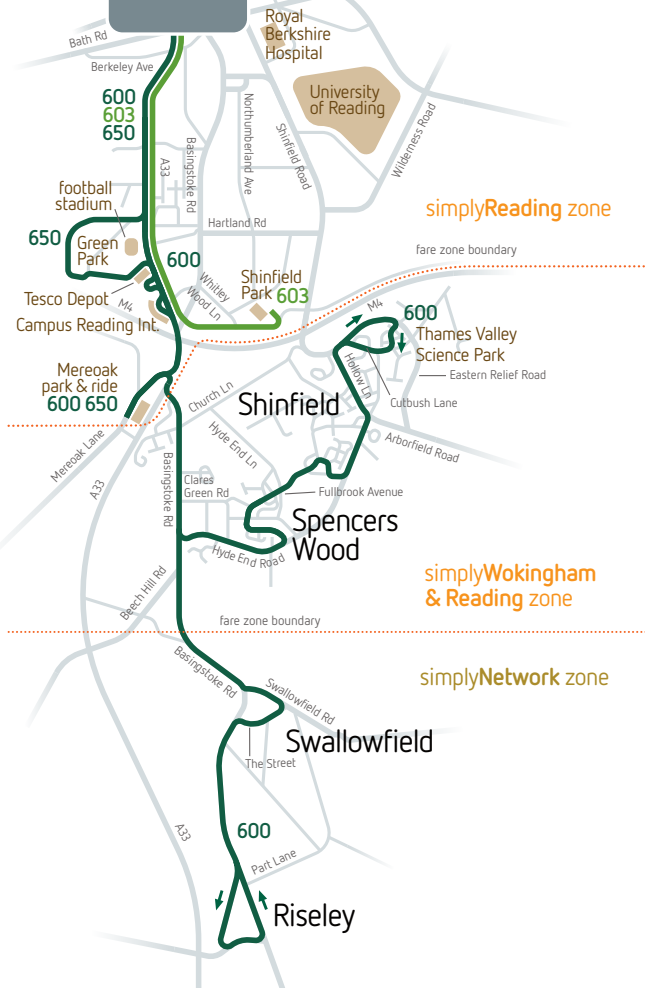




Appendix D - Bus Service Information

Central Reading



buses between

Campus Reading International & Central Reading St Mary's Butts stop CS

600

travel time to
Campus Reading Int. 12-15 mins

Mon-Fri

5.35 am	1.15 pm
6.00 am	1.30 pm
6.30 am	1.45 pm
6.45 am	2.00 pm
7.00 am	2.20 pm
7.15 am	2.40 pm
7.30 am	2.55 pm
7.45 am	3.10 pm
8.00 am	3.30 pm
8.15 am	3.50 pm
8.30 am	

then
every
15
mins
until

these buses run as 603

1.00 pm

travel time to
central Reading 13-16 mins

Mon-Fri

9.43 am	2.49 pm	6.42 pm
9.58 am	3.11 pm	6.49 pm
10.13 am	3.27 pm	7.04 pm
	3.53 pm	7.39 pm
then every 15 mins until	4.11 pm	7.59 pm
	4.28 pm	8.29 pm
	4.52 pm	8.59 pm
	5.11 pm	9.29 pm
1.28 pm	5.31 pm	10.44 pm
1.43 pm	5.51 pm	11.24 pm
1.58 pm	6.11 pm	11.54 pm
2.32 pm	6.15 pm	

these buses run as 603

all journeys continue to Station Road
stop SD for Reading Station 

buses between

Tesco depot & Central Reading St Mary's Butts stop CS

600

travel time to
Tesco 20 mins

Mon-Sat

5.18 am
1.15 pm
9.30 pm

travel time to
central Reading 15 mins

Mon-Sat

6.07 am all journeys continue to
Station Road stop SD
2.15 pm for Reading Station 
10.14 pm

○ this bus leaves at 2.13pm on Saturdays

MereOak park & ride towards Central Reading Station Road stop SD



travel time to
Central Reading 16-20 mins

Mon-Fri

5.55 am	3.47 pm
6.40 am	3.50 pm
7.12 am	4.22 pm
7.25 am	4.46 pm
7.40 am	4.50 pm
7.55 am	5.25 pm
8.10 am	5.45 pm
8.25 am	5.50 pm
8.40 am	6.10 pm
8.55 am	6.38 pm
9.10 am	6.45 pm
9.24 am	7.00 pm
9.39 am	7.35 pm
9.54 am	7.55 pm
10.09 am	8.25 pm
then every 15 mins until	8.55 pm
	9.25 pm
	10.00 pm
	10.40 pm
	11.20 pm
	11.50 pm
1.09 pm	
1.24 pm	
1.39 pm	
1.54 pm	
2.08 pm	
2.28 pm	
2.45 pm	
2.50 pm	
3.23 pm	

these buses run as
603 via Shinfield Park

Sat

5.55 am	5.23 pm
6.42 am	5.38 pm
7.42 am	5.53 pm
8.12 am	6.08 pm
8.42 am	6.28 pm
9.09 am	6.43 pm
9.24 am	6.56 pm
9.39 am	7.25 pm
9.54 am	7.55 pm
10.09 am	8.25 pm
then every 15 mins until	8.55 pm
	9.25 pm
	10.00 pm
	10.40 pm
	11.20 pm
	11.40 pm
1.54 pm	
2.06 pm	
2.23 pm	
2.38 pm	
2.53 pm	
3.08 pm	
3.23 pm	
3.38 pm	
3.53 pm	
4.08 pm	
4.23 pm	
4.38 pm	
4.53 pm	
5.08 pm	

returning from Central Reading St Mary's Butts stop CS



travel time to
MereOak park&ride 22-25 mins

buses also leave from Station Road stop SD a few minutes later

Mon-Fri

5.18 am	4.35 pm
5.35 am	4.55 pm
6.00 am	5.15 pm
6.30 am	5.35 pm
6.45 am	5.55 pm
7.00 am	6.15 pm
7.15 am	6.35 pm
7.30 am	7.00 pm
7.45 am	7.30 pm
8.00 am	8.00 pm
8.15 am	8.30 pm
8.30 am	9.00 pm
then every 15 mins until	9.30 pm
	10.00 pm
	10.30 pm
	11.10 pm
1.00 pm	
1.15 pm	
1.30 pm	
1.45 pm	
2.00 pm	
2.20 pm	
2.40 pm	
2.55 pm	
3.10 pm	
3.30 pm	
3.50 pm	
4.15 pm	

these buses run as
603 via Shinfield Park

Sat

5.18 am	10.30 pm
6.05 am	11.00 pm
6.35 am	
7.05 am	
7.35 am	
8.05 am	
8.30 am	
8.45 am	
9.00 am	
then every 15 mins until	
4.30 pm	
4.45 pm	
5.00 pm	
5.15 pm	
5.30 pm	
5.50 pm	
6.10 pm	
6.30 pm	
7.00 pm	
7.30 pm	
8.00 pm	
8.30 pm	
9.00 pm	
9.30 pm	
10.00 pm	

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am			pm	pm	pm
Thames Valley Science Park		6.50		7.48		8.48		9.49		49		12.49	1.49
Spencers Wood Fullbrook Avenue		6.58		7.56		8.56		9.57		57		12.57	1.57
Riseley The Bull	6.19		7.17		8.16		9.17		then at these mins past each hour	18		1.18	
Swallowfield The Crown	6.25		7.23		8.23		9.24		24		1.24		
Spencers Wood Post Office	6.28		7.26		8.26		9.27		27		1.27		
Three Mile Cross Post Office	6.32	7.04	7.30	8.00	8.30	9.00	9.30	10.00	30	00	1.00	1.30	2.00
Central Reading St Mary's Butts stop CS	6.55	7.27	7.57	8.27	8.57	9.27	9.56	10.26	56	26	1.26	1.56	2.30

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Thames Valley Science Park		3.01		4.01		5.06		5.51		6.41		7.41		8.41
Spencers Wood Fullbrook Avenue		3.10		4.10		5.14		5.59		6.48		7.47		8.47
Riseley The Bull	2.25		3.25		4.25		5.25		6.20		7.18		8.08	
Swallowfield The Crown	2.31		3.31		4.31		5.31		6.26		7.24		8.14	
Spencers Wood Post Office	2.34		3.34		4.34		5.34		6.29		7.27		8.17	
Three Mile Cross Post Office	2.37	3.13	3.37	4.13	4.37	5.17	5.37	6.02	6.32	6.51	7.30	7.50	8.20	8.50
Central Reading St Mary's Butts stop CS	3.04	3.42	4.12	4.47	5.11	5.50	6.10	6.33	6.58	7.19	7.54	8.14	8.44	9.10

	pm	pm	pm	pm
Spencers Wood Fullbrook Avenue		10.32		11.42
Riseley The Bull	9.08		11.03	
Swallowfield The Crown	9.14		11.09	
Spencers Wood Post Office	9.17		11.12	
Three Mile Cross Post Office	9.20	10.35	11.15	11.45
Central Reading St Mary's Butts stop CS	9.40	10.54	11.34	12.04

all buses run via Mereok park&ride

see pages 6-7 for departure times

Saturdays

	am	am	am	am	am	am			pm	pm	pm	pm	pm		
Thames Valley Science Park		7.49		8.49		9.49	then at these mins past each hour	49	until		5.49		6.41		
Spencers Wood Fullbrook Avenue		7.57		8.57		9.57		57			5.56		6.48		
Riseley The Bull	7.21		8.20		9.20			20			5.20		6.10	7.10	
Swallowfield The Crown	7.25	↓	8.24	↓	9.24			24		↓	5.24	↓	6.14	7.14	
Spencers Wood Post Office	7.28	↓	8.27	↓	9.27			27		↓	5.27	↓	6.17	7.17	
Three Mile Cross Post Office	7.32	8.00	8.31	9.00	9.30	10.00		30		00	5.30	5.59	6.20	6.51	7.20
Central Reading St Mary's Butts stop CS	7.53	8.23	8.53	9.23	9.53	10.23		53		23	5.51	6.21	6.41	7.09	7.38

	pm	pm	pm	pm	pm	pm	pm
Thames Valley Science Park	7.41		8.41				
Spencers Wood Fullbrook Avenue	7.47		8.47		10.32		11.32
Riseley The Bull	↓	8.10	↓	9.10	↓	11.05	↓
Swallowfield The Crown	↓	8.14	↓	9.14	↓	11.09	↓
Spencers Wood Post Office	↓	8.17	↓	9.17	↓	11.12	↓
Three Mile Cross Post Office	7.50	8.20	8.50	9.20	10.35	11.15	11.35
Central Reading St Mary's Butts stop CS	8.08	8.38	9.08	9.41	10.52	11.32	11.52

all buses run via MereOak park&ride
see pages 6-7 for departure times

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am					pm	pm	pm	pm		
 Central Reading St Mary's Butts stop CS	5.35	6.00	6.30	7.00	7.30		8.00	8.30	then at these mins past each hour	00	30	until	1.00	1.30	2.00	2.40	
 Central Reading Station Road stop SD	5.40	6.05	6.35	7.05	7.35		8.05	8.35		05	35		1.05	1.35	2.05	2.45	
Three Mile Cross Post Office	6.04	6.31	7.01	7.32	8.02		8.32	9.02		32	02		1.32	2.02	2.33	3.13	
Spencers Wood Post Office	6.07		7.04		8.05			9.05			05				2.05		3.16
Swallowfield The Crown	6.10		7.08		8.09			9.09			09				2.09		3.20
Riseley The Bull	6.13	↓	7.12	↓	8.12		↓	9.12			12			↓	2.12	↓	3.23
Spencers Wood Fullbrook Avenue		6.36		7.37			8.37			37				1.37		2.39	
Thames Valley Science Park		6.43		7.44			8.44		44			1.44		2.47			
	pm	pm	pm	pm	pm		pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
 Central Reading St Mary's Butts stop CS	2.55	3.30	3.50	4.35	4.55		5.35	5.55	6.35	7.00	7.30	8.00	8.30	10.00	10.30	11.10	
 Central Reading Station Road stop SD	3.00	3.35	3.55	4.41	5.01		5.41	6.01	6.41	7.05	7.35	8.05	8.35	10.05	10.35	11.15	
Three Mile Cross Post Office	3.28	4.04	4.24	5.09	5.29		6.08	6.28	7.03	7.25	7.55	8.25	8.55	10.24	10.54	11.34	
Spencers Wood Post Office		4.07		5.12			6.11		7.06		7.58		8.58		10.57		
Swallowfield The Crown		4.12		5.17			6.14		7.09		8.01		9.01		11.00		
Riseley The Bull		4.15	↓	5.20	↓		6.17	↓	7.12	↓	8.04	↓	9.04	↓	11.02	↓	
Spencers Wood Fullbrook Avenue	3.34		4.30		5.34			6.32		7.29		8.29		10.28		11.38	
Thames Valley Science Park	3.42		4.38		5.41			6.38		7.35		8.35					

all buses run via Mereok park&ride

see pages 6-7 for departure times

Saturdays

		am	am	am	am	am	am			pm	pm	pm		
 Central Reading St Mary's Butts stop CS		6.35	7.05	7.35	8.05	8.30	9.00	9.30	then at these mins past each hour	00 30	until	1.00	1.30	2.00
Central Reading Station Road stop SD		6.40	7.10	7.40	8.10	8.35	9.05	9.35		05 35		1.05	1.35	2.05
Three Mile Cross Post Office		6.58	7.28	7.58	8.28	8.53	9.26	9.56		26 56		1.26	1.56	2.26
Spencers Wood Post Office		7.01		8.01		8.56		9.59		59			1.59	
Swallowfield The Crown		7.04		8.04		8.59		10.03		03			2.03	
Riseley The Bull		7.07		8.07		9.02		10.07		07		2.07		
Spencers Wood Fullbrook Avenue			7.32		8.32		9.31			31		1.31		2.31
Thames Valley Science Park			7.38		8.38		9.38			38		1.38		2.38

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading St Mary's Butts stop CS	2.30	3.00	3.30	4.00	4.30	5.00	5.30	5.50	6.30	7.00	7.30	8.00
Central Reading Station Road stop SD	2.35	3.05	3.35	4.05	4.35	5.05	5.35	5.55	6.35	7.05	7.35	8.05
Three Mile Cross Post Office	2.56	3.26	3.56	4.26	4.56	5.26	5.56	6.16	6.55	7.25	7.55	8.24
Spencers Wood Post Office	2.59		3.59		4.59		5.59		6.58		7.58	
Swallowfield The Crown	3.03		4.03		5.03		6.03		7.01		8.01	
Riseley The Bull	3.07	↓	4.07	↓	5.07		6.07	↓	7.04	↓	8.03	↓
Spencers Wood Fullbrook Avenue		3.31		4.31		5.31		6.21		7.29		8.28
Thames Valley Science Park		3.38		4.38		5.38		6.28		7.35		8.34

	pm	pm	pm	pm
 Central Reading St Mary's Butts stop CS	8.30	10.00	10.30	11.00
Central Reading Station Road stop SD	8.35	10.05	10.35	11.05
Three Mile Cross Post Office	8.54	10.24	10.54	11.24
Spencers Wood Post Office	8.57		10.57	
Swallowfield The Crown	9.00		11.00	
Riseley The Bull	9.02	↓	11.02	↓
Spencers Wood Fullbrook Avenue		10.28		11.28

all buses run via Mereok park&ride

see pages 6-7 for departure times

Central Reading | Shinfield Park

via Campus Reading International

MereOak park&ride

603

603

Central Reading to Shinfield Park
via A33 & Campus Reading International

zoom into Wood Plc

Mondays to Fridays except public holidays

	am	am	am	am
Central Reading St Mary's Butts stop CS	6.45	7.15	7.45	8.15
Central Reading Station Road stop SD	6.50	7.20	7.50	8.20
Campus Reading International	7.05	7.35	8.05	8.35
Shinfield Park Wood Plc	7.10	7.40	8.10	8.40

603

Shinfield Park to Central Reading
via Campus Reading International & A33

zoom back to Central Reading

Mondays to Fridays except public holidays

	pm	pm	pm	pm
Shinfield Park Wood Plc	3.05	4.05	5.05	6.05
Campus Reading International	3.11	4.11	5.11	6.11
Central Reading St Mary's Butts stop CS	3.26	4.30	5.30	6.29
 Central Reading Station Road stop SD	3.33	4.38	5.38	6.38

MereOak park&ride | Green Park | Central Reading

via Lime Square & Longwater Avenue

MereOak park&ride

650

Sundays only

	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
MereOak park&ride	8.00	9.00	10.00	11.00	12.00	1.02	2.02	3.02	4.02	5.02	6.02	7.02	8.00
Green Park Lime Square	8.07	9.07	10.07	11.08	12.08	1.10	2.10	3.10	4.10	5.10	6.10	7.10	8.07
Green Park 300 Longwater Avenue	8.10	9.10	10.10	11.11	12.11	1.13	2.13	3.13	4.13	5.13	6.13	7.13	8.10
Central Reading St Mary's Butts stop CS	8.22	9.22	10.22	11.23	12.25	1.27	2.27	3.27	4.26	5.26	6.26	7.25	8.21

Central Reading | Green Park | MereOak park&ride

via Longwater Avenue & Lime Square

MereOak park&ride

650

Sundays only

	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm
Central Reading St Mary's Butts stop CS	7.26	8.25	9.25	10.25	11.26	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30
Central Reading Station Road stop SD	7.30	8.30	9.30	10.30	11.30	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35
Green Park 300 Longwater Avenue	7.39	8.39	9.39	10.40	11.40	12.45	1.45	2.45	3.45	4.45	5.45	6.44	7.44
Green Park Lime Square	7.43	8.43	9.43	10.44	11.44	12.49	1.49	2.49	3.49	4.49	5.49	6.48	7.48
MereOak park&ride	7.53	8.53	9.53	10.54	11.54	12.59	1.59	2.59	3.59	4.59	5.59	6.58	7.58



Central Reading bus stops

- getting on & off
- getting off

handy connections

Reading College change to purple 17, lion 4/ X4 at Friar Street **FN**

University campus change to claret 21/21a at Blagrove Street **EK**

Central
Reading

3

Royal
Berkshire
Hospital

University
of Reading

simplyReading
ticket zone

X3

Shinfield
Park

3

Ducketts Farm

fare zone boundary

Brookers Hill

Thames Valley
Science Park

certain journeys only

Shinfield

X3

Spencers
Wood

Garden
Centre

Fullbrook
Ave

Hyde Eastroad

Arborfield

The Swan
Arborfield
Cross

Arborfield
Green

3

Bohunt
School

Siren
Craft Brew

simplyWokingham
& Reading
ticket zone

Wokingham

Wokingham

3

Barkham

simplyWokingham
& Bracknell
ticket zone

Wick Hill

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Wokingham Broad Street		6.04				6.53			7.38			8.37		9.17
Wokingham Hospital		6.05				6.54			7.40			8.38		9.18
Barkham St James's Road		6.15				7.07			7.58			8.55		9.30
California Crossroads Ratepayers Hall		6.18				7.11			8.02			8.58		9.33
Arborfield Green Harvest Path	5.43	6.23	6.33	6.53	7.11	7.20	7.30	7.50	8.10	8.30	8.58	9.07	9.24	9.40
Arborfield Green Sheerlands Road	5.45	6.27	6.36	6.56	7.14	7.23	7.33	7.53	8.13	8.33	9.01	9.10	9.26	9.42
Arborfield Cross The Swan	5.49	6.31	6.40	7.00	7.18	7.27	7.37	7.57	8.17	8.37	9.05	9.14	9.30	9.46
Shinfield School Green	5.55	6.37	6.46	7.06	7.26	7.36	7.45	8.05	8.25	8.45	9.11	9.20	9.36	9.52
Thames Valley Science Park	▼	▼	▼	▼	▼	▼	▼	▼	▼	▼	9.15	▼	▼	▼
RBH main entrance	6.09	6.49	7.06	7.26	7.46	7.58	8.08	8.28	8.48	9.05	9.33	9.38	9.52	10.08
Central Reading Station Road stop SA	6.20	7.00	7.20	7.40	8.00	8.12	8.23	8.43	9.02	9.19	9.47	9.52	10.05	10.21

				pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street			17			2.17			3.17			4.17			5.21		
Wokingham Hospital			18			2.18			3.18			4.18			5.22		
Barkham St James's Road			30			2.30			3.30			4.33			5.37		
California Crossroads Ratepayers Hall			33			2.33			3.33			4.38			5.40		
Arborfield Green Harvest Path		then at these mins past each hour	00 16 40		until	2.40 3.00	3.16 3.41	3.56 4.16	4.31 4.46	5.05 5.25	5.48 6.03	6.18 6.33					
Arborfield Green Sheerlands Road			02 18 42			2.42 3.02	3.18 3.43	3.58 4.18	4.33 4.48	5.07 5.27	5.50 6.05	6.20 6.35					
Arborfield Cross The Swan			06 22 46			2.46 3.06	3.22 3.47	4.02 4.22	4.37 4.52	5.11 5.31	5.54 6.09	6.24 6.39					
Shinfield School Green			12 28 52			2.52 3.12	3.28 3.54	4.09 4.29	4.44 4.59	5.17 5.37	6.00 6.15	6.30 6.45					
Thames Valley Science Park			▼ 32 ▼			▼ ▼ ▼	3.32 ▼	4.13 ▼	▼ ▼ ▼	5.21 ▼	▼ ▼ ▼	6.19 ▼	▼ ▼ ▼				
RBH main entrance			28 48 08			3.10 3.32	3.51 4.14	4.33 4.49	5.04 5.19	5.43 5.59	6.20 6.39	6.48 7.03					
Central Reading Station Road stop SA			41 01 21			3.26 3.48	4.07 4.30	4.49 5.05	5.20 5.35	5.59 6.15	6.34 6.53	7.02 7.17					

continues on next page

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
Wokingham Broad Street	6.21				7.22			8.09							
Wokingham Hospital	6.22				7.23			8.10							
Barkham St James's Road	6.37				7.37			8.21							
California Crossroads Ratepayers Hall	6.40				7.40			8.23							
Arborfield Green Harvest Path	6.48		7.16	7.31	7.48		8.16	8.28	8.44		9.44		10.44		11.44
Arborfield Green Sheerlands Road	6.50		7.18	7.33	7.50		8.18	8.30	8.45		9.45		10.45		11.45
Arborfield Cross The Swan	6.54		7.21	7.36	7.54		8.22	8.34	8.48		9.48		10.48		11.48
Shinfield School Green	7.00		7.28	7.43	8.00		8.28	8.40	8.54		9.54		10.54		11.54
Thames Valley Science Park	▼		7.32	▼	▼		▼	▼	▼		▼		▼		▼
RBH main entrance	7.18	7.35	7.48	7.59	8.15	8.30	8.42	8.51	9.05	9.35	10.05	10.35	11.05	11.35	12.05
Central Reading Station Road stop SA	7.31	7.45	8.01	8.12	8.27	8.41	8.53	9.01	9.15	9.45	10.15	10.45	11.14	11.44	12.14

Saturdays

	am	am	am	am	am	am					pm	pm	pm	pm	
 Wokingham Broad Street	6.15		7.15		8.12		then at these mins past each hour	17	until				7.17		
Wokingham Hospital	6.16		7.16		8.13			18				7.18			
Barkham St James's Road	6.26		7.28		8.25			30				7.30			
California Crossroads Ratepayers Hall	6.29		7.31		8.28			33				7.33			
Arborfield Green Harvest Path	6.34	7.08	7.38	8.05	8.35	9.00		20 40 00				7.00	7.20	7.40	8.00
Arborfield Green Sheerlands Road	6.38	7.10	7.40	8.07	8.37	9.02		22 42 02				7.02	7.22	7.42	8.02
Arborfield Cross The Swan	6.42	7.14	7.44	8.11	8.41	9.06	26 46 06			7.06	7.26	7.46	8.06		
Shinfield School Green	6.48	7.20	7.50	8.17	8.47	9.12	32 52 12			7.12	7.32	7.52	8.12		
RBH main entrance	7.00	7.36	8.06	8.33	9.03	9.28	48 08 28			7.28	7.48	8.08	8.26		
 Central Reading Station Road stop SA	7.13	7.49	8.19	8.46	9.16	9.41	01 21 41			7.41	8.01	8.21	8.37		
	pm	pm	pm	pm	pm	pm	pm	pm	pm						
Wokingham Broad Street		8.09													
 Wokingham Hospital		8.10													
Barkham St James's Road		8.21													
California Crossroads Ratepayers Hall		8.23													
Arborfield Green Harvest Path		8.28	8.44		9.44		10.44		11.44						
Arborfield Green Sheerlands Road		8.30	8.45		9.45		10.45		11.45						
Arborfield Cross The Swan		8.34	8.48		9.48		10.48		11.48						
Shinfield School Green		8.39	8.54		9.54		10.54		11.54						
RBH main entrance	8.35	8.50	9.05	9.35	10.05	10.35	11.05	11.35	12.05						
 Central Reading Station Road stop SA	8.45	9.00	9.16	9.45	10.16	10.45	11.15	11.44	12.14						

Sundays & public holidays

	am	am	am		pm	pm	pm	pm	pm	pm	pm	pm	pm
Arborfield Green Harvest Path	8.50	9.20	9.50	then every 30 mins until	5.20	5.50	6.15	6.45					
Arborfield Green Sheerlands Road	8.52	9.22	9.52		5.22	5.52	6.17	6.47					
Arborfield Cross The Swan	8.56	9.26	9.56		5.26	5.55	6.20	6.50					
Shinfield School Green	9.02	9.32	10.02		5.32	6.01	6.26	6.56	7.33	8.33	9.33	10.33	11.33
RBH main entrance	9.18	9.48	10.18		5.48	6.15	6.39	7.09	7.44	8.44	9.44	10.44	11.44
Central Reading Station Road stop SA	9.31	10.01	10.31		6.00	6.26	6.50	7.20	7.54	8.54	9.53	10.53	11.53

Mondays to Fridays except public holidays

	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
 Central Reading Station Road stop SA	5.45	6.05	6.25	6.45	7.10	7.30	7.50	8.10	8.30	8.50	9.10	9.30	9.50	10.10	10.30	10.50
RBH Main Entrance	5.51	6.11	6.31	6.52	7.18	7.40	8.00	8.20	8.40	8.59	9.19	9.39	9.59	10.19	10.39	10.59
Thames Valley Science Park	▼	▼	▼	7.04	▼	▼	▼	8.27	▼	▼	▼	▼	▼	10.33	▼	▼
Shinfield School Green	6.04	6.26	6.46	7.09	7.40	8.03	8.24	8.42	9.00	9.16	9.38	9.56	10.16	10.38	10.56	11.16
Arborfield Cross The Swan	6.08	6.30	6.50	7.13	7.44	8.07	8.28	8.46	9.04	9.21	9.43	10.01	10.21	10.43	11.01	11.21
Arborfield Green Sheerlands Road	6.14	6.36	6.56	7.19	7.50	8.15	8.35	8.52	9.10	9.26	9.48	10.06	10.26	10.48	11.06	11.26
Arborfield Green Harvest Path	6.17	6.39	6.59	7.22	7.53	8.18	8.38	8.55	9.13	9.29	9.51	10.09	10.29	10.51	11.09	11.29
California Crossroads Ratepayers Hall	6.23		7.07		8.02		8.48			9.34			10.34			11.34
Barkham St James's Road	6.26		7.10		8.05		8.51			9.37			10.37			11.37
 Wokingham Station Interchange	6.39		7.23		8.25		9.11			9.51			10.51			11.51
Wokingham Broad Street	6.41		7.25		8.28		9.14			9.53			10.53			11.53

						pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	
 Central Reading Station Road stop SA	then at these mins past each hour	10	30	50	until	1.50	2.10	2.30	2.50	3.05	3.25	3.40	3.55	4.15	4.35	4.55	5.15	5.30
RBH Main Entrance		19	39	59		1.59	2.19	2.40	3.00	3.15	3.35	3.50	4.05	4.25	4.45	5.05	5.25	5.40
Thames Valley Science Park		33	▼	▼		▼	▼	3.34	▼	▼	▼	4.42	▼	▼	▼	▼	▼	▼
Shinfield School Green		38	56	16		2.16	2.38	3.00	3.18	3.39	3.57	4.12	4.27	4.47	5.05	5.25	5.44	5.59
Arborfield Cross The Swan		43	01	21		2.21	2.43	3.04	3.22	3.43	4.01	4.16	4.31	4.51	5.09	5.29	5.48	6.03
Arborfield Green Sheerlands Road		48	06	26		2.26	2.48	3.11	3.28	3.49	4.07	4.22	4.37	4.58	5.16	5.36	5.53	6.08
Arborfield Green Harvest Path		51	09	29		2.29	2.51	3.14	3.31	3.52	4.10	4.25	4.43	5.01	5.19	5.39	5.56	6.11
California Crossroads Ratepayers Hall				34		2.34		3.38					4.52			5.46		
Barkham St James's Road				37		2.37		3.41					4.55			5.49		
 Wokingham Station Interchange				51		2.51		3.55					5.08			6.04		
Wokingham Broad Street			53	2.53		3.57					5.10			6.06				

continues on next page

Mondays to Fridays except public holidays

	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	5.50	6.10	6.25	6.45	7.05	7.19	7.30	8.10	8.20	9.10	9.25	10.10	10.25	11.10	11.25
RBH Main Entrance	6.00	6.20	6.35	6.55	7.13	7.35	7.38	8.17	8.30	9.17	9.35	10.17	10.35	11.17	11.35
Shinfield School Green	6.19	6.38	6.53	7.13	7.30		7.55	8.31		9.31		10.31		11.31	
Arborfield Cross The Swan	6.23	6.42	6.57	7.17	7.34		7.59	8.34		9.34		10.34		11.34	
Arborfield Green Sheerlands Road	6.28	6.48	7.03	7.23	7.40		8.05	8.39		9.39		10.39		11.39	
Arborfield Green Harvest Path	6.31	6.51	7.06	7.26	7.43		8.08	8.42		9.42		10.42		11.42	
California Crossroads Ratepayers Hall		6.57			7.49										
Barkham St James's Road		7.00			7.52										
 Wokingham Station Interchange		7.13			8.04										
Wokingham Broad Street		7.15			8.06										

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	pm
 Central Reading Station Road stop SA	6.10	6.30	6.55	7.25	7.55	8.10	8.30	8.50	9.10	9.30	9.50	10.10	5.10
RBH Main Entrance	6.16	6.36	7.01	7.31	8.04	8.19	8.39	8.59	9.19	9.39	9.59	10.19	5.19
Shinfield School Green	6.29	6.53	7.18	7.48	8.21	8.36	8.56	9.16	9.36	9.56	10.16	10.36	5.36
Arborfield Cross The Swan	6.33	6.58	7.23	7.53	8.26	8.41	9.01	9.21	9.41	10.01	10.21	10.41	5.41
Arborfield Green Sheerlands Road	6.39	7.03	7.28	7.58	8.31	8.46	9.06	9.26	9.46	10.06	10.26	10.46	5.46
Arborfield Green Harvest Path	6.40	7.05	7.30	8.00	8.33	8.48	9.08	9.28	9.48	10.08	10.29	10.49	5.49
California Crossroads Ratepayers Hall	6.48		7.37		8.40			9.35			10.34		
Barkham St James's Road	6.51		7.40		8.43			9.38			10.37		
Wokingham Station Interchange	7.04		7.54		8.57			9.52			10.51		
 Wokingham Broad Street	7.06		7.56		8.59			9.54			10.53		

then at
these
mins
past
each
hour

until

continues on next page

Saturdays

	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm
 Central Reading Station Road stop SA	5.30	5.50	6.10	6.30	6.45	7.15	8.10	8.25	9.10	9.25	10.10	10.25	11.10	11.25
RBH Main Entrance	5.39	5.59	6.19	6.39	6.53	7.23	8.17	8.35	9.17	9.35	10.17	10.35	11.17	11.35
Shinfield School Green	5.56	6.16	6.36	6.56	7.10	7.40	8.31		9.31		10.31		11.31	
Arborfield Cross The Swan	6.01	6.21	6.41	7.01	7.14	7.44	8.34		9.34		10.34		11.34	
Arborfield Green Sheerlands Road	6.06	6.26	6.46	7.06	7.20	7.49	8.39		9.39		10.39		11.39	
Arborfield Green Harvest Path	6.09	6.29	6.49	7.09	7.21	7.51	8.42		9.42		10.42		11.42	
California Crossroads Ratepayers Hall		6.34				7.29								
Barkham St James's Road		6.37				7.32								
Wokingham Station Interchange		6.51				7.44								
 Wokingham Broad Street		6.53				7.46								

Sundays & public holidays

	am	am	am	am	am	am		pm	pm	pm	pm	pm	pm	pm	pm
 Central Reading Station Road stop SA	8.15	8.45	9.15	9.40	10.10	10.40	then every 30 mins until	5.10	5.40	6.10	7.10	8.10	9.10	10.10	11.10
RBH Main Entrance	8.22	8.52	9.22	9.49	10.19	10.49		5.19	5.48	6.18	7.17	8.17	9.17	10.17	11.17
Shinfield School Green	8.36	9.09	9.39	10.06	10.36	11.06		5.36	6.03	6.33	7.31	8.31	9.31	10.31	11.31
Arborfield Cross The Swan	8.41	9.11	9.41	10.11	10.41	11.11		5.41	6.08	6.38					
Arborfield Green Sheerlands Road	8.46	9.16	9.46	10.16	10.46	11.16		5.46	6.12	6.42					
Arborfield Green Harvest Path	8.48	9.18	9.48	10.18	10.48	11.18		5.48	6.14	6.44					



Appendix E - Accident Information

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

180391643 Monday B3270 APPX 380M E J/W WHITLEY Veh 1 Car Going ahead RH bend NE to W Dri M 24 Slight
24/12/2018 WOOD LANE READING
R1: B 3270 1156hrs
Daylight:street lights present
E 472,688 Wet/Damp
N 168,729 Fine without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Loss of control	Vehicle 1	Possible
2nd: Careless/Reckless/In a hurry	Vehicle 1	Possible
C1 TRAV NE TO W ON R/H BEND LST CONT & LFT C/WAY O/S COLL/W LAMP PST.		

190039496 Thursday B3270 LOWER EARLEY WAY (WEST) Veh 1 Car Going ahead SW to NE RSP M 20 Slight
07/02/2019 J/W BEESTON WAY LOWER EARLEY
R1: B 3270 0200hrs
R2: U 7504 Darkness: street lights present a
E 474,286 Wet/Damp
N 169,618 Fine without high winds
60 mph

Causation Factor:	Participant:	Confidence:
1st: Travelling too fast for conditions	Vehicle 1	Very Likely
C1 ENT RBT SW TO NE & LST CONT. & COLL/W CENT ISLND. DRIVER C1 DECAMPED.		

190142414 Wednesday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Going ahead S to N
08/05/2019 LOWER EARLEY WAY WEST Veh 2 Pedal cycle Going ahead W to E Dri M 12 Slight
R1: A 327 1510hrs
R2: B 3270 Daylight:street lights present
E 473,159 Dry
N 169,021 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Aggressive driving	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Junction overshoot	Vehicle 1	Very Likely
4th: Junction restart	Vehicle 1	Very Likely
C1 TRAV S TO N COLL/W PC2 XING C/WAY W TO E USING PED XING.		

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190162968 Tuesday A327 SHINFIELD EASTERN RELIEF Road 21/05/2019 ROAD EX LOC N/K
R1: A(327 2145hrs
E 473,908 Darkness: no street lighting
N 168,614 Dry
Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Slippery road (due to weather) Vehicle 1 Very Likely
2nd: Poor turn or manoeuvre Vehicle 1 Very Likely
3rd: Loss of control Vehicle 1
C1 TRAV N TO SW ON R/H BEND OVERTK MC2 TRAV N TO SW ON R/H BEND. C1 MOVED BACK INTO LN & LST CONT CAUSNG COLL/W MC2.

190234074 Monday B3270 LOWER EARLEY WAY APPX Road 29/07/2019 60M SW J/W SHINFIELD PARK
R1: B 3270 1408hrs SHINFIELD
Daylight:street lights present
E 472,892 Dry
N 168,960 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Illness or disability, mental or physical Vehicle 1 Very Likely
DRIVER C1 TRAV SW TO NE SUFFERED MED EP CAUSNG C1 TO X INTO OPP C/WAY & COLL/W C2 TRAV NE TO SW.

190344683 Saturday B3270 J/W WHITLEY WOOD ROAD Road 02/11/2019 READING
R1: B 3270 1345hrs
R2: U 7508 Daylight:street lights present
E 472,302 Dry
N 168,635 Fine without high winds
40 mph

LGV2 TRN RT N TO W COLL/W TX1 TRAV E TO W.

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

190356814 Monday B3349 SCHOOL GREEN APPX 26M SW Veh 1 Car Turning right SW to SE Dri F 35 Slight
11/11/2019 J/W HOLLOW LANE SHINFIELD Veh 2 Car Reversing SE to NW
R1: B 3349 1230hrs
Daylight:street lights present
E 473,421 Dry
N 167,885 Fine without high winds
30 mph

C2 REVRNSG SW TO NE FROM PRKNG SPACE COLL/W O/S C1 STAT WAITNG TO TRN RT SW TO SE.

190389480 Wednesday A327 SHINFIELD EASTERN RELIEF Veh 1 Car Wait go ahead held E to W Dri F 32 Slight
11/12/2019 ROAD J/W A327 SHINFIELD ROAD Veh 1 Car Wait go ahead held E to W RSP F 10 Slight
R1: A 327 1625hrs SHINFIELD Veh 1 Car Wait go ahead held E to W RSP M 12 Slight
R2: A 327 Darkness: street lights present a Veh 2 Goods < 3.5t Going ahead E to W
E 473,310 Wet/Damp
N 168,881 Fine without high winds
40 mph

C1 TRAV E TO W ON APP TO ATS & BRKD SUDD DUE TO MALFUNCTION IN VEH. C1 WAS HIT IN RR BY LGV2 TRAV E TO W.

190394183 Monday A329 HOLLOW LANE J/W B3349 Veh 1 Car Wait go ahead held NWto SE Dri F 33 Slight
16/12/2019 SCHOOL GREEN SHINFIELD Veh 1 Car Wait go ahead held NWto SE FSP F 27 Slight
R1: A 327 2018hrs Veh 2 Car Going ahead NWto SE
R2: B 3349 Darkness: street lights present a
E 473,418 Dry
N 167,948 Fine without high winds
40 mph

C2 TRAV NW TO SE COLL/W RR C1 STAT AT TEMP ATS WAITNG TO TRAV NW TO SE. C2 FTS.

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No	Type	Manv	Dir	Class		Sex	Age	Sev
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

190401187 Tuesday A327 SHINFIELD EASTERN RELIEF ROAD J/W A327 SHINFIELD ROAD SHINFIELD
24/12/2019 1120hrs
R1: A 327 Daylight:street lights present
R2: A 327 Wet/Damp
E 473,656 Fine without high winds
N 168,912 30 mph

Causation Factor:	Participant:	Confidence:
1st: Aggressive driving	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Swerved	Vehicle 1	
C1 TRAV NW TO SE ON L/H BEND LST CONT ON WET C/WAY & LFT C/WAY N/S.		

200010061 Friday A327 SHINFIELD ROAD J/W B3470 LOWER EARLEY WAY WEST SHINFIELD
10/01/2020 0650hrs
R1: A 327 Daylight:street lights present
R2: B 3470 Wet/Damp
E 473,154 Fine without high winds
N 169,028 30 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to judge other persons path or speed	Vehicle 1	Very Likely
MC1 TRN LFT S TO W MISJUDGED PATH OF VEH ON ITS N/S & COLL/W KERB.		

200149283 Wednesday A327 SHINFIELD ROAD J/W B3270 LOWER EARLEY WAY SHINFIELD
20/05/2020 1817hrs
R1: A 327 Daylight:street lights present
R2: B 3270 Dry
E 473,202 Fine without high winds
N 169,036 30 mph

Causation Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Vehicle 1	Very Likely
C1 ENT RBT SE TO NW & COLL/W PC2 TRAV E TO W. C1 FTS. DRIVER C1 INTOX.		

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

200227076 Thursday CHURCH LANE J/W SKYLARK CLOSE Veh 1 Car Going ahead NE to SW Dri M 58 Slight
09/07/2020 SHINFIELD Veh 2 Taxi Turning right SE to NE
R1: U 7508 1948hrs
R2: U 7508 Daylight:street lights present
E 473,160 Wet/Damp
N 168,122 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Slippery road (due to weather)	Vehicle 2	Very Likely
2nd: Failed to look properly	Vehicle 2	Very Likely
C2 TRN RT SE TO NE COLL/W C1 TRAV NE TO SW.		

200248968 Friday A327 ARBORFIELD ROAD J/W B3349 Veh 1 M/C < 125 cc Going ahead SE to NW Dri M 65 Serious
07/08/2020 SCHOOL GREEN SHINFIELD
R1: A 327 1427hrs
R2: B 3349 Daylight:street lights present
E 473,440 Dry
N 167,912 Fine without high winds
30 mph

Causation Factor:	Participant:	Confidence:
1st: Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd: Failed to look properly	Vehicle 1	Possible
C2 ENT RBT IN N/K DIR CAUSNG MC1 TRAV IN N/K DIR TO LSE CONT.		

200269267 Tuesday B3270 LOWER EARLEY WAY J/W Veh 1 Car Going ahead SE to NW Ped M 16 Slight
25/08/2020 CUTBUSH LANE LOWER EARLEY
R1: B 3270 1200hrs
R2: U 7504 Daylight:street lights present
E 474,407 Dry
N 169,635 Fine without high winds
50 mph

C1 APPRCHNG RBT SE TO NW COLL/W PED XING C/WAY SW TO NE.

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

200280475 Monday A327 HOLLOW LANE J/W BROOKERS Hill SHINFIELD Veh 1 Car Turning right 0 to 0 FSP F 89 Slight
07/09/2020 1500hrs Veh 2 Car Going ahead 0 to 0
R1: A 327
R2: U 7508 Daylight:street lights present
E 473,100 Dry
N 168,598 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Disobeyed automatic traffic signal Vehicle 1 Very Likely
C1 TRN RT N TO W COLL/W C2 TRAV S TO N.

200316280 Tuesday A327 SHINFIELD ROAD J/W B3270 Lower Earley Way West SHINFIELD Veh 1 Car Turning right SE to NE Dri F 34 Slight
06/10/2020 1329hrs Veh 2 Goods < 3.5t Going ahead SW to NE
R1: A 327
R2: B 3270 Daylight:street lights present
E 473,203 Dry
N 169,097 Fine without high winds
40 mph

LGV2 TRAV IN N/K DIR ON RBT COLL/W RR C1 TRN RT SE TO NE STAT AT RED ATS. LGV2 FTS.

210463313 Thursday A327 SHINFIELD EASTERN RELIEF ROAD APPX 115M NE J/W A327 SHINFIELD ROAD SHINFIELD Veh 1 Car Change lane to left SW to NE Dri M 53 Slight
14/10/2021 1042hrs Veh 2 Taxi Going ahead SW to NE
R1: A 327
Daylight:street lights present
E 473,520 Dry
N 168,948 Fine without high winds
40 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 1 Very Likely
3rd: Poor turn or manoeuvre Vehicle 1 Very Likely
4th: Inexperienced or learner driver/rider Vehicle 1 Very Likely
5th: Inexperience with type of vehicle Vehicle 1 Very Likely
6th: Dazzling sun Vehicle 1 Possible
C1 TRAV SW TO NE IN LN2 CHNGD LN TO LFT & COLL/W TX2 TRAV SW TO NE

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

210543254	Wednesday	B3270 J/W SHINFIELD PARK	Veh 1	Car	Stopping	NE to SW	Dri	F	34	Slight
	01/12/2021	SHINFIELD	Veh 2	Car	Going ahead	NE to SW	Dri	F		Slight
R1: B 3270	0900hrs		Veh 3	Car	Stopping	NE to SW				
R2: U 7508	Daylight:street lights present									
E 472,943	Wet/Damp									
N 169,021	Fine without high winds									
	40 mph									

C3 TRAV NE TO SW OVERTK C1 TRAV NE TO SW & BRKD SUDD CAUSNG C1 TO BRK. C2 TRAV NE TO SW COLL/W RR C1. C3 FTS.

220019270	Friday	A327 SHINFIELD ROAD J/W B3270	Veh 1	M/C > 500 cc	Going ahead	S to N	Dri	M	54	Slight
	14/01/2022	LOWER EARLEY WAY READING	Veh 2	Car	Turning left	S to W				
R1: A 327	1317hrs									
R2: B 3270	Daylight:street lights present									
E 473,150	Dry									
N 169,034	Fine without high winds									
	30 mph									

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 2	Very Likely
2nd: Poor turn or manoeuvre	Vehicle 2	Possible
C2 TRN LFT S TO W COLL/W MC1 TRAV S TO N.		

220219420	Friday	B3270 J/W WHITLEY WOOD LANE	Veh 1	Car	Turning right	N to W	Dri	M	87	Slight
	20/05/2022	EARLEY	Veh 2	Car	Going ahead	W to E	Dri	M	48	Slight
R1: B 3270	1433hrs		Veh 2	Car	Going ahead	W to E	FSP	F	46	Slight
R2: U 7508	Daylight:street lights present									
E 472,301	Dry									
N 168,639	Fine without high winds									
	40 mph									

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Possible
3rd: Careless/Reckless/In a hurry	Vehicle 1	
C1 TRN RT N TO W COLL/W C2 TRAV W TO E.		

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

220435186 Wednesday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Going ahead W to E
28/09/2022 LOWER EARLEY WAY WEST Veh 2 Car Turning left N to E Dri M 47 Slight
0855hrs SHINFIELD
R1: A 327
R2: U 3270 Daylight:street lights present
E 473,213 Wet/Damp
N 169,103 Fine without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd: Failed to look properly	Vehicle 1	Very Likely
3rd: Inexperienced or learner driver/rider	Vehicle 1	Possible
4th: Vehicle blind spot	Vehicle 2	Possible

C1 TRAV W TO E ON RBT DISOBEYED RED ATS & COLL/W C2 TRN LFT N TO E.

220565594 Saturday B3270 J/W WHITLEY WOOD LANE Veh 1 Car Turning right N to W Dri M 34 Serious
17/12/2022 EARLEY Veh 2 Goods Unknown Going ahead W to E Dri M 43 Slight
1133hrs Veh 3 Car Going ahead E to W Dri F 25 Slight
R1: B 3270 Daylight:street lights present Veh 3 Car Going ahead E to W FSP M 33 Slight
R2: U 7508
E 472,303 Dry
N 168,637 Fine without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Very Likely
2nd: Defective brakes	Vehicle 2	Possible

C1 TRN RT N TO W COLL/W GV2 TRAV W TO E. C3 TRAV E TO W THEN INVOLVED IN COLL. NO FURTHER DETAILS.

220581822 Friday B3270 APPX 100M NE J/W WHITLEY Veh 1 Car Going ahead SW to NE Dri M 42 Slight
30/12/2022 WOOD LANE EARLEY Veh 2 Car Going ahead NE to SW Dri F 23 Slight
0007hrs
R1: B 3270 Darkness: street lights present a
E 472,414 Wet/Damp
N 168,650 Fine without high winds
40 mph

Causation Factor:	Participant:	Confidence:
1st: Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
2nd: Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd: Illegal turn or direction of travel	Vehicle 1	

C1 TRAV SW TO NE XED INTO OPP C/WAY CAUSNG C2 TRAV NW TO SE TO SWRV. C1 COLL/W O/S C2. C1 LFT C/WAY O/S & COLL/W FENCE & OVERTRND.

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties			
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

230118785 Tuesday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Going ahead W to E Dri F 57 Slight
14/03/2023 LOWER EARLEY WAY WEST Veh 2 Car Going ahead S to N
R1: A 327 0810hrs READING
R2: B 3270 Daylight:street lights present
E 473,143 Dry
N 169,085 Fine without high winds
30 mph

C2 TRAV IN N/K DIR COLL/W C1 TRAV W TO E. C2 FTS.

230154757 Saturday A327 SHINFIELD ROAD J/W B3270 Veh 1 Car Wait go ahead held N to S Dri F 26 Slight
08/04/2023 LOWER EARLEY WAY WEST Veh 2 Car Going ahead N to S
R1: A 327 1741hrs SHINFIELD
R2: B 3270 Daylight:street lights present
E 473,210 Dry
N 169,112 Fine without high winds
30 mph

C2 TRAV N TO S COLL/W RR C1 STAT WAITNG TO ENT RBT N TO S. C2 FTS.

230172203 Thursday A327 SHINFIELD ROAD J/W Veh 1 Pedal cycle Going ahead SW to NE Dri M 15 Slight
20/04/2023 DUCKETTS MEAD READING Veh 2 Car Turning left SE to SW
R1: A 327 0805hrs
R2: U 7508 Daylight:street lights present
E 473,233 Dry
N 169,316 Fine without high winds
30 mph

C2 TRN LFT SE TO SW COLL/W PC1 TRAV SW TO NE.

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

230447233	Thursday	A327 SHINFIELD ROAD APPX WILSFORD CLOSE SHINFIELD	Veh 1	Pedal cycle	Going ahead	NE to SW	Dri	M	59	Slight
R1: A 327	05/10/2023		Veh 1	Pedal cycle	Going ahead	NE to SW	Ped	M		Slight
E 473,258	0825hrs	Daylight:street lights present								
N 169,470	Dry									
	Fine without high winds									
	30 mph									

PED (CHILD) XING C/WAY IN N/K DIR SE TO NW FROM BEHIND STAT VEH COLL/W PC1 TRAV NE TO SW.

230461938	Friday	A327 SHINFIELD ROAD APPX 114M NE J/W CUTBUSH LANE SHINFIELD	Veh 1	Car	Turning left	SW to NW				
R1: A 327	13/10/2023		Veh 2	Pedal cycle	Going ahead	NE to SW	Dri	M	21	Slight
R2: U	1930hrs	Darkness: street lights present a								
E 473,138		Wet/Damp								
N 168,829		Raining without high winds								
	30 mph									

Causation Factor:	Participant:	Confidence:
1st: Defective brakes	Vehicle 2	Very Likely
C2 TRAV NE TO SW USING CYCLE LN COLL/W C1 TRN LFT SW TO NW		

230470652	Thursday	A327 HOLLOW LANE J/W BROOKERS HILL SHINFIELD	Veh 1	Car	Going ahead	N to S	Dri	F	43	Serious
R1: A 327	19/10/2023		Veh 2	Car	Going ahead	S to N	FSP	F	76	Serious
R2: U 7508	1436hrs		Veh 2	Car	Going ahead	S to N	Dri	M	76	Slight
E 473,103		Daylight:street lights present								
N 168,571		Dry								
		Fine without high winds								
		30 mph								

Causation Factor:	Participant:	Confidence:
1st: Fatigue	Vehicle 1	Very Likely
C1 TRAV N TO S XED INTO OPP C/WAY & COLL/W C2 TRAV S TO N.		

Details of Personal Injury Accidents for Period - 01/12/2018 to 30/11/2023 (60) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date								
2nd Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
Causation Factor:									

230496525	Saturday	A327 EASTERN RELIEF ROAD J/W	Veh 1	Car	Turning right	NE to NW			
	04/11/2023	A327 SHINFIELD ROAD SHINFIELD	Veh 2	M/C < 125 cc	Turning right	NE to NW Dri	M	69	Slight
R1: A 327	1511hrs								
R2: A 327	Daylight:street lights present								
E 473,294	Wet/Damp								
N 168,875	Raining without high winds								
	30 mph								

Causation Factor:		Participant:	Confidence:
1st:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 2	Possible
3rd:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
4th:	Poor turn or manoeuvre	Vehicle 1	Very Likely
5th:	Failed to look properly	Vehicle 1	Very Likely
6th:	Dazzling sun	Vehicle 1	Very Likely
C1 TRN RT NE TO NW IN LN3 COLL/W MC2 TRN RT NE TO NW IN LN2			



Appendix F - ATC Survey Data : Arborfield Road

Arborfield - ATC 1 - Arborfield Road

Produced by Streetwise Services Ltd.



Channel - Eastbound

	11/06/2024 Tuesday	12/06/2024 Wednesday	13/06/2024 Thursday	14/06/2024 Friday	15/06/2024 Saturday	16/06/2024 Sunday	17/06/2024 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	3915	3949	3801	4020	3641	3186	3985	3934	3785
Mean Speed	33.7	34.2	33.5	33.4	34.1	34.8	34.0	33.8	34.0
85%ile Speed	38.5	39.0	38.4	38.2	38.8	39.5	38.7	38.6	38.7
No. Vehicles > 40 MPH Limit	394	449	350	373	388	422	408	395	398
% Vehicles > 40 MPH Limit	10.1	11.4	9.2	9.3	10.7	13.2	10.2	10.0	10.6
No. Vehicles > 55 MPH	10	9	4	10	7	4	7	8	7
% Vehicles > 55 MPH	0.3	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.2

Channel - Westbound

	11/06/2024 Tuesday	12/06/2024 Wednesday	13/06/2024 Thursday	14/06/2024 Friday	15/06/2024 Saturday	16/06/2024 Sunday	17/06/2024 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	4009	4028	3974	4098	3198	2682	3926	4007	3702
Mean Speed	32.9	33.5	33.2	32.7	33.2	34.0	33.7	33.2	33.3
85%ile Speed	38.0	38.5	38.2	38.1	38.1	39.1	38.7	38.3	38.4
No. Vehicles > 40 MPH Limit	325	380	338	333	274	310	401	355	337
% Vehicles > 40 MPH Limit	8.1	9.4	8.5	8.1	8.6	11.6	10.2	8.9	9.2
No. Vehicles > 55 MPH	3	5	2	6	10	6	7	5	6
% Vehicles > 55 MPH	0.1	0.1	0.1	0.1	0.3	0.2	0.2	0.1	0.2

Eastbound & Westbound

	11/06/2024 Tuesday	12/06/2024 Wednesday	13/06/2024 Thursday	14/06/2024 Friday	15/06/2024 Saturday	16/06/2024 Sunday	17/06/2024 Monday	5-DAY MEAN	7-DAY MEAN
0000-2400 Vehicle Flow	7924	7977	7775	8118	6839	5868	7911	7941	7487
Mean Speed	33.3	33.9	33.4	33.0	33.7	34.4	33.9	33.5	33.6
85%ile Speed	38.3	38.7	38.3	38.2	38.4	39.4	38.7	38.4	38.6
No. Vehicles > 40 MPH Limit	719	829	688	706	662	732	809	750	735
% Vehicles > 40 MPH Limit	9.1	10.4	8.8	8.7	9.7	12.5	10.2	9.4	9.9
No. Vehicles > 55 MPH	13	14	6	16	17	10	14	13	13
% Vehicles > 55 MPH	0.2	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi  	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer 
1	Light Goods Vehicle 	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer  	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer 
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer  	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer 
2	Rigid 2 Axle Heavy Goods Vehicle 	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer 
3	Rigid 3 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer 
4	Rigid 4 Axle Heavy Goods Vehicle 	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer 
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer  	12	Bus or Coach, 2 Axle 
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer  	12	Bus or Coach, 3 Axle 
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer  	13	Vehicle with 7 or more Axles 

Arborfield - ATC 1 - Arborfield Road

Produced by Streetwise Services Ltd.



Channel - Eastbound

Vehicle Flow

Hour	Min	11/06/2024 Tuesday	12/06/2024 Wednesday	13/06/2024 Thursday	14/06/2024 Friday	15/06/2024 Saturday	16/06/2024 Sunday	17/06/2024 Monday	5 Day Ave	7 Day Ave
0	0	5	6	9	9	25	23	12	8	13
1	0	5	2	1	2	11	7	5	3	5
2	0	1	2	2	1	2	5	2	2	2
3	0	1	0	1	4	2	3	5	3	3
4	0	7	3	5	6	6	3	4	5	5
5	0	25	31	35	28	15	7	21	28	23
6	0	117	123	110	111	30	22	116	115	90
7	0	376	361	377	324	119	51	378	363	284
8	0	480	463	453	458	174	111	438	458	368
9	0	212	244	237	238	250	192	272	241	235
10	0	217	200	194	236	259	240	255	220	229
11	0	232	202	193	201	311	277	185	203	229
12	0	206	219	213	245	345	332	212	219	253
13	0	234	225	221	250	351	333	243	235	265
14	0	251	225	251	277	331	278	230	247	263
15	0	327	331	310	354	293	242	348	334	315
16	0	252	287	285	312	274	222	310	289	277
17	0	339	333	314	318	262	241	320	325	304
18	0	245	259	215	234	187	215	223	235	225
19	0	143	174	138	150	144	148	162	153	151
20	0	128	120	113	92	114	79	111	113	108
21	0	56	68	60	71	49	64	53	62	60
22	0	46	51	50	53	45	77	45	49	52
23	0	10	20	14	46	42	14	35	25	26

Hour	7-19	3371	3349	3263	3447	3156	2734	3414	3369	3248
Ranges:	6-22	3815	3834	3684	3871	3493	3047	3856	3812	3657
	6-24	3871	3905	3748	3970	3580	3138	3936	3886	3735
	0-24	3915	3949	3801	4020	3641	3186	3985	3934	3785

Channel - Westbound

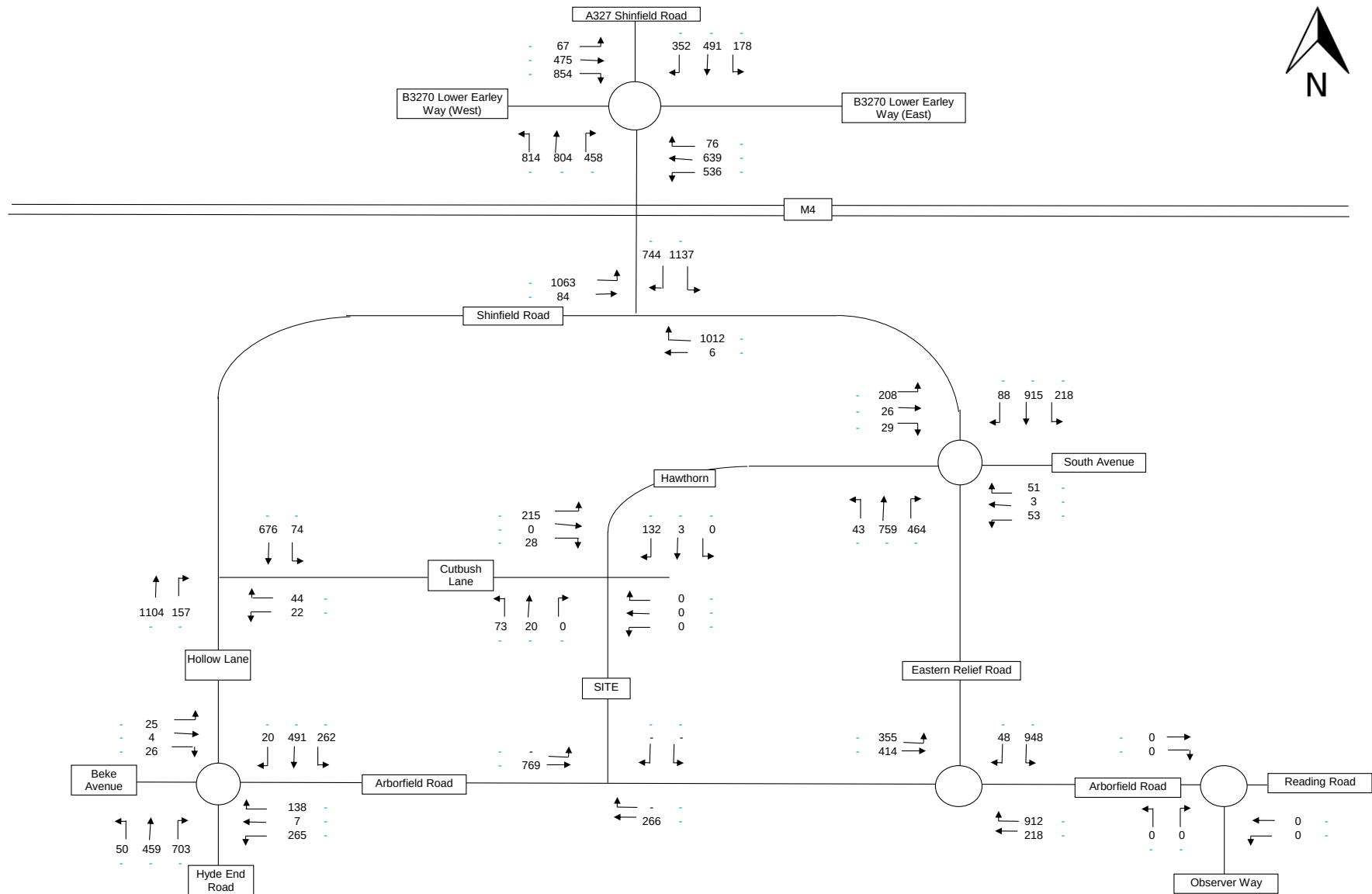
Vehicle Flow

Hour	Min	11/06/2024 Tuesday	12/06/2024 Wednesday	13/06/2024 Thursday	14/06/2024 Friday	15/06/2024 Saturday	16/06/2024 Sunday	17/06/2024 Monday	5 Day Ave	7 Day Ave
0	0	5	13	8	4	20	37	15	9	15
1	0	4	3	4	4	13	13	2	3	6
2	0	2	3	5	6	4	8	3	4	4
3	0	2	1	3	3	5	3	4	3	3
4	0	6	6	4	7	1	3	5	6	5
5	0	27	19	18	19	13	7	25	22	18
6	0	96	99	96	83	32	22	100	95	75
7	0	227	234	236	218	75	45	230	229	181
8	0	369	372	391	360	139	64	372	373	295
9	0	239	203	239	205	165	136	189	215	197
10	0	209	177	209	213	261	196	190	200	208
11	0	221	210	191	229	293	230	181	206	222
12	0	269	232	246	264	288	279	253	253	262
13	0	212	227	190	276	263	242	247	230	237
14	0	250	241	258	265	276	217	222	247	247
15	0	355	357	366	383	232	210	360	364	323
16	0	408	418	409	464	284	263	381	416	375
17	0	387	389	406	378	229	196	400	392	341
18	0	267	307	264	243	187	158	267	270	242
19	0	182	190	154	175	132	134	206	181	168
20	0	130	136	127	106	101	80	133	126	116
21	0	78	98	70	71	91	56	86	81	79
22	0	48	71	58	72	60	64	39	58	59
23	0	16	22	22	50	34	19	16	25	26

Hour	7-19	3595	3557	3559	3673	2824	2370	3498	3576	3297
Ranges:	6-22	3947	3961	3910	4005	3108	2592	3856	3936	3626
	6-24	3963	3983	3932	4055	3142	2611	3872	3961	3651
	0-24	4009	4028	3974	4098	3198	2682	3926	4007	3702

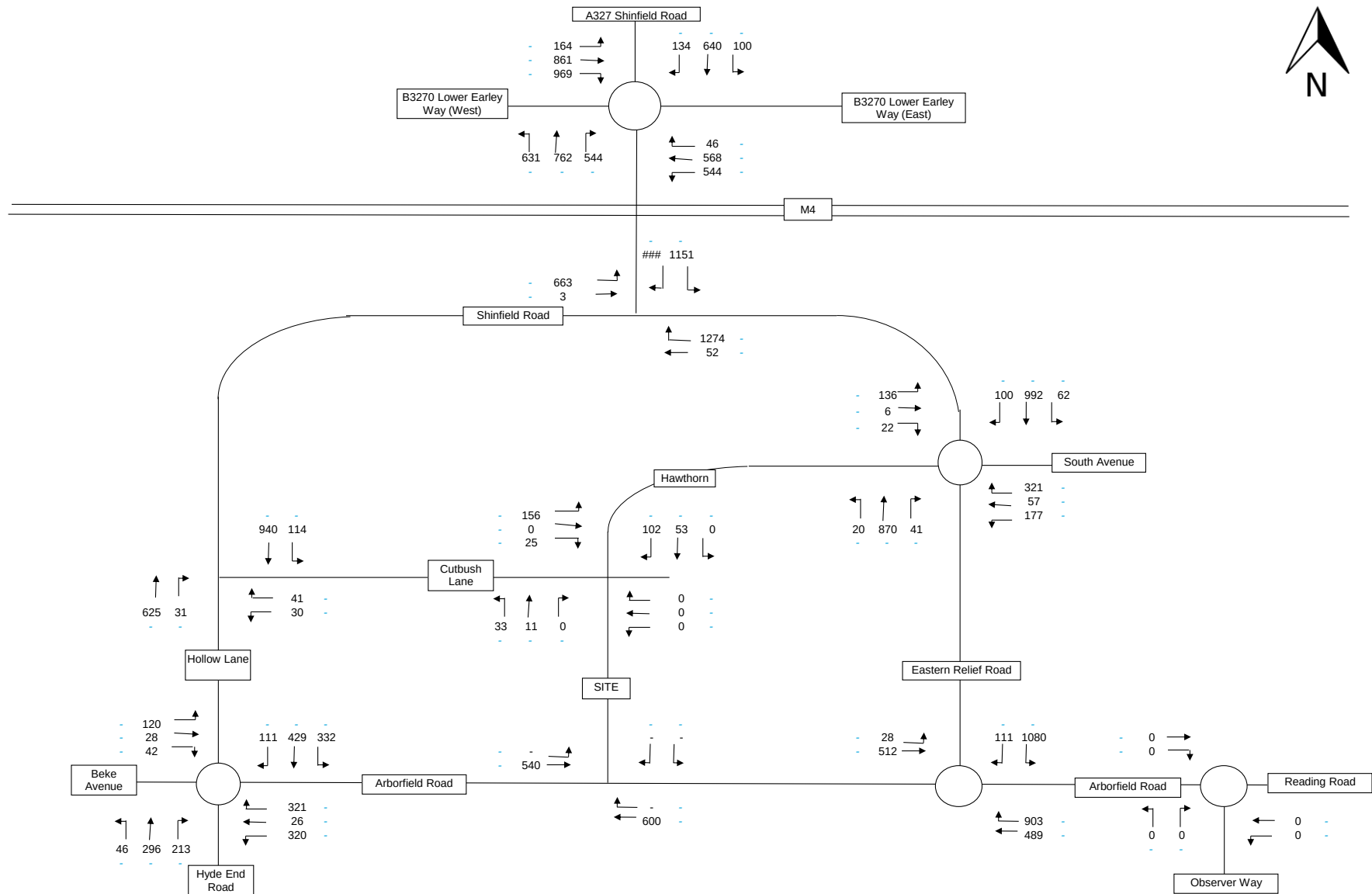


Appendix G - 2026 Baseline Flows



NOTE

0 - Total Vehicles
0 - HGVs



NOTE

0 - Total Vehicles
0 - HGVs



Appendix H - Swept Path Analysis : Internal Layout



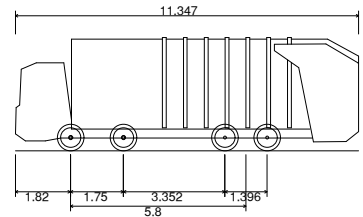
SHEET 1

SHEET 2

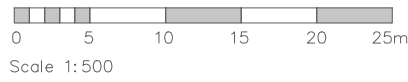


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- GENERAL NOTES:
1. Do not scale.
 2. Refer to all other Project Drawings and supporting notes.



