Wokingham Local and M4 Modelling Assessment

M4 and A329M VISSIM Microsimulation

Local Model Validation Report

On behalf of **Wokingham Borough Council**

Project Ref: 332110634/P01-P01.5 | Date: May 2022

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Rev 1	15/09/23	Addresses WBC's comments	NL	NL	NL

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Acronyms and Abbreviations

VISSIM	**V**erkehr **I**n **S**tädten - **SIM**ulationsmodell (German for "Traffic in cities - simulation model")
LMVR	Local Model Validation
JT	Journey Time
GEH Statistic	Geoffrey E. Havers Statistic
	$$GEH = \sqrt{\frac{2(M-C)^2}{M+C}}$$ Where M is the modelled hourly traffic volume and C is the real-world hourly traffic count
MOVA/PC MOVA	Microprocessor Optimised Vehicle Actuation
HS2	High Speed 2
ATC	Automatic Traffic Counter
MCTC	Manual Classified Turning Count
LGV	Light Goods Vehicle
HGV	Heavy Goods Vehicle

1 Project Overview

1.1 Introduction

1.1.1 In 2021 Stantec was appointed by Wokingham Borough Council (WBC) and Homes England (HE) to support the preparation of the Local Plan Update (LPU). In addition to a number of smaller residential sites around the Borough, the assessment includes a major development option known as Hall Farm / Loddon Valley (Hall Farm, Hatch Farm and Four Valleys Development) and South Wokingham extension. This study is informed by a comprehensive modelling exercise, which is being undertaken using up to date information. This will support the study in identifying the impacts of the proposed development to inform a mitigation strategy.

1.1.2 The transport impacts of the development are informed by a three – tier modelling approach comprising:

i. Wokingham Strategic Transport Model 4 (WSTM4) in VISUM
ii. A VISSIM microsimulation model, which comprises a section of the M4 between J11 and J10, the A329M between Coppid Beech and Winnersh and Lower Early Way, which run parallel to the M4
iii. Individual Local Junction Models (LJMs)

1.1.3 The models will interact in a way that outputs from the VISUM model will be required to inform the VISSIM and LJMs. The junction models will be used to inform the development of the VISUM and VISSIM models, in providing traffic signal data where applicable.

1.1.4 The overall approach to the assessment has been described within the “Wokingham Local and M4 Modelling Assessment – Homes England Study. Assessment Methodology”, November 2021.

1.1.5 This report describes development and validation of the VISSIM model.

1.1.6 The model has been developed using the appropriate modelling DfT Transport Analysis Guidance (TAG) and TfL’s Microsimulation (VMAP) processes.

2 Data Collection

2.1.1 In October 2021, Stantec commissioned Intelligent Data Collection Limited (IDC) to undertake the traffic surveys for the model development. The commission was split into two packages.

2.1.2 **Package 1** included:

- Automatic Traffic Counts (ATCs) over a two-week period between Wednesday 17th November 2021 to Thursday 2nd December 2021.
- Manual Classified Turning Counts (MCTCs) over a 12-hour period (between 07:00 to 19:00) on Thursday 30th November 2021 including smaller ANPR cordons for more complicated junctions.
- Queue Length Surveys, Pedestrian Surveys and Saturation Flow surveys undertaken during the MCTC survey.

2.1.3 **Package 2** included:

- Automatic Number Plate Recognition (ANPR) for use for the development of the VISSIM model, over a 12-hour period (between 07:00 to 19:00) on Thursday 30th November 2021.
- Journey Time (JT) surveys were included within the ANPR survey.

2.1.4 A data collection report has also been issued to WBC which outlines further information about what and where data was collected.

2.1.5 Having received the data for both packages, a review of the data was undertaken. This was to identify which locations may have failed to collect data or were noted to underperform during the survey period and to identify how important this was to the development of the transport models. Further information is included within the Data Collection report.

2.1.6 The traffic data used in the development of the model has includes:

- ANPR data for the development of the base matrices
- ATCs for link flow validation purposes
- MCTC for turning flow validation purposes
- Journey Time information for validation
- Pedestrian surveys for pedestrian VISWalk input into the model at associated junctions and pedestrian crossings

3 Model Development

3.1 Extent of the Model

3.1.1 The VISSIM model covers the section of the M4 between J11 and J10, the A329M between Coppid Beech and Winnersh. The model also includes Lower Early Way, which runs parallel to the M4. The modelled area is graphically shown in Figure 3.1.

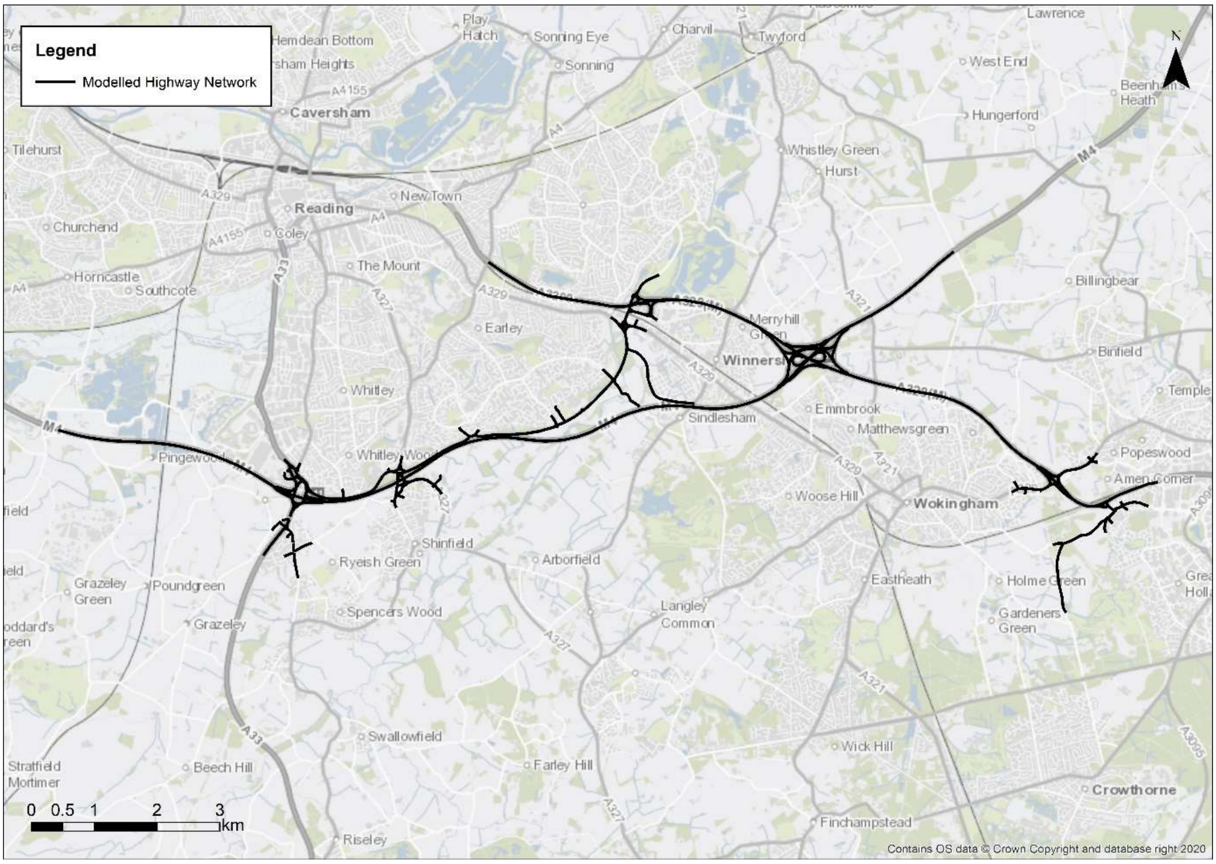


Figure 3.1 Extent of the Wokingham VISSIM Model

3.2 Software Version

3.2.1 The Wokingham Junction 10 to 11 VISSIM model has been developed using PTV VISSIM 2022 (SP3).

3.2.2 VISSIM is an industry recognised transport modelling software which is ideal for the testing and assessment of highway schemes to identify strengths and limitations of alterations of junctions along a corridor. It also allows the user and client team to easily view, interpret and gain a good understanding of a scheme or a change of a network through 3D visualisation and spatially orientated view.

3.3 Zone Structure

3.3.1 The model consists of fifty-one zones as summarised in Table 3.1 and illustrated in Figure 3.2. The locations of the ANPR survey have been used to define the zone structure of the model.

Table 3.1 Zone Descriptions

Zone ID	Description	Zone ID	Description
1	Basingstoke Road North	27	Butler Drive
2	B3031	28	Peacock Lane
3	Whitley Wood Lane	29	Osprey Avenue
4	Whitley Wood Lane (Shinfield Park)	30	Sparrowhawk Way
5	Whitley Wood Lane (B3270)	31	Old Wokingham Road
6	A327	32	Waterloo Road
7	Beeaston Way	33	St Annes Drive
8	Cutbush Lane	34	William Heelas Way
9	Meldreth Way	35	London Road A329 (West)
10	Paddick Drive	36	Plough Lane
11	Barn Croft Drive	37	Oak Avenue
12	Rushey Way	38	South Avenue
13	Mill Lane	39	Eastern Relief Road
14	Hatch Farm Way	40	Hawthorn
15	Reading Road A329 West	41	Catbush Lane
16	Reading Road A329 East	42	Hallow Lane
17	A3290 (at overbridge of B3350)	43	Brookers Hill
18	The Bader Way	44	Church Lane
19	Wharfedale Road	45	Basingstoke Road
20	M4 East (at overbridge of The Straight Mile)	46	Grazeley Road
21	Russell Chase	47	Tabby Drive
22	London Road East (B3408)	48	A33 South
23	John Nike Way	49	M4 West (at overbridge of Kybes Lane)
24	Berkshire Way	50	REP Southern Access/Egress
25	Webster Close (West)	51	REP Northern Access/Egress
26	Webster Close (East)		

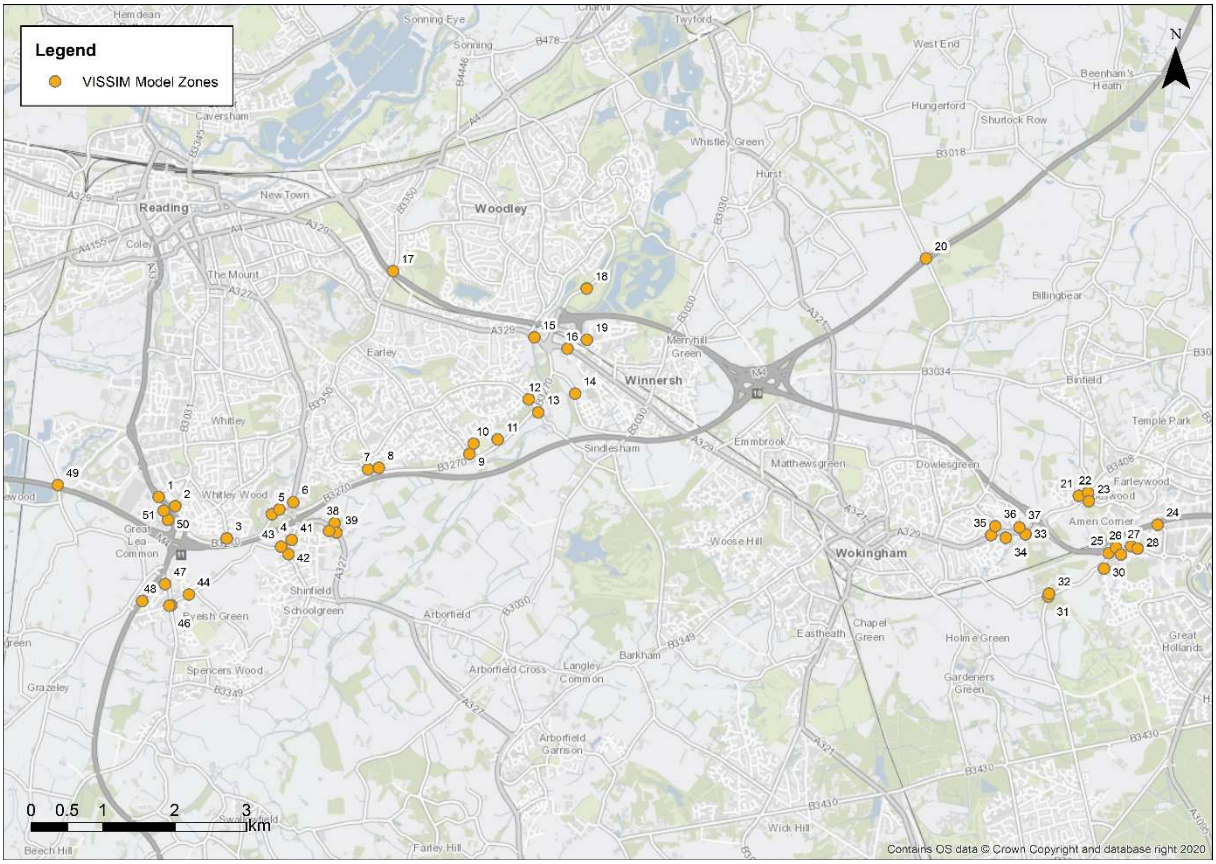


Figure 3.2 Wokingham VISSIM Model Zones

3.4 Network

3.4.1 The network was developed using 25cm aerial photography obtained from Getmapping from 2019, MCTC survey videos and signal time survey observations. Objects including links and connectors, reduced speed areas, priority rules, conflict areas and data collection points were coded into the model to replicate on site conditions and locations of the traffic surveys.

3.4.2 At the time of the surveys there were a number of major roadworks happening within the local study area that impacted upon the observed data collection and therefore these roadworks were coded within the base year model:

- M4 junction 3 to 10 Smart Motorways – minor lane closures and reduced speed limits in place
- Wharfdale Road/A329, Winnersh Triangle – Temporary speed limits and lane closures
- Waterloo Road, closure of road due to SWDR construction

3.5 Modelled Public Transport Services

3.5.1 Vehicle Class 3 was coded using static bus routes based on their fixed timetables (November 2021). A total of eleven and twelve bus services were incorporated within the network during the AM and PM peak period models. These are listed in Table 3.2.

Table 3.2 Coded Public Transport

Service No	Route Origin	Route Destination	No of services AM (08:00- 09:00)	No of services PM (17:00- 18:00)
151/ 151A	Winnersh Triangle P&R	Central Reading	1	2
19b	Lower Earley	Central Reading	1	2
600	Mereoak P&R	Central Reading	8	8
3	Wokingham	Reading Station	4	7
4	Bracknell Bus Station	Central Reading	3	3
X4	Bracknell Bus Station	Central Reading	2	4
500	Winnersh Triangle P&R	Central Reading	4	3
7	Fleet	Reading Station	1	1
8	Spencer Wood	Reading Station	4	5
9	Spencer Wood	Reading Station	2	1
93	Shinfield Park	Bohunt School	-	1
X3	Shinfield Park (Wood PLC)	Reading Station	1	1

3.6 Modelled Signal Timings

3.6.1 There are a number of methods of coding traffic signals within VISSIM, the three core examples include:

- Fixed Timing - where the associated green times do not alter during the modelled period.
- Limited variable signal timing using VISVAP - where minimum and maximum signal lengths are used alongside the coding of detectors within the model to identify associated demand allowing the model to adjust the green time accordingly.
- The use of external software such as PC MOVA or SCOOT allowing for a more detailed modelling of a particular signal controlled junction.

3.6.2 The Wokingham area model includes 21 signalised junctions, and due to the number of junctions and understanding how they operate, it was concluded that VISVAP would provide the most suitable and time effective method of signal control. The signal locations along with their operation type are presented in Figure 3.3 and listed in Table 3.3.

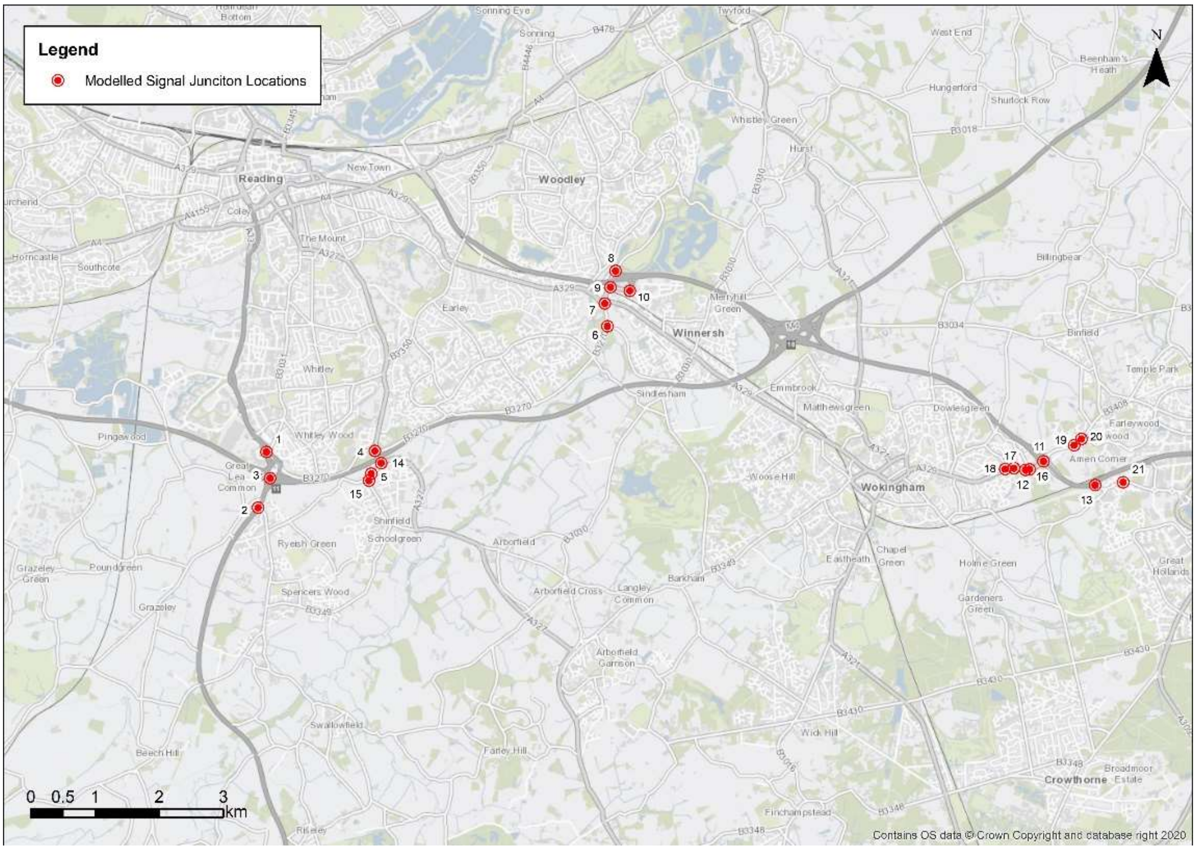


Figure 3.3 Signal locations

Table 3.3 Signal locations and operation type

ID	Location	Operation Type	ID	Location	Operation Type
1	A33/Basingstoke Road North	Variable Demand	12	London Road/Oak Avenue	Variable Demand
2	A33/Basingstoke Road South	Variable Demand	13	Berkshire Way / Vigar Way	Variable Demand
3	J11	Variable Demand	14	Eastern Relief Road/A327	Variable Demand
4	B3270/A327	Variable Demand	15	Hallow Lane/Brookers Hill	Variable Demand
5	Hallow Lane/Shinfield Road	Variable Demand	16	London Road/St Annes Drive	Variable Demand
6	B3270/Hatch Farm Way	Variable Demand	17	London Road/William Heelas Way	Variable Demand
7	B3270/Reading Road	Variable Demand	18	London Road West Pedestrian Crossing	Variable Demand
8	A3290/A329(M)	Variable Demand	19	London Road East Pedestrian Crossing	Variable Demand
9	A3290/Wharfedale Road	Variable Demand	20	London Road/Russell Chase/John Nike Way	Variable Demand
10	Wharfedale Road/A329 (M)	Variable Demand	21	Peakcock Lane Pedestrian Crossing	Variable Demand
11	Coppid Beach / A329 (M)	Variable Demand			

3.7 Pedestrian Crossings

3.7.1 Pedestrian crossings were modelled at nineteen signalised junctions on their static routes. Figure 3.4 and Table 3.4 detail the pedestrian crossing locations.

