ENVIRONMENTAL STATEMENT: 6.3 APPENDIX 18-1: TRANSPORT ASSESSMENT

DECARBONISATION

Cory Decarbonisation Project

PINS Reference: EN010128

March 2024

Revision A

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations (2009) - Regulation 5(2)(a)

TABLE OF CONTENTS

FIGURE

TABLE

ANNEXES

1. INTRODUCTION

1.1.1. This document forms **Appendix 18-1: Transport Assessment (Document Reference 6.3)** of the **Environmental Statement (Document Reference 6.1)**. This document has been prepared for the Cory Decarbonisation Project, to be located at Norman Road, Belvedere in the London Borough of Bexley (LBB; National Grid Reference 549572, 180512). The following figures, which show the location of the Cory Decarbonisation Project, are available in **Volume 2** of the **Environment Statement (Document Reference 6.1)**:

- **Figure 1-1: Site Location Plan (Volume 2)**; and
- **Figure 1-2: Satellite Imagery of the Site Boundary Plan (Volume 2)**.

1.1.2. The Applicant intends to construct and operate the Proposed Scheme to be linked with the River Thames. It comprises of the following key components, which are described below, and further detail is provided within **Chapter 2: Site and Proposed Scheme Description (Volume 1)**:

- The Carbon Capture Facility (including its associated Supporting Plant and Ancillary Infrastructure): the construction of infrastructure to capture a minimum of 95% of carbon dioxide (CO_2) emissions from Riverside 1 and 95% of CO_2 emissions from Riverside 2 once operational, which is equivalent to approximately 1.3Mt CO_2 per year. The Carbon Capture Facility will be one of the largest carbon capture projects in the UK.
- The Proposed Jetty: a new and dedicated export structure within the River Thames as required to export the CO_2 captured as part of the Carbon Capture Facility.
- The Mitigation and Enhancement Area: land identified as part of the **Outline Landscape, Biodiversity, Access and Recreation Delivery Strategy (Document Reference 7.9)** to provide improved access to open land, habitat mitigation, compensation and enhancement (including forming part of the drainage system and Biodiversity Net Gain delivery proposed for the Proposed Scheme) and planting. The Mitigation and Enhancement Area provides the opportunity to improve access to outdoor space and to extend the area managed as the Crossness Local Nature Reserve (LNR).
- Temporary Construction Compounds: areas to be used during the construction phases for activities including, but not limited to office space, warehouses, workshops, open air storage and car parking, as shown on the **Works Plans (Document Reference 2.3)**. These include the core Temporary Construction Compound, the western Temporary Construction Compound and the Proposed Jetty Temporary Construction Compound.
- Utilities Connections and Site Access Works: The undergrounding of utilities required for the Proposed Scheme in Norman Road and the creation of new, or the improvement of existing, access points to the Carbon Capture Facility from Norman Road.

1.1.3. Together, the Carbon Capture Facility (including its associated Supporting Plant and Ancillary Infrastructure), the Proposed Jetty, the Mitigation and Enhancement Area, the Temporary Construction Compounds and the Utilities Connections and Site Access Works are referred to as the 'Proposed Scheme'. The land upon which the Proposed Scheme is to be located is referred to as the 'Site' and the edge of this land referred to as the 'Site Boundary'. The Site Boundary represents the Order Limits for the Proposed Scheme as shown on the **Works Plans (Document Reference 2.3)**.

1.2. SITE LOCATION & STUDY AREA

SITE LOCATION

1.2.1. The Site Boundary is located immediately south of the River Thames within the Belvedere Industrial Area, which is land designated as a Strategic Industrial Location[1]. The Belvedere Industrial Area comprises of a number of industrial estates. The location of the Site can be seen in **Figure 1-1: Site Location Plan (Volume 2).**

STUDY AREA

1.2.2. The Study Area, for which the transport impacts of the Proposed Scheme are being assessed, has been developed following pre-application engagement with the Local Highways Authorities (LHAs) – LBB, Dartford Borough Council (DBC), Kent County Council (KCC), Royal Borough of Greenwich (RBG) and Transport for London (TfL) – regarding the traffic survey scope. The Study Area, as shown in **Figure 18-1: Landside Transport Study Area (Volume 2)**, includes the key links from the Site to the surrounding local and strategic road network, that are likely to be subject to daily traffic flow changes resulting from the construction or operation of the Proposed Scheme.

1.2.3. The key links include:

- Norman Road;
- A2016 Eastern Way;
- Yarnton Way;
- A2041 Harrow Manorway;
- A2016 Picardy Manorway;
- B253 Picardy Manorway;
- A2016 Bronze Age Way;
- A206 Queens Road;
- A206 Northend Road;
- A2000 Perry Street;
- A206 Thames Road; and
- A206 Bob Dunn Way.

SCOPING AND ENGAGEMENT

1.2.4. The LHA – LBB, DBC, KCC, RBG and TfL – were engaged in May 2023 regarding the proposed traffic survey specification (survey types, locations, and timings) and the assumptions made on construction/operation traffic routing. Following feedback from the LHAs, the traffic survey scope was amended to capture additional data where requested. Following completion of the Preliminary Environmental Impact Report (PEIR[2]), the LHAs were further engaged in October 2023, providing a general update on the Proposed Scheme, and detailing the assessment methodology that was proposed to be used in the preparation of this document. **Table 18-2** of **Chapter 18: Landside Transport (Volume 1)** provides further details on this engagement and the responses received.

1.3. PURPOSE OF REPORT

1.3.1. This document has been prepared to accompany the application for development consent for the Cory Decarbonisation Project and reviews the accessibility of the Site by all modes of travel, taking into consideration the context of the surrounding transport infrastructure and land-uses. It sets out the development proposals, as relevant to this assessment, forecasts the associated future trip attraction in relation to the Proposed Scheme and provides an assessment of the potential impacts on the local transport networks. The structure and content of the remainder of this document is outlined below:

- Section 2: Development Proposals;
- Section 3: Planning Policy Context;
- Section 4: Baseline Conditions;
- Section 5: Future Baseline Conditions;
- Section 6: Trip Attraction and Assignment;
- Section 7: Transport Impacts; and
- Section 8: Summary and Conclusions.

2. DEVELOPMENT PROPOSALS

2.1. OVERVIEW

2.1.1. This section outlines the transport context of the Proposed Scheme for which development consent is being sought. Further detail on the Proposed Scheme is provided within **Chapter 2: Site and Proposed Scheme Description (Volume 1)**.

2.2. ACCESS ARRANGEMENT

VEHICULAR ACCESS

2.2.1. Vehicular access to the Site will be via Norman Road, a north-south orientated, 650m long single carriageway road of approximately 7m in width, connecting various industrial units (via an adjacent spur) to the A2016 Picardy Manorway (via a signalised junction). Norman Road is lit along its length and has a posted signed speed limit of 30mph. At times, the Applicant may also need to use the Asda and Iron Mountain Access Road which runs adjacent to Norman Road, usage would be kept to a minimum.

CONSTRUCTION PHASE

Temporary Construction Compounds

2.2.2. Construction works will take place across the Site as required. However, there are three areas of focus proposed for construction related activities: two temporary construction compounds designated for terrestrial works, shown as Work No. 6 on the **Works Plans (Document Reference 2.3)**; and one specifically for the construction activities related to the Proposed Jetty and Belvedere Power Station Jetty (disused), shown as Work No. 6 on the **Works Plans (Document Reference 2.3)**.

The Core Temporary Construction Compound

2.2.3. The core Temporary Construction Compound will be located centrally within the Site, within the Carbon Capture Facility component.

2.2.4. The core Temporary Construction Compound will be used during construction for uses including but not limited to, construction activities, site offices, welfare, warehouses, workshops, open air storage and car parking. The core Temporary Construction Compound will be located across Borax North, Borax South, Creekside, Munster Joinery and Gannon land parcels. These land parcels other than Munster Joinery are currently in use as part of the construction of Riverside 2. This is beneficial in that these sites are already set up, surfaced and have utilities connections (drainage, water and power). Additionally, there are appropriately made, existing accesses from Norman Road.

2.2.5. Site clearance, levelling and ground preparation works for the Munster Joinery land parcel may be undertaken to provide a suitable working compound if the existing ground and surface is found to be inadequate.

2.2.6. Following completion of the construction works, the land in the core Temporary Construction Compound will be utilised as part of the Caborn Capture Facility.

2.2.7. Designated Contractor(s) car parking will be focussed on the core Temporary Construction Compound, for further information see the **Framework CTMP (Document Reference 7.7)**.

The Western Temporary Construction Compound

2.2.8. The western Temporary Construction Compound will be utilised to support the construction of flue gas ducting from Riverside 2, which borders the southern, western and partial northern perimeters of Riverside 2. The western Temporary Construction Compound can be accessed utilising the Riverside 2 internal access roads (which are currently under construction) and by a new ditch crossing.

2.2.9. Following completion of construction works most of the western Temporary Construction Compound will be reinstated to its prior use. A small section along the eastern border of the compound, will be utilised for the Flue Gas Supply Ductwork (Work No. 2B).

Proposed Jetty Temporary Construction Compound

2.2.10. The Proposed Jetty Temporary Construction Compound will be used to facilitate construction activities related to the Proposed Jetty and Belvedere Power Station Jetty (disused), specifically to support construction of the Access Trestle for the Proposed Jetty.

2.2.11. The Proposed Jetty Temporary Construction Compound will be accessed via the Iron Mountain Records Storage and Asda Access Road, which will remain accessible to existing businesses throughout the construction period.

2.2.12. Following completion of the construction works of the Proposed Scheme, the Proposed Jetty Temporary Construction Compound will be reinstated to its prior use but will be available for maintenance access during the operation phase. However, the Applicant is seeking permanent rights to utilise part of this land in the future for any required maintenance works to the Proposed Jetty, as shown on the **Land Plans (Document Reference 2.2)**.

Construction Deliveries and Access

2.2.13. Assumptions for the transport of construction plant and materials of the Proposed Scheme differ across the landside and marine elements (further information is provided in the **Framework CTMP (Document Reference 7.7)**.

Landside

2.2.14. For the landside elements, transport of construction plant and materials will only be road-based.

Proposed Jetty

2.2.15. Middleton Jetty is used by the Applicant for waste deliveries and Incinerator Bottom Ash (IBA) export from Riverside 1 operations, that will intensify with Riverside 2

commencing operation in 2026. It is not practicable to use Middleton Jetty for the delivery of construction plant and materials for the landside elements of the Proposed Scheme without compromising the effectiveness of the operations at Riverside 1 and Riverside 2 (once operational).

2.2.16. Transport of construction plant and materials for the Proposed Jetty (i.e. steel piles, precast concrete units and marine equipment such as fenders) will, where feasible, be via the River Thames.

2.2.17. The plant and materials brought in for the construction of the Proposed Jetty will be limited to the material quantities needed for construction activities being undertaken at that time, and which are designed to be constructed within the River Thames. Where appropriate, plant and materials may be temporarily stored on a jack-up barge.

Construction Parking and Cycle Provision

2.2.18. Adequate car and cycle parking will be provided for the anticipated demand during the construction phase (within the core Temporary Construction Compound). Additional detail on the anticipated trip attraction during the construction and operation phases of development are provided in **Section 6: Trip Attraction and Assignment**.

2.2.19. Where practicable, the cycle parking is to be covered and in a convenient, secure location, as near as possible to the main entrance of the core Temporary Construction Compound. All cycle parking is to be designed and located to minimise conflict between cycles, pedestrians, and vehicles during the construction phase.

OPERATION PHASE

Indicative Operation Vehicle Movements and Access

2.2.20. As detailed in **Chapter 18: Landside Transport (Volume 1)**, the Proposed Scheme will attract a small number of vehicle movements during the operation phase which, in agreement with the Planning Inspectorate and LBB[3], have not been scoped into the landside transport assessment. The vehicle movements will be from the following:

- operation staff travelling to/from the Proposed Scheme;
- additional Contractor(s) for maintenance activities not undertaken by the operational workforce;
- delivery of diesel for the back-up diesel generators;
- delivery of chemicals and proprietary amine-based solvent; and
- emergency services.

2.2.21. Access to the Site will be via Norman Road. It is likely that onsite access arrangement would predominantly use a one-way system. Primary pedestrian access would be via Norman Road and the Public Rights of Way (PRoW) network.

2.2.22. The Proposed Jetty will provide the riverside access point to be used for the export of the liquified CO_2 (LCO_2).

2.2.23. Information on vessel movements during the operational phase are provided in **Chapter 2: Site and Proposed Scheme Description (Volume 1)**.

Operation Parking and Cycle Provision

2.2.24. Adequate car and cycle parking will be provided for the anticipated demand during the operation phase (within the Carbon Capture Facility).

2.2.25. Where practicable, the cycle parking is to be covered and in a convenient, secure location, as near as possible to the main entrance of the Carbon Capture Facility. All cycle parking is to be designed and located to minimise conflict between cycles, pedestrians, and vehicles during the operation phase.

2.2.26. Additional detail on the anticipated trip attraction during the operation phase of Proposed Scheme are provided in **Section 6: Trip Attraction and Assignment.**

ACTIVE TRANSPORT MODES

2.2.27. The main pedestrian and cycle access to the Site will be from the footway provided along the eastern side of Norman Road and the marked on-road advisory cycle lanes (in both directions). The existing infrastructure along Norman Road ties into additional pedestrian/cycle connections to the north (England Coast Path (FP3/NCN1) and south (A2016 Picardy Manorway onward footway/cycleway network). The Site is also served, bounded and dissected by a series of PRoWs which are described in greater detail within **Section 4: Baseline Conditions**.

3. PLANNING POLICY CONTEXT

3.1. OVERVIEW

3.1.1. This document considers the relevant transport policy at both national and local levels, that have helped shape and inform the Proposed Scheme. It outlines the national policy set out by central government or government-owned bodies, in which the broad principles of transport infrastructure delivery in England are set out. Adopted and emerging local policy is also summarised.

3.2. NATIONAL POLICY

OVERARCHING NATIONAL POLICY STATEMENT FOR ENERGY EN-1 (2024)

3.2.1. The National Policy Statement (NPS) for Energy[4] sets out the Government's policy for delivering major energy infrastructure and will be the primary basis for decision making. Under Section 5.14 (Traffic and Transport) the NPS highlights that, where possible, development should be located in areas already accessible by active travel and public transport. Furthermore, the NPS also indicates that all stages of the project should support and encourage a modal shift of freight from road to more environmentally sustainable alternatives, such as rail, cargo bike, maritime and inland waterways. The NPS also sets out a need for a Construction Travel Management Plan (CTMP), Travel Plan and a Transport Assessment (this document).

3.2.2. The Proposed Scheme conforms with the NPS as it is accessible (see **Section 4: Baseline Conditions)** by all modes and will seek to use maritime transport to export LCO_2.

DECARBONISING TRANSPORT: A BETTER, GREENER BRITAIN (2021)

3.2.3. Decarbonising Transport: Setting the Challenge (2020)[5] sets out the scale of reductions needed to meet the net zero target by 2050. Decarbonising Transport: A Better, Greener Britain (2021)[6] subsequently sets out the commitment the UK Government will make to decarbonise all forms of transport in order to deliver better, faster, cleaner, and more efficient transport for everyone. The commitments include: increasing walking and cycling (delivering the Prime Minister's bold vision for cycling and walking, investing £2 billion over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030); zero emission buses and coaches (delivering the National Bus Strategy's vision of a transformed bus industry and a green bus revolution); and, a zero-emission fleet of cars, vans, motorcycles and scooters.

3.2.4. To enable these commitments to be met, investment will be made into sustainable travel, low carbon fuels, electric vehicles and providing the funding and tools for local authorities to invest in local priorities. The strategic priorities along the path to net zero include:

- accelerating modal shift to public and active transport;
- decarbonising road transport;
- decarbonising the freight system; and
- place-based solutions to emissions reduction.

3.2.5. The Proposed Scheme aims to reduce carbon emissions through its design (Carbon Capture Facility), whilst supporting and encouraging modal shift to public and active transport.

NATIONAL PLANNING POLICY FRAMEWORK (2023)

3.2.6. The National Planning Policy Framework (NPPF)[7], revised in December 2023, sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development which requires development to meet the needs of the present without compromising the ability of future generations to meet their needs.

3.2.7. With regards to Transport, Chapter 9 of the NPPF 'Promoting Sustainable Transport' highlights the importance of transport issues being considered from the earliest stages of plan-making and development proposals. When considering development proposals, the NPPF (paragraph 114) advises that development should ensure: *"Appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and location; Safe and suitable access to the site has been achieved for all users; The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".* Paragraph 115 notes that development should only be prevented, or refused, on highway grounds, if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe.

3.2.8. The Proposed Scheme aligns with the principles outlined within the NPPF as it ensures that there are sustainable transport opportunities to access the Site, and the subsequent impacts of the Proposed Scheme on the surrounding transport networks (see **Section 7: Transport Impacts)** are not considered severe.

NATIONAL PLANNING PRACTICE GUIDANCE (2021)

3.2.9. Guidance on Travel Plans, Transport Assessments and Statements, published in March 2014, is provided within the National Planning Practice Guidance (NPPG)[8]. The guidance states: *"Transport Assessments and Statements are ways of assessing the potential transport impacts of developments… Transport Assessments are thorough assessments of the transport implications of a development*". Due to the scale of the Proposed Scheme, a Transport Assessment is considered necessary to assess the transport implications on the local and wider transport networks. The guidance also recognises that Transport Assessments can positively contribute towards encouraging sustainable travel through: lessening traffic generation and its detrimental impacts; reducing carbon emissions and climate impacts; creating accessible, connected, inclusive communities; improving health outcomes and quality of life; improving road safety; and reducing the need for new development to increase existing road capacity or provide new roads.

3.3. LOCAL POLICY

THE BEXLEY LOCAL PLAN (2023)

3.3.1. The Bexley Local Plan[9], adopted in April 2023, sets out the planning framework for the borough. The Site is designated in the Bexley Local Plan as a strategic waste management site and forms part of the Belvedere Industrial Area, which is land designated as a Strategic Industrial Location, with Bexley Riverside having the potential to create up to 19,000 new jobs by 2041. Part of the Site is also designated Metropolitan Open Land (MOL), Erith Marshes SINC and Crossness Local Nature Reserve.

3.3.2. The policies to this assessment within the Bexley Local Plan are summarised below:

- Policy SP10 'Bexley's Transport Network' states that *"The Council will work to achieve a comprehensive, high-quality, safe, integrated and sustainable transport system, which makes the most of existing and proposed transport infrastructure within the borough".*
- Policy DP19 'The River Thames and the Thames Policy Area' states that *"The Council encourages improving the efficiency and promoting the sustainability of waterborne freight movements, including waste transfer and aggregates handling, on the Thames".*
- Policy DP22 'Sustainable Transport' states that *"The Council will expect to see measures in all development proposals that facilitate and promote walking, cycling, public transport and shared mobility".*
- Policy DP24 'Impact of development on the transport network' states that: *"Proposals that reduce the need to travel and improve access to sustainable modes of transport will be supported. Proposals should not have a significant negative effect on the safety of any users, including vulnerable users of the transport network such as pedestrians and cyclists. Proposals should identify, minimise, and mitigate potential negative impacts and seek to achieve a net positive effect on safety*

wherever practicable. Proposals should not have a significant cumulative negative impact on the operation or efficiency of the local road network, Transport for London Road Network or National Highways Strategic Road Network, the public transport system or local amenity. Proposals should identify, minimise, and mitigate potential negative impacts".

3.3.3. The Proposed Scheme supports the Bexley Local Plan and will conform with the relevant transport policies by making the most of the existing transport networks, supporting sustainable travel, utilising the River Thames, and minimising the impact on the surrounding transport networks.

THE LONDON PLAN (2021)

3.3.4. The London Plan 2021[10] is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth. Chapter 10 of the London Plan 'Transport' outlines a series of transport policies, with those being relevant to this document including:

- Policy T1 'Strategic approach to transport' states that "*All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated".*
- Policy T4 'Assessing and mitigating transport impacts' states that *"…transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development".*
- Policy T7 'Deliveries, servicing and construction' states that *"Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road".*

3.3.5. The Proposed Scheme aligns with the policies outlined within the London Plan[10] by sufficiently assessing the impacts of the Proposed Scheme on the transport networks (outlined within this document) and by facilitating sustainable freight movement, utilising the River Thames.

THE LONDON ENVIRONMENT STRATEGY (2018)

3.3.6. The London Environment Strategy[11] seeks to ensure that London will become a *"zero carbon city by 2050"* by setting out policies and proposals in seven policy areas to address environmental challenges, including the transition to a low carbon circular economy. The Mayor wants to ensure *"London's businesses and workers are supported to be able to compete effectively in, and benefit from, this growing global market"*. Transport forms one of the strategy's pillars, with road transport identified as one of the main pollutants in London. To meet the Mayor's ambition target of a zero-emission transport network by 2050 (Objective 6.3) the Strategy aims to phase out the use of diesel vehicles alongside a mode shift to sustainable forms of transport (Policy 4.2.1 and Policy 4.3.2).

- Policy 4.2.1: Reduce emissions from London's road transport network by phasing out fossil fuelled vehicles prioritising action on diesel, and enabling Londoners to switch to more sustainable forms of transport; and
- Policy 4.3.2: The Mayor will encourage the take up of ultra low and zero emission technologies to make sure London's entire transport system is zero emission by 2050 to further reduce levels of pollution and achieve World Health Organisation air quality guidelines.

3.3.7. The Proposed Scheme aligns with the policies outlined within the London Environment Strategy through its location amongst a sustainable travel network, encouraging the uptake of walking, cycling and public transport and the use of zero-emission vehicles, where possible and applicable. A **Framework CTMP (Document Reference 7.7)** has been prepared separately and is submitted with the DCO application. A full CTMP will be prepared in substantial accordance with this outline post-determination, once Contractor(s) have been appointed, and secured by a requirement in the **Draft DCO (Document Reference 3.1)**.

THE MAYOR'S TRANSPORT STRATEGY (2018)

3.3.8. The Mayor's Transport Strategy[12] sets out the Mayor's policies and proposals to re-shape transport in London over the next two decades. A supplementary proposal was added to the Strategy in November 2022 to address the challenges of toxic air pollution, the climate emergency and traffic congestion. One of the three key themes at the heart of The Mayor's Transport Strategy is 'A good public transport experience'. The Mayor's Transport Strategy states that *"easy and accessible public transport is essential to the Healthy Streets Approach as it provides people with alternatives to private car use for journeys that are not possible on foot or by cycle".*

3.3.9. The Proposed Scheme is in accordance with the Mayors Transport Strategy as the Site is located within proximity to public transport interchanges which provide good onward connectivity to a range of local and regional destinations (see **Section 4: Baseline Conditions**).

KENT LOCAL TRANSPORT PLAN: DELIVERING GROWTH WITHOUT GRIDLOCK 2016-2031 (2017)

3.3.10. The Kent Local Transport Plan (LTP): Delivering Growth Without Gridlock 2016-2031[13] is relevant to the Proposed Scheme as vehicles travelling to/from the Site are likely to use part of the highway network maintained by KCC as the LHA. The document identifies KCC's transport priorities for the county, whilst emphasising the investment required to support growth. The LTP aims to deliver safe and effective transport ensuring that all Kent's communities and businesses benefit, the environment is enhanced, and economic growth is supported. This ambition will be realised through five overarching policies that are targeted at delivering specific outcomes: economic growth and minimised congestion; affordable and accessible door-to-door journeys; safer travel; enhanced environment; and better health and wellbeing.

3.3.11. The countywide transport priorities discussed within the LTP (including improving road safety, making active travel an attractive and realistic choice for short journeys, maximise the opportunities presented by the extensive PRoW network, and supporting sustainable transport) are key principles embedded within the Proposed Scheme.

KENT EMERGING LOCAL TRANSPORT PLAN: TURNING THE CURVE TOWARDS NET ZERO (2023)

3.3.12. Since the adoption of the Kent LTP: Delivering Growth Without Gridlock 2016-2031 much has changed; therefore, KCC is in the process of preparing a new LTP: Turning the Curve Towards Net Zero[14], which will help the government understand the pipeline of proposals KCC has, the funding the Council needs, and the contribution these will make to national policy goals and targets such as reducing carbon emissions.

3.3.13. The overall ambition of the emerging LTP: Turning the Curve Towards Net Zero, is *"to improve the health, wellbeing, and economic prosperity of lives in Kent by delivering a safe, reliable, efficient, and affordable transport network across the county and as an international gateway. We will plan for growth in Kent in a way that enables us to combat climate change and preserve Kent's environment. We will do this by delivering emission-free travel by getting effective dedicated infrastructure to electrify vehicles, increase public transport use and make walking and cycling attractive. This will be enabled by maintaining our highways network and delivering our Vision Zero road safety strategy. These priorities will ensure our networks are future-proof, resilient and meet user needs".*

3.3.14. The Proposed Scheme aligns with the overall ambition of the emerging LTP: Turning the Curve Towards Net Zero by encouraging the uptake of walking, cycling and public transport, as well as supporting the use of zero-emission vehicles, where possible and applicable.

DARTFORD DEVELOPMENT POLICIES PLAN (2017)

3.3.15. This Plan is relevant to the Proposed Scheme as vehicles travelling to/from the Site are likely to use part of the highway network maintained by KCC as the LHA with DBC operating as the LPA. The Dartford Development Policies Plan[15] replaces the remaining parts of the 1995 Borough Local Plan and sets out the main planning policies that DBC will use to assess planning applications, supporting their adopted Core Strategy (2011). Policy 'DP3: Transport Impacts of Development' states that *"Development will only be permitted where it is appropriately located and makes suitable provision to minimise and manage the arising transport impacts. Localised residual impacts on the highway network should be addressed by well-designed off-site transport measures. Adverse effects on residential amenity or the environment must be minimised".*

3.3.16. The Proposed Scheme is appropriately located to minimise the potential transport impacts, as outlined in **Section 7: Transport Impacts** of this document.

DARTFORD LOCAL PLAN TO 2037 PRE-SUBMISSION (PUBLICATION) (2021)

3.3.17. The pre-submission publication Dartford Local Plan to 2037[16] (submitted in December 2021) sets the long-term borough-wide development strategy and would replace all policies from the existing Core Strategy 2011 and Development Policies Plan 2017, if adopted. Policy M16 and Policy M17 are specific to transport, and are summarised below:

- Policy M16 'Travel Management' states that *"development must be appropriately located and make suitable provision to minimise and manage transport impacts which arise… Development will not be permitted where the localised residual impacts from the development on its own, or in combination with other planned developments in the area, result in severe impacts on one or more of the following: a) road traffic congestion: b) air quality; c) safety of pedestrians, cyclists and other road users; d) excessive pressure for on-street parking. Proposals should capitalise on all feasible opportunities to promote enhanced movement on and alongside rivers, including travel for passengers, products and the transportation of construction materials and waste".*
- Policy M17 'Active Travel, Access and Parking' states that *"Development must be of a design and layout to promote walking, cycling and public transport use through provision of attractive, well-designed and safe routes which address the needs of users. Development must provide an appropriate level and form of vehicle parking provision".*

3.3.18. The Proposed Scheme is appropriately located to minimise the potential transport impacts by maximising movement by the River Thames (LCO_2) and taking up opportunities to promote and encourage the use of sustainable and active modes.

3.4. SUMMARY

3.4.1. This section has considered the national and local transport planning policy relevant to the Proposed Scheme. It has demonstrated that the Proposed Scheme will comply with national and local policy by ensuring that safe and suitable access can be achieved for all users. The Site is accessible on foot, by bicycle, by bus, by train and by car, and opportunities to encourage travel by sustainable and active modes are maximised due to the proximity of the Site to well-served bus stops on the A2016 Picardy Manorway and Belvedere Railway Station. The Proposed Scheme also supports the policy ambitions to encourage the transportation of LCO_2 by the River Thames, which in turn will help to reduce the impact of the Proposed Scheme on landside transport networks.

4. BASELINE CONDITIONS

4.1. OVERVIEW

4.1.1. This document identifies the existing transport infrastructure and services for all modes of transport in the vicinity of the Site, along with existing travel characteristics of the local workforce. It then provides an overview of the performance and operation of the surrounding highway network.

4.2. ACTIVE TRAVEL NETWORK

PEDESTRIAN INFRASTRUCTURE

Norman Road

4.2.1. Norman Road has a footway that extends along its eastern side from the A2016 Picardy Manorway/Norman Road signalised junction up to the Riverside 1 (and future Riverside 2) entrance. For the first 100m, the active travel infrastructure provides off-carriageway segregated (white lining) provision for both pedestrians and cyclists. After the Iron Mountain Records Storage Facility and Asda Access Road spur junction – navigable by dropped kerbs with tactile paving and a central refuge island – cyclists re-join the carriageway, and the footway restricts to 1.6m for circa 400m. Cyclists then re-join a shared footway/cycleway provision at the northern end of Norman Road. Lighting is provided along the length of Norman Road at regular intervals. **Figure 4-1** presents site visit imagery of infrastructure along Norman Road.

Figure 4-1: Norman Road - Pedestrian Infrastructure

4.2.2. At the southern end of Norman Road, there is a signalised toucan crossing, as shown in **Figure 4-2**:, which provides onward active travel connectivity to the east (towards the eastbound bus stop on the A2016 Picardy Manorway), to the south (towards Belvedere Park, the westbound bus stop on the A2016 Picardy Manorway and Belvedere Railway Station via Norman Road/Yarnton Road) and to the east (facilitating access to the Crossness LNR via Footpath 2 (FP2)).

4.2.3. The toucan crossing provides dropped kerbs with tactile paving and central refuge islands to allow staged crossings of Norman Road and the A2016 Picardy Manorway. Both the triangular and staggered refuge islands provide metal railings which enhance pedestrian/cyclist safety.

Figure 4-2: A2016 Picardy Manorway/Norman Road - Toucan Crossing

Surrounding Network

4.2.4. The surrounding network is typified by providing good, wide, lit footways adjacent to the major carriageways (A2016 Picardy Manorway, A2016 Eastern Way, Yarnton Way, B253 Picardy Manorway, A2016 Bronze Age Way, Anderson Way) which fosters an environment that is conducive to active travel. Suitable crossing facilities (signalised crossings across multi-lane carriageways and uncontrolled crossings of single carriageways) with dropped kerbs and tactile paving are provided at key locations and on desire lines to support movements to and from the local facilities and residential areas surrounding the Site.

Public Rights of Way

4.2.5. Within close proximity of the Site are a series of PRoW (see **Figure 14-3: Public Access for Walkers and Cyclists (Volume 2)**) which provide access into or around the Site and adjoining Accessible Open Land. The footpaths vary in surface type, width and natural surveillance but are well sign-posted (as shown in **Figure 4-3** below). In addition, the England Coast Path (FP3/NCN1) – southeast section (a National Trail), which extends from Woolwich to Grain in Kent, routes through the Site, following the southern edge of the River Thames.

Footpath 2

Footpath 2

Footpath 4

The England Coast Path (FP3/NCN1)

Wayfinding #1

Wayfinding #2

Figure 4-3: Public Rights of Way - General Conditions

WALKING ACCESSIBILITY

4.2.6. Walking offers the greatest potential to replace short car trips. **Figure 18-3: Walking Accessibility (Volume 2)** illustrates an accessibility plot showing a 25 minute (2.0km based upon a typical walking speed of 4.8kph) walking catchment from the Site. This indicates that the local bus stops situated on the A2016 Picardy Manorway and the local retail park (Belvedere Park), with local services such as Lidl and Starbucks, can be accessed on foot within 10 minutes from the Site. The plot also shows that Belvedere Railway Station is situated within a 15 minute walk and that a number of residential areas are situated within a 20-25 minute walk, thereby presenting reasonable opportunities for journeys to be undertaken to and from the Site on foot.

CYCLING INFRASTRUCTURE

Norman Road

4.2.7. On-carriageway cycle lanes (delineated by white lining) are present along both the eastern and western sides of Norman Road (as shown on **Figure 4-4** below). The northbound on-road cycle lane starts approximately 100m north of the A2016 Picardy Manorway/Norman Road signalised junction and extends for approximately 400m. After this, cyclists are taken off carriageway and cross (uncontrolled priority with dropped kerbs) to the adjacent side of Norman Road to use the shared footway/cycleway connecting to Riverside 1 and Riverside 2, as well as FP4.

4.2.8. The provision is mirrored in the opposite direction, with shared footpath/cycleway for circa 100m (from the Riverside 1 and Riverside 2 facilities) before on-carriageway cycle lanes are provided for circa 400m. Cyclists are then directed off-carriageway (north of the Norman Road spur) to continue towards the A2016 Picardy Manorway/Norman Road signalised junction via the segregated (white lining) footway/cycleway facility.

Figure 4-4: A2016 Picardy Manorway/Norman Road - Cycling Infrastructure

National Cycle Network

4.2.9. The England Coast Path (FP3/NCN1) routes through the Site, following the southern edge of the River Thames. This offers a traffic free cycle route providing connectivity to Thamesmead to the west and Erith to the east and other destinations further afield along the River Thames corridor.

CYCLING ACCESSIBILITY

4.2.10. The Department for Transport's (DfT) Local Transport Note 2/08: Cycle Infrastructure Design advises that, for commuter journeys, cycling distances up to 8.0km are not uncommon. With a cruise speed of 19.2kph, a 25 minute cycle represents a robust radius for cycling to work, which is shown in **Figure 18-4: Cycling Accessibility (Volume 2)**. It is evident that a wide range of areas south of the River Thames can be accessed from the Site within a 25 minute cycle, including Long Reach, Old Bexley, East Wickam, Plumstead and Royal Arsenal West. Importantly, both Belvedere Station and Abbey Wood Station – both of which offer a number of regular services (see **Section 4.3** below) – can be accessed from the Site within a 10-15 minute cycle.

4.3. PUBLIC TRANSPORT

BUS

4.3.1. The closest bus stops to the Site are those located on the A2016 Picardy Manorway (see **Figure 4-5** below). The eastbound bus stop is named 'Picardy Manorway Eastern Way' and is characterised by a bus stop signpost with timetable information, a small bench and a bus lay-by which allows passengers to alight/disembark the bus without impacting upon the mainline flow of traffic. The westbound bus stop on the A2016 Picardy Manorway is named 'Eastern Way Norman Road' and is also characterised by a signpost with timetable information and a bus lay-by but does not have any seating.

4.3.2. Both bus stops are serviced by the 180, 401 and 601, all operated by TfL, which provide connectivity to Greenwich, Woolwich, Plumstead, Abbey Wood, Erith Thamesmead, Belvedere and Bexleyheath. **Table 4-1** provides a summary of the bus services (first service, last service, and typical frequency), with full timetable information provided in **Annex A**. As the 601 service is a school bus service, this has been excluded from the analysis as it would not be available to future staff (construction or operation).

Figure 4-5: A2016 Picardy Manorway - Bus Stops

Table 4-1: Bus Timetable Information[17]

Direction	Frequency	Day of the Week		
		Weekday	Saturday	Sunday
180 Towards North Greenwich Station (Westbound)	**First Bus**	04:30	04:30	06:15
	Daytime Frequency	Every 8-12 minutes	Every 8-12 minutes	Every 15 minutes
	Last Bus	23:46	23:46	23:46
180 Towards Erith Quarry / Fraser Road (Eastbound)	**First Bus**	05:06	05:06	07:25
	Daytime Frequency	Every 8-12 minutes	Every 8 to 11 minutes	Every 15 minutes
	Last Bus	01:01	01:01	01:01
401 Towards Thamesmead Town Centre (Northbound)	**First Bus**	06:08	06:08	07:30
	Daytime Frequency	Every 15 minutes	Every 15 minutes	Every 30 minutes
	Last Bus	00:25	00:25	00:25
401 Towards Bexleyheath Clock Tower (Southbound)	**First Bus**	05:40	05:40	06:58
	Daytime Frequency	Every 15 minutes	Every 15 minutes	Every 30 minutes
	Last Bus	23:55	23:55	23:55

RAIL

4.3.3. The closest railway stations to the Site are Belvedere and Abbey Wood. **Table 4-2** presents the information associated with each Railway Station including train services to key destinations and their frequency. Full timetable information for both stations in provided in **Annex B**.

Table 4-2: Train Services

	Belvedere Railway Station	Abbey Wood Railway Station
Managed By	Southeastern	TfL
Fare Zone	5	4
Passenger Service Operators	Thameslink (National Rail) Southeastern (National Rail)	Elizabeth Line (TfL) Thameslink (National Rail) Southeastern (National Rail)
Service Information for Direct Trains	**London Cannon Street** 40 minute journey 4 trains per hour **Dartford** 11 minute journey	**London Cannon Street** 35 minute journey 4 trains per hour **Luton** 1 hour and 33 minute journey

	Belvedere Railway Station	Abbey Wood Railway Station
Information provided as: **Key Destination** Approximate Journey Time Trains per Hour	2 trains per hour **Eltham** 27 minute journey 2 per hour **Gravesend** 29 minute journey 2 per hour	2 trains per hour **Gravesend** 31 minute journey 2 trains per hour **Maidenhead** 1 hour and 10 minute journey 4-5 trains per hour **Reading** 1 hour and 23 minute journey 2-3 trains per hour **Heathrow Terminal 4** 1 hour and 1 minute journey 4 trains per hour

4.3.4. Both stations provide a number of services to various onward destinations, thereby providing opportunities for future staff (both construction and operation) to access the Site via public transport.

4.4. LOCAL HIGHWAY NETWORK

KEY LINKS/JUNCTIONS

Norman Road

4.4.1. Norman Road forms the access road to the Site. It is characterised as a north-south orientated single carriageway of circa 7m, connecting Riverside 1 and Riverside 2 and various other industrial units (via an adjacent spur) to the A2016 Picardy Manorway. Norman Road forms the minor arm of a signalised junction (left-in left-out) with the A2016 Picardy Manorway. Norman Road is lit along its length and has a posted speed limit of 30mph.

A2016

4.4.2. The A2016 (Eastern Way/Picardy Manorway/Bronze Age Way) is characterised as a dual carriageway with a posted speed limit of 50mph. It forms part of the Strategic Road Network (SRN) in LBB and links a number of communities south of the River Thames, from Plumstead to Erith. The A2016 exhibits a range of junction types at key interchanges, including:

- A2016/A2041 grade-separated junction;
- A2016/Clydesdale Way/Yarnton Way roundabout;
- A2016/Anderson Way/B253 roundabout;
- A2016/Lower Road grade-separated junction; and
- A2016/Walnut Tree Road/Bexley Road/A206 roundabout.

4.4.3. The London Lorry Control Scheme (LLCS) controls the movement of HGVs over 18 tonnes maximum gross weight and operates 0900-19:00 Monday to Friday and 13:00-07:00 Saturdays in order to minimise noise pollution. The A2016 Eastern Way is included within the LLCS; therefore, all vehicles over 18 tonnes maximum gross weight accessing the Site within the LLCS operating times must approach from the east via the A206 at Slade Green in accordance with these restrictions.

