

Appendix A

MND PROCESSING AND

VERIFICATION



Appendix A.1

WSTM4 TRAVEL DEMAND MATRICES



FROM MND (SOURCE CITI LOGIK)

TN01 – METHODOLOGY

Project	Wokingham – Travel Demand Matrices from Mobile Phone			Contract
Original	Prepared by	Reviewed by	Rev	Rev Date
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1. Introduction

1.1 PROJECT SCOPE

The purpose of this project was to provide WSP with a zonal breakdown of Origins and Destination movements around Wokingham, using cellular mobile data from the Vodafone network. This included generating travel demand matrices at a zoning system provided by WSP as aggregations of Lower Super Output Areas (LSOA) and to segment trips by day of the week, time of the day, mode purpose and direction in order to allow the development of travel demand matrices for the study area in both Origin Destination (OD) and Production Attraction (PA) form. As part of the development of these matrices Citi Logik has undertaken a number of checks and verifications, these are detailed in a separate document.

1.2 STUDY AREA

The Wokingham study area is shown in Figure 1. As part of the study, all trips starting, finishing or travelling through the study area had to be included in the database.

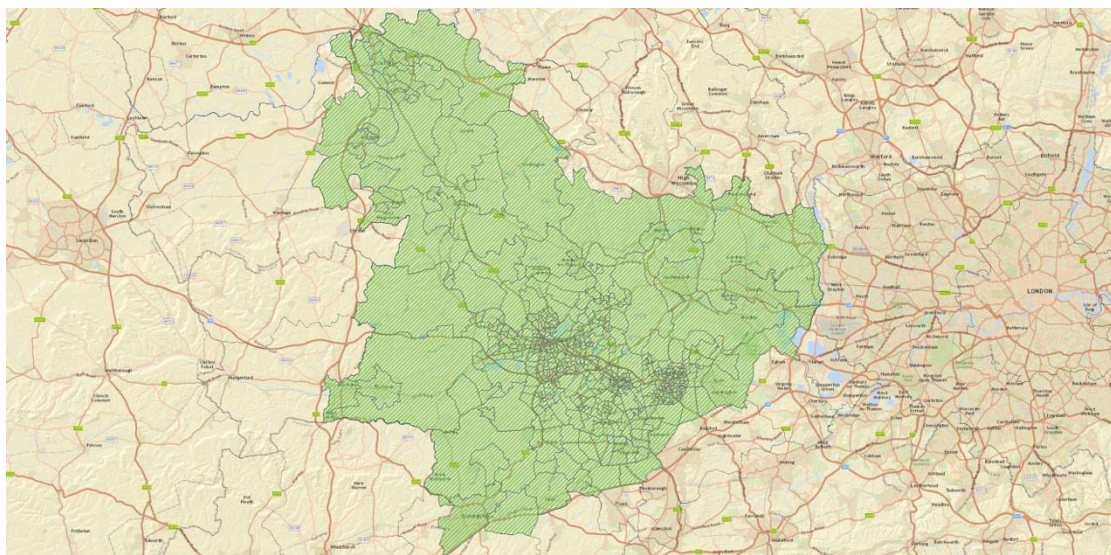


Figure 1: Wokingham Study Area

1.3 CONTENTS

This Technical Note presents a high-level methodology for deriving Origin Destination matrices from mobile phone data, and details the format of the outputs.

2. High Level Methodology

The methodology can be separated into distinct tasks, some being generic and some including specific parameters in order to derive the information required for Wokingham.

The data collection is same for all processing purposes and an initial generic data processing methodology has been used to generate a database of defined trips and routing for the whole survey period, covering Tuesday 10th November to Sunday 22nd November 2015. Once this has been completed, a series of processes and queries specific to Wokingham have been built. Each of these are discussed in turn in the next sections.

2.1 DATA COLLECTION

The first step included data collection of any data event taking place on the Vodafone network within the study area, this included all Vodafone customers but excluded any international roaming on the Vodafone network. An event can be summarised as any communication made between a unique device (mobile phone) and a cell (Vodafone radio cell area) within the study area over the course of the survey period. The study area, including the Vodafone cells locations is shown in Figure 2. This includes about 12,500 cells within an area covering the whole of the study area and a buffer around it.

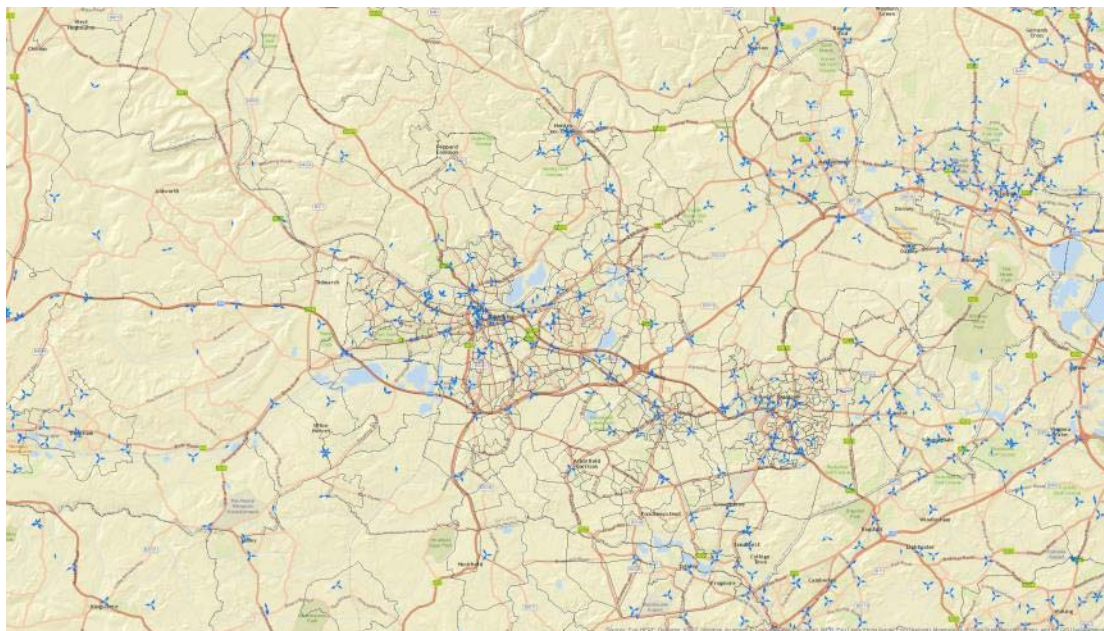


Figure 2: Study Area, Including the Vodafone Cells Locations

The first action taking place, and undertaken by Vodafone, has been to anonymise the data. This means replacing the device identification (ID) by a randomly generated key allocated to this device for the duration of the study. This is to ensure that no privacy regulations are breached. Once completed,

Citi Logik have used the raw anonymised data with the Citi Logik algorithms to build its base journey database. From this core database Citi Logik have been able to start undertaking the analysis. As part of this study, 2G, 3G and 4G mobile phone cells have been used.

Citi Logik have received from Vodafone several billion events within the study area, covering the whole of the study area and buffer. Each of these events contained a mobile phone device ID, cell ID and day/time stamp. Vodafone have also provided Citi Logik with inferred nighttime (Home) and daytime (Work) mobile device locations based on long-term trend analysis if these could be identified¹⁰ and for all white listed devices¹¹.

Citi Logik first pre-processed and cleaned the data and kept 600 million events¹² for further analysis. Review of the data received highlighted an issue with data for the 18th of November with a cell power outage having resulted in loss of data for that day. To avoid confusion, data for that entire day was excluded from all further processing.

2.2 INITIAL PROCESSING

2.2.1 CELL TO LOCATION ANALYSIS

Whilst the data is anonymised by Vodafone, Citi Logik, through detailed analysis of the Vodafone network and mobile phone cell locations, have derived the most logical positioning for each cell coverage, named virtual location hereafter. This differs from the physical location of the cell and it is optimized based on a number of complex parameters. It corresponds to the statistically most likely place for the mobile phone device to be, if connected to this mobile phone cell using parameters such as transport infrastructure.

Citi Logik have developed an approach by which the localisation of the device varies if the device is moving or static (called Snap to Road, Snap to Rail or Snap to Zone depending on the situation). This goes back to first radio frequency principles and uses the cell characteristics to generate some most statistically likely position of the device. Through this approach, Citi Logik have achieved, with the right cell configuration, a significantly better accuracy than the MSOA typically used. Where cell density is good and coverage including 4G is in place, localisation down to LSOA level can be achieved.

In a number of instances, it was however found through our checking processes that the proposed zoning level could not be achieved. Checks have carried out using the Vodafone devices population

¹⁰ For some mobile devices, behaviour does not allow identification of a nighttime or daytime location, this might be mobiles seen to move all the time or mobiles switched off at night.

¹¹ Black listed devices included devices owned by under aged population, security cleared devices and tablet mounted devices.

¹² Only pertinent events are kept for analysis. When on call, mobile devices can communicate with cell towers every second, but this does not bring additional value to the dataset for transport planning purposes, hence only one event per minute is kept in the database reducing its size significantly.

(based on inferred nighttime location) plotted against UK adult population (as provided by WSP). This process has helped checking:

- The cell to zone mapping; and
- The expansion factors.

This has highlighted that the automatic snap to zone process required some adjustment. Figure 3 showing expansion factors per zone (red small expansion / blue large expansion) and the masts/cells locations shown arrows demonstrates that the cell to zone allocation needed to be adjusted to correct imbalance between contiguous zones with too high and too low expansion factors. Cell boundaries are not precise hence making it difficult to automate cell to zone allocation.

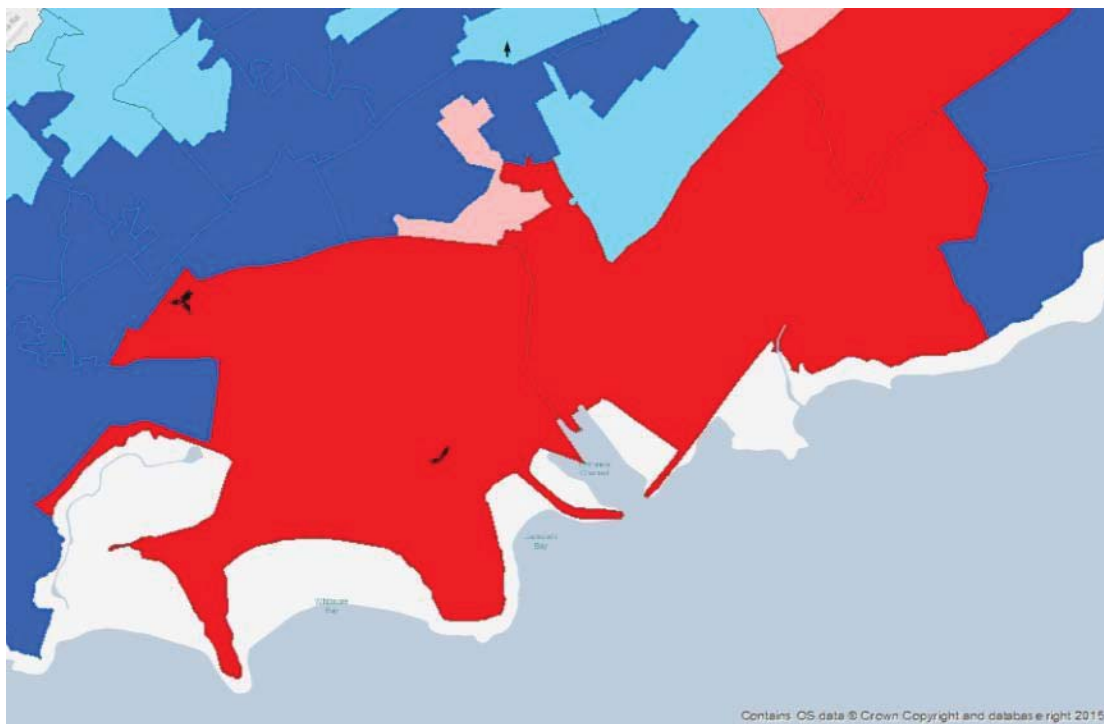


Figure 3: Expansion Factors per Zone (red small expansion / blue large expansion)

In these instances, first the cell to zone allocation was adjusted. However where this was not sufficient, zones were aggregated to sectors. By grouping zones with high and low factors it was possible to correct expansion factors for them to fall within expected range of 2-5.

This led to:

- More logical expansion factors; and
- Trips for the aggregated zones being aggregated and split back based on population.

A conversion table of zones has been created and provided as part of the outputs of the study.

2.2.2 DATA PROCESSING AND CLEANING

Citi Logik have cleaned, removed duplicates, processed and optimized this database to retain only pertinent information for derivation of trip information. This has resulted in about 2.2 million mobile

devices being tracked over the 10/11/15-22/11/15 excluding 18/11 survey period, resulting in 600 million events being used for trip analysis (on average about 50 events being recorded per device per day).

2.2.3 TRIP IDENTIFICATION

All available events recorded have been aggregated by unique mobile user. The random key generated by Vodafone as part of the anonymising process has been used to undertake this task.

This stage was a pre-requisite to identifying the chain of events completed by each unique mobile user to define trips made by the mobile device user. The chain of events contains a location and time stamp every time an event has been captured for a mobile device.

The chain of events made throughout the day by a unique mobile user has been analysed. Trip origins and destinations were allocated based on either:

- Unique mobile user appearing (mobile being switched on), or
- No events or events located in the same cell for more than 30 minutes¹³.

At that stage a start and end location and start and end time is allocated to that journey for that unique mobile user.

However, this has then been further refined during the checking processes on purpose breakdown and symmetry which highlighted that the trip database contained not enough Home Based trips. Because mobile phone are only seen entering an area, when a device start to move it is perceived as starting a trip from the first cell it moves to, leading to many Home Trips starting from home being seen starting from the adjacent cell. This has been adjusted to bring back the start of the trip to the previous location where the device was known to be (with a number of thresholds on time and distance to avoid picking up mobile phone having been switched off).

A database containing all these trips (Origin cells – Destination cells, trip start and end dates and times) for the survey period has been generated. All visited cells as part of a trip have also been saved, and routing between these inferred using the Snap to Road outputs, allowing interrogation of the database for routing information and mode identification based on speed profiling.

The Journey database now included each trip details to aid with identifying the full chain of trips from the morning to the evening for each mobile phone device, as required to undertake the expansion. This also had benefits in identifying Home and Work locations, trip purposes and trip directionality (from/to Home).

¹³ 30 minutes has been defined as the minimum duration for a mobile device not to move from location it is at to be considered as the end of a trip. This was calibrated as part of previous studies undertaken by Citi Logik.

2.2.4 MODE IDENTIFICATION

The first phase of the mode analysis has been completed, and trips have been split into three categories, namely static, slow and motorised based on speed distributions. Static trips can be seen as either a mobile device not moving for more than 30 minutes or moving within the coverage of a single cell¹⁴. Slow trips relate to pedestrians and cyclists. Motorised trips relate to trips made by car, LGV, HGV, bus, coach or rail.

The motorised trips needed to be split between road related (car/LGV/HGV/bus) and rail related trips. The process has been based on routing analysis to separate rail corridors from road corridors and cluster analysis and travel time duration analysis.

Whilst it has not been possible to consider all rail routes, the key rail routes running through the study area have been considered for extraction of rail trips. The full list of routes considered is given below and shown in Figure 4.

Table 1: Train Routes Considered as Part of the Wokingham Study

Route	Start Station	End Station
1	Pangbourne	Reading
2	Reading	Dummy Junction (rail fork at Cumberland Rd)
3	Dummy Junction (rail fork at Cumberland Rd)	Twyford
4	Dummy Junction (rail fork at Cumberland Rd)	Wokingham
5	Dummy Junction (rail fork at Winsor Drive)	Reading
6	Mortimer	Dummy Junction (rail fork at Winsor Drive)
7	Theale	Dummy Junction (rail fork at Winsor Drive)
8	Grove Wick/Swindon	Didcot Parkway
9	Oxford	Didcot Parkway
10	Didcot Parkway	Pangbourne
11	Wokingham	Bracknell
12	Twyford	Maidenhead
13	Basingstoke	Mortimer

¹⁴ Note that static trips are different from intrazonal trips. An intrazonal trip classified as slow/motorised/rail implies movement between cells located within a same zone. On the contrary a static trip really means a mobile device not moving for more than 30 minutes or moving within the coverage of a single cell.

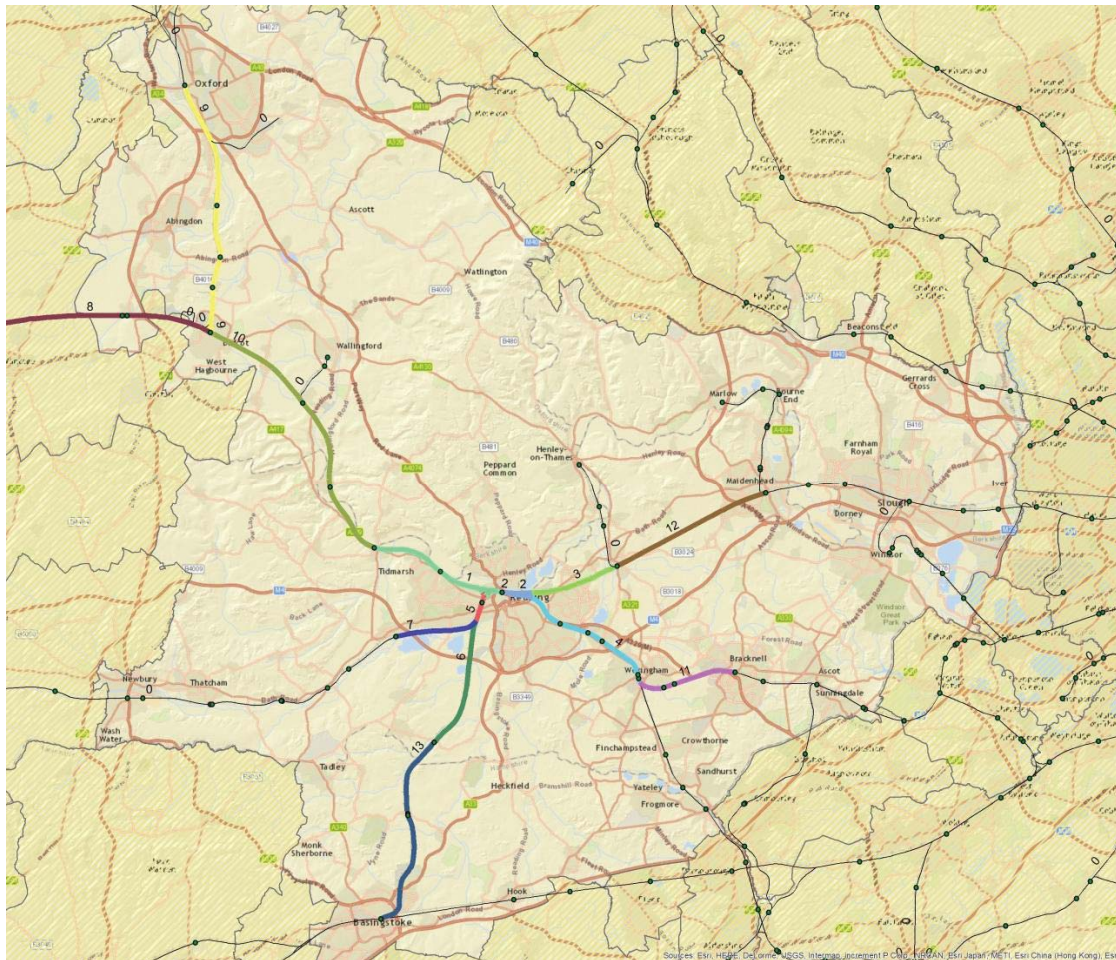


Figure 4: Train Routes Considered as Part of the Wokingham Study

Through the rail route definition presented above, all rail movements identifiable travelling between or to/from the main urban centres or even through the study area without stopping are picked up as part of the analysis.

When rail trips are identified, the whole trip, end to end is classified as rail, including the access and egress part of the trip.

Owing to the relatively small distances between stations within the study area (for Example Reading to Reading West), it is likely that not all rail trips have been picked up and that a number of these are still included in the motorised category.

2.2.5 PURPOSE IDENTIFICATION

Using the inferred day time and night information, and assuming the Home to be related to the night time location and the Work to be related to the daytime location, all trip origins and trip destinations have been allocated a purpose.

- 1 – Home Only
- 2 – Work Only
- 3 – Home/work

- 4 – Other (within the fully modelled area but not related to home or work)
- 5 – External

The Home/work category corresponds to a location that is both the night and daytime inferred location. This might be home workers, unemployed or retired mobile device owners. External refers to locations that are outside the study area.

By combining the origin and destination purposes, a trip purpose has been created through a series of 25 rules. It should however be noted that for some devices it has not been possible to derive inferred night and daytime locations. Trip purposes for trips made by these devices are classified as unknown.

During this process, the trip directionality has also been added for the home Based trips (from home/to home) allowing the development of PA matrices.

2.2.6 EXPANSION TO FULL POPULATION

The data collected only covers the proportion of the population using Vodafone mobile devices (approximately 1/3rd of the population in the UK). Hence, it is important to expand this sample to the full UK population, this process is called expansion.

In principle, expansion factors are calculated by comparing the numbers of users identified to have a home location (based on number and duration of hours stayed in a place overnight) and the total UK population, in a given geographic area. The size of geographical areas used to estimate expansion factors has a significant effect on the outcome of expansion. The expansion factors should represent variation in market share of the mobile data provider. It is therefore important to calculate and use expansion factors at a disaggregate spatial level to account for variation in market share.

As described previously, Citi Logik and Vodafone have generated an inferred nighttime and inferred daytime location for each device. Each device has been given an anonymous hashed key permitting us to follow a device over a long period of time (but cannot identify device owner). This has been undertaken for the entire pool of devices using the Vodafone network and not just over the specific survey period but longer (ensuring the results are statistically relevant). This allowed a count of devices to be identified for all cells overnight time and over daytime periods (called nighttime Vodafone population and daytime Vodafone population thereafter). Generally, it is assumed that the nighttime location corresponds to the home location, and the daytime location to the work location. These have then been converted to the WSP using the cell to zone conversion developed of the study.

After the cell to zone conversion has been undertaken, the Vodafone nighttime population has been compared to the UK adult population provided by WSP. This has been used to create an expansion factor for each zone (or sector if aggregation was required) and each device that “lives” within that zone or sector. This expansion factor has then been applied to the entire chain of trips (sometimes called tour, independent of the origins being in the home zone or no) made by devices recorded as

being part of the Vodafone night time population for that zone, in a similar way to expansion factor being applied to trips recorded as part of household surveys.

For devices without an inferred nighttime location available, the expansion factor for the zone of origin of each trip made by that device has been used as a proxy factor.

2.2.7 CORE DATABASE

This last step resulted in the Core journey database being ready for interrogation. This in particular meant that trips relevant to the Wokingham area could be extracted and combined using the relevant time of the day and day of the week information.

2.3 WOKINGHAM SPECIFIC BUILD

Whilst the database was produced for the entire survey period, WSP requirements were for trips covering Monday to Thursday only, and the database extraction has been done for these specific days only.

Because the core database includes all trips origins destinations but also the routing information between the trip ends, the time definition for trips could be provided in different ways. It could be the trip start or trip end time but also the time at which the trip enters the fully modelled area. This time was selected for trips starting outside the fully modelled area as the most appropriate considering the transport model requirements, whilst for trips starting within the fully modelled area the start time was used to aggregate trips by time period.

Trips were split into four time bands, considering key peak periods, these are:

- 0 AM 0700-1000
- 1 Inter Peak 1000-1600
- 2 PM 1600-1900
- 3 Off Peak Rest

This resulted in the production of a listing report containing person-trips based on the information above. These has been analysed by Citi Logik as is to undertake the verification tests, and also further processed with privacy rules applied prior to issue to WSP. The verification tests are described in TN02.

The database has been provided as a sum of person-trips over the survey period for all Monday to Thursday (six full days considered in total). The privacy rules include that all figures lower than 15 trips in the output reports are changed to 15, hence protecting the mobile users' privacy.

In addition, files containing trip end information only have also been generated, one for origins, and one for destinations. These can be used by WSP to derive correction factors for the privacy rules applied.

After discussions with WSP it was also agreed that matrices should also be provided at sector level, as described in section 2.2.1 for WSP to disaggregate to zones based on various data sources.

2.4 FILE FORMAT

All data has been transferred to WSP via secured transfer including password-protected packages. The files have been provided as text comma separated files (.csv). The key for the reports is provided below:

Report Keys

Mode

0 = Rail
1 = Motorized
2 = Static
3 = Other/Slow

Period

0 = '07:00:00' to '09:59:59'
1 = '10:00:00' to '15:59:59'
2 = '16:00:00' to '19:00:00'
3 = '19:00:01' to '06:59:59'

DayClassification

1 = 'Weekend' Not requested by Client
2 = 'WeekDay' Monday to Thursday only

Purpose

1 = 'HBW'
2 = 'HBO'
3 = 'NHBW'
4 = 'NHBO'
5 = 'Unknown'

HomeDirection

1 = 'FromHome'
2 = 'ToHome'
3 = 'NonHomeBased'

2.5 FILE NAMES

The latest files delivered are based on version 10 of the matrix build:

- Wokingham_OD_client.csv – Full matrix;
- Wokingham_Origin_client.csv – origin trip ends;
- Wokingham_Destination_client.csv – destination trip ends;
- Wokingham_OD_sector_client – Full matrix at sector level;
- Wokingham_Origin_sector_client – origin trip ends at sector level;
- Wokingham_Destination_sector_client.csv – destination trip ends at sector level;
- Report keys.doc – Contains keys to understand above files.

Appendix A.2

MND VERIFICATION



INTRODUCTION

An extensive and detailed verification exercise has included a review of the following key aspects of the MND:

- Overall matrix statistics (area split, mode split, temporal profile and trip purpose allocation)
- Symmetry of trip ends
- Correlation between MND and population
- Visualisation of trip distribution
- Sectorised trip distribution
- Trip length profile

The following sources of data have been utilised in the verification tests:

- DfT's National Trip End Model (NTEM) trip end information accessible via TEMPRO v. 6.2¹⁵.
- 2013 National Travel Survey (NTS) statistics
- 2011 Census Journey to Work (JTW) data

OVERALL MATRIX STATISTICS: SPLIT BY AREA, MODE AND PURPOSE

In the first instance, individual matrices provided by Citi Logik were aggregated by different attributes to produce matrices segmented by area, mode and purpose. Where possible the resultant summary statistics has been compared against secondary data sources and the results are described within this section.

The mode and time specific person movements were segmented by area, Internal and External. The results are presented in Table 9-1Table .

38% of all the daily trips are undertaken entirely within the Internal Area (the area bounded by the M40 in the north, by the M25 in the east, by the M3 in the south and by the A339 and A34 in the west). The trips passing through the Fully Modelled Area constitute 47%. A high proportion of External to External movements may be explained by the presence of major motorways within the Modelled Area, such as the M3, M4, M25 and M40. The proportion of daily Internal to External and External to Internal movements is 8% each, which demonstrates the symmetry of the MND matrix.

¹⁵ The latest version available at the time of the model development.

Table 9-1 MND Matrix Statistics (Rail+Motorised). Split by Area

AM (07:00-09:59)

Area	Internal	External	Total
Internal	358,602	96,503	455,105
External	94,579	480,834	575,413
Total	453,181	577,337	1,030,518

Area	Internal	External	Total
Internal	35%	9%	44%
External	9%	47%	56%
Total	44%	56%	100%

IP (10:00-15:59)

Area	Internal	External	Total
Internal	632,790	121,850	754,640
External	119,310	783,063	902,373
Total	752,101	904,913	1,657,014

Area	Internal	External	Total
Internal	38%	7%	46%
External	7%	47%	54%
Total	45%	55%	100%

PM (16:00-19:00)

Area	Internal	External	Total
Internal	321,397	79,465	400,862
External	84,807	416,657	501,464
Total	406,204	496,122	902,326

Area	Internal	External	Total
Internal	36%	9%	44%
External	9%	46%	56%
Total	45%	55%	100%

OP (19:00-06:59)

Area	Internal	External	Total
Internal	577,371	93,212	670,583
External	88,646	654,086	742,732
Total	666,017	747,297	1,413,314

Area	Internal	External	Total
Internal	41%	7%	47%
External	6%	46%	53%
Total	47%	53%	100%

Area	Internal	External	Total
Internal	1,890,160	391,029	2,281,189
External	387,343	2,334,640	2,721,983
Total	2,277,503	2,725,669	5,003,172

Area	Internal	External	Total
Internal	38%	8%	46%
External	8%	47%	54%
Total	46%	54%	100%

* Results include Intrazonal trips

The MND split between Motorised and Rail demand segments have been compared against NTS and NTEM mode split with the results, presented in Table 9-2. The comparison shows that the proportion of MND trips allocated to rail is much lower than that extracted from NTEM or NTS. The lack of Rail trips within the MND demand highlights potential limitations of the dataset and of the data processing algorithms as within the initial MND processing the Rail demand is split out from the Motorised+Rail demand. To ensure the correct volume of Rail trips is allowed for within the model the Motorised and Rail trips will need to be combined and separated from each other using alternative techniques.

Table 9-2 MND Matrix Statistics. Mode Split

MND

	AM (07:00-09:59)	IP (10:00-15:59)	PM (16:00-19:00)	OP (19:00-06:59)	Daily 24 hr
Mode/Time period					
Rail	0.3%	0.3%	0.3%	0.2%	0.3%
Motorised	99.7%	99.7%	99.7%	99.8%	100%
Rail + motorised modes	100%	100%	100%	100%	100%

NTS

	AM (07:00-09:59)	IP (10:00-15:59)	PM (16:00-19:00)	OP (19:00-06:59)	Daily 24 hr
Mode/Time period					
Rail	4.9%	1.7%	4.7%	5.2%	3.5%
Motorised	95.1%	98.3%	95.3%	94.8%	96.5%
Rail + motorised modes	100%	100%	100%	100%	100%

NTEM

	AM (07:00-09:59)	IP (10:00-15:59)	PM (16:00-19:00)	OP (19:00-06:59)	Daily 24 hr
Mode/Time period					
Rail	3.3%	2.0%	2.7%	1.3%	2.3%
Motorised	96.7%	98.0%	97.3%	98.7%	97.7%
Rail + motorised modes	100%	100%	100%	100%	100%

The data was categorised by Citi Logik into the following purposes:

- Home Based Work (HBW)
- Home Based Other (HBO), and
- Non Home Based (NHB)
- Unknown

The purpose split produced by the MND analysis has been compared with the one calculated using NTEM and NTS datasets with the results presented in Table 9-3.

Table 9-3 MND Matrix Statistics. Purpose Split

MND

Purpose/Time period	AM (07:00-09:59)	IP (10:00-15:59)	PM (16:00-19:00)	OP (19:00-06:59)	Daily 24 hr
HBW	14%	2%	12%	2%	6%
HBO	42%	42%	42%	40%	41%
NHB	43%	45%	46%	52%	47%
Unknown	0%	12%	0%	7%	6%
All purposes	100%	100%	100%	100%	100%

NTS, 2013

Purpose/Time period	AM (07:00-09:59)	IP (10:00-15:59)	PM (16:00-19:00)	OP (19:00-06:59)	Daily 24 hr
HBW	53%	17%	33%	31%	30%
HBO	38%	65%	56%	63%	57%
NHB	10%	17%	12%	6%	13%
Unknown	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%

TEMPRO, 2015

Purpose/Time period	AM (07:00-09:59)	IP (10:00-15:59)	PM (16:00-19:00)	OP (19:00-06:59)	Daily 24 hr
HBW	66%	23%	37%	19%	34%
HBO	27%	58%	53%	78%	54%
NHB	8%	19%	9%	4%	12%
Unknown	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%

Overall the MND purpose split underrepresents HBW (commuting) trips across all time periods with the proportion of the HBO and NHB trips being significantly higher than in NTS or NTEM. There are also around 12% of trips within the MND dataset which could not be allocated to any purpose and were therefore classified as 'unknown'. The high level analysis of the MND trips suggests that the purpose split is not reliably represented by the initial MND processing and this MND limitation will be addressed during the prior matrix development stage.

The MND allocation of trips to different time periods has also been compared to the NTS and NTEM data with the results presented in Table 9-4. Within MND the proportion of trips allocated to AM, IP, PM and Off Peak generally matches the values extracted from alternative data sources.

Table 9-4 MND, NTEM and NTS Trip Allocation to Time Periods

Data Source	AM (07:00-09:59)	IP (10:00-15:59)	PM (16:00-19:00)	OP (19:00-06:59)
MND	21%	33%	18%	28%
NTS	21%	44%	22%	13%
NTEM	22%	36%	24%	18%

SYMMETRY OF TRIP ENDS

The scatter plot in Figure 9-1 shows the correlation between 'from zone' and 'to zone' movements. The results suggest a well-balanced travel generation and attraction behaviour for all zones with R2 close to 1.

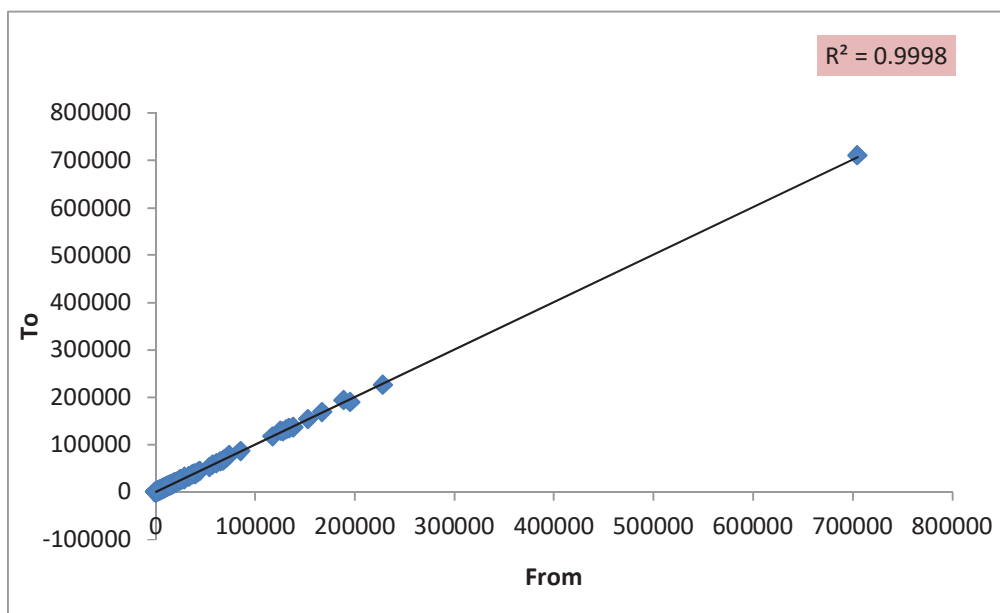


Figure 9-1 All originated trips (X) vs All attracted trips (Y)

CORRELATION BETWEEN ALL-PURPOSE TRIPS AND 16YR+ POPULATION

Figure 9-2 shows correlation between 16yr+ population and all-purpose travel for the Internal area WSTM4 MND sectors. This was derived by summing all trips starting in a sector and plotting these against the respective population.

The tight clustering of points around the trend line and the R2 of 0.91 suggests a reasonably good match between population and trip making.

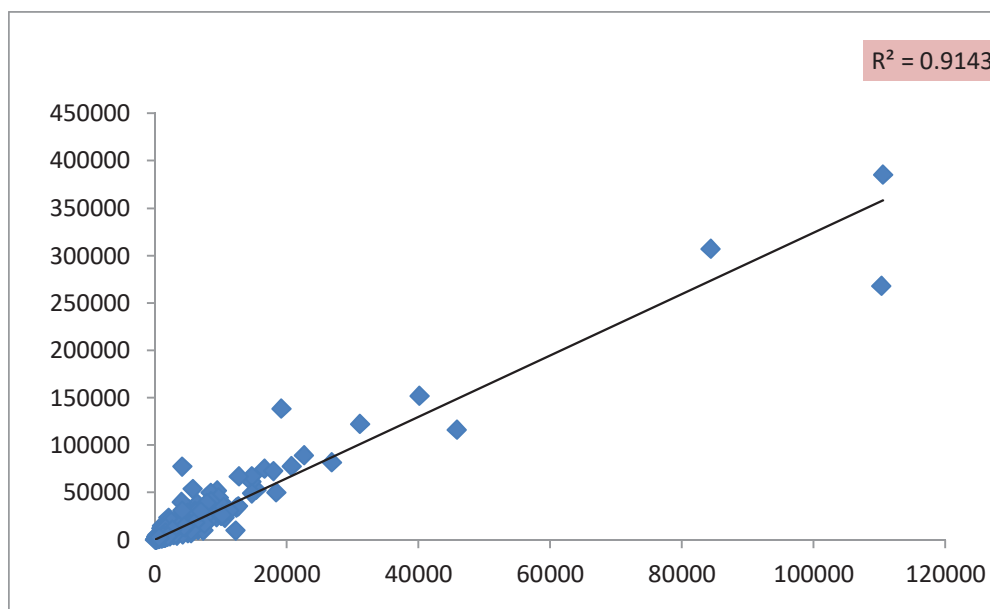


Figure 9-2 UK Adult Population vs MND Trip Generation. Internal Area

VISUALISATION OF MOVEMENTS

In addition to numerical outputs, a series of figures have been prepared showing trip desire lines and zonal totals across the area. Visual checks of such outputs allowed confirmation of the robustness of the data against local knowledge and identification of any potential outliers.

Figure 9-3 presents daily trip movements across all purposes and modes within the Core Internal area, which includes areas of Reading, Wokingham and Bracknell only. As expected the greatest volume of trips is observed within the key urban areas.

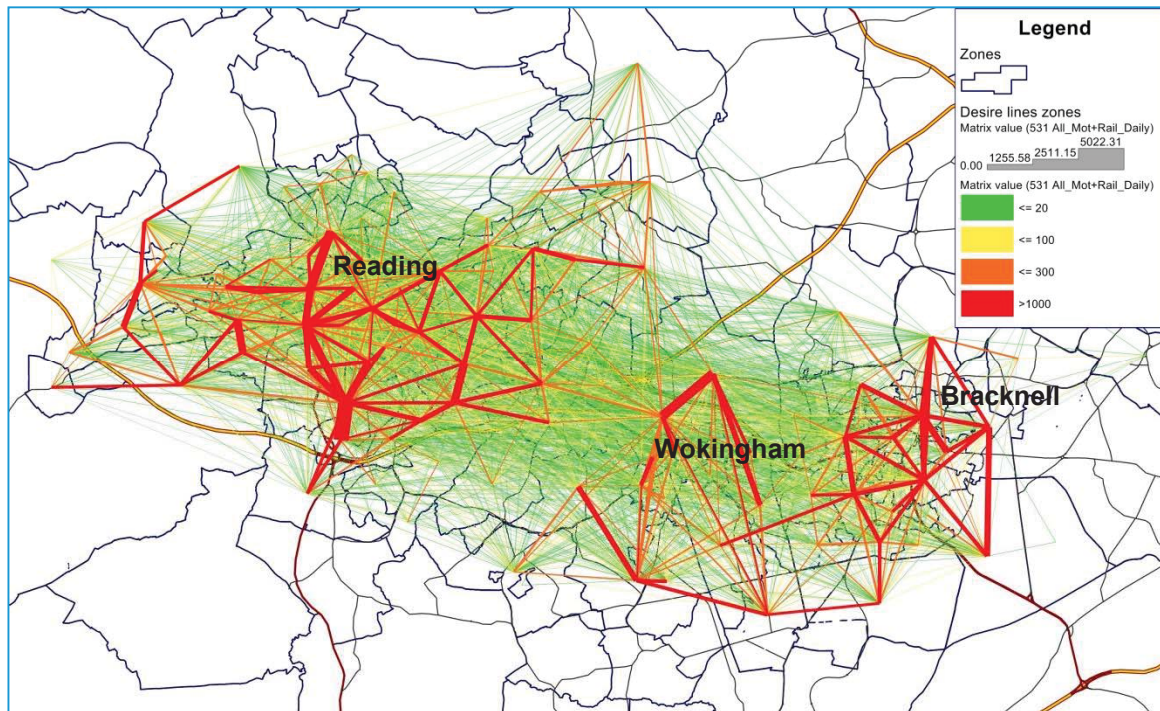


Figure 9-3 Daily Trip movements across all purposes and modes

SECTORED TRIP DISTRIBUTION

Daily motorised and rail matrices have been aggregated within the Internal area using the sectoring system presented in Figure 2-4 and Figure 2-5 in Chapter 2. For each sector to sector movement proportion of trips undertaking this movement has been calculated. The proportions have then been aggregated across rows and columns to produce sector trip end origin and destination distribution.

The MND results across all purposes and modes have been compared with the 2011 Census data and are presented in Figure 9-4 and Figure 9-5. The correlation between the MND and Census is very close with all the sectors showing similar degree of attractiveness both for origins and destinations.

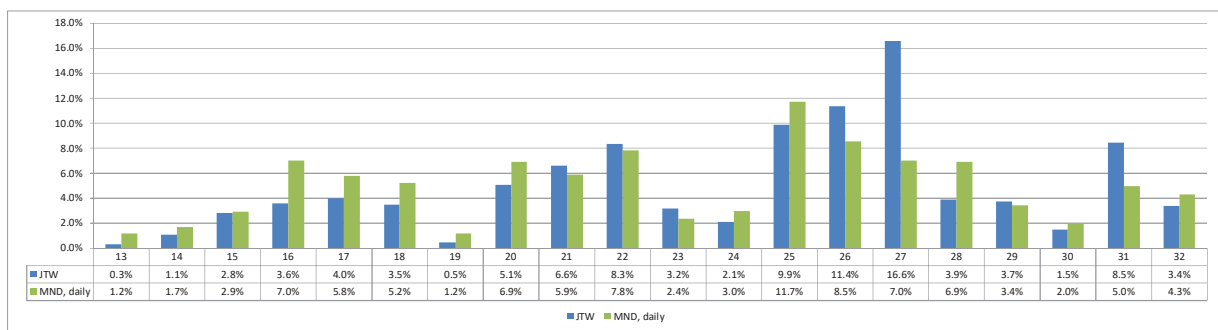


Figure 9-4 Origin distribution summary. MND vs 2011 Census

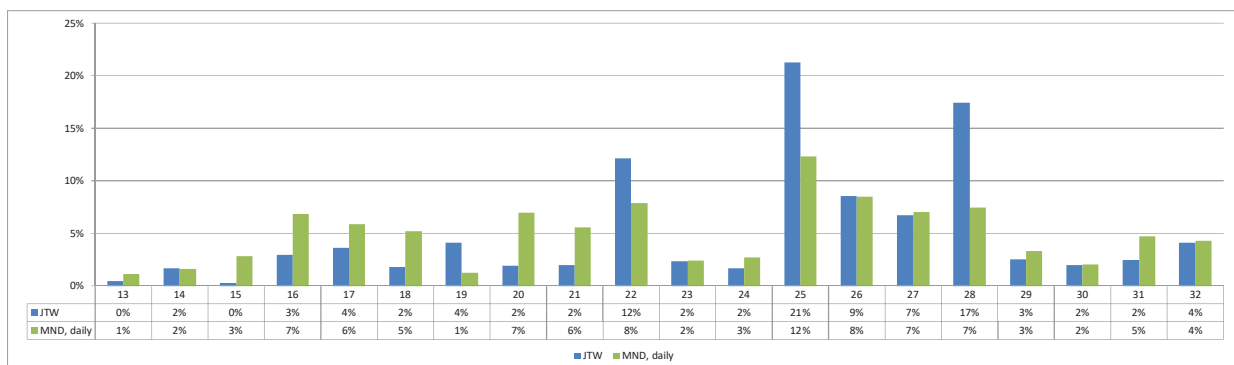


Figure 9-5 Destination distribution summary. MND vs 2011 Census

TRIP LENGTH DISTRIBUTION

The MND Trip Length Distribution (TLD) has been compared with the TLD extracted from NTS. The comparison is shown in Figure 9-6 for motorised and rail trips combined. The MND TLD is presented by a solid line whereas the NTS TLD is shown as a dashed line. The MND TLD matches the one collected through NTS reasonably well despite some differences in the location of peaks.

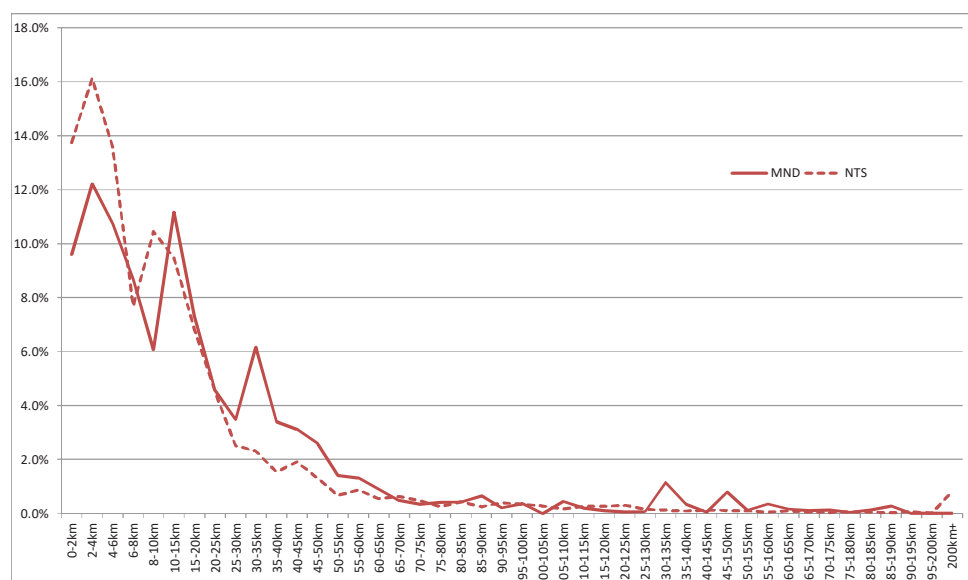


Figure 9-6 Trip Length Distribution. All purpose. MND vs NTS

CONCLUSIONS

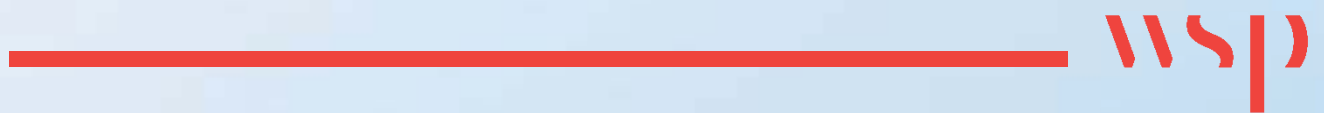
Various tests have been undertaken to validate trip matrices developed on the basis of Vodafone customers' movements for the WSTM4 modelled area. This Appendix has described the results of the MND verification.

The following conclusions can be drawn from the verification process:

- The combined Motorised and Rail demand looks reasonably robust in terms of overall trip distribution, time split and representation of short-distance trips
- A good symmetry is observed confirming the realism of the demand observed by MND analysis
- Trips to/from WSTM MND sectors correlate well with the 2011 Census population
- Mode or purpose split is not represented within MND with a high degree of accuracy

Appendix B

HIGHWAY ASSIGNMENT MODEL



CALIBRATION AND VALIDATION

Appendix B.1

LINK COUNT CALIBRATION



Highway

ID	Site Location	Dir	AM Peak - Highway													
			ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_R101	B4009 Wallingford Rd, North of Goring	Northbound	130	114	1.435	Yes	102	101	0.066	Yes	25	14	2.603		0	2.739
ATC_R101	B4009 Wallingford Rd, North of Goring	Southbound	126	104	2.024	Yes	98	86	1.264	Yes	20	9	2.807		9	3.358
ATC_R102	A4074 Red Ln, West of B471	Eastbound	580	633	2.147	Yes	506	532	1.174	Yes	47	69	2.924	27	31	0.716
ATC_R102	A4074 Red Ln, West of B471	Westbound	673	738	2.461	Yes	552	619	2.770	Yes	95	86	0.950	26	33	1.361
ATC_R103	A4130, South of Crocker End	Northbound	337	343	0.320	Yes	292	292	0.033	Yes	29	30	0.289	17	22	1.122
ATC_R103	A4130, South of Crocker End	Southbound	585	502	3.533	Yes	500	442	2.710	Yes	59	60	0.040	25	1	6.630
ATC_R104	B480, Pishill	Northbound	29	33	0.678	Yes	25	32	1.405	Yes	3	0	2.398	1	0	1.063
ATC_R104	B480, Pishill	Southbound	63	92	3.309	Yes	50	66	2.071	Yes	3	0	4.359	3	26	6.031
ATC_R105	B4009 High St, West of Goring	Eastbound	327	318	0.509	Yes	278	281	0.196	Yes	35	34	0.086	14	2	4.097
ATC_R105	B4009 High St, West of Goring	Westbound	323	290	1.908	Yes	279	250	1.752	Yes	32	27	0.874	13	13	0.064
ATC_R106	B471 Whitechurch Rd, North of Pangbourne	Northbound	342	407	3.344	Yes	295	359	3.535	Yes	40	46	0.981	7	2	2.693
ATC_R106	B471 Whitechurch Rd, North of Pangbourne	Southbound	293	347	3.037	Yes	250	296	2.786	Yes	39	46	1.207	5	5	0.205
ATC_R107	A4155, Medmenham	Eastbound	410	404	0.249	Yes	349	360	0.590	Yes	46	38	1.181	15	6	2.592
ATC_R107	A4155, Medmenham	Westbound	355	342	0.713	Yes	306	288	1.032	Yes	38	35	0.530	12	19	1.958
ATC_R108	A4155 Span Hill, North of Spring Ln	Northbound	530	595	2.752	Yes	469	539	3.135	Yes	42	49	1.082	20	8	3.344
ATC_R108	A4155 Span Hill, North of Spring Ln	Southbound	284	317	1.943	Yes	251	296	2.677	Yes	21	21	0.109	12	1	4.403
ATC_R110	A4155 Henley Rd, East of Rossendale Rd	Eastbound	374	371	0.149	Yes	320	337	0.923	Yes	35	31	0.608	19	3	4.924
ATC_R110	A4155 Henley Rd, East of Rossendale Rd	Westbound	239	272	2.052	Yes	210	250	2.630	Yes	18	21	0.787	11	1	4.275
ATC_R111	B3345 Lower Henley Rd, East of Luscombe Cl	Eastbound	318	311	0.413	Yes	285	282	0.170	Yes	24	22	0.437	10	7	0.826
ATC_R111	B3345 Lower Henley Rd, East of Luscombe Cl	Westbound	448	348	5.027	No	414	315	5.181	Yes	27	24	0.560	7	8	0.545
ATC_R112	B481 Peppard Rd, South of Newlands Ave	Northbound	408	466	2.310	Yes	363	401	1.968	Yes	32	41	1.417	13	14	0.270
ATC_R113	B481 Peppard Rd, South of Newlands Ave	Southbound	488	711	9.121	No	452	579	9.454	No	43	53	1.484	16	9	1.833
ATC_R113	A4074 Church Rd, East of St Anne's Rd	Eastbound	592	649	2.300	Yes	529	579	1.140	Yes	25	38	2.349	15	32	3.500
ATC_R113	A4074 Church Rd, East of St Anne's Rd	Westbound	582	547	1.457	Yes	502	480	0.967	Yes	50	33	2.717	30	35	0.747
ATC_R114	A4155 Henley Rd, East of Caversham Park Rd	Eastbound	865	912	1.573	Yes	725	817	3.266	Yes	107	86	2.178	33	10	4.988
ATC_R114	A4155 Henley Rd, East of Caversham Park Rd	Westbound	600	641	1.664	Yes	528	556	1.189	Yes	51	55	0.541	21	31	1.923
ATC_R115	Caversham Bridge, Reading	Northbound	1089	997	2.834	Yes	1032	915	3.763	Yes	24	31	1.440	33	52	2.813
ATC_R115	Caversham Bridge, Reading	Southbound	1256	1159	2.804	Yes	1160	1072	2.623	Yes	67	58	1.059	30	28	0.270
ATC_SLR101	Woosehill Ln	Eastbound	286	308	1.317	Yes	253	282	1.742	Yes	28	23	0.884	5	3	0.677
ATC_SLR101	Woosehill Ln	Westbound	257	294	2.233	Yes	221	266	2.920	Yes	33	27	1.188	3	1	1.389
ATC_SLR102	Molly Millar's Ln	Northbound	382	351	1.643	Yes	317	294	1.311	Yes	51	41	1.424	14	16	0.294
ATC_SLR102	Molly Millar's Ln	Southbound	706	730	0.900	Yes	610	659	1.936	Yes	75	59	1.901	21	12	2.207
ATC_SLR104	Meadow Rd	Northbound	201	218	1.175	Yes	184	201	1.286	Yes	16	17	0.216	2	0	1.681
ATC_SLR104	Meadow Rd	Southbound	274	263	0.661	Yes	246	239	0.424	Yes	26	20	1.121	2	3	0.661
ATC_SLR105	Barkham Rd, East of Latimer Rd	Northbound	248	288	2.417	Yes	220	245	1.625	Yes	20	24	0.732	8	20	3.062
ATC_SLR105	Barkham Rd, East of Latimer Rd	Southbound	395	418	1.162	Yes	358	392	1.730	Yes	28	24	0.700	8	2	2.866
ATC_SLR106	Wellington Rd, North of Elms Rd	Northbound	587	508	3.360	Yes	517	454	2.862	Yes	57	49	1.154	13	6	2.350
ATC_SLR106	Wellington Rd, North of Elms Rd	Southbound	331	285	2.598	Yes	330	267	3.664	Yes	1	13	4.423	0	6	3.424
ATC_SLR110	Reading Rd, South of Holt Ln	Northbound	555	628	3.012	Yes	519	566	2.009	Yes	25	44	3.199	11	18	2.006
ATC_SLR110	Reading Rd, South of Holt Ln	Southbound	793	785	0.291	Yes	747	723	0.880	Yes	31	49	2.737	15	13	0.434
ATC_SLR111	Station Link Rd, Northern section	Northbound	824	870	1.586	Yes	668	764	3.578	Yes	124	81	4.284	31	25	1.176
ATC_SLR111	Station Link Rd, Northern section	Southbound	106	68	4.163	Yes	91	68	2.634	Yes	14	0	5.196	2	0	1.936
ATC_SLR112	Oxford Rd, South of Mount Pleasant	Northbound	60	43	2.376	Yes	48	43	0.799	Yes	9	0	4.078	3	0	2.318
ATC_SLR112	Oxford Rd, South of Mount Pleasant	Southbound	289	221	4.274	Yes	240	206	2.289	Yes	42	14	5.322	7	1	3.031
ATC_SLR113	Reading Rd, North of Larch Ave	Northbound	466	477	0.505	Yes	419	433	0.656	Yes	36	31	0.814	11	13	0.613
ATC_SLR113	Reading Rd, North of Larch Ave	Southbound	807	804	0.110	Yes	698	726	1.045	Yes	89	64	2.910	20	14	1.362
ATC_SLR116	Oxford Rd approach to Junction MCC, SLR4	Northbound	327	326	0.046	Yes	286	297	0.702	Yes	37	27	1.771	5	2	1.564
ATC_SLR116	Oxford Rd approach to Junction MCC, SLR4	Southbound	483	457	1.203	Yes	428	422	0.302	Yes	46	30	2.448	10	5	1.793
ATC_W101	A33 Basingstoke Rd, North of Three Mile Cross	Northbound	2915	2855	1.115	Yes	2674	2636	0.733	Yes	118	145	2.399	124	74	4.985
ATC_W101	A33 Basingstoke Rd, North of Three Mile Cross	Southbound	1885	1924	0.902	Yes	1700	1744	1.069	Yes	78	118	3.980	107	63	4.810
ATC_W102	Kybes Ln, North of Pingewood Rd S	Northbound	121	120	0.003	Yes	101	94	0.726	Yes	15	13	0.458	4	13	3.030
ATC_W102	Kybes Ln, North of Pingewood Rd S	Southbound	34	65	4.326	Yes	25	45	3.255	Yes	6	14	2.743	4	6	1.199
ATC_W103	Burghfield Rd, North of Ammers Farm Rd	Northbound	693	594	3.908	Yes	614	548	2.751	Yes	57	45	1.694	22	1	6.208
ATC_W103	Burghfield Rd, North of Ammers Farm Rd	Southbound	444	431	0.625	Yes	374	397	1.025	Yes	44	34	1.636	23	0	6.763
ATC_W104	Hangar Rd, North of Sheffield Bottom	Northbound	353	368	0.830	Yes	329	338	0.487	Yes	30	27	1.293	3	4	0.325
ATC_W104	Hangar Rd, North of Sheffield Bottom	Southbound	274	183	5.997	Yes	234	137	7.143	Yes	33	30	0.570	6	16	2.926
ATC_W105	The Straight Mile, South of M4	Northbound	243	281	2.354	Yes	201	233	2.201	Yes	35	35	0.009	8	13	1.750
ATC_W105	The Straight Mile, South of M4	Southbound	241	290	3.044	Yes	204	247	2.893	Yes	30	25	0.952	7	18	3.164

Highway

			AM Peak - Highway													
			ALL VEHICLES			CAR			LGV			HGV				
ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC W106	B3018 Twyford Rd, South of M4	Northbound	132	178	3.687	Yes	108	150	3.640	Yes	20	29	1.800	4	0	2.915
ATC W106	B3018 Twyford Rd, South of M4	Southbound	145	182	2.903	Yes	120	159	3.260	Yes	22	23	0.366	3	0	2.500
ATC W107	A329 London Rd, East of Plough Ln	Eastbound	1286	1340	1.476	Yes	1235	1276	1.142	Yes	39	52	1.975	13	12	0.074
ATC W107	A329 London Rd, East of Plough Ln	Westbound	858	928	2.352	Yes	742	813	2.542	Yes	80	86	0.666	37	30	1.148
ATC W108	Blagrove Ln	Northbound	53	51	0.284	Yes	46	50	0.539	Yes	5	1	2.685	1	0	1.468
ATC W108	Blagrove Ln	Southbound	40	16	4.437	Yes	35	16	3.676	Yes	4	0	2.763	1	0	1.323
ATC W109	A321 Finchampstead Rd, Eastheath	Northbound	840	821	0.651	Yes	754	750	0.156	Yes	67	59	0.962	19	12	1.750
ATC W109	A321 Finchampstead Rd, Eastheath	Southbound	557	579	0.926	Yes	501	505	0.157	Yes	45	46	0.190	11	28	3.922
ATC W110	B3349 Odham Rd, North of Heckfield Heath	Northbound	780	729	1.850	Yes	653	639	0.541	Yes	101	57	4.892	27	33	1.171
ATC W110	B3349 Odham Rd, North of Heckfield Heath	Southbound	573	751	6.947	No	499	710	8.581	No	55	15	6.792	19	26	1.680
ATC W111	A33 Basingstoke Rd, North of The Causeway	Northbound	1066	1068	0.069	Yes	902	927	0.841	Yes	114	112	0.143	50	28	3.471
ATC W111	A33 Basingstoke Rd, North of The Causeway	Southbound	1031	964	2.118	Yes	893	770	4.243	Yes	88	156	6.165	51	38	1.913
ATC W112	B3034 Forest Rd, West of Foxley Ln	Eastbound	638	724	3.292	Yes	572	673	4.059	Yes	58	51	0.928	9	0	3.986
ATC W112	B3034 Forest Rd, West of Foxley Ln	Westbound	376	410	1.729	Yes	325	367	2.259	Yes	41	42	0.053	9	1	3.648
ATC W113	B3430 Nine Mile Ride, East of Old Wokingham Rd	Westbound	733	900	5.856	No	651	825	6.403	No	64	65	0.114	18	10	2.025
ATC W113	B3430 Nine Mile Ride, East of Old Wokingham Rd	Eastbound	631	711	3.080	Yes	558	613	2.267	Yes	57	93	4.115	16	6	3.204
ATC W114	B3348 Bracknell Rd, North of Brookers Row	Northbound	715	550	6.577	No	609	475	5.780	No	92	67	2.846	14	8	1.654
ATC W114	B3348 Bracknell Rd, North of Brookers Row	Southbound	661	741	3.043	Yes	579	653	3.016	Yes	69	80	1.189	13	8	1.383
ATC W115	A33 North of Longwater Ave	Northbound	1522	1461	1.584	Yes	1260	1182	2.242	Yes	166	185	1.460	96	94	0.223
ATC W115	A33 North of Longwater Ave	Southbound	1751	1687	1.551	Yes	1439	1421	0.461	Yes	164	182	1.383	148	83	6.039
ATC W116	B3031 Basingstoke Rd, North of Bennet Rd	Northbound	370	358	0.607	Yes	299	298	0.040	Yes	41	39	0.247	30	21	1.850
ATC W116	B3031 Basingstoke Rd, North of Bennet Rd	Southbound	387	355	1.633	Yes	318	305	0.701	Yes	42	27	2.526	27	23	0.838
ATC W117	Northumberland Ave, South of Stockton Rd	Northbound	753	722	1.138	Yes	709	697	0.448	Yes	32	25	1.310	12	0	4.866
ATC W117	Northumberland Ave, South of Stockton Rd	Southbound	494	500	0.295	Yes	464	480	0.766	Yes	23	20	0.729	7	0	3.618
ATC W118	Whiteknights Rd, South of Hamilton Rd	Northbound	616	545	2.921	Yes	584	499	3.637	Yes	24	24	0.024	8	22	3.655
ATC W118	Whiteknights Rd, South of Hamilton Rd	Southbound	408	373	1.764	Yes	383	345	1.940	Yes	22	14	1.786	4	14	3.256
ATC W119	B3349 Basingstoke Rd, North of Swallowfield St	Northbound	554	551	0.137	Yes	478	480	0.065	Yes	56	49	0.992	20	22	0.562
ATC W119	B3349 Basingstoke Rd, North of Swallowfield St	Southbound	373	373	0.009	Yes	325	306	1.076	Yes	35	46	1.816	13	20	1.798
ATC W121	Bloomfield Hatch Ln, South of Grazeley	Northbound	201	122	6.221	Yes	182	108	6.160	Yes	12	10	0.491	7	4	1.413
ATC W121	Bloomfield Hatch Ln, South of Grazeley	Southbound	143	162	1.557	Yes	127	151	2.059	Yes	11	10	0.326	5	1	2.278
ATC W122	Goring Ln, West of Fullers Ln	Eastbound	359	462	5.091	No	291	411	6.370	No	59	45	1.890	9	6	0.924
ATC W122	Goring Ln, West of Fullers Ln	Westbound	317	282	2.007	Yes	284	247	2.290	Yes	26	30	0.831	7	5	0.728
ATC W123	Reading Rd, South of James's Ln	Northbound	426	426	0.021	Yes	353	391	2.006	Yes	57	35	3.246	17	0	5.639
ATC W123	Reading Rd, South of James's Ln	Southbound	280	253	1.700	Yes	247	237	0.677	Yes	23	16	1.568	10	0	4.534
ATC W126	Swallowfield Rd, North of Castle Hill	Northbound	179	138	3.241	Yes	154	130	2.024	Yes	16	4	3.992	9	5	1.619
ATC W126	Swallowfield Rd, North of Castle Hill	Southbound	188	134	4.296	Yes	171	132	3.134	Yes	14	0	5.217	3	1	1.294
ATC W128	B3349 School Rd, East of Wood Ln	Eastbound	301	308	0.437	Yes	276	265	0.653	Yes	19	32	2.612	6	11	1.774
ATC W128	B3349 School Rd, East of Wood Ln	Westbound	294	278	0.933	Yes	267	251	1.001	Yes	23	18	1.004	5	9	1.825
ATC W129	Rushley Way, East of Marefield	Northbound	946	925	0.686	Yes	858	857	0.056	Yes	74	62	1.414	14	6	2.435
ATC W129	Rushley Way, East of Marefield	Southbound	712	658	2.073	Yes	676	638	1.462	Yes	29	19	2.181	7	1	3.071
ATC W130	Mill Ln, South of Wokingham Rd	Northbound	124	177	4.307	Yes	116	164	4.053	Yes	6	12	1.950	2	1	0.675
ATC W130	Mill Ln, South of Wokingham Rd	Southbound	77	90	1.416	Yes	67	67	0.051	Yes	8	12	1.471	2	11	3.363
ATC W132	Kenton Rd, North of The Crescent	Northbound	171	161	0.803	Yes	162	153	0.776	Yes	8	8	0.230	2	0	1.342
ATC W132	Kenton Rd, North of The Crescent	Southbound	131	182	4.071	Yes	119	175	4.571	Yes	9	5	1.558	3	2	0.283
ATC W133	Emmbrook Rd, South of Lowther Rd	Northbound	226	194	2.232	Yes	203	187	1.108	Yes	20	7	3.727	3	0	2.550
ATC W133	Emmbrook Rd, South of Lowther Rd	Southbound	288	198	5.768	Yes	254	182	4.907	Yes	29	16	2.866	4	0	2.759
ATC W135	A321 Denmark St, West of Langborough Rd	Northbound	498	479	0.874	Yes	451	433	0.848	Yes	43	44	0.171	4	2	1.517
ATC W135	A321 Denmark St, West of Langborough Rd	Southbound	1015	1069	1.684	Yes	887	945	1.897	Yes	104	95	0.885	24	30	1.115
ATC W139	Langborough Rd, West of Gipsy Ln	Eastbound	467	481	0.641	Yes	405	433	1.401	Yes	56	46	1.423	6	2	2.305
ATC W139	Langborough Rd, West of Gipsy Ln	Westbound	328	319	2.079	Yes	305	296	0.529	Yes	20	22	0.323	2	1	0.675
ATC W141	Wiltshire Rd, South of Wiltshire Dr	Northbound	261	230	2.025	Yes	236	218	1.147	Yes	21	7	3.889	5	5	0.023
ATC W141	Wiltshire Rd, South of Wiltshire Dr	Southbound	330	291	2.247	Yes	286	268	1.065	Yes	38	22	2.815	7	0	3.558
ATC WRR102	Betchworth Ave, South of Luckmore Dr	Eastbound	203	195	0.562	Yes	192	190	0.111	Yes	9	4	1.998	2	1	1.134
ATC WRR102	Betchworth Ave, South of Luckmore Dr	Westbound	339	423	4.310	Yes	312	394	4.365	Yes	24	22	0.422	3	7	1.785
ATC WRR105	Silverdale Rd, East of Hillside Rd	Eastbound	198	182	1.140	Yes	184	177	0.498	Yes	12	4	2.751	2	1	1.009
ATC WRR105	Silverdale Rd, East of Hillside Rd	Westbound	364	323	2.181	Yes	337	303	1.930	Yes	24	14	2.357	3	7	1.978
ATC WBC006	SITE 6 - A321 WILTSHIRE RD, WOKINGHAM	Southbound	1252	1183	1.967	Yes	1110	1050	0.919	Yes	105	82	2.396	37	22	2.786
ATC WBC007	SITE 7 - A327 SHINFELD RD, READING	Northbound	607	632	1.006	Yes	539	523	0.660	Yes	51	58	1.028	18	51	5.577

Highway

				AM Peak - Highway															
				ALL VEHICLES				CAR				LGV				HGV			
ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH			
ATC_WBC007	SITE 7 - A327 SHINFELD RD, READING	Southbound	626	627	0.021	Yes	555	566	0.453	Yes	52	31	3.257	19	29	2.221			
ATC_WBC008	SITE 8 - A4 KNOWL HILL, KNOWL HILL	Eastbound	1125	1045	2.420	Yes	998	940	1.856	Yes	94	87	0.734	33	18	2.942			
ATC_WBC008	SITE 8 - A4 KNOWL HILL, KNOWL HILL	Westbound	855	833	0.778	Yes	758	724	1.259	Yes	72	81	1.087	25	27	0.940			
ATC_WBC120	SITE 120- B478 Playhatch Road, Sonning	Eastbound	495	607	4.757	Yes	439	553	5.087	No	41	51	1.422	15	3	3.756			
ATC_WBC120	SITE 120- B478 Playhatch Road, Sonning	Westbound	609	645	1.430	Yes	540	569	1.230	Yes	51	44	0.984	18	32	2.733			
ATC_WBC0027	SITE 27 - SWALLOWFIELD BYPASS, READING	Northbound	1692	1572	2.973	Yes	1501	1438	1.640	Yes	141	104	3.411	50	31	3.073			
ATC_WBC0027	SITE 27 - SWALLOWFIELD BYPASS, READING	Southbound	1522	1472	1.293	Yes	1311	1311	1.061	Yes	127	126	0.085	45	35	1.644			
ATC_WBC0032	SITE 32 - A4130 HENLEY ON THAMES	Eastbound	945	891	1.770	Yes	838	796	1.475	Yes	79	67	1.413	28	29	0.115			
ATC_WBC0032	SITE 32 - A4130 HENLEY ON THAMES	Westbound	642	796	5.746	No	569	724	6.070	No	54	56	0.303	19	16	0.586			
ATC_WBC0059	SITE 59 - B3030 ROBIN HOOD LANE, READING	Northbound	706	547	6.362	No	626	483	6.064	No	59	56	0.345	21	7	3.686			
ATC_WBC0059	SITE 59 - B3030 ROBIN HOOD LANE, READING	Southbound	780	611	6.426	No	692	550	5.711	No	65	44	2.832	23	17	1.394			
ATC_WBC0060	60 - B3270 LOWER EARLEY WAY SOUTH, LWR EAR	Eastbound	974	894	2.624	Yes	864	833	1.044	Yes	81	54	3.338	29	6	5.308			
ATC_WBC0060	60 - B3270 LOWER EARLEY WAY SOUTH, LWR EAR	Westbound	1304	1277	0.732	Yes	1156	1159	0.091	Yes	109	107	0.217	39	11	5.434			
ATC_WBC0063	SITE 63 - A321 WARGRAVE, WARGRAVE	Northbound	610	517	3.927	Yes	541	470	3.170	Yes	51	45	0.856	18	2	5.059			
ATC_WBC0063	SITE 63 - A321 WARGRAVE, WARGRAVE	Southbound	621	515	4.443	Yes	550	465	3.802	Yes	52	44	1.124	18	6	3.566			
ATC_WBC0090	SITE 90 - NEW WOKINGHAM RD, CROWTHORNE	Northbound	397	454	2.758	Yes	352	434	4.115	Yes	33	18	3.006	12	2	3.580			
ATC_WBC0090	SITE 90 - NEW WOKINGHAM RD, CROWTHORNE	Southbound	275	230	2.812	Yes	244	217	1.751	Yes	23	11	2.950	8	2	2.633			
ATC_WBC093	SITE 93 - WHITLEY WOOD LANE, READING	Eastbound	1011	1032	0.648	Yes	896	914	0.588	Yes	85	98	1.411	30	19	2.107			
ATC_WBC093	SITE 93 - WHITLEY WOOD LANE, READING	Westbound	1544	1385	4.152	Yes	1369	1252	3.228	Yes	129	113	1.486	46	20	4.481			
ATC_WBC0094	SITE 94 - A327 HOLLOW LANE, SHINFIELD	Northbound	1153	1158	0.141	Yes	1022	1027	0.133	Yes	96	72	2.687	34	59	3.685			
ATC_WBC0094	SITE 94 - A327 HOLLOW LANE, SHINFIELD	Southbound	1100	1046	1.652	Yes	976	916	1.946	Yes	92	88	0.415	33	42	1.579			
ATC_WBC0096	SITE 96 - A327 READING RD, ARBORFIELD GSN	Northbound	648	673	0.997	Yes	574	579	0.182	Yes	54	56	0.202	19	39	3.667			
ATC_WBC0096	SITE 96 - A327 READING RD, ARBORFIELD GSN	Southbound	548	580	1.375	Yes	486	512	1.188	Yes	46	44	0.205	16	24	1.681			
ATC_WBC0099	SITE 99 - A4 BATH RD, NR SONNING	Eastbound	644	588	2.262	Yes	571	537	1.435	Yes	54	48	0.869	19	3	4.894			
ATC_WBC0099	SITE 99 - A4 BATH RD, NR SONNING	Westbound	1248	1173	2.167	Yes	1107	1076	0.955	Yes	104	83	2.185	37	14	4.494			
ATC_WBC0110	SITE 110 - B3348 BARKHAM RD BARKHAM	Westbound	465	449	0.772	Yes	413	404	0.450	Yes	39	39	0.032	14	7	2.263			
ATC_WBC0110	SITE 110 - B3348 BARKHAM RD BARKHAM	Eastbound	848	807	1.418	Yes	752	704	1.772	Yes	71	76	0.566	25	27	0.443			
ATC_WBC0112	SITE 112 - N33 EASTHAMPS TEAD RD, WOKINGHAM	Northbound	707	718	0.423	Yes	627	627	0.003	Yes	59	60	0.180	21	31	1.933			
ATC_WBC0112	SITE 112 - N33 EASTHAMPS TEAD RD, WOKINGHAM	Southbound	421	516	4.402	Yes	373	465	4.479	Yes	35	43	1.281	12	8	1.385			
ATC_WBC0113	SITE 113 - N60 WATERLOO RD, WOKINGHAM	Northbound	226	198	1.866	Yes	200	175	1.843	Yes	19	23	0.833	7	1	2.947			
ATC_WBC0113	SITE 113 - N60 WATERLOO RD, WOKINGHAM	Southbound	231	180	3.518	Yes	204	167	2.719	Yes	19	12	1.810	7	1	3.198			
ATC_WBC0118	SITE 118 - H155 BADER WAY SOUTH, WINNERSH	Eastbound	2042	1992	1.112	Yes	1811	1833	0.511	Yes	171	124	3.829	60	35	3.660			
ATC_WBC0121	SITE 121 - B3348 DUKES RIDE, CROWTHORNE	Channel 1	506	584	3.377	Yes	448	550	4.545	Yes	42	30	1.978	15	4	3.493			
ATC_WBC0121	SITE 121 - B3348 DUKES RIDE, CROWTHORNE	Channel 2	772	667	3.902	Yes	685	605	3.130	Yes	65	53	1.464	23	9	3.507			
ATC_WBC0202	SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	Northbound	392	413	1.017	Yes	348	364	0.854	Yes	33	35	0.402	12	14	0.548			
ATC_WBC0202	SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	Southbound	326	334	0.423	Yes	289	278	0.678	Yes	27	29	0.300	10	27	4.082			
ATC_WBC203	SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	Southbound	434	441	0.335	Yes	384	406	1.106	Yes	36	29	1.313	13	5	2.488			
ATC_WBC203	SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	Northbound	620	642	0.904	Yes	550	582	1.356	Yes	52	50	0.206	18	10	2.136			
ATC_WBC0204	SITE 204 - U8269 BINFIELD RD, WOKINGHAM	Northbound	133	181	3.780	Yes	118	178	4.928	Yes	11	2	3.335	4	0	2.806			
ATC_WBC0204	SITE 204 - U8269 BINFIELD RD, WOKINGHAM	Southbound	102	92	1.044	Yes	90	87	0.372	Yes	9	5	1.493	3	0	2.352			
ATC_WBC0209	SITE 209 - B3350 WILDERNESS ROAD	Northbound	562	698	5.417	No	499	625	5.331	No	47	54	0.990	17	19	0.615			
ATC_WBC0209	SITE 209 - B3350 WILDERNESS ROAD	Southbound	975	934	1.339	Yes	865	789	2.631	Yes	82	89	0.842	29	55	4.088			
ATC_WBC0210	SITE 210 - PEPPER LANE	Eastbound	405	315	4.710	Yes	359	286	4.052	Yes	34	23	1.981	12	6	2.009			
ATC_WBC0210	SITE 210 - PEPPER LANE	Westbound	1101	1089	0.370	Yes	976	963	0.435	Yes	92	90	0.238	33	36	0.611			
ATC_WBC0212	SITE 212 - PEACH STREET, WOKINGHAM	outhbound (two lane	1320	1201	3.346	Yes	1170	1080	2.698	Yes	110	89	2.095	39	32	1.236			
ATC_WBC0213	SITE 213 - BUTTS HILL ROAD	Northbound	364	323	2.216	Yes	323	285	2.152	Yes	30	36	0.886	11	2	3.403			
ATC_WBC0213	SITE 213 - BUTTS HILL ROAD	Southbound	468	396	3.436	Yes	415	360	2.772	Yes	39	35	0.706	14	1	4.568			
ATC_WBC0217	SITE 217 - MILL LANE	Eastbound	644	593	2.053	Yes	571	524	2.000	Yes	54	52	0.303	19	17	0.485			
ATC_WBC0217	SITE 217 - MILL LANE	Westbound	654	825	6.283	No	580	751	6.628	No	55	55	0.084	19	19	0.173			
ATC_WBC0218	SITE 218 - MOLLY MILLARS LANE	Eastbound	665	556	4.414	Yes	590	505	3.604	Yes	56	44	1.606	20	6	3.716			
ATC_WBC0218	SITE 218 - MOLLY MILLARS LANE	Westbound	833	746	3.089	Yes	739	669	2.626	Yes	70	63	0.865	25	15	2.279			
ATC_WBC0219	SITE 219 - WELLINGTON ROAD	Eastbound	309	271	2.221	Yes	274	248	1.621	Yes	26	18	1.754	9	6	1.273			
ATC_WBC0219	SITE 219 - WELLINGTON ROAD	Westbound	589	593	0.156	Yes	522	543	0.905	Yes	49	46	0.536	17	4	4.091			
ATC_RBC004	Bath Road East to A4/Dorking Way Roundabout	Westbound	1718	1803	2.025	Yes	1523	1607	2.126	Yes	144	126	1.529	51	69	2.401			
ATC_RBC004	Bath Road East to A4/Dorking Way Roundabout	Eastbound	1046	1016	0.928	Yes	928	885	1.407	Yes	87	99	1.171	31	32	0.226			

Highway

AM Peak - Highway																
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH			
ATC_RBC010	Bath Road East	Westbound	816	795	0.710	Yes	723	680	1.654	Yes	68	53	1.948	24	63	5.887
ATC_RBC010	Bath Road East	Eastbound	740	717	4.403	Yes	744	648	3.659	Yes	70	53	2.249	25	16	1.912
ATC_RBC020	Bath Road to A4/Pound Lane Roundabout	Northbound	813	765	1.916	Yes	632	686	2.084	Yes	60	76	2.034	21	3	5.266
ATC_RBC020	Bath Road to A4/Pound Lane Roundabout	Southbound	1062	1055	0.215	Yes	942	951	0.305	Yes	89	90	0.130	31	14	3.702
ATC_RBC025	London Road West to A4/A3290 Roundabout	Westbound	1195	1407	5.874	No	1060	1270	6.145	No	100	120	1.902	35	18	3.452
ATC_RBC025	London Road West to A4/A3290 Roundabout	Eastbound	1030	1003	0.841	Yes	913	896	0.579	Yes	86	83	0.323	30	24	1.292
ATC_RBC029	London Road/Fatherson Road Junction	Westbound	1161	1409	6.923	No	1030	1292	7.692	No	97	97	0.022	34	20	2.695
ATC_RBC046	A33 Northbound	Northbound	2491	2491	0.971	Yes	2209	2157	1.157	Yes	208	208	0.022	74	80	0.699
ATC_RBC047	A33 Southbound	Southbound	1183	1321	3.906	Yes	1049	1097	1.483	Yes	99	171	6.237	35	52	2.563
ATC_RBC054	A33 Relief Road	Southbound	1382	1413	0.826	Yes	1188	1241	1.509	Yes	146	115	2.674	48	57	1.227
ATC_RBC054	A33 Relief Road	Northbound	1226	976	7.545	No	1032	835	6.462	No	146	98	4.393	48	44	0.657
ATC_RBC055	B3031 Basingstoke Road	Westbound	591	711	4.688	Yes	524	640	4.794	Yes	49	46	0.545	17	25	1.671
ATC_RBC055	B3031 Basingstoke Road	Eastbound	637	643	0.264	Yes	564	571	0.255	Yes	53	54	0.075	19	19	0.013
ATC_RBC070	A327 near Beech Road Junction	Northbound	616	611	0.186	Yes	546	513	1.452	Yes	51	53	0.158	18	46	4.888
ATC_RBC070	A327 near Beech Road Junction	Southbound	467	527	2.704	Yes	414	476	2.911	Yes	39	35	0.705	14	17	0.810
ATC_RBC082	Wokingham Road-Bell Avenue Junction	Southbound	469	405	3.095	Yes	416	329	4.505	Yes	39	40	0.057	14	36	4.397
ATC_RBC082	Wokingham Road-Bell Avenue Junction	Northbound	376	320	2.994	Yes	333	277	3.213	Yes	31	27	0.776	11	16	1.229
ATC_RBC089	Peppard Road- The Ridings Junction	Southbound	499	502	0.171	Yes	442	452	0.461	Yes	42	44	0.382	15	6	2.580
ATC_RBC089	Peppard Road- The Ridings Junction	Northbound	592	620	1.157	Yes	525	532	0.309	Yes	50	54	0.651	17	34	3.283
ATC_RBC093	Purley Rise near Beech Road	Eastbound	351	441	4.493	Yes	312	403	4.836	Yes	29	38	1.408	10	0	4.402
ATC_RBC093	Purley Rise near Beech Road	Westbound	458	430	1.355	Yes	406	389	0.890	Yes	38	38	0.015	14	3	3.745
ATC_RBC108	Tilthurst Road	Eastbound	939	714	7.848	No	833	658	6.413	No	79	48	3.792	28	7	4.845
ATC_RBC108	Tilthurst Road	Westbound	385	351	1.789	Yes	341	314	1.531	Yes	32	26	1.243	11	11	0.024
ATC_RBC116	B3345 George Street	Southbound	965	1039	2.354	Yes	856	897	1.384	Yes	81	98	1.792	29	45	2.741
ATC_RBC116	B3345 George Street	Northbound	583	686	4.097	Yes	517	620	4.306	Yes	49	50	0.181	17	17	0.175
ATC_RBC121	Kings Road Fatherson Road Junction	Eastbound	1135	1189	1.012	Yes	998	1067	2.157	Yes	117	76	4.212	20	26	1.322
ATC_RBC005	Norcot Road, West of Blundells Rd	Northbound	303	254	2.931	Yes	269	228	2.579	Yes	25	26	0.042	9	0	3.905
ATC_RBC005	Norcot Road, West of Blundells Rd	Southbound	357	376	0.973	Yes	317	343	1.455	Yes	30	30	0.101	11	2	3.303
ATC_OCC016	A40 OXFORD NORTHERN BYPASS	Westbound	692	956	9.195	No	614	840	8.369	No	58	84	3.143	20	32	2.311
ATC_OCC016	A40 OXFORD NORTHERN BYPASS	Eastbound	1096	1500	11.232	No	972	1260	8.629	No	92	191	8.374	32	49	2.640
ATC_OCC017	A4074 SOUTH OF NUNEHAM COURTENAY	Southbound	665	754	3.374	Yes	589	655	2.644	Yes	56	73	2.199	20	26	1.309
ATC_OCC017	A4074 SOUTH OF NUNEHAM COURTENAY	Northbound	1141	1123	0.539	Yes	1012	984	0.877	Yes	95	108	1.231	34	31	0.503
ATC_OCC022	A4074 CHAZEY HEATH	Northbound	620	539	3.344	Yes	550	466	3.703	Yes	52	42	1.472	18	31	2.617
ATC_OCC022	A4074 CHAZEY HEATH	Southbound	477	442	1.641	Yes	423	375	2.431	Yes	40	39	0.107	14	28	3.055
ATC_OCC027	A329 NORTHEAST OF M40	Northbound	478	320	7.937	No	424	309	6.008	No	40	10	5.932	14	0	5.111
ATC_OCC027	A329 NORTHEAST OF M40	Southbound	508	338	8.306	No	451	320	6.640	No	43	13	5.553	15	4	3.617
ATC_OCC068	B4009 SOUTH-WEST OF M40	Southbound	546	616	2.943	Yes	484	509	1.153	Yes	46	65	2.576	16	42	4.833
ATC_OCC068	B4009 SOUTH-WEST OF M40	Northbound	499	605	4.538	Yes	442	524	3.737	Yes	42	45	0.556	15	36	4.148
ATC_OCC073	B481 SOUTH OF NETTLEBED	Northbound	265	266	0.035	Yes	235	237	0.107	Yes	22	22	0.139	8	7	0.154
ATC_OCC073	B481 SOUTH OF NETTLEBED	Southbound	387	230	9.453	No	352	202	9.052	No	33	24	1.675	12	4	2.766
ATC_OCC117	A40 WHEATLEY BRIDGE	Westbound	1377	1440	1.689	Yes	1221	1249	0.808	Yes	115	139	2.094	41	52	1.673
ATC_OCC117	A40 WHEATLEY BRIDGE	Eastbound	1154	1496	9.406	No	1023	1313	8.480	No	96	126	2.754	34	58	3.477
ATC_OCC122	A4130 EAST OF A34 DMH1	Westbound	930	976	1.486	Yes	825	878	1.843	Yes	78	68	1.185	27	30	0.415
ATC_OCC122	A4130 EAST OF A34 DMH1	Eastbound	696	751	2.039	Yes	617	707	3.510	Yes	58	43	2.204	21	1	6.064
ATC_OCC131	A4142 EAST OF A4074	Westbound	2283	2308	0.524	Yes	2025	2058	0.737	Yes	191	203	0.833	67	48	2.626
ATC_OCC131	A4142 EAST OF A4074	Eastbound	1701	1899	4.661	Yes	1509	1708	4.969	Yes	142	149	0.556	50	42	1.209
ATC_OCC133	A34 DRAYTON	Northbound	2736	2423	6.162	Yes	2426	2184	5.045	Yes	229	177	3.624	81	62	2.262
ATC_OCC133	A34 DRAYTON	Southbound	2986	2524	8.802	No	2648	2312	6.746	Yes	250	155	6.637	88	57	3.717
ATC_OCC139	A4130 WEST OF WALLINGFORD	Westbound	689	658	1.178	Yes	611	603	0.321	Yes	58	42	2.249	20	14	1.657
ATC_OCC139	A4130 WEST OF WALLINGFORD	Eastbound	842	794	1.675	Yes	746	740	0.221	Yes	70	51	2.423	25	2	6.274
ATC_OCC319	B4495 DONNINGTON BRIDGE	Eastbound	509	479	1.349	Yes	451	438	0.648	Yes	15	41	0.199	15	0	5.493

Highway

AM Peak - Highway												
ALL VEHICLES				CAR				LGV				HGV
Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	
ATC_OCC319	763	743	0.719	Yes	676	686	0.362	64	57	0.855	23	0
ATC_OCC406	435	296	7.310	No	386	245	7.956	36	21	2.775	13	29
ATC_OCC406	670	661	0.358	Yes	594	591	0.125	56	49	0.961	20	21
ATC_OCC501	578	464	4.973	Yes	512	421	4.227	48	43	0.824	17	0
ATC_OCC501	983	887	3.153	Yes	872	805	2.302	82	79	0.350	29	2
ATC_OCC502	373	296	4.232	Yes	331	245	5.089	31	21	1.893	11	29
ATC_OCC502	788	661	4.732	Yes	699	591	4.246	66	49	2.222	23	21
ATC_OCC503	515	591	3.232	Yes	457	538	3.644	43	46	0.513	15	7
ATC_OCC503	525	578	2.263	Yes	466	523	2.592	44	55	1.550	16	0
ATC_OCC507	851	747	3.699	Yes	755	663	3.456	71	50	2.732	25	34
ATC_OCC507	481	324	7.816	No	427	289	7.287	No	40	7	4.428	14
ATC_OCC510	788	761	0.968	Yes	699	692	0.258	66	68	0.273	23	1
ATC_OCC510	664	611	2.110	Yes	589	564	1.030	56	46	1.315	20	0
ATC_OCC513	1431	1172	7.181	No	1269	1047	6.531	No	120	1.187	42	18
ATC_OCC513	510	498	0.539	Yes	453	450	0.098	43	47	0.642	15	1
ATC_OCC516	547	521	1.108	Yes	485	479	0.285	46	36	1.491	16	6
ATC_OCC516	1171	1053	3.528	Yes	1038	966	2.295	98	82	1.668	35	5
ATC_OCC526	410	336	3.792	Yes	363	315	2.604	34	21	2.525	12	0
ATC_OCC526	361	186	10.608	No	320	172	9.462	No	30	14	3.545	11
ATC_OCC539	212	214	0.130	Yes	188	184	0.258	18	29	2.403	6	0
ATC_OCC539	382	380	0.127	Yes	339	343	0.237	32	36	0.761	11	0
ATC_OCC541	448	384	3.131	Yes	397	360	1.937	37	24	2.389	13	0
ATC_OCC541	387	340	2.503	Yes	344	313	1.702	32	27	1.054	11	0
ATC_OCC573	560	505	2.398	Yes	497	471	1.164	47	34	2.080	17	0
ATC_OCC573	439	349	4.511	Yes	389	325	3.416	37	25	2.176	13	0
ATC_OCC574	436	343	4.744	Yes	387	308	4.219	36	34	0.413	13	0
ATC_OCC574	260	240	1.311	Yes	231	224	0.478	Yes	22	16	1.433	8
ATC_RBMW008	841	826	0.525	Yes	746	720	0.972	Yes	70	1.028	25	27
ATC_RBMW008	1098	1022	2.319	Yes	973	921	1.691	92	83	0.988	32	18
ATC_RBMW010	2403	2565	3.253	Yes	2131	2261	2.773	Yes	201	1.160	71	86
ATC_RBMW014	814	980	5.524	No	722	847	4.475	Yes	68	2.069	24	46
ATC_RBMW014	978	1116	4.273	Yes	867	978	3.657	Yes	82	2.372	29	33
ATC_RBMW045	2610	2761	2.916	Yes	2315	2481	3.388	Yes	218	0.100	77	61
ATC_RBMW049	1085	1072	0.393	Yes	962	947	0.513	Yes	91	0.019	32	35
ATC_RBMW049	936	859	2.552	Yes	830	770	2.102	Yes	78	0.847	28	18
ATC_RBMW086	732	856	4.370	Yes	521	682	6.592	No	49	1.375	17	30
ATC_RBMW086	879	870	0.313	Yes	780	757	4.788	Yes	61	0.264	22	15
ATC_RBMW095	762	857	3.316	Yes	676	759	3.085	Yes	64	2.178	23	24
ATC_HCC001	910	883	0.913	Yes	807	796	0.385	Yes	76	2.341	27	30
ATC_HCC001	694	733	1.461	Yes	615	643	1.107	Yes	58	0.355	21	29
ATC_HCC001	678	596	3.267	Yes	602	511	3.835	Yes	57	0.355	20	25
ATC_HCC002	1349	1174	4.921	Yes	1197	1087	3.227	Yes	113	5.533	40	26
ATC_HCC002	873	941	2.274	Yes	774	868	3.798	Yes	73	1.478	26	13
ATC_HCC002	597	424	7.672	No	529	361	7.968	No	50	0.327	18	15
ATC_HCC003	883	970	2.864	Yes	783	870	3.011	Yes	74	0.957	26	18
ATC_HCC003	822	909	2.969	Yes	729	759	1.109	Yes	69	3.505	24	49
ATC_HCC003	620	400	9.738	No	550	364	8.704	No	52	2.534	18	1
ATC_HCC003	388	290	5.301	Yes	344	244	5.850	No	32	1.280	11	6
ATC_HCC005	774	785	0.380	Yes	687	672	0.567	Yes	65	0.302	23	51
ATC_HCC005	398	385	0.663	Yes	353	352	0.047	Yes	33	0.851	12	4

Highway

AM Peak - Highway													
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV			HGV	
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH
ATC_HCC021	A30 Hartley Wintney	Southbound	728	704	0.899	Yes	646	594	2.061	Yes	61	61	0.046
ATC_HCC021	A30 Hartley Wintney	Northbound	676	504	7.068	No	599	441	6.927	No	56	53	0.431
ATC_HCC032	A327 North of jw A30 Hartfordbridge	Northbound	581	598	0.688	Yes	515	503	0.528	Yes	49	59	1.366
ATC_HCC032	A327 North of jw A30 Hartfordbridge	Southbound	840	875	1.199	Yes	745	752	0.249	Yes	70	82	1.322
ATC_HCC044	A340 Tadley	Southbound	789	889	3.460	Yes	700	768	2.514	Yes	66	91	2.803
ATC_HCC044	A340 Tadley	Northbound	706	631	2.882	Yes	626	542	3.466	Yes	59	49	1.307
ATC_HCC045	A30 Yateley	Westbound	715	729	0.522	Yes	634	695	2.351	Yes	60	33	3.855
ATC_HCC045	A30 Yateley	Eastbound	625	559	2.711	Yes	554	515	1.705	Yes	52	30	3.528
ATC_HCC065	A327 Eversley	Northbound	785	751	1.212	Yes	696	645	1.963	Yes	66	68	0.277
ATC_HCC065	A327 Eversley	Southbound	686	745	2.212	Yes	608	637	1.162	Yes	57	67	1.168
ATC_HCC090	B4640 Tothill	Southbound	464	236	12.159	No	411	188	12.919	No	39	29	1.711
ATC_HCC090	B4640 Tothill	Northbound	500	573	3.151	Yes	443	514	3.235	Yes	42	45	0.417
ATC_HCC112	A339 North West of Basingstoke	Northbound	798	859	2.121	Yes	707	770	2.310	Yes	67	68	0.202
ATC_HCC112	A339 North West of Basingstoke	Southbound	657	775	4.386	Yes	583	699	4.586	Yes	55	50	0.645
ATC_HCC139	B3016 Winchfield	Southbound	299	447	7.642	No	265	389	6.872	No	25	39	2.467
ATC_HCC139	B3016 Winchfield	Northbound	327	333	0.332	Yes	290	296	0.385	Yes	27	30	0.566
ATC_HCC148	A323 Reading Rd North Fleet	Northbound	459	527	3.064	Yes	407	487	3.791	Yes	38	39	0.065
ATC_HCC148	A323 Reading Rd North Fleet	Southbound	528	722	7.789	No	468	654	7.874	No	44	46	0.281
ATC_HCC150	A327 Summit Av Farnborough	Northbound	869	813	1.907	Yes	770	682	3.275	Yes	73	86	1.500
ATC_HCC150	A327 Summit Av Farnborough	Southbound	1081	877	6.523	No	959	786	5.841	No	90	71	2.125
ATC_NR1	ASHTON RD, SOUTH OF OLD FOREST RD	Northbound	69	75	0.723	Yes	61	59	0.316	Yes	6	13	2.366
ATC_NR1	ASHTON RD, SOUTH OF OLD FOREST RD	Southbound	20	38	3.397	Yes	17	27	2.036	Yes	2	10	3.391
ATC_NW4	OLD FOREST ROAD, EAST OF LENHAM CLOSE	Eastbound	279	279	0.014	Yes	247	265	0.496	Yes	23	21	0.497
ATC_NW4	OLD FOREST ROAD, EAST OF LENHAM CLOSE	Westbound	173	186	0.962	Yes	153	162	0.090	Yes	14	15	0.180
ATC_NW5	A329 READING ROAD, WEST OF GREEN LANE	Eastbound	602	636	1.380	Yes	534	570	1.535	Yes	50	44	0.975
ATC_NW5	A329 READING ROAD, WEST OF GREEN LANE	Westbound	659	666	0.275	Yes	584	579	0.202	Yes	55	50	0.638
ATC_NW7	CLIFTON RD, SOUTH OF MATTHEWSGREEN RD	Northbound	118	75	4.360	Yes	105	74	3.218	Yes	10	0	4.259
ATC_NW7	CLIFTON RD, SOUTH OF MATTHEWSGREEN RD	Southbound	106	77	3.058	Yes	94	75	2.089	Yes	9	2	3.100
ATC_BFBC003	A329 Martins Heron, Bracknell	Eastbound	987	1034	1.474	Yes	875	907	1.072	Yes	83	98	1.611
ATC_BFBC003	A329 Martins Heron, Bracknell	Westbound	967	1025	1.833	Yes	858	888	1.033	Yes	81	91	1.050
ATC_BFBC010	Berkshire Way Eastbound	Eastbound	2073	2247	3.763	Yes	1838	2029	4.336	Yes	173	156	1.360
ATC_BFBC011	Berkshire Way Westbound	Westbound	2790	2851	1.150	Yes	2474	2481	0.137	Yes	233	276	2.652
ATC_BFBC012	Vigar Way Northbound	Northbound	1259	1152	3.099	Yes	1117	1071	1.379	Yes	105	69	3.943
ATC_BFBC013	Vigar Way Southbound	Southbound	797	636	6.015	No	707	577	5.141	No	67	53	1.816
ATC_BFBC014	Cain Road	Westbound	193	148	3.468	Yes	171	147	1.868	Yes	16	0	5.667
ATC_BFBC014	Cain Road	Eastbound	788	514	10.733	No	699	486	8.766	No	66	28	5.458
ATC_BFBC016	A3095 Warfield Road	Northbound	566	468	4.333	Yes	502	426	3.516	Yes	47	38	1.434
ATC_BFBC016	A3095 Warfield Road	Southbound	523	496	1.162	Yes	463	456	0.358	Yes	44	29	2.500
ATC_BFBC070	A3095 Jealotts Hill, Bracknell	Southbound	476	510	1.535	Yes	422	443	0.984	Yes	40	53	1.877
ATC_BFBC070	A3095 Jealotts Hill, Bracknell	Northbound	474	514	1.770	Yes	421	456	1.670	Yes	40	42	0.352
ATC_BFBC074	A3095 Crowthorne Bypass, Crowthorne	Southbound	605	610	0.233	Yes	536	529	0.320	Yes	51	56	0.805
ATC_BFBC074	A3095 Crowthorne Bypass, Crowthorne	Northbound	1013	935	2.495	Yes	899	851	1.612	Yes	85	65	2.232
ATC_BFBC086	A329 East of Met Office Bracknell	Eastbound	768	720	1.745	Yes	681	621	2.345	Yes	64	74	1.162
ATC_BFBC086	A329 East of Met Office Bracknell	Westbound	1145	752	12.757	No	1016	682	12.209	No	96	68	3.049
ATC_BFBC094	B3034 Windfield Row , Windfield	Eastbound	452	450	0.104	Yes	401	430	1.442	Yes	38	20	3.409
ATC_BFBC094	B3034 Windfield Row , Windfield	Westbound	348	238	6.413	No	309	230	4.811	Yes	29	9	4.745
ATC_BFBC099	H66 Swan Lane, Sandhurst	Northbound	400	361	1.980	Yes	355	329	1.391	Yes	33	28	0.984
ATC_BFBC099	H66 Swan Lane, Sandhurst	Southbound	309	275	1.951	Yes	274	244	1.841	Yes	26	27	0.169
ATC_BFBC181	U8471 Temple Way, NDR, Bracknell	Southbound	668	579	3.569	Yes	593	533	2.510	Yes	56	41	2.076
ATC_BFBC181	U8471 Temple Way, NDR, Bracknell	Northbound	334	281	3.016	Yes	296	247	3.017	Yes	28	24	0.761
ATC_BFBC224	A321 Wokingham Road, Sandhurst	Southbound	764	695	2.557	Yes	678	591	3.440	Yes	64	69	0.685
											23	35	2.239

Highway

AM Peak - Highway																
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)		
ATC_BFBC224	A321 Wokingham Road, Sandhurst	Northbound	497	522	1.128	Yes	440	475	1.637	Yes	42	29	2.031	15	17	0.633
ATC_BFBC227	Old Wokingham Road, South of Nine Mile Ride	Northbound	611	827	8.032	No	542	776	9.100	No	51	43	1.155	18	8	2.859
ATC_BFBC227	Old Wokingham Road, South of Nine Mile Ride	Southbound	213	252	2.559	Yes	189	221	2.204	Yes	18	26	1.740	6	6	0.269
ATC_BFBC231	A322 Swinley Road, Winkfield	Northbound	841	741	3.575	Yes	746	675	2.655	Yes	70	56	1.762	25	9	3.818
ATC_BFBC231	A322 Swinley Road, Winkfield	Southbound	609	679	2.779	Yes	540	598	2.449	Yes	51	73	2.768	18	8	2.660
ATC_BFBC232	Pearcock Lane, Bracknell	Westbound	658	619	1.560	Yes	584	566	0.747	Yes	55	46	1.240	19	7	3.508
ATC_BFBC232	Pearcock Lane, Bracknell	Eastbound	860	943	2.773	Yes	762	875	3.937	Yes	72	65	0.837	25	3	5.977
ATC_BFBC235	A322 Downshire Way, Bracknell	Westbound	1385	1643	6.616	No	1229	1361	3.689	Yes	116	202	6.815	41	80	4.985
ATC_BFBC235	A322 Downshire Way, Bracknell	Eastbound	1086	1109	0.699	Yes	963	961	0.063	Yes	91	95	0.385	32	53	3.270
ATC_BFBC236	Market Street (The Ring), Bracknell	Northbound	586	546	1.709	Yes	520	506	0.641	Yes	49	40	1.325	17	0	5.876
ATC_BFBC236	Market Street (The Ring), Bracknell	Southbound	393	290	5.584	No	348	276	4.081	Yes	33	13	4.037	12	0	4.819
ATC_BFBC245	Terrace Road South, Binfield	Northbound	440	421	0.883	Yes	390	380	0.497	Yes	37	40	0.593	13	1	4.678
ATC_BFBC245	Terrace Road South, Binfield	Southbound	765	688	2.849	Yes	678	636	1.665	Yes	64	50	1.789	23	2	5.869
ATC_WTC002	Site 2, A329 London Road, Wokingham	Eastbound	589	570	0.772	Yes	522	518	0.179	Yes	49	46	0.437	17	6	3.363
ATC_WTC002	Site 2, A329 London Road, Wokingham	Westbound	786	723	2.301	Yes	697	654	1.654	Yes	66	63	0.371	23	6	4.510
ATC_WB026	Site 26 - A4 Woolhampton	Eastbound	886	781	3.615	Yes	785	703	3.015	Yes	74	68	0.692	26	10	3.834
ATC_WB026	Site 26 - A4 Woolhampton	Westbound	764	680	3.103	Yes	677	593	3.360	Yes	64	65	0.098	23	23	0.103
ATC_WB040	Site 40 - B4009 Long Lane, Shaw	Northbound	182	182	0.024	Yes	162	161	0.021	Yes	15	17	0.453	5	4	0.888
ATC_WB040	Site 40 - B4009 Long Lane, Shaw	Southbound	370	312	3.155	Yes	328	276	3.019	Yes	31	14	3.541	11	22	2.717
ATC_WB055	Site 55 - A340 Tidmarsh	Northbound	624	650	1.029	Yes	553	591	1.580	Yes	52	51	0.196	18	8	2.873
ATC_WB055	Site 55 - A340 Tidmarsh	Southbound	1018	880	4.461	Yes	903	794	3.738	Yes	85	71	1.574	30	15	3.071
ATC_WB071	Site 71 - A329 North of Strealey	Northbound	279	218	3.871	Yes	247	190	3.910	Yes	23	24	0.062	8	5	1.383
ATC_WB071	Site 71 - A329 North of Strealey	Southbound	283	228	3.485	Yes	251	194	3.849	Yes	24	28	0.855	8	6	0.994
ATC_WB087	Site 87 - A417 North of Strealey	Northbound	181	242	4.245	Yes	160	217	4.131	Yes	15	23	1.834	5	2	1.531
ATC_WB087	Site 87 - A417 North of Strealey	Southbound	229	308	4.846	Yes	203	273	4.780	Yes	19	33	2.774	7	1	2.752
ATC_WB098	Site 98 - B3051 Birmpton Common	Eastbound	636	447	8.145	No	564	408	7.060	No	53	34	2.828	19	4	4.499
ATC_WB098	Site 98 - B3051 Birmpton Common	Westbound	366	372	0.315	Yes	325	319	0.329	Yes	31	35	0.781	11	18	1.957
ATC_WB186	Site 186 - A329 Oxford Road, Purley	Southbound	629	625	0.177	Yes	558	582	1.007	Yes	53	42	1.540	19	1	5.761
ATC_WB186	Site 186 - A329 Oxford Road, Purley	Northbound	474	486	0.565	Yes	420	447	1.277	Yes	40	35	0.707	14	4	3.280
ATC_WB252	Site 252 - A339 North of Robin Hood - Southbound	Southbound	1431	1261	4.616	Yes	1269	1112	4.541	Yes	120	114	0.533	42	35	1.111
ATC_WB255	Site 255 - A340 Basingstoke Road, Aldermaston	Southbound	578	691	4.481	Yes	512	604	3.894	Yes	48	58	1.264	17	29	2.432
ATC_WB255	Site 255 - A340 Basingstoke Road, Aldermaston	Northbound	477	561	3.702	Yes	423	491	3.175	Yes	40	39	0.211	14	32	3.712
ATC_WB260	Site 260 - A4 Theale, west of A340 junction	Eastbound	1288	1269	0.534	Yes	1142	1109	1.002	Yes	108	125	1.603	38	35	0.457
ATC_WB260	Site 260 - A4 Theale, west of A340 junction	Westbound	1256	1436	4.912	Yes	1114	1287	4.996	Yes	105	121	1.526	37	28	1.593
ATC_WB261	Site 261 - A339 North of Robin Hood - Northbound	Northbound	1090	636	15.464	No	967	549	15.170	No	91	59	3.670	32	27	0.878
ATC_WB262	Site 262 - A339 South of Robin Hood, Newbury	Northbound	1306	1134	4.921	Yes	1158	952	6.327	No	109	125	1.487	39	56	2.547
ATC_WB262	Site 262 - A339 South of Robin Hood, Newbury	Southbound	1600	1252	9.202	No	1418	1058	10.233	No	134	138	0.362	47	56	1.175
ATC_WBCR1	A339 North of Vodafone Roundabout	Northbound	671	636	1.392	Yes	595	549	1.937	Yes	56	59	0.419	20	27	1.559
ATC_WBCR1	A339 North of Vodafone Roundabout	Southbound	1623	1261	9.516	No	1439	1112	9.155	No	136	114	1.953	48	35	1.952
ATC_WBCR4	A4 Bath Road, Speen	Eastbound	1064	808	8.349	No	943	720	7.752	No	89	75	1.526	31	13	3.818
ATC_WBCR4	A4 Bath Road, Speen	Westbound	594	822	8.561	No	527	754	8.965	No	50	51	0.188	18	17	0.096
ATC_TRADS_3011	NB, M3, Junction 6 - 5	Northbound	4183	4067	1.814	Yes	3710	3619	1.496	Yes	350	325	1.371	124	123	0.070
ATC_TRADS_3012	SB, M3, Junction 5 - 6	Southbound	3762	3589	2.858	Yes	3336	3155	3.184	Yes	315	336	1.180	111	98	1.289
ATC_TRADS_3409	SB, A34, Main C Way South of M4 Junction 13	Southbound	1235	1163	2.096	Yes	1096	1018	2.395	Yes	103	102	0.169	37	43	1.101
ATC_TRADS_3410	SB, A34, Onslip from M4 onto A34 S/B	Southbound	2085	1879	4.641	Yes	1849	1674	4.183	Yes	174	162	0.937	62	43	2.618
ATC_TRADS_3477	SB, A34, Milton Junction to Chilton	Southbound	1615	1695	1.959	Yes	1433	1501	1.783	Yes	135	133	0.219	48	62	1.885
ATC_TRADS_3478	NB, A34, Chilton to Milton Junction	Northbound	1911	1755	3.648	Yes	1695	1522	4.306	Yes	160	149	0.834	56	83	3.216
ATC_TRADS_4082	SB, A404M, North of M4 Junction 8/9	Southbound	2065	1988	1.713	Yes	1831	1834	0.054	Yes	173	118	4.560	61	37	3.507
ATC_TRADS_4083	NB, A404M, North of M4 Junction 8/9	Northbound	2117	1835	6.333	Yes	1877	1654	5.322	Yes	177	162	1.190	63	20	6.602
ATC_TRADS_5207	NB, A34, Shippon (A415-A4183)	Northbound	1648	1832	4.420	Yes	1461	1659	4.997	Yes	138	129	0.770	49	45	0.602
ATC_TRADS_5208	SB, A34, Shippon (A415-A4183)	Southbound	1815	1986	3.910	Yes	1610	1784	4.238	Yes	152	141	0.915	54	61	0.918
ATC_TRADS_9516	Site at M25/4866A, 106/6/012/311 on M25 clockwise be	Clockwise	7400	7370	0.349	Yes	6563	6637	0.917	Yes	619	544	3.110	219	189	2.064

Highway

AM Peak - Highway																
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			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC TRADS 9517	Site at M25/4866B, 106/6/013/315 on M25 anti-clockwise	Anti-Clockwise	5963	6028	0.836	Yes	5288	5390	1.387	Yes	499	477	0.986	176	161	1.140
ATC TRADS 9522	Site at M25/4903A, 106/6/012/225 on M25 clockwise	Clockwise	7140	6752	4.655	Yes	6332	6077	3.235	Yes	597	513	3.557	211	162	2.818
ATC TRADS 9523	Site at M25/4903B, 106/6/013/221 on M25 anti-clockwise	Anti-Clockwise	6523	6517	0.068	Yes	5785	5882	1.275	Yes	545	480	2.868	193	155	2.878
ATC TRADS 9630	Site at M40/8432A, 036/7/223/207 on M40 northbound	Northbound	4590	4544	0.672	Yes	4070	4028	0.655	Yes	384	372	0.585	136	143	0.648
ATC TRADS 9631	Site at M40/8432B, 036/7/223/210 on M40 southbound	Southbound	5723	5570	2.028	Yes	5075	4894	2.562	Yes	479	503	1.117	169	173	0.284
ATC TRADS 9680	Site at M40/8775B, 036/7/220/206 on M40 southbound	Southbound	2818	2584	4.053	Yes	2499	2277	4.559	Yes	236	226	0.655	83	82	0.146
ATC TRADS 9681	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	1680	1843	3.881	Yes	1490	1677	4.700	Yes	141	122	1.586	50	44	0.874
ATC TRADS 30012867	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	427	465	1.759	Yes	379	388	0.477	Yes	36	35	0.123	13	41	5.500
ATC TRADS 30012869	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	436	493	2.659	Yes	386	408	1.090	Yes	36	42	0.910	13	43	5.663
ATC TRADS 30012902	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	1606	1760	3.761	Yes	1424	1537	2.946	Yes	134	178	3.463	47	45	0.338
ATC TRADS 30012904	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	1859	1834	0.584	Yes	1623	1623	0.631	Yes	155	157	0.146	55	54	0.192
ATC TRADS 30012910	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	1666	1801	3.244	Yes	1477	1598	3.079	Yes	139	157	1.433	49	46	0.452
ATC TRADS 30012912	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	1761	1724	0.890	Yes	1562	1505	1.457	Yes	147	185	2.897	52	35	2.663
ATC TRADS 30012968	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	2973	3141	3.044	Yes	2636	2774	2.650	Yes	249	252	0.234	88	115	1.673
ATC TRADS 30012970	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	2779	3001	4.139	Yes	2464	2626	3.215	Yes	232	277	2.785	82	98	1.673
ATC TRADS 30013001	Site at M40/8780A, 036/7/220/212 on M40 northbound	Northbound	1331	1359	0.768	Yes	1180	1215	1.013	Yes	111	100	1.074	39	43	0.643
CC RBC 001	Bridge Street	Northbound	179	346	10.287	No	165	337	10.877	No	9	7	0.619	5	1	2.315
CC RBC 001	Bridge Street	Southbound	351	314	2.011	Yes	325	289	2.081	Yes	22	24	0.458	4	2	1.463
CC RBC 003	Broad Street Car Park	In to the car park	44	56	1.730	Yes	38	56	2.658	Yes	3	0	2.449	3	0	2.449
CC RBC 003	Broad Street Car Park	Out of the car park	13	12	0.170	Yes	10	7	1.168	Yes	1	6	2.589	2	0	2.000
CC RBC 004	Oxford Road	Eastbound	226	262	2.281	Yes	218	246	1.849	Yes	8	15	2.053	0	0	0.990
CC RBC 004	Oxford Road	Westbound	63	133	7.079	Yes	52	97	5.195	Yes	9	24	3.599	2	13	3.963
CC RBC 005	Castle Street	Eastbound	503	565	2.672	Yes	472	530	2.573	Yes	25	30	0.886	6	6	0.199
CC RBC 005	Castle Street	Westbound	37	31	0.951	Yes	28	28	0.033	Yes	6	4	1.098	3	0	2.428
CC RBC 006	Northern Station Entrance Access	way from town centre	0	0	0.000	Yes	0	0	0.000	Yes	0	0	0.000	0	0	0.000
CC RBC 007	Duke Street	Southbound	64	39	3.529	Yes	48	37	1.730	Yes	12	1	4.077	4	1	2.300
CC RBC 008	Queen Road Car Park	Into the car park	191	172	1.379	Yes	190	172	1.307	Yes	1	0	1.414	0	0	0.000
CC RBC 008	Queen Road Car Park	Out of the car park	4	0	2.828	Yes	2	0	2.000	Yes	2	0	2.000	0	0	0.000
CC RBC 011	Forbury Road	Westbound	307	75	16.759	No	268	51	17.211	No	33	23	1.977	6	2	2.011
CC RBC 011	Forbury Road	Eastbound	181	35	14.026	No	162	18	15.163	No	17	17	0.010	2	0	1.949
CC RBC 012	Sidmouth Street	Northbound	14	54	6.808	Yes	13	49	6.525	Yes	1	3	1.453	0	1	0.118
CC RBC 012	Sidmouth Street	Southbound	17	45	5.022	Yes	13	44	5.842	Yes	4	1	2.166	0	0	0.118
CC RBC 016	Station Multi-Storey Car Park	In to the car park	341	317	1.310	Yes	338	317	1.147	Yes	3	0	2.449	0	0	0.000
CC RBC 016	Station Multi-Storey Car Park	Out of the car park	6	16	3.085	Yes	6	11	1.767	Yes	0	5	3.200	0	0	0.000
CC RBC 019	Kings Road	Westbound	249	31	18.439	No	219	6	20.087	No	24	25	0.125	6	0	3.213
CC RBC 019	Kings Road	Eastbound	96	110	1.364	Yes	78	81	0.340	Yes	14	24	2.210	4	5	0.575
CC RBC 020	Tudor Road	Eastbound	176	288	7.342	No	172	273	6.799	No	2	10	3.337	2	4	1.168
CC RBC 020	Tudor Road	Westbound	150	201	3.826	Yes	137	189	4.101	Yes	10	11	0.297	3	0	2.090
CC RBC 021	Oracle Riverside Car Park	In to the car park	61	24	5.696	Yes	58	21	5.878	Yes	3	3	0.089	0	0	0.000
CC RBC 021	Oracle Riverside Car Park	Out of the car park	20	95	9.932	Yes	13	94	11.069	Yes	7	2	2.649	0	0	0.000
MCC W21	Maidenhead Road / Forest Road / Warren House Road	TO ARM A	440	426	0.679	Yes	412	378	1.700	Yes	24	34	1.919	4	13	3.161
MCC W21	Maidenhead Road / Forest Road / Warren House Road	FROM ARM A	328	330	0.102	Yes	297	285	0.723	Yes	28	27	0.165	3	18	4.638
RBC 008	Site 8, Chatham Street / A329 / Friar Street	FROM ARM D	229	262	2.083	Yes	200	246	3.091	Yes	26	15	2.441	3	0	1.900
RBC 008	Site 8, Chatham Street / A329 / Friar Street	TO ARM D	113	133	1.811	Yes	60	97	4.157	Yes	43	24	3.380	10	13	0.821
TSP R6	Peppard Road / Kiln Road	FROM ARM B	317	295	1.269	Yes	268	250	1.110	Yes	41	22	3.332	8	22	3.697
TSP R6	Peppard Road / Kiln Road	TO ARM B	436	360	3.828	Yes	391	336	2.899	Yes	40	23	3.006	5	1	2.470
TSP R7	Henley Road / Playhatch Road	FROM ARM D	83	84	0.140	Yes	72	72	0.041	Yes	8	12	1.197	3	0	2.251
TSP R7	Henley Road / Playhatch Road	TO ARM D	73	115	4.320	Yes	57	106	5.452	Yes	12	8	1.257	4	1	2.251
TSP W20	Twford Road / Forest Road	FROM ARM A	485	482	0.141	Yes	439	441	0.371	Yes	41	33	1.272	5	2	1.698
TSP W20	Twford Road / Forest Road	TO ARM A	343	375	1.705	Yes	296	322	1.483	Yes	41	43	0.241	6	11	1.621
TSP R8	M4/A34	FROM ARM A	1195	1169	0.757	Yes	986	1039	1.655	Yes	104	79	2.666	105	52	6.020
TSP R8	M4/A34	TO ARM A	1365	1252	3.122	Yes	1102	1084	0.535	Yes	162	124	3.152	101	43	6.769
TSP R8	M4/A34	FROM ARM B	1889	1771	2.748	Yes	1641	1542	2.469	Yes	169	186	1.294	79	43	4.652
TSP R8	M4/A34	TO ARM B	1371	1351	0.530	Yes	1149	1177	0.823	Yes	130	136	0.522	92	38	6.648
TSP W6	Hollow Lane / Atorfield Road / School Green	FROM ARM B	759	748	0.417	Yes	674	652	0.870	Yes	62	58	0.562	23	38	2.765
TSP W6	Hollow Lane / Atorfield Road / School Green	TO ARM B	869	956	2.882	Yes	751	843	3.262	Yes	102	91	1.090	16	22	1.309
ATC TRADS 30012866	A34 northbound within the A4 Junction	Northbound	1830	2050	4.996	Yes	1623	1842	5.262	Yes	153	168	1.985	54	40	2.036

Highway

AM Peak - Highway													
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV			HGV	
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH
ATC TRADS 30015345	A34 southbound within the A4 junction	Southbound	1346	1973	15.405	No	1193	1803	15.745	No	113	138	2.315
ATC WBC092	SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	Southbound	323	317	0.339	Yes	287	296	0.557	Yes	27	17	2.174
ATC WBC092	SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	Southbound	378	349	1.490	Yes	335	310	1.380	Yes	10	4	2.066
ATC TRADS 30024644	M4 eastbound between J14 and J13	Eastbound	3897	3772	2.010	Yes	3456	3354	1.739	Yes	326	294	1.787
ATC TRADS 30024643	M4 westbound between J13 and J14	Westbound	2512	2564	1.027	Yes	2228	2276	1.011	Yes	210	174	2.594
ATC WBC095	A327 Loddon Bridge	Westbound	623	686	2.488	Yes	552	592	1.648	Yes	52	56	0.598
ATC WBC095	A327 Loddon Bridge	Eastbound	785	748	2.228	Yes	696	635	1.468	Yes	66	92	2.926
ATC RBWM022	A330 Ascot Road Holyport	Southbound	676	714	1.430	Yes	600	640	1.621	Yes	57	59	0.342
ATC RBWM022	A330 Ascot Road Holyport	Northbound	783	761	0.788	Yes	694	659	1.355	Yes	65	70	0.585
ATC RBWM107	B3024 WALTHAM ST LAWRENCE	Eastbound	382	429	2.299	Yes	339	375	1.903	Yes	32	39	1.223
ATC RBWM107	B3024 WALTHAM ST LAWRENCE	Westbound	204	287	5.307	Yes	181	244	4.322	Yes	17	36	3.641
Site 9	King Street Lane/Longdon Road	FROM ARM C	665	641	0.957	Yes	580	569	0.449	Yes	69	62	0.804
	King Street Lane/Longdon Road	TO ARM C	602	670	2.693	Yes	540	615	3.102	Yes	53	36	2.629
ATC WBC0014	SITE 14 - A329 WOKINGHAM RD, READING	Northbound	923	813	3.745	Yes	818	692	4.606	Yes	77	66	1.375
ATC WBC0014	SITE 14 - A329 WOKINGHAM RD, READING	Southbound	787	769	0.653	Yes	698	666	1.234	Yes	66	78	1.431
TRADS 70471	TMU Site 7047/1 on link A34	Northbound	1215	1135	2.340	Yes	1077	984	2.913	Yes	102	112	1.052
TRADS 70472	TMU Site 7047/2 on link A34	Northbound	1202	1315	3.196	Yes	1066	1158	2.759	Yes	100	110	0.909
ATC OCC5393	Newbury Road	Eastbound	183	150	2.615	Yes	163	132	2.550	Yes	15	18	0.639
ATC OCC5393	Newbury Road	Westbound	416	381	1.741	Yes	369	338	1.625	Yes	35	22	2.334
ATC OCC5417	Newbury Road	Southbound	226	255	1.898	Yes	200	217	1.159	Yes	19	25	1.372
ATC OCC5417	Newbury Road	Northbound	749	662	3.239	Yes	664	588	3.025	Yes	63	67	0.513
WBC temp 1	Grazeley Road, North of Cross Lane	Northbound	84	63	2.521	Yes	60	59	0.080	Yes	23	3	5.358
WBC temp 1	Grazeley Road, North of Cross Lane	Southbound	15	21	1.255	Yes	13	10	0.963	Yes	2	11	3.400
WBC temp 2	Beech Hill Road, South of White House/Lambs Lane	Northbound	218	145	5.490	Yes	164	118	3.812	Yes	45	26	3.171
WBC temp 2	Beech Hill Road, South of White House/Lambs Lane	Southbound	334	297	2.087	Yes	297	263	2.012	Yes	29	34	0.821
WBC temp 3	Mortimer Lane, South of Green Lane	Northbound	67	135	6.753	Yes	62	115	5.630	Yes	3	5	0.519
WBC temp 3	Mortimer Lane, South of Green Lane	Southbound	47	114	7.514	Yes	32	83	6.728	Yes	12	27	3.317
WBC temp 4	A33, South of Whitmarsh Lane	Northbound	1055	1063	0.244	Yes	870	936	2.190	Yes	129	90	3.669
WBC temp 4	A33, South of Whitmarsh Lane	Southbound	1272	1230	1.201	Yes	1077	1083	0.184	Yes	146	118	2.434
WBC temp 5	Reading Road, South of red Lane	Northbound	638	629	0.358	Yes	502	544	1.849	Yes	100	73	2.947
WBC temp 5	Reading Road, South of red Lane	Southbound	719	683	1.379	Yes	571	567	0.204	Yes	123	96	2.600
WBC temp 6	Crowthorne Road, North of Longdown Road	Northbound	700	627	2.829	Yes	586	545	1.732	Yes	96	75	2.305
WBC temp 6	Crowthorne Road, North of Longdown Road	Southbound	559	520	1.659	Yes	492	455	1.673	Yes	55	58	0.418
WBC temp 7	Maldenhead Road	Eastbound	271	182	5.934	Yes	243	179	4.348	Yes	21	2	5.454
WBC temp 7	Maldenhead Road	Westbound	159	69	8.401	Yes	106	54	5.854	Yes	43	16	5.065
ATC BFBC180	A322 Bagshot Rd, Bracknell	Northbound	2410	2383	0.566	Yes	2137	2033	2.288	Yes	202	293	5.793
ATC BFBC180	A322 Bagshot Rd, Bracknell	Southbound	1903	1875	0.623	Yes	1687	1634	1.315	Yes	159	188	2.218
MCTC TSP R9	M4 Jn 13 - Jn 12	Eastbound	3909	3764	2.353	Yes	3431	3316	1.982	Yes	348	330	0.947
MCTC TSP R9	M4 Jn 13 - Jn 12	Westbound	3537	3383	2.619	Yes	3106	2973	2.419	Yes	313	305	0.438
MCTC TSP R9	M4 Jn 12 - Jn 11	Eastbound	4883	4815	0.978	Yes	4268	4292	0.361	Yes	452	409	2.065
MCTC TSP R9	M4 Jn 12 - Jn 11	Westbound	4606	4452	2.291	Yes	4028	3972	0.897	Yes	415	403	0.584
MCTC TSP W1	M4 Jn 11 - Jn 10	Eastbound	4498	4443	0.820	Yes	3899	3849	0.800	Yes	426	403	1.124
MCTC TSP W1	M4 Jn 11 - Jn 10	Westbound	5200	5046	2.155	Yes	4624	4487	2.041	Yes	429	427	0.123
MCTC TSP W1	M4 Jn 10 - 9	Eastbound	4473	4288	2.793	Yes	3959	3793	2.661	Yes	384	365	0.972
MCTC TSP W1	M4 Jn 10 - 9	Westbound	5148	4904	3.446	Yes	4506	4427	1.192	Yes	472	390	3.981
MCTC TSP W11	A329 NE M4 Jn 10	Northbound	3404	3460	0.964	Yes	3093	3142	0.870	Yes	246	260	0.884
MCTC TSP W11	A329 NE M4 Jn 10	Southbound	3095	2929	3.018	Yes	2797	2674	2.347	Yes	235	207	1.907
MCTC TSP W11	A329 SE M4 Jn 10	Northbound	3802	3809	0.114	Yes	3477	3389	1.510	Yes	231	317	5.173
MCTC TSP W11	A329 SE M4 Jn 10	Southbound	3466	3291	3.014	Yes	3038	2917	2.217	Yes	307	264	2.531