Figure 3.4 Pedestrian crossing locations

Table 3.4 Pedestrian crossing locations

Pedestrian ID	Location
1	Junction 11
2	A33 Basingstoke Road
3	Black Boy Gyratory
4	Hatch Farm Junction
5	Showcase Rbt
6	A3290 Wharfdale Road
7	Winnersh Crossroads
8	Brookers Hill/Hallow Lane
9	A329(M)/London Road
10	Oak Avenue/London Road
11	London Road / William Heelas Way
12	London Road / Plough Lane
13	London Road / Hubbard Road
14	London Road/ Russell Chase / John Nike Way
15	Peakcock Lane / Butler Drive
16	Basingstoke Road/Tabby Drive
17	London Road West Pedestrian Crossing
18	London Road East Pedestrian Crossing
19	Peakcock Lane Pedestrian Crossing

3.8 Time Period

3.8.1 The model represents November 2021 travel conditions. The modelled peak periods are:

- AM peak - 08:00 to 09:00
- PM peak - 17:00 to 18:00

3.8.2 Both peak periods include a 30-minute 'warm up' and 'cool down' periods, which allow sufficient vehicles to enter the network prior to the recording of the peak hours. However, these time periods are not used in the validation or further analysis of the network operation.

3.9 Vehicle Classification

3.9.1 Both peak period matrices have been input into the model using 15-minute segments for three user classes as outlined below.

- Vehicle Class 1 - Cars
- Vehicle Class 2 - LGV
- Vehicle Class 3 – HGV

3.9.2 Public Transport have been coded as specific routes within the model. As outlined within section 3.5.

3.9.3 Note that the traffic data collection indicates low cyclist and motorcyclist flows, hence not included in the model calibration and validation. No allowances for these user classes have been made within the model.

3.10 Matrix Development

3.10.1 To develop the matrices for the 2021 base year model, the ANPR data has been the primary location of data. The 51 ANPR locations have formed the corresponding zones of the network. The data was split into 15-minute intervals by the user classes as outlined within the sections above.

3.10.2 During the traffic survey review process, it was identified that there were a number of locations within the ANPR data that showed low match rates, when compared to the manual classified count undertaken as part of the review of the ANPR survey. As a result, the matrices have been through a matrix estimation process (ME) to uplift trip ends to the traffic counts thus providing a more accurate base matrix for the AM and PM peak periods.

3.11 Traffic Assignment Method

3.11.1 There are two methods of assigning traffic within VISSIM:

- The first, fixed routing, is where specific routes within the model are coded between the origin and demand zones and a distribution is applied based on observed data, alongside the fixed routes, vehicle inputs are coded to provide associated demand for each origin within the network. This type of assignment is usually used for less complicated networks with limited route choice, and
- Dynamic Assignment, in this assignment an Origin/Destination (OD) matrix is applied, and the model makes its own decision of where traffic routes to get from an origin to a destination.

3.11.2 Due to the scale, network complexity and route choice, the Wokingham Junction 10 to 11 model has used the Dynamic Assignment method of assignment.

4 Model Calibration

4.1 Model Calibration Overview

4.1.1 Prior to the validation of the model, the comparison between observed data and modelled data, the calibration of the model was undertaken. This process is used to check the general operation of the model, vehicle behaviour and interaction within the network.

4.1.2 The network was developed in VISSIM 2022 (SP3) software using 25cm aerial photography obtained from Getmapping from 2019 (the most recent available data - it was noted that highway schemes have been completed since then, and checks have been undertaken to make sure the network is representative of current conditions), MCTC survey videos and signal time survey observations. Objects including links and connectors, reduced speed areas, priority rules, conflict areas and data collection points were coded into the model to replicate on site conditions and locations of the traffic surveys.

4.1.3 As part of the model calibration the following elements have been reviewed:

- Network links and connections
- Reduced speed areas
- Priority rules
- Queue lengths

4.1.4 Each of these aspects is now considered in turn.

4.2 Links and Connectors

4.2.1 The ‘look back’ distances on connectors have been coded so that vehicles are in the correct lane prior to the junction. It has been checked that link attributes match on street conditions in terms of the numbers of lanes, speed and turning movements. Additional changes to the network have also been undertaken during the validation and calibration process to replicate observed traffic behaviour. All static network changes have been made within both peak hours.

4.3 Reduced Speed Areas

4.3.1 The areas where vehicles decelerate in speed (e.g. approaches to roundabouts, junctions and intersections as well as curves along the network and narrow road widths) were coded and subsequently adjusted to provide realistic representation of the observed conditions. Reduced speed areas also assist in the validation of journey time routes within the model to better replicate average speeds within the network.

4.4 Priority Rules

4.4.1 A range of parameters must be coded within VISSIM to set an adequate gap acceptance for vehicles to enter a junction. Priority rules are coded within VISSIM to replicate priority give way junctions, this includes the coding of a stop line and an associated conflict marker, with lookback distances and time gaps set as per the VISSIM manual. Associated priority rules have been coded for light vehicles and heavy vehicles separately.

4.5 Queue Lengths

4.5.1 To measure queue lengths within the model, queue counters have been coded at every give way or signal stop location within the model. Queue lengths are not used in the validation of the model; they do, however, provide an indication of how a model is performing and if any changes are required at the junctions within it.

5 Model Convergence

5.1 Model Convergence Overview

5.1.1 Prior to running of the model for validation purposes, the VISSIM model has first to be converged. This process includes running of the model multiple times to balance the volumes and travel times between the OD zones.

5.1.2 The criteria for checking of the acceptability of model convergence is set out in Figure 5.1, this follows the TfL modelling guidance.

The MAE will deem convergence to have been achieved when the following criteria have been met over the modelled peak period:

- 95% of all path traffic volumes change by less than 5% for at least four consecutive iterations; and
- 95% of travel times on all paths change by less than 20% for at least four consecutive iterations.

Figure 5.1 TfL Model Convergence Criteria

5.1.3 Once the model has been converged the recording of the model outputs and runs can progress including the validation of the model.

5.2 Model Convergence Statistics

5.2.1 The model convergence statistics are provided within Figure 5.2 to Figure 5.5 below for the AM and PM peak periods, whereas Table 5.1 provides detail on the convergence of the final model runs.

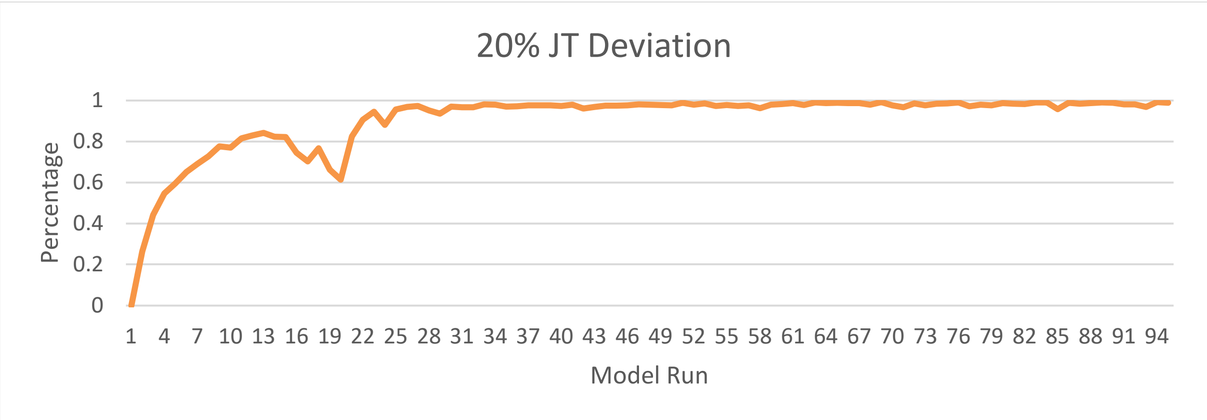


Figure 5.2 AM Peak Traffic Volume Convergence

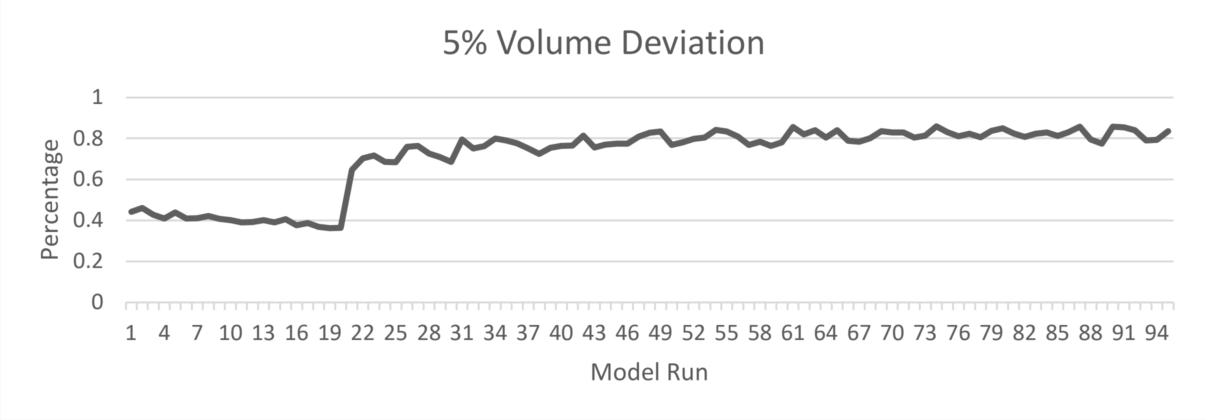


Figure 5.3 AM Peak Travel Time Convergence

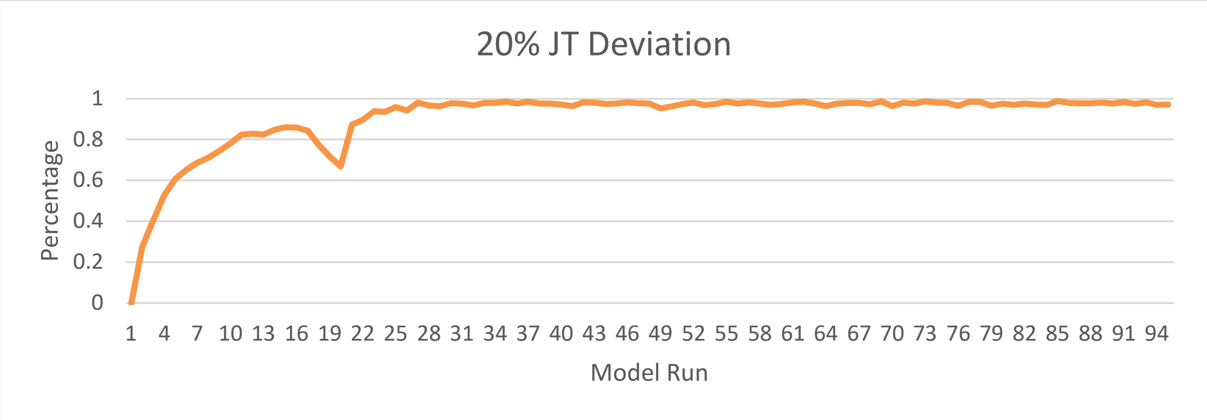


Figure 5.4 PM Peak Traffic Volume Convergence

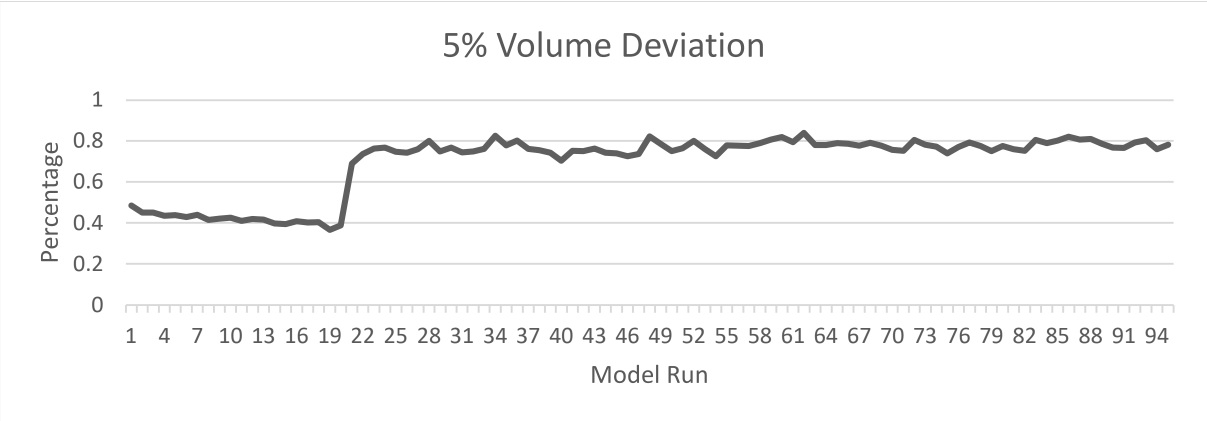


Figure 5.5 PM Peak Traffic Volume Convergence

Table 5.1 Final Four Consecutive Run Convergence Statistics

Peak Period	Run	Travel Time	Volume Deviation
AM	92	0.98	0.84
	93	0.97	0.79
	94	0.99	0.79
	95	0.99	0.83
PM	130	0.98	0.82
	131	0.99	0.86
	132	0.99	0.81
	133	0.97	0.82

5.2.2 The Travel Time convergence is significantly above the 95% criterion set out in Figure 5.1.

5.2.3 The second of the criteria, however, is not met in either peak with the models converging to a level of 83% and 82% for the AM and PM peak period.

5.2.4 A review of the VISSIM .cva files, which contain the convergence criteria, identified that the levels of convergence are relatively stable between the runs for both the AM and PM peak periods. With the variance in the volume deviation for both peak periods being ~0.05 and with the travel time convergence being consecutively above the 0.95% for five iterations it has been concluded that the model convergence is 'the best it is going to get'.

5.2.5 Furthermore, due to the length of time it takes to run each model run, the associated number of iterations undertaken and the review of traffic validation we deem that the level of convergence is appropriate. However, to limit the variance between each model run for the collection of the validation statistics, the models have been run for 20 iterations with +1 random seed each run, starting at a seed value of 43.

6 Model Validation

6.1 Model Random Seed

6.1.1 Random seed function provides realistic representation of the varying traffic conditions. Vehicle randomisation is modelled to generate vehicles with varying driver characteristics, in a random, non-linear basis within the stochastic model. The number of random vehicles loaded equals the total vehicle volume of every time period. To achieve unbiased and robust results of the randomisation process, AM and PM models run twenty iterations with the random seed increasing by one per run. The average results for both AM and PM runs were used for the calibration and validation process.

6.2 Validation Statistics

6.2.1 The base model is validated by comparing the observed surveyed flows with modelled flows. This includes comparing the model to independent link counts (ATC), turning counts (MCTC) and JT routes. The model has been run over twenty iterations, with each iteration producing slightly different results, which is reflective of the random nature of traffic behaviour within a highway network.

6.2.2 The average of these iterations over the peak period has been used to inform the suitability of the model.

6.2.3 DfT Transport Appraisal Guidance (TAG) sets out model validation criteria, which is used to understand how well the model represents route choice and fits traffic observations. This sets out a desired minimum level which should be aimed for, however there may be situations where not meeting the criteria may be acceptable and this would require explanation.

6.2.4 Table 6.1 provides a summary of the TAG link and turning flow validation criteria and acceptability guidelines. TAG acknowledges that these two measures are broadly consistent and link flows that meet either criterion should be regarded as satisfactory.

Table 6.1 DfT TAG Flow Validation Criteria Guidelines

Criteria	Description of Criteria	Acceptability Guideline
1 Flow Criteria	Individual flows within 100 vph of counts for flows less than 700 vph	>85% of cases
	Individual flows within 15% of counts for flows from 700 to 2,700 vph	>85% of cases
	Individual flows within 400 vph of counts for flows more than 2,700 vph	>85% of cases
2 GEH Criteria	GEH < 5 for individual flows	>85% of cases

6.2.5 For journey time validation, the validation criteria, which is detailed in Table 6.2, is the percentage difference between modelled and observed journey times.

Table 6.2 Journey Time Validation Criterion and Acceptability Guideline

Criteria	Description of Criteria	Acceptability Guideline
	Modelled Times along routes should be within 15% of surveyed times (or 1 minute, if higher than 15%)	>85% of routes

6.2.6 Using TAG guidance, the following validation for link, turning counts and journey times were achieved.

6.3 Link Flow Validation

6.3.1 Table 6.3 and Table 6.4 provide a summary of the link flow validation statistics for the GEH and link flow criteria for both peak periods. Appendix A provides results for individual links.

Table 6.3 Link Flow Validation Statistics, AM Peak

Peak Period	GEH Criterion				Flow Criterion				GEH or Flow Criteria			
	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total
Number of Links that meet TAG criteria	21	19	20	20	20	22	22	20	21	22	22	20
Number of Links that do not meet TAG criteria	1	3	2	2	2	0	0	2	1	0	0	2
AM	**95%**	**86%**	**91%**	**91%**	**91%**	**100%**	**100%**	**91%**	**95%**	**100%**	**100%**	**91%**

Table 6.4 Link Flow Validation Statistics, PM Peak

Peak Period	GEH Criterion				Flow Criterion				GEH or Flow Criteria			
	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total
Number of Links that meet TAG criteria	19	20	18	19	19	22	22	19	19	22	22	19
Number of Links that do not meet TAG criteria	3	2	4	3	3	0	0	3	3	0	0	3
PM	**86%**	**91%**	**82%**	**86%**	**86%**	**100%**	**100%**	**86%**	**86%**	**100%**	**100%**	**86%**

6.3.2 As shown within the tables the model validation criteria are met for the AM and PM peak periods.

6.3.3 In the PM peak HGV validation falls slightly short of the GEH criteria. However, the validation of the model against the flow criteria is met and therefore is acceptable.

6.4 Turning Flow Validation

6.4.1 Table 6.5 and Table 6.6 provide a summary of the turning flow validation statistics for each peak period. Appendix B details outputs further. The movements, which meet DfT's criteria are labelled as 'Pass' and those, which do not meet the criteria are labelled as 'Fail'. There is no requirement to achieve 100% pass rate as explained in Table 6.1, which requires the criteria to be met in more than 85% cases.

Table 6.5 Turning Flow Validation Statistics, AM Peak

Peak Period	GEH Criterion				Flow Criterion				GEH or Flow Criteria			
	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total
Number of Links that meet TAG criteria	312	310	305	306	277	286	287	278	318	325	327	318
Number of Links that do not meet TAG criteria	15	17	22	21	10	2	0	12	9	2	0	9
AM	**95%**	**95%**	**93%**	**94%**	**97%**	**99%**	**100%**	**96%**	**97%**	**99%**	**100%**	**97%**

Table 6.6 Turning Flow Validation Statistics, PM Peak

Peak Period	GEH Criterion				Flow Criterion				GEH or Flow Criteria			
	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total	Cars	LGV	HGV	Total
Number of Links that meet TAG criteria	304	319	304	303	271	287	287	268	312	327	327	313
Number of Links that do not meet TAG criteria	23	8	23	24	16	0	0	20	15	0	0	14
PM	**93%**	**98%**	**93%**	**93%**	**94%**	**100%**	**100%**	**93%**	**95%**	**100%**	**100%**	**96%**

6.4.2 The results show that in both peak periods the model meets both GEH and Flow criteria with 97% of turning counts in the AM and 96% of turning counts in the PM meeting one of the criteria.

6.5 Journey Time Validation

6.5.1 Table 6.7 provides a summary of the journey time validation statistics for both peak periods. The routes which meet DfT's criteria are labelled as 'Pass' and those, which do not meet the criteria are labelled as 'Fail'. Appendix C and Appendix D details the routes and results further. There is no requirement to achieve 100% pass rate as explained in Table 6.2, which requires more than 85% of routes to meet the criteria.

