

Appendix A Large Committed Sites with a Planning Permission – Wokingham Borough

Development	Land Use	Land Use Class	Unit	Net change 2021-2040
Crossfields School Shinfield Road	Education	D1	sqm	741
Addington School Woodlands Avenue	Education	D1	sqm	935
43 Crockhamwell Road, Woodley,	Employment	A2	sqm	88
Lambs Farm Business Park Basingstoke Road Swallowfield Berkshire	Employment	B1	sqm	225
Lambs Farm Business Park Basingstoke Road Swallowfield Berkshire	Employment	B8	sqm	225
7 Headley Road Woodley	Employment	A2	sqm	-246
78 Meadow Road Earley	Employment	B1	sqm	-55
6 First Floor Library Parade Crockhamwell Road	Employment	D2, Leisure Centre	sqm	-100
6 First Floor Library Parade Crockhamwell Road	Employment	B1	sqm	100
Unit N Basingstoke Road Spencers Wood Reading Berkshire	Employment	B1	sqm	70
Unit N Basingstoke Road Spencers Wood Reading Berkshire	Employment	B8	sqm	70
Mays Farm Hyde End Road Shinfield	Employment	B8	sqm	217
151 Land South Of Nash Grove Lane Finchampstead	Employment	B8	sqm	-206
The Corner Garage 136 Reading Road Wokingham	Employment	B2	sqm	50
Harp Farm Forest Road Wokingham	Employment	B8	sqm	565
3 Danehill Lower Earley Reading	Employment	B1	sqm	-283
3 Danehill Lower Earley Reading	Employment	B2	sqm	283
81 Crockhamwell Road, Woodley,	Employment	D2, Leisure Centre	sqm	-724
Thames Valley Science and Innovation Park	Employment	B1, TVSP	sqm	16,096
Former Bramshill Hunt Public House	Employment	B1	sqm	370
Swallowfield Service Station	Employment	B1	sqm	296
Creative Media Hub	Employment		sqm	85,000
Carnival Pool, Wellington Rd, Wokingham	Mixed	D1	sqm	1,750
Carnival Pool, Wellington Rd, Wokingham	Mixed	D2	sqm	1,750
Headley Road East	Mixed	B1-B8	sqm	11,242
12 Oaklands Business Centre, Oaklands Park Wokingham	Residential	C3, Dwelling	Dwellings	25
54-58, Reading Road, Wokingham, RG41 1EH	Residential	C3, Dwelling	Dwellings	34
Stanbury House	Residential	C3, Dwelling	Dwellings	57
Land To The West Of Trowes Lane, Swallowfield	Residential	C3, Dwelling	Dwellings	20
Reading FC Training Ground, Park Lane, Finchampstead, RG40 4PT	Residential	C3, Dwelling	Dwellings	140
Quoin House Fishponds Road	Residential	C3, Dwelling	Dwellings	38
West Forest Gate Wellington Rd	Residential	C3, Dwelling	Dwellings	49

Development	Land Use	Land Use Class	Unit	Net change 2021-2040
Land south of Old Bath Road, Sonning, RG4 6GQ	Residential	C3, Dwelling	Dwellings	54
Sorbus House Mulberry Business House Fishponds Road	Residential	C3, Dwelling	Dwellings	45
Sorbus House Mulberry Business House Fishponds Road	Residential	C3, Dwelling	Dwellings	41
Ascot House, Finchampstead Road, Wokingham, RG40 2NW	Residential	C3, Dwelling	Dwellings	24
Land to the west and south of St Anne's Drive, London Road, Wokingham, RG40 1PB	Residential	C3, Dwelling	Dwellings	54
Land west of Kingfisher Grove, Three Mile Cross	Residential	C3, Dwelling	Dwellings	49
Land adjacent to Toutley Depot, West of Twyford Road, Wokingham, RG41 1XA	Residential	C3, Dwelling	Dwellings	130
Land at and to the rear of 240 Nine Mile Ride, Finchampstead	Residential	C3, Dwelling	Dwellings	30
43-7 Peach Street Wokingham, RG40 1 XJ	Residential	C3, Dwelling	Dwellings	27
Interserve House, Ruscombe Park, Reading, RG10 9JU	Residential	C3, Dwelling	Dwellings	40
19-21 Market Place, Wokingham, RG40 1AP	Residential	C3, Dwelling	Dwellings	60
171 Evendons Lane, Wokingham, RG41 4EH	Residential	C3, Dwelling	Dwellings	64

Appendix B Large Committed Sites with a Planning Permission – Neighbouring Authorities

Application Reference	Address	Land Use Class	Unit	Size
Bracknell Forest				
	Land at Amen Corner North (Part of SALP policy SA6), Binfield	C3 (dwellings)	Dwellings	380
	Winchester House, Market Place (Land within Town Centre)	C3 (flats), C3 (dwellings)	Dwellings	311
	Land At Former TRL Site, Nine Mile Ride (SALP policy SA5), Crowthorne	C3 (dwellings)	Dwellings	1000
	Blue Mountain Golf Club and Conference Centre Wood Lane (SALP Policy SA7)	C3 (dwellings)	Dwellings	403
	Amber House and Northgate House, Market Street	C3 (flats)	Dwellings	193
	Aspect 1-3, Wokingham Road, Bracknell Town	C3 (flats)	Dwellings	146
	Land at Lower Broadmoor Road and Cricket Field Grove, Crowthorne	C3 (dwellings)	Dwellings	130
	Land West of Alford Close and 96 and 98 High Street (SALP Policy SA3)	C3 (dwellings)	Dwellings	108
	One Thames Valley House, Wokingham Road	C3 (flats)	Dwellings	130
	Bus Depot and Offices, Coldborough House, Market Street (The Grand Exchange)	C3 (flats)	Dwellings	242
20/00101/FUL	Popes Farm, Murell Hill Lane, Amen Corner North (The Croft)	C3 (flats), C3 (dwellings)	Dwellings	53
18/00200/PAC	Building 2, Technology House, The Boulevard, Cain Road	C3 (flats)	Dwellings	93
18/00514/FUL	OTV House, Wokingham Road	C3 (flats)	Dwellings	126
17/01123/OUT	Beaufort Park, South Road	C3 (flats), C3 (dwellings)	Dwellings	68
17/00054/REM 18/00396/REM	Land at Warfield (SALP Policy SA9 - Area 2)	C3 (flats), C3 (dwellings)	Dwellings	685
16/01195/FUL 16/01253/FUL 16/01274/FUL	Land at Warfield Area 1 (SALP Policy SA9)	C3 (flats), C3 (dwellings)	Dwellings	211
18/01053/CLPUD	The Hideout, West Road	C3 (dwellings)	Dwellings	70
Hart				
Application Reference	Address	Land Use Class	Unit	Size
14/02281/MAJOR	Land between Moulsham Lane and Broome Close, Yateley	C3 (dwellings)	Dwellings	150
Reading				
	Greenpark Phases 1 & 2	Employment	B1	40000
	Greenpark Phases 1 & 2	Employment	B1	25000
	Kennet Island Phase 3 (excl 3A), Manor Farm Road	Residential	C3, Flats	362
	Pingemead Business Park & Land adj to Longwater Avenue	Residential	C3, Dwelling	1486

Application Reference	Address	Land Use Class	Unit	Size
	University of Reading, The Chancellors Way & Shinfield Road	Hotel	C1, Bed	50
	Ridgeway Primary School, Willow Gardens	Education	D1, Primary	138
	Reading International Business Park, A33 Relief Road	Employment	B1	11161
	Royal Elm Park	Residential	C3, Flats	633
	Royal Elm Park	Employment	B1	611
	Royal Elm Park	Hotel	C1, Bed	81
West Berkshire				
	Sandleford Park	Residential	C3, Dwelling	2000
	Land adjacent to Junction 12 of M4, Bath Road, Calcot	Residential	C3, Dwelling	150
	Field between A340 and The Green, Theale	Residential	C3, Dwelling	100
	AWE Aldermaston, Aldermaston, Reading	Industry	B2	18489
	Youngs Industrial Estate, Paices Hill, Aldermaston, Reading	Employment	B1	2691

Appendix C Hall Farm / Loddon Valley On-site Infrastructure Assumptions (Scenario 1A)

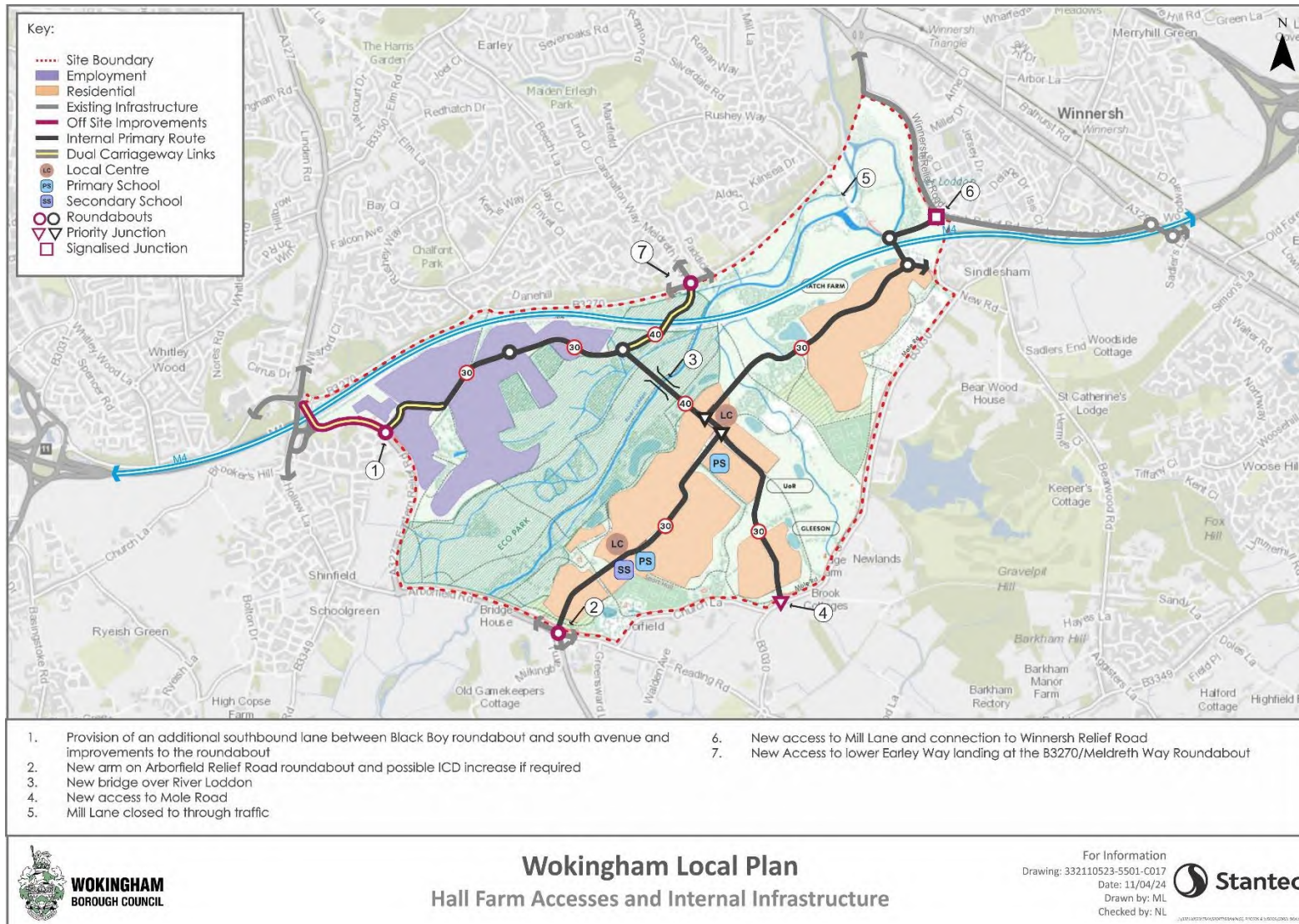


Figure 23: Hall Farm / Loddon Valley – Access and Internal Infrastructure

Table 30: Hall Farm / Loddon Valley – Access and Internal Infrastructure

	Infrastructure	Further Information
1	Provision of an additional southbound lane between Black Boy Roundabout and South Avenue and improvements to the roundabout.	As part of the recent Shinfield Studios planning application, land was identified to enable increased capacity at the roundabout and internal links within the TVSP in order to help safeguard the delivery of the LPU aspirations for Hall Farm / Loddon Valley. Provision of an additional southbound lane along the Shinfield Eastern Relief Road, which would form a segregated left turn leading to a dual lane section of internal road within the TVSP. Adoption of the existing speed limit of 40mph. Refer to Figure 24.
2	New arm on Arborfield Relief Road roundabout to accommodate access from Hall Farm / Loddon Valley and possible ICD increase if required.	Increased ICD from 51m to 60m. Single lane approach with a flare.
3	New bridge over River Loddon	Single lane. This lies on a primary route, which is assumed to have a speed limit of 30mph.
4	New access to Mole Road	Priority junction with access from Hall Farm / Loddon Valley being a minor arm.
5	Mill Lane closed to through traffic.	Access to Sindlesham roundabout is severed.
6	New access to Mill Lane and connection to Winnersh Relief Road	See Figure 25.
7	New access to Lower Earley Way landing at the B3270/Meldreth Way Roundabout	See Figure 26.

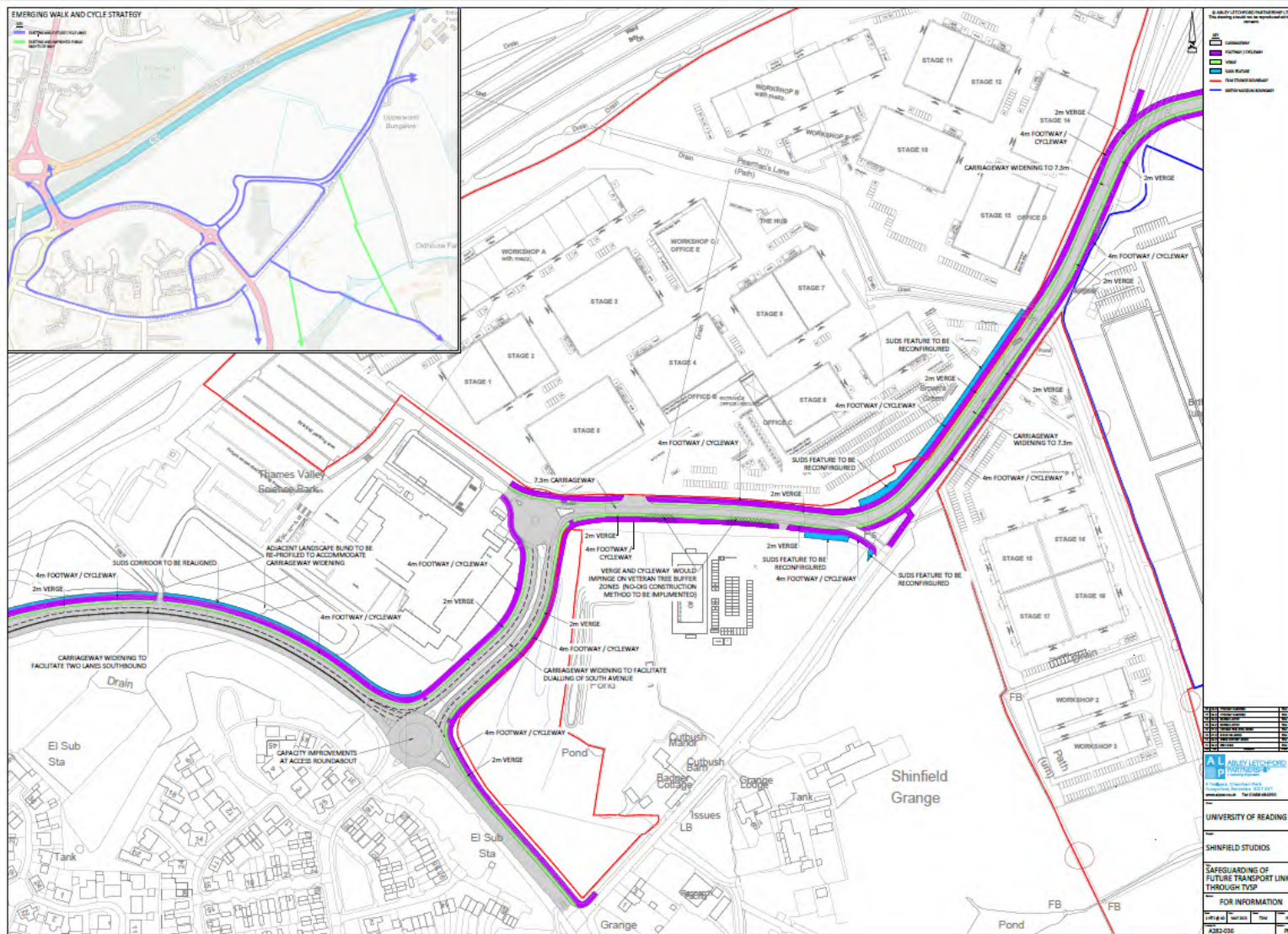


Figure 24: Provision of an additional southbound lane along the Shinfield Eastern Relief Road

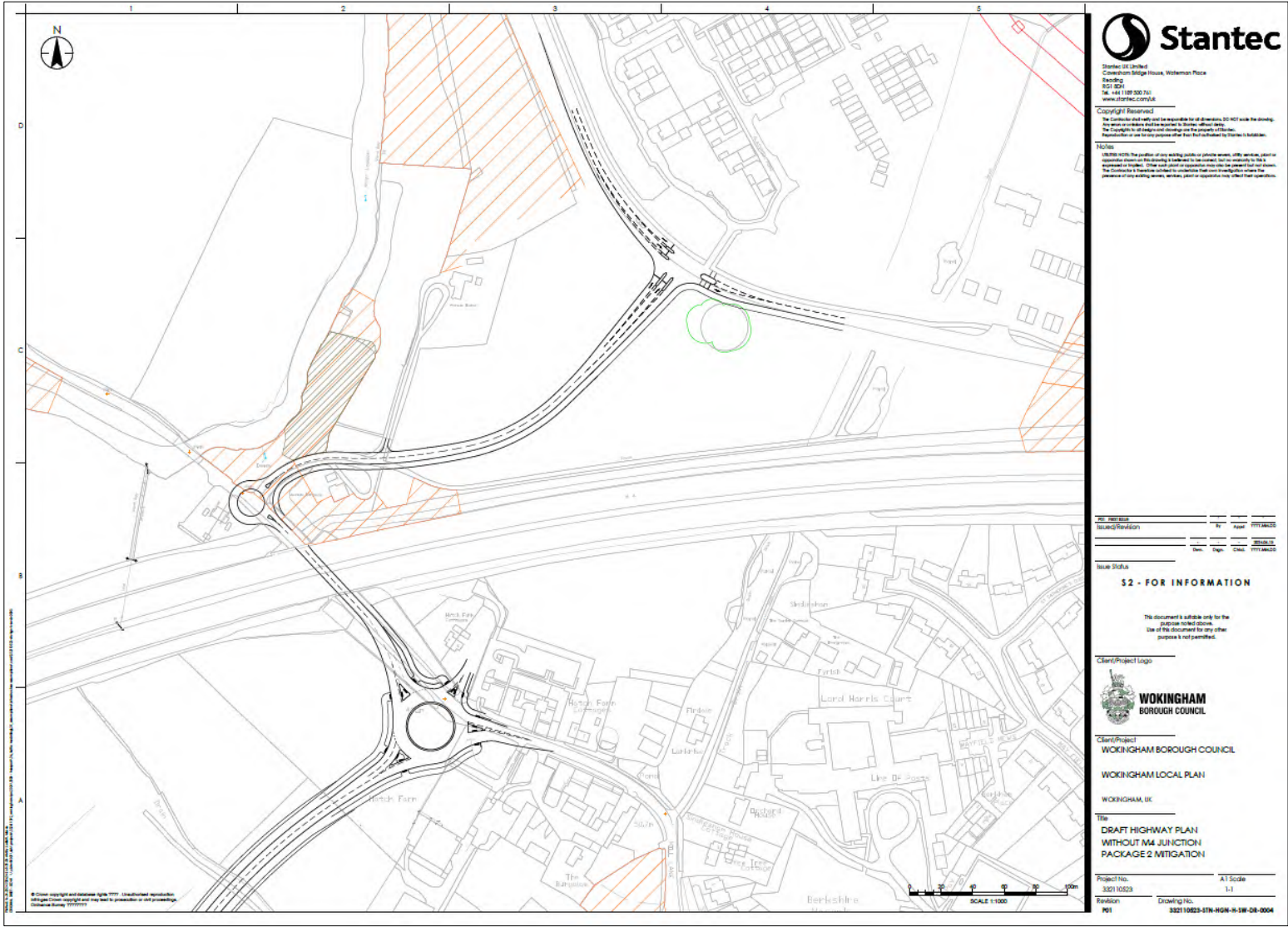


Figure 25: New access to Mill Lane and Connection to Winnersh Relief Road



Figure 26: New access to Lower Earley Way landing at the B3270/Meldreth Way Roundabout (source: Abley Letchford Partnership Consulting Engineers, drawing no. A392-097)

**Extracts from Microsimulation model to define access and junction layout assumptions (to be scale and for information only).
Reference numbers, refer to Figure 23 – Hall Farm Accesses and Internal Infrastructure Plan**

Reference 7 - Rushey Way, Meldrith Way Roundabout	Reference 1 - Eastern Access SERR
	
Reference 4 - Mole Road Access	Reference 2 - Arborfield Relief Road Roundabout Access
	

Appendix D Hall Farm / Loddon Valley - Off-site Highway Mitigation Package

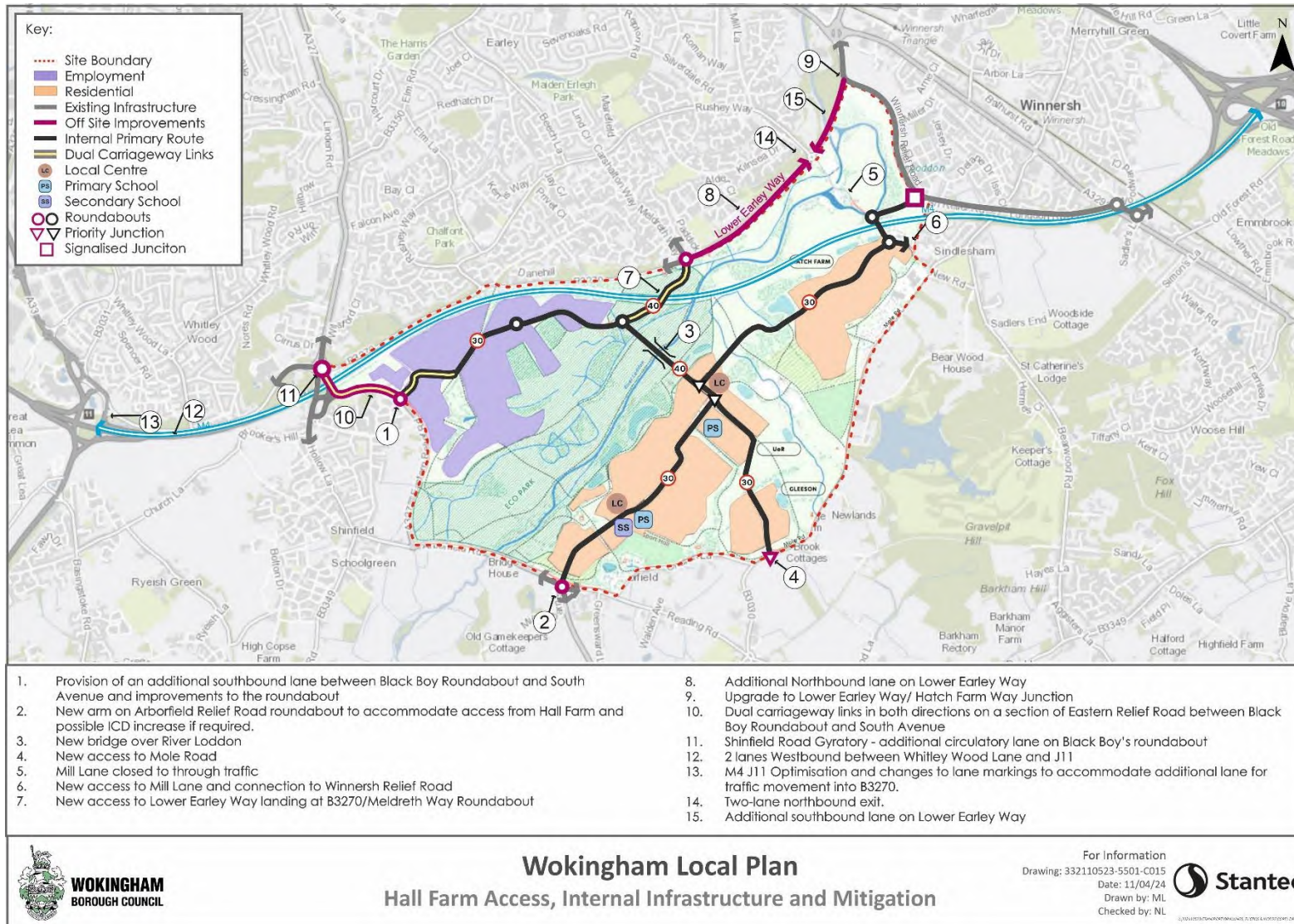
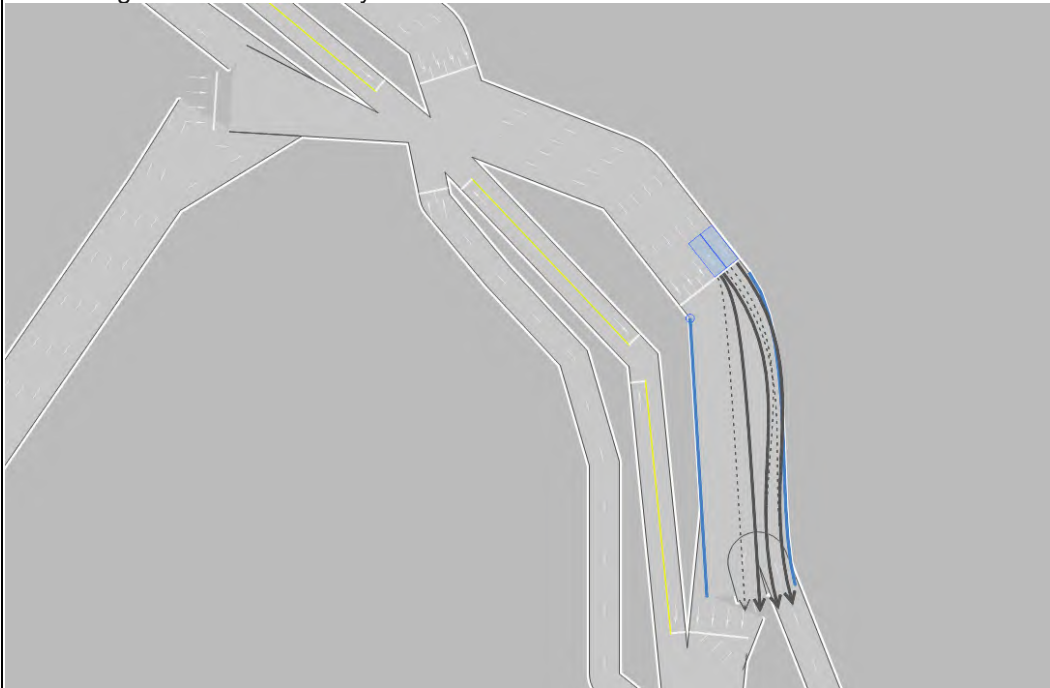


Figure 27: Hall Farm / Loddon Valley – Access, Internal Infrastructure & Mitigation Package

Table 30: Hall Farm / Loddon Valley –Schemes Additional to Access and Internal Infrastructure Included in Mitigation Package

No.	Infrastructure	Further Information
8	Additional northbound lane on Lower Earley Way	No changes to current speed limit of 50mph. Access from Barn Croft Drive and Paddick Drive become left-in/ left-out only.
9	Upgrade to Lower Earley Way/ Hatch Farm Way junction.	Changes are applied to all arms including provision of the second right turn lane from the south from Lower Earley Way to Hatch Farm Way. See Figure 28.
10	Dual carriageway links in both directions on a section of Eastern Relief Road between Black Boy Roundabout and South Avenue	Adoption of the existing speed limit of 40mph.
11	Shinfield Road Gyratory - additional circulatory lane on Black Boy's roundabout	Upgrade from three to four lanes on circulatory.
12	2 lanes westbound between Whitley Wood Lane and J11	No change to the existing speed limit of 40 mph. See Figure 29. The B3270/ Whitley Wood Lane junction may need to have the right turn from Whitley Wood Lane banned.