Highway

ID	Site Location	Dir	Interpeak - Highway										
			ALL VEHICLES			CAR			LGV			HGV	
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH
ATC_R101	B4009 Wallingford Rd, North of Goring	Northbound	99	70	3.194	Yes	76	52	2.982	Yes	17	17	0.160
ATC_R102	B4009 Wallingford Rd, North of Goring	Southbound	99	77	2.345	Yes	79	71	0.889	Yes	16	6	2.969
ATC_R103	A4074 Red Ln, West of B471	Eastbound	315	400	4.486	Yes	260	319	3.456	Yes	31	46	2.555
ATC_R104	A4074 Red Ln, West of B471	Westbound	318	392	3.940	Yes	230	316	5.201	Yes	62	57	0.667
ATC_R105	A4130, South of Crocker End	Northbound	309	337	1.565	Yes	247	297	3.024	Yes	39	37	0.384
ATC_R106	A4130, South of Crocker End	Southbound	300	292	2.455	Yes	244	246	0.148	Yes	36	38	0.212
ATC_R107	B480, Pishill	Northbound	29	34	0.965	Yes	24	0	6.949	Yes	4	0	2.654
ATC_R108	B480, Pishill	Southbound	31	30	0.184	Yes	26	30	0.631	Yes	4	0	2.784
ATC_R109	B4009 High St, West of Goring	Eastbound	189	188	0.113	Yes	157	163	0.462	Yes	24	24	0.163
ATC_R110	B4009 High St, West of Goring	Westbound	206	207	0.013	Yes	171	184	0.990	Yes	27	23	0.862
ATC_R111	B471 Whitechurch Rd, North of Pangbourne	Northbound	125	160	2.893	Yes	105	139	3.108	Yes	16	21	1.171
ATC_R112	B471 Whitechurch Rd, North of Pangbourne	Southbound	145	190	3.501	Yes	116	160	3.737	Yes	23	27	0.724
ATC_R113	A4155, Medmenham	Eastbound	179	157	1.717	Yes	141	106	3.208	Yes	28	34	1.076
ATC_R114	A4155, Medmenham	Westbound	179	217	2.698	Yes	141	176	2.763	Yes	27	27	0.001
ATC_R115	A4155 Span Hill, North of Spring Ln	Northbound	244	263	1.207	Yes	208	227	1.315	Yes	24	31	1.343
ATC_R116	A4155 Span Hill, North of Spring Ln	Southbound	269	263	0.398	Yes	223	218	0.323	Yes	34	39	0.838
ATC_R117	A4155 Henley Rd, East of Rossendale Rd	Eastbound	273	267	0.352	Yes	223	199	1.597	Yes	35	46	1.718
ATC_R118	A4155 Henley Rd, East of Rossendale Rd	Westbound	262	297	2.112	Yes	215	258	2.825	Yes	31	38	1.183
ATC_R119	B3345 Lower Henley Rd, East of Luscombe Cl	Eastbound	237	225	0.758	Yes	204	212	0.537	Yes	24	13	2.506
ATC_R120	B3345 Lower Henley Rd, East of Luscombe Cl	Westbound	276	330	3.105	Yes	237	288	3.148	Yes	28	29	0.260
ATC_R121	B481 Peppard Rd, South of Newlands Ave	Northbound	427	392	1.754	Yes	368	326	2.221	Yes	44	46	0.184
ATC_R122	B481 Peppard Rd, South of Newlands Ave	Southbound	420	376	2.179	Yes	341	284	3.188	Yes	59	59	0.019
ATC_R123	A4074 Church Rd, East of St Anne's Rd	Eastbound	523	604	3.405	Yes	458	520	2.805	Yes	41	49	1.219
ATC_R124	A4074 Church Rd, East of St Anne's Rd	Westbound	556	597	1.688	Yes	474	521	2.120	Yes	57	52	0.710
ATC_R125	A4155 Henley Rd, East of Caversham Park Rd	Eastbound	501	525	1.040	Yes	388	436	2.410	Yes	86	66	2.359
ATC_R126	A4155 Henley Rd, East of Caversham Park Rd	Westbound	520	524	0.198	Yes	437	448	0.551	Yes	60	63	0.431
ATC_R127	Caversham Bridge, Reading	Northbound	1068	997	2.230	Yes	945	848	3.234	Yes	74	96	2.351
ATC_R128	Caversham Bridge, Reading	Southbound	1063	998	2.023	Yes	907	818	3.018	Yes	108	115	0.702
ATC_SLR101	Woosehill Ln	Eastbound	138	152	1.159	Yes	119	138	1.689	Yes	15	10	1.379
ATC_SLR102	Woosehill Ln	Westbound	109	75	3.548	Yes	92	67	2.746	Yes	15	8	2.064
ATC_SLR103	Molly Millar's Ln	Northbound	339	302	2.029	Yes	285	253	1.926	Yes	39	32	1.104
ATC_SLR104	Molly Millar's Ln	Southbound	406	381	1.256	Yes	334	339	0.266	Yes	51	37	2.163
ATC_SLR105	Meadow Rd	Northbound	82	54	3.461	Yes	72	48	3.054	Yes	9	5	1.511
ATC_SLR106	Meadow Rd	Southbound	117	130	1.142	Yes	103	122	1.724	Yes	11	8	1.224
ATC_SLR107	Barkham Rd, East of Latimer Rd	Northbound	250	345	5.505	Yes	198	292	6.027	Yes	36	34	0.234
ATC_SLR108	Barkham Rd, East of Latimer Rd	Southbound	227	299	4.467	Yes	190	263	4.837	Yes	26	27	0.226
ATC_SLR109	Wellington Rd, North of Elms Rd	Northbound	487	278	10.668	No	413	240	9.588	No	56	30	3.943
ATC_SLR110	Wellington Rd, North of Elms Rd	Southbound	216	216	2.117	Yes	239	198	2.745	Yes	7	13	1.762
ATC_SLR111	Reading Rd, South of Holt Ln	Northbound	643	657	0.548	Yes	578	573	0.190	Yes	44	59	2.060
ATC_SLR112	Reading Rd, South of Holt Ln	Southbound	582	637	2.227	Yes	529	571	1.768	Yes	38	50	1.824
ATC_SLR113	Station Link Rd, Northern section	Northbound	736	653	3.161	Yes	576	559	0.707	Yes	119	68	5.223
ATC_SLR114	Station Link Rd, Northern section	Southbound	41	0	9.009	Yes	34	0	8.188	Yes	6	0	3.452
ATC_SLR115	Oxford Rd, South of Mount Pleasant	Northbound	53	116	6.520	Yes	42	105	7.309	Yes	8	10	0.877
ATC_SLR116	Oxford Rd, South of Mount Pleasant	Southbound	112	113	0.061	Yes	86	96	1.080	Yes	20	14	1.499
ATC_SLR117	Reading Rd, North of Larch Ave	Northbound	616	653	1.462	Yes	529	579	2.135	Yes	65	55	1.260
ATC_SLR118	Reading Rd, North of Larch Ave	Southbound	569	655	3.484	Yes	464	573	4.779	Yes	83	63	2.355
ATC_SLR119	Oxford Rd approach to Junction MCC, SLR4	Northbound	170	199	2.136	Yes	141	166	2.033	Yes	23	25	0.423
ATC_SLR120	Oxford Rd approach to Junction MCC, SLR4	Southbound	202	231	1.993	Yes	168	200	2.356	Yes	27	26	0.094
ATC_W101	A33 Basingstoke Rd, North of Three Mile Cross	Northbound	1367	1345	0.990	Yes	1014	1047	1.037	Yes	190	187	0.210
ATC_W102	A33 Basingstoke Rd, North of Three Mile Cross	Southbound	1373	1393	0.540	Yes	1167	1161	0.371	Yes	104	130	1.947
ATC_W103	Kybes Ln, North of Pingewood Rd S	Northbound	18	43	4.538	Yes	11	28	3.761	Yes	4	9	1.644
ATC_W104	Kybes Ln, North of Pingewood Rd S	Southbound	20	61	6.403	Yes	13	37	4.876	Yes	5	15	3.276
ATC_W105	Burghfield Rd, North of Ammers Farm Rd	Northbound	258	219	2.483	Yes	205	184	1.485	Yes	29	24	0.935
ATC_W106	Burghfield Rd, North of Ammers Farm Rd	Southbound	261	241	1.256	Yes	202	205	0.186	Yes	33	20	2.443
ATC_W107	Hangar Rd, North of Sheffield Bottom	Northbound	121	152	2.891	Yes	104	124	1.913	Yes	14	19	1.261
ATC_W108	Hangar Rd, North of Sheffield Bottom	Southbound	116	154	3.239	Yes	94	114	1.964	Yes	18	22	1.035
ATC_W109	The Straight Mile, South of M4	Northbound	94	141	4.414	Yes	72	123	5.182	Yes	16	18	0.573
ATC_W110	The Straight Mile, South of M4	Southbound	102	124	2.074	Yes	78	100	2.283	Yes	18	24	1.376

Highway

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			ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_W106	B3018 Twyford Rd, South of M4	Northbound	61	108	5.140	Yes	47	82	4.328	Yes	9	14	1.288	4	12	2.800
ATC_W106	B3018 Twyford Rd, South of M4	Southbound	66	107	4.437	Yes	49	71	2.943	Yes	12	22	2.339	5	14	2.882
ATC_W107	A329 London Rd, East of Plough Ln	Eastbound	671	694	0.865	Yes	599	598	0.053	Yes	54	66	1.598	18	30	2.343
ATC_W107	A329 London Rd, East of Plough Ln	Westbound	757	805	1.695	Yes	576	632	2.298	Yes	131	130	0.099	51	43	1.168
ATC_W108	Blagrove Ln	Northbound	17	12	1.243	Yes	14	11	0.765	Yes	2	1	0.755	1	0	1.488
ATC_W108	Blagrove Ln	Southbound	18	18	0.025	Yes	14	17	0.793	Yes	3	1	1.532	1	0	1.500
ATC_W109	A321 Finchampstead Rd, Easthead	Northbound	512	429	3.842	Yes	435	366	3.451	Yes	61	48	1.835	16	15	0.192
ATC_W109	A321 Finchampstead Rd, Easthead	Southbound	574	511	2.713	Yes	478	423	2.586	Yes	37	71	0.260	23	17	1.388
ATC_W110	B3349 Odham Rd, North of Heckfield Heath	Northbound	304	411	5.692	No	221	362	8.286	No	56	18	6.139	27	31	0.652
ATC_W110	B3349 Odham Rd, North of Heckfield Heath	Southbound	227	289	3.861	Yes	175	269	6.291	Yes	35	10	5.312	16	10	1.773
ATC_W111	A33 Basingstoke Rd, North of The Causeway	Northbound	596	487	4.686	Yes	439	348	4.574	Yes	97	89	0.785	60	49	1.478
ATC_W111	A33 Basingstoke Rd, North of The Causeway	Southbound	716	748	1.108	Yes	526	524	0.082	Yes	112	122	0.944	78	100	2.293
ATC_W112	B3034 Forest Rd, West of Foxley Ln	Eastbound	200	198	0.107	Yes	164	155	0.704	Yes	27	28	0.173	8	15	1.929
ATC_W112	B3034 Forest Rd, West of Foxley Ln	Westbound	213	247	2.213	Yes	171	212	2.934	Yes	32	29	0.543	9	5	1.485
ATC_W113	B3430 Nine Mile Ride, East of Old Wokingham Rd	Eastbound	416	494	3.687	Yes	338	418	4.158	Yes	54	60	0.876	24	16	1.633
ATC_W113	B3430 Nine Mile Ride, East of Old Wokingham Rd	Westbound	432	536	4.740	Yes	354	443	4.484	Yes	56	67	1.317	21	26	1.029
ATC_W114	B3348 Bracknell Rd, North of Brookers Row	Northbound	381	372	0.472	Yes	307	308	0.038	Yes	57	50	0.918	17	14	0.787
ATC_W114	B3348 Bracknell Rd, North of Brookers Row	Southbound	386	395	0.442	Yes	321	328	0.403	Yes	52	41	1.622	14	26	2.809
ATC_W115	A33 North of Longwater Ave	Northbound	1286	1393	2.902	Yes	1033	1171	4.174	Yes	155	154	0.128	97	67	3.400
ATC_W115	A33 North of Longwater Ave	Southbound	1252	1292	1.148	Yes	969	922	0.733	Yes	169	183	1.323	113	114	0.032
ATC_W116	B3031 Basingstoke Rd, North of Bennet Rd	Northbound	373	235	7.905	No	300	160	7.690	No	47	37	1.490	26	17	1.927
ATC_W116	B3031 Basingstoke Rd, North of Bennet Rd	Southbound	379	310	3.724	Yes	298	248	3.028	Yes	53	40	1.954	29	23	1.151
ATC_W117	Northumberland Ave, South of Stockton Rd	Northbound	313	342	1.626	Yes	280	326	2.656	Yes	23	16	1.606	10	0	4.240
ATC_W117	Northumberland Ave, South of Stockton Rd	Southbound	290	296	0.367	Yes	259	276	1.000	Yes	21	18	0.630	9	3	2.844
ATC_W118	Whiteknights Rd, South of Hamilton Rd	Northbound	215	164	3.677	Yes	192	163	2.953	Yes	16	11	1.420	7	1	3.386
ATC_W118	Whiteknights Rd, South of Hamilton Rd	Southbound	220	217	0.191	Yes	195	189	0.445	Yes	19	20	0.097	6	8	1.097
ATC_W119	B3349 Basingstoke Rd, North of Swallowfield St	Northbound	186	195	0.708	Yes	149	169	1.578	Yes	25	18	1.433	12	8	1.105
ATC_W119	B3349 Basingstoke Rd, North of Swallowfield St	Southbound	178	234	3.926	Yes	139	184	3.573	Yes	25	26	0.093	14	24	2.416
ATC_W121	Bloomfield Hatch Ln, South of Grazeley	Northbound	105	58	5.261	Yes	87	47	4.807	Yes	11	10	0.181	8	0	3.803
ATC_W121	Bloomfield Hatch Ln, South of Grazeley	Southbound	102	79	2.426	Yes	84	63	2.457	Yes	11	16	1.341	7	0	3.646
ATC_W122	Goring Ln, West of Fullers Ln	Eastbound	173	184	0.764	Yes	131	150	1.610	Yes	33	30	0.576	10	4	2.111
ATC_W122	Goring Ln, West of Fullers Ln	Westbound	168	161	0.492	Yes	133	142	0.739	Yes	26	15	2.282	9	4	1.789
ATC_W123	Reading Rd, South of James's Ln	Northbound	197	154	3.264	Yes	158	127	2.606	Yes	28	17	2.303	11	10	0.381
ATC_W123	Reading Rd, South of James's Ln	Southbound	191	132	4.672	Yes	163	118	3.802	Yes	20	10	2.484	9	4	1.872
ATC_W126	Swallowfield Rd, North of Castle Hill	Northbound	59	20	6.163	Yes	47	19	4.956	Yes	9	1	3.282	3	0	2.293
ATC_W126	Swallowfield Rd, North of Castle Hill	Southbound	67	23	6.636	Yes	56	13	7.274	Yes	8	1	3.054	3	8	2.181
ATC_W128	B3349 School Rd, East of Wood Ln	Eastbound	149	153	0.310	Yes	130	130	0.050	Yes	13	16	0.593	6	7	0.391
ATC_W128	B3349 School Rd, East of Wood Ln	Westbound	142	159	1.328	Yes	120	130	0.904	Yes	17	19	0.501	6	10	1.444
ATC_W129	Rushley Way, East of Marefield	Northbound	528	403	5.816	No	478	377	4.854	Yes	42	25	2.951	8	0	3.831
ATC_W129	Rushley Way, East of Marefield	Southbound	485	380	5.065	No	454	368	4.231	Yes	23	11	2.943	8	0	3.528
ATC_W130	Mill Ln, South of Wokingham Rd	Northbound	95	40	6.658	Yes	86	34	6.737	Yes	7	6	0.273	2	0	1.889
ATC_W130	Mill Ln, South of Wokingham Rd	Southbound	110	102	0.819	Yes	100	75	2.653	Yes	8	11	0.931	3	16	4.410
ATC_W132	Kenton Rd, North of The Crescent	Northbound	64	78	1.717	Yes	58	72	1.714	Yes	5	6	0.670	1	0	1.195
ATC_W132	Kenton Rd, North of The Crescent	Southbound	60	57	0.346	Yes	53	48	0.709	Yes	5	7	0.698	1	2	0.527
ATC_W133	Emmbrook Rd, South of Lowther Rd	Northbound	136	95	3.885	Yes	121	87	3.332	Yes	13	7	1.987	2	1	1.190
ATC_W133	Emmbrook Rd, South of Lowther Rd	Southbound	105	53	5.815	Yes	87	45	5.125	Yes	15	8	2.004	3	0	2.566
ATC_W135	A321 Denmark St, West of Langborough Rd	Northbound	327	350	1.218	Yes	285	315	1.691	Yes	37	35	0.388	5	1	2.675
ATC_W135	A321 Denmark St, West of Langborough Rd	Southbound	660	663	0.128	Yes	539	565	1.106	Yes	95	80	1.511	27	18	1.804
ATC_W139	Langborough Rd, West of Gipsy Ln	Eastbound	310	353	2.361	Yes	255	315	3.578	Yes	48	37	1.953	7	1	3.350
ATC_W139	Langborough Rd, West of Gipsy Ln	Westbound	127	127	0.046	Yes	112	106	0.507	Yes	13	17	1.063	2	4	0.963
ATC_W141	Wiltshire Rd, South of Wiltshire Dr	Northbound	168	196	2.091	Yes	145	183	2.976	Yes	17	9	2.095	6	4	1.042
ATC_W141	Wiltshire Rd, South of Wiltshire Dr	Southbound	176	221	3.217	Yes	138	171	2.678	Yes	30	41	1.946	9	9	0.169
ATC_WRR102	Betchworth Ave, South of Luckmore Dr	Eastbound	147	184	2.875	Yes	133	169	2.934	Yes	11	12	0.277	4	4	0.015
ATC_WRR102	Betchworth Ave, South of Luckmore Dr	Westbound	145	143	0.178	Yes	130	128	0.223	Yes	11	10	0.241	4	5	0.555
ATC_WRR105	Silverdale Rd, East of Hillside Rd	Eastbound	100	126	2.389	Yes	90	118	2.723	Yes	4	4	1.450	3	4	0.572
ATC_WRR105	Silverdale Rd, East of Hillside Rd	Westbound	101	107	0.594	Yes	91	98	0.741	Yes	7	4	1.522	3	5	1.256
ATC_WBC006	SITE 6 - A321 WILTSHIRE RD, WOKINGHAM	Southbound	867	852	0.530	Yes	722	734	2.009	Yes	101	105	0.345	43	12	5.966
ATC_WBC007	SITE 7 - A327 SHINFIELD RD, READING	Northbound	410	390	1.006	Yes	342	305	2.060	Yes	48	37	0.952	21	47	4.599

Highway

Interpeak - Highway														
ID	Site Location	Dir	ALL VEHICLES				CAR				LGV			HGV
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	
ATC_WBC007	SITE 7 - A327 SHINFELD RD, READING	Southbound	403	357	2.328	Yes	335	295	2.282	Yes	47	34	2.033	28
ATC_WBC008	SITE 8 - A4 KNOWL HILL, KNOWL HILL	Eastbound	567	566	0.039	Yes	472	472	0.007	Yes	66	69	0.370	28
ATC_WBC008	SITE 8 - A4 KNOWL HILL, KNOWL HILL	Westbound	586	549	1.547	Yes	488	469	0.892	Yes	69	61	0.976	25
ATC_WBC120	SITE 120- B478 Playatch Road, Sonning	Eastbound	345	409	3.266	Yes	288	339	2.901	Yes	40	49	1.342	20
ATC_WBC120	SITE 120- B478 Playatch Road, Sonning	Westbound	334	406	3.744	Yes	278	358	4.490	Yes	39	41	0.942	17
ATC_WBC0027	SITE 27 - SWALLOWFIELD BYPASS, READING	Northbound	830	717	4.047	Yes	691	592	3.931	Yes	97	80	1.787	42
ATC_WBC0027	SITE 27 - SWALLOWFIELD BYPASS, READING	Southbound	921	869	1.758	Yes	767	715	1.926	Yes	108	95	1.308	46
ATC_WBC0032	SITE 32 - A4130 HENLEY ON THAMES	Eastbound	560	559	0.046	Yes	466	475	0.394	Yes	66	71	0.622	28
ATC_WBC0032	SITE 32 - A4130 HENLEY ON THAMES	Westbound	524	536	0.524	Yes	436	436	0.037	Yes	61	62	0.112	28
ATC_WBC0059	SITE 59 - B3030 ROBIN HOOD LANE, READING	Northbound	435	433	0.081	Yes	362	394	1.667	Yes	51	32	2.977	22
ATC_WBC0059	SITE 59 - B3030 ROBIN HOOD LANE, READING	Southbound	490	451	1.808	Yes	408	376	1.652	Yes	57	52	0.735	25
ATC_WBC0060	60 - B3270 LOWER EARLEY WAY SOUTH, LWR EAF	Eastbound	635	550	3.457	Yes	528	446	3.738	Yes	74	91	1.842	32
ATC_WBC0060	60 - B3270 LOWER EARLEY WAY SOUTH, LWR EAF	Westbound	653	645	0.297	Yes	544	549	0.253	Yes	76	78	0.178	33
ATC_WBC063	SITE 63 - A321 WARGRAVE, WARGRAVE	Northbound	314	240	4.432	Yes	261	189	4.799	Yes	37	33	0.566	16
ATC_WBC063	SITE 63 - A321 WARGRAVE, WARGRAVE	Southbound	284	262	1.333	Yes	237	218	1.226	Yes	33	34	0.115	14
ATC_WBC0090	SITE 90 - NEW WOKINGHAM RD, CROWTHORNE	Northbound	202	167	2.523	Yes	168	157	0.823	Yes	24	10	3.338	0
ATC_WBC0090	SITE 90 - NEW WOKINGHAM RD, CROWTHORNE	Southbound	207	190	1.158	Yes	172	178	0.444	Yes	24	11	3.023	1
ATC_WBC083	SITE 93 - WHITLEY WOOD LANE, READING	Eastbound	648	636	0.455	Yes	540	471	3.054	Yes	76	119	4.389	32
ATC_WBC083	SITE 93 - WHITLEY WOOD LANE, READING	Westbound	676	668	0.334	Yes	563	564	0.038	Yes	79	76	0.392	34
ATC_WBC0094	SITE 94 - A327 HOLLOW LANE, SHINFIELD	Northbound	640	632	0.315	Yes	533	524	0.385	Yes	75	48	3.377	32
ATC_WBC0094	SITE 94 - A327 HOLLOW LANE, SHINFIELD	Southbound	624	634	0.399	Yes	520	495	1.093	Yes	73	73	0.036	31
ATC_WBC0096	SITE 96 - A327 READING RD, ARBORFIELD GSN	Northbound	270	349	4.496	Yes	225	266	2.620	Yes	32	31	0.106	14
ATC_WBC0096	SITE 96 - A327 READING RD, ARBORFIELD GSN	Southbound	236	295	3.669	Yes	196	222	1.775	Yes	28	36	1.503	12
ATC_WBC0099	SITE 99 - A4 BATH RD, NR SONNING	Eastbound	503	449	2.462	Yes	419	393	1.266	Yes	59	42	2.322	25
ATC_WBC0099	SITE 99 - A4 BATH RD, NR SONNING	Westbound	571	502	2.972	Yes	437	476	1.804	Yes	67	46	0.764	29
ATC_WBC0110	SITE 110 - B3348 BARKHAM RD BARKHAM	Westbound	327	344	0.945	Yes	272	296	1.422	Yes	38	34	0.624	16
ATC_WBC0110	SITE 110 - B3348 BARKHAM RD BARKHAM	Eastbound	318	354	1.994	Yes	265	312	2.810	Yes	37	34	0.613	8
ATC_WBC0112	SITE 112 - N33 EASTHAMPTSTEAD RD, WOKINGHAM	Northbound	270	354	4.773	Yes	225	298	4.557	Yes	32	35	0.523	14
ATC_WBC0112	SITE 112 - N33 EASTHAMPTSTEAD RD, WOKINGHAM	Southbound	286	387	5.511	No	238	341	6.047	No	33	39	0.888	14
ATC_WBC0113	SITE 113 - N60 WATERLOO RD, WOKINGHAM	Northbound	85	56	3.425	Yes	71	49	2.795	Yes	10	7	1.047	4
ATC_WBC0113	SITE 113 - N60 WATERLOO RD, WOKINGHAM	Southbound	102	91	1.155	Yes	85	72	1.469	Yes	12	16	1.005	5
ATC_WBC0118	SITE 118 - H155 BADER WAY SOUTH, WINNERSH	Eastbound	739	808	2.494	Yes	615	676	2.390	Yes	86	96	1.033	37
ATC_WBC0121	SITE 121 - B3348 DUKES RIDE, CROWTHORNE	Channel 1	288	290	0.095	Yes	240	243	0.204	Yes	34	28	0.940	14
ATC_WBC0202	SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	Channel 2	296	279	0.972	Yes	246	240	0.427	Yes	35	29	1.048	15
ATC_WBC0202	SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	Northbound	142	158	1.252	Yes	119	141	2.007	Yes	17	16	0.139	7
ATC_WBC0202	SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	Southbound	175	194	1.409	Yes	146	168	1.781	Yes	20	21	0.013	9
ATC_WBC203	SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	Southbound	213	222	0.618	Yes	178	197	1.415	Yes	25	25	0.018	11
ATC_WBC203	SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	Northbound	221	247	1.670	Yes	184	212	1.941	Yes	26	27	0.267	11
ATC_WBC0204	SITE 204 - U8269 BINFIELD RD, WOKINGHAM	Northbound	55	46	1.193	Yes	46	42	0.556	Yes	6	4	0.889	3
ATC_WBC0204	SITE 204 - U8269 BINFIELD RD, WOKINGHAM	Southbound	52	60	1.055	Yes	44	58	1.957	Yes	6	3	1.598	3
ATC_WBC0209	SITE 209 - B3350 WILDERNESS ROAD	Northbound	639	629	0.398	Yes	532	534	0.073	Yes	75	66	1.023	32
ATC_WBC0209	SITE 209 - B3350 WILDERNESS ROAD	Southbound	624	580	1.796	Yes	520	493	1.213	Yes	73	62	1.406	31
ATC_WBC0210	SITE 210 - PEPPER LANE	Eastbound	465	368	4.716	Yes	387	299	4.778	Yes	54	43	1.572	23
ATC_WBC0210	SITE 210 - PEPPER LANE	Westbound	381	357	1.256	Yes	317	319	0.088	Yes	45	32	1.985	19
ATC_WBC0212	SITE 212 - PEACH STREET, WOKINGHAM	outhbound (two lane	1030	882	4.782	Yes	858	759	3.490	Yes	121	96	2.845	52
ATC_WBC0213	SITE 213 - BUTTS HILL ROAD	Northbound	314	266	2.841	Yes	262	218	2.866	Yes	37	36	0.069	16
ATC_WBC0213	SITE 213 - BUTTS HILL ROAD	Southbound	404	288	3.131	Yes	286	248	2.373	Yes	40	40	0.050	17
ATC_WBC0217	SITE 217 - MILL LANE	Eastbound	331	404	3.000	Yes	276	324	2.785	Yes	39	49	1.534	17
ATC_WBC0217	SITE 217 - MILL LANE	Westbound	319	331	0.700	Yes	265	269	0.213	Yes	37	37	0.122	16
ATC_WBC0218	SITE 218 - MOLLY MILLARS LANE	Eastbound	477	382	4.598	Yes	397	344	2.765	Yes	56	36	2.873	24
ATC_WBC0218	SITE 218 - MOLLY MILLARS LANE	Westbound	503	457	2.060	Yes	419	392	1.333	Yes	59	50	1.266	25
ATC_WBC0219	SITE 219 - WELLINGTON ROAD	Eastbound	291	224	4.191	Yes	242	201	2.785	Yes	34	19	3.013	15
ATC_WBC0219	SITE 219 - WELLINGTON ROAD	Westbound	116	150	2.938	Yes	97	136	3.620	Yes	14	11	0.832	6
ATC_RBC004	Bath Road East to A4/Dorking Way Roundabout	Westbound	968	1021	1.653	Yes	807	871	2.241	Yes	113	99	1.406	49
ATC_RBC004	Bath Road East to A4/Dorking Way Roundabout	Eastbound	978	1039	1.929	Yes	814	846	1.079	Yes	114	132	1.587	49

Highway

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			ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_RBC010	Bath Road East	Westbound	676	584	3.681	Yes	563	496	2.928	Yes	79	43	4.596	34	45	17.40
ATC_RBC010	Bath Road East	Eastbound	661	596	2.597	Yes	551	465	3.805	Yes	77	69	0.929	33	62	4.150
ATC_RBC020	Bath Road to A4/Pound Lane Roundabout	Northbound	557	550	0.278	Yes	464	456	0.365	Yes	65	70	0.636	28	24	0.773
ATC_RBC020	Bath Road to A4/Pound Lane Roundabout	Southbound	634	581	2.162	Yes	528	493	1.550	Yes	74	69	0.647	32	19	2.541
ATC_RBC025	London Road West to A4/A3290 Roundabout	Westbound	939	972	1.063	Yes	782	851	2.430	Yes	110	113	0.298	47	7	7.618
ATC_RBC025	London Road West to A4/A3290 Roundabout	Eastbound	908	943	1.138	Yes	756	835	2.782	Yes	106	98	0.829	46	10	6.728
ATC_RBC029	London Road/Fatherston Road Junction	Westbound	939	1049	3.486	Yes	782	912	4.480	Yes	110	113	0.339	47	23	4.070
ATC_RBC046	A33 Northbound	Northbound	1342	1348	0.165	Yes	1118	1092	0.775	Yes	157	186	2.181	67	71	0.395
ATC_RBC047	A33 Southbound	Southbound	1342	1374	0.871	Yes	1117	1096	0.635	Yes	157	186	2.224	67	91	2.702
ATC_RBC054	A33 Relief Road	Southbound	878	946	2.274	Yes	731	776	1.655	Yes	103	101	0.219	44	69	3.378
ATC_RBC054	A33 Relief Road	Northbound	888	767	4.219	Yes	739	656	3.162	Yes	104	80	2.543	45	31	2.190
ATC_RBC055	B3031 Basingstoke Road	Westbound	461	428	1.564	Yes	384	361	1.195	Yes	54	47	0.972	23	20	0.647
ATC_RBC055	B3031 Basingstoke Road	Eastbound	445	458	0.606	Yes	371	375	0.248	Yes	52	59	0.968	22	23	0.183
ATC_RBC070	A327 near Beech Road Junction	Northbound	449	396	2.597	Yes	374	308	3.594	Yes	53	38	2.167	23	50	4.573
ATC_RBC070	A327 near Beech Road Junction	Southbound	417	444	1.320	Yes	347	392	2.336	Yes	49	38	1.636	21	14	1.609
ATC_RBC082	Wokingham Road-Bell Avenue Junction	Southbound	398	373	1.282	Yes	332	319	0.713	Yes	47	29	2.913	20	26	1.165
ATC_RBC082	Wokingham Road-Bell Avenue Junction	Northbound	361	352	0.466	Yes	301	305	0.239	Yes	42	27	2.513	18	20	0.433
ATC_RBC089	Peppard Road- The Ridings Junction	Southbound	330	302	1.591	Yes	275	239	2.254	Yes	39	37	0.289	17	26	2.060
ATC_RBC089	Peppard Road- The Ridings Junction	Northbound	308	287	1.228	Yes	257	237	1.236	Yes	36	31	0.846	15	19	0.761
ATC_RBC093	Purley Rise near Beech Road	Eastbound	322	304	0.964	Yes	268	267	0.021	Yes	38	36	0.332	16	1	4.961
ATC_RBC093	Purley Rise near Beech Road	Westbound	306	323	0.998	Yes	255	289	2.122	Yes	36	32	0.646	15	2	4.632
ATC_RBC108	Tilthurst Road	Eastbound	445	337	5.473	No	371	304	3.623	Yes	52	32	3.061	22	1	6.447
ATC_RBC108	Tilthurst Road	Westbound	434	337	4.917	Yes	361	288	4.051	Yes	51	43	1.134	22	6	4.236
ATC_RBC116	B3345 George Street	Southbound	605	620	0.577	Yes	504	528	1.058	Yes	71	60	1.380	30	32	0.251
ATC_RBC116	B3345 George Street	Northbound	612	597	0.586	Yes	514	524	0.465	Yes	68	44	3.230	29	29	0.140
ATC_RBC121	Kings Road Fatherston Road Junction	Eastbound	1229	1096	3.895	Yes	1015	969	1.455	Yes	172	96	6.602	42	31	1.756
ATC_RBC005	Norcot Road, West of Blundells Rd	Northbound	290	238	3.224	Yes	242	207	2.308	Yes	34	30	0.636	15	0	5.202
ATC_RBC005	Norcot Road, West of Blundells Rd	Southbound	268	288	1.222	Yes	223	261	2.454	Yes	31	27	0.830	13	0	5.132
ATC_OCC016	A40 OXFORD NORTHERN BYPASS	Westbound	867	1094	7.268	No	722	868	5.191	No	101	178	6.515	43	48	0.613
ATC_OCC016	A40 OXFORD NORTHERN BYPASS	Eastbound	1068	1227	4.700	Yes	889	987	3.187	Yes	125	187	4.995	54	53	0.111
ATC_OCC017	A4074 SOUTH OF NUNEHAM COURTENAY	Southbound	595	691	3.806	Yes	495	571	3.252	Yes	70	73	0.447	30	47	2.841
ATC_OCC017	A4074 SOUTH OF NUNEHAM COURTENAY	Northbound	508	660	6.302	No	423	558	6.098	No	59	74	1.746	25	28	0.579
ATC_OCC022	A4074 CHAZEY HEATH	Northbound	324	358	1.855	Yes	269	300	1.819	Yes	38	37	0.202	16	21	1.104
ATC_OCC022	A4074 CHAZEY HEATH	Southbound	316	354	2.097	Yes	263	282	1.189	Yes	37	38	0.213	16	33	3.519
ATC_OCC027	A329 NORTH-EAST OF M40	Northbound	271	143	8.906	No	226	133	6.920	Yes	32	10	4.808	14	0	5.183
ATC_OCC027	A329 NORTH-EAST OF M40	Southbound	262	135	9.029	No	218	124	7.212	Yes	31	11	4.346	13	0	5.084
ATC_OCC068	B4009 SOUTH-WEST OF M40	Southbound	280	357	4.280	Yes	234	291	3.525	Yes	33	34	0.236	14	32	3.744
ATC_OCC068	B4009 SOUTH-WEST OF M40	Northbound	272	342	3.999	Yes	227	274	3.001	Yes	32	38	1.123	14	30	3.429
ATC_OCC073	B481 SOUTH OF NETTLEBED	Northbound	168	129	3.188	Yes	140	96	4.068	Yes	20	15	1.089	8	18	2.694
ATC_OCC073	B481 SOUTH OF NETTLEBED	Southbound	160	136	2.002	Yes	133	97	3.351	Yes	19	16	0.624	8	22	3.660
ATC_OCC117	A40 WHEATLEY BRIDGE	Westbound	1068	1089	0.640	Yes	890	858	1.070	Yes	125	129	0.341	54	102	5.526
ATC_OCC117	A40 WHEATLEY BRIDGE	Eastbound	1072	1276	5.935	No	895	1033	4.450	Yes	124	160	3.025	53	82	3.538
ATC_OCC122	A4130 EAST OF A34 DMH1	Westbound	686	637	1.889	Yes	571	524	1.996	Yes	80	82	0.208	34	31	0.659
ATC_OCC122	A4130 EAST OF A34 DMH1	Eastbound	659	624	1.359	Yes	548	514	1.475	Yes	77	79	0.172	33	31	0.338
ATC_OCC131	A4142 EAST OF A4074	Westbound	1447	1592	3.724	Yes	1205	1316	3.136	Yes	170	206	2.682	73	70	0.348
ATC_OCC131	A4142 EAST OF A4074	Eastbound	1611	1775	3.977	Yes	1342	1488	3.871	Yes	189	229	2.793	81	58	2.675
ATC_OCC133	A34 DRAYTON	Northbound	1966	1778	4.346	Yes	1637	1475	4.115	Yes	230	211	1.282	99	92	0.682
ATC_OCC133	A34 DRAYTON	Southbound	1903	1736	3.916	Yes	1585	1476	2.783	Yes	223	185	2.646	95	75	2.211
ATC_OCC139	A4130 WEST OF WALLINGFORD	Westbound	471	464	0.299	Yes	392	396	0.230	Yes	55	50	0.682	24	17	1.344
ATC_OCC139	A4130 WEST OF WALLINGFORD	Eastbound	455	455	0.011	Yes	379	407	1.386	Yes	53	48	0.779	23	1	6.473
ATC_OCC319	B4495 DONNINGTON BRIDGE	Eastbound	534	515	0.834	Yes	445	469	1.117	Yes	63	46	2.198	27	0	7.318

6.447 4.236 0.251 0.140 1.756 5.202 5.132 0.613 0.111 2.841 0.579 1.104 3.519 5.183 5.084 3.744 3.429 2.694 3.660 5.526 3.538 0.959 0.338 2.675 0.682 2.211 1.344 6.473 7.318

Highway

Interpeak - Highway																	
ALL VEHICLES						CAR			LGV			HGV					
ID	Dir	Site Location	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH	
ATC_OCC319	Westbound	B4495s DONNINGTON BRIDGE	604	552	2.146	Yes	503	483	0.881	0.211	Yes	71	69	0.211	30	0	7.782
ATC_OCC406	Southbound	A420 EXPENS	503	376	6.066	No	419	332	4.513	3.749	Yes	59	33	3.749	25	11	3.357
ATC_OCC406	Northbound	A420 EXPENS	560	487	3.195	Yes	467	320	3.209	1.655	Yes	66	53	1.655	28	35	1.149
ATC_OCC501	Eastbound	A420 OXFORD,MAGDALEN BRIDGE	573	481	4.013	Yes	477	414	3.015	0.481	Yes	29	63	0.481	29	4	6.069
ATC_OCC501	Westbound	A420 OXFORD,MAGDALEN BRIDGE	635	501	5.616	No	529	429	4.567	2.002	Yes	74	58	2.002	32	14	3.674
ATC_OCC502	Southbound	A4144 OXFORD,FOLLY BRIDGE	471	376	4.602	Yes	392	332	3.174	3.257	Yes	55	33	3.257	24	11	3.043
ATC_OCC502	Northbound	A4144 OXFORD,FOLLY BRIDGE	503	487	0.711	Yes	419	400	0.943	0.807	Yes	59	53	0.807	25	35	1.701
ATC_OCC503	Westbound	A420 OXFORD,OSNEY BRIDGE	574	628	2.201	Yes	478	542	2.848	2.035	Yes	67	85	2.035	29	1	7.327
ATC_OCC503	Eastbound	A420 OXFORD,OSNEY BRIDGE	491	559	3.005	Yes	409	485	3.598	0.382	Yes	57	60	0.382	25	14	2.287
ATC_OCC507	Southbound	A4144 Oxford,Woodstock Rd S of Blandford Ave	576	367	9.615	No	480	308	8.653	3.247	No	67	43	3.247	29	16	2.731
ATC_OCC507	Northbound	A4144 Oxford,Woodstock Rd S of Blandford Ave	493	357	6.583	No	411	284	7.969	2.493	No	58	40	2.493	25	53	4.512
ATC_OCC510	Westbound	A420 Oxford London Rd East of Lyndworth Close	609	555	2.248	Yes	507	473	1.536	0.470	Yes	31	67	0.470	31	14	3.444
ATC_OCC510	Eastbound	A420 Oxford London Rd East of Lyndworth Close	647	560	3.548	Yes	539	482	2.504	0.229	Yes	76	74	0.229	32	4	6.718
ATC_OCC513	Westbound	B480 Oxford,Garsington Rd SE of John Smith Drive	536	536	3.895	Yes	525	457	3.085	0.150	Yes	74	75	0.150	32	5	6.354
ATC_OCC513	Eastbound	B480 Oxford,Garsington Rd SE of John Smith Drive	697	608	3.491	Yes	561	519	2.606	0.115	Yes	82	85	0.115	35	6	6.443
ATC_OCC516	Westbound	A420 Oxford Botley Rd W of Seacourt Car Park	857	790	2.364	Yes	714	696	0.670	1.543	Yes	100	85	1.543	43	8	6.984
ATC_OCC516	Eastbound	A420 Oxford Botley Rd W of Seacourt Car Park	795	738	2.055	Yes	662	639	0.895	2.313	Yes	93	72	2.313	40	27	2.263
ATC_OCC626	Southbound	B4150 MARSTON ROAD N OF A420	288	228	3.681	Yes	240	199	2.717	3.141	Yes	34	18	3.141	14	11	0.824
ATC_OCC626	Northbound	B4150 MARSTON ROAD N OF A420	313	244	4.110	Yes	261	224	2.366	4.572	Yes	37	14	4.572	16	7	2.691
ATC_OCC539	Eastbound	Oxford Cowley Rd East of Dawson Street	273	301	1.664	Yes	227	252	1.613	2.103	Yes	32	45	2.103	14	4	3.319
ATC_OCC539	Westbound	Oxford Cowley Rd East of Dawson Street	344	362	0.971	Yes	287	308	1.270	1.322	Yes	40	49	1.322	17	5	3.765
ATC_OCC541	Westbound	Oxford Cowley Road, West of Divinity Rd	404	325	4.141	Yes	337	296	2.292	2.958	Yes	47	29	2.958	20	0	6.262
ATC_OCC541	Eastbound	Oxford Cowley Road, West of Divinity Rd	436	391	2.245	Yes	363	346	0.916	0.966	Yes	51	44	0.966	22	0	6.549
ATC_OCC573	Westbound	Abingdon Oak Street	679	572	4.283	Yes	555	511	2.337	2.253	Yes	79	61	2.253	34	0	8.249
ATC_OCC573	Eastbound	Abingdon Oak Street	401	276	6.811	No	334	242	5.440	2.026	Yes	47	34	2.026	20	0	6.338
ATC_OCC574	Southbound	Abingdon Bath Street	262	202	3.956	Yes	219	174	3.149	0.573	Yes	31	28	0.573	13	0	5.077
ATC_OCC574	Northbound	Abingdon Bath Street	340	337	0.157	Yes	283	299	0.902	0.316	Yes	40	38	0.316	17	1	5.467
ATC_RBMW008	Westbound	A4 Knowl Hill	570	534	1.538	Yes	475	451	1.108	0.641	Yes	67	62	0.641	29	21	1.436
ATC_RBMW008	Eastbound	A4 Knowl Hill	549	551	0.072	Yes	457	457	0.018	0.620	Yes	64	69	0.620	28	25	0.586
ATC_RBMW010	Northbound	A332 Windsor & Eton NB	1625	1631	0.148	Yes	1364	1357	0.186	1.059	Yes	83	197	1.059	78	76	0.200
ATC_RBMW014	Westbound	A329 London Road	649	625	0.925	Yes	540	466	3.326	4.907	Yes	76	125	4.907	33	35	0.354
ATC_RBMW014	Eastbound	A329 London Road	619	643	0.957	Yes	516	521	0.252	1.524	Yes	72	86	1.524	31	36	0.819
ATC_RBMW045	Southbound	A322 Windsor & Eton SB	1712	1704	0.193	Yes	1434	1354	2.157	3.881	Yes	194	253	3.881	83	98	1.525
ATC_RBMW049	Westbound	A4 Bridge Road	716	695	0.757	Yes	596	590	0.663	1.539	Yes	84	70	1.539	36	45	1.486
ATC_RBMW049	Eastbound	A4 Bridge Road	826	723	3.701	Yes	688	614	2.883	0.635	Yes	97	90	0.635	41	18	4.269
ATC_RBMW086	Northbound	B3022 Winkfield Road	526	574	2.059	Yes	438	476	1.782	0.579	Yes	62	66	0.579	26	32	1.031
ATC_RBMW086	Southbound	B3022 Winkfield Road	531	568	1.594	Yes	442	422	0.966	3.090	Yes	62	89	3.090	27	57	4.724
ATC_RBMW095	Westbound	A308 Windsor Adj to M4 Bridge	593	612	0.751	Yes	494	467	1.255	2.471	Yes	69	92	2.471	30	54	3.685
ATC_RBMW095	Eastbound	A308 Windsor Adj to M4 Bridge	630	704	2.857	Yes	525	567	1.801	1.902	Yes	74	91	1.902	32	46	2.318
ATC_HCC001	Westbound	A30 Winchester Rd, Basingstoke (westbound only)	1049	895	4.939	Yes	871	794	2.664	5.808	Yes	122	66	5.808	56	35	3.081
ATC_HCC001	Northbound	A339 Bishops Green, S of County Boundary	486	424	2.883	Yes	405	368	1.882	0.954	Yes	57	50	0.954	24	7	4.445
ATC_HCC001	Southbound	A339 Bishops Green, S of County Boundary	495	392	4.892	Yes	413	321	4.763	0.612	Yes	58	53	0.612	25	18	1.575
ATC_HCC002	Eastbound	A30 Winchester Rd Basingstoke (eastbound only)	1039	869	5.522	No	866	769	3.367	5.315	Yes	122	70	5.315	52	30	3.488
ATC_HCC002	Southbound	A327 Minley Rd North West of M3 Junc.4A	446	417	1.425	Yes	372	360	0.624	1.742	Yes	52	40	1.742	22	17	1.315
ATC_HCC002	Northbound	A327 Minley Rd North West of M3 Junc.4A	405	315	4.731	Yes	337	274	3.653	2.400	Yes	47	32	2.400	20	10	2.794
ATC_HCC003	Southbound	A325 Farnborough Rd S of Empress Ave. F/bo	860	705	5.537	No	717	577	5.469	1.207	No	101	89	1.207	43	39	0.637
ATC_HCC003	Northbound	A325 Farnborough Rd S of Empress Ave. F/bo	827	738	3.181	Yes	689	595	3.702	0.192	Yes	97	95	0.192	41	48	0.988
ATC_HCC003	Eastbound	B3400 Worting Rd Basingstoke	350	216	7.974	No	291	179	7.357	0.603	No	41	37	0.603	18	0	5.922
ATC_HCC003	Westbound	B3400 Worting Rd Basingstoke	371	234	7.867	No	309	189	7.578	0.179	No	43	45	0.179	19	0	6.007
ATC_HCC005	Westbound	A30 Basingstoke	467	479	0.546	Yes	389	385	0.198	0.768	Yes	55	49	0.768	23	45	3.648
ATC_HCC005	Eastbound	A30 Basingstoke	446	378	3.368	Yes	372	295	4.199	0.095	Yes	52	52	0.095	22	31	1.731

Highway

Interpeak - Highway													
ID	Site Location	Dir	ALL VEHICLES				CAR				LGV		
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH
ATC_HCC021	A30 Hartley Wintney	Southbound	450	434	0.764	Yes	375	348	1.429	Yes	53	52	0.146
ATC_HCC021	A30 Hartley Wintney	Northbound	436	390	2.228	Yes	363	319	2.401	Yes	51	45	0.934
ATC_HCC032	A327 North of j/w A30 Hartfordbridge	Northbound	234	327	5.558	Yes	195	231	2.473	Yes	27	34	1.173
ATC_HCC032	A327 North of j/w A30 Hartfordbridge	Southbound	313	353	2.177	Yes	261	275	0.843	Yes	37	42	0.860
ATC_HCC044	A340 Tadley	Southbound	457	329	6.436	No	380	275	5.832	No	53	52	0.199
ATC_HCC044	A340 Tadley	Northbound	436	325	5.668	No	363	278	4.763	Yes	51	48	0.493
ATC_HCC045	A30 Yateley	Westbound	478	516	1.701	Yes	398	447	2.391	Yes	56	35	3.125
ATC_HCC045	A30 Yateley	Eastbound	447	445	0.110	Yes	372	369	0.187	Yes	52	39	1.911
ATC_HCC065	A327 Eversley	Northbound	307	391	4.520	Yes	255	282	1.629	Yes	36	35	0.152
ATC_HCC065	A327 Eversley	Southbound	297	333	2.069	Yes	247	250	0.175	Yes	35	41	1.053
ATC_HCC090	B4640 Tothill	Southbound	256	351	5.427	Yes	213	258	2.922	Yes	30	41	1.810
ATC_HCC090	B4640 Tothill	Northbound	215	323	6.567	No	179	240	4.218	Yes	25	34	1.604
ATC_HCC112	A339 North West of Basingstoke	Northbound	398	521	5.711	No	332	471	6.926	No	47	50	0.530
ATC_HCC112	A339 North West of Basingstoke	Southbound	405	519	5.294	No	337	440	5.196	No	47	62	1.909
ATC_HCC139	B3016 Winchfield	Southbound	144	206	4.888	Yes	120	164	3.705	Yes	17	35	3.613
ATC_HCC139	B3016 Winchfield	Northbound	140	206	5.022	Yes	116	166	4.167	Yes	16	25	1.852
ATC_HCC148	A323 Reading Rd North Fleet	Northbound	390	425	1.736	Yes	325	326	2.183	Yes	46	38	1.182
ATC_HCC150	A327 Summit Av Farnborough	Southbound	523	669	5.969	No	436	542	4.801	Yes	61	82	2.462
ATC_HCC150	A327 Summit Av Farnborough	Northbound	445	630	8.015	No	370	520	7.085	No	52	79	3.371
ATC_NR1	ASHTON RD, SOUTH OF OLD FOREST RD	Northbound	23	45	3.856	Yes	19	33	2.834	Yes	3	10	3.012
ATC_NR1	ASHTON RD, SOUTH OF OLD FOREST RD	Southbound	25	45	3.443	Yes	21	34	2.606	Yes	3	9	2.606
ATC_NW4	OLD FOREST ROAD, EAST OF LENHAM CLOSE	Eastbound	143	132	0.961	Yes	119	109	0.947	Yes	17	18	0.318
ATC_NW4	OLD FOREST ROAD, EAST OF LENHAM CLOSE	Westbound	135	105	2.778	Yes	113	82	3.102	Yes	16	17	0.291
ATC_NW5	A329 READING ROAD, WEST OF GREEN LANE	Eastbound	636	621	0.598	Yes	530	517	0.550	Yes	74	74	0.050
ATC_NW5	A329 READING ROAD, WEST OF GREEN LANE	Westbound	606	598	0.329	Yes	504	504	0.031	Yes	71	61	1.260
ATC_NW7	CLIFTON RD, SOUTH OF MATTHEWSGREEN RD	Northbound	51	20	5.216	Yes	42	18	4.467	Yes	6	2	2.148
ATC_NW7	CLIFTON RD, SOUTH OF MATTHEWSGREEN RD	Southbound	45	17	5.059	Yes	38	15	4.438	Yes	5	2	1.750
ATC_BFBC003	A329 Martins Heron, Bracknell	Eastbound	708	780	2.864	Yes	589	630	1.649	Yes	83	111	2.874
ATC_BFBC003	A329 Martins Heron, Bracknell	Westbound	750	660	3.379	Yes	625	511	4.756	Yes	88	113	2.557
ATC_BFBC010	Berkshire Way Eastbound	Eastbound	1616	1432	4.724	Yes	1370	1226	3.975	Yes	173	154	1.469
ATC_BFBC011	Berkshire Way Westbound	Westbound	1543	1437	2.737	Yes	1293	1141	4.368	Yes	174	241	4.620
ATC_BFBC012	Vigar Way Northbound	Northbound	499	424	3.530	Yes	416	378	1.904	Yes	58	44	1.989
ATC_BFBC013	Vigar Way Southbound	Southbound	449	340	5.450	No	374	303	3.825	Yes	53	35	2.580
ATC_BFBC014	Cain Road	Westbound	199	152	3.518	Yes	166	150	1.280	Yes	23	2	5.915
ATC_BFBC014	Cain Road	Eastbound	175	148	2.153	Yes	146	143	0.233	Yes	20	5	4.446
ATC_BFBC016	A3095 Warfield Road	Northbound	345	308	2.014	Yes	287	269	1.073	Yes	40	31	1.635
ATC_BFBC016	A3095 Warfield Road	Southbound	294	268	1.544	Yes	245	232	0.837	Yes	34	26	1.463
ATC_BFBC070	A3095 Jealotts Hill, Bracknell	Southbound	169	207	2.754	Yes	141	163	1.797	Yes	20	31	2.294
ATC_BFBC070	A3095 Jealotts Hill, Bracknell	Northbound	193	228	2.383	Yes	161	185	1.824	Yes	23	25	0.487
ATC_BFBC074	A3095 Crowthorne Bypass, Crowthorne	Southbound	567	561	0.240	Yes	472	493	0.864	Yes	66	64	0.312
ATC_BFBC074	A3095 Crowthorne Bypass, Crowthorne	Northbound	572	555	0.723	Yes	476	476	0.075	Yes	67	76	1.026
ATC_BFBC086	A329 East of Met Office Bracknell	Eastbound	652	574	3.155	Yes	543	454	3.987	Yes	76	88	1.311
ATC_BFBC086	A329 East of Met Office Bracknell	Westbound	683	461	9.294	No	569	392	8.082	No	80	51	3.628
ATC_BFBC094	B3034 Windfield Row , Windfield	Eastbound	175	134	3.237	Yes	145	129	1.434	Yes	20	6	4.060
ATC_BFBC094	B3034 Windfield Row , Windfield	Westbound	185	144	3.221	Yes	154	136	1.482	Yes	22	7	3.712
ATC_BFBC099	H66 Swan Lane, Sandhurst	Northbound	234	193	2.869	Yes	195	157	2.917	Yes	27	20	1.434
ATC_BFBC099	H66 Swan Lane, Sandhurst	Southbound	240	216	1.580	Yes	200	173	1.940	Yes	28	24	0.778
ATC_BFBC181	U8471 Temple Way, NDR, Bracknell	Southbound	212	221	0.855	Yes	176	182	0.411	Yes	25	19	1.259
ATC_BFBC181	U8471 Temple Way, NDR, Bracknell	Northbound	226	196	2.113	Yes	188	161	2.076	Yes	26	19	1.619
ATC_BFBC224	A321 Wokingham Road, Sandhurst	Southbound	219	222	0.244	Yes	182	189	0.543	Yes	26	30	0.844

Highway

Interpeak - Highway																
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ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_BFB224	A321 Wokingham Road, Sandhurst	Northbound	327	275	2.968	Yes	272	244	1.757	Yes	38	30	1.353	16	1	5.200
ATC_BFB227	Old Wokingham Road, South of Nine Mile Ride	Northbound	219	171	3.464	Yes	183	148	2.685	Yes	26	12	3.017	11	10	0.208
ATC_BFB231	Old Wokingham Road, South of Nine Mile Ride	Southbound	227	178	3.360	Yes	189	136	2.467	Yes	27	20	1.319	11	2	3.674
ATC_BFB232	A322 Swinley Road, Winkfield	Northbound	435	399	1.764	Yes	362	322	2.156	Yes	51	51	0.033	22	25	0.748
ATC_BFB233	A322 Swinley Road, Winkfield	Southbound	426	507	3.761	Yes	354	395	2.074	Yes	50	84	4.229	21	28	1.295
ATC_BFB234	Peacock Lane, Bracknell	Westbound	316	291	1.427	Yes	263	259	0.269	Yes	37	31	1.109	16	2	4.745
ATC_BFB235	Peacock Lane, Bracknell	Eastbound	340	376	1.923	Yes	283	333	2.821	Yes	40	42	0.289	17	2	4.838
ATC_BFB236	A322 Downshire Way, Bracknell	Westbound	969	1104	4.190	Yes	807	822	0.531	Yes	113	230	8.880	49	52	0.479
ATC_BFB237	A322 Downshire Way, Bracknell	Eastbound	943	916	0.877	Yes	785	744	1.499	Yes	110	123	1.173	47	49	0.295
ATC_BFB238	Market Street (The Ring), Bracknell	Northbound	261	199	5.315	Yes	234	182	3.604	Yes	33	10	4.980	14	7	2.261
ATC_BFB239	Market Street (The Ring), Bracknell	Southbound	380	231	8.487	No	316	213	6.304	No	44	15	5.436	19	3	4.878
ATC_BFB245	Terrace Road South, Binfield	Northbound	286	251	2.159	Yes	239	217	1.402	Yes	34	30	0.580	14	3	3.672
ATC_BFB245	Terrace Road South, Binfield	Southbound	295	259	2.119	Yes	245	217	1.843	Yes	34	27	1.337	15	15	0.049
ATC_WTC002	Site 2, A329 London Road, Wokingham	Eastbound	468	406	2.956	Yes	390	355	1.779	Yes	55	45	1.310	23	5	4.797
ATC_WTC002	Site 2, A329 London Road, Wokingham	Westbound	606	616	0.389	Yes	505	537	1.430	Yes	71	61	1.185	30	17	2.755
ATC_WB026	Site 26 - A4 Woolhampton	Eastbound	503	523	0.851	Yes	419	421	0.079	Yes	59	73	1.710	25	29	0.725
ATC_WB026	Site 26 - A4 Woolhampton	Westbound	506	517	0.520	Yes	421	409	0.605	Yes	59	71	1.511	25	37	2.123
ATC_WB040	Site 40 - B4009 Long Lane, Shaw	Northbound	178	144	2.702	Yes	148	128	1.673	Yes	21	15	1.337	9	0	4.223
ATC_WB040	Site 40 - B4009 Long Lane, Shaw	Southbound	196	171	1.849	Yes	163	152	0.881	Yes	23	19	0.909	10	0	4.433
ATC_WB055	Site 55 - A340 Tidmarsh	Northbound	394	345	2.520	Yes	328	288	2.253	Yes	46	47	0.147	20	10	2.572
ATC_WB055	Site 55 - A340 Tidmarsh	Southbound	382	360	1.132	Yes	318	306	0.702	Yes	45	49	0.663	19	5	3.995
ATC_WB071	Site 71 - A329 North of Strealey	Northbound	136	167	2.477	Yes	113	148	3.000	Yes	16	19	0.720	7	0	3.683
ATC_WB071	Site 71 - A329 North of Strealey	Southbound	134	152	1.467	Yes	112	148	3.204	Yes	16	3	4.022	7	0	3.557
ATC_WB087	Site 87 - A417 North of Strealey	Northbound	131	165	2.830	Yes	109	134	2.307	Yes	15	21	1.321	7	10	1.170
ATC_WB087	Site 87 - A417 North of Strealey	Southbound	116	132	1.401	Yes	97	113	1.524	Yes	14	18	1.194	6	1	2.557
ATC_WB098	Site 98 - B3051 Brimpton Common	Eastbound	208	166	3.029	Yes	173	134	3.154	Yes	24	31	1.331	10	1	3.914
ATC_WB098	Site 98 - B3051 Brimpton Common	Westbound	248	210	2.519	Yes	207	174	2.351	Yes	29	25	0.879	12	11	0.327
ATC_WB186	Site 186 - A329 Oxford Road, Purley	Southbound	398	340	3.038	Yes	332	297	1.943	Yes	47	41	0.832	20	2	5.604
ATC_WB186	Site 186 - A329 Oxford Road, Purley	Northbound	400	382	0.952	Yes	333	335	0.079	Yes	47	44	0.425	20	3	5.160
ATC_WB252	Site 252 - A339 North of Robin Hood - Southbound	Southbound	729	691	1.425	Yes	607	562	1.888	Yes	85	86	0.052	37	44	1.134
ATC_WB255	Site 255 - A340 Basingstoke Road, Aldermaston	Southbound	265	292	1.611	Yes	221	246	1.610	Yes	31	33	0.352	13	14	0.086
ATC_WB255	Site 255 - A340 Basingstoke Road, Aldermaston	Northbound	257	277	1.214	Yes	214	240	1.702	Yes	30	37	1.221	13	0	5.076
ATC_WB260	Site 260 - A4 Theale, west of A340 junction	Eastbound	747	822	2.689	Yes	622	683	2.383	Yes	87	95	0.841	37	44	1.003
ATC_WB260	Site 260 - A4 Theale, west of A340 junction	Westbound	757	863	3.729	Yes	630	718	3.374	Yes	89	99	1.126	38	46	1.175
ATC_WB261	Site 261 - A339 North of Robin Hood - Northbound	Northbound	719	682	2.154	Yes	599	545	2.240	Yes	84	83	0.154	36	34	0.273
ATC_WB262	Site 262 - A339 South of Robin Hood, Newbury	Northbound	1381	1464	2.191	Yes	1150	1197	1.346	Yes	162	185	1.766	69	83	1.524
ATC_WB262	Site 262 - A339 South of Robin Hood, Newbury	Southbound	1396	1163	6.502	No	1163	930	7.180	No	163	149	1.129	70	84	1.573
ATC_WBCR1	A339 North of Vodafone Roundabout	Northbound	550	682	4.545	Yes	458	545	3.874	Yes	64	83	2.136	28	34	1.266
ATC_WBCR1	A339 North of Vodafone Roundabout	Southbound	651	691	1.543	Yes	542	562	0.820	Yes	76	86	1.067	33	44	1.795
ATC_WBCR4	A4 Bath Road, Speen	Eastbound	462	536	3.311	Yes	365	434	2.406	Yes	54	62	1.031	23	41	3.090
ATC_WBCR4	A4 Bath Road, Speen	Westbound	526	539	0.577	Yes	438	448	0.500	Yes	62	62	0.024	26	29	0.493
ATC_TRADS_3011	NB, M3, Junction 6 - 5	Northbound	2849	3051	3.705	Yes	2379	2529	3.040	Yes	330	349	1.034	141	173	2.520
ATC_TRADS_3012	SB, M3, Junction 5 - 6	Southbound	2954	2916	0.772	Yes	2472	2438	0.685	Yes	337	335	0.099	144	138	0.508
ATC_TRADS_3409	SB, A34, Main C Way South of M4, Junction 13	Southbound	1075	1006	2.123	Yes	895	839	1.905	Yes	126	114	1.106	54	54	0.041
ATC_TRADS_3410	SB, A34, Onslip from M4 onto A34 S/B	Southbound	1058	893	5.285	No	881	746	4.748	Yes	124	107	1.522	53	40	1.946
ATC_TRADS_3477	SB, A34, Milton Junction to Chilton	Southbound	1474	1323	4.044	Yes	1228	1092	3.994	Yes	173	155	1.401	74	77	0.309
ATC_TRADS_3478	NB, A34, Chilton to Milton Junction	Northbound	1533	1335	5.250	Yes	1277	1077	5.823	No	179	172	0.589	77	86	0.976
ATC_TRADS_4082	SB, A404M, North of M4 Junction 8/9	Southbound	1481	1335	3.891	Yes	1233	1149	2.450	Yes	173	134	3.153	74	52	2.814
ATC_TRADS_4083	NB, A404M, North of M4 Junction 8/9	Northbound	1474	1297	4.764	Yes	1228	1153	2.169	Yes	173	117	4.622	74	27	6.605
ATC_TRADS_5207	NB, A34, Shippon (A415-A4183)	Northbound	1761	1792	0.747	Yes	1466	1498	0.835	Yes	206	207	0.066	88	87	0.172
ATC_TRADS_5208	SB, A34, Shippon (A415-A4183)	Southbound	1683	1602	2.235	Yes	1402	1504	2.685	Yes	197	190	0.468	84	81	0.321
ATC_TRADS_9516	Site at M25/A466A, 1.06/6.07/12/311 on M25 clockwise be	Clockwise	6030	5664	4.780	Yes	5022	4914	1.524	Yes	706	481	9.212	302	269	1.996

Highway

Interpeak - Highway																
ALL VEHICLES					CAR					LGV					HGV	
ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC TRADS 9517	Site at M25/4668B, 106/6013/315 on M25 anti-clockwise	Anti-Clockwise	5803	5660	1.884	Yes	4833	4779	0.780	Yes	679	602	3.029	291	278	0.749
ATC TRADS 9522	Site at M25/4903A, 106/6012/225 on M25 clockwise	Clockwise	6343	5895	5.725	No	5282	5448	2.263	Yes	742	233	23.056	318	214	6.405
ATC TRADS 9523	Site at M25/4903B, 106/6013/221 on M25 anti-clockwise	Anti-Clockwise	6232	5931	3.851	Yes	5190	5463	0.373	Yes	729	517	8.491	312	251	3.682
ATC TRADS 9630	Site at M40/8432A, 036/7223/207 on M40 northbound	Northbound	3834	3773	0.987	Yes	3193	3085	1.753	Yes	449	470	0.874	192	208	1.124
ATC TRADS 9631	Site at M40/8432B, 036/7223/210 on M40 southbound	Southbound	3717	3495	2.038	Yes	3012	2839	3.189	Yes	423	431	0.397	181	224	3.001
ATC TRADS 9680	Site at M40/8775B, 036/7220/206 on M40 southbound	Southbound	1797	1567	5.596	Yes	1496	1306	5.089	Yes	210	162	3.501	90	99	0.905
ATC TRADS 9681	Site at M40/8780A, 036/7220/212 on M40 northbound	Northbound	1933	1811	3.950	Yes	1652	1525	3.180	Yes	232	198	2.324	99	88	1.162
ATC TRADS 30012867	NB, A34, TMU site 5614/1 on A34 northbound exit for A4	Northbound	133	196	4.873	Yes	111	125	1.248	Yes	16	35	3.802	7	37	6.430
ATC TRADS 30012869	A34, TMU site 5615/2 on A34 southbound access from	Southbound	224	264	2.546	Yes	187	193	0.467	Yes	26	31	0.828	11	40	5.706
ATC TRADS 30012902	TMU site 5644/1 on Link A404 northbound within the A41	Northbound	1174	1334	4.531	Yes	978	1155	5.423	No	137	152	1.199	59	28	4.717
ATC TRADS 30012904	TMU site 5645/2 on Link A404 southbound within the A413	Southbound	1151	1317	4.744	Yes	958	1120	4.999	Yes	135	162	2.217	58	36	3.129
ATC TRADS 30012910	TMU site 5649/2 on A404 southbound within the A415	Southbound	1069	1215	4.269	Yes	891	1013	3.967	Yes	125	153	2.381	54	48	0.725
ATC TRADS 30012912	TMU site 5650/1 on A404 northbound between A4155	Northbound	1500	1387	2.993	Yes	1250	1182	1.949	Yes	176	164	0.877	75	41	4.505
ATC TRADS 30012968	EB, M3, TMU site 5580/2 on M3 eastbound within J5	Eastbound	2443	2543	2.018	Yes	2034	2121	1.902	Yes	286	284	0.102	122	138	1.382
ATC TRADS 30012970	WB, M3, TMU site 5581/19 on M3 westbound within J5	Westbound	2434	2605	3.394	Yes	2027	2180	3.339	Yes	285	286	0.050	122	138	1.437
ATC TRADS 30013001	EB, M4, TMU site 5619/1 on M4 J13 eastbound exit	Eastbound	712	721	0.337	Yes	593	591	0.098	Yes	83	78	0.588	36	52	2.514
CC RBC 001	Bridge Street	Northbound	202	418	12.238	No	185	388	11.988	No	13	23	2.402	4	6	0.988
CC RBC 001	Bridge Street	Southbound	350	448	4.697	Yes	322	408	4.496	Yes	24	31	1.386	5	9	1.781
CC RBC 003	Broad Street Car Park	In to the car park	51	62	1.479	Yes	44	62	2.561	Yes	6	0	3.512	1	0	1.633
CC RBC 003	Broad Street Car Park	Out of the car park	114	158	1.36	Yes	101	136	3.264	Yes	11	21	2.880	2	0	2.082
CC RBC 004	Oxford Road	Eastbound	122	200	6.167	Yes	109	158	4.227	Yes	12	24	2.988	1	18	5.426
CC RBC 004	Oxford Road	Westbound	129	188	4.723	Yes	115	158	3.680	Yes	13	30	3.734	1	1	0.666
CC RBC 005	Castle Street	Eastbound	322	292	1.693	Yes	282	258	1.432	Yes	33	25	1.590	6	9	0.894
CC RBC 005	Castle Street	Westbound	72	61	1.302	Yes	51	53	0.233	Yes	18	7	3.242	3	2	0.612
CC RBC 006	Northern Station Entrance Access	way from town centre	0	0	0.577	Yes	0	0	0.577	Yes	0	0	0.000	0	0	0.000
CC RBC 007	Duke Street	Southbound	78	32	6.125	Yes	52	31	3.231	Yes	21	0	6.481	4	1	2.175
CC RBC 008	Queen Road Car Park	In to the car park	43	51	1.165	Yes	43	51	1.266	Yes	1	0	1.155	0	0	0.000
CC RBC 008	Queen Road Car Park	Out of the car park	151	83	3.902	Yes	50	83	4.063	Yes	1	0	1.528	0	0	0.000
CC RBC 011	Forbury Road	Westbound	193	74	10.365	No	172	65	9.774	No	19	7	3.315	3	1	1.007
CC RBC 011	Forbury Road	Eastbound	226	101	9.736	No	194	83	9.448	No	29	16	2.752	3	2	0.150
CC RBC 012	Sidmouth Street	Northbound	7	50	8.171	Yes	5	45	8.098	Yes	2	4	1.578	0	0	0.279
CC RBC 012	Sidmouth Street	Southbound	17	43	4.734	Yes	13	36	4.790	Yes	5	7	1.078	0	0	0.547
CC RBC 016	Station Multi-Storey Car Park	In to the car park	110	88	2.131	Yes	103	88	1.467	Yes	6	0	3.446	1	0	1.362
CC RBC 016	Station Multi-Storey Car Park	Out of the car park	61	82	2.553	Yes	61	75	1.900	Yes	1	7	2.991	0	0	0.000
CC RBC 019	Kings Road	Westbound	143	45	10.101	Yes	105	27	9.614	Yes	33	15	3.814	5	3	0.586
CC RBC 019	Kings Road	Eastbound	104	109	0.558	Yes	81	85	0.470	Yes	20	17	0.728	3	7	2.075
CC RBC 020	Tudor Road	Eastbound	33	124	10.227	Yes	28	103	9.190	Yes	5	19	4.204	1	2	1.609
CC RBC 020	Tudor Road	Westbound	144	217	5.489	Yes	118	184	5.370	Yes	21	31	1.811	5	3	0.732
CC RBC 021	Oracle Riverside Car Park	In to the car park	224	56	14.184	No	221	54	14.232	No	4	2	0.696	0	0	0.000
CC RBC 021	Oracle Riverside Car Park	Out of the car park	207	222	1.002	Yes	200	217	1.195	Yes	7	5	0.799	1	0	1.155
MCC W21	Maldenhead Road / Forest Road / Warren House Road	TO ARM A	143	151	0.660	Yes	118	132	1.248	Yes	22	19	0.734	3	0	2.284
RBC 008	Maldenhead Road / Forest Road / Warren House Road	FROM ARM A	146	132	1.206	Yes	119	108	1.004	Yes	25	23	0.429	1	0	1.617
RBC 008	Site 8, Chatham Street / A329 / Friar Street	FROM ARM A	157	200	3.223	Yes	133	158	2.046	Yes	21	24	0.729	3	18	4.687
RBC 008	Site 8, Chatham Street / A329 / Friar Street	FROM ARM D	173	188	1.149	Yes	120	158	3.207	Yes	40	30	1.891	13	1	4.683
TSP R6	Peppard Road / Klin Road	FROM ARM B	187	138	3.839	Yes	161	129	2.623	Yes	23	9	3.626	3	0	2.082
TSP R6	Peppard Road / Klin Road	TO ARM B	209	236	1.841	Yes	178	223	3.164	Yes	26	13	2.859	5	0	2.918
TSP R7	Henley Road / Playhatch Road	FROM ARM D	64	79	1.819	Yes	49	64	1.996	Yes	11	12	0.210	4	3	0.193
TSP R7	Henley Road / Playhatch Road	TO ARM D	67	76	1.123	Yes	50	62	1.549	Yes	12	14	0.416	4	1	2.339
TSP W20	Twyford Road / Forest Road	FROM ARM A	193	199	0.464	Yes	157	165	0.642	Yes	28	27	0.241	7	7	0.042
TSP W20	Twyford Road / Forest Road	TO ARM A	211	219	0.545	Yes	170	183	1.002	Yes	35	30	0.737	7	6	0.458
TSP R8	M4/A34	FROM ARM A	806	705	3.663	Yes	568	547	0.876	Yes	136	95	3.814	101	62	4.304
TSP R8	M4/A34	TO ARM A	768	575	7.423	No	745	426	5.179	No	130	97	3.046	99	52	5.310
TSP R8	M4/A34	FROM ARM B	866	747	4.204	Yes	627	581	1.878	Yes	151	126	2.043	89	40	6.135
TSP R8	M4/A34	TO ARM B	741	639	3.907	Yes	519	466	2.395	Yes	137	136	0.022	86	37	6.283
TSP W6	Hollow Lane / Arborfield Road / School Green	FROM ARM B	483	576	4.044	Yes	376	459	4.045	Yes	82	61	2.373	25.5	56	4.775
TSP W6	Hollow Lane / Arborfield Road / School Green	TO ARM B	475	486	0.930	Yes	383	376	0.335	Yes	73	64	1.105	19	45	4.697
ATC TRADS 30012866	A34 northbound within the A4 junction	Northbound	1295	1329	0.901	Yes	1081	1089	0.249	Yes	150	179	0.751	64	61	0.471

Highway

ID	Site Location	Dir	Interpeak - Highway													
			ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC TRADS 30015345	A34 southbound within the A4 junction	Southbound	1260	1345	2.336	Yes	1050	1105	1.698	Yes	147	159	0.946	63	80	1.993
ATC WBC092	SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	Northbound	140	117	2.039	Yes	117	92	2.408	Yes	16	11	1.364	7	14	2.044
ATC WBC092	SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	Southbound	134	112	2.000	Yes	112	97	1.477	Yes	16	15	0.100	7	0	3.659
ATC TRADS 30024644	M4 eastbound between J14 and J13	Eastbound	2568	2670	2.003	Yes	2139	2224	1.837	Yes	301	289	0.675	129	157	2.366
ATC TRADS 30024643	M4 westbound between J13 and J14	Westbound	2717	2740	0.449	Yes	2263	2316	1.114	Yes	318	262	3.284	136	162	2.107
ATC WBC095	A327 Loddon Bridge	Westbound	497	586	3.815	Yes	414	469	2.625	Yes	58	61	0.338	25	56	4.876
ATC WBC095	A327 Loddon Bridge	Eastbound	457	489	1.509	Yes	380	379	0.060	Yes	53	65	1.485	23	45	3.861
ATC RBWM022	A330 Ascot Road Holyport	Southbound	381	374	0.362	Yes	318	311	0.380	Yes	45	39	0.799	19	24	1.050
ATC RBWM022	A330 Ascot Road Holyport	Northbound	401	368	1.671	Yes	334	290	2.507	Yes	47	48	0.177	20	30	2.046
ATC RBWM107	B3024 WALTHAM ST LAWRENCE	Eastbound	107	100	0.624	Yes	89	58	3.662	Yes	12	26	2.991	5	17	3.550
ATC RBWM107	B3024 WALTHAM ST LAWRENCE	Westbound	112	89	2.346	Yes	94	58	4.080	Yes	13	21	1.964	6	9	1.399
Site 9	King Street Lane/Longdon Road	FROM ARM C	474	442	1.484	Yes	413	394	0.932	Yes	50	47	0.448	12	2	3.844
ATC WBC0014	SITE 14 - A329 WOKINGHAM RD, READING	TO ARM C	420	403	0.819	Yes	354	351	0.133	Yes	54	42	1.725	12	10	0.657
ATC WBC0014	SITE 14 - A329 WOKINGHAM RD, READING	Northbound	556	475	3.575	Yes	463	402	2.944	Yes	65	49	2.103	28	24	0.794
TRADS 70471	TMU Site 70471/1 on link A34	Southbound	568	449	5.264	No	473	375	4.740	Yes	66	53	1.721	28	21	1.567
TRADS 70472	TMU Site 70472/2 on link A34	Northbound	1223	928	8.996	No	1019	773	8.203	No	143	118	2.170	61	37	3.531
ATC OCC5393	Newbury Road	Northbound	1104	1115	0.320	Yes	920	925	0.169	Yes	129	128	0.080	55	62	0.841
ATC OCC5393	Newbury Road	Eastbound	115	116	0.087	Yes	96	95	0.108	Yes	14	21	1.866	6	0	3.402
ATC OCC5393	Newbury Road	Westbound	116	142	2.265	Yes	97	103	0.652	Yes	14	21	1.725	6	18	3.505
ATC OCC5417	Newbury Road	Southbound	211	247	2.402	Yes	175	192	1.207	Yes	25	34	1.670	11	22	2.735
ATC OCC5417	Newbury Road	Northbound	201	239	2.585	Yes	167	178	0.833	Yes	24	32	1.693	10	29	4.199
WBC temp 1	Grazeley Road, North of Cross Lane	Northbound	12	16	1.298	Yes	6	15	2.705	Yes	4	1	1.958	1	0	1.292
WBC temp 1	Grazeley Road, North of Cross Lane	Southbound	10	14	1.184	Yes	7	12	1.598	Yes	2	1	0.243	1	0	0.946
WBC temp 2	Beech Hill Road, South of White House/Lambs Lane	Northbound	109	64	4.791	Yes	76	56	2.443	Yes	24	8	3.848	9	0	4.271
WBC temp 2	Beech Hill Road, South of White House/Lambs Lane	Southbound	105	77	2.963	Yes	84	68	1.912	Yes	14	9	1.553	6	0	3.445
WBC temp 3	Mortimer Lane, South of Green Lane	Northbound	19	46	4.754	Yes	14	38	4.802	Yes	4	8	1.589	1	0	1.483
WBC temp 3	Mortimer Lane, South of Green Lane	Southbound	21	71	7.459	Yes	14	59	7.443	Yes	5	12	2.332	2	1	0.920
WBC temp 4	A33, South of Whitmarsh Lane	Northbound	835	736	3.515	Yes	648	599	1.980	Yes	115	72	4.483	71	66	0.689
WBC temp 4	A33, South of Whitmarsh Lane	Southbound	947	924	0.769	Yes	723	745	0.805	Yes	141	105	3.286	83	74	1.003
WBC temp 5	Reading Road, South of red Lane	Northbound	298	288	0.561	Yes	218	231	0.864	Yes	55	56	0.142	25	1	6.584
WBC temp 5	Reading Road, South of red Lane	Southbound	311	320	0.529	Yes	220	262	2.701	Yes	64	58	0.805	26	0	7.242
WBC temp 6	Crowthorne Road, North of Longdown Road	Northbound	375	264	6.792	No	289	210	4.967	Yes	70	29	5.862	16	16	0.223
WBC temp 6	Crowthorne Road, North of Longdown Road	Southbound	425	336	4.594	Yes	365	286	4.397	Yes	48	31	2.740	12	19	1.749
WBC temp 7	Maldenhead Road	Eastbound	60	33	3.900	Yes	45	27	3.037	Yes	10	6	1.436	4	0	2.900
WBC temp 7	Maldenhead Road	Westbound	62	24	5.850	Yes	36	19	3.164	Yes	22	5	4.814	4	0	2.889
ATC BFBC180	A322 Bagshot Rd, Bracknell	Northbound	1279	1353	2.042	Yes	1065	1068	0.081	Yes	150	207	4.276	64	78	1.697
ATC BFBC180	A322 Bagshot Rd, Bracknell	Southbound	1221	1150	2.072	Yes	1017	918	3.185	Yes	143	166	1.829	61	66	0.626
MCTC TSP R9	M4 Jn 13 - Jn 12	Eastbound	2706	2588	2.301	Yes	2215	2099	2.494	Yes	341	347	0.351	150	141	0.752
MCTC TSP R9	M4 Jn 13 - Jn 12	Westbound	2661	2492	3.327	Yes	2179	2042	3.001	Yes	336	312	1.357	146	139	0.554
MCTC TSP R9	M4 Jn 12 - Jn 11	Eastbound	3329	3133	3.457	Yes	2703	2582	2.358	Yes	431	412	0.906	195	138	4.393
MCTC TSP R9	M4 Jn 12 - Jn 11	Westbound	3258	2956	5.413	Yes	2624	2410	4.257	Yes	444	395	2.407	190	151	2.979
MCTC TSP W1	M4 Jn 11 - Jn 10	Eastbound	3396	3270	2.171	Yes	2733	2704	0.568	Yes	456	385	3.493	206	182	1.731
MCTC TSP W1	M4 Jn 11 - Jn 10	Westbound	3290	3136	2.711	Yes	2626	2587	0.770	Yes	466	366	4.927	197	183	1.003
MCTC TSP W1	M4 Jn 10 - 9	Eastbound	3588	3347	3.586	Yes	2880	2772	2.029	Yes	479	398	3.860	199	177	1.605
MCTC TSP W1	M4 Jn 10 - 9	Westbound	3260	3160	1.763	Yes	2606	2664	1.124	Yes	470	336	6.679	184	161	1.795
MCTC TSP W11	A329 NE M4 Jn 10	Northbound	1433	1317	3.118	Yes	1111	1144	0.998	Yes	243	156	6.193	79	17	8.881
MCTC TSP W11	A329 NE M4 Jn 10	Southbound	1509	1343	4.381	Yes	1186	1105	2.375	Yes	248	180	4.647	75	58	2.093
MCTC TSP W11	A329 SE M4 Jn 10	Northbound	2012	1681	7.691	No	1548	1405	3.734	Yes	305	236	4.142	159	40	11.913
MCTC TSP W11	A329 SE M4 Jn 10	Southbound	1895	1654	5.724	Yes	1435	1374	1.612	Yes	308	217	5.650	152	63	8.588

Highway

PM Peak - Highway																
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH			
ATC_R101	B4009 Wallingford Rd, North of Goring	Northbound	105	107	0.229	Yes	88	99	1.125	Yes	15	9	1.920	0	1.936	
ATC_R101	B4009 Wallingford Rd, North of Goring	Southbound	140	107	2.986	Yes	118	79	3.920	Yes	21	24	0.642	2	1.353	
ATC_R102	A4074 Red Ln, West of B471	Eastbound	609	583	1.074	Yes	583	526	1.619	Yes	31	46	2.324	15	1.774	
ATC_R102	A4074 Red Ln, West of B471	Westbound	567	706	5.529	No	452	586	6.277	No	103	93	1.000	12	1.509	
ATC_R103	A4130, South of Crocker End	Northbound	505	523	0.791	Yes	454	468	0.653	Yes	40	45	0.686	11	0.190	
ATC_R103	A4130, South of Crocker End	Southbound	410	424	0.681	Yes	371	394	1.153	Yes	31	28	0.600	8	2.326	
ATC_R104	B480, Pishill	Northbound	50	57	0.931	Yes	45	57	1.715	Yes	5	0	3.041	1	0.974	
ATC_R104	B480, Pishill	Southbound	32	53	3.223	Yes	29	21	1.640	Yes	3	0	2.500	0	32	8.057
ATC_R105	B4009 High St, West of Goring	Eastbound	297	352	3.106	Yes	269	327	3.400	Yes	24	24	0.014	4	1	1.672
ATC_R105	B4009 High St, West of Goring	Westbound	326	291	1.997	Yes	288	270	1.066	Yes	31	15	3.349	7	6	0.490
ATC_R106	B471 Whitechurch Rd, North of Pangbourne	Northbound	237	319	4.921	Yes	212	270	3.739	Yes	22	34	2.351	3	15	3.903
ATC_R106	B471 Whitechurch Rd, North of Pangbourne	Southbound	292	340	2.689	Yes	252	302	2.994	Yes	36	37	0.195	4	1	2.028
ATC_R107	A4155, Medmenham	Eastbound	262	297	2.120	Yes	223	250	1.778	Yes	34	39	0.748	5	8	1.405
ATC_R107	A4155, Medmenham	Westbound	388	399	0.557	Yes	337	358	1.104	Yes	46	33	2.038	5	8	1.259
ATC_R108	A4155 Span Hill, North of Spring Ln	Northbound	312	312	0.040	Yes	283	268	0.913	Yes	23	29	1.227	6	15	2.979
ATC_R108	A4155 Span Hill, North of Spring Ln	Southbound	484	497	0.591	Yes	439	438	0.066	Yes	34	45	1.711	11	14	1.046
ATC_R110	A4155 Henley Rd, East of Rossendale Rd	Eastbound	325	363	2.028	Yes	289	325	2.063	Yes	28	31	0.660	9	7	0.771
ATC_R110	A4155 Henley Rd, East of Rossendale Rd	Westbound	396	421	1.161	Yes	357	361	0.175	Yes	28	51	3.689	11	8	0.960
ATC_R111	B3345 Lower Henley Rd, East of Luscombe Cl	Eastbound	409	374	1.811	Yes	372	348	1.247	Yes	31	24	1.169	7	1	3.076
ATC_R111	B3345 Lower Henley Rd, East of Luscombe Cl	Westbound	309	318	0.518	Yes	278	289	0.634	Yes	24	15	2.129	7	15	2.369
ATC_R112	B481 Peppard Rd, South of Newlands Ave	Northbound	701	690	0.409	Yes	646	632	0.538	Yes	49	47	0.324	6	11	1.707
ATC_R112	B481 Peppard Rd, South of Newlands Ave	Southbound	385	535	6.994	No	336	490	7.570	No	39	41	0.378	10	3	2.506
ATC_R113	A4074 Church Rd, East of St Anne's Rd	Eastbound	510	496	0.619	Yes	477	455	0.992	Yes	21	27	1.153	12	14	0.520
ATC_R113	A4074 Church Rd, East of St Anne's Rd	Westbound	866	934	2.274	Yes	784	881	3.357	Yes	64	48	2.157	18	6	3.611
ATC_R114	A4155 Henley Rd, East of Caversham Park Rd	Eastbound	652	680	1.112	Yes	551	601	2.063	Yes	87	72	1.668	13	7	1.868
ATC_R114	A4155 Henley Rd, East of Caversham Park Rd	Westbound	926	878	1.583	Yes	844	781	2.225	Yes	66	74	0.988	15	23	1.737
ATC_R115	Caversham Bridge, Reading	Northbound	1501	1412	2.343	Yes	1412	1310	2.772	Yes	33	60	4.056	56	42	2.112
ATC_R115	Caversham Bridge, Reading	Southbound	1074	1092	0.561	Yes	1011	995	0.507	Yes	47	75	3.713	16	22	1.258
ATC_SLR101	Woosehill Ln	Eastbound	289	261	1.727	Yes	264	242	1.379	Yes	23	17	1.176	2	1	1.099
ATC_SLR101	Woosehill Ln	Westbound	159	178	1.485	Yes	136	165	2.364	Yes	20	13	1.791	3	0	2.034
ATC_SLR102	Molly Millar's Ln	Northbound	570	554	0.669	Yes	520	502	0.797	Yes	39	44	0.751	11	9	0.848
ATC_SLR102	Molly Millar's Ln	Southbound	452	358	4.645	Yes	385	328	3.028	Yes	57	28	4.412	10	2	3.048
ATC_SLR104	Meadow Rd	Northbound	147	109	3.368	Yes	132	101	2.919	Yes	13	8	1.592	1	0	1.653
ATC_SLR104	Meadow Rd	Southbound	278	231	2.927	Yes	257	216	2.688	Yes	19	15	0.893	2	0	1.648
ATC_SLR105	Barkham Rd, East of Latimer Rd	Northbound	302	445	7.396	No	259	385	7.011	No	32	48	2.556	11	12	0.305
ATC_SLR105	Barkham Rd, East of Latimer Rd	Southbound	315	344	1.560	Yes	282	321	1.651	Yes	17	14	0.816	6	9	0.985
ATC_SLR106	Wellington Rd, North of Elms Rd	Northbound	561	556	0.223	Yes	504	506	0.101	Yes	49	46	0.464	8	4	1.786
ATC_SLR106	Wellington Rd, North of Elms Rd	Southbound	348	293	3.056	Yes	345	270	4.309	Yes	2	14	4.418	1	9	3.741
ATC_SLR110	Reading Rd, South of Holt Ln	Northbound	955	879	2.528	Yes	905	806	3.376	Yes	38	59	3.012	13	14	0.350
ATC_SLR110	Reading Rd, South of Holt Ln	Southbound	604	595	0.385	Yes	569	546	0.997	Yes	30	39	1.630	6	10	1.615
ATC_SLR111	Station Link Rd, Northern section	Northbound	1040	1045	0.147	Yes	887	925	1.274	Yes	134	104	2.744	20	16	0.869
ATC_SLR111	Station Link Rd, Northern section	Southbound	74	30	6.172	Yes	66	30	5.312	Yes	6	0	3.428	2	0	1.871
ATC_SLR112	Oxford Rd, South of Mount Pleasant	Northbound	72	88	1.782	Yes	64	82	2.060	Yes	7	6	0.298	1	0	1.089
ATC_SLR112	Oxford Rd, South of Mount Pleasant	Southbound	156	148	0.657	Yes	134	140	0.507	Yes	19	8	3.041	3	0	2.229
ATC_SLR113	Reading Rd, North of Larch Ave	Northbound	862	777	2.983	Yes	786	706	2.943	Yes	65	63	0.264	11	8	0.960
ATC_SLR113	Reading Rd, North of Larch Ave	Southbound	637	647	0.407	Yes	542	576	1.427	Yes	82	61	2.480	13	11	0.740
ATC_SLR116	Oxford Rd approach to Junction MCC, SLR4	Northbound	339	319	1.128	Yes	294	286	0.465	Yes	40	32	1.456	4	1	2.428
ATC_SLR116	Oxford Rd approach to Junction MCC, SLR4	Southbound	304	323	1.117	Yes	270	293	1.348	Yes	30	30	0.005	4	1	2.004
ATC_W101	A33 Basingstoke Rd, North of Three Mile Cross	Northbound	2157	2295	2.935	Yes	1840	2010	3.870	Yes	175	193	1.293	141	92	4.523
ATC_W101	A33 Basingstoke Rd, North of Three Mile Cross	Southbound	2485	2579	1.868	Yes	2321	2412	1.861	Yes	54	104	5.663	110	63	5.037
ATC_W102	Kybes Ln, North of Pingewood Rd S	Northbound	38	97	7.135	Yes	30	86	7.393	Yes	7	4	1.140	2	7	2.454
ATC_W102	Kybes Ln, North of Pingewood Rd S	Southbound	110	143	2.965	Yes	98	106	0.829	Yes	11	25	3.386	2	12	4.063
ATC_W103	Burghfield Rd, North of Ammers Farm Rd	Northbound	474	462	0.579	Yes	421	399	1.118	Yes	45	52	1.035	8	11	0.954
ATC_W103	Burghfield Rd, North of Ammers Farm Rd	Southbound	659	489	7.082	No	593	458	5.891	No	54	30	3.647	12	1	4.230
ATC_W104	Hangar Rd, North of Sheffield Bottom	Northbound	257	236	1.369	Yes	235	215	1.378	Yes	20	19	0.223	2	2	0.120
ATC_W104	Hangar Rd, North of Sheffield Bottom	Southbound	334	343	0.504	Yes	299	299	0.007	Yes	31	28	0.391	5	16	3.597
ATC_W105	The Straight Mile, South of M4	Northbound	171	262	6.225	Yes	147	230	6.029	Yes	22	20	0.485	1	12	4.199
ATC_W105	The Straight Mile, South of M4	Southbound	244	297	3.266	Yes	204	234	2.026	Yes	34	40	0.950	6	24	4.611

Highway

ID	Site Location	Dir	ALL VEHICLES					CAR				PM Peak - Highway				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	HGV
ATC W106	B3018 Twyford Rd, South of M4	Northbound	130	166	2.902	Yes	113	152	3.356	Yes	15	13	0.447	2	0	1.515
ATC W106	B3018 Twyford Rd, South of M4	Southbound	117	219	7.870	No	97	141	0.062	Yes	17	77	8.869	4	0	2.193
ATC W107	A329 London Rd, East of Plough Ln	Eastbound	772	786	0.511	Yes	736	718	0.637	Yes	30	57	4.086	6	11	1.506
ATC W107	A329 London Rd, East of Plough Ln	Westbound	1211	1149	1.802	Yes	1044	1003	1.287	Yes	131	116	1.326	36	30	1.038
ATC W108	Blagrove Ln	Northbound	31	33	0.430	Yes	25	29	0.744	Yes	5	4	0.715	0	0	0.335
ATC W108	Blagrove Ln	Southbound	42	67	3.364	Yes	36	66	4.226	Yes	5	1	2.094	1	0	1.658
ATC W109	A321 Finchampstead Rd, Eastheath	Northbound	625	514	4.636	Yes	556	446	4.924	Yes	56	59	0.326	12	9	0.879
ATC W109	A321 Finchampstead Rd, Eastheath	Southbound	984	1007	0.727	Yes	889	884	0.166	Yes	81	87	0.627	14	36	4.453
ATC W110	B3349 Odham Rd, North of Heckfield Heath	Northbound	818	747	2.563	Yes	694	648	1.763	Yes	103	74	3.059	22	25	0.572
ATC W110	B3349 Odham Rd, North of Heckfield Heath	Southbound	793	928	4.587	Yes	709	915	7.253	No	69	9	9.517	15	3	4.148
ATC W111	A33 Basingstoke Rd, North of The Causeway	Northbound	911	1059	4.717	Yes	780	925	4.962	Yes	96	108	1.204	35	26	1.621
ATC W111	A33 Basingstoke Rd, North of The Causeway	Southbound	1390	1121	7.616	No	1201	917	8.724	No	141	175	2.722	49	29	3.229
ATC W112	B3034 Forest Rd, West of Foxley Ln	Eastbound	318	344	1.404	Yes	279	304	1.477	Yes	36	39	0.403	3	1	1.612
ATC W112	B3034 Forest Rd, West of Foxley Ln	Westbound	612	625	0.521	Yes	547	580	1.401	Yes	57	44	1.800	9	1	3.295
ATC W113	B3430 Nine Mile Ride, East of Old Wokingham Rd	Eastbound	694	835	5.078	No	598	717	4.640	Yes	73	91	1.982	24	27	0.700
ATC W113	B3430 Nine Mile Ride, East of Old Wokingham Rd	Westbound	798	725	2.618	Yes	715	639	2.907	Yes	70	82	1.341	13	5	2.760
ATC W114	B3348 Bracknell Rd, North of Brookers Row	Northbound	520	476	1.952	Yes	448	410	1.841	Yes	64	61	0.385	7	5	0.972
ATC W114	B3348 Bracknell Rd, North of Brookers Row	Southbound	703	684	0.738	Yes	620	625	0.192	Yes	72	51	2.619	11	7	1.203
ATC W115	A33 North of Longwater Ave	Northbound	1749	1884	3.158	Yes	1550	1749	4.881	Yes	115	110	0.539	83	25	7.852
ATC W115	A33 North of Longwater Ave	Southbound	1080	1098	0.559	Yes	954	959	0.158	Yes	66	87	2.321	60	53	0.896
ATC W116	B3031 Basingstoke Rd, North of Bennet Rd	Northbound	405	351	2.767	Yes	357	303	2.985	Yes	32	27	0.789	16	20	1.113
ATC W116	B3031 Basingstoke Rd, North of Bennet Rd	Southbound	382	285	5.290	Yes	340	288	4.128	Yes	29	14	3.273	13	4	3.282
ATC W117	Northumberland Ave, South of Stockton Rd	Northbound	493	518	1.115	Yes	459	489	1.398	Yes	24	16	1.803	10	13	0.767
ATC W117	Northumberland Ave, South of Stockton Rd	Southbound	683	562	4.816	Yes	639	533	4.385	Yes	36	28	1.350	8	1	3.027
ATC W118	Whiteknights Rd, South of Hamilton Rd	Northbound	330	317	0.718	Yes	313	300	0.715	Yes	12	8	1.336	5	9	1.486
ATC W118	Whiteknights Rd, South of Hamilton Rd	Southbound	596	612	0.666	Yes	558	576	0.760	Yes	33	17	3.104	5	19	3.942
ATC W119	B3349 Basingstoke Rd, North of Swallowfield St	Northbound	639	630	0.361	Yes	565	562	0.142	Yes	57	53	0.517	16	14	0.487
ATC W119	B3349 Basingstoke Rd, North of Swallowfield St	Southbound	318	283	1.977	Yes	285	247	2.314	Yes	25	29	0.756	8	7	0.159
ATC W121	Bloomfield Hatch Ln, South of Grazeley	Northbound	173	192	1.448	Yes	155	182	2.100	Yes	14	7	2.092	4	3	0.490
ATC W121	Bloomfield Hatch Ln, South of Grazeley	Southbound	205	192	0.896	Yes	186	177	0.856	Yes	15	13	0.476	4	2	1.261
ATC W122	Goring Ln, West of Fullers Ln	Eastbound	390	349	2.123	Yes	337	295	2.349	Yes	48	45	0.351	5	8	1.363
ATC W122	Goring Ln, West of Fullers Ln	Westbound	427	358	3.460	Yes	385	321	3.403	Yes	36	33	0.493	6	4	0.754
ATC W123	Reading Rd, South of James's Ln	Northbound	351	273	4.433	Yes	314	252	3.674	Yes	29	16	2.693	8	4	1.483
ATC W123	Reading Rd, South of James's Ln	Southbound	370	390	1.029	Yes	344	377	1.751	Yes	21	11	2.527	4	1	1.857
ATC W126	Swallowfield Rd, North of Castle Hill	Northbound	129	119	0.963	Yes	109	117	0.723	Yes	17	1	5.354	3	1	1.589
ATC W126	Swallowfield Rd, North of Castle Hill	Southbound	121	56	6.867	Yes	106	54	5.767	Yes	12	2	3.766	3	0	2.463
ATC W128	B3349 School Rd, East of Wood Ln	Eastbound	319	278	2.376	Yes	293	250	2.590	Yes	22	22	0.082	5	6	0.534
ATC W128	B3349 School Rd, East of Wood Ln	Westbound	290	358	3.754	Yes	267	319	3.031	Yes	19	32	2.540	4	7	1.216
ATC W129	Rushey Way, East of Marefield	Northbound	895	797	3.365	Yes	830	753	2.732	Yes	55	42	1.854	10	2	3.285
ATC W129	Rushey Way, East of Marefield	Southbound	811	784	0.968	Yes	774	747	0.972	Yes	33	36	0.572	5	1	2.230
ATC W130	Mill Ln, South of Wokingham Rd	Northbound	126	83	4.223	Yes	116	77	3.972	Yes	8	6	0.909	2	0	1.747
ATC W130	Mill Ln, South of Wokingham Rd	Southbound	259	226	2.101	Yes	242	199	2.859	Yes	14	18	0.850	3	9	2.635
ATC W132	Kenton Rd, North of The Crescent	Northbound	101	120	1.805	Yes	95	115	1.965	Yes	6	5	0.293	1	0	0.799
ATC W132	Kenton Rd, North of The Crescent	Southbound	108	183	6.240	Yes	100	172	6.188	Yes	8	10	0.777	1	2	0.837
ATC W133	Emmbrook Rd, South of Lowther Rd	Northbound	277	209	4.371	Yes	252	202	3.326	Yes	24	6	4.402	1	0	1.268
ATC W133	Emmbrook Rd, South of Lowther Rd	Southbound	159	58	9.639	No	139	50	9.200	Yes	18	9	2.528	2	0	1.906
ATC W135	A321 Denmark St, West of Langborough Rd	Northbound	506	427	3.652	Yes	465	396	3.322	Yes	36	31	0.922	5	0	2.993
ATC W135	A321 Denmark St, West of Langborough Rd	Southbound	725	776	1.861	Yes	644	667	0.915	Yes	66	75	0.973	15	34	3.916
ATC W139	Langborough Rd, West of Gipsy Ln	Eastbound	518	433	3.875	Yes	453	402	2.503	Yes	58	32	3.898	7	0	3.582
ATC W139	Langborough Rd, West of Gipsy Ln	Westbound	207	184	1.666	Yes	193	163	2.426	Yes	11	19	1.997	3	2	0.753
ATC W141	Wiltshire Rd, South of Wiltshire Dr	Northbound	267	214	3.459	Yes	247	196	3.462	Yes	19	15	0.806	2	3	0.832
ATC W141	Wiltshire Rd, South of Wiltshire Dr	Southbound	281	393	6.115	No	237	321	5.022	Yes	36	54	2.691	8	18	2.878
ATC WRR102	Beitchworth Ave, South of Luckmore Dr	Eastbound	355	355	4.314	Yes	263	344	4.664	Yes	13	9	1.314	2	2	0.068
ATC WRR102	Beitchworth Ave, South of Luckmore Dr	Westbound	178	250	4.938	Yes	165	241	5.352	Yes	11	9	0.707	2	0	1.736
ATC WRR105	Silverdale Rd, East of Hilside Rd	Eastbound	215	269	3.450	Yes	200	261	4.015	Yes	14	6	2.465	2	2	0.365
ATC WRR105	Silverdale Rd, East of Hilside Rd	Westbound	172	151	1.599	Yes	161	146	1.194	Yes	10	5	1.691	1	0	1.128
ATC WBC006	SITE 6 - A321 WILTSHIRE RD, WOKINGHAM	Southbound	1097	1202	3.120	Yes	988	1057	2.160	Yes	86	120	3.419	23	25	0.414
ATC WBC007	SITE 7 - A327 SHINFELD RD, READING	Northbound	561	625	2.625	Yes	506	558	2.275	Yes	44	37	1.008	12	30	3.938

Highway

PM Peak - Highway																
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ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_WBC007	SITE 7 - A327 SHINFELD RD, READING	Southbound	685	616	2.729	Yes	617	565	2.148	Yes	53	39	2.163	14	12	0.742
ATC_WBC008	SITE 8 - A4 KNOWL HILL, KNOWL HILL	Eastbound	912	820	3.131	Yes	822	724	3.523	Yes	71	79	0.956	19	17	0.587
ATC_WBC008	SITE 8 - A4 KNOWL HILL, KNOWL HILL	Westbound	1248	1391	3.924	Yes	1125	1268	4.141	Yes	97	92	0.536	26	30	0.847
ATC_WBC120	SITE 120- B478 Playatch Road, Sonning	Eastbound	691	601	3.562	Yes	623	534	3.684	Yes	54	58	0.512	14	9	1.693
ATC_WBC120	SITE 120- B478 Playatch Road, Sonning	Westbound	537	606	2.885	Yes	484	536	2.304	Yes	42	45	0.402	11	25	3.341
ATC_WBC0027	SITE 27 - SWALLOWFIELD BYPASS, READING	Northbound	1312	1226	2.410	Yes	1182	1096	2.561	Yes	102	104	0.145	27	26	0.174
ATC_WBC0027	SITE 27 - SWALLOWFIELD BYPASS, READING	Southbound	2031	2024	1.475	Yes	1830	1861	0.715	Yes	158	139	1.629	42	25	3.000
ATC_WBC0032	SITE 32 - A4130 HENLEY ON THAMES	Eastbound	898	952	1.779	Yes	809	836	0.949	Yes	70	79	1.075	19	36	3.352
ATC_WBC0032	SITE 32 - A4130 HENLEY ON THAMES	Westbound	597	678	3.219	Yes	538	620	3.388	Yes	47	48	0.136	12	11	0.334
ATC_WBC0059	SITE 59 - B3030 ROBIN HOOD LANE, READING	Northbound	671	466	8.593	No	605	431	7.625	No	52	33	2.956	14	2	4.268
ATC_WBC0059	SITE 59 - B3030 ROBIN HOOD LANE, READING	Southbound	872	667	7.403	No	786	592	7.377	No	68	60	0.949	18	14	1.025
ATC_WBC0060	60 - B3270 LOWER EARLEY WAY SOUTH, LWR EAF	Eastbound	1442	1439	0.069	Yes	1300	1313	0.366	Yes	113	113	0.017	30	14	3.415
ATC_WBC0060	60 - B3270 LOWER EARLEY WAY SOUTH, LWR EAF	Westbound	989	990	0.035	Yes	892	936	1.464	Yes	77	53	3.023	21	2	5.608
ATC_WBC0063	SITE 63 - A321 WARGRAVE, WARGRAVE	Northbound	540	524	0.686	Yes	486	487	0.012	Yes	42	33	1.487	11	4	2.498
ATC_WBC0063	SITE 63 - A321 WARGRAVE, WARGRAVE	Southbound	393	417	1.169	Yes	354	375	1.062	Yes	31	31	0.001	5	11	1.039
ATC_WBC0080	SITE 90 - NEW WOKINGHAM RD, CROWTHORNE	Northbound	235	210	1.661	Yes	211	198	0.942	Yes	18	11	2.037	8	1	2.009
ATC_WBC0080	SITE 90 - NEW WOKINGHAM RD, CROWTHORNE	Southbound	428	403	1.244	Yes	386	383	0.130	Yes	33	19	2.891	9	1	3.659
ATC_WBC093	SITE 93 - WHITLEY WOOD LANE, READING	Eastbound	1329	1291	1.045	Yes	1197	1142	1.624	Yes	104	130	2.478	28	19	1.890
ATC_WBC093	SITE 93 - WHITLEY WOOD LANE, READING	Westbound	1094	977	3.645	Yes	986	921	2.113	Yes	85	54	3.816	23	3	5.696
ATC_WBC0094	SITE 94 - A327 HOLLOW LANE, SHINFIELD	Northbound	1097	1025	2.227	Yes	989	926	2.023	Yes	86	63	2.578	23	35	2.284
ATC_WBC0094	SITE 94 - A327 HOLLOW LANE, SHINFIELD	Southbound	1212	1270	1.626	Yes	1092	1170	2.320	Yes	95	79	1.714	25	20	1.008
ATC_WBC0096	SITE 96 - A327 READING RD, ARBORFIELD GSN	Northbound	548	664	4.716	Yes	494	595	4.343	Yes	43	44	0.240	11	25	3.109
ATC_WBC0096	SITE 96 - A327 READING RD, ARBORFIELD GSN	Southbound	572	591	0.788	Yes	515	521	0.269	Yes	45	52	1.025	12	18	1.497
ATC_WBC0099	SITE 99 - A4 BATH RD, NR SONNING	Eastbound	974	890	2.768	Yes	878	814	2.200	Yes	76	68	0.969	20	8	3.272
ATC_WBC0099	SITE 99 - A4 BATH RD, NR SONNING	Westbound	975	844	4.349	Yes	878	780	3.413	Yes	76	60	1.936	20	3	4.896
ATC_WBC0110	SITE 110 - B3349 BARKHAM RD BARKHAM	Westbound	738	776	1.396	Yes	665	721	2.135	Yes	58	45	1.701	15	10	1.581
ATC_WBC0110	SITE 110 - B3349 BARKHAM RD BARKHAM	Eastbound	484	558	3.260	Yes	436	511	3.436	Yes	38	41	0.461	10	7	1.108
ATC_WBC0112	SITE 112 - N33 EASTHAMSTEAD RD, WOKINGHAM	Northbound	408	445	1.758	Yes	368	398	1.547	Yes	32	29	0.595	8	18	2.561
ATC_WBC0113	SITE 112 - N33 EASTHAMSTEAD RD, WOKINGHAM	Southbound	534	537	1.031	Yes	481	481	0.030	Yes	42	45	0.492	11	12	0.136
ATC_WBC0113	SITE 113 - N60 WATERLOO RD, WOKINGHAM	Northbound	192	227	2.465	Yes	173	220	3.389	Yes	15	6	2.895	4	1	1.953
ATC_WBC0113	SITE 113 - N60 WATERLOO RD, WOKINGHAM	Southbound	221	184	2.623	Yes	199	178	1.574	Yes	17	6	3.306	5	0	2.877
ATC_WBC0118	SITE 118 - H155 BADER WAY SOUTH, WINNERSH	Eastbound	1205	1154	1.480	Yes	1086	1045	1.251	Yes	94	83	1.203	25	26	0.260
ATC_WBC0121	SITE 121 - B3348 DUKES RIDE, CROWTHORNE	Channel 1	504	462	1.928	Yes	455	428	1.265	Yes	39	32	1.170	10	2	3.564
ATC_WBC0121	SITE 121 - B3348 DUKES RIDE, CROWTHORNE	Channel 2	601	516	3.611	Yes	542	477	2.873	Yes	47	31	2.497	13	8	1.541
ATC_WBC0202	SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	Northbound	220	236	1.083	Yes	198	208	0.692	Yes	17	16	0.363	5	13	2.722
ATC_WBC0202	SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	Southbound	431	509	3.574	Yes	389	456	3.290	Yes	34	29	0.787	9	23	3.557
ATC_WBC203	SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	Southbound	541	580	1.688	Yes	487	483	0.171	Yes	42	93	6.215	11	4	2.706
ATC_WBC203	SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	Northbound	308	376	3.697	Yes	278	347	3.940	Yes	24	27	0.589	6	2	2.036
ATC_WBC0204	SITE 204 - U8269 BINFIELD RD, WOKINGHAM	Northbound	77	98	2.263	Yes	69	95	2.909	Yes	6	2	1.800	2	0	1.771
ATC_WBC0204	SITE 204 - U8269 BINFIELD RD, WOKINGHAM	Southbound	155	206	3.775	Yes	140	204	4.898	Yes	12	2	3.895	3	0	2.534
ATC_WBC0209	SITE 209 - B3350 WILDERNESS ROAD	Northbound	859	942	2.764	Yes	774	847	2.549	Yes	67	68	0.158	18	27	1.913
ATC_WBC0209	SITE 209 - B3350 WILDERNESS ROAD	Southbound	817	750	2.379	Yes	736	662	2.820	Yes	64	76	1.519	17	12	1.240
ATC_WBC0210	SITE 210 - PEPPER LANE	Eastbound	849	767	2.888	Yes	765	689	2.814	Yes	66	52	1.908	18	26	1.801
ATC_WBC0210	SITE 210 - PEPPER LANE	Westbound	464	439	1.204	Yes	418	415	0.194	Yes	36	24	2.306	10	1	3.966
ATC_WBC0212	SITE 212 - PEACH STREET, WOKINGHAM	outhbound (two lane	1043	1097	1.630	Yes	940	963	0.741	Yes	81	90	0.968	22	43	3.771
ATC_WBC0213	SITE 213 - BUTTS HILL ROAD	Northbound	473	431	1.944	Yes	426	408	0.888	Yes	37	23	2.448	10	0	4.384
ATC_WBC0213	SITE 213 - BUTTS HILL ROAD	Southbound	551	481	3.088	Yes	496	432	2.993	Yes	43	45	0.329	11	4	2.856
ATC_WBC0217	SITE 217 - MILL LANE	Eastbound	638	803	6.156	No	575	734	6.213	No	50	51	0.139	13	19	1.336
ATC_WBC0217	SITE 217 - MILL LANE	Westbound	604	709	4.073	Yes	545	660	4.712	Yes	47	43	0.683	13	6	2.213
ATC_WBC0218	SITE 218 - MOLLY MILLARS LANE	Eastbound	643	664	0.843	Yes	579	621	1.704	Yes	50	41	1.390	13	3	3.835
ATC_WBC0218	SITE 218 - MOLLY MILLARS LANE	Westbound	528	561	1.409	Yes	476	496	0.913	Yes	41	56	2.160	11	9	0.743
ATC_WBC0219	SITE 219 - WELLINGTON ROAD	Eastbound	498	428	3.265	Yes	449	391	2.796	Yes	39	27	2.087	10	9	0.307
ATC_WBC0219	SITE 219 - WELLINGTON ROAD	Westbound	665	552	4.578	Yes	599	514	3.602	Yes	52	34	2.677	14	3	3.520
ATC_RBC004	Bath Road East to A4/Dorking Way Roundabout	Westbound	1174	1381	5.790	No	1058	1254	5.763	No	92	102	1.080	24	25	0.077
ATC_RBC004	Bath Road East to A4/Dorking Way Roundabout	Eastbound	1923	2081	3.532	Yes	1733	1873	3.297	Yes	150	161	0.881	40	47	1.070

Highway

PM Peak - Highway												
ALL VEHICLES						CAR			LGV			
ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled
ATC_RBC010	Bath Road East	Westbound	787	771	0.579	Yes	709	715	0.217	Yes	61	52
ATC_RBC010	Bath Road East	Eastbound	804	712	3.316	Yes	724	627	3.735	Yes	63	55
ATC_RBC020	Bath Road to A4/Pound Lane Roundabout	Northbound	943	1027	2.680	Yes	849	933	2.812	Yes	74	86
ATC_RBC020	Bath Road to A4/Pound Lane Roundabout	Southbound	1138	1144	0.165	Yes	1026	1061	1.093	Yes	89	79
ATC_RBC025	London Road West to A4/A3290 Roundabout	Westbound	1202	1294	2.625	Yes	1083	1141	1.737	Yes	94	139
ATC_RBC025	London Road West to A4/A3290 Roundabout	Eastbound	892	976	2.725	Yes	804	857	1.834	Yes	70	109
ATC_RBC029	London Road/Fatherson Road Junction	Westbound	1271	1367	2.644	Yes	1145	1239	2.721	Yes	99	110
ATC_RBC046	A33 Northbound	Northbound	1505	1576	1.810	Yes	1357	1427	1.896	Yes	117	123
ATC_RBC047	A33 Southbound	Southbound	1820	1836	0.378	Yes	1640	1627	0.335	Yes	142	159
ATC_RBC054	A33 Relief Road	Southbound	988	1064	2.382	Yes	890	77	2.409	Yes	77	74
ATC_RBC054	A33 Relief Road	Northbound	1356	1297	1.612	Yes	1222	1211	0.328	Yes	106	71
ATC_RBC055	B3031 Basingstoke Road	Westbound	756	602	5.908	No	682	543	5.599	No	59	51
ATC_RBC055	B3031 Basingstoke Road	Eastbound	651	556	3.858	Yes	586	489	4.171	Yes	51	43
ATC_RBC070	A327 near Beech Road Junction	Northbound	428	385	2.161	Yes	386	337	2.581	Yes	33	27
ATC_RBC070	A327 near Beech Road Junction	Southbound	566	669	4.142	Yes	510	645	5.599	No	44	24
ATC_RBC082	Wokingham Road-Bell Avenue Junction	Southbound	545	583	1.594	Yes	491	521	1.312	Yes	43	48
ATC_RBC082	Wokingham Road-Bell Avenue Junction	Northbound	384	343	2.151	Yes	346	303	2.377	Yes	30	30
ATC_RBC089	Peppard Road- The Ridings Junction	Southbound	513	486	1.199	Yes	462	445	0.822	Yes	40	40
ATC_RBC089	Peppard Road- The Ridings Junction	Northbound	487	486	0.051	Yes	439	440	0.026	Yes	38	36
ATC_RBC093	Purley Rise near Beech Road	Eastbound	560	527	1.400	Yes	504	482	0.998	Yes	44	44
ATC_RBC093	Purley Rise near Beech Road	Westbound	357	428	3.580	Yes	322	397	3.969	Yes	28	31
ATC_RBC108	Tilthurst Road	Eastbound	465	523	2.582	Yes	419	500	3.786	Yes	36	20
ATC_RBC108	Tilthurst Road	Westbound	818	755	2.242	Yes	737	717	0.748	Yes	64	37
ATC_RBC116	B3345 George Street	Southbound	614	653	1.560	Yes	553	615	2.540	Yes	48	32
ATC_RBC116	B3345 George Street	Northbound	905	922	0.557	Yes	816	866	1.755	Yes	71	43
ATC_RBC121	Kings Road Fatherson Road Junction	Eastbound	1345	1159	5.245	Yes	1231	1094	4.022	Yes	106	56
ATC_RBC005	Norcot Road, West of Blundells Rd	Northbound	365	334	1.655	Yes	329	303	1.482	Yes	28	27
ATC_RBC005	Norcot Road, West of Blundells Rd	Southbound	287	338	2.864	Yes	259	310	3.013	Yes	22	25
ATC_OCC016	A40 OXFORD NORTHERN BYPASS	Westbound	908	1025	3.753	Yes	818	874	1.898	Yes	71	125
ATC_OCC016	A40 OXFORD NORTHERN BYPASS	Eastbound	1162	1308	4.165	Yes	1047	1115	2.067	Yes	91	151
ATC_OCC017	A4074 SOUTH OF NUNEHAM COURTENAY	Southbound	1058	998	1.894	Yes	954	886	2.251	Yes	83	94
ATC_OCC017	A4074 SOUTH OF NUNEHAM COURTENAY	Northbound	788	871	2.891	Yes	710	780	2.564	Yes	61	76
ATC_OCC022	A4074 CHAZEY HEATH	Northbound	526	544	0.787	Yes	474	510	1.605	Yes	41	31
ATC_OCC022	A4074 CHAZEY HEATH	Southbound	521	520	0.046	Yes	469	471	0.071	Yes	41	37
ATC_OCC027	A329 NORTH-EAST OF M40	Northbound	499	421	3.669	Yes	450	404	2.206	Yes	39	16
ATC_OCC027	A329 NORTH-EAST OF M40	Southbound	447	373	3.643	Yes	403	359	2.236	Yes	35	12
ATC_OCC068	B4009 SOUTH-WEST OF M40	Northbound	541	597	2.329	Yes	488	516	1.269	Yes	42	40
ATC_OCC068	B4009 SOUTH-WEST OF M40	Southbound	498	650	6.333	No	449	576	5.634	No	39	45
ATC_OCC073	B481 SOUTH OF NETTLEBED	Northbound	274	237	2.302	Yes	247	214	2.129	Yes	21	13
ATC_OCC073	B481 SOUTH OF NETTLEBED	Southbound	191	167	1.757	Yes	172	156	1.264	Yes	15	11
ATC_OCC117	A40 WHEATLEY BRIDGE	Westbound	1209	1199	0.265	Yes	1089	1034	1.678	Yes	94	121
ATC_OCC117	A40 WHEATLEY BRIDGE	Eastbound	1597	1708	2.729	Yes	1439	1513	1.934	Yes	125	145
ATC_OCC122	A4130 EAST OF A34 DMH1	Westbound	977	1091	3.557	Yes	880	999	3.875	Yes	76	69
ATC_OCC122	A4130 EAST OF A34 DMH1	Eastbound	877	927	1.678	Yes	790	865	2.584	Yes	68	63
ATC_OCC131	A4142 EAST OF A4074	Westbound	1854	2043	3.593	Yes	1698	1831	3.165	Yes	147	180
ATC_OCC131	A4142 EAST OF A4074	Eastbound	1977	2167	4.172	Yes	1782	1956	4.029	Yes	154	180
ATC_OCC133	A34 DRAYTON	Northbound	2959	2876	1.525	Yes	2666	2643	0.458	Yes	231	186
ATC_OCC133	A34 DRAYTON	Southbound	2670	2595	1.449	Yes	2406	2387	0.377	Yes	208	167
ATC_OCC139	A4130 WEST OF WALLINGFORD	Westbound	791	780	0.379	Yes	713	705	0.286	Yes	62	65
ATC_OCC139	A4130 WEST OF WALLINGFORD	Eastbound	676	604	2.849	Yes	609	564	1.878	Yes	53	40
ATC_OCC319	B4495 DONNINGTON BRIDGE	Eastbound	630	591	1.578	Yes	567	554	0.546	Yes	49	36

Highway

PM Peak - Highway													
ALL VEHICLES				CAR				HGV					
ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH
ATC_OCC319	B4495 DONNINGTON BRIDGE	Westbound	681	634	1.829	Yes	614	578	1.457	Yes	53	56	0.385
ATC_OCC406	A420 OXPENS	Southbound	543	578	1.491	Yes	489	527	1.667	Yes	42	30	2.000
ATC_OCC406	A420 OXPENS	Northbound	554	509	1.925	Yes	499	474	1.135	Yes	43	23	3.602
ATC_OCC501	A420 OXFORD MAGDALEN BRIDGE	Eastbound	673	695	0.858	Yes	606	645	1.568	Yes	52	49	0.137
ATC_OCC501	A420 OXFORD MAGDALEN BRIDGE	Westbound	672	601	2.779	Yes	605	566	1.605	Yes	52	35	2.662
ATC_OCC502	A4144 OXFORD FOLLY BRIDGE	Southbound	680	578	4.065	Yes	613	527	3.608	Yes	53	30	3.526
ATC_OCC502	A4144 OXFORD FOLLY BRIDGE	Northbound	446	509	2.923	Yes	401	474	3.466	Yes	35	23	2.281
ATC_OCC503	A420 OXFORD OSNEY BRIDGE	Westbound	640	671	1.215	Yes	577	638	2.500	Yes	50	29	3.385
ATC_OCC503	A420 OXFORD OSNEY BRIDGE	Eastbound	455	543	3.916	Yes	410	502	4.280	Yes	36	40	0.779
ATC_OCC507	A4144 Oxford Woodstock Rd S of Blandford Ave	Southbound	636	605	1.248	Yes	573	565	0.307	Yes	50	15	5.987
ATC_OCC507	A4144 Oxford Woodstock Rd S of Blandford Ave	Northbound	657	608	1.963	Yes	592	542	2.116	Yes	51	53	0.288
ATC_OCC510	A420 Oxford London Rd East of Lyndworth Close	Westbound	606	566	0.817	Yes	546	546	0.006	Yes	47	40	1.130
ATC_OCC510	A420 Oxford London Rd East of Lyndworth Close	Eastbound	725	675	1.895	Yes	653	611	1.852	Yes	57	63	0.800
ATC_OCC513	B480 Oxford Garsington Rd SE of John Smith Drive	Westbound	499	443	2.589	Yes	450	391	2.863	Yes	39	40	0.177
ATC_OCC513	B480 Oxford Garsington Rd SE of John Smith Drive	Eastbound	967	893	2.412	Yes	871	827	1.524	Yes	75	66	1.168
ATC_OCC516	A420 Oxford Botley Rd W of Seacourt Car Park	Westbound	1249	1095	4.506	Yes	1128	1026	3.042	Yes	97	64	3.691
ATC_OCC516	A420 Oxford Botley Rd W of Seacourt Car Park	Eastbound	643	600	1.716	Yes	580	561	0.797	Yes	50	40	1.568
ATC_OCC526	B4150 MARSTON ROAD N OF A420	Southbound	310	228	4.998	Yes	279	224	3.468	Yes	24	4	5.528
ATC_OCC526	B4150 MARSTON ROAD N OF A420	Northbound	541	469	3.213	Yes	488	450	1.757	Yes	42	19	4.157
ATC_OCC539	Oxford Cowley Rd East of Dawson Street	Eastbound	309	350	2.256	Yes	279	324	2.609	Yes	24	26	0.387
ATC_OCC539	Oxford Cowley Rd East of Dawson Street	Westbound	371	377	0.288	Yes	334	340	0.315	Yes	29	36	1.312
ATC_OCC541	Oxford Cowley Road, West of Divinity Rd	Westbound	420	334	4.421	Yes	379	309	3.739	Yes	33	25	1.447
ATC_OCC541	Oxford Cowley Road, West of Divinity Rd	Eastbound	503	450	2.396	Yes	453	410	2.076	Yes	39	40	0.170
ATC_OCC573	Abingdon Ock Street	Westbound	689	591	3.877	Yes	621	550	2.963	Yes	54	42	1.747
ATC_OCC573	Abingdon Ock Street	Eastbound	416	381	1.735	Yes	375	353	1.151	Yes	32	28	0.731
ATC_OCC574	Abingdon Bath Street	Southbound	379	368	0.589	Yes	342	339	0.121	Yes	30	28	0.274
ATC_OCC574	Abingdon Bath Street	Northbound	399	382	0.846	Yes	354	354	0.297	Yes	31	28	0.517
ATC_RBWM008	A4 Knowl Hill	Westbound	1248	1380	3.624	Yes	1125	1259	3.874	Yes	97	91	0.695
ATC_RBWM008	A4 Knowl Hill	Eastbound	805	798	0.246	Yes	726	704	0.791	Yes	63	77	1.745
ATC_RBWM010	A332 Windsor & Elton NB	Northbound	2445	2518	1.479	Yes	2203	2271	1.429	Yes	191	191	0.034
ATC_RBWM014	A329 London Road	Westbound	859	965	4.132	Yes	774	854	2.800	Yes	67	109	4.428
ATC_RBWM014	A329 London Road	Eastbound	845	1071	7.298	No	761	972	7.155	No	66	76	1.206
ATC_RBWM045	A322 Windsor & Elton SB	Southbound	2781	2974	3.593	Yes	2506	2690	3.613	Yes	217	233	1.086
ATC_RBWM049	A4 Bridge Road	Westbound	852	952	3.326	Yes	768	862	3.283	Yes	66	72	0.642
ATC_RBWM049	A4 Bridge Road	Eastbound	1105	1025	2.444	Yes	996	921	2.410	Yes	86	91	0.521
ATC_RBWM086	B3022 Winkfield Road	Northbound	630	755	4.747	Yes	568	673	4.227	Yes	49	58	1.258
ATC_RBWM086	B3022 Winkfield Road	Southbound	862	912	1.678	Yes	777	829	1.857	Yes	67	71	0.436
ATC_RBWM095	A308 Windsor Adj to M4 Bridge	Westbound	787	798	0.383	Yes	709	711	0.071	Yes	61	70	1.077
ATC_RBWM095	A308 Windsor Adj to M4 Bridge	Eastbound	962	1020	1.839	Yes	867	920	1.761	Yes	75	80	0.595
ATC_HCC001	A30 Winchester Rd, Basingstoke (westbound only)	Westbound	1462	1344	3.137	Yes	1317	1242	2.112	Yes	114	79	3.534
ATC_HCC001	A339 Bishops Green, S of County Boundary	Northbound	764	809	1.613	Yes	689	732	1.633	Yes	60	57	0.280
ATC_HCC001	A339 Bishops Green, S of County Boundary	Southbound	834	882	1.637	Yes	752	819	2.395	Yes	65	48	2.201
ATC_HCC002	A30 Winchester Rd Basingstoke (eastbound only)	Eastbound	1115	1011	3.192	Yes	1005	925	2.568	Yes	87	63	2.765
ATC_HCC002	A327 Minley Rd North West of M3 Junc.4A	Southbound	749	837	3.141	Yes	675	732	3.232	Yes	58	62	1.431
ATC_HCC002	A327 Minley Rd North West of M3 Junc.4A	Northbound	731	555	6.919	No	659	491	6.979	No	57	53	0.578
ATC_HCC003	A325 Farnborough Rd S of Empress Ave, Fboro	Southbound	874	817	1.951	Yes	788	710	2.824	Yes	68	93	2.785
ATC_HCC003	A326 Farnborough Rd S of Empress Ave, F/boro	Northbound	1023	1069	1.427	Yes	922	950	0.918	Yes	80	81	0.089
ATC_HCC003	B3400 Worling Rd Basingstoke	Eastbound	408	318	4.719	Yes	368	271	5.411	Yes	32	47	2.422
ATC_HCC003	B3400 Worling Rd Basingstoke	Westbound	657	522	5.586	No	592	483	4.712	Yes	51	33	2.782
ATC_HCC005	A30 Basingstoke	Westbound	672	650	0.861	Yes	606	585	0.867	Yes	52	44	1.251
ATC_HCC005	A30 Basingstoke	Eastbound	508	450	2.633	Yes	458	404	2.619	Yes	40	44	0.674