Table 6.7 Journey Time Validation Statistics

Journey Time	Pass	Fail	% Pass
AM (08:00 to 09:00)	17	1	94%
PM (17:00 to 18:00)	16	2	89%

6.5.2 The results show that both the AM and PM peak period models validate against available journey time data, demonstrating the model accurately represents travel times through the model.

6.5.3 The routes that do not meet the criteria include:

- Route 12 (A33 North to M4 West) in the AM, which runs approximately 1:15 minutes too fast (4:36 observed vs 3:21 modelled)
- Route 5 (A33 to Beeston Way) in the PM, which runs 1:05 too slow in the model (5:47 observed vs 6:52 modelled)

- Route 7 (Beeston Way to Bader Way) in the PM, which runs 2:55 too fast (11:04 observed vs 8:09 modelled)

6.5.4 Route 7 passes through the temporary road works at Winnersh Triangle. However, due to the roadworks being included within the model and being removed in all forecast models, this route is not of a concern but will be further reviewed during the development of the forecast models.

6.6 Network Performance

6.6.1 In addition to the validation results presented above, some additional network performance statistics are provided which can be further used to assess the impact of forecast models and scheme impacts.

6.6.2 Table 6.8 presents the network statistics for both the AM and PM peak hour. It shows that the AM peak despite carrying less traffic is slightly busier in comparison with the PM peak.

Table 6.8 Network Statistics

Time Period	Average Delay (Seconds)	Average Stops	Average Speed (mph)	Total Distance (miles)	Total Travel Time (hrs)	Total Vehicles (vehicles)	Latent Demand (vehicles)
AM	79	3	38	31	34	3276	7
PM	72	2	39	31	33	3302	1

6.7 Summary

6.7.1 Overall, through the outputs presented above, the base model demonstrates that the validation of link flow, turning flow and journey time is good and meets TAG criteria and thus provides a good replication of the observed traffic conditions during November 2021.

7 Model Suitability and Conclusion

7.1 Overview

7.1.1 Stantec have been commissioned by Wokingham Borough Council to develop a base VISSIM model for the assessment of Local Plan Update proposed development. This report has outlined the development of the base model, the network extent, data used and the calibration and validation of the 2021 Base Year model for the AM and PM peak periods.

7.1.2 The modelled network covers the highway network of the M4 at the north of Wokingham, from Junction 10 until just beyond Junction 11, A329(M) until just before Doncastle Roundabout, London Road to the west and east of Coppid Beach/ A329 (M) Junction and A33 to the north and south of J10.

7.1.3 The base model represents a neutral weekday in a neutral month with a base year of 2021. The peak periods are as follows, both peak periods include a 30-minute ‘warm up’ and ‘cool down’ period, which allows sufficient vehicles to enter the network prior to the recording of the peak hours.

- AM peak - 08:00 to 09:00
- PM peak - 17:00 to 18:00

7.2 Validation

7.2.1 The model validation for link flows, turning flows and journey times is shown to be accepted for both the AM and PM peak periods.

7.2.2 For link flow validation, all criteria are met for the AM peak period, with only the PM peak HGV flows not achieving the 85% of GEH, although overall the link flow validation is acceptable.

7.2.3 For turning flow validation in both peak periods the model meets TAG criteria with 97% of turning counts matching either GEH or Flow criteria in the AM peak. Whilst in the PM this is 96%.

7.2.4 For journey time validation, the model outputs show that both the AM and PM peak period models validate against available journey time data, demonstrating the model accurately represents travel times through the model.

7.2.5 The calibration and validation of the model demonstrates that the model replicates observed traffic conditions within the study area well and the models are considered fit for purpose to assess forecast traffic conditions.

Appendix A Model Link Flow Validation Results

AM Link Flow Validation

Location	VISSIM Site	Direction	Observed				Modelled				Diff				% Diff				GEH				Flows				TAG criterion GEH or FLOW			
			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
Basingstoke Road	1	NB	701	107	27	835	768	69	11	848	67	-38	-16	13	10%	-36%	-60%	2%	2.5	4.1	3.7	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	2	SB	545	15	9	569	387	53	7	447	-158	38	-2	-122	-29%	247%	-21%	-21%	7.3	6.5	0.7	5.4	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
B3270	3	EB	1250	131	42	1423	1232	163	58	1453	-18	32	16	30	-1%	24%	38%	2%	0.5	2.6	2.3	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	4	WB	901	94	24	1019	926	123	64	1113	25	29	40	94	3%	31%	172%	9%	0.8	2.8	6.1	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
A327 Eastern Relief Road	5	EB	423	59	25	507	491	35	21	547	68	-24	-4	40	16%	-40%	-17%	8%	3.2	3.4	0.9	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	6	WB	304	46	19	368	280	58	16	354	-24	12	-3	-14	-8%	27%	-14%	-4%	1.4	1.7	0.6	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
B3270 Lower Earley Way West	7	EB	1023	138	26	1187	1103	147	42	1292	80	9	16	105	8%	7%	59%	9%	2.4	0.8	2.7	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	8	WB	1050	81	28	1160	995	94	50	1139	-55	13	22	-21	-5%	15%	79%	-2%	1.7	1.3	3.5	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
B3270 Lower Earley Way	9	EB	639	77	20	735	762	112	41	915	123	35	21	180	19%	46%	109%	24%	4.6	3.6	3.9	6.3	Fail	Pass	Pass	Fail	Pass	Pass	Pass	Fail
	10	WB	481	64	14	560	529	70	46	645	48	6	32	85	10%	9%	225%	15%	2.1	0.7	5.8	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
B3270 Lower Earley Way North	13	NB	961	56	30	1047	999	153	44	1196	38	97	14	149	4%	173%	46%	14%	1.2	9.5	2.3	4.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	14	SB	954	144	25	1123	890	182	46	1118	-64	38	21	-5	-7%	26%	84%	0%	2.1	3.0	3.5	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Hatch Farm Way	15	NB	667	31	13	711	594	31	6	631	-73	0	-7	-80	-11%	1%	-55%	-11%	2.9	0.1	2.3	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	16	SB	521	62	13	596	487	48	2	537	-34	-14	-11	-59	-6%	-22%	-85%	-10%	1.5	1.9	4.1	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Mill Lane	17	NB	380	70	9	459	384	115	1	500	4	45	-8	41	1%	65%	-89%	9%	0.2	4.7	3.5	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	18	SB	373	33	7	412	381	28	1	410	8	-5	-6	-2	2%	-14%	-85%	-1%	0.4	0.8	3.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
A327 Eastern Relief Road	19	NB	383	73	35	491	453	34	20	507	70	-39	-15	16	18%	-54%	-43%	3%	3.4	5.4	2.8	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	20	SB	247	49	17	313	218	43	14	275	-29	-6	-3	-38	-12%	-12%	-20%	-12%	1.9	0.9	0.9	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Peacock Lane	23	NB	514	76	17	606	532	77	6	615	18	1	-11	9	4%	2%	-64%	1%	0.8	0.1	3.2	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	24	SB	424	32	13	468	462	41	5	508	38	9	-8	40	9%	27%	-60%	8%	1.8	1.4	2.6	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
M4	140	EB	3438	371	189	3998	3328	448	229	4005	-110	77	40	7	-3%	21%	21%	0%	1.9	3.8	2.8	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	141	WB	2888	353	169	3410	2916	406	113	3435	28	53	-56	25	1%	15%	-33%	1%	0.5	2.7	4.7	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	GEH				Flows				WebTAG criterion GEH or FLOW			
	Lights	LGV	HGV	Total	Lights	LGV	HGV	Total	Lights	LGV	HGV	Total
Pass	21	19	20	20	20	22	22	20	21	22	22	20
Fail	1	3	2	2	2	0	0	2	1	0	0	2
%Pass	95%	86%	91%	91%	91%	100%	100%	91%	95%	100%	100%	91%

PM Link Flow Validation

Location	VISSIM Site	Direction	Observed				Modelled				Diff				% Diff				GEH				Flows				TAG criterion GEH or FLOW			
			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
Basingstoke Road	1	NB	550	78	19	647	574	55	2	631	24	-23	-17	-16	4%	-30%	-89%	-2%	1.0	2.8	5.2	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	2	SB	662	31	4	698	665	58	1	724	3	27	-3	26	0%	86%	-77%	4%	0.1	4.0	2.1	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
B3270	3	EB	1042	98	18	1158	1003	156	39	1198	-39	58	21	40	-4%	59%	113%	3%	1.2	5.2	3.9	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	4	WB	1011	98	23	1132	1017	100	43	1160	6	2	20	28	1%	2%	91%	3%	0.2	0.2	3.6	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
A327 Eastern Relief Road	5	EB	417	42	14	473	362	43	1	406	-55	1	-13	-67	-13%	3%	-93%	-14%	2.8	0.2	4.7	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	6	WB	429	49	13	491	384	50	8	442	-45	1	-5	-49	-10%	2%	-40%	-10%	2.2	0.1	1.6	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
B3270 Lower Earley Way West	7	EB	1159	63	20	1242	1000	136	40	1176	-159	73	20	-66	-14%	115%	101%	-5%	4.8	7.3	3.7	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	8	WB	910	102	15	1026	1006	79	47	1132	96	-23	32	106	11%	-23%	219%	10%	3.1	2.4	5.8	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
B3270 Lower Earley Way	9	EB	661	72	8	741	676	117	38	831	15	45	30	90	2%	62%	384%	12%	0.6	4.6	6.3	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	10	WB	683	70	13	766	516	61	43	620	-167	-9	30	-146	-24%	-13%	234%	-19%	6.8	1.1	5.7	5.6	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
B3270 Lower Earley Way North	13	NB	865	106	16	987	901	136	39	1076	36	30	23	89	4%	29%	150%	9%	1.2	2.8	4.5	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	14	SB	1062	50	22	1134	765	91	46	902	-297	41	24	-232	-28%	83%	105%	-20%	9.8	4.9	4.0	7.3	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
Hatch Farm Way	15	NB	527	29	7	564	440	53	11	504	-87	24	4	-60	-17%	80%	57%	-11%	4.0	3.7	1.3	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	16	SB	585	47	7	640	586	47	3	636	1	0	-4	-4	0%	-1%	-57%	-1%	0.0	0.1	1.8	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Mill Lane	17	NB	316	45	6	367	368	36	0	404	52	-9	-6	37	16%	-20%	-100%	10%	2.8	1.4	3.5	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	18	SB	301	21	2	324	235	25	0	260	-66	4	-2	-64	-22%	18%	-100%	-20%	4.0	0.8	1.9	3.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
A327 Eastern Relief Road	19	NB	291	43	13	347	312	34	1	347	21	-9	-12	0	7%	-21%	-92%	0%	1.2	1.5	4.5	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	20	SB	319	41	12	372	382	45	8	435	63	4	-4	63	20%	9%	-32%	17%	3.4	0.6	1.2	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Peacock Lane	23	NB	450	30	10	490	571	49	5	625	121	19	-5	135	27%	64%	-51%	28%	5.4	3.0	1.9	5.7	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
	24	SB	544	43	14	602	533	81	1	615	-11	38	-13	13	-2%	87%	-93%	2%	0.5	4.8	4.8	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
M4	140	EB	3424	242	225	3891	3593	263	195	4051	169	21	-30	160	5%	9%	-13%	4%	2.9	1.3	2.1	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
	141	WB	3331	285	154	3770	3294	290	120	3704	-37	5	-34	-66	-1%	2%	-22%	-2%	0.6	0.3	2.9	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	GEH				Flows				WebTAG criterion GEH or FLOW			
	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
Pass	19	20	18	19	19	22	22	19	19	22	22	19
Fail	3	2	4	3	3	0	0	3	3	0	0	3
%Pass	86%	91%	82%	86%	86%	100%	100%	86%	86%	100%	100%	86%

Pass – VISSIM location meets TAG criterion, Fail - VISSIM location does not meet TAG criterion.

Appendix B Turning Flow Validation Results

AM TURNING FLOW VALIDATION																														
VISSIM Site ID	MCTC Location	Movement	Observed				Modelled				Difference				% Difference				GEH				TAG Flow Criterion				TAG GEH or Flow Criterion			
			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
1	M4 J11	A_A	6	0	0	6	0	0	0	0	-6	0	0	-6	-100%	0%	0%	-100%	3.4	0.0	0.0	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	5	4	0	9	1	0	1	2	-4	-4	1	-7	-80%	-100%	0%	-78%	2.3	2.9	1.4	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	165	32	0	197	170	15	12	197	5	-17	12	0	3%	-53%	0%	0%	0.4	3.5	4.9	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	153	0	16	169	230	38	10	278	77	38	-6	109	50%	0%	-37%	64%	5.5	8.7	1.6	7.3	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Fail
		A_E	342	87	9	438	315	50	8	373	-27	-37	-1	-65	-8%	-42%	-13%	-15%	1.5	4.4	0.4	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_F	290	106	11	406	281	64	6	351	-9	-42	-5	-55	-3%	-40%	-43%	-14%	0.5	4.5	1.6	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_H	54	5	0	59	41	0	0	41	-13	-5	0	-18	-24%	-100%	0%	-30%	1.9	3.1	0.0	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	4	1	0	4	0	0	0	0	-4	-1	0	-4	-100%	-100%	0%	-100%	2.6	1.4	0.0	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	1	0	1	0	0	0	0	0	-1	0	-1	0%	-100%	0%	-100%	0.0	1.5	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	14	3	0	18	18	4	1	23	4	1	1	5	25%	23%	0%	30%	0.9	0.4	1.4	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	86	53	9	147	84	15	3	102	-2	-38	-6	-45	-2%	-71%	-67%	-31%	0.2	6.5	2.5	4.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_E	166	18	2	186	163	20	1	184	-3	2	-1	-2	-2%	10%	-43%	-1%	0.3	0.4	0.6	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_F	66	14	2	83	60	13	2	75	-6	-1	0	-8	-10%	-9%	-1%	-9%	0.8	0.4	0.0	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_H	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	394	27	7	428	366	29	17	412	-28	2	10	-16	-7%	7%	143%	-4%	1.4	0.3	2.9	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	2	0	0	2	7	0	0	7	5	0	0	5	205%	0%	0%	205%	2.2	0.0	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.6	0.0	0.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	132	40	3	174	94	14	6	114	-38	-26	3	-60	-29%	-65%	109%	-35%	3.5	5.0	1.5	5.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_E	242	21	7	270	255	60	8	323	13	39	1	53	5%	190%	19%	20%	0.8	6.2	0.5	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_F	270	43	8	321	260	47	27	334	-10	4	19	13	-4%	9%	252%	4%	0.6	0.6	4.6	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_H	26	0	0	26	3	0	0	3	-23	0	0	-23	-89%	0%	0%	-89%	6.1	0.0	0.0	6.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	565	128	38	730	562	68	15	645	-3	-60	-23	-85	-1%	-47%	-60%	-12%	0.1	6.0	4.4	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	31	4	5	40	31	1	2	34	0	-3	-3	-6	0%	-77%	-57%	-15%	0.0	2.1	1.4	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	48	10	1	59	80	13	2	95	32	3	1	36	65%	29%	210%	61%	4.0	0.9	1.2	4.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	4	3	3	10	0	0	0	0	-4	-3	-3	-10	-100%	-100%	-100%	-100%	2.8	2.6	2.4	4.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_E	413	121	51	585	417	262	11	690	4	141	-40	105	1%	116%	-79%	18%	0.2	10.2	7.2	4.2	Pass	Fail	Pass	Fail	Pass	Fail	Pass	Pass
		D_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_H	12	1	0	13	5	0	0	5	-7	-1	0	-8	-59%	-100%	0%	-62%	2.4	1.4	0.0	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_A	892	127	22	1041	852	91	20	963	-40	-36	-2	-78	-4%	-29%	-10%	-8%	1.3	3.5	0.5	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_B	21	5	3	29	37	6	0	43	16	1	-3	14	75%	23%	-100%	46%	2.9	0.5	2.6	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_C	216	42	1	259	209	43	2	254	-7	1	1	-5	-3%	2%	42%	-2%	0.5	0.1	0.5	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_D	529	157	21	707	521	161	12	694	-8	4	-9	-13	-1%	2%	-44%	-2%	0.3	0.3	2.3	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_E	3	2	0	5	0	0	0	0	-3	-2	0	-5	-100%	-100%	0%	-100%	2.5	1.9	0.0	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_F	395	69	6	469	395	42	15	452	0	-27	9	-17	0%	-39%	164%	-4%	0.0	3.6	2.9	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_H	15	0	0	15	2	0	0	2	-13	0	0	-13	-86%	0%	0%	-86%	4.4	0.0	0.0	4.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_A	437	54	66	558	503	149	47	699	66	95	-19	141	15%	176%	-29%	25%	3.0	9.4	2.5	5.6	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Fail
		F_B	32	12	0	45	24	5	2	31	-8	-7	2	-14	-26%	-60%	0%	-31%	1.6	2.5	2.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_C	253	63	21	337	268	44	49	361	15	-19	28	24	6%	-31%	134%	7%	1.0	2.7	4.7	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_E	240	124	0	364	258	172	14	444	18	48	14	80	8%	39%	0%	22%	1.2	3.9	5.3	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_F	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_H	12	0	0	12	3	0	0	3	-9	0	0	-9	-75%	0%	0%	-75%	3.3	0.0	0.0	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_A	18	3	0	21	47	3	1	51	29	0	1	30	155%	1%	6368%	138%	5.0	0.0	1.4	4.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_B	2	0	0	2	3	3	0	6	1	3	0	4	44%	0%	-100%	182%	0.6	2.4	0.3	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_C	5	0	0	5	23	0	1	24	18	0	1	19	394%	0%	20308%	415%	4.9	0.0	1.4	5.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_D	1	0	0	2	11	3	1	15	10	3	1	13	645%	0%	2152%	886%	3.8	2.4	1.3	4.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_E	11	0	0	11	6	1	0	7	-5	1	0	-4	-44%	0%	-100%	-35%	1.6	1.4	0.3	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_F	0	0	0	0	9	3	1	13	9	3	1	13	0%	0%	1586%	21822%	4.2	2.4	1.3	5.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_H	0	2	2	4	0	0	0	0	0	-2	-2	-4	0%	-100%	-100%	-100%	0.0	2.1	2.0	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
3	A33 Basingstoke Road / Mereoak Lane	A_B	276	56	7	339	250	40	3	293	-26	-16	-4	-46	-9%	-29%	-57%	-14%	1.6	2.3	1.8	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	1209	281	56	1546	1156	522	38	1716	-53	241	-18	170	-4%	86%	-32%	11%	1.5	12.0	2.6	4.2	Pass	Fail	Pass	Pass	Pass	Fail	Pass	Pass
		B_A	545	99	11	655	537	49	8	594	-8	-50	-3	-61	-1%	-51%	-27%	-9%	0.3	5.8	1.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	207	21	2	230	231	20	3	254	24	-1	1	24	12%	-5%	50%	10%	1.6	0.2	0.6	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	1361	261	57	1679	1476	293	39	1808	115	32	-18	129	8%	12%	-32%	8%	3.1	1.9	2.6	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	140	28	4	172	137	14	3	154	-3	-14	-1	-18	-2%	-50%	-25%	-10%	0.3	3.1	0.5	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
4	Basingstoke Road / Church Lane	A_B	177	24	0	201	176	18	2	196	-1	-6	2	-5	-1%	-25%	0%	-2%	0.1	1.3	2.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	235	56	11	302	191	34	2	227	-44	-22	-9	-75	-19%	-39%	-82%	-25%	3.0	3.3	3.5	4.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	278	33	0	311	295	21	1	317	17	-12	1	6	6%	-36%	0%	2%	1.0	2.3	1.4	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	84	8	0	92	85	5	0	90	1	-3	0	-2	1%	-38%	0%	-2%	0.1	1.2	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	400	79	16	495	434	44	10	488	34	-35	-6	-7	9%	-44%	-38%	-1%	1.7	4.5	1.7	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	131	17	2	150	158	7	0	165	27	-10	-2	15	21%	-59%	-100%	10%	2.2	2.9	2.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
5	Black Boy Roundabout	A_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.6	0.0	0.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	167	5	2	174	165	5	1	171	-2	0	-1	-3	-1%	3%	-57%	-2%	0.1	0.1	1.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	78	18	3	99	76	13	2	91	-2	-5	-1	-8	-3%	-28%	-28%	-8%	0.2	1.3	0.5	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	177	10	1	187	181	9	0	190	4	-1	-1	3	2%	-9%	-100%	1%	0.3	0.3	1.3	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_E	18	0	0	18	9	0	0	9	-9	0	0	-9	-49%	0%	0%	-49%	2.4	0.0	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_F	119	17	0	136	114	6	0	120	-5	-11	0	-16	-5%	-65%	0%	-12%	0.5	3.2	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_G	20	0	0	20	10	0	0	10	-10	0	0	-10	-49%	0%	0%	-49%	2.5	0.0	0.0	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	146	6	0	152	122	6	2	130	-24	0	2	-22	-17%	8%	0%	-14%	2.1	0.2	2.0	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	54	9	1	64	37	6	4	47	-17	-3	3	-17	-31%	-31%	308%	-26%	2.5	1.0	1.9	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	217	22	2	241	246	18	0	264	29	-4	-2	23	13%	-20%	-100%	9%	1.9	1.0	1.9	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_E	12	1	0	13	11	2	0	13	-1	1	0	0	-8%	45%	0%	-2%	0.3	0.5	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_F	646	60	7	712	648	114	37	799	2	54	30	87	0%	91%	431%	12%	0.1	5.8	6.4	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_G	47	1	0	47	42	2	0	44	-5	1	0	-3	-10%	151%	0%	-7%	0.7	1.0	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	84	2	0	86	114	10	3	127	30	8	3	41	36%	423%	0%	48%	3.0	3.3	2.4	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	131	11	0	142	103	2	2	107	-28	-9	2	-35	-21%	-81%	0%	-24%	2.6	3.4	2.0	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	20	3	0	23	13	0	0	13	-7	-3	0	-10	-35%	-100%	0%	-44%	1.7	2.5	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_E	2	0	0	2	0	1	0	1	-2	1	0	-1	-100%	0%	0%	-38%	1.8	1.4	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_F	208	48	15	271	252	24	16	292	44	-24	1	21	21%	-50%	10%	8%	2.9	4.0	0.4	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_G	16	0	0	16	15	0	0	15	-1	0	0	-1	-8%	0%	0%	-8%	0.3	0.0	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	151	11	1	163	138	4	0	142	-13	-7	-1	-21	-9%	-65%	-100%	-13%	1.1	2.6	1.4	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	325	32	4	361	328	15	0	343	3	-17	-4	-18	1%	-53%	-100%	-5%	0.2	3.5	2.8	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	5	3	0	7	14	4	0	18	9	1	0	11	193%	57%	0%	146%	3.0	0.8	0.0	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.2	0.0	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_E	12	3	0	15	11	0	0	11	-1	-3	0	-4	-6%	-100%	0%	-26%	0.2	2.5	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_F	217	16	1	235	169	16	3	188	-48	0	2	-47	-22%	0%	107%	-20%	3.5	0.0	1.0	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_G	23	0	0	23	24	1	0	25	1	1	0	2	3%	0%	0%	8%	0.2	1.4	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_A	16	0	0	16	14	1	0	15	-2	1	0	-1	-12%	0%	0%	-6%	0.5	1.4	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_B	36	2	0	38	29	0	0	29	-7	-2	0	-9	-19%	-100%	0%	-23%	1.2	2.1	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_C	0	1	0	1	0	0	0	0	0	-1	0	-1	0%	-100%	0%	-100%	0.0	1.5	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_D	31	4	3	38	42	6	0	48	11	2	-3	10	37%	35%	-100%	27%	1.9	0.7	2.4	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_E	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_F	27	0	0	27	21	1	0	22	-6	1	0	-5	-23%	0%	0%	-20%	1.3	1.4	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_A	120	9	0	129	121	3	3	127	1	-6	3	-2	1%	-67%	0%	-2%	0.1	2.5	2.4	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_B	396	81	9	486	349	70	48	467	-47	-11	39	-19	-12%	-13%	444%	-4%	2.4	1.2	7.4	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_C	121	37	5	164	140	33	9	182	19	-4	4	18	16%	-12%	71%	11%	1.7	0.8	1.4	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_D	118	13	8	139	142	10	1	153	24	-3	-7	14	21%	-24%	-88%	10%	2.1	1.0	3.4	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_E	11	5	0	16	9	2	0	11	-2	-3	0	-5	-15%	-63%	0%	-31%	0.5	1.8	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_F	3	0	0	3	0	0	0	0	-3	0	0	-3	-100%	0%	0%	-100%	2.4	0.0	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_G	9	4	2	15	11	0	0	11	2	-4	-2	-4	20%	-100%	-100%	-28%	0.6	2.9	2.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_A	17	0	0	17	16	2	0	18	-1	2	0	1	-8%	0%	0%	3%	0.4	2.0	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_B	27	2	0	29	20	1	0	21	-7	-1	0	-8	-26%	-47%	0%	-27%	1.4	0.7	0.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_C	3	0	0	3	13	1	0	14	10	1	0	11	295%	0%	0%	326%	3.4	1.4	0.0	3.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_D	17	0	0	17	18	1	0	19	1	1	0	2	8%	0%	0%	14%	0.3	1.4	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_E	1	0	0	1	1	0	0	1	0	0	0	0	-26%	0%	0%	-26%	0.3	0.0	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_F	43	0	0	43	25	1	0	26	-18	1	0	-17	-42%	0%	0%	-39%	3.1	1.4	0.0	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