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.590m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.350m



E	02.25	Amended to suit comments & latest site layout	LC	DS
D	08.24	Updated to suit latest site layout	LC	DS
C	08.24	Updated Layout	TC	EP
B	07.24	Amended in line with Bellway Comments	AS	DS
A	06.24	First Issue	LC	DS

Rev	Date	Description	Drawn	Checked
-----	------	-------------	-------	---------



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Hungerford, Berkshire RG17 0YT
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Client

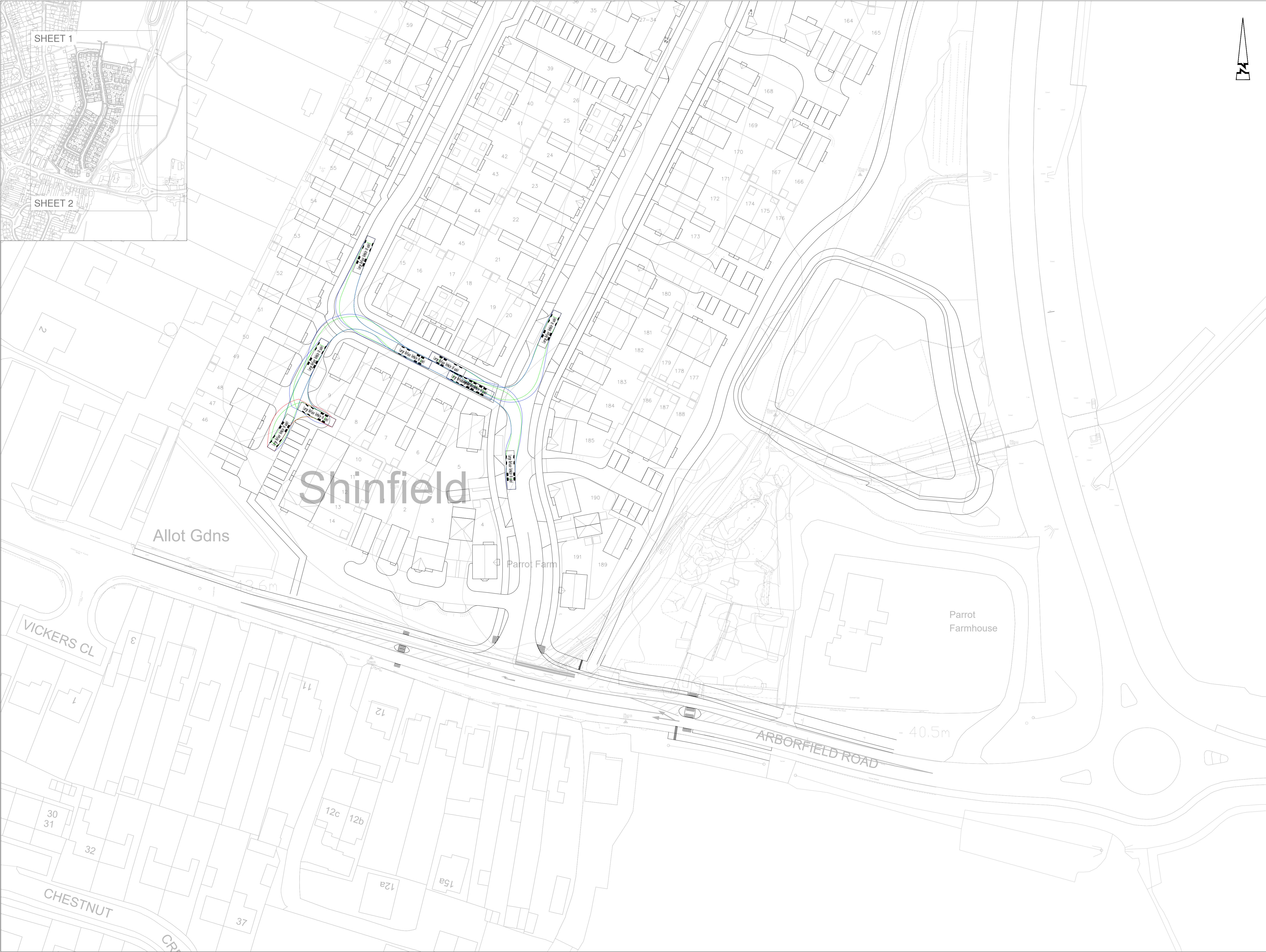
BELLWAY HOMES

Project
LAND NORTH OF
ARBORFIELD ROAD,
SHINFIELD

Title
FULL APPLICATION
LARGE REFUSE VEHICULAR
TRACKING SHEET 1

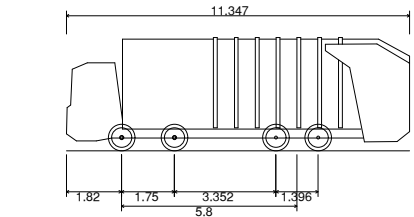
Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUNE 2024	LC	DS
Drawing No.	Revision		
HD008-FA-801	E		

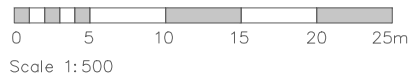


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- GENERAL NOTES:
1. Do not scale.
 2. Refer to all other Project Drawings and supporting notes.



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



E	02.25	Amended to suit comments & latest site layout	LC	DS
D	08.24	Updated to suit latest site layout	LC	DS
C	08.24	Updated Layout	TC	EP
B	07.24	Amended in line with Bellway Comments	AS	DS
A	06.24	First Issue	LC	DS



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Client
BELLWAY HOMES

Project
**LAND NORTH OF
ARBORFIELD ROAD,
SHINFIELD**

Title
**FULL APPLICATION
LARGE REFUSE VEHICULAR
TRACKING SHEET 2**

Status

Scale 1:500 @ A1	Date JUNE 2024	Drawn LC	Checked DS
Drawing No. HD008-FA-802	Revision E		



SHEET 1

SHEET 2

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GENERAL NOTES:
1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min. Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

Scale 1:500

E	02.25	Amended to suit comments & latest site layout	LC	DS
D	08.24	Updated to suit latest site layout	LC	DS
C	08.24	Updated Layout	TC	EP
B	07.24	Amended Site Layout	AS	DS
A	06.24	First Issue	LC	DS

Rev	Date	Description	Drawn	Checked
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Consulting Engineers

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Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client

BELLWAY HOMES

Project

LAND NORTH OF ARBORFIELD ROAD, SHINFIELD

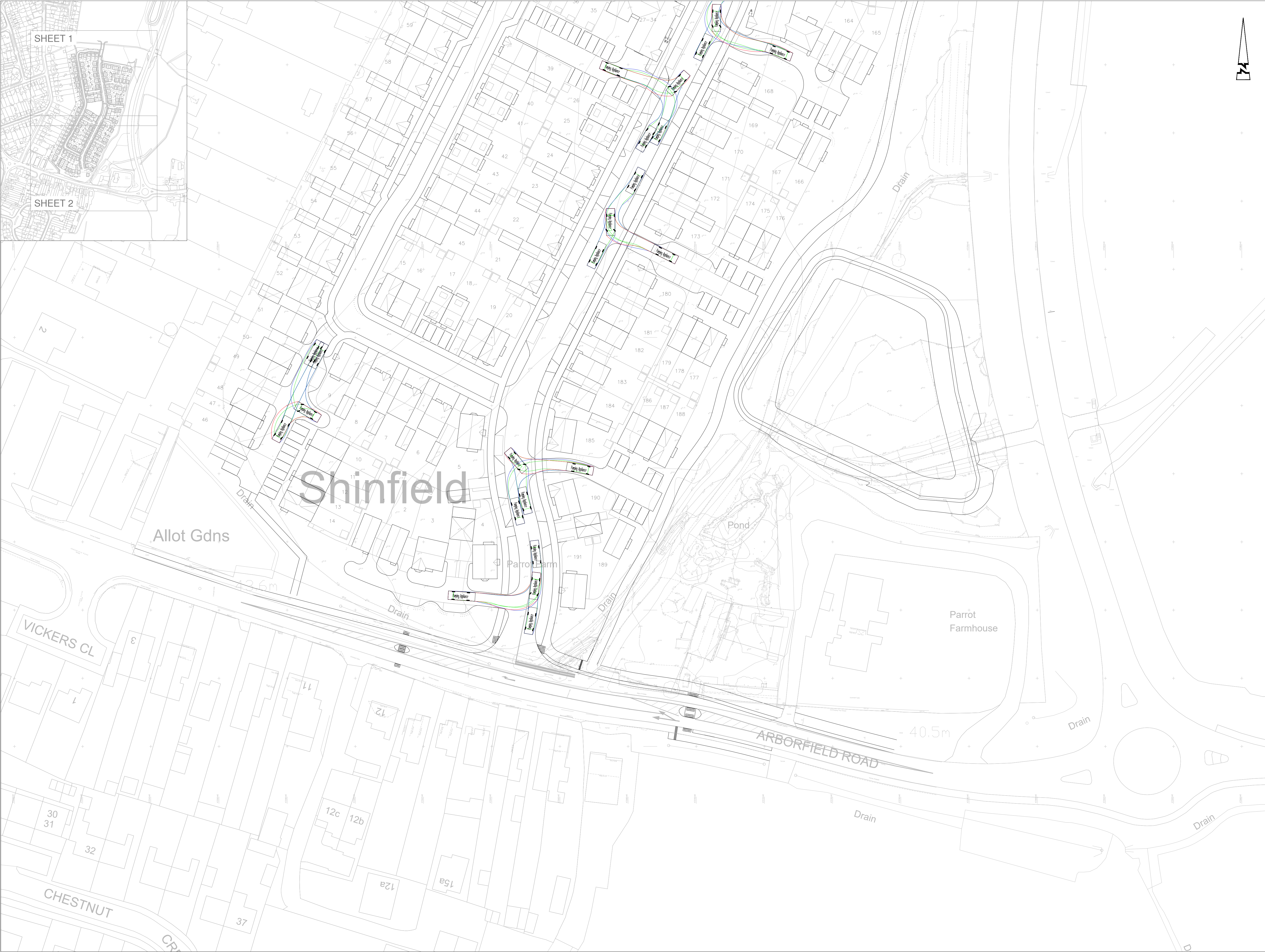
Title

**FULL APPLICATION
FIRE TENDER VEHICULAR
TRACKING SHEET 1**

Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUNE 2024	LC	DS

Drawing No.	Revision
HD008-FA-803	E



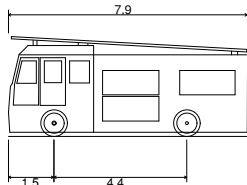
SHEET 1

SHEET 2

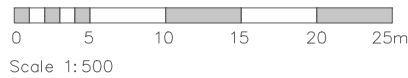


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- GENERAL NOTES:
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 2. Refer to all other Project Drawings and supporting notes.



Pumping Appliance
Overall Length 7.900m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.0s
Kerb to Kerb Turning Radius 7.750m



E	02.25	Amended to suit comments & latest site layout	LC	DS
D	08.24	Updated to suit latest site layout	LC	DS
C	08.24	Updated Layout	TC	EP
B	07.24	Amended Site Layout	AS	DS
A	06.24	First Issue	LC	DS

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Consulting Engineers

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www.alpce.co.uk Tel: 01488 684390

Client		BELLWAY HOMES	
Project		LAND NORTH OF ARBORFIELD ROAD, SHINFIELD	
Title		FULL APPLICATION FIRE TENDER VEHICULAR TRACKING SHEET 2	
Status			
Scale	Date	Drawn	Checked
1:500 @ A1	JUNE 2024	LC	DS
Drawing No.	Revision		
HD008-FA-804	E		



SHEET 1

SHEET 2

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GENERAL NOTES:
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2. Refer to all other Project Drawings and supporting notes.

Large Car (2006)
Overall Length 5.07m
Overall Width 1.97m
Overall Body Height 1.52m
Min Body Ground Clearance 0.31m
Max Track Width 1.85m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.90m

Scale 1:500

E	02.25	Amended to suit comments & latest site layout	LC	DS
D	08.24	Updated to suit latest site layout	LC	DS
C	08.24	Updated Layout	TC	EP
B	07.24	Amended Site Layout	AS	DS
A	06.24	First Issue	LC	DS
Rev	Date	Description	Drawn	Checked

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Consulting Engineers

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Hungerford, Berkshire RG17 0YT
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Client

BELLWAY HOMES

Project

LAND NORTH OF ARBORFIELD ROAD, SHINFIELD

Title

**FULL APPLICATION
STANDARD CAR VEHICULAR
TRACKING SHEET 1**

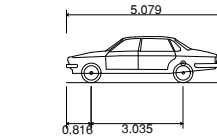
Status

Scale	Date	Drawn	Checked
1:500 @ A1	JUNE 2024	LC	DS
Drawing No.	Revision		
HD008-FA-805	E		

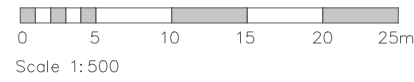


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- GENERAL NOTES:
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 2. Refer to all other Project Drawings and supporting notes.



Large Car (2006)
Overall Length 5.07m
Overall Width 1.81m
Overall Body Height 1.52m
Min Body Ground Clearance 0.31m
Max Track Width 1.85m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.90m



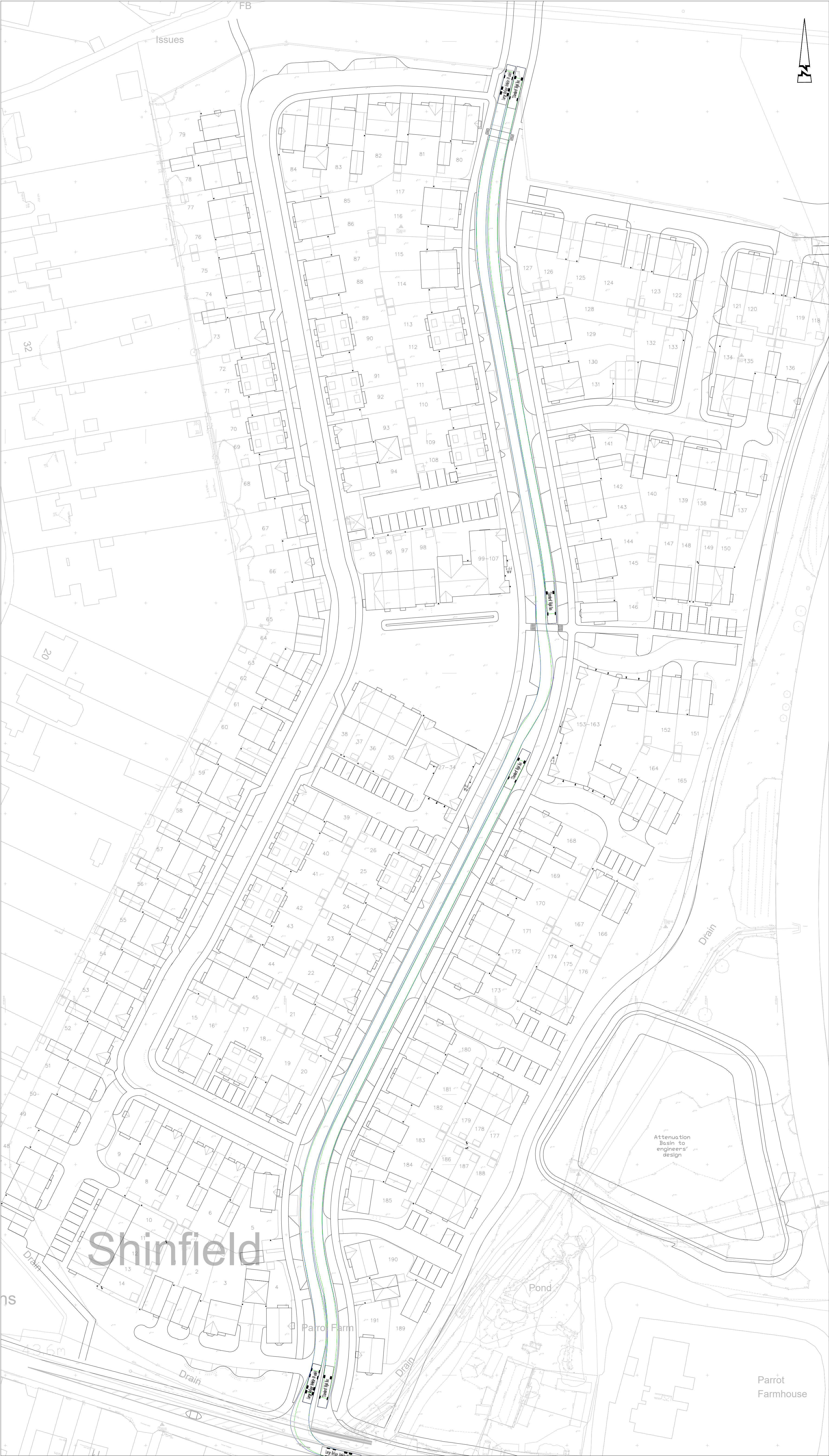
E	02.25	Amended to suit comments & latest site layout	LC	DS
D	08.24	Updated to suit latest site layout	LC	DS
C	08.24	Updated Layout	TC	EP
B	07.24	Amended Site Layout	AS	DS
A	06.24	First Issue	LC	DS



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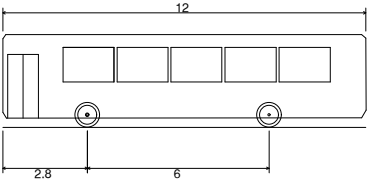
3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
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Client			
BELLWAY HOMES			
Project			
LAND NORTH OF ARBORFIELD ROAD, SHINFIELD			
Title			
FULL APPLICATION STANDARD CAR VEHICULAR TRACKING SHEET 2			
Status			
Scale	Date	Drawn	Checked
1:500 @ A1	JUNE 2024	LC	DS
Drawing No	Revision		
HD008-FA-806	E		

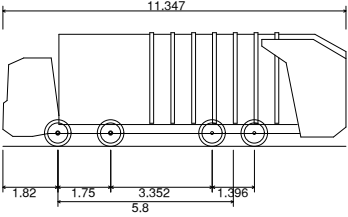


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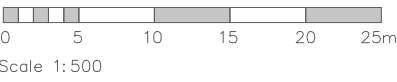
- GENERAL NOTES:
1. Do not scale.
 2. Refer to all other Project Drawings and supporting notes.



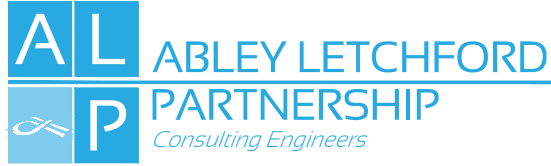
'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.300m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



E	02.25	Amended to suit comments & latest site layout	LC	DS
D	06.24	Updated to suit latest site layout	LC	DS
C	06.24	Updated Layout	TC	EP
B	07.24	Amended Site Layout	AS	DS
A	06.24	First Issue	LC	DS
Rev	Date	Description	Drawn	Checked



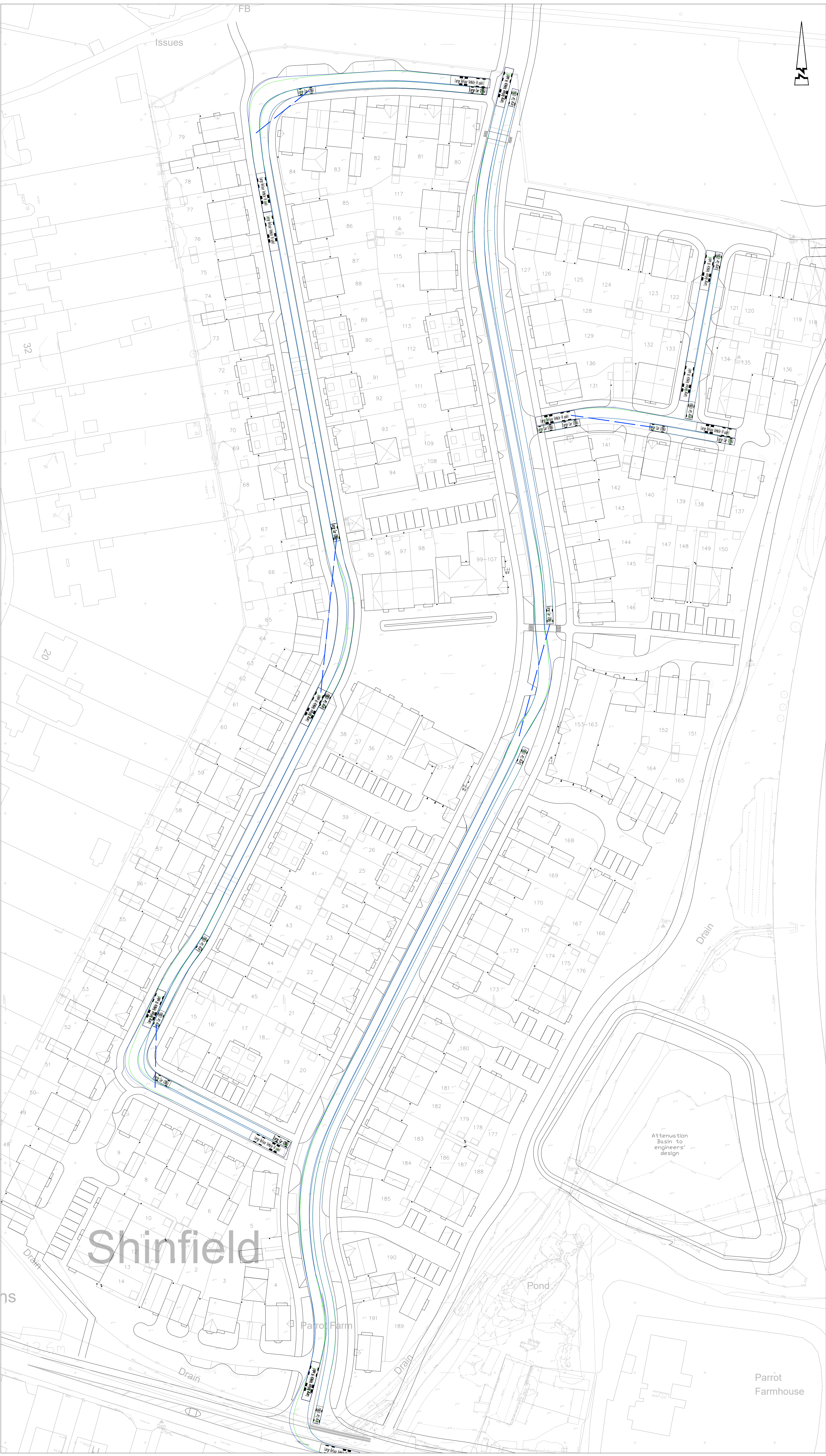
3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client
BELLWAY HOMES

Project
**LAND NORTH OF
ARBORFIELD ROAD,
SHINFIELD**

Title
**FULL APPLICATION
BUS VEHICULAR TRACKING**

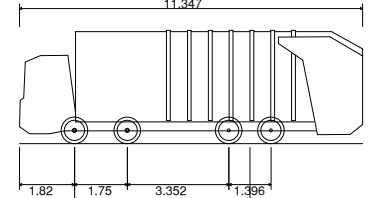
Status			
Scale	Date	Drawn	Checked
1:500 @ A1	JUNE 2024	LC	DS
Drawing No	Revision		
HD008-FA-807	E		



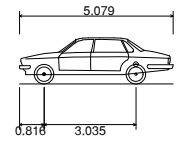
Shinfield

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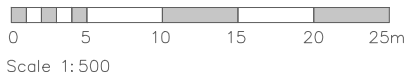


Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.600m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.50s
Kerb to Kerb Turning Radius 5.900m

KEY:
Intervisibility Sight Line



A	03.25	First Issue	LC	DS
Rev	Date	Description	Drawn	Checked



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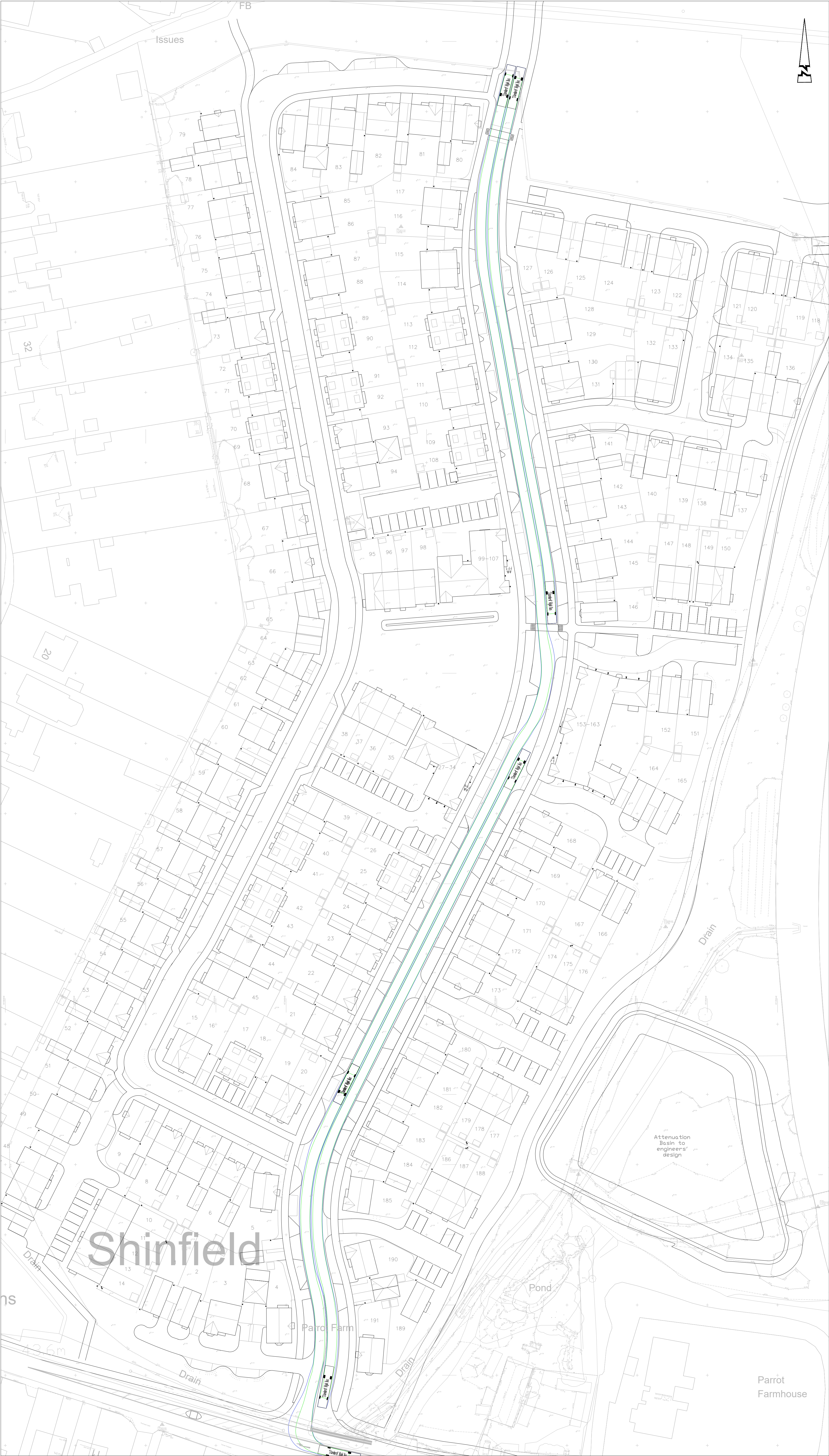
Client
BELLWAY HOMES

Project
**LAND NORTH OF
ARBORFIELD ROAD,
SHINFIELD**

Title
**FULL APPLICATION
LARGE REFUSE & CAR
VEHICULAR TRACKING**

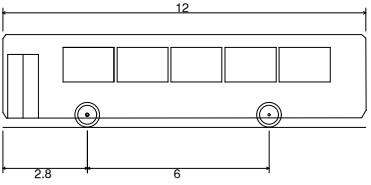
Scale	Date	Drawn	Checked
1:500 @ A1	MAR 2025	LC	DS

Drawing No	Revision
HD008-FA-808	A

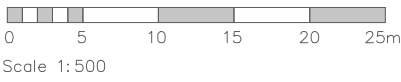


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 2. Refer to all other Project Drawings and supporting notes.



'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.060m
Min Body Ground Clearance 0.300m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m



A	03.25	First Issue		LC	DS
Rev	Date	Description		Drawn	Checked
A L P P ABLE LETCHFORD PARTNERSHIP Consulting Engineers					
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Client					
BELLWAY HOMES					
Project					
LAND NORTH OF ARBORFIELD ROAD, SHINFIELD					
Title					
FULL APPLICATION BUSES PASSING VEHICULAR TRACKING					
Status					
Scale	Date	Drawn	Checked		
1:500 @ A1	MAR 2025	LC	DS		
Drawing No				Revision	
HD008-FA-809				A	



Appendix I - Arborfield Road Site Access Drawing

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KEY

- HIGHWAY BOUNDARY
- VISIBILITY SPLAY
- TACTILE PAVING
- CORDUROY PAVING
- REBOUND BOLLARD
- PROPOSED 'MINI-ENSGN' BOLLARD BY GLADSON (OR SIMILAR APPROVED) IN BLACK WITH 'SHARED FOOTWAY/CYCLEWAY' SIGN TO DIAGRAM 956 ON GREEN SIDE AND 'END OF ROUTE' TO DIAGRAM 965 ON RED SIDE
- PROPOSED 'MINI-ENSGN' BOLLARD BY GLADSON (OR SIMILAR APPROVED) IN BLACK WITH 'SHARED FOOTWAY/CYCLEWAY' SIGN TO DIAGRAM 956 ON BOTH SIDES

P3	03.25	Access layout amended & connection to future development updated.	LC	AG
P2	09.24	Amended following comments on RSA	LC	DS
P1	05.24	FIRST ISSUE	TDM	AG
Rev	Date	Description	Drawn	Checked

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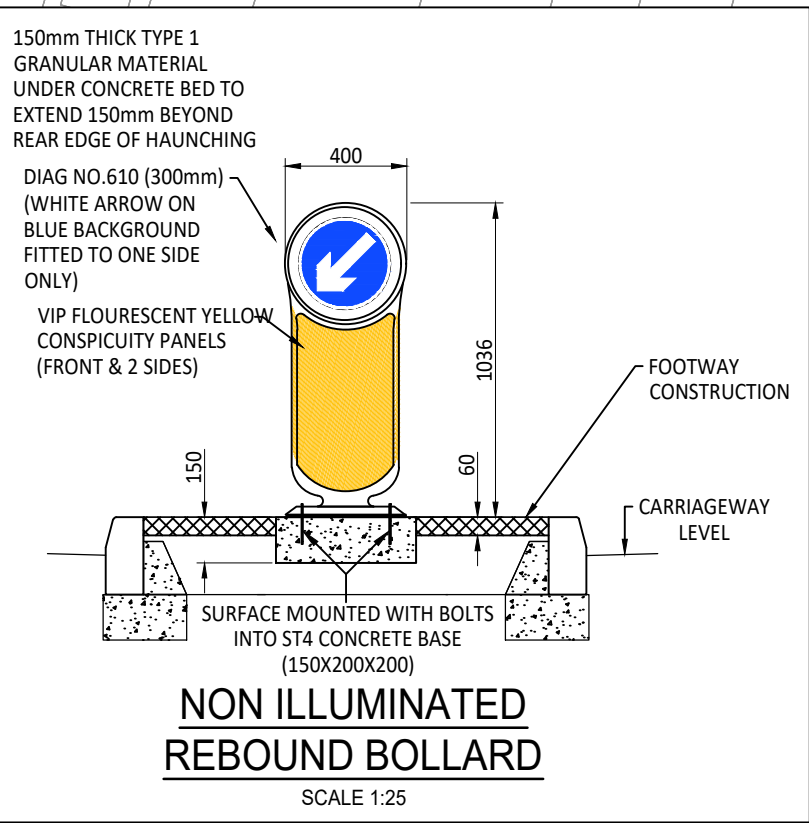
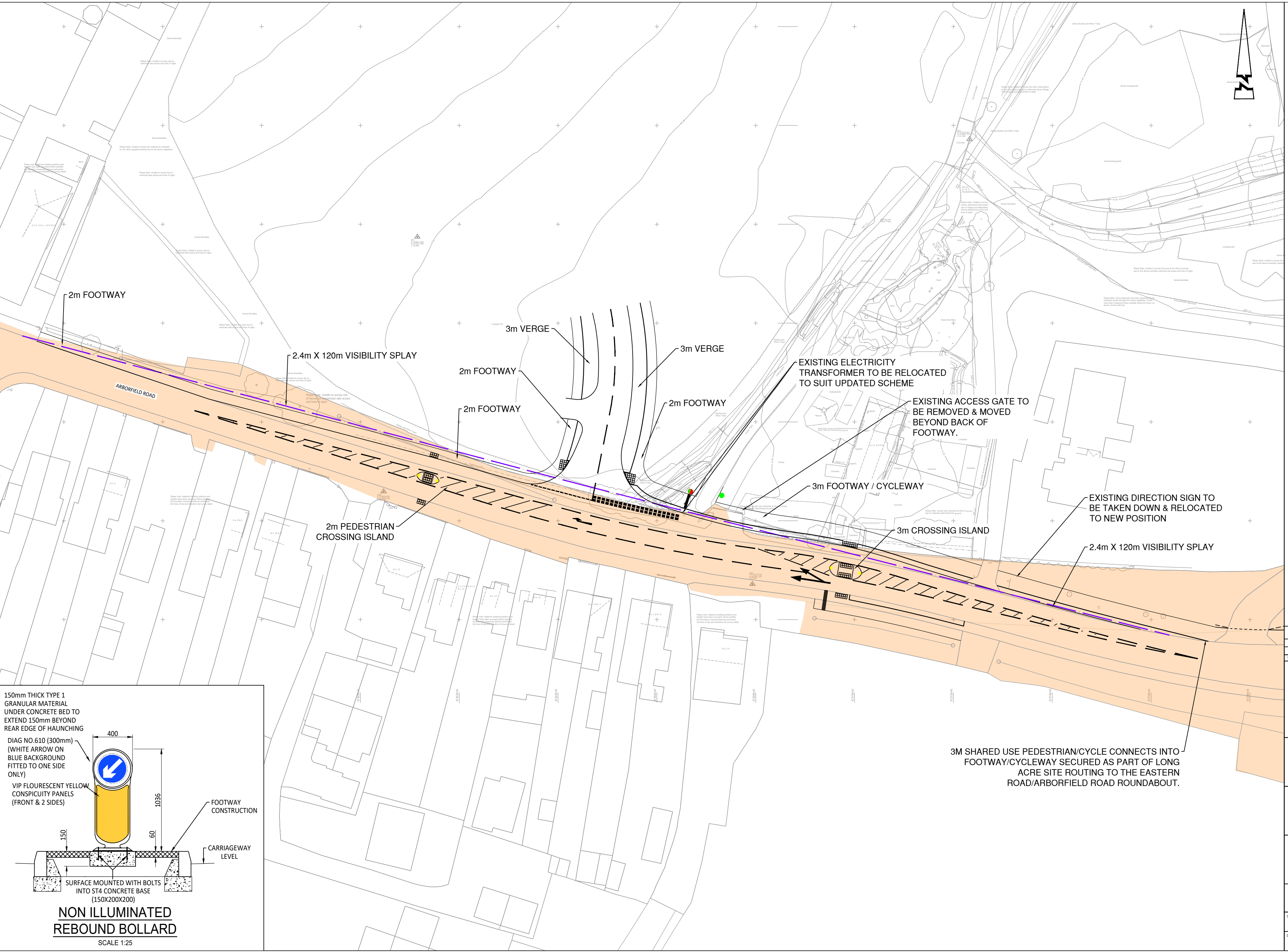
Client
BELLWAY HOMES

Project
LAND NORTH OF ARBORFIELD ROAD, SHINFIELD

Title
PROPOSED ACCESS ARRANGEMENTS

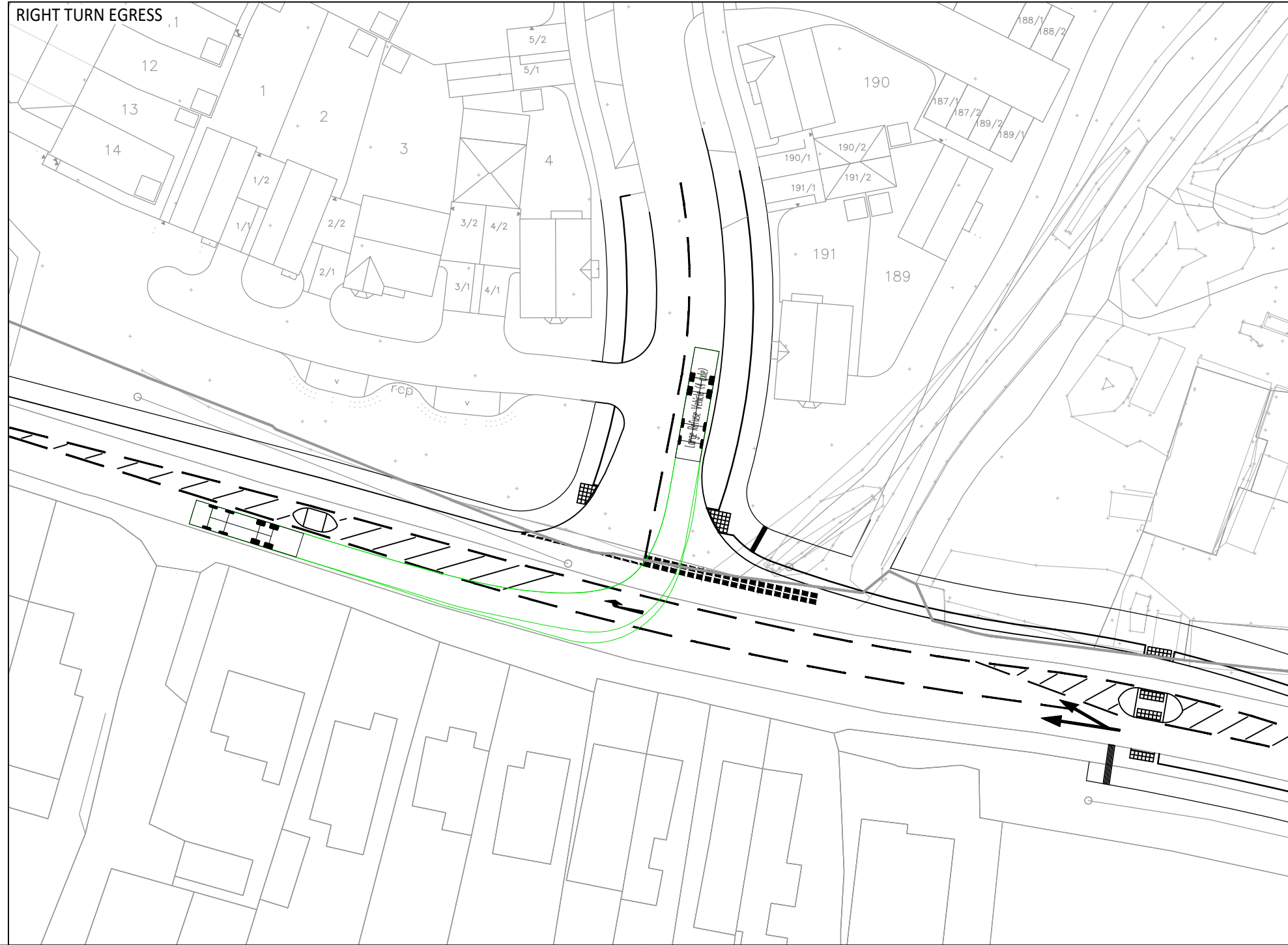
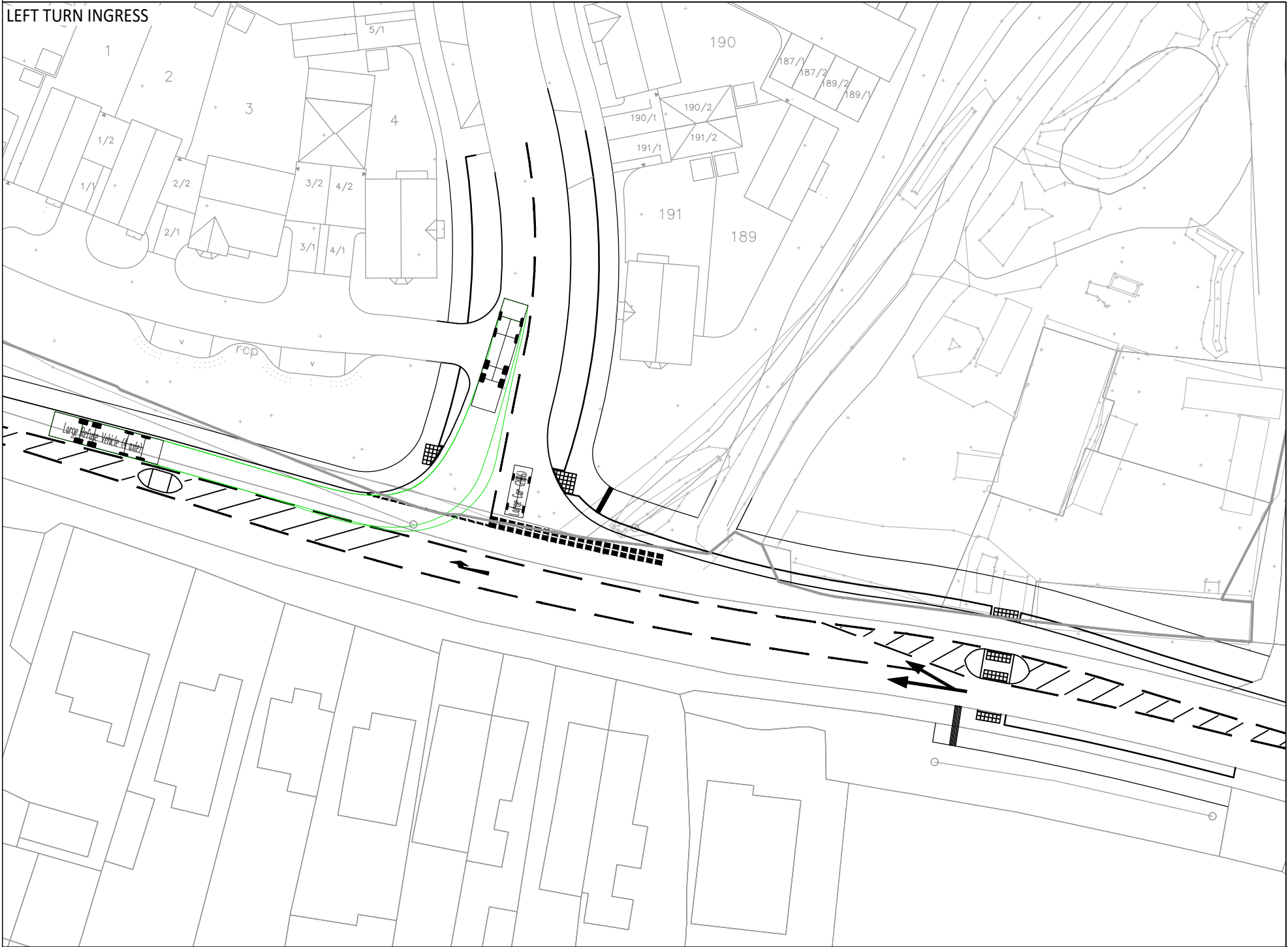
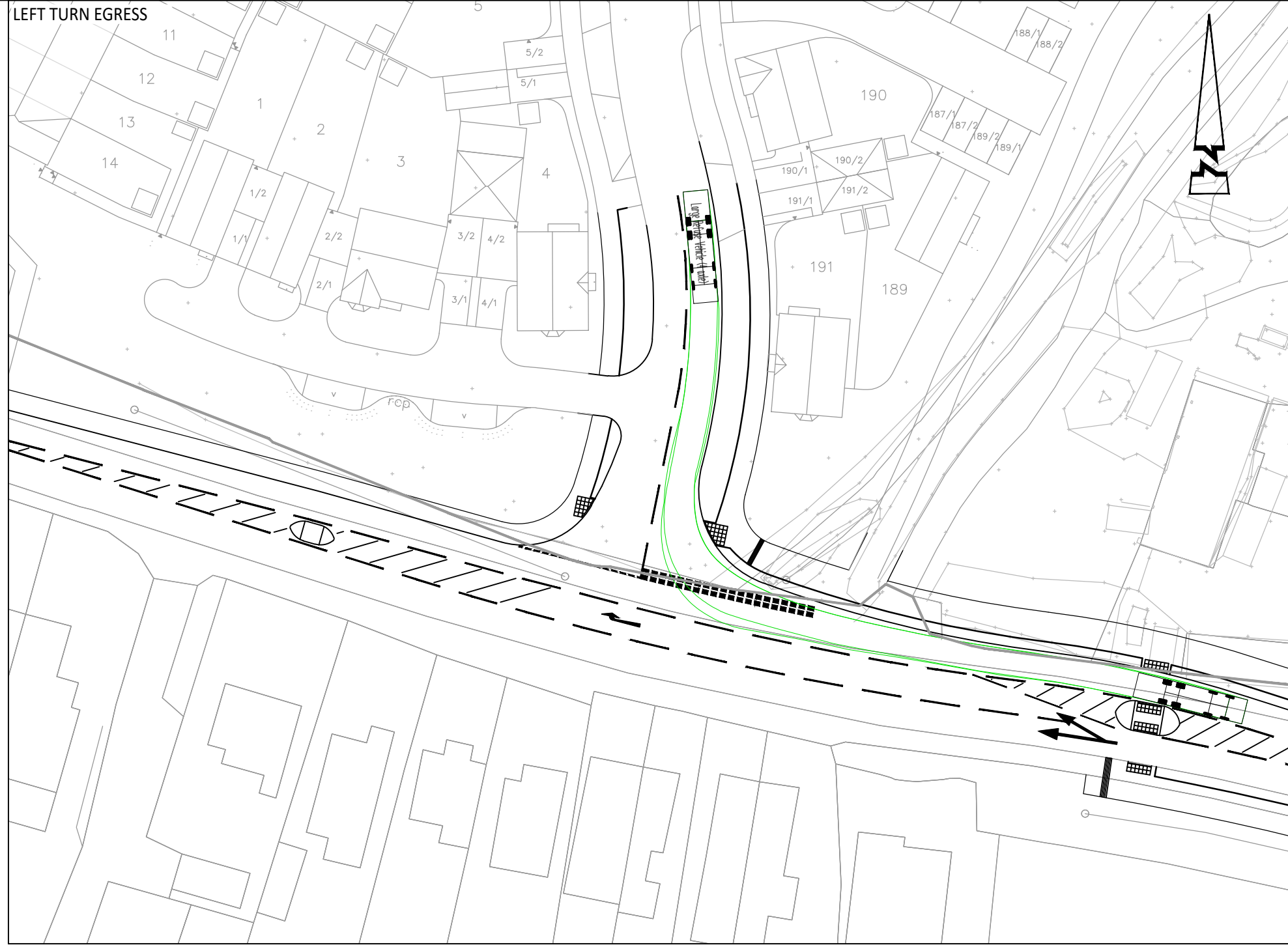
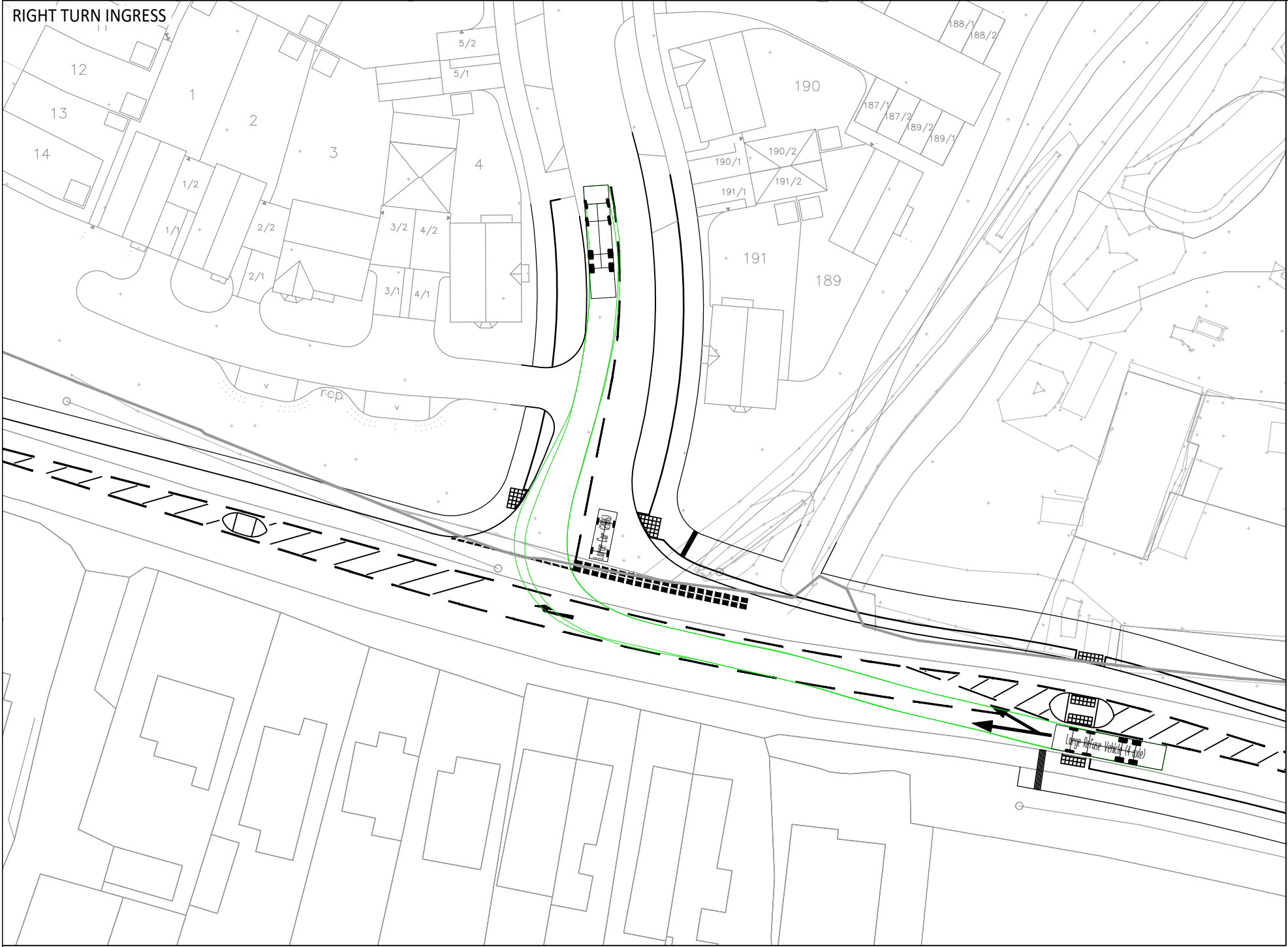
Status
PRELIMINARY

Scale 1:500 @ A2	Date MAY 2024	Drawn TDM	Checked AG
Drawing No HD008-006	Revision P3		

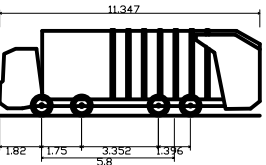




Appendix J - Swept Path Analysis : Site Access



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Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 2.900m
Min Body Ground Clearance 0.304m
Track Width 6.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

P2	03.25	Updated following new site layout & comments.	LC	DS
P1	06.24	FIRST ISSUE	TDM	AG
Rev	Date	Description	Drawn	Checked