Highway

		PM Peak - Highway														
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ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_HCC021	A30 Hartley Winney	Southbound	768	786	0.648	Yes	692	700	0.307	Yes	60	54	0.826	16	32	3.299
ATC_HCC021	A30 Hartley Winney	Northbound	641	644	0.143	Yes	577	575	0.098	Yes	50	65	2.028	13	4	3.213
ATC_HCC032	A327 North of j/w A30 Hartfordbridge	Northbound	542	641	4.072	Yes	489	573	3.681	Yes	42	42	0.002	11	26	3.317
ATC_HCC032	A327 North of j/w A30 Hartfordbridge	Southbound	664	755	3.422	Yes	598	675	3.042	Yes	52	52	0.078	14	28	3.036
ATC_HCC044	A340 Tadley	Southbound	833	673	5.816	No	750	602	5.682	No	65	57	1.070	17	14	0.874
ATC_HCC044	A340 Tadley	Northbound	813	903	3.087	Yes	732	797	2.334	Yes	63	70	0.760	17	37	3.809
ATC_HCC045	A30 Yateley	Westbound	708	748	1.488	Yes	638	702	2.472	Yes	55	46	1.298	15	0	5.360
ATC_HCC045	A30 Yateley	Eastbound	698	641	2.213	Yes	629	596	1.349	Yes	54	36	2.813	15	10	1.448
ATC_HCC065	A327 Eversley	Northbound	728	769	1.499	Yes	656	698	1.598	Yes	57	51	0.831	15	21	1.307
ATC_HCC065	A327 Eversley	Southbound	677	639	1.497	Yes	610	559	2.130	Yes	53	48	0.690	14	32	3.743
ATC_HCC090	B4640 Tothill	Southbound	535	445	4.078	Yes	482	381	4.851	Yes	42	44	0.403	11	19	2.033
ATC_HCC090	B4640 Tothill	Northbound	373	500	6.053	No	336	448	5.652	No	29	37	1.398	8	14	1.947
ATC_HCC112	A339 North West of Basingstoke	Northbound	811	1003	6.380	No	730	924	6.743	No	63	64	0.047	17	15	0.562
ATC_HCC112	A339 North West of Basingstoke	Southbound	889	987	3.211	Yes	801	910	3.751	Yes	69	62	0.947	18	15	0.915
ATC_HCC139	B3016 Winchfield	Southbound	319	287	8.735	No	287	434	7.749	No	25	46	3.496	7	15	2.511
ATC_HCC139	B3016 Winchfield	Northbound	236	224	0.810	Yes	213	189	1.663	Yes	18	32	2.783	5	2	1.462
ATC_HCC148	A323 Reading Rd North Fleet	Northbound	573	576	0.124	Yes	516	533	0.739	Yes	45	32	2.001	12	10	0.459
ATC_HCC148	A323 Reading Rd North Fleet	Southbound	400	438	1.885	Yes	360	379	0.976	Yes	31	36	0.989	8	23	3.706
ATC_HCC150	A327 Summit Av Farnborough	Northbound	896	943	1.553	Yes	807	836	0.988	Yes	70	73	0.322	19	35	3.110
ATC_HCC150	A327 Summit Av Farnborough	Southbound	431	693	11.077	No	388	606	9.790	No	34	72	5.282	9	15	1.712
ATC_NR1	ASHTON RD, SOUTH OF OLD FOREST RD	Northbound	26	41	2.582	Yes	23	33	1.723	Yes	2	7	2.245	1	2	1.072
ATC_NR1	ASHTON RD, SOUTH OF OLD FOREST RD	Southbound	47	58	1.495	Yes	43	48	0.819	Yes	4	10	2.311	1	0	0.780
ATC_NW4	OLD FOREST ROAD, EAST OF LENHAM CLOSE	Eastbound	159	178	1.518	Yes	143	163	1.597	Yes	12	14	0.543	3	1	1.342
ATC_NW4	OLD FOREST ROAD, EAST OF LENHAM CLOSE	Westbound	164	172	0.600	Yes	148	153	0.458	Yes	13	15	0.709	3	3	0.288
ATC_NW5	A329 READING ROAD, WEST OF GREEN LANE	Eastbound	614	677	2.486	Yes	553	613	2.493	Yes	48	49	0.144	13	15	0.524
ATC_NW5	A329 READING ROAD, WEST OF GREEN LANE	Westbound	675	657	0.694	Yes	608	598	0.413	Yes	53	49	0.503	14	10	1.210
ATC_NW7	CLIFTON RD, SOUTH OF MATTHEWS GREEN RD	Northbound	58	41	2.428	Yes	52	40	1.802	Yes	5	1	2.344	1	0	1.243
ATC_NW7	CLIFTON RD, SOUTH OF MATTHEWS GREEN RD	Southbound	81	63	2.127	Yes	73	62	1.346	Yes	6	1	2.836	2	0	1.683
ATC_BFBC003	A329 Martins Heron, Bracknell	Eastbound	915	1001	2.754	Yes	825	892	2.292	Yes	71	89	1.950	19	20	0.143
ATC_BFBC003	A329 Martins Heron, Bracknell	Westbound	920	927	0.234	Yes	829	800	1.014	Yes	72	105	3.522	19	22	0.649
ATC_BFBC010	Berkshire Way Eastbound	Eastbound	2503	2580	1.524	Yes	2256	2280	0.511	Yes	195	249	3.598	52	51	0.152
ATC_BFBC011	Berkshire Way Westbound	Westbound	2365	2188	3.704	Yes	2131	1972	3.508	Yes	184	196	0.808	49	20	4.916
ATC_BFBC012	Vicar Way Northbound	Northbound	1508	1291	5.799	Yes	1359	1186	4.828	Yes	118	98	1.930	31	7	5.653
ATC_BFBC013	Vicar Way Southbound	Southbound	1399	1296	2.803	Yes	1260	1219	1.163	Yes	109	69	4.300	29	8	4.987
ATC_BFBC014	Cain Road	Westbound	873	561	11.646	No	787	506	11.057	No	68	49	2.467	18	6	3.399
ATC_BFBC014	Cain Road	Eastbound	114	79	3.564	Yes	103	79	2.545	Yes	9	0	3.945	2	0	2.049
ATC_BFBC016	A3095 Warfield Road	Northbound	585	555	1.267	Yes	527	520	0.311	Yes	46	33	2.005	12	2	4.019
ATC_BFBC016	A3095 Warfield Road	Southbound	485	397	4.207	Yes	437	367	3.518	Yes	38	29	1.466	10	1	3.998
ATC_BFBC070	A3095 Jealotts Hill, Bracknell	Southbound	460	561	4.458	Yes	415	525	5.061	No	36	31	0.848	10	6	1.470
ATC_BFBC070	A3095 Jealotts Hill, Bracknell	Northbound	481	551	3.077	Yes	433	506	3.360	Yes	38	32	1.006	10	13	0.879
ATC_BFBC074	A3095 Crowthorne Bypass, Crowthorne	Southbound	1074	998	2.361	Yes	968	921	1.552	Yes	84	58	3.002	22	19	0.659
ATC_BFBC074	A3095 Crowthorne Bypass, Crowthorne	Northbound	798	897	3.397	Yes	719	776	2.072	Yes	62	101	4.246	17	21	0.908
ATC_BFBC086	A329 East of Met Office Bracknell	Eastbound	1013	906	3.453	Yes	913	835	2.622	Yes	79	54	3.020	21	16	1.105
ATC_BFBC086	A329 East of Met Office Bracknell	Westbound	859	634	8.204	No	774	562	8.215	No	67	62	0.605	18	11	1.858
ATC_BFBC094	B3034 Winkfield Row - Winkfield	Eastbound	291	226	4.046	Yes	263	222	2.587	Yes	23	4	5.130	6	0	3.483
ATC_BFBC094	B3034 Winkfield Row - Winkfield	Westbound	437	379	2.899	Yes	394	369	1.273	Yes	34	10	5.264	9	0	4.266
ATC_BFBC099	H66 Swan Lane, Sandhurst	Northbound	435	259	9.439	No	392	236	8.794	No	34	18	3.096	9	5	1.592
ATC_BFBC099	H66 Swan Lane, Sandhurst	Southbound	430	345	4.319	Yes	387	332	2.909	Yes	34	10	5.091	9	3	2.532
ATC_BFBC181	U8471 Temple Way, NDR, Bracknell	Southbound	437	352	4.273	Yes	394	293	5.433	No	34	44	1.638	9	15	1.610
ATC_BFBC181	U8471 Temple Way, NDR, Bracknell	Northbound	563	563	0.016	Yes	507	526	0.810	Yes	44	26	2.954	12	11	0.149
ATC_BFBC224	A321 Wokingham Road, Sandhurst	Southbound	497	512	0.692	Yes	448	449	0.068	Yes	39	36	0.482	10	27	3.925

Highway

ID	Site Location	Dir	ALL VEHICLES										CAR					PM Peak - Highway				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	LGV	Observed	Modelled	GEH	HGV	Observed	Modelled	GEH	HGV
ATC_BFBC224	A321 Wokingham Road, Sandhurst	Northbound	732	498	9.448	No	660	429	9.893	No	57	52	0.638		15	16	0.312					
ATC_BFBC227	Old Wokingham Road, South of Nine Mile Ride	Northbound	254	358	5.977	No	229	339	6.557	No	20	18	0.516		5	2	1.989					
ATC_BFBC227	Old Wokingham Road, South of Nine Mile Ride	Southbound	524	566	1.812	Yes	718	515	1.932	Yes	41	44	0.920		11	7	1.348					
ATC_BFBC231	A322 Swinley Road, Winkfield	Northbound	797	815	0.635	Yes	718	738	1.742	Yes	62	70	0.976		17	7	2.912					
ATC_BFBC231	A322 Swinley Road, Winkfield	Southbound	779	836	2.027	Yes	702	770	2.503	Yes	61	61	0.077		16	5	3.320					
ATC_BFBC232	Peacock Lane, Bracknell	Westbound	991	1120	3.989	Yes	893	1051	5.085	No	77	62	1.866		21	7	3.581					
ATC_BFBC232	Peacock Lane, Bracknell	Eastbound	630	638	0.341	Yes	568	580	0.540	Yes	49	52	0.464		13	5	2.520					
ATC_BFBC235	A322 Downshire Way, Bracknell	Westbound	1111	1188	2.278	Yes	1001	1073	2.213	Yes	87	102	1.616		23	13	2.272					
ATC_BFBC235	A322 Downshire Way, Bracknell	Eastbound	1393	1301	2.484	Yes	1255	1120	3.931	Yes	109	144	3.163		29	38	1.509					
ATC_BFBC236	Market Street (The Ring), Bracknell	Northbound	351	290	3.352	Yes	316	284	1.822	Yes	27	6	5.170		7	0	3.814					
ATC_BFBC236	Market Street (The Ring), Bracknell	Southbound	643	676	1.271	Yes	580	643	2.575	Yes	50	32	2.768		13	0	5.096					
ATC_BFBC245	Terrace Road South, Binfield	Northbound	605	562	1.790	Yes	545	511	1.508	Yes	47	50	0.354		13	2	4.161					
ATC_BFBC245	Terrace Road South, Binfield	Southbound	392	374	0.902	Yes	353	342	0.821	Yes	31	28	0.459		8	5	1.422					
ATC_WTC002	Site 2, A329 London Road, Wokingham	Eastbound	613	286	5.160	No	552	442	4.926	Yes	48	48	0.011		13	1	4.336					
ATC_WTC002	Site 2, A329 London Road, Wokingham	Westbound	688	704	0.593	Yes	620	613	0.299	Yes	54	70	2.109		14	21	1.540					
ATC_WB026	Site 26 - A4 Woolhampton	Eastbound	747	676	2.660	Yes	674	605	2.695	Yes	58	58	0.064		16	13	0.618					
ATC_WB026	Site 26 - A4 Woolhampton	Westbound	907	1048	4.540	Yes	817	935	3.994	Yes	71	91	2.224		19	23	0.826					
ATC_WB040	Site 40-B4009 Long Lane, Shaw	Northbound	292	229	3.890	Yes	263	211	3.365	Yes	23	16	1.499		6	2	2.206					
ATC_WB040	Site 40 -B4009 Long Lane, Shaw	Southbound	249	254	0.301	Yes	225	225	0.019	Yes	19	16	0.919		5	14	2.727					
ATC_WB055	Site 55 - A340 Tidmarsh	Northbound	968	851	3.678	Yes	872	751	4.256	Yes	75	81	0.594		20	19	0.214					
ATC_WB055	Site 55 - A340 Tidmarsh	Southbound	586	586	0.012	Yes	528	533	0.235	Yes	46	49	0.509		12	3	3.344					
ATC_WB071	Site 71 - A329 North of Strealey	Northbound	248	205	2.899	Yes	224	201	1.589	Yes	19	4	4.635		5	0	2.844					
ATC_WB071	Site 71 - A329 North of Strealey	Southbound	298	266	0.701	Yes	268	281	0.746	Yes	23	5	4.910		6	0	3.293					
ATC_WB087	Site 87 - A417 North of Strealey	Northbound	261	329	3.941	Yes	236	288	3.799	Yes	20	31	2.088		5	1	2.822					
ATC_WB087	Site 87 - A417 North of Strealey	Southbound	235	327	5.483	Yes	211	296	5.329	Yes	18	30	2.338		5	0	2.805					
ATC_WB098	Site 98 - B3051 Brimpton Common	Eastbound	333	391	3.051	Yes	300	357	3.139	Yes	26	31	0.905		7	3	1.621					
ATC_WB098	Site 98 - B3051 Brimpton Common	Westbound	763	514	9.869	No	687	486	8.335	No	60	15	7.338		16	13	0.716					
ATC_WB186	Site 186 - A329 Oxford Road, Purley	Southbound	522	499	1.038	Yes	471	456	0.669	Yes	41	41	0.116		11	1	4.014					
ATC_WB186	Site 186 - A329 Oxford Road, Purley	Northbound	585	602	0.699	Yes	527	554	1.154	Yes	46	47	0.274		12	0	4.645					
ATC_WB252	Site 252 - A339 North of Robin Hood - Southbound	Southbound	1305	936	11.022	No	1176	820	11.251	No	102	88	1.366		27	27	0.031					
ATC_WB255	Site 255 - A340 Basingstoke Road, Aldermaston	Southbound	467	594	5.492	No	421	547	5.720	No	36	33	0.592		10	14	1.209					
ATC_WB255	Site 255 - A340 Basingstoke Road, Aldermaston	Northbound	624	565	2.430	Yes	562	481	3.557	Yes	49	52	0.432		13	32	3.995					
ATC_WB260	Site 260 - A4 Theale, west of A340 junction	Eastbound	1180	1607	11.450	No	1063	1459	11.128	No	92	103	1.151		25	46	3.540					
ATC_WB260	Site 260 - A4 Theale, west of A340 junction	Westbound	1289	1317	0.797	Yes	1161	1182	0.611	Yes	101	109	0.846		27	26	0.157					
ATC_WB261	Site 261 - A339 North of Robin Hood - Northbound	Northbound	1209	813	12.475	No	1090	703	12.913	No	94	84	1.132		25	26	0.133					
ATC_WB262	Site 262 - A339 South of Robin Hood, Newbury	Northbound	1629	1558	1.777	Yes	1468	1339	3.431	Yes	127	169	3.482		34	49	2.360					
ATC_WB262	Site 262 - A339 South of Robin Hood, Newbury	Southbound	1843	1290	13.967	No	1661	1138	13.971	No	144	111	2.872		38	41	0.363					
ATC_WBCR1	A339 North of Vodafone Roundabout	Northbound	955	813	4.774	Yes	860	703	5.618	No	74	84	1.034		20	26	1.250					
ATC_WBCR1	A339 North of Vodafone Roundabout	Southbound	865	936	2.360	Yes	780	820	1.444	Yes	67	88	2.377		18	27	1.895					
ATC_WBCR4	A4 Bath Road, Speen	Eastbound	545	555	0.400	Yes	491	494	0.123	Yes	43	51	1.195		11	10	0.463					
ATC_WBCR4	A4 Bath Road, Speen	Westbound	1145	1082	1.877	Yes	1031	998	1.059	Yes	89	72	1.945		24	12	2.889					
ATC_TRADS_3011	NB, M3, Junction 6 - 5	Northbound	3609	3774	2.727	Yes	3252	3367	1.990	Yes	282	325	2.500		75	83	0.860					
ATC_TRADS_3012	SB, M3, Junction 5 - 6	Southbound	4765	4626	2.026	Yes	4294	4200	1.442	Yes	372	341	1.620		99	85	1.488					
ATC_TRADS_3409	SB, A34, Main C Way South of M4, Junction 13	Southbound	1514	1507	0.186	Yes	1364	1365	0.009	Yes	118	110	0.733		32	32	0.044					
ATC_TRADS_3410	SB, A34, Onslip from M4 onto A34 S/B	Southbound	1594	1435	4.088	Yes	1436	1282	4.175	Yes	124	125	0.042		33	28	1.018					
ATC_TRADS_3477	ATC, A34, Milton Junction to Chilton	Southbound	2092	1981	2.455	Yes	1885	1786	2.311	Yes	163	147	1.288		44	48	0.633					
ATC_TRADS_3478	NB, A34, Chilton to Milton Junction	Northbound	1847	1775	1.697	Yes	1664	1567	2.417	Yes	144	146	0.140		38	62	3.287					
ATC_TRADS_4082	SB, A404M, North of M4 Junction 8/9	Southbound	2462	2004	9.678	No	2218	1820	8.658	No	192	166	1.981		51	18	5.560					
ATC_TRADS_4083	NB, A404M, North of M4 Junction 8/9	Northbound	2450	2527	1.533	Yes	2208	2308	2.106	Yes	191	196	0.364		51	22	4.732					
ATC_TRADS_5207	NB, A34, Shippon (A415-A4183)	Northbound	2074	2096	0.493	Yes	1869	1889	0.463	Yes	162	172	0.792		43	35	1.237					
ATC_TRADS_5208	SB, A34, Shippon (A415-A4183)	Southbound	2144	2329	3.913	Yes	1932	2118	4.134	Yes	167	165	0.172		45	46	0.187					
ATC_TRADS_9516	Site at M25/4866A, 106/6/012/311 on M25 clockwise bei	Clockwise	4766	4679	1.272	Yes	4295	4258	0.565	Yes	372	328	2.342		99	93	0.681					

Highway

ALL VEHICLES										PM Peak - Highway									
ID	Site Location	Dir	Link Pass? (GEH or Flow)			CAR			LGV			HGV							
			Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH					
ATC TRADS 9517	Site at M25/4868B, 106/61013315 on M25 anti-clockwise	Anti-Clockwise	6395	6380	0.185	Yes	5763	5784	0.273	Yes	499	467	1.467	133	130	0.290			
ATC TRADS 9522	Site at M25/4803A, 106/61012225 on M25 clockwise	Clockwise	4362	4074	4.437	Yes	3931	3826	1.683	Yes	340	172	10.508	91	76	1.659			
ATC TRADS 9523	Site at M25/4903B, 106/61013221 on M25 anti-clockwise	Anti-Clockwise	5952	5603	4.589	Yes	5364	5153	2.905	Yes	464	355	5.407	124	95	2.744			
ATC TRADS 9630	Site at M40/8432A, 036/7223207 on M40 northbound	Northbound	5175	5031	2.018	Yes	4664	4554	1.618	Yes	404	373	1.566	108	104	0.331			
ATC TRADS 9631	Site at M40/8432B, 036/7223210 on M40 southbound	Southbound	5129	4920	2.941	Yes	4622	4390	3.459	Yes	400	422	1.072	107	109	0.187			
ATC TRADS 9680	Site at M40/8775B, 036/71220206 on M40 southbound	Southbound	2159	2491	6.881	No	1946	2300	7.697	No	168	140	2.283	45	50	0.791			
ATC TRADS 9681	Site at M40/8780A, 036/71220212 on M40 northbound	Northbound	2519	2372	2.973	Yes	2270	2157	2.388	Yes	196	170	1.934	52	44	1.216			
ATC TRADS 30012667	NB, A34, TMU site 5614/1 on A34 northbound exit for A4	Northbound	289	261	1.694	Yes	260	203	3.782	Yes	23	30	1.384	6	28	5.399			
ATC TRADS 30012869	A34, TMU Site 5615/2 on A34 southbound access from	Southbound	478	479	0.047	Yes	431	410	1.024	Yes	37	39	0.343	10	30	4.461			
ATC TRADS 30012902	TMU site 5644/1 on link A404 northbound within the A41	Northbound	2086	2216	2.794	Yes	1880	1988	2.454	Yes	163	198	2.624	43	30	2.246			
ATC TRADS 30012904	TMU site 5645/2 on A404 southbound within the A413	Southbound	1843	2083	5.412	Yes	1661	1868	4.940	Yes	144	182	2.984	38	33	0.980			
ATC TRADS 30012910	TMU site 5649/2 on A404 southbound within the A415	Southbound	1797	1922	2.885	Yes	1620	1746	3.085	Yes	140	161	1.732	37	14	4.617			
ATC TRADS 30012912	TMU site 5650/1 on A404 northbound between A4155	Northbound	2192	2310	2.486	Yes	1975	2083	2.402	Yes	171	202	2.297	46	24	3.673			
ATC TRADS 30012968	EB, M3, TMU site 5580/2 on M3 eastbound within J5	Eastbound	2924	2992	1.244	Yes	2635	2676	0.795	Yes	228	241	0.853	61	74	1.657			
ATC TRADS 30012970	WB, M3, TMU site 5581/2 on M3 westbound within J5	Westbound	3477	3819	5.664	Yes	3133	3443	5.405	Yes	271	291	1.172	72	85	1.414			
ATC TRADS 30013001	EB, M4, TMU site 5619/1 on M4 J13 eastbound exit	Eastbound	991	935	1.820	Yes	893	832	2.101	Yes	77	76	0.181	21	27	1.386			
CC RBC 001	Bridge Street	Northbound	155	224	5.002	Yes	150	224	5.395	Yes	5	0	3.071	0	0	0.000			
CC RBC 001	Bridge Street	Southbound	462	277	9.609	No	437	258	9.630	No	22	19	0.607	3	0	1.925			
CC RBC 003	Broad Street Car Park	In to the car park	19	20	0.126	Yes	18	20	0.359	Yes	1	0	1.414	0	0	0.000			
CC RBC 003	Broad Street Car Park	Out of the car park	121	73	4.918	Yes	117	66	5.337	Yes	4	7	1.150	0	0	0.000			
CC RBC 004	Oxford Road	Eastbound	145	174	2.271	Yes	140	164	1.960	Yes	5	9	1.632	0	0	0.498			
CC RBC 004	Oxford Road	Westbound	204	491	15.415	No	195	475	4.75	No	9	17	2.107	0	0	0.563			
CC RBC 005	Castle Street	Eastbound	413	367	2.342	Yes	380	327	2.605	Yes	33	39	0.995	0	1	1.049			
CC RBC 005	Castle Street	Westbound	122	97	2.389	Yes	103	89	1.443	Yes	18	8	2.777	1	0	1.121			
CC RBC 006	Northern Station Entrance Access	Away from town centre	0	0	0.000	Yes	0	0	0.000	Yes	0	0	0.000	0	0	0.000			
CC RBC 007	Duke Street	Southbound	85	36	6.321	Yes	76	29	6.447	Yes	9	0	4.179	0	7	3.616			
CC RBC 008	Queen Road Car Park	Into the car park	16	36	3.987	Yes	16	36	3.987	Yes	0	0	0.000	0	0	0.000			
CC RBC 008	Queen Road Car Park	Out of the car park	139	243	7.522	No	139	243	7.522	No	0	0	0.000	0	0	0.000			
CC RBC 011	Forbury Road	Westbound	214	75	11.584	No	202	68	11.553	No	11	6	1.777	1	1	0.134			
CC RBC 011	Forbury Road	Eastbound	278	87	14.173	No	258	77	14.020	No	20	9	2.744	0	1	1.018			
CC RBC 012	Sidmouth Street	Northbound	8	49	7.682	Yes	7	41	6.987	Yes	1	8	3.189	0	0	0.294			
CC RBC 012	Sidmouth Street	Southbound	48	44	0.558	Yes	47	41	0.839	Yes	1	3	1.299	0	0	0.000			
CC RBC 016	Station Multi-Storey Car Park	In to the car park	98	93	0.461	Yes	95	93	0.202	Yes	3	0	2.256	0	0	0.000			
CC RBC 016	Station Multi-Storey Car Park	Out of the car park	209	215	0.442	Yes	208	211	0.173	Yes	1	5	2.282	0	0	0.000			
CC RBC 019	Kings Road	Westbound	98	55	4.870	Yes	90	44	5.628	Yes	8	11	0.925	0	1	1.068			
CC RBC 019	Kings Road	Eastbound	217	117	7.775	No	204	103	8.114	No	13	11	0.532	0	2	2.014			
CC RBC 020	Tudor Road	Eastbound	28	92	8.302	Yes	25	80	7.597	Yes	3	10	2.729	0	2	2.196			
CC RBC 020	Tudor Road	Westbound	379	388	0.440	Yes	357	373	0.812	Yes	21	14	1.742	1	1	0.339			
CC RBC 021	Oracle Riverside Car Park	In to the car park	188	113	6.111	Yes	186	109	6.343	Yes	2	4	1.179	0	0	0.000			
CC RBC 021	Oracle Riverside Car Park	Out of the car park	169	650	23.762	No	167	640	23.551	No	2	10	3.179	0	0	0.000			
MCC W21	Maldenhead Road / Forest Road / Warren House Road	TO ARM A	241	286	2.781	Yes	228	256	1.817	Yes	13	17	1.145	0	12	4.981			
MCC W21	Maldenhead Road / Forest Road / Warren House Road	FROM ARM A	443	492	2.277	Yes	396	371	1.287	Yes	47	97	5.909	0	24	6.965			
RBC 008	Site 6, Chatham Street / Friar Street	FROM ARM D	170	174	0.280	Yes	166	164	0.143	Yes	3	9	2.563	1	0	1.169			
RBC 008	Site 8, Chatham Street / A329 / Friar Street	TO ARM D	255	491	12.239	No	220	475	13.669	No	34	17	3.476	1	0	1.105			
TSP R6	Peppard Road / Klin Road	FROM ARM B	318	366	2.598	Yes	294	355	3.384	Yes	24	11	3.104	0	0	0.384			
TSP R6	Peppard Road / Klin Road	TO ARM B	341	237	6.141	No	327	227	6.004	Yes	13	9	1.058	1	0	1.168			
TSP R7	Henley Road / Playhatch Road	FROM ARM D	64	79	1.741	Yes	54	68	1.847	Yes	10	10	0.061	0	0	0.361			
TSP R7	Henley Road / Playhatch Road	TO ARM D	84	70	1.574	Yes	73	59	1.697	Yes	10	11	0.264	1	0	1.154			
TSP W20	Twynford Road / Forest Road	FROM ARM A	321	317	0.217	Yes	292	291	0.052	Yes	25	23	0.309	4	3	0.817			
TSP W20	Twynford Road / Forest Road	TO ARM A	378	368	0.520	Yes	345	338	0.355	Yes	30	26	0.695	3	3	0.118			
TSP R8	M4/A34	FROM ARM A	1233	1294	1.728	Yes	1056	1149	2.790	Yes	124	104	1.825	53	41	1.701			
TSP R8	M4/A34	TO ARM A	1260	873	11.835	No	1086	744	11.322	No	118	102	1.478	56	27	4.423			
TSP R8	M4/A34	FROM ARM B	1513	1373	3.681	Yes	1318	1194	3.497	Yes	152	152	0.039	43	28	2.600			
TSP R8	M4/A34	TO ARM B	1444	1303	3.797	Yes	1289	1135	3.961	Yes	118	142	2.142	37	25	2.087			
TSP W6	Hollow Lane / Arborfield Road / School Green	FROM ARM B	891	978	2.846	Yes	794	877	2.861	Yes	87	77	1.085	10	24	3.423			
TSP W6	Hollow Lane / Arborfield Road / School Green	TO ARM B	884	821	2.141	Yes	798	730	2.444	Yes	76	81	0.515	10	10	0.445			
ATC TRADS 30012866	A34 northbound within the A4 Junction	Northbound	1535	1839	7.395	No	1383	1643	6.671	No	120	162	3.576	32	34	0.313			

Highway

PM Peak - Highway												
ALL VEHICLES				CAR				LGV				HGV
Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	
ATC TRADS 30015345	1716	1926	4.923	Yes	1546	1739	4.758	134	151	1.421	36	0.052
ATC WBC092	295	296	0.029	Yes	266	286	1.203	23	7	4.279	6	1.404
ATC WBC092	289	356	3.713	Yes	261	321	3.550	23	28	1.162	6	0.108
ATC TRADS 30024644	3101	3575	8.200	No	2795	3224	7.821	242	279	2.305	65	0.912
ATC TRADS 30024643	3927	3791	2.185	Yes	3539	3448	1.530	306	265	2.472	82	0.398
ATC WBC095	883	976	3.071	Yes	796	875	2.744	69	77	0.997	18	1.260
ATC WBC095	826	878	1.789	Yes	744	786	1.525	64	81	1.968	17	1.820
ATC RBWM022	886	895	0.316	Yes	798	822	0.816	68	68	1.006	6	3.730
ATC RBWM022	788	804	0.567	Yes	710	717	0.232	62	67	0.876	16	1.020
ATC RBWM107	155	220	4.760	Yes	140	173	2.623	12	32	4.257	3	16
ATC RBWM107	359	397	1.947	Yes	323	311	0.681	Yes	28	82	7.231	7
Site 9	835	717	4.249	Yes	768	652	4.361	Yes	65	59	0.707	2
	689	631	2.258	Yes	633	570	2.560	Yes	53	47	0.909	3
ATC WBC0014	761	756	0.177	Yes	686	672	0.518	Yes	59	62	0.393	16
ATC WBC0014	918	827	3.084	Yes	827	751	2.735	Yes	72	54	2.227	19
ATC WBC0014	1373	1176	5.501	Yes	1237	1021	6.429	No	107	130	2.100	29
TRADS 70471	1077	1465	10.893	No	970	1321	10.372	No	84	105	2.177	22
TRADS 70472	315	257	3.431	Yes	284	227	3.553	Yes	25	30	1.021	7
ATC OCC5393	156	177	1.585	Yes	141	144	0.272	Yes	12	21	2.208	3
ATC OCC5393	676	643	1.278	Yes	609	583	1.074	Yes	53	46	0.902	14
ATC OCC5417	262	307	2.632	Yes	236	270	2.145	Yes	20	32	2.244	5
WBC temp 1	24	22	0.246	Yes	15	19	0.914	Yes	7	3	1.647	1
WBC temp 1	21	17	1.023	Yes	19	14	1.386	Yes	2	3	0.986	0
WBC temp 2	208	128	6.148	Yes	153	109	3.886	Yes	51	19	5.430	3
WBC temp 2	334	341	0.350	Yes	295	314	1.109	Yes	34	26	1.542	5
WBC temp 3	31	62	4.804	Yes	26	37	1.976	Yes	4	9	1.952	1
WBC temp 3	52	165	10.847	No	40	142	10.664	No	11	20	2.382	1
WBC temp 4	1406	1278	3.472	Yes	1219	1157	1.790	Yes	148	95	4.756	39
WBC temp 4	1332	1274	1.610	Yes	1127	1114	0.381	Yes	161	143	1.472	44
WBC temp 5	811	794	0.604	Yes	698	717	0.895	Yes	96	70	2.902	17
WBC temp 5	604	657	2.110	Yes	502	584	3.561	Yes	85	59	3.018	13
WBC temp 6	464	384	3.885	Yes	384	340	2.313	Yes	74	39	4.670	6
WBC temp 6	773	745	1.045	Yes	685	688	0.848	Yes	78	70	0.945	10
WBC temp 7	108	89	1.923	Yes	97	84	1.341	Yes	9	4	1.732	2
WBC temp 7	259	273	0.846	Yes	185	149	2.796	Yes	71	124	5.390	3
ATC BFBC180	1850	1801	1.129	Yes	1667	1632	0.867	Yes	144	159	1.181	38
ATC BFBC180	2115	2040	1.633	Yes	1906	1833	1.692	Yes	165	171	0.446	44
MCTC-TSP R9	4179	3944	3.695	Yes	3745	3528	3.603	Yes	342	346	0.184	92
MCTC-TSP R9	4197	3997	3.130	Yes	3780	3608	2.835	Yes	328	324	0.225	88
MCTC-TSP R9	5125	5130	0.069	Yes	4576	4654	1.149	Yes	405	405	1.663	110
MCTC-TSP R9	5493	5243	3.410	Yes	4921	4685	3.402	Yes	456	467	0.505	116
MCTC-TSP W1	5282	5104	2.055	Yes	4750	4572	2.606	Yes	385	414	1.447	117
MCTC-TSP W1	5520	5482	0.516	Yes	4894	4919	0.360	Yes	495	487	1.755	131
MCTC-TSP W1	5461	5339	1.655	Yes	4926	4838	1.252	Yes	426	408	0.895	109
MCTC-TSP W1	5209	5107	1.417	Yes	4701	4564	2.567	Yes	407	475	3.209	101
MCTC-TSP W11	2674	2635	0.752	Yes	2473	2364	2.206	Yes	175	224	3.495	26
MCTC-TSP W11	3158	3191	0.591	Yes	2932	2905	0.502	Yes	201	246	3.011	46
MCTC-TSP W11	3507	3326	5.026	Yes	3201	2903	5.403	Yes	284	267	5.403	52
MCTC-TSP W11	3471	3162	5.367	Yes	3138	2784	6.504	Yes	265	313	2.832	68

Appendix B.2

LINK COUNT VALIDATION



WSP

Highway

AM Peak - Highway												
ID	Site Location	Dir	ALL VEHICLES			CAR			Link Pass? (GEH or Flow)	LGV		
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_R109	Caversham Park Rd, South of Lowfield Rd	Northbound	398	398	0.110	Yes	358	351	0.411	27	23	0.847
ATC_R109	Caversham Park Rd, South of Lowfield Rd	Southbound	549	455	4.187	Yes	486	431	2.565	53	24	4.669
ATC_SLR103	Barkham Rd, West of Ormonde Rd	Eastbound	324	300	1.322	Yes	283	255	1.727	32	26	1.068
ATC_SLR103	Barkham Rd, West of Ormonde Rd	Westbound	416	383	1.663	Yes	369	369	0.030	37	13	4.802
ATC_SLR108	Station Rd, E of Alderman Willey Ct	Westbound	490	570	3.443	Yes	422	528	4.895	55	35	2.950
ATC_SLR109	Reading Rd, South of Station Link Rd	Northbound	337	257	4.650	Yes	310	244	3.943	22	9	3.334
ATC_SLR109	Reading Rd, South of Station Link Rd	Eastbound	1176	1216	1.156	Yes	1037	1098	1.867	105	94	1.095
ATC_SLR114	Reading Rd, South of Rotherfield Ave	Eastbound	1181	1154	0.779	Yes	1086	1045	1.252	65	90	2.863
ATC_SLR114	Reading Rd, South of Rotherfield Ave	Westbound	696	696	0.004	Yes	622	627	0.192	61	54	0.948
ATC_SLR115	Station Link Rd, Southern section	Northbound	766	718	1.776	Yes	664	621	1.686	82	72	1.156
ATC_SLR117	Murray Rd approach to Junction MCC, SLR3	Eastbound	214	135	6.010	Yes	185	119	5.340	27	15	2.567
ATC_SLR117	Murray Rd approach to Junction MCC, SLR3	Westbound	176	224	3.387	Yes	156	204	3.560	17	17	0.147
ATC_W120	Great Lea, South of Hartley Ct Rd	Northbound	119	134	1.309	Yes	106	107	0.111	8	13	1.688
ATC_W120	Great Lea, South of Hartley Ct Rd	Southbound	238	257	1.172	Yes	207	224	1.127	22	26	0.881
ATC_W124	Heathlands Rd, South of Hatch Ride	Northbound	254	294	2.412	Yes	213	254	2.697	34	25	1.662
ATC_W124	Heathlands Rd, South of Hatch Ride	Southbound	26	46	3.406	Yes	19	28	1.962	5	12	2.529
ATC_W125	B3348 Jubilee Rd, North of Finchampstead	Northbound	538	431	4.884	Yes	453	372	3.975	70	53	2.194
ATC_W125	B3348 Jubilee Rd, North of Finchampstead	Southbound	469	577	4.725	Yes	440	520	3.671	24	46	3.611
ATC_W127	B3030 Sindlesham Rd, South of Church Ln	Northbound	422	491	3.210	Yes	380	448	3.325	33	32	0.164
ATC_W127	B3030 Sindlesham Rd, South of Church Ln	Southbound	380	327	2.815	Yes	334	291	2.415	37	19	3.463
ATC_W131	Meadow Rd, South of Wokingham Rd	Northbound	134	160	2.131	Yes	124	155	2.622	9	5	1.629
ATC_W131	Meadow Rd, South of Wokingham Rd	Southbound	57	97	4.503	Yes	53	90	4.364	3	2	1.007
ATC_W136	A329 Broad St, North of Rose St	Eastbound	119	2	15.141	No	109	2	14.466	7	0	3.708
ATC_W136	A329 Broad St, North of Rose St	Westbound	777	788	0.374	Yes	653	735	3.137	97	36	7.506
ATC_W137	A329 Reading Rd, North of Arbor Ln	Eastbound	745	677	2.546	Yes	706	573	5.280	24	75	7.276
ATC_W137	A329 Reading Rd, North of Arbor Ln	Westbound	1110	1194	2.479	Yes	1042	1066	0.736	41	82	5.211
ATC_W138	Loddon Bridge Rd, South of Norton Rd	Northbound	426	407	0.944	Yes	382	383	0.050	34	24	1.848
ATC_W138	Loddon Bridge Rd, South of Norton Rd	Southbound	377	656	12.267	No	347	616	12.246	23	38	2.711
ATC_WRR101	Beech Ln, North of Hilbury Rd	Eastbound	119	89	2.890	Yes	110	78	3.291	7	7	0.199
ATC_WRR101	Beech Ln, North of Hilbury Rd	Westbound	352	250	5.875	No	329	239	5.347	18	10	2.026
ATC_WRR103	Wokingham Rd, West of Mays Ln	Eastbound	451	486	1.586	Yes	425	384	2.002	20	62	6.578
ATC_WRR103	Wokingham Rd, West of Mays Ln	Westbound	872	760	3.891	Yes	804	643	6.004	46	66	2.701
ATC_WRR104	Rushley Way, East of Faygate Way	Northbound	623	635	0.444	Yes	557	581	1.018	56	49	0.903
ATC_WRR104	Rushley Way, East of Faygate Way	Southbound	641	469	7.308	No	601	453	6.461	36	16	4.069
ATC_WBC002	SITE 2 - A321 FINCHAMPSTEAD RD, N OF B3016	Northbound	744	858	4.036	Yes	660	790	4.838	62	56	0.868
ATC_WBC002	SITE 2 - A321 FINCHAMPSTEAD RD, N OF B3016	Southbound	507	556	2.110	Yes	450	501	2.354	42	26	2.761
ATC_WBC0015	SITE 15 - B3350 CHURCH RD, EARLEY	Northbound	667	666	0.056	Yes	592	612	0.847	56	49	0.932
ATC_WBC0015	SITE 15 - B3350 CHURCH RD, EARLEY	Southbound	470	437	1.550	Yes	417	343	3.801	39	81	5.421
ATC_WBC0052	SITE 52 - B3349 BASINGSTOKE RD, RISELEY	Northbound	420	454	0.132	Yes	373	376	0.168	35	53	2.751
ATC_WBC0052	SITE 52 - B3349 BASINGSTOKE RD, RISELEY	Southbound	271	269	0.132	Yes	241	220	1.374	23	27	0.937
ATC_WBC0087	SITE 97 - RECTORY RD, WOKINGHAM	Channel 1	976	1027	1.613	Yes	865	929	2.124	82	57	2.957
ATC_WBC0171	SITE 171 - A323(M), SOUTH OF A4 & CHURCH RD OE	Northbound	2021	2206	4.023	Yes	1792	2017	5.167	169	174	0.357
ATC_WBC0171	SITE 171 - A323(M), SOUTH OF A4 & CHURCH RD OE	Southbound	1285	1203	2.323	Yes	1139	1090	1.484	107	101	0.670
ATC_WBC0174	SITE 174 - HYDE END ROAD	Northbound	423	421	0.091	Yes	375	400	1.263	35	21	2.725
ATC_WBC0174	SITE 174 - HYDE END ROAD	Southbound	309	305	0.211	Yes	274	298	1.456	26	6	4.890
ATC_WBC0205	SITE 205 - A329 SHUTE END, WOKINGHAM	Eastbound	847	752	3.372	Yes	751	689	2.467	71	45	3.348
ATC_WBC0205	SITE 205 - A329 SHUTE END, WOKINGHAM	Westbound	485	505	0.925	Yes	430	487	2.669	41	14	5.188
ATC_WBC0206	SITE 206 - OLD WOKINGHAM ROAD NORTHERN END	Northbound	908	941	1.060	Yes	806	862	1.961	76	76	0.044
ATC_WBC0206	SITE 206 - OLD WOKINGHAM ROAD NORTHERN END	Southbound	589	570	0.061	Yes	504	516	0.545	48	47	0.119
ATC_WBC0207	SITE 207 - CULVER LANE	Eastbound	307	355	2.676	Yes	272	335	3.634	26	20	1.186
ATC_WBC0207	SITE 207 - CULVER LANE	Westbound	596	502	4.024	Yes	529	454	3.356	50	45	0.781
ATC_WBC0208	SITE 208 - POUND LANE	Northbound	290	208	5.179	Yes	257	195	4.103	24	11	3.213
ATC_WBC0208	SITE 208 - POUND LANE	Southbound	510	760	9.923	No	452	734	11.586	43	24	3.191
ATC_RBC013	Bath Road/Benyon Court Junction	Westbound	430	342	4.453	Yes	381	324	3.048	36	18	3.415
ATC_RBC013	Bath Road/Benyon Court Junction	Eastbound	631	678	1.828	Yes	560	619	2.431	53	42	1.607
ATC_RBC038	A33 Mere oak Lane Junction	Southbound	1925	1900	0.561	Yes	1707	1706	0.033	161	132	2.409

Highway

			AM Peak - Highway														
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV			HGV					
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH	
ATC_RBC038	A33 Mere oak Lane Junction	Northbound	2375	2288	1.793	Yes	2106	2059	1.043	Yes	199	168	2.238	70	62	1.069	
ATC_RBC073	Northumberland Avenue to Hartland Rd Roundabout	Southbound	270	97	12.744	No	239	95	11.170	No	23	2	5.753	8	0	3.987	
ATC_RBC073	Northumberland Avenue to Hartland Rd Roundabout	Northbound	425	342	4.235	Yes	377	338	2.051	Yes	36	4	7.126	13	0	4.993	
ATC_RBC096	Oxford Road near Ringwood Road	Eastbound	915	849	2.220	Yes	812	808	0.128	Yes	77	40	4.717	27	1	7.017	
ATC_RBC096	Oxford Road near Ringwood Road	Westbound	553	567	0.590	Yes	491	536	2.020	Yes	46	26	3.461	16	5	3.369	
ATC_RBC160	Hill Meadows Car Park	Inbound	145	238	6.723	Yes	128	238	8.073	No	12	0	4.922	4	0	2.767	
ATC_RBC160	Hill Meadows Car Park	Outbound	6	22	4.246	Yes	5	20	3.989	Yes	1	0	1.012	0	3	2.022	
ATC_RBC001	Cow Lane, Near Portman Rd Roundabout	Northbound	602	802	7.547	No	534	750	8.520	No	50	49	0.165	18	3	4.559	
ATC_RBC001	Cow Lane, Near Portman Rd Roundabout	Southbound	348	409	3.134	Yes	309	357	2.617	Yes	29	43	2.275	10	10	0.120	
ATC_RBC002	Bath Road, East of Mill Lane	Westbound	587	674	3.442	Yes	521	602	3.403	Yes	49	56	0.965	17	16	0.286	
ATC_RBC002	Bath Road, East of Mill Lane	Eastbound	684	682	0.080	Yes	606	572	1.411	Yes	57	47	1.459	20	63	6.618	
ATC_RBC003	The Meadway, East of St Michaels Rd	Westbound	663	570	3.750	Yes	588	546	1.759	Yes	55	22	5.328	20	2	5.536	
ATC_RBC003	The Meadway, East of St Michaels Rd	Eastbound	905	761	4.965	Yes	802	748	1.958	Yes	76	14	9.291	27	0	7.312	
ATC_OCC0018	A4130 CROWMARSH HILL	Southbound	518	519	0.045	Yes	459	475	0.725	Yes	43	43	0.052	15	1	4.999	
ATC_OCC0018	A4130 CROWMARSH HILL	Northbound	379	398	0.953	Yes	336	354	0.978	Yes	32	22	1.879	11	22	2.554	
ATC_OCC023	A4155 SOUTH OF HENLEY	Northbound	672	616	2.196	Yes	596	560	1.500	Yes	56	52	0.544	20	4	4.520	
ATC_OCC023	A4155 SOUTH OF HENLEY	Southbound	349	306	2.364	Yes	297	277	1.858	Yes	29	28	0.207	10	0	4.249	
ATC_OCC026	A329 South-West of M40	Northbound	464	371	4.554	Yes	411	350	3.155	Yes	39	21	3.250	14	0	5.235	
ATC_OCC026	A329 South-West of M40	Southbound	664	591	2.898	Yes	589	547	1.733	Yes	56	43	1.782	20	1	5.877	
ATC_OCC028	A418 WEST OF M40	Westbound	1038	1072	1.039	Yes	920	998	2.495	Yes	87	50	4.414	31	24	1.340	
ATC_OCC028	A418 WEST OF M40	Eastbound	662	542	4.865	Yes	587	500	3.738	Yes	55	26	4.541	20	16	0.765	
ATC_OCC127	A4130 DIDCOT MANOR BRIDGE	Southbound	441	673	1.519	Yes	391	445	2.613	Yes	37	29	1.443	13	0	4.900	
ATC_OCC127	A4130 DIDCOT MANOR BRIDGE	Northbound	723	632	3.474	Yes	641	618	0.895	Yes	60	14	7.663	21	0	6.489	
ATC_OCC345	B4016 WEST OF MARSH BRIDGE DIDCOT	Westbound	702	652	1.923	Yes	623	587	1.461	Yes	59	52	0.965	21	14	1.669	
ATC_OCC345	B4016 WEST OF MARSH BRIDGE DIDCOT	Eastbound	974	928	1.493	Yes	863	869	0.183	Yes	81	54	3.283	29	4	5.983	
ATC_OCC518	Oxford Cowley Rd Littlemore Underneath Bypass	Northbound	169	130	3.212	Yes	150	124	2.243	Yes	14	6	2.523	5	0	3.163	
ATC_OCC518	Oxford Cowley Rd Littlemore Underneath Bypass	Southbound	104	75	3.055	Yes	92	57	4.025	Yes	9	18	2.474	3	0	2.479	
ATC_OCC525	A420 HEADINGTON RD E OF B4150	Eastbound	303	244	3.595	Yes	269	231	2.390	Yes	25	13	2.950	9	0	4.141	
ATC_OCC525	A420 HEADINGTON RD E OF B4150	Westbound	286	134	10.445	No	253	109	10.701	No	24	25	0.236	8	0	4.110	
ATC_OCC531	A40 Oxford Northern Bypass East of Marston Flyover	Westbound	1183	1138	1.316	Yes	1049	1102	1.077	Yes	99	91	0.779	35	32	0.453	
ATC_OCC531	A40 Oxford Northern Bypass East of Marston Flyover	Eastbound	1352	1345	0.195	Yes	1199	1102	2.862	Yes	113	194	6.510	40	49	1.390	
ATC_RBW0013	A4 East of River Bridge	Westbound	930	1043	3.610	Yes	825	898	2.507	Yes	78	91	1.396	27	54	4.219	
ATC_RBW0013	A4 East of River Bridge	Eastbound	798	862	2.238	Yes	707	773	2.421	Yes	67	71	0.507	24	18	1.229	
ATC_HCC002	A33 Spanish Green, SW of Petrol Station	Eastbound	923	1015	2.962	Yes	818	919	3.423	Yes	77	74	0.415	27	22	1.024	
ATC_HCC002	A33 Spanish Green, SW of Petrol Station	Westbound	1081	1047	1.062	Yes	959	911	1.578	Yes	90	111	2.054	32	25	1.311	
ATC_HCC002	B3272 Eversley Cross	Westbound	488	427	1.914	Yes	415	407	0.411	Yes	39	20	3.443	14	0	5.019	
ATC_HCC002	B3272 Eversley Cross	Northbound	407	388	0.957	Yes	361	356	0.268	Yes	34	28	1.112	12	4	2.741	
ATC_HCC064	B3016 Just North of Caravan Park	Northbound	297	209	5.500	Yes	263	179	5.662	Yes	25	24	0.148	9	6	0.939	
ATC_HCC065	A327 North of Jct/w Coopers Hill	Northbound	516	599	3.497	Yes	458	490	1.483	Yes	43	72	3.775	15	37	4.240	
ATC_HCC065	A327 North of Jct/w Coopers Hill	Southbound	404	635	10.148	No	358	526	7.977	No	34	80	6.147	12	29	3.795	
ATC_HCC494	Cove Rd Fleet	Westbound	470	481	0.537	Yes	417	390	1.344	Yes	39	74	4.564	14	18	1.102	
ATC_HCC494	Cove Rd Fleet	Eastbound	578	398	8.135	No	513	320	9.460	No	48	62	1.870	17	16	0.164	
ATC_NW2E	COMMONS RD, SOUTH OF OLD FOREST ROAD	Northbound	116	133	1.570	Yes	103	111	0.810	Yes	10	3	2.615	3	19	4.686	
ATC_NW2E	COMMONS RD, SOUTH OF OLD FOREST ROAD	Southbound	249	206	2.834	Yes	220	197	1.591	Yes	21	7	3.654	7	1	2.922	
ATC_NW3	LOWTHER RD, SOUTH OF OLD FOREST RD	Northbound	32	38	1.026	Yes	29	33	0.819	Yes	3	5	1.010	1	1	0.444	
ATC_NW3	LOWTHER RD, SOUTH OF OLD FOREST RD	Southbound	30	22	1.619	Yes	27	19	1.748	Yes	3	3	0.399	1	0	0.826	
ATC_NW8	HOLT LN, NORTH OF A329 READING RD	Northbound	428	453	1.165	Yes	380	405	1.265	Yes	36	39	0.495	13	9	1.098	
ATC_NW8	HOLT LN, NORTH OF A329 READING RD	Southbound	243	282	2.363	Yes	215	268	3.428	Yes	20	11	2.454	7	3	1.634	
ATC_NW9	JUBILEE AVE, WEST OF HOLT LN	Eastbound	194	150	3.359	Yes	172	144	2.246	Yes	16	6	3.020	6	0	3.364	
ATC_NW9	JUBILEE AVE, WEST OF HOLT LN	Westbound	98	72	2.836	Yes	87	59	3.273	Yes	8	13	3.450	3	0	2.407	

Highway

ID			Site Location		Dir	ALL VEHICLES										CAR				AM Peak - Highway			
						Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	HGV
ATC_NW10	BELL FOUNDARY LN, EAST OF A321 TWYFORD RD	Eastbound	225	209	1.069	Yes	Yes	199	185	1.035	Yes	19	16	0.687	7	8	0.538						
ATC_NW10	BELL FOUNDARY LN, EAST OF A321 TWYFORD RD	Westbound	127	207	6.223	Yes	Yes	113	187	6.062	Yes	11	5	2.163	4	16	3.905						
ATC_BFBC029	B3408 Amen Corner, Bracknell	Westbound	1134	1020	3.459	Yes	Yes	1005	941	2.064	Yes	95	71	2.629	33	8	5.508						
ATC_BFBC029	B3408 Amen Corner, Bracknell	Eastbound	1572	1532	1.017	Yes	Yes	1394	1401	1.076	Yes	131	102	2.714	46	29	2.820						
ATC_BFBC182	U/C887071 Harvest Ride, NDR, Bracknell	Westbound	276	386	6.062	No	No	244	356	6.438	No	23	30	1.300	8	0	3.918						
ATC_BFBC182	U/C887071 Harvest Ride, NDR, Bracknell	Eastbound	370	389	0.965	Yes	Yes	328	373	2.405	Yes	31	10	4.567	11	5	3.934						
ATC_BFBC222	ATC_BFBC222	Southbound	432	706	11.502	No	No	383	617	10.473	No	36	44	1.257	13	45	5.995						
ATC_BFBC222	Yateley Road, Sandhurst	Southbound	432	706	11.502	No	No	383	617	10.473	No	36	44	1.257	13	45	5.995						
ATC_BFBC222	Yateley Road, Sandhurst	Northbound	526	522	0.191	Yes	Yes	466	466	0.000	Yes	44	39	0.706	16	16	0.049						
ATC_BFBC229	A3095 Crowthorne Rd, North of B3430	Northbound	1512	1253	6.932	No	No	1341	1164	5.003	Yes	126	73	5.312	45	16	0.049						
ATC_BFBC229	A3095 Crowthorne Rd, North of B3430	Southbound	1108	1119	0.333	Yes	Yes	983	1014	0.977	Yes	93	88	0.521	33	18	2.945						
ATC_BFBC230	B3095 Nine Mile Ride, Crowthorne	Eastbound	656	773	4.365	Yes	Yes	582	692	4.363	Yes	55	75	2.546	19	5	3.979						
ATC_BFBC230	B3095 Nine Mile Ride, Crowthorne	Westbound	708	850	5.111	No	No	628	723	3.682	Yes	59	108	5.361	21	19	0.463						
ATC_BFBC244	B3018 Binfield Road, Binfield	Northbound	513	600	3.684	Yes	Yes	455	553	4.370	Yes	43	37	0.864	15	9	1.631						
ATC_BFBC244	B3018 Binfield Road, Binfield	Southbound	680	591	3.551	Yes	Yes	603	526	3.257	Yes	57	43	1.938	20	22	0.347						
ATC_BFBC247	B3034 Forest Road, Binfield	Eastbound	471	416	2.603	Yes	Yes	418	409	0.439	Yes	39	7	6.677	14	0	5.143						
ATC_BFBC247	B3034 Forest Road, Binfield	Westbound	257	259	0.147	Yes	Yes	228	247	1.292	Yes	21	11	2.639	8	1	3.421						
ATC_WTC003	Site 3, A321 Finchampstead Road, Wokingham	Eastbound	882	893	0.401	Yes	Yes	782	814	1.139	Yes	74	77	0.327	26	3	6.053						
ATC_WTC003	Site 3, A321 Finchampstead Road, Wokingham	Westbound	1077	1174	2.898	Yes	Yes	955	1044	2.794	Yes	90	98	0.823	32	33	0.162						
ATC_WB031	Site 31 - A329 Shooters Hill, Pangbourne	Southbound	400	399	0.065	Yes	Yes	355	351	0.187	Yes	33	41	1.174	12	7	1.615						
ATC_WB031	Site 31 - A329 Shooters Hill, Pangbourne	Northbound	344	324	1.099	Yes	Yes	305	272	1.946	Yes	29	45	2.614	10	7	0.969						
ATC_WB069	Site 69 - A4 Bath Road, Benham Hill	Eastbound	468	688	9.173	No	No	415	607	8.498	No	39	65	3.548	14	17	0.747						
ATC_WB069	Site 69 - A4 Bath Road, Benham Hill	Westbound	994	754	8.118	No	No	881	682	7.115	No	83	68	1.712	29	3	6.472						
ATC_TRADES_9510	Site at M25/4822A, 106/6011/221 on M25 clockwise belt	Clockwise	6599	6370	2.844	Yes	Yes	5853	552	638	Yes	552	638	3.524	195	270	4.946						
ATC_TRADES_9511	Site at M25/4822B, 106/6011/222 on M25 anti-clockwise belt	Anti-Clockwise	5727	5709	0.236	Yes	Yes	519	479	0.552	Yes	479	449	1.382	169	142	2.204						
004	Essoroads Southern Approach (King Street Lane and Alfr	Northbound	580	545	1.879	Yes	Yes	512	496	0.946	Yes	62	46	2.071	17	8	2.358						
	Essoroads Southern Approach (King Street Lane and Alfr	Southbound	464	555	4.019	Yes	Yes	391	512	5.721	No	64	23	6.189	10	20	2.648						
	The Paddocks Car Park	In Count	99	104	0.501	Yes	Yes	88	104	1.659	Yes	8	0	4.069	3	0	2.419						
	Elms Road Multi-Story Car Park	Out Count	10	4	2.147	Yes	Yes	9	1	3.793	Yes	1	4	1.881	0	0	0.769						
WBC CP 001	Elms Road Multi-Story Car Park	In Count	52	0	10.198	Yes	Yes	46	0	9.604	Yes	4	0	2.949	2	0	1.753						
WBC CP 002	Elms Road Multi-Story Car Park	Out Count	13	0	5.099	Yes	Yes	12	0	4.802	Yes	1	0	1.475	0	0	0.677						
WBC CP 003	Rose Street Car Park	In Count	44	0	9.381	Yes	Yes	39	0	8.834	Yes	4	0	2.713	1	0	1.613						
WBC CP 003	Rose Street Car Park	Out Count	15	4	3.553	Yes	Yes	13	1	4.604	Yes	1	3	1.221	0	0	0.942						
WBC CP 004	Easthampton Road East Car Park	In Count	118	116	0.229	Yes	Yes	105	116	1.037	Yes	10	0	4.442	3	0	2.641						
WBC CP 004	Easthampton Road East Car Park	Out Count	30	19	2.141	Yes	Yes	27	19	1.510	Yes	3	0	2.240	1	0	1.332						
WBC CP 005	Easthapstead Road West Car Park	In Count	16	2	4.565	Yes	Yes	14	2	4.178	Yes	1	0	1.636	0	0	0.972						
WBC CP 005	Easthapstead Road West Car Park	Out Count	8	2	2.890	Yes	Yes	7	0	3.433	Yes	1	1	0.565	0	0	0.688						
WBC CP 009	Shute End Council Offices Car Park	In Count	47	69	2.903	Yes	Yes	41	47	0.952	Yes	4	21	4.864	1	0	1.658						
WBC CP 009	Shute End Council Offices Car Park	Out Count	5	16	3.462	Yes	Yes	4	16	3.552	Yes	0	0	0.240	0	0	0.544						
WBC CP 010	Cockpit Path Car Park	In Count	72	0	11.932	Yes	Yes	64	0	11.229	Yes	6	0	3.470	2	0	2.063						
WBC CP 010	Cockpit Path Car Park	Out Count	21	30	1.792	Yes	Yes	19	30	2.305	Yes	2	0	1.765	1	0	1.114						
WBC CP 014-1	Station Car Park South	In Count	12	36	4.859	Yes	Yes	11	36	5.212	Yes	1	0	1.417	0	0	0.842						
WBC CP 014-1	Station Car Park South	Out Count	0	0	0.000	Yes	Yes	0	0	0.000	Yes	0	0	0.000	0	0	0.000						
WBC CP 014-2	Station Car Park North	In Count	153	68	8.137	Yes	Yes	136	68	6.759	Yes	13	0	5.058	5	0	3.007						
WBC CP 014-2	Station Car Park North	Out Count	107	152	3.957	Yes	Yes	95	143	4.430	Yes	9	9	0.048	3	0	2.515						
WBC CP 006	Euro/Denmark Street Car Parks	In Count	84	0	12.961	Yes	Yes	74	0	12.206	Yes	7	0	3.748	2	0	2.228						
WBC CP 006	Euro/Denmark Street Car Parks	Out Count	26	0	7.166	Yes	Yes	23	0	6.791	Yes	2	0	1.933	1	0	1.240						
WBC CP 009	Shute End Council Offices Car Park	In Count	47	93	5.616	Yes	Yes	41	93	6.366	Yes	4	0	2.789	1	0	1.658						
WBC CP 009	Shute End Council Offices Car Park	Out Count	5	3	0.807	Yes	Yes	4	1	1.855	Yes	0	2	0.472	0	0	0.544						

Highway

ID	Site Location	Dir	Interpeak - Highway													
			ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_R109	Caversham Park Rd, South of Lowfield Rd	Northbound	256	166	6.226	Yes	223	157	4.795	Yes	24	9	3.882	10	0	4.253
ATC_R109	Caversham Park Rd, South of Lowfield Rd	Southbound	265	329	3.752	Yes	215	313	6.020	Yes	36	16	3.887	13	0	5.075
ATC_SLR103	Barkham Rd, West of Ormonde Rd	Eastbound	253	342	5.189	Yes	200	299	6.265	Yes	38	26	2.106	15	18	0.606
ATC_SLR103	Barkham Rd, West of Ormonde Rd	Westbound	239	304	3.929	Yes	196	269	4.784	Yes	30	26	0.679	14	9	1.346
ATC_SLR108	Station Rd, E of Alderman Willey Ct	Westbound	374	445	3.502	Yes	298	400	5.418	No	53	35	2.737	23	11	2.988
ATC_SLR109	Reading Rd, South of Station Link Rd	Northbound	331	283	3.923	Yes	292	239	3.243	Yes	29	17	2.506	10	7	0.943
ATC_SLR109	Reading Rd, South of Station Link Rd	Southbound	956	896	1.942	Yes	794	796	0.061	Yes	117	77	4.086	45	24	3.518
ATC_SLR114	Reading Rd, South of Rotherfield Ave	Eastbound	709	797	3.201	Yes	622	692	2.723	Yes	66	82	1.937	22	23	0.297
ATC_SLR114	Reading Rd, South of Rotherfield Ave	Westbound	710	763	1.954	Yes	608	664	2.228	Yes	75	73	0.311	27	26	0.095
ATC_SLR115	Station Link Rd, Southern section	Northbound	675	507	6.938	No	540	427	5.119	No	99	54	5.097	37	25	2.058
ATC_SLR117	Murray Rd approach to Junction MCC, SLR3	Eastbound	97	38	7.077	Yes	82	37	5.831	Yes	12	1	4.435	2	0	1.575
ATC_SLR117	Murray Rd approach to Junction MCC, SLR3	Westbound	83	110	2.799	Yes	69	104	3.789	Yes	12	5	2.168	2	0	1.388
ATC_W120	Great Lea, South of Hartley Ct Rd	Northbound	49	60	1.448	Yes	34	41	1.069	Yes	8	11	0.947	6	7	0.434
ATC_W120	Great Lea, South of Hartley Ct Rd	Southbound	60	94	3.901	Yes	44	49	0.789	Yes	10	26	3.884	7	19	3.469
ATC_W124	Heathlands Rd, South of Hatch Ride	Northbound	124	151	2.285	Yes	100	117	1.611	Yes	17	20	0.512	7	14	2.407
ATC_W124	Heathlands Rd, South of Hatch Ride	Southbound	26	113	10.524	Yes	18	90	9.771	Yes	6	22	4.403	2	1	0.399
ATC_W125	B3348 Jubilee Rd, North of Finchampstead	Northbound	220	241	1.363	Yes	169	167	0.151	Yes	40	31	1.461	11	42	6.122
ATC_W125	B3348 Jubilee Rd, North of Finchampstead	Southbound	227	220	0.466	Yes	195	165	2.232	Yes	24	41	2.980	8	14	1.819
ATC_W127	B3030 Sindesham Rd, South of Church Ln	Northbound	193	130	4.990	Yes	162	103	5.088	Yes	23	16	1.597	9	11	0.705
ATC_W127	B3030 Sindesham Rd, South of Church Ln	Southbound	180	127	4.273	Yes	145	104	3.719	Yes	25	18	1.416	10	5	1.782
ATC_W131	Meadow Rd, South of Wokingham Rd	Northbound	79	178	8.681	Yes	71	158	8.152	Yes	6	19	3.595	2	0	1.471
ATC_W131	Meadow Rd, South of Wokingham Rd	Southbound	69	205	11.631	No	63	190	11.315	No	5	15	3.085	1	1	0.681
ATC_W136	A329 Broad St, North of Rose St	Eastbound	136	90	4.376	Yes	126	79	4.623	Yes	7	0	3.819	3	11	2.852
ATC_W136	A329 Broad St, North of Rose St	Westbound	667	579	3.528	Yes	561	519	1.800	Yes	77	45	4.036	29	15	3.139
ATC_W137	A329 Reading Rd, North of Arbor Ln	Eastbound	708	693	0.544	Yes	629	632	0.139	Yes	49	51	0.356	30	10	4.589
ATC_W137	A329 Reading Rd, North of Arbor Ln	Westbound	741	875	4.700	Yes	653	777	4.641	Yes	58	62	0.468	30	36	1.027
ATC_W138	Loddon Bridge Rd, South of Norton Rd	Northbound	395	340	2.874	Yes	352	286	3.719	Yes	32	42	1.639	11	12	0.384
ATC_W138	Loddon Bridge Rd, South of Norton Rd	Southbound	397	438	2.022	Yes	356	398	2.154	Yes	32	39	1.155	9	2	3.237
ATC_WRR101	Beech Ln, North of Hilbury Rd	Eastbound	122	50	7.716	Yes	110	37	8.564	Yes	9	7	0.658	3	6	1.617
ATC_WRR101	Beech Ln, North of Hilbury Rd	Westbound	132	78	5.250	Yes	117	71	4.720	Yes	11	7	1.475	4	0	2.649
ATC_WRR103	Wokingham Rd, West of Mays Ln	Eastbound	454	350	5.164	No	399	265	7.319	No	40	44	0.728	16	41	4.726
ATC_WRR103	Wokingham Rd, West of Mays Ln	Westbound	488	414	3.514	Yes	429	347	4.164	Yes	43	41	0.338	16	26	2.089
ATC_WRR104	Rushey Way, East of Faygate Way	Northbound	421	336	4.350	Yes	384	320	3.434	Yes	31	17	2.869	6	0	3.486
ATC_WRR104	Rushey Way, East of Faygate Way	Southbound	399	328	3.692	Yes	368	319	2.600	Yes	24	8	3.989	7	1	3.218
ATC_WBC002	SITE 2 - A321 FINCHAMPSTEAD RD, N OF B3016	Northbound	478	524	2.044	Yes	398	469	3.423	Yes	56	39	2.461	24	15	1.939
ATC_WBC002	SITE 2 - A321 FINCHAMPSTEAD RD, N OF B3016	Southbound	513	513	0.025	Yes	427	449	1.024	Yes	60	47	1.827	26	17	1.870
ATC_WBC0015	SITE 15 - B3350 CHURCH RD, EARLEY	Northbound	466	525	2.619	Yes	388	467	3.783	Yes	55	51	0.509	23	7	4.149
ATC_WBC0015	SITE 15 - B3350 CHURCH RD, EARLEY	Southbound	385	387	0.092	Yes	321	329	0.457	Yes	45	46	0.194	19	12	1.971
ATC_WBC0052	SITE 52 - B3349 BASINGSTOKE RD, RISELEY	Northbound	111	150	3.413	Yes	93	126	3.149	Yes	13	18	1.308	6	7	0.396
ATC_WBC0052	SITE 52 - B3349 BASINGSTOKE RD, RISELEY	Southbound	115	206	7.153	Yes	96	148	4.676	Yes	14	23	2.309	6	35	6.458
ATC_WBC0097	SITE 97 - RECTORY RD, WOKINGHAM	Channel 1	841	696	5.237	No	700	629	2.768	Yes	98	58	4.589	42	9	5.576
ATC_WBC0171	SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OE	Northbound	852	885	1.107	Yes	710	785	2.760	Yes	100	89	1.142	43	11	6.127
ATC_WBC0171	SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OE	Southbound	924	966	1.355	Yes	775	861	3.035	Yes	105	88	1.694	45	16	5.155
ATC_WBC0174	SITE 174 - HYDE END ROAD	Northbound	180	91	7.655	Yes	150	76	7.012	Yes	21	15	1.329	9	0	4.217
ATC_WBC0174	SITE 174 - HYDE END ROAD	Southbound	212	237	1.670	Yes	177	217	2.893	Yes	25	19	1.142	11	0	4.330
ATC_WBC0205	SITE 205 - A329 SHUTE END, WOKINGHAM	Eastbound	703	612	3.533	Yes	585	550	1.472	Yes	82	43	5.000	35	19	3.062
ATC_WBC0205	SITE 205 - A329 SHUTE END, WOKINGHAM	Westbound	438	438	0.010	Yes	365	399	1.758	Yes	51	25	4.201	22	13	2.041
ATC_WBC0206	SITE 206 - OLD WOKINGHAM ROAD NORTHERN END	Northbound	294	354	3.337	Yes	244	318	4.359	Yes	34	35	0.054	15	1	4.716
ATC_WBC0206	SITE 206 - OLD WOKINGHAM ROAD NORTHERN END	Southbound	304	304	0.009	Yes	253	269	0.983	Yes	36	33	0.506	15	2	4.293
ATC_WBC0207	SITE 207 - CULVER LANE	Eastbound	183	241	4.027	Yes	152	221	5.010	Yes	21	21	0.149	9	0	4.223
ATC_WBC0207	SITE 207 - CULVER LANE	Westbound	189	161	2.126	Yes	158	150	0.609	Yes	22	11	2.791	9	0	4.200
ATC_WBC0208	SITE 208 - POUND LANE	Northbound	177	179	0.148	Yes	147	162	1.211	Yes	21	15	1.937	9	2	3.142
ATC_WBC0208	SITE 208 - POUND LANE	Southbound	240	205	2.312	Yes	200	183	1.229	Yes	28	22	1.139	12	0	4.757
ATC_RBC013	Bath Road/Benyon Court Junction	Westbound	339	289	2.844	Yes	283	252	1.905	Yes	40	18	3.955	17	19	0.483
ATC_RBC013	Bath Road/Benyon Court Junction	Eastbound	454	350	5.199	No	378	261	6.543	No	53	41	1.802	23	48	4.223
ATC_RBC038	A33 Merecok Lane Junction	Southbound	1219	1205	0.390	Yes	1015	976	1.250	Yes	143	134	0.701	61	95	3.858

Highway

ID	Site Location	Dir	Interpeak - Highway											
			ALL VEHICLES			CAR			LGV			HGV		
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed
ATC_RBC038	A33 Mere oak Lane Junction	Northbound	1163	1116	1.401	Yes	969	850	3.945	Yes	136	172	2.866	58
ATC_RBC073	Northumberland Avenue to Hartland Rd Roundabout	Southbound	192	154	2.884	Yes	160	129	2.597	Yes	22	3	5.583	10
ATC_RBC073	Northumberland Avenue to Hartland Rd Roundabout	Northbound	192	114	6.307	Yes	160	112	4.112	Yes	23	2	5.841	10
ATC_RBC096	Oxford Road near Ringwood Road	Eastbound	611	524	3.648	Yes	509	483	1.186	Yes	72	34	5.184	31
ATC_RBC096	Oxford Road near Ringwood Road	Westbound	609	499	4.704	Yes	508	457	2.310	Yes	71	38	4.453	31
ATC_RBC160	Hill Meadows Car Park	Inbound	26	76	7.063	Yes	21	75	7.716	Yes	3	0	2.457	1
ATC_RBC160	Hill Meadows Car Park	Outbound	31	89	7.514	Yes	26	86	8.142	Yes	4	0	2.677	2
ATC_RBC001	Cow Lane, Near Portman Rd Roundabout	Northbound	464	359	5.198	No	387	289	5.324	Yes	54	63	1.122	23
ATC_RBC001	Cow Lane, Near Portman Rd Roundabout	Southbound	477	351	6.203	No	397	283	6.168	No	56	67	1.459	24
ATC_RBC002	Bath Road, East of Mill Lane	Westbound	583	511	3.088	Yes	482	384	4.745	Yes	71	71	0.043	30
ATC_RBC002	Bath Road, East of Mill Lane	Eastbound	559	499	2.628	Yes	466	409	2.727	Yes	65	47	2.470	28
ATC_RBC003	The Meadow, East of St Michaels Rd	Westbound	465	384	3.941	Yes	388	362	1.299	Yes	54	20	5.642	23
ATC_RBC003	The Meadow, East of St Michaels Rd	Eastbound	418	383	1.724	Yes	348	346	0.093	Yes	49	29	3.246	21
ATC_OCC018	A4130 CROWMARSH HILL	Southbound	255	270	0.956	Yes	212	231	1.290	Yes	30	30	0.048	13
ATC_OCC018	A4130 CROWMARSH HILL	Northbound	284	296	0.728	Yes	236	263	1.709	Yes	33	29	0.802	14
ATC_OCC023	A4155 SOUTH OF HENLEY	Northbound	344	310	1.877	Yes	286	271	0.902	Yes	40	36	0.745	17
ATC_OCC023	A4155 SOUTH OF HENLEY	Southbound	349	254	5.473	Yes	290	206	5.363	Yes	41	44	0.480	17
ATC_OCC026	A329 South-West of M40	Northbound	275	225	3.159	Yes	229	177	3.633	Yes	32	31	0.163	14
ATC_OCC026	A329 South-West of M40	Southbound	258	219	2.514	Yes	215	185	2.119	Yes	30	18	2.563	13
ATC_OCC028	A418 WEST OF M40	Westbound	527	610	3.470	Yes	439	474	1.620	Yes	62	68	0.801	26
ATC_OCC028	A418 WEST OF M40	Eastbound	549	491	2.543	Yes	457	345	5.627	No	64	87	2.608	28
ATC_OCC127	A4130 DIDCOT MANOR BRIDGE	Southbound	366	305	3.325	Yes	305	259	2.710	Yes	43	45	0.276	18
ATC_OCC127	A4130 DIDCOT MANOR BRIDGE	Northbound	379	338	2.155	Yes	315	288	2.761	Yes	44	31	2.187	19
ATC_OCC345	B4016 WEST OF MARSH BRIDGE DIDCOT	Westbound	671	587	3.355	Yes	559	493	2.861	Yes	78	53	3.127	34
ATC_OCC345	B4016 WEST OF MARSH BRIDGE DIDCOT	Eastbound	763	742	0.745	Yes	635	652	0.669	Yes	89	89	0.047	38
ATC_OCC518	Oxford Cowley Rd Littlemore Underneath Bypass	Northbound	79	76	0.318	Yes	66	57	1.137	Yes	9	19	2.662	4
ATC_OCC518	Oxford Cowley Rd Littlemore Underneath Bypass	Southbound	81	60	2.473	Yes	67	60	0.907	Yes	9	0	4.362	4
ATC_OCC525	A420 HEADINGTON RD E OF B4150	Eastbound	229	187	2.862	Yes	190	166	1.853	Yes	27	22	1.045	11
ATC_OCC525	A420 HEADINGTON RD E OF B4150	Westbound	279	263	0.955	Yes	232	217	1.005	Yes	33	32	0.130	14
ATC_OCC531	A440 Oxford Northern Bypass East of Marston Flyover	Westbound	1223	1107	3.425	Yes	1016	873	4.668	Yes	145	175	2.385	62
ATC_OCC531	A440 Oxford Northern Bypass East of Marston Flyover	Eastbound	1232	1130	2.989	Yes	1026	910	3.730	Yes	144	178	2.668	62
ATC_RBMW013	A4 East of River Bridge	Westbound	727	698	1.110	Yes	606	582	0.973	Yes	85	70	1.686	36
ATC_RBMW013	A4 East of River Bridge	Eastbound	756	724	1.175	Yes	630	615	0.590	Yes	88	91	0.269	38
ATC_HCC002	A33 Spanish Green, SW of Petrol Station	Eastbound	586	674	3.532	Yes	488	548	2.636	Yes	69	61	0.949	29
ATC_HCC002	A33 Spanish Green, SW of Petrol Station	Westbound	561	843	10.619	No	467	678	8.785	No	66	91	2.885	28
ATC_HCC002	B3272 Eversley Cross	Westbound	210	206	0.283	Yes	175	191	1.192	Yes	25	11	3.218	11
ATC_HCC002	B3272 Eversley Cross	Northbound	234	241	0.442	Yes	195	216	1.441	Yes	27	25	0.462	12
ATC_HCC064	B3016 Just North of Caravan Park	Northbound	122	89	3.207	Yes	101	50	5.863	Yes	14	13	0.441	6
ATC_HCC065	A327 North of Jct1w Coopers Hill	Northbound	271	330	3.400	Yes	226	221	0.343	Yes	32	42	1.640	14
ATC_HCC065	A327 North of Jct1w Coopers Hill	Southbound	264	292	1.703	Yes	220	217	0.188	Yes	31	39	1.370	13
ATC_HCC494	Cove Rd Fleet	Westbound	391	446	2.705	Yes	326	282	2.523	Yes	46	96	5.881	20
ATC_HCC494	Cove Rd Fleet	Eastbound	407	344	3.209	Yes	339	285	4.210	Yes	48	66	2.435	20
ATC_NW2E	COMMONS RD, SOUTH OF OLD FOREST ROAD	Northbound	77	53	2.908	Yes	64	44	2.727	Yes	9	5	1.459	4
ATC_NW2E	COMMONS RD, SOUTH OF OLD FOREST ROAD	Southbound	76	95	2.097	Yes	63	88	2.851	Yes	9	4	1.794	4
ATC_NW3	LOWTHER RD, SOUTH OF OLD FOREST RD	Northbound	17	28	2.180	Yes	15	23	2.041	Yes	2	4	1.114	1
ATC_NW3	LOWTHER RD, SOUTH OF OLD FOREST RD	Southbound	17	13	1.063	Yes	14	7	2.082	Yes	2	5	1.561	1
ATC_NW8	HOLT LN, NORTH OF A329 ReADING RD	Northbound	146	240	6.793	Yes	122	192	5.629	Yes	17	35	3.585	7
ATC_NW8	HOLT LN, NORTH OF A329 ReADING RD	Southbound	150	219	5.091	Yes	125	196	5.634	Yes	17	19	0.363	7
ATC_NW9	JUBILEE AVE, WEST OF HOLT LN	Eastbound	56	36	2.981	Yes	47	29	2.937	Yes	7	7	0.213	3
ATC_NW9	JUBILEE AVE, WEST OF HOLT LN	Westbound	62	33	4.206	Yes	51	26	4.018	Yes	7	6	0.389	3

Highway

Interpeak - Highway											
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV		
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed
ATC_NW10	BELL FOUNDARY LN, EAST OF A321 TWYFORD RD	Eastbound	71	107	3.830	Yes	59	84	2.983	Yes	8
ATC_NW10	BELL FOUNDARY LN, EAST OF A321 TWYFORD RD	Westbound	72	61	1.417	Yes	60	48	1.650	Yes	8
ATC_BFBC029	B3408 Amen Corner, Bracknell	Westbound	770	739	1.123	Yes	641	647	0.236	Yes	39
ATC_BFBC029	B3408 Amen Corner, Bracknell	Eastbound	680	610	2.787	Yes	567	498	2.964	Yes	80
ATC_BFBC182	U/C887071 Harvest Ride, NDR, Bracknell	Westbound	188	263	5.019	Yes	156	230	5.284	Yes	22
ATC_BFBC182	U/C887071 Harvest Ride, NDR, Bracknell	Eastbound	183	300	7.593	No	152	272	8.216	No	21
ATC_BFBC222	Yateley Road, Sandhurst	Southbound	262	371	6.164	No	218	328	6.640	No	31
ATC_BFBC222	Yateley Road, Sandhurst	Northbound	263	310	2.730	Yes	219	277	3.657	Yes	31
ATC_BFBC229	A3095 Crowthorne Rd, North of B3430	Northbound	759	746	0.472	Yes	632	645	0.530	Yes	89
ATC_BFBC229	A3095 Crowthorne Rd, North of B3430	Southbound	776	766	0.370	Yes	647	690	1.669	Yes	91
ATC_BFBC230	B3095 Nine Mile Ride, Crowthorne	Eastbound	409	542	6.086	No	341	461	6.017	No	48
ATC_BFBC230	B3095 Nine Mile Ride, Crowthorne	Westbound	431	631	8.698	No	359	525	7.894	No	50
ATC_BFBC244	B3018 Binfield Road, Binfield	Northbound	258	336	4.540	Yes	215	229	0.974	Yes	30
ATC_BFBC244	B3018 Binfield Road, Binfield	Southbound	271	334	3.623	Yes	226	246	1.299	Yes	32
ATC_BFBC247	B3034 Forest Road, Binfield	Eastbound	234	54	14.979	No	195	43	13.951	No	27
ATC_BFBC247	B3034 Forest Road, Binfield	Westbound	159	113	3.862	Yes	132	96	3.444	Yes	19
ATC_WTC003	Site 3, A321 Finchampstead Road, Wokingham	Eastbound	688	451	9.937	No	573	405	7.604	No	80
ATC_WTC003	Site 3, A321 Finchampstead Road, Wokingham	Westbound	786	833	1.649	Yes	655	717	2.371	Yes	92
ATC_WB031	Site 31 - A329 Shooters Hill, Pangbourne	Southbound	225	233	0.566	Yes	187	195	0.559	Yes	26
ATC_WB031	Site 31 - A329 Shooters Hill, Pangbourne	Northbound	232	307	4.551	Yes	193	265	4.750	Yes	27
ATC_WB069	Site 69 - A4 Bath Road Benham Hill	Eastbound	603	518	3.591	Yes	502	412	4.232	Yes	71
ATC_WB069	Site 69 - A4 Bath Road Benham Hill	Westbound	698	529	6.818	No	582	430	6.742	No	82
ATC_TRADS_9510	Site at M25/4822A, 106/6/011/221 on M25 clockwise belt	Clockwise	5536	5263	3.863	Yes	4611	4411	2.979	Yes	648
ATC_TRADS_9511	Site at M25/4822B, 106/6/011/222 on M25 anti-clockwise belt	Anti-Clockwise	5405	5207	2.721	Yes	4502	4345	2.353	Yes	633
WBC CP 001	osroads Southern Approach (King Street Lane and Allr	Northbound	469	425	2.072	Yes	401	381	0.995	Yes	54
	osroads Southern Approach (King Street Lane and Allr	Southbound	441	368	3.605	Yes	356	324	1.735	Yes	66
WBC CP 001	The Paddocks Car Park	In Count	38	0	8.754	Yes	32	0	7.988	Yes	4
WBC CP 001	The Paddocks Car Park	Out Count	48	10	7.126	Yes	40	4	7.773	Yes	6
WBC CP 002	Elms Road Multi-Story Car Park	In Count	33	0	8.124	Yes	27	0	7.414	Yes	4
WBC CP 002	Elms Road Multi-Story Car Park	Out Count	39	0	8.869	Yes	33	0	8.094	Yes	5
WBC CP 003	Rose Street Car Park	In Count	56	0	10.614	Yes	47	0	9.687	Yes	7
WBC CP 003	Rose Street Car Park	Out Count	56	5	9.323	Yes	47	0	9.550	Yes	7
WBC CP 004	Easthampton Road East Car Park	In Count	33	0	8.124	Yes	27	0	7.414	Yes	4
WBC CP 004	Easthampton Road East Car Park	Out Count	33	4	6.774	Yes	28	4	5.949	Yes	4
WBC CP 005	Easthapstead Road West Car Park	In Count	24	0	6.928	Yes	20	0	6.322	Yes	3
WBC CP 005	Easthapstead Road West Car Park	Out Count	24	21	0.575	Yes	20	18	0.551	Yes	3
WBC CP 009	Shute End Council Offices Car Park	In Count	20	53	5.494	Yes	16	39	4.352	Yes	2
WBC CP 009	Shute End Council Offices Car Park	Out Count	23	39	2.916	Yes	19	33	2.767	Yes	3
WBC CP 010	Cockpit Path Car Park	In Count	55	0	10.520	Yes	46	0	9.600	Yes	6
WBC CP 010	Cockpit Path Car Park	Out Count	64	0	11.221	Yes	53	0	10.325	Yes	7
WBC CP 014-1	Station Car Park South	In Count	4	0	2.769	Yes	3	0	2.527	Yes	0
WBC CP 014-1	Station Car Park South	Out Count	4	0	2.844	Yes	4	0	2.687	Yes	1
WBC CP 014-2	Station Car Park North	In Count	68	0	11.619	Yes	56	0	10.603	Yes	8
WBC CP 014-2	Station Car Park North	Out Count	68	146	7.593	Yes	56	132	7.785	Yes	8
WBC CP 006	Euro/Denmark Street Car Parks	In Count	109	0	14.742	No	91	0	13.454	Yes	13
WBC CP 006	Euro/Denmark Street Car Parks	Out Count	116	0	15.194	No	97	0	13.900	Yes	14
WBC CP 009	Shute End Council Offices Car Park	In Count	20	0	6.258	Yes	16	0	5.711	Yes	2
WBC CP 009	Shute End Council Offices Car Park	Out Count	23	0	6.795	Yes	19	0	6.201	Yes	3

Highway

ID	Site Location	Dir	ALL VEHICLES										CAR				PM Peak - Highway												
			Link Pass? (GEH or Flow)			Observed			Modelled			GEH			Link Pass? (GEH or Flow)			Observed			Modelled			GEH			HGV		
			Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_R109	Caversham Park Rd, South of Lowfield Rd	Northbound	564	592	1.166	Yes	525	577	2.244	Yes	32	14	3.769	7	0	3.583													
ATC_R109	Caversham Park Rd, South of Lowfield Rd	Southbound	328	314	0.769	Yes	288	298	0.622	Yes	33	16	3.503	7	0	3.726													
ATC_SLR103	Barkham Rd, West of Ormonde Rd	Eastbound	309	444	6.972	No	258	390	7.319	No	40	42	0.276	11	12	0.514													
ATC_SLR103	Barkham Rd, West of Ormonde Rd	Westbound	375	347	1.496	Yes	341	316	1.400	Yes	26	23	0.693	8	8	0.129													
ATC_SLR108	Station Rd, E of Alderman Willey Ct	Westbound	546	547	0.031	Yes	477	503	1.159	Yes	58	26	4.851	11	18	1.737													
ATC_SLR109	Reading Rd, South of Station Link Rd	Northbound	512	419	4.290	Yes	475	399	3.620	Yes	30	17	2.648	7	3	1.776													
ATC_SLR109	Reading Rd, South of Station Link Rd	Southbound	1109	1151	1.267	Yes	990	1034	1.381	Yes	97	102	0.444	21	15	1.347													
ATC_SLR114	Reading Rd, South of Rotherfield Ave	Eastbound	834	861	0.942	Yes	778	769	0.344	Yes	47	82	4.364	9	11	0.633													
ATC_SLR114	Reading Rd, South of Rotherfield Ave	Westbound	1045	986	1.844	Yes	966	892	2.107	Yes	75	86	1.248	14	8	1.743													
ATC_SLR115	Station Link Rd, Southern section	Northbound	915	834	2.734	Yes	793	731	2.271	Yes	106	88	1.868	16	16	0.053													
ATC_SLR117	Murray Rd approach to Junction MCC, SLR3	Eastbound	260	59	15.910	No	242	58	15.002	No	17	1	5.313	1	0	1.625													
ATC_SLR117	Murray Rd approach to Junction MCC, SLR3	Westbound	140	182	3.310	Yes	122	168	3.846	Yes	17	13	0.849	1	0	1.359													
ATC_W120	Great Lea, South of Hartley Ct Rd	Northbound	123	123	0.021	Yes	105	111	0.610	Yes	16	5	3.443	3	7	1.976													
ATC_W120	Great Lea, South of Hartley Ct Rd	Southbound	195	183	0.925	Yes	178	128	4.016	Yes	16	42	4.900	2	12	3.896													
ATC_W124	Heathlands Rd, South of Hatch Ride	Northbound	120	196	6.098	Yes	101	167	5.774	Yes	16	15	0.190	3	14	3.592													
ATC_W124	Heathlands Rd, South of Hatch Ride	Southbound	34	78	5.871	Yes	28	62	5.131	Yes	5	14	2.846	1	2	0.647													
ATC_W125	B3348 Jubilee Rd, North of Finchampstead	Northbound	507	444	2.876	Yes	425	405	0.945	Yes	74	37	4.934	8	2	3.001													
ATC_W125	B3348 Jubilee Rd, North of Finchampstead	Southbound	456	542	3.848	Yes	415	484	3.299	Yes	37	45	1.253	4	12	2.757													
ATC_W127	B3030 Sindesham Rd, South of Church Ln	Northbound	379	320	3.129	Yes	348	295	2.949	Yes	28	22	1.178	3	3	0.157													
ATC_W127	B3030 Sindesham Rd, South of Church Ln	Southbound	391	312	4.188	Yes	344	279	3.650	Yes	43	18	4.460	4	14	3.497													
ATC_W131	Meadow Rd, South of Wokingham Rd	Northbound	124	300	12.129	No	115	285	12.025	No	8	16	2.344	1	0	1.539													
ATC_W131	Meadow Rd, South of Wokingham Rd	Southbound	128	221	7.114	Yes	117	206	6.982	Yes	9	9	0.122	1	6	2.953													
ATC_W136	A329 Broad St, North of Rose St	Eastbound	100	2	13.672	Yes	96	2	13.414	Yes	2	0	2.062	1	0	1.658													
ATC_W136	A329 Broad St, North of Rose St	Westbound	930	801	4.373	Yes	838	740	3.478	Yes	75	46	3.777	16	15	0.391													
ATC_W137	A329 Reading Rd, North of Arbor Ln	Eastbound	940	998	1.857	Yes	889	942	1.784	Yes	29	39	1.877	23	16	1.621													
ATC_W137	A329 Reading Rd, North of Arbor Ln	Westbound	844	908	2.161	Yes	802	833	1.106	Yes	34	61	3.981	8	13	1.493													
ATC_W138	Loddon Bridge Rd, South of Norton Rd	Northbound	528	529	0.052	Yes	488	464	1.069	Yes	32	63	4.400	8	2	2.650													
ATC_W138	Loddon Bridge Rd, South of Norton Rd	Southbound	450	420	1.451	Yes	417	392	1.223	Yes	28	27	0.339	5	1	2.427													
ATC_WRR101	Beech Ln, North of Hilbury Rd	Eastbound	273	219	3.420	Yes	258	207	3.332	Yes	12	10	0.819	3	3	0.085													
ATC_WRR101	Beech Ln, North of Hilbury Rd	Westbound	176	207	2.225	Yes	163	196	2.484	Yes	11	10	0.073	2	0	2.049													
ATC_WRR103	Wokingham Rd, West of Mays Ln	Eastbound	697	776	2.931	Yes	659	695	1.358	Yes	30	46	2.694	8	36	5.919													
ATC_WRR103	Wokingham Rd, West of Mays Ln	Westbound	616	484	5.636	No	575	424	6.755	No	35	44	1.477	7	16	2.827													
ATC_WRR104	Rushley Way, East of Faygate Way	Northbound	787	785	0.072	Yes	722	756	1.250	Yes	53	27	4.047	11	1	4.218													
ATC_WRR104	Rushley Way, East of Faygate Way	Southbound	537	557	0.840	Yes	509	535	1.175	Yes	25	21	0.666	4	0	2.666													
ATC_WBC002	SITE 2 - A321 FINCHAMPSTEAD RD, N OF B3016	Northbound	645	651	0.232	Yes	581	582	0.035	Yes	50	62	1.616	13	6	2.242													
ATC_WBC002	SITE 2 - A321 FINCHAMPSTEAD RD, N OF B3016	Southbound	971	987	0.517	Yes	875	876	0.176	Yes	76	80	0.526	20	37	3.129													
ATC_WBC0015	SITE 15 - B3350 CHURCH RD, EARLEY	Northbound	684	832	5.393	No	616	761	5.538	No	53	62	1.093	14	9	1.512													
ATC_WBC0015	SITE 15 - B3350 CHURCH RD, EARLEY	Southbound	401	488	4.133	Yes	361	432	3.530	Yes	31	52	3.226	8	4	1.574													
ATC_WBC0052	SITE 52 - B3349 BASINGSTOKE RD, RISELEY	Northbound	542	558	0.709	Yes	488	485	0.139	Yes	42	58	2.264	11	15	1.008													
ATC_WBC0052	SITE 52 - B3349 BASINGSTOKE RD, RISELEY	Southbound	231	207	1.655	Yes	208	172	2.605	Yes	18	28	2.009	5	7	0.771													
ATC_WBC0087	SITE 97 - RECTORY RD, WOKINGHAM	Channel 1	1107	1032	2.307	Yes	998	946	1.647	Yes	86	72	1.614	23	13	2.278													
ATC_WBC0171	SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OF	Northbound	1395	1566	4.451	Yes	1257	1407	4.105	Yes	109	142	3.001	29	17	2.545													
ATC_WBC0171	SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OF	Southbound	1809	1652	3.762	Yes	1630	1513	2.951	Yes	141	134	0.621	38	5	6.949													
ATC_WBC0174	SITE 174 - HYDE END ROAD	Northbound	341	315	1.456	Yes	308	286	1.262	Yes	27	29	0.411	7	0	3.543													
ATC_WBC0174	SITE 174 - HYDE END ROAD	Southbound	361	370	0.451	Yes	326	333	0.389	Yes	28	37	1.543	8	0	3.669													
ATC_WBC0205	SITE 205 - A329 SHUTE END, WOKINGHAM	Eastbound	824	848	0.826	Yes	743	773	1.107	Yes	64	69	0.558	17	6	3.278													
ATC_WBC0205	SITE 205 - A329 SHUTE END, WOKINGHAM	Westbound	735	651	3.200	Yes	662	618	1.764	Yes	57	22	5.699	15	11	1.045													
ATC_WBC0206	SITE 206 - OLD WOKINGHAM ROAD NORTHERN END	Northbound	546	578	1.358	Yes	492	522	1.336	Yes	43	51	1.191	11	5	2.076													
ATC_WBC0206	SITE 206 - OLD WOKINGHAM ROAD NORTHERN END	Southbound	995	1022	0.876	Yes	896	955	1.932	Yes	78	60	2.092	21	7	3.647													
ATC_WBC0207	SITE 207 - CULVER LANE	Eastbound	395	416	1.022	Yes	356	386	1.568	Yes	31	29	0.275	8	0	3.974													
ATC_WBC0207	SITE 207 - CULVER LANE	Westbound	355	356	0.024	Yes	320	333	0.734	Yes	28	22	1.248	7	1	3.281													
ATC_WBC0208	SITE 208 - POUND LANE	Northbound	284	256	1.703	Yes	256	250	0.345	Yes	22	6	4.476	6	0	3.381													
ATC_WBC0208	SITE 208 - POUND LANE	Southbound	369	297	3.945	Yes	332	264	3.942	Yes	29	29	0.025	8	4	1.680													
ATC_RBC013	Bath Road/Benyon Court Junction	Westbound	749	718	1.130	Yes	675	695	0.760	Yes	58	23	5.634	16	0	5.360													
ATC_RBC013	Bath Road/Benyon Court Junction	Eastbound	383	335	2.516	Yes	345	279	3.717	Yes	30	31	0.166	8	25	4.204													
ATC_RBC038	A33 Mere oak Lane Junction																												

Highway

PM Peak - Highway																
ID	Site Location	Dir	ALL VEHICLES			CAR			LGV			HGV				
			Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Observed	Modelled	GEH
ATC_RBC038	A33 Mere oak Lane Junction	Northbound	1920	1918	0.039	Yes	1730	1647	2.035	Yes	150	181	2.402	40	91	6.304
ATC_RBC073	Northumberland Avenue to Hartland Rd Roundabout	Southbound	367	276	5.084	Yes	331	273	3.356	Yes	29	3	6.304	8	0	3.908
ATC_RBC073	Northumberland Avenue to Hartland Rd Roundabout	Northbound	253	219	2.187	Yes	228	215	0.842	Yes	20	2	5.574	5	2	1.476
ATC_RBC096	Oxford Road near Ringwood Road	Eastbound	650	561	3.604	Yes	585	541	1.888	Yes	51	19	4.562	14	2	4.266
ATC_RBC096	Oxford Road near Ringwood Road	Westbound	908	833	2.547	Yes	818	795	0.798	Yes	71	36	4.692	19	1	5.771
ATC_RBC160	Hill Meadows Car Park	Inbound	15	110	12.020	Yes	14	110	12.268	Yes	1	0	1.530	0	0	0.290
ATC_RBC160	Hill Meadows Car Park	Outbound	126	160	2.857	Yes	114	159	3.856	Yes	10	0	4.112	3	1	1.058
ATC_RBC001	Cow Lane, Near Portman Rd Roundabout	Northbound	454	650	8.343	No	409	591	8.167	No	35	39	0.553	9	19	2.615
ATC_RBC001	Cow Lane, Near Portman Rd Roundabout	Southbound	637	592	1.836	Yes	574	534	1.695	Yes	50	47	0.454	13	11	0.706
ATC_RBC002	Bath Road, East of Mill Lane	Westbound	874	627	9.015	No	788	535	9.807	No	68	61	0.842	18	30	2.446
ATC_RBC002	Bath Road, East of Mill Lane	Eastbound	648	602	1.824	Yes	584	570	0.580	Yes	51	28	3.611	13	4	3.026
ATC_RBC003	The Meadow, East of St Michaels Rd	Westbound	891	846	1.521	Yes	802	807	0.157	Yes	69	39	4.211	19	0	5.986
ATC_OCC018	The Meadow, East of St Michaels Rd	Eastbound	577	520	2.426	Yes	520	492	1.269	Yes	45	29	2.721	12	0	4.770
ATC_OCC018	A4130 CROWMARSH HILL	Southbound	363	421	2.929	Yes	327	396	3.592	Yes	28	23	1.056	8	3	2.180
ATC_OCC018	A4130 CROWMARSH HILL	Northbound	468	461	0.345	Yes	422	404	0.878	Yes	37	46	1.518	10	10	0.202
ATC_OCC023	A4155 SOUTH OF HENLEY	Northbound	392	329	3.283	Yes	353	293	3.343	Yes	31	31	0.047	8	6	0.982
ATC_OCC023	A4155 SOUTH OF HENLEY	Southbound	628	677	1.954	Yes	565	625	2.454	Yes	49	46	0.395	13	6	2.365
ATC_OCC026	A329 South-West of M40	Northbound	630	631	0.043	Yes	588	588	0.866	Yes	49	43	0.978	13	0	5.121
ATC_OCC026	A329 South-West of M40	Southbound	465	391	3.544	Yes	419	382	1.825	Yes	36	9	5.855	10	1	4.003
ATC_OCC028	A418 WEST OF M40	Westbound	689	641	1.889	Yes	621	582	1.583	Yes	54	36	2.607	14	22	1.790
ATC_OCC028	A418 WEST OF M40	Eastbound	1077	904	5.491	No	971	829	4.741	Yes	84	59	2.907	22	16	1.367
ATC_OCC127	A4130 DIDCOT MANOR BRIDGE	Southbound	605	534	2.997	Yes	545	511	1.493	Yes	47	22	4.216	13	0	4.871
ATC_OCC127	A4130 DIDCOT MANOR BRIDGE	Northbound	565	597	1.339	Yes	509	576	2.885	Yes	44	21	0.482	12	0	4.814
ATC_OCC345	B4016 WEST OF MARSH BRIDGE DIDCOT	Westbound	851	896	1.516	Yes	767	778	0.397	Yes	66	108	4.434	18	10	2.042
ATC_OCC345	B4016 WEST OF MARSH BRIDGE DIDCOT	Eastbound	934	889	1.481	Yes	841	815	0.925	Yes	73	71	0.190	19	3	4.925
ATC_OCC518	Oxford Cowley Rd Littlemore Underneath Bypass	Northbound	153	111	3.585	Yes	138	106	2.878	Yes	12	6	2.118	3	0	2.521
ATC_OCC518	Oxford Cowley Rd Littlemore Underneath Bypass	Southbound	198	177	1.534	Yes	178	161	1.310	Yes	15	16	0.048	4	0	2.869
ATC_OCC525	A420 HEADINGTON RD E OF B4150	Eastbound	219	213	0.371	Yes	197	194	0.202	Yes	17	19	0.455	5	0	3.018
ATC_OCC525	A420 HEADINGTON RD E OF B4150	Westbound	378	293	4.659	Yes	341	275	3.784	Yes	30	18	2.266	8	0	3.989
ATC_OCC531	A40 Oxford Northern Bypass East of Marston Flyover	Westbound	1274	1162	3.230	Yes	1148	1005	4.354	Yes	99	130	2.874	27	26	0.126
ATC_OCC531	A40 Oxford Northern Bypass East of Marston Flyover	Eastbound	1331	1197	3.761	Yes	1199	1000	6.012	No	104	155	4.514	28	42	2.417
ATC_RBWM013	A4 East of River Bridge	Westbound	1038	911	4.096	Yes	936	806	4.393	Yes	81	72	1.051	22	33	2.104
ATC_RBWM013	A4 East of River Bridge	Eastbound	998	1029	0.973	Yes	899	925	0.845	Yes	78	91	1.444	21	13	1.905
ATC_HCC002	A33 Spanish Green, SW of Petrol Station	Eastbound	1119	1061	1.755	Yes	1008	970	1.227	Yes	87	80	0.789	23	11	2.924
ATC_HCC002	A33 Spanish Green, SW of Petrol Station	Westbound	1034	1261	6.687	No	932	1124	5.991	No	81	121	4.042	22	15	1.445
ATC_HCC002	B3272 Everley Cross	Westbound	333	334	0.080	Yes	300	325	1.404	Yes	26	9	3.975	7	0	3.502
ATC_HCC002	B3272 Everley Cross	Northbound	533	529	0.200	Yes	481	482	0.080	Yes	42	43	0.255	11	3	3.019
ATC_HCC064	B3016 Just North of Caravan Park	Northbound	242	258	0.972	Yes	218	240	1.416	Yes	19	16	0.648	5	2	1.818
ATC_HCC065	A327 North of Jct/w Coopers Hill	Northbound	383	682	12.962	No	345	604	11.877	No	30	55	3.795	8	24	3.960
ATC_HCC065	A327 North of Jct/w Coopers Hill	Southbound	387	533	6.801	No	349	464	5.733	No	30	48	2.880	8	20	3.247
ATC_HCC494	Cove Rd Fleet	Westbound	560	861	11.311	No	504	762	10.255	No	44	93	5.927	12	6	1.857
ATC_HCC494	Cove Rd Fleet	Eastbound	634	472	6.868	No	571	413	7.129	No	49	47	0.302	13	12	0.360
ATC_NW2E	COMMONS RD, SOUTH OF OLD FOREST ROAD	Northbound	94	116	2.215	Yes	84	110	2.658	Yes	7	2	2.477	2	4	1.059
ATC_NW2E	COMMONS RD, SOUTH OF OLD FOREST ROAD	Southbound	100	130	2.821	Yes	90	121	3.009	Yes	8	8	0.218	2	1	1.080
ATC_NW3	LOWTHER RD, SOUTH OF OLD FOREST RD	Northbound	20	19	0.072	Yes	18	12	1.340	Yes	2	7	2.533	0	0	0.460
ATC_NW3	LOWTHER RD, SOUTH OF OLD FOREST RD	Southbound	24	30	1.168	Yes	21	27	1.244	Yes	2	2	0.164	0	0	0.613
ATC_NW8	HOLT LN, NORTH OF A329 READING RD	Northbound	225	456	12.484	No	203	416	12.098	No	18	32	2.955	5	7	1.126
ATC_NW8	HOLT LN, NORTH OF A329 READING RD	Southbound	256	301	2.750	Yes	230	285	3.402	Yes	20	16	1.048	5	1	2.415
ATC_NW9	JUBILEE AVE, WEST OF HOLT LN	Eastbound	51	28	3.758	Yes	46	23	4.010	Yes	4	5	0.465	1	0	1.462
ATC_NW9	JUBILEE AVE, WEST OF HOLT LN	Westbound	99	132	3.082	Yes	89	109	2.023	Yes	8	23	3.844	2	0	1.987

Highway

PM Peak - Highway													
ALL VEHICLES				CAR				LGV				HGV	
ID	Site Location	Dir	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH	Link Pass? (GEH or Flow)	Observed	Modelled	GEH
ATC_NW10	BELL FOUNDARY LN, EAST OF A321 TWYFORD RD	Eastbound	96	223	10.031	No	87	190	8.763	No	8	26	4.443
ATC_NW10	BELL FOUNDARY LN, EAST OF A321 TWYFORD RD	Westbound	111	84	2.737	Yes	100	79	2.248	Yes	9	3	2.366
ATC_BFBC029	B3408 Amen Corner, Bracknell	Westbound	1917	1722	4.567	Yes	1728	1546	4.498	Yes	150	128	1.988
ATC_BFBC029	B3408 Amen Corner, Bracknell	Eastbound	985	914	2.319	Yes	888	834	1.835	Yes	77	61	1.910
ATC_BFBC182	U/C887071 Harvest Ride, NDR, Bracknell	Westbound	400	410	0.507	Yes	361	390	1.528	Yes	31	20	2.189
ATC_BFBC182	U/C887071 Harvest Ride, NDR, Bracknell	Eastbound	287	368	4.478	Yes	259	344	4.915	Yes	22	20	0.549
ATC_BFBC222	Yateley Road, Sandhurst	Southbound	539	669	5.292	No	485	562	3.363	Yes	42	71	3.877
ATC_BFBC222	Yateley Road, Sandhurst	Northbound	496	508	0.546	Yes	447	453	0.284	Yes	39	40	0.174
ATC_BFBC229	A3095 Crowthorne Rd, North of B3430	Northbound	1175	1036	4.173	Yes	1059	917	4.530	Yes	92	103	1.143
ATC_BFBC229	A3095 Crowthorne Rd, North of B3430	Southbound	1303	1050	7.366	No	1174	979	5.950	No	102	62	4.440
ATC_BFBC230	B3095 Nine Mile Ride, Crowthorne	Eastbound	576	710	5.270	No	519	618	4.168	Yes	45	84	4.845
ATC_BFBC230	B3095 Nine Mile Ride, Crowthorne	Westbound	700	836	4.920	Yes	630	750	4.552	Yes	55	75	2.495
ATC_BFBC244	B3018 Binfield Road, Binfield	Northbound	560	657	3.946	Yes	505	597	3.939	Yes	44	46	0.297
ATC_BFBC247	B3018 Binfield Road, Binfield	Southbound	513	529	0.716	Yes	462	478	0.743	Yes	40	34	0.987
ATC_BFBC247	B3034 Forest Road, Binfield	Eastbound	229	137	6.820	Yes	207	123	6.509	Yes	18	14	1.055
ATC_BFBC247	B3034 Forest Road, Binfield	Westbound	387	311	4.051	Yes	349	305	2.430	Yes	30	5	5.990
ATC_WTC003	Site 3, A321 Finchampstead Road, Wokingham	Eastbound	887	911	0.788	Yes	799	848	1.711	Yes	69	60	1.143
ATC_WTC003	Site 3, A321 Finchampstead Road, Wokingham	Westbound	1051	1135	2.540	Yes	947	996	1.569	Yes	82	97	1.563
ATC_WB031	Site 31 - A329 Shooters Hill, Pangbourne	Southbound	390	323	3.581	Yes	352	288	3.556	Yes	30	33	0.479
ATC_WB031	Site 31 - A329 Shooters Hill, Pangbourne	Northbound	389	393	0.214	Yes	351	358	0.359	Yes	30	34	0.583
ATC_WB069	Site 69 - A4 Bath Road Benham Hill	Eastbound	966	1045	2.478	Yes	871	938	2.234	Yes	75	91	1.883
ATC_WB069	Site 69 - A4 Bath Road Benham Hill	Westbound	606	629	2.141	Yes	546	592	1.957	Yes	47	58	1.425
ATC_TRADS_9510	Site at M25/4822A, 106/6/011/221 on M25 clockwise bei	Clockwise	4417	4666	3.693	Yes	3981	4199	3.407	Yes	345	369	1.268
ATC_TRADS_9511	Site at M25/4822B, 106/6/011/222 on M25 anti-clockwise bei	Anti-Clockwise	5725	5800	0.985	Yes	5159	5254	1.308	Yes	447	432	0.714
WBC CP 001	osroads Southern Approach (King Street Lane and Allr	Northbound	685	611	2.905	Yes	613	556	2.325	Yes	64	50	1.836
	osroads Southern Approach (King Street Lane and Allr	Southbound	658	607	2.013	Yes	567	551	0.873	Yes	80	41	4.993
WBC CP 001	The Paddocks Car Park	In Count	35	19	3.007	Yes	32	19	2.422	Yes	3	0	2.337
WBC CP 001	The Paddocks Car Park	Out Count	115	85	3.025	Yes	104	73	3.203	Yes	9	11	0.726
WBC CP 002	Elms Road Multi-Story Car Park	In Count	28	0	7.483	Yes	25	0	7.104	Yes	2	0	2.090
WBC CP 002	Elms Road Multi-Story Car Park	Out Count	37	0	8.602	Yes	33	0	8.166	Yes	3	0	2.403
WBC CP 003	Rose Street Car Park	In Count	59	0	10.863	Yes	53	0	10.312	Yes	5	0	3.034
WBC CP 003	Rose Street Car Park	Out Count	58	0	10.755	Yes	52	0	10.224	Yes	5	0	2.953
WBC CP 004	Easthampton Road East Car Park	In Count	21	0	6.481	Yes	19	0	6.152	Yes	2	0	1.810
WBC CP 004	Easthampton Road East Car Park	Out Count	82	11	10.960	Yes	74	11	9.600	Yes	6	0	3.577
WBC CP 005	Easthapstead Road West Car Park	In Count	19	0	6.064	Yes	17	0	5.746	Yes	1	0	1.722
WBC CP 005	Easthapstead Road West Car Park	Out Count	15	15	0.081	Yes	14	11	0.791	Yes	1	4	1.725
WBC CP 009	Shute End Council Offices Car Park	In Count	14	37	4.582	Yes	13	25	2.918	Yes	1	12	4.229
WBC CP 009	Shute End Council Offices Car Park	Out Count	40	50	1.438	Yes	36	49	1.940	Yes	3	1	1.515
WBC CP 010	Cockpit Path Car Park	In Count	21	0	6.481	Yes	19	0	6.152	Yes	2	0	1.810
WBC CP 010	Cockpit Path Car Park	Out Count	43	1	9.014	Yes	39	1	8.570	Yes	3	0	2.454
WBC CP 014-1	Station Car Park South	In Count	3	79	11.903	Yes	3	79	11.970	Yes	0	0	0.684
WBC CP 014-1	Station Car Park South	Out Count	14	0	5.292	Yes	13	0	5.023	Yes	1	0	1.478
WBC CP 014-2	Station Car Park North	In Count	154	30	12.986	No	139	30	11.901	No	12	0	4.902
WBC CP 014-2	Station Car Park North	Out Count	197	211	0.980	Yes	178	195	1.248	Yes	15	16	0.270
WBC CP 006	Euro/Denmark Street Car Parks	In Count	68	0	11.662	Yes	61	0	11.071	Yes	5	0	3.57
WBC CP 006	Euro/Denmark Street Car Parks	Out Count	87	0	13.173	Yes	78	0	12.516	Yes	7	0	3.640
WBC CP 009	Shute End Council Offices Car Park	In Count	14	0	5.292	Yes	13	0	5.023	Yes	1	0	1.478
WBC CP 009	Shute End Council Offices Car Park	Out Count	40	0	8.944	Yes	36	0	8.491	Yes	3	0	2.498

Appendix B.3

SCREENLINE AND CORDON

VALIDATION

WSP

AM Peak																
				Car				LGV				HGV				
ID	Name	Site Location	Dir	All												
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	
1	Wokingham Cordon-Inbound	A321 Finchampstead Rd, Eastheath	NB	840	821	-2%	0.651	754	750	-12%	0.156	67	59	-11%	0.962	1.750
		Blagrove Ln	NB	53	51	-4%	0.284	46	50	-6%	0.539	5	1	-87%	2.685	1.468
		SITE 110 - B3349 BARKHAM RD BARKHAM	EB	848	807	-5%	1.418	752	704	-19%	1.772	71	76	7%	0.556	0.443
		A329 READING ROAD, WEST OF GREEN LANE	EB	602	636	6%	1.380	534	570	-6%	1.535	50	44	-13%	0.975	1.100
		SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	SB	326	334	2%	0.423	289	278	-17%	0.678	27	29	6%	0.300	4.082
		SITE 204 - U8269 BINFIELD RD, WOKINGHAM	SB	102	92	-10%	1.044	90	87	-17%	0.372	9	5	-45%	1.493	2.352
		A329 London Rd, East of Plough Ln	WB	858	928	8%	2.352	742	813	-6%	2.542	80	86	8%	0.666	1.148
		SITE 113 - N60 WATERLOO RD, WOKINGHAM	NB	226	198	-12%	1.866	200	175	-25%	1.843	19	23	20%	0.833	2.947
		SITE 112 - N33 EASTHAMPSTEAD RD, WOKINGHAM	NB	707	718	2%	0.423	627	627	-13%	0.003	59	60	2%	0.180	1.933
		TOTAL		4560	4585	1%	0.363	4034	4052	0%	0.292	386	381	-1%	0.267	0.932
2	Wokingham Cordon-Outbound	A321 Finchampstead Rd, Eastheath	SB	557	579	4%	0.926	501	505	-10%	0.157	45	46	3%	0.190	3.922
		Blagrove Ln	SB	40	16	-59%	4.437	35	16	-68%	3.676	4	0	-96%	2.763	1.323
		SITE 110 - B3349 BARKHAM RD BARKHAM	WB	465	449	-4%	0.772	413	404	-15%	0.450	39	39	-1%	0.032	2.263
		A329 READING ROAD, WEST OF GREEN LANE	WB	659	666	1%	0.275	584	579	-14%	0.202	55	50	-8%	0.638	3.145
		SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	NB	620	642	4%	0.904	550	582	-7%	1.356	52	50	-3%	0.206	2.136
		SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	NB	392	413	5%	1.017	348	364	-8%	0.854	33	35	7%	0.402	0.548
		SITE 204 - U8269 BINFIELD RD, WOKINGHAM	NB	133	181	36%	3.780	118	178	38%	4.928	11	2	-78%	3.335	2.806
		A329 London Rd, East of Plough Ln	EB	1286	1340	4%	1.476	1235	1276	-1%	1.142	39	52	34%	1.975	0.074
		SITE 113 - N60 WATERLOO RD, WOKINGHAM	SB	231	180	-22%	3.518	204	167	-31%	2.719	19	12	-37%	1.810	3.198
		SITE 112 - N33 EASTHAMPSTEAD RD, WOKINGHAM	SB	421	516	23%	4.402	373	465	12%	4.479	35	43	23%	1.281	1.385
		TOTAL		4803	4981	4%	2.542	4361	4535	4%	2.614	332	331	0%	0.074	0.454
3	East Reading-Southbound	A33 North of Longwater Ave	SB	1751	1687	-4%	1.551	1439	1421	-23%	0.461	164	182	11%	1.383	6.039
		B3031 Basingstoke Rd, North of Bennet Rd	SB	387	355	-8%	1.633	318	305	-26%	0.701	42	27	-35%	2.526	0.838
		Northumberland Ave, South of Stockton Rd	SB	494	500	1%	0.295	464	480	-3%	0.766	23	20	-15%	0.729	3.618
		A327 near Beech Road Junction	SB	467	527	13%	2.704	414	476	2%	2.911	39	35	-11%	0.705	0.810
		SITE 210 - PEPPER LANE	EB	405	315	-22%	4.710	359	286	-33%	4.052	34	23	-31%	1.981	2.009
		Whiteknights Rd, South of Hamilton Rd	SB	408	373	-9%	1.764	383	345	-16%	1.940	22	14	-35%	1.786	3.256
		Wokingham Road-Bell Avenue Junction	SB	469	405	-14%	3.095	416	329	-34%	4.505	39	40	1%	0.057	4.397
		SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OB	SB	1285	1203	-6%	2.323	1139	1090	-17%	1.484	107	101	-6%	0.670	5.090

ID	Name	Site Location	Dir	AM Peak																	
				All			Car			LGV			HGV								
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH						
		TOTAL		5842	5596	-4%	3.250	5101	4956	-3%	2.046	478	450	-6%	1.301	264	191	-28%	4.820		
4	East Reading-Northbound	A33 North of Longwater Ave	NB	1522	1461	-4%	1.584	1260	1182	-27%	2.242	166	185	12%	1.460	96	94	-2%	0.223		
		B3031 Basingstoke Rd, North of Bennet Rd	NB	370	358	-3%	0.607	299	298	-24%	0.040	41	39	-4%	0.247	30	21	-31%	1.850		
		Northumberland Ave, South of Stockton Rd	NB	753	722	-4%	1.138	709	697	-8%	0.448	32	25	-22%	1.310	12	0	-99%	4.866		
		A327 near Beech Road Junction	NB	616	611	-1%	0.186	546	513	-19%	1.452	51	53	2%	0.158	18	46	152%	4.888		
		SITE 210 - PEPPER LANE	WB	1101	1089	-1%	0.370	976	963	-14%	0.435	92	90	-2%	0.238	33	36	11%	0.611		
		Whiteknights Rd, South of Hamilton Rd	NB	616	545	-11%	2.921	584	499	-20%	3.637	24	24	1%	0.024	8	22	179%	3.655		
		Wokingham Road-Bell Avenue Junction	NB	376	320	-15%	2.994	333	277	-30%	3.213	31	27	-13%	0.776	11	16	40%	1.229		
		SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD O/B	NB	2021	2206	9%	4.023	1792	2017	0%	5.167	169	174	3%	0.357	60	14	-76%	7.438		
		TOTAL		7729	7675	-1%	0.625	6846	6800	-1%	0.558	615	626	2%	0.411	267	248	-7%	1.180		
5	West Reading-Southbound	Site 55 - A340 Tidmarsh	SB	1018	880	-14%	4.461	903	794	-25%	3.738	85	71	-16%	1.574	30	15	-49%	3.071		
		Bath Road East to A4/Dorking Way Roundabout	WB	1718	1803	5%	2.025	1523	1607	-7%	2.126	144	126	-12%	1.529	51	69	37%	2.401		
		Burghfield Rd, North of Ammers Farm Rd	SB	444	431	-3%	0.625	376	397	-13%	1.025	45	34	-23%	1.636	23	0	-100%	6.763		
		Kybes Ln, North of Pingewood Rd S	SB	34	65	89%	4.326	25	45	40%	3.255	6	14	156%	2.743	4	6	75%	1.199		
		A33 Southbound	SB	1183	1321	12%	3.906	1049	1097	-8%	1.483	99	171	73%	6.237	35	52	49%	2.593		
		B3031 Basingstoke Road	WB	591	711	20%	4.688	524	640	9%	4.794	49	46	-8%	0.545	17	25	44%	1.671		
				TOTAL		4988	5210	4%	3.119	4401	4580	4%	2.669	427	462	8%	1.679	160	168	5%	0.660
				Site 55 - A340 Tidmarsh	NB	624	650	4%	1.029	553	591	-6%	1.580	52	51	-3%	0.196	18	8	-57%	2.873
6	West Reading-Northbound	Bath Road East to A4/Dorking Way Roundabout	EB	1046	1016	-3%	0.928	928	885	-17%	1.407	87	99	13%	1.171	31	32	4%	0.226		
		Burghfield Rd, North of Ammers Farm Rd	NB	693	594	-14%	3.908	614	548	-24%	2.751	57	45	-21%	1.694	22	1	-96%	6.208		
		Kybes Ln, North of Pingewood Rd S	NB	121	120	0%	0.003	101	94	-26%	0.726	15	13	-11%	0.458	4	13	215%	3.030		
		A33 Northbound	NB	2491	2443	-2%	0.971	2209	2155	-15%	1.157	208	208	0%	0.022	74	80	8%	0.699		
		B3031 Basingstoke Road	EB	637	643	1%	0.264	564	571	-12%	0.255	53	54	1%	0.075	19	19	0%	0.013		
				TOTAL		5611	5466	-3%	1.942	4971	4845	-3%	1.799	473	469	-1%	0.168	167	153	-9%	1.174
				A4155, Medmenham	EB	410	404	-1%	0.249	349	360	-14%	0.590	46	38	-17%	1.181	15	6	-57%	2.592

ID	Name	Site Location	Dir	All						Car				AM Peak			LGV			HGV		
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference
7	Wokingham/Bracknell - Eastbound	B3024 WALTHAM ST.LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	EB SB EB EB EB SB EB EB EB NB NB	759	589	-22%	6.548	708	540	-24%	6.725	38	37	-3%	0.163	12	12	0%	0.000			
				920	1021	11%	3.242	817	920	13%	3.495	81	83	2%	0.221	22	18	-18%	0.894			
				382	429	12%	2.299	339	375	-2%	1.903	32	39	23%	1.223	11	14	27%	0.845			
				145	182	26%	2.903	120	159	11%	3.260	22	23	8%	0.366	3	0	-100%	2.500			
				4473	4288	-4%	2.793	3959	3793	-17%	2.661	384	365	-5%	0.972	130	130	0%	0.033			
				271	182	-33%	5.934	243	179	-38%	4.348	21	2	-89%	5.454	8	0	-100%	3.894			
				638	724	13%	3.292	572	673	6%	4.059	58	51	-12%	0.928	9	0	-97%	3.986			
				3466	3291	-5%	3.014	3038	2917	-18%	2.217	307	264	-14%	2.531	121	110	-9%	1.064			
				1286	1340	4%	1.476	1235	1276	-1%	1.142	39	52	34%	1.975	13	12	-2%	0.074			
				860	943	10%	2.773	762	875	2%	3.937	72	65	-10%	0.837	25	3	-89%	5.977			
8	Wokingham/Bracknell - Westbound	A4155, Medmenham B3024 WALTHAM ST.LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	WB WB NB WB WB WB NB WB WB WB SB SB	733	900	23%	5.856	651	825	14%	6.403	64	65	1%	0.114	18	10	-43%	2.025			
				715	550	-23%	6.577	609	475	-39%	5.780	92	67	-28%	2.846	14	8	-40%	1.654			
				1013	935	-8%	2.495	899	851	-18%	1.612	85	65	-23%	2.232	30	19	-36%	2.196			
				16071	15778	-2%	2.324	14300	14217	-1%	0.696	1340	1218	-9%	3.413	430	343	-20%	4.427			
		A4155, Medmenham B3024 WALTHAM ST.LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	WB WB NB WB WB WB NB WB WB WB SB SB	355	342	-4%	0.713	306	288	-22%	1.032	38	35	-8%	0.530	12	19	67%	1.958			
				720	409	-43%	13.090	669	356	-47%	13.826	36	37	3%	0.166	16	16	0%	0.000			
				874	828	-5%	1.577	779	722	-7%	2.081	76	79	4%	0.341	19	27	42%	1.668			
				204	287	41%	5.307	181	244	22%	4.322	17	36	110%	3.641	6	7	24%	0.559			
				132	178	35%	3.687	108	150	16%	3.640	20	29	45%	1.800	4	0	-100%	2.915			
				5148	4904	-5%	3.446	4506	4427	-16%	1.182	472	390	-18%	3.981	170	87	-49%	7.289			
				159	69	-56%	8.401	106	54	-99%	5.854	43	16	-64%	5.065	10	0	-100%	4.483			
				376	410	9%	1.729	325	367	-3%	2.259	41	42	1%	0.053	9	1	-90%	3.648			
				3802	3809	0%	0.114	3477	3389	-12%	1.510	231	317	37%	5.173	94	104	11%	0.994			
				858	928	8%	2.352	742	813	-6%	2.542	80	86	8%	0.666	37	30	-18%	1.148			
		B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	WB WB SB SB	658	619	-6%	1.560	584	566	-16%	0.747	55	46	-16%	1.240	19	7	-65%	3.508			
				631	711	13%	3.080	558	613	-3%	2.267	57	93	62%	4.115	16	6	-65%	3.204			
				661	741	12%	3.043	579	653	-1%	3.016	69	80	15%	1.189	13	8	-35%	1.383			
				605	610	1%	0.233	536	529	-14%	0.320	51	56	12%	0.805	18	25	41%	1.561			

ID	Name	Site Location	Dir	All				Car				AM Peak			LGV				HGV		
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH		
		TOTAL		15183	14846	-2%	2.750	13455	13169	-2%	2.478	1286	1339	4%	1.470	443	338	-24%	5.330		
9	River Thames-Northbound	B4009 High St, West of Goring	WB	323	290	-10%	1.908	279	250	-26%	1.752	32	27	-15%	0.874	13	13	-1%	0.054		
			SB	293	347	19%	3.037	250	296	1%	2.786	39	46	20%	1.207	5	5	10%	0.205		
		Caversham Bridge, Reading	SB	1256	1159	-8%	2.804	1160	1072	-16%	2.623	67	58	-13%	1.059	30	28	-5%	0.270		
			SB	965	1039	8%	2.354	856	897	-8%	1.384	81	98	21%	1.792	29	45	56%	2.741		
		SITE 120- B478 Playhatch Road, Sonning	EB	495	607	23%	4.757	439	553	13%	5.087	41	51	23%	1.422	15	3	-77%	3.756		
		SITE 32 - A4130 HENLEY ON THAMES	EB	945	891	-6%	1.770	838	796	-18%	1.475	79	67	-15%	1.413	28	29	2%	0.115		
		TOTAL		4277	4333	1%	0.854	3821	3863	1%	0.677	338	347	3%	0.503	118	123	4%	0.435		
10	River Thames-Northbound	B4009 High St, West of Goring	EB	327	318	-3%	0.509	278	281	-16%	0.196	35	34	-1%	0.086	14	2	-83%	4.097		
			NB	342	407	19%	3.344	295	359	6%	3.535	40	46	16%	0.981	7	2	-78%	2.693		
		Caversham Bridge, Reading	NB	1089	997	-8%	2.834	1032	915	-17%	3.763	24	31	32%	1.440	33	52	55%	2.813		
			NB	583	686	18%	4.097	517	620	7%	4.306	49	50	3%	0.181	17	17	-4%	0.175		
		SITE 120- B478 Playhatch Road, Sonning	WB	609	645	6%	1.430	540	569	-7%	1.230	51	44	-13%	0.984	18	32	76%	2.733		
		SITE 32 - A4130 HENLEY ON THAMES	WB	642	796	24%	5.746	569	724	14%	6.070	54	56	4%	0.303	19	16	-13%	0.596		
		TOTAL		3592	3849	7%	4.216	3231	3467	7%	4.074	251	262	4%	0.637	109	120	10%	1.041		
11	North Reading-Southbound	Caversham Bridge, Reading	SB	1256	1159	-8%	2.804	1160	1072	-16%	2.623	67	58	-13%	1.059	30	28	-5%	0.270		
			SB	965	1039	8%	2.354	856	897	-8%	1.384	81	98	21%	1.792	29	45	58%	2.741		
		SITE 120- B478 Playhatch Road, Sonning	EB	495	607	23%	4.757	439	553	13%	5.087	41	51	23%	1.422	15	3	-77%	3.756		
		TOTAL		2717	2805	3%	1.689	2455	2521	3%	1.336	189	207	10%	1.296	73	77	5%	0.452		
12	North Reading-Northbound	Caversham Bridge, Reading	NB	1089	997	-8%	2.834	1032	915	-17%	3.763	24	31	32%	1.440	33	52	55%	2.813		
			NB	583	686	18%	4.097	517	620	7%	4.306	49	50	3%	0.181	17	17	-4%	0.175		
		SITE 120- B478 Playhatch Road, Sonning	WB	609	645	6%	1.430	540	569	-7%	1.230	51	44	-13%	0.984	18	32	76%	2.733		
		TOTAL		2281	2328	2%	0.989	2089	2103	1%	0.311	123	125	2%	0.183	68	100	46%	3.404		
		Broad Street Car Park	In to the car park	44	56	28%	1.730	38	56	32%	2.658	3	0	-100%	2.449	3	0	-100%	2.449		
		Oxford Road	EB	226	262	16%	2.281	218	246	9%	1.849	8	15	87%	2.053	0	0	0%	0.990		
		Site 8, Chatham Street / A329 / Friar Street	TO ARM D	113	133	18%	1.811	60	97	-27%	4.157	43	24	-45%	3.380	10	13	28%	0.821		
		Tudor Road	EB	176	288	64%	7.342	172	273	57%	6.799	2	10	413%	3.337	2	4	103%	1.188		