No.	Infrastructure	Further Information
13	M4 J11 Optimisation and changes to lane markings to accommodate additional lane for traffic movement into B3270.	<p>The changes are schematically shown on the screenshot from WSTM4 below.</p> 
14	Two lane northbound exit at Mill Lane/ Rushey Way roundabout	The 2-lane exit is approximately 170m in length (or up to about 40 meters south of the River Loddon).
15	Two lanes southbound on Lower Earley Way North between the Hatch Farm Way and Mill Lane junctions	

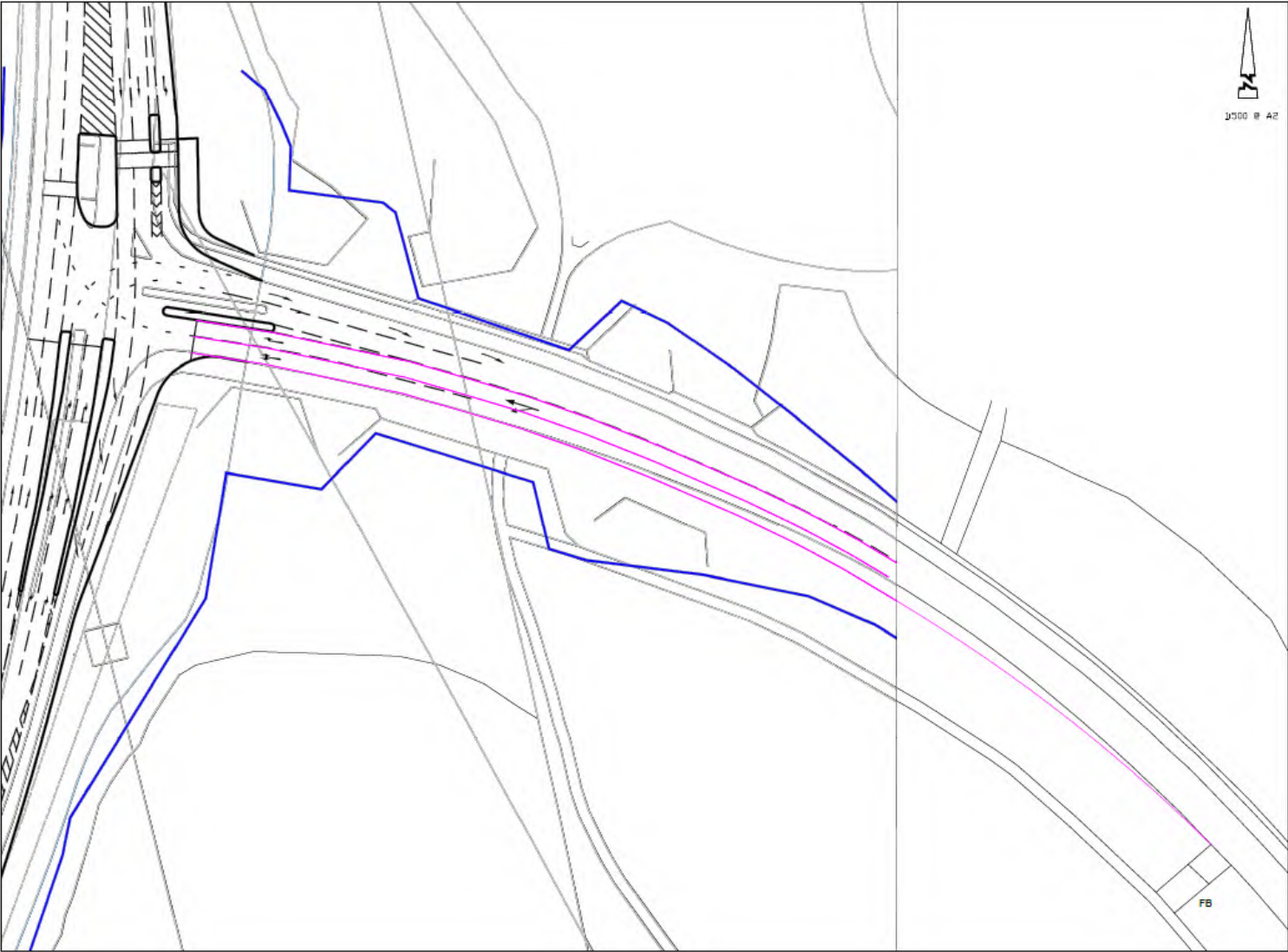


Figure 28: Upgrade to Lower Earley Way/ Hatch Farm Way Junction.

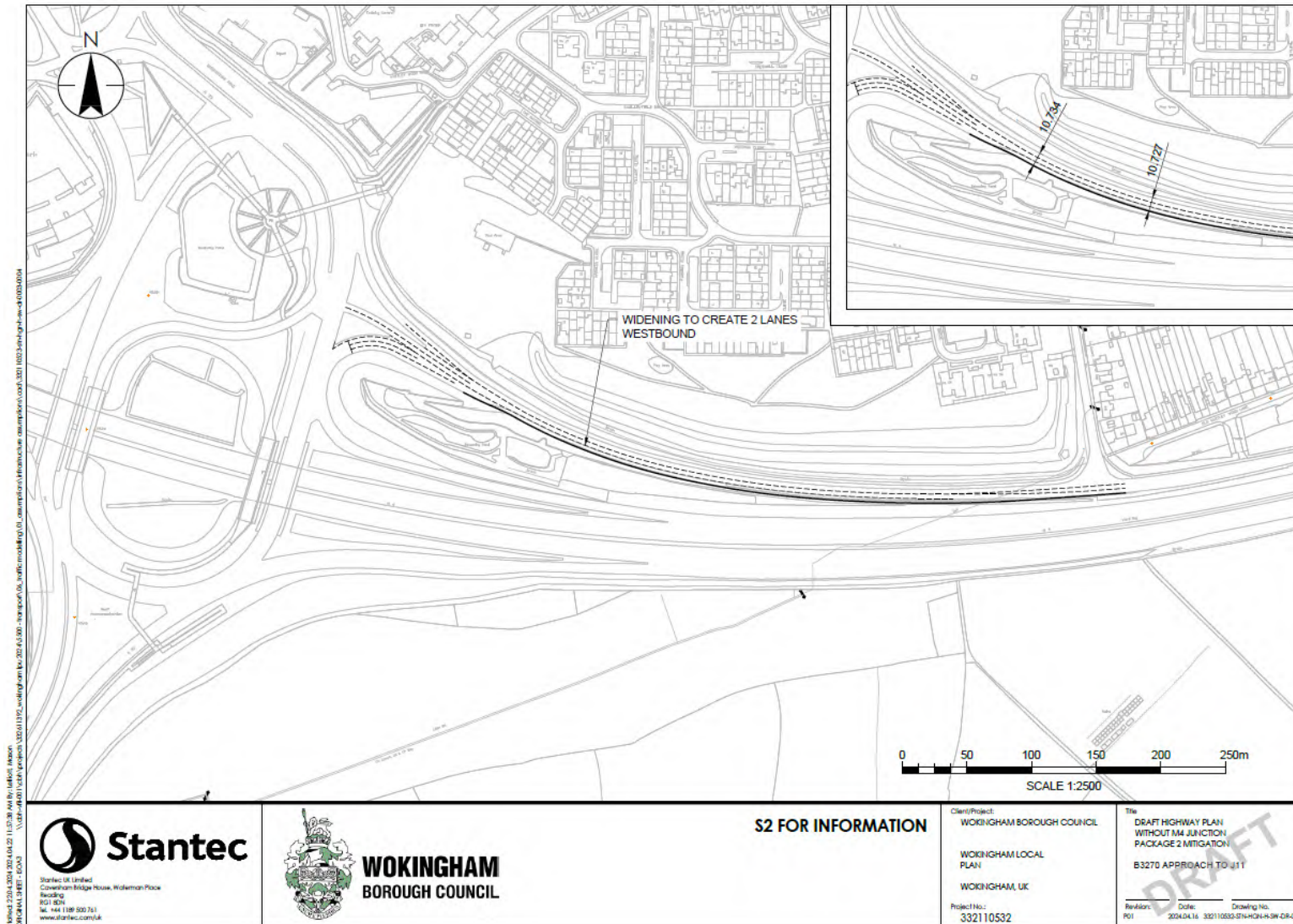


Figure 29: 2 lanes westbound between Whitley Wood Lane and J11.

Appendix E South Wokingham Extension On-site Infrastructure Assumptions (Scenario 1A Assumptions)

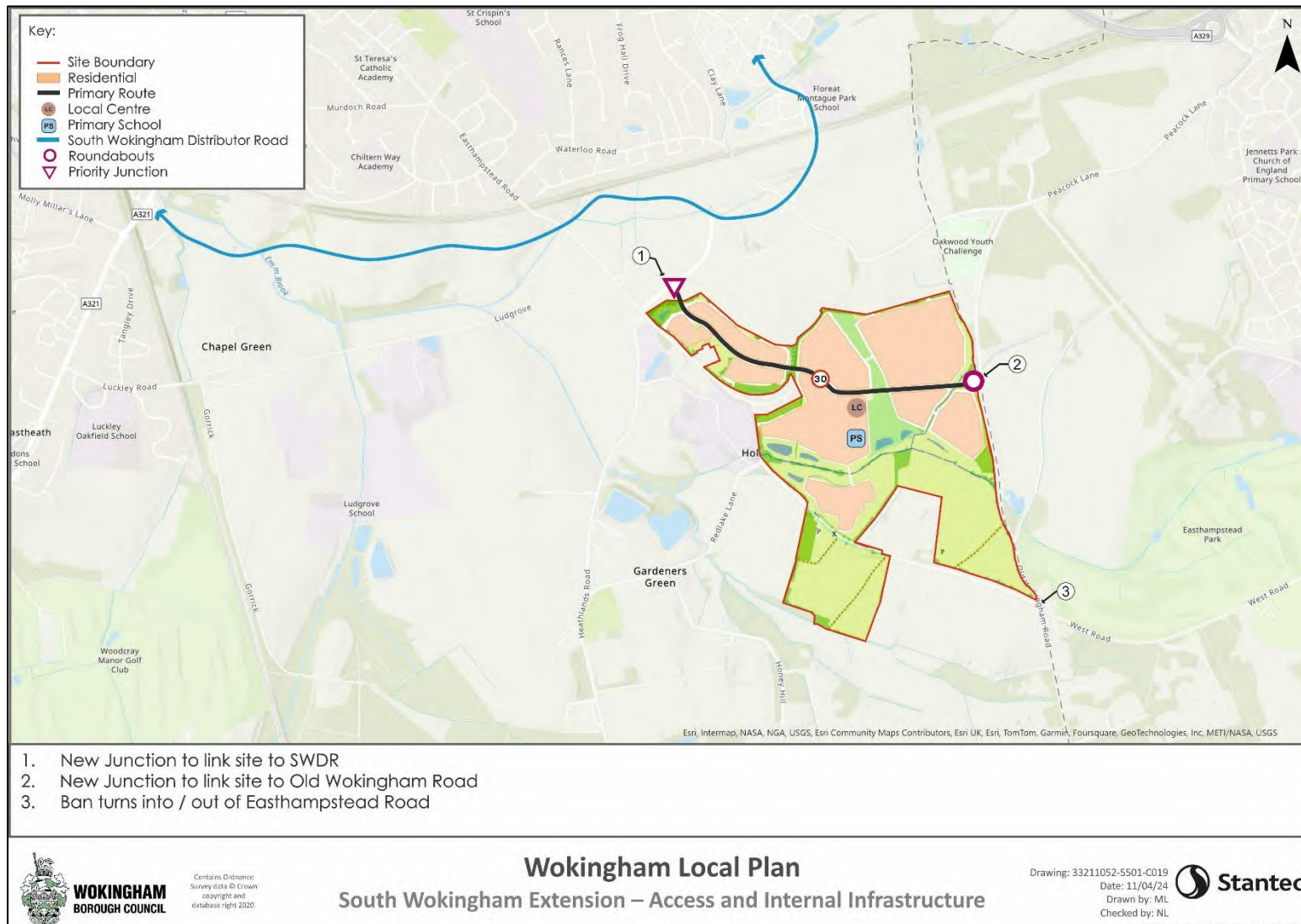


Figure 30: South Wokingham Extension – Access and Internal Infrastructure

Table 31: South Wokingham Extension – Access and Internal Infrastructure

	Infrastructure	Further Information
1	New priority junction to provide access from the site to South Wokingham Distributor Road.	Access from the site is from the minor arm (single lane approach).
2	New roundabout to provide access from the site to Old Wokingham Road.	Single lane approaches on all arms of the roundabout.
3	Turn into/ out of Easthampstead Road is banned.	

Appendix F South Wokingham Mitigation Package

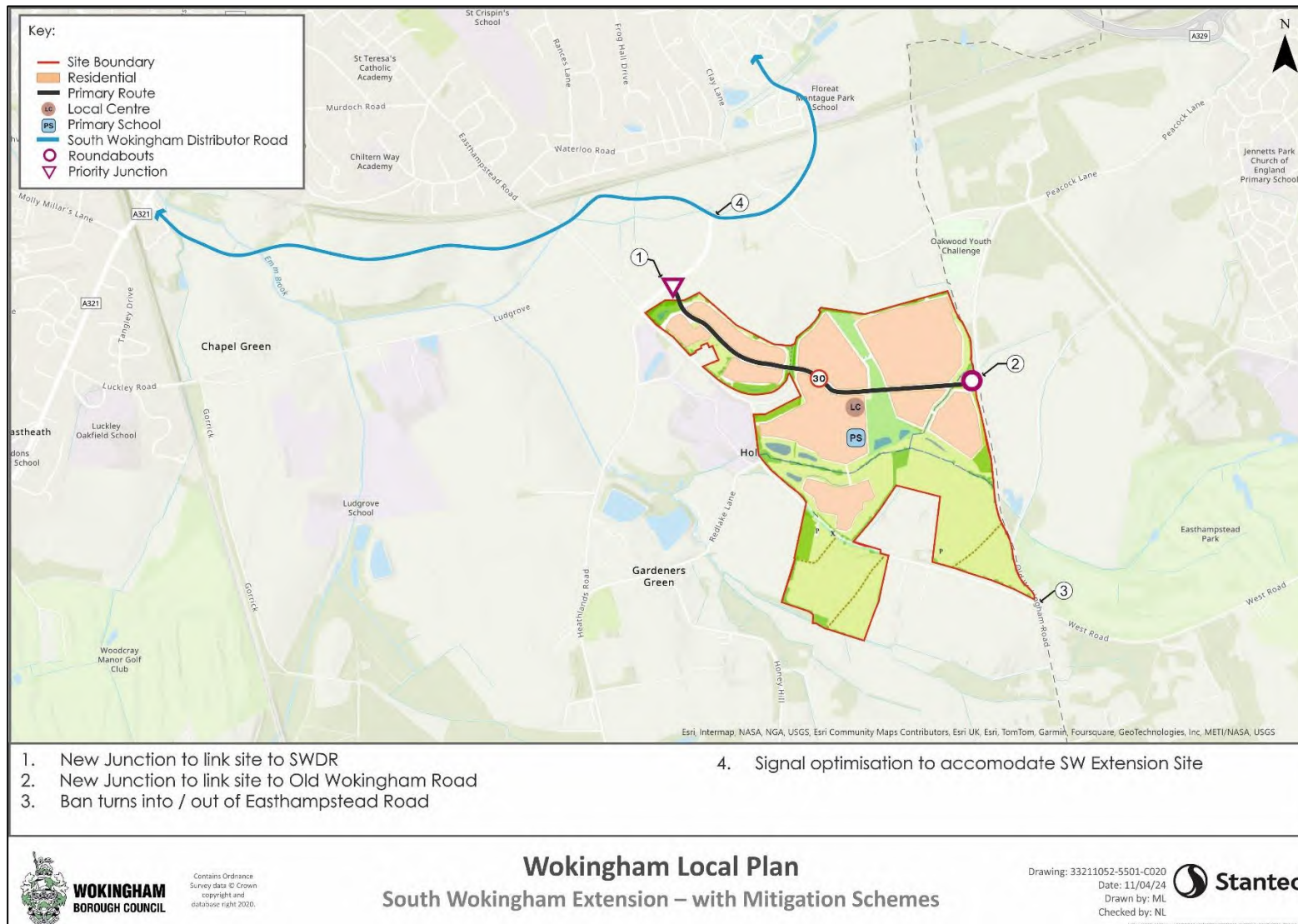


Figure 31: South Wokingham Extension – Access/ Internal Infrastructure & Mitigation Package

Table 32: South Wokingham Extension – Additional Schemes Included in Mitigation Package

	Infrastructure	Further Information
4	Signal optimisation	May be required to accommodate South Wokingham Extension growth.

