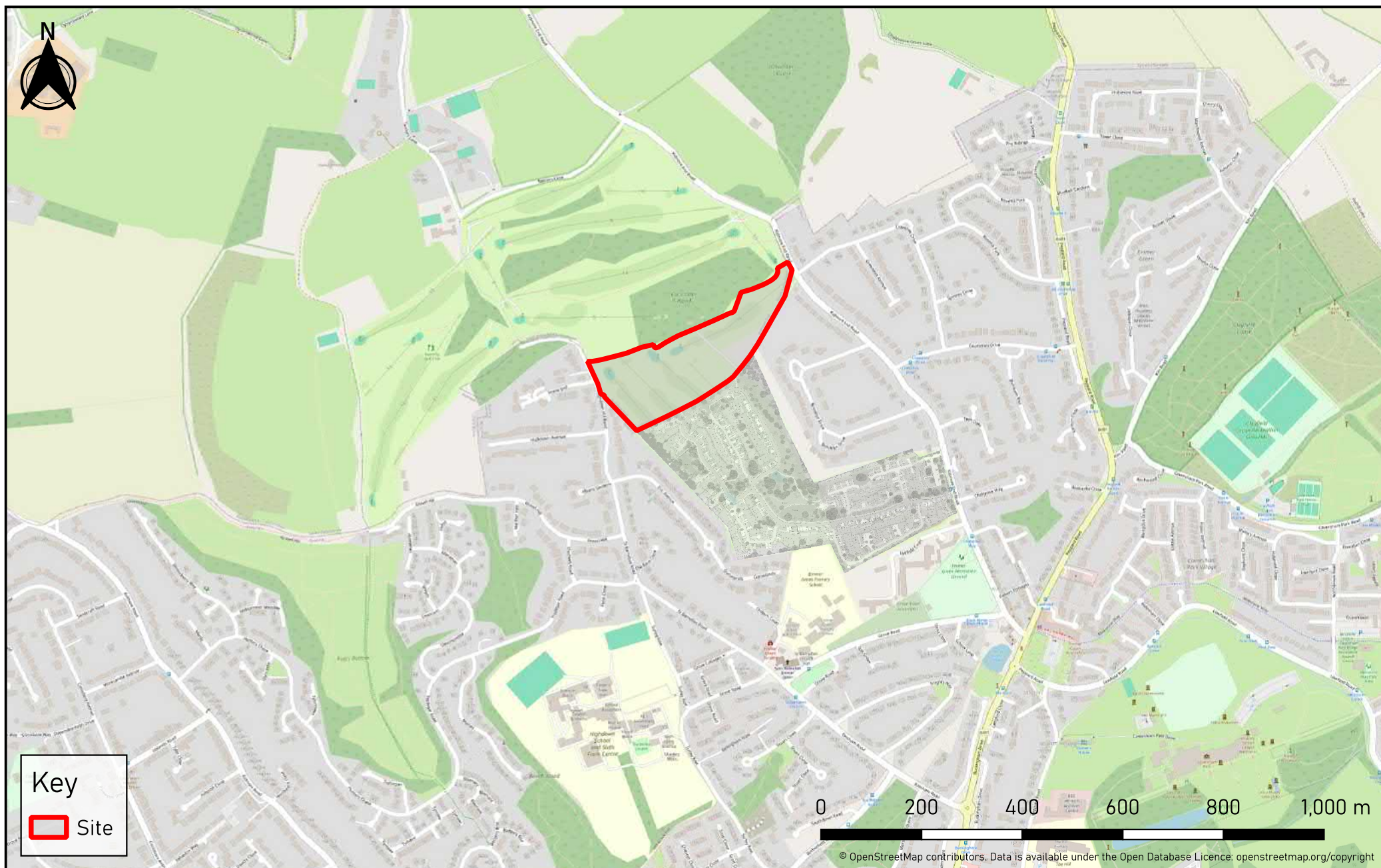


Figure 1 – Site Location

Land West of Kidmore End Road, Oxfordshire

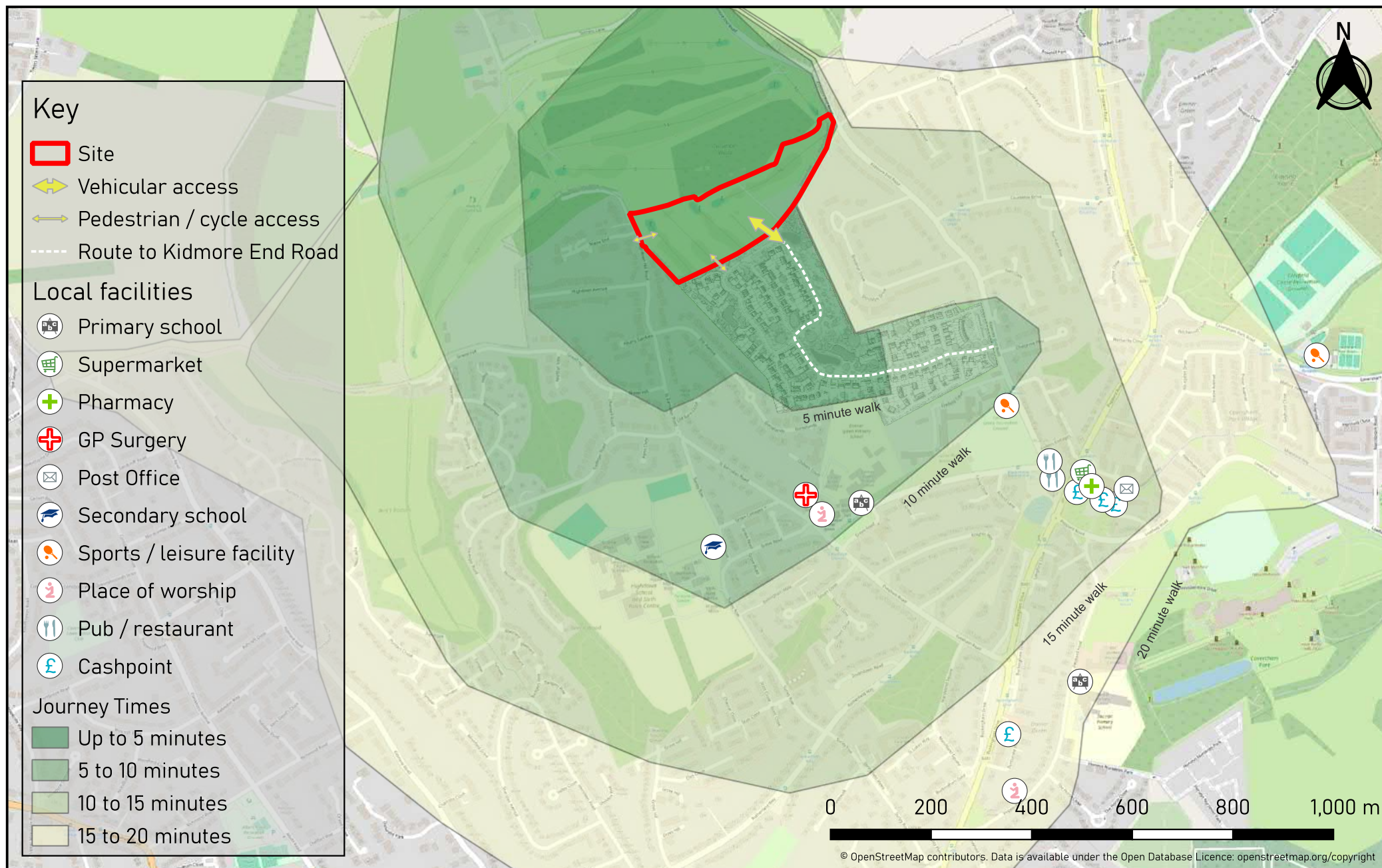
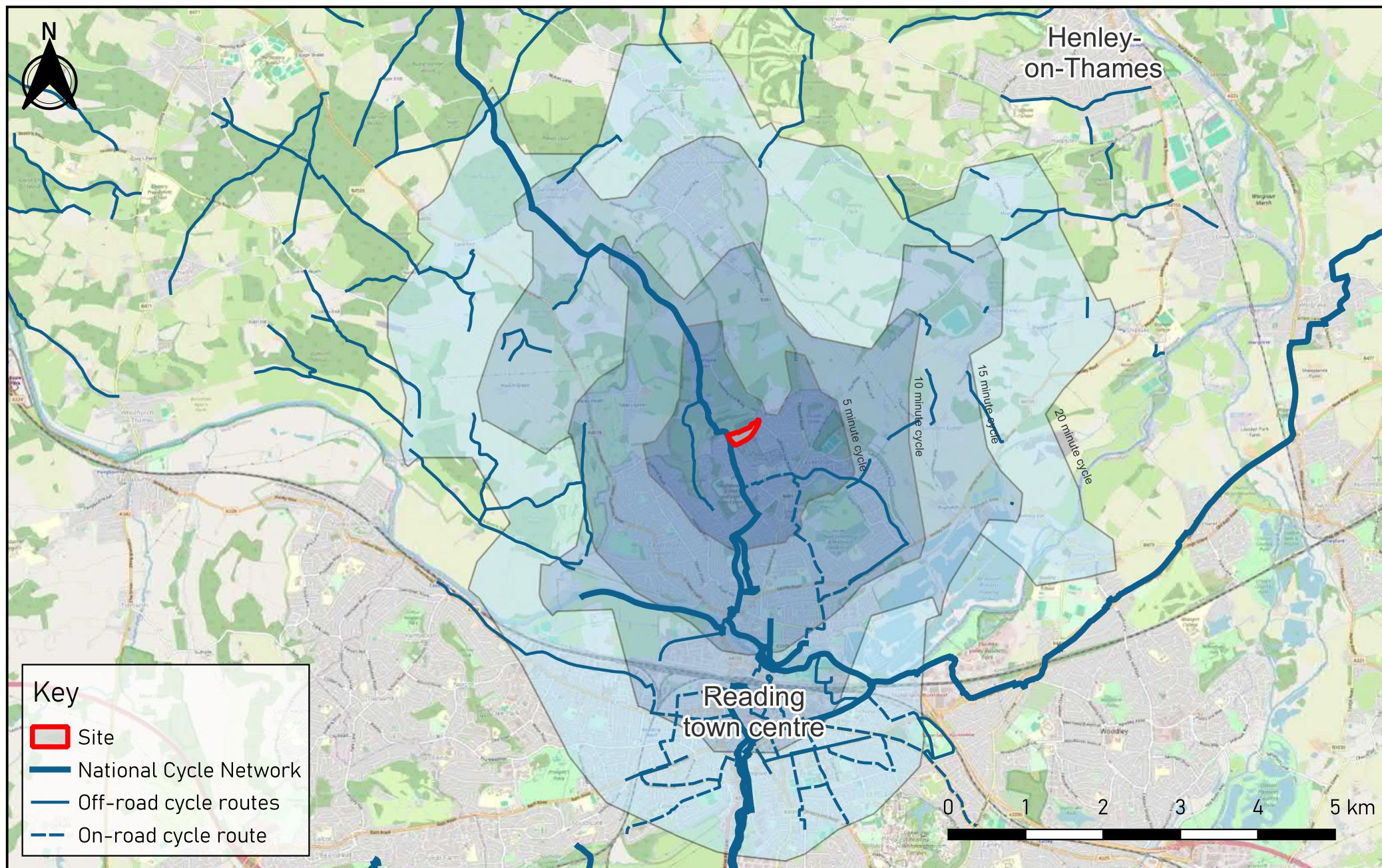