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Consulting Engineers
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Hungerford, Berkshire RG17 0YT
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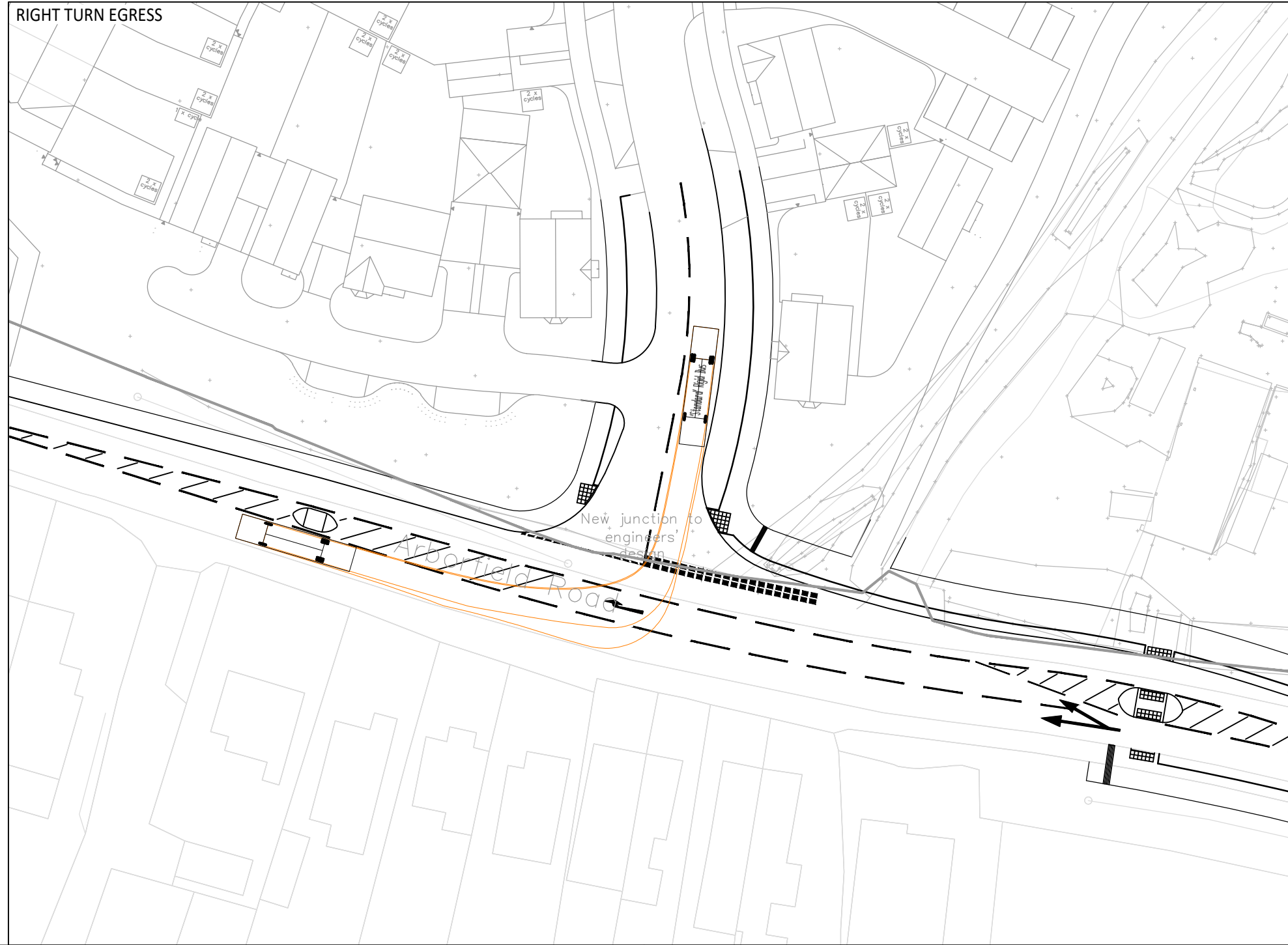
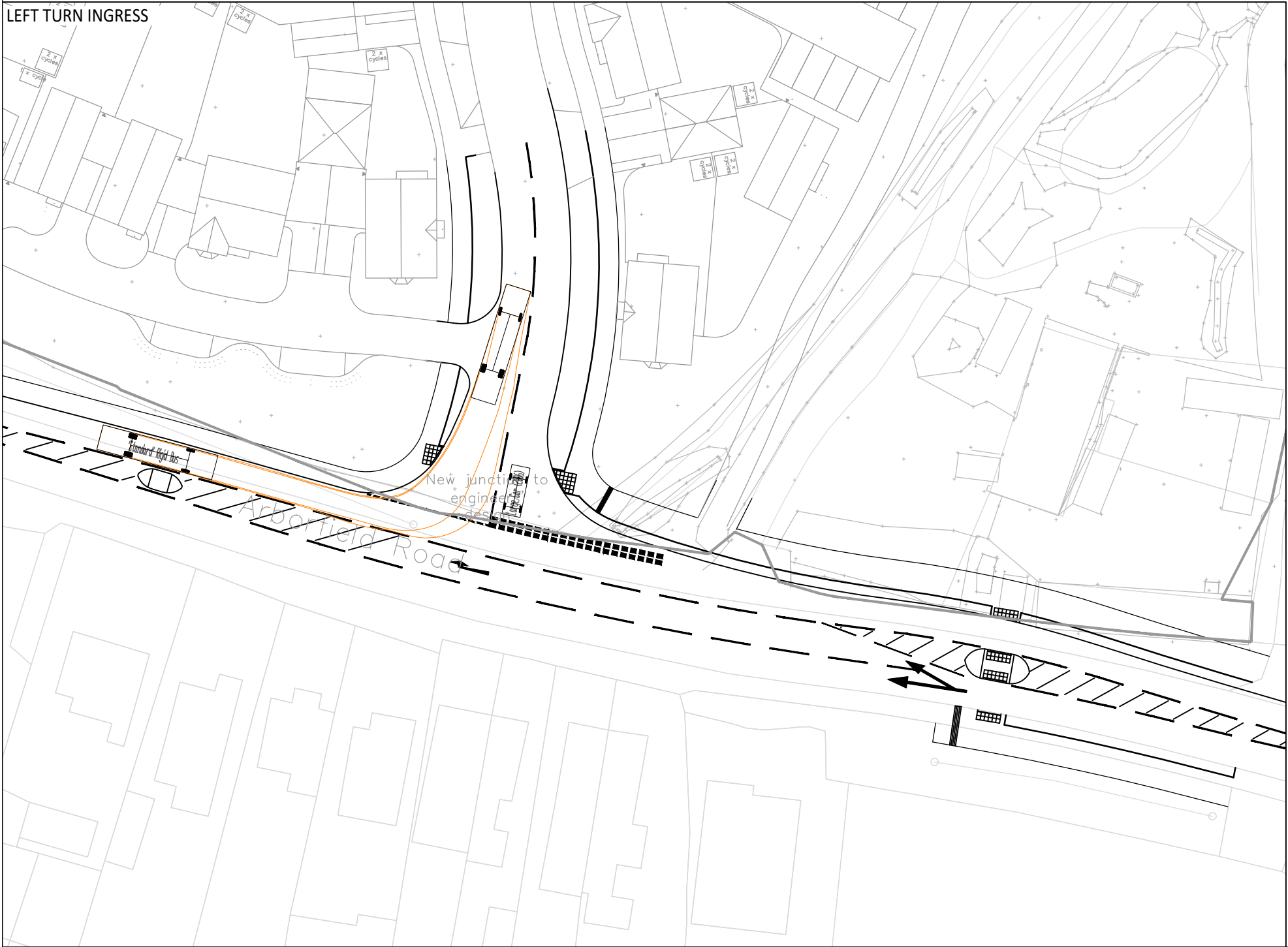
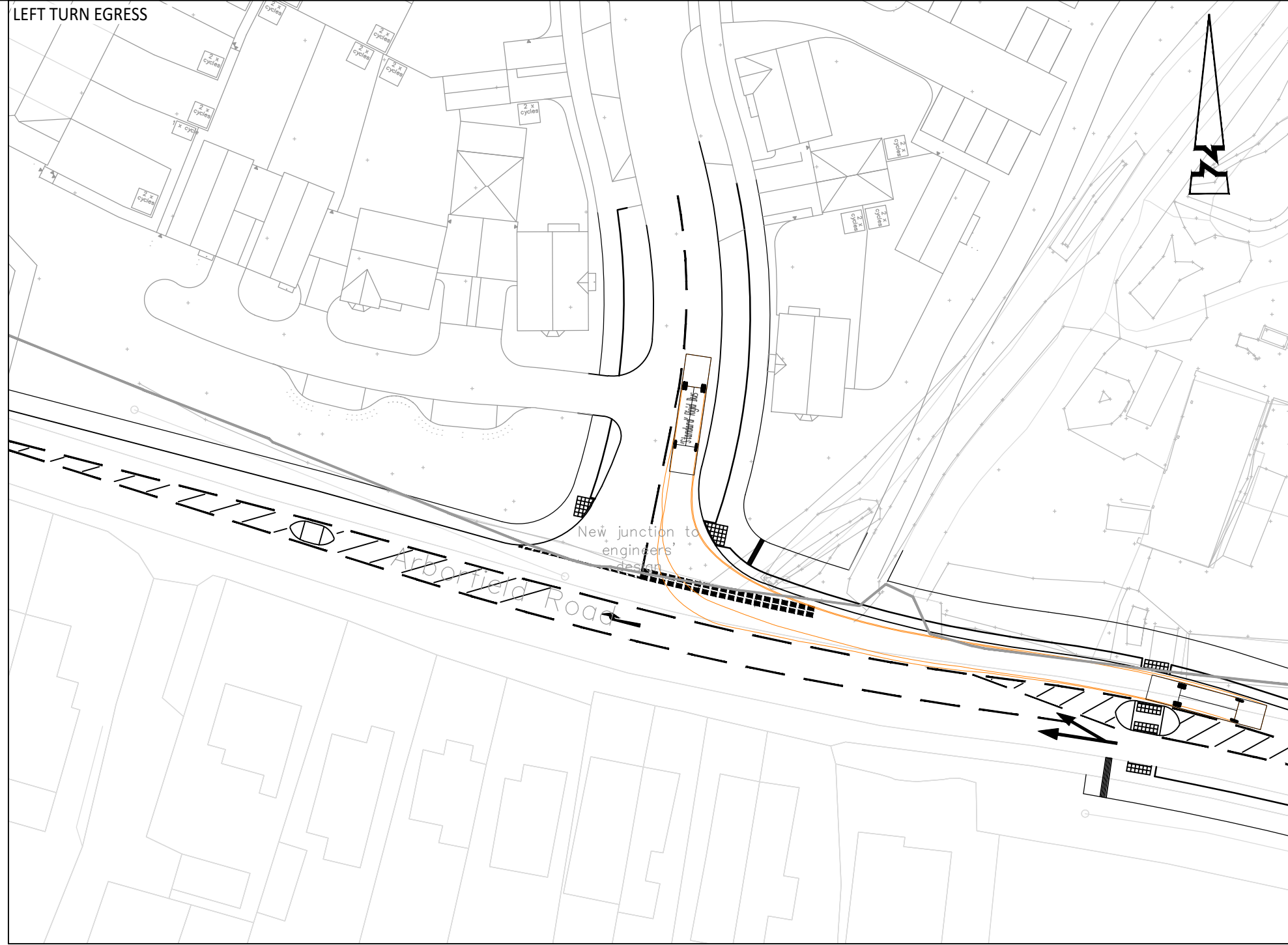
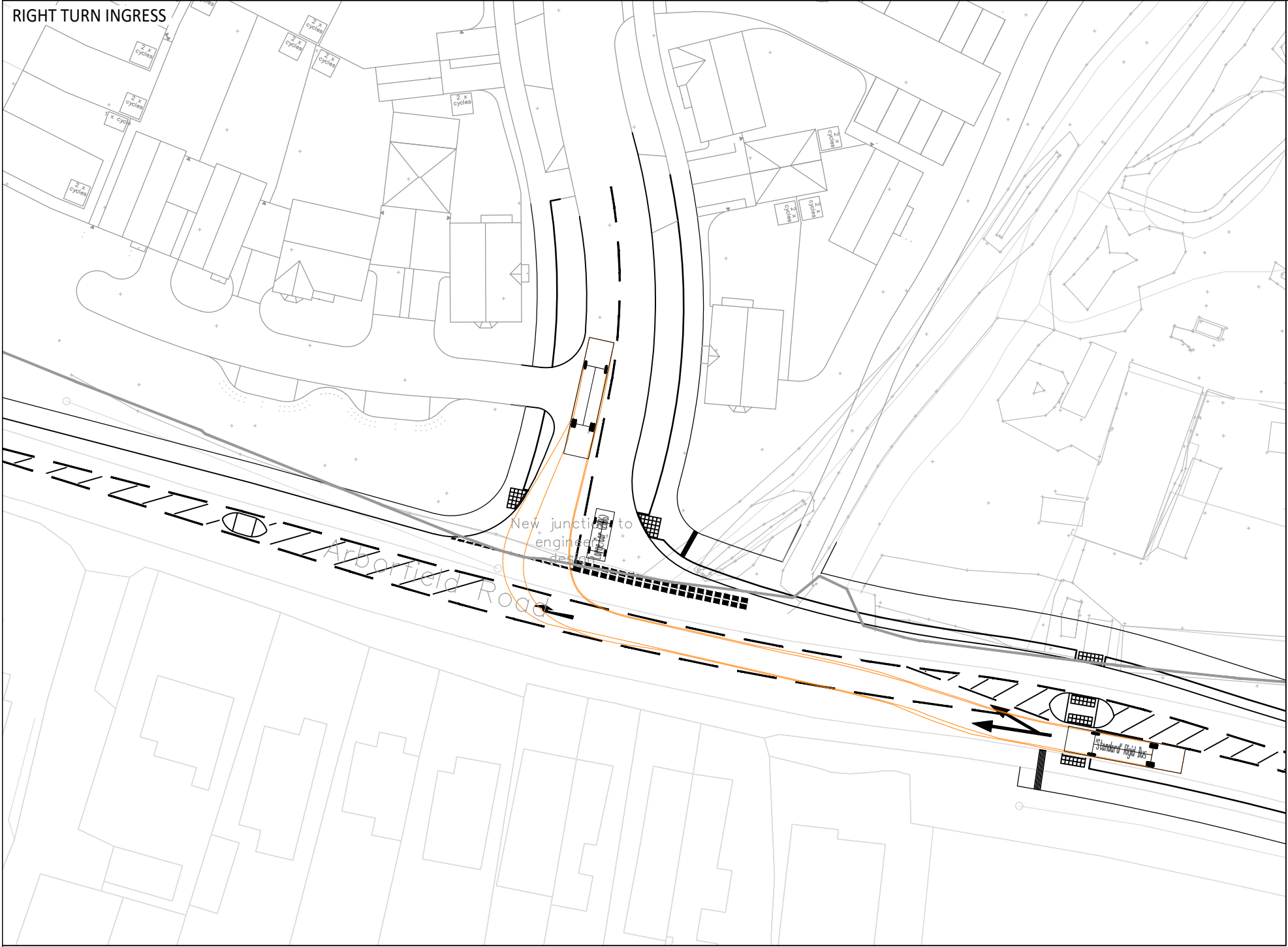
Client
BELLWAY HOMES

Project
LAND NORTH OF ARBORFIELD ROAD, SHINFIELD

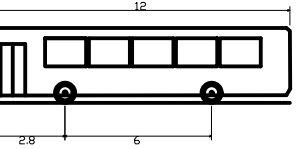
Title
**SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE**

Status
PRELIMINARY

Scale 1:500 @ A2	Date JUNE 2024	Drawn TDM	Checked AG
Drawing No HD008-007	Revision P2		



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'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.063m
Min Body Ground Clearance 0.300m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m

P2	03.25	Updated following new site layout & comments.	LC	DS
P1	06.24	FIRST ISSUE	TDM	AG
Rev	Date	Description	Drawn	Checked

ABLEY LETCHFORD PARTNERSHIP
Consulting Engineers
3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client
BELLWAY HOMES

Project
LAND NORTH OF ARBORFIELD ROAD, SHINFIELD

Title
SWEPT PATH ANALYSIS RIGID BUS

Status
PRELIMINARY

Scale 1:500 @ A2	Date JUNE 2024	Drawn TDM	Checked AG
Drawing No HD008-008	Revision P2		



Appendix K - Parking Appraisal

Land North of Arborfield Road

Residential Development

Schedule of Vehicular Parking

11/03/2025

Plot No	Type	Beds	Allocated Spaces	Allocated Garage	Total Spaces (Including Garages)	WBC Extra Demand	Visitor Parking
1	HOUSE	3	2	0	2	0.1	0.2
2	HOUSE	3	2	0	2	0.1	0.2
3	HOUSE	4	2	1	3	0	0.2
4	HOUSE	4	2	1	3	0	0.2
5	HOUSE	4	2	1	3	0	0.2
6	HOUSE	4	2	1	3	0	0.2
7	HOUSE	4	2	1	3	0	0.2
8	HOUSE	4	2	1	3	0	0.2
9	HOUSE	4	2	1	3	0	0.2
10	HOUSE	3	1	0	1	0.4	0.2
11	HOUSE	3	1	0	1	0.4	0.2
12	HOUSE	3	1	0	1	0.4	0.2
13	HOUSE	2	1	0	1	0.2	0.2
14	HOUSE	3	1	0	1	0.4	0.2
15	HOUSE	3	2	0	2	0.1	0.2
16	HOUSE	3	2	0	2	0.1	0.2
17	HOUSE	3	2	0	2	0.2	0.2
18	HOUSE	3	2	0	2	0.2	0.2
19	HOUSE	3	2	0	2	0.1	0.2
20	HOUSE	3	2	0	2	0.1	0.2
21	HOUSE	4	2	1	3	0	0.2
22	HOUSE	4	2	1	3	0	0.2
23	HOUSE	4	2	1	3	0	0.2
24	HOUSE	4	2	1	3	0	0.2
25	HOUSE	3	2	0	2	0.2	0.2
26	HOUSE	3	2	0	2	0.2	0.2
27	FLAT	1	0	0	0	0.5	0.2
28	FLAT	1	0	0	0	0.5	0.2
29	FLAT	1	0	0	0	0.5	0.2
30	FLAT	2	0	0	0	0.7	0.2
31	FLAT	2	0	0	0	0.7	0.2
32	FLAT	2	0	0	0	0.7	0.2
33	FLAT	2	0	0	0	0.7	0.2
34	FLAT	2	0	0	0	0.7	0.2
35	HOUSE	4	1	0	1	0.7	0.2
36	HOUSE	2	1	0	1	0.2	0.2
37	HOUSE	2	1	0	1	0.2	0.2
38	HOUSE	3	1	0	1	0.4	0.2
39	HOUSE	4	2	1	3	0	0.2
40	HOUSE	3	2	0	2	0.2	0.2
41	HOUSE	3	2	0	2	0.2	0.2
42	HOUSE	3	2	0	2	0.2	0.2
43	HOUSE	3	2	0	2	0.2	0.2
44	HOUSE	4	2	1	3	0	0.2
45	HOUSE	4	2	1	3	0	0.2
46	HOUSE	2	2	0	2	0	0.2
47	HOUSE	2	2	0	2	0	0.2
48	HOUSE	3	2	0	2	0.1	0.2
49	HOUSE	3	2	0	2	0.1	0.2
50	HOUSE	3	2	0	2	0.1	0.2
51	HOUSE	4	2	1	3	0	0.2
52	HOUSE	4	2	1	3	0	0.2
53	HOUSE	4	2	1	3	0	0.2

Land North of Arborfield Road

Residential Development

Schedule of Vehicular Parking

11/03/2025

Plot No	Type	Beds	Allocated Spaces	Allocated Garage	Total Spaces (Including Garages)	WBC Extra Demand	Visitor Parking
54	HOUSE	4	2	1	3	0	0.2
55	HOUSE	4	2	1	3	0	0.2
56	HOUSE	4	2	1	3	0	0.2
57	HOUSE	4	2	1	3	0	0.2
58	HOUSE	4	2	1	3	0	0.2
59	HOUSE	4	2	1	3	0	0.2
60	HOUSE	2	2	0	2	0	0.2
61	HOUSE	2	2	0	2	0	0.2
62	HOUSE	2	2	0	2	0	0.2
63	HOUSE	2	2	0	2	0	0.2
64	HOUSE	4	2	0	2	0.2	0.2
65	HOUSE	4	2	0	2	0.2	0.2
66	HOUSE	3	2	0	2	0.1	0.2
67	HOUSE	3	2	0	2	0.1	0.2
68	HOUSE	4	2	0	2	0.2	0.2
69	HOUSE	3	2	0	2	0.2	0.2
70	HOUSE	3	2	0	2	0.2	0.2
71	HOUSE	3	2	0	2	0.2	0.2
72	HOUSE	3	2	0	2	0.2	0.2
73	HOUSE	4	2	1	3	0	0.2
74	HOUSE	3	2	0	2	0.1	0.2
75	HOUSE	3	2	0	2	0.1	0.2
76	HOUSE	3	2	0	2	0.1	0.2
77	HOUSE	3	2	0	2	0.1	0.2
78	HOUSE	4	2	1	3	0	0.2
79	HOUSE	4	1	1	2	0.9	0.2
80	HOUSE	4	2	1	3	0	0.2
81	HOUSE	4	2	1	3	0	0.2
82	HOUSE	4	2	1	3	0	0.2
83	HOUSE	4	2	1	3	0	0.2
84	HOUSE	4	2	1	3	0	0.2
85	HOUSE	3	2	0	2	0.1	0.2
86	HOUSE	3	2	0	2	0.1	0.2
87	HOUSE	3	2	0	2	0.1	0.2
88	HOUSE	3	2	0	2	0.1	0.2
89	HOUSE	3	2	0	2	0.2	0.2
90	HOUSE	3	2	0	2	0.2	0.2
91	HOUSE	3	2	0	2	0.2	0.2
92	HOUSE	3	2	0	2	0.2	0.2
93	HOUSE	4	2	1	3	0	0.2
94	HOUSE	4	2	1	3	0	0.2
95	HOUSE	3	1	0	1	0.4	0.2
96	HOUSE	2	1	0	1	0.2	0.2
97	HOUSE	2	1	0	1	0.2	0.2
98	HOUSE	4	1	0	1	0.7	0.2
99	FLAT	1	0	0	0	0.5	0.2
100	FLAT	1	0	0	0	0.5	0.2
101	FLAT	1	0	0	0	0.5	0.2
102	FLAT	1	0	0	0	0.5	0.2
103	FLAT	2	0	0	0	0.7	0.2
104	FLAT	2	0	0	0	0.7	0.2
105	FLAT	2	0	0	0	0.7	0.2
106	FLAT	2	0	0	0	0.7	0.2

Land North of Arborfield Road

Residential Development

Schedule of Vehicular Parking

11/03/2025

Plot No	Type	Beds	Allocated Spaces	Allocated Garage	Total Spaces (Including Garages)	WBC Extra Demand	Visitor Parking
107	FLAT	2	0	0	0	0.7	0.2
108	HOUSE	3	2	0	2	0.2	0.2
109	HOUSE	3	2	0	2	0.2	0.2
110	HOUSE	3	2	0	2	0.1	0.2
111	HOUSE	3	2	0	2	0.1	0.2
112	HOUSE	3	2	0	2	0.2	0.2
113	HOUSE	3	2	0	2	0.2	0.2
114	HOUSE	3	2	0	2	0.1	0.2
115	HOUSE	3	2	0	2	0.1	0.2
116	HOUSE	3	2	0	2	0.1	0.2
117	HOUSE	3	2	0	2	0.1	0.2
118	HOUSE	3	2	0	2	0.1	0.2
119	HOUSE	2	2	0	2	0	0.2
120	HOUSE	2	2	0	2	0	0.2
121	HOUSE	2	2	0	2	0	0.2
122	HOUSE	3	2	0	2	0.1	0.2
123	HOUSE	2	2	0	2	0	0.2
124	HOUSE	4	2	0	2	0.2	0.2
125	HOUSE	4	2	0	2	0.2	0.2
126	HOUSE	4	2	0	2	0.2	0.2
127	HOUSE	4	2	0	2	0.2	0.2
128	HOUSE	4	2	0	2	0.2	0.2
129	HOUSE	4	2	0	2	0.2	0.2
130	HOUSE	2	2	0	2	0	0.2
131	HOUSE	3	2	0	2	0.1	0.2
132	HOUSE	3	2	0	2	0.1	0.2
133	HOUSE	3	2	0	2	0.1	0.2
134	HOUSE	3	2	0	2	0.1	0.2
135	HOUSE	3	2	0	2	0.1	0.2
136	HOUSE	4	2	1	3	0	0.2
137	HOUSE	4	2	1	3	0	0.2
138	HOUSE	3	2	0	2	0.1	0.2
139	HOUSE	3	2	0	2	0.1	0.2
140	HOUSE	4	2	1	3	0	0.2
141	HOUSE	4	2	1	3	0	0.2
142	HOUSE	3	2	0	2	0.1	0.2
143	HOUSE	3	2	0	2	0.1	0.2
144	HOUSE	3	2	0	2	0.1	0.2
145	HOUSE	3	2	0	2	0.1	0.2
146	HOUSE	3	2	0	2	0.1	0.2
147	HOUSE	2	2	0	2	0	0.2
148	HOUSE	2	2	0	2	0	0.2
149	HOUSE	2	1	0	1	0.2	0.2
150	HOUSE	3	1	0	1	0.4	0.2
151	HOUSE	3	2	0	2	0.1	0.2
152	HOUSE	3	2	0	2	0.1	0.2
153	FLAT	1	0	0	0	0.5	0.2
154	FLAT	2	0	0	0	0.7	0.2
155	FLAT	1	0	0	0	0.5	0.2
156	FLAT	1	0	0	0	0.5	0.2
157	FLAT	1	0	0	0	0.5	0.2
158	FLAT	1	0	0	0	0.5	0.2
159	FLAT	1	0	0	0	0.5	0.2

Land North of Arborfield Road

Residential Development

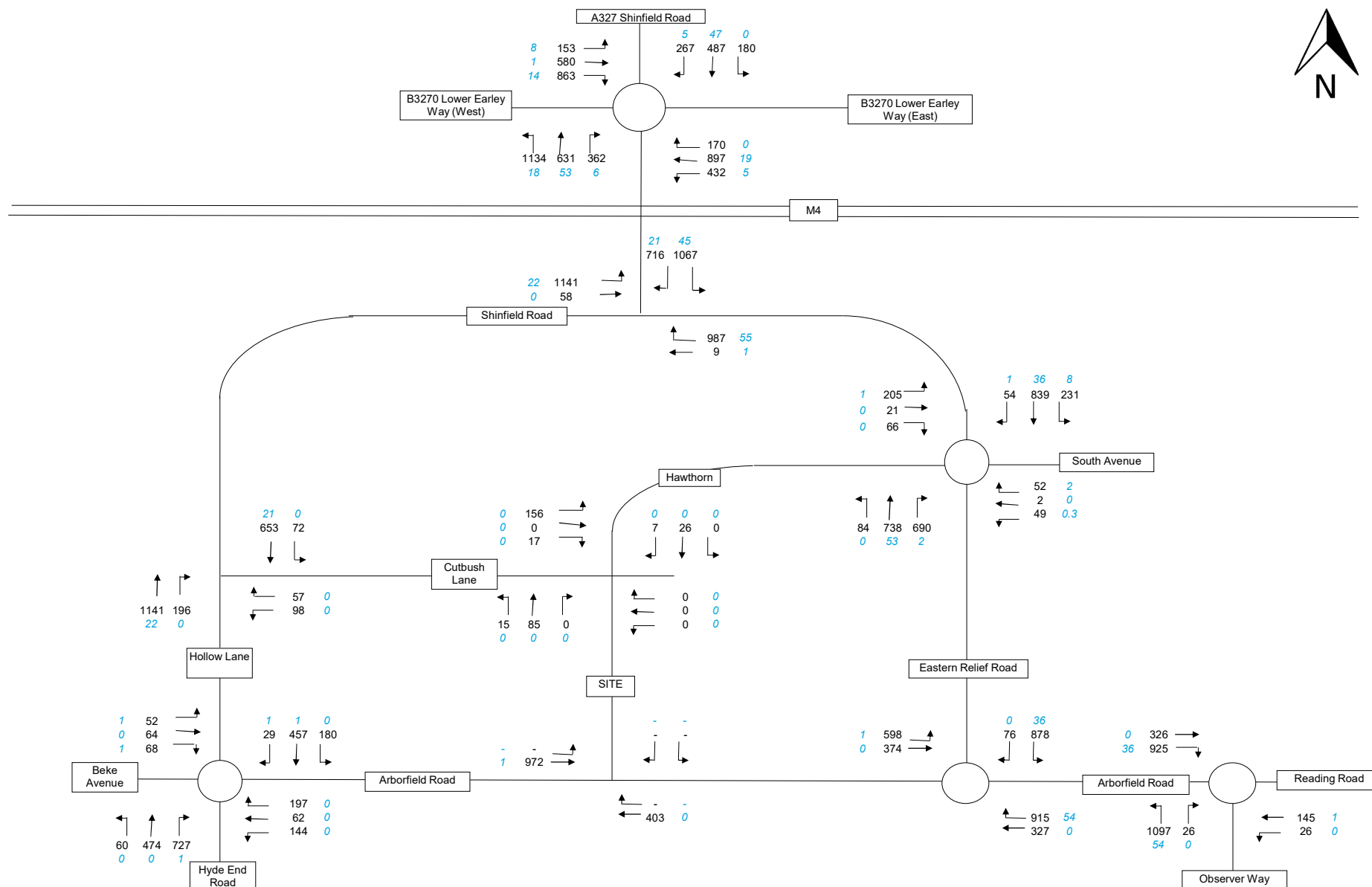
Schedule of Vehicular Parking

11/03/2025

Plot No	Type	Beds	Allocated Spaces	Allocated Garage	Total Spaces (Including Garages)	WBC Extra Demand	Visitor Parking
160	FLAT	1	0	0	0	0.5	0.2
161	FLAT	1	0	0	0	0.5	0.2
162	FLAT	1	0	0	0	0.5	0.2
163	FLAT	1	0	0	0	0.5	0.2
164	HOUSE	3	2	0	2	0.1	0.2
165	HOUSE	3	2	0	2	0.1	0.2
166	HOUSE	3	2	0	2	0.1	0.2
167	HOUSE	4	2	0	2	0.2	0.2
168	HOUSE	4	2	1	3	0	0.2
169	HOUSE	3	2	0	2	0.1	0.2
170	HOUSE	3	2	0	2	0.1	0.2
171	HOUSE	3	2	0	2	0.1	0.2
172	HOUSE	3	2	0	2	0.1	0.2
173	HOUSE	4	2	1	3	0	0.2
174	HOUSE	3	1	0	1	0.4	0.2
175	HOUSE	2	1	0	1	0.2	0.2
176	HOUSE	3	1	0	1	0.4	0.2
177	HOUSE	3	1	0	1	0.4	0.2
178	HOUSE	2	1	0	1	0.2	0.2
179	HOUSE	2	1	0	1	0.2	0.2
180	HOUSE	4	2	1	3	0	0.2
181	HOUSE	3	2	0	2	0.1	0.2
182	HOUSE	3	2	0	2	0.1	0.2
183	HOUSE	3	2	0	2	0.1	0.2
184	HOUSE	3	2	0	2	0.1	0.2
185	HOUSE	4	2	1	3	0	0.2
186	HOUSE	3	2	0	2	0.1	0.2
187	HOUSE	3	2	0	2	0.1	0.2
188	HOUSE	3	2	0	2	0.1	0.2
189	HOUSE	3	2	0	2	0.1	0.2
190	HOUSE	4	1	1	2	0.9	0.2
191	HOUSE	4	1	1	2	0.9	0.2
191	TOTALS		302	43	345	37.7	38.2
						75.9	



Appendix L - 2032 WSTM Traffic Flow Outputs

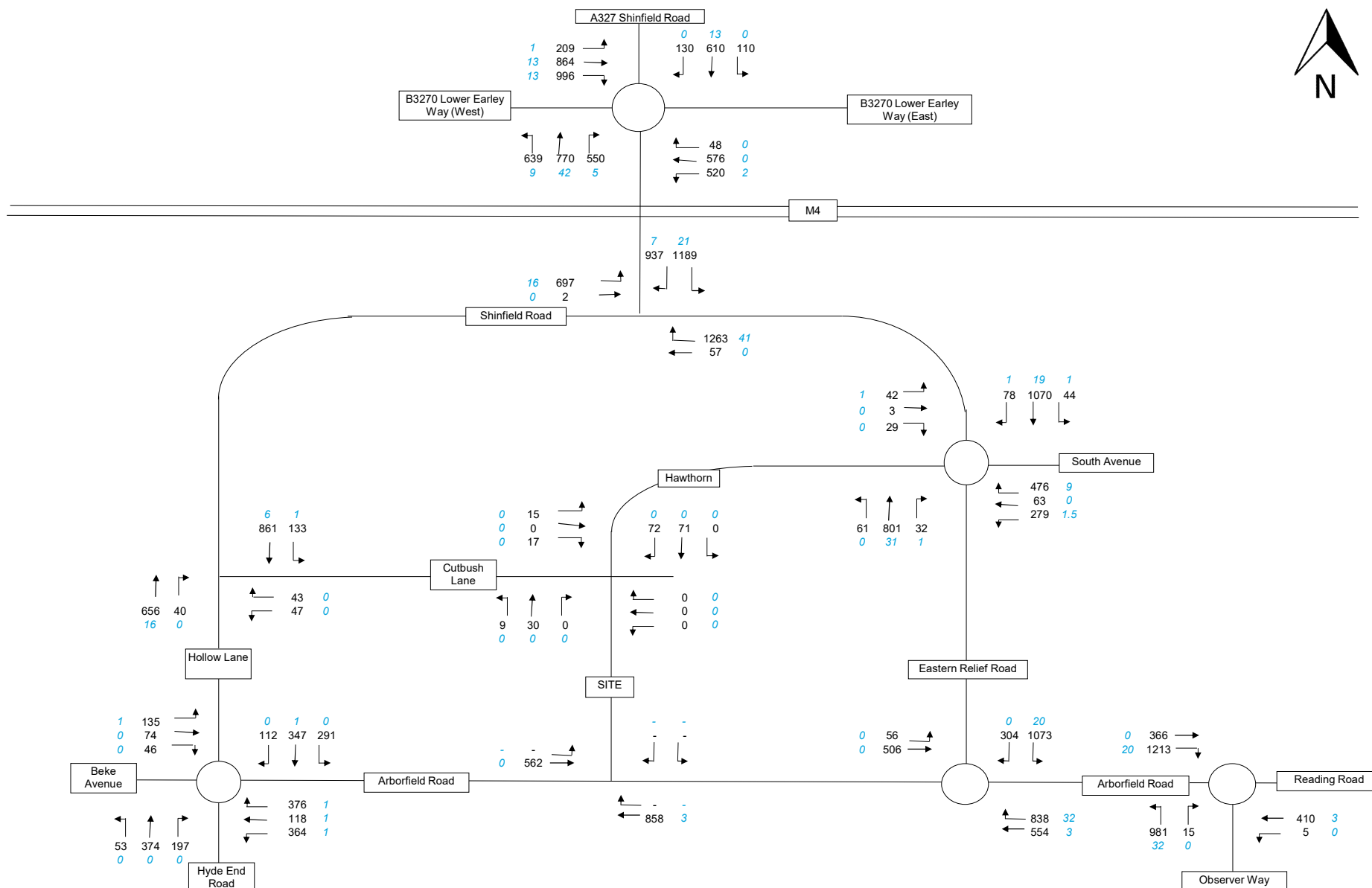


NOTE

0 - Total Vehicles
0 - HGVs



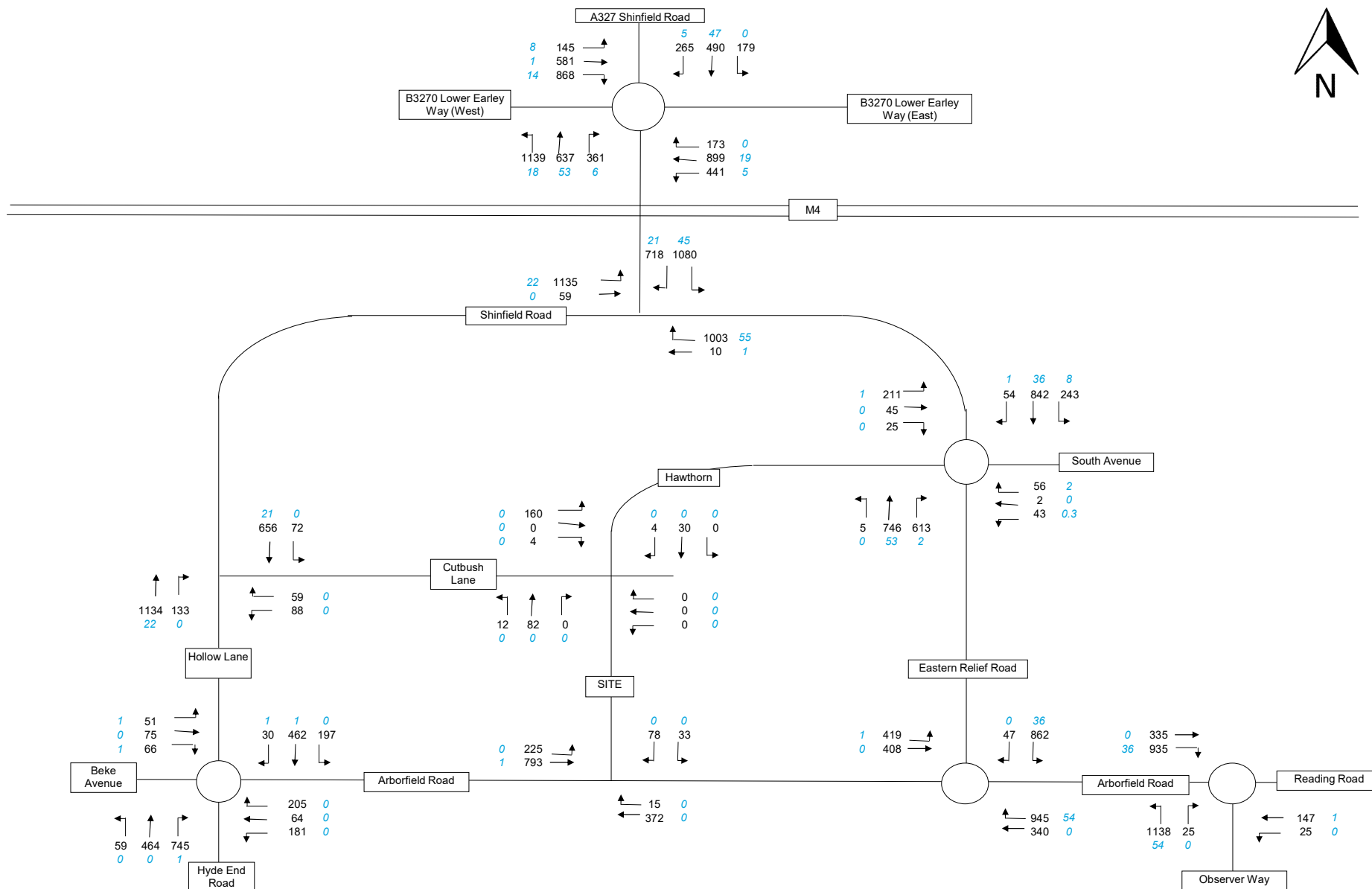
Job No HD008	Project : Land North of Arborfield Road
Date July 2024	Title : WSTM Flows 2032 FB AM Peak Hour
Drawn AG	Figure No : TM-1



NOTE

0 - Total Vehicles
0 - HGVs

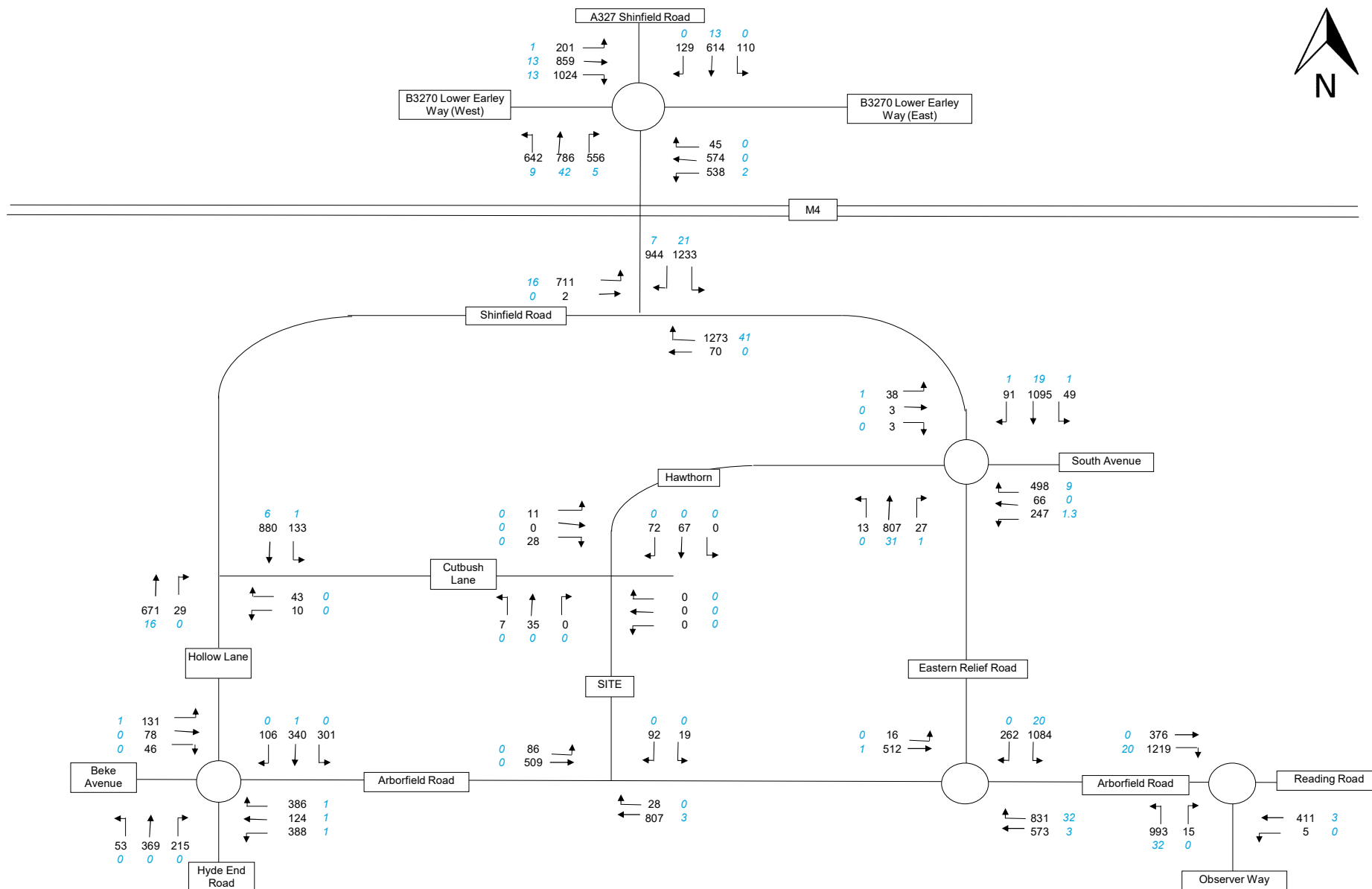
	Job No HD008	Project : Land North of Arborfield Road
	Date July 2024	Title : WSTM Flows 2032 FB PM Peak Hour
	Drawn AG	Figure No : TM-2



NOTE

0 - Total Vehicles
0 - HGVs

	Job No HD008	Project : Land North of Arborfield Road
	Date July 2024	Title : WSTM Flows 2032 WD AM Peak Hour
	Drawn AG	Figure No : TM-3



NOTE

0 - Total Vehicles
0 - HGVs



Job No HD008	Project : Land North of Arborfield Road
Date July 2024	Title : WSTM Flows 2032 WD PM Peak Hour
Drawn AG	Figure No : TM-4



Appendix M - 2032 Capacity Analysis: Proposed Site Access / Arborfield Road Priority Junction

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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Filename: Arborfield Rd Access.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction G - Arborfield Access\Capacity Assessment File

Report generation date: 22/08/2024 15:40:26

»2032 with Development, AM

»2032 with Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2032 with Development						
Stream B-C	0.1	9.18	0.08	0.0	7.70	0.04
Stream B-A	0.4	16.71	0.27	0.4	16.62	0.30
Stream C-AB	0.0	8.03	0.03	0.0	6.44	0.05

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	Proposed Arborfield Road Access
Location	Shinfield
Site number	HD008
Date	02/08/2024
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
D1	2032 with Development	AM	FLAT	08:00	09:00	60	15	✓
D2	2032 with Development	PM	FLAT	17:00	18:00	60	15	✓
D3	2038 with Development	AM	FLAT	08:00	09:00	60	15	
D4	2038 with Development	PM	FLAT	17:00	18:00	60	15	

Analysis Set Details

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

2032 with Development, AM

Data Errors and Warnings

No errors or warnings

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	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		1.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.14	A

Arms

Arms

Arm	Name	Description	Arm type
A	Arborfield Road (W)		Major
B	Site Access		Minor
C	Arborfield Road (E)		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 - Arborfield Road (E)	6.19		✓	3.25	200.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	6.59	3.90	3.90	3.80	✓	1.00	85	74

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	610	0.110	0.278	0.175	0.397
B-C	703	0.107	0.271	-	-
C-B	769	0.295	0.295	-	-

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	2032 with Development	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Arborfield Road (W)		FLAT	✓	1018	100.000
B - Site Access		FLAT	✓	111	100.000
C - Arborfield Road (E)		FLAT	✓	387	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	225	793
	B - Site Access	78	0	33
	C - Arborfield Road (E)	372	15	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	0	0
	B - Site Access	0	0	0
	C - Arborfield Road (E)	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	9.18	0.1	A	33	33
B-A	0.27	16.71	0.4	C	78	78
C-AB	0.03	8.03	0.0	A	15	15
C-A					372	372
A-B					225	225
A-C					793	793

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	426	0.077	33	0.0	0.1	9.142	A
B-A	78	20	293	0.266	77	0.0	0.4	16.497	C
C-AB	15	4	463	0.032	15	0.0	0.0	8.025	A
C-A	372	93			372				
A-B	225	56			225				
A-C	793	198			793				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	425	0.078	33	0.1	0.1	9.183	A
B-A	78	20	293	0.266	78	0.4	0.4	16.704	C
C-AB	15	4	463	0.032	15	0.0	0.0	8.029	A
C-A	372	93			372				
A-B	225	56			225				
A-C	793	198			793				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	425	0.078	33	0.1	0.1	9.184	A
B-A	78	20	293	0.266	78	0.4	0.4	16.707	C
C-AB	15	4	463	0.032	15	0.0	0.0	8.029	A
C-A	372	93			372				
A-B	225	56			225				
A-C	793	198			793				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	33	8	425	0.078	33	0.1	0.1	9.184	A
B-A	78	20	293	0.266	78	0.4	0.4	16.707	C
C-AB	15	4	463	0.032	15	0.0	0.0	8.029	A
C-A	372	93			372				
A-B	225	56			225				
A-C	793	198			793				

2032 with Development, PM

Data Errors and Warnings

No errors or warnings

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	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		1.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.21	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	2032 with Development	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Arborfield Road (W)		FLAT	✓	595	100.000
B - Site Access		FLAT	✓	111	100.000
C - Arborfield Road (E)		FLAT	✓	835	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	86	509
	B - Site Access	92	0	19
	C - Arborfield Road (E)	807	28	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	0	0
	B - Site Access	0	0	1
	C - Arborfield Road (E)	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.04	7.70	0.0	A	19	19
B-A	0.30	16.62	0.4	C	92	92
C-AB	0.05	6.44	0.0	A	28	28
C-A					807	807
A-B					86	86
A-C					509	509

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	488	0.039	19	0.0	0.0	7.670	A
B-A	92	23	309	0.298	90	0.0	0.4	16.370	C
C-AB	28	7	587	0.048	28	0.0	0.0	6.436	A
C-A	807	202			807				
A-B	86	22			86				
A-C	509	127			509				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	487	0.039	19	0.0	0.0	7.697	A
B-A	92	23	309	0.298	92	0.4	0.4	16.617	C
C-AB	28	7	587	0.048	28	0.0	0.0	6.438	A
C-A	807	202			807				
A-B	86	22			86				
A-C	509	127			509				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	487	0.039	19	0.0	0.0	7.697	A
B-A	92	23	309	0.298	92	0.4	0.4	16.619	C
C-AB	28	7	587	0.048	28	0.0	0.0	6.438	A
C-A	807	202			807				
A-B	86	22			86				
A-C	509	127			509				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	19	5	487	0.039	19	0.0	0.0	7.697	A
B-A	92	23	309	0.298	92	0.4	0.4	16.618	C
C-AB	28	7	587	0.048	28	0.0	0.0	6.438	A
C-A	807	202			807				
A-B	86	22			86				
A-C	509	127			509				



Appendix N - 2032 Capacity Analysis: Shepherd Road / Cutbush Lane / Hawthorn crossroads Junction

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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Filename: Cutbush Crossroads.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction E - Cutbush Access\Capacity Assessment File

Report generation date: 21/02/2025 11:54:29

- »2026 Base, AM
- »2026 Base, PM
- »2032 Base, AM
- »2032 Base, PM
- »2032 With Dev, AM
- »2032 With Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2026 Base						
Stream B-CD	0.1	6.46	0.13	0.1	6.02	0.06
Stream B-AD	0.0	9.79	0.03	0.0	9.31	0.01
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-AB	0.0	8.78	0.00	0.1	8.43	0.07
Stream D-BC	0.4	9.81	0.27	0.3	8.98	0.24
Stream C-ABD	0.1	4.72	0.05	0.1	4.91	0.04
2032 Base						
Stream B-CD	0.1	8.38	0.12	0.0	7.21	0.05
Stream B-AD	0.1	8.52	0.09	0.0	7.73	0.03
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-AB	0.0	7.27	0.03	0.1	7.88	0.08
Stream D-BC	0.0	7.40	0.04	0.2	8.55	0.20
Stream C-ABD	0.0	4.84	0.03	0.0	5.46	0.03
2032 With Dev						
Stream B-CD	0.1	8.31	0.11	0.1	7.44	0.05
Stream B-AD	0.1	8.42	0.09	0.0	7.82	0.04
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-AB	0.0	7.25	0.03	0.1	7.81	0.08
Stream D-BC	0.0	7.30	0.04	0.2	8.51	0.19
Stream C-ABD	0.0	4.72	0.01	0.0	5.58	0.04

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	Cutbush Lane Crossroads
Location	Shinfield
Site number	HD008
Date	02/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
D1	2026 Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2026 Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2032 Base	AM	FLAT	08:00	09:00	60	15	✓
D4	2032 Base	PM	FLAT	17:00	18:00	60	15	✓
D5	2032 With Dev	AM	FLAT	08:00	09:00	60	15	✓
D6	2032 With Dev	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 Base	AM	FLAT	08:00	09:00	60	15	
D8	2038 Base	PM	FLAT	17:00	18:00	60	15	
D9	2038 With Dev	AM	FLAT	08:00	09:00	60	15	
D10	2038 With Dev	PM	FLAT	17:00	18:00	60	15	

Analysis Set Details

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

2026 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		4.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.54	A

Arms

Arms

Arm	Name	Description	Arm type
A	Cutbush Lane (E)		Major
B	Shepherd Road		Minor
C	Cutbush Lane (W)		Major
D	Hawthorn		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 - Cutbush Lane (E)	6.05			100.0	✓	0.00
C - Cutbush Lane (W)	6.05			160.0	✓	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 - Shepherd Road	One lane plus flare	5.72	4.10	3.40	3.00	3.00	✓	1.00	40	20
D - Hawthorn	One lane plus flare	10.00	4.86	3.46	3.40	3.40	✓	1.00	30	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.244	0.349	0.244	-	-	-
B-A	412	0.075	0.189	0.189	-	-	-	0.119	0.270	-	0.189	0.189	0.095
B-C	675	0.103	0.261	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	530	0.096	0.244	0.244	-	-	-	0.153	0.348	0.153	-	-	-
B-D, offside lane	412	0.075	0.189	0.189	-	-	-	0.119	0.270	0.119	-	-	-
C-B	667	0.258	0.258	0.368	-	-	-	-	-	-	-	-	-
D-A	614	-	-	-	-	-	-	0.237	-	0.094	-	-	-
D-B, nearside lane	480	0.139	0.139	0.315	-	-	-	0.220	0.220	0.087	-	-	-
D-B, offside lane	552	0.160	0.160	0.362	-	-	-	0.254	0.254	0.100	-	-	-
D-C	552	-	0.160	0.362	0.127	0.254	0.254	0.254	0.254	0.100	-	-	-

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	2026 Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	93	100.000
C - Cutbush Lane (W)		FLAT	✓	243	100.000
D - Hawthorn		FLAT	✓	135	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From				
A - Cutbush Lane (E)	0	0	0	0
B - Shepherd Road	0	0	73	20
C - Cutbush Lane (W)	0	28	0	215
D - Hawthorn	0	3	132	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	0
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.13	6.46	0.1	A	83	83
B-AD	0.03	9.79	0.0	A	10	10
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.00	8.78	0.0	A	2	2
D-BC	0.27	9.81	0.4	A	133	133
C-ABD	0.05	4.72	0.1	A	38	38
C-D					205	205
C-A					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	83	21	641	0.130	82	0.0	0.1	6.443	A
B-AD	10	3	378	0.026	10	0.0	0.0	9.783	A
ABCD	0	0	570	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	2	0.47	412	0.005	2	0.0	0.0	8.769	A
D-BC	133	33	500	0.266	132	0.0	0.4	9.731	A
C-ABD	38	10	802	0.048	38	0.0	0.1	4.711	A
C-D	205	51			205				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	83	21	640	0.130	83	0.1	0.1	6.457	A
B-AD	10	3	378	0.026	10	0.0	0.0	9.786	A
ABCD	0	0	570	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	2	0.48	412	0.005	2	0.0	0.0	8.782	A
D-BC	133	33	500	0.266	133	0.4	0.4	9.809	A
C-ABD	38	10	802	0.048	38	0.1	0.1	4.716	A
C-D	205	51			205				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	83	21	640	0.130	83	0.1	0.1	6.457	A
B-AD	10	3	378	0.026	10	0.0	0.0	9.786	A
A-BCD	0	0	569	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	2	0.48	412	0.005	2	0.0	0.0	8.782	A
D-BC	133	33	500	0.266	133	0.4	0.4	9.810	A
C-ABD	38	10	802	0.048	38	0.1	0.1	4.716	A
C-D	205	51			205				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	83	21	640	0.130	83	0.1	0.1	6.457	A
B-AD	10	3	378	0.026	10	0.0	0.0	9.786	A
A-BCD	0	0	569	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	2	0.48	412	0.005	2	0.0	0.0	8.783	A
D-BC	133	33	500	0.266	133	0.4	0.4	9.810	A
C-ABD	38	10	802	0.048	38	0.1	0.1	4.714	A
C-D	205	51			205				
C-A	0	0			0				

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		4.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.78	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	2026 Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	44	100.000
C - Cutbush Lane (W)		FLAT	✓	181	100.000
D - Hawthorn		FLAT	✓	155	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	33	11
	C - Cutbush Lane (W)	0	25	0	156
	D - Hawthorn	0	53	102	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	1
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.06	6.02	0.1	A	38	38
B-AD	0.01	9.31	0.0	A	6	6
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.07	8.43	0.1	A	32	32
D-BC	0.24	8.98	0.3	A	123	123
C-ABD	0.04	4.91	0.1	A	31	31
C-D					150	150
C-A					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	38	10	636	0.061	38	0.0	0.1	6.019	A
B-AD	6	1	392	0.014	5	0.0	0.0	9.305	A
ABCD	0	0	585	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	32	8	459	0.069	31	0.0	0.1	8.414	A
D-BC	123	31	524	0.235	122	0.0	0.3	8.930	A
C-ABD	31	8	765	0.041	31	0.0	0.1	4.905	A
C-D	150	37			150				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	38	10	636	0.061	38	0.1	0.1	6.024	A
B-AD	6	1	392	0.014	5	0.0	0.0	9.306	A
ABCD	0	0	585	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	32	8	458	0.069	32	0.1	0.1	8.435	A
D-BC	123	31	524	0.235	123	0.3	0.3	8.985	A
C-ABD	31	8	765	0.041	31	0.1	0.1	4.910	A
C-D	150	37			150				
C-A	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	38	10	636	0.061	38	0.1	0.1	6.024	A
B-AD	6	1	392	0.014	5	0.0	0.0	9.306	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	32	8	458	0.069	32	0.1	0.1	8.435	A
D-BC	123	31	524	0.235	123	0.3	0.3	8.985	A
C-ABD	31	8	765	0.041	31	0.1	0.1	4.908	A
C-D	150	37			150				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	38	10	636	0.061	38	0.1	0.1	6.024	A
B-AD	6	1	392	0.014	5	0.0	0.0	9.306	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	32	8	458	0.069	32	0.1	0.1	8.435	A
D-BC	123	31	524	0.235	123	0.3	0.3	8.985	A
C-ABD	31	8	765	0.041	31	0.1	0.1	4.908	A
C-D	150	37			150				
C-A	0	0			0				

2032 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		3.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.89	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
D3	2032 Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	100	100.000
C - Cutbush Lane (W)		FLAT	✓	173	100.000
D - Hawthorn		FLAT	✓	33	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	15	85
	C - Cutbush Lane (W)	0	17	0	156
	D - Hawthorn	0	26	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	0
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.12	8.38	0.1	A	58	58
B-AD	0.09	8.52	0.1	A	43	43
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.03	7.27	0.0	A	13	13
D-BC	0.04	7.40	0.0	A	20	20
C-ABD	0.03	4.84	0.0	A	21	21
C-D					152	152
C-A					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	14	487	0.118	57	0.0	0.1	8.355	A
B-AD	43	11	465	0.091	42	0.0	0.1	8.508	A
ABCD	0	0	588	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	13	3	508	0.026	13	0.0	0.0	7.266	A
D-BC	20	5	506	0.039	20	0.0	0.0	7.396	A
C-ABD	21	5	765	0.028	21	0.0	0.0	4.841	A
C-D	152	38			152				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	14	487	0.118	57	0.1	0.1	8.377	A
B-AD	43	11	465	0.091	42	0.1	0.1	8.525	A
ABCD	0	0	588	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	13	3	508	0.026	13	0.0	0.0	7.270	A
D-BC	20	5	506	0.039	20	0.0	0.0	7.400	A
C-ABD	21	5	765	0.028	21	0.0	0.0	4.843	A
C-D	152	38			152				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	14	487	0.118	57	0.1	0.1	8.377	A
B-AD	43	11	465	0.091	42	0.1	0.1	8.525	A
A-BCD	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	13	3	508	0.026	13	0.0	0.0	7.270	A
D-BC	20	5	506	0.039	20	0.0	0.0	7.400	A
C-ABD	21	5	765	0.028	21	0.0	0.0	4.842	A
C-D	152	38			152				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	58	14	487	0.118	57	0.1	0.1	8.377	A
B-AD	43	11	465	0.091	42	0.1	0.1	8.525	A
A-BCD	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	13	3	508	0.026	13	0.0	0.0	7.270	A
D-BC	20	5	506	0.039	20	0.0	0.0	7.400	A
C-ABD	21	5	765	0.028	21	0.0	0.0	4.842	A
C-D	152	38			152				
C-A	0	0			0				

2032 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		7.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.39	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
D4	2032 Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	39	100.000
C - Cutbush Lane (W)		FLAT	✓	32	100.000
D - Hawthorn		FLAT	✓	143	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	9	30
	C - Cutbush Lane (W)	0	17	0	15
	D - Hawthorn	0	71	72	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	1
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.05	7.21	0.0	A	24	24
B-AD	0.03	7.73	0.0	A	15	15
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.08	7.88	0.1	A	40	40
D-BC	0.20	8.55	0.2	A	103	103
C-ABD	0.03	5.46	0.0	A	17	17
C-D					15	15
C-A					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	523	0.046	24	0.0	0.0	7.211	A
B-AD	15	4	481	0.031	15	0.0	0.0	7.724	A
ABCD	0	0	622	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	40	10	498	0.081	40	0.0	0.1	7.860	A
D-BC	103	26	523	0.196	102	0.0	0.2	8.515	A
C-ABD	17	4	676	0.026	17	0.0	0.0	5.464	A
C-D	15	4			15				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	523	0.046	24	0.0	0.0	7.214	A
B-AD	15	4	481	0.031	15	0.0	0.0	7.728	A
ABCD	0	0	622	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	40	10	497	0.081	40	0.1	0.1	7.878	A
D-BC	103	26	523	0.196	103	0.2	0.2	8.555	A
C-ABD	17	4	676	0.026	17	0.0	0.0	5.464	A
C-D	15	4			15				
C-A	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	523	0.046	24	0.0	0.0	7.214	A
B-AD	15	4	481	0.031	15	0.0	0.0	7.728	A
A-BCD	0	0	622	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	40	10	497	0.081	40	0.1	0.1	7.878	A
D-BC	103	26	523	0.196	103	0.2	0.2	8.555	A
C-ABD	17	4	676	0.026	17	0.0	0.0	5.464	A
C-D	15	4			15				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	523	0.046	24	0.0	0.0	7.214	A
B-AD	15	4	481	0.031	15	0.0	0.0	7.728	A
A-BCD	0	0	622	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	40	10	497	0.081	40	0.1	0.1	7.878	A
D-BC	103	26	523	0.196	103	0.2	0.2	8.555	A
C-ABD	17	4	676	0.026	17	0.0	0.0	5.464	A
C-D	15	4			15				
C-A	0	0			0				

2032 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		3.62	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.62	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
D5	2032 With Dev	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	94	100.000
C - Cutbush Lane (W)		FLAT	✓	164	100.000
D - Hawthorn		FLAT	✓	34	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	12	82
	C - Cutbush Lane (W)	0	4	0	160
	D - Hawthorn	0	30	4	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	0
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.11	8.31	0.1	A	53	53
B-AD	0.09	8.42	0.1	A	41	41
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.03	7.25	0.0	A	15	15
D-BC	0.04	7.30	0.0	A	19	19
C-ABD	0.01	4.72	0.0	A	5	5
C-D					159	159
C-A					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	53	13	486	0.109	53	0.0	0.1	8.288	A
B-AD	41	10	469	0.087	41	0.0	0.1	8.405	A
ABCD	0	0	591	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	15	4	511	0.030	15	0.0	0.0	7.249	A
D-BC	19	5	512	0.037	19	0.0	0.0	7.292	A
C-ABD	5	1	767	0.007	5	0.0	0.0	4.722	A
C-D	159	40			159				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	53	13	486	0.109	53	0.1	0.1	8.308	A
B-AD	41	10	469	0.088	41	0.1	0.1	8.418	A
ABCD	0	0	591	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	15	4	511	0.030	15	0.0	0.0	7.253	A
D-BC	19	5	512	0.037	19	0.0	0.0	7.296	A
C-ABD	5	1	767	0.007	5	0.0	0.0	4.723	A
C-D	159	40			159				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	53	13	486	0.109	53	0.1	0.1	8.308	A
B-AD	41	10	469	0.088	41	0.1	0.1	8.418	A
A-BCD	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	15	4	511	0.030	15	0.0	0.0	7.253	A
D-BC	19	5	512	0.037	19	0.0	0.0	7.296	A
C-ABD	5	1	767	0.007	5	0.0	0.0	4.723	A
C-D	159	40			159				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	53	13	486	0.109	53	0.1	0.1	8.308	A
B-AD	41	10	469	0.088	41	0.1	0.1	8.418	A
A-BCD	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	15	4	511	0.030	15	0.0	0.0	7.253	A
D-BC	19	5	512	0.037	19	0.0	0.0	7.296	A
C-ABD	5	1	767	0.007	5	0.0	0.0	4.722	A
C-D	159	40			159				
C-A	0	0			0				

2032 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		7.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.43	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
D6	2032 With Dev	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	42	100.000
C - Cutbush Lane (W)		FLAT	✓	39	100.000
D - Hawthorn		FLAT	✓	139	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	7	35
	C - Cutbush Lane (W)	0	28	0	11
	D - Hawthorn	0	67	72	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	1
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.05	7.44	0.1	A	25	25
B-AD	0.04	7.82	0.0	A	18	18
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.08	7.81	0.1	A	38	38
D-BC	0.19	8.51	0.2	A	101	101
C-ABD	0.04	5.58	0.0	A	28	28
C-D					11	11
C-A					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	508	0.048	24	0.0	0.1	7.436	A
B-AD	18	4	478	0.037	17	0.0	0.0	7.814	A
ABCD	0	0	619	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	38	10	499	0.076	38	0.0	0.1	7.795	A
D-BC	101	25	524	0.192	100	0.0	0.2	8.469	A
C-ABD	28	7	674	0.042	28	0.0	0.0	5.577	A
C-D	11	3			11				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	508	0.048	24	0.1	0.1	7.443	A
B-AD	18	4	478	0.037	17	0.0	0.0	7.820	A
ABCD	0	0	619	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	38	10	499	0.077	38	0.1	0.1	7.812	A
D-BC	101	25	524	0.192	101	0.2	0.2	8.507	A
C-ABD	28	7	674	0.042	28	0.0	0.0	5.580	A
C-D	11	3			11				
C-A	0	0			0				

17:30 - 17:45

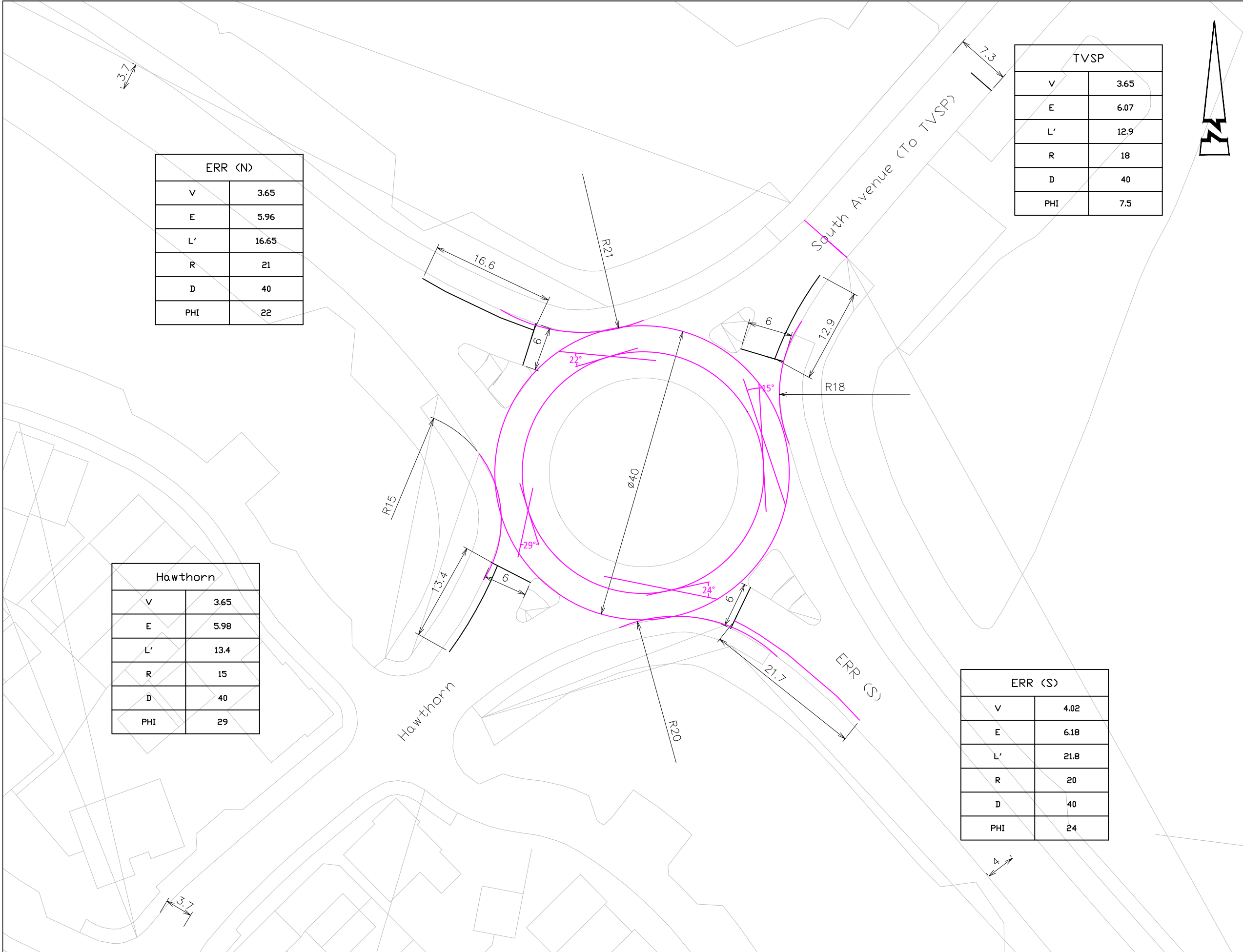
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	508	0.048	24	0.1	0.1	7.443	A
B-AD	18	4	478	0.037	17	0.0	0.0	7.820	A
A-BCD	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	38	10	499	0.077	38	0.1	0.1	7.812	A
D-BC	101	25	524	0.192	101	0.2	0.2	8.507	A
C-ABD	28	7	674	0.042	28	0.0	0.0	5.580	A
C-D	11	3			11				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	25	6	508	0.048	24	0.1	0.1	7.443	A
B-AD	18	4	478	0.037	17	0.0	0.0	7.820	A
A-BCD	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	38	10	499	0.077	38	0.1	0.1	7.813	A
D-BC	101	25	524	0.192	101	0.2	0.2	8.507	A
C-ABD	28	7	674	0.042	28	0.0	0.0	5.582	A
C-D	11	3			11				
C-A	0	0			0				



Appendix O - Junction Geometries



ERR (N)	
V	3.65
E	5.96
L'	16.65
R	21
D	40
PHI	22

Hawthorn	
V	3.65
E	5.98
L'	13.4
R	15
D	40
PHI	29

TVSP	
V	3.65
E	6.07
L'	12.9
R	18
D	40
PHI	7.5

ERR (S)	
V	4.02
E	6.18
L'	21.8
R	20
D	40
PHI	24

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NOTES

1. Do not scale.
2. Refer to all other Project Drawings and supporting notes.

P1	09.21	For issue	AG	PJ
Rev	Date	Description	Drawn	Checked



3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
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Client

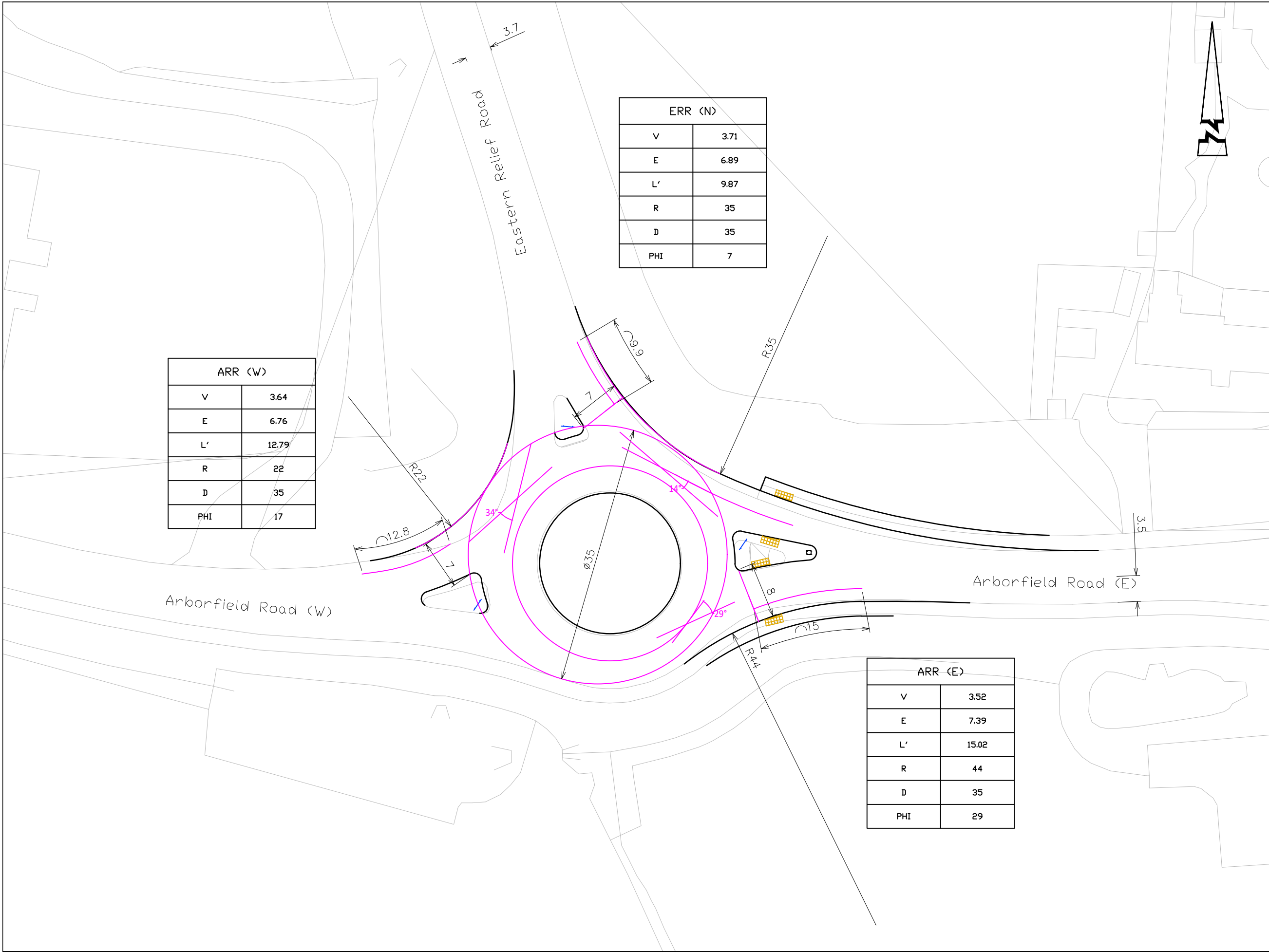
BELLWAY HOMES

Project
LAND NORTH OF
ARBORFIELD ROAD

Title
ERR/TVSP ACCESS
ROUNABOUT GEOMETRIES

Status
FOR INFORMATION

Scale 1:500 @ A3	Date AUG 24	Drawn AG	Checked PJ
Drawing No HD008-009			Revision P1



ARR (W)	
V	3.64
E	6.76
L'	12.79
R	22
D	35
PHI	17

ERR (N)	
V	3.71
E	6.89
L'	9.87
R	35
D	35
PHI	7

ARR (E)	
V	3.52
E	7.39
L'	15.02
R	44
D	35
PHI	29

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NOTES

- 1. Do not scale.
- 2. Refer to all other Project Drawings and supporting notes.

