

# Appendix F    WSTM4 Outputs. Delays

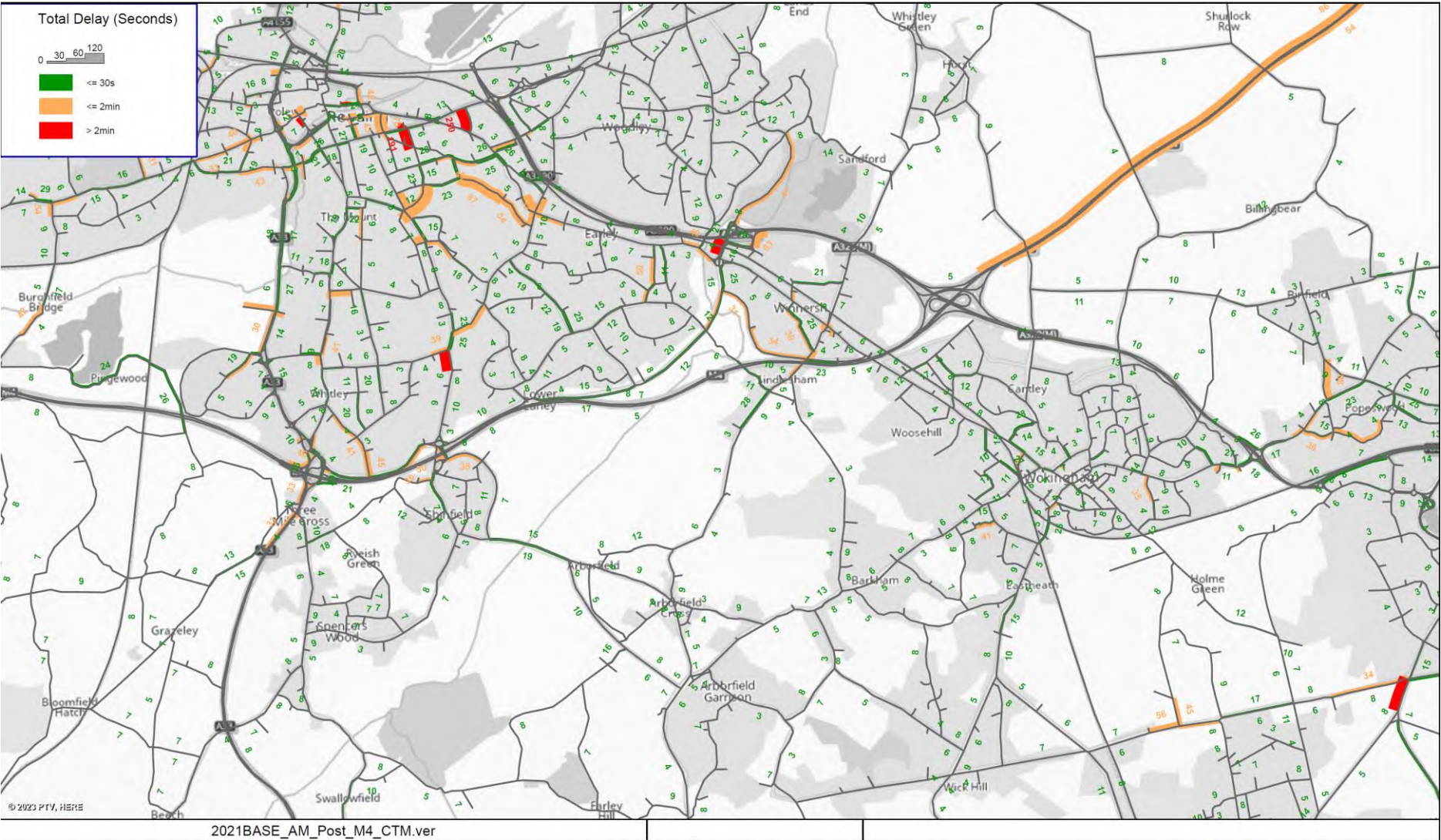


Figure 26: WSTM4. Delays, seconds – Base. AM Peak



Figure 27: WSTM4. Delays, seconds – Base. PM Peak

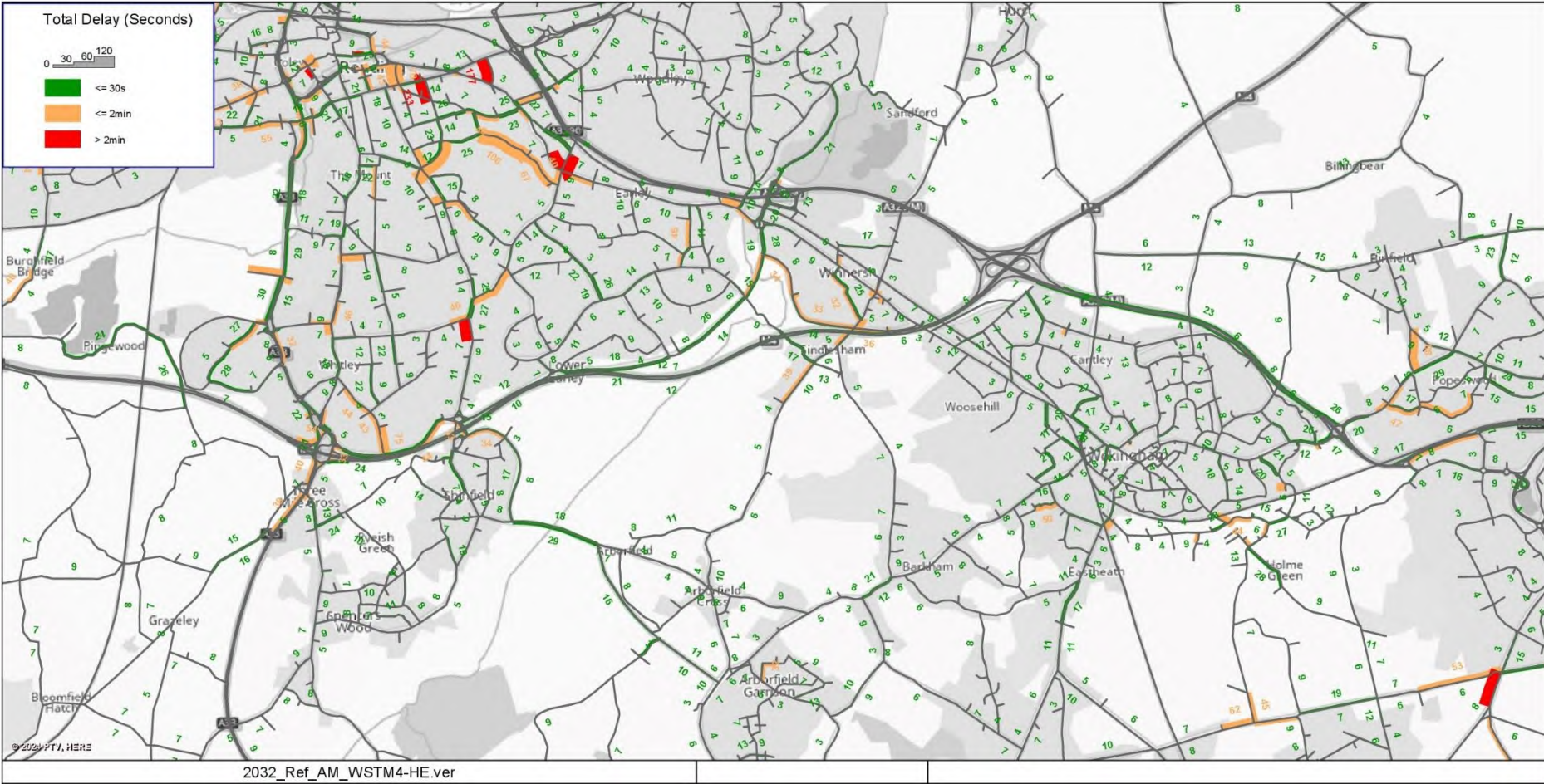


Figure 28: WSTM4. Delays, seconds – 2032 Reference Case. AM Peak



Figure 29: WSTM4. Delays, seconds – 2032 Reference Case. PM Peak



Figure 30: WSTM4. Delays, seconds – 2032 Scenario 1A. AM Peak



Figure 31: WSTM4. Delays, seconds – 2032 Scenario 1A. PM Peak



Figure 32: WSTM4. Delays, seconds – 2032 Scenario 1B. AM Peak





Figure 33: WSTM4. Delays, seconds – 2032 Scenario 1B. PM Peak

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# Appendix G WSTM4 Outputs. Delay Differences

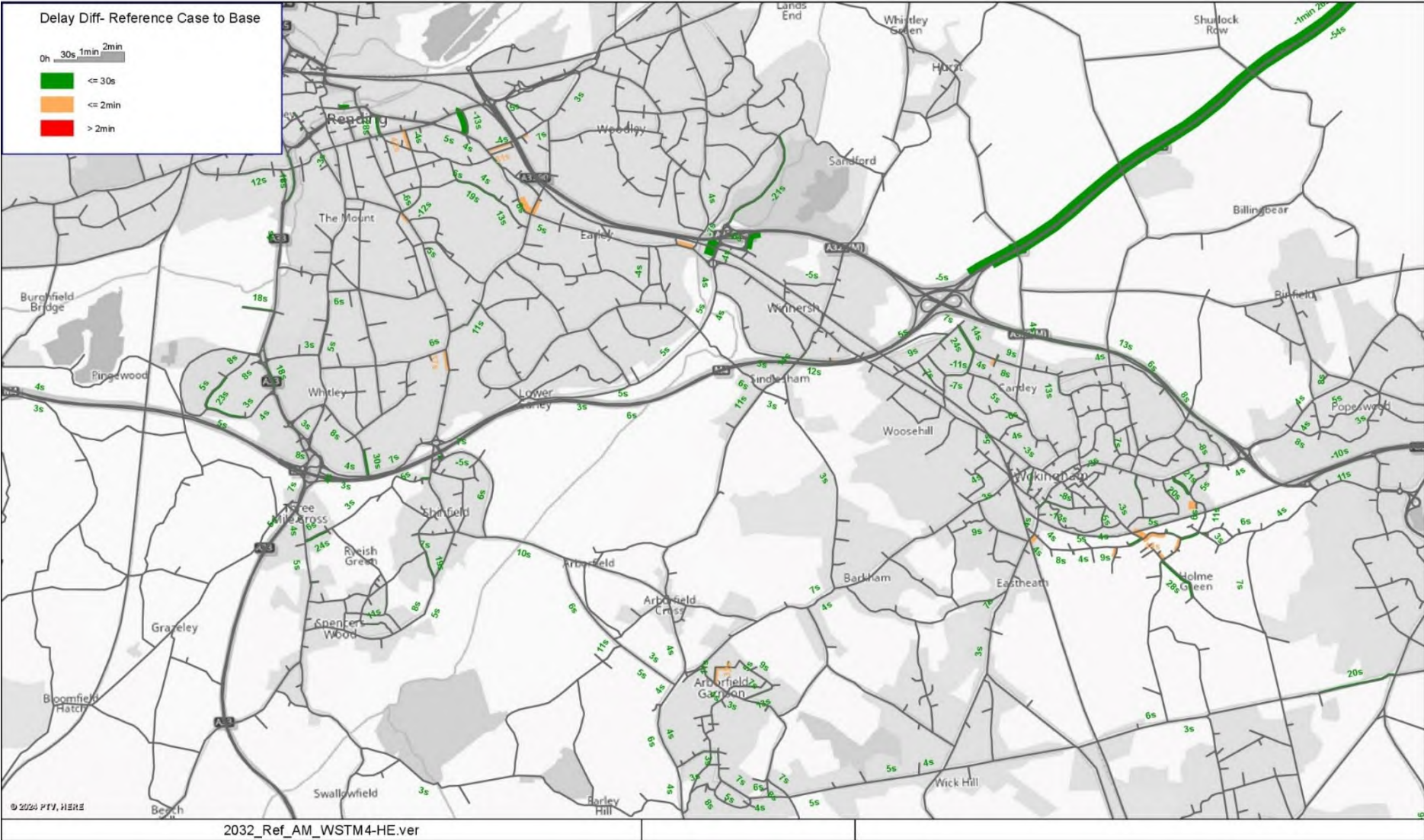


Figure 34: WSTM4. Delay Differences. Reference Case minus Base. AM Peak

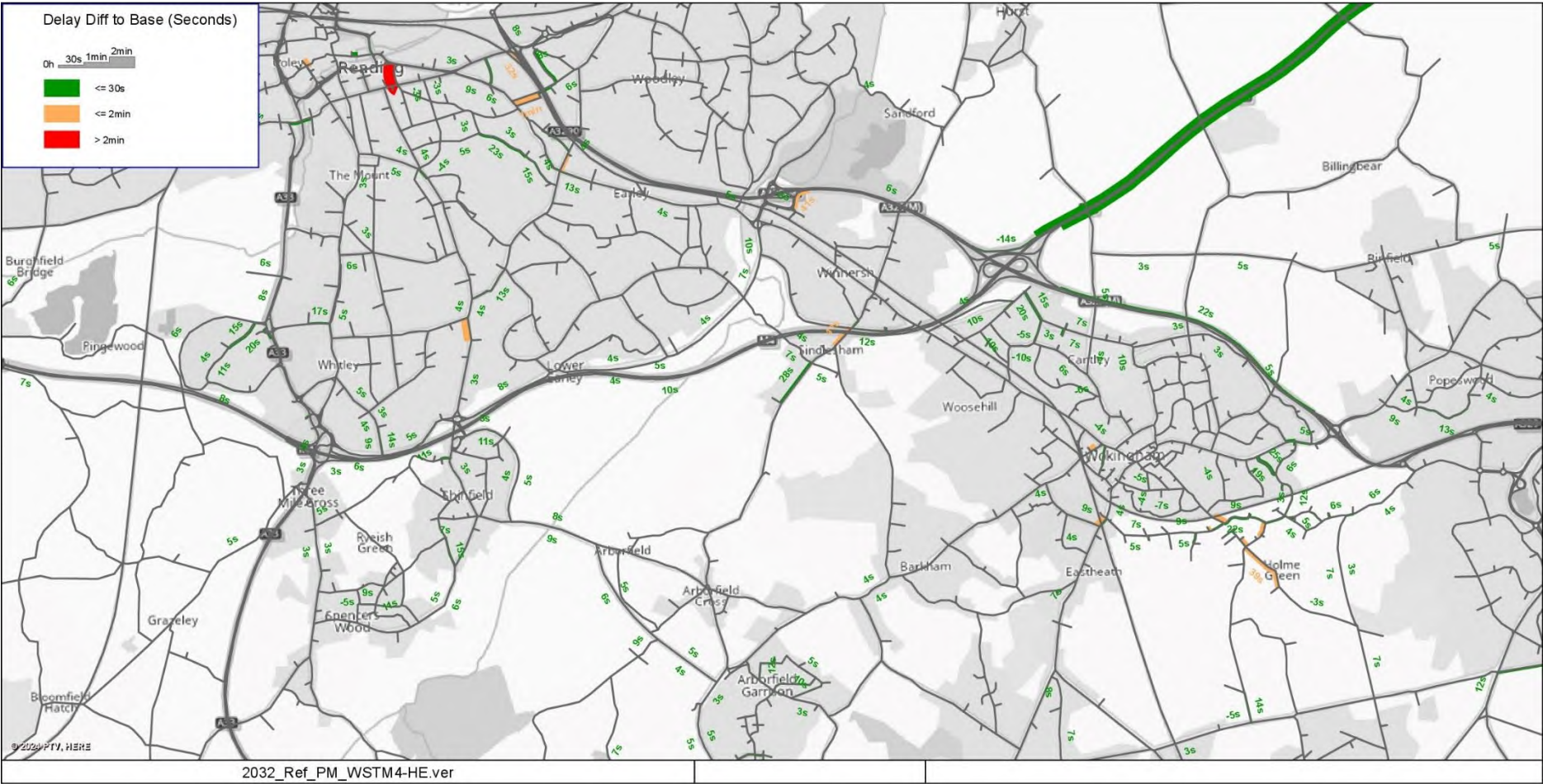


Figure 35: WSTM4. Delay Differences. Reference Case minus Base. PM Peak



Figure 36: WSTM4. Delay Differences. 2032 Scenario 1A minus Reference Case. AM Peak



Figure 37: WSTM4. Delay Differences. 2032 Scenario 1A minus Reference Case. PM Peak



Figure 38: WSTM4. Delay Differences. 2032 Scenario 1B minus Reference Case. AM Peak