Pass – VISSIM location meets TAG criterion, Fail - VISSIM location does not meet TAG criterion.

AM TURNING FLOW VALIDATION																																		
VISSIM Site ID	MCTC Location	Movement	Observed				Modelled				Difference				% Difference				GEH				TAG Flow Criterion				TAG GEH or Flow Criterion			
			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
6	South Avenue / A327 Eastern Relief Road / Unnamed Road	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	0	1	0	1	5	0	0	5	5	-1	0	4	0%	-100%	0%	400%	3.2	1.4	0.0	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	7	5	1	13	14	0	0	14	7	-5	-1	1	100%	-100%	-100%	8%	2.2	3.2	1.4	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	7	2	0	9	11	0	0	11	4	-2	0	2	57%	-100%	0%	22%	1.3	2.0	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	11	5	0	16	10	0	0	10	-1	-5	0	-6	-9%	-100%	0%	-38%	0.3	3.2	0.0	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	386	69	15	470	433	34	20	487	47	-35	5	17	12%	-51%	33%	4%	2.3	4.9	1.2	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	1	0	0	1	0	0	1	1	-1	0	1	0	-100%	0%	0%	0%	1.4	0.0	1.4	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	18	3	0	21	10	0	0	10	-8	-3	0	-11	-44%	-100%	0%	-52%	2.1	2.4	0.0	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	54	2	0	56	44	1	1	46	-10	-1	1	-10	-19%	-50%	0%	-18%	1.4	0.8	1.4	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	39	8	2	49	53	7	3	63	14	-1	1	14	36%	-13%	50%	29%	2.1	0.4	0.6	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	184	51	11	246	202	43	14	259	18	-8	3	13	10%	-16%	27%	5%	1.3	1.2	0.8	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	35	6	0	41	27	6	0	33	-8	0	0	-8	-23%	0%	0%	-20%	1.4	0.0	0.0	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
10	Meldreth Way / B3270 Lower Earley Way	A_A	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	113	16	0	129	122	9	0	131	9	-7	0	2	8%	-44%	0%	2%	0.8	2.0	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	40	5	0	45	43	5	0	48	3	0	0	3	8%	0%	0%	7%	0.5	0.0	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	59	9	0	68	63	8	0	71	4	-1	0	3	7%	-11%	0%	4%	0.5	0.3	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	1	0	1	0	0	0	0	0	-1	0	-1	0%	-100%	0%	-100%	0.0	1.4	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	765	88	13	866	720	107	41	868	-45	19	28	2	-6%	22%	215%	0%	1.7	1.9	5.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	16	8	0	24	14	0	0	14	-2	-8	0	-10	-13%	-100%	0%	-42%	0.5	4.0	0.0	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	633	81	6	720	515	70	46	631	-118	-11	40	-89	-19%	-14%	667%	-12%	4.9	1.3	7.8	3.4	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
11	B3270 Lower Earley Way / Mill Lane / Rushey Way	A_A	1	2	0	3	0	0	0	0	-1	-2	0	-3	-100%	-100%	0%	-100%	1.4	2.0	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	116	20	0	136	125	23	1	149	9	3	1	13	8%	15%	0%	10%	0.8	0.6	1.4	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	586	75	13	674	620	106	41	767	34	31	28	93	6%	41%	215%	14%	1.4	3.3	5.4	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	248	29	0	277	244	24	2	270	-4	-5	2	-7	-2%	-17%	0%	-3%	0.3	1.0	2.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	172	16	0	188	118	89	0	207	-54	73	0	19	-31%	456%	0%	10%	4.5	10.1	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	149	10	0	159	97	2	0	99	-52	-8	0	-60	-35%	-80%	0%	-38%	4.7	3.3	0.0	5.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	149	11	0	160	99	8	1	108	-50	-3	1	-52	-34%	-27%	0%	-33%	4.5	1.0	1.4	4.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	552	81	6	639	459	74	45	578	-93	-7	39	-61	-17%	-9%	650%	-10%	4.1	0.8	7.7	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	172	16	0	188	129	3	0	132	-43	-13	0	-56	-25%	-81%	0%	-30%	3.5	4.2	0.0	4.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	66	5	0	71	62	2	0	64	-4	-3	0	-7	-6%	-60%	0%	-10%	0.5	1.6	0.0	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	329	33	1	363	316	19	2	337	-13	-14	1	-26	-4%	-42%	100%	-7%	0.7	2.7	0.8	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	135	4	0	139	130	3	0	133	-5	-1	0	-6	-4%	-25%	0%	-4%	0.4	0.5	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	78	7	0	85	65	3	0	68	-13	-4	0	-17	-17%	-57%	0%	-20%	1.5	1.8	0.0	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
12	B3270 Lower Earley Way North / Hatch Farm Way	A_B	232	47	5	284	243	30	2	275	11	-17	-3	-9	5%	-36%	-60%	-3%	0.7	2.7	1.6	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	688	110	9	807	779	139	42	960	91	29	33	153	13%	26%	367%	19%	3.4	2.6	6.5	5.1	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Fail
		B_A	343	30	11	384	370	18	4	392	27	-12	-7	8	8%	-40%	-64%	2%	1.4	2.4	2.6	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	260	17	3	280	221	14	2	237	-39	-3	-1	-43	-15%	-18%	-33%	-15%	2.5	0.8	0.6	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	776	112	3	891	642	163	46	851	-134	51	43	-40	-17%	46%	1433%	-4%	5.0	4.3	8.7	1.4	Fail	Pass	Pass	Pass	Fail	Pass	Pass	Pass
		C_B	280	22	4	306	243	19	0	262	-37	-3	-4	-44	-13%	-14%	-100%	-14%	2.3	0.7	2.8	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
13	A3290 / A329 Reading Road / B3270 Lower Earley Way N	A_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	214	60	12	286	194	31	4	229	-20	-29	-8	-57	-9%	-48%	-67%	-20%	1.4	4.3	2.8	3.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	467	102	13	582	684	137	40	861	217	35	27	279	46%	34%	208%	48%	9.0	3.2	5.2	10.4	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		A_D	122	25	4	151	150	22	7	179	28	-3	3	28	23%	-12%	75%	19%	2.4	0.6	1.3	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	199	28	6	233	184	13	1	198	-15	-15	-5	-35	-8%	-54%	-83%	-15%	1.1	3.3	2.7	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	225	38	1	264	156	18	0	174	-69	-20	-1	-90	-31%	-53%	-100%	-34%	5.0	3.8	1.4	6.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	328	35	2	365	328	18	1	347	0	-17	-1	-18	0%	-49%	-50%	-5%	0.0	3.3	0.8	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	580	65	9	654	576	115	44	735	-4	50	35	81	-1%	77%	389%	12%	0.2	5.3	6.8	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	140	25	0	165	91	11	3	105	-49	-14	3	-60	-35%	-56%	0%	-36%	4.6	3.3	2.4	5.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	410	52	4	466	341	55	2	398	-69	3	-2	-68	-17%	6%	-50%	-15%	3.6	0.4	1.2	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	195	24	3	222	174	10	2	186	-21	-14	-1	-36	-11%	-58%	-33%	-16%	1.5	3.4	0.6	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	268	31	2	301	221	20	1	242	-47	-11	-1	-59	-18%	-35%	-50%	-20%	3.0	2.2	0.8	3.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	243	20	1	264	200	16	3	219	-43	-4	2	-45	-18%	-20%	200%	-17%	2.9	0.9	1.4	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	4	1	0	5	0	0	0	0	-4	-1	0	-5	-100%	-100%	0%	-100%	2.8	1.4	0.0	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
14	A3290 / Warfedale Road	A_B	89	5	3	97	56	3	0	59	-33	-2	-3	-38	-37%	-40%	-100%	-39%	3.9	1.0	2.4	4.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	308	53	2	363	391	39	9	439	83	-14	7	76	27%	-26%	350%	21%	4.4	2.1	3.0	3.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	202	51	29	282	227	38	1	266	25	-13	-28	-16	12%	-25%	-97%	-6%	1.7	1.9	7.2	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	493	131	24	648	640	150	42	832	147	19	18	184	30%	15%	75%	28%	6.2	1.6	3.1	6.8	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_A	745	112	11	868	712	111	46	869	-33	-1	35	1	-4%	-1%	318%	0%	1.2	0.1	6.6	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	240	13	5	258	220	27	1	248	-20	14	-4	-10	-8%	108%	-80%	-4%	1.3	3.1	2.3	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
191	B3270 Lower Earley Way / Beeston Way	A_A	0	1	0	1	0	0	0	0	0	-1	0	-1	0%	-100%	0%	-100%	0.0	1.4	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	675	82	9	766	666	110	40	816	-9	28	31	50	-1%	34%	344%	7%	0.3	2.9	6.3	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	198	21	3	222	182	8	0	190	-16	-13	-3	-32	-8%	-62%	-100%	-14%	1.2	3.4	2.4	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	575	85	5	665	439	69	50	558	-136	-16	45	-107	-24%	-19%	900%	-16%	6.0	1.8	8.6	4.3	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Pass
		B_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	543	49	5	597	556	24	0	580	13	-25	-5	-17	2%	-51%	-100%	-3%	0.6	4.1	3.2	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	131	17	1	149	153	6	0	159	22	-11	-1	10	17%	-65%	-100%	7%	1.8	3.2	1.4	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	415	26	1	442	435	37	2	474	20	11	1	32	5%	42%	100%	7%	1.0	2.0	0.8	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
192	Cutbush Lane / B3270 Lower Earley Way	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	24	1	1	26	15	1	0	16	-9	0	-1	-10	-38%	0%	-100%	-38%	2.0	0.0	1.4	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	95	11	0	106	97	7	0	104	2	-4	0	-2	2%	-36%	0%	-2%	0.2	1.3	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	19	4	0	23	13	3	0	16	-6	-1	0	-7	-32%	-25%	0%	-30%	1.5	0.5	0.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	783	90	12	885	751	110	40	901	-32	20	28	16	-4%	22%	233%	2%	1.2	2.0	5.5	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	89	14	1	104	77	8	4	89	-12	-6	3	-15	-13%	-43%	300%	-14%	1.3	1.8	1.9	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	614	88	5	707	515	69	47	631	-99	-19	42	-76	-16%	-22%	840%	-11%	4.2	2.1	8.2	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
20	Whitley Wood Lane / B3270	A_B	214	29	3	246	242	25	2	269	28	-4	-1	23	13%	-14%	-33%	9%	1.9	0.8	0.6	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	61	20	1	82	57	11	1	69	-4	-9	0	-13	-7%	-45%	0%	-16%	0.5	2.3	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	312	39	1	352	316	28	1	345	4	-11	0	-7	1%	-28%	0%	-2%	0.2	1.9	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	863	119	22	1004	917	135	57	1109	54	16	35	105	6%	13%	159%	10%	1.8	1.4	5.6	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	105	29	0	134	82	20	5	107	-23	-9	5	-27	-22%	-31%	0%	-20%	2.4	1.8	3.2	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	606	121	23	750	682	100	62	844	76	-21	39	94	13%	-17%	170%	13%	3.0	2.0	6.0	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
21	Hollow Lane / Brookers Hill	A_B	367	36	2	405	396	33	1	430	29	-3	-1	25	8%	-8%	-50%	6%	1.5	0.5	0.8	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	216	25	3	244	242	13	0	255	26	-12	-3	11	12%	-48%	-100%	5%	1.7	2.8	2.4	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	509	46	1	556	375	25	2	402	-134	-21	1	-154	-26%	-46%	100%	-28%	6.4	3.5	0.8	7.0	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		B_C	28	6	4	38	44	3	0	47	16	-3	-4	9	57%	-50%	-100%	24%	2.7	1.4	2.8	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	240	23	4	267	309	15	1	325	69	-8	-3	58	29%	-35%	-75%	22%	4.2	1.8	1.9	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	58	9	2	69	2	0	0	2	-56	-9	-2	-67	-97%	-100%	-100%	-97%	10.2	4.2	2.0	11.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
22	Coppid Beech Roundabout	A_A	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	189	36	8	233	215	37	2	254	26	1	-6	21	14%	3%	-75%	9%	1.8	0.2	2.7	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	216	48	4	268	181	25	7	213	-35	-23	3	-55	-16%	-48%	75%	-21%	2.5	3.8	1.3	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	375	69	23	467	367	64	13	444	-8	-5	-10	-23	-2%	-7%	-43%	-5%	0.4	0.6	2.4	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	180	29	5	214	214	26	1	241	34	-3	-4	27	19%	-10%	-80%	13%	2.4	0.6	2.3	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	295	41	6	342	311	24	0	335	16	-17	-6	-7	5%	-41%	-100%	-2%	0.9	3.0	3.5	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	276	36	2	314	322	33	2	357	46	-3	0	43	17%	-8%	0%	14%	2.7	0.5	0.0	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	335	31	6	372	341	37	8	386	6	6	2	14	2%	19%	33%	4%	0.3	1.0	0.8	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	2	1	0	3	0	0	0	0	-2	-1	0	-3	-100%	-100%	0%	-100%	2.0	1.4	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	496	49	11	556	470	28	7	505	-26	-21	-4	-51	-5%	-43%	-36%	-9%	1.2	3.4	1.3	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	414	92	14	520	335	46	8	389	-79	-46	-6	-131	-19%	-50%	-43%	-25%	4.1	5.5	1.8	6.1	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Fail
		D_C	312	85	13	410	457	87	9	553	145	2	-4	143	46%	2%	-31%	35%	7.4	0.2	1.2	6.5	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		D_D	1	0	6	7	0	0	0	0	-1	0	-6	-7	-100%	0%	-100%	-100%	1.4	0.0	3.5	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
23	Oak Avenue / A329 London Road	A_B	221	29	4	254	217	36	3	256	-4	7	-1	2	-2%	24%	-25%	1%	0.3	1.2	0.5	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	35	2	1	38	35	0	0	35	0	-2	-1	-3	0%	-100%	-100%	-8%	0.0	2.0	1.4	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	156	38	3	197	109	13	3	125	-47	-25	0	-72	-30%	-66%	0%	-37%	4.1	5.0	0.0	5.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	665	139	20	824	811	118	12	941	146	-21	-8	117	22%	-15%	-40%	14%	5.4	1.9	2.0	3.9	Fail	Pass	Pass	Pass	Fail	Pass	Pass	Pass
		C_A	41	3	1	45	39	2	0	41	-2	-1	-1	-4	-5%	-33%	-100%	-9%	0.3	0.6	1.4	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	871	84	16	971	907	61	14	982	36	-23	-2	11	4%	-27%	-13%	1%	1.2	2.7	0.5	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