Appendix G WSTM4 Outputs. Actual Flows

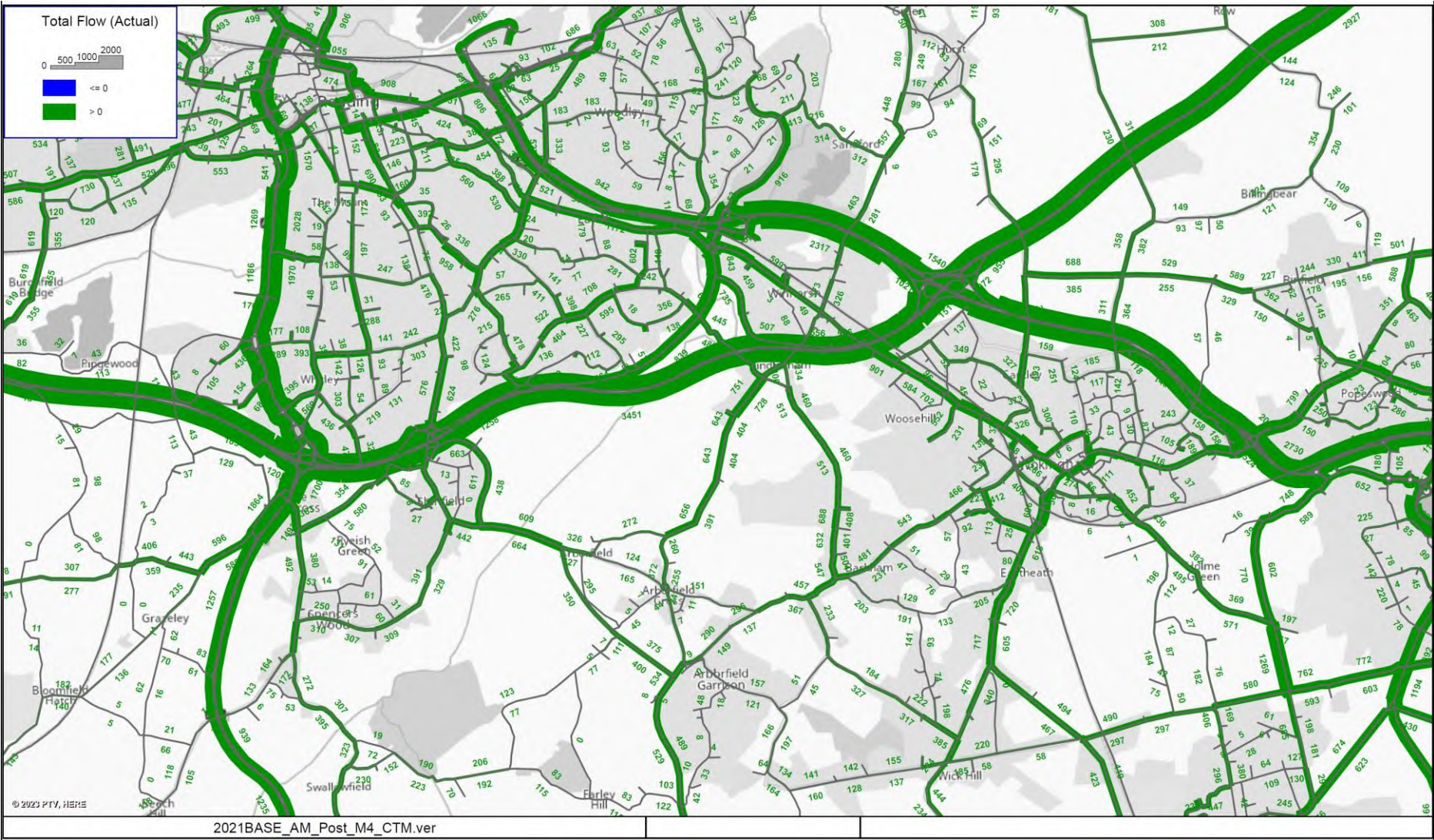


Figure 32: WSTM4. Actual Flows, vehicles – Base. AM Peak

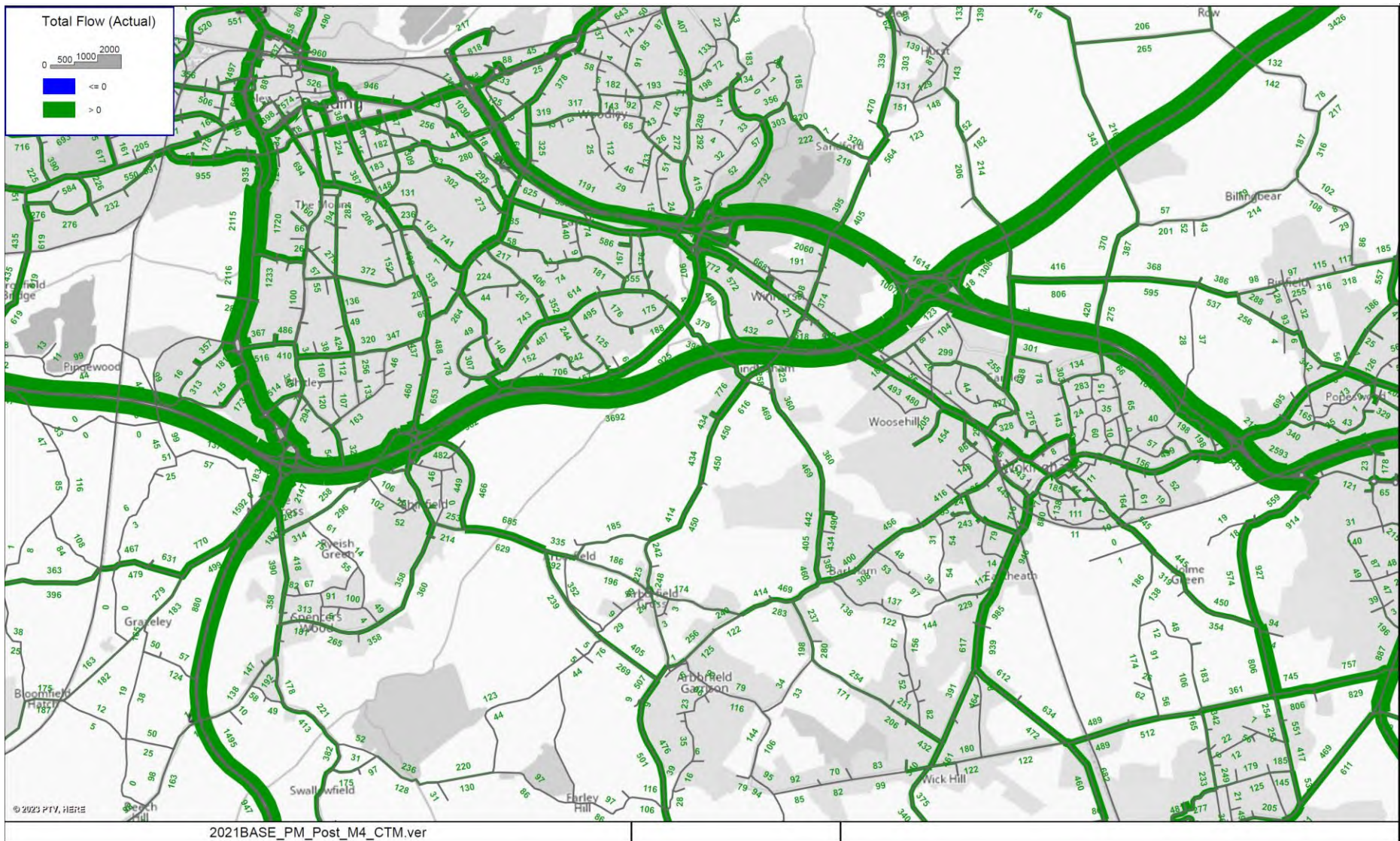


Figure 33: WSTM4. Actual Flows, vehicles – Base. PM Peak



Figure 34: WSTM4. Actual Flows, vehicles – 2040 Reference Case. AM Peak

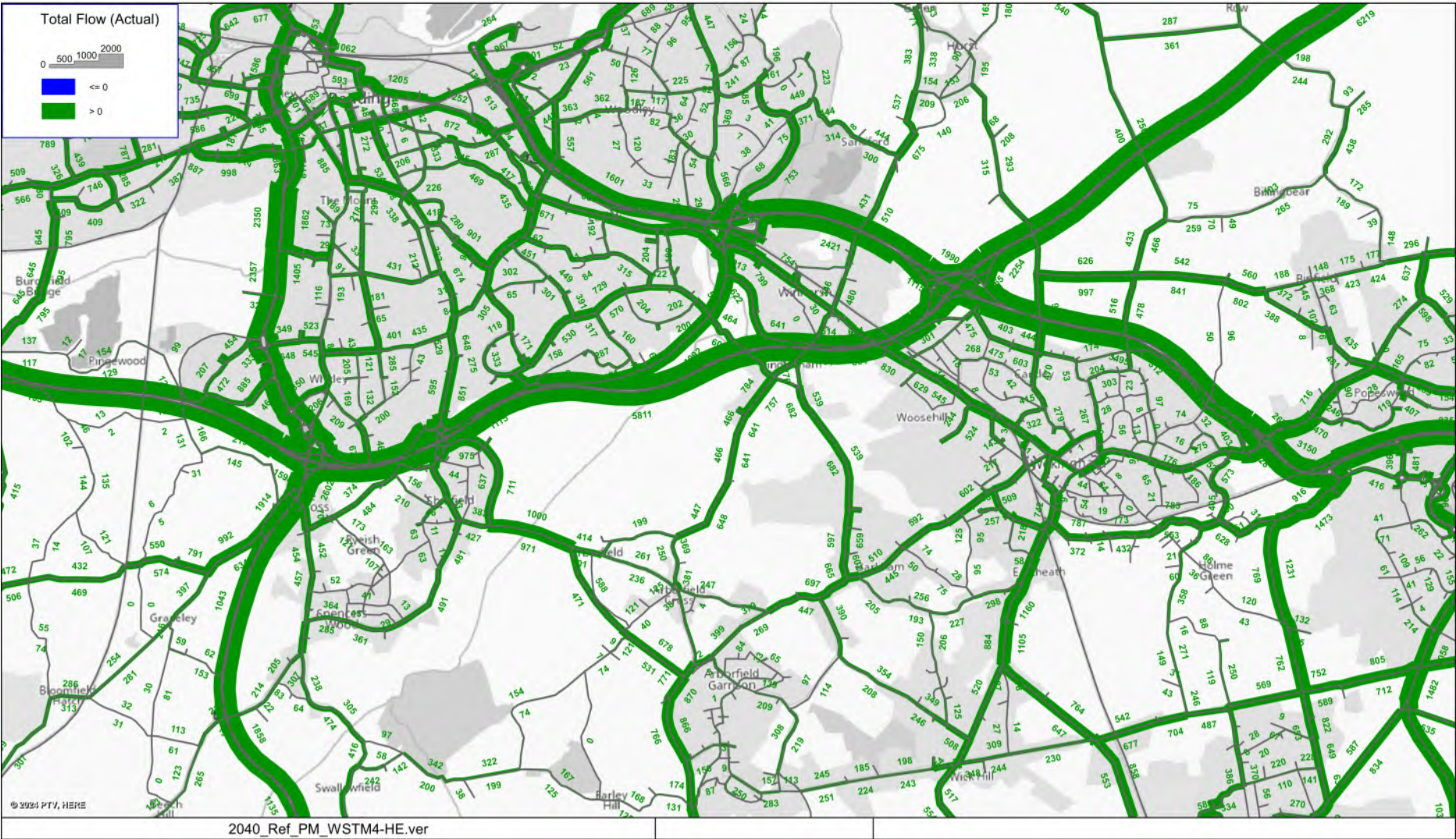


Figure 35: WSTM4. Actual Flows, vehicles – 2040 Reference Case. PM Peak



Figure 36: WSTM4. Actual Flows, vehicles – 2040 Scenario 1A. AM Peak



Figure 37: WSTM4. Actual Flows, vehicles – 2040 Scenario 1A. PM Peak



Figure 38: WSTM4. Actual Flows, vehicles – 2040 Scenario 1B. AM Peak



Figure 39: WSTM4. Actual Flows, vehicles – 2040 Scenario 1B. PM Peak

Appendix H WSTM4 Outputs. Actual Flow Differences

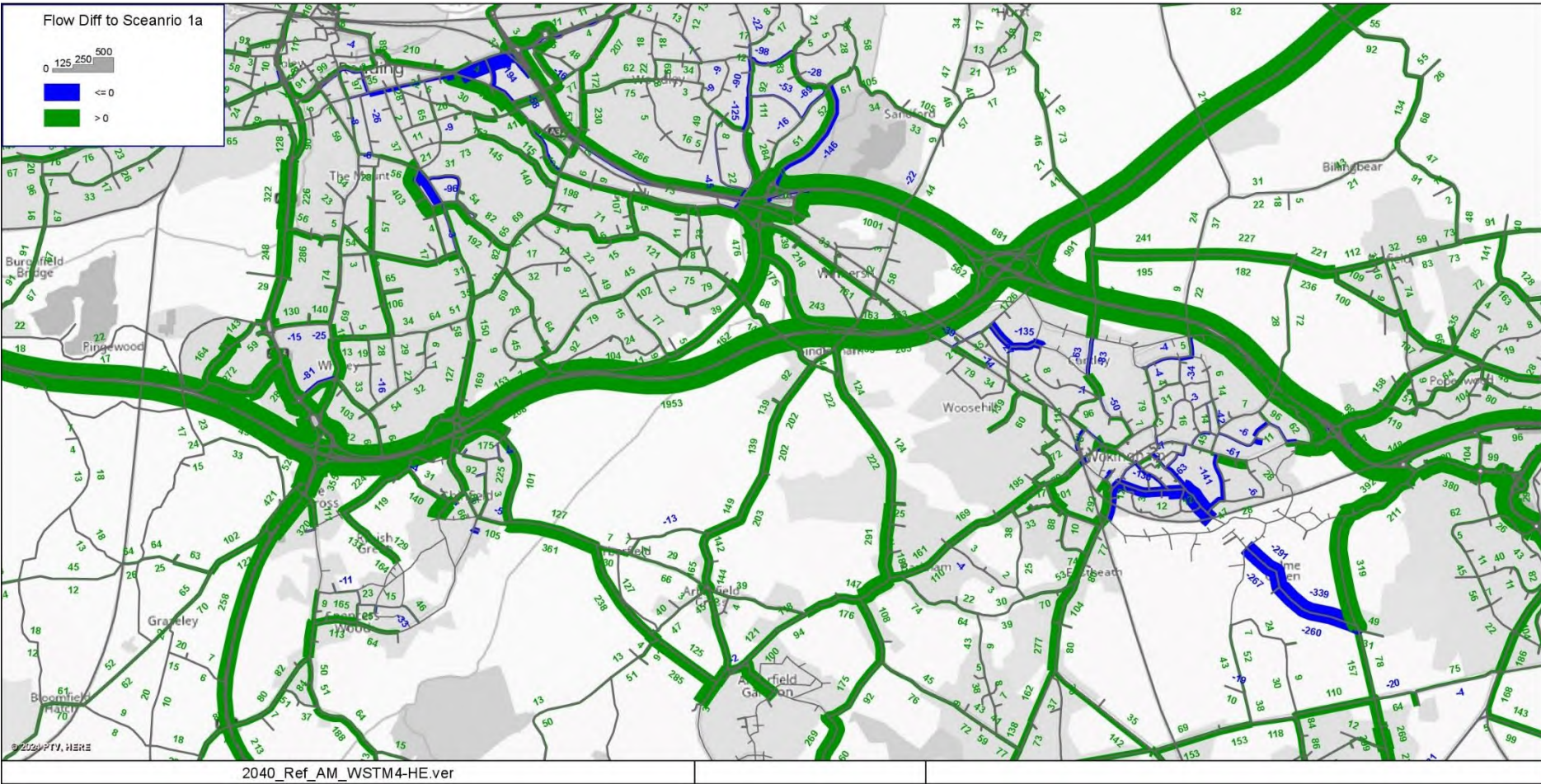


Figure 40: WSTM4. Actual Flow Differences. Reference Case minus Base. AM Peak



Figure 41: WSTM4. Actual Flow Differences. Reference Case minus Base. PM Peak

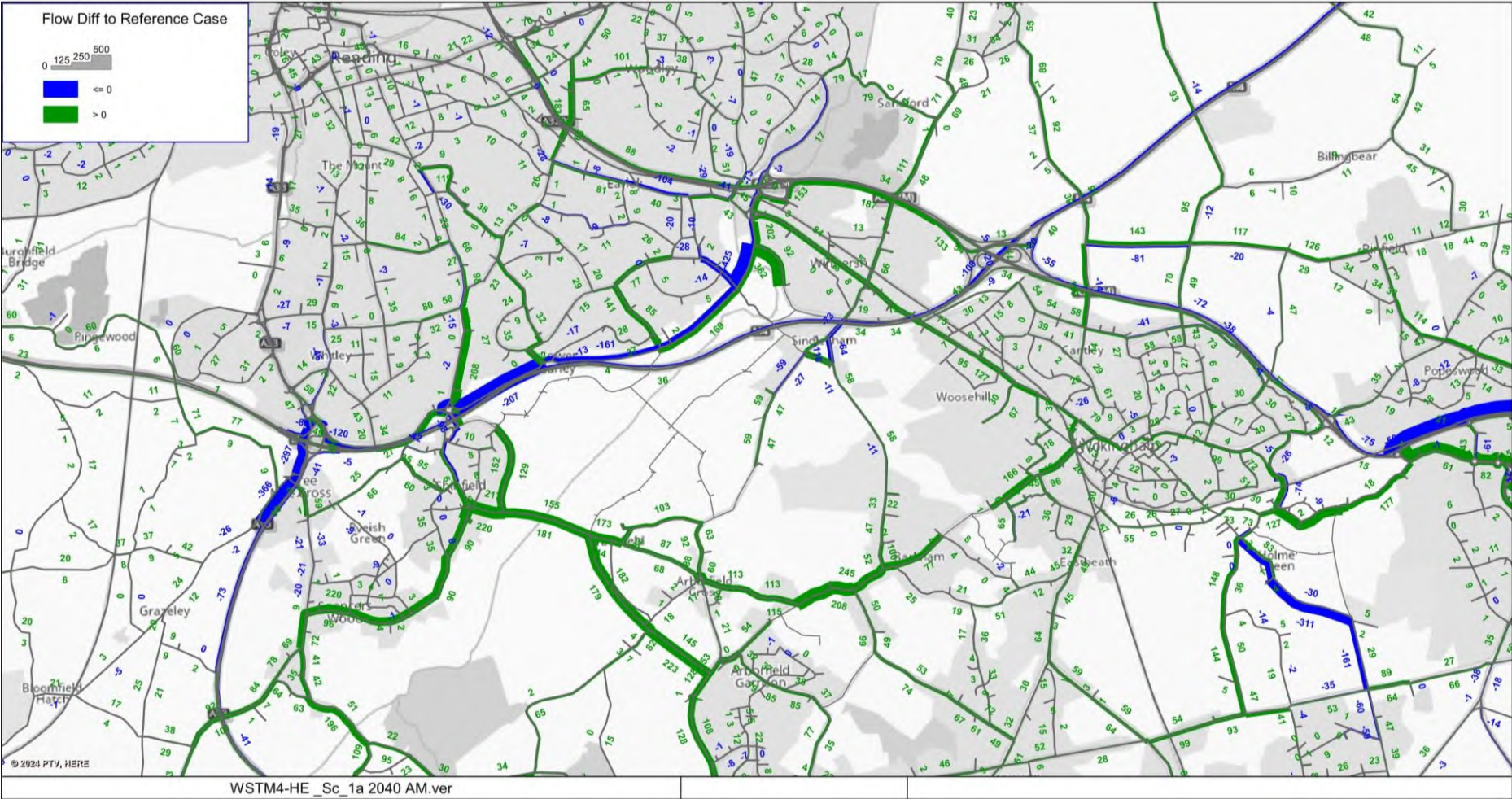


Figure 42: WSTM4. Actual Flow Differences. 2040 Scenario 1A minus Ref Case. AM Peak

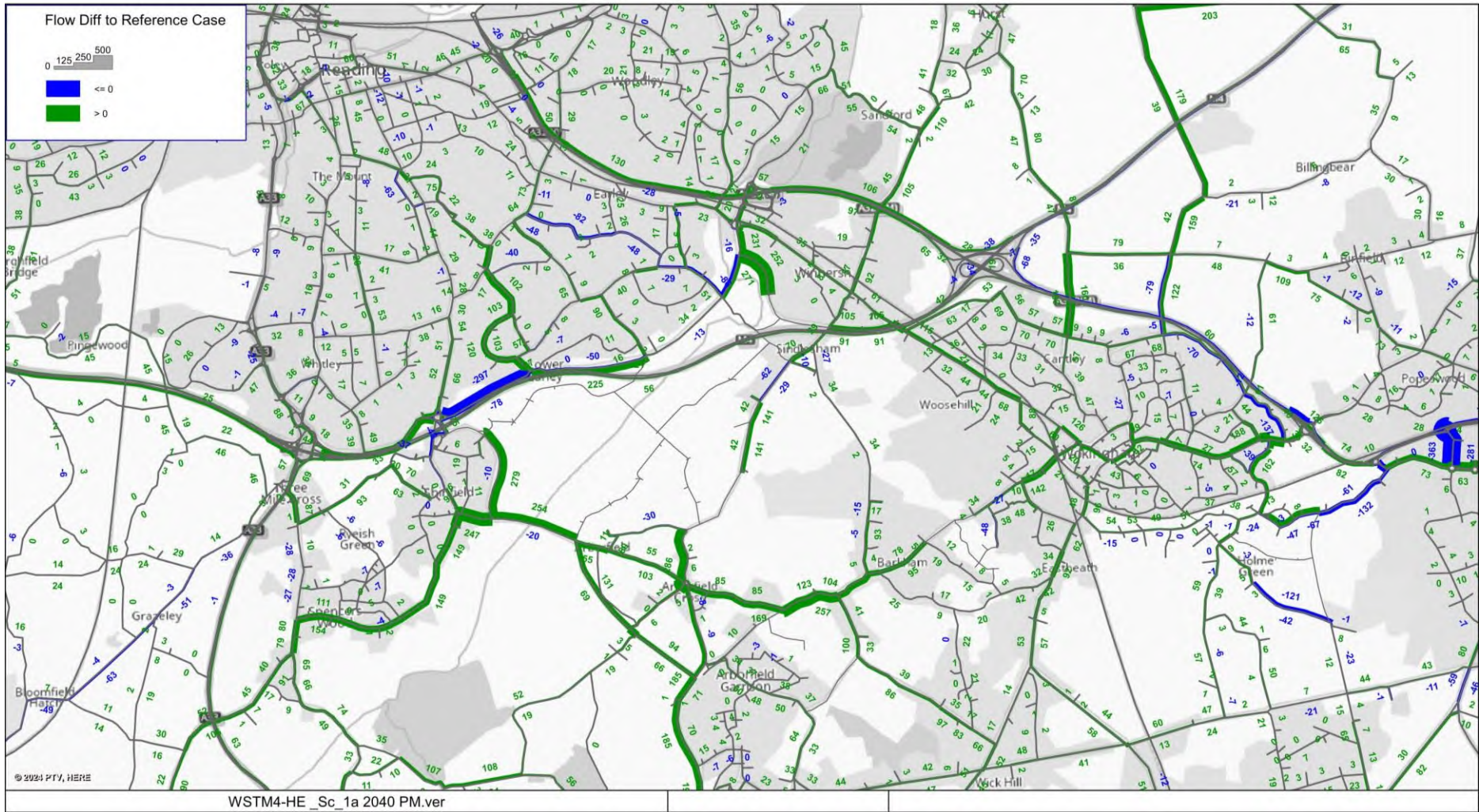


Figure 43: WSTM4. Actual Flow Differences. 2040 Scenario 1A minus Ref Case. PM Peak

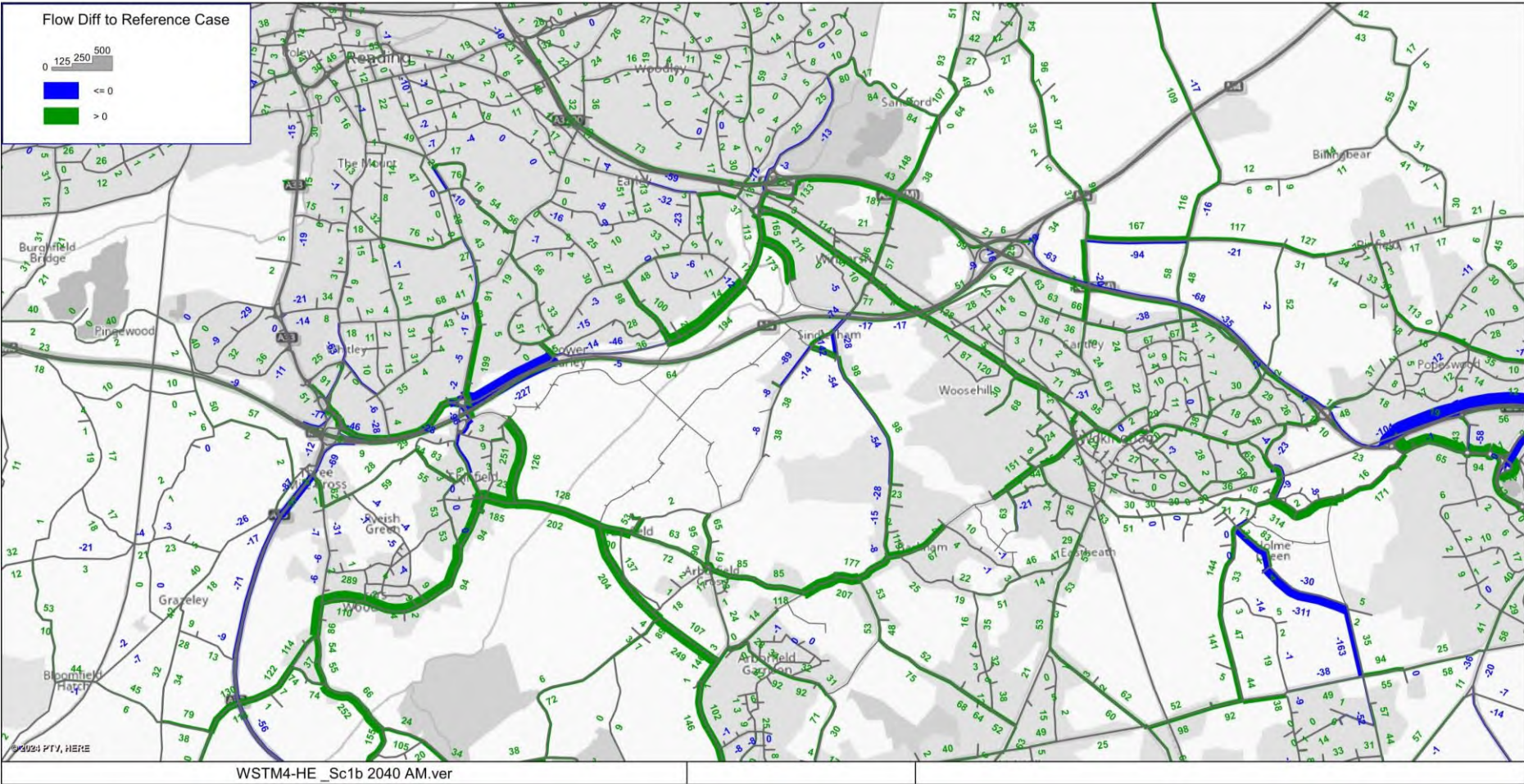


Figure 44; WSTM4. Actual Flow Differences. 2040 Scenario 1B minus Ref Case. AM Peak

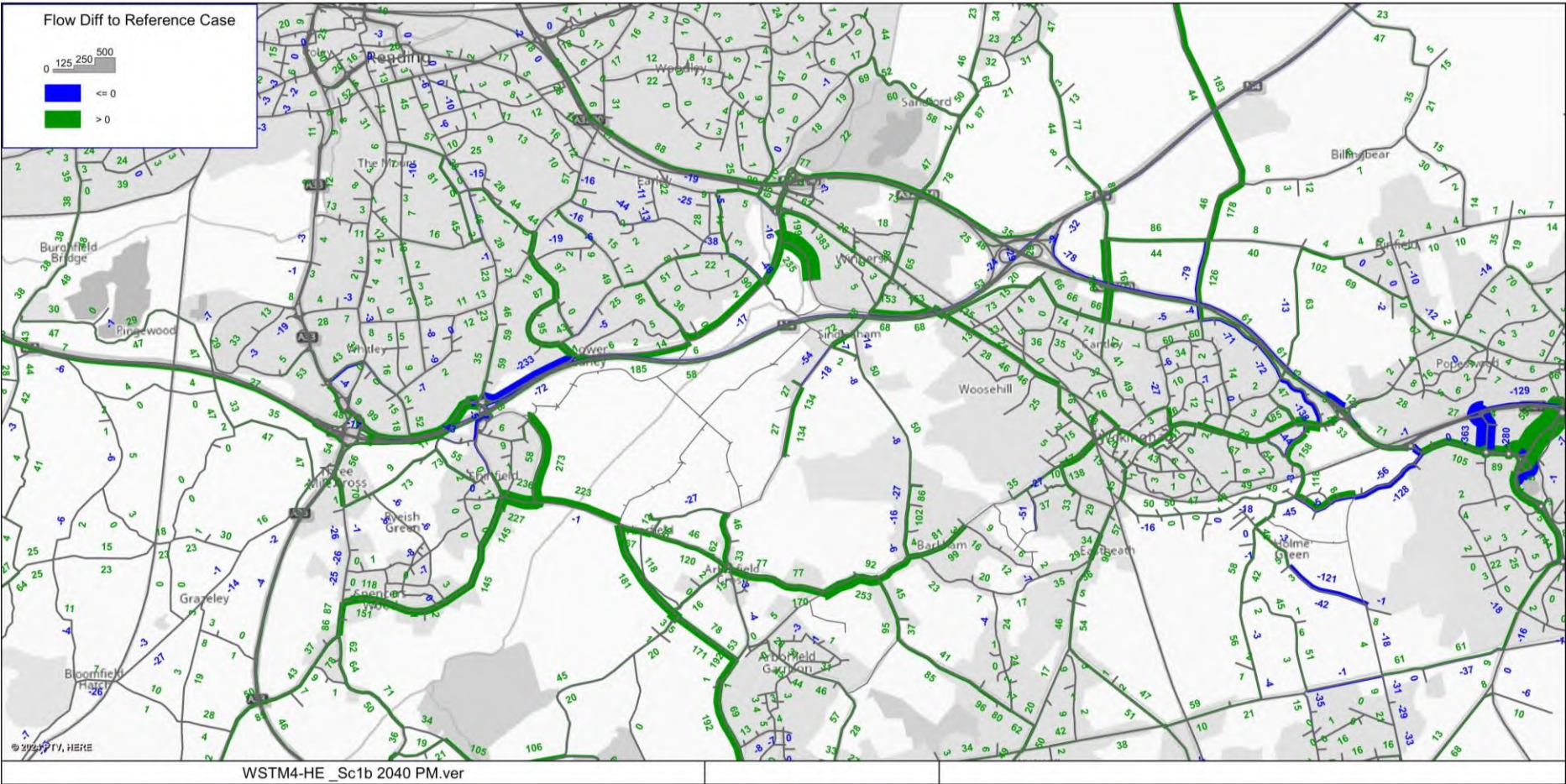


Figure 45: WSTM4. Actual Flow Differences. 2040 Scenario 1B minus Ref Case. PM Peak

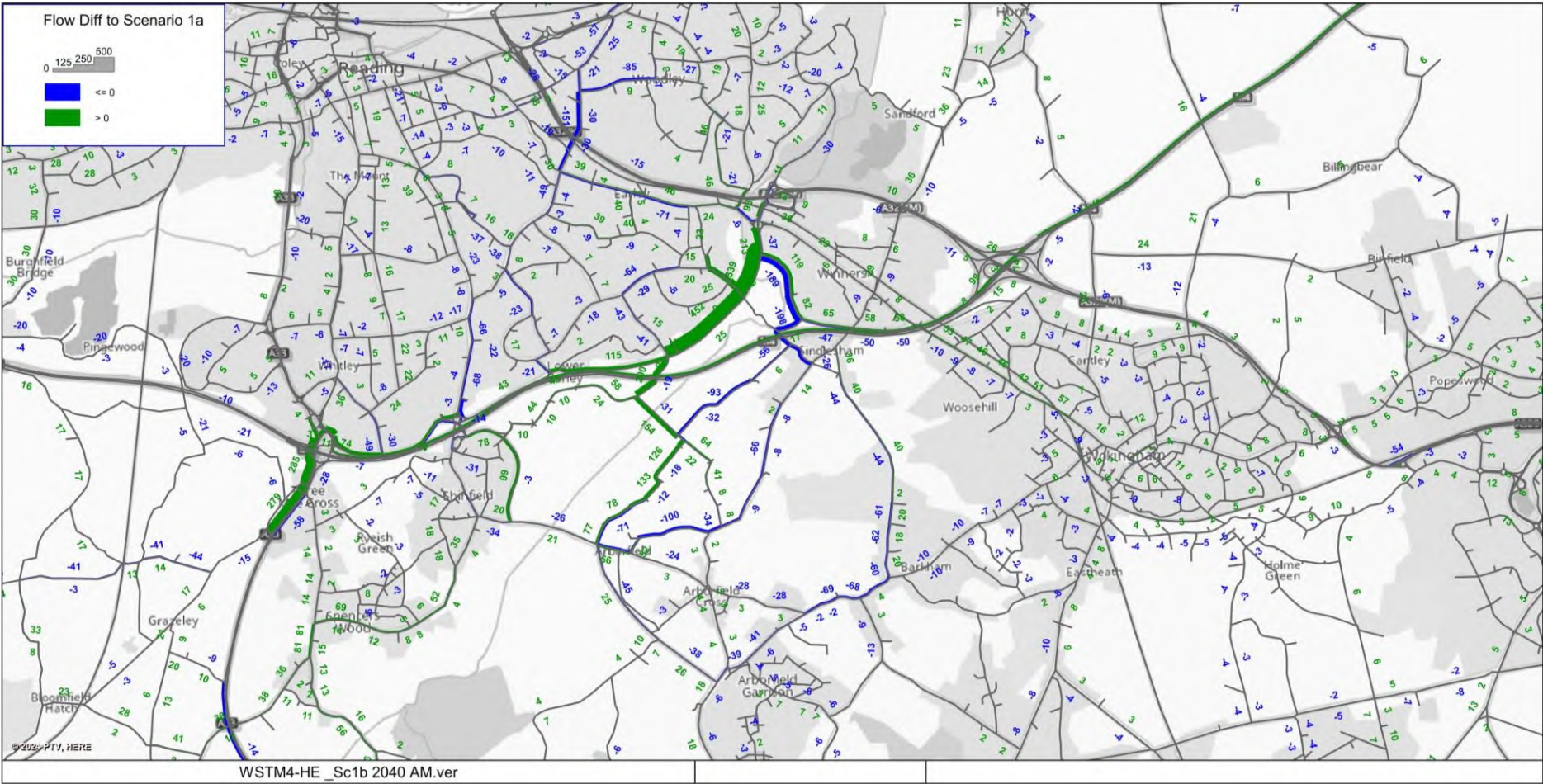


Figure 46: WSTM4. Actual Flow Differences. 2040 Scenario 1B minus Scenario 1A. AM Peak

