

Project Title: South Wokingham SDL Extension (Priors Farm)

Project No/ Document Reference: A218-R060

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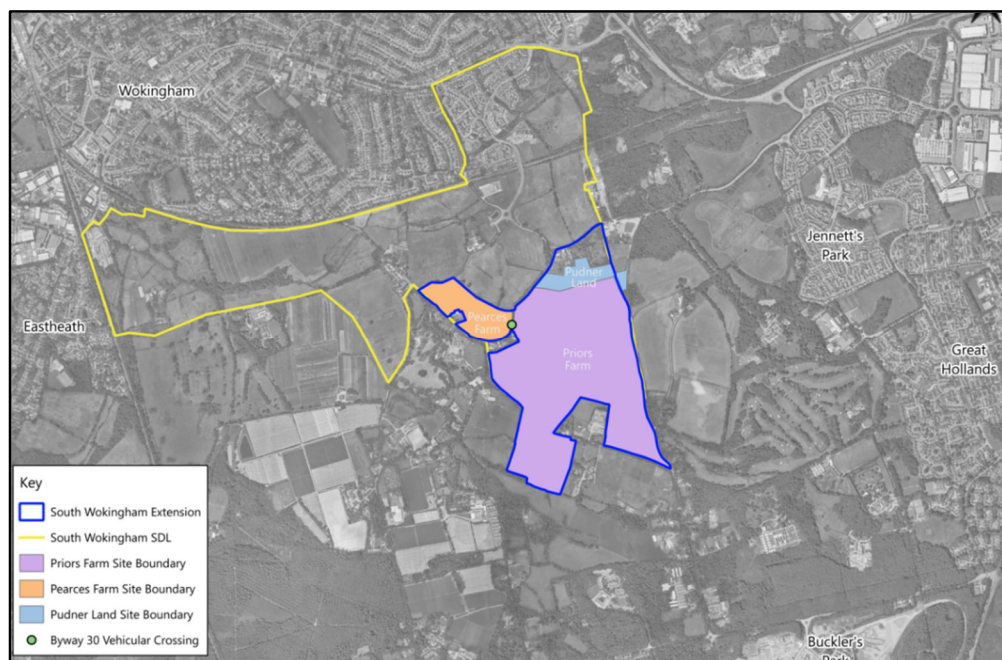
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Junction Capacity Assessments (2040) Relating to Bracknell Forest Council

1. Introduction

- 1.1. This Technical Note has been prepared by Abley Letchford on behalf of Lightwood Strategic in response to a request from Bracknell Forest Council (BFC) for supplementary junction assessments in relation to the proposed development at Priors Farm, which forms a large part of the SDL Extension in the Wokingham Local Plan Update. The proposals comprise residential development for up to 850 dwellings, including a neighbourhood centre, amenity, green space and enabling infrastructure.
- 1.2. The Priors Farm application was submitted to Wokingham Borough Council (WBC) in July 2024 (WBC Planning Ref : 241933). A separate planning application by Nicholas King Homes at Pearce's Farm (WBC Planning Ref : 242279) for 180 units on neighbouring land to the northwest of Priors Farm was also submitted, and new transport route across Byway 30 will link the sites (WBC Planning Ref: 242051). The extent of each application and the South Wokingham SDL Allocation is shown at **Figure 1.1**.

Figure 1.1 - Site Location in Context





- 1.3. Each planning application falls under Policy SS12 of WBC's Emerging 'Local Plan Update', which is allocated for a sustainable, mixed-use development (including c.1,100 dwellings on land south of Waterloo Road).
- 1.4. A further planning application from Mr A Pudner (WBC Planning Ref : 242051) was submitted earlier in 2021, which is referred to as Land West of Old Wokingham Road. This is for 95 units on land which forms part of the original South Wokingham SDL land allocation. This is also shown on **Figure 1.1** (coloured light blue) and situated north of the Priors Farm site.
- 1.5. The comprehensive Transport Assessment documents produced for each application utilised Wokingham's Strategic Transport Model (WSTM3) to derive future year traffic flows. Each Report utilised the latest traffic flow scenarios that were relevant at the time of each application (some time ago now) and fully tested a broad cordon of junctions (eg. 17 no. in respect of the Priors Farm application) that were subject to a potential material impact.
- 1.6. The original WSTM3 traffic flows were updated with the new WSTM4 traffic model outputs in summer 2025 which generated a new 'Forecast Base' with a design year of 2040. The WSTM4 runs included a 2040 'With Development' scenario to allow for a cumulative scenario where development is completed at Priors Farm, Pearce's Farm and at the Pudner Land. Notably, the 2040 'With Development' scenario also allows for the highway interventions that accompany the proposed development such as the new highway link through the site and a point closure along Easthampstead Road.
- 1.7. The updated WSTM4 model outputs for the 2040 'Forecast Base' and 2040 'With Development' scenarios are attached as **Appendix A** and **Appendix B** respectively.
- 1.8. Bracknell Forest Council has made a number of comments on the Pudner and Priors planning application submissions, including a request on the 17th April 2026 for supplementary junction modelling at the following locations :
 - Peacock Lane / Old Wokingham Road / Waterloo Road roundabout
 - Old Wokingham Road / Nine Mile Ride roundabout
 - Old Wokingham Road / Easthampstead Road / West Road priority junction
 - Peacock Lane / Sparrowhawk Way roundabout
 - Peacock Lane / Vigar Way / Webster Close roundabout
 - Peacock Lane / Osprey Avenue / Webster Close roundabout.
- 1.9. This report presents updated capacity assessments of each of these junctions utilising the latest WSTM4 traffic model outputs.



2. Updated Junction Assessments

- 2.1. The assessment of each junction has been undertaken using Junctions 11 software based on the 2040 'Forecast Base' and 2040 'With Development' scenarios for both the AM and PM peak hours. The results of the analysis for each of the locations is presented in turn below.

Peacock Lane / Old Wokingham Road / Waterloo Road Roundabout

- 2.2. The Old Wokingham Road / Peacock Lane / Waterloo Road junction is currently a simple priority junction. However, an improvement scheme has been secured as part of the original South Wokingham SDL development (WBC Planning Ref : 191068) to convert the junction into a roundabout arrangement.
- 2.3. A subsequent planning application for the roundabout scheme was submitted by Wokingham Borough Council (BFC Planning Ref : 24/00802/FUL) which includes an updated General Arrangement Drawing WMHP-TG-PL-DR-HI-0002/P07, attached at **Appendix C** for ease of reference.
- 2.4. The proposed Puder Land development includes active travel improvements in the vicinity of the roundabout, albeit these do not affect the proposed kerb line geometries of the junction.
- 2.5. The results of the updated capacity analysis are presented in Table 2.1 below, while the Junctions 11 outputs are attached at **Appendix C**. The Appendix also presents the junction geometries which have been used to undertake the assessment.

Table 2.1 – Old Wokingham Road / Peacock Lane / Waterloo Road Roundabout

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2040 Forecast Base				
Old Wokingham Road (S)	0.58	1	0.44	1
Waterloo Road	0.47	1	0.46	1
Peacock Lane	0.45	1	0.76	3
2040 With Development				
Old Wokingham Road (S)	0.73	3	0.47	1
Waterloo Road	0.55	1	0.55	1
Peacock Lane	0.50	1	0.83	5

- 2.6. The results indicate that the proposed roundabout arrangement would operate within capacity with minimal queuing along the approaches during both peak hours in the 2040 'Forecast Base' and 'With Development' scenarios.

Lower Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout

- 2.7. The geometry of the existing junction is unchanged from that used in analysis which accompanied the approved South Wokingham SDL development (WBC Planning Ref : 191068) and has therefore already been validated.
- 2.8. The results of the updated capacity analysis for this roundabout are presented in Table 2.2 below, while the Junctions 11 outputs are attached at **Appendix D**.



Table 2.2 – Old Wokingham Road / Nine Mile Ride / Wokingham Road Roundabout

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
	2040 Baseline			
Old Wokingham Road (N)	0.62	2	1.06	94
Nine Mile Ride (E)	0.52	1	0.61	2
Old Wokingham Road (S)	0.88	7	0.62	2
Nine Mile Ride (W)	0.74	3	0.43	1
2040 With Development				
Old Wokingham Road (N)	0.66	2	1.02	47
Nine Mile Ride (E)	0.54	1	0.63	2
Old Wokingham Road (S)	0.79	4	0.61	2
Nine Mile Ride (W)	0.61	2	0.44	1

- 2.9. The results indicate that the junction is forecast to operate within capacity during the AM peak period in the 2040 'Forecast Base' scenario, with the highest RFC of 0.88 recorded on the Old Wokingham Road (north) approach which corresponds to a queue of approximately seven vehicles.
- 2.10. During the PM peak period in the 2040 'Forecast Base' scenario, some capacity constraint is evident along the Old Wokingham Road (north) approach. The other arms are however predicted to operate within capacity.
- 2.11. With the introduction of the proposed development, the RFC along the Old Wokingham Road (north) approach is predicted to reduce in both the AM and PM peak hours. This demonstrates that the effect of the proposed development would be to have a slight benefit in terms of the operation of the roundabout in future years. This improvement is attributable to the proposed point closure along Easthampstead Road which has a beneficial effect in terms of traffic flows routing along the southern section of the Old Wokingham Road corridor, including at its junction with Nine Mile Ride.
- 2.12. The junction is constrained by existing land ownership boundaries, limiting the scope for physical improvement measures. In any event, mitigation would only be considered necessary where a development results in a severe residual impact compared with the future baseline scenario. The above analysis demonstrates this is not the case.

Old Wokingham Road / Easthampstead Road Priority Junction

- 2.13. The results of the updated capacity analysis for the existing junction layout for the 2040 'Forecast Base' scenario are presented in Table 2.3 below, while the Junctions 11 outputs are attached at **Appendix E**. The Appendix also presents the existing junction geometries which have been used to undertake the assessment.



Table 2.3 - Old Wokingham Road / Easthampstead Road Priority Junction (Existing Layout)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
	2040 Forecast Base			
Old Wokingham Road (N)	0.19	1	0.11	1
Easthampstead Road	0.65	2	1.05	24
Old Wokingham Road (S)	-	-	-	-

- 2.14. As can be seen, the analysis indicates that the Easthampstead Road approach to the junction would operate over capacity in the 2040 'Forecast Base' scenario, before any account is taken of the proposed development.
- 2.15. The development proposals include a point closure on Easthampstead Road to the west of the priority junction. As a result, traffic flows turning into and from Easthampstead Road would be substantially reduced and limited primarily to trips associated with a small number of existing properties, an existing vehicle repair business, and the proposed SANG car park. Moreover, in addition to the benefits accrued from the point closure along Easthampstead Road, it is also proposed to implement enhancements at the junction which are primarily aimed at addressing safety concerns which have been raised regarding the existing arrangement. A copy of the proposed junction enhancement scheme is presented within **Appendix F**.
- 2.16. Whilst it is readily apparent that the significant reduction in traffic flows at this location would deliver betterment, for completeness the proposed layout has been tested using the 2040 'With Development' traffic flows. Of note is that the 2040 'With Development' WSTM4 output shows zero traffic movements along the eastern section of Easthampstead Road as a result of the point closure which is being introduced. Accordingly, an additional 50 vehicle movements have been added to the Easthampstead Road arm in each of the peak hours which represents a very robust allowance for the residual movements associated with the future SANG car park and access only-traffic that would utilise the eastern section of Easthampstead Road.
- 2.17. The results of the updated capacity analysis for the proposed junction layout in the 2040 'With Development Scenario' are presented in Table 2.4 below, while the Junctions 11 outputs are attached at **Appendix F**. The Appendix also presents the existing junction geometries which have been used to undertake the assessment.

Table 2.4 : Old Wokingham Road / Easthampstead Road Priority Junction (Proposed Layout)

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
	2040 With Development			
Old Wokingham Road (N)	0.06	1	0.08	1
Easthampstead Road	0.10	1	0.07	1
Old Wokingham Road (S)	-	-	-	-



- 2.18. As can be seen from Table 2.4, the proposed layout for the Old Wokingham Road / Easthampstead Road junction would operate well within capacity during both peak hours, representing significant benefit when compared to the 2040 'Forecast Base' scenario.

Old Wokingham Road / West Road Priority Junction

- 2.19. The results of the capacity analysis for this junction are presented in Table 2.5 below, while the Junctions 11 outputs are attached at **Appendix G**.
- 2.20. It should be noted that the WSTM4 model represents all the land uses along West Road as a single 'zone loader' which accesses the network via West Road. In reality however, South Road provides a second point of access onto the wider network for trips to and from this area. In order to account for this, the turning flows to and from West Road for the 'Forecast Base' and 'With Development' scenarios have been halved on the basis that the remainder of movements are likely to route via South Road. Indeed, given that West Road is a private lane (unlike South Road) it is likely that only the minority of traffic will use West Road and hence the allowance made is considered to be reasonable.

Table 2.5 : Old Wokingham Road / West Road Priority Junction

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
	2040 Forecast Base			
Wokingham Road (N)	-	-	-	-
West Road	0.34	1	0.73	3
Old Wokingham Road (S)	0.91	20	0.25	1
	2040 With Development			
	Wokingham Road (N)	-	-	-
	West Road	0.27	1	0.50
	Old Wokingham Road (S)	0.59	4	0.24

- 2.21. The assessment indicates that queuing would form along the Old Wokingham Road (south) approach to the junction in the 2040 'Forecast Base' scenario, before any account is taken of the proposed development.
- 2.22. The 2040 'With Development' assessments indicate that the situation would be addressed when account is taken of the development proposals which include a point closure along Easthampstead Road which acts to reduce traffic flows along Old Wokingham Road in this location. As is the case with the neighbouring junction with Easthampstead Road, the proposed development will therefore deliver betterment in this location.

Peacock Lane / Sparrowhawk Way Roundabout

- 2.23. The operational performance of the Peacock Lane / Sparrowhawk Way roundabout for the 2040 'Forecast Base' and 'With Development' scenarios is summarised in Table 2.6. The full junction capacity modelling outputs are provided at **Appendix H**. The junction geometries used reflect those used in analysis which accompanied the approved South Wokingham SDL development (WBC Planning Ref : 191068) and has therefore already been validated.



- 2.24. It should be noted that the WSTM4 represents the Sparrowhawk Way Roundabout as the sole point of entry into the Jennett's Park development. However, this existing development benefits from two primary points of access in this location; namely Sparrowhawk Way and Osprey Avenue. In order to undertake the assessment the total traffic assigned to the 'zone loader' in this location has been apportioned equally to the Sparrowhawk Way and Osprey Avenue access points.

Table 2.6 : Existing Peacock Lane / Sparrowhawk Way Roundabout

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
	2040 Forecast Base			
Peacock Lane (E)	1	0.50	4	0.80
Sparrowhawk Way	1	0.07	1	0.49
Peacock Lane (W)	1	0.58	1	0.54
	2040 With Development			
Peacock Lane (E)	1	0.52	5	0.84
Sparrowhawk Way	1	0.07	1	0.53
Peacock Lane (W)	2	0.59	1	0.53

- 2.25. As is evident from Table 2.6, the additional traffic arising from the proposed development would have a minimal effect on queuing levels at the roundabout. The highest RFC in the 'With Development' scenario is 0.84 along the Peacock Lane approach, indicating that the roundabout would operate within capacity when the development is fully operational. Indeed, only minimal changes in queue lengths are forecast, demonstrating that the proposed development traffic would not have any significant effect on the operation of the roundabout.

Peacock Lane / Vigar Way / Webster Close Roundabout

- 2.26. An improvement scheme involving the provision of additional approach width on the western Peacock Lane approach to this roundabout has already been approved as part of the South Wokingham SDL development (WBC Planning Ref : 191068). A drawing of this approved mitigation scheme is provided at **Appendix I**. The junction geometries modelled as part of this assessment are consistent with those used in analysis which accompanied the approved South Wokingham SDL development (WBC Planning Ref : 191068).
- 2.27. Of note is that the WSTM4 model does not include a dedicated zone loader for Webster Close arm. Traffic flows for this arm have therefore been derived from the MEC Transport Assessment prepared for the approved development of 119 dwellings at Land South of A329M and East of Vigar Way, Bracknell, Berkshire (MEC Report Ref: 25200 08 TA 01 Rev B; Bracknell Forest Council Planning Reference 21/00856/FUL). These flows allow for existing traffic movements as well as traffic associated with the approved development.
- 2.28. The results of the capacity analysis for this roundabout are presented in Table 2.7 below, while the Junctions 11 outputs are attached at **Appendix I**.



Table 2.7 – Peacock Lane / Vigar Way Roundabout

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
	2040 Forecast Base			
Peacock Lane (E)	0.71	2	0.35	1
Peacock Lane (W)	0.68	2	0.71	2
Vigar Way	0.62	2	0.75	3
Webster Close	0.11	1	0.06	1
2040 With Development				
Peacock Lane (E)	0.74	3	0.47	1
Peacock Lane (W)	0.67	2	0.72	3
Vigar Way	0.65	2	0.78	3
Webster Close	0.12	1	0.06	1

- 2.29. The results indicate that the junction is forecast to operate within capacity during both peak periods in the 2040 'Forecast Base' scenario. The junction is also predicted to continue to operate within capacity when allowing for cumulative development traffic. Indeed, only negligible changes in queue lengths are forecast, demonstrating that the proposed development traffic would not have any significant effect on the operation of the roundabout.

Peacock Lane / Osprey Avenue / Webster Close Roundabout

- 2.30. The operational performance of the Peacock Lane / Osprey Avenue / Webster Close roundabout for the 2040 'Forecast Base' and 2040 'With Development' scenarios is summarised in Table 2.8. The full junction capacity assessment outputs are provided at **Appendix J** which includes a sketch that presents the existing junction geometries which have been used to undertake the assessment.
- 2.31. As was noted for the assessment at the Sparrowhawk Way roundabout, the WSTM4 represents the Jennett's Park development as having only a single 'zone' loader whereas the development benefits from two primary points of access at this location (Sparrowhawk Way and Osprey Avenue). For the purposes of this assessment, the total traffic assigned to the 'zone loader' in this location has been apportioned equally to the Sparrowhawk Way and Osprey Avenue access points.

Table 2.8 – Peacock Lane / Osprey Avenue / Webster Close Roundabout

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
	2040 Baseline			
Peacock Lane (E)	2	0.71	1	0.25
Osprey Avenue	1	0.11	1	0.32
Peacock Lane (W)	1	0.35	1	0.20
Webster Close	1	0.35	1	0.17
2040 With Development				
Peacock Lane (E)	3	0.72	1	0.29
Osprey Avenue	1	0.11	1	0.34
Peacock Lane (W)	1	0.35	1	0.20
Webster Close	1	0.35	1	0.17



- 2.32. The assessment indicates that the roundabout is forecast to operate within capacity during both peak periods in the 2040 'Forecast Base' scenario. When allowing for traffic associated with the proposed development, the roundabout continues to operate within capacity with no significant increase in queue lengths along any of the approaches. The proposed development traffic would therefore not have any significant effect on the operation of the roundabout.

3. Summary and Conclusion

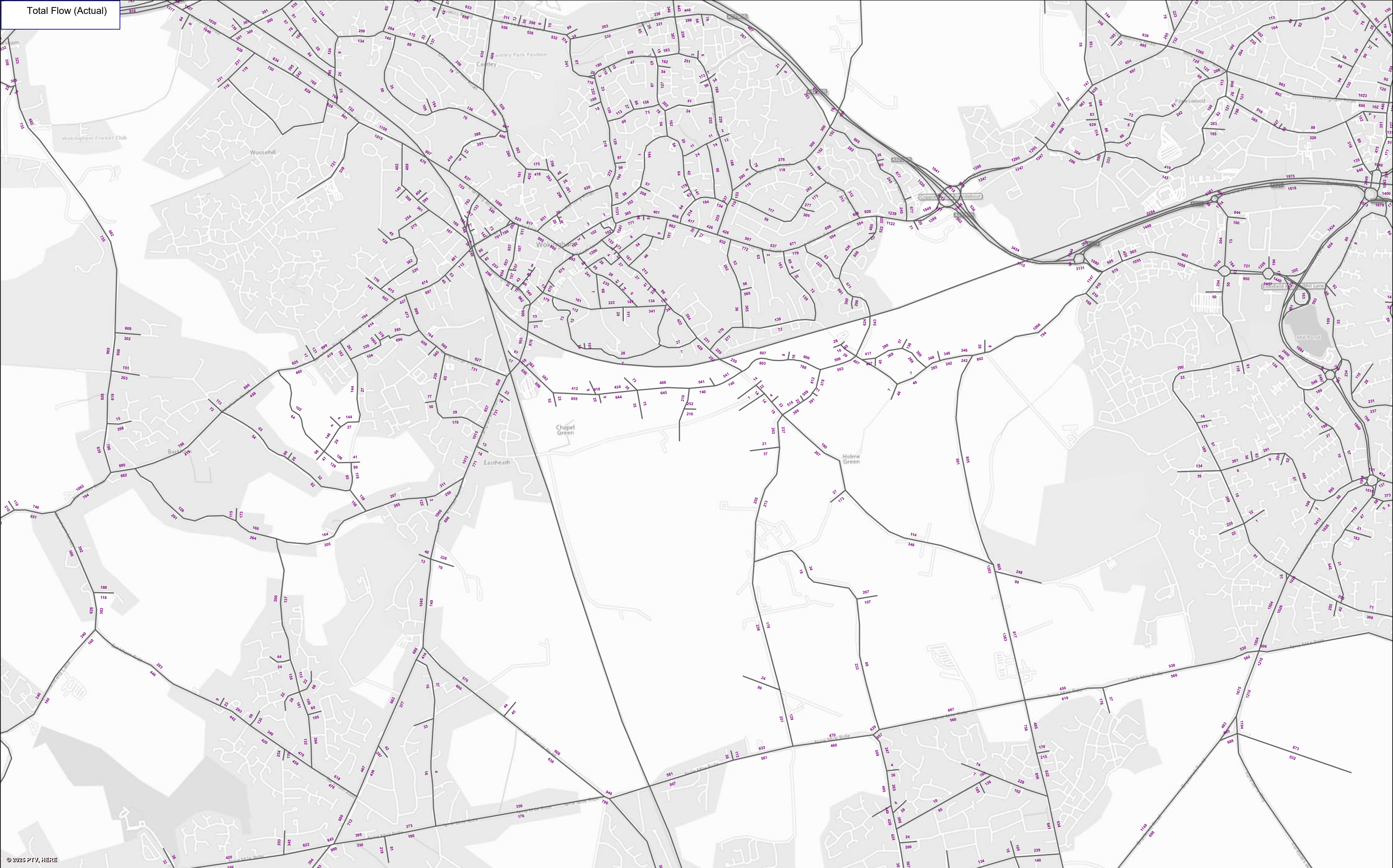
- 3.1. This Technical Note has examined the operational performance of a series of junctions on the local highway network using future year flows obtained from Wokingham Borough Council's updated WSTM4 traffic model.
- 3.2. The updated WSTM4 model establishes a design year of 2040 which is used to present the 'Forecast Base' position. The WSTM4 runs then included a 2040 'With Development' scenario to allow for a cumulative scenario where development is completed at Priors Farm, Pearce's Farm and at the Pudner Land. Notably, the 2040 'With Development' scenario also allows for the highway interventions that accompany the proposed development such as the new highway link though the site and a point closure along Easthampstead Road.
- 3.3. Junction capacity assessments have been undertaken for a number of junction locations as requested by Bracknell Forest Council.
- 3.4. The assessments take account of the highway mitigation works that have already been secured on the surrounding network which accompany the approved South Wokingham SDL development (WBC Planning Ref : 191068). These comprise a new roundabout in place of the Peacock Lane / Old Wokingham Road / Waterloo Road junction and also capacity improvements along the Peacock Lane approach to its roundabout with Vigar Way.
- 3.5. The analysis demonstrates that the above improvement schemes can accommodate the cumulative traffic which would be generated by the proposed developments at Priors Farm, Pearce's Farm and at the Pudner Land. Moreover, it has been demonstrated that, with the point closure of Easthampstead Road and the accompanying proposals aimed at further enhancing safety at its junction with Old Wokingham, the development proposals would deliver betterment at this location. It is also evident from the capacity analysis that traffic arising from the proposed development would not result in any significant impacts at the junctions further afield.
- 3.6. Overall, the assessments confirm that the proposed development would not result in any severe *residual cumulative impacts* on the operation of the surrounding highway network, in accordance with national planning policy. Subject to the delivery of the identified mitigation measures, the proposed development is therefore considered acceptable in highway and transport terms.