A206

4.4.4. Within the Study Area, the A2016 connects to the A206 at the A2016/Walnut Tree Road/Bexley Road/A206 roundabout, and routes through Erith into the borough of Dartford (whereby KCC is the LHA), ultimately connecting to the A282/M25 at Junction 1a (immediately south of the Dartford Crossing). The A206 forms part of the TfL Road Network (TLRN) and is characterised as a dual carriageway with a posted speed limit of 50mph. Key junctions along the A206 (included within the Study Area) include:

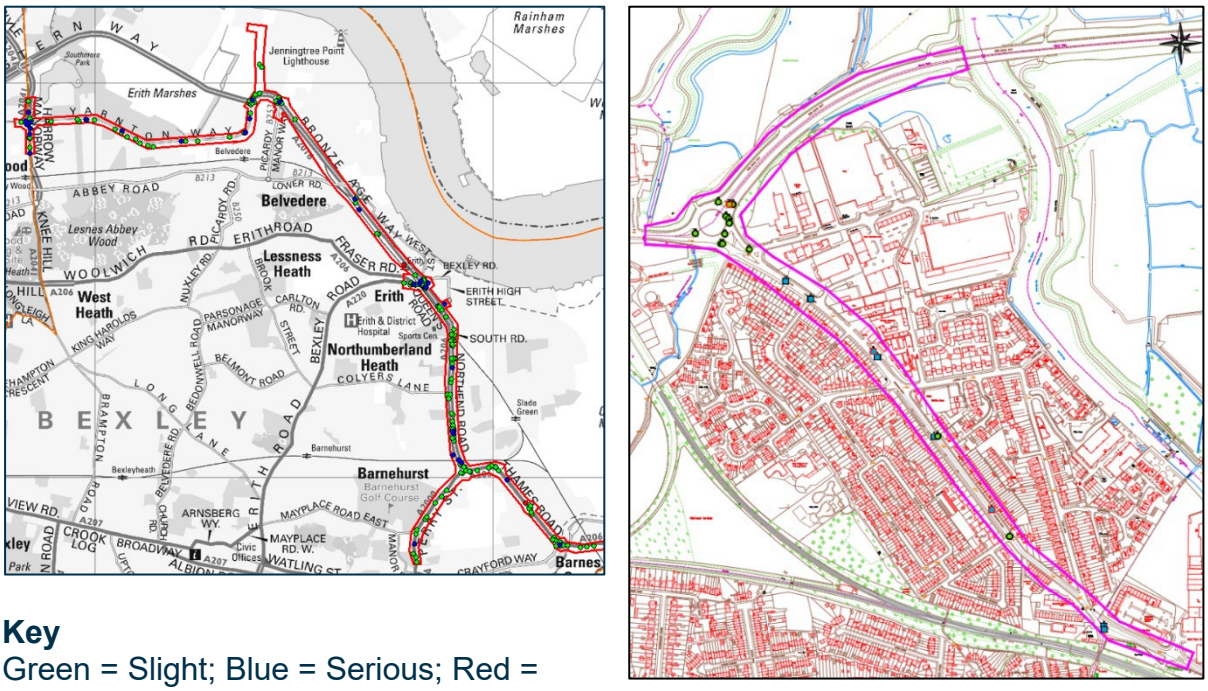
- A206/A2026 roundabout;
- A206/Crayford Way roundabout;
- A206/Kennet Road roundabout;
- A206/Thomas Road roundabout (with westbound bypass lanes);
- A206/Wyatt Road/A2000/Parkside Avenue roundabout;
- A206/Bridge Road signalised junction;
- A206/Colyers Lane signalised junction;
- A206/Boundary Street/Dell View Road roundabout; and
- A206/James Watt Way signalised junction.

PERSONAL INJURY ACCIDENTS

Overview

4.4.5. Personal Injury Accident (PIA) data for the Study Area has been obtained from TfL and KCC, as the LHAs, for the most recent period available (between January 2018 to the end of July 2023 for Kent and between January 2018 to the end of June 2023 for TfL). **Figure 4-6** provides the location by severity plans whilst **Table 4-3** and **Table 4-4** summarise the PIA statistics across the Study Area network. The PIA data obtained from the LHAs is provided in full in **Annex C**.

TfL Network **KCC Network**



Key
Green = Slight; Blue = Serious; Red = Fatal

Figure 4-6: Personal Injury Accident Data - Location By Severity

Table 4-3: Personal Injury Accident Data - Summary By Year

Year	Accident Severity (TfL Network / KCC Network)			Total
	Slight	Serious	Fatal	
2018	29 / 2	5 /0	1 / 0	35 / 2
2019	42 / 4	13 / 0	1 / 0	56 / 4
2020	51 / 0	9 / 1	0 / 0	60 / 1
2021	51 / 5	8 / 3	0 / 0	59 / 8
2022	46 / 0	3 / 2	0 / 0	49 / 2
2023	14 / 3	1 / 2	0 / 0	15 / 4
Total	233 / 13	39 / 8	2 / 0	274 / 21

Table 4-4: Personal Injury Accident Data: Cluster Sites (>10 PIAs)

Description	Network	Severity			Total
		Slight	Serious	Fatal	
A2016/Walnut Tree Road/Bexley Road/A206	TfL	25	2	0	27
A206/Wyatt Road/ A2000/Parkside Avenue	TfL	12	1	0	13

Description	Network	Severity			Total
		Slight	Serious	Fatal	
A2041/Yarnton Way/Eynsham Drive	TfL	7	4	0	11
A206/A2026	KCC	11	0	0	11
A2016/Anderson Way/B253	TfL	9	1	0	10
Total		**64**	**8**	**0**	**72**

4.4.6. The data presented in **Table 4-3** shows that over the most recent available period (of circa 5 years), there has been a total of 295 PIAs within the Study Area (274 PIAs occurring on the TfL managed network and 21 PIAs occurring on the KCC managed network). The majority of PIAs (83%; 246 PIAs) were of slight severity – including two on Norman Road – with only 47 (16%) classified as being serious in nature, with the remaining two PIAs (1%) resulting in a fatality. The two fatal PIAs occurred over 2.3km from the Site on the A2016 Bronze Age Way and Thames Road and were not a result of highway layout or safety issues.

4.4.7. Whilst **Table 4-4** indicates that there are some potential accident clusters (junctions with 10 or more PIAs occurring within the latest available period) within the Study Area, the majority of the PIAs (88%; 64) were of slight severity.

4.4.8. Following a detailed review of the PIA data, and due to the relatively low level of trip attraction of the Proposed Scheme (see **Section 6: Trip Attraction and Assignment**) it can be deemed that the Proposed Scheme will unlikely result in an adverse impact on road safety.

NETWORK FLOWS

4.4.9. Traffic survey data has been collected during June 2023 at the locations identified in **Table 4-5** as agreed with the LHAs. Automatic Traffic Count (ATC) data – vehicle speeds and volumes – was captured continuously over a 14-day period between Friday 16th June and Thursday 29th June 2023, whilst Manual Classified Count (MCC) data – vehicle turning movements by vehicle class – was captured for a 24-hour period on Thursday 22nd June and Saturday 24th June 2023.

4.4.10. During the survey period, it was noted the following locations encountered some disruptions to the recorded data:

- ATC 1 and ATC 9 (Norman Road): These were severed by street sweepers relating to nearby construction activities (namely Riverside 2). Reinstallation attempts were made but the equipment was continually damaged and as such the ATCs were unable to be replaced. Data collected at ATC 2 (Norman Road) has been considered sufficient to provide a comprehensive understanding of the traffic flows along Norman Road.

- ATC 13 (A206 Thames Road): Damaged part way through the recording period. The equipment was reinstalled and the recorded data spans Sunday 11th June to Wednesday 14th June; Thursday 22nd June to Saturday 24th June; and Saturday 1st July to Saturday 8th July 2023. Whilst this dataset is temporally offset, the assessment undertaken is still considered robust as representative traffic data has been collected.

Table 4-5: ATC and MCC Survey Locations

Survey	Location Description
ATC 1	Norman Road (northern end, next to the entrance to Riverside 1)
ATC 2	Norman Road (southern end, immediately north of the A2016)
ATC 3	A2016 Eastern Way
ATC 4	Yarnton Way
ATC 5	A2016 Picardy Manorway (west of Norman Road)
ATC 6	A2016 Picardy Manorway (east of Norman Road)
ATC 7	B253 Picardy Manorway
ATC 8	A2016 Bronze Age Way
ATC 9	Norman Road (north of adjacent spur road junction)
ATC 10	A206 Northend Road
ATC 11	A2000 Perry Street
ATC 12	A206 Thames Road (between Howbury Lane and Crayford Way)
ATC 13	A206 Thames Road (between Crayford Way and Burnham Road)
ATC 14	A2026 Burnham Road
ATC 15	A206 Bob Dunn Way (between Burnham Road and Central Road)
ATC 16	A206 Bob Dunn Way (between Marsh Street North and A282 J1a)
ATC 17	A220 Bexley Road
ATC 18	A2041 (north of Yarnton Way)
ATC 19	A2041 (south of Yarnton Way)
MCC 1	A2016/Clydesdale Way/Yarnton Way
MCC 2	A2016/Norman Road
MCC 3	A2016/Anderson Way/B253
MCC 4	A2016/Walnut Tree Road/Bexley Road/A206
MCC 5	A206/James Watt Way
MCC 6	A206/Boundary Street/Dell View Road

4.4.11. Traffic Survey Locations can be viewed in **Figure 18-2: Traffic Survey Locations (Volume 2)**.

Traffic Flows

4.4.12. The resultant 2023 observed two-way link flows for the AM (07:30-08:30) and PM (16:45-17:45) peak hours are provided in **Table 4-6**. Network flow diagrams demonstrating the '2023 Observed' scenario traffic flows are provided in **Annex D**.

Table 4-6: Traffic Flows Observed 2023

Dataset	Link	AM Peak Hour	PM Peak Hour
MCC 1	A2016 Picardy Manorway	2,496	2,447
	Clydesdale Way	407	465
	Yarnton Way	821	836
	A2016 Eastern Way	1,782	1,772
MCC 2	A2016 Picardy Manorway (W)	2,495	2,449
	Norman Road	159	135
	A2016 Picardy Manorway (E)	2,482	2,506
MCC 3	A2016 Picardy Manorway	2,480	2,508
	Anderson Way	668	655
	A2016 Bronze Age Way	1,955	2,114
	B253 Picardy Manorway	845	801
MCC 4	A2016 Bronze Age Way	2,146	2,098
	Walnut Tree Road	-	-
	Bexley Road	480	764
	A2016 Queens Road	2,348	2,498
	A2016 Bexley Road	1,272	1,450
MCC 5	A2016 Queens Road (N)	2,339	2,490
	James Watt Way	1,074	1,182
	A2016 Queens Road (S)	1,999	2,176
MCC 6	A2016 South Road	1,989	2,172
	Boundary Street	173	176
	A2016 Northend Road	1,992	2,246
	Dell View Road	222	220
ATC 1	Norman Road	*	*
ATC 2	Norman Road	157	132

Dataset	Link	AM Peak Hour	PM Peak Hour
ATC 3	A2016 Eastern Way	1,632	1,667
ATC 4	Yarnton Way	861	797
ATC 5	A2016 Picardy Manorway	2,263	2,233
ATC 6	A2016 Picardy Manorway	2,240	2,228
ATC 7	B253 Picardy Manorway	886	989
ATC 8	A2016 Bronze Age Way	1,763	1,773
ATC 9	Norman Road	*	*
ATC 10	A206 Northend Road	1,949	2,138
ATC 11	A2000 Perry Street	1,050	1,316
ATC 12	A206 Thames Road	1,799	2,115
ATC 13	A206 Thames Road	2,945	2,745
ATC 14	A2026 Burnham Road	1,378	1,487
ATC 15	A206 Bob Dunn Way	2,084	1,713
ATC 16	A206 Bob Dunn Way	2,253	1,466
ATC 17	A220 Bexley Road	566	686
ATC 18	A2041	1,669	1,612
ATC 19	A2041	1,364	1,392

Note:
*Indicates location where disruptions were experienced.
-Indicates that vehicles cannot enter junction on this link.

4.4.13. The observed traffic flows indicate that the Study Area is heavily trafficked, with volumes on the A2016 and A206 consistently between 1,500 and 2,500 vehicles in the peak hours. This is to be expected as these links form part of the LBB's SRN and the TLRN facilitating movements across south-east London connecting key origins and destination.

Junction Capacity Assessment

4.4.14. To understand the existing performance of junctions on the local highway network, capacity assessments have been undertaken on the junctions where MCC data was captured. The assessments have been undertaken for the observed AM peak hour (07:30-08:30) and PM peak hour (16:45-17:45) using the ARCADY module of Junctions 10 for the roundabout and LinSig v3 for the signalised junctions.

4.4.15. For the roundabouts, the 'direct' profile type (15 minute time segments) has been used, the traffic flows have been entered in vehicles and the HGV percentage for each movement has been calculated using the traffic survey data collected. The Ratio of Flow to Capacity (RFC) model output has been used to assess the performance of each arm, with the industry-standard 0.85 RFC threshold generally accepted for new junctions, with an RFC of up to 1.00 generally accepted for the operation of existing junctions in peak periods. Queue length and vehicle delay are also output.

4.4.16. For the signal-controlled junctions, the peak hour turning count matrices were converted into Passenger Car Units (PCUs) – a unit of measurement of traffic flow, or capacity, which is equivalent to a single car (equivalent to 5.75m in length) – using industry standard factors. The Degree of Saturation (DoS) model output has been used to assess the performance of each lane and the junction overall. The industry standard 90% DoS threshold has been used to determine whether the junction is operating over-capacity and thus failing to achieve the required capacity for the assessment year. A DoS value of 90%-100% indicates that the junction is operating above its practical capacity but below its theoretical capacity. Within this region, queue lengths and delays increase significantly. The Mean Maximum Queue (MMQ) outputs are also used for assessing junction performance to identify if there is a significant risk of upstream blocking. Delay per PCU is also provided.

4.4.17. The following sections summarise the model outputs for each of the junctions assessed in the '2023 Observed' scenario. The summary tables document the highest values encountered over all time segments, whilst the full model outputs for all scenarios can be viewed in **Annex E** of this document.

Junction 1: A2016/Clydesdale Way/Yarnton Way

4.4.18. The ARCADY capacity assessment results for the '2023 Observed' scenario for the A2016/Clydesdale Way/Yarnton Way roundabout are summarised in **Table 4-7**. The model outputs indicate that, currently, this junction operates with reserve capacity in both peak hours. The RFC is well below 0.85 on all arms, and queues/delays are short.

Table 4-7: Junction 1 - Capacity Results (2023 Observed)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.57	3.30	1.4	0.41	2.42	0.7
2	Clydesdale Way	0.35	8.62	0.5	0.26	5.80	0.4
3	Yarnton Way	0.20	2.27	0.3	0.21	1.88	0.3
4	A2016 Eastern Way	0.35	2.86	0.6	0.49	3.60	1.0

Junction 2: A2016/Norman Road

4.4.21. The LinSig capacity assessment results for the '2023 Observed' scenario for the A2016/Norman Road signalised junction are summarised in **Table 4-8**. The model outputs indicate that, currently, this junction operates with reserve capacity in both peak hours. The DoS is well below 100% on all arms, and queues/delays are short.

Table 4-8: Junction 2 - Capacity Results (2023 Observed)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	A2016 (Ahead)	36.8	6.1	4.8	49.1	7.2	7.5
2	A2016 (Left Turn)	7.2	3.0	0.6	3.6	2.9	0.3
3	Norman Road	48.2	45.2	3.4	48.6	45.4	3.5

Junction 3: A2016/Anderson Way/B253

4.4.22. The ARCADY capacity assessment results for the '2023 Observed' scenario for the A2016/Anderson Way/B253 roundabout are summarised in **Table 4-9**. The model outputs indicate that, currently, this junction operates with reserve capacity in both peak hours. The RFC is well below 0.85 on all arms, and queues/delays are short.

Table 4-9: Junction 3 - Capacity Results (2023 Observed)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.53	3.92	1.3	0.65	4.58	2.0
2	Anderson Way	0.15	2.86	0.3	0.26	2.99	0.4
3	A2016 Bronze Age Way	0.52	3.47	1.2	0.37	2.70	0.6
4	B253 Picardy Manorway	0.42	4.40	0.7	0.22	2.78	0.3

Junction 4: A2016/Walnut Tree Road/Bexley Road/A206

4.4.23. The ARCADY capacity assessment results for the '2023 Observed' scenario for the A2016/Walnut Tree Road/Bexley Road/A206 roundabout are summarised in **Table 4-10**. The model outputs indicate that, currently, this junction operates with reserve capacity in both peak hours. The RFC is below 0.85 on all arms, and queues/delays are short.

Table 4-10: Junction 4 - Capacity Results (2023 Observed)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Bronze Age Way	0.53	4.40	1.4	0.64	5.41	1.9
3	Bexley Road	0.43	9.78	0.9	0.61	14.92	1.7
4	A206 Queens Road	0.67	5.65	2.2	0.60	4.62	1.6
5	A206 (West)	0.78	20.07	3.7	0.70	12.50	2.4

Junction 5: A206/James Watt Way

4.4.24. The LinSig capacity assessment results for the '2023 Observed' scenario for the A206/James Watt Way signalised junction are summarised in **Table 4-11**. The model outputs indicate that, currently, this junction operates with reserve capacity in both peak hours. The DoS is well below 100% on all arms, and queues/delays are short.

Table 4-11: Junction 5 - Capacity Results (2023 Observed)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	Queens Road EB	77.2	55.2	9.5	80.7	52.8	10.2
2	James Watt Way	55.7	43.6	8.0	59.3	39.9	7.2
3	Queens Road WB	79.2	44.2	14.1	81.2	50.0	11.6

Junction 6: A206/Boundary Street/Dell View Road

4.4.25. The ARCADY capacity assessment results for the '2023 Observed' scenario for the A206/Boundary Street/Dell View Road roundabout are summarised in **Table 4-12**. The model outputs indicate that, currently, this junction operates with reserve capacity in both peak hours. The RFC is well below 0.85 on all arms, and queues/delays are short.

Table 4-12: Junction 6 - Capacity Results (2023 Observed)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
A	A206 South Road	0.52	4.18	1.3	0.59	4.30	1.5
B	Boundary Street	0.26	10.84	0.4	0.23	11.87	0.3
C	A206 Northend Road	0.55	4.46	1.4	0.51	3.89	1.1
D	Dell View Road	0.20	5.36	0.2	0.10	4.38	0.1

4.5. SUMMARY

4.5.1. This section has demonstrated that the Proposed Scheme is well located for sustainable travel by site visitors and employees. The Site is well connected to an extensive network of PRoW, footways and cycleways which provide connectivity to key facilities and residential areas that may serve the Site. In addition, the Site is located within close proximity of two bus stops which provide regular services to key locations (Greenwich, Woolwich, Plumstead, Abbey Wood, Erith Thamesmead, Belveder and Bexleyheath), as well as Belvedere Station and Abbey Wood Station which connects the site to the London Underground Network as well as to National Rail services.

4.5.2. The assessment of the local highway network demonstrates that there are no existing issues with the operation or safety of it. The access road to the Site, Norman Road, is lightly trafficked compared with the surrounding highways within the Study Area (which forms part of LBB's SRN and the TLRN). Junction capacity assessment results demonstrate that all junctions assessed operate with reserve capacity in both peak hours, with relatively low levels of peak period queues and delay. In addition, based upon a review of PIAs recorded on the local highway network surrounding the Site, there is no reason to suggest that the Proposed Scheme would have an adverse impact on highway safety.

5. FUTURE BASELINE CONDITIONS

5.1. OVERVIEW

5.1.1. This section assesses the future baseline situation on the local highway network surrounding the Site (without the Proposed Scheme) for future years of 2028 (anticipated to align with peak construction activities) and 2030 (anticipated year of opening). The assessment year baselines (without development) have been prepared by applying growth factors to the traffic flows collected, obtained from the Trip End Model Presentation Program (TEMPro) v7.2 – adjusted to the National Transport Model (NTM) dataset AF15. The NTM incorporates key committed developments based on approved Local Plans. Following engagement with the relevant local highways and planning authorities and in undertaking the cumulative effects assessment, Riverside 2 is the only additional committed development included within this assessment.

5.2. BACKGROUND TRAFFIC GROWTH

5.2.1. In order to take account of background growth on the local highway network, the 2023 observed traffic flows have been uplifted using growth factors obtained from TEMPro v7.2, for the Middle Layer Super Output Area (MSOA) within which each of the surveys were undertaken, as shown in **Table 5-1**.

Table 5-1: TEMPro Growth Factors to Future Years 2028 and 2030

Site	MSOA	Growth Factor (2023-2028)		Growth Factors (2023-2030)	
		AM Peak	PM Peak	AM Peak	PM Peak
ATC					
2, 3, 4, 5, 6, 7, 8	Bexley 003	1.0287	1.0304	1.0390	1.0415
10	Bexley 008	1.0302	1.0316	1.0412	1.0433
11	Bexley 010	1.0297	1.0328	1.0402	1.0448
12, 13	Bexley 019	1.0336	1.0356	1.0457	1.0487
14, 15	Dartford 003	1.0492	1.0504	1.0682	1.0701
16	Dartford 001	1.0511	1.0556	1.0708	1.0772
17	Bexley 004	1.0340	1.0350	1.0464	1.0480
18, 19	Bexley 002	1.0395	1.0398	1.0541	1.0548
MCC					
1, 2, 3	Bexley 003	1.0287	1.0304	1.0390	1.0415
4, 5	Bexley 004	1.0340	1.0350	1.0464	1.0480
6	Bexley 008	1.0302	1.0316	1.0412	1.0433
Source: Trip End Model Presentation Programme (TEMPro) v7.2c (October 2023)					

5.2.2. Between 2023 and 2028 (the peak construction year) traffic flows are forecast to increase by up to 5.5% across the peak hours. Between 2023 and 2030 (opening year) traffic flows are forecast to increase by up to 7.1% in the AM peak hour and up to 7.7% in the PM peak hour. These factors have been applied to the 2023 observed traffic flows to form part of the future year (2028 and 2030) baseline scenarios.

5.3. COMMITTED DEVELOPMENTS

5.3.1. After applying background growth, traffic flows associated with committed developments have been added to finalise the peak construction year (2028) and opening year (2030) baseline scenarios. Following engagement with the relevant local highways and planning authorities and in undertaking the cumulative effects assessment, Riverside 2 is the only additional committed development included within this assessment. Riverside 2 is currently under construction and due to be operational by 2026. The Transport Assessment that was submitted for Riverside 2[18] has been used to obtain the peak hour traffic flows, which have been assigned onto the highway network within the Study Area to finalise the future year (2028 and 2030) baseline scenarios.

5.4. LOCAL HIGHWAY NETWORK

COMMITTED TRANSPORT SCHEMES

5.4.1. There are no known planned transport improvement schemes within the Study Area that will significantly alter the transport networks from what has been presented within **Section 4: Baseline Conditions**.

PEAK CONSTRUCTION YEAR (2028) BASELINE

Network Flows

5.4.2. **Table 5-2** presents the two-way network flows for the '2028 Baseline' (incorporating background growth and committed development trips) scenarios. Network flow diagrams for the '2028 Baseline' scenario are attached in **Annex D**.

Table 5-2: Traffic Flows - 2028 Baseline

Dataset	Link	AM Peak Hour	PM Peak Hour
MCC 1	A2016 Picardy Manorway	2,603	2,552
	Clydesdale Way	419	479
	Yarnton Way	845	861
	A2016 Eastern Way	1,852	1,847
MCC 2	A2016 Picardy Manorway (W)	2,602	2,554
	Norman Road	197	172
	A2016 Picardy Manorway (E)	2,586	2,616

Dataset	Link	AM Peak Hour	PM Peak Hour
MCC 3	A2016 Picardy Manorway	2,584	2,618
	Anderson Way	687	675
	A2016 Bronze Age Way	2,023	2,190
	B253 Picardy Manorway	870	825
MCC 4	A2016 Bronze Age Way	2,231	2,183
	Walnut Tree Road	-	-
	Bexley Road	496	791
	A2016 Queens Road	2,440	2,597
	A2016 Bexley Road	1,315	1,501
MCC 5	A2016 Queens Road (N)	2,431	2,589
	James Watt Way	1,111	1,223
	A2016 Queens Road (S)	2,079	2,264
MCC 6	A2016 South Road	2,061	2,253
	Boundary Street	178	182
	A2016 Northend Road	2,064	2,329
	Dell View Road	229	227
ATC 1	Norman Road	*	*
ATC 2	Norman Road	194	169
ATC 3	A2016 Eastern Way	1,697	1,739
ATC 4	Yarnton Way	885	821
ATC 5	A2016 Picardy Manorway	2,364	2,332
ATC 6	A2016 Picardy Manorway	2,337	2,330
ATC 7	B253 Picardy Manorway	912	1,019
ATC 8	A2016 Bronze Age Way	1,826	1,838
ATC 9	Norman Road	*	*
ATC 10	A206 Northend Road	2,020	2,218
ATC 11	A2000 Perry Street	1,081	1,360
ATC 12	A206 Thames Road	1,871	2,202
ATC 13	A206 Thames Road	3,055	2,855
ATC 14	A2026 Burnham Road	1,446	1,562
ATC 15	A206 Bob Dunn Way	2,199	1,812
ATC 16	A206 Bob Dunn Way	2,381	1,559

Dataset	Link	AM Peak Hour	PM Peak Hour
ATC 17	A220 Bexley Road	585	710
ATC 18	A2041	1,735	1,676
ATC 19	A2041	1,418	1,448
Notes: *Indicates location where disruptions were experienced. -Indicates that vehicles cannot enter junction on this link.			

Junction Capacity Assessment

5.4.3. Junction performance on the local highway network has been assessed for the future year of 2028 (Peak Construction Year). The summary tables document the highest values encountered over all time segments, whilst the full model outputs for all scenarios can be viewed in **Annex E**. For the purposes of the 'direct' profile modelling, it has been assumed that the peak hour trips associated with committed development is split evenly across the peak hours.

Junction 1: A2016/Clydesdale Way/Yarnton Way

5.4.4. The ARCADY capacity assessment results for the '2028 Baseline' scenario for the A2016/Clydesdale Way/Yarnton Way roundabout are summarised in **Table 5-3**. The model outputs forecast that, by 2028, this junction will operate with reserve capacity in both peak hours. The RFC is well below 0.85 on all arms, and queues/delays are short.

Table 5-3: Junction 1 - Capacity Results (2028 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.60	3.58	1.6	0.44	2.55	0.8
2	Clydesdale Way	0.38	9.59	0.6	0.28	6.16	0.4
3	Yarnton Way	0.22	2.37	0.3	0.22	1.94	0.3
4	A2016 Eastern Way	0.37	3.06	0.7	0.52	3.90	1.1

Junction 2: A2016/Norman Road

5.4.5. The LinSig capacity assessment results for the '2028 Baseline' scenario for the A2016/Norman Road signalised junction are summarised in **Table 5-4**. The model outputs forecast that, by 2028, this junction will operate with reserve capacity in both peak hours. The DoS is well below 90% on all arms, and queues/delays are short.

Table 5-4: Junction 2 - Capacity Results (2028 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	A2016 (Ahead)	39.7	7.5	5.7	53.0	8.9	8.8
2	A2016 (Left Turn)	9.7	3.0	0.8	5.7	2.9	0.5
3	Norman Road	50.2	41.6	4.2	52.9	42.4	4.4

Junction 3: A2016/Anderson Way/B253

5.4.6. The ARCADY capacity assessment results for the '2028 Baseline' scenario for the A2016/Anderson Way/B253 roundabout are summarised in **Table 5-5**. The model outputs forecast that, by 2028, this junction will operate with reserve capacity in both peak hours. The RFC is well below 0.85 on all arms, and queues/delays are short.

Table 5-5: Junction 3 - Capacity Results (2028 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.56	4.24	1.5	0.69	5.18	2.3
2	Anderson Way	0.16	2.95	0.3	0.27	3.18	0.4
3	A2016 Bronze Age Way	0.54	3.71	1.3	0.39	2.85	0.7
4	B253 Picardy Manorway	0.45	4.82	0.8	0.23	2.89	0.3

Junction 4: A2016/Walnut Tree Road/Bexley Road/A206

5.4.7. The ARCADY capacity assessment results for the '2028 Baseline' scenario for the A2016/Walnut Tree Road/Bexley Road/A206 roundabout are summarised in **Table 5-6**. The model outputs forecast that, by 2028, this junction will operate with reserve capacity in both peak hours. The RFC is below 0.85 on all arms, and queues/delays are short.

Table 5-6: Junction 4 - Capacity Results (2028 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Bronze Age Way	0.56	4.73	1.5	0.68	6.05	2.2
3	Bexley Road	0.47	10.93	1.0	0.67	18.55	2.2
4	A206 Queens Road	0.70	6.36	2.6	0.63	5.05	1.8
5	A206 (West)	0.83	27.49	5.2	0.74	14.87	2.9

Junction 5: A206/James Watt Way

5.4.8. The LinSig capacity assessment results for the '2028 Baseline' scenario for the A206/James Watt Way signalised junction are summarised in **Table 5-7**. The model outputs forecast that, by 2028, this junction will operate with reserve capacity in both peak hours. The DoS is well below 90% on all arms, and queues/delays are short.

Table 5-7: Junction 5 - Capacity Results (2028 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	**Queens Road EB**	**80.6**	**58.5**	**10.3**	**84.5**	**57.5**	**11.3**
2	**James Watt Way**	**57.6**	**44.3**	**8.3**	**61.3**	**40.6**	**7.5**
3	**Queens Road WB**	**83.0**	**47.6**	**15.5**	**85.0**	**54.8**	**12.7**

Junction 6: A206/Boundary Street/Dell View Road

5.4.9. The ARCADY capacity assessment results for the '2028 Baseline' scenario for the A206/Boundary Street/Dell View Road roundabout are summarised in **Table 5-8**. The model outputs forecast that, by 2028, this junction will operate with reserve capacity in both peak hours. The RFC is below 0.85 on all arms, and queues/delays are short.

Table 5-8: Junction 6 - Capacity Results (2028 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A206 South Road	0.54	4.38	1.4	0.63	4.60	1.7
2	Boundary Street	0.29	11.79	0.4	0.25	13.14	0.3
3	A206 Northend Road	0.57	4.71	1.5	0.54	4.07	1.2
4	Dell View Road	0.21	5.64	0.3	0.11	4.53	0.1

OPERATIONAL OPENING YEAR (2030) BASELINE

Network Flows

5.4.10. **Table 5-9** presents the two-way network flows for the '2030 Baseline' (incorporating background growth and committed development trips) scenarios. Network flow diagrams for the '2030 Baseline' scenario are attached in **Annex D**.

Table 5-9: Traffic Flows - 2030 Baseline

Dataset	Link	AM Peak Hour	PM Peak Hour
MCC 1	A2016 Picardy Manorway	2,628	2,580
	Clydesdale Way	423	484
	Yarnton Way	853	871
	A2016 Eastern Way	1,871	1,867
MCC 2	A2016 Picardy Manorway (W)	2,628	2,582
	Norman Road	198	174
	A2016 Picardy Manorway (E)	2,612	2,644
MCC 3	A2016 Picardy Manorway	2,610	2,646
	Anderson Way	694	682
	A2016 Bronze Age Way	2,043	2,214
	B253 Picardy Manorway	879	834
MCC 4	A2016 Bronze Age Way	2,258	2,211
	Walnut Tree Road	-	-

Dataset	Link	AM Peak Hour	PM Peak Hour
	Bexley Road	502	801
	A2016 Queens Road	2,469	2,630
	A2016 Bexley Road	1,331	1,520
MCC 5	A2016 Queens Road (N)	2,460	2,622
	James Watt Way	1,124	1,239
	A2016 Queens Road (S)	2,104	2,292
MCC 6	A2016 South Road	2,083	2,278
	Boundary Street	180	184
	A2016 Northend Road	2,086	2,355
	Dell View Road	231	230
ATC 1	Norman Road	*	*
ATC 2	Norman Road	196	170
ATC 3	A2016 Eastern Way	1,714	1,757
ATC 4	Yarnton Way	894	830
ATC 5	A2016 Picardy Manorway	2,387	2,357
ATC 6	A2016 Picardy Manorway	2,360	2,355
ATC 7	B253 Picardy Manorway	921	1,030
ATC 8	A2016 Bronze Age Way	1,844	1,858
ATC 9	Norman Road	*	*
ATC 10	A206 Northend Road	2,041	2,243
ATC 11	A2000 Perry Street	1,092	1,375
ATC 12	A206 Thames Road	1,893	2,230
ATC 13	A206 Thames Road	3,091	2,890
ATC 14	A2026 Burnham Road	1,472	1,591
ATC 15	A206 Bob Dunn Way	2,238	1,845
ATC 16	A206 Bob Dunn Way	2,425	1,591
ATC 17	A220 Bexley Road	592	719
ATC 18	A2041	1,760	1,701
ATC 19	A2041	1,438	1,468

Notes:
*Indicates location where disruptions were experienced.
-Indicates that vehicles cannot enter junction on this link.

Highway Operation

5.4.11. The performance of the junctions on the local highway network has been assessed for the future year of 2030 (Opening Year). The summary tables document the highest values encountered over all time segments, whilst the full model outputs for all scenarios can be viewed in **Annex E**. For the purposes of the 'direct' profile modelling, it has been assumed that the peak hour trips associated with committed development is split evenly across the peak hours.

Junction 1: A2016/Clydesdale Way/Yarnton Way

5.4.12. The ARCADY capacity assessment results for the '2030 Baseline' scenario for the A2016/Clydesdale Way/Yarnton Way roundabout are summarised in **Table 5-10**. The model outputs forecast that, by 2030, this junction will operate with reserve capacity in both peak hours. The RFC is well below 0.85 on all arms, and queues/delays are short.

Table 5-10: Junction 1 - Capacity Results (2030 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.60	3.63	1.7	0.44	2.57	0.8
2	Clydesdale Way	0.39	9.82	0.6	0.28	6.22	0.4
3	Yarnton Way	0.22	2.39	0.3	0.23	1.96	0.3
4	A2016 Eastern Way	0.38	3.08	0.7	0.53	3.96	1.2

Junction 2: A2016/Norman Road

5.4.13. The LinSig capacity assessment results for the '2030 Baseline' scenario for the A2016/Norman Road signalised junction are summarised in **Table 5-11**. The model outputs forecast that, by 2030, this junction will operate with reserve capacity in both peak hours. The DoS is well below 90% on all arms, and queues/delays are short.

Table 5-11: Junction 2 - Capacity Results (2030 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	A2016 (Ahead)	40.1	7.6	5.8	53.6	9.0	8.9
2	A2016 (Left Turn)	9.9	3.0	0.8	5.7	2.9	0.5
3	Norman Road	50.5	41.7	4.2	53.5	42.6	4.5

Junction 3: A2016/Anderson Way/B253

5.4.14. The ARCADY capacity assessment results for the '2030 Baseline' scenario for the A2016/Anderson Way/B253 roundabout are summarised in **Table 5-12**. The model outputs forecast that, by 2030, this junction will operate with reserve capacity in both peak hours. The RFC is well below 0.85 on all arms, and queues/delays are short.

Table 5-12: Junction 3 - Capacity Results (2030 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.57	4.31	1.5	0.70	5.39	2.5
2	Anderson Way	0.16	2.97	0.3	0.28	3.24	0.4
3	A2016 Bronze Age Way	0.55	3.78	1.4	0.40	2.89	0.7
4	B253 Picardy Manorway	0.45	4.92	0.8	0.23	2.91	0.3

Junction 4: A2016/Walnut Tree Road/Bexley Road/A206

5.4.15. The ARCADY capacity assessment results for the '2030 Baseline' scenario for the A2016/Walnut Tree Road/Bexley Road/A206 roundabout are summarised in **Table 5-13**. The model outputs forecast that, by 2030, this junction will operate with reserve capacity in both peak hours. The RFC is at or below 0.85 on all arms, and queues/delays are short.

Table 5-13: Junction 4 - Capacity Results (2030 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Bronze Age Way	0.57	4.83	1.6	0.69	6.29	2.3
3	Bexley Road	0.48	11.37	1.1	0.69	20.07	2.4
4	A206 Queens Road	0.71	6.59	2.7	0.64	5.20	1.9
5	A206 (West)	0.85	30.90	5.9	0.75	15.87	3.2

Junction 5: A206/James Watt Way

5.4.16. The LinSig capacity assessment results for the '2030 Baseline' scenario for the A206/James Watt Way signalised junction are summarised in **Table 5-14**. The model outputs forecast that, by 2030, this junction will operate with reserve capacity in both peak hours. The DoS is well below 90% on all arms, and queues/delays are short.

Table 5-14: Junction 5 - Capacity Results (2030 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	Queens Road EB	81.4	59.4	10.4	85.6	59.2	11.6
2	James Watt Way	58.4	44.5	8.4	62.0	40.9	7.7
3	Queens Road WB	84.1	48.7	15.8	86.0	56.1	13.2

Junction 6: A206/Boundary Street/Dell View Road

5.4.17. The ARCADY capacity assessment results for the '2030 Baseline' scenario for the A206/Boundary Street/Dell View Road roundabout are summarised in **Table 5-15**. The model outputs forecast that, by 2028, this junction will operate with reserve capacity in both peak hours. The RFC is below 0.85 on all arms, and queues/delays are short.

Table 5-15: Junction 6 - Capacity Results (2030 Baseline)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A206 South Road	0.55	4.44	1.5	0.63	4.69	1.8
2	Boundary Street	0.29	12.10	0.4	0.26	13.61	0.3
3	A206 Northend Road	0.58	4.78	1.6	0.54	4.13	1.3
4	Dell View Road	0.22	5.73	0.3	0.11	4.58	0.1

5.5. SUMMARY

5.5.1. This section has assessed the future baseline situation on the local highway network surrounding the Site (without the Proposed Scheme) for future years of 2028 (anticipated to align with peak construction activities) and 2030 (anticipated year of opening). Traffic flows for the future year baseline scenarios have been estimated using traffic growth rates obtained from TEMPro v7.2 and adding on traffic flows associated with the Riverside 2 committed development.

5.5.2. Junction capacity assessments have been undertaken on a series of junctions within the Study Area, and **Table 5-16** provides a summary of the junction performance, indicating the maximum RFC/DoS (highest values encountered over all time segments) across all arms and showing whether they:

- operate with reserve capacity (green; RFC on all arms is below 0.85, or DoS on all arms is below 90%);
- operate at practical capacity (orange; RFC on all arms is below 1.00, or DoS on all arms is below 100%); or
- operate above capacity (red; RFC on one or more arms is above 1.00, or DoS on one or more arms is above 100%).

Table 5-16: Junction Capacity Assessment Summary (RFC and DoS)

Junction	2023 Observed		2028 Baseline		2030 Baseline	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Junction 1 A2016/Clydesdale Way/Yarnton Way	0.57	0.49	0.60	0.52	0.60	0.53
Junction 2 A2016/Norman Road	48.2%	49.1%	50.2%	53.0%	50.5%	53.6%
Junction 3 A2016/Anderson Way/B253	0.53	0.65	0.56	0.69	0.57	0.70
Junction 4 A2016/Walnut Tree Road/Bexley Road/A206	0.78	0.70	0.83	0.74	0.85	0.75
Junction 5 A206/James Watt Way	79.2%	81.2%	83.0%	85.0%	84.1%	86.0%
Junction 6 A206/Boundary Street/Dell View Road	0.55	0.59	0.57	0.62	0.58	0.63

5.5.3. All junctions assessed are forecast to operate within capacity across all baseline scenarios.

6. TRIP ATTRACTION AND ASSIGNMENT

6.1. OVERVIEW

6.1.1. This assessment establishes the predicted multi-modal trip attraction for the Proposed Scheme during the anticipated peak construction year (2028) and when the Proposed Scheme is operational (2030). It outlines the methodology used to distribute and assign the associated vehicular trips onto the highway network surrounding the Site.