Figure 2 – Local facilities within walking distance of the site

Land West of Kidmore End Road, Oxfordshire



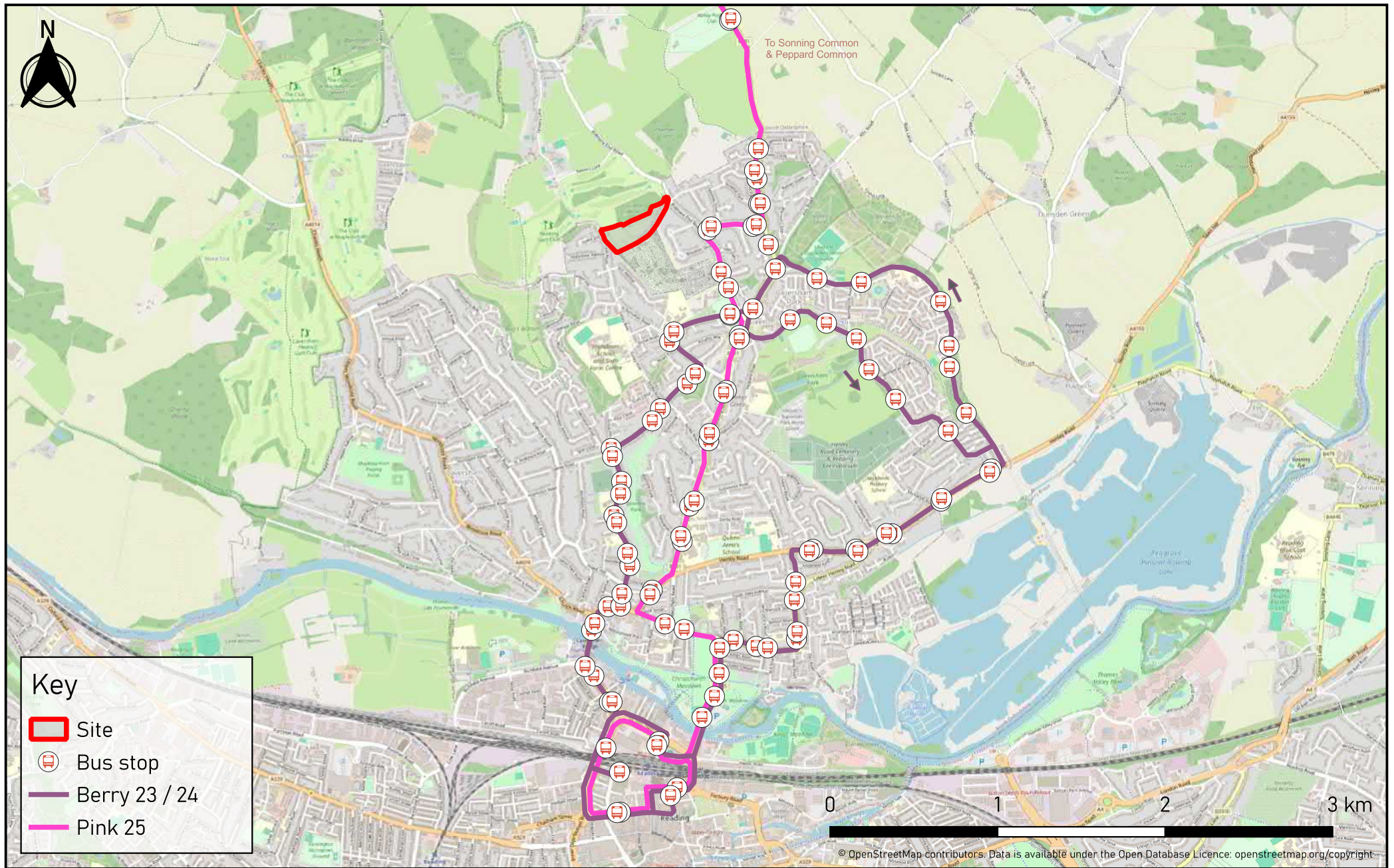


Figure 4 - Local Bus Routes

Land West of Kidmore End Road, Oxfordshire

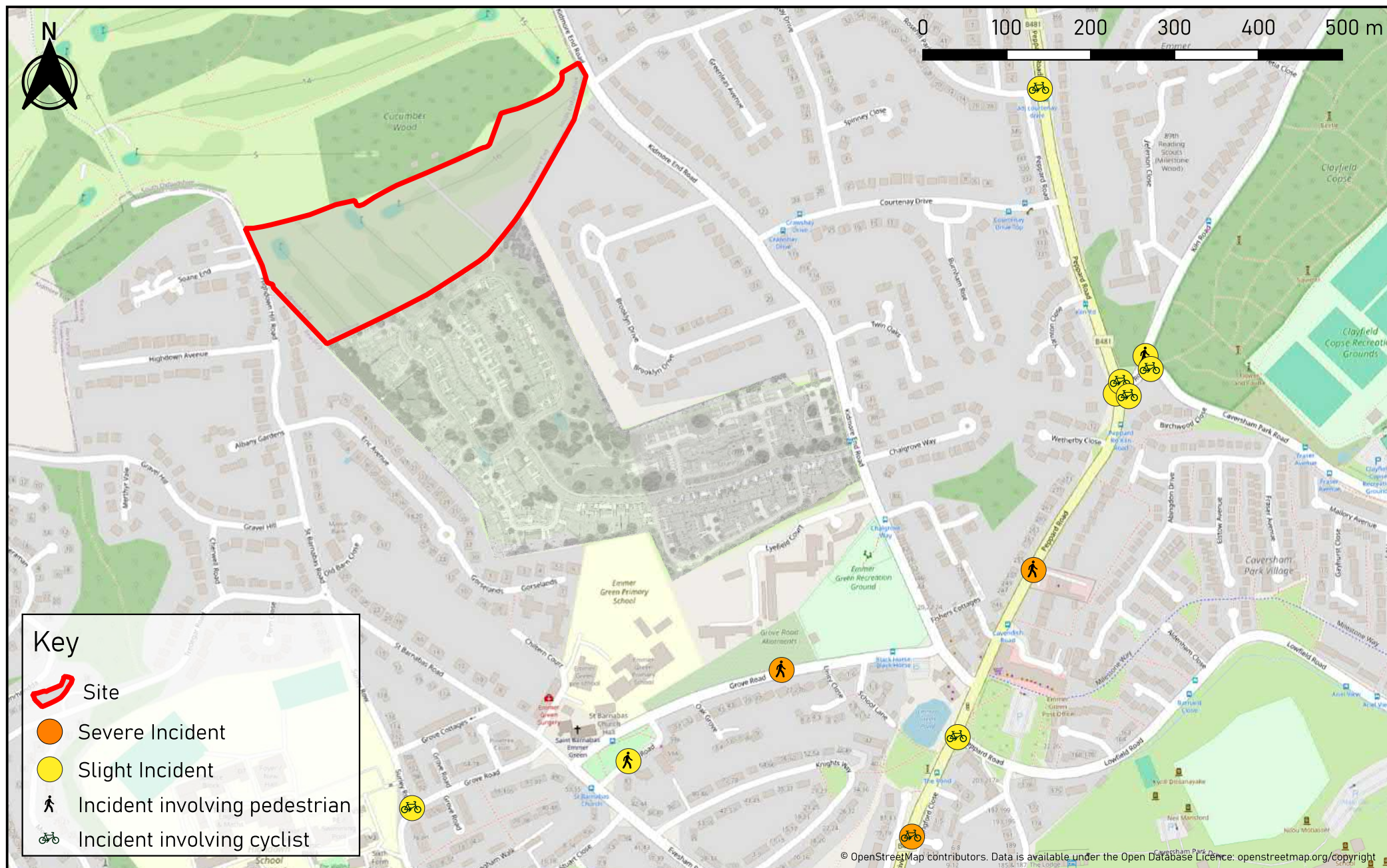


Figure 5 – Personal Injury Collision Locations

Land West of Kidmore End Road, Oxfordshire

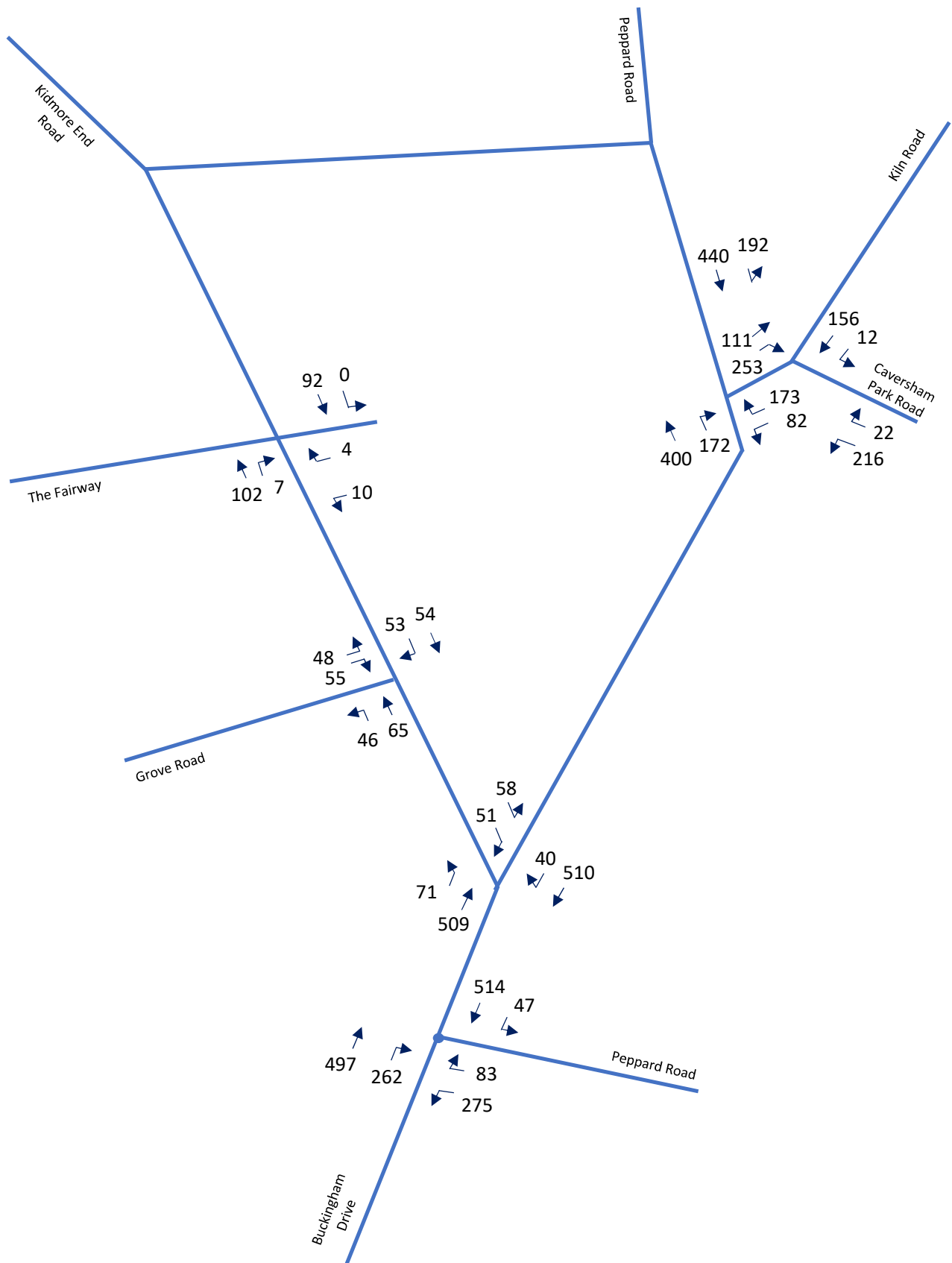


Figure T1 - 2025 AM peak hour traffic flows
Land West of Kidmore End Road

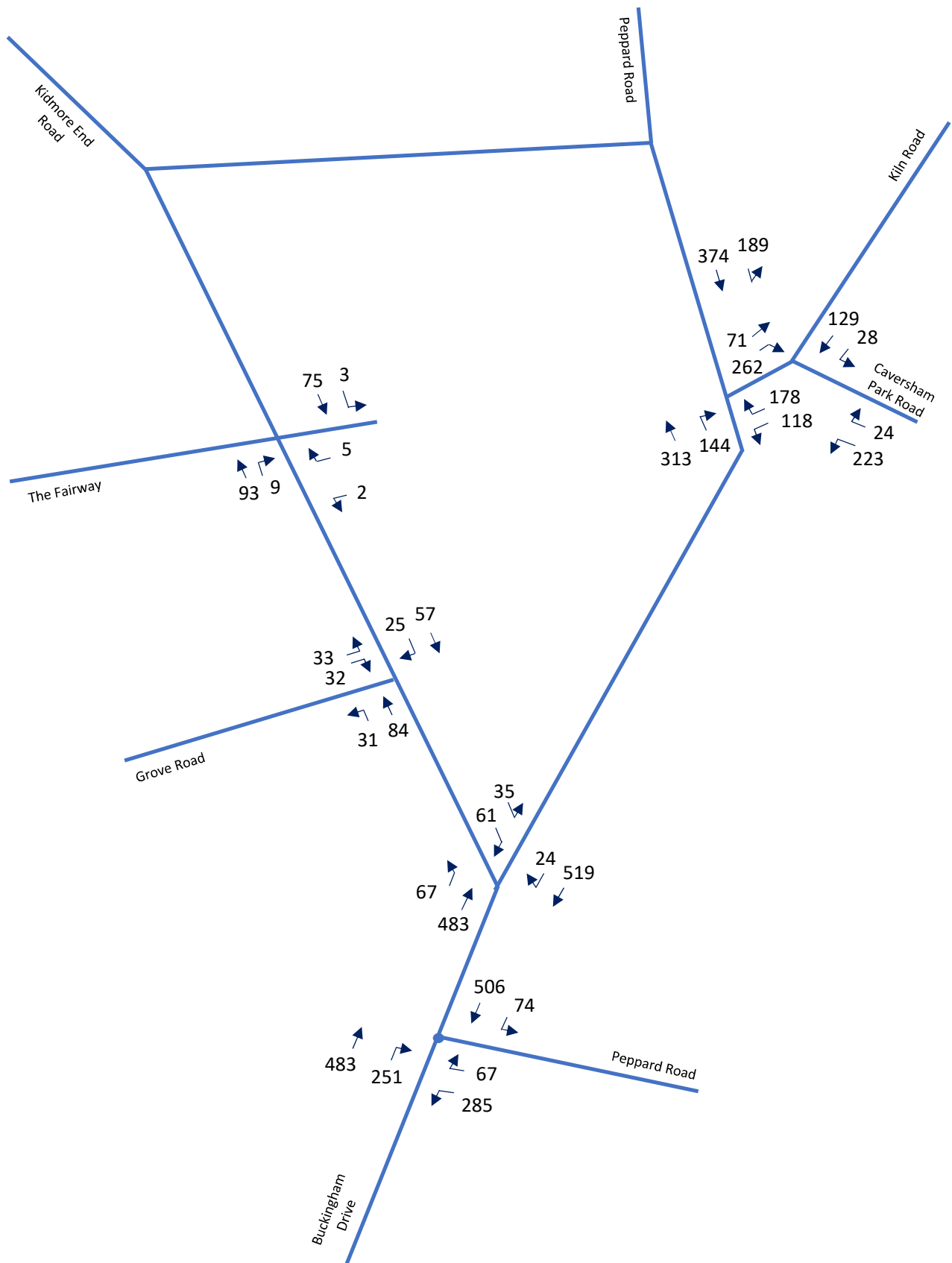


Figure T2 - 2025 PM peak hour traffic flows
Land West of Kidmore End Road

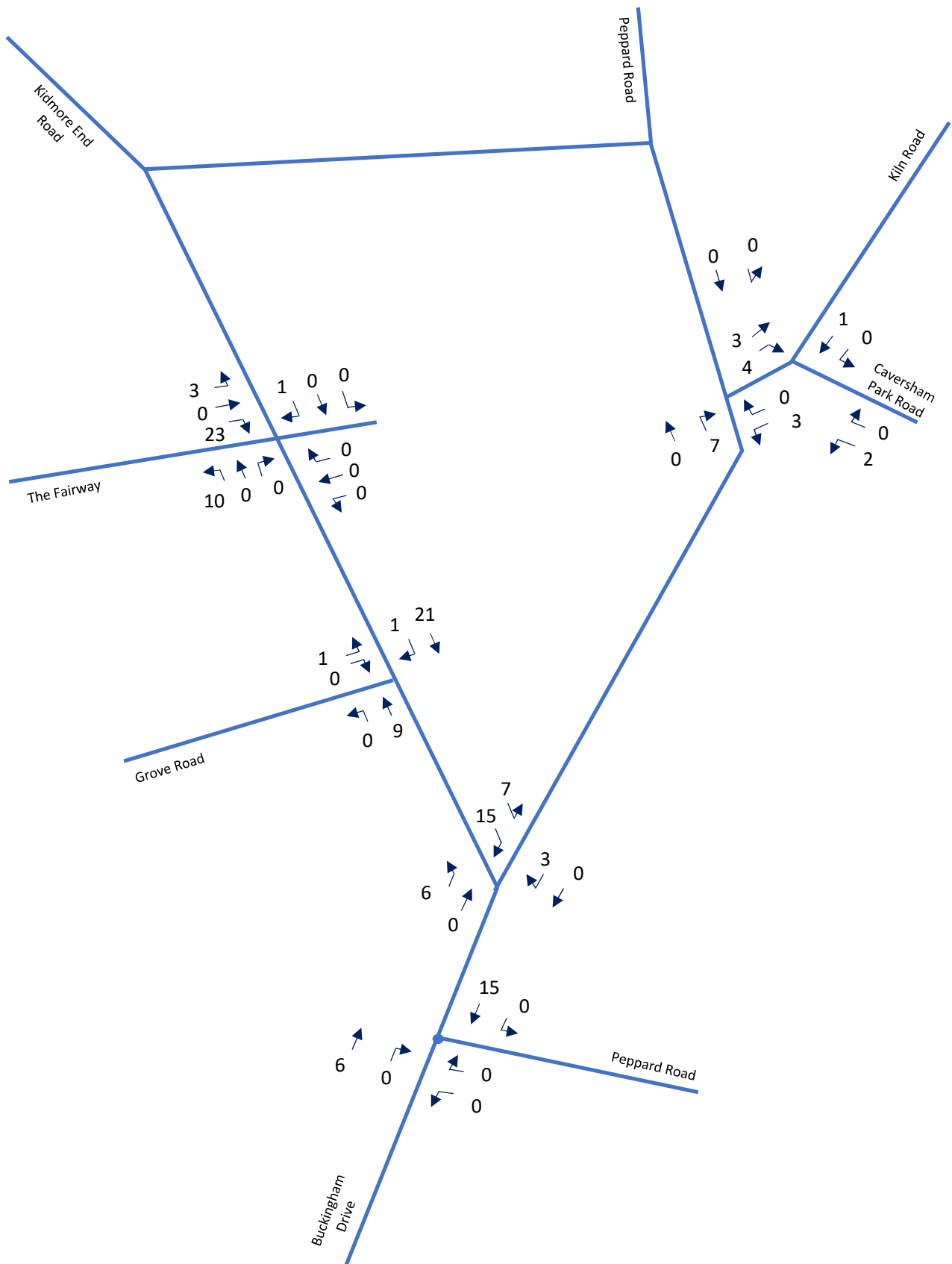


Figure T3 - AM peak hour development traffic flows
Land West of Kidmore End Road

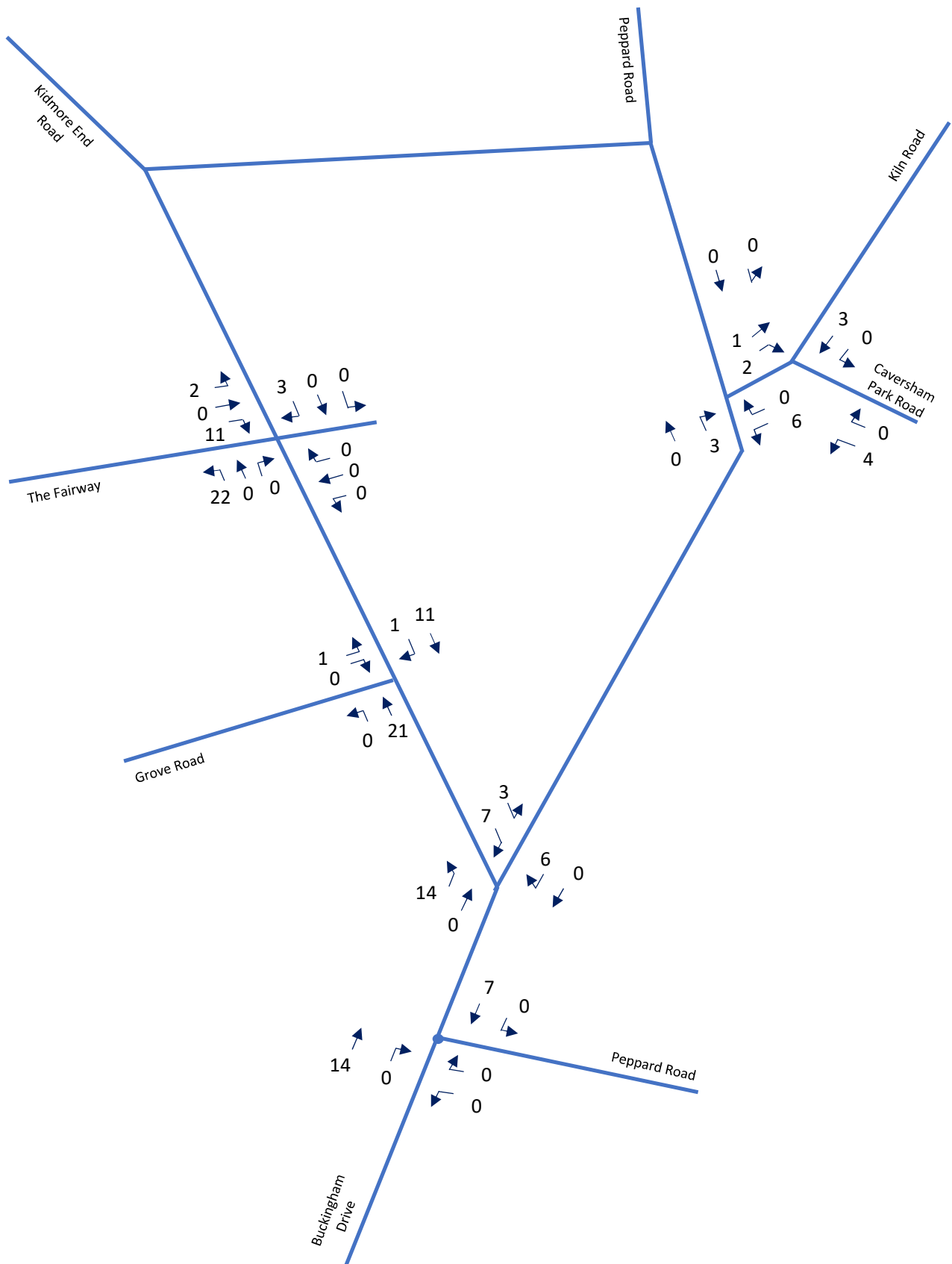


Figure T4 - PM peak hour development traffic flows
Land West of Kidmore End Road

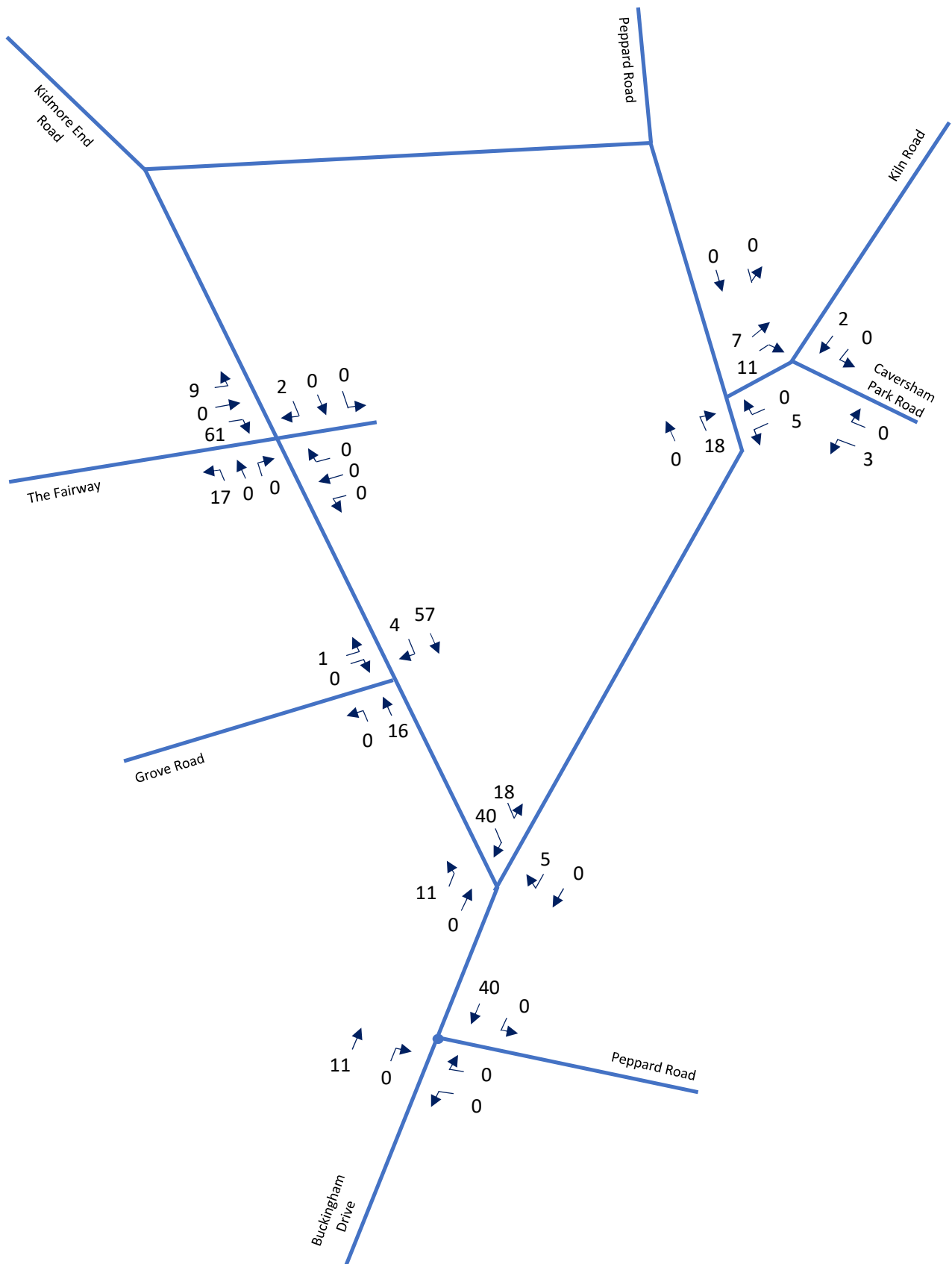


Figure T5 - AM peak committed development
Land West of Kidmore End Road

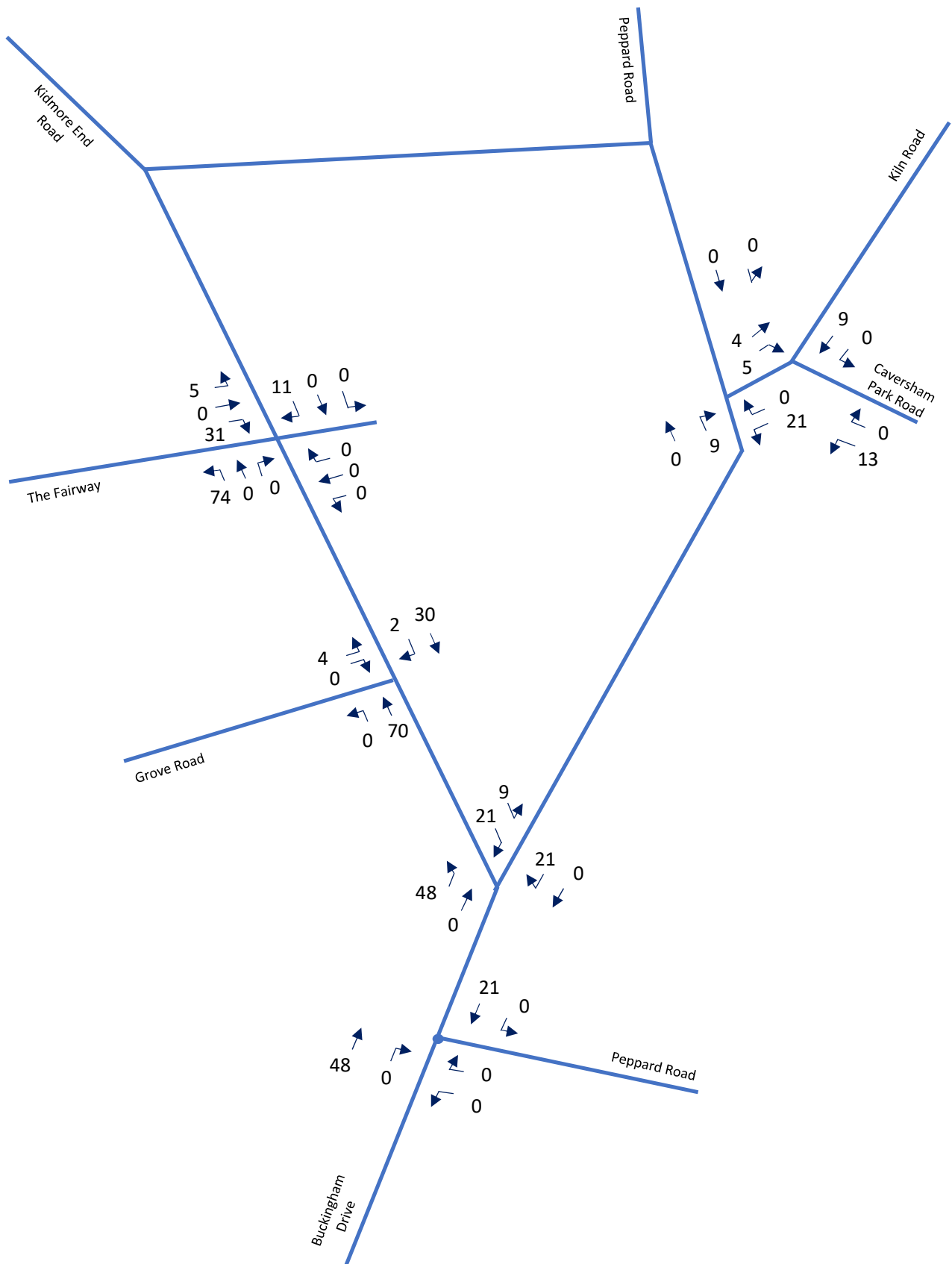


Figure T6 - PM peak committed development
Land West of Kidmore End Road

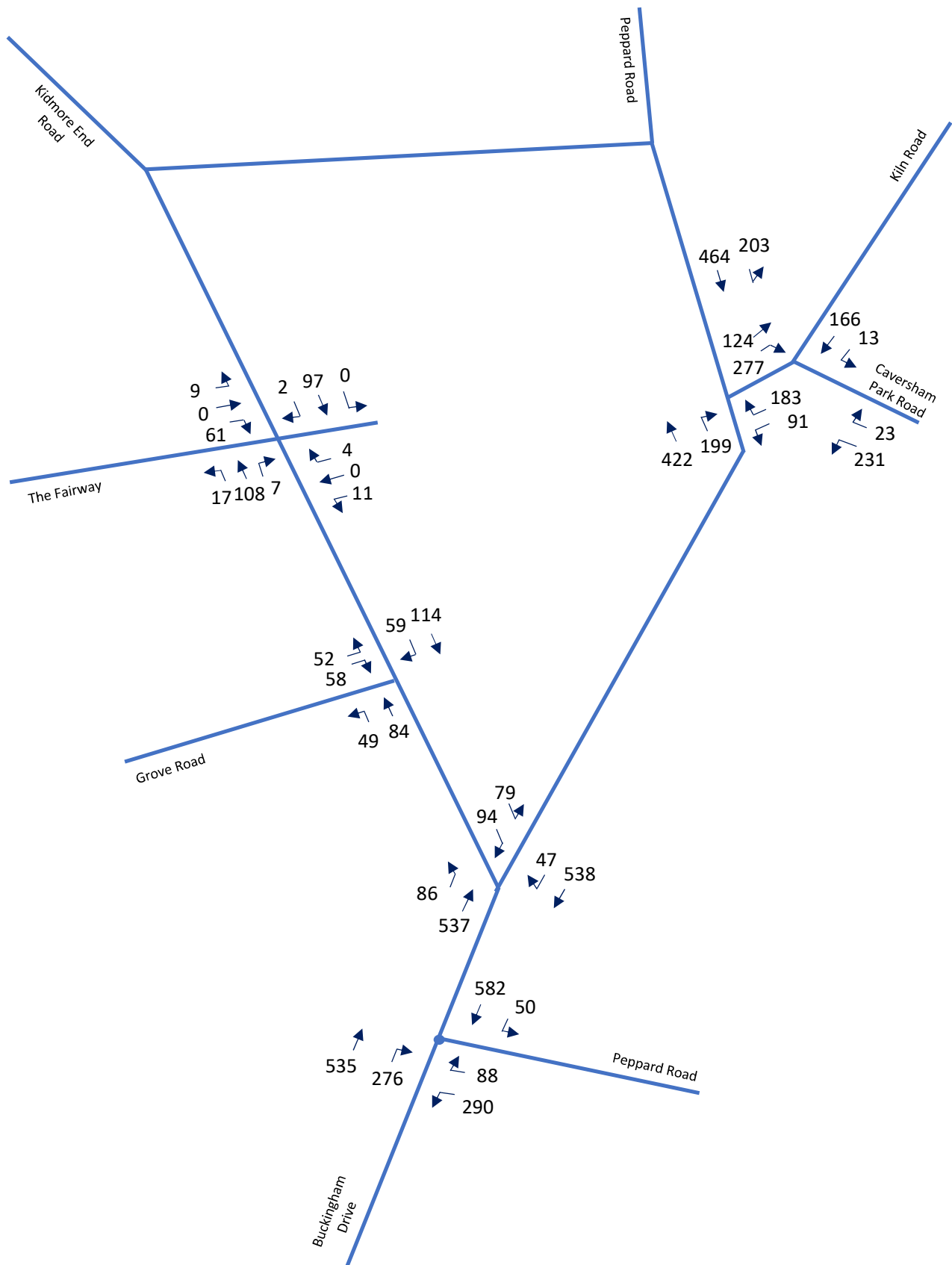


Figure T7 - 2030 AM peak hour traffic flows
Land West of Kidmore End Road

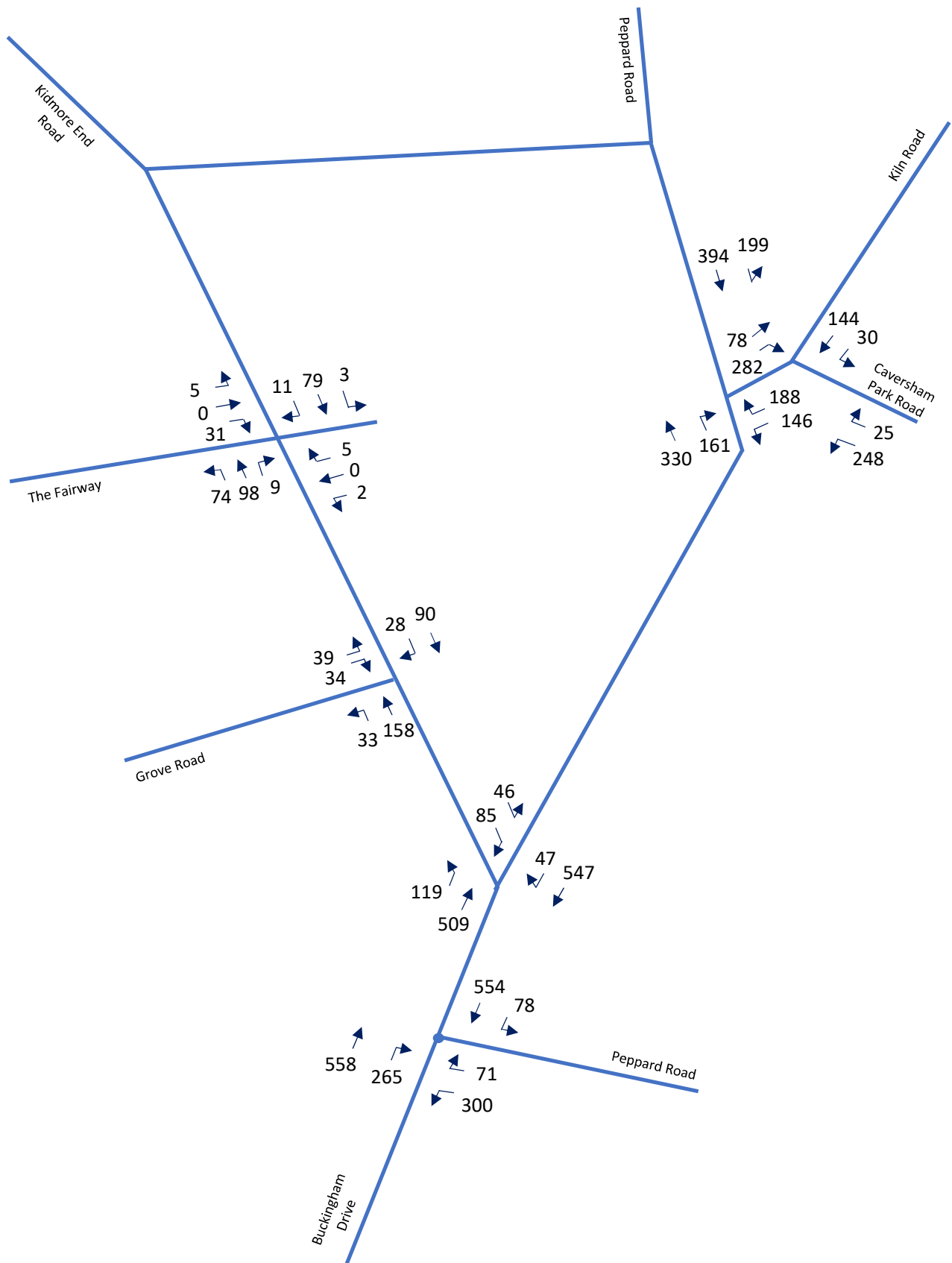


Figure T8 - 2030 PM peak hour traffic flows
Land West of Kidmore End Road

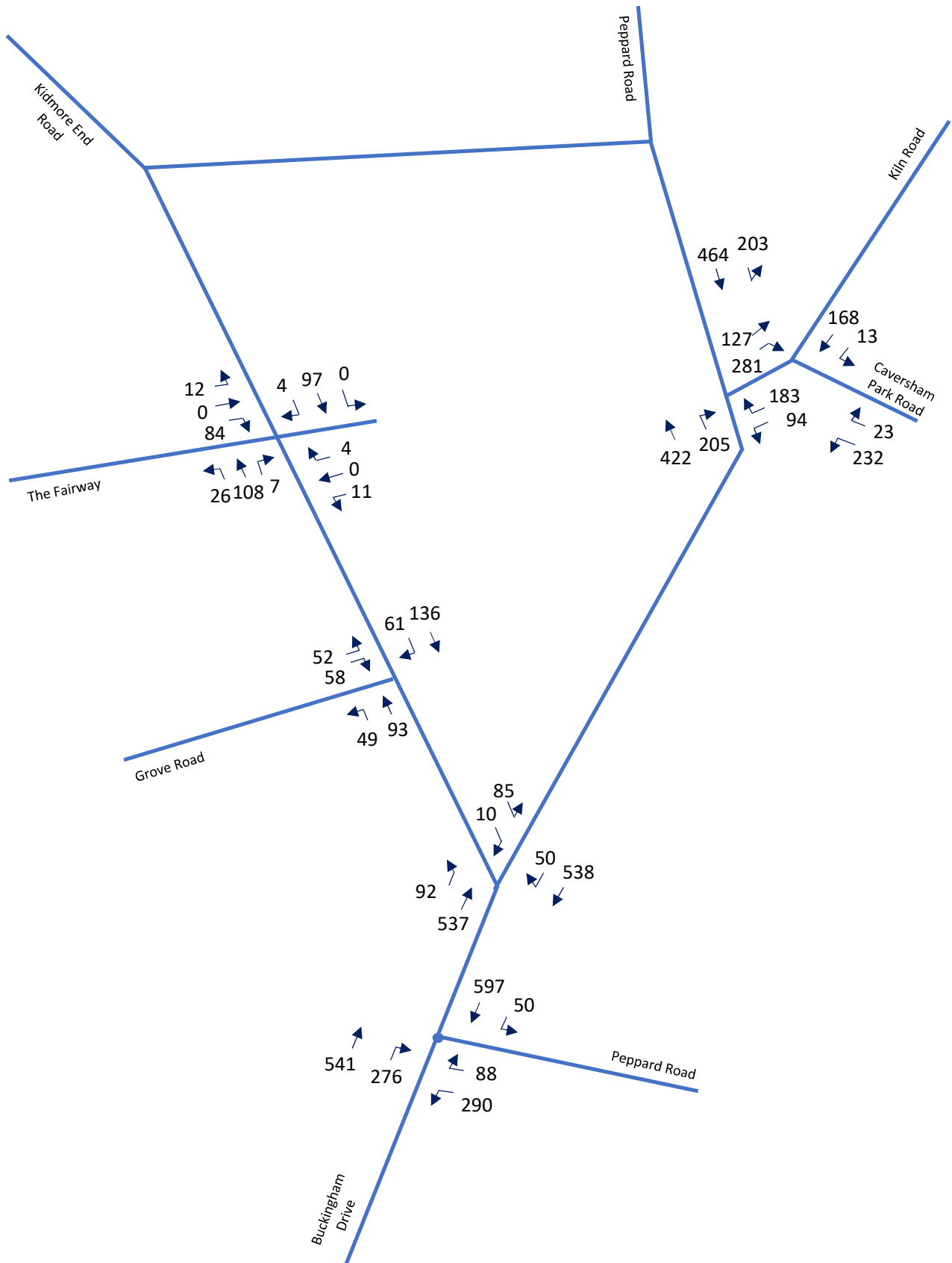


Figure T9 - 2030 AM peak hour with development
Land West of Kidmore End Road

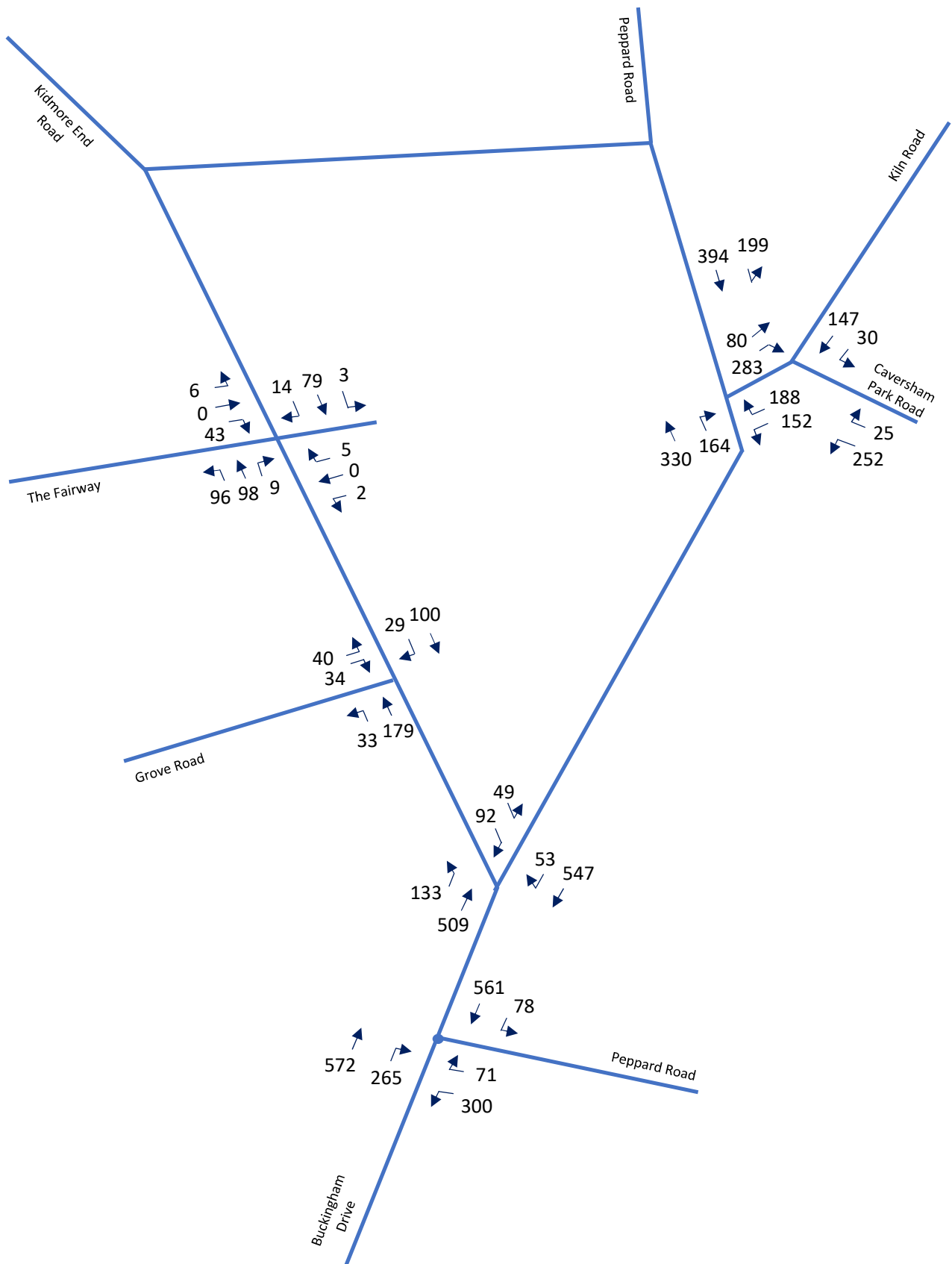


Figure T10 - 2030 PM peak hour with development
Land West of Kidmore End Road

CDM 2015 Health & Safety Information

This information relates only to 'Significant Hazards' identified on this drawing and is to be read in conjunction with the Designer's Hazard Register.

Residential Accommodation Schedule

Open Market - 156 Dwellings

- 3no. 2-Bed Bungalow - Flanders
13no. 2-Bed Houses - Blackthorn
20no. 2-Bed Houses - 2B3P 01
5no. 2-Bed Houses - Holly
13no. 3-Bed Houses - Beech
5no. 3-Bed Houses - 3B5P 03
7no. 3-Bed Houses - Cypress
12no. 3-Bed Houses - 3B5P 02
15no. 3-Bed Houses - Hazel
5no. 3-Bed Houses - Spruce
6no. 4-Bed Houses - Aspen
5no. 4-Bed Houses - Aspen Special
3no. 4-Bed Houses - Chestnut
6no. 4-Bed Houses - Juniper
13no. 4-Bed Houses - 4B5P 01
4no. 4-Bed Houses - 4B7P 01
11no. 4-Bed Houses - Willow
3no. 5-Bed Houses - Lutyens
3no. 5-Bed Houses - Birch
2no. 5-Bed Houses - Lime
2no. 5-Bed Houses - 5B8P 01

Affordable - 67 Dwellings

- Shared Ownership
Affordable Rent

- 4no. 1-Bed Houses - SH101
2no. 1-Bed Apartments
4no. 1-Bed Wheelchair Apartments
2no. 2-Bed Apartments
4no. 2-Bed Wheelchair Apartments
10no. 2-Bed House - Atkins
4no. 2-Bed House - Cooper
17no. 3-Bed House - Asher
3no. 4-Bed House - Allum
8no. 4-Bed House - Spiers
9no. 4-Bed Special Townhouse

Total 223 Dwellings

- Car Parking 1 space per 1/2 bedroom apartment
2 spaces per house
Garages provided for 4/5 bedroom houses
14 Visitors spaces
2 Car Club Spaces
Cycle Parking 2 spaces per House in rear garden stores or garages

Gross Site Area: 12.12 Ha (29.95Ac)

Q	06.03.23	Car Club spaces updated	KB	MP
P	03.03.23	Car club spaces moved	MP	NF
O	02.03.23	Car club spaces moved	MP	NF
N	01.02.23	Open space adjustment	MP	NF
M	25.01.23	Arboricultural adjustments	MP	NF
L	20.01.23	Layout update	KT	MP
K	03.01.23	Removal of barn hips	KB	MP
J	15.12.22	Recycling point added	MP	NF
I	30.08.22	Updated roof plan on plots-96/97, 100/101, 110/111	RG	NF
H	29.07.22	Updated parking plot-92	MP	NF
G	29.07.22	Updated tree survey	MP	NF
F	28.07.22	Updated parking bay allocation, fence lines and tree survey	NF	MP
E	27.07.22	Updated layout to address character area amendments and relationships with trees	NF	MP
Sub	12.07.22	Updated accommodation schedule	MP	NF
D	14.06.22	Plot handing updated	NF	MP
B	10.06.22	Roof plans updated to follow house types	NF	MP
A	27.05.22	Amendments to site layout	MP	NF
Rev	Date	Revision Details	Dr	Ch

ECE Architecture
www.ecearchitecture.com

London: 76 Great Suffolk Street
London, SE1 0BL
T 0207 928 2773 E london@ecearchitecture.com
Sussex: Brooklyn Chambers, 11 Goring Road
Worthing, West Sussex, BN12 4AP
T 01903 248777 E sussex@ecearchitecture.com
Bristol: Westworks, Colston Tower
Colston Street, Bristol, BS1 4XE
T 0117 214 1101 E bristol@ecewestworks.com

Client's Name
Vistry Group

Job Title
Reading Golf Club
Kidmore End Road, Reading

Drawing Title
Site Layout

Scale
1:1000 @ A1 / 1:2000 @ A3

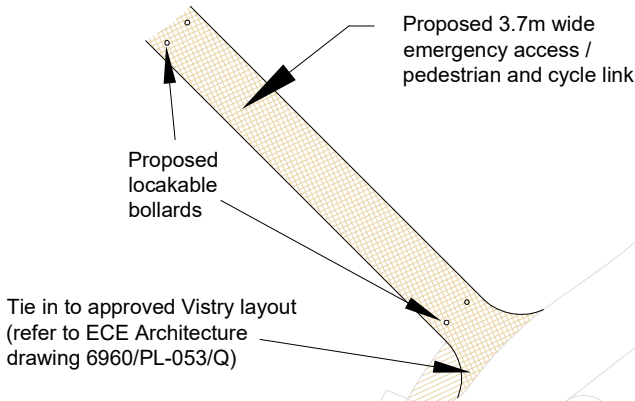
Drawn RG Checked MP Date 01.10.21

Job No 6960 Drawing No PL-053 Rev Q

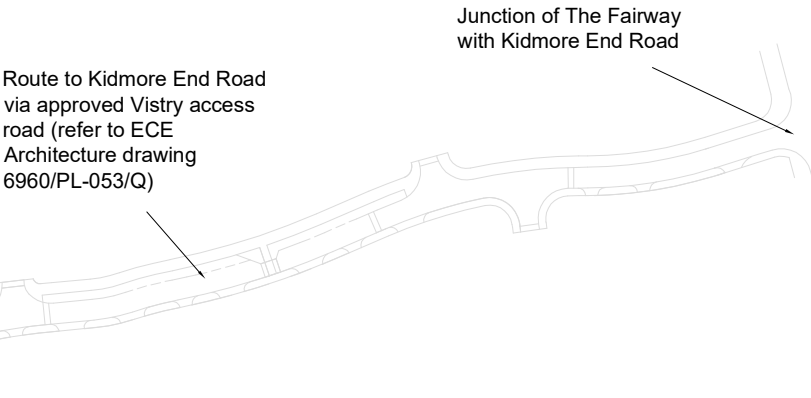
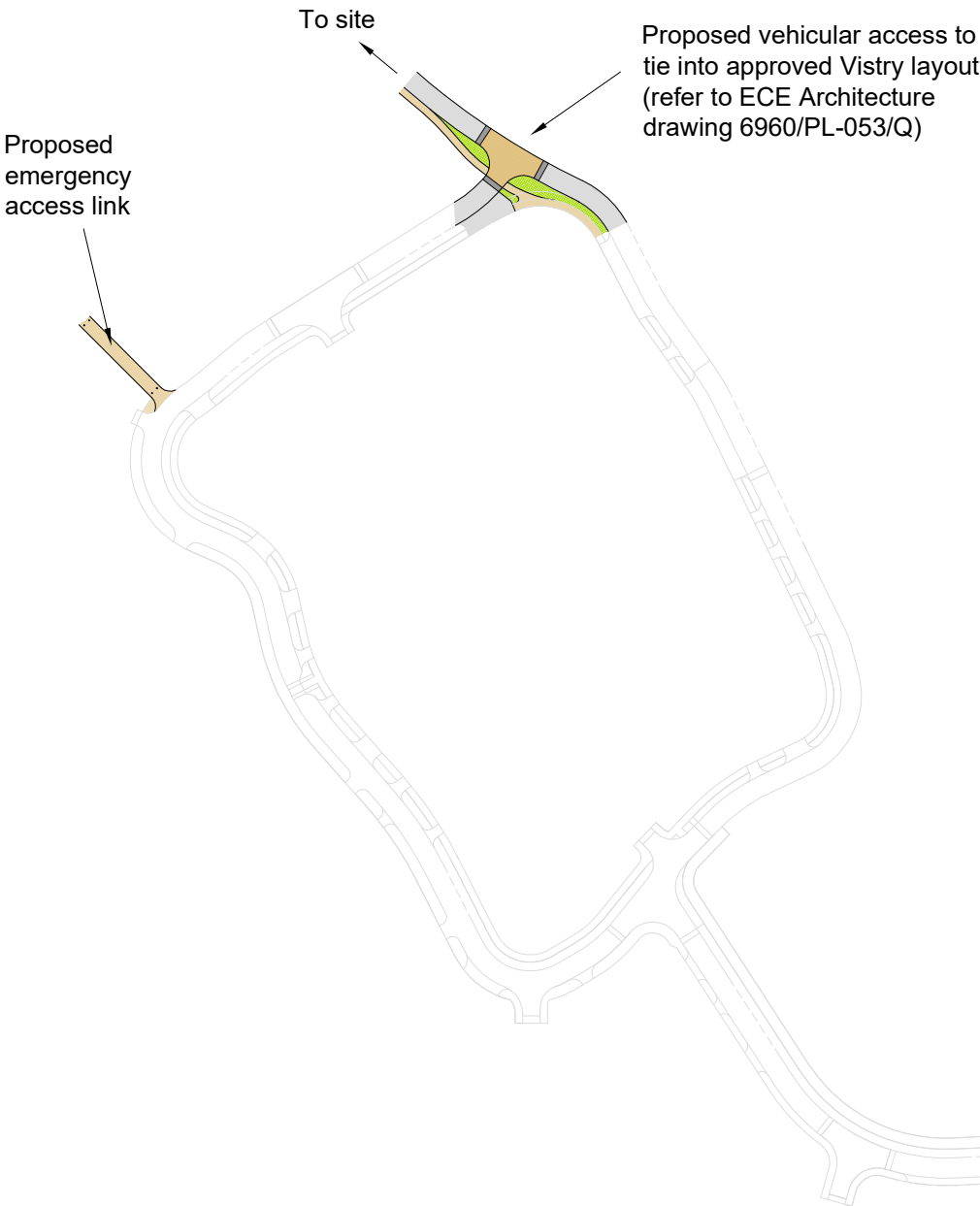
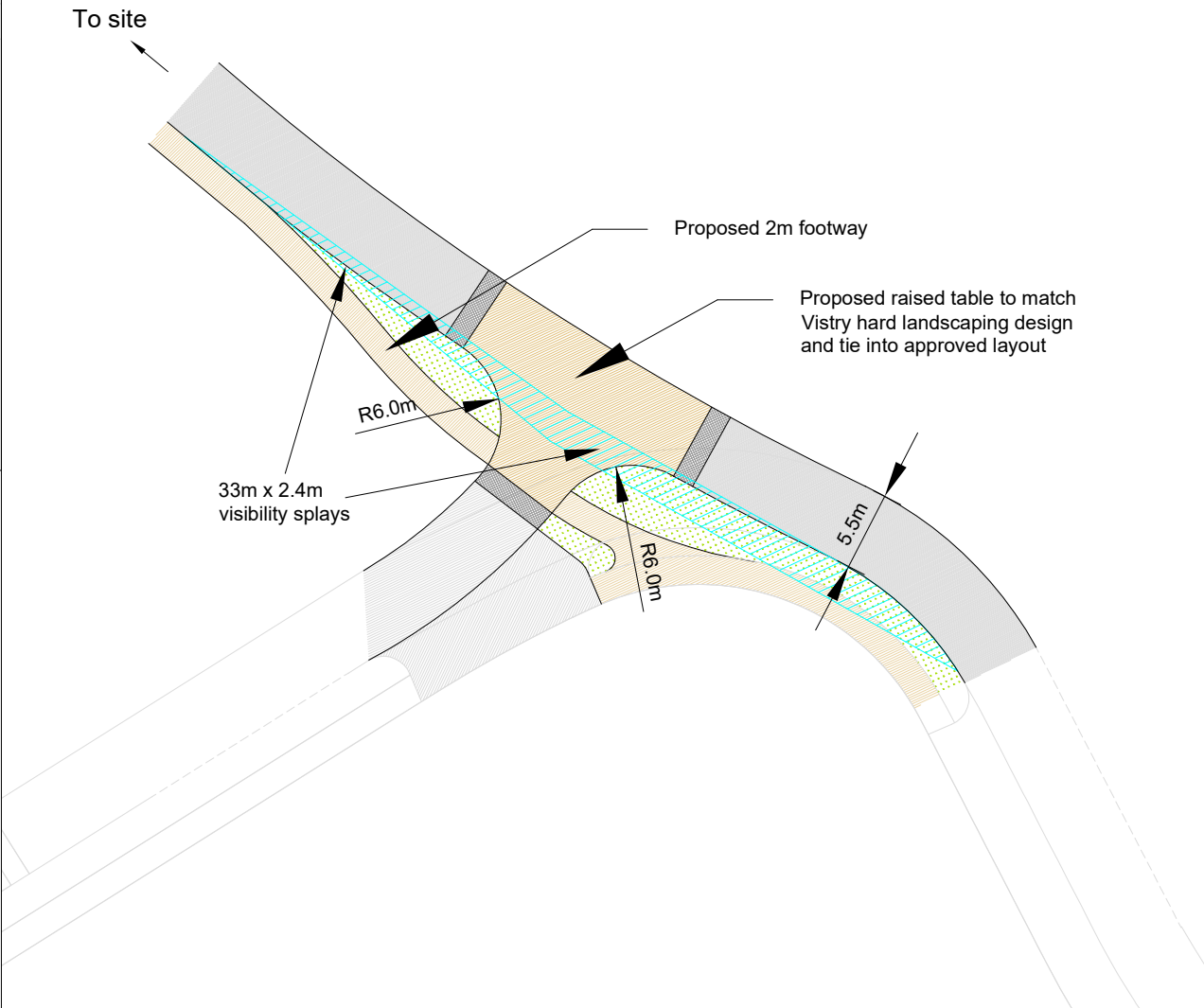
Status
APPROVAL