P1	08.24	For issue	AG	PJ
Rev	Date	Description	Drawn	Checked

AL

P

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Client

BELLWAY HOMES

Project

LAND NORTH OF ARBORFIELD ROAD

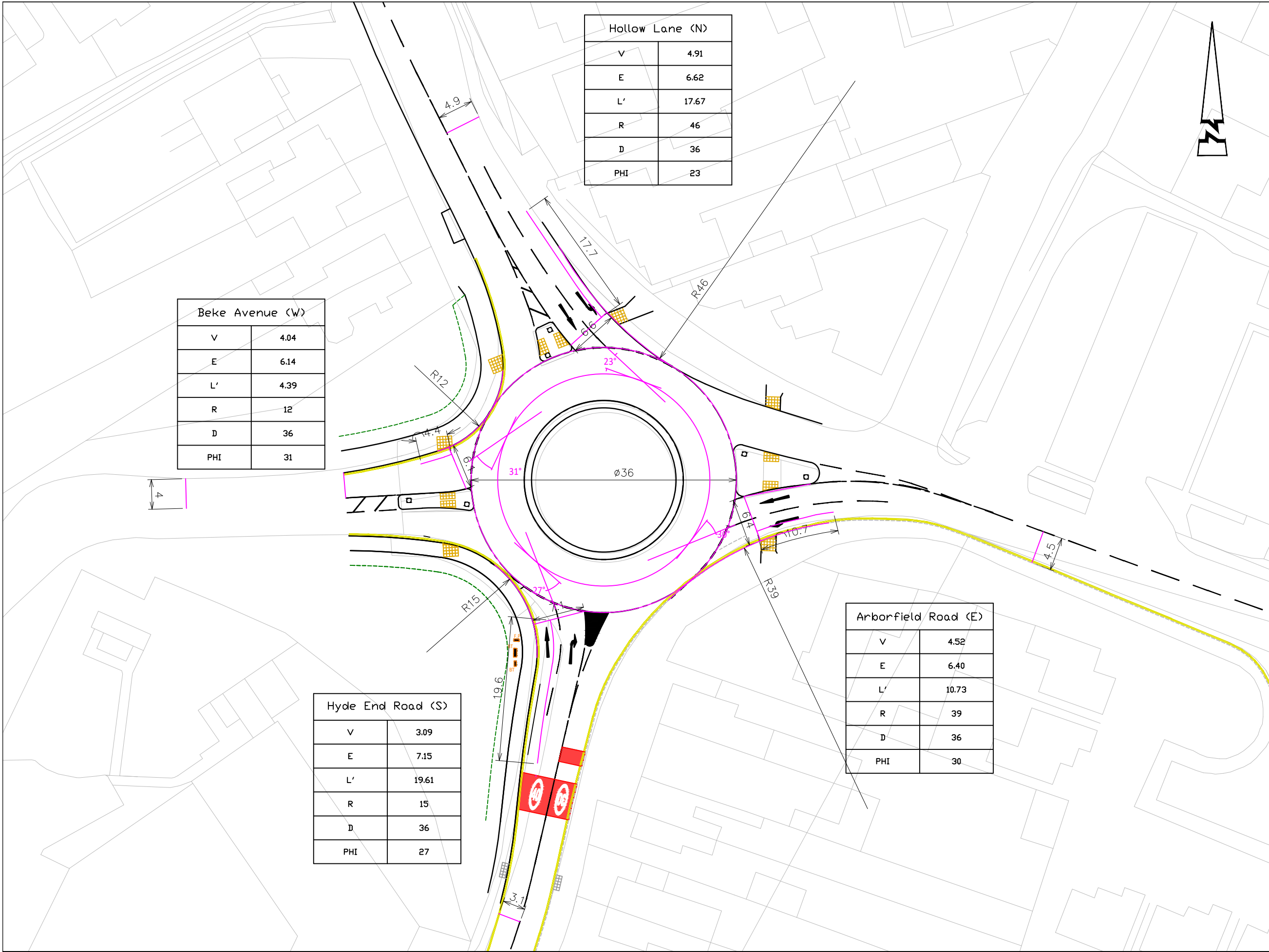
Title

EASTERN RELIEF ROAD / ARBORFIELD ROAD ROUNDABOUT GEOMETRIES

Status

FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @ A3	AUG 24	AG	PJ
Drawing No			Revision
HD008-010			P1



Hollow Lane (N)	
V	4.91
E	6.62
L'	17.67
R	46
D	36
PHI	23

Beke Avenue (W)	
V	4.04
E	6.14
L'	4.39
R	12
D	36
PHI	31

Hyde End Road (S)	
V	3.09
E	7.15
L'	19.61
R	15
D	36
PHI	27

Arborfield Road (E)	
V	4.52
E	6.40
L'	10.73
R	39
D	36
PHI	30

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NOTES

- 1. Do not scale.
- 2. Refer to all other Project Drawings and supporting notes.

P1	08.24	For issue	AG	PJ
Rev	Date	Description	Drawn	Checked



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Client

BELLWAY HOMES

Project
LAND NORTH OF
ARBORFIELD ROAD

Title
HOLLOW LANE
ROAUNDAABOUT
JUNCTION GEOMETRIES

Status
FOR INFORMATION

Scale 1:500 @ A3	Date AUG 24	Drawn AG	Checked PJ
Drawing No HD008-010			Revision P1



Appendix P - 2032 Capacity Analysis: Eastern Relief Road / Science Park Roundabout

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.0.1820						
© Copyright TRL Software Limited, 2023						
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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: TVSP.ERR Roundabout Aug24.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction C - TVSP Access RDBT\Capacity Assessment File

Report generation date: 21/02/2025 12:07:48

»2026, AM
»2026 , PM
»2032 FB, AM
»2032 FB, PM
»2032 WD, AM
»2032 WD, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2026						
1 - TVSP	0.1	4.23	0.11	1.6	10.49	0.62
2 - ERR (S)	3.8	11.09	0.80	2.2	8.74	0.69
3 - Hawthorn	0.6	7.65	0.36	0.3	6.15	0.22
4 - ERR (N)	19.7	61.25	0.97	3.0	9.37	0.75
2032 FB						
1 - TVSP	0.1	3.93	0.10	11.9	55.49	0.94
2 - ERR (S)	12.0	30.07	0.93	2.3	9.16	0.69
3 - Hawthorn	0.9	11.29	0.48	0.1	5.65	0.10
4 - ERR (N)	43.9	140.28	1.02	3.1	9.55	0.76
2032 WD						
1 - TVSP	0.1	3.87	0.10	11.8	55.33	0.94
2 - ERR (S)	5.3	14.27	0.84	2.0	8.69	0.67
3 - Hawthorn	0.8	9.79	0.43	0.1	5.54	0.06
4 - ERR (N)	24.1	79.39	0.98	3.5	10.19	0.78

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	TVSP Access Roundabout
Location	Shinfield
Site number	
Date	21/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
D1	2026	AM	FLAT	08:00	09:00	60	15	✓
D2	2026	PM	FLAT	17:00	18:00	60	15	✓
D3	2032 FB	AM	FLAT	08:00	09:00	60	15	✓
D4	2032 FB	PM	FLAT	17:00	18:00	60	15	✓
D5	2032 WD	AM	FLAT	08:00	09:00	60	15	✓
D6	2032 WD	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 FB	AM	FLAT	08:00	09:00	60	15	
D8	2038 FB	PM	FLAT	17:00	18:00	60	15	
D9	2038 WD	AM	FLAT	08:00	09:00	60	15	
D10	2038 WD	PM	FLAT	17:00	18:00	60	15	

Analysis Set Details

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

2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	32.00	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.00	D

Arms

Arms

Arm	Name	Description	No give-way line
1	TVSP		
2	ERR (S)		
3	Hawthorn		
4	ERR (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - TVSP	3.65	6.07	12.9	18.0	40.0	7.5		
2 - ERR (S)	4.02	6.18	21.8	20.0	40.0	24.0		
3 - Hawthorn	3.65	5.98	13.4	15.0	40.0	29.0		
4 - ERR (N)	3.65	5.96	16.7	21.0	40.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - TVSP	0.659	1678
2 - ERR (S)	0.658	1751
3 - Hawthorn	0.606	1540
4 - ERR (N)	0.639	1639

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	2026	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	107	100.000
2 - ERR (S)		FLAT	✓	1266	100.000
3 - Hawthorn		FLAT	✓	263	100.000
4 - ERR (N)		FLAT	✓	1221	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
1 - TVSP		0	53	3	51
2 - ERR (S)		464	0	43	759
3 - Hawthorn		26	29	0	208
4 - ERR (N)		218	915	88	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
1 - TVSP		0	1	0	3
2 - ERR (S)		0	0	0	7
3 - Hawthorn		0	0	0	0
4 - ERR (N)		3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.11	4.23	0.1	A	107	107
2 - ERR (S)	0.80	11.09	3.8	B	1266	1266
3 - Hawthorn	0.36	7.65	0.6	A	263	263
4 - ERR (N)	0.97	61.25	19.7	F	1221	1221

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	107	27	991	982	0.109	107	694	0.0	0.1	4.111	A
2 - ERR (S)	1266	317	138	1592	0.795	1251	959	0.0	3.7	10.164	B
3 - Hawthorn	263	66	1260	743	0.354	261	130	0.0	0.5	7.441	A
4 - ERR (N)	1221	305	513	1265	0.965	1171	1007	0.0	12.4	29.893	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	107	27	1020	962	0.111	107	705	0.1	0.1	4.209	A
2 - ERR (S)	1266	317	141	1590	0.796	1266	986	3.7	3.8	11.041	B
3 - Hawthorn	263	66	1274	734	0.358	263	133	0.5	0.6	7.646	A
4 - ERR (N)	1221	305	519	1262	0.968	1207	1018	12.4	16.1	49.634	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	107	27	1025	959	0.112	107	706	0.1	0.1	4.224	A
2 - ERR (S)	1266	317	141	1590	0.796	1266	990	3.8	3.8	11.076	B
3 - Hawthorn	263	66	1274	734	0.359	263	133	0.6	0.6	7.649	A
4 - ERR (N)	1221	305	519	1262	0.968	1212	1018	16.1	18.2	56.730	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	107	27	1027	958	0.112	107	707	0.1	0.1	4.231	A
2 - ERR (S)	1266	317	142	1590	0.796	1266	992	3.8	3.8	11.089	B
3 - Hawthorn	263	66	1274	733	0.359	263	134	0.6	0.6	7.650	A
4 - ERR (N)	1221	305	519	1262	0.968	1215	1018	18.2	19.7	61.253	F

2026 , PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	9.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.19	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	2026	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	555	100.000
2 - ERR (S)		FLAT	✓	931	100.000
3 - Hawthorn		FLAT	✓	164	100.000
4 - ERR (N)		FLAT	✓	1154	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	177	57	321
	2 - ERR (S)	41	0	20	870
	3 - Hawthorn	6	22	0	136
	4 - ERR (N)	62	992	100	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	3
	2 - ERR (S)	0	0	0	7
	3 - Hawthorn	0	0	0	0
	4 - ERR (N)	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.62	10.49	1.6	B	555	555
2 - ERR (S)	0.69	8.74	2.2	A	931	931
3 - Hawthorn	0.22	6.15	0.3	A	164	164
4 - ERR (N)	0.75	9.37	3.0	A	1154	1154

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	555	139	1103	905	0.613	549	108	0.0	1.5	9.933	A
2 - ERR (S)	931	233	473	1346	0.692	922	1179	0.0	2.2	8.340	A
3 - Hawthorn	164	41	1220	757	0.217	163	175	0.0	0.3	6.049	A
4 - ERR (N)	1154	289	68	1538	0.750	1142	1314	0.0	2.9	8.852	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	555	139	1114	898	0.618	555	109	1.5	1.6	10.473	B
2 - ERR (S)	931	233	478	1343	0.693	931	1191	2.2	2.2	8.734	A
3 - Hawthorn	164	41	1232	749	0.219	164	177	0.3	0.3	6.148	A
4 - ERR (N)	1154	289	69	1538	0.750	1154	1327	2.9	2.9	9.353	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	555	139	1114	898	0.618	555	109	1.6	1.6	10.487	B
2 - ERR (S)	931	233	478	1342	0.693	931	1191	2.2	2.2	8.743	A
3 - Hawthorn	164	41	1232	749	0.219	164	177	0.3	0.3	6.149	A
4 - ERR (N)	1154	289	69	1538	0.750	1154	1327	2.9	3.0	9.361	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	555	139	1114	898	0.618	555	109	1.6	1.6	10.489	B
2 - ERR (S)	931	233	478	1342	0.693	931	1191	2.2	2.2	8.745	A
3 - Hawthorn	164	41	1232	749	0.219	164	177	0.3	0.3	6.150	A
4 - ERR (N)	1154	289	69	1538	0.750	1154	1327	3.0	3.0	9.366	A

2032 FB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	68.50	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	68.50	F

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
D3	2032 FB	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	103	100.000
2 - ERR (S)		FLAT	✓	1512	100.000
3 - Hawthorn		FLAT	✓	292	100.000
4 - ERR (N)		FLAT	✓	1124	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	49	2	52
	2 - ERR (S)	690	0	84	738
	3 - Hawthorn	21	66	0	205
	4 - ERR (N)	231	839	54	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	3
	2 - ERR (S)	0	0	0	7
	3 - Hawthorn	0	0	0	0
	4 - ERR (N)	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.10	3.93	0.1	A	103	103
2 - ERR (S)	0.93	30.07	12.0	D	1512	1512
3 - Hawthorn	0.48	11.29	0.9	B	292	292
4 - ERR (N)	1.02	140.28	43.9	F	1124	1124

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	902	1041	0.099	103	910	0.0	0.1	3.833	A
2 - ERR (S)	1512	378	104	1626	0.930	1473	901	0.0	9.7	20.152	C
3 - Hawthorn	292	73	1443	633	0.461	289	134	0.0	0.8	10.364	B
4 - ERR (N)	1124	281	758	1114	1.009	1054	974	0.0	17.5	41.975	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	927	1025	0.101	103	931	0.1	0.1	3.905	A
2 - ERR (S)	1512	378	106	1625	0.931	1507	924	9.7	11.0	28.002	D
3 - Hawthorn	292	73	1475	613	0.476	292	138	0.8	0.9	11.194	B
4 - ERR (N)	1124	281	774	1104	1.018	1084	992	17.5	27.6	85.746	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	932	1021	0.101	103	934	0.1	0.1	3.919	A
2 - ERR (S)	1512	378	106	1625	0.931	1509	929	11.0	11.7	29.396	D
3 - Hawthorn	292	73	1478	611	0.478	292	138	0.9	0.9	11.268	B
4 - ERR (N)	1124	281	776	1103	1.019	1090	994	27.6	36.1	114.622	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	934	1020	0.101	103	935	0.1	0.1	3.926	A
2 - ERR (S)	1512	378	107	1624	0.931	1511	931	11.7	12.0	30.066	D
3 - Hawthorn	292	73	1479	611	0.478	292	138	0.9	0.9	11.292	B
4 - ERR (N)	1124	281	776	1103	1.019	1093	994	36.1	43.9	140.280	F

2032 FB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	21.87	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.87	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
D4	2032 FB	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	818	100.000
2 - ERR (S)		FLAT	✓	894	100.000
3 - Hawthorn		FLAT	✓	74	100.000
4 - ERR (N)		FLAT	✓	1192	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	279	63	476
	2 - ERR (S)	32	0	61	801
	3 - Hawthorn	3	29	0	42
	4 - ERR (N)	44	1070	78	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	2
	2 - ERR (S)	2	0	1	4
	3 - Hawthorn	0	0	0	2
	4 - ERR (N)	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.94	55.49	11.9	F	818	818
2 - ERR (S)	0.69	9.16	2.3	A	894	894
3 - Hawthorn	0.10	5.65	0.1	A	74	74
4 - ERR (N)	0.76	9.55	3.1	A	1192	1192

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	204	1165	881	0.928	785	78	0.0	8.2	31.067	D
2 - ERR (S)	894	223	595	1300	0.688	885	1356	0.0	2.1	8.516	A
3 - Hawthorn	74	19	1282	727	0.102	74	198	0.0	0.1	5.507	A
4 - ERR (N)	1192	298	63	1569	0.760	1180	1292	0.0	3.0	8.995	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	204	1177	873	0.937	810	79	8.2	10.2	48.002	E
2 - ERR (S)	894	223	612	1289	0.694	894	1375	2.1	2.2	9.090	A
3 - Hawthorn	74	19	1304	713	0.104	74	201	0.1	0.1	5.631	A
4 - ERR (N)	1192	298	64	1569	0.760	1192	1314	3.0	3.1	9.535	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	204	1177	873	0.937	814	79	10.2	11.3	52.886	F
2 - ERR (S)	894	223	614	1287	0.694	894	1377	2.2	2.2	9.142	A
3 - Hawthorn	74	19	1307	712	0.104	74	202	0.1	0.1	5.645	A
4 - ERR (N)	1192	298	64	1569	0.760	1192	1317	3.1	3.1	9.548	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	204	1177	873	0.937	815	79	11.3	11.9	55.490	F
2 - ERR (S)	894	223	615	1287	0.695	894	1377	2.2	2.3	9.161	A
3 - Hawthorn	74	19	1307	711	0.104	74	202	0.1	0.1	5.650	A
4 - ERR (N)	1192	298	64	1569	0.760	1192	1317	3.1	3.1	9.552	A

2032 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	39.28	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	39.28	E

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
D5	2032 WD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	101	100.000
2 - ERR (S)		FLAT	✓	1364	100.000
3 - Hawthorn		FLAT	✓	281	100.000
4 - ERR (N)		FLAT	✓	1139	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	43	2	56
	2 - ERR (S)	613	0	5	746
	3 - Hawthorn	45	25	0	211
	4 - ERR (N)	243	842	54	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	3
	2 - ERR (S)	0	0	0	7
	3 - Hawthorn	0	0	0	0
	4 - ERR (N)	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.10	3.87	0.1	A	101	101
2 - ERR (S)	0.84	14.27	5.3	B	1364	1364
3 - Hawthorn	0.43	9.79	0.8	A	281	281
4 - ERR (N)	0.98	79.39	24.1	F	1139	1139

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	101	25	879	1055	0.096	101	880	0.0	0.1	3.769	A
2 - ERR (S)	1364	341	109	1616	0.844	1344	870	0.0	4.9	12.447	B
3 - Hawthorn	281	70	1395	661	0.425	278	58	0.0	0.7	9.329	A
4 - ERR (N)	1139	285	673	1166	0.977	1085	1000	0.0	13.4	33.720	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	101	25	906	1037	0.097	101	896	0.1	0.1	3.845	A
2 - ERR (S)	1364	341	111	1615	0.844	1363	895	4.9	5.2	14.143	B
3 - Hawthorn	281	70	1414	649	0.433	281	60	0.7	0.8	9.771	A
4 - ERR (N)	1139	285	683	1161	0.981	1119	1012	13.4	18.3	59.653	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	101	25	911	1034	0.098	101	898	0.1	0.1	3.859	A
2 - ERR (S)	1364	341	111	1615	0.845	1364	900	5.2	5.3	14.238	B
3 - Hawthorn	281	70	1415	649	0.433	281	60	0.8	0.8	9.782	A
4 - ERR (N)	1139	285	683	1161	0.981	1126	1013	18.3	21.6	71.194	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	101	25	913	1032	0.098	101	899	0.1	0.1	3.866	A
2 - ERR (S)	1364	341	112	1615	0.845	1364	903	5.3	5.3	14.275	B
3 - Hawthorn	281	70	1415	649	0.433	281	61	0.8	0.8	9.786	A
4 - ERR (N)	1139	285	683	1160	0.981	1129	1013	21.6	24.1	79.395	F

2032 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	22.04	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.04	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
D6	2032 WD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	811	100.000
2 - ERR (S)		FLAT	✓	847	100.000
3 - Hawthorn		FLAT	✓	44	100.000
4 - ERR (N)		FLAT	✓	1235	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	247	66	498
	2 - ERR (S)	27	0	13	807
	3 - Hawthorn	3	3	0	38
	4 - ERR (N)	49	1095	91	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	2
	2 - ERR (S)	3	0	1	4
	3 - Hawthorn	0	0	0	2
	4 - ERR (N)	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.94	55.33	11.8	F	811	811
2 - ERR (S)	0.67	8.69	2.0	A	847	847
3 - Hawthorn	0.06	5.54	0.1	A	44	44
4 - ERR (N)	0.78	10.19	3.5	B	1235	1235

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	811	203	1176	875	0.927	779	78	0.0	8.1	30.971	D
2 - ERR (S)	847	212	632	1275	0.664	839	1323	0.0	1.9	8.123	A
3 - Hawthorn	44	11	1305	710	0.062	44	166	0.0	0.1	5.399	A
4 - ERR (N)	1235	309	33	1588	0.778	1222	1316	0.0	3.3	9.507	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	811	203	1189	867	0.936	803	79	8.1	10.1	47.859	E
2 - ERR (S)	847	212	649	1264	0.670	847	1342	1.9	2.0	8.623	A
3 - Hawthorn	44	11	1327	696	0.063	44	169	0.1	0.1	5.517	A
4 - ERR (N)	1235	309	33	1588	0.778	1235	1338	3.3	3.4	10.165	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	811	203	1189	867	0.936	807	79	10.1	11.1	52.742	F
2 - ERR (S)	847	212	652	1262	0.671	847	1344	2.0	2.0	8.669	A
3 - Hawthorn	44	11	1329	695	0.063	44	170	0.1	0.1	5.531	A
4 - ERR (N)	1235	309	33	1588	0.778	1235	1340	3.4	3.4	10.181	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	811	203	1189	867	0.936	808	79	11.1	11.8	55.327	F
2 - ERR (S)	847	212	653	1261	0.672	847	1344	2.0	2.0	8.687	A
3 - Hawthorn	44	11	1330	694	0.063	44	170	0.1	0.1	5.536	A
4 - ERR (N)	1235	309	33	1588	0.778	1235	1341	3.4	3.5	10.187	B



Appendix Q - 2032 Capacity Analysis: Eastern Relief Road / Arborfield Road Roundabout

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.0.1820						
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Filename: Arborfield Road.ERR - Aug24 Dims.j10

Path: P:\HD008 Land North of Arborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction H - Arborfield ERR

Report generation date: 21/02/2025 12:16:26

- »2026, AM
- »2026, PM
- »2032 Base, AM
- »2032 Base, PM
- »2032 WD, AM
- »2032 WD, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026						
1 - Arborfield Road (E)	2.0	6.28	0.65	4.8	12.57	0.83
2 - Arborfield (W)	2.3	10.74	0.70	0.9	6.32	0.49
3 - ERR	2.2	7.84	0.68	5.5	17.07	0.85
2032 Base						
1 - Arborfield Road (E)	2.7	8.01	0.73	8.2	21.90	0.89
2 - Arborfield (W)	7.0	27.05	0.88	0.9	6.09	0.49
3 - ERR	1.8	6.83	0.64	24.5	67.05	0.98
2032 WD						
1 - Arborfield Road (E)	3.0	8.45	0.74	7.6	20.10	0.89
2 - Arborfield (W)	3.2	14.10	0.76	0.8	5.72	0.46
3 - ERR	1.7	6.57	0.62	17.7	50.12	0.96

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	Arborfield Road ERR Roundabout
Location	Shinfield
Site number	HD008
Date	21/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

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
D1	2026	AM	FLAT	08:00	09:00	60	15	✓
D2	2026	PM	FLAT	17:00	18:00	60	15	✓
D3	2032 Base	AM	FLAT	08:00	09:00	60	15	✓
D4	2032 Base	PM	FLAT	17:00	18:00	60	15	✓
D5	2032 WD	AM	FLAT	08:00	09:00	60	15	✓
D6	2032 WD	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 Base	AM	FLAT	08:00	09:00	60	15	
D8	2038 Base	PM	FLAT	17:00	18:00	60	15	
D9	2038 WD	AM	FLAT	08:00	09:00	60	15	
D10	2038 WD	PM	FLAT	17:00	18:00	60	15	

Analysis Set Details

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

2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	8.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.00	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Arborfield Road (E)		
2	Arborfield (W)		
3	ERR		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Arborfield Road (E)	3.52	7.39	15.0	44.0	35.0	29.0		
2 - Arborfield (W)	3.64	6.76	12.8	22.0	35.0	17.0		
3 - ERR	3.71	6.89	9.9	35.0	35.0	7.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Arborfield Road (E)	0.673	1761
2 - Arborfield (W)	0.670	1715
3 - ERR	0.695	1760

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	2026	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1130	100.000
2 - Arborfield (W)		FLAT	✓	769	100.000
3 - ERR		FLAT	✓	996	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	218	912
	2 - Arborfield (W)	414	0	355
	3 - ERR	948	48	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	0	6
	2 - Arborfield (W)	0	0	0
	3 - ERR	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.65	6.28	2.0	A	1130	1130
2 - Arborfield (W)	0.70	10.74	2.3	B	769	769
3 - ERR	0.68	7.84	2.2	A	996	996

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1130	283	48	1729	0.654	1122	1349	0.0	1.9	6.124	A
2 - Arborfield (W)	769	192	906	1108	0.694	760	264	0.0	2.2	10.112	B
3 - ERR	996	249	409	1475	0.675	988	1257	0.0	2.1	7.532	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1130	283	48	1728	0.654	1130	1362	1.9	2.0	6.279	A
2 - Arborfield (W)	769	192	912	1104	0.697	769	266	2.2	2.2	10.722	B
3 - ERR	996	249	414	1472	0.677	996	1267	2.1	2.1	7.834	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1130	283	48	1728	0.654	1130	1362	2.0	2.0	6.282	A
2 - Arborfield (W)	769	192	912	1104	0.697	769	266	2.2	2.3	10.737	B
3 - ERR	996	249	414	1472	0.677	996	1267	2.1	2.1	7.839	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1130	283	48	1728	0.654	1130	1362	2.0	2.0	6.282	A
2 - Arborfield (W)	769	192	912	1104	0.697	769	266	2.3	2.3	10.742	B
3 - ERR	996	249	414	1472	0.677	996	1267	2.1	2.2	7.841	A

2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	13.21	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.21	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
D2	2026	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1392	100.000
2 - Arborfield (W)		FLAT	✓	540	100.000
3 - ERR		FLAT	✓	1191	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	489	903
	2 - Arborfield (W)	512	0	28
	3 - ERR	1080	111	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	1	4
	2 - Arborfield (W)	0	0	0
	3 - ERR	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.83	12.57	4.8	B	1392	1392
2 - Arborfield (W)	0.49	6.32	0.9	A	540	540
3 - ERR	0.85	17.07	5.5	C	1191	1191

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	109	1687	0.825	1374	1570	0.0	4.5	11.260	B
2 - Arborfield (W)	540	135	891	1118	0.483	536	592	0.0	0.9	6.158	A
3 - ERR	1191	298	508	1406	0.847	1171	919	0.0	5.1	14.492	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	111	1686	0.826	1391	1591	4.5	4.7	12.502	B
2 - Arborfield (W)	540	135	903	1110	0.486	540	600	0.9	0.9	6.316	A
3 - ERR	1191	298	512	1404	0.848	1190	931	5.1	5.3	16.861	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	111	1686	0.826	1392	1592	4.7	4.7	12.554	B
2 - Arborfield (W)	540	135	903	1110	0.486	540	600	0.9	0.9	6.318	A
3 - ERR	1191	298	512	1404	0.848	1191	931	5.3	5.5	17.013	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	111	1686	0.826	1392	1592	4.7	4.8	12.571	B
2 - Arborfield (W)	540	135	903	1110	0.486	540	600	0.9	0.9	6.319	A
3 - ERR	1191	298	512	1404	0.848	1191	931	5.5	5.5	17.069	C

2032 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	13.50	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.50	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
D3	2032 Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1242	100.000
2 - Arborfield (W)		FLAT	✓	972	100.000
3 - ERR		FLAT	✓	954	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	327	915
	2 - Arborfield (W)	374	0	598
	3 - ERR	878	76	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	0	6
	2 - Arborfield (W)	0	0	0
	3 - ERR	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.73	8.01	2.7	A	1242	1242
2 - Arborfield (W)	0.88	27.05	7.0	D	972	972
3 - ERR	0.64	6.83	1.8	A	954	954

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1242	311	75	1710	0.726	1231	1236	0.0	2.7	7.664	A
2 - Arborfield (W)	972	243	907	1107	0.878	948	400	0.0	6.0	20.317	C
3 - ERR	954	239	365	1506	0.633	947	1490	0.0	1.8	6.589	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1242	311	76	1710	0.726	1242	1251	2.7	2.7	7.999	A
2 - Arborfield (W)	972	243	915	1102	0.882	969	403	6.0	6.6	26.058	D
3 - ERR	954	239	373	1501	0.636	954	1511	1.8	1.8	6.819	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1242	311	76	1710	0.726	1242	1252	2.7	2.7	8.005	A
2 - Arborfield (W)	972	243	915	1102	0.882	971	403	6.6	6.9	26.770	D
3 - ERR	954	239	374	1500	0.636	954	1512	1.8	1.8	6.828	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1242	311	76	1710	0.726	1242	1252	2.7	2.7	8.007	A
2 - Arborfield (W)	972	243	915	1102	0.882	971	403	6.9	7.0	27.051	D
3 - ERR	954	239	374	1500	0.636	954	1513	1.8	1.8	6.829	A

2032 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	37.89	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	37.89	E

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
D4	2032 Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1392	100.000
2 - Arborfield (W)		FLAT	✓	562	100.000
3 - ERR		FLAT	✓	1377	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	554	838
	2 - Arborfield (W)	506	0	56
	3 - ERR	1073	304	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	1	4
	2 - Arborfield (W)	0	0	0
	3 - ERR	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.89	21.90	8.2	C	1392	1392
2 - Arborfield (W)	0.49	6.09	0.9	A	562	562
3 - ERR	0.98	67.05	24.5	F	1377	1377

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	291	1565	0.890	1364	1530	0.0	7.0	16.641	C
2 - Arborfield (W)	562	141	821	1165	0.482	558	834	0.0	0.9	5.905	A
3 - ERR	1377	344	503	1410	0.976	1319	877	0.0	14.6	30.328	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	300	1559	0.893	1389	1564	7.0	7.7	21.062	C
2 - Arborfield (W)	562	141	836	1155	0.487	562	853	0.9	0.9	6.077	A
3 - ERR	1377	344	506	1408	0.978	1358	892	14.6	19.3	52.228	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	301	1558	0.893	1391	1570	7.7	8.0	21.645	C
2 - Arborfield (W)	562	141	837	1154	0.487	562	855	0.9	0.9	6.084	A
3 - ERR	1377	344	506	1408	0.978	1365	893	19.3	22.3	61.015	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1392	348	302	1557	0.894	1391	1572	8.0	8.2	21.895	C
2 - Arborfield (W)	562	141	838	1154	0.487	562	856	0.9	0.9	6.086	A
3 - ERR	1377	344	506	1408	0.978	1368	894	22.3	24.5	67.047	F

2032 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	9.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.43	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
D5	2032 WD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1285	100.000
2 - Arborfield (W)		FLAT	✓	827	100.000
3 - ERR		FLAT	✓	909	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	340	945
	2 - Arborfield (W)	408	0	419
	3 - ERR	862	47	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	0	6
	2 - Arborfield (W)	0	0	0
	3 - ERR	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.74	8.45	3.0	A	1285	1285
2 - Arborfield (W)	0.76	14.10	3.2	B	827	827
3 - ERR	0.62	6.57	1.7	A	909	909

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1285	321	47	1729	0.743	1273	1258	0.0	2.9	8.038	A
2 - Arborfield (W)	827	207	936	1088	0.760	815	384	0.0	3.0	12.709	B
3 - ERR	909	227	402	1480	0.614	903	1349	0.0	1.6	6.384	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1285	321	47	1729	0.743	1285	1270	2.9	3.0	8.435	A
2 - Arborfield (W)	827	207	945	1082	0.764	826	387	3.0	3.1	14.024	B
3 - ERR	909	227	408	1476	0.616	909	1364	1.6	1.6	6.566	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1285	321	47	1729	0.743	1285	1270	3.0	3.0	8.443	A
2 - Arborfield (W)	827	207	945	1082	0.764	827	387	3.1	3.2	14.080	B
3 - ERR	909	227	408	1476	0.616	909	1364	1.6	1.6	6.571	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1285	321	47	1729	0.743	1285	1270	3.0	3.0	8.445	A
2 - Arborfield (W)	827	207	945	1082	0.764	827	387	3.2	3.2	14.097	B
3 - ERR	909	227	408	1476	0.616	909	1364	1.6	1.7	6.571	A

2032 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	30.11	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.11	D

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
D6	2032 WD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1404	100.000
2 - Arborfield (W)		FLAT	✓	528	100.000
3 - ERR		FLAT	✓	1346	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	573	831
	2 - Arborfield (W)	512	0	16
	3 - ERR	1084	262	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	1	4
	2 - Arborfield (W)	0	0	1
	3 - ERR	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.89	20.10	7.6	C	1404	1404
2 - Arborfield (W)	0.46	5.72	0.8	A	528	528
3 - ERR	0.96	50.12	17.7	F	1346	1346

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1404	351	253	1591	0.883	1377	1554	0.0	6.6	15.775	C
2 - Arborfield (W)	528	132	815	1169	0.452	525	815	0.0	0.8	5.569	A
3 - ERR	1346	337	509	1406	0.957	1298	831	0.0	12.1	26.859	D

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1404	351	260	1586	0.885	1402	1587	6.6	7.2	19.512	C
2 - Arborfield (W)	528	132	830	1159	0.456	528	832	0.8	0.8	5.709	A
3 - ERR	1346	337	512	1404	0.959	1334	846	12.1	15.0	42.569	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1404	351	261	1585	0.886	1403	1591	7.2	7.5	19.927	C
2 - Arborfield (W)	528	132	830	1159	0.456	528	833	0.8	0.8	5.715	A
3 - ERR	1346	337	512	1404	0.959	1339	846	15.0	16.7	47.320	E

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1404	351	261	1585	0.886	1403	1593	7.5	7.6	20.099	C
2 - Arborfield (W)	528	132	831	1158	0.456	528	834	0.8	0.8	5.716	A
3 - ERR	1346	337	512	1404	0.959	1342	847	16.7	17.7	50.121	F



Appendix R - 2032 Capacity Analysis: A327 / Arborfield Road / Hyde End Road / Beke Avenue Roundabout

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.0.1820						
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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: Hollow Lane.Arborfield Road Roundabout - Aug24 Dims.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction F - Hollow Lane HER Shinfield West

Report generation date: 21/02/2025 12:21:38

»2026, AM
»2026, PM
»2032 FB, AM
»2032 FB, PM
»2032 WD, AM
»2032 WD, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026						
1 - Arborfield Road (E)	0.4	3.58	0.29	0.9	5.02	0.48
2 - B3349 Hyde End Road	3.4	10.35	0.78	0.7	4.41	0.40
3 - Shinfield West	0.1	5.98	0.08	0.3	4.82	0.20
4 - Hollow Lane	1.1	5.31	0.53	1.0	3.98	0.49
2032 FB						
1 - Arborfield Road (E)	0.4	3.60	0.29	1.5	6.23	0.60
2 - B3349 Hyde End Road	5.6	16.26	0.85	1.0	5.51	0.49
3 - Shinfield West	0.4	8.57	0.30	0.4	5.86	0.29
4 - Hollow Lane	1.0	5.19	0.49	0.7	3.59	0.43
2032 WD						
1 - Arborfield Road (E)	0.5	3.79	0.32	1.6	6.59	0.62
2 - B3349 Hyde End Road	6.0	17.33	0.86	1.0	5.68	0.50
3 - Shinfield West	0.5	8.93	0.32	0.4	5.99	0.30
4 - Hollow Lane	1.1	5.53	0.51	0.8	3.64	0.43

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	Hollow Lane Arborfied Road Roundabout
Location	Shinfield
Site number	HD008
Date	21/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

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
D1	2026	AM	FLAT	08:00	09:00	60	15	✓
D2	2026	PM	FLAT	17:00	18:00	60	15	✓
D3	2032 FB	AM	FLAT	08:00	09:00	60	15	✓
D4	2032 FB	PM	FLAT	17:00	18:00	60	15	✓
D5	2032 WD	AM	FLAT	08:00	09:00	60	15	✓
D6	2032 WD	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 FB	AM	FLAT	08:00	09:00	60	15	
D8	2038 FB	PM	FLAT	17:00	18:00	60	15	
D9	2038 WD	AM	FLAT	08:00	09:00	60	15	
D10	2038 WD	PM	FLAT	17:00	18:00	60	15	

Analysis Set Details

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

2026, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	7.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.53	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Arborfield Road (E)		
2	B3349 Hyde End Road		
3	Shinfield West		
4	Hollow Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Arborfield Road (E)	4.52	6.40	10.7	39.0	36.0	30.0		
2 - B3349 Hyde End Road	3.09	7.15	19.6	15.0	36.0	27.0		
3 - Shinfield West	4.04	6.15	4.4	12.0	36.0	31.0		
4 - Hollow Lane	4.91	6.62	17.7	46.0	36.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Arborfield Road (E)	0.673	1776
2 - B3349 Hyde End Road	0.641	1666
3 - Shinfield West	0.583	1423
4 - Hollow Lane	0.723	1981

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	2026	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	410	100.000
2 - B3349 Hyde End Road		FLAT	✓	1212	100.000
3 - Shinfield West		FLAT	✓	55	100.000
4 - Hollow Lane		FLAT	✓	773	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	265	7	138
	2 - B3349 Hyde End Road	703	0	50	459
	3 - Shinfield West	4	26	0	25
	4 - Hollow Lane	262	491	20	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	0	0	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	1	0	2
	4 - Hollow Lane	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.29	3.58	0.4	A	410	410
2 - B3349 Hyde End Road	0.78	10.35	3.4	B	1212	1212
3 - Shinfield West	0.08	5.98	0.1	A	55	55
4 - Hollow Lane	0.53	5.31	1.1	A	773	773

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	410	103	534	1417	0.289	408	960	0.0	0.4	3.565	A
2 - B3349 Hyde End Road	1212	303	164	1561	0.776	1199	778	0.0	3.3	9.643	A
3 - Shinfield West	55	14	1287	673	0.082	55	76	0.0	0.1	5.901	A
4 - Hollow Lane	773	193	725	1457	0.530	769	616	0.0	1.1	5.201	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	410	103	537	1415	0.290	410	969	0.4	0.4	3.584	A
2 - B3349 Hyde End Road	1212	303	165	1561	0.777	1212	782	3.3	3.4	10.323	B
3 - Shinfield West	55	14	1300	665	0.083	55	77	0.1	0.1	5.979	A
4 - Hollow Lane	773	193	733	1452	0.533	773	622	1.1	1.1	5.310	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	410	103	537	1415	0.290	410	969	0.4	0.4	3.584	A
2 - B3349 Hyde End Road	1212	303	165	1561	0.777	1212	782	3.4	3.4	10.339	B
3 - Shinfield West	55	14	1300	665	0.083	55	77	0.1	0.1	5.980	A
4 - Hollow Lane	773	193	733	1451	0.533	773	622	1.1	1.1	5.311	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	410	103	537	1415	0.290	410	969	0.4	0.4	3.584	A
2 - B3349 Hyde End Road	1212	303	165	1561	0.777	1212	782	3.4	3.4	10.345	B
3 - Shinfield West	55	14	1300	665	0.083	55	77	0.1	0.1	5.981	A
4 - Hollow Lane	773	193	733	1451	0.533	773	622	1.1	1.1	5.311	A

2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	4.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.46	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	2026	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	667	100.000
2 - B3349 Hyde End Road		FLAT	✓	555	100.000
3 - Shinfield West		FLAT	✓	190	100.000
4 - Hollow Lane		FLAT	✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	320	26	321
	2 - B3349 Hyde End Road	213	0	46	296
	3 - Shinfield West	28	42	0	120
	4 - Hollow Lane	332	429	111	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
	1 - Arborfield Road (E)	0	0	1	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	0	0	0
	4 - Hollow Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.48	5.02	0.9	A	667	667
2 - B3349 Hyde End Road	0.40	4.41	0.7	A	555	555
3 - Shinfield West	0.20	4.82	0.3	A	190	190
4 - Hollow Lane	0.49	3.98	1.0	A	872	872

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	667	167	579	1386	0.481	663	570	0.0	0.9	4.960	A
2 - B3349 Hyde End Road	555	139	456	1374	0.404	552	787	0.0	0.7	4.370	A
3 - Shinfield West	190	48	826	941	0.202	189	182	0.0	0.3	4.792	A
4 - Hollow Lane	872	218	282	1778	0.491	868	733	0.0	1.0	3.946	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	667	167	582	1384	0.482	667	573	0.9	0.9	5.021	A
2 - B3349 Hyde End Road	555	139	458	1373	0.404	555	791	0.7	0.7	4.406	A
3 - Shinfield West	190	48	830	939	0.202	190	183	0.3	0.3	4.819	A
4 - Hollow Lane	872	218	283	1777	0.491	872	737	1.0	1.0	3.983	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	667	167	582	1384	0.482	667	573	0.9	0.9	5.021	A
2 - B3349 Hyde End Road	555	139	458	1373	0.404	555	791	0.7	0.7	4.406	A
3 - Shinfield West	190	48	830	939	0.202	190	183	0.3	0.3	4.819	A
4 - Hollow Lane	872	218	283	1777	0.491	872	737	1.0	1.0	3.983	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	667	167	582	1384	0.482	667	573	0.9	0.9	5.021	A
2 - B3349 Hyde End Road	555	139	458	1373	0.404	555	791	0.7	0.7	4.406	A
3 - Shinfield West	190	48	830	939	0.202	190	183	0.3	0.3	4.819	A
4 - Hollow Lane	872	218	283	1777	0.491	872	737	1.0	1.0	3.983	A

2032 FB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	10.73	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.73	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
D3	2032 FB	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	403	100.000
2 - B3349 Hyde End Road		FLAT	✓	1261	100.000
3 - Shinfield West		FLAT	✓	184	100.000
4 - Hollow Lane		FLAT	✓	666	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	144	62	197
	2 - B3349 Hyde End Road	727	0	60	474
	3 - Shinfield West	64	68	0	52
	4 - Hollow Lane	180	457	29	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
	1 - Arborfield Road (E)	0	0	0	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	1	0	2
	4 - Hollow Lane	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.29	3.60	0.4	A	403	403
2 - B3349 Hyde End Road	0.85	16.26	5.6	C	1261	1261
3 - Shinfield West	0.30	8.57	0.4	A	184	184
4 - Hollow Lane	0.49	5.19	1.0	A	666	666

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	403	101	551	1406	0.287	401	958	0.0	0.4	3.581	A
2 - B3349 Hyde End Road	1261	315	287	1482	0.851	1240	665	0.0	5.1	13.926	B
3 - Shinfield West	184	46	1378	620	0.297	182	150	0.0	0.4	8.274	A
4 - Hollow Lane	666	167	846	1370	0.486	662	714	0.0	0.9	5.069	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	403	101	554	1403	0.287	403	970	0.4	0.4	3.600	A
2 - B3349 Hyde End Road	1261	315	288	1482	0.851	1260	669	5.1	5.4	16.085	C
3 - Shinfield West	184	46	1397	609	0.302	184	151	0.4	0.4	8.555	A
4 - Hollow Lane	666	167	858	1361	0.489	666	723	0.9	1.0	5.187	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	403	101	554	1403	0.287	403	971	0.4	0.4	3.601	A
2 - B3349 Hyde End Road	1261	315	288	1482	0.851	1261	669	5.4	5.5	16.211	C
3 - Shinfield West	184	46	1398	608	0.303	184	151	0.4	0.4	8.565	A
4 - Hollow Lane	666	167	859	1361	0.490	666	723	1.0	1.0	5.190	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	403	101	554	1403	0.287	403	971	0.4	0.4	3.601	A
2 - B3349 Hyde End Road	1261	315	288	1482	0.851	1261	669	5.5	5.6	16.258	C
3 - Shinfield West	184	46	1398	608	0.303	184	151	0.4	0.4	8.567	A
4 - Hollow Lane	666	167	859	1360	0.490	666	723	1.0	1.0	5.190	A

2032 FB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.22	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
D4	2032 FB	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	858	100.000
2 - B3349 Hyde End Road		FLAT	✓	624	100.000
3 - Shinfield West		FLAT	✓	255	100.000
4 - Hollow Lane		FLAT	✓	750	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	364	118	376
	2 - B3349 Hyde End Road	197	0	53	374
	3 - Shinfield West	74	46	0	135
	4 - Hollow Lane	291	347	112	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
	1 - Arborfield Road (E)	0	0	1	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	0	0	0
	4 - Hollow Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.60	6.23	1.5	A	858	858
2 - B3349 Hyde End Road	0.49	5.51	1.0	A	624	624
3 - Shinfield West	0.29	5.86	0.4	A	255	255
4 - Hollow Lane	0.43	3.59	0.7	A	750	750

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	858	215	503	1438	0.597	852	559	0.0	1.5	6.099	A
2 - B3349 Hyde End Road	624	156	602	1280	0.487	620	753	0.0	0.9	5.430	A
3 - Shinfield West	255	64	941	874	0.292	253	281	0.0	0.4	5.799	A
4 - Hollow Lane	750	188	315	1753	0.428	747	879	0.0	0.7	3.570	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	858	215	505	1436	0.597	858	562	1.5	1.5	6.233	A
2 - B3349 Hyde End Road	624	156	606	1278	0.488	624	757	0.9	0.9	5.510	A
3 - Shinfield West	255	64	947	871	0.293	255	283	0.4	0.4	5.861	A
4 - Hollow Lane	750	188	317	1752	0.428	750	885	0.7	0.7	3.595	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	858	215	505	1436	0.597	858	562	1.5	1.5	6.234	A
2 - B3349 Hyde End Road	624	156	606	1278	0.488	624	757	0.9	1.0	5.510	A
3 - Shinfield West	255	64	947	871	0.293	255	283	0.4	0.4	5.861	A
4 - Hollow Lane	750	188	317	1752	0.428	750	885	0.7	0.7	3.595	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	858	215	505	1436	0.597	858	562	1.5	1.5	6.234	A
2 - B3349 Hyde End Road	624	156	606	1278	0.488	624	757	1.0	1.0	5.510	A
3 - Shinfield West	255	64	947	871	0.293	255	283	0.4	0.4	5.861	A
4 - Hollow Lane	750	188	317	1752	0.428	750	885	0.7	0.7	3.595	A

2032 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	11.24	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.24	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
D5	2032 WD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	450	100.000
2 - B3349 Hyde End Road		FLAT	✓	1268	100.000
3 - Shinfield West		FLAT	✓	192	100.000
4 - Hollow Lane		FLAT	✓	689	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	181	64	205
	2 - B3349 Hyde End Road	745	0	59	464
	3 - Shinfield West	75	66	0	51
	4 - Hollow Lane	197	462	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	0	0	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	1	0	2
	4 - Hollow Lane	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.32	3.79	0.5	A	450	450
2 - B3349 Hyde End Road	0.86	17.33	6.0	C	1268	1268
3 - Shinfield West	0.32	8.93	0.5	A	192	192
4 - Hollow Lane	0.51	5.53	1.1	A	689	689

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	450	113	554	1403	0.321	448	1002	0.0	0.5	3.767	A
2 - B3349 Hyde End Road	1268	317	298	1475	0.859	1246	705	0.0	5.4	14.595	B
3 - Shinfield West	192	48	1392	611	0.314	190	152	0.0	0.5	8.588	A
4 - Hollow Lane	689	172	872	1351	0.510	685	711	0.0	1.0	5.378	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	450	113	558	1401	0.321	450	1016	0.5	0.5	3.789	A
2 - B3349 Hyde End Road	1268	317	299	1475	0.860	1267	709	5.4	5.8	17.102	C
3 - Shinfield West	192	48	1413	599	0.320	192	153	0.5	0.5	8.913	A
4 - Hollow Lane	689	172	885	1341	0.514	689	720	1.0	1.0	5.525	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	450	113	558	1401	0.321	450	1017	0.5	0.5	3.789	A
2 - B3349 Hyde End Road	1268	317	299	1475	0.860	1268	709	5.8	5.9	17.266	C
3 - Shinfield West	192	48	1414	599	0.321	192	153	0.5	0.5	8.923	A
4 - Hollow Lane	689	172	886	1341	0.514	689	720	1.0	1.1	5.528	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	450	113	558	1401	0.321	450	1017	0.5	0.5	3.789	A
2 - B3349 Hyde End Road	1268	317	299	1475	0.860	1268	709	5.9	6.0	17.329	C
3 - Shinfield West	192	48	1414	599	0.321	192	153	0.5	0.5	8.926	A
4 - Hollow Lane	689	172	886	1341	0.514	689	720	1.1	1.1	5.529	A

2032 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	5.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.43	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
D6	2032 WD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	898	100.000
2 - B3349 Hyde End Road		FLAT	✓	637	100.000
3 - Shinfield West		FLAT	✓	255	100.000
4 - Hollow Lane		FLAT	✓	747	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	388	124	386
	2 - B3349 Hyde End Road	215	0	53	369
	3 - Shinfield West	78	46	0	131
	4 - Hollow Lane	301	340	106	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
	1 - Arborfield Road (E)	0	0	1	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	0	0	0
	4 - Hollow Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.62	6.59	1.6	A	898	898
2 - B3349 Hyde End Road	0.50	5.68	1.0	A	637	637
3 - Shinfield West	0.30	5.99	0.4	A	255	255
4 - Hollow Lane	0.43	3.64	0.8	A	747	747

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	898	225	490	1446	0.621	892	591	0.0	1.6	6.427	A
2 - B3349 Hyde End Road	637	159	612	1274	0.500	633	770	0.0	1.0	5.587	A
3 - Shinfield West	255	64	964	861	0.296	253	281	0.0	0.4	5.925	A
4 - Hollow Lane	747	187	337	1738	0.430	744	880	0.0	0.7	3.616	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	898	225	492	1445	0.621	898	594	1.6	1.6	6.588	A
2 - B3349 Hyde End Road	637	159	616	1271	0.501	637	774	1.0	1.0	5.679	A
3 - Shinfield West	255	64	970	857	0.297	255	283	0.4	0.4	5.991	A
4 - Hollow Lane	747	187	339	1736	0.430	747	886	0.7	0.8	3.642	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	898	225	492	1445	0.621	898	594	1.6	1.6	6.590	A
2 - B3349 Hyde End Road	637	159	616	1271	0.501	637	774	1.0	1.0	5.679	A
3 - Shinfield West	255	64	970	857	0.297	255	283	0.4	0.4	5.992	A
4 - Hollow Lane	747	187	339	1736	0.430	747	886	0.8	0.8	3.642	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	898	225	492	1445	0.621	898	594	1.6	1.6	6.590	A
2 - B3349 Hyde End Road	637	159	616	1271	0.501	637	774	1.0	1.0	5.679	A
3 - Shinfield West	255	64	970	857	0.297	255	283	0.4	0.4	5.992	A
4 - Hollow Lane	747	187	339	1736	0.430	747	886	0.8	0.8	3.642	A



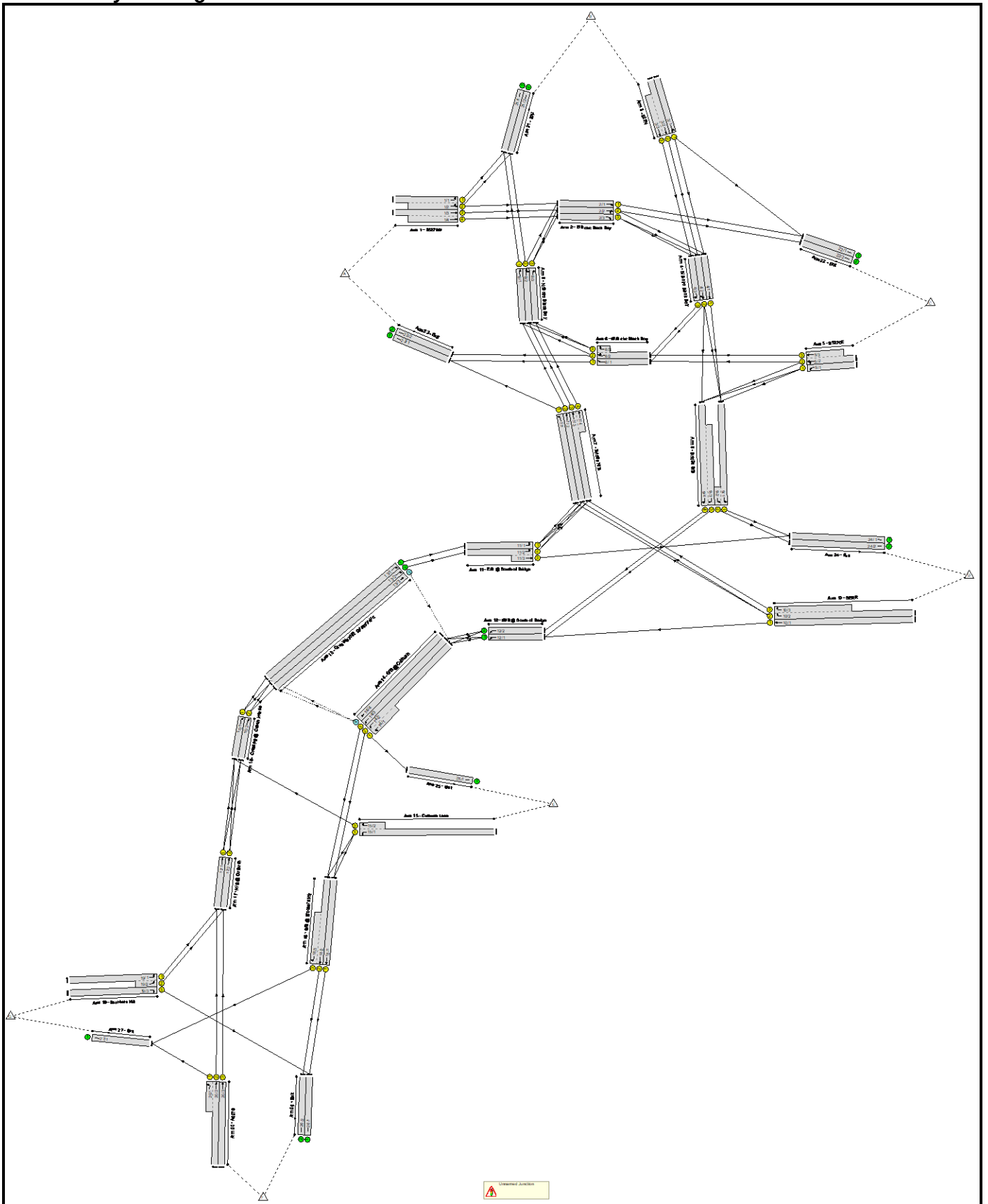
Appendix S - 2032 Capacity Analysis: Black Boy Gyratory

Full Input Data And Results

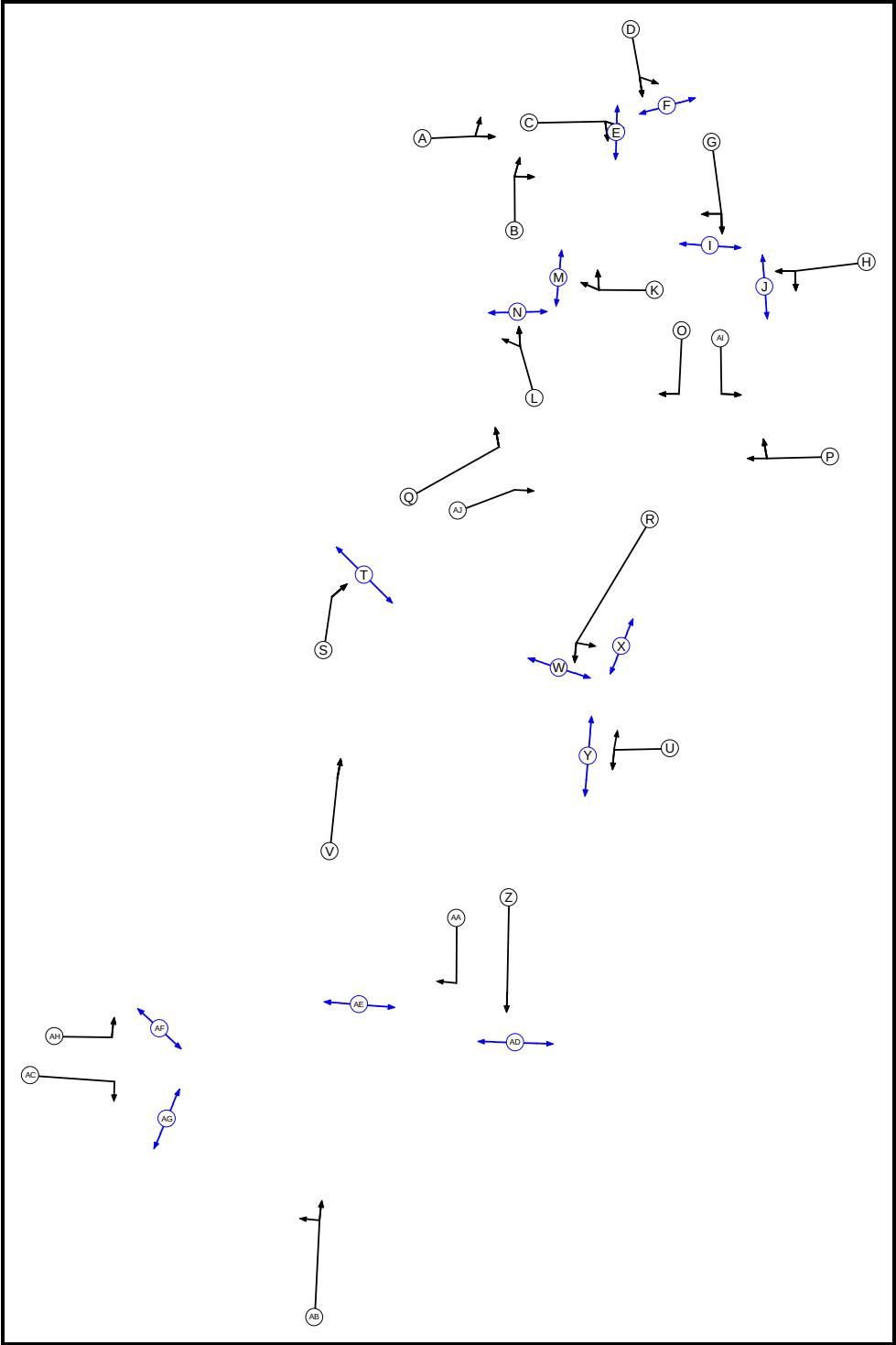
User and Project Details

Project:	HD008
Title:	WSTM Demand Flows
Location:	Hungerford
Additional detail:	
File name:	BBoy Current Layout AM (3 Lanes) 2032.lsg3x
Author:	PRJ
Company:	ALP
Address:	