6.2. CONSTRUCTION

6.2.1. It is projected that at the construction peak there would be up to 1,000 workers onsite, and 25 daily HGV deliveries (50 two-way movements). This is based upon an assessment of similar sized schemes[a] and is considered a robust estimation of the anticipated peak construction movements. It is also noted that there are likely to be Abnormal Indivisible Loads (AILs) required for the construction of the Proposed Scheme; however, the frequency of these vehicles is likely to be small and AIL movements will be actively managed through a CTMP to minimise disruption on the network. A **Framework CTMP (Document Reference 7.7)** has been prepared separately and is submitted with the DCO application. A full CTMP will be prepared post-determination once Contractor(s) have been appointed, secured by a DCO requirement.

6.2.2. Whilst it is noted that the staff and HGV requirements are likely to fluctuate across the construction period, this assessment considers the worst case scenario in terms of total additional vehicles on the network, as outlined below.

STAFF

Trip Attraction

6.2.3. At the construction peak it is estimated that there would be up to 1,000 workers onsite. For the purposes of this document, it has been assumed that all workers would arrive onsite during the AM peak and would depart in the PM peak. However, it is recognised that the daily construction operating hours are from 07:00-19:00; consequently, staff are likely to be travelling to/from the Site outside of the peak hours. As such, this methodology represents a robust assessment of the likely trip attraction to assess the likely peak hour impacts. In order to determine the likely modal split of the workforce, the latest available 'Census Journey to Work'[19] data for the Bexley 003 MSOA – shown in **Table 6-1** – has been obtained and applied to the anticipated workforce.

[a] The number of construction workers onsite has been determined based on professional judgement and knowledge for similar sized and type of schemes, such as Drax Bioenergy with Carbon Capture and Storage Project and The Net Zero Teesside Project.

Table 6-1: Construction Trip Attraction - Staff

Mode	Mode Share	AM Peak		PM Peak		Total	
		Arrive	Depart	Arrive	Depart	Arrive	Depart
On foot	11%	110	0	0	110	110	110
Bicycle	2%	20	0	0	20	20	20
By Bus	15%	150	0	0	150	150	150
By Rail	23%	230	0	0	230	230	230
By Private Vehicle*	48%	480	0	0	480	480	480
Other	1%	10	0	0	10	10	10
Total	**100%**	**1,000**	**0**	**0**	**1,000**	**1,000**	**1,000**

Notes:
*Private vehicle = taxi, motorcycle and car.
Due to rounding, some totals may not tally.

6.2.4. As shown in **Table 6-1**, 48% of workers within Bexley 003 MSOA travel to work by private vehicle. Therefore, for the peak construction workforce of up to 1,000 people, it is anticipated that 480 staff would travel by private vehicle, resulting in 960 two-way trips across the daily period (assuming one arrival and one departure trip by each worker). Measures will also be implemented – via a Construction Workforce Travel Plan (CWTP) – to minimise the number of vehicles travelling to Site on a daily basis but this has not been assumed for the purposes of this assessment. A **Framework CTMP (Document Reference 7.7)** has also been prepared separately which requires the CWTP to be brought forward. A full CTMP will be prepared once Contractor(s) have been appointed, secured by a DCO requirement.

Trip Assignment

6.2.5. It is assumed that construction staff travel habits would be similar to those assumed for Riverside 2. As such, the assumptions made within the Riverside 2 Transport Assessment[18]– replicated in **Table 6-2** – have been used.

Table 6-2: Construction Trip Assignment - Staff

Link	Staff Vehicle Trip Distribution (%)
Yarnton Way	10
B253 Picardy Manorway	37
A2016 Bronze Age Way	47
A2016 Eastern Way	6

HGVS

Trip Attraction

6.2.6. Following a review and assessment against similar sized schemes and taking into consideration localised factors (HGV loading areas etc.), it is anticipated that the Proposed Scheme would physically be able to accommodate circa 25 daily deliveries (resulting in 50 two-way movements) with a maximum of two HGVs unloading simultaneously (taking up to 60 minutes), with a further HGV waiting to be unloaded (see **Table 6-3**). These deliveries have been spread across the construction hours (07:00-19:00) with up to three deliveries anticipated across the AM peak period and the remainder occurring throughout the day, with no deliveries after 18:00.

Table 6-3: Construction Trip Attraction - HGVs

Construction (HGV deliveries, one-way)			
Time	**Unloading**	**Waiting**	**Total**
0700	2	1	3
0800	2	1	3
0900	2	1	3
1000	1	1	2
1100	1	1	2
1200	1	1	2
1300	1	1	2
1400	1	1	2
1500	1	1	2
1600	1	1	2
1700	1	1	2
1800	0	0	0

Trip Assignment

6.2.7. The origin of construction related materials is currently unknown. The Transport Assessment for the adjacent Riverside 2[18] (now under construction) assumed construction HGV routing from the north/west via the A2016 Eastern Way (25%), and the southeast (towards the M25) via the A2016 Bronze Age Way and A206 (75%) (see **Table 6-4**). Yarnton Way has a 3.0t weight restriction so would not be suitable for any HGV. The Riverside 2 Transport Assessment[18] was developed with input and approval from the LHA; therefore, the same assumptions have been applied for the Proposed Scheme. These were discussed with the relevant LHA for this Proposed Scheme.

Table 6-4: Construction Trip Assignment - HGV

Link	HGV Trip Distribution (%)
Yarnton Way	0
B253 Picardy Manorway	0
A2016 Bronze Age Way	75
A2016 Eastern Way	25

CONSTRUCTION PHASE TOTAL

6.2.8. The resulting worst case peak daily construction trip attraction across the Study Area is shown in **Table 6-5**. Network flow diagrams for the '2028 Proposed Scheme' flows are attached in **Annex D**.

Table 6-5: Construction Trip Attraction - Total Vehicular Flow (two-way)

Dataset	Link	AM Peak Hour	PM Peak Hour
MCC 1	A2016 Picardy Manorway	889	81
	Clydesdale Way	0	0
	Yarnton Way	48	48
	A2016 Eastern Way	30	30
MCC 2	A2016 Picardy Manorway (W)	889	81
	Norman Road	486	484
	A2016 Picardy Manorway (E)	409	561
MCC 3	A2016 Picardy Manorway	409	561
	Anderson Way	0	0
	A2016 Bronze Age Way	230	229
	B253 Picardy Manorway	178	178
MCC 4	A2016 Bronze Age Way	230	229
	Walnut Tree Road	-	-
	Bexley Road	0	0
	A2016 Queens Road	230	229
	A2016 Bexley Road	0	0
MCC 5	A2016 Queens Road (N)	230	229
	James Watt Way	0	0
	A2016 Queens Road (S)	230	229
MCC 6	A2016 South Road	230	229
	Boundary Street	0	0

Dataset	Link	AM Peak Hour	PM Peak Hour
	A2016 Northend Road	230	229
	Dell View Road	0	0
ATC 1	Norman Road	*	*
ATC 2	Norman Road	486	484
ATC 3	A2016 Eastern Way	30	30
ATC 4	Yarnton Way	48	48
ATC 5	A2016 Picardy Manorway	889	81
ATC 6	A2016 Picardy Manorway	409	561
ATC 7	B253 Picardy Manorway	178	178
ATC 8	A2016 Bronze Age Way	230	229
ATC 9	Norman Road	*	*
ATC 10	A206 Northend Road	230	229
ATC 11	A2000 Perry Street	0	0
ATC 12	A206 Thames Road	230	229
ATC 13	A206 Thames Road	230	229
ATC 14	A2026 Burnham Road	0	0
ATC 15	A206 Bob Dunn Way	230	229
ATC 16	A206 Bob Dunn Way	230	229
ATC 17	A220 Bexley Road	0	0
ATC 18	A2041	0	0
ATC 19	A2041	0	0

Notes:
*Indicates location where disruptions were experienced.
-Indicates that vehicles cannot enter junction on this link.

6.3. OPERATION

STAFF

Trip Attraction

6.3.1. It is expected that 27 full-time equivalent staff will be involved in the operation of the Proposed Scheme. For the purposes of this assessment, it has been assumed that all workers would arrive onsite during the AM peak and would depart in the PM peak. The modal split for the Proposed Scheme workforce has been based upon the existing modal share of the current workforce of Bexley 003 MSOA, as presented previously in **Table 6-1**, which results in the likely multi-modal trip attraction outlined in **Table 6-6**.

Table 6-6: Operational Trip Attraction - Staff

Mode	Mode Share	AM Peak		PM Peak		Total	
		Arrive	Depart	Arrive	Depart	Arrive	Depart
On foot	11%	3	0	0	3	3	3
Bicycle	2%	1	0	0	1	1	1
By Bus	15%	4	0	0	4	4	4
By Rail	23%	6	0	0	6	6	6
By Private Vehicle*	48%	13	0	0	13	13	13
Other	1%	0	0	0	0	0	0
Total	**100%**	**27**	**0**	**0**	**27**	**27**	**27**

Notes:
*Private vehicle = taxi, motorcycle and car.
Due to rounding, some totals may not tally.

Trip Assignment

6.3.2. As can be seen in **Table 6-6**, the Proposed Scheme is anticipated to attract 13 two-way private vehicle trips in each of the peak hours. These vehicle trips have been distributed based upon the proportions presented previously in **Table 6-2** and assigned onto the highway network accordingly.

HGV

Trip Attraction

6.3.3. The deliveries shown in **Table 6-7** are expected to be required for the regular operation of the Proposed Scheme. As a robust worst case scenario, it is assumed that all material requirements would be arriving on a hypothetical single day. In regular operation, material deliveries can be scheduled to reduce impacts on the local road network.

Table 6-7: Operational Trip Attraction - HGVs (Total Movements)

Material and Staff	Requirements	Two-Way Movements
Amine-based Solvent	Up to 4 HGVs – every 3 weeks	8
Amine Solvent Waste	Up to 4 HGVs – every 3 weeks	8
Caustic Soda	1 HGV – every 3 weeks	2
Anti-Foam	1 HGV – every 3 months	2
Sulphuric Acid, Sodium Hypochlorite, Sodium Bisulphite, Antiscalent	1 HGV – every 3 weeks	2
Diesel	1 HGV – every 6 months	2
Total		**24**

6.3.4. These deliveries have been spread across the daily period (07:00-19:00) with up to two deliveries anticipated across the AM peak period and the remainder occurring throughout the day, with no deliveries after 15:00.

Table 6-8: Operational Trip Attraction - HGVs (Daily Profile)

Operational (HGV Deliveries - One-Way)			
Time	**Unloading**	**Waiting**	**Total**
0700	0	1	1
0800	1	1	2
0900	1	1	2
1000	1	1	2
1100	1	0	1
1200	1	0	1
1300	1	0	1
1400	1	0	1
1500	1	0	1
1600	0	0	0
1700	0	0	0
1800	0	0	0

Trip Assignment

6.3.5. The origin of deliveries expected to be required for the regular operation of the Proposed Scheme is currently unknown. However, the Riverside 2 Transport Assessment[18] assumed HGV traffic routing as presented previously in **Table 6-3** which has been applied to the anticipated HGV deliveries.

OPERATION PHASE TOTAL

6.3.6. The resulting worst case peak daily operation trip attraction across the Study Area is shown in **Table 6-9**. Network flow diagrams for the '2030 Proposed Scheme' flows are attached in **Annex D**.

Table 6-9: Operational Trip Attraction - Total Vehicular Flow (Two-Way)

Dataset	Link	AM Peak Hour	PM Peak Hour
MCC 1	A2016 Picardy Manorway	28	2
	Clydesdale Way	0	0
	Yarnton Way	1	1
	A2016 Eastern Way	2	1
MCC 2	A2016 Picardy Manorway (W)	28	2
	Norman Road	17	13
	A2016 Picardy Manorway (E)	15	15
MCC 3	A2016 Picardy Manorway	15	15
	Anderson Way	0	0
	A2016 Bronze Age Way	9	6
	B253 Picardy Manorway	5	5
MCC 4	A2016 Bronze Age Way	9	6
	Walnut Tree Road	-	-
	Bexley Road	0	0
	A2016 Queens Road	9	6
	A2016 Bexley Road	0	0
MCC 5	A2016 Queens Road (N)	9	6
	James Watt Way	0	0
	A2016 Queens Road (S)	9	6
MCC 6	A2016 South Road	9	6
	Boundary Street	0	0
	A2016 Northend Road	9	6
	Dell View Road	0	0

Dataset	Link	AM Peak Hour	PM Peak Hour
ATC 1	Norman Road	*	*
ATC 2	Norman Road	17	13
ATC 3	A2016 Eastern Way	2	1
ATC 4	Yarnton Way	1	1
ATC 5	A2016 Picardy Manorway	28	2
ATC 6	A2016 Picardy Manorway	15	15
ATC 7	B253 Picardy Manorway	5	5
ATC 8	A2016 Bronze Age Way	9	6
ATC 9	Norman Road	*	*
ATC 10	A206 Northend Road	9	6
ATC 11	A2000 Perry Street	0	0
ATC 12	A206 Thames Road	9	6
ATC 13	A206 Thames Road	9	6
ATC 14	A2026 Burnham Road	0	0
ATC 15	A206 Bob Dunn Way	9	6
ATC 16	A206 Bob Dunn Way	9	6
ATC 17	A220 Bexley Road	0	0
ATC 18	A2041	0	0
ATC 19	A2041	0	0
Notes: *Indicates location where disruptions were experienced. -Indicates that vehicles cannot enter junction on this link.			

6.4. SUMMARY

6.4.1. This section has sought to quantify the anticipated trip attraction of the Proposed Scheme during peak construction and once operational:

- During peak construction, it is anticipated that there will be up to 1,000 workers on Site per day, of which 480 will use a private vehicle to access/egress the Site during the peak hours (arrival in the AM peak and departure in the PM peak). In addition, there will be up to 25 daily HGV deliveries (50 two-way movements) with up to three deliveries in the AM peak and up to two deliveries in the PM peak hour. This is considered a robust assessment as construction staff would likely undertake their journeys outside of the peak hours, in alignment with the construction operating hours (07:00-19:00).

- Once operational, the Proposed Scheme is anticipated to employ 27 full time staff members, of which 13 will use a private vehicle to access/egress the Site during the peak hours (arrival in the AM peak and departure in the PM peak). In addition, there will be up to 12 HGV deliveries (24 two-way movements) with up to two deliveries in the AM peak and no deliveries in the PM peak hour. This is considered a robust assessment as the infrequent deliveries have been assessed to all occur on a single hypothetical day; whereas during regular operation, material deliveries can be scheduled to reduce impacts on the local road network.

6.4.2. The vehicular trips anticipated to be attracted to the Site during the construction and operational phases have been distributed and assigned onto the highway network based upon the assumptions used within the Riverside 2 Transport Assessment[18]. The trips have been added onto the '2028 Baseline' and '2030 Baseline' scenarios to form the '2028 Baseline + Development (Construction)' and '2030 Baseline + Development (Operation)' scenarios, as set out in the following section.

7. TRANSPORT IMPACTS

7.1. OVERVIEW

7.1.1. This section assesses the likely multi-modal transport impact of the Proposed Scheme during peak construction and once operational. It is based upon the forecast multi-modal trip attraction of the Proposed Scheme, as set out in **Section 6: Trip Attraction and Assignment**.

7.2. ACTIVE MODES

IMPACT

7.2.1. **Table 7-1** indicates that the Proposed Scheme is predicted to attract 110 (two-way) additional walking trips and up to 20 (two-way) additional cycling trips in the AM and PM peak hours during peak construction. This is considered a robust assessment as construction staff are likely to be travelling to/from the Site outside of the peak hours to align with the daily construction operating hours (07:00-19:00). Once operational, the Proposed Scheme is forecast to attract significantly less active travel trips (three on foot and one by bicycle during the peak hours), due to the minimal workforce required.

Table 7-1: New Trips - By Active Modes

Mode	AM Peak				PM Peak			
	Construction		Operational		Construction		Operational	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
On foot	110	0	3	0	0	110	0	3
Bicycle	20	0	1	0	0	20	0	1

7.2.2. The site audit – presented in **Section 4.2** – demonstrated that there is good existing infrastructure for pedestrians and cyclists, including on-carriageway cycle lanes and off-road segregated (white lining) footway/cycleways on Norman Road, as well as a wider network of pedestrian (PRoW) and cycle routes (NCN1) across the Study Area connecting the Site to residential areas, retail facilities (Belvedere Park) and transport interchanges. The active travel infrastructure is generally in good condition, wide, lit, well sign-posted and provides adequate crossing facilities (dropped kerbs, tactile paving, central refuge islands) which create an environment conducive to walking and cycling.

MITIGATION

7.2.3. The existing active travel infrastructure is considered sufficient to accommodate the relatively low increases in additional demand once the Proposed Scheme is operational. Whilst it is noted that the construction period would result in additional demand, this still only equates to circa two additional pedestrians per minute across the peak hour and one cyclist every 3 minutes, which is unlikely to be perceptible by existing users. Furthermore, the construction impacts will be temporary, and the staff journeys are likely to occur outside of the peak hours.

7.2.4. As such, it is considered that no active travel enhancements are required to accommodate the additional walking and cycling trips forecast to be attracted to the Site.

7.3. PUBLIC TRANSPORT

IMPACT

7.3.1. **Table 7-2** indicates that the Proposed Scheme is predicted to attract 150 (two-way) additional bus trips and up to 230 (two-way) additional trips by rail in the AM and PM peak hours during peak construction. This is considered a robust assessment as construction staff are likely to be travelling to/from the Site outside of the peak hours to align with the daily construction operating hours (07:00-19:00). Once operational, the Proposed Scheme is forecast to attract significantly less trips by public transport (four by bus and six by rail during the peak hours), due to the minimal workforce required.

Table 7-2: New Trips - By Public Transport

Mode	AM Peak				PM Peak			
	Construction		Operational		Construction		Operational	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
By Bus	150	0	4	0	0	150	0	4
By Rail	230	0	6	0	0	230	0	6

7.3.2. The site audit – presented in **Section 4.3** – demonstrated that the Site will be predominantly served by the existing bus routes that call at the 'Picardy Manorway Eastern Way' (eastbound) and 'Eastern Way Norman Road' (westbound) bus stops on the A2016 Picardy Manorway. The services (Route 180 and Route 401) operate quarter-hourly buses (typical frequency) throughout the week providing public transport access to the Site from Greenwich, Woolwich, Plumstead, Abbey Wood, Erith Thamesmead, Belvedere and Bexleyheath. In addition, Belvedere and Abbey Wood railway stations are within walking/cycling distance of the Site, both of which provide a number of frequent services to various onward destinations via the London Underground network and the National Rail network.

7.3.3. Both the bus and rail services operate throughout the day; thereby providing an opportunity for future staff and visitors to travel to the Site by public transport.

MITIGATION

7.3.4. The relatively low increases in additional demand by bus and rail once the Proposed Scheme is operational are not considered likely to significantly impact on existing rail and bus capacity, given the number and frequency of existing services available. Whilst it is noted that the construction period would result in additional demand, this still only equates to circa three additional bus passengers per minute across the peak hour and four rail passengers per minute, split across numerous services, which is unlikely to be perceptible by existing users. Furthermore, the construction impacts will be temporary, and the staff journeys are likely to occur outside of the peak hours. A **Framework CTMP (Document Reference 7.7)** has been developed which sets out measures to mitigate construction impacts, including the development of a CWTP. A full CTMP (incorporating a CWTP) will be prepared post-determination, once Contractor(s) have been appointed, secured by a DCO requirement.

7.3.5. As such, it is considered that additional services or public transport facilities are not required to accommodate the additional public transport trips forecast to be attracted to the Site as a result of the Proposed Scheme.

7.4. HIGHWAY NETWORK

IMPACT

7.4.1. **Table 7-3** indicates that the Proposed Scheme is predicted to attract 480 (two-way) additional vehicle trips in the AM and PM peak hours during peak construction, with a further six (two-way) HGV movements. This is considered a robust assessment as construction staff are likely to be travelling to/from the Site outside of the peak hours to align with the daily construction operating hours (07:00-19:00). Once operational, the Proposed Scheme is forecast to attract significantly less vehicular trips (13 during the peak hours), due to the minimal workforce required. In addition, four (two-way) HGV movements are forecast in the AM peak hour associated with deliveries required for the regular operation of the Proposed Scheme (albeit it has been assumed that all deliveries occur on a hypothetical single day whereas in reality they can be scheduled to minimise the overall impact on the highway network).

Table 7-3: New Trips - By Private Vehicle

Mode	AM Peak				PM Peak			
	Construction		Operational		Construction		Operational	
	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart
By Private Vehicle	480	0	13	0	0	480	0	13
HGVs	3	3	2	2	2	2	0	0

7.4.2. The impact of vehicular trips forecast to be attracted to the Site on the surrounding highway network has been assessed for the future years of 2028 (anticipated peak construction year) and 2030 (anticipated year of opening).

PEAK CONSTRUCTION YEAR (2028)

Network Flows

7.4.3. **Table 7-4** presents the two-way network flows for the '2028 Baseline' and '2028 Baseline + Development' scenarios and provides a percentage change assessment.

Table 7-4: Traffic Flows - 2028 Baseline + Development

Dataset	Link	2028 Baseline		2028 Baseline + Development		% Change	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
MCC 1	A2016 Picardy Manorway	2,603	2,552	3,492	2,633	34%	3%
	Clydesdale Way	419	479	419	479	0%	0%
	Yarnton Way	845	861	893	909	6%	6%
	A2016 Eastern Way	1,852	1,847	1,882	1,877	2%	2%
MCC 2	A2016 Picardy Manorway (W)	2,602	2,554	3,492	2,635	34%	3%
	Norman Road	197	172	683	656	247%	281%
	A2016 Picardy Manorway (E)	2,586	2,616	2,995	3,177	16%	21%
MCC 3	A2016 Picardy Manorway	2,584	2,618	2,993	3,179	16%	21%
	Anderson Way	687	675	687	675	0%	0%
	A2016 Bronze Age Way	2,023	2,190	2,253	2,419	11%	10%
	B253 Picardy Manorway	870	825	1,048	1,003	20%	22%
MCC 4	A2016 Bronze Age Way	2,231	2,183	2,461	2,412	10%	10%
	Walnut Tree Road	-	-	-	-	-	-
	Bexley Road	496	791	496	791	0%	0%
	A2016 Queens Road	2,440	2,597	2,670	2,826	9%	9%
	A2016 Bexley Road	1,315	1,501	1,315	1,501	0%	0%

Dataset	Link	2028 Baseline		2028 Baseline + Development		% Change	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
MCC 5	A2016 Queens Road (N)	2,431	2,589	2,661	2,818	9%	9%
	James Watt Way	1,111	1,223	1,111	1,223	0%	0%
	A2016 Queens Road (S)	2,079	2,264	2,309	2,493	11%	10%
MCC 6	A2016 South Road	2,061	2,253	2,291	2,481	11%	10%
	Boundary Street	178	182	178	182	0%	0%
	A2016 Northend Road	2,064	2,329	2,294	2,557	11%	10%
	Dell View Road	229	227	229	227	0%	0%
ATC 1	Norman Road	*	*	*	*	*	*
ATC 2	Norman Road	194	169	680	653	251%	287%
ATC 3	A2016 Eastern Way	1,697	1,739	1,728	1,768	2%	2%
ATC 4	Yarnton Way	885	821	933	869	5%	6%
ATC 5	A2016 Picardy Manorway	2,364	2,332	3,253	2,413	38%	3%
ATC 6	A2016 Picardy Manorway	2,337	2,330	2,746	2,891	18%	24%
ATC 7	B253 Picardy Manorway	912	1,019	1,090	1,197	20%	17%
ATC 8	A2016 Bronze Age Way	1,826	1,838	2,056	2,067	13%	12%
ATC 9	Norman Road	*	*	*	*	*	*
ATC 10	A206 Northend Road	2,020	2,218	2,250	2,446	11%	10%
ATC 11	A2000 Perry Street	1,081	1,360	1,081	1,360	0%	0%
ATC 12	A206 Thames Road	1,871	2,202	2,101	2,431	12%	10%
ATC 13	A206 Thames Road	3,055	2,855	3,286	3,083	8%	8%
ATC 14	A2026 Burnham Road	1,446	1,562	1,446	1,562	0%	0%
ATC 15	A206 Bob Dunn Way	2,199	1,812	2,429	2,040	10%	13%
ATC 16	A206 Bob Dunn Way	2,381	1,559	2,611	1,788	10%	15%
ATC 17	A220 Bexley Road	585	710	585	710	0%	0%
ATC 18	A2041	1,735	1,676	1,735	1,676	0%	0%

Dataset	Link	2028 Baseline		2028 Baseline + Development		% Change	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
ATC 19	A2041	1,418	1,448	1,418	1,448	0%	0%

Notes:
*Indicates location where disruptions were experienced.
-Indicates that vehicles cannot enter junction on this link.

7.4.4. On the majority of links, it can be seen that construction of the Proposed Scheme is forecast to have a relatively small impact on the two-way flows in the peak hours. In some cases the percentage increase is significantly higher; however, this is due to low baseline traffic flows and high demand as a result of construction (for example along Norman Road – which is currently lightly trafficked but would facilitate direct access to the Temporary Construction Compounds).

Junction Capacity Assessment

7.4.5. The performance of the junctions on the local highway network has been assessed for the future year of 2028 (Peak Construction Year) including the Proposed Scheme – the numbers in brackets represent the model outputs for the '2028 Baseline' scenario in order to demonstrate how the junction operation has altered between the two scenarios. The summary tables document the highest values encountered over all time segments, whilst the full model outputs for all scenarios can be viewed at **Annex E**. For the purposes of the 'direct' profile modelling, it has been assumed that the peak hour trips associated with the Proposed Scheme are split evenly across the peak hours.

Junction 1: A2016/Clydesdale Way/Yarnton Way

7.4.6. The ARCADY capacity assessment results for the '2028 Baseline + Development' scenario for the A2016/Clydesdale Way/Yarnton Way roundabout are summarised in **Table 7-5**. The model outputs indicate that, in 2028 with the Proposed Scheme, this roundabout is still forecast to operate with reserve capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this roundabout.

Table 7-5: Junction 1 - Capacity Results (2028 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.75 (0.60)	5.63 (3.58)	3.2 (1.6)	0.47 (0.44)	2.69 (2.55)	0.9 (0.8)
2	Clydesdale Way	0.55 (0.38)	19.53 (9.59)	1.2 (0.6)	0.29 (0.28)	6.57 (6.16)	0.4 (0.4)
3	Yarnton Way	0.28 (0.22)	3.03 (2.37)	0.4 (0.3)	0.22 (0.22)	1.97 (1.94)	0.3 (0.3)
4	A2016 Eastern Way	0.46 (0.37)	4.09 (3.06)	0.9 (0.7)	0.52 (0.52)	3.91 (3.90)	1.1 (1.1)

Junction 2: A2016/Norman Road

7.4.7. The LinSig capacity assessment results for the '2028 Baseline + Development' scenario for the A2016/Norman Road signalised junction are summarised in **Table 7-6**. The model outputs indicate that, in 2028 with the proposed Scheme, this signalised junction is forecast to operate with reserve capacity in both peak hours. The RFC is forecast to be below 100% on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-6: Junction 2 - Capacity Results (2028 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	A2016 Picardy Manorway (Ahead)	37.8 (39.7)	6.2 (7.5)	5.0 (5.7)	84.3 (53.0)	34.6 (8.9)	18.3 (8.8)
2	A2016 Picardy Manorway (Left Turn)	40.1 (9.7)	4.3 (3.0)	4.8 (0.8)	5.9 (5.7)	2.9 (2.9)	0.5 (0.5)
3	Norman Road	62.7 (50.2)	50.8 (41.6)	4.8 (4.2)	86.1 (52.9)	36.9 (42.4)	17.3 (4.4)

Junction 3: A2016/Anderson Way/B253

7.4.8. The ARCADY capacity assessment results for the '2028 Baseline + Development' scenario for the A2016/Anderson Way/B253 roundabout are summarised in **Table 7-7**. The model outputs indicate that, in 2028 with the Proposed Scheme, this roundabout is forecast to operate within capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-7: Junction 3 - Capacity Results (2028 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.56 (0.56)	4.27 (4.24)	1.5 (1.5)	0.89 (0.69)	14.77 (5.18)	8.4 (2.3)
2	Anderson Way	0.16 (0.16)	2.96 (2.95)	0.3 (0.3)	0.34 (0.27)	4.43 (3.18)	0.6 (0.4)
3	A2016 Bronze Age Way	0.64 (0.54)	4.60 (3.71)	2.0 (1.3)	0.43 (0.39)	3.30 (2.85)	0.8 (0.7)
4	B253 Picardy Manorway	0.65 (0.45)	8.39 (4.82)	1.8 (0.8)	0.23 (0.23)	3.01 (2.89)	0.3 (0.3)

Junction 4: A2016/Walnut Tree Road/Bexley Road/A206

7.4.9. The ARCADY capacity assessment results for the '2028 Baseline + Development' scenario for the A2016/Walnut Tree Road/Bexley Road/A206 roundabout are summarised in **Table 7-8**. The model outputs indicate that, in 2028 with the Proposed Scheme, this roundabout is forecast to operate within capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-8: Junction 4 - Capacity Results (2028 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Bronze Age Way	0.56 (0.56)	4.73 (4.73)	1.5 (1.5)	0.79 (0.68)	9.40 (6.05)	4.0 (2.2)
3	Bexley Road	0.47 (0.47)	10.93 (10.93)	1.0 (1.0)	0.83 (0.67)	45.80 (18.55)	5.3 (2.2)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
4	A206 Queens Road	0.81 (0.70)	9.79 (6.36)	4.6 (2.6)	0.63 (0.63)	5.07 (5.05)	1.8 (1.8)
5	A206 (West)	0.98 (0.83)	115.83 (27.49)	21.8 (5.2)	0.74 (0.74)	14.96 (14.87)	3.0 (2.9)

Junction 5: A206/James Watt Way

7.4.10. The LinSig capacity assessment results for the '2028 Baseline + Development' scenario for the A206/James Watt Way signalised junction are summarised in **Table 7-9**. The model outputs indicate that, in 2028, with the Proposed Scheme, this signalised junction is forecast to operate within capacity in both peak hours. The DoS is forecast to be below 100% on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-9: Junction 5 - Capacity Results (2028 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	Queens Road EB	87.6 (80.6)	75.5 (58.5)	12.4 (10.3)	84.1 (84.5)	53.6 (57.5)	13.7 (11.3)
2	James Watt Way	62.4 (57.6)	51.1 (44.3)	9.3 (8.3)	66.8 (61.3)	48.1 (40.6)	7.8 (7.5)
3	Queens Road WB	86.9 (83.0)	49.1 (47.6)	20.5 (15.5)	85.3 (85.0)	58.0 (54.8)	13.8 (12.7)

Junction 6: A206/Boundary Street/Dell View Road

7.4.11. The ARCADY capacity assessment results for the '2028 Baseline' scenario for the A206/Boundary Street/Dell View Road roundabout are summarised in **Table 7-10**. The model outputs indicate that, in 2028, with the Proposed Scheme, this roundabout is forecast to operate within capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-10: Junction 6 - Capacity Results (2028 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A206 South Road	0.54 (0.54)	4.40 (4.38)	1.4 (1.4)	0.72 (0.62)	6.29 (4.60)	2.7 (1.7)
2	Boundary Street	0.29 (0.29)	11.88 (11.79)	0.4 (0.4)	0.36 (0.25)	22.27 (13.14)	0.6 (0.3)
3	A206 Northend Road	0.68 (0.57)	6.22 (4.71)	2.4 (1.5)	0.54 (0.54)	4.12 (4.07)	1.3 (1.2)
4	Dell View Road	0.25 (0.21)	7.13 (5.64)	0.3 (0.3)	0.11 (0.11)	4.54 (4.53)	0.1 (0.1)

OPERATIONAL OPENING YEAR (2030)

Network Flows

7.4.12. **Table 7-11** presents the two-way network flows for the '2030 Baseline' and '2030 Baseline + Development' scenarios and provides a percentage change assessment.

Table 7-11: Traffic Flows - 2030 Baseline + Development

Dataset	Link	2028 Baseline		2028 Baseline + Development		% Change	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
MCC 1	A2016 Picardy Manorway	2,628	2,580	2,656	2,582	1%	0%
	Clydesdale Way	423	484	423	484	0%	0%
	Yarnton Way	853	871	854	872	0%	0%
	A2016 Eastern Way	1,871	1,867	1,872	1,867	0%	0%
MCC 2	A2016 Picardy Manorway (W)	2,628	2,582	2,656	2,584	1%	0%
	Norman Road	198	174	215	187	9%	7%
	A2016 Picardy Manorway (E)	2,612	2,644	2,627	2,659	1%	1%
MCC 3	A2016 Picardy Manorway	2,610	2,646	2,625	2,661	1%	1%

Dataset	Link	2028 Baseline		2028 Baseline + Development		% Change	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Anderson Way	694	682	694	682	0%	0%
	A2016 Bronze Age Way	2,043	2,214	2,052	2,220	0%	0%
	B253 Picardy Manorway	879	834	884	839	1%	1%
MCC 4	A2016 Bronze Age Way	2,258	2,211	2,267	2,217	0%	0%
	Walnut Tree Road	-	-	-	-	-	-
	Bexley Road	502	801	502	801	0%	0%
	A2016 Queens Road	2,469	2,630	2,478	2,636	0%	0%
	A2016 Bexley Road	1,331	1,520	1,331	1,520	0%	0%
MCC 5	A2016 Queens Road (N)	2,460	2,622	2,469	2,628	0%	0%
	James Watt Way	1,124	1,239	1,124	1,239	0%	0%
	A2016 Queens Road (S)	2,104	2,292	2,113	2,299	0%	0%
MCC 6	A2016 South Road	2,083	2,278	2,092	2,284	0%	0%
	Boundary Street	180	184	180	184	0%	0%
	A2016 Northend Road	2,086	2,355	2,095	2,361	0%	0%
	Dell View Road	231	230	231	230	0%	0%
ATC 1	Norman Road	*	*	*	*	*	*
ATC 2	Norman Road	196	170	213	183	9%	8%
ATC 3	A2016 Eastern Way	1,714	1,757	1,716	1,758	0%	0%
ATC 4	Yarnton Way	894	830	896	831	0%	0%
ATC 5	A2016 Picardy Manorway	2,387	2,357	2,415	2,359	1%	0%
ATC 6	A2016 Picardy Manorway	2,360	2,355	2,375	2,370	1%	1%
ATC 7	B253 Picardy Manorway	921	1,030	926	1,035	1%	0%
ATC 8	A2016 Bronze Age Way	1,844	1,858	1,853	1,864	0%	0%
ATC 9	Norman Road	*	*	*	*	*	*

Dataset	Link	2028 Baseline		2028 Baseline + Development		% Change	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
ATC 10	A206 Northend Road	2,041	2,243	2,050	2,249	0%	0%
ATC 11	A2000 Perry Street	1,092	1,375	1,092	1,375	0%	0%
ATC 12	A206 Thames Road	1,893	2,230	1,902	2,236	0%	0%
ATC 13	A206 Thames Road	3,091	2,890	3,100	2,897	0%	0%
ATC 14	A2026 Burnham Road	1,472	1,591	1,472	1,591	0%	0%
ATC 15	A206 Bob Dunn Way	2,238	1,845	2,247	1,852	0%	0%
ATC 16	A206 Bob Dunn Way	2,425	1,591	2,434	1,597	0%	0%
ATC 17	A220 Bexley Road	592	719	592	719	0%	0%
ATC 18	A2041	1,760	1,701	1,760	1,701	0%	0%
ATC 19	A2041	1,438	1,468	1,438	1,468	0%	0%

Notes:
*Indicates location where disruptions were experienced.
-Indicates that vehicles cannot enter junction on this link.

7.4.13. On the majority of links, it can be seen that operation of the Proposed Scheme is forecast to have a relatively small impact on the two-way flows in the peak hours (up to 10%).

Junction Capacity Assessment

7.4.14. The performance of the junctions on the local highway network has been assessed for the future year of 2030 (Opening Year) with the Proposed Scheme – the numbers in brackets represent the model outputs for the '2030 Baseline' scenario in order to demonstrate how the junction operation has altered between the two scenarios. The summary tables document the highest values encountered over all time segments, whilst the full model outputs for all scenarios can be viewed at **Annex E**. For the purposes of the 'direct' profile modelling, it has been assumed that the peak hour trips associated with the Proposed Scheme are split evenly across the peak hours.

Junction 1: A2016/Clydesdale Way/Yarnton Way

7.4.15. The ARCADY capacity assessment results for the '2030 Baseline + Development' scenario for the A2016/Clydesdale Way/Yarnton Way roundabout are summarised in **Table 7-12**. The model outputs indicate that, in 2030 with the Proposed Scheme, this roundabout is still forecast to operate with reserve capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this roundabout.