CAD Plot date: 6/03/2023 - 14:30:00 6960 - reading golf club - site layout.dwg

Proposed emergency access link



Proposed vehicular access



Notes

1. Do not scale from this drawing.

2. Dimensions in metres unless noted otherwise.

P1	24.04.25	First Issue	NM
Rev	Date	Description	By

Revision History

Client

Project

Land west of Kidmore End Road

Title

Site access arrangements

SDP

Bunton Barn, Bunton Lane
Bolney, West Sussex, RH17 5RE

Date	24.04.25	Scale	1:500 / 1:2000	Drawn	NM
Drawing No.	SDP-XX-XX-DR-D-353			Revision	P1

Appendix A: Public Transport Information

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am		pm	pm	pm	pm
Central Reading Friar Street stop FL	5.35	6.05	6.30	6.55	7.20	7.45	8.30	9.00	9.30	10.00	then every 30 mins until	2.00	2.30	3.00	3.30
Caversham Park Devon Drive	5.46	6.16	6.41	7.06	7.33	8.02	8.47	9.17	9.46	10.16		2.16	2.46	3.16	3.50
Caversham Park Queensway	5.49	6.19	6.44	7.09	7.37	8.06	8.51	9.21	9.50	10.20		2.20	2.50	3.20	3.54
Peppard Road Kiln Road	5.50	6.20	6.45	7.10	7.38	8.07	8.52	9.22	9.51	10.21		2.21	2.51	3.21	3.55
Emmer Green St Barnabas Church	5.51	6.21	6.46	7.11	7.41	8.10	8.55	9.25	9.53	10.23		2.23	2.54	3.24	3.57
Caversham Library	5.56	6.26	6.51	7.16	7.49	8.18	9.03	9.33	10.00	10.30		2.30	3.02	3.32	4.05
Reading Station southwest stop WN	6.01	6.31	6.56	7.21	7.54	8.23	9.08	▼	▼	▼		▼	▼	▼	▼
Central Reading Friar Street stop FL	6.04	6.34	6.59	7.24	7.58	8.30	9.15	9.41	10.07	10.37		2.37	3.10	3.40	4.13
	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm		pm	pm		
Central Reading Friar Street stop FL	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.30	10.30	11.30		
Caversham Park Devon Drive	4.20	4.50	5.20	5.50	6.19	6.49	7.17	7.47	8.15	8.45	9.43	10.42	11.42		
Caversham Park Queensway	4.24	4.54	5.24	5.54	6.23	6.53	7.21	7.51	8.18	8.48	9.46	10.45	11.45		
Peppard Road	4.25	4.55	5.25	5.55	6.24	6.54	7.22	7.52	8.19	8.49	9.47	10.46	11.46		
Emmer Green St Barnabas Church	4.27	4.57	5.27	5.57	6.26	6.56	7.24	7.54	8.21	8.51	9.49	10.47	11.47		
Caversham Library Kiln Road	4.35	5.05	5.35	6.05	6.34	7.04	7.32	8.02	8.28	8.58	9.55	10.51	11.51		
Central Reading Friar Street stop FL	4.43	5.13	5.43	6.13	6.42	7.12	7.38	8.08	8.33	9.03	10.00	10.56	11.56		

Saturdays

	am	am	am	am	am	am		pm	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FL	6.35	7.30	8.00	8.30	9.00	9.30	then every 30 mins until	6.30	7.00	7.30	8.30	9.30	10.30	11.30
Caversham Park Devon Drive	6.46	7.42	8.12	8.42	9.16	9.46		6.46	7.12	7.42	8.42	9.42	10.41	11.41
Caversham Park Queensway	6.49	7.45	8.15	8.45	9.20	9.50		6.50	7.15	7.45	8.45	9.45	10.44	11.44
Peppard Road Kiln Road	6.50	7.46	8.16	8.46	9.21	9.51		6.51	7.16	7.46	8.46	9.46	10.45	11.45
Emmer Green St Barnabas Church	6.51	7.47	8.17	8.47	9.23	9.53		6.53	7.17	7.47	8.47	9.47	10.46	11.46
Caversham Library	6.56	7.52	8.22	8.52	9.30	10.00		7.00	7.22	7.52	8.52	9.52	10.51	11.51
Central Reading Friar Street stop FL	7.01	7.58	8.28	8.58	9.37	10.07		7.07	7.28	7.58	8.58	9.58	10.56	11.56

Reading | Caversham Park | Emmer Green | Reading

via Reading Bridge, Henley Road, Kiln Road & Caversham Library



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Sundays and public holidays

	am	am		pm	pm	pm
Central Reading Friar Street stop FL	8.30	9.30	then every hour until	7.30	8.30	9.30
Caversham Park Devon Drive	8.46	9.46		7.46	8.42	9.42
Caversham Park Queensway	8.50	9.50		7.50	8.45	9.45
Peppard Road Kiln Road	8.51	9.51		7.51	8.46	9.46
Emmer Green St Barnabas Church	8.53	9.53		7.53	8.47	9.47
Caversham Library	9.00	10.00		8.00	8.52	9.52
Central Reading Friar Street stop FL	9.07	10.07		8.07	8.58	9.58

charge
into town

free WiFi & USB charging on board



Reading | Emmer Green | Caversham Park | Reading

via Caversham Library, Barnard Close, Henley Road & Reading Bridge



24

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm
Central Reading Friar Street stop FL	5.25	6.10	6.40	7.05	7.35	8.05	8.40	9.10	9.40	2.40	3.10	3.40	4.10
Reading Station north stop NA	5.28	6.13	6.43	7.10	7.41	8.11	8.45	9.15	9.45	2.45	3.15	3.46	4.16
Caversham Library	5.32	6.17	6.47	7.16	7.48	8.18	8.52	9.21	9.51	2.51	3.21	3.54	4.24
Emmer Green St Barnabas Church	5.35	6.20	6.50	7.21	7.54	8.29	9.03	9.24	9.54	2.54	3.24	4.00	4.30
Emmer Green Black Horse	5.36	6.21	6.51	7.22	7.56	8.32	9.06	9.25	9.55	2.55	3.25	4.02	4.32
Caversham Park Barnard Close	5.37	6.22	6.52	7.24	7.58	8.36	9.10	9.27	9.57	2.57	3.27	4.04	4.34
Central Reading Friar Street stop FL	5.54	6.39	7.09	7.45	8.25	9.03	9.37	9.50	10.20	3.20	3.50	4.29	4.59

then
every
30
mins
until

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FL	4.40	5.10	5.50	6.20	6.50	7.15	8.15	9.10	10.10	11.10
Reading Station north stop NA	4.46	5.16	5.56	6.26	6.56	7.20	8.20	9.14	10.14	11.13
Caversham Library	4.54	5.24	6.04	6.34	7.04	7.26	8.26	9.20	10.20	11.18
Emmer Green St Barnabas Church	5.00	5.30	6.10	6.40	7.10	7.31	8.31	9.25	10.24	11.21
Emmer Green Black Horse	5.02	5.32	6.12	6.42	7.12	7.32	8.32	9.26	10.25	11.22
Caversham Park Barnard Close	5.04	5.34	6.14	6.44	7.14	7.34	8.34	9.28	10.27	11.24
Central Reading Friar Street stop FL	5.29	5.59	6.39	7.09	7.37	7.53	8.53	9.46	10.44	11.39

Saturdays

	am	am	am	am	pm	pm	pm	pm	pm	pm
Central Reading Friar Street stop FL	6.00	7.10	8.10	8.40	6.40	7.10	8.10	9.10	10.10	11.10
Reading Station north stop NA	6.03	7.15	8.15	8.45	6.45	7.15	8.15	9.14	10.14	11.13
Caversham Library	6.07	7.21	8.21	8.51	6.51	7.21	8.21	9.20	10.19	11.18
Emmer Green St Barnabas Church	6.10	7.24	8.24	8.54	6.54	7.25	8.24	9.25	10.22	11.21
Emmer Green Black Horse	6.11	7.25	8.25	8.55	6.55	7.26	8.25	9.26	10.23	11.22
Caversham Park Barnard Close	6.12	7.27	8.27	8.57	6.57	7.28	8.27	9.28	10.25	11.24
Central Reading Friar Street stop FL	6.29	7.50	8.50	9.20	7.20	7.50	8.50	9.47	10.42	11.39

then
every
30
mins
until

then
every
hour
until

Sundays and public holidays

	am	am	pm
Central Reading Friar Street stop FL	8.40	9.40	6.40
Reading Station north stop NA	8.45	9.45	6.45
Caversham Library	8.51	9.51	6.51
Emmer Green St Barnabas Church	8.54	9.54	6.54
Emmer Green Black Horse	8.55	9.55	6.55
Caversham Park Barnard Close	8.57	9.57	6.57
Central Reading Friar Street stop FL	9.20	10.20	7.20

stops at Greyfriars Road stop FG,
not Friar Street

Mondays to Fridays except public holidays

	25 am	25 am	25 am	25 am	25 am	25 am	25 am	25 am	25a am	25 am		25a am	25 am	25 pm
Central Reading Friar Street stop FJ	5.15	5.40	6.00	6.40	7.00	7.30	8.10	8.45	9.20	9.45	then at	20 25	45	2.45
Emmer Green The Pond	5.23	5.48	6.10	6.51	7.13	7.43	8.28	9.00	9.33	9.58		33 35	58 00	2.58
Emmer Green Courtenay Drive Top	5.25	5.50	6.12	6.53	7.15	7.45	8.30	9.02	9.35	10.00		42 42	09 09	3.00
Sonning Common Brinds Corner	5.33	5.58	6.20	7.01	7.25	7.55	8.39	9.11	9.42	10.09		15		3.09
Peppard Common The Unicorn	5.38	6.03	6.25	7.06	7.30	8.00	8.44	9.16		10.15				3.15

	25a pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm	25 pm
Central Reading Friar Street stop FJ	3.20	3.45	4.20	4.45	5.15	5.45	6.20	6.55	7.25	8.25	9.20	10.25
Emmer Green The Pond	3.33	3.58	4.33	5.01	5.32	6.02	6.36	7.09	7.37	8.37	9.32	10.37
Emmer Green Courtenay Drive Top	3.35	4.00	4.35	5.03	5.34	6.04	6.38	7.11	7.39	8.39	9.33	10.38
Sonning Common Brinds Corner	3.42	4.09	4.44	5.12	5.43	6.13	6.47	7.20	7.48	8.48	9.42	10.47
Peppard Common The Unicorn		4.15	4.50	5.18	5.49	6.19	6.53	7.26	7.53	8.53	9.47	10.52

school holidays only

Saturdays

	25 am	25 am	25 am	25a am	25 am	25a am	25 am	25a am	25 am		25a am	25 am	25 am	25 am		25 pm
Central Reading Friar Street stop FJ	6.50	7.50	8.45	9.20	9.45	10.20	10.45	11.20	11.45	then at	20	45			until	5.45
Emmer Green The Pond	7.01	8.01	8.58	9.33	9.58	10.33	10.58	11.33	11.58		33	58				5.58
Emmer Green Courtenay Drive Top	7.03	8.03	9.00	9.35	10.00	10.35	11.00	11.35	12.00		35	00				6.00
Sonning Common Brinds Corner	7.12	8.12	9.09	9.42	10.09	10.42	11.09	11.42	12.09		42	09				6.09
Peppard Common The Unicorn	7.16	8.16	9.13		10.13		11.15		12.15		15					6.15

	25 pm	25 pm	25 pm	25 pm	25 pm
Central Reading Friar Street stop FJ	6.45	7.45	8.15	9.20	10.25
Emmer Green The Pond	6.57	7.57	8.27	9.32	10.37
Emmer Green Courtenay Drive Top	6.59	7.59	8.29	9.33	10.38
Sonning Common Brinds Corner	7.08	8.08	8.38	9.42	10.47
Peppard Common The Unicorn	7.13	8.13	8.43	9.47	10.52

Sundays and public holidays

	am	am	am		pm	pm
Central Reading Friar Street stop FJ	7.50	8.45	9.45	then hourly until	4.45	5.45
Emmer Green The Pond	8.01	8.58	9.58		4.58	5.58
Emmer Green Courtenay Drive Top	8.03	9.00	10.00		5.00	6.00
Sonning Common Brinds Corner	8.11	9.10	10.10		5.10	6.10
Peppard Common The Unicorn	8.15	9.15	10.15		5.15	6.15

Peppard Common | Emmer Green | Central Reading

via Sonning Common, Prospect Street & Reading Bridge



Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am			pm	pm	pm
Peppard Common The Unicorn	5.40	6.10	6.30	7.10	7.35	8.05	8.50	9.20		then at	20	until	3.20	4.15
Sonning Common Brinds Corner	5.43	6.14	6.34	7.14	7.39	8.09	8.54	9.23	9.43		23 43		3.23	3.43 4.20
Emmer Green Courtenay Drive Top	5.51	6.22	6.42	7.23	7.48	8.18	9.03	9.33	9.53		33 53		3.33	3.53 4.38
Emmer Green The Pond	5.53	6.25	6.45	7.27	7.52	8.23	9.08	9.37	9.57		37 57		3.37	3.57 4.41
Reading Station North Interchange stop NB	6.00	6.35	6.55	7.41	8.06	8.38	9.23	9.51	10.11		51 11		3.51	4.11 4.52
Central Reading Friar Street stop FJ	6.03	6.38	6.58	7.46	8.11	8.43	9.28	9.56	10.16		56 16		3.56	4.16 4.56

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Peppard Common The Unicorn	4.20	4.55	5.30	6.00	6.30	7.00	7.30	8.00	9.00	9.50	10.55
Sonning Common Brinds Corner	4.23	4.58	5.33	6.03	6.33	7.03	7.33	8.03	9.03	9.53	10.58
Emmer Green Courtenay Drive Top	4.33	5.08	5.43	6.11	6.41	7.11	7.41	8.11	9.11	10.01	11.06
Emmer Green The Pond	4.37	5.12	5.47	6.15	6.45	7.14	7.44	8.13	9.13	10.03	11.08
Reading Station North Interchange stop NB	4.51	5.26	6.01	6.28	6.58	7.26	7.56	8.22	9.22	10.12	11.17
Central Reading Friar Street stop FJ	4.56	5.31	6.06	6.32	7.02	7.30	8.00	8.25	9.25	10.15	11.20

school holidays only

Tue, Wed, Thu on school days only

Mon & Fri on school days
Tue, Wed, Thu on school holidays

Saturdays

	am	am	am	am	am				pm	pm	pm
Peppard Common The Unicorn	7.20	8.20	9.20		10.20		then at	20		6.20	7.20
Sonning Common Brinds Corner	7.23	8.23	9.23	9.43	10.23	10.43		23 43		5.43	6.23 7.23
Emmer Green Courtenay Drive Top	7.32	8.32	9.33	9.53	10.33	10.53		33 53		5.53	6.31 7.31
Emmer Green The Pond	7.35	8.36	9.37	9.57	10.37	10.57		37 57	until	5.57	6.35 7.34
Reading Station North Interchange stop NB	7.46	8.51	9.51	10.11	10.51	11.11		51 11		6.11	6.48 7.46
Central Reading Friar Street stop FJ	7.49	8.56	9.56	10.16	10.56	11.16		56 16		6.16	6.52 7.50

	pm	pm	pm	pm
Peppard Common The Unicorn	8.20	8.50	9.50	10.55
Sonning Common Brinds Corner	8.23	8.53	9.53	10.58
Emmer Green Courtenay Drive Top	8.31	9.01	10.01	11.06
Emmer Green The Pond	8.34	9.03	10.03	11.08
Reading Station North Interchange stop NB	8.46	9.12	10.12	11.17
Central Reading Friar Street stop FJ	8.50	9.15	10.15	11.20

Sundays and public holidays

	am	am	am		pm	pm
Peppard Common The Unicorn	8.20	9.20	10.20	then hourly until	5.20	6.20
Sonning Common Brinds Corner	8.23	9.23	10.23		5.23	6.23
Emmer Green Courtenay Drive Top	8.35	9.35	10.35		5.35	6.35
Emmer Green The Pond	8.39	9.39	10.39		5.39	6.39
Reading Station North Interchange stop NB	8.52	9.52	10.52		5.52	6.52
Central Reading Friar Street stop FJ	8.56	9.56	10.56		5.56	6.56

Appendix B: Traffic Surveys

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

0700-0715 0715-0730 0730-0745 0745-0800 0800-0815 0815-0830 0830-0845 0845-0900 0900-0915 0915-0930 0930-0945 0945-1000 0700-1000	CAVERSHAM PARK ROAD OUT LEFT TO KILN ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT
	38	1				39
	41	1				42
	49	1	1			51
	46	2	1	1		50
	59	1	1			61
	54	2	1		1	58
	44	1			2	47
	43		1			44
31				1	32	
26	3	1			30	
28	2		1		31	
34	2	1			37	
493	16	7	2	4	522	
CAVERSHAM PARK ROAD OUT RIGHT TO KILN ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
2					2	
2					2	
2		1		1	4	
7				1	8	
8					8	
0	1				1	
4	1				5	
5					5	
5					5	
4					4	
5				1	6	
2				1	3	
46	2	1	0	4	53	
CAVERSHAM PARK ROAD RIGHT TURN IN FROM KILN ROAD SOUTH						
CAR	HGV	BUS	MCY	PCY	TOT	
28	1				29	
33	1				34	
62		1	1		64	
55					55	
63	2				65	
46	2				48	
85					85	
70	1				71	
52	3				55	
43	3				46	
28	1				29	
24	1				25	
589	15	1	1	0	606	
CAVERSHAM PARK ROAD LEFT TURN IN FROM KILN ROAD NORTH						
CAR	HGV	BUS	MCY	PCY	TOT	
1					1	
2					2	
8					8	
5					5	
2					2	
3					3	
2					2	
3					3	
4					4	
3					3	
6					6	
1					1	
40	0	0	0	0	40	

0700-0800	174	5	2	1	0	182
0715-0815	195	5	3	1	0	204
0730-0830	208	6	4	1	1	220
0745-0845	203	6	3	1	3	216
0800-0900	200	4	3	0	3	210
0815-0915	172	3	2	0	4	181
0830-0930	144	4	2	0	3	153
0845-0945	128	5	2	1	1	137
0900-1000	119	7	2	1	1	130

13	0	1	0	2	16
19	0	1	0	2	22
17	1	1	0	2	21
19	2	0	0	1	22
17	2	0	0	0	19
14	2	0	0	0	16
18	1	0	0	0	19
19	0	0	0	1	20
16	0	0	0	2	18

178	2	1	1	0	182
213	3	1	1	0	218
226	4	1	1	0	232
249	4	0	0	0	253
264	5	0	0	0	269
253	6	0	0	0	259
250	7	0	0	0	257
193	8	0	0	0	201
147	8	0	0	0	155

16	0	0	0	0	16
17	0	0	0	0	17
18	0	0	0	0	18
12	0	0	0	0	12
10	0	0	0	0	10
12	0	0	0	0	12
12	0	0	0	0	12
16	0	0	0	0	16
14	0	0	0	0	14

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

	CAVERSHAM PARK ROAD OUT LEFT TO KILN ROAD SOUTH							CAVERSHAM PARK ROAD OUT RIGHT TO KILN ROAD NORTH							CAVERSHAM PARK ROAD RIGHT TURN IN FROM KILN ROAD SOUTH							CAVERSHAM PARK ROAD LEFT TURN IN FROM KILN ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	50		1			51		5		1		6		52	1				53		2				2		
1615-1630	43		1	1		45		4				4		68			3	2	73		7	1			8		
1630-1645	58	1		2		61		7				7		70					70		5		1		6		
1645-1700	47	1		1	2	51		2				2		60	1				61		6				6		
1700-1715	64		1	1		66		8	1		1	11		57	1				58		7			1	8		
1715-1730	46		1	2		49		11			1	12		49					49		3				3		
1730-1745	51		1	1		53		8				8		59					59		6				6		
1745-1800	35		1			36		7				7		62	2		1		65		7				7		
1800-1815	44	1	2	1		48		3				3		53	1				54		4				4		
1815-1830	37		1	1		39		6				6		45	1				46		1			1	2		
1830-1845	49		1			50		5				5		48					48		4				4		
1845-1900	27		2	1		30		6				6		28	1				29		2				2		
1600-1900	551	3	12	11	2	579		72	1	1	1	2	77	651	8	0	4	2	665		54	1	1	0	2	58	
1600-1700	198	2	2	4	2	208		18	0	1	0	0	19	250	2	0	3	2	257		20	1	1	0	0	22	
1615-1715	212	2	2	5	2	223		21	1	0	1	1	24	255	2	0	3	2	262		25	1	1	0	1	28	
1630-1730	215	2	2	6	2	227		28	1	0	1	2	32	236	2	0	0	0	238		21	0	1	0	1	23	
1645-1745	208	1	3	5	2	219		29	1	0	1	2	33	225	2	0	0	0	227		22	0	0	0	1	23	
1700-1800	196	0	4	4	0	204		34	1	0	1	2	38	227	3	0	1	0	231		23	0	0	0	1	24	
1715-1815	176	1	5	4	0	186		29	0	0	0	1	30	223	3	0	1	0	227		20	0	0	0	0	20	
1730-1830	167	1	5	3	0	176		24	0	0	0	0	24	219	4	0	1	0	224		18	0	0	0	1	19	
1745-1845	165	1	5	2	0	173		21	0	0	0	0	21	208	4	0	1	0	213		16	0	0	0	1	17	
1800-1900	157	1	6	3	0	167		20	0	0	0	0	20	174	3	0	0	0	177		11	0	0	0	1	12	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

KILN ROAD FROM SOUTH STRAIGHT AHEAD TO KILN ROAD NORTH							KILN ROAD FROM NORTH STRAIGHT AHEAD TO KILN ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	23					23	26	1					27
0715-0730	17			2		19	15	1					16
0730-0745	16		1			17	33	1	1		1		36
0745-0800	31	1				32	41	1	1	1	1		45
0800-0815	24	2			1	27	53						53
0815-0830	27		1			28	30	3	1				34
0830-0845	23	1				24	22	2					24
0845-0900	13					13	30						30
0900-0915	11			1		12	16						16
0915-0930	10					10	10						10
0930-0945	30	1				31	11				1		12
0945-1000	14			1		15	14	1			1		16
0700-1000	239	5	2	4	1	251	301	10	3	1	4		319
0700-0800	87	1	1	2	0	91	115	4	2	1	2		124
0715-0815	88	3	1	2	1	95	142	3	2	1	2		150
0730-0830	98	3	2	0	1	104	157	5	3	1	2		168
0745-0845	105	4	1	0	1	111	146	6	2	1	1		156
0800-0900	87	3	1	0	1	92	135	5	1	0	0		141
0815-0915	74	1	1	1	0	77	98	5	1	0	0		104
0830-0930	57	1	0	1	0	59	78	2	0	0	0		80
0845-0945	64	1	0	1	0	66	67	0	0	0	1		68
0900-1000	65	1	0	2	0	68	51	1	0	0	2		54

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J1 - CAVERSHAM PARK RD / KILN ROAD PRIORTY JUNCTION

KILN ROAD FROM SOUTH STRAIGHT AHEAD TO KILN ROAD NORTH							KILN ROAD FROM NORTH STRAIGHT AHEAD TO KILN ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	28	1			1	30	19						19
1615-1630	20					20	27				1		28
1630-1645	17					17	33	1					34
1645-1700	11				1	12	23				1		24
1700-1715	21				1	22	41				1	1	43
1715-1730	11	1				12	20					1	21
1730-1745	12					12	20		1				21
1745-1800	16					16	15		1				16
1800-1815	9			1		10	13		1	1			15
1815-1830	6		1			7	15						15
1830-1845	7					7	27						27
1845-1900	11					11	17						17
1600-1900	169	2	1	1	3	176	270	1	3	4	2		280
1600-1700	76	1	0	0	2	79	102	1	0	2	0		105
1615-1715	69	0	0	0	2	71	124	1	0	3	1		129
1630-1730	60	1	0	0	2	63	117	1	0	2	2		122
1645-1745	55	1	0	0	2	58	104	0	1	2	2		109
1700-1800	60	1	0	0	1	62	96	0	2	1	2		101
1715-1815	48	1	0	1	0	50	68	0	3	1	1		73
1730-1830	43	0	1	1	0	45	63	0	3	1	0		67
1745-1845	38	0	1	1	0	40	70	0	2	1	0		73
1800-1900	33	0	1	1	0	35	72	0	1	1	0		74

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

	KILN ROAD OUT LEFT TO PEPPARD ROAD SOUTH							KILN ROAD OUT RIGHT TO PEPPARD ROAD NORTH							KILN ROAD RIGHT TURN IN FROM PEPPARD ROAD SOUTH							KILN ROAD LEFT TURN IN FROM PEPPARD ROAD NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
0700-0715	14					14		26					26		16					16		35	1				36	
0715-0730	28					28		33	3				36		16					16		34	1		2		37	
0730-0745	18		1			19		37	2				39		29		1	1		31		49		1			50	
0745-0800	12	1				13		44	2		1		47		38	1				39		48					48	
0800-0815	14	1	1			16		48	2				50		46	4			1	51		41					41	
0815-0830	24				1	25		38	2				40		31					31		42	2	1			45	
0830-0845	26				2	28		35	1				36		51					51		57	1				58	
0845-0900	18		1			19		31					31		34					34		49	1				50	
0900-0915	20				1	21		27					27		26	1		1		28		37	2				39	
0915-0930	20	3	1			24		28	1				29		23	1				24		30	2				32	
0930-0945	22	2		1		25		30					30		20					20		38	2				40	
0945-1000	22	1	1			24		28	1				29		22			1		23		16	1				17	
0700-1000	238	8	5	1	4	256		405	14	0	1	0	420		352	7	1	3	1	364		476	13	2	2	0	493	
0700-0800	72	1	1	0	0	74		140	7	0	1	0	148		99	1	1	1	0	102		166	2	1	2	0	171	
0715-0815	72	2	2	0	0	76		162	9	0	1	0	172		129	5	1	1	1	137		172	1	1	2	0	176	
0730-0830	68	2	2	0	1	73		167	8	0	1	0	176		144	5	1	1	1	152		180	2	2	0	0	184	
0745-0845	76	2	1	0	3	82		165	7	0	1	0	173		166	5	0	0	1	172		188	3	1	0	0	192	
0800-0900	82	1	2	0	3	88		152	5	0	0	0	157		162	4	0	0	1	167		189	4	1	0	0	194	
0815-0915	88	0	1	0	4	93		131	3	0	0	0	134		142	1	0	1	0	144		185	6	1	0	0	192	
0830-0930	84	3	2	0	3	92		121	2	0	0	0	123		134	2	0	1	0	137		173	6	0	0	0	179	
0845-0945	80	5	2	1	1	89		116	1	0	0	0	117		103	2	0	1	0	106		154	7	0	0	0	161	
0900-1000	84	6	2	1	1	94		113	2	0	0	0	115		91	2	0	2	0	95		121	7	0	0	0	128	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

	KILN ROAD OUT LEFT TO PEPPARD ROAD SOUTH							KILN ROAD OUT RIGHT TO PEPPARD ROAD NORTH							KILN ROAD RIGHT TURN IN FROM PEPPARD ROAD SOUTH							KILN ROAD LEFT TURN IN FROM PEPPARD ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	36		2			38		39		1			40		29	1			1	31		51	1				52
1615-1630	20		1			21		39					39		38			1	2	41		50			2		52
1630-1645	32			2		34		36			1		37		38					38		49					49
1645-1700	26	1			2	29		48			1		49		24				1	25		47	1				48
1700-1715	31	1	1	1		34		53					53		38	1			1	40		40					40
1715-1730	37			1	2	40		30					30		32	1				33		28					28
1730-1745	39			1		40		34		1			35		45					45		26					26
1745-1800	27					27		28		1			29		32	2		1		35		46					46
1800-1815	34	1	1			36		37		1	2		40		27	1		1		29		35					35
1815-1830	28			1	1	30		24					24		26	1	1			28		25					25
1830-1845	27			1		28		28					28		28					28		27					27
1845-1900	16		2	1		19		23					23		22	1				23		17					17
1600-1900	353	3	10	8	2	376		419	0	4	4	0	427		379	8	1	3	5	396		441	2	0	2	0	445
1600-1700	114	1	3	2	2	122		162	0	1	2	0	165		129	1	0	1	4	135		197	2	0	2	0	201
1615-1715	109	2	2	3	2	118		176	0	0	2	0	178		138	1	0	1	4	144		186	1	0	2	0	189
1630-1730	126	2	2	5	2	137		167	0	0	2	0	169		132	2	0	0	2	136		164	1	0	0	0	165
1645-1745	133	2	2	4	2	143		165	0	1	1	0	167		139	2	0	0	2	143		141	1	0	0	0	142
1700-1800	134	1	2	4	0	141		145	0	2	0	0	147		147	4	0	1	1	153		140	0	0	0	0	140
1715-1815	137	1	2	3	0	143		129	0	3	2	0	134		136	4	0	2	0	142		135	0	0	0	0	135
1730-1830	128	1	2	2	0	133		123	0	3	2	0	128		130	4	1	2	0	137		132	0	0	0	0	132
1745-1845	116	1	3	1	0	121		117	0	2	2	0	121		113	4	1	2	0	120		133	0	0	0	0	133
1800-1900	105	1	5	2	0	113		112	0	1	2	0	115		103	3	1	1	0	108		104	0	0	0	0	104

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	52	2	1	1		56	82	2	1				85
0715-0730	65	2	2	2	1	72	92		1	4			97
0730-0745	77	3		2		82	81	5					86
0745-0800	108	5	1	1	1	116	110		1	1	2		114
0800-0815	90	4				94	116	4		2	1		123
0815-0830	94	1	3	2		100	95	2		2	1		100
0830-0845	86	2	2			90	99	2	2				103
0845-0900	88	1	1			90	71	2					73
0900-0915	84	4		2		90	105	1					106
0915-0930	73	5	1	2	1	82	87	2	1	1	2		93
0930-0945	74	2				76	84	4		1			89
0945-1000	63	3	1		1	68	42	1					43
0700-1000	954	34	12	12	4	1016	1064	25	6	11	6		1112
0700-0800	302	12	4	6	2	326	365	7	3	5	2		382
0715-0815	340	14	3	5	2	364	399	9	2	7	3		420
0730-0830	369	13	4	5	1	392	402	11	1	5	4		423
0745-0845	378	12	6	3	1	400	420	8	3	5	4		440
0800-0900	358	8	6	2	0	374	381	10	2	4	2		399
0815-0915	352	8	6	4	0	370	370	7	2	2	1		382
0830-0930	331	12	4	4	1	352	362	7	3	1	2		375
0845-0945	319	12	2	4	1	338	347	9	1	2	2		361
0900-1000	294	14	2	4	2	316	318	8	1	2	2		331

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J2 - PEPPARD ROAD / KILN ROAD PRIORTY JUNCTION

PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	79	1		1		81	90				2		92
1615-1630	67	1		2		70	72				2	1	75
1630-1645	69	1	1			71	95	1					96
1645-1700	77		1			78	99	1	2				102
1700-1715	92	1	1			94	98	2			1		101
1715-1730	74		1	2		77	92				1		93
1730-1745	92			1		93	90	4					94
1745-1800	66			2		68	83	1					84
1800-1815	75			1		76	92	2			2		96
1815-1830	63			3		66	82				2		84
1830-1845	57					57	62		1	2			65
1845-1900	65					65	63				1		64
1600-1900	876	4	4	12	0	896	1018	11	3	13	1		1046
1600-1700	292	3	2	3	0	300	356	2	2	4	1		365
1615-1715	305	3	3	2	0	313	364	4	2	3	1		374
1630-1730	312	2	4	2	0	320	384	4	2	2	0		392
1645-1745	335	1	3	3	0	342	379	7	2	2	0		390
1700-1800	324	1	2	5	0	332	363	7	0	2	0		372
1715-1815	307	0	1	6	0	314	357	7	0	3	0		367
1730-1830	296	0	0	7	0	303	347	7	0	4	0		358
1745-1845	261	0	0	6	0	267	319	3	1	6	0		329
1800-1900	260	0	0	4	0	264	299	2	1	7	0		309