AM TURNING FLOW VALIDATION

VISSIM Site ID	MCTC Location	Movement	Observed Car	Observed LGV	Observed HGV	Observed Total	Modelled Car	Modelled LGV	Modelled HGV	Modelled Total	Difference Car	Difference LGV	Difference HGV	Difference Total	% Difference Car	% Difference LGV	% Difference HGV	% Difference Total	GEH Car	GEH LGV	GEH HGV	GEH Total	TAG Flow Criterion Car	TAG Flow Criterion LGV	TAG Flow Criterion HGV	TAG Flow Criterion Total	TAG GEH or Flow Criterion Car	TAG GEH or Flow Criterion LGV	TAG GEH or Flow Criterion HGV	TAG GEH or Flow Criterion Total
24	Jennett's Park Roundabout	A_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	57	17	1	75	71	4	0	75	14	-13	-1	0	25%	-76%	-100%	0%	1.8	4.0	1.4	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	921	207	107	1235	1049	124	13	1186	128	-83	-94	-49	14%	-40%	-88%	-4%	4.1	6.5	12.1	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	102	9	1	112	108	10	0	118	6	1	-1	6	6%	11%	-100%	5%	0.6	0.3	1.4	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	1134	202	11	1347	1047	127	8	1182	-87	-75	-3	-165	-8%	-37%	-27%	-12%	2.6	5.8	1.0	4.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	1328	280	126	1734	1470	190	56	1716	142	-90	-70	-18	11%	-32%	-56%	-1%	3.8	5.9	7.3	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	692	141	15	848	667	109	16	792	-25	-32	1	-56	-4%	-23%	7%	-7%	1.0	2.9	0.3	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	4	1	0	5	0	0	0	0	-4	-1	0	-5	-100%	-100%	0%	-100%	2.8	1.4	0.0	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
25	Unnamed Road / Peacock Lane / Vigar Way	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	8	0	0	8	2	0	0	2	-6	0	0	-6	-75%	0%	0%	-75%	2.7	0.0	0.0	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	77	21	1	99	62	8	1	71	-15	-13	0	-28	-19%	-62%	0%	-28%	1.8	3.4	0.0	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	557	110	3	670	516	68	5	589	-41	-42	2	-81	-7%	-38%	67%	-12%	1.8	4.5	1.0	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	94	11	1	106	93	5	3	101	-1	-6	2	-5	-1%	-55%	200%	-5%	0.1	2.1	1.4	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	657	104	9	770	636	70	3	709	-21	-34	-6	-61	-3%	-33%	-67%	-8%	0.8	3.6	2.4	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	3	0	0	3	0	0	0	0	-3	0	0	-3	-100%	0%	0%	-100%	2.4	0.0	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	261	44	7	312	248	34	2	284	-13	-10	-5	-28	-5%	-23%	-71%	-9%	0.8	1.6	2.4	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	486	111	9	606	490	79	14	583	4	-32	5	-23	1%	-29%	56%	-4%	0.2	3.3	1.5	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
26	Unnamed Road / Peakock Lane / Osprey Avenue	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	7	3	0	10	10	1	0	11	3	-2	0	1	43%	-67%	0%	10%	1.0	1.4	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	4	0	0	4	4	0	0	4	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	8	2	0	10	5	0	0	5	-3	-2	0	-5	-38%	-100%	0%	-50%	1.2	2.0	0.0	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	7	1	0	8	3	2	0	5	-4	1	0	-3	-57%	100%	0%	-38%	1.8	0.8	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	52	9	0	61	52	4	0	56	0	-5	0	-5	0%	-56%	0%	-8%	0.0	2.0	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	559	129	4	692	523	72	6	601	-36	-57	2	-91	-6%	-44%	50%	-13%	1.5	5.7	0.9	3.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	157	8	1	166	128	3	1	132	-29	-5	0	-34	-18%	-63%	0%	-20%	2.4	2.1	0.0	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	67	3	0	70	51	4	0	55	-16	1	0	-15	-24%	33%	0%	-21%	2.1	0.5	0.0	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	2	1	1	4	0	0	0	0	-2	-1	-1	-4	-100%	-100%	-100%	-100%	2.0	1.4	1.4	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	327	49	5	381	315	37	4	356	-12	-12	-1	-25	-4%	-24%	-20%	-7%	0.7	1.8	0.5	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	24	3	0	27	25	2	0	27	1	-1	0	0	4%	-33%	0%	0%	0.2	0.6	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
27	Peakock Lane / Sparrowhawk Way	A_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	91	13	0	104	93	6	0	99	2	-7	0	-5	2%	-54%	0%	-5%	0.2	2.3	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	463	123	10	596	459	81	15	555	-4	-42	5	-41	-1%	-34%	50%	-7%	0.2	4.2	1.4	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	189	12	0	201	176	7	1	184	-13	-5	1	-17	-7%	-42%	0%	-8%	1.0	1.6	1.4	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	114	6	0	120	91	2	1	94	-23	-4	1	-26	-20%	-67%	0%	-22%	2.3	2.0	1.4	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	562	99	10	671	554	69	5	628	-8	-30	-5	-43	-1%	-30%	-50%	-6%	0.3	3.3	1.8	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	56	5	0	61	55	0	0	55	-1	-5	0	-6	-2%	-100%	0%	-10%	0.1	3.2	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
28	Peakcock Lane / Old Wokingham Road / Waterloo Road	A_B	551	123	8	682	545	82	16	643	-6	-41	8	-39	-1%	-33%	100%	-6%	0.3	4.0	2.3	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	20	7	1	28	5	2	0	7	-15	-5	-1	-21	-75%	-71%	-100%	-75%	4.2	2.4	1.4	5.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	603	92	11	706	602	64	4	670	-1	-28	-7	-36	0%	-30%	-64%	-5%	0.0	3.2	2.6	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	13	3	0	16	1	1	0	2	-12	-2	0	-14	-92%	-67%	0%	-88%	4.5	1.4	0.0	4.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	5	10	0	15	7	5	1	13	2	-5	1	-2	40%	-50%	0%	-13%	0.8	1.8	1.4	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	4	1	1	6	3	1	0	4	-1	0	-1	-2	-25%	0%	-100%	-33%	0.5	0.0	1.4	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
29	A329 London Road / William Heelas Way	A_B	110	10	0	120	87	8	2	97	-23	-2	2	-23	-21%	-20%	0%	-19%	2.3	0.7	2.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	609	132	21	762	746	109	9	864	137	-23	-12	102	22%	-17%	-57%	13%	5.3	2.1	3.1	3.6	Fail	Pass	Pass	Pass	Fail	Pass	Pass	Pass
		B_A	184	8	0	192	166	6	4	176	-18	-2	4	-16	-10%	-25%	0%	-8%	1.4	0.8	2.8	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	49	6	0	55	66	2	0	68	17	-4	0	13	35%	-67%	0%	24%	2.2	2.0	0.0	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	719	77	17	813	779	58	10	847	60	-19	-7	34	8%	-25%	-41%	4%	2.2	2.3	1.9	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	39	2	0	41	45	1	0	46	6	-1	0	5	15%	-50%	0%	12%	0.9	0.8	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
30	Plough Lane / A329 London Road	A_B	151	12	1	164	143	7	4	154	-8	-5	3	-10	-5%	-42%	300%	-6%	0.7	1.6	1.9	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	199	32	4	235	162	19	3	184	-37	-13	-1	-51	-19%	-41%	-25%	-22%	2.8	2.6	0.5	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	466	105	18	589	650	89	6	745	184	-16	-12	156	39%	-15%	-67%	26%	7.8	1.6	3.5	6.0	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_A	23	3	0	26	15	0	0	15	-8	-3	0	-11	-35%	-100%	0%	-42%	1.8	2.4	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	614	65	16	695	683	53	6	742	69	-12	-10	47	11%	-18%	-63%	7%	2.7	1.6	3.0	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
31	B3408 London Road / John Nike Way / Russell Chase	A_B	43	9	3	55	19	5	1	25	-24	-4	-2	-30	-56%	-44%	-67%	-55%	4.3	1.5	1.4	4.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	570	104	29	703	568	68	12	648	-2	-36	-17	-55	0%	-35%	-59%	-8%	0.1	3.9	3.8	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	75	3	0	78	76	0	0	76	1	-3	0	-2	1%	-100%	0%	-3%	0.1	2.4	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	15	5	3	23	5	0	2	7	-10	-5	-1	-16	-67%	-100%	-33%	-70%	3.2	3.2	0.6	4.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	98	46	7	151	104	47	9	160	6	1	2	9	6%	2%	29%	6%	0.6	0.1	0.7	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	9	4	0	13	4	0	0	4	-5	-4	0	-9	-56%	-100%	0%	-69%	2.0	2.8	0.0	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	574	99	19	692	574	66	8	648	0	-33	-11	-44	0%	-33%	-58%	-6%	0.0	3.6	3.0	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	258	53	4	315	247	33	3	283	-11	-20	-1	-32	-4%	-38%	-25%	-10%	0.7	3.0	0.5	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	8	1	0	9	48	5	0	53	40	4	0	44	500%	400%	0%	489%	7.6	2.3	0.0	7.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	115	3	1	119	113	5	0	118	-2	2	-1	-1	-2%	67%	-100%	-1%	0.2	1.0	1.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	27	5	0	32	24	2	0	26	-3	-3	0	-6	-11%	-60%	0%	-19%	0.6	1.6	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	90	4	0	94	93	10	0	103	3	6	0	9	3%	150%	0%	10%	0.3	2.3	0.0	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
32	Hubbard Road / B3408 London	B_C	759	148	36	943	763	124	21	908	4	-24	-15	-35	1%	-16%	-42%	-4%	0.1	2.1	2.8	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	45	5	0	50	0	0	0	0	-45	-5	0	-50	-100%	-100%	0%	-100%	9.5	3.2	0.0	10.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	827	157	22	1006	870	104	11	985	43	-53	-11	-21	5%	-34%	-50%	-2%	1.5	4.6	2.7	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
33	Peakcock Lane / Butler Drive	A_B	36	1	0	37	28	0	0	28	-8	-1	0	-9	-22%	-100%	0%	-24%	1.4	1.4	0.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	40	4	0	44	53	3	0	56	13	-1	0	12	33%	-25%	0%	27%	1.9	0.5	0.0	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	7	1	0	8	6	2	0	8	-1	1	0	0	-14%	100%	0%	0%	0.4	0.8	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	581	134	3	718	525	75	6	606	-56	-59	3	-112	-10%	-44%	100%	-16%	2.4	5.8	1.4	4.4	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass
		C_A	19	1	0	20	19	1	0	20	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	473	61	6	540	435	41	5	481	-38	-20	-1	-59	-8%	-33%	-17%	-11%	1.8	2.8	0.4	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
34	Basingstoke Road / Tabby Drive	A_B	409	82	11	502	370	52	6	428	-39	-30	-5	-74	-10%	-37%	-45%	-15%	2.0	3.7	1.7	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	16	0	0	16	17	1	1	19	1	1	1	3	6%	0%	0%	19%	0.2	1.4	1.4	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	663	111	15	789	718	66	11	795	55	-45	-4	6	8%	-41%	-27%	1%	2.1	4.8	1.1	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	8	0	0	8	10	0	0	10	2	0	0	2	25%	0%	0%	25%	0.7	0.0	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	59	3	0	62	50	3	0	53	-9	0	0	-9	-15%	0%	0%	-15%	1.2	0.0	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

	GEH Car	GEH LGV	GEH HGV	GEH Total	Flows Car	Flows LGV	Flows HGV	Flows Total	WebTAG criterion GEH or FLOW Car	WebTAG criterion GEH or FLOW LGV	WebTAG criterion GEH or FLOW HGV	WebTAG criterion GEH or FLOW Total
Pass	312	310	305	306	277	286	287	278	318	325	327	318
Fail	15	17	22	21	10	2	0	12	9	2	0	9
%Pass	95%	95%	93%	94%	97%	99%	100%	96%	97%	99%	100%	97%