Table 7-12: Junction 1 - Capacity Results (2030 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.61 (0.60)	3.69 (3.63)	1.7 (1.7)	0.44 (0.44)	2.58 (2.57)	0.8 (0.8)
2	Clydesdale Way	0.39 (0.39)	10.03 (9.82)	0.6 (0.6)	0.28 (0.28)	6.23 (6.22)	0.4 (0.4)
3	Yarnton Way	0.22 (0.22)	2.41 (2.39)	0.3 (0.3)	0.23 (0.23)	1.96 (1.96)	0.3 (0.3)
4	A2016 Eastern Way	0.38 (0.38)	3.11 (3.08)	0.7 (0.7)	0.53 (0.53)	3.96 (3.96)	1.2 (1.2)

Junction 2: A2016/Norman Road

7.4.16. The LinSig capacity assessment results for the '2030 Baseline + Development' scenario for the A2016/Norman Road signalised junction are summarised in **Table 7-13**. The model outputs indicate that, in 2030 with the Proposed Scheme, this signalised junction is forecast to operate with reserve capacity in both peak hours. The RFC is forecast to be below 100% on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-13: Junction 2 - Capacity Results (2030 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	A2016 Picardy Manorway (Ahead)	40.1 (40.1)	7.6 (7.6)	5.8 (5.8)	54.5 (53.6)	9.6 (9.0)	9.4 (8.9)
2	A2016 Picardy Manorway (Left Turn)	10.9 (9.9)	3.1 (3.0)	0.9 (0.8)	5.7 (5.7)	2.9 (2.9)	0.5 (0.5)
3	Norman Road	52.0 (50.5)	42.2 (41.7)	4.4 (4.2)	54.3 (53.5)	41.6 (42.6)	4.8 (4.5)

Junction 3: A2016/Anderson Way/B253

7.4.17. The ARCADY capacity assessment results for the '2030 Baseline + Development' scenario for the A2016/Anderson Way/B253 roundabout are summarised in **Table 7-14**. The model outputs indicate that, in 2030 with the Proposed Scheme, this roundabout is forecast to operate within capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-14: Junction 3 - Capacity Results (2030 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Picardy Manorway	0.57 (0.57)	4.33 (4.31)	1.5 (1.5)	0.70 (0.70)	5.39 (5.29)	2.5 (2.4)
2	Anderson Way	0.16 (0.16)	2.98 (2.97)	0.3 (0.3)	0.28 (0.28)	3.24 (3.22)	0.4 (0.4)
3	A2016 Bronze Age Way	0.55 (0.55)	3.81 (3.78)	1.4 (1.4)	0.40 (0.40)	2.89 (2.88)	0.7 (0.7)
4	B253 Picardy Manorway	0.46 (0.45)	5.00 (4.92)	0.9 (0.8)	0.23 (0.23)	2.91 (2.91)	0.3 (0.3)

Junction 4: A2016/Walnut Tree Road/Bexley Road/A206

7.4.18. The ARCADY capacity assessment results for the '2030 Baseline + Development' scenario for the A2016/Walnut Tree Road/Bexley Road/A206 roundabout are summarised in **Table 7-15**. The model outputs indicate that, in 2030 with the Proposed Scheme, this roundabout is forecast to operate within capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-15: Junction 4 - Capacity Results (2030 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A2016 Bronze Age Way	0.57 (0.57)	4.84 (4.83)	1.6 (1.6)	0.69 (0.69)	6.35 (6.29)	2.4 (2.3)
3	Bexley Road	0.48 (0.48)	11.42 (11.37)	1.1 (1.1)	0.69 (0.69)	20.42 (20.07)	2.4 (2.4)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
4	A206 Queens Road	0.72 (0.71)	6.70 (6.59)	2.8 (2.7)	0.64 (0.64)	5.20 (5.20)	1.9 (1.9)
5	A206 (West)	0.86 (0.85)	32.27 (30.90)	6.2 (5.9)	0.75 (0.75)	15.87 (15.87)	3.2 (3.2)

Junction 5: A206/James Watt Way

7.4.19. The LinSig capacity assessment results for the '2028 Baseline + Development' scenario for the A206/James Watt Way signalised junction are summarised in **Table 7-16**. The model outputs indicate that, in 2030 with the Proposed Scheme, this signalised junction is forecast to operate within capacity in both peak hours. The DoS is forecast to be below 100% on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-16: Junction 5 - Capacity Results (2030 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)	DoS (%)	Average Delay (s/PCU)	Mean Max Queue (PCU)
1	Queens Road EB	81.9 (81.4)	59.9 (59.4)	10.6 (10.4)	86.1 (85.6)	60.0 (59.2)	11.7 (11.6)
2	James Watt Way	58.4 (58.4)	44.5 (44.5)	8.4 (8.4)	62.0 (62.0)	40.9 (40.9)	7.7 (7.7)
3	Queens Road WB	84.7 (84.1)	49.5 (48.7)	16.1 (15.8)	86.0 (86.0)	56.1 (56.1)	13.2 (13.2)

Junction 6: A206/Boundary Street/Dell View Road

7.4.20. The ARCADY capacity assessment results for the '2030 Baseline' scenario for the A206/Boundary Street/Dell View Road roundabout are summarised in **Table 7-17**. The model outputs indicate that, in 2030, with the Proposed Scheme, this roundabout is forecast to operate within capacity in both peak hours. The RFC is forecast to be below 1.00 on all arms, across both peak hours, and queues and delay remain relatively short. The impact of the Proposed Scheme does not significantly impact the performance and operation of this junction.

Table 7-17: Junction 6 - Capacity Results (2030 Baseline + Development)

Arm	Description	AM Peak Hour			PM Peak Hour		
		Max RFC	Max Delay (s/Veh)	Max Queue (Veh)	Max RFC	Max Delay (s/Veh)	Max Queue (Veh)
1	A206 South Road	0.55 (0.55)	4.45 (4.44)	1.5 (1.5)	0.63 (0.63)	4.73 (4.69)	1.8 (1.8)
2	Boundary Street	0.29 (0.29)	12.16 (12.10)	0.4 (0.4)	0.26 (0.26)	13.76 (13.61)	0.3 (0.3)
3	A206 Northend Road	0.58 (0.58)	4.84 (4.78)	1.6 (1.6)	0.54 (0.54)	4.13 (4.13)	1.3 (1.3)
4	Dell View Road	0.22 (0.22)	5.78 (5.73)	0.3 (0.3)	0.11 (0.11)	4.58 (4.58)	0.1 (0.1)

MITIGATION

7.4.21. Junction capacity assessments have been undertaken on a series of junctions within the Study Area, and **Table 7-18** provides a summary of the junction performance, indicating the maximum RFC/DoS (highest values encountered over all time segments) across all arms and showing whether they:

- operate with reserve capacity (green; RFC on all arms is below 0.85, or DoS on all arms is below 90%);
- operate at practical capacity (orange; RFC on all arms is below 1.00, or DoS on all arms is below 100%); or
- operate above capacity (red; RFC on one or more arms is above 1.00, or DoS on one or more arms is above 100%).

7.4.22. As can be seen, all junctions assessed are forecast to operate within capacity across both peak hours, in both future years, even with the addition of traffic associated with the Proposed Scheme; therefore, no offsite mitigation measures are proposed.

Table 7-18: Junction Capacity Assessment Summary (RFC and DoS)

Junction	2028 Baseline + Development		2030 Baseline + Development	
	AM Peak	PM Peak	AM Peak	PM Peak
Junction 1 A2016/Clydesdale Way/ Yarton Way	0.75	0.52	0.61	0.53
Junction 2 A2016/Norman Road	62.7%	86.1%	52.0%	54.5%
Junction 3 A2016/Anderson Way/B253	0.65	0.89	0.57	0.70

Junction	2028 Baseline + Development		2030 Baseline + Development	
	AM Peak	PM Peak	AM Peak	PM Peak
Junction 4 A2016/Walnut Tree Road/ Bexley Road/A206	0.98	0.83	0.86	0.75
Junction 5 A206/James Watt Way	87.6%	85.3%	84.7%	86.1%
Junction 6 A206/Boundary Street/Dell View Road	0.68	0.72	0.58	0.63

7.4.23. Whilst no offsite mitigation is proposed, a **Framework CTMP (Document Reference 7.7)** has been developed which sets out measures to mitigate construction impacts, including the development of a CWTP. A full CTMP will be prepared post-determination, once Contractor(s) have been appointed, secured by a DCO requirement.

7.4.24. The Proposed Scheme is not anticipated to attract a significant number of movements (by all modes) in the operation phase. The Proposed Scheme will be incorporated within an update to the existing Workforce Travel Plan (WTP) for Riverside 1 and once operational Riverside 2. A WTP represents a long term travel management strategy, detailing specific measures, designed to encourage staff and visitors to travel by more sustainable and active transport options.

7.5. SUMMARY

7.5.1. This section has assessed the likely multi-modal transport impacts of the Proposed Scheme. The Site is well connected to existing active travel infrastructure – good-quality, wide, lit and well signposted footways, PRoW, cycle routes and NCN routes – and is within walking and cycling distance to transport interchanges (bus stops on the A2016 Picardy Manorway; Belvedere Railway Station and Abbey Wood Railway Station) which provide frequent services to a range of local and regional destinations. Both the active travel infrastructure and public transport services are considered suitable to accommodate the anticipated additional demand associated with the Proposed Scheme without being perceptible to existing users; therefore, no enhancements are proposed.

7.5.2. The impact of the vehicular trips estimated to be attracted to the Site as a result of the Proposed Scheme on the surrounding highway network has been assessed for the peak construction year (2028) and the anticipated opening year (2030). All junctions assessed are forecast to operate within capacity across all scenarios, and the modelling results indicate that the impact of the Proposed Scheme does not significantly impact the performance and operation of the junctions on the surrounding highway network; therefore, no offsite highway improvements are proposed.

8. SUMMARY AND CONCLUSIONS

8.1. SUMMARY

8.1.1. This document has been prepared for the Cory Decarbonisation Project. The Proposed Scheme comprises four key components: The Carbon Capture Facility; The Proposed Jetty; The Mitigation and Enhancement Area and the Temporary Construction Compounds. Further detail on the Proposed Scheme is provided within **Chapter 2: Site and Proposed Scheme Description (Volume 1)**.

8.1.2. The main access to the Site for all modes will be via Norman Road. Adequate car and cycle parking provision will be provided alongside appropriate facilities to accommodate deliveries and servicing vehicles, based upon the anticipated demand, during both the construction and operational phases:

- During peak construction, it is anticipated that there will be up to 1,000 workers on Site per day, of which 480 are forecast to use a private vehicle to access/egress the Site during the peak hours (arrival in the AM peak and departure in the PM peak). In addition, there is forecast to be up to 25 daily HGV deliveries (50 two-way movements) with up to three deliveries in the AM peak and up to two deliveries in the PM peak hour. This is considered a robust assessment as construction staff would likely undertake their journeys outside of the peak hours, in alignment with the construction operating hours (07:00-19:00).
- Once operational, the Proposed Scheme is anticipated to employ 27 full time staff members, of which 13 are forecast to use a private vehicle to access/egress the Site during the peak hours (arrival in the AM peak and departure in the PM peak). In addition, there is forecast to be up to 12 HGV deliveries (24 two-way movements) with up to two deliveries in the AM peak and no deliveries in the PM peak hour. This is considered a robust assessment as the infrequent deliveries have been assessed to all occur on a single hypothetical day, whereas during regular operation, material deliveries can be scheduled to reduce impact on the local road network.

8.1.3. The Proposed Scheme is well located to provide opportunities for sustainable travel by site visitors and employees. The Site is well connected to an extensive network of PRoW, footways and cycleways which provide connectivity to key facilities and residential areas that may serve the Site. In addition, the Site is located within close proximity of two bus stops which provide regular services to key locations (Greenwich, Woolwich, Plumstead, Abbey Wood, Erith Thamesmead, Belveder and Bexleyheath), as well as Belvedere Station and Abbey Wood Station which connects the site to the London Underground Network as well as to National Rail services.

8.1.4. The assessment of the local highway network demonstrates that there are no existing issues with the operation or safety. Based upon a review of PIAs recorded on the local highway network within the Study Area, there is no reason to suggest that the Proposed Scheme would have an adverse impact on highway safety.

8.1.5. Junction capacity assessments have also been undertaken on a series of key junctions that would experience increases in traffic movements as a result of the Proposed Scheme. The assessments indicate that all of the junctions would continue to operate within capacity during the peak construction year (2028) and once operational (2030), with delay and queueing also remaining relatively small. The impact of the Proposed Scheme does not significantly impact the performance and operation of the junctions assessed when compared to the baseline scenarios (considering background traffic growth and committed developments, namely Riverside 2).

8.2. CONCLUSION

8.2.1. In conclusion, this document has demonstrated that the Proposed Scheme conforms to the requirements of national and local transport related planning policies as safe and suitable access can be provided for all users, opportunities to encourage active and sustainable travel to and from the site have been taken up and the impact on the highway network can be mitigated to an acceptable degree.

9. REFERENCES

[1] London Borough of Bexley. (2023). 'The Bexley Local Plan 2023'. Available at: https://www.bexley.gov.uk/sites/default/files/2023-07/bexley-local-plan-adopted-26-april-2023.pdf

[2] Cory Environmental Holdings Limited. (2023). 'Preliminary Environmental Information Report: Cory Decarbonisation Project'. Available at: https://corydecarbonisation.co.uk/document-library/

[3] Cory Environmental Holdings Limited. (2023). 'Environment Impact Assessment Scoping Report: Cory Decarbonisation Project'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010128/EN010128-000021-EN010128%20-%20Scoping%20Report.pdf

[4] Department for Energy Security and Net Zero (2024). 'Overarching National Policy Statement for Energy (EN-1)'. Available at: https://www.gov.uk/government/collections/national-policy-statements-for-energy-infrastructure

[5] Department for Transport. (2020). 'Setting the challenge'. Available at: https://assets.publishing.service.gov.uk/media/5fa03423d3bf7f03a7a99151/decarbonising-transport-setting-the-challenge.pdf

[6] Department for Transport. (2021). Decarbonising Transport: A Better, Greener Britain'. Available at: https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf

[7] Department for Levelling Up, Housing and Communities. (2023). 'National Planning Policy Framework'. Available at: https://www.gov.uk/government/publications/national-planning-policy-framework--2

[8] Department for Levelling Up, Housing and Communities and Ministry of Housing, Communities and Local Government. (2021). 'National Planning Practice Guidance, Healthy and Safe Communities'. Available at: https://www.gov.uk/guidance/health-and-wellbeing

[9] London Borough of Bexley. (2023). 'The Bexley Local Plan 2023'. Available at: https://www.bexley.gov.uk/sites/default/files/2023-04/bexley-local-plan-adopted-26-april-2023.pdf

[10] Greater London Authority. (2021). 'The London Plan'. Available at: https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

[11] Greater London Authority. (2018). 'London Environment Strategy'. Available at: https://www.london.gov.uk/sites/default/files/london_environment_strategy_0.pdf

[12] Mayor of London. (2018). 'Mayor's Transport Strategy 2018'. Available at: https://www.london.gov.uk/programmes-strategies/transport/our-vision-transport/mayors-transport-strategy-2018

[13] Kent County Council. (2016). 'Local Transport Plan 4: Delivering Growth without Gridlock 2016–203'. Available at: https://www.kent.gov.uk/__data/assets/pdf_file/0011/72668/Local-transport-plan-4.pdf

[14] Kent County Council. (2023). 'Turning the Curve Towards Net Zero'. Available at: https://letstalk.kent.gov.uk/23735/widgets/70451/documents/52605

[15] Dartford Borough Council (2017). 'Dartford Development Policies Plan'. Available at: https://www.dartford.gov.uk/policy-1/key-plans-policies

[16] Dartford Borough Council. (2021). 'Pre Submission Publication Dartford Local Plan'. Available at: https://www.dartford.gov.uk/downloads/download/1304/pre-submission-publication-dartford-local-plan-february-2021

[17] Transport for London. (2024). 'Stations, stops & piers'. Available at: https://tfl.gov.uk/travel-information/stations-stops-and-piers/

[18] Cory (2018). 'Cory Riverside Energy: Riverside Energy Park: Transport Assessment'. Available at: https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010093/EN010093-000244-6.3%20ES%20Technical%20Appendices%20B.1%20Transport%20Assessment.pdf

[19] Office for National Statistics. (2021). 'RM077 - Method used to travel to work by distance travelled to work'. Available at: https://www.nomisweb.co.uk/datasets/c2021rm077

Annex A

BUS TIMETABLE INFORMATION

TRANSPORT
FOR LONDON

Bus timetable

180 Towards North Greenwich Station

Eastern Way / Norman Road

Saturday

Please select a time period to view off-peak journey times in minutes.

First Bus - 04:44

05:00 to **06:00**	05:14 05:40
06:00 to **07:00**	06:00 06:20 06:40
07:00 to **08:00**	07:00 07:20 07:32 07:44 07:55
08:00 to **20:00**	Every 8-12 minutes
	20:11 20:26

20:00 to **21:00**	20:42 20:58
21:00 to **22:00**	21:12 21:27 21:42 21:57
22:00 to **23:00**	22:13 22:29 22:45
23:00 to **00:00**	23:01 23:16 23:31 23:46

Last Bus - 00:01

Bus overview

TRANSPORT
FOR LONDON

Bus timetable

180 Towards North Greenwich Station

Eastern Way / Norman Road

Sunday

Please select a time period to view off-peak journey times in minutes.

First Bus - 06:30

07:00 to **08:00**	07:00 07:30 07:59
08:00 to **09:00**	08:19 08:39
09:00 to **11:00**	Every 13-14 minutes
11:00 to **12:00**	11:07 11:22 11:37 11:52
	12:07 12:22 12:37

	12:52
12:00 to **13:00**	13:07
13:00 to **14:00**	13:22 13:37 13:52
14:00 to **15:00**	14:08 14:24 14:40 14:56
15:00 to **16:00**	15:12 15:27 15:41 15:56
16:00 to **17:00**	16:11 16:26 16:41 16:56
17:00 to **18:00**	17:11 17:26 17:40 17:54
18:00 to **19:00**	18:08 18:22 18:37 18:52
19:00 to **20:00**	19:07 19:22 19:38 19:54
	20:10 20:26 20:42

	20:58
20:00 to **21:00**	21:13
21:00 to **22:00**	21:28
	21:43
	21:58
22:00 to **23:00**	22:14
	22:30
	22:44
23:00 to **00:00**	23:00
	23:15
	23:30
	23:45

Last Bus - 00:00

Bus overview

TRANSPORT
FOR LONDON

Bus timetable

180 Towards North Greenwich Station

Eastern Way / Norman Road

Monday to Friday

Please select a time period to view off-peak journey times in minutes.

First Bus - 04:45

05:00 to **06:00**	05:05 05:25 05:44 05:55
06:00 to **19:00**	Every 8-12 minutes
19:00 to **20:00**	Every 11-14 minutes
20:00 to **21:00**	20:14 20:29 20:44 20:59
	21:14 21:28 21:42

	21:57
21:00 to **22:00**	22:13
22:00 to **23:00**	22:29
	22:45
23:00 to **00:00**	23:01
	23:16
	23:31
	23:46

Last Bus - 00:01

Bus overview

TRANSPORT
FOR LONDON

Bus timetable

401 Towards Thamesmead Town Centre

Eastern Way / Norman Road

Saturday

Please select a time period to view off-peak journey times in minutes.

First Bus - 06:19

06:49 to **07:00**	06:49
07:00 to **08:00**	07:19 07:50
08:00 to **09:00**	08:09 08:29 08:49
09:00 to **10:00**	09:10 09:25 09:40 09:55
	10:11 10:26 10:41

	10:57
10:00 to **11:00**	11:12
11:00 to **12:00**	11:27 11:42 11:57
12:00 to **13:00**	12:12 12:27 12:42 12:57
13:00 to **14:00**	13:12 13:27 13:42 13:57
14:00 to **15:00**	14:12 14:27 14:42 14:57
15:00 to **16:00**	15:12 15:27 15:42 15:57
16:00 to **17:00**	16:12 16:27 16:42 16:57
17:00 to **18:00**	17:12 17:27 17:41 17:56
18:00 to **19:00**	18:11 18:30 18:50

19:00 to **20:00**	19:10 19:30 19:49
20:00 to **21:00**	20:09 20:36
21:00 to **22:00**	21:06 21:35
22:00 to **23:00**	22:05 22:34
23:00 to **00:00**	23:04 23:34
00:00 to **00:06**	00:06

Last Bus - 00:36

Bus overview

TRANSPORT
FOR LONDON

Bus timetable

401 Towards Thamesmead Town Centre

Eastern Way / Norman Road

Sunday

Please select a time period to view off-peak journey times in minutes.

First Bus - 07:41

08:00 to **09:00**	08:11 08:40
09:00 to **10:00**	09:08 09:37
10:00 to **11:00**	10:05 10:35
11:00 to **12:00**	11:05 11:35
12:00 to **13:00**	12:06 12:36
13:00 to **14:00**	13:06 13:36

14:00 to **15:00**	14:06 14:36
15:00 to **16:00**	15:06 15:36
16:00 to **17:00**	16:06 16:36
17:00 to **18:00**	17:05 17:35
18:00 to **19:00**	18:04 18:34
19:00 to **20:00**	19:04 19:35
20:00 to **21:00**	20:05 20:35
21:00 to **22:00**	21:05 21:35
22:00 to **23:00**	22:04 22:34
23:00 to **00:00**	23:04 23:35
00:00 to **00:06**	00:06

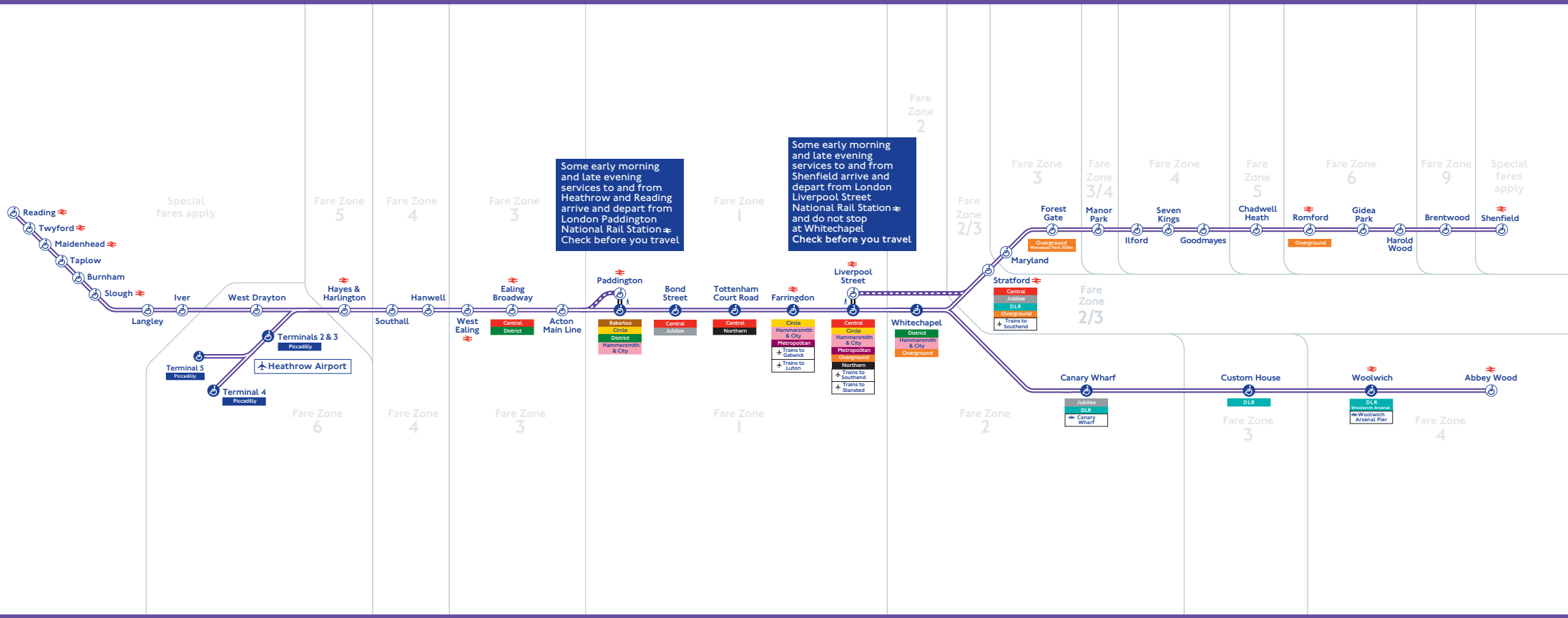
Last Bus - 00:36

Bus overview

Annex B

RAIL TIMETABLE INFORMATION

Elizabeth line



Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Service delay refunds

If you've been delayed on an Elizabeth line journey, you may be able to claim for a service delay refund.

When we refund for service delays
If your journey was delayed for reasons within our control by:

- 15 minutes or more on Tube and DLR services
- 30 minutes or more on London Overground or Elizabeth line services.

We'll refund you the single fare for the journey you were delayed on. For further details please visit the TfL website.

tfl.gov.uk/refunds

0343 222 1234*

* Service and network charges may apply. See tfl.gov.uk/terms for details

Key to symbols

- Interchange stations
- Step-free access from street to platform
- Step-free access from street to train
- National Rail
- Airport
- River services interchange

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield							0444							0504				0524			0533		0541
Brentwood							0448							0508				0528			0537		0545
Harold Wood							0452							0512				0532			0541		0549
Gidea Park							0455		0503					0515		0525		0535			0544		0552
Romford							0458		0506					0518		0528		0538			0547		0555
Chadwell Heath							0501		0509					0521		0531		0541			0550		0558
Goodmayes							0503		0511					0523		0533		0543			0552		0600
Seven Kings							0505		0513					0525		0535		0545			0554		0602
Ilford							0509		0517					0529		0539		0549			0558		0606
Manor Park							0511		0519					0531		0541		0551			0600		0608
Forest Gate							0515		0522					0534		0544		0554			0603		0611
Maryland							0517		0524					0536		0546		0556			0605		0613
Stratford							0519		0527			0534		0539		0549		0559			0608		0616
Abbey Wood															0534		0544			0554		0602	
Woolwich															0537		0547			0557		0605	
Custom House															0541		0551			0601		0609	
Canary Wharf															0545		0555			0605		0613	
Whitechapel												0539		0544	0549	0554	0559	0604		0609	0613	0617	0621
Liverpool St ⊖ Plts A & B												0542		0547	0552	0557	0602	0607		0612	0616	0620	0624
Liverpool St ⇄ Plts 15–17							0527		0535														
Farringdon												0545		0550	0555	0600	0605	0610		0615	0619	0623	0627
Tottenham Court Road												0548		0553	0558	0603	0608	0613		0618	0622	0626	0630
Bond Street												0550		0555	0600	0605	0610	0615		0620	0624	0628	0632
Paddington ⇄ Plts 11 & 12	0436	0440	0454	0503	0518	0524		0534		0539	0548		0600						0618				
Paddington ⊖ Plts A & B												0554		0600	0606	0609	0615	0620		0624	0629	0633	0636
Acton Main Line				0509		0530				0545		0600				0615				0630			
Ealing Broadway	0444	0448	0502	0512	0526	0533		0544		0548	0556	0603	0611		0614	0618			0626	0634		0641	0644
West Ealing				0515		0536		0546		0551		0606			0616	0621				0637			0646
Hanwell				0517		0538				0553		0608				0623				0639			
Southall	0449	0453	0507	0520	0531	0541				0557	0602	0611	0616			0626			0631	0642		0645	
Hayes & Harlington	0453	0456	0510	0523	0534	0544		0552		0600	0606	0614	0619		0622	0629			0634	0645		0649	0652
Heathrow Terminals 2 & 3	0500	0506	0518	0535		0552		0600		0608		0622			0630	0637				0653			0700
Heathrow Terminal 4		0512	0523			0557				0612		0627				0642				0657			
Heathrow Terminal 5	0504			0539				0605							0635								0705
West Drayton					0538						0610		0623						0638			0652	
Iver					0541						0612		0625						0640			0655	
Langley					0543						0615		0628						0643			0657	
Slough					0547						0619		0632						0647			0701	
Burnham					0551						0622		0635						0650			0705	
Taplow					0553						0625		0638						0653			0707	
Maidenhead					0557						0628		0641						0656			0711	
Twyford					0603						0635		0648						0703			0717	
Reading					0611						0642		0655						0710			0725	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		0548		0556		0602		0608		0614		0620		0625		0630			0638		0644		0650
Brentwood		0552		0600		0606		0612		0618		0624		0629		0634			0642		0648		0654
Harold Wood		0556		0604		0610		0616		0622		0628		0633		0638			0646		0652		0658
Gidea Park		0559		0607		0613		0619		0625		0631		0636		0641	0645		0649		0655		0701
Romford		0602		0610		0616		0622		0628		0634		0639		0644	0648		0652		0658		0704
Chadwell Heath		0605		0613		0619		0625		0631		0637		0642		0647	0651		0655		0701		0707
Goodmayes		0607		0615		0621		0627		0633		0639		0644		0649	0653		0657		0703		0709
Seven Kings		0609		0617		0623		0629		0635		0641		0646		0651	0655		0659		0705		0711
Ilford		0613		0621		0627		0633		0639		0645		0650		0655	0659		0703		0709		0715
Manor Park		0615		0623		0629		0635		0641		0647		0652		0657	0701		0705		0711		0717
Forest Gate		0618		0626		0632		0638		0644		0650		0655		0700	0704		0708		0714		0720
Maryland		0620		0628		0634		0640		0646		0652		0657		0702	0706		0710		0716		0722
Stratford		0623		0631		0637		0643		0649		0655		0700		0705	0709		0713		0719		0725
Abbey Wood	0609		0617		0624		0630		0636		0642		0648		0654			0700		0706		0712	
Woolwich	0612		0620		0627		0633		0639		0645		0651		0657			0703		0709		0715	
Custom House	0616		0624		0631		0637		0643		0649		0655		0701			0707		0713		0719	
Canary Wharf	0620		0628		0635		0641		0647		0653		0659		0705			0713		0718		0723	
Whitechapel	0624	0628	0632	0636	0639	0642	0645	0648	0651	0654	0657	0700	0703	0706	0709	0712	0714	0717	0719	0722	0724	0727	0730
Liverpool St Plts A & B	0627	0631	0635	0639	0642	0645	0648	0651	0654	0657	0700	0703	0706	0709	0712	0715	0717	0720	0722	0725	0727	0730	0733
Liverpool St Plts 15–17																							
Farringdon	0630	0634	0638	0642	0645	0648	0651	0654	0657	0700	0703	0706	0709	0712	0715	0717	0720	0722	0725	0727	0730	0733	0736
Tottenham Court Road	0633	0637	0641	0645	0648	0651	0654	0657	0700	0703	0706	0709	0712	0715	0718	0720	0723	0725	0728	0730	0733	0736	0739
Bond Street	0635	0639	0643	0647	0650	0653	0656	0659	0702	0705	0708	0711	0714	0717	0720	0722	0725	0727	0730	0732	0735	0738	0741
Paddington Plts 11 & 12																							
Paddington Plts A & B	0639	0644	0648	0652	0654	0658	0700	0703	0706	0710	0713	0716	0718	0722	0724	0727	0730	0731	0734	0736	0740	0743	0746
Acton Main Line	0645				0700				0715						0730					0745			
Ealing Broadway	0648		0656		0703		0711	0714	0719				0726		0733			0741	0744	0748			
West Ealing	0651				0706			0716	0722						0736				0746	0751			
Hanwell	0653				0708				0724						0738					0753			
Southall	0656		0703		0711		0715		0727				0732		0741			0746		0756			
Hayes & Harlington	0700		0706		0714		0719	0722	0730				0735		0744			0749	0752	0759			
Heathrow Terminals 2 & 3	0707				0722			0730	0738						0752				0800	0807			
Heathrow Terminal 4	0712				0727				0742						0757					0812			
Heathrow Terminal 5								0735											0805				
West Drayton			0710				0722						0739					0753					
Iver			0712				0725						0741					0755					
Langley			0715				0727						0744					0758					
Slough			0719				0731						0748					0802					
Burnham			0722				0735						0751					0805					
Taplow			0725				0737						0754					0808					
Maidenhead			0728				0741						0757					0811					
Twyford			0735				0747						0805					0818					
Reading			0744				0755						0812					0825					

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		0654		0658			0704		0710		0716		0720		0724		0728			0734		0740	
Brentwood		0658		0702			0708		0714		0720		0724		0728		0732			0738		0744	
Harold Wood		0702		0706			0712		0718		0724		0728		0732		0736			0742		0748	
Gidea Park		0705		0709	0713		0717		0722		0727		0731		0735		0739	0743		0747		0752	
Romford		0708		0712	0716		0720		0725		0730		0734		0738		0742	0746		0750		0755	
Chadwell Heath		0711		0715	0719		0723		0728		0733		0737		0741		0745	0749		0753		0758	
Goodmayes		0713		0717	0721		0725		0730		0735		0739		0743		0747	0751		0755		0800	
Seven Kings		0715		0719	0723		0727		0732		0737		0741		0745		0749	0753		0757		0802	
Ilford		0719		0723	0727		0731		0736		0741		0745		0749		0753	0757		0801		0806	
Manor Park		0721		0725	0729		0733		0738		0743		0747		0751		0755	0759		0803		0808	
Forest Gate		0724		0728	0732		0736		0741		0746		0750		0754		0758	0802		0806		0811	
Maryland		0726		0730	0734		0738		0743		0748		0752		0756		0800	0804		0808		0813	
Stratford		0729		0733	0737		0741		0746		0751		0755		0759		0803	0807		0811		0816	
Abbey Wood	0718		0724			0729		0734		0739		0744		0749		0754			0759		0804		0809
Woolwich	0721		0727			0732		0737		0742		0747		0752		0757			0802		0807		0812
Custom House	0725		0731			0736		0741		0746		0751		0756		0801			0806		0811		0816
Canary Wharf	0729		0735			0740		0745		0750		0755		0800		0805			0810		0815		0820
Whitechapel	0733	0736	0739	0741		0744	0746	0749	0751	0754	0756	0759	0801	0804	0806	0809	0811		0814	0816	0819	0821	0824
Liverpool St Plts A & B	0736	0739	0742	0744		0747	0749	0752	0754	0757	0759	0802	0804	0807	0809	0812	0814		0817	0819	0822	0824	0827
Liverpool St Plts 15–17					0745													0815					
Farringdon	0739	0742	0744	0747		0749	0752	0754	0757	0759	0802	0804	0807	0809	0812	0814	0817		0819	0822	0824	0827	0829
Tottenham Court Road	0742	0745	0747	0750		0752	0755	0757	0800	0802	0805	0807	0810	0812	0815	0817	0820		0822	0825	0827	0830	0832
Bond Street	0744	0747	0749	0752		0754	0757	0759	0802	0804	0807	0809	0812	0814	0817	0819	0822		0824	0827	0829	0832	0834
Paddington Plts 11 & 12																							
Paddington Plts A & B	0748	0752	0753	0757		0758	0802	0804	0806	0808	0812	0813	0817	0819	0822	0823	0827		0828	0832	0834	0836	0838
Acton Main Line			0800							0815						0830							0845
Ealing Broadway	0757		0803			0811			0814	0818		0826				0833			0841			0844	0848
West Ealing			0806						0816	0821						0836						0846	0851
Hanwell			0808							0823						0838							0853
Southall	0801		0811			0816				0826		0832				0841			0845				0856
Hayes & Harlington	0805		0814			0820			0823	0829		0835				0844			0849			0852	0859
Heathrow Terminals 2 & 3			0822						0830	0837						0852						0900	0907
Heathrow Terminal 4			0827							0842						0857							0912
Heathrow Terminal 5									0835													0905	
West Drayton	0808					0823						0839							0854				
Iver	0811					0826						0841							0856				
Langley	0813					0828						0844							0859				
Slough	0817					0833						0848							0903				
Burnham	0821					0836						0851							0906				
Taplow	0823					0839						0854							0909				
Maidenhead	0827					0842						0857							0912				
Twyford	0833					0849						0904							0919				
Reading	0842					0858						0911							0926				

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield	0746		0750		0754		0758			0804		0810		0816		0821		0826		0831		0836	
Brentwood	0750		0754		0758		0802			0808		0814		0820		0825		0830		0835		0840	
Harold Wood	0754		0758		0802		0806			0812		0818		0824		0829		0834		0839		0844	
Gidea Park	0757		0801		0805		0809	0813		0817		0822		0827		0832		0837		0842		0847	0851
Romford	0800		0804		0808		0812	0816		0820		0825		0830		0835		0840		0845		0850	0854
Chadwell Heath	0803		0807		0811		0815	0819		0823		0828		0833		0838		0843		0848		0853	0857
Goodmayes	0805		0809		0813		0817	0821		0825		0830		0835		0840		0845		0850		0855	0859
Seven Kings	0807		0811		0815		0819	0823		0827		0832		0837		0842		0847		0852		0857	0901
Ilford	0811		0815		0819		0823	0827		0831		0836		0841		0846		0851		0856		0901	0905
Manor Park	0813		0817		0821		0825	0829		0833		0838		0843		0848		0853		0858		0903	0907
Forest Gate	0816		0820		0824		0828	0832		0836		0841		0846		0851		0856		0901		0906	0910
Maryland	0818		0822		0826		0830	0834		0838		0843		0848		0853		0858		0903		0908	0912
Stratford	0821		0825		0829		0833	0837		0841		0846		0851		0856		0901		0906		0911	0915
Abbey Wood		0814		0819		0824			0829		0834		0839		0844		0849		0854		0900		
Woolwich		0817		0822		0827			0832		0837		0842		0847		0852		0857		0903		
Custom House		0821		0826		0831			0836		0841		0846		0851		0856		0901		0907		
Canary Wharf		0825		0830		0835			0840		0845		0850		0855		0900		0905		0911		
Whitechapel	0826	0829	0831	0834	0836	0839	0841		0844	0846	0849	0851	0854	0856	0859	0901	0904	0906	0909	0912	0915	0918	
Liverpool St Plts A & B	0829	0832	0834	0837	0839	0842	0844		0847	0849	0852	0854	0857	0859	0902	0904	0907	0909	0912	0915	0918	0921	
Liverpool St Plts 15–17								0845															0923
Farringdon	0832	0834	0837	0839	0842	0844	0847		0849	0852	0854	0857	0859	0902	0904	0907	0909	0912	0915	0918	0921	0924	
Tottenham Court Road	0835	0837	0840	0842	0845	0847	0850		0852	0855	0857	0900	0902	0905	0907	0910	0912	0915	0918	0921	0924	0927	
Bond Street	0837	0839	0842	0844	0847	0849	0852		0854	0857	0859	0902	0904	0907	0909	0912	0914	0917	0920	0923	0926	0929	
Paddington Plts 11 & 12																							
Paddington Plts A & B	0842	0843	0847	0849	0852	0853	0857		0858	0902	0904	0906	0908	0912	0913	0917	0919	0922	0924	0928	0930	0933	
Acton Main Line						0900							0915						0930				
Ealing Broadway		0852				0903			0911			0914	0918		0926				0933		0941	0944	
West Ealing						0906						0916	0921						0936			0946	
Hanwell						0908							0923						0938				
Southall		0859				0911			0915				0926		0932				0941		0946		
Hayes & Harlington		0902				0914			0919			0922	0929		0935				0944		0950	0953	
Heathrow Terminals 2 & 3						0922						0930	0937						0952			1000	
Heathrow Terminal 4						0927							0942						0957				
Heathrow Terminal 5												0935										1005	
West Drayton		0906							0924						0939						0953		
Iver		0908							0926												0956		
Langley		0911							0929						0943						0958		
Slough		0915							0933						0947						1002		
Burnham		0918							0936						0950						1006		
Taplow		0921													0953								
Maidenhead		0924							0946						0956						1013		
Twyford		0931													1003								
Reading		0938													1010								