## Appendix H WSTM4 – Journey Time Results

Table 32: WSTM4 AM Peak Journey Time Summary

AM JOURNEY TIMES									
ID	Name	Dir	Journey Time				Difference		
			2021 Base Year	2032 Ref Case	Scenario 1A	Scenario 1B	Ref Case minus Base	Scenario 1A minus Ref Case	Scenario 1B minus Ref Case
<b>Local Road Network</b>									
1	A33	NB	13:44	15:38	15:47	15:39	01:54	00:09	00:01
2		SB	14:51	15:50	16:05	16:10	00:59	00:15	00:20
5	A329 (M)	SB	09:15	09:25	09:31	09:31	00:10	00:06	00:06
6		NB	09:15	09:52	10:02	10:03	00:37	00:10	00:11
7	A329 Reading Road	NB	22:26	24:57	25:41	25:42	02:31	00:44	00:45
8		SB	24:59	25:33	26:31	26:43	00:34	00:58	01:10
9	Lower Earley Way	EB	13:10	11:19	11:35	11:35	-01:51	00:16	00:16
10		WB	13:44	14:20	14:31	14:32	00:36	00:11	00:12
11	A327 ERR	NB	17:56	19:37	20:23	20:18	01:41	00:46	00:41
12		SB	14:40	15:18	16:01	16:02	00:38	00:43	00:44
13	A327 Mole Road	NB	15:22	16:17	17:13	17:11	00:55	00:56	00:54
14		SB	14:59	15:45	16:40	16:41	00:46	00:55	00:56
15	Barkham Road B3349	EB	18:54	19:33	20:17	20:18	00:39	00:44	00:45
16		WB	19:56	19:49	21:49	21:50	-00:07	02:00	02:01
<b>Average Travel Times</b>			<b>15:56</b>	<b>16:40</b>	<b>17:18</b>	<b>17:18</b>	<b>+4.5%</b>	<b>+3.8%</b>	<b>+3.9%</b>
<b>Strategic Road Network</b>									
3	M4	EB	19:11	16:09	16:10	16:10	-03:02	00:01	00:01
4		WB	17:57	16:02	16:02	16:03	-01:55	00:00	00:01
<b>Average Travel Times</b>			<b>18:34</b>	<b>16:05</b>	<b>16:06</b>	<b>16:07</b>	<b>-13.3%</b>	<b>+0.1%</b>	<b>+0.1%</b>

Table 33: WSTM4 PM Peak Journey Time Summary

PM JOURNEY TIMES									
ID	Name	Dir	Journey Time				Difference		
			2021 Base Year	2032 Ref Case	Scenario 1A	Scenario 1B	Ref Case minus Base	Scenario 1A minus Ref Case	Scenario 1B minus Ref Case
<b>Local Road Network</b>									
1	A33	NB	15:24	16:45	17:00	17:02	01:21	00:15	00:17
2		SB	15:57	16:46	16:55	16:54	00:49	00:09	00:08
5	A329 (M)	SB	09:35	10:11	10:13	10:14	00:36	00:02	00:03
6		NB	09:19	09:31	09:34	09:33	00:12	00:03	00:02
7	A329 Reading Road	NB	22:40	24:54	25:09	25:07	02:14	00:15	00:13
8		SB	24:10	24:22	24:56	24:55	00:12	00:34	00:33
9	Lower Earley Way	EB	11:20	11:58	12:38	12:27	00:38	00:40	00:29
10		WB	12:50	14:03	14:11	14:10	01:13	00:08	00:07
11	A327 ERR	NB	15:36	18:22	19:57	19:58	02:46	01:35	01:36
12		SB	15:40	16:40	17:06	17:06	01:00	00:26	00:26
13	A327 Mole Road	NB	15:08	16:10	17:20	17:20	01:02	01:10	01:10
14		SB	14:39	15:34	16:30	16:30	00:55	00:56	00:56
15	Barkham Road B3349	EB	18:11	18:11	18:43	18:44	00:00	00:32	00:33
16		WB	19:21	19:03	20:56	20:57	-00:18	01:53	01:54
<b>Average Travel Times</b>			<b>15:42</b>	<b>16:36</b>	<b>17:13</b>	<b>17:13</b>	<b>+5.8%</b>	<b>+3.7%</b>	<b>+3.6%</b>
<b>Strategic Road Network</b>									
3	M4	EB	19:04	16:08	16:08	16:08	-02:56	00:00	00:00
4		WB	18:35	16:14	16:14	16:14	-02:21	00:00	00:00
<b>Average Travel Times</b>			<b>18:49</b>	<b>16:11</b>	<b>16:11</b>	<b>16:11</b>	<b>-14.0%</b>	<b>+0.00%</b>	<b>+0.00%</b>

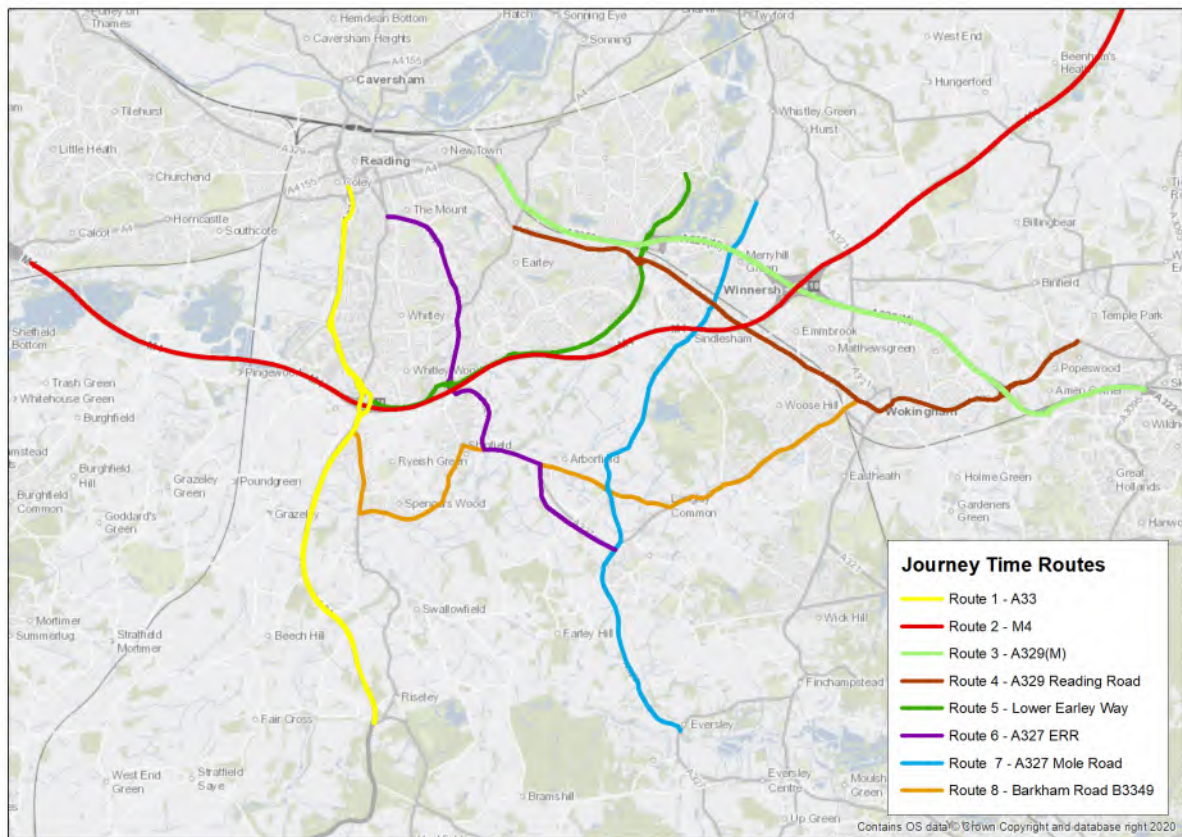


Figure 40: Journey Time Validation Routes

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## **Appendix I      WSTM4 Outputs. V/C for the Worst Performing Turn at a Junction**

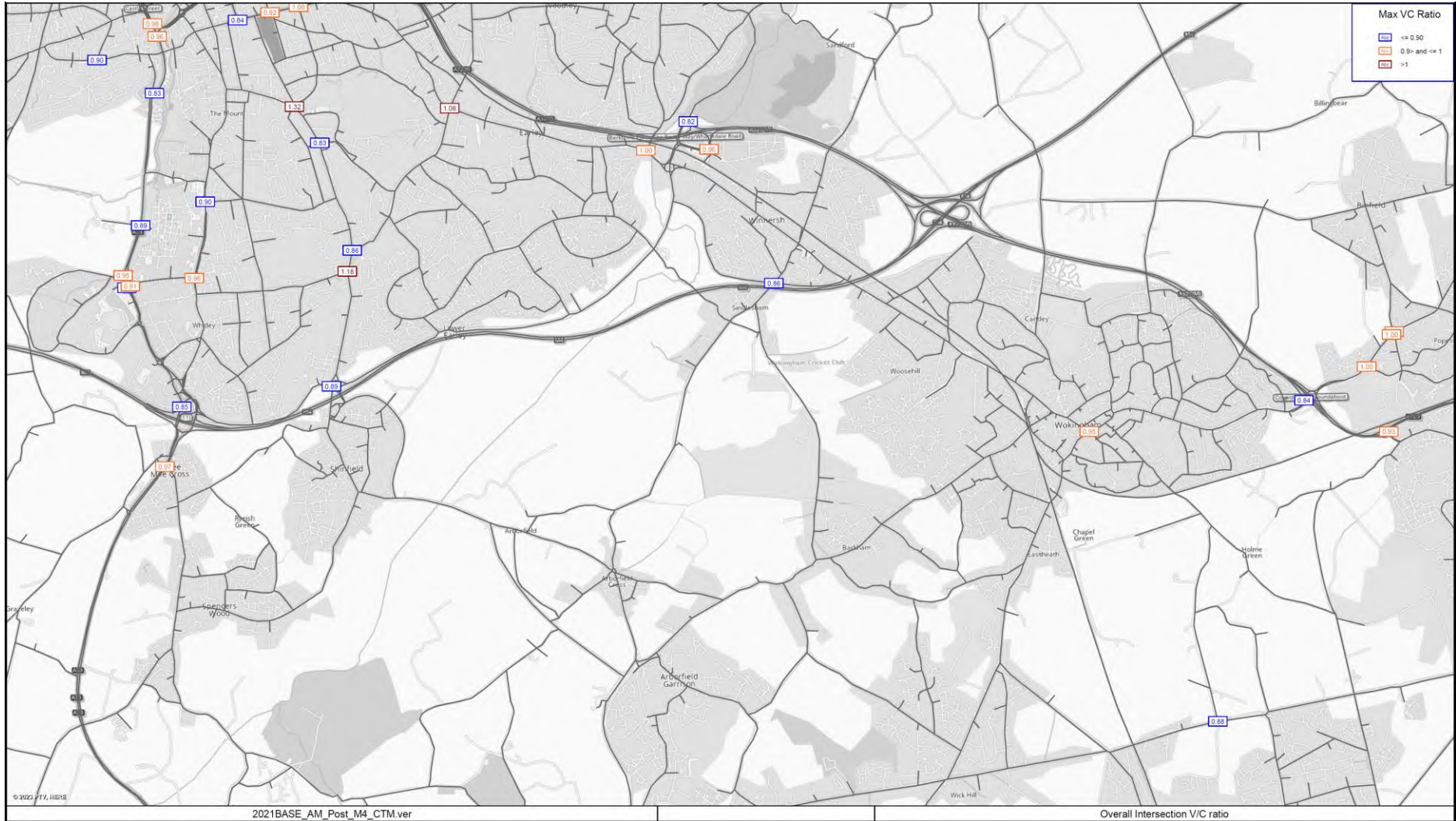


Figure 41: WSTM4. V/C Ratio for the Worst Performing Turn at a Junction – Base. AM Peak

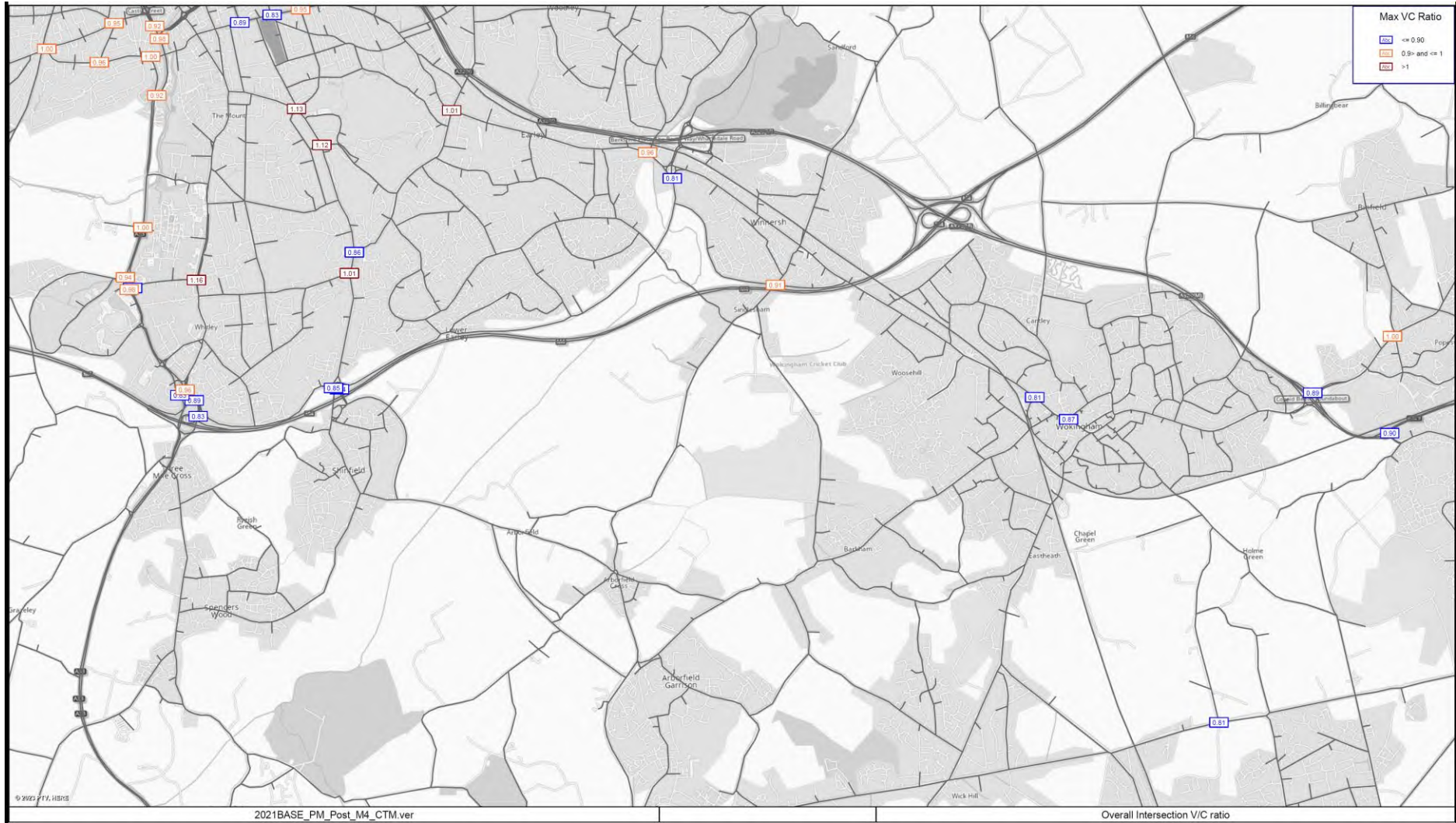


Figure 42: WSTM4. V/C Ratio for the Worst Performing Turn at a Junction – Base. PM Peak

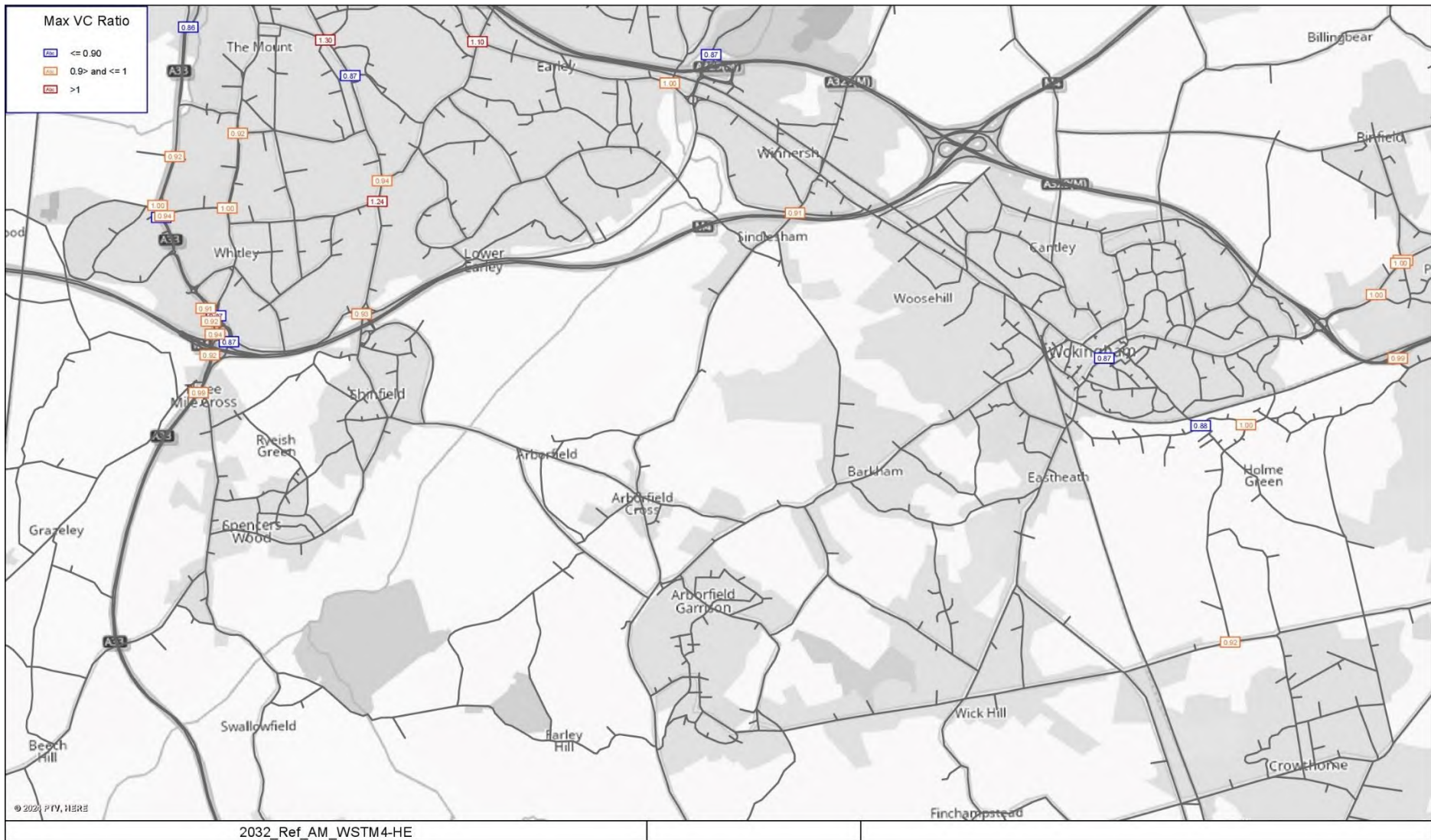


Figure 43: WSTM4. V/C Ratio for the Worst Performing Turn – 2032 Reference Case. AM Peak