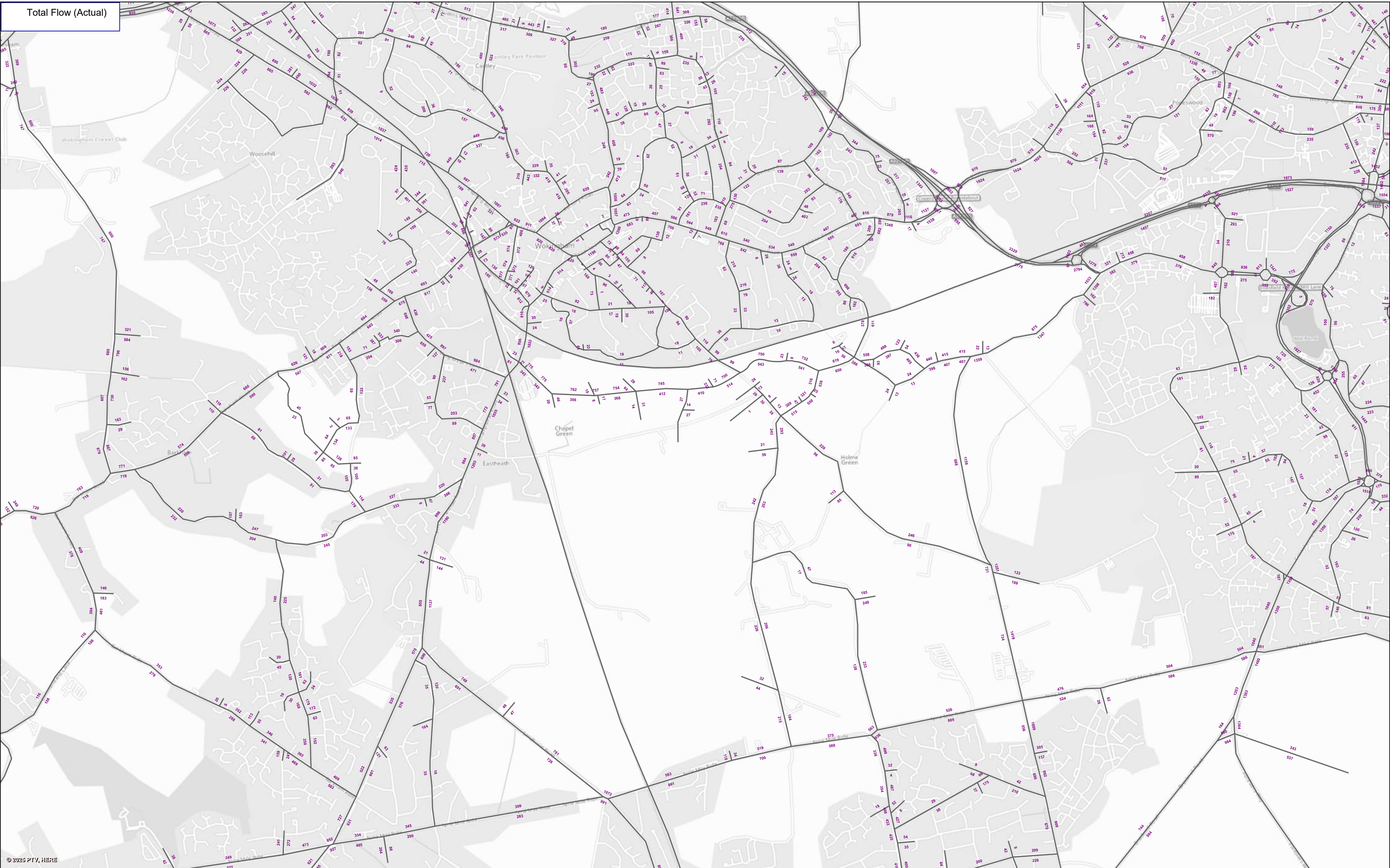


Appendix A

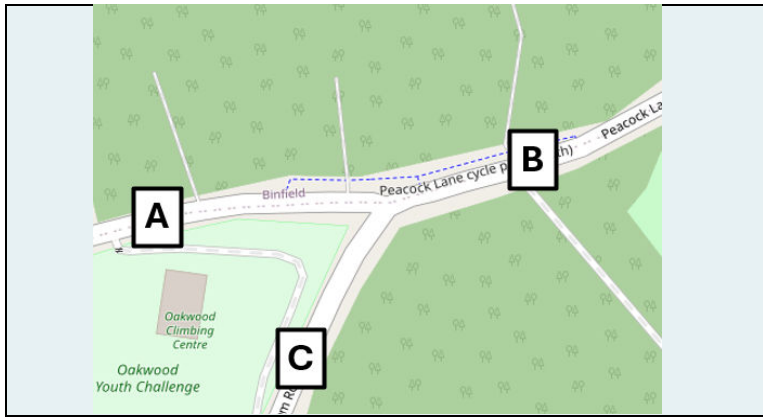
2040 WSTM4 Outputs : 'Forecast Base' Scenario



Total Flow (Actual)



Junction:	1. Old Wokingham Road / Peacock Lane / Waterloo Road
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Survey Date: [Index](#)

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	19946	1113	1113	19946	Waterloo Road
B	9070	1113	1113	9070	Peacock Lane
C	19953	1113	1113	19953	Old Wokingham Road
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

Include?

Yes

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	3	33%

All Vehicle		To Arm							
	A	B	C	D	E	F	G	TOTAL	ATC
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
	ATC								

All Vehicle		To Arm						
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	176	205				382
	B	96	0	767				864
	C	293	967	0				1260
	D							
	E							
	F							
	G							
	TOTAL	390	1143	973				2506

All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
TOTAL									

All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

OBSERVED									
Car		To Arm							
		A	B	C	D	E	F	G	TOTAL
	A								0

Include?

Yes

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	3	33%

[illegible]

All Vehicle		To Arm							
From Arm	A	B	C	D	E	F	G	TOTAL	
	A	0	294	193					486
	B	247	0	1205					1452
	C	161	607	0					768
	D								
	E								
	F								
	G								
	TOTAL	408	901	1398					2706

All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

All Vehicle		To Arm						
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	136.8443	175.3739				312.2182
	B	85.06425	0	647.487				732.5513
	C	267.4039	829.6379	0				1097.042
	D							
	E							
	F							
	G							
	TOTAL	352.4682	966.4823	822.8609				2141.811

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	37.97822	27.83984				65.81806
	B	10.46484	0	109.5416				120.0064
	C	25.99714	134.0119	0				160.009
	D							
	E							
	F							
	G							
	TOTAL	36.46198	171.9901	137.3814				345.8335

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	250.6602	145.0518				395.712
	B	215.9498	0	1098.003				1313.952
	C	147.5867	526.4662	0				674.0529
	D							
	E							
	F							
	G							
	TOTAL	363.5365	777.1264	1243.054				2383.717

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	41.22248	47.02653				88.24901
	B	30.03466	0	94.37419				124.4089
	C	13.08432	75.04444	0				88.12876
	D							
	E							
	F							
	G							
	TOTAL	43.11898	116.2669	141.4007				300.7866

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.35092	2.22483				3.57575
	B	0.79428	0	10.25124				11.04552
	C	0.06504	3.28671	0				3.35175
	D							
	E							
	F							
	G							
	TOTAL	0.85932	4.63763	12.47607				17.97302

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
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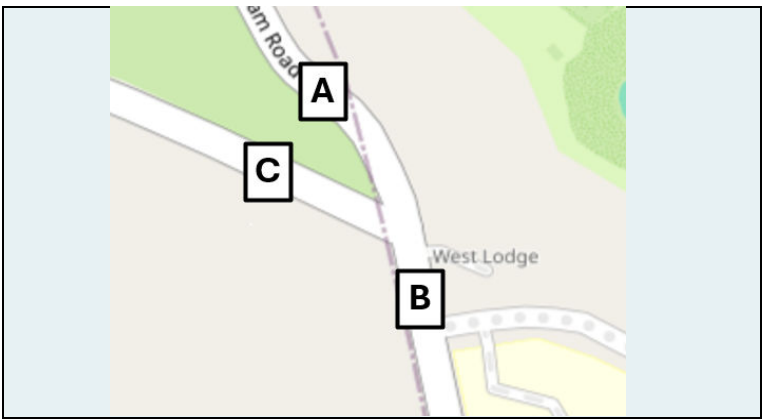
MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.64808	0.44783				2.09591
	B	0.92149	0	12.70939				13.63088
	C	0.0061	5.62059	0				5.62669
	D							
	E							
	F							
	G							
	TOTAL	0.92759	7.26867	13.15722				21.35348

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction Turning Flows

Junction: 2. Old Wokingham Road / Easthampstead Road



Survey Date: [Index](#)

Status: **Exclude** Turns are only used if count is around a single node. Otherwise, arm totals are used

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	19950	1114	1114	19950	Old Wokingham Road (north)
B	9062	1114	1114	9062	Old Wokingham Road (south)
C	4424	1114	1114	4424	Easthampstead Road
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak

Include?

Yes

Total Turns	9	
GEH < 5.0	7	78%
GEH < 7.5	7	78%
GEH < 10.0	7	78%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED									
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	921	0					921
	B	1094	0	0					1094
	C	0	0	0					0
	D								
	E								
	F								
	G								
	TOTAL	1094	921	0					2016

GEH								
All Vehicle		To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE									
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

OBSERVED									
Car	To Arm								
	A	B	C	D	E	F	G	TOTAL	
	A								0

PM Peak

Include?

Yes

Total Turns	9	
GEH < 5.0	7	78%
GEH < 7.5	7	78%
GEH < 10.0	7	78%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1263	0				1263
	B	714	0	0				714
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	714	1263	0				1978

GEH									
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	769.1203	0				769.1203
	B	958.185	0	0				958.185
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	958.185	769.1203	0				1727.305

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	139.8828	0				139.8828
	B	132.8208	0	0				132.8208
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	132.8208	139.8828	0				272.7036

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	1120.195	0				1120.195
	B	617.5903	0	0				617.5903
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	617.5903	1120.195	0				1737.786

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	130.0721	0				130.0721
	B	91.07579	0	0				91.07579
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	91.07579	130.0721	0				221.1479

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	12.26689	0				12.26689
	B	3.33302	0	0				3.33302
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	3.33302	12.26689	0				15.59991

GEH								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
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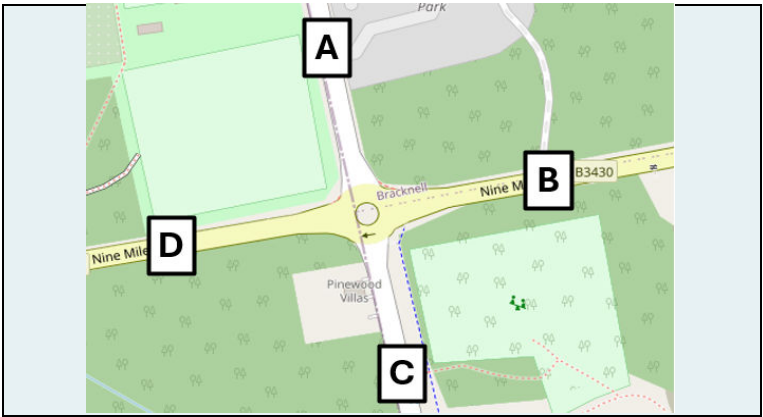
MODELLED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	13.16158	0				13.16158
	B	5.6175	0	0				5.6175
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	5.6175	13.16158	0				18.77908

GEH								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction Turning Flows

Junction: 3. Old Wokingham Road / Nine Mile Ride



Survey Date: [Index](#)

Status: **Exclude** Turns are only used if count is around a single node. Otherwise, arm totals are used

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	9062	1115	1115	9062	Old Wokingham Road (north)
B	4017	1115	1115	4017	Nine Mile Ride (east)
C	4932	1115	1115	4932	Old Wokingham Road (south)
D	1116	1115	1115	1116	Nine Mile Ride (west)
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak

Include?
Yes

Total Turns	16
GEH < 5.0	5 31%
GEH < 7.5	7 44%
GEH < 10.0	8 50%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	0	0	0			0	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	142	481	248			871
	B	300	0	8	323			631
	C	635	29	0	16			679
	D	260	323	20	0			604
	E							
	F							
	G							
	TOTAL	1195	494	509	587			2786

GEH							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL

PM Peak

Include?
Yes

Total Turns	16
GEH < 5.0	4 25%
GEH < 7.5	5 31%
GEH < 10.0	6 38%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	159	872	306			1338
	B	87	0	43	424			554
	C	477	21	0	51			549
	D	166	313	52	0			532
	E							
	F							
	G							
	TOTAL	730	494	968	782			2974

GEH							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL

From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	100.9982	411.2658	190.1418			702.4058
	B	263.8374	0	8.1856	305.388			577.411
	C	563.0668	27.12901	0	13.97359			604.1694
	D	232.0206	278.5836	20.00562	0			530.6098
	E							
	F							
	G							
	TOTAL	1058.925	406.7108	439.457	509.5034			2414.596

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	27.85478	56.97502	55.88311			140.7129
	B	35.6758	0	0.14146	17.85442			53.67168
	C	69.24818	1.47229	0	1.83695			72.55742
	D	27.96427	44.87007	0.48089	0			73.31523
	E							
	F							
	G							
	TOTAL	132.8883	74.19714	57.59737	75.57448			340.2572

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							

From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	104.6629	778.6683	292.6118			1175.943
	B	49.90287	0	43.19088	384.3898			477.4836
	C	438.4125	21.24687	0	49.67376			509.3331
	D	138.1937	283.816	49.42985	0			471.4396
	E							
	F							
	G							
	TOTAL	626.509	409.7258	871.289	726.6754			2634.199

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	37.63908	79.62236	13.01369			130.2751
	B	33.60557	0	0.21575	40.02513			73.84645
	C	36.65131	0.02293	0	0.92811			37.60235
	D	28.22025	29.47597	2.89338	0			60.5896
	E							
	F							
	G							
	TOTAL	98.47713	67.13798	82.73149	53.96693			302.3135

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							

	G								
	TOTAL	0	0	0	0				0

MODELLED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	13.3294	12.26306	2.09047			27.68293
	B	0	0	0	0.01663			0.01663
	C	2.62912	0	0	0			2.62912
	D	0.32506	0	0	0			0.32506
	E							
	F							
	G							
	TOTAL	2.95418	13.3294	12.26306	2.1071			30.65374

GEH								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D			Ok	
E				
F				
G				

	G								
	TOTAL	0	0	0	0				0

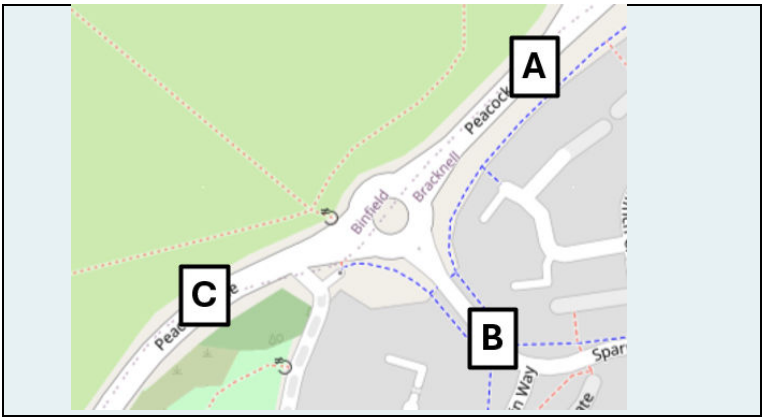
MODELLED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	17.0671	13.60834	0.822			31.49744
	B	3.04673	0	0	0.042			3.08873
	C	2.24737	0	0	0			2.24737
	D	0.00066	0.18224	0.00346	0			0.18636
	E							
	F							
	G							
	TOTAL	5.29476	17.24934	13.6118	0.864			37.0199

GEH								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D			Ok	
E				
F				
G				

Junction Turning Flows

Junction: 11. Peacock Lane / Sparrowhawk Way



Survey Date: [Index](#)

Status: **Exclude** Turns are only used if count is around a single node. Otherwise, arm totals are used

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	8113	8121	8121	8113	Peacock Lane (east)
B	9069	8121	8121	9069	Sparrowhawk Way
C	9070	8121	8121	9070	Peacock Lane (west)
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	3 33%

OBSERVED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							
ATC								

MODELLED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	153	792				945
	B	116	0	51				166
	C	1044	59	0				1103
	D							
	E							
	F							
	G							
	TOTAL	1160	212	843				2214

GEH

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

Car	OBSERVED To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

PM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	3 33%

OBSERVED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							
ATC								

MODELLED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	118	1346				1465
	B	714	0	88				802
	C	823	53	0				876
	D							
	E							
	F							
	G							
	TOTAL	1537	171	1434				3143

GEH

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

Car	OBSERVED To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	104.8483	670.0418				774.8902
	B	101.2612	0	44.4513				145.7125
	C	905.0174	32.31035	0				937.3277
	D							
	E							
	F							
	G							
	TOTAL	1006.279	137.1587	714.4931				1857.93

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	47.97519	111.1102				159.0854
	B	14.25598	0	5.85256				20.10854
	C	134.6997	26.47751	0				161.1772
	D							
	E							
	F							
	G							
	TOTAL	148.9557	74.4527	116.9628				340.3712

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	95.07083	1232.454				1327.525
	B	667.2636	0	64.75852				732.0221
	C	708.2659	46.40301	0				754.6689
	D							
	E							
	F							
	G							
	TOTAL	1375.529	141.4738	1297.212				2814.216

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	23.0063	100.5631				123.5694
	B	46.9486	0	22.91897				69.86757
	C	107.5582	6.24758	0				113.8058
	D							
	E							
	F							
	G							
	TOTAL	154.5068	29.25388	123.482				307.2427

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.21749	10.76965				10.98714
	B	0.15006	0	0.27795				0.42801
	C	4.4145	0.18576	0				4.60026
	D							
	E							
	F							
	G							
	TOTAL	4.56456	0.40325	11.0476				16.01541

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

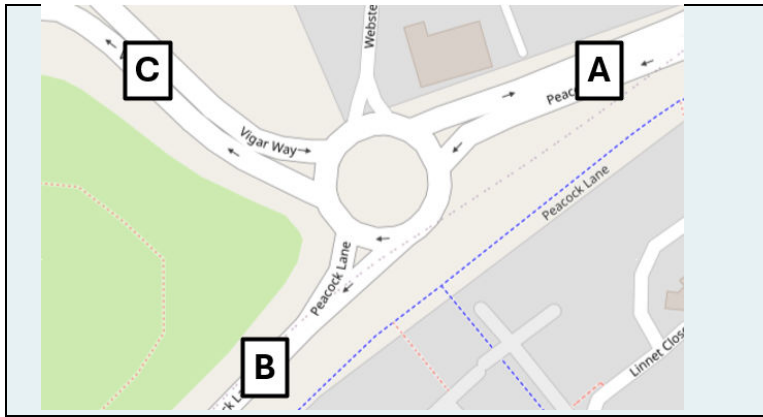
TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.24076	13.31112				13.55188
	B	0.10973	0	0.31706				0.42679
	C	7.2651	0.00268	0				7.26778
	D							
	E							
	F							
	G							
	TOTAL	7.37483	0.24344	13.62818				21.24645

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction:	12. Peacock Lane / Vigar Way / Webster Close
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Survey Date: [Index](#)

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	2321	8113	8113	2321	Peacock Lane (east)
B	8121	8113	8113	8121	Peacock Lane (west)
C	8112	8113	8113	8111	Vigar Way
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

Include?

Yes

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	3	33%

		OBSERVED							
	All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL	ATC
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
	ATC								

MODELLED									
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	155	849					1005
	B	236	0	899					1135
	C	354	790	0					1143
	D								
	E								
	F								
	G								
	TOTAL	590	945	1749					3283

[illegible]

		ABSOLUTE DIFFERENCE							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
TOTAL									

		PERCENTAGE DIFFERENCE							
	All Vehicle	To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

Include?

Yes

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	4	44%

		OBSERVED								
All Vehicle	To Arm									
	A	B	C	D	E	F	G	TOTAL	ATC	
From Arm	A									
	B									
	C									
	D									
	E									
	F									
	G									
	TOTAL									
ATC										

		MODELLED							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	176	267					443
	B	286	0	1228					1514
	C	32	1289	0					1321
	D								
	E								
	F								
	G								
	TOTAL	318	1465	1495					3278

		GEH							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE						
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
TOTAL								

		PERCENTAGE DIFFERENCE							
	All Vehicle	To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	132.8134	827.5246				960.3381
	B	225.6401	0	760.4727				986.1128
	C	345.199	642.0767	0				987.2758
	D							
	E							
	F							
	G							
	TOTAL	570.8391	774.8902	1587.997				2933.727

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	22.61802	7.36481				29.98283
	B	10.2881	0	134.6326				144.9207
	C	8.26701	136.4674	0				144.7344
	D							
	E							
	F							
	G							
	TOTAL	18.55511	159.0854	141.9974				319.6379

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	159.1513	257.5772				416.7285
	B	273.8814	0	1085.255				1359.136
	C	28.85535	1168.373	0				1197.229
	D							
	E							
	F							
	G							
	TOTAL	302.7367	1327.525	1342.832				2973.093

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	16.7171	7.74272				24.45982
	B	11.59301	0	136.2003				147.7933
	C	2.79127	106.8523	0				109.6435
	D							
	E							
	F							
	G							
	TOTAL	14.38428	123.5694	143.943				281.8967

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	14.22549				14.22549
	B	0.02545	0	4.31088				4.33633
	C	0.22164	10.98714	0				11.20878
	D							
	E							
	F							
	G							
	TOTAL	0.24709	10.98714	18.53637				29.7706

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.00193	1.63979				1.64172
	B	0.19139	0	6.97161				7.163
	C	0.25707	13.54996	0				13.80703
	D							
	E							
	F							
	G							
	TOTAL	0.44846	13.55189	8.6114				22.61175

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction:	26. Old Wokingham Road / West Road
------------------	---



Arm Description:

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

Include?

Yes

OBSERVED

MODELLED

GEH

ABSOLUTE DIFFERENCE

PERCENTAGE DIFFERENCE

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED

[illegible]

Include?

Yes

OBSERVED

MODELLED

GEH

ABSOLUTE DIFFERENCE

PERCENTAGE DIFFERENCE

		PERCENTAGE DIFFERENCE						
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	102.5344	666.5859				769.1203
	B	41.85007	0	35.81994				77.67001
	C	916.3349	142.5899	0				1058.925
	D							
	E							
	F							
	G							
	TOTAL	958.185	245.1243	702.4058				1905.715

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	3.60728	136.2755				139.8828
	B	1.35617	0	4.4374				5.79357
	C	131.4646	1.42363	0				132.8883
	D							
	E							
	F							
	G							
	TOTAL	132.8208	5.03091	140.7129				278.5646

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	59.27151	1060.924				1120.195
	B	56.19889	0	115.0191				171.218
	C	561.3914	65.11765	0				626.509
	D							
	E							
	F							
	G							
	TOTAL	617.5903	124.3892	1175.943				1917.922

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	0.23852	129.8336				130.0721
	B	0.87788	0	0.44157				1.31945
	C	90.19791	8.27921	0				98.47712
	D							
	E							
	F							
	G							
	TOTAL	91.07579	8.51773	130.2751				229.8687

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.93416	11.33273				12.26689
	B	0.40832	0	16.35021				16.75853
	C	2.9247	0.02948	0				2.95418
	D							
	E							
	F							
	G							
	TOTAL	3.33302	0.96364	27.68294				31.9796

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

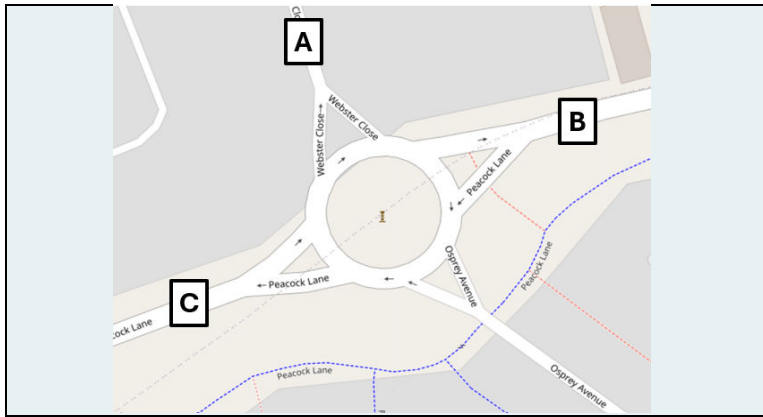
TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.04845	12.11313				13.16158
	B	0.32275	0	19.38431				19.70706
	C	5.29475	0	0				5.29475
	D							
	E							
	F							
	G							
	TOTAL	5.6175	1.04845	31.49744				38.16339

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction:	27. Peacock Lane / Osprey Avenue/ Webster Close
-----------	---



Survey Date: [Index](#)

Status:	Exclude	Turns are only used if count is around a single node. Otherwise, arm totals are used
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Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	5055	2321	2321	5055	Webster Close
B	9373	2321	2321	9373	Peacock Lane (east)
C	8113	2321	2321	8113	Peacock Lane (west)
D					
E					
F					
G					

Vehicle	Growth
Car	1
LGV	1
HGV	1

Include?

Yes

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	4	44%

		OBSERVED							
	All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL	ATC
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
	ATC								

		MODELLED							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	341	79					420
	B	149	0	926					1075
	C	41	549	0					590
	D								
	E								
	F								
	G								
	TOTAL	190	890	1005					2085

		GEH							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

		PERCENTAGE DIFFERENCE							
	All Vehicle	To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

Include?