Network Layout Diagram



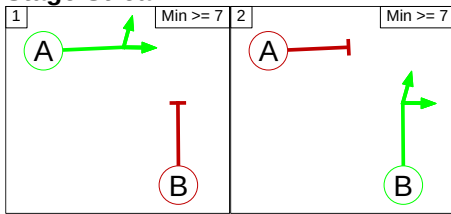
Phase Diagram



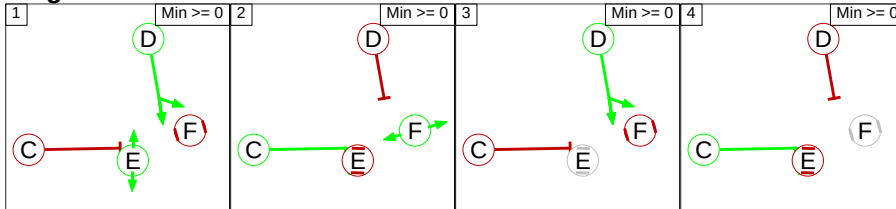
Full Input Data And Results

Stage Diagram

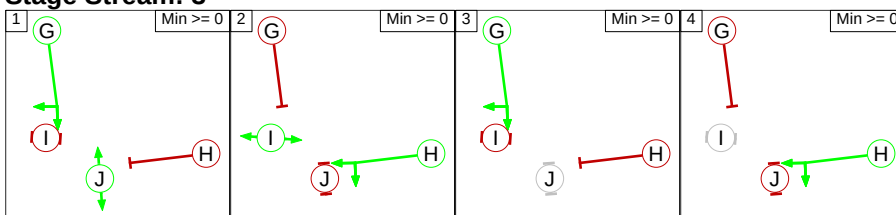
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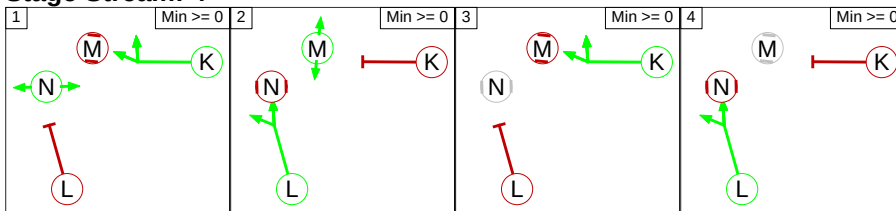
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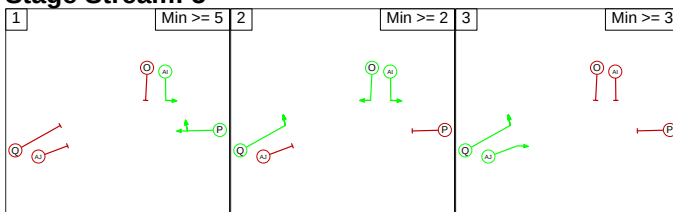
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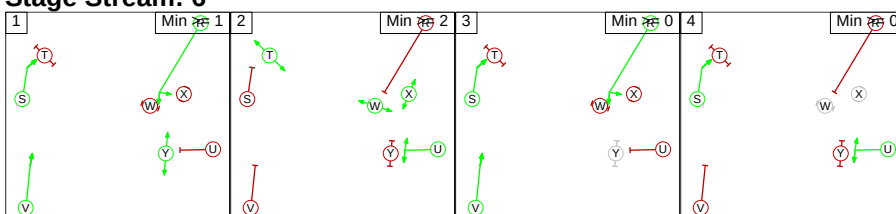
Stage Stream: 4



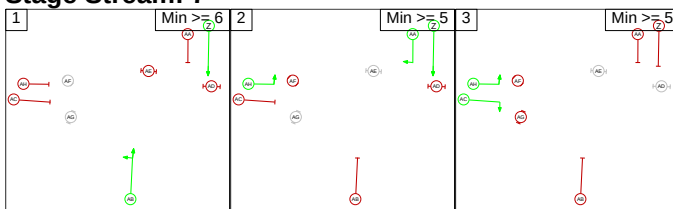
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	Y	Arm 21 Left	61.00
1/2 (B3270W)	U	A	1	3	15.0	Geom	-	3.60	0.00	N	Arm 2 Ahead Arm 21 Left	Inf 67.00
1/3 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	N	Arm 2 Ahead	Inf
1/4 (B3270W)	U	A	1	3	13.0	Geom	-	3.80	0.00	N	Arm 2 Ahead	Inf
2/1 (E/B circ Black Boy)	U	C	1	3	7.0	Geom	-	3.70	0.00	Y	Arm 22 Ahead	Inf
2/2 (E/B circ Black Boy)	U	C	1	3	8.0	Geom	-	3.70	0.00	N	Arm 4 Right Arm 22 Ahead	38.00 Inf
2/3 (E/B circ Black Boy)	U	C	1	3	6.0	Geom	-	3.80	0.00	N	Arm 4 Right	32.00
3/1 (327N)	U	D	1	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead Arm 22 Left	Inf 60.00
3/2 (327N)	U	D	1	3	5.0	Geom	-	3.70	0.00	N	Arm 4 Ahead	Inf
3/3 (327N)	U	D	1	3	10.0	Geom	-	3.60	0.00	N	Arm 4 Ahead	Inf
4/1 (S/B circ Black Boy)	U	G	1	3	5.0	Geom	-	3.80	0.00	Y	Arm 9 Ahead	39.00
4/2 (S/B circ Black Boy)	U	G	1	3	6.0	Geom	-	3.70	0.00	N	Arm 6 Right Arm 9 Ahead	38.00 Inf
4/3 (S/B circ Black Boy)	U	G	1	3	4.0	Geom	-	4.00	0.00	N	Arm 6 Right	31.00
5/1 (B3270E)	U	H	1	3	60.0	Geom	-	3.20	0.00	Y	Arm 9 Left	33.00
5/2 (B3270E)	U	H	1	3	5.0	Geom	-	3.70	0.00	N	Arm 6 Ahead Arm 9 Left	Inf 44.00
5/3 (B3270E)	U	H	1	3	9.0	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf

Full Input Data And Results

6/1 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	Y	Arm 23 Ahead	Inf
6/2 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	N	Arm 8 Right	35.00
											Arm 23 Ahead	Inf
6/3 (W/B circ Black Boy)	U	K	1	3	3.0	Geom	-	4.00	0.00	N	Arm 8 Right	26.00
7/1 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	Y	Arm 23 Left	50.00
7/2 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/3 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/4 (Bridge N/B)	U	L	1	3	5.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
8/1 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.00	0.00	Y	Arm 21 Ahead	Inf
8/2 (N/B circ Black Boy)	U	B	1	3	6.0	Geom	-	3.50	0.00	N	Arm 2 Right	30.00
											Arm 21 Ahead	Inf
8/3 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.25	0.00	N	Arm 2 Right	26.00
9/1 (Bridge S/B)	U	AI	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 24 Left	52.00
9/2 (Bridge S/B)	U	AI	2	3	4.2	Geom	-	3.60	0.00	N	Arm 24 Left	62.00
9/3 (Bridge S/B)	U	O	2	3	20.2	Geom	-	3.70	0.00	Y	Arm 12 Right	27.00
9/4 (Bridge S/B)	U	O	2	3	60.0	Geom	-	3.60	0.00	N	Arm 12 Right	24.00
10/1 (SERR)	U	P	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	Inf
10/2 (SERR)	U	P	2	3	20.0	Geom	-	3.00	0.00	N	Arm 7 Right	23.00
10/3 (SERR)	U	P	2	3	18.0	Geom	-	3.00	0.00	N	Arm 7 Right	20.00
11/1 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Left	32.00
11/2 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	N	Arm 7 Left	37.00
11/3 (E/B @ South of Bridge)	U	AJ	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 24 Ahead	Inf
12/1 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

12/2 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (Give Way NE gyratory circ)	O		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (S/B @ Cutbush)	U	R	2	3	8.0	Geom	-	4.00	0.00	Y	Arm 25 Left	16.00
14/2 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 18 Ahead	40.00
14/3 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	N	Arm 18 Ahead	40.00
14/4 (S/B @ Cutbush)	O		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (Cutbush Lane)	U	U	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 18 Left	13.00
15/2 (Cutbush Lane)	U	U	2	3	6.0	Geom	-	3.00	0.00	N	Arm 16 Right	27.00
16/1 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 13 Ahead	Inf
16/2 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	N	Arm 13 Ahead	Inf
17/1 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 16 Ahead	Inf
17/2 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	N	Arm 16 Ahead	Inf
18/1 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 26 Ahead	Inf
18/2 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	N	Arm 26 Ahead	Inf
18/3 (S/B @ Brookers Hill)	U	AA	2	3	12.0	Geom	-	3.00	0.00	N	Arm 27 Right	13.00
19/1 (Brookers Hill)	U	AH	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 17 Left	33.00
19/2 (Brookers Hill)	U	AH	2	3	5.0	Geom	-	4.00	0.00	N	Arm 17 Left	35.00

Full Input Data And Results

19/3 (Brookers Hill)	U	AC	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 26 Right	14.00
20/1 (A327S)	U	AB	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 27 Left	15.00
20/2 (A327S)	U	AB	2	3	60.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
20/3 (A327S)	U	AB	2	3	12.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
21/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
21/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
25/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
27/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Scenario 1: '2026 AM (Baseline)' (FG1: '2026 AM Baseline', Plan 1: 'Staging Plan No. 1')

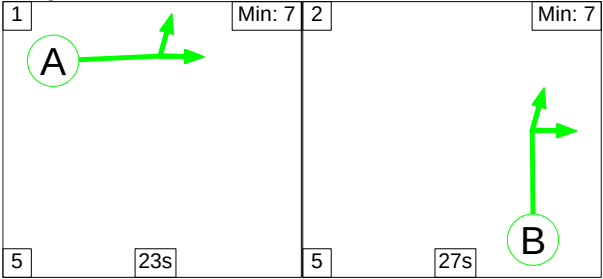
Traffic Flows, Desired

Desired Flow :

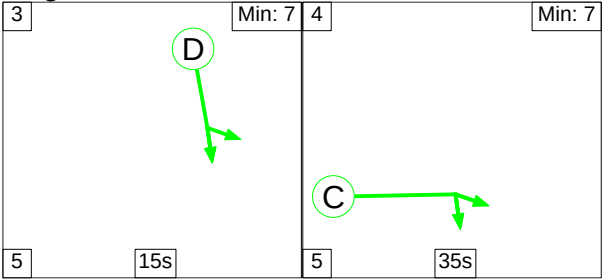
	Destination								
Origin		A	B	C	D	E	F	G	Tot.
	A	0	67	475	557	32	241	24	1396
	B	352	0	178	321	16	115	39	1021
	C	639	76	0	258	26	209	42	1250
	D	469	385	158	0	0	4	2	1018
	E	22	15	7	0	0	12	10	66
	F	267	330	182	0	2	0	24	805
	G	56	74	110	84	155	82	0	561
	Tot.	1805	947	1110	1220	231	663	141	6117

Stage Sequence Diagram

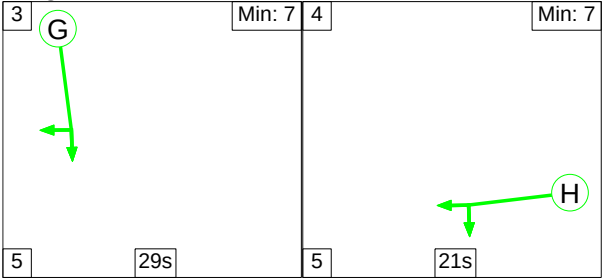
Stage Stream: 1



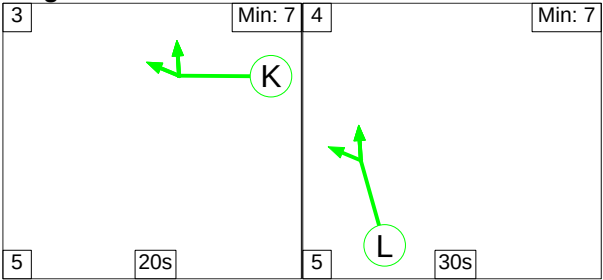
Stage Stream: 2



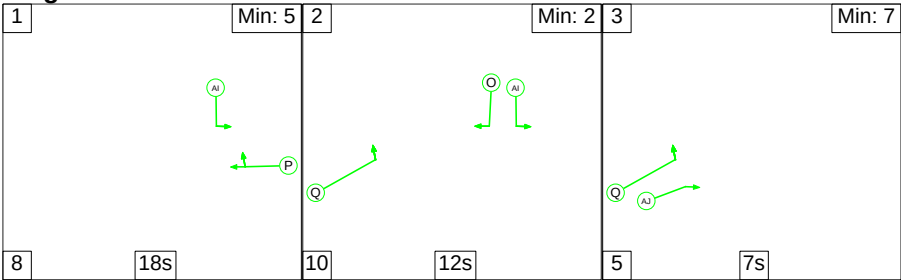
Stage Stream: 3



Stage Stream: 4

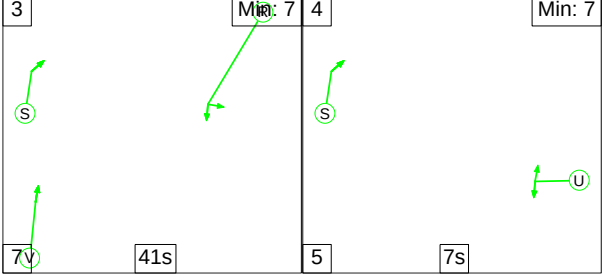


Stage Stream: 5

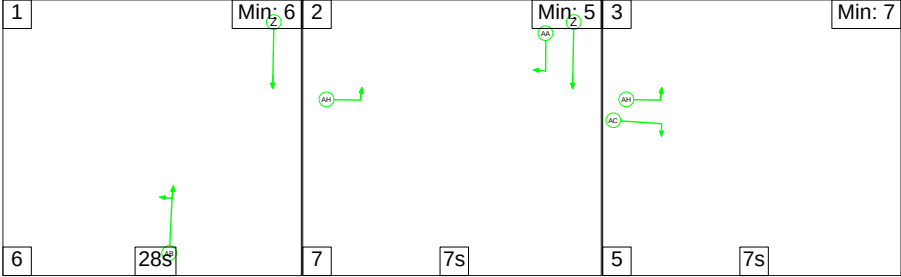


Full Input Data And Results

Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WSTM Demand Flows	-	-	-	-	-	-	-	-	76.1%	157	0	0	73.6	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	76.1%	157	0	0	73.6	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	23	523	1937:2115	1011	51.7%	-	-	-	2.4	5.6	0.5	6.1
1/3+1/4	B3270W Ahead	U	A	1	23	873	2125:2135	1496	58.3%	-	-	-	3.8	6.1	0.7	6.8
2/1	E/B circ Black Boy Ahead	U	C	1	35	538	1985	1224	44.0%	-	-	-	1.4	7.3	0.4	7.7
2/2	E/B circ Black Boy Right Ahead	U	C	1	35	758	2085	1286	59.0%	-	-	-	1.9	6.7	0.7	7.4
2/3	E/B circ Black Boy Right	U	C	1	35	490	2039	1257	39.0%	-	-	-	1.3	7.6	0.3	7.9
3/1	327N Ahead Left	U	D	1	15	328	1949	552	59.4%	-	-	-	2.4	4.6	0.7	5.4
3/2+3/3	327N Ahead	U	D	1	15	693	2125:2115	1180	58.7%	-	-	-	4.3	5.0	0.7	5.7
4/1	S/B circ Black Boy Ahead	U	G	1	29	514	1921	993	51.8%	-	-	-	0.8	5.3	0.5	5.9
4/2	S/B circ Black Boy Right Ahead	U	G	1	29	831	2125	1098	75.7%	-	-	-	2.0	5.5	1.5	7.1
4/3	S/B circ Black Boy Right	U	G	1	29	352	2056	1062	33.1%	-	-	-	0.5	5.4	0.2	5.6
5/1	B3270E Left	U	H	1	21	460	1851	710	64.8%	-	-	-	2.9	6.3	0.9	7.2
5/2+5/3	B3270E Ahead Left	U	H	1	21	790	2115:2115	1063	74.3%	-	-	-	4.6	7.4	1.4	8.9
6/1	W/B circ Black Boy Ahead	U	K	1	20	471	2015	739	63.7%	-	-	-	2.4	7.9	0.9	8.7
6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	20	596	2144:2037	789	75.5%	-	-	-	2.8	4.5	1.5	6.0

Full Input Data And Results

7/1	Bridge N/B Left	U	L	1	30	814	2005	1069	76.1%	-	-	-	3.6	6.9	1.6	8.4
7/2	Bridge N/B Ahead	U	L	1	30	351	2205	1176	29.8%	-	-	-	1.4	4.7	0.2	4.9
7/3+7/4	Bridge N/B Ahead	U	L	1	30	910	2205:2205	1392	65.4%	-	-	-	3.0	4.1	0.9	5.1
8/1	N/B circ Black Boy Ahead	U	B	1	27	419	2015	974	43.0%	-	-	-	1.3	6.0	0.4	6.3
8/2	N/B circ Black Boy Right Ahead	U	B	1	27	543	2089	1010	53.8%	-	-	-	0.8	3.7	0.6	4.3
8/3	N/B circ Black Boy Right	U	B	1	27	375	2061	996	37.6%	-	-	-	0.5	4.2	0.3	4.5
9/1+9/2	Bridge S/B Left	U	AI	1	40	1136	1988:2065	1635	69.5%	-	-	-	2.0	12.0	1.1	13.2
9/4+9/3	Bridge S/B Right	U	O	1	17	744	1991:1881	1162	64.0%	-	-	-	4.0	6.2	0.9	7.1
10/1	SERR Ahead	U	P	1	20	6	1915	670	0.9%	-	-	-	0.0	0.1	0.0	0.1
10/2+10/3	SERR Right	U	P	1	20	1012	1929:1912	1344	75.3%	-	-	-	6.4	8.1	1.5	9.7
11/1	E/B @ South of Bridge Left	U	Q	1	24	519	2020	842	61.7%	-	-	-	2.5	5.7	0.8	6.5
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	24:7	628	2167:2065	956	65.7%	-	-	-	3.3	6.0	1.0	7.0
12/1	W/B @ South of Bridge Left	U	-	-	-	379	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	371	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	519	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	628	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	157	Inf	942	16.7%	157	0	0	0.3	2.1	0.1	2.2
14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	778	1990:1842	1655	47.0%	-	-	-	1.2	15.8	0.4	16.3

Full Input Data And Results

14/3	S/B @ Cutbush Ahead	U	R	1	43	129	2125	1558	8.3%	-	-	-	0.1	0.1	0.0	0.2
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	66	1717:1947	389	16.9%	-	-	-	0.5	0.6	0.1	0.7
16/1	Crossing @ Coach House Ahead	U	S	1	60	648	1915	1915	33.8%	-	-	-	0.3	1.1	0.3	1.4
16/2	Crossing @ Coach House Ahead	U	S	1	60	656	2055	2055	31.9%	-	-	-	0.2	1.2	0.2	1.4
17/1	N/B @ Cutbush Ahead	U	V	1	41	608	1915	1340	45.4%	-	-	-	0.8	2.2	0.4	2.6
17/2	N/B @ Cutbush Ahead	U	V	1	41	652	2055	1438	45.3%	-	-	-	0.8	2.3	0.4	2.7
18/1	S/B @ Brookers Hill Ahead	U	Z	1	42	559	1915	1372	40.7%	-	-	-	0.4	0.3	0.3	0.7
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	42:9	139	2055:1842	365	38.1%	-	-	-	0.9	1.9	0.3	2.2
19/1+19/2	Brookers Hill Left	U	AH	1	19	479	1903:2066	936	51.2%	-	-	-	2.5	3.1	0.5	3.7
19/3	Brookers Hill Right	U	AC	1	7	82	1820	243	33.8%	-	-	-	0.8	1.2	0.3	1.5
20/2+20/1	A327S Ahead Left	U	AB	1	29	404	2055:1741	1056	38.2%	-	-	-	1.3	3.8	0.3	4.1
20/3	A327S Ahead	U	AB	1	29	401	2055	1027	39.0%	-	-	-	1.4	4.1	0.3	4.4
21/1	Exit	U	-	-	-	486	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	461	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	716	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	394	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/1	Exit	U	-	-	-	1285	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	520	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

24/1	Exit	U	-	-	-	666	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/2	Exit	U	-	-	-	554	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
25/1	Exit	U	-	-	-	231	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/1	Exit	U	-	-	-	641	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/2	Exit	U	-	-	-	22	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
27/1	Exit	U	-	-	-	141	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):			54.2	Total Delay for Signalled Lanes (pcuHr):			8.86	Cycle Time (s):			60	
			C1	Stream: 2 PRC for Signalled Lanes (%):			51.5	Total Delay for Signalled Lanes (pcuHr):			11.18	Cycle Time (s):			60	
			C1	Stream: 3 PRC for Signalled Lanes (%):			18.9	Total Delay for Signalled Lanes (pcuHr):			10.73	Cycle Time (s):			60	
			C1	Stream: 4 PRC for Signalled Lanes (%):			18.2	Total Delay for Signalled Lanes (pcuHr):			13.09	Cycle Time (s):			60	
			C1	Stream: 5 PRC for Signalled Lanes (%):			19.6	Total Delay for Signalled Lanes (pcuHr):			18.26	Cycle Time (s):			60	
			C1	Stream: 6 PRC for Signalled Lanes (%):			91.4	Total Delay for Signalled Lanes (pcuHr):			3.84	Cycle Time (s):			60	
			C1	Stream: 7 PRC for Signalled Lanes (%):			75.9	Total Delay for Signalled Lanes (pcuHr):			7.32	Cycle Time (s):			60	
				PRC Over All Lanes (%):			18.2	Total Delay Over All Lanes(pcuHr):			73.62					

Full Input Data And Results

Scenario 2: '2032 AM (Forecast Base)' (FG2: '2032 AM (Forecast Base)', Plan 1: 'Staging Plan No. 1')

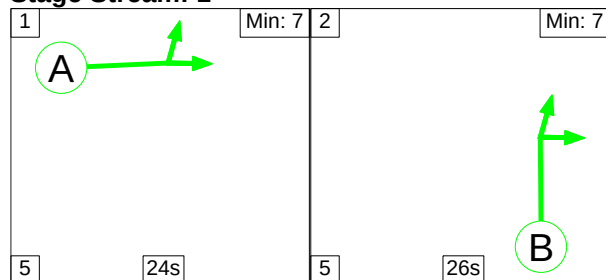
Traffic Flows, Desired

Desired Flow :

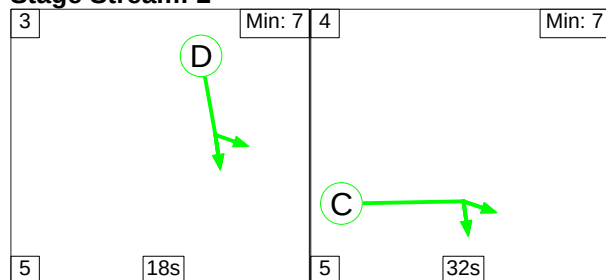
	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	153	580	559	33	230	42	1597
	B	267	0	180	308	16	112	52	935
	C	897	170	0	200	24	136	72	1499
	D	560	277	149	0	0	0	9	995
	E	39	12	6	0	0	75	23	155
	F	476	252	146	0	20	0	23	917
	G	59	90	60	58	176	73	0	516
	Tot.	2298	954	1121	1125	269	626	221	6614

Stage Sequence Diagram

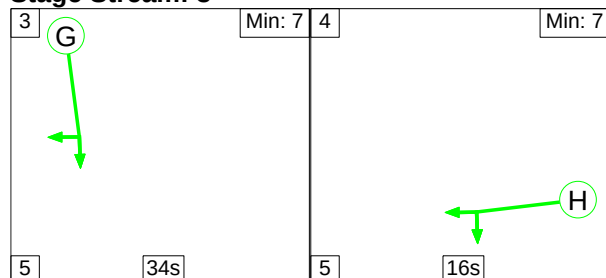
Stage Stream: 1



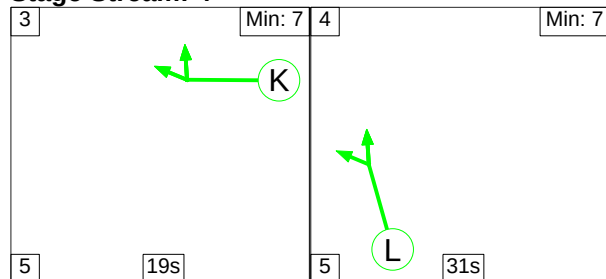
Stage Stream: 2



Stage Stream: 3

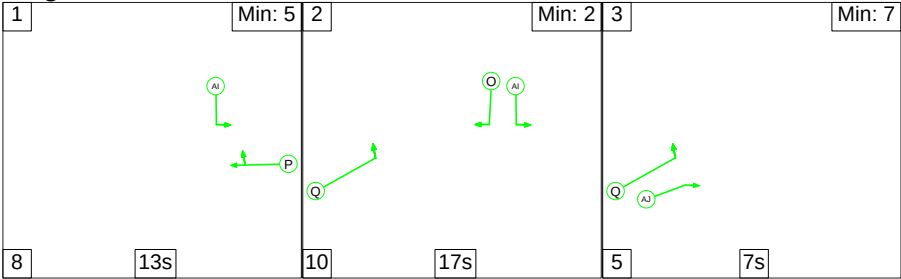


Stage Stream: 4

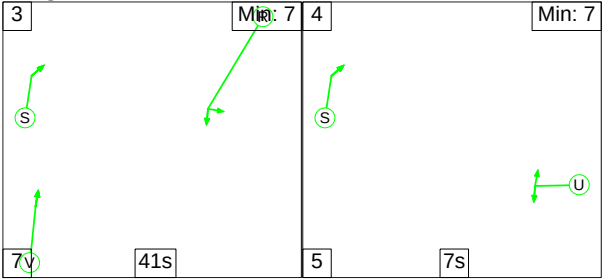


Full Input Data And Results

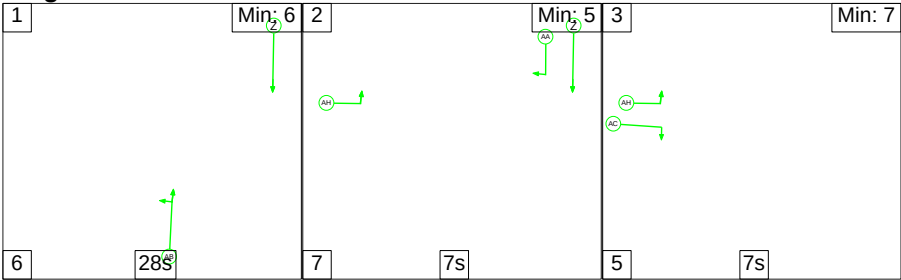
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WSTM Demand Flows	-	-	-	-	-	-	-	-	102.2%	196	0	0	127.2	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	102.2%	196	0	0	127.2	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	24	697	1937:2115	1153	60.4%	-	-	-	3.2	6.8	0.8	7.6
1/3+1/4	B3270W Ahead	U	A	1	24	900	2125:2135	1569	57.4%	-	-	-	3.7	6.0	0.7	6.7
2/1	E/B circ Black Boy Ahead	U	C	1	32	634	1985	1125	56.4%	-	-	-	1.1	8.6	0.6	9.2
2/2	E/B circ Black Boy Right Ahead	U	C	1	32	763	2076	1176	64.9%	-	-	-	2.0	8.8	0.9	9.7
2/3	E/B circ Black Boy Right	U	C	1	32	408	2039	1155	35.3%	-	-	-	0.3	4.7	0.3	5.0
3/1	327N Ahead Left	U	D	1	18	311	1947	649	47.9%	-	-	-	1.8	4.1	0.5	4.5
3/2+3/3	327N Ahead	U	D	1	18	624	2125:2115	1146	54.4%	-	-	-	3.3	4.8	0.6	5.4
4/1	S/B circ Black Boy Ahead	U	G	1	34	587	1921	1153	50.9%	-	-	-	1.3	7.7	0.5	8.2
4/2	S/B circ Black Boy Right Ahead	U	G	1	34	768	2125	1275	60.2%	-	-	-	2.7	8.7	0.8	9.4
4/3	S/B circ Black Boy Right	U	G	1	34	264	2056	1234	21.4%	-	-	-	0.4	2.9	0.1	3.1
5/1	B3270E Left	U	H	1	16	432	1851	555	77.8%	-	-	-	4.0	6.5	1.7	8.2
5/2+5/3	B3270E Ahead Left	U	H	1	16	1067	2125:2115	1044	102.2%	-	-	-	29.4	12.3	22.9	35.2
6/1	W/B circ Black Boy Ahead	U	K	1	19	617	2015	705	85.6%	-	-	-	4.7	7.7	2.8	10.5
6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	19	717	2140:2037	767	92.3%	-	-	-	6.4	11.5	5.1	16.6

Full Input Data And Results

7/1	Bridge N/B Left	U	L	1	31	1134	2005	1103	98.7%	-	-	-	17.3	15.6	13.3	28.9
7/2	Bridge N/B Ahead	U	L	1	31	269	2205	1213	22.2%	-	-	-	0.9	3.8	0.1	3.9
7/3+7/4	Bridge N/B Ahead	U	L	1	31	723	2205:2205	1399	51.7%	-	-	-	1.8	3.1	0.5	3.6
8/1	N/B circ Black Boy Ahead	U	B	1	26	372	2015	940	39.3%	-	-	-	1.4	6.1	0.3	6.4
8/2	N/B circ Black Boy Right Ahead	U	B	1	26	519	2087	974	53.1%	-	-	-	1.1	3.3	0.6	3.9
8/3	N/B circ Black Boy Right	U	B	1	26	271	2061	962	28.2%	-	-	-	0.5	3.6	0.2	3.8
9/1+9/2	Bridge S/B Left	U	AI	1	40	1067	1988:2065	1552	68.8%	-	-	-	2.6	15.5	1.1	16.6
9/4+9/3	Bridge S/B Right	U	O	1	22	717	1991:1881	1484	48.3%	-	-	-	3.6	5.9	0.5	6.3
10/1	SERR Ahead	U	P	1	15	9	1915	511	1.8%	-	-	-	0.1	0.1	0.0	0.1
10/2+10/3	SERR Right	U	P	1	15	986	1929:1912	1024	96.3%	-	-	-	15.7	10.1	8.8	18.9
11/1	E/B @ South of Bridge Left	U	Q	1	29	594	2020	1010	58.8%	-	-	-	2.0	6.5	0.7	7.2
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	29:7	604	2167:2065	1123	53.8%	-	-	-	2.2	5.6	0.6	6.2
12/1	W/B @ South of Bridge Left	U	-	-	-	365	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	361	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	594	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	604	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	196	Inf	1009	19.4%	196	0	0	0.1	1.1	0.1	1.2
14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	747	1990:1842	1717	43.5%	-	-	-	0.8	15.2	0.4	15.6

Full Input Data And Results

14/3	S/B @ Cutbush Ahead	U	R	1	43	175	2125	1558	11.2%	-	-	-	0.1	0.1	0.1	0.1
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	155	1717:1947	362	42.8%	-	-	-	1.4	1.5	0.4	1.9
16/1	Crossing @ Coach House Ahead	U	S	1	60	712	1915	1915	37.2%	-	-	-	0.3	3.3	0.3	3.6
16/2	Crossing @ Coach House Ahead	U	S	1	60	682	2055	2055	33.2%	-	-	-	0.3	2.3	0.2	2.6
17/1	N/B @ Cutbush Ahead	U	V	1	41	645	1915	1340	48.1%	-	-	-	0.9	2.7	0.5	3.2
17/2	N/B @ Cutbush Ahead	U	V	1	41	692	2055	1438	48.1%	-	-	-	1.0	2.6	0.5	3.1
18/1	S/B @ Brookers Hill Ahead	U	Z	1	42	553	1915	1372	40.3%	-	-	-	0.4	0.1	0.3	0.4
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	42:9	198	2055:1842	307	64.5%	-	-	-	2.1	3.3	0.9	4.2
19/1+19/2	Brookers Hill Left	U	AH	1	19	443	1903:2066	927	47.8%	-	-	-	2.3	3.0	0.5	3.4
19/3	Brookers Hill Right	U	AC	1	7	73	1820	243	30.1%	-	-	-	0.7	1.1	0.2	1.3
20/2+20/1	A327S Ahead Left	U	AB	1	29	461	2055:1741	1053	43.8%	-	-	-	1.6	4.6	0.4	5.0
20/3	A327S Ahead	U	AB	1	29	456	2055	1027	44.4%	-	-	-	1.6	4.8	0.4	5.2
21/1	Exit	U	-	-	-	525	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	429	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	814	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	307	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/1	Exit	U	-	-	-	1751	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	547	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

	24/1	Exit	U	-	-	-	709	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
	24/2	Exit	U	-	-	-	416	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
	25/1	Exit	U	-	-	-	269	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
	26/1	Exit	U	-	-	-	626	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
	26/2	Exit	U	-	-	-	0	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
	27/1	Exit	U	-	-	-	221	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%):							48.9	Total Delay for Signalled Lanes (pcuHr):				9.97	Cycle Time (s): 60				
C1 Stream: 2 PRC for Signalled Lanes (%):							38.8	Total Delay for Signalled Lanes (pcuHr):				8.52	Cycle Time (s): 60				
C1 Stream: 3 PRC for Signalled Lanes (%):							-13.5	Total Delay for Signalled Lanes (pcuHr):				37.85	Cycle Time (s): 60				
C1 Stream: 4 PRC for Signalled Lanes (%):							-9.7	Total Delay for Signalled Lanes (pcuHr):				31.11	Cycle Time (s): 60				
C1 Stream: 5 PRC for Signalled Lanes (%):							-7.0	Total Delay for Signalled Lanes (pcuHr):				26.24	Cycle Time (s): 60				
C1 Stream: 6 PRC for Signalled Lanes (%):							87.0	Total Delay for Signalled Lanes (pcuHr):				4.70	Cycle Time (s): 60				
C1 Stream: 7 PRC for Signalled Lanes (%):							39.5	Total Delay for Signalled Lanes (pcuHr):				8.70	Cycle Time (s): 60				
PRC Over All Lanes (%):							-13.5	Total Delay Over All Lanes(pcuHr):				127.23					

Full Input Data And Results

Scenario 3: '2032 AM (With Dev)' (FG3: '2032 AM (With Dev)', Plan 1: 'Staging Plan No. 1')

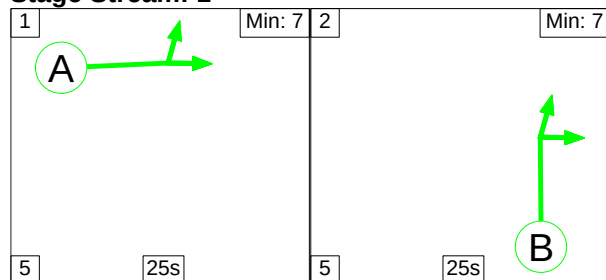
Traffic Flows, Desired

Desired Flow :

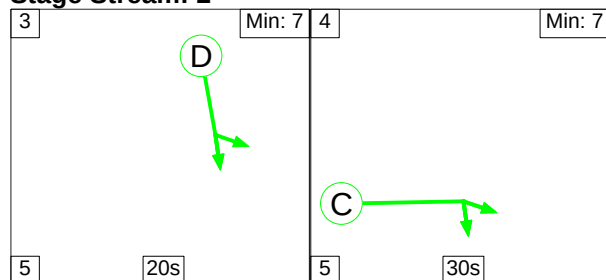
	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	145	581	564	33	229	42	1594
	B	265	0	179	312	16	111	52	935
	C	899	173	0	205	23	138	75	1513
	D	569	282	151	0	0	0	10	1012
	E	39	13	7	0	0	77	11	147
	F	474	251	144	0	2	0	23	894
	G	57	91	60	59	131	74	0	472
	Tot.	2303	955	1122	1140	205	629	213	6567

Stage Sequence Diagram

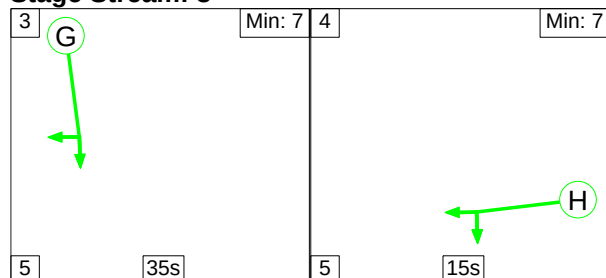
Stage Stream: 1



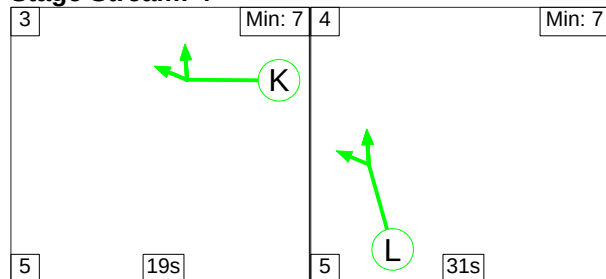
Stage Stream: 2



Stage Stream: 3

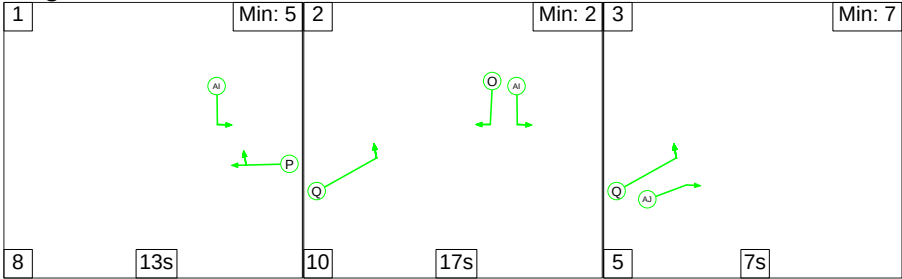


Stage Stream: 4

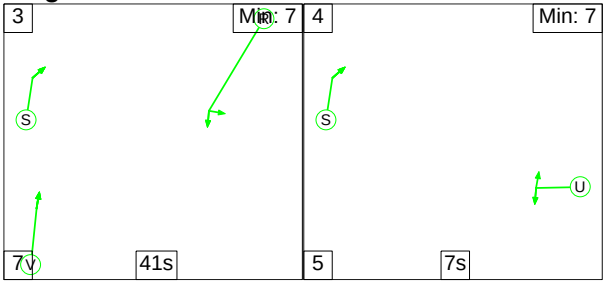


Full Input Data And Results

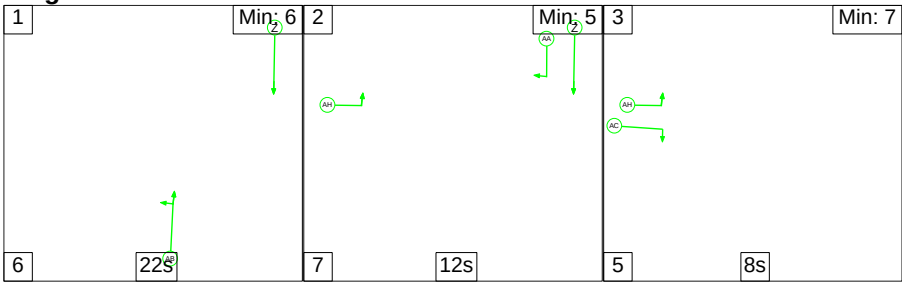
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WSTM Demand Flows	-	-	-	-	-	-	-	-	100.0%	133	0	0	120.3	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	100.0%	133	0	0	120.3	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	25	675	1937:2115	1181	57.2%	-	-	-	2.8	6.5	0.7	7.1
1/3+1/4	B3270W Ahead	U	A	1	25	919	2125:2135	1665	55.2%	-	-	-	3.6	5.6	0.6	6.2
2/1	E/B circ Black Boy Ahead	U	C	1	30	650	1985	1059	61.4%	-	-	-	1.4	6.6	0.8	7.4
2/2	E/B circ Black Boy Right Ahead	U	C	1	30	724	2076	1107	65.4%	-	-	-	2.6	10.1	0.9	11.0
2/3	E/B circ Black Boy Right	U	C	1	30	437	2039	1087	40.2%	-	-	-	0.4	5.1	0.3	5.4
3/1	327N Ahead Left	U	D	1	20	340	1949	715	47.6%	-	-	-	1.8	4.3	0.5	4.8
3/2+3/3	327N Ahead	U	D	1	20	595	2125:2115	1119	53.2%	-	-	-	2.9	4.8	0.6	5.4
4/1	S/B circ Black Boy Ahead	U	G	1	35	592	1921	1185	50.0%	-	-	-	0.8	0.9	0.5	1.4
4/2	S/B circ Black Boy Right Ahead	U	G	1	35	816	2120	1307	62.4%	-	-	-	1.9	7.9	0.8	8.7
4/3	S/B circ Black Boy Right	U	G	1	35	216	2056	1268	17.0%	-	-	-	0.3	2.4	0.1	2.5
5/1	B3270E Left	U	H	1	15	441	1851	524	84.1%	-	-	-	5.0	6.9	2.5	9.4
5/2+5/3	B3270E Ahead Left	U	H	1	15	1072	2125:2115	1072	100.0%	-	-	-	22.5	10.2	16.3	26.5
6/1	W/B circ Black Boy Ahead	U	K	1	19	627	2015	705	88.9%	-	-	-	5.5	7.7	3.7	11.3
6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	19	710	2136:2037	758	93.7%	-	-	-	7.0	4.2	5.9	10.1

Full Input Data And Results

7/1	Bridge N/B Left	U	L	1	31	1139	2005	1103	98.3%	-	-	-	15.4	15.1	12.5	27.6
7/2	Bridge N/B Ahead	U	L	1	31	225	2205	1213	18.6%	-	-	-	0.7	1.8	0.1	1.9
7/3+7/4	Bridge N/B Ahead	U	L	1	31	774	2205:2205	1355	57.1%	-	-	-	1.6	2.2	0.7	2.8
8/1	N/B circ Black Boy Ahead	U	B	1	25	361	2015	907	39.8%	-	-	-	1.6	3.9	0.3	4.2
8/2	N/B circ Black Boy Right Ahead	U	B	1	25	569	2083	937	60.7%	-	-	-	2.1	7.7	0.8	8.5
8/3	N/B circ Black Boy Right	U	B	1	25	242	2061	927	26.1%	-	-	-	0.5	2.5	0.2	2.7
9/1+9/2	Bridge S/B Left	U	AI	1	40	1081	1988:2065	1619	66.8%	-	-	-	2.1	13.8	1.0	14.8
9/4+9/3	Bridge S/B Right	U	O	1	22	719	1991:1881	1484	48.4%	-	-	-	2.2	3.8	0.5	4.3
10/1	SERR Ahead	U	P	1	15	10	1915	511	2.0%	-	-	-	0.1	0.1	0.0	0.1
10/2+10/3	SERR Right	U	P	1	15	1002	1929:1912	1024	97.8%	-	-	-	18.8	10.4	11.2	21.6
11/1	E/B @ South of Bridge Left	U	Q	1	29	591	2020	1010	58.5%	-	-	-	1.4	6.2	0.7	6.9
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	29:7	604	2167:2065	1123	53.8%	-	-	-	2.0	5.0	0.6	5.6
12/1	W/B @ South of Bridge Left	U	-	-	-	337	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	392	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	591	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	604	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	133	Inf	835	15.9%	133	0	0	0.1	0.8	0.1	0.9
14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	601	1990:1842	1697	35.4%	-	-	-	1.2	4.4	0.3	4.6

Full Input Data And Results

14/3	S/B @ Cutbush Ahead	U	R	1	43	261	2125	1558	16.7%	-	-	-	0.6	2.8	0.1	2.9
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	147	1717:1947	382	38.4%	-	-	-	1.3	1.3	0.3	1.6
16/1	Crossing @ Coach House Ahead	U	S	1	60	678	1915	1915	35.4%	-	-	-	0.3	4.8	0.3	5.1
16/2	Crossing @ Coach House Ahead	U	S	1	60	650	2055	2055	31.6%	-	-	-	0.2	0.6	0.2	0.8
17/1	N/B @ Cutbush Ahead	U	V	1	41	612	1915	1340	45.7%	-	-	-	0.6	1.1	0.4	1.5
17/2	N/B @ Cutbush Ahead	U	V	1	41	657	2055	1438	45.7%	-	-	-	0.6	1.2	0.4	1.6
18/1	S/B @ Brookers Hill Ahead	U	Z	1	41	397	1915	1340	29.6%	-	-	-	0.5	2.1	0.2	2.3
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	41:14	348	2055:1842	843	41.3%	-	-	-	1.4	14.9	0.4	15.2
19/1+19/2	Brookers Hill Left	U	AH	1	25	398	1903:2066	1109	35.9%	-	-	-	1.5	2.3	0.3	2.6
19/3	Brookers Hill Right	U	AC	1	8	74	1820	273	27.1%	-	-	-	0.7	1.1	0.2	1.3
20/2+20/1	A327S Ahead Left	U	AB	1	23	456	2055:1741	850	53.7%	-	-	-	2.3	5.4	0.6	6.0
20/3	A327S Ahead	U	AB	1	23	438	2055	822	53.3%	-	-	-	2.2	5.5	0.6	6.0
21/1	Exit	U	-	-	-	506	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	449	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	829	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	293	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/1	Exit	U	-	-	-	1766	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	537	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

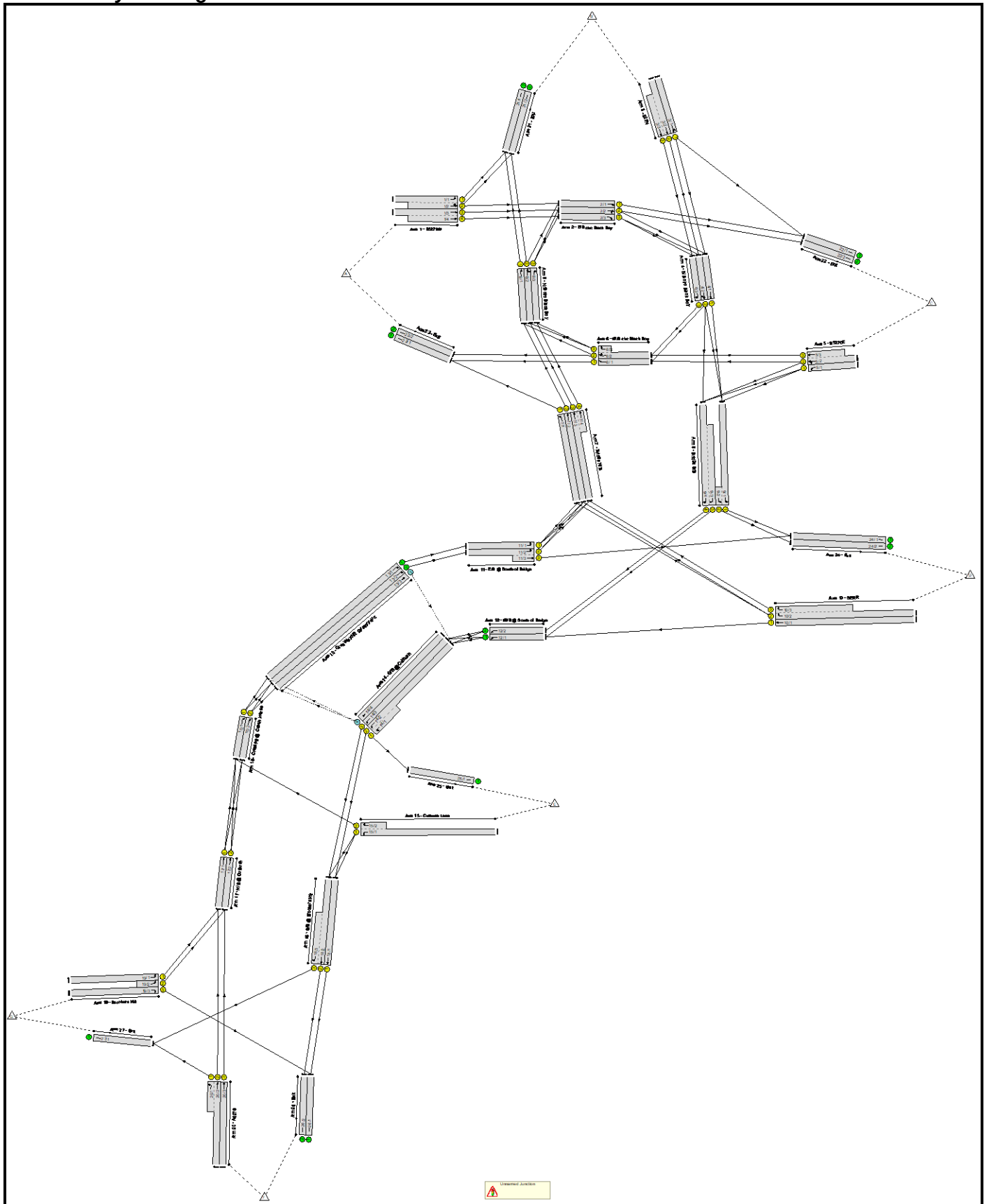
24/1	Exit	U	-	-	-	631	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/2	Exit	U	-	-	-	509	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
25/1	Exit	U	-	-	-	205	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/1	Exit	U	-	-	-	471	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/2	Exit	U	-	-	-	158	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
27/1	Exit	U	-	-	-	213	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):			48.3	Total Delay for Signalled Lanes (pcuHr):			10.66	Cycle Time (s):			60	
			C1	Stream: 2 PRC for Signalled Lanes (%):			37.6	Total Delay for Signalled Lanes (pcuHr):			9.08	Cycle Time (s):			60	
			C1	Stream: 3 PRC for Signalled Lanes (%):			-11.1	Total Delay for Signalled Lanes (pcuHr):			30.51	Cycle Time (s):			60	
			C1	Stream: 4 PRC for Signalled Lanes (%):			-9.3	Total Delay for Signalled Lanes (pcuHr):			30.10	Cycle Time (s):			60	
			C1	Stream: 5 PRC for Signalled Lanes (%):			-8.7	Total Delay for Signalled Lanes (pcuHr):			26.45	Cycle Time (s):			60	
			C1	Stream: 6 PRC for Signalled Lanes (%):			97.1	Total Delay for Signalled Lanes (pcuHr):			4.73	Cycle Time (s):			60	
			C1	Stream: 7 PRC for Signalled Lanes (%):			67.7	Total Delay for Signalled Lanes (pcuHr):			8.60	Cycle Time (s):			60	
				PRC Over All Lanes (%):			-11.1	Total Delay Over All Lanes(pcuHr):			120.26					

Full Input Data And Results

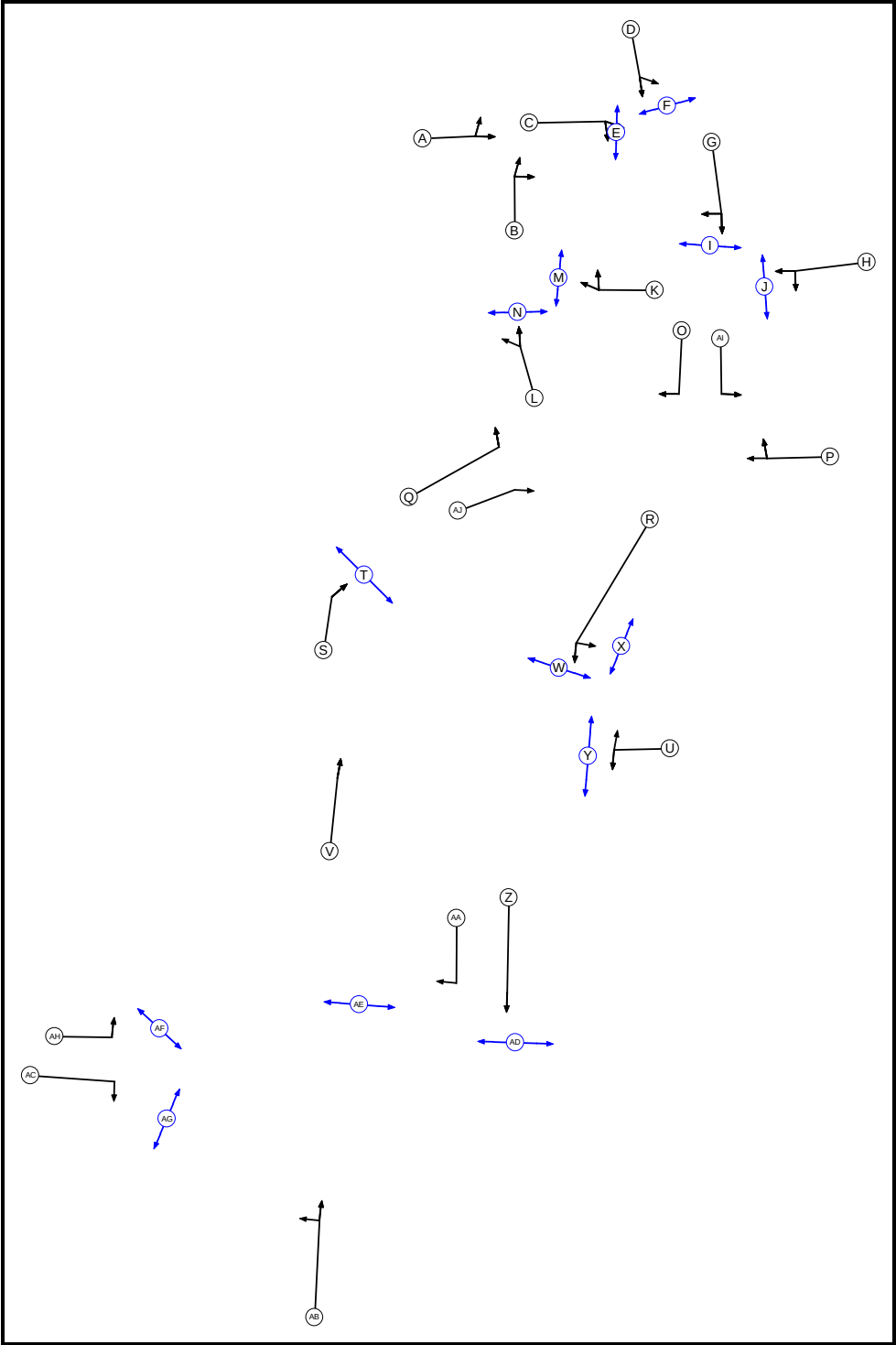
User and Project Details

Project:	HD008
Title:	Cumulative Assessments - WSTM Demand Flows
Location:	Hungerford
Additional detail:	
File name:	BBoy Current Layout PM (3 Lanes).lsg3x
Author:	PRJ
Company:	ALP
Address:	

Network Layout Diagram



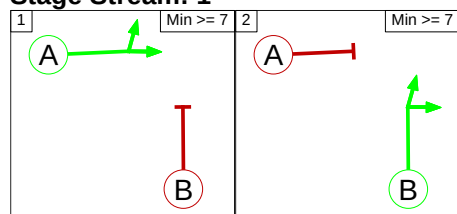
Phase Diagram



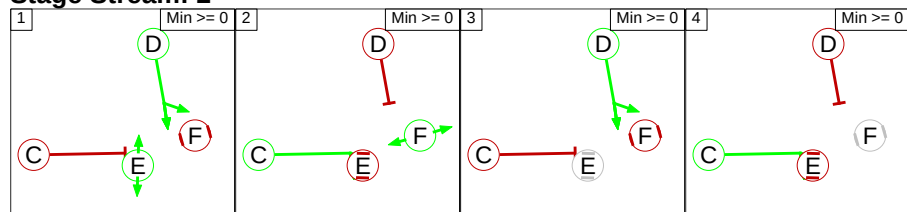
Full Input Data And Results

Stage Diagram

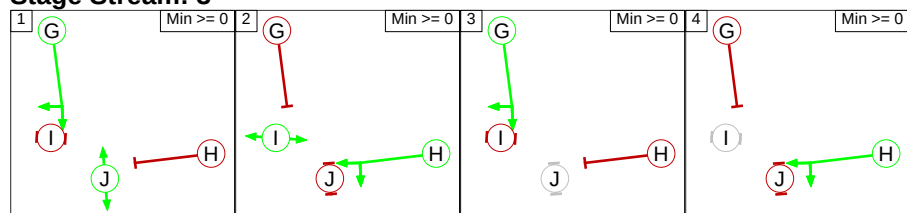
Stage Stream: 1



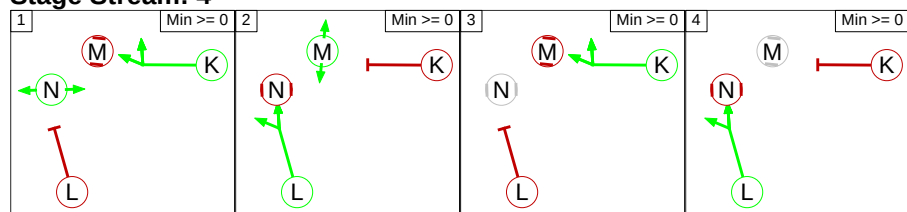
Stage Stream: 2



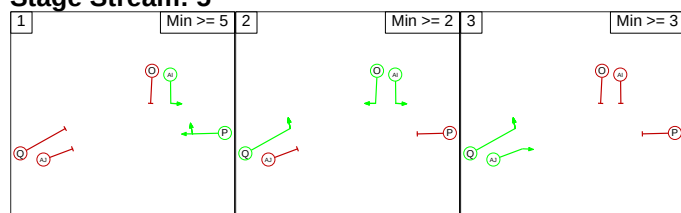
Stage Stream: 3



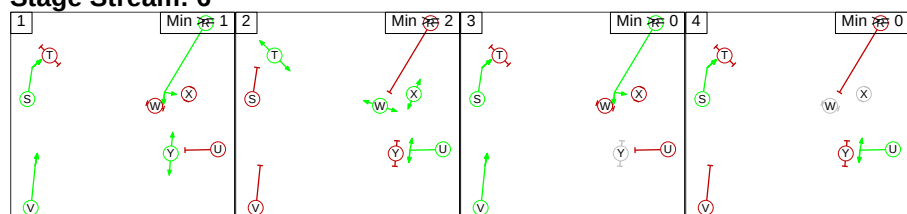
Stage Stream: 4



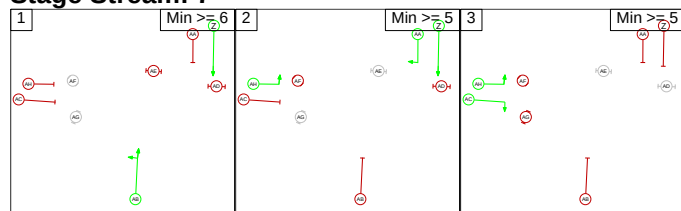
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	Y	Arm 21 Left	61.00
1/2 (B3270W)	U	A	1	3	15.0	Geom	-	3.60	0.00	N	Arm 2 Ahead Arm 21 Left	Inf 67.00
1/3 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	N	Arm 2 Ahead	Inf
1/4 (B3270W)	U	A	1	3	13.0	Geom	-	3.80	0.00	N	Arm 2 Ahead	Inf
2/1 (E/B circ Black Boy)	U	C	1	3	7.0	Geom	-	3.70	0.00	Y	Arm 22 Ahead	Inf
2/2 (E/B circ Black Boy)	U	C	1	3	8.0	Geom	-	3.70	0.00	N	Arm 4 Right Arm 22 Ahead	38.00 Inf
2/3 (E/B circ Black Boy)	U	C	1	3	6.0	Geom	-	3.80	0.00	N	Arm 4 Right	32.00
3/1 (327N)	U	D	1	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead Arm 22 Left	Inf 60.00
3/2 (327N)	U	D	1	3	5.0	Geom	-	3.70	0.00	N	Arm 4 Ahead	Inf
3/3 (327N)	U	D	1	3	10.0	Geom	-	3.60	0.00	N	Arm 4 Ahead	Inf
4/1 (S/B circ Black Boy)	U	G	1	3	5.0	Geom	-	3.80	0.00	Y	Arm 9 Ahead	39.00
4/2 (S/B circ Black Boy)	U	G	1	3	6.0	Geom	-	3.70	0.00	N	Arm 6 Right Arm 9 Ahead	38.00 Inf
4/3 (S/B circ Black Boy)	U	G	1	3	4.0	Geom	-	4.00	0.00	N	Arm 6 Right	31.00
5/1 (B3270E)	U	H	1	3	60.0	Geom	-	3.20	0.00	Y	Arm 9 Left	33.00
5/2 (B3270E)	U	H	1	3	5.0	Geom	-	3.70	0.00	N	Arm 6 Ahead Arm 9 Left	Inf 44.00
5/3 (B3270E)	U	H	1	3	9.0	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf

Full Input Data And Results

6/1 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	Y	Arm 23 Ahead	Inf
6/2 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	N	Arm 8 Right	35.00
											Arm 23 Ahead	Inf
6/3 (W/B circ Black Boy)	U	K	1	3	3.0	Geom	-	4.00	0.00	N	Arm 8 Right	26.00
7/1 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	Y	Arm 23 Left	50.00
7/2 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/3 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/4 (Bridge N/B)	U	L	1	3	5.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
8/1 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.00	0.00	Y	Arm 21 Ahead	Inf
8/2 (N/B circ Black Boy)	U	B	1	3	6.0	Geom	-	3.50	0.00	N	Arm 2 Right	30.00
											Arm 21 Ahead	Inf
8/3 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.25	0.00	N	Arm 2 Right	26.00
9/1 (Bridge S/B)	U	AI	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 24 Left	52.00
9/2 (Bridge S/B)	U	AI	2	3	4.2	Geom	-	3.60	0.00	N	Arm 24 Left	62.00
9/3 (Bridge S/B)	U	O	2	3	20.2	Geom	-	3.70	0.00	Y	Arm 12 Right	27.00
9/4 (Bridge S/B)	U	O	2	3	60.0	Geom	-	3.60	0.00	N	Arm 12 Right	24.00
10/1 (SERR)	U	P	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	Inf
10/2 (SERR)	U	P	2	3	20.0	Geom	-	3.00	0.00	N	Arm 7 Right	23.00
10/3 (SERR)	U	P	2	3	18.0	Geom	-	3.00	0.00	N	Arm 7 Right	20.00
11/1 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Left	32.00
11/2 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	N	Arm 7 Left	37.00
11/3 (E/B @ South of Bridge)	U	AJ	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 24 Ahead	Inf
12/1 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