AM Peak																								
				All				Car				LGV				HGV								
ID	Name	Site Location	Dir	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	
13	Central Reading-Inbound	Station Multi-Storey Car Park	In to the car park	94	106	13%	1.200	81	93	15%	1.287	10	10	0%	0.000	3	3	0%	0.000	0.000	3	3	0%	0.000
			WB	341	317	-7%	1.310	338	317	-7%	1.147	3	0	-100%	2.449	0	0	0%	0.000	0.000				
			Forbury Road	307	75	-75%	16.759	268	51	-96%	17.211	33	23	-32%	1.977	6	2	-67%	2.011	2.011				
			Kings Road	96	110	14%	1.364	78	81	-19%	0.340	14	24	68%	2.210	4	5	31%	0.575	0.575				
			Sidmouth Street	14	54	283%	6.808	13	49	273%	6.525	1	3	207%	1.453	0	1	0%	1.440	1.440				
			Queen Road Car Park	191	172	-10%	1.379	190	172	-10%	1.307	1	0	-100%	1.414	0	0	0%	0.000	0.000				
			Into the car park	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!				
14	Central Reading-Outbound	Oracle Riverside Car Park	In to the car park	61	24	-61%	5.696	58	21	-69%	5.878	3	3	-5%	0.089	0	0	0%	0.000	0.000				
			NB	179	346	93%	10.287	165	337	96%	10.877	9	7	-20%	0.619	5	1	-80%	2.315	2.315				
			Bridge Street	503	565	12%	2.672	472	530	6%	2.573	25	30	19%	0.886	6	6	-8%	0.199	0.199				
			Castle Street	2345	2507	7%	3.296	2151	2325	8%	3.669	155	148	-5%	0.596	39	35	-10%	0.641	0.641				
			TOTAL	13	12	-5%	0.170	10	7	-64%	1.168	1	6	476%	2.589	2	0	-100%	2.000	2.000				
			Broad Street Car Park	63	133	111%	7.079	52	97	65%	5.195	9	24	161%	3.599	2	13	539%	3.963	3.963				
			Oxford Road	229	262	14%	2.083	200	246	9%	3.091	26	15	-42%	2.441	3	0	-84%	1.900	1.900				
	Central Reading-Outbound	Site 8, Chatham Street / A329 / Friar Street ARM D	WB	150	201	34%	3.826	137	189	29%	4.101	10	11	10%	0.297	3	0	-90%	2.090	2.090				
			Away from town centre	14	13	-7%	0.272	10	9	-10%	0.324	4	4	0%	0.000	0	0	#DIV/0!	#DIV/0!	#DIV/0!				
			Northern Station Entrance Access	0	0	0%	0.000	0	0	0%	0.000	0	0	0%	0.000	0	0	0%	0.000	0.000				
			Station Multi-Storey Car Park	6	16	172%	3.085	6	11	86%	1.767	0	5	0%	3.200	0	0	0%	0.000	0.000				
			Forbury Road	181	35	-81%	14.026	162	18	-101%	15.163	17	17	0%	0.010	2	0	-98%	1.949	1.949				
			Kings Road	249	31	-88%	18.439	219	6	-111%	20.087	24	25	3%	0.125	6	0	-95%	3.213	3.213				
			Sidmouth Street	17	45	164%	5.022	13	44	210%	5.842	4	1	-83%	2.166	0	0	0%	0.118	0.118				
	Central Reading-Outbound	Queen Road Car Park	Out of the car park	4	0	-100%	2.828	2	0	-200%	2.000	2	0	-100%	2.000	0	0	0%	0.000	0.000				
			SB	64	39	-40%	3.529	48	37	-57%	1.730	12	1	-88%	4.077	4	1	-87%	2.300	2.300				
			Oracle Riverside Car Park	20	95	377%	9.932	13	94	569%	11.069	7	2	-78%	2.649	0	0	0%	0.000	0.000				
			Bridge Street	351	314	-10%	2.011	325	289	-19%	2.081	22	24	10%	0.458	4	2	-61%	1.463	1.463				
			Castle Street	37	31	-15%	0.951	28	28	-33%	0.033	6	4	-40%	1.098	3	0	-99%	2.428	2.428				
			TOTAL	1398	1228	-12%	4.691	1225	1075	-12%	4.436	144	137	-5%	0.556	29	16	-45%	2.735	2.735				
				Central Reading-Outbound	A4074 CHAZEY HEATH	SB	477	442	-7%	1.641	423	375	-24%	2.431	40	39	-2%	0.107	14	28	100%	3.055	3.055	
Peppard Road- The Ridings Junction	499	502				1%	0.171	442	452	-11%	0.461	42	44	6%	0.382	15	6	-57%	2.590	2.590				

ID	Name	Site Location	Dir	AM Peak													
				All			Car			LGV				HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH		
15	Southbound	Henley Road / Playhatch Road	FROM ARM D	53	31	-42%	3.395	49	27	-45%	3.569	4	4	0%	0.000	0	
				83	84	2%	0.140	72	72	-15%	0.041	8	12	47%	1.197	3	0
		A4155 Span Hill, North of Spring Ln	SB	284	317	12%	1.943	251	296	5%	2.677	21	21	2%	0.109	12	1
		TOTAL		1395	1377	-1%	0.494	1237	1221	-1%	0.462	114	120	5%	0.563	44	35
16	Caversham Northbound	A4074 CHAZEY HEATH	NB	620	539	-13%	3.344	550	466	-28%	3.703	52	42	-19%	1.472	18	31
			NB	592	620	5%	1.157	525	532	-11%	0.309	50	54	9%	0.651	17	34
		Henley Road / Playhatch Road	TO ARM D	100	85	-15%	1.560	93	79	-15%	1.510	6	6	0%	0.000	0	0
			A4155 Span Hill, North of Spring Ln	NB	73	115	57%	4.320	57	106	58%	5.452	12	8	-33%	1.257	4
		TOTAL		530	595	12%	2.752	469	539	2%	3.135	42	49	17%	1.082	20	8
				1915	1955	2%	0.912	1693	1722	2%	0.708	161	159	-1%	0.164	60	74
17	Crowthorne/Sandhurst - Southbound	A340 Tadley	SB	789	889	13%	3.460	700	768	-3%	2.514	66	91	38%	2.803	23	31
			SB	47	114	144%	7.514	32	83	114%	6.728	12	27	119%	3.317	2	4
		A33 Basingstoke Rd, North of The Causeway	SB	1031	964	-6%	2.118	893	770	-29%	4.243	88	156	77%	6.165	51	38
			SB	573	751	31%	6.947	499	710	28%	8.581	55	15	-73%	6.792	19	26
		A327 Eversley	SB	686	745	9%	2.212	608	637	-8%	1.162	57	67	16%	1.168	20	41
			SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	SB	378	349	-8%	1.490	335	310	-20%	1.380	32	29	-9%	0.540	11
		A321 Wokingham Road, Sandhurst	SB	764	695	-9%	2.557	678	591	-26%	3.440	64	69	9%	0.685	23	35
			Crowthorne Road, North of Longdown Road	SB	559	520	-7%	1.659	492	455	-21%	1.673	55	58	6%	0.418	12
		A3095 Crowthorne Bypass, Crowthorne	SB	605	610	1%	0.233	536	529	-14%	0.320	51	56	12%	0.805	18	25
			A322 Bagshot Rd, Bracknell	SB	1903	1875	-1%	0.623	1687	1634	-16%	1.315	159	188	18%	2.218	56
		A322 Swinley Road, Winkfield	SB	609	679	12%	2.779	540	598	-2%	2.449	51	73	43%	2.768	18	8
		TOTAL		7941	8193	3%	2.803	6998	7085	1%	1.031	690	829	20%	5.057	252	278
																1.591	
18	Crowthorne/Sandhurst - Northbound	A340 Tadley	NB	706	631	-11%	2.882	626	542	-26%	3.466	59	49	-16%	1.307	21	40
			NB	67	135	101%	6.753	62	115	77%	5.630	3	5	30%	0.519	2	16
		A33 Basingstoke Rd, North of The Causeway	NB	1066	1068	0%	0.069	902	927	-15%	0.841	114	112	-1%	0.143	50	28
			B3349 Odiham Rd, North of Heckfield Heath	NB	780	729	-7%	1.850	653	639	-22%	0.541	101	57	-43%	4.892	27
		A327 Eversley	NB	785	751	-4%	1.212	696	645	-20%	1.963	66	68	3%	0.277	23	38
		SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	NB	323	317	-2%	0.339	287	296	-9%	0.557	27	17	-38%	2.174	10	4

ID	Name	Site Location	Dir	AM Peak															
				All			Car			LGV			HGV						
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH				
20	M4-Northbound	TMU Site 7047/2 on link A34	NB	1202	1315	9%	3.196	1066	1158	-4%	2.759	100	110	9%	0.909	36	48	34%	1.870
		Site 40 - B4009 Long Lane, Shaw	NB	182	182	0%	0.024	162	161	-13%	0.021	15	17	12%	0.453	5	4	-35%	0.888
		Site 260 - A4 Theale, west of A340 junction	EB	1288	1269	-1%	0.534	1142	1109	-16%	1.002	108	125	16%	1.603	38	35	-7%	0.457
		Hangar Rd, North of Sheffield Bottom	NB	353	368	4%	0.830	329	338	-4%	0.487	20	27	31%	1.293	3	4	19%	0.325
		Burghfield Rd, North of Amners Farm Rd	NB	693	594	-14%	3.908	614	548	-24%	2.751	57	45	-21%	1.694	22	1	-96%	6.208
		Kybes Ln, North of Pingewood Rd S	NB	121	120	0%	0.003	101	94	-26%	0.726	15	13	-11%	0.458	4	13	215%	3.030
		A33 Basingstoke Rd, North of Three Mile Cross	NB	2915	2855	-2%	1.115	2674	2636	-10%	0.733	118	145	23%	2.399	124	74	-40%	4.985
		SITE 94 - A327 HOLLOW LANE, SHINFIELD	NB	1153	1158	0%	0.141	1022	1027	-12%	0.133	96	72	-26%	2.687	34	59	74%	3.685
		SITE 217 - MILL LANE	WB	654	825	26%	6.283	580	751	17%	6.628	55	55	1%	0.084	19	19	-4%	0.173
		King Street Lane/Longdon Road	FROM ARM C	665	641	-4%	0.957	580	569	-17%	0.449	69	62	-9%	0.804	16	9	-45%	2.034
		A329 READING ROAD, WEST OF GREEN LANE	WB	659	666	1%	0.275	584	579	-14%	0.202	55	50	-8%	0.638	19	36	85%	3.145
		A329 SE M4 Jn 10	NB	3802	3809	0%	0.114	3477	3389	-12%	1.510	231	317	37%	5.173	94	104	11%	0.994
		Twyford Road / Forest Road	TO ARM A	343	375	9%	1.705	296	322	-7%	1.483	41	43	4%	0.241	6	11	78%	1.621
		The Straight Mile, South of M4	NB	243	281	16%	2.354	201	233	-5%	2.201	35	35	0%	0.009	8	13	74%	1.750
		B3018 Twyford Rd, South of M4	NB	132	178	35%	3.687	108	150	16%	3.640	20	29	45%	1.800	4	0	-100%	2.915
		B3024 WALTHAM ST.LAWRENCE	WB	204	287	41%	5.307	181	244	22%	4.322	17	36	110%	3.641	6	7	24%	0.559
		A330 Ascot Road Holyport	NB	783	761	-3%	0.788	694	659	-18%	1.355	65	70	7%	0.585	23	32	37%	1.627
		A308 Windsor Adj to M4 Bridge	WB	879	870	-1%	0.313	780	757	-16%	0.819	74	93	27%	2.178	26	20	-25%	1.352
		A332 Windsor & Eton NB	NB	2403	2565	7%	3.253	2131	2261	-7%	2.773	201	218	8%	1.160	71	86	22%	1.738
		TOTAL		19887	20253	2%	2.585	17799	17968	1%	1.257	1493	1674	12%	4.533	595	612	3%	0.721
21	South Oxfordshire-Southbound	Newbury Road	SB	226	255	13%	1.898	200	217	-4%	1.159	19	25	34%	1.372	7	13	94%	1.996
		SB, A34, Milton Junction to Chilton	SB	1615	1695	5%	1.959	1433	1501	-8%	1.783	135	133	-2%	0.219	48	62	29%	1.885
		Newbury Road	WB	416	381	-8%	1.741	369	338	-21%	1.625	35	22	-36%	2.334	12	21	67%	2.042
		Site 87 - A417 North of Streatley	SB	229	308	35%	4.846	203	273	22%	4.580	19	33	74%	2.774	7	1	-82%	2.752
		Site 71 - A329 North of Streatley	SB	283	228	-20%	3.485	251	194	-36%	3.849	24	28	18%	0.855	8	6	-32%	0.994
		B4009 Wallingford Rd, North of Goring	SB	126	104	-17%	2.024	98	86	-40%	1.264	20	9	-54%	2.807	8	9	13%	0.358
		A4074 Red Ln, West of B471	EB	580	633	9%	2.147	506	532	-9%	1.174	47	69	48%	2.924	27	31	14%	0.716
		B481 SOUTH OF NETTLEBED	SB	397	230	-42%	9.453	352	202	-56%	9.052	33	24	-27%	1.675	12	4	-66%	2.766
		A4130, South of Crocker End	SB	585	502	-14%	3.533	500	442	-29%	2.710	59	60	1%	0.040	25	1	-96%	6.630
		B480, Pishill	SB	63	92	46%	3.309	50	66	7%	2.071	10	0	-100%	4.359	3	26	792%	6.031

ID	Name	Site Location	Dir	All				Car				AM Peak				LGV				HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
		TOTAL		4519	4428	-2%	1.366	3963	3851	-3%	1.781	400	404	1%	0.176	157	173	10%				1.278	
22	South Oxfordshire-Northbound	Newbury Road	NB	749	662	-11%	3.239	684	588	-24%	3.025	63	67	7%	0.513	22	8	-65%				3.748	
		NB, A34, Chilton to Milton Junction	NB	1911	1755	-8%	3.648	1695	1522	-23%	4.306	160	149	-6%	0.834	56	83	48%				3.216	
		Newbury Road	EB	183	150	-18%	2.615	163	132	-32%	2.550	15	18	17%	0.639	5	0	-100%				3.291	
		Site 87 - A417 North of Streasley	NB	181	242	34%	4.245	160	217	23%	4.131	15	23	53%	1.834	5	2	-56%				1.531	
		Site 71 - A329 North of Streasley	NB	279	218	-22%	3.871	247	190	-36%	3.910	23	24	1%	0.062	8	5	-43%				1.383	
		B4009 Wallingford Rd, North of Goring	NB	130	114	-12%	1.435	102	101	-29%	0.066	25	14	-46%	2.603	4	0	-100%				2.739	
		A4074 Red Ln, West of B471	WB	673	738	10%	2.461	552	619	-10%	2.770	95	86	-10%	0.950	26	33	29%				1.361	
		B481 SOUTH OF NETTLEBED	NB	265	266	0%	0.035	235	237	-12%	0.107	22	22	-3%	0.139	8	7	-5%				0.154	
		A4130, South of Crocker End	NB	337	343	2%	0.320	292	292	-16%	0.033	29	30	5%	0.289	17	22	29%				1.122	
		B480, Pishill	NB	29	33	13%	0.678	25	32	14%	1.405	3	0	-100%	2.398	1	0	-78%				1.063	
		TOTAL		4737	4522	-5%	3.167	4135	3929	-5%	3.235	450	432	-4%	0.847	153	160	5%				0.617	
23	Newbury to Basingstoke-Eastbound	M4/A34	TO ARM A	1365	1252	-8%	3.122	1102	1084	-25%	0.535	162	124	-23%	3.152	101	43	-57%				6.769	
		TMU Site 7047/2 on link A34	NB	1202	1315	9%	3.196	1066	1158	-4%	2.759	100	110	9%	0.909	36	48	34%				1.870	
		M4 Jn 13 - Jn 12	EB	3909	3764	-4%	2.333	3431	3316	-17%	1.982	348	330	-5%	0.947	130	119	-9%				1.074	
		Site 40 - B4009 Long Lane, Shaw	NB	182	182	0%	0.024	162	161	-13%	0.021	15	17	12%	0.453	5	4	-35%				0.888	
		Site 26 - A4 Woolhampton	WB	764	680	-11%	3.103	677	593	-25%	3.360	64	65	1%	0.098	23	23	2%				0.103	
		Site 255 - A340 Basingstoke Road, Aldermaston	NB	477	561	18%	3.702	423	491	3%	3.175	40	39	-3%	0.211	14	32	126%				3.712	
		Reading Road, South of red Lane	NB	638	629	-1%	0.358	502	544	-19%	1.849	100	73	-27%	2.947	35	12	-67%				4.921	
		A33, South of Whitemarsh Lane	NB	1055	1063	1%	0.244	870	936	-14%	2.190	129	90	-30%	3.669	56	37	-35%				2.851	
		A30 Basingstoke	EB	398	385	-3%	0.663	353	352	-13%	0.047	33	29	-14%	0.851	12	4	-64%				2.650	
		NB, M3, Junction 6 - 5	NB	4183	4067	-3%	1.814	3710	3619	-15%	1.496	350	325	-7%	1.371	124	123	-1%				0.070	
		TOTAL		14172	13897	-2%	2.314	12294	12253	0%	0.372	1341	1201	-10%	3.935	536	444	-17%				4.185	
		SB, A34, Main C Way South of M4 Junction 13	SB	1235	1163	-6%	2.096	1096	1018	-20%	2.395	103	102	-2%	0.169	37	43	19%				1.101	
		M4/A34	FROM ARM A	1195	1169	-2%	0.757	986	1039	-16%	1.655	104	79	-24%	2.656	105	52	-51%				6.020	

AM Peak																			
ID	Name	Site Location	Dir	All				Car				LGV				HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	
24	Newbury to Basingstoke - Westbound	M4 Jn 13 - Jn 12	WB	3537	3383	-4%	2.619	3106	2973	-18%	2.419	313	305	-2%	0.438	118	105	-11%	1.229
		Site 40 - B4009 Long Lane, Shaw	SB	370	312	-16%	3.155	328	276	-29%	3.019	31	14	-54%	3.541	11	22	101%	2.717
			Site 26 - A4 Woolhampton	EB	886	781	-12%	3.615	785	703	-23%	3.015	74	68	-8%	0.692	26	10	-62%
		Site 255 - A340 Basingstoke Road, Aldermaston	SB	578	691	20%	4.481	512	604	5%	3.894	48	58	19%	1.264	17	29	68%	2.432
			Reading Road, South of red Lane	SB	719	683	-5%	1.379	571	567	-27%	0.204	123	96	-22%	2.600	25	20	-18%
		A33, South of Whitmarsh Lane	SB	1272	1230	-3%	1.201	1077	1083	-18%	0.184	146	118	-19%	2.434	49	28	-42%	3.309
25	Spencers Wood - Southbound	A30 Basingstoke	WB	774	785	1%	0.380	687	672	-15%	0.567	65	62	-4%	0.302	23	51	121%	4.581
		SB, M3, Junction 5 - 6	SB	3762	3589	-5%	2.858	3336	3155	-18%	3.184	315	336	7%	1.180	111	98	-12%	1.289
		TOTAL		14330	13785	-4%	4.589	12486	12090	-3%	3.575	1323	1238	-6%	2.365	521	458	-12%	2.860
		Goring Ln, West of Fullers Ln	WB	317	282	-11%	2.007	284	247	-25%	2.280	26	30	17%	0.831	7	5	-25%	0.728
			Bloomfield Hatch Ln, South of Grazeley	SB	143	162	13%	1.557	127	151	6%	2.059	11	10	-9%	0.326	5	1	-79%
		Grazeley Road, North of Cross Lane	SB	15	21	35%	1.255	13	10	-41%	0.963	2	11	413%	3.400	0	0	0%	0.000
26	Spencers Wood - Northbound	SITE 27 - SWALLOWFIELD BYPASS, READING	SB	1522	1472	-3%	1.293	1350	1311	-16%	1.061	127	126	-1%	0.085	45	35	-23%	1.644
		Beech Hill Road, South of White House/Lambs Lane	SB	334	297	-11%	2.087	297	263	-24%	2.012	29	34	16%	0.821	8	0	-97%	3.891
		B3349 Basingstoke Rd, North of Swallowfield St	SB	373	373	0%	0.009	325	306	-21%	1.076	35	46	33%	1.816	13	20	56%	1.798
		A327 Loddon Bridge	EB	785	848	8%	2.228	696	735	-7%	1.468	66	92	40%	2.926	23	22	-7%	0.323
		TOTAL		3489	3455	-1%	0.574	3091	3022	-2%	1.239	296	349	18%	2.954	102	83	-18%	1.909
		Goring Ln, West of Fullers Ln	EB	359	462	29%	5.091	291	411	18%	6.370	59	45	-23%	1.890	9	6	-29%	0.924
26	Spencers Wood - Northbound	Bloomfield Hatch Ln, South of Grazeley	NB	201	122	-39%	6.221	182	108	-51%	6.160	12	10	-14%	0.491	7	4	-47%	1.413
		Grazeley Road, North of Cross Lane	NB	84	63	-26%	2.521	60	59	-41%	0.080	23	3	-85%	5.358	2	0	-100%	1.861
		SITE 27 - SWALLOWFIELD BYPASS, READING	NB	1692	1572	-7%	2.973	1501	1438	-17%	1.640	141	104	-27%	3.411	50	31	-39%	3.073
		Beech Hill Road, South of White House/Lambs Lane	NB	218	145	-34%	5.450	164	118	-61%	3.812	45	26	-42%	3.171	9	0	-99%	4.260
		B3349 Basingstoke Rd, North of Swallowfield St	NB	554	551	-1%	0.137	478	480	-16%	0.065	56	49	-13%	0.992	20	22	13%	0.562
		A327 Loddon Bridge	WB	623	686	10%	2.488	552	592	-6%	1.648	52	56	8%	0.598	18	38	108%	3.726
		TOTAL		3731	3600	-3%	2.155	3228	3205	-1%	0.400	389	295	-24%	5.088	114	101	-12%	1.329

ID	Name	Site Location	Dir	All						Interpeak						LGV				HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
1	Wokingham Cordon-Inbound	A321 Finchampstead Rd, Eastheath Blagrove Ln SITE 110 - B3349 BARKHAM RD BARKHAM A329 READING ROAD, WEST OF GREEN LANE SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM SITE 204 - U8269 BINFIELD RD, WOKINGHAM A329 London Rd, East of Plough Ln SITE 113 - N60 WATERLOO RD, WOKINGHAM SITE 112 - N33 EASTHAMPS TEAD RD, WOKINGHAM	NB	512	429	-16%	3.842	435	366	-34%	3.451	61	48	-22%	1.835	16	15	-5%	0.192				
			NB	17	12	-28%	1.243	14	11	-44%	0.765	2	1	-44%	0.755	1	0	-100%	1.458				
			EB	318	354	12%	1.994	265	312	-2%	2.810	37	34	-10%	0.613	16	8	-47%	2.162				
			EB	636	621	-2%	0.598	530	517	-22%	0.550	74	74	-1%	0.050	32	30	-6%	0.357				
			SB	175	194	11%	1.409	146	168	-5%	1.781	20	21	0%	0.013	9	6	-37%	1.206				
			SB	52	60	15%	1.065	44	58	12%	1.957	6	3	-55%	1.598	3	0	-100%	2.291				
			WB	757	805	6%	1.695	576	632	-22%	2.298	131	130	-1%	0.099	51	43	-16%	1.168				
			NB	85	56	-34%	3.425	71	49	-51%	2.795	10	7	-31%	1.047	4	0	-96%	2.751				
			NB	270	354	31%	4.773	225	298	13%	4.557	32	35	10%	0.523	14	21	56%	1.825				
			TOTAL	2823	2886	2%	1.186	2304	2412	5%	2.226	374	351	-6%	1.212	145	123	-15%	1.872				
2	Wokingham Cordon-Outbound	A321 Finchampstead Rd, Eastheath Blagrove Ln SITE 110 - B3349 BARKHAM RD BARKHAM A329 READING ROAD, WEST OF GREEN LANE SITE 203 - A321 TWYFORD ROAD, WOKINGHAM SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM SITE 204 - U8269 BINFIELD RD, WOKINGHAM A329 London Rd, East of Plough Ln SITE 113 - N60 WATERLOO RD, WOKINGHAM SITE 112 - N33 EASTHAMPS TEAD RD, WOKINGHAM	SB	574	511	-11%	2.713	478	423	-31%	2.586	73	71	-3%	0.260	23	17	-27%	1.368				
			SB	18	18	-1%	0.025	14	17	-7%	0.793	3	1	-72%	1.532	1	0	-100%	1.500				
			WB	327	344	5%	0.945	272	296	-11%	1.422	38	34	-10%	0.624	16	13	-18%	0.751				
			WB	606	598	-1%	0.329	504	504	-20%	0.031	71	61	-14%	1.260	30	33	9%	0.504				
			NB	221	247	12%	1.670	184	212	-5%	1.941	26	27	5%	0.257	11	8	-28%	1.000				
			NB	142	158	11%	1.252	119	141	-1%	2.007	17	16	-3%	0.139	7	0	-98%	3.662				
			NB	55	46	-15%	1.193	46	42	-28%	0.556	6	4	-32%	0.889	3	0	-100%	2.340				
			EB	671	694	3%	0.865	599	598	-12%	0.053	54	66	23%	1.598	18	30	63%	2.343				
			SB	102	91	-11%	1.155	85	72	-35%	1.469	12	16	31%	1.005	5	3	-40%	1.019				
			SB	286	387	35%	5.511	238	341	23%	6.047	33	39	16%	0.888	14	7	-50%	2.181				
			TOTAL	3001	3092	3%	1.642	2539	2645	4%	2.092	333	335	1%	0.103	129	112	-14%	1.620				
3	East Reading-Southbound	A33 North of Longwater Ave B3031 Basingsbke Rd, North of Bennet Rd Northumberland Ave, South of Stockton Rd A327 near Beech Road Junction SITE 210 - PEPPER LANE Whiteknights Rd, South of Hamilton Rd Wokingham Road-Bell Avenue Junction SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OB	SB	1252	1293	3%	1.148	969	992	-27%	0.733	169	187	10%	1.323	113	114	0%	0.032				
			SB	379	310	-18%	3.724	298	248	-44%	3.028	53	40	-25%	1.954	29	23	-20%	1.151				
			SB	290	296	2%	0.387	259	276	-5%	1.000	21	18	-13%	0.630	9	3	-74%	2.844				
			SB	417	444	7%	1.320	347	392	-7%	2.336	49	38	-22%	1.636	21	14	-32%	1.609				
			EB	465	368	-21%	4.716	387	299	-43%	4.778	54	43	-20%	1.572	23	27	14%	0.643				
			SB	220	217	-1%	0.191	195	189	-16%	0.445	19	20	2%	0.097	6	8	52%	1.097				
			SB	398	373	-6%	1.282	332	319	-24%	0.713	47	29	-38%	2.913	20	26	28%	1.165				
				146	168	15%	1.756	139	161	16%	1.796	7	7	0%	0.000	0	0	#DIV/0!	1.165				
				924	966	5%	1.355	775	861	-8%	3.035	105	88	-16%	1.694	45	16	-64%	5.155				
																			#DIV/0!				

Interpeak														
All					Car			LGV			HGV			
ID	Name	Site Location	Dir	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference
7	Wokingham/Bracknell I-Eastbound	B3024 WALTHAM ST,LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	EB SB EB EB SB EB EB EB EB NB NB	389	352	-10%	1.922	329	289	-12%	2.276	51	54	6%
				547	550	1%	0.128	444	456	3%	0.566	67	69	3%
				107	100	-6%	0.624	89	58	-55%	3.662	12	26	104%
				66	107	63%	4.437	49	71	11%	2.943	12	22	78%
				3558	3347	-6%	3.586	2880	2772	-27%	2.029	479	398	-17%
				60	33	-44%	3.900	45	27	-73%	3.037	10	6	-40%
				200	198	-1%	0.107	164	155	-27%	0.704	27	28	3%
				1895	1654	-13%	5.724	1435	1374	-36%	1.612	308	217	-30%
				671	694	3%	0.865	599	598	-12%	0.053	54	66	23%
				340	376	11%	1.923	283	333	-3%	2.821	40	42	5%
8	Wokingham/Bracknell I-Westbound	A4155, Medmenham B3024 WALTHAM ST,LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	WB WB NB WB WB WB NB WB WB WB SB SB	9381	8991	-4%	4.069	7580	7443	-2%	1.572	1267	1147	-10%
				179	217	21%	2.698	141	176	-2%	2.763	27	27	0%
				374	305	-18%	3.745	304	234	-23%	4.268	44	44	0%
				587	534	-9%	2.239	505	451	-11%	2.470	60	62	3%
				112	89	-21%	2.346	94	58	-58%	4.080	13	21	62%
				61	108	78%	5.140	47	82	45%	4.328	9	14	47%
				3260	3160	-3%	1.763	2606	2664	-23%	1.124	470	336	-29%
				62	24	-62%	5.850	36	19	-119%	3.164	22	5	-79%
				213	247	16%	2.213	171	212	-1%	2.934	32	29	-9%
				2012	1681	-16%	7.691	1548	1405	-39%	3.734	305	236	-22%
		B3024 WALTHAM ST,LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	WB WB NB WB WB WB NB WB WB WB SB SB	567	561	-1%	0.240	472	493	-16%	0.964	66	64	-4%
				386	395	2%	0.442	321	328	-18%	0.403	52	41	-21%
				432	536	24%	4.740	354	443	3%	4.454	56	67	18%
				316	291	-8%	1.427	263	259	-22%	0.269	37	31	-17%
				757	805	6%	1.695	576	632	-22%	2.298	131	130	-1%
				3430	3348	-3%	1.427	263	259	-22%	0.269	37	31	-17%
				432	536	24%	4.740	354	443	3%	4.454	56	67	18%
				386	395	2%	0.442	321	328	-18%	0.403	52	41	-21%
				567	561	-1%	0.240	472	493	-16%	0.964	66	64	-4%
				567	561	-1%	0.240	472	493	-16%	0.964	66	64	-4%

ID	Name	Site Location	Dir	Interpeak																
				All				Car		LGV				HGV						
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH					
		TOTAL		9318	8952	-4%	3.827	7439	7457		0%	0.206	1324	1105	-17%	6.284	554	390	-30%	7.526
9	River Thames-Southbound	B4009 High St, West of Goring	WB	206	207	0%	0.013	171	184	-13%	0.990	27	23	-16%	0.862	9	0	-100%	4.163	
			SB	145	190	31%	3.501	116	160	13%	3.737	23	27	16%	0.724	5	3	-48%	1.206	
		Caversham Bridge, Reading	SB	1063	998	-6%	2.023	907	818	-27%	3.018	108	115	7%	0.702	48	64	34%	2.182	
			SB	605	620	2%	0.577	504	528	-15%	1.058	71	60	-16%	1.380	30	32	5%	0.251	
		SITE 120- B478 Playhatch Road, Sonning	EB	345	409	18%	3.266	288	339	-2%	2.901	40	49	22%	1.342	17	20	18%	0.709	
			EB	560	559	0%	0.046	466	475	-18%	0.394	66	71	8%	0.622	28	13	-53%	3.242	
		TOTAL		2924	2982	2%	1.052	2452	2505	2%	1.052	335	345	3%	0.526	137	132	-4%	0.426	
10	River Thames-Northbound	B4009 High St, West of Goring	EB	189	188	-1%	0.113	157	163	-17%	0.462	24	24	3%	0.163	9	0	-95%	3.867	
			NB	125	160	28%	2.893	105	139	13%	3.108	16	21	32%	1.171	5	0	-100%	3.089	
		Caversham Bridge, Reading	NB	1068	997	-7%	2.230	945	848	-23%	3.234	74	96	29%	2.351	50	53	7%	0.492	
			NB	612	597	-2%	0.586	514	524	-17%	0.465	68	44	-35%	3.230	29	29	-3%	0.140	
		SITE 120- B478 Playhatch Road, Sonning	WB	334	406	22%	3.744	278	358	9%	4.490	39	41	6%	0.342	17	6	-61%	3.005	
			WB	524	536	2%	0.524	436	436	-20%	0.037	61	62	1%	0.112	26	38	46%	2.106	
		TOTAL		2852	2883	1%	0.579	2435	2468	1%	0.671	282	288	2%	0.370	135	127	-6%	0.740	
11	North Reading-Southbound	Caversham Bridge, Reading	SB	1063	998	-6%	2.023	907	818	-27%	3.018	108	115	7%	0.702	48	64	34%	2.182	
			SB	605	620	2%	0.577	504	528	-15%	1.058	71	60	-16%	1.380	30	32	5%	0.251	
		SITE 120- B478 Playhatch Road, Sonning	EB	345	409	18%	3.266	288	339	-2%	2.901	40	49	22%	1.342	17	20	18%	0.709	
		TOTAL		2013	2026	1%	0.284	1699	1686	-1%	0.322	219	224	2%	0.353	95	116	22%	2.021	
12	North Reading-Northbound	Caversham Bridge, Reading	NB	1068	997	-7%	2.230	945	848	-23%	3.234	74	96	29%	2.351	50	53	7%	0.492	
			NB	612	597	-2%	0.586	514	524	-17%	0.465	68	44	-35%	3.230	29	29	-3%	0.140	
		SITE 120- B478 Playhatch Road, Sonning	WB	334	406	22%	3.744	278	358	9%	4.490	39	41	6%	0.342	17	6	-61%	3.005	
		TOTAL		2014	2000	-1%	0.313	1736	1730	0%	0.148	182	181	0%	0.031	96	88	-8%	0.779	
		Broad Street Car Park	In to the car park	51	62	22%	1.479	44	62	26%	2.561	6	0	-100%	3.512	1	0	-100%	1.633	
		Oxford Road	EB	122	200	64%	6.167	109	158	33%	4.227	12	24	110%	2.988	1	18	1437%	5.426	
		Site 8, Chatham Street / A329 / Friar Street	TO ARM D	173	188	9%	1.149	120	158	-12%	3.207	40	30	-26%	1.729	13	1	-95%	4.683	
		Tudor Road	EB	33	124	272%	10.227	28	103	245%	9.190	5	19	319%	4.204	1	2	391%	1.609	

ID	Name	Site Location	Dir	Interpeak						LGV						HGV					
				All			Car			LGV			HGV								
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH		
13	Central Reading-Inbound	Station Multi-Storey Car Park	In to the car park	128	126	-2%	0.177	119	118	-1%	0.092	7	7	0%	0.000	1	1	0%	0.000	0.000	
				110	88	-19%	2.131	103	88	-21%	1.467	6	0	-100%	3.446	1	0	-100%	1.362	1.362	
				193	74	-62%	10.365	172	65	-74%	9.774	19	7	-63%	3.315	3	1	-52%	1.007	1.007	
				104	109	6%	0.558	81	85	-23%	0.470	20	17	-16%	0.728	3	7	174%	2.075	2.075	
				7	50	668%	8.171	5	45	805%	8.098	2	4	165%	1.578	0	0	0%	0.279	0.279	
				43	51	19%	1.165	43	51	19%	1.266	1	0	-100%	1.155	0	0	0%	0.000	0.000	
				0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	0	0	#DIV/0!	#DIV/0!	#DIV/0!	
				224	56	-75%	14.184	221	54	-77%	14.232	4	2	-34%	0.696	0	0	0%	0.000	0.000	
				202	418	107%	12.238	185	388	100%	11.988	13	23	78%	2.402	4	6	57%	0.988	0.988	
				322	292	-9%	1.693	282	258	-22%	1.432	33	25	-26%	1.590	6	9	39%	0.894	0.894	
		TOTAL		1711	1839	7%	3.030	1510	1634	8%	3.132	166	159	-5%	0.604	33	46	36%	1.935		
14	Central Reading-Outbound	Broad Street Car Park	Out of the car park	114	158	39%	3.786	101	136	23%	3.264	11	21	101%	2.680	2	0	-100%	2.082	2.082	
				129	188	48%	4.723	115	158	25%	3.680	13	30	137%	3.734	1	1	-50%	0.666	0.666	
				157	200	27%	3.223	133	158	1%	2.046	21	24	16%	0.691	3	18	533%	4.687	4.687	
				144	217	51%	5.489	118	184	34%	5.370	21	31	43%	1.811	5	3	-32%	0.732	0.732	
				96	77	-20%	2.043	90	72	-20%	2.000	4	4	0%	0.000	1	1	0%	0.000	0.000	
				0	0	-100%	0.577	0	0	-100%	0.577	0	0	0%	0.000	0	0	0%	0.000	0.000	
				61	82	36%	2.553	60	75	24%	1.900	1	7	597%	2.991	0	0	0%	0.000	0.000	
				226	101	-55%	9.736	194	83	-73%	9.448	29	16	-45%	2.752	3	2	-9%	0.150	0.150	
				143	45	-69%	10.101	105	27	-111%	9.614	33	15	-56%	3.814	5	3	-25%	0.586	0.586	
				17	43	151%	4.734	13	36	150%	4.790	5	7	57%	1.078	0	0	-96%	0.547	0.547	
		Queen Road Car Park	Out of the car park	51	83	63%	3.902	50	83	64%	4.063	1	0	-100%	1.528	0	0	0%	0.000		
78	32	-58%		6.125	52	31	-88%	3.231	21	0	-100%	6.481	4	1	-81%	2.175	2.175				
207	222	7%		1.002	200	217	5%	1.195	7	5	-29%	0.799	1	0	-100%	1.155	1.155				
350	448	28%		4.897	322	408	18%	4.496	24	31	31%	1.386	5	9	101%	1.781	1.781				
		Castle Street	WB	72	61	-15%	1.302	51	53	-37%	0.233	18	7	-63%	3.242	3	2	-35%	0.612		
		TOTAL		1843	1958	6%	2.637	1603	1721	7%	2.893	208	197	-5%	0.768	32	40	28%	1.491		
		A4074 CHAZEY HEATH	SB	316	354	12%	2.097	263	282	-13%	1.189	37	38	4%	0.213	16	33	110%	3.519		
		Peppard Road- The Ridings Junction	SB	330	302	-9%	1.591	275	239	-33%	2.254	39	37	-4%	0.269	17	26	57%	2.060		

ID	Name	Site Location	Dir	Interpeak															
				All				Car				LGV				HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
20	M4-Northbound	TMU Site 7047/2 on link A34	NB	1104	1115	1%	0.320	920	925	-20%	0.169	129	128	-1%	0.080	55	62	12%	0.841
		Site 40-B4009 Long Lane, Shaw	NB	178	144	-19%	2.702	148	128	-33%	1.673	21	15	-27%	1.337	9	0	-100%	4.223
		Site 260 - A4 Theale, west of A340 junction	EB	747	822	10%	2.689	622	683	-10%	2.383	87	95	9%	0.841	37	44	17%	1.003
		Hangar Rd, North of Sheffield Bottom	NB	121	152	26%	2.691	104	124	3%	1.913	14	19	35%	1.206	3	9	205%	2.491
		Burghfield Rd, North of Ammers Farm Rd	NB	258	219	-15%	2.483	205	184	-36%	1.485	29	24	-17%	0.935	24	11	-54%	3.092
		Kybes Ln, North of Phigewood Rd S	NB	18	43	138%	4.538	11	28	88%	3.761	4	9	123%	1.944	3	6	129%	1.644
		A33 Basingstoke Rd, North of Three Mile Cross	NB	1367	1345	-2%	0.590	1014	1047	-31%	1.037	190	187	-2%	0.210	163	111	-32%	4.458
		SITE 94 - A327 HOLLOW LANE, SHINFIELD	NB	640	632	-1%	0.315	533	524	-22%	0.385	75	48	-35%	3.377	32	59	86%	4.053
		SITE 217 - MILL LANE	WB	319	331	4%	0.700	265	269	-19%	0.213	37	37	-2%	0.122	16	26	62%	2.160
		King Street Lane/Longdon Road	FROM ARM C	474	442	-7%	1.484	413	394	-19%	0.932	50	47	-6%	0.448	12	2	-85%	3.844
		A329 READING ROAD, WEST OF GREEN LANE	WB	606	598	-1%	0.329	504	504	-20%	0.031	71	61	-14%	1.260	30	33	9%	0.504
		A329 SE M4 Jn 10	NB	2012	1681	-16%	7.691	1548	1405	-39%	3.734	305	236	-22%	4.142	159	40	-75%	11.913
		Twyford Road / Forest Road	TO ARM A	211	219	4%	0.545	170	183	-16%	1.002	35	30	-12%	0.737	7	6	-17%	0.458
		The Straight Mile, South of M4	NB	94	141	51%	4.414	72	123	41%	5.182	16	18	15%	0.573	6	0	-100%	3.360
		B3018 Twyford Rd, South of M4	NB	61	108	78%	5.140	47	82	45%	4.328	9	14	47%	1.288	4	12	189%	2.800
		B3024 WAL THAM ST.LAWRENCE	WB	112	89	-21%	2.346	94	58	-58%	4.080	13	21	62%	1.964	6	9	68%	1.399
A330 Ascot Road Holyport	NB	401	368	-8%	1.671	334	290	-33%	2.507	47	48	3%	0.177	20	30	51%	2.046		
A308 Windsor Adj to M4 Bridge	WB	593	612	3%	0.751	494	467	-26%	1.255	69	92	32%	2.471	30	54	80%	3.685		
A332 Windsor & Elton NB	NB	1625	1631	0%	0.148	1364	1357	-20%	0.186	183	197	8%	1.059	78	76	-2%	0.200		
TOTAL				12162	11621	-4%	4.963	9882	9549	-3%	3.374	1526	1445	-5%	2.107	754	627	-17%	4.847
21	South Oxfordshire-Southbound	Newbury Road	SB	211	247	17%	2.402	175	192	-11%	1.207	25	34	37%	1.670	11	22	104%	2.735
		SB, A34, Milton Junction to Chilton	SB	1474	1323	-10%	4.044	1228	1092	-31%	3.984	173	155	-10%	1.401	74	77	4%	0.309
		Newbury Road	WB	116	142	22%	2.265	97	103	-13%	0.652	14	21	53%	1.725	6	18	207%	3.505
		Site 87 - A417 North of Streatley	SB	116	132	13%	1.401	97	113	-4%	1.524	14	18	35%	1.194	6	1	-81%	2.557
		Site 71 - A329 North of Streatley	SB	134	152	13%	1.467	112	148	13%	3.204	16	3	-79%	4.022	7	0	-98%	3.557
		B4009 Wallingford Rd, North of Goring	SB	99	77	-22%	2.345	79	71	-36%	0.889	16	6	-62%	2.969	4	0	-100%	2.986
		A4074 Red Ln, West of B471	EB	315	400	27%	4.486	260	319	2%	3.456	31	46	52%	2.555	24	34	42%	1.877
		B481 SOUTH OF NETTLEBED	SB	160	136	-15%	2.002	133	97	-47%	3.351	19	16	-14%	0.624	8	22	177%	3.660
		A4130, South of Crocker End	SB	300	292	-3%	0.455	244	246	-22%	0.148	36	38	4%	0.212	20	9	-57%	3.005
		B480, Pishill	SB	31	30	-3%	0.184	26	30	-7%	0.631	4	0	-100%	2.784	1	1	-40%	0.490

ID	Name	Site Location	Dir	Interpeak															
				All				Car				LGV				HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
		TOTAL		2957	2931	-1%	0.487	2451	2411	-2%	0.815	346	337	-2%	0.464	161	183	14%	1.703
22	South Oxfordshire - Northbound	Newbury Road NB, A34, Chilton to Milton Junction	NB	201	239	19%	2.585	167	178	-14%	0.833	24	32	38%	1.693	10	29	183%	4.199
			NB	1533	1335	-13%	5.250	1277	1077	-36%	5.823	179	172	-4%	0.589	77	86	11%	0.976
		Newbury Road Site 87 - A417 North of Streatley	EB	115	116	1%	0.087	96	95	-21%	0.108	14	21	58%	1.866	6	0	-100%	3.402
			NB	131	165	26%	2.830	109	134	3%	2.307	15	21	37%	1.321	7	10	51%	1.170
		Site 71 - A329 North of Streatley B4009 Wallingford Rd, North of Goring	NB	136	167	22%	2.477	113	148	10%	3.000	16	19	19%	0.720	7	0	-100%	3.683
			NB	99	70	-30%	3.194	76	52	-61%	2.982	17	17	-4%	0.160	5	1	-89%	2.763
		A4074 Red Ln, West of B471 B481 SOUTH OF NETTLEBED	WB	318	392	23%	3.940	230	316	-1%	5.201	62	57	-8%	0.667	26	20	-25%	1.357
			NB	168	129	-23%	3.188	140	96	-52%	4.068	20	15	-23%	1.089	8	18	117%	2.694
		A4130, South of Crocker End B480, Pishill	NB	309	337	9%	1.565	247	297	-5%	3.024	39	37	-6%	0.384	23	4	-83%	5.222
			NB	29	34	17%	0.865	24	0	-119%	6.949	4	0	-100%	2.654	1	34	3058%	7.810
				TOTAL		3040	2984	-2%	1.014	2480	2393	-3%	1.757	390	391	0%	0.068	170	200
23	Newbury to Basingstoke - Eastbound	M4/A34 TMU Site 7047/2 on link A34	TO ARM A	768	575	-25%	7.423	540	426	-63%	5.179	130	97	-25%	3.046	99	52	-47%	5.310
			NB	1104	1115	1%	0.320	920	925	-20%	0.169	129	128	-1%	0.080	55	62	12%	0.841
		M4 Jn 13 - Jn 12 Site 40 -B4009 Long Lane, Shaw	EB	2706	2588	-4%	2.301	2215	2099	-27%	2.494	341	347	2%	0.351	150	141	-6%	0.752
			NB	178	144	-19%	2.702	148	128	-33%	1.673	21	15	-27%	1.337	9	0	-100%	4.223
		Site 26 - A4 Woolhampton Site 255 - A340 Basingstoke Road, Aldermaston	WB	506	517	2%	0.520	421	409	-23%	0.605	59	71	21%	1.511	25	37	47%	2.123
			NB	257	277	8%	1.214	214	240	-8%	1.702	30	37	24%	1.221	13	0	-100%	5.076
		Reading Road, South of red Lane A33, South of Whitemarsh Lane	NB	298	288	-3%	0.561	218	231	-31%	0.864	55	56	2%	0.142	25	1	-96%	6.584
			NB	835	736	-12%	3.515	648	599	-36%	1.980	115	72	-38%	4.483	71	66	-8%	0.689
		A30 Basingstoke NB, M3, Junction 6 - 5	EB	446	378	-15%	3.368	372	295	-41%	4.199	52	52	-1%	0.095	22	31	40%	1.731
			NB	2849	3051	7%	3.705	2379	2529	-13%	3.040	330	349	6%	1.034	141	173	22%	2.520
				TOTAL		9947	9669	-3%	2.807	8074	7881	-2%	2.165	1262	1225	-3%	1.054	611	563
		SB, A34, Main C Way South of M4 Junction 13 M4/A34	SB FROM ARM A	1075	1006	-6%	2.123	895	839	-26%	1.905	126	114	-10%	1.106	54	54	-1%	0.041
				806	705	-12%	3.663	568	547	-45%	0.876	136	95	-30%	3.814	101	62	-38%	4.304

ID	Name	Site Location	Dir	Interpeak															
				All				Car			LGV			HGV					
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
24	Newbury to Basingstoke - Westbound	M4 Jn 13 - Jn 12	WB	2661	2492	-6%	3.327	2179	2042	-28%	3.001	336	312	-7%	1.357	146	139	-5%	0.554
		Site 40 - B4009 Long Lane, Shaw	SB	196	171	-13%	1.849	163	152	-27%	0.881	23	19	-18%	0.909	10	0	-100%	4.433
		Site 26 - A4 Woolhampton	EB	503	523	4%	0.851	419	421	-20%	0.079	59	73	24%	1.710	25	29	15%	0.725
		Site 255 - A340 Basingstoke Road, Aldermaston	SB	265	292	10%	1.611	221	246	-9%	1.610	31	33	6%	0.352	13	14	2%	0.086
		Reading Road, South of red Lane	SB	311	320	3%	0.529	220	262	-22%	2.701	64	58	-10%	0.805	26	0	-100%	7.242
		A33, South of Whitemarsh Lane	SB	947	924	-2%	0.769	723	745	-28%	0.805	141	105	-26%	3.286	83	74	-11%	1.003
25	Spencers Wood - Southbound	A30 Basingstoke	WB	467	479	3%	0.546	389	385	-21%	0.198	55	49	-10%	0.768	23	45	91%	3.648
		SB, M3, Junction 5 - 6	SB	2954	2912	-1%	0.772	2472	2438	-21%	0.685	337	335	-1%	0.099	144	138	-4%	0.508
		TOTAL		10186	9825	-4%	3.609	8251	8078	-2%	1.921	1308	1192	-9%	3.278	627	555	-11%	2.941
		Goring Ln, West of Fullers Ln	WB	168	161	-4%	0.492	133	142	-20%	0.739	26	15	-40%	2.282	9	4	-51%	1.789
		Bloomfield Hatch Ln, South of Grazeley	SB	102	79	-23%	2.426	84	63	-46%	2.457	11	16	45%	1.341	7	0	-99%	3.646
		Grazeley Road, North of Cross Lane	SB	10	14	42%	1.184	7	12	36%	1.598	2	1	-18%	0.243	1	0	-82%	0.946
26	Spencers Wood - Northbound	SITE 27 - SWALLOWFIELD BYPASS, READING	SB	921	869	-6%	1.758	767	715	-27%	1.926	108	95	-12%	1.308	46	59	28%	1.790
		Beech Hill Road, South of White House/Lambs Lane	SB	105	77	-27%	2.963	84	68	-45%	1.912	14	9	-37%	1.553	6	0	-97%	3.445
		B3349 Basingstoke Rd, North of Swallowfield St	SB	178	234	32%	3.926	139	184	5%	3.573	25	26	2%	0.091	14	24	77%	2.416
		A327 Loddon Bridge	EB	457	489	7%	1.509	380	379	-20%	0.060	53	65	21%	1.485	23	45	99%	3.861
		TOTAL		1940	1923	-1%	0.387	1595	1563	-2%	0.812	239	227	-5%	0.810	106	133	26%	2.529
		Goring Ln, West of Fullers Ln	EB	173	184	6%	0.764	131	150	-18%	1.610	33	30	-10%	0.576	10	4	-57%	2.111
27	Spencers Wood - Southbound	Bloomfield Hatch Ln, South of Grazeley	NB	105	58	-45%	5.261	87	47	-66%	4.807	11	10	-5%	0.181	8	0	-98%	3.803
		Grazeley Road, North of Cross Lane	NB	12	16	42%	1.298	6	15	60%	2.705	4	1	-78%	1.958	1	0	-87%	1.292
		SITE 27 - SWALLOWFIELD BYPASS, READING	NB	830	717	-14%	4.047	691	592	-34%	3.931	97	80	-17%	1.787	42	45	9%	0.581
		Beech Hill Road, South of White House/Lambs Lane	NB	109	64	-41%	4.791	76	56	-70%	2.443	24	8	-65%	3.848	9	0	-99%	4.271
		B3349 Basingstoke Rd, North of Swallowfield St	NB	186	195	5%	0.708	149	169	-11%	1.578	25	18	-27%	1.433	12	8	-30%	1.105
		A327 Loddon Bridge	WB	497	586	18%	3.815	414	469	-7%	2.825	58	61	4%	0.338	25	56	124%	4.876
28	Spencers Wood - Northbound	TOTAL		1911	1820	-5%	2.106	1554	1498	-4%	1.425	251	208	-17%	2.846	107	114	7%	0.741

PM Peak																			
				All				Car				LGV				HGV			
ID	Name	Site Location	Dir	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
1	Wokingham Cordon-Inbound	A321 Finchampstead Rd, Eastheath	NB	625	514	-18%	4.636	556	446	-32%	4.924	56	59	4%	0.326	12	9	-23%	0.879
		Blagrove Ln	NB	31	33	8%	0.430	25	29	-5%	0.744	5	4	-29%	0.715	0	0	0%	0.335
		SITE 110 - B3349 BARKHAM RD BARKHAM	EB	484	558	15%	3.260	436	511	6%	3.436	38	41	8%	0.461	10	7	-32%	1.108
		A329 READING ROAD, WEST OF GREEN LANE	EB	614	677	10%	2.486	553	613	0%	2.493	48	49	2%	0.144	13	15	15%	0.524
		SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	SB	431	509	18%	3.574	389	456	6%	3.290	34	29	-13%	0.787	9	23	159%	3.557
		SITE 204 - U8269 BINFIELD RD, WOKINGHAM	SB	155	206	33%	3.775	140	204	35%	4.898	12	2	-85%	3.895	3	0	-100%	2.534
		A329 London Rd, East of Plough Ln	WB	1211	1149	-5%	1.802	1044	1003	-20%	1.287	131	116	-11%	1.326	36	30	-17%	1.038
2	Wokingham Cordon-Outbound	SITE 113 - N60 WATERLOO RD, WOKINGHAM	NB	192	227	19%	2.465	173	220	17%	3.389	15	6	-59%	2.695	4	1	-77%	1.953
		SITE 112 - N33 EASTHAMPESTEAD RD, WOKINGHAM	NB	408	445	9%	1.758	368	398	-3%	1.547	32	29	-10%	0.595	8	18	109%	2.561
		TOTAL		4151	4319	4%	2.576	3684	3881	5%	3.206	371	334	-10%	1.951	96	103	7%	0.717
		A321 Finchampstead Rd, Eastheath	SB	984	1007	2%	0.727	889	884	-11%	0.166	81	87	7%	0.627	14	36	162%	4.453
		Blagrove Ln	SB	42	67	59%	3.364	36	66	66%	4.226	5	1	-73%	2.094	1	0	-100%	1.658
		SITE 110 - B3349 BARKHAM RD BARKHAM	WB	738	776	5%	1.396	665	721	-3%	2.135	58	45	-21%	1.701	15	10	-36%	1.581
		A329 READING ROAD, WEST OF GREEN LANE	WB	675	657	-3%	0.694	608	598	-13%	0.413	53	49	-7%	0.503	14	10	-30%	1.210
3	East Reading-Southbound	SITE 203 - A321 TWYFORD ROAD, WOKINGHAM	NB	308	376	22%	3.697	278	347	14%	3.940	24	27	12%	0.589	6	2	-66%	2.036
		SITE 202 - C8701 WARREN HOUSE RD, WOKINGHAM	NB	220	236	7%	1.083	198	208	-6%	0.692	17	16	-9%	0.363	5	13	174%	2.722
		SITE 204 - U8269 BINFIELD RD, WOKINGHAM	NB	77	98	28%	2.263	69	95	27%	2.909	6	2	-61%	1.800	2	0	-99%	1.771
		A329 London Rd, East of Plough Ln	EB	772	786	2%	0.511	736	718	-7%	0.637	30	57	89%	4.086	6	11	69%	1.506
		SITE 113 - N60 WATERLOO RD, WOKINGHAM	SB	221	184	-17%	2.623	199	178	-22%	1.574	17	6	-65%	3.306	5	0	-96%	2.877
		SITE 112 - N33 EASTHAMPESTEAD RD, WOKINGHAM	SB	534	537	1%	0.131	481	481	-11%	0.030	42	45	8%	0.492	11	12	4%	0.136
		TOTAL		4571	4725	3%	2.261	4159	4296	3%	2.117	333	336	1%	0.163	79	93	17%	1.463
3	East Reading-Southbound	A33 North of Longwater Ave	SB	1080	1098	2%	0.559	954	959	-13%	0.158	66	87	31%	2.321	60	53	-11%	0.896
		B3031 Basingstoke Rd, North of Bennet Rd	SB	382	285	-25%	5.290	340	268	-34%	4.128	29	14	-53%	3.273	13	4	-72%	3.282
		Northumberland Ave, South of Stockton Rd	SB	683	562	-18%	4.816	639	533	-23%	4.385	36	28	-21%	1.350	8	1	-84%	3.027
		A327 near Beech Road Junction	SB	566	669	18%	4.142	510	645	15%	5.599	44	24	-46%	3.512	12	1	-95%	4.488
		SITE 210 - PEPPER LANE	EB	849	767	-10%	2.888	765	689	-21%	2.814	66	52	-22%	1.908	18	26	48%	1.801
		Whiteknights Rd, South of Hamilton Rd	SB	596	612	3%	0.666	558	576	-4%	0.760	33	17	-48%	3.104	5	19	261%	3.942
		Wokingham Road-Bell Avenue Junction	SB	545	583	7%	1.594	491	521	-5%	1.312	43	48	13%	0.840	11	14	24%	0.754
SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OB	SB	269	236	-12%	2.077	266	233	-12%	2.089	3	3	0%	0.000	0	0	#DIV/0!	#DIV/0!		
				1809	1652	-9%	3.762	1630	1513	-18%	2.951	141	134	-5%	0.621	38	5	-86%	6.949

ID	Name	Site Location	Dir	PM Peak												GEH			
				All				Car				LGV					HGV		
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH		Observed	Modelled	Difference
		TOTAL		6778	6465	-5%	3.843	6153	5936	-4%	2.790	460	406	-12%	2.622	165	123	-25%	3.442
4	East Reading-Northbound	A33 North of Longwater Ave	NB	1749	1884	8%	3.158	1550	1749	0%	4.881	115	110	-5%	0.539	83	25	-69%	7.852
		B3031 Basingstoke Rd, North of Bennet Rd	NB	405	351	-13%	2.767	357	303	-28%	2.985	32	27	-14%	0.789	16	20	30%	1.113
		Northumberland Ave, South of Stockton Rd	NB	493	518	5%	1.115	459	489	-1%	1.398	24	16	-34%	1.803	10	13	25%	0.767
		A327 near Beech Road Junction	NB	428	385	-10%	2.161	386	337	-24%	2.581	33	27	-19%	1.148	9	21	132%	3.068
		SITE 210 - PEPPER LANE	WB	464	439	-6%	1.204	418	415	-12%	0.194	36	24	-35%	2.306	10	1	-93%	3.966
		Whiteknights Rd, South of Hamilton Rd	NB	330	317	-4%	0.718	313	300	-10%	0.715	12	8	-35%	1.336	5	9	80%	1.486
		Wokingham Road-Bell Avenue Junction	NB	384	343	-11%	2.151	346	303	-23%	2.377	30	30	-1%	0.037	8	10	25%	0.672
				223	244	9%	1.374	222	240	8%	1.184	2	4	100%	1.155	0	0	#DIV/0!	#DIV/0!
		SITE 171 - A329(M), SOUTH OF A4 & CHURCH RD OB	NB	1395	1566	12%	4.451	1257	1407	1%	4.105	109	142	31%	3.001	29	17	-42%	2.545
		TOTAL		5871	6046	3%	2.268	5309	5543	4%	3.176	393	388	-1%	0.292	170	116	-32%	4.525
5	West Reading-Southbound	Site 55 - A340 Tidmarsh	SB	586	586	0%	0.012	528	533	-10%	0.235	46	49	8%	0.509	12	3	-76%	3.344
		Bath Road East to A4/Dorking Way Roundabout	WB	1174	1381	18%	5.790	1058	1254	8%	5.763	92	102	12%	1.080	24	25	2%	0.077
		Burghfield Rd, North of Ammers Farm Rd	SB	659	489	-26%	7.082	593	458	-34%	5.891	54	30	-44%	3.647	12	1	-90%	4.230
		Kybes Ln, North of Pingewood Rd S	SB	110	143	30%	2.965	98	106	-4%	0.829	11	25	135%	3.386	2	12	661%	4.063
		A33 Southbound	SB	1820	1836	1%	0.378	1640	1627	-12%	0.335	142	159	12%	1.384	38	51	34%	1.913
		B3031 Basingstoke Road	WB	756	602	-20%	5.908	682	543	-31%	5.599	59	51	-13%	1.034	16	8	-49%	2.261
				TOTAL		5105	5037	-1%	0.948	4598	4521	-2%	1.146	403	417	3%	0.690	104	100
6	West Reading-Northbound	Site 55 - A340 Tidmarsh	NB	968	851	-12%	3.878	872	751	-25%	4.256	75	81	7%	0.594	20	19	-5%	0.214
		Bath Road East to A4/Dorking Way Roundabout	EB	1923	2081	8%	3.532	1733	1873	-3%	3.297	150	161	7%	0.881	40	47	18%	1.070
		Burghfield Rd, North of Ammers Farm Rd	NB	474	462	-3%	0.579	421	399	-18%	1.118	45	52	16%	1.035	8	11	37%	0.954
		Kybes Ln, North of Pingewood Rd S	NB	38	97	154%	7.135	30	86	161%	7.393	7	4	-39%	1.140	2	7	291%	2.454
		A33 Northbound	NB	1505	1576	5%	1.810	1357	1427	-6%	1.896	117	123	5%	0.544	31	26	-18%	1.061
		B3031 Basingstoke Road	EB	651	556	-15%	3.858	586	489	-27%	4.171	51	43	-16%	1.153	14	23	73%	2.298
				TOTAL		5559	5622	1%	0.849	4999	5025	1%	0.371	446	465	4%	0.886	115	133
		A4155, Medmenham	EB	262	297	14%	2.120	223	250	-5%	1.778	34	39	13%	0.748	5	8	76%	1.405

ID	Name	Site Location	Dir	PM Peak											
				All				Car				LGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
7	Wokingham/Bracknell - Eastbound	B3024 WALTHAM ST.LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	EB SB EB EB EB SB EB EB EB NB NB	626	571	-9%	2.248	534	479	-10%	2.444	79	79	0%	0.000
				737	805	9%	2.449	645	712	10%	2.572	75	77	3%	0.229
				155	220	42%	4.760	140	173	12%	2.623	12	32	165%	4.257
				117	219	87%	7.870	97	141	25%	4.062	17	77	366%	8.869
				5461	5339	-2%	1.655	4926	4838	-13%	1.252	426	408	-4%	0.895
				108	89	-18%	1.923	97	84	-24%	1.341	9	4	-50%	1.732
				318	344	8%	1.404	279	304	-5%	1.477	36	39	7%	0.403
				3471	3162	-9%	5.367	3138	2784	-22%	6.504	265	313	18%	2.832
				772	786	2%	0.511	736	718	-7%	0.637	30	57	89%	4.086
				630	638	1%	0.341	568	580	-9%	0.540	49	52	7%	0.464
				694	835	20%	5.078	598	717	4%	4.640	73	91	25%	1.982
				520	476	-8%	1.952	448	410	-24%	1.841	64	61	-5%	0.385
				798	897	12%	3.397	719	776	-3%	2.072	62	101	62%	4.246
				14669	14679	0%	0.083	13147	12967	-1%	1.568	1232	1430	16%	5.448
				388	399	3%	0.557	337	358	-9%	1.104	46	33	-28%	2.038
				493	438	-11%	2.549	459	403	-12%	2.697	25	26	4%	0.198
				1472	1379	-6%	2.463	1352	1258	-7%	2.602	89	91	2%	0.211
8	Wokingham/Bracknell - Westbound	A4155, Medmenham B3024 WALTHAM ST.LAWRENCE B3018 Twyford Rd, South of M4 M4 Jn 10 - 9 Maidenhead Road B3034 Forest Rd, West of Foxley Ln A329 SE M4 Jn 10 A329 London Rd, East of Plough Ln Peacock Lane, Bracknell B3430 Nine Mile Ride, East of Old Wokingham Rd B3348 Bracknell Rd, North of Brookers Row A3095 Crowthorne Bypass, Crowthorne	WB WB NB WB WB WB NB WB WB WB SB SB	388	399	3%	0.557	337	358	-9%	1.104	46	33	-28%	2.038
				493	438	-11%	2.549	459	403	-12%	2.697	25	26	4%	0.198
				1472	1379	-6%	2.463	1352	1258	-7%	2.602	89	91	2%	0.211
				359	397	11%	1.947	323	311	-15%	0.681	28	82	191%	7.231
				130	166	27%	2.902	113	152	19%	3.356	15	13	-11%	0.447
				5209	5107	-2%	1.417	4701	4526	-15%	2.567	407	475	17%	3.209
				259	273	5%	0.846	185	149	-60%	2.796	71	124	75%	5.390
				612	625	2%	0.521	547	580	-6%	1.401	57	44	-23%	1.800
				3507	3216	-8%	5.026	3201	2903	-19%	5.403	254	267	5%	0.795
				1211	1149	-5%	1.802	1044	1003	-20%	1.287	131	116	-11%	1.326
				991	1120	13%	3.989	893	1051	7%	5.085	77	62	-20%	1.866
				798	725	-9%	2.618	715	639	-22%	2.907	70	82	17%	1.341
				703	684	-3%	0.738	620	625	-13%	0.192	72	51	-29%	2.619
				1074	998	-7%	2.361	968	921	-16%	1.552	84	58	-30%	3.002
				5	8	65%	1.259	5	8	65%	1.259	5	8	65%	1.259
				9	9	0%	0.000	9	9	0%	0.000	9	9	0%	0.000
				30	30	0%	0.000	30	30	0%	0.000	30	30	0%	0.000
				7	4	-47%	1.474	7	4	-47%	1.474	7	4	-47%	1.474
				2	0	-80%	1.515	2	0	-80%	1.515	2	0	-80%	1.515
				106	106	5%	0.515	106	106	5%	0.515	106	106	5%	0.515
				3	0	-100%	2.596	3	0	-100%	2.596	3	0	-100%	2.596
				9	1	-84%	3.295	9	1	-84%	3.295	9	1	-84%	3.295
				52	46	-11%	0.821	52	46	-11%	0.821	52	46	-11%	0.821
				36	30	-17%	1.038	36	30	-17%	1.038	36	30	-17%	1.038
				21	7	-65%	3.581	21	7	-65%	3.581	21	7	-65%	3.581
				13	5	-64%	2.780	13	5	-64%	2.780	13	5	-64%	2.780
				11	7	-33%	1.203	11	7	-33%	1.203	11	7	-33%	1.203
				22	19	-13%	0.659	22	19	-13%	0.659	22	19	-13%	0.659

ID	Name	Site Location	Dir	All						Car				PM Peak				LGV				HGV				
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH			
15	Southbound	Henley Road / Playhatch Road	FROM ARM D	185	210	14%	1.779	173	200	16%	1.977	11	10	-9%	0.309	0	0	#DIV/0!	0.309	0	0	#DIV/0!	0	0	0%	0.361
		A4155 Span Hill, North of Spring Ln	SB	484	497	3%	0.591	439	438	-11%	0.066	34	45	31%	1.711	11	14	35%	1.711	11	14	35%	1.046			
		TOTAL		1767	1792	1%	0.591	1598	1622	2%	0.601	136	143	5%	0.553	32	27	-15%	0.553	32	27	-15%	0.862			
16	Caversham Northbound	A4074 CHAZEY HEATH	NB	526	544	3%	0.787	474	510	-3%	1.605	41	31	-23%	1.595	11	3	-71%	1.595	11	3	-71%	2.925			
		Peppard Road- The Ridings Junction	NB	487	486	0%	0.051	439	440	-11%	0.026	38	36	-5%	0.324	10	10	3%	0.324	10	10	3%	0.099			
		Henley Road / Playhatch Road	TO ARM D	28	39	39%	1.901	26	37	42%	1.960	2	2	0%	0.000	0	0	#DIV/0!	0.000	0	0	#DIV/0!	#DIV/0!			
		A4155 Span Hill, North of Spring Ln	NB	312	312	0%	0.040	283	288	-15%	0.913	23	29	27%	1.227	6	15	171%	1.227	6	15	171%	2.979			
		TOTAL		1437	1452	1%	0.394	1295	1314	1%	0.503	114	109	-4%	0.425	28	29	5%	0.425	28	29	5%	0.245			
17	Crowthorne/Sandhurst - Southbound	A340 Tadley	SB	833	673	-19%	5.816	750	602	-31%	5.682	65	57	-13%	1.070	17	14	-20%	1.070	17	14	-20%	0.874			
		Mortimer Lane, South of Green Lane	SB	52	165	218%	10.847	40	142	225%	10.684	11	20	87%	2.382	1	2	162%	2.382	1	2	162%	1.153			
		A33 Basingstoke Rd, North of The Causeway	SB	1390	1121	-19%	7.616	1201	917	-39%	8.724	141	175	24%	2.722	49	29	-41%	2.722	49	29	-41%	3.229			
		B3349 Odiham Rd, North of Heckfield Heath	SB	793	928	17%	4.587	709	915	17%	7.253	69	9	-86%	9.517	15	3	-82%	9.517	15	3	-82%	4.148			
		A327 Eversley	SB	677	639	-6%	1.497	610	559	-19%	2.130	53	48	-9%	0.690	14	32	128%	0.690	14	32	128%	3.743			
		SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	SB	289	356	23%	3.713	261	321	12%	3.550	23	28	26%	1.162	6	6	4%	1.162	6	6	4%	0.108			
		A321 Wokingham Road, Sandhurst	SB	497	512	3%	0.692	448	449	-11%	0.068	39	36	-8%	0.482	10	27	165%	0.482	10	27	165%	3.925			
		Crowthorne Road, North of Longdown Road	SB	773	745	-4%	1.045	685	688	-15%	0.648	78	70	-10%	0.945	10	7	-37%	0.945	10	7	-37%	1.309			
		A3095 Crowthorne Bypass, Crowthorne	SB	1074	998	-7%	2.361	968	921	-16%	1.552	84	58	-30%	3.002	22	19	-13%	3.002	22	19	-13%	0.659			
		A322 Bagshot Rd, Bracknell	SB	2115	2040	-4%	1.633	1906	1833	-15%	1.692	165	171	3%	0.446	44	37	-16%	0.446	44	37	-16%	1.109			
		A322 Swinley Road, Winkfield	SB	779	836	7%	2.027	702	770	-1%	2.503	61	61	1%	0.077	16	5	-67%	0.077	16	5	-67%	3.320			
		TOTAL		9272	9012	-3%	2.718	8279	8097	-2%	2.015	787	734	-7%	1.942	206	182	-12%	1.942	206	182	-12%	1.724			
18	Crowthorne/Sandhurst - Northbound	A340 Tadley	NB	813	903	11%	3.087	732	797	-2%	2.334	63	70	10%	0.760	17	37	116%	0.760	17	37	116%	3.809			
		Mortimer Lane, South of Green Lane	NB	31	62	102%	4.604	26	37	24%	1.976	4	9	125%	1.952	1	16	1674%	1.952	1	16	1674%	5.243			
		A33 Basingstoke Rd, North of The Causeway	NB	911	1059	16%	4.717	780	925	2%	4.962	96	108	13%	1.204	35	26	-26%	1.204	35	26	-26%	1.621			
		B3349 Odiham Rd, North of Heckfield Heath	NB	818	747	-9%	2.563	694	648	-25%	1.763	103	74	-28%	3.059	22	25	13%	3.059	22	25	13%	0.572			
		A327 Eversley	NB	728	769	6%	1.499	656	698	-5%	1.598	57	51	-11%	0.831	15	21	37%	0.831	15	21	37%	1.307			
		SITE 92 - B3016 EVERSLEY CROSS, EVERSLEY	NB	295	296	0%	0.029	266	286	-3%	1.203	23	7	-71%	4.279	6	3	-49%	4.279	6	3	-49%	1.404			

ID	Name	Site Location	Dir	PM Peak																			
				All					Car					LGV					HGV				
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
	M4- Southbound	A321 Wokingham Road, Sandhurst	NB	732	498	-32%	9.448	660	429	-46%	9.893	57	52	-8%	0.638	15	16	8%	0.312				
		Crowthorne Road, North of Longdown Road	NB	464	384	-17%	3.885	384	340	-32%	2.313	74	39	-47%	4.670	6	5	-15%	0.396				
		A3095 Crowthorne Bypass, Crowthorne	NB	798	897	12%	3.397	719	776	-3%	2.072	62	101	62%	4.246	17	21	24%	0.908				
		A322 Bagshot Rd, Bracknell	NB	1850	1801	-3%	1.129	1667	1632	-13%	0.867	144	159	10%	1.181	38	11	-72%	5.546				
		A322 Swinley Road, Winkfield	NB	797	815	2%	0.635	718	738	-8%	0.742	62	70	13%	0.976	17	7	-60%	2.912				
		TOTAL		8237	8232	0%	0.064	7302	7305	0%	0.036	746	739	-1%	0.256	189	187	-1%	0.139				
	M4- Southbound	SB, A34, Main C Way South of M4 Junction 13	SB	1514	1507	0%	0.186	1364	1365	-11%	0.009	118	110	-7%	0.733	32	32	1%	0.044				
		SB, A34, Onslip from M4 onto A34 S/B	SB	1594	1435	-10%	4.088	1436	1282	-22%	4.175	124	125	0%	0.042	33	28	-17%	1.018				
		Site 40 -B4009 Long Lane, Shaw	SB	249	254	2%	0.301	225	225	-11%	0.019	19	16	-20%	0.919	5	14	161%	2.727				
		Site 260 - A4 Theale, west of A340 junction	WB	1289	1317	2%	0.797	1161	1182	-9%	0.611	101	109	9%	0.846	27	26	-3%	0.157				
		Hangar Rd, North of Sheffield Bottom	SB	334	343	3%	0.504	299	299	-12%	0.007	31	28	-7%	0.391	5	16	256%	3.597				
		Burghfield Rd, North of Ammers Farm Rd	SB	659	489	-26%	7.082	593	458	-34%	5.891	54	30	-44%	3.647	12	1	-90%	4.230				
		Kybes Ln, North of Pingewood Rd S	SB	110	143	30%	2.965	98	106	-4%	0.829	11	25	135%	3.386	2	12	661%	4.063				
		A33 Basingstoke Rd, North of Three Mile Cross	SB	2485	2579	4%	1.868	2321	2412	-3%	1.861	54	104	94%	5.663	110	63	-43%	5.037				
		SITE 94 - A327 HOLLOW LANE, SHINFIELD	SB	1212	1270	5%	1.626	1092	1170	-4%	2.320	95	79	-17%	1.714	25	20	-19%	1.008				
		SITE 217 - MILL LANE	EB	638	803	26%	6.156	575	734	17%	6.213	50	51	2%	0.139	13	19	40%	1.336				
		King Street Lane/Longdon Road	TO ARM C	669	631	-8%	2.258	633	570	-19%	2.560	53	47	-12%	0.909	3	14	373%	3.818				
		A329 READING ROAD, WEST OF GREEN LANE	EB	614	677	10%	2.486	553	613	0%	2.493	48	49	2%	0.144	13	15	15%	0.524				
		A329 SE M4 Jn 10	SB	3471	3162	-9%	5.367	3138	2784	-22%	6.504	265	313	18%	2.832	68	65	-5%	0.407				
		Twyford Road / Forest Road	FROM ARM A	321	317	-1%	0.217	292	291	-10%	0.052	25	23	-6%	0.309	4	3	-37%	0.817				
		The Straight Mile, South of M4	SB	244	297	22%	3.266	204	234	-5%	2.026	34	40	17%	0.950	6	24	288%	4.611				
		B3018 Twyford Rd, South of M4	SB	117	219	87%	7.670	97	141	25%	4.062	17	77	366%	8.869	4	0	-87%	2.193				
		B3024 WALTHAM ST.LAWRENCE	EB	155	220	42%	4.760	140	173	12%	2.623	12	32	165%	4.257	3	16	385%	4.044				
		A330 Ascot Road Holyport	SB	866	895	1%	0.316	798	822	-8%	0.816	69	68	-1%	0.106	18	6	-70%	3.730				
		A308 Windsor Adj to M4 Bridge	EB	962	1020	6%	1.839	867	920	-5%	1.761	75	80	7%	0.595	20	20	0%	0.004				
		A322 Windsor & Eton SB	SB	2781	2974	7%	3.593	2506	2690	-4%	3.613	217	233	8%	1.086	58	50	-13%	1.053				
		TOTAL		20322	20552	1%	1.607	18391	18469	0%	0.574	1470	1640	12%	4.303	461	443	-4%	0.840				
		TMU Site 7047/1 on link A34	NB	1373	1176	-14%	5.501	1237	1021	-28%	6.429	107	130	21%	2.100	29	25	-11%	0.622				

ID	Name	Site Location	Dir	All			Car			PM Peak			LGV			HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	
20	M4-Northbound	TMU Site 7047/2 on link A34	NB	1077	1465	36%	10.893	970	1321	25%	10.372	84	105	25%	2.177	22	38	72%	2.912
		Site 40 - B4009 Long Lane, Shaw	NB	292	229	-22%	3.890	263	211	-31%	3.365	23	16	-29%	1.499	6	2	-72%	2.206
		Site 260 - A4 Theale, west of A340 Junction	EB	1180	1607	36%	11.450	1063	1459	26%	11.128	92	103	12%	1.151	25	46	85%	3.540
		Hangar Rd, North of Sheffield Bottom	NB	257	236	-8%	1.369	235	215	-18%	1.378	20	19	-5%	0.223	2	2	9%	0.120
		Burghfield Rd, North of Amners Farm Rd	NB	474	462	-3%	0.579	421	399	-18%	1.118	45	52	16%	1.035	8	11	37%	0.954
		Kybes Ln, North of Pingewood Rd S	NB	38	97	154%	7.135	30	86	161%	7.393	7	4	-39%	1.140	2	7	291%	2.454
		A33 Basingsstoke Rd, North of Three Mile Cross	NB	2157	2295	6%	2.935	1840	2010	-8%	3.870	175	193	10%	1.293	141	92	-35%	4.523
		SITE 94 - A327 HOLLOW LANE, SHINFIELD	NB	1097	1025	-7%	2.227	989	926	-17%	2.023	86	63	-26%	2.578	23	35	54%	2.284
		SITE 217 - MILL LANE	WB	604	709	17%	4.073	545	660	10%	4.712	47	43	-10%	0.683	13	6	-53%	2.213
		King Street Lane/Longdon Road	FROM ARM C	835	717	-14%	4.249	768	652	-24%	4.361	65	59	-9%	0.707	2	5	171%	1.772
		A329 READING ROAD, WEST OF GREEN LANE	WB	675	657	-3%	0.694	608	598	-13%	0.413	53	49	-7%	0.503	14	10	-30%	1.210
		A329 SE M4 Jn 10	NB	3507	3216	-8%	5.026	3201	2903	-19%	5.403	254	267	5%	0.795	52	46	-11%	0.821
		Twyford Road / Forest Road	TO ARM A	378	368	-3%	0.520	345	338	-11%	0.355	30	26	-12%	0.695	3	3	7%	0.118
		The Straight Mile, South of M4	NB	171	262	54%	6.225	147	230	40%	6.029	22	20	-10%	0.485	1	12	801%	4.199
		B3018 Twyford Rd, South of M4	NB	130	166	27%	2.902	113	152	19%	3.356	15	13	-11%	0.447	2	0	-80%	1.515
		B3024 WALTHAM ST.LAWRENCE	WB	359	397	11%	1.947	323	311	-15%	0.661	28	82	191%	7.231	7	4	-47%	1.474
21	South Oxfordshire-Southbound	A330 Ascot Road Holyport	NB	788	804	2%	0.567	710	717	-10%	0.232	62	67	9%	0.676	16	21	27%	1.020
		A308 Windsor Adj to M4 Bridge	WB	787	798	1%	0.383	709	711	-11%	0.071	61	70	14%	1.077	16	17	1%	0.038
		A332 Windsor & Eton NB	NB	2445	2518	3%	1.479	2203	2271	-8%	1.429	191	191	0%	0.034	51	57	11%	0.769
		TOTAL		18624	19203	3%	4.210	16722	17190	3%	3.592	1466	1573	7%	2.753	435	439	1%	0.188
		Newbury Road	SB	676	643	-5%	1.278	609	583	-15%	1.074	53	46	-12%	0.902	14	14	-2%	0.066
		SB, A34, Milton Junction to Chilton	SB	2092	1981	-5%	2.455	1885	1786	-16%	2.311	163	147	-10%	1.288	44	48	10%	0.633
		Newbury Road	WB	156	177	13%	1.585	141	144	-9%	0.272	12	21	74%	2.208	3	11	251%	3.018
		Site 87 - A417 North of Streatley	SB	235	327	39%	5.483	211	296	29%	5.329	18	30	63%	2.338	5	0	-93%	2.805
		Site 71 - A329 North of Streatley	SB	298	286	-4%	0.701	268	281	-6%	0.746	23	5	-79%	4.910	6	0	-96%	3.293
		B4009 Wallingford Rd, North of Goring	SB	140	107	-24%	2.986	118	79	-53%	3.920	21	24	15%	0.642	2	5	109%	1.353
		A4074 Red Ln, West of B471	EB	609	583	-4%	1.074	564	526	-15%	1.619	31	46	46%	2.324	15	12	-19%	0.774
		B481 SOUTH OF NETTLEBED	SB	191	167	-12%	1.757	172	156	-20%	1.264	15	11	-25%	1.034	4	0	-91%	2.441
		A4130, South of Crocker End	SB	410	424	3%	0.681	371	394	-4%	1.153	31	28	-10%	0.600	8	3	-67%	2.326
		B480, Pishill	SB	32	53	65%	3.223	29	21	-39%	1.640	3	0	-100%	2.500	0	32	0%	8.057

ID	Name	Site Location	Dir	All			Car			PM Peak			LGV			HGV			
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH
		TOTAL		4840	4749	-2%	1.317	4368	4265	-2%	1.571	370	357	-4%	0.683	101	126	25%	2.347
22	South Oxfordshire-Northbound	Newbury Road	NB	262	307	17%	2.632	236	270	3%	2.145	20	32	56%	2.244	5	4	-23%	0.566
		NB, A34, Chilton to Milton Junction	NB	1847	1775	-4%	1.697	1664	1567	-17%	2.417	144	146	1%	0.140	38	62	61%	3.287
		Newbury Road	EB	315	257	-18%	3.431	284	227	-31%	3.553	25	30	22%	1.021	7	0	-100%	3.623
		Site 87 - A417 North of Streatley	NB	261	329	26%	3.941	236	298	15%	3.799	20	31	52%	2.088	5	1	-90%	2.822
		Site 71 - A329 North of Streatley	NB	248	205	-18%	2.899	224	201	-21%	1.589	19	4	-81%	4.635	5	0	-92%	2.844
		B4009 Wallingford Rd, North of Goring	NB	105	107	2%	0.229	88	99	-7%	1.125	15	9	-43%	1.920	2	0	-100%	1.936
		A4074 Red Ln, West of B471	WB	567	706	25%	5.529	452	596	6%	6.277	103	93	-10%	1.000	12	17	50%	1.509
		B481 SOUTH OF NETTLEBED	NB	274	237	-13%	2.302	247	214	-24%	2.129	21	13	-41%	2.134	6	10	76%	1.545
		A4130, South of Crocker End	NB	505	523	4%	0.791	454	468	-8%	0.653	40	45	11%	0.696	11	10	-6%	0.190
		B480, Pishill	NB	50	57	14%	0.931	45	57	15%	1.715	5	0	-100%	3.041	1	0	-77%	0.974
		TOTAL		4435	4503	2%	1.018	3929	3997	2%	1.073	413	401	-3%	0.597	92	105	14%	1.270
23	Newbury to Basingstoke-Eastbound	M4/A34	TO ARMA	1260	873	-31%	11.835	1086	744	-48%	11.322	118	102	-13%	1.478	56	27	-51%	4.423
		TMU Site 7047/2 on link A34	NB	1077	1465	36%	10.893	970	1321	25%	10.372	84	105	25%	2.177	22	38	72%	2.912
		M4 Jn 13 - Jn 12	EB	4179	3944	-6%	3.695	3745	3528	-17%	3.603	342	346	1%	0.184	92	70	-24%	2.404
		Site 40 -B4009 Long Lane, Shaw	NB	292	229	-22%	3.890	263	211	-31%	3.365	23	16	-29%	1.499	6	2	-72%	2.206
		Site 26 - A4 Woolhampton	WB	907	1048	16%	4.540	817	935	4%	3.994	71	91	28%	2.224	19	23	20%	0.826
		Site 255 - A340 Basingstoke Road, Aldermaston	NB	624	565	-9%	2.430	562	481	-25%	3.557	49	52	6%	0.432	13	32	146%	3.995
		Reading Road, South of red Lane	NB	811	794	-2%	0.604	698	717	-14%	0.695	96	70	-27%	2.902	17	8	-53%	2.588
		A33, South of Whitemarsh Lane	NB	1406	1278	-9%	3.472	1219	1157	-20%	1.790	148	95	-36%	4.756	39	26	-33%	2.285
		A30 Basingstoke	EB	508	450	-11%	2.633	458	404	-23%	2.619	40	44	11%	0.674	11	3	-72%	2.942
		NB, M3, Junction 6 - 5	NB	3609	3774	5%	2.727	3252	3367	-7%	1.990	282	325	15%	2.500	75	83	10%	0.860
		TOTAL		14671	14421	-2%	2.073	13070	12863	-2%	1.814	1252	1246	0%	0.154	350	312	-11%	2.089
		SB, A34, Main C Way South of M4 Junction 13	SB	1514	1507	0%	0.186	1364	1365	-11%	0.009	118	110	-7%	0.733	32	32	1%	0.044
		M4/A34	FROM ARM A	1233	1294	5%	1.728	1056	1149	-8%	2.790	124	104	-16%	1.825	53	41	-22%	1.701

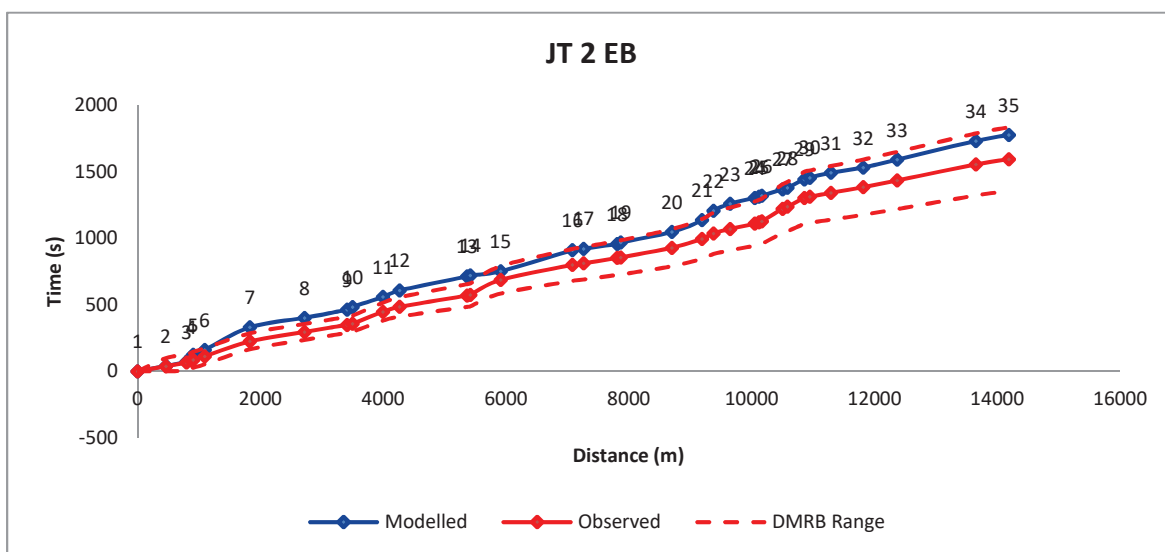
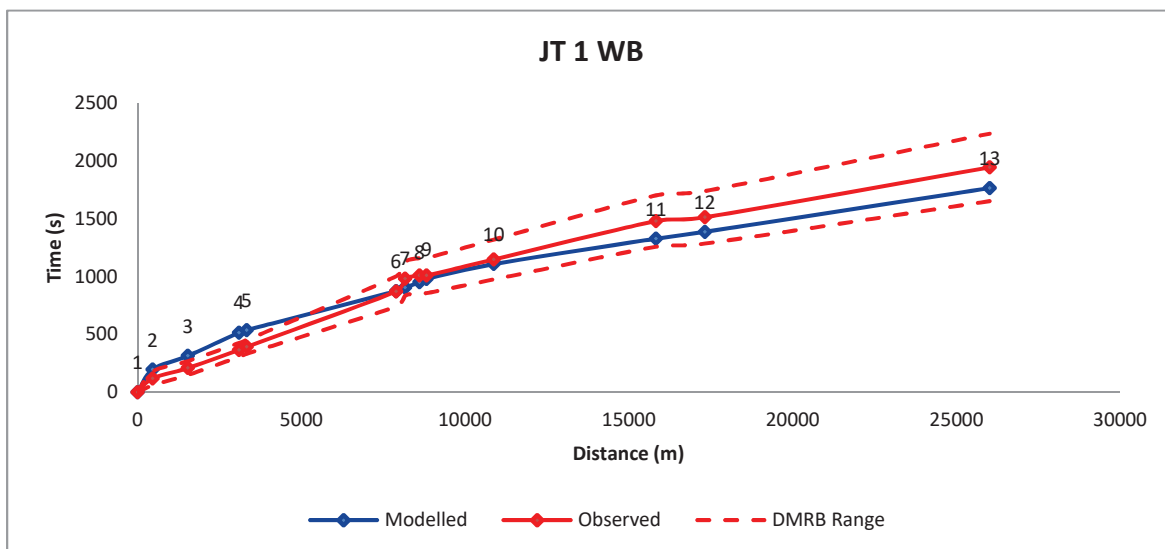
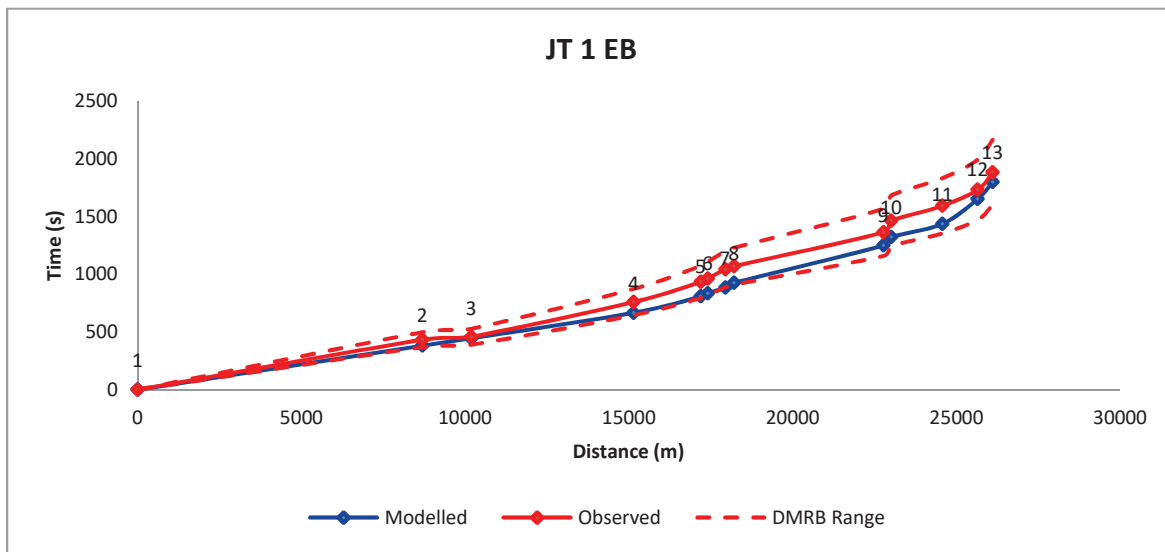
ID	Name	Site Location	Dir	PM Peak															
				All				Car		LGV			HGV						
				Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH	Observed	Modelled	Difference	GEH				
24	Newbury to Basingstoke - Westbound	M4 Jn 13 - Jn 12	WB	4197	3997	-5%	3.130	3780	3608	-16%	2.835	328	324	-1%	0.225	88	64	-27%	2.745
		Site 40 - B4009 Long Lane, Shaw	SB	249	254	2%	0.301	225	225	-11%	0.019	19	16	-20%	0.919	5	14	161%	2.727
		Site 26 - A4 Woolhampton	EB	747	676	-9%	2.660	674	605	-21%	2.695	58	58	-1%	0.064	16	13	-15%	0.618
		Site 255 - A340 Basingstoke Road, Aldermaston	SB	467	594	27%	5.492	421	547	19%	5.720	36	33	-10%	0.592	10	14	43%	1.209
		Reading Road, South of red Lane	SB	604	657	9%	2.110	502	584	-4%	3.561	85	59	-30%	3.018	17	13	-25%	1.102
		A33, South of Whitemarsh Lane	SB	1332	1274	-4%	1.610	1127	1114	-19%	0.381	161	143	-11%	1.472	44	17	-62%	4.923
		A30 Basingstoke	WB	672	650	-3%	0.861	606	585	-14%	0.867	52	44	-17%	1.251	14	22	55%	1.823
		SB, M3, Junction 5 - 6	SB	4765	4626	-3%	2.026	4294	4200	-13%	1.442	372	341	-8%	1.620	99	85	-14%	1.488
		TOTAL		15781	15529	-2%	2.014	14048	13982	0%	0.560	1355	1233	-9%	3.400	378	315	-17%	3.404
25	Spencers Wood - Southbound	Goring Ln, West of Fullers Ln	WB	427	358	-16%	3.460	385	321	-27%	3.403	36	33	-8%	0.493	6	4	-28%	0.754
		Bloomfield Hatch Ln, South of Grazeley	SB	205	192	-6%	0.896	186	177	-15%	0.656	15	13	-12%	0.476	4	2	-57%	1.261
		Grazeley Road, North of Cross Lane	SB	21	17	-21%	1.023	19	14	-39%	1.386	2	3	97%	0.986	0	0	-100%	0.783
		SITE 27 - SWALLOWFIELD BYPASS, READING	SB	2031	2024	0%	0.145	1830	1861	-9%	0.715	158	139	-13%	1.629	42	25	-41%	3.000
		Beech Hill Road, South of White House/Lambs Lane	SB	334	341	2%	0.350	295	314	-7%	1.109	34	26	-25%	1.542	5	0	-91%	2.745
		B3349 Basingstoke Rd, North of Swallowfield St	SB	318	283	-11%	1.977	285	247	-25%	2.314	25	29	16%	0.756	8	7	-6%	0.159
		A327 Loddien Bridge	EB	826	878	6%	1.789	744	786	-5%	1.525	64	81	26%	1.968	17	10	-39%	1.820
		TOTAL		4161	4093	-2%	1.055	3745	3721	-1%	0.391	334	323	-3%	0.595	82	49	-40%	4.093
26	Spencers Wood - Northbound	Goring Ln, West of Fullers Ln	EB	390	349	-10%	2.123	337	295	-28%	2.349	48	45	-5%	0.351	5	8	75%	1.363
		Bloomfield Hatch Ln, South of Grazeley	NB	173	192	11%	1.448	155	182	6%	2.100	14	7	-49%	2.092	4	3	-24%	0.490
		Grazeley Road, North of Cross Lane	NB	24	22	-5%	0.246	15	19	-29%	0.914	7	3	-53%	1.647	1	0	-100%	1.565
		SITE 27 - SWALLOWFIELD BYPASS, READING	NB	1312	1226	-7%	2.410	1182	1096	-18%	2.561	102	104	1%	0.145	27	26	-3%	0.174
		Beech Hill Road, South of White House/Lambs Lane	NB	208	128	-38%	6.148	153	109	-64%	3.881	51	19	-63%	5.430	3	0	-99%	2.447
		B3349 Basingstoke Rd, North of Swallowfield St	NB	639	630	-1%	0.361	565	562	-14%	0.142	57	53	-7%	0.517	16	14	-12%	0.487
		A327 Loddien Bridge	WB	883	976	11%	3.071	796	875	-1%	2.744	69	77	12%	0.997	18	24	32%	1.260
		TOTAL		3626	3523	-3%	1.729	3204	3138	-2%	1.166	348	309	-11%	2.148	74	75	2%	0.146

Appendix B.4

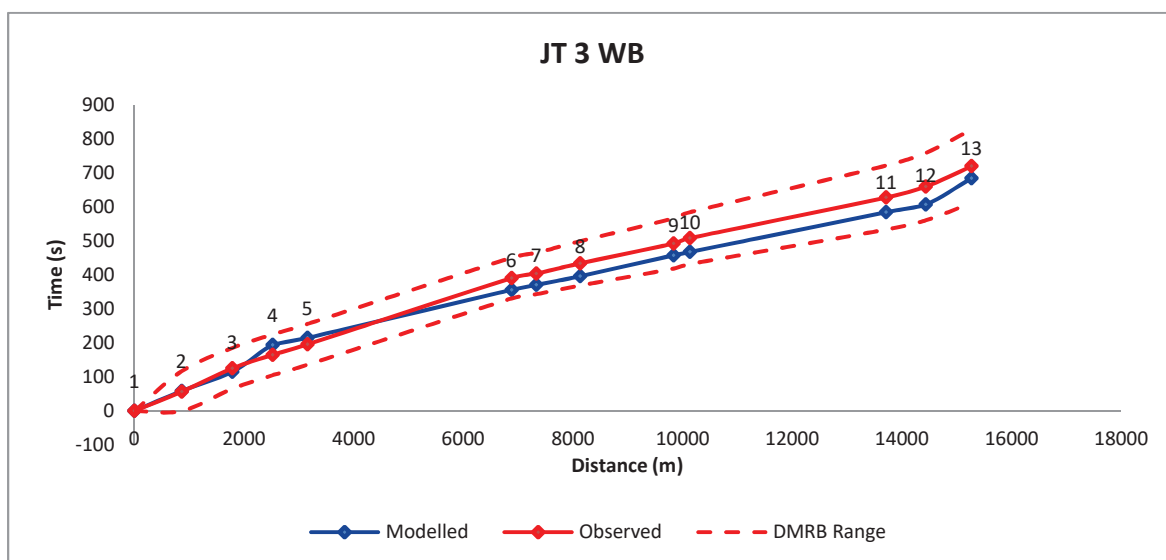
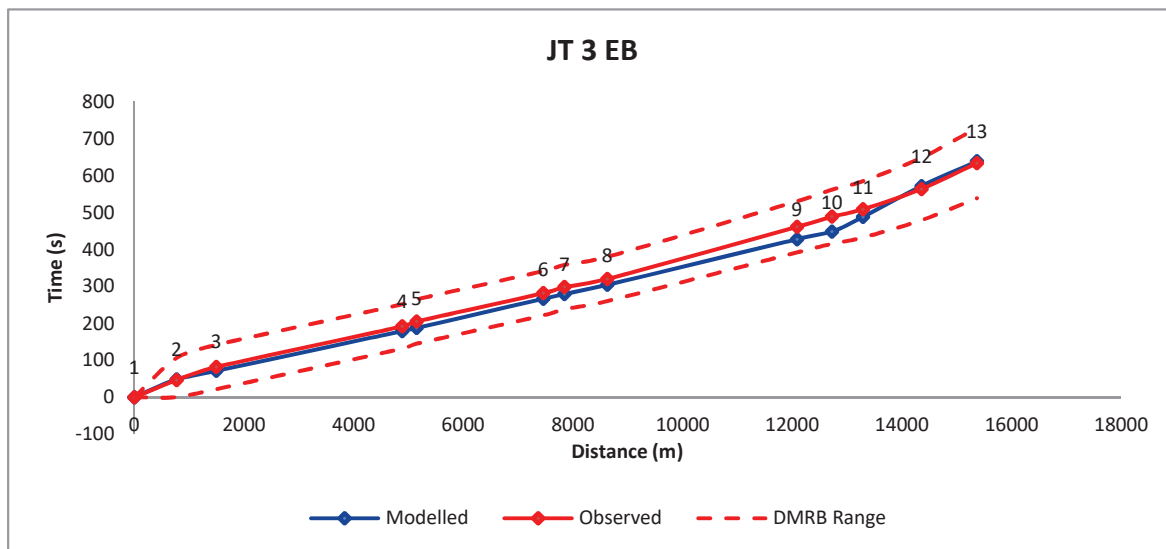
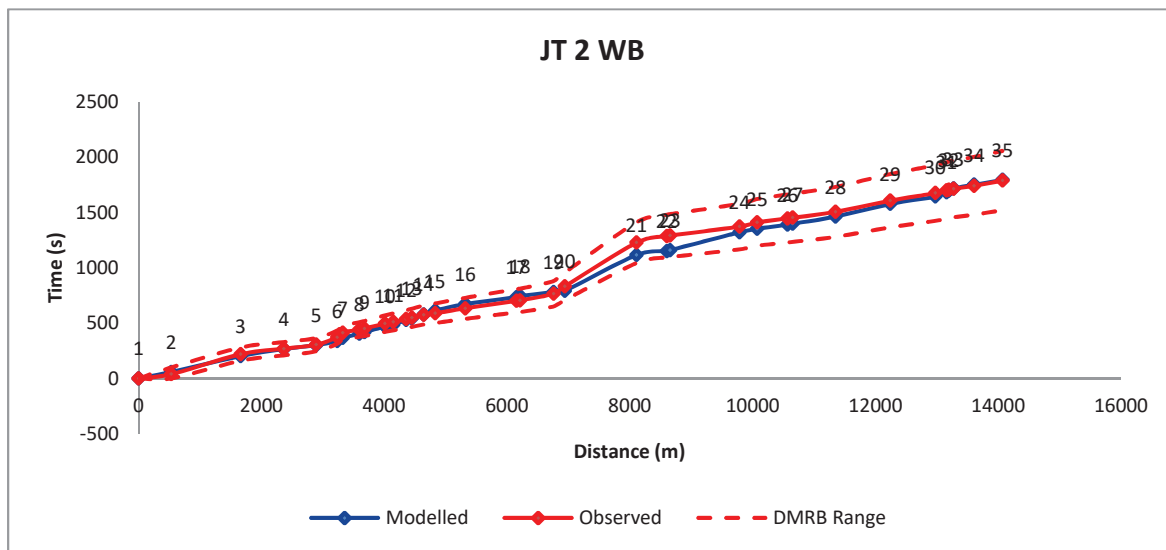
JOURNEY TIME GRAPHS



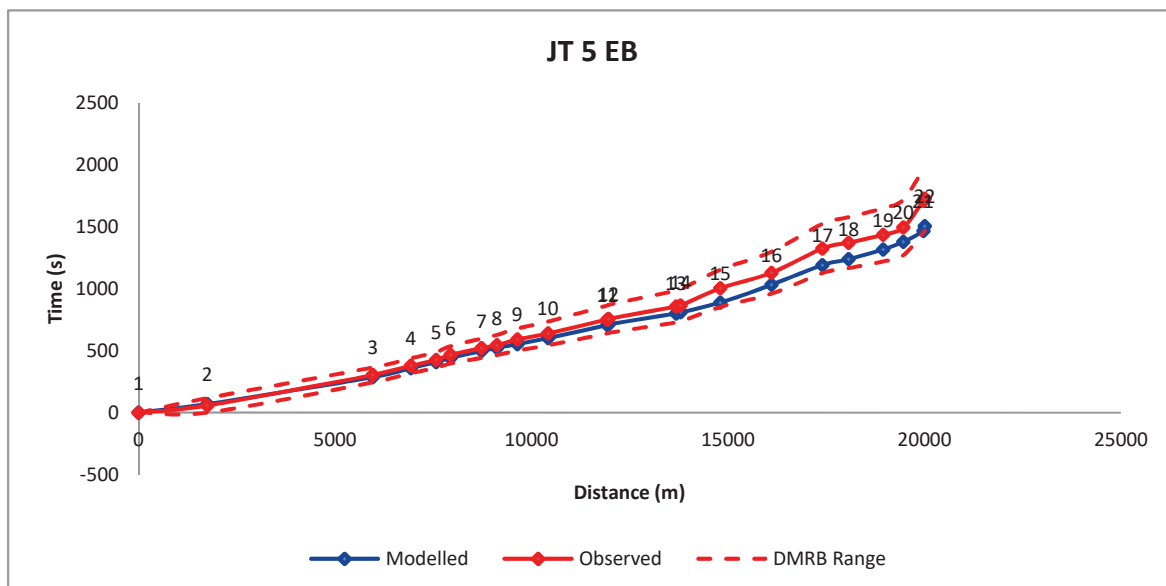
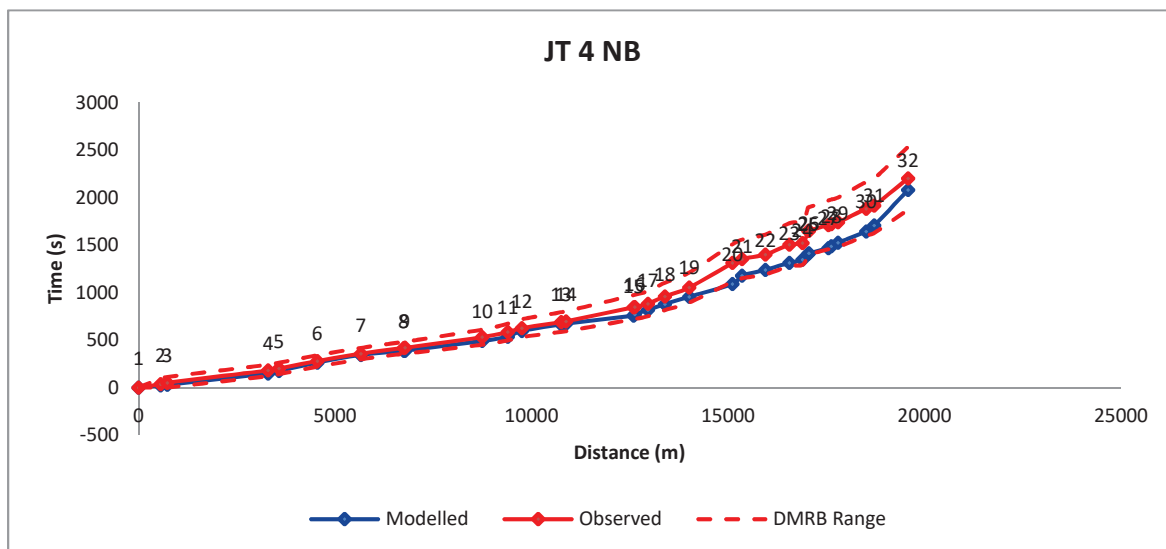
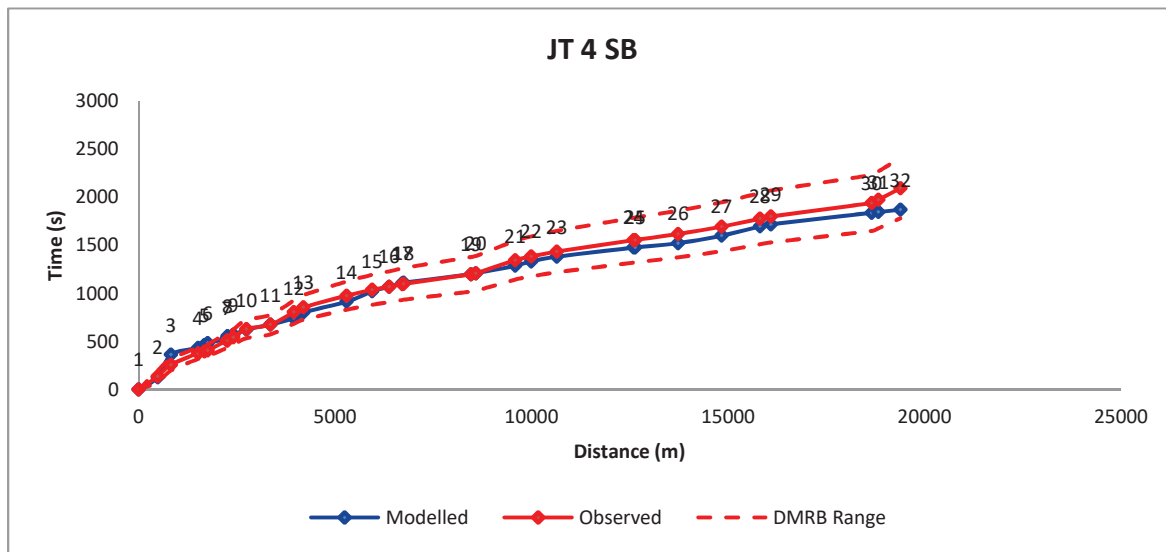
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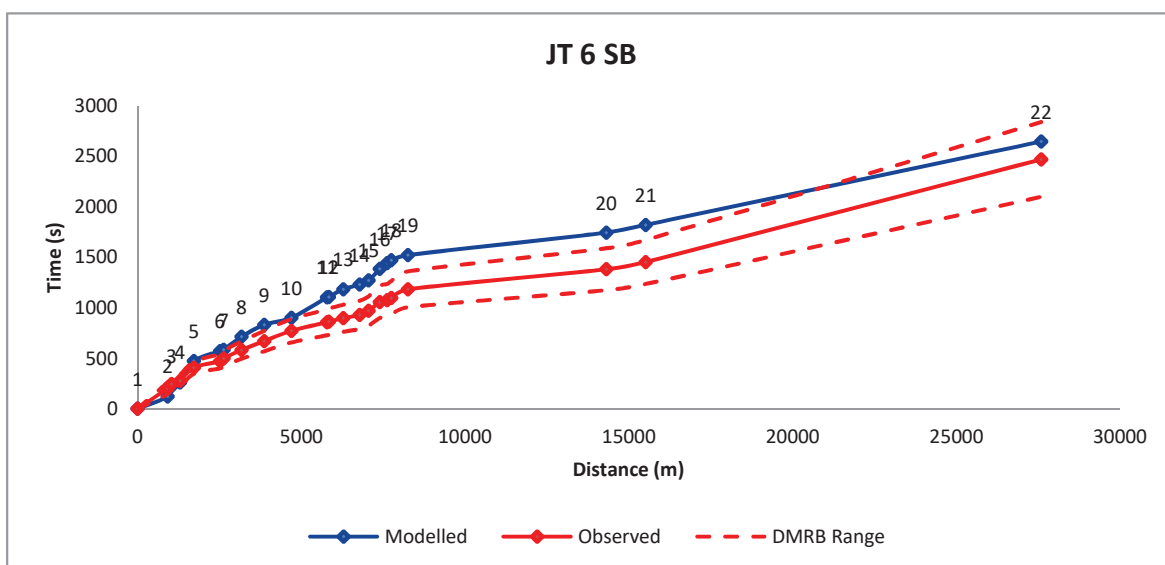
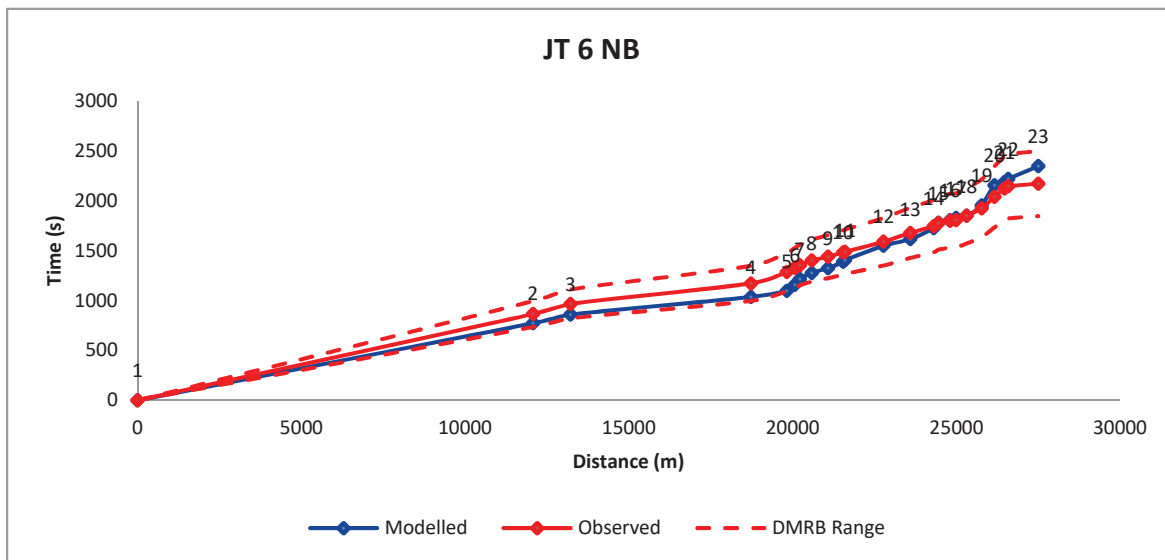
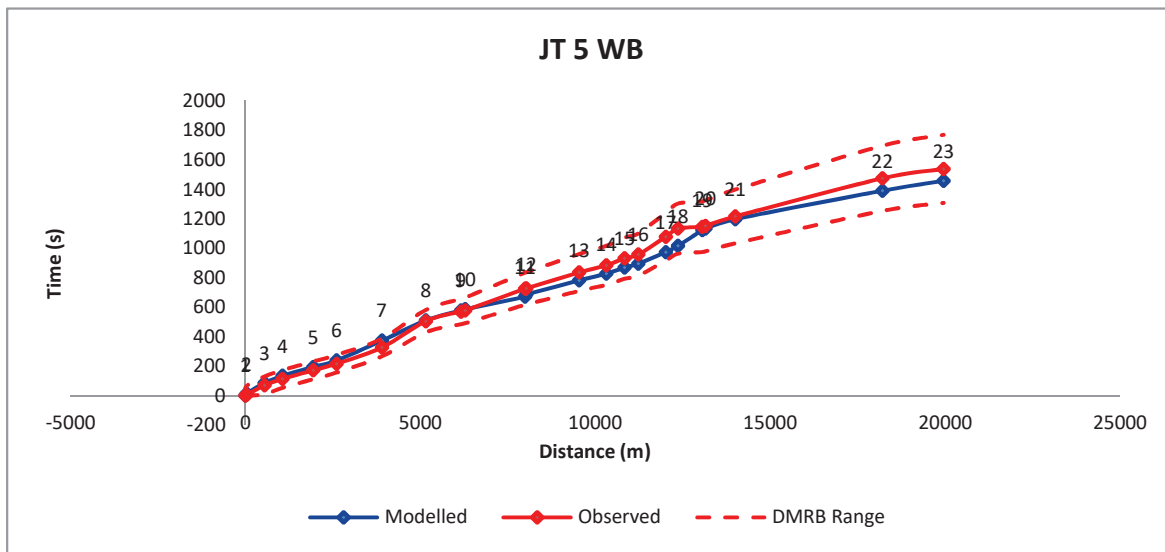
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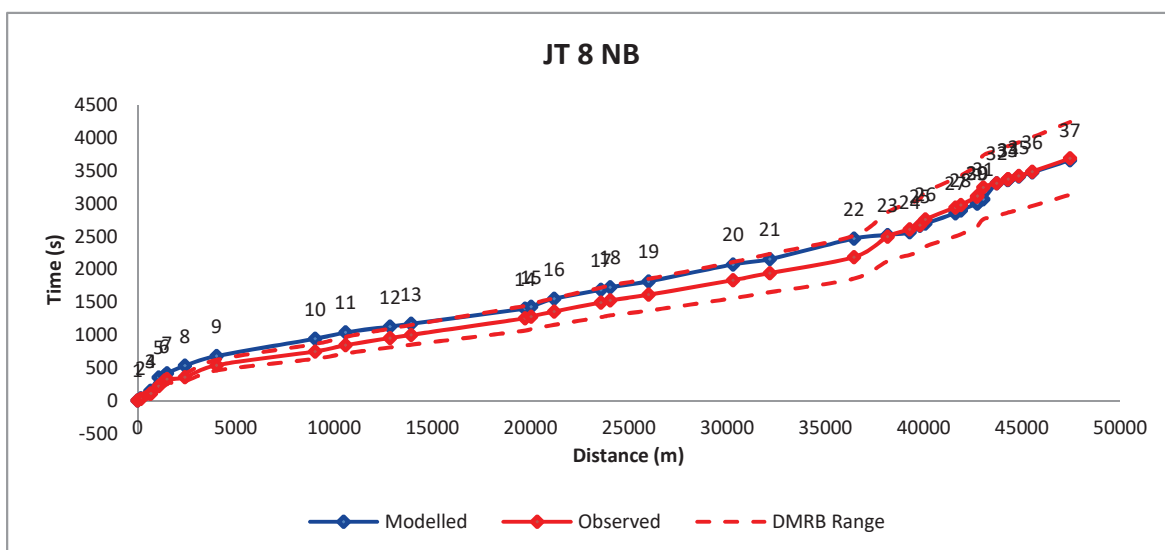
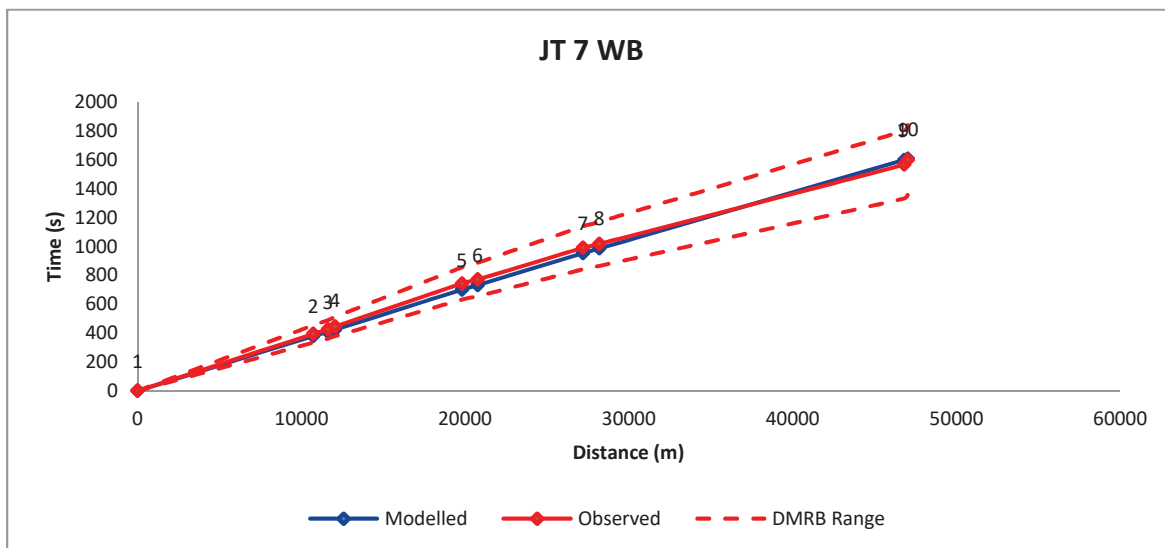
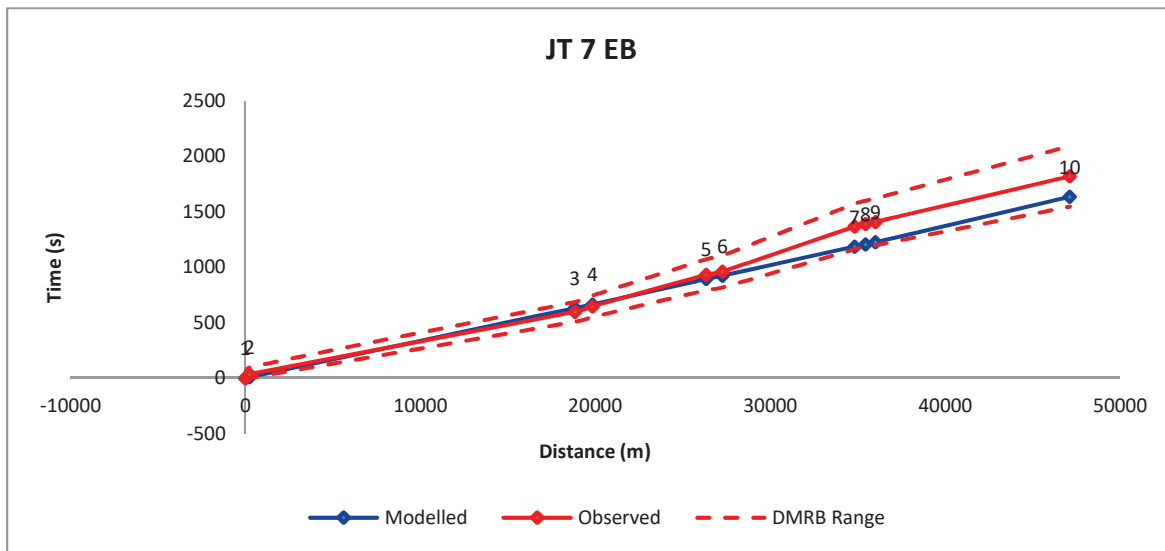
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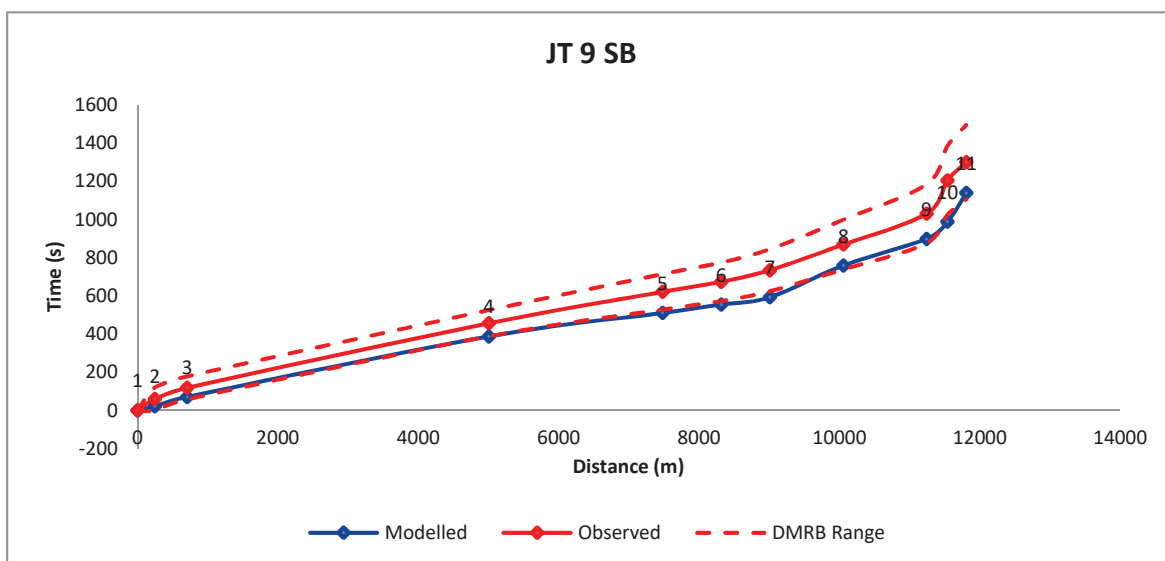
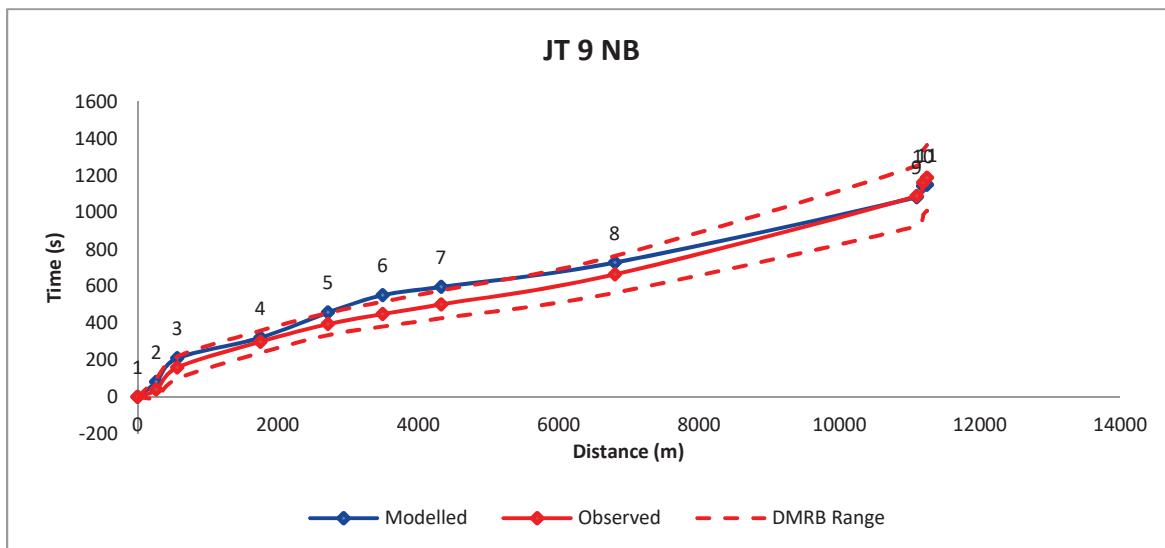
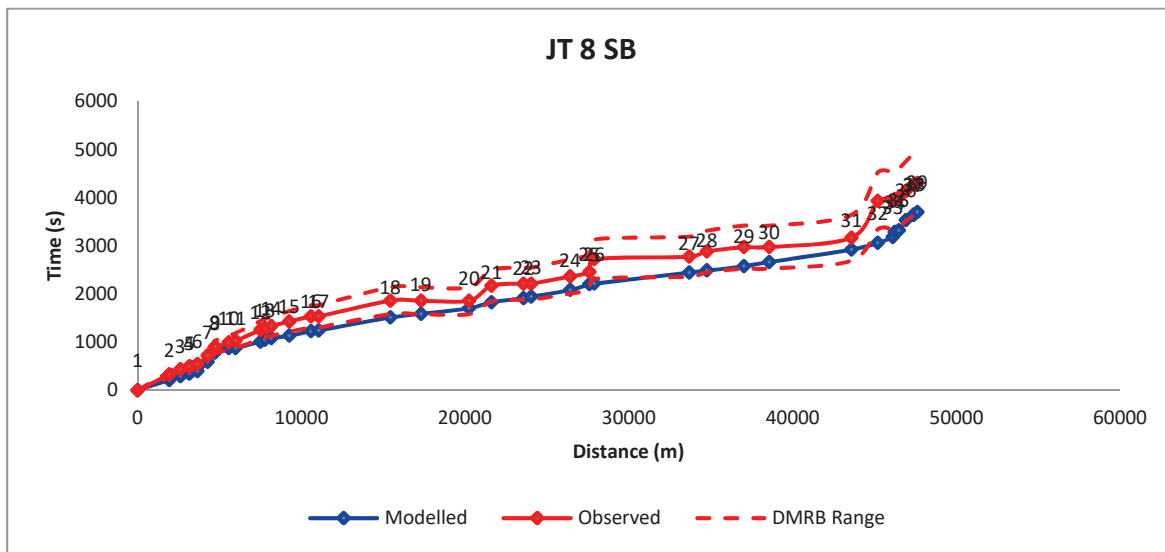
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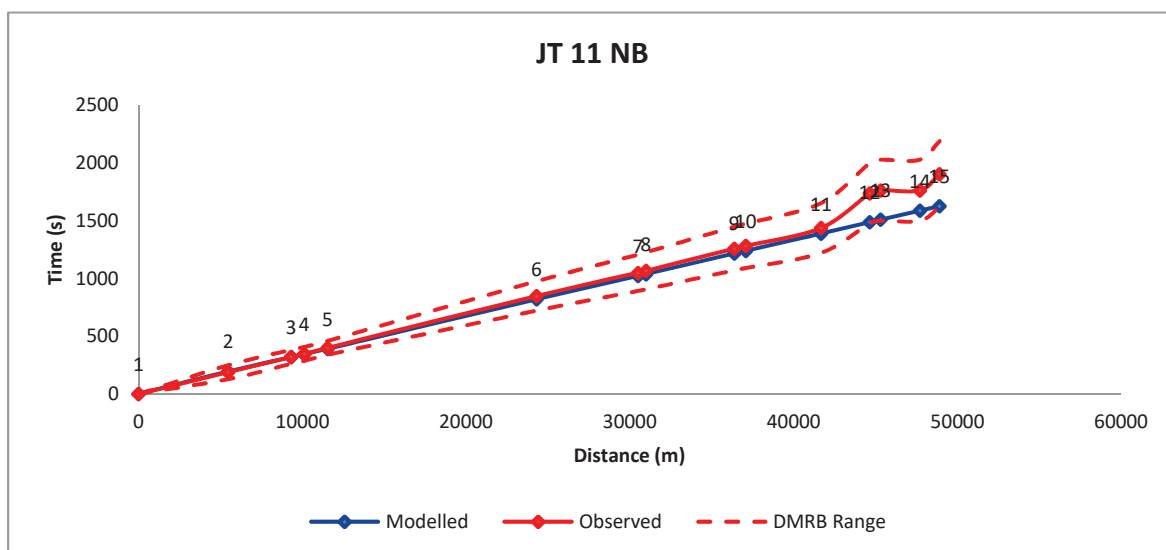
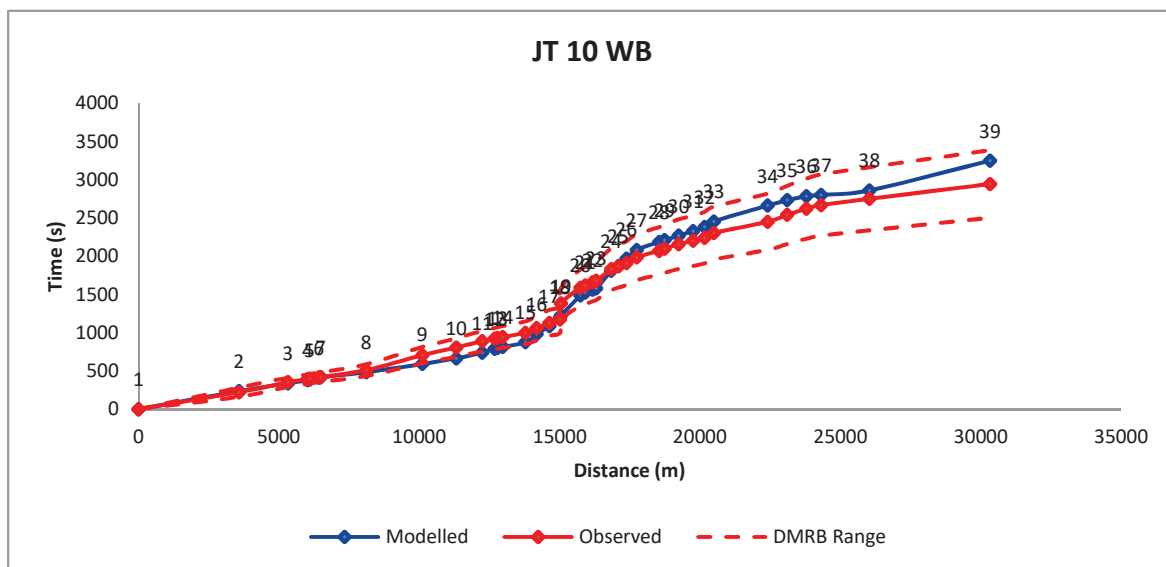
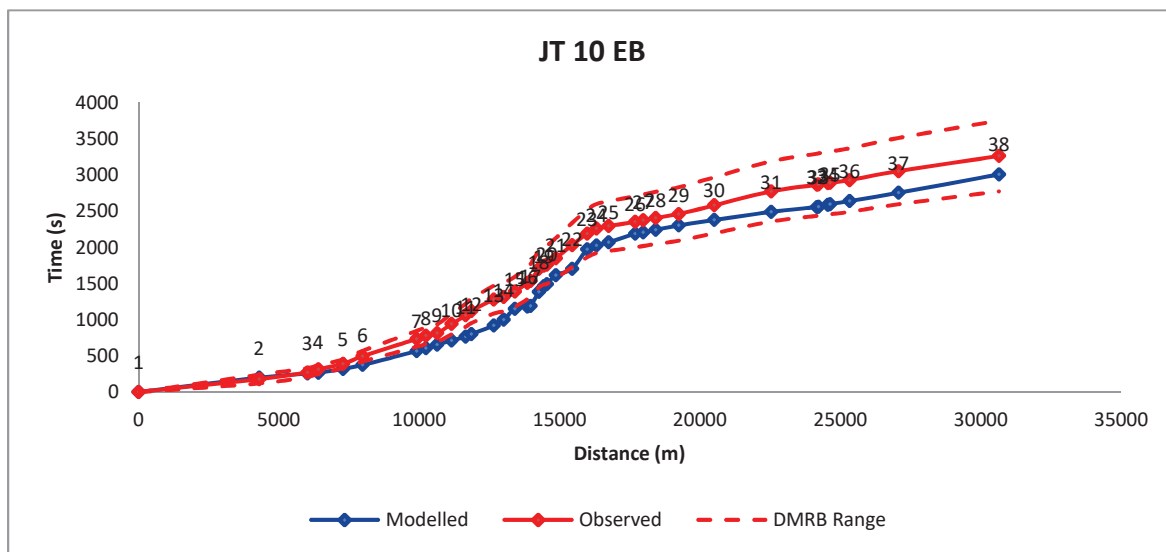
WSTM4 Journey Time Graphs - AM Peak