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J3 - CHARLGROVE WAY / KIDMORE END ROAD PRIORITY JUNCTION

	CHARLGOVE WAY OUT LEFT TO KIDMORE END ROAD SOUTH						CHARLGOVE WAY OUT RIGHT TO KIDMORE END ROAD NORTH						CHARLGOVE WAY RIGHT TURN IN FROM KIDMORE END ROAD SOUTH						CHARLGOVE WAY LEFT TURN IN FROM KIDMORE END ROAD NORTH					
	CAR HGVS BUS MCY PCY					TOT	CAR HGVS BUS MCY PCY					TOT	CAR HGVS BUS MCY PCY					TOT	CAR HGVS BUS MCY PCY					TOT
	CAR	HGV	BUS	MCY	PCY		CAR	HGV	BUS	MCY	PCY		CAR	HGV	BUS	MCY	PCY		CAR	HGV	BUS	MCY	PCY	
0700-0715	1					1	0					0	0					0	0					0
0715-0730	2					2	0					0	0					0	0					0
0730-0745	1					1	0					0	0					0	0					0
0745-0800	2					2	0					0	2					2	0					0
0800-0815	21					3	3					3	1					1	0					0
0815-0830	5					5	1					1	1					1	0					0
0830-0845	0					0	0					0	3					3	0					0
0845-0900	1					1	0					0	1					1	1					1
0900-0915	1					1	0					0	1					1	0					0
0915-0930	1					1	0					0	0					0	0					0
0930-0945	0					0	0					0	0					0	0					0
0945-1000	0					0	0					0	1					1	0					0
0700-1000	16	1	0	0	0	17	4	0	0	0	0	4	10	0	0	0	0	10	1	0	0	0	0	1
0700-0800	6	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0
0715-0815	7	1	0	0	0	8	3	0	0	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0
0730-0830	10	1	0	0	0	11	4	0	0	0	0	4	4	0	0	0	0	4	0	0	0	0	0	0
0745-0845	9	1	0	0	0	10	4	0	0	0	0	4	7	0	0	0	0	7	0	0	0	0	0	0
0800-0900	8	1	0	0	0	9	4	0	0	0	0	4	6	0	0	0	0	6	1	0	0	0	0	1
0815-0915	7	0	0	0	0	7	1	0	0	0	0	1	6	0	0	0	0	6	1	0	0	0	0	1
0830-0930	3	0	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	5	1	0	0	0	0	1
0845-0945	3	0	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1
0900-1000	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J3 - CHARLGROVE WAY / KIDMORE END ROAD PRIORITY JUNCTION

	CHARLGROVE WAY OUT LEFT TO KIDMORE END ROAD SOUTH							CHARLGROVE WAY OUT RIGHT TO KIDMORE END ROAD NORTH							CHARLGROVE WAY RIGHT TURN IN FROM KIDMORE END ROAD SOUTH							CHARLGROVE WAY LEFT TURN IN FROM KIDMORE END ROAD NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT	
1600-1615	3					3		0					0		0					0		0					0	
1615-1630	1					1		0					0		2					2		0					0	
1630-1645	0					0		1					1		3					3		2					2	
1645-1700	0					0		2					2		0					0		1					1	
1700-1715	1					1		2					2		4					4		0					0	
1715-1730	2					2		1					1		2					2		2					2	
1730-1745	0					0		0					0		1					1		1					1	
1745-1800	3					3		0					0		1					1		0					0	
1800-1815	1					1		0					0		0					0		0					0	
1815-1830	1					1		0					0		1					1		1					1	
1830-1845	1					1		0					0		0					0		0					0	
1845-1900	0					0		1					1		1					1		0					0	
1600-1900	13	0	0	0	0	13		7	0	0	0	0	7		15	0	0	0	0	15		7	0	0	0	0	7	
1600-1700	4	0	0	0	0	4		3	0	0	0	0	3		5	0	0	0	0	5		3	0	0	0	0	3	
1615-1715	2	0	0	0	0	2		5	0	0	0	0	5		9	0	0	0	0	9		3	0	0	0	0	3	
1630-1730	3	0	0	0	0	3		6	0	0	0	0	6		9	0	0	0	0	9		5	0	0	0	0	5	
1645-1745	3	0	0	0	0	3		5	0	0	0	0	5		7	0	0	0	0	7		4	0	0	0	0	4	
1700-1800	6	0	0	0	0	6		3	0	0	0	0	3		8	0	0	0	0	8		3	0	0	0	0	3	
1715-1815	6	0	0	0	0	6		1	0	0	0	0	1		4	0	0	0	0	4		3	0	0	0	0	3	
1730-1830	5	0	0	0	0	5		0	0	0	0	0	0		3	0	0	0	0	3		2	0	0	0	0	2	
1745-1845	6	0	0	0	0	6		0	0	0	0	0	0		2	0	0	0	0	2		1	0	0	0	0	1	
1800-1900	3	0	0	0	0	3		1	0	0	0	0	1		2	0	0	0	0	2		1	0	0	0	0	1	

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J3 - CHARLGROVE WAY / KIDMORE END ROAD PRIORTY JUNCTION

PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	14	2				16		13					13
0715-0730	18	3			1	22		20	1	1		1	23
0730-0745	17	1	1	1	1	21		25					25
0745-0800	31	1			1	33		18		1			19
0800-0815	22	2				24		17				5	22
0815-0830	24					24		23		1		1	25
0830-0845	17	3			1	21		25	1				26
0845-0900	14	1				15		20	2				22
0900-0915	16	3	1			20		16	1	1			18
0915-0930	9	3				12		10				1	11
0930-0945	15	1	1			17		11	1				12
0945-1000	12	3	1			16		8					8
0700-1000	209	23	4	1	4	241		206	6	4	0	8	224
0700-0800	80	7	1	1	3	92		76	1	2	0	1	80
0715-0815	88	7	1	1	3	100		80	1	2	0	6	89
0730-0830	94	4	1	1	2	102		83	0	2	0	6	91
0745-0845	94	6	0	0	2	102		83	1	2	0	6	92
0800-0900	77	6	0	0	1	84		85	3	1	0	6	95
0815-0915	71	7	1	0	1	80		84	4	2	0	1	91
0830-0930	56	10	1	0	1	68		71	4	1	0	1	77
0845-0945	54	8	2	0	0	64		57	4	1	0	1	63
0900-1000	52	10	3	0	0	65		45	2	1	0	1	49

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J3 - CHARLGROVE WAY / KIDMORE END ROAD PRIORTY JUNCTION

PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	16		1		1	18	1600-1615	19	2			1	22
1615-1630	20				2	22	1615-1630	18	1				19
1630-1645	20		2		1	23	1630-1645	20				3	23
1645-1700	26			1	1	28	1645-1700	16		1	1		18
1700-1715	19	1				20	1700-1715	13			1	1	15
1715-1730	14	1	1			16	1715-1730	16		1			17
1730-1745	12	1	1			14	1730-1745	16					16
1745-1800	11	1			1	13	1745-1800	16		1			17
1800-1815	14		1			15	1800-1815	20				1	21
1815-1830	20				1	21	1815-1830	16		1			17
1830-1845	17		1			18	1830-1845	13					13
1845-1900	16					16	1845-1900	17		1			18
1600-1900	205	4	7	1	7	224	1600-1900	200	3	5	2	6	216
1600-1700	82	0	3	1	5	91	1600-1700	73	3	1	1	4	82
1615-1715	85	1	2	1	4	93	1615-1715	67	1	1	2	4	75
1630-1730	79	2	3	1	2	87	1630-1730	65	0	2	2	4	73
1645-1745	71	3	2	1	1	78	1645-1745	61	0	2	2	1	66
1700-1800	56	4	2	0	1	63	1700-1800	61	0	2	1	1	65
1715-1815	51	3	3	0	1	58	1715-1815	68	0	2	0	1	71
1730-1830	57	2	2	0	2	63	1730-1830	68	0	2	0	1	71
1745-1845	62	1	2	0	2	67	1745-1845	65	0	2	0	1	68
1800-1900	67	0	2	0	1	70	1800-1900	66	0	2	0	1	69

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J4 - GROVE ROAD / KIDMORE END ROAD PRIORTY JUNCTION

	GROVE ROAD OUT LEFT TO KIDMORE END ROAD NORTH							GROVE ROAD OUT RIGHT TO KIDMORE END ROAD SOUTH							GROVE ROAD RIGHT TURN IN FROM KIDMORE END ROAD NORTH							GROVE ROAD LEFT TURN IN FROM KIDMORE END ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	4					4		4					4		4					4		3					3
0715-0730	6					6		9	1	1			11		4	1				5		5		1			6
0730-0745	3	1				4		5					5		13					13		2	1	1		1	5
0745-0800	11					11		5		1			6		13					13		10					10
0800-0815	9	1		1		11		9					9		12				3	15		6					6
0815-0830	15					15		8		1			9		15					15		12	1			2	15
0830-0845	10	1				11		30		1			31		10					10		13				2	15
0845-0900	3					3		9					9		11					11		10	1	1			12
0900-0915	5					5		5					5		4					4		6					6
0915-0930	5					5		2		1			3		4				2	6		2		1		1	4
0930-0945	5					5		2					2		2					2		5				1	6
0945-1000	6					6		1		1			2		5					5		5		1			6
0700-1000	82	3	0	1	0	86		89	1	6	0	0	96		97	1	0	0	5	103		79	3	5	0	7	94
0700-0800	24	1	0	0	0	25		23	1	2	0	0	26		34	1	0	0	0	35		20	1	2	0	1	24
0715-0815	29	2	0	1	0	32		28	1	2	0	0	31		42	1	0	0	3	46		23	1	2	0	1	27
0730-0830	38	2	0	1	0	41		27	0	2	0	0	29		53	0	0	0	3	56		30	2	1	0	3	36
0745-0845	45	2	0	1	0	48		52	0	3	0	0	55		50	0	0	0	3	53		41	1	0	0	4	46
0800-0900	37	2	0	1	0	40		56	0	2	0	0	58		48	0	0	0	3	51		41	2	1	0	4	48
0815-0915	33	1	0	0	0	34		52	0	2	0	0	54		40	0	0	0	0	40		41	2	1	0	4	48
0830-0930	23	1	0	0	0	24		46	0	2	0	0	48		29	0	0	0	2	31		31	1	2	0	3	37
0845-0945	18	0	0	0	0	18		18	0	1	0	0	19		21	0	0	0	2	23		23	1	2	0	2	28
0900-1000	21	0	0	0	0	21		10	0	2	0	0	12		15	0	0	0	2	17		18	0	2	0	2	22

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J4 - GROVE ROAD / KIDMORE END ROAD PRIORTY JUNCTION

	GROVE ROAD OUT LEFT TO KIDMORE END ROAD NORTH							GROVE ROAD OUT RIGHT TO KIDMORE END ROAD SOUTH							GROVE ROAD RIGHT TURN IN FROM KIDMORE END ROAD NORTH							GROVE ROAD LEFT TURN IN FROM KIDMORE END ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	9					9		7					7		7					7		8		1			9
1615-1630	7				2	9		7		1		1	9		8					8		3		1			4
1630-1645	6		1		1	8		7		2			9		2					2		4	1				5
1645-1700	8				1	9		7					7		6				2	8		12					12
1700-1715	7					7		6		1			7		7					7		9		1			10
1715-1730	5					5		6					6		5					5		6	1	1			8
1730-1745	9				2	11		13		1			14		8					8		3					3
1745-1800	12					12		8	1				9		7					7		9					9
1800-1815	9					9		3					3		3					3		6					6
1815-1830	8				1	9		3		1			4		2					2		7		1			8
1830-1845	5					5		7		1			8		5					5		6					6
1845-1900	7					7		5					5		5					5		3					3
1600-1900	92	0	1	0	7	100		79	1	7	0	1	88		65	0	0	0	2	67		76	2	5	0	0	83
1600-1700	30	0	1	0	4	35		28	0	3	0	1	32		23	0	0	0	2	25		27	1	2	0	0	30
1615-1715	28	0	1	0	4	33		27	0	4	0	1	32		23	0	0	0	2	25		28	1	2	0	0	31
1630-1730	26	0	1	0	2	29		26	0	3	0	0	29		20	0	0	0	2	22		31	2	2	0	0	35
1645-1745	29	0	0	0	3	32		32	0	2	0	0	34		26	0	0	0	2	28		30	1	2	0	0	33
1700-1800	33	0	0	0	2	35		33	1	2	0	0	36		27	0	0	0	0	27		27	1	2	0	0	30
1715-1815	35	0	0	0	2	37		30	1	1	0	0	32		23	0	0	0	0	23		24	1	1	0	0	26
1730-1830	38	0	0	0	3	41		27	1	2	0	0	30		20	0	0	0	0	20		25	0	1	0	0	26
1745-1845	34	0	0	0	1	35		21	1	2	0	0	24		17	0	0	0	0	17		28	0	1	0	0	29
1800-1900	29	0	0	0	1	30		18	0	2	0	0	20		15	0	0	0	0	15		22	0	1	0	0	23

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J4 - GROVE ROAD / KIDMORE END ROAD PRIORTY JUNCTION

KIDMORE END ROAD FROM NORTH STRAIGHT AHEAD TO KIDMORE END ROAD SOUTH							KIDMORE END ROAD FROM SOUTH STRAIGHT AHEAD TO KIDMORE END ROAD NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	11			1		12	14		2				16
0715-0730	10			1	1	12	14	1				1	16
0730-0745	15		1		1	17	14	1	1	1			17
0745-0800	9		1			10	24	1					25
0800-0815	14				2	16	12	1	1				14
0815-0830	10	1	1			12	7						7
0830-0845	15	1				16	17	2					19
0845-0900	9					9	19					1	20
0900-0915	5	1	1			7	23	3	1				27
0915-0930	9	1	0			10	10	3					13
0930-0945	7	3	1			11	14	2	1				17
0945-1000	7			1		8	10	4	1				15
0700-1000	121	7	5	3	4	140	178	18	7	1	2		206
0700-0800	45	0	2	2	2	51	66	3	3	1	1		74
0715-0815	48	0	2	1	4	55	64	4	2	1	1		72
0730-0830	48	1	3	0	3	55	57	3	2	1	0		63
0745-0845	48	2	2	0	2	54	60	4	1	0	0		65
0800-0900	48	2	1	0	2	53	55	3	1	0	1		60
0815-0915	39	3	2	0	0	44	66	5	1	0	1		73
0830-0930	38	3	1	0	0	42	69	8	1	0	1		79
0845-0945	30	5	2	0	0	37	66	8	2	0	1		77
0900-1000	28	5	2	1	0	36	57	12	3	0	0		72

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J4 - GROVE ROAD / KIDMORE END ROAD PRIORTY JUNCTION

	KIDMORE END ROAD FROM NORTH STRAIGHT AHEAD TO KIDMORE END ROAD SOUTH							KIDMORE END ROAD FROM SOUTH STRAIGHT AHEAD TO KIDMORE END ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	22	1				23		12		1			13
1615-1630	13	1				14		20					20
1630-1645	14					14		23			1		24
1645-1700	14		1			15		17			1		18
1700-1715	12			2		14		20	2				22
1715-1730	12		1			13		10	2			1	13
1730-1745	18					18		16	2	1		1	20
1745-1800	15					15		8	2	2			12
1800-1815	16					16		14		2			16
1815-1830	16		1	1		18		16					16
1830-1845	16				1	17		21	1		1		23
1845-1900	7		1			8		26			1		27
1600-1900	175	2	4	3	1	185		203	9	6	4	2	224
1600-1700	63	2	1	0	0	66		72	0	1	2	0	75
1615-1715	53	1	1	2	0	57		80	2	0	2	0	84
1630-1730	52	0	2	2	0	56		70	4	0	2	1	77
1645-1745	56	0	2	2	0	60		63	6	1	1	2	73
1700-1800	57	0	1	2	0	60		54	8	3	0	2	67
1715-1815	61	0	1	0	0	62		48	6	5	0	2	61
1730-1830	65	0	1	1	0	67		54	4	5	0	1	64
1745-1845	63	0	1	1	1	66		59	3	4	1	0	67
1800-1900	55	0	2	1	1	59		77	1	2	2	0	82

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J5 - PEPPARD ROAD / KIDMORE END ROAD PRIORTY JUNCTION

	KIDMORE END ROAD OUT LEFT TO PEPPARD ROAD NORTH							KIDMORE END ROAD OUT RIGHT TO PEPPARD ROAD SOUTH							KIDMORE END ROAD RIGHT TURN IN FROM PEPPARD ROAD NORTH							KIDMORE END ROAD LEFT TURN IN FROM PEPPARD ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	1					1		14			1		15		6		1			7		11		1			12
0715-0730	7					7		12	1	1	1	1	16		4		1			5		15	1			1	17
0730-0745	5					5		15		1		1	17		1		1			2		15	2	1	1	1	20
0745-0800	2		1			3		12		1			13		7					7		27	1				28
0800-0815	16					16		7				2	9		5	1	1			7		13					13
0815-0830	10		2			12		8	1				9		8				2	10		11	1				12
0830-0845	27					27		18	1	1			20		14				2	16		16	2				18
0845-0900	7					7		11					11		10		1			11		19	1			1	21
0900-0915	3					3		7	1	1			9		9					9		20	3	1			24
0915-0930	3					3		8	1	1			10		5	2	1		1	9		7	1				8
0930-0945	2					2		7	3	1			11		1	1				2		18	1	1		1	21
0945-1000	1					1		7		1	1		9		2	1	1			4		13	3	1			17
0700-1000	84	0	3	0	0	87		126	8	8	3	4	149		72	5	7	0	5	89		185	16	5	1	4	211
0700-0800	15	0	1	0	0	16		53	1	3	2	2	61		18	0	3	0	0	21		68	4	2	1	2	77
0715-0815	30	0	1	0	0	31		46	1	3	1	4	55		17	1	3	0	0	21		70	4	1	1	2	78
0730-0830	33	0	3	0	0	36		42	1	2	0	3	48		21	1	2	0	2	26		66	4	1	1	1	73
0745-0845	55	0	3	0	0	58		45	2	2	0	2	51		34	1	1	0	4	40		67	4	0	0	0	71
0800-0900	60	0	2	0	0	62		44	2	1	0	2	49		37	1	2	0	4	44		59	4	0	0	1	64
0815-0915	47	0	2	0	0	49		44	3	2	0	0	49		41	0	1	0	4	46		66	7	1	0	1	75
0830-0930	40	0	0	0	0	40		44	3	3	0	0	50		38	2	2	0	3	45		62	7	1	0	1	71
0845-0945	15	0	0	0	0	15		33	5	3	0	0	41		25	3	2	0	1	31		64	6	2	0	2	74
0900-1000	9	0	0	0	0	9		29	5	4	1	0	39		17	4	2	0	1	24		58	8	3	0	1	70

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J5 - PEPPARD ROAD / KIDMORE END ROAD PRIORTY JUNCTION

	KIDMORE END ROAD OUT LEFT TO PEPPARD ROAD NORTH							KIDMORE END ROAD OUT RIGHT TO PEPPARD ROAD SOUTH							KIDMORE END ROAD RIGHT TURN IN FROM PEPPARD ROAD NORTH							KIDMORE END ROAD LEFT TURN IN FROM PEPPARD ROAD SOUTH					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	6					6		23	1				24		7		1			8		13		1			14
1615-1630	6					6		14	1	1		1	17		7		1			8		16					16
1630-1645	9		1			10		12		1			13		4					4		23	1		1		25
1645-1700	6					6		15		1			16		12					12		17			1		18
1700-1715	9					9		9		1	2		12		9					9		20	2	1			23
1715-1730	6					6		12		1			13		5	2	1		1	9		7	1				8
1730-1745	12					12		19		1			20		1	1				2		18	1	1		1	21
1745-1800	7	1				8		16					16		2	1	1			4		13	1	1			15
1800-1815	3					3		16					16		7		1			8		13		1			14
1815-1830	6					6		13		2	1		16		7		1			8		16					16
1830-1845	7					7		16		1		1	18		4					4		23	1		1		25
1845-1900	4					4		8		1			9		12					12		17			1		18
1600-1900	81	1	1	0	0	83		173	2	10	3	2	190		77	4	6	0	1	88		196	7	5	4	1	213
1600-1700	27	0	1	0	0	28		64	2	3	0	1	70		30	0	2	0	0	32		69	1	1	2	0	73
1615-1715	30	0	1	0	0	31		50	1	4	2	1	58		32	0	1	0	0	33		76	3	1	2	0	82
1630-1730	30	0	1	0	0	31		48	0	4	2	0	54		30	2	1	0	1	34		67	4	1	2	0	74
1645-1745	33	0	0	0	0	33		55	0	4	2	0	61		27	3	1	0	1	32		62	4	2	1	1	70
1700-1800	34	1	0	0	0	35		56	0	3	2	0	61		17	4	2	0	1	24		58	5	3	0	1	67
1715-1815	28	1	0	0	0	29		63	0	2	0	0	65		15	4	3	0	1	23		51	3	3	0	1	58
1730-1830	28	1	0	0	0	29		64	0	3	1	0	68		17	2	3	0	0	22		60	2	3	0	1	66
1745-1845	23	1	0	0	0	24		61	0	3	1	1	66		20	1	3	0	0	24		65	2	2	1	0	70
1800-1900	20	0	0	0	0	20		53	0	4	1	1	59		30	0	2	0	0	32		69	1	1	2	0	73

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J5 - PEPPARD ROAD / KIDMORE END ROAD PRIORTY JUNCTION

PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH							PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	74	3			2	79		71		1			72
0715-0730	119	2	1	2	1	125		106	2	1	4	2	115
0730-0745	115	5				120		114	4	1	3		122
0745-0800	100	1	1	2	2	106		136	4	1	1		142
0800-0815	134	4		2	2	142		127	6			1	134
0815-0830	131	2	1	1	6	141		113	3	1	1		118
0830-0845	112	2	2		5	121		112	2	1			115
0845-0900	111	2	1		1	115		113	4		1		118
0900-0915	115	1			1	117		107	4				111
0915-0930	104	3	1			108		79	4		2		85
0930-0945	101	3		2		106		116	1				117
0945-1000	73	2		1		76		89	3	1	1	1	95
0700-1000	1289	30	7	10	20	1356		1283	37	7	13	4	1344
0700-0800	408	11	2	4	5	430		427	10	4	8	2	451
0715-0815	468	12	2	6	5	493		483	16	3	8	3	513
0730-0830	480	12	2	5	10	509		490	17	3	5	1	516
0745-0845	477	9	4	5	15	510		488	15	3	2	1	509
0800-0900	488	10	4	3	14	519		465	15	2	2	1	485
0815-0915	469	7	4	1	13	494		445	13	2	2	0	462
0830-0930	442	8	4	0	7	461		411	14	1	3	0	429
0845-0945	431	9	2	2	2	446		415	13	0	3	0	431
0900-1000	393	9	1	3	1	407		391	12	1	3	1	408

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J5 - PEPPARD ROAD / KIDMORE END ROAD PRIORTY JUNCTION

PEPPARD ROAD FROM NORTH STRAIGHT AHEAD TO PEPPARD ROAD SOUTH							PEPPARD ROAD FROM SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	119			2	1	122	91	1			1		93
1615-1630	109	1		2	1	113	103				1		104
1630-1645	133	1		2	3	139	95		1				96
1645-1700	106	1	2		2	111	118				2		120
1700-1715	122	2	1	2	1	128	112	1	1	1			115
1715-1730	130		1	2	1	134	124	1	1	4	1		131
1730-1745	122	3		3	1	129	118			4	1		123
1745-1800	123	1		1	3	128	110			2	2		114
1800-1815	122	3		2	1	128	105	1					106
1815-1830	111			2	1	114	81		1	2	1		85
1830-1845	82		2	2		86	84						84
1845-1900	61		1	1		63	104						104
1600-1900	1340	12	7	21	15	1395	1245	4	4	17	5		1275
1600-1700	467	3	2	6	7	485	407	1	1	4	0		413
1615-1715	470	5	3	6	7	491	428	1	2	4	0		435
1630-1730	491	4	4	6	7	512	449	2	3	7	1		462
1645-1745	480	6	4	7	5	502	472	2	2	11	2		489
1700-1800	497	6	2	8	6	519	464	2	2	11	4		483
1715-1815	497	7	1	8	6	519	457	2	1	10	4		474
1730-1830	478	7	0	8	6	499	414	1	1	8	4		428
1745-1845	438	4	2	7	5	456	380	1	1	4	3		389
1800-1900	376	3	3	7	2	391	374	1	1	2	1		379

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J6 - PEPPARD ROAD / BUCKINGHAM DRIVE MINI ROUNDABOUT JUNCTION

	PEPPARD ROAD NORTH LEFT TURN TO PEPPARD ROAD EAST						PEPPARD ROAD NORTH STRAIGHT AHEAD TO BUCKINGHAM DRIVE SOUTH						PEPPARD ROAD EAST LEFT TURN TO BUCKINGHAM DRIVE SOUTH						PEPPARD ROAD EAST RIGHT TURN TO PEPPARD ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	0	1			1	2	88	2		1	1	92	26	1				27	6					6
0715-0730	11		1			12	120	3	1	3	2	129	49	1		1		51	15	1			1	17
0730-0745	6					6	124	5	1		1	131	51					51	9	1		1	1	12
0745-0800	5		1			6	107	1	1	2	2	113	47			1		48	18		1	1		20
0800-0815	6					6	135	4		2	4	145	55		1		1	57	23					23
0815-0830	16					16	123	3	1	1	6	134	89				2	91	15	2	1			18
0830-0845	17	1	1			19	113	2	2		5	122	75			1	3	79	22					22
0845-0900	20					20	102	2	1		1	106	73	2				75	22				1	23
0900-0915	13		1			14	109	2			1	112	47					47	15					15
0915-0930	8					8	104	4	2			110	35					35	9	1				10
0930-0945	10		1			11	98	6		2		106	31	1				32	13				1	14
0945-1000	12		1			13	68	2		2		72	39	1		2		42	13					13
0700-1000	124	2	6	0	1	133	1291	36	9	13	23	1372	617	6	1	5	6	635	180	5	2	2	4	193
0700-0800	22	1	2	0	1	26	439	11	3	6	6	465	173	2	0	2	0	177	48	2	1	2	2	55
0715-0815	28	0	2	0	0	30	486	13	3	7	9	518	202	1	1	2	1	207	65	2	1	2	2	72
0730-0830	33	0	1	0	0	34	489	13	3	5	13	523	242	0	1	1	3	247	65	3	2	2	1	73
0745-0845	44	1	2	0	0	47	478	10	4	5	17	514	266	0	1	2	6	275	78	2	2	1	0	83
0800-0900	59	1	1	0	0	61	473	11	4	3	16	507	292	2	1	1	6	302	82	2	1	0	1	86
0815-0915	66	1	2	0	0	69	447	9	4	1	13	474	284	2	0	1	5	292	74	2	1	0	1	78
0830-0930	58	1	2	0	0	61	428	10	5	0	7	450	230	2	0	1	3	236	68	1	0	0	1	70
0845-0945	51	0	2	0	0	53	413	14	3	2	2	434	186	3	0	0	0	189	59	1	0	0	2	62
0900-1000	43	0	3	0	0	46	379	14	2	4	1	400	152	2	0	2	0	156	50	1	0	0	1	52

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J6 - PEPPARD ROAD / BUCKINGHAM DRIVE MINI ROUNDABOUT JUNCTION

	PEPPARD ROAD NORTH LEFT TURN TO PEPPARD ROAD EAST						PEPPARD ROAD NORTH STRAIGHT AHEAD TO BUCKINGHAM DRIVE SOUTH						PEPPARD ROAD EAST LEFT TURN TO BUCKINGHAM DRIVE SOUTH						PEPPARD ROAD EAST RIGHT TURN TO PEPPARD ROAD NORTH					
	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT	CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	21					21	121	1		2	1	125	54					54	12					12
1615-1630	19		1			20	104	2		2	2	110	55			1		56	15					15
1630-1645	13		1			14	132	1		2	3	138	59			1		60	19					19
1645-1700	12		1		1	14	109	1	2		1	113	56			1		57	16					16
1700-1715	20		1			21	111	2	1	4	1	119	58			1		59	18					18
1715-1730	14					14	128		2	2	1	133	81	1				82	15	1				16
1730-1745	19		1			20	122	3		3	1	129	70					70	14			1		15
1745-1800	18	1				19	121			1	3	125	71			1	2	74	18					18
1800-1815	18					18	120	3		2	1	126	63	1				64	19					19
1815-1830	17		1	1		19	107		1	2	1	111	64					64	17					17
1830-1845	13		1		1	15	85		2	2		89	54			1		55	17					17
1845-1900	12					12	57		2	1		60	53			1		54	16					16
1600-1900	196	1	7	1	2	207	1317	13	10	23	15	1378	738	2	0	7	2	749	196	1	0	0	1	198
1600-1700	65	0	3	0	1	69	466	5	2	6	7	486	224	0	0	3	0	227	62	0	0	0	0	62
1615-1715	64	0	4	0	1	69	456	6	3	8	7	480	228	0	0	4	0	232	68	0	0	0	0	68
1630-1730	59	0	3	0	1	63	480	4	5	8	6	503	254	1	0	3	0	258	68	1	0	0	0	69
1645-1745	65	0	3	0	1	69	470	6	5	9	4	494	265	1	0	2	0	268	63	1	0	0	1	65
1700-1800	71	1	2	0	0	74	482	5	3	10	6	506	280	1	0	2	2	285	65	1	0	0	1	67
1715-1815	69	1	1	0	0	71	491	6	2	8	6	513	285	2	0	1	2	290	66	1	0	0	1	68
1730-1830	72	1	2	1	0	76	470	6	1	8	6	491	268	1	0	1	2	272	68	0	0	0	1	69
1745-1845	66	1	2	1	1	71	433	3	3	7	5	451	252	1	0	2	2	257	71	0	0	0	0	71
1800-1900	60	0	2	1	1	64	369	3	5	7	2	386	234	1	0	2	0	237	69	0	0	0	0	69

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J6 - PEPPARD ROAD / BUCKINGHAM DRIVE MINI ROUNDABOUT JUNCTION

BUCKINGHAM DRIVE SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							BUCKINGHAM DRIVE SOUTH RIGHT TURN TO PEPPARD ROAD EAST						
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
0700-0715	76		2			78		28	1				29
0715-0730	106	2	1	4	2	115		40					40
0730-0745	120	5	2	3		130		68	2				70
0745-0800	145	5				150		53		1	1		55
0800-0815	117	6			1	124		55	1				56
0815-0830	109	2		1		112		67					67
0830-0845	106	4	1			111		80	1		1	2	84
0845-0900	110	5		1		116		62	1				63
0900-0915	112	7	1			120		38	1		1		40
0915-0930	77	4		2		83		34					34
0930-0945	121	2	1			124		29			1	1	31
0945-1000	89	6	2	1	1	99		40	2		1		43
0700-1000	1288	48	10	12	4	1362		594	9	1	5	3	612
0700-0800	447	12	5	7	2	473		189	3	1	1	0	194
0715-0815	488	18	3	7	3	519		216	3	1	1	0	221
0730-0830	491	18	2	4	1	516		243	3	1	1	0	248
0745-0845	477	17	1	1	1	497		255	2	1	2	2	262
0800-0900	442	17	1	2	1	463		264	3	0	1	2	270
0815-0915	437	18	2	2	0	459		247	3	0	2	2	254
0830-0930	405	20	2	3	0	430		214	3	0	2	2	221
0845-0945	420	18	2	3	0	443		163	2	0	2	1	168
0900-1000	399	19	4	3	1	426		141	3	0	3	1	148

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 18TH MARCH 2025

LOCATION : CAVERSHAM, READING, BERKSHIRE

J6 - PEPPARD ROAD / BUCKINGHAM DRIVE MINI ROUNDABOUT JUNCTION

	BUCKINGHAM DRIVE SOUTH STRAIGHT AHEAD TO PEPPARD ROAD NORTH							BUCKINGHAM DRIVE SOUTH RIGHT TURN TO PEPPARD ROAD EAST					
	CAR	HGV	BUS	MCY	PCY	TOT		CAR	HGV	BUS	MCY	PCY	TOT
1600-1615	92	1	1	1		95		51	1	1			53
1615-1630	104			1		105		41			1		42
1630-1645	99	1	1	1		102		57			2		59
1645-1700	119			3		122		46		1		2	49
1700-1715	114	3	2	1		120		61			2		63
1715-1730	116	1	1	4	1	123		46	1				47
1730-1745	122	1	1	4	1	129		63			1		64
1745-1800	105	1	1	2	2	111		76			1		77
1800-1815	99	1	1			101		61			1		62
1815-1830	80		1	2	1	84		57					57
1830-1845	90	1		1		92		47		1	1		49
1845-1900	105			1		106		41					41
1600-1900	1245	10	9	21	5	1290		647	2	3	9	2	663
1600-1700	414	2	2	6	0	424		195	1	2	3	2	203
1615-1715	436	4	3	6	0	449		205	0	1	5	2	213
1630-1730	448	5	4	9	1	467		210	1	1	4	2	218
1645-1745	471	5	4	12	2	494		216	1	1	3	2	223
1700-1800	457	6	5	11	4	483		246	1	0	4	0	251
1715-1815	442	4	4	10	4	464		246	1	0	3	0	250
1730-1830	406	3	4	8	4	425		257	0	0	3	0	260
1745-1845	374	3	3	5	3	388		241	0	1	3	0	245
1800-1900	374	2	2	4	1	383		206	0	1	2	0	209

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole

DIRECTION: NORTHBOUND SPEED LIMIT: 30

Thursday, 6 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading
GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole
DIRECTION: NORTHBOUND SPEED LIMIT: 30

Friday, 7 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	27.1	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28.4	-
0600	22	0	2	11	3	6	0	0	0	0	0	0	0	0	0	0	25.8	33.2
0700	84	1	2	39	28	11	3	0	0	0	0	0	0	0	0	0	26.1	31.7
0800	88	5	9	35	36	2	1	0	0	0	0	0	0	0	0	0	23.8	29.3
0900	67	3	9	25	27	3	0	0	0	0	0	0	0	0	0	0	23	28.1
1000	68	0	4	27	29	7	1	0	0	0	0	0	0	0	0	0	25.5	30.3
1100	75	0	7	31	33	4	0	0	0	0	0	0	0	0	0	0	24.4	28.4
1200	74	1	7	23	37	4	2	0	0	0	0	0	0	0	0	0	25.3	30.4
1300	72	1	10	23	28	9	1	0	0	0	0	0	0	0	0	0	25	31.1
1400	69	0	3	24	35	6	1	0	0	0	0	0	0	0	0	0	26.2	30.6
1500	84	2	10	32	31	8	1	0	0	0	0	0	0	0	0	0	24.3	29.9
1600	96	0	5	23	53	13	2	0	0	0	0	0	0	0	0	0	26.7	31.3
1700	90	3	5	40	31	9	1	1	0	0	0	0	0	0	0	0	25.2	30.4
1800	81	1	7	25	36	9	2	1	0	0	0	0	0	0	0	0	26.1	31.1
1900	75	0	15	22	26	11	1	0	0	0	0	0	0	0	0	0	24.8	31.5
2000	53	2	2	15	26	6	2	0	0	0	0	0	0	0	0	0	26.1	31.5
2100	24	1	1	8	6	5	1	0	0	0	2	0	0	0	0	0	29.3	35.7
2200	21	1	1	5	11	1	1	1	0	0	0	0	0	0	0	0	26.9	32.1
2300	20	0	1	6	10	3	0	0	0	0	0	0	0	0	0	0	26.3	32.3
07-19	948	17	78	347	404	85	15	2	0	0	0	0	0	0	0	0	25.2	30.2
06-22	1122	20	98	403	465	113	19	2	0	0	2	0	0	0	0	0	25.3	30.5
06-00	1163	21	100	414	486	117	20	3	0	0	2	0	0	0	0	0	25.3	30.5
00-00	1171	21	100	415	493	117	20	3	0	0	2	0	0	0	0	0	25.4	30.4