Yes

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	6	67%

		OBSERVED								
All Vehicle		To Arm								
	A	B	C	D	E	F	G	TOTAL	ATC	
From Arm	A									
	B									
	C									
	D									
	E									
	F									
	G									
	TOTAL									
ATC										

		MODELLED							
All Vehicle	To Arm								
	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	176	37					213
	B	34	0	405					440
	C	38	279	0					318
	D								
	E								
	F								
	G								
	TOTAL	73	455	443					971

		GEH							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE						
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE								
	All Vehicle	To Arm						
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
From Arm	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	309.7381	71.9289				381.667
	B	74.03719	0	888.4092				962.4463
	C	32.20724	538.6319	0				570.8391
	D							
	E							
	F							
	G							
	TOTAL	106.2444	848.37	960.3381				1914.952

GEH								
From Arm	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
From Arm	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
From Arm	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	30.26212	7.04941				37.31153
	B	75.4468	0	22.93342				98.38022
	C	8.27299	10.28212	0				18.55511
	D							
	E							
	F							
	G							
	TOTAL	83.71979	40.54424	29.98283				154.2469

GEH								
From Arm	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
From Arm	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
From Arm	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	173.1117	29.51536				202.627
	B	31.13474	0	387.2132				418.3479
	C	34.99093	267.7458	0				302.7367
	D							
	E							
	F							
	G							
	TOTAL	66.12567	440.8575	416.7285				923.7117

GEH								
From Arm	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
From Arm	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
From Arm	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	2.58153	7.75854				10.34007
	B	3.11554	0	16.70128				19.81682
	C	3.09788	11.28639	0				14.38427
	D							
	E							
	F							
	G							
	TOTAL	6.21342	13.86792	24.45982				44.54116

GEH								
From Arm	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
From Arm	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.38469	0.02268				1.40737
	B	0	0	14.20281				14.20281
	C	0.22164	0.02545	0				0.24709
	D							
	E							
	F							
	G							
	TOTAL	0.22164	1.41014	14.22549				15.85727

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.20434	0.08425				0.28859
	B	0	0	1.55747				1.55747
	C	0.25707	0.19139	0				0.44846
	D							
	E							
	F							
	G							
	TOTAL	0.25707	0.39573	1.64172				2.29452

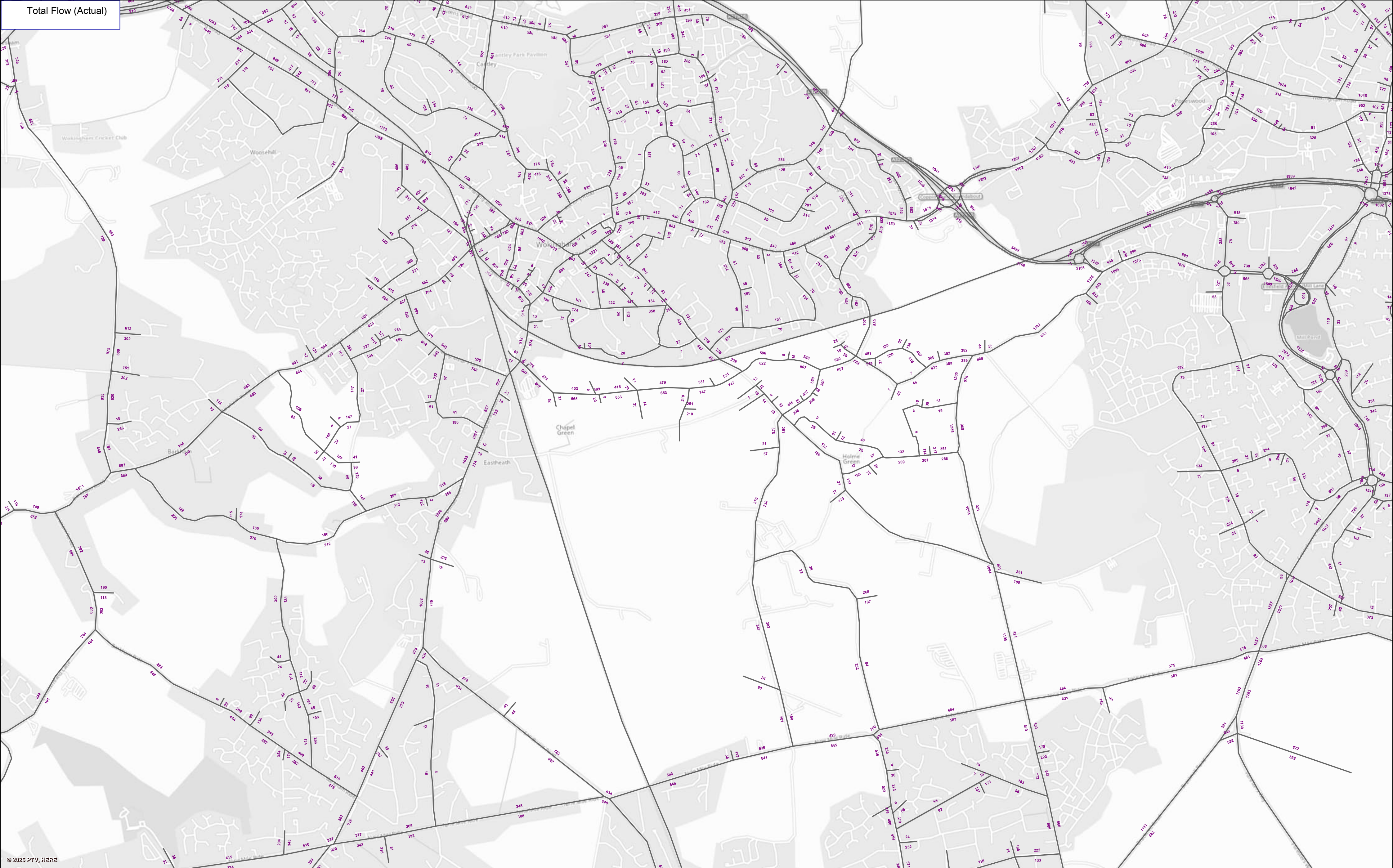
GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

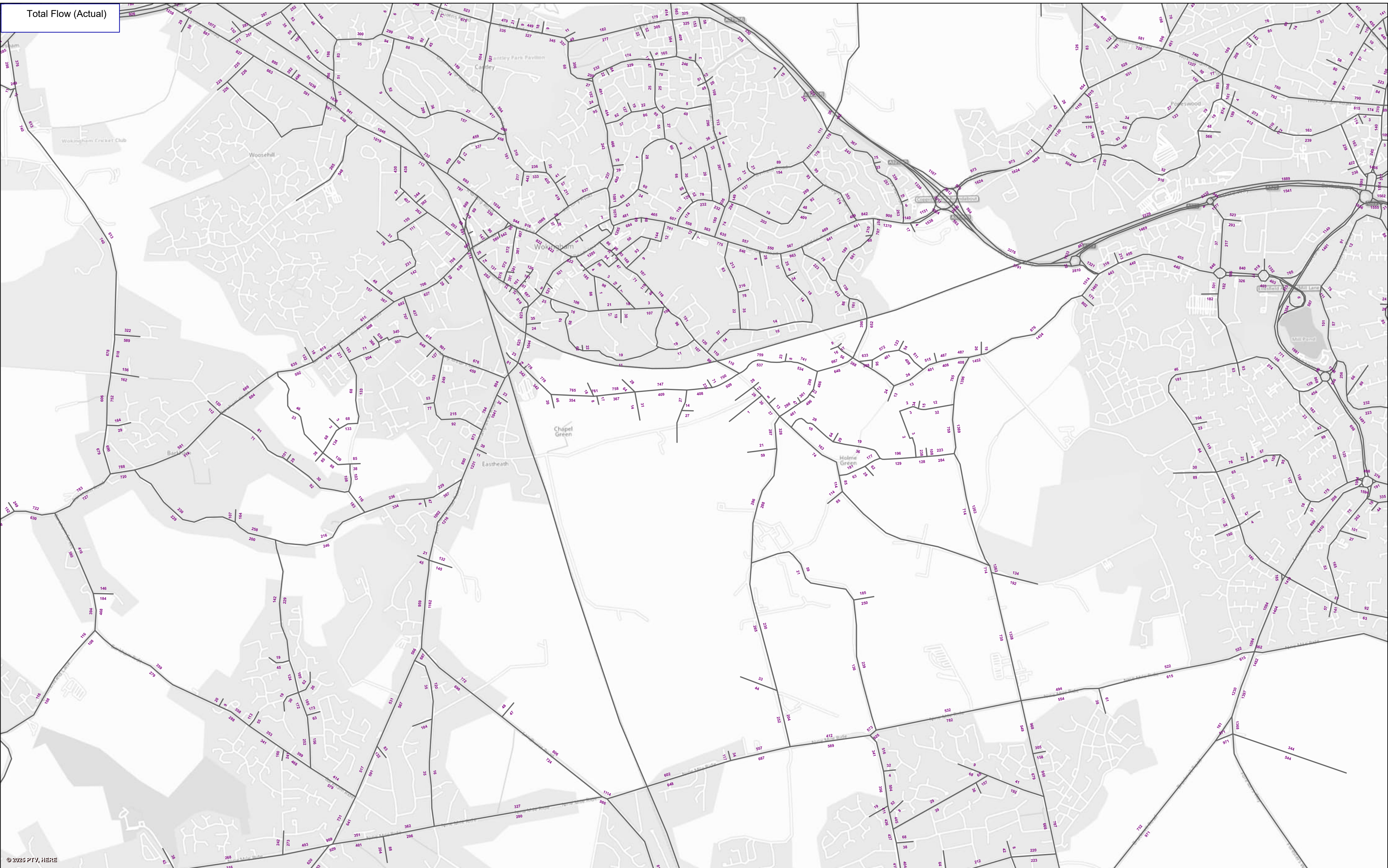


Appendix B

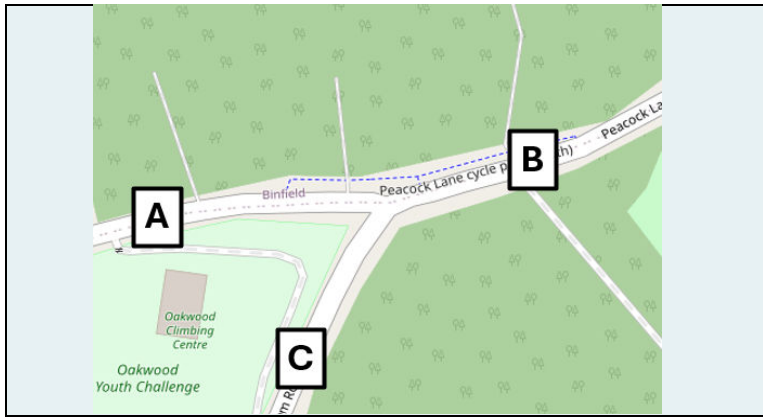
2040 WSTM4 Outputs - 'With Development' Scenario



Total Flow (Actual)



Junction:	1. Old Wokingham Road / Peacock Lane / Waterloo Road
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Survey Date: [Index](#)

Status:	Exclude	Turns are only used if count is around a single node. Otherwise, arm totals are used
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Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	19946	1113	1113	19946	Waterloo Road
B	9070	1113	1113	9070	Peacock Lane
C	19953	1113	1113	19953	Old Wokingham Road
D					
E					
F					
G					

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak			
Include?	Total Turns	9	
	GEH < 5.0	3	33%
	GEH < 7.5	3	33%
	GEH < 10.0	3	33%

OBSERVED									
All Vehicle	To Arm								
	A	B	C	D	E	F	G	TOTAL	ATC
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

		MODELLED							
All Vehicle	To Arm								
	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	176	205					382
	B	96	0	767					864
	C	293	967	0					1260
	D								
	E								
	F								
	G								
	TOTAL	390	1143	973					2506

GEH									
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
TOTAL									

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL
	A							0

PM Peak			
Include?	Total Turns	9	
	GEH < 5.0	3	33%
	GEH < 7.5	3	33%
	GEH < 10.0	3	33%

		OBSERVED							
All Vehicle		To Arm							
	A	B	C	D	E	F	G	TOTAL	ATC
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

		MODELLED							
All Vehicle	To Arm								
	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	294	193					486
	B	247	0	1205					1452
	C	161	607	0					768
	D								
	E								
	F								
	G								
	TOTAL	408	901	1398					2706

GEH									
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
TOTAL									

[illegible]

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	136.8443	175.3739				312.2182
	B	85.06425	0	647.487				732.5513
	C	267.4039	829.6379	0				1097.042
	D							
	E							
	F							
	G							
	TOTAL	352.4682	966.4823	822.8609				2141.811

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	37.97822	27.83984				65.81806
	B	10.46484	0	109.5416				120.0064
	C	25.99714	134.0119	0				160.009
	D							
	E							
	F							
	G							
	TOTAL	36.46198	171.9901	137.3814				345.8335

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	250.6602	145.0518				395.712
	B	215.9498	0	1098.003				1313.952
	C	147.5867	526.4662	0				674.0529
	D							
	E							
	F							
	G							
	TOTAL	363.5365	777.1264	1243.054				2383.717

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	41.22248	47.02653				88.24901
	B	30.03466	0	94.37419				124.4089
	C	13.08432	75.04444	0				88.12876
	D							
	E							
	F							
	G							
	TOTAL	43.11898	116.2669	141.4007				300.7866

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.35092	2.22483				3.57575
	B	0.79428	0	10.25124				11.04552
	C	0.06504	3.28671	0				3.35175
	D							
	E							
	F							
	G							
	TOTAL	0.85932	4.63763	12.47607				17.97302

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

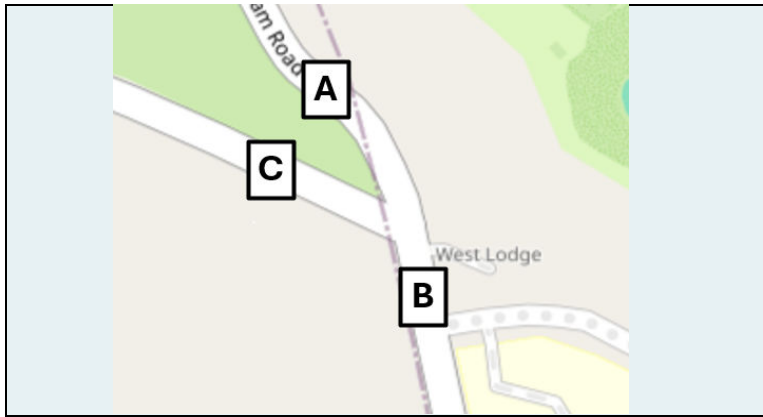
TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.64808	0.44783				2.09591
	B	0.92149	0	12.70939				13.63088
	C	0.0061	5.62059	0				5.62669
	D							
	E							
	F							
	G							
	TOTAL	0.92759	7.26867	13.15722				21.35348

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction:	2. Old Wokingham Road / Easthampstead Road



Survey Date: [Index](#)

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	19950	1114	1114	19950	Old Wokingham Road (north)
B	9062	1114	1114	9062	Old Wokingham Road (south)
C	4424	1114	1114	4424	Easthampstead Road
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

Include?

Yes

Total Turns	9	
GEH < 5.0	7	78%
GEH < 7.5	7	78%
GEH < 10.0	7	78%

		OBSERVED							
	All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL	ATC
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
	ATC								

		MODELLED							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	921	0					921
	B	1094	0	0					1094
	C	0	0	0					0
	D								
	E								
	F								
	G								
	TOTAL	1094	921	0					2016

		GEH							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

		PERCENTAGE DIFFERENCE							
All Vehicle	To Arm								
	A	B	C	D	E	F	G		
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

Include?

Yes

Total Turns	9	
GEH < 5.0	7	78%
GEH < 7.5	7	78%
GEH < 10.0	7	78%

		OBSERVED								
All Vehicle	To Arm									
	A	B	C	D	E	F	G	TOTAL	ATC	
From Arm	A									
	B									
	C									
	D									
	E									
	F									
	G									
	TOTAL									
ATC										

		MODELLED						
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1263	0				1263
	B	714	0	0				714
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	714	1263	0				1978

		GEH						
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

		ABSOLUTE DIFFERENCE						
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
TOTAL								

PERCENTAGE DIFFERENCE								
	All Vehicle	To Arm						
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	769.1203	0				769.1203
	B	958.185	0	0				958.185
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	958.185	769.1203	0				1727.305

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	139.8828	0				139.8828
	B	132.8208	0	0				132.8208
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	132.8208	139.8828	0				272.7036

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	1120.195	0				1120.195
	B	617.5903	0	0				617.5903
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	617.5903	1120.195	0				1737.786

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	130.0721	0				130.0721
	B	91.07579	0	0				91.07579
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	91.07579	130.0721	0				221.1479

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	12.26689	0				12.26689
	B	3.33302	0	0				3.33302
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	3.33302	12.26689	0				15.59991

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
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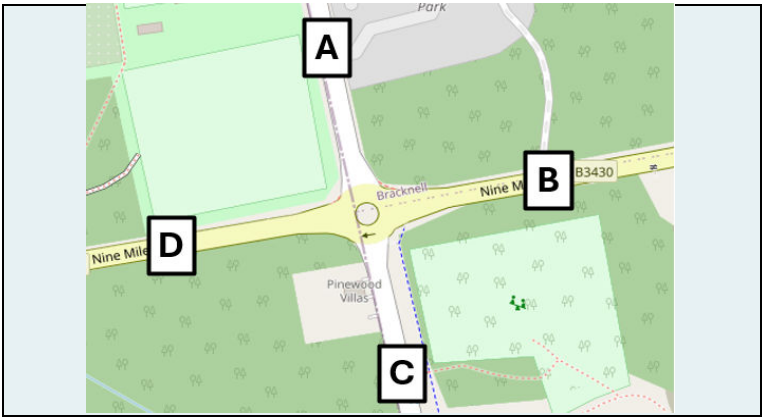
MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	13.16158	0				13.16158
	B	5.6175	0	0				5.6175
	C	0	0	0				0
	D							
	E							
	F							
	G							
	TOTAL	5.6175	13.16158	0				18.77908

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction Turning Flows

Junction: 3. Old Wokingham Road / Nine Mile Ride



Survey Date: [Index](#)

Status: **Exclude** Turns are only used if count is around a single node. Otherwise, arm totals are used

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	9062	1115	1115	9062	Old Wokingham Road (north)
B	4017	1115	1115	4017	Nine Mile Ride (east)
C	4932	1115	1115	4932	Old Wokingham Road (south)
D	1116	1115	1115	1116	Nine Mile Ride (west)
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak

Include?
Yes

Total Turns	16
GEH < 5.0	5 31%
GEH < 7.5	7 44%
GEH < 10.0	8 50%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	0	0	0			0	
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	142	481	248			871
	B	300	0	8	323			631
	C	635	29	0	16			679
	D	260	323	20	0			604
	E							
	F							
	G							
	TOTAL	1195	494	509	587			2786

GEH							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL

PM Peak

Include?
Yes

Total Turns	16
GEH < 5.0	4 25%
GEH < 7.5	5 31%
GEH < 10.0	6 38%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	159	872	306			1338
	B	87	0	43	424			554
	C	477	21	0	51			549
	D	166	313	52	0			532
	E							
	F							
	G							
	TOTAL	730	494	968	782			2974

GEH							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE							
All Vehicle	To Arm						
	A	B	C	D	E	F	G
From Arm	A						
	B						
	C						
	D						
	E						
	F						
	G						

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL

From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	100.9982	411.2658	190.1418			702.4058
	B	263.8374	0	8.1856	305.388			577.411
	C	563.0668	27.12901	0	13.97359			604.1694
	D	232.0206	278.5836	20.00562	0			530.6098
	E							
	F							
	G							
	TOTAL	1058.925	406.7108	439.457	509.5034			2414.596

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	27.85478	56.97502	55.88311			140.7129
	B	35.6758	0	0.14146	17.85442			53.67168
	C	69.24818	1.47229	0	1.83695			72.55742
	D	27.96427	44.87007	0.48089	0			73.31523
	E							
	F							
	G							
	TOTAL	132.8883	74.19714	57.59737	75.57448			340.2572

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							

From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	104.6629	778.6683	292.6118			1175.943
	B	49.90287	0	43.19088	384.3898			477.4836
	C	438.4125	21.24687	0	49.67376			509.3331
	D	138.1937	283.816	49.42985	0			471.4396
	E							
	F							
	G							
	TOTAL	626.509	409.7258	871.289	726.6754			2634.199

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							
	G							
	TOTAL	0	0	0	0			0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	37.63908	79.62236	13.01369			130.2751
	B	33.60557	0	0.21575	40.02513			73.84645
	C	36.65131	0.02293	0	0.92811			37.60235
	D	28.22025	29.47597	2.89338	0			60.5896
	E							
	F							
	G							
	TOTAL	98.47713	67.13798	82.73149	53.96693			302.3135

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							0
	E							
	F							

	G								
	TOTAL	0	0	0	0				0

MODELLED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	13.3294	12.26306	2.09047			27.68293
	B	0	0	0	0.01663			0.01663
	C	2.62912	0	0	0			2.62912
	D	0.32506	0	0	0			0.32506
	E							
	F							
	G							
	TOTAL	2.95418	13.3294	12.26306	2.1071			30.65374

GEH								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D			Ok	
E				
F				
G				

	G								
	TOTAL	0	0	0	0				0

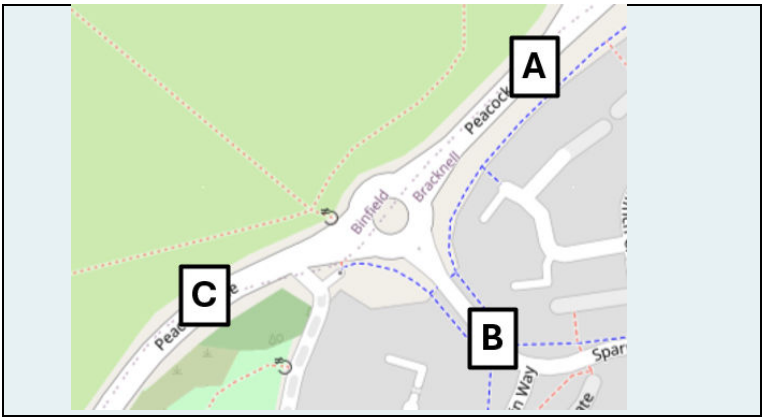
MODELLED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	17.0671	13.60834	0.822			31.49744
	B	3.04673	0	0	0.042			3.08873
	C	2.24737	0	0	0			2.24737
	D	0.00066	0.18224	0.00346	0			0.18636
	E							
	F							
	G							
	TOTAL	5.29476	17.24934	13.6118	0.864			37.0199

GEH								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D			Ok	
E				
F				
G				

Junction Turning Flows

Junction: 11. Peacock Lane / Sparrowhawk Way



Survey Date: [Index](#)

Status: **Exclude** Turns are only used if count is around a single node. Otherwise, arm totals are used

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	8113	8121	8121	8113	Peacock Lane (east)
B	9069	8121	8121	9069	Sparrowhawk Way
C	9070	8121	8121	9070	Peacock Lane (west)
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	3 33%

OBSERVED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							
ATC								

MODELLED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	153	792				945
	B	116	0	51				166
	C	1044	59	0				1103
	D							
	E							
	F							
	G							
	TOTAL	1160	212	843				2214

GEH

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

Car	OBSERVED To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

PM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	3 33%

OBSERVED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							
ATC								

MODELLED

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	118	1346				1465
	B	714	0	88				802
	C	823	53	0				876
	D							
	E							
	F							
	G							
	TOTAL	1537	171	1434				3143

GEH

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE

All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

Car	OBSERVED To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	104.8483	670.0418				774.8902
	B	101.2612	0	44.4513				145.7125
	C	905.0174	32.31035	0				937.3277
	D							
	E							
	F							
	G							
	TOTAL	1006.279	137.1587	714.4931				1857.93

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	47.97519	111.1102				159.0854
	B	14.25598	0	5.85256				20.10854
	C	134.6997	26.47751	0				161.1772
	D							
	E							
	F							
	G							
	TOTAL	148.9557	74.4527	116.9628				340.3712

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	95.07083	1232.454				1327.525
	B	667.2636	0	64.75852				732.0221
	C	708.2659	46.40301	0				754.6689
	D							
	E							
	F							
	G							
	TOTAL	1375.529	141.4738	1297.212				2814.216

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	23.0063	100.5631				123.5694
	B	46.9486	0	22.91897				69.86757
	C	107.5582	6.24758	0				113.8058
	D							
	E							
	F							
	G							
	TOTAL	154.5068	29.25388	123.482				307.2427

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.21749	10.76965				10.98714
	B	0.15006	0	0.27795				0.42801
	C	4.4145	0.18576	0				4.60026
	D							
	E							
	F							
	G							
	TOTAL	4.56456	0.40325	11.0476				16.01541

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

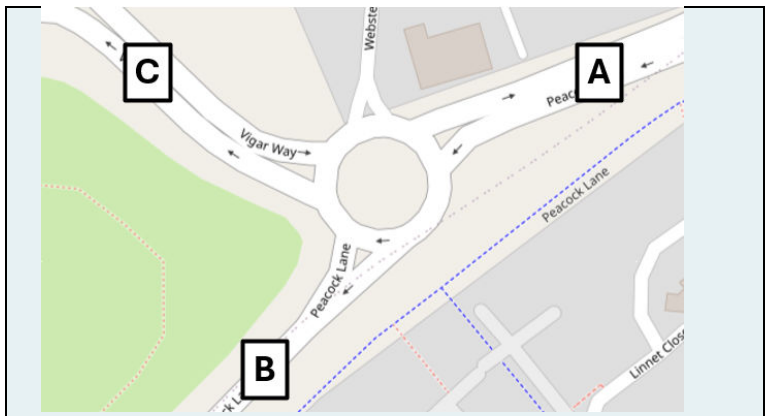
MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.24076	13.31112				13.55188
	B	0.10973	0	0.31706				0.42679
	C	7.2651	0.00268	0				7.26778
	D							
	E							
	F							
	G							
	TOTAL	7.37483	0.24344	13.62818				21.24645

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction Turning Flows

Junction: 12. Peacock Lane / Vigar Way / Webster Close



Survey Date: [Index](#)

Status: **Exclude** Turns are only used if count is around a single node. Otherwise, arm totals are used

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	2321	8113	8113	2321	Peacock Lane (east)
B	8121	8113	8113	8121	Peacock Lane (west)
C	8112	8113	8113	8111	Vigar Way
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	3 33%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	155	849				1005
	B	236	0	899				1135
	C	354	790	0				1143
	D							
	E							
	F							
	G							
	TOTAL	590	945	1749				3283

GEH								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

PM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	4 44%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	176	267				443
	B	286	0	1228				1514
	C	32	1289	0				1321
	D							
	E							
	F							
	G							
	TOTAL	318	1465	1495				3278

GEH								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	132.8134	827.5246				960.3381
	B	225.6401	0	760.4727				986.1128
	C	345.199	642.0767	0				987.2758
	D							
	E							
	F							
	G							
	TOTAL	570.8391	774.8902	1587.997				2933.727

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	22.61802	7.36481				29.98283
	B	10.2881	0	134.6326				144.9207
	C	8.26701	136.4674	0				144.7344
	D							
	E							
	F							
	G							
	TOTAL	18.55511	159.0854	141.9974				319.6379

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	159.1513	257.5772				416.7285
	B	273.8814	0	1085.255				1359.136
	C	28.85535	1168.373	0				1197.229
	D							
	E							
	F							
	G							
	TOTAL	302.7367	1327.525	1342.832				2973.093

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	16.7171	7.74272				24.45982
	B	11.59301	0	136.2003				147.7933
	C	2.79127	106.8523	0				109.6435
	D							
	E							
	F							
	G							
	TOTAL	14.38428	123.5694	143.943				281.8967

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0	14.22549				14.22549
	B	0.02545	0	4.31088				4.33633
	C	0.22164	10.98714	0				11.20878
	D							
	E							
	F							
	G							
	TOTAL	0.24709	10.98714	18.53637				29.7706

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.00193	1.63979				1.64172
	B	0.19139	0	6.97161				7.163
	C	0.25707	13.54996	0				13.80703
	D							
	E							
	F							
	G							
	TOTAL	0.44846	13.55189	8.6114				22.61175

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction:	26. Old Wokingham Road / West Road
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Arm Description:

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

Include?