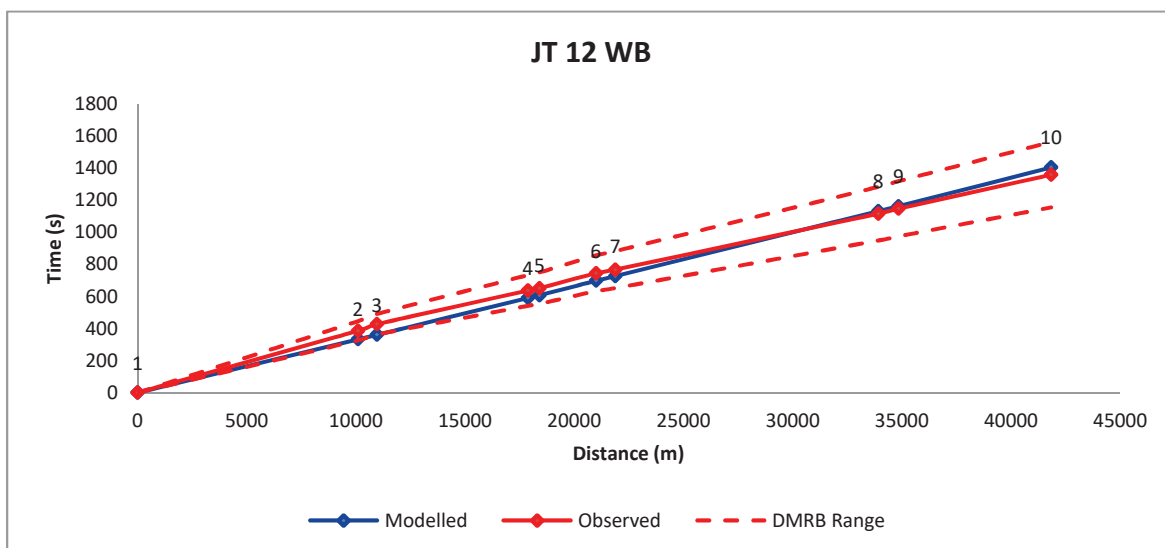
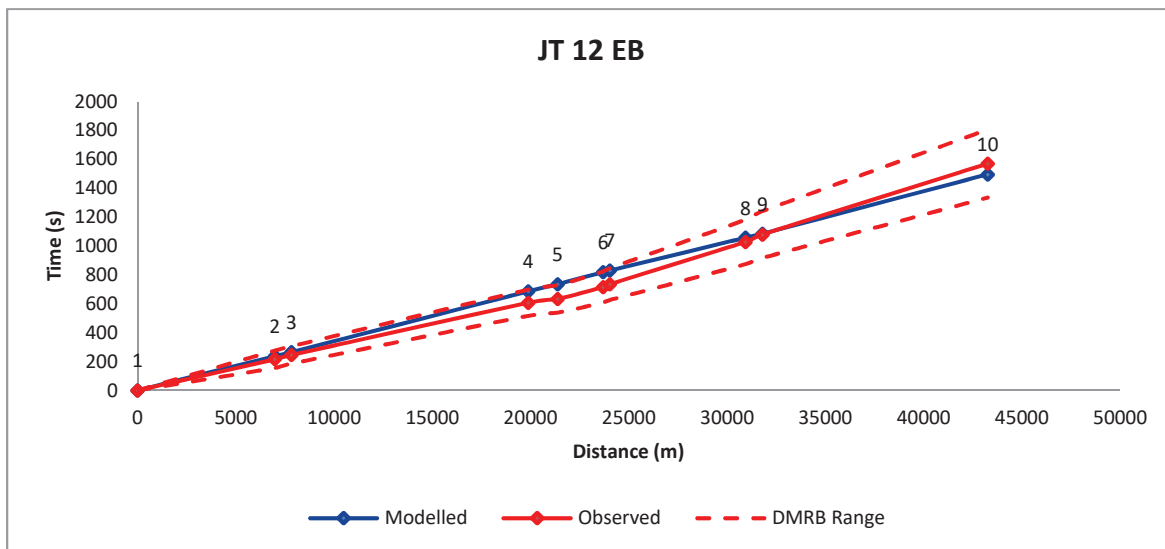
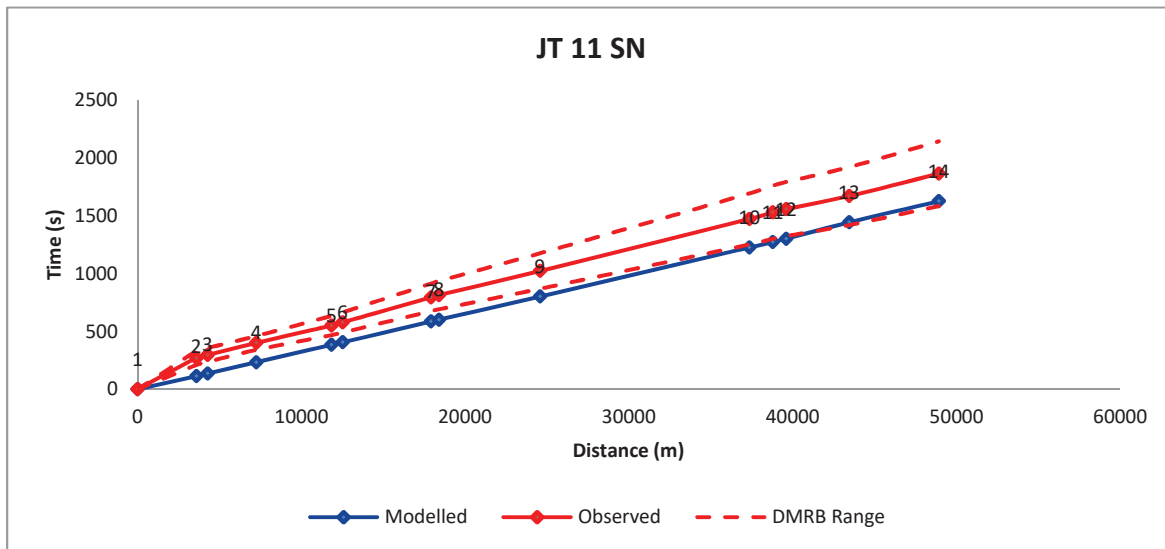
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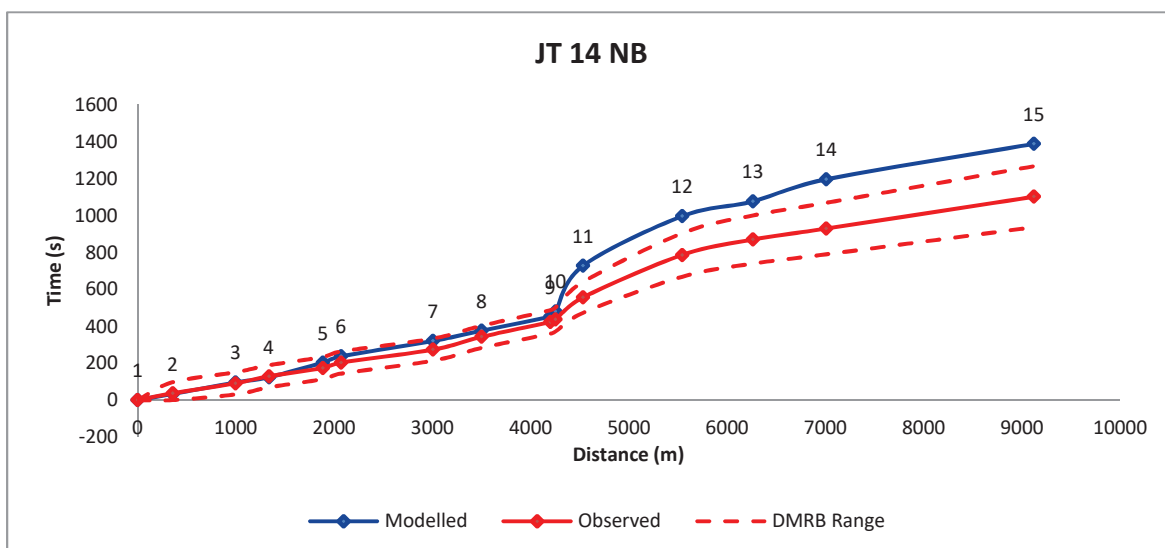
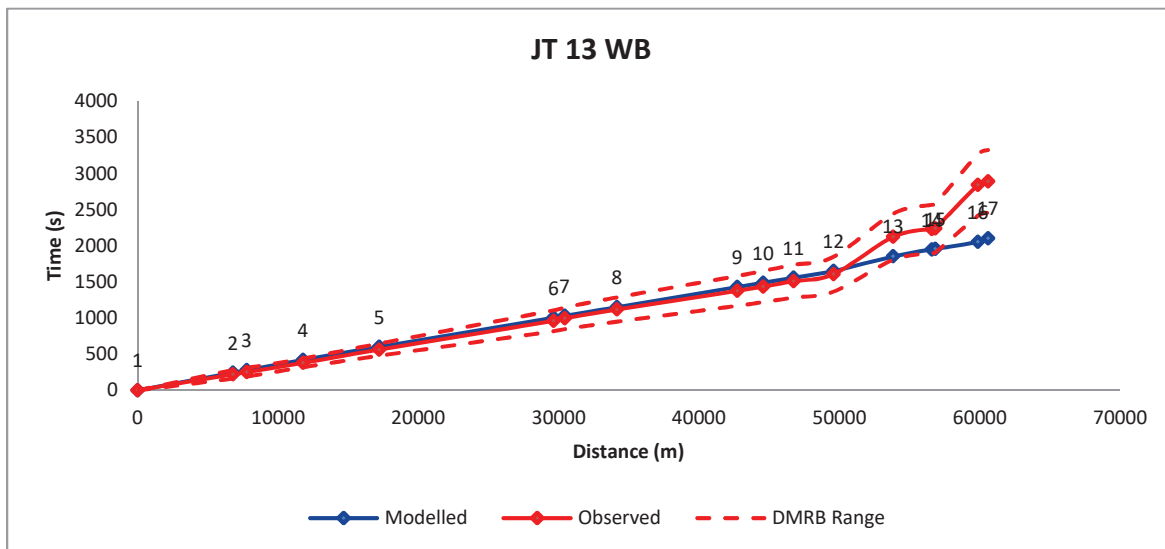
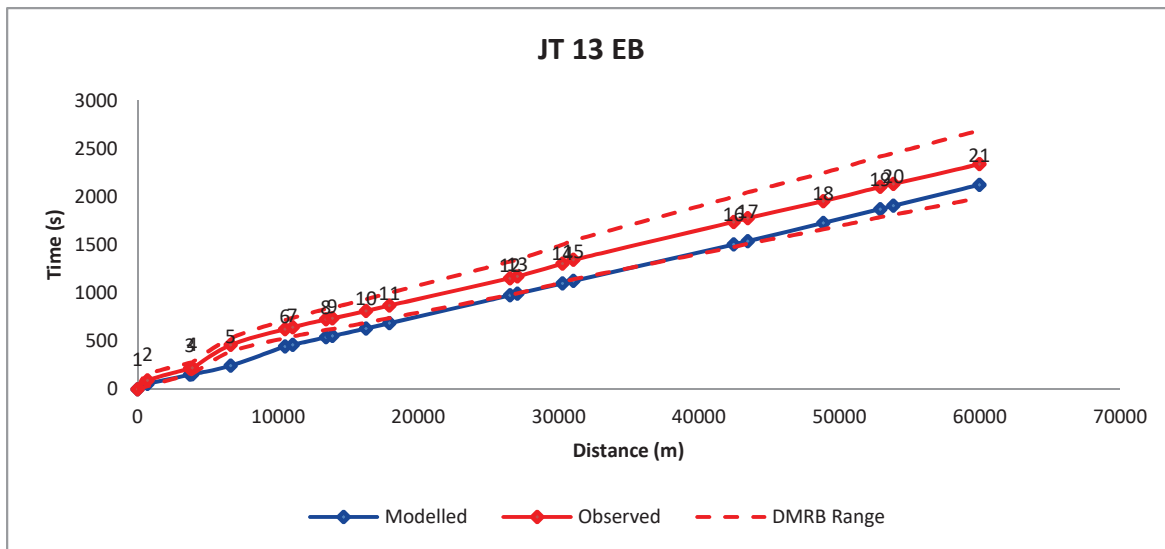
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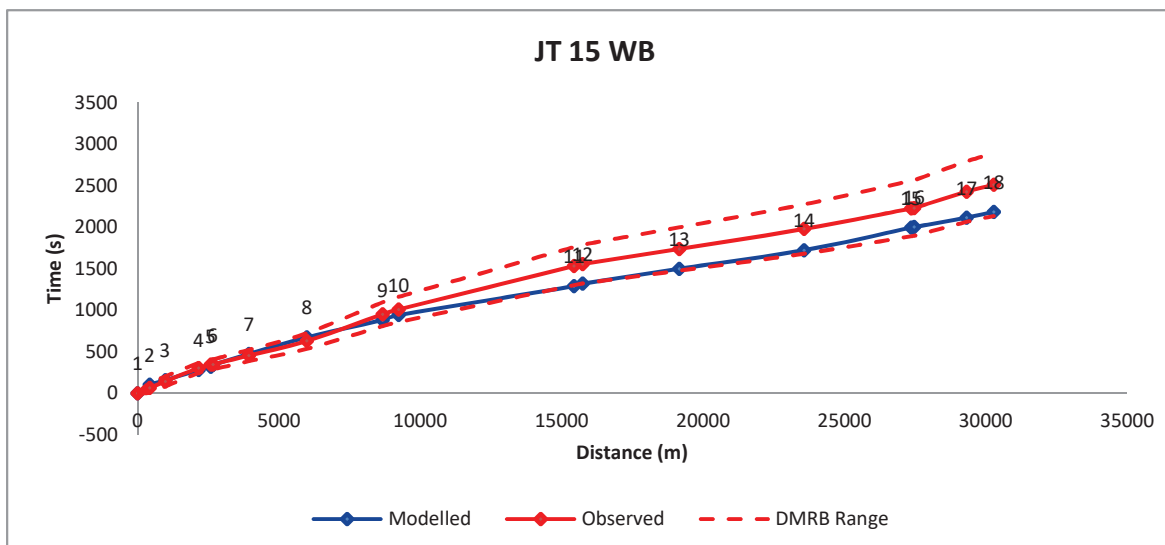
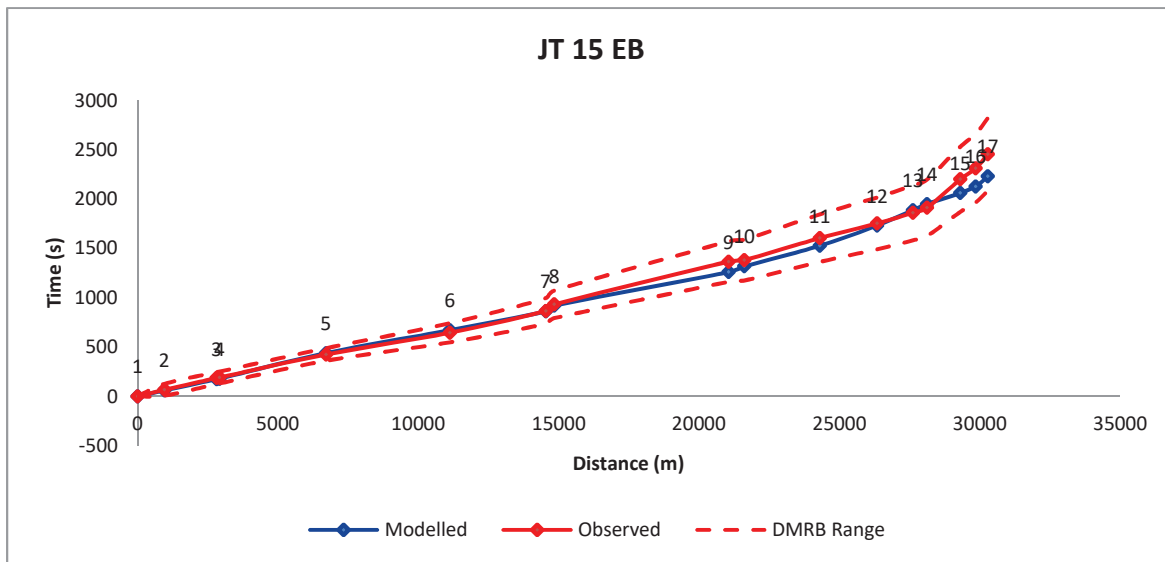
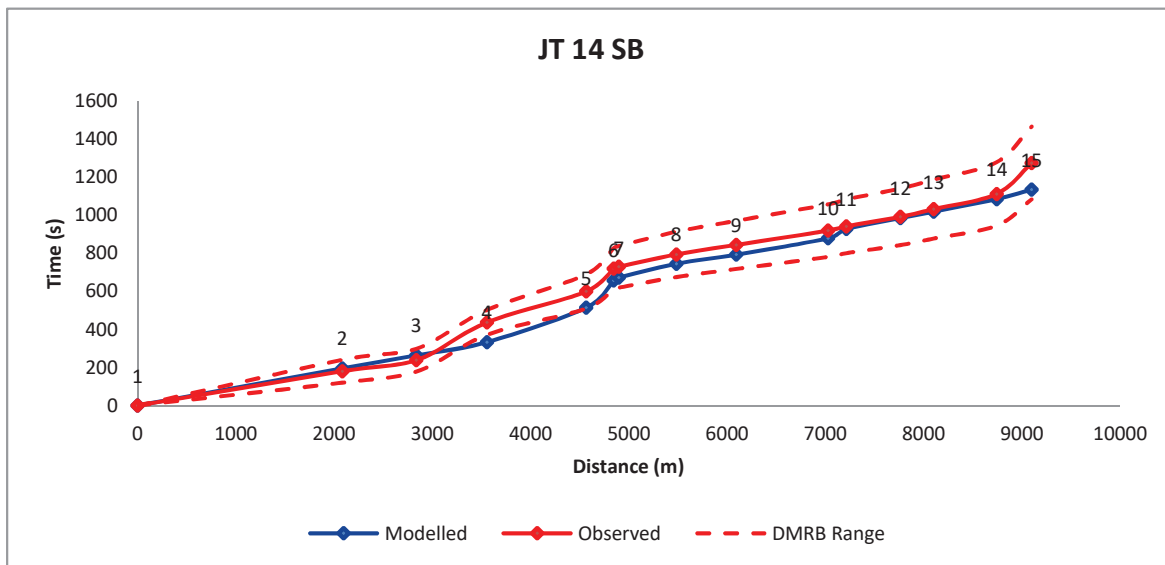
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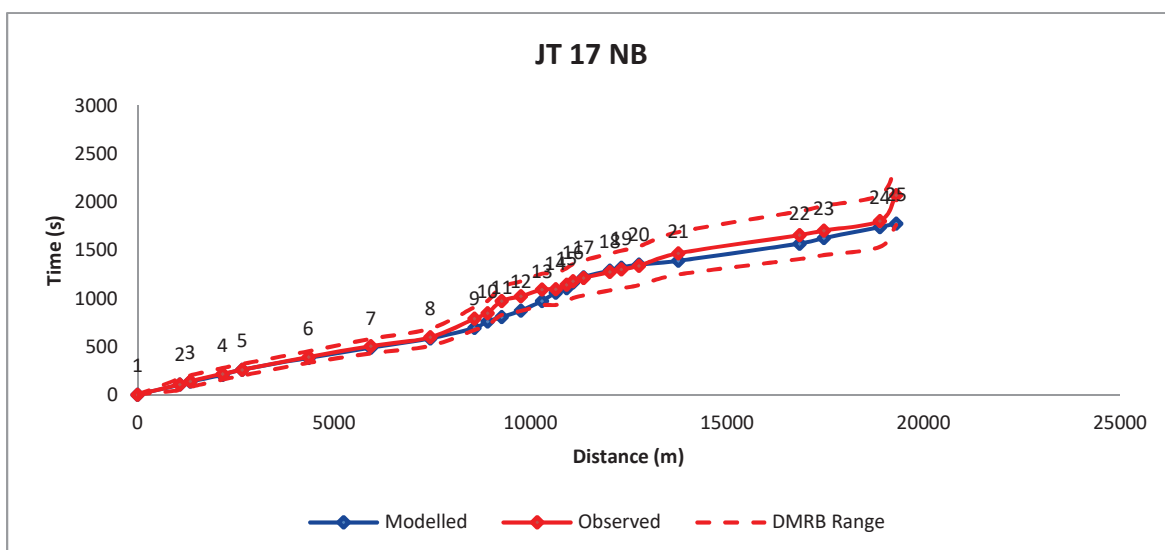
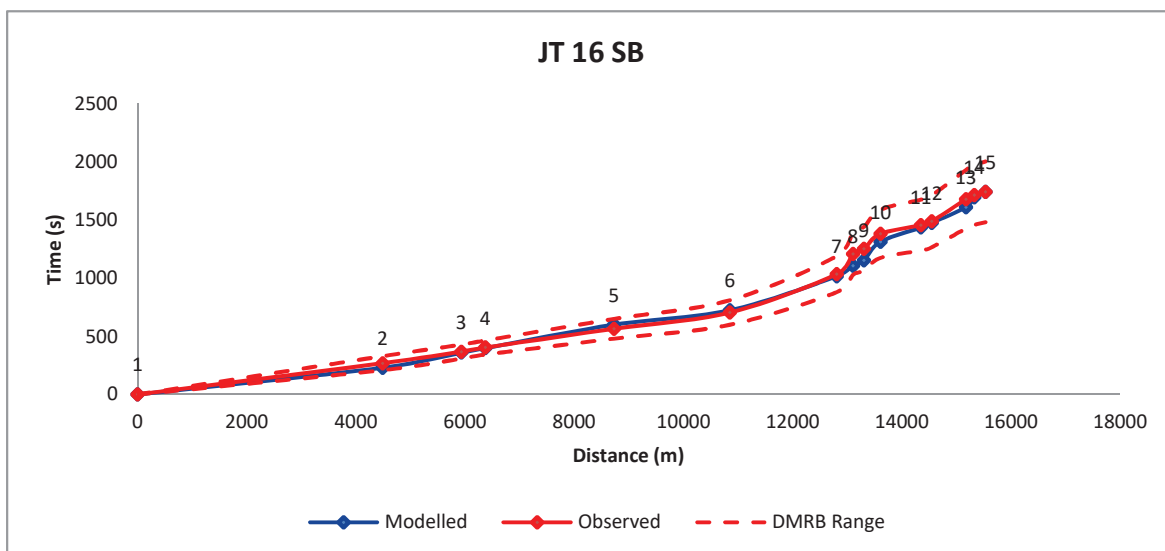
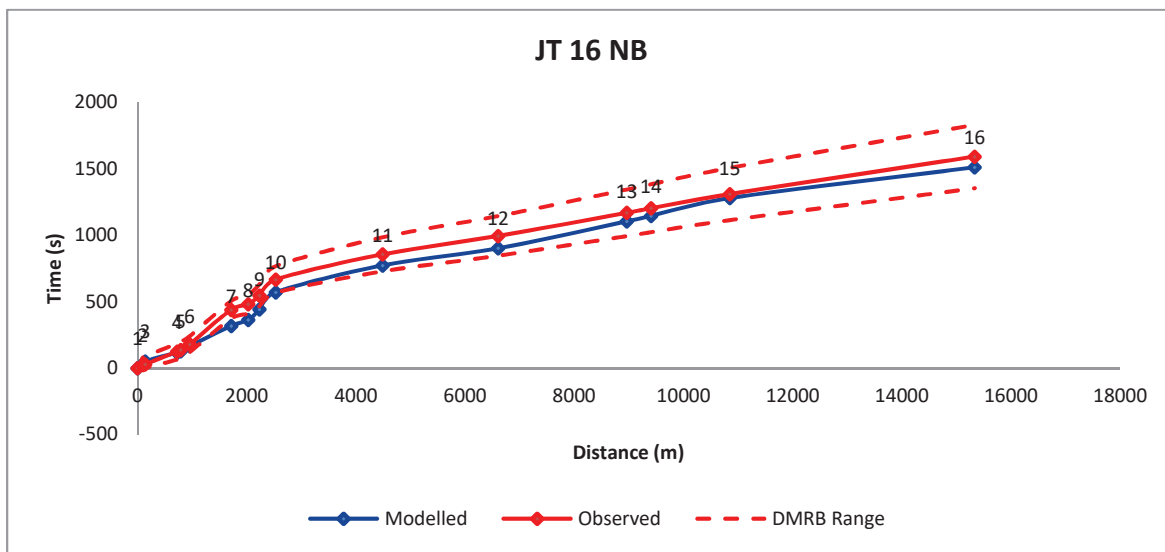
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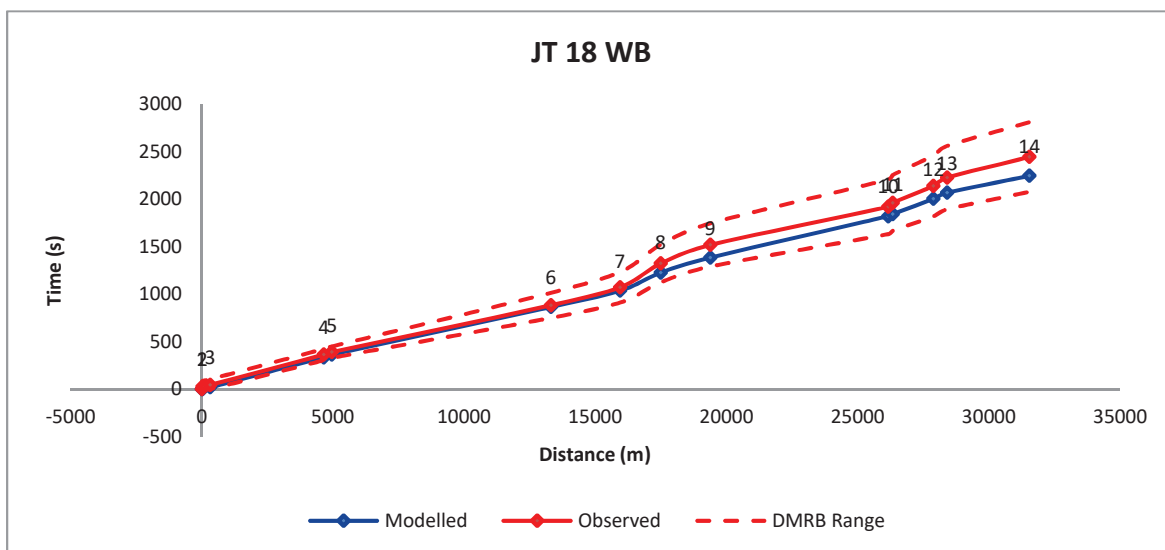
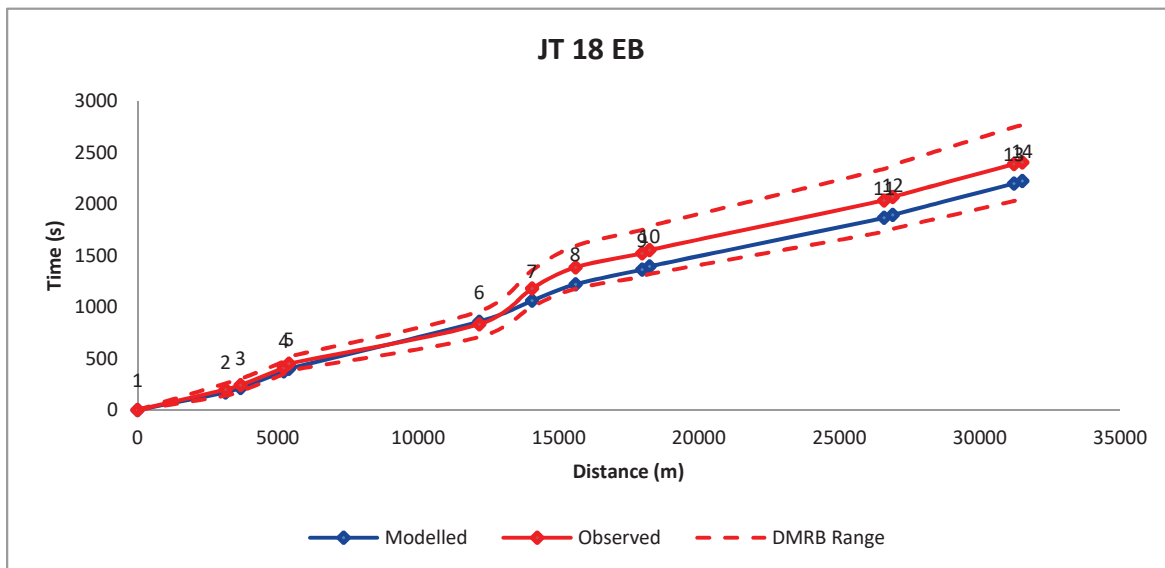
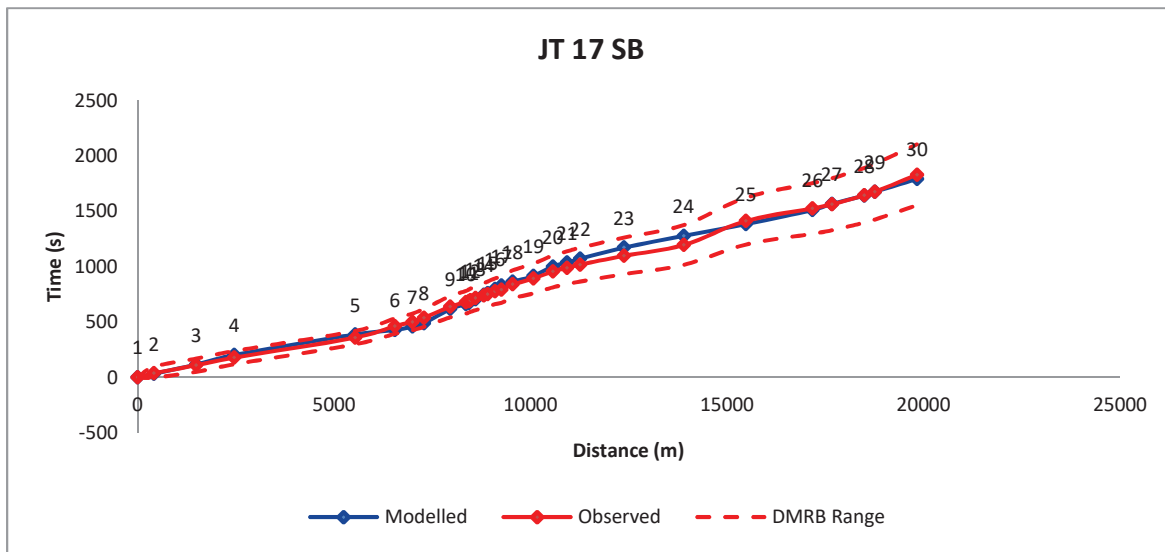
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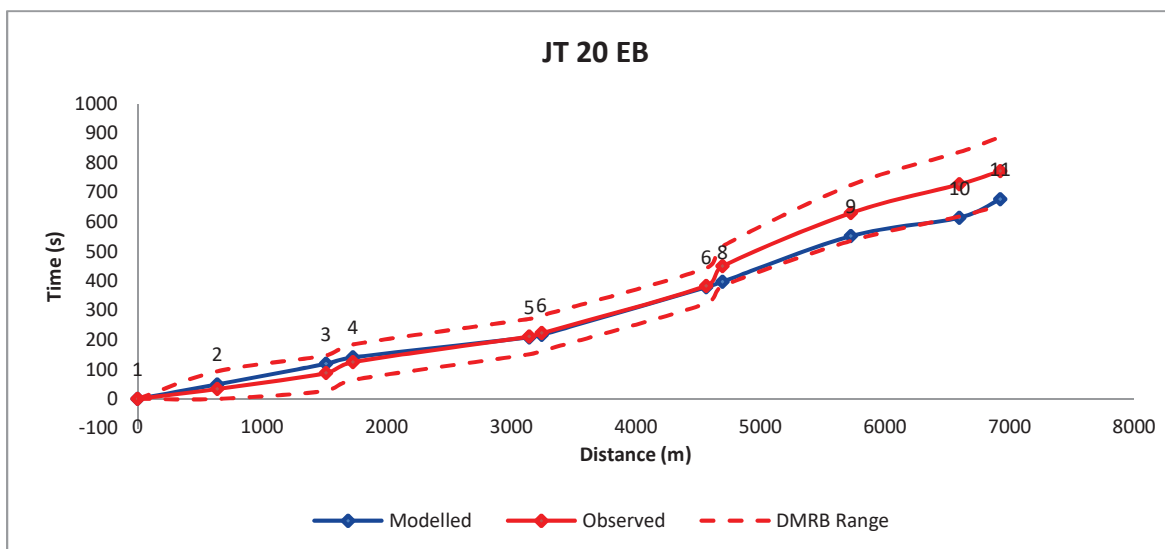
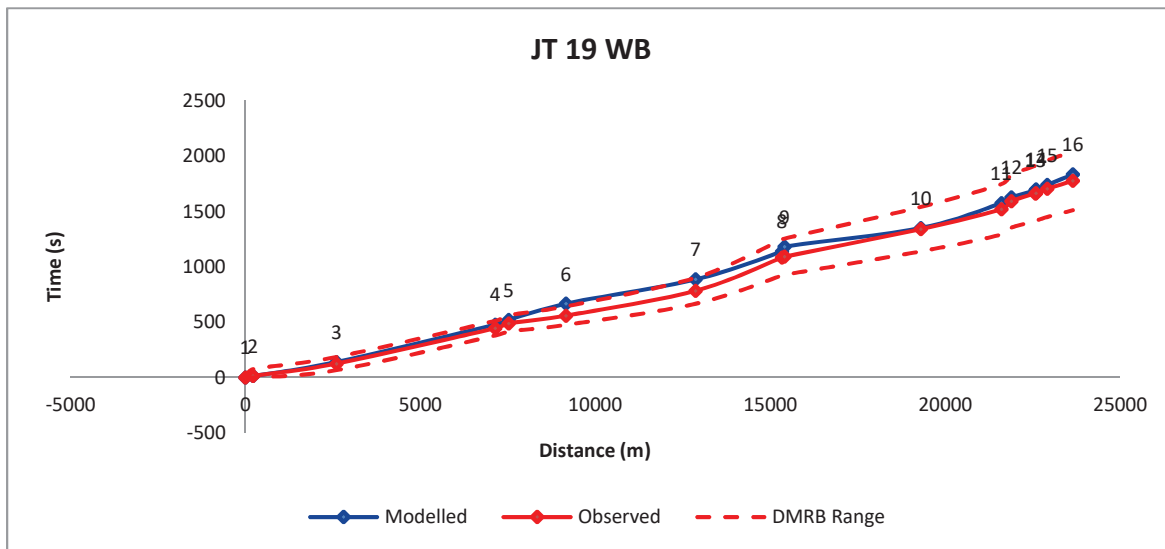
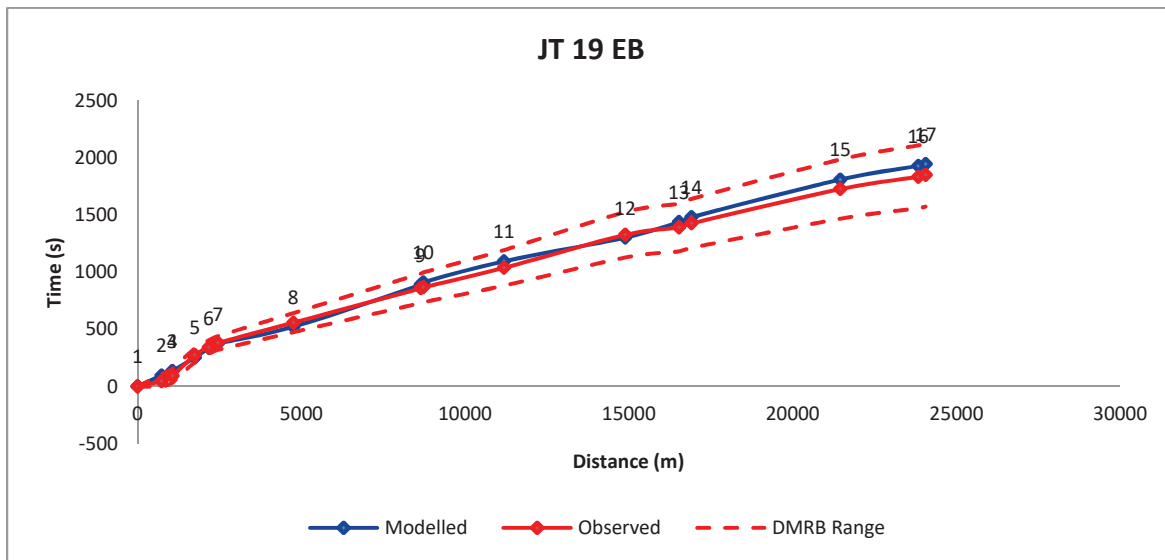
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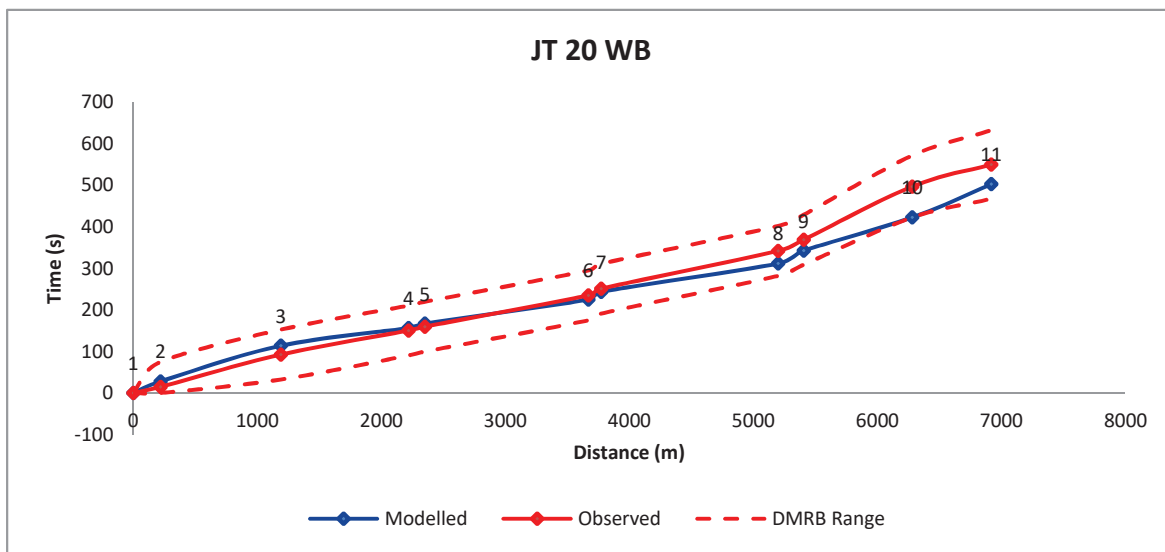
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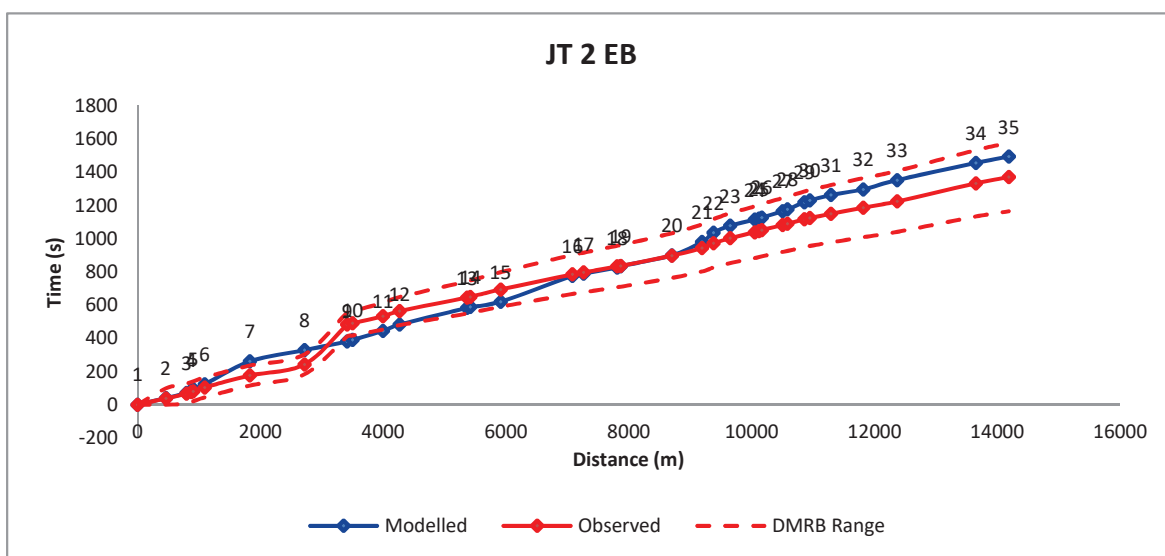
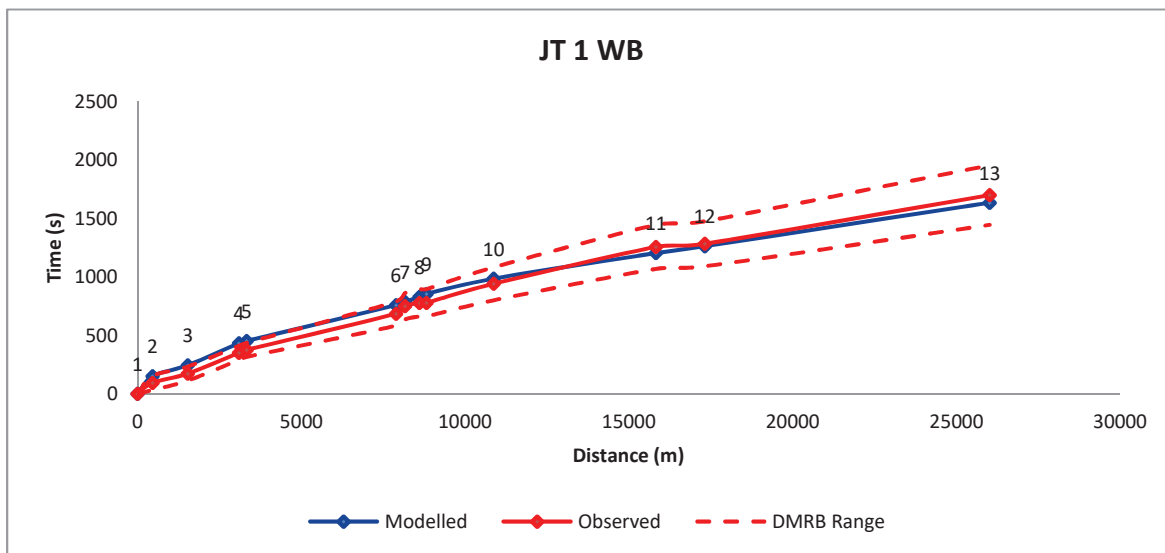
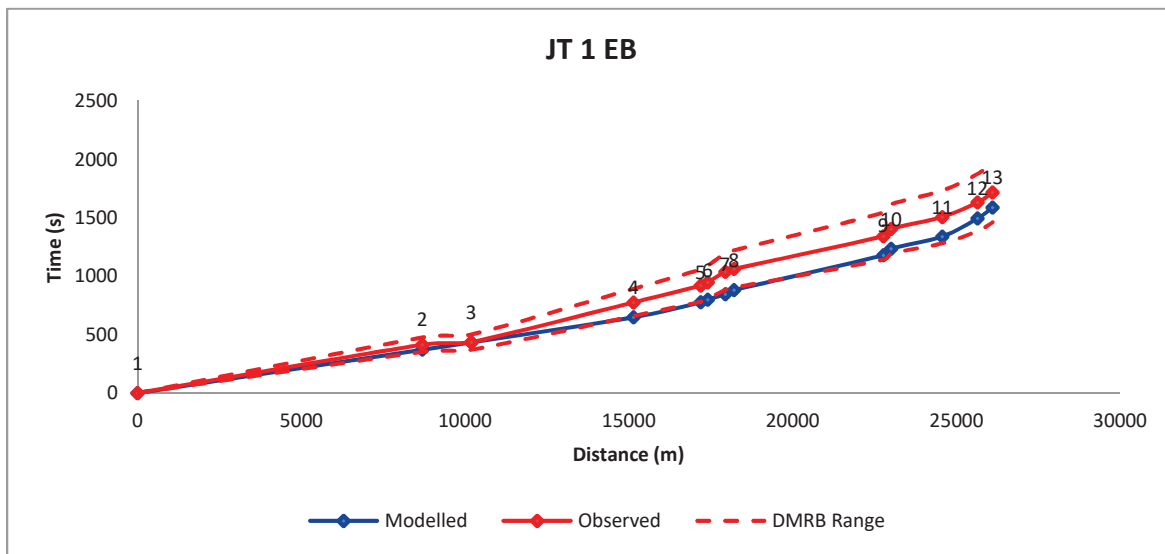
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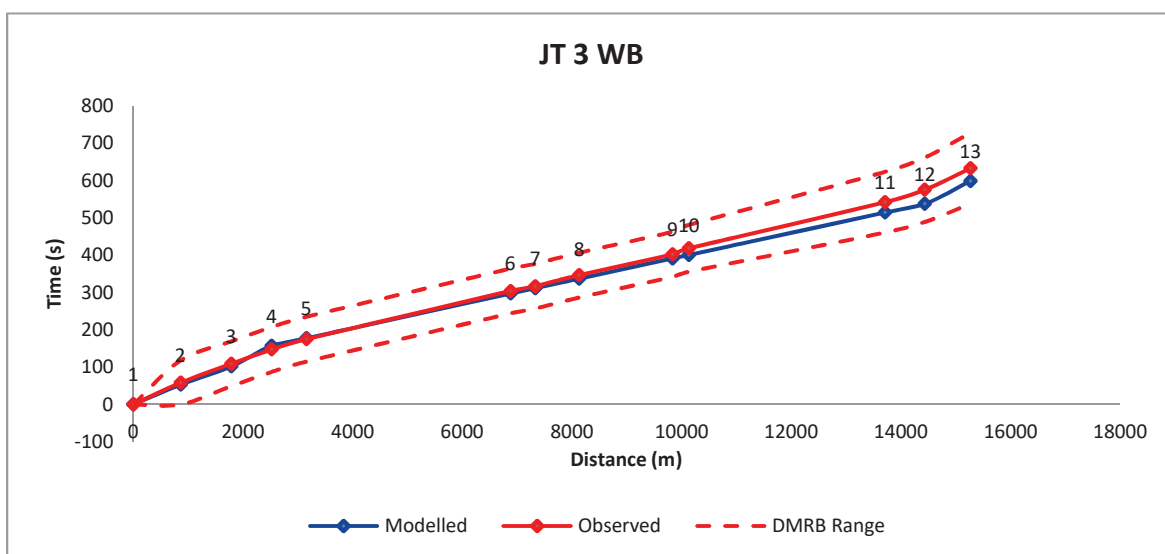
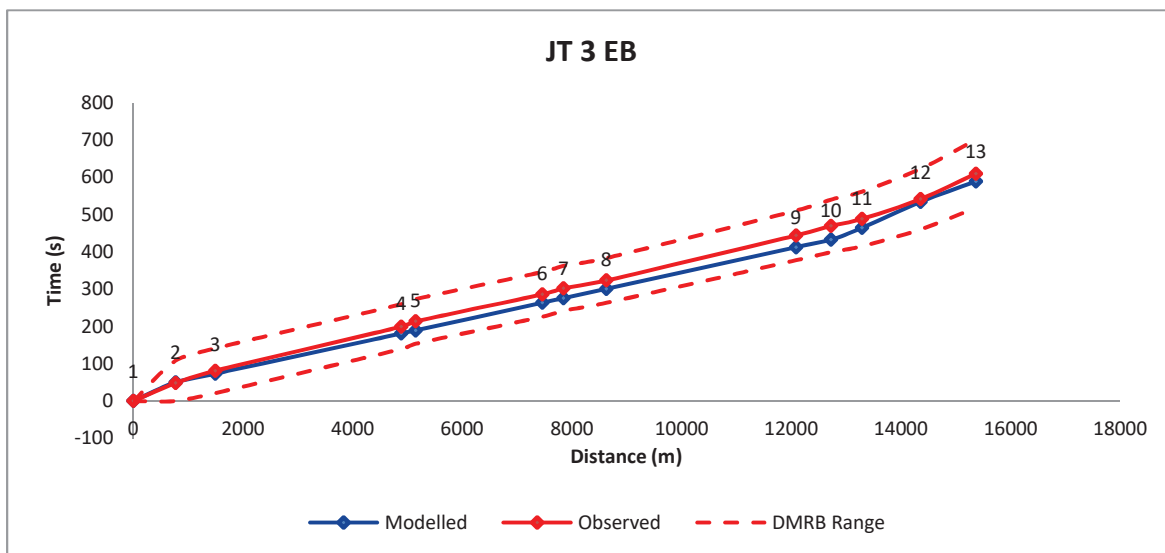
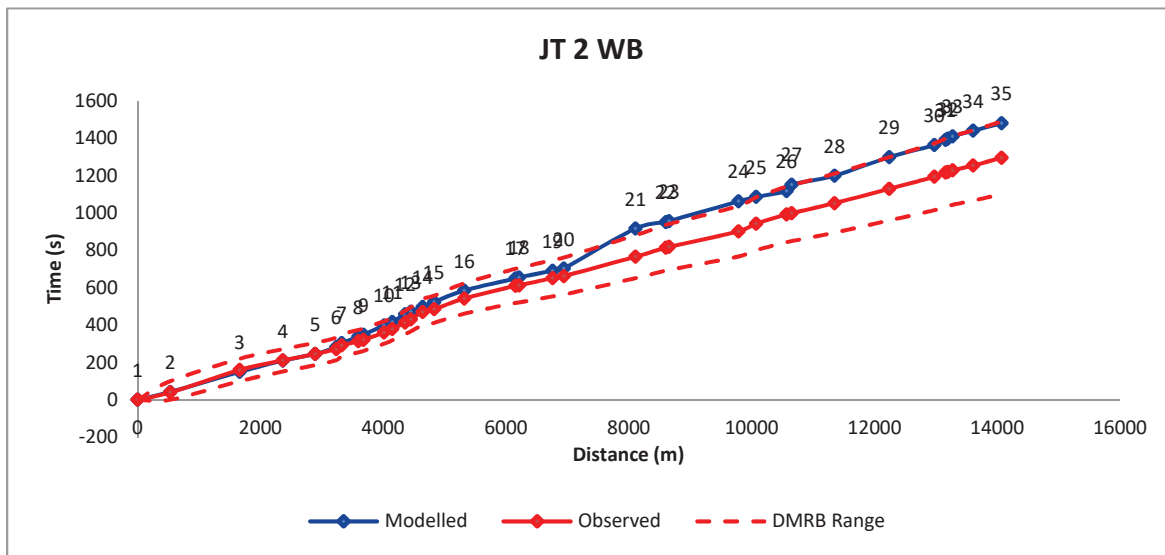
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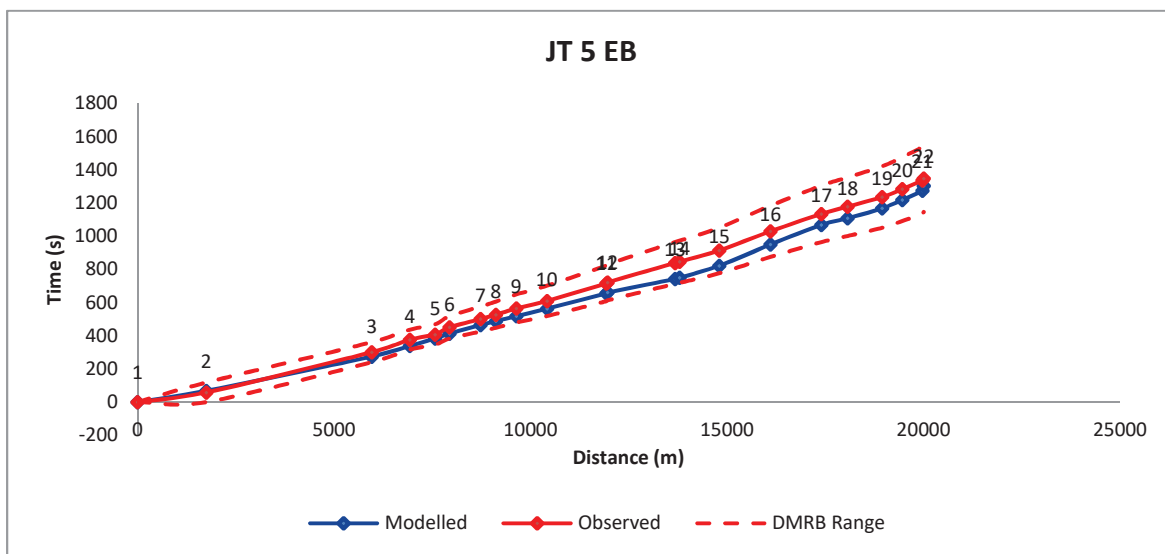
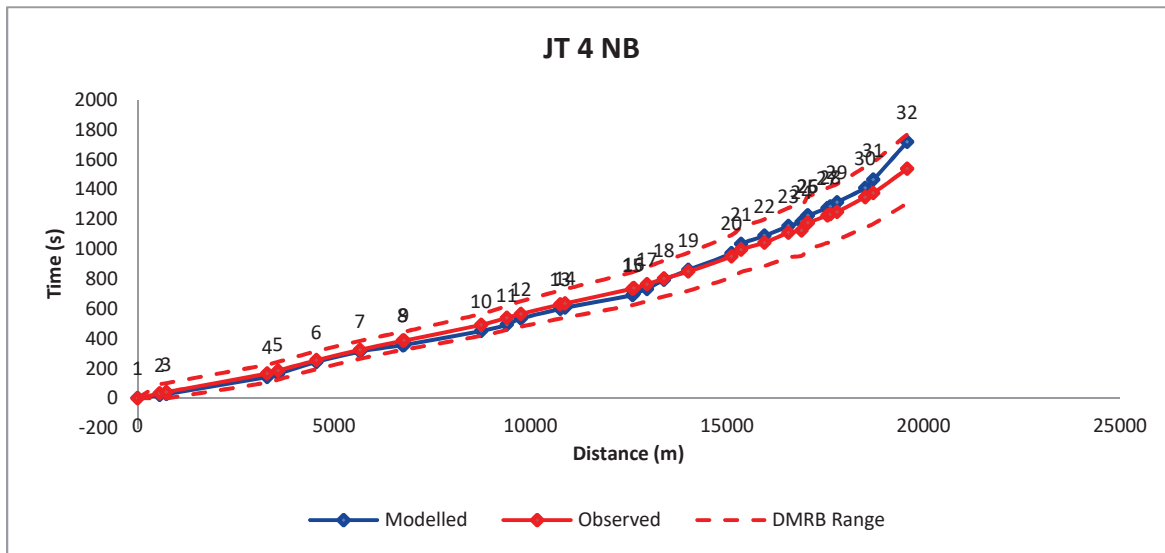
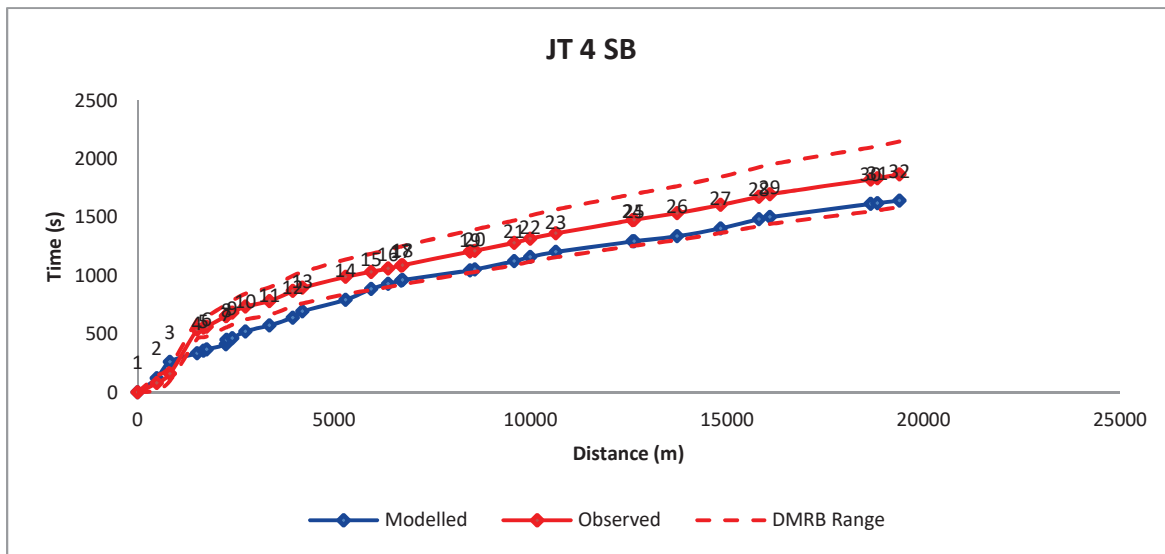
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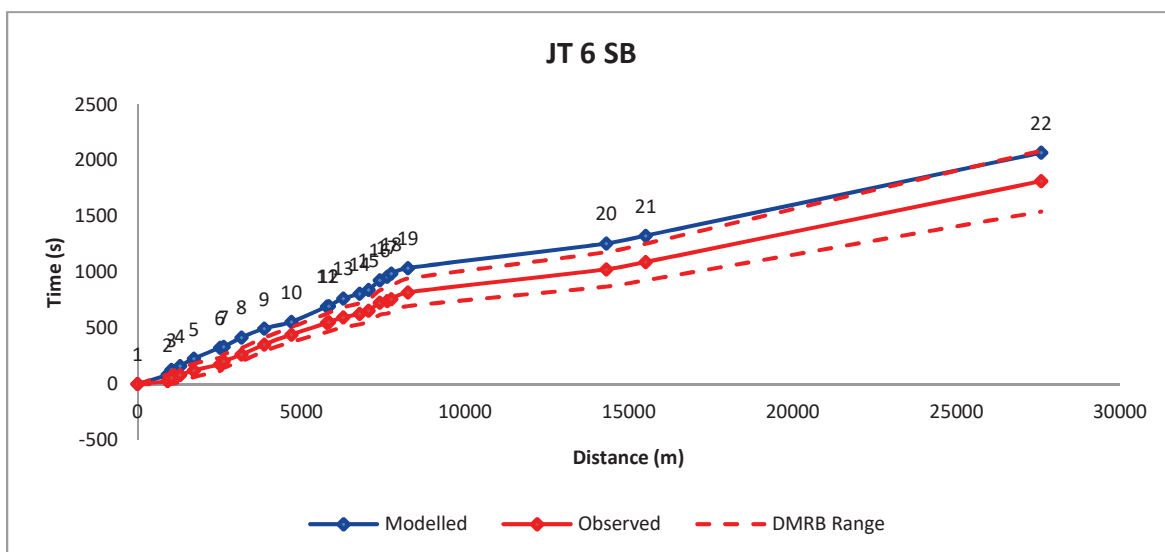
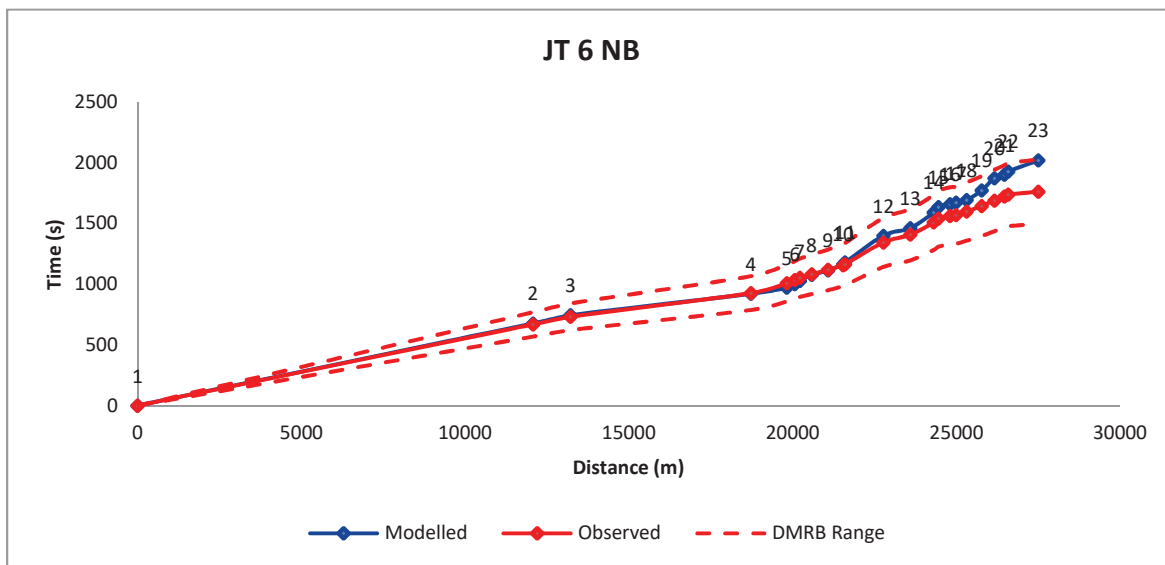
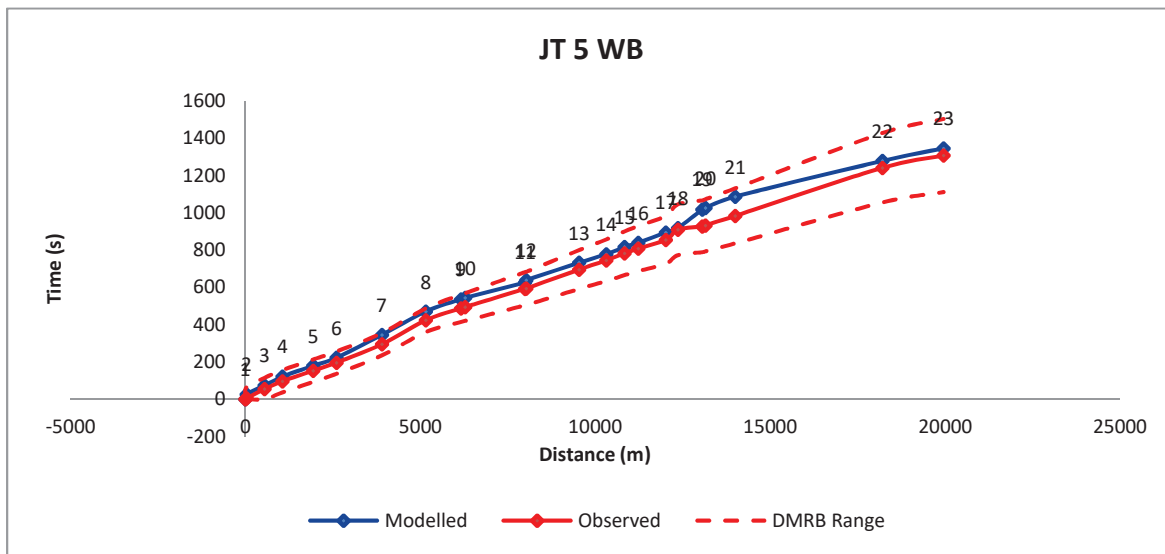
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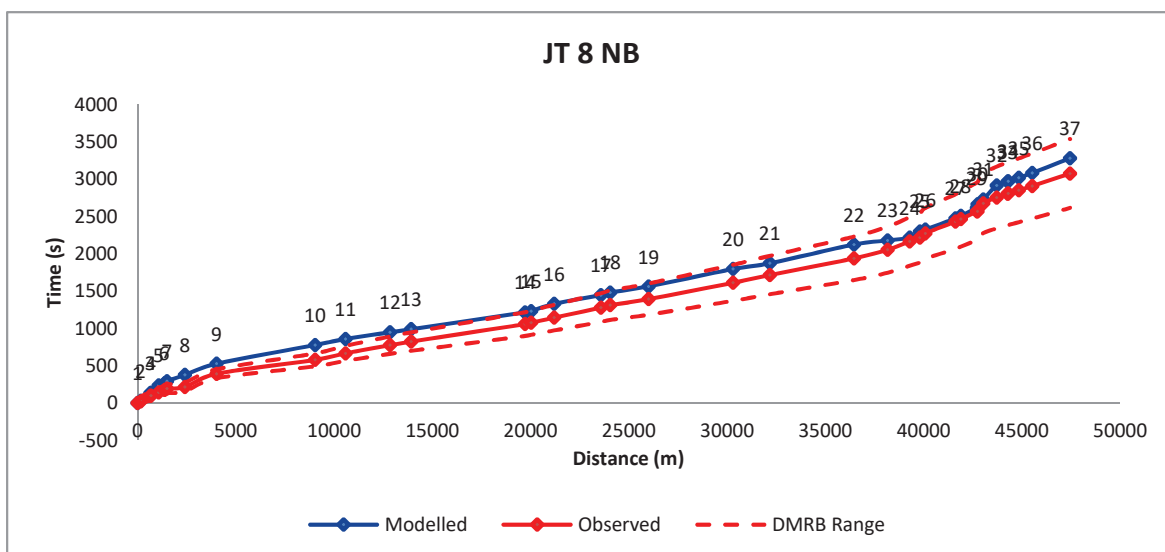
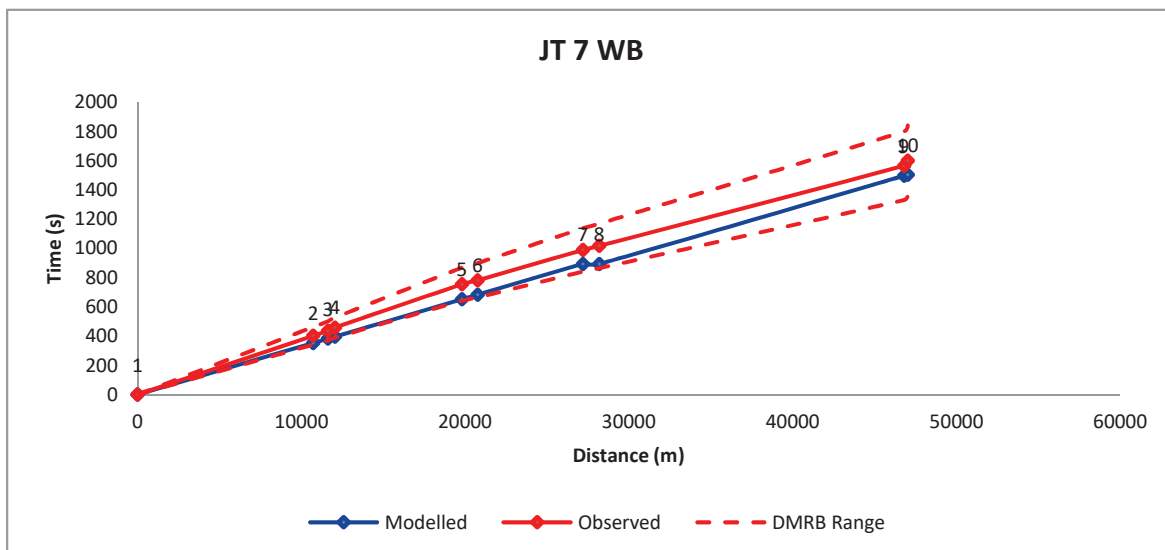
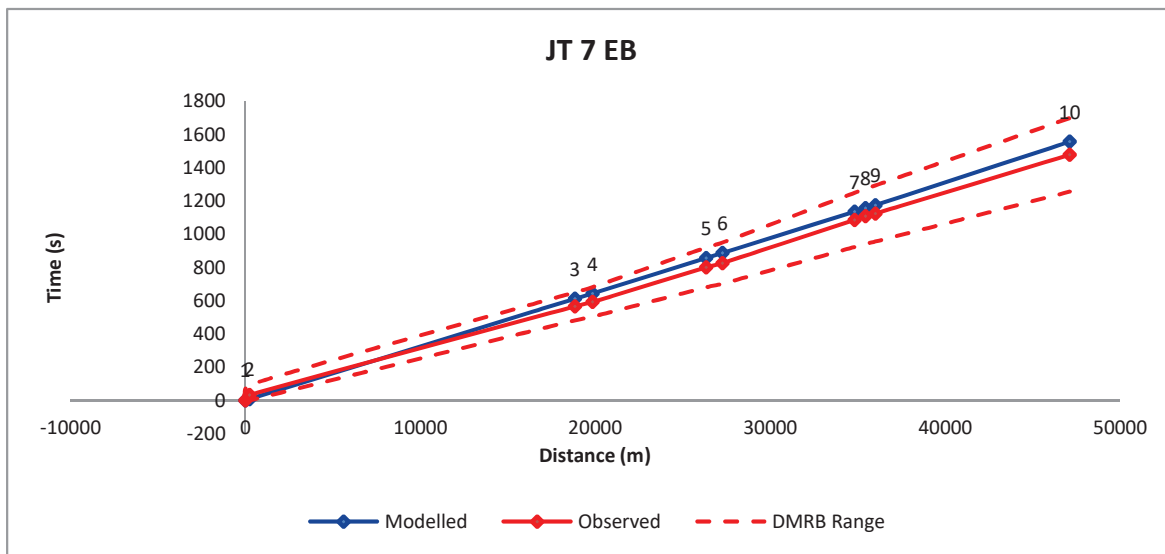
WSTM4 Journey Time Graphs - Interpeak



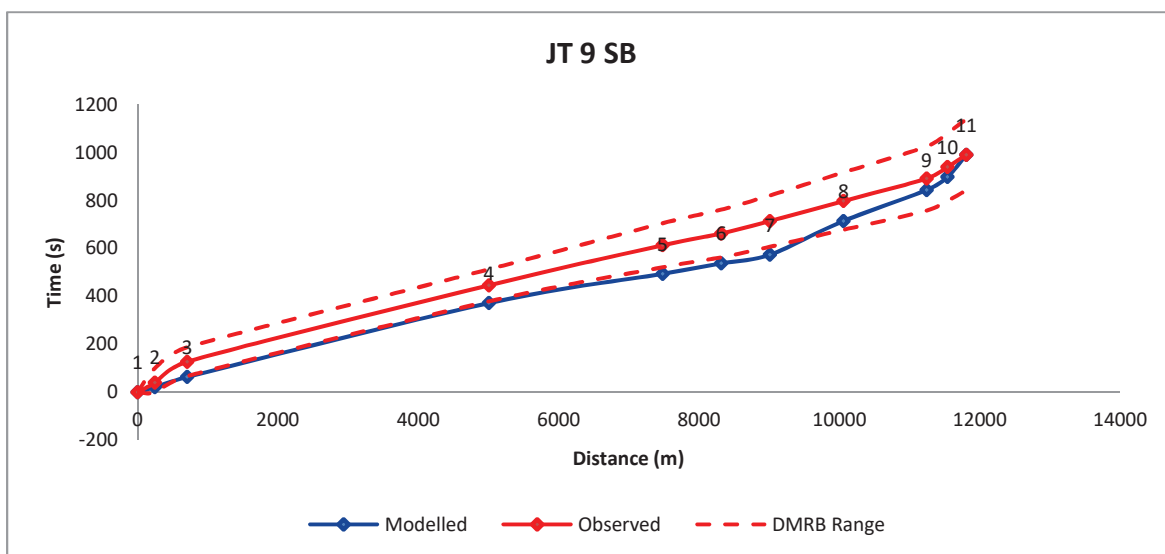
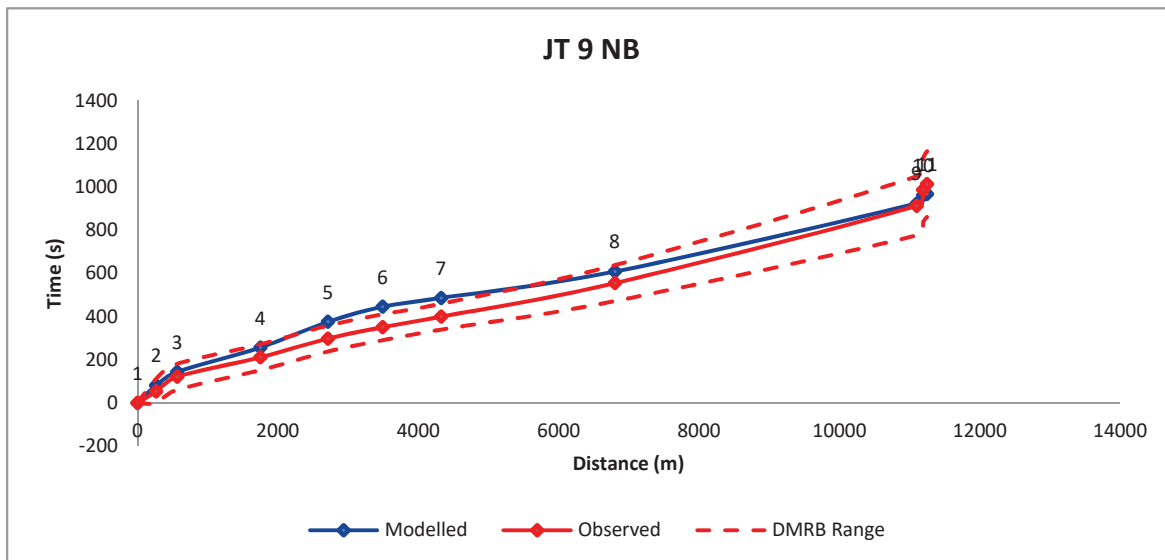
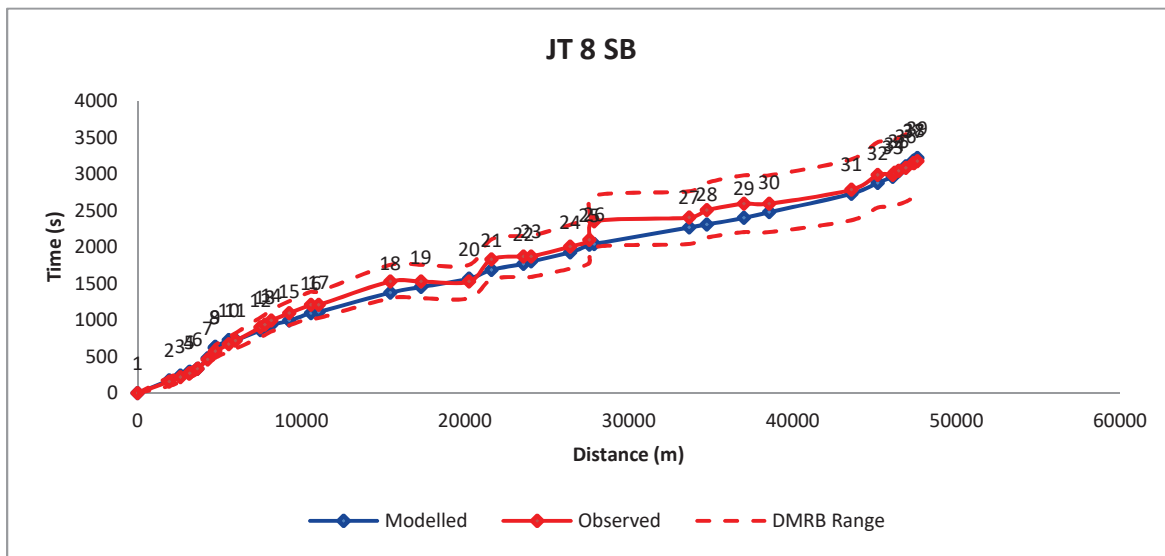
WSTM4 Journey Time Graphs - Interpeak



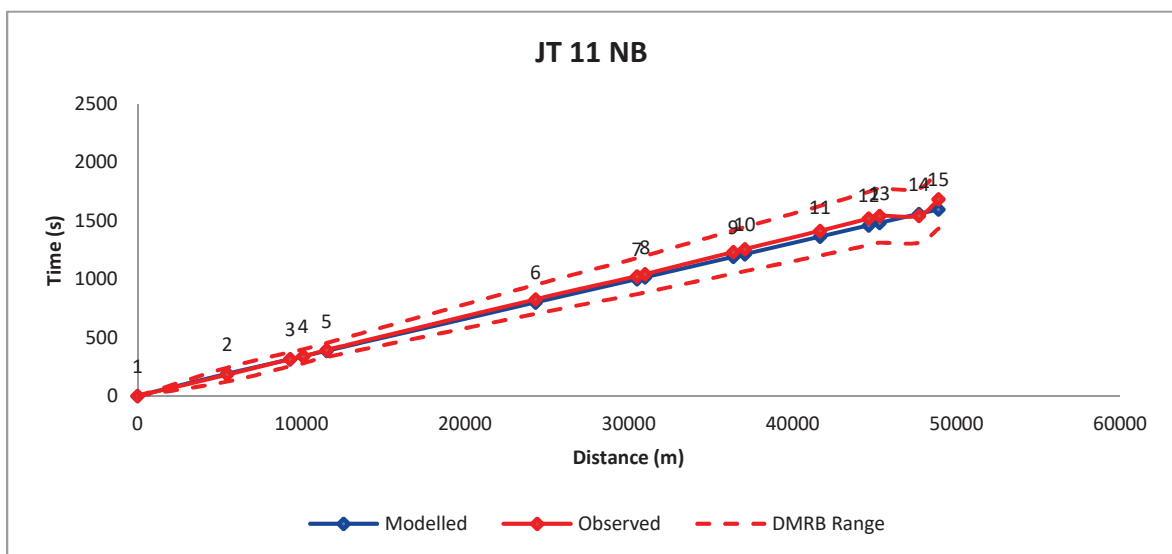
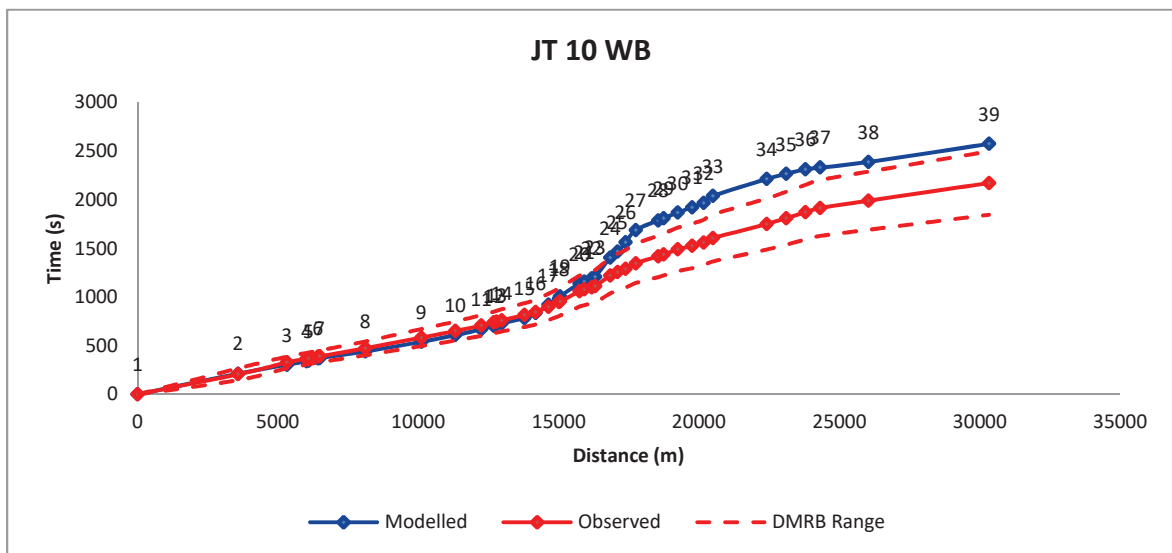
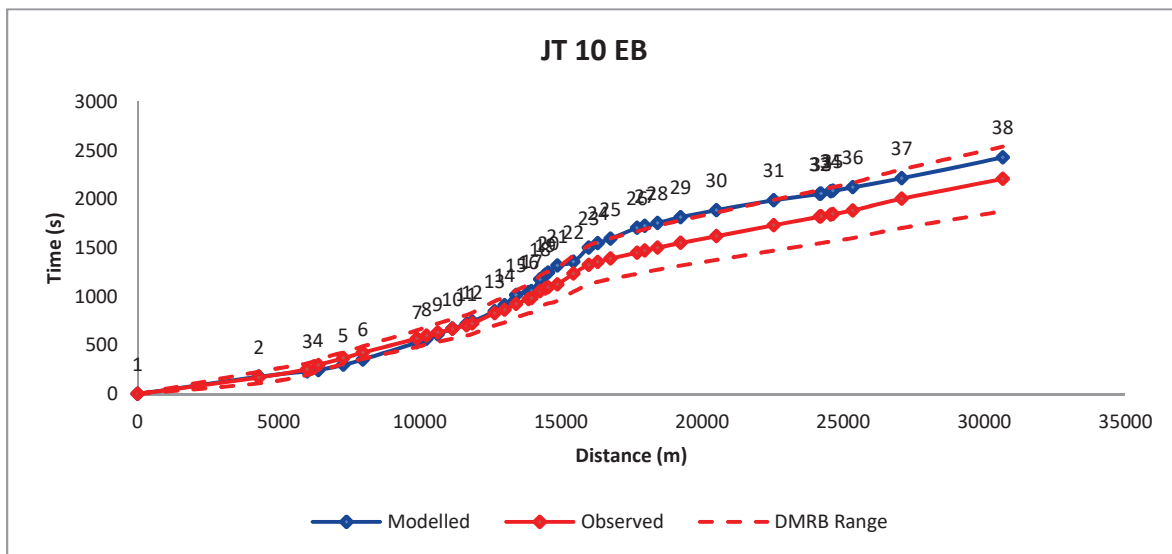
WSTM4 Journey Time Graphs - Interpeak



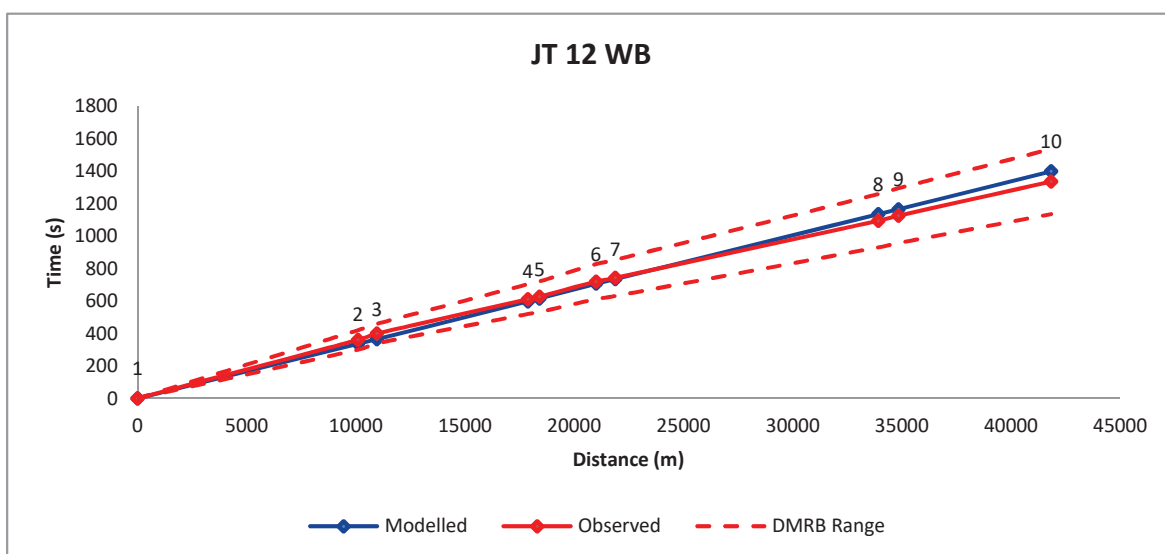
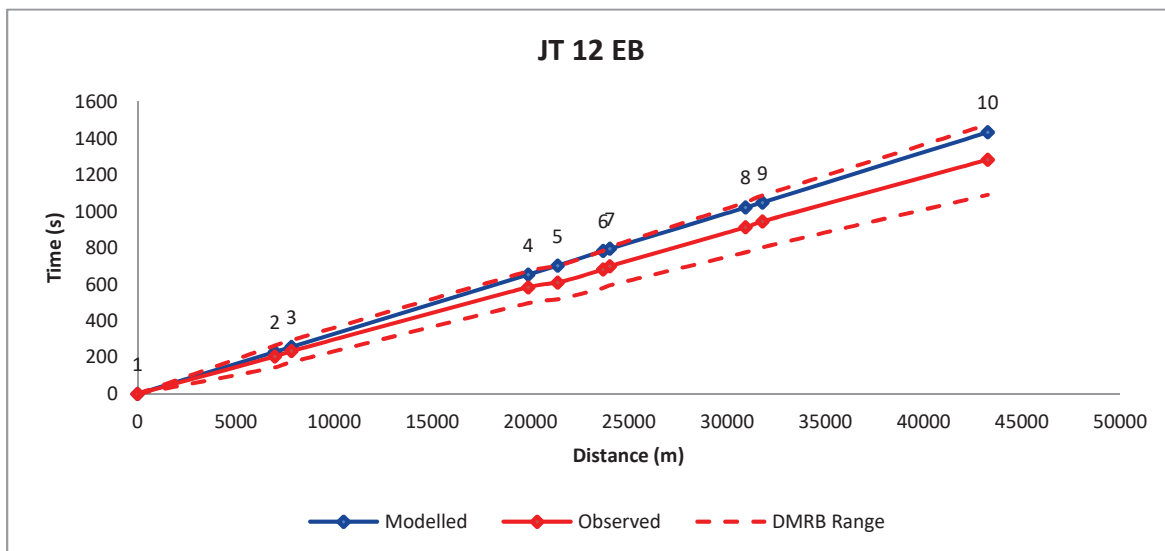
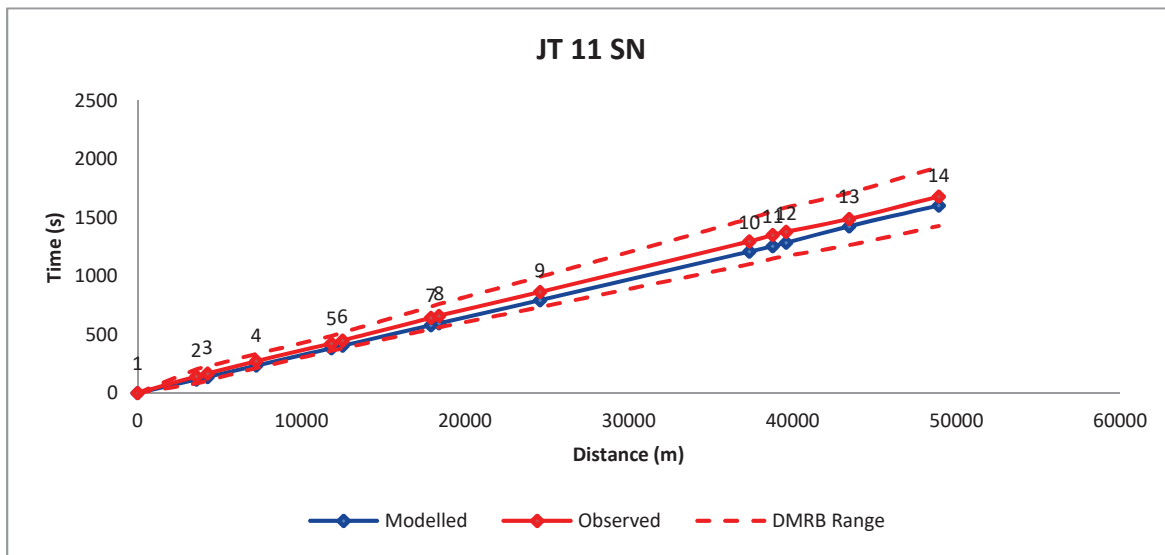
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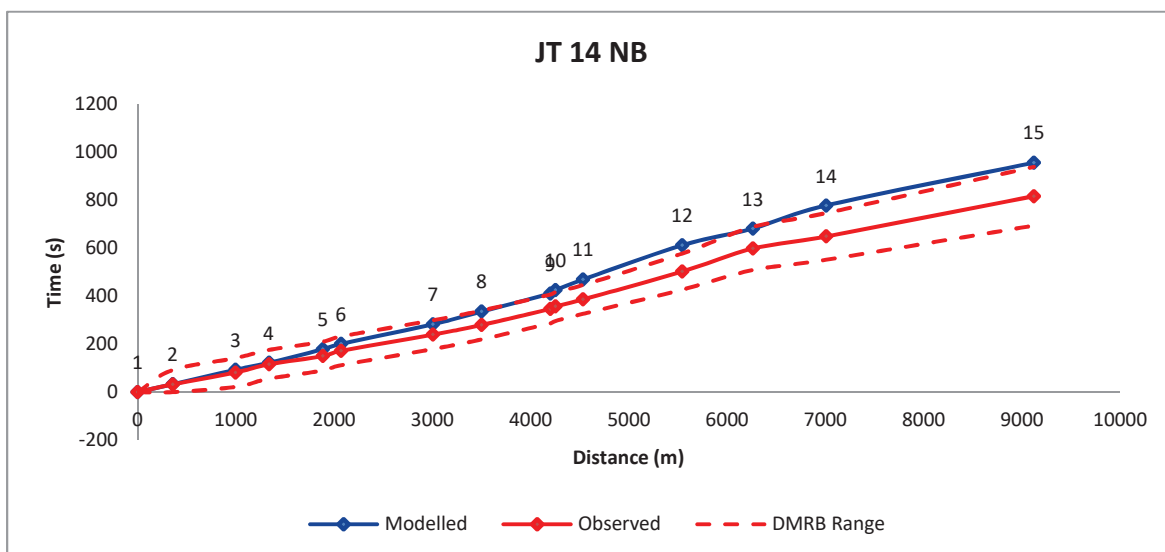
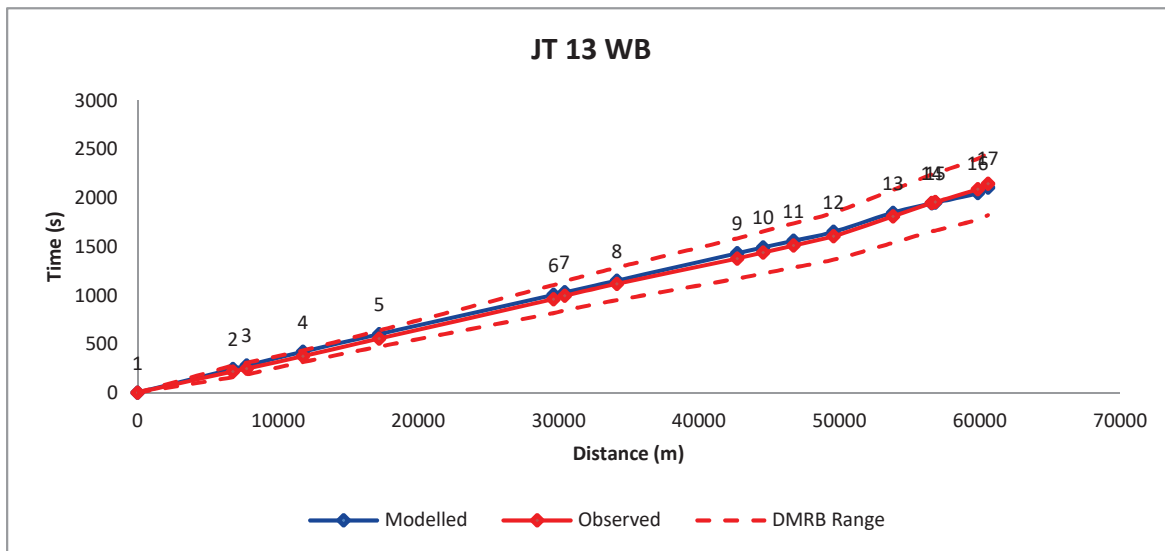
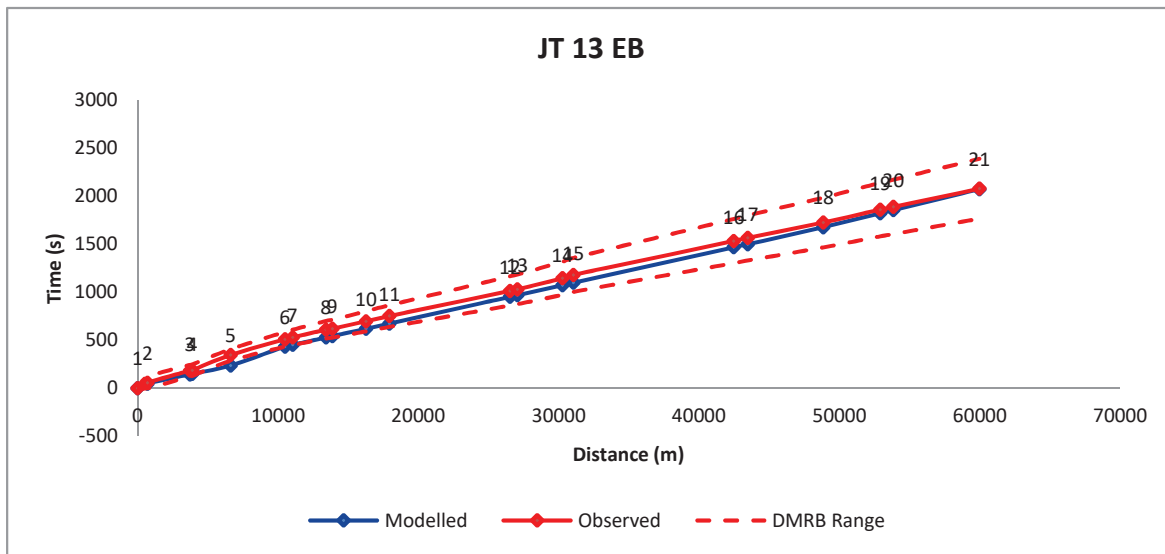
WSTM4 Journey Time Graphs - Interpeak



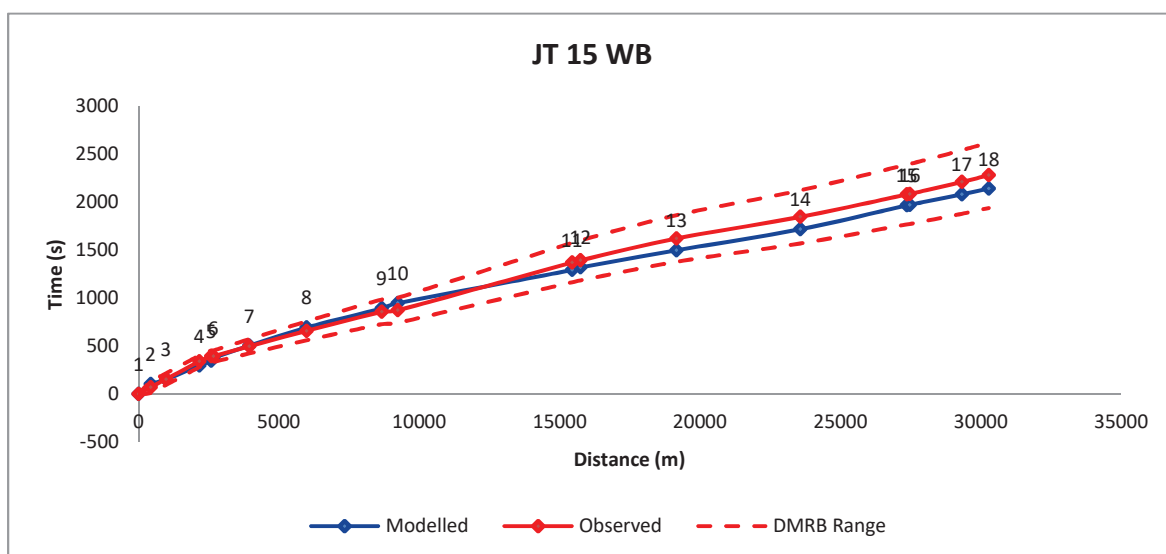
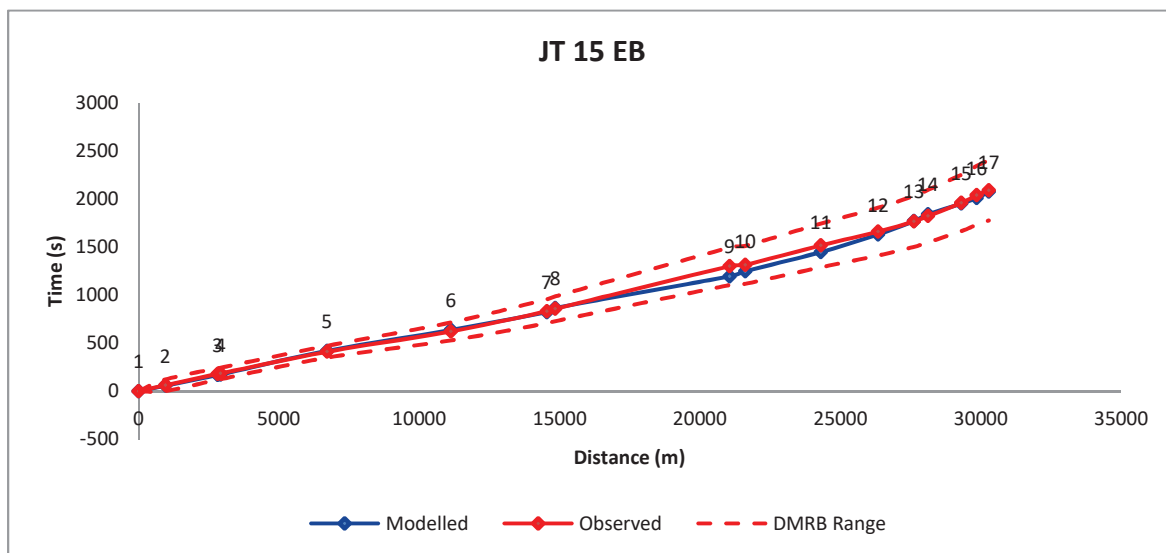
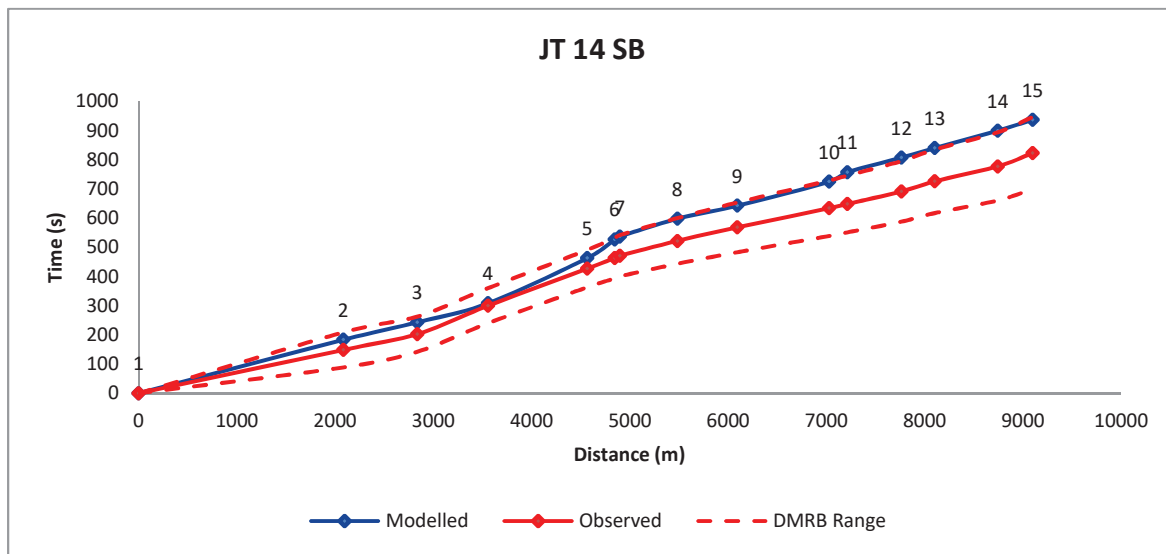
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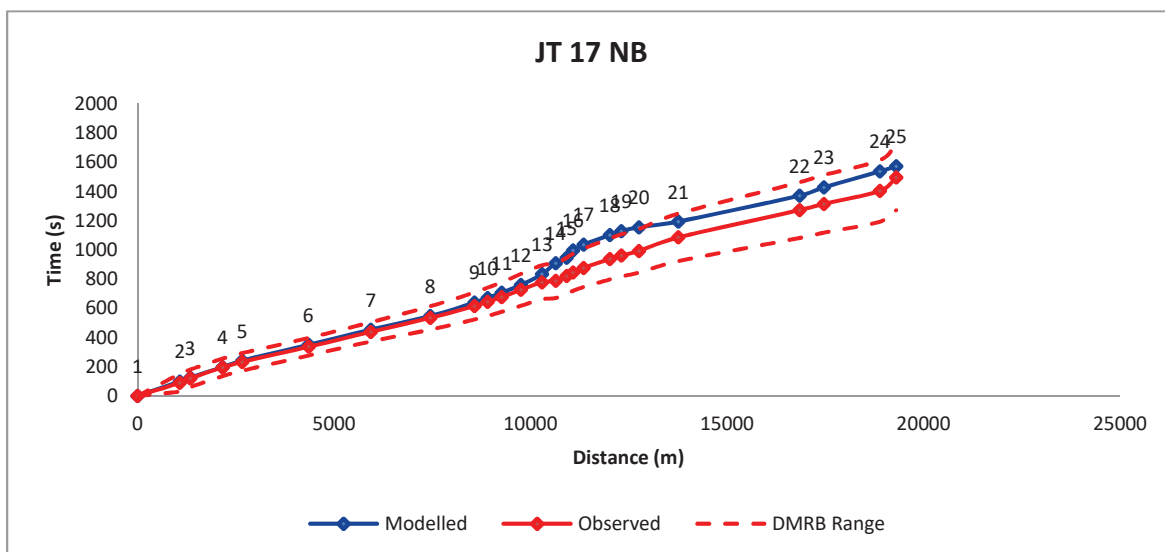
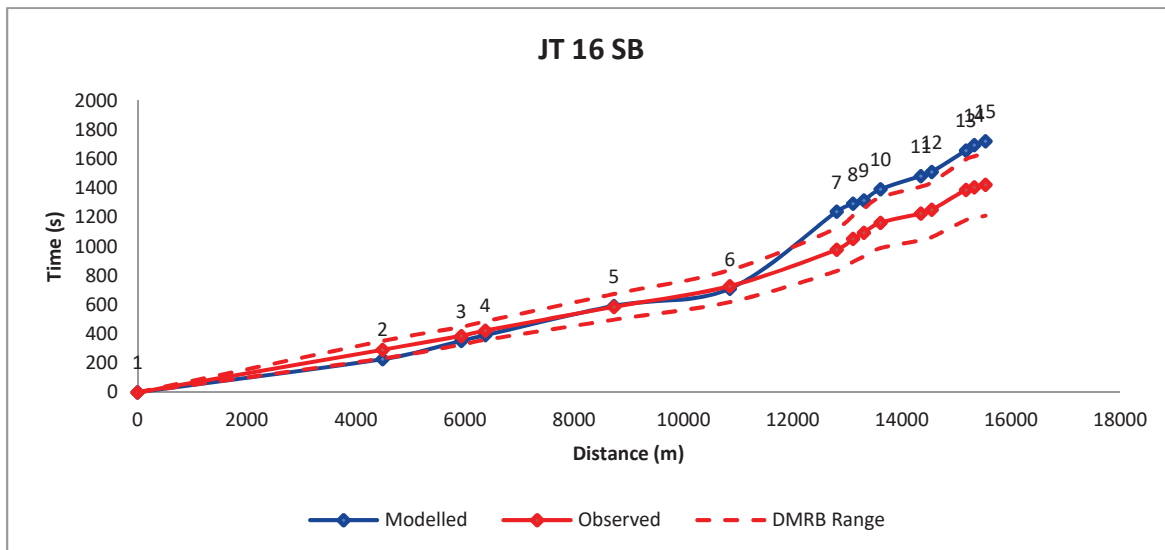
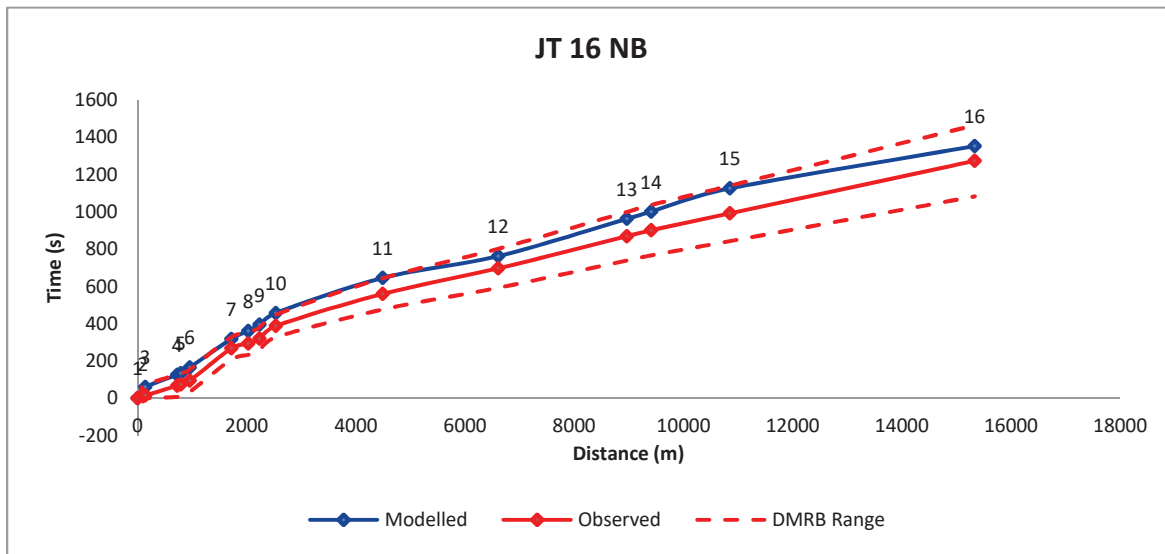
WSTM4 Journey Time Graphs - Interpeak



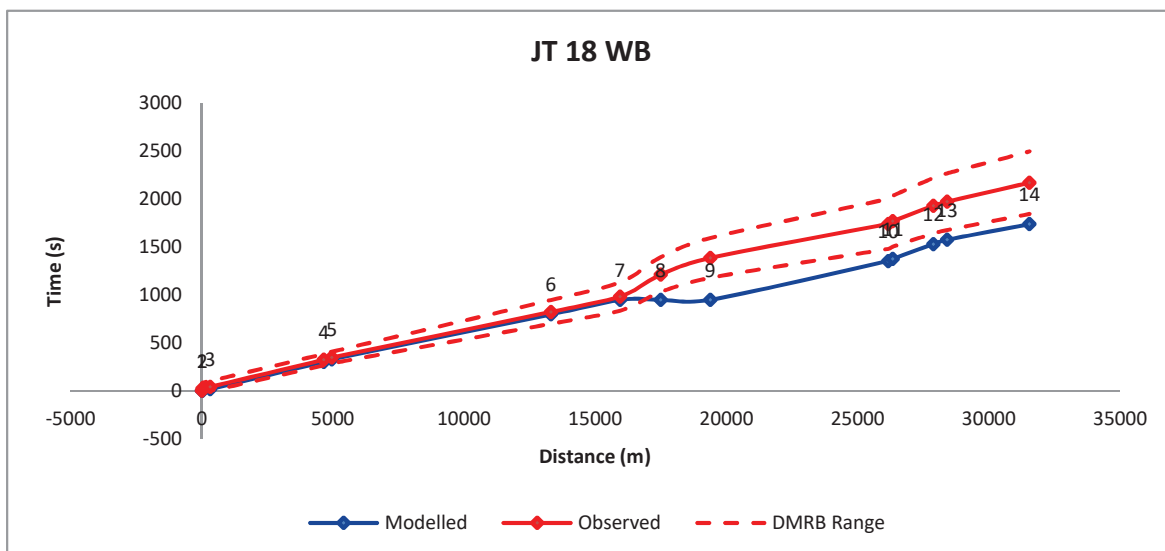
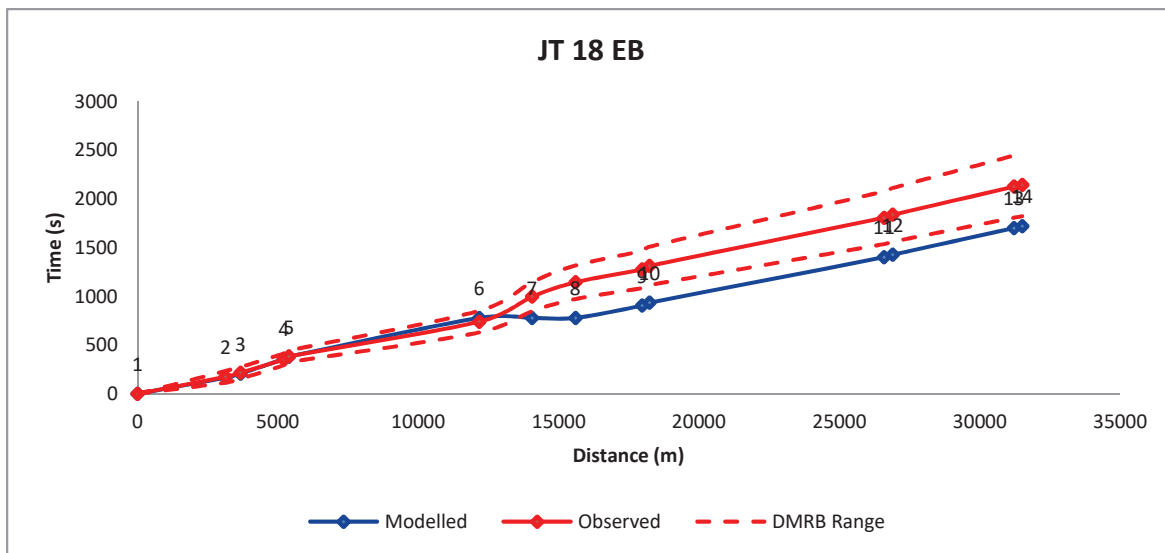
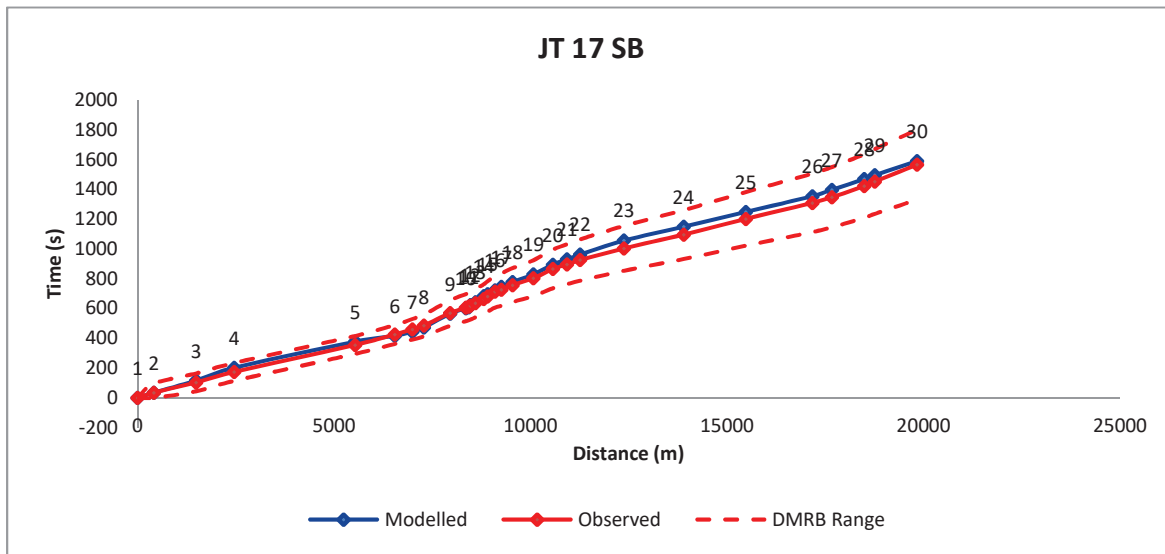
WSTM4 Journey Time Graphs - Interpeak



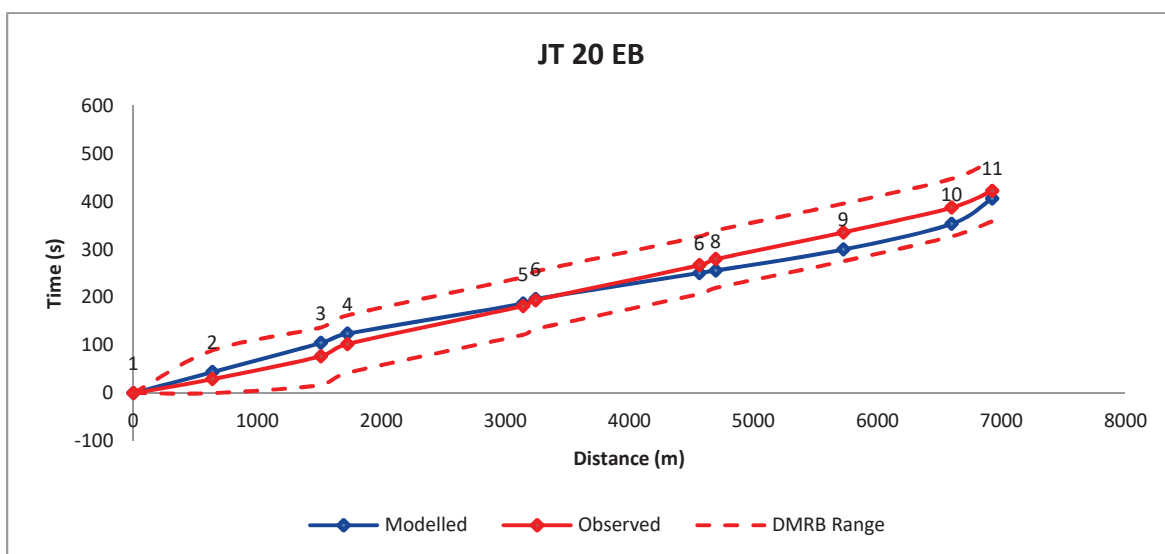
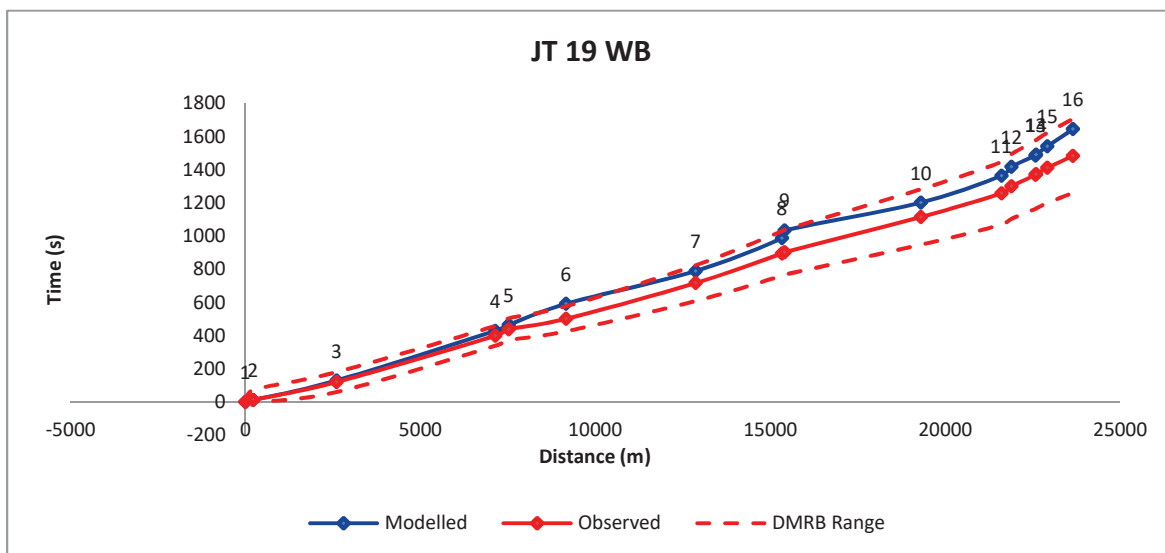
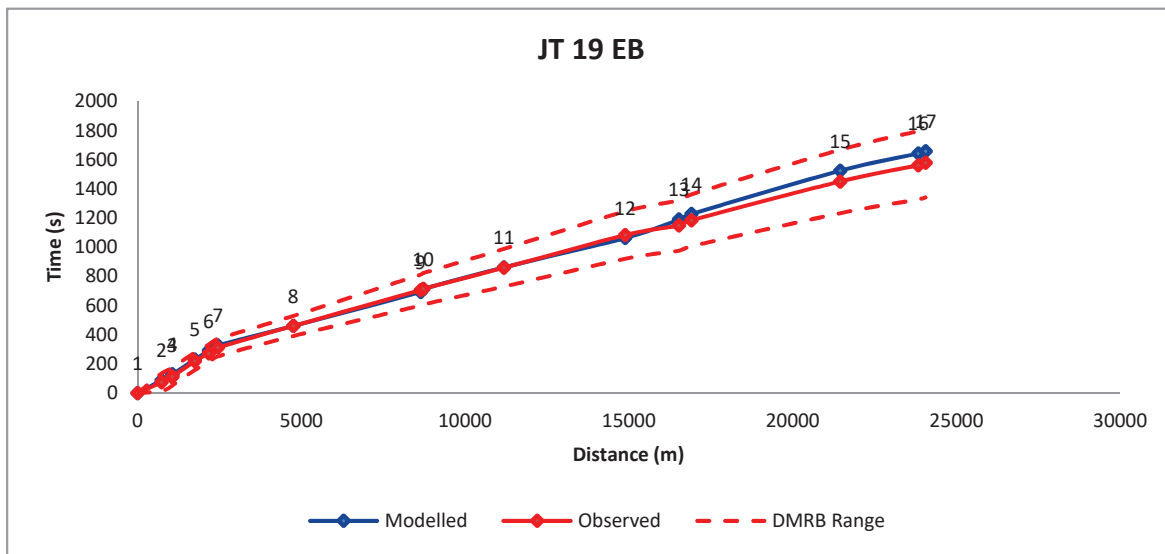
WSTM4 Journey Time Graphs - Interpeak