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole

DIRECTION: NORTHBOUND SPEED LIMIT: 30

Saturday, 8 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole

DIRECTION: NORTHBOUND SPEED LIMIT: 30

Sunday, 9 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole

DIRECTION: NORTHBOUND SPEED LIMIT: 30

Monday, 10 March 2025

[illegible]

K&M TRAFFIC SURVEYS

SITE: Kidmore End Rd Reading
GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole
DIRECTION: NORTHBOUND SPEED LIMIT: 30

Tuesday, 11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.4	-
0100	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0400	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	26.5	-
0500	4	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	22.5	-
0600	27	0	2	9	11	5	0	0	0	0	0	0	0	0	0	0	25.9	31.5
0700	102	0	3	37	44	16	1	1	0	0	0	0	0	0	0	0	26.4	31.7
0800	106	0	6	32	60	8	0	0	0	0	0	0	0	0	0	0	25.6	29.4
0900	76	1	5	27	37	5	1	0	0	0	0	0	0	0	0	0	25	28.2
1000	65	4	7	23	23	5	1	0	1	0	0	0	0	1	0	0	25.3	30.3
1100	83	3	6	38	28	6	2	0	0	0	0	0	0	0	0	0	24.3	28.7
1200	82	0	14	22	40	6	0	0	0	0	0	0	0	0	0	0	24.6	30.1
1300	73	3	20	19	25	6	0	0	0	0	0	0	0	0	0	0	22.8	29.1
1400	65	1	7	23	25	9	0	0	0	0	0	0	0	0	0	0	25	30.7
1500	96	0	9	31	49	7	0	0	0	0	0	0	0	0	0	0	25	30.2
1600	99	2	7	24	52	13	1	0	0	0	0	0	0	0	0	0	26.4	31
1700	113	3	6	41	54	8	1	0	0	0	0	0	0	0	0	0	25.1	29.6
1800	109	1	8	29	60	11	0	0	0	0	0	0	0	0	0	0	25.8	30.4
1900	55	1	7	16	21	9	0	1	0	0	0	0	0	0	0	0	25.7	31.9
2000	54	1	4	16	22	7	4	0	0	0	0	0	0	0	0	0	26.6	34.4
2100	35	0	0	11	19	4	1	0	0	0	0	0	0	0	0	0	27.1	31.1
2200	24	0	2	6	11	4	1	0	0	0	0	0	0	0	0	0	27.1	32.8
2300	14	0	0	2	6	5	1	0	0	0	0	0	0	0	0	0	29.7	35.4
07-19	1069	18	98	346	497	100	7	1	1	0	0	0	0	1	0	0	25.2	30
06-22	1240	20	111	398	570	125	12	2	1	0	0	0	0	1	0	0	25.3	30.1
06-00	1278	20	113	406	587	134	14	2	1	0	0	0	0	1	0	0	25.4	30.3
00-00	1289	20	116	407	592	135	15	2	1	0	0	0	0	1	0	0	25.4	30.3

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading
GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole
DIRECTION: NORTHBOUND SPEED LIMIT: 30

Wednesday, 12 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	23.9	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6.6	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.7	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	19.4	-
0600	23	0	3	5	8	7	0	0	0	0	0	0	0	0	0	0	26.9	33.3
0700	93	1	6	26	51	5	4	0	0	0	0	0	0	0	0	0	25.8	29.9
0800	108	2	12	27	57	10	0	0	0	0	0	0	0	0	0	0	24.9	29.8
0900	86	5	12	35	27	7	0	0	0	0	0	0	0	0	0	0	23.4	28.6
1000	68	5	14	24	24	0	1	0	0	0	0	0	0	0	0	0	22.3	27.8
1100	78	3	9	29	33	4	0	0	0	0	0	0	0	0	0	0	23.5	28.3
1200	90	2	8	37	35	6	2	0	0	0	0	0	0	0	0	0	24.5	29.3
1300	72	3	8	29	26	4	1	0	1	0	0	0	0	0	0	0	24.5	29.1
1400	64	1	3	29	28	3	0	0	0	0	0	0	0	0	0	0	24.8	28.7
1500	99	3	12	31	45	7	1	0	0	0	0	0	0	0	0	0	24.6	29.9
1600	94	3	10	16	55	8	1	1	0	0	0	0	0	0	0	0	25.8	30.5
1700	84	4	3	23	44	9	1	0	0	0	0	0	0	0	0	0	25.6	30.2
1800	88	1	14	21	35	14	3	0	0	0	0	0	0	0	0	0	25.6	32.8
1900	73	1	9	25	27	9	2	0	0	0	0	0	0	0	0	0	25	31.5
2000	44	0	1	14	18	9	1	1	0	0	0	0	0	0	0	0	27.6	33
2100	40	1	2	15	12	9	1	0	0	0	0	0	0	0	0	0	26.5	33.9
2200	26	0	1	5	10	5	3	0	1	1	0	0	0	0	0	0	30.4	38.4
2300	11	0	0	3	7	1	0	0	0	0	0	0	0	0	0	0	26.4	29.8
07-19	1024	33	111	327	460	77	14	1	1	0	0	0	0	0	0	0	24.7	29.7
06-22	1204	35	126	386	525	111	18	2	1	0	0	0	0	0	0	0	24.9	30
06-00	1241	35	127	394	542	117	21	2	2	1	0	0	0	0	0	0	25	30.1
00-00	1252	36	129	399	545	117	21	2	2	1	0	0	0	0	0	0	25	30.1

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7750	163	734	2468	3393	804	157	20	7	1	2	0	0	1	0	0	25.4	30.6

K&M TRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

Thursday, 6 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

Friday, 7 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.485238, -0.965105

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

Saturday, 8 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

Sunday, 9 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading

LOCATION: Attached to telegraph pole

GRID REFERENCE: 51.485238, -0.965105

DIRECTION: SOUTHBOUND SPEED LIMIT: 30

Monday, 10 March 2025

[illegible]

K&MTRAFFIC SURVEYS

SITE: Kidmore End Rd Reading
GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole
DIRECTION: SOUTHBOUND SPEED LIMIT: 30

Tuesday, 11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.5	-
0500	9	0	3	1	3	1	0	0	1	0	0	0	0	0	0	0	28.1	-
0600	41	1	4	16	14	4	1	1	0	0	0	0	0	0	0	0	25.1	31.1
0700	94	0	7	21	48	16	2	0	0	0	0	0	0	0	0	0	27	32.2
0800	129	6	23	45	48	5	1	1	0	0	0	0	0	0	0	0	23.1	27.8
0900	81	4	12	43	22	0	0	0	0	0	0	0	0	0	0	0	21.8	26.7
1000	80	10	19	39	10	1	0	0	0	0	0	0	0	1	0	0	20.4	25.2
1100	85	3	11	46	22	3	0	0	0	0	0	0	0	0	0	0	22.6	27.7
1200	82	9	13	33	25	2	0	0	0	0	0	0	0	0	0	0	22	28.4
1300	67	5	19	23	18	1	1	0	0	0	0	0	0	0	0	0	21.3	26.9
1400	79	6	12	40	19	2	0	0	0	0	0	0	0	0	0	0	21.7	28.6
1500	95	4	18	41	25	7	0	0	0	0	0	0	0	0	0	0	22.5	28.7
1600	118	3	7	41	49	18	0	0	0	0	0	0	0	0	0	0	25.5	31.5
1700	85	3	14	25	31	11	1	0	0	0	0	0	0	0	0	0	24.3	31
1800	84	1	9	25	37	11	1	0	0	0	0	0	0	0	0	0	25.4	31
1900	49	1	4	12	18	12	2	0	0	0	0	0	0	0	0	0	26.9	34.2
2000	27	1	1	10	10	4	0	1	0	0	0	0	0	0	0	0	25.9	31.7
2100	15	0	1	2	11	0	1	0	0	0	0	0	0	0	0	0	27.3	30.2
2200	14	0	2	3	8	0	1	0	0	0	0	0	0	0	0	0	24.8	30.5
2300	10	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	29.5	-
07-19	1079	54	164	422	354	77	6	1	0	0	0	0	0	1	0	0	23.3	29.2
06-22	1211	57	174	462	407	97	10	3	0	0	0	0	0	1	0	0	23.6	29.4
06-00	1235	57	176	467	418	102	11	3	0	0	0	0	0	1	0	0	23.7	29.4
00-00	1247	57	179	470	421	103	12	3	1	0	0	0	0	1	0	0	23.7	29.5

K&M TRAFFIC SURVEYS

SITE: Kidmore End Rd Reading
GRID REFERENCE: 51.485238, -0.965105

LOCATION: Attached to telegraph pole
DIRECTION: SOUTHBOUND SPEED LIMIT: 30

Wednesday, 12 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	27.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.9	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.9	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	24.7	-
0500	9	0	2	0	5	0	1	0	1	0	0	0	0	0	0	0	29.6	-
0600	22	0	4	8	5	4	1	0	0	0	0	0	0	0	0	0	26.1	36.6
0700	110	2	13	25	52	16	2	0	0	0	0	0	0	0	0	0	26	31.7
0800	128	7	26	48	39	7	1	0	0	0	0	0	0	0	0	0	22.5	28.6
0900	91	7	19	33	29	3	0	0	0	0	0	0	0	0	0	0	21.6	27.2
1000	81	3	12	37	22	6	1	0	0	0	0	0	0	0	0	0	23	29.6
1100	84	8	16	39	16	5	0	0	0	0	0	0	0	0	0	0	21.3	26.4
1200	91	8	21	33	21	8	0	0	0	0	0	0	0	0	0	0	21.8	28
1300	67	2	15	30	16	3	1	0	0	0	0	0	0	0	0	0	22.4	28
1400	82	4	16	32	22	7	1	0	0	0	0	0	0	0	0	0	22.8	28.3
1500	117	2	8	42	40	21	3	1	0	0	0	0	0	0	0	0	25.9	32.1
1600	111	2	8	46	46	9	0	0	0	0	0	0	0	0	0	0	24.8	29.8
1700	85	2	10	23	41	8	1	0	0	0	0	0	0	0	0	0	25.2	30.2
1800	75	0	4	26	29	15	1	0	0	0	0	0	0	0	0	0	26.5	32
1900	54	1	6	21	21	4	1	0	0	0	0	0	0	0	0	0	24.8	30.5
2000	35	0	3	10	17	2	2	1	0	0	0	0	0	0	0	0	26.8	32.3
2100	30	1	2	8	14	4	1	0	0	0	0	0	0	0	0	0	26.2	31.1
2200	10	0	0	3	4	2	1	0	0	0	0	0	0	0	0	0	28.8	-
2300	6	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	27.8	-
07-19	1122	47	168	414	373	108	11	1	0	0	0	0	0	0	0	0	23.7	30
06-22	1263	49	183	461	430	122	16	2	0	0	0	0	0	0	0	0	24	30.2
06-00	1279	49	184	465	436	126	17	2	0	0	0	0	0	0	0	0	24	30.2
00-00	1294	49	187	466	444	127	18	2	1	0	0	0	0	0	0	0	24.1	30.3

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7707	306	1172	2637	2713	756	99	20	3	0	0	0	0	1	0	0	24	30.2

Appendix C: TRICS Data

SDP Buncton Lane Bolney

Licence No: 110301

Calculation Reference: AUDIT-110301-250114-0142

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	2 days
	KC KENT	2 days
	SC SURREY	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	6 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	3 days

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

SDP Bunton Lane Bolney

Licence No: 110301

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 40 to 197 (units:)
Range Selected by User: 40 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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

Selected survey days:

Monday	3 days
Tuesday	14 days
Wednesday	5 days
Thursday	7 days
Friday	4 days

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

Selected survey types:

Manual count	33 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	30

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

Selected Location Sub Categories:

Residential Zone	29
Village	1
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	48 days - Selected

Secondary Filtering selection:

Use Class:

C3	33 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

SDP Bunton Lane Bolney

Licence No: 110301

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	12 days
10,001 to 15,000	17 days

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

Population within 5 miles:

5,001 to 25,000	7 days
25,001 to 50,000	8 days
50,001 to 75,000	6 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	24 days
1.6 to 2.0	3 days

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

Travel Plan:

Yes	24 days
No	9 days

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

PTAL Rating:

No PTAL Present	33 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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SDP Buncton Lane Bolney

Licence No: 110301

LIST OF SITES relevant to selection parameters

1	CT-03-A-03 ARLESEY ROAD STOTFOLD	MIXED HOUSES	CENTRAL BEDFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	27/06/23	Survey Type: MANUAL
2	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings:	141	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
3	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED	DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED	DURHAM
	Edge of Town Residential Zone Total No of Dwellings:	57	
	Survey date: FRIDAY	19/10/18	Survey Type: MANUAL
5	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL
7	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	139	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL

SDP Buncton Lane Bolney

Licence No: 110301

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19 Survey Type: MANUAL			
9	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 73 Survey date: TUESDAY 16/11/21 Survey Type: MANUAL			
10	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 44 Survey date: FRIDAY 07/10/22 Survey Type: MANUAL			
11	HC-03-A-37 REDFIELDS LANE FLEET CHURCH CROOKHAM	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 50 Survey date: WEDNESDAY 27/03/24 Survey Type: MANUAL			
12	HC-03-A-38 CROW LANE RINGWOOD CROW	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 195 Survey date: WEDNESDAY 26/06/24 Survey Type: MANUAL			
13	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 160 Survey date: MONDAY 08/07/19 Survey Type: MANUAL			
14	HF-03-A-06 A505 ROYSTON	MIXED HOUSES & FLATS		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: TUESDAY 28/11/23 Survey Type: MANUAL			

SDP Buncton Lane Bolney

Licence No: 110301

LIST OF SITES relevant to selection parameters (Cont.)

15	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
	NEW CASTLETOWN ROAD		
	DOUGLAS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	73	
	Survey date: MONDAY	20/05/24	Survey Type: MANUAL
16	IM-03-A-05	MIXED HOUSES	ISLE OF MAN
	SCARLETT ROAD		
	CASTLETOWN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
17	IM-03-A-06	MIXED HOUSES	ISLE OF MAN
	MOORAGH PROMENADE		
	RAMSEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL
18	KC-03-A-10	MIXED HOUSES	KENT
	HEADCORN ROAD		
	STAPLEHURST		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	106	
	Survey date: TUESDAY	09/05/23	Survey Type: MANUAL
19	KC-03-A-12	MIXED HOUSES & FLATS	KENT
	WESTERN LINK		
	FAVERSHAM		
	DAVINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	186	
	Survey date: TUESDAY	19/09/23	Survey Type: MANUAL
20	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
21	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	ATTLEBOROUGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	143	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL

SDP Buncton Lane Bolney

Licence No: 110301

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
23	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
24	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
25	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
26	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	Survey date: WEDNESDAY		18/05/22	Survey Type: MANUAL
27	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		96	
	Survey date: TUESDAY		14/05/24	Survey Type: MANUAL
28	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES		WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		108	
	Survey date: FRIDAY		09/09/22	Survey Type: MANUAL
29	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		49	
	Survey date: FRIDAY		27/09/19	Survey Type: MANUAL

SDP Buncton Lane Bolney

Licence No: 110301

LIST OF SITES relevant to selection parameters (Cont.)

30	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
31	WS-03-A-12	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	152	
	Survey date: WEDNESDAY	16/06/21	Survey Type: MANUAL
32	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
33	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.69

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	102	0.086	33	102	0.295	33	102	0.381
08:00 - 09:00	33	102	0.156	33	102	0.370	33	102	0.526
09:00 - 10:00	33	102	0.150	33	102	0.180	33	102	0.330
10:00 - 11:00	33	102	0.132	33	102	0.173	33	102	0.305
11:00 - 12:00	33	102	0.145	33	102	0.142	33	102	0.287
12:00 - 13:00	33	102	0.175	33	102	0.163	33	102	0.338
13:00 - 14:00	33	102	0.160	33	102	0.156	33	102	0.316
14:00 - 15:00	33	102	0.168	33	102	0.191	33	102	0.359
15:00 - 16:00	33	102	0.271	33	102	0.178	33	102	0.449
16:00 - 17:00	33	102	0.273	33	102	0.170	33	102	0.443
17:00 - 18:00	33	102	0.333	33	102	0.173	33	102	0.506
18:00 - 19:00	33	102	0.266	33	102	0.143	33	102	0.409
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.315			2.334			4.649

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

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

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Parameter summary

Trip rate parameter range selected:

40 - 197 (units:)

Survey date date range:

01/01/16 - 18/09/24

Number of weekdays (Monday-Friday):

33

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

10

Surveys manually removed from selection:

0

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

SDP Buncton Lane Bolney

Licence No: 110301

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	102	0.001	33	102	0.001	33	102	0.002
08:00 - 09:00	33	102	0.002	33	102	0.001	33	102	0.003
09:00 - 10:00	33	102	0.003	33	102	0.002	33	102	0.005
10:00 - 11:00	33	102	0.002	33	102	0.004	33	102	0.006
11:00 - 12:00	33	102	0.003	33	102	0.003	33	102	0.006
12:00 - 13:00	33	102	0.002	33	102	0.002	33	102	0.004
13:00 - 14:00	33	102	0.002	33	102	0.001	33	102	0.003
14:00 - 15:00	33	102	0.002	33	102	0.002	33	102	0.004
15:00 - 16:00	33	102	0.002	33	102	0.003	33	102	0.005
16:00 - 17:00	33	102	0.000	33	102	0.001	33	102	0.001
17:00 - 18:00	33	102	0.001	33	102	0.001	33	102	0.002
18:00 - 19:00	33	102	0.001	33	102	0.001	33	102	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.022			0.043

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

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

SDP Buncton Lane Bolney

Licence No: 110301

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	102	0.001	33	102	0.012	33	102	0.013
08:00 - 09:00	33	102	0.004	33	102	0.020	33	102	0.024
09:00 - 10:00	33	102	0.003	33	102	0.005	33	102	0.008
10:00 - 11:00	33	102	0.003	33	102	0.002	33	102	0.005
11:00 - 12:00	33	102	0.002	33	102	0.003	33	102	0.005
12:00 - 13:00	33	102	0.003	33	102	0.002	33	102	0.005
13:00 - 14:00	33	102	0.004	33	102	0.001	33	102	0.005
14:00 - 15:00	33	102	0.004	33	102	0.002	33	102	0.006
15:00 - 16:00	33	102	0.010	33	102	0.003	33	102	0.013
16:00 - 17:00	33	102	0.012	33	102	0.006	33	102	0.018
17:00 - 18:00	33	102	0.013	33	102	0.007	33	102	0.020
18:00 - 19:00	33	102	0.010	33	102	0.007	33	102	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.070			0.139

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

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

SDP Buncton Lane Bolney

Licence No: 110301

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	102	0.018	33	102	0.046	33	102	0.064
08:00 - 09:00	33	102	0.048	33	102	0.125	33	102	0.173
09:00 - 10:00	33	102	0.039	33	102	0.030	33	102	0.069
10:00 - 11:00	33	102	0.021	33	102	0.031	33	102	0.052
11:00 - 12:00	33	102	0.032	33	102	0.038	33	102	0.070
12:00 - 13:00	33	102	0.033	33	102	0.032	33	102	0.065
13:00 - 14:00	33	102	0.030	33	102	0.029	33	102	0.059
14:00 - 15:00	33	102	0.031	33	102	0.032	33	102	0.063
15:00 - 16:00	33	102	0.111	33	102	0.050	33	102	0.161
16:00 - 17:00	33	102	0.067	33	102	0.045	33	102	0.112
17:00 - 18:00	33	102	0.052	33	102	0.043	33	102	0.095
18:00 - 19:00	33	102	0.052	33	102	0.031	33	102	0.083
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.534			0.532			1.066

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

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

SDP Buncton Lane Bolney

Licence No: 110301

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	102	0.001	33	102	0.028	33	102	0.029
08:00 - 09:00	33	102	0.003	33	102	0.044	33	102	0.047
09:00 - 10:00	33	102	0.003	33	102	0.013	33	102	0.016
10:00 - 11:00	33	102	0.006	33	102	0.007	33	102	0.013
11:00 - 12:00	33	102	0.004	33	102	0.004	33	102	0.008
12:00 - 13:00	33	102	0.006	33	102	0.007	33	102	0.013
13:00 - 14:00	33	102	0.004	33	102	0.003	33	102	0.007
14:00 - 15:00	33	102	0.007	33	102	0.004	33	102	0.011
15:00 - 16:00	33	102	0.024	33	102	0.006	33	102	0.030
16:00 - 17:00	33	102	0.022	33	102	0.002	33	102	0.024
17:00 - 18:00	33	102	0.021	33	102	0.002	33	102	0.023
18:00 - 19:00	33	102	0.015	33	102	0.001	33	102	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.121			0.237

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

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

SDP Buncton Lane Bolney

Licence No: 110301

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.69

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	33	102	0.117	33	102	0.498	33	102	0.615
08:00 - 09:00	33	102	0.235	33	102	0.793	33	102	1.028
09:00 - 10:00	33	102	0.225	33	102	0.284	33	102	0.509
10:00 - 11:00	33	102	0.196	33	102	0.266	33	102	0.462
11:00 - 12:00	33	102	0.225	33	102	0.230	33	102	0.455
12:00 - 13:00	33	102	0.269	33	102	0.248	33	102	0.517
13:00 - 14:00	33	102	0.249	33	102	0.233	33	102	0.482
14:00 - 15:00	33	102	0.262	33	102	0.282	33	102	0.544
15:00 - 16:00	33	102	0.610	33	102	0.296	33	102	0.906
16:00 - 17:00	33	102	0.519	33	102	0.288	33	102	0.807
17:00 - 18:00	33	102	0.549	33	102	0.293	33	102	0.842
18:00 - 19:00	33	102	0.441	33	102	0.235	33	102	0.676
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.897			3.946			7.843

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

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

Appendix D: Junction Analysis

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.3.1598									
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
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: Kidmore End Fairway staggered.j10

Path: C:\Jobs\Reading Golf Club\Transport Assessment\Junction Assessment

Report generation date: 15/04/2025 09:46:45

»2025, AM
 »2025, PM
 »2030, AM
 »2030, PM
 »2030 with committed, AM
 »2030 with committed, PM
 »2030 with dev, AM
 »2030 with dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025									
Stream B-ACD	D1	0.1	7.51	0.05	A	D2	0.0	7.54	0.02	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	5.39	0.02	A		0.0	5.36	0.03	A
	2030									
Stream B-ACD	D3	0.1	7.56	0.05	A	D4	0.0	7.58	0.02	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	5.39	0.02	A		0.0	5.35	0.03	A
	2030 with committed									
Stream B-ACD	D7	0.1	7.79	0.05	A	D8	0.0	7.87	0.02	A
Stream A-BCD		0.0	5.64	0.00	A		0.0	5.86	0.02	A
Stream D-ABC		0.2	8.47	0.14	A		0.1	7.93	0.07	A
Stream C-ABD		0.0	5.42	0.02	A		0.0	5.07	0.03	A
	2030 with dev									
Stream B-ACD	D11	0.1	7.89	0.05	A	D12	0.0	7.97	0.02	A
Stream A-BCD		0.0	5.67	0.01	A		0.0	5.94	0.03	A
Stream D-ABC		0.2	9.04	0.20	A		0.1	8.22	0.10	A
Stream C-ABD		0.0	5.41	0.02	A		0.0	4.99	0.03	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	18/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2030	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D1*1.055
D4	2030	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D2*1.054
D5	Committed	AM	DIRECT	07:45	08:45	60	15			
D6	Committed	PM	DIRECT	16:15	17:15	60	15			
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D8	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6
D9	Dev	AM	DIRECT	07:45	08:45	60	15			
D10	Dev	PM	DIRECT	16:15	17:15	60	15			
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Arms

Arms

Arm	Name	Description	Arm type
A	Kidmore End Road (N)		Major
B	Chalgrove Way		Minor
C	Kidmore End Road (S)		Major
D	The Fairway		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.21			99.7	✓	0.00
C	7.21			137.7	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.45	29	24
D	One lane	3.62	21	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	157.925	-	-	-	0.232	0.232	0.232	-	0.232	-	-
B-AD	130.313	0.090	0.227	-	-	-	0.143	0.325	0.143	0.090	0.227
B-C	166.959	0.097	0.245	-	-	-	-	-	-	0.097	0.245
C-B	163.427	0.240	0.240	-	-	-	-	-	-	0.240	0.240
D-A	170.681	-	-	-	0.251	0.099	0.251	-	0.099	-	-
D-BC	132.529	0.145	0.145	0.330	0.231	0.091	0.231	-	0.091	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To				
From		A	B	C	D
	A	0.00	0.00	19.00	0.00
	B	0.00	0.00	2.00	0.00
	C	33.00	2.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
From		A	B	C	D
	A	0.00	0.00	22.00	0.00
	B	3.00	0.00	3.00	0.00
	C	24.00	1.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
From		A	B	C	D
	A	0.00	0.00	25.00	0.00
	B	1.00	0.00	5.00	0.00
	C	24.00	1.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
From		A	B	C	D
	A	0.00	0.00	26.00	0.00
	B	0.00	0.00	0.00	0.00
	C	21.00	3.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To				
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		A	B	C	D
From	A	0	0	0	0
	B	0	0	33	0
	C	8	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		A	B	C	D
From	A	0	0	4	0
	B	0	0	0	0
	C	14	0	0	0
	D	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/TS)	Total Junction Arrivals (Veh)
B-ACD	0.05	7.51	0.1	A	3.50	14.00
ABCD	0.00	0.00	0.0	A	0.00	0.00
AB					0.00	0.00
AC					23.00	92.00
D-ABC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.02	5.39	0.0	A	2.05	8.20
C-D					0.00	0.00
C-A					25.20	100.80

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	162.05	0.012	1.99	0.0	0.0	5.622	A
ABCD	0.00	0.00	148.08	0.000	0.00	0.0	0.0	0.000	A
AB	0.00	0.00			0.00				
AC	19.00	19.00			19.00				
D-ABC	0.00	0.00	139.09	0.000	0.00	0.0	0.0	0.000	A
C-ABD	2.45	2.45	179.64	0.014	2.43	0.0	0.0	5.078	A
C-D	0.00	0.00			0.00				
C-A	32.55	32.55			32.55				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.00	6.00	121.27	0.049	5.96	0.0	0.0	7.513	A
ABCD	0.00	0.00	150.21	0.000	0.00	0.0	0.0	0.000	A
AB	0.00	0.00			0.00				
AC	22.00	22.00			22.00				
D-ABC	0.00	0.00	140.11	0.000	0.00	0.0	0.0	0.000	A
C-ABD	1.16	1.16	173.01	0.007	1.17	0.0	0.0	5.216	A
C-D	0.00	0.00			0.00				
C-A	23.84	23.84			23.84				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.00	6.00	151.98	0.039	6.00	0.0	0.0	6.691	A
ABCD	0.00	0.00	150.87	0.000	0.00	0.0	0.0	0.000	A
AB	0.00	0.00			0.00				
AC	25.00	25.00			25.00				
D-ABC	0.00	0.00	140.70	0.000	0.00	0.0	0.0	0.000	A
C-ABD	1.16	1.16	172.79	0.007	1.16	0.0	0.0	5.273	A
C-D	0.00	0.00			0.00				
C-A	23.84	23.84			23.84				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	137.12	0.000	0.04	0.0	0.0	0.000	A
ABCD	0.00	0.00	151.01	0.000	0.00	0.0	0.0	0.000	A
AB	0.00	0.00			0.00				
AC	26.00	26.00			26.00				
D-ABC	0.00	0.00	140.85	0.000	0.00	0.0	0.0	0.000	A
C-ABD	3.42	3.42	169.58	0.020	3.41	0.0	0.0	5.391	A
C-D	0.00	0.00			0.00				
C-A	20.58	20.58			20.58				

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.56	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.56	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

	To				
From		A	B	C	D
	A	0.00	0.00	19.00	0.00
	B	0.00	0.00	1.00	0.00
	C	22.00	2.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

16:30 - 16:45

	To				
		A	B	C	D
From	A	0.00	2.00	23.00	0.00
	B	1.00	0.00	0.00	0.00
	C	23.00	3.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To				
		A	B	C	D
From	A	0.00	1.00	18.00	0.00
	B	2.00	0.00	0.00	0.00
	C	28.00	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To				
		A	B	C	D
From	A	0.00	0.00	15.00	0.00
	B	2.00	0.00	1.00	0.00
	C	20.00	4.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To				
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To				
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	9	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To				
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To				
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	5	0	0	0
	D	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/TS)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.54	0.0	A	1.75	7.00
ABCD	0.00	0.00	0.0	A	0.00	0.00
AB					0.75	3.00
AC					18.75	75.00
D-ABC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.03	5.36	0.0	A	2.57	10.29
C-D					0.00	0.00
C-A					22.93	91.71

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	162.05	0.006	0.99	0.0	0.0	5.587	A
ABCD	0.00	0.00	150.83	0.000	0.00	0.0	0.0	0.000	A
AB	0.00	0.00			0.00				
AC	19.00	19.00			19.00				
D-ABC	0.00	0.00	142.00	0.000	0.00	0.0	0.0	0.000	A
C-ABD	2.29	2.29	172.87	0.013	2.28	0.0	0.0	5.275	A
C-D	0.00	0.00			0.00				
C-A	21.71	21.71			21.71				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.00	1.00	120.35	0.008	1.00	0.0	0.0	7.539	A
ABCD	0.00	0.00	150.90	0.000	0.00	0.0	0.0	0.000	A
AB	2.00	2.00			2.00				
AC	23.00	23.00			23.00				
D-ABC	0.00	0.00	140.55	0.000	0.00	0.0	0.0	0.000	A
C-ABD	3.47	3.47	171.68	0.020	3.46	0.0	0.0	5.324	A
C-D	0.00	0.00			0.00				
C-A	22.53	22.53			22.53				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.00	2.00	121.89	0.016	1.99	0.0	0.0	7.505	A
ABCD	0.00	0.00	149.43	0.000	0.00	0.0	0.0	0.000	A
AB	1.00	1.00			1.00				
AC	18.00	18.00			18.00				
D-ABC	0.00	0.00	140.05	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	175.00	0.000	0.03	0.0	0.0	5.152	A
C-D	0.00	0.00			0.00				
C-A	28.00	28.00			28.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	3.00	3.00	133.70	0.022	2.99	0.0	0.0	6.884	A
ABCD	0.00	0.00	151.80	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	15.00	15.00			15.00				
D-ABC	0.00	0.00	142.23	0.000	0.00	0.0	0.0	0.000	A
C-ABD	4.53	4.53	172.37	0.026	4.49	0.0	0.0	5.361	A
C-D	0.00	0.00			0.00				
C-A	19.47	19.47			19.47				

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.70	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D3	2030	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D1*1.055

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	0.00	20.05	0.00
	B	0.00	0.00	2.11	0.00
	C	34.82	2.11	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To			
From		A	B	C	D
	A	0.00	0.00	23.21	0.00
	B	3.17	0.00	3.17	0.00
	C	25.32	1.06	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To			
From		A	B	C	D
	A	0.00	0.00	26.38	0.00
	B	1.06	0.00	5.28	0.00
	C	25.32	1.06	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To			
From		A	B	C	D
	A	0.00	0.00	27.43	0.00
	B	0.00	0.00	0.00	0.00
	C	22.16	3.17	0.00	0.00
	D	0.00	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To			
From		A	B	C	D
	A	0	0	5	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:00 - 08:15

		To			
From		A	B	C	D
	A	0	0	0	0
	B	0	0	33	0
	C	8	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
From		A	B	C	D
	A	0	0	4	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
From		A	B	C	D
	A	0	0	4	0
	B	0	0	0	0
	C	14	0	0	0
	D	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/TS)	Total Junction Arrivals (Veh)
B-ACD	0.05	7.56	0.1	A	3.69	14.77
ABCD	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					24.27	97.06
D-ABC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.02	5.39	0.0	A	2.18	8.73
C-D					0.00	0.00
C-A					26.57	106.27

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.11	2.11	161.78	0.013	2.10	0.0	0.0	5.635	A
ABCD	0.00	0.00	147.65	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	20.05	20.05			20.05				
D-ABC	0.00	0.00	138.53	0.000	0.00	0.0	0.0	0.000	A
C-ABD	2.61	2.61	180.56	0.014	2.60	0.0	0.0	5.057	A
C-D	0.00	0.00			0.00				
C-A	34.31	34.31			34.31				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.33	6.33	120.91	0.052	6.29	0.0	0.1	7.557	A
ABCD	0.00	0.00	149.84	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	23.21	23.21			23.21				
D-ABC	0.00	0.00	139.61	0.000	0.00	0.0	0.0	0.000	A
C-ABD	1.24	1.24	173.55	0.007	1.25	0.0	0.0	5.202	A
C-D	0.00	0.00			0.00				
C-A	25.14	25.14			25.14				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.33	6.33	151.58	0.042	6.33	0.1	0.0	6.729	A
ABCD	0.00	0.00	150.55	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	26.38	26.38			26.38				
D-ABC	0.00	0.00	140.23	0.000	0.00	0.0	0.0	0.000	A
C-ABD	1.24	1.24	173.33	0.007	1.24	0.0	0.0	5.261	A
C-D	0.00	0.00			0.00				
C-A	25.14	25.14			25.14				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	136.60	0.000	0.05	0.0	0.0	0.000	A
ABCD	0.00	0.00	150.71	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	27.43	27.43			27.43				
D-ABC	0.00	0.00	140.39	0.000	0.00	0.0	0.0	0.000	A
C-ABD	3.64	3.64	169.94	0.021	3.62	0.0	0.0	5.385	A
C-D	0.00	0.00			0.00				
C-A	21.68	21.68			21.68				

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2030	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D2*1.054