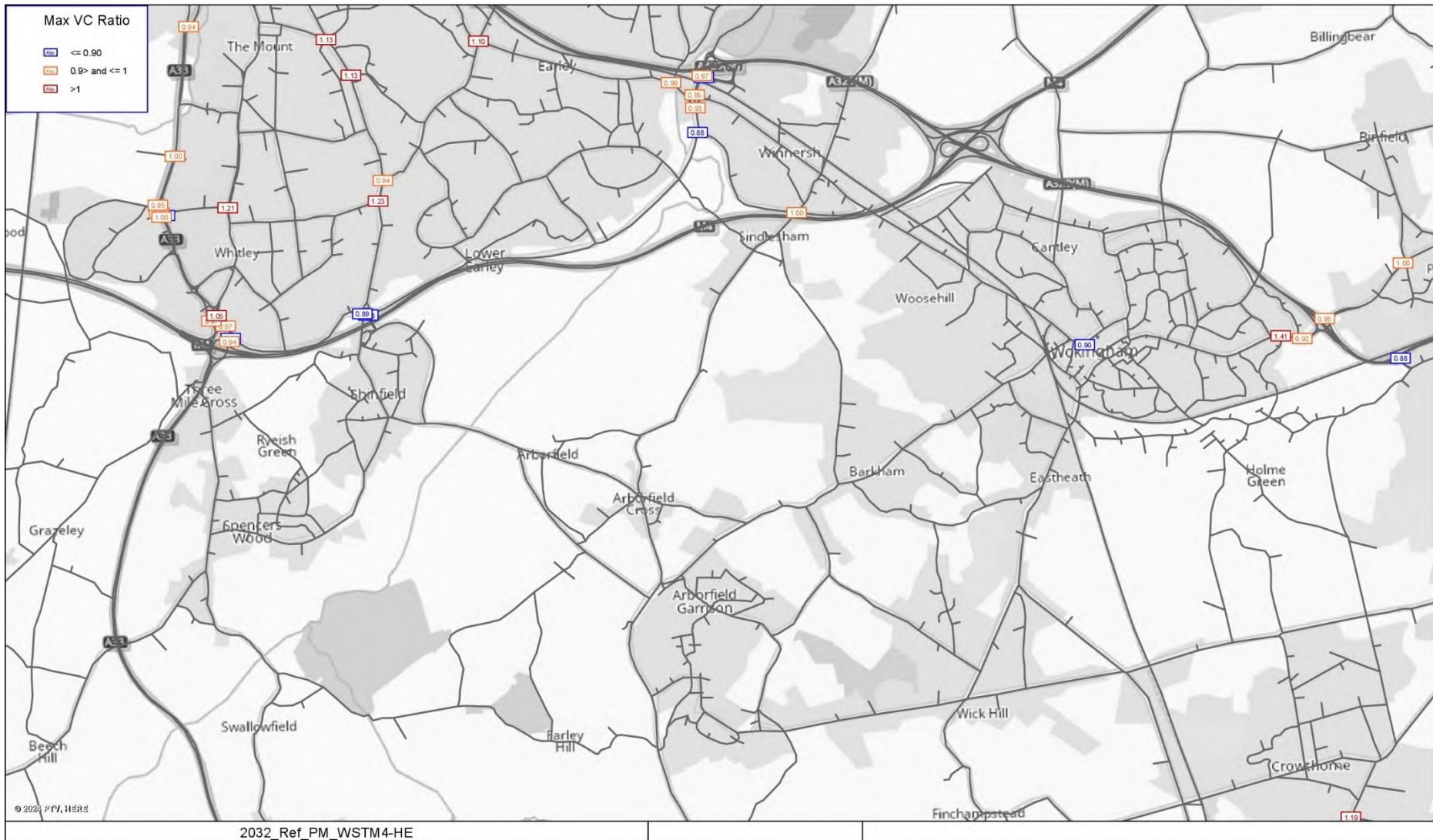


Figure 44: WSTM4. V/C Ratio for the Worst Performing Turn – 2032 Reference Case. PM Peak

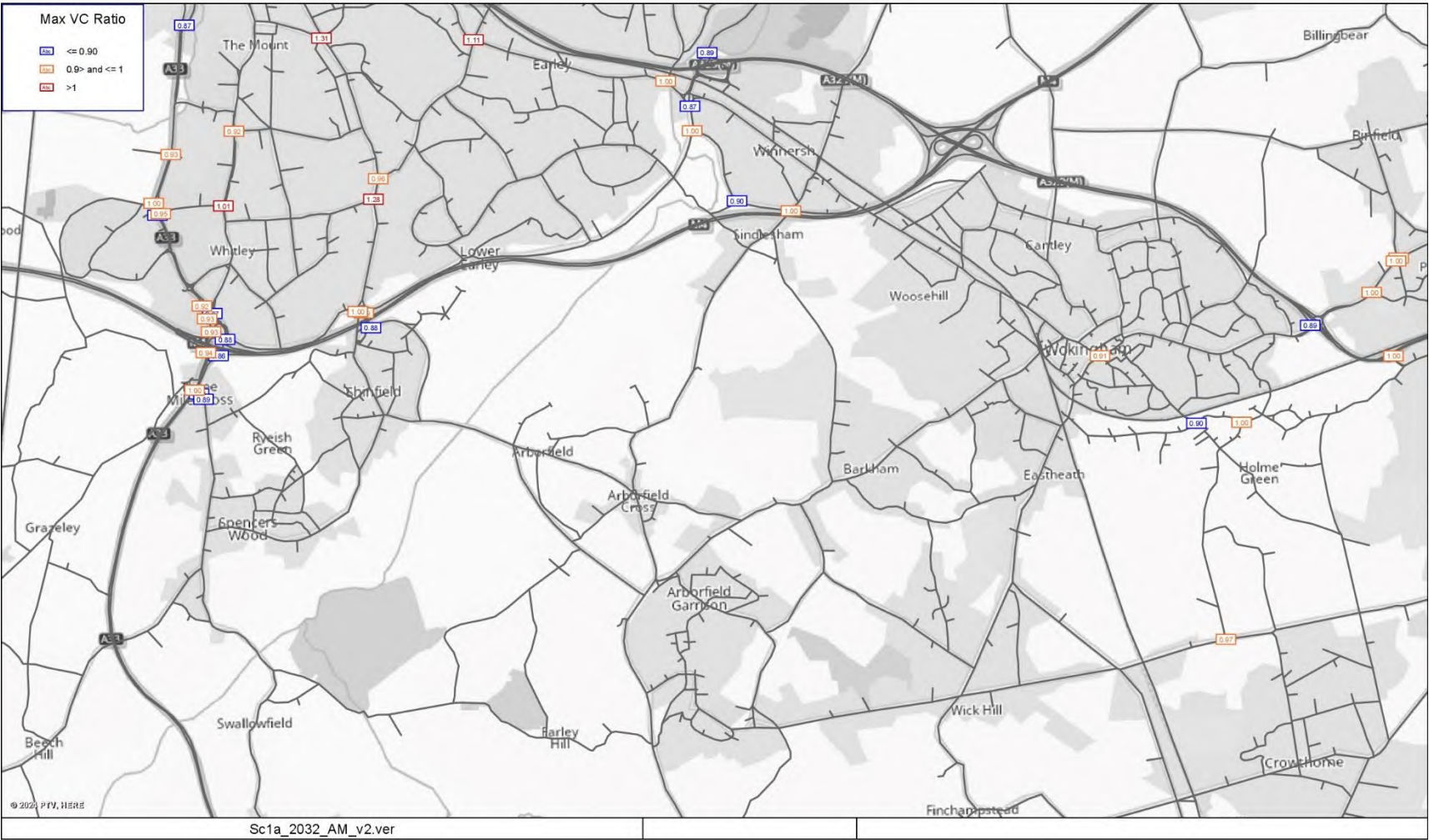


Figure 45: WSTM4. VC Ratio for the Worst Performing Turn – 2032 Scenario 1A. AM Peak



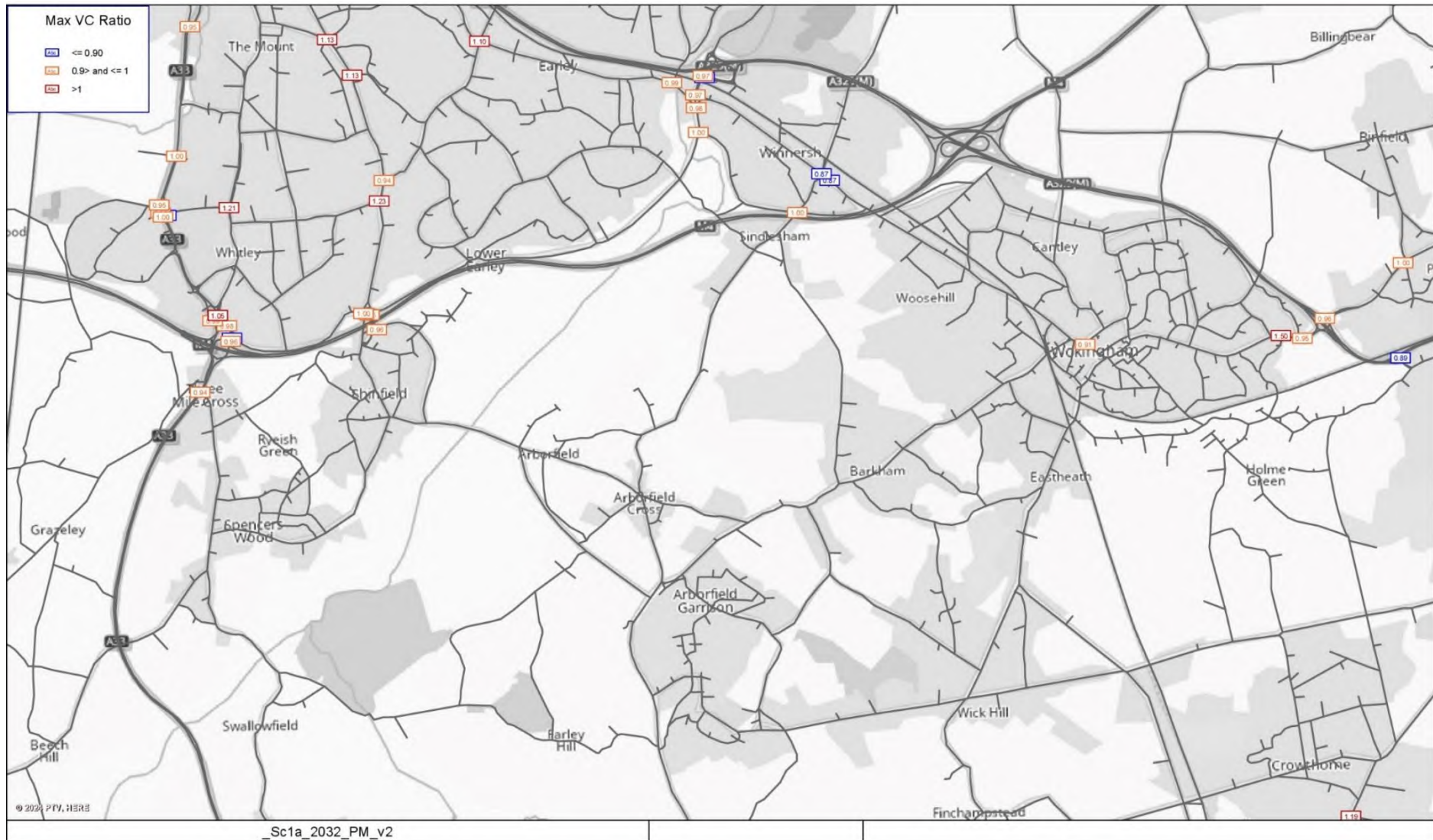


Figure 46: WSTM4. V/C Ratio for the Worst Performing Turn – 2032 Scenario 1A. PM Peak

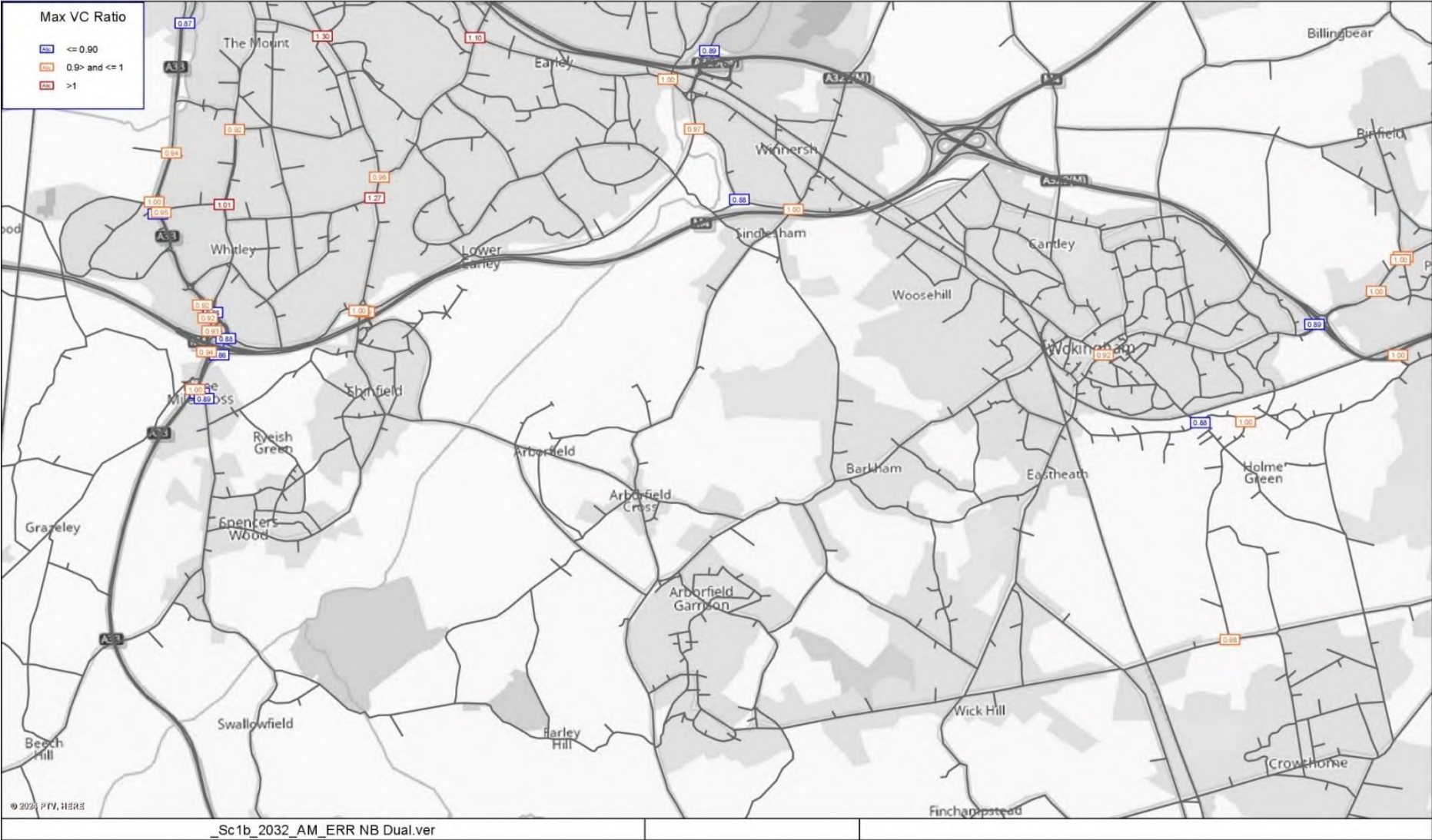


Figure 47: WSTM4. V/C Ratio for the Worst Performing Turn – 2032 Scenario 1B. AM Peak