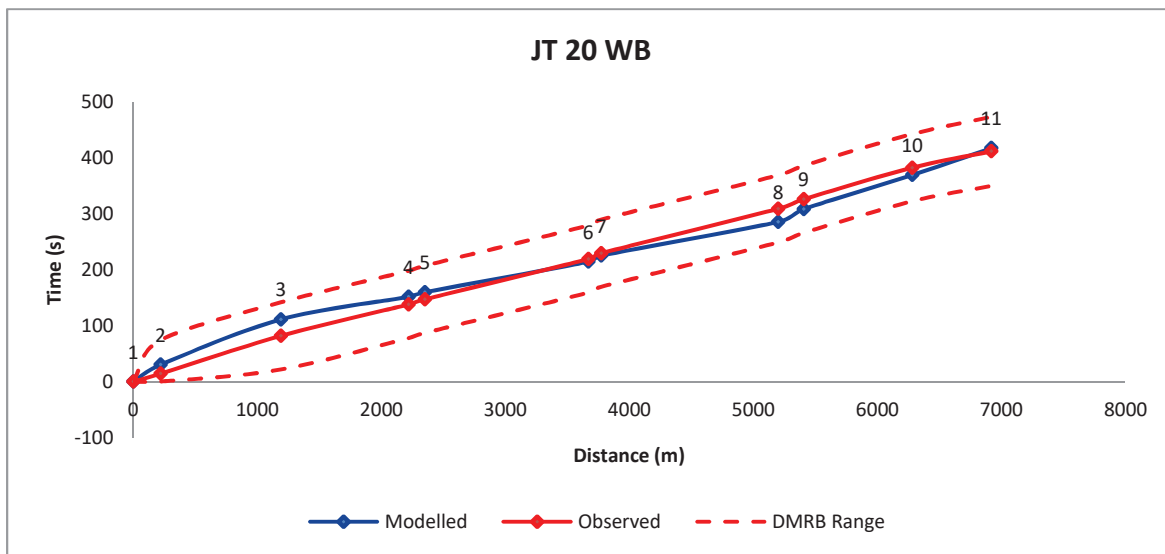
WSTM4 Journey Time Graphs - Interpeak



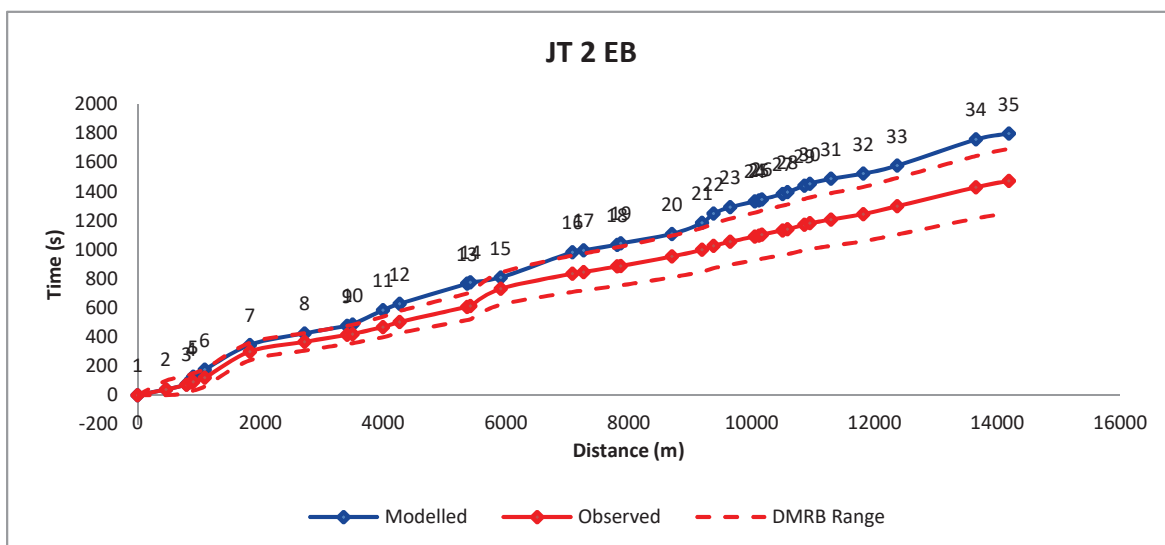
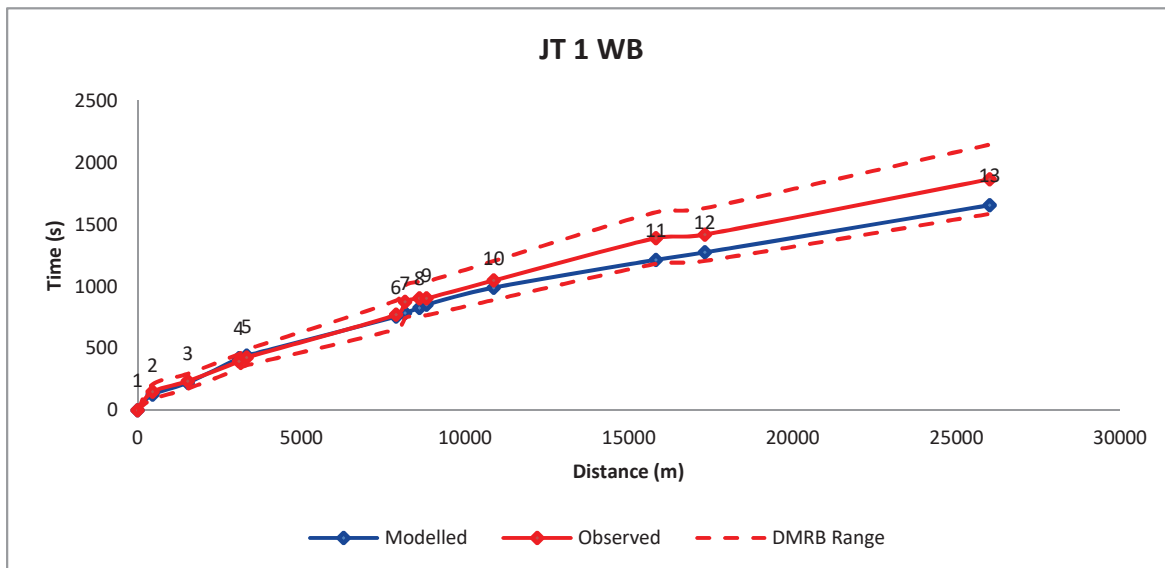
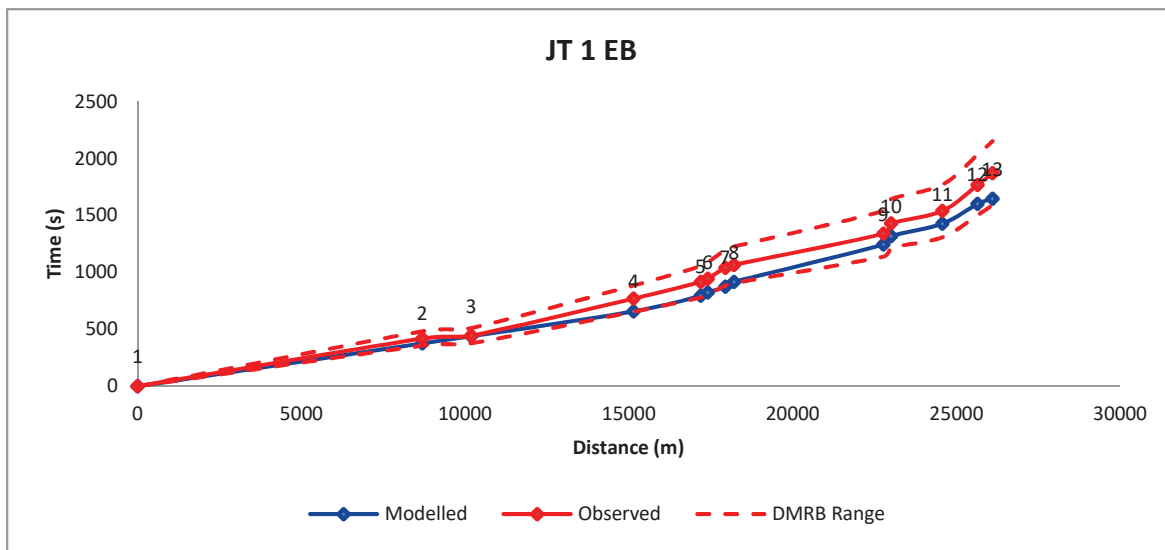
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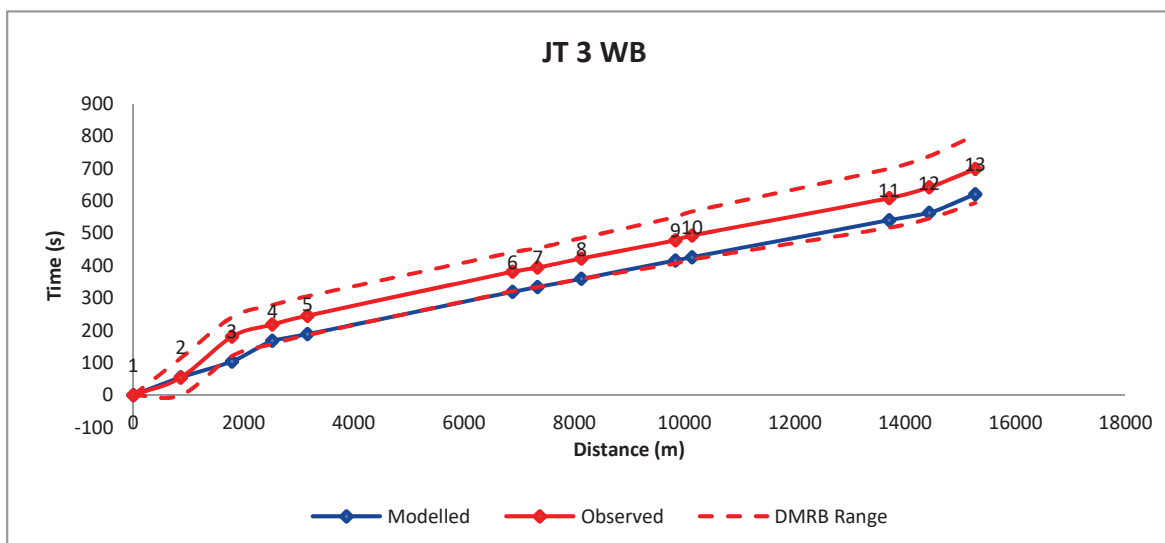
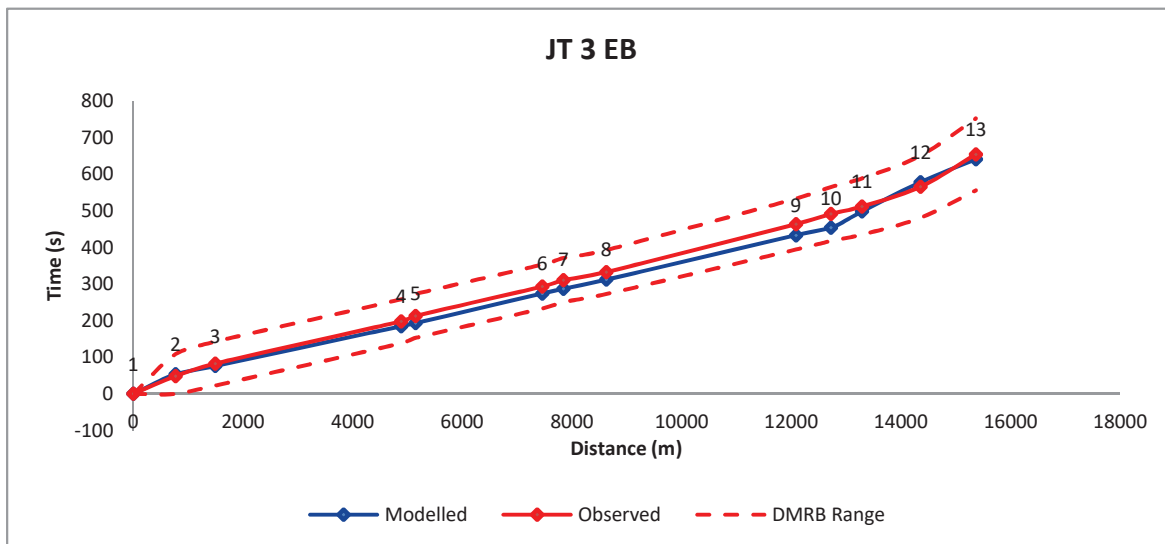
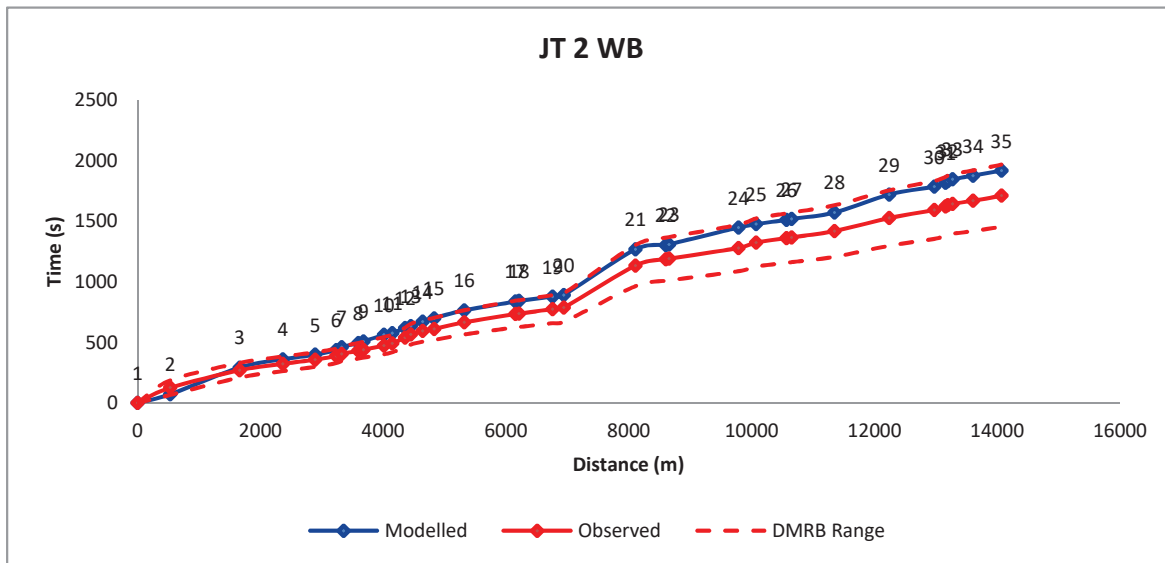
WSTM4 Journey Time Graphs - Interpeak



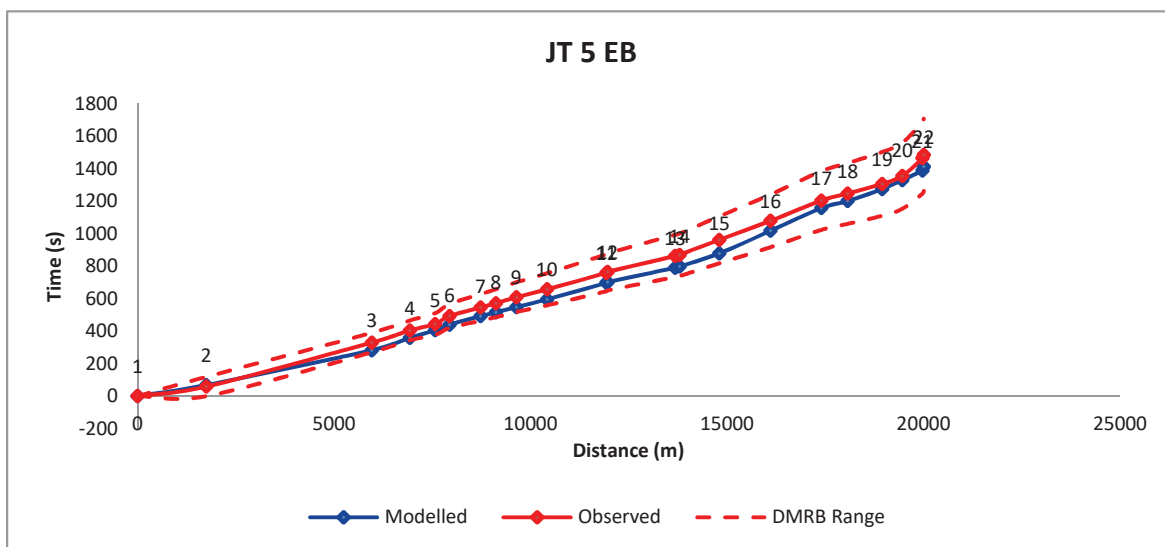
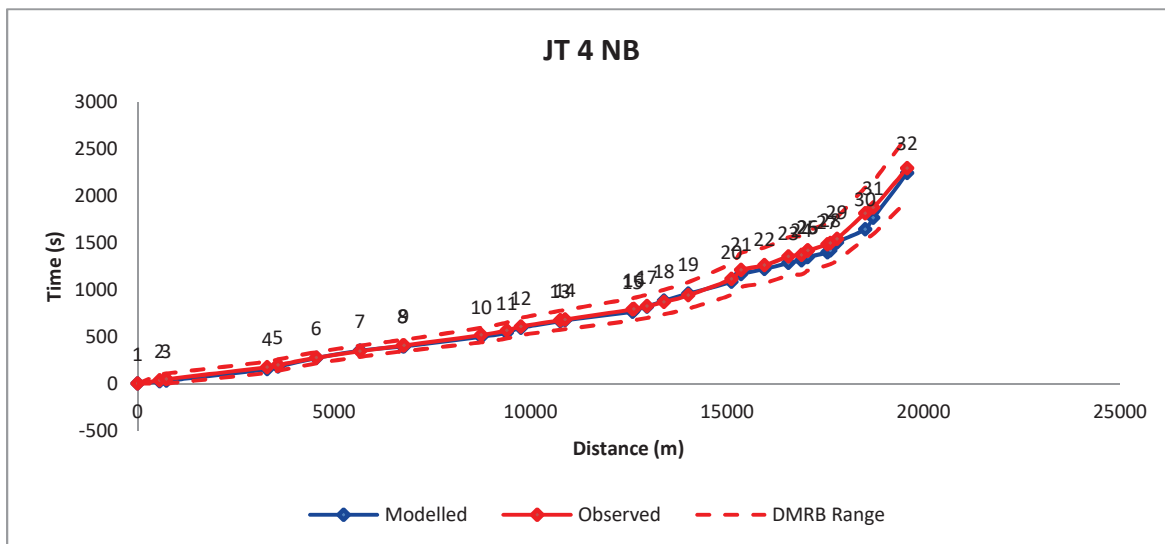
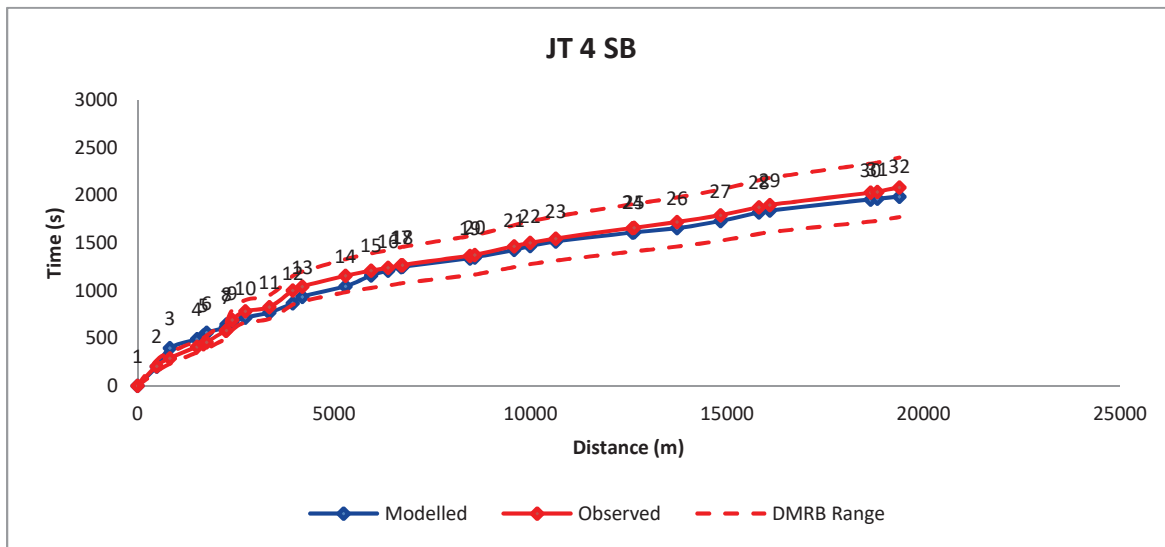
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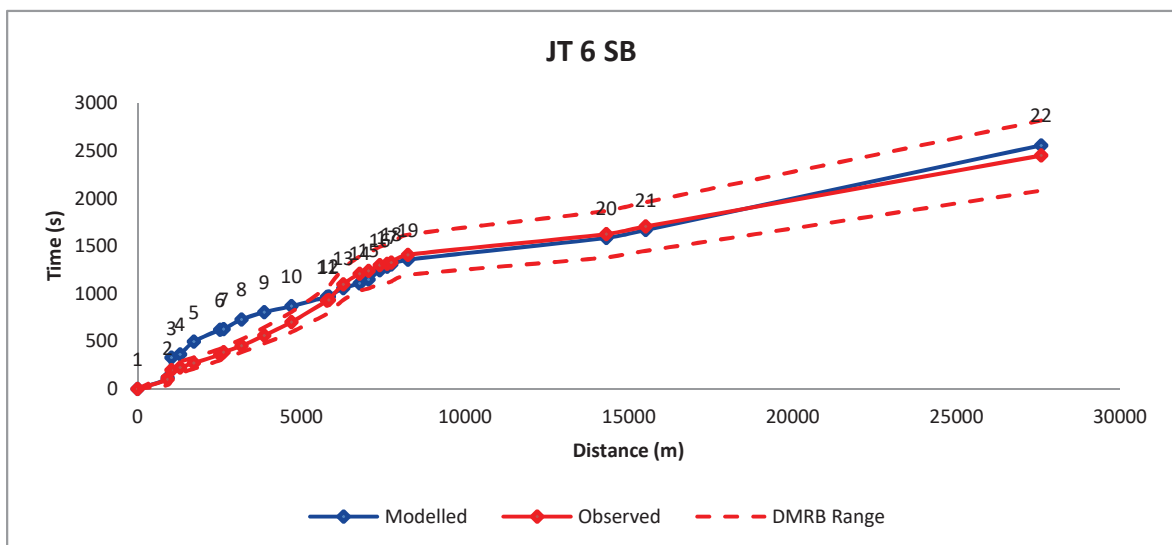
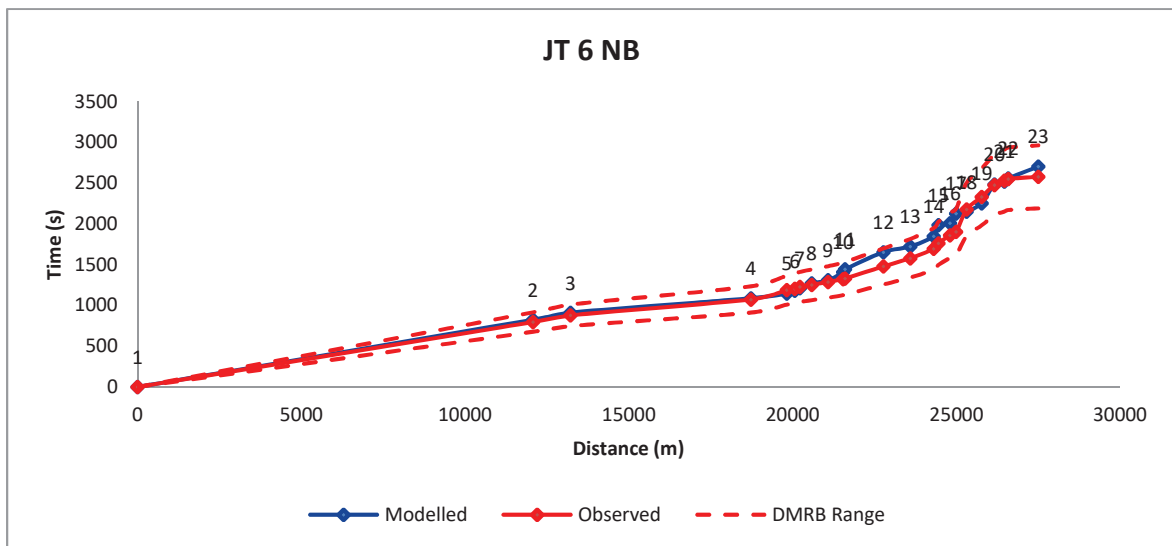
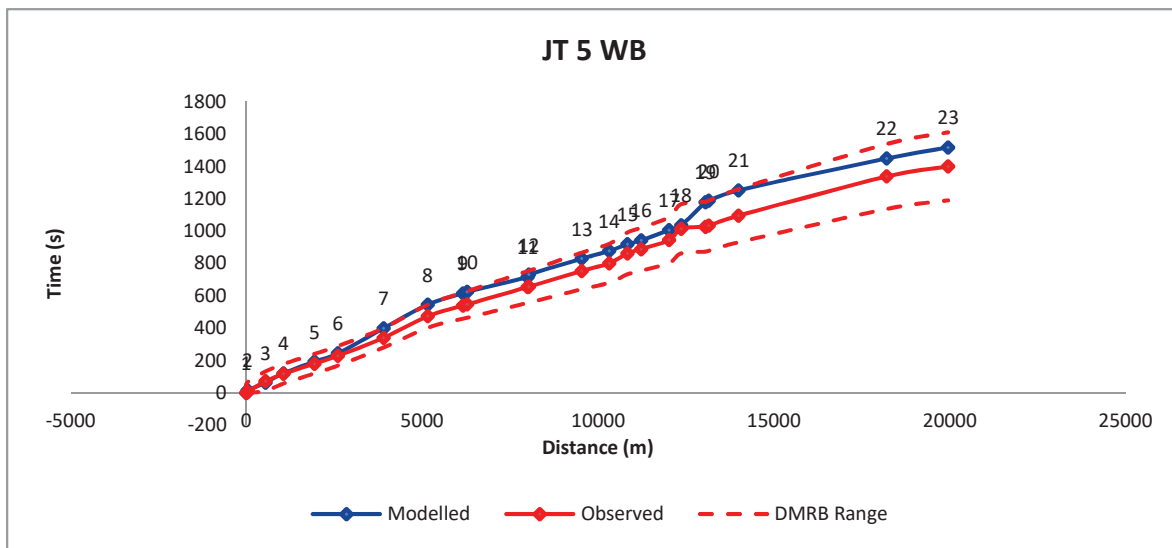
WSTM4 Journey Time Graphs - PM Peak



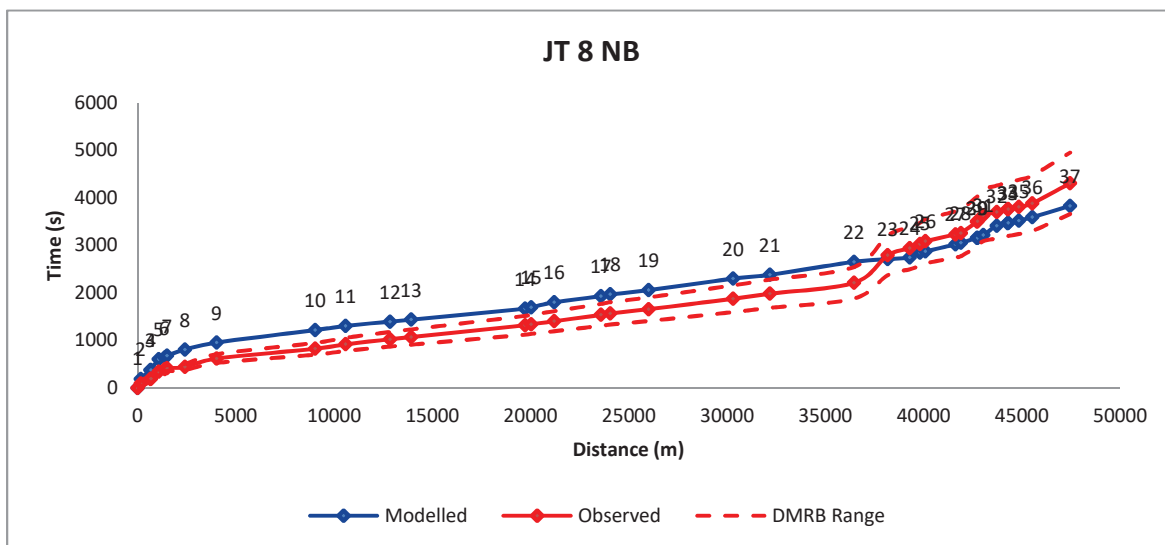
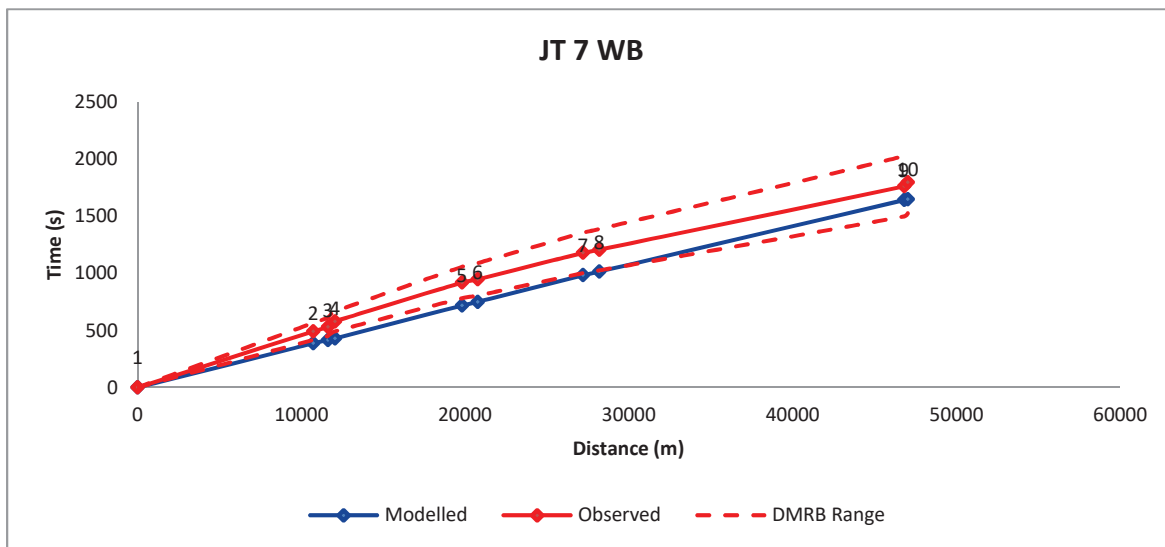
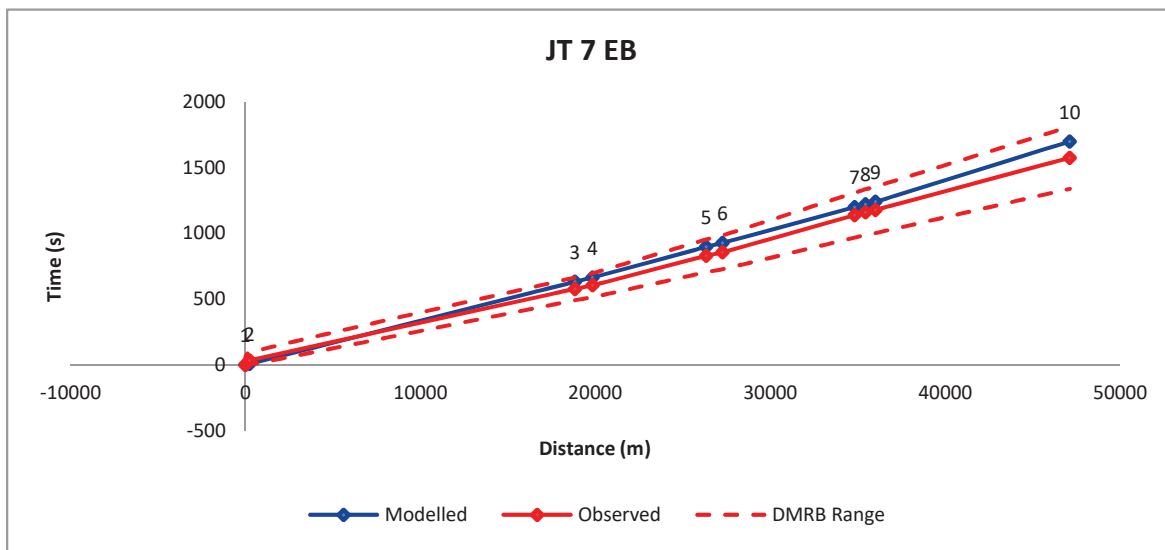
WSTM4 Journey Time Graphs - PM Peak



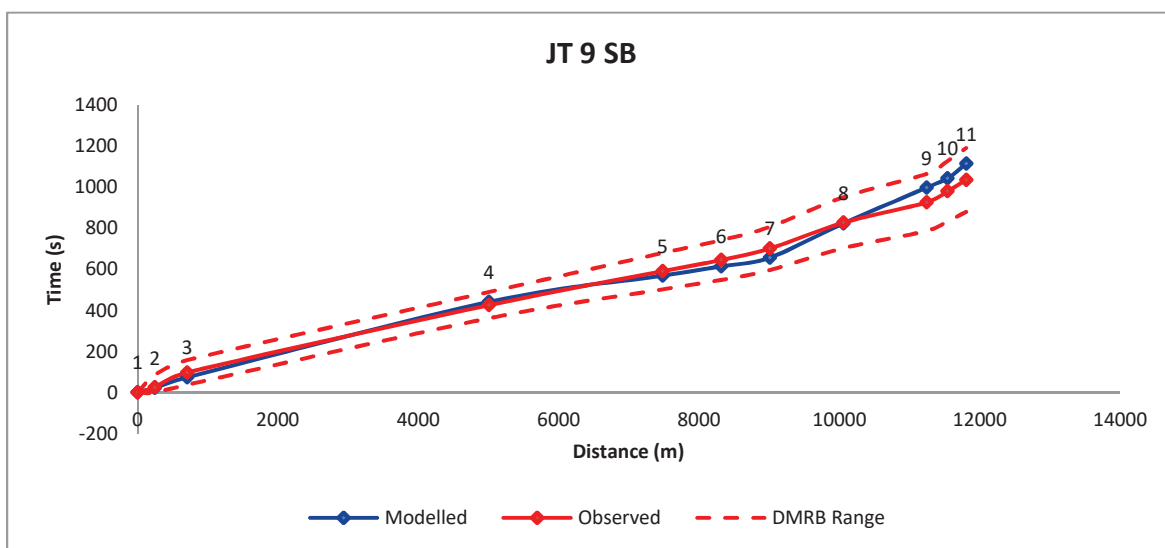
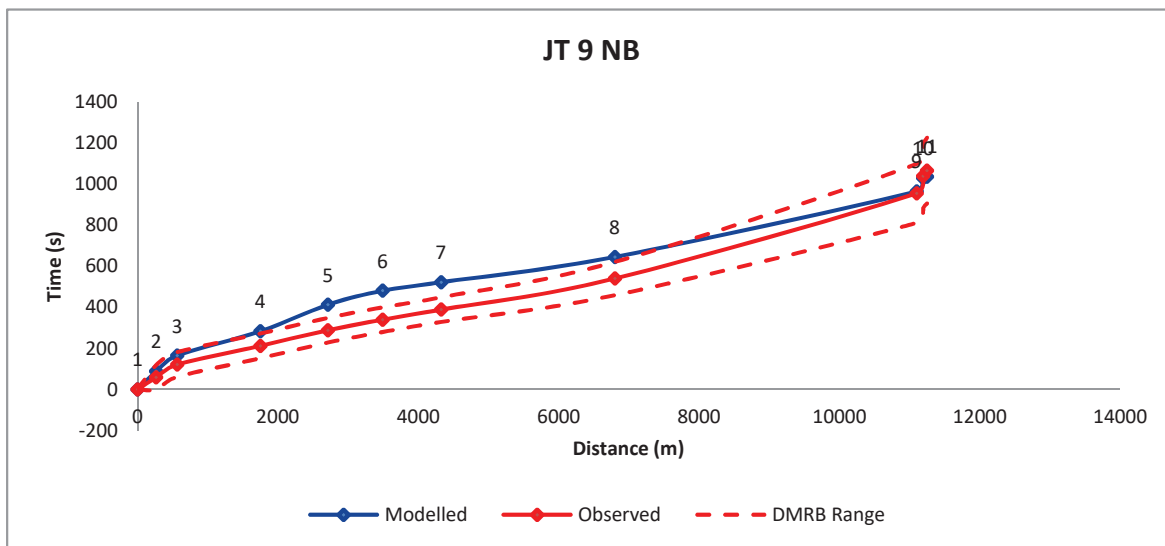
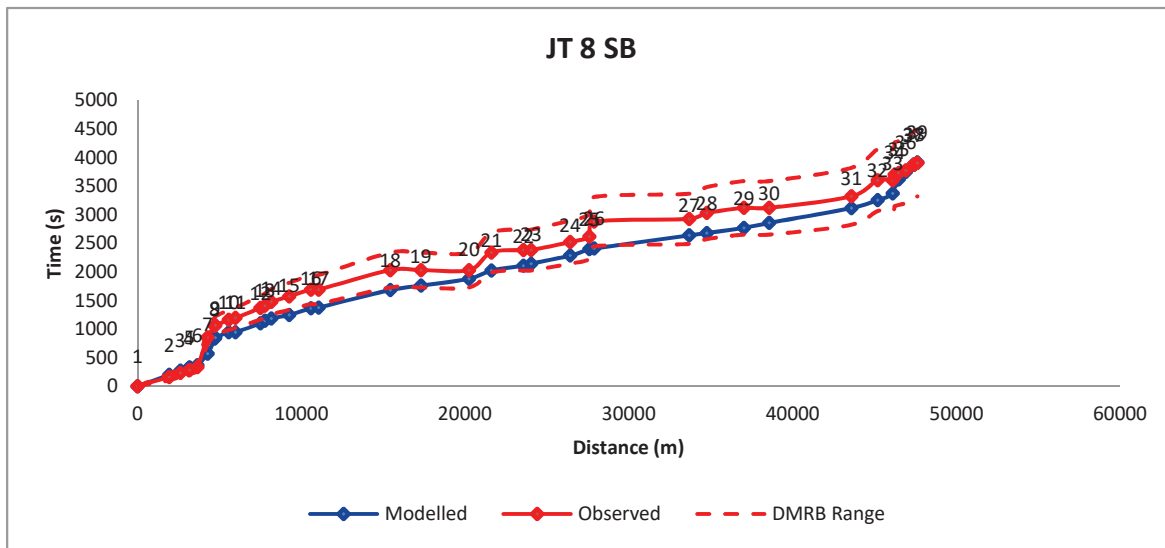
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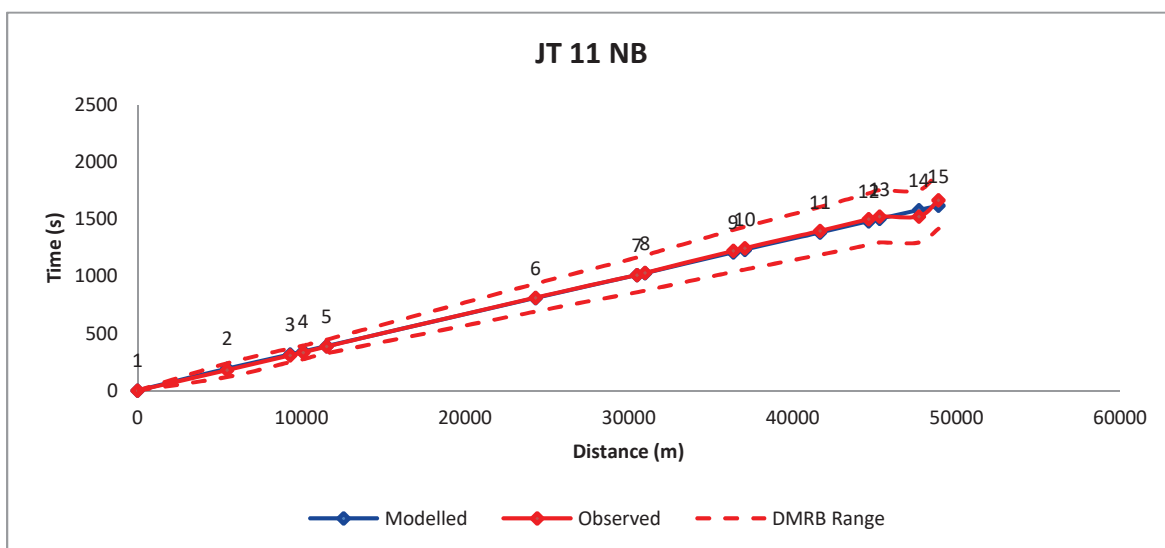
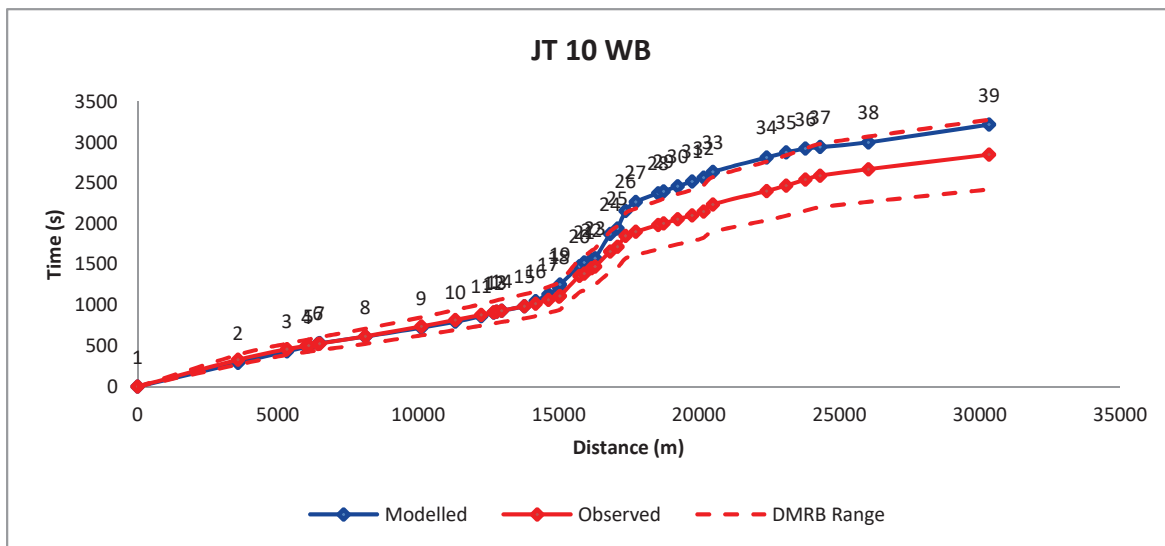
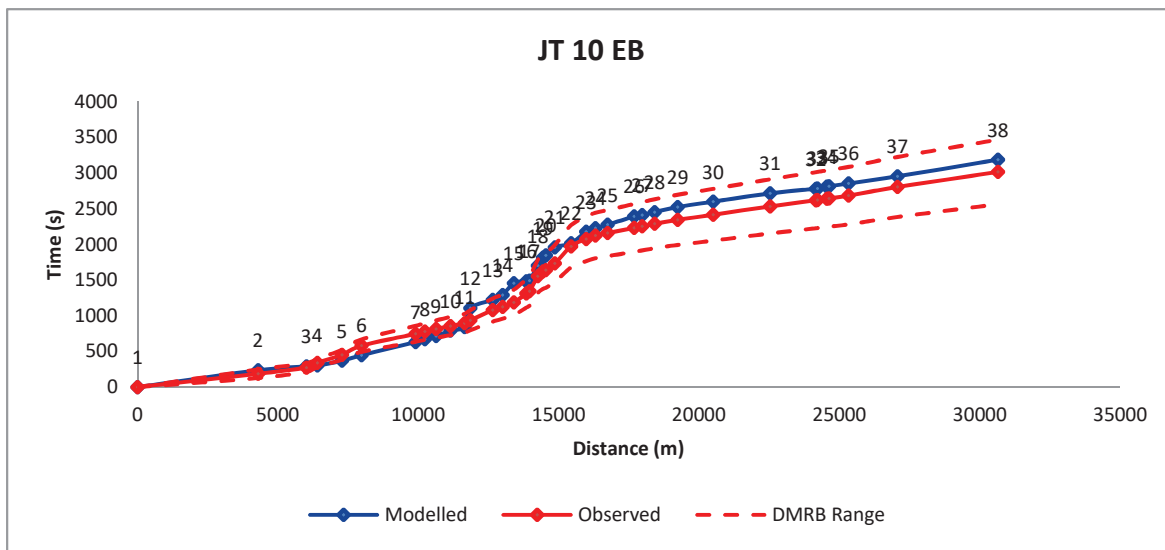
WSTM4 Journey Time Graphs - PM Peak



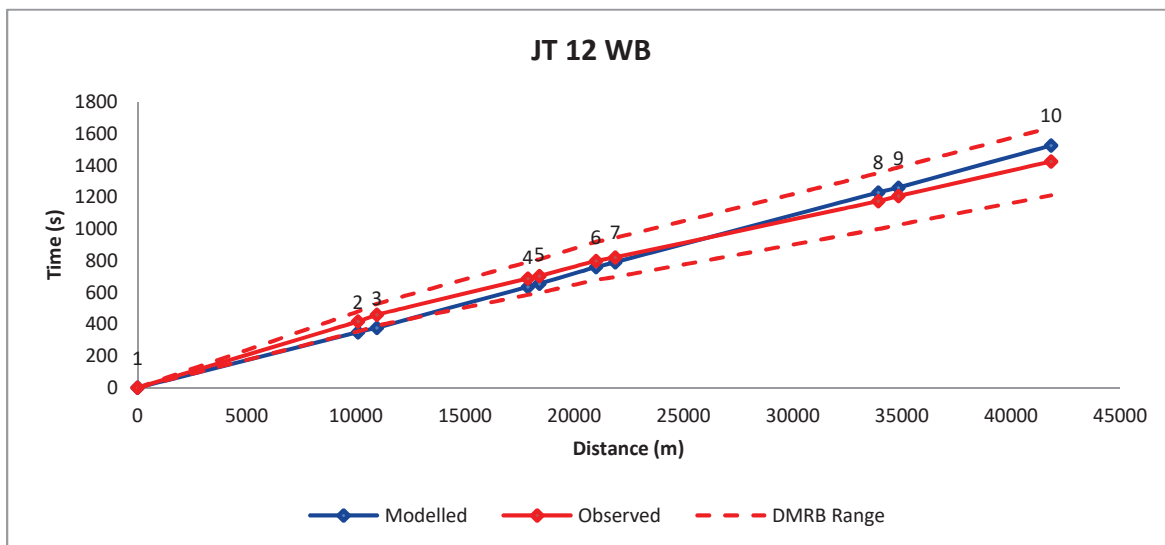
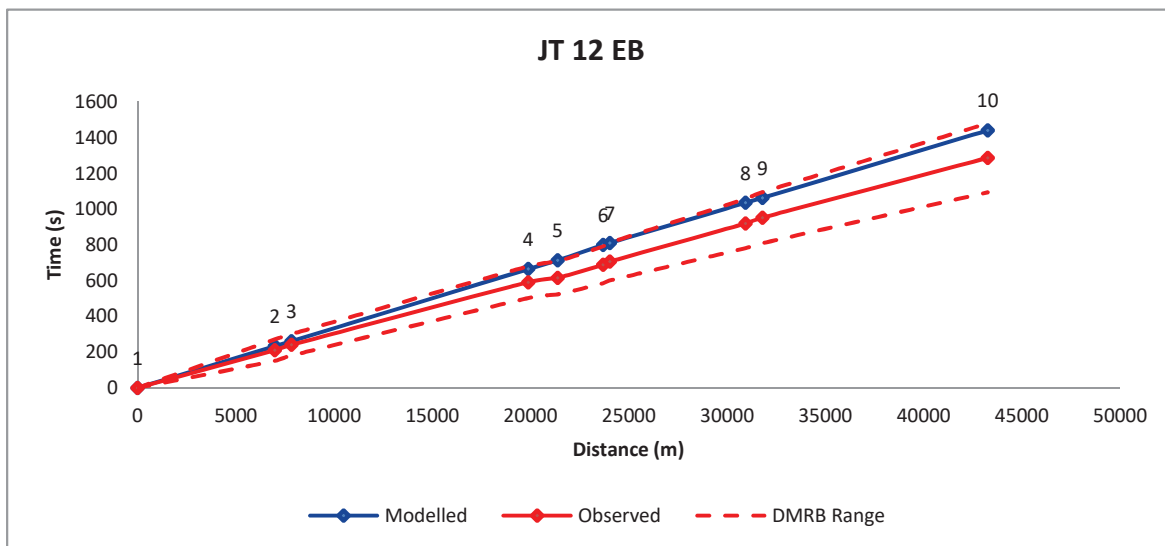
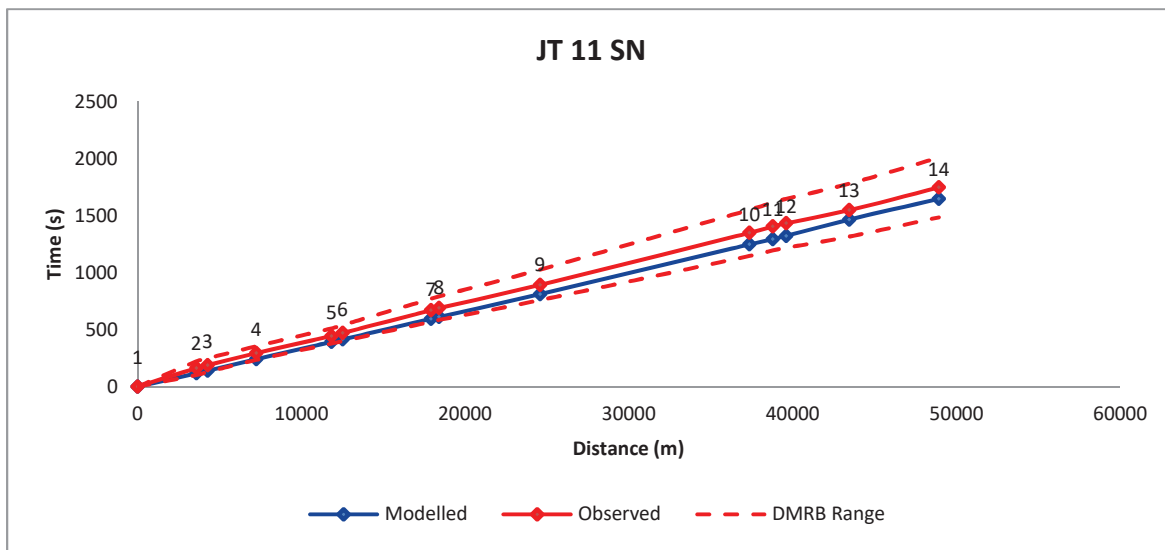
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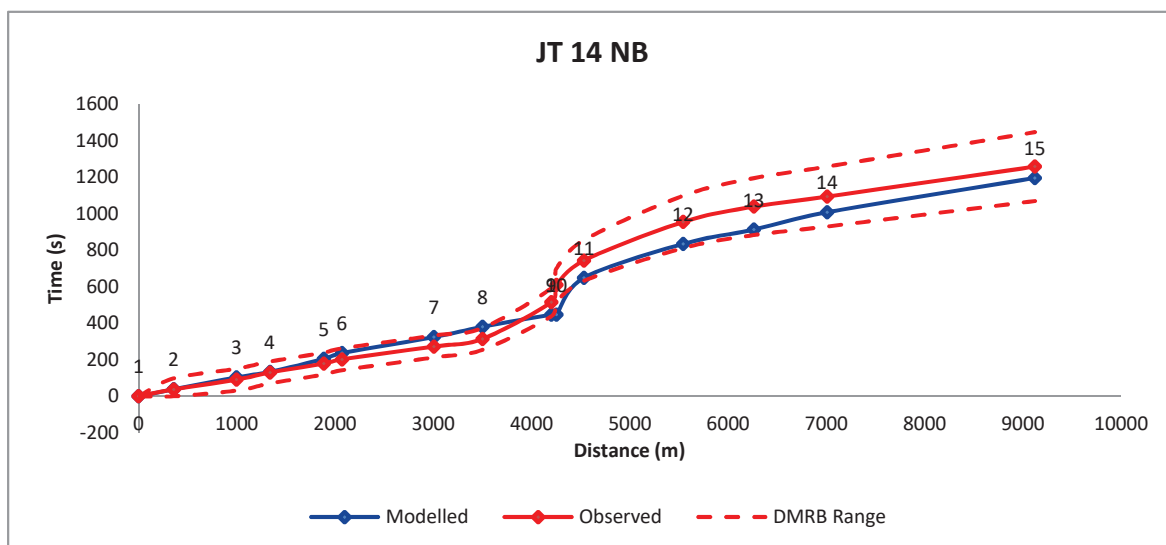
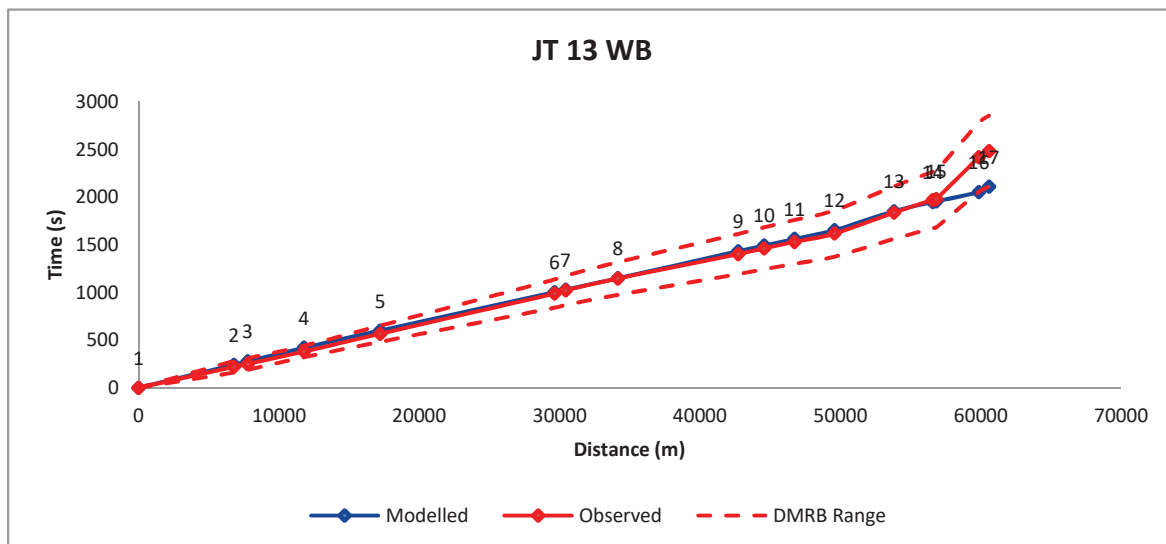
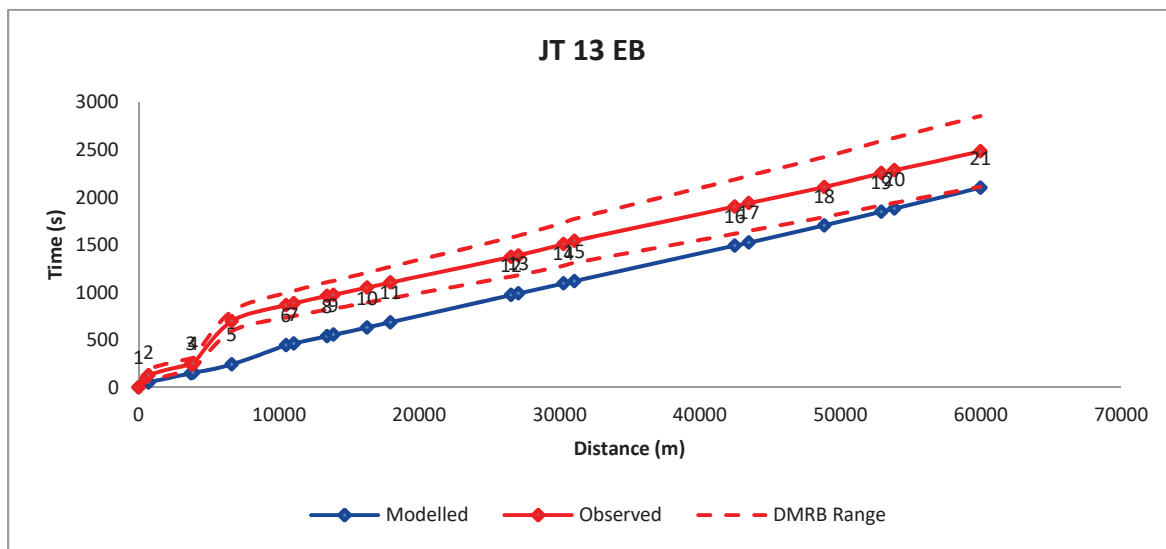
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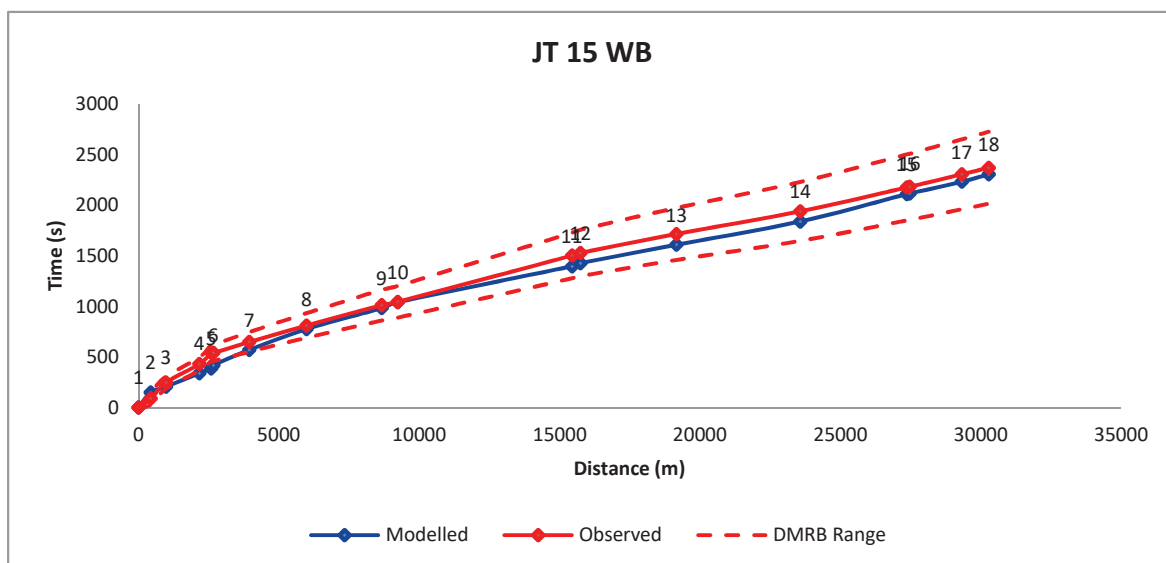
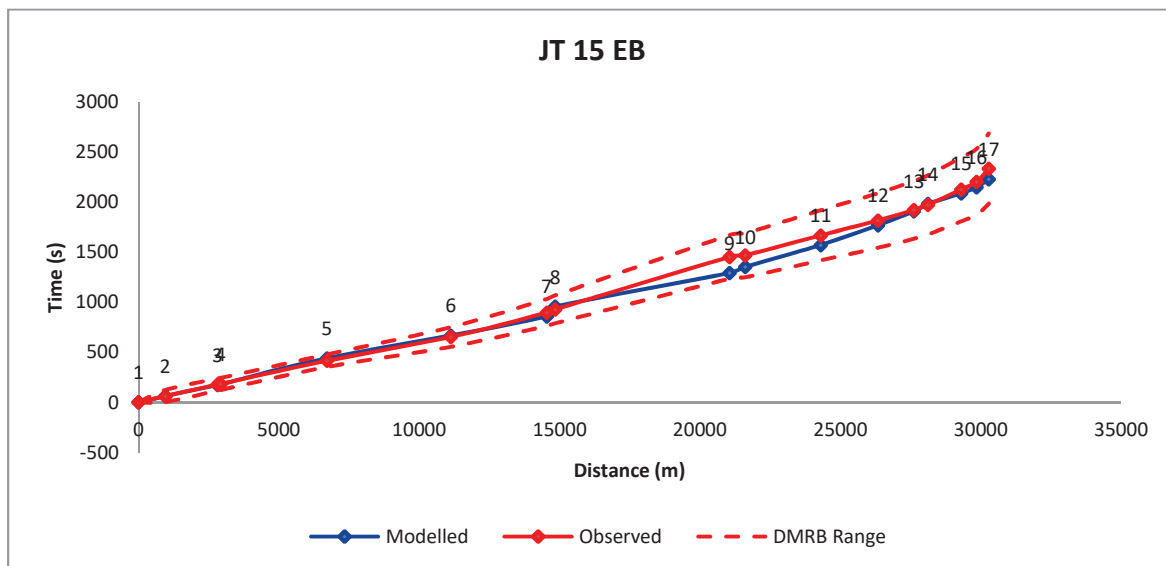
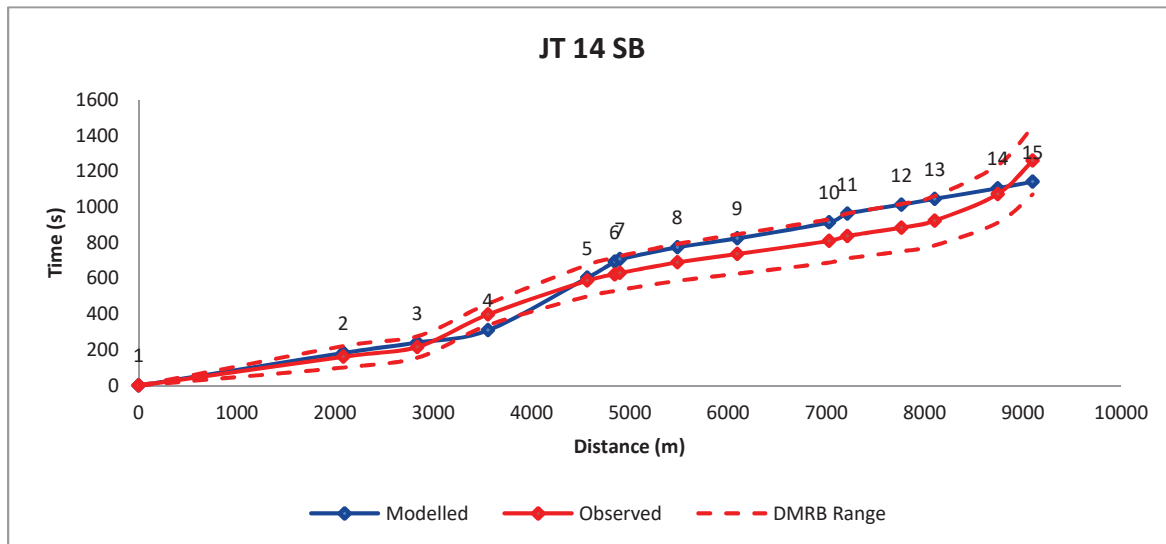
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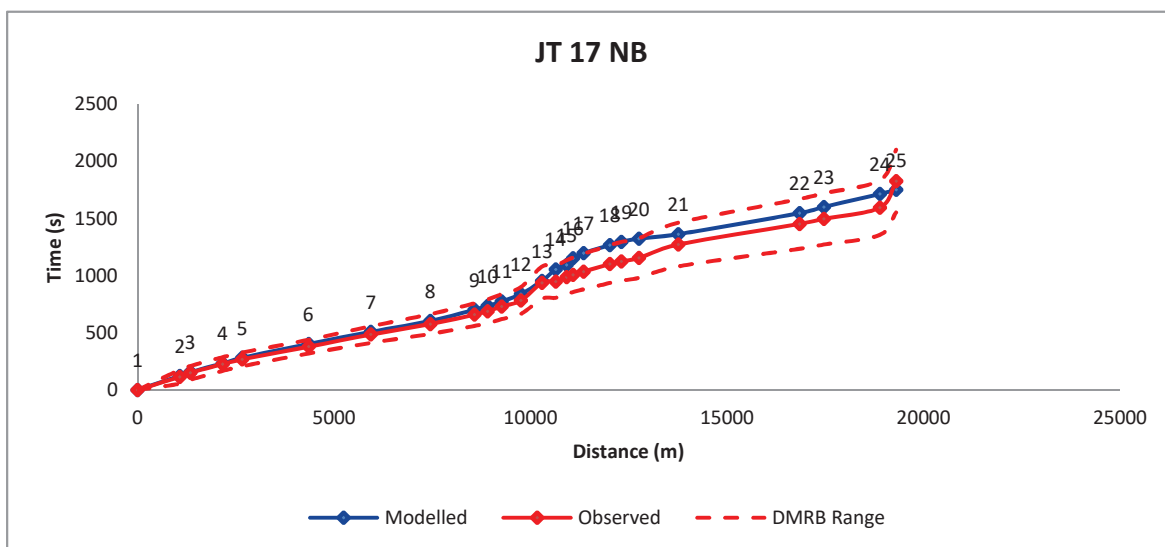
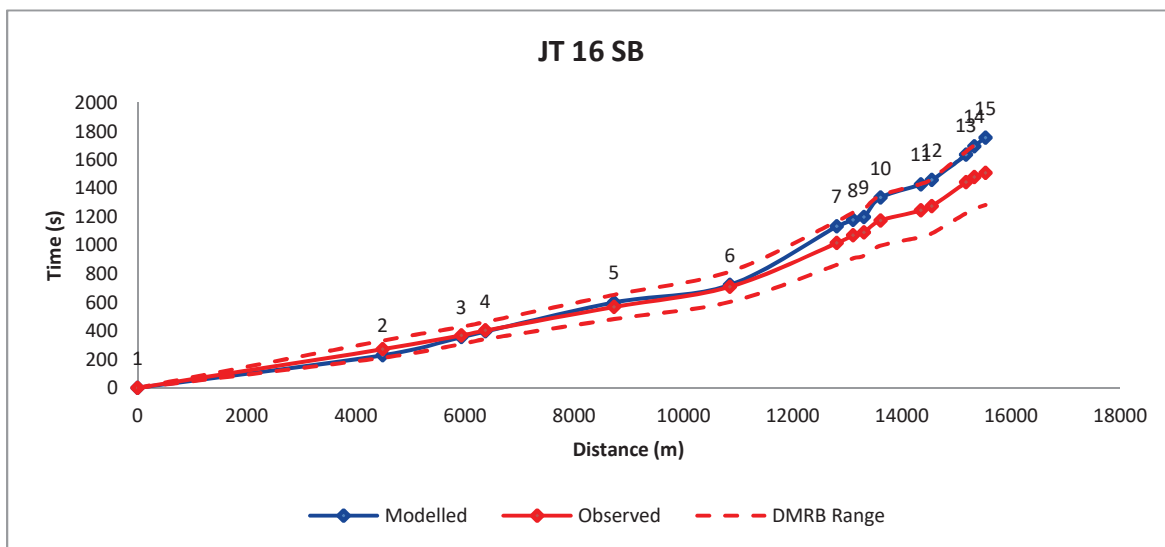
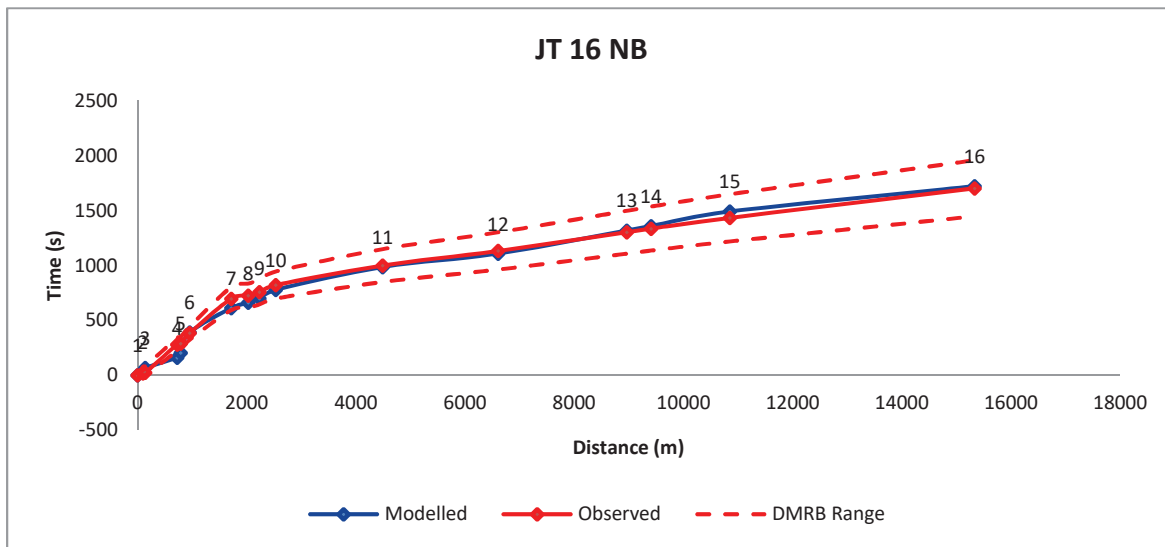
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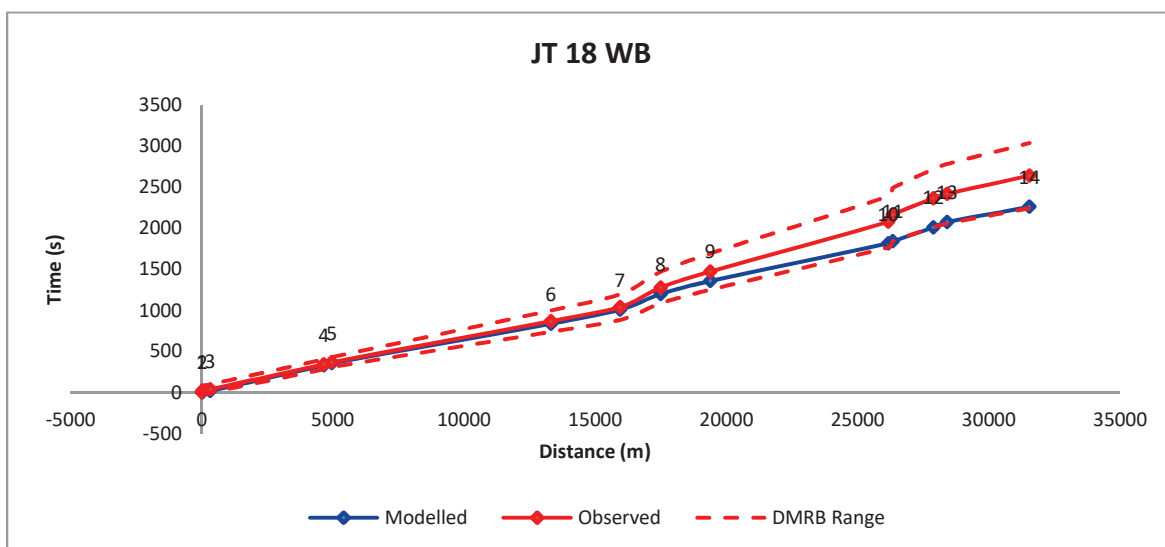
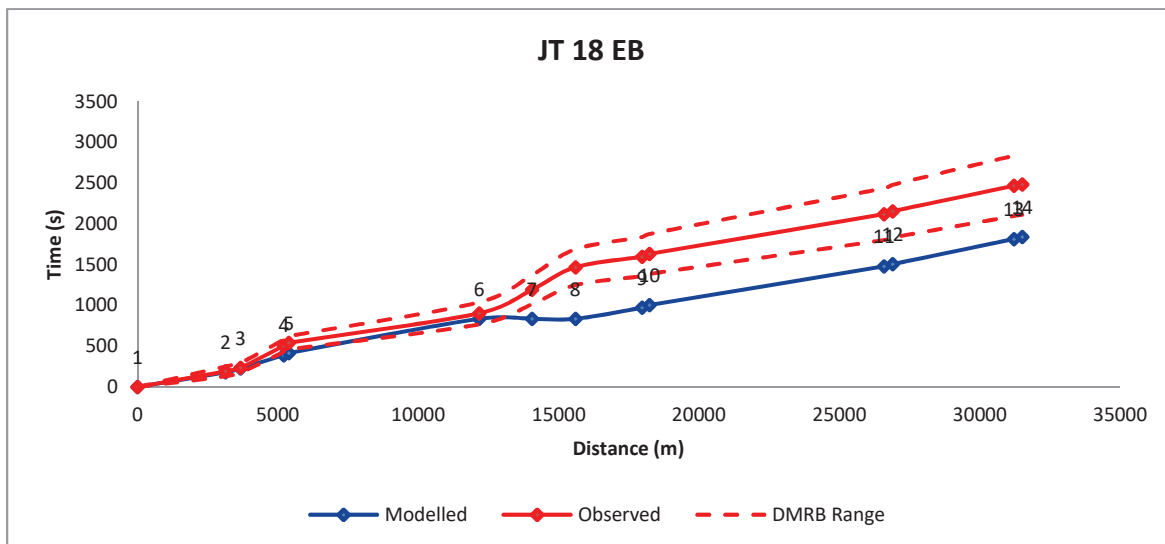
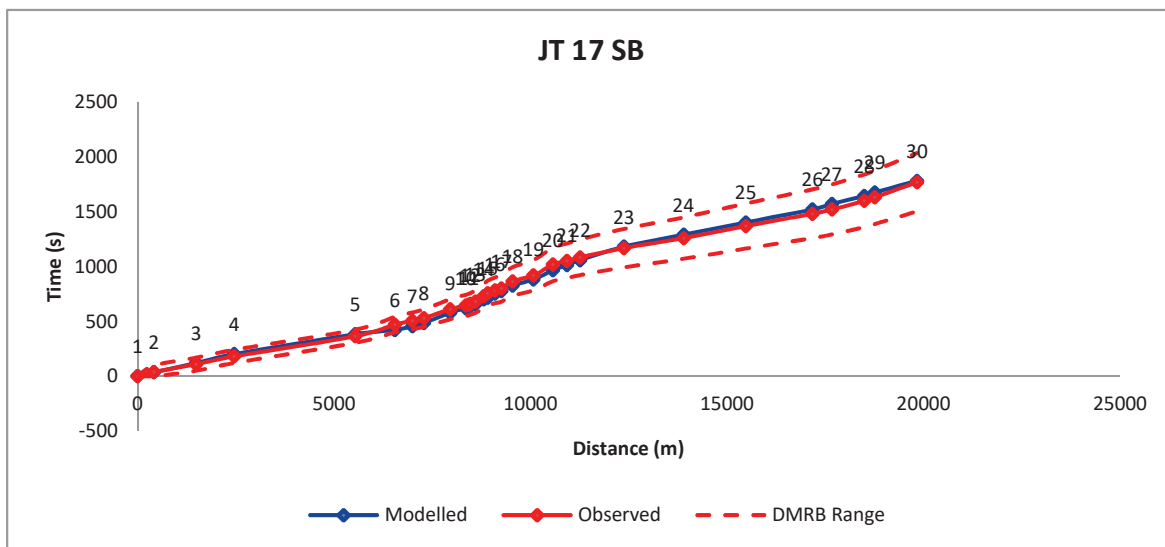
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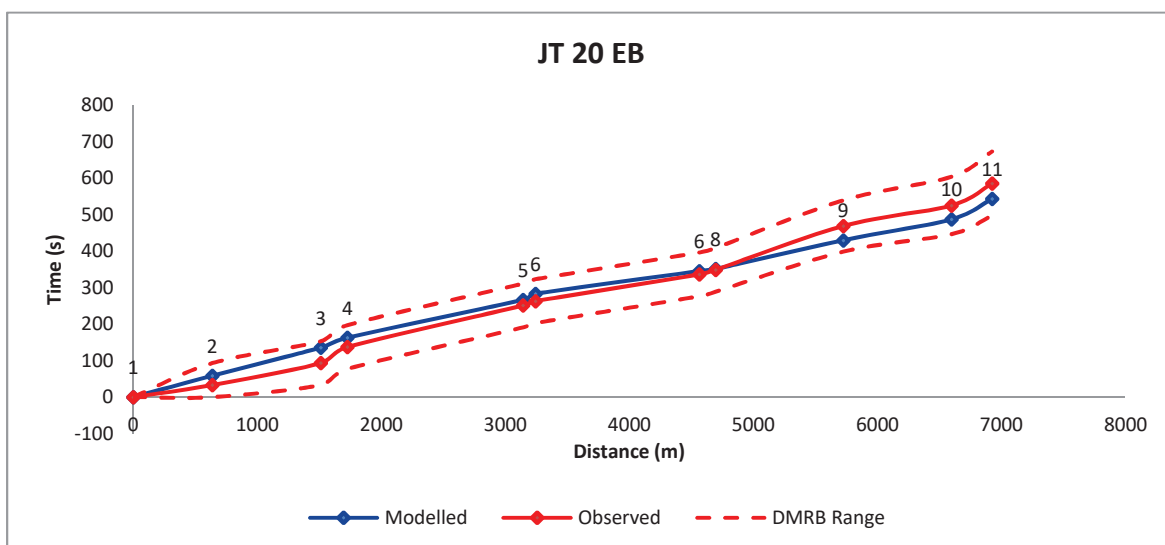
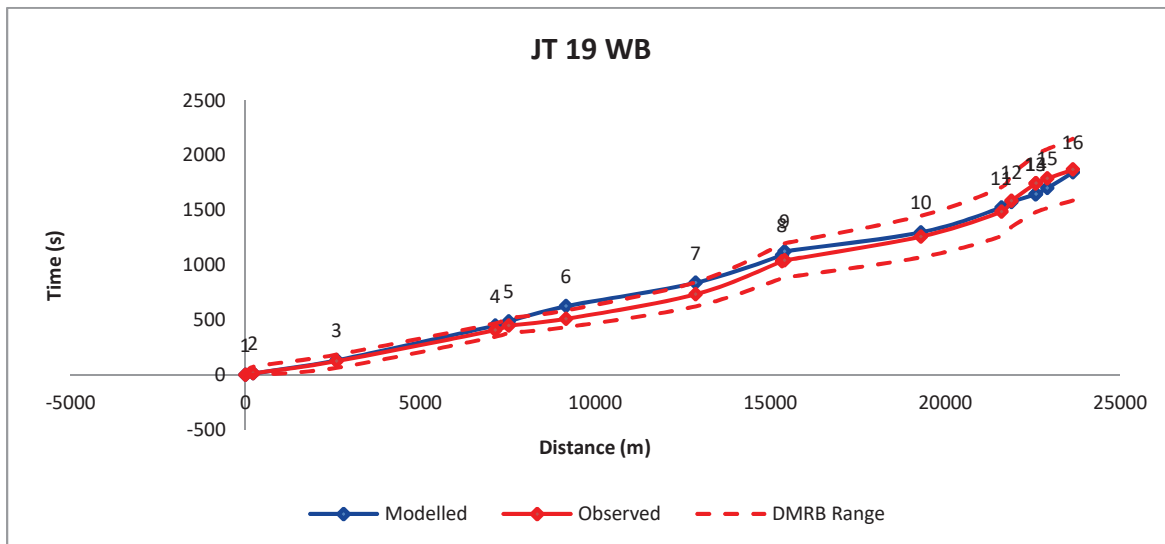
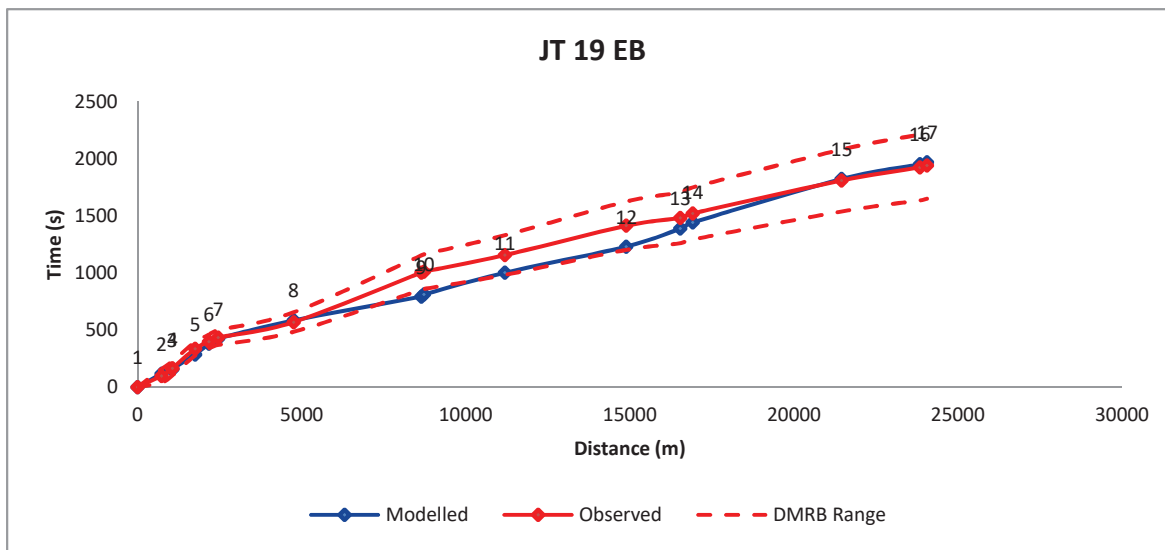
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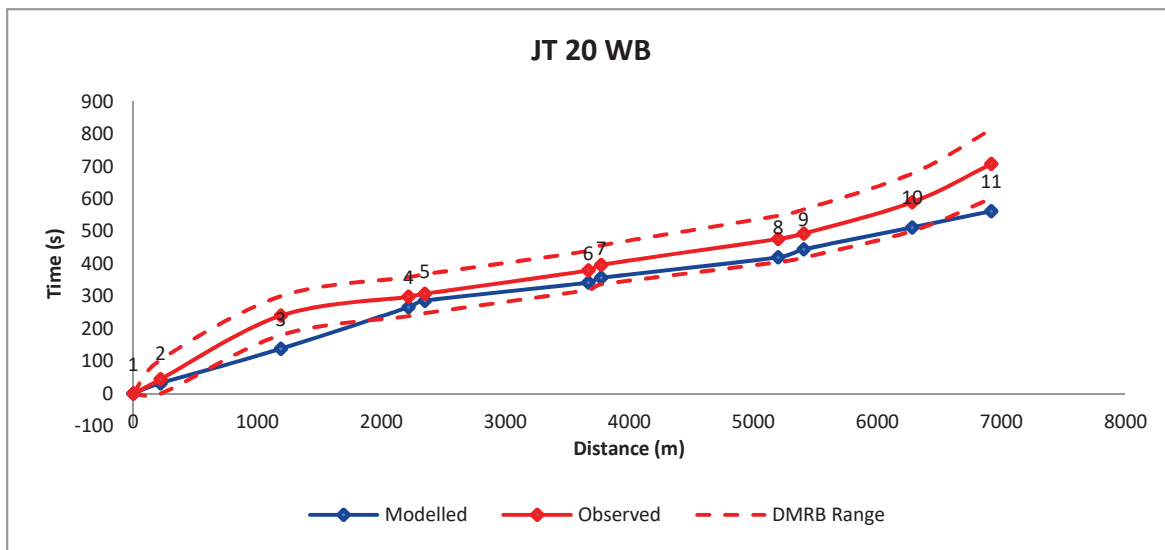
WSTM4 Journey Time Graphs - PM Peak



WSTM4 Journey Time Graphs - PM Peak



WSTM4 Journey Time Graphs - PM Peak



Timing Points

Name	TP	Description
JT 1 EB	1	A4130/A4074 EB
	2	A4130/B481 North- Watlington St
	3	A4130/B481 South (JT1-EB)
	4	A4130/B480 - Lower Assendon
	5	A4130/Marlow Road
	6	A4130/New St
	7	A4130/Thameside
	8	A321/A4130 - White Hill
	9	A321/Wargrave Hill
	10	A321/B477 - School Lane
	11	A321/A4 EB
	12	A321/A3032 - London Road
	13	A321/B3018 - Waltham Road
JT 1 WB	1	A321/B3018 - Waltham Road
	2	A321/A3032 - London Road
	3	A321/A4 WB
	4	A321/B477 - School Lane
	5	A321/Wargrave Hill
	6	A321/A4130 - White Hill
	7	A4130/Thameside
	8	A4130/New St
	9	A4130/Marlow Road
	10	A4130/B480 - Lower Assendon
	11	A4130/B481 South (JT1-WB)
	12	A4130/B481 North- Watlington St
	13	A4130/A4074 WB
JT 2 EB	1	A329/A4 EB
	2	A329/St Bartholomews Road
	3	A329/Palmer Park Avenue
	4	A329/Grange Avenue
	5	A329/Crescent Road
	6	A329/St Peter's Road EB
	7	A329/B3350 - Wilderness Road EB
	8	A329/Kenton Road
	9	A329/Meadow Road
	10	A329/Mill Lane
	11	A329/Loddon Bridge Road
	12	A329/A3290 EB
	13	A329/Arbor Lane
	14	A329/Baslow Road
	15	A329/B3030 - Robin Hood Lane EB
	16	A329/Old Forest Road
	17	A329/Simon's Lane
	18	A329/Old Woosehill Lane EB
	19	A329/Emmbrook Road EB
	20	A329/Holt Lane
	21	A329/A331 - Station Road EB
	22	A329 - Rectory Road/Broad Street EB
	23	A329/Glebelands Road EB
	24	A329/Norreys Avenue EB
	25	A329/Rose St East EB
	26	A329 - London Road/Wiltshire Road
	27	A329/Seafood Road
	28	A329/Barrett Crescent

Timing Points

Name	TP	Description
	29	A329/Binfield Road
	30	A329/Rances Lane
	31	A329/Priest Avenue
	32	A329/Plough Lane
	33	A329/A329(M) EB
	34	B3408/St Mark's Road
	35	B3408/Popeswood Road EB
JT 2 WB	1	B3408/Popeswood Road EB
	2	B3408/St Mark's Road
	3	A329/A329(M) EB
	4	A329/Plough Lane
	5	A329/Priest Avenue
	6	A329/Rances Lane
	7	A329/Binfield Road
	8	A329/Barrett Crescent
	9	A329/Seafood Road
	10	A329 - London Road/Wiltshire Road
	11	A329/Easthampstead Road WB
	12	A329/A231 - Denmark St WB
	13	A329/Rose St West WB
	14	A329 - Rectory Road/Broad Street WB
	15	A329/A331 - Station Road WB
	16	A329/Holt Lane
	17	A329/Emmbrook Road WB
	18	A329/Old Woosehill Lane WB
	19	A329/Simon's Lane
	20	A329/Old Forest Road
	21	A329/B3030 - Robin Hood Lane WB
	22	A329/Baslow Road
	23	A329/Arbor Lane
	24	A329/A3290 WB
	25	A329/Loddon Bridge Road
	26	A329/Mill Lane
	27	A329/Meadow Road
	28	A329/Kenton Road
	29	A329/B3350 - Wilderness Road WB
	30	A329/St Peter's Road WB
	31	A329/Crescent Road
	32	A329/Grange Avenue
	33	A329/Palmer Park Avenue
	34	A329/St Bartholomews Road
	35	A329/A4 WB
JT 3 EB	1	Thames Valley Park Drive EB
	2	A329/A4 Off-Slip EB
	3	A4/A329 On-Slip EB
	4	A329(M)/A3290 Off-Slip EB
	5	A3290/A329(M) On-Slip EB
	6	A329(M)/M4 North-east Off-Slip EB
	7	A329(M)/M4 South-west Off-Slip EB
	8	M4/A329(M) On-Slip EB
	9	A329(M)/A329 - London Road Off-slip EB
	10	A329(M)/A329 - London Road On-slip EB
	11	A329/Vigar Way EB
	12	A329/Doncastle Road EB

Timing Points

Name	TP	Description
	13	A329/Twin Bridges rbt EB
JT 3 WB	1	A329/Twin Bridges rbt WB
	2	A329/Doncastle Road WB
	3	A329/Vigar Way WB
	4	A329(M)/A329 - London Road On-slip WB
	5	A329(M)/A329 - London Road Off-slip WB
	6	A329(M)/M4 South-west Off-Slip WB
	7	A329(M)/M4 North-east Off-Slip WB
	8	M4/A329(M) On-Slip WB
	9	A3290/A329(M) On-Slip WB
	10	A329(M)/A3290 Off-Slip WB
	11	A4/A329 On-Slip WB
	12	A329/A4 Off-Slip WB
	13	Thames Valley Park Drive EB
JT 4 SB	1	A329 -Queens Road/Watlington St
	2	A329/A327 - London St SB
	3	A327 London St/ A4 SB
	4	A327/B3031 - Basingstoke Road SB
	5	A327/Kendrick Road
	6	A327/Vicarage Road
	7	A327/Northcourt Avenue
	8	A327/Elmhurst Road
	9	A327/Chancellor's Way
	10	A327/Pepper Lane
	11	A327/Cressingham Road
	12	A327/B3350 - Elm Road
	13	A327/Whitley Wood Road SB
	14	A327/B3270 SB
	15	A327/Brooker's Hill SB
	16	A327/Church Lane (Aborfield)
	17	A327/School Green Rd
	18	A327/Oatlands Road
	19	A327/Greensward Lane
	20	A327/Church Lane (Aborfield)
	21	A327/'The Bull Inn' rbt JT4-SB
	22	A327/Link Way
	23	A327/Langley Common Road SB
	24	A327/Church Lane SB
	25	A327/Sheerlands Road
	26	A327/Park Lane
	27	A327/B3348 - Fleet Hill
	28	A327/B3372 - Reading Road SB
	29	A327/Bramshill Road
	30	A327/B3016 West- Cooper's Hill
	31	A327/B3016 West
	32	A327/A30
	1	A327/A30
	2	A327/B3016 West
	3	A327/B3016 West- Cooper's Hill
	4	A327/Bramshill Road
	5	A327/B3372 - Reading Road SB
	6	A327/B3348 - Fleet Hill
	7	A327/Park Lane
	8	A327/Sheerlands Road

Timing Points

Name	TP	Description
JT 4 NB	9	A327/Church Lane SB
	10	A327/Langley Common Road SB
	11	A327/Link Way
	12	A327/'The Bull Inn' rbt JT4-SB
	13	A327/Church Lane (Aborfield)
	14	A327/Greensward Lane
	15	A327/Oatlands Road
	16	A327/School Green Rd
	17	A327/Church Lane (Aborfield)
	18	A327/Brooker's Hill SB
	19	A327/B3270 SB
	20	A327/Whitley Wood Road SB
	21	A327/B3350 - Elm Road
	22	A327/Cressingham Road
	23	A327/Pepper Lane
	24	A327/Chancellor's Way
	25	A327/Elmhurst Road
	26	A327/Northcourt Avenue
	27	A327/Vicarage Road
	28	A327/Kendrick Road
	29	A327/B3031 - Basingstoke Road SB
	30	A327 Southampton St/A4 NB
	31	A327 Southampton St/A329
	32	A329 - Queens Road/Watlington St
JT 5 EB	1	
	2	Goring Lane/Man's Hill
	3	Grazeley Green Road/Bloomfield Hatch
	4	MereOak Lane /A33 On-Slip EB
	5	A33/Basingstoke Road EB
	6	Basingstoke Road/Church Lane
	7	Basingstoke Road/Clares Green Road
	8	Basingstoke Road/Hyde End Road
	9	B3349 Hyde End Road/Grovelands Rd
	10	B3349 Hyde End Road/Croft Rd
	11	B3349 School Green/A327 Hollow Lane
	12	A327/Oatlands Road
	13	A327/Greensward Lane
	14	A327/Church Lane (Aborfield)
	15	A327/'The Bull Inn' rbt
	16	B3349 School Road/Langley Common
	17	B3349 Barkham Road/Edneys Hill
	18	B3349 Barkham Road/Doles Lane
	19	B3349 Barkham Road/Blagrove Lane
	20	B3349 Barkham Road/Molly Millars Lane
	21	B3349 Barkham Road/Oxford Road
	22	B3349 Barkham Road/A321

Timing Points

Name	TP	Description
JT 5 WB	1	B3349 Barkham Road/A321
	2	B3349 Barkham Road/Oxford Road
	3	B3349 Barkham Road/Molly Millars Lane
	4	B3349 Barkham Road/Blagrove Lane
	5	B3349 Barkham Road/Doles Lane
	6	B3349 Barkham Road/Edneys Hill
	7	B3349 School Road/Langley Common
	8	A327/"The Bull Inn" rbt
	9	A327/Church Lane (Aborfield)
	10	A327/Greensward Lane
	11	A327/Oatlands Road
	12	B3349 School Green/A327 Hollow Lane
	13	B3349 Hyde End Road/Croft Rd
	14	B3349 Hyde End Road/Grovelands Rd
	15	Basingstoke Road/Hyde End Road
	16	Basingstoke Road/Clares Green Road
	17	Basingstoke Road/Church Lane
	18	A33/Basingstoke Road EB
	19	MereOak Lane /A33 On-Slip EB
	20	MereOak Lane rbt EB
	21	Grazeley Green Road/Bloomfield Hatch
	22	Goring Lane/Man's Hill
	23	
JT 6 NB	1	33/A339 NB
	2	A33/The Causeway
	3	A33/B3349 NB
	4	A33/MereOak Lane NB
	5	A33/M4 On-Slip NB
	6	M4/A33 Off-Slip NB
	7	A33/B3031 - Basingstoke rbt NB
	8	A33/Imperial Way NB
	9	A33/South Oak Way
	10	A33/Northern Way NB
	11	A33/Longwater Avenue NB
	12	A33/Rose Kiln Lane (Brunel Retail Park)
	13	A33/Rose Kiln Lane (Coley Rec.)
	14	A33/A329 NB
	15	A33/A329/A4155 - Castle Hill On-Slip
	16	A4155 - Castle Hill On-Slip
	17	A329/Chatham St Off-Slip
	18	Chatham St/A329 On-Slip
	19	A329 Caversham Road/Vastern Road
	20	A4155/Richfield Avenue NB
	21	A4155/A4074 NB
	22	A474/St Anne's Road
	23	A4074/The Warren
	1	A4074/The Warren
	2	A474/St Anne's Road
	3	A4155/A4074 SB
	4	A4155/Richfield Avenue SB
	5	A329 Caversham Road/Vastern Road
	6	A329/Chatham St Off-Slip
	7	A4155 - Castle Hill On-Slip
	8	A33/A329 SB

Timing Points

Name	TP	Description
JT 6 SB	9	A33/Rose Kiln Lane (Coley Rec.)
	10	A33/Rose Kiln Lane (Brunel Retail Park)
	11	A33/Longwater Avenue SB
	12	A33/Northern Way SB
	13	A33/South Oak Way
	14	A33/Imperial Way SB
	15	A33/B3031 - Basingstoke rbt SB
	16	A33/B3270 Whitley Wood Rbt
	17	A33.M4 Off-Slip SB
	18	M4/A33 Off-Slip SB
	19	A33/Basingstoke SB
	20	A33/B3349 SB
JT 7 EB	21	A33/The Causeway
	22	33/A339 NB
	1	M4/A34 On-Sip EB
	2	A34/M4 On-Slip EB
	3	M4/A4 Off-Slip EB
	4	A4/M4 On-Slip EB
	5	M4/A33 Off-Slip EB
	6	A33/M4 On-Slip EB
	7	M4/A329(M) Off-Slip EB
	8	A329(M)/M4 Westbound On-Slip EB
JT 7 WB	9	A329(M)/M4 Eastbound On-Slip EB
	10	M4/A404(M) Off-Slip EB
	1	A404(M)/M4 On-Slip WB
	2	M4/A329(M) Off-Slip WB
	3	A329(M)/M4 Eastbound On-Slip WB
	4	A329(M)/M4 Westbound On-Slip WB
	5	M4/A33 Off-Slip WB
	6	A33/M4 On-Slip WB
	7	M4/A4 Off-Slip WB
	8	A4/M4 On-Slip WB
JT 8 NB	9	M4/A34 Off-Slip WB
	10	A34/M4 Off-Slip WB
	1	A329 Forbury Road/Vastern Road NB
	2	A329 Vastern Road/B3345- Reading Bridge
	3	A329 Vastern Road/Caversham Road
	4	A329 Caversham Road/Vastern Road
	5	A4155/Richfield Avenue NB
	6	A4155/A4074 NB
	7	A4074St Anne's Road
	8	A407/The Warren
	9	A4074 - Upper Woodcote Road/Shepherds Lane
	10	A4074 - Reading Road/Hrsepond Road
	11	A4074/B4526 - Dead Man's Lane
	12	A4074 Red Lane/Reading Rd
	13	A4074 - Red Lane/B471 - Oxford Road
	14	A4074- Port Way/B4009 -Wallingford Road
	15	A4074- Port Way/A4130 - Nosworthy Way NB
	16	A4074 - Port Way/A4130 Crowmarsh Hill NB
	17	A4074/Church Lane
	18	A4074/B4009 - Oxford Road NB
	19	A4074- Henley Road/A329 NB
	20	A4074 - Henley Road/A4155 NB

Timing Points

Name	TP	Description
	21	A4074/B4015 - Oxford Road NB
	22	A4074/Henley Road NB
	23	A423/A4074 NB
	24	A423/A4144 NB
	25	A4144/Abingdon Road
	26	A4144 - Aboingdon Road/B4495 - Weirs Lane
	27	A420/A4144 -Folly Bridge NB
	28	A420/Speedwell St NB
	29	A420/Park End St NB
	30	A420/A4144 - Hythe Bridge St NB
	31	A4144/Walton St
	32	A4144/St Giles NB
	33	A4144 - Woodstock Road/Observatory St
	34	A4144 - Woodstock Road/Saint Bernards Rd NB
	35	A4144 - Woodstock Road/Saint Margarets Road
	36	A4144 - Woodstock Rd/B4495 Moreton Rd
	37	A4144- Woodstock Road/A40
JT 8 SB	1	A4144- Woodstock Road/A40
	2	A4144 - Woodstock Rd/B4495 Moreton Rd
	3	A4144 - Woodstock Road/Saint Margarets Road
	4	A4144 - Woodstock Road/Bevington Rd SB
	5	A4144- Woodstock Road/Observatory
	6	A4144/St Giles SB
	7	A4144/Walton St
	8	A420/A4144 - Hythe Bridge St SB
	9	A420/Park End St SB
	10	A420/Speedwell St SB
	11	A420/A4144 -Folly Bridge SB
	12	A4144 - Aboingdon Road/B4495 - Weirs Lane
	13	A4144/Abingdon Road
	14	A423/A4144 SB
	15	A423/A4074 SB
	16	A4074/Grenoble Road Off-Slip
	17	A4074 Grenoble Road On-Slip SB
	18	A4074/B4015 - Oxford Road SB
	19	A4074 - Henley Road/A4155 SB
	20	
	21	A4074- Henley Road/A329 SB
	22	A4074/B4009 - Oxford Road SB
	23	A4074/Church Lane
	24	A4074 - Port Way/Crowmarsh Hill
	25	A4074 - Port Way/A4130 - Nosworthy Way Sb
	26	A4074- Port Way/B4009 -Wallingford Road
	27	A4074 - Red Lane/B471 - Oxford Road
	28	Red Lane/Reading Rd
	29	A4074/B4526 - Dead Man's Lane
	30	A4074 - Reading Road/Hrsepond Road
	31	A4074 - Upper Woodcote Road/Shepherds Lane
	32	A407/The Warren
	33	A4074/St Anne's Road
	34	A4155/A4074 SB
	35	A4155/Richfield Avenue SB
	36	A329 Caversham Road/Vastern Road SB
	37	A329/B3345 - Reading Bridge SB

Timing Points

Name	TP	Description
	38	B3345 - Reading Bridge/A329
	39	A329 Forbury Road/Vastern Road SB
JT 9 NB	1	A4155/A4074
	2	A4155 - Prospect St/Gosbrook Road
	3	A4155 - Prospect St/B481 Peppard Rd
	4	A4155/B3345 - Lower Henley Road NB
	5	A4155/Caversham Park Road NB
	6	A4155/B478 - Playhatch Road NB
	7	A4155/Spring Road
	8	A4155/Plough Lane
	9	A4155/Station Road
	10	A4155/Greys Road
	11	A4130/A4155 - Duke St
JT 9 SB	1	A4130/A4155 - Duke St
	2	A4130/Thameside
	3	A4155/Station Road
	4	A4155/Plough Lane
	5	A4155/Spring Road
	6	A4155/B478 - Playhatch Road SB
	7	A4155/Caversham Park Road SB
	8	A4155/B3345 - Lower Henley Road SB
	9	A4155 - Prospect St/B481 Peppard Rd
	10	A4155 - Prospect St/Gosbrook Road
	11	A4155/A4074

Timing Points

Name	TP	Description
JT 10 EB	1	A4/Comfort Hotel, Reading West EB
	2	A4/A340 EB
	3	A4/Waterside Drive EB
	4	A4/M4 EB
	5	A4/Royal Avenue EB
	6	A4/Old Bath Road EB
	7	A4/Burghfield Road
	8	A4/Honey End Lane
	9	A4/Circuit Lane
	10	A4/Liebenrood Road EB
	11	A4Southcote Lane EB
	12	A4/A4155 Bath Road
	13	A4/Tilehurst Road EB
	14	A4155/A329 EB
	15	A33/A329 EB
	16	Bridge St/A33 On-Slip EB
	17	A329/London St EB
	18	A329/Sidmouth St EB
	19	A329 -Queens Road/Watlington St
	20	A329 Watlington St/Kings Road EB
	21	A329/Eldon Road EB
	22	A4/A329 EB
	23	A4/St Bartholomews Road
	24	A4/A3290 EB
	25	A4Suttons Park Avenue EB
	26	A4/Shephers Hill rbt entry EB
	27	A4/Shephers Hill rbt exit EB
	28	A4/B4446 Sonning Lane
	29	A4/Pound Lane EB
	30	A4/A3032 EB
	31	A4/A321 EB
	32	A4/B477 - Mumbery Hill
	33	A4/A3032
	34	A4/Tag Lane
	35	A4/Milley Lane
	36	A4/Blakes Lane
	37	A4/Warren Row Road
	38	A4/A404 EB
	1	A4/A404 WB
	2	A4/Warren Row Road
	3	A4/Blakes Lane
	4	A4/Milley Lane
	5	A4/Tag Lane
	6	A4/A3032
	7	A4/B477 - Mumbery Hill
	8	A4/A321 WB
	9	A4/A3032 WB
	10	A4/Pound Lane WB
	11	A4/B4446 Sonning Lane
	12	A4/Shephers Hill rbt approach WB
	13	A4/Shepherds Hill rbt/Reading Road WB
	14	A4/B3350 - Pitts Lane WB
	15	A4Suttons Park Avenue WB
	16	A4/A3290 WB

Timing Points

Name	TP	Description
JT 10 WB	17	A4/St Bartholomews Road
	18	A4/Wokingham Road WB
	19	A329/A4 WB
	20	A4/Eldon Road WB
	21	A4/Redlands Road WB
	22	A4/Sidmouth St WB
	23	A4/Kendrick Road
	24	A327 Southampton St/A329
	25	A33/A329 WB
	26	A4155/A329 WB
	27	A4/Tilehurst Road EB
	28	A4/A4155 Bath Road
	29	A4Southcote Lane EB
	30	A4/Liebenrood Road WB
	31	A4/Circuit Lane
	32	A4/Honey End Lane
	33	A4/Burghfield Road
	34	A4/Old Bath Road WB
	35	A4/Royal Avenue WB
	36	A4/M4 WB
	37	A4/Waterside Drive WB
	38	A4/A340 WB
	39	A4/Comfort Hotel, Reading West WB
JT 11 NB	1	A34/A343 NB
	2	A34/A4 NB
	3	A339/A34 NB
	4	A34/M4 Off-Slip NB
	5	M4/A34 On-Slip NB
	6	A34/A4185 - Newbury Road NB
	7	A34/A4130 Off-Slip NB
	8	A34/A4130 On-Slip NB
	9	A34/A415 Off-Slip NB
	10	A415/A34 On-Slip NB
	11	A4183/A34 NB
	12	A34/A423 Off-Slip NB
	13	A423/A34 On-Slip NB
	14	
	15	A34/B4044 NB
JT 11 SN	1	A34/B4044 SB
	2	A34/A423 Off-Slip SB
	3	A423/A34 On-Slip SB
	4	A34/A4183 Off-Slip SB
	5	A415/A34 Off-Slip SB
	6	A34/A415 On-Slip SB
	7	A34/A4130 Off-Slip SB
	8	A34/A4130 On-Slip SB
	9	A4185 - Newbury Road SB
	10	M4/A34 Off-Slip SB
	11	A34/M4 On-Slip SB
	12	A339/A34 SB
	13	A34/A4 SB
	14	A34/A343 SB
	1	M3/A339 EB
	2	M3/A287 Off-Slip EB

Timing Points

Name	TP	Description
JT 12 EB	3	A287/M3 On-Slip EB
	4	M3/A327 Off-Slip EB
	5	A327/M3 On-Slip EB
	6	M3/A331 Off-Slip EB
	7	A331/M3 On-Slip EB
	8	M3/A322 Off-Slip EB
	9	A332/M3 On-Slip EB
	10	M3/M25
JT 12 WB	1	M3/M25
	2	M3/A322 Off-Slip WB
	3	A332/M3 On-Slip WB
	4	M3/A331 Off-Slip WB
	5	A331/M3 On-Slip WB
	6	M3/A327 Off-Slip WB
	7	A327/M3 On-Slip WB
	8	M3/A287 Off-Slip WB
	9	A287/M3 On-Slip EB
	10	M3/A339 WB
JT 13 EB	1	A40 North Way
	2	A40/A4165 - Banbury Road EB
	3	A40/B4150 - Marsh Lane Off-Slip EB
	4	B4150/A40 - Marsh Lane On-Slip EB
	5	A40/A4142 EB
	6	A40/B4027 - Wheatley Road EB
	7	A40/Wheatley Park EB
	8	A40/A418 Off-Slip EB
	9	A418/A40 On-Slip EB
	10	A40/M40 On-Slip EB
	11	A329/M40 On-Slip EB
	12	M40/B409 - Oakley Road Off-Slip EB
	13	B4009 - Oakley Road/M40 On-Slip eb
	14	M40/A40 Off-Slip EB
	15	A40/M40 On-Slip EB
	16	M40/A404 Off-Slip EB
	17	A404/M40 On-Slip EB
	18	A40/M40 On-Slip EB
	19	M40/A335 Off-Slip EB
	20	A335/M40 On-Slip EB
	21	M40/M25
JT 13 WB	1	M40/M25
	2	M40/A335 Off-Slip WB
	3	A335/M40 On-Slip WB
	4	M40/A40 Off-Slip WB
	5	M40/A404 Off-Slip WB
	6	M40/A40 Off-Slip WB
	7	A40/M40 On-Slip WB
	8	B4009 - Oakley Road/M40 On-Slip WB
	9	M40/A4329 Off-Slip WB
	10	M40/A40 Off-Slip WB
	11	A40/A418 Off-Slip WB
	12	A40/Park Hill On-Slip WB
	13	A40/A4142 WB
	14	B4150/A40 - Marsh Lane On-Slip WB
	15	A40/B4150 - Marsh Lane Off-Slip WB

Timing Points

Name	TP	Description
	16	A40/A4165 - Banbury Road WB
	17	A40 North Way
JT 14 NB	1	A329/Loddon Bridge Rd
	2	Loddon Bridge Road/Colemansmoor Rd
	3	Loddon Bridge Rd/Crockhamwell Rd
	4	Loddon Bridge Rd/Vauxall Drive
	5	Loddon Bridge Rd/Headley Road NB
	6	Butts Hill Rd/Church Rd
	7	Butts Hill Rd/Western Avenue
	8	Pound Lane/A4 NB
	9	Pound Lane/B4446 - Pearson Road
	10	B478 - Thames St/Pearsn Rd
	11	B478 - Thames St/High St
	12	B478 - Playhatch Road/Spring Lane
	13	A4155/B478 - Playhatch Road
	14	A4155/Caversham Park Road NB
	15	Caversham Park Road/Kiln Road
JT 14 SB	1	Caversham Park Road/Kiln Road
	2	A4155/Caversham Park Road SB
	3	A4155/B478 - Playhatch Road
	4	B478 - Playhatch Road/Spring Lane
	5	B478 - Thames St/High St
	6	B478 - Thames St/Pearsn Rd
	7	Pound Lane/B4446 - Pearson Road
	8	Pound Lane/A4 SB
	9	Butts Hill Rd/Western Avenue
	10	Butts Hill Rd/Church Rd
	11	Loddon Bridge Rd/Headley Road NB
	12	Loddon Bridge Rd/Vauxall Drive
	13	Loddon Bridge Rd/Crockhamwell Rd
	14	Loddon Bridge Road/Colemansmoor Rd
	15	A329/Loddon Bridge Rd
JT 15 EB	1	A417/A4185 - Newbury Rd EB
	2	A417 Wantage Rd
	3	A417/Main St EB
	4	A417/Hagbourne Hill EB
	5	A417/B4016 - Bessels Way
	6	A417/Westfield Road
	7	A417/A329
	8	A329/B4009 - High St EB
	9	A329/A340
	10	A329/B471 - Whitchurch Rd
	11	A329/Long Lane
	12	A329/Overdown Rd
	13	A329/Wigmore Lane
	14	A329/Grovelands Rd
	15	A329/Beresford Rd
	16	A329 Oxford Rd/Bedford Rd
	17	A329/A33

Timing Points

Name	TP	Description
JT 15 WB	1	A329/A33
	2	A329 Oxford Rd/Bedford Rd
	3	A329/Beresford Rd
	4	A329/Grovelands Rd
	5	A329/Wigmore Lane
	6	A329/Wigmore Lane
	7	A329/Overdown Rd
	8	A329/Long Lane
	9	A329/B471 - Whitchurch Rd
	10	A329/A340
	11	A329/B4009 - High St EB
	12	A417/A329
	13	A417/Westfield Road
	14	A417/B4016 - Bessels Way
	15	A417/Hagbourne Hill EB
	16	A417/Main St EB
	17	A417 Wantage Rd
	18	A417/A4185 - Newbury Rd EB
JT 16 NB	1	A329 - Queens Road/Watlington St
	2	A329 Watlington St/Kings Road NB
	3	A329 Watlington St/Kings Road NB
	4	A329 Forbury Rd/Vastern Rd NB
	5	A329 Forbury Rd/Vastern Rd NB
	6	A329 Vastern Rd/B3345 Reading Bridge NB
	7	B3324- Gerge St/Gosbrook Road NB
	8	Gosbrook Road/Westfield Road NB
	9	A4155 - Prospect St/Gosbrook Rd
	10	A4155 - Prospect St/B481 Peppard Rd
	11	B481 - Peppard Rd/Kiln Rd
	12	B481 - Peppard Rd/Kennylands Rd
	13	B481 - Gravel Hill/Blounts Court Road
	14	B481 Peppard Hill/Gallowstree Rd
	15	B481 - Peppard Hill/Greys Green Golf Course
	16	A4130/B481
JT 16 SB	1	A4130/B481
	2	B481 - Peppard Hill/Greys Green Golf Course
	3	B481 Peppard Hill/Gallowstree Rd
	4	B481 - Gravel Hill/Blounts Court Road
	5	B481 - Peppard Rd/Kennylands Rd
	6	B481 - Peppard Rd/Kiln Rd
	7	A4155 - Prospect St/B481 Peppard Rd
	8	A4155 - Prospect St/Gosbrook Rd
	9	Gosbrook Road/Westfired Road NB
	10	B3324- Gerge St/Gosbrook Road SB
	11	B3345 Reading Bridge/A329 SB
	12	A329 Forbury Rd/Vastern Rd SB
	13	A329 Forbury Road/Kings Rd SB
	14	A329 Kings Rd/Queens Rd SB
	15	A329 Queens Rd/Watlington St SB
	1	A321/A3095 - Marshal Rd NB
	2	A321/Swan Lane
	3	A321/Crowthorne Rd
	4	A321/Yately Rd
	5	A321/Church Rd

Timing Points

Name	TP	Description
JT 17 NB	6	A321/B3348 - Dukes Ride NB
	7	A231/B3430 - Nine Mile Rd NB
	8	A321/B3016- Finchampstead Rd NB
	9	A321/Evencons Lane
	10	A321/Eastheath Avenue
	11	A321/Molly Millars Lane
	12	A321 Wellington Rd/Denmark St
	13	B3349 Barkham Rd/A321
	14	A329/Station Link Rd NB
	15	A329/A321 - Station Rd
	16	A329 -Rectory Rd/Broad St
	17	A329/Glebelands Rd
	18	A321/Jubilee Avenue
	19	A321/Mathewsgreen Rd
	20	A321/Bell Foundry Lane
	21	A321/B3034 - Forest Rd
	22	A321/Hinton Rd
	23	A321/B3030 Off-Slip
	24	A321/Paddock Heights
	25	A321/B3018 - Waltham Rd
JT 17 SB	1	A321/B3018 - Waltham Rd
	2	A321/Paddock Heights
	3	A321/B3030 Off-Slip
	4	A321/Hinton Rd
	5	A321/B3034 - Forest Rd
	6	A321/Bell Foundry Lane
	7	A321/Mathewsgreen Rd
	8	A321/Jubilee Avenue
	9	A329/Glebelands Rd
	10	A329/Norreys Avenue
	11	A329/Rose St
	12	A329 London Rd/Wiltshire Rd
	13	A329/Easthampstead Rd
	14	A329/A321 Denmark St
	15	A329/Rose St
	16	A329 -Rectory Rd/Broad St
	17	A329/A321 - Station Rd
	18	B3349 Barkham Rd/A321
	19	A321 Wellington Rd/Denmark St
	20	A321/Molly Millars Lane
	21	A321/Eastheath Avenue
	22	A321/Evencons Lane
	23	A321/B3016- Finchampstead Rd NB
	24	A231/B3430 - Nine Mile Rd NB
	25	A321/B3348 - Dukes Ride NB
	26	A321/Church Rd
	27	A321/Yately Rd
	28	A321/Crowthrone Rd
	29	A321/Swan Lane
	30	A321/A3095 - Marshal Rd NB
	1	A4130/A34 EB
	2	A4130/B4493 EB
	3	B4493 - Foxhall Rd/Station Rd
	4	B4016 - The Broadway/Hitchcock Way

Timing Points

Name	TP	Description
JT 18 EB	5	A4130 - Hadden Hill/B4016 The Broadway
	6	A4130 High Road/Calvin Thomas Way
	7	High St/Castle St
	8	A4074 - Port Way/A4130 Crowmarsh Hill NB
	9	A4074/Church Road
	10	B4009 - Oxford Road/Church Road
	11	A4009 - Britwell Road/B480 Cuxham Rd
	12	B480 - Brook St/Couching St
	13	M40/B4009 - Oakley Road Off-Slip
	14	B4009 - Oakley Road/M40 On-Slip
JT 18 WB	1	
	2	B4009 - Oakley Road/M40 On-Slip
	3	M40/B4009 - Oakley Road Off-Slip
	4	B480 - Brook St/Couching St
	5	A4009 - Britwell Road/B480 Cuxham Rd
	6	B4009 - Oxford Road/Church Road
	7	A4074 - Port Way/A4130 Crowmarsh Hill
	8	High St/Castle St
	9	A4130 High Road/Calvin Thomas Way
	10	A4130 - Hadden Hill/B4016 The Broadway
	11	B4016 - The Broadway/Hitchcock Way
	12	B4493 - Foxhall Rd/Station Rd
	13	A4130/B4493 WB
	14	A4130/A34 WB
JT 19 EB	1	A415/S34
	2	A415/Colwell Drive
	3	A415/Spring Rd
	4	A415/B4017- Ock Bridge
	5	A415 Ock St/Stratton Way
	6	A415/Vineyard
	7	A415 Ock St/Bridge St
	8	A415/Tollgate Rd
	9	A415/High St
	10	A415/B4015- Oxford Rd
	11	B4015 - Oxford Rd/A4074
	12	B4015 - Clifton Hampden Road/B480
	13	A329 - Thame Rd/B480
	14	A329- Milton Rd/B480
	15	A329/Church Rd
	16	M40/A329 Off-Slip
	17	A329/M40 On-Slip
JT 19 WB	1	A329/M40 On-Slip
	2	M40/A329 Off-Slip
	3	A329/Church Rd
	4	A329- Milton Rd/B480
	5	A329 - Thame Rd/B480
	6	B4015 - Clifton Hampden Road/B480
	7	B4015 - Oxford Rd/A4074
	8	A415/B4015- Oxford Rd
	9	A415/High St
	10	A415/Tollgate Rd
	11	A415 Ock St/Bridge St
	12	A415 Ock St/Stratton Way
	13	A415/B4017- Ock Bridge

Timing Points

Name	TP	Description
	14	A415/Spring Rd
	15	A415/Colwell Drive
	16	A415/S34
JT 20 EB	1	M4/B3270
	2	B3072/Whitley Wood Lane to Whitley Wood Road
	3	B3072/Whitley Wood Lane to Cirrus Drive EB
	4	Black Boy Rbt A327/B3270 EB
	5	B3270/Beeston Way EB
	6	B3270 - Lower Earley Way/Cutbush Lane EB
	6	B3270 - Lower Earley Way/Meldreth Way EB
	8	B3270 - Lower Earley Way/Paddick Drive
	9	B3270 - Lower Earley Way/Rushey Way EB
	10	B3270/A329 - Reading Road EB
	11	A3290/Wharfedale Road EB
JT 20 WB	1	A3290/Wharfedale Road WB
	2	B3270/A329 - Reading Road WB
	3	B3270 - Lower Earley Way/Rushey Way WB
	4	B3270 - Lower Earley Way/Paddick Drive
	5	B3270 - Lower Earley Way/Meldreth Way WB
	6	B3270 - Lower Earley Way/Cutbush Lane WB
	7	B3270/Beeston Way WB
	8	Black Boy Rbt A327/B3270 WB
	9	B3072/Whitley Wood Lane to Cirrus Drive WB
	10	B3072/Whitley Wood Lane to Whitley Wood Road
	11	M4/B3270

Appendix B.5

JUNCTION VALIDATION



		AM Peak		
		% Turns with:		
ID	Name	GEH < 5	GEH < 7.5	GEH < 10
Site W1	M4 Junction 11	89%	94%	100%
Site W2	A33/ Basingstoke Rd/ Mere oak Ln	88%	94%	100%
Site W3	A33/ Mere oak Ln	89%	89%	100%
Site W14	Mere oak Ln roundabout	89%	100%	100%
Site W5	Reading Rd/ Padworth Rd/ Goring Ln roundabouts	56%	81%	81%
Site W6	A327 Arborfield Rd/ Hollow Ln/ B3349 School Green roundabout	78%	89%	100%
Site W7	B3270 Lower Earley Way/ A327 Shinfield Rd, Blackboy roundabout	81%	100%	100%
Site W8	A327 Hollow Ln/ Brookers Hill	67%	89%	100%
Site W9	A327/ B3030/ B3349/ Swallowfield Rd roundabout, Arborfield Cross	92%	97%	100%
Site W10	A329 Reading Rd/ B3270 Lower Earley Way roundabout	100%	100%	100%
Site W11	M4 Junction 10	94%	100%	100%
Site W12A	A329(M)/ A3290/ Wharfedale Rd	78%	100%	100%
Site W12B	A329(M)/ A3290/ Wharfedale Rd	78%	100%	100%
Site W12C	A329(M)/ A3290/ Wharfedale Rd	56%	89%	100%
Site W13	B3270 Lower Earley Way/ Rushey Way/ Mill Ln roundabout	63%	88%	94%
Site W14	A329 Reading Rd/ B3030 Robinhood Ln/ King St Ln	94%	100%	100%
Site W15	B3349 Barkham Rd/ Bearwood Rd roundabout	67%	100%	100%
Site W16	B3349 Barkham Rd/ Barkham St roundabout	67%	100%	100%
Site W17	Finchampstead Rd/ Nine Mile Ride, California Crossroads	69%	81%	88%
Site W18	A321/ B3430, Queensmere roundabout	72%	84%	88%
Site W19	A329/ A329(M)/ B3408, Coppid Beech roundabout	75%	81%	100%
Site W20	A321 Twyford Rd/ B3034 Forest Rd	89%	100%	100%
Site W21	B3034 Forest Rd/ Warren House Rd/ Maidenhead Rd roundabout	75%	81%	88%
Site W22	B3034 Forest Rd/ Binfield Rd/ Green Ln	44%	50%	75%
Site W23	A329 Rectory Rd/ Broad St/ Shute End	94%	94%	94%
Site W24	A329 Rectory Rd/ Glebelands Rd	81%	94%	94%
Site W25	A329 Wiltshire Rd/ Peach St/ London Rd	100%	100%	100%
Site W26	A329 Reading Rd/ Old Forest Rd	100%	100%	100%
Site W27	A3032 High St/ London Rd/ A321 Waltham Rd/ Wargrave Rd	81%	100%	100%
Site W28	A4 Bath Rd/ New Bath Rd/ Charvil Ln/ Old Bath Rd roundabout	75%	94%	94%
Site W29	A4 Bath Rd/ London Rd/ Reading Rd/ Pitts Ln roundabout	63%	81%	94%
Site W30	A4 London Rd/ A329 Wokingham Rd/ King's Rd	84%	84%	96%
Site W31	A329 Wokingham Rd/ B3350 Church Rd/ Wilderness Rd	75%	81%	94%
Site W32	B3270 Lower Earley Way/ Beeston Way/ Cutbush Ln roundabouts	56%	69%	88%
Site W33	A327 Shinfield Rd/ B3350 Elm Rd	78%	89%	100%
Site W34	B3030 Mole Rd/ New Rd/ Mill Ln	56%	81%	94%
Site W35	A329 Berkshire Way/ Doncastle Rd roundabout	56%	78%	89%
Site R1	Caversham Park Rd/ A4155 Henley Rd	94%	94%	94%
Site R2	B3345 George St/ Gosbrook Rd	78%	89%	89%
Site R3	A4155 Bridge St/ Church St/ A4074 Church Rd	67%	89%	100%
Site R4	B3345 George St/ A329 Vastern Rd/ King's Meadow Rd roundabout	84%	88%	96%
Site R5	A4155 Caversham Rd/ Richfield Ave/ Waterman Pl roundabout	81%	94%	100%
Site R6	B481 Peppard Rd/ Kiln Rd	67%	78%	100%
Site R7	A4155 Henley Rd/ B478 Playhatch Rd roundabout	88%	100%	100%
Site R8	M4 Junction 13	69%	88%	88%
Site R9	M4 Junction 12	81%	100%	100%
Site SLR1	Oxford Rd/ Barkham Rd/ Station Rd/ Wellington Rd/ Station Link Rd	96%	100%	100%
Site SLR3	Oxford Rd/ Murray Rd	89%	89%	100%
Site SLR4	Reading Rd/ Oxford Rd	100%	100%	100%
Site WRR1	Kilnsea Dr/ Rushey Way roundabout	67%	89%	100%
Site WRR2	Rushey Way/ Beech Ln roundabout	81%	94%	100%
Site WRR3	Wilderness Rd/ Beech Ln roundabout	89%	89%	89%
Site WRR4	Elm Ln/ Elm Rd/ Rowland Way roundabout	56%	94%	94%
RBC002	A4 Bath Road/Charrington Road/ Old Bath Road	56%	69%	81%
RBC003	Oxford Road/ Wigmore Lane/ Norcut Road	56%	69%	75%
RBC004	Oxford Road/ Overdown Road/ Rodway Road	63%	88%	100%
RBC005	Tilehurst Road/ Water Road	67%	100%	100%
RBC006	Bath Road/ Berkeley Avenue	56%	78%	100%
RBC007	Bennet Road Gyratory	68%	88%	92%
RBC008	Chatham Street/ A329/ Friar Street	56%	63%	75%
RBC009	Basingstoke Road/ Christchurch Road	44%	44%	44%
RBC011	Park Lane/ School Lane/ Chapel Hill	67%	78%	100%
RBC012	Norcut Road/ Church End Lane	56%	67%	89%
RBC013	Peppard Road/ Henley Road/ Prospect Street	69%	88%	100%
RBC014	Burghfield Road/ Bath Road	69%	88%	88%
RBC015	South Oak Way/ A33	44%	78%	78%
RBC016	Queens Road/ Watlington Street	81%	88%	88%
RBC017	Rose Kiln Lane/ Gillette Way	78%	89%	89%
MCC_WTC001	A321 / FITNESS CENTRE ACCESS / KENDRICK CLOSE / DENMARK STREET	84%	96%	100%
MCC_WTC002	DENMARK STREET / LANGBOROUGH ROAD	89%	89%	100%
MCC_WTC003	STATION LINK ROAD / BARKHAM ROAD / A321 / STATION ROAD	100%	100%	100%
MCC_WTC004	MOLLY MILLARS LANE / A321	100%	100%	100%
MCC_WTC005	A321 / ELMS ROAD	56%	89%	89%
MCC_WTC006	BARKHAM ROAD / MOLLY MILLARS LANE	89%	89%	100%

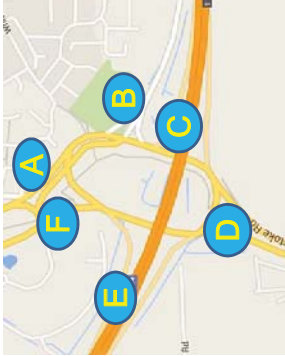
ID	Name	Interpeak		
		% Turns with:		
		GEH < 5	GEH < 7.5	GEH < 10
Site W1	M4 Junction 11	92%	100%	100%
Site W2	A33/ Basingstoke Rd/ Mere oak Ln	94%	100%	100%
Site W3	A33/ Mere oak Ln	100%	100%	100%
Site W14	Mere oak Ln roundabout	100%	100%	100%
Site W5	Reading Rd/ Padworth Rd/ Goring Ln roundabouts	69%	75%	81%
Site W6	A327 Arborfield Rd/ Hollow Ln/ B3349 School Green roundabout	100%	100%	100%
Site W7	B3270 Lower Earley Way/ A327 Shinfield Rd, Blackboy roundabout	69%	88%	94%
Site W8	A327 Hollow Ln/ Brookers Hill	100%	100%	100%
Site W9	A327/ B3030/ B3349/ Swallowfield Rd roundabout, Arborfield Cross	89%	100%	100%
Site W10	A329 Reading Rd/ B3270 Lower Earley Way roundabout	88%	94%	100%
Site W11	M4 Junction 10	88%	94%	100%
Site W12A	A329(M)/ A3290/ Wharfedale Rd	56%	67%	89%
Site W12B	A329(M)/ A3290/ Wharfedale Rd	78%	78%	100%
Site W12C	A329(M)/ A3290/ Wharfedale Rd	67%	89%	100%
Site W13	B3270 Lower Earley Way/ Rushey Way/ Mill Ln roundabout	81%	100%	100%
Site W14	A329 Reading Rd/ B3030 Robinhood Ln/ King St Ln	69%	100%	100%
Site W15	B3349 Barkham Rd/ Bearwood Rd roundabout	89%	100%	100%
Site W16	B3349 Barkham Rd/ Barkham St roundabout	100%	100%	100%
Site W17	Finchampstead Rd/ Nine Mile Ride, California Crossroads	75%	94%	100%
Site W18	A321/ B3430, Queensmere roundabout	84%	92%	92%
Site W19	A329/ A329(M)/ B3408, Coppid Beech roundabout	63%	81%	100%
Site W20	A321 Twyford Rd/ B3034 Forest Rd	89%	100%	100%
Site W21	B3034 Forest Rd/ Warren House Rd/ Maidenhead Rd roundabout	69%	100%	100%
Site W22	B3034 Forest Rd/ Binfield Rd/ Green Ln	38%	56%	69%
Site W23	A329 Rectory Rd/ Broad St/ Shute End	94%	94%	100%
Site W24	A329 Rectory Rd/ Glebelands Rd	81%	100%	100%
Site W25	A329 Wiltshire Rd/ Peach St/ London Rd	89%	100%	100%
Site W26	A329 Reading Rd/ Old Forest Rd	78%	78%	89%
Site W27	A3032 High St/ London Rd/ A321 Waltham Rd/ Wargrave Rd	75%	100%	100%
Site W28	A4 Bath Rd/ New Bath Rd/ Charvil Ln/ Old Bath Rd roundabout	88%	94%	100%
Site W29	A4 Bath Rd/ London Rd/ Reading Rd/ Pitts Ln roundabout	81%	100%	100%
Site W30	A4 London Rd/ A329 Wokingham Rd/ King's Rd	84%	88%	92%
Site W31	A329 Wokingham Rd/ B3350 Church Rd/ Wilderness Rd	56%	81%	81%
Site W32	B3270 Lower Earley Way/ Beeston Way/ Cutbush Ln roundabouts	69%	94%	100%
Site W33	A327 Shinfield Rd/ B3350 Elm Rd	78%	100%	100%
Site W34	B3030 Mole Rd/ New Rd/ Mill Ln	75%	94%	100%
Site W35	A329 Berkshire Way/ Doncastle Rd roundabout	78%	89%	89%
Site R1	Caversham Park Rd/ A4155 Henley Rd	81%	94%	94%
Site R2	B3345 George St/ Gosbrook Rd	78%	100%	100%
Site R3	A4155 Bridge St/ Church St/ A4074 Church Rd	78%	100%	100%
Site R4	B3345 George St/ A329 Vastern Rd/ King's Meadow Rd roundabout	84%	92%	96%
Site R5	A4155 Caversham Rd/ Richfield Ave/ Waterman Pl roundabout	88%	88%	88%
Site R6	B481 Peppard Rd/ Kiln Rd	67%	78%	100%
Site R7	A4155 Henley Rd/ B478 Playhatch Rd roundabout	100%	100%	100%
Site R8	M4 Junction 13	88%	94%	100%
Site R9	M4 Junction 12	88%	100%	100%
Site SLR1	Oxford Rd/ Barkham Rd/ Station Rd/ Wellington Rd/ Station Link Rd	92%	92%	96%
Site SLR3	Oxford Rd/ Murray Rd	67%	89%	100%
Site SLR4	Reading Rd/ Oxford Rd	100%	100%	100%
Site WRR1	Kilnsea Dr/ Rushey Way roundabout	33%	78%	100%
Site WRR2	Rushey Way/ Beech Ln roundabout	94%	100%	100%
Site WRR3	Wilderness Rd/ Beech Ln roundabout	78%	100%	100%
Site WRR4	Elm Ln/ Elm Rd/ Rowland Way roundabout	94%	100%	100%
RBC002	A4 Bath Road/Charrington Road/ Old Bath Road	63%	88%	100%
RBC003	Oxford Road/ Wigmore Lane/ Norcut Road	50%	56%	81%
RBC004	Oxford Road/ Overdown Road/ Rodway Road	69%	88%	100%
RBC005	Tilehurst Road/ Water Road	67%	78%	100%
RBC006	Bath Road/ Berkeley Avenue	56%	78%	100%
RBC007	Bennet Road Gyratory	56%	64%	76%
RBC008	Chatham Street/ A329/ Friar Street	50%	75%	88%
RBC009	Basingstoke Road/ Christchurch Road	44%	44%	56%
RBC011	Park Lane/ School Lane/ Chapel Hill	67%	89%	100%
RBC012	Norcut Road/ Church End Lane	67%	78%	100%
RBC013	Peppard Road/ Henley Road/ Prospect Street	69%	75%	75%
RBC014	Burghfield Road/ Bath Road	81%	81%	81%
RBC015	South Oak Way/ A33	78%	78%	78%
RBC016	Queens Road/ Watlington Street	88%	88%	88%
RBC017	Rose Kiln Lane/ Gillette Way	100%	100%	100%
MCC_WTC001	A321 / FITNESS CENTRE ACCESS / KENDRICK CLOSE / DENMARK STREET			
MCC_WTC002	DENMARK STREET / LANGBOROUGH ROAD			
MCC_WTC003	STATION LINK ROAD / BARKHAM ROAD / A321 / STATION ROAD			
MCC_WTC004	MOLLY MILLARS LANE / A321			
MCC_WTC005	A321 / ELMS ROAD			
MCC_WTC006	BARKHAM ROAD / MOLLY MILLARS LANE			

		PM Peak		
		% Turns with:		
ID	Name	GEH < 5	GEH < 7.5	GEH < 10
Site W1	M4 Junction 11	86%	89%	97%
Site W2	A33/ Basingstoke Rd/ Mere oak Ln	94%	100%	100%
Site W3	A33/ Mere oak Ln	78%	100%	100%
Site W14	Mere oak Ln roundabout	89%	100%	100%
Site W5	Reading Rd/ Padworth Rd/ Goring Ln roundabouts	75%	81%	88%
Site W6	A327 Arborfield Rd/ Hollow Ln/ B3349 School Green roundabout	100%	100%	100%
Site W7	B3270 Lower Earley Way/ A327 Shinfield Rd, Blackboy roundabout	88%	94%	100%
Site W8	A327 Hollow Ln/ Brookers Hill	100%	100%	100%
Site W9	A327/ B3030/ B3349/ Swallowfield Rd roundabout, Arborfield Cross	86%	97%	100%
Site W10	A329 Reading Rd/ B3270 Lower Earley Way roundabout	75%	88%	94%
Site W11	M4 Junction 10	88%	94%	100%
Site W12A	A329(M)/ A3290/ Wharfedale Rd	89%	89%	89%
Site W12B	A329(M)/ A3290/ Wharfedale Rd	89%	100%	100%
Site W12C	A329(M)/ A3290/ Wharfedale Rd	56%	100%	100%
Site W13	B3270 Lower Earley Way/ Rushey Way/ Mill Ln roundabout	63%	88%	94%
Site W14	A329 Reading Rd/ B3030 Robinhood Ln/ King St Ln	75%	88%	100%
Site W15	B3349 Barkham Rd/ Bearwood Rd roundabout	78%	89%	100%
Site W16	B3349 Barkham Rd/ Barkham St roundabout	67%	100%	100%
Site W17	Finchampstead Rd/ Nine Mile Ride, California Crossroads	69%	81%	94%
Site W18	A321/ B3430, Queensmere roundabout	80%	84%	84%
Site W19	A329/ A329(M)/ B3408, Coppid Beech roundabout	94%	100%	100%
Site W20	A321 Twyford Rd/ B3034 Forest Rd	56%	89%	100%
Site W21	B3034 Forest Rd/ Warren House Rd/ Maidenhead Rd roundabout	56%	81%	94%
Site W22	B3034 Forest Rd/ Binfield Rd/ Green Ln	44%	56%	63%
Site W23	A329 Rectory Rd/ Broad St/ Shute End	81%	88%	88%
Site W24	A329 Rectory Rd/ Glebelands Rd	75%	100%	100%
Site W25	A329 Wiltshire Rd/ Peach St/ London Rd	100%	100%	100%
Site W26	A329 Reading Rd/ Old Forest Rd	78%	100%	100%
Site W27	A3032 High St/ London Rd/ A321 Waltham Rd/ Wargrave Rd	94%	100%	100%
Site W28	A4 Bath Rd/ New Bath Rd/ Charvil Ln/ Old Bath Rd roundabout	75%	81%	88%
Site W29	A4 Bath Rd/ London Rd/ Reading Rd/ Pitts Ln roundabout	50%	94%	100%
Site W30	A4 London Rd/ A329 Wokingham Rd/ King's Rd	84%	88%	96%
Site W31	A329 Wokingham Rd/ B3350 Church Rd/ Wilderness Rd	69%	75%	94%
Site W32	B3270 Lower Earley Way/ Beeston Way/ Cutbush Ln roundabouts	44%	63%	81%
Site W33	A327 Shinfield Rd/ B3350 Elm Rd	89%	89%	100%
Site W34	B3030 Mole Rd/ New Rd/ Mill Ln	50%	75%	94%
Site W35	A329 Berkshire Way/ Doncastle Rd roundabout	78%	78%	78%
Site R1	Caversham Park Rd/ A4155 Henley Rd	88%	94%	100%
Site R2	B3345 George St/ Gosbrook Rd	78%	89%	89%
Site R3	A4155 Bridge St/ Church St/ A4074 Church Rd	89%	89%	89%
Site R4	B3345 George St/ A329 Vastern Rd/ King's Meadow Rd roundabout	76%	92%	96%
Site R5	A4155 Caversham Rd/ Richfield Ave/ Waterman Pl roundabout	81%	100%	100%
Site R6	B481 Peppard Rd/ Kiln Rd	78%	89%	100%
Site R7	A4155 Henley Rd/ B478 Playhatch Rd roundabout	94%	100%	100%
Site R8	M4 Junction 13	81%	88%	88%
Site R9	M4 Junction 12	88%	94%	94%
Site SLR1	Oxford Rd/ Barkham Rd/ Station Rd/ Wellington Rd/ Station Link Rd	88%	100%	100%
Site SLR3	Oxford Rd/ Murray Rd	67%	78%	89%
Site SLR4	Reading Rd/ Oxford Rd	100%	100%	100%
Site WRR1	Kilnsea Dr/ Rushey Way roundabout	67%	89%	89%
Site WRR2	Rushey Way/ Beech Ln roundabout	88%	94%	100%
Site WRR3	Wilderness Rd/ Beech Ln roundabout	78%	89%	100%
Site WRR4	Elm Ln/ Elm Rd/ Rowland Way roundabout	75%	88%	100%
RBC002	A4 Bath Road/Charrington Road/ Old Bath Road	69%	81%	88%
RBC003	Oxford Road/ Wigmore Lane/ Norcut Road	50%	75%	88%
RBC004	Oxford Road/ Overdown Road/ Rodway Road	63%	63%	94%
RBC005	Tilehurst Road/ Water Road	78%	78%	100%
RBC006	Bath Road/ Berkeley Avenue	33%	33%	56%
RBC007	Bennet Road Gyratory	72%	84%	96%
RBC008	Chatham Street/ A329/ Friar Street	50%	69%	69%
RBC009	Basingstoke Road/ Christchurch Road	67%	78%	89%
RBC011	Park Lane/ School Lane/ Chapel Hill	67%	67%	67%
RBC012	Norcut Road/ Church End Lane	44%	56%	78%
RBC013	Peppard Road/ Henley Road/ Prospect Street	81%	81%	94%
RBC014	Burghfield Road/ Bath Road	81%	81%	88%
RBC015	South Oak Way/ A33	44%	56%	67%
RBC016	Queens Road/ Watlington Street	81%	88%	88%
RBC017	Rose Kiln Lane/ Gillette Way	56%	89%	100%
MCC_WTC001	A321 / FITNESS CENTRE ACCESS / KENDRICK CLOSE / DENMARK STREET	72%	80%	88%
MCC_WTC002	DENMARK STREET / LANGBOROUGH ROAD	67%	100%	100%
MCC_WTC003	STATION LINK ROAD / BARKHAM ROAD / A321 / STATION ROAD	94%	100%	100%
MCC_WTC004	MOLLY MILLARS LANE / A321	78%	89%	100%
MCC_WTC005	A321 / ELMS ROAD	56%	78%	89%
MCC_WTC006	BARKHAM ROAD / MOLLY MILLARS LANE	89%	89%	100%

WSTM4 Junction Turning Flows

Junction:

Site W1



AM Peak

Total Turns	36	89%
GEH < 5.0	32	94%
GEH < 7.5	34	100%
GEH < 10.0	36	100%

Include?
Yes

All Vehicle	OBSERVED										
	From Arm			To Arm			To Arm			TOTAL	
A	0	161	380	517	450	0	E	F	G	TOTAL	
B	439	0	115	201	413	0	D	0	0	1508	
C	0	80	1	3124	1283	0	1283	0	0	1168	
D	1	201	882	18	619	1194	0	0	0	5200	
E	0	385	3120	437	0	941	0	0	0	2915	
F	0	0	0	0	0	0	0	0	0	4883	
G	0	0	0	0	0	0	0	0	0	0	
TOTAL	440	827	4498	1885	4606	3418	0	0	0	15674	

MODELLED

All Vehicle	MODELLED										
	From Arm			To Arm			To Arm			TOTAL	
A	0	285	435	467	526	0	E	F	G	TOTAL	
B	602	0	143	246	385	0	D	0	0	1713	
C	0	20	0	843	3002	1207	0	0	0	1376	
D	0	172	905	0	562	1216	0	0	0	5072	
E	0	462	2967	377	0	1009	0	0	0	2855	
F	0	0	0	0	0	0	0	0	0	4815	
G	0	0	0	0	0	0	0	0	0	0	
TOTAL	602	939	4449	1934	4475	3432	0	0	0	15831	

GEH

All Vehicle	GEH										
	From Arm			To Arm			To Arm			TOTAL	
A	0	8	3	2	3	0	E	F	G	TOTAL	
B	7	0	2	3	1	0	D	0	0	5	
C	0	9	1	5	2	2	0	0	0	6	
D	1	2	1	6	2	1	0	0	0	2	
E	0	4	3	3	0	2	0	0	0	1	
F	0	0	0	0	0	0	0	0	0	0	
G	0	0	0	0	0	0	0	0	0	0	
TOTAL	7	4	1	1	2	0	0	0	0	1	

Interpeak

Total Turns	36	92%
GEH < 5.0	33	100%
GEH < 7.5	36	100%
GEH < 10.0	36	100%

Include?
Yes

All Vehicle	OBSERVED										
	From Arm			To Arm			To Arm			TOTAL	
A	0	234	497	523	407	0	E	F	G	TOTAL	
B	173	0	62	126	222	0	D	0	0	1661	
C	0	36	0	441	2314	498	0	0	0	584	
D	0	115	349	10	315	576	0	0	0	3290	
E	0	206	2487	273	0	364	0	0	0	1367	
F	0	0	0	0	0	0	0	0	0	3329	
G	0	0	0	0	0	0	0	0	0	0	
TOTAL	174	592	3396	1373	3258	1439	0	0	0	10230	

MODELLED

All Vehicle	MODELLED										
	From Arm			To Arm			To Arm			TOTAL	
A	0	241	500	660	339	0	E	F	G	TOTAL	
B	187	0	54	101	172	0	D	0	0	1739	
C	0	18	0	468	2234	420	0	0	0	514	
D	0	119	418	0	213	595	0	0	0	3139	
E	0	233	2299	166	0	434	0	0	0	1345	
F	0	0	0	0	0	0	0	0	0	3133	
G	0	0	0	0	0	0	0	0	0	0	
TOTAL	187	611	3270	1394	2958	1449	0	0	0	9870	

GEH

All Vehicle	GEH										
	From Arm			To Arm			To Arm			TOTAL	
A	0	0	0	6	4	0	E	F	G	TOTAL	
B	1	1	1	2	4	1	D	0	0	2	
C	0	4	0	0	1	2	0	0	0	3	
D	1	0	4	5	6	1	0	0	0	3	
E	0	2	4	7	0	4	0	0	0	3	
F	0	0	0	0	0	0	0	0	0	0	
G	1	1	2	1	5	0	0	0	0	4	

PM Peak

Total Turns	36	86%
GEH < 5.0	31	89%
GEH < 7.5	32	97%
GEH < 10.0	35	97%

Include?
Yes

All Vehicle	OBSERVED										
	From Arm			To Arm			To Arm			TOTAL	
A	0	503	897	888	613	0	E	F	G	TOTAL	
B	182	0	77	1006	3910	540	D	0	0	2911	
C	0	64	0	1068	3910	540	1068	0	0	814	
D	0	224	593	31	580	729	0	0	0	5520	
E	0	508	3685	480	0	452	0	0	0	2157	
F	0	0	0	0	0	0	0	0	0	5125	
G	0	0	0	0	0	0	0	0	0	0	
TOTAL	182	1299	5252	2580	5493	1721	0	0	0	16827	

MODELLED

All Vehicle	MODELLED										
	From Arm			To Arm			To Arm			TOTAL	
A	0	566	852	807	575	0	E	F	G	TOTAL	
B	83	0	0	104	421	0	D	0	0	2800	
C	0	44	0	1155	3713	571	0	0	0	609	
D	0	201	829	0	564	701	0	0	0	5483	
E	0	613	3441	527	0	550	0	0	0	2296	
F	0	0	0	0	0	0	0	0	0	5131	
G	0	0	0	0	0	0	0	0	0	0	
TOTAL	83	1424	5122	2594	5273	1822	0	0	0	16318	

GEH

All Vehicle	GEH										
	From Arm			To Arm			To Arm			TOTAL	
A	0	3	2	3	2	0	E	F	G	TOTAL	
B	9	0	12	5	2	0	D	0	0	8	
C	0	3	0	6	3	1	0	0	0	0	
D	0	2	9	8	1	1	0	0	0	3	
E	0	4	4	2	0	4	0	0	0	0	
F	0	0	0	0	0	0	0	0	0	0	
G	9	3	2	0	3	2	0	0	0	2	

WSTM4 Junction Turning Flows

Junction:

Site W2



AM Peak

Total Turns	16	88%
GEH < 5.0	14	94%
GEH < 7.5	15	94%
GEH < 10.0	16	100%

Include?