PM TURNING FLOW VALIDATION

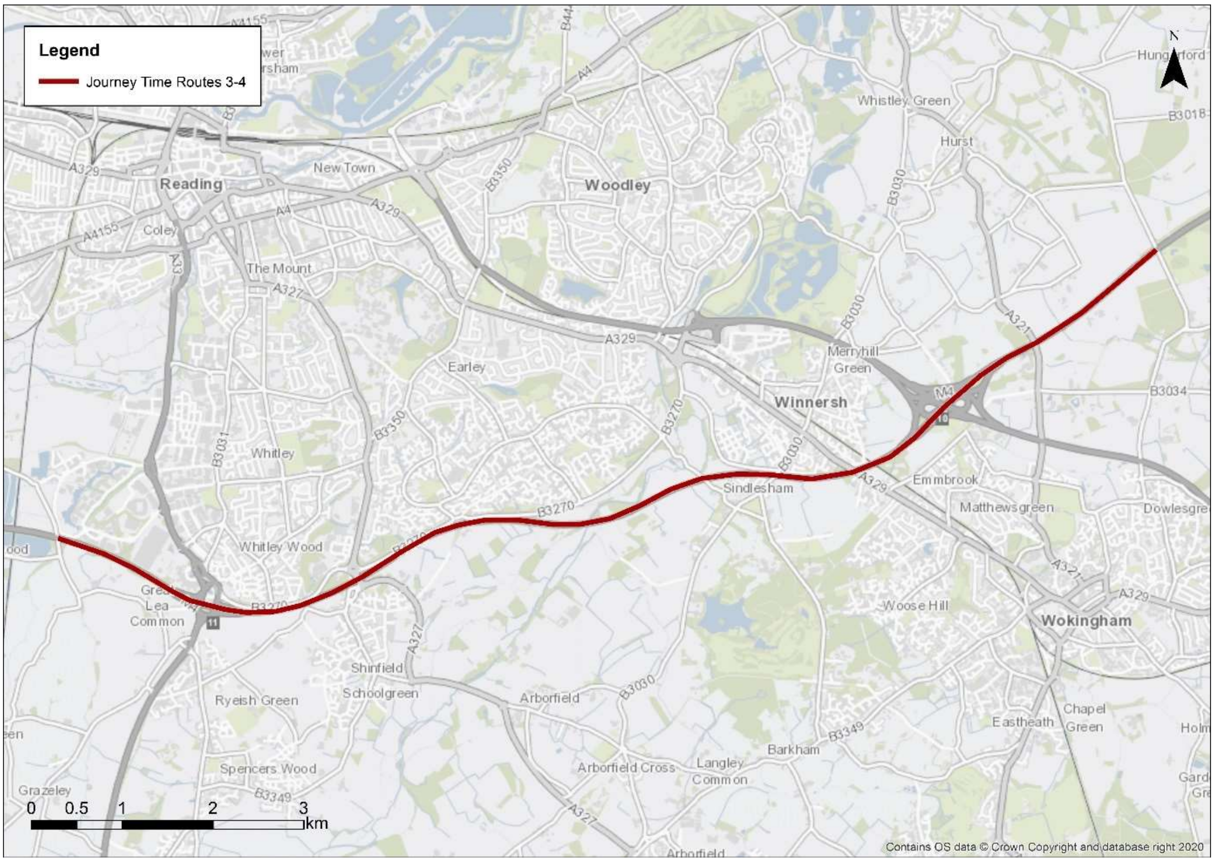
VISSIM Site ID	MCTC Location	Movement	Observed				Modelled				Difference				% Difference				GEH				TAG Flow Criterion				TAG GEH or Flow Criterion			
			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
1	M4 J11	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	-100%	-100%	0.0	0.0	0.9	0.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	0	0	1	1	2	2	0	4	2	2	-1	3	0%	0%	-100%	284%	2.0	2.0	1.4	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	293	8	2	303	388	21	11	420	95	13	9	117	32%	154%	423%	38%	5.1	3.3	3.5	6.1	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Fail
		A_D	351	22	3	377	396	30	5	431	45	8	2	54	13%	34%	54%	14%	2.3	1.5	0.9	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_E	885	118	2	1006	962	52	1	1015	77	-66	-1	9	9%	-56%	-59%	1%	2.5	7.2	1.1	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_F	556	53	3	612	557	46	8	611	1	-7	5	-1	0%	-13%	147%	0%	0.1	1.0	2.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_H	36	0	0	36	33	0	0	33	-3	0	0	-3	-8%	0%	0%	-8%	0.5	0.0	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	10	1	0	11	21	3	1	25	11	2	1	14	109%	115%	0%	119%	2.8	1.1	1.4	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	92	13	6	111	61	9	3	73	-31	-4	-3	-38	-34%	-28%	-50%	-34%	3.6	1.1	1.4	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_E	95	5	0	100	86	7	0	93	-9	2	0	-7	-10%	40%	0%	-7%	1.0	0.8	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_F	44	18	0	62	50	8	1	59	6	-10	1	-3	14%	-55%	0%	-4%	0.9	2.7	1.4	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_H	0	1	0	1	0	0	0	0	0	-1	0	-1	0%	-100%	0%	-100%	0.0	1.4	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	249	20	0	269	226	25	7	258	-23	5	7	-11	-9%	28%	0%	-4%	1.5	1.2	3.7	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	5	2	2	9	4	2	0	6	-1	0	-2	-3	-14%	2%	-100%	-34%	0.3	0.0	2.2	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	99	34	0	134	80	14	2	96	-19	-20	2	-38	-19%	-59%	0%	-28%	2.0	4.1	2.0	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_E	212	38	0	250	204	40	7	251	-8	2	7	1	-4%	6%	0%	0%	0.6	0.3	3.7	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_F	303	27	8	338	287	53	23	363	-16	26	15	25	-5%	96%	196%	7%	0.9	4.1	3.9	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_H	3	0	0	3	13	0	0	13	10	0	0	10	273%	0%	0%	273%	3.3	0.0	0.0	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	497	114	33	645	498	48	19	565	1	-66	-14	-80	0%	-58%	-43%	-12%	0.0	7.3	2.8	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	35	10	0	45	16	1	1	18	-19	-9	1	-27	-54%	-90%	0%	-60%	3.8	3.9	1.4	4.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	53	7	0	60	39	6	1	46	-14	-1	1	-14	-26%	-10%	0%	-23%	2.1	0.3	1.4	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	19	16	0	35	0	0	0	0	-19	-16	0	-35	-100%	-100%	0%	-100%	6.2	5.6	0.0	8.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_E	475	63	14	552	462	61	12	535	-13	-2	-2	-17	-3%	-4%	-12%	-3%	0.6	0.3	0.4	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_H	4	0	0	4	9	0	0	9	5	0	0	5	128%	0%	0%	128%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_A	676	73	7	756	592	60	17	669	-84	-13	10	-87	-12%	-18%	149%	-12%	3.4	1.6	2.9	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_B	23	4	1	28	19	6	0	25	-4	2	-1	-3	-17%	58%	-100%	-12%	0.9	1.0	1.7	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_C	162	25	6	192	204	22	0	226	42	-3	-6	34	26%	-11%	-100%	18%	3.1	0.6	3.4	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_D	520	104	14	637	592	37	2	631	72	-67	-12	-6	14%	-64%	-85%	-1%	3.1	8.0	4.2	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_E	7	0	0	7	0	0	0	0	-7	0	0	-7	-100%	0%	0%	-100%	3.7	0.0	0.0	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_F	242	105	0	347	279	48	15	342	37	-57	15	-5	15%	-54%	0%	-1%	2.3	6.5	5.5	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_H	2	0	0	2	5	0	0	5	3	0	0	3	213%	0%	0%	213%	1.9	0.0	0.0	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_A	257	41	54	352	223	25	13	261	-34	-16	-41	-91	-13%	-39%	-76%	-26%	2.2	2.8	7.1	5.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_B	31	0	0	31	25	1	0	26	-6	1	0	-5	-20%	0%	0%	-17%	1.2	1.4	0.0	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_C	358	76	0	434	240	45	34	319	-118	-31	34	-115	-33%	-41%	0%	-27%	6.8	4.0	8.2	5.9	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		F_E	320	54	0	375	351	40	36	427	31	-14	36	52	10%	-27%	0%	14%	1.7	2.1	8.5	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_F	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_H	0	0	0	0	4	0	0	4	4	0	0	4	0%	0%	0%	0%	2.8	0.0	0.0	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_A	36	5	0	41	18	0	0	18	-18	-5	0	-23	-50%	-100%	0%	-56%	3.5	3.1	0.0	4.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_B	16	0	0	16	2	2	0	4	-14	2	0	-12	-87%	0%	0%	-75%	4.6	2.0	0.0	3.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_C	18	0	0	18	10	0	0	10	-8	0	0	-8	-45%	0%	0%	-45%	2.2	0.0	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_D	39	0	0	39	14	2	0	16	-25	2	0	-23	-64%	0%	0%	-59%	4.8	2.0	0.0	4.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_E	8	0	0	8	12	0	0	12	4	0	0	4	58%	0%	0%	58%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_F	0	0	0	0	6	2	0	8	6	2	0	8	0%	0%	0%	0%	3.5	2.0	0.0	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		H_H	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
3		A_B	449	42	2	493	472	50	1	523	23	8	-1	30	5%	19%	-50%	6%	1.1	1.2	0.8	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	1572	210	34	1816	1576	150	57	1783	4	-60	23	-33	0%	-29%	68%	-2%	0.1	4.5	3.4	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	409	69	1	479	394	46	2	442	-15	-23	1	-37	-4%	-33%	100%	-8%	0.7	3.0	0.8	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	188	26	0	214	176	9	0	185	-12	-17	0	-29	-6%	-65%	0%	-14%	0.9	4.1	0.0	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	1265	192	24	1481	1343	126	31	1500	78	-66	7	19	6%	-34%	29%	1%	2.2	5.2	1.3	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	176	19	1	196	192	8	0	200	16	-11	-1	4	9%	-58%	-100%	2%	1.2	3.0	1.4	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
4		A_B	295	28	2	325	293	25	0	318	-2	-3	-2	-7	-1%	-11%	-100%	-2%	0.1	0.6	2.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	298	36	2	336	344	32	1	377	46	-4	-1	41	15%	-11%	-50%	12%	2.6	0.7	0.8	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	199	20	2	221	195	16	0	211	-4	-4	-2	-10	-2%	-20%	-100%	-5%	0.3	0.9	2.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	84	2	0	86	87	3	0	90	3	1	0	4	4%	50%	0%	5%	0.3	0.6	0.0	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	402	83	0	485	371	37	2	410	-31	-46	2	-75	-8%	-55%	0%	-15%	1.6	5.9	2.0	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	77	7	0	84	77	0	0	77	0	-7	0	-7	0%	-100%	0%	-8%	0.0	3.7	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
5	Boy Rounda	A_A	0	1	0	2	0	0	0	0	0	-1	0	-2	0%	-100%	-100%	-100%	0.0	1.7	0.4	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	142	11	0	153	108	7	0	115	-34	-4	0	-38	-24%	-37%	-100%	-25%	3.1	1.4	0.5	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	115	9	0	124	105	9	1	115	-10	0	1	-9	-9%	2%	614%	-7%	0.9	0.0	1.1	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	170	14	0	184	140	10	0	150	-30	-4	0	-34	-17%	-30%	-100%	-19%	2.4	1.2	0.5	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_E	20	1	0	21	12	1	0	13	-8	0	0	-8	-39%	-25%	0%	-38%	1.9	0.3	0.0	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_F	128	7	0	135	136	11	0	147	8	4	0	12	6%	67%	-100%	9%	0.7	1.5	0.6	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_G	10	0	0	10	12	0	0	12	2	0	0	2	25%	0%	0%	25%	0.7	0.0	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	83	9	0	92	76	2	0	78	-7	-7	0	-14	-9%	-77%	0%	-15%	0.8	2.9	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.5	0.0	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	67	4	1	72	80	12	2	94	13	8	1	22	19%	218%	173%	31%	1.5	2.9	1.1	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	297	27	2	325	302	22	0	324	5	-5	-2	-1	2%	-17%	-100%	0%	0.3	0.9	1.8	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_E	34	3	0	37	30	0	0	30	-4	-3	0	-7	-11%	-100%	0%	-19%	0.7	2.6	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_F	450	78	2	530	490	100	37	627	40	22	35	97	9%	27%	1638%	18%	1.9	2.3	7.9	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_G	29	1	0	30	22	2	0	24	-7	1	0	-6	-25%	120%	0%	-20%	1.4	0.9	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	78	6	1	85	96	11	0	107	18	5	-1	22	23%	69%	-100%	26%	1.9	1.5	1.2	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	102	4	1	108	64	7	1	72	-38	3	0	-36	-38%	74%	-8%	-33%	4.2	1.3	0.1	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	9	1	0	10	2	1	0	3	-7	0	0	-7	-78%	-30%	0%	-71%	3.0	0.4	0.0	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_E	4	0	0	4	2	0	0	2	-2	0	0	-2	-55%	0%	0%	-55%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_F	208	27	2	236	193	25	0	218	-15	-2	-2	-18	-7%	-7%	-100%	-8%	1.0	0.4	1.9	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_G	3	0	0	3	9	1	0	10	6	1	0	7	225%	0%	0%	262%	2.6	1.4	0.0	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	126	4	0	131	97	8	0	105	-29	4	0	-26	-23%	83%	0%	-20%	2.8	1.5	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	241	29	0	270	212	13	5	230	-29	-16	5	-40	-12%	-55%	0%	-15%	1.9	3.5	3.2	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	7	1	0	8	3	0	0	3	-4	-1	0	-5	-55%	-100%	0%	-63%	1.7	1.7	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.2	0.0	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_E	13	1	0	15	19	1	0	20	6	0	0	5	42%	-23%	0%	36%	1.4	0.3	0.0	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_F	126	18	2	145	106	15	2	123	-20	-3	0	-22	-16%	-15%	30%	-15%	1.8	0.7	0.3	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_G	6	2	0	8	4	1	0	5	-2	-1	0	-3	-29%	-52%	0%	-36%	0.8	0.9	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_A	13	1	0	15	7	3	0	10	-6	2	0	-5	-48%	117%	0%	-32%	2.0	1.1	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_B	19	3	0	23	18	0	0	18	-1	-3	0	-5	-8%	-100%	0%	-21%	0.3	2.6	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_C	0	0	0	0	1	0	0	1	1	0	0	1	0%	0%	0%	0%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_D	23	1	1	25	8	0	0	8	-15	-1	-1	-17	-65%	-100%	-100%	-68%	3.8	1.6	1.2	4.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_E	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_F	12	0	0	12	22	3	0	25	10	3	0	13	81%	0%	0%	106%	2.4	2.4	0.0	3.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		E_G	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_A	85	8	0	94	75	6	0	81	-10	-2	0	-13	-12%	-28%	0%	-14%	1.2	0.9	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_B	605	72	6	683	565	52	40	657	-40	-20	34	-26	-7%	-27%	623%	-4%	1.7	2.5	7.2	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_C	157	25	5	187	178	27	5	210	21	2	0	23	13%	8%	3%	12%	1.6	0.4	0.1	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_D	100	13	1	114	120	11	0	131	20	-2	-1	17	20%	-18%	-100%	14%	1.9	0.7	1.6	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_E	33	5	0	38	29	0	0	29	-4	-5	0	-9	-12%	-100%	0%	-23%	0.7	3.2	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_F	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		F_G	36	1	0	37	20	1	0	21	-16	0	0	-16	-44%	0%	0%	-43%	3.0	0.0	0.0	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_A	19	0	0	19	18	1	0	19	-1	1	0	0	-4%	0%	-100%	0%	0.2	1.4	0.6	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_B	49	1	0	50	43	0	0	43	-6	-1	0	-7	-13%	-100%	-100%	-15%	0.9	1.3	0.7	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_C	9	0	0	9	16	2	0	18	7	2	0	9	77%	0%	-100%	93%	2.0	2.0	0.7	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_D	13	0	0	13	20	0	0	20	7	0	0	7	53%	0%	-100%	49%	1.7	0.0	0.8	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_E	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_F	76	2	0	79	59	2	0	61	-17	0	0	-18	-22%	-12%	-100%	-22%	2.1	0.2	0.9	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		G_G	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