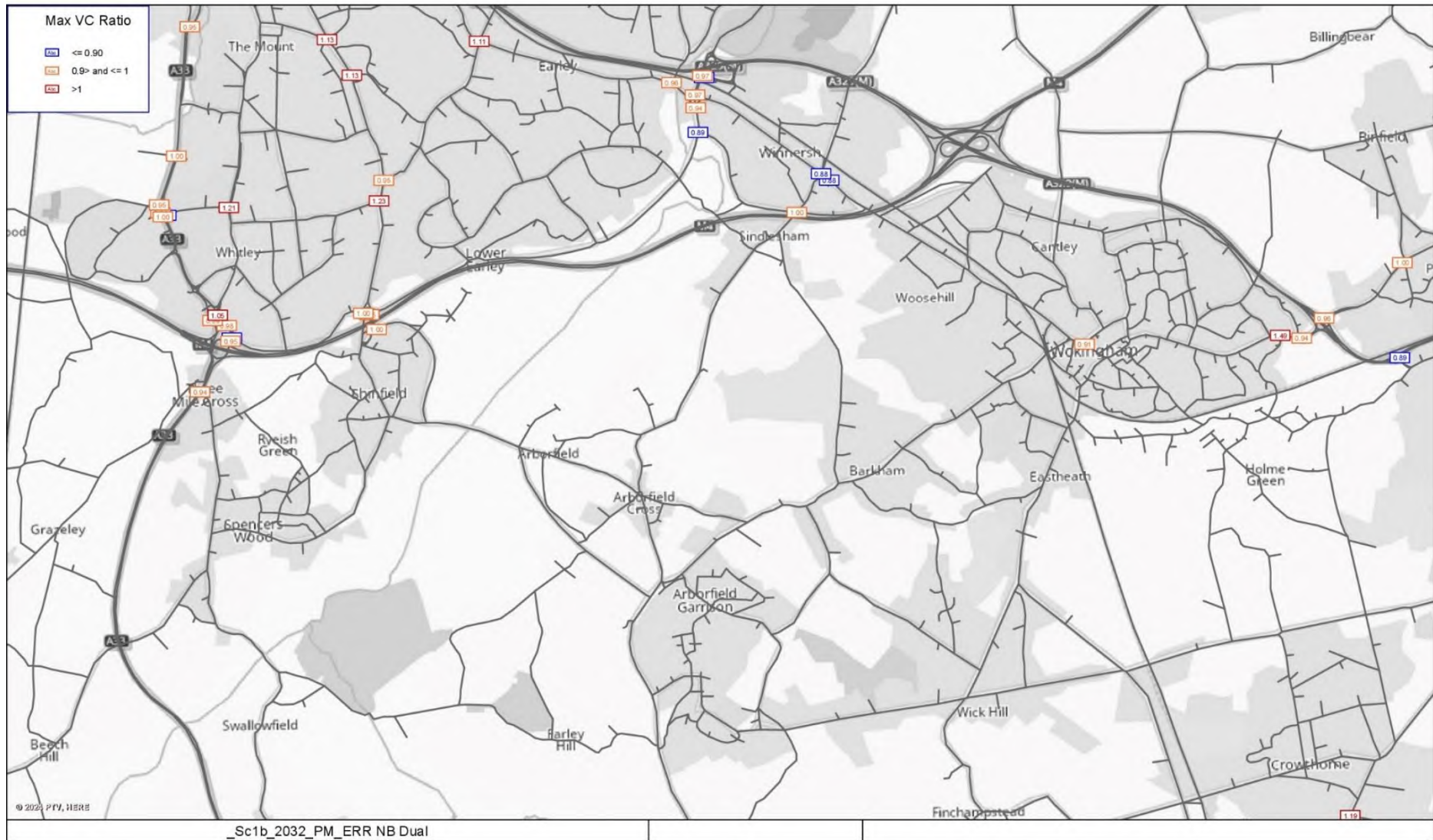


Figure 48: WSTM4. V/C Ratio for the Worst Performing Turn – 2032 Scenario 1B. PM Peak

## Appendix J VISSIM Results – Journey Times

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

VTT ID	VTT Route	2021 Base Year	2032 Ref Case	2032 Opt 1b	Difference (2032 Ref - Base)	Difference (2032 Opt 1B - 2032 Ref)
<b>Local Road Network</b>						
1	A33 Basingstoke Road - SB	04:03	06:49	06:35	02:46	-00:14
2	A33 Basingstoke Road - NB	03:24	04:01	03:56	00:37	-00:05
5	A33 to Beeston Way	06:52	08:23	08:55	01:31	00:32
6	Beeston Way to A33	07:16	10:54	07:37	03:38	-03:17
7	Beeston Way to Bader Way	08:09	09:20	08:29	01:11	-00:51
8	Bader Way to Beeston Way	08:01	08:43	08:56	00:42	00:14
9	A329M to Peacock Lane	08:29	08:27	08:54	-00:02	00:27
10	Peacock Lane to A329M	08:29	10:20	11:03	01:51	00:44
11	M4 West to A33 North	02:37	02:31	02:54	-00:06	00:23
12	A33 North to M4 West	04:08	06:50	06:29	02:42	-00:21
13	M4 West to A33 South	05:41	05:23	06:02	-00:18	00:39
14	A33 South to M4 West	02:58	03:10	03:21	00:12	00:10
<b>AVERAGE</b>		<b>05:51</b>	<b>07:04</b>	<b>06:56</b>	<b>01:14</b>	<b>-00:08</b>
<b>Strategic Road Network</b>						
3	M4 - EB	08:13	08:32	08:26	00:19	-00:06
4	M4 - WB	07:56	08:42	08:44	00:46	00:02
15	M4 East to A33 North	09:47	10:51	10:40	01:04	-00:12
16	A33 North to M4 East	10:12	11:38	11:17	01:27	-00:21
17	M4 East to A33 South	09:28	10:27	10:55	00:59	00:28
18	A33 South to M4 East	11:29	11:33	11:56	00:04	00:23
<b>AVERAGE</b>		<b>09:31</b>	<b>10:17</b>	<b>10:20</b>	<b>00:46</b>	<b>00:02</b>

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

VTT ID	VTT Route	2021 Base Year	2032 Ref Case	2032 Opt 1b	Difference (2032 Ref - Base)	Difference (2032 Opt 1B - 2032 Ref)
<b>Local Road Network</b>						
1	A33 Basingstoke Road - SB	04:03	06:49	06:35	02:46	-00:14
2	A33 Basingstoke Road - NB	03:24	04:01	03:56	00:37	-00:05
5	A33 to Beeston Way	06:52	08:23	08:55	01:31	00:32
6	Beeston Way to A33	07:16	10:54	07:37	03:38	-03:17
7	Beeston Way to Bader Way	08:09	09:20	08:29	01:11	-00:51
8	Bader Way to Beeston Way	08:01	08:43	08:56	00:42	00:14
9	A329M to Peacock Lane	08:29	08:27	08:54	-00:02	00:27
10	Peacock Lane to A329M	08:29	10:20	11:03	01:51	00:44
11	M4 West to A33 North	02:37	02:31	02:54	-00:06	00:23
12	A33 North to M4 West	04:08	06:50	06:29	02:42	-00:21
13	M4 West to A33 South	05:41	05:23	06:02	-00:18	00:39
14	A33 South to M4 West	02:58	03:10	03:21	00:12	00:10
<b>AVERAGE</b>		<b>05:51</b>	<b>07:04</b>	<b>06:56</b>	<b>01:14</b>	<b>-00:08</b>
<b>Strategic Road Network</b>						
3	M4 - EB	08:13	08:32	08:26	00:19	-00:06
4	M4 - WB	07:56	08:42	08:44	00:46	00:02
15	M4 East to A33 North	09:47	10:51	10:40	01:04	-00:12
16	A33 North to M4 East	10:12	11:38	11:17	01:27	-00:21
17	M4 East to A33 South	09:28	10:27	10:55	00:59	00:28
18	A33 South to M4 East	11:29	11:33	11:56	00:04	00:23
<b>AVERAGE</b>		<b>09:31</b>	<b>10:17</b>	<b>10:20</b>	<b>00:46</b>	<b>00:02</b>

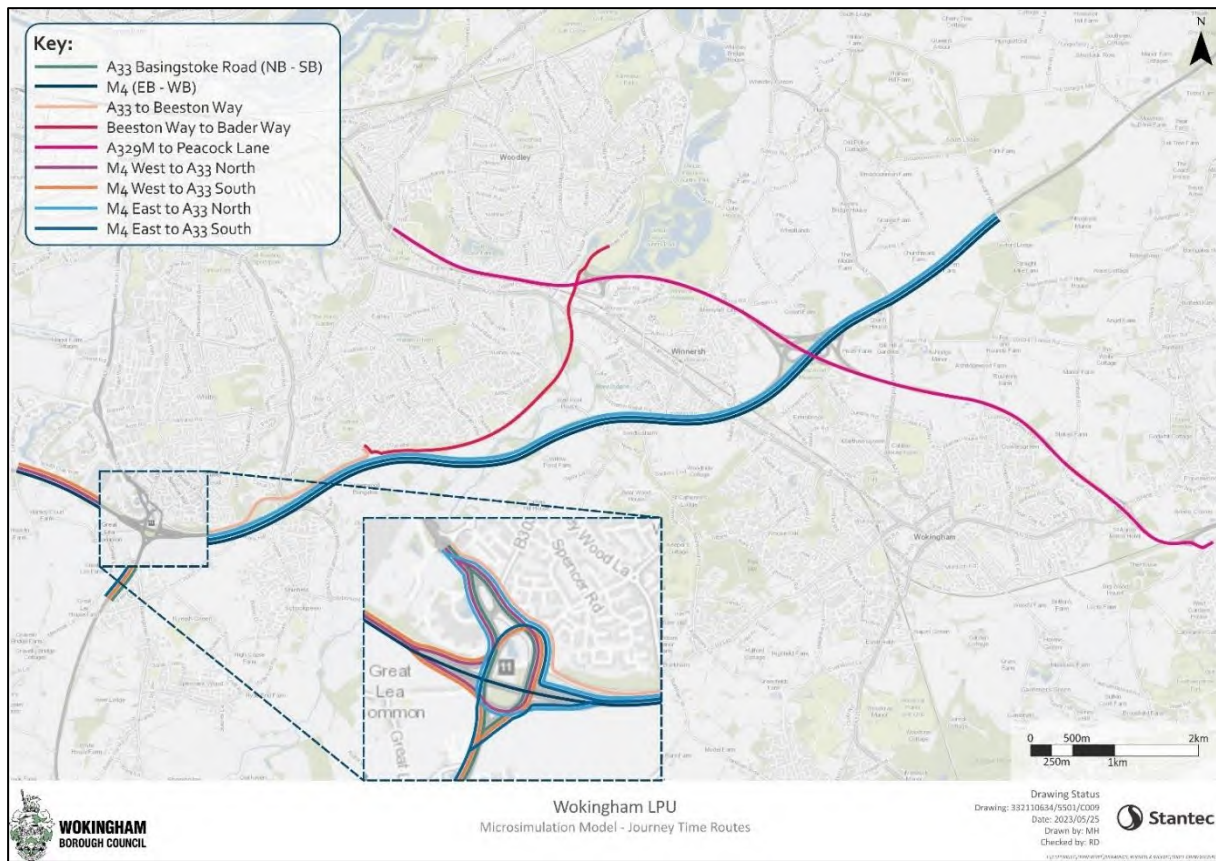
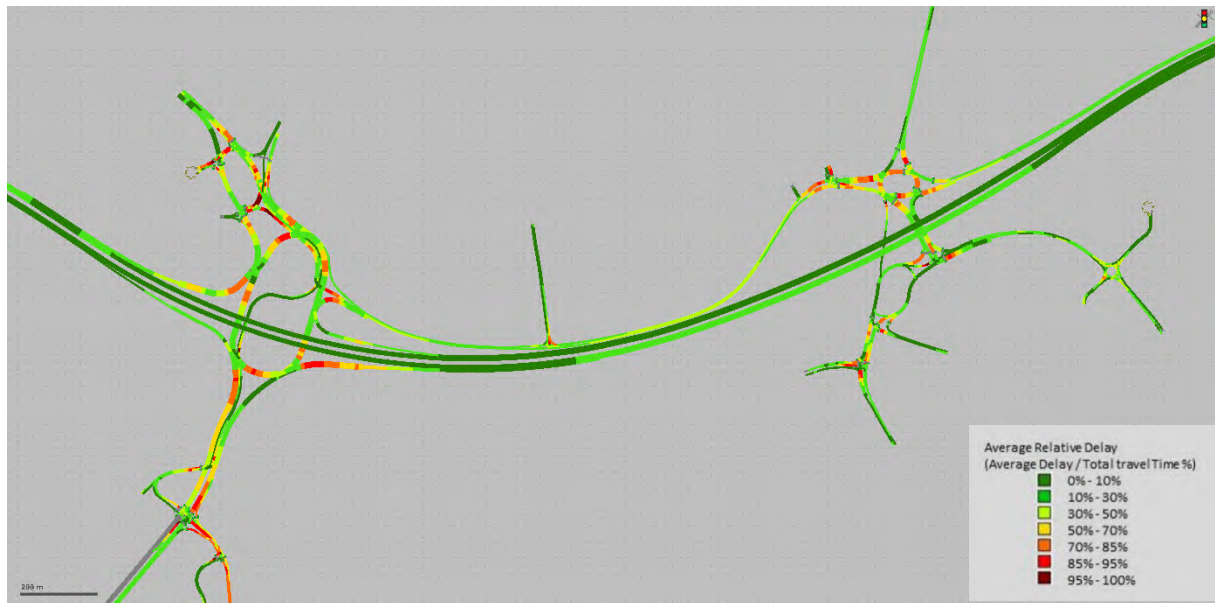


Figure 49: Microsimulation Assessment. Journey Time Routes

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# Appendix K VISSIM Results – Delay Heatmaps

2032 Reference Case. AM Peak



Scenario 1B. AM Peak

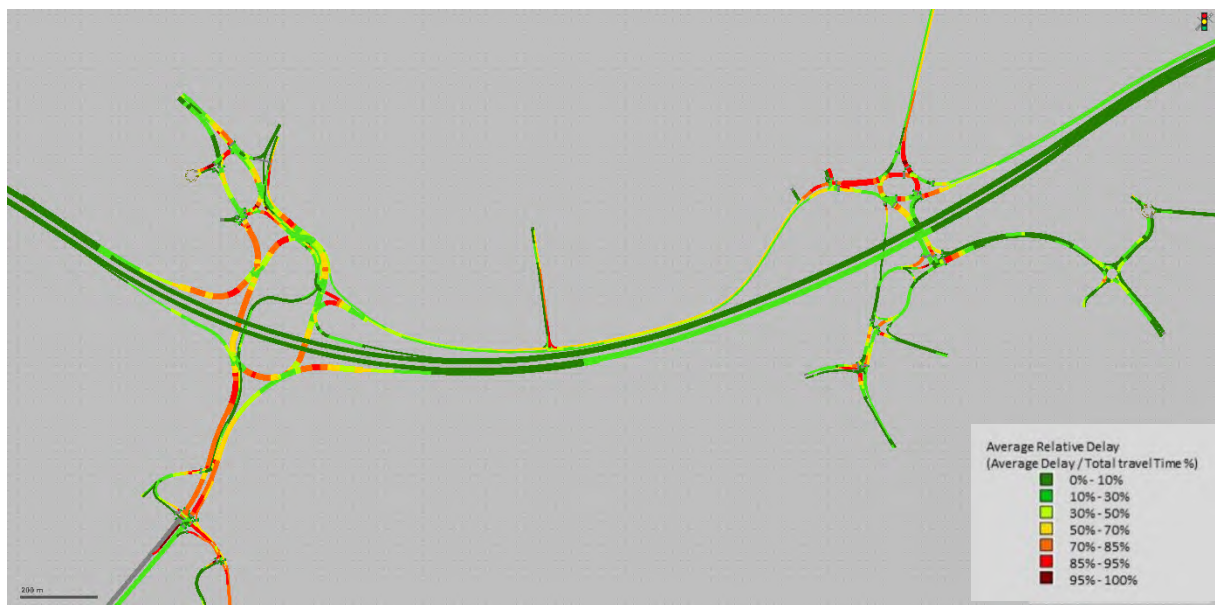
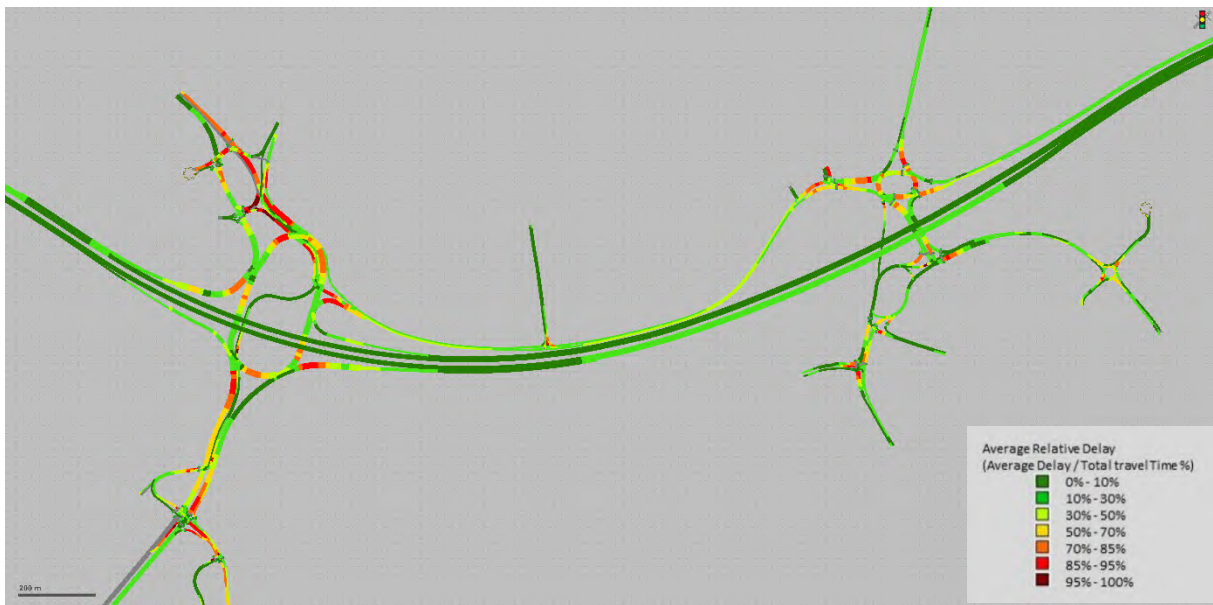