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	4	44%

		MODELLED							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A	0	107	814					921
	B	44	0	57					100
	C	1051	144	0					1195
	D								
	E								
	F								
	G								
	TOTAL	1094	251	871					2216

All Vehicle		GEH							
		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	TOTAL
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								

PERCENTAGE DIFFERENCE								
	All Vehicle	To Arm						
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

Include?

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	3	33%

		MODELLED							
All Vehicle	To Arm								
	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	61	1203					1263
	B	57	0	135					192
	C	657	73	0					730
	D								
	E								
	F								
	G								
	TOTAL	714	134	1338					2186

		GEH							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

		ABSOLUTE DIFFERENCE						
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

		PERCENTAGE DIFFERENCE							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								

Car		OBSERVED						
		To Arm						
	A	B	C	D	E	F	G	TOTAL
	A							0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	102.5344	666.5859				769.1203
	B	41.85007	0	35.81994				77.67001
	C	916.3349	142.5899	0				1058.925
	D							
	E							
	F							
	G							
	TOTAL	958.185	245.1243	702.4058				1905.715

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	3.60728	136.2755				139.8828
	B	1.35617	0	4.4374				5.79357
	C	131.4646	1.42363	0				132.8883
	D							
	E							
	F							
	G							
	TOTAL	132.8208	5.03091	140.7129				278.5646

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	59.27151	1060.924				1120.195
	B	56.19889	0	115.0191				171.218
	C	561.3914	65.11765	0				626.509
	D							
	E							
	F							
	G							
	TOTAL	617.5903	124.3892	1175.943				1917.922

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	0.23852	129.8336				130.0721
	B	0.87788	0	0.44157				1.31945
	C	90.19791	8.27921	0				98.47712
	D							
	E							
	F							
	G							
	TOTAL	91.07579	8.51773	130.2751				229.8687

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
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MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.93416	11.33273				12.26689
	B	0.40832	0	16.35021				16.75853
	C	2.9247	0.02948	0				2.95418
	D							
	E							
	F							
	G							
	TOTAL	3.33302	0.96364	27.68294				31.9796

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
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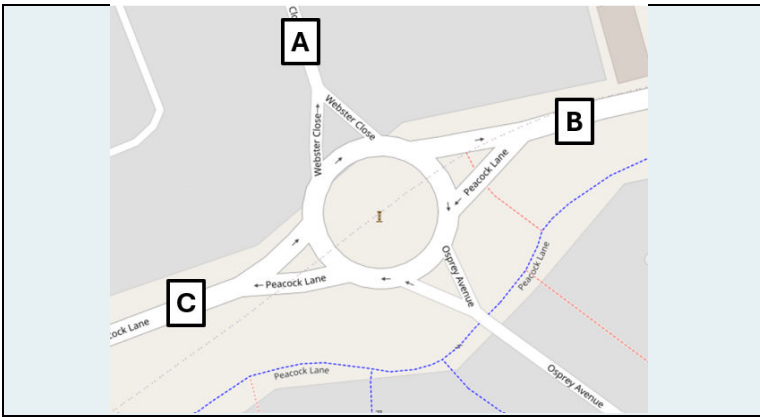
MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.04845	12.11313				13.16158
	B	0.32275	0	19.38431				19.70706
	C	5.29475	0	0				5.29475
	D							
	E							
	F							
	G							
	TOTAL	5.6175	1.04845	31.49744				38.16339

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

Junction Turning Flows

Junction: 27. Peacock Lane / Osprey Avenue/ Webster Close



Survey Date: [Index](#)

Status: **Exclude** Turns are only used if count is around a single node. Otherwise, arm totals are used

Arm Description:

Arm	Inbound		Outbound		Description
	A-Node	B-Node	A-Node	B-Node	
A	5055	2321	2321	5055	Webster Close
B	9373	2321	2321	9373	Peacock Lane (east)
C	8113	2321	2321	8113	Peacock Lane (west)
D					
E					
F					
G					

Growth Factors

Vehicle	Growth
Car	1
LGV	1
HGV	1

AM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	4 44%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	341	79				420
	B	149	0	926				1075
	C	41	549	0				590
	D							
	E							
	F							
	G							
	TOTAL	190	890	1005				2085

GEH								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

PM Peak

Include?

Yes

Total Turns	9
GEH < 5.0	3 33%
GEH < 7.5	3 33%
GEH < 10.0	6 67%

OBSERVED									
All Vehicle	To Arm								ATC
	A	B	C	D	E	F	G	TOTAL	
From Arm	A								
	B								
	C								
	D								
	E								
	F								
	G								
	TOTAL								
ATC									

MODELLED								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	176	37				213
	B	34	0	405				440
	C	38	279	0				318
	D							
	E							
	F							
	G							
	TOTAL	73	455	443				971

GEH								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

ABSOLUTE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							
	TOTAL							

PERCENTAGE DIFFERENCE								
All Vehicle	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

By Vehicle Type:

OBSERVED								
Car	To Arm							
	A	B	C	D	E	F	G	TOTAL
A								0

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	309.7381	71.9289				381.667
	B	74.03719	0	888.4092				962.4463
	C	32.20724	538.6319	0				570.8391
	D							
	E							
	F							
	G							
	TOTAL	106.2444	848.37	960.3381				1914.952

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	30.26212	7.04941				37.31153
	B	75.4468	0	22.93342				98.38022
	C	8.27299	10.28212	0				18.55511
	D							
	E							
	F							
	G							
	TOTAL	83.71979	40.54424	29.98283				154.2469

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

From Arm	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	173.1117	29.51536				202.627
	B	31.13474	0	387.2132				418.3479
	C	34.99093	267.7458	0				302.7367
	D							
	E							
	F							
	G							
	TOTAL	66.12567	440.8575	416.7285				923.7117

GEH								
	Car	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							
	TOTAL	0	0	0				0

MODELLED								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	2.58153	7.75854				10.34007
	B	3.11554	0	16.70128				19.81682
	C	3.09788	11.28639	0				14.38427
	D							
	E							
	F							
	G							
	TOTAL	6.21342	13.86792	24.45982				44.54116

GEH								
	LGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

OBSERVED								
	HGV	To Arm						
		A	B	C	D	E	F	G
From Arm	A							0
	B							0
	C							0
	D							
	E							
	F							
	G							

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	1.38469	0.02268				1.40737
	B	0	0	14.20281				14.20281
	C	0.22164	0.02545	0				0.24709
	D							
	E							
	F							
	G							
	TOTAL	0.22164	1.41014	14.22549				15.85727

GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				

TOTAL	0	0	0					0
-------	---	---	---	--	--	--	--	---

MODELLED								
HGV	To Arm							
	A	B	C	D	E	F	G	TOTAL
From Arm	A	0	0.20434	0.08425				0.28859
	B	0	0	1.55747				1.55747
	C	0.25707	0.19139	0				0.44846
	D							
	E							
	F							
	G							
	TOTAL	0.25707	0.39573	1.64172				2.29452

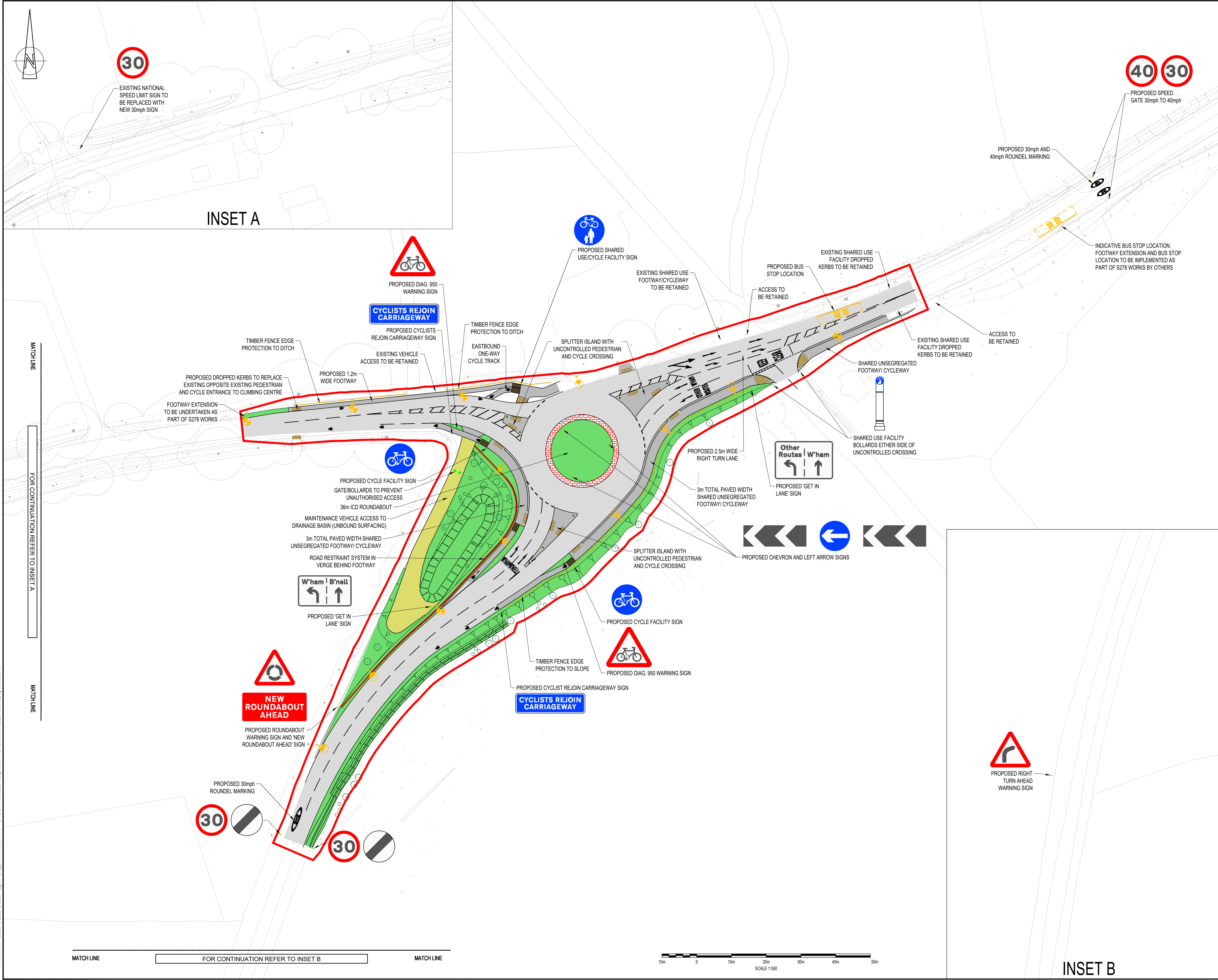
GEH								
HGV	To Arm							
	A	B	C	D	E	F	G	
From Arm	A							
	B							
	C							
	D							
	E							
	F							
	G							

Arm	In Ok?	Out OK?	Both	Overall
A			Ok	Ok
B			Ok	
C			Ok	
D				
E				
F				
G				



Appendix C

2040 Capacity Analysis Peacock Lane / Old Wokingham Rd / Waterloo Rd Roundabout



DO NOT SCALE

NOTES:

1.

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

2.

ALL LEVELS ARE IN METRES AOD UNLESS NOTED OTHERWISE.

3.

ADOPTED LAND BOUNDARY EXTENTS REPRODUCED FROM LAND REGISTRY BOUNDARIES DUE TO INCOMPLETE HIGHWAY RECORDS.

4.

LAND BOUNDARIES ARE TO BE CONFIRMED BY LOCAL AUTHORITY. DESIGN IS SUBJECT TO ACQUIRING THIRD PARTY LAND.

5.

REMOVAL OF TREES TO BE CONFIRMED BY ECOLOGIST.

6.

PRESENT UTILITIES ARE TO BE CONFIRMED.

7.

LIGHTING HAS BEEN DESIGNED TO BS EN 13201-2:2015. LIGHTING CLASS C3 HAS BEEN USED ON THE ROUNDABOUT.

LEGEND

PLANNING APPLICATION BOUNDARY

PROPOSED LIGHTING COLUMN

PROPOSED TREES

AMENDED PLAN

24/00802/FUL

8.1.25

Peacock Lane

Council

KEYPLAN

PEACOCK LANE ROUNDABOUT

P07	01/12/2025	JC	UPDATED FOLLOWING COMMENTS	DJF	JC
P06	19/09/2025	HH	UPDATED FOLLOWING COMMENTS	DJF	JC
P05	03/06/2025	JB	UPDATED FOLLOWING BFC COMMENTS	DJF	JC
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: SUITABLE FOR REVIEW & COMMENT S3

DESIGNER:

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Consulting Civil, Structural and Geotechnical Engineers

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KT10 9QJ

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www.tonygee.com

CLIENT:

WOKINGHAM

BOROUGH COUNCIL

Shute End, Wokingham, Berkshire RG40 1BN

Tel: (0118) 974 6000 Web: www.wokingham.gov.uk

PROJECT:

SPINE ROAD AND WESTERN GATEWAY PHASE 1

TITLE:

HIGHWAYS

GENERAL ARRANGEMENT

SCALE @ A1:	CHECKED:	APPROVED:
1:500	DJF	JC
PROJECT NO:	DESIGNED:	DRAWN:
C118047	JB	JB
DRAWING No:	DATE:	REV:
WMHP-TG-PL-DR-HI-0002	October 24	P07

Junctions 11		
ARCADY 11 - Roundabout Module		
Version: 11.0.0.2177		
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For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: Jcn C - Waterloo Rd.Peacock Lane Rdbt.j11

Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn C- Old Wokingham_Waterloo\ALP Dims

Report generation date: 08/05/2026 11:55:44

»2040 | Base | AM

»2040 | Base | PM

»2040 | With Development | AM

»2040 | With Development | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2040 - Base						
1 - Old Wokingham Road (S)	1.4	4.95	0.58	0.8	4.07	0.44
2 - Waterloo Road (W)	0.9	9.13	0.47	0.8	7.40	0.46
3 - Peacock Lane (E)	0.8	3.62	0.45	3.1	8.06	0.76
2040 - With Development						
1 - Old Wokingham Road (S)	2.6	7.56	0.73	0.9	4.20	0.47
2 - Waterloo Road (W)	1.2	11.76	0.55	1.2	8.96	0.55
3 - Peacock Lane (E)	1.0	4.09	0.50	4.7	11.85	0.83

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	Waterloo Rd.Peacock Lane Rdbt
Location	Wokingham
Site number	
Date	08/07/2021
Version	
Status	Proposed
Identifier	
Client	
Jobnumber	A218
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2040	Base	AM	FLAT	08:00	09:00	60	15
D2	2040	Base	PM	FLAT	17:00	18:00	60	15
D3	2040	With Development	AM	FLAT	08:00	09:00	60	15
D4	2040	With Development	PM	FLAT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 | 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	Peacock Roundabout	Standard Roundabout		1, 2, 3	5.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.13	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Old Wokingham Road (S)		
2	Waterloo Road (W)		
3	Peacock Lane (E)		

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 - Old Wokingham Road (S)	4.00	7.30	16.8	20.0	36.0	34.0		
2 - Waterloo Road (W)	3.60	4.40	2.3	24.0	36.0	24.0		
3 - Peacock Lane (E)	3.40	7.50	29.5	25.0	36.0	31.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Old Wokingham Road (S)	0.666	1801
2 - Waterloo Road (W)	0.566	1240
3 - Peacock Lane (E)	0.693	1902

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2040	Base	AM	FLAT	08:00	09:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Old Wokingham Road (S)		✓	991	100.000
2 - Waterloo Road (W)		✓	346	100.000
3 - Peacock Lane (E)		✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
1 - Old Wokingham Road (S)		0	119	872
2 - Waterloo Road (W)		126	0	220
3 - Peacock Lane (E)		679	123	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
1 - Old Wokingham Road (S)		0	0	0
2 - Waterloo Road (W)		1	0	1
3 - Peacock Lane (E)		1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Old Wokingham Road (S)	0.58	4.95	1.4	A
2 - Waterloo Road (W)	0.47	9.13	0.9	A
3 - Peacock Lane (E)	0.45	3.62	0.8	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	991	123	1718	0.577	986	1.3	4.879	A
2 - Waterloo Road (W)	346	867	743	0.466	343	0.9	8.921	A
3 - Peacock Lane (E)	802	125	1798	0.446	799	0.8	3.590	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	991	123	1718	0.577	991	1.4	4.951	A
2 - Waterloo Road (W)	346	872	740	0.467	346	0.9	9.128	A
3 - Peacock Lane (E)	802	126	1797	0.446	802	0.8	3.615	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	991	123	1718	0.577	991	1.4	4.951	A
2 - Waterloo Road (W)	346	872	740	0.467	346	0.9	9.132	A
3 - Peacock Lane (E)	802	126	1797	0.446	802	0.8	3.615	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	991	123	1718	0.577	991	1.4	4.951	A
2 - Waterloo Road (W)	346	872	740	0.467	346	0.9	9.132	A
3 - Peacock Lane (E)	802	126	1797	0.446	802	0.8	3.615	A

2040 | 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	Peacock Roundabout	Standard Roundabout		1, 2, 3	6.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2040	Base	PM	FLAT	17:00	18:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Old Wokingham Road (S)		✓	688	100.000
2 - Waterloo Road (W)		✓	414	100.000
3 - Peacock Lane (E)		✓	1394	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
From	1 - Old Wokingham Road (S)	0	117	571
	2 - Waterloo Road (W)	89	0	325
	3 - Peacock Lane (E)	1069	325	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
From	1 - Old Wokingham Road (S)	0	0	1
	2 - Waterloo Road (W)	0	0	2
	3 - Peacock Lane (E)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Old Wokingham Road (S)	0.44	4.07	0.8	A
2 - Waterloo Road (W)	0.46	7.40	0.8	A
3 - Peacock Lane (E)	0.76	8.06	3.1	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	688	322	1574	0.437	685	0.8	4.035	A
2 - Waterloo Road (W)	414	568	902	0.459	411	0.8	7.283	A
3 - Peacock Lane (E)	1394	88	1841	0.757	1382	3.0	7.658	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	688	325	1572	0.438	688	0.8	4.071	A
2 - Waterloo Road (W)	414	571	900	0.460	414	0.8	7.403	A
3 - Peacock Lane (E)	1394	89	1840	0.757	1394	3.1	8.050	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	688	325	1572	0.438	688	0.8	4.071	A
2 - Waterloo Road (W)	414	571	900	0.460	414	0.8	7.403	A
3 - Peacock Lane (E)	1394	89	1840	0.757	1394	3.1	8.058	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	688	325	1572	0.438	688	0.8	4.071	A
2 - Waterloo Road (W)	414	571	900	0.460	414	0.8	7.403	A
3 - Peacock Lane (E)	1394	89	1840	0.757	1394	3.1	8.060	A

2040 | With Development | 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	Peacock Roundabout	Standard Roundabout		1, 2, 3	7.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2040	With Development	AM	FLAT	08:00	09:00	60	15

Demand overview (Traffic)

Am	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Old Wokingham Road (S)		✓	1260	100.000
2 - Waterloo Road (W)		✓	381	100.000
3 - Peacock Lane (E)		✓	863	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
From	1 - Old Wokingham Road (S)	0	293	967
	2 - Waterloo Road (W)	205	0	176
	3 - Peacock Lane (E)	767	96	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
From	1 - Old Wokingham Road (S)	0	0	0
	2 - Waterloo Road (W)	1	0	1
	3 - Peacock Lane (E)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Old Wokingham Road (S)	0.73	7.56	2.6	A
2 - Waterloo Road (W)	0.55	11.76	1.2	B
3 - Peacock Lane (E)	0.50	4.09	1.0	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	1260	96	1736	0.726	1250	2.6	7.251	A
2 - Waterloo Road (W)	381	959	691	0.551	376	1.2	11.262	B
3 - Peacock Lane (E)	863	202	1744	0.495	859	1.0	4.048	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	1260	96	1736	0.726	1260	2.6	7.551	A
2 - Waterloo Road (W)	381	967	687	0.555	381	1.2	11.751	B
3 - Peacock Lane (E)	863	205	1743	0.495	863	1.0	4.091	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	1260	96	1736	0.726	1260	2.6	7.557	A
2 - Waterloo Road (W)	381	967	687	0.555	381	1.2	11.762	B
3 - Peacock Lane (E)	863	205	1743	0.495	863	1.0	4.092	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	1260	96	1736	0.726	1260	2.6	7.557	A
2 - Waterloo Road (W)	381	967	687	0.555	381	1.2	11.765	B
3 - Peacock Lane (E)	863	205	1743	0.495	863	1.0	4.092	A

2040 | With Development | 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	Peacock Roundabout	Standard Roundabout		1, 2, 3	9.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2040	With Development	PM	FLAT	17:00	18:00	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Old Wokingham Road (S)		✓	768	100.000
2 - Waterloo Road (W)		✓	487	100.000
3 - Peacock Lane (E)		✓	1452	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
From	1 - Old Wokingham Road (S)	0	161	607
	2 - Waterloo Road (W)	193	0	294
	3 - Peacock Lane (E)	1205	247	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Old Wokingham Road (S)	2 - Waterloo Road (W)	3 - Peacock Lane (E)
From	1 - Old Wokingham Road (S)	0	0	1
	2 - Waterloo Road (W)	0	0	1
	3 - Peacock Lane (E)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Old Wokingham Road (S)	0.47	4.20	0.9	A
2 - Waterloo Road (W)	0.55	8.96	1.2	A
3 - Peacock Lane (E)	0.83	11.85	4.7	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	768	244	1626	0.472	764	0.9	4.161	A
2 - Waterloo Road (W)	487	604	890	0.547	482	1.2	8.724	A
3 - Peacock Lane (E)	1452	191	1756	0.827	1434	4.5	10.657	B

17:15 - 17:30

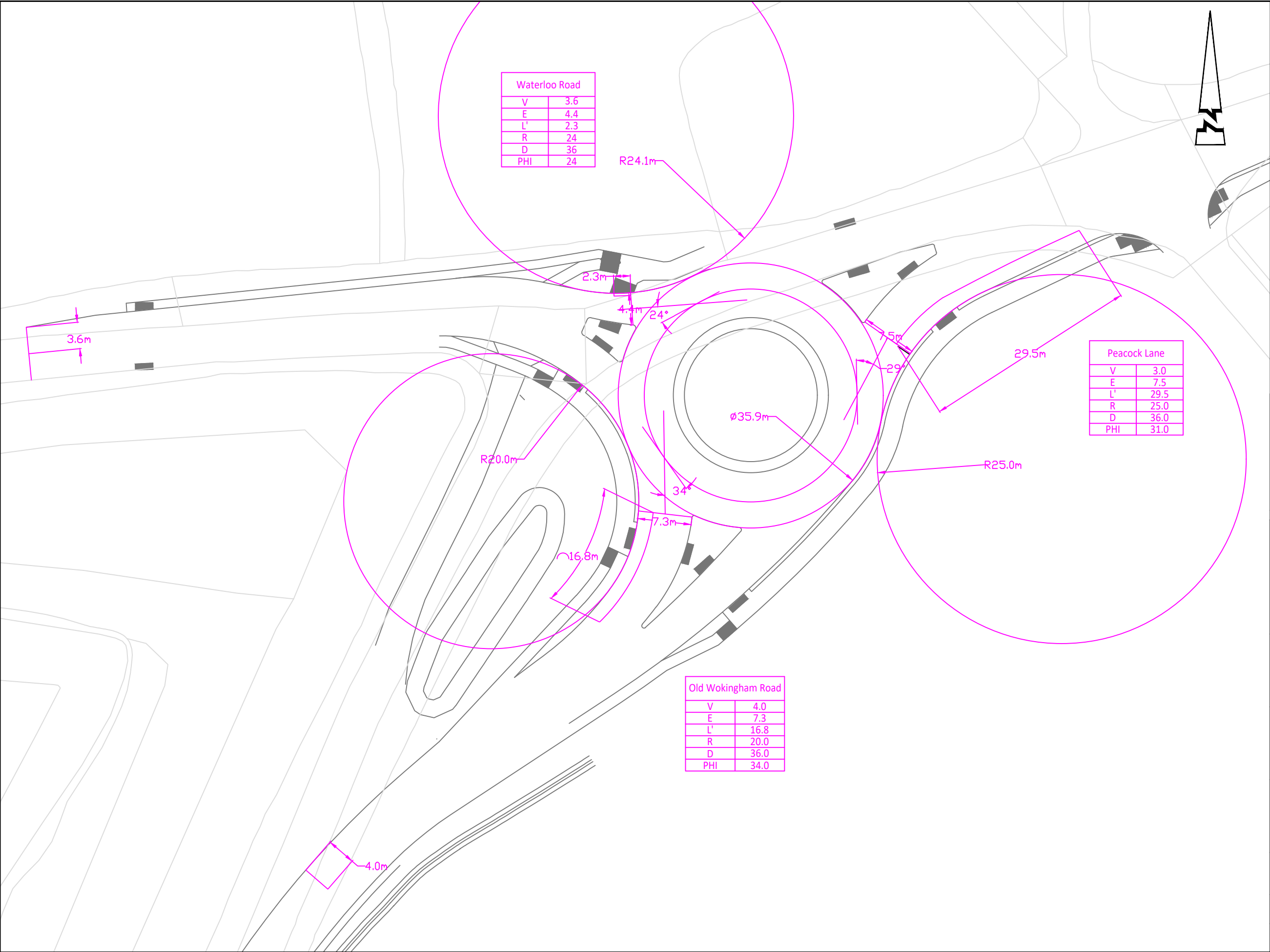
Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	768	247	1624	0.473	768	0.9	4.203	A
2 - Waterloo Road (W)	487	607	889	0.548	487	1.2	8.954	A
3 - Peacock Lane (E)	1452	193	1755	0.827	1451	4.6	11.792	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	768	247	1624	0.473	768	0.9	4.203	A
2 - Waterloo Road (W)	487	607	889	0.548	487	1.2	8.956	A
3 - Peacock Lane (E)	1452	193	1755	0.827	1452	4.7	11.837	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Old Wokingham Road (S)	768	247	1624	0.473	768	0.9	4.203	A
2 - Waterloo Road (W)	487	607	889	0.548	487	1.2	8.958	A
3 - Peacock Lane (E)	1452	193	1755	0.827	1452	4.7	11.853	B