12/2 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (Give Way NE gyratory circ)	O		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (S/B @ Cutbush)	U	R	2	3	8.0	Geom	-	4.00	0.00	Y	Arm 25 Left	16.00
14/2 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 18 Ahead	40.00
14/3 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	N	Arm 18 Ahead	40.00
14/4 (S/B @ Cutbush)	O		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (Cutbush Lane)	U	U	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 18 Left	13.00
15/2 (Cutbush Lane)	U	U	2	3	6.0	Geom	-	3.00	0.00	N	Arm 16 Right	27.00
16/1 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 13 Ahead	Inf
16/2 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	N	Arm 13 Ahead	Inf
17/1 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 16 Ahead	Inf
17/2 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	N	Arm 16 Ahead	Inf
18/1 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 26 Ahead	Inf
18/2 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	N	Arm 26 Ahead	Inf
18/3 (S/B @ Brookers Hill)	U	AA	2	3	12.0	Geom	-	3.00	0.00	N	Arm 27 Right	13.00
19/1 (Brookers Hill)	U	AH	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 17 Left	33.00
19/2 (Brookers Hill)	U	AH	2	3	5.0	Geom	-	4.00	0.00	N	Arm 17 Left	35.00

Full Input Data And Results

19/3 (Brookers Hill)	U	AC	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 26 Right	14.00
20/1 (A327S)	U	AB	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 27 Left	15.00
20/2 (A327S)	U	AB	2	3	60.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
20/3 (A327S)	U	AB	2	3	12.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
21/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
21/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
25/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
27/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Scenario 1: '2026 PM (Baseline)' (FG1: '2026 PM Baseline', Plan 1: 'Staging Plan No. 1')

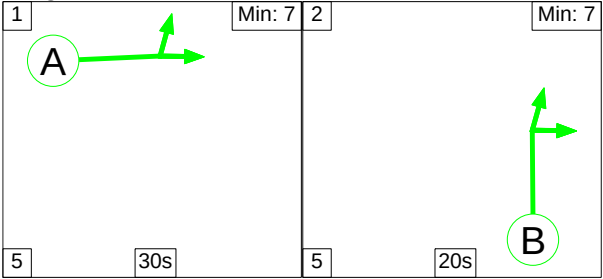
Traffic Flows, Desired

Desired Flow :

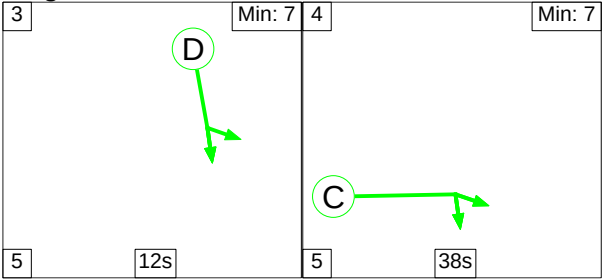
		Destination							
Origin		A	B	C	D	E	F	G	Tot.
	A	0	164	861	566	62	242	99	1994
	B	134	0	100	450	23	129	38	874
	C	568	46	0	135	28	272	108	1157
	D	481	501	292	0	0	16	35	1325
	E	6	24	10	0	0	2	28	70
	F	108	168	157	0	1	0	99	533
	G	36	69	85	3	30	170	0	393
	Tot.	1333	972	1505	1154	144	831	407	6346

Stage Sequence Diagram

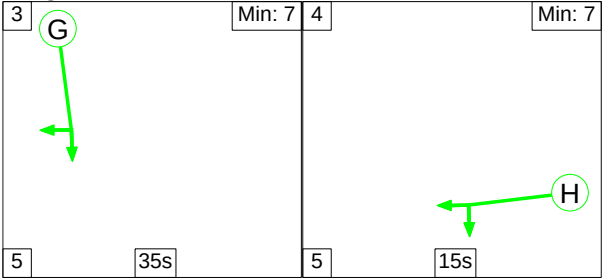
Stage Stream: 1



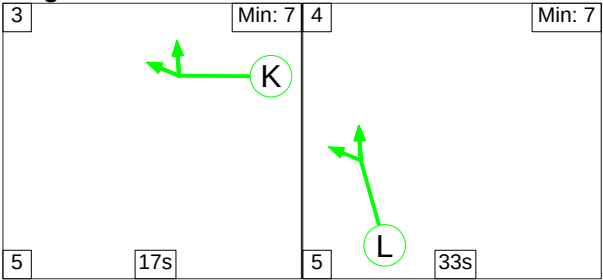
Stage Stream: 2



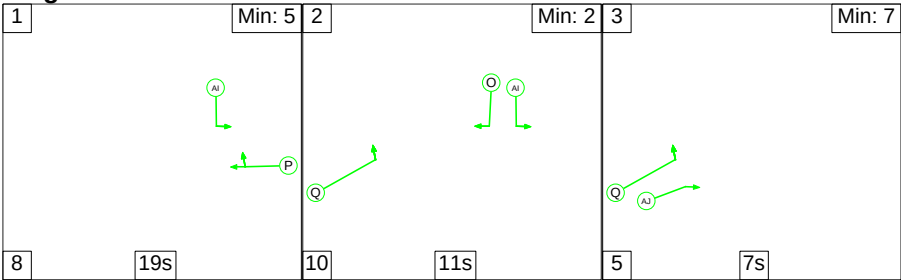
Stage Stream: 3



Stage Stream: 4

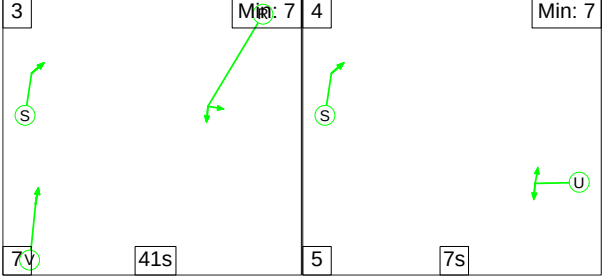


Stage Stream: 5

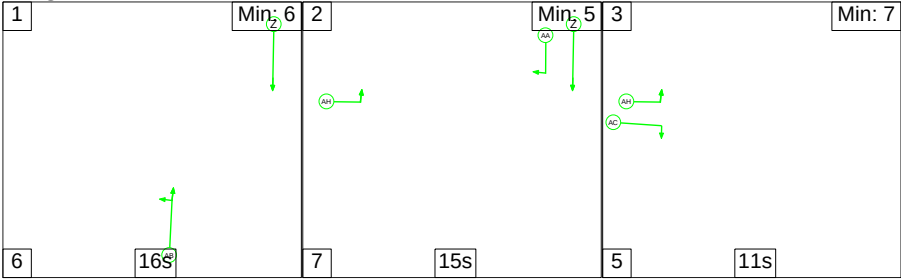


Full Input Data And Results

Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Cumulative Assessments - WSTM Demand Flows	-	-	-	-	-	-	-	-	91.2%	31	0	0	83.6	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	91.2%	31	0	0	83.6	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	30	798	1937:2115	1340	59.5%	-	-	-	2.7	6.9	0.7	7.6
1/3+1/4	B3270W Ahead	U	A	1	30	1196	2125:2135	1833	65.2%	-	-	-	4.0	6.8	0.9	7.8
2/1	E/B circ Black Boy Ahead	U	C	1	38	760	1985	1323	57.4%	-	-	-	2.4	10.2	0.7	10.9
2/2	E/B circ Black Boy Right Ahead	U	C	1	38	983	2097	1398	70.3%	-	-	-	2.9	9.1	1.2	10.3
2/3	E/B circ Black Boy Right	U	C	1	38	631	2039	1359	46.4%	-	-	-	2.0	9.8	0.4	10.2
3/1	327N Ahead Left	U	D	1	12	348	1961	458	76.1%	-	-	-	3.6	5.3	1.5	6.9
3/2+3/3	327N Ahead	U	D	1	12	526	2125:2115	665	79.1%	-	-	-	4.9	6.1	1.8	7.9
4/1	S/B circ Black Boy Ahead	U	G	1	35	586	1921	1185	49.5%	-	-	-	0.5	0.1	0.5	0.6
4/2	S/B circ Black Boy Right Ahead	U	G	1	35	1023	2125	1310	78.1%	-	-	-	1.8	0.0	1.8	1.8
4/3	S/B circ Black Boy Right	U	G	1	35	134	2056	1268	10.6%	-	-	-	0.1	1.9	0.1	1.9
5/1	B3270E Left	U	H	1	15	381	1851	524	72.6%	-	-	-	3.4	5.7	1.3	7.0
5/2+5/3	B3270E Ahead Left	U	H	1	15	776	2101:2115	920	84.3%	-	-	-	6.8	7.7	2.6	10.3
6/1	W/B circ Black Boy Ahead	U	K	1	17	331	2015	638	51.9%	-	-	-	1.4	5.5	0.5	6.1

Full Input Data And Results

6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	17	417	2146:2037	683	61.1%	-	-	-	1.7	4.7	0.8	5.5
7/1	Bridge N/B Left	U	L	1	33	631	2005	1170	54.0%	-	-	-	1.1	1.8	0.6	2.4
7/2	Bridge N/B Ahead	U	L	1	33	388	2205	1286	30.2%	-	-	-	1.0	2.7	0.2	2.9
7/3+7/4	Bridge N/B Ahead	U	L	1	33	918	2205:2205	1543	59.5%	-	-	-	1.6	2.0	0.7	2.7
8/1	N/B circ Black Boy Ahead	U	B	1	20	429	2015	739	58.1%	-	-	-	2.2	5.9	0.7	6.5
8/2	N/B circ Black Boy Right Ahead	U	B	1	20	505	2079	762	66.2%	-	-	-	1.8	4.7	1.0	5.7
8/3	N/B circ Black Boy Right	U	B	1	20	418	2061	756	55.3%	-	-	-	1.7	4.8	0.6	5.4
9/1+9/2	Bridge S/B Left	U	AI	1	40	1151	1988:2065	1498	76.8%	-	-	-	2.2	11.7	1.6	13.3
9/4+9/3	Bridge S/B Right	U	O	1	16	1001	1991:1881	1097	91.2%	-	-	-	10.4	9.6	4.7	14.3
10/1	SERR Ahead	U	P	1	21	51	1915	702	7.3%	-	-	-	0.2	0.6	0.0	0.6
10/2+10/3	SERR Right	U	P	1	21	1274	1929:1912	1408	90.5%	-	-	-	10.8	10.2	4.4	14.6
11/1	E/B @ South of Bridge Left	U	Q	1	23	297	2020	808	36.8%	-	-	-	1.1	3.5	0.3	3.8
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	23:7	369	2167:2065	874	42.2%	-	-	-	1.4	4.4	0.4	4.8
12/1	W/B @ South of Bridge Left	U	-	-	-	477	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	575	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	297	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	369	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	31	Inf	859	3.6%	31	0	0	0.1	0.3	0.0	0.4

Full Input Data And Results

14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	771	1990:1842	1571	48.6%	-	-	-	0.8	18.1	0.5	18.6
14/3	S/B @ Cutbush Ahead	U	R	1	43	312	2125	1558	19.8%	-	-	-	0.2	0.4	0.1	0.5
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	70	1717:1947	461	15.2%	-	-	-	0.5	0.6	0.1	0.7
16/1	Crossing @ Coach House Ahead	U	S	1	60	399	1915	1915	20.8%	-	-	-	0.1	0.0	0.1	0.1
16/2	Crossing @ Coach House Ahead	U	S	1	60	298	2055	2055	14.5%	-	-	-	0.1	0.0	0.1	0.1
17/1	N/B @ Cutbush Ahead	U	V	1	41	322	1915	1340	24.0%	-	-	-	0.4	1.5	0.2	1.7
17/2	N/B @ Cutbush Ahead	U	V	1	41	335	2055	1438	23.3%	-	-	-	0.4	1.9	0.2	2.0
18/1	S/B @ Brookers Hill Ahead	U	Z	1	38	629	1915	1245	50.0%	-	-	-	0.6	0.4	0.5	0.9
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	38:17	340	2055:1842	610	55.2%	-	-	-	1.7	4.6	0.6	5.3
19/1+19/2	Brookers Hill Left	U	AH	1	31	223	1903:2066	1265	17.6%	-	-	-	0.5	1.1	0.1	1.2
19/3	Brookers Hill Right	U	AC	1	11	170	1820	364	46.7%	-	-	-	1.4	2.5	0.4	2.9
20/2+20/1	A327S Ahead Left	U	AB	1	17	332	2055:1741	793	41.8%	-	-	-	1.9	3.0	0.4	3.4
20/3	A327S Ahead	U	AB	1	17	201	2055	617	32.6%	-	-	-	1.2	2.6	0.2	2.8
21/1	Exit	U	-	-	-	593	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	379	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	860	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	645	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 2: '2032 PM (Forecast Base)' (FG2: '2032 PM (Forecast Base)', Plan 1: 'Staging Plan No. 1')

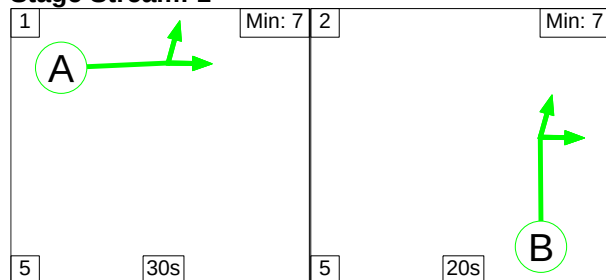
Traffic Flows, Desired

Desired Flow :

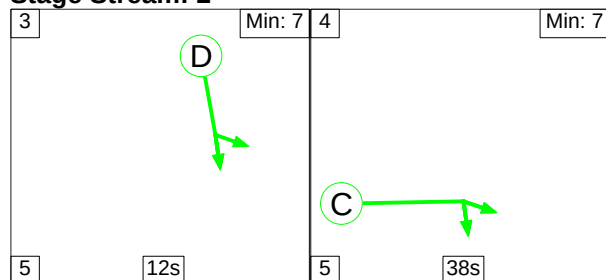
	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	209	864	594	70	204	128	2069
	B	130	0	110	433	26	117	34	850
	C	576	48	0	162	36	212	110	1144
	D	485	487	291	0	1	10	47	1321
	E	7	24	12	0	0	17	30	90
	F	115	211	169	0	7	0	114	616
	G	33	48	79	2	33	173	0	368
	Tot.	1346	1027	1525	1191	173	733	463	6458

Stage Sequence Diagram

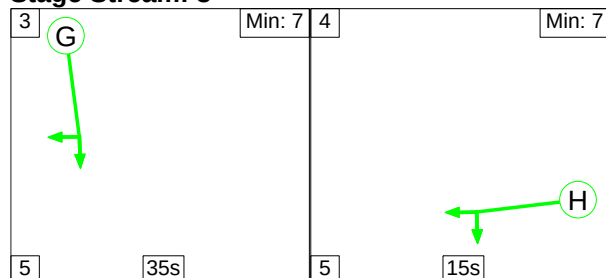
Stage Stream: 1



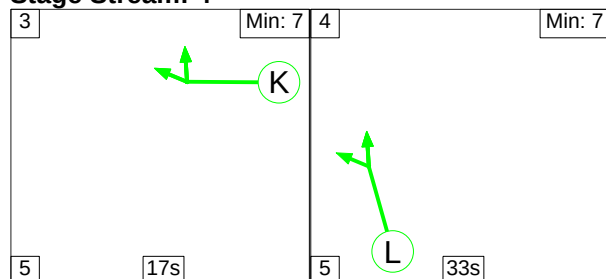
Stage Stream: 2



Stage Stream: 3

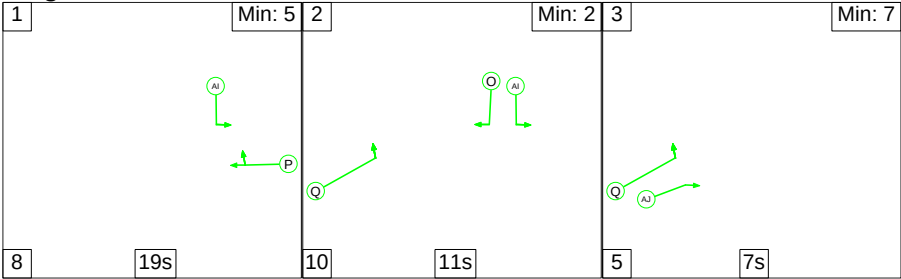


Stage Stream: 4

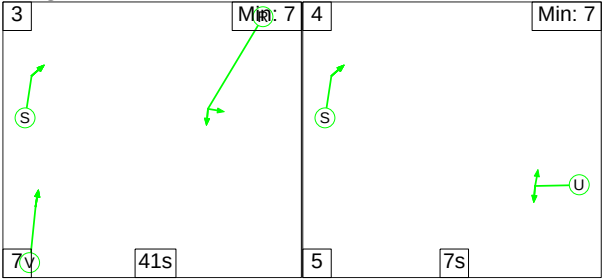


Full Input Data And Results

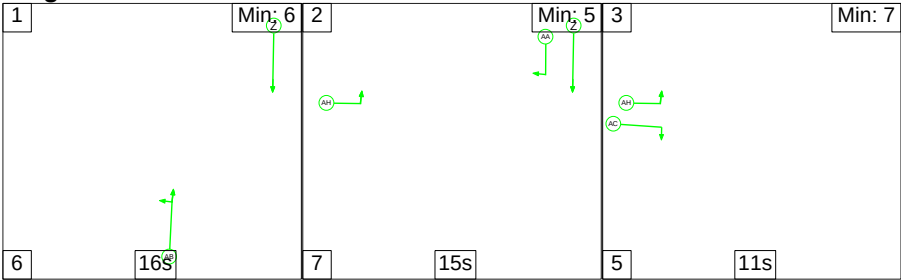
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Cumulative Assessments - WSTM Demand Flows	-	-	-	-	-	-	-	-	89.7%	40	0	0	82.1	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	89.7%	40	0	0	82.1	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	30	854	1937:2115	1398	61.1%	-	-	-	2.9	7.2	0.8	7.9
1/3+1/4	B3270W Ahead	U	A	1	30	1215	2125:2135	1834	66.3%	-	-	-	4.1	7.1	1.0	8.1
2/1	E/B circ Black Boy Ahead	U	C	1	38	780	1985	1323	58.9%	-	-	-	2.5	10.6	0.7	11.3
2/2	E/B circ Black Boy Right Ahead	U	C	1	38	990	2095	1397	70.9%	-	-	-	2.9	9.4	1.2	10.6
2/3	E/B circ Black Boy Right	U	C	1	38	641	2039	1359	47.2%	-	-	-	2.1	10.0	0.4	10.4
3/1	327N Ahead Left	U	D	1	12	339	1959	457	74.2%	-	-	-	3.4	5.2	1.4	6.6
3/2+3/3	327N Ahead	U	D	1	12	511	2125:2115	665	76.8%	-	-	-	4.6	5.9	1.6	7.6
4/1	S/B circ Black Boy Ahead	U	G	1	35	584	1921	1185	49.3%	-	-	-	0.5	0.1	0.5	0.6
4/2	S/B circ Black Boy Right Ahead	U	G	1	35	1022	2125	1310	78.0%	-	-	-	1.8	0.0	1.8	1.8
4/3	S/B circ Black Boy Right	U	G	1	35	130	2056	1268	10.3%	-	-	-	0.1	1.8	0.1	1.9
5/1	B3270E Left	U	H	1	15	370	1851	524	70.6%	-	-	-	3.2	5.4	1.2	6.6
5/2+5/3	B3270E Ahead Left	U	H	1	15	774	2103:2115	930	83.2%	-	-	-	6.5	7.4	2.4	9.8
6/1	W/B circ Black Boy Ahead	U	K	1	17	336	2015	638	52.7%	-	-	-	1.5	5.6	0.6	6.2

Full Input Data And Results

6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	17	418	2145:2037	682	61.3%	-	-	-	1.7	6.0	0.8	6.8
7/1	Bridge N/B Left	U	L	1	33	640	2005	1170	54.7%	-	-	-	1.2	2.0	0.6	2.6
7/2	Bridge N/B Ahead	U	L	1	33	387	2205	1286	30.1%	-	-	-	1.1	2.8	0.2	3.0
7/3+7/4	Bridge N/B Ahead	U	L	1	33	934	2205:2205	1533	60.9%	-	-	-	1.8	2.1	0.8	2.9
8/1	N/B circ Black Boy Ahead	U	B	1	20	432	2015	739	58.5%	-	-	-	2.2	6.0	0.7	6.7
8/2	N/B circ Black Boy Right Ahead	U	B	1	20	521	2078	762	68.4%	-	-	-	1.9	5.3	1.1	6.4
8/3	N/B circ Black Boy Right	U	B	1	20	416	2061	756	55.0%	-	-	-	1.7	4.9	0.6	5.5
9/1+9/2	Bridge S/B Left	U	AI	1	40	1189	1988:2065	1510	78.7%	-	-	-	2.5	12.8	1.8	14.6
9/4+9/3	Bridge S/B Right	U	O	1	16	937	1991:1881	1097	85.4%	-	-	-	7.9	9.7	2.8	12.5
10/1	SERR Ahead	U	P	1	21	58	1915	702	8.3%	-	-	-	0.2	0.6	0.0	0.7
10/2+10/3	SERR Right	U	P	1	21	1263	1929:1912	1408	89.7%	-	-	-	10.4	10.0	4.1	14.1
11/1	E/B @ South of Bridge Left	U	Q	1	23	316	2020	808	39.1%	-	-	-	1.2	3.8	0.3	4.1
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	23:7	384	2167:2065	871	44.1%	-	-	-	1.4	4.7	0.4	5.1
12/1	W/B @ South of Bridge Left	U	-	-	-	414	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	581	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	316	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	384	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	40	Inf	863	4.6%	40	0	0	0.1	0.4	0.0	0.4

Full Input Data And Results

14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	710	1990:1842	1611	43.4%	-	-	-	0.6	16.4	0.4	16.8
14/3	S/B @ Cutbush Ahead	U	R	1	43	325	2125	1558	20.5%	-	-	-	0.2	0.5	0.1	0.6
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	90	1717:1947	458	19.7%	-	-	-	0.7	0.7	0.1	0.8
16/1	Crossing @ Coach House Ahead	U	S	1	60	424	1915	1915	22.1%	-	-	-	0.1	0.0	0.1	0.1
16/2	Crossing @ Coach House Ahead	U	S	1	60	316	2055	2055	15.4%	-	-	-	0.1	0.0	0.1	0.1
17/1	N/B @ Cutbush Ahead	U	V	1	41	342	1915	1340	25.5%	-	-	-	0.4	1.5	0.2	1.7
17/2	N/B @ Cutbush Ahead	U	V	1	41	355	2055	1438	24.7%	-	-	-	0.4	1.8	0.2	2.0
18/1	S/B @ Brookers Hill Ahead	U	Z	1	38	554	1915	1245	43.8%	-	-	-	0.5	0.3	0.4	0.7
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	38:17	355	2055:1842	562	62.2%	-	-	-	2.2	12.6	0.8	13.4
19/1+19/2	Brookers Hill Left	U	AH	1	31	195	1903:2066	1254	15.5%	-	-	-	0.5	1.0	0.1	1.1
19/3	Brookers Hill Right	U	AC	1	11	173	1820	364	47.5%	-	-	-	1.5	2.5	0.5	3.0
20/2+20/1	A327S Ahead Left	U	AB	1	17	381	2055:1741	794	48.0%	-	-	-	2.2	3.6	0.5	4.0
20/3	A327S Ahead	U	AB	1	17	235	2055	617	38.1%	-	-	-	1.4	3.1	0.3	3.4
21/1	Exit	U	-	-	-	641	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	386	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	890	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	635	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

23/1	Exit	U	-	-	-	976	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	370	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/1	Exit	U	-	-	-	355	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/2	Exit	U	-	-	-	836	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
25/1	Exit	U	-	-	-	173	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/1	Exit	U	-	-	-	727	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/2	Exit	U	-	-	-	6	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
27/1	Exit	U	-	-	-	463	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):			31.6	Total Delay for Signalled Lanes (pcuHr):			12.83	Cycle Time (s):			60	
			C1	Stream: 2 PRC for Signalled Lanes (%):			17.1	Total Delay for Signalled Lanes (pcuHr):			15.46	Cycle Time (s):			60	
			C1	Stream: 3 PRC for Signalled Lanes (%):			8.2	Total Delay for Signalled Lanes (pcuHr):			12.06	Cycle Time (s):			60	
			C1	Stream: 4 PRC for Signalled Lanes (%):			46.8	Total Delay for Signalled Lanes (pcuHr):			7.25	Cycle Time (s):			60	
			C1	Stream: 5 PRC for Signalled Lanes (%):			0.4	Total Delay for Signalled Lanes (pcuHr):			23.65	Cycle Time (s):			60	
			C1	Stream: 6 PRC for Signalled Lanes (%):			107.5	Total Delay for Signalled Lanes (pcuHr):			2.60	Cycle Time (s):			60	
			C1	Stream: 7 PRC for Signalled Lanes (%):			44.7	Total Delay for Signalled Lanes (pcuHr):			8.21	Cycle Time (s):			60	
				PRC Over All Lanes (%):			0.4	Total Delay Over All Lanes(pcuHr):			82.13					

Full Input Data And Results

Scenario 3: '2032 PM (With Dev)' (FG3: '2032 PM (With Dev)', Plan 1: 'Staging Plan No. 1')

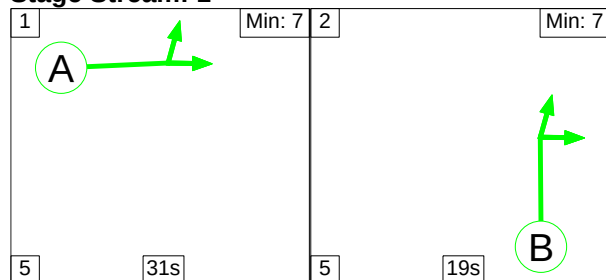
Traffic Flows, Desired

Desired Flow :

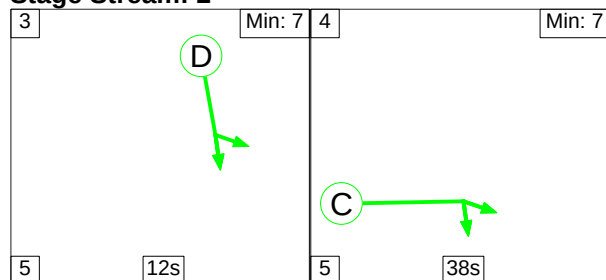
	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	201	859	620	71	202	132	2085
	B	129	0	110	439	26	114	34	852
	C	574	45	0	174	36	215	113	1157
	D	487	495	291	0	0	8	61	1342
	E	7	24	12	0	0	3	7	53
	F	115	211	171	0	1	0	112	610
	G	33	57	82	2	28	174	0	376
	Tot.	1345	1033	1525	1235	162	716	459	6475

Stage Sequence Diagram

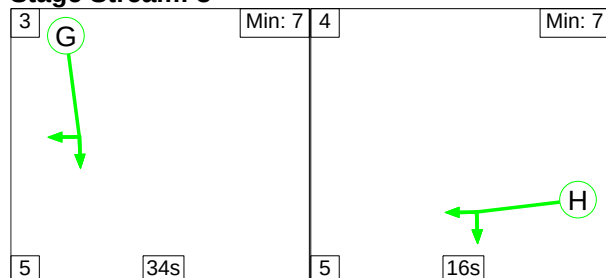
Stage Stream: 1



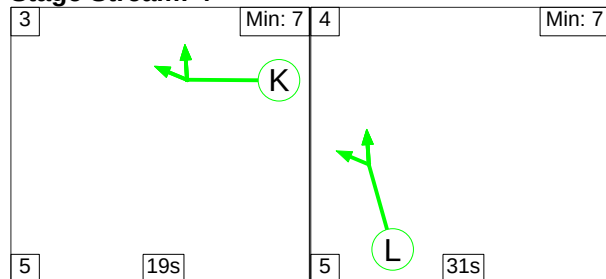
Stage Stream: 2



Stage Stream: 3

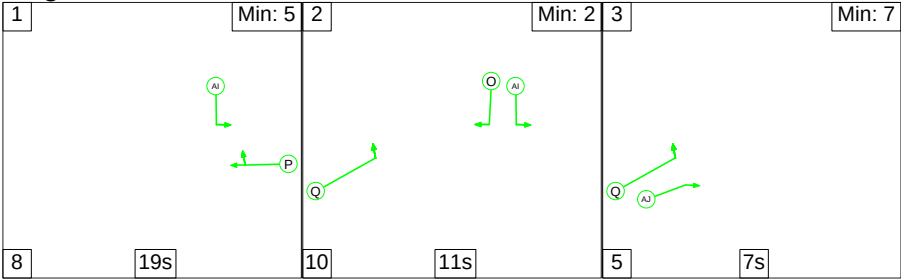


Stage Stream: 4

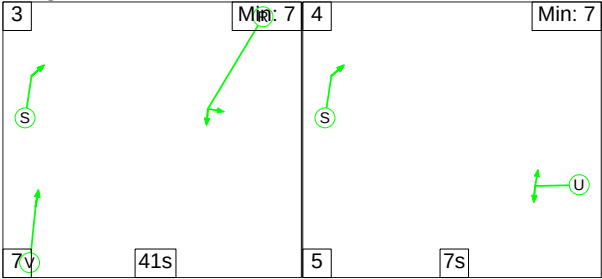


Full Input Data And Results

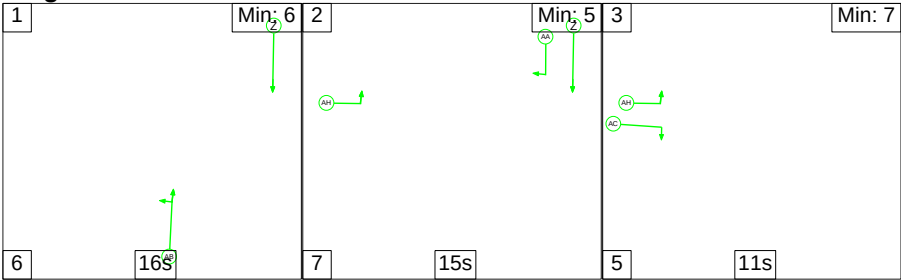
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Cumulative Assessments - WSTM Demand Flows	-	-	-	-	-	-	-	-	90.4%	29	0	0	83.3	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	90.4%	29	0	0	83.3	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	31	860	1937:2115	1416	60.7%	-	-	-	2.8	7.1	0.8	7.9
1/3+1/4	B3270W Ahead	U	A	1	31	1225	2125:2135	1888	64.9%	-	-	-	3.8	6.7	0.9	7.7
2/1	E/B circ Black Boy Ahead	U	C	1	38	785	1985	1323	59.3%	-	-	-	2.9	11.1	0.7	11.9
2/2	E/B circ Black Boy Right Ahead	U	C	1	38	1017	2094	1396	72.9%	-	-	-	3.3	9.6	1.3	11.0
2/3	E/B circ Black Boy Right	U	C	1	38	638	2039	1359	46.9%	-	-	-	2.3	10.3	0.4	10.7
3/1	327N Ahead Left	U	D	1	12	341	1959	457	74.6%	-	-	-	3.5	5.2	1.4	6.6
3/2+3/3	327N Ahead	U	D	1	12	511	2125:2115	663	77.0%	-	-	-	4.6	5.9	1.6	7.6
4/1	S/B circ Black Boy Ahead	U	G	1	34	618	1921	1153	53.6%	-	-	-	0.6	0.1	0.6	0.7
4/2	S/B circ Black Boy Right Ahead	U	G	1	34	1020	2125	1275	80.0%	-	-	-	2.0	0.0	2.0	2.0
4/3	S/B circ Black Boy Right	U	G	1	34	129	2056	1234	10.5%	-	-	-	0.1	1.8	0.1	1.9
5/1	B3270E Left	U	H	1	16	382	1851	555	68.8%	-	-	-	3.1	5.5	1.1	6.6
5/2+5/3	B3270E Ahead Left	U	H	1	16	775	2102:2115	953	81.4%	-	-	-	6.1	7.4	2.1	9.5
6/1	W/B circ Black Boy Ahead	U	K	1	19	338	2015	705	47.9%	-	-	-	0.6	4.0	0.5	4.5

Full Input Data And Results

6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	19	410	2146:2037	754	54.4%	-	-	-	1.1	4.5	0.6	5.1
7/1	Bridge N/B Left	U	L	1	31	642	2005	1103	58.2%	-	-	-	1.7	3.4	0.7	4.1
7/2	Bridge N/B Ahead	U	L	1	31	401	2205	1213	33.1%	-	-	-	1.5	4.3	0.2	4.6
7/3+7/4	Bridge N/B Ahead	U	L	1	31	942	2205:2205	1471	64.1%	-	-	-	2.5	3.6	0.9	4.5
8/1	N/B circ Black Boy Ahead	U	B	1	19	442	2015	705	62.7%	-	-	-	2.2	6.3	0.8	7.1
8/2	N/B circ Black Boy Right Ahead	U	B	1	19	516	2080	728	70.9%	-	-	-	1.8	4.7	1.2	6.0
8/3	N/B circ Black Boy Right	U	B	1	19	430	2061	721	59.6%	-	-	-	1.5	5.2	0.7	5.9
9/1+9/2	Bridge S/B Left	U	AI	1	40	1233	1988:2065	1533	80.4%	-	-	-	2.8	13.6	2.0	15.6
9/4+9/3	Bridge S/B Right	U	O	1	16	943	1991:1881	1097	86.0%	-	-	-	8.1	9.7	2.9	12.6
10/1	SERR Ahead	U	P	1	21	69	1915	702	9.8%	-	-	-	0.3	0.7	0.1	0.8
10/2+10/3	SERR Right	U	P	1	21	1273	1929:1912	1408	90.4%	-	-	-	10.8	10.0	4.4	14.4
11/1	E/B @ South of Bridge Left	U	Q	1	23	325	2020	808	40.2%	-	-	-	1.3	4.0	0.3	4.4
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	23:7	389	2167:2065	871	44.6%	-	-	-	1.5	4.9	0.4	5.3
12/1	W/B @ South of Bridge Left	U	-	-	-	430	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	582	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	325	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	389	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	29	Inf	851	3.4%	29	0	0	0.1	0.3	0.0	0.3

Full Input Data And Results

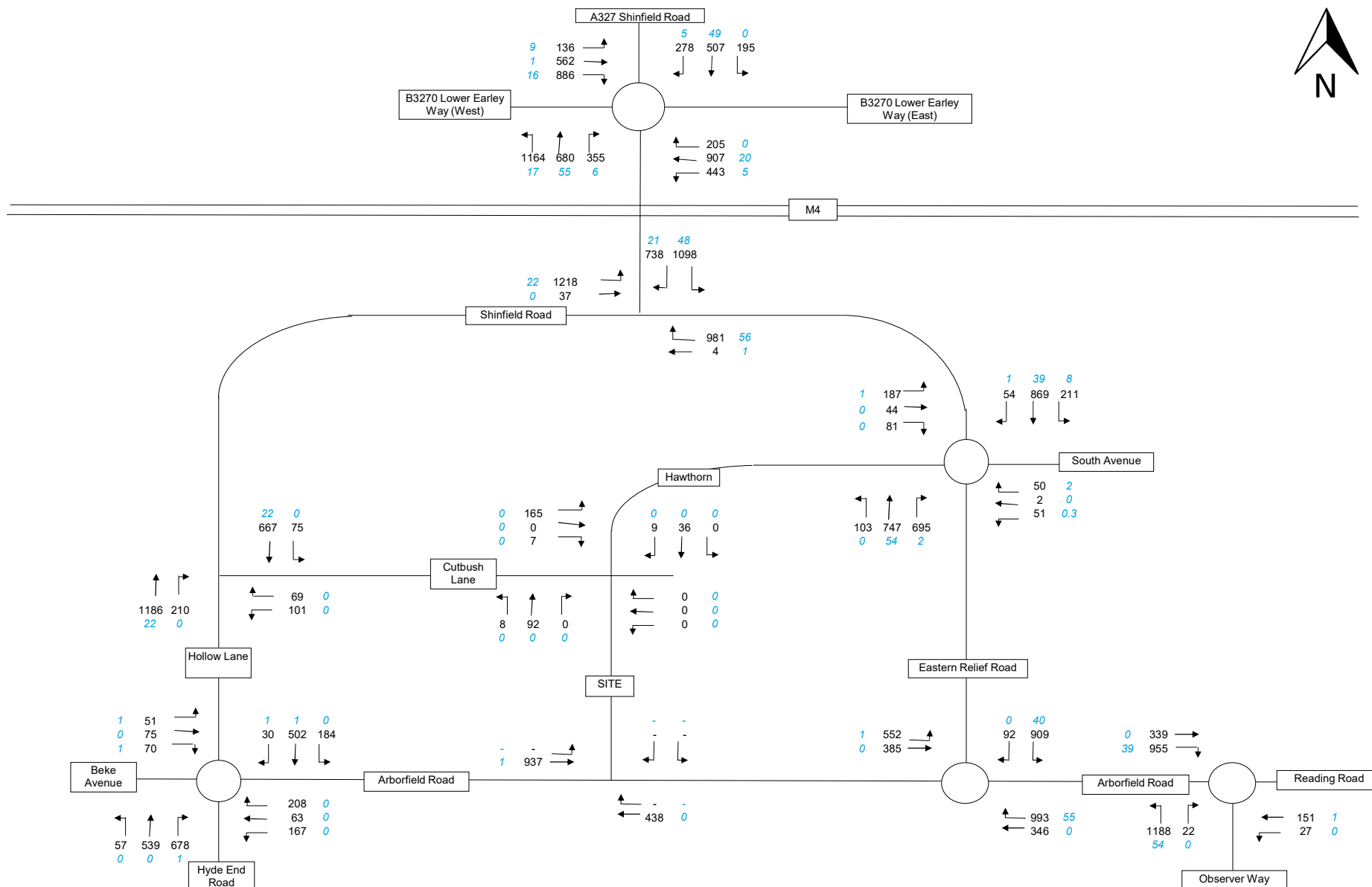
14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	689	1990:1842	1604	42.1%	-	-	-	0.6	16.3	0.4	16.7
14/3	S/B @ Cutbush Ahead	U	R	1	43	352	2125	1558	22.3%	-	-	-	0.2	0.7	0.1	0.8
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	53	1717:1947	320	16.6%	-	-	-	0.4	0.6	0.1	0.7
16/1	Crossing @ Coach House Ahead	U	S	1	60	445	1915	1915	23.2%	-	-	-	0.2	0.0	0.2	0.2
16/2	Crossing @ Coach House Ahead	U	S	1	60	298	2055	2055	14.5%	-	-	-	0.1	0.0	0.1	0.1
17/1	N/B @ Cutbush Ahead	U	V	1	41	344	1915	1340	25.7%	-	-	-	0.4	1.4	0.2	1.6
17/2	N/B @ Cutbush Ahead	U	V	1	41	356	2055	1438	24.7%	-	-	-	0.4	1.8	0.2	2.0
18/1	S/B @ Brookers Hill Ahead	U	Z	1	38	530	1915	1245	41.7%	-	-	-	0.4	0.2	0.4	0.6
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	38:17	359	2055:1842	572	62.1%	-	-	-	2.3	12.6	0.8	13.4
19/1+19/2	Brookers Hill Left	U	AH	1	31	202	1903:2066	1255	16.1%	-	-	-	0.5	1.0	0.1	1.1
19/3	Brookers Hill Right	U	AC	1	11	174	1820	364	47.8%	-	-	-	1.5	2.6	0.5	3.0
20/2+20/1	A327S Ahead Left	U	AB	1	17	378	2055:1741	792	47.7%	-	-	-	2.2	3.5	0.5	4.0
20/3	A327S Ahead	U	AB	1	17	232	2055	617	37.6%	-	-	-	1.4	3.0	0.3	3.3
21/1	Exit	U	-	-	-	643	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	390	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	895	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	630	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

23/1	Exit	U	-	-	-	980	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	365	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/1	Exit	U	-	-	-	423	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/2	Exit	U	-	-	-	812	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
25/1	Exit	U	-	-	-	162	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/1	Exit	U	-	-	-	704	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/2	Exit	U	-	-	-	12	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
27/1	Exit	U	-	-	-	459	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
			C1 Stream: 1 PRC for Signalled Lanes (%):	27.0			Total Delay for Signalled Lanes (pcuHr):			12.21	Cycle Time (s):			60		
			C1 Stream: 2 PRC for Signalled Lanes (%):	16.8			Total Delay for Signalled Lanes (pcuHr):			16.53	Cycle Time (s):			60		
			C1 Stream: 3 PRC for Signalled Lanes (%):	10.6			Total Delay for Signalled Lanes (pcuHr):			11.83	Cycle Time (s):			60		
			C1 Stream: 4 PRC for Signalled Lanes (%):	40.5			Total Delay for Signalled Lanes (pcuHr):			7.36	Cycle Time (s):			60		
			C1 Stream: 5 PRC for Signalled Lanes (%):	-0.4			Total Delay for Signalled Lanes (pcuHr):			24.72	Cycle Time (s):			60		
			C1 Stream: 6 PRC for Signalled Lanes (%):	113.9			Total Delay for Signalled Lanes (pcuHr):			2.31	Cycle Time (s):			60		
			C1 Stream: 7 PRC for Signalled Lanes (%):	44.8			Total Delay for Signalled Lanes (pcuHr):			8.25	Cycle Time (s):			60		
			PRC Over All Lanes (%):	-0.4			Total Delay Over All Lanes(pcuHr):			83.27						



Appendix T - 2038 WSTM Traffic Flow Outputs

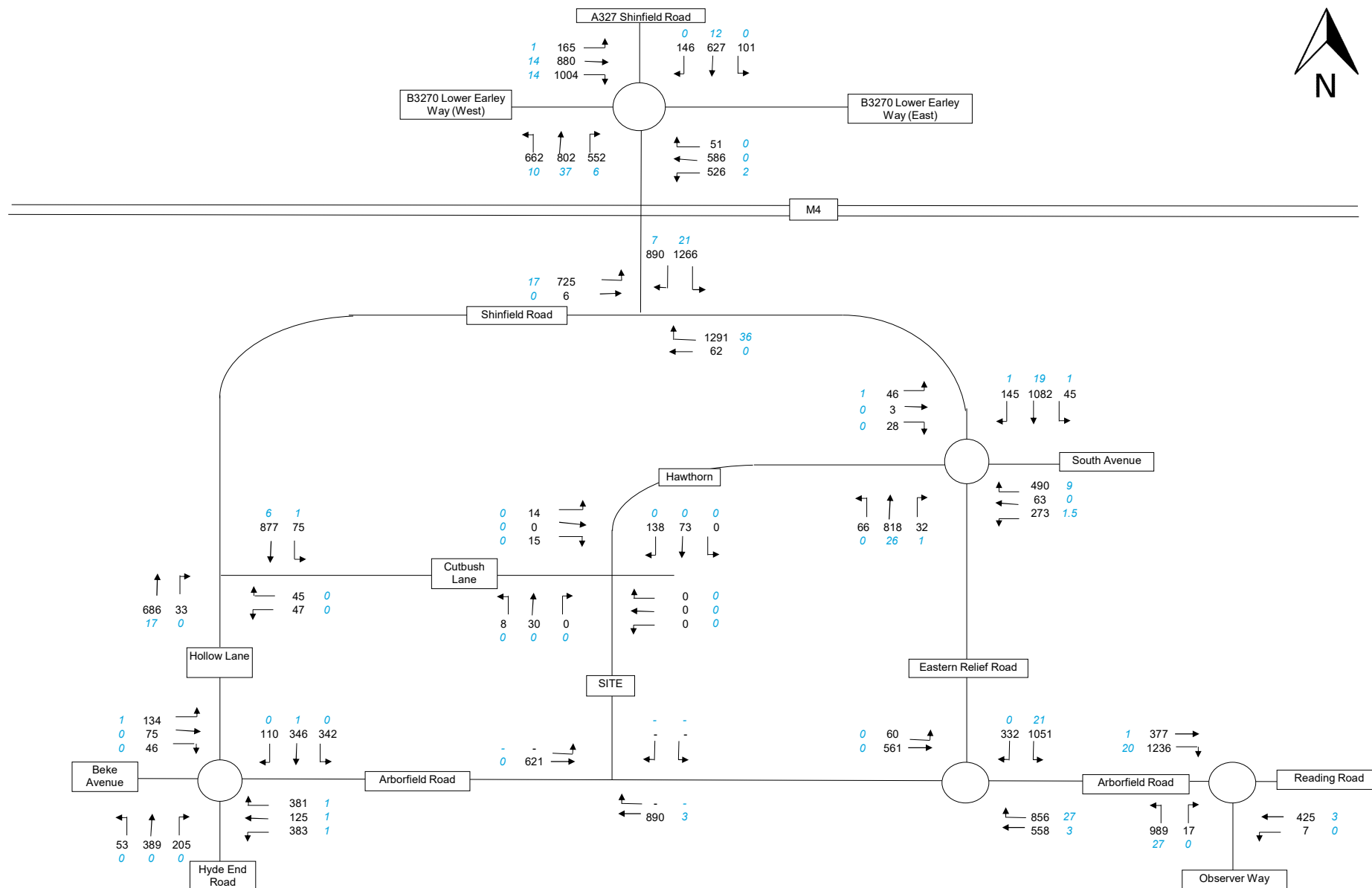


NOTE

0 - Total Vehicles
0 - HGVs



Job No HD008	Project : Land North of Arborfield Road
Date July 2024	Title : WSTM Flows 2038 FB AM Peak Hour
Drawn AG	Figure No : TM-7

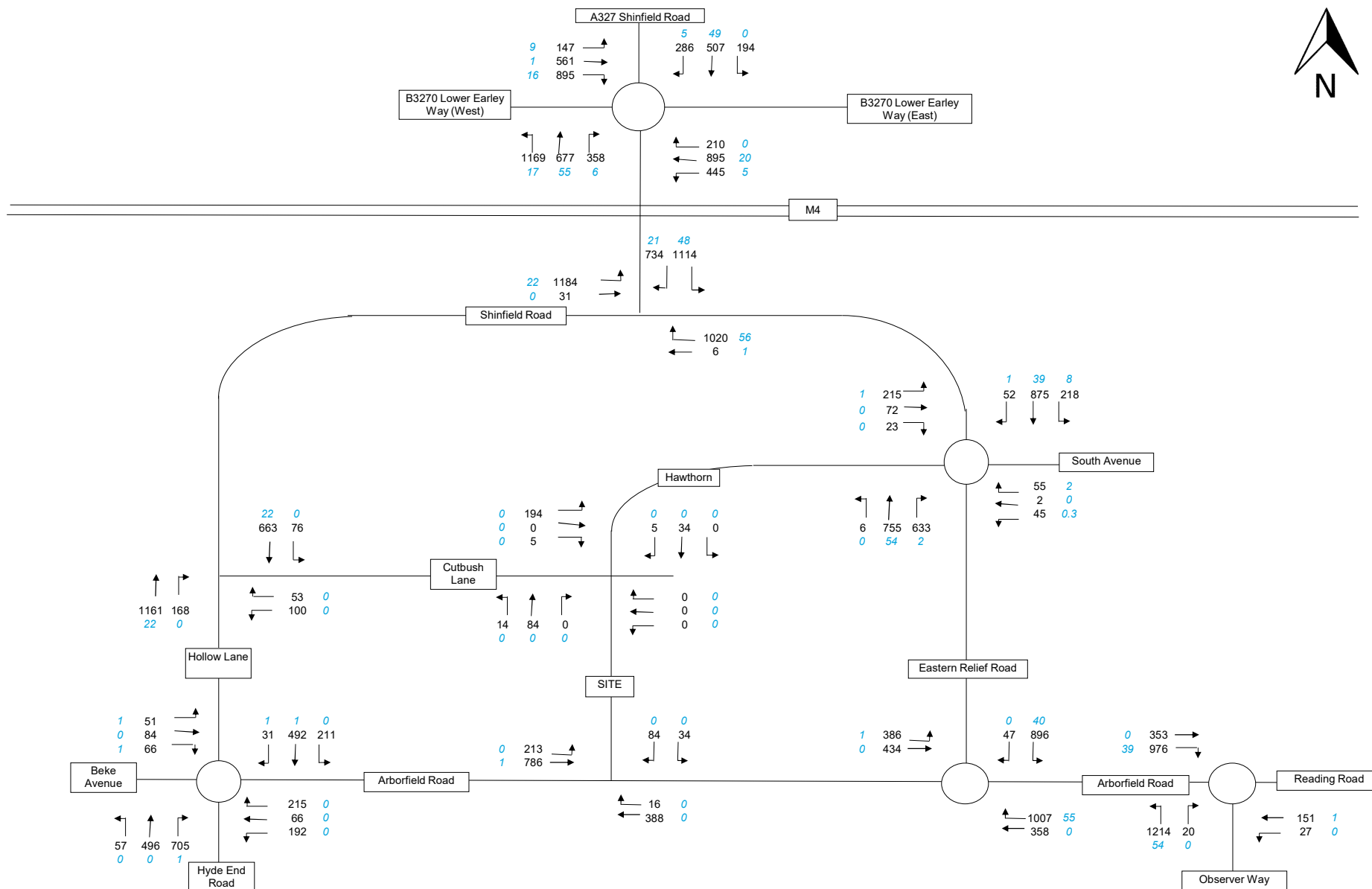


NOTE

0 - Total Vehicles
0 - HGVs



Job No HD008	Project : Land North of Arborfield Road
Date July 2024	Title : WSTM Flows 2038 FB PM Peak Hour
Drawn AG	Figure No : TM-8

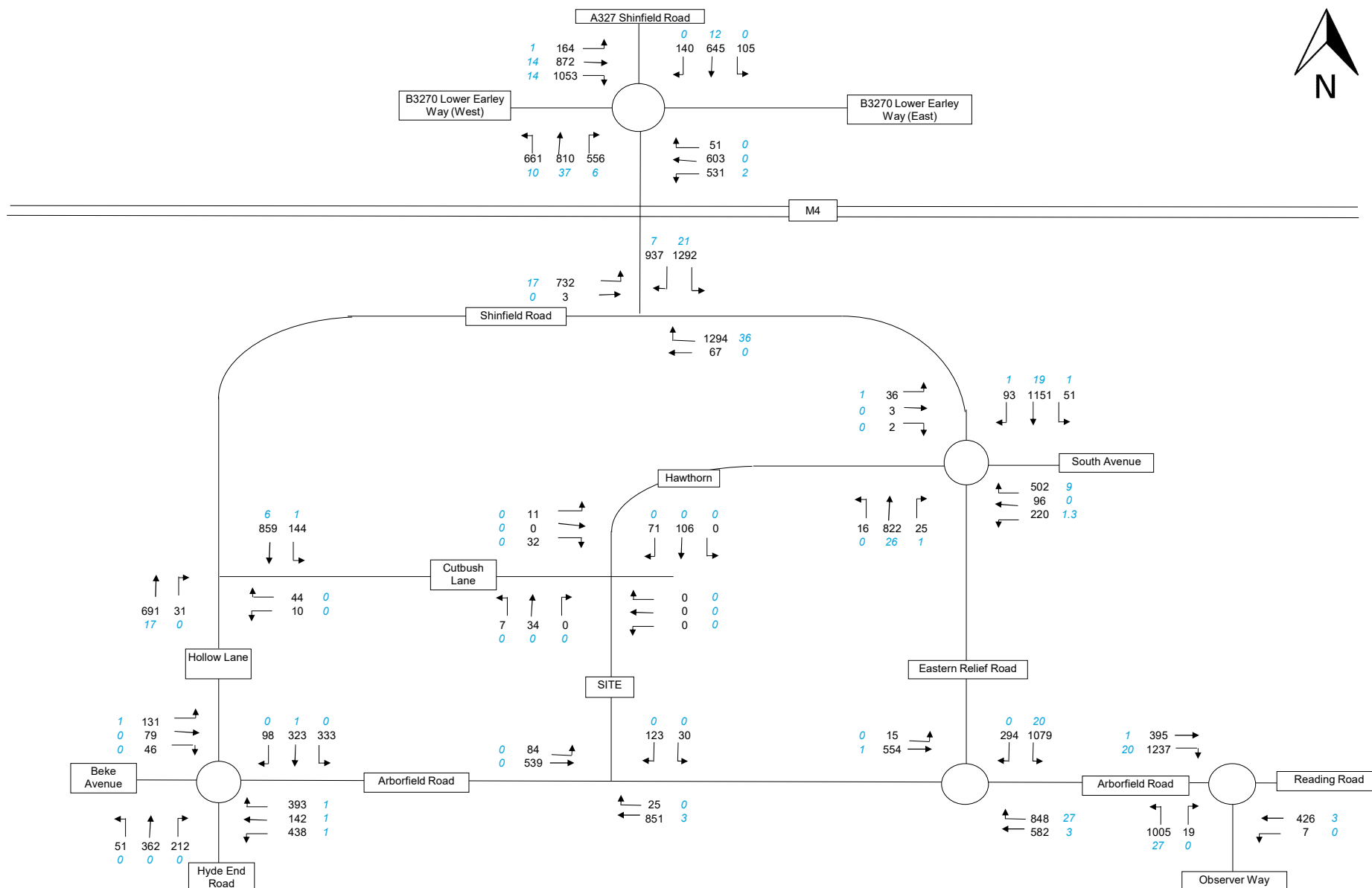


NOTE

- 0 - Total Vehicles
- 0 - HGVs



Job No HD008	Project : Land North of Arborfield Road
Date July 2024	Title : WSTM Flows 2038 WD AM Peak Hour
Drawn AG	Figure No : TM-9



NOTE

0 - Total Vehicles
0 - HGVs



Appendix U - 2038 Junction Capacity Analysis

Junctions 10						
PICADY 10 - Priority Intersection Module						
Version: 10.1.0.1820						
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Filename: Arborfield Rd Access.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction G - Arborfield Access\Capacity Assessment File

Report generation date: 22/08/2024 15:41:00

»2038 with Development, AM

»2038 with Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2038 with Development						
Stream B-C	0.1	9.27	0.08	0.1	8.74	0.07
Stream B-A	0.4	17.16	0.29	0.7	21.10	0.42
Stream C-AB	0.0	7.95	0.03	0.0	6.50	0.04

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	Proposed Arborfield Road Access
Location	Shinfield
Site number	HD008
Date	02/08/2024
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
D1	2032 with Development	AM	FLAT	08:00	09:00	60	15	
D2	2032 with Development	PM	FLAT	17:00	18:00	60	15	
D3	2038 with Development	AM	FLAT	08:00	09:00	60	15	✓
D4	2038 with Development	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 with Development, AM

Data Errors and Warnings

No errors or warnings

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	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		1.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.24	A

Arms

Arms

Arm	Name	Description	Arm type
A	Arborfield Road (W)		Major
B	Site Access		Minor
C	Arborfield Road (E)		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 - Arborfield Road (E)	6.19		✓	3.25	200.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	6.59	3.90	3.90	3.80	✓	1.00	85	74

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	611	0.110	0.278	0.175	0.397
B-C	701	0.107	0.270	-	-
C-B	769	0.295	0.295	-	-

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
D3	2038 with Development	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Arborfield Road (W)		FLAT	✓	999	100.000
B - Site Access		FLAT	✓	118	100.000
C - Arborfield Road (E)		FLAT	✓	404	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	213	786
	B - Site Access	84	0	34
	C - Arborfield Road (E)	388	16	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	0	0
	B - Site Access	0	0	0
	C - Arborfield Road (E)	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.08	9.27	0.1	A	34	34
B-A	0.29	17.16	0.4	C	84	84
C-AB	0.03	7.95	0.0	A	16	16
C-A					388	388
A-B					213	213
A-C					786	786

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	424	0.080	34	0.0	0.1	9.220	A
B-A	84	21	294	0.286	82	0.0	0.4	16.915	C
C-AB	16	4	469	0.034	16	0.0	0.0	7.943	A
C-A	388	97			388				
A-B	213	53			213				
A-C	786	197			786				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	422	0.080	34	0.1	0.1	9.267	A
B-A	84	21	294	0.286	84	0.4	0.4	17.156	C
C-AB	16	4	469	0.034	16	0.0	0.0	7.948	A
C-A	388	97			388				
A-B	213	53			213				
A-C	786	197			786				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	422	0.080	34	0.1	0.1	9.267	A
B-A	84	21	294	0.286	84	0.4	0.4	17.160	C
C-AB	16	4	469	0.034	16	0.0	0.0	7.948	A
C-A	388	97			388				
A-B	213	53			213				
A-C	786	197			786				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	422	0.080	34	0.1	0.1	9.267	A
B-A	84	21	294	0.286	84	0.4	0.4	17.159	C
C-AB	16	4	469	0.034	16	0.0	0.0	7.948	A
C-A	388	97			388				
A-B	213	53			213				
A-C	786	197			786				

2038 with Development, PM

Data Errors and Warnings

No errors or warnings

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	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		1.83	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.83	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
D4	2038 with Development	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Arborfield Road (W)		FLAT	✓	623	100.000
B - Site Access		FLAT	✓	153	100.000
C - Arborfield Road (E)		FLAT	✓	876	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	84	539
	B - Site Access	123	0	30
	C - Arborfield Road (E)	851	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A - Arborfield Road (W)	B - Site Access	C - Arborfield Road (E)
From	A - Arborfield Road (W)	0	0	0
	B - Site Access	0	0	1
	C - Arborfield Road (E)	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-C	0.07	8.74	0.1	A	30	30
B-A	0.42	21.10	0.7	C	123	123
C-AB	0.04	6.50	0.0	A	25	25
C-A					851	851
A-B					84	84
A-C					539	539

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	8	445	0.067	30	0.0	0.1	8.657	A
B-A	123	31	294	0.419	120	0.0	0.7	20.453	C
C-AB	25	6	579	0.043	25	0.0	0.0	6.496	A
C-A	851	213			851				
A-B	84	21			84				
A-C	539	135			539				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	8	442	0.068	30	0.1	0.1	8.739	A
B-A	123	31	294	0.419	123	0.7	0.7	21.081	C
C-AB	25	6	579	0.043	25	0.0	0.0	6.499	A
C-A	851	213			851				
A-B	84	21			84				
A-C	539	135			539				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	8	442	0.068	30	0.1	0.1	8.740	A
B-A	123	31	294	0.419	123	0.7	0.7	21.093	C
C-AB	25	6	579	0.043	25	0.0	0.0	6.499	A
C-A	851	213			851				
A-B	84	21			84				
A-C	539	135			539				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	30	8	442	0.068	30	0.1	0.1	8.741	A
B-A	123	31	294	0.419	123	0.7	0.7	21.097	C
C-AB	25	6	579	0.043	25	0.0	0.0	6.499	A
C-A	851	213			851				
A-B	84	21			84				
A-C	539	135			539				

Junctions 10					
PICADY 10 - Priority Intersection Module					
Version: 10.1.0.1820					
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Filename: Cutbush Crossroads.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction E - Cutbush Access\Capacity Assessment File

Report generation date: 22/08/2024 15:38:53

- »2038 Base, AM
- »2038 Base, PM
- »2038 With Dev, AM
- »2038 With Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2038 Base						
Stream B-CD	0.1	8.59	0.11	0.0	7.24	0.04
Stream B-AD	0.1	8.56	0.10	0.0	7.71	0.03
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-AB	0.0	7.35	0.04	0.1	8.74	0.10
Stream D-BC	0.1	7.48	0.05	0.4	9.58	0.31
Stream C-ABD	0.0	4.76	0.01	0.0	5.45	0.02
2038 With Dev						
Stream B-CD	0.1	8.40	0.12	0.0	7.44	0.05
Stream B-AD	0.1	8.54	0.09	0.0	7.83	0.04
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-AB	0.0	7.35	0.03	0.1	8.30	0.12
Stream D-BC	0.0	7.40	0.04	0.3	8.90	0.22
Stream C-ABD	0.0	4.60	0.01	0.1	5.62	0.05

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	Cutbush Lane Crossroads
Location	Shinfield
Site number	HD008
Date	02/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
D1	2032 Base	AM	FLAT	08:00	09:00	60	15	
D2	2032 Base	PM	FLAT	17:00	18:00	60	15	
D3	2032 With Dev	AM	FLAT	08:00	09:00	60	15	
D4	2032 With Dev	PM	FLAT	17:00	18:00	60	15	
D5	2038 Base	AM	FLAT	08:00	09:00	60	15	✓
D6	2038 Base	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 With Dev	AM	FLAT	08:00	09:00	60	15	✓
D8	2038 With Dev	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		3.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.90	A

Arms

Arms

Arm	Name	Description	Arm type
A	Cutbush Lane (E)		Major
B	Shepherd Road		Minor
C	Cutbush Lane (W)		Major
D	Hawthorn		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 - Cutbush Lane (E)	6.05			100.0	✓	0.00
C - Cutbush Lane (W)	6.05			160.0	✓	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 - Shepherd Road	One lane plus flare	5.72	4.10	3.40	3.00	3.00	✓	1.00	40	20
D - Hawthorn	One lane plus flare	10.00	4.86	3.46	3.40	3.40	✓	1.00	30	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.244	0.349	0.244	-	-	-
B-A	493	0.090	0.227	0.227	-	-	-	0.143	0.324	-	0.227	0.227	0.113
B-C	628	0.096	0.243	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	493	0.090	0.227	0.227	-	-	-	0.143	0.324	0.143	-	-	-
B-D, offside lane	493	0.090	0.227	0.227	-	-	-	0.143	0.324	0.143	-	-	-
C-B	667	0.258	0.258	0.368	-	-	-	-	-	-	-	-	-
D-A	689	-	-	-	-	-	-	0.266	-	0.105	-	-	-
D-B, nearside lane	538	0.155	0.155	0.353	-	-	-	0.247	0.247	0.098	-	-	-
D-B, offside lane	538	0.155	0.155	0.353	-	-	-	0.247	0.247	0.098	-	-	-
D-C	538	-	0.155	0.353	0.124	0.247	0.247	0.247	0.247	0.098	-	-	-