Figure 50: M4 J11 to Black Boy Roundabout. VISSIM Model. Delay Heatmaps. AM Peak

2032 Reference Case. PM Peak



Scenario 1B. PM Peak

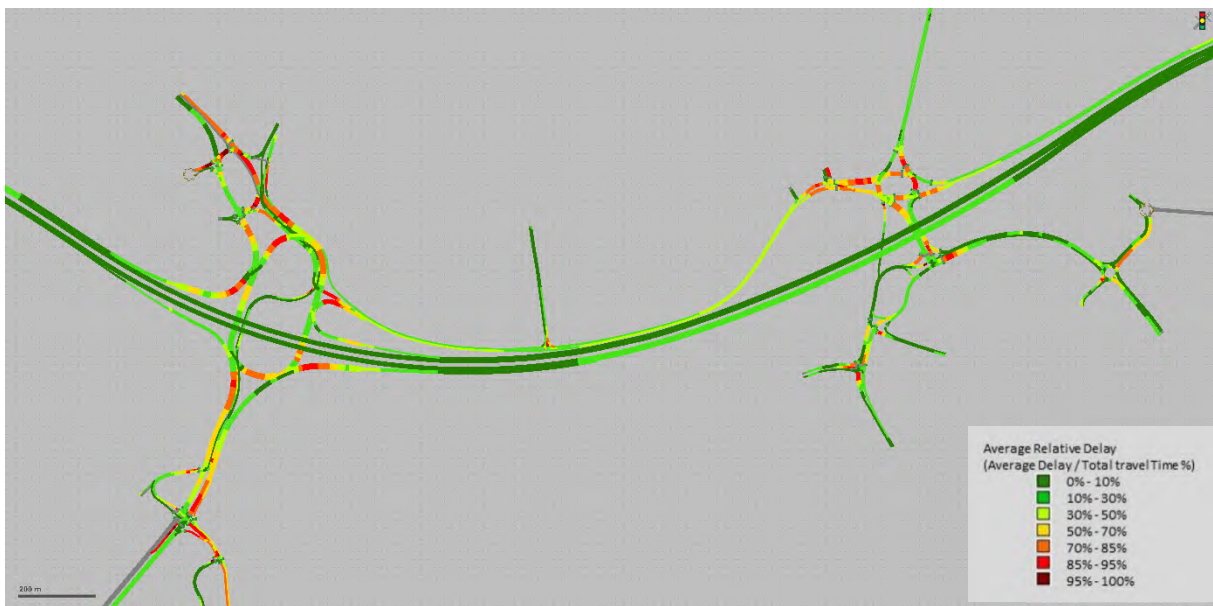
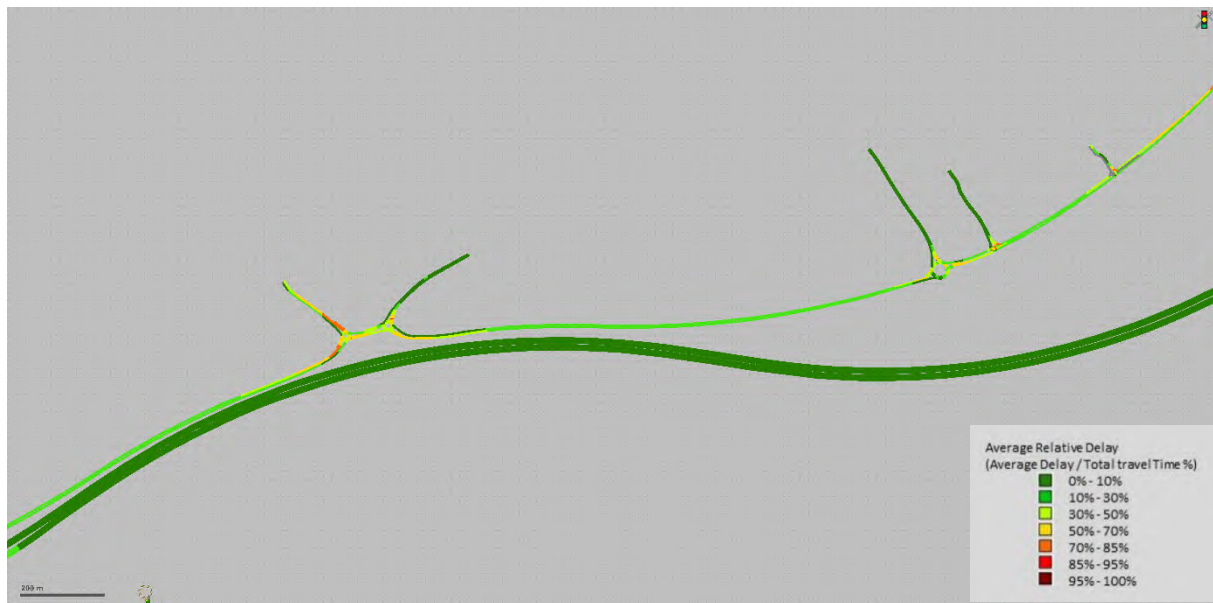


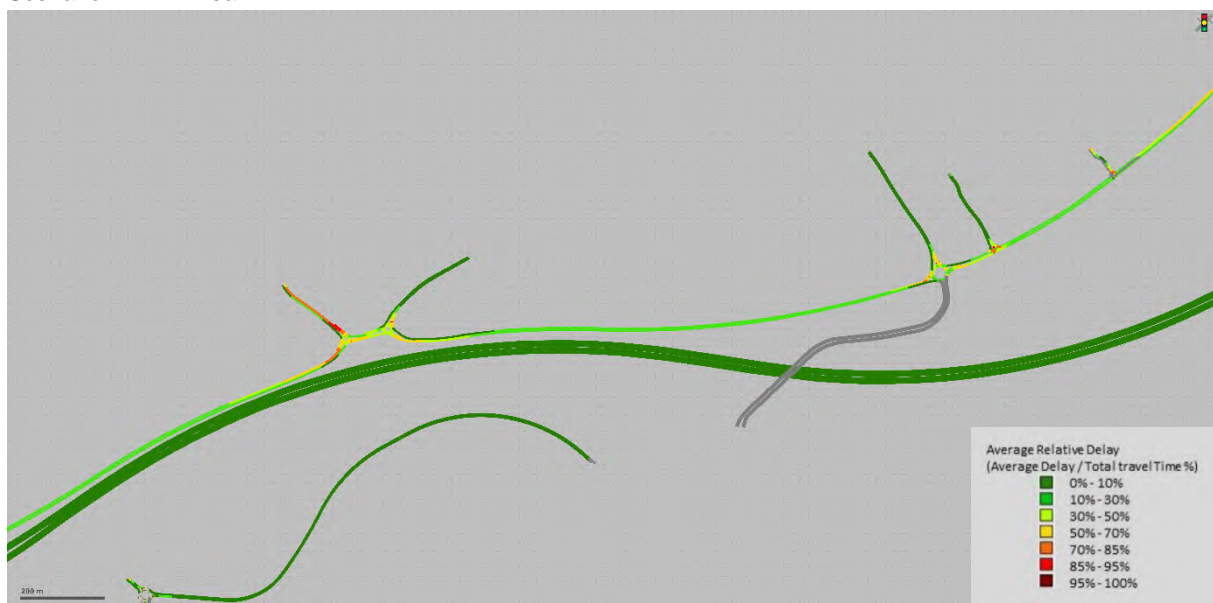
Figure 51: M4 J11 to Black Boy Roundabout. VISSIM Model. Delay Heatmaps. PM Peak



2032 Reference Case. AM Peak



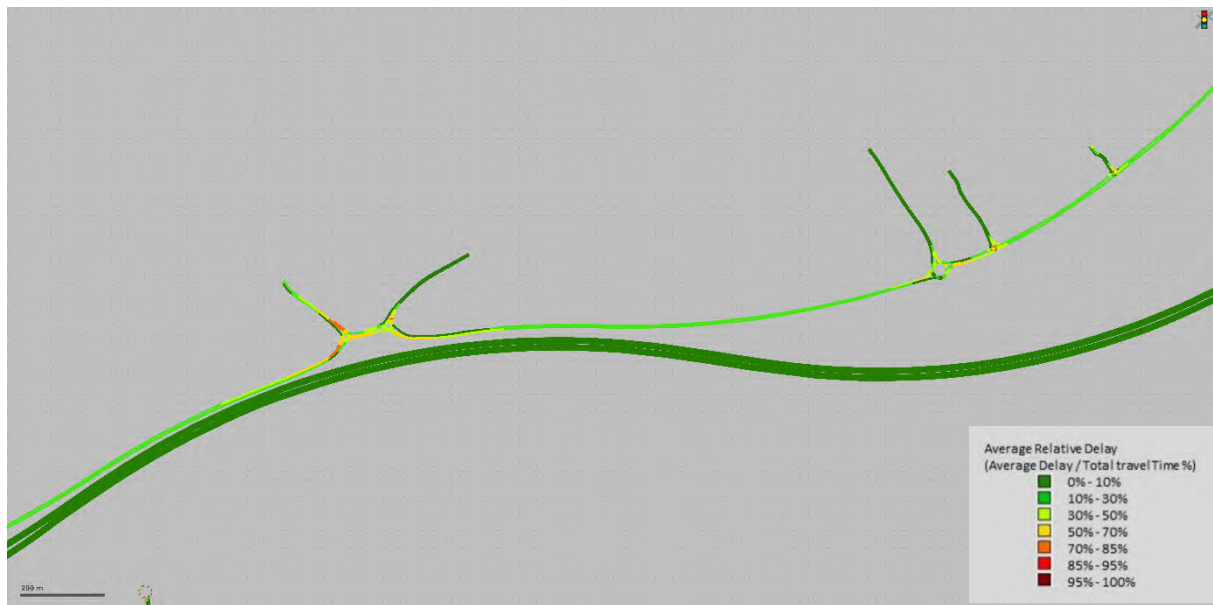
Scenario 1B. AM Peak



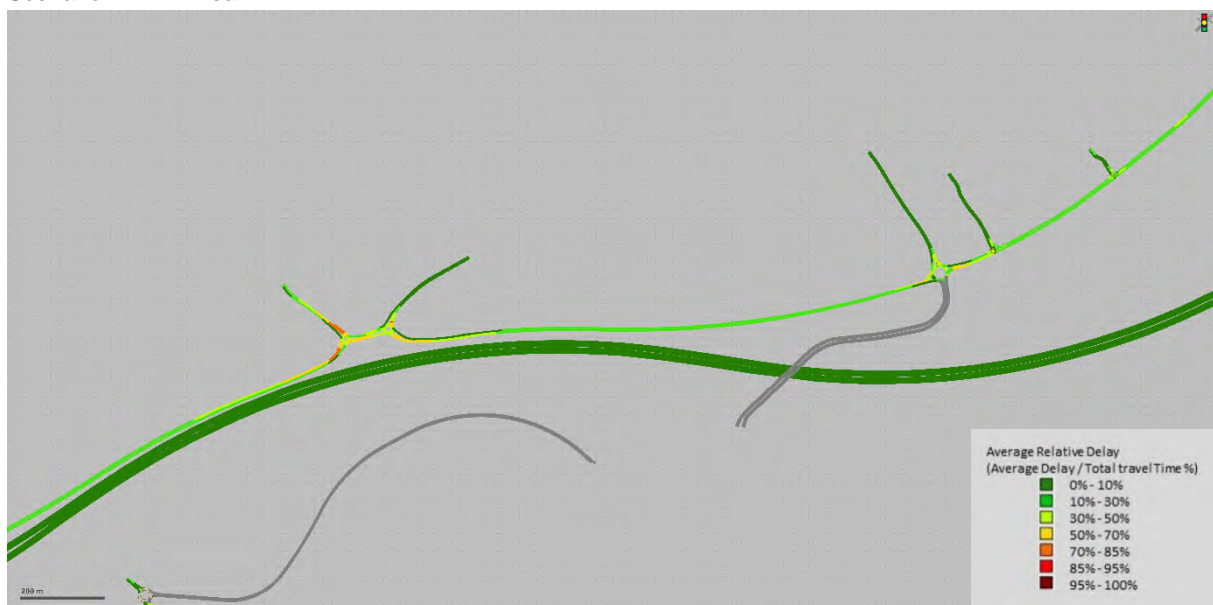
\* - The fourth exit of the B3270/Meldreth Way roundabout, which is shown in grey, is not included in the plans for the year 2032. However, it has been retained in the models to facilitate a straightforward comparison with the 2040 microsimulation models.

Figure 52: Black Boy Roundabout to Sindlesham Roundabout. Delay Heatmaps. AM Peak

2032 Reference Case. PM Peak



Scenario 1B. PM Peak



\* - The fourth exit of the B3270/Meldreth Way roundabout, which is shown in grey, is not included in the plans for the year 2032. However, it has been retained in the models to facilitate a straightforward comparison with the 2040 microsimulation models.

Figure 53: Black Boy Roundabout to Sindlesham Roundabout. Delay Heatmaps. PM Peak