Yes

All Vehicle		OBSERVED									
		To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	294	1671	0					1965	
	B	689	0	257	0					946	
	C	2159	216	0	0					2375	
	D	0	0	0	0					0	
	E										
	F										
	G										
TOTAL		2848	510	1928	0					5286	

All Vehicle		MODELLED To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	325	1608	0					1934	
	B	905	0	300	0					1205	
	C	1951	338	0	0					2289	
	D	0	0	0	0					0	
	E										
	F										
	G										
TOTAL		2855	663	1909	0					5428	

GEH										
All Vehicle	To Arm									
	A	B	C	D	E	F	G			
A	0	2	2	0				1		
B	8	0	3	0				8		
C	5	7	0	0				2		
D	0	0	0	0				0		
E										
F										
G	0	6	0	0				2		

Interpeak

Total Turns	16	94%
GEH < 5.0	15	94%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?

Yes

All Vehicle		OBSERVED									
		To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	287	1103	0					1390	
	B	276	0	108	0					384	
	C	1059	104	0	0					1163	
	D	0	0	0	0					0	
	E										
	F										
	G										
TOTAL		1335	392	1211	0					2938	

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	239	1155	0	0	0	0	1394				
	B	345	0	51	0	0	0	0	396				
	C	1000	116	0	0	0	0	0	1116				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	0	0	0	0	0	0	0	0				
TOTAL		1345	355	1206	0	0	0	0	2906				

GEH										
All Vehicle		To Arm								
		A	B	C	D	E	F	G		
From Arm	A	0	3	2	0					0
	B	4	0	6	1					1
	C	2	1	0	0					1
	D	0	1	0	0					1
	E									
	F									
	G	0	2	0	1					1

PM Peak

Total Turns	16	94%
GEH < 5.0	15	94%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?

Yes

All Vehicle		OBSERVED									
		To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	491	2328	0					2819	
	B	542	0	231	0					773	
	C	1585	335	0	0					1920	
	D	0	1	0	0					1	
	E										
	F										
	G										
TOTAL		2127	827	2559	0					5513	

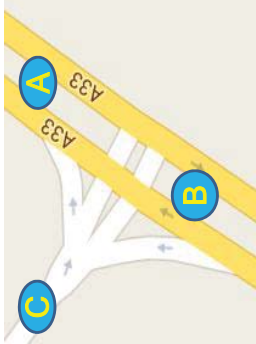
All Vehicle		MODELLED To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	339	2255	0					2594	
	B	629	0	200	0					829	
	C	1667	252	0	0					1918	
	D	0	0	0	0					0	
	E										
	F										
	G										
TOTAL		2296	590	2455	0					5341	

All Vehicle		GEH						
		To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	7	2	0	0		4
	B	4	0	2	0	0		2
	C	2	5	0	0	0		0
	D	0	1	0	0	0		1
	E							
	F							
	G	4	9	2	0			2

WSTM4 Junction Turning Flows

Junction:

Site W3



AM Peak

Total Turns	9	8	89%
GEH < 5.0	8	8	89%
GEH < 7.5	8	8	89%
GEH < 10.0	9	9	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	1341	584					1925				
C	1612	0	104					1716				
D	733	181	0					914				
E												
F												
G												
TOTAL	2345	1522	688					4555				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	1264	645					1909				
C	1540	0	40					1580				
D	748	215	0					963				
E												
F												
G												
TOTAL	2269	1478	685					4452				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	2	2					0				
C	2	0	8					3				
D	1	2	0					2				
E												
F												
G	1	1	0					2				

Interpeak

Total Turns	9	9	100%
GEH < 5.0	9	9	100%
GEH < 7.5	9	9	100%
GEH < 10.0	9	9	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	867	351					1219				
C	792	0	40					832				
D	376	54	0					430				
E												
F												
G												
TOTAL	1168	921	391					2481				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	809	397					1206				
C	685	0	24					709				
D	431	60	0					491				
E												
F												
G												
TOTAL	1116	869	420					2406				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	1	2	2					0				
C	4	0	3					4				
D	3	1	0					3				
E												
F												
G	2	2	1					2				

PM Peak

Total Turns	9	7	78%
GEH < 5.0	9	7	78%
GEH < 7.5	9	9	100%
GEH < 10.0	9	9	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	1800	724					2524				
C	1120	0	83					1203				
D	784	231	0					1015				
E												
F												
G												
TOTAL	1904	2031	807					4742				

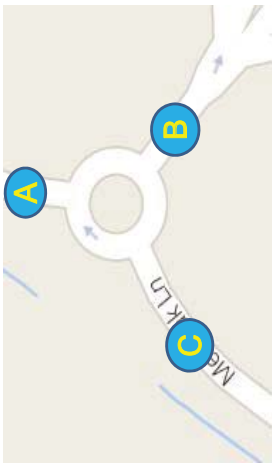
All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	1897	559					2455				
C	1046	0	70					1116				
D	872	135	0					1007				
E												
F												
G												
TOTAL	1918	2031	628					4578				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	2	7					1				
C	2	0	2					3				
D	3	7	0					0				
E												
F												
G	0	0	7					2				

WSM4 Junction Turning Flows

Junction:

Site W14



AM Peak

Total Turns	9	8	89%
GEH < 5.0	9	9	100%
GEH < 7.5	9	9	100%
GEH < 10.0	9	9	100%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	251	16					267	0	70	7	77
B	128	7	550					685	61	6	325	392
C	13	652	0					665	9	352	0	361
D												
E												
F												
G												
TOTAL	141	910	566					1617	70	428	333	830

All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	269	0					269	0	107	0	108
B	155	0	528					683	76	0	344	420
C	0	694	0					694	0	383	0	383
D												
E												
F												
G												
TOTAL	156	963	528					1647	76	491	345	911

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	1	6					7	0	4	3	7
B	2	4	1					7	2	3	1	6
C	5	2	0					7	4	2	1	7
D												
E												
F												
G	1	2	2					5	1	3	1	5

Interpeak

Total Turns	9	9	100%
GEH < 5.0	9	9	100%
GEH < 7.5	9	9	100%
GEH < 10.0	9	9	100%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	70	7					77	0	6	0	6
B	61	6	325					392	9	352	0	361
C	9	352	0					361				
D												
E												
F												
G												
TOTAL	70	428	333					830	70	428	333	830

All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	107	0					108	0	107	0	108
B	76	0	344					420	76	0	344	420
C	0	383	0					383	0	383	0	383
D												
E												
F												
G												
TOTAL	76	491	345					911	76	491	345	911

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	4	3					7	0	4	3	7
B	2	3	1					6	2	3	1	6
C	4	2	1					7	4	2	1	7
D												
E												
F												
G	1	3	1					5	1	3	1	5

PM Peak

Total Turns	9	8	89%
GEH < 5.0	9	8	89%
GEH < 7.5	9	9	100%
GEH < 10.0	9	9	100%

Include?
Yes

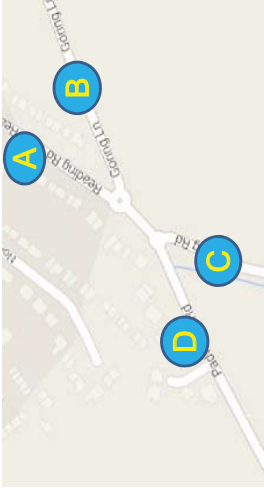
All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	206	10					216	0	206	10	216
B	120	7	678					805	120	7	678	805
C	10	800	0					810	10	800	0	810
D												
E												
F												
G												
TOTAL	130	1013	688					1831	130	1013	688	1831

All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	206	1					207	0	206	1	207
B	123	0	499					622	123	0	499	622
C	0	801	0					801	0	801	0	801
D												
E												
F												
G												
TOTAL	123	1007	500					1630	123	1007	500	1630

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
From Arm	A	B	C	D	E	F	G	TOTAL	A	B	C	TOTAL
A	0	4	7					11	0	4	7	11
B	0	4	7					11	0	4	7	11
C	4	0	0					4	4	0	0	4
D												
E												
F												
G	1	0	8					9	1	0	8	9

WSTM4 Junction Turning Flows

Junction: Site W5



AM Peak

Total Turns	16	56%
GEH < 5.0	9	81%
GEH < 7.5	13	81%
GEH < 10.0	13	81%

Include? Yes

All Vehicle	OBSERVED										
	To Arm										TOTAL
A	1	10	157	307							475
B	5	0	36	187							228
C	199	27	0	3							229
D	210	179	1	0							390
E											
F											
G											
TOTAL	415	216	194	497							1322

All Vehicle	MODELLED										
	To Arm										TOTAL
A	0	0	53	443							496
B	0	0	30	277							307
C	119	127	0	35							280
D	162	440	14	0							616
E											
F											
G											
TOTAL	281	566	97	754							1699

All Vehicle	GEH										
	To Arm										TOTAL
A	1	4	10	7							1
B	3	0	1	6							5
C	6	11	0	7							3
D	4	15	5	0							10
E											
F											
G											
TOTAL	7	18	8	10							10

Interpeak

Total Turns	16	69%
GEH < 5.0	11	75%
GEH < 7.5	12	81%
GEH < 10.0	13	81%

Include? Yes

All Vehicle	OBSERVED										
	To Arm										TOTAL
A	1	5	104	120							231
B	5	0	15	77							97
C	116	9	0	5							130
D	120	82	2	1							204
E											
F											
G											
TOTAL	243	96	122	202							662

All Vehicle	MODELLED										
	To Arm										TOTAL
A	0	0	3	157							160
B	0	0	40	252							292
C	6	42	0	10							59
D	128	188	12	0							328
E											
F											
G											
TOTAL	134	230	55	419							839

All Vehicle	GEH										
	To Arm										TOTAL
A	2	3	14	3							5
B	3	0	5	14							14
C	14	7	1	2							7
D	1	9	4	1							8
E											
F											
G											
TOTAL	8	11	7	12							6

PM Peak

Total Turns	16	75%
GEH < 5.0	12	81%
GEH < 7.5	13	81%
GEH < 10.0	14	88%

Include? Yes

All Vehicle	OBSERVED										
	To Arm										TOTAL
A	1	11	154	193							359
B	5	0	33	165							203
C	196	9	0	4							209
D	304	227	0	0							531
E											
F											
G											
TOTAL	506	247	187	362							1302

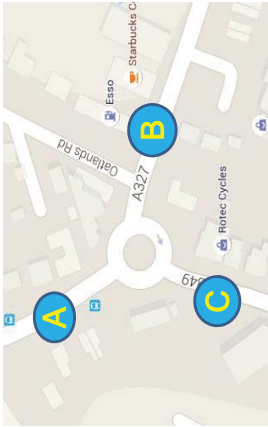
All Vehicle	MODELLED										
	To Arm										TOTAL
A	0	0	170	128							297
B	0	0	37	394							431
C	243	53	0	14							310
D	233	448	9	0							690
E											
F											
G											
TOTAL	476	501	215	536							1728

All Vehicle	GEH										
	To Arm										TOTAL
A	1	5	1	5							3
B	3	0	1	14							13
C	3	8	0	3							6
D	4	12	4	0							6
E											
F											
G											
TOTAL	1	13	2	8							11

WSTM4 Junction Turning Flows

Junction:

Site W6



AM Peak

Total Turns	9	78%
GEH < 5.0	7	89%
GEH < 7.5	8	100%
GEH < 10.0	9	

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
A	2	682	359								1043
B	613	1	145								759
C	305	186	1								492
D											
E											
F											
G											
TOTAL	920	869	505								2284

All Vehicle	MODELLED										
	To Arm										
A	0	629	242								871
B	575	0	172								748
C	240	327	0								567
D											
E											
F											
G											
TOTAL	815	956	414								2186

All Vehicle	GEH										
	To Arm										
A	2	2	7								6
B	2	1	2								0
C	4	9	1								3
D											
E											
F											
G	4	3	4								2

Interpeak

Total Turns	9	100%
GEH < 5.0	9	100%
GEH < 7.5	9	100%
GEH < 10.0	9	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
A	3	361	183								547
B	384	3	97								483
C	172	111	1								284
D											
E											
F											
G											
TOTAL	558	475	281								1313

All Vehicle	MODELLED										
	To Arm										
A	0	399	181								580
B	460	0	116								576
C	116	86	0								203
D											
E											
F											
G											
TOTAL	576	486	297								1359

All Vehicle	GEH										
	To Arm										
A	2	2	0								1
B	4	2	2								4
C	5	2	2								5
D											
E											
F											
G	1	1	1								1

PM Peak

Total Turns	9	100%
GEH < 5.0	9	100%
GEH < 7.5	9	100%
GEH < 10.0	9	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
A	9	704	292								1005
B	699	1	191								891
C	279	179	0								458
D											
E											
F											
G											
TOTAL	987	884	483								2354

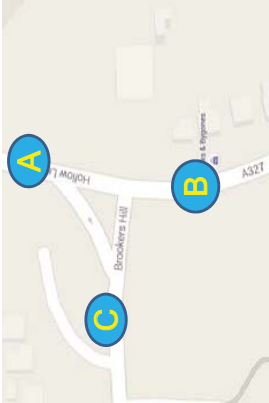
All Vehicle	MODELLED										
	To Arm										
A	0	654	287								941
B	813	0	165								978
C	272	167	0								439
D											
E											
F											
G											
TOTAL	1084	821	452								2358

All Vehicle	GEH										
	To Arm										
A	4	2	0								2
B	4	1	2								3
C	0	1	0								1
D											
E											
F											
G	3	2	1								0

WSM4 Junction Turning Flows

Junction:

Site W8



AM Peak

Total Turns	9	
GEH < 5.0	6	67%
GEH < 7.5	8	89%
GEH < 10.0	9	100%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	778	309				0	841	0	39		
B	0	80	0				0	280	0	0		
C	0	0	0				0	0	0	0		
D	0	0	0				0	0	0	0		
E	0	0	0				0	0	0	0		
F	0	0	0				0	0	0	0		
G	0	0	0				0	0	0	0		
TOTAL	1121	858	348								2327	

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	686	267				0	583	0	12		
B	0	0	0				0	410	55	0		
C	0	0	0				0	0	0	0		
D	0	0	0				0	0	0	0		
E	0	0	0				0	0	0	0		
F	0	0	0				0	0	0	0		
G	0	0	0				0	0	0	0		
TOTAL	984	741	279								2014	

All Vehicle	GEH											
	To Arm						From Arm					
A	0	3	2				0	10	0	5		4
B	0	0	0				0	7	3	0		5
C	0	0	0				0	0	0	0		0
D	0	0	0				0	0	0	0		0
E	0	0	0				0	0	0	0		0
F	0	0	0				0	0	0	0		0
G	4	4	4				0	0	0	0		7

Interpeak

Total Turns	9	9	100%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	489	108				0	482	0	36		
B	0	0	0				0	114	42	0		
C	0	0	0				0	0	0	0		
D	0	0	0				0	0	0	0		
E	0	0	0				0	0	0	0		
F	0	0	0				0	0	0	0		
G	0	0	0				0	0	0	0		
TOTAL	596	531	144								1270	

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	405	157				0	478	0	39		
B	0	0	0				0	102	68	0		
C	0	0	0				0	0	0	0		
D	0	0	0				0	0	0	0		
E	0	0	0				0	0	0	0		
F	0	0	0				0	0	0	0		
G	0	0	0				0	0	0	0		
TOTAL	580	474	195								1249	

All Vehicle	GEH											
	To Arm						From Arm					
A	0	4	4				0	0	0	0		1
B	0	0	0				0	1	4	0		1
C	0	0	0				0	0	0	0		0
D	0	0	0				0	0	0	0		0
E	0	0	0				0	0	0	0		0
F	0	0	0				0	0	0	0		0
G	1	3	4				0	0	0	0		1

PM Peak

Total Turns	9	9	100%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	891	253				0	744	0	86		
B	0	0	0				0	352	96	0		
C	0	0	0				0	0	0	0		
D	0	0	0				0	0	0	0		
E	0	0	0				0	0	0	0		
F	0	0	0				0	0	0	0		
G	0	0	0				0	0	0	0		
TOTAL	1096	987	339								2422	

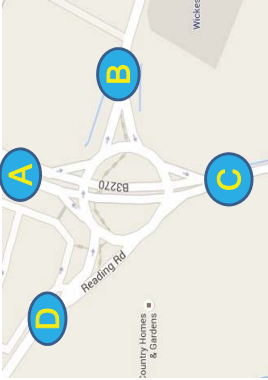
All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	770	318				0	652	0	93		
B	0	0	0				0	287	116	0		
C	0	0	0				0	0	0	0		
D	0	0	0				0	0	0	0		
E	0	0	0				0	0	0	0		
F	0	0	0				0	0	0	0		
G	0	0	0				0	0	0	0		
TOTAL	939	886	412								2237	

All Vehicle	GEH											
	To Arm						From Arm					
A	0	4	4				0	4	0	1		3
B	0	0	0				0	2	0	0		2
C	0	0	0				0	0	0	0		0
D	0	0	0				0	0	0	0		0
E	0	0	0				0	0	0	0		0
F	0	0	0				0	0	0	0		0
G	5	3	4				0	0	0	0		4

WSTM4 Junction Turning Flows

Junction:

Site W10



AM Peak

Total Turns	16	16	100%
GEH < 5.0	16	16	100%
GEH < 7.5	16	16	100%
GEH < 10.0	16	16	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
A	A	B	C	D	E	F	G	TOTAL			
B	0	268	402	242				912			
C	497	0	253	381				1131			
D	976	176	0	195				1347			
E	601	365	243	0				1209			
F											
G											
TOTAL	2074	809	898	818				4589			

All Vehicle	MODELLED										
	To Arm										
A	A	B	C	D	E	F	G	TOTAL			
B	0	312	466	178				956			
C	538	0	291	435				1263			
D	920	182	0	252				1355			
E	538	422	266	0				1227			
F											
G											
TOTAL	1996	917	1022	866				4801			

All Vehicle	GEH										
	To Arm										
A	A	B	C	D	E	F	G				
B	0	3	3	4				1			
C	2	0	2	3				4			
D	2	0	0	4				0			
E	3	3	1	0				1			
F											
G											
TOTAL	2	4	4	2				3			

Interpeak

Total Turns	16	14	88%
GEH < 5.0	16	15	94%
GEH < 7.5	16	15	94%
GEH < 10.0	16	16	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
A	A	B	C	D	E	F	G	TOTAL			
B	0	273	353	130				757			
C	205	0	203	392				800			
D	340	143	0	187				670			
E	218	386	130	2				736			
F											
G											
TOTAL	763	802	687	711				2962			

All Vehicle	MODELLED										
	To Arm										
A	A	B	C	D	E	F	G	TOTAL			
B	0	276	362	117				756			
C	328	0	269	358				955			
D	301	207	0	105				613			
E	180	322	155	0				657			
F											
G											
TOTAL	808	806	787	580				2981			

All Vehicle	GEH										
	To Arm										
A	A	B	C	D	E	F	G				
B	1	0	0	1				0			
C	8	1	4	2				5			
D	3	5	1	7				2			
E	3	3	2	2				3			
F											
G											
TOTAL	2	0	4	5				0			

PM Peak

Total Turns	16	12	75%
GEH < 5.0	16	14	88%
GEH < 7.5	16	15	94%
GEH < 10.0	15	15	94%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
A	A	B	C	D	E	F	G	TOTAL			
B	0	390	885	249				1524			
C	214	0	225	537				976			
D	566	240	0	337				1143			
E	253	395	158	0				806			
F											
G											
TOTAL	1033	1025	1268	1123				4449			

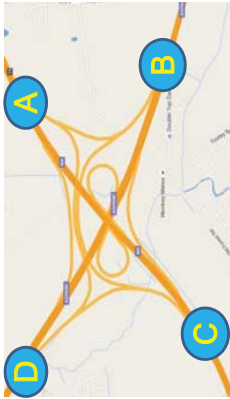
All Vehicle	MODELLED										
	To Arm										
A	A	B	C	D	E	F	G	TOTAL			
B	0	572	882	188				1642			
C	415	0	286	500				1201			
D	588	313	0	335				1236			
E	152	520	130	0				803			
F											
G											
TOTAL	1155	1405	1298	1024				4882			

All Vehicle	GEH										
	To Arm										
A	A	B	C	D	E	F	G				
B	0	8	0	4				3			
C	11	0	4	2				7			
D	7	6	2	0				0			
E											
F											
G											
TOTAL	4	11	1	3				6			

WSTM4 Junction Turning Flows

Junction:

Site W11



AM Peak

Total Turns	16
GEH < 5.0	15
GEH < 7.5	16
GEH < 10.0	16
100%	100%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	849	3279	1020				5148				
C	754	0	1478	1570				3802				
D	2782	902	0	814				4498				
E	937	1715	443	0				3095				
F												
G												
TOTAL	4473	3466	5200	3404				16543				

MODELLED

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	863	3056	1004				4923				
C	730	0	1591	1492				3812				
D	2679	803	0	968				4449				
E	894	1647	425	0				2966				
F												
G												
TOTAL	4302	3313	5072	3483				16150				

GEH

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	0	4	0				3				
C	1	0	3	2				0				
D	2	3	0	5				1				
E	1	2	1	0				2				
F												
G												
TOTAL	3	3	2	1				3				

Interpeak

Total Turns	16
GEH < 5.0	14
GEH < 7.5	15
GEH < 10.0	16
100%	100%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	477	2207	576				3260				
C	445	0	879	687				2012				
D	2493	733	0	170				3396				
E	621	685	203	0				1509				
F												
G												
TOTAL	3558	1895	3290	1433				10176				

MODELLED

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	314	2284	564				3162				
C	362	0	708	611				1681				
D	2464	664	0	142				3270				
E	523	678	148	0				1348				
F												
G												
TOTAL	3348	1656	3139	1318				9461				

GEH

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	8	2	0				2				
C	4	0	6	3				8				
D	1	3	0	2				2				
E	4	0	4	0				4				
F												
G												
TOTAL	4	6	3	3				7				

PM Peak

Total Turns	16
GEH < 5.0	14
GEH < 7.5	15
GEH < 10.0	16
100%	100%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	828	3413	968				5209				
C	739	0	1476	1292				3507				
D	3767	1071	0	414				5252				
E	955	1572	631	0				3158				
F												
G												
TOTAL	5461	3471	5520	2674				17126				

MODELLED

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	796	3283	1029				5107				
C	742	0	1320	1162				3224				
D	3775	899	0	448				5122				
E	845	1480	880	0				3205				
F												
G												
TOTAL	5362	3175	5483	2638				16558				

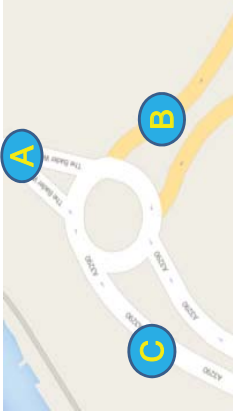
GEH

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	1	2	2				1				
C	0	0	4	4				5				
D	4	2	9	0				2				
E								1				
F												
G												
TOTAL	1	5	0	1				4				

WSTM4 Junction Turning Flows

Junction:

Site W12A



AM Peak

Total Turns	9	7	78%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	1	495	276	0	172	0	772
C	358	1381	1	0	177	0	1740
D							
E							
F							
G							
TOTAL	364	1876	449				2689

MODELLED

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	554	298	0	101	0	853
C	3	0	101	0	104	0	1764
D							
E							
F							
G							
TOTAL	479	1863	399				2740

GEH

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	1	3	1	0	6		3
C	6	0	1	2	1		6
D							1
E							
F							
G							
TOTAL	6	0	2				1

Interpeak

Total Turns	9	5	56%
GEH < 5.0	9	67%	
GEH < 7.5	6	89%	
GEH < 10.0	8		

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	1	191	190	1	87	1	382
C	12	1	87	1	100	0	281
D	335	546	1	0	255	0	2017
E							
F							
G							
TOTAL	348	737	278				1363

MODELLED

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	96	40	0	185	0	136
C	12	0	185	0	197	0	728
D	246	483	0				
E							
F							
G							
TOTAL	258	579	225				1061

GEH

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	1	8	14	0	8		15
C	5	3	2	0	5		8
D							5
E							
F							
G							
TOTAL	5	6	3				9

PM Peak

Total Turns	9	8	89%
GEH < 5.0	8	89%	
GEH < 7.5	8	89%	
GEH < 10.0	8	89%	

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	278	227	0	100	0	505
C	26	0	255	0	281	0	2017
D	714	1303	0				
E							
F							
G							
TOTAL	740	1581	482				2803

MODELLED

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	640	257	0	100	0	898
C	24	0	327	0	281	0	351
D	751	1248	0				1998
E							
F							
G							
TOTAL	775	1888	584				3247

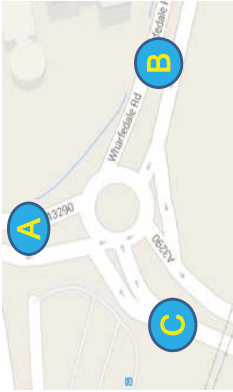
GEH

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	17	2	0	4		15
C	0	0	4	0	4		4
D	1	2	0	0	0		0
E							
F							
G							
TOTAL	1	7	4				8

WSTM4 Junction Turning Flows

Junction:

Site W12B



AM Peak

Total Turns	9
GEH < 5.0	7
GEH < 7.5	9
GEH < 10.0	9
78%	100%
100%	

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	192	241					433			
	B	441	0	665					1106			
	C	1374	660	0					2034			
	D											
	E											
	F											
	G											
TOTAL		1815	852	906					3573			

MODELLED

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	260	139					399			
	B	393	0	817					1210			
	C	1391	605	0					1996			
	D											
	E											
	F											
	G											
TOTAL		1784	865	956					3605			

GEH

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	5	7					2			
	B	2	1	6					3			
	C	0	2	0					1			
	D											
	E											
	F											
	G	1	0	2					1			

Interpeak

Total Turns	9
GEH < 5.0	7
GEH < 7.5	7
GEH < 10.0	9
78%	100%
100%	

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	51	234					285			
	B	307	0	522					828			
	C	586	146	0					732			
	D											
	E											
	F											
	G											
TOTAL		893	197	756					1845			

MODELLED

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	48	177					225			
	B	183	5	579					768			
	C	545	264	0					808			
	D											
	E											
	F											
	G											
TOTAL		728	316	756					1801			

GEH

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	0	4					4			
	B	8	3	2					2			
	C	2	8	1					3			
	D											
	E											
	F											
	G	6	7	0					1			

PM Peak

Total Turns	9
GEH < 5.0	8
GEH < 7.5	9
GEH < 10.0	9
89%	100%
100%	

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	36	453					489			
	B	1122	0	1146					2268			
	C	935	121	0					1056			
	D											
	E											
	F											
	G											
TOTAL		2057	157	1559					3813			

MODELLED

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	66	518					584			
	B	1045	3	1124					2172			
	C	953	202	0					1155			
	D											
	E											
	F											
	G											
TOTAL		1998	271	1642					3911			

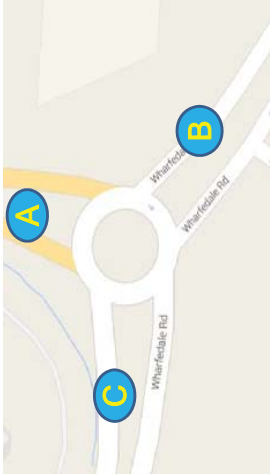
GEH

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	4	3					4			
	B	2	3	1					2			
	C	1	6	0					3			
	D											
	E											
	F											
	G	1	8	1					2			

WSTM4 Junction Turning Flows

Junction:

Site W12C



AM Peak

Total Turns	9	5	56%
GEH < 5.0	8	89%	
GEH < 7.5	9	100%	
GEH < 10.0			

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	499	1010				
C	26	1	120				
D	288	487	27				
E							
F							
G							
TOTAL	314	987	1157				2458

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	391	1221				
C	6	0	71				
D	354	414	97				
E							
F							
G							
TOTAL	359	806	1389				2555

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	5	6				
C	5	1	5				
D	4	3	9				
E							
F							
G	2	6	7				2

Interpeak

Total Turns	9	6	67%
GEH < 5.0	8	89%	
GEH < 7.5	9	100%	
GEH < 10.0			

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	2	66	607				
C	22	1	220				
D	66	119	22				
E							
F							
G							
TOTAL	90	186	849				1125

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	32	572				
C	12	0	136				
D	158	104	54				
E							
F							
G							
TOTAL	171	136	761				1068

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	2	5	1				
C	9	1	6				
D							
E							
F							
G	7	4	3				2

PM Peak

Total Turns	9	5	56%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0			

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	35	1382				
C	78	0	839				
D	68	85	103				
E							
F							
G							
TOTAL	146	120	2324				2590

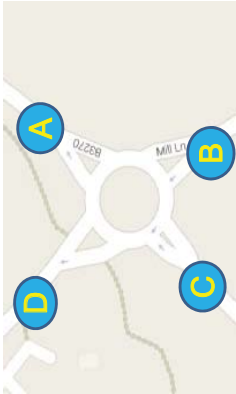
All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	59	1182				
C	39	0	689				
D	132	60	79				
E							
F							
G							
TOTAL	171	119	1950				2241

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	3	6				
C	5	0	5				
D	6	3	3				
E							
F							
G	2	0	8				7

WSTM4 Junction Turning Flows

Junction:

Site W13



AM Peak

Total Turns	16	63%
GEH < 5.0	10	88%
GEH < 7.5	14	94%
GEH < 10.0	15	

Include?
Yes

OBSERVED												
All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	2	195	451	198		846						
B	356	0	124	177		657						
C	486	45	0	55		586						
D	440	191	24	0		655						
E												
F												
G												
TOTAL	1284	431	599	430		2744						

MODELLED

All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	0	262	574	180		1016						
B	480	0	200	145		825						
C	401	35	0	9		445						
D	474	296	173	0		943						
E												
F												
G												
TOTAL	1355	593	947	335		3229						

GEH

All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	2	4	5	2		6						
B	6	0	6	1		6						
C	4	2	0	8		6						
D	2	7	15	0		10						
E												
F												
G												
TOTAL	2	7	13	5		9						

Interpeak

Total Turns	16	81%
GEH < 5.0	13	100%
GEH < 7.5	16	
GEH < 10.0	16	100%

Include?
Yes

OBSERVED												
All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	3	124	339	231		697						
B	120	0	79	125		324						
C	279	68	1	38		386						
D	257	139	33	0		429						
E												
F												
G												
TOTAL	659	332	451	393		1835						

MODELLED

All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	0	215	323	249		787						
B	114	0	123	94		331						
C	246	87	0	88		422						
D	252	102	76	0		430						
E												
F												
G												
TOTAL	613	404	522	431		1970						

GEH

All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	3	7	1	1		3						
B	1	1	4	3		0						
C	2	2	1	6		2						
D	0	3	6	1		0						
E												
F												
G												
TOTAL	2	4	3	2		3						

PM Peak

Total Turns	16	63%
GEH < 5.0	10	88%
GEH < 7.5	14	94%
GEH < 10.0	15	

Include?
Yes

OBSERVED												
All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	1	308	508	382		1199						
B	202	0	111	236		549						
C	633	117	0	133		883						
D	332	259	64	0		655						
E												
F												
G												
TOTAL	1168	684	683	751		3286						

MODELLED

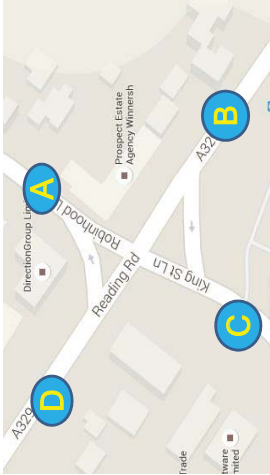
All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	0	415	550	331		1296						
B	333	0	195	181		709						
C	766	170	0	193		1130						
D	133	218	19	0		370						
E												
F												
G												
TOTAL	1233	803	764	705		3504						

GEH

All Vehicle	To Arm						From Arm					
	A	B	C	D	E	TOTAL	A	B	C	D	E	TOTAL
A	1	6	2	3		3						
B	8	0	7	4		6						
C	5	4	0	5		8						
D	13	3	7	0		13						
E												
F												
G												
TOTAL	2	4	3	2		4						

WSTM4 Junction Turning Flows

Junction: Site W14



AM Peak

Total Turns	16
GEH < 5.0	15
GEH < 7.5	16
GEH < 10.0	16

Include?
Yes

OBSERVED												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	171	216	170				TOTAL	557		
	B	123	0	145	396					664		
	C	245	217	0	80					542		
	D	47	369	85	0					501		
	E											
	F											
TOTAL		415	757	446	646					2264		

MODELLED												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	129	263	219				TOTAL	611		
	B	164	0	176	366					705		
	C	290	192	0	80					562		
	D	96	308	102	0					506		
	E											
	F											
TOTAL		550	629	541	665					2384		

GEH												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	3	3	4					2		
	B	3	0	2	2					2		
	C	3	2	0	0					1		
	D	6	3	2	0					0		
	E											
	F											
TOTAL		6	5	4	1					2		

Interpeak

Total Turns	16
GEH < 5.0	11
GEH < 7.5	16
GEH < 10.0	16

Include?
Yes

OBSERVED												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	141	125	103				TOTAL	369		
	B	127	0	126	430					683		
	C	144	141	0	93					378		
	D	64	429	89	0					582		
	E											
	F											
TOTAL		335	710	340	627					2012		

MODELLED												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	140	205	106				TOTAL	451		
	B	205	0	109	328					642		
	C	110	177	0	138					425		
	D	118	324	54	0					496		
	E											
	F											
TOTAL		433	641	367	572					2014		

GEH												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	0	6	0					4		
	B	6	0	2	5					2		
	C	3	3	0	4					2		
	D	6	5	4	0					4		
	E											
	F											
TOTAL		5	3	1	2					0		

PM Peak

Total Turns	16
GEH < 5.0	12
GEH < 7.5	14
GEH < 10.0	16

Include?
Yes

OBSERVED												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	189	276	111				TOTAL	576		
	B	176	0	150	606					952		
	C	260	238	0	106					604		
	D	45	409	89	0					543		
	E											
	F											
TOTAL		481	836	515	823					2655		

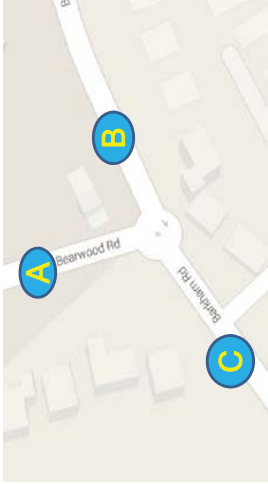
MODELLED												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	232	289	147				TOTAL	668		
	B	86	0	198	442					726		
	C	409	176	0	52					637		
	D	26	386	134	0					545		
	E											
	F											
TOTAL		520	794	620	642					2576		

GEH												
All Vehicle		A	B	C	D	E	F	G	To Arm			
From Arm	A	0	3	1	3					4		
	B	8	0	4	7					7		
	C	8	4	0	6					1		
	D	3	1	4	0					0		
	E											
	F											
TOTAL		2	1	4	7					2		

WSTM4 Junction Turning Flows

Junction:

Site W15



AM Peak

Total Turns	9
GEH < 5.0	6
GEH < 7.5	9
GEH < 10.0	9
67%	100%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	272	204					476			
	B	288	1	385					674			
	C	418	595	0					1013			
	D											
	E											
	F											
	G											
TOTAL		706	868	589					2163			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	312	254					566			
	B	391	0	278					670			
	C	523	476	0					999			
	D											
	E											
	F											
	G											
TOTAL		914	789	532					2235			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	2	3					4			
	B	6	1	6					0			
	C	5	5	0					0			
	D											
	E											
	F											
	G	7	3	2					2			

Interpeak

Total Turns	9
GEH < 5.0	8
GEH < 7.5	9
GEH < 10.0	9
89%	100%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	153	161					315			
	B	176	0	226					403			
	C	155	214	0					369			
	D											
	E											
	F											
	G											
TOTAL		332	367	388					1087			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	239	142					381			
	B	211	0	186					396			
	C	131	184	0					316			
	D											
	E											
	F											
	G											
TOTAL		342	423	328					1093			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	6	2					4			
	B	2	1	3					0			
	C	2	2	1					3			
	D											
	E											
	F											
	G	1	3	3					0			

PM Peak

Total Turns	9
GEH < 5.0	7
GEH < 7.5	8
GEH < 10.0	9
78%	89%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	251	324					575			
	B	302	0	436					738			
	C	283	337	1					621			
	D											
	E											
	F											
	G											
TOTAL		585	588	761					1934			

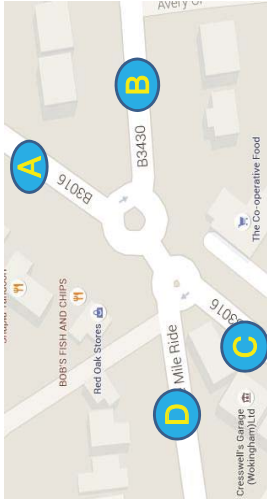
MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	293	476					769			
	B	444	0	418					862			
	C	321	367	0					688			
	D											
	E											
	F											
	G											
TOTAL		765	660	893					2319			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	3	8					7			
	B	7	0	1					4			
	C	2	2	1					3			
	D											
	E											
	F											
	G	7	3	5					8			

WSTM4 Junction Turning Flows

Junction:

Site W17



AM Peak

Total Turns	16
GEH < 5.0	11
GEH < 7.5	13
GEH < 10.0	14
69%	81%
81%	88%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	152	350	92				575			
	B	114	0	76	159				349			
	C	340	68	0	109				517			
	D	111	130	81	0				322			
	E											
From Arm	F											
	G											
	TOTAL	566	350	487	360				1763			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	130	359	106				595			
	B	126	0	52	50				228			
	C	234	2	0	28				264			
	D	160	213	62	0				436			
	E											
From Arm	F											
	G											
	TOTAL	520	345	474	184				1522			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	2	2	1				6			
	B	1	0	3	11				15			
	C	6	111	0	10				128			
	D	4	6	2	0				12			
	E											
From Arm	F											
	G											
	TOTAL	2	0	1	11				14			

Interpeak

Total Turns	16
GEH < 5.0	12
GEH < 7.5	15
GEH < 10.0	16
75%	94%
94%	100%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	96	189	94				380			
	B	92	0	57	95				244			
	C	185	45	0	59				289			
	D	57	105	82	0				243			
	E											
From Arm	F											
	G											
	TOTAL	335	247	328	248				1156			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	178	125	69				372			
	B	115	0	4	148				266			
	C	168	47	0	18				233			
	D	75	127	92	0				294			
	E											
From Arm	F											
	G											
	TOTAL	358	353	221	235				1166			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	7	5	3				16			
	B	2	1	10	5				18			
	C	1	0	0	7				8			
	D	2	2	1	1				6			
	E											
From Arm	F											
	G											
	TOTAL	1	6	6	1				14			

PM Peak

Total Turns	16
GEH < 5.0	11
GEH < 7.5	13
GEH < 10.0	15
69%	81%
81%	94%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	143	307	137				588			
	B	167	1	79	151				388			
	C	338	64	0	84				486			
	D	114	200	87	0				401			
	E											
From Arm	F											
	G											
	TOTAL	620	408	473	372				1873			

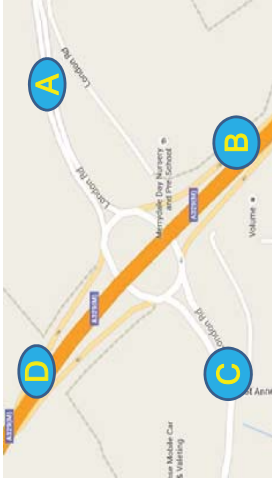
MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	75	292	147				514			
	B	58	0	103	122				283			
	C	299	7	0	61				368			
	D	177	156	18	0				352			
	E											
From Arm	F											
	G											
	TOTAL	534	238	414	330				1516			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	7	1	1				10			
	B	10	1	3	3				17			
	C	2	10	0	3				15			
	D	5	3	9	0				17			
	E											
From Arm	F											
	G											
	TOTAL	4	9	3	2				18			

WSTM4 Junction Turning Flows

Junction:

Site W19



AM Peak

Total Turns	16	75%
GEH < 5.0	12	81%
GEH < 7.5	13	100%
GEH < 10.0	16	

Include?

Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	0	169	247	706				1122				
	B	192	0	229	10				431				
	C	393	370	0	693				1456				
	D	945	8	357	1				1311				
	E												
	F												
TOTAL		1530	547	833	1410				4320				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	0	70	229	721				1020				
	B	192	0	175	0				368				
	C	545	213	0	605				1363				
	D	799	0	535	0				1334				
	E												
	F												
TOTAL		1536	283	940	1326				4085				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	0	9	1	1				3				
	B	0	0	4	4				3				
	C	7	9	0	3				2				
	D	5	4	8	1				1				
	E												
	F												
TOTAL		0	13	4	2				4				

Interpeak

Total Turns	16	63%
GEH < 5.0	10	81%
GEH < 7.5	13	100%
GEH < 10.0	16	

Include?

Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	2	104	274	386				766				
	B	64	1	170	4				239				
	C	259	203	0	305				766				
	D	327	9	315	1				652				
	E												
	F												
TOTAL		652	317	758	696				2423				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	0	57	438	244				739				
	B	39	0	138	0				177				
	C	228	294	0	177				699				
	D	343	0	231	0				574				
	E												
	F												
TOTAL		610	352	807	421				2190				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	2	5	9	8				1				
	B	3	2	3	3				4				
	C	2	6	0	8				2				
	D	1	4	5	2				3				
	E												
	F												
TOTAL		2	2	2	12				5				

PM Peak

Total Turns	16	94%
GEH < 5.0	15	100%
GEH < 7.5	16	
GEH < 10.0	16	

Include?

Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	1	281	510	1754				1946				
	B	105	0	240	0				345				
	C	251	235	0	367				853				
	D	594	4	525	0				1123				
	E												
	F												
TOTAL		951	520	1275	1821				4267				

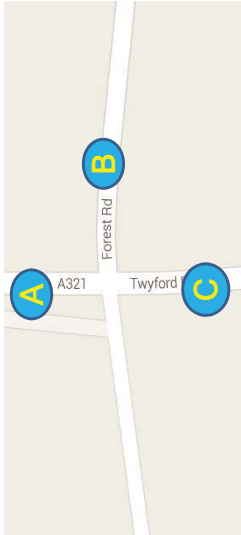
MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	0	249	484	990				1722				
	B	78	0	216	0				293				
	C	200	261	0	331				792				
	D	639	0	455	0				1094				
	E												
	F												
TOTAL		917	509	1155	1321				3902				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	1	2	1	5				5				
	B	3	0	2	0				3				
	C	3	2	0	2				2				
	D	2	3	3	0				1				
	E												
	F												
TOTAL		1	0	3	5				6				

WSTM4 Junction Turning Flows

Junction:

Site W20



AM Peak

Total Turns	9	8	89%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	173	308					481				
C	110	0	142					252				
D	227	316	0					543				
E												
F												
G												
TOTAL	337	489	450					1276				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	230	251					482				
C	161	0	189					350				
D	214	428	0					642				
E												
F												
G												
TOTAL	375	659	441					1474				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	4	3					0				
C	4	0	4					6				
D	1	6	0					4				
E												
F												
G												
TOTAL	2	7	0					5				

Interpeak

Total Turns	9	8	89%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	74	118					191				
C	82	0	99					180				
D	128	89	0					217				
E												
F												
G												
TOTAL	209	163	217					589				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	120	79					199				
C	122	0	143					265				
D	97	149	0					247				
E												
F												
G												
TOTAL	219	269	222					711				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	5	4					1				
C	4	0	4					6				
D	3	6	0					2				
E												
F												
G												
TOTAL	1	7	0					6				

PM Peak

Total Turns	9	5	56%
GEH < 5.0	8	89%	
GEH < 7.5	8	100%	
GEH < 10.0	9	100%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	78	242					320				
C	186	0	300					486				
D	192	109	0					301				
E												
F												
G												
TOTAL	378	187	542					1107				

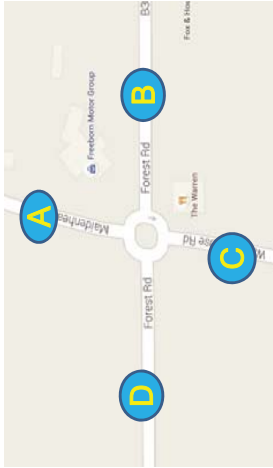
All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	153	165					317				
C	232	0	416					648				
D	136	241	0					376				
E												
F												
G												
TOTAL	368	383	580					1342				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	7	5					0				
C	3	0	6					7				
D	4	10	0					4				
E												
F												
G												
TOTAL	1	12	2					7				

WSTM4 Junction Turning Flows

Junction:

Site W21



AM Peak

Total Turns	16	75%
GEH < 5.0	12	81%
GEH < 7.5	13	88%
GEH < 10.0	14	

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	119	173	36							328
C	82	4	89	177							352
D	227	129	2	37							395
E	131	364	23	2							520
F											
G											
TOTAL	440	616	287	252							1595

All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	17	187	126							330
C	7	0	102	180							289
D	217	122	0	45							384
E	201	433	24	0							659
F											
G											
TOTAL	426	572	314	350							1661

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	12	1	10							0
C	11	3	1	0							4
D	1	1	2	1							1
E	5	3	0	2							6
F											
G	1	2	2	6							2

Interpeak

Total Turns	16	69%
GEH < 5.0	11	100%
GEH < 7.5	16	
GEH < 10.0	16	

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	42	71	34							147
C	44	2	44	119							209
D	62	44	0	21							128
E	37	108	19	1							164
F											
G											
TOTAL	143	195	135	174							648

All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	8	76	48							132
C	8	0	92	191							290
D	59	47	0	26							132
E	84	165	20	0							269
F											
G											
TOTAL	151	220	188	265							824

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	7	2	6	6							5
C	0	0	1	1							0
D	6	5	0	1							7
E											
F											
G	1	2	4	6							6

PM Peak

Total Turns	16	56%
GEH < 5.0	9	81%
GEH < 7.5	13	94%
GEH < 10.0	15	

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	92	242	109							443
C	82	1	104	342							529
D	108	77	1	17							203
E	51	162	29	0							242
F											
G											
TOTAL	241	332	376	468							1417

All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	16	290	186							492
C	40	0	175	389							604
D	114	49	0	73							236
E	132	239	23	0							393
F											
G											
TOTAL	286	303	487	648							1725

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				
B	0	10	3	6							2
C	5	1	6	2							3
D	1	4	1	8							2
E	8	5	1	0							8
F											
G	3	2	5	8							8

WSTM4 Junction Turning Flows

Junction:

Site W22



AM Peak

Total Turns	16
GEH < 5.0	7
GEH < 7.5	8
GEH < 10.0	12
	44%
	50%
	75%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	0	0	0	0	0	0	0	0	0	0	0
B	0	0	65	323	0	0	0	0	0	0	0	0
C	0	86	0	47	0	0	0	0	0	0	0	0
D	0	554	37	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	0	640	102	370	0	0						1112

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	183	45	46	0	0	0	0	0	0	0	275
B	120	0	46	243	0	0	0	0	0	0	0	410
C	81	100	0	0	0	0	0	0	0	0	0	181
D	130	441	0	0	0	0	0	0	0	0	0	572
E												
F												
G												
TOTAL	332	724	92	289	0	0						1437

All Vehicle	GEH											
	To Arm						From Arm					
A	0	19	10	10	5	0	0	0	0	0	0	23
B	16	0	3	5	0	0	0	0	0	0	0	1
C	13	1	0	10	0	0	0	0	0	0	0	4
D	16	5	9	0	0	0	0	0	0	0	0	1
E												
F												
G												
TOTAL	26	3	1	4	0	0						9

Interpeak

Total Turns	16
GEH < 5.0	6
GEH < 7.5	9
GEH < 10.0	11
	38%
	56%
	69%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	1	0	0	0	0	0	0	0	0	0	1
B	1	0	36	187	0	0	0	0	0	0	0	223
C	0	25	0	16	0	0	0	0	0	0	0	42
D	0	163	19	0	0	0	0	0	0	0	0	182
E												
F												
G												
TOTAL	1	188	55	203	0	0						448

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	79	60	126	0	0	0	0	0	0	0	265
B	82	0	0	165	0	0	0	0	0	0	0	247
C	45	1	0	0	0	0	0	0	0	0	0	46
D	102	118	0	0	0	0	0	0	0	0	0	220
E												
F												
G												
TOTAL	229	198	60	290	0	0						778

All Vehicle	GEH											
	To Arm						From Arm					
A	0	12	11	16	2	0	0	0	0	0	0	23
B	13	0	8	2	0	0	0	0	0	0	0	2
C	9	7	0	6	0	0	0	0	0	0	0	1
D	14	4	6	1	0	0	0	0	0	0	0	3
E												
F												
G												
TOTAL	21	1	1	6	0	0						13

PM Peak

Total Turns	16
GEH < 5.0	7
GEH < 7.5	9
GEH < 10.0	10
	44%
	56%
	63%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	1	0	0	0	0	0	0	0	0	0	1
B	0	0	123	487	0	0	0	0	0	0	0	610
C	0	45	0	23	0	0	0	0	0	0	0	68
D	2	266	36	0	0	0	0	0	0	0	0	304
E												
F												
G												
TOTAL	2	312	159	510	0	0						983

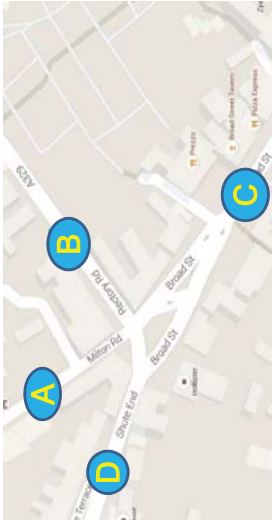
All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	96	118	164	0	0	0	0	0	0	0	378
B	98	0	88	439	0	0	0	0	0	0	0	625
C	86	11	0	0	0	0	0	0	0	0	0	98
D	67	236	0	0	0	0	0	0	0	0	0	303
E												
F												
G												
TOTAL	251	344	206	604	0	0						1404

All Vehicle	GEH											
	To Arm						From Arm					
A	0	14	15	18	2	0	0	0	0	0	0	27
B	14	0	3	2	0	0	0	0	0	0	0	1
C	13	6	0	7	0	0	0	0	0	0	0	3
D	11	2	8	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	22	2	3	4	0	0						12

WSTM4 Junction Turning Flows

Junction:

Site W23



AM Peak

Total Turns	16
GEH < 5.0	15
GEH < 7.5	15
GEH < 10.0	15
94%	94%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm										
A	0	5	4	0	0	0	0	0	0	0	9
B	0	0	0	0	0	0	0	0	0	0	0
C	2	256	0	0	455	0	0	0	0	0	713
D	6	745	133	0	0	0	0	0	0	0	884
E											
F											
G											
TOTAL	8	1006	137	455							1606

All Vehicle	MODELLED										
	To Arm										
A	0	0	0	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0	0	0	0
C	0	283	0	0	507	0	0	0	0	0	790
D	0	751	2	0	0	0	0	0	0	0	752
E											
F											
G											
TOTAL	0	1034	2	507							1542

All Vehicle	GEH										
	To Arm										
A	0	3	3	0	0	0	0	0	0	0	4
B	0	0	0	0	0	0	0	0	0	0	0
C	2	2	0	0	2	0	0	0	0	0	3
D	3	0	16	0	0	0	0	0	0	0	5
E											
F											
G											
TOTAL	4	1	16	2							2

Interpeak

Total Turns	16
GEH < 5.0	15
GEH < 7.5	15
GEH < 10.0	16
94%	94%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm										
A	0	4	4	0	0	0	0	0	0	0	8
B	0	0	0	0	0	0	0	0	0	0	0
C	3	266	0	0	441	0	0	0	0	0	711
D	1	601	127	0	0	0	0	0	0	0	729
E											
F											
G											
TOTAL	4	870	132	441							1448

All Vehicle	MODELLED										
	To Arm										
A	0	0	0	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0	0	0	0
C	0	142	0	0	438	0	0	0	0	0	579
D	0	522	90	0	0	0	0	0	0	0	612
E											
F											
G											
TOTAL	0	664	90	438							1191

All Vehicle	GEH										
	To Arm										
A	0	3	3	0	0	0	0	0	0	0	4
B	0	0	0	0	0	0	0	0	0	0	0
C	3	9	1	0	0	0	0	0	0	0	5
D	2	3	4	0	0	0	0	0	0	0	5
E											
F											
G											
TOTAL	3	7	4	0	0	0	0	0	0	0	7

PM Peak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	14
GEH < 10.0	14
81%	88%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm										
A	0	7	4	0	0	0	0	0	0	0	11
B	0	0	0	0	0	0	0	0	0	0	0
C	3	306	0	0	685	0	0	0	0	0	994
D	1	693	102	0	0	0	0	0	0	0	796
E											
F											
G											
TOTAL	4	1006	106	685							1801

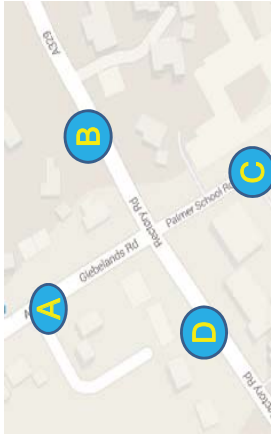
All Vehicle	MODELLED										
	To Arm										
A	0	0	0	0	0	0	0	0	0	0	0
B	0	0	0	0	0	0	0	0	0	0	0
C	0	151	0	0	657	0	0	0	0	0	808
D	0	849	2	0	0	0	0	0	0	0	851
E											
F											
G											
TOTAL	0	1000	2	657							1659

All Vehicle	GEH										
	To Arm										
A	0	4	3	0	0	0	0	0	0	0	5
B	0	0	0	0	0	0	0	0	0	0	0
C	2	10	0	0	1	0	0	0	0	0	6
D	1	6	14	0	0	0	0	0	0	0	2
E											
F											
G											
TOTAL	3	0	14	1	1	0	0	0	0	0	3

WSTM4 Junction Turning Flows

Junction:

Site W24



AM Peak

Total Turns	16	81%
GEH < 5.0	13	94%
GEH < 7.5	15	94%
GEH < 10.0	15	94%

Include?
Yes

All Vehicle	OBSERVED										
	From Arm			To Arm			GEH			TOTAL	
A	0	301	5	0	0	0	0	0	0	306	0
B	0	0	0	0	0	0	0	0	0	0	0
C	3	22	0	0	0	0	0	0	0	25	0
D	99	817	18	0	0	0	0	0	0	934	0
E											
F											
G											
TOTAL	102	1140	23	0	0	0				1265	

MODELLED

All Vehicle	MODELLED										
	From Arm			To Arm			GEH			TOTAL	
A	0	347	0	0	0	0	0	0	0	347	0
B	0	0	0	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0	0	0	0
D	252	776	0	0	0	0	0	0	0	1027	0
E											
F											
G											
TOTAL	252	1122	0	0	0	0				1374	

GEH

All Vehicle	GEH										
	From Arm			To Arm			GEH			TOTAL	
A	0	3	3	0	0	0	0	0	0	2	0
B	0	0	0	0	0	0	0	0	0	0	0
C	2	7	0	0	0	0	0	0	0	7	0
D	12	1	6	0	0	0	0	0	0	3	0
E											
F											
G	11	1	7	0	0	0				3	

Interpeak

Total Turns	16	81%
GEH < 5.0	13	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

All Vehicle	OBSERVED										
	From Arm			To Arm			GEH			TOTAL	
A	0	159	4	0	0	0	0	0	0	163	0
B	0	0	0	0	0	0	0	0	0	0	0
C	5	14	0	0	0	0	0	0	0	19	0
D	160	700	16	0	0	0	0	0	0	876	0
E											
F											
G											
TOTAL	165	873	20	0	0	0				1057	

MODELLED

All Vehicle	MODELLED										
	From Arm			To Arm			GEH			TOTAL	
A	0	239	0	0	0	0	0	0	0	239	0
B	0	0	0	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0	0	0	0
D	109	587	0	0	0	0	0	0	0	696	0
E											
F											
G											
TOTAL	109	826	0	0	0	0				935	

GEH

All Vehicle	GEH										
	From Arm			To Arm			GEH			TOTAL	
A	0	6	3	0	0	0	0	0	0	5	0
B	0	0	0	0	0	0	0	0	0	0	0
C	3	5	0	0	0	0	0	0	0	6	0
D	4	4	6	0	0	0	0	0	0	6	0
E											
F											
G	5	2	6	0	0	0				4	

PM Peak

Total Turns	16	75%
GEH < 5.0	12	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

All Vehicle	OBSERVED										
	From Arm			To Arm			GEH			TOTAL	
A	0	177	1	0	0	0	0	0	0	178	0
B	0	0	0	0	0	0	0	0	0	0	0
C	5	13	0	0	0	0	0	0	0	18	0
D	173	858	14	0	0	0	0	0	0	1045	0
E											
F											
G											
TOTAL	178	1048	15	0	0	0				1241	

MODELLED

All Vehicle	MODELLED										
	From Arm			To Arm			GEH			TOTAL	
A	0	254	0	0	0	0	0	0	0	254	0
B	0	0	0	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0	0	0	0
D	263	772	0	0	0	0	0	0	0	1036	0
E											
F											
G											
TOTAL	263	1026	0	0	0	0				1290	

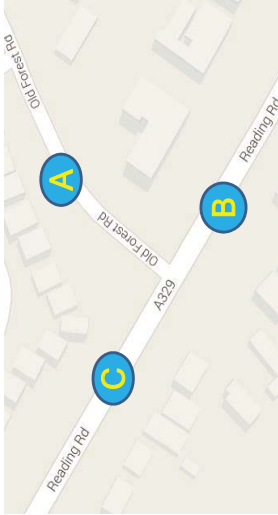
GEH

All Vehicle	GEH										
	From Arm			To Arm			GEH			TOTAL	
A	0	5	1	0	0	0	0	0	0	5	0
B	0	0	0	0	0	0	0	0	0	0	0
C	3	5	0	0	0	0	0	0	0	6	0
D	6	3	5	0	0	0	0	0	0	0	0
E											
F											
G	6	1	5	0	0	0				1	

WSTM4 Junction Turning Flows

Junction:

Site W26



AM Peak

Total Turns	9
GEH < 5.0	9
GEH < 7.5	9
GEH < 10.0	9
100%	100%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	24	162	0	186			186			
	B	44	0	459	0	503			503			
	C	224	494	0		718			718			
	D											
	E											
	F											
	G											
TOTAL		268	518	621					1407			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	27	158		185			185			
	B	51	0	473		523			523			
	C	241	416	0		657			657			
	D											
	E											
	F											
	G											
TOTAL		291	443	631					1365			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	1	0					0			
	B	1	0	1					1			
	C	1	4	0					2			
	D											
	E											
	F											
	G											
TOTAL		1	3	0					1			

Interpeak

Total Turns	9
GEH < 5.0	7
GEH < 7.5	7
GEH < 10.0	8
78%	89%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	32	114		146			146			
	B	24	0	493		517			517			
	C	119	481	0		599			599			
	D											
	E											
	F											
	G											
TOTAL		143	512	607					1262			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	162	112		275			275			
	B	79	0	481		560			560			
	C	114	501	0		615			615			
	D											
	E											
	F											
	G											
TOTAL		193	663	594					1450			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	13	0		9			9			
	B	8	0	1		2			11			
	C	0	1	0		1			2			
	D											
	E											
	F											
	G											
TOTAL		4	6	1					11			

PM Peak

Total Turns	9
GEH < 5.0	7
GEH < 7.5	9
GEH < 10.0	9
78%	100%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	47	121		168			168			
	B	24	0	571		595			595			
	C	125	623	0		748			748			
	D											
	E											
	F											
	G											
TOTAL		149	670	692					1511			

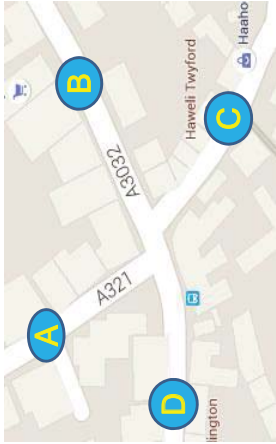
MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	107	153		260			260			
	B	56	0	507		564			564			
	C	136	536	0		672			672			
	D											
	E											
	F											
	G											
TOTAL		192	644	660					1496			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	7	3		6			6			
	B	5	0	3		1			3			
	C	1	4	0		3			3			
	D											
	E											
	F											
	G											
TOTAL		3	1	1					5			

WSTM4 Junction Turning Flows

Junction:

Site W27



AM Peak

Total Turns	16	81%
GEH < 5.0	13	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	158	16								
		B	27	0	34	114							
		C	170	16	0	118							
		D	57	116	138	0							
		E											
		F											
		G											
TOTAL		254	144	330	248								976

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	0	135	4							
		B	0	0	63	136							
		C	101	4	0	60							
		D	36	155	96	0							
		E											
		F											
		G											
TOTAL		138	158	294	200								790

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	5	2	4							4
		B	7	0	4	2							2
		C	6	4	0	6							9
		D	3	3	4	0							1
		E											
		F											
		G											
TOTAL		8	1	2	3								6

Interpeak

Total Turns	16	75%
GEH < 5.0	12	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	12	105	23							
		B	17	0	45	100							
		C	127	27	0	107							
		D	36	67	96	0							
		E											
		F											
		G											
TOTAL		180	106	246	230								762

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	0	67	12							
		B	0	0	27	123							
		C	72	15	0	55							
		D	13	97	50	0							
		E											
		F											
		G											
TOTAL		86	112	144	190								532

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	5	4	3							6
		B	6	0	3	2							1
		C	6	3	0	6							8
		D	5	3	5	0							3
		E											
		F											
		G											
TOTAL		8	1	7	3								9

PM Peak

Total Turns	16	94%
GEH < 5.0	15	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	6	198	31							
		B	18	0	47	205							
		C	126	8	0	186							
		D	36	65	154	0							
		E											
		F											
		G											
TOTAL		180	79	399	422								1080

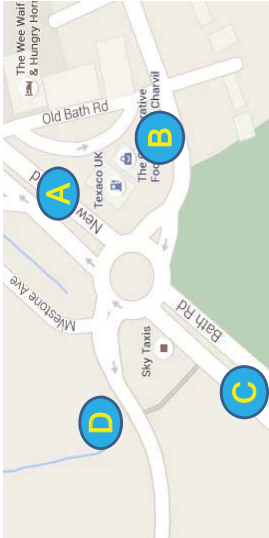
MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	0	166	11							
		B	0	0	21	259							
		C	109	0	0	167							
		D	25	46	170	0							
		E											
		F											
		G											
TOTAL		134	46	357	436								973

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	3	2	4							4
		B	6	0	5	4							1
		C	2	4	0	1							3
		D	2	3	1	0							1
		E											
		F											
		G											
TOTAL		4	4	2	1								3

WSTM4 Junction Turning Flows

Junction:

Site W28



AM Peak

Total Turns	16
GEH < 5.0	12
GEH < 7.5	15
GEH < 10.0	15
75%	94%
81%	94%
88%	94%

Include?

Yes

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	0	28	769	149				946				
From Arm B	244	1	265	94				604				
From Arm C	550	151	0	11				712				
From Arm D	243	103	27	1				374				
From Arm E												
From Arm F												
From Arm G												
TOTAL	1037	283	1061	255				2636				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	2	171	878	108				1159				
From Arm B	165	0	177	136				478				
From Arm C	624	135	0	6				765				
From Arm D	202	84	0	0				286				
From Arm E												
From Arm F												
From Arm G												
TOTAL	983	391	1055	250				2689				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	2	14	4	4				7				
From Arm B	6	1	6	4				5				
From Arm C	3	1	0	2				2				
From Arm D	3	2	7	1				5				
From Arm E												
From Arm F												
From Arm G	1	6	0	0				1				

Interpeak

Total Turns	16
GEH < 5.0	14
GEH < 7.5	15
GEH < 10.0	16
88%	94%
94%	100%
100%	100%

Include?

Yes

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	2	23	438	122				585				
From Arm B	88	0	180	63				332				
From Arm C	426	143	0	3				572				
From Arm D	125	65	13	1				204				
From Arm E												
From Arm F												
From Arm G												
TOTAL	642	231	631	189				1692				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	3	79	447	125				655				
From Arm B	76	0	134	70				280				
From Arm C	445	105	0	0				550				
From Arm D	154	55	0	0				209				
From Arm E												
From Arm F												
From Arm G												
TOTAL	678	240	581	195				1694				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	1	8	0	0				3				
From Arm B	1	1	4	1				3				
From Arm C	1	3	1	3				1				
From Arm D	2	1	5	1				0				
From Arm E												
From Arm F												
From Arm G	1	1	2	0				0				

PM Peak

Total Turns	16
GEH < 5.0	12
GEH < 7.5	13
GEH < 10.0	14
75%	81%
81%	88%
88%	88%

Include?

Yes

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	25	38	867	242				1172				
From Arm B	105	0	246	102				453				
From Arm C	728	211	0	6				945				
From Arm D	133	84	24	0				241				
From Arm E												
From Arm F												
From Arm G												
TOTAL	991	333	1137	350				2811				

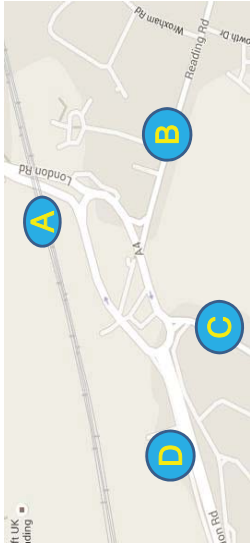
MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	32	177	854	108				1170				
From Arm B	115	0	290	149				554				
From Arm C	835	189	0	4				1028				
From Arm D	155	169	0	0				325				
From Arm E												
From Arm F												
From Arm G												
TOTAL	1138	535	1144	260				3077				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm A	1	13	0	10				0				
From Arm B	1	0	3	4				4				
From Arm C	4	2	0	1				3				
From Arm D	2	8	7	0				5				
From Arm E												
From Arm F												
From Arm G	5	10	0	5				5				

WSTM4 Junction Turning Flows

Junction:

Site W29



AM Peak

Total Turns	16
GEH < 5.0	10
GEH < 7.5	13
GEH < 10.0	15
63%	81%
94%	94%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	25	431	810				1266				
	B	75	0	83	279				437				
	C	359	18	0	30				407				
	D	298	89	5	1				393				
	E												
	F												
TOTAL		732	132	519	1120				2503				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	53	557	787				1396				
	B	19	0	34	121				174				
	C	449	19	0	0				468				
	D	279	47	0	0				327				
	E												
	F												
TOTAL		747	119	591	908				2364				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	0	4	6	1				4				
	B	8	0	6	11				16				
	C	4	0	0	8				3				
	D	1	5	3	1				4				
	E												
	F												
TOTAL		1	1	3	7				3				

Interpeak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	16
GEH < 10.0	16
81%	100%
100%	100%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	55	160	325				540				
	B	44	0	37	123				204				
	C	191	22	0	19				231				
	D	305	107	13	1				426				
	E												
	F												
TOTAL		540	184	209	468				1400				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	66	228	328				623				
	B	33	0	39	86				159				
	C	308	16	0	0				324				
	D	288	72	0	0				360				
	E												
	F												
TOTAL		629	154	268	414				1465				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	1	1	5	0				3				
	B	2	1	0	4				3				
	C	7	1	0	6				6				
	D	1	4	5	1				3				
	E												
	F												
TOTAL		4	2	4	3				2				

PM Peak

Total Turns	16
GEH < 5.0	8
GEH < 7.5	15
GEH < 10.0	16
50%	94%
100%	100%

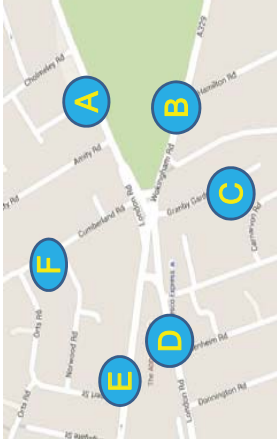
Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	111	338	384				833				
	B	101	0	68	112				281				
	C	394	39	0	23				456				
	D	691	196	20	2				909				
	E												
	F												
TOTAL		1186	346	426	521				2479				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	105	474	421				1000				
	B	25	0	25	110				161				
	C	538	13	0	0				551				
	D	757	122	0	0				879				
	E												
	F												
TOTAL		1321	240	499	531				2591				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm	A	0	1	7	2				6				
	B	10	0	6	0				8				
	C	7	5	0	7				4				
	D	2	6	6	2				1				
	E												
	F												
TOTAL		4	6	3	0				2				

WSTM4 Junction Turning Flows



AM Peak	
Include?	
	Yes
Total Turns	25
GEH < 5.0	21 84%
GEH < 7.5	21 84%
GEH < 10.0	24 96%

		OBSERVED									
		To Arm					From Arm				
All Vehicle		A	B	C	D	E	F	G	TOTAL		
A	0	42	0	0	1088	46			1176		
B	0	0	0	0	398	29			427		
C	0	3	0	0	11	1			15		
D	0	0	0	0	0	0			0		
E	737	334	1	61	0	0			1133		
F											
G											
TOTAL	737	379	1	1598	76				2751		

All Vehicle		MODELLED To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	28	0	0	1084	0				1112
	B	0	0	0	0	492	0				492
	C	0	0	0	0	0	0				0
	D	0	0	0	0	0	0				0
	E	757	198	0	242	0					1197
	F										
	G										
TOTAL		757	226	0	1818	0					2801

		GEH								
		All Vehicle		To Arm						
From Arm	A	0	2	0	0	0	10			
	B	0	0	0	4	8				2
	C	0	2	0	5	1				3
	D	0	0	0	0	0				5
	E	1	8	1	15	0				0
	F									2
	G	1	9	1	6	12				1

Interpeak	
Include?	
Yes	
Total Turns	25
GEH < 5.0	21 84%
GEH < 7.5	22 88%
GEH < 10.0	23 92%

		OBSERVED										EXPECTED									
		To Arm										From Arm									
All	Vehicle	A	B	C	D	E	F	G		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	31	2	901	31			TOTAL	A	0	31	2	901	31		965				
	B	0	0	5	393	26				B	0	0	5	393	26		423				
	C	0	2	0	8	0				C	0	2	0	8	0		10				
	D	0	0	0	0	0				D	0	0	0	0	0		0				
	E	788	329	3	96	0				E	788	329	3	96	0		1215				
	F									F											
	G									G											
	TOTAL	788	362	10	1397	57				TOTAL	788	362	10	1397	57		2613				

		MODELLER										TOTAL
		To Arm					From Arm					
All	Vehicle	A	B	C	D	E	F	G				
From Arm	A	0	16	0	809	0					826	
	B	0	0	0	179	0					179	
	C	0	0	0	0	0					0	
	D	0	0	0	0	0					0	
	E	799	161	0	125	0					1085	
	F											
	G											
	TOTAL	799	178	0	1114	0					2090	

		GEH									
		To Arm									
From Arm	All Vehicle	A	B	C	D	E	F	G			
	A	0	3	2	3	8					5
	B	0	0	3	13	7					14
	C	0	2	0	4	1					4
	D	0	0	0	0	0					0
	E	0	11	3	3	1					4
	G										
		0	11	4	8	11					11

PMI Peak		
Include?	Total Turns	25
☒	GEH < 5.0	21
	GEH < 7.5	22
	GEH < 10.0	24
		84%
		88%
		96%

	All Vehicle	OBSERVED										TOTAL
		To Arm										
From Arm	A	0	36	2	985	43						1046
	B	0	0	6	381	34						421
	C	0	4	0	5	0						9
	D	0	0	0	0	0						0
	E	834	424	2	73	0						1333
	F											
	G											
	TOTAL	834	464	10	1424	77						2809

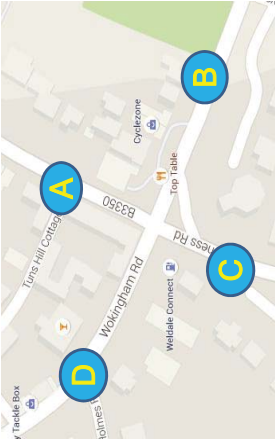
		MODELLED										TOTAL
		To Arm					From Arm					
All	Vehicle	A	B	C	D	E	F	G				
	A	0	28	0	966	0					991	
	B	0	0	0	270	0					270	
	C	0	0	0	0	0					0	
	D	0	0	0	0	0					0	
	E	854	203	0	88	0					1145	
	F											
	G											
	TOTAL	854	228	0	1324	0					2406	

		To Arm									
		GEH									
From Arm	All Vehicle	A	B	C	D	E	F	G			
	A	0	2	2	0	0	0				2
	B	0	0	3	0	0					0
	C	0	3	0	3	0					4
	D	0	0	0	0	0					0
	E	1	12	2	2	0					5
	F										
	G	1	13	4	3	12					8

WSTM4 Junction Turning Flows

Junction:

Site W31



AM Peak

Total Turns	16
GEH < 5.0	12
GEH < 7.5	13
GEH < 10.0	15
75%	81%
81%	94%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	46	415	9	0	0	0	0	0	0	0	0
B	152	0	376	328	0	0	152	0	376	328	0	0
C	452	178	0	98	0	0	452	178	0	98	0	0
D	63	246	176	0	0	0	63	246	176	0	0	0
E												
F												
G												
TOTAL	667	470	967	435			667	470	967	435		2539

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	109	323	5	0	0	0	109	323	5	0	437
B	197	0	369	195	0	0	197	0	369	195	0	760
C	488	182	0	195	0	0	488	182	0	195	0	845
D	0	195	179	0	0	0	0	195	179	0	0	375
E												
F												
G												
TOTAL	666	486	872	395			666	486	872	395		2418

All Vehicle	GEH											
	To Arm						From Arm					
A	0	7	5	2	0	0	0	7	5	2	0	2
B	3	0	0	8	0	0	3	0	0	8	0	3
C	1	0	0	8	0	0	1	0	0	8	0	4
D	11	3	0	0	0	0	11	3	0	0	0	5
E												
F												
G												
TOTAL	0	1	3	2			0	1	3	2		2

Interpeak

Total Turns	16
GEH < 5.0	9
GEH < 7.5	13
GEH < 10.0	13
56%	81%
81%	81%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	59	304	20	0	0	0	59	304	20	0	382
B	72	0	170	255	0	0	72	0	170	255	0	497
C	369	192	0	100	0	0	369	192	0	100	0	661
D	40	235	112	0	0	0	40	235	112	0	0	387
E												
F												
G												
TOTAL	481	485	586	375			481	485	586	375		1926

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	97	279	11	0	0	0	97	279	11	0	387
B	63	0	261	89	0	0	63	0	261	89	0	414
C	451	106	0	20	0	0	451	106	0	20	0	577
D	11	147	23	0	0	0	11	147	23	0	0	181
E												
F												
G												
TOTAL	525	350	563	121			525	350	563	121		1559

All Vehicle	GEH											
	To Arm						From Arm					
A	0	4	1	2	0	0	0	4	1	2	0	0
B	1	0	6	13	0	0	1	0	6	13	0	4
C	4	7	0	10	0	0	4	7	0	10	0	3
D	6	6	11	0	0	0	6	6	11	0	0	12
E												
F												
G												
TOTAL	2	7	1	16			2	7	1	16		9

PM Peak

Total Turns	16
GEH < 5.0	11
GEH < 7.5	12
GEH < 10.0	15
69%	75%
75%	94%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	69	321	10	0	0	0	69	321	10	0	400
B	109	0	209	283	0	0	109	0	209	283	0	601
C	543	231	0	95	0	0	543	231	0	95	0	869
D	48	379	183	0	0	0	48	379	183	0	0	610
E												
F												
G												
TOTAL	700	679	713	388			700	679	713	388		2480

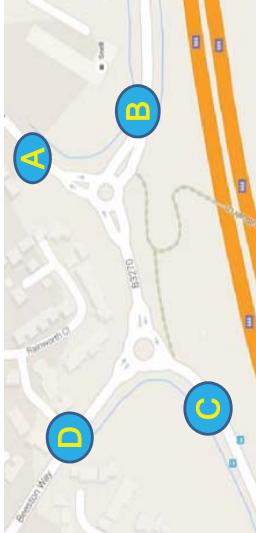
All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	87	397	4	0	0	0	87	397	4	0	488
B	93	0	236	155	0	0	93	0	236	155	0	484
C	738	423	0	117	0	0	738	423	0	117	0	1277
D	1	267	238	0	0	0	1	267	238	0	0	506
E												
F												
G												
TOTAL	832	776	870	276			832	776	870	276		2755

All Vehicle	GEH											
	To Arm						From Arm					
A	0	2	4	2	0	0	0	2	4	2	0	4
B	2	0	2	9	0	0	2	0	2	9	0	5
C	8	11	0	2	0	0	8	11	0	2	0	12
D	9	6	4	0	0	0	9	6	4	0	0	4
E												
F												
G												
TOTAL	5	4	6	6			5	4	6	6		5

WSTM4 Junction Turning Flows

Junction:

Site W32



AM Peak

Total Turns	16
GEH < 5.0	9
GEH < 7.5	11
GEH < 10.0	14
	56%
	69%
	88%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	1	58	118	112				289				
C	48	0	497	129				674				
D	43	389	1	567				1000				
E	40	79	666	1				786				
F												
G												
TOTAL	132	526	1282	809				2749				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	0	89	80				169				
C	0	0	581	251				832				
D	116	98	0	681				894				
E	79	32	610	0				721				
F												
G												
TOTAL	195	129	1280	1011				2616				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	1	11	3	3				8				
C	10	0	4	9				6				
D	8	19	1	5				3				
E	5	6	2	1				2				
F												
G	5	22	0	7				3				

Interpeak

Total Turns	16
GEH < 5.0	11
GEH < 7.5	15
GEH < 10.0	16
	69%
	94%
	100%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	1	27	39	50				117				
C	29	0	295	105				429				
D	42	279	1	310				633				
E	49	74	324	1				448				
F												
G												
TOTAL	120	381	659	465				1626				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	0	88	60				147				
C	0	0	281	172				453				
D	70	283	0	197				550				
E	72	96	277	0				445				
F												
G												
TOTAL	143	380	645	429				1596				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	1	7	6	1				3				
C	8	1	1	6				1				
D	4	0	2	7				3				
E	3	2	3	1				0				
F												
G	2	0	1	2				1				

PM Peak

Total Turns	16
GEH < 5.0	7
GEH < 7.5	10
GEH < 10.0	13
	44%
	63%
	81%

Include?
Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	63	64	62				189				
C	65	0	434	167				666				
D	143	622	0	703				1468				
E	34	132	494	0				660				
F												
G												
TOTAL	242	817	992	932				2983				

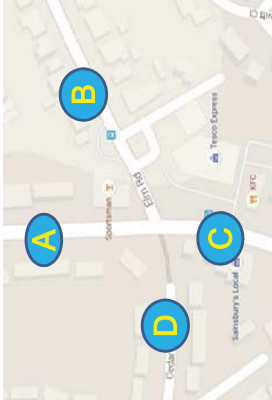
All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	0	177	124				301				
C	0	0	368	240				608				
D	121	836	0	493				1450				
E	110	201	446	0				757				
F												
G												
TOTAL	230	1036	991	857				3115				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	11	10	6				7				
C	11	0	3	5				2				
D	2	8	0	9				0				
E	9	5	2	0				4				
F												
G	1	7	0	2				2				

WSTM4 Junction Turning Flows

Junction:

Site W33



AM Peak

Total Turns	9	
GEH < 5.0	7	78%
GEH < 7.5	8	89%
GEH < 10.0	9	100%

Include?
Yes

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	104	363				467				
	B	120	0	279				399				
	C	497	216	0				713				
	D											
	E											
	F											
	G											
TOTAL	617	320	642					1579				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	187	340				527				
	B	180	0	138				318				
	C	431	249	0				680				
	D											
	E											
	F											
	G											
TOTAL	611	436	479					1526				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	7	1				3				
	B	5	0	10				4				
	C	3	2	0				1				
	D											
	E											
	F											
	G											
	0	6	7					1				

Interpeak

Total Turns	9	
GEH < 5.0	7	78%
GEH < 7.5	9	100%
GEH < 10.0	9	100%

Include?
Yes

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	109	306				415				
	B	104	0	245				350				
	C	351	246	0				597				
	D											
	E											
	F											
	G											
TOTAL	455	355	551					1361				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	189	255				444				
	B	128	0	156				283				
	C	268	214	0				482				
	D											
	E											
	F											
	G											
TOTAL	396	402	411					1209				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	7	3				1				
	B	2	0	6				4				
	C	5	2	0				5				
	D											
	E											
	F											
	G											
	3	2	6					4				

PM Peak

Total Turns	9	
GEH < 5.0	8	89%
GEH < 7.5	8	89%
GEH < 10.0	9	100%

Include?
Yes

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	183	383				566				
	B	75	0	243				318				
	C	342	312	0				654				
	D											
	E											
	F											
	G											
TOTAL	417	495	626					1538				

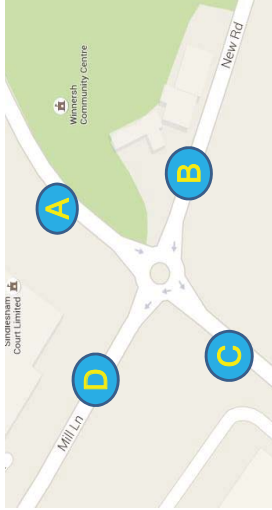
MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	316	353				669				
	B	116	0	214				331				
	C	268	401	0				669				
	D											
	E											
	F											
	G											
TOTAL	385	717	567					1669				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	8	2				4				
	B	4	0	2				1				
	C	4	5	0				1				
	D											
	E											
	F											
	G											
	2	9	2					3				

WSTM4 Junction Turning Flows

Junction:

Site W34



AM Peak

Total Turns	16
GEH < 5.0	9
GEH < 7.5	13
GEH < 10.0	15
56%	81%
94%	94%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	22	261	93				377			
	B	28	0	61	298				387			
	C	241	55	0	263				559			
	D	80	214	139	0				433			
	E											
From Arm	F											
	G											
	TOTAL	350	291	461	654				1756			

MODELLED

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	417	159				576			
	B	0	0	75	347				422			
	C	458	69	0	320				847			
	D	34	278	280	0				593			
	E											
From Arm	F											
	G											
	TOTAL	493	347	773	825				2437			

GEH

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	7	8	6				9			
	B	7	0	2	3				2			
	C	12	2	0	3				11			
	D	6	4	10	0				7			
	E											
From Arm	F											
	G											
	TOTAL	7	3	13	6				15			

Interpeak

Total Turns	16
GEH < 5.0	12
GEH < 7.5	15
GEH < 10.0	16
75%	94%
100%	100%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	6	168	92				266			
	B	7	0	35	118				160			
	C	196	25	1	102				324			
	D	112	124	95	0				331			
	E											
From Arm	F											
	G											
	TOTAL	315	156	299	311				1081			

MODELLED

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	229	76				305			
	B	0	0	68	112				180			
	C	315	69	0	143				527			
	D	37	184	183	0				404			
	E											
From Arm	F											
	G											
	TOTAL	351	254	480	331				1416			

GEH

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	1	4	4	2				2			
	B	4	1	5	1				2			
	C	7	6	1	4				10			
	D	9	5	7	1				4			
	E											
From Arm	F											
	G											
	TOTAL	2	7	9	1				9			

PM Peak

Total Turns	16
GEH < 5.0	8
GEH < 7.5	12
GEH < 10.0	15
50%	75%
94%	94%

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	15	260	113				388			
	B	6	0	79	234				319			
	C	300	55	1	186				542			
	D	200	197	240	1				638			
	E											
From Arm	F											
	G											
	TOTAL	506	267	580	534				1887			

MODELLED

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	394	78				472			
	B	0	0	72	317				390			
	C	510	28	0	313				850			
	D	90	360	353	0				803			
	E											
From Arm	F											
	G											
	TOTAL	600	388	819	709				2515			

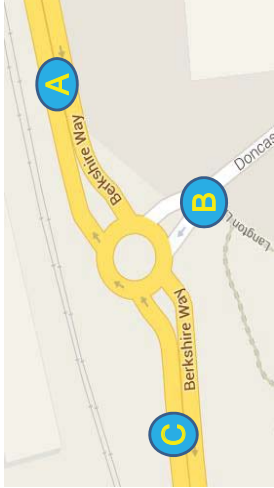
GEH

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	5	7	4				4			
	B	3	0	1	5				4			
	C	10	4	1	8				12			
	D	9	10	7	1				6			
	E											
From Arm	F											
	G											
	TOTAL	4	7	9	7				13			

WSTM4 Junction Turning Flows

Junction:

Site W35



AM Peak

Total Turns	9	56%
GEH < 5.0	7	78%
GEH < 7.5	8	89%
GEH < 10.0	8	89%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm							From Arm			
	A	B	C	D	E	F	G	TOTAL			
A	1	132	1260					1393			
B	107	0	264					371			
C	1466	623	0					2089			
D											
E											
F											
G											
TOTAL	1574	755	1524					3853			

All Vehicle	MODELLED										
	To Arm							From Arm			
	A	B	C	D	E	F	G	TOTAL			
A	0	77	1545					1621			
B	122	0	186					308			
C	1426	229	0					1655			
D											
E											
F											
G											
TOTAL	1547	306	1731					3584			

All Vehicle	GEH										
	To Arm							From Arm			
	A	B	C	D	E	F	G				
A	1	5	8					6			
B	1	0	5					3			
C	1	19	0					10			
D											
E											
F											
G	1	20	5					4			

Interpeak

Total Turns	9	78%
GEH < 5.0	7	89%
GEH < 7.5	8	89%
GEH < 10.0	8	89%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm							From Arm			
	A	B	C	D	E	F	G	TOTAL			
A	7	166	913					1087			
B	81	10	78					169			
C	999	126	0					1125			
D											
E											
F											
G											
TOTAL	1087	302	991					2380			

All Vehicle	MODELLED										
	To Arm							From Arm			
	A	B	C	D	E	F	G	TOTAL			
A	0	125	1019					1144			
B	5	0	65					71			
C	948	216	0					1164			
D											
E											
F											
G											
TOTAL	953	341	1084					2378			

All Vehicle	GEH										
	To Arm							From Arm			
	A	B	C	D	E	F	G				
A	4	3	3					2			
B	11	4	1					9			
C	2	7	0					1			
D											
E											
F											
G	4	2	3					0			

PM Peak

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

Include?

Yes

All Vehicle	OBSERVED										
	To Arm							From Arm			
	A	B	C	D	E	F	G	TOTAL			
A	4	337	703					1044			
B	152	4	101					257			
C	1463	164	0					1627			
D											
E											
F											
G											
TOTAL	1619	505	804					2928			

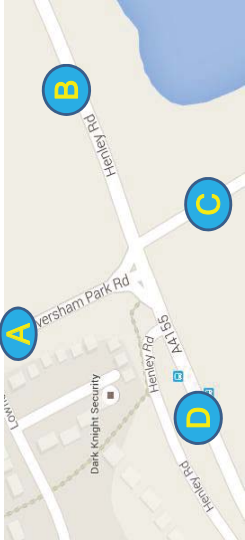
All Vehicle	MODELLED										
	To Arm							From Arm			
	A	B	C	D	E	F	G	TOTAL			
A	0	347	1047					1394			
B	26	0	133					158			
C	1356	216	0					1572			
D											
E											
F											
G											
TOTAL	1382	563	1180					3125			

All Vehicle	GEH										
	To Arm							From Arm			
	A	B	C	D	E	F	G				
A	3	1	12					10			
B	13	3	3					7			
C	3	4	0					1			
D											
E											
F											
G	6	3	12					4			

WSTM4 Junction Turning Flows

Junction:

Site R1



AM Peak

Total Turns	16
GEH < 5.0	15
GEH < 7.5	15
GEH < 10.0	15
94%	94%

Include? ☒ Yes

All Vehicle		OBSERVED										
		To Arm										
From Arm	A	0	340	4	276							TOTAL
	B	216	0	4	376							596
	C	1	10	0	8							19
	D	213	526	3	0							742
	E											
	F											
	G											
TOTAL		430	876	11	660							1977

All Vehicle	MODELLED											TOTAL
	To Arm											
From Arm	A	0	372	0	83							455
	B	207	0	0	447							654
	C	0	0	0	0							0
	D	195	540	0	0							735
	E											
	F											
	G											
TOTAL	402	912	0	530								1844

All Vehicle	GEH										
	A	B	C	D	E	F	G	To Arm			
A	0	2	3	14							7
B	1	0	3	4							2
C	1	4	0	4							6
D	1	1	2	0							0
E											
F											
G	1	1	5	5							3

Interpeak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	15
GEH < 10.0	15
94%	94%

Include? ☒ Yes

All Vehicle	OBSERVED											TOTAL
	To Arm											
A	0	163	4	114								281
B	158	0	7	356								521
C	4	16	0	14								33
D	120	352	12	0								485
E												
F												
G												
TOTAL	282	532	23	484								1321

All Vehicle		MODELLED To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	162	0	167							329
	B	138	0	0	387							524
	C	0	0	0	0							0
	D	28	365	0	0							393
	E											
	F											
	G											
TOTAL		166	527	0	554							1246

GEH												
From Arm	All Vehicle	A	B	C	D	E	F	G				
	A	0	0	3	4							
	B	2	1	4	2							
	C	3	6	0	5							
	D	11	1	5	0							
	E											
	F											
	G	8	0	7	3							

PM Peak

Total Turns	16
GEH < 5.0	14
GEH < 7.5	15
GEH < 10.0	16
88%	94%

Include? ☒ Yes

All Vehicle	OBSERVED											TOTAL
	To Arm											
A	0	212	4	154								370
B	357	0	9	562								928
C	5	8	0	5								18
D	200	439	3	0								642
E												
F												
G												
TOTAL	562	669	16	721								1958

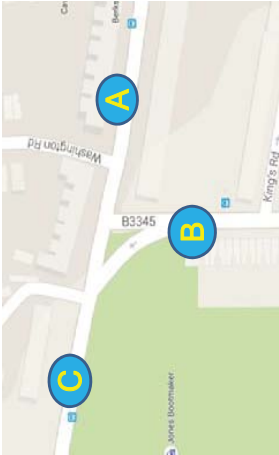
All Vehicle	MODELLED To Arm										
	A	B	C	D	E	F	G				
A	0	248	0	66							TOTAL 314
B	288	0	0	592							880
C	0	0	0	0							0
D	304	436	0	0							740
E											
F											
G											
TOTAL	592	684	0	658							1933

From Arm	All Vehicle	GEH To Arm										
		A	B	C	D	E	F	G				
	A	0	2	3	8							3
	B	4	0	4	1							2
	C	3	4	0	3							6
	D	7	0	2	0							4
	E											
	F											
	G	1	1	6	2							1

WSTM4 Junction Turning Flows

Junction:

Site R2



AM Peak

Total Turns	9	7	78%
GEH < 5.0		8	89%
GEH < 7.5		8	89%
GEH < 10.0		8	89%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	6	536	169						711	
	B	317	0	206						523	
	C	102	350	0						452	
	D										
	E										
	F										
From Arm	G										
	TOTAL	425	886	375						1686	

All Vehicle	MODELLED										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	0	521	162						683	
	B	228	0	233						461	
	C	246	431	0						678	
	D										
	E										
	F										
From Arm	G										
	TOTAL	474	952	395						1821	

All Vehicle	GEH										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	3	1	1							
	A	5	0	2						3	
	B	11	4	0						9	
	C										
	D										
	E										
	F										
From Arm	G	2	2	1						3	

Interpeak

Total Turns	9	7	78%
GEH < 5.0		9	100%
GEH < 7.5		9	100%
GEH < 10.0		9	100%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	0	354	126						480	
	B	357	0	257						614	
	C	135	241	0						376	
	D										
	E										
	F										
From Arm	G										
	TOTAL	492	595	383						1470	

All Vehicle	MODELLED										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	0	350	141						491	
	B	243	0	224						467	
	C	141	152	0						293	
	D										
	E										
	F										
From Arm	G										
	TOTAL	384	502	365						1251	

All Vehicle	GEH										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	0	0	1						0	
	B	7	0	2						6	
	C	1	6	1						5	
	D										
	E										
	F										
From Arm	G	5	4	1						6	

PM Peak

Total Turns	9	7	78%
GEH < 5.0		8	89%
GEH < 7.5		8	89%
GEH < 10.0		8	89%

Include?