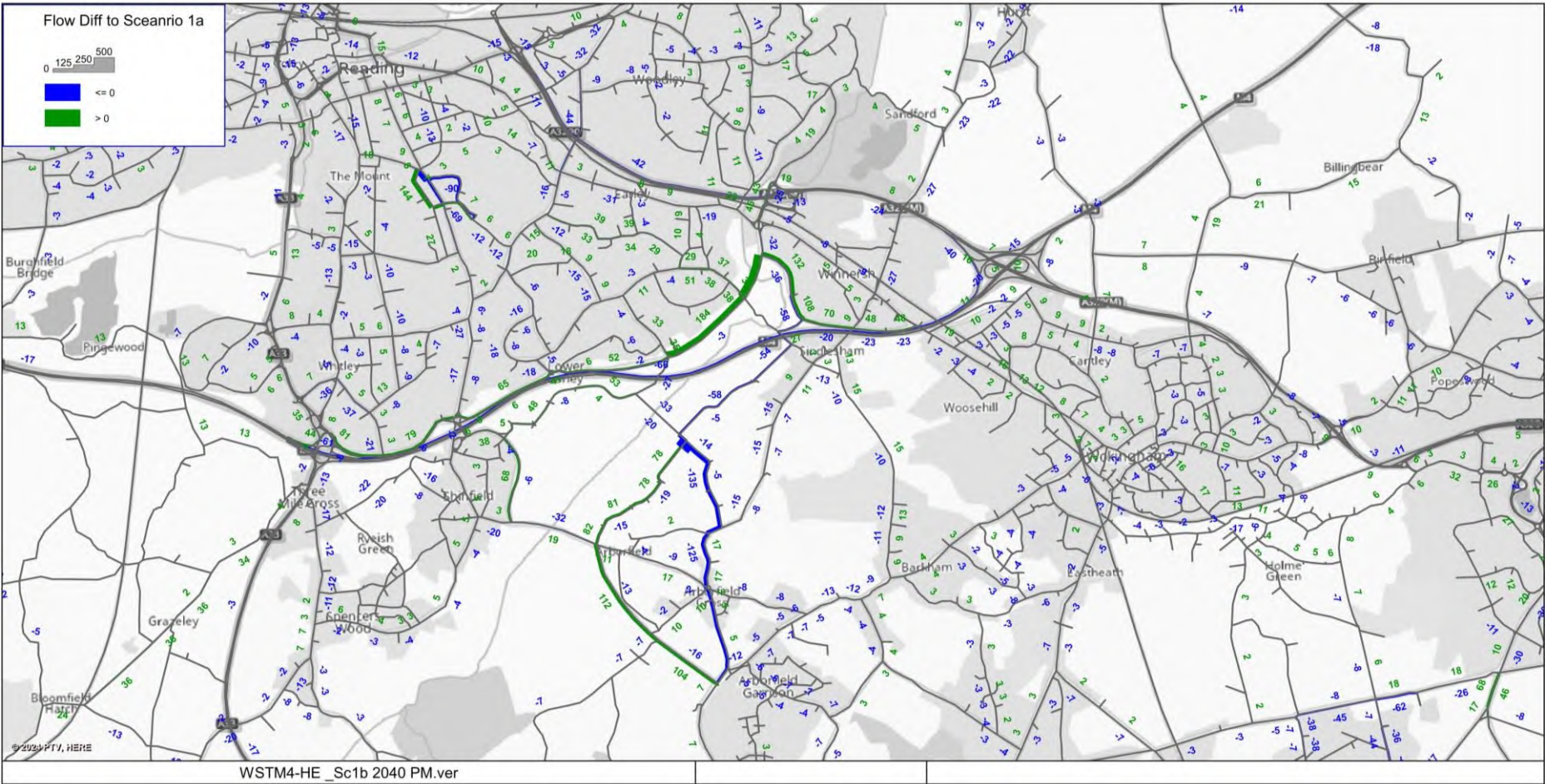


Figure 47: WSTM4. Actual Flow Differences. 2040 Scenario 1B minus Scenario 1A. PM Peak

Appendix I WSTM4 Outputs. Delays

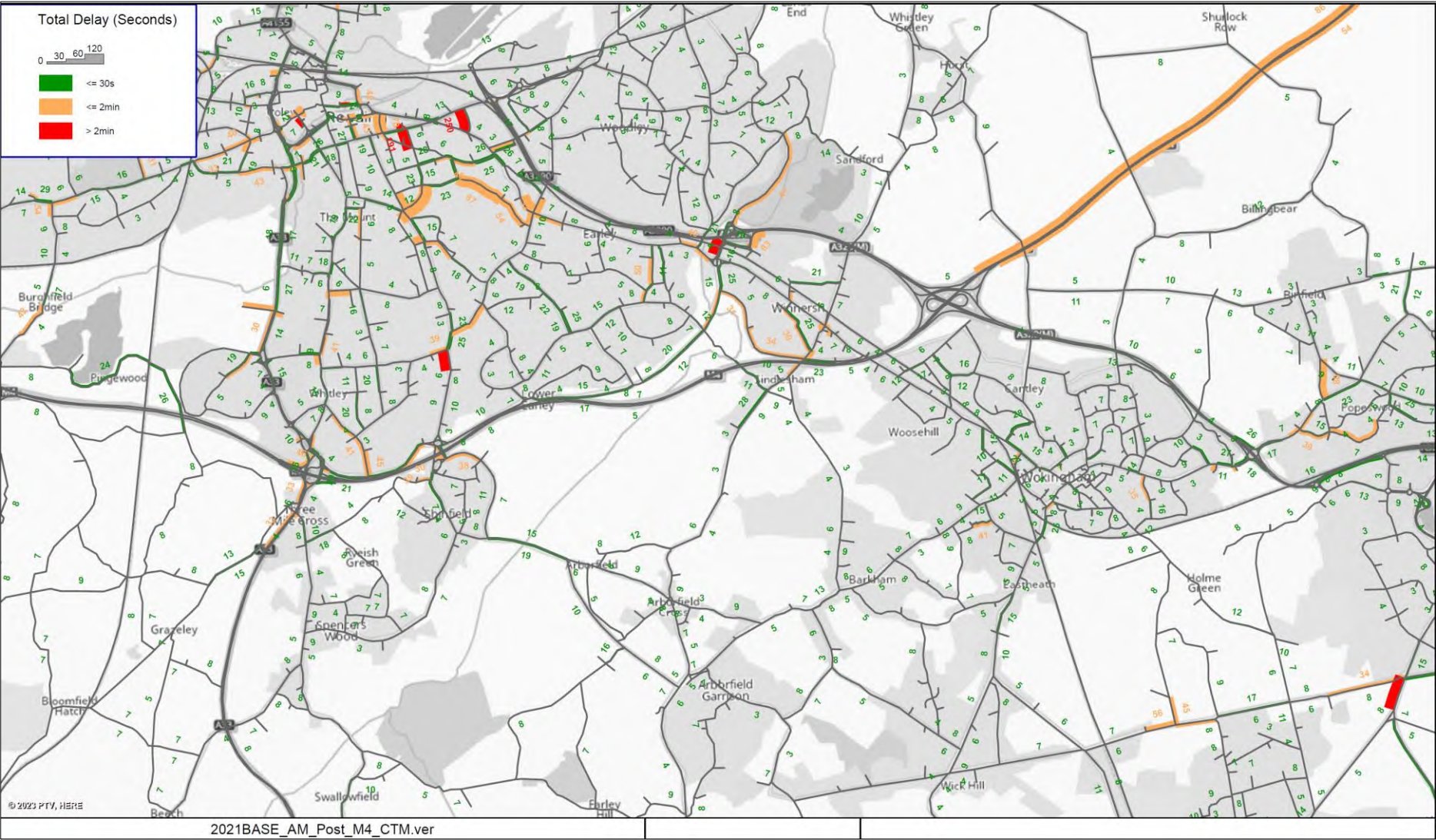


Figure 48: WSTM4. Delays, seconds – Base. AM Peak



Figure 49: WSTM4. Delays, seconds – Base. PM Peak



Figure 50: WSTM4. Delays, seconds – 2040 Reference Case. AM Peak

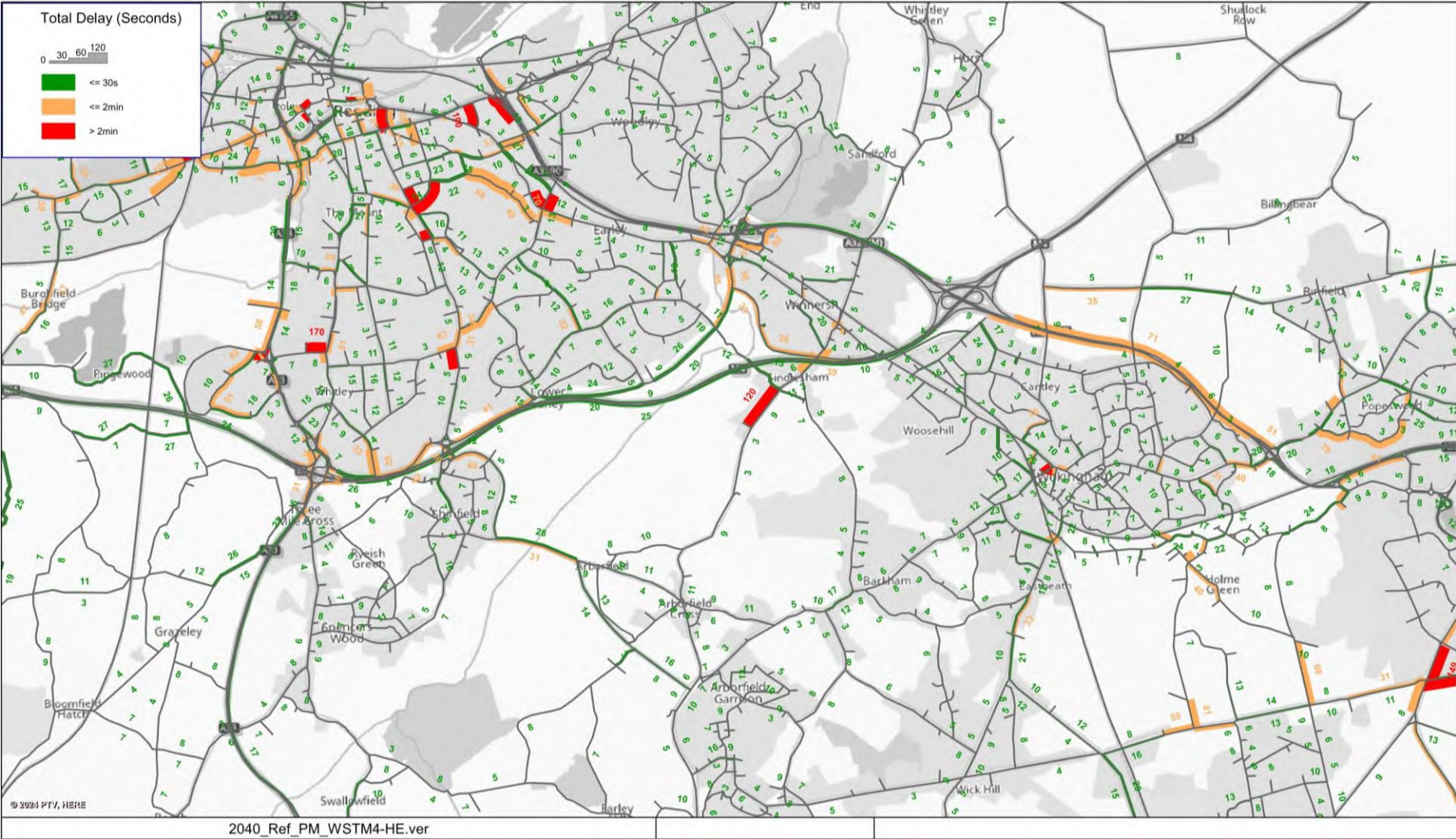


Figure 51: WSTM4. Delays, seconds – 2040 Reference Case. PM Peak



Figure 52: WSTM4. Delays, seconds – 2040 Scenario 1A. AM Peak



Figure 53: WSTM4. Delays, seconds – 2040 Scenario 1A. PM Peak



Figure 54: WSTM4. Delays, seconds – 2040 Scenario 1B. AM Peak



Figure 55: WSTM4. Delays, seconds – 2040 Scenario 1B. PM Peak

Appendix J WSTM4 Outputs. Delay Differences



Figure 56: WSTM4. Delay Differences. Reference Case minus Base. AM Peak

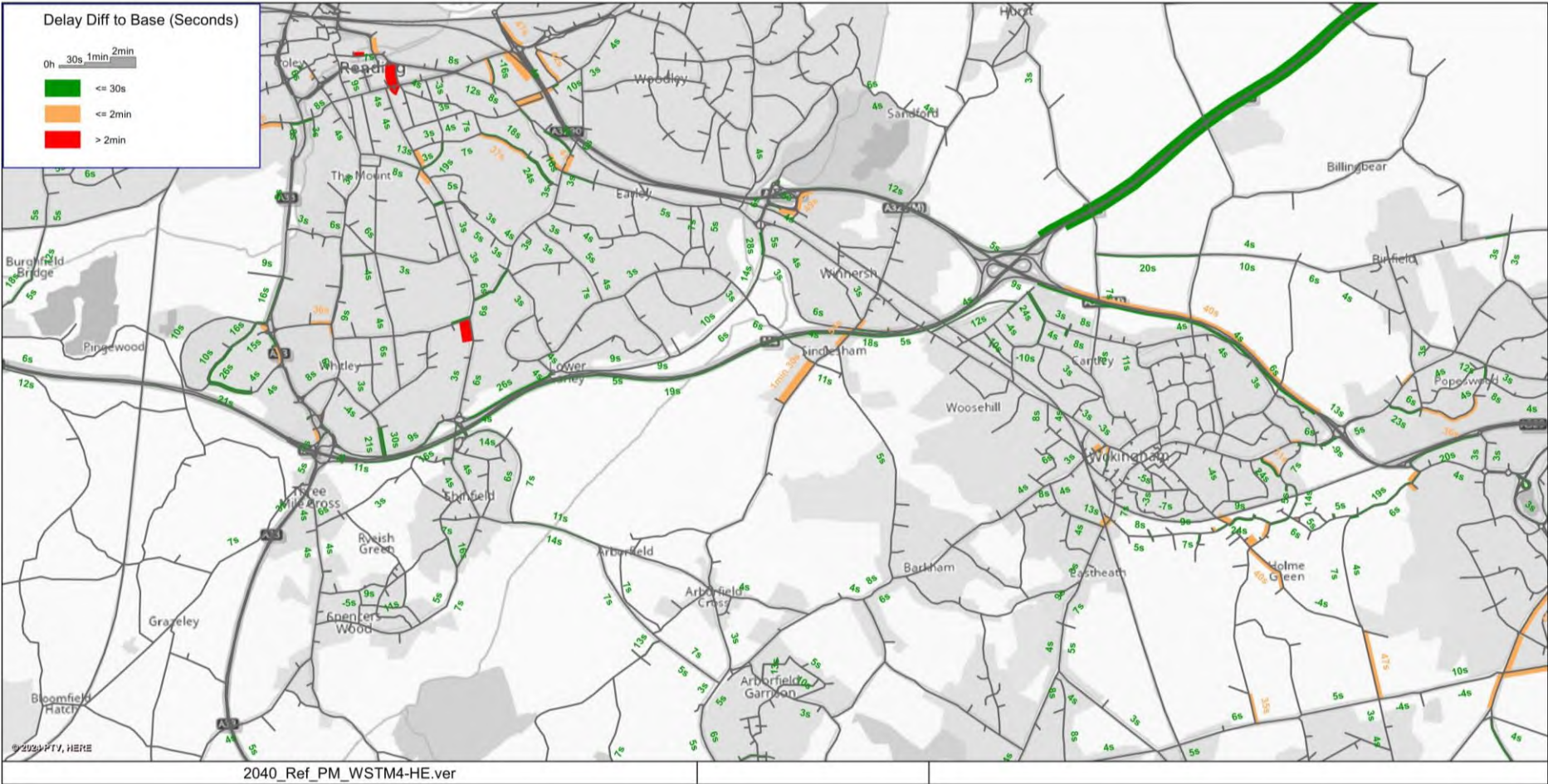


Figure 57: WSTM4. Delay Differences. Reference Case minus Base. PM Peak



Figure 58: WSTM4. Delay Differences. 2040 Scenario 1A minus Reference Case. AM Peak



Figure 59: WSTM4. Delay Differences. 2040 Scenario 1A minus Reference Case. PM Peak



Figure 60: WSTM4. Delay Differences. 2040 Scenario 1B minus Reference Case. AM Peak



Figure 61: WSTM4. Delay Differences. 2040 Scenario 1B minus Reference Case. PM Peak

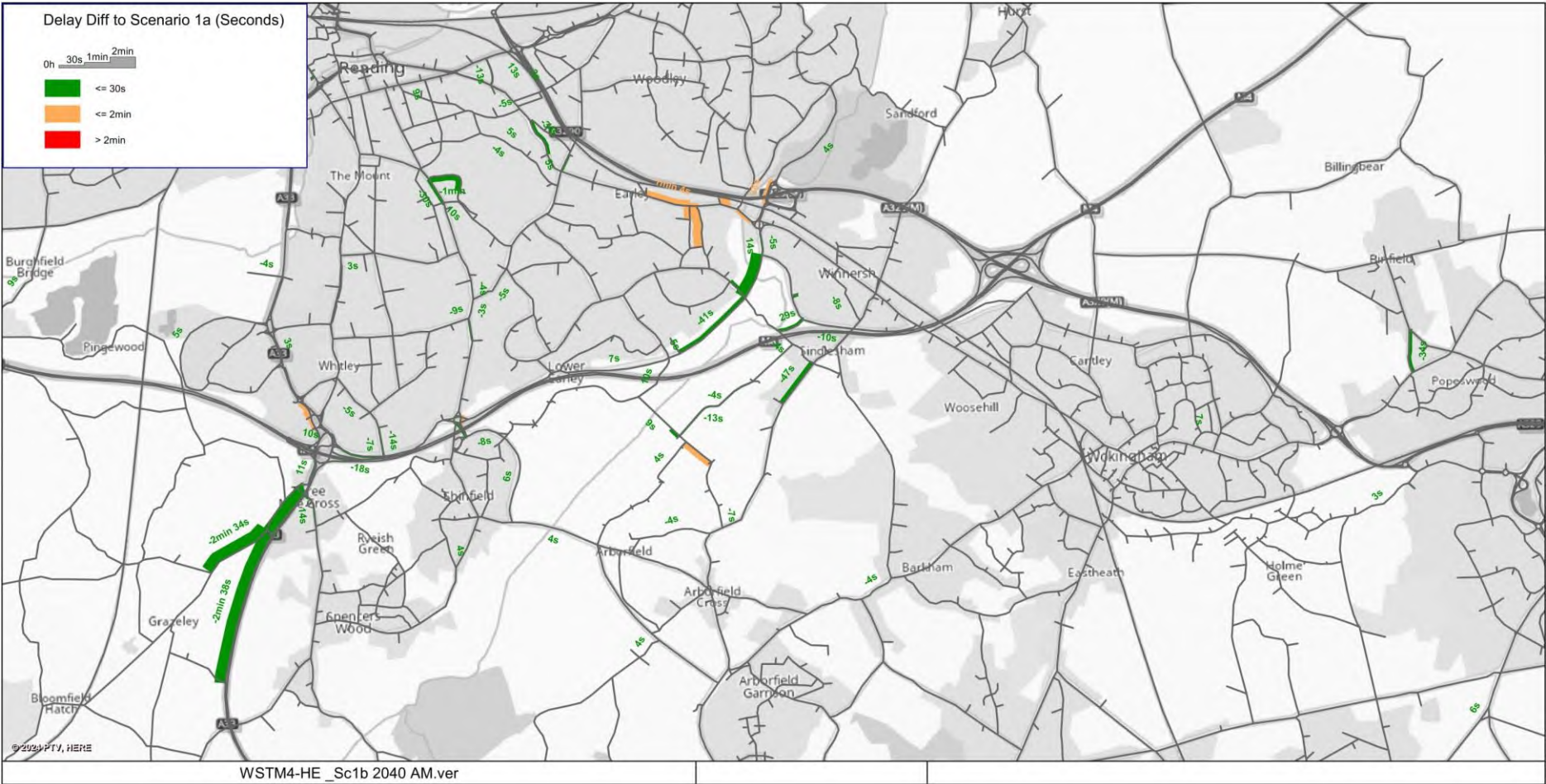


Figure 62: WSTM4. Delay Differences. 2040 Scenario 1B minus Scenario 1A. AM Peak

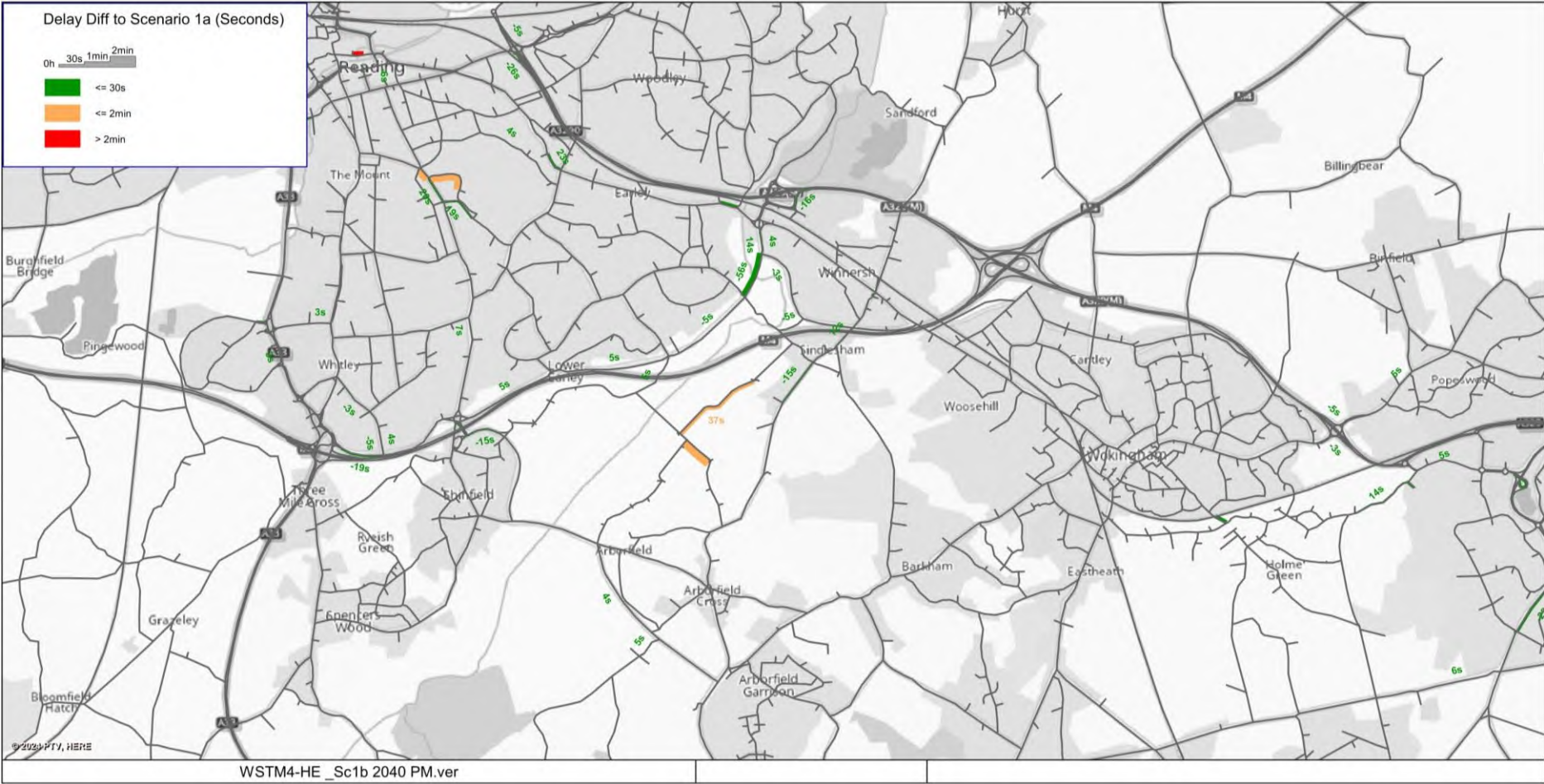


Figure 63: WSTM4. Delay Differences. 2040 Scenario 1B minus Scenario 1A. PM Peak

Appendix K WSTM4 – Journey Time Results

Table 32: WSTM4 AM Peak Journey Time Summary

AM JOURNEY TIMES									
ID	Name	Dir	Journey Time				Difference		
			2021 Base Year	2040 Ref Case	Scenario 1A	Scenario 1B	Ref Case minus Base	Scenario 1A minus Ref Case	Scenario 1B minus Ref Case
Local Road Network									
1	A33	NB	13:44	16:57	22:46	17:44	03:13	05:49	00:47
2		SB	14:51	16:53	17:03	17:10	02:02	00:10	00:17
5	A329 (M)	SB	09:15	10:13	11:37	11:39	00:58	01:24	01:26
6		NB	09:15	11:27	11:48	11:47	02:12	00:21	00:20
7	A329 Reading Road	NB	22:26	26:35	28:18	28:58	04:09	01:43	02:23
8		SB	24:59	29:31	29:54	31:38	04:32	00:23	02:07
9	Lower Earley Way	EB	13:10	12:09	15:02	13:06	-01:01	02:53	00:57
10		WB	13:44	16:12	17:12	17:13	02:28	01:00	01:01
11	A327 ERR	NB	17:56	23:28	24:19	24:10	05:32	00:51	00:42
12		SB	14:40	15:53	16:51	17:11	01:13	00:58	01:18
13	A327 Mole Road	NB	15:22	17:12	19:42	18:39	01:50	02:30	01:27
14		SB	14:59	16:52	18:00	18:01	01:53	01:08	01:09
15	Barkham Road B3349	EB	18:54	20:03	21:46	21:37	01:09	01:43	01:34
16		WB	19:56	20:48	23:46	24:39	00:52	02:58	03:51
Average Travel Times			15:56	18:09	19:52	19:32	+13.9%	+9.4%	+7.6%
Strategic Road Network									
3	M4	EB	19:11	16:22	16:21	16:22	-02:49	-00:01	00:00
4		WB	17:57	16:17	16:19	16:19	-01:40	00:02	00:02
Average Travel Times			18:34	16:19	16:20	16:20	-12.1%	+0.1%	+0.1%

Table 33: WSTM4 PM Peak Journey Time Summary

PM JOURNEY TIMES									
ID	Name	Dir	Journey Time				Difference		
			2021 Base Year	2040 Ref Case	Scenario 1A	Scenario 1B	Ref Case minus Base	Scenario 1A minus Ref Case	Scenario 1B minus Ref Case
Local Road Network									
1	A33	NB	15:24	18:41	19:31	19:16	03:17	00:50	00:35
2		SB	15:57	17:40	18:09	18:00	01:43	00:29	00:20
5	A329 (M)	SB	09:35	10:48	10:58	10:57	01:13	00:10	00:09
6		NB	09:19	10:27	10:26	10:32	01:08	-00:01	00:05
7	A329 Reading Road	NB	22:40	26:18	27:01	27:10	03:38	00:43	00:52
8		SB	24:10	25:23	26:12	25:45	01:13	00:49	00:22
9	Lower Earley Way	EB	11:20	13:10	14:21	13:44	01:50	01:11	00:34
10		WB	12:50	15:04	16:08	15:47	02:14	01:04	00:43
11	A327 ERR	NB	15:36	20:34	21:05	22:48	04:58	00:31	02:14
12		SB	15:40	17:23	18:19	18:19	01:43	00:56	00:56
13	A327 Mole Road	NB	15:08	17:30	19:31	19:42	02:22	02:01	02:12
14		SB	14:39	16:28	18:03	18:06	01:49	01:35	01:38
15	Barkham Road B3349	EB	18:11	18:47	19:52	19:47	00:36	01:05	01:00
16		WB	19:21	19:44	22:11	22:13	00:23	02:27	02:29
Average Travel Times			15:42	17:43	18:42	18:43	+12.8%	+5.6%	+5.7%
Strategic Road Network									
3	M4	EB	19:04	16:18	16:18	16:18	-02:46	00:00	00:00
4		WB	18:35	16:29	16:31	16:31	-02:06	00:02	00:02
Average Travel Times			18:49	16:23	16:25	16:25	-12.9%	+0.10%	+0.10%