2032 Reference Case. AM Peak



Scenario 1B. AM Peak



Figure 54: Winnersh and M4 J10. VISSIM Model. Delay Heatmaps. AM Peak

2032 Reference Case. PM Peak

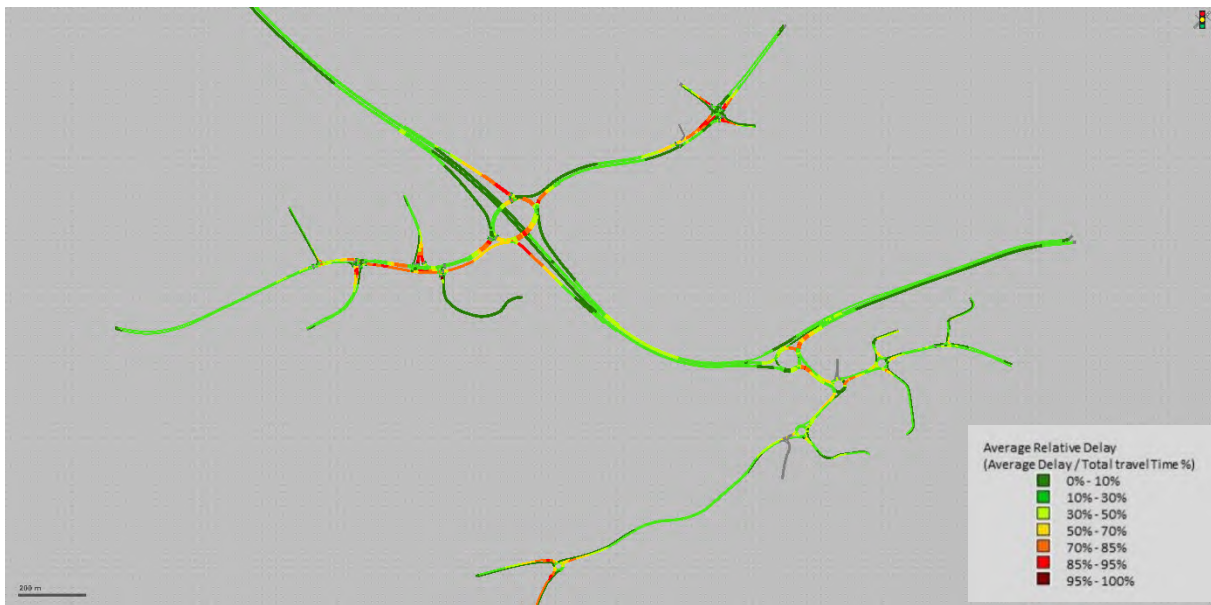


Scenario 1B. PM Peak



Figure 55: Winnersh and M4 J10. VISSIM Model. Delay Heatmaps. PM Peak

2032 Reference Case. AM Peak



Scenario 1B. AM Peak

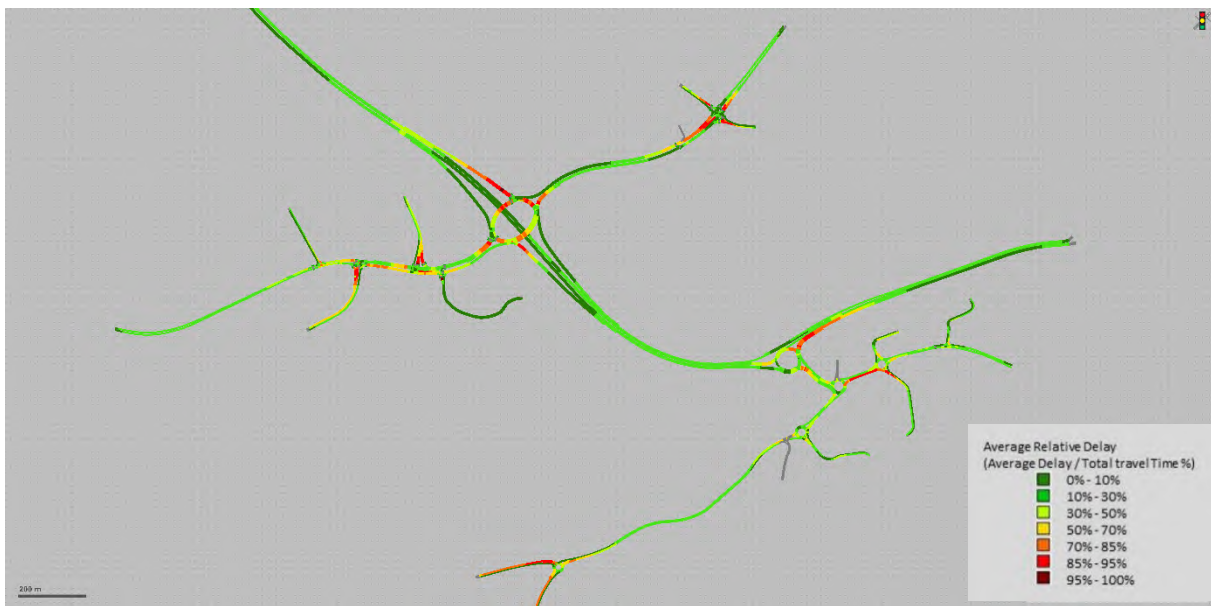
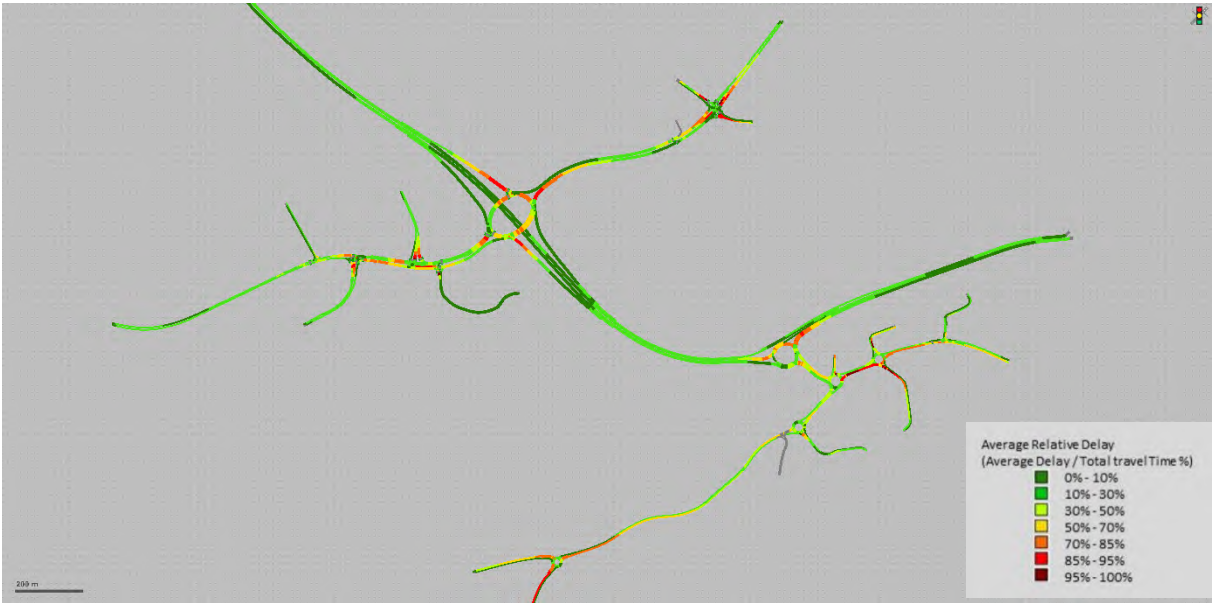


Figure 56: Coppid Beech and Berkshire Way. VISSIM Model. Delay Heatmaps. AM Peak

2032 Reference Case. PM Peak



Scenario 1B. PM Peak

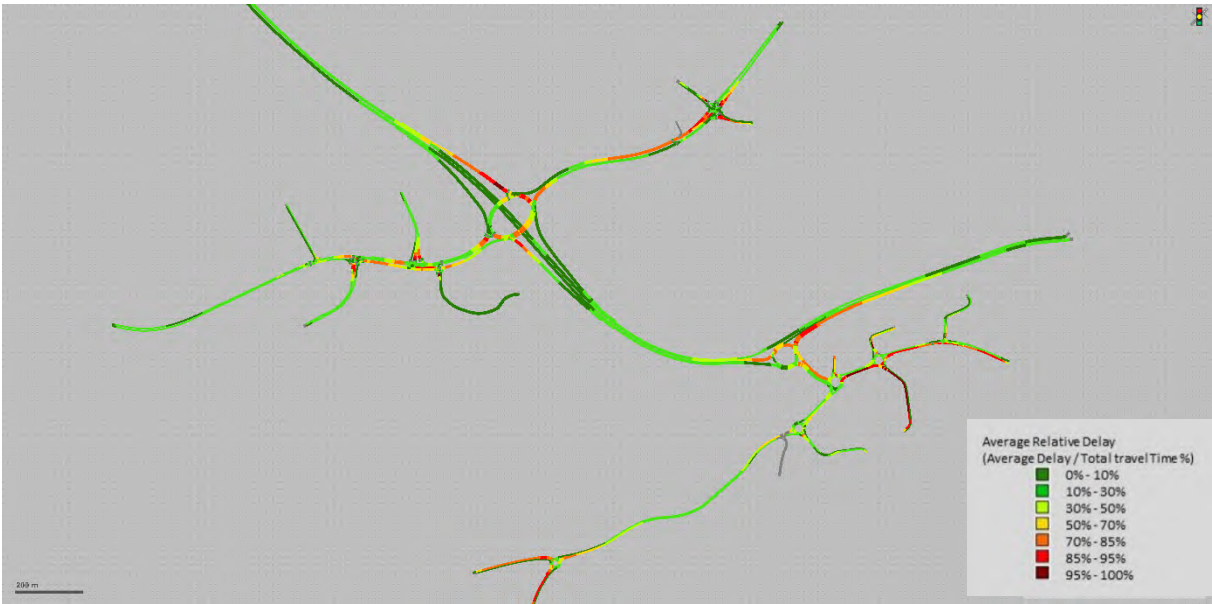
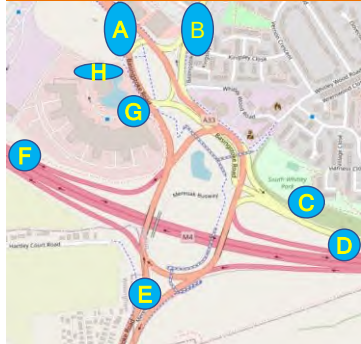


Figure 57: Coppid Beech and Berkshire Way. VISSIM Model. Delay Heatmaps. PM Peak

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

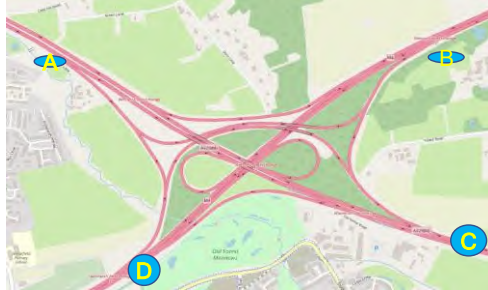
AM Peak

Node 1- M4 Junction11



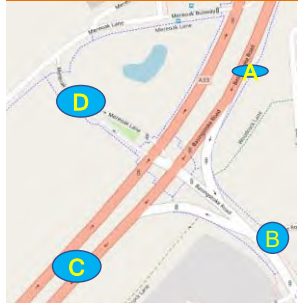
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
M4 Junction11	A A33 (N)	1543	66	14	1579	87	24	36	20	10
	B Basingstoke Rd	411	72	14	431	119	33	20	47	19
	C B3270	1157	92	14	1052	87	17	-105	-5	3
	D M4 (E)	1847	79	86	1955	99	68	108	20	-18
	E A33 (S)	2418	69	120	2139	128	219	-279	60	99
	F M4 (W)	1618	65	43	1616	108	100	-2	43	57
	G RIBP (Southern Entry)	-	-	-	-	-	-	-	-	-
	H RIBP (Northern Entry/Exit)	153	84	9	158	100	14	5	16	5

Node 2- M4 Junction10



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1882	8	0	1905	8	0	23	0	0
	B M4 (E)	4639	15	50	4722	11	5	83	-4	-45
	C A329M (S)	3126	18	0	3226	19	0	100	1	0
	D M4 (W)	4409	16	1	4363	11	0	-46	-5	-1

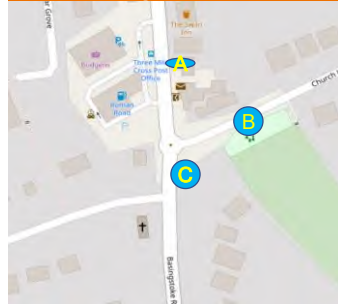
Node 3- Basingstoke Road / Three Mile Cross



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	2113	43	58	2190	59	117	77	17	59
	B Basingstoke Rd	824	67	59	832	86	58	8	19	-1
	C A33 (S)	2095	28	24	1839	100	163	-256	72	139
	D Mereok Ln	1	27	0	1	26	0	0	-1	0

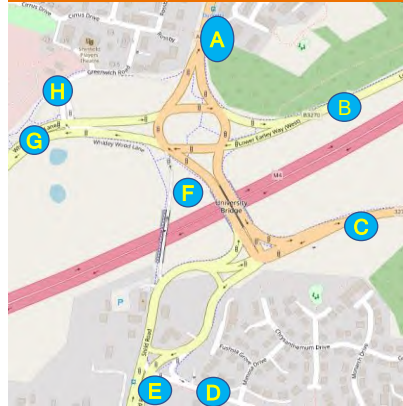


**Node 4 - Basingstoke Road / Church Lane**



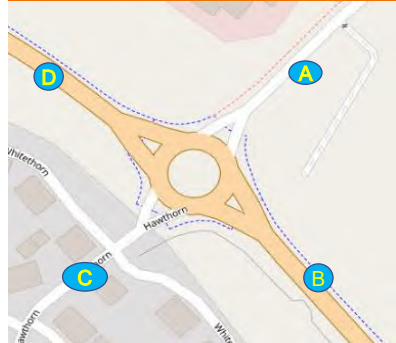
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Church Lane	A Basingstoke Rd (N)	530	32	73	592	37	102	62	5	30
	B Church Ln	487	17	15	533	25	38	46	9	23
	C Basingstoke Rd (S)	600	13	14	531	16	15	-69	2	1

**Node 5 - Black Boy Junction**



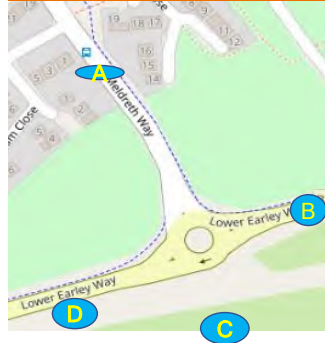
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Black Boy Junction	A A327 (N)	629	42	9	674	173	177	45	132	168
	B B3270 (E)	1161	45	17	1129	44	24	-32	-1	7
	C Eastern Relief Rd	643	51	13	826	51	16	183	0	3
	D Cutbush Ln	142	41	2	139	42	3	-3	1	1
	E Hollow Ln	916	57	7	928	58	7	12	1	0
	F Old Shinfield Rd	-	-	-	-	-	-	-	-	-
	G B3270 (W)	1035	65	24	1006	180	40	-29	115	16
	H Shinfield Park	135	43	4	154	110	7	19	67	3

**Node 6 - Eastern Relief Road / Hawthorn**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	51	4	0	135	2	0	84	-2	0
	B Eastern Relief Rd (S)	666	3	0	917	2	0	251	0	0
	C Hawthorn	46	7	0	57	6	0	11	-1	0
	D Eastern Relief Rd (N)	601	4	0	857	2	0	256	-2	0

**Node 10- B3270 / Meldreth Way**



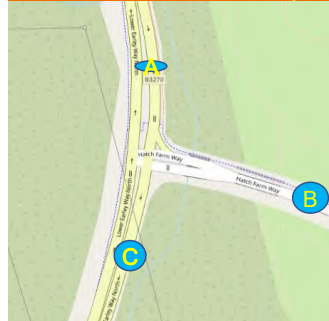
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Meldreth Way	A Meldreth Way	171	6	1	185	9	2	14	3	1
	B B3270 (E)	809	4	1	929	4	0	120	0	0
	C Development Access	-	-	-	-	-	-	-	-	-
	D B3270 (W)	600	6	1	594	9	6	-6	3	4

**Node 11- B3270 / Rushey Way / Mill Lane**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1156	13	23	1297	11	7	141	-1	-16
	B Mill Ln	515	107	525	-	-	-	-	-	-
	C B3270 (W)	672	63	236	884	40	234	212	-22	-2
	D Rushey Way	552	30	32	553	38	46	1	8	14

**Node 12- B3270 / Hatch Farm Way**



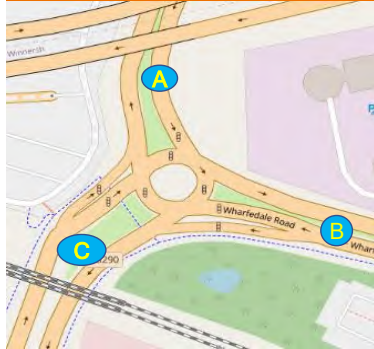
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Hatch Farm Way	A B3270 (N)	1245	43	52	1432	40	58	187	-3	6
	B Hatch Farm Way	749	30	16	1261	38	29	512	8	13
	C B3270 (S)	1163	19	13	1299	20	13	136	1	0

Node 13- A329 / B3270 / A3290



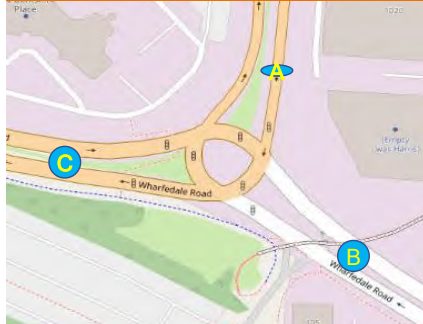
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 / B3270 / A3290	A A3290	1534	37	31	1660	35	25	126	-2	-5
	B A329 (E)	772	71	61	843	149	381	71	78	320
	C B3270	1396	31	20	1732	23	12	336	-9	-8
	D A329 (W)	769	77	55	831	65	14	62	-12	-41

Node 14- A3290 / Wharfedale Rd



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	379	35	12	396	38	13	17	3	1
	B Wharfedale Rd	1442	12	8	1568	10	8	126	-1	0
	C A3290 (S)	1624	14	15	1856	15	19	232	2	4

Node 15- Wharfedale Rd / A329M



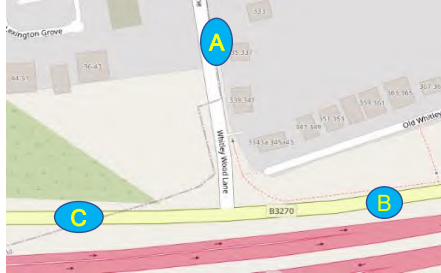
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Wharfedale Rd / A329M	A A329M	1627	18	14	1495	11	11	-132	-6	-3
	B Wharfedale Rd (E)	76	24	2	79	22	2	3	-1	0
	C Wharfedale Rd (W)	332	35	7	572	15	5	240	-20	-2

**Node 16- A3290 / A329M / The Bader Way**



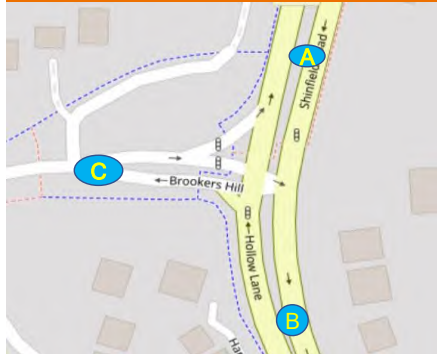
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A3290 / A329M / Bader Way	A Bader Way	516	42	33	521	44	35	5	2	2
	B A329M	134	27	5	162	27	6	28	0	1
	C A3290	1562	22	27	1567	22	26	5	0	-1