Yes

All Vehicle	OBSERVED										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	0	354	138						502	
	B	514	0	441						955	
	C	177	223	0						400	
	D										
	E										
	F										
From Arm	G										
	TOTAL	691	587	579						1857	

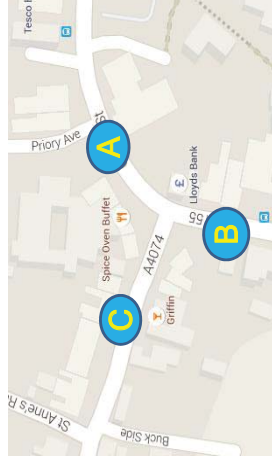
All Vehicle	MODELLED										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	0	292	99						391	
	B	273	0	495						768	
	C	116	164	0						280	
	D										
	E										
	F										
From Arm	G										
	TOTAL	389	456	594						1439	

All Vehicle	GEH										
	To Arm			To Arm			To Arm			TOTAL	
From Arm	A	B	C	D	E	F	G				
	A	0	4	4						5	
	B	12	0	3						6	
	C	5	4	0						7	
	D										
	E										
	F										
From Arm	G	13	6	1						10	

WSTM4 Junction Turning Flows

Junction:

Site R3



AM Peak	
Include?	
Yes	
Total Turns	9
GEH < 5.0	6 67%
GEH < 7.5	8 89%
GEH < 10.0	9 100%

Interpeak	
Include?	Yes
Total Turns	9
GEH < 5.0	7
GEH < 7.5	9
GEH < 10.0	9
	78%
	100%
	100%

		OBSERVED									
		To Arm									
From Arm	All Vehicle	A	B	C	D	E	F	G	TOTAL		
	A	0	711	39						750	
	B	588	0	543						1131	
	C	43	487	0						530	
	D										
	E										
	F										
	G										
	TOTAL	631	1198	582						2411	

		OBSERVED									
		To Arm									
From Arm	All Vehicle	A	B	C	D	E	F	G	TOTAL		
	A	0	611	68						679	
	B	588	0	488						1076	
	C	80	443	0						523	
	D										
	E										
	F										
	G										
	TOTAL	668	1054	556						2278	

		OBSERVED										TOTAL
		To Arm					From Arm					
From Arm	All Vehicle	A	B	C	D	E	F	G				
	A	0	638	78					716			
	B	678	0	788					1466			
	C	85	425	0					510			
	D											
	E											
	F											
TOTAL		763	1063	866					2692			

		MODELED							0%	
		To Arm							From Arm	
	All Vehicle	A	B	C	D	E	F	G	TOTAL	
From Arm	A	0	611	117						728
	B	568	0	432						999
	C	99	550	0						649
	D									
	E									
	F									
	F									
	G									
	TOTAL	667	1161	549						2377

		MODELLED							078
		To Arm						173	
All Vehicle	A	B	C	D	E	F	G	TOTAL	
A	0	461	63					523	
B	465	0	537					1002	
C	67	537	0					604	
D									
E									
F									
G									
TOTAL	532	998	600					2129	

		MODELLERD										TOTAL
		ToArm					From Arm					
All Vehicle	A	0	698	215								914
	B	703	0	732								1435
	C	98	398	0								496
	D											
	E											
	F											
	G											
	TOTAL	802	1096	947								2845

		GEH									
		To Arm									
All Vehicle		A	B	C	D	E	F	G			
From Arm	A	0	4	9						1	
	B	1	0	5						4	
	C	7	3	0						5	
	D										
	E										
G		1	1	1						1	

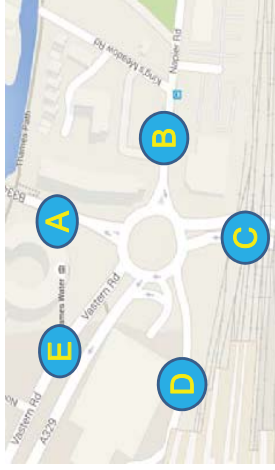
		GEH									
		To Arm					From Arm				
All Vehicle		A	B	C	D	E	F	G			
From Arm	A	0	7	1							6
	B	5	0	2							2
	C	2	4	0							3
	D										
	E										
	F										
G		6	2	2							3

		GEH							
All Vehicle		To Arm							
		A	B	C	D	E	F	G	
From Arm	A	0	2	11					7
	B	1	0	2					1
	C	1	1	0					1
	D								
	E								
	F								
	G	1	1	3					3

Junction:

Site R4

Site R4



All Vehicle		GEH									
		To Arm									
From Arm	A	B	C	D	E	F	G				
	0	3	6	1	1						7
	B	0	1	2	2						3
	C	4	3	2	3	16					3
	D	1	1	3	0	3					3
	E	3	6	10	4	4					6
	F										
G	4	1	12	1	6						6

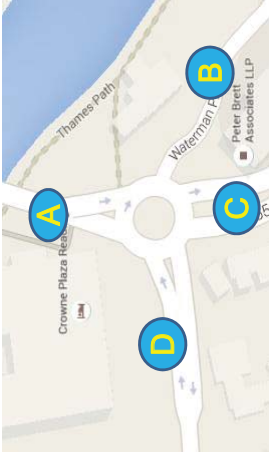
All Vehicle		GEH									
		To Arm					From Arm				
A	B	C	D	E	F	G					
2	4	3	1	1						0	
8	0	4	0	6						10	
1	4	2	3	14						10	
4	2	2	0	2						2	
1	4	4	1	5						2	
0	7	2	2	9						8	

		GEH									
All Vehicle		A	B	C	D	E	F	G			
From Arm	A	0	6	8	1	5					2
	B	7	0	1	2	6					9
	C	1	9	1	3	10					9
	D	1	2	4	0	3					1
	E	5	3	3	2	3					4
	G	1	8	8	0	13					4

WSTM4 Junction Turning Flows

Junction:

Site R5



AM Peak

Total Turns	16	81%
GEH < 5.0	13	94%
GEH < 7.5	15	100%
GEH < 10.0	16	100%

Include?
Yes

All Vehicle	OBSERVED							
	To Arm							
	A	B	C	D	E	F	G	TOTAL
A	0	8	813	349				1170
B	4	0		0				11
C	669	14	0	213				896
D	415	0	283	0				698
E								
F								
G								
TOTAL	1088	22	1103	562				2775

All Vehicle	MODELLED To Arm							
	A	B	C	D	E	F	G	TOTAL
A	0	11	744	405				1161
B	17	0	0	8				25
C	516	0	0	112				627
D	467	5	347	0				819
E								
F								
G								
TOTAL	999	16	1091	525				2632

All Vehicle	GEH										
	To Arm										
A	A	B	C	D	E	F	G				
B	0	1	2	3				0			
C	4	0	4	4				3			
D	6	5	0	8				10			
E	2	3	4	0				4			
F											
G											
TOTAL	3	1	0	2				3			

Interpeak

Total Turns	16	88%
GEH < 5.0	14	88%
GEH < 7.5	14	88%
GEH < 10.0	14	88%

Include?
Yes

All Vehicle	OBSERVED							TOTAL
	To Arm							
A	A	B	C	D	E	F	G	TOTAL
A	0	2	700	360				1062
B	2	0	7	2				11
C	716	4	1	281				1002
D	349	2	302	0				654
E								
F								
G								
TOTAL	1067	7	1010	643				2728

All Vehicle	MODELLED To Arm							
	A	B	C	D	E	F	G	TOTAL
A	0	9	665	324				998
B	10	0	0	6				16
C	705	0	0	88				793
D	287	5	131	0				423
E								
F								
G								
TOTAL	1002	14	796	418				2229

All Vehicle	GEH										
	To Arm										
A	A	B	C	D	E	F	G				
B	0	3	1	2				2			
C	3	0	4	2				1			
D	0	3	2	14				7			
E	3	2	12	1				10			
F											
G											
TOTAL	2	2	7	10				10			

PM Peak

Total Turns	16	81%
GEH < 5.0	13	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

All Vehicle	OBSERVED							TOTAL
	To Arm							
A	A	B	C	D	E	F	G	
B	0	5	705	374				1084
C	10	0	23	5				38
D	1075	6	0	223				1304
E	416	6	224	0				646
F								
G								
TOTAL	1501	17	952	602				3072

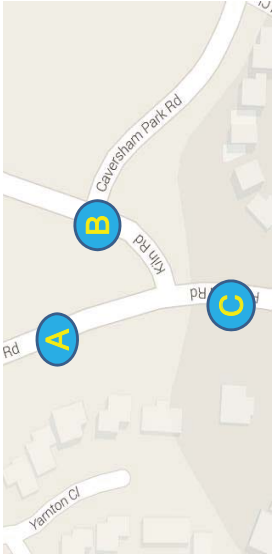
All Vehicle	MODELLED To Arm							TOTAL
	A	B	C	D	E	F	G	
A	0	25	736	335				1096
B	17	0	0	7				24
C	963	0	0	290				1253
D	455	8	306	0				768
E								
F								
G								
TOTAL	1435	32	1042	632				3141

All Vehicle	GEH										
	To Arm										
A	A	B	C	D	E	F	G				
B	0	5	1	2				0			
C	2	0	7	1				3			
D	2	1	5	0				5			
E											
F											
G											
TOTAL	2	3	3	1				1			

WSTM4 Junction Turning Flows

Junction:

Site R6



AM Peak

Total Turns	9
GEH < 5.0	6
GEH < 7.5	7
GEH < 10.0	9
78%	
100%	

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	191	389	0	137	0	317	580				
	B	180	0	137	0	0	0	317	580				
	C	406	245	0	0	0	0	651	1282				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	0	0	0	0	0	0	0	0				
TOTAL		586	436	526	0	0	0	0	1548				

Interpeak

Total Turns	9
GEH < 5.0	6
GEH < 7.5	7
GEH < 10.0	9
67%	
100%	

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	93	268	0	106	0	187	361				
	B	82	0	106	0	0	0	187	361				
	C	263	116	0	0	0	0	379	651				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	0	0	0	0	0	0	0	0				
TOTAL		345	209	374	0	0	0	0	928				

PM Peak

Total Turns	9
GEH < 5.0	7
GEH < 7.5	8
GEH < 10.0	9
78%	
89%	
100%	

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	161	369	0	153	0	531	1083				
	B	165	0	153	0	0	0	318	621				
	C	351	180	0	0	0	0	531	1083				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	0	0	0	0	0	0	0	0				
TOTAL		516	341	522	0	0	0	0	1379				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	239	279	0	49	0	518	1025				
	B	246	0	49	0	0	0	295	590				
	C	363	121	0	0	0	0	484	968				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	0	0	0	0	0	0	0	0				
TOTAL		609	360	328	0	0	0	0	1287				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	145	344	0	255	0	489	989				
	B	111	0	255	0	0	0	366	721				
	C	379	92	0	0	0	0	471	941				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	0	0	0	0	0	0	0	0				
TOTAL		490	237	599	0	0	0	0	1326				

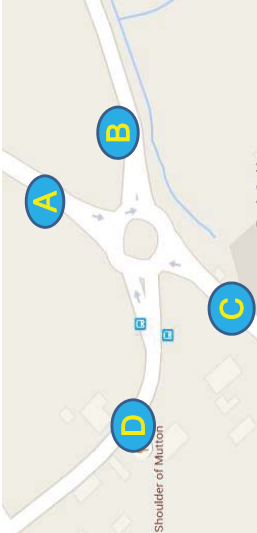
GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	3	6	0	0	0	3	9				
	B	5	0	9	0	0	0	1	15				
	C	2	9	0	0	0	0	7	28				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	1	4	10	0	0	0	7	22				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	1	1	0	0	0	2	3				
	B	5	0	7	0	0	0	3	15				
	C	1	8	0	0	0	0	3	12				
	D	0	0	0	0	0	0	0	0				
	E	0	0	0	0	0	0	0	0				
	F	0	0	0	0	0	0	0	0				
	G	1	6	3	0	0	0	1	11				

WSTM4 Junction Turning Flows

Junction:

Site R7



AM Peak

Total Turns	16	88%
GEH < 5.0	14	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	4	198	2			204					
B	185	0	377	45			607					
C	444	370	3	26			843					
D	31	30	22	0			83					
E												
F												
G												
TOTAL	660	404	600	73			1737					

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	0	223	6			229					
B	181	0	383	81			645					
C	409	476	0	27			912					
D	6	43	35	0			84					
E												
F												
G												
TOTAL	595	519	641	115			1871					

All Vehicle	GEH											
	To Arm						From Arm					
A	0	3	2	2			2					
B	0	0	0	5			2					
C	2	5	2	0			2					
D	6	2	3	0			0					
E												
F												
G	3	5	2	4			3					

Interpeak

Total Turns	16	100%
GEH < 5.0	16	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	2	12	210	4			227					
B	64	0	277	38			379					
C	195	297	3	25			519					
D	5	32	26	1			64					
E												
F												
G												
TOTAL	266	341	516	67			1189					

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	0	197	5			202					
B	64	0	299	44			406					
C	195	302	0	27			525					
D	4	46	29	0			79					
E												
F												
G												
TOTAL	263	348	524	76			1211					

All Vehicle	GEH											
	To Arm						From Arm					
A	2	5	1	1			2					
B	0	1	1	1			1					
C	0	0	2	1			0					
D	0	2	1	1			2					
E												
F												
G	0	0	0	1			1					

PM Peak

Total Turns	16	94%
GEH < 5.0	15	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	13	321	7			341					
B	64	0	563	51			678					
C	271	358	1	26			656					
D	6	33	25	0			64					
E												
F												
G												
TOTAL	341	404	910	84			1739					

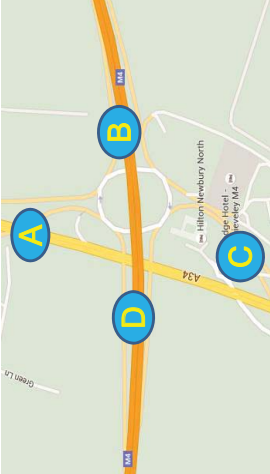
All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	0	388	5			393					
B	88	0	469	49			606					
C	219	445	0	17			680					
D	6	52	21	0			79					
E												
F												
G												
TOTAL	312	497	878	70			1757					

All Vehicle	GEH											
	To Arm						From Arm					
A	0	5	4	1			3					
B	3	0	4	0			3					
C	3	4	1	2			1					
D	0	3	1	0			2					
E												
F												
G	2	4	1	2			0					

WSTM4 Junction Turning Flows

Junction:

Site R8



AM Peak

Total Turns	16
GEH < 5.0	11
GEH < 7.5	14
GEH < 10.0	14
	69%
	88%
	88%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	556	0	222	0	778	TOTAL	987	1366	2217	887	5487
B	550	0	1332	2	1	1884	A	0	0	0	0	0
C	0	803	0	661	0	1464	B	665	0	1110	0	1775
D	437	7	885	2	0	1331	C	0	501	0	634	1135
E							D	587	0	772	0	1359
F							E					
G							F					
TOTAL	987	1366	2217	887			G					5438

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	851	0	318	0	1169	A	0	0	0	0	0
B	665	0	1110	0	0	1775	B	665	0	1110	0	1775
C	0	501	0	634	0	1135	C	0	501	0	634	1135
D	587	0	772	0	0	1359	D	587	0	772	0	1359
E							E					
F							F					
G							G					
TOTAL	1263	1351	1862	952			TOTAL	1263	1351	1862	952	5438

All Vehicle	GEH											
	To Arm						From Arm					
A	0	11	0	6	0	13	A	0	0	0	0	0
B	5	0	6	2	0	3	B	5	0	6	2	3
C	0	12	0	1	0	9	C	0	12	0	1	9
D	7	4	4	2	0	1	D	7	4	4	2	1
E							E					
F							F					
G	8	0	7	2		0	G	8	0	7	2	0

Interpeak

Total Turns	16
GEH < 5.0	14
GEH < 7.5	15
GEH < 10.0	16
	88%
	94%
	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	317	0	224	0	541	A	0	0	0	0	0
B	323	1	528	8	0	860	B	323	1	528	8	860
C	0	408	0	614	0	1022	C	0	408	0	614	1022
D	201	8	505	0	0	715	D	201	8	505	0	715
E							E					
F							F					
G							G					
TOTAL	524	735	1033	846		3138	TOTAL	524	735	1033	846	3138

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	313	0	392	0	705	A	0	0	0	0	0
B	292	0	455	0	0	747	B	292	0	455	0	747
C	0	326	0	602	0	928	C	0	326	0	602	928
D	283	0	438	0	0	721	D	283	0	438	0	721
E							E					
F							F					
G							G					
TOTAL	575	639	893	995		3102	TOTAL	575	639	893	995	3102

All Vehicle	GEH											
	To Arm						From Arm					
A	0	0	0	10	0	7	A	0	0	0	0	0
B	2	1	3	4	0	4	B	2	1	3	4	4
C	0	4	0	0	0	3	C	0	4	0	0	3
D	5	4	3	1	0	0	D	5	4	3	1	0
E							E					
F							F					
G	2	4	5	5		1	G	2	4	5	5	1

PM Peak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	14
GEH < 10.0	14
	81%
	88%
	88%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	497	0	340	0	837	A	0	0	0	0	0
B	649	0	855	1	0	1505	B	649	0	855	1	1505
C	0	925	0	909	0	1834	C	0	925	0	909	1834
D	255	14	574	0	0	843	D	255	14	574	0	843
E							E					
F							F					
G							G					
TOTAL	904	1436	1429	1250		5019	TOTAL	904	1436	1429	1250	5019

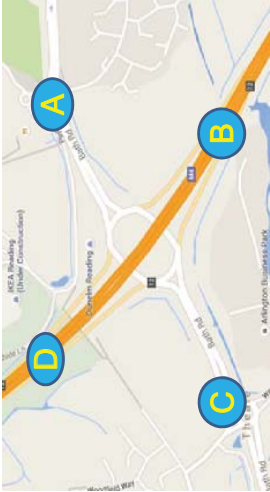
All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	929	0	366	0	1296	A	0	0	0	0	0
B	596	0	781	0	0	1377	B	596	0	781	0	1377
C	0	374	0	802	0	1177	C	0	374	0	802	1177
D	279	0	656	0	0	935	D	279	0	656	0	935
E							E					
F							F					
G							G					
TOTAL	875	1304	1437	1169		4765	TOTAL	875	1304	1437	1169	4765

All Vehicle	GEH											
	To Arm						From Arm					
A	0	16	0	1	0	14	A	0	0	0	0	0
B	2	0	3	1	0	3	B	2	0	3	1	3
C	0	22	0	4	0	17	C	0	22	0	4	17
D	1	5	3	0	0	3	D	1	5	3	0	3
E							E					
F							F					
G	1	4	0	2		3	G	1	4	0	2	3

WSTM4 Junction Turning Flows

Junction:

Site R9



AM Peak

Total Turns	16	81%
GEH < 5.0	13	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				2011
B	0	719	849	443							4584
C	399	0	1279	2906							1814
D	631	995	0	188							3909
E	357	3164	388	0							
F											
G											
TOTAL	1387	4878	2516	3537							12318

All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				1823
B	0	733	668	422							4475
C	382	0	1282	2811							1672
D	491	1016	0	166							3764
E	239	3066	460	0							
F											
G											
TOTAL	1112	4815	2410	3398							11735

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				4
B	1	0	0	2							2
C	6	1	0	2							3
D	7	2	3	0							2
E											
F											
G	8	1	2	2							5

Interpeak

Total Turns	16	88%
GEH < 5.0	14	100%
GEH < 7.5	16	100%
GEH < 10.0	16	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				1112
B	1	332	574	205							3257
C	368	1	571	2319							1325
D	607	581	0	138							2706
E	184	2416	106	0							
F											
G											
TOTAL	1159	3329	1251	2661							8400

All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				1146
B	0	371	469	306							2958
C	282	0	625	2050							1238
D	564	536	0	138							2588
E	236	2226	127	0							
F											
G											
TOTAL	1082	3133	1221	2494							7930

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				1
B	1	2	5	6							5
C	5	1	2	6							2
D	4	4	2	0							2
E											
F											
G	2	3	1	3							5

PM Peak

Total Turns	16	88%
GEH < 5.0	14	94%
GEH < 7.5	15	94%
GEH < 10.0	15	94%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				1508
B	0	470	732	306							5480
C	910	0	1043	3527							2136
D	762	1010	0	364							4179
E	394	3633	152	0							
F											
G											
TOTAL	2066	5113	1927	4197							13303

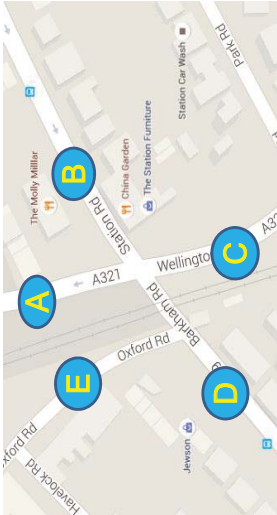
All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				1619
B	0	636	675	308							5273
C	989	0	1015	3269							2588
D	1085	1062	0	441							3944
E	386	3433	125	0							
F											
G											
TOTAL	2460	5131	1814	4019							13423

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				3
B	0	7	2	0							3
C	3	0	1	4							9
D	11	2	0	4							4
E	0	3	2	0							
F											
G	8	0	3	3							1

WSTM4 Junction Turning Flows

Junction:

Site SLR1



AM Peak

Total Turns	25	96%
GEH < 5.0	24	100%
GEH < 7.5	25	100%
GEH < 10.0	25	100%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	1	0	331	146	0	0	0	478				
	C	587	0	0	0	0	0	0	587				
	D	211	0	0	0	12	0	0	223				
	E	0	0	0	246	0	0	0	246				
	F	0	0	0	0	0	0	0	0				
TOTAL		799	0	331	392	12	0	0	1534				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	0	0	286	199	0	0	0	484				
	C	509	0	0	0	0	0	0	509				
	D	245	0	0	0	43	0	0	288				
	E	0	0	0	221	0	0	0	221				
	F	0	0	0	0	0	0	0	0				
TOTAL		754	0	286	420	43	0	0	1502				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	1	0	3	4	0	0	0	8				
	C	3	0	0	0	0	0	0	3				
	D	2	0	0	0	6	0	0	8				
	E	0	0	0	2	0	0	0	2				
	F	0	0	0	0	0	0	0	0				
TOTAL		2	0	3	1	6	0	0	12				

Interpeak

Total Turns	25	92%
GEH < 5.0	23	92%
GEH < 7.5	23	92%
GEH < 10.0	24	96%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	1	0	248	133	0	0	0	382				
	C	486	0	0	1	0	0	0	487				
	D	211	0	0	0	37	0	0	248				
	E	0	0	0	95	0	0	0	95				
	F	0	0	0	0	0	0	0	0				
TOTAL		698	0	248	228	38	0	0	1212				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	0	0	216	186	0	0	0	402				
	C	278	0	0	0	0	0	0	278				
	D	229	0	0	0	116	0	0	345				
	E	0	0	0	113	0	0	0	113				
	F	0	0	0	0	0	0	0	0				
TOTAL		507	0	216	299	116	0	0	1138				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	1	0	2	4	1	0	0	8				
	C	11	0	0	1	1	0	0	13				
	D	1	1	0	0	9	0	0	11				
	E	1	0	0	2	0	0	0	3				
	F	0	0	0	0	0	0	0	0				
TOTAL		8	1	2	4	9	0	0	24				

PM Peak

Total Turns	25	88%
GEH < 5.0	22	100%
GEH < 7.5	25	100%
GEH < 10.0	25	100%

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	1	0	348	176	0	0	0	525				
	C	707	0	0	0	0	0	0	707				
	D	245	0	0	0	38	0	0	283				
	E	0	0	0	121	0	0	0	121				
	F	0	0	0	0	0	0	0	0				
TOTAL		953	0	348	297	38	0	0	1636				

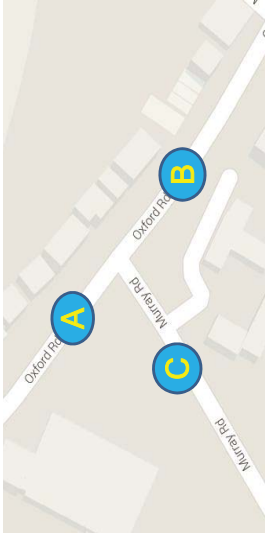
MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	0	0	294	196	0	0	0	490				
	C	556	0	0	0	0	0	0	556				
	D	357	0	0	0	88	0	0	445				
	E	0	0	0	148	0	0	0	148				
	F	0	0	0	0	0	0	0	0				
TOTAL		914	0	294	344	88	0	0	1639				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0	0	0	0	0				
	B	1	0	3	1	0	0	0	5				
	C	6	0	0	0	0	0	0	6				
	D	6	0	0	0	6	0	0	12				
	E	0	0	0	2	0	0	0	2				
	F	0	0	0	0	0	0	0	0				
TOTAL		1	0	3	3	6	0	0	13				

WSTM4 Junction Turning Flows

Junction:

Site SLR3



AM Peak

Total Turns	9	8	89%
GEH < 5.0	8	8	89%
GEH < 7.5	8	8	89%
GEH < 10.0	9	9	100%

Include?
Yes

All Vehicle		OBSERVED									
		To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	1	243	162						406	
	B	52	0	7						59	
	C	165	48	1						214	
	D										
	E										
	F										
	G										
TOTAL		218	291	170						679	

MODELLED														
All Vehicle		To Arm												
		A	B	C	D	E	F	G						TOTAL
From Arm	A	0	221	224									445	
	B	43	0	0									43	
	C	135	0	0									135	
	D													
	E													
	F													
	G													
TOTAL		177	221	224									622	

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	1	1	4								2
		B	1	0	4								2
		C	2	10	1								6
		D											
		E											
		F											
		G											
		3	4	4								2	

Interpeak

Total Turns	9	6	67%
GEH < 5.0	9	8	89%
GEH < 7.5	8	9	100%

Include?
Yes

OBSERVED																
All Vehicle		To Arm														
		A	B	C	D	E	F	G								
From Arm		A	1	95	77				TOTAL	173						
		B	45	0	5					51						
		C	78	18	0					97						
		D														
		E														
		F														
		G														
TOTAL		124	113	83						320						

MODELLED										
All Vehicle		To Arm								
	A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	113	110					223	
	B	116	0	0					116	
	C	38	0	0					38	
	D									
	E									
	F									
	G									
TOTAL		154	113	110					377	

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	1	2	3								4
		B	8	1	3								7
		C	5	6	1								7
		D											
		E											
		F											
		G											
		3	0	3								3	

PM Peak

Total Turns	9	6	67%
GEH < 5.0	9	7	78%
GEH < 7.5	7	8	89%

Include?
Yes

OBSERVED														
All Vehicle		To Arm												
		A	B	C	D	E	F	G						
From Arm		A	1	126	120								TOTAL	247
		B	62	0	10									72
		C	237	38	0									275
		D												
		E												
		F												
		G												
TOTAL		300	164	130									594	

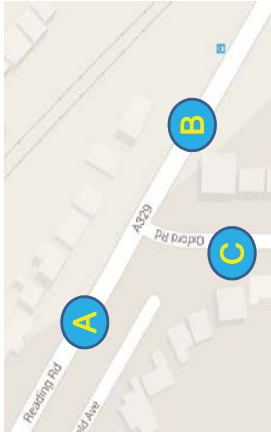
MODELLED														
All Vehicle		To Arm												
		A	B	C	D	E	F	G						
From Arm		A	0	148	182								TOTAL	330
		B	88	0	0									88
		C	59	0	0									59
		D												
		E												
		F												
		G												
TOTAL		147	148	182									477	

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	1	2	5								5
		B	3	0	4								2
		C	15	9	0								17
		D											
		E											
		F											
		G											
		10	1	4								5	

WSTM4 Junction Turning Flows

Junction:

Site SLR4



AM Peak

Total Turns	9
GEH < 5.0	9
GEH < 7.5	9
GEH < 10.0	9
100%	100%

Include?
☒ Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	836	390					TOTAL	1226			
	B	358	0	108					466			
	C	338	0	0					338			
	D											
	E											
	F											
	G											
TOTAL	696	836	498						2030			

All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	804	350					TOTAL	1154			
	B	370	0	107					477			
	C	326	0	0					326			
	D											
	E											
	F											
	G											
TOTAL	696	804	457						1957			

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	1	2						2			
	B	1	0	0					1			
	C	1	0	0					1			
	D											
	E											
	F											
	G	0	1	2					2			

Interpeak

Total Turns	9
GEH < 5.0	9
GEH < 7.5	9
GEH < 10.0	9
100%	100%

Include?
☒ Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	571	151					TOTAL	722			
	B	553	0	60					613			
	C	168	3	0					170			
	D											
	E											
	F											
	G											
TOTAL	721	574	211						1505			

All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	655	142					TOTAL	797			
	B	564	0	89					653			
	C	199	0	0					199			
	D											
	E											
	F											
	G											
TOTAL	763	655	231						1649			

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	3	1						3			
	B	0	3						2			
	C	2	2	0					2			
	D											
	E											
	F											
	G	2	3	1					4			

PM Peak

Total Turns	9
GEH < 5.0	9
GEH < 7.5	9
GEH < 10.0	9
100%	100%

Include?
☒ Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	633	201					TOTAL	834			
	B	762	0	104					866			
	C	335	4	0					339			
	D											
	E											
	F											
	G											
TOTAL	1097	637	305						2039			

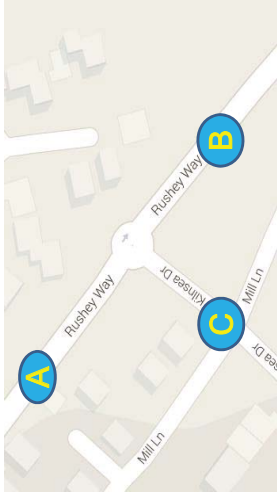
All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	647	214					TOTAL	861			
	B	668	0	109					777			
	C	319	0	0					319			
	D											
	E											
	F											
	G											
TOTAL	986	647	323						1957			

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
	A	B	C	D	E	F	G					
From Arm	A	1	1						1			
	B	0	0						3			
	C	1	3	0					1			
	D											
	E											
	F											
	G	3	0	1					2			

WSTM4 Junction Turning Flows

Junction:

Site WRR1



AM Peak

Total Turns	9
GEH < 5.0	6
GEH < 7.5	8
GEH < 10.0	9
	67%
	89%
	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				385
B	0	370	15								424
C	355	0	69								424
D	48	272	0								320
E											
F											
G											
TOTAL	403	642	84								1129

All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				557
B	0	547	9								557
C	266	0	69								335
D	31	396	0								427
E											
F											
G											
TOTAL	287	943	78								1318

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				8
B	0	8	2								10
C	5	0	0								5
D	3	7	0								10
E											
F											
G											
TOTAL	6	11	1								18

Interpeak

Total Turns	9	
GEH < 5.0	3	33%
GEH < 7.5	7	78%
GEH < 10.0	9	100%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				232
B	0	213	18								232
C	197	0	50								247
D	18	37	0								56
E											
F											
G											
TOTAL	215	250	69								534

All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				350
B	0	348	2								350
C	285	0	146								431
D	1	82	0								83
E											
F											
G											
TOTAL	286	430	148								864

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				7
B	1	8	5								14
C	6	0	10								16
D	6	6	1								13
E											
F											
G											
TOTAL	4	10	8								22

PM Peak

Total Turns	9	
GEH < 5.0	6	67%
GEH < 7.5	8	89%
GEH < 10.0	8	89%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				619
B	0	568	51								620
C	563	0	157								720
D	31	81	0								112
E											
F											
G											
TOTAL	594	649	208								1451

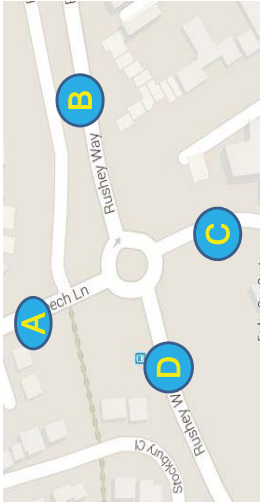
All Vehicle	MODELLED										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				330
B	0	319	11								330
C	514	0	191								705
D	3	51	0								54
E											
F											
G											
TOTAL	517	370	201								1089

All Vehicle	GEH										
	To Arm					From Arm					TOTAL
A	A	B	C	D	E	F	G				13
B	0	12	7								19
C	2	0	3								5
D	7	4	0								11
E											
F											
G											
TOTAL	3	12	0								15

WSTM4 Junction Turning Flows

Junction:

Site WRR2



AM Peak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	15
GEH < 10.0	16
81%	
94%	
100%	

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	235	5	97	0	337					
		B	322	0	12	473	0	807					
		C	10	3	0	5	18	29					
		D	128	488	6	3		625					
		E											
		F											
		G											
TOTAL		460	726	23	578			1787					

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	339	0	52		391					
		B	321	0	0	418		738					
		C	0	0	0	0		0					
		D	47	588	0	0		635					
		E											
		F											
		G											
TOTAL		367	927	0	469			1764					

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	6	3	5		3					
		B	0	0	5	3		2					
		C	4	2	0	3		6					
		D	9	4	3	2		0					
		E											
		F											
		G											
		5	7	7	5			1					

Interpeak

Total Turns	16
GEH < 5.0	15
GEH < 7.5	16
GEH < 10.0	16
94%	
100%	
100%	

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	129	7	53		189					
		B	127	0	8	343		478					
		C	5	8	0	9		22					
		D	60	400	8	1		469					
		E											
		F											
		G											
TOTAL		193	537	23	405			1157					

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	83	0	27		110					
		B	91	0	0	301		392					
		C	0	0	0	0		0					
		D	30	306	0	0		336					
		E											
		F											
		G											
TOTAL		122	389	0	328			839					

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	1	4	4	4		6					
		B	3	1	4	2		4					
		C	3	4	0	4		7					
		D	4	5	4	1		7					
		E											
		F											
		G											
		6	7	7	4			10					

PM Peak

Total Turns	16
GEH < 5.0	14
GEH < 7.5	15
GEH < 10.0	16
88%	
94%	
100%	

Include?
Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	262	4	67		333					
		B	189	0	7	419		615					
		C	3	19	0	7		29					
		D	102	631	8	2		743					
		E											
		F											
		G											
TOTAL		294	912	19	495			1720					

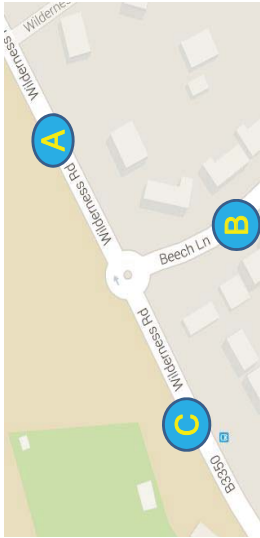
MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G					
From Arm		A	0	300	0	89		389					
		B	205	0	0	468		673					
		C	0	0	0	0		0					
		D	221	564	0	0		785					
		E											
		F											
		G											
TOTAL		426	864	0	557			1847					

All Vehicle		GEH						
		To Arm						
		A	B	C	D	E	F	G
From Arm	A	0	2	3	3			
	B	1	0	4	2			3
	C	2	6	0	4			2
	D	9	3	4	2			8
	E							2
	F							
	G							
		7	2	6	3			3

WSTM4 Junction Turning Flows

Junction:

Site WRR3



AM Peak

Total Turns	9	8	89%
GEH < 5.0	8	8	89%
GEH < 7.5	8	8	89%
GEH < 10.0	8	8	89%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	87	893	0	0	880	TOTAL	828	119	975	0%	1922
B	270	0	82	0	0	352	A	0	87	893	0%	980
C	558	32	0	0	0	590	B	270	0	82	0%	352
D							C	558	32	0	0%	590
E							D				0%	
F							E				0%	
G							F				0%	
TOTAL	828	119	975	0%	0%	1922	G				0%	

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	55	926	0	0	981	TOTAL	906	89	934	0%	1929
B	242	0	8	0	0	250	A	0	55	926	0%	981
C	664	35	0	0	0	698	B	242	0	8	0%	250
D							C	664	35	0	0%	698
E							D				0%	
F							E				0%	
G							F				0%	
TOTAL	906	89	934	0%	0%	1929	G				0%	

All Vehicle	GEH											
	To Arm						From Arm					
A	0	4	1	0	0	0	TOTAL	3	3	1	0	0
B	2	0	11	0	0	6	A	0	4	1	0	0
C	4	0	0	0	0	4	B	2	0	11	0	6
D							C	4	0	0	0	4
E							D					
F							E					
G							F					
TOTAL	3	3	1	0	0	0	G					

Interpeak

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

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	0	84	571	0	0	654	TOTAL	689	123	623	1%	1434
B	86	0	52	0	0	138	A	0	84	571	1%	654
C	602	40	0	0	0	642	B	86	0	52	1%	138
D							C	602	40	0	1%	642
E							D				1%	
F							E				1%	
G							F				1%	
TOTAL	689	123	623	1%	0%	1434	G				1%	

All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	36	567	0	0	603	TOTAL	679	50	580	1%	1310
B	65	0	13	0	0	78	A	0	36	567	1%	603
C	615	14	0	0	0	629	B	65	0	13	1%	78
D							C	615	14	0	1%	629
E							D				1%	
F							E				1%	
G							F				1%	
TOTAL	679	50	580	1%	0%	1310	G				1%	

All Vehicle	GEH											
	To Arm						From Arm					
A	1	6	0	0	0	2	TOTAL	0	8	2	0	3
B	3	0	7	0	0	6	A	1	6	0	0	2
C	0	5	0	0	0	1	B	3	0	7	0	6
D							C	0	5	0	0	1
E							D					
F							E					
G							F					
TOTAL	0	8	2	0	0	3	G					

PM Peak

Total Turns	9	7	78%
GEH < 5.0	8	7	78%
GEH < 7.5	8	8	89%
GEH < 10.0	9	9	100%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	1	222	702	0	0	925	TOTAL	906	273	769	0%	1948
B	116	0	65	0	0	181	A	1	222	702	0%	925
C	789	51	2	0	0	842	B	116	0	65	0%	181
D							C	789	51	2	0%	842
E							D				0%	
F							E				0%	
G							F				0%	
TOTAL	906	273	769	0%	-6%	1948	G				0%	

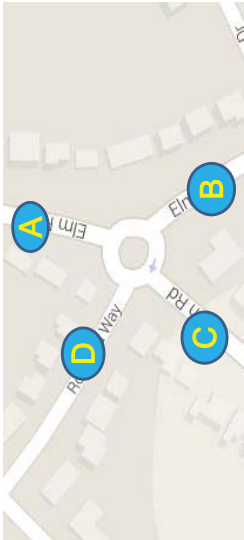
All Vehicle	MODELLED											
	To Arm						From Arm					
A	0	175	743	0	0	918	TOTAL	1098	219	750	0%	2067
B	200	0	7	0	0	207	A	0	175	743	0%	918
C	898	44	0	0	0	942	B	200	0	7	0%	207
D							C	898	44	0	0%	942
E							D				0%	
F							E				0%	
G							F				0%	
TOTAL	1098	219	750	0%	-6%	2067	G				0%	

All Vehicle	GEH											
	To Arm						From Arm					
A	1	3	2	0	0	0	TOTAL	6	3	1	0	3
B	7	0	10	0	0	2	A	1	3	2	0	0
C	4	1	2	0	0	3	B	7	0	10	0	2
D							C	4	1	2	0	3
E							D					
F							E					
G							F					
TOTAL	6	3	1	0	0	3	G					

WSTM4 Junction Turning Flows

Junction:

Site WRR4



AM Peak

Include?	Total Turns	16
	GEH < 5.0	9
	GEH < 7.5	15
	GEH < 10.0	15
		56%
		94%
		94%

Include?
Yes

All Vehicle	OBSERVED											
	From Arm			To Arm			GEH			TOTAL		
A	2	311	229	9	9	9	16	9	56%	551		
B	385	0	135	141	141	141	15	94%	661			
C	195	151	0	10	10	10	15	94%	356			
D	8	17	8	0	0	0			33			
E												
F												
G												
TOTAL	590	479	372	160	160	160				1601		

All Vehicle	MODELLED											
	From Arm			To Arm			GEH			TOTAL		
A	0	294	143	4	4	4				440		
B	526	0	142	11	11	11				679		
C	308	78	0	49	49	49				436		
D	1	18	33	0	0	0				52		
E												
F												
G												
TOTAL	835	390	318	64	64	64				1606		

All Vehicle	GEH											
	From Arm			To Arm			GEH			TOTAL		
A	2	1	6	2	2	2				5		
B	7	0	1	15	15	15				1		
C	7	7	0	7	7	7				4		
D	3	0	6	0	0	0				3		
E												
F												
G												
TOTAL	9	4	3	9	9	9				0		

Interpeak

Include?	Yes	Total Turns	16
		GEH < 5.0	15
		GEH < 7.5	16
		GEH < 10.0	16
			94%
			100%
			100%

Include?
Yes

All Vehicle	OBSERVED											
	From Arm			To Arm			GEH			TOTAL		
A	1	290	213	2	2	2	16	94%	506			
B	244	1	148	11	11	11	15	94%	403			
C	211	136	1	6	6	6	16	100%	354			
D	5	8	5	0	0	0			18			
E												
F												
G												
TOTAL	461	435	367	19	19	19				1282		

All Vehicle	MODELLED											
	From Arm			To Arm			GEH			TOTAL		
A	0	222	192	6	6	6				420		
B	177	0	82	2	2	2				260		
C	287	102	0	13	13	13				402		
D	4	6	10	0	0	0				19		
E												
F												
G												
TOTAL	468	330	283	21	21	21				1101		

All Vehicle	GEH											
	From Arm			To Arm			GEH			TOTAL		
A	2	4	2	2	2	2				4		
B	5	2	6	4	4	4				8		
C	5	3	1	2	2	2				2		
D	1	1	2	0	0	0				0		
E												
F												
G												
TOTAL	0	5	5	0	0	0				5		

PM Peak

Include?	Yes	Total Turns	16
		GEH < 5.0	12
		GEH < 7.5	14
		GEH < 10.0	16
			75%
			88%
			100%

Include?
Yes

All Vehicle	OBSERVED											
	From Arm			To Arm			GEH			TOTAL		
A	2	500	196	9	9	9	16	75%	707			
B	303	0	115	22	22	22	12	88%	440			
C	290	229	0	6	6	6	14	88%	525			
D	6	57	8	0	0	0			71			
E												
F												
G												
TOTAL	601	786	319	37	37	37				1743		

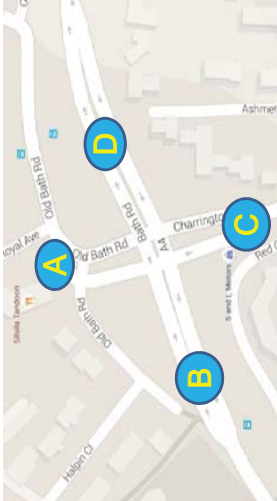
All Vehicle	MODELLED											
	From Arm			To Arm			GEH			TOTAL		
A	0	535	220	11	11	11				766		
B	227	0	103	3	3	3				332		
C	407	263	0	47	47	47				717		
D	3	5	8	0	0	0				17		
E												
F												
G												
TOTAL	637	804	331	60	60	60				1832		

All Vehicle	GEH											
	From Arm			To Arm			GEH			TOTAL		
A	2	2	2	1	1	1				2		
B	5	0	1	5	5	5				5		
C	6	2	0	8	8	8				8		
D	1	9	0	0	0	0				8		
E												
F												
G												
TOTAL	1	1	1	3	3	3				2		

WSTM4 Junction Turning Flows

Junction:

RBC002



AM Peak

Total Turns	16	56%
GEH < 5.0	9	69%
GEH < 7.5	11	81%
GEH < 10.0	13	81%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	754	72	56				882				
C	430	0	12	562				1004				
D	111	17	0	43				171				
E	176	635	58	0				869				
F												
G												
TOTAL	717	1406	142	661				2926				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	793	33	333				1159				
C	538	0	0	387				925				
D	16	0	0	35				51				
E	412	756	8	0				1175				
F												
G												
TOTAL	966	1549	41	755				3309				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	1	5	20				9				
C	5	0	5	8				3				
D	12	6	0	1				11				
E	14	5	9	0				10				
F												
G												
TOTAL	9	4	11	4				7				

Interpeak

Total Turns	16	65%
GEH < 5.0	10	88%
GEH < 7.5	14	100%
GEH < 10.0	16	

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	325	59	82				466				
C	394	0	14	440				847				
D	42	5	0	45				91				
E	86	389	64	0				540				
F												
G												
TOTAL	522	718	137	567				1944				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	469	35	39				544				
C	529	0	0	441				970				
D	22	0	0	31				52				
E	18	468	11	0				497				
F												
G												
TOTAL	568	937	47	511				2063				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	1	7	3	6				3				
C	6	0	5	0				4				
D	4	3	0	2				5				
E	10	4	9	1				2				
F												
G												
TOTAL	2	8	9	2				3				

PM Peak

Total Turns	16	69%
GEH < 5.0	11	81%
GEH < 7.5	13	88%
GEH < 10.0	14	

Include?

Yes

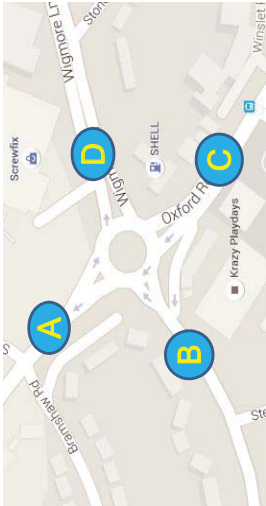
All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	2	343	145	98				588				
C	571	0	16	488				1075				
D	53	3	0	45				101				
E	83	534	108	0				725				
F												
G												
TOTAL	709	880	269	631				2489				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	0	740	126	128				993				
C	1332	0	0	564				1896				
D	53	0	0	12				65				
E	83	521	38	0				641				
F												
G												
TOTAL	1468	1261	164	704				3596				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	2	17	2	3				14				
C	25	0	6	3				21				
D	0	2	0	6				4				
E	0	1	8	0				3				
F												
G												
TOTAL	23	12	7	3				20				

WSTM4 Junction Turning Flows

Junction: RBC003



AM Peak

Total Turns	16
GEH < 5.0	9
GEH < 7.5	11
GEH < 10.0	12
56%	69%
75%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
A	1	60	431	440	0	0	0	0	0	0	0	0
B	0	101	48	455	0	0	0	0	0	0	0	0
C	365	138	3	182	0	0	0	0	0	0	0	0
D	173	168	309	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	640	366	791	1077								2874

All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
A	0	42	347	570	0	0	0	0	0	0	0	0
B	210	0	106	254	0	0	0	0	0	0	0	0
C	288	98	0	28	0	0	0	0	0	0	0	0
D	498	143	8	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	996	284	461	853								2593

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
A	1	2	4	6	1	1	1	1	1	1	1	1
B	9	0	7	11	0	0	0	0	0	0	0	0
C	4	4	2	15	0	0	0	0	0	0	0	0
D	18	2	24	0	0	0	0	0	0	0	0	0
E												
F												
G	12	5	13	7								5

Interpeak

Total Turns	16
GEH < 5.0	8
GEH < 7.5	9
GEH < 10.0	13
56%	56%
81%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
A	2	69	353	276	0	0	0	0	0	0	0	0
B	69	1	82	258	0	0	0	0	0	0	0	0
C	366	173	7	216	0	0	0	0	0	0	0	0
D	288	202	359	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	725	445	800	750								2720

All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
A	0	288	554	148	0	0	0	0	0	0	0	0
B	192	0	170	283	0	0	0	0	0	0	0	0
C	524	105	0	184	0	0	0	0	0	0	0	0
D	214	277	21	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	931	670	745	616								2962

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
A	2	16	9	9	2	2	2	2	2	2	2	2
B	11	1	8	0	0	0	0	0	0	0	0	0
C	8	6	4	4	2	2	2	2	2	2	2	2
D	5	5	24	0	0	0	0	0	0	0	0	0
E												
F												
G	7	10	2	5								5

PM Peak

Total Turns	16
GEH < 5.0	8
GEH < 7.5	12
GEH < 10.0	14
50%	75%
88%	

Include?
Yes

All Vehicle	OBSERVED											
	To Arm			To Arm			To Arm			To Arm		
A	0	147	408	249	0	0	0	0	0	0	0	0
B	79	0	141	187	0	0	0	0	0	0	0	0
C	451	219	2	134	0	0	0	0	0	0	0	0
D	371	319	252	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	901	685	803	570								2959

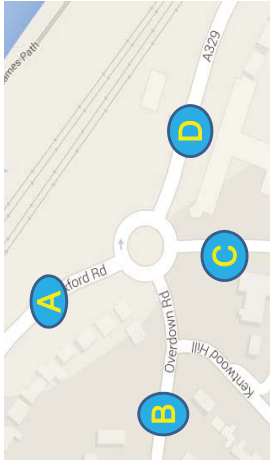
All Vehicle	MODELLED											
	To Arm			To Arm			To Arm			To Arm		
A	0	254	538	149	0	0	0	0	0	0	0	0
B	499	0	186	413	0	0	0	0	0	0	0	0
C	339	172	0	277	0	0	0	0	0	0	0	0
D	339	297	173	0	0	0	0	0	0	0	0	0
E												
F												
G												
TOTAL	1177	724	897	839								3637

All Vehicle	GEH											
	To Arm			To Arm			To Arm			To Arm		
A	0	8	6	7	0	0	0	0	0	0	0	5
B	25	0	4	13	0	0	0	0	0	0	0	25
C	6	3	2	10	0	0	0	0	0	0	0	1
D	2	1	5	0	0	0	0	0	0	0	0	5
E												
F												
G	9	1	3	10								12

WSTM4 Junction Turning Flows

Junction:

RBC004



AM Peak

Total Turns	16	63%
GEH < 5.0	10	63%
GEH < 7.5	14	88%
GEH < 10.0	16	100%

Include?

Yes

OBSERVED													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	5	64	0	490			579					
	B	126	2	2	431			561					
	C	26	85	0	41			152					
	D	334	259	3	0			596					
	E												
	F												
	G												
TOTAL	491	430	5	962				1888					

MODELLED													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	0	40	46	435			521					
	B	106	0	19	414			539					
	C	71	34	0	0			105					
	D	358	209	0	0			567					
	E												
	F												
	G												
TOTAL	534	283	65	849				1732					

GEH													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	3	6	10	3			2					
	B	2	2	5	1			1					
	C	6	7	0	9			4					
	D	1	3	2	0			1					
	E												
	F												
	G												
	2	8	10	4				4					

Interpeak

Total Turns	16	69%
GEH < 5.0	11	69%
GEH < 7.5	14	88%
GEH < 10.0	16	100%

Include?

Yes

OBSERVED													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	3	56	1	333			392					
	B	68	2	1	251			323					
	C	7	25	0	26			58					
	D	329	285	4	5			623					
	E												
	F												
	G												
TOTAL	407	368	6	615				1395					

MODELLED													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	0	53	48	190			291					
	B	49	0	24	334			407					
	C	34	20	0	0			54					
	D	280	219	0	0			499					
	E												
	F												
	G												
TOTAL	363	292	72	524				1251					

GEH													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	2	0	10	9			5					
	B	3	2	6	5			4					
	C	6	1	1	7			1					
	D	3	4	3	3			5					
	E												
	F												
	G												
	2	4	10	4				4					

PM Peak

Total Turns	16	63%
GEH < 5.0	10	63%
GEH < 7.5	10	63%
GEH < 10.0	15	94%

Include?

Yes

OBSERVED													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	6	115	0	444			565					
	B	86	1	0	262			349					
	C	7	30	0	29			66					
	D	454	457	2	4			917					
	E												
	F												
	G												
TOTAL	553	603	2	739				1897					

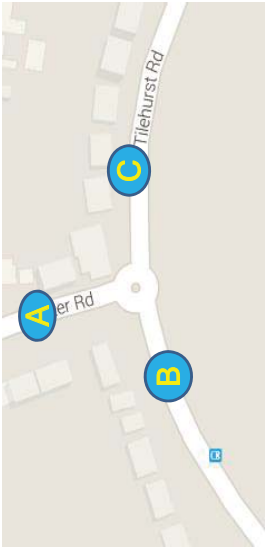
MODELLED													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	0	86	94	273			453					
	B	68	0	37	288			393					
	C	53	20	0	0			73					
	D	560	273	0	0			833					
	E												
	F												
	G												
TOTAL	681	379	131	561				1762					

GEH													
All Vehicle	To Arm												
	A	B	C	D	E	F	G	TOTAL					
From Arm	A	3	3	14	9			5					
	B	2	1	9	2			2					
	C	8	2	0	8			1					
	D	5	10	2	3			3					
	E												
	F												
	G												
	5	10	16	7				3					

WSTM4 Junction Turning Flows

Junction:

RBC005



AM Peak

Total Turns	9	6	67%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	439	516	597	1552
B	1	171	192					364				
C	173	0	404					577				
D	265	345	1					611				
E												
F												
G												
TOTAL	439	516	597					1552				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	273	437	666	1376
B	0	102	162					263				
C	104	0	504					608				
D	168	336	0					504				
E												
F												
G												
TOTAL	273	437	666					1376				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	1	6	2					6				
C	6	0	5					1				
D	7	0	1					5				
E												
F												
G	9	4	3					5				

Interpeak

Total Turns	9	6	67%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	395	439	525	1358
B	0	103	201					304				
C	123	0	323					446				
D	272	336	1					608				
E												
F												
G												
TOTAL	395	439	525					1358				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	309	347	394	1050
B	0	146	217					362				
C	137	0	178					314				
D	172	201	0					373				
E												
F												
G												
TOTAL	309	347	394					1050				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	1	4	1					3				
C	7	0	9					7				
D	8	1	1					11				
E												
F												
G	5	5	6					9				

PM Peak

Total Turns	9	7	78%
GEH < 5.0	9	100%	
GEH < 7.5	9	100%	
GEH < 10.0	9	100%	

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	574	674	588	1836
B	0	120	244					364				
C	156	0	342					498				
D	418	554	2					974				
E												
F												
G												
TOTAL	574	674	588					1836				

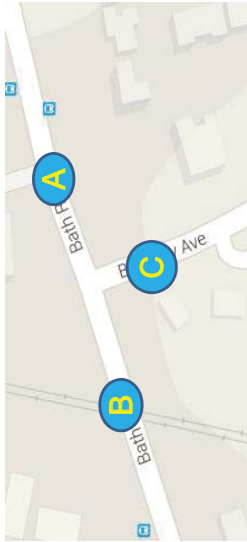
All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	477	717	495	1689
B	0	225	236					461				
C	75	0	259					334				
D	402	492	0					895				
E												
F												
G												
TOTAL	477	717	495					1689				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	0	8	1					5				
C	8	0	5					8				
D	1	3	2					3				
E												
F												
G	4	2	4					3				

WSTM4 Junction Turning Flows

Junction:

RBC006



AM Peak

Total Turns	9	56%
GEH < 5.0	5	78%
GEH < 7.5	7	100%
GEH < 10.0	9	

Include?

Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	453	32	0	0	0	0	485			
B	607	0	505	1112	0	0	0	2224			
C	24	630	0	0	0	0	0	654			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	0	0	0	0	0	0	0	0			
TOTAL	631	1083	537	0	0	0	0	2251			

All Vehicle	MODELLED										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	342	0	0	0	0	0	342			
B	598	0	448	1046	0	0	0	2092			
C	80	502	0	0	0	0	0	582			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	0	0	0	0	0	0	0	0			
TOTAL	678	844	448	0	0	0	0	1970			

All Vehicle	GEH										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	6	8	0	0	0	0	14			
B	0	0	3	0	0	0	0	3			
C	8	5	0	0	0	0	0	13			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	2	8	4	0	0	0	0	14			

Interpeak

Total Turns	9	56%
GEH < 5.0	5	78%
GEH < 7.5	7	100%
GEH < 10.0	9	

Include?

Yes

All Vehicle	OBSERVED										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	366	23	0	0	0	0	389			
B	430	0	433	0	0	0	0	863			
C	24	568	0	0	0	0	0	592			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	0	0	0	0	0	0	0	0			
TOTAL	454	934	456	0	0	0	0	1843			

All Vehicle	MODELLED										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	289	0	0	0	0	0	289			
B	349	0	264	0	0	0	0	613			
C	0	393	0	0	0	0	0	393			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	0	0	0	0	0	0	0	0			
TOTAL	350	682	264	0	0	0	0	1296			

All Vehicle	GEH										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	4	7	0	0	0	0	11			
B	0	0	9	0	0	0	0	9			
C	7	8	0	0	0	0	0	15			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	5	9	10	0	0	0	0	24			

PM Peak

Total Turns	9	33%
GEH < 5.0	3	33%
GEH < 7.5	3	33%
GEH < 10.0	5	56%

Include?

Yes

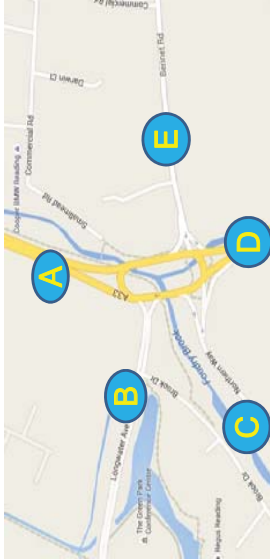
All Vehicle	OBSERVED										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	729	20	0	0	0	0	749			
B	358	0	465	0	0	0	0	823			
C	25	760	0	0	0	0	0	785			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	0	0	0	0	0	0	0	0			
TOTAL	383	1489	485	0	0	0	0	2357			

All Vehicle	MODELLED										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	332	386	0	0	0	0	718			
B	56	0	313	0	0	0	0	369			
C	280	531	0	0	0	0	0	810			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	0	0	0	0	0	0	0	0			
TOTAL	335	862	700	0	0	0	0	1898			

All Vehicle	GEH										
	To Arm					From Arm					
	A	B	C	D	E	F	G	TOTAL			
A	0	17	26	0	0	0	0	43			
B	21	0	8	0	0	0	0	29			
C	21	9	0	0	0	0	0	30			
D	0	0	0	0	0	0	0	0			
E	0	0	0	0	0	0	0	0			
F	0	0	0	0	0	0	0	0			
G	3	18	9	0	0	0	0	30			

WSTM4 Junction Turning Flows

Junction: RBC007



AM Peak

Total Turns	25	17	68%
GEH < 5.0	22	88%	
GEH < 7.5	23	92%	
GEH < 10.0			

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
	A	B	C	D	E	F	G	TOTAL			
From Arm	2	198	61	1364	126			1751			
	A	54	0	10	21			85			
	B	13	8	0	5			31			
	C	1384	308	24	0	164		1880			
	D	69	43	19	126	2		259			
	E										
	F										
	G										
TOTAL	1522	557	104	1505	318			4006			

All Vehicle	MODELLED										
	To Arm										
	A	B	C	D	E	F	G	TOTAL			
From Arm	0	146	25	1498	54			1724			
	A	51	0	0	1			52			
	B	15	0	0	5			49			
	C	1355	231	238	1	254		2078			
	D	41	101	7	270	0		418			
	E										
	F										
	G										
TOTAL	1462	477	270	1774	338			4321			

All Vehicle	GEH										
	To Arm										
	A	B	C	D	E	F	G				
From Arm	2	4	6	4	8			1			
	A	0	0	4	6			4			
	B	1	4	0	6			3			
	C	1	5	19	1	6		4			
	D	4	7	3	10	2		9			
	E										
	F										
	G										
TOTAL	2	3	12	7	1			5			

Interpeak

Total Turns	25	56%
GEH < 5.0	14	56%
GEH < 7.5	16	64%
GEH < 10.0	19	76%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
	A	B	C	D	E	F	G	TOTAL			
From Arm	5	44	25	1072	106			1252			
	A	68	0	1	51	18		137			
	B	25	7	0	14	4		50			
	C	1096	62	15	0	132		1306			
	D	91	15	8	152	1		266			
	E										
	F										
	G										
TOTAL	1266	129	49	1288	261			3011			

All Vehicle	MODELLED										
	To Arm										
	A	B	C	D	E	F	G	TOTAL			
From Arm	0	111	41	1114	27			1293			
	A	145	0	0	2	29		176			
	B	9	0	0	33	86		128			
	C	1265	210	108	9	295		1887			
	D	15	118	44	165	0		342			
	E										
	F										
	G										
TOTAL	1435	439	192	1324	437			3827			

All Vehicle	GEH										
	To Arm										
	A	B	C	D	E	F	G				
From Arm	3	8	3	1	10			1			
	A	7	1	1	9	2		3			
	B	4	4	0	4	12		8			
	C	5	13	12	4	11		15			
	D	10	13	7	1	2		4			
	E										
	F										
	G										
TOTAL	4	18	13	1	9			14			

PM Peak

Total Turns	25	
GEH < 5.0	18	72%
GEH < 7.5	21	84%
GEH < 10.0	24	96%

Include?
Yes

All Vehicle	OBSERVED										
	To Arm										
	A	B	C	D	E	F	G	TOTAL			
From Arm	6	37	34	940	63			1080			
	A	257	1	0	185			526			
	B	42	8	0	26	15		91			
	C	1342	5	12	51	99		1509			
	D	102	42	21	282	0		447			
	E										
	F										
	G										
TOTAL	1749	93	67	1484	260			3653			

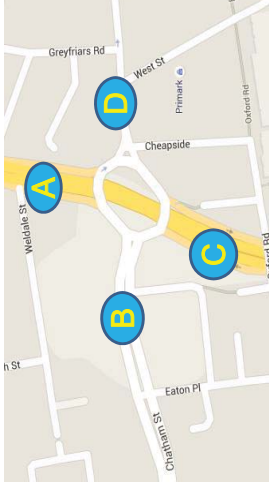
All Vehicle	MODELLED										
	To Arm										
	A	B	C	D	E	F	G	TOTAL			
From Arm	0	66	3	1050	40			1160			
	A	202	4	0	173	138		516			
	B	29	0	0	146	68		242			
	C	1677	22	68	26	111		1904			
	D	47	49	4	355	0		455			
	E										
	F										
	G										
TOTAL	1954	141	76	1751	357			4278			

All Vehicle	GEH										
	To Arm										
	A	B	C	D	E	F	G				
From Arm	3	4	7	3	3			2			
	A	4	2	0	1	5		0			
	B	2	4	0	13			12			
	C	9	5	9	4	1		10			
	D	6	1	5	4	0		0			
	E										
	F										
	G										
TOTAL	5	4	1	7	5			10			

WSTM4 Junction Turning Flows

Junction:

RBC008



AM Peak

Include?	Total Turns	16
	GEH < 5.0	9
	GEH < 7.5	10
	GEH < 10.0	12
		56%
		63%
		75%

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	48	157	24	69				298				
C	306	3	557	112				978				
D	41	426	42	367				876				
E	64	11	143	11				229				
F												
G												
TOTAL	459	597	766	559				2381				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	17	12	9	108				147				
C	120	0	458	8				587				
D	0	386	41	17				444				
E	154	0	107	0				262				
F												
G												
TOTAL	292	399	615	133				1439				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	5	16	4	4				10				
C	13	2	4	13				14				
D	9	2	0	25				17				
E		5	3	5				2				
F												
G												
TOTAL	9	9	6	23				22				

Interpeak

Include?	Total Turns	16
	GEH < 5.0	8
	GEH < 7.5	12
	GEH < 10.0	14
		50%
		75%
		88%

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	70	145	25	68				308				
C	201	4	407	69				680				
D	56	398	30	158				642				
E	33	20	98	8				159				
F												
G												
TOTAL	359	567	560	302				1788				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	41	151	31	98				322				
C	70	0	295	16				381				
D	0	266	29	74				369				
E	45	0	155	0				200				
F												
G												
TOTAL	156	418	510	188				1272				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	4	0	1	3				1				
C	11	3	6	8				13				
D	11	7	0	8				12				
E	2	6	5	4				3				
F												
G												
TOTAL	13	7	2	7				13				

PM Peak

Include?	Total Turns	16
	GEH < 5.0	8
	GEH < 7.5	11
	GEH < 10.0	11
		50%
		69%
		69%

Yes

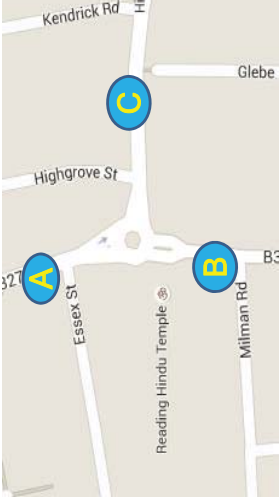
All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	77	246	23	108				454				
C	228	0	477	71				776				
D	24	537	19	162				742				
E	58	21	88	3				170				
F												
G												
TOTAL	387	804	607	344				2142				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL				
B	33	232	9	109				383				
C	0	5	4	384				311				
D	52	0	122	0				392				
E								174				
F												
G												
TOTAL	108	237	416	500				1261				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G					
B	6	1	4	0				3				
C	18	0	10	10				20				
D	7	32	4	13				15				
E	1	6	3	2				0				
F												
G												
TOTAL	18	25	8	8				21				

WSTM4 Junction Turning Flows

Junction: RBC009



AM Peak

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

Include?
Yes

OBSERVED												
		To Arm										
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	4	428	669					1101			
	B	466	0	483					949			
	C	640	323	8					971			
	D											
	E											
	F											
	G											
TOTAL		1110	751	1160					3021			

MODELLED												
		To Arm										
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	95	235					330			
	B	143	0	15					158			
	C	709	10	0					719			
	D											
	E											
	F											
	G											
TOTAL		852	105	250					1207			

GEH												
		To Arm										
All Vehicle		A	B	C	D	E	F	G				
From Arm	A	3	21	20					29			
	B	19	0	30					34			
	C	3	24	4					9			
	D											
	E											
	F											
	G	8	31	34					39			

Interpeak

Total Turns	9
GEH < 5.0	4
GEH < 7.5	4
GEH < 10.0	5
44%	56%

Include?
Yes

OBSERVED												
		To Arm										
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	2	408	391					800			
	B	454	0	353					808			
	C	458	282	10					749			
	D											
	E											
	F											
	G											
TOTAL		913	690	754					2357			

MODELLED												
		To Arm										
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	154	208					361			
	B	209	0	153					362			
	C	383	168	0					551			
	D											
	E											
	F											
	G											
TOTAL		592	321	360					1274			

GEH												
		To Arm										
All Vehicle		A	B	C	D	E	F	G				
From Arm	A	2	15	11					18			
	B	13	1	13					18			
	C	4	8	4					8			
	D											
	E											
	F											
	G	12	16	17					25			

PM Peak

Total Turns	9
GEH < 5.0	6
GEH < 7.5	7
GEH < 10.0	8
67%	78%
	89%

Include?
Yes

OBSERVED												
		To Arm										
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	302	328					630			
	B	319	5	281					605			
	C	262	210	3					475			
	D											
	E											
	F											
	G											
TOTAL		581	517	612					1710			

MODELLED												
		To Arm										
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	296	443					739			
	B	411	0	143					554			
	C	193	68	0					261			
	D											
	E											
	F											
	G											
TOTAL		604	364	586					1553			

GEH												
		To Arm										
All Vehicle		A	B	C	D	E	F	G				
From Arm	A	0	0	6					4			
	B	5	3	9					2			
	C	5	12	2					11			
	D											
	E											
	F											
	G	1	7	1					4			

WSTM4 Junction Turning Flows

Junction: RBC011



AM Peak

Total Turns	9	67%
GEH < 5.0	6	78%
GEH < 7.5	7	100%
GEH < 10.0	9	

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	118	364	0	291	0	482
C	102	0	291	0	393	0	524
D	371	153	0				
E							
F							
G							
TOTAL	473	271	655				1399

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	157	285	0	442		
C	177	0	462	0	639		
D	534	203	0		737		
E							
F							
G							
TOTAL	711	360	747				1818

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	3	4				2
C	6	0	9				11
D	8	4	0				8
E							
F							
G	10	5	3				10

Interpeak

Total Turns	9	67%
GEH < 5.0	6	89%
GEH < 7.5	8	100%
GEH < 10.0	9	

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	67	319	0	201		386
C	74	0	128	0	246		420
D	305	115	0				
E							
F							
G							
TOTAL	379	183	447				1008

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	138	328	0	466		
C	164	0	170	0	334		
D	329	188	0		517		
E							
F							
G							
TOTAL	493	325	498				1317

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	1	7	1				4
C	8	0	3				8
D	1	6	1				4
E							
F							
G	5	9	2				9

PM Peak

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

Include?
Yes

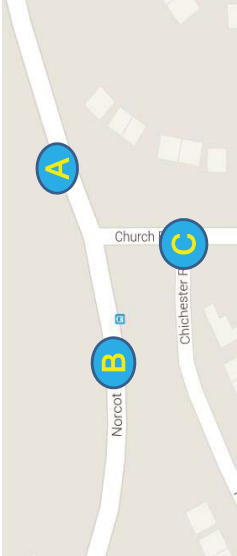
All Vehicle	OBSERVED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	88	378				466
C	130	2	246				378
D	366	216	0				582
E							
F							
G							
TOTAL	496	306	624				1426

All Vehicle	MODELLED						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	222	436				658
C	192	0	237				429
D	637	412	0				1049
E							
F							
G							
TOTAL	829	634	673				2137

All Vehicle	GEH						
	To Arm			From Arm			
A	A	B	C	D	E	F	G
B	0	11	3				8
C	5	2	1				3
D	12	11	0				16
E							
F							
G	13	15	2				17

WSTM4 Junction Turning Flows

Junction: RBC012



AM Peak

Total Turns	9	5	56%
GEH < 5.0	6	67%	
GEH < 7.5	8	89%	
GEH < 10.0			

Include?
Yes

All Vehicle		OBSERVED									
		To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	238	319						557	
	B	299	0	49						348	
	C	209	42	0						251	
	D										
	E										
	F										
	G										
TOTAL		508	280	368						1156	

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G				
From Arm	A	0	254	31								TOTAL
	B	376	0	0								285
	C	138	0	0								376
	D											138
	E											
	F											
	G											
TOTAL		514	254	31								799

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G				
From Arm		A	0	1	22							13
		B	4	0	10							1
		C	5	9	0							8
		D										
		E										
		F										
		G	0	2	24							11

Interpeak

Total Turns	9	6	67%
GEH < 5.0	7	78%	
GEH < 7.5	9	100%	
GEH < 10.0			

Include?
Yes

OBSERVED												
All Vehicle		To Arm										
	A	B	C	D	E	F	G					TOTAL
From Arm	A	0	273	164								436
	B	232	0	35								267
	C	145	40	0								185
	D											
	E											
	F											
	G											
TOTAL		377	313	198								888

MODELLED												
All Vehicle		To Arm										
	A	B	C	D	E	F	G					TOTAL
From Arm	A	0	238	172								410
	B	288	0	0								288
	C	75	0	0								75
	D											
	E											
	F											
	G											
TOTAL		363	238	172								773

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G				
From Arm	A	0	2	1								1
	B	3	0	8								1
	C	7	9	0								10
	D											
	E											
	F											
	G	1	5	2								4

PM Peak

Total Turns	9	4	44%
GEH < 5.0	5	56%	
GEH < 7.5	7	78%	
GEH < 10.0			

Include?
Yes

All Vehicle		OBSERVED									
		To Arm									
		A	B	C	D	E	F	G	TOTAL		
From Arm	A	0	354	284						638	
	B	244	0	33						277	
	C	215	59	0						274	
	D										
	E										
	F										
	G										
TOTAL		459	413	317						1189	

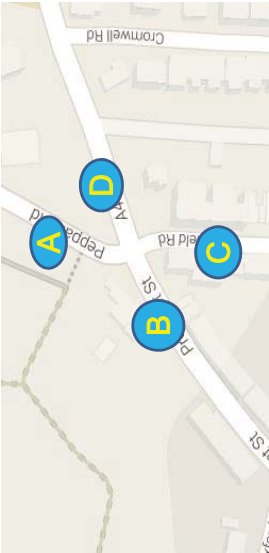
MODELLED												
All Vehicle		To Arm										TOTAL
		A	B	C	D	E	F	G				
From Arm		A	0	334	164							498
		B	338	0	0							338
		C	76	0	0							76
		D										
		E										
		F										
		G										
TOTAL		414	334	164								912

GEH												
All Vehicle		To Arm										TOTAL
		A	B	C	D	E	F	G				
From Arm		A	0	1	8							6
		B	5	0	8							3
		C	12	11	0							15
		D										
		E										
		F										
		G	2	4	10							9

WSTM4 Junction Turning Flows

Junction:

RBC013



AM Peak

Total Turns	16	69%
GEH < 5.0	11	83%
GEH < 7.5	14	100%
GEH < 10.0	16	

Include?

Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	200	209	10				419				
	B	221	0	46	224				491				
	C	139	10	0	25				174				
	D	48	157	12	0				217				
	E												
	F												
	G												
TOTAL		408	367	267	259				1301				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	358	305	48				711				
	B	214	0	0	301				515				
	C	198	0	0	16				215				
	D	43	236	29	0				308				
	E												
	F												
	G												
TOTAL		456	594	335	365				1749				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	9	6	7				12				
	B	0	0	10	5				1				
	C	5	4	0	2				3				
	D	1	6	4	0				6				
	E												
	F												
	G	2	10	4	6				11				

Interpeak

Total Turns	16	69%
GEH < 5.0	11	75%
GEH < 7.5	12	
GEH < 10.0	12	75%

Include?

Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	261	132	30				422				
	B	288	0	7	242				537				
	C	130	5	0	14				148				
	D	30	248	9	0				287				
	E												
	F												
	G												
TOTAL		448	514	148	286				1395				

MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	96	82	198				376				
	B	78	0	0	234				312				
	C	192	0	0	33				226				
	D	121	166	28	0				315				
	E												
	F												
	G												
TOTAL		392	262	110	465				1228				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	12	5	16				2				
	B	16	0	4	1				11				
	C	5	3	0	4				6				
	D	10	6	4	0				2				
	E												
	F												
	G	3	13	3	9				6				

PM Peak

Total Turns	16	81%
GEH < 5.0	13	81%
GEH < 7.5	13	81%
GEH < 10.0	15	94%

Include?

Yes

OBSERVED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	238	101	38				377				
	B	364	0	9	298				671				
	C	280	4	0	20				304				
	D	57	296	9	0				362				
	E												
	F												
	G												
TOTAL		701	538	119	356				1714				

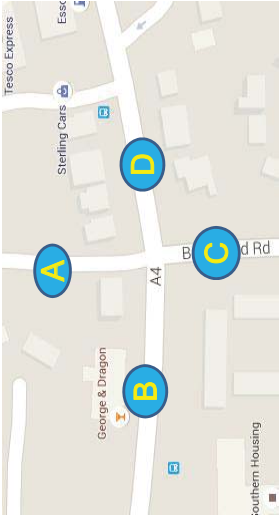
MODELLED													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	315	91	129				535				
	B	213	0	0	278				492				
	C	301	0	0	25				326				
	D	176	375	8	0				558				
	E												
	F												
	G												
TOTAL		690	690	98	432				1911				

GEH													
All Vehicle		To Arm											
		A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	5	1	10				7				
	B	9	0	4	1				7				
	C	1	3	0	1				1				
	D	11	4	0	0				9				
	E												
	F												
	G	0	6	2	4				5				

WSTM4 Junction Turning Flows

Junction:

RBC014



AM Peak

Total Turns	16
GEH < 5.0	11
GEH < 7.5	14
GEH < 10.0	14
81%	69%
81%	88%
88%	88%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	322	559	0	0	0	881	0	0	0	0
C	0	253	0	291	0	0	544	544	0	0	0	0
D	1	516	262	0	0	0	779	779	0	0	0	0
E												
F												
G												
TOTAL	1	769	584	850				2204				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	130	676	0	0	0	806	0	0	0	0
C	0	163	0	58	0	0	221	221	0	0	0	0
D	0	654	158	0	0	0	812	812	0	0	0	0
E												
F												
G												
TOTAL	0	817	288	735				1840				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	0	5	0	0	0	5	0	0	0	0
C	0	6	0	18	0	0	0	24	0	0	0	0
D	1	6	7	0	0	0	0	14	0	0	0	0
E												
F												
G												
TOTAL	1	2	14	4				19	0	0	0	0

Interpeak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	13
GEH < 10.0	13
81%	81%
81%	81%
81%	81%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	175	497	0	0	0	672	0	0	0	0
C	0	168	0	199	0	0	366	366	0	0	0	0
D	1	492	176	0	0	0	668	668	0	0	0	0
E												
F												
G												
TOTAL	1	660	351	696				1706				

All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	0	49	492	0	0	541	0	0	0	0
C	0	33	0	50	0	0	83	83	0	0	0	0
D	0	529	118	0	0	0	647	647	0	0	0	0
E												
F												
G												
TOTAL	0	561	167	542				1270				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	0	1	0	0	0	1	0	0	0	0
C	0	1	12	0	0	0	5	19	0	0	0	0
D	1	2	5	0	0	0	1	8	0	0	0	0
E												
F												
G												
TOTAL	1	4	11	6				24	0	0	0	0

PM Peak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	13
GEH < 10.0	14
81%	81%
81%	81%
88%	88%

Include?

Yes

All Vehicle	OBSERVED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	0	0	0	0	0	0	0	0	0	0
C	0	0	230	509	0	0	739	739	0	0	0	0
D	0	222	0	246	0	0	468	468	0	0	0	0
E	0	780	220	0	0	0	1000	1000	0	0	0	0
F												
G												
TOTAL	0	1002	450	755				2207				

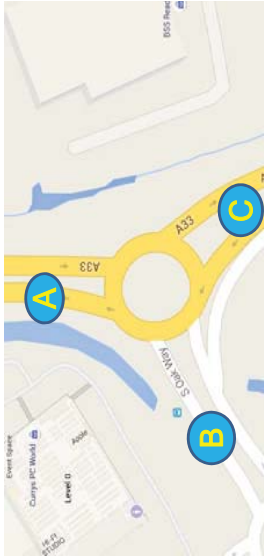
All Vehicle	MODELLED											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	0	0	0	0	0	0	0	0	0	0
C	0	0	186	538	0	0	723	723	0	0	0	0
D	0	31	0	16	0	0	46	46	0	0	0	0
E	0	555	169	0	0	0	724	724	0	0	0	0
F												
G												
TOTAL	0	586	354	553				1494				

All Vehicle	GEH											
	To Arm						From Arm					
A	A	B	C	D	E	F	G	TOTAL	0	0	0	0
B	0	0	0	0	0	0	0	0	0	0	0	0
C	0	0	3	1	0	0	4	8	0	0	0	0
D	0	17	0	20	0	0	26	63	0	0	0	0
E	0	9	4	0	0	0	9	22	0	0	0	0
F												
G												
TOTAL	0	15	5	8				95	0	0	0	0

WSTM4 Junction Turning Flows

Junction:

RBC015



AM Peak

Total Turns	9
GEH < 5.0	4
GEH < 7.5	7
GEH < 10.0	7
44%	
78%	
78%	

Include?

Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	38	205	1174					1417			
	B	32	0	110					142			
	C	1788	945	5					2738			
	D											
	E											
	F											
	G											
TOTAL		1858	1150	1289					4297			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	4	631	1139					1774			
	B	11	0	204					214			
	C	2062	383	0					2445			
	D											
	E											
	F											
	G											
TOTAL		2078	1013	1343					4434			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	7	21	1					9			
	B	5	0	7					5			
	C	6	22	3					6			
	D											
	E											
	F											
	G											
TOTAL		5	4	1					2			

Interpeak

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

Include?

Yes

OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	3	121	1097					1221			
	B	116	1	300					417			
	C	1162	233	3					1397			
	D											
	E											
	F											
	G											
TOTAL		1281	355	1400					3035			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	2	308	1013					1324			
	B	425	0	360					785			
	C	1162	186	0					1348			
	D											
	E											
	F											
	G											
TOTAL		1589	494	1374					3457			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	13	3					3			
	B	19	1	3					15			
	C	0	3	2					1			
	D											
	E											
	F											
	G											
TOTAL		8	7	1					7			

PM Peak

Total Turns	9
GEH < 5.0	4
GEH < 7.5	5
GEH < 10.0	6
44%	
56%	
67%	

Include?

Yes

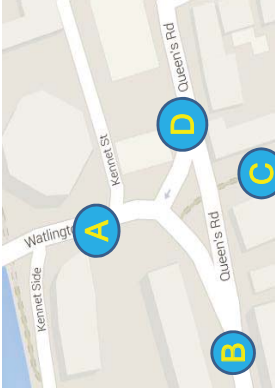
OBSERVED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	10	54	1372					1436			
	B	110	0	811					921			
	C	1332	250	0					1582			
	D											
	E											
	F											
	G											
TOTAL		1452	304	2183					3939			

MODELLED												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	77	9	1664					1751			
	B	682	0	231					913			
	C	1359	217	0					1577			
	D											
	E											
	F											
	G											
TOTAL		2119	227	1895					4240			

GEH												
All Vehicle		To Arm										
		A	B	C	D	E	F	G	TOTAL			
From Arm	A	10	8	7					8			
	B	29	0	25					0			
	C	1	2	0					0			
	D											
	E											
	F											
	G											
TOTAL		16	5	6					5			

WSTM4 Junction Turning Flows

Junction: RBC016



AM Peak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	14
GEH < 10.0	14
81%	
88%	
88%	

Include?
Yes

OBSERVED												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	1868	0	0	0	0	0	0	1868			
	C	0	0	0	0	0	0	0	0			
	D	120	207	0	0	0	0	0	327			
	E											
	F											
TOTAL		1988	207	0	0	0			2195			

MODELLED												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	1174	0	0	0	0	0	0	1174			
	C	0	0	0	0	0	0	0	0			
	D	62	79	0	0	0	0	0	141			
	E											
	F											
TOTAL		1236	79	0	0	0			1315			

GEH												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	18	1	0	0	0	0	0	18			
	C	0	0	0	0	0	0	0	0			
	D	6	11	0	0	0	0	0	12			
	E											
	F											
TOTAL		19	11	0	0	0			21			

Interpeak

Total Turns	16
GEH < 5.0	14
GEH < 7.5	14
GEH < 10.0	14
88%	
88%	
88%	

Include?
Yes

OBSERVED												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	1549	0	0	0	0	0	0	1549			
	C	0	0	0	0	0	0	0	0			
	D	84	213	0	0	0	0	0	297			
	E											
	F											
TOTAL		1633	213	0	0	0			1846			

MODELLED												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	1125	5	0	0	0	0	0	1129			
	C	0	0	0	0	0	0	0	0			
	D	65	28	0	0	0	0	0	93			
	E											
	F											
TOTAL		1190	33	0	0	0			1223			

GEH												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	12	3	0	0	0	0	0	11			
	C	0	0	0	0	0	0	0	0			
	D	2	17	0	0	0	0	0	15			
	E											
	F											
TOTAL		12	16	0	0	0			16			

PM Peak

Total Turns	16
GEH < 5.0	13
GEH < 7.5	14
GEH < 10.0	14
81%	
88%	
88%	

Include?
Yes

OBSERVED												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	1503	0	0	0	0	0	0	1503			
	C	0	0	0	0	0	0	0	0			
	D	75	217	0	0	0	0	0	292			
	E											
	F											
TOTAL		1578	217	0	0	0			1795			

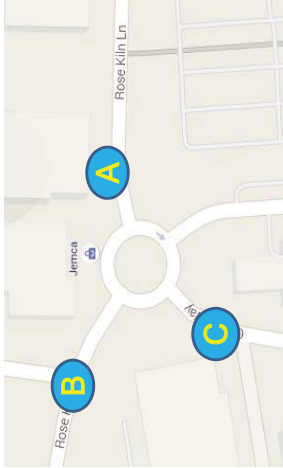
MODELLED												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	1103	22	0	0	0	0	0	1125			
	C	0	0	0	0	0	0	0	0			
	D	92	56	0	0	0	0	0	148			
	E											
	F											
TOTAL		1195	78	0	0	0			1273			

GEH												
All Vehicle		A	B	C	D	E	F	G	TOTAL			
From Arm	A	0	0	0	0	0	0	0	0			
	B	11	7	0	0	0	0	0	10			
	C	0	0	0	0	0	0	0	0			
	D	2	14	0	0	0	0	0	10			
	E											
	F											
TOTAL		10	11	0	0	0			13			

WSTM4 Junction Turning Flows

Junction:

RBC017



AM Peak

Total Turns	9	7	78%
GEH < 5.0	5	8	89%
GEH < 7.5	8	8	89%
GEH < 10.0	8	8	89%

Include?

Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	3	304	64				371
B	434	0	78				512
C	49	86	1				136
D							
E							
F							
TOTAL	486	390	143				1019
ATC							

All Vehicle	MODELLED						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	0	570	49				620
B	548	0	63				611
C	50	67	0				117
D							
E							
F							
G							
TOTAL	598	638	112				1348

All Vehicle	GEH						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	2	13	2				11
B	5	0	2				4
C	0	2	1				2
D							
E							
F							

Interpeak

Total Turns	9	9	100%
GEH < 5.0	9	9	100%
GEH < 7.5	9	9	100%
GEH < 10.0	9	9	100%

Include?

Yes

All Vehicle	OBSERVED						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	3	305	48				356
B	405	0	58				463
C	53	89	1				143
D							
E							
F							
TOTAL	460	394	107				961
ATC							

All Vehicle	MODELLED						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	0	395	43				438
B	404	0	44				448
C	76	54	0				130
D							
E							
F							
G							
TOTAL	481	449	87				1016

All Vehicle	GEH						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	2	5	1				4
B	0	1	2				1
C	3	4	1				1
D							
E							
F							

PM Peak

Total Turns	9	5	56%
GEH < 5.0	5	8	89%
GEH < 7.5	8	9	100%
GEH < 10.0	9		

Include?

Yes

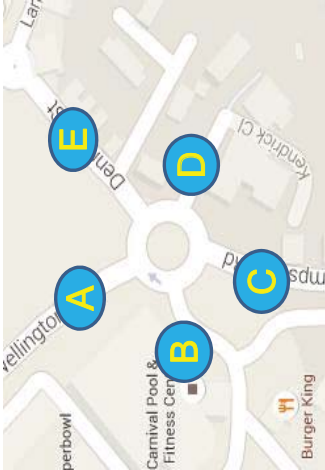
All Vehicle	OBSERVED						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	2	249	66				317
B	661	0	113				774
C	65	110	1				176
D							
E							
F							
TOTAL	728	359	180				1267
ATC							

All Vehicle	MODELLED						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	0	407	121				528
B	816	0	53				868
C	76	77	0				154
D							
E							
F							
G							
TOTAL	892	484	174				1550

All Vehicle	GEH						
	To Arm			From Arm			
	A	B	C	D	E	F	G
A	2	9	6				10
B	6	0	7				3
C	1	3	1				2
D							
E							
F							

WSTM4 Junction Turning Flows

Junction: MCC_WTC001



AM Peak

Total Turns	25
GEH < 5.0	21
GEH < 7.5	24
GEH < 10.0	25

Include?
Yes

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	6	205	0	82			293				
B	8	0	23	0	4			35				
C	415	18	0	2	412			847				
D	0	0	1	0	0			1				
E	166	29	818	2	0			1015				
F												
G												
TOTAL	589	53	1047	4	498			2191				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	0	158	0	114			271				
B	0	0	19	0	3			22				
C	529	3	0	0	362			894				
D	0	0	0	0	0			0				
E	64	8	998	0	0			1070				
F												
G												
TOTAL	593	10	1175	0	479			2258				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	3	4	0	3			1				
B	4	0	1	0	0			2				
C	5	5	0	2	3			2				
D	0	0	1	0	0			1				
E	9	5	6	2	0			2				
F												
G	0	8	4	3	1			1				

PM Peak

Total Turns	25
GEH < 5.0	18
GEH < 7.5	20
GEH < 10.0	22

Include?
Yes

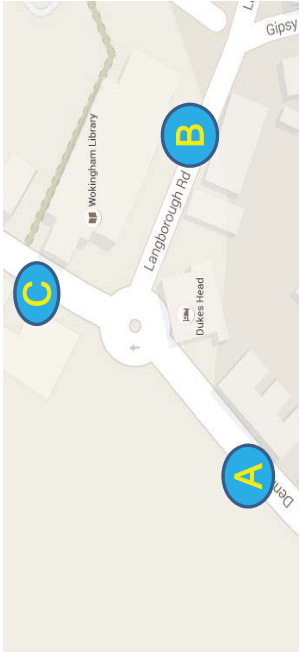
OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	21	375	0	95			491				
B	43	0	62	0	18			123				
C	452	42	0	0	393			887				
D	1	1	3	0	0			5				
E	169	28	474	1	0			672				
F												
G												
TOTAL	665	92	914	1	506			2178				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	0	370	0	58			428				
B	0	0	2	0	2			5				
C	541	2	0	0	367			911				
D	0	0	0	0	0			0				
E	11	2	767	0	0			780				
F												
G												
TOTAL	552	4	1140	0	427			2123				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	6	0	0	4			3				
B	9	0	10	0	5			15				
C	4	8	0	0	1			1				
D	1	1	2	0	0			3				
E	17	7	12	1	0			4				
F												
G	5	13	7	1	4			1				

WSTM4 Junction Turning Flows

Junction: MCC_WTC002



AM Peak

Total Turns	9
GEH < 5.0	8
GEH < 7.5	8
GEH < 10.0	9
	89%
	89%
	100%

Include?
Yes

OBSERVED											
All Vehicle	To Arm										
	A	B	C	D	E	F	G	TOTAL			
A	0	452	48					500			
B	320	0	8					328			
C	694	15	0					709			
D											
E											
F											
G											
TOTAL	1014	467	56					1537			

MODELLED											
All Vehicle	To Arm										
	A	B	C	D	E	F	G	TOTAL			
A	0	479	0					479			
B	319	0	0					319			
C	750	2	0					752			
D											
E											
F											
G											
TOTAL	1069	481	0					1550			

GEH											
All Vehicle	To Arm										
	A	B	C	D	E	F	G	TOTAL			
A	0	1	10					11			
B	0	0	4					4			
C	2	4	0					6			
D											
E											
F											
G	2	1	11					14			

PM Peak

Total Turns	9
GEH < 5.0	6
GEH < 7.5	9
GEH < 10.0	9
	67%
	100%
	100%

Include?
Yes

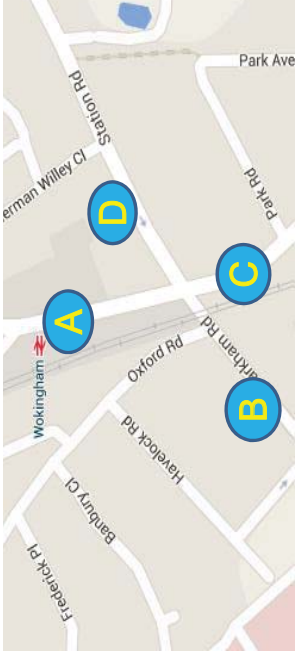
OBSERVED											
All Vehicle	To Arm										
	A	B	C	D	E	F	G	TOTAL			
A	0	480	28					508			
B	205	0	2					207			
C	468	38	0					506			
D											
E											
F											
G											
TOTAL	673	518	30					1221			

MODELLED											
All Vehicle	To Arm										
	A	B	C	D	E	F	G	TOTAL			
A	0	427	0					427			
B	184	0	0					184			
C	592	6	0					598			
D											
E											
F											
G											
TOTAL	776	433	0					1209			

GEH											
All Vehicle	To Arm										
	A	B	C	D	E	F	G	TOTAL			
A	0	2	7					9			
B	2	0	2					4			
C	5	7	0					12			
D											
E											
F											
G	4	4	8					16			

WSTM4 Junction Turning Flows

Junction: MCC_WTC003



AM Peak

Include? Yes

Total Turns	16
GEH < 5.0	16
GEH < 7.5	16
GEH < 10.0	16
100%	100%

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0			0				
	B	210	0	0	0			210				
	C	436	0	0	0			436				
	D	0	159	313	0			472				
	E											
	F											
	G											
TOTAL	646	159	313	0				1118				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0			0				
	B	245	0	0	0			245				
	C	508	0	0	0			508				
	D	0	197	285	0			483				
	E											
	F											
	G											
TOTAL	753	197	285	0				1236				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G					
From Arm	A	0	0	0	0			0				
	B	2	0	0	0			2				
	C	3	0	0	0			3				
	D	0	3	2	0			0				
	E											
	F											
	G	4	3	2	0			3				

PM Peak

Include? Yes

Total Turns	16
GEH < 5.0	15
GEH < 7.5	16
GEH < 10.0	16
94%	100%

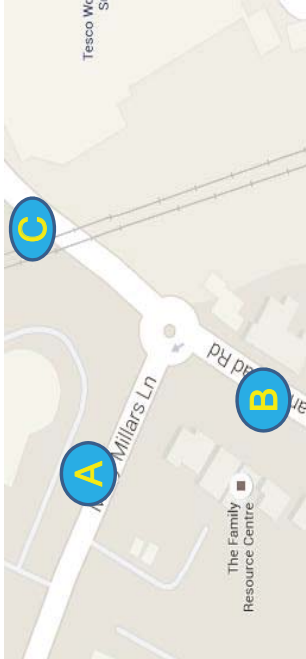
OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0			0				
	B	239	0	0	0			239				
	C	675	0	0	0			675				
	D	0	171	348	0			519				
	E											
	F											
	G											
TOTAL	914	171	348	0				1433				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
From Arm	A	0	0	0	0			0				
	B	357	0	0	0			357				
	C	556	0	0	0			556				
	D	0	195	293	0			489				
	E											
	F											
	G											
TOTAL	914	195	293	0				1402				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G					
From Arm	A	0	0	0	0			0				
	B	7	0	0	0			7				
	C	5	0	0	0			5				
	D	0	2	3	0			1				
	E											
	F											
	G	0	2	3	0			1				

WSTM4 Junction Turning Flows

Junction: MCC_WTC004



AM Peak

Total Turns	9
GEH < 5.0	9
GEH < 7.5	9
GEH < 10.0	9

Include?
Yes

All Vehicle	OBSERVED						
	To Arm			To Arm			
	A	B	C	D	E	F	G
From Arm							
A	1	141	374				516
B	149	0	534				683
C	683	437	0				1120
D							
E							
F							
G							
TOTAL	833	578	908				2319

All Vehicle	MODELLED						
	To Arm			To Arm			
	A	B	C	D	E	F	G
From Arm							
A	0	108	448				556
B	161	0	552				713
C	585	473	0				1059
D							
E							
F							
G							
TOTAL	746	581	1000				2327

All Vehicle	GEH						
	To Arm			To Arm			
	A	B	C	D	E	F	G
From Arm							
A	1	3	4				2
B	1	0	1				1
C	4	2	0				2
D							
E							
F							
G	3	0	3				0

PM Peak

Total Turns	9
GEH < 5.0	7
GEH < 7.5	8
GEH < 10.0	9

Include?
Yes

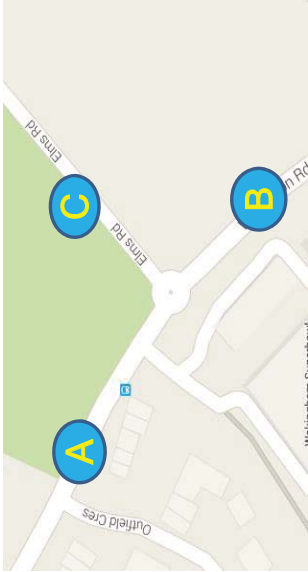
All Vehicle	OBSERVED						
	To Arm			To Arm			
	A	B	C	D	E	F	G
From Arm							
A	0	301	511				812
B	119	0	480				599
C	331	663	2				996
D							
E							
F							
G							
TOTAL	450	964	993				2407

All Vehicle	MODELLED						
	To Arm			To Arm			
	A	B	C	D	E	F	G
From Arm							
A	0	327	337				664
B	123	0	377				500
C	438	671	0				1109
D							
E							
F							
G							
TOTAL	561	998	714				2273

All Vehicle	GEH						
	To Arm			To Arm			
	A	B	C	D	E	F	G
From Arm							
A	0	1	8				5
B	0	0	5				4
C	5	0	2				3
D							
E							
F							
G	5	1	10				3

WSTM4 Junction Turning Flows

Junction: MCC_WTC005



AM Peak

Include?		Total Turns		9		56%	
Yes		GEH < 5.0		8		89%	
		GEH < 7.5		8		89%	
		GEH < 10.0		8		89%	

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	258	52					310				
B	405	0	189					594				
C	26	37	0					63				
D												
E												
F												
G												
TOTAL	431	295	241					967				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	267	37					304				
B	526	0	67					593				
C	0	4	0					4				
D												
E												
F												
G												
TOTAL	526	271	104					901				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	1	2					0				
B	6	0	11					0				
C	7	7	0					10				
D												
E												
F												
G	4	1	10					2				

PM Peak

Include?		Total Turns		9		56%	
Yes		GEH < 5.0		7		78%	
		GEH < 7.5		8		89%	
		GEH < 10.0		8		89%	

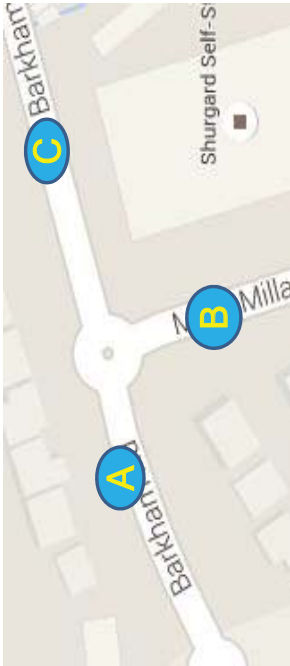
OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	345	22					367				
B	593	4	74					671				
C	77	141	1					219				
D												
E												
F												
G												
TOTAL	670	490	97					1257				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	343	0					343				
B	533	0	19					552				
C	0	85	0					85				
D												
E												
F												
G												
TOTAL	533	428	19					980				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	0	7					1				
B	3	3	8					5				
C	12	5	1					11				
D												
E												
F												
G	6	3	10					8				

WSTM4 Junction Turning Flows

Junction: MCC_WTC006



AM Peak

Include? Yes

Total Turns	9	8	89%
GEH < 5.0	8	8	89%
GEH < 7.5	8	8	89%
GEH < 10.0	9	9	100%

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	437	201					638				
B	255	3	126					384				
C	181	235	0					416				
D												
E												
F												
G												
TOTAL	436	675	327					1438				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	430	212					641				
B	262	0	89					351				
C	82	301	0					383				
D												
E												
F												
G												
TOTAL	344	730	300					1375				

GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	0	1					0				
B	0	2	4					2				
C	9	4	0					2				
D												
E												
F												
G	5	2	2					2				

PM Peak

Include? Yes

Total Turns	9	8	89%
GEH < 5.0	8	8	89%
GEH < 7.5	8	8	89%
GEH < 10.0	9	9	100%

OBSERVED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	247	156					403				
B	429	0	140					569				
C	181	177	0					358				
D												
E												
F												
G												
TOTAL	610	424	296					1330				

MODELLED												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	238	269					507				
B	379	0	175					554				
C	226	121	0					347				
D												
E												
F												
G												
TOTAL	605	358	444					1408				

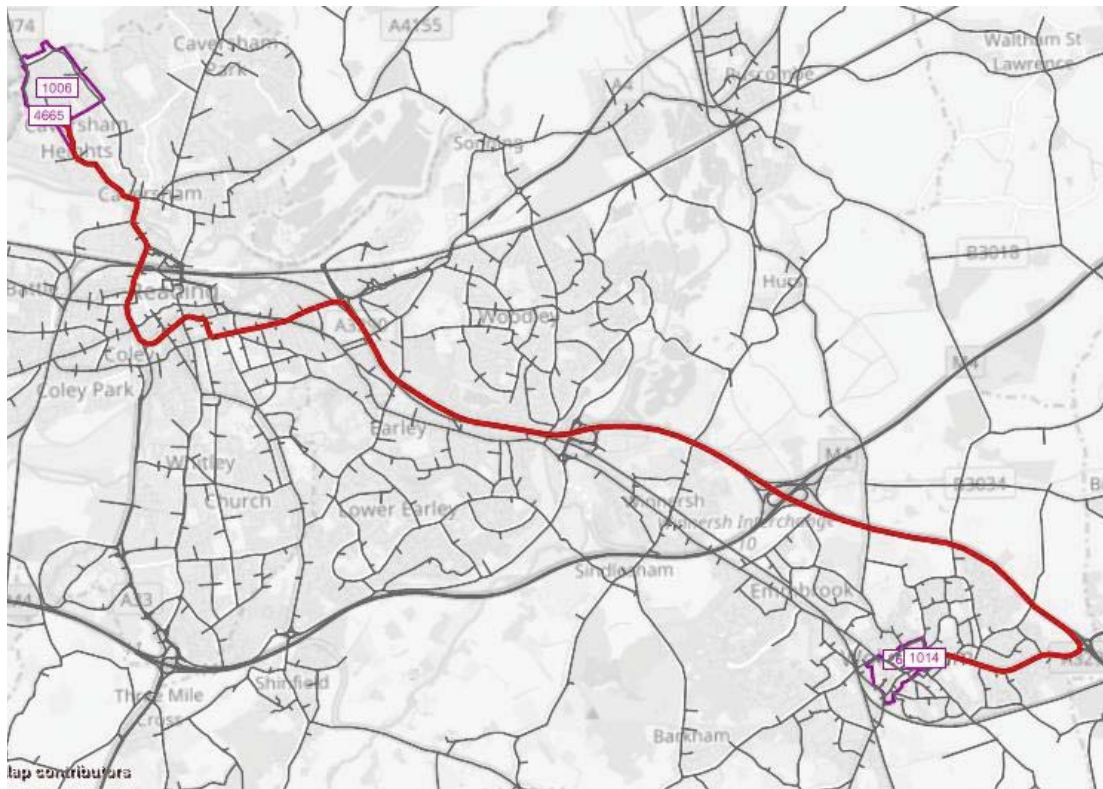
GEH												
All Vehicle	To Arm											
	A	B	C	D	E	F	G	TOTAL				
A	0	1	8					5				
B	2	0	3					1				
C	3	5	0					1				
D												
E												
F												
G	0	3	8					2				

Appendix B.6

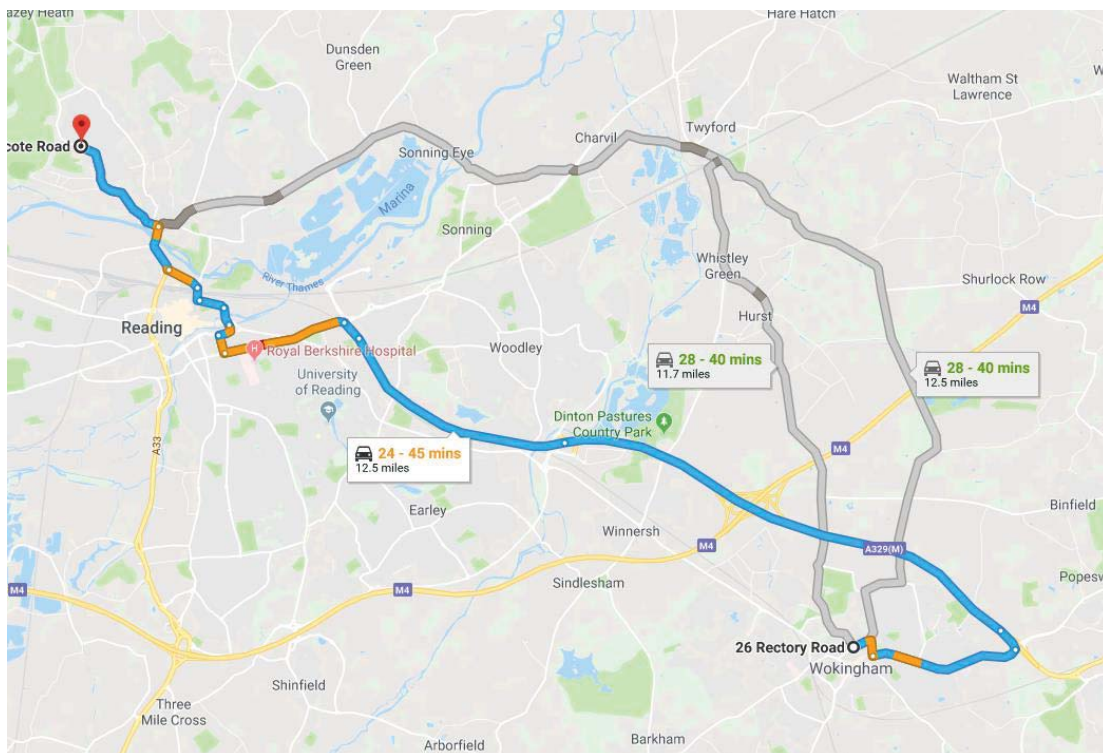
ROUTE VALIDATION



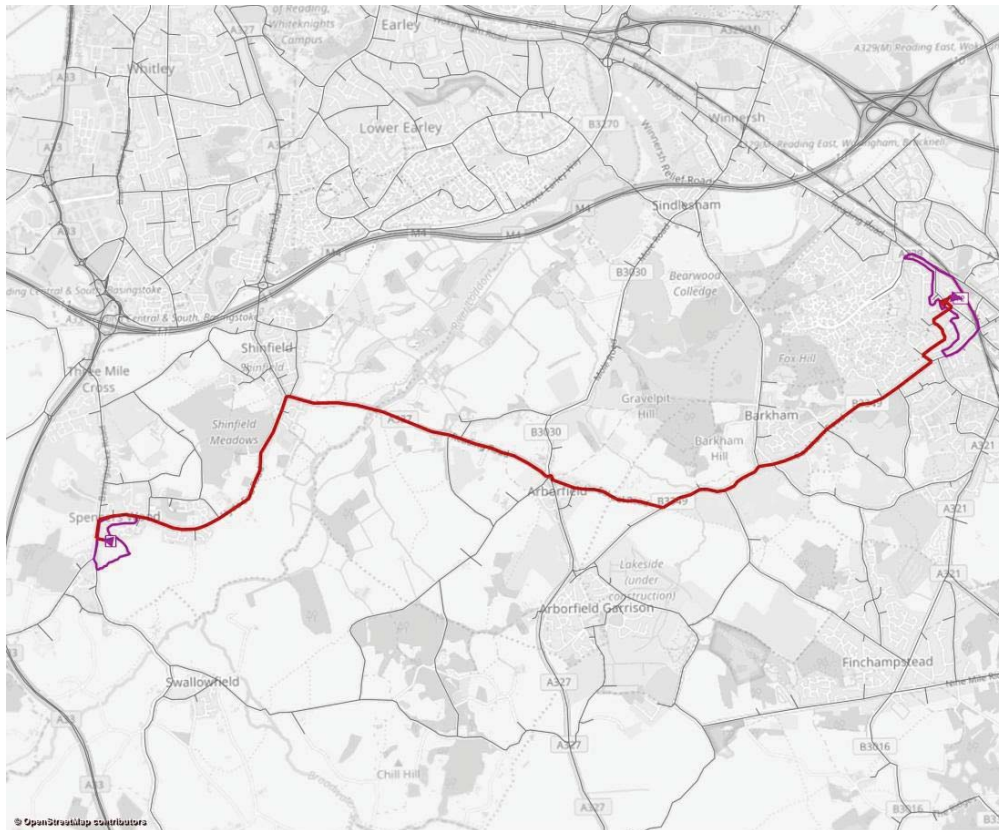
O-D Pair 1: Wokingham Town Centre – North Caversham as shown in VISUM



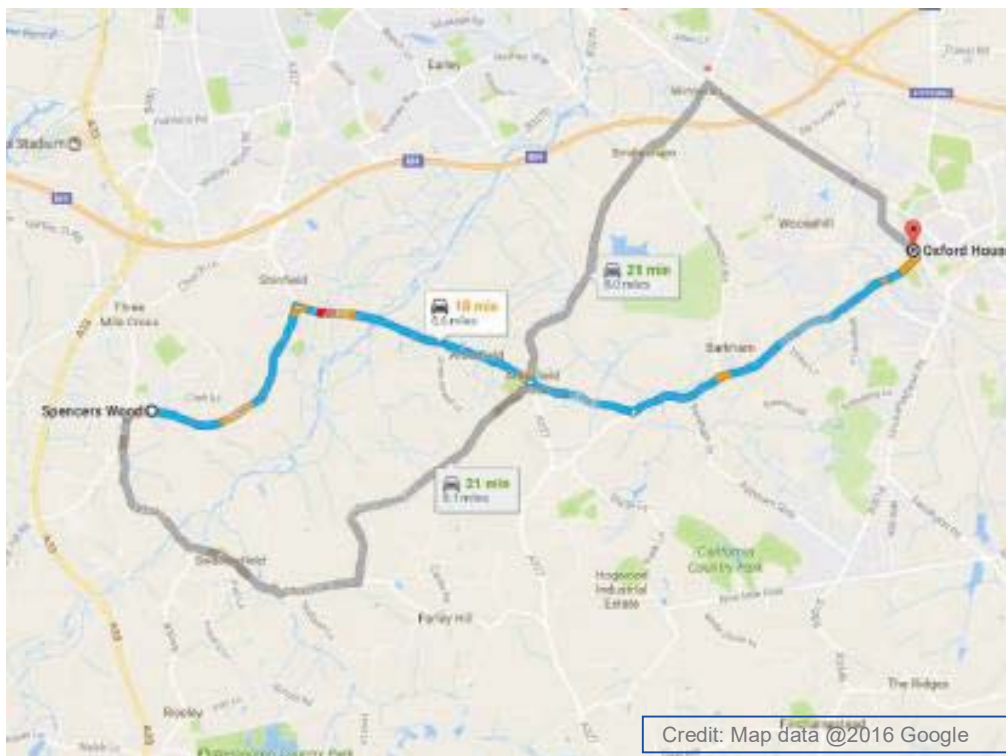
O-D Pair 1: Wokingham Town Centre – North Caversham as shown on Google



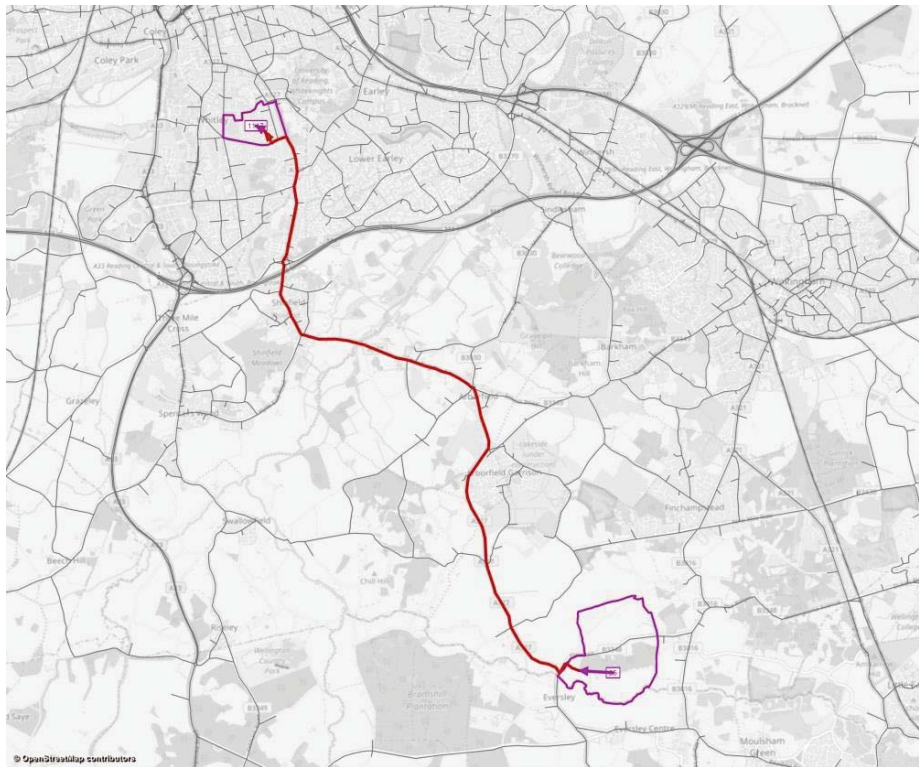
O-D Pair 2: Spencers Wood – Wokingham as shown in VISUM



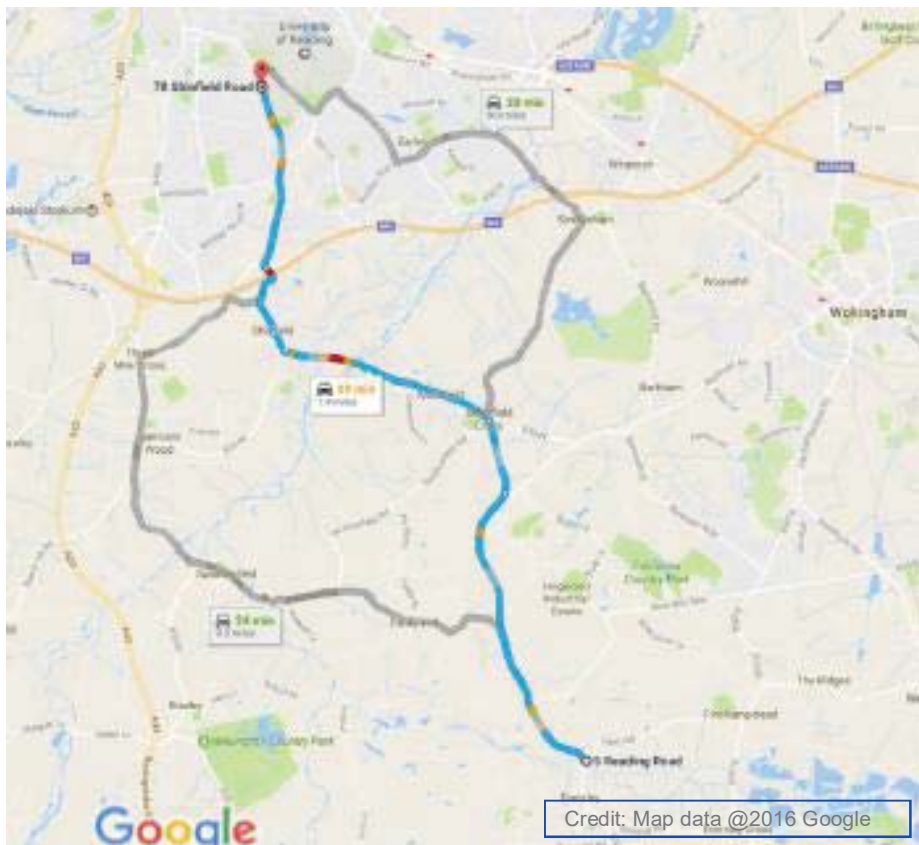
OD Pair 2: Spencers Wood – Wokingham as shown on Google



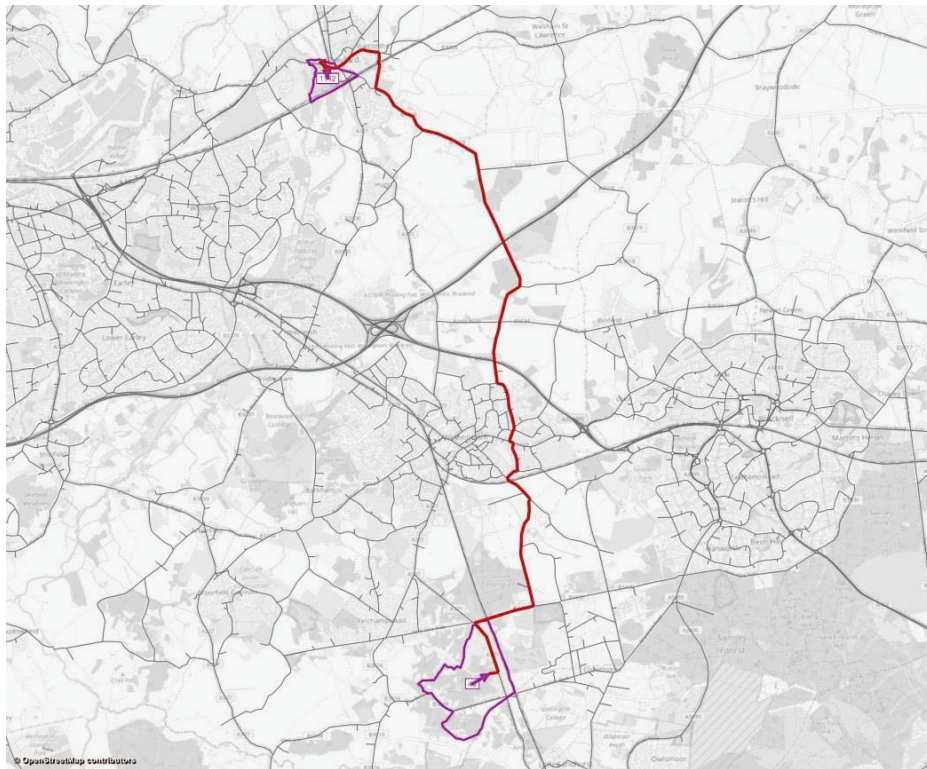
O-D Pair 3: Eversley – Whitley, Reading as shown in VISUM



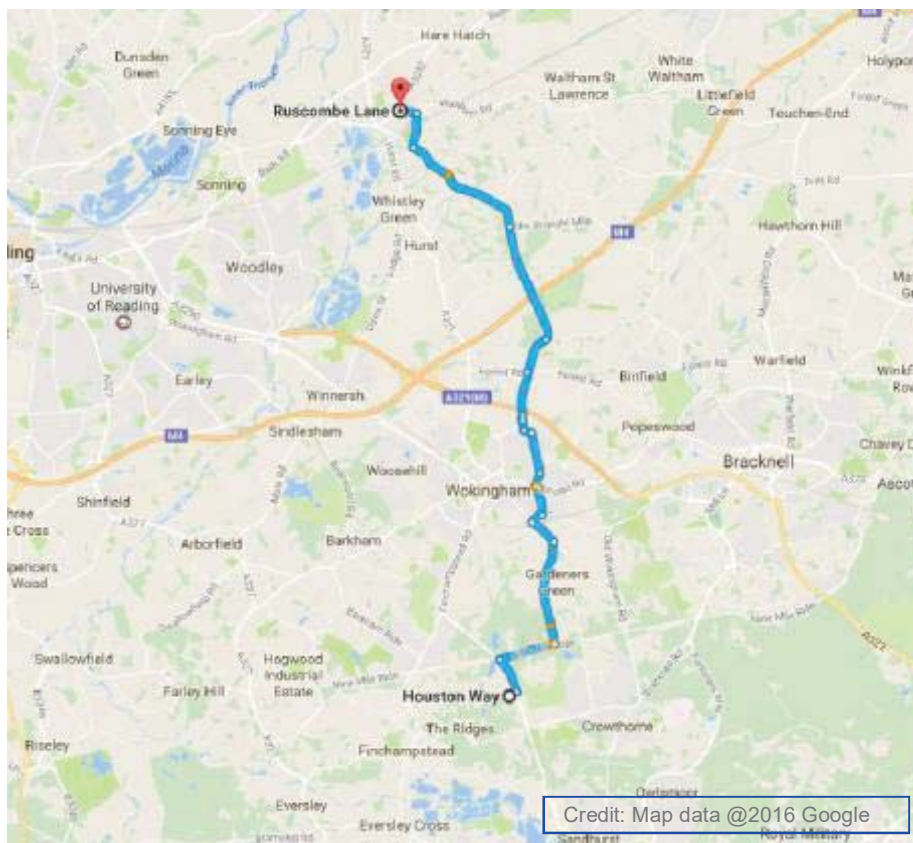
O-D Pair 3: Eversley – Whitley, Reading as shown on Google



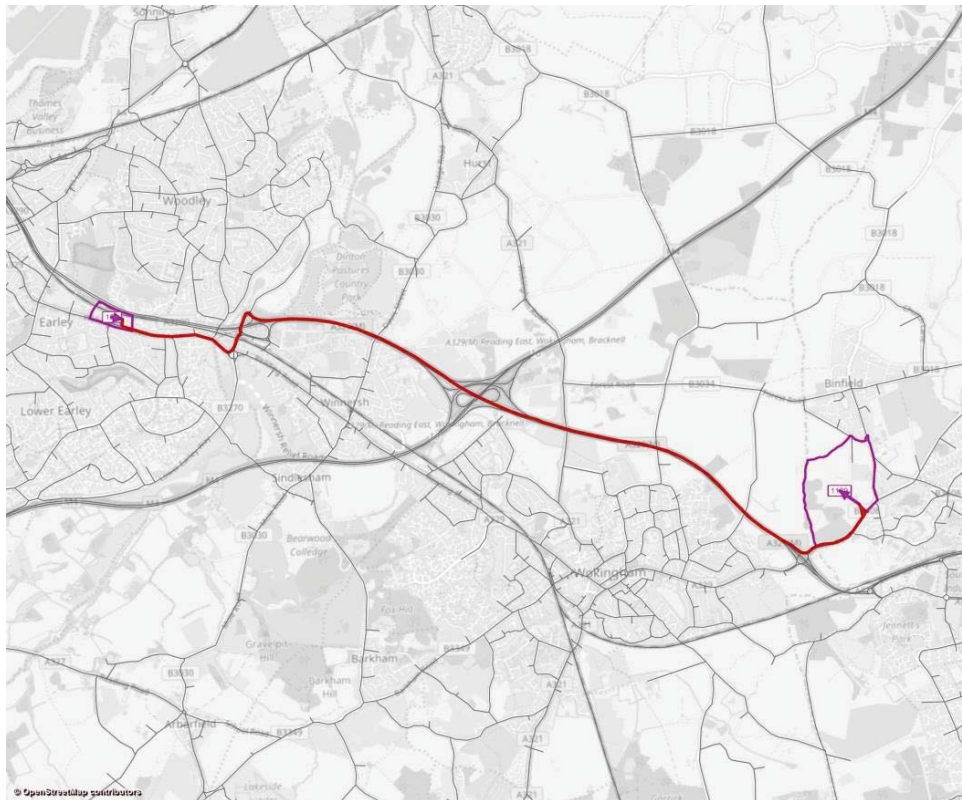
O-D Pair 4: Crowthorne – Twyford as shown in VISUM



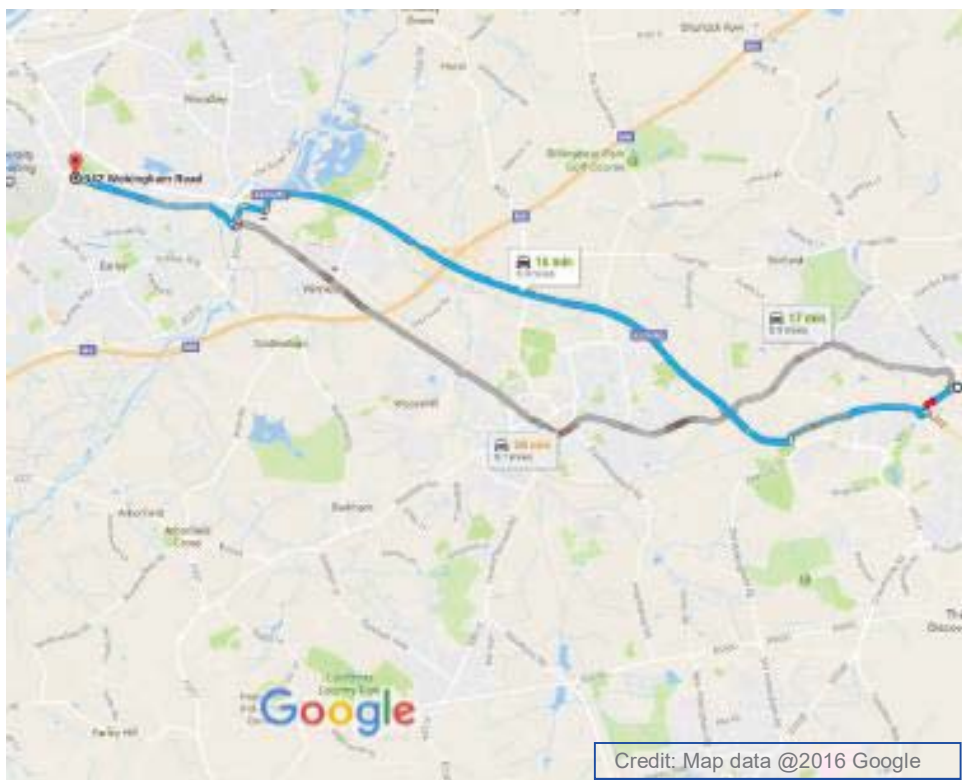
O-D Pair 4: Crowthorne- Twyford as shown on Google



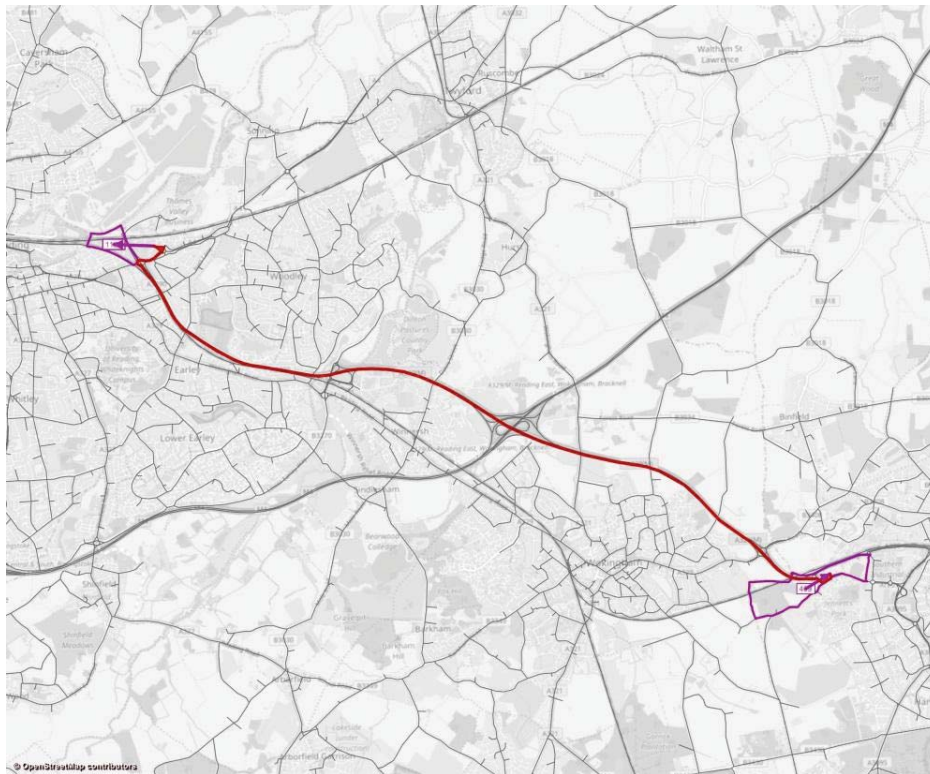
O-D Pair 5: Bracknell – Earley as shown in VISUM



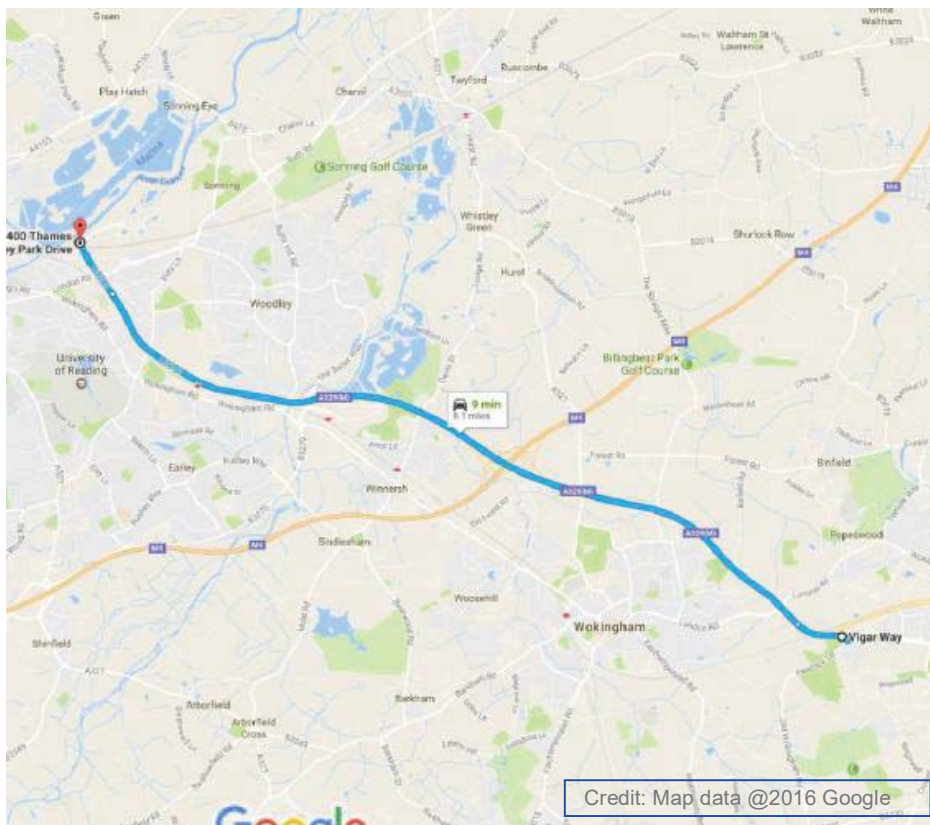
O-D Pair 5: Bracknell – Earley as shown on Google



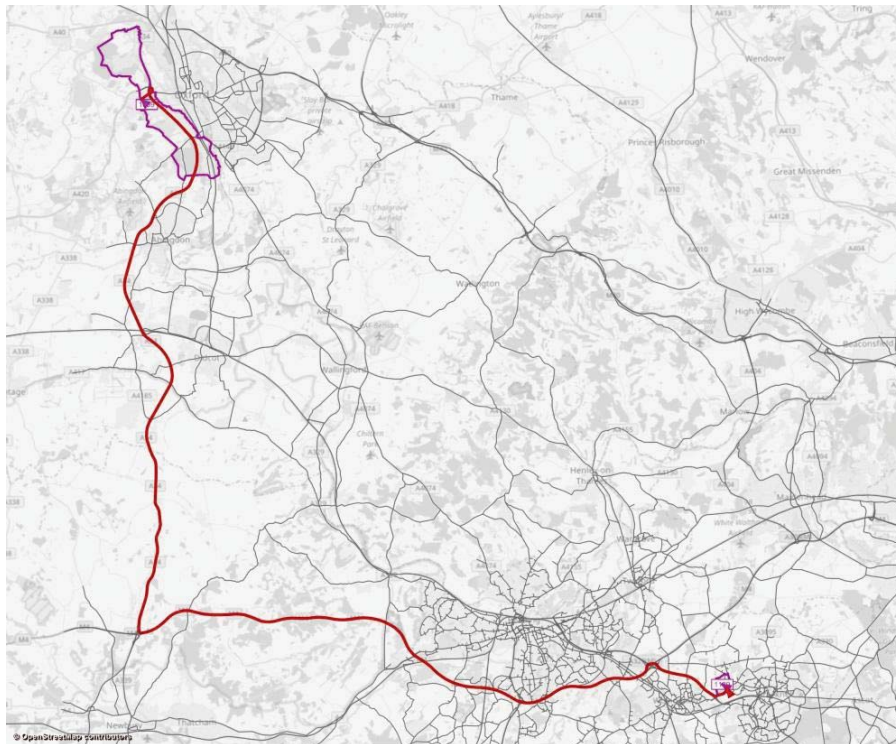
O-D Pair 6: Jennet's Park Bracknell – Thames Valley Business Park as shown in VISUM



O-D Pair 6: Jennet's Park Bracknell – Thames Valley Business Park as shown on Google



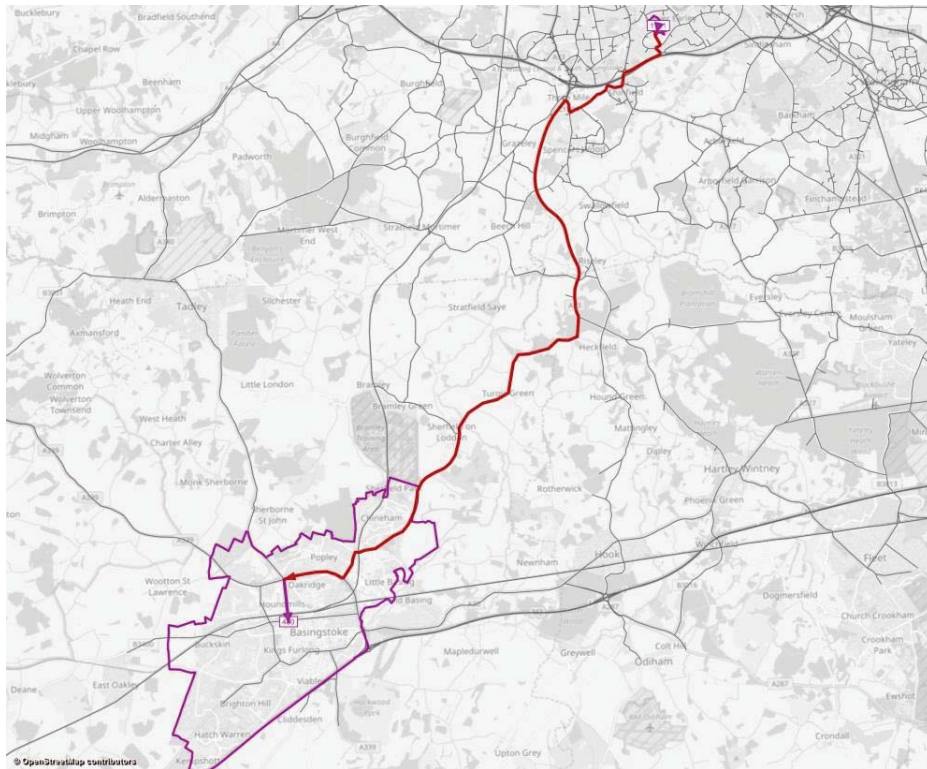
O-D Pair 7: Binfield – Oxford as shown in VISUM



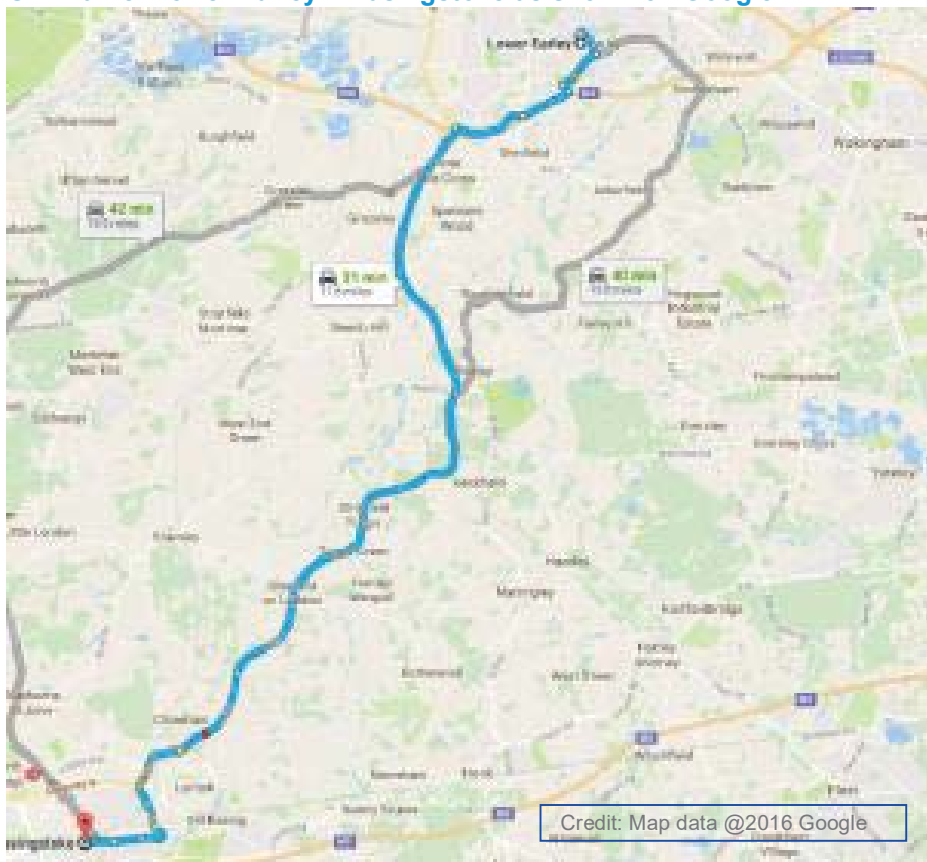
O-D Pair 7: Binfield – Oxford as shown on Google



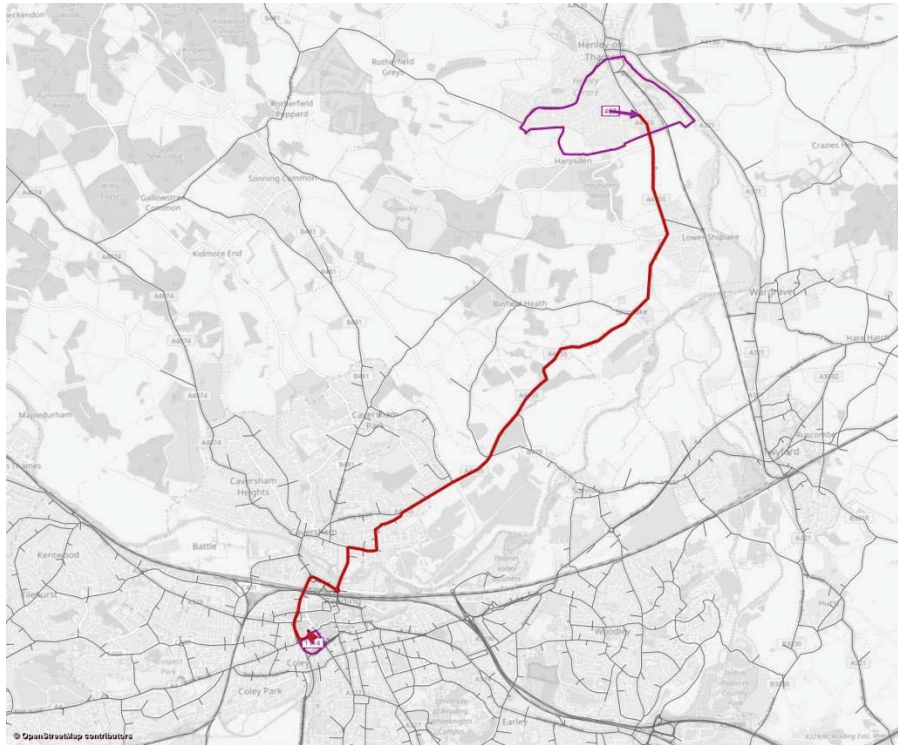
O-D Pair 8: Lower Earley – Basingstoke as shown in VISUM



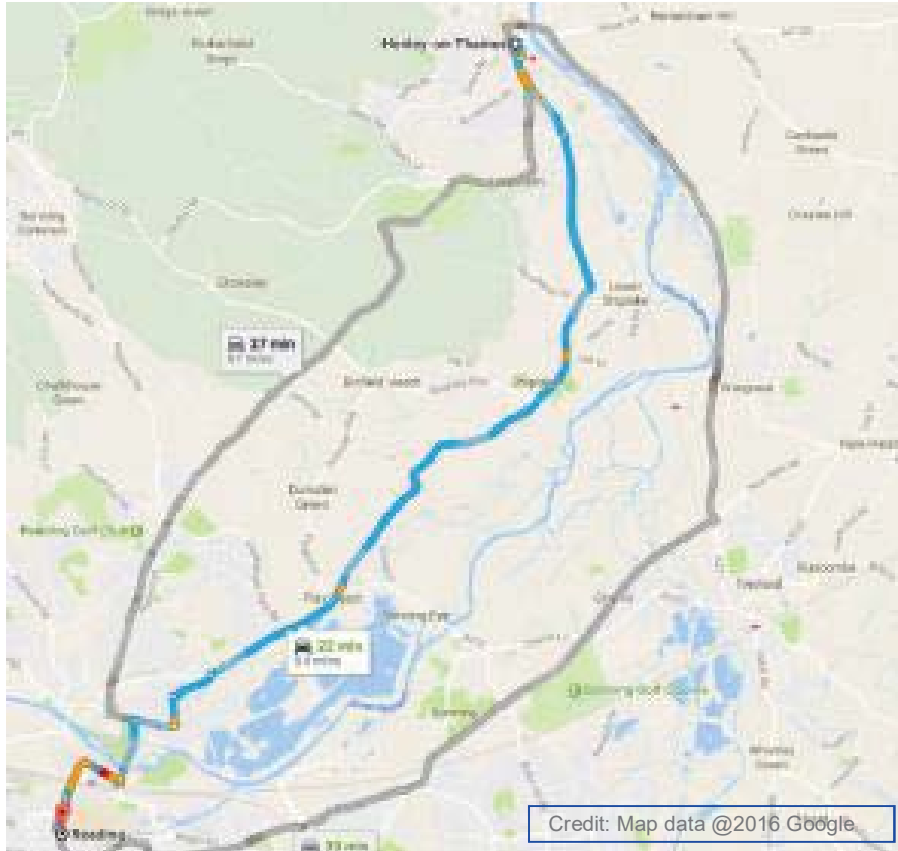
O-D Pair 8: Lower Earley – Basingstoke as shown on Google



O-D Pair 9: Henley – Reading Town Centre as shown in VISUM



O-D Pair 9: Henley – Reading Town Centre as shown on Google





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