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	0.00	20.03	0.00
	B	0.00	0.00	1.05	0.00
	C	23.19	2.11	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
From		A	B	C	D
	A	0.00	2.11	24.24	0.00
	B	1.05	0.00	0.00	0.00
	C	24.24	3.16	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
From		A	B	C	D
	A	0.00	1.05	18.97	0.00
	B	2.11	0.00	0.00	0.00
	C	29.51	0.00	0.00	0.00
	D	0.00	0.00	0.00	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
From		A	B	C	D
	A	0.00	0.00	15.81	0.00
	B	2.11	0.00	1.05	0.00
	C	21.08	4.22	0.00	0.00
	D	0.00	0.00	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To			
From		A	B	C	D
	A	0	0	5	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
From		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	9	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
From		A	B	C	D
	A	0	0	6	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
From		A	B	C	D
	A	0	0	0	0
	B	0	0	0	0
	C	5	0	0	0
	D	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/TS)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.58	0.0	A	1.84	7.38
ABCD	0.00	0.00	0.0	A	0.00	0.00
AB					0.79	3.16
AC					19.76	79.05
D-ABC	0.00	0.00	0.0	A	0.00	0.00
C-ABD	0.03	5.35	0.0	A	2.73	10.92
C-D					0.00	0.00
C-A					24.15	96.59

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.05	1.05	161.79	0.007	1.05	0.0	0.0	5.598	A
ABCD	0.00	0.00	150.55	0.000	0.00	0.0	0.0	0.000	A
AB	0.00	0.00			0.00				
AC	20.03	20.03			20.03				
D-ABC	0.00	0.00	141.61	0.000	0.00	0.0	0.0	0.000	A
C-ABD	2.43	2.43	173.39	0.014	2.42	0.0	0.0	5.263	A
C-D	0.00	0.00			0.00				
C-A	22.86	22.86			22.86				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.05	1.05	119.81	0.009	1.05	0.0	0.0	7.577	A
ABCD	0.00	0.00	150.57	0.000	0.00	0.0	0.0	0.000	A
AB	2.11	2.11			2.11				
AC	24.24	24.24			24.24				
D-ABC	0.00	0.00	140.08	0.000	0.00	0.0	0.0	0.000	A
C-ABD	3.68	3.68	172.15	0.021	3.67	0.0	0.0	5.315	A
C-D	0.00	0.00			0.00				
C-A	23.72	23.72			23.72				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.11	2.11	121.44	0.017	2.10	0.0	0.0	7.541	A
ABCD	0.00	0.00	149.05	0.000	0.00	0.0	0.0	0.000	A
AB	1.05	1.05			1.05				
AC	18.97	18.97			18.97				
D-ABC	0.00	0.00	139.56	0.000	0.00	0.0	0.0	0.000	A
C-ABD	0.00	0.00	175.65	0.000	0.03	0.0	0.0	5.133	A
C-D	0.00	0.00			0.00				
C-A	29.51	29.51			29.51				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	3.16	3.16	133.33	0.024	3.16	0.0	0.0	6.913	A
ABCD	0.00	0.00	151.52	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	15.81	15.81			15.81				
D-ABC	0.00	0.00	141.85	0.000	0.00	0.0	0.0	0.000	A
C-ABD	4.80	4.80	172.86	0.028	4.77	0.0	0.0	5.354	A
C-D	0.00	0.00			0.00				
C-A	20.49	20.49			20.49				

2030 with committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	0.00	20.05	0.60
	B	0.00	0.00	2.11	0.00
	C	34.82	2.11	0.00	4.10
	D	2.30	0.00	15.20	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		A	B	C	D
From	A	0.00	0.00	23.21	0.60
	B	3.17	0.00	3.17	0.00
	C	25.32	1.06	0.00	4.10
	D	2.30	0.00	15.20	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A	B	C	D
From	A	0.00	0.00	26.38	0.60
	B	1.06	0.00	5.28	0.00
	C	25.32	1.06	0.00	4.10
	D	2.30	0.00	15.20	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A	B	C	D
From	A	0.00	0.00	27.43	0.60
	B	0.00	0.00	0.00	0.00
	C	22.16	3.17	0.00	4.10
	D	2.30	0.00	15.20	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To				
		A	B	C	D
From	A	0	0	5	1
	B	0	0	0	0
	C	3	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		A	B	C	D
From	A	0	0	0	1
	B	0	0	33	0
	C	8	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		A	B	C	D
From	A	0	0	4	1
	B	0	0	0	0
	C	0	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		A	B	C	D
From	A	0	0	4	1
	B	0	0	0	0
	C	14	0	0	1
	D	1	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.05	7.79	0.1	A	3.69	14.77
A-BCD	0.00	5.64	0.0	A	0.70	2.82
A-B					0.00	0.00
A-C					24.16	96.64
D-ABC	0.14	8.47	0.2	A	17.50	70.00
C-ABD	0.02	5.42	0.0	A	2.25	8.99
C-D					4.05	16.19
C-A					26.56	106.22

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.11	2.11	158.02	0.013	2.10	0.0	0.0	5.771	A
A-BCD	0.69	0.69	160.32	0.004	0.68	0.0	0.0	5.637	A
A-B	0.00	0.00			0.00				
A-C	19.96	19.96			19.96				
D-ABC	17.50	17.50	123.49	0.142	17.34	0.0	0.2	8.466	A
C-ABD	2.69	2.69	179.84	0.015	2.68	0.0	0.0	5.079	A
C-D	4.04	4.04			4.04				
C-A	34.29	34.29			34.29				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.33	6.33	117.42	0.054	6.29	0.0	0.1	7.794	A
A-BCD	0.70	0.70	163.94	0.004	0.70	0.0	0.0	5.531	A
A-B	0.00	0.00			0.00				
A-C	23.11	23.11			23.11				
D-ABC	17.50	17.50	124.43	0.141	17.50	0.2	0.2	8.416	A
C-ABD	1.27	1.27	172.74	0.007	1.28	0.0	0.0	5.228	A
C-D	4.07	4.07			4.07				
C-A	25.13	25.13			25.13				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.33	6.33	147.63	0.043	6.34	0.1	0.0	6.917	A
A-BCD	0.71	0.71	166.62	0.004	0.71	0.0	0.0	5.409	A
A-B	0.00	0.00			0.00				
A-C	26.26	26.26			26.26				
D-ABC	17.50	17.50	124.84	0.140	17.50	0.2	0.2	8.384	A
C-ABD	1.27	1.27	172.51	0.007	1.27	0.0	0.0	5.289	A
C-D	4.07	4.07			4.07				
C-A	25.13	25.13			25.13				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	132.51	0.000	0.05	0.0	0.0	0.000	A
ABCD	0.72	0.72	167.56	0.004	0.72	0.0	0.0	5.396	A
A-B	0.00	0.00			0.00				
A-C	27.31	27.31			27.31				
D-ABC	17.50	17.50	124.95	0.140	17.50	0.2	0.2	8.377	A
C-ABD	3.75	3.75	169.12	0.022	3.73	0.0	0.0	5.415	A
C-D	4.01	4.01			4.01				
C-A	21.66	21.66			21.66				

2030 with committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.49	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	0.00	20.03	2.80
	B	0.00	0.00	1.05	0.00
	C	23.19	2.11	0.00	18.50
	D	1.20	0.00	7.80	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
From		A	B	C	D
	A	0.00	2.11	24.24	2.80
	B	1.05	0.00	0.00	0.00
	C	24.24	3.16	0.00	18.50
	D	1.20	0.00	7.80	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
From		A	B	C	D
	A	0.00	1.05	18.97	2.80
	B	2.11	0.00	0.00	0.00
	C	29.51	0.00	0.00	18.50
	D	1.20	0.00	7.80	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
From		A	B	C	D
	A	0.00	0.00	15.81	2.80
	B	2.11	0.00	1.05	0.00
	C	21.08	4.22	0.00	18.50
	D	1.20	0.00	7.80	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To			
From		A	B	C	D
	A	0	0	5	1
	B	0	0	0	0
	C	0	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
From		A	B	C	D
	A	0	0	0	1
	B	0	0	0	0
	C	9	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
From		A	B	C	D
	A	0	0	6	1
	B	0	0	0	0
	C	0	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
From		A	B	C	D
	A	0	0	0	1
	B	0	0	0	0
	C	5	0	0	1
	D	1	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.87	0.0	A	1.84	7.38
ABCD	0.02	5.86	0.0	A	3.22	12.87
AB					0.77	3.10
AC					19.36	77.45
D-ABC	0.07	7.93	0.1	A	9.00	36.00
C-ABD	0.03	5.07	0.0	A	3.06	12.25
C-D					18.19	72.76
C-A					24.13	96.50

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.05	1.05	159.86	0.007	1.05	0.0	0.0	5.666	A
ABCD	3.20	3.20	159.90	0.020	3.18	0.0	0.0	5.742	A
AB	0.00	0.00			0.00				
AC	19.63	19.63			19.63				
D-ABC	9.00	9.00	124.49	0.072	8.92	0.0	0.1	7.783	A
C-ABD	2.73	2.73	183.60	0.015	2.71	0.0	0.0	4.975	A
C-D	18.23	18.23			18.23				
C-A	22.84	22.84			22.84				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.05	1.05	115.33	0.009	1.05	0.0	0.0	7.875	A
ABCD	3.34	3.34	163.59	0.020	3.34	0.0	0.0	5.635	A
AB	2.06	2.06			2.06				
AC	23.74	23.74			23.74				
D-ABC	9.00	9.00	122.79	0.073	9.00	0.1	0.1	7.908	A
C-ABD	4.13	4.13	182.41	0.023	4.12	0.0	0.0	5.024	A
C-D	18.08	18.08			18.08				
C-A	23.69	23.69			23.69				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.11	2.11	116.96	0.018	2.10	0.0	0.0	7.836	A
ABCD	3.21	3.21	158.05	0.020	3.21	0.0	0.0	5.793	A
AB	1.03	1.03			1.03				
AC	18.58	18.58			18.58				
D-ABC	9.00	9.00	122.52	0.073	9.00	0.1	0.1	7.928	A
C-ABD	0.01	0.01	185.90	0.000	0.03	0.0	0.0	4.851	A
C-D	18.50	18.50			18.50				
C-A	29.51	29.51			29.51				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	3.16	3.16	129.32	0.024	3.16	0.0	0.0	7.132	A
ABCD	3.12	3.12	157.16	0.020	3.12	0.0	0.0	5.863	A
A-B	0.00	0.00			0.00				
A-C	15.49	15.49			15.49				
D-ABC	9.00	9.00	124.94	0.072	9.00	0.1	0.1	7.762	A
C-ABD	5.38	5.38	183.00	0.029	5.34	0.0	0.0	5.066	A
C-D	17.96	17.96			17.96				
C-A	20.46	20.46			20.46				

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To			
		A	B	C	D
From	A	0.00	0.00	20.05	1.00
	B	0.00	0.00	2.11	0.00
	C	34.82	2.11	0.00	6.50
	D	3.10	0.00	20.90	0.00

Demand (Veh/TS)

08:00 - 08:15

	To				
		A	B	C	D
From	A	0.00	0.00	23.21	1.00
	B	3.17	0.00	3.17	0.00
	C	25.32	1.06	0.00	6.50
	D	3.10	0.00	20.90	0.00

Demand (Veh/TS)

08:15 - 08:30

	To				
		A	B	C	D
From	A	0.00	0.00	26.38	1.00
	B	1.06	0.00	5.28	0.00
	C	25.32	1.06	0.00	6.50
	D	3.10	0.00	20.90	0.00

Demand (Veh/TS)

08:30 - 08:45

	To				
		A	B	C	D
From	A	0.00	0.00	27.43	1.00
	B	0.00	0.00	0.00	0.00
	C	22.16	3.17	0.00	6.50
	D	3.10	0.00	20.90	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To				
		A	B	C	D
From	A	0	0	5	1
	B	0	0	0	0
	C	3	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

08:00 - 08:15

	To				
		A	B	C	D
From	A	0	0	0	1
	B	0	0	33	0
	C	8	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

08:15 - 08:30

	To				
		A	B	C	D
From	A	0	0	4	1
	B	0	0	0	0
	C	0	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

08:30 - 08:45

	To				
		A	B	C	D
From	A	0	0	4	1
	B	0	0	0	0
	C	14	0	0	1
	D	1	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.05	7.89	0.1	A	3.69	14.77
ABCD	0.01	5.67	0.0	A	1.17	4.70
AB					0.00	0.00
AC					24.09	96.36
D-ABC	0.20	9.04	0.2	A	24.00	96.00
C-ABD	0.02	5.41	0.0	A	2.28	9.14
C-D					6.41	25.66
C-A					26.55	106.20

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.11	2.11	156.61	0.013	2.10	0.0	0.0	5.824	A
ABCD	1.14	1.14	159.79	0.007	1.14	0.0	0.0	5.672	A
AB	0.00	0.00			0.00				
AC	19.90	19.90			19.90				
D-ABC	24.00	24.00	123.07	0.195	23.76	0.0	0.2	9.041	A
C-ABD	2.74	2.74	180.16	0.015	2.72	0.0	0.0	5.072	A
C-D	6.40	6.40			6.40				
C-A	34.29	34.29			34.29				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.33	6.33	116.05	0.055	6.29	0.0	0.1	7.891	A
ABCD	1.17	1.17	163.41	0.007	1.17	0.0	0.0	5.565	A
AB	0.00	0.00			0.00				
AC	23.04	23.04			23.04				
D-ABC	24.00	24.00	124.01	0.194	24.00	0.2	0.2	8.998	A
C-ABD	1.30	1.30	173.02	0.007	1.31	0.0	0.0	5.220	A
C-D	6.45	6.45			6.45				
C-A	25.13	25.13			25.13				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	6.33	6.33	146.12	0.043	6.34	0.1	0.0	6.989	A
ABCD	1.19	1.19	166.10	0.007	1.19	0.0	0.0	5.442	A
AB	0.00	0.00			0.00				
AC	26.18	26.18			26.18				
D-ABC	24.00	24.00	124.42	0.193	24.00	0.2	0.2	8.964	A
C-ABD	1.29	1.29	172.79	0.007	1.29	0.0	0.0	5.281	A
C-D	6.45	6.45			6.45				
C-A	25.13	25.13			25.13				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0.00	0.00	130.89	0.000	0.05	0.0	0.0	0.000	A
ABCD	1.20	1.20	167.04	0.007	1.20	0.0	0.0	5.429	A
A-B	0.00	0.00			0.00				
A-C	27.23	27.23			27.23				
D-ABC	24.00	24.00	124.53	0.193	24.00	0.2	0.2	8.954	A
C-ABD	3.81	3.81	169.40	0.023	3.79	0.0	0.0	5.408	A
C-D	6.35	6.35			6.35				
C-A	21.66	21.66			21.66				

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	0.00	20.03	3.60
	B	0.00	0.00	1.05	0.00
	C	23.19	2.11	0.00	23.90
	D	1.60	0.00	10.60	0.00

Demand (Veh/TS)

16:30 - 16:45

		To			
From		A	B	C	D
	A	0.00	2.11	24.24	3.60
	B	1.05	0.00	0.00	0.00
	C	24.24	3.16	0.00	23.90
	D	1.60	0.00	10.60	0.00

Demand (Veh/TS)

16:45 - 17:00

		To			
From		A	B	C	D
	A	0.00	1.05	18.97	3.60
	B	2.11	0.00	0.00	0.00
	C	29.51	0.00	0.00	23.90
	D	1.60	0.00	10.60	0.00

Demand (Veh/TS)

17:00 - 17:15

		To			
From		A	B	C	D
	A	0.00	0.00	15.81	3.60
	B	2.11	0.00	1.05	0.00
	C	21.08	4.22	0.00	23.90
	D	1.60	0.00	10.60	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To			
From		A	B	C	D
	A	0	0	5	1
	B	0	0	0	0
	C	0	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

16:30 - 16:45

		To			
From		A	B	C	D
	A	0	0	0	1
	B	0	0	0	0
	C	9	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

16:45 - 17:00

		To			
From		A	B	C	D
	A	0	0	6	1
	B	0	0	0	0
	C	0	0	0	1
	D	1	0	1	0

Heavy Vehicle Percentages

17:00 - 17:15

		To			
From		A	B	C	D
	A	0	0	0	1
	B	0	0	0	0
	C	5	0	0	1
	D	1	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.02	7.97	0.0	A	1.84	7.38
ABCD	0.03	5.94	0.0	A	4.14	16.56
AB					0.77	3.08
AC					19.24	76.97
D-ABC	0.10	8.22	0.1	A	12.20	48.80
C-ABD	0.03	4.99	0.0	A	3.17	12.67
C-D					23.49	93.97
C-A					24.12	96.48

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.05	1.05	159.17	0.007	1.05	0.0	0.0	5.691	A
ABCD	4.12	4.12	158.70	0.026	4.09	0.0	0.0	5.821	A
AB	0.00	0.00			0.00				
AC	19.51	19.51			19.51				
D-ABC	12.20	12.20	123.67	0.099	12.09	0.0	0.1	8.059	A
C-ABD	2.82	2.82	186.50	0.015	2.80	0.0	0.0	4.899	A
C-D	23.54	23.54			23.54				
C-A	22.84	22.84			22.84				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	1.05	1.05	113.90	0.009	1.05	0.0	0.0	7.974	A
ABCD	4.30	4.30	162.41	0.026	4.30	0.0	0.0	5.711	A
AB	2.05	2.05			2.05				
AC	23.60	23.60			23.60				
D-ABC	12.20	12.20	121.97	0.100	12.20	0.1	0.1	8.198	A
C-ABD	4.28	4.28	185.32	0.023	4.27	0.0	0.0	4.948	A
C-D	23.35	23.35			23.35				
C-A	23.68	23.68			23.68				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	2.11	2.11	115.53	0.018	2.10	0.0	0.0	7.935	A
ABCD	4.13	4.13	156.86	0.026	4.13	0.0	0.0	5.873	A
AB	1.03	1.03			1.03				
AC	18.47	18.47			18.47				
D-ABC	12.20	12.20	121.70	0.100	12.20	0.1	0.1	8.219	A
C-ABD	0.01	0.01	188.80	0.000	0.04	0.0	0.0	4.778	A
C-D	23.90	23.90			23.90				
C-A	29.51	29.51			29.51				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	3.16	3.16	128.02	0.025	3.16	0.0	0.0	7.207	A
ABCD	4.01	4.01	155.95	0.026	4.01	0.0	0.0	5.942	A
A-B	0.00	0.00			0.00				
A-C	15.40	15.40			15.40				
D-ABC	12.20	12.20	124.12	0.098	12.20	0.1	0.1	8.041	A
C-ABD	5.56	5.56	185.87	0.030	5.52	0.0	0.0	4.990	A
C-D	23.18	23.18			23.18				
C-A	20.45	20.45			20.45				

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.3.1598											
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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: Kidmore End Grove Road.j10

Path: C:\Jobs\Reading Golf Club\Transport Assessment\Junction Assessment

Report generation date: 15/04/2025 09:50:16

»2025, AM

»2025, PM

»2030 with committed, AM

»2030 with committed, PM

»2030 with dev, AM

»2030 with dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Stream B-AC	D1	0.5	11.77	0.36	B	106 %	D2	0.2	8.89	0.15	A	316 %
Stream C-AB		0.1	6.59	0.11	A	[Stream B-AC]		0.1	6.20	0.06	A	[Stream B-AC]
	2030 with committed											
Stream B-AC	D7	0.6	12.70	0.39	B	85 %	D8	0.2	9.39	0.17	A	228 %
Stream C-AB		0.2	6.34	0.12	A	[Stream B-AC]		0.1	6.21	0.07	A	[Stream B-AC]
	2030 with dev											
Stream B-AC	D11	0.6	12.92	0.39	B	81 %	D12	0.2	9.51	0.18	A	212 %
Stream C-AB		0.2	6.25	0.13	A	[Stream B-AC]		0.1	6.20	0.07	A	[Stream B-AC]

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	26/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\NealMurphy
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2030	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.055
D4	2030	PM	DIRECT	16:15	17:15	60	15		Simple	D2*1.054
D5	Committed	AM	DIRECT	07:45	08:45	60	15			
D6	Committed	PM	DIRECT	16:15	17:15	60	15			
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D8	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6
D9	Dev	AM	DIRECT	07:45	08:45	60	15			
D10	Dev	PM	DIRECT	16:15	17:15	60	15			
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.93	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	106	Stream B-AC	4.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	Kidmore End Road (S)		Major
B	Grove Road		Minor
C	Kidmore End Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.95			57.9	✓	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)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	36	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	126.000	0.088	0.222	0.140	0.318
B-C	160.706	0.094	0.239	-	-
C-B	151.873	0.226	0.226	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A	B	C
	A	0.00	10.00	25.00
	B	6.00	0.00	11.00
	C	10.00	13.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	6.00	14.00
	B	9.00	0.00	11.00
	C	16.00	15.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A	B	C
	A	0.00	15.00	7.00
	B	9.00	0.00	15.00
	C	12.00	15.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
From		A	B	C
	A	0.00	15.00	19.00
	B	31.00	0.00	11.00
	C	16.00	10.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
From		A	B	C
	A	0	0	4
	B	17	0	0
	C	10	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
	A	0	0	14
	B	0	0	9
	C	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
	A	0	7	0
	B	11	0	0
	C	17	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
	A	0	0	11
	B	3	0	9
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.36	11.77	0.5	B	25.75	103.00
C-AB	0.11	6.59	0.1	A	14.52	58.08
C-A					12.23	48.92
A-B					11.50	46.00
A-C					16.25	65.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17.00	17.00	127.59	0.133	16.85	0.0	0.2	8.117	A
C-AB	13.93	13.93	150.24	0.093	13.82	0.0	0.1	6.594	A
C-A	9.07	9.07			9.07				
A-B	10.00	10.00			10.00				
A-C	25.00	25.00			25.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.00	20.00	128.94	0.155	19.97	0.2	0.2	8.295	A
C-AB	16.71	16.71	157.68	0.106	16.68	0.1	0.1	6.404	A
C-A	14.29	14.29			14.29				
A-B	6.00	6.00			6.00				
A-C	14.00	14.00			14.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	24.00	24.00	132.42	0.181	23.96	0.2	0.2	8.332	A
C-AB	16.28	16.28	154.13	0.106	16.28	0.1	0.1	6.484	A
C-A	10.72	10.72			10.72				
A-B	15.00	15.00			15.00				
A-C	7.00	7.00			7.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	42.00	42.00	117.57	0.357	41.68	0.2	0.5	11.772	B
C-AB	11.17	11.17	154.30	0.072	11.21	0.1	0.1	6.317	A
C-A	14.83	14.83			14.83				
A-B	15.00	15.00			15.00				
A-C	19.00	19.00			19.00				

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.90	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	316	Stream B-AC	2.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	4.00	20.00
	B	9.00	0.00	9.00
	C	14.00	8.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	5.00	24.00
	B	9.00	0.00	8.00
	C	14.00	2.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A	B	C
From	A	0.00	12.00	18.00
	B	7.00	0.00	9.00
	C	15.00	8.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	10.00	22.00
	B	7.00	0.00	7.00
	C	14.00	7.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A	B	C
From	A	0	25	0
	B	11	0	0
	C	7	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A	B	C
From	A	0	20	0
	B	22	0	13
	C	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	7	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	10	9
	B	14	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.15	8.89	0.2	A	16.25	65.00
C-AB	0.06	6.20	0.1	A	6.89	27.57
C-A					13.61	54.43
A-B					7.75	31.00
A-C					21.00	84.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.00	18.00	125.22	0.144	17.83	0.0	0.2	8.368	A
C-AB	8.79	8.79	155.36	0.057	8.72	0.0	0.1	6.135	A
C-A	13.21	13.21			13.21				
A-B	4.00	4.00			4.00				
A-C	20.00	20.00			20.00				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17.00	17.00	112.06	0.152	17.00	0.2	0.2	8.894	A
C-AB	2.21	2.21	154.56	0.014	2.26	0.1	0.0	5.942	A
C-A	13.79	13.79			13.79				
A-B	5.00	5.00			5.00				
A-C	24.00	24.00			24.00				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.00	16.00	135.03	0.118	16.02	0.2	0.1	8.334	A
C-AB	8.86	8.86	154.94	0.057	8.81	0.0	0.1	6.149	A
C-A	14.14	14.14			14.14				
A-B	12.00	12.00			12.00				
A-C	18.00	18.00			18.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14.00	14.00	122.12	0.115	14.02	0.1	0.1	8.000	A
C-AB	7.71	7.71	153.49	0.050	7.72	0.1	0.1	6.198	A
C-A	13.29	13.29			13.29				
A-B	10.00	10.00			10.00				
A-C	22.00	22.00			22.00				

2030 with committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.43	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	85	Stream B-AC	4.43	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
	A	0.00	10.55	30.28
	B	6.33	0.00	11.81
From	C	24.95	14.62	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
	A	0.00	6.33	18.67
	B	9.50	0.00	11.81
From	C	31.28	16.73	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	15.83	11.29
	B	9.50	0.00	16.03
	C	27.06	16.73	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	15.83	23.95
	B	32.71	0.00	11.81
	C	31.28	11.45	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	0	4
	B	17	0	0
	C	5	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	12
	B	0	0	9
	C	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	7	0
	B	11	0	0
	C	8	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	9
	B	3	0	9
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.39	12.70	0.6	B	27.37	109.46
C-AB	0.12	6.34	0.2	A	18.06	72.23
C-A					25.46	101.86
A-B					12.13	48.53
A-C					21.04	84.18

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.14	18.14	125.20	0.145	17.97	0.0	0.2	8.381	A
C-AB	17.34	17.34	159.01	0.109	17.19	0.0	0.1	6.342	A
C-A	22.23	22.23			22.23				
A-B	10.55	10.55			10.55				
A-C	30.27	30.27			30.27				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21.30	21.30	126.48	0.168	21.27	0.2	0.2	8.590	A
C-AB	20.61	20.61	166.78	0.124	20.59	0.1	0.2	6.178	A
C-A	27.39	27.39			27.39				
A-B	6.33	6.33			6.33				
A-C	18.67	18.67			18.67				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.52	25.52	130.04	0.196	25.48	0.2	0.2	8.641	A
C-AB	20.08	20.08	163.04	0.123	20.08	0.2	0.2	6.254	A
C-A	23.70	23.70			23.70				
A-B	15.83	15.83			15.83				
A-C	11.28	11.28			11.28				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44.51	44.51	114.39	0.389	44.13	0.2	0.6	12.701	B
C-AB	14.20	14.20	163.31	0.087	14.24	0.2	0.1	6.067	A
C-A	28.53	28.53			28.53				
A-B	15.83	15.83			15.83				
A-C	23.94	23.94			23.94				

2030 with committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	228	Stream B-AC	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

	To			
		A	B	C
From	A	0.00	4.22	38.48
	B	9.49	0.00	10.59
	C	22.16	8.93	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A	B	C
From	A	0.00	5.27	42.70
	B	9.49	0.00	9.53
	C	22.16	2.61	0.00

Demand (Veh/TS)

16:45 - 17:00

		To		
From		A	B	C
	A	0.00	12.65	36.37
	B	7.38	0.00	10.59
	C	23.21	8.93	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	10.54	40.59
	B	7.38	0.00	8.48
	C	22.16	7.88	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To		
From		A	B	C
	A	0	25	0
	B	11	0	0
	C	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
From		A	B	C
	A	0	20	0
	B	22	0	11
	C	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	5	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
From		A	B	C
	A	0	10	6
	B	14	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.17	9.39	0.2	A	18.23	72.91
C-AB	0.07	6.21	0.1	A	8.29	33.16
C-A					21.22	84.87
A-B					8.17	32.67
A-C					39.53	158.14

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.07	20.07	121.45	0.165	19.88	0.0	0.2	8.844	A
C-AB	10.40	10.40	156.70	0.066	10.32	0.0	0.1	6.146	A
C-A	20.69	20.69			20.69				
A-B	4.22	4.22			4.22				
A-C	38.48	38.48			38.48				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.02	19.02	109.25	0.174	19.02	0.2	0.2	9.386	A
C-AB	3.05	3.05	155.70	0.020	3.12	0.1	0.0	5.927	A
C-A	21.71	21.71			21.71				
A-B	5.27	5.27			5.27				
A-C	42.70	42.70			42.70				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	17.96	17.96	130.78	0.137	17.98	0.2	0.2	8.762	A
C-AB	10.49	10.49	156.30	0.067	10.43	0.0	0.1	6.161	A
C-A	21.65	21.65			21.65				
A-B	12.65	12.65			12.65				
A-C	36.37	36.37			36.37				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	15.86	15.86	118.77	0.134	15.88	0.2	0.1	8.424	A
C-AB	9.21	9.21	154.76	0.059	9.22	0.1	0.1	6.210	A
C-A	20.83	20.83			20.83				
A-B	10.54	10.54			10.54				
A-C	40.59	40.59			40.59				

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	81	Stream B-AC	4.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
From	A	0.00	10.55	32.58
	B	6.33	0.00	11.91
	C	30.25	14.92	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	6.33	20.97
	B	9.50	0.00	11.91
	C	36.58	17.03	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	15.83	13.59
	B	9.50	0.00	16.13
	C	32.36	17.03	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	15.83	26.25
	B	32.71	0.00	11.91
	C	36.58	11.75	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	0	3
	B	17	0	0
	C	4	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	10
	B	0	0	9
	C	1	0	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	7	0
	B	11	0	0
	C	7	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	8
	B	3	0	9
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.39	12.92	0.6	B	27.47	109.86
C-AB	0.13	6.25	0.2	A	19.09	76.35
C-A					30.03	120.13
A-B					12.13	48.53
A-C					23.34	93.38

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.23	18.23	124.35	0.147	18.06	0.0	0.2	8.454	A
C-AB	18.34	18.34	162.10	0.113	18.18	0.0	0.2	6.249	A
C-A	26.83	26.83			26.83				
A-B	10.55	10.55			10.55				
A-C	32.58	32.58			32.58				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	21.40	21.40	125.57	0.170	21.37	0.2	0.2	8.672	A
C-AB	21.73	21.73	169.85	0.128	21.71	0.2	0.2	6.097	A
C-A	31.87	31.87			31.87				
A-B	6.33	6.33			6.33				
A-C	20.97	20.97			20.97				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	25.62	25.62	129.13	0.198	25.58	0.2	0.2	8.726	A
C-AB	21.18	21.18	166.11	0.128	21.18	0.2	0.2	6.167	A
C-A	28.20	28.20			28.20				
A-B	15.83	15.83			15.83				
A-C	13.59	13.59			13.59				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	44.61	44.61	113.25	0.394	44.22	0.2	0.6	12.923	B
C-AB	15.10	15.10	166.41	0.091	15.15	0.2	0.1	5.976	A
C-A	33.23	33.23			33.23				
A-B	15.83	15.83			15.83				
A-C	26.24	26.24			26.24				

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.27	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	212	Stream B-AC	2.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D8+D10

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

	To			
		A	B	C
	A	0.00	4.22	43.58
	B	9.49	0.00	10.89
From	C	24.86	9.13	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A	B	C
	A	0.00	5.27	47.80
	B	9.49	0.00	9.83
From	C	24.86	2.81	0.00

Demand (Veh/TS)

16:45 - 17:00

		To		
From		A	B	C
	A	0.00	12.65	41.47
	B	7.38	0.00	10.89
	C	25.91	9.13	0.00

Demand (Veh/TS)

17:00 - 17:15

		To		
From		A	B	C
	A	0.00	10.54	45.69
	B	7.38	0.00	8.78
	C	24.86	8.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

		To		
From		A	B	C
	A	0	25	1
	B	11	0	0
	C	5	0	0

Heavy Vehicle Percentages

16:30 - 16:45

		To		
From		A	B	C
	A	0	20	0
	B	22	0	11
	C	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

		To		
From		A	B	C
	A	0	0	1
	B	0	0	0
	C	4	0	0

Heavy Vehicle Percentages

17:00 - 17:15

		To		
From		A	B	C
	A	0	10	5
	B	14	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-AC	0.18	9.51	0.2	A	18.53	74.11
C-AB	0.07	6.20	0.1	A	8.69	34.77
C-A					23.71	94.86
A-B					8.17	32.67
A-C					44.63	178.54

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20.37	20.37	120.36	0.169	20.17	0.0	0.2	8.965	A
C-AB	10.84	10.84	157.42	0.069	10.75	0.0	0.1	6.134	A
C-A	23.14	23.14			23.14				
A-B	4.22	4.22			4.22				
A-C	43.58	43.58			43.58				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19.32	19.32	108.41	0.178	19.32	0.2	0.2	9.512	A
C-AB	3.35	3.35	156.38	0.021	3.42	0.1	0.0	5.908	A
C-A	24.31	24.31			24.31				
A-B	5.27	5.27			5.27				
A-C	47.80	47.80			47.80				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	18.26	18.26	129.58	0.141	18.28	0.2	0.2	8.871	A
C-AB	10.94	10.94	157.02	0.070	10.87	0.0	0.1	6.149	A
C-A	24.10	24.10			24.10				
A-B	12.65	12.65			12.65				
A-C	41.47	41.47			41.47				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16.16	16.16	117.80	0.137	16.18	0.2	0.2	8.534	A
C-AB	9.63	9.63	155.49	0.062	9.64	0.1	0.1	6.197	A
C-A	23.30	23.30			23.30				
A-B	10.54	10.54			10.54				
A-C	45.69	45.69			45.69				

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.3.1598											
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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: Peppard Road Kidmore End.j10

Path: C:\Jobs\Reading Golf Club\Transport Assessment\Junction Assessment

Report generation date: 15/04/2025 10:07:42

- »2025, AM
- »2025, PM
- »2030 with committed, AM
- »2030 with committed, PM
- »2030 with dev, AM
- »2030 with dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Stream B-C	D1	0.3	10.27	0.20	B	41 % [Stream B-A]	D2	0.1	7.76	0.09	A	49 % [Stream B-A]
Stream B-A		0.4	16.41	0.27	C			0.3	15.31	0.25	C	
Stream C-AB		0.4	4.78	0.16	A			0.3	4.88	0.12	A	
	2030 with committed											
Stream B-C	D7	0.4	11.09	0.28	B	19 % [Stream B-A]	D8	0.1	8.72	0.13	A	28 % [Stream B-A]
Stream B-A		0.7	20.97	0.43	C			0.5	18.76	0.35	C	
Stream C-AB		0.4	4.89	0.19	A			0.5	4.99	0.20	A	
	2030 with dev											
Stream B-C	D11	0.4	12.08	0.31	B	14 % [Stream B-A]	D12	0.2	9.03	0.14	A	24 % [Stream B-A]
Stream B-A		0.9	22.96	0.48	C			0.6	19.81	0.38	C	
Stream C-AB		0.5	4.95	0.19	A			0.5	5.10	0.22	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	26/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\NealMurphy
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2025	PM	DIRECT	17:00	18:00	60	15	✓		
D3	2030	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.055
D4	2030	PM	DIRECT	17:00	18:00	60	15		Simple	D2*1.054
D5	Committed	AM	DIRECT	07:45	08:45	60	15			
D6	Committed	PM	DIRECT	17:00	18:00	60	15			
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D8	2030 with committed	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6
D9	Dev	AM	DIRECT	07:45	08:45	60	15			
D10	Dev	PM	DIRECT	17:00	18:00	60	15			
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9
D12	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D8+D10