**Node 20- B3270 / Whitley Wood Lane**



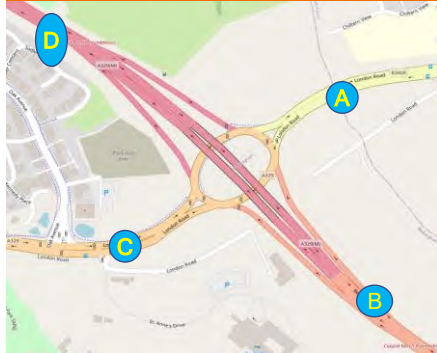
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Whitley Wood Lane	A Whitley Wood Ln	375	21	9	354	72	79	-21	51	70
	B B3270 (E)	1452	5	0	1366	5	0	-86	0	0
	C B3270 (W)	1012	5	0	1028	15	50	16	10	49

**Node 21- Brookers Hill / Shinfield Road / Hollow Lane**



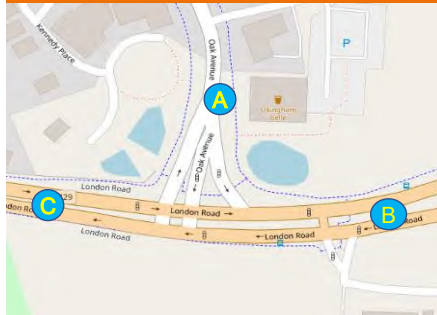
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Brookers Hill / Shinfield Road / Hollow Lane	A Shinfield Rd	784	9	5	717	9	5	-67	1	0
	B Hollow Ln	537	19	8	548	19	7	11	0	0
	C Brookers Hill	617	18	6	639	20	7	22	2	1

**Node 22- Coppid Beech Roundabout**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1044	42	19	1069	33	18	25	-9	-1
	B A329M (S)	2532	14	17	2627	10	8	95	-4	-9
	C London Rd (W)	1378	30	18	1408	44	18	30	14	0
	D A329M (N)	3095	24	27	3158	31	55	63	7	29

**Node 23- A329 London Road / Oak Avenue**



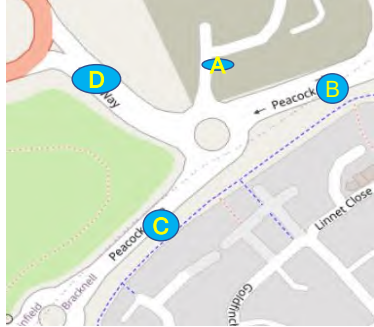
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Oak Avenue	A Oak Ave	441	37	13	459	35	14	18	-1	1
	B London Rd (E)	1170	24	26	1284	14	16	114	-9	-10
	C London Rd (W)	1084	16	14	1107	11	9	23	-6	-5

**Node 24- Jennett's Park Roundabout**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1393	21	21	1446	62	99	53	41	79
	B Vigar Way	1458	14	17	1531	11	12	73	-3	-5
	C Berkshire Way (W)	2686	14	1	2701	14	4	15	0	3

**Node 25- Peacock Lane / Vigar Way**



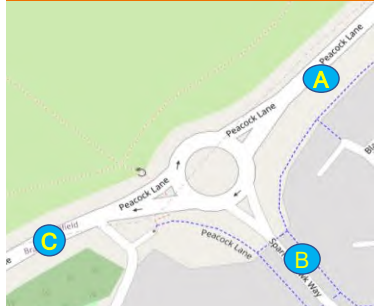
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Vigar Way	A Webster Cl	-	-	-	-	-	-	-	-	-
	B Peacock Ln (E)	758	17	13	770	44	86	12	27	74
	C Peacock Ln (W)	968	9	16	1047	4	3	79	-5	-13
	D Vigar Way	867	6	4	913	4	2	46	-1	-2

**Node 26- Peacock Lane / Osprey Avenue**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	78	5	0	81	21	0	3	16	0
	B Peacock Ln (E)	747	5	1	761	23	2	14	18	1
	C Osprey Ave	177	6	1	177	40	8	0	34	8
	D Peacock Ln (W)	374	3	0	372	3	0	-2	0	0

**Node 27- Peacock Lane / Sparrowhawk Way**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	756	4	0	815	4	1	59	1	0
	B Sparrowhawk Way	254	5	0	262	4	1	8	0	0
	C Peacock Ln (W)	876	4	3	958	3	3	82	-1	1

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



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	721	9	6	795	11	9	74	2	2
	B Old Wokingham Rd	762	30	77	926	22	55	164	-8	-22
	C Waterloo Rd	485	20	17	433	57	57	-52	37	40

**Node 29- A329 London Road / William Heelas Way**



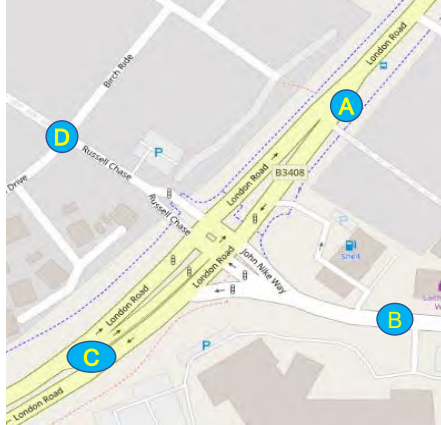
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / William Heelas Way	A London Rd (E)	1088	43	74	1173	20	39	85	-22	-35
	B Willam Heelas Way	504	31	13	503	54	39	-1	23	27
	C London Rd (W)	857	15	11	877	11	10	20	-4	-1

**Node 30- A329 London Road / Plough Lane**



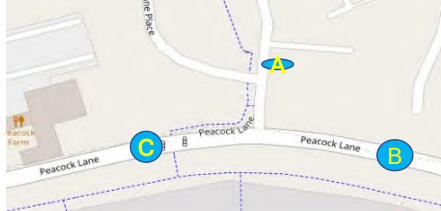
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Plough Lane	A London Rd (E)	812	3	2	885	3	3	73	1	1
	B London Rd (W)	670	4	2	691	5	5	21	1	3
	C Plough Ln	205	7	1	211	6	3	6	0	1

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



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	830	24	16	853	24	17	23	1	1
	B John Nike Way	254	36	14	253	39	16	-1	4	2
	C London Rd (S)	911	39	46	924	39	48	13	0	2
	D Russell Chase	231	33	12	231	34	13	0	1	0

**Node 33- Peacock Lane / Butler Drive**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	71	5	0	71	7	0	0	1	0
	B Peacock Ln (E)	709	3	0	729	3	0	20	0	0
	C Peacock Ln (W)	518	2	0	520	2	0	2	0	0

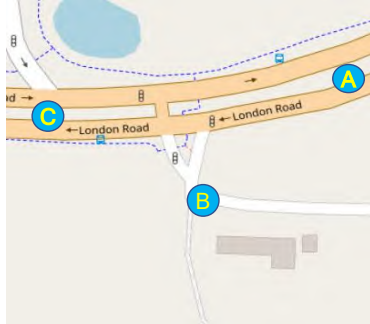
**Node 34- Basingstoke Road / Tabby Drive**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	546	12	13	607	16	22	61	3	9
	B Basingstoke Rd (S)	805	57	167	819	60	176	14	3	9
	C Tabby Drive	46	44	2	46	65	3	0	21	1



**Node 50- A329 London Road / St Annes Drive**



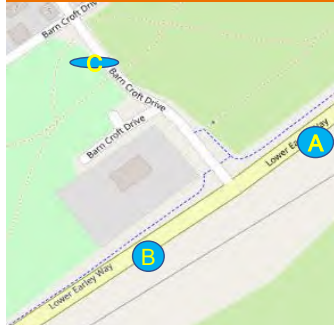
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / St Annes Drive	A London Rd (E)	1183	25	64	1293	7	10	110	-18	-54
	B St Annes Drive	16	48	1	16	49	1	0	0	0
	C London Rd (W)	1379	1	1	1416	1	1	37	0	0

**Node 56- B3270 / Paddick Drive**



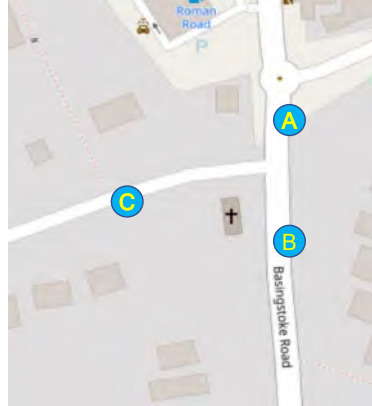
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Paddick Drive	A B3270 (E)	819	4	0	931	4	0	112	1	0
	B B3270 (W)	722	1	0	906	1	0	184	0	0
	C Paddick Drive	36	6	0	36	9	0	0	3	0

**Node 57- B3270 / Barn Croft Drive**



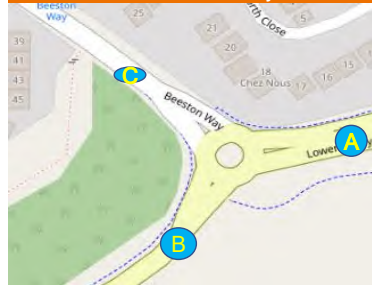
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Barn Croft Drive	A B3270 (E)	816	3	0	931	3	0	115	1	0
	B B3270 (W)	719	7	3	905	5	1	186	-2	-2
	C Barn Croft Drive	7	5	0	8	13	0	1	8	0

**Node 62- Grazeley Road / Basingstoke Road**



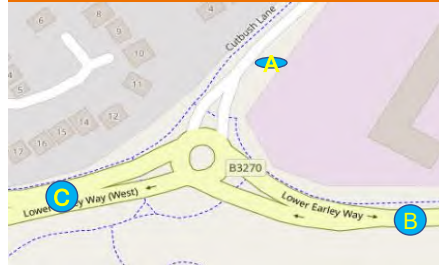
Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Grazeley Road / Basingstoke Road	A Basingstoke Rd (N)	295	4	2	269	5	3	-26	2	1
	B Basingstoke Rd (S)	545	79	268	474	96	295	-71	17	27
	C Grazeley Rd	81	229	38	81	320	66	0	91	28

**Node 191- B3270 / Beeston Way**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	871	6	7	815	6	7	-56	0	-1
	B B3270 (W)	1082	13	9	1142	14	14	60	1	5
	C Beeston Way	672	34	49	651	63	108	-21	29	59

**Node 192- B3270 / Cutbush Lane**



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	110	9	1	123	9	1	13	0	0
	B B3270 (E)	785	13	7	718	11	5	-67	-1	-1
	C B3270 (W)	663	2	0	662	2	0	-1	0	0

Node 194- Hatch Farm Way / Mill Lane Access



Junction	Approach	2032 Reference Case			2032 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)
Hatch Farm Way / Mill Lane Access	A Hatch Farm Way (W)	-	-	-	949	17	16	-	-	-
	B Hatch Farm Way (E)	-	-	-	621	44	72	-	-	-
	C Mill Lane Access	-	-	-	645	22	29	-	-	-

PM Peak

Node 1- M4 Junction11



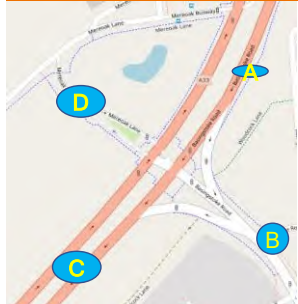
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
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M4 Junction11	A A33 (N)	2153	213	116	2125	189	109	-28	-25	-7
	B Basingstoke Rd	276	99	15	283	90	18	7	-8	3
	C B3270	1150	161	49	1285	86	59	135	-75	10
	D M4 (E)	1508	59	37	1532	62	40	24	3	3
	E A33 (S)	2158	90	148	2231	98	122	73	8	-25
	F M4 (W)	1045	51	26	1024	78	40	-21	26	15
	G RIBP (Southern Entry)	-	-	-	-	-	-	-	-	-
	H RIBP (Northern Entry/Exit)	150	178	7	146	231	13	-4	54	6

Node 2- M4 Junction10



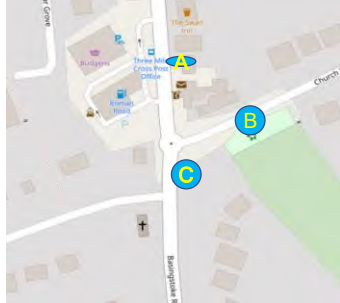
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
M4 Junction10	A A329M (N)	1957	8	0	1964	8	0	7	0	0
	B M4 (E)	5649	14	49	5600	16	78	-49	1	28
	C A329M (S)	2660	16	0	2645	16	0	-15	0	0
	D M4 (W)	4579	12	0	4641	12	2	62	0	2

Node 3- Basingstoke Road / Three Mile Cross



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	2281	39	50	2337	48	75	56	9	25
	B Basingstoke Rd	777	64	47	880	63	60	103	-1	13
	C A33 (S)	1914	30	20	1925	41	30	11	12	10
	D Mere oak Ln	1	25	0	1	30	0	0	6	0

**Node 4 - Basingstoke Road / Church Lane**



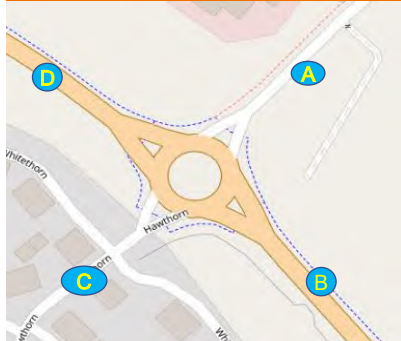
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Church Lane	A Basingstoke Rd (N)	328	14	38	882	19	74	554	5	36
	B Church Ln	444	8	4	530	16	19	86	9	15
	C Basingstoke Rd (S)	411	5	4	485	12	10	74	7	6

**Node 5 - Black Boy Junction**



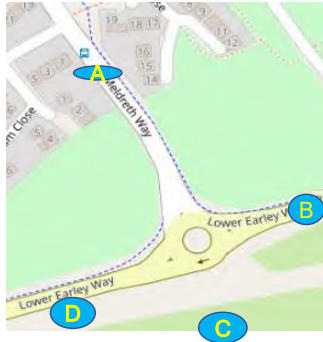
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Black Boy Junction	A A327 (N)	662	69	19	704	73	15	42	4	-4
	B B3270 (E)	1211	40	17	1198	51	19	-13	10	2
	C Eastern Relief Rd	807	42	13	1201	62	22	394	20	8
	D Cutbush Ln	65	45	1	68	47	1	3	2	0
	E Hollow Ln	619	43	3	567	56	3	-52	13	0
	F Old Shinfield Rd	-	-	-	-	-	-	-	-	-
	G B3270 (W)	1114	53	21	1055	86	20	-59	33	-1
	H Shinfield Park	234	45	6	276	74	10	42	29	4

**Node 6 - Eastern Relief Road / Hawthorn**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	382	9	1	726	28	53	344	19	51
	B Eastern Relief Rd (S)	454	4	1	575	5	1	121	1	0
	C Hawthorn	74	11	1	92	11	1	18	1	0
	D Eastern Relief Rd (N)	582	7	0	718	2	0	136	-5	0

**Node 10- B3270 / Meldreth Way**



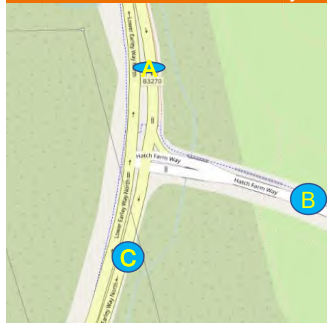
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Meldreth Way	A Meldreth Way	93	5	0	97	4	0	4	0	0
	B B3270 (E)	918	4	0	865	4	0	-53	0	0
	C Development Access	-	-	-	-	-	-	-	-	-
	D B3270 (W)	593	7	1	561	6	1	-32	0	0

**Node 11- B3270 / Rushey Way / Mill Lane**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1104	10	8	1177	19	4	73	9	-3
	B Mill Ln	535	47	49	-	-	-	-	-	-
	C B3270 (W)	637	35	61	587	19	20	-50	-16	-41
	D Rushey Way	411	11	4	344	5	1	-67	-5	-2

**Node 12- B3270 / Hatch Farm Way**



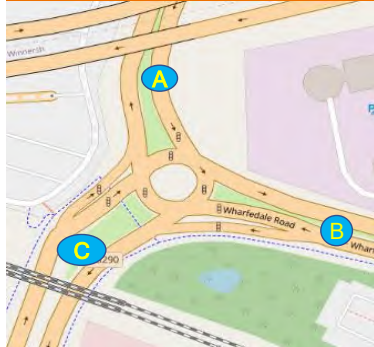
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Hatch Farm Way	A B3270 (N)	1296	33	40	1422	29	30	126	-4	-10
	B Hatch Farm Way	566	25	8	1003	41	28	437	16	20
	C B3270 (S)	947	18	9	761	21	9	-186	3	0