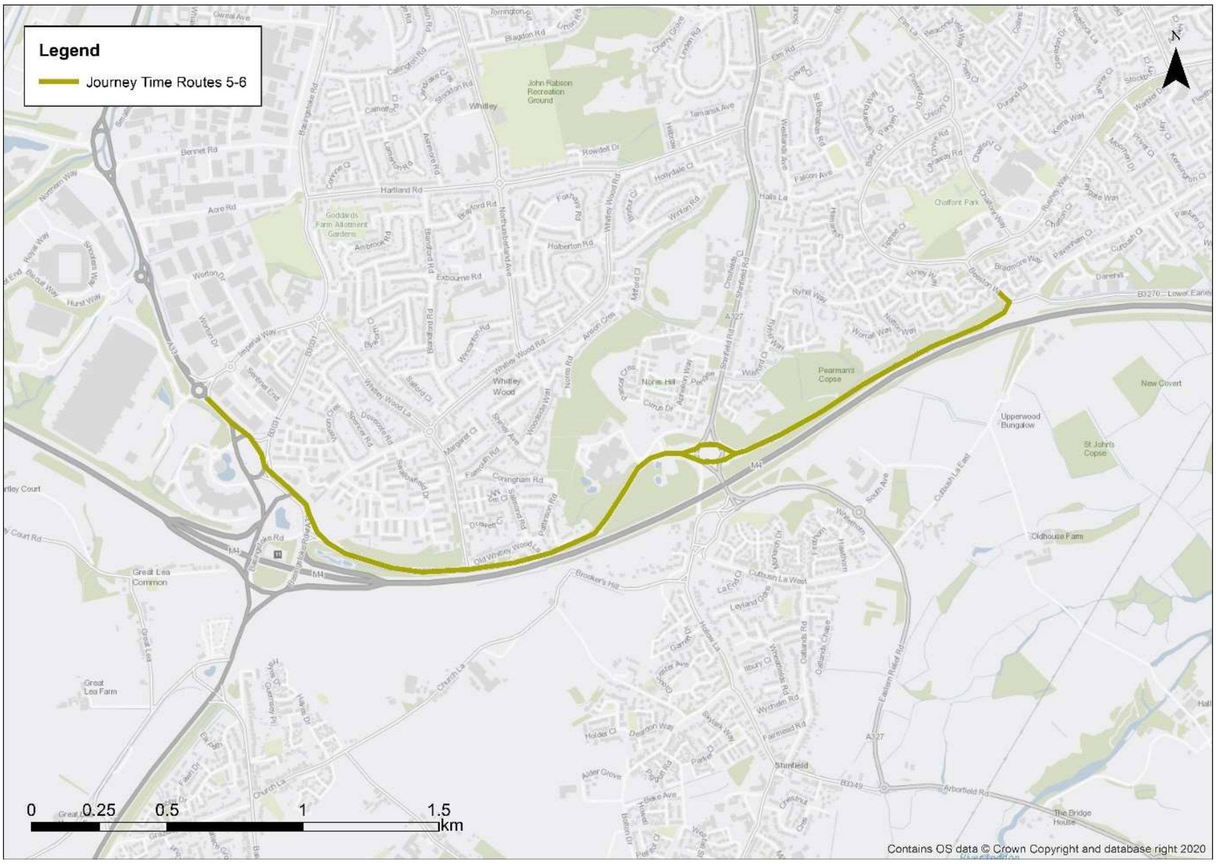
PM TURNING FLOW VALIDATION

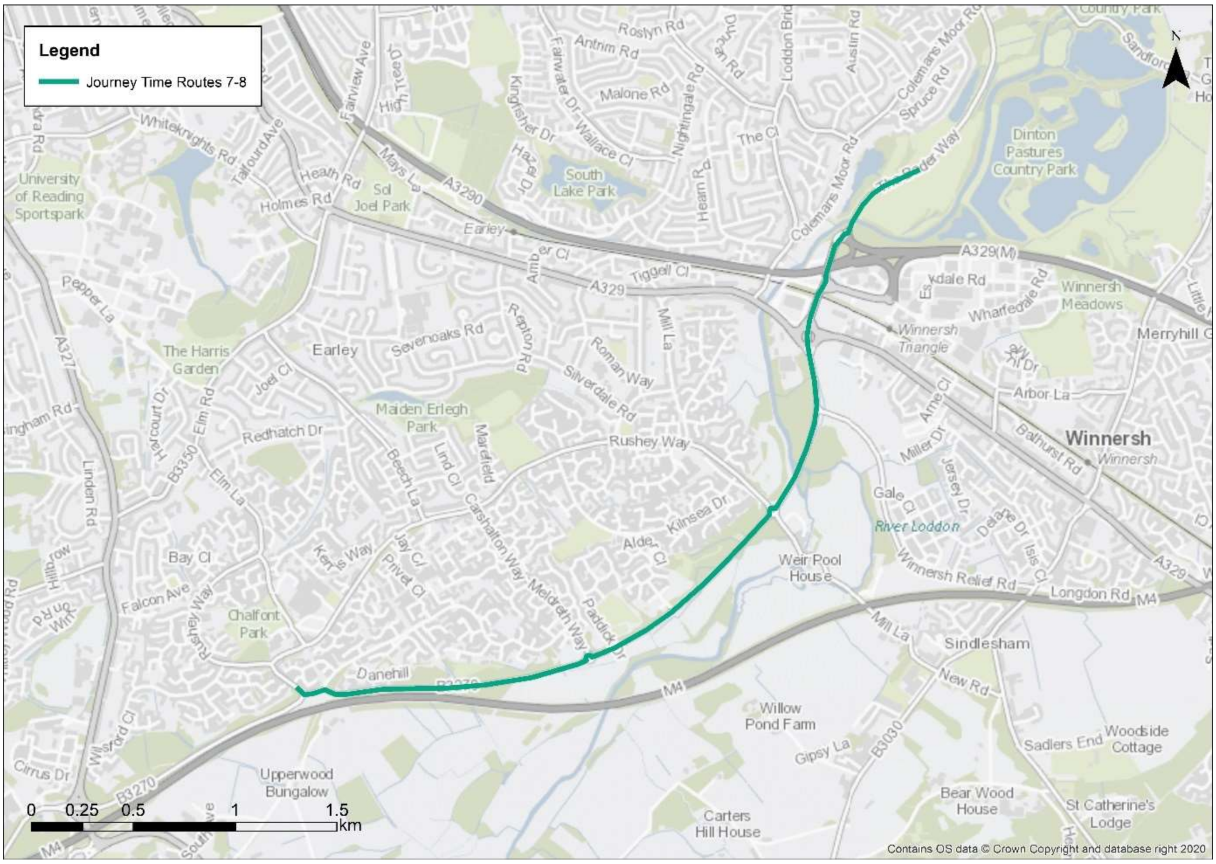
VISSIM Site ID	MCTC Location	Movement	Observed				Modelled				Difference				% Difference				GEH				TAG Flow Criterion				TAG GEH or Flow Criterion			
			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
6	astern Relief	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	6	1	0	7	3	0	0	3	-3	-1	0	-4	-50%	-100%	0%	-57%	1.4	1.4	0.0	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	45	9	0	54	38	1	0	39	-7	-8	0	-15	-16%	-89%	0%	-28%	1.1	3.6	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	3	1	0	4	2	0	0	2	-1	-1	0	-2	-33%	-100%	0%	-50%	0.6	1.4	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	7	1	0	8	8	1	0	9	1	0	0	1	14%	0%	0%	13%	0.4	0.0	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	312	36	4	352	303	33	1	337	-9	-3	-3	-15	-3%	-8%	-75%	-4%	0.5	0.5	1.9	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	0	0	0	0	0	2	0	2	0	2	0	2	0%	0%	0%	0%	0.0	2.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	5	1	0	6	22	0	0	22	17	-1	0	16	340%	-100%	0%	267%	4.6	1.4	0.0	4.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	34	1	0	35	20	9	0	29	-14	8	0	-6	-41%	800%	0%	-17%	2.7	3.6	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	4	3	0	7	7	5	0	12	3	2	0	5	75%	67%	0%	71%	1.3	1.0	0.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	315	35	5	355	355	45	8	408	40	10	3	53	13%	29%	60%	15%	2.2	1.6	1.2	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	36	2	0	38	21	1	0	22	-15	-1	0	-16	-42%	-50%	0%	-42%	2.8	0.8	0.0	2.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
10	/ B3270 Low	A_A	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	72	5	0	77	66	8	0	74	-6	3	0	-3	-8%	60%	0%	-4%	0.7	1.2	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	18	4	0	22	20	2	0	22	2	-2	0	0	11%	-50%	0%	0%	0.5	1.2	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	122	18	0	140	99	5	0	104	-23	-13	0	-36	-19%	-72%	0%	-26%	2.2	3.8	0.0	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	654	85	6	745	656	115	38	809	2	30	32	64	0%	35%	533%	9%	0.1	3.0	6.8	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	40	4	0	44	25	6	0	31	-15	2	0	-13	-38%	50%	0%	-30%	2.6	0.9	0.0	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	689	65	2	756	490	55	45	590	-199	-10	43	-166	-29%	-15%	2150%	-22%	8.2	1.3	8.9	6.4	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_C	0	1	0	1	0	0	0	0	0	-1	0	-1	0%	-100%	0%	-100%	0.0	1.4	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
11	y Way / Mill	A_A	2	1	0	3	0	0	0	0	-2	-1	0	-3	-100%	-100%	0%	-100%	2.0	1.4	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	129	11	1	141	93	14	0	107	-36	3	-1	-34	-28%	27%	-100%	-24%	3.4	0.8	1.4	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	586	77	4	667	585	102	38	725	-1	25	34	58	0%	32%	850%	9%	0.0	2.6	7.4	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	293	32	0	325	226	22	2	250	-67	-10	2	-75	-23%	-31%	0%	-23%	4.2	1.9	2.0	4.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	111	17	0	128	109	18	0	127	-2	1	0	-1	-2%	6%	0%	-1%	0.2	0.2	0.0	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	156	20	1	177	153	8	0	161	-3	-12	-1	-16	-2%	-60%	-100%	-9%	0.2	3.2	1.4	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	115	8	0	123	104	10	0	114	-11	2	0	-9	-10%	25%	0%	-7%	1.1	0.7	0.0	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	541	51	1	593	427	57	45	529	-114	6	44	-64	-21%	12%	4400%	-11%	5.2	0.8	9.2	2.7	Fail	Pass	Pass	Pass	Fail	Pass	Pass	Pass
		C_B	106	7	0	113	65	2	0	67	-41	-5	0	-46	-39%	-71%	0%	-41%	4.4	2.4	0.0	4.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	72	6	0	78	65	4	0	69	-7	-2	0	-9	-10%	-33%	0%	-12%	0.8	0.9	0.0	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	277	26	0	303	229	18	0	247	-48	-8	0	-56	-17%	-31%	0%	-18%	3.0	1.7	0.0	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	117	12	0	129	80	8	0	88	-37	-4	0	-41	-32%	-33%	0%	-32%	3.7	1.3	0.0	3.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	63	5	0	68	47	6	0	53	-16	1	0	-15	-25%	20%	0%	-22%	2.2	0.4	0.0	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
12	y Way North	A_B	284	31	0	315	332	29	2	363	48	-2	2	48	17%	-6%	0%	15%	2.7	0.4	2.0	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	803	95	3	901	724	115	38	877	-79	20	35	-24	-10%	21%	1167%	-3%	2.9	2.0	7.7	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	270	26	6	302	262	32	10	304	-8	6	4	2	-3%	23%	67%	1%	0.5	1.1	1.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	206	25	1	232	178	21	1	200	-28	-4	0	-32	-14%	-16%	0%	-14%	2.0	0.8	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	629	69	1	699	512	73	44	629	-117	4	43	-70	-19%	6%	4300%	-10%	4.9	0.5	9.1	2.7	Fail	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	309	25	0	334	253	17	2	272	-56	-8	2	-62	-18%	-32%	0%	-19%	3.3	1.7	2.0	3.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
13	Road / B327	A_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	308	25	3	336	325	24	1	350	17	-1	-2	14	6%	-4%	-67%	4%	1.0	0.2	1.4	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	723	74	2	799	670	110	38	818	-53	36	36	19	-7%	49%	1800%	2%	2.0	3.8	8.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	169	19	0	188	247	16	2	265	78	-3	2	77	46%	-16%	0%	41%	5.4	0.7	2.0	5.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	150	17	1	168	125	14	2	141	-25	-3	1	-27	-17%	-18%	100%	-16%	2.1	0.8	0.8	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	191	24	1	216	167	15	1	183	-24	-9	0	-33	-13%	-38%	0%	-15%	1.8	2.0	0.0	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	351	36	0	387	375	16	0	391	24	-20	0	4	7%	-56%	0%	1%	1.3	3.9	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	384	51	6	441	360	60	53	473	-24	9	47	32	-6%	18%	783%	7%	1.2	1.2	8.7	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	122	8	0	130	95	4	1	100	-27	-4	1	-30	-22%	-50%	0%	-23%	2.6	1.6	1.4	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	403	37	0	440	319	42	1	362	-84	5	1	-78	-21%	14%	0%	-18%	4.4	0.8	1.4	3.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	183	28	1	212	137	9	0	146	-46	-19	-1	-66	-25%	-68%	-100%	-31%	3.6	4.4	1.4	4.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	326	31	0	357	299	10	2	311	-27	-21	2	-46	-8%	-68%	0%	-13%	1.5	4.6	2.0	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	177	28	0	205	222	20	0	242	45	-8	0	37	25%	-29%	0%	18%	3.2	1.6	0.0	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	10	1	0	11	0	0	0	0	-10	-1	0	-11	-100%	-100%	0%	-100%	4.5	1.4	0.0	4.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
14	/ Warfedale	A_B	38	3	0	41	38	0	1	39	0	-3	1	-2	0%	-100%	0%	-5%	0.0	2.4	1.4	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	371	37	1	409	324	35	7	366	-47	-2	6	-43	-13%	-5%	600%	-11%	2.5	0.3	3.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	536	54	7	597	675	31	0	706	139	-23	-7	109	26%	-43%	-100%	18%	5.6	3.5	3.7	4.3	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Pass
		B_C	825	82	3	910	920	112	32	1064	95	30	29	154	12%	37%	967%	17%	3.2	3.0	6.9	4.9	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass
		C_A	620	94	7	721	568	78	53	699	-52	-16	46	-22	-8%	-17%	657%	-3%	2.1	1.7	8.4	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	76	5	0	81	53	5	3	61	-23	0	3	-20	-30%	0%	0%	-25%	2.9	0.0	2.4	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
191	Earley Way /	A_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	546	69	6	621	578	113	39	730	32	44	33	109	6%	64%	550%	18%	1.3	4.6	7.0	4.2	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass
		A_C	210	26	0	236	146	10	0	156	-64	-16	0	-80	-30%	-62%	0%	-34%	4.8	3.8	0.0	5.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	642	69	2	713	478	59	47	584	-164	-10	45	-129	-26%	-14%	2250%	-18%	6.9	1.3	9.1	5.1	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	495	44	1	540	524	20	0	544	29	-24	-1	4	6%	-55%	-100%	1%	1.3	4.2	1.4	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	147	9	0	156	124	8	0	132	-23	-1	0	-24	-16%	-11%	0%	-15%	2.0	0.3	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	415	31	1	447	425	24	0	449	10	-7	-1	2	2%	-23%	-100%	0%	0.5	1.3	1.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
192	/ B3270 Low	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	37	0	0	37	19	3	0	22	-18	3	0	-15	-49%	0%	0%	-41%	3.4	2.4	0.0	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	104	6	0	110	61	5	1	67	-43	-1	1	-43	-41%	-17%	0%	-39%	4.7	0.4	1.4	4.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	22	0	0	22	13	0	0	13	-9	0	0	-9	-41%	0%	0%	-41%	2.2	0.0	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	651	87	6	744	662	117	38	817	11	30	32	73	2%	34%	533%	10%	0.4	3.0	6.8	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	109	8	0	117	102	10	3	115	-7	2	3	-2	-6%	25%	0%	-2%	0.7	0.7	2.4	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	687	70	2	759	500	57	44	601	-187	-13	42	-158	-27%	-19%	2100%	-21%	7.7	1.6	8.8	6.1	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_C	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
20	Wood Lane	A_B	257	27	0	284	215	16	0	231	-42	-11	0	-53	-16%	-41%	0%	-19%	2.7	2.4	0.0	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	42	11	1	54	34	9	1	44	-8	-2	0	-10	-19%	-18%	0%	-19%	1.3	0.6	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	218	30	1	249	217	33	0	250	-1	3	-1	1	0%	10%	-100%	0%	0.1	0.5	1.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	720	86	8	814	783	123	39	945	63	37	31	131	9%	43%	388%	16%	2.3	3.6	6.4	4.4	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass
		C_A	96	19	0	115	90	13	4	107	-6	-6	4	-8	-6%	-32%	0%	-7%	0.6	1.5	2.8	0.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	816	66	7	889	803	84	43	930	-13	18	36	41	-2%	27%	514%	5%	0.5	2.1	7.2	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
21	Lane / Brook	A_B	429	37	0	466	394	31	1	426	-35	-6	1	-40	-8%	-16%	0%	-9%	1.7	1.0	1.4	1.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	190	16	4	210	197	15	0	212	7	-1	-4	2	4%	-6%	-100%	1%	0.5	0.3	2.8	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	360	31	0	391	241	18	0	259	-119	-13	0	-132	-33%	-42%	0%	-34%	6.9	2.6	0.0	7.3	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		B_C	53	7	1	61	44	7	0	51	-9	0	-1	-10	-17%	0%	-100%	-16%	1.3	0.0	1.4	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	173	16	0	189	199	18	7	224	26	2	7	35	15%	13%	0%	19%	1.9	0.5	3.7	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	40	6	0	46	2	0	0	2	-38	-6	0	-44	-95%	-100%	0%	-96%	8.3	3.5	0.0	9.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
22	Beech Roun	A_A	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	179	21	0	200	124	18	1	143	-55	-3	1	-57	-31%	-14%	0%	-29%	4.5	0.7	1.4	4.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	377	26	0	403	362	31	1	394	-15	5	1	-9	-4%	19%	0%	-2%	0.8	0.9	1.4	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	438	39	6	483	457	47	5	509	19	8	-1	26	4%	21%	-17%	5%	0.9	1.2	0.4	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	145	8	1	154	165	5	2	172	20	-3	1	18	14%	-38%	100%	12%	1.6	1.2	0.8	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	334	22	3	359	385	25	0	410	51	3	-3	51	15%	14%	-100%	14%	2.7	0.6	2.4	2.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	312	37	0	349	323	24	1	348	11	-13	1	-1	4%	-35%	0%	0%	0.6	2.4	1.4	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	288	26	1	315	310	27	7	344	22	1	6	29	8%	4%	600%	9%	1.3	0.2	3.0	1.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	7	0	0	7	0	0	0	0	-7	0	0	-7	-100%	0%	0%	-100%	3.7	0.0	0.0	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	301	27	6	334	363	31	0	394	62	4	-6	60	21%	15%	-100%	18%	3.4	0.7	3.5	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	426	48	7	481	422	44	8	474	-4	-4	1	-7	-1%	-8%	14%	-1%	0.2	0.6	0.4	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	419	50	7	476	290	25	5	320	-129	-25	-2	-156	-31%	-50%	-29%	-33%	6.9	4.1	0.8	7.8	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		D_D	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
23	e / A329 Lon	A_B	124	11	0	135	103	16	0	119	-21	5	0	-16	-17%	45%	0%	-12%	2.0	1.4	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	18	0	0	18	18	1	0	19	0	1	0	1	0%	0%	0%	6%	0.0	1.4	0.0	0.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	164	19	0	183	119	14	0	133	-45	-5	0	-50	-27%	-26%	0%	-27%	3.8	1.2	0.0	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	952	77	10	1039	848	61	6	915	-104	-16	-4	-124	-11%	-21%	-40%	-12%	3.5	1.9	1.4	4.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	41	3	0	44	33	0	0	33	-8	-3	0	-11	-20%	-100%	0%	-25%	1.3	2.4	0.0	1.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	789	76	7	872	897	66	9	972	108	-10	2	100	14%	-13%	29%	11%	3.7	1.2	0.7	3.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass

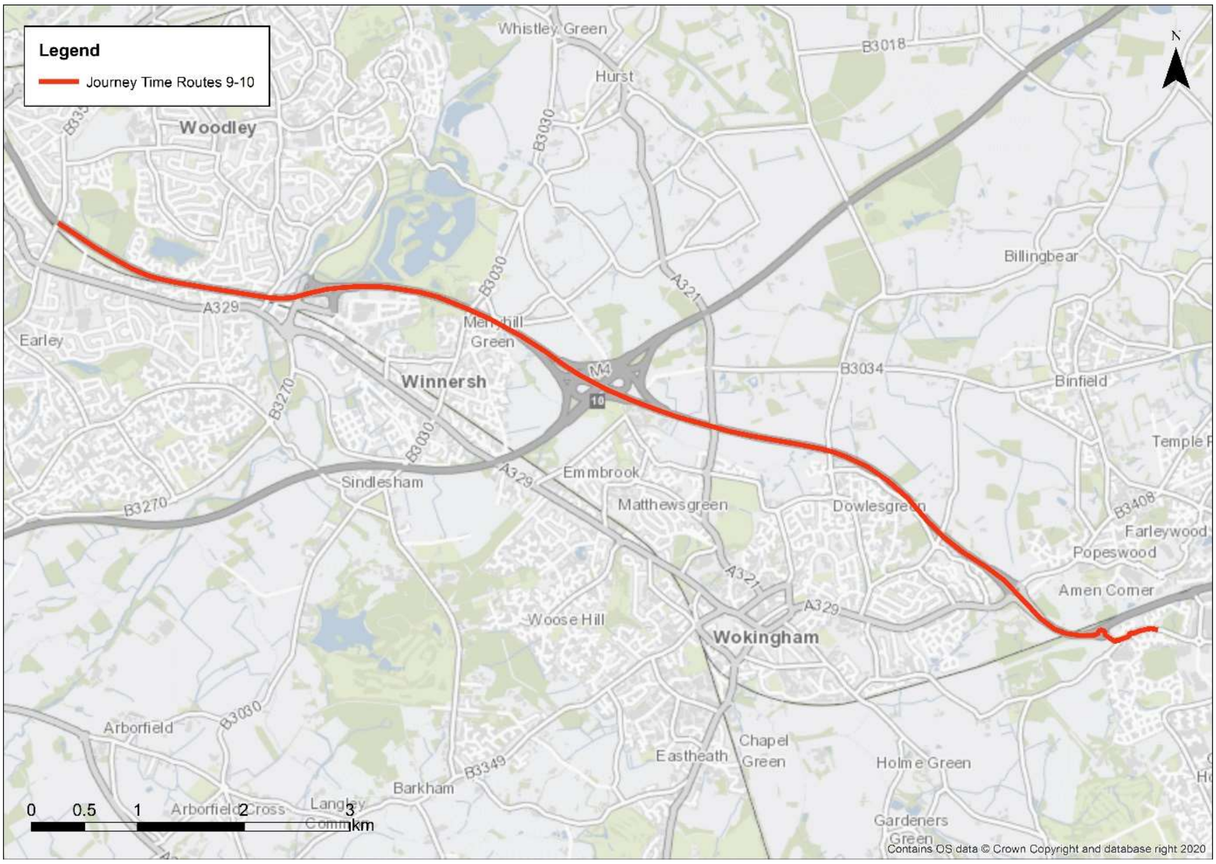
PM TURNING FLOW VALIDATION																														
VISSIM Site ID	MCTC Location	Movement	Observed				Modelled				Difference				% Difference				GEH				TAG Flow Criterion				TAG GEH or Flow Criterion			
			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
24	's Park Roun	A_A	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	127	6	0	133	130	11	0	141	3	5	0	8	2%	83%	0%	6%	0.3	1.7	0.0	0.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	1192	149	72	1413	1232	140	20	1392	40	-9	-52	-21	3%	-6%	-72%	-1%	1.1	0.7	7.7	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	74	10	0	84	39	10	0	49	-35	0	0	-35	-47%	0%	0%	-42%	4.7	0.0	0.0	4.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	881	121	6	1008	756	101	11	868	-125	-20	5	-140	-14%	-17%	83%	-14%	4.4	1.9	1.7	4.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	1247	199	83	1529	1022	136	44	1202	-225	-63	-39	-327	-18%	-32%	-47%	-21%	6.7	4.9	4.9	8.8	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_B	966	133	4	1103	856	124	14	994	-110	-9	10	-109	-11%	-7%	250%	-10%	3.6	0.8	3.3	3.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	5	1	0	6	0	0	0	0	-5	-1	0	-6	-100%	-100%	0%	-100%	3.2	1.4	0.0	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
25	l / Peacock La	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	1	0	0	1	5	0	0	5	4	0	0	4	400%	0%	0%	400%	2.3	0.0	0.0	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	3	1	0	4	0	0	0	0	-3	-1	0	-4	-100%	-100%	0%	-100%	2.4	1.4	0.0	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	119	11	0	130	147	7	0	154	28	-4	0	24	24%	-36%	0%	18%	2.4	1.3	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	409	58	3	470	281	47	5	333	-128	-11	2	-137	-31%	-19%	67%	-29%	6.9	1.5	1.0	6.8	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_A	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	107	14	0	121	255	30	0	285	148	16	0	164	138%	114%	0%	136%	11.0	3.4	0.0	11.5	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_C	3	0	0	3	0	0	0	0	-3	0	0	-3	-100%	0%	0%	-100%	2.4	0.0	0.0	2.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	535	74	3	612	518	62	7	587	-17	-12	4	-25	-3%	-16%	133%	-4%	0.7	1.5	1.8	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	17	3	0	20	4	0	0	4	-13	-3	0	-16	-76%	-100%	0%	-80%	4.0	2.4	0.0	4.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	360	47	3	410	304	55	1	360	-56	8	-2	-50	-16%	17%	-67%	-12%	3.1	1.1	1.4	2.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	716	85	1	802	674	79	13	766	-42	-6	12	-36	-6%	-7%	1200%	-4%	1.6	0.7	4.5	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
26	Peakock Lane	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	19	2	0	21	0	0	0	0	-19	-2	0	-21	-100%	-100%	0%	-100%	6.2	2.0	0.0	6.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	4	1	0	5	3	0	0	3	-1	-1	0	-2	-25%	-100%	0%	-40%	0.5	1.4	0.0	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	3	2	0	5	4	0	0	4	1	-2	0	-1	33%	-100%	0%	-20%	0.5	2.0	0.0	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	21	2	0	23	28	1	0	29	7	-1	0	6	33%	-50%	0%	26%	1.4	0.8	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	97	6	0	103	90	3	0	93	-7	-3	0	-10	-7%	-50%	0%	-10%	0.7	1.4	0.0	1.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	506	67	3	576	412	52	5	469	-94	-15	2	-107	-19%	-22%	67%	-19%	4.4	1.9	1.0	4.7	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass
		C_A	6	0	0	6	1	0	0	1	-5	0	0	-5	-83%	0%	0%	-83%	2.7	0.0	0.0	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	76	6	0	82	49	4	0	53	-27	-2	0	-29	-36%	-33%	0%	-35%	3.4	0.9	0.0	3.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	21	0	0	21	15	1	0	16	-6	1	0	-5	-29%	0%	0%	-24%	1.4	1.4	0.0	1.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	12	3	0	15	9	2	0	11	-3	-1	0	-4	-25%	-33%	0%	-27%	0.9	0.6	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	396	56	3	455	512	79	1	592	116	23	-2	137	29%	41%	-67%	30%	5.4	2.8	1.4	6.0	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		D_C	53	3	0	56	43	5	0	48	-10	2	0	-8	-19%	67%	0%	-14%	1.4	1.0	0.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_D	1	0	0	1	0	0	0	0	-1	0	0	-1	-100%	0%	0%	-100%	1.4	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
27	ne / Sparrow	A_A	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0.0	0.0	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_B	194	20	0	214	194	15	0	209	0	-5	0	-5	0%	-25%	0%	-2%	0.0	1.2	0.0	0.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	650	75	1	726	626	73	13	712	-24	-2	12	-14	-4%	-3%	1200%	-2%	1.0	0.2	4.5	0.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	101	6	0	107	77	9	0	86	-24	3	0	-21	-24%	50%	0%	-20%	2.5	1.1	0.0	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_B	1	1	0	2	0	0	0	0	-1	-1	0	-2	-100%	-100%	0%	-100%	1.4	1.4	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	43	3	0	46	30	2	0	32	-13	-1	0	-14	-30%	-33%	0%	-30%	2.2	0.6	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	551	85	3	639	700	84	7	791	149	-1	4	152	27%	-1%	133%	24%	6.0	0.1	1.8	5.7	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_B	62	4	0	66	44	5	0	49	-18	1	0	-17	-29%	25%	0%	-26%	2.5	0.5	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_C	2	0	0	2	0	0	0	0	-2	0	0	-2	-100%	0%	0%	-100%	2.0	0.0	0.0	2.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
28	Vokingham R	A_B	647	67	2	716	602	72	12	686	-45	5	10	-30	-7%	7%	500%	-4%	1.8	0.6	3.8	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	31	5	0	36	51	3	1	55	20	-2	1	19	65%	-40%	0%	53%	3.1	1.0	1.4	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	557	83	1	641	608	83	4	695	51	0	3	54	9%	0%	300%	8%	2.1	0.0	1.9	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	29	1	2	32	55	1	0	56	26	0	-2	24	90%	0%	-100%	75%	4.0	0.0	2.0	3.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	35	3	1	39	148	6	3	157	113	3	2	118	323%	100%	200%	303%	11.8	1.4	1.4	11.9	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		C_B	15	3	1	19	21	0	0	21	6	-3	-1	2	40%	-100%	-100%	11%	1.4	2.4	1.4	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
29	Road / Willia	A_B	110	4	0	114	75	3	0	78	-35	-1	0	-36	-32%	-25%	0%	-32%	3.6	0.5	0.0	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	871	73	10	954	773	60	6	839	-98	-13	-4	-115	-11%	-18%	-40%	-12%	3.4	1.6	1.4	3.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	71	2	0	73	238	8	4	250	167	6	4	177	235%	300%	0%	242%	13.4	2.7	2.8	13.9	Fail	Pass	Pass	Fail	Fail	Pass	Pass	Fail
		B_C	21	3	0	24	17	0	0	17	-4	-3	0	-7	-19%	-100%	0%	-29%	0.9	2.4	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	749	74	7	830	704	59	5	768	-45	-15	-2	-62	-6%	-20%	-29%	-7%	1.7	1.8	0.8	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	36	4	0	40	18	0	0	18	-18	-4	0	-22	-50%	-100%	0%	-55%	3.5	2.8	0.0	4.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
30	ne / A329 Lor	A_B	93	4	0	97	111	16	4	131	18	12	4	34	19%	300%	0%	35%	1.8	3.8	2.8	3.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	171	16	0	187	124	16	0	140	-47	0	0	-47	-27%	0%	0%	-25%	3.9	0.0	0.0	3.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	717	60	10	787	665	43	6	714	-52	-17	-4	-73	-7%	-28%	-40%	-9%	2.0	2.4	1.4	2.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	15	1	0	16	3	0	0	3	-12	-1	0	-13	-80%	-100%	0%	-81%	4.0	1.4	0.0	4.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	707	74	7	788	615	42	1	658	-92	-32	-6	-130	-13%	-43%	-86%	-16%	3.6	4.2	3.0	4.8	Pass	Pass	Pass	Fail	Pass	Pass	Pass	Pass
31	/ John Nike	A_B	37	9	0	46	19	2	0	21	-18	-7	0	-25	-49%	-78%	0%	-54%	3.4	3.0	0.0	4.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	657	67	3	727	652	71	8	731	-5	4	5	4	-1%	6%	167%	1%	0.2	0.5	2.1	0.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_D	22	1	0	23	50	0	0	50	28	-1	0	27	127%	-100%	0%	117%	4.7	1.4	0.0	4.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	21	3	0	24	7	0	0	7	-14	-3	0	-17	-67%	-100%	0%	-71%	3.7	2.4	0.0	4.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	298	16	2	316	277	19	0	296	-21	3	-2	-20	-7%	19%	-100%	-6%	1.2	0.7	2.0	1.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_D	22	1	0	23	25	1	0	26	3	0	0	3	14%	0%	0%	13%	0.6	0.0	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	713	70	3	786	690	44	11	745	-23	-26	8	-41	-3%	-37%	267%	-5%	0.9	3.4	3.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	119	19	5	143	90	18	0	108	-29	-1	-5	-35	-24%	-5%	-100%	-24%	2.8	0.2	3.2	3.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_D	6	1	0	7	67	6	0	73	61	5	0	66	1017%	500%	0%	943%	10.1	2.7	0.0	10.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_A	42	1	0	43	43	0	0	43	1	-1	0	0	2%	-100%	0%	0%	0.2	1.4	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_B	19	0	0	19	1	1	0	2	-18	1	0	-17	-95%	0%	0%	-89%	5.7	1.4	0.0	5.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		D_C	43	4	0	47	39	4	0	43	-4	0	0	-4	-9%	0%	0%	-9%	0.6	0.0	0.0	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
32	ad / B3408 L	B_C	993	85	5	1083	967	94	8	1069	-26	9	3	-14	-3%	11%	60%	-1%	0.8	1.0	1.2	0.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	49	1	0	50	0	0	0	0	-49	-1	0	-50	-100%	-100%	0%	-100%	9.9	1.4	0.0	10.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	826	90	8	924	863	69	10	942	37	-21	2	18	4%	-23%	25%	2%	1.3	2.4	0.7	0.6	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
33	k Lane / Butl	A_B	24	4	0	28	5	0	0	5	-19	-4	0	-23	-79%	-100%	0%	-82%	5.0	2.8	0.0	5.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	24	4	0	28	9	8	0	17	-15	4	0	-11	-63%	100%	0%	-39%	3.7	1.6	0.0	2.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	42	7	0	49	49	0	0	49	7	-7	0	0	17%	-100%	0%	0%	1.0	3.7	0.0	0.0	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	602	69	3	674	522	49	5	576	-80	-20	2	-98	-13%	-29%	67%	-15%	3.4	2.6	1.0	3.9	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	21	2	0	23	32	2	0	34	11	0	0	11	52%	0%	0%	48%	2.1	0.0	0.0	2.1	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_B	477	62	3	542	527	81	1	609	50	19	-2	67	10%	31%	-67%	12%	2.2	2.2	1.4	2.8	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
34	ke Road / Ta	A_B	586	63	4	653	638	57	1	696	52	-6	-3	43	9%	-10%	-75%	7%	2.1	0.8	1.9	1.7	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		A_C	32	2	0	34	27	0	0	27	-5	-2	0	-7	-16%	-100%	0%	-21%	0.9	2.0	0.0	1.3	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_A	572	98	2	672	559	54	2	615	-13	-44	0	-57	-2%	-45%	0%	-8%	0.5	5.0	0.0	2.2	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		B_C	8	1	0	9	5	0	0	5	-3	-1	0	-4	-38%	-100%	0%	-44%	1.2	1.4	0.0	1.5	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
		C_A	20	1	0	21	14	1	0	15	-6	0	0	-6	-30%	0%	0%	-29%	1.5	0.0	0.0	1.4	Pass	Pass	Pass	Pass	Pass	Pass	Pass	Pass
																			GEH				Flows				WebTAG criterion GEH or FLOW			
																			Car	LGV	HGV	Total	Car	LGV	HGV	Total	Car	LGV	HGV	Total
																		Pass	304	319	304	303	271	287	287	268	312	327	327	313
																		Fail	23	8	23	24	16	0	0	20	15	0	0	14
																		%Pass	93%	98%	93%	93%	94%	100%	100%	93%	95%	100%	100%	96%