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		0844		0850		0856		0901		0906			0914		0920		0926		0933		0941		0948
Brentwood		0848		0854		0900		0905		0910			0918		0924		0930		0937		0945		0952
Harold Wood		0852		0858		0904		0909		0914			0922		0928		0934		0941		0949		0956
Gidea Park		0855		0901		0907		0912		0917	0921		0925		0931		0937		0944		0952		0959
Romford		0858		0904		0910		0915		0920	0924		0928		0934		0940		0947		0955		1002
Chadwell Heath		0901		0907		0913		0918		0923	0927		0931		0937		0943		0950		0958		1005
Goodmayes		0903		0909		0915		0920		0925	0929		0933		0939		0945		0952		1000		1007
Seven Kings		0905		0911		0917		0922		0927	0931		0935		0941		0947		0954		1002		1009
Ilford		0909		0915		0921		0926		0931	0935		0939		0945		0951		0958		1006		1013
Manor Park		0911		0917		0923		0928		0933	0937		0941		0947		0953		1000		1008		1015
Forest Gate		0914		0920		0926		0931		0936	0940		0944		0950		0956		1003		1011		1018
Maryland		0916		0922		0928		0933		0938	0942		0946		0952		0958		1005		1013		1020
Stratford		0919		0925		0931		0936		0941	0945		0949		0955		1001		1008		1016		1023
Abbey Wood	0906		0911		0918		0924		0930			0936		0942		0948		0954		1002		1009	
Woolwich	0909		0915		0921		0927		0933			0939		0945		0951		0957		1005		1012	
Custom House	0913		0919		0925		0931		0937			0943		0949		0955		1001		1009		1016	
Canary Wharf	0917		0923		0929		0935		0941			0947		0953		0959		1005		1013		1020	
Whitechapel	0921	0924	0927	0930	0933	0936	0939	0942	0945	0948		0951	0954	0957	1000	1003	1006	1009	1013	1017	1021	1024	1028
Liverpool St Plts A & B	0924	0927	0930	0933	0936	0939	0942	0945	0948	0951		0954	0957	1000	1003	1006	1009	1012	1016	1020	1024	1027	1031
Liverpool St Plts 15–17											0953												
Farringdon	0927	0930	0933	0936	0939	0942	0945	0948	0951	0954		0957	1000	1003	1006	1009	1012	1015	1019	1023	1027	1030	1034
Tottenham Court Road	0930	0933	0936	0939	0942	0945	0948	0951	0954	0957		1000	1003	1006	1009	1012	1015	1018	1022	1026	1030	1033	1037
Bond Street	0932	0935	0938	0941	0944	0947	0950	0953	0956	0959		1002	1005	1008	1011	1014	1017	1020	1024	1028	1032	1035	1039
Paddington Plts 11 & 12																							
Paddington Plts A & B	0936	0940	0943	0946	0948	0952	0954	0958	1000	1003		1006	1010	1013	1016	1018	1022	1024	1029	1032	1036	1039	1044
Acton Main Line	0945						1000					1015						1030				1045	
Ealing Broadway	0948				0956		1003		1011	1014		1018				1026		1033		1041	1044	1048	
West Ealing	0951						1006			1016		1021						1036			1046	1052	
Hanwell	0953						1008					1023						1038				1054	
Southall	0956				1002		1011		1015			1026				1032		1041		1045		1057	
Hayes & Harlington	0959				1005		1014		1019	1022		1029				1035		1044		1049	1052	1100	
Heathrow Terminals 2 & 3	1007						1022			1030		1037						1052			1100	1108	
Heathrow Terminal 4	1012						1027					1042						1057				1112	
Heathrow Terminal 5										1035											1105		
West Drayton					1009				1022							1039				1052			
Iver									1025											1055			
Langley					1013				1027							1043				1057			
Slough					1017				1031							1047				1101			
Burnham					1020				1035							1050				1105			
Taplow					1023											1053							
Maidenhead					1026				1042							1056				1112			
Twyford					1033											1103							
Reading					1040											1110							

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		0956		1003		1011		1018		1026		1033		1041		1048		1056		1103		1111	
Brentwood		1000		1007		1015		1022		1030		1037		1045		1052		1100		1107		1115	
Harold Wood		1004		1011		1019		1026		1034		1041		1049		1056		1104		1111		1119	
Gidea Park		1007		1014		1022		1029		1037		1044		1052		1059		1107		1114		1122	
Romford		1010		1017		1025		1032		1040		1047		1055		1102		1110		1117		1125	
Chadwell Heath		1013		1020		1028		1035		1043		1050		1058		1105		1113		1120		1128	
Goodmayes		1015		1022		1030		1037		1045		1052		1100		1107		1115		1122		1130	
Seven Kings		1017		1024		1032		1039		1047		1054		1102		1109		1117		1124		1132	
Ilford		1021		1028		1036		1043		1051		1058		1106		1113		1121		1128		1136	
Manor Park		1023		1030		1038		1045		1053		1100		1108		1115		1123		1130		1138	
Forest Gate		1026		1033		1041		1048		1056		1103		1111		1118		1126		1133		1141	
Maryland		1028		1035		1043		1050		1058		1105		1113		1120		1128		1135		1143	
Stratford		1031		1038		1046		1053		1101		1108		1116		1123		1131		1138		1146	
Abbey Wood	1017		1024		1032		1039		1047		1054		1102		1109		1117		1124		1132		1139
Woolwich	1020		1027		1035		1042		1050		1057		1105		1112		1120		1127		1135		1142
Custom House	1024		1031		1039		1046		1054		1101		1109		1116		1124		1131		1139		1146
Canary Wharf	1028		1035		1043		1050		1058		1105		1113		1120		1128		1135		1143		1150
Whitechapel	1032	1036	1039	1043	1047	1051	1054	1058	1102	1106	1109	1113	1117	1121	1124	1128	1132	1136	1139	1143	1147	1151	1154
Liverpool St Plts A & B	1035	1039	1042	1046	1050	1054	1057	1101	1105	1109	1112	1116	1120	1124	1127	1131	1135	1139	1142	1146	1150	1154	1157
Liverpool St Plts 15–17																							
Farringdon	1038	1042	1045	1049	1053	1057	1100	1104	1108	1112	1115	1119	1123	1127	1130	1134	1138	1142	1145	1149	1153	1157	1200
Tottenham Court Road	1041	1045	1048	1052	1056	1100	1103	1107	1111	1115	1118	1122	1126	1130	1133	1137	1141	1145	1148	1152	1156	1200	1203
Bond Street	1043	1047	1050	1054	1058	1102	1105	1109	1113	1117	1120	1124	1128	1132	1135	1139	1143	1147	1150	1154	1158	1202	1205
Paddington Plts 11 & 12																							
Paddington Plts A & B	1047	1052	1054	1059	1102	1106	1109	1114	1117	1122	1124	1129	1132	1136	1139	1144	1147	1152	1154	1159	1202	1206	1209
Acton Main Line			1100				1115				1130				1145				1200				1215
Ealing Broadway	1056		1103		1111	1114	1118		1126		1133		1141	1144	1148		1156		1203		1211	1214	1218
West Ealing			1106			1116	1121				1136			1146	1151				1206			1216	1221
Hanwell			1108				1123				1138				1153				1208				1223
Southall	1102		1111		1116		1126		1132		1141		1145		1156		1202		1211		1216		1226
Hayes & Harlington	1105		1114		1120	1123	1129		1135		1144		1149	1152	1159		1205		1214		1220	1223	1230
Heathrow Terminals 2 & 3			1122			1130	1137				1152			1200	1207				1222			1230	1237
Heathrow Terminal 4			1127				1142				1157				1212				1227				1242
Heathrow Terminal 5						1135								1205								1235	
West Drayton	1109				1126				1139				1152				1209				1223		
Iver					1128								1155								1226		
Langley	1113				1131				1143				1157				1213				1228		
Slough	1117				1135				1147				1201				1217				1232		
Burnham	1120				1138				1150				1205				1220				1236		
Taplow	1123								1153								1223						
Maidenhead	1126				1146				1156				1212				1226				1243		
Twyford	1133								1203								1233						
Reading	1140								1210								1240						

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield	1118		1126		1133		1141		1148		1156		1203		1211		1218		1226		1233		1241	
Brentwood	1122		1130		1137		1145		1152		1200		1207		1215		1222		1230		1237		1245	
Harold Wood	1126		1134		1141		1149		1156		1204		1211		1219		1226		1234		1241		1249	
Gidea Park	1129		1137		1144		1152		1159		1207		1214		1222		1229		1237		1244		1252	
Romford	1132		1140		1147		1155		1202		1210		1217		1225		1232		1240		1247		1255	
Chadwell Heath	1135		1143		1150		1158		1205		1213		1220		1228		1235		1243		1250		1258	
Goodmayes	1137		1145		1152		1200		1207		1215		1222		1230		1237		1245		1252		1300	
Seven Kings	1139		1147		1154		1202		1209		1217		1224		1232		1239		1247		1254		1302	
Ilford	1143		1151		1158		1206		1213		1221		1228		1236		1243		1251		1258		1306	
Manor Park	1145		1153		1200		1208		1215		1223		1230		1238		1245		1253		1300		1308	
Forest Gate	1148		1156		1203		1211		1218		1226		1233		1241		1248		1256		1303		1311	
Maryland	1150		1158		1205		1213		1220		1228		1235		1243		1250		1258		1305		1313	
Stratford	1153		1201		1208		1216		1223		1231		1238		1246		1253		1301		1308		1316	
Abbey Wood		1147		1154		1202		1209		1217		1224		1232		1239		1247		1254		1302		
Woolwich		1150		1157		1205		1212		1220		1227		1235		1242		1250		1257		1305		
Custom House		1154		1201		1209		1216		1224		1231		1239		1246		1254		1301		1309		
Canary Wharf		1158		1205		1213		1220		1228		1235		1243		1250		1258		1305		1313		
Whitechapel	1158	1202	1206	1209	1213	1217	1221	1224	1228	1232	1236	1239	1243	1247	1251	1254	1258	1302	1306	1309	1313	1317	1321	
Liverpool St Plts A & B	1201	1205	1209	1212	1216	1220	1224	1227	1231	1235	1239	1242	1246	1250	1254	1257	1301	1305	1309	1312	1316	1320	1324	
Liverpool St Plts 15–17																								
Farringdon	1204	1208	1212	1215	1219	1223	1227	1230	1234	1238	1242	1245	1249	1253	1257	1300	1304	1308	1312	1315	1319	1323	1327	
Tottenham Court Road	1207	1211	1215	1218	1222	1226	1230	1233	1237	1241	1245	1248	1252	1256	1300	1303	1307	1311	1315	1318	1322	1326	1330	
Bond Street	1209	1213	1217	1220	1224	1228	1232	1235	1239	1243	1247	1250	1254	1258	1302	1305	1309	1313	1317	1320	1324	1328	1332	
Paddington Plts 11 & 12																								
Paddington Plts A & B	1214	1217	1222	1224	1229	1232	1236	1239	1244	1247	1252	1254	1259	1302	1306	1309	1314	1317	1322	1324	1329	1332	1336	
Acton Main Line				1230				1245				1300				1315				1330				
Ealing Broadway		1227		1233		1241	1244	1248		1256		1303		1311	1314	1318		1326		1333		1341	1344	
West Ealing				1236			1246	1251				1306			1316	1321				1336			1346	
Hanwell				1238				1253				1308				1323				1338				
Southall		1234		1241		1246		1256		1302		1311		1315		1326		1333		1341		1347		
Hayes & Harlington		1237		1244		1250	1253	1259		1306		1314		1319	1322	1329		1336		1344		1350	1353	
Heathrow Terminals 2 & 3				1252			1300	1307				1322			1330	1337				1352			1401	
Heathrow Terminal 4				1257				1312				1327				1342				1357				
Heathrow Terminal 5							1305								1335								1405	
West Drayton		1241				1253				1309				1322				1340				1354		
Iver						1256								1325								1356		
Langley		1245				1258				1313				1327				1344				1359		
Slough		1249				1302				1317				1333				1348				1403		
Burnham		1252				1306				1321				1336				1351				1406		
Taplow		1255								1323								1354						
Maidenhead		1258				1313				1327				1344				1357				1414		
Twyford		1305								1333								1404						
Reading		1312								1341								1411						

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		1248		1256		1303		1311		1318		1326		1333		1341		1348		1356		1403	
Brentwood		1252		1300		1307		1315		1322		1330		1337		1345		1352		1400		1407	
Harold Wood		1256		1304		1311		1319		1326		1334		1341		1349		1356		1404		1411	
Gidea Park		1259		1307		1314		1322		1329		1337		1344		1352		1359		1407		1414	
Romford		1302		1310		1317		1325		1332		1340		1347		1355		1402		1410		1417	
Chadwell Heath		1305		1313		1320		1328		1335		1343		1350		1358		1405		1413		1420	
Goodmayes		1307		1315		1322		1330		1337		1345		1352		1400		1407		1415		1422	
Seven Kings		1309		1317		1324		1332		1339		1347		1354		1402		1409		1417		1424	
Ilford		1313		1321		1328		1336		1343		1351		1358		1406		1413		1421		1428	
Manor Park		1315		1323		1330		1338		1345		1353		1400		1408		1415		1423		1430	
Forest Gate		1318		1326		1333		1341		1348		1356		1403		1411		1418		1426		1433	
Maryland		1320		1328		1335		1343		1350		1358		1405		1413		1420		1428		1435	
Stratford		1323		1331		1338		1346		1353		1401		1408		1416		1423		1431		1438	
Abbey Wood	1309		1317		1324		1332		1339		1347		1354		1402		1409		1417		1424		1432
Woolwich	1312		1320		1327		1335		1342		1350		1357		1405		1412		1420		1427		1435
Custom House	1316		1324		1331		1339		1346		1354		1401		1409		1416		1424		1431		1439
Canary Wharf	1320		1328		1335		1343		1350		1358		1405		1413		1420		1428		1435		1443
Whitechapel	1324	1328	1332	1336	1339	1343	1347	1351	1354	1358	1402	1406	1409	1413	1417	1421	1424	1428	1432	1436	1439	1443	1447
Liverpool St ⊖ Plts A & B	1327	1331	1335	1339	1342	1346	1350	1354	1357	1401	1405	1409	1412	1416	1420	1424	1427	1431	1435	1439	1442	1446	1450
Liverpool St ⇄ Plts 15–17																							
Farringdon	1330	1334	1338	1342	1345	1349	1353	1357	1400	1404	1408	1412	1415	1419	1423	1427	1430	1434	1438	1442	1445	1449	1453
Tottenham Court Road	1333	1337	1341	1345	1348	1352	1356	1400	1403	1407	1411	1415	1418	1422	1426	1430	1433	1437	1441	1445	1448	1452	1456
Bond Street	1335	1339	1343	1347	1350	1354	1358	1402	1405	1409	1413	1417	1420	1424	1428	1432	1435	1439	1443	1447	1450	1454	1458
Paddington ⇄ Plts 11 & 12																							
Paddington ⊖ Plts A & B	1339	1344	1347	1352	1354	1359	1402	1406	1409	1414	1417	1422	1424	1429	1432	1436	1439	1444	1447	1452	1454	1459	1502
Acton Main Line	1345				1400				1415				1430				1445				1500		
Ealing Broadway	1348		1356		1404		1411	1414	1418		1426		1434		1441	1444	1448		1456		1504		1511
West Ealing	1351				1406			1417	1421				1436			1446	1451				1507		
Hanwell	1353				1408				1423				1438				1453				1509		
Southall	1356		1402		1411		1417		1426		1431		1441		1445		1456		1502		1512		1515
Hayes & Harlington	1359		1405		1415		1420	1423	1429		1435		1445		1449	1452	1459		1505		1515		1519
Heathrow Terminals 2 & 3	1407				1422			1431	1437				1452			1500	1507				1523		
Heathrow Terminal 4	1412				1427				1442				1457				1512				1527		
Heathrow Terminal 5								1435								1505							
West Drayton			1409				1424				1438				1452				1511				1522
Iver							1426								1455								1525
Langley			1413				1429				1442				1457				1515				1527
Slough			1417				1433				1446				1501				1519				1532
Burnham			1420				1436				1450				1505				1522				1535
Taplow			1423								1452								1525				
Maidenhead			1426				1444				1456				1512				1528				1543
Twyford			1433								1502								1535				
Reading			1440								1510								1542				

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield	1411		1418		1426		1433		1441		1448		1456		1503		1511		1518		1526		1532	
Brentwood	1415		1422		1430		1437		1445		1452		1500		1507		1515		1522		1530		1536	
Harold Wood	1419		1426		1434		1441		1449		1456		1504		1511		1519		1526		1534		1540	
Gidea Park	1422		1429		1437		1444		1452		1459		1507		1514		1522		1529		1537		1543	
Romford	1425		1432		1440		1447		1455		1502		1510		1517		1525		1532		1540		1546	
Chadwell Heath	1428		1435		1443		1450		1458		1505		1513		1520		1528		1535		1543		1549	
Goodmayes	1430		1437		1445		1452		1500		1507		1515		1522		1530		1537		1545		1551	
Seven Kings	1432		1439		1447		1454		1502		1509		1517		1524		1532		1539		1547		1553	
Ilford	1436		1443		1451		1458		1506		1513		1521		1528		1536		1543		1551		1557	
Manor Park	1438		1445		1453		1500		1508		1515		1523		1530		1538		1545		1553		1559	
Forest Gate	1441		1448		1456		1503		1511		1518		1526		1533		1541		1548		1556		1602	
Maryland	1443		1450		1458		1505		1513		1520		1528		1535		1543		1550		1558		1604	
Stratford	1446		1453		1501		1508		1516		1523		1531		1538		1546		1553		1601		1607	
Abbey Wood		1439		1447		1454		1502		1509		1517		1524		1532		1539		1547		1554		
Woolwich		1442		1450		1457		1505		1512		1520		1527		1535		1542		1550		1557		
Custom House		1446		1454		1501		1509		1516		1524		1531		1539		1546		1554		1601		
Canary Wharf		1450		1458		1505		1513		1520		1528		1535		1543		1550		1558		1605		
Whitechapel	1451	1454	1458	1502	1506	1509	1513	1517	1521	1524	1528	1532	1536	1539	1543	1547	1551	1554	1558	1602	1606	1609	1612	
Liverpool St Plts A & B	1454	1457	1501	1505	1509	1512	1516	1520	1524	1527	1531	1535	1539	1542	1546	1550	1554	1557	1601	1605	1609	1612	1615	
Liverpool St Plts 15–17																								
Farringdon	1457	1500	1504	1508	1512	1515	1519	1523	1527	1530	1534	1538	1542	1545	1549	1553	1557	1600	1604	1608	1612	1615	1618	
Tottenham Court Road	1500	1503	1507	1511	1515	1518	1522	1526	1530	1533	1537	1541	1545	1548	1552	1556	1600	1603	1607	1611	1615	1618	1621	
Bond Street	1502	1505	1509	1513	1517	1520	1524	1528	1532	1535	1539	1543	1547	1550	1554	1558	1602	1605	1609	1613	1617	1620	1623	
Paddington Plts 11 & 12																								
Paddington Plts A & B	1506	1509	1514	1517	1522	1524	1529	1532	1536	1539	1544	1547	1552	1554	1559	1602	1606	1609	1614	1617	1622	1624	1628	
Acton Main Line		1515				1530				1545				1600				1615				1630		
Ealing Broadway	1514	1518		1526		1533		1541	1544	1548		1556		1603		1611	1614	1618		1626		1633		
West Ealing	1516	1521				1536			1546	1551				1606			1616	1621				1636		
Hanwell		1523				1538				1553				1608				1623				1638		
Southall		1526		1531		1541		1545		1556		1602		1611		1616		1626		1631		1641		
Hayes & Harlington	1522	1529		1535		1544		1549	1552	1559		1606		1614		1620	1623	1629		1635		1644		
Heathrow Terminals 2 & 3	1530	1537				1552			1600	1607				1622			1630	1637				1652		
Heathrow Terminal 4		1542				1557				1612				1627				1642				1657		
Heathrow Terminal 5	1535								1605								1635							
West Drayton				1540				1552				1609				1625				1638				
Iver								1555				1612				1627				1641				
Langley				1544				1557				1614				1630				1643				
Slough				1548				1602				1618				1634				1647				
Burnham				1552				1605				1622				1637				1651				
Taplow				1554				1608				1624				1640				1653				
Maidenhead				1558				1611				1628				1643				1657				
Twyford				1604				1618				1634				1650				1703				
Reading				1612				1625				1642				1657				1711				

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		1538		1544		1550		1556		1602		1608		1613		1618		1623		1628		1633		1638
Brentwood		1542		1548		1554		1600		1606		1612		1617		1622		1627		1632		1637		1642
Harold Wood		1546		1552		1558		1604		1610		1616		1621		1626		1631		1636		1641		1646
Gidea Park		1549		1555		1601		1607		1613		1619		1624		1629		1634		1639		1644		1649
Romford		1552		1558		1604		1610		1616		1622		1627		1632		1637		1642		1647		1652
Chadwell Heath		1555		1601		1607		1613		1619		1625		1630		1635		1640		1645		1650		1655
Goodmayes		1557		1603		1609		1615		1621		1627		1632		1637		1642		1647		1652		1657
Seven Kings		1559		1605		1611		1617		1623		1629		1634		1639		1644		1649		1654		1659
Ilford		1603		1609		1615		1621		1627		1633		1638		1643		1648		1653		1658		1703
Manor Park		1605		1611		1617		1623		1629		1635		1640		1645		1650		1655		1700		1705
Forest Gate		1608		1614		1620		1626		1632		1638		1643		1648		1653		1658		1703		1708
Maryland		1610		1616		1622		1628		1634		1640		1645		1650		1655		1700		1705		1710
Stratford		1613		1619		1625		1631		1637		1643		1648		1653		1658		1703		1708		1713
Abbey Wood	1600		1606		1612		1618		1624		1630		1636		1641		1646		1651		1656		1701	
Woolwich	1603		1609		1615		1621		1627		1633		1639		1644		1649		1654		1659		1704	
Custom House	1607		1613		1619		1625		1631		1637		1643		1648		1653		1658		1703		1708	
Canary Wharf	1611		1617		1623		1629		1635		1641		1647		1652		1657		1702		1707		1712	
Whitechapel	1615	1618	1621	1624	1627	1630	1633	1636	1639	1642	1645	1648	1651	1653	1656	1658	1701	1703	1706	1708	1711	1713	1716	1718
Liverpool St Plts A & B	1618	1621	1624	1627	1630	1633	1636	1639	1642	1645	1648	1651	1654	1656	1659	1701	1704	1706	1709	1711	1714	1716	1719	1721
Liverpool St Plts 15–17																								
Farringdon	1621	1624	1627	1630	1633	1636	1639	1642	1645	1648	1651	1654	1656	1659	1701	1704	1706	1709	1711	1714	1716	1719	1721	1724
Tottenham Court Road	1624	1627	1630	1633	1636	1639	1642	1645	1648	1651	1654	1657	1659	1702	1704	1707	1709	1712	1714	1717	1719	1722	1724	1727
Bond Street	1626	1629	1632	1635	1638	1641	1644	1647	1650	1653	1656	1659	1701	1704	1706	1709	1711	1714	1716	1719	1721	1724	1726	1729
Paddington Plts 11 & 12																								
Paddington Plts A & B	1630	1633	1636	1640	1642	1646	1648	1652	1654	1658	1700	1703	1705	1709	1711	1714	1715	1719	1720	1724	1725	1729	1730	1733
Acton Main Line			1645						1700				1715								1732			
Ealing Broadway	1641	1644	1648		1653		1656		1703		1708	1714	1718				1723		1728		1735		1738	1744
West Ealing		1646	1651						1706			1716	1721								1737			1746
Hanwell			1653						1708				1723								1739			
Southall	1646		1656				1701		1711		1714		1726						1733		1742		1745	
Hayes & Harlington	1650	1653	1659				1705		1714		1718	1722	1729						1736		1746		1749	1752
Heathrow Terminals 2 & 3		1700	1707						1722			1730	1737								1753			1801
Heathrow Terminal 4			1712						1727				1742								1758			
Heathrow Terminal 5		1705										1735												1805
West Drayton	1653				1705		1709				1721						1735		1740				1752	
Iver	1656						1711				1724								1742				1755	
Langley	1658						1714				1726								1745				1757	
Slough	1703				1711		1718				1730						1741		1749				1801	
Burnham	1706				1715		1721				1734						1745		1752				1805	
Taplow	1709						1724				1736								1755				1807	
Maidenhead	1715				1720		1727				1742						1750		1758				1813	
Twyford					1726		1734										1756		1805					
Reading					1734		1741										1804		1812					

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		1643		1648		1653		1658		1703		1708		1713		1718		1723		1728		1733		1738
Brentwood		1647		1652		1657		1702		1707		1712		1717		1722		1727		1732		1737		1742
Harold Wood		1651		1656		1701		1706		1711		1716		1721		1726		1731		1736		1741		1746
Gidea Park		1654		1659		1704		1709		1714		1719		1724		1729		1734		1739		1744		1749
Romford		1657		1702		1707		1712		1717		1722		1727		1732		1737		1742		1747		1752
Chadwell Heath		1700		1705		1710		1715		1720		1725		1730		1735		1740		1745		1750		1755
Goodmayes		1702		1707		1712		1717		1722		1727		1732		1737		1742		1747		1752		1757
Seven Kings		1704		1709		1714		1719		1724		1729		1734		1739		1744		1749		1754		1759
Ilford		1708		1713		1718		1723		1728		1733		1738		1743		1748		1753		1758		1803
Manor Park		1710		1715		1720		1725		1730		1735		1740		1745		1750		1755		1800		1805
Forest Gate		1713		1718		1723		1728		1733		1738		1743		1748		1753		1758		1803		1808
Maryland		1715		1720		1725		1730		1735		1740		1745		1750		1755		1800		1805		1810
Stratford		1718		1723		1728		1733		1738		1743		1748		1753		1758		1803		1808		1813
Abbey Wood	1706		1711		1716		1721		1726		1731		1736		1741		1746		1751		1756		1801	
Woolwich	1709		1714		1719		1724		1729		1734		1739		1744		1749		1754		1759		1804	
Custom House	1713		1718		1723		1728		1733		1738		1743		1748		1753		1758		1803		1808	
Canary Wharf	1717		1722		1727		1732		1737		1742		1747		1752		1757		1802		1807		1812	
Whitechapel	1721	1723	1726	1728	1731	1733	1736	1738	1741	1743	1746	1748	1751	1753	1756	1758	1801	1803	1806	1808	1811	1813	1816	1818
Liverpool St Plts A & B	1724	1726	1729	1731	1734	1736	1739	1741	1744	1746	1749	1751	1754	1756	1759	1801	1804	1806	1809	1811	1814	1816	1819	1821
Liverpool St Plts 15–17																								
Farringdon	1726	1729	1731	1734	1736	1739	1741	1744	1746	1749	1751	1754	1756	1759	1801	1804	1806	1809	1811	1814	1816	1819	1821	1824
Tottenham Court Road	1729	1732	1734	1737	1739	1742	1744	1747	1749	1752	1754	1757	1759	1802	1804	1807	1809	1812	1814	1817	1819	1822	1824	1827
Bond Street	1731	1734	1736	1739	1741	1744	1746	1749	1751	1754	1756	1759	1801	1804	1806	1809	1811	1814	1816	1819	1821	1824	1826	1829
Paddington Plts 11 & 12																								
Paddington Plts A & B	1735	1739	1741	1744	1745	1749	1750	1754	1755	1759	1800	1803	1805	1809	1811	1814	1815	1819	1820	1824	1825	1829	1830	1833
Acton Main Line	1745								1802				1815								1832			
Ealing Broadway	1748				1753		1758		1805		1808	1814	1818				1823		1828		1835		1838	1844
West Ealing	1751								1807			1816	1821								1837			1846
Hanwell	1753								1809				1823								1839			
Southall	1756						1803		1812		1815		1826						1833		1842		1845	
Hayes & Harlington	1759						1806		1816		1819	1822	1829						1836		1846		1849	1852
Heathrow Terminals 2 & 3	1807								1823			1831	1837								1853			1901
Heathrow Terminal 4	1812								1829				1842								1859			
Heathrow Terminal 5												1835												1905
West Drayton					1805		1810				1824						1835		1840				1853	
Iver							1812				1826								1842				1855	
Langley							1815				1829								1845				1858	
Slough					1811		1819				1833						1841		1849				1902	
Burnham					1815		1822				1836						1845		1852				1906	
Taplow							1825				1839								1855				1908	
Maidenhead					1820		1828				1845						1850		1858				1914	
Twyford					1826		1835										1856		1905					
Reading					1834		1842										1904		1914					

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		1744		1750		1756		1802		1806		1814		1820		1826		1832		1836		1844		1850
Brentwood		1748		1754		1800		1806		1810		1818		1824		1830		1836		1840		1848		1854
Harold Wood		1752		1758		1804		1810		1814		1822		1828		1834		1840		1844		1852		1858
Gidea Park		1755		1801		1807		1813		1819		1825		1831		1837		1843		1849		1855		1901
Romford		1758		1804		1810		1816		1822		1828		1834		1840		1846		1852		1858		1904
Chadwell Heath		1801		1807		1813		1819		1825		1831		1837		1843		1849		1855		1901		1907
Goodmayes		1803		1809		1815		1821		1827		1833		1839		1845		1851		1857		1903		1909
Seven Kings		1805		1811		1817		1823		1829		1835		1841		1847		1853		1859		1905		1911
Ilford		1809		1815		1821		1827		1833		1839		1845		1851		1857		1903		1909		1915
Manor Park		1811		1817		1823		1829		1835		1841		1847		1853		1859		1905		1911		1917
Forest Gate		1814		1820		1826		1832		1838		1844		1850		1856		1902		1908		1914		1920
Maryland		1816		1822		1828		1834		1840		1846		1852		1858		1904		1910		1916		1922
Stratford		1819		1825		1831		1837		1843		1849		1855		1901		1907		1913		1919		1925
Abbey Wood	1806		1812		1817		1822		1827		1836		1841		1848		1854		1900		1906		1912	
Woolwich	1809		1815		1820		1825		1831		1839		1845		1851		1857		1903		1909		1915	
Custom House	1813		1819		1824		1829		1835		1843		1849		1855		1901		1907		1913		1919	
Canary Wharf	1817		1823		1829		1835		1841		1847		1853		1859		1905		1911		1917		1923	
Whitechapel	1821	1824	1827	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1900	1903	1906	1909	1912	1915	1918	1921	1924	1927	1930
Liverpool St Plts A & B	1824	1827	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1900	1903	1906	1909	1912	1915	1918	1921	1924	1927	1930	1933
Liverpool St Plts 15–17																								
Farringdon	1827	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1900	1903	1906	1909	1912	1915	1918	1921	1924	1927	1930	1933	1936
Tottenham Court Road	1830	1833	1836	1839	1842	1845	1848	1851	1854	1857	1900	1903	1906	1909	1912	1915	1918	1921	1924	1927	1930	1933	1936	1939
Bond Street	1832	1835	1838	1841	1844	1847	1850	1853	1856	1859	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1938	1941
Paddington Plts 11 & 12																								
Paddington Plts A & B	1836	1840	1842	1846	1848	1852	1854	1858	1900	1903	1906	1910	1913	1916	1918	1922	1924	1928	1930	1933	1936	1940	1943	1946
Acton Main Line	1845						1900				1915						1930				1945			
Ealing Broadway	1848		1853		1856		1903		1909	1914	1918				1926		1933		1941	1944	1948			
West Ealing	1851						1906			1916	1921						1936			1946	1951			
Hanwell	1853						1908				1923						1938				1953			
Southall	1856				1901		1911		1915		1926				1930		1941		1945		1956			
Hayes & Harlington	1859				1905		1914		1919	1922	1929				1934		1945		1949	1952	1959			
Heathrow Terminals 2 & 3	1907						1922			1930	1937						1952			2000	2007			
Heathrow Terminal 4	1912						1927				1942						1957				2012			
Heathrow Terminal 5										1935										2005				
West Drayton			1905		1909				1922						1937				1952					
Iver					1911				1925						1940				1955					
Langley					1914				1927						1942				1957					
Slough			1911		1918				1931						1946				2001					
Burnham			1915		1921				1935						1950				2005					
Taplow					1924				1938						1952									
Maidenhead			1920		1927				1945						1956				2012					
Twyford			1926		1934										2002									
Reading			1934		1941										2011									

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		1856		1903		1909		1918		1926		1933		1941		1948		1956		2003		2011		2018
Brentwood		1900		1907		1913		1922		1930		1937		1945		1952		2000		2007		2015		2022
Harold Wood		1904		1911		1917		1926		1934		1941		1949		1956		2004		2011		2019		2026
Gidea Park		1907		1914		1922		1929		1937		1944		1952		1959		2007		2014		2022		2029
Romford		1910		1917		1925		1932		1940		1947		1955		2002		2010		2017		2025		2032
Chadwell Heath		1913		1920		1928		1935		1943		1950		1958		2005		2013		2020		2028		2035
Goodmayes		1915		1922		1930		1937		1945		1952		2000		2007		2015		2022		2030		2037
Seven Kings		1917		1924		1932		1939		1947		1954		2002		2009		2017		2024		2032		2039
Ilford		1921		1928		1936		1943		1951		1958		2006		2013		2021		2028		2036		2043
Manor Park		1923		1930		1938		1945		1953		2000		2008		2015		2023		2030		2038		2045
Forest Gate		1926		1933		1941		1948		1956		2003		2011		2018		2026		2033		2041		2048
Maryland		1928		1935		1943		1950		1958		2005		2013		2020		2028		2035		2043		2050
Stratford		1931		1938		1946		1953		2001		2008		2016		2023		2031		2038		2046		2053
Abbey Wood	1918		1924		1930		1939		1947		1954		2002		2009		2017		2024		2032		2039	
Woolwich	1921		1927		1933		1942		1950		1957		2005		2012		2020		2027		2035		2042	
Custom House	1925		1931		1937		1946		1954		2001		2009		2016		2024		2031		2039		2046	
Canary Wharf	1929		1935		1943		1950		1958		2005		2013		2020		2028		2035		2043		2050	
Whitechapel	1933	1936	1939	1943	1947	1951	1954	1958	2002	2006	2009	2013	2017	2021	2024	2028	2032	2036	2039	2043	2047	2051	2054	2058
Liverpool St Plts A & B	1936	1939	1942	1946	1950	1954	1957	2001	2005	2009	2012	2016	2020	2024	2027	2031	2035	2039	2042	2046	2050	2054	2057	2101
Liverpool St Plts 15–17																								
Farringdon	1939	1942	1945	1949	1953	1957	2000	2004	2008	2012	2015	2019	2023	2027	2030	2034	2038	2042	2045	2049	2053	2057	2100	2104
Tottenham Court Road	1942	1945	1948	1952	1956	2000	2003	2007	2011	2015	2018	2022	2026	2030	2033	2037	2041	2045	2048	2052	2056	2100	2103	2107
Bond Street	1944	1947	1950	1954	1958	2002	2005	2009	2013	2017	2020	2024	2028	2032	2035	2039	2043	2047	2050	2054	2058	2102	2105	2109
Paddington Plts 11 & 12																								
Paddington Plts A & B	1948	1952	1954	1959	2002	2006	2009	2014	2017	2022	2024	2029	2032	2036	2039	2044	2047	2052	2054	2059	2102	2106	2109	2114
Acton Main Line			2000				2015				2030				2045				2100				2115	
Ealing Broadway	1956		2003		2011	2014	2018		2026		2033		2041	2044	2048		2056		2103		2111	2114	2118	
West Ealing			2006			2016	2021				2036			2046	2051				2106			2116	2121	
Hanwell			2008				2023				2038				2053				2108				2123	
Southall	2002		2011		2017		2026		2031		2041		2045		2056		2102		2111		2116		2126	
Hayes & Harlington	2006		2014		2020	2023	2029		2035		2044		2049	2052	2059		2106		2114		2120	2123	2129	
Heathrow Terminals 2 & 3			2022			2031	2037				2052			2100	2107				2122			2130	2137	
Heathrow Terminal 4			2027				2042				2057				2112				2127				2142	
Heathrow Terminal 5						2035								2105								2135		
West Drayton	2009				2024				2038				2052				2110				2123			
Iver					2026								2055								2126			
Langley	2013				2029				2042				2057				2114				2131			
Slough	2017				2033				2046				2101				2118				2135			
Burnham	2021				2036				2050				2105				2121				2138			
Taplow	2023								2052								2124							
Maidenhead	2027				2044				2056				2112				2127				2146			
Twyford	2033								2102								2134							
Reading	2041								2111								2141							

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		2026		2033		2041		2048		2056		2103		2111		2118		2126		2133		2141		2148
Brentwood		2030		2037		2045		2052		2100		2107		2115		2122		2130		2137		2145		2152
Harold Wood		2034		2041		2049		2056		2104		2111		2119		2126		2134		2141		2149		2156
Gidea Park		2037		2044		2052		2059		2107		2114		2122		2129		2137		2144		2152		2159
Romford		2040		2047		2055		2102		2110		2117		2125		2132		2140		2147		2155		2202
Chadwell Heath		2043		2050		2058		2105		2113		2120		2128		2135		2143		2150		2158		2205
Goodmayes		2045		2052		2100		2107		2115		2122		2130		2137		2145		2152		2200		2207
Seven Kings		2047		2054		2102		2109		2117		2124		2132		2139		2147		2154		2202		2209
Ilford		2051		2058		2106		2113		2121		2128		2136		2143		2151		2158		2206		2213
Manor Park		2053		2100		2108		2115		2123		2130		2138		2145		2153		2200		2208		2215
Forest Gate		2056		2103		2111		2118		2126		2133		2141		2148		2156		2203		2211		2218
Maryland		2058		2105		2113		2120		2128		2135		2143		2150		2158		2205		2213		2220
Stratford		2101		2108		2116		2123		2131		2138		2146		2153		2201		2208		2216		2223
Abbey Wood	2047		2054		2102		2109		2117		2124		2132		2139		2147		2154		2202		2209	
Woolwich	2050		2057		2105		2112		2120		2127		2135		2142		2150		2157		2205		2212	
Custom House	2054		2101		2109		2116		2124		2131		2139		2146		2154		2201		2209		2216	
Canary Wharf	2058		2105		2113		2120		2128		2135		2143		2150		2158		2205		2213		2220	
Whitechapel	2102	2106	2109	2113	2117	2121	2124	2128	2132	2136	2139	2143	2147	2151	2154	2158	2202	2206	2209	2213	2217	2221	2224	2228
Liverpool St Plts A & B	2105	2109	2112	2116	2120	2124	2127	2131	2135	2139	2142	2146	2150	2154	2157	2201	2205	2209	2212	2216	2220	2224	2227	2231
Liverpool St Plts 15–17																								
Farringdon	2108	2112	2115	2119	2123	2127	2130	2134	2138	2142	2145	2149	2153	2157	2200	2204	2208	2212	2215	2219	2223	2227	2230	2234
Tottenham Court Road	2111	2115	2118	2122	2126	2130	2133	2137	2141	2145	2148	2152	2156	2200	2203	2207	2211	2215	2218	2222	2226	2230	2233	2237
Bond Street	2113	2117	2120	2124	2128	2132	2135	2139	2143	2147	2150	2154	2158	2202	2205	2209	2213	2217	2220	2224	2228	2232	2235	2239
Paddington Plts 11 & 12																								
Paddington Plts A & B	2117	2122	2124	2129	2132	2136	2139	2144	2147	2152	2154	2159	2202	2206	2209	2214	2217	2222	2224	2229	2232	2237	2239	2244
Acton Main Line			2130				2145				2200				2215				2230				2245	
Ealing Broadway	2126		2133		2141	2144	2148		2156		2203		2211	2214	2218		2226		2233		2241		2248	
West Ealing			2136			2146	2151				2206			2216	2221				2236				2251	
Hanwell			2138				2153				2208				2223				2238				2253	
Southall	2131		2141		2145		2156		2202		2211		2215		2226		2232		2241		2245		2256	
Hayes & Harlington	2134		2144		2149	2152	2159		2205		2214		2219	2222	2229		2235		2244		2249		2259	
Heathrow Terminals 2 & 3			2152			2200	2207				2222			2230	2237				2252				2307	
Heathrow Terminal 4			2157				2212				2227				2242				2257					
Heathrow Terminal 5						2205								2235									2312	
West Drayton	2138				2152				2209				2222				2239				2252			
Iver					2155								2225								2255			
Langley	2142				2157				2213				2227				2243				2257			
Slough	2146				2201				2217				2231				2247				2301			
Burnham	2149				2205				2220				2235				2250				2305			
Taplow	2152								2223								2253							
Maidenhead	2155				2212				2226				2246				2256				2312			
Twyford	2202								2233								2303							
Reading	2209								2240								2310							