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Bigwood Lodge

A	04.26	FIRST ISSUE	EH	AG
Rev	Date	Description	Drawn	Checked

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Client

LIGHTWOOD STRATEGIC

Project

**SOUTH WOKINGHAM
SDL EXTENSION
PRIORS FARM**

Title

**PEACOCK LN/ WATERLOO
ROAD/ OLD WOKINGHAM
ROAD RDBT GEOMETRIES**

Status

FOR INFORMATION

Scale	Date	Drawn	Checked
1:500@A3	APR 2026	EH	AG

Drawing No	Revision
A218 - 068	P1



Appendix D

2040 Capacity Analysis Old Wokingham Rd / Nine Mile Ride Roundabout

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.0.0.2177			
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Filename: Jcn H - Old Wokingham Rd.Nine Mile Ride Rdbt (SDL Dims).j11

Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn H - Old Wokingham Rd_Nine Mile Ride Rdbt

Report generation date: 08/05/2026 13:10:22

- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | With Dev | AM
- »2040 | With Dev | PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
2040 - Base				
1 - Old Wokingham Road (N)	1.6	0.62	93.9	1.06
2 - Nine Mile Ride (E)	1.1	0.52	1.5	0.61
3 - Old Wokingham Road (S)	6.6	0.88	1.6	0.62
4 - Nine Mile Ride (W)	2.7	0.74	0.8	0.43
2040 - With Dev				
1 - Old Wokingham Road (N)	1.9	0.66	47.3	1.02
2 - Nine Mile Ride (E)	1.2	0.54	1.7	0.63
3 - Old Wokingham Road (S)	3.7	0.79	1.6	0.61
4 - Nine Mile Ride (W)	1.6	0.61	0.8	0.44

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	Noine mile ride.Old Wokingham Rd rdbt
Location	Wokingham
Site number	A218
Date	08/07/2021
Version	
Status	Existing
Identifier	
Client	
Jobnumber	A218
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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2040	Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2040	Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2040	With Dev	AM	FLAT	08:00	09:00	60	15	✓
D4	2040	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

2040 | 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	Old Wokingham Rd.Nine Mile Ride rdbt	Standard Roundabout		1, 2, 3, 4	15.35	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.35	C

Arms

Arms

Arm	Name	Description	No give-way line
1	Old Wokingham Road (N)		
2	Nine Mile Ride (E)		
3	Old Wokingham Road (S)		
4	Nine Mile Ride (W)		

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 - Old Wokingham Road (N)	3.60	7.50	9.1	20.0	36.0	29.0		
2 - Nine Mile Ride (E)	3.40	7.30	14.7	20.0	36.0	30.0		
3 - Old Wokingham Road (S)	3.40	6.10	5.2	24.0	36.0	24.0		
4 - Nine Mile Ride (W)	3.40	7.40	14.5	11.0	36.0	36.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Old Wokingham Road (N)	0.630	1595
2 - Nine Mile Ride (E)	0.644	1669
3 - Old Wokingham Road (S)	0.593	1376
4 - Nine Mile Ride (W)	0.605	1572

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2040	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 (%)
1 - Old Wokingham Road (N)		FLAT	✓	816	100.000
2 - Nine Mile Ride (E)		FLAT	✓	619	100.000
3 - Old Wokingham Road (S)		FLAT	✓	756	100.000
4 - Nine Mile Ride (W)		FLAT	✓	686	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	109	457	250
	2 - Nine Mile Ride (E)	313	0	7	299
	3 - Old Wokingham Road (S)	720	25	0	11
	4 - Nine Mile Ride (W)	350	316	20	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	12	3	1
	2 - Nine Mile Ride (E)	0	0	0	0
	3 - Old Wokingham Road (S)	0	0	0	0
	4 - Nine Mile Ride (W)	0	0	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 - Old Wokingham Road (N)	0.62	7.15	1.6	A	816	816
2 - Nine Mile Ride (E)	0.52	6.29	1.1	A	619	619
3 - Old Wokingham Road (S)	0.88	32.58	6.6	D	756	756
4 - Nine Mile Ride (W)	0.74	14.65	2.7	B	686	686

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 - Old Wokingham Road (N)	816	204	355	1323	0.617	810	1355	0.0	1.6	6.932	A
2 - Nine Mile Ride (E)	619	155	721	1195	0.518	615	444	0.0	1.1	6.165	A
3 - Old Wokingham Road (S)	756	189	856	867	0.872	734	480	0.0	5.5	24.093	C
4 - Nine Mile Ride (W)	686	171	1034	945	0.726	676	556	0.0	2.5	12.925	B

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 - Old Wokingham Road (N)	816	204	361	1320	0.618	816	1380	1.6	1.6	7.140	A
2 - Nine Mile Ride (E)	619	155	727	1191	0.520	619	450	1.1	1.1	6.293	A
3 - Old Wokingham Road (S)	756	189	862	863	0.876	753	484	5.5	6.2	31.243	D
4 - Nine Mile Ride (W)	686	171	1055	932	0.736	685	560	2.5	2.7	14.491	B

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 - Old Wokingham Road (N)	816	204	361	1320	0.618	816	1382	1.6	1.6	7.146	A
2 - Nine Mile Ride (E)	619	155	727	1191	0.520	619	450	1.1	1.1	6.294	A
3 - Old Wokingham Road (S)	756	189	862	863	0.876	755	484	6.2	6.4	32.191	D
4 - Nine Mile Ride (W)	686	171	1057	932	0.736	686	560	2.7	2.7	14.612	B

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 - Old Wokingham Road (N)	816	204	361	1320	0.618	816	1382	1.6	1.6	7.146	A
2 - Nine Mile Ride (E)	619	155	727	1191	0.520	619	450	1.1	1.1	6.294	A
3 - Old Wokingham Road (S)	756	189	862	863	0.876	755	484	6.4	6.6	32.581	D
4 - Nine Mile Ride (W)	686	171	1057	931	0.737	686	560	2.7	2.7	14.649	B

2040 | 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	Old Wokingham Rd.Nine Mile Ride rdbt	Standard Roundabout		1, 2, 3, 4	114.40	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	114.40	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2040	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 (%)
1 - Old Wokingham Road (N)		FLAT	✓	1418	100.000
2 - Nine Mile Ride (E)		FLAT	✓	523	100.000
3 - Old Wokingham Road (S)		FLAT	✓	556	100.000
4 - Nine Mile Ride (W)		FLAT	✓	526	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	166	913	339
	2 - Nine Mile Ride (E)	68	0	39	416
	3 - Old Wokingham Road (S)	492	14	0	50
	4 - Nine Mile Ride (W)	174	295	57	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	11	1	0
	2 - Nine Mile Ride (E)	4	0	0	0
	3 - Old Wokingham Road (S)	0	0	0	0
	4 - Nine Mile Ride (W)	0	0	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 - Old Wokingham Road (N)	1.06	231.91	93.9	F	1418	1418
2 - Nine Mile Ride (E)	0.61	10.57	1.5	B	523	523
3 - Old Wokingham Road (S)	0.62	10.52	1.6	B	556	556
4 - Nine Mile Ride (W)	0.43	5.17	0.8	A	526	526

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 - Old Wokingham Road (N)	1418	354	364	1339	1.059	1297	727	0.0	30.3	52.268	F
2 - Nine Mile Ride (E)	523	131	1201	886	0.590	517	459	0.0	1.4	9.630	A
3 - Old Wokingham Road (S)	556	139	789	907	0.613	550	930	0.0	1.5	9.926	A
4 - Nine Mile Ride (W)	526	131	568	1226	0.429	523	771	0.0	0.7	5.102	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 - Old Wokingham Road (N)	1418	354	366	1338	1.060	1330	734	30.3	52.3	121.235	F
2 - Nine Mile Ride (E)	523	131	1232	866	0.604	523	465	1.4	1.5	10.454	B
3 - Old Wokingham Road (S)	556	139	802	899	0.618	556	952	1.5	1.6	10.476	B
4 - Nine Mile Ride (W)	526	131	574	1222	0.430	526	784	0.7	0.8	5.172	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 - Old Wokingham Road (N)	1418	354	366	1338	1.060	1334	734	52.3	73.3	177.090	F
2 - Nine Mile Ride (E)	523	131	1235	864	0.605	523	465	1.5	1.5	10.539	B
3 - Old Wokingham Road (S)	556	139	803	898	0.619	556	955	1.6	1.6	10.509	B
4 - Nine Mile Ride (W)	526	131	574	1222	0.431	526	785	0.8	0.8	5.173	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 - Old Wokingham Road (N)	1418	354	366	1338	1.060	1336	734	73.3	93.9	231.911	F
2 - Nine Mile Ride (E)	523	131	1236	863	0.606	523	465	1.5	1.5	10.570	B
3 - Old Wokingham Road (S)	556	139	803	898	0.619	556	956	1.6	1.6	10.519	B
4 - Nine Mile Ride (W)	526	131	574	1222	0.431	526	785	0.8	0.8	5.173	A

2040 | With Dev | 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	Old Wokingham Rd.Nine Mile Ride rdbt	Standard Roundabout		1, 2, 3, 4	10.94	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.94	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2040	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 (%)
1 - Old Wokingham Road (N)		FLAT	✓	871	100.000
2 - Nine Mile Ride (E)		FLAT	✓	631	100.000
3 - Old Wokingham Road (S)		FLAT	✓	680	100.000
4 - Nine Mile Ride (W)		FLAT	✓	603	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	142	481	248
	2 - Nine Mile Ride (E)	300	0	8	323
	3 - Old Wokingham Road (S)	635	29	0	16
	4 - Nine Mile Ride (W)	260	323	20	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	9	3	1
	2 - Nine Mile Ride (E)	0	0	0	0
	3 - Old Wokingham Road (S)	0	0	0	0
	4 - Nine Mile Ride (W)	0	0	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 - Old Wokingham Road (N)	0.66	8.10	1.9	A	871	871
2 - Nine Mile Ride (E)	0.54	6.60	1.2	A	631	631
3 - Old Wokingham Road (S)	0.79	20.12	3.7	C	680	680
4 - Nine Mile Ride (W)	0.61	9.35	1.6	A	603	603

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 - Old Wokingham Road (N)	871	218	368	1318	0.661	863	1178	0.0	1.9	7.801	A
2 - Nine Mile Ride (E)	631	158	742	1181	0.534	626	489	0.0	1.1	6.447	A
3 - Old Wokingham Road (S)	680	170	864	862	0.789	666	505	0.0	3.4	17.371	C
4 - Nine Mile Ride (W)	603	151	949	997	0.605	597	582	0.0	1.5	8.873	A

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 - Old Wokingham Road (N)	871	218	372	1315	0.662	871	1194	1.9	1.9	8.093	A
2 - Nine Mile Ride (E)	631	158	749	1176	0.536	631	494	1.1	1.1	6.600	A
3 - Old Wokingham Road (S)	680	170	871	858	0.792	679	509	3.4	3.6	19.912	C
4 - Nine Mile Ride (W)	603	151	963	988	0.610	603	587	1.5	1.5	9.333	A

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 - Old Wokingham Road (N)	871	218	372	1315	0.662	871	1195	1.9	1.9	8.099	A
2 - Nine Mile Ride (E)	631	158	749	1176	0.536	631	494	1.1	1.2	6.601	A
3 - Old Wokingham Road (S)	680	170	871	858	0.793	680	509	3.6	3.7	20.066	C
4 - Nine Mile Ride (W)	603	151	964	988	0.610	603	587	1.5	1.6	9.350	A

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 - Old Wokingham Road (N)	871	218	372	1315	0.662	871	1195	1.9	1.9	8.101	A
2 - Nine Mile Ride (E)	631	158	749	1176	0.536	631	494	1.2	1.2	6.601	A
3 - Old Wokingham Road (S)	680	170	871	858	0.793	680	509	3.7	3.7	20.119	C
4 - Nine Mile Ride (W)	603	151	964	988	0.610	603	587	1.6	1.6	9.354	A

2040 | With Dev | 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	Old Wokingham Rd.Nine Mile Ride rdbt	Standard Roundabout		1, 2, 3, 4	62.74	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	62.74	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2040	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 (%)
1 - Old Wokingham Road (N)		FLAT	✓	1337	100.000
2 - Nine Mile Ride (E)		FLAT	✓	554	100.000
3 - Old Wokingham Road (S)		FLAT	✓	549	100.000
4 - Nine Mile Ride (W)		FLAT	✓	531	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	159	872	306
	2 - Nine Mile Ride (E)	87	0	43	424
	3 - Old Wokingham Road (S)	477	21	0	51
	4 - Nine Mile Ride (W)	166	313	52	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Old Wokingham Road (N)	2 - Nine Mile Ride (E)	3 - Old Wokingham Road (S)	4 - Nine Mile Ride (W)
	1 - Old Wokingham Road (N)	0	11	2	0
	2 - Nine Mile Ride (E)	4	0	0	0
	3 - Old Wokingham Road (S)	0	0	0	0
	4 - Nine Mile Ride (W)	0	0	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 - Old Wokingham Road (N)	1.02	126.93	47.3	F	1337	1337
2 - Nine Mile Ride (E)	0.63	11.07	1.7	B	554	554
3 - Old Wokingham Road (S)	0.61	10.44	1.6	B	549	549
4 - Nine Mile Ride (W)	0.44	5.26	0.8	A	531	531

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 - Old Wokingham Road (N)	1337	334	384	1318	1.014	1256	723	0.0	20.2	39.914	E
2 - Nine Mile Ride (E)	554	139	1158	907	0.611	548	481	0.0	1.5	9.859	A
3 - Old Wokingham Road (S)	549	137	793	904	0.607	543	913	0.0	1.5	9.822	A
4 - Nine Mile Ride (W)	531	133	579	1219	0.436	528	757	0.0	0.8	5.190	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 - Old Wokingham Road (N)	1337	334	386	1317	1.015	1295	730	20.2	30.6	80.222	F
2 - Nine Mile Ride (E)	554	139	1193	885	0.626	554	488	1.5	1.6	10.850	B
3 - Old Wokingham Road (S)	549	137	807	895	0.613	549	940	1.5	1.6	10.376	B
4 - Nine Mile Ride (W)	531	133	585	1215	0.437	531	771	0.8	0.8	5.264	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 - Old Wokingham Road (N)	1337	334	386	1317	1.015	1302	730	30.6	39.4	105.079	F
2 - Nine Mile Ride (E)	554	139	1199	881	0.629	554	489	1.6	1.7	10.999	B
3 - Old Wokingham Road (S)	549	137	809	894	0.614	549	944	1.6	1.6	10.419	B
4 - Nine Mile Ride (W)	531	133	585	1215	0.437	531	773	0.8	0.8	5.265	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 - Old Wokingham Road (N)	1337	334	386	1317	1.015	1305	730	39.4	47.3	126.932	F
2 - Nine Mile Ride (E)	554	139	1202	879	0.630	554	489	1.7	1.7	11.071	B
3 - Old Wokingham Road (S)	549	137	810	894	0.614	549	946	1.6	1.6	10.436	B
4 - Nine Mile Ride (W)	531	133	585	1215	0.437	531	774	0.8	0.8	5.265	A



Appendix E

2040 Capacity Analysis Old Wokingham Rd / Easthampstead Road Junction (Existing)

Junctions 11	
PICADY 11 - Priority Intersection Module	
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024	
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Filename: 260515 Jcn G - Old Wokingham Rd_Easthampstead Rd Priority.j11

Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn G - Old Wokingham Rd_Easthampstead Rd Priority

Report generation date: 15/05/2026 15:33:28

»2040 | Base | AM

»2040 | Base | PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
2040 - Base				
Stream B-C	0.1	0.07	4.3	1.05
Stream B-A	1.7	0.65	20.1	1.05
Stream C-AB	0.6	0.19	0.3	0.11

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	Easthampstead Rd.Old Wokingham Rd priority
Location	Wokingham
Site number	
Date	08/07/2021
Version	
Status	Existing
Identifier	
Client	
Jobnumber	A218
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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2040	Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2040	Base	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

2040 | Base | 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	Easthampstead Rd.Waterloo Rd priority	T-Junction	Two-way	Two-way	Two-way		3.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.44	A

Arms

Arms

Arm	Name	Description	Arm type
A	Old Wokingham Road (S)		Major
B	Easthampstead Road		Minor
C	Old Wokingham Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Old Wokingham Road (N)	6.75			201.0	✓	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 - Easthampstead Road	One lane plus flare	10.00	7.00	3.90	3.00	2.90	✓	1.00	29	34

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	552	0.096	0.242	0.152	0.345
B-C	677	0.102	0.258	-	-
C-B	690	0.259	0.259	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2040	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 - Old Wokingham Road (S)		FLAT	✓	1283	100.000
B - Easthampstead Road		FLAT	✓	114	100.000
C - Old Wokingham Road (N)		FLAT	✓	805	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	307	976
	B - Easthampstead Road	99	0	15
	C - Old Wokingham Road (N)	766	39	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	0	1
	B - Easthampstead Road	0	0	0
	C - Old Wokingham Road (N)	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-C	0.07	17.27	0.1	C	15	15
B-A	0.65	65.51	1.7	F	99	99
C-AB	0.19	4.61	0.6	A	187	187
C-A					618	618
A-B					307	307
A-C					976	976

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	246	0.061	15	0.0	0.1	15.553	C
B-A	99	25	0.00	154	0.644	93	0.0	1.5	54.894	F
C-AB	185	46	0.00	970	0.191	183	0.0	0.6	4.573	A
C-A	620	155	0.00			620				
A-B	307	77	0.00			307				
A-C	976	244	0.00			976				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	226	0.066	15	0.1	0.1	17.067	C
B-A	99	25	0.00	153	0.646	98	1.5	1.7	64.275	F
C-AB	187	47	0.00	972	0.193	187	0.6	0.6	4.607	A
C-A	618	154	0.00			618				
A-B	307	77	0.00			307				
A-C	976	244	0.00			976				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	224	0.067	15	0.1	0.1	17.214	C
B-A	99	25	0.00	153	0.646	99	1.7	1.7	65.166	F
C-AB	187	47	0.00	972	0.193	187	0.6	0.6	4.606	A
C-A	618	154	0.00			618				
A-B	307	77	0.00			307				
A-C	976	244	0.00			976				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	223	0.067	15	0.1	0.1	17.270	C
B-A	99	25	0.00	153	0.646	99	1.7	1.7	65.514	F
C-AB	187	47	0.00	972	0.193	187	0.6	0.6	4.608	A
C-A	618	154	0.00			618				
A-B	307	77	0.00			307				
A-C	976	244	0.00			976				

2040 | Base | 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	Easthampstead Rd.Waterloo Rd priority	T-Junction	Two-way	Two-way	Two-way		44.40	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	44.40	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2040	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 - Old Wokingham Road (S)		FLAT	✓	721	100.000
B - Easthampstead Road		FLAT	✓	246	100.000
C - Old Wokingham Road (N)		FLAT	✓	1158	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	65	656
	B - Easthampstead Road	214	0	32
	C - Old Wokingham Road (N)	1137	21	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	0	1
	B - Easthampstead Road	0	0	1
	C - Old Wokingham Road (N)	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-C	1.05	559.04	4.3	F	32	32
B-A	1.05	355.75	20.1	F	214	214
C-AB	0.11	3.07	0.3	A	151	151
C-A					1007	1007
A-B					65	65
A-C					656	656

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	31	1.049	22	0.0	2.5	302.865	F
B-A	214	54	0.00	204	1.049	182	0.0	8.1	111.162	F
C-AB	150	38	0.00	1322	0.114	149	0.0	0.3	3.068	A
C-A	1008	252	0.00			1008				
A-B	65	16	0.00			65				
A-C	656	164	0.00			656				

17:15 - 17:30

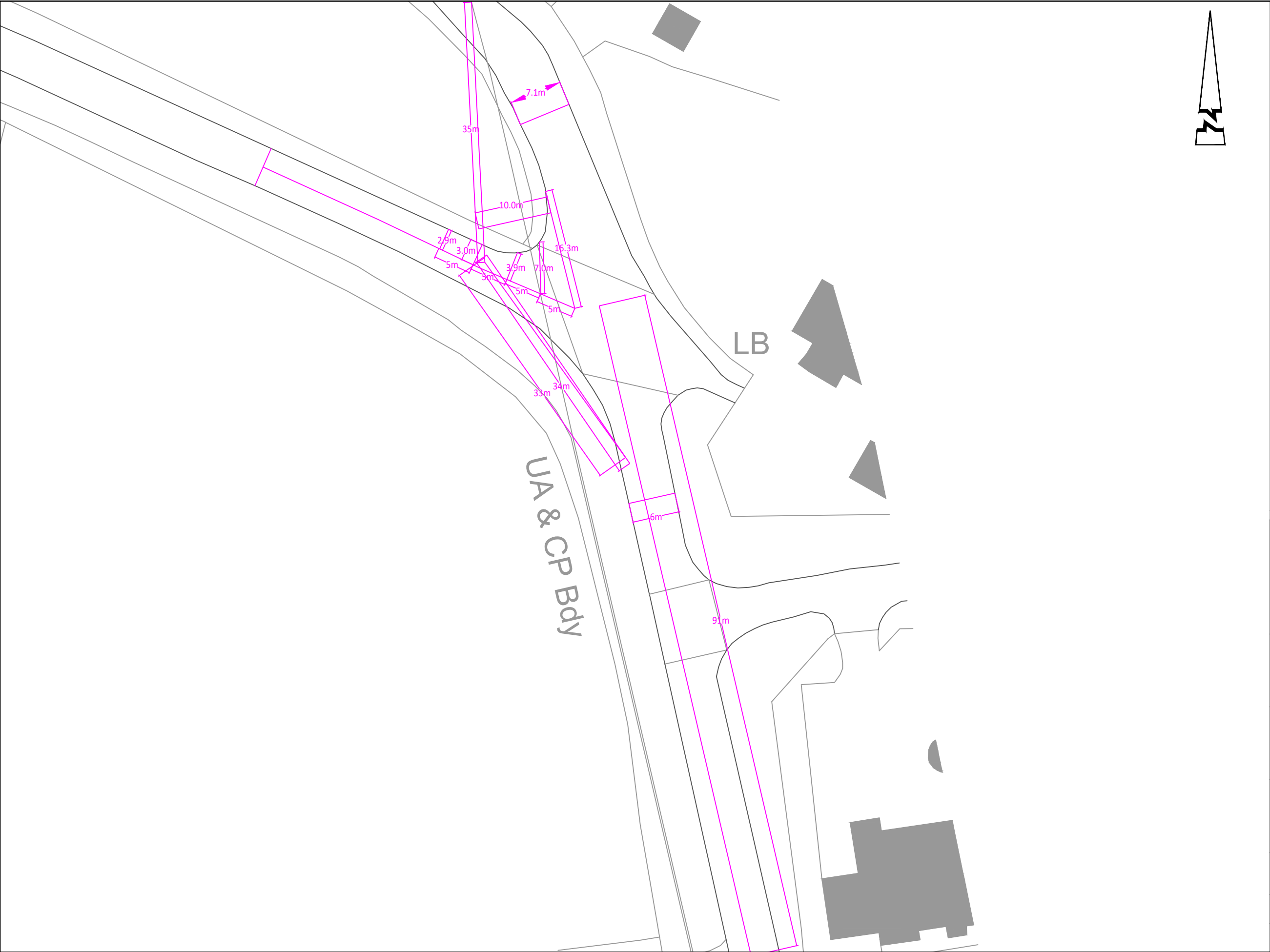
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	35	0.920	29	2.5	3.3	436.642	F
B-A	214	54	0.00	203	1.052	196	8.1	12.6	220.486	F
C-AB	151	38	0.00	1323	0.114	151	0.3	0.3	3.075	A
C-A	1007	252	0.00			1007				
A-B	65	16	0.00			65				
A-C	656	164	0.00			656				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	35	0.923	30	3.3	3.8	502.856	F
B-A	214	54	0.00	203	1.052	198	12.6	16.5	291.880	F
C-AB	151	38	0.00	1323	0.114	151	0.3	0.3	3.075	A
C-A	1007	252	0.00			1007				
A-B	65	16	0.00			65				
A-C	656	164	0.00			656				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	34	0.931	30	3.8	4.3	559.042	F
B-A	214	54	0.00	203	1.052	200	16.5	20.1	355.754	F
C-AB	151	38	0.00	1323	0.114	151	0.3	0.3	3.075	A
C-A	1007	252	0.00			1007				
A-B	65	16	0.00			65				
A-C	656	164	0.00			656				



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A	05.26	FOR ISSUE		EH	AG
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Client
LIGHTWOOD STRATEGIC