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	41	Stream B-A	1.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	Peppard Road (N)		Major
B	Kidmore End Road		Minor
C	Peppard Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30			230.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.40	3.20	3.00	3.00	✓	1.00	33	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	136.950	0.094	0.238	0.150	0.340
B-C	165.491	0.096	0.242	-	-
C-B	176.790	0.258	0.258	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
From	A	0.00	28.00	142.00
	B	13.00	0.00	3.00
	C	106.00	7.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	13.00	134.00
	B	9.00	0.00	16.00
	C	142.00	7.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	12.00	118.00
	B	9.00	0.00	12.00
	C	141.00	10.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	18.00	115.00
	B	20.00	0.00	27.00
	C	121.00	16.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
From		A	B	C
	A	0	4	4
	B	8	0	33
	C	2	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
From	C	3	29	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
	A	0	8	3
	B	11	0	17
From	C	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
	A	0	11	3
	B	10	0	0
From	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.20	10.27	0.3	B	14.50	57.99
B-A	0.27	16.41	0.4	C	12.75	51.01
C-AB	0.16	4.78	0.4	A	23.79	95.16
C-A					113.71	454.83
A-B					17.75	71.00
A-C					127.25	509.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	3.00	3.00	90.57	0.033	2.97	0.0	0.0	10.274	B
B-A	13.00	13.00	74.90	0.174	12.79	0.0	0.2	14.444	B
C-AB	14.44	14.44	205.78	0.070	14.31	0.0	0.1	4.702	A
C-A	98.56	98.56			98.56				
A-B	28.00	28.00			28.00				
A-C	142.00	142.00			142.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	131.36	0.122	15.89	0.0	0.1	8.249	A
B-A	9.00	9.00	75.75	0.119	9.06	0.2	0.1	14.185	B
C-AB	20.88	20.88	214.33	0.097	20.81	0.1	0.2	4.458	A
C-A	128.12	128.12			128.12				
A-B	13.00	13.00			13.00				
A-C	134.00	134.00			134.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	122.55	0.098	12.05	0.1	0.1	7.430	A
B-A	9.00	9.00	73.18	0.123	9.01	0.1	0.1	13.256	B
C-AB	24.74	24.74	237.39	0.104	24.69	0.2	0.2	4.449	A
C-A	126.26	126.26			126.26				
A-B	12.00	12.00			12.00				
A-C	118.00	118.00			118.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27.00	27.00	134.20	0.201	26.84	0.1	0.3	8.907	A
B-A	20.00	20.00	74.63	0.268	19.78	0.1	0.4	16.408	C
C-AB	35.12	35.12	223.02	0.157	34.99	0.2	0.4	4.781	A
C-A	101.88	101.88			101.88				
A-B	18.00	18.00			18.00				
A-C	115.00	115.00			115.00				

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	49	Stream B-A	1.31	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
	A	0.00	23.00	115.00
	B	12.00	0.00	9.00
From	C	128.00	9.00	0.00

Demand (Veh/TS)

17:15 - 17:30

	To			
		A	B	C
	A	0.00	8.00	131.00
	B	13.00	0.00	6.00
From	C	134.00	9.00	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
From		A	B	C
	A	0.00	21.00	123.00
	B	20.00	0.00	12.00
	C	129.00	2.00	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A	B	C
	A	0.00	15.00	114.00
	B	16.00	0.00	8.00
	C	128.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
From		A	B	C
	A	0	13	2
	B	8	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A	B	C
	A	0	13	2
	B	8	0	0
	C	1	33	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A	B	C
	A	0	10	0
	B	5	0	0
	C	2	50	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A	B	C
	A	0	13	0
	B	0	0	13
	C	1	50	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.09	7.76	0.1	A	8.75	35.01
B-A	0.25	15.31	0.3	C	15.25	60.99
C-AB	0.12	4.88	0.3	A	15.95	63.79
C-A					119.80	479.21
A-B					16.75	67.00
A-C					120.75	483.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.00	9.00	135.78	0.066	8.93	0.0	0.1	7.092	A
B-A	12.00	12.00	80.55	0.149	11.83	0.0	0.2	13.064	B
C-AB	20.62	20.62	227.15	0.091	20.44	0.0	0.2	4.353	A
C-A	116.38	116.38			116.38				
A-B	23.00	23.00			23.00				
A-C	115.00	115.00			115.00				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	128.53	0.047	6.02	0.1	0.0	7.349	A
B-A	13.00	13.00	73.80	0.176	12.96	0.2	0.2	14.830	B
C-AB	25.50	25.50	207.88	0.123	25.41	0.2	0.3	4.699	A
C-A	117.50	117.50			117.50				
A-B	8.00	8.00			8.00				
A-C	131.00	131.00			131.00				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	127.84	0.094	11.95	0.0	0.1	7.763	A
B-A	20.00	20.00	79.33	0.252	19.88	0.2	0.3	15.305	C
C-AB	6.11	6.11	195.75	0.031	6.34	0.3	0.0	4.574	A
C-A	124.89	124.89			124.89				
A-B	21.00	21.00			21.00				
A-C	123.00	123.00			123.00				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	118.91	0.067	8.03	0.1	0.1	7.555	A
B-A	16.00	16.00	85.51	0.187	16.09	0.3	0.2	13.412	B
C-AB	11.56	11.56	196.04	0.059	11.50	0.0	0.1	4.879	A
C-A	120.44	120.44			120.44				
A-B	15.00	15.00			15.00				
A-C	114.00	114.00			114.00				

2030 with committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.50	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	Stream B-A	2.50	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		A	B	C
From	A	0.00	32.24	149.81
	B	23.72	0.00	7.57
	C	111.83	8.59	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	16.42	141.37
	B	19.50	0.00	21.28
	C	149.81	8.59	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	15.36	124.49
	B	19.50	0.00	17.06
	C	148.76	11.75	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	21.69	121.33
	B	31.10	0.00	32.89
	C	127.66	18.08	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	3	4
	B	5	0	15
	C	2	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	5
	B	1	0	0
	C	3	25	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	7	3
	B	6	0	13
	C	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	10	3
	B	7	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.28	11.09	0.4	B	19.69	78.77
B-A	0.43	20.97	0.7	C	23.45	93.82
C-AB	0.19	4.89	0.4	A	29.57	118.27
C-A					116.69	466.77
A-B					21.43	85.71
A-C					134.25	536.99

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	7.57	7.57	97.50	0.078	7.48	0.0	0.1	9.989	A
B-A	23.71	23.71	72.93	0.325	23.25	0.0	0.5	17.957	C
C-AB	18.64	18.64	207.35	0.090	18.46	0.0	0.2	4.764	A
C-A	101.78	101.78			101.78				
A-B	32.24	32.24			32.24				
A-C	149.81	149.81			149.81				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.28	21.28	126.03	0.169	21.15	0.1	0.2	8.953	A
B-A	19.49	19.49	73.37	0.265	19.58	0.5	0.4	17.286	C
C-AB	26.88	26.88	220.91	0.122	26.79	0.2	0.3	4.473	A
C-A	131.51	131.51			131.51				
A-B	16.42	16.42			16.42				
A-C	141.37	141.37			141.37				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	17.06	17.06	115.64	0.148	17.11	0.2	0.2	8.500	A
B-A	19.50	19.50	74.79	0.261	19.53	0.4	0.3	15.761	C
C-AB	30.90	30.90	240.86	0.128	30.84	0.3	0.3	4.481	A
C-A	129.61	129.61			129.61				
A-B	15.36	15.36			15.36				
A-C	124.49	124.49			124.49				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32.88	32.88	118.32	0.278	32.65	0.2	0.4	11.093	B
B-A	31.10	31.10	73.00	0.426	30.74	0.3	0.7	20.968	C
C-AB	41.86	41.86	225.61	0.186	41.74	0.3	0.4	4.890	A
C-A	103.88	103.88			103.88				
A-B	21.69	21.69			21.69				
A-C	121.33	121.33			121.33				

2030 with committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.97	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	28	Stream B-A	1.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2030 with committed	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D6

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	36.34	121.21
	B	17.75	0.00	11.79
	C	134.91	14.79	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	20.53	138.07
	B	18.80	0.00	8.62
	C	141.24	14.79	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
		A	B	C
From	A	0.00	34.23	129.64
	B	26.18	0.00	14.95
	C	135.97	7.41	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
		A	B	C
From	A	0.00	27.91	120.16
	B	21.96	0.00	10.73
	C	134.91	9.52	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	9	2
	B	6	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
		A	B	C
From	A	0	6	2
	B	6	0	0
	C	1	22	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
		A	B	C
From	A	0	6	0
	B	4	0	0
	C	2	15	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
		A	B	C
From	A	0	8	0
	B	0	0	10
	C	1	23	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.13	8.72	0.1	A	11.52	46.10
B-A	0.35	18.76	0.5	C	21.17	84.68
C-AB	0.20	4.99	0.5	A	31.27	125.07
C-A					117.11	468.46
A-B					29.75	119.02
A-C					127.27	509.08

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.79	11.79	127.26	0.093	11.68	0.0	0.1	7.781	A
B-A	17.75	17.75	72.28	0.246	17.43	0.0	0.3	16.319	C
C-AB	36.23	36.23	227.95	0.159	35.82	0.0	0.4	4.686	A
C-A	113.47	113.47			113.47				
A-B	36.34	36.34			36.34				
A-C	121.21	121.21			121.21				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	8.62	8.62	120.55	0.072	8.65	0.1	0.1	8.042	A
B-A	18.80	18.80	69.30	0.271	18.76	0.3	0.4	17.821	C
C-AB	42.60	42.60	217.44	0.196	42.52	0.4	0.5	4.985	A
C-A	113.42	113.42			113.42				
A-B	20.53	20.53			20.53				
A-C	138.07	138.07			138.07				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.95	14.95	118.09	0.127	14.88	0.1	0.1	8.719	A
B-A	26.18	26.18	74.29	0.352	26.01	0.4	0.5	18.758	C
C-AB	20.24	20.24	216.72	0.093	20.52	0.5	0.2	4.630	A
C-A	123.14	123.14			123.14				
A-B	34.23	34.23			34.23				
A-C	129.64	129.64			129.64				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	10.73	10.73	114.25	0.094	10.78	0.1	0.1	8.213	A
B-A	21.96	21.96	79.68	0.275	22.10	0.5	0.4	16.118	C
C-AB	26.00	26.00	213.54	0.122	25.92	0.2	0.3	4.760	A
C-A	118.42	118.42			118.42				
A-B	27.91	27.91			27.91				
A-C	120.16	120.16			120.16				

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.96	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Stream B-A	2.96	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D7+D9

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A	B	C
	A	0.00	33.84	149.81
	B	27.42	0.00	9.17
	C	111.83	9.29	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	18.02	141.37
	B	23.20	0.00	22.88
	C	149.81	9.29	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	16.96	124.49
	B	23.20	0.00	18.66
	C	148.76	12.45	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	23.29	121.33
	B	34.80	0.00	34.49
	C	127.66	18.78	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	3	4
	B	4	0	12
	C	2	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	5
	B	1	0	0
	C	3	23	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	6	3
	B	5	0	12
	C	2	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	9	3
	B	6	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.31	12.08	0.4	B	21.29	85.17
B-A	0.48	22.96	0.9	C	27.16	108.62
C-AB	0.19	4.95	0.5	A	31.36	125.45
C-A					115.60	462.40
A-B					23.03	92.10
A-C					134.25	536.99

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.17	9.17	96.44	0.095	9.06	0.0	0.1	10.293	B
B-A	27.41	27.41	72.78	0.377	26.83	0.0	0.6	19.356	C
C-AB	20.20	20.20	206.98	0.098	20.00	0.0	0.2	4.814	A
C-A	100.92	100.92			100.92				
A-B	33.84	33.84			33.84				
A-C	149.81	149.81			149.81				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22.88	22.88	121.70	0.188	22.75	0.1	0.2	9.458	A
B-A	23.19	23.19	73.16	0.317	23.29	0.6	0.5	18.604	C
C-AB	28.86	28.86	221.72	0.130	28.76	0.2	0.3	4.507	A
C-A	130.23	130.23			130.23				
A-B	18.01	18.01			18.01				
A-C	141.37	141.37			141.37				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.66	18.66	113.07	0.165	18.71	0.2	0.2	8.920	A
B-A	23.20	23.20	75.17	0.309	23.24	0.5	0.4	16.834	C
C-AB	32.82	32.82	240.56	0.136	32.76	0.3	0.4	4.520	A
C-A	128.38	128.38			128.38				
A-B	16.96	16.96			16.96				
A-C	124.49	124.49			124.49				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34.49	34.49	112.78	0.306	34.21	0.2	0.5	12.076	B
B-A	34.80	34.80	72.80	0.478	34.38	0.4	0.9	22.960	C
C-AB	43.57	43.57	225.30	0.193	43.47	0.4	0.5	4.946	A
C-A	102.86	102.86			102.86				
A-B	23.29	23.29			23.29				
A-C	121.33	121.33			121.33				

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Demand Set Relationship	D7 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.20	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	24	Stream B-A	2.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D8+D10

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	39.94	121.21
	B	19.65	0.00	12.59
	C	134.91	16.39	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	24.13	138.07
	B	20.70	0.00	9.42
	C	141.24	16.39	0.00

Demand (Veh/TS)

17:30 - 17:45

	To			
From		A	B	C
	A	0.00	37.83	129.64
	B	28.08	0.00	15.75
	C	135.97	9.01	0.00

Demand (Veh/TS)

17:45 - 18:00

	To			
From		A	B	C
	A	0.00	31.51	120.16
	B	23.86	0.00	11.53
	C	134.91	11.12	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

	To			
From		A	B	C
	A	0	8	2
	B	6	0	0
	C	2	0	0

Heavy Vehicle Percentages

17:15 - 17:30

	To			
From		A	B	C
	A	0	5	2
	B	5	0	0
	C	1	20	0

Heavy Vehicle Percentages

17:30 - 17:45

	To			
From		A	B	C
	A	0	6	0
	B	4	0	0
	C	2	12	0

Heavy Vehicle Percentages

17:45 - 18:00

	To			
From		A	B	C
	A	0	7	0
	B	0	0	9
	C	1	20	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.14	9.03	0.2	A	12.32	49.30
B-A	0.38	19.81	0.6	C	23.07	92.28
C-AB	0.22	5.10	0.5	A	35.41	141.64
C-A					114.57	458.28
A-B					33.35	133.42
A-C					127.27	509.08

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12.59	12.59	125.05	0.101	12.48	0.0	0.1	7.989	A
B-A	19.65	19.65	71.81	0.274	19.28	0.0	0.4	17.022	C
C-AB	40.33	40.33	227.25	0.177	39.88	0.0	0.4	4.805	A
C-A	110.97	110.97			110.97				
A-B	39.94	39.94			39.94				
A-C	121.21	121.21			121.21				

17:15 - 17:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	9.42	9.42	118.31	0.080	9.45	0.1	0.1	8.266	A
B-A	20.70	20.70	68.72	0.301	20.65	0.4	0.4	18.726	C
C-AB	46.92	46.92	218.19	0.215	46.84	0.4	0.5	5.104	A
C-A	110.70	110.70			110.70				
A-B	24.13	24.13			24.13				
A-C	138.07	138.07			138.07				

17:30 - 17:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.75	15.75	115.34	0.137	15.68	0.1	0.2	9.029	A
B-A	28.08	28.08	73.54	0.382	27.90	0.4	0.6	19.813	C
C-AB	24.35	24.35	217.90	0.112	24.62	0.5	0.3	4.709	A
C-A	120.62	120.62			120.62				
A-B	37.83	37.83			37.83				
A-C	129.64	129.64			129.64				

17:45 - 18:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	11.53	11.53	112.83	0.102	11.58	0.2	0.1	8.424	A
B-A	23.86	23.86	78.73	0.303	24.01	0.6	0.5	16.950	C
C-AB	30.04	30.04	215.07	0.140	29.95	0.3	0.3	4.831	A
C-A	115.99	115.99			115.99				
A-B	31.51	31.51			31.51				
A-C	120.16	120.16			120.16				

Junctions 10				
ARCADY 10 - Roundabout Module				
Version: 10.0.3.1598				
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For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com				
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: Peppard Buckingham AM.j10

Path: C:\Jobs\Reading Golf Club\Transport Assessment\Junction Assessment

Report generation date: 15/04/2025 14:38:42

»2025, AM

»2030 with committed, AM

»2030 with dev, AM

Summary of junction performance

	AM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025				
Arm 1	D1	1.7	14.20	0.64	B
Arm 2		3.4	14.49	0.79	B
Arm 3		2.1	13.10	0.68	B
	2030 with committed				
Arm 1	D4	2.3	18.35	0.71	C
Arm 2		4.7	18.12	0.84	C
Arm 3		3.2	18.24	0.76	C
	2030 with dev				
Arm 1	D6	2.4	19.04	0.72	C
Arm 2		4.9	18.61	0.85	C
Arm 3		3.5	19.61	0.78	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS ₉	5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2030	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.055
D3	Committed	AM	DIRECT	07:45	08:45	60	15			
D4	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D2+D3
D5	Dev	AM	DIRECT	07:45	08:45	60	15			
D6	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D4+D5

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D4 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.96	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.96	B

Arms

Arms

Arm	Name	Description
1	Peppard Road (E)	
2	Buckingham Drive	
3	Peppard Road (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.20	3.20	6.20	6.0	10.00	7.50	0.0	✓
2	3.60	3.60	4.20	5.0	15.50	17.00	0.0	✓
3	3.30	3.00	5.90	5.0	11.20	8.50	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.531	248.803
2	0.586	280.496
3	0.519	262.411

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		1	2	3
From	1	0.00	48.00	20.00
	2	55.00	0.00	150.00
	3	6.00	113.00	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	57.00	23.00
	2	56.00	0.00	124.00
	3	6.00	145.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		1	2	3
From	1	0.00	91.00	18.00
	2	67.00	0.00	112.00
	3	16.00	134.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		1	2	3
From	1	0.00	79.00	22.00
	2	84.00	0.00	111.00
	3	19.00	122.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To		
		1	2	3
From	1	0	0	5
	2	2	0	3
	3	17	2	0

Heavy Vehicle Percentages

08:00 - 08:15

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

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		1	2	3
	1	0	0	17
	2	0	0	2
From	3	0	3	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		1	2	3
	1	0	0	0
	2	1	0	5
From	3	11	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.64	14.20	1.7	B	89.49	357.95
2	0.79	14.49	3.4	B	189.75	759.00
3	0.68	13.10	2.1	B	140.26	561.03

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	68.00	68.00	111.98	185.54	0.367	67.43	60.03	0.0	0.6	7.584	A
2	205.00	205.00	19.83	260.74	0.786	201.59	159.58	0.0	3.4	14.486	B
3	119.00	119.00	54.09	228.04	0.522	117.93	167.34	0.0	1.1	8.098	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	80.00	80.00	144.17	167.95	0.476	79.68	62.14	0.6	0.9	10.158	B
2	180.00	180.00	22.91	257.16	0.700	180.98	200.94	3.4	2.4	11.969	B
3	151.00	151.00	56.16	226.68	0.666	150.15	147.73	1.1	1.9	11.629	B

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	109.00	109.00	134.03	170.78	0.638	108.18	82.81	0.9	1.7	14.200	B
2	179.00	179.00	17.96	265.14	0.675	179.29	224.25	2.4	2.1	10.526	B
3	150.00	150.00	66.95	221.74	0.676	149.89	130.30	1.9	2.0	12.492	B

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	101.00	101.00	122.05	181.74	0.555	101.39	102.52	1.7	1.3	11.265	B
2	195.00	195.00	21.98	259.63	0.751	194.27	201.46	2.1	2.9	13.594	B
3	141.00	141.00	83.57	209.66	0.673	141.00	132.69	2.0	2.0	13.101	B

2030 with committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D4 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	18.21	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.21	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D2+D3

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		1	2	3
From	1	0.00	50.64	21.10
	2	58.03	0.00	160.95
	3	6.33	129.22	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	60.14	24.27
	2	59.08	0.00	133.52
	3	6.33	162.98	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
From		1	2	3
	1	0.00	96.01	18.99
	2	70.69	0.00	120.86
	3	16.88	151.37	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
From		1	2	3
	1	0.00	83.35	23.21
	2	88.62	0.00	119.81
	3	20.05	138.71	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To		
From		1	2	3
	1	0	0	5
	2	2	0	3
	3	17	2	0

Heavy Vehicle Percentages

08:00 - 08:15

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

Heavy Vehicle Percentages

08:15 - 08:30

		To		
From		1	2	3
	1	0	0	17
	2	0	0	2
	3	0	3	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
From		1	2	3
	1	0	0	0
	2	1	0	4
	3	11	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.71	18.35	2.3	C	94.41	377.62
2	0.84	18.12	4.7	C	202.89	811.55
3	0.76	18.24	3.2	C	157.97	631.90

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	71.74	71.74	127.84	177.13	0.405	71.07	63.05	0.0	0.7	8.434	A
2	218.98	218.98	20.90	260.16	0.842	214.30	178.00	0.0	4.7	18.123	C
3	135.54	135.54	56.79	226.90	0.597	134.10	178.42	0.0	1.4	9.556	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	84.40	84.40	161.62	158.64	0.532	83.96	65.64	0.7	1.1	11.980	B
2	192.60	192.60	24.14	256.58	0.751	194.09	221.44	4.7	3.2	14.747	B
3	169.30	169.30	59.34	225.26	0.752	167.91	158.89	1.4	2.8	15.324	C

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	114.99	114.99	151.33	161.68	0.711	113.77	87.32	1.1	2.3	18.345	C
2	191.55	191.55	18.91	264.49	0.724	191.99	246.19	3.2	2.7	12.511	B
3	168.25	168.25	70.65	220.09	0.764	168.00	140.25	2.8	3.1	17.131	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	106.56	106.56	138.74	172.68	0.617	107.17	107.98	2.3	1.7	13.881	B
2	208.42	208.42	23.21	259.00	0.805	207.35	222.71	2.7	3.8	17.011	C
3	158.76	158.76	88.01	207.85	0.764	158.71	142.54	3.1	3.1	18.237	C

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D4 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	19.05	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		19.05	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D4+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

		To		
		1	2	3
From	1	0.00	50.64	21.10
	2	58.03	0.00	162.55
	3	6.33	132.92	0.00

Demand (Veh/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	60.14	24.27
	2	59.08	0.00	135.12
	3	6.33	166.68	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
From		1	2	3
	1	0.00	96.01	18.99
	2	70.69	0.00	122.46
	3	16.88	155.07	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
From		1	2	3
	1	0.00	83.35	23.21
	2	88.62	0.00	121.41
	3	20.05	142.41	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

		To		
From		1	2	3
	1	0	0	5
	2	2	0	3
	3	17	2	0

Heavy Vehicle Percentages

08:00 - 08:15

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

Heavy Vehicle Percentages

08:15 - 08:30

		To		
From		1	2	3
	1	0	0	17
	2	0	0	2
	3	0	3	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
From		1	2	3
	1	0	0	0
	2	1	0	4
	3	11	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.72	19.04	2.4	C	94.41	377.62
2	0.85	18.61	4.9	C	204.49	817.95
3	0.78	19.61	3.5	C	161.68	646.70

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	71.74	71.74	131.44	175.23	0.409	71.06	63.01	0.0	0.7	8.585	A
2	220.57	220.57	20.90	260.19	0.848	215.72	181.60	0.0	4.9	18.606	C
3	139.24	139.24	56.75	227.01	0.613	137.70	179.87	0.0	1.5	9.915	A

08:00 - 08:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	84.40	84.40	165.18	156.75	0.538	83.95	65.65	0.7	1.1	12.284	B
2	194.20	194.20	24.14	256.64	0.757	195.76	224.99	4.9	3.3	15.155	C
3	173.01	173.01	59.36	225.33	0.768	171.47	160.54	1.5	3.1	16.253	C

08:15 - 08:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	114.99	114.99	155.00	159.76	0.720	113.71	87.31	1.1	2.4	19.044	C
2	193.15	193.15	18.90	264.49	0.730	193.61	249.81	3.3	2.8	12.804	B
3	171.95	171.95	70.65	220.16	0.781	171.66	141.87	3.1	3.4	18.355	C

08:30 - 08:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	106.56	106.56	142.43	170.70	0.624	107.20	107.95	2.4	1.7	14.334	B
2	210.02	210.02	23.21	259.04	0.811	208.90	226.43	2.8	3.9	17.494	C
3	162.46	162.46	87.99	208.01	0.781	162.39	144.12	3.4	3.4	19.614	C

Junctions 10					
ARCADY 10 - Roundabout Module					
Version: 10.0.3.1598					
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Filename: Peppard Buckingham PM.j10

Path: C:\Jobs\Reading Golf Club\Transport Assessment\Junction Assessment

Report generation date: 15/04/2025 14:34:56

»2025, PM

»2030 with committed, PM

»2030 with dev, PM

Summary of junction performance

	PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025				
Arm 1	D1	1.3	11.72	0.56	B
Arm 2		2.4	11.67	0.72	B
Arm 3		1.7	10.40	0.63	B
	2030 with committed				
Arm 1	D4	1.6	13.77	0.62	B
Arm 2		3.8	16.32	0.80	C
Arm 3		2.2	12.48	0.69	B
	2030 with dev				
Arm 1	D6	1.6	13.97	0.62	B
Arm 2		4.1	17.38	0.82	C
Arm 3		2.3	12.81	0.70	B

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	03/02/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\nealm
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
JUNCTIONS ₉	5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	PM	DIRECT	17:00	18:00	60	15	✓		
D2	2030	PM	DIRECT	17:00	18:00	60	15		Simple	D1*1.054
D3	Committed	PM	DIRECT	17:00	18:00	60	15			
D4	2030 with committed	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2+D3
D5	Dev	PM	DIRECT	17:00	18:00	60	15			
D6	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D5

Analysis Set Details

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

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D4 - 2030 with committed, PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	11.24	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.24	B

Arms

Arms

Arm	Name	Description
1	Peppard Road (E)	
2	Buckingham Drive	
3	Peppard Road (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.20	3.20	6.20	6.0	10.00	7.50	0.0	✓
2	3.60	3.60	4.20	5.0	15.50	17.00	0.0	✓
3	3.30	3.30	5.90	5.0	11.20	8.50	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.531	248.803
2	0.586	280.496
3	0.528	274.918

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

		To			
From		1	2	3	
	1	0.00	59.00	18.00	
	2	63.00	0.00	120.00	
	3	21.00	119.00	0.00	

Demand (Veh/TS)

		To			
From		1	2	3	
	1	0.00	82.00	16.00	
	2	47.00	0.00	123.00	
	3	14.00	133.00	0.00	

Demand (Veh/TS)

		To			
From		1	2	3	
	1	0.00	70.00	15.00	
	2	64.00	0.00	129.00	
	3	20.00	129.00	0.00	

Demand (Veh/TS)

		To			
From		1	2	3	
	1	0.00	74.00	18.00	
	2	77.00	0.00	111.00	
	3	19.00	125.00	0.00	

Vehicle Mix

Heavy Vehicle Percentages

		To			
From		1	2	3	
	1	0	0	0	
	2	0	0	4	
	3	5	3	0	

Heavy Vehicle Percentages

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

Heavy Vehicle Percentages

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

Heavy Vehicle Percentages

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.56	11.72	1.3	B	88.00	351.99
2	0.72	11.67	2.4	B	183.49	733.98
3	0.63	10.40	1.7	B	145.00	579.98

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	77.00	77.00	117.78	184.69	0.417	76.30	83.03	0.0	0.7	8.250	A
2	183.00	183.00	17.84	262.80	0.696	180.80	176.24	0.0	2.2	10.706	B
3	140.00	140.00	62.24	235.33	0.595	138.57	136.39	0.0	1.4	9.172	A

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	98.00	98.00	132.89	173.66	0.564	97.44	61.33	0.7	1.3	11.723	B
2	170.00	170.00	15.96	265.89	0.639	170.38	214.38	2.2	1.8	9.465	A
3	147.00	147.00	47.25	246.06	0.597	146.97	139.08	1.4	1.5	9.076	A

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	85.00	85.00	128.86	178.75	0.475	85.33	83.60	1.3	0.9	9.671	A
2	193.00	193.00	15.04	268.78	0.718	192.37	199.15	1.8	2.4	11.672	B
3	149.00	149.00	63.69	235.03	0.634	148.78	143.72	1.5	1.7	10.398	B

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	92.00	92.00	125.03	182.39	0.504	91.92	95.83	0.9	1.0	9.936	A
2	188.00	188.00	17.97	267.13	0.704	188.03	198.98	2.4	2.4	11.392	B
3	144.00	144.00	76.82	232.64	0.619	144.03	129.17	1.7	1.7	10.168	B

2030 with committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D4 - 2030 with committed, PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	14.47	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.47	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D4	2030 with committed	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D2+D3

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		1	2	3
From	1	0.00	62.19	18.97
	2	66.40	0.00	138.58
	3	22.13	130.53	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		1	2	3
From	1	0.00	86.43	16.86
	2	49.54	0.00	141.74
	3	14.76	145.28	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
From		1	2	3
	1	0.00	73.78	15.81
	2	67.46	0.00	148.07
	3	21.08	141.07	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
From		1	2	3
	1	0.00	78.00	18.97
	2	81.16	0.00	129.09
	3	20.03	136.85	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
From		1	2	3
	1	0	0	0
	2	0	0	4
	3	5	2	0

Heavy Vehicle Percentages

17:15 - 17:30

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

Heavy Vehicle Percentages

17:30 - 17:45

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

Heavy Vehicle Percentages

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.62	13.77	1.6	B	92.75	371.00
2	0.80	16.32	3.8	C	205.50	822.00
3	0.69	12.48	2.2	B	157.92	631.70

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	81.16	81.16	128.97	178.64	0.454	80.34	87.20	0.0	0.8	9.083	A
2	204.98	204.98	18.78	262.53	0.781	201.67	190.53	0.0	3.3	14.111	B
3	152.66	152.66	65.33	233.89	0.653	150.84	155.12	0.0	1.8	10.620	B

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	103.29	103.29	145.15	167.20	0.618	102.55	64.76	0.8	1.6	13.766	B
2	191.28	191.28	16.80	265.49	0.720	191.90	230.90	3.3	2.7	12.350	B
3	160.04	160.04	49.91	244.67	0.654	160.00	158.79	1.8	1.9	10.617	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	89.59	89.59	140.85	172.27	0.520	90.03	87.93	1.6	1.1	11.006	B
2	215.52	215.52	15.87	268.30	0.803	214.42	215.01	2.7	3.8	16.320	C
3	162.15	162.15	66.96	233.47	0.695	161.81	163.32	1.9	2.2	12.485	B

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	96.97	96.97	136.86	176.07	0.551	96.88	100.92	1.1	1.2	11.345	B
2	210.25	210.25	18.93	266.58	0.789	210.26	214.81	3.8	3.8	16.004	C
3	156.88	156.88	80.88	230.48	0.680	156.90	148.31	2.2	2.2	12.245	B

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Demand Set Relationship	D4 - 2030 with committed, PM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	15.11	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.11	C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2030 with dev	PM	DIRECT	17:00	18:00	60	15	✓	Simple	D4+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		1	2	3
From	1	0.00	62.19	18.97
	2	66.40	0.00	142.18
	3	22.13	132.43	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		1	2	3
From	1	0.00	86.43	16.86
	2	49.54	0.00	145.34
	3	14.76	147.18	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
From		1	2	3
	1	0.00	73.78	15.81
	2	67.46	0.00	151.67
	3	21.08	142.97	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
From		1	2	3
	1	0.00	78.00	18.97
	2	81.16	0.00	132.69
	3	20.03	138.75	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To		
From		1	2	3
	1	0	0	0
	2	0	0	4
	3	5	2	0

Heavy Vehicle Percentages

17:15 - 17:30

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

Heavy Vehicle Percentages

17:30 - 17:45

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

Heavy Vehicle Percentages

17:45 - 18:00

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1	0.62	13.97	1.6	B	92.75	371.00
2	0.82	17.38	4.1	C	209.10	836.40
3	0.70	12.81	2.3	B	159.82	639.30

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	81.16	81.16	130.82	177.65	0.457	80.33	87.13	0.0	0.8	9.173	A
2	208.58	208.58	18.78	262.60	0.794	205.02	192.37	0.0	3.6	14.832	B
3	154.56	154.56	65.27	233.97	0.661	152.68	158.53	0.0	1.9	10.837	B

17:15 - 17:30

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	103.29	103.29	147.05	166.20	0.622	102.54	64.79	0.8	1.6	13.973	B
2	194.88	194.88	16.80	265.52	0.734	195.55	232.78	3.6	2.9	13.006	B
3	161.94	161.94	49.93	244.67	0.662	161.90	162.41	1.9	1.9	10.859	B

17:30 - 17:45

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	89.59	89.59	142.73	171.25	0.523	90.04	87.89	1.6	1.1	11.147	B
2	219.12	219.12	15.87	268.30	0.817	217.91	216.91	2.9	4.1	17.380	C
3	164.05	164.05	66.93	233.53	0.703	163.70	166.86	1.9	2.3	12.805	B

17:45 - 18:00

Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Circulating flow (Veh/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	96.97	96.97	138.76	175.06	0.554	96.88	100.90	1.1	1.2	11.493	B
2	213.85	213.85	18.93	266.58	0.802	213.85	216.71	4.1	4.1	17.085	C
3	158.78	158.78	80.87	230.48	0.689	158.80	151.92	2.3	2.3	12.569	B

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.0.3.1598											
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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: Peppard Road Kiln Road.j10

Path: C:\Jobs\Reading Golf Club\Transport Assessment\Junction Assessment

Report generation date: 15/04/2025 10:56:22

»2025, AM

»2025, PM

»2030 with committed, AM

»2030 with committed, PM

»2030 with dev, AM

»2030 with dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Stream B-C	D1	0.4	19.53	0.27	C	-2 % [Stream B-A]	D2	0.7	18.56	0.43	C	1 % [Stream B-A]
Stream B-A		2.0	37.90	0.70	E			1.9	33.37	0.68	D	
Stream C-AB		0.6	8.38	0.35	A			0.3	7.02	0.25	A	
	2030 with committed											
Stream B-C	D9	0.7	32.81	0.41	D	-8 % [Stream B-A]	D10	1.4	31.36	0.62	D	-6 % [Stream B-A]
Stream B-A		3.2	57.47	0.82	F			3.1	51.82	0.79	F	
Stream C-AB		0.7	8.97	0.40	A			0.4	7.33	0.28	A	
	2030 with dev											
Stream B-C	D11	0.8	35.30	0.44	E	-9 % [Stream B-A]	D12	1.6	34.06	0.65	D	-7 % [Stream B-A]
Stream B-A		3.4	60.25	0.83	F			3.3	54.89	0.81	F	
Stream C-AB		0.8	9.08	0.41	A			0.4	7.37	0.28	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	26/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\NealMurphy
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2030	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.055
D4	2030	PM	DIRECT	16:15	17:15	60	15		Simple	D2*1.054
D5	Committed	AM	DIRECT	07:45	08:45	60	15			
D6	Committed	PM	DIRECT	16:15	17:15	60	15			
D7	Dev	AM	DIRECT	07:45	08:45	60	15			
D8	Dev	PM	DIRECT	16:15	17:15	60	15			
D9	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D10	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D9+D7
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D10+D8