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Shenfield		2156		2203		2211		2218		2226			2236		2246		2256		2311		2326		2341	2356
Brentwood		2200		2207		2215		2222		2230			2240		2250		2300		2315		2330		2345	2359
Harold Wood		2204		2211		2219		2226		2234			2244		2254		2304		2319		2334		2349	0004
Gidea Park		2207		2214		2222		2229		2237			2247		2257		2307		2322		2337		2352	0007
Romford		2210		2217		2225		2232		2240			2250		2300		2310		2325		2340		2355	0010
Chadwell Heath		2213		2220		2228		2235		2243			2253		2303		2313		2328		2343		2358	0013
Goodmayes		2215		2222		2230		2237		2245			2255		2305		2315		2330		2345		0001	0015
Seven Kings		2217		2224		2232		2239		2247			2257		2307		2317		2332		2347		0002	0017
Ilford		2221		2228		2236		2243		2251			2301		2311		2321		2336		2351		0006	0021
Manor Park		2223		2230		2238		2245		2253			2303		2313		2323		2338		2353		0008	0023
Forest Gate		2226		2233		2241		2248		2256			2306		2316		2326		2341		2356		0011	0026
Maryland		2228		2235		2243		2250		2258			2308		2318		2328		2343		2358		0013	0028
Stratford		2231		2238		2246		2253		2301			2311		2321		2331		2346		0001		0016	0031
Abbey Wood	2217		2224		2232		2239		2247		2254	2258		2306		2316		2328		2343		2358		
Woolwich	2220		2227		2235		2242		2250		2257	2301		2309		2319		2331		2346		0001		
Custom House	2224		2231		2239		2246		2254		2301	2305		2313		2323		2335		2350		0005		
Canary Wharf	2228		2235		2243		2250		2258		2305	2309		2317		2327		2339		2354		0009		
Whitechapel	2232	2236	2239	2243	2247	2251	2254	2258	2302	2306	2309	2313	2316	2321	2326	2331	2336	2343	2351	2358	0006	0013	0021	
Liverpool St Plts A & B	2235	2239	2242	2246	2250	2254	2257	2301	2305	2309	2312	2316	2319	2324	2329	2334	2339	2346	2354	0001	0009	0016	0024	
Liverpool St Plts 15–17																								0039
Farringdon	2238	2242	2245	2249	2253	2257	2300	2304	2308	2312	2315	2319	2322	2327	2332	2337	2342	2349	2357	0004	0012	0019	0027	
Tottenham Court Road	2241	2245	2248	2252	2256	2300	2303	2307	2311	2315	2318	2322	2325	2330	2335	2340	2345	2352	2359	0007	0015	0022	0030	
Bond Street	2243	2247	2250	2254	2258	2302	2305	2309	2313	2317	2320	2324	2327	2332	2337	2342	2347	2354	0002	0009	0017	0024	0032	
Paddington Plts 11 & 12																								
Paddington Plts A & B	2247	2252	2254	2259	2303	2307	2309	2314	2318	2322	2324	2329	2332	2336	2342	2348	2352	2359	0007	0014	0022	0029	0037	
Acton Main Line			2300				2315				2330			2342										
Ealing Broadway	2256		2303				2318		2326		2333			2345		2358								
West Ealing			2306				2321				2336			2348										
Hanwell			2308				2323				2338			2350										
Southall	2300		2311				2326		2330		2341			2353		0003								
Hayes & Harlington	2304		2314				2330		2334		2344			2356		0007								
Heathrow Terminals 2 & 3			2322				2337				2352													
Heathrow Terminal 4			2327								2357													
Heathrow Terminal 5							2342																	
West Drayton	2307								2337							0010								
Iver	2310								2340							0013								
Langley	2312								2342							0015								
Slough	2316								2349							0019								
Burnham	2320								2353															
Taplow	2322								2355															
Maidenhead	2326								0001							0030								
Twyford	2332																							
Reading	2340																							

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Saturdays

Shenfield							0444					0504					0524		0533		0541		0548
Brentwood							0448					0508					0528		0537		0545		0552
Harold Wood							0452					0512					0532		0541		0549		0556
Gidea Park							0455	0505				0515		0525			0535		0544		0552		0559
Romford							0458	0508				0518		0528			0538		0547		0555		0602
Chadwell Heath							0502	0511				0522		0531			0542		0550		0558		0605
Goodmayes							0504	0513				0524		0533			0544		0552		0600		0607
Seven Kings							0506	0515				0526		0535			0546		0554		0602		0609
Ilford							0509	0519				0529		0539			0549		0558		0606		0613
Manor Park							0512	0521				0532		0541			0552		0600		0608		0615
Forest Gate							0514	0524				0534		0544			0554		0603		0611		0618
Maryland							0516	0526				0536		0546			0556		0605		0613		0620
Stratford							0519	0528				0539		0549			0559		0608		0616		0623
Abbey Wood													0534		0544			0554		0602		0609	
Woolwich													0537		0547			0557		0605		0612	
Custom House													0541		0551			0601		0609		0616	
Canary Wharf													0545		0555			0605		0613		0620	
Whitechapel											0539	0544	0549	0554	0559		0604	0609	0613	0617	0621	0624	0628
Liverpool St ⊖ Plts A & B											0542	0547	0552	0557	0602		0607	0612	0616	0620	0624	0627	0631
Liverpool St ⇄ Plts 15–17							0527	0537															
Farringdon											0545	0550	0555	0600	0605		0610	0615	0619	0623	0627	0630	0634
Tottenham Court Road											0548	0553	0558	0603	0608		0613	0618	0622	0626	0630	0633	0637
Bond Street											0550	0555	0600	0605	0610		0615	0620	0624	0628	0632	0635	0639
Paddington ⇄ Plts 11 & 12	0437	0443	0458	0509	0518	0524			0539	0548						0618							
Paddington ⊖ Plts A & B											0554	0600	0605	0609	0615		0620	0624	0629	0633	0637	0639	0644
Acton Main Line				0515		0530			0545		0600			0615				0630				0645	
Ealing Broadway	0445	0451	0506	0518	0526	0533			0548	0556	0603			0618		0626		0633				0648	
West Ealing				0521		0536			0551		0606			0621				0636				0651	
Hanwell				0523		0538			0553		0608			0623				0638				0653	
Southall	0450	0456	0511	0526	0531	0541			0556	0601	0611			0626		0631		0641				0656	
Hayes & Harlington	0453	0459	0514	0529	0534	0544			0559	0604	0614			0629		0634		0644				0659	
Heathrow Terminals 2 & 3	0501	0507	0522	0537		0552			0607		0622			0637				0652				0707	
Heathrow Terminal 4		0512		0542					0612					0642								0712	
Heathrow Terminal 5	0505		0527			0557					0627							0657					
West Drayton					0538					0608						0638							
Iver					0540					0610						0640							
Langley					0543					0613						0643							
Slough					0547					0617						0647							
Burnham					0550					0620						0650							
Taplow					0553					0623						0653							
Maidenhead					0556					0626						0656							
Twyford					0603					0633						0703							
Reading					0610					0640						0710							

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Saturdays

Shenfield		0556		0603		0611		0618		0626		0633		0641		0648		0656		0703		0711	
Brentwood		0600		0607		0615		0622		0630		0637		0645		0652		0700		0707		0715	
Harold Wood		0604		0611		0619		0626		0634		0641		0649		0656		0704		0711		0719	
Gidea Park		0607		0614		0622		0629		0637		0644		0652		0659		0707		0714		0722	
Romford		0610		0617		0625		0632		0640		0647		0655		0702		0710		0717		0725	
Chadwell Heath		0613		0620		0628		0635		0643		0650		0658		0705		0713		0720		0728	
Goodmayes		0615		0622		0630		0637		0645		0652		0700		0707		0715		0722		0730	
Seven Kings		0617		0624		0632		0639		0647		0654		0702		0709		0717		0724		0732	
Ilford		0621		0628		0636		0643		0651		0658		0706		0713		0721		0728		0736	
Manor Park		0623		0630		0638		0645		0653		0700		0708		0715		0723		0730		0738	
Forest Gate		0626		0633		0641		0648		0656		0703		0711		0718		0726		0733		0741	
Maryland		0628		0635		0643		0650		0658		0705		0713		0720		0728		0735		0743	
Stratford		0631		0638		0646		0653		0701		0708		0716		0723		0731		0738		0746	
Abbey Wood	0617		0624		0632		0639		0647		0654		0702		0709		0717		0724		0732		0739
Woolwich	0620		0627		0635		0642		0650		0657		0705		0712		0720		0727		0735		0742
Custom House	0624		0631		0639		0646		0654		0701		0709		0716		0724		0731		0739		0746
Canary Wharf	0628		0635		0643		0650		0658		0705		0713		0720		0728		0735		0743		0750
Whitechapel	0632	0636	0639	0643	0647	0651	0654	0658	0702	0706	0709	0713	0717	0721	0724	0728	0732	0736	0739	0743	0747	0751	0754
Liverpool St Plts A & B	0635	0639	0642	0646	0650	0654	0657	0701	0705	0709	0712	0716	0720	0724	0727	0731	0735	0739	0742	0746	0750	0754	0757
Liverpool St Plts 15–17																							
Farringdon	0638	0642	0645	0649	0653	0657	0700	0704	0708	0712	0715	0719	0723	0727	0730	0734	0738	0742	0745	0749	0753	0757	0800
Tottenham Court Road	0641	0645	0648	0652	0656	0700	0703	0707	0711	0715	0718	0722	0726	0730	0733	0737	0741	0745	0748	0752	0756	0800	0803
Bond Street	0643	0647	0650	0654	0658	0702	0705	0709	0713	0717	0720	0724	0728	0732	0735	0739	0743	0747	0750	0754	0758	0802	0805
Paddington Plts 11 & 12																							
Paddington Plts A & B	0647	0652	0654	0659	0703	0707	0709	0714	0717	0722	0724	0729	0733	0737	0739	0744	0747	0752	0754	0759	0803	0806	0809
Acton Main Line			0700				0715				0730				0745				0800				0815
Ealing Broadway	0656		0703				0718		0726		0733				0748		0756		0803			0814	0818
West Ealing			0706				0721				0736				0751				0806			0816	0821
Hanwell			0708				0723				0738				0753				0808				0823
Southall	0701		0711				0726		0731		0741				0756		0801		0811				0826
Hayes & Harlington	0704		0714				0729		0735		0744				0759		0804		0814			0822	0829
Heathrow Terminals 2 & 3			0722				0737				0752				0807				0822			0830	0837
Heathrow Terminal 4							0742								0812				0827				0842
Heathrow Terminal 5			0727								0757											0835	
West Drayton	0708								0738								0808						
Iver	0710								0741								0810						
Langley	0713								0743								0813						
Slough	0717								0747								0817						
Burnham	0720								0751								0820						
Taplow	0723								0753								0823						
Maidenhead	0726								0757								0826						
Twyford	0733								0803								0833						
Reading	0740								0811								0840						

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Saturdays

Shenfield	0718		0726		0733		0741		0748		0756		0803		0811		0818		0826		0833		0841	
Brentwood	0722		0730		0737		0745		0752		0800		0807		0815		0822		0830		0837		0845	
Harold Wood	0726		0734		0741		0749		0756		0804		0811		0819		0826		0834		0841		0849	
Gidea Park	0729		0737		0744		0752		0759		0807		0814		0822		0829		0837		0844		0852	
Romford	0732		0740		0747		0755		0802		0810		0817		0825		0832		0840		0847		0855	
Chadwell Heath	0735		0743		0750		0758		0805		0813		0820		0828		0835		0843		0850		0858	
Goodmayes	0737		0745		0752		0800		0807		0815		0822		0830		0837		0845		0852		0900	
Seven Kings	0739		0747		0754		0802		0809		0817		0824		0832		0839		0847		0854		0902	
Ilford	0743		0751		0758		0806		0813		0821		0828		0836		0843		0851		0858		0906	
Manor Park	0745		0753		0800		0808		0815		0823		0830		0838		0845		0853		0900		0908	
Forest Gate	0748		0756		0803		0811		0818		0826		0833		0841		0848		0856		0903		0911	
Maryland	0750		0758		0805		0813		0820		0828		0835		0843		0850		0858		0905		0913	
Stratford	0753		0801		0808		0816		0823		0831		0838		0846		0853		0901		0908		0916	
Abbey Wood		0747		0754		0802		0809		0817		0824		0832		0839		0847		0854		0902		
Woolwich		0750		0757		0805		0812		0820		0827		0835		0842		0850		0857		0905		
Custom House		0754		0801		0809		0816		0824		0831		0839		0846		0854		0901		0909		
Canary Wharf		0758		0805		0813		0820		0828		0835		0843		0850		0858		0905		0913		
Whitechapel	0758	0802	0806	0809	0813	0817	0821	0824	0828	0832	0836	0839	0843	0847	0851	0854	0858	0902	0906	0909	0913	0917	0921	
Liverpool St Plts A & B	0801	0805	0809	0812	0816	0820	0824	0827	0831	0835	0839	0842	0846	0850	0854	0857	0901	0905	0909	0912	0916	0920	0924	
Liverpool St Plts 15–17																								
Farringdon	0804	0808	0812	0815	0819	0823	0827	0830	0834	0838	0842	0845	0849	0853	0857	0900	0904	0908	0912	0915	0919	0923	0927	
Tottenham Court Road	0807	0811	0815	0818	0822	0826	0830	0833	0837	0841	0845	0848	0852	0856	0900	0903	0907	0911	0915	0918	0922	0926	0930	
Bond Street	0809	0813	0817	0820	0824	0828	0832	0835	0839	0843	0847	0850	0854	0858	0902	0905	0909	0913	0917	0920	0924	0928	0932	
Paddington Plts 11 & 12																								
Paddington Plts A & B	0814	0817	0822	0824	0829	0833	0836	0839	0844	0847	0852	0854	0859	0902	0906	0909	0914	0917	0922	0924	0929	0932	0936	
Acton Main Line				0830				0845				0900				0915				0930				
Ealing Broadway		0826		0833			0844	0848		0856		0903		0911	0914	0918		0926		0933		0941	0944	
West Ealing				0836			0846	0851				0906			0916	0921				0936			0946	
Hanwell				0838				0853				0908				0923				0938				
Southall		0831		0841				0856		0901		0911		0915		0926		0932		0941		0945		
Hayes & Harlington		0834		0844			0852	0859		0904		0914		0919	0922	0929		0935		0944		0949	0952	
Heathrow Terminals 2 & 3				0852			0900	0907				0922			0930	0937				0952			1000	
Heathrow Terminal 4				0857				0912				0927				0942				0957				
Heathrow Terminal 5							0905								0935								1005	
West Drayton		0838								0908				0922				0941				0952		
Iver		0840								0910				0925								0955		
Langley		0843								0913				0927				0945				0957		
Slough		0847								0917				0931				0949				1001		
Burnham		0850								0920				0935				0952				1005		
Taplow		0853								0923								0955						
Maidenhead		0856								0926				0942				0958				1012		
Twyford		0903								0933								1005						
Reading		0910								0940								1012						

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Saturdays

Shenfield		0848		0856		0903		0911		0918		0926		0933		0941			1948		1956		2003
Brentwood		0852		0900		0907		0915		0922		0930		0937		0945			1952		2000		2007
Harold Wood		0856		0904		0911		0919		0926		0934		0941		0949			1956		2004		2011
Gidea Park		0859		0907		0914		0922		0929		0937		0944		0952			1959		2007		2014
Romford		0902		0910		0917		0925		0932		0940		0947		0955			2002		2010		2017
Chadwell Heath		0905		0913		0920		0928		0935		0943		0950		0958			2005		2013		2020
Goodmayes		0907		0915		0922		0930		0937		0945		0952		1000			2007		2015		2022
Seven Kings		0909		0917		0924		0932		0939		0947		0954		1002			2009		2017		2024
Ilford		0913		0921		0928		0936		0943		0951		0958		1006			2013		2021		2028
Manor Park		0915		0923		0930		0938		0945		0953		1000		1008			2015		2023		2030
Forest Gate		0918		0926		0933		0941		0948		0956		1003		1011			2018		2026		2033
Maryland		0920		0928		0935		0943		0950		0958		1005		1013			2020		2028		2035
Stratford		0923		0931		0938		0946		0953		1001		1008		1016			2023		2031		2038
Abbey Wood	0909		0917		0924		0932		0939		0947		0954		1002			2009		2017		2024	
Woolwich	0912		0920		0927		0935		0942		0950		0957		1005			2012		2020		2027	
Custom House	0916		0924		0931		0939		0946		0954		1001		1009			2016		2024		2031	
Canary Wharf	0920		0928		0935		0943		0950		0958		1005		1013			2020		2028		2035	
Whitechapel	0924	0928	0932	0936	0939	0943	0947	0951	0954	0958	1002	1006	1009	1013	1017	1021	then	2024	2028	2032	2036	2039	2043
Liverpool St Plts A & B	0927	0931	0935	0939	0942	0946	0950	0954	0957	1001	1005	1009	1012	1016	1020	1024	at	2027	2031	2035	2039	2042	2046
Liverpool St Plts 15–17																	the						
Farringdon	0930	0934	0938	0942	0945	0949	0953	0957	1000	1004	1008	1012	1015	1019	1023	1027	same	2030	2034	2038	2042	2045	2049
Tottenham Court Road	0933	0937	0941	0945	0948	0952	0956	1000	1003	1007	1011	1015	1018	1022	1026	1030	time	2033	2037	2041	2045	2048	2052
Bond Street	0935	0939	0943	0947	0950	0954	0958	1002	1005	1009	1013	1017	1020	1024	1028	1032	past	2035	2039	2043	2047	2050	2054
Paddington Plts 11 & 12																	each						
Paddington Plts A & B	0939	0944	0947	0952	0954	0959	1002	1006	1009	1014	1017	1022	1024	1029	1032	1036	hour	2039	2044	2047	2052	2054	2059
Acton Main Line	0945				1000				1015				1030				until	2045				2100	
Ealing Broadway	0948		0955		1003		1011	1014	1018		1026		1033		1041	1044		2048		2056		2103	
West Ealing	0951				1006			1016	1021				1036			1046		2051				2106	
Hanwell	0953				1008				1023				1038					2053				2108	
Southall	0956		1002		1011		1015		1026		1032		1041		1045			2056		2102		2111	
Hayes & Harlington	0959		1005		1014		1019	1022	1029		1035		1044		1049	1052		2059		2105		2114	
Heathrow Terminals 2 & 3	1007				1022			1030	1037				1052			1100		2107				2122	
Heathrow Terminal 4	1012				1027				1042				1057					2112				2127	
Heathrow Terminal 5								1035								1105							
West Drayton			1009				1022				1039				1052					2109			
Iver							1025								1055								
Langley			1013				1027				1043				1057					2113			
Slough			1017				1031				1047				1101					2117			
Burnham			1020				1035				1050				1105					2120			
Taplow			1023								1053									2123			
Maidenhead			1026				1042				1056				1112					2126			
Twyford			1033								1103									2133			
Reading			1041								1110									2140			

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Saturdays

Shenfield		2011		2018		2026		2033		2041		2048		2056		2103		2111		2118		2126		
Brentwood		2015		2022		2030		2037		2045		2052		2100		2107		2115		2122		2130		
Harold Wood		2019		2026		2034		2041		2049		2056		2104		2111		2119		2126		2134		
Gidea Park		2022		2029		2037		2044		2052		2059		2107		2114		2122		2129		2137		
Romford		2025		2032		2040		2047		2055		2102		2110		2117		2125		2132		2140		
Chadwell Heath		2028		2035		2043		2050		2058		2105		2113		2120		2128		2135		2143		
Goodmayes		2030		2037		2045		2052		2100		2107		2115		2122		2130		2137		2145		
Seven Kings		2032		2039		2047		2054		2102		2109		2117		2124		2132		2139		2147		
Ilford		2036		2043		2051		2058		2106		2113		2121		2128		2136		2143		2151		
Manor Park		2038		2045		2053		2100		2108		2115		2123		2130		2138		2145		2153		
Forest Gate		2041		2048		2056		2103		2111		2118		2126		2133		2141		2148		2156		
Maryland		2043		2050		2058		2105		2113		2120		2128		2135		2143		2150		2158		
Stratford		2046		2053		2101		2108		2116		2123		2131		2138		2146		2153		2201		
Abbey Wood	2032		2039		2047		2054		2102		2109		2117		2124		2132		2139		2147		2154	2158
Woolwich	2035		2042		2050		2057		2105		2112		2120		2127		2135		2142		2150		2157	2201
Custom House	2039		2046		2054		2101		2109		2116		2124		2131		2139		2146		2154		2201	2205
Canary Wharf	2043		2050		2058		2105		2113		2120		2128		2135		2143		2150		2158		2205	2209
Whitechapel	2047	2051	2054	2058	2102	2106	2109	2113	2117	2121	2124	2128	2132	2136	2139	2143	2147	2151	2154	2158	2202	2206	2209	2213
Liverpool St Plts A & B	2050	2054	2057	2101	2105	2109	2112	2116	2120	2124	2127	2131	2135	2139	2142	2146	2150	2154	2157	2201	2205	2209	2212	2216
Liverpool St Plts 15–17																								
Farringdon	2053	2057	2100	2104	2108	2112	2115	2119	2123	2127	2130	2134	2138	2142	2145	2149	2153	2157	2200	2204	2208	2212	2215	2219
Tottenham Court Road	2056	2100	2103	2107	2111	2115	2118	2122	2126	2130	2133	2137	2141	2145	2148	2152	2156	2200	2203	2207	2211	2215	2218	2222
Bond Street	2058	2102	2105	2109	2113	2117	2120	2124	2128	2132	2135	2139	2143	2147	2150	2154	2158	2202	2205	2209	2213	2217	2220	2224
Paddington Plts 11 & 12																								
Paddington Plts A & B	2102	2106	2109	2114	2117	2122	2124	2129	2132	2136	2139	2144	2147	2152	2154	2159	2202	2206	2209	2214	2217	2221	2225	2229
Acton Main Line			2115				2130				2145				2200				2215			2230		
Ealing Broadway	2111	2114	2118		2126		2133		2141	2144	2148		2156		2203		2211	2214	2218		2226	2233		
West Ealing		2116	2121				2136			2146	2151				2206			2216	2221			2236		
Hanwell			2123				2138				2153				2208				2223			2238		
Southall	2115		2126		2132		2141		2145		2156		2202		2211		2215		2226		2232	2241		
Hayes & Harlington	2119	2122	2129		2135		2144		2149	2152	2159		2205		2214		2219	2222	2229		2235	2244		
Heathrow Terminals 2 & 3		2130	2137				2152			2200	2207				2222			2230	2237			2252		
Heathrow Terminal 4			2142				2157				2212				2227				2242			2257		
Heathrow Terminal 5		2135								2205								2235						
West Drayton	2122				2139				2152				2209				2222				2239			
Iver	2125								2155								2225				2241			
Langley	2127				2143				2157				2213				2227				2244			
Slough	2131				2147				2201				2217				2231				2248			
Burnham	2135				2150				2205				2220				2235				2251			
Taplow					2153								2223								2254			
Maidenhead	2142				2156				2212				2226				2242				2257			
Twyford					2203								2233								2304			
Reading					2210								2240								2311			

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Saturdays

Shenfield	2136		2146		2156		2206		2216		2226		2236		2246		2256		2311		2326		2341	2356
Brentwood	2140		2150		2200		2210		2220		2230		2240		2250		2300		2315		2330		2345	2359
Harold Wood	2144		2154		2204		2214		2224		2234		2244		2254		2304		2319		2334		2349	0004
Gidea Park	2147		2157		2207		2217		2227		2237		2247		2257		2307		2322		2337		2352	0007
Romford	2150		2200		2210		2220		2230		2240		2250		2300		2310		2325		2340		2355	0010
Chadwell Heath	2153		2203		2213		2223		2233		2243		2253		2303		2313		2328		2343		2358	0013
Goodmayes	2155		2205		2215		2225		2235		2245		2255		2305		2315		2330		2345		0001	0015
Seven Kings	2157		2207		2217		2227		2237		2247		2257		2307		2317		2332		2347		0002	0017
Ilford	2201		2211		2221		2231		2241		2251		2301		2311		2321		2336		2351		0006	0021
Manor Park	2203		2213		2223		2233		2243		2253		2303		2313		2323		2338		2353		0008	0023
Forest Gate	2206		2216		2226		2237		2246		2256		2306		2316		2326		2341		2356		0011	0026
Maryland	2208		2218		2228		2239		2248		2258		2308		2318		2328		2343		2358		0013	0028
Stratford	2211		2221		2231		2241		2251		2301		2311		2321		2331		2346		0001		0016	0031
Abbey Wood		2206		2216		2226		2236		2246		2256		2306		2316		2328		2343		2358		
Woolwich		2209		2219		2229		2239		2249		2259		2309		2319		2331		2346		0001		
Custom House		2213		2223		2233		2243		2253		2303		2313		2323		2335		2350		0005		
Canary Wharf		2217		2227		2237		2247		2257		2307		2317		2327		2339		2354		0009		
Whitechapel	2217	2221	2226	2231	2236	2241	2246	2251	2256	2301	2306	2311	2316	2321	2326	2331	2336	2343	2351	2358	0006	0013	0021	
Liverpool St Plts A & B	2220	2224	2229	2234	2239	2244	2249	2254	2259	2304	2309	2314	2319	2324	2329	2334	2339	2346	2354	0001	0009	0016	0024	
Liverpool St Plts 15–17																								0039
Farringdon	2223	2227	2232	2237	2242	2247	2252	2257	2302	2307	2312	2317	2322	2327	2332	2337	2342	2349	2357	0004	0012	0019	0027	
Tottenham Court Road	2226	2230	2235	2240	2245	2250	2255	2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2352	2359	0007	0015	0022	0030	
Bond Street	2228	2232	2237	2242	2247	2252	2257	2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2354	0002	0009	0017	0024	0032	
Paddington Plts 11 & 12																								
Paddington Plts A & B	2233	2238	2242	2248	2253	2257	2302	2308	2312	2318	2323	2327	2332	2336	2342	2347	2352	2359	0007	0017	0022	0029	0037	
Acton Main Line		2245			2300			2315			2330			2342										
Ealing Broadway		2248		2256	2303			2318		2326	2333			2345				0008		0028				
West Ealing		2251			2306			2321			2336			2348										
Hanwell		2253			2308			2323			2338			2350										
Southall		2256		2302	2311			2326		2332	2341			2353				0012		0032				
Hayes & Harlington		2259		2305	2314			2329		2335	2344			2356				0016		0036				
Heathrow Terminals 2 & 3		2307			2322			2337			2352													
Heathrow Terminal 4					2327						2357													
Heathrow Terminal 5		2312						2342																
West Drayton				2309						2339								0019		0039				
Iver				2311						2341								0022		0042				
Langley				2314						2349								0024		0044				
Slough				2318						2353								0028		0048				
Burnham				2321						2356														
Taplow				2324						2359														
Maidenhead				2327						0005								0038		0058				
Twyford				2334																				
Reading				2341																				

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Sundays

Shenfield																	0641			0656			
Brentwood																	0645			0700			
Harold Wood																	0649			0704			
Gidea Park						0552		0607			0622		0637				0652			0707			
Romford						0555		0610			0625		0640				0655			0710			
Chadwell Heath						0558		0613			0628		0643				0658			0713			
Goodmayes						0600		0615			0630		0645				0700			0715			
Seven Kings						0602		0617			0632		0647				0702			0717			
Ilford						0606		0621			0636		0651				0706			0721			
Manor Park						0608		0623			0638		0653				0708			0723			
Forest Gate						0611		0626			0641		0656				0711			0726			
Maryland						0613		0628			0643		0658				0713			0728			
Stratford						0616		0631			0646		0701				0716			0731			
Abbey Wood																0658			0713				
Woolwich																0701			0716				
Custom House																0705			0720				
Canary Wharf																0709			0724				
Whitechapel																0713			0728				
Liverpool St Plts A & B																0716			0731				
Liverpool St Plts 15–17						0624		0639			0654		0709				0724			0739			
Farringdon																0719			0734				
Tottenham Court Road																0722			0737				
Bond Street																0724			0739				
Paddington Plts 11 & 12	0512	0527	0542	0557	0612		0627		0642	0646		0657		0712	0716			0727			0743	0746	0757
Paddington Plts A & B																0729			0744				
Acton Main Line																							
Ealing Broadway	0520	0535	0550	0605	0620		0635		0650	0654		0705		0720	0724			0735			0751	0754	0805
West Ealing																							
Hanwell																							
Southall	0525	0540	0555	0610	0625		0640		0655	0659		0710		0725	0729			0740			0755	0759	0810
Hayes & Harlington	0528	0543	0558	0613	0628		0643		0658	0702		0713		0728	0732			0743			0759	0802	0813
Heathrow Terminals 2 & 3	0538	0551	0608	0621	0638		0651		0708			0721		0738				0751			0808		0821
Heathrow Terminal 4		0555		0625			0655					0725						0755					0825
Heathrow Terminal 5	0542		0612		0642				0712					0742							0812		
West Drayton										0706					0736							0806	
Iver										0708					0738							0808	
Langley										0711					0741							0811	
Slough										0715					0745							0815	
Burnham																						0818	
Taplow																						0821	
Maidenhead										0724					0754							0824	
Twyford										0731					0801							0831	
Reading										0738					0808							0840	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Sundays

Shenfield		0711			0726		0741			0756		0811			0826		0841				0856		0911
Brentwood		0715			0730		0745			0800		0815			0830		0845				0900		0915
Harold Wood		0719			0734		0749			0804		0819			0834		0849				0904		0919
Gidea Park		0722			0737		0752			0807		0822			0837		0852				0907		0922
Romford		0725			0740		0755			0810		0825			0840		0855				0910		0925
Chadwell Heath		0728			0743		0758			0813		0828			0843		0858				0913		0928
Goodmayes		0730			0745		0800			0815		0830			0845		0900				0915		0930
Seven Kings		0732			0747		0802			0817		0832			0847		0902				0917		0932
Ilford		0736			0751		0806			0821		0836			0851		0906				0921		0936
Manor Park		0738			0753		0808			0823		0838			0853		0908				0923		0938
Forest Gate		0741			0756		0811			0826		0841			0856		0911				0926		0941
Maryland		0743			0758		0813			0828		0843			0858		0913				0928		0943
Stratford		0746			0801		0816			0831		0846			0901		0916				0931		0946
Abbey Wood	0729		0744			0759		0814			0829		0844			0859			0914			0929	
Woolwich	0732		0747			0802		0817			0832		0847			0902			0917			0932	
Custom House	0736		0751			0806		0821			0836		0851			0906			0921			0936	
Canary Wharf	0740		0755			0810		0825			0840		0855			0910			0925			0940	
Whitechapel	0744	0751	0759		0806	0814	0821	0829		0836	0844	0851	0859		0906	0914	0921		0929		0936	0944	0951
Liverpool St Plts A & B	0747	0754	0802		0809	0817	0824	0832		0839	0847	0854	0902		0909	0917	0924		0932		0939	0947	0954
Liverpool St Plts 15–17																							
Farringdon	0750	0757	0805		0812	0820	0827	0835		0842	0850	0857	0905		0912	0920	0927		0935		0942	0950	0957
Tottenham Court Road	0753	0800	0808		0815	0823	0830	0838		0845	0853	0900	0908		0915	0923	0930		0938		0945	0953	1000
Bond Street	0755	0802	0810		0817	0825	0832	0840		0847	0855	0902	0910		0917	0925	0932		0940		0947	0955	1002
Paddington Plts 11 & 12				0818					0848					0918				0939		0948			
Paddington Plts A & B	0803	0807	0815		0823	0833	0837	0845		0853	0903	0907	0915		0923	0933	0937		0945		0953	1003	1007
Acton Main Line	0809				0829	0839				0859	0909				0930			0945			1000		
Ealing Broadway	0812			0826	0832	0842			0856	0902	0912			0926	0933	0944		0948		0956	1003	1014	
West Ealing	0815				0835	0845				0905	0915				0936	0946		0951			1006	1016	
Hanwell	0817				0837	0847				0907	0917				0938			0953			1008		
Southall	0820			0831	0840	0850			0901	0910	0920			0931	0941			0956		1001	1011		
Hayes & Harlington	0823			0834	0843	0853			0904	0913	0923			0934	0944	0952		0959		1004	1014	1022	
Heathrow Terminals 2 & 3	0832				0851	0902				0921	0932				0952	1000		1007			1022	1030	
Heathrow Terminal 4					0856					0926					0957			1012			1027		
Heathrow Terminal 5	0836					0906					0936					1005						1035	
West Drayton				0838					0908					0938						1008			
Iver				0840					0910					0940						1010			
Langley				0843					0913					0943						1013			
Slough				0847					0917					0947						1017			
Burnham				0850					0920					0950						1020			
Taplow				0853					0923					0953						1023			
Maidenhead				0856					0926					0956						1026			
Twyford				0903					0933					1003						1033			
Reading				0910					0940					1010						1040			

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Sundays

Shenfield				0926		0941				0956				1011				1026						1941
Brentwood				0930		0945				1000				1015				1030						1945
Harold Wood				0934		0949				1004				1019				1034						1949
Gidea Park				0937		0952		0959		1007		1014		1022		1029		1037		1044				1952
Romford				0940		0955		1002		1010		1017		1025		1032		1040		1047				1955
Chadwell Heath				0943		0958		1005		1013		1020		1028		1035		1043		1050				1958
Goodmayes				0945		1000		1007		1015		1022		1030		1037		1045		1052				2000
Seven Kings				0947		1002		1009		1017		1024		1032		1039		1047		1054				2002
Ilford				0951		1006		1013		1021		1028		1036		1043		1051		1058				2006
Manor Park				0953		1008		1015		1023		1030		1038		1045		1053		1100				2008
Forest Gate				0956		1011		1018		1026		1033		1041		1048		1056		1103				2011
Maryland				0958		1013		1020		1028		1035		1043		1050		1058		1105				2013
Stratford				1001		1016		1023		1031		1038		1046		1053		1101		1108				2016
Abbey Wood		0944			0959		1009		1017		1024		1032		1039		1047		1054		1102			
Woolwich		0947			1002		1012		1020		1027		1035		1042		1050		1057		1105			
Custom House		0951			1006		1016		1024		1031		1039		1046		1054		1101		1109			
Canary Wharf		0955			1010		1020		1028		1035		1043		1050		1058		1105		1113			
Whitechapel		0959		1006	1014	1021	1024	1028	1032	1036	1039	1043	1047	1051	1054	1058	1102	1106	1109	1113	1117	then		2021
Liverpool St ⊖ Plts A & B		1002		1009	1017	1024	1027	1031	1035	1039	1042	1046	1050	1054	1057	1101	1105	1109	1112	1116	1120	at		2024
Liverpool St ⇄ Plts 15–17																						the		
Farringdon		1005		1012	1020	1027	1030	1034	1038	1042	1045	1049	1053	1057	1100	1104	1108	1112	1115	1119	1123	same		2027
Tottenham Court Road		1008		1015	1023	1030	1033	1037	1041	1045	1048	1052	1056	1100	1103	1107	1111	1115	1118	1122	1126	time		2030
Bond Street		1010		1017	1025	1032	1035	1039	1043	1047	1050	1054	1058	1102	1105	1109	1113	1117	1120	1124	1128	past		2032
Paddington ⇄ Plts 11 & 12	1009		1018																			each		
Paddington ⊖ Plts A & B		1015		1023	1030	1036	1039	1044	1047	1052	1054	1059	1102	1106	1109	1114	1117	1122	1124	1129	1132	hour		2036
Acton Main Line	1015			1030			1045				1100				1115				1130			until		
Ealing Broadway	1018		1026	1033	1041	1044	1048		1056		1103		1111	1114	1118		1126		1133		1141			2044
West Ealing	1021			1036		1046	1051				1106			1116	1121				1136					2046
Hanwell	1023			1038			1053				1108				1123				1138					
Southall	1026		1031	1041	1045		1056		1102		1111		1115		1126		1132		1141		1145			
Hayes & Harlington	1029		1034	1044	1049	1052	1059		1105		1114		1119	1122	1129		1135		1144		1149			2052
Heathrow Terminals 2 & 3	1037			1052		1100	1107				1122			1130	1137				1152					2100
Heathrow Terminal 4	1042			1057			1112				1127				1142				1157					
Heathrow Terminal 5						1105								1135										2105
West Drayton			1038		1052				1109				1122				1139				1152			
Iver			1040		1055								1125								1155			
Langley			1043		1057				1113				1127				1143				1157			
Slough			1047		1101				1117				1131				1147				1201			
Burnham			1050		1105				1120				1135				1150				1205			
Taplow			1053						1123								1153							
Maidenhead			1056		1112				1126				1142				1156				1212			
Twyford			1103						1133								1203							
Reading			1110						1140								1210							

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Sundays

Shenfield				1956				2011				2026				2041				2056			
Brentwood				2000				2015				2030				2045				2100			
Harold Wood				2004				2019				2034				2049				2104			
Gidea Park		1959		2007		2014		2022		2029		2037		2044		2052		2059		2107		2114	
Romford		2002		2010		2017		2025		2032		2040		2047		2055		2102		2110		2117	
Chadwell Heath		2005		2013		2020		2028		2035		2043		2050		2058		2105		2113		2120	
Goodmayes		2007		2015		2022		2030		2037		2045		2052		2100		2107		2115		2122	
Seven Kings		2009		2017		2024		2032		2039		2047		2054		2102		2109		2117		2124	
Ilford		2013		2021		2028		2036		2043		2051		2058		2106		2113		2121		2128	
Manor Park		2015		2023		2030		2038		2045		2053		2100		2108		2115		2123		2130	
Forest Gate		2018		2026		2033		2041		2048		2056		2103		2111		2118		2126		2133	
Maryland		2020		2028		2035		2043		2050		2058		2105		2113		2120		2128		2135	
Stratford		2023		2031		2038		2046		2053		2101		2108		2116		2123		2131		2138	
Abbey Wood	2009		2017		2024		2032		2039		2047		2054		2102		2109		2117		2124		
Woolwich	2012		2020		2027		2035		2042		2050		2057		2105		2112		2120		2127		
Custom House	2016		2024		2031		2039		2046		2054		2101		2109		2116		2124		2131		
Canary Wharf	2020		2028		2035		2043		2050		2058		2105		2113		2120		2128		2135		
Whitechapel	2024	2028	2032	2036	2039	2043	2047	2051	2054	2058	2102	2106	2109	2113	2117	2121	2124	2128	2132	2136	2139	2143	
Liverpool St Plts A & B	2027	2031	2035	2039	2042	2046	2050	2054	2057	2101	2105	2109	2112	2116	2120	2124	2127	2131	2135	2139	2142	2146	
Liverpool St Plts 15–17																							
Farringdon	2030	2034	2038	2042	2045	2049	2053	2057	2100	2104	2108	2112	2115	2119	2123	2127	2130	2134	2138	2142	2145	2149	
Tottenham Court Road	2033	2037	2041	2045	2048	2052	2056	2100	2103	2107	2111	2115	2118	2122	2126	2130	2133	2137	2141	2145	2148	2152	
Bond Street	2035	2039	2043	2047	2050	2054	2058	2102	2105	2109	2113	2117	2120	2124	2128	2132	2135	2139	2143	2147	2150	2154	
Paddington Plts 11 & 12																							2202
Paddington Plts A & B	2039	2044	2047	2052	2054	2059	2102	2106	2109	2114	2117	2122	2124	2129	2132	2136	2139	2144	2148	2152	2155	2159	
Acton Main Line	2045				2100				2115				2130			2142			2155				
Ealing Broadway	2048		2056		2103		2111	2114	2118		2126		2133		2141	2145	2151		2158				2210
West Ealing	2051				2106			2116	2121				2136			2148			2201				
Hanwell	2053				2108				2123				2138			2150			2203				
Southall	2056		2102		2111		2115		2126		2132		2141		2145	2153	2155		2206				2215
Hayes & Harlington	2059		2105		2114		2119	2122	2129		2135		2144		2149	2156	2159		2209				2219
Heathrow Terminals 2 & 3	2107				2122			2130	2137				2152			2207			2220				
Heathrow Terminal 4	2112				2127				2142				2157			2212							
Heathrow Terminal 5								2135											2224				
West Drayton			2109				2122				2139				2152		2203						2222
Iver							2125								2155								2225
Langley			2113				2127				2143				2157		2207						2227
Slough			2117				2131				2147				2201		2211						2231
Burnham			2120				2135				2150				2205		2214						2235
Taplow			2123								2153						2217						
Maidenhead			2126				2142				2156				2212		2220						2242
Twyford			2133								2203						2227						
Reading			2140								2210						2234						