Project
SOUTH WOKINGHAM
EXTENSION SDL
PRIORS FARM

Title
EASTHAMPSTEAD ROAD
OLD WOKINGHAM ROAD
EXISTING GEOMETRIES

Status
FOR INFORMATION

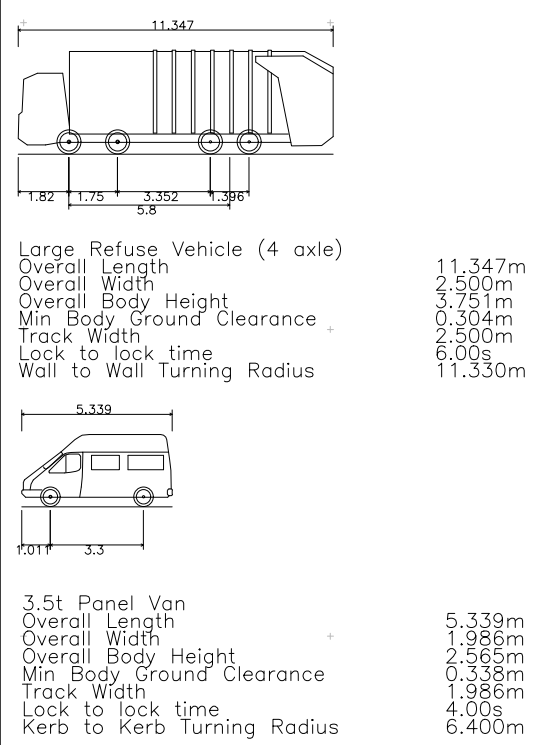
Scale 1:500 @ A3	Date MAY 26	Drawn EH	Checked AG
Drawing No A218-074/P1	Revision A		



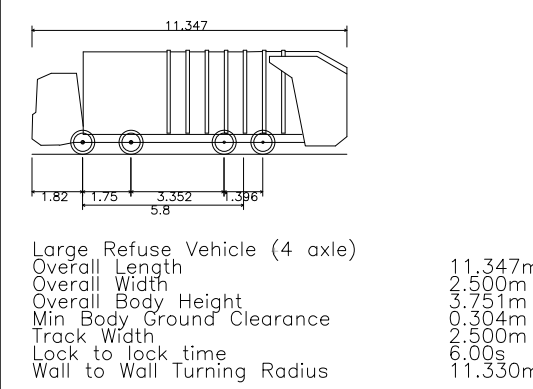
Appendix F

2040 Capacity Analysis Old Wokingham Rd / Easthampstead Road Junction (Proposed)

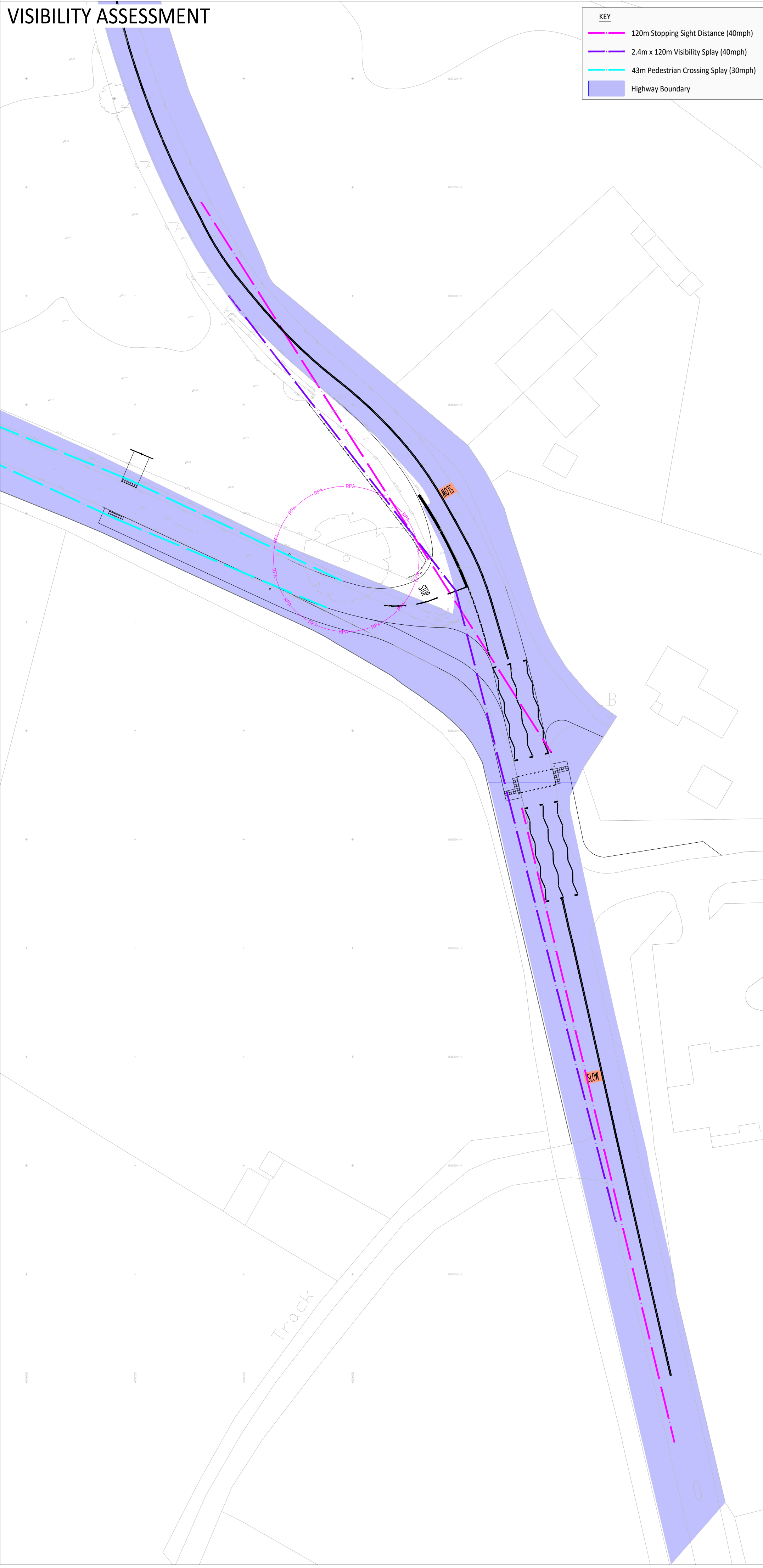
LARGE REFUSE LEFT TURN OUT NORTHBOUND
DELIVERY VAN LEFT TURN SOUTHBOUND FROM PRIVATE DRIVEWAY



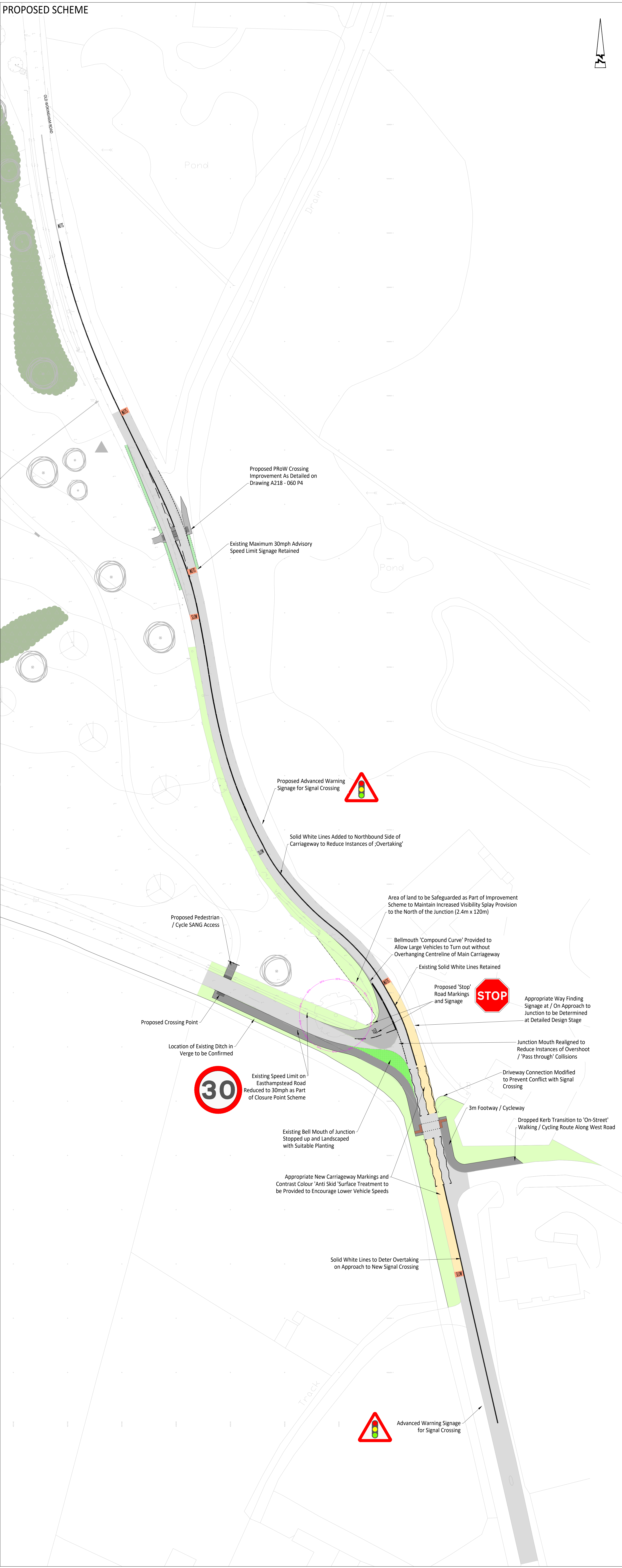
LARGE REFUSE LEFT TURN IN NORTHBOUND



VISIBILITY ASSESSMENT



PROPOSED SCHEME



Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
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Filename: 260515 Old Wokingham Rd_Easthampstead Rd - PROPOSED.j11

Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn G - Old Wokingham Rd_Easthampstead Rd Priority

Report generation date: 15/05/2026 15:48:14

»2040 | With Dev | AM

»2040 | With Dev | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2040 - With Dev						
Stream B-C	0.0	9.23	0.03	0.0	7.31	0.02
Stream B-A	0.1	31.65	0.10	0.1	22.85	0.07
Stream C-AB	0.1	3.45	0.06	0.2	2.78	0.08

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	Easthampstead Rd.Old Wokingham Rd priority
Location	Wokingham
Site number	
Date	08/07/2021
Version	
Status	Existing
Identifier	
Client	
Jobnumber	A218
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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2040	With Dev	AM	FLAT	08:00	09:00	60	15	✓
D4	2040	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

2040 | With Dev | 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	Easthampstead Rd.Waterloo Rd priority	T-Junction	Two-way	Two-way	Two-way		0.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.35	A

Arms

Arms

Arm	Name	Description	Arm type
A	Old Wokingham Road (S)		Major
B	Easthampstead Road		Minor
C	Old Wokingham Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Old Wokingham Road (N)	6.35			202.0	✓	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 - Easthampstead Road	One lane plus flare	10.00	6.30	4.10	3.30	2.80	✓	1.00	20	40

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	558	0.100	0.252	0.159	0.361
B-C	719	0.109	0.275	-	-
C-B	691	0.264	0.264	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2040	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 - Old Wokingham Road (S)		FLAT	✓	1106	100.000
B - Easthampstead Road		FLAT	✓	24	100.000
C - Old Wokingham Road (N)		FLAT	✓	933	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	12	1094
	B - Easthampstead Road	12	0	12
	C - Old Wokingham Road (N)	921	12	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	0	1
	B - Easthampstead Road	0	0	0
	C - Old Wokingham Road (N)	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-C	0.03	9.23	0.0	A	12	12
B-A	0.10	31.65	0.1	D	12	12
C-AB	0.06	3.45	0.1	A	70	70
C-A					863	863
A-B					12	12
A-C					1094	1094

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	403	0.030	12	0.0	0.0	9.201	A
B-A	12	3	0.00	126	0.096	12	0.0	0.1	31.471	D
C-AB	70	17	0.00	1113	0.063	69	0.0	0.1	3.451	A
C-A	863	216	0.00			863				
A-B	12	3	0.00			12				
A-C	1094	274	0.00			1094				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	402	0.030	12	0.0	0.0	9.230	A
B-A	12	3	0.00	126	0.095	12	0.1	0.1	31.644	D
C-AB	70	18	0.00	1113	0.063	70	0.1	0.1	3.455	A
C-A	863	216	0.00			863				
A-B	12	3	0.00			12				
A-C	1094	274	0.00			1094				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	402	0.030	12	0.0	0.0	9.231	A
B-A	12	3	0.00	126	0.095	12	0.1	0.1	31.648	D
C-AB	70	18	0.00	1113	0.063	70	0.1	0.1	3.452	A
C-A	863	216	0.00			863				
A-B	12	3	0.00			12				
A-C	1094	274	0.00			1094				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	402	0.030	12	0.0	0.0	9.231	A
B-A	12	3	0.00	126	0.095	12	0.1	0.1	31.650	D
C-AB	70	18	0.00	1113	0.063	70	0.1	0.1	3.452	A
C-A	863	216	0.00			863				
A-B	12	3	0.00			12				
A-C	1094	274	0.00			1094				

2040 | With Dev | 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	Easthampstead Rd.Waterloo Rd priority	T-Junction	Two-way	Two-way	Two-way		0.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2040	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 - Old Wokingham Road (S)		FLAT	✓	726	100.000
B - Easthampstead Road		FLAT	✓	24	100.000
C - Old Wokingham Road (N)		FLAT	✓	1275	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	12	714
	B - Easthampstead Road	12	0	12
	C - Old Wokingham Road (N)	1263	12	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Old Wokingham Road (S)	B - Easthampstead Road	C - Old Wokingham Road (N)
From	A - Old Wokingham Road (S)	0	0	1
	B - Easthampstead Road	0	0	1
	C - Old Wokingham Road (N)	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-C	0.02	7.31	0.0	A	12	12
B-A	0.07	22.85	0.1	C	12	12
C-AB	0.08	2.78	0.2	A	115	115
C-A					1160	1160
A-B					12	12
A-C					714	714

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	505	0.024	12	0.0	0.0	7.296	A
B-A	12	3	0.00	169	0.071	12	0.0	0.1	22.779	C
C-AB	114	29	0.00	1411	0.081	113	0.0	0.2	2.774	A
C-A	1161	290	0.00			1161				
A-B	12	3	0.00			12				
A-C	714	179	0.00			714				

17:15 - 17:30

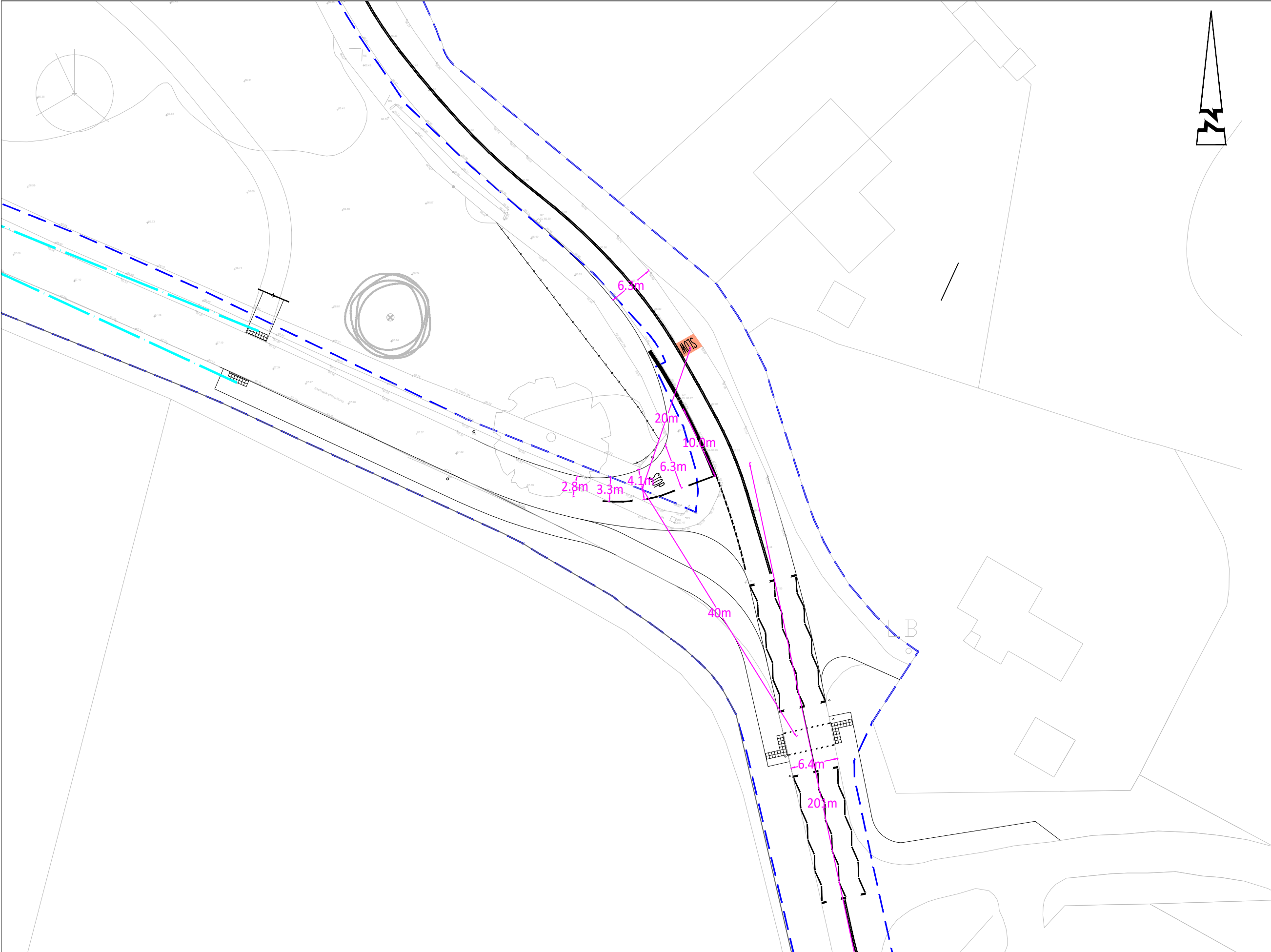
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	504	0.024	12	0.0	0.0	7.309	A
B-A	12	3	0.00	170	0.071	12	0.1	0.1	22.849	C
C-AB	115	29	0.00	1412	0.081	115	0.2	0.2	2.775	A
C-A	1160	290	0.00			1160				
A-B	12	3	0.00			12				
A-C	714	179	0.00			714				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	504	0.024	12	0.0	0.0	7.309	A
B-A	12	3	0.00	170	0.071	12	0.1	0.1	22.849	C
C-AB	115	29	0.00	1412	0.081	115	0.2	0.2	2.775	A
C-A	1160	290	0.00			1160				
A-B	12	3	0.00			12				
A-C	714	179	0.00			714				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	504	0.024	12	0.0	0.0	7.309	A
B-A	12	3	0.00	170	0.071	12	0.1	0.1	22.849	C
C-AB	115	29	0.00	1412	0.081	115	0.2	0.2	2.778	A
C-A	1160	290	0.00			1160				
A-B	12	3	0.00			12				
A-C	714	179	0.00			714				



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A	05.26	FOR ISSUE	PR	PJ
Rev	Date	Description	Drawn	Checked



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Client
LIGHTWOOD STRATEGIC

Project
**SOUTH WOKINGHAM
EXTENSION SDL
PRIORS FARM**

Title
**EASTHAMPTSTEAD ROAD
OLD WOKINGHAM ROAD
PROPOSED GEOMETRIES**

Status
FOR INFORMATION

Scale 1:500 @ A3	Date MAY 26	Drawn PR	Checked PJ
Drawing No A218-075/P1	Revision A		



Appendix G

2040 Capacity Analysis Old Wokingham Rd / West Road Junction

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: Old Wokingham Rd_West Rd Priority Capacity Assessment.j11

Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn W - Old Wokingham Rd_West Rd Priority

Report generation date: 15/05/2026 12:41:59

- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | With Dev | AM
- »2040 | With Dev | PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
	2040 - Base			
Stream B-C	0.1	0.11	1.4	0.62
Stream B-A	0.5	0.34	1.8	0.73
Stream C-AB	19.7	0.91	1.1	0.25
	2040 - With Dev			
Stream B-C	0.1	0.11	0.5	0.36
Stream B-A	0.3	0.27	0.9	0.50
Stream C-AB	4.3	0.59	0.9	0.24

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	Old Wokingham Rd/West Rd Priority Junction
Location	
Site number	A218
Date	17/04/2026
Version	
Status	(new file)
Identifier	EH
Client	
Jobnumber	A218
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040	Base	AM	ONE HOUR	07:45	09:15	15
D2	2040	Base	PM	ONE HOUR	16:45	18:15	15
D3	2040	With Dev	AM	ONE HOUR	07:45	09:15	15
D4	2040	With Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 | Base | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Old Wokingham Rd/ West Rd	T-Junction	Two-way	Two-way	Two-way		10.91	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.91	B

Arms

Arms

Arm	Name	Description	Arm type
A	Old Wokingham Rd (N)		Major
B	West Rd		Minor
C	Old Wokingham Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Old Wokingham Rd (S)	6.45			74.0	✓	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 - West Rd	One lane plus flare	6.00	3.50	2.60	2.40	2.40	✓	1.00	25	32

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	466	0.083	0.210	0.132	0.300
B-C	639	0.096	0.243	-	-
C-B	617	0.234	0.234	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2040	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Wokingham Rd (N)		✓	813	100.000
B - West Rd		✓	50	100.000
C - Old Wokingham Rd (S)		✓	1312	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
	A - Old Wokingham Rd (N)	0	52	761
	B - West Rd	22	0	28
	C - Old Wokingham Rd (S)	1240	72	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
	A - Old Wokingham Rd (N)	0	1	1
	B - West Rd	1	0	29
	C - Old Wokingham Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	14.14	0.1	B
B-A	0.34	74.34	0.5	F
C-AB	0.91	28.40	19.7	D
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	0.00	375	0.056	21	0.1	10.159	B
B-A	17	0.00	199	0.083	16	0.1	19.609	C
C-AB	277	0.00	1161	0.239	273	0.9	4.061	A
C-A	711	0.00			711			
A-B	39	0.00			39			
A-C	573	0.00			573			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	0.00	348	0.072	25	0.1	11.150	B
B-A	20	0.00	148	0.133	20	0.1	27.917	D
C-AB	498	0.00	1286	0.388	494	1.9	4.585	A
C-A	681	0.00			681			
A-B	47	0.00			47			
A-C	684	0.00			684			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	0.00	293	0.105	31	0.1	13.718	B
B-A	24	0.00	77	0.313	23	0.4	65.312	F
C-AB	1217	0.00	1468	0.829	1177	12.0	13.271	B
C-A	228	0.00			228			
A-B	57	0.00			57			
A-C	838	0.00			838			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	0.00	285	0.108	31	0.1	14.139	B
B-A	24	0.00	72	0.336	24	0.5	74.335	F
C-AB	1362	0.00	1498	0.909	1331	19.7	28.398	D
C-A	83	0.00			83			
A-B	57	0.00			57			
A-C	838	0.00			838			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	0.00	345	0.073	25	0.1	11.272	B
B-A	20	0.00	139	0.142	21	0.2	30.743	D
C-AB	577	0.00	1340	0.431	647	2.4	5.859	A
C-A	602	0.00			602			
A-B	47	0.00			47			
A-C	684	0.00			684			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	0.00	374	0.056	21	0.1	10.197	B
B-A	17	0.00	199	0.083	17	0.1	19.819	C
C-AB	283	0.00	1167	0.243	289	1.0	4.152	A
C-A	704	0.00			704			
A-B	39	0.00			39			
A-C	573	0.00			573			

2040 | Base | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Old Wokingham Rd/ West Rd	T-Junction	Two-way	Two-way	Two-way		6.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2040	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Wokingham Rd (N)		✓	1320	100.000
B - West Rd		✓	94	100.000
C - Old Wokingham Rd (S)		✓	698	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
From	A - Old Wokingham Rd (N)	0	31	1289
	B - West Rd	29	0	65
	C - Old Wokingham Rd (S)	662	36	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
From	A - Old Wokingham Rd (N)	0	2	1
	B - West Rd	1	0	15
	C - Old Wokingham Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.62	74.87	1.4	F
B-A	0.73	234.22	1.8	F
C-AB	0.25	5.41	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	0.00	338	0.145	48	0.2	12.392	B
B-A	22	0.00	169	0.129	21	0.1	24.227	C
C-AB	76	0.00	773	0.099	75	0.2	5.158	A
C-A	449	0.00			449			
A-B	23	0.00			23			
A-C	970	0.00			970			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	0.00	288	0.203	58	0.2	15.663	C
B-A	26	0.00	118	0.221	26	0.3	38.795	E
C-AB	119	0.00	819	0.146	119	0.4	5.144	A
C-A	508	0.00			508			
A-B	28	0.00			28			
A-C	1159	0.00			1159			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	0.00	146	0.490	69	0.9	45.506	E
B-A	32	0.00	45	0.713	27	1.4	177.032	F
C-AB	221	0.00	891	0.248	218	1.0	5.374	A
C-A	548	0.00			548			
A-B	34	0.00			34			
A-C	1419	0.00			1419			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	72	0.00	115	0.620	70	1.4	74.867	F
B-A	32	0.00	44	0.727	30	1.8	234.216	F
C-AB	223	0.00	893	0.249	223	1.1	5.415	A
C-A	546	0.00			546			
A-B	34	0.00			34			
A-C	1419	0.00			1419			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	0.00	279	0.209	63	0.3	16.938	C
B-A	26	0.00	119	0.219	32	0.3	43.753	E
C-AB	121	0.00	822	0.147	123	0.4	5.192	A
C-A	507	0.00			507			
A-B	28	0.00			28			
A-C	1159	0.00			1159			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	49	0.00	337	0.145	49	0.2	12.525	B
B-A	22	0.00	170	0.129	22	0.2	24.527	C
C-AB	77	0.00	774	0.100	78	0.2	5.184	A
C-A	448	0.00			448			
A-B	23	0.00			23			
A-C	970	0.00			970			