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
D5	2038 Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	100	100.000
C - Cutbush Lane (W)		FLAT	✓	172	100.000
D - Hawthorn		FLAT	✓	45	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From A - Cutbush Lane (E)	0	0	0	0
From B - Shepherd Road	0	0	8	92
From C - Cutbush Lane (W)	0	7	0	165
From D - Hawthorn	0	36	9	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	0
	C - Cutbush Lane (W)	0	1	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.11	8.59	0.1	A	54	54
B-AD	0.10	8.56	0.1	A	46	46
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.04	7.35	0.0	A	18	18
D-BC	0.05	7.48	0.1	A	27	27
C-ABD	0.01	4.76	0.0	A	9	9
C-D					163	163
C-A					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	54	14	473	0.114	53	0.0	0.1	8.563	A
B-AD	46	12	467	0.099	46	0.0	0.1	8.538	A
ABCD	0	0	589	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	18	5	508	0.036	18	0.0	0.0	7.345	A
D-BC	27	7	508	0.052	26	0.0	0.1	7.470	A
C-ABD	9	2	765	0.012	9	0.0	0.0	4.764	A
C-D	163	41			163				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	54	14	473	0.114	54	0.1	0.1	8.586	A
B-AD	46	12	467	0.099	46	0.1	0.1	8.555	A
ABCD	0	0	589	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	18	5	508	0.036	18	0.0	0.0	7.349	A
D-BC	27	7	508	0.052	27	0.1	0.1	7.477	A
C-ABD	9	2	765	0.012	9	0.0	0.0	4.764	A
C-D	163	41			163				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	54	14	473	0.114	54	0.1	0.1	8.586	A
B-AD	46	12	467	0.099	46	0.1	0.1	8.555	A
A-BCD	0	0	589	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	18	5	508	0.036	18	0.0	0.0	7.349	A
D-BC	27	7	508	0.052	27	0.1	0.1	7.477	A
C-ABD	9	2	765	0.012	9	0.0	0.0	4.764	A
C-D	163	41			163				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	54	14	473	0.114	54	0.1	0.1	8.586	A
B-AD	46	12	467	0.099	46	0.1	0.1	8.555	A
A-BCD	0	0	589	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	18	5	508	0.036	18	0.0	0.0	7.349	A
D-BC	27	7	508	0.052	27	0.1	0.1	7.477	A
C-ABD	9	2	765	0.012	9	0.0	0.0	4.764	A
C-D	163	41			163				
C-A	0	0			0				

2038 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		8.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.45	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
D6	2038 Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	38	100.000
C - Cutbush Lane (W)		FLAT	✓	29	100.000
D - Hawthorn		FLAT	✓	211	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	8	30
	C - Cutbush Lane (W)	0	15	0	14
	D - Hawthorn	0	73	138	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	1
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.04	7.24	0.0	A	23	23
B-AD	0.03	7.71	0.0	A	15	15
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.10	8.74	0.1	A	46	46
D-BC	0.31	9.58	0.4	A	165	165
C-ABD	0.02	5.45	0.0	A	15	15
C-D					14	14
C-A					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	520	0.044	23	0.0	0.0	7.240	A
B-AD	15	4	482	0.031	15	0.0	0.0	7.711	A
ABCD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	46	11	459	0.100	45	0.0	0.1	8.699	A
D-BC	165	41	541	0.305	163	0.0	0.4	9.498	A
C-ABD	15	4	675	0.023	15	0.0	0.0	5.453	A
C-D	14	3			14				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	520	0.044	23	0.0	0.0	7.244	A
B-AD	15	4	482	0.031	15	0.0	0.0	7.715	A
ABCD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	46	11	458	0.100	46	0.1	0.1	8.735	A
D-BC	165	41	541	0.305	165	0.4	0.4	9.585	A
C-ABD	15	4	675	0.023	15	0.0	0.0	5.455	A
C-D	14	3			14				
C-A	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	520	0.044	23	0.0	0.0	7.244	A
B-AD	15	4	482	0.031	15	0.0	0.0	7.715	A
A-BCD	0	0	623	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	46	11	458	0.100	46	0.1	0.1	8.735	A
D-BC	165	41	541	0.305	165	0.4	0.4	9.585	A
C-ABD	15	4	675	0.023	15	0.0	0.0	5.455	A
C-D	14	3			14				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	23	6	520	0.044	23	0.0	0.0	7.244	A
B-AD	15	4	482	0.031	15	0.0	0.0	7.715	A
A-BCD	0	0	623	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	46	11	458	0.100	46	0.1	0.1	8.735	A
D-BC	165	41	541	0.305	165	0.4	0.4	9.585	A
C-ABD	15	4	675	0.023	15	0.0	0.0	5.455	A
C-D	14	3			14				
C-A	0	0			0				

2038 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		3.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.42	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
D7	2038 With Dev	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	98	100.000
C - Cutbush Lane (W)		FLAT	✓	199	100.000
D - Hawthorn		FLAT	✓	39	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	14	84
	C - Cutbush Lane (W)	0	5	0	194
	D - Hawthorn	0	34	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	0
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.12	8.40	0.1	A	56	56
B-AD	0.09	8.54	0.1	A	42	42
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.03	7.35	0.0	A	17	17
D-BC	0.04	7.40	0.0	A	22	22
C-ABD	0.01	4.60	0.0	A	7	7
C-D					192	192
C-A					0	0

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	14	485	0.116	55	0.0	0.1	8.377	A
B-AD	42	11	463	0.091	42	0.0	0.1	8.528	A
ABCD	0	0	583	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	17	4	507	0.034	17	0.0	0.0	7.343	A
D-BC	22	5	508	0.043	22	0.0	0.0	7.398	A
C-ABD	7	2	789	0.008	7	0.0	0.0	4.602	A
C-D	192	48			192				
C-A	0	0			0				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	14	485	0.116	56	0.1	0.1	8.399	A
B-AD	42	11	463	0.091	42	0.1	0.1	8.544	A
ABCD	0	0	583	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	17	4	507	0.034	17	0.0	0.0	7.347	A
D-BC	22	5	508	0.043	22	0.0	0.0	7.402	A
C-ABD	7	2	789	0.008	7	0.0	0.0	4.602	A
C-D	192	48			192				
C-A	0	0			0				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	14	485	0.116	56	0.1	0.1	8.399	A
B-AD	42	11	463	0.091	42	0.1	0.1	8.544	A
A-BCD	0	0	583	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	17	4	507	0.034	17	0.0	0.0	7.347	A
D-BC	22	5	508	0.043	22	0.0	0.0	7.402	A
C-ABD	7	2	789	0.008	7	0.0	0.0	4.604	A
C-D	192	48			192				
C-A	0	0			0				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	56	14	485	0.116	56	0.1	0.1	8.399	A
B-AD	42	11	463	0.091	42	0.1	0.1	8.544	A
A-BCD	0	0	583	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	17	4	507	0.034	17	0.0	0.0	7.347	A
D-BC	22	5	508	0.043	22	0.0	0.0	7.402	A
C-ABD	7	2	789	0.008	7	0.0	0.0	4.604	A
C-D	192	48			192				
C-A	0	0			0				

2038 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Shepherd Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Shepherd Road - 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	Minor arm visibility to right	D - Hawthorn - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Proposed Site Access	Crossroads	Two-way	Two-way	Two-way	Two-way		7.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.79	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
D8	2038 With Dev	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Cutbush Lane (E)		FLAT	✓	0	100.000
B - Shepherd Road		FLAT	✓	41	100.000
C - Cutbush Lane (W)		FLAT	✓	43	100.000
D - Hawthorn		FLAT	✓	177	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
From	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	7	34
	C - Cutbush Lane (W)	0	32	0	11
	D - Hawthorn	0	106	71	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		A - Cutbush Lane (E)	B - Shepherd Road	C - Cutbush Lane (W)	D - Hawthorn
	A - Cutbush Lane (E)	0	0	0	0
	B - Shepherd Road	0	0	0	1
	C - Cutbush Lane (W)	0	0	0	0
	D - Hawthorn	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-CD	0.05	7.44	0.0	A	24	24
B-AD	0.04	7.83	0.0	A	17	17
ABCD	0.00	0.00	0.0	A	0	0
AB					0	0
AC					0	0
D-AB	0.12	8.30	0.1	A	60	60
D-BC	0.22	8.90	0.3	A	117	117
C-ABD	0.05	5.62	0.1	A	33	33
C-D					10	10
C-A					0	0

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	508	0.047	24	0.0	0.0	7.431	A
B-AD	17	4	477	0.036	17	0.0	0.0	7.828	A
ABCD	0	0	618	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	60	15	494	0.122	60	0.0	0.1	8.273	A
D-BC	117	29	521	0.224	116	0.0	0.3	8.852	A
C-ABD	33	8	674	0.048	32	0.0	0.1	5.613	A
C-D	10	3			10				
C-A	0	0			0				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	508	0.047	24	0.0	0.0	7.438	A
B-AD	17	4	477	0.036	17	0.0	0.0	7.833	A
ABCD	0	0	618	0.000	0	0.0	0.0	0.000	A
AB	0	0			0				
AC	0	0			0				
D-AB	60	15	494	0.122	60	0.1	0.1	8.302	A
D-BC	117	29	521	0.224	117	0.3	0.3	8.902	A
C-ABD	33	8	674	0.048	33	0.1	0.1	5.617	A
C-D	10	3			10				
C-A	0	0			0				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	508	0.047	24	0.0	0.0	7.438	A
B-AD	17	4	477	0.036	17	0.0	0.0	7.833	A
A-BCD	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	60	15	494	0.122	60	0.1	0.1	8.302	A
D-BC	117	29	521	0.224	117	0.3	0.3	8.902	A
C-ABD	33	8	674	0.048	33	0.1	0.1	5.615	A
C-D	10	3			10				
C-A	0	0			0				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-CD	24	6	508	0.047	24	0.0	0.0	7.438	A
B-AD	17	4	477	0.036	17	0.0	0.0	7.833	A
A-BCD	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	0	0			0				
D-AB	60	15	494	0.122	60	0.1	0.1	8.302	A
D-BC	117	29	521	0.224	117	0.3	0.3	8.902	A
C-ABD	33	8	674	0.048	33	0.1	0.1	5.617	A
C-D	10	3			10				
C-A	0	0			0				

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.0.1820						
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Filename: TVSP.ERR Roundabout Aug24.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction C - TVSP Access RDBT\Capacity Assessment File

Report generation date: 22/08/2024 10:50:42

»2038 FB, AM

»2038 FB, PM

»2038 WD, AM

»2038 WD, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2038 FB						
1 - TVSP	0.1	3.98	0.10	28.0	124.82	1.00
2 - ERR (S)	15.6	38.31	0.95	2.6	10.56	0.73
3 - Hawthorn	1.1	12.32	0.52	0.1	5.74	0.11
4 - ERR (N)	78.7	244.55	1.06	4.2	11.98	0.81
2038 WD						
1 - TVSP	0.1	3.96	0.10	22.5	102.90	0.99
2 - ERR (S)	6.0	16.01	0.86	2.2	9.14	0.69
3 - Hawthorn	1.0	11.21	0.49	0.1	5.52	0.06
4 - ERR (N)	39.5	124.99	1.01	4.3	12.18	0.81

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	TVSP Access Roundabout
Location	Shinfield
Site number	
Date	21/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	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
D1	2032 FB	AM	FLAT	08:00	09:00	60	15	
D2	2032 FB	PM	FLAT	17:00	18:00	60	15	
D3	2032 WD	AM	FLAT	08:00	09:00	60	15	
D4	2032 WD	PM	FLAT	17:00	18:00	60	15	
D5	2038 FB	AM	FLAT	08:00	09:00	60	15	✓
D6	2038 FB	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 WD	AM	FLAT	08:00	09:00	60	15	✓
D8	2038 WD	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 FB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	111.12	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	111.12	F

Arms

Arms

Arm	Name	Description	No give-way line
1	TVSP		
2	ERR (S)		
3	Hawthorn		
4	ERR (N)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - TVSP	3.65	6.07	12.9	18.0	40.0	7.5		
2 - ERR (S)	4.02	6.18	21.8	20.0	40.0	24.0		
3 - Hawthorn	3.65	5.98	13.4	15.0	40.0	29.0		
4 - ERR (N)	3.65	5.96	16.7	21.0	40.0	22.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - TVSP	0.659	1678
2 - ERR (S)	0.658	1751
3 - Hawthorn	0.606	1540
4 - ERR (N)	0.639	1639

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
D5	2038 FB	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	103	100.000
2 - ERR (S)		FLAT	✓	1545	100.000
3 - Hawthorn		FLAT	✓	312	100.000
4 - ERR (N)		FLAT	✓	1134	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
1 - TVSP		0	51	2	50
2 - ERR (S)		695	0	103	747
3 - Hawthorn		44	81	0	187
4 - ERR (N)		211	869	54	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
1 - TVSP		0	1	0	3
2 - ERR (S)		0	0	0	7
3 - Hawthorn		0	0	0	0
4 - ERR (N)		4	5	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.10	3.98	0.1	A	103	103
2 - ERR (S)	0.95	38.31	15.6	E	1545	1545
3 - Hawthorn	0.52	12.32	1.1	B	312	312
4 - ERR (N)	1.06	244.55	78.7	F	1134	1134

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	923	1022	0.101	103	910	0.0	0.1	3.913	A
2 - ERR (S)	1545	386	101	1628	0.949	1499	925	0.0	11.6	22.794	C
3 - Hawthorn	312	78	1449	630	0.496	308	151	0.0	1.0	11.073	B
4 - ERR (N)	1134	284	798	1079	1.051	1036	959	0.0	24.4	54.189	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	943	1009	0.102	103	932	0.1	0.1	3.974	A
2 - ERR (S)	1545	386	102	1628	0.949	1536	944	11.6	13.8	34.116	D
3 - Hawthorn	312	78	1484	608	0.514	312	155	1.0	1.0	12.152	B
4 - ERR (N)	1134	284	816	1068	1.062	1059	980	24.4	43.1	125.858	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	946	1007	0.102	103	935	0.1	0.1	3.981	A
2 - ERR (S)	1545	386	103	1627	0.949	1540	946	13.8	14.9	36.840	E
3 - Hawthorn	312	78	1488	605	0.516	312	155	1.0	1.0	12.275	B
4 - ERR (N)	1134	284	818	1066	1.063	1062	982	43.1	61.0	185.647	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	103	26	946	1006	0.102	103	936	0.1	0.1	3.984	A
2 - ERR (S)	1545	386	103	1627	0.949	1542	947	14.9	15.6	38.307	E
3 - Hawthorn	312	78	1489	604	0.517	312	155	1.0	1.1	12.322	B
4 - ERR (N)	1134	284	819	1066	1.064	1063	983	61.0	78.7	244.547	F

2038 FB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	41.41	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	41.41	E

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
D6	2038 FB	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	826	100.000
2 - ERR (S)		FLAT	✓	916	100.000
3 - Hawthorn		FLAT	✓	77	100.000
4 - ERR (N)		FLAT	✓	1272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	273	63	490
	2 - ERR (S)	32	0	66	818
	3 - Hawthorn	3	28	0	46
	4 - ERR (N)	45	1082	145	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	2
	2 - ERR (S)	2	0	1	3
	3 - Hawthorn	0	0	0	2
	4 - ERR (N)	3	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	1.00	124.82	28.0	F	826	826
2 - ERR (S)	0.73	10.56	2.6	B	916	916
3 - Hawthorn	0.11	5.74	0.1	A	77	77
4 - ERR (N)	0.81	11.98	4.2	B	1272	1272

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	826	207	1239	836	0.989	775	79	0.0	12.8	43.625	E
2 - ERR (S)	916	229	662	1273	0.720	906	1352	0.0	2.5	9.574	A
3 - Hawthorn	77	19	1301	722	0.107	77	268	0.0	0.1	5.572	A
4 - ERR (N)	1272	318	62	1572	0.809	1256	1315	0.0	4.0	10.903	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	826	207	1255	826	1.000	801	80	12.8	19.1	83.731	F
2 - ERR (S)	916	229	681	1261	0.727	916	1374	2.5	2.6	10.405	B
3 - Hawthorn	77	19	1325	707	0.109	77	272	0.1	0.1	5.709	A
4 - ERR (N)	1272	318	63	1572	0.809	1271	1339	4.0	4.1	11.935	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	826	207	1255	825	1.001	807	80	19.1	23.9	106.540	F
2 - ERR (S)	916	229	685	1258	0.728	916	1376	2.6	2.6	10.509	B
3 - Hawthorn	77	19	1328	705	0.109	77	273	0.1	0.1	5.731	A
4 - ERR (N)	1272	318	63	1572	0.809	1272	1342	4.1	4.1	11.971	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	826	207	1255	825	1.001	810	80	23.9	28.0	124.815	F
2 - ERR (S)	916	229	687	1257	0.729	916	1378	2.6	2.6	10.559	B
3 - Hawthorn	77	19	1330	704	0.109	77	273	0.1	0.1	5.742	A
4 - ERR (N)	1272	318	63	1572	0.809	1272	1344	4.1	4.2	11.983	B

2038 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	57.53	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.53	F

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
D7	2038 WD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	102	100.000
2 - ERR (S)		FLAT	✓	1394	100.000
3 - Hawthorn		FLAT	✓	310	100.000
4 - ERR (N)		FLAT	✓	1145	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	45	2	55
	2 - ERR (S)	633	0	6	755
	3 - Hawthorn	72	23	0	215
	4 - ERR (N)	218	875	52	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	5
	2 - ERR (S)	0	0	0	7
	3 - Hawthorn	0	0	0	0
	4 - ERR (N)	3	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.10	3.96	0.1	A	102	102
2 - ERR (S)	0.86	16.01	6.0	C	1394	1394
3 - Hawthorn	0.49	11.21	1.0	B	310	310
4 - ERR (N)	1.01	124.99	39.5	F	1145	1145

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	102	26	894	1034	0.099	102	899	0.0	0.1	3.859	A
2 - ERR (S)	1394	348	106	1619	0.861	1372	890	0.0	5.6	13.561	B
3 - Hawthorn	310	78	1421	645	0.481	306	57	0.0	0.9	10.526	B
4 - ERR (N)	1145	286	717	1139	1.005	1076	1010	0.0	17.1	40.511	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	102	26	921	1016	0.100	102	916	0.1	0.1	3.938	A
2 - ERR (S)	1394	348	107	1618	0.862	1393	916	5.6	5.9	15.799	C
3 - Hawthorn	310	78	1442	632	0.491	310	58	0.9	0.9	11.176	B
4 - ERR (N)	1145	286	727	1133	1.011	1110	1024	17.1	26.0	80.268	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	102	26	927	1012	0.101	102	917	0.1	0.1	3.954	A
2 - ERR (S)	1394	348	108	1617	0.862	1394	921	5.9	6.0	15.950	C
3 - Hawthorn	310	78	1443	631	0.491	310	59	0.9	1.0	11.204	B
4 - ERR (N)	1145	286	728	1133	1.011	1116	1025	26.0	33.2	104.381	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	102	26	929	1011	0.101	102	918	0.1	0.1	3.962	A
2 - ERR (S)	1394	348	108	1617	0.862	1394	924	6.0	6.0	16.009	C
3 - Hawthorn	310	78	1443	631	0.491	310	59	1.0	1.0	11.211	B
4 - ERR (N)	1145	286	728	1133	1.011	1120	1025	33.2	39.5	124.985	F

2038 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	ERR Roundabout	Standard Roundabout		1, 2, 3, 4	35.66	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.66	E

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
D8	2038 WD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - TVSP		FLAT	✓	818	100.000
2 - ERR (S)		FLAT	✓	863	100.000
3 - Hawthorn		FLAT	✓	41	100.000
4 - ERR (N)		FLAT	✓	1295	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
From	1 - TVSP	0	220	96	502
	2 - ERR (S)	25	0	16	822
	3 - Hawthorn	3	2	0	36
	4 - ERR (N)	51	1151	93	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To				
		1 - TVSP	2 - ERR (S)	3 - Hawthorn	4 - ERR (N)
	1 - TVSP	0	1	0	2
	2 - ERR (S)	3	0	1	3
	3 - Hawthorn	0	0	0	2
	4 - ERR (N)	3	2	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - TVSP	0.99	102.90	22.5	F	818	818
2 - ERR (S)	0.69	9.14	2.2	A	863	863
3 - Hawthorn	0.06	5.52	0.1	A	41	41
4 - ERR (N)	0.81	12.18	4.3	B	1295	1295

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	205	1230	840	0.974	772	78	0.0	11.4	40.298	E
2 - ERR (S)	863	216	656	1274	0.677	855	1346	0.0	2.0	8.436	A
3 - Hawthorn	41	10	1313	710	0.058	41	198	0.0	0.1	5.375	A
4 - ERR (N)	1295	324	30	1590	0.814	1279	1324	0.0	4.1	11.041	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	205	1245	830	0.986	798	79	11.4	16.4	73.760	F
2 - ERR (S)	863	216	676	1261	0.684	863	1367	2.0	2.1	9.026	A
3 - Hawthorn	41	10	1336	696	0.059	41	203	0.1	0.1	5.494	A
4 - ERR (N)	1295	324	30	1590	0.815	1294	1347	4.1	4.2	12.127	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	205	1246	830	0.986	804	79	16.4	19.8	90.548	F
2 - ERR (S)	863	216	681	1258	0.686	863	1369	2.1	2.2	9.106	A
3 - Hawthorn	41	10	1340	694	0.059	41	203	0.1	0.1	5.515	A
4 - ERR (N)	1295	324	30	1590	0.815	1295	1351	4.2	4.3	12.165	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - TVSP	818	205	1246	830	0.986	807	79	19.8	22.5	102.903	F
2 - ERR (S)	863	216	683	1257	0.687	863	1370	2.2	2.2	9.145	A
3 - Hawthorn	41	10	1342	693	0.059	41	204	0.1	0.1	5.524	A
4 - ERR (N)	1295	324	30	1590	0.815	1295	1353	4.3	4.3	12.180	B

Junctions 10						
ARCADY 10 - Roundabout Module						
Version: 10.1.0.1820						
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Filename: Arborfield Road.ERR - Aug24 Dims.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction H - Arborfield ERR

Report generation date: 22/08/2024 10:54:17

»2038 Base, AM

»2038 Base, PM

»2038 WD, AM

»2038 WD, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2038 Base						
1 - Arborfield Road (E)	3.8	10.40	0.79	10.3	27.48	0.92
2 - Arborfield (W)	7.7	30.85	0.89	1.2	6.91	0.54
3 - ERR	2.1	7.58	0.67	43.7	114.27	1.01
2038 WD						
1 - Arborfield Road (E)	3.8	10.23	0.79	9.9	26.07	0.91
2 - Arborfield (W)	3.6	16.28	0.79	1.0	6.23	0.50
3 - ERR	1.9	7.24	0.65	35.8	95.71	1.00

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	Arborfield Road ERR Roundabout
Location	Shinfield
Site number	HD008
Date	21/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

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
D1	2032 Base	AM	FLAT	08:00	09:00	60	15	
D2	2032 Base	PM	FLAT	17:00	18:00	60	15	
D3	2032 WD	AM	FLAT	08:00	09:00	60	15	
D4	2032 WD	PM	FLAT	17:00	18:00	60	15	
D5	2038 Base	AM	FLAT	08:00	09:00	60	15	✓
D6	2038 Base	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 WD	AM	FLAT	08:00	09:00	60	15	✓
D8	2038 WD	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	15.39	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.39	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Arborfield Road (E)		
2	Arborfield (W)		
3	ERR		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Arborfield Road (E)	3.52	7.39	15.0	44.0	35.0	29.0		
2 - Arborfield (W)	3.64	6.76	12.8	22.0	35.0	17.0		
3 - ERR	3.71	6.89	9.9	35.0	35.0	7.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Arborfield Road (E)	0.673	1761
2 - Arborfield (W)	0.670	1715
3 - ERR	0.695	1760

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
D5	2038 Base	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1339	100.000
2 - Arborfield (W)		FLAT	✓	937	100.000
3 - ERR		FLAT	✓	1001	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	346	993
	2 - Arborfield (W)	385	0	552
	3 - ERR	909	92	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	0	6
	2 - Arborfield (W)	0	0	0
	3 - ERR	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.79	10.40	3.8	B	1339	1339
2 - Arborfield (W)	0.89	30.85	7.7	D	937	937
3 - ERR	0.67	7.58	2.1	A	1001	1001

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1339	335	91	1699	0.788	1324	1276	0.0	3.7	9.645	A
2 - Arborfield (W)	937	234	982	1057	0.886	912	433	0.0	6.3	21.998	C
3 - ERR	1001	250	375	1499	0.668	993	1519	0.0	2.0	7.250	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1339	335	92	1699	0.788	1339	1292	3.7	3.8	10.370	B
2 - Arborfield (W)	937	234	993	1050	0.892	934	438	6.3	7.2	29.282	D
3 - ERR	1001	250	384	1493	0.670	1001	1543	2.0	2.1	7.563	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1339	335	92	1699	0.788	1339	1293	3.8	3.8	10.391	B
2 - Arborfield (W)	937	234	993	1050	0.893	936	438	7.2	7.5	30.396	D
3 - ERR	1001	250	384	1493	0.671	1001	1544	2.1	2.1	7.578	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1339	335	92	1699	0.788	1339	1294	3.8	3.8	10.397	B
2 - Arborfield (W)	937	234	993	1050	0.893	936	438	7.5	7.7	30.855	D
3 - ERR	1001	250	385	1492	0.671	1001	1545	2.1	2.1	7.584	A

2038 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	58.86	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	58.86	F

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
D6	2038 Base	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1414	100.000
2 - Arborfield (W)		FLAT	✓	621	100.000
3 - ERR		FLAT	✓	1383	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	558	856
	2 - Arborfield (W)	561	0	60
	3 - ERR	1051	332	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	1	3
	2 - Arborfield (W)	0	0	0
	3 - ERR	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.92	27.48	10.3	D	1414	1414
2 - Arborfield (W)	0.54	6.91	1.2	A	621	621
3 - ERR	1.01	114.27	43.7	F	1383	1383

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1414	354	313	1550	0.912	1381	1549	0.0	8.3	19.016	C
2 - Arborfield (W)	621	155	836	1155	0.538	616	858	0.0	1.1	6.635	A
3 - ERR	1383	346	557	1373	1.007	1305	895	0.0	19.5	37.720	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1414	354	323	1543	0.916	1409	1583	8.3	9.5	25.718	D
2 - Arborfield (W)	621	155	853	1143	0.543	621	879	1.1	1.2	6.893	A
3 - ERR	1383	346	561	1370	1.009	1345	913	19.5	29.1	74.309	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1414	354	325	1542	0.917	1412	1588	9.5	10.0	26.916	D
2 - Arborfield (W)	621	155	855	1142	0.544	621	882	1.2	1.2	6.909	A
3 - ERR	1383	346	561	1370	1.010	1352	915	29.1	36.9	95.862	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1414	354	325	1542	0.917	1413	1591	10.0	10.3	27.485	D
2 - Arborfield (W)	621	155	855	1142	0.544	621	883	1.2	1.2	6.914	A
3 - ERR	1383	346	561	1370	1.010	1356	915	36.9	43.7	114.274	F

2038 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	10.92	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.92	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
D7	2038 WD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1365	100.000
2 - Arborfield (W)		FLAT	✓	820	100.000
3 - ERR		FLAT	✓	943	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	358	1007
	2 - Arborfield (W)	434	0	386
	3 - ERR	896	47	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	0	5
	2 - Arborfield (W)	0	0	0
	3 - ERR	4	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.79	10.23	3.8	B	1365	1365
2 - Arborfield (W)	0.79	16.28	3.6	C	820	820
3 - ERR	0.65	7.24	1.9	A	943	943

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1365	341	47	1729	0.789	1350	1316	0.0	3.7	9.504	A
2 - Arborfield (W)	820	205	996	1048	0.783	807	401	0.0	3.3	14.243	B
3 - ERR	943	236	427	1463	0.645	936	1376	0.0	1.8	6.977	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1365	341	47	1729	0.789	1365	1329	3.7	3.8	10.209	B
2 - Arborfield (W)	820	205	1007	1041	0.788	819	405	3.3	3.5	16.142	C
3 - ERR	943	236	434	1458	0.647	943	1392	1.8	1.9	7.226	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1365	341	47	1729	0.789	1365	1330	3.8	3.8	10.227	B
2 - Arborfield (W)	820	205	1007	1040	0.788	820	405	3.5	3.6	16.250	C
3 - ERR	943	236	434	1458	0.647	943	1393	1.9	1.9	7.234	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1365	341	47	1729	0.789	1365	1330	3.8	3.8	10.235	B
2 - Arborfield (W)	820	205	1007	1040	0.788	820	405	3.6	3.6	16.282	C
3 - ERR	943	236	434	1458	0.647	943	1393	1.9	1.9	7.235	A

2038 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Arborfield ERR Rdbt	Standard Roundabout		1, 2, 3	51.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	51.08	F

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
D8	2038 WD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	1430	100.000
2 - Arborfield (W)		FLAT	✓	569	100.000
3 - ERR		FLAT	✓	1373	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	582	848
	2 - Arborfield (W)	554	0	15
	3 - ERR	1079	294	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		1 - Arborfield Road (E)	2 - Arborfield (W)	3 - ERR
From	1 - Arborfield Road (E)	0	1	3
	2 - Arborfield (W)	0	0	1
	3 - ERR	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.91	26.07	9.9	D	1430	1430
2 - Arborfield (W)	0.50	6.23	1.0	A	569	569
3 - ERR	1.00	95.71	35.8	F	1373	1373

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1430	358	279	1573	0.909	1397	1574	0.0	8.1	18.450	C
2 - Arborfield (W)	569	142	829	1160	0.491	565	848	0.0	1.0	6.019	A
3 - ERR	1373	343	550	1377	0.997	1302	844	0.0	17.6	35.178	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1430	358	287	1567	0.912	1426	1609	8.1	9.2	24.581	C
2 - Arborfield (W)	569	142	846	1148	0.495	569	868	1.0	1.0	6.211	A
3 - ERR	1373	343	554	1375	0.999	1343	861	17.6	25.2	66.295	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1430	358	289	1566	0.913	1428	1615	9.2	9.6	25.601	D
2 - Arborfield (W)	569	142	847	1148	0.496	569	870	1.0	1.0	6.224	A
3 - ERR	1373	343	554	1375	0.999	1350	862	25.2	31.0	82.625	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	1430	358	290	1566	0.913	1429	1618	9.6	9.9	26.074	D
2 - Arborfield (W)	569	142	847	1147	0.496	569	871	1.0	1.0	6.227	A
3 - ERR	1373	343	554	1375	0.999	1354	862	31.0	35.8	95.706	F

Junctions 10		
ARCADY 10 - Roundabout Module		
Version: 10.1.0.1820 © Copyright TRL Software Limited, 2023		
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Filename: Hollow Lane.Arborfield Road Roundabout - Aug24 Dims.j10

Path: P:\HD008 Land North of Aborfield Road, Shinfield\Deliverables\Transport\Modelling\Junction F - Hollow Lane HER
Shinfield West

Report generation date: 22/08/2024 10:58:37

»2038 FB, AM

»2038 FB, PM

»2038 WD, AM

»2038 WD, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2038 FB						
1 - Arborfield Road (E)	0.5	3.86	0.32	1.6	6.56	0.62
2 - B3349 Hyde End Road	6.2	17.95	0.86	1.0	5.77	0.51
3 - Shinfield West	0.5	9.16	0.33	0.4	6.02	0.30
4 - Hollow Lane	1.1	5.38	0.52	0.8	3.80	0.46
2038 WD						
1 - Arborfield Road (E)	0.5	3.97	0.34	2.0	7.38	0.67
2 - B3349 Hyde End Road	5.9	17.17	0.86	1.0	5.67	0.50
3 - Shinfield West	0.5	9.16	0.34	0.4	5.98	0.30
4 - Hollow Lane	1.2	5.73	0.54	0.8	3.66	0.43

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	Hollow Lane.Arborfield Road Roundabout
Location	Shinfield
Site number	HD008
Date	21/08/2024
Version	
Status	Existing
Identifier	
Client	
Jobnumber	HD008
Enumerator	ALPCE\transportuser
Description	

Units

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

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
D1	2032 FB	AM	FLAT	08:00	09:00	60	15	
D2	2032 FB	PM	FLAT	17:00	18:00	60	15	
D3	2032 WD	AM	FLAT	08:00	09:00	60	15	
D4	2032 WD	PM	FLAT	17:00	18:00	60	15	
D5	2038 FB	AM	FLAT	08:00	09:00	60	15	✓
D6	2038 FB	PM	FLAT	17:00	18:00	60	15	✓
D7	2038 WD	AM	FLAT	08:00	09:00	60	15	✓
D8	2038 WD	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

2038 FB, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	11.51	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.51	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Arborfield Road (E)		
2	B3349 Hyde End Road		
3	Shinfield West		
4	Hollow Lane		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Arborfield Road (E)	4.52	6.40	10.7	39.0	36.0	30.0		
2 - B3349 Hyde End Road	3.09	7.15	19.6	15.0	36.0	27.0		
3 - Shinfield West	4.04	6.15	4.4	12.0	36.0	31.0		
4 - Hollow Lane	4.91	6.62	17.7	46.0	36.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Arborfield Road (E)	0.673	1776
2 - B3349 Hyde End Road	0.641	1666
3 - Shinfield West	0.583	1423
4 - Hollow Lane	0.723	1981

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
D5	2038 FB	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	438	100.000
2 - B3349 Hyde End Road		FLAT	✓	1274	100.000
3 - Shinfield West		FLAT	✓	196	100.000
4 - Hollow Lane		FLAT	✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	167	63	208
	2 - B3349 Hyde End Road	678	0	57	539
	3 - Shinfield West	75	70	0	51
	4 - Hollow Lane	184	502	30	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	0	0	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	1	0	2
	4 - Hollow Lane	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.32	3.86	0.5	A	438	438
2 - B3349 Hyde End Road	0.86	17.95	6.2	C	1274	1274
3 - Shinfield West	0.33	9.16	0.5	A	196	196
4 - Hollow Lane	0.52	5.38	1.1	A	716	716

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	438	110	598	1374	0.319	436	923	0.0	0.5	3.835	A
2 - B3349 Hyde End Road	1274	319	300	1474	0.864	1251	735	0.0	5.6	14.967	B
3 - Shinfield West	196	49	1403	605	0.324	194	149	0.0	0.5	8.792	A
4 - Hollow Lane	716	179	810	1396	0.513	712	787	0.0	1.0	5.238	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	438	110	602	1371	0.319	438	936	0.5	0.5	3.861	A
2 - B3349 Hyde End Road	1274	319	301	1473	0.865	1273	739	5.6	6.0	17.685	C
3 - Shinfield West	196	49	1424	593	0.331	196	150	0.5	0.5	9.142	A
4 - Hollow Lane	716	179	822	1387	0.516	716	797	1.0	1.1	5.372	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	438	110	602	1371	0.319	438	937	0.5	0.5	3.861	A
2 - B3349 Hyde End Road	1274	319	301	1473	0.865	1273	739	6.0	6.1	17.875	C
3 - Shinfield West	196	49	1424	593	0.331	196	150	0.5	0.5	9.157	A
4 - Hollow Lane	716	179	823	1387	0.516	716	798	1.1	1.1	5.375	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	438	110	602	1371	0.319	438	937	0.5	0.5	3.861	A
2 - B3349 Hyde End Road	1274	319	301	1473	0.865	1274	739	6.1	6.2	17.948	C
3 - Shinfield West	196	49	1425	592	0.331	196	150	0.5	0.5	9.160	A
4 - Hollow Lane	716	179	823	1386	0.516	716	798	1.1	1.1	5.376	A

2038 FB, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	5.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.46	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
D6	2038 FB	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	889	100.000
2 - B3349 Hyde End Road		FLAT	✓	647	100.000
3 - Shinfield West		FLAT	✓	255	100.000
4 - Hollow Lane		FLAT	✓	798	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	383	125	381
	2 - B3349 Hyde End Road	205	0	53	389
	3 - Shinfield West	75	46	0	134
	4 - Hollow Lane	342	346	110	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	0	1	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	0	0	0
	4 - Hollow Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.62	6.56	1.6	A	889	889
2 - B3349 Hyde End Road	0.51	5.77	1.0	A	647	647
3 - Shinfield West	0.30	6.02	0.4	A	255	255
4 - Hollow Lane	0.46	3.80	0.8	A	798	798

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	889	222	500	1440	0.617	883	619	0.0	1.6	6.402	A
2 - B3349 Hyde End Road	647	162	612	1274	0.508	643	771	0.0	1.0	5.674	A
3 - Shinfield West	255	64	969	858	0.297	253	286	0.0	0.4	5.951	A
4 - Hollow Lane	798	200	324	1747	0.457	795	898	0.0	0.8	3.772	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	889	222	502	1438	0.618	889	622	1.6	1.6	6.560	A
2 - B3349 Hyde End Road	647	162	616	1271	0.509	647	775	1.0	1.0	5.770	A
3 - Shinfield West	255	64	975	855	0.298	255	288	0.4	0.4	6.021	A
4 - Hollow Lane	798	200	326	1746	0.457	798	904	0.8	0.8	3.802	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	889	222	502	1438	0.618	889	622	1.6	1.6	6.563	A
2 - B3349 Hyde End Road	647	162	616	1271	0.509	647	775	1.0	1.0	5.770	A
3 - Shinfield West	255	64	975	855	0.298	255	288	0.4	0.4	6.021	A
4 - Hollow Lane	798	200	326	1746	0.457	798	904	0.8	0.8	3.802	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	889	222	502	1438	0.618	889	622	1.6	1.6	6.563	A
2 - B3349 Hyde End Road	647	162	616	1271	0.509	647	775	1.0	1.0	5.770	A
3 - Shinfield West	255	64	975	855	0.298	255	288	0.4	0.4	6.021	A
4 - Hollow Lane	798	200	326	1746	0.457	798	904	0.8	0.8	3.802	A

2038 WD, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	11.07	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.07	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
D7	2038 WD	AM	FLAT	08:00	09:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	473	100.000
2 - B3349 Hyde End Road		FLAT	✓	1258	100.000
3 - Shinfield West		FLAT	✓	201	100.000
4 - Hollow Lane		FLAT	✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	192	66	215
	2 - B3349 Hyde End Road	705	0	57	496
	3 - Shinfield West	84	66	0	51
	4 - Hollow Lane	211	492	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	0	0	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	1	0	2
	4 - Hollow Lane	0	0	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.34	3.97	0.5	A	473	473
2 - B3349 Hyde End Road	0.86	17.17	5.9	C	1258	1258
3 - Shinfield West	0.34	9.16	0.5	A	201	201
4 - Hollow Lane	0.54	5.73	1.2	A	734	734

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	473	118	585	1382	0.342	471	986	0.0	0.5	3.943	A
2 - B3349 Hyde End Road	1258	315	311	1467	0.857	1237	745	0.0	5.4	14.503	B
3 - Shinfield West	201	50	1395	610	0.330	199	153	0.0	0.5	8.804	A
4 - Hollow Lane	734	184	842	1373	0.535	729	752	0.0	1.1	5.567	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	473	118	589	1380	0.343	473	999	0.5	0.5	3.971	A
2 - B3349 Hyde End Road	1258	315	312	1466	0.858	1257	750	5.4	5.7	16.951	C
3 - Shinfield West	201	50	1415	598	0.336	201	154	0.5	0.5	9.146	A
4 - Hollow Lane	734	184	854	1364	0.538	734	761	1.1	1.2	5.724	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	473	118	589	1380	0.343	473	1000	0.5	0.5	3.971	A
2 - B3349 Hyde End Road	1258	315	312	1466	0.858	1258	750	5.7	5.8	17.109	C
3 - Shinfield West	201	50	1416	598	0.336	201	154	0.5	0.5	9.159	A
4 - Hollow Lane	734	184	855	1363	0.538	734	762	1.2	1.2	5.730	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	473	118	589	1380	0.343	473	1000	0.5	0.5	3.971	A
2 - B3349 Hyde End Road	1258	315	312	1466	0.858	1258	750	5.8	5.9	17.168	C
3 - Shinfield West	201	50	1416	598	0.336	201	154	0.5	0.5	9.162	A
4 - Hollow Lane	734	184	855	1363	0.538	734	762	1.2	1.2	5.730	A

2038 WD, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Shinfield West Rdbt	Standard Roundabout		1, 2, 3, 4	5.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.76	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
D8	2038 WD	PM	FLAT	17:00	18:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Arborfield Road (E)		FLAT	✓	973	100.000
2 - B3349 Hyde End Road		FLAT	✓	625	100.000
3 - Shinfield West		FLAT	✓	256	100.000
4 - Hollow Lane		FLAT	✓	754	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	438	142	393
	2 - B3349 Hyde End Road	212	0	51	362
	3 - Shinfield West	79	46	0	131
	4 - Hollow Lane	333	323	98	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - Arborfield Road (E)	2 - B3349 Hyde End Road	3 - Shinfield West	4 - Hollow Lane
From	1 - Arborfield Road (E)	0	0	1	0
	2 - B3349 Hyde End Road	0	0	0	0
	3 - Shinfield West	0	0	0	0
	4 - Hollow Lane	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Arborfield Road (E)	0.67	7.38	2.0	A	973	973
2 - B3349 Hyde End Road	0.50	5.67	1.0	A	625	625
3 - Shinfield West	0.30	5.98	0.4	A	256	256
4 - Hollow Lane	0.43	3.66	0.8	A	754	754

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	973	243	465	1463	0.665	965	621	0.0	1.9	7.137	A
2 - B3349 Hyde End Road	625	156	628	1263	0.495	621	802	0.0	1.0	5.576	A
3 - Shinfield West	256	64	960	863	0.297	254	289	0.0	0.4	5.916	A
4 - Hollow Lane	754	189	335	1739	0.434	751	880	0.0	0.8	3.637	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	973	243	467	1462	0.666	973	624	1.9	2.0	7.370	A
2 - B3349 Hyde End Road	625	156	633	1260	0.496	625	807	1.0	1.0	5.669	A
3 - Shinfield West	256	64	967	859	0.298	256	291	0.4	0.4	5.984	A
4 - Hollow Lane	754	189	337	1738	0.434	754	886	0.8	0.8	3.662	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	973	243	467	1462	0.666	973	624	2.0	2.0	7.373	A
2 - B3349 Hyde End Road	625	156	633	1260	0.496	625	807	1.0	1.0	5.669	A
3 - Shinfield West	256	64	967	859	0.298	256	291	0.4	0.4	5.984	A
4 - Hollow Lane	754	189	337	1738	0.434	754	886	0.8	0.8	3.662	A

17:45 - 18:00

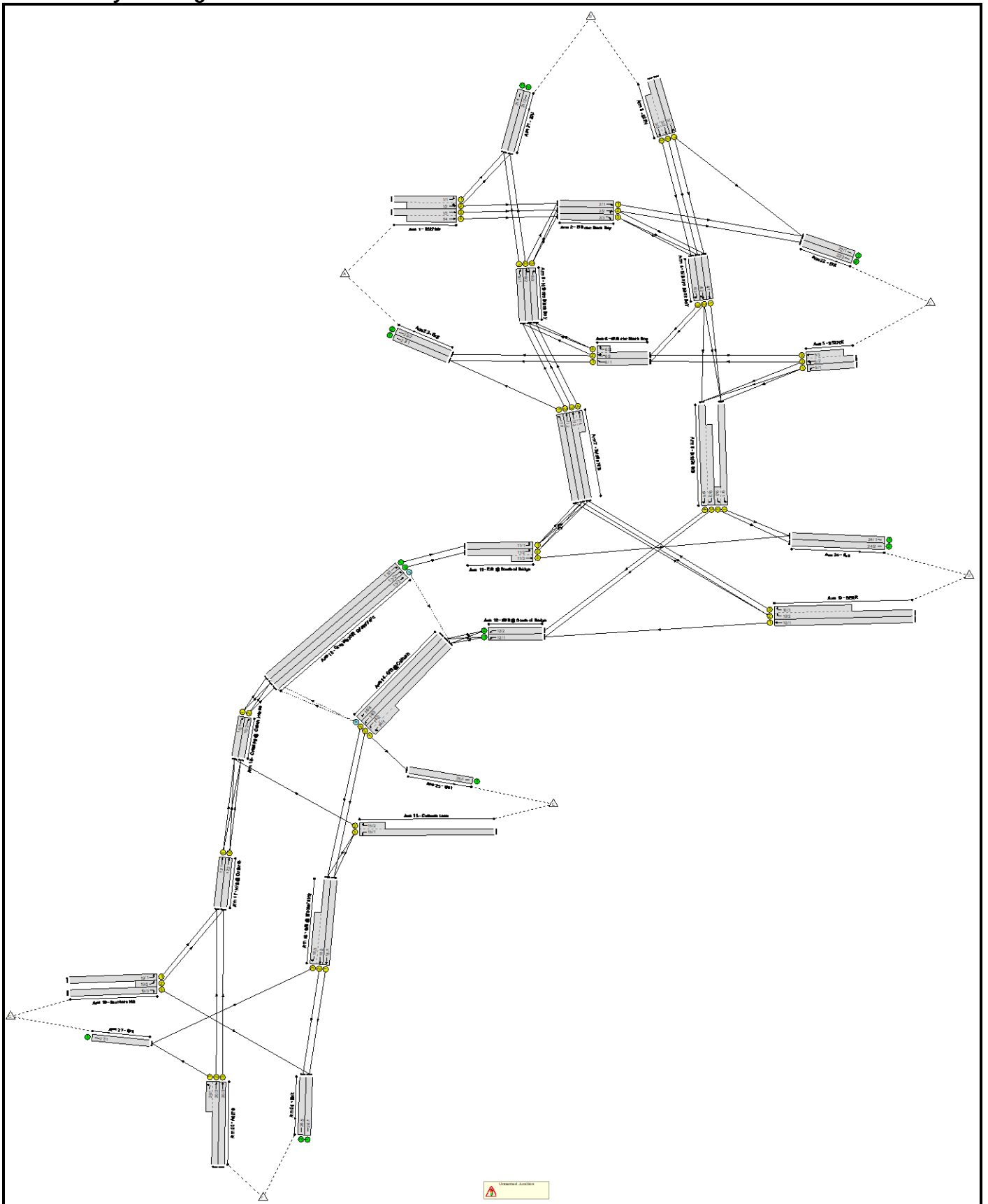
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Arborfield Road (E)	973	243	467	1462	0.666	973	624	2.0	2.0	7.375	A
2 - B3349 Hyde End Road	625	156	633	1260	0.496	625	807	1.0	1.0	5.669	A
3 - Shinfield West	256	64	967	859	0.298	256	291	0.4	0.4	5.984	A
4 - Hollow Lane	754	189	337	1738	0.434	754	886	0.8	0.8	3.662	A

Full Input Data And Results

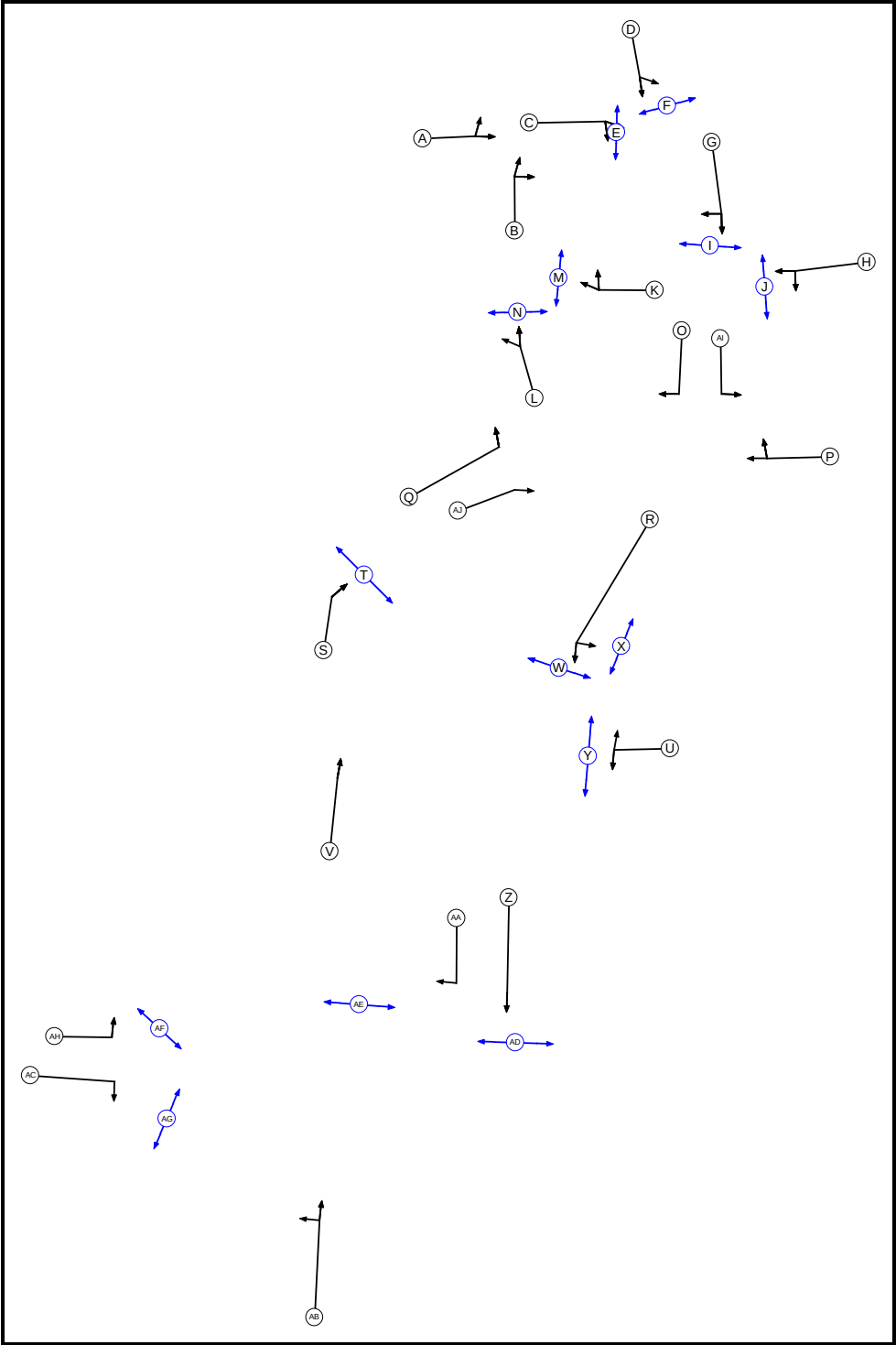
User and Project Details

Project:	HD008
Title:	WSTM Demand Flows
Location:	Hungerford
Additional detail:	
File name:	BBoy Current Layout AM (3 Lanes) 2038.lsg3x
Author:	PRJ
Company:	ALP
Address:	

Network Layout Diagram



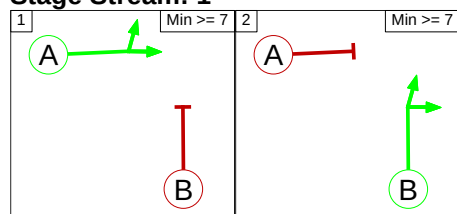
Phase Diagram



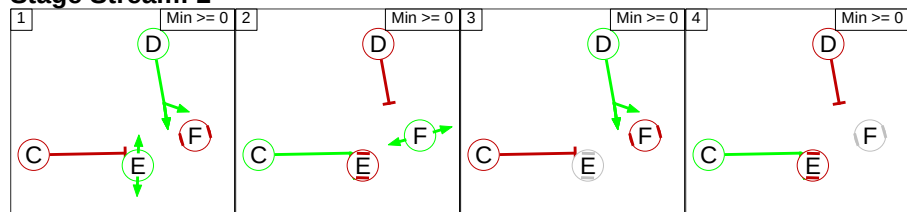
Full Input Data And Results

Stage Diagram

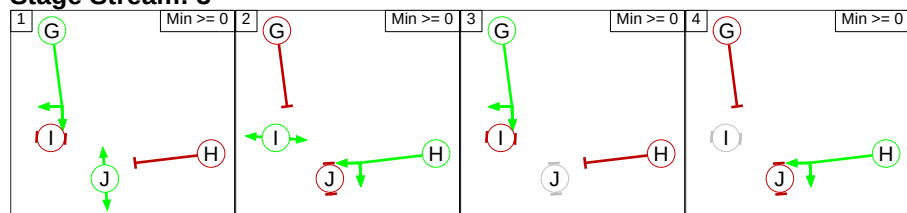
Stage Stream: 1



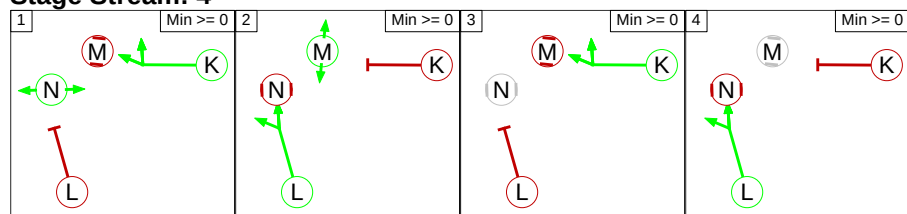
Stage Stream: 2



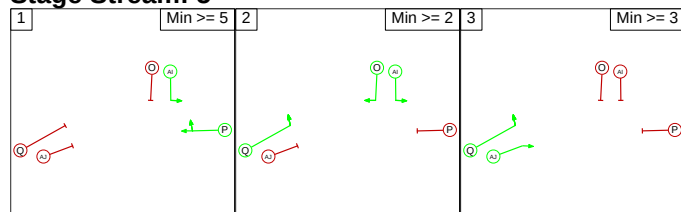
Stage Stream: 3



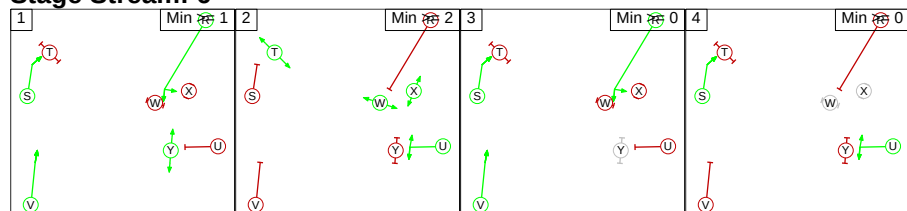
Stage Stream: 4



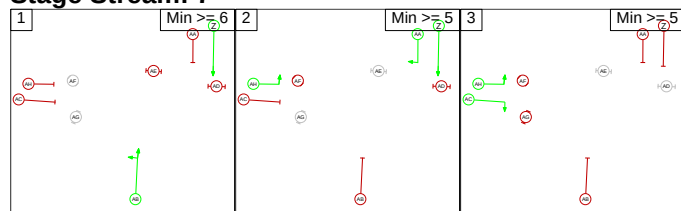
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	Y	Arm 21 Left	61.00
1/2 (B3270W)	U	A	1	3	15.0	Geom	-	3.60	0.00	N	Arm 2 Ahead Arm 21 Left	Inf 67.00
1/3 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	N	Arm 2 Ahead	Inf
1/4 (B3270W)	U	A	1	3	13.0	Geom	-	3.80	0.00	N	Arm 2 Ahead	Inf
2/1 (E/B circ Black Boy)	U	C	1	3	7.0	Geom	-	3.70	0.00	Y	Arm 22 Ahead	Inf
2/2 (E/B circ Black Boy)	U	C	1	3	8.0	Geom	-	3.70	0.00	N	Arm 4 Right Arm 22 Ahead	38.00 Inf
2/3 (E/B circ Black Boy)	U	C	1	3	6.0	Geom	-	3.80	0.00	N	Arm 4 Right	32.00
3/1 (327N)	U	D	1	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead Arm 22 Left	Inf 60.00
3/2 (327N)	U	D	1	3	5.0	Geom	-	3.70	0.00	N	Arm 4 Ahead	Inf
3/3 (327N)	U	D	1	3	10.0	Geom	-	3.60	0.00	N	Arm 4 Ahead	Inf
4/1 (S/B circ Black Boy)	U	G	1	3	5.0	Geom	-	3.80	0.00	Y	Arm 9 Ahead	39.00
4/2 (S/B circ Black Boy)	U	G	1	3	6.0	Geom	-	3.70	0.00	N	Arm 6 Right Arm 9 Ahead	38.00 Inf
4/3 (S/B circ Black Boy)	U	G	1	3	4.0	Geom	-	4.00	0.00	N	Arm 6 Right	31.00
5/1 (B3270E)	U	H	1	3	60.0	Geom	-	3.20	0.00	Y	Arm 9 Left	33.00
5/2 (B3270E)	U	H	1	3	5.0	Geom	-	3.70	0.00	N	Arm 6 Ahead Arm 9 Left	Inf 44.00
5/3 (B3270E)	U	H	1	3	9.0	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf

Full Input Data And Results

6/1 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	Y	Arm 23 Ahead	Inf
6/2 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	N	Arm 8 Right	35.00
											Arm 23 Ahead	Inf
6/3 (W/B circ Black Boy)	U	K	1	3	3.0	Geom	-	4.00	0.00	N	Arm 8 Right	26.00
7/1 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	Y	Arm 23 Left	50.00
7/2 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/3 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/4 (Bridge N/B)	U	L	1	3	5.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
8/1 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.00	0.00	Y	Arm 21 Ahead	Inf
8/2 (N/B circ Black Boy)	U	B	1	3	6.0	Geom	-	3.50	0.00	N	Arm 2 Right	30.00
											Arm 21 Ahead	Inf
8/3 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.25	0.00	N	Arm 2 Right	26.00
9/1 (Bridge S/B)	U	AI	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 24 Left	52.00
9/2 (Bridge S/B)	U	AI	2	3	4.2	Geom	-	3.60	0.00	N	Arm 24 Left	62.00
9/3 (Bridge S/B)	U	O	2	3	20.2	Geom	-	3.70	0.00	Y	Arm 12 Right	27.00
9/4 (Bridge S/B)	U	O	2	3	60.0	Geom	-	3.60	0.00	N	Arm 12 Right	24.00
10/1 (SERR)	U	P	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	Inf
10/2 (SERR)	U	P	2	3	20.0	Geom	-	3.00	0.00	N	Arm 7 Right	23.00
10/3 (SERR)	U	P	2	3	18.0	Geom	-	3.00	0.00	N	Arm 7 Right	20.00
11/1 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Left	32.00
11/2 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	N	Arm 7 Left	37.00
11/3 (E/B @ South of Bridge)	U	AJ	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 24 Ahead	Inf
12/1 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

12/2 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (Give Way NE gyratory circ)	O		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (S/B @ Cutbush)	U	R	2	3	8.0	Geom	-	4.00	0.00	Y	Arm 25 Left	16.00
14/2 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 18 Ahead	40.00
14/3 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	N	Arm 18 Ahead	40.00
14/4 (S/B @ Cutbush)	O		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (Cutbush Lane)	U	U	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 18 Left	13.00
15/2 (Cutbush Lane)	U	U	2	3	6.0	Geom	-	3.00	0.00	N	Arm 16 Right	27.00
16/1 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 13 Ahead	Inf
16/2 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	N	Arm 13 Ahead	Inf
17/1 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 16 Ahead	Inf
17/2 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	N	Arm 16 Ahead	Inf
18/1 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 26 Ahead	Inf
18/2 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	N	Arm 26 Ahead	Inf
18/3 (S/B @ Brookers Hill)	U	AA	2	3	12.0	Geom	-	3.00	0.00	N	Arm 27 Right	13.00
19/1 (Brookers Hill)	U	AH	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 17 Left	33.00
19/2 (Brookers Hill)	U	AH	2	3	5.0	Geom	-	4.00	0.00	N	Arm 17 Left	35.00

Full Input Data And Results

19/3 (Brookers Hill)	U	AC	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 26 Right	14.00
20/1 (A327S)	U	AB	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 27 Left	15.00
20/2 (A327S)	U	AB	2	3	60.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
20/3 (A327S)	U	AB	2	3	12.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
21/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
21/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
25/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
27/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Scenario 1: '2038 AM (Forecast Base)' (FG1: '2038 AM (Forecast Base)', Plan 1: 'Staging Plan No. 1')

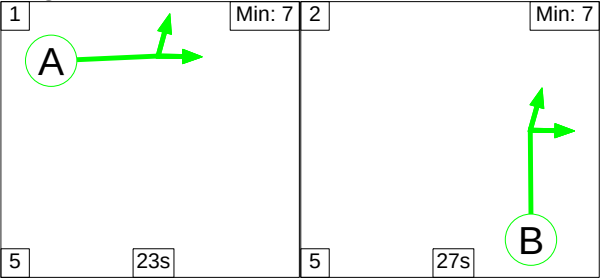
Traffic Flows, Desired

Desired Flow :

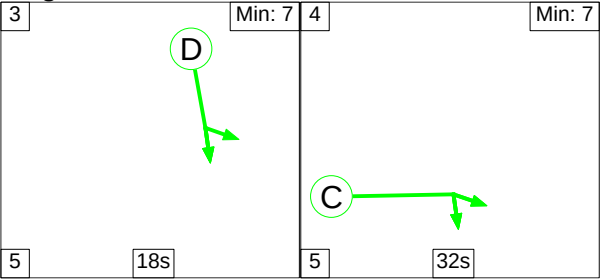
		Destination							
Origin		A	B	C	D	E	F	G	Tot.
	A	0	136	562	572	34	236	43	1583
	B	278	0	195	317	17	121	52	980
	C	907	205	0	208	24	147	64	1555
	D	554	280	147	0	0	0	3	984
	E	45	17	8	0	0	88	14	172
	F	509	295	145	0	14	0	24	987
	G	57	89	54	37	196	78	0	511
	Tot.	2350	1022	1111	1134	285	670	200	6772