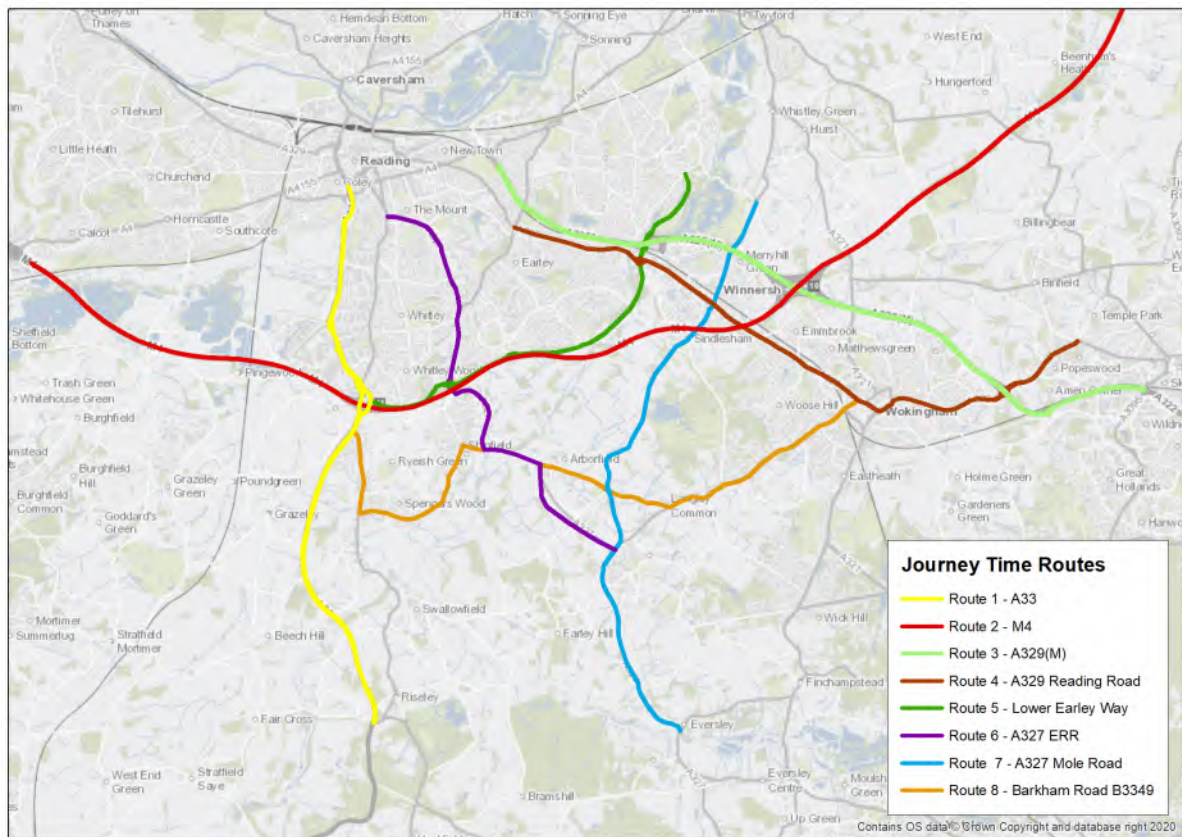


Figure 64: WSTM4 Journey Time Routes

Appendix L WSTM4 Outputs. V/C for the Worst Performing Turn at a Junction



Figure 65: WSTM4. V/C Ratio for the Worst Performing Turn at a Junction – Base. AM Peak

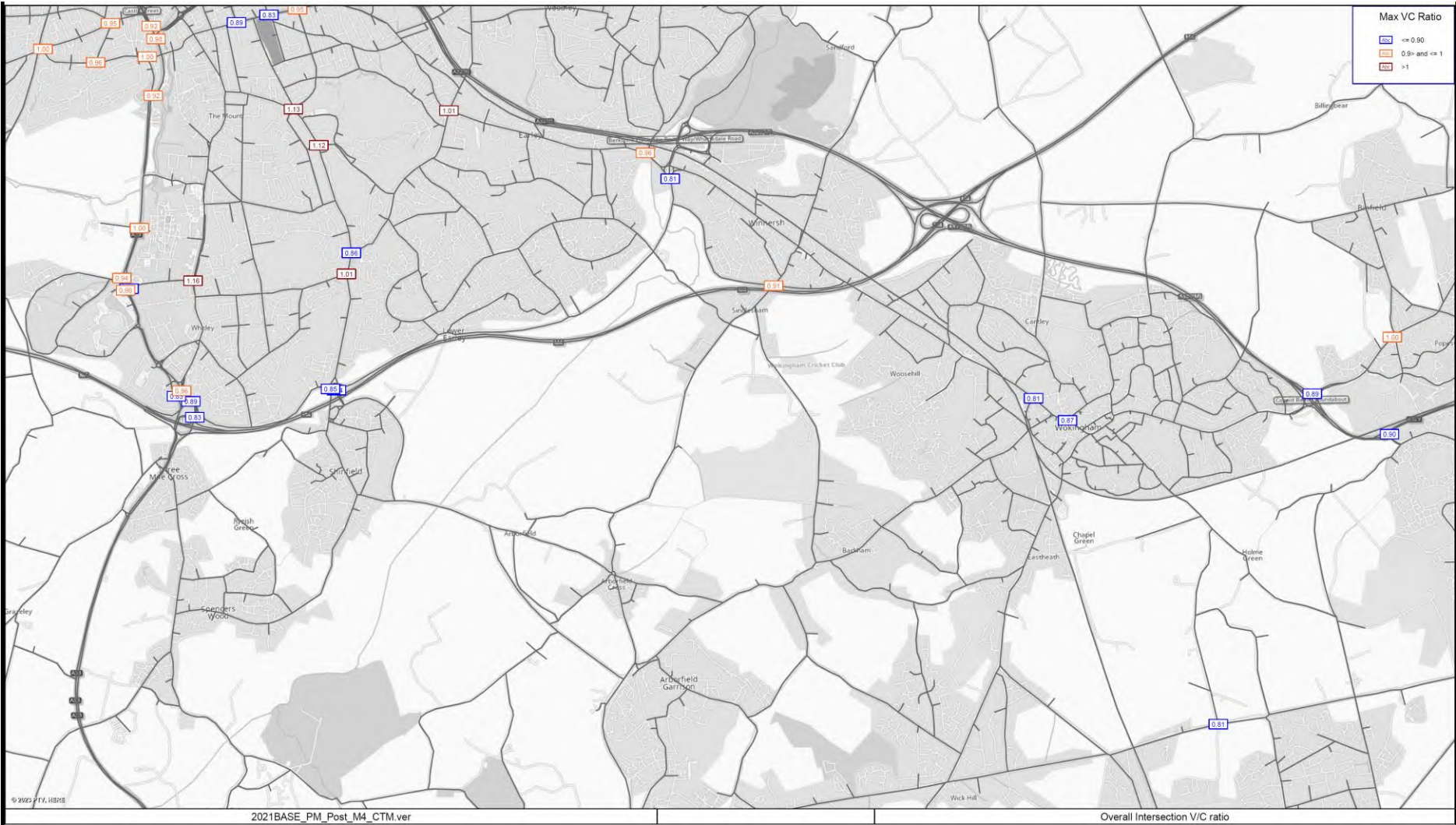


Figure 66: WSTM4. V/C Ratio for the Worst Performing Turn at a Junction – Base. PM Peak

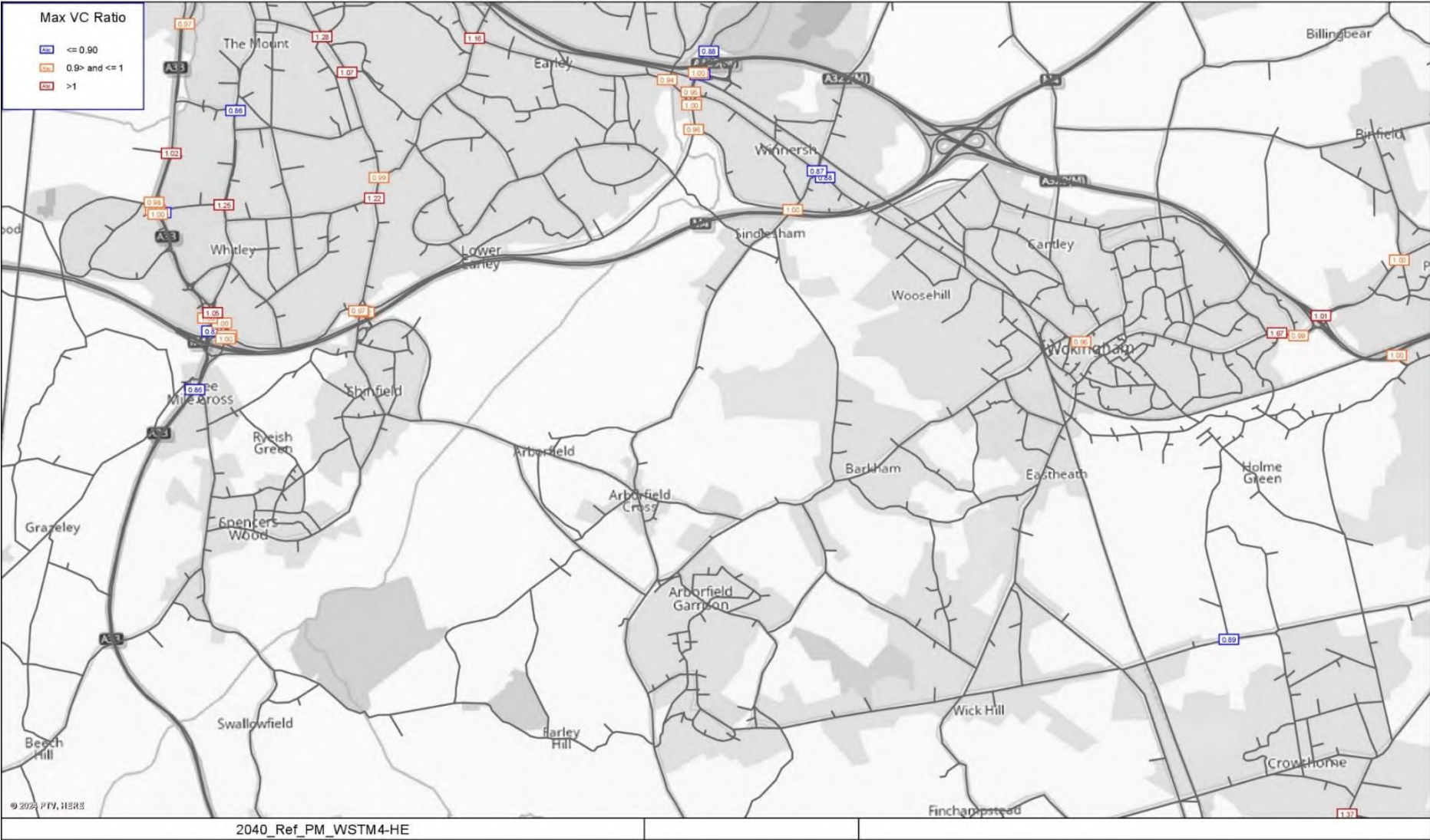


Figure 68: WSTM4. V/C Ratio for the Worst Performing Turn – 2040 Reference Case. PM Peak

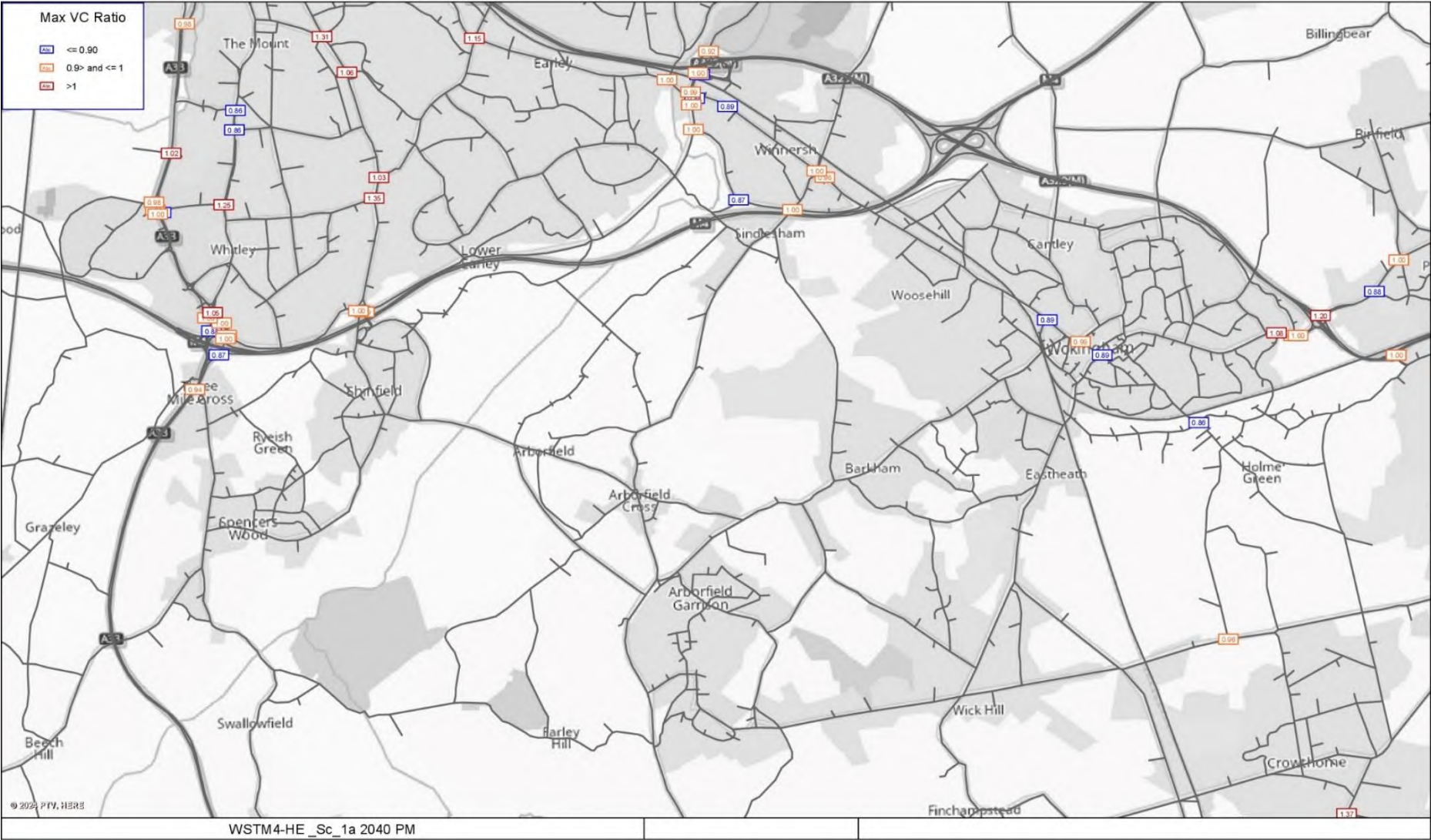


Figure 70: WSTM4. V/C Ratio for the Worst Performing Turn – 2040 Scenario 1A. PM Peak

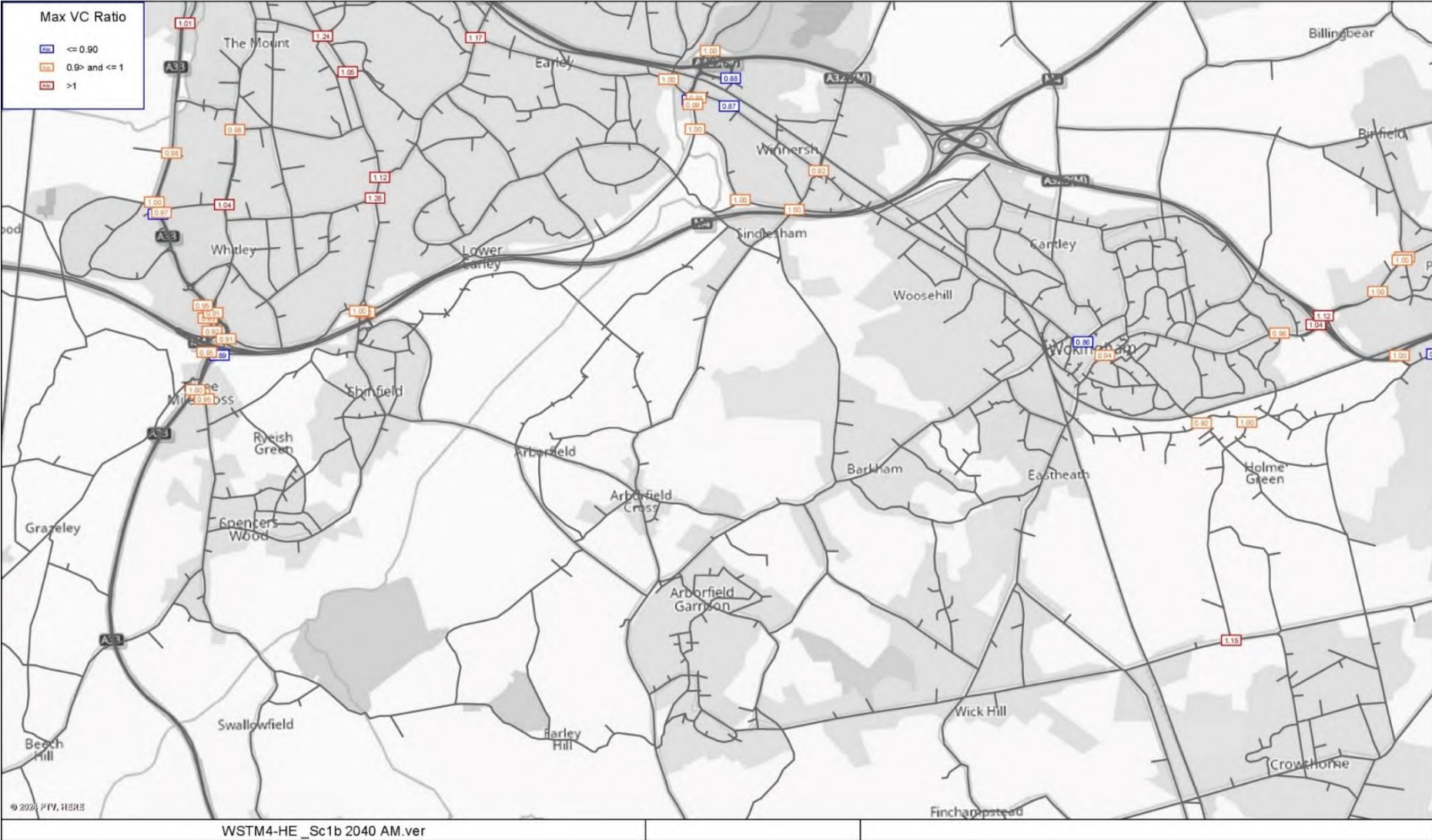


Figure 71: WSTM4. V/C Ratio for the Worst Performing Turn – 2040 Scenario 1B. AM Peak

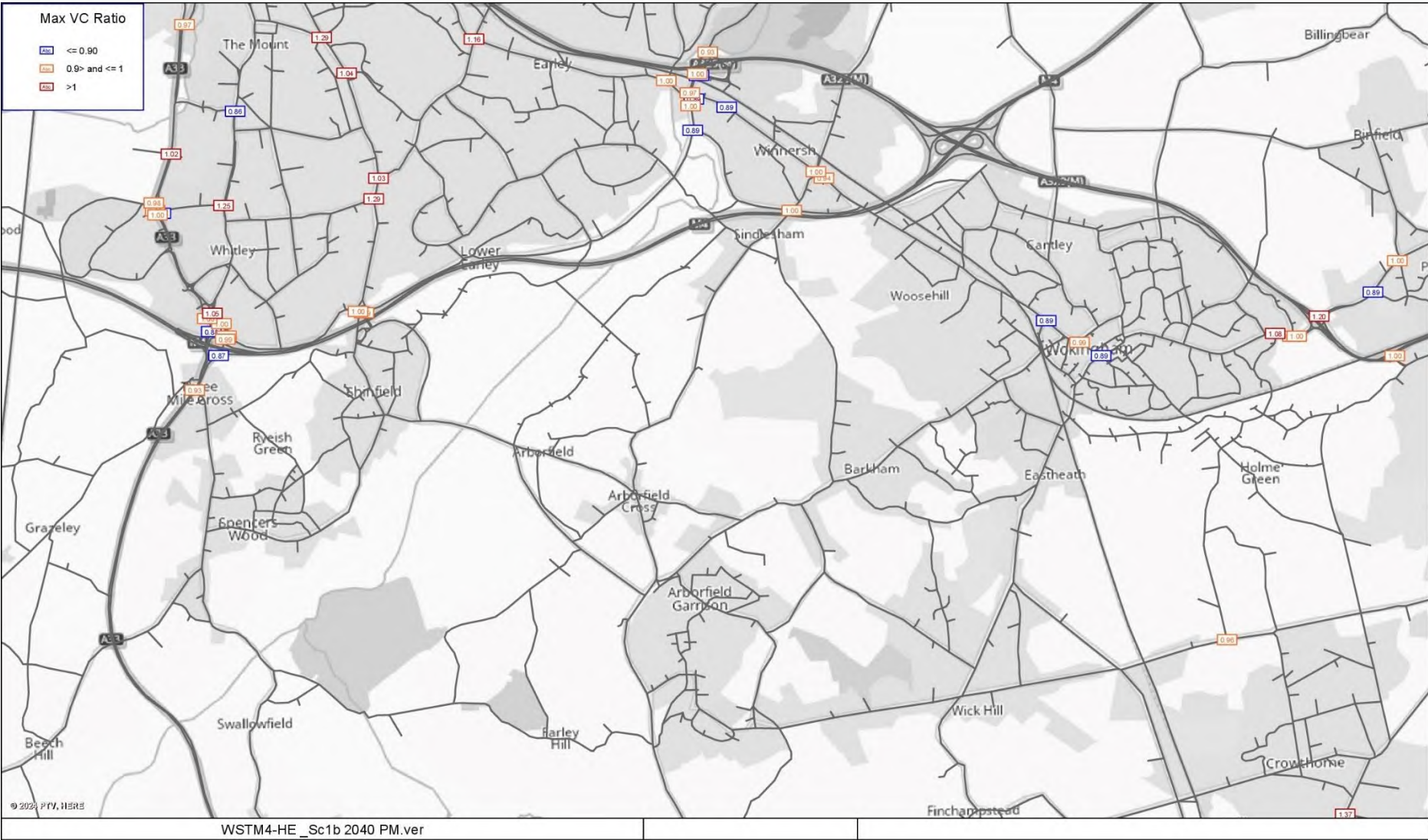


Figure 72: WSTM4. V/C Ratio for the Worst Performing Turn – 2040 Scenario 1B. PM Peak

Appendix M VISSIM Results – Journey Times

Table 34: VISSIM AM Peak Journey Time Summary. Reference Case and Scenario 1B

AM Peak						
VTT ID	VTT Route	2021 Base Year	2040 Ref Case	2040 Scenario 1B	Difference (2040 Ref - Base)	Difference (Scenario 1B - 2040 Ref)
Local Road Network						
1	A33 Basingstoke Road - SB	03:48	04:19	05:07	00:31	00:48
2	A33 Basingstoke Road - NB	03:15	04:25	06:10	01:11	01:45
5	A33 to Beeston Way	06:27	06:55	08:43	00:28	01:47
6	Beeston Way to A33	08:14	09:17	08:36	01:03	-00:40
7	Beeston Way to Bader Way	09:38	14:36	17:30	04:58	02:54
8	Bader Way to Beeston Way	09:08	10:17	09:32	01:09	-00:45
9	A329M to Peacock Lane	08:10	09:01	08:39	00:51	-00:22
10	Peacock Lane to A329M	08:25	09:39	11:02	01:14	01:23
11	M4 West to A33 North	02:49	03:05	04:29	00:16	01:24
12	A33 North to M4 West	03:21	04:03	04:53	00:42	00:50
13	M4 West to A33 South	05:31	05:58	07:43	00:27	01:45
14	A33 South to M4 West	03:03	03:19	04:20	00:15	01:02
AVERAGE		05:59	07:05	08:04	01:05	00:59
Strategic Road Network						
3	M4 - EB	08:27	08:36	08:07	00:09	-00:29
4	M4 - WB	08:01	08:36	07:58	00:36	-00:38
15	M4 East to A33 North	09:15	13:35	13:46	04:20	00:11
16	A33 North to M4 East	09:47	10:38	10:07	00:51	-00:31
17	M4 East to A33 South	09:59	11:33	11:16	01:34	-00:17
18	A33 South to M4 East	12:01	11:18	12:13	-00:42	00:55
AVERAGE		09:35	10:43	10:35	01:08	-00:08

Table 35 VISSIM PM Peak Journey Time Summary. Reference Case and Scenario 1B

PM Peak						
VTT ID	VTT Route	2021 Base Year	2040 Ref Case	2040 Scenario 1B	Difference (2040 Ref - Base)	Difference (Scenario 1B - 2040 Ref)
Local Road Network						
1	A33 Basingstoke Road - SB	04:03	07:37	07:09	03:34	-00:27
2	A33 Basingstoke Road - NB	03:24	04:53	04:11	01:29	-00:42
5	A33 to Beeston Way	06:52	09:14	08:52	02:22	-00:22
6	Beeston Way to A33	07:16	17:34	08:51	10:17	-08:42
7	Beeston Way to Bader Way	08:09	09:10	09:12	01:01	00:03
8	Bader Way to Beeston Way	08:01	09:15	10:27	01:14	01:12
9	A329M to Peacock Lane	08:29	09:52	11:36	01:23	01:44
10	Peacock Lane to A329M	08:29	15:23	13:39	06:55	-01:44
11	M4 West to A33 North	02:37	02:33	02:55	-00:03	00:22
12	A33 North to M4 West	04:08	07:10	06:50	03:03	-00:20
13	M4 West to A33 South	05:41	06:01	07:01	00:20	01:00
14	A33 South to M4 West	02:58	03:33	03:31	00:35	-00:02
AVERAGE		05:51	08:31	07:51	02:41	-00:40
Strategic Road Network						
3	M4 - EB	08:13	08:46	08:31	00:34	-00:16
4	M4 - WB	07:56	09:08	09:02	01:13	-00:07
15	M4 East to A33 North	09:47	11:43	11:40	01:55	-00:02
16	A33 North to M4 East	10:12	12:03	11:36	01:52	-00:27
17	M4 East to A33 South	09:28	11:35	11:45	02:07	00:10
18	A33 South to M4 East	11:29	12:33	12:10	01:04	-00:23
AVERAGE		09:31	10:58	10:47	01:27	-00:11