2040 | With Dev | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Old Wokingham Rd/ West Rd	T-Junction	Two-way	Two-way	Two-way		2.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2040	With Dev	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Wokingham Rd (N)		✓	868	100.000
B - West Rd		✓	50	100.000
C - Old Wokingham Rd (S)		✓	1123	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
From	A - Old Wokingham Rd (N)	0	54	814
	B - West Rd	22	0	28
	C - Old Wokingham Rd (S)	1051	72	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
From	A - Old Wokingham Rd (N)	0	1	1
	B - West Rd	1	0	29
	C - Old Wokingham Rd (S)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.11	13.92	0.1	B
B-A	0.27	53.61	0.3	F
C-AB	0.59	6.91	4.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	0.00	368	0.057	21	0.1	10.368	B
B-A	17	0.00	210	0.079	16	0.1	18.591	C
C-AB	220	0.00	1050	0.209	217	0.7	4.324	A
C-A	626	0.00			626			
A-B	41	0.00			41			
A-C	613	0.00			613			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	0.00	340	0.074	25	0.1	11.423	B
B-A	20	0.00	160	0.123	20	0.1	25.529	D
C-AB	367	0.00	1152	0.318	364	1.4	4.598	A
C-A	643	0.00			643			
A-B	49	0.00			49			
A-C	732	0.00			732			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	0.00	291	0.106	31	0.1	13.798	B
B-A	24	0.00	92	0.262	23	0.3	51.692	F
C-AB	749	0.00	1300	0.576	739	4.1	6.535	A
C-A	487	0.00			487			
A-B	59	0.00			59			
A-C	896	0.00			896			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	31	0.00	289	0.107	31	0.1	13.920	B
B-A	24	0.00	91	0.266	24	0.3	53.614	F
C-AB	767	0.00	1308	0.586	766	4.3	6.906	A
C-A	470	0.00			470			
A-B	59	0.00			59			
A-C	896	0.00			896			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	25	0.00	339	0.074	25	0.1	11.485	B
B-A	20	0.00	159	0.124	21	0.1	26.081	D
C-AB	376	0.00	1162	0.324	388	1.5	4.766	A
C-A	633	0.00			633			
A-B	49	0.00			49			
A-C	732	0.00			732			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	21	0.00	367	0.057	21	0.1	10.400	B
B-A	17	0.00	209	0.079	17	0.1	18.731	C
C-AB	224	0.00	1054	0.212	226	0.8	4.386	A
C-A	622	0.00			622			
A-B	41	0.00			41			
A-C	613	0.00			613			

2040 | With Dev | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Old Wokingham Rd/ West Rd	T-Junction	Two-way	Two-way	Two-way		2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2040	With Dev	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Old Wokingham Rd (N)		✓	1233	100.000
B - West Rd		✓	96	100.000
C - Old Wokingham Rd (S)		✓	694	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
From	A - Old Wokingham Rd (N)	0	30	1203
	B - West Rd	29	0	67
	C - Old Wokingham Rd (S)	657	37	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Old Wokingham Rd (N)	B - West Rd	C - Old Wokingham Rd (S)
From	A - Old Wokingham Rd (N)	0	2	1
	B - West Rd	1	0	14
	C - Old Wokingham Rd (S)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.36	27.48	0.5	D
B-A	0.50	108.41	0.9	F
C-AB	0.24	5.26	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	0.00	356	0.142	50	0.2	11.733	B
B-A	22	0.00	182	0.120	21	0.1	22.360	C
C-AB	76	0.00	782	0.097	75	0.2	5.095	A
C-A	447	0.00			447			
A-B	23	0.00			23			
A-C	906	0.00			906			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	0.00	309	0.195	60	0.2	14.411	B
B-A	26	0.00	133	0.196	26	0.2	33.390	D
C-AB	117	0.00	828	0.141	116	0.4	5.062	A
C-A	507	0.00			507			
A-B	27	0.00			27			
A-C	1081	0.00			1081			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	0.00	212	0.347	73	0.5	25.574	D
B-A	32	0.00	64	0.496	30	0.8	98.272	F
C-AB	210	0.00	900	0.234	208	0.9	5.223	A
C-A	554	0.00			554			
A-B	33	0.00			33			
A-C	1325	0.00			1325			

17:30 - 17:45

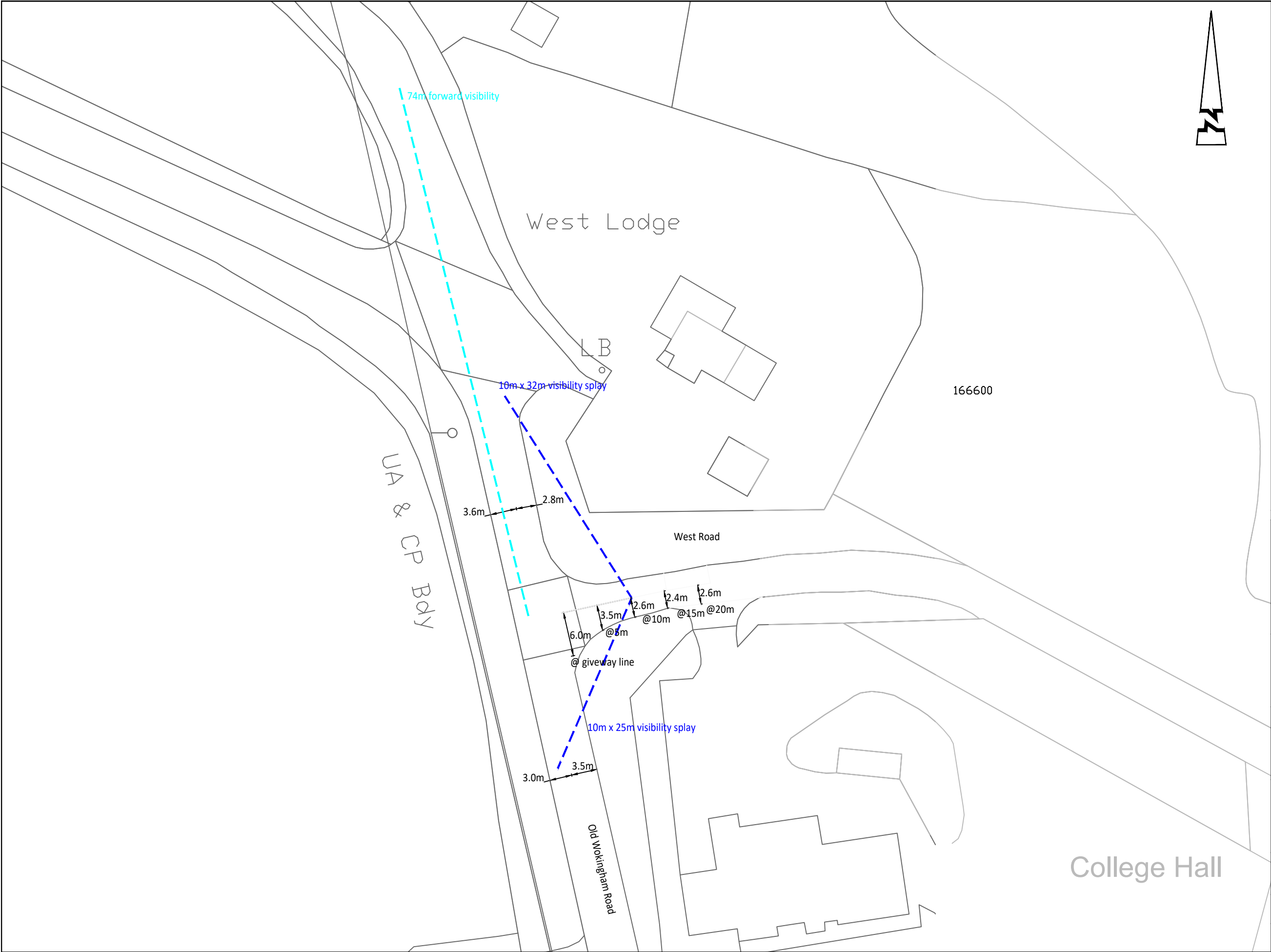
Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	74	0.00	204	0.361	74	0.5	27.480	D
B-A	32	0.00	64	0.498	32	0.9	108.410	F
C-AB	212	0.00	901	0.235	212	0.9	5.260	A
C-A	552	0.00			552			
A-B	33	0.00			33			
A-C	1325	0.00			1325			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	60	0.00	306	0.197	61	0.2	14.778	B
B-A	26	0.00	134	0.195	29	0.3	34.879	D
C-AB	118	0.00	830	0.142	120	0.4	5.106	A
C-A	506	0.00			506			
A-B	27	0.00			27			
A-C	1081	0.00			1081			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	50	0.00	355	0.142	51	0.2	11.841	B
B-A	22	0.00	182	0.120	22	0.1	22.579	C
C-AB	77	0.00	782	0.098	77	0.2	5.121	A
C-A	446	0.00			446			
A-B	23	0.00			23			
A-C	906	0.00			906			



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A	04.26	FIRST ISSUE	EH	AG
Rev	Date	Description	Drawn	Checked



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Client
LIGHTWOOD STRATEGIC

Project
**SOUTH WOKINGHAM
SDL EXTENSION
PRIORS FARM**

Title
**OLD WOKINGHAM ROAD
WEST ROAD PRIORITY
JUNCTION GEOMETRIES**

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @A3	APR 26	EH	AG
Drawing No A218-066			Revision P1



Appendix H

2040 Capacity Analysis Peacock Lane / Sparrowhawk Way Roundabout

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.0.0.2177			
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Filename: 260513 Adjusted - Jcn D - Peacock Ln_Sparrowhawk Rdbt Existing.j11

Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn D - Peacock Ln_Sparrowhawk Rdbt

Report generation date: 15/05/2026 12:02:30

- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | With Dev | AM
- »2040 | With Dev | PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
2040 - Base				
1 - Peacock Lane (E)	1.0	0.50	3.9	0.80
2 - Sparrowhawk Way	0.1	0.07	0.9	0.49
3 - Peacock Ln (W)	1.4	0.58	1.2	0.54
2040 - With Dev				
1 - Peacock Lane (E)	1.1	0.52	5.1	0.84
2 - Sparrowhawk Way	0.1	0.07	1.1	0.53
3 - Peacock Ln (W)	1.5	0.59	1.1	0.53

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	Peacock Lane / Sparrowhawk Way Roundabout
Location	Priors Farm
Site number	A218
Date	28/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A218
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2040	Base	AM	FLAT	07:45	08:45	60	15
D2	2040	Base	PM	FLAT	16:45	17:45	60	15
D3	2040	With Dev	AM	FLAT	07:45	08:45	60	15
D4	2040	With Dev	PM	FLAT	16:45	17:45	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 | 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	untitled	Standard Roundabout		1, 2, 3	4.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.50	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Peacock Lane (E)		
2	Sparrowhawk Way		
3	Peacock Ln (W)		

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 - Peacock Lane (E)	4.30	7.30	11.4	22.3	40.0	46.0		
2 - Sparrowhawk Way	3.10	7.40	12.4	20.9	40.0	14.5		
3 - Peacock Ln (W)	4.60	7.50	10.0	19.6	40.0	30.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Peacock Lane (E)	0.628	1706
2 - Sparrowhawk Way	0.648	1644
3 - Peacock Ln (W)	0.671	1848

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2040	Base	AM	FLAT	07:45	08:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	839	100.000
2 - Sparrowhawk Way		✓	85	100.000
3 - Peacock Ln (W)		✓	1039	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
1 - Peacock Lane (E)		0	78	761
2 - Sparrowhawk Way		68	0	17
3 - Peacock Ln (W)		1012	27	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
1 - Peacock Lane (E)		0	0	1
2 - Sparrowhawk Way		0	0	1
3 - Peacock Ln (W)		0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.50	4.32	1.0	A
2 - Sparrowhawk Way	0.07	3.40	0.1	A
3 - Peacock Ln (W)	0.58	4.74	1.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	839	27	1672	0.502	835	1.0	4.279	A
2 - Sparrowhawk Way	85	757	1146	0.074	85	0.1	3.391	A
3 - Peacock Ln (W)	1039	68	1799	0.578	1034	1.4	4.674	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	839	27	1672	0.502	839	1.0	4.320	A
2 - Sparrowhawk Way	85	761	1144	0.074	85	0.1	3.399	A
3 - Peacock Ln (W)	1039	68	1798	0.578	1039	1.4	4.740	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	839	27	1672	0.502	839	1.0	4.320	A
2 - Sparrowhawk Way	85	761	1144	0.074	85	0.1	3.399	A
3 - Peacock Ln (W)	1039	68	1798	0.578	1039	1.4	4.740	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	839	27	1672	0.502	839	1.0	4.320	A
2 - Sparrowhawk Way	85	761	1144	0.074	85	0.1	3.399	A
3 - Peacock Ln (W)	1039	68	1798	0.578	1039	1.4	4.740	A

2040 | 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	untitled	Standard Roundabout		1, 2, 3	8.43	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.43	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2040	Base	PM	FLAT	16:45	17:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	1338	100.000
2 - Sparrowhawk Way		✓	393	100.000
3 - Peacock Ln (W)		✓	853	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
From	1 - Peacock Lane (E)	0	59	1279
	2 - Sparrowhawk Way	359	0	34
	3 - Peacock Ln (W)	832	21	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
From	1 - Peacock Lane (E)	0	0	1
	2 - Sparrowhawk Way	0	0	0
	3 - Peacock Ln (W)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.80	10.62	3.9	B
2 - Sparrowhawk Way	0.49	8.69	0.9	A
3 - Peacock Ln (W)	0.54	4.88	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1338	21	1677	0.798	1323	3.7	9.806	A
2 - Sparrowhawk Way	393	1265	817	0.481	389	0.9	8.355	A
3 - Peacock Ln (W)	853	356	1593	0.535	848	1.1	4.804	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1338	21	1676	0.798	1338	3.8	10.589	B
2 - Sparrowhawk Way	393	1279	808	0.487	393	0.9	8.678	A
3 - Peacock Ln (W)	853	359	1591	0.536	853	1.1	4.875	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1338	21	1676	0.798	1338	3.9	10.612	B
2 - Sparrowhawk Way	393	1279	807	0.487	393	0.9	8.684	A
3 - Peacock Ln (W)	853	359	1591	0.536	853	1.2	4.875	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1338	21	1676	0.798	1338	3.9	10.618	B
2 - Sparrowhawk Way	393	1279	807	0.487	393	0.9	8.687	A
3 - Peacock Ln (W)	853	359	1591	0.536	853	1.2	4.875	A

2040 | With Dev | 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	untitled	Standard Roundabout		1, 2, 3	4.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2040	With Dev	AM	FLAT	07:45	08:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	869	100.000
2 - Sparrowhawk Way		✓	83	100.000
3 - Peacock Ln (W)		✓	1073	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
From	1 - Peacock Lane (E)	0	77	792
	2 - Sparrowhawk Way	58	0	25
	3 - Peacock Ln (W)	1044	29	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
From	1 - Peacock Lane (E)	0	0	1
	2 - Sparrowhawk Way	0	0	1
	3 - Peacock Ln (W)	0	8	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.52	4.49	1.1	A
2 - Sparrowhawk Way	0.07	3.46	0.1	A
3 - Peacock Ln (W)	0.59	4.92	1.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	869	29	1671	0.520	865	1.1	4.443	A
2 - Sparrowhawk Way	83	788	1125	0.074	83	0.1	3.453	A
3 - Peacock Ln (W)	1073	58	1805	0.594	1067	1.4	4.842	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	869	29	1671	0.520	869	1.1	4.489	A
2 - Sparrowhawk Way	83	792	1122	0.074	83	0.1	3.462	A
3 - Peacock Ln (W)	1073	58	1805	0.595	1073	1.5	4.918	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	869	29	1671	0.520	869	1.1	4.489	A
2 - Sparrowhawk Way	83	792	1122	0.074	83	0.1	3.462	A
3 - Peacock Ln (W)	1073	58	1805	0.595	1073	1.5	4.918	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	869	29	1671	0.520	869	1.1	4.489	A
2 - Sparrowhawk Way	83	792	1122	0.074	83	0.1	3.462	A
3 - Peacock Ln (W)	1073	58	1805	0.595	1073	1.5	4.918	A

2040 | With Dev | 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	untitled	Standard Roundabout		1, 2, 3	10.12	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.12	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2040	With Dev	PM	FLAT	16:45	17:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	1405	100.000
2 - Sparrowhawk Way		✓	401	100.000
3 - Peacock Ln (W)		✓	849	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
From	1 - Peacock Lane (E)	0	59	1346
	2 - Sparrowhawk Way	357	0	44
	3 - Peacock Ln (W)	823	26	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Peacock Lane (E)	2 - Sparrowhawk Way	3 - Peacock Ln (W)
From	1 - Peacock Lane (E)	0	0	1
	2 - Sparrowhawk Way	0	0	0
	3 - Peacock Ln (W)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.84	13.37	5.1	B
2 - Sparrowhawk Way	0.53	9.93	1.1	A
3 - Peacock Ln (W)	0.53	4.84	1.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1405	26	1673	0.840	1386	4.8	11.826	B
2 - Sparrowhawk Way	401	1328	776	0.517	397	1.0	9.405	A
3 - Peacock Ln (W)	849	353	1595	0.532	845	1.1	4.767	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1405	26	1673	0.840	1404	5.0	13.276	B
2 - Sparrowhawk Way	401	1345	764	0.525	401	1.1	9.905	A
3 - Peacock Ln (W)	849	357	1593	0.533	849	1.1	4.839	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1405	26	1673	0.840	1405	5.1	13.342	B
2 - Sparrowhawk Way	401	1346	764	0.525	401	1.1	9.920	A
3 - Peacock Ln (W)	849	357	1593	0.533	849	1.1	4.840	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1405	26	1673	0.840	1405	5.1	13.365	B
2 - Sparrowhawk Way	401	1346	764	0.525	401	1.1	9.926	A
3 - Peacock Ln (W)	849	357	1593	0.533	849	1.1	4.840	A



Appendix I

2040 Capacity Analysis Peacock Lane / Vigar Way / Webster Close Roundabout

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.0.0.2177			
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Filename: Jcn E - 4 ARM Webster Close.Peacock Lane.Vigar Way Rdbt.j11
Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn E - Peacock Ln_Vigar Way Rdbt
Report generation date: 08/05/2026 16:24:38

- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | With Development | AM
- »2040 | With Development | PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
2040 - Base				
1 - Peacock Lane (E)	2.4	0.71	0.5	0.35
2 - Peacock Lane (W)	2.1	0.68	2.4	0.71
3 - Vigar Way (N)	1.6	0.62	3.0	0.75
4 - Webster Close	0.1	0.11	0.1	0.06
2040 - With Development				
1 - Peacock Lane (E)	2.8	0.74	0.9	0.47
2 - Peacock Lane (W)	2.1	0.67	2.5	0.72
3 - Vigar Way (N)	1.8	0.65	3.4	0.78
4 - Webster Close	0.1	0.12	0.1	0.06

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	Vlgar Way.Peacock Lane Rdbt
Location	Bracknell
Site number	A218
Date	08/07/2021
Version	
Status	Proposed Mitigation
Identifier	
Client	
Jobnumber	A218
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 simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2040	Base	AM	FLAT	08:00	09:00	60	15	✓
D2	2040	Base	PM	FLAT	17:00	18:00	60	15	✓
D3	2040	With Development	AM	FLAT	08:00	09:00	60	15	✓
D4	2040	With Development	PM	FLAT	17:00	18:00	60	15	✓
D5	2023	Surveyed	AM	FLAT	08:00	09:00	60	15	
D6	2023	Surveyed	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

2040 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Peacock Lane (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Peacock Lane.Vigar Way rdbt	Standard Roundabout		1, 2, 3, 4	6.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.89	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Peacock Lane (E)		
2	Peacock Lane (W)		
3	Vigar Way (N)		
4	Webster Close		

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 - Peacock Lane (E)	5.50	8.90	6.2	17.8	48.0	47.0		
2 - Peacock Lane (W)	3.55	9.80	38.6	22.0	48.0	23.0		
3 - Vigar Way (N)	6.60	7.50	4.0	12.6	48.0	48.0		
4 - Webster Close	3.50	5.50	4.2	12.0	48.0	29.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Peacock Lane (E)	0.638	1908
2 - Peacock Lane (W)	0.758	2390
3 - Vigar Way (N)	0.641	1962
4 - Webster Close	0.525	1263

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2040	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 (%)
1 - Peacock Lane (E)		FLAT	✓	971	100.000
2 - Peacock Lane (W)		FLAT	✓	1147	100.000
3 - Vigar Way (N)		FLAT	✓	1107	100.000
4 - Webster Close		FLAT	✓	62	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
From	1 - Peacock Lane (E)	0	151	820	0
	2 - Peacock Lane (W)	270	0	877	0
	3 - Vigar Way (N)	325	766	0	16
	4 - Webster Close	0	14	48	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
From	1 - Peacock Lane (E)	0	0	1	0
	2 - Peacock Lane (W)	0	0	2	0
	3 - Vigar Way (N)	1	0	0	0
	4 - Webster Close	0	0	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 - Peacock Lane (E)	0.71	9.06	2.4	A	971	971
2 - Peacock Lane (W)	0.68	6.53	2.1	A	1147	1147
3 - Vigar Way (N)	0.62	5.33	1.6	A	1107	1107
4 - Webster Close	0.11	7.43	0.1	A	62	62

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 - Peacock Lane (E)	971	243	823	1371	0.708	962	591	0.0	2.3	8.604	A
2 - Peacock Lane (W)	1147	287	860	1704	0.673	1139	925	0.0	2.0	6.280	A
3 - Vigar Way (N)	1107	277	268	1784	0.621	1101	1731	0.0	1.6	5.221	A
4 - Webster Close	62	16	1353	551	0.113	61	16	0.0	0.1	7.349	A

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 - Peacock Lane (E)	971	243	828	1368	0.710	971	595	2.3	2.4	9.049	A
2 - Peacock Lane (W)	1147	287	868	1698	0.675	1147	931	2.0	2.1	6.524	A
3 - Vigar Way (N)	1107	277	270	1783	0.621	1107	1745	1.6	1.6	5.328	A
4 - Webster Close	62	16	1361	547	0.113	62	16	0.1	0.1	7.428	A

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 - Peacock Lane (E)	971	243	828	1368	0.710	971	595	2.4	2.4	9.058	A
2 - Peacock Lane (W)	1147	287	868	1698	0.675	1147	931	2.1	2.1	6.530	A
3 - Vigar Way (N)	1107	277	270	1783	0.621	1107	1745	1.6	1.6	5.328	A
4 - Webster Close	62	16	1361	546	0.113	62	16	0.1	0.1	7.429	A

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 - Peacock Lane (E)	971	243	828	1368	0.710	971	595	2.4	2.4	9.062	A
2 - Peacock Lane (W)	1147	287	868	1698	0.675	1147	931	2.1	2.1	6.530	A
3 - Vigar Way (N)	1107	277	270	1783	0.621	1107	1745	1.6	1.6	5.328	A
4 - Webster Close	62	16	1361	546	0.113	62	16	0.1	0.1	7.429	A

2040 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Peacock Lane (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Peacock Lane.Vigar Way rdbt	Standard Roundabout		1, 2, 3, 4	6.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2040	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 (%)
1 - Peacock Lane (E)		FLAT	✓	382	100.000
2 - Peacock Lane (W)		FLAT	✓	1539	100.000
3 - Vigar Way (N)		FLAT	✓	1322	100.000
4 - Webster Close		FLAT	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
From	1 - Peacock Lane (E)	0	152	230	0
	2 - Peacock Lane (W)	290	0	1243	6
	3 - Vigar Way (N)	32	1246	0	44
	4 - Webster Close	3	5	18	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
	1 - Peacock Lane (E)	0	0	0	0
	2 - Peacock Lane (W)	0	0	1	0
	3 - Vigar Way (N)	1	1	0	0
	4 - Webster Close	1	1	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 - Peacock Lane (E)	0.35	5.07	0.5	A	382	382
2 - Peacock Lane (W)	0.71	5.59	2.4	A	1539	1539
3 - Vigar Way (N)	0.75	8.29	3.0	A	1322	1322
4 - Webster Close	0.06	8.86	0.1	A	26	26

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 - Peacock Lane (E)	382	96	1258	1098	0.348	380	323	0.0	0.5	4.996	A
2 - Peacock Lane (W)	1539	385	247	2183	0.705	1530	1391	0.0	2.3	5.432	A
3 - Vigar Way (N)	1322	331	294	1757	0.752	1310	1482	0.0	2.9	7.864	A
4 - Webster Close	26	6	1555	439	0.059	26	50	0.0	0.1	8.698	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 - Peacock Lane (E)	382	96	1269	1091	0.350	382	325	0.5	0.5	5.074	A
2 - Peacock Lane (W)	1539	385	248	2182	0.705	1539	1403	2.3	2.4	5.592	A
3 - Vigar Way (N)	1322	331	296	1756	0.753	1322	1491	2.9	3.0	8.281	A
4 - Webster Close	26	6	1568	433	0.060	26	50	0.1	0.1	8.854	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 - Peacock Lane (E)	382	96	1269	1091	0.350	382	325	0.5	0.5	5.075	A
2 - Peacock Lane (W)	1539	385	248	2182	0.705	1539	1403	2.4	2.4	5.594	A
3 - Vigar Way (N)	1322	331	296	1756	0.753	1322	1491	3.0	3.0	8.288	A
4 - Webster Close	26	6	1568	432	0.060	26	50	0.1	0.1	8.856	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 - Peacock Lane (E)	382	96	1269	1091	0.350	382	325	0.5	0.5	5.075	A
2 - Peacock Lane (W)	1539	385	248	2182	0.705	1539	1403	2.4	2.4	5.594	A
3 - Vigar Way (N)	1322	331	296	1756	0.753	1322	1491	3.0	3.0	8.290	A
4 - Webster Close	26	6	1568	432	0.060	26	50	0.1	0.1	8.857	A