Appendix C Journey Time Route Plots

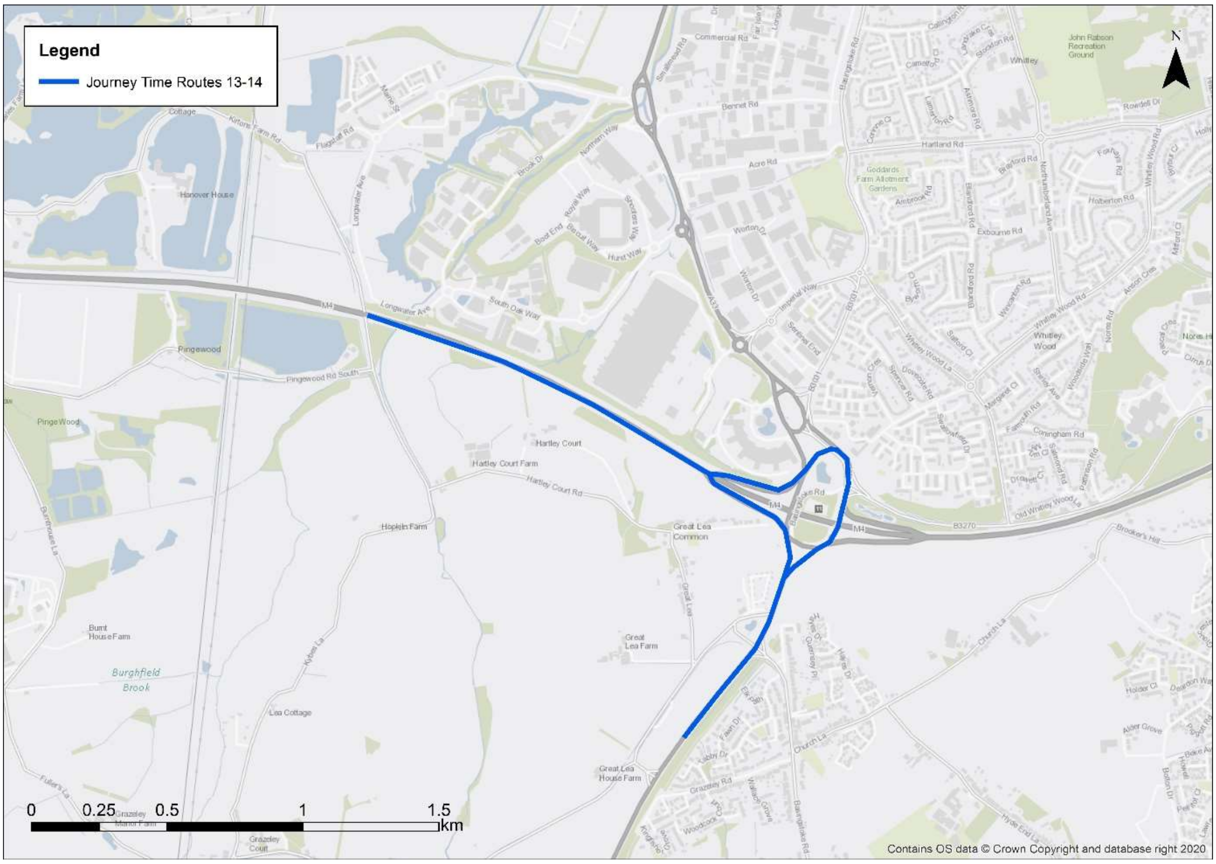

Legend
Journey Time Routes 3-4
Reading
Woodley
New Town
Coley
The Mount
Earley
Whitley
Whitley Wood
Winnersh
Sindlesham
Merryhill Green
Whistley Green
Hurst
Emmbrook
Matthewsgreen
Dowlesgre
Woose Hill
Wokingham
Shinfield
Schoolgreen
Ryeish Green
Arborfield
Arborfield Cross
Langley Common
Barkham
Eastheath
Chapel Green
Spencers Wood
Grazeley
Lea Common
A4
A329
A327
A33
A4155
B3031
B3350
B3270
B3030
B3349
A321
B3034
B3018
M4
A327
0 0.5 1 2 3
km
Contains OS data © Crown Copyright and database right 2020

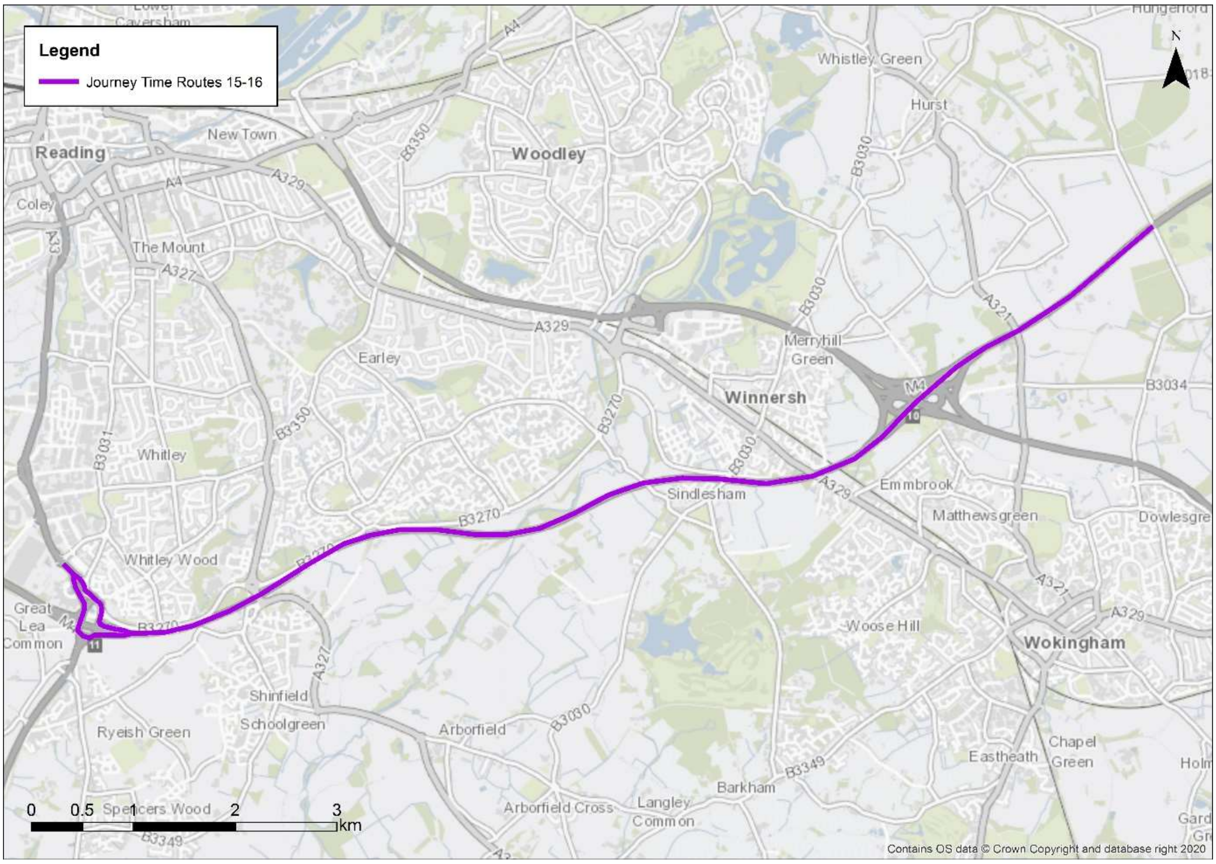

Legend
Journey Time Routes 5-6
John Rabson Recreation Ground
Whitley
Whitley Wood
Pearmans Copse
Upperwood Bungalow
St John's Copse
New Covert
Oldhouse Farm
Great Lea Common
Great Lea Farm
Shinfield
M4
A33
A327
B3349
0 0.25 0.5 1 1.5
km
Contains OS data © Crown Copyright and database right 2020

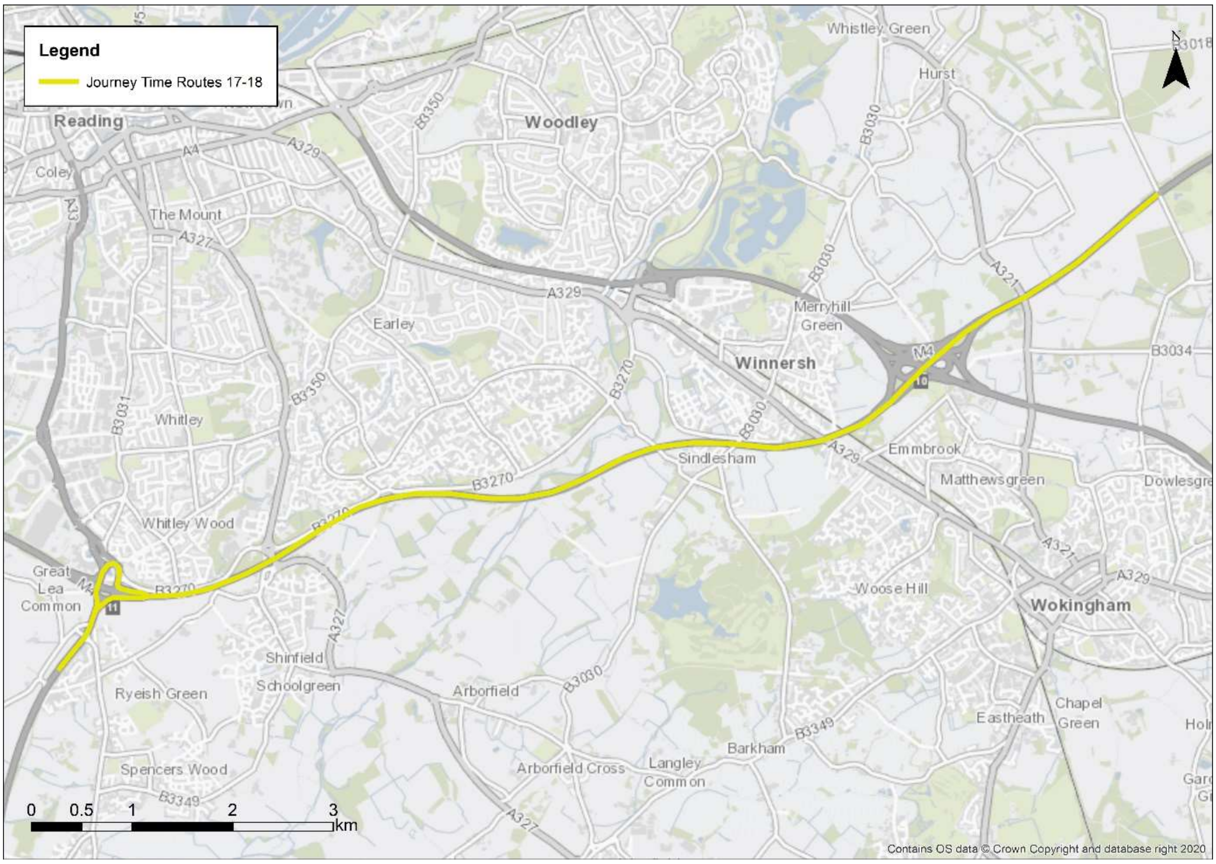

Legend
Journey Time Routes 7-8
Contains OS data © Crown Copyright and database right 2020


Legend
Journey Time Routes 9-10
Contains OS data © Crown Copyright and database right 2020


Legend
Journey Time Routes 11-12
0
0.25
0.5
1
1.5
km
Contains OS data © Crown Copyright and database right 2020


Legend
Journey Time Routes 13-14
0
0.25
0.5
1
1.5
km
Contains OS data © Crown Copyright and database right 2020


Legend
Journey Time Routes 15-16
Reading
Woodley
Earley
Winnersh
Sindlesham
Wokingham
Whitley
Whitley Wood
Shinfield
Arborfield
Contains OS data © Crown Copyright and database right 2020


Legend
Journey Time Routes 17-18
Reading
Woodley
Earley
Winnersh
Sindlesham
Wokingham
Whitley
Whitley Wood
Shinfield
Arborfield
Contains OS data © Crown Copyright and database right 2020

Appendix D Journey Time Validation Results

AM Journey Time Validation						
VISSIM ID	Route	Observed Time	Modelled Time	Difference (mins)	Difference %	DMRB
1	A33 Basingstoke Road - SB	03:59	03:48	-00:00:11	-5%	Pass
2	A33 Basingstoke Road - NB	03:16	03:15	-00:00:01	-1%	Pass
3	M4 - EB	08:38	08:27	-00:00:11	-2%	Pass
4	M4 - WB	08:33	08:01	-00:00:32	-6%	Pass
5	A33 to Beeston Way	06:55	06:27	-00:00:28	-7%	Pass
6	Beeston Way to A33	08:26	08:14	-00:00:12	-2%	Pass
7	Beeston Way to Bader Way	09:31	09:38	00:00:07	1%	Pass
8	Bader Way to Beeston Way	09:34	09:08	-00:00:26	-4%	Pass
9	A329M to Peacock Lane	07:58	08:10	00:00:12	3%	Pass
10	Peacock Lane to A329M	07:47	08:25	00:00:38	8%	Pass
11	M4 West to A33 North	03:44	02:49	-00:00:55	-25%	Pass
12	A33 North to M4 West	04:36	03:21	-00:01:15	-27%	Fail
13	M4 West to A33 South	04:34	05:31	00:00:57	21%	Pass
14	A33 South to M4 West	02:49	03:03	00:00:14	9%	Pass
15	M4 East to A33 North	10:02	09:15	-00:00:47	-8%	Pass
16	A33 North to M4 East	10:02	09:47	-00:00:15	-2%	Pass
17	M4 East to A33 South	09:14	09:59	00:00:45	8%	Pass
18	A33 South to M4 East	10:50	12:01	00:01:11	11%	Pass

Pass	17
Fail	1
%Pass	**94%**

PM Journey Time Validation						
AVELTIMEMEASUREMENT		Observed Time	Modelled Time		Difference %	DMRB
1	A33 Basingstoke Road - SB	03:13	04:03	00:00:50	26%	Pass
2	A33 Basingstoke Road - NB	02:50	03:24	00:00:34	20%	Pass
3	M4 - EB	08:44	08:13	-00:00:31	-6%	Pass
4	M4 - WB	08:39	07:56	-00:00:43	-8%	Pass
5	A33 to Beeston Way	05:47	06:52	00:01:05	19%	Fail
6	Beeston Way to A33	06:40	07:16	00:00:36	9%	Pass
7	Beeston Way to Bader Way	11:04	08:09	-00:02:55	-26%	Fail
8	Bader Way to Beeston Way	07:32	08:01	00:00:29	6%	Pass
9	A329M to Peacock Lane	08:28	08:29	00:00:01	0%	Pass
10	Peacock Lane to A329M	08:33	08:29	-00:00:04	-1%	Pass
11	M4 West to A33 North	02:55	02:37	-00:00:18	-10%	Pass
12	A33 North to M4 West	03:53	04:08	00:00:15	6%	Pass
13	M4 West to A33 South	05:18	05:41	00:00:23	7%	Pass
14	A33 South to M4 West	03:02	02:58	-00:00:04	-2%	Pass
15	M4 East to A33 North	09:37	09:47	00:00:10	2%	Pass
16	A33 North to M4 East	09:05	10:12	00:01:07	12%	Pass
17	M4 East to A33 South	09:31	09:28	-00:00:03	0%	Pass
18	A33 South to M4 East	10:51	11:29	00:00:38	6%	Pass

Pass	16
Fail	2
%Pass	**89%**

Pass – VISSIM location meets TAG criterion, Fail - VISSIM location does not meet TAG criterion.