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-2	Stream B-A	6.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Peppard Road (N)		Major
B	Kiln Road		Minor
C	Peppard Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.30		✓	5.00	120.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.00	4.50	4.00	3.50	✓	1.00	120	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	150.420	0.103	0.261	0.164	0.373
B-C	153.904	0.089	0.225	-	-
C-B	209.885	0.307	0.307	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
From	A	0.00	48.00	114.00
	B	47.00	0.00	13.00
	C	116.00	39.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	41.00	123.00
	B	50.00	0.00	16.00
	C	94.00	51.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	45.00	100.00
	B	40.00	0.00	25.00
	C	100.00	31.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	58.00	103.00
	B	36.00	0.00	28.00
	C	90.00	51.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	0	1
	B	0	0	8
	C	5	3	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	3
	B	4	0	13
	C	4	8	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	0	2
	B	5	0	0
	C	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.27	19.53	0.4	C	20.50	81.99
B-A	0.70	37.90	2.0	E	43.24	172.98
C-AB	0.35	8.38	0.6	A	45.48	181.93
C-A					97.52	390.06
A-B					48.00	192.00
A-C					110.00	440.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	13.00	13.00	79.86	0.163	12.81	0.0	0.2	13.386	B
B-A	47.00	47.00	79.54	0.591	45.65	0.0	1.3	25.656	D
C-AB	40.95	40.95	163.60	0.250	40.61	0.0	0.3	7.299	A
C-A	114.05	114.05			114.05				
A-B	48.00	48.00			48.00				
A-C	114.00	114.00			114.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	60.64	0.264	15.85	0.2	0.3	19.526	C
B-A	50.00	50.00	71.07	0.704	49.34	1.3	2.0	37.903	E
C-AB	55.14	55.14	159.11	0.347	54.94	0.3	0.5	8.384	A
C-A	89.86	89.86			89.86				
A-B	41.00	41.00			41.00				
A-C	123.00	123.00			123.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25.00	25.00	101.51	0.246	25.00	0.3	0.3	12.505	B
B-A	40.00	40.00	80.68	0.496	40.99	2.0	1.0	22.958	C
C-AB	31.89	31.89	169.06	0.188	32.18	0.5	0.3	6.968	A
C-A	99.11	99.11			99.11				
A-B	45.00	45.00			45.00				
A-C	100.00	100.00			100.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.00	28.00	105.40	0.266	27.99	0.3	0.4	11.623	B
B-A	36.00	36.00	75.04	0.479	36.03	1.0	1.0	24.240	C
C-AB	53.96	53.96	168.40	0.320	53.72	0.3	0.5	7.831	A
C-A	87.04	87.04			87.04				
A-B	58.00	58.00			58.00				
A-C	103.00	103.00			103.00				

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.92	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	1	Stream B-A	6.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	52.00	75.00
	B	39.00	0.00	21.00
	C	70.00	41.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	49.00	96.00
	B	37.00	0.00	34.00
	C	71.00	38.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A	B	C
From	A	0.00	48.00	102.00
	B	49.00	0.00	29.00
	C	78.00	25.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	40.00	101.00
	B	53.00	0.00	34.00
	C	94.00	40.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	5
	C	1	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A	B	C
From	A	0	2	3
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	6
	C	2	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.43	18.56	0.7	C	29.51	118.02
B-A	0.68	33.37	1.9	D	44.50	178.00
C-AB	0.25	7.02	0.3	A	36.89	147.56
C-A					77.36	309.45
A-B					47.25	189.00
A-C					93.50	374.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21.00	21.00	110.59	0.190	20.77	0.0	0.2	9.997	A
B-A	39.00	39.00	93.58	0.417	38.31	0.0	0.7	16.093	C
C-AB	41.97	41.97	174.94	0.240	41.65	0.0	0.3	6.738	A
C-A	69.03	69.03			69.03				
A-B	52.00	52.00			52.00				
A-C	75.00	75.00			75.00				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34.00	34.00	113.61	0.299	33.80	0.2	0.4	11.537	B
B-A	37.00	37.00	84.27	0.439	36.93	0.7	0.8	18.970	C
C-AB	38.87	38.87	168.83	0.230	38.88	0.3	0.3	6.925	A
C-A	70.13	70.13			70.13				
A-B	49.00	49.00			49.00				
A-C	96.00	96.00			96.00				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.00	29.00	97.57	0.297	29.00	0.4	0.4	13.126	B
B-A	49.00	49.00	88.63	0.553	48.58	0.8	1.2	22.231	C
C-AB	25.28	25.28	164.53	0.154	25.41	0.3	0.2	6.479	A
C-A	77.72	77.72			77.72				
A-B	48.00	48.00			48.00				
A-C	102.00	102.00			102.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34.00	34.00	79.91	0.426	33.74	0.4	0.7	18.565	C
B-A	53.00	53.00	78.50	0.675	52.29	1.2	1.9	33.371	D
C-AB	41.44	41.44	167.82	0.247	41.29	0.2	0.3	7.021	A
C-A	92.56	92.56			92.56				
A-B	40.00	40.00			40.00				
A-C	101.00	101.00			101.00				

2030 with committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-8	Stream B-A	9.86	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
From	A	0.00	50.64	120.27
	B	49.59	0.00	14.92
	C	122.38	45.55	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	43.26	129.77
	B	52.75	0.00	18.08
	C	99.17	58.21	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	47.48	105.50
	B	42.20	0.00	27.58
	C	105.50	37.11	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	61.19	108.67
	B	37.98	0.00	30.74
	C	94.95	58.21	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	0	1
	B	0	0	7
	C	5	2	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	3
	B	4	0	12
	C	4	7	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	0	2
	B	5	0	0
	C	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.41	32.81	0.7	D	22.82	91.29
B-A	0.82	57.47	3.2	F	45.62	182.48
C-AB	0.40	8.97	0.7	A	53.90	215.61
C-A					101.36	405.44
A-B					50.64	202.56
A-C					116.05	464.20

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	14.91	14.91	69.67	0.214	14.65	0.0	0.3	16.282	C
B-A	49.59	49.59	73.36	0.676	47.72	0.0	1.9	33.124	D
C-AB	48.94	48.94	164.79	0.297	48.50	0.0	0.4	7.713	A
C-A	118.98	118.98			118.98				
A-B	50.64	50.64			50.64				
A-C	120.27	120.27			120.27				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.08	18.08	43.98	0.411	17.71	0.3	0.6	32.812	D
B-A	52.75	52.75	64.60	0.818	51.42	1.9	3.2	57.471	F
C-AB	64.84	64.84	161.86	0.401	64.58	0.4	0.7	8.975	A
C-A	92.54	92.54			92.54				
A-B	43.26	43.26			43.26				
A-C	129.77	129.77			129.77				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27.57	27.57	91.47	0.301	27.74	0.6	0.5	15.065	C
B-A	42.20	42.20	75.12	0.562	44.04	3.2	1.3	30.072	D
C-AB	38.73	38.73	168.70	0.229	39.11	0.7	0.3	7.341	A
C-A	103.87	103.87			103.87				
A-B	47.48	47.48			47.48				
A-C	105.50	105.50			105.50				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30.74	30.74	96.67	0.318	30.74	0.5	0.5	13.650	B
B-A	37.98	37.98	68.97	0.550	38.00	1.3	1.3	30.774	D
C-AB	63.12	63.12	169.42	0.373	62.82	0.3	0.6	8.419	A
C-A	90.04	90.04			90.04				
A-B	61.19	61.19			61.19				
A-C	108.67	108.67			108.67				

2030 with committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.88	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-6	Stream B-A	10.88	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

	To			
		A	B	C
	A	0.00	54.81	79.05
	B	41.11	0.00	27.43
From	C	73.78	45.51	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A	B	C
	A	0.00	51.65	101.18
	B	39.00	0.00	41.14
From	C	74.83	42.35	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A	B	C
From	A	0.00	50.59	107.51
	B	51.65	0.00	35.87
	C	82.21	28.65	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	42.16	106.45
	B	55.86	0.00	41.14
	C	99.08	44.46	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	4
	C	1	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A	B	C
From	A	0	2	3
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	5
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.62	31.36	1.4	D	36.40	145.61
B-A	0.79	51.82	3.1	F	46.90	187.61
C-AB	0.28	7.33	0.4	A	41.60	166.39
C-A					81.12	324.49
A-B					49.80	199.21
A-C					98.55	394.19

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	27.43	27.43	107.74	0.255	27.10	0.0	0.3	11.117	B
B-A	41.11	41.11	87.77	0.468	40.26	0.0	0.8	18.636	C
C-AB	46.96	46.96	174.10	0.270	46.59	0.0	0.4	7.039	A
C-A	72.33	72.33			72.33				
A-B	54.81	54.81			54.81				
A-C	79.05	79.05			79.05				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41.14	41.14	107.79	0.382	40.85	0.3	0.6	13.723	B
B-A	39.00	39.00	77.90	0.501	38.88	0.8	1.0	22.967	C
C-AB	43.68	43.68	167.63	0.261	43.69	0.4	0.4	7.262	A
C-A	73.51	73.51			73.51				
A-B	51.65	51.65			51.65				
A-C	101.18	101.18			101.18				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35.87	35.87	89.05	0.403	35.82	0.6	0.7	16.886	C
B-A	51.65	51.65	81.77	0.632	51.02	1.0	1.6	28.656	D
C-AB	29.12	29.12	162.66	0.179	29.27	0.4	0.2	6.758	A
C-A	81.74	81.74			81.74				
A-B	50.59	50.59			50.59				
A-C	107.51	107.51			107.51				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	41.14	41.14	66.89	0.615	40.40	0.7	1.4	31.359	D
B-A	55.86	55.86	70.31	0.795	54.36	1.6	3.1	51.818	F
C-AB	46.62	46.62	167.58	0.278	46.45	0.2	0.4	7.334	A
C-A	96.92	96.92			96.92				
A-B	42.16	42.16			42.16				
A-C	106.45	106.45			106.45				

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.39	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-9	Stream B-A	10.39	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D9+D7

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
From	A	0.00	50.64	120.27
	B	49.59	0.00	15.62
	C	122.38	47.15	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	43.26	129.77
	B	52.75	0.00	18.78
	C	99.17	59.81	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	47.48	105.50
	B	42.20	0.00	28.28
	C	105.50	38.71	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	61.19	108.67
	B	37.98	0.00	31.44
	C	94.95	59.81	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	0	1
	B	0	0	7
	C	5	2	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	3
	B	4	0	11
	C	4	7	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	0	2
	B	5	0	0
	C	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.44	35.30	0.8	E	23.52	94.09
B-A	0.83	60.25	3.4	F	45.62	182.48
C-AB	0.41	9.08	0.8	A	55.87	223.50
C-A					100.99	403.95
A-B					50.64	202.56
A-C					116.05	464.20

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15.61	15.61	69.15	0.226	15.33	0.0	0.3	16.639	C
B-A	49.59	49.59	72.49	0.684	47.66	0.0	1.9	34.097	D
C-AB	50.90	50.90	165.64	0.307	50.43	0.0	0.5	7.785	A
C-A	118.63	118.63			118.63				
A-B	50.64	50.64			50.64				
A-C	120.27	120.27			120.27				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18.78	18.78	42.68	0.440	18.35	0.3	0.7	35.295	E
B-A	52.75	52.75	63.73	0.829	51.32	1.9	3.3	60.249	F
C-AB	66.94	66.94	162.90	0.411	66.67	0.5	0.7	9.079	A
C-A	92.04	92.04			92.04				
A-B	43.26	43.26			43.26				
A-C	129.77	129.77			129.77				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	28.28	28.28	90.63	0.311	28.50	0.7	0.5	15.448	C
B-A	42.20	42.20	74.27	0.569	44.16	3.3	1.4	31.163	D
C-AB	40.53	40.53	169.19	0.239	40.92	0.7	0.4	7.409	A
C-A	103.67	103.67			103.67				
A-B	47.48	47.48			47.48				
A-C	105.50	105.50			105.50				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31.44	31.44	96.06	0.327	31.44	0.5	0.5	13.932	B
B-A	37.98	37.98	68.14	0.556	38.00	1.4	1.4	31.651	D
C-AB	65.14	65.14	170.13	0.383	64.83	0.4	0.7	8.523	A
C-A	89.62	89.62			89.62				
A-B	61.19	61.19			61.19				
A-C	108.67	108.67			108.67				

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		11.66	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	Stream B-A	11.66	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D10+D8

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

	To			
		A	B	C
	A	0.00	54.81	79.05
	B	41.11	0.00	29.03
From	C	73.78	46.31	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A	B	C
	A	0.00	51.65	101.18
	B	39.00	0.00	42.74
From	C	74.83	43.15	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A	B	C
From	A	0.00	50.59	107.51
	B	51.65	0.00	37.47
	C	82.21	29.45	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	42.16	106.45
	B	55.86	0.00	42.74
	C	99.08	45.26	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	4
	C	1	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A	B	C
From	A	0	2	3
	B	0	0	0
	C	1	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	2
	B	0	0	5
	C	2	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.65	34.06	1.6	D	38.00	152.02
B-A	0.81	54.89	3.3	F	46.90	187.61
C-AB	0.28	7.37	0.4	A	42.48	169.91
C-A					81.04	324.18
A-B					49.80	199.21
A-C					98.55	394.19

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29.03	29.03	107.98	0.269	28.67	0.0	0.4	11.300	B
B-A	41.11	41.11	86.88	0.473	40.24	0.0	0.9	18.974	C
C-AB	47.84	47.84	174.26	0.275	47.46	0.0	0.4	7.079	A
C-A	72.25	72.25			72.25				
A-B	54.81	54.81			54.81				
A-C	79.05	79.05			79.05				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42.74	42.74	107.56	0.397	42.44	0.4	0.7	14.094	B
B-A	39.00	39.00	76.98	0.507	38.88	0.9	1.0	23.513	C
C-AB	44.55	44.55	167.80	0.266	44.56	0.4	0.4	7.304	A
C-A	73.43	73.43			73.43				
A-B	51.65	51.65			51.65				
A-C	101.18	101.18			101.18				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	37.47	37.47	88.57	0.423	37.41	0.7	0.7	17.560	C
B-A	51.65	51.65	80.71	0.640	50.99	1.0	1.6	29.603	D
C-AB	29.96	29.96	162.77	0.184	30.11	0.4	0.2	6.792	A
C-A	81.70	81.70			81.70				
A-B	50.59	50.59			50.59				
A-C	107.51	107.51			107.51				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42.74	42.74	66.05	0.648	41.88	0.7	1.6	34.064	D
B-A	55.86	55.86	69.11	0.808	54.22	1.6	3.3	54.887	F
C-AB	47.54	47.54	167.90	0.283	47.36	0.2	0.4	7.371	A
C-A	96.80	96.80			96.80				
A-B	42.16	42.16			42.16				
A-C	106.45	106.45			106.45				

Junctions 10											
PICADY 10 - Priority Intersection Module											
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Filename: Kiln Road Caversham Park Road.j10
Path: C:\Jobs\Reading Golf Club\Transport Assessment\Junction Assessment
Report generation date: 15/04/2025 11:02:32

- »2025, AM
- »2025, PM
- »2030 with committed, AM
- »2030 with committed, PM
- »2030 with dev, AM
- »2030 with dev, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2025											
Stream B-C	D1	0.6	9.39	0.39	A	45 % [Stream C-AB]	D2	0.7	9.53	0.42	A	56 % [Stream B-A]
Stream B-A		0.1	15.31	0.11	C			0.2	15.01	0.16	C	
Stream C-AB		1.5	12.88	0.58	B			1.1	10.78	0.50	B	
	2030 with committed											
Stream B-C	D9	0.7	9.96	0.41	A	34 % [Stream C-AB]	D10	0.8	10.47	0.46	B	43 % [Stream B-A]
Stream B-A		0.1	16.12	0.12	C			0.2	16.28	0.18	C	
Stream C-AB		1.9	14.69	0.64	B			1.3	11.73	0.55	B	
	2030 with dev											
Stream B-C	D11	0.7	10.00	0.42	B	32 % [Stream C-AB]	D12	0.9	10.60	0.47	B	42 % [Stream B-A]
Stream B-A		0.1	16.24	0.13	C			0.2	16.44	0.18	C	
Stream C-AB		2.0	14.99	0.65	B			1.3	11.84	0.55	B	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	26/11/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SDP\NealMurphy
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75					✓	Delay	0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓		
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓		
D3	2030	AM	DIRECT	07:45	08:45	60	15		Simple	D1*1.055
D4	2030	PM	DIRECT	16:15	17:15	60	15		Simple	D2*1.054
D5	Committed	AM	DIRECT	07:45	08:45	60	15			
D6	Committed	PM	DIRECT	16:15	17:15	60	15			
D7	Dev	AM	DIRECT	07:45	08:45	60	15			
D8	Dev	PM	DIRECT	16:15	17:15	60	15			
D9	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5
D10	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D9+D7
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D10+D8

Analysis Set Details

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

2025, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	45	Stream C-AB	8.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	Kiln Road (E)		Major
B	Caversham Park Road		Minor
C	Kiln Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.42			120.6	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.60	4.80	4.50	4.20		1.00	39	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	109.220	0.078	0.197	0.124	0.282
B-C	182.814	0.110	0.278	-	-
C-B	160.951	0.245	0.245	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
From		A	B	C
	A	0.00	5.00	45.00
	B	8.00	0.00	50.00
	C	32.00	55.00	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
From		A	B	C
	A	0.00	2.00	53.00
	B	8.00	0.00	61.00
	C	27.00	65.00	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
From		A	B	C
	A	0.00	3.00	34.00
	B	1.00	0.00	58.00
	C	28.00	48.00	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
From		A	B	C
	A	0.00	2.00	24.00
	B	5.00	0.00	47.00
	C	24.00	85.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
From		A	B	C
	A	0	0	4
	B	0	0	6
	C	3	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
	A	0	0	0
	B	0	0	3
From	C	7	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
	A	0	0	12
	B	100	0	5
From	C	4	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
	A	0	0	8
	B	0	0	0
From	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.39	9.39	0.6	A	54.00	215.99
B-A	0.11	15.31	0.1	C	5.50	22.00
C-AB	0.58	12.88	1.5	B	75.81	303.24
C-A					15.19	60.74
A-B					3.00	12.00
A-C					39.00	156.00

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50.00	50.00	155.12	0.322	49.53	0.0	0.5	8.487	A
B-A	8.00	8.00	77.42	0.103	7.89	0.0	0.1	12.923	B
C-AB	67.81	67.81	169.35	0.400	67.06	0.0	0.8	8.752	A
C-A	19.19	19.19			19.19				
A-B	5.00	5.00			5.00				
A-C	45.00	45.00			45.00				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61.00	61.00	158.30	0.385	60.84	0.5	0.6	9.393	A
B-A	8.00	8.00	71.30	0.112	7.99	0.1	0.1	14.211	B
C-AB	78.24	78.24	160.97	0.486	77.99	0.8	1.0	10.544	B
C-A	13.76	13.76			13.76				
A-B	2.00	2.00			2.00				
A-C	53.00	53.00			53.00				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58.00	58.00	164.48	0.353	58.08	0.6	0.5	8.349	A
B-A	1.00	1.00	41.00	0.026	1.11	0.1	0.0	13.150	B
C-AB	58.10	58.10	163.62	0.355	58.47	1.0	0.6	8.583	A
C-A	17.90	17.90			17.90				
A-B	3.00	3.00			3.00				
A-C	34.00	34.00			34.00				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	47.00	47.00	173.89	0.270	47.16	0.5	0.4	7.389	A
B-A	5.00	5.00	74.02	0.067	4.93	0.0	0.1	15.315	C
C-AB	99.11	99.11	169.56	0.584	98.22	0.6	1.5	12.883	B
C-A	9.89	9.89			9.89				
A-B	2.00	2.00			2.00				
A-C	24.00	24.00			24.00				

2025, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.68	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	56	Stream B-A	7.68	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

		To		
		A	B	C
From	A	0.00	8.00	28.00
	B	4.00	0.00	45.00
	C	20.00	73.00	0.00

Demand (Veh/TS)

16:30 - 16:45

		To		
		A	B	C
From	A	0.00	6.00	34.00
	B	7.00	0.00	61.00
	C	17.00	70.00	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A	B	C
From	A	0.00	6.00	24.00
	B	2.00	0.00	51.00
	C	12.00	61.00	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	8.00	43.00
	B	11.00	0.00	66.00
	C	22.00	58.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A	B	C
From	A	0	17	3
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	0
	B	9	0	2
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.42	9.53	0.7	A	55.75	223.00
B-A	0.16	15.01	0.2	C	6.00	24.01
C-AB	0.50	10.78	1.1	B	73.66	294.64
C-A					9.59	38.37
A-B					7.00	28.00
A-C					32.25	129.00

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	45.00	45.00	170.35	0.264	44.64	0.0	0.4	7.139	A
B-A	4.00	4.00	77.26	0.052	3.95	0.0	0.1	12.267	B
C-AB	83.04	83.04	165.37	0.502	81.98	0.0	1.1	10.681	B
C-A	9.96	9.96			9.96				
A-B	8.00	8.00			8.00				
A-C	28.00	28.00			28.00				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61.00	61.00	169.44	0.360	60.79	0.4	0.6	8.390	A
B-A	7.00	7.00	75.42	0.093	6.95	0.1	0.1	13.135	B
C-AB	78.32	78.32	162.06	0.483	78.36	1.1	1.0	10.777	B
C-A	8.68	8.68			8.68				
A-B	6.00	6.00			6.00				
A-C	34.00	34.00			34.00				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51.00	51.00	176.47	0.289	51.15	0.6	0.4	7.192	A
B-A	2.00	2.00	80.71	0.025	2.07	0.1	0.0	11.457	B
C-AB	65.97	65.97	161.58	0.408	66.25	1.0	0.7	9.477	A
C-A	7.03	7.03			7.03				
A-B	6.00	6.00			6.00				
A-C	24.00	24.00			24.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66.00	66.00	158.91	0.415	65.72	0.4	0.7	9.525	A
B-A	11.00	11.00	69.75	0.158	10.84	0.0	0.2	15.011	C
C-AB	67.30	67.30	160.91	0.418	67.27	0.7	0.8	9.504	A
C-A	12.70	12.70			12.70				
A-B	8.00	8.00			8.00				
A-C	43.00	43.00			43.00				

2030 with committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	34	Stream C-AB	9.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2030 with committed	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D3+D5

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
From	A	0.00	5.28	47.98
	B	8.44	0.00	53.45
	C	35.56	60.63	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
From	A	0.00	2.11	56.42
	B	8.44	0.00	65.06
	C	30.29	71.18	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	3.17	36.37
	B	1.06	0.00	61.89
	C	31.34	53.24	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	2.11	25.82
	B	5.28	0.00	50.29
	C	27.12	92.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	0	4
	B	0	0	6
	C	3	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	7	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	0	12
	B	100	0	5
	C	3	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.41	9.96	0.7	A	57.67	230.66
B-A	0.12	16.12	0.1	C	5.80	23.21
C-AB	0.64	14.69	1.9	B	84.98	339.92
C-A					15.42	61.67
A-B					3.17	12.66
A-C					41.64	166.58

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53.45	53.45	153.96	0.347	52.93	0.0	0.5	8.860	A
B-A	8.44	8.44	74.20	0.114	8.31	0.0	0.1	13.634	B
C-AB	76.55	76.55	170.90	0.448	75.63	0.0	0.9	9.383	A
C-A	19.63	19.63			19.63				
A-B	5.28	5.28			5.28				
A-C	47.97	47.97			47.97				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65.06	65.06	156.85	0.415	64.87	0.5	0.7	9.955	A
B-A	8.44	8.44	67.59	0.125	8.43	0.1	0.1	15.208	C
C-AB	87.67	87.67	162.52	0.540	87.34	0.9	1.3	11.611	B
C-A	13.79	13.79			13.79				
A-B	2.11	2.11			2.11				
A-C	56.41	56.41			56.41				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	61.89	61.89	163.74	0.378	61.99	0.7	0.6	8.728	A
B-A	1.06	1.06	39.48	0.028	1.18	0.1	0.0	13.735	B
C-AB	65.94	65.94	165.50	0.398	66.41	1.3	0.8	9.131	A
C-A	18.64	18.64			18.64				
A-B	3.17	3.17			3.17				
A-C	36.37	36.37			36.37				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50.28	50.28	173.02	0.290	50.46	0.6	0.4	7.644	A
B-A	5.28	5.28	70.88	0.074	5.20	0.0	0.1	16.124	C
C-AB	109.79	109.79	171.10	0.642	108.62	0.8	1.9	14.692	B
C-A	9.60	9.60			9.60				
A-B	2.11	2.11			2.11				
A-C	25.82	25.82			25.82				

2030 with committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.39	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	43	Stream B-A	8.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2030 with committed	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D4+D6

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

	To			
		A	B	C
	A	0.00	8.43	31.61
	B	4.22	0.00	50.63
From	C	21.98	78.34	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A	B	C
	A	0.00	6.32	37.94
	B	7.38	0.00	67.49
From	C	18.82	75.18	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A	B	C
From	A	0.00	6.32	27.40
	B	2.11	0.00	56.95
	C	13.55	65.69	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	8.43	47.42
	B	11.59	0.00	72.76
	C	24.09	62.53	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A	B	C
From	A	0	17	3
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	0
	B	9	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.46	10.47	0.8	B	61.96	247.85
B-A	0.18	16.28	0.2	C	6.33	25.31
C-AB	0.55	11.73	1.3	B	80.25	321.00
C-A					9.80	39.20
A-B					7.38	29.51
A-C					36.09	144.37

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50.63	50.63	169.37	0.299	50.21	0.0	0.4	7.528	A
B-A	4.22	4.22	74.17	0.057	4.16	0.0	0.1	12.844	B
C-AB	90.32	90.32	165.71	0.545	89.06	0.0	1.3	11.590	B
C-A	10.00	10.00			10.00				
A-B	8.43	8.43			8.43				
A-C	31.61	31.61			31.61				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67.49	67.49	167.87	0.402	67.24	0.4	0.7	9.050	A
B-A	7.38	7.38	71.65	0.103	7.32	0.1	0.1	13.979	B
C-AB	85.20	85.20	162.24	0.525	85.25	1.3	1.2	11.726	B
C-A	8.80	8.80			8.80				
A-B	6.32	6.32			6.32				
A-C	37.94	37.94			37.94				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56.95	56.95	175.33	0.325	57.14	0.7	0.5	7.628	A
B-A	2.11	2.11	77.71	0.027	2.19	0.1	0.0	11.931	B
C-AB	71.81	71.81	161.70	0.444	72.16	1.2	0.9	10.102	B
C-A	7.44	7.44			7.44				
A-B	6.32	6.32			6.32				
A-C	27.40	27.40			27.40				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72.76	72.76	157.07	0.463	72.42	0.5	0.8	10.470	B
B-A	11.59	11.59	65.70	0.177	11.42	0.0	0.2	16.276	C
C-AB	73.66	73.66	161.24	0.457	73.62	0.9	0.9	10.156	B
C-A	12.96	12.96			12.96				
A-B	8.43	8.43			8.43				
A-C	47.42	47.42			47.42				

2030 with dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.29	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	32	Stream C-AB	9.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D11	2030 with dev	AM	DIRECT	07:45	08:45	60	15	✓	Simple	D9+D7

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

07:45 - 08:00

	To			
		A	B	C
	A	0.00	5.28	48.28
	B	8.44	0.00	53.85
From	C	36.26	61.63	0.00

Demand (Veh/TS)

08:00 - 08:15

	To			
		A	B	C
	A	0.00	2.11	56.72
	B	8.44	0.00	65.46
From	C	30.99	72.18	0.00

Demand (Veh/TS)

08:15 - 08:30

	To			
		A	B	C
From	A	0.00	3.17	36.67
	B	1.06	0.00	62.29
	C	32.04	54.24	0.00

Demand (Veh/TS)

08:30 - 08:45

	To			
		A	B	C
From	A	0.00	2.11	26.12
	B	5.28	0.00	50.69
	C	27.82	93.28	0.00

Vehicle Mix

Heavy Vehicle Percentages

07:45 - 08:00

	To			
		A	B	C
From	A	0	0	4
	B	0	0	6
	C	3	0	0

Heavy Vehicle Percentages

08:00 - 08:15

	To			
		A	B	C
From	A	0	0	0
	B	0	0	3
	C	7	3	0

Heavy Vehicle Percentages

08:15 - 08:30

	To			
		A	B	C
From	A	0	0	12
	B	100	0	5
	C	3	4	0

Heavy Vehicle Percentages

08:30 - 08:45

	To			
		A	B	C
From	A	0	0	8
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.42	10.00	0.7	B	58.07	232.26
B-A	0.13	16.24	0.1	C	5.80	23.21
C-AB	0.65	14.99	2.0	B	86.61	346.44
C-A					15.49	61.95
A-B					3.17	12.66
A-C					41.95	167.78

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53.85	53.85	153.94	0.350	53.32	0.0	0.5	8.900	A
B-A	8.44	8.44	73.69	0.115	8.31	0.0	0.1	13.740	B
C-AB	78.17	78.17	171.28	0.456	77.22	0.0	1.0	9.501	A
C-A	19.71	19.71			19.71				
A-B	5.28	5.28			5.28				
A-C	48.27	48.27			48.27				

08:00 - 08:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	65.46	65.46	156.77	0.417	65.27	0.5	0.7	10.003	B
B-A	8.44	8.44	67.07	0.126	8.43	0.1	0.1	15.342	C
C-AB	89.32	89.32	162.97	0.548	88.98	1.0	1.3	11.797	B
C-A	13.84	13.84			13.84				
A-B	2.11	2.11			2.11				
A-C	56.72	56.72			56.72				

08:15 - 08:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	62.29	62.29	163.69	0.381	62.39	0.7	0.6	8.766	A
B-A	1.06	1.06	39.23	0.029	1.18	0.1	0.0	13.826	B
C-AB	67.49	67.49	165.99	0.407	67.98	1.3	0.8	9.239	A
C-A	18.79	18.79			18.79				
A-B	3.17	3.17			3.17				
A-C	36.67	36.67			36.67				

08:30 - 08:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50.68	50.68	172.92	0.293	50.86	0.6	0.4	7.677	A
B-A	5.28	5.28	70.40	0.075	5.20	0.0	0.1	16.240	C
C-AB	111.48	111.48	171.48	0.650	110.27	0.8	2.0	14.988	B
C-A	9.61	9.61			9.61				
A-B	2.11	2.11			2.11				
A-C	26.12	26.12			26.12				

2030 with dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D9 - 2030 with committed, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		8.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	42	Stream B-A	8.47	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D12	2030 with dev	PM	DIRECT	16:15	17:15	60	15	✓	Simple	D10+D8

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:15 - 16:30

	To			
		A	B	C
	A	0.00	8.43	32.21
	B	4.22	0.00	51.53
From	C	22.28	78.84	0.00

Demand (Veh/TS)

16:30 - 16:45

	To			
		A	B	C
	A	0.00	6.32	38.54
	B	7.38	0.00	68.39
From	C	19.12	75.68	0.00

Demand (Veh/TS)

16:45 - 17:00

	To			
		A	B	C
From	A	0.00	6.32	28.00
	B	2.11	0.00	57.85
	C	13.85	66.19	0.00

Demand (Veh/TS)

17:00 - 17:15

	To			
		A	B	C
From	A	0.00	8.43	48.02
	B	11.59	0.00	73.66
	C	24.39	63.03	0.00

Vehicle Mix

Heavy Vehicle Percentages

16:15 - 16:30

	To			
		A	B	C
From	A	0	0	0
	B	0	0	2
	C	0	0	0

Heavy Vehicle Percentages

16:30 - 16:45

	To			
		A	B	C
From	A	0	17	3
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

16:45 - 17:00

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Heavy Vehicle Percentages

17:00 - 17:15

	To			
		A	B	C
From	A	0	0	0
	B	9	0	1
	C	0	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-C	0.47	10.60	0.9	B	62.86	251.45
B-A	0.18	16.44	0.2	C	6.33	25.31
C-AB	0.55	11.84	1.3	B	80.99	323.95
C-A					9.86	39.44
A-B					7.38	29.51
A-C					36.69	146.77

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	51.53	51.53	169.26	0.304	51.10	0.0	0.4	7.589	A
B-A	4.22	4.22	73.76	0.057	4.16	0.0	0.1	12.921	B
C-AB	91.09	91.09	165.76	0.550	89.80	0.0	1.3	11.691	B
C-A	10.04	10.04			10.04				
A-B	8.43	8.43			8.43				
A-C	32.21	32.21			32.21				

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68.39	68.39	167.70	0.408	68.14	0.4	0.7	9.149	A
B-A	7.38	7.38	71.15	0.104	7.32	0.1	0.1	14.089	B
C-AB	85.95	85.95	162.29	0.530	85.99	1.3	1.2	11.837	B
C-A	8.85	8.85			8.85				
A-B	6.32	6.32			6.32				
A-C	38.54	38.54			38.54				

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	57.85	57.85	175.14	0.330	58.04	0.7	0.5	7.698	A
B-A	2.11	2.11	77.28	0.027	2.19	0.1	0.0	11.999	B
C-AB	72.50	72.50	161.74	0.448	72.86	1.2	0.9	10.176	B
C-A	7.54	7.54			7.54				
A-B	6.32	6.32			6.32				
A-C	28.00	28.00			28.00				

17:00 - 17:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	73.66	73.66	156.93	0.469	73.31	0.5	0.9	10.596	B
B-A	11.59	11.59	65.16	0.178	11.41	0.0	0.2	16.437	C
C-AB	74.41	74.41	161.31	0.461	74.37	0.9	0.9	10.235	B
C-A	13.01	13.01			13.01				
A-B	8.43	8.43			8.43				
A-C	48.02	48.02			48.02				

SDP

Buncton Barn
Buncton Lane
Bolney
West Sussex
RH17 5RE