2040 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Peacock Lane (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Peacock Lane.Vigar Way rdbt	Standard Roundabout		1, 2, 3, 4	7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2040	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 (%)
1 - Peacock Lane (E)		FLAT	✓	1004	100.000
2 - Peacock Lane (W)		FLAT	✓	1135	100.000
3 - Vigar Way (N)		FLAT	✓	1160	100.000
4 - Webster Close		FLAT	✓	62	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
From	1 - Peacock Lane (E)	0	155	849	0
	2 - Peacock Lane (W)	236	0	899	0
	3 - Vigar Way (N)	354	790	0	16
	4 - Webster Close	0	14	48	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
	1 - Peacock Lane (E)	0	0	0	0
	2 - Peacock Lane (W)	0	0	2	0
	3 - Vigar Way (N)	3	0	0	0
	4 - Webster Close	0	0	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 - Peacock Lane (E)	0.74	9.98	2.8	A	1004	1004
2 - Peacock Lane (W)	0.67	6.58	2.1	A	1135	1135
3 - Vigar Way (N)	0.65	5.68	1.8	A	1160	1160
4 - Webster Close	0.12	7.65	0.1	A	62	62

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 - Peacock Lane (E)	1004	251	847	1368	0.734	993	586	0.0	2.7	9.370	A
2 - Peacock Lane (W)	1135	284	888	1689	0.672	1127	952	0.0	2.0	6.320	A
3 - Vigar Way (N)	1160	290	234	1794	0.646	1153	1780	0.0	1.8	5.552	A
4 - Webster Close	62	16	1371	537	0.115	61	16	0.0	0.1	7.557	A

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 - Peacock Lane (E)	1004	251	852	1364	0.736	1004	590	2.7	2.7	9.964	A
2 - Peacock Lane (W)	1135	284	897	1682	0.675	1135	959	2.0	2.0	6.573	A
3 - Vigar Way (N)	1160	290	236	1793	0.647	1160	1796	1.8	1.8	5.681	A
4 - Webster Close	62	16	1380	533	0.116	62	16	0.1	0.1	7.645	A

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 - Peacock Lane (E)	1004	251	852	1364	0.736	1004	590	2.7	2.7	9.978	A
2 - Peacock Lane (W)	1135	284	897	1682	0.675	1135	959	2.0	2.1	6.577	A
3 - Vigar Way (N)	1160	290	236	1793	0.647	1160	1796	1.8	1.8	5.684	A
4 - Webster Close	62	16	1380	533	0.116	62	16	0.1	0.1	7.646	A

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 - Peacock Lane (E)	1004	251	852	1364	0.736	1004	590	2.7	2.8	9.982	A
2 - Peacock Lane (W)	1135	284	897	1682	0.675	1135	959	2.1	2.1	6.580	A
3 - Vigar Way (N)	1160	290	236	1793	0.647	1160	1796	1.8	1.8	5.684	A
4 - Webster Close	62	16	1380	533	0.116	62	16	0.1	0.1	7.646	A

2040 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	2 - Peacock Lane (W) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Peacock Lane.Vigar Way rdbt	Standard Roundabout		1, 2, 3, 4	7.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2040	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 (%)
1 - Peacock Lane (E)		FLAT	✓	443	100.000
2 - Peacock Lane (W)		FLAT	✓	1516	100.000
3 - Vigar Way (N)		FLAT	✓	1365	100.000
4 - Webster Close		FLAT	✓	26	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
From	1 - Peacock Lane (E)	0	176	267	0
	2 - Peacock Lane (W)	286	0	1228	2
	3 - Vigar Way (N)	32	1289	0	44
	4 - Webster Close	3	5	18	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - Peacock Lane (E)	2 - Peacock Lane (W)	3 - Vigar Way (N)	4 - Webster Close
	1 - Peacock Lane (E)	0	0	22	0
	2 - Peacock Lane (W)	0	0	1	0
	3 - Vigar Way (N)	1	1	0	0
	4 - Webster Close	0	0	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 - Peacock Lane (E)	0.47	7.27	0.9	A	443	443
2 - Peacock Lane (W)	0.72	6.05	2.5	A	1516	1516
3 - Vigar Way (N)	0.78	9.12	3.4	A	1365	1365
4 - Webster Close	0.06	9.32	0.1	A	26	26

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 - Peacock Lane (E)	443	111	1299	946	0.469	440	319	0.0	0.9	7.068	A
2 - Peacock Lane (W)	1516	379	283	2112	0.718	1506	1456	0.0	2.5	5.845	A
3 - Vigar Way (N)	1365	341	286	1760	0.775	1352	1503	0.0	3.3	8.555	A
4 - Webster Close	26	7	1592	420	0.062	26	46	0.0	0.1	9.126	A

17:15 - 17:30

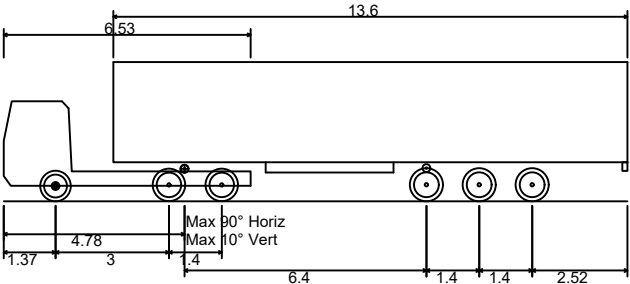
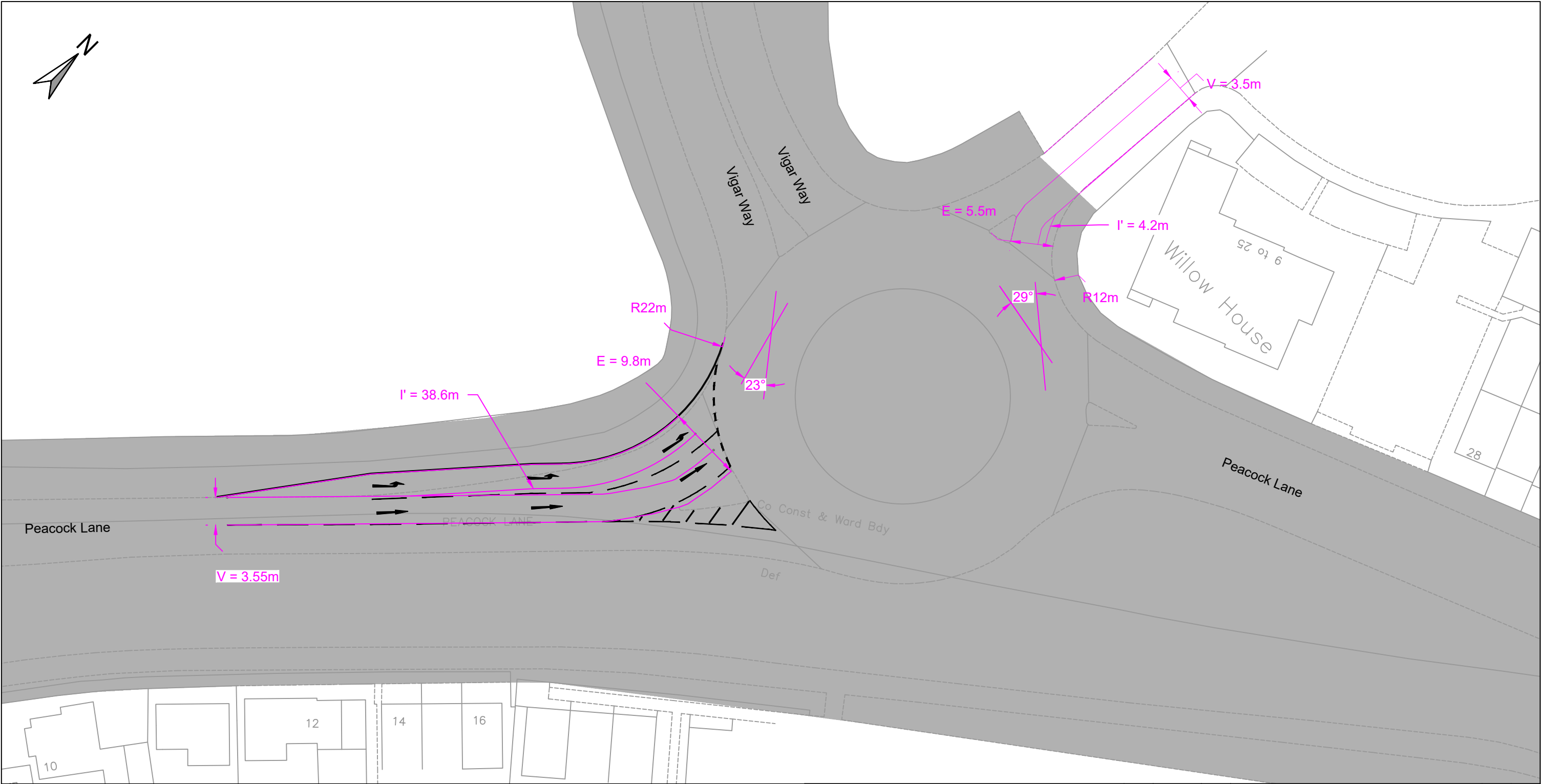
Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	443	111	1312	938	0.472	443	321	0.9	0.9	7.262	A
2 - Peacock Lane (W)	1516	379	285	2110	0.718	1516	1470	2.5	2.5	6.050	A
3 - Vigar Way (N)	1365	341	288	1759	0.776	1365	1513	3.3	3.4	9.107	A
4 - Webster Close	26	7	1607	412	0.063	26	46	0.1	0.1	9.317	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 - Peacock Lane (E)	443	111	1312	938	0.472	443	321	0.9	0.9	7.267	A
2 - Peacock Lane (W)	1516	379	285	2110	0.718	1516	1470	2.5	2.5	6.052	A
3 - Vigar Way (N)	1365	341	288	1759	0.776	1365	1513	3.4	3.4	9.119	A
4 - Webster Close	26	7	1607	412	0.063	26	46	0.1	0.1	9.320	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 - Peacock Lane (E)	443	111	1312	938	0.472	443	321	0.9	0.9	7.267	A
2 - Peacock Lane (W)	1516	379	285	2110	0.718	1516	1470	2.5	2.5	6.055	A
3 - Vigar Way (N)	1365	341	288	1759	0.776	1365	1513	3.4	3.4	9.125	A
4 - Webster Close	26	7	1607	412	0.063	26	46	0.1	0.1	9.320	A



Max Legal Length (UK) Articulated Vehicle (16.5m)	16.500m
Overall Length	13.6m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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TITLE:
JUNCTION 12
PEACOK LANE/ VIGAR WAY
GEOMETRIES

REV	DATE	BY	DESCRIPTION	CHK	APD
SCALE @ A3: 1:500			CHECKED: SAJ	APPROVED: SAJ	
DATE: 24/08/20			DESIGN-DRAWN: ADS	DRAWING TYPE: SK	
PROJECT No: P19-1525			DRAWING No: 014	REV: -	



Appendix J

2040 Capacity Analysis Peacock Lane / Osprey Avenue / Webster Close Roundabout

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.0.0.2177			
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Filename: 260513 Adjusted - Peacock Ln_Osprey Ave Capacity Assessment.j11

Path: P:\A218 Priors Farm, South Wokingham SDL\Communications\Base Information\Transport\Priors Farm (Transport Analysis)\260421 Capacity Tests\Jcn X - Peacock Ln_Osprey Avenue_Webster Close Rdbt

Report generation date: 14/05/2026 13:05:36

- »2040 | Base | AM
- »2040 | Base | PM
- »2040 | With Dev | AM
- »2040 | With Dev | PM

Summary of junction performance

	AM		PM	
	Queue (Veh)	RFC	Queue (Veh)	RFC
2040 - Base				
1 - Peacock Lane (E)	2.4	0.71	0.3	0.25
2 - Osprey Avenue	0.1	0.11	0.5	0.32
3 - Peacock Lane (W)	0.5	0.35	0.2	0.20
4 - Webster Close	0.5	0.35	0.2	0.17
2040 - With Dev				
1 - Peacock Lane (E)	2.6	0.72	0.4	0.29
2 - Osprey Avenue	0.1	0.11	0.5	0.34
3 - Peacock Lane (W)	0.5	0.35	0.2	0.20
4 - Webster Close	0.5	0.35	0.2	0.17

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	Peakcock Lane Osprey Avenue Rdbt
Location	
Site number	A218
Date	17/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	A218
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2040	Base	AM	FLAT	07:45	08:45	60	15
D2	2040	Base	PM	FLAT	16:45	17:45	60	15
D3	2040	With Dev	AM	FLAT	07:45	08:45	60	15
D4	2040	With Dev	PM	FLAT	16:45	17:45	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2040 | 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	untitled	Standard Roundabout		1, 2, 3, 4	5.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.73	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Peacock Lane (E)		
2	Osprey Avenue		
3	Peacock Lane (W)		
4	Webster Close		

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 - Peacock Lane (E)	2.90	7.10	23.3	15.1	40.0	30.0		
2 - Osprey Avenue	3.00	6.30	11.5	42.7	40.0	28.0		
3 - Peacock Lane (W)	5.40	7.30	14.9	23.0	40.0	34.0		
4 - Webster Close	3.60	7.60	9.5	19.0	40.0	32.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Peacock Lane (E)	0.629	1659
2 - Osprey Avenue	0.607	1478
3 - Peacock Lane (W)	0.705	2030
4 - Webster Close	0.617	1592

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2040	Base	AM	FLAT	07:45	08:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	1094	100.000
2 - Osprey Avenue		✓	84	100.000
3 - Peacock Lane (W)		✓	661	100.000
4 - Webster Close		✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	39	906	149
	2 - Osprey Avenue	34	0	50	0
	3 - Peacock Lane (W)	548	66	0	47
	4 - Webster Close	356	0	64	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	0	2	0
	2 - Osprey Avenue	0	0	0	0
	3 - Peacock Lane (W)	0	0	0	0
	4 - Webster Close	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.71	7.87	2.4	A
2 - Osprey Avenue	0.11	5.12	0.1	A
3 - Peacock Lane (W)	0.35	2.90	0.5	A
4 - Webster Close	0.35	4.66	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1094	129	1552	0.705	1085	2.3	7.563	A
2 - Osprey Avenue	84	1110	793	0.106	84	0.1	5.074	A
3 - Peacock Lane (W)	661	182	1902	0.348	659	0.5	2.892	A
4 - Webster Close	420	646	1193	0.352	418	0.5	4.630	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1094	130	1552	0.705	1094	2.4	7.859	A
2 - Osprey Avenue	84	1119	787	0.107	84	0.1	5.121	A
3 - Peacock Lane (W)	661	183	1901	0.348	661	0.5	2.903	A
4 - Webster Close	420	648	1192	0.352	420	0.5	4.664	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1094	130	1552	0.705	1094	2.4	7.864	A
2 - Osprey Avenue	84	1119	787	0.107	84	0.1	5.121	A
3 - Peacock Lane (W)	661	183	1901	0.348	661	0.5	2.903	A
4 - Webster Close	420	648	1192	0.352	420	0.5	4.664	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1094	130	1552	0.705	1094	2.4	7.866	A
2 - Osprey Avenue	84	1119	787	0.107	84	0.1	5.121	A
3 - Peacock Lane (W)	661	183	1901	0.348	661	0.5	2.903	A
4 - Webster Close	420	648	1192	0.352	420	0.5	4.664	A

2040 | 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	untitled	Standard Roundabout		1, 2, 3, 4	3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2040	Base	PM	FLAT	16:45	17:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	408	100.000
2 - Osprey Avenue		✓	392	100.000
3 - Peacock Lane (W)		✓	372	100.000
4 - Webster Close		✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	30	344	34
	2 - Osprey Avenue	179	0	213	0
	3 - Peacock Lane (W)	282	51	0	39
	4 - Webster Close	176	0	37	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	0	0	0
	2 - Osprey Avenue	0	0	0	0
	3 - Peacock Lane (W)	0	0	0	1
	4 - Webster Close	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.25	3.01	0.3	A
2 - Osprey Avenue	0.32	4.32	0.5	A
3 - Peacock Lane (W)	0.20	2.39	0.2	A
4 - Webster Close	0.17	3.39	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	408	88	1604	0.254	407	0.3	3.005	A
2 - Osprey Avenue	392	414	1226	0.320	390	0.5	4.295	A
3 - Peacock Lane (W)	372	212	1878	0.198	371	0.2	2.387	A
4 - Webster Close	213	510	1277	0.167	212	0.2	3.380	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	408	88	1604	0.254	408	0.3	3.010	A
2 - Osprey Avenue	392	415	1225	0.320	392	0.5	4.318	A
3 - Peacock Lane (W)	372	213	1877	0.198	372	0.2	2.390	A
4 - Webster Close	213	512	1276	0.167	213	0.2	3.386	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	408	88	1604	0.254	408	0.3	3.010	A
2 - Osprey Avenue	392	415	1225	0.320	392	0.5	4.318	A
3 - Peacock Lane (W)	372	213	1877	0.198	372	0.2	2.390	A
4 - Webster Close	213	512	1276	0.167	213	0.2	3.386	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	408	88	1604	0.254	408	0.3	3.010	A
2 - Osprey Avenue	392	415	1225	0.320	392	0.5	4.318	A
3 - Peacock Lane (W)	372	213	1877	0.198	372	0.2	2.390	A
4 - Webster Close	213	512	1276	0.167	213	0.2	3.386	A

2040 | With Dev | 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	untitled	Standard Roundabout		1, 2, 3, 4	6.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2040	With Dev	AM	FLAT	07:45	08:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	1113	100.000
2 - Osprey Avenue		✓	83	100.000
3 - Peacock Lane (W)		✓	658	100.000
4 - Webster Close		✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	38	926	149
	2 - Osprey Avenue	29	0	54	0
	3 - Peacock Lane (W)	549	68	0	41
	4 - Webster Close	341	0	79	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	0	2	0
	2 - Osprey Avenue	0	0	0	0
	3 - Peacock Lane (W)	0	0	0	1
	4 - Webster Close	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.72	8.41	2.6	A
2 - Osprey Avenue	0.11	5.27	0.1	A
3 - Peacock Lane (W)	0.35	2.89	0.5	A
4 - Webster Close	0.35	4.66	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1113	146	1541	0.722	1103	2.5	8.038	A
2 - Osprey Avenue	83	1144	772	0.108	83	0.1	5.221	A
3 - Peacock Lane (W)	658	176	1904	0.346	656	0.5	2.879	A
4 - Webster Close	420	644	1194	0.352	418	0.5	4.623	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1113	147	1541	0.722	1113	2.6	8.400	A
2 - Osprey Avenue	83	1154	765	0.108	83	0.1	5.274	A
3 - Peacock Lane (W)	658	178	1903	0.346	658	0.5	2.890	A
4 - Webster Close	420	646	1193	0.352	420	0.5	4.656	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1113	147	1541	0.722	1113	2.6	8.407	A
2 - Osprey Avenue	83	1154	765	0.108	83	0.1	5.275	A
3 - Peacock Lane (W)	658	178	1903	0.346	658	0.5	2.891	A
4 - Webster Close	420	646	1193	0.352	420	0.5	4.656	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	1113	147	1541	0.722	1113	2.6	8.409	A
2 - Osprey Avenue	83	1154	765	0.108	83	0.1	5.275	A
3 - Peacock Lane (W)	658	178	1903	0.346	658	0.5	2.891	A
4 - Webster Close	420	646	1193	0.352	420	0.5	4.656	A

2040 | With Dev | 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	untitled	Standard Roundabout		1, 2, 3, 4	3.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.39	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2040	With Dev	PM	FLAT	16:45	17:45	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Peacock Lane (E)		✓	469	100.000
2 - Osprey Avenue		✓	402	100.000
3 - Peacock Lane (W)		✓	373	100.000
4 - Webster Close		✓	213	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	30	405	34
	2 - Osprey Avenue	179	0	223	0
	3 - Peacock Lane (W)	279	56	0	38
	4 - Webster Close	176	0	37	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Peacock Lane (E)	2 - Osprey Avenue	3 - Peacock Lane (W)	4 - Webster Close
From	1 - Peacock Lane (E)	0	0	0	0
	2 - Osprey Avenue	0	0	0	0
	3 - Peacock Lane (W)	0	0	0	1
	4 - Webster Close	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Peacock Lane (E)	0.29	3.18	0.4	A
2 - Osprey Avenue	0.34	4.58	0.5	A
3 - Peacock Lane (W)	0.20	2.39	0.2	A
4 - Webster Close	0.17	3.39	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	469	93	1601	0.293	467	0.4	3.172	A
2 - Osprey Avenue	402	474	1189	0.338	400	0.5	4.548	A
3 - Peacock Lane (W)	373	212	1878	0.199	372	0.2	2.389	A
4 - Webster Close	213	512	1276	0.167	212	0.2	3.384	A

17:00 - 17:15

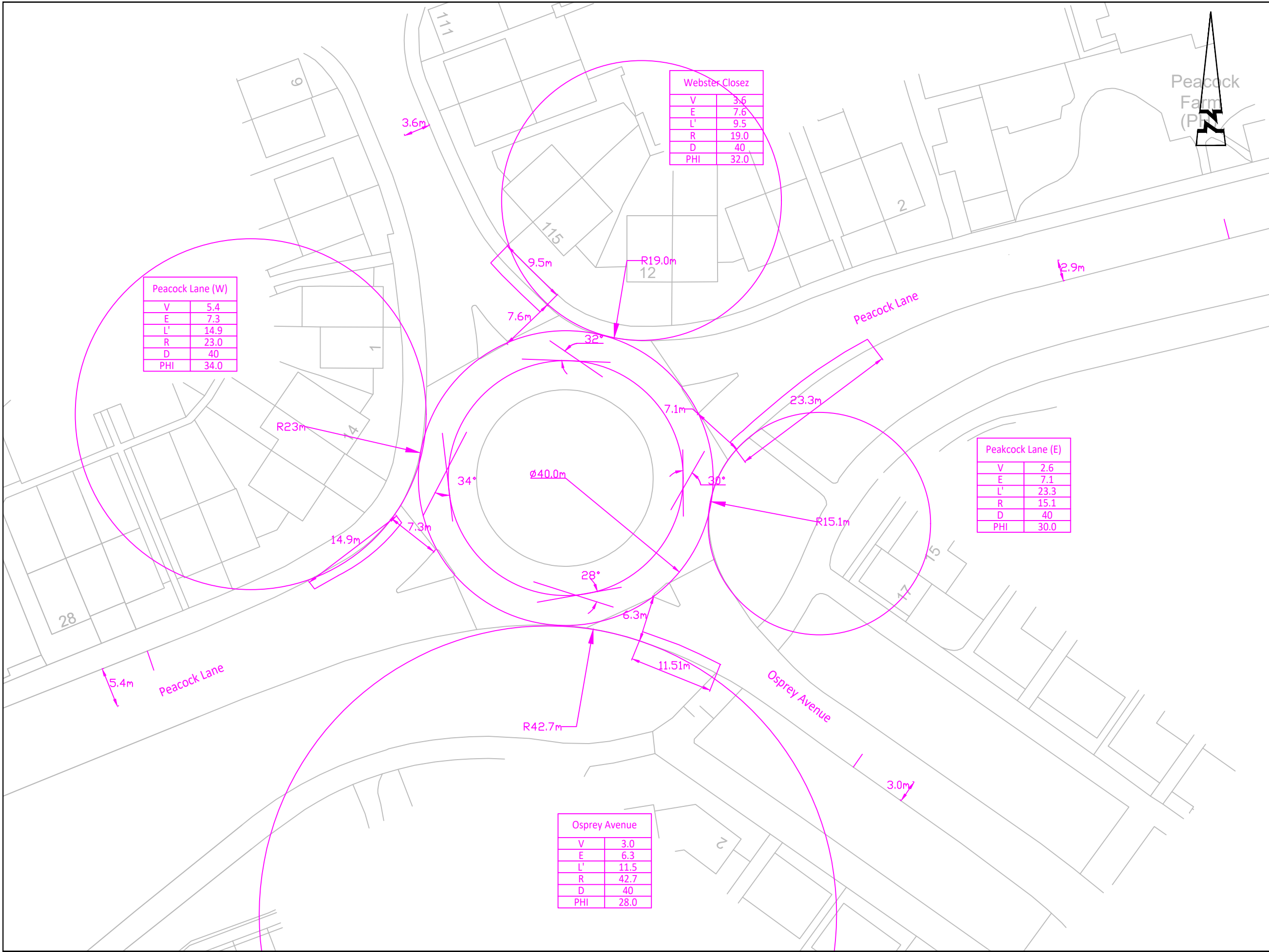
Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	469	93	1601	0.293	469	0.4	3.180	A
2 - Osprey Avenue	402	476	1188	0.338	402	0.5	4.577	A
3 - Peacock Lane (W)	373	213	1878	0.199	373	0.2	2.392	A
4 - Webster Close	213	514	1274	0.167	213	0.2	3.390	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	469	93	1601	0.293	469	0.4	3.180	A
2 - Osprey Avenue	402	476	1188	0.338	402	0.5	4.577	A
3 - Peacock Lane (W)	373	213	1878	0.199	373	0.2	2.392	A
4 - Webster Close	213	514	1274	0.167	213	0.2	3.390	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Peacock Lane (E)	469	93	1601	0.293	469	0.4	3.180	A
2 - Osprey Avenue	402	476	1188	0.338	402	0.5	4.577	A
3 - Peacock Lane (W)	373	213	1878	0.199	373	0.2	2.392	A
4 - Webster Close	213	514	1274	0.167	213	0.2	3.390	A



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Rev	Date	Description	Drawn	Checked
A	04.26	FIRST ISSUE	EH	AG

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Client
LIGHTWOOD STRATEGIC

Project
**SOUTH WOKINGHAM
SDL EXTENSION
PRIORS FARM**

Title
**PEACOCK LN/OSPREY AVE/
WEBSTER CLOSE RDBT
JUNCTION GEOMETRIES**

Status
FOR INFORMATION

Scale	Date	Drawn	Checked
1:500 @A3	APR 2026	EH	AG

Drawing No	Revision
A218-067	P1



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