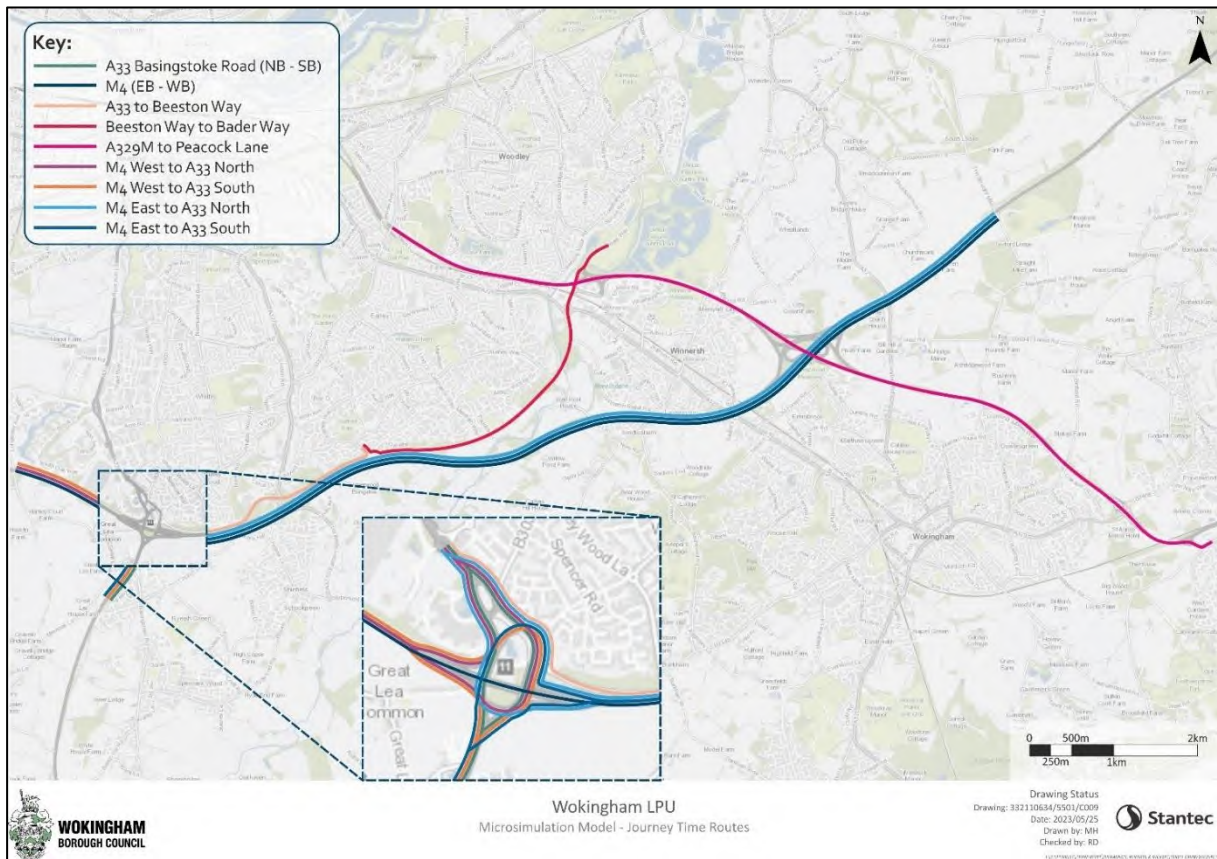
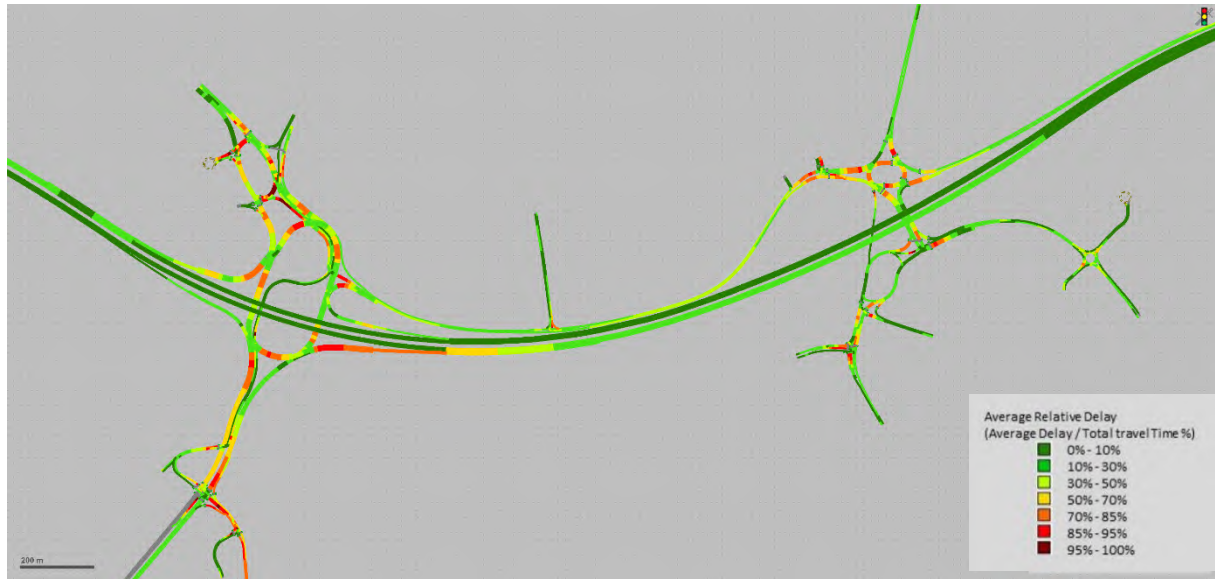


Figure 73: Microsimulation Assessment. Journey Time Routes

Appendix N VISSIM Results – Delay Heatmaps

2040 Reference Case. AM Peak



Scenario 1B. AM Peak

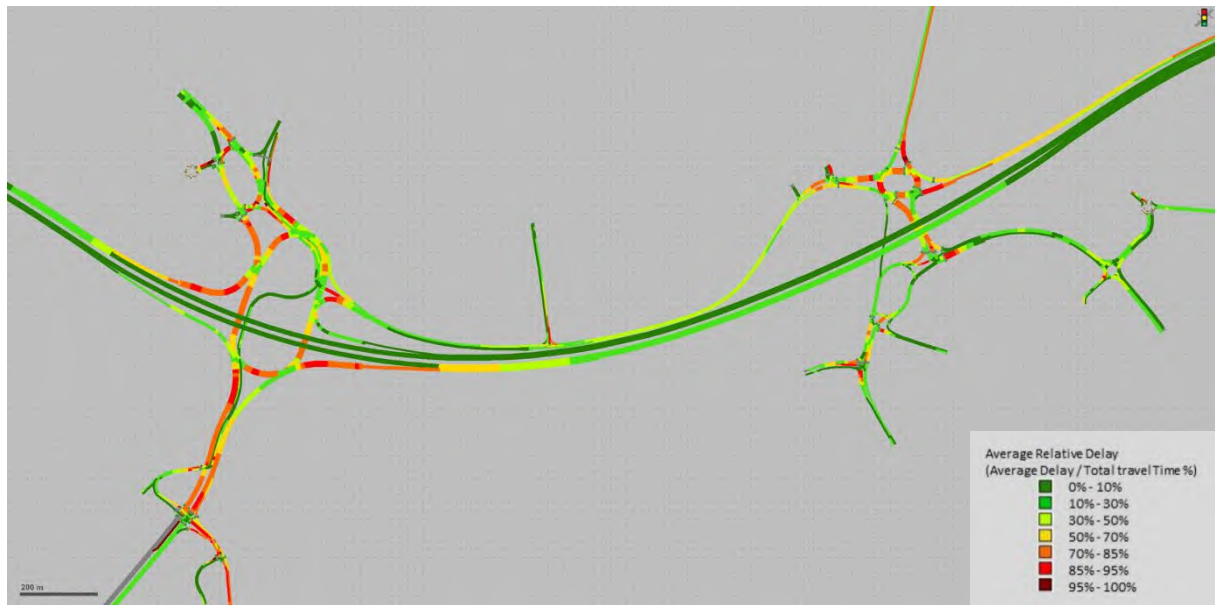
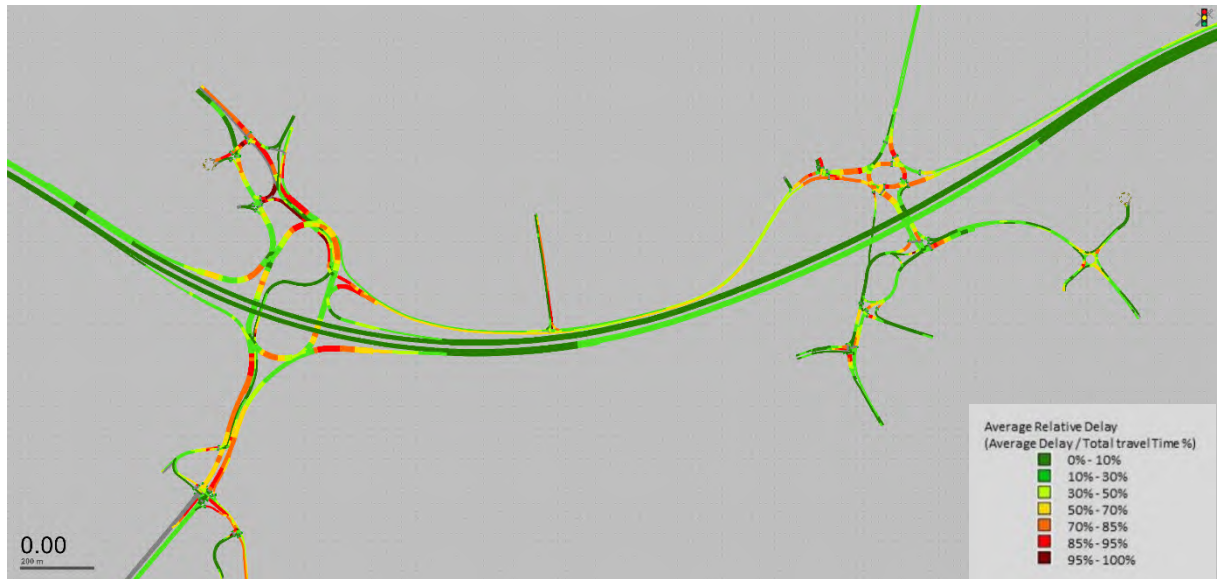


Figure 74: M4 J11 to Black Boy Roundabout. VISSIM Model. Delay Heatmaps. AM Peak

2040 Reference Case. PM Peak



Scenario 1B. PM Peak

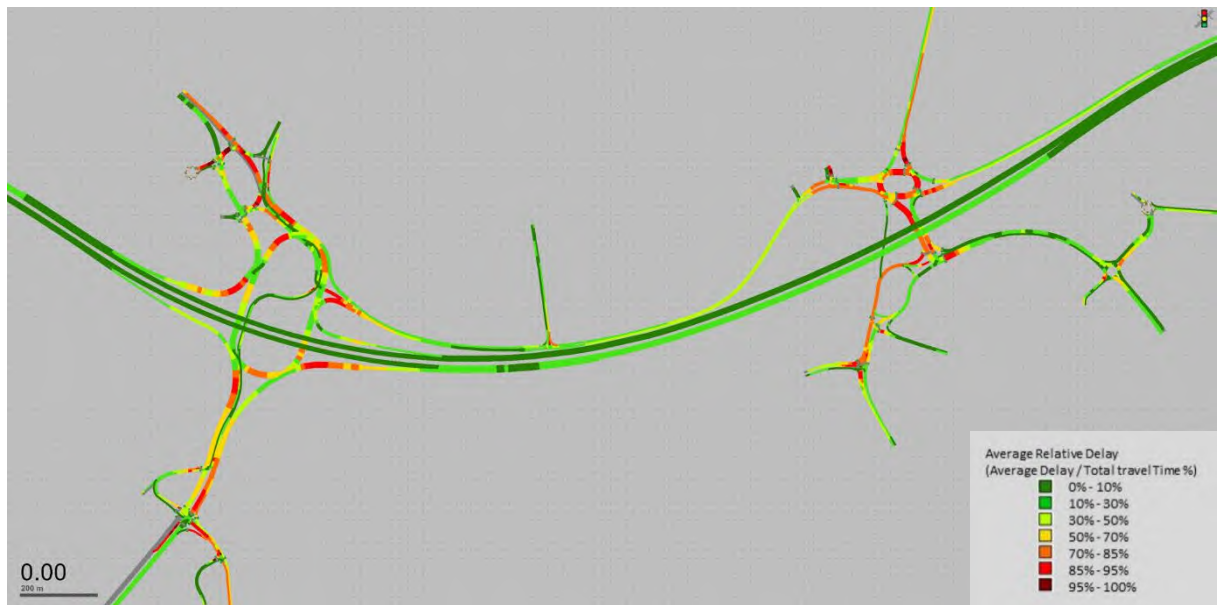
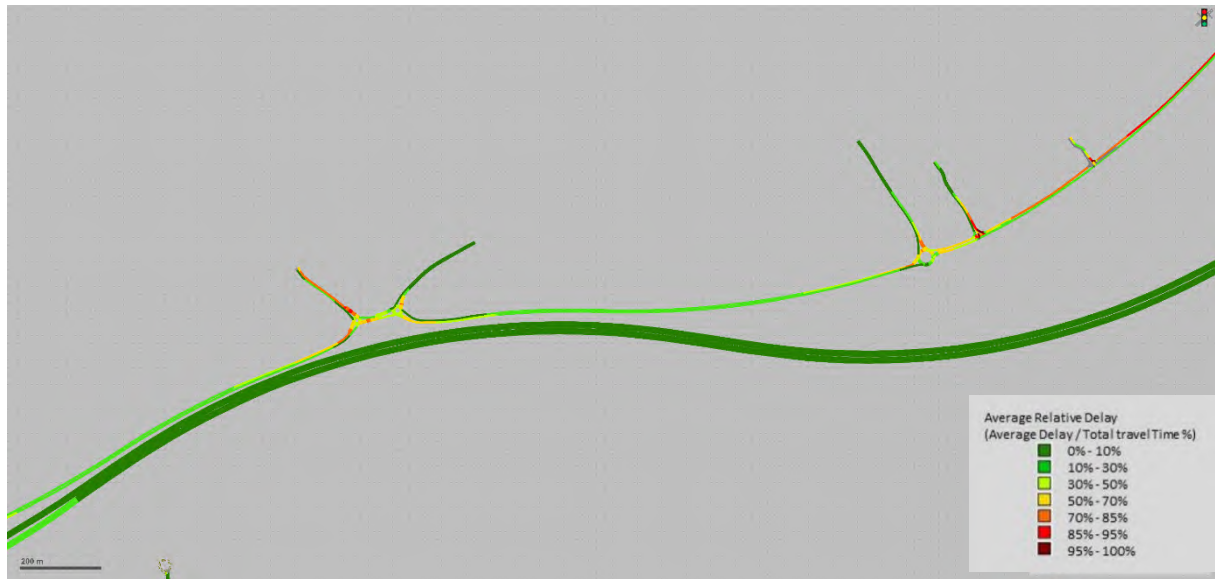


Figure 75: M4 J11 to Black Boy Roundabout. VISSIM Model. Delay Heatmaps. PM Peak

2040 Reference Case. AM Peak



Scenario 1B. AM Peak

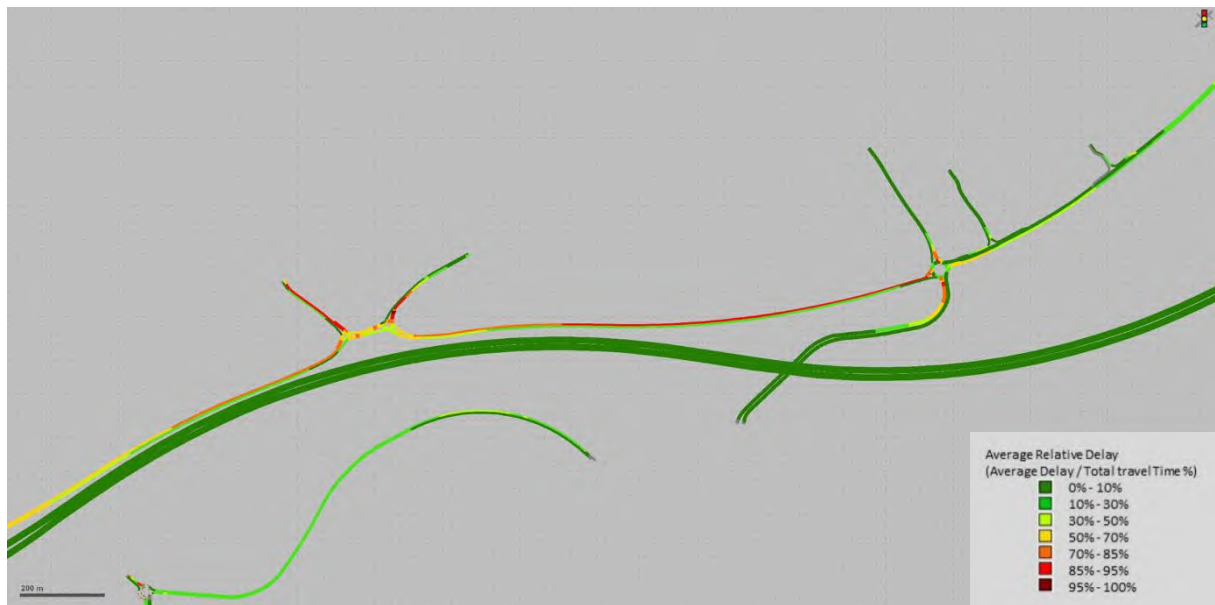
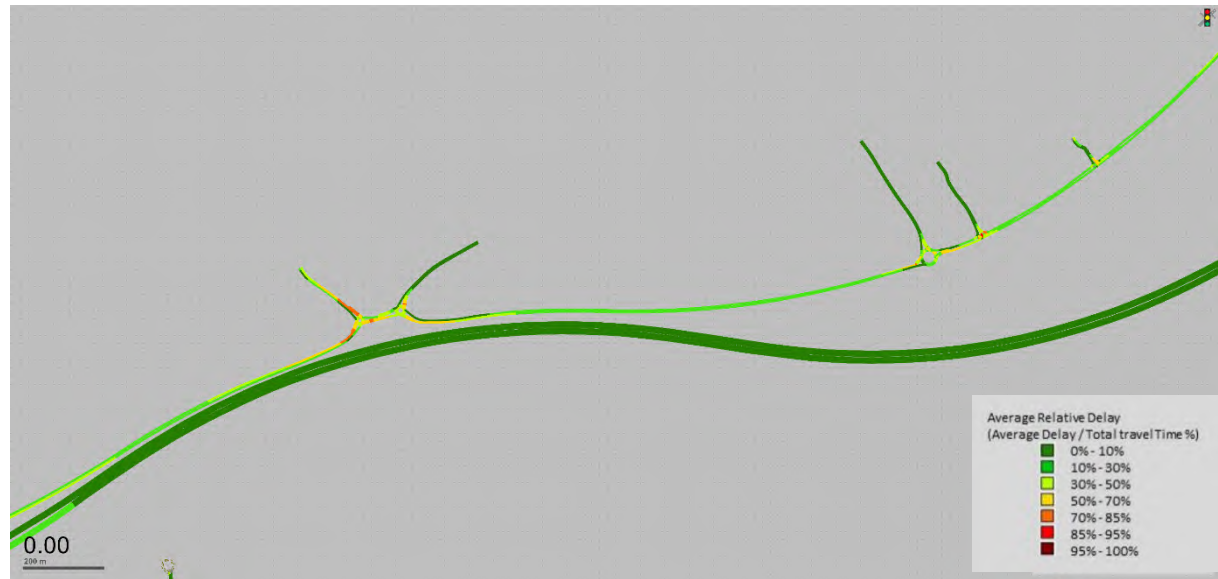


Figure 76: Black Boy Roundabout to Sindlesham Roundabout. Delay Heatmaps. AM Peak

2040 Reference Case. PM Peak



Scenario 1B. PM Peak

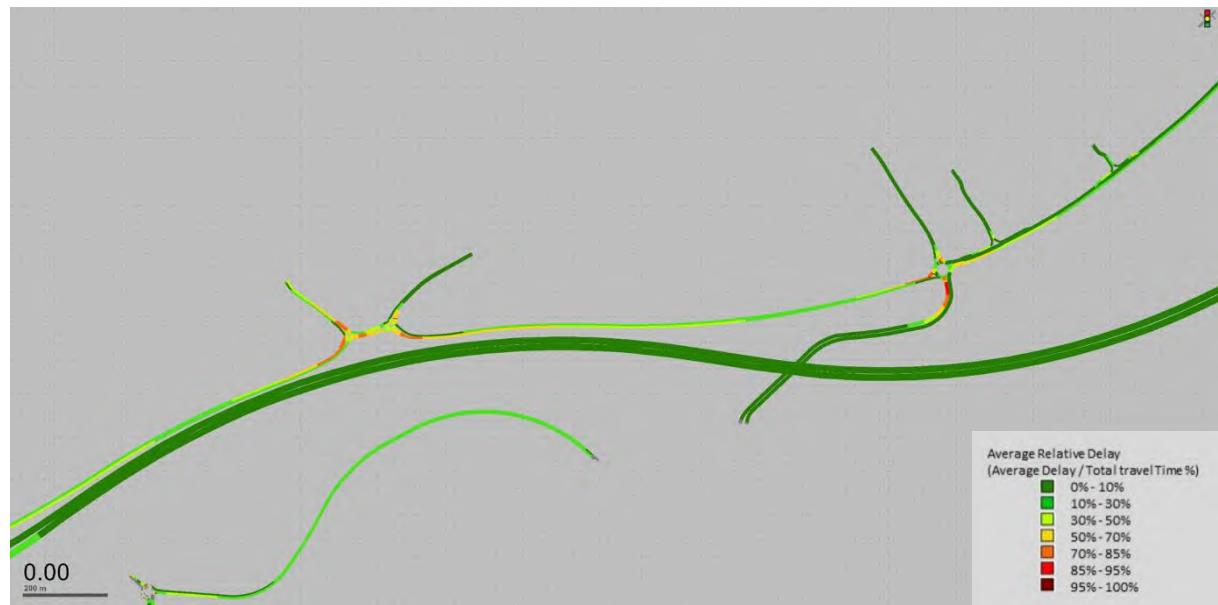


Figure 77: Black Boy Roundabout to Sindlesham Roundabout. Delay Heatmaps. PM Peak