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Westbound

All services shown are operated by Elizabeth line

Sundays

Shenfield		2111			2126			2141			2156		2211	2226			2241		2256		2311	2326	2341	2356
Brentwood		2115			2130			2145			2200		2215	2230			2245		2300		2315	2330	2345	2359
Harold Wood		2119			2134			2149			2204		2219	2234			2249		2304		2319	2334	2349	0004
Gidea Park		2122			2137			2152			2207		2222	2237			2252		2307		2322	2337	2352	0007
Romford		2125			2140			2155			2210		2225	2240			2255		2310		2325	2340	2355	0010
Chadwell Heath		2128			2143			2158			2213		2228	2243			2258		2313		2328	2343	2358	0013
Goodmayes		2130			2145			2200			2215		2230	2245			2300		2315		2330	2345	0001	0015
Seven Kings		2132			2147			2202			2217		2232	2247			2302		2317		2332	2347	0002	0017
Ilford		2136			2151			2206			2221		2236	2251			2306		2321		2336	2351	0006	0021
Manor Park		2138			2153			2208			2223		2238	2253			2308		2323		2338	2353	0008	0023
Forest Gate		2141			2156			2211			2226		2241	2256			2311		2326		2341	2356	0011	0026
Maryland		2143			2158			2213			2228		2243	2258			2313		2328		2343	2358	0013	0028
Stratford		2146			2201			2216			2231		2246	2301			2316		2331		2346	0001	0016	0031
Abbey Wood	2132		2139	2146		2154	2201			2213		2228												
Woolwich	2135		2142	2149		2157	2204			2216		2231												
Custom House	2139		2146	2153		2201	2208			2220		2235												
Canary Wharf	2143		2152	2157		2207	2212			2224		2239												
Whitechapel	2147	2151	2156	2201	2206	2211	2216	2221		2228	2236	2243												
Liverpool St ⊖ Plts A & B	2150	2154	2159	2204	2209	2214	2219	2224		2231	2239	2246												
Liverpool St ⇄ Plts 15–17													2254	2309			2324		2339		2354	0009	0024	0039
Farringdon	2153	2157	2202	2207	2212	2217	2222	2227		2234	2242	2249												
Tottenham Court Road	2156	2200	2205	2210	2215	2220	2225	2230		2237	2245	2252												
Bond Street	2158	2202	2207	2212	2217	2222	2227	2232		2239	2247	2254												
Paddington ⇄ Plts 11 & 12									2241						2313	2318		2335		2343				
Paddington ⊖ Plts A & B	2203	2207	2211	2218	2222	2227	2233	2237		2248	2252	2303												
Acton Main Line	2210			2225			2240																	
Ealing Broadway	2213		2221	2228			2243		2249	2257		2311			2321	2326		2343		2351				
West Ealing	2216			2231			2246																	
Hanwell	2218			2233			2248																	
Southall	2221		2225	2236			2251		2253	2301		2316			2325	2331		2348		2355				
Hayes & Harlington	2224		2229	2239			2254		2257	2305		2319			2329	2334		2351		2359				
Heathrow Terminals 2 & 3	2232			2247			2302			2312		2327				2342								
Heathrow Terminal 4	2237						2307					2332												
Heathrow Terminal 5				2252						2316						2346								
West Drayton			2232						2301						2332					0002				
Iver			2235						2303						2335					0005				
Langley			2237						2306						2337					0007				
Slough			2241						2310						2341					0011				
Burnham			2245						2313						2345									
Taplow			2247						2316						2347									
Maidenhead			2251						2319						2353					0025				
Twyford			2258						2326															
Reading			2305						2333															

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading																					0545			
Twyford																					0551			
Maidenhead							0513				0527					0543					0558			
Taplow							0516				0530					0546					0601			
Burnham							0519				0533					0549					0604			
Slough							0523				0538					0553					0608			
Langley							0526				0542					0556					0612			
Iver							0529				0544					0559					0614			
West Drayton							0531				0547					0602					0617			
Heathrow Terminal 5					0515									0546										
Heathrow Terminal 4									0530									0600						
Heathrow Terminals 2 & 3					0521				0536					0551				0606						
Hayes & Harlington					0527		0536		0542		0552			0557		0607		0612		0621				
Southall					0530		0540		0545		0556			0600		0610		0615		0625				
Hanwell					0533				0548					0603				0618						
West Ealing					0535				0550					0605				0620						
Ealing Broadway					0538		0546		0552		0601			0607		0615		0622		0629				
Acton Main Line					0540				0555					0610				0625						
Paddington ⊖ Plts A & B				0545	0549	0552	0556	0600	0604	0607	0610	0613	0616	0619	0623	0626	0630	0633	0636	0639	0642	0645	0648	
Paddington ⇄ Plts 11 & 12																								
Bond Street				0548	0552	0555	0559	0603	0607	0610	0613	0616	0619	0622	0626	0629	0633	0636	0639	0642	0645	0648	0651	
Tottenham Court Road				0550	0554	0557	0601	0605	0609	0612	0615	0618	0621	0624	0628	0631	0635	0638	0641	0644	0647	0650	0653	
Farringdon				0553	0557	0600	0604	0608	0612	0615	0618	0621	0624	0627	0631	0634	0638	0641	0644	0647	0650	0653	0656	
Liverpool St ⇄ Plts 15–17	0524	0539	0554																					
Liverpool St ⊖ Plts A & B				0556	0600	0603	0607	0611	0615	0618	0621	0624	0627	0630	0634	0637	0641	0644	0647	0650	0653	0656	0659	
Whitechapel				0558	0602	0605	0609	0613	0617	0620	0623	0626	0629	0632	0636	0639	0643	0646	0649	0652	0655	0658	0701	
Canary Wharf				0602	0606		0613		0621		0628			0636		0643		0650		0656		0702		
Custom House				0606	0610		0617		0625		0632			0640		0647		0654		0700		0706		
Woolwich				0610	0615		0622		0629		0636			0645		0652		0658		0704		0710		
Abbey Wood				0616	0621		0628		0635		0642			0652		0658		0704		0710		0716		
Stratford	0531	0546	0601			0611		0619		0626		0632	0637		0643		0649		0655		0701		0707	
Maryland	0533	0548	0603			0613		0621		0628		0634	0639		0645		0651		0657		0703		0709	
Forest Gate	0535	0550	0605			0615		0623		0630		0636	0641		0647		0653		0659		0705		0711	
Manor Park	0538	0553	0608			0618		0626		0633		0639	0644		0650		0656		0702		0708		0714	
Ilford	0540	0555	0610			0620		0628		0635		0641	0646		0652		0658		0704		0710		0716	
Seven Kings	0543	0558	0613			0623		0631		0638		0644	0649		0655		0701		0707		0713		0719	
Goodmayes	0545	0600	0615			0625		0633		0640		0646	0651		0657		0703		0709		0715		0721	
Chadwell Heath	0547	0602	0617			0627		0635		0642		0648	0653		0659		0705		0711		0717		0723	
Romford	0551	0606	0621			0631		0639		0646		0652	0657		0703		0709		0715		0721		0727	
Gidea Park	0554	0609	0624			0634		0642		0649		0655	0700		0706		0712		0718		0724		0730	
Harold Wood	0557	0612	0627			0637		0645		0652		0658	0703		0709		0715		0721		0727		0733	
Brentwood	0601	0616	0631			0641		0649		0656		0702	0707		0713		0719		0725		0731		0737	
Shenfield	0607	0622	0637			0649		0655		0703		0708	0713		0721		0729		0733		0739		0745	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading							0614		0624								0644		0654				
Twyford							0619		0629								0649		0659				
Maidenhead			0613				0626		0636				0643				0657		0706				
Taplow			0616				0629						0646				0700						
Burnham			0619				0632		0641				0649				0703		0711				
Slough			0623				0636		0645				0653				0707		0715				
Langley			0626				0640						0656				0710						
Iver			0629				0642						0659				0713						
West Drayton			0633				0645		0651				0702				0717		0721				
Heathrow Terminal 5		0620										0650										0720	
Heathrow Terminal 4	0615				0630						0645				0700						0715		
Heathrow Terminals 2 & 3	0621	0625			0636						0651	0655			0706						0721	0725	
Hayes & Harlington	0628	0632	0638		0642		0650				0657	0702	0707		0712		0721				0727	0732	
Southall	0631		0642		0645		0654				0700		0710		0715		0725				0730		
Hanwell	0634				0648						0703				0718						0733		
West Ealing	0636	0639			0650						0705	0710			0720						0735	0739	
Ealing Broadway	0639	0642	0647		0652		0658		0704		0707	0713	0716		0722		0729		0734		0738	0741	
Acton Main Line	0641				0655						0710				0725						0740		
Paddington ⊖ Plts A & B	0651	0654	0657	0700	0703	0706	0709	0712	0715	0718	0721	0724	0727	0730	0733	0736	0738	0741	0743	0746	0748	0751	0753
Paddington ⇄ Plts 11 & 12																							
Bond Street	0654	0657	0700	0703	0706	0709	0712	0715	0718	0721	0724	0727	0730	0733	0736	0739	0741	0744	0746	0749	0751	0754	0756
Tottenham Court Road	0656	0659	0702	0705	0708	0711	0714	0717	0720	0723	0726	0729	0732	0735	0738	0741	0744	0746	0749	0751	0754	0756	0759
Farringdon	0659	0702	0705	0708	0711	0714	0717	0720	0723	0726	0729	0732	0735	0738	0741	0744	0747	0749	0752	0754	0757	0759	0802
Liverpool St ⇄ Plts 15–17																							
Liverpool St ⊖ Plts A & B	0702	0705	0708	0711	0714	0717	0720	0723	0726	0729	0732	0735	0738	0741	0744	0747	0749	0752	0754	0757	0759	0802	0804
Whitechapel	0704	0707	0710	0713	0716	0719	0722	0725	0728	0731	0734	0737	0740	0743	0746	0749	0752	0754	0757	0759	0802	0804	0807
Canary Wharf	0708		0714		0720		0726		0732		0738		0744		0750		0756		0801		0806		0811
Custom House	0712		0718		0724		0730		0736		0742		0748		0754		0759		0804		0809		0814
Woolwich	0716		0722		0728		0734		0740		0746		0752		0758		0803		0808		0813		0818
Abbey Wood	0722		0728		0734		0743		0748		0753		0758		0804		0809		0814		0819		0824
Stratford		0713		0719		0725		0731		0737		0743		0749		0755		0800		0805		0810	
Maryland		0715		0721		0727		0733		0739		0745		0751		0757		0802		0807		0812	
Forest Gate		0717		0723		0729		0735		0741		0747		0753		0759		0804		0809		0814	
Manor Park		0720		0726		0732		0738		0744		0750		0756		0802		0807		0812		0817	
Ilford		0722		0728		0734		0740		0746		0752		0758		0804		0809		0814		0819	
Seven Kings		0725		0731		0737		0743		0749		0755		0801		0807		0812		0817		0822	
Goodmayes		0727		0733		0739		0745		0751		0757		0803		0809		0814		0819		0824	
Chadwell Heath		0729		0735		0741		0747		0753		0759		0805		0811		0816		0821		0826	
Romford		0733		0739		0745		0751		0757		0803		0809		0815		0820		0825		0830	
Gidea Park		0736		0742		0748		0754		0800		0806		0813		0818		0823		0828		0833	
Harold Wood		0739		0745		0751		0757		0803		0809		0816		0821		0826		0831		0836	
Brentwood		0743		0749		0755		0801		0807		0813		0820		0825		0830		0835		0840	
Shenfield		0751		0759		0803		0809		0815		0821		0826		0831		0836		0841		0849	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading						0714		0724										0745		0754			
Twyford						0719		0729										0750		0759			
Maidenhead		0713				0726		0737						0743				0757		0806			
Taplow		0716				0729								0746				0800					
Burnham		0719				0732		0741						0749				0803		0811			
Slough		0723				0736		0745						0753				0807		0815			
Langley		0726				0740								0756				0811					
Iver		0729				0742								0759				0813					
West Drayton		0732				0745		0751						0802				0816		0821			
Heathrow Terminal 5											0750												0820
Heathrow Terminal 4				0730						0745						0800						0815	
Heathrow Terminals 2 & 3				0736						0751	0755					0806						0821	0825
Hayes & Harlington		0737		0742		0750				0757	0802			0807		0812		0820				0827	0832
Southall		0742		0745		0754				0800				0810		0815		0824				0830	
Hanwell				0748						0803						0818						0833	
West Ealing				0750						0805	0809					0820						0835	0839
Ealing Broadway		0748		0752		0758		0802		0808	0811			0815		0822		0828		0832		0837	0841
Acton Main Line				0755				0804		0810						0825				0834		0840	
Paddington Plts A & B	0756	0758	0801	0803	0806	0808	0811	0813	0816	0818	0821	0823	0826	0828	0831	0833	0836	0838	0841	0843	0846	0848	0851
Paddington Plts 11 & 12																							
Bond Street	0759	0801	0804	0806	0809	0811	0814	0816	0819	0821	0824	0826	0829	0831	0834	0836	0839	0841	0844	0846	0849	0851	0854
Tottenham Court Road	0801	0804	0806	0809	0811	0814	0816	0819	0821	0824	0826	0829	0831	0834	0836	0839	0841	0844	0846	0849	0851	0854	0856
Farringdon	0804	0807	0809	0812	0814	0817	0819	0822	0824	0827	0829	0832	0834	0837	0839	0842	0844	0847	0849	0852	0854	0857	0859
Liverpool St Plts 15–17																							
Liverpool St Plts A & B	0807	0809	0812	0814	0817	0819	0822	0824	0827	0829	0832	0834	0837	0839	0842	0844	0847	0849	0852	0854	0857	0859	0902
Whitechapel	0809	0812	0814	0817	0819	0822	0824	0827	0829	0832	0834	0837	0839	0842	0844	0847	0849	0852	0854	0857	0859	0902	0904
Canary Wharf		0816		0821		0826		0831		0836		0841		0846		0851		0856		0901		0906	
Custom House		0819		0824		0829		0834		0839		0844		0849		0854		0859		0904		0909	
Woolwich		0823		0828		0833		0838		0843		0848		0853		0858		0903		0908		0913	
Abbey Wood		0829		0834		0839		0844		0849		0854		0859		0904		0910		0915		0919	
Stratford	0815		0820		0825		0830		0835		0840		0845		0850		0855		0900		0905		0910
Maryland	0817		0822		0827		0832		0837		0842		0847		0852		0857		0902		0907		0912
Forest Gate	0819		0824		0829		0834		0839		0844		0849		0854		0859		0904		0909		0914
Manor Park	0822		0827		0832		0837		0842		0847		0852		0857		0902		0907		0912		0917
Ilford	0824		0829		0834		0839		0844		0849		0854		0859		0904		0909		0914		0919
Seven Kings	0827		0832		0837		0842		0847		0852		0857		0902		0907		0912		0917		0922
Goodmayes	0829		0834		0839		0844		0849		0854		0859		0904		0909		0914		0919		0924
Chadwell Heath	0831		0836		0841		0846		0851		0856		0901		0906		0911		0916		0921		0926
Romford	0835		0840		0845		0850		0855		0900		0905		0910		0915		0920		0925		0930
Gidea Park	0838		0843		0848		0853		0858		0903		0908		0913		0918		0923		0928		0933
Harold Wood	0841		0846		0851		0856		0901		0906		0911		0916		0921		0926		0931		0936
Brentwood	0845		0850		0855		0900		0905		0910		0915		0920		0925		0930		0935		0940
Shenfield	0851		0856		0901		0906		0911		0919		0925		0927		0931		0936		0941		0946

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading							0813		0824								0845						0858
Twyford							0818		0829								0850						0904
Maidenhead			0813				0825		0836				0843				0857						0914
Taplow			0816				0828						0846				0901						0917
Burnham			0819				0831		0841				0849				0904						0920
Slough			0823				0836		0845				0853				0908						0924
Langley			0826				0840						0856				0912						0927
Iver			0829				0842						0859				0914						0930
West Drayton			0832				0845		0851				0902				0917						0933
Heathrow Terminal 5												0850										0920	
Heathrow Terminal 4					0830						0845				0900						0915		
Heathrow Terminals 2 & 3					0836						0851	0855			0906						0921	0925	
Hayes & Harlington			0837		0842		0850				0857	0902	0907		0912		0922				0927	0932	0939
Southall			0840		0845		0854				0900		0910		0915		0925				0930		0942
Hanwell					0848						0903				0918						0933		
West Ealing					0850						0905	0909			0920						0935	0939	
Ealing Broadway			0847		0852		0858		0904		0907	0911	0917		0922		0930				0937	0941	0947
Acton Main Line					0855						0910				0925						0940		
Paddington ⊖ Plts A & B	0853	0856	0858	0901	0903	0906	0909	0912	0915	0918	0921	0924	0927	0930	0933	0936	0939	0942	0945	0948	0951	0954	0957
Paddington ⇄ Plts 11 & 12																							
Bond Street	0856	0859	0901	0904	0906	0909	0912	0915	0918	0921	0924	0927	0930	0933	0936	0939	0942	0945	0948	0951	0954	0957	1000
Tottenham Court Road	0859	0901	0904	0906	0909	0911	0914	0917	0920	0923	0926	0929	0932	0935	0938	0941	0944	0947	0950	0953	0956	0959	1002
Farringdon	0902	0904	0907	0909	0912	0914	0917	0920	0923	0926	0929	0932	0935	0938	0941	0944	0947	0950	0953	0956	0959	1002	1005
Liverpool St ⇄ Plts 15–17																							
Liverpool St ⊖ Plts A & B	0904	0907	0909	0912	0914	0917	0920	0923	0926	0929	0932	0935	0938	0941	0944	0947	0950	0953	0956	0959	1002	1005	1008
Whitechapel	0907	0909	0912	0914	0917	0919	0922	0925	0928	0931	0934	0937	0940	0943	0946	0949	0952	0955	0958	1001	1004	1007	1010
Canary Wharf	0911		0916		0921		0926		0932		0938		0944		0950		0956		1002		1008		1014
Custom House	0914		0919		0924		0930		0936		0942		0948		0954		1000		1006		1012		1018
Woolwich	0918		0923		0928		0934		0940		0946		0952		0958		1004		1010		1016		1022
Abbey Wood	0924		0929		0934		0940		0946		0952		0958		1006		1010		1016		1024		1028
Stratford		0915		0920		0925		0931		0937		0943		0949		0955		1001		1007		1013	
Maryland		0917		0922		0927		0933		0939		0945		0951		0957		1003		1009		1015	
Forest Gate		0919		0924		0929		0935		0941		0947		0953		0959		1005		1011		1017	
Manor Park		0922		0926		0932		0938		0944		0950		0956		1002		1008		1014		1020	
Ilford		0924		0929		0934		0940		0946		0952		0958		1004		1010		1016		1022	
Seven Kings		0927		0932		0937		0943		0949		0955		1001		1007		1013		1019		1025	
Goodmayes		0929		0934		0939		0945		0951		0957		1003		1009		1015		1021		1027	
Chadwell Heath		0931		0936		0941		0947		0953		0959		1005		1011		1017		1023		1029	
Romford		0935		0940		0945		0951		0957		1003		1009		1015		1021		1027		1033	
Gidea Park		0938		0942		0948		0954		1000		1006		1012		1018		1024		1030		1036	
Harold Wood		0941		0945		0951		0957		1003		1009		1015		1021		1027		1033		1039	
Brentwood		0945		0949		0955		1001		1007		1013		1019		1025		1031		1037		1043	
Shenfield		0953		0955		1001		1008		1013		1019		1025		1031		1037		1046		1049	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading				0916				0928								0959							
Twyford				0921				0933								1004							
Maidenhead				0928				0940				0959				1011				1030			
Taplow				0931				0943								1014							
Burnham				0934				0946				1004				1017				1035			
Slough				0938				0950				1008				1021				1039			
Langley				0942				0954				1012				1025				1043			
Iver				0944				0957				1014								1045			
West Drayton				0947				1000				1017				1030				1048			
Heathrow Terminal 5							0950								1020								1050
Heathrow Terminal 4		0930				0945				1000				1015				1030				1045	
Heathrow Terminals 2 & 3		0936				0951	0955			1006				1021	1025			1036				1051	1055
Hayes & Harlington		0942		0951		0958	1002	1005		1012		1022		1027	1032	1035		1042		1052		1057	1102
Southall		0945		0954		1001		1008		1015		1025		1030		1038		1045		1055		1100	
Hanwell		0948				1004				1018				1033				1048				1103	
West Ealing		0950				1006	1009			1020				1035	1039			1050				1105	1109
Ealing Broadway		0952		0959		1008	1011	1015		1022		1030		1037	1041	1045		1052		1101		1107	1111
Acton Main Line		0955				1011				1025				1040				1055				1110	
Paddington ⊖ Plts A & B	1000	1004	1007	1011	1015	1019	1022	1026	1030	1034	1037	1041	1045	1049	1052	1056	1100	1104	1107	1111	1115	1119	1122
Paddington ⇄ Plts 11 & 12																							
Bond Street	1003	1007	1010	1014	1018	1022	1025	1029	1033	1037	1040	1044	1048	1052	1055	1059	1103	1107	1110	1114	1118	1122	1125
Tottenham Court Road	1005	1009	1012	1016	1020	1024	1027	1031	1035	1039	1042	1046	1050	1054	1057	1101	1105	1109	1112	1116	1120	1124	1127
Farringdon	1008	1012	1015	1019	1023	1027	1030	1034	1038	1042	1045	1049	1053	1057	1100	1104	1108	1112	1115	1119	1123	1127	1130
Liverpool St ⇄ Plts 15–17																							
Liverpool St ⊖ Plts A & B	1011	1015	1018	1022	1026	1030	1033	1037	1041	1045	1048	1052	1056	1100	1103	1107	1111	1115	1118	1122	1126	1130	1133
Whitechapel	1013	1017	1020	1024	1028	1032	1035	1039	1043	1047	1050	1054	1058	1102	1105	1109	1113	1117	1120	1124	1128	1132	1135
Canary Wharf		1021		1028		1036		1043		1051		1058		1106		1113		1121		1128		1136	
Custom House		1025		1032		1040		1047		1055		1102		1110		1117		1125		1132		1140	
Woolwich		1030		1037		1045		1052		1100		1107		1115		1122		1130		1137		1145	
Abbey Wood		1036		1043		1051		1058		1106		1113		1121		1128		1136		1143		1151	
Stratford	1019		1026		1034		1041		1049		1056		1104		1111		1119		1126		1134		1141
Maryland	1021		1028		1036		1043		1051		1058		1106		1113		1121		1128		1136		1143
Forest Gate	1023		1030		1038		1045		1053		1100		1108		1115		1123		1130		1138		1145
Manor Park	1026		1033		1041		1048		1056		1103		1111		1118		1126		1133		1141		1148
Ilford	1028		1035		1043		1050		1058		1105		1113		1120		1128		1135		1143		1150
Seven Kings	1031		1038		1046		1053		1101		1108		1116		1123		1131		1138		1146		1153
Goodmayes	1033		1040		1048		1055		1103		1110		1118		1125		1133		1140		1148		1155
Chadwell Heath	1035		1042		1050		1057		1105		1112		1120		1127		1135		1142		1150		1157
Romford	1039		1046		1054		1101		1109		1116		1124		1131		1139		1146		1154		1201
Gidea Park	1042		1049		1057		1104		1112		1119		1127		1134		1142		1149		1157		1204
Harold Wood	1045		1052		1100		1107		1115		1122		1130		1137		1145		1152		1200		1207
Brentwood	1049		1056		1104		1111		1119		1126		1134		1141		1149		1156		1204		1211
Shenfield	1055		1102		1110		1117		1125		1132		1140		1147		1155		1202		1210		1217

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading	1029								1059								1129						
Twyford	1034								1104								1134						
Maidenhead	1041				1058				1111				1129				1141				1159		
Taplow	1044								1114								1144						
Burnham	1047				1102				1117				1133				1147				1204		
Slough	1051				1106				1121				1137				1151				1208		
Langley	1055				1110				1125				1141				1155				1212		
Iver					1112								1143								1214		
West Drayton	1100				1115				1130				1146				1200				1217		
Heathrow Terminal 5								1120								1150							
Heathrow Terminal 4			1100				1115				1130				1145				1200				1215
Heathrow Terminals 2 & 3			1106				1121	1125			1136				1151	1155			1206				1221
Hayes & Harlington	1106		1113		1120		1127	1132	1135		1142		1150		1158	1202	1205		1213		1223		1227
Southall	1109		1116		1123		1131		1138		1145		1153		1201		1208		1216		1226		1230
Hanwell			1119				1134				1148				1204				1219				1233
West Ealing			1121				1136	1139			1150				1206	1209			1221				1235
Ealing Broadway	1115		1123		1127		1138	1141	1144		1152		1158		1208	1211	1215		1223		1231		1237
Acton Main Line			1126				1141				1155				1211				1226				1240
Paddington ⊖ Plts A & B	1126	1130	1134	1137	1141	1145	1149	1152	1156	1200	1204	1207	1211	1215	1219	1222	1226	1230	1234	1237	1241	1245	1249
Paddington ⇄ Plts 11 & 12																							
Bond Street	1129	1133	1137	1140	1144	1148	1152	1155	1159	1203	1207	1210	1214	1218	1222	1225	1229	1233	1237	1240	1244	1248	1252
Tottenham Court Road	1131	1135	1139	1142	1146	1150	1154	1157	1201	1205	1209	1212	1216	1220	1224	1227	1231	1235	1239	1242	1246	1250	1254
Farringdon	1134	1138	1142	1145	1149	1153	1157	1200	1204	1208	1212	1215	1219	1223	1227	1230	1234	1238	1242	1245	1249	1253	1257
Liverpool St ⇄ Plts 15–17																							
Liverpool St ⊖ Plts A & B	1137	1141	1145	1148	1152	1156	1200	1203	1207	1211	1215	1218	1222	1226	1230	1233	1237	1241	1245	1248	1252	1256	1300
Whitechapel	1139	1143	1147	1150	1154	1158	1202	1205	1209	1213	1217	1220	1224	1228	1232	1235	1239	1243	1247	1250	1254	1258	1302
Canary Wharf	1143		1151		1158		1206		1213		1221		1228		1236		1243		1251		1258		1306
Custom House	1147		1155		1202		1210		1217		1225		1232		1240		1247		1255		1302		1310
Woolwich	1152		1200		1207		1215		1222		1230		1237		1245		1252		1300		1307		1315
Abbey Wood	1158		1206		1213		1221		1228		1236		1243		1251		1258		1306		1313		1321
Stratford		1149		1156		1204		1211		1219		1226		1234		1241		1249		1256		1304	
Maryland		1151		1158		1206		1213		1221		1228		1236		1243		1251		1258		1306	
Forest Gate		1153		1200		1208		1215		1223		1230		1238		1245		1253		1300		1308	
Manor Park		1156		1203		1211		1218		1226		1233		1241		1248		1256		1303		1311	
Ilford		1158		1205		1213		1220		1228		1235		1243		1250		1258		1305		1313	
Seven Kings		1201		1208		1216		1224		1231		1238		1246		1253		1301		1308		1316	
Goodmayes		1203		1210		1218		1226		1233		1240		1248		1255		1303		1310		1318	
Chadwell Heath		1205		1212		1220		1228		1235		1242		1250		1257		1305		1312		1320	
Romford		1209		1216		1224		1232		1239		1246		1254		1301		1309		1316		1324	
Gidea Park		1212		1219		1227		1234		1242		1249		1257		1304		1312		1319		1327	
Harold Wood		1215		1222		1230		1237		1245		1252		1300		1307		1315		1322		1330	
Brentwood		1219		1226		1234		1241		1249		1256		1304		1311		1319		1326		1334	
Shenfield		1225		1232		1240		1247		1255		1302		1310		1317		1325		1332		1340	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading		1159								1229								1259						
Twyford		1204								1234								1304						
Maidenhead		1211				1229				1241				1259				1311				1330		
Taplow		1214								1244								1314						
Burnham		1217				1233				1247				1304				1317				1334		
Slough		1221				1237				1251				1308				1321				1339		
Langley		1225				1242				1255				1312				1325				1343		
Iver						1244								1314								1345		
West Drayton		1230				1247				1259				1317				1330				1348		
Heathrow Terminal 5	1220								1250								1320							
Heathrow Terminal 4				1230				1245				1300				1315				1330				
Heathrow Terminals 2 & 3	1225			1236				1251	1255			1306				1321	1325			1336				
Hayes & Harlington	1232	1235		1242		1251		1258	1302	1305		1312		1323		1327	1332	1335		1342		1354		
Southall		1239		1245		1254		1301		1309		1315		1326		1331		1339		1345		1357		
Hanwell				1248				1304				1318				1334				1348				
West Ealing	1238			1251				1306	1309			1320				1336	1338			1350				
Ealing Broadway	1240	1243		1253		1259		1308	1311	1315		1323		1331		1338	1341	1345		1352		1402		
Acton Main Line				1256				1311				1325				1341				1355				
Paddington ⊖ Plts A & B	1252	1256	1300	1304	1307	1311	1315	1319	1322	1326	1330	1334	1337	1341	1345	1349	1352	1356	1400	1404	1407	1411	1415	
Paddington ⇄ Plts 11 & 12																								
Bond Street	1255	1259	1303	1307	1310	1314	1318	1322	1325	1329	1333	1337	1340	1344	1348	1352	1355	1359	1403	1407	1410	1414	1418	
Tottenham Court Road	1257	1301	1305	1309	1312	1316	1320	1324	1327	1331	1335	1339	1342	1346	1350	1354	1357	1401	1405	1409	1412	1416	1420	
Farringdon	1300	1304	1308	1312	1315	1319	1323	1327	1330	1334	1338	1342	1345	1349	1353	1357	1400	1404	1408	1412	1415	1419	1423	
Liverpool St ⇄ Plts 15–17																								
Liverpool St ⊖ Plts A & B	1303	1307	1311	1315	1318	1322	1326	1330	1333	1337	1341	1345	1348	1352	1356	1400	1403	1407	1411	1415	1418	1422	1426	
Whitechapel	1305	1309	1313	1317	1320	1324	1328	1332	1335	1339	1343	1347	1350	1354	1358	1402	1405	1409	1413	1417	1420	1424	1428	
Canary Wharf		1313		1321		1328		1336		1343		1351		1358		1406		1413		1421		1428		
Custom House		1317		1325		1332		1340		1347		1355		1402		1410		1417		1425		1432		
Woolwich		1322		1330		1337		1345		1352		1400		1407		1415		1422		1430		1437		
Abbey Wood		1328		1336		1343		1351		1358		1406		1413		1421		1428		1436		1443		
Stratford	1311		1319		1326		1334		1341		1349		1356		1404		1411		1419		1426		1434	
Maryland	1313		1321		1328		1336		1343		1351		1358		1406		1413		1421		1428		1436	
Forest Gate	1315		1323		1330		1338		1345		1353		1400		1408		1415		1423		1430		1438	
Manor Park	1318		1326		1333		1341		1348		1356		1403		1411		1418		1426		1433		1441	
Ilford	1320		1328		1335		1343		1350		1358		1405		1413		1420		1428		1435		1443	
Seven Kings	1323		1331		1338		1346		1353		1401		1408		1416		1423		1431		1438		1446	
Goodmayes	1325		1333		1340		1348		1355		1403		1410		1418		1425		1433		1440		1448	
Chadwell Heath	1327		1335		1342		1350		1357		1405		1412		1420		1427		1435		1442		1450	
Romford	1331		1339		1346		1354		1401		1409		1416		1424		1431		1439		1446		1454	
Gidea Park	1334		1342		1349		1357		1404		1412		1419		1427		1434		1442		1449		1457	
Harold Wood	1337		1345		1352		1400		1407		1415		1422		1430		1437		1445		1452		1500	
Brentwood	1341		1349		1356		1404		1411		1419		1426		1434		1441		1449		1456		1504	
Shenfield	1347		1355		1402		1410		1417		1425		1432		1440		1447		1455		1502		1510	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading			1329								1359								1429					
Twyford			1334								1404								1434					
Maidenhead			1341				1359				1411				1429				1441					1459
Taplow			1344								1414								1444					
Burnham			1347				1403				1417				1434				1447					1504
Slough			1351				1407				1421				1438				1451					1508
Langley			1355				1411				1425				1442				1455					1512
Iver							1413								1444									1514
West Drayton			1359				1416				1430				1447				1459					1517
Heathrow Terminal 5		1350								1420								1450						
Heathrow Terminal 4	1345				1400				1415				1430				1445				1500			
Heathrow Terminals 2 & 3	1351	1355			1406				1421	1425			1436				1451	1455			1506			
Hayes & Harlington	1357	1402	1405		1412		1420		1428	1432	1435		1442		1452		1457	1502	1505		1513			1522
Southall	1400		1409		1415		1423		1431		1439		1445		1455		1500		1508		1516			1525
Hanwell	1404				1419				1434				1448				1503				1519			
West Ealing	1406	1409			1421				1436	1439			1450				1505	1509			1521			
Ealing Broadway	1408	1411	1414		1423		1429		1438	1441	1445		1452		1459		1507	1511	1515		1523			1530
Acton Main Line	1411				1426				1441				1455				1510				1526			
Paddington Plts A & B	1419	1422	1426	1430	1434	1437	1441	1445	1449	1452	1456	1500	1504	1507	1511	1515	1519	1522	1526	1530	1534	1537	1541	
Paddington Plts 11 & 12																								
Bond Street	1422	1425	1429	1433	1437	1440	1444	1448	1452	1455	1459	1503	1507	1510	1514	1518	1522	1525	1529	1533	1537	1540	1544	
Tottenham Court Road	1424	1427	1431	1435	1439	1442	1446	1450	1454	1457	1501	1505	1509	1512	1516	1520	1524	1527	1531	1535	1539	1542	1546	
Farringdon	1427	1430	1434	1438	1442	1445	1449	1453	1457	1500	1504	1508	1512	1515	1519	1523	1527	1530	1534	1538	1542	1545	1549	
Liverpool St Plts 15–17																								
Liverpool St Plts A & B	1430	1433	1437	1441	1445	1448	1452	1456	1500	1503	1507	1511	1515	1518	1522	1526	1530	1533	1537	1541	1545	1548	1552	
Whitechapel	1432	1435	1439	1443	1447	1450	1454	1458	1502	1505	1509	1513	1517	1520	1524	1528	1532	1535	1539	1543	1547	1550	1554	
Canary Wharf	1436		1443		1451		1458		1506		1513		1521		1528		1536		1543		1551			1558
Custom House	1440		1447		1455		1502		1510		1517		1525		1532		1540		1547		1555			1602
Woolwich	1445		1452		1500		1507		1515		1522		1530		1537		1545		1552		1600			1607
Abbey Wood	1451		1458		1506		1513		1521		1528		1536		1543		1551		1558		1606			1613
Stratford		1441		1449		1456		1504		1511		1519		1526		1534		1541		1549		1556		
Maryland		1443		1451		1458		1506		1513		1521		1528		1536		1543		1551		1558		
Forest Gate		1445		1453		1500		1508		1515		1523		1530		1538		1545		1553		1600		
Manor Park		1448		1456		1503		1511		1518		1526		1533		1541		1548		1556		1603		
Ilford		1450		1458		1505		1513		1520		1528		1535		1543		1550		1558		1605		
Seven Kings		1454		1501		1508		1516		1524		1531		1538		1546		1553		1601		1608		
Goodmayes		1456		1503		1510		1518		1526		1533		1540		1548		1555		1603		1610		
Chadwell Heath		1458		1505		1512		1520		1528		1535		1542		1550		1557		1605		1612		
Romford		1502		1509		1516		1524		1532		1539		1546		1554		1601		1609		1616		
Gidea Park		1504		1512		1519		1527		1534		1542		1549		1557		1604		1612		1619		
Harold Wood		1507		1515		1522		1530		1537		1545		1552		1600		1607		1615		1622		
Brentwood		1511		1519		1526		1534		1541		1549		1556		1604		1611		1619		1626		
Shenfield		1517		1525		1532		1543		1549		1555		1602		1613		1618		1625		1633		