Stage Sequence Diagram

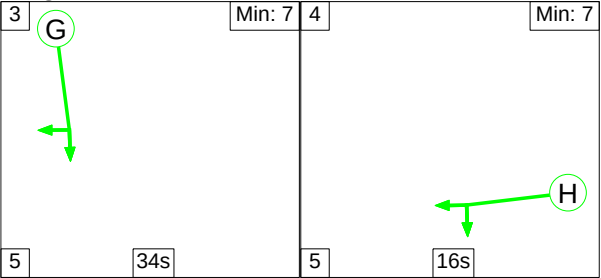
Stage Stream: 1



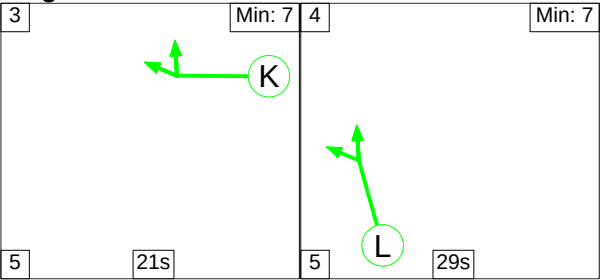
Stage Stream: 2



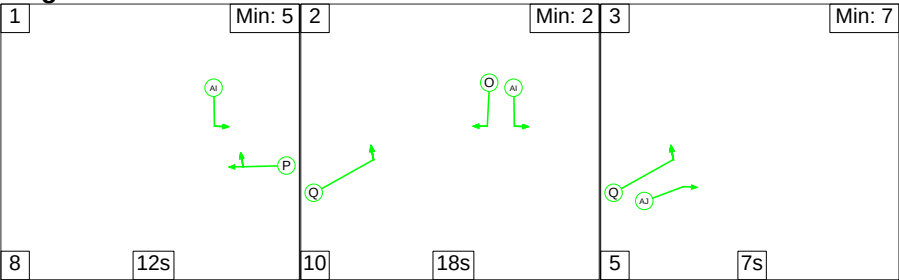
Stage Stream: 3



Stage Stream: 4

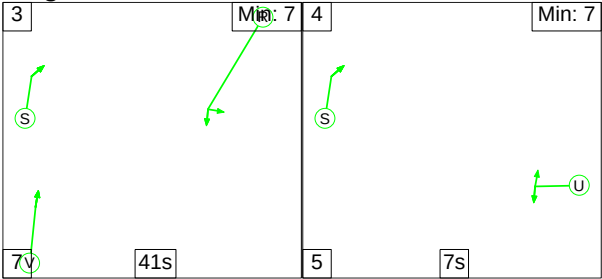


Stage Stream: 5

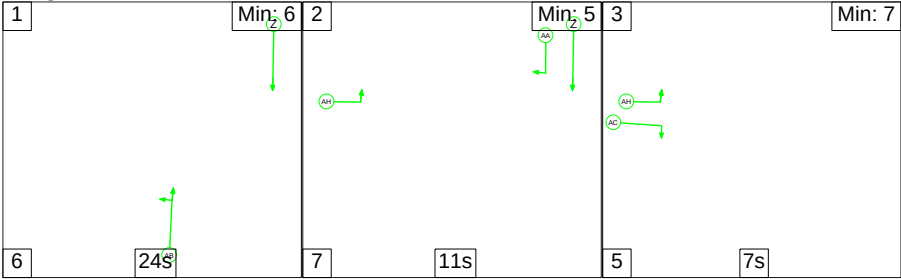


Full Input Data And Results

Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WSTM Demand Flows	-	-	-	-	-	-	-	-	105.5%	210	0	0	168.4	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	105.5%	210	0	0	168.4	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	23	697	1937:2115	1095	63.7%	-	-	-	3.5	7.3	0.9	8.2
1/3+1/4	B3270W Ahead	U	A	1	23	886	2125:2135	1294	68.5%	-	-	-	4.4	7.8	1.1	8.8
2/1	E/B circ Black Boy Ahead	U	C	1	32	571	1985	1125	50.8%	-	-	-	0.6	7.8	0.5	8.3
2/2	E/B circ Black Boy Right Ahead	U	C	1	32	648	2086	1182	54.8%	-	-	-	1.6	6.4	0.6	7.0
2/3	E/B circ Black Boy Right	U	C	1	32	582	2039	1155	50.4%	-	-	-	0.5	7.7	0.5	8.2
3/1	327N Ahead Left	U	D	1	18	381	1950	650	58.6%	-	-	-	2.5	5.2	0.7	5.9
3/2+3/3	327N Ahead	U	D	1	18	599	2125:2115	1226	48.9%	-	-	-	3.1	4.2	0.5	4.7
4/1	S/B circ Black Boy Ahead	U	G	1	34	489	1921	1153	42.4%	-	-	-	0.8	3.5	0.4	3.8
4/2	S/B circ Black Boy Right Ahead	U	G	1	34	903	2125	1275	70.8%	-	-	-	2.2	5.4	1.2	6.6
4/3	S/B circ Black Boy Right	U	G	1	34	278	2056	1234	22.5%	-	-	-	1.0	4.6	0.1	4.8
5/1	B3270E Left	U	H	1	16	443	1851	555	79.8%	-	-	-	4.3	6.8	1.9	8.7
5/2+5/3	B3270E Ahead Left	U	H	1	16	1112	2125:2115	1067	104.2%	-	-	-	39.1	13.9	31.4	45.4
6/1	W/B circ Black Boy Ahead	U	K	1	21	625	2015	772	77.6%	-	-	-	2.8	10.0	1.7	11.7
6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	21	765	2149:2037	866	86.0%	-	-	-	3.4	5.6	2.9	8.6

Full Input Data And Results

7/1	Bridge N/B Left	U	L	1	29	1165	2005	1036	105.5%	-	-	-	40.5	19.2	36.2	55.4
7/2	Bridge N/B Ahead	U	L	1	29	289	2205	1139	25.4%	-	-	-	0.8	1.6	0.2	1.8
7/3+7/4	Bridge N/B Ahead	U	L	1	29	746	2205:2205	1402	53.2%	-	-	-	1.4	3.8	0.6	4.4
8/1	N/B circ Black Boy Ahead	U	B	1	27	330	2015	974	33.7%	-	-	-	0.7	2.2	0.3	2.4
8/2	N/B circ Black Boy Right Ahead	U	B	1	27	566	2103	1016	55.0%	-	-	-	2.3	7.5	0.6	8.1
8/3	N/B circ Black Boy Right	U	B	1	27	344	2061	996	34.5%	-	-	-	0.5	3.1	0.3	3.4
9/1+9/2	Bridge S/B Left	U	AI	1	40	1097	1988:2065	1641	66.9%	-	-	-	2.1	11.1	1.0	12.1
9/4+9/3	Bridge S/B Right	U	O	1	23	738	1991:1881	1347	54.8%	-	-	-	2.2	3.9	0.6	4.5
10/1	SERR Ahead	U	P	1	14	3	1915	479	0.6%	-	-	-	0.0	0.0	0.0	0.0
10/2+10/3	SERR Right	U	P	1	14	981	1929:1912	960	102.2%	-	-	-	29.8	10.4	21.7	32.1
11/1	E/B @ South of Bridge Left	U	Q	1	30	631	2020	1044	60.5%	-	-	-	1.4	4.0	0.8	4.8
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	30:7	625	2167:2065	1147	54.5%	-	-	-	1.9	4.4	0.6	5.0
12/1	W/B @ South of Bridge Left	U	-	-	-	290	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	451	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	631	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	625	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	210	Inf	838	25.0%	210	0	0	0.2	0.3	0.2	0.4
14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	684	1990:1842	1786	38.3%	-	-	-	1.1	3.7	0.3	4.1

Full Input Data And Results

14/3	S/B @ Cutbush Ahead	U	R	1	43	267	2125	1558	17.1%	-	-	-	0.5	2.5	0.1	2.6
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	172	1717:1947	386	44.6%	-	-	-	1.5	1.6	0.4	2.0
16/1	Crossing @ Coach House Ahead	U	S	1	60	744	1915	1915	38.9%	-	-	-	0.4	6.0	0.3	6.3
16/2	Crossing @ Coach House Ahead	U	S	1	60	722	2055	2055	35.1%	-	-	-	0.3	1.8	0.3	2.0
17/1	N/B @ Cutbush Ahead	U	V	1	41	676	1915	1340	50.4%	-	-	-	0.7	1.6	0.5	2.1
17/2	N/B @ Cutbush Ahead	U	V	1	41	720	2055	1438	50.1%	-	-	-	0.7	1.3	0.5	1.8
18/1	S/B @ Brookers Hill Ahead	U	Z	1	42	412	1915	1372	30.0%	-	-	-	0.7	3.0	0.2	3.2
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	42:13	356	2055:1842	869	40.9%	-	-	-	1.7	14.4	0.3	14.7
19/1+19/2	Brookers Hill Left	U	AH	1	23	433	1903:2066	1039	41.7%	-	-	-	1.8	2.7	0.4	3.0
19/3	Brookers Hill Right	U	AC	1	7	78	1820	243	32.1%	-	-	-	0.7	1.2	0.2	1.4
20/2+20/1	A327S Ahead Left	U	AB	1	25	507	2055:1741	916	55.3%	-	-	-	2.4	5.9	0.6	6.5
20/3	A327S Ahead	U	AB	1	25	480	2055	890	53.9%	-	-	-	2.3	5.9	0.6	6.4
21/1	Exit	U	-	-	-	466	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	556	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	766	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	345	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/1	Exit	U	-	-	-	1790	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	560	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

24/1	Exit	U	-	-	-	577	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/2	Exit	U	-	-	-	557	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
25/1	Exit	U	-	-	-	285	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/1	Exit	U	-	-	-	490	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/2	Exit	U	-	-	-	180	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
27/1	Exit	U	-	-	-	200	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
			C1	Stream: 1 PRC for Signalled Lanes (%):			31.4	Total Delay for Signalled Lanes (pcuHr):			11.31	Cycle Time (s):			60	
			C1	Stream: 2 PRC for Signalled Lanes (%):			53.5	Total Delay for Signalled Lanes (pcuHr):			8.28	Cycle Time (s):			60	
			C1	Stream: 3 PRC for Signalled Lanes (%):			-15.8	Total Delay for Signalled Lanes (pcuHr):			47.45	Cycle Time (s):			60	
			C1	Stream: 4 PRC for Signalled Lanes (%):			-17.3	Total Delay for Signalled Lanes (pcuHr):			48.92	Cycle Time (s):			60	
			C1	Stream: 5 PRC for Signalled Lanes (%):			-13.5	Total Delay for Signalled Lanes (pcuHr):			37.44	Cycle Time (s):			60	
			C1	Stream: 6 PRC for Signalled Lanes (%):			78.5	Total Delay for Signalled Lanes (pcuHr):			5.26	Cycle Time (s):			60	
			C1	Stream: 7 PRC for Signalled Lanes (%):			62.7	Total Delay for Signalled Lanes (pcuHr):			9.55	Cycle Time (s):			60	
				PRC Over All Lanes (%):			-17.3	Total Delay Over All Lanes(pcuHr):			168.43					

Full Input Data And Results

Scenario 2: '2038 AM (With Dev)' (FG2: '2038 AM (With Dev Forecast Base)', Plan 1: 'Staging Plan No. 1')

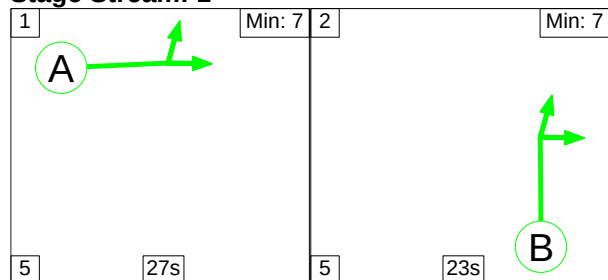
Traffic Flows, Desired

Desired Flow :

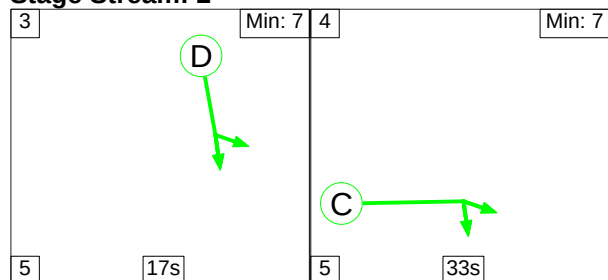
	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	147	561	582	34	236	43	1603
	B	286	0	194	320	17	119	52	988
	C	895	210	0	213	24	141	67	1550
	D	571	296	153	0	2	0	4	1026
	E	34	12	7	0	0	88	11	152
	F	504	268	133	0	2	0	24	931
	G	60	100	65	31	166	79	0	501
	Tot.	2350	1033	1113	1146	245	663	201	6751

Stage Sequence Diagram

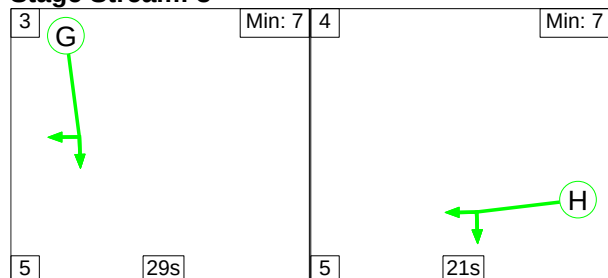
Stage Stream: 1



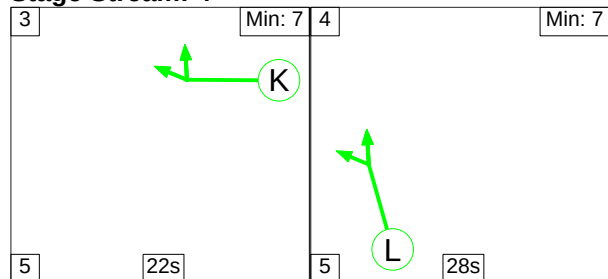
Stage Stream: 2



Stage Stream: 3

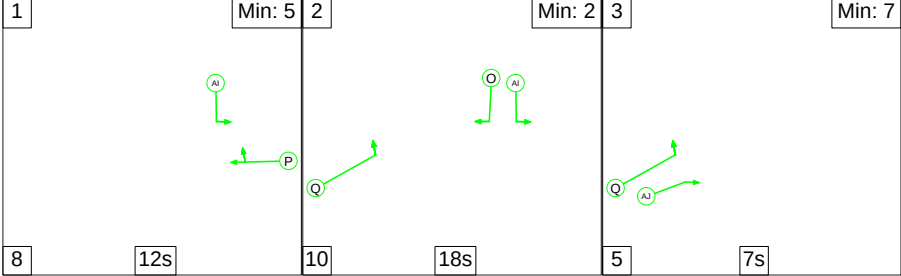


Stage Stream: 4

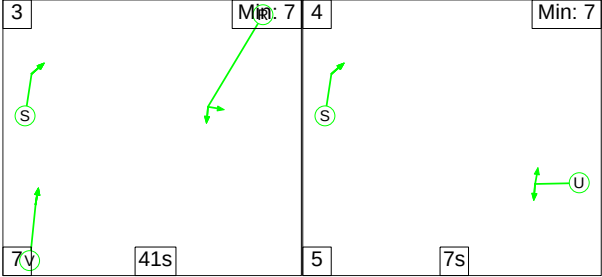


Full Input Data And Results

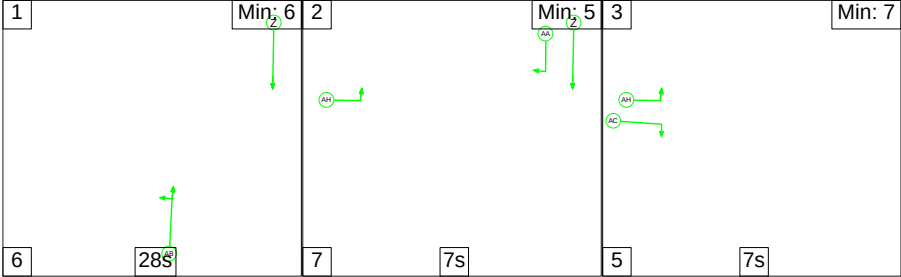
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: WSTM Demand Flows	-	-	-	-	-	-	-	-	107.8%	168	0	0	170.5	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	107.8%	168	0	0	170.5	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	27	691	1937:2115	1247	55.4%	-	-	-	2.6	6.2	0.6	6.8
1/3+1/4	B3270W Ahead	U	A	1	27	912	2125:2135	1586	57.5%	-	-	-	3.3	6.1	0.7	6.7
2/1	E/B circ Black Boy Ahead	U	C	1	33	545	1985	1158	47.1%	-	-	-	2.0	8.9	0.4	9.4
2/2	E/B circ Black Boy Right Ahead	U	C	1	33	737	2084	1216	60.6%	-	-	-	2.5	7.3	0.8	8.1
2/3	E/B circ Black Boy Right	U	C	1	33	532	2039	1189	44.7%	-	-	-	1.9	8.6	0.4	9.0
3/1	327N Ahead Left	U	D	1	17	379	1950	618	61.4%	-	-	-	2.6	5.3	0.8	6.1
3/2+3/3	327N Ahead	U	D	1	17	609	2125:2115	1202	50.7%	-	-	-	3.3	4.3	0.5	4.8
4/1	S/B circ Black Boy Ahead	U	G	1	29	548	1921	993	55.2%	-	-	-	0.9	5.4	0.6	6.0
4/2	S/B circ Black Boy Right Ahead	U	G	1	29	855	2125	1098	77.9%	-	-	-	2.3	5.1	1.7	6.8
4/3	S/B circ Black Boy Right	U	G	1	29	286	2056	1062	26.9%	-	-	-	0.7	4.4	0.2	4.6
5/1	B3270E Left	U	H	1	21	445	1851	710	62.7%	-	-	-	2.7	5.9	0.8	6.8
5/2+5/3	B3270E Ahead Left	U	H	1	21	1105	2125:2115	1192	92.7%	-	-	-	10.4	10.5	5.6	16.1
6/1	W/B circ Black Boy Ahead	U	K	1	22	656	2015	806	81.4%	-	-	-	3.4	10.9	2.1	13.1
6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	22	735	2136:2037	874	84.1%	-	-	-	4.7	9.0	2.5	11.6

Full Input Data And Results

7/1	Bridge N/B Left	U	L	1	28	1169	2005	1002	107.8%	-	-	-	52.3	20.6	44.9	65.5
7/2	Bridge N/B Ahead	U	L	1	28	245	2205	1103	22.2%	-	-	-	1.1	3.8	0.1	3.9
7/3+7/4	Bridge N/B Ahead	U	L	1	28	789	2205:2205	1356	58.2%	-	-	-	2.5	3.5	0.7	4.2
8/1	N/B circ Black Boy Ahead	U	B	1	23	378	2015	840	45.0%	-	-	-	2.0	6.3	0.4	6.7
8/2	N/B circ Black Boy Right Ahead	U	B	1	23	509	2105	877	58.0%	-	-	-	1.6	4.1	0.7	4.8
8/3	N/B circ Black Boy Right	U	B	1	23	357	2061	859	41.6%	-	-	-	0.7	3.7	0.4	4.0
9/1+9/2	Bridge S/B Left	U	AI	1	40	1115	1988:2065	1578	70.6%	-	-	-	2.0	12.5	1.2	13.7
9/4+9/3	Bridge S/B Right	U	O	1	23	733	1991:1881	1549	47.3%	-	-	-	2.5	4.7	0.4	5.2
10/1	SERR Ahead	U	P	1	14	6	1915	479	1.3%	-	-	-	0.0	0.1	0.0	0.1
10/2+10/3	SERR Right	U	P	1	14	1020	1929:1912	960	106.2%	-	-	-	45.2	11.0	36.8	47.8
11/1	E/B @ South of Bridge Left	U	Q	1	30	628	2020	1044	60.2%	-	-	-	2.0	6.6	0.8	7.4
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	30:7	586	2167:2065	1145	51.2%	-	-	-	1.9	5.6	0.5	6.1
12/1	W/B @ South of Bridge Left	U	-	-	-	391	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	348	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	628	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	586	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	168	Inf	885	19.0%	168	0	0	0.2	1.7	0.1	1.8
14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	730	1990:1842	1691	43.2%	-	-	-	0.7	11.9	0.4	12.3

Full Input Data And Results

14/3	S/B @ Cutbush Ahead	U	R	1	43	177	2125	1558	11.4%	-	-	-	0.1	0.2	0.1	0.2
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	152	1717:1947	351	43.2%	-	-	-	1.4	1.5	0.4	1.9
16/1	Crossing @ Coach House Ahead	U	S	1	60	750	1915	1915	39.2%	-	-	-	0.4	4.6	0.3	4.9
16/2	Crossing @ Coach House Ahead	U	S	1	60	632	2055	2055	30.8%	-	-	-	0.2	1.8	0.2	2.0
17/1	N/B @ Cutbush Ahead	U	V	1	41	642	1915	1340	47.9%	-	-	-	1.0	2.7	0.5	3.2
17/2	N/B @ Cutbush Ahead	U	V	1	41	687	2055	1438	47.8%	-	-	-	1.0	2.9	0.5	3.4
18/1	S/B @ Brookers Hill Ahead	U	Z	1	42	573	1915	1372	41.8%	-	-	-	0.4	0.6	0.4	0.9
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	42:9	188	2055:1842	326	57.7%	-	-	-	1.9	2.9	0.7	3.6
19/1+19/2	Brookers Hill Left	U	AH	1	19	422	1903:2066	932	45.3%	-	-	-	2.2	2.7	0.4	3.1
19/3	Brookers Hill Right	U	AC	1	7	79	1820	243	32.6%	-	-	-	0.8	1.2	0.2	1.4
20/2+20/1	A327S Ahead Left	U	AB	1	29	467	2055:1741	1054	44.3%	-	-	-	1.6	4.7	0.4	5.1
20/3	A327S Ahead	U	AB	1	29	464	2055	1027	45.2%	-	-	-	1.7	4.9	0.4	5.3
21/1	Exit	U	-	-	-	525	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	508	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	739	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	374	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/1	Exit	U	-	-	-	1825	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	525	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

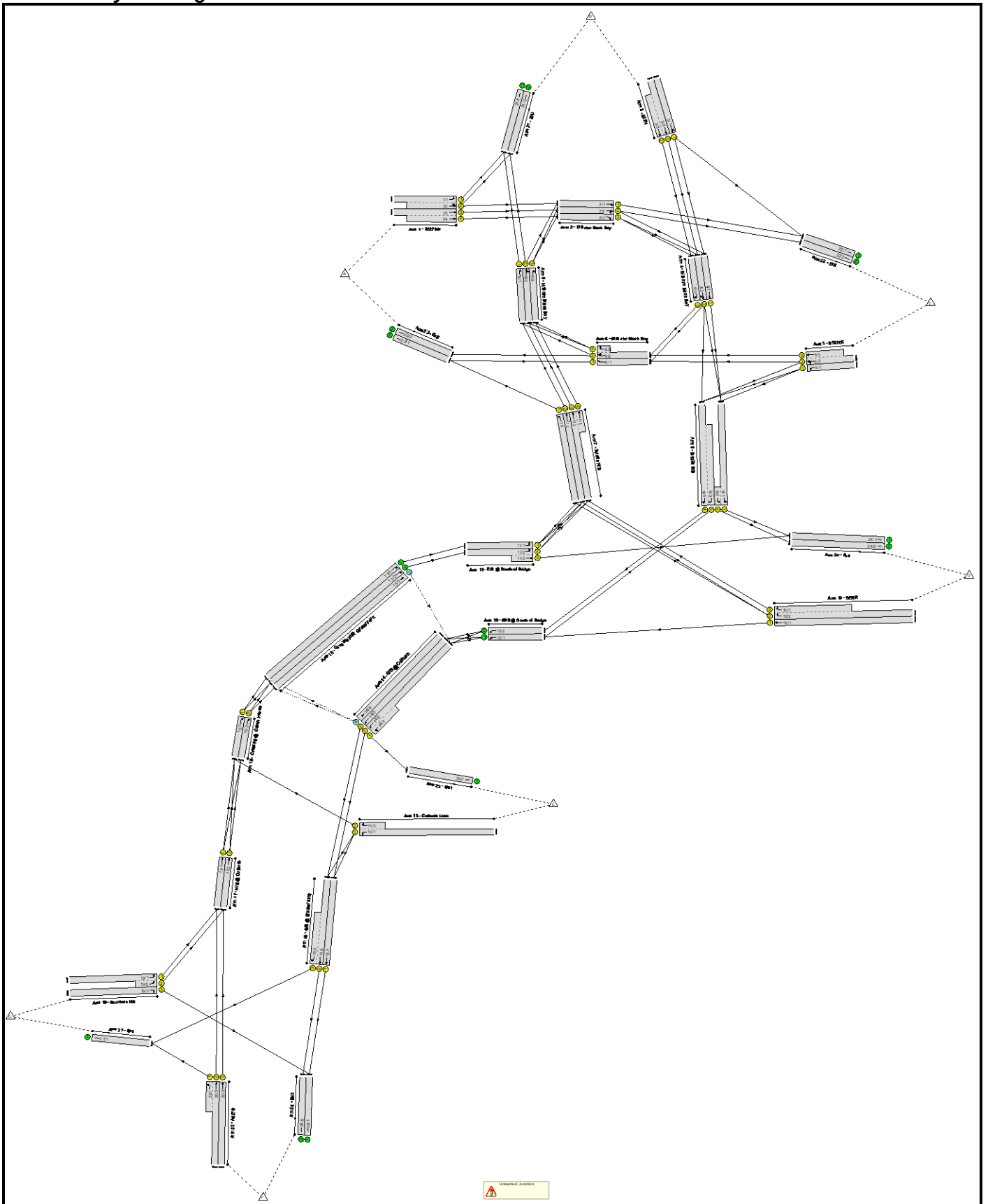
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Full Input Data And Results

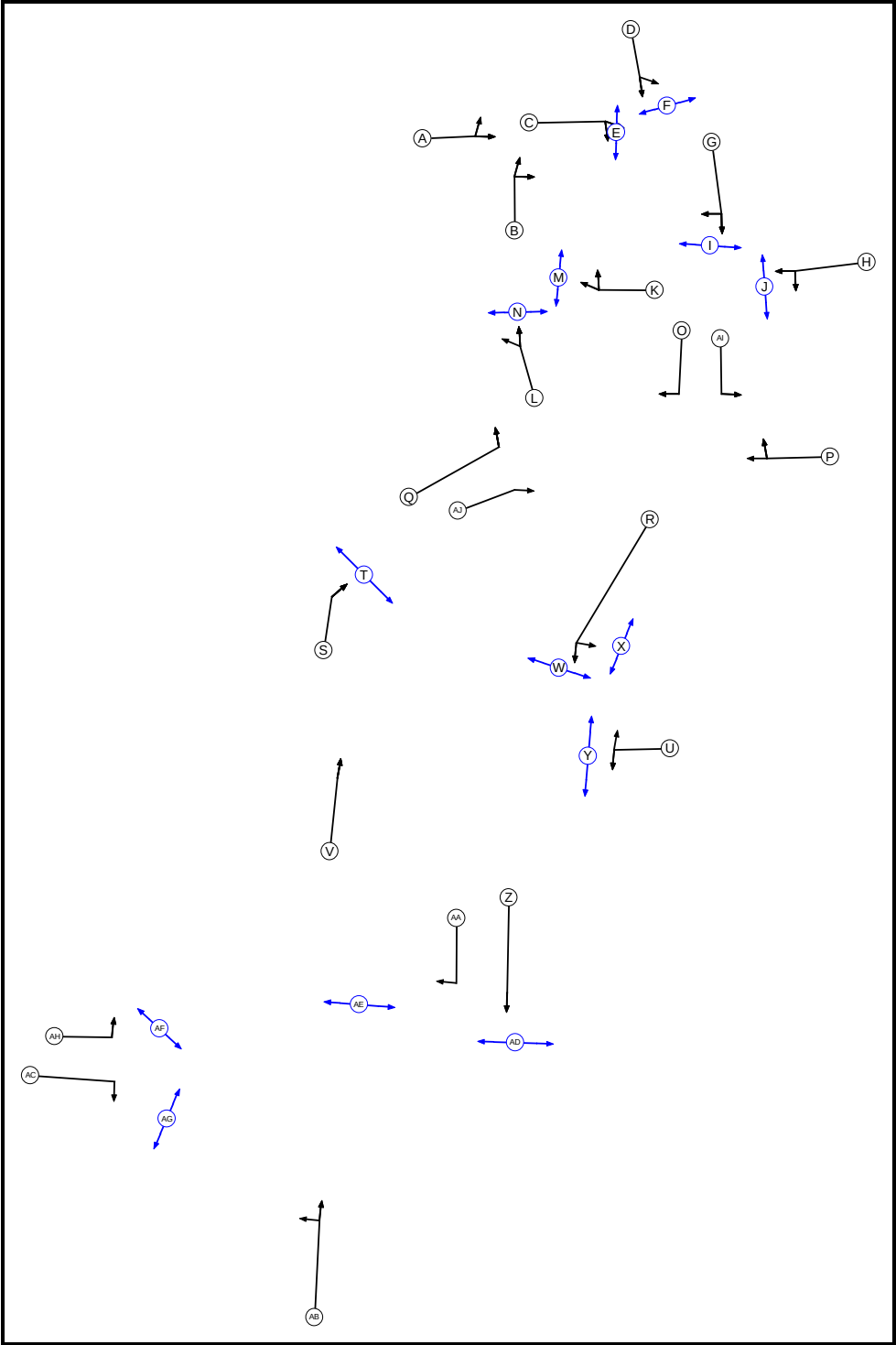
User and Project Details

Project:	HD008
Title:	Cumulative Assessments - WSTM Demand Flows
Location:	Hungerford
Additional detail:	
File name:	BBoy Current Layout PM (3 Lanes) 2038.lsg3x
Author:	PRJ
Company:	ALP
Address:	

Network Layout Diagram



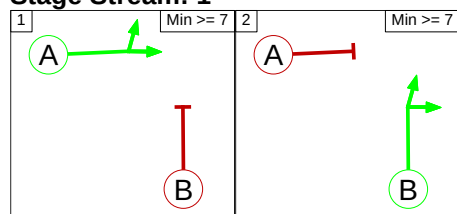
Phase Diagram



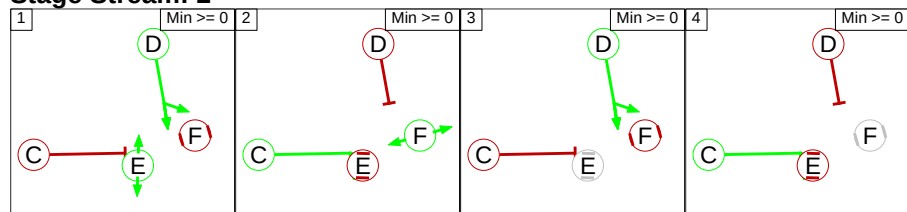
Full Input Data And Results

Stage Diagram

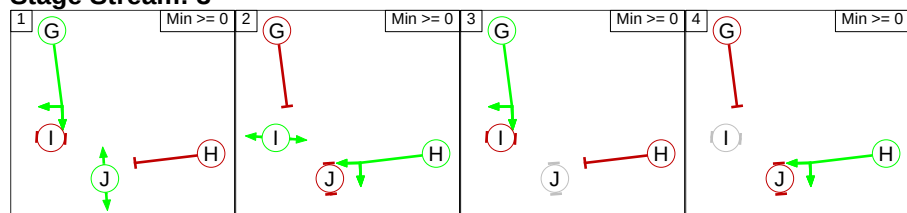
Stage Stream: 1



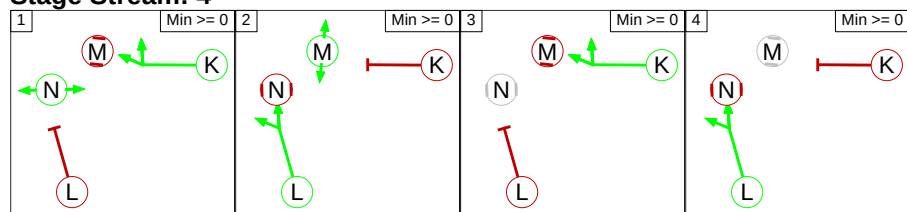
Stage Stream: 2



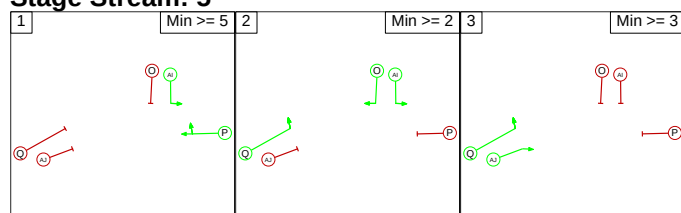
Stage Stream: 3



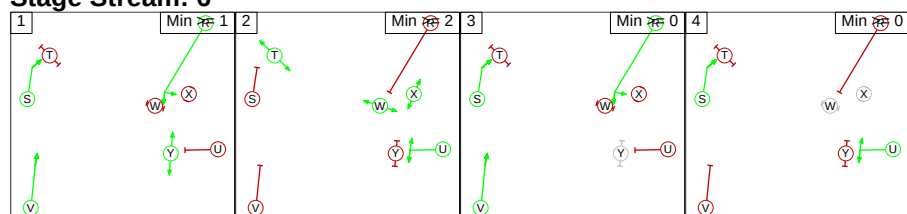
Stage Stream: 4



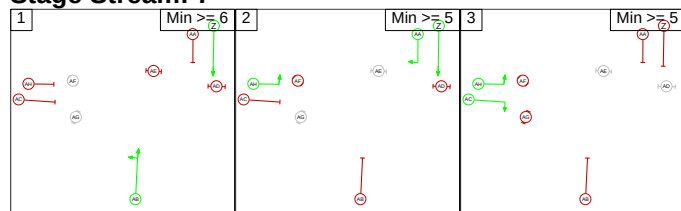
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	Y	Arm 21 Left	61.00
1/2 (B3270W)	U	A	1	3	15.0	Geom	-	3.60	0.00	N	Arm 2 Ahead Arm 21 Left	Inf 67.00
1/3 (B3270W)	U	A	1	3	60.0	Geom	-	3.70	0.00	N	Arm 2 Ahead	Inf
1/4 (B3270W)	U	A	1	3	13.0	Geom	-	3.80	0.00	N	Arm 2 Ahead	Inf
2/1 (E/B circ Black Boy)	U	C	1	3	7.0	Geom	-	3.70	0.00	Y	Arm 22 Ahead	Inf
2/2 (E/B circ Black Boy)	U	C	1	3	8.0	Geom	-	3.70	0.00	N	Arm 4 Right Arm 22 Ahead	38.00 Inf
2/3 (E/B circ Black Boy)	U	C	1	3	6.0	Geom	-	3.80	0.00	N	Arm 4 Right	32.00
3/1 (327N)	U	D	1	3	60.0	Geom	-	3.60	0.00	Y	Arm 4 Ahead Arm 22 Left	Inf 60.00
3/2 (327N)	U	D	1	3	5.0	Geom	-	3.70	0.00	N	Arm 4 Ahead	Inf
3/3 (327N)	U	D	1	3	10.0	Geom	-	3.60	0.00	N	Arm 4 Ahead	Inf
4/1 (S/B circ Black Boy)	U	G	1	3	5.0	Geom	-	3.80	0.00	Y	Arm 9 Ahead	39.00
4/2 (S/B circ Black Boy)	U	G	1	3	6.0	Geom	-	3.70	0.00	N	Arm 6 Right Arm 9 Ahead	38.00 Inf
4/3 (S/B circ Black Boy)	U	G	1	3	4.0	Geom	-	4.00	0.00	N	Arm 6 Right	31.00
5/1 (B3270E)	U	H	1	3	60.0	Geom	-	3.20	0.00	Y	Arm 9 Left	33.00
5/2 (B3270E)	U	H	1	3	5.0	Geom	-	3.70	0.00	N	Arm 6 Ahead Arm 9 Left	Inf 44.00
5/3 (B3270E)	U	H	1	3	9.0	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf

Full Input Data And Results

6/1 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	Y	Arm 23 Ahead	Inf
6/2 (W/B circ Black Boy)	U	K	1	3	7.0	Geom	-	4.00	0.00	N	Arm 8 Right	35.00
											Arm 23 Ahead	Inf
6/3 (W/B circ Black Boy)	U	K	1	3	3.0	Geom	-	4.00	0.00	N	Arm 8 Right	26.00
7/1 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	Y	Arm 23 Left	50.00
7/2 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/3 (Bridge N/B)	U	L	1	3	60.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
7/4 (Bridge N/B)	U	L	1	3	5.0	Geom	-	4.50	0.00	N	Arm 8 Ahead	Inf
8/1 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.00	0.00	Y	Arm 21 Ahead	Inf
8/2 (N/B circ Black Boy)	U	B	1	3	6.0	Geom	-	3.50	0.00	N	Arm 2 Right	30.00
											Arm 21 Ahead	Inf
8/3 (N/B circ Black Boy)	U	B	1	3	4.0	Geom	-	4.25	0.00	N	Arm 2 Right	26.00
9/1 (Bridge S/B)	U	AI	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 24 Left	52.00
9/2 (Bridge S/B)	U	AI	2	3	4.2	Geom	-	3.60	0.00	N	Arm 24 Left	62.00
9/3 (Bridge S/B)	U	O	2	3	20.2	Geom	-	3.70	0.00	Y	Arm 12 Right	27.00
9/4 (Bridge S/B)	U	O	2	3	60.0	Geom	-	3.60	0.00	N	Arm 12 Right	24.00
10/1 (SERR)	U	P	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 12 Ahead	Inf
10/2 (SERR)	U	P	2	3	20.0	Geom	-	3.00	0.00	N	Arm 7 Right	23.00
10/3 (SERR)	U	P	2	3	18.0	Geom	-	3.00	0.00	N	Arm 7 Right	20.00
11/1 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 7 Left	32.00
11/2 (E/B @ South of Bridge)	U	Q	2	3	60.0	Geom	-	5.00	0.00	N	Arm 7 Left	37.00
11/3 (E/B @ South of Bridge)	U	AJ	2	3	5.0	Geom	-	4.50	0.00	Y	Arm 24 Ahead	Inf
12/1 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

12/2 (W/B @ South of Bridge)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (Give Way NE gyratory circ)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (Give Way NE gyratory circ)	O		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (S/B @ Cutbush)	U	R	2	3	8.0	Geom	-	4.00	0.00	Y	Arm 25 Left	16.00
14/2 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 18 Ahead	40.00
14/3 (S/B @ Cutbush)	U	R	2	3	60.0	Geom	-	4.50	0.00	N	Arm 18 Ahead	40.00
14/4 (S/B @ Cutbush)	O		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (Cutbush Lane)	U	U	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 18 Left	13.00
15/2 (Cutbush Lane)	U	U	2	3	6.0	Geom	-	3.00	0.00	N	Arm 16 Right	27.00
16/1 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 13 Ahead	Inf
16/2 (Crossing @ Coach House)	U	S	2	3	60.0	Geom	-	3.00	0.00	N	Arm 13 Ahead	Inf
17/1 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 16 Ahead	Inf
17/2 (N/B @ Cutbush)	U	V	2	3	60.0	Geom	-	3.00	0.00	N	Arm 16 Ahead	Inf
18/1 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 26 Ahead	Inf
18/2 (S/B @ Brookers Hill)	U	Z	2	3	60.0	Geom	-	3.00	0.00	N	Arm 26 Ahead	Inf
18/3 (S/B @ Brookers Hill)	U	AA	2	3	12.0	Geom	-	3.00	0.00	N	Arm 27 Right	13.00
19/1 (Brookers Hill)	U	AH	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 17 Left	33.00
19/2 (Brookers Hill)	U	AH	2	3	5.0	Geom	-	4.00	0.00	N	Arm 17 Left	35.00

Full Input Data And Results

19/3 (Brookers Hill)	U	AC	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 26 Right	14.00
20/1 (A327S)	U	AB	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 27 Left	15.00
20/2 (A327S)	U	AB	2	3	60.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
20/3 (A327S)	U	AB	2	3	12.0	Geom	-	3.00	0.00	N	Arm 17 Ahead	Inf
21/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
21/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
22/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
23/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
24/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
25/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
26/2 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
27/1 (Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Scenario 1: '2038 PM (Forecast Base)' (FG1: '2038 PM (Forecast Base)', Plan 1: 'Staging Plan No. 1')

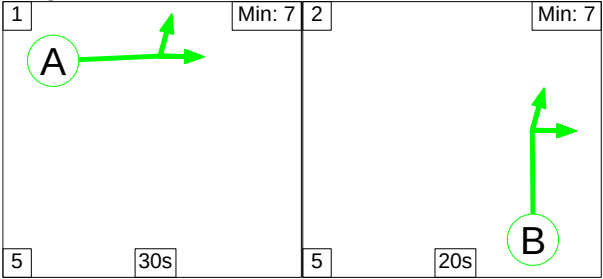
Traffic Flows, Desired

Desired Flow :

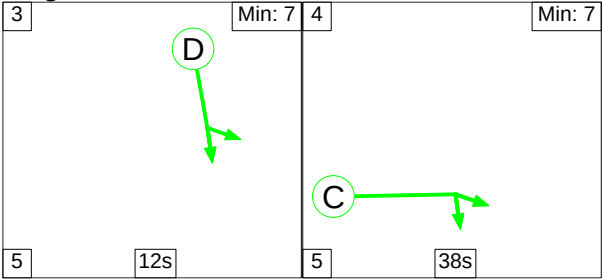
		Destination							
Origin		A	B	C	D	E	F	G	Tot.
	A	0	165	880	627	36	211	131	2050
	B	146	0	101	451	16	125	35	874
	C	586	51	0	189	22	200	115	1163
	D	502	502	288	0	2	15	46	1355
	E	7	25	12	0	0	19	29	92
	F	119	219	171	1	6	0	119	635
	G	35	56	81	5	27	179	0	383
	Tot.	1395	1018	1533	1273	109	749	475	6552

Stage Sequence Diagram

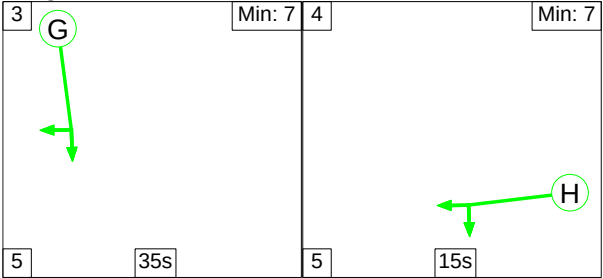
Stage Stream: 1



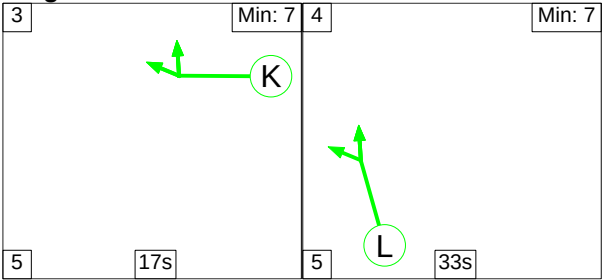
Stage Stream: 2



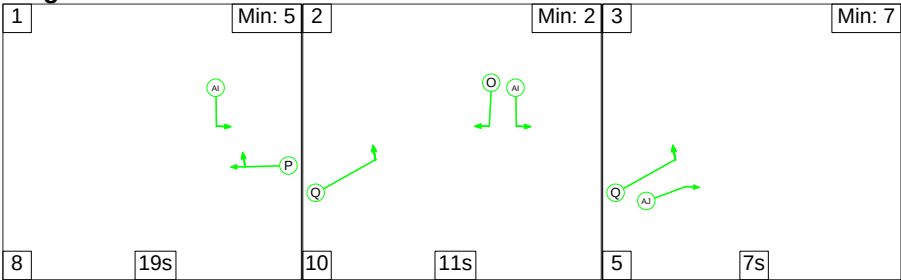
Stage Stream: 3



Stage Stream: 4

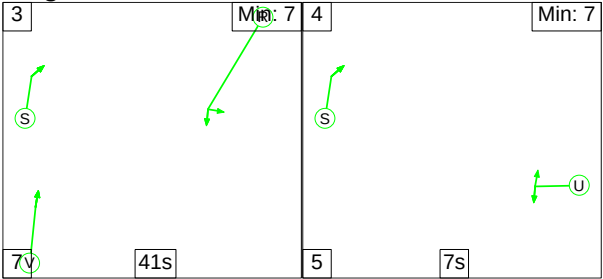


Stage Stream: 5

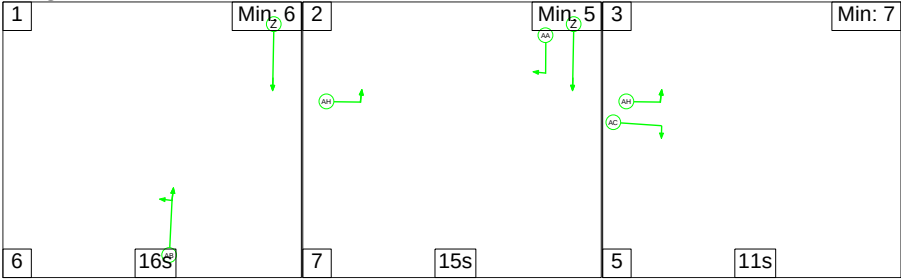


Full Input Data And Results

Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Cumulative Assessments - WSTM Demand Flows	-	-	-	-	-	-	-	-	91.7%	33	0	0	87.3	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	91.7%	33	0	0	87.3	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	30	821	1937:2115	1334	61.5%	-	-	-	2.9	7.3	0.8	8.1
1/3+1/4	B3270W Ahead	U	A	1	30	1229	2125:2135	1832	67.1%	-	-	-	4.2	7.2	1.0	8.2
2/1	E/B circ Black Boy Ahead	U	C	1	38	779	1985	1323	58.9%	-	-	-	2.6	10.8	0.7	11.5
2/2	E/B circ Black Boy Right Ahead	U	C	1	38	1009	2096	1397	72.2%	-	-	-	3.0	9.5	1.3	10.8
2/3	E/B circ Black Boy Right	U	C	1	38	649	2039	1359	47.7%	-	-	-	2.1	10.3	0.5	10.7
3/1	327N Ahead Left	U	D	1	12	342	1961	458	74.7%	-	-	-	3.5	5.2	1.4	6.7
3/2+3/3	327N Ahead	U	D	1	12	532	2125:2115	683	77.8%	-	-	-	4.8	6.0	1.7	7.7
4/1	S/B circ Black Boy Ahead	U	G	1	35	597	1921	1185	50.4%	-	-	-	0.5	0.1	0.5	0.6
4/2	S/B circ Black Boy Right Ahead	U	G	1	35	1035	2125	1310	79.0%	-	-	-	1.9	0.0	1.9	1.9
4/3	S/B circ Black Boy Right	U	G	1	35	146	2056	1268	11.5%	-	-	-	0.1	2.0	0.1	2.1
5/1	B3270E Left	U	H	1	15	380	1851	524	72.5%	-	-	-	3.3	5.7	1.3	7.0
5/2+5/3	B3270E Ahead Left	U	H	1	15	783	2104:2115	924	84.7%	-	-	-	6.9	7.7	2.7	10.4
6/1	W/B circ Black Boy Ahead	U	K	1	17	349	2015	638	54.7%	-	-	-	1.6	5.8	0.6	6.4

Full Input Data And Results

6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	17	434	2145:2037	681	63.7%	-	-	-	1.8	6.6	0.9	7.4
7/1	Bridge N/B Left	U	L	1	33	663	2005	1170	56.7%	-	-	-	1.2	2.3	0.7	2.9
7/2	Bridge N/B Ahead	U	L	1	33	394	2205	1286	30.6%	-	-	-	1.1	2.9	0.2	3.1
7/3+7/4	Bridge N/B Ahead	U	L	1	33	960	2205:2205	1535	62.6%	-	-	-	1.9	2.3	0.8	3.1
8/1	N/B circ Black Boy Ahead	U	B	1	20	443	2015	739	60.0%	-	-	-	2.3	6.2	0.7	7.0
8/2	N/B circ Black Boy Right Ahead	U	B	1	20	533	2081	763	69.9%	-	-	-	2.0	5.4	1.1	6.5
8/3	N/B circ Black Boy Right	U	B	1	20	429	2061	756	56.8%	-	-	-	1.8	5.3	0.7	5.9
9/1+9/2	Bridge S/B Left	U	AI	1	40	1267	1988:2065	1499	84.5%	-	-	-	3.5	13.5	2.7	16.2
9/4+9/3	Bridge S/B Right	U	O	1	16	891	1991:1881	1002	88.9%	-	-	-	8.5	9.6	3.7	13.3
10/1	SERR Ahead	U	P	1	21	63	1915	702	9.0%	-	-	-	0.3	0.7	0.0	0.7
10/2+10/3	SERR Right	U	P	1	21	1292	1929:1912	1408	91.7%	-	-	-	11.6	10.4	5.1	15.6
11/1	E/B @ South of Bridge Left	U	Q	1	23	324	2020	808	40.1%	-	-	-	1.2	4.0	0.3	4.3
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	23:7	407	2167:2065	880	46.3%	-	-	-	1.6	5.0	0.4	5.4
12/1	W/B @ South of Bridge Left	U	-	-	-	378	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	576	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	324	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	407	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	33	Inf	862	3.8%	33	0	0	0.1	0.3	0.0	0.3

Full Input Data And Results

14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	654	1990:1842	1558	41.5%	-	-	-	0.5	15.2	0.4	15.6
14/3	S/B @ Cutbush Ahead	U	R	1	43	333	2125	1558	21.1%	-	-	-	0.2	0.5	0.1	0.6
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	92	1717:1947	459	20.0%	-	-	-	0.7	0.7	0.1	0.8
16/1	Crossing @ Coach House Ahead	U	S	1	60	441	1915	1915	23.0%	-	-	-	0.1	0.0	0.1	0.1
16/2	Crossing @ Coach House Ahead	U	S	1	60	323	2055	2055	15.7%	-	-	-	0.1	0.0	0.1	0.1
17/1	N/B @ Cutbush Ahead	U	V	1	41	354	1915	1340	26.4%	-	-	-	0.5	1.6	0.2	1.7
17/2	N/B @ Cutbush Ahead	U	V	1	41	366	2055	1438	25.4%	-	-	-	0.5	1.9	0.2	2.1
18/1	S/B @ Brookers Hill Ahead	U	Z	1	38	564	1915	1245	44.8%	-	-	-	0.5	0.4	0.4	0.8
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	38:17	362	2055:1842	562	63.7%	-	-	-	2.3	12.5	0.9	13.4
19/1+19/2	Brookers Hill Left	U	AH	1	31	204	1903:2066	1260	16.2%	-	-	-	0.5	1.0	0.1	1.1
19/3	Brookers Hill Right	U	AC	1	11	179	1820	364	49.2%	-	-	-	1.5	2.6	0.5	3.1
20/2+20/1	A327S Ahead Left	U	AB	1	17	393	2055:1741	797	49.3%	-	-	-	2.3	3.7	0.5	4.1
20/3	A327S Ahead	U	AB	1	17	242	2055	617	39.3%	-	-	-	1.4	3.2	0.3	3.5
21/1	Exit	U	-	-	-	608	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	410	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	880	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	653	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 2: '2038 PM (With Dev)' (FG2: '2038 PM (With Dev)', Plan 1: 'Staging Plan No. 1')

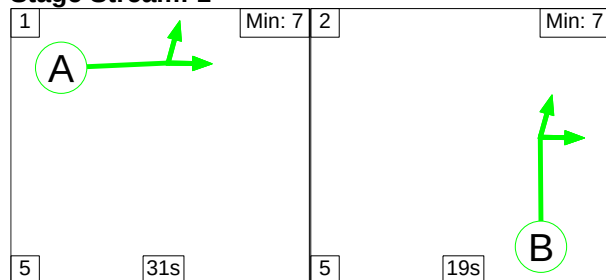
Traffic Flows, Desired

Desired Flow :

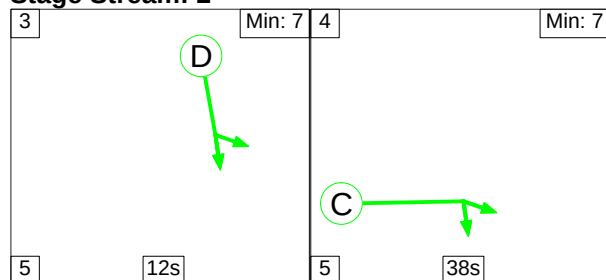
	Destination								
		A	B	C	D	E	F	G	Tot.
Origin	A	0	164	872	639	76	195	143	2089
	B	140	0	105	461	30	120	35	891
	C	603	51	0	192	38	194	107	1185
	D	501	507	286	0	1	7	58	1360
	E	7	26	12	0	0	3	8	56
	F	117	208	168	0	1	0	116	610
	G	36	69	89	3	30	180	0	407
	Tot.	1404	1025	1532	1295	176	699	467	6598

Stage Sequence Diagram

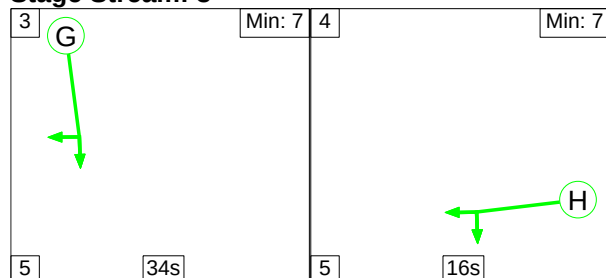
Stage Stream: 1



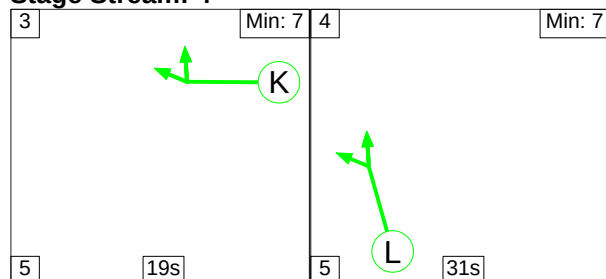
Stage Stream: 2



Stage Stream: 3

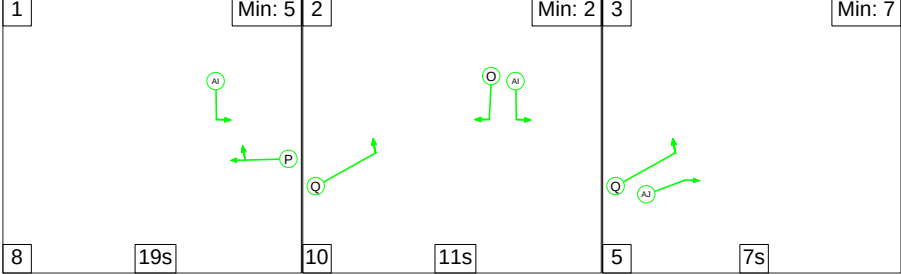


Stage Stream: 4

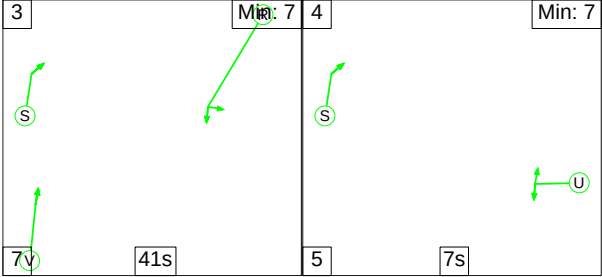


Full Input Data And Results

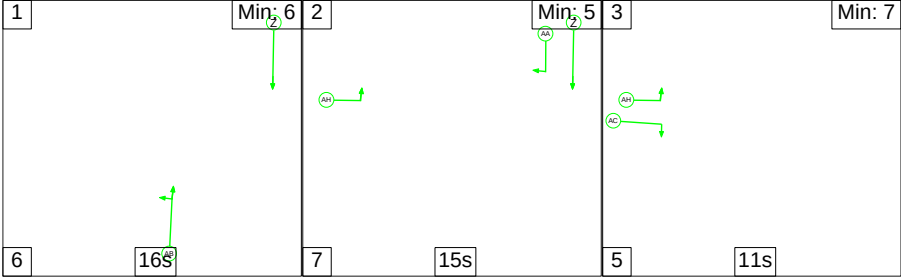
Stage Stream: 5



Stage Stream: 6



Stage Stream: 7



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Full Phase	Num Greens	Total Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Cumulative Assessments - WSTM Demand Flows	-	-	-	-	-	-	-	-	91.9%	31	0	0	88.5	-	-	-
Unnamed Junction	-	-	-	-	-	-	-	-	91.9%	31	0	0	88.5	-	-	-
1/1+1/2	B3270W Ahead Left	U	A	1	31	840	1937:2115	1361	61.7%	-	-	-	2.8	7.3	0.8	8.1
1/3+1/4	B3270W Ahead	U	A	1	31	1249	2125:2135	1899	65.8%	-	-	-	3.9	6.8	1.0	7.8
2/1	E/B circ Black Boy Ahead	U	C	1	38	794	1985	1323	60.0%	-	-	-	3.0	11.4	0.7	12.2
2/2	E/B circ Black Boy Right Ahead	U	C	1	38	1040	2093	1395	74.5%	-	-	-	3.5	10.1	1.5	11.5
2/3	E/B circ Black Boy Right	U	C	1	38	646	2039	1359	47.5%	-	-	-	2.4	10.4	0.5	10.9
3/1	327N Ahead Left	U	D	1	12	356	1961	458	77.8%	-	-	-	3.8	5.5	1.7	7.2
3/2+3/3	327N Ahead	U	D	1	12	535	2125:2115	672	79.7%	-	-	-	5.0	6.1	1.9	8.0
4/1	S/B circ Black Boy Ahead	U	G	1	34	658	1921	1153	57.1%	-	-	-	0.7	0.1	0.7	0.8
4/2	S/B circ Black Boy Right Ahead	U	G	1	34	1041	2125	1275	81.6%	-	-	-	2.2	0.0	2.2	2.2
4/3	S/B circ Black Boy Right	U	G	1	34	140	2056	1234	11.3%	-	-	-	0.1	1.9	0.1	2.0
5/1	B3270E Left	U	H	1	16	394	1851	555	71.0%	-	-	-	3.2	5.8	1.2	7.0
5/2+5/3	B3270E Ahead Left	U	H	1	16	791	2105:2115	956	82.7%	-	-	-	6.4	7.7	2.3	10.0
6/1	W/B circ Black Boy Ahead	U	K	1	19	365	2015	705	51.8%	-	-	-	0.7	5.1	0.5	5.6

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6/2+6/3	W/B circ Black Boy Right Ahead	U	K	1	19	429	2145:2037	753	57.0%	-	-	-	1.3	4.8	0.7	5.5
7/1	Bridge N/B Left	U	L	1	31	661	2005	1103	59.9%	-	-	-	1.8	3.5	0.7	4.3
7/2	Bridge N/B Ahead	U	L	1	31	410	2205	1213	33.8%	-	-	-	1.5	4.6	0.3	4.8
7/3+7/4	Bridge N/B Ahead	U	L	1	31	955	2205:2205	1472	64.9%	-	-	-	2.6	3.8	0.9	4.7
8/1	N/B circ Black Boy Ahead	U	B	1	19	458	2015	705	64.9%	-	-	-	2.5	6.6	0.9	7.5
8/2	N/B circ Black Boy Right Ahead	U	B	1	19	521	2081	728	71.5%	-	-	-	1.8	4.7	1.2	5.9
8/3	N/B circ Black Boy Right	U	B	1	19	437	2061	721	60.6%	-	-	-	1.6	5.3	0.8	6.1
9/1+9/2	Bridge S/B Left	U	AI	1	40	1292	1988:2065	1519	85.0%	-	-	-	3.7	14.1	2.8	16.9
9/4+9/3	Bridge S/B Right	U	O	1	16	938	1991:1881	1079	87.0%	-	-	-	8.3	9.8	3.2	13.0
10/1	SERR Ahead	U	P	1	21	66	1915	702	9.4%	-	-	-	0.3	0.7	0.1	0.8
10/2+10/3	SERR Right	U	P	1	21	1294	1929:1912	1408	91.9%	-	-	-	11.7	10.3	5.2	15.5
11/1	E/B @ South of Bridge Left	U	Q	1	23	331	2020	808	41.0%	-	-	-	1.3	4.1	0.3	4.4
11/2+11/3	E/B @ South of Bridge Left Ahead	U	Q AJ	1	23:7	404	2167:2065	873	46.3%	-	-	-	1.6	5.0	0.4	5.4
12/1	W/B @ South of Bridge Left	U	-	-	-	414	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
12/2	W/B @ South of Bridge Left	U	-	-	-	590	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/1	Give Way NE gyratory circ Ahead	U	-	-	-	331	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/2	Give Way NE gyratory circ Ahead	U	-	-	-	404	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
13/3	Give Way NE gyratory circ U-Turn	O	-	-	-	31	Inf	855	3.6%	31	0	0	0.1	0.3	0.0	0.4

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14/2+14/1	S/B @ Cutbush Ahead Left	U	R	1	43	684	1990:1842	1621	40.8%	-	-	-	0.5	15.8	0.3	16.2
14/3	S/B @ Cutbush Ahead	U	R	1	43	351	2125	1558	22.3%	-	-	-	0.2	0.7	0.1	0.8
14/4	S/B @ Cutbush U-Turn	O	-	-	-	0	Inf	-	-	-	-	-	-	-	-	-
15/1+15/2	Cutbush Lane Right Left	U	U	1	7	56	1717:1947	323	17.3%	-	-	-	0.5	0.7	0.1	0.8
16/1	Crossing @ Coach House Ahead	U	S	1	60	448	1915	1915	23.4%	-	-	-	0.2	0.0	0.2	0.2
16/2	Crossing @ Coach House Ahead	U	S	1	60	318	2055	2055	15.5%	-	-	-	0.1	0.0	0.1	0.1
17/1	N/B @ Cutbush Ahead	U	V	1	41	361	1915	1340	26.9%	-	-	-	0.4	1.6	0.2	1.8
17/2	N/B @ Cutbush Ahead	U	V	1	41	360	2055	1438	25.0%	-	-	-	0.4	1.9	0.2	2.1
18/1	S/B @ Brookers Hill Ahead	U	Z	1	38	511	1915	1245	39.6%	-	-	-	0.4	0.2	0.3	0.5
18/2+18/3	S/B @ Brookers Hill Ahead Right	U	Z AA	1	38:17	359	2055:1842	565	62.9%	-	-	-	2.3	12.6	0.8	13.4
19/1+19/2	Brookers Hill Left	U	AH	1	31	227	1903:2066	1277	17.8%	-	-	-	0.5	1.1	0.1	1.2
19/3	Brookers Hill Right	U	AC	1	11	180	1820	364	49.5%	-	-	-	1.6	2.7	0.5	3.1
20/2+20/1	A327S Ahead Left	U	AB	1	17	383	2055:1741	797	48.0%	-	-	-	2.2	3.6	0.5	4.0
20/3	A327S Ahead	U	AB	1	17	227	2055	617	36.8%	-	-	-	1.3	3.0	0.3	3.3
21/1	Exit	U	-	-	-	622	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
21/2	Exit	U	-	-	-	403	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/1	Exit	U	-	-	-	899	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
22/2	Exit	U	-	-	-	633	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0

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23/1	Exit	U	-	-	-	1026	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
23/2	Exit	U	-	-	-	378	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/1	Exit	U	-	-	-	411	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
24/2	Exit	U	-	-	-	884	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
25/1	Exit	U	-	-	-	176	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/1	Exit	U	-	-	-	691	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
26/2	Exit	U	-	-	-	8	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
27/1	Exit	U	-	-	-	467	Inf	Inf	0.0%	-	-	-	0.0	0.0	0.0	0.0
C1 Stream: 1 PRC for Signalled Lanes (%): 25.8 Total Delay for Signalled Lanes (pcuHr): 12.65 Cycle Time (s): 60																
C1 Stream: 2 PRC for Signalled Lanes (%): 13.0 Total Delay for Signalled Lanes (pcuHr): 17.68 Cycle Time (s): 60																
C1 Stream: 3 PRC for Signalled Lanes (%): 8.8 Total Delay for Signalled Lanes (pcuHr): 12.63 Cycle Time (s): 60																
C1 Stream: 4 PRC for Signalled Lanes (%): 38.7 Total Delay for Signalled Lanes (pcuHr): 7.89 Cycle Time (s): 60																
C1 Stream: 5 PRC for Signalled Lanes (%): -2.1 Total Delay for Signalled Lanes (pcuHr): 26.93 Cycle Time (s): 60																
C1 Stream: 6 PRC for Signalled Lanes (%): 120.5 Total Delay for Signalled Lanes (pcuHr): 2.34 Cycle Time (s): 60																
C1 Stream: 7 PRC for Signalled Lanes (%): 43.1 Total Delay for Signalled Lanes (pcuHr): 8.37 Cycle Time (s): 60																
PRC Over All Lanes (%): -2.1 Total Delay Over All Lanes(pcuHr): 88.54																

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