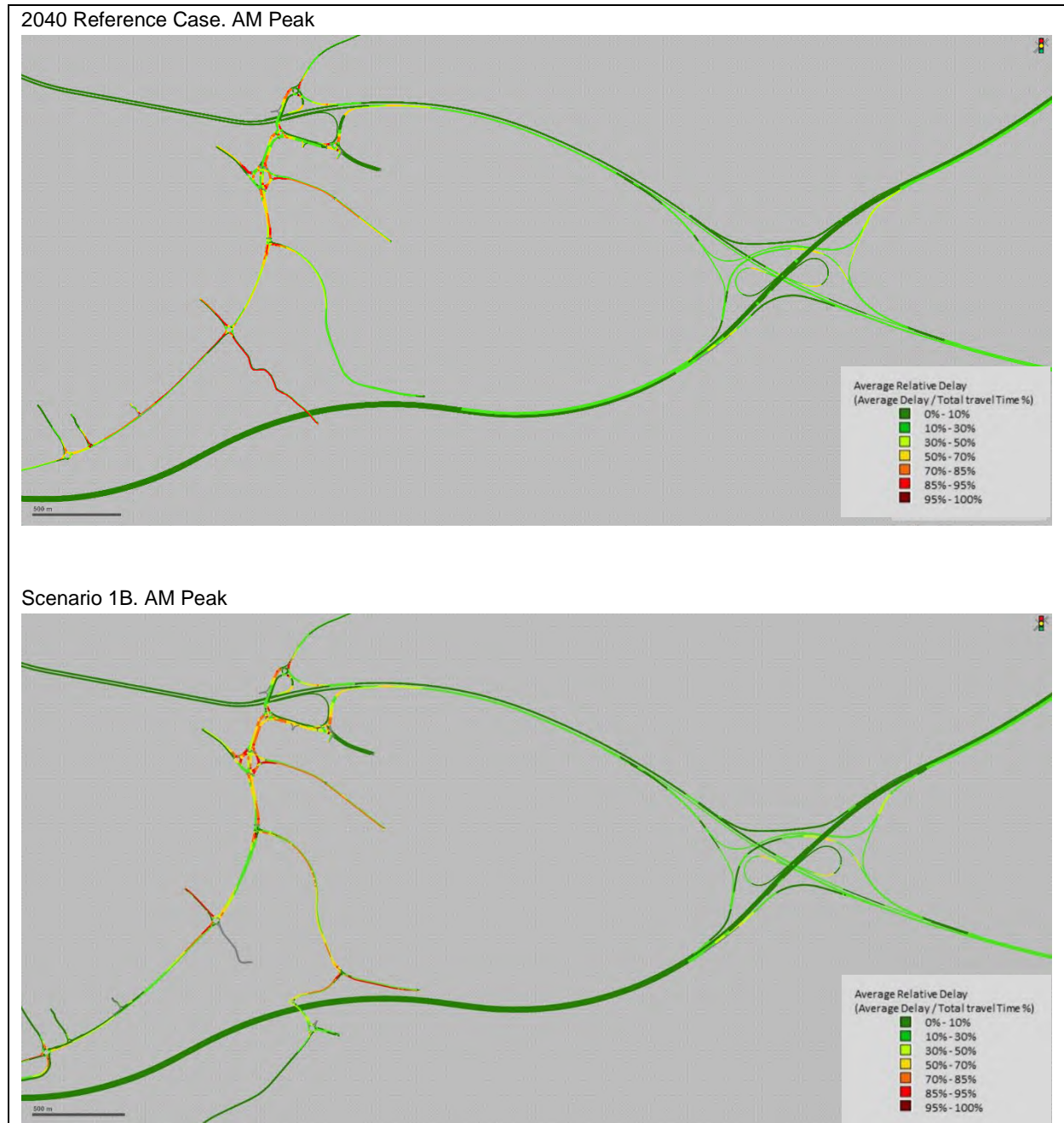


Figure 78: Winnersh and M4 J10. VISSIM Model. Delay Heatmaps. AM Peak

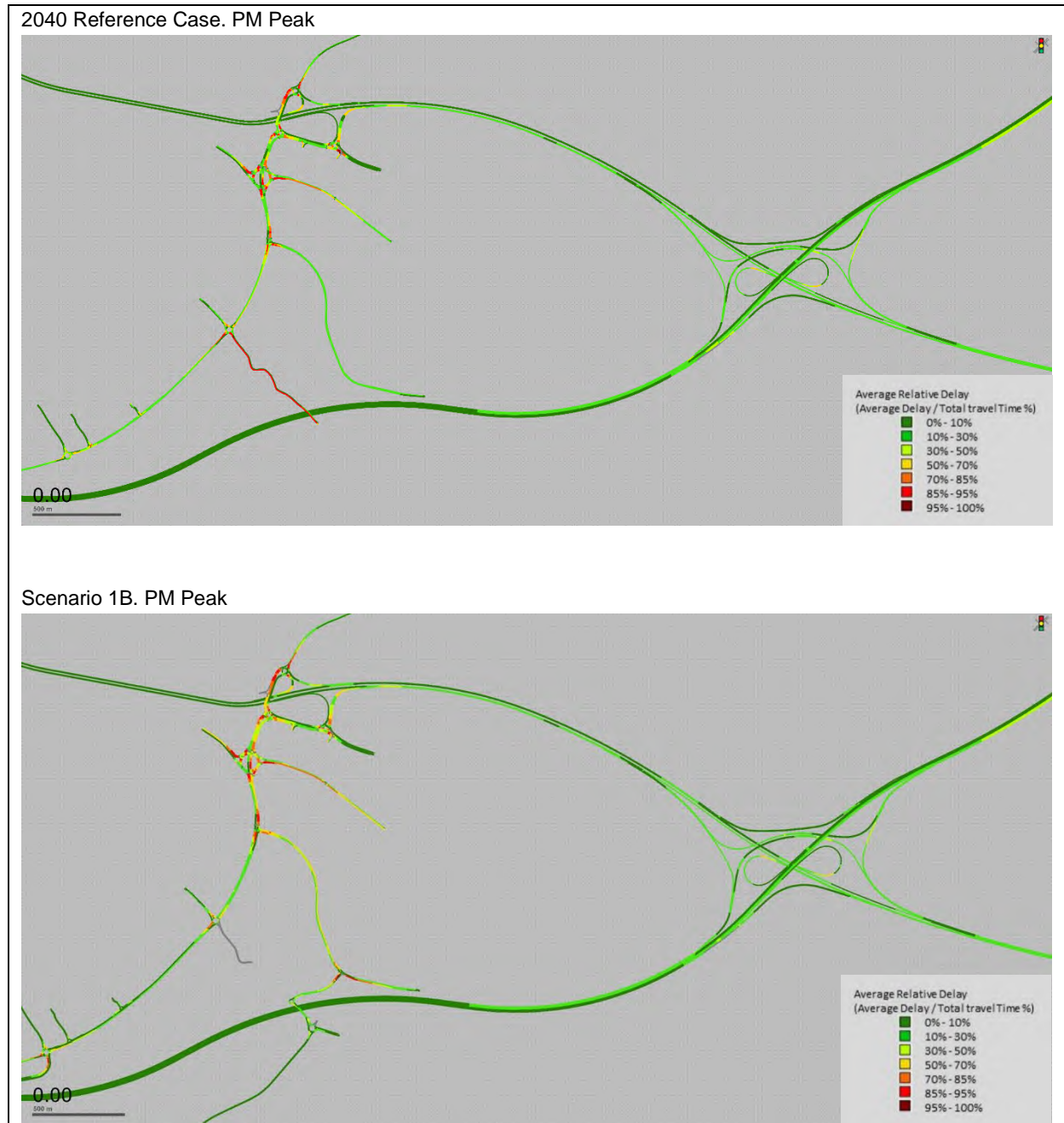
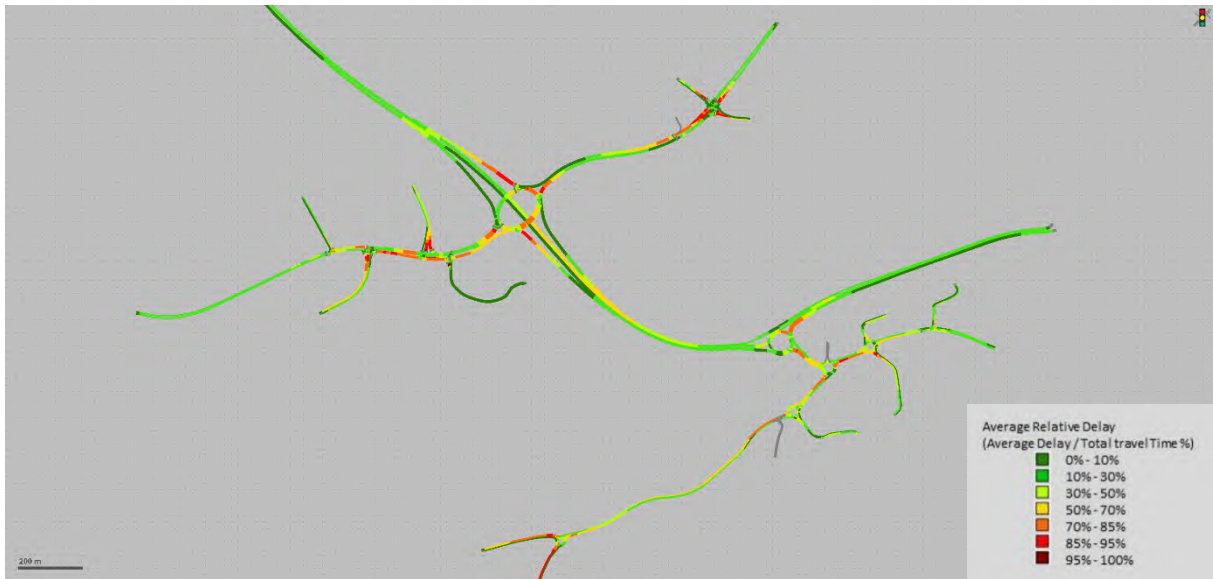


Figure 79: Winnersh and M4 J10. VISSIM Model. Delay Heatmaps. PM Peak

2040 Reference Case. AM Peak



Scenario 1B. AM Peak

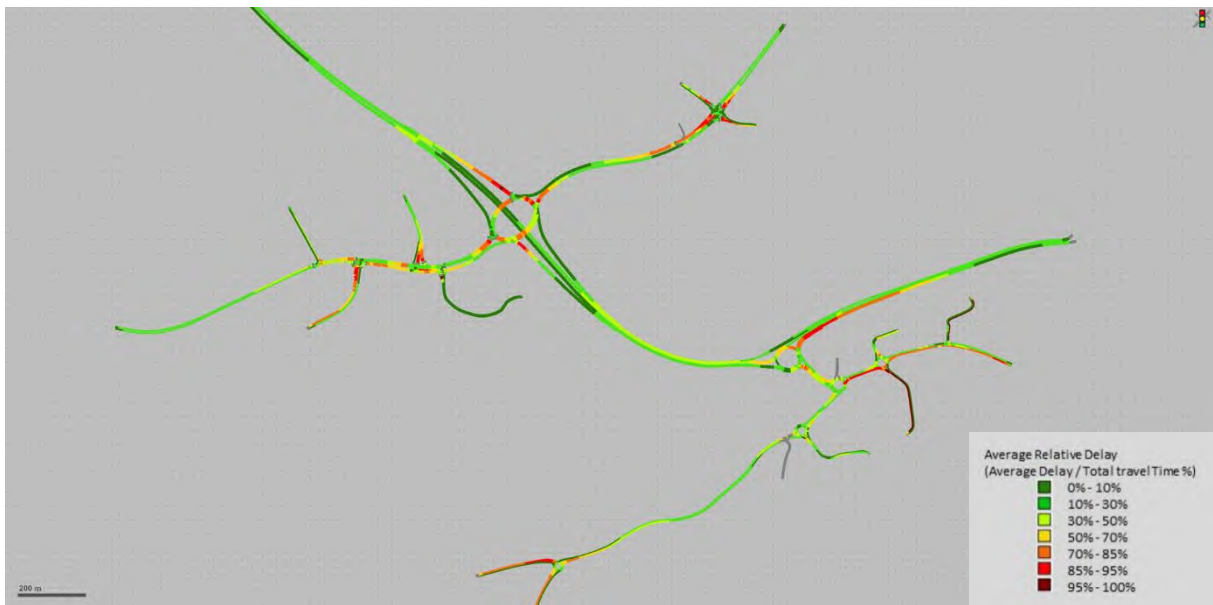


Figure 80: Coppid Beech and Berkshire Way. VISSIM Model. Delay Heatmaps. AM Peak

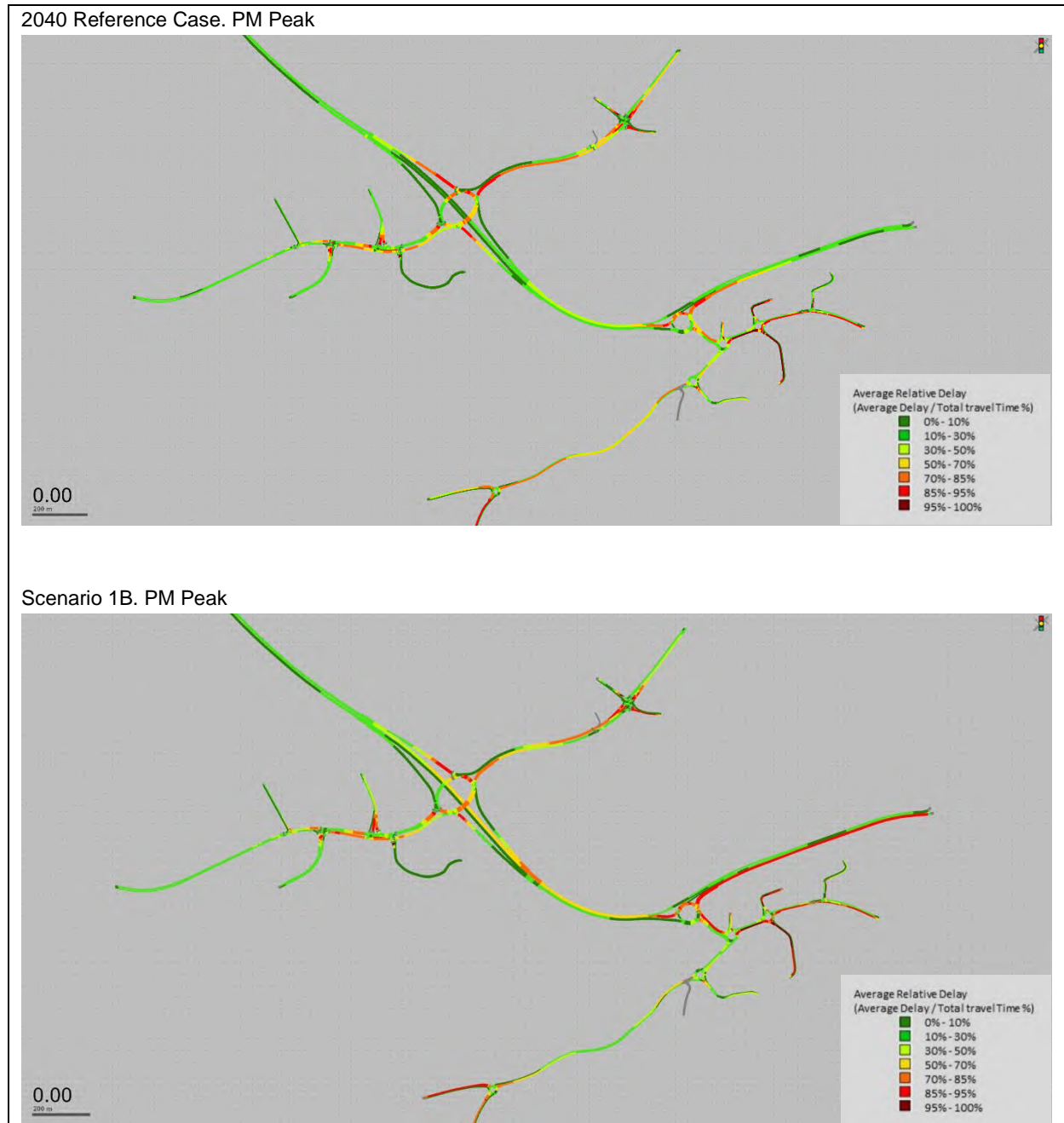


Figure 81: Coppid Beech and Berkshire Way. VISSIM Model. Delay Heatmaps. PM Peak

Appendix O **VISSIM Results – Flow, Delays and Queues on Junction Approaches**

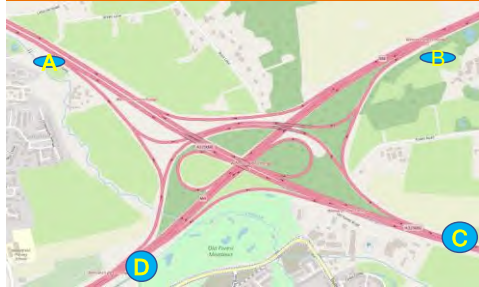
AM Peak

Node 1- M4 Junction11



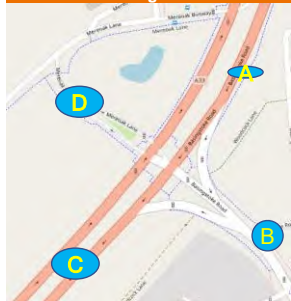
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
M4 Junction11	A A33 (N)	1575	76	15	1658	94	24	83	17	10
	B Basingstoke Rd	484	79	21	537	133	56	53	54	35
	C B3270	1177	109	14	1254	92	23	77	-17	9
	D M4 (E)	1951	105	281	2014	142	324	63	37	43
	E A33 (S)	2480	86	188	2073	132	225	-407	47	37
	F M4 (W)	1691	73	43	1780	143	202	89	71	158
	G RIBP (Southern Entry)	-	-	-	-	-	-	-	-	-
	H RIBP (Northern Entry/Exit)	148	100	12	169	114	17	21	14	5

Node 2- M4 Junction10



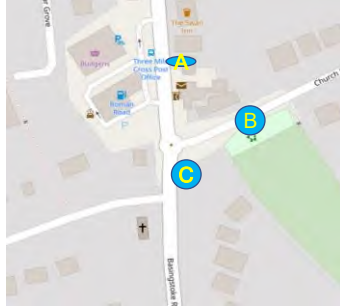
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
M4 Junction10	A A329M (N)	2446	10	0	2583	10	0	137	0	0
	B M4 (E)	5587	17	87	5638	13	30	51	-5	-57
	C A329M (S)	3694	20	0	3614	21	0	-80	1	0
	D M4 (W)	4988	17	15	4776	13	0	-212	-4	-15

Node 3- Basingstoke Road / Three Mile Cross



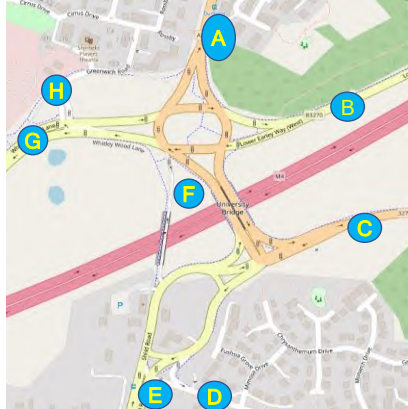
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Three Mile Cross	A A33 (N)	2280	46	72	2249	62	146	-31	16	73
	B Basingstoke Rd	807	75	60	778	83	57	-29	8	-3
	C A33 (S)	2211	41	49	1807	103	187	-404	62	138
	D Mereok Ln	1	26	0	1	28	0	0	2	0

Node 4 - Basingstoke Road / ChuRef Caseh Lane



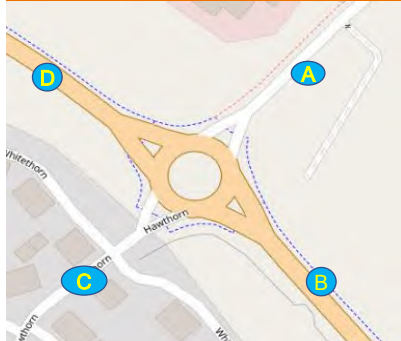
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Church Lane	A Basingstoke Rd (N)	557	33	79	598	32	93	41	-2	14
	B Church Ln	538	24	33	584	30	52	46	6	19
	C Basingstoke Rd (S)	545	16	15	431	19	16	-114	4	1

Node 5 - Black Boy Junction



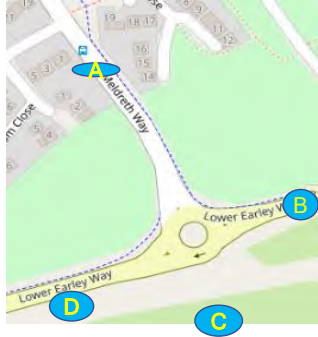
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Black Boy Junction	A A327 (N)	670	44	10	820	134	254	150	90	245
	B B3270 (E)	1199	50	20	951	97	178	-248	48	158
	C Eastern Relief Rd	690	55	14	829	70	18	139	14	4
	D Cutbush Ln	150	44	3	124	52	3	-26	8	0
	E Hollow Ln	969	61	8	989	96	8	20	35	0
	F Old Shinfield Rd	-	-	-	-	-	-	-	-	-
	G B3270 (W)	1045	64	27	1318	74	21	273	10	-6
	H Shinfield Park	176	41	5	225	66	8	49	25	3

Node 6- Eastern Relief Road / Hawthorn



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Eastern Relief Road / Hawthorn	A South Ave	20	6	0	311	4	1	291	-2	1
	B Eastern Relief Rd (S)	666	2	0	1134	4	1	468	2	1
	C Hawthorn	46	6	0	86	14	1	40	7	1
	D Eastern Relief Rd (N)	475	5	0	981	3	0	506	-1	0

Node 10- B3270 / Meldreth Way



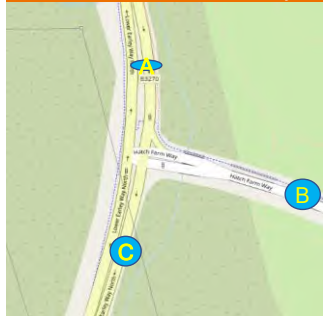
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Meldreth Way	A Meldreth Way	209	22	9	197	15	3	-12	-7	-6
	B B3270 (E)	812	4	1	1196	6	6	384	2	5
	C Development Access	-	-	-	937	25	35	-	-	-
	D B3270 (W)	615	22	23	573	96	884	-42	74	862

Node 11- B3270 / Rushey Way / Mill Lane



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Rushey Way / Mill Lane	A B3270 (E)	1276	17	104	1656	13	17	380	-4	-87
	B Mill Ln	400	153	582	-	-	-	-	-	-
	C B3270 (W)	687	76	564	1399	55	142	712	-21	-422
	D Rushey Way	676	73	159	571	101	188	-105	28	29

Node 12- B3270 / Hatch Farm Way



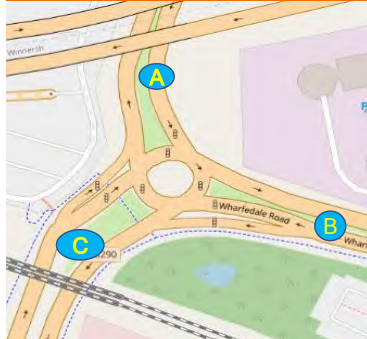
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Hatch Farm Way	A B3270 (N)	1337	70	119	1786	43	155	449	-27	36
	B Hatch Farm Way	843	53	54	1092	66	442	249	13	387
	C B3270 (S)	1255	43	82	1837	27	27	582	-16	-55

Node 13- A329 / B3270 / A3290



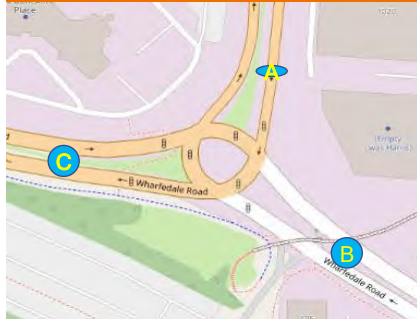
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 / B3270 / A3290	A A3290	1665	49	39	2099	74	105	434	25	66
	B A329 (E)	797	115	413	839	162	552	42	46	139
	C B3270	1512	37	45	2160	39	32	648	2	-13
	D A329 (W)	911	114	117	937	80	33	26	-34	-84

Node 14- A3290 / Wharfedale Rd



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A3290 / Wharfedale Rd	A A3290 (N)	323	32	9	299	35	9	-24	2	-1
	B Wharfedale Rd	1670	13	11	2157	26	63	487	14	52
	C A3290 (S)	1814	16	20	2337	27	100	523	11	80

Node 15- Wharfedale Rd / A329M



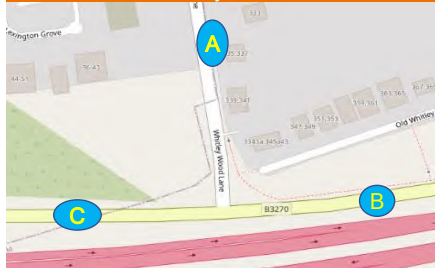
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Wharfedale Rd / A329M	A A329M	2029	19	17	1929	45	83	-100	26	66
	B Wharfedale Rd (E)	83	25	2	84	29	3	1	5	0
	C Wharfedale Rd (W)	333	33	6	870	33	16	537	0	9

Node 16- A3290 / A329M / The Bader Way



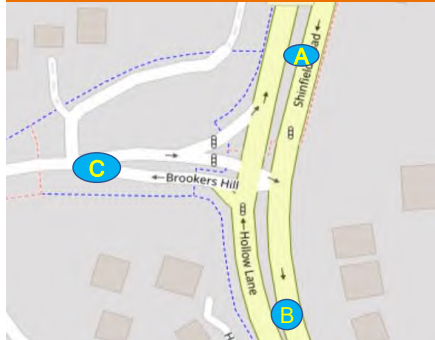
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A3290 / A329M / Bader Way	A Bader Way	470	38	24	471	38	24	1	0	0
	B A329M	165	28	6	158	27	6	-7	0	0
	C A3290	1788	26	39	1765	23	31	-23	-3	-8

Node 20- B3270 / Whitley Wood Lane



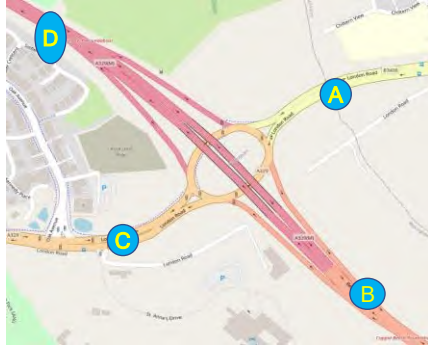
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Whitley Wood Lane	A Whitley Wood Ln	386	20	9	399	50	38	13	31	29
	B B3270 (E)	1524	5	0	1579	5	0	55	0	0
	C B3270 (W)	995	5	1	1234	6	4	239	1	3

Node 21- Brookers Hill / Shinfield Road / Hollow Lane



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Brookers Hill / Shinfield Road / Hollow Lane	A Shinfield Rd	838	10	5	700	11	5	-138	1	0
	B Hollow Ln	571	19	8	636	20	9	65	0	1
	C Brookers Hill	671	22	8	654	28	10	-17	6	2

Node 22- Coppid Beech Roundabout



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Coppid Beech Roundabout	A London Rd (E)	1220	53	31	1225	42	30	5	-11	-1
	B A329M (S)	2791	13	13	2668	10	7	-123	-3	-6
	C London Rd (W)	1581	38	21	1587	41	21	6	3	1
	D A329M (N)	3678	44	39	3659	28	37	-19	-17	-2

Node 23- A329 London Road / Oak Avenue



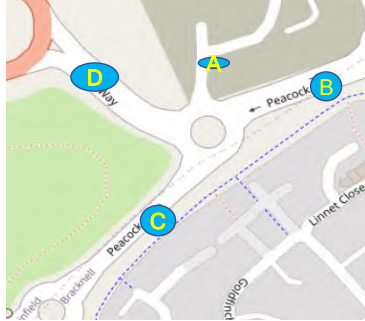
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Oak Avenue	A Oak Ave	557	39	19	545	32	14	-12	-8	-5
	B London Rd (E)	1201	24	25	1219	15	16	18	-8	-10
	C London Rd (W)	1190	18	16	1233	12	11	43	-6	-5

Node 24- Jennett's Park Roundabout



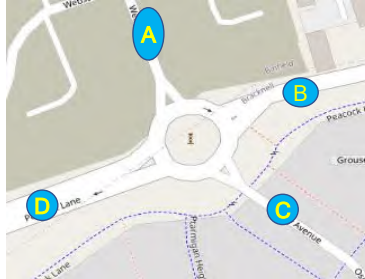
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		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Jannett's Park Roundabout	A Berkshire Way (E)	1469	24	27	1453	125	245	-16	101	219
	B Vigar Way	1590	20	34	1446	12	15	-144	-7	-19
	C Berkshire Way (W)	3219	16	24	3166	19	58	-53	3	34

Node 25- Peacock Lane / Vigar Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Vigar Way	A Webster Cl	-	-	-	-	-	-	-	-	-
	B Peacock Ln (E)	995	34	46	840	69	123	-155	35	77
	C Peacock Ln (W)	930	19	53	992	6	5	62	-13	-48
	D Vigar Way	879	6	5	1271	7	6	392	0	1

Node 26- Peacock Lane / Osprey Avenue



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Osprey Avenue	A Webster Cl	130	11	0	128	38	0	-2	27	0
	B Peacock Ln (E)	995	21	24	844	80	150	-151	59	126
	C Osprey Ave	173	49	15	73	380	135	-100	331	121
	D Peacock Ln (W)	404	3	1	708	4	1	304	0	0

Node 27- Peacock Lane / Sparrowhawk Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Sparrowhawk Way	A Peacock Ln (E)	804	4	1	941	5	1	137	1	1
	B Sparrowhawk Way	273	10	1	266	5	1	-7	-5	0
	C Peacock Ln (W)	829	11	11	911	3	3	82	-8	-8

Node 28- Old Wokingham Road / Peacock Lane / Waterloo Road



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Old Wokingham Road / Peacock Lane / Waterloo Road	A Peacock Ln	788	11	13	929	14	33	141	2	19
	B Old Wokingham Rd	786	41	124	1012	30	93	226	-11	-31
	C Waterloo Rd	505	30	38	445	57	60	-60	27	22

Node 29- A329 London Road / William Heelas Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / William Heelas Way	A London Rd (E)	1117	43	76	1128	19	34	11	-24	-42
	B William Heelas Way	573	39	31	590	62	60	17	23	28
	C London Rd (W)	932	15	14	951	12	13	19	-3	-1

Node 30- A329 London Road / Plough Lane



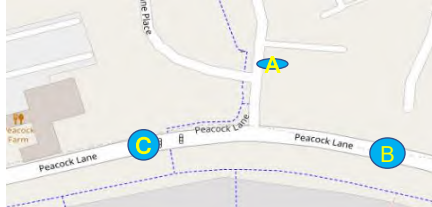
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Plough Lane	A London Rd (E)	844	3	2	876	5	4	32	1	2
	B London Rd (W)	725	5	2	737	7	13	12	2	11
	C Plough Ln	226	8	2	236	9	6	10	1	4