Node 13- A329 / B3270 / A3290



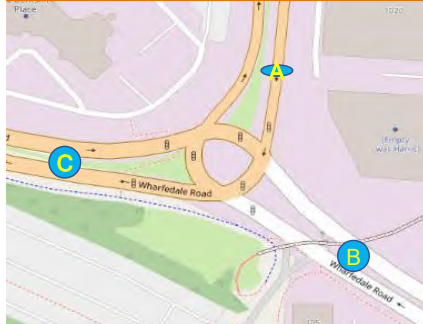
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 / B3270 / A3290	A A3290	1626	34	17	1693	37	20	67	3	4
	B A329 (E)	764	63	47	809	64	53	45	1	6
	C B3270	950	38	18	982	39	20	32	1	2
	D A329 (W)	796	61	34	876	74	58	80	13	24

Node 14- A3290 / Wharfedale Rd



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	300	28	9	366	26	7	66	-2	-2
	B Wharfedale Rd	2057	15	12	2070	14	13	13	-1	2
	C A3290 (S)	780	27	16	785	24	15	5	-2	-1

Node 15- Wharfedale Rd / A329M



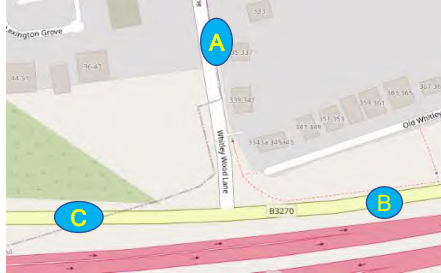
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Wharfedale Rd / A329M	A A329M	1702	19	22	1703	23	22	1	4	0
	B Wharfedale Rd (E)	554	43	19	561	22	11	7	-22	-8
	C Wharfedale Rd (W)	82	23	1	92	15	1	10	-8	0

**Node 16- A3290 / A329M / The Bader Way**



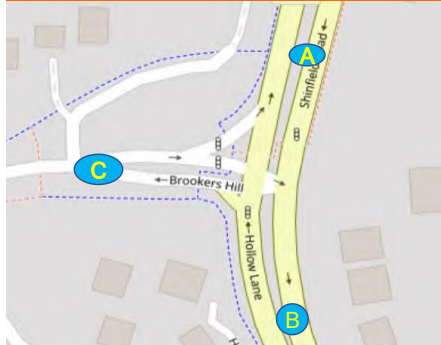
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A3290 / A329M / Bader Way	A Bader Way	424	33	18	442	35	20	18	1	2
	B A329M	151	10	2	199	27	7	48	16	5
	C A3290	1364	53	106	1372	50	91	8	-3	-15

**Node 20- B3270 / Whitley Wood Lane**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	326	14	5	341	18	6	15	3	1
	B B3270 (E)	1463	5	1	1595	6	8	132	0	7
	C B3270 (W)	952	4	0	895	4	0	-57	0	0

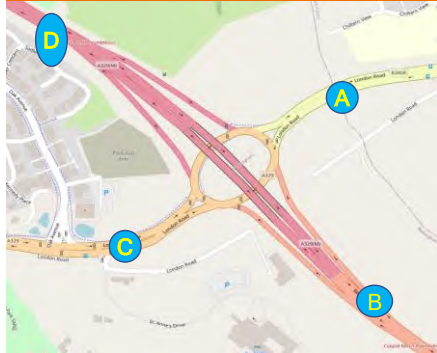
**Node 21- Brookers Hill / Shinfield Road / Hollow Lane**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	818	10	5	821	10	5	3	0	0
	B Hollow Ln	465	18	6	438	18	5	-27	0	0
	C Brookers Hill	367	15	3	379	17	4	12	2	0

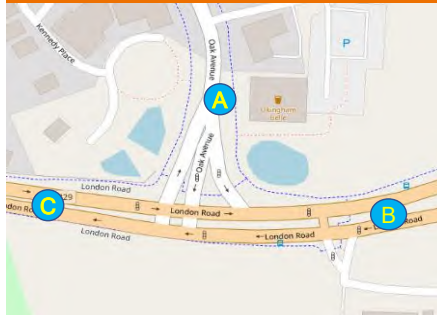


**Node 22- Coppid Beech Roundabout**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1317	70	83	1319	45	24	2	-25	-59
	B A329M (S)	2136	12	12	2099	14	13	-37	1	0
	C London Rd (W)	1121	34	13	1161	34	14	40	0	1
	D A329M (N)	2916	25	30	2910	41	76	-6	16	46

**Node 23- A329 London Road / Oak Avenue**



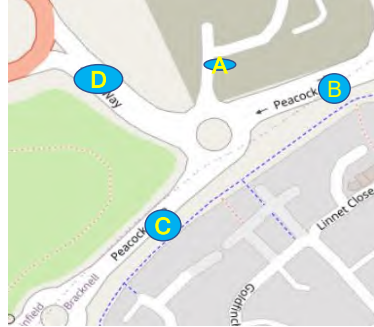
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Oak Avenue	A Oak Ave	279	32	7	303	31	7	24	-1	0
	B London Rd (E)	1409	17	17	1428	18	21	19	2	4
	C London Rd (W)	968	13	10	987	14	11	19	1	1

**Node 24- Jannett's Park Roundabout**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1537	32	38	1463	102	198	-74	70	160
	B Vigar Way	1116	9	6	1124	9	7	8	0	0
	C Berkshire Way (W)	2292	23	11	2293	34	31	1	11	20

**Node 25- Peacock Lane / Vigar Way**



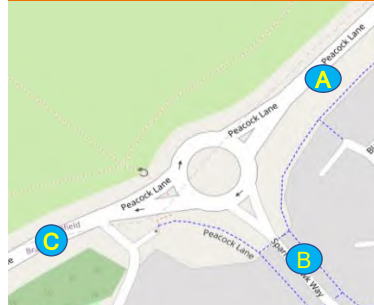
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Vigar Way	A Webster Cl	5	20	0	5	16	0	0	-4	0
	B Peacock Ln (E)	475	96	85	464	120	102	-11	25	16
	C Peacock Ln (W)	1137	4	3	1162	3	1	25	-1	-2
	D Vigar Way	1390	10	18	1372	17	78	-18	7	59

**Node 26- Peacock Lane / Osprey Avenue**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	8	63	18	8	93	19	0	30	2
	B Peacock Ln (E)	587	78	73	571	123	127	-16	45	54
	C Osprey Ave	52	180	31	30	98	69	-22	-81	38
	D Peacock Ln (W)	658	3	1	668	3	0	10	0	0

**Node 27- Peacock Lane / Sparrowhawk Way**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1226	7	5	1205	6	5	-21	0	0
	B Sparrowhawk Way	163	8	1	167	7	1	4	-1	0
	C Peacock Ln (W)	1061	3	5	1097	3	4	36	0	0

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



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	1017	20	133	1050	13	18	33	-7	-115
	B Old Wokingham Rd	708	51	140	807	44	118	99	-7	-21
	C Waterloo Rd	773	20	34	705	34	58	-68	14	24

**Node 29- A329 London Road / William Heelas Way**



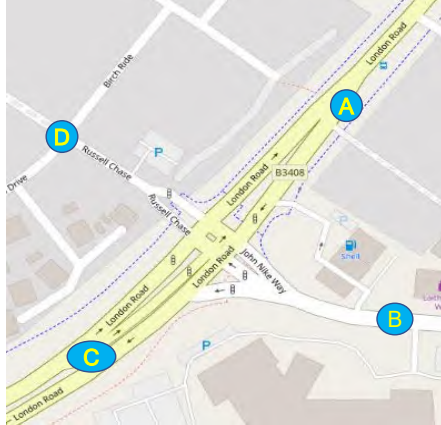
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / William Heelas Way	A London Rd (E)	1194	25	47	1219	26	47	25	0	0
	B Willam Heelas Way	435	26	10	449	27	11	14	1	1
	C London Rd (W)	684	13	7	682	13	7	-2	0	0

**Node 30- A329 London Road / Plough Lane**



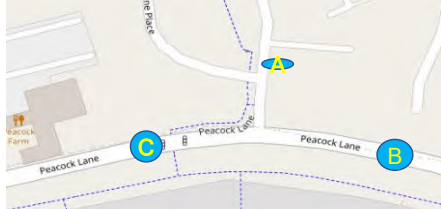
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / Plough Lane	A London Rd (E)	778	2	1	774	2	1	-4	0	0
	B London Rd (W)	483	3	0	488	3	0	5	0	0
	C Plough Ln	207	4	1	200	4	0	-7	0	0

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



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	1007	36	42	1014	26	24	7	-10	-17
	B John Nike Way	389	44	25	387	43	25	-2	0	0
	C London Rd (S)	1021	22	30	958	48	76	-63	26	46
	D Russell Chase	86	60	8	86	30	4	0	-30	-4

**Node 33- Peacock Lane / Butler Drive**



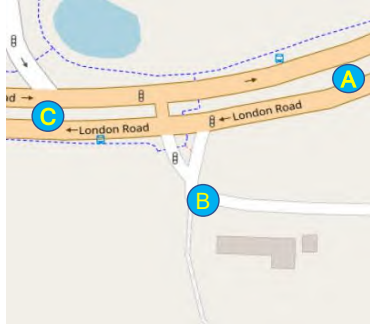
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Peacock Lane / Butler Drive	A Butler Drive	21	40	2	18	75	9	-3	36	7
	B Peacock Ln (E)	660	24	16	639	58	43	-21	34	27
	C Peacock Ln (W)	644	2	0	639	2	0	-5	0	0

**Node 34- Basingstoke Road / Tabby Drive**



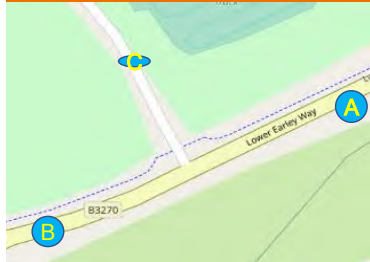
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Basingstoke Road / Tabby Drive	A Basingstoke Rd (N)	829	5	6	904	8	15	75	3	8
	B Basingstoke Rd (S)	770	30	56	877	44	131	107	14	75
	C Tabby Drive	16	45	1	16	60	1	0	16	0

**Node 50- A329 London Road / St Annes Drive**



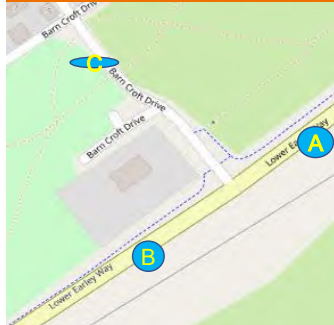
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
A329 London Road / St Annes Drive	A London Rd (E)	1438	9	12	1451	16	29	13	7	17
	B St Annes Drive	12	51	1	12	49	1	0	-2	0
	C London Rd (W)	1127	1	1	1157	1	1	30	0	0

**Node 56- B3270 / Paddick Drive**



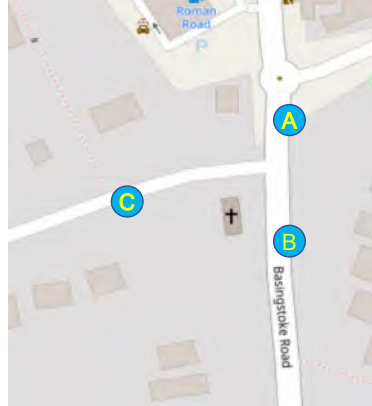
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Paddick Drive	A B3270 (E)	930	4	0	873	4	0	-57	-1	0
	B B3270 (W)	637	1	0	597	1	0	-40	0	0
	C Paddick Drive	23	5	0	23	1	0	0	-4	0

**Node 57- B3270 / Barn Croft Drive**



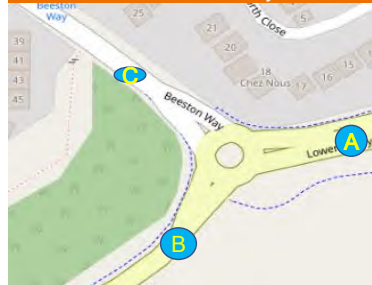
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
B3270 / Barn Croft Drive	A B3270 (E)	947	3	0	889	3	0	-58	0	0
	B B3270 (W)	634	3	0	591	3	0	-43	0	0
	C Barn Croft Drive	22	5	0	22	3	0	0	-3	0

**Node 62- Grazeley Road / Basingstoke Road**



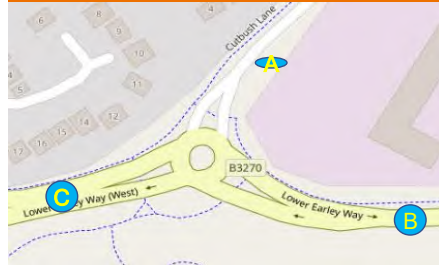
Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 Ref Case)		
		Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)	Flow (veh)	Avg Delay (s)	Avg Queue (m)
Grazeley Road / Basingstoke Road	A Basingstoke Rd (N)	413	0	0	411	1	1	-2	1	1
	B Basingstoke Rd (S)	495	13	14	481	51	100	-14	38	86
	C Grazeley Rd	28	8	0	30	22	1	2	14	1

**Node 191- B3270 / Beeston Way**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)	887	6	8	840	6	8	-47	0	0
	B B3270 (W)	1147	13	6	1167	13	11	20	0	5
	C Beeston Way	611	26	27	640	26	28	29	0	1

**Node 192- B3270 / Cutbush Lane**



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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	70	8	0	74	7	0	4	-1	0
	B B3270 (E)	848	13	6	799	13	6	-49	0	0
	C B3270 (W)	679	2	0	650	2	0	-29	0	0

Node 194- Hatch Farm Way / Mill Lane Access



Junction	Approach	2032 Reference Case			2040 Scenario 1b			Difference (2032 Scenario 1b - 2032 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)
Hatch Farm Way / Mill Lane Access	A Hatch Farm Way (W)	-	-	-	1002	11	8	-	-	-
	B Hatch Farm Way (E)	-	-	-	497	47	47	-	-	-
	C Mill Lane Access	-	-	-	550	20	14	-	-	-

## Appendix M 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	2032 Reference Case					
<b>Eastern Relief Road</b>	0.7	4.35	0.40	1.2	5.90	0.54
<b>Arborfield Road (E)</b>	1.5	5.41	0.60	1.3	4.90	0.57
<b>Arborfield Road (W)</b>	0.7	4.41	0.41	0.4	3.61	0.28
	2032 Scenario 1B					
<b>Eastern Relief Road</b>	0.9	5.14	0.49	2.7	10.23	0.73
<b>Arborfield Road (E)</b>	3.4	9.31	0.77	2.0	6.48	0.67
<b>Arborfield Road (W)</b>	1.1	6.06	0.52	0.5	4.14	0.33

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	2032 Reference Case					
<b>A327</b>	0.8	3.79	0.44	1.4	5.07	0.59
<b>Reading Road</b>	0.7	5.55	0.41	0.9	6.78	0.47
<b>Observer Way</b>	0.7	4.11	0.40	0.5	3.78	0.34
	2032 Scenario 1B					
<b>A327</b>	1.4	5.18	0.58	3.0	8.86	0.76
<b>Site Access</b>	0.2	3.62	0.19	0.1	3.97	0.12
<b>Reading Road</b>	2.1	10.99	0.68	2.1	11.34	0.68
<b>Observer Way</b>	1.3	6.32	0.56	0.6	4.44	0.39



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 (%)
<b>Junction Approach</b>	2032 Reference Case					
Reading Road (W) – 1	2.3	4.1	57.3	3.8	6.8	77.1
Reading Road (W) – 2						
Reading Road (W) – 3	3.3	6.7	63.8	6.0	10.8	85.0
Robin Hood Lane – 1	3.6	7.0	65.2	6.6	11.5	86.5
Robin Hood Lane – 2						
Reading Road (E) – 1	2.6	5.5	56.5	1.7	3.8	41.4
Reading Road (E) – 2						
Reading Road (E) – 3	2.4	5.0	54.5	1.7	3.6	40.6
Kings Street Lane – 1	4.0	5.9	66.8	6.4	9.8	84.5
Kings Street Lane – 2						
Kings Street Lane – 3	0.0	0.1	1.1	0.2	0.4	6.3
<b>Cycle Time (s)</b>	90			90		
<b>Total Delay (PCU hr)</b>	18.41			26.62		
<b>Junction PRC (%)</b>	34.7			4.0		

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 (%)
<b>Junction Approach</b>	2032 Scenario 1B					
Reading Road (W) – 1	3.1	5.5	67.4	4.7	8.4	81.9
Reading Road (W) – 2						
Reading Road (W) – 3	4.3	8.5	72.2	7.3	12.9	88.0
Robin Hood Lane – 1	4.4	8.2	73.3	7.9	14.5	88.9
Robin Hood Lane – 2						
Reading Road (E) – 1	3.4	7.0	67.8	2.1	4.5	47.7
Reading Road (E) – 2						
Reading Road (E) – 3	3.2	6.4	66.2	2.1	4.3	47.0
Kings Street Lane – 1	5.0	7.0	74.7	7.7	11.9	86.9
Kings Street Lane – 2						
Kings Street Lane – 3	0.0	0.0	0.8	0.1	0.1	1.9
<b>Cycle Time (s)</b>	90			100		
<b>Total Delay (PCU hr)</b>	23.52			32.07		
<b>Junction PRC (%)</b>	20.5			1.3		