Node 31- B3408 London Road / Russell Chase / John Nike Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3408 London Road / Russell Chase / John Nike Way	A London Rd (N)	992	26	22	997	27	22	5	0	0
	B John Nike Way	278	43	20	283	47	22	5	3	2
	C London Rd (S)	995	43	64	1014	45	68	19	2	4
	D Russell Chase	232	34	13	229	34	13	-3	0	0

Node 33- Peacock Lane / Butler Drive



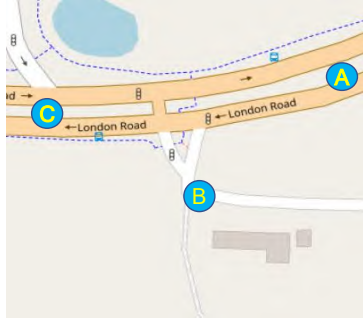
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Butler Drive	A Butler Drive	70	24	3	20	180	85	-50	157	83
	B Peacock Ln (E)	970	6	2	857	50	56	-113	44	54
	C Peacock Ln (W)	587	2	0	812	2	0	225	0	0

Node 34- Basingstoke Road / Tabby Drive



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Tabby Drive	A Basingstoke Rd (N)	573	12	16	617	15	23	44	2	7
	B Basingstoke Rd (S)	790	62	179	775	63	184	-15	1	5
	C Tabby Drive	47	46	2	47	67	3	0	20	1

Node 50- A329 London Road / St Annes Drive



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / St Annes Drive	A London Rd (E)	1216	22	56	1227	8	15	11	-14	-41
	B St Annes Drive	16	47	1	18	47	1	2	0	0
	C London Rd (W)	1578	1	2	1596	1	2	18	0	0

Node 56- B3270 / Paddick Drive



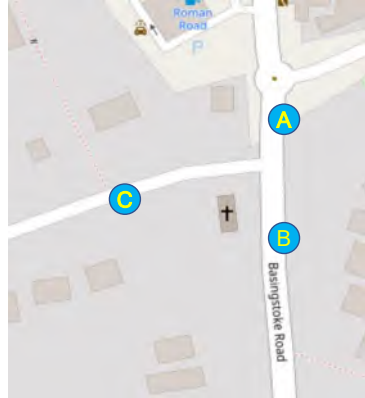
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Paddick Drive	A B3270 (E)	815	4	0	1198	8	4	383	4	4
	B B3270 (W)	761	14	20	1430	0	0	669	-13	-20
	C Paddick Drive	30	24	9	56	0	0	26	-24	-9

Node 57- B3270 / Barn Croft Drive



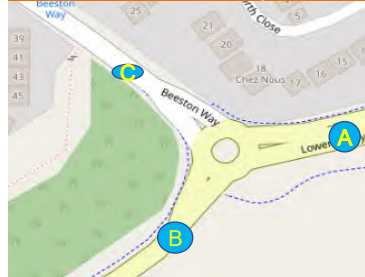
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Barn Croft Drive	A B3270 (E)	818	3	0	1205	4	0	387	2	0
	B B3270 (W)	732	61	117	1460	1	0	728	-60	-117
	C Barn Croft Drive	4	223	6	8	3	0	4	-220	-6

Node 62- Grazeley Road / Basingstoke Road



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Grazeley Road / Basingstoke Road	A Basingstoke Rd (N)	318	4	3	277	5	4	-41	1	1
	B Basingstoke Rd (S)	483	97	301	370	122	305	-113	25	4
	C Grazeley Rd	86	318	70	83	338	76	-3	20	6

Node 191- B3270 / Beeston Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Beeston Way	A B3270 (E)	882	7	8	946	8	10	64	1	2
	B B3270 (W)	1178	14	11	1039	34	440	-139	20	429
	C Beeston Way	733	58	113	644	85	144	-89	27	31

Node 192- B3270 / Cutbush Lane



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Cutbush Lane	A Cutbush Ln	124	11	1	103	58	22	-21	47	21
	B B3270 (E)	782	13	7	867	11	6	85	-2	-1
	C B3270 (W)	728	2	0	747	16	18	19	14	18

Node 194- Hatch Farm Way / Mill Lane Access



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Cutbush Lane	A Hatch Farm Way (W)	-	-	-	866	18	16	-	-	-
	B Hatch Farm Way (E)	-	-	-	623	85	287	-	-	-
	C Mill Lane Access	-	-	-	653	75	139	-	-	-

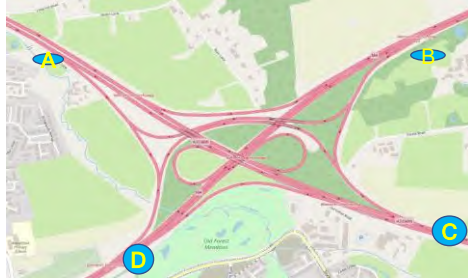
PM Peak

Node 1- M4 Junction11



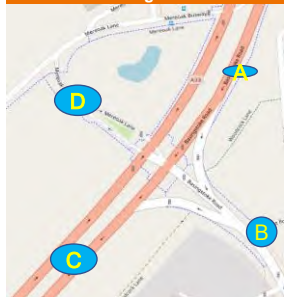
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
M4 Junction11	A A33 (N)	2036	235	123	2003	208	112	-33	-27	-10
	B Basingstoke Rd	330	117	25	358	106	25	28	-11	0
	C B3270	1184	225	229	1430	112	98	246	-114	-131
	D M4 (E)	1750	80	79	1791	84	96	41	4	17
	E A33 (S)	2184	102	206	2254	107	158	70	5	-47
	F M4 (W)	1129	59	31	1121	95	56	-8	36	25
	G RIBP (Southern Entry)	-	-	-	-	-	-	-	-	-
	H RIBP (Northern Entry/Exit)	167	201	9	154	249	15	-13	48	5

Node 2- M4 Junction10



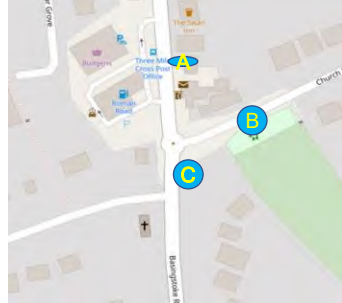
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
M4 Junction10	A A329M (N)	2363	10	0	2497	10	0	134	0	0
	B M4 (E)	6221	17	108	6109	17	135	-112	0	27
	C A329M (S)	3070	18	0	2751	16	0	-319	-2	0
	D M4 (W)	4994	13	1	4983	13	1	-11	0	0

Node 3- Basingstoke Road / Three Mile Cross



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Three Mile Cross	A A33 (N)	2423	56	116	2451	58	130	28	1	15
	B Basingstoke Rd	804	86	67	897	69	65	93	-17	-1
	C A33 (S)	1952	49	42	1988	47	36	36	-1	-6
	D Mereok Ln	1	27	0	1	27	0	0	0	0

Node 4 - Basingstoke Road / ChuRef Caseh Lane



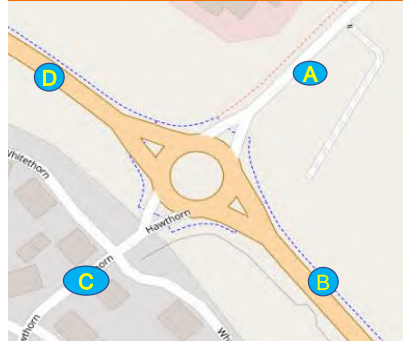
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Church Lane	A Basingstoke Rd (N)	339	17	54	357	21	80	18	4	27
	B Church Ln	486	16	16	557	24	42	71	8	26
	C Basingstoke Rd (S)	442	11	9	448	14	13	6	4	3

Node 5 - Black Boy Junction



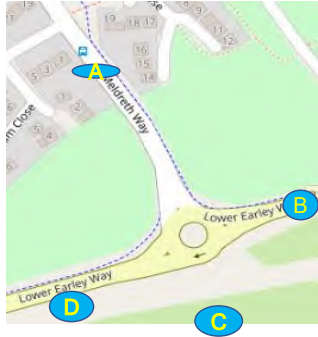
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Black Boy Junction	A A327 (N)	750	78	24	682	188	222	-68	109	198
	B B3270 (E)	1212	62	44	1226	96	137	14	34	94
	C Eastern Relief Rd	836	65	15	1044	153	23	208	88	8
	D Cutbush Ln	69	62	1	65	154	2	-4	92	1
	E Hollow Ln	653	66	3	478	199	22	-175	133	18
	F Old Shinfield Rd	-	-	-	-	-	-	-	-	-
	G B3270 (W)	1087	70	26	1242	74	19	155	4	-7
	H Shinfield Park	298	53	8	338	81	15	40	28	7

Node 6 - Eastern Relief Road / Hawthorn



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Eastern Relief Road / Hawthorn	A South Ave	367	9	2	850	16	22	483	7	20
	B Eastern Relief Rd (S)	524	5	2	655	6	2	131	1	0
	C Hawthorn	75	12	1	101	12	1	26	0	0
	D Eastern Relief Rd (N)	622	7	0	738	3	0	116	-4	0

Node 10- B3270 / Meldreth Way



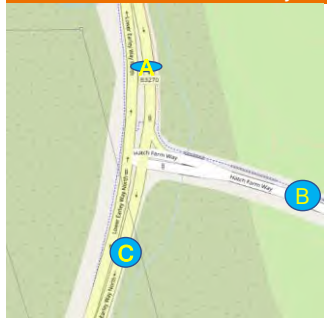
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Meldreth Way	A Meldreth Way	102	5	0	96	8	1	-6	3	0
	B B3270 (E)	1022	5	1	1090	7	9	68	2	8
	C Development Access	-	-	-	881	29	33	-	-	-
	D B3270 (W)	634	7	2	706	21	25	72	14	22

Node 11- B3270 / Rushey Way / Mill Lane



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Rushey Way / Mill Lane	A B3270 (E)	1271	15	55	1664	7	5	393	-7	-49
	B Mill Ln	468	130	574	-	-	-	-	-	-
	C B3270 (W)	685	38	71	982	16	15	297	-22	-56
	D Rushey Way	470	13	7	419	8	3	-51	-4	-4

Node 12- B3270 / Hatch Farm Way



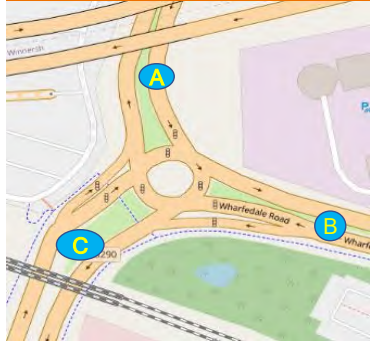
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Hatch Farm Way	A B3270 (N)	1433	40	51	1544	53	107	111	13	56
	B Hatch Farm Way	639	30	12	1176	25	22	537	-6	10
	C B3270 (S)	938	27	20	1276	43	24	338	16	4

Node 13- A329 / B3270 / A3290



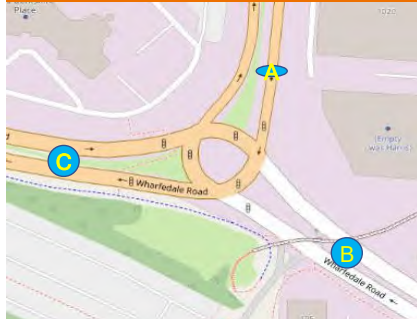
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 / B3270 / A3290	A A3290	1772	36	21	1842	52	36	70	16	15
	B A329 (E)	857	99	237	876	104	456	19	5	219
	C B3270	940	37	17	1048	39	18	108	1	1
	D A329 (W)	893	69	49	957	104	122	64	35	73

Node 14- A3290 / Wharfedale Rd



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A3290 / Wharfedale Rd	A A3290 (N)	349	31	11	446	31	9	97	0	-2
	B Wharfedale Rd	2260	15	13	2309	19	23	49	4	10
	C A3290 (S)	839	24	17	944	48	42	105	25	25

Node 15- Wharfedale Rd / A329M



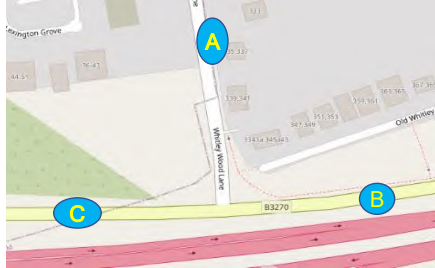
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		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Wharfedale Rd / A329M	A A329M	1786	20	23	1805	28	32	19	8	9
	B Wharfedale Rd (E)	659	76	37	693	24	16	34	-52	-21
	C Wharfedale Rd (W)	84	23	1	97	16	1	13	-6	0

Node 16- A3290 / A329M / The Bader Way



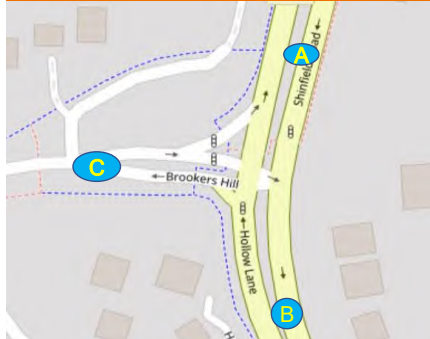
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A3290 / A329M / Bader Way	A Bader Way	478	38	25	506	46	39	28	8	14
	B A329M	195	10	2	266	27	8	71	16	6
	C A3290	1534	43	81	1643	52	132	109	8	51

Node 20- B3270 / Whitley Wood Lane



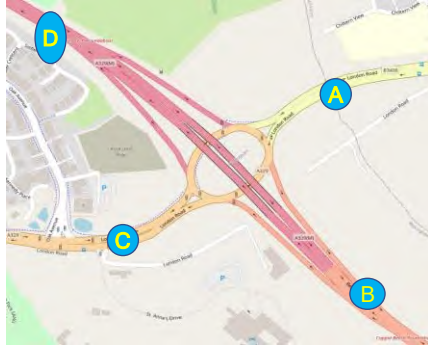
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		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Whitley Wood Lane	A Whitley Wood Ln	350	85	89	464	26	15	114	-60	-74
	B B3270 (E)	1492	13	158	1699	5	0	207	-8	-158
	C B3270 (W)	975	5	0	1013	5	0	38	0	0

Node 21- Brookers Hill / Shinfield Road / Hollow Lane



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Brookers Hill / Shinfield Road / Hollow Lane	A Shinfield Rd	821	10	5	805	11	6	-16	1	0
	B Hollow Ln	516	19	6	440	34	14	-76	16	7
	C Brookers Hill	394	16	4	389	34	10	-5	18	6

Node 22- Coppid Beech Roundabout



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Coppid Beech Roundabout	A London Rd (E)	1462	115	306	1548	77	101	86	-38	-205
	B A329M (S)	2355	21	28	1907	13	11	-448	-8	-18
	C London Rd (W)	1206	38	15	1325	49	16	119	10	1
	D A329M (N)	3238	35	52	3080	73	31	-158	38	-21

Node 23- A329 London Road / Oak Avenue



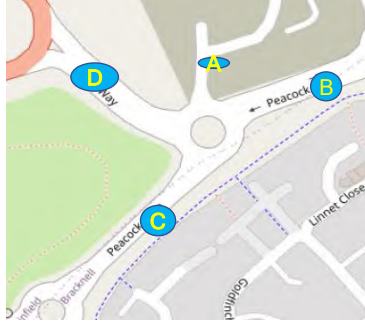
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Oak Avenue	A Oak Ave	362	32	8	396	52	17	34	20	9
	B London Rd (E)	1452	22	31	1410	22	31	-42	0	0
	C London Rd (W)	1011	17	13	1139	19	17	128	2	4

Node 24- Jennett's Park Roundabout



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Jannett's Park Roundabout	A Berkshire Way (E)	1645	84	176	915	507	806	-730	423	630
	B Vigar Way	1170	11	9	1146	6	5	-24	-5	-4
	C Berkshire Way (W)	2573	40	102	2518	67	454	-55	27	352

Node 25- Peacock Lane / Vigar Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Vigar Way	A Webster Cl	5	28	0	5	11	0	0	-17	0
	B Peacock Ln (E)	443	139	113	634	112	132	191	-26	19
	C Peacock Ln (W)	1247	5	7	1224	4	1	-23	-1	-6
	D Vigar Way	1427	16	54	1193	28	165	-234	13	111

Node 26- Peacock Lane / Osprey Avenue



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Osprey Avenue	A Webster Cl	9	199	40	9	175	43	0	-23	3
	B Peacock Ln (E)	518	154	158	728	134	189	210	-20	31
	C Osprey Ave	25	121	80	19	603	113	-6	483	33
	D Peacock Ln (W)	695	3	0	808	3	0	113	0	0

Node 27- Peacock Lane / Sparrowhawk Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Sparrowhawk Way	A Peacock Ln (E)	1247	9	14	1100	5	3	-147	-3	-11
	B Sparrowhawk Way	301	16	7	324	10	3	23	-6	-3
	C Peacock Ln (W)	1042	5	12	1022	4	10	-20	-1	-2

Node 28- Old Wokingham Road / Peacock Lane / Waterloo Road



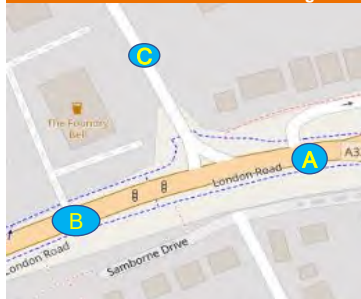
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Old Wokingham Road / Peacock Lane / Waterloo Road	A Peacock Ln	1066	21	208	992	17	40	-74	-4	-168
	B Old Wokingham Rd	723	50	140	917	31	81	194	-19	-59
	C Waterloo Rd	789	19	31	743	61	137	-46	42	106

Node 29- A329 London Road / William Heelas Way



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / William Heelas Way	A London Rd (E)	1252	30	57	1375	40	82	123	10	25
	B William Heelas Way	474	27	11	421	27	9	-53	-1	-2
	C London Rd (W)	694	13	8	930	15	13	236	2	6

Node 30- A329 London Road / Plough Lane



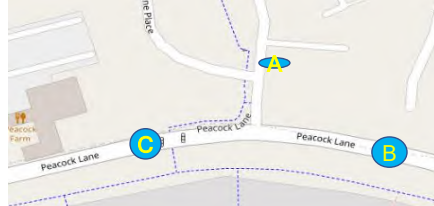
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Plough Lane	A London Rd (E)	772	2	1	776	2	1	4	1	0
	B London Rd (W)	502	3	0	680	4	1	178	1	0
	C Plough Ln	199	4	1	257	9	3	58	5	2

Node 31- B3408 London Road / Russell Chase / John Nike Way



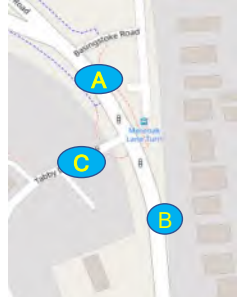
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		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3408 London Road / Russell Chase / John Nike Way	A London Rd (N)	1129	51	103	1161	31	49	32	-21	-54
	B John Nike Way	466	52	36	478	67	55	12	14	19
	C London Rd (S)	1029	22	29	970	46	72	-59	23	43
	D Russell Chase	86	63	8	87	30	4	1	-33	-5

Node 33- Peacock Lane / Butler Drive



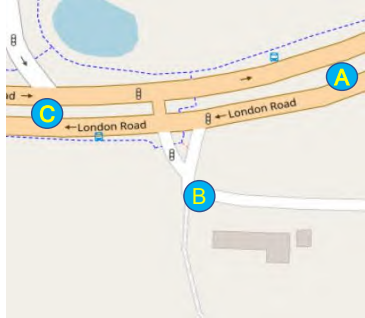
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Butler Drive	A Butler Drive	13	81	23	8	367	47	-5	286	24
	B Peacock Ln (E)	577	87	61	790	69	67	213	-18	5
	C Peacock Ln (W)	663	2	0	779	2	0	116	0	0

Node 34- Basingstoke Road / Tabby Drive



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Tabby Drive	A Basingstoke Rd (N)	855	5	9	918	8	16	63	3	8
	B Basingstoke Rd (S)	811	54	141	899	50	165	88	-4	24
	C Tabby Drive	16	54	1	15	61	1	-1	7	0

Node 50- A329 London Road / St Annes Drive



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / St Annes Drive	A London Rd (E)	1483	27	60	1441	21	50	-42	-6	-10
	B St Annes Drive	11	47	1	11	49	1	0	3	0
	C London Rd (W)	1213	1	1	1330	1	2	117	0	0

Node 56- B3270 / Paddick Drive



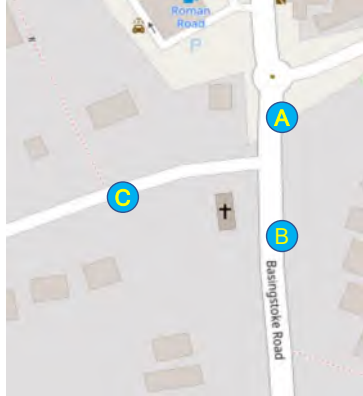
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		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Paddick Drive	A B3270 (E)	1036	5	0	1089	8	1	53	3	1
	B B3270 (W)	690	1	0	1024	0	0	334	-1	0
	C Paddick Drive	23	7	0	25	0	0	2	-7	0

Node 57- B3270 / Barn Croft Drive



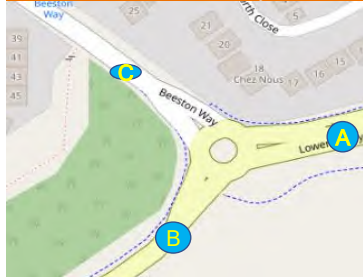
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Barn Croft Drive	A B3270 (E)	1052	3	0	1091	4	0	39	0	0
	B B3270 (W)	688	3	0	998	1	0	310	-2	0
	C Barn Croft Drive	22	6	0	22	2	0	0	-4	0

Node 62- Grazeley Road / Basingstoke Road



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Grazeley Road / Basingstoke Road	A Basingstoke Rd (N)	451	1	1	445	1	2	-6	0	0
	B Basingstoke Rd (S)	532	43	87	506	73	203	-26	31	117
	C Grazeley Rd	32	21	1	33	37	1	1	15	1

Node 191- B3270 / Beeston Way



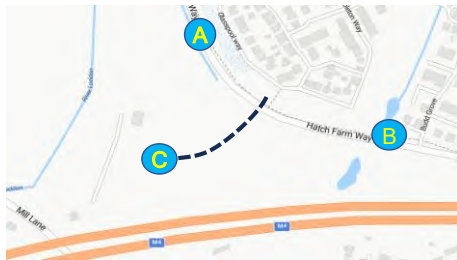
Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Beeston Way	A B3270 (E)	966	7	10	1199	10	20	233	3	9
	B B3270 (W)	1189	14	19	1042	20	36	-147	5	17
	C Beeston Way	679	36	50	829	23	35	150	-12	-15

Node 192- B3270 / Cutbush Lane



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Cutbush Lane	A Cutbush Ln	83	9	0	93	12	1	10	3	0
	B B3270 (E)	913	15	11	1139	22	187	226	7	176
	C B3270 (W)	729	2	0	803	3	0	74	0	0

Node 194- Hatch Farm Way / Mill Lane Access



Junction	Approach	2040 Reference Case			2040 Scenario 1b			Difference (2040 Scenario 1b - 2040 Ref)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Cutbush Lane	A Hatch Farm Way (W)	-	-	-	1245	22	272	-	-	-
	B Hatch Farm Way (E)	-	-	-	542	62	87	-	-	-
	C Mill Lane Access	-	-	-	714	41	34	-	-	-

Appendix P Local Junction Modelling Results

Junction A327 / Arborfield Road / Eastern Relief Road

Table 36: Junction A327 / Arborfield Road / Eastern Relief Road - Modelling Results

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Junction Approach	Reference Case					
Eastern Relief Road	0.8	4.69	0.44	1.4	6.70	0.59
Arborfield Road (E)	2.1	6.73	0.68	1.7	5.78	0.63
Arborfield Road (W)	0.8	4.80	0.45	0.5	3.93	0.32
	Scenario 1B					
Eastern Relief Road	1.3	6.48	0.57	6.1	21.39	0.87
Arborfield Road (E)	5.4	15.01	0.85	2.1	7.07	0.68
Arborfield Road (W)	2.1	8.98	0.68	1.0	5.08	0.49

Junction A327 / Reading Road / Observer Way

Table 37: Junction A327 / Reading Road / Observer Way - Modelling Results

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Junction Approach	Reference Case					
A327 Reading Road	0.9	4.02	0.47	1.7	5.73	0.64
Reading Road	0.9	6.28	0.47	1.3	8.45	0.56
A327 Observer Way	0.8	4.62	0.45	0.6	4.14	0.37
	Scenario 1B					
A327 Reading Road	1.9	7.20	0.65	10.3	29.34	0.93
Site Access	0.8	5.11	0.45	0.3	4.43	0.24
Reading Road	4.2	21.64	0.82	4.1	21.23	0.82
A327 Observer Way	2.7	11.55	0.74	1.3	6.48	0.56

Winnersh Crossroads

MMQ - Mean Max Queue

Table 38: Winnersh Crossroads - Reference Case Modelling Results

	AM			PM		
	Delay (s)	MMQ (PCU)	DoS (%)	Delay (s)	MMQ (PCU)	DoS (%)
Junction Approach	Reference Case					
Reading Road (W) – 1	2.8	4.8	65.7	3.8	7.2	73.9
Reading Road (W) – 2						
Reading Road (W) – 3	4.2	7.9	74.2	8	14	89.4
Robin Hood Lane – 1	4.4	8.6	73.1	8.1	15.3	88.7
Robin Hood Lane – 2						
Reading Road (E) – 1	3.2	6.5	64.4	2.5	5.1	53
Reading Road (E) – 2						
Reading Road (E) – 3	2.9	6.1	63.1	2.4	4	52
Kings Street Lane – 1	4.5	6.6	69.7	8.1	12.4	88.2
Kings Street Lane – 2						
Kings Street Lane – 3	0.1	0.2	2.5	0.2	0.5	6.7
Cycle Time (s)	90			103		
Total Delay (PCU hr)	22.24			33.24		
Junction PRC (%)	21.3			0.7		

DoS – Degree of Saturation

1,2,3 – Lane numbers working from Nearside lane to Outside lane

Table 39: Winnersh Crossroads - Scenario 1B Modelling Results

	AM			PM		
	Delay (s)	MMQ (PCU)	DoS (%)	Delay (s)	MMQ (PCU)	DoS (%)
Junction Approach	Scenario 1B					
Reading Road (W) – 1	4.4	7.4	81	4.9	9.2	79
Reading Road (W) – 2						
Reading Road (W) – 3	6.2	11	85.8	10.7	18.3	93.8
Robin Hood Lane – 1	6	11	82.8	12.5	23.2	94.9
Robin Hood Lane – 2						
Reading Road (E) – 1	5.7	10.3	84.8	4.1	7.8	72.3
Reading Road (E) – 2						
Reading Road (E) – 3	5.3	9.5	83.8	3.9	7.5	71.4
Kings Street Lane – 1	6.4	8.7	83.2	12.4	18.5	94.6
Kings Street Lane – 2						
Kings Street Lane – 3	0.1	0.2	3	0	0.1	1.1
Cycle Time (s)	90			120		
Total Delay (PCU hr)	34.26			48.71		
Junction PRC (%)	5			-5.5		