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading				1459											1529								
Twyford				1505											1534								
Maidenhead				1513					1529						1541					1600			
Taplow				1516											1544								
Burnham				1519					1534						1547					1604			
Slough				1523					1538						1551					1608			
Langley				1527					1542						1555					1612			
Iver									1544											1614			
West Drayton				1531					1547						1600					1617			
Heathrow Terminal 5			1520											1550									
Heathrow Terminal 4		1515					1530						1545					1600					
Heathrow Terminals 2 & 3		1521	1525				1536						1551	1555				1606					
Hayes & Harlington		1527	1532	1536			1542		1552				1557	1602	1605			1612		1622			
Southall		1530		1539			1545		1555				1600		1608			1615		1625			
Hanwell		1533					1548						1603					1618					
West Ealing		1535	1539				1550						1605	1608				1620					
Ealing Broadway		1537	1541	1545			1552		1600				1607	1610	1614			1622		1629			
Acton Main Line		1540					1555						1610					1625					
Paddington Plts A & B	1545	1549	1552	1556		1600	1603	1606	1609	1612	1615	1618	1621	1624	1627		1630	1633	1636	1639	1642	1645	1648
Paddington Plts 11 & 12																							
Bond Street	1548	1552	1555	1559		1603	1606	1609	1612	1615	1618	1621	1624	1627	1630		1633	1636	1639	1642	1645	1648	1651
Tottenham Court Road	1550	1554	1557	1601		1605	1608	1611	1614	1617	1620	1623	1626	1629	1632		1635	1638	1641	1644	1647	1650	1653
Farringdon	1553	1557	1600	1604		1608	1611	1614	1617	1620	1623	1626	1629	1632	1635		1638	1641	1644	1647	1650	1653	1656
Liverpool St Plts 15–17					1610											1640							
Liverpool St Plts A & B	1556	1600	1603	1607		1611	1614	1617	1620	1623	1626	1629	1632	1635	1638		1641	1644	1647	1650	1653	1656	1659
Whitechapel	1558	1602	1605	1609		1613	1616	1619	1622	1625	1628	1631	1634	1637	1640		1643	1646	1649	1652	1655	1658	1701
Canary Wharf		1606		1613			1620		1626		1632		1640		1646			1651		1656		1702	
Custom House		1610		1617			1624		1630		1636		1644		1650			1655		1700		1706	
Woolwich		1615		1622			1628		1634		1640		1648		1654			1659		1704		1710	
Abbey Wood		1622		1628			1634		1640		1646		1655		1700			1705		1710		1716	
Stratford	1604		1611		1617	1621		1626		1631		1637		1643		1647	1651		1655		1701		1707
Maryland	1606		1613		1619	1623		1628		1633		1639		1645		1649	1653		1657		1703		1709
Forest Gate	1608		1615		1621	1625		1630		1635		1641		1647		1651	1655		1659		1705		1711
Manor Park	1611		1618		1624	1628		1633		1638		1644		1650		1654	1658		1702		1708		1714
Ilford	1613		1620		1626	1630		1635		1640		1646		1652		1656	1700		1704		1710		1716
Seven Kings	1616		1623		1629	1633		1638		1643		1649		1655		1659	1703		1707		1713		1719
Goodmayes	1618		1625		1631	1635		1640		1645		1651		1657		1701	1705		1709		1715		1721
Chadwell Heath	1620		1627		1633	1637		1642		1647		1653		1659		1703	1707		1711		1717		1723
Romford	1624		1631		1637	1641		1646		1651		1657		1703		1707	1711		1715		1721		1727
Gidea Park	1627		1634		1642	1645		1649		1654		1700		1706		1712	1715		1719		1724		1730
Harold Wood	1630		1637			1648		1652		1657		1703		1709			1718		1722		1727		1733
Brentwood	1634		1641			1652		1656		1701		1707		1713			1722		1726		1731		1737
Shenfield	1643		1648			1658		1703		1708		1713		1719			1728		1733		1738		1743

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading			1559							1616						1631							1647
Twyford			1604							1621						1636							1652
Maidenhead			1611							1628						1643							1659
Taplow			1614							1631						1646							1702
Burnham			1617							1634						1649							1705
Slough			1621							1639						1653							1709
Langley			1627							1643						1658							1713
Iver			1630							1645						1700							1715
West Drayton			1632							1648						1703							1718
Heathrow Terminal 5		1620													1650								
Heathrow Terminal 4	1615							1630						1645								1700		
Heathrow Terminals 2 & 3	1621	1625						1636						1651	1655							1706		
Hayes & Harlington	1627	1632	1636					1642		1652				1659	1702	1708						1712		1723
Southall	1630		1640					1645		1655				1702		1711						1715		1726
Hanwell	1633							1648						1705								1718		
West Ealing	1635	1639						1650						1707	1710							1720		
Ealing Broadway	1637	1641	1645					1652		1659				1709	1712	1716						1722		1730
Acton Main Line	1640							1655						1712								1725		
Paddington ⊖ Plts A & B	1650	1653	1655		1658	1700	1703	1705	1708	1710	1713	1715	1718	1720	1723	1725		1728	1730	1733	1735	1738	1740
Paddington ⇄ Plts 11 & 12																							
Bond Street	1653	1656	1658		1701	1703	1706	1708	1711	1713	1716	1718	1721	1723	1726	1728		1731	1733	1736	1738	1741	1743
Tottenham Court Road	1656	1658	1701		1703	1706	1708	1711	1713	1716	1718	1721	1723	1726	1728	1731		1733	1736	1738	1741	1743	1746
Farringdon	1659	1701	1704		1706	1709	1711	1714	1716	1719	1721	1724	1726	1729	1731	1734		1736	1739	1741	1744	1746	1749
Liverpool St ⇄ Plts 15–17				1709													1739						
Liverpool St ⊖ Plts A & B	1701	1704	1706		1709	1711	1714	1716	1719	1721	1724	1726	1729	1731	1734	1736		1739	1741	1744	1746	1749	1751
Whitechapel	1704	1706	1709		1711	1714	1716	1719	1721	1724	1726	1729	1731	1734	1736	1739		1741	1744	1746	1749	1751	1754
Canary Wharf	1708		1713			1718		1723		1728		1733		1738		1743			1748		1753		1758
Custom House	1711		1716			1721		1726		1731		1736		1741		1746			1751		1756		1801
Woolwich	1715		1720			1725		1730		1735		1740		1745		1750			1755		1800		1805
Abbey Wood	1721		1726			1731		1736		1741		1746		1751		1756			1801		1806		1811
Stratford		1712		1716	1720		1724		1728		1732		1737		1742		1746	1750		1754		1758	
Maryland		1714		1718	1722		1726		1730		1734		1739		1744		1748	1752		1756		1800	
Forest Gate		1716		1720	1724		1728		1732		1736		1741		1746		1750	1754		1758		1802	
Manor Park		1719		1723	1727		1731		1735		1739		1744		1749		1753	1757		1801		1805	
Ilford		1721		1725	1729		1733		1737		1741		1746		1751		1755	1759		1803		1807	
Seven Kings		1724		1728	1732		1736		1740		1744		1749		1754		1758	1802		1806		1810	
Goodmayes		1726		1730	1734		1738		1742		1746		1751		1756		1800	1804		1808		1812	
Chadwell Heath		1728		1732	1736		1740		1744		1748		1753		1758		1802	1806		1810		1814	
Romford		1732		1736	1740		1744		1748		1752		1757		1802		1806	1810		1814		1818	
Gidea Park		1735		1741	1744		1748		1752		1756		1800		1805		1811	1814		1818		1822	
Harold Wood		1738			1747		1751		1755		1759		1803		1808			1817		1821		1825	
Brentwood		1742			1751		1755		1759		1803		1807		1812			1821		1825		1829	
Shenfield		1749			1757		1801		1807		1811		1815		1819			1827		1831		1837	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading						1701							1715						1732				
Twyford						1707							1720						1737				
Maidenhead						1714							1728						1744				
Taplow						1717							1731						1747				
Burnham						1720							1734						1750				
Slough						1724							1738						1754				
Langley						1728							1741						1758				
Iver						1730							1744						1800				
West Drayton						1733							1746						1803				
Heathrow Terminal 5					1720												1750						
Heathrow Terminal 4				1715							1730						1745					1800	
Heathrow Terminals 2 & 3				1721	1725						1736						1751	1755				1806	
Hayes & Harlington				1727	1734	1738					1742		1751				1758	1802	1809			1812	
Southall				1730		1741					1745		1755				1801		1812			1815	
Hanwell				1733							1748						1804					1818	
West Ealing				1735	1740						1750						1806	1809				1820	
Ealing Broadway				1737	1743	1746					1752		1800				1808	1811	1818			1822	
Acton Main Line				1740							1755						1811					1825	
Paddington ⊖ Plts A & B	1743	1745	1748	1750	1753	1755		1758	1800	1803	1805	1808	1810	1813	1815	1818	1821	1824	1827		1830	1833	1836
Paddington ⇄ Plts 11 & 12																							
Bond Street	1746	1748	1751	1753	1756	1758		1801	1803	1806	1808	1811	1813	1816	1818	1821	1824	1827	1830		1833	1836	1839
Tottenham Court Road	1748	1751	1753	1756	1758	1801		1803	1806	1808	1811	1813	1816	1818	1821	1823	1826	1829	1832		1835	1838	1841
Farringdon	1751	1754	1756	1759	1801	1804		1806	1809	1811	1814	1816	1819	1821	1824	1826	1829	1832	1835		1838	1841	1844
Liverpool St ⇄ Plts 15–17							1809													1840			
Liverpool St ⊖ Plts A & B	1754	1756	1759	1801	1804	1806		1809	1811	1814	1816	1819	1821	1824	1826	1829	1832	1835	1838		1841	1844	1847
Whitechapel	1756	1759	1801	1804	1806	1809		1811	1814	1816	1819	1821	1824	1826	1829	1831	1834	1837	1840		1843	1846	1849
Canary Wharf		1803		1808		1813			1818		1823		1828		1833		1838		1844			1850	
Custom House		1806		1811		1816			1821		1826		1831		1836		1842		1848			1854	
Woolwich		1810		1815		1820			1825		1830		1835		1840		1846		1852			1858	
Abbey Wood		1816		1821		1826			1831		1836		1841		1848		1852		1858			1904	
Stratford	1802		1807		1812		1816	1820		1824		1828		1832		1837		1843		1847	1851		1855
Maryland	1804		1809		1814		1818	1822		1826		1830		1834		1839		1845		1849	1853		1857
Forest Gate	1806		1811		1816		1820	1824		1828		1832		1836		1841		1847		1851	1855		1859
Manor Park	1809		1814		1819		1823	1827		1831		1835		1839		1844		1850		1854	1858		1902
Ilford	1811		1816		1821		1825	1829		1833		1837		1841		1846		1852		1856	1900		1904
Seven Kings	1814		1819		1824		1828	1832		1836		1840		1844		1849		1855		1859	1903		1907
Goodmayes	1816		1821		1826		1830	1834		1838		1842		1846		1851		1857		1901	1905		1909
Chadwell Heath	1818		1823		1828		1832	1836		1840		1844		1848		1853		1859		1903	1907		1911
Romford	1822		1827		1832		1836	1840		1844		1848		1852		1857		1903		1907	1911		1915
Gidea Park	1826		1830		1835		1841	1844		1848		1852		1856		1900		1906		1912	1915		1919
Harold Wood	1829		1833		1838			1847		1851		1855		1859		1903		1909			1918		1922
Brentwood	1833		1837		1842			1851		1855		1859		1903		1907		1913			1922		1926
Shenfield	1841		1843		1849			1857		1901		1908		1910		1914		1919			1928		1932

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading	1746						1759				1815						1828				1845		
Twyford	1751						1804				1820						1834				1850		
Maidenhead	1758						1811				1827						1841				1858		
Taplow	1801						1814				1830						1844				1901		
Burnham	1804						1817				1833						1847				1904		
Slough	1808						1821				1837						1851				1908		
Langley	1812						1825				1841						1855				1911		
Iver	1814						1827				1843						1857				1914		
West Drayton	1817						1830				1846						1900				1916		
Heathrow Terminal 5						1820										1850							
Heathrow Terminal 4					1815				1830						1845				1900				1915
Heathrow Terminals 2 & 3					1821	1825			1836						1851	1855			1906				1921
Hayes & Harlington	1822				1828	1832	1835		1842		1851				1858	1902	1905		1912		1921		1927
Southall	1825				1831		1838		1845		1855				1901		1908		1915		1925		1930
Hanwell					1834				1848						1904				1918				1933
West Ealing					1836	1839			1850						1906	1909			1920				1935
Ealing Broadway	1830				1838	1841	1845		1852		1900				1908	1911	1915		1922		1930		1937
Acton Main Line					1841				1855						1911				1925				1940
Paddington ⊖ Plts A & B	1839	1842	1845	1848	1851	1854	1857	1900	1903	1906	1909	1912	1915	1918	1921	1924	1927	1930	1934	1937	1941	1945	1949
Paddington ⇄ Plts 11 & 12																							
Bond Street	1842	1845	1848	1851	1854	1857	1900	1903	1906	1909	1912	1915	1918	1921	1924	1927	1930	1933	1937	1940	1944	1948	1952
Tottenham Court Road	1844	1847	1850	1853	1856	1859	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1939	1942	1946	1950	1954
Farringdon	1847	1850	1853	1856	1859	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1938	1942	1945	1949	1953	1957
Liverpool St ⇄ Plts 15–17																							
Liverpool St ⊖ Plts A & B	1850	1853	1856	1859	1902	1905	1908	1911	1914	1917	1920	1923	1926	1929	1932	1935	1938	1941	1945	1948	1952	1956	2000
Whitechapel	1852	1855	1858	1901	1904	1907	1910	1913	1916	1919	1922	1925	1928	1931	1934	1937	1940	1943	1947	1950	1954	1958	2002
Canary Wharf	1856		1902		1908		1914		1920		1926		1932		1938		1944		1951		1958		2006
Custom House	1900		1906		1912		1918		1924		1930		1936		1942		1948		1955		2002		2010
Woolwich	1904		1910		1916		1922		1928		1934		1940		1946		1952		2000		2007		2015
Abbey Wood	1910		1916		1922		1928		1934		1940		1946		1952		1958		2006		2013		2021
Stratford		1901		1907		1913		1919		1925		1931		1937		1943		1949		1956		2004	
Maryland		1903		1909		1915		1921		1927		1933		1939		1945		1951		1958		2006	
Forest Gate		1905		1911		1917		1923		1929		1935		1941		1947		1953		2000		2008	
Manor Park		1908		1914		1920		1926		1932		1938		1943		1950		1956		2003		2011	
Ilford		1910		1916		1922		1928		1934		1940		1946		1952		1958		2005		2013	
Seven Kings		1913		1919		1925		1931		1937		1943		1949		1955		2001		2008		2016	
Goodmayes		1915		1921		1927		1933		1939		1945		1951		1957		2003		2010		2018	
Chadwell Heath		1917		1923		1929		1935		1941		1947		1953		1959		2005		2012		2020	
Romford		1921		1927		1933		1939		1945		1951		1957		2003		2009		2016		2024	
Gidea Park		1924		1930		1936		1942		1948		1954		1959		2006		2012		2019		2027	
Harold Wood		1927		1933		1939		1945		1951		1957		2002		2009		2015		2022		2030	
Brentwood		1931		1937		1943		1949		1955		2001		2006		2013		2019		2026		2034	
Shenfield		1938		1946		1949		1955		2001		2008		2012		2019		2025		2032		2040	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading		1859								1930								2000						
Twyford		1904								1935								2005						
Maidenhead		1912				1930				1942				2000				2012				2030		
Taplow		1915								1945								2015						
Burnham		1918				1934				1948				2004				2018				2034		
Slough		1922				1938				1952				2008				2022				2038		
Langley		1925				1942				1956				2012				2026				2042		
Iver		1928				1944								2014								2044		
West Drayton		1930				1947				2000				2017				2030				2047		
Heathrow Terminal 5	1920								1950								2020							
Heathrow Terminal 4				1930				1945				2000				2015				2030				
Heathrow Terminals 2 & 3	1925			1936				1951	1955			2006				2021	2025			2036				
Hayes & Harlington	1932	1935		1942		1951		1957	2002	2005		2012		2022		2027	2032	2035		2042		2052		
Southall		1940		1945		1954		2000		2008		2015		2025		2030		2039		2045		2055		
Hanwell				1948				2003				2018				2033				2048				
West Ealing	1939			1950				2006	2009			2020				2035	2038			2050				
Ealing Broadway	1941	1945		1952		1959		2008	2011	2014		2022		2030		2037	2041	2045		2052		2101		
Acton Main Line				1955				2011				2025				2040				2055				
Paddington ⊖ Plts A & B	1952	1956	2000	2004	2007	2011	2015	2019	2022	2026	2030	2034	2037	2041	2045	2049	2052	2056	2100	2104	2107	2111	2115	
Paddington ⇄ Plts 11 & 12																								
Bond Street	1955	1959	2003	2007	2010	2014	2018	2022	2025	2029	2033	2037	2040	2044	2048	2052	2055	2059	2103	2107	2110	2114	2118	
Tottenham Court Road	1957	2001	2005	2009	2012	2016	2020	2024	2027	2031	2035	2039	2042	2046	2050	2054	2057	2101	2105	2109	2112	2116	2120	
Farringdon	2000	2004	2008	2012	2015	2019	2023	2027	2030	2034	2038	2042	2045	2049	2053	2057	2100	2104	2108	2112	2115	2119	2123	
Liverpool St ⇄ Plts 15–17																								
Liverpool St ⊖ Plts A & B	2003	2007	2011	2015	2018	2022	2026	2030	2033	2037	2041	2045	2048	2052	2056	2100	2103	2107	2111	2115	2118	2122	2126	
Whitechapel	2005	2009	2013	2017	2020	2024	2028	2032	2035	2039	2043	2047	2050	2054	2058	2102	2105	2109	2113	2117	2120	2124	2128	
Canary Wharf		2013		2021		2028		2036		2043		2051		2058		2106		2113		2121		2128		
Custom House		2017		2025		2032		2040		2047		2055		2102		2110		2117		2125		2132		
Woolwich		2022		2030		2037		2045		2052		2100		2107		2115		2122		2130		2137		
Abbey Wood		2028		2036		2043		2051		2058		2106		2113		2121		2128		2136		2143		
Stratford	2011		2019		2026		2034		2041		2049		2056		2104		2111		2119		2126		2134	
Maryland	2013		2021		2028		2036		2043		2051		2058		2106		2113		2121		2128		2136	
Forest Gate	2015		2023		2030		2038		2045		2053		2100		2108		2115		2123		2130		2138	
Manor Park	2018		2026		2033		2041		2048		2056		2103		2111		2118		2126		2133		2141	
Ilford	2020		2028		2035		2043		2050		2058		2105		2113		2120		2128		2135		2143	
Seven Kings	2024		2031		2039		2046		2053		2101		2108		2116		2123		2131		2138		2146	
Goodmayes	2026		2033		2041		2048		2055		2103		2110		2118		2125		2133		2140		2148	
Chadwell Heath	2028		2035		2043		2050		2057		2105		2112		2120		2127		2135		2142		2150	
Romford	2032		2039		2047		2054		2101		2109		2116		2124		2131		2139		2146		2154	
Gidea Park	2034		2042		2049		2057		2104		2112		2119		2127		2134		2142		2149		2157	
Harold Wood	2037		2045		2052		2100		2107		2115		2122		2130		2137		2145		2152		2200	
Brentwood	2041		2049		2056		2104		2111		2119		2126		2134		2141		2149		2156		2204	
Shenfield	2047		2055		2102		2110		2117		2125		2132		2140		2147		2155		2202		2210	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading			2030								2100								2130					
Twyford			2035								2105								2135					
Maidenhead			2042				2059				2112				2130				2142					2159
Taplow			2045								2115								2145					
Burnham			2048				2103				2118				2134				2148					2204
Slough			2052				2107				2122				2138				2152					2208
Langley			2056				2111				2126				2142				2156					2211
Iver							2113								2144									2214
West Drayton			2100				2116				2130				2147				2200					2216
Heathrow Terminal 5		2050								2120								2150						
Heathrow Terminal 4	2045				2100				2115				2130				2145				2200			
Heathrow Terminals 2 & 3	2051	2055			2106				2121	2125			2136				2151	2155			2206			
Hayes & Harlington	2057	2103	2106		2112		2120		2127	2134	2137		2142		2152		2157	2202	2205		2212			2220
Southall	2100		2110		2115		2123		2130		2141		2145		2155		2200		2208		2215			2224
Hanwell	2103				2118				2133				2148				2203				2218			
West Ealing	2105	2110			2120				2135	2139			2150				2205	2209			2220			
Ealing Broadway	2107	2112	2116		2122		2128		2138	2142	2146		2152		2200		2208	2211	2215		2222			2230
Acton Main Line	2110				2125				2140				2155				2210				2225			
Paddington ⊖ Plts A & B	2119	2122	2126	2130	2134	2137	2141	2145	2149	2152	2156	2200	2204	2207	2211	2215	2219	2222	2226	2230	2234	2237	2241	
Paddington ⇄ Plts 11 & 12																								
Bond Street	2122	2125	2129	2133	2137	2140	2144	2148	2152	2155	2159	2203	2207	2210	2214	2218	2222	2225	2229	2233	2237	2240	2244	
Tottenham Court Road	2124	2127	2131	2135	2139	2142	2146	2150	2154	2157	2201	2205	2209	2212	2216	2220	2224	2227	2231	2235	2239	2242	2246	
Farringdon	2127	2130	2134	2138	2142	2145	2149	2153	2157	2200	2204	2208	2212	2215	2219	2223	2227	2230	2234	2238	2242	2245	2249	
Liverpool St ⇄ Plts 15–17																								
Liverpool St ⊖ Plts A & B	2130	2133	2137	2141	2145	2148	2152	2156	2200	2203	2207	2211	2215	2218	2222	2226	2230	2233	2237	2241	2245	2248	2252	
Whitechapel	2132	2135	2139	2143	2147	2150	2154	2158	2202	2205	2209	2213	2217	2220	2224	2228	2232	2235	2239	2243	2247	2250	2254	
Canary Wharf	2136		2143		2151		2158		2206		2213		2221		2228		2236		2243		2251		2258	
Custom House	2140		2147		2155		2202		2210		2217		2225		2232		2240		2247		2255		2302	
Woolwich	2145		2152		2200		2207		2215		2222		2230		2237		2245		2252		2259		2307	
Abbey Wood	2151		2200		2206		2213		2221		2228		2236		2243		2251		2258		2305		2313	
Stratford		2141		2149		2156		2204		2211		2219		2226		2234		2241		2249		2256		
Maryland		2143		2151		2158		2206		2213		2221		2228		2236		2243		2251		2258		
Forest Gate		2145		2153		2200		2208		2215		2223		2230		2238		2245		2253		2300		
Manor Park		2148		2156		2203		2211		2218		2226		2233		2241		2248		2256		2303		
Ilford		2150		2158		2205		2213		2220		2229		2235		2243		2250		2258		2305		
Seven Kings		2153		2201		2208		2216		2224		2232		2239		2246		2254		2301		2308		
Goodmayes		2155		2203		2210		2218		2226		2234		2241		2248		2256		2303		2310		
Chadwell Heath		2157		2205		2212		2220		2228		2236		2243		2250		2258		2305		2312		
Romford		2201		2209		2216		2224		2232		2240		2247		2254		2302		2309		2316		
Gidea Park		2204		2212		2219		2227		2234		2243		2249		2257		2304		2312		2319		
Harold Wood		2207		2215		2222		2230		2237		2246		2252		2300		2307		2315		2322		
Brentwood		2211		2219		2226		2234		2241		2250		2256		2304		2311		2319		2326		
Shenfield		2217		2225		2232		2241		2247		2256		2302		2310		2317		2325		2332		

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Mondays to Fridays

Reading					2159							2228						2258		2317					
Twyford					2204							2233						2303		2322					
Maidenhead					2212			2230				2241						2310		2329					
Taplow					2215							2244						2313		2332					
Burnham					2218			2234				2247						2316		2335					
Slough					2222			2238				2251						2321		2339					
Langley					2225			2242				2254						2324		2343					
Iver								2244				2257						2327		2345					
West Drayton					2229			2247				2300						2329		2348					
Heathrow Terminal 5			2220											2300					2330				0007		
Heathrow Terminal 4		2215					2230				2245						2315					2347			
Heathrow Terminals 2 & 3		2221	2225				2236				2251			2306			2321		2336			2352		0012	
Hayes & Harlington		2227	2232		2235		2242	2252			2257	2305		2312			2327	2334	2343	2353		2359		0021	
Southall		2230			2238		2245	2255			2300	2309		2315			2330	2339	2346	2356		0002		0024	
Hanwell		2233					2250				2303			2318			2333		2349						
West Ealing		2235	2239				2252				2305			2320			2335		2351						
Ealing Broadway		2238	2241		2245		2254	2300			2307	2315		2322			2338	2345	2353	0002		0007		0028	
Acton Main Line		2240					2257				2310			2325			2340		2356						
Paddington Plts A & B	2245	2249		2252	2257	2302	2307		2312	2317	2322	2327	2332	2337	2342	2347	2351	2359	0007		0014		0022		
Paddington Plts 11 & 12			2250					2308												0010		0015		0037	
Bond Street	2248	2252		2255	2300	2305	2310		2315	2320	2325	2330	2335	2340	2345	2350	2354	0002	0010		0017		0025		
Tottenham Court Road	2250	2254		2257	2302	2307	2312		2317	2322	2327	2332	2337	2342	2347	2352	2356	0004	0012		0019		0027		
Farringdon	2253	2257		2300	2305	2310	2315		2320	2325	2330	2335	2340	2345	2350	2355	2359	0007	0015		0022		0030		
Liverpool St Plts 15–17																									0055
Liverpool St Plts A & B	2256	2300		2303	2308	2313	2318		2323	2328	2333	2338	2343	2348	2353	2358	0002	0010	0018		0025		0033		
Whitechapel	2258	2302		2305	2310	2315	2320		2325	2330	2335	2340	2345	2350	2355	0001	0004	0012	0020		0027		0035		
Canary Wharf		2306			2314		2324			2334		2344		2354		0005		0016							
Custom House		2310			2318		2328			2338		2348		2358		0008		0020							
Woolwich		2314			2322		2332			2342		2352		0002		0012		0024							
Abbey Wood		2320			2328		2338			2350		2358		0008		0018		0030							
Stratford	2304			2311		2321			2331		2341		2351		0001		0010		0026				0041		0102
Maryland	2306			2313		2323			2333		2343		2353		0003		0012		0028				0043		0104
Forest Gate	2308			2315		2325			2335		2345		2355		0005		0014		0030				0045		0106
Manor Park	2312			2318		2328			2338		2348		2358		0008		0016		0033				0047		0109
Ilford	2314			2320		2330			2340		2350		0001		0010		0019		0035				0050		0112
Seven Kings	2317			2323		2333			2343		2353		0003		0013		0022		0038				0052		0114
Goodmayes	2319			2325		2335			2345		2355		0005		0015		0024		0040				0054		0116
Chadwell Heath	2321			2327		2337			2347		2357		0007		0017		0026		0042				0056		0118
Romford	2325			2331		2341			2351		0001		0011		0021		0030		0046				0100		0122
Gidea Park	2328			2335		2344			2354		0004		0014		0024		0032		0049				0102		0125
Harold Wood	2331			2338		2347			2357		0007		0017		0027		0035		0052				0105		0128
Brentwood	2335			2343		2351			0001		0011		0021		0031		0039		0056				0109		0132
Shenfield	2341			2350		2357			0007		0017		0027		0037		0045		0102				0115		0139

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Saturdays

Reading																							0559
Twyford																							0604
Maidenhead							0512								0542								0611
Taplow							0515								0545								0614
Burnham							0518								0548								0617
Slough							0522								0552								0621
Langley							0525								0555								0625
Iver							0528								0558								0627
West Drayton							0530								0600								0630
Heathrow Terminal 5					0515								0545								0615		
Heathrow Terminal 4									0530								0600						
Heathrow Terminals 2 & 3					0521				0536				0551				0606				0621		
Hayes & Harlington					0527		0535		0542				0557		0605		0612				0627		0634
Southall					0530		0538		0545				0600		0608		0615				0630		0638
Hanwell					0533				0548				0603				0618				0633		
West Ealing					0535				0550				0605				0620				0635		
Ealing Broadway					0537		0545		0552				0607		0615		0622				0637		0645
Acton Main Line					0540				0555				0610				0625				0640		
Paddington ⊖ Plts A & B				0545	0549	0552	0556	0600	0604	0607	0611	0615	0619	0622	0626	0630	0634	0637	0641	0645	0649	0652	0656
Paddington ⇄ Plts 11 & 12																							
Bond Street				0548	0552	0555	0559	0603	0607	0610	0614	0618	0622	0625	0629	0633	0637	0640	0644	0648	0652	0655	0659
Tottenham Court Road				0550	0554	0557	0601	0605	0609	0612	0616	0620	0624	0627	0631	0635	0639	0642	0646	0650	0654	0657	0701
Farringdon				0553	0557	0600	0604	0608	0612	0615	0619	0623	0627	0630	0634	0638	0642	0645	0649	0653	0657	0700	0704
Liverpool St ⇄ Plts 15–17	0524	0539	0554																				
Liverpool St ⊖ Plts A & B				0556	0600	0603	0607	0611	0615	0618	0622	0626	0630	0633	0637	0641	0645	0648	0652	0656	0700	0703	0707
Whitechapel				0558	0602	0605	0609	0613	0617	0620	0624	0628	0632	0635	0639	0643	0647	0650	0654	0658	0702	0705	0709
Canary Wharf				0602	0606		0613		0621		0628		0636		0643		0651		0658		0706		0713
Custom House				0606	0610		0617		0625		0632		0640		0647		0655		0702		0710		0717
Woolwich				0610	0615		0622		0630		0637		0645		0652		0700		0707		0715		0722
Abbey Wood				0616	0621		0628		0636		0643		0651		0658		0706		0713		0721		0728
Stratford	0531	0546	0601			0611		0619		0626		0634		0641		0649		0656		0704		0711	
Maryland	0533	0548	0603			0613		0621		0628		0636		0643		0651		0658		0706		0713	
Forest Gate	0535	0550	0605			0615		0623		0630		0638		0645		0653		0700		0708		0715	
Manor Park	0538	0553	0608			0618		0626		0633		0641		0648		0656		0703		0711		0718	
Ilford	0540	0555	0610			0620		0628		0635		0643		0650		0658		0705		0713		0720	
Seven Kings	0543	0558	0613			0623		0631		0638		0646		0653		0701		0708		0716		0723	
Goodmayes	0545	0600	0615			0625		0633		0640		0648		0655		0703		0710		0718		0725	
Chadwell Heath	0547	0602	0617			0627		0635		0642		0650		0657		0705		0712		0720		0727	
Romford	0551	0606	0621			0631		0639		0646		0654		0701		0709		0716		0724		0731	
Gidea Park	0554	0609	0624			0634		0642		0649		0657		0704		0712		0719		0727		0734	
Harold Wood	0557	0612	0627			0637		0645		0652		0700		0707		0715		0722		0730		0737	
Brentwood	0601	0616	0631			0641		0649		0656		0704		0711		0719		0726		0734		0741	
Shenfield	0608	0623	0638			0647		0655		0702		0710		0717		0725		0732		0740		0747	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Saturdays

Reading								0629								0659								
Twyford								0634								0704								
Maidenhead								0641								0711								
Taplow								0644								0714								
Burnham								0647								0717								
Slough								0651								0721								
Langley								0655								0725								
Iver								0657								0727								
West Drayton								0700								0730								
Heathrow Terminal 5						0645								0715								0745		
Heathrow Terminal 4		0630								0700								0730						
Heathrow Terminals 2 & 3		0636				0651				0706				0721				0736				0751		
Hayes & Harlington		0642				0657		0705		0712				0728		0735		0742				0757		
Southall		0645				0700		0708		0715				0731		0738		0745				0800		
Hanwell		0648				0703				0718				0734				0748				0803		
West Ealing		0650				0706				0720				0736				0750				0805		
Ealing Broadway		0652				0708		0715		0722				0738		0745		0752				0807		
Acton Main Line		0655				0711				0725				0741				0755				0810		
Paddington ⊖ Plts A & B	0700	0704	0707	0711	0715	0719	0722	0726	0730	0734	0737	0741	0745	0749	0752	0756	0800	0804	0807	0811	0815	0819	0822	
Paddington ⇄ Plts 11 & 12																								
Bond Street	0703	0707	0710	0714	0718	0722	0725	0729	0733	0737	0740	0744	0748	0752	0755	0759	0803	0807	0810	0814	0818	0822	0825	
Tottenham Court Road	0705	0709	0712	0716	0720	0724	0727	0731	0735	0739	0742	0746	0750	0754	0757	0801	0805	0809	0812	0816	0820	0824	0827	
Farringdon	0708	0712	0715	0719	0723	0727	0730	0734	0738	0742	0745	0749	0753	0757	0800	0804	0808	0812	0815	0819	0823	0827	0830	
Liverpool St ⇄ Plts 15–17																								
Liverpool St ⊖ Plts A & B	0711	0715	0718	0722	0726	0730	0733	0737	0741	0745	0748	0752	0756	0800	0803	0807	0811	0815	0818	0822	0826	0830	0833	
Whitechapel	0713	0717	0720	0724	0728	0732	0735	0739	0743	0747	0750	0754	0758	0802	0805	0809	0813	0817	0820	0824	0828	0832	0835	
Canary Wharf		0721		0728		0736		0743		0751		0758		0806		0813		0821		0828		0836		
Custom House		0725		0732		0740		0747		0755		0802		0810		0817		0825		0832		0840		
Woolwich		0730		0737		0745		0752		0800		0807		0815		0822		0830		0837		0845		
Abbey Wood		0736		0743		0751		0758		0806		0813		0821		0828		0836		0843		0851		
Stratford	0719		0726		0734		0741		0749		0756		0804		0811		0819		0826		0834		0841	
Maryland	0721		0728		0736		0743		0751		0758		0806		0813		0821		0828		0836		0843	
Forest Gate	0723		0730		0738		0745		0753		0800		0808		0815		0823		0830		0838		0845	
Manor Park	0726		0733		0741		0748		0756		0803		0811		0818		0826		0833		0841		0848	
Ilford	0728		0735		0743		0750		0758		0805		0813		0820		0828		0835		0843		0850	
Seven Kings	0731		0738		0746		0753		0801		0808		0816		0823		0831		0838		0846		0853	
Goodmayes	0733		0740		0748		0755		0803		0810		0818		0825		0833		0840		0848		0855	
Chadwell Heath	0735		0742		0750		0757		0805		0812		0820		0827		0835		0842		0850		0857	
Romford	0739		0746		0754		0801		0809		0816		0824		0831		0839		0846		0854		0901	
Gidea Park	0742		0749		0757		0804		0812		0819		0827		0834		0842		0849		0857		0904	
Harold Wood	0745		0752		0800		0807		0815		0822		0830		0837		0845		0852		0900		0907	
Brentwood	0749		0756		0804		0811		0819		0826		0834		0841		0849		0856		0904		0911	
Shenfield	0755		0802		0810		0817		0825		0832		0840		0847		0855		0902		0910		0917	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Saturdays

Reading	0729								0759								0829						
Twyford	0734								0804								0834						
Maidenhead	0741				0759				0811				0829				0841						2029
Taplow	0744								0814								0844						
Burnham	0747				0804				0817				0834				0847						2034
Slough	0751				0808				0821				0838				0851						2038
Langley	0755				0812				0825				0842				0855						2042
Iver	0757				0814								0844										2044
West Drayton	0800				0817				0830				0847				0900						2047
Heathrow Terminal 5								0820								0850							
Heathrow Terminal 4			0800				0815				0830				0845						2030		
Heathrow Terminals 2 & 3			0806				0821	0825			0836				0851	0855					2036		
Hayes & Harlington	0805		0812		0821		0827	0832	0835		0842		0851		0857	0902	0905				2042		2052
Southall	0808		0815		0824		0830		0838		0845		0854		0900		0908				2045		2055
Hanwell			0818				0833				0848				0903						2048		
West Ealing			0820				0835	0839			0850				0905	0909					2050		
Ealing Broadway	0815		0822		0829		0837	0841	0845		0852		0859		0907	0911	0915				2052		2059
Acton Main Line			0825				0840				0855				0910				then		2055		
Paddington Plts A & B	0826	0830	0834	0837	0841	0845	0849	0852	0856	0900	0904	0907	0911	0915	0919	0922	0926	0930	at	2100	2104	2107	2111
Paddington Plts 11 & 12																			the				
Bond Street	0829	0833	0837	0840	0844	0848	0852	0855	0859	0903	0907	0910	0914	0918	0922	0925	0929	0933	same	2103	2107	2110	2114
Tottenham Court Road	0831	0835	0839	0842	0846	0850	0854	0857	0901	0905	0909	0912	0916	0920	0924	0927	0931	0935	time	2105	2109	2112	2116
Farringdon	0834	0838	0842	0845	0849	0853	0857	0900	0904	0908	0912	0915	0919	0923	0927	0930	0934	0938	past	2108	2112	2115	2119
Liverpool St Plts 15–17																			each				
Liverpool St Plts A & B	0837	0841	0845	0848	0852	0856	0900	0903	0907	0911	0915	0918	0922	0926	0930	0933	0937	0941	hour	2111	2115	2118	2122
Whitechapel	0839	0843	0847	0850	0854	0858	0902	0905	0909	0913	0917	0920	0924	0928	0932	0935	0939	0943	until	2113	2117	2120	2124
Canary Wharf	0843		0851		0858		0906		0913		0921		0928		0936		0943				2121		2128
Custom House	0847		0855		0902		0910		0917		0925		0932		0940		0947				2125		2132
Woolwich	0852		0900		0907		0915		0922		0930		0937		0945		0952				2130		2137
Abbey Wood	0858		0906		0913		0921		0928		0936		0943		0951		0958				2136		2143
Stratford		0849		0856		0904		0911		0919		0926		0934		0941		0949		2119		2126	
Maryland		0851		0858		0906		0913		0921		0928		0936		0943		0951		2121		2128	
Forest Gate		0853		0900		0908		0915		0923		0930		0938		0945		0953		2123		2130	
Manor Park		0856		0903		0911		0918		0926		0933		0941		0948		0956		2126		2133	
Ilford		0858		0905		0913		0920		0928		0935		0943		0950		0958		2128		2135	
Seven Kings		0901		0908		0916		0923		0931		0938		0946		0953		1001		2131		2138	
Goodmayes		0903		0910		0918		0925		0933		0940		0948		0955		1003		2133		2140	
Chadwell Heath		0905		0912		0920		0927		0935		0942		0950		0957		1005		2135		2142	
Romford		0909		0916		0924		0931		0939		0946		0954		1001		1009		2139		2146	
Gidea Park		0912		0919		0927		0934		0942		0949		0957		1004		1012		2142		2149	
Harold Wood		0915		0922		0930		0937		0945		0952		1000		1007		1015		2145		2152	
Brentwood		0919		0926		0934		0941		0949		0956		1004		1011		1019		2149		2156	
Shenfield		0925		0932		0940		0947		0955		1002		1010		1017		1025		2155		2202	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Saturdays

Reading				2029								2059							2129					
Twyford				2034								2104							2134					
Maidenhead				2041				2059				2111			2129				2141					
Taplow				2044								2114							2144					
Burnham				2047				2104				2117			2134				2147					
Slough				2051				2108				2121			2138				2151					
Langley				2055				2112				2125			2142				2155					
Iver								2114							2144				2157					
West Drayton				2100				2117				2130			2147				2200					
Heathrow Terminal 5			2050								2120							2150						
Heathrow Terminal 4		2045				2100				2115				2130			2145				2200			
Heathrow Terminals 2 & 3		2051	2055			2106				2121	2125			2136			2151	2155			2206			
Hayes & Harlington		2057	2102	2105		2112		2122		2127	2132	2135		2142	2151		2157	2202	2205		2212			
Southall		2100		2108		2115		2125		2130		2138		2145	2154		2200		2208		2215			
Hanwell		2103				2118				2133				2148			2203				2218			
West Ealing		2105	2109			2120				2135	2139			2150			2205	2209			2220			
Ealing Broadway		2107	2111	2115		2122		2129		2137	2141	2145		2152	2158		2207	2211	2215		2222			
Acton Main Line		2110				2125				2140				2155			2210				2225			
Paddington ⊖ Plts A & B	2115	2119	2122	2126	2130	2134	2137	2141	2145	2149	2152	2156	2202	2207		2212	2218	2222	2227	2232	2237	2242	2247	
Paddington ⇄ Plts 11 & 12															2207									
Bond Street	2118	2122	2125	2129	2133	2137	2140	2144	2148	2152	2155	2159	2205	2210		2215	2221	2225	2230	2235	2240	2245	2250	
Tottenham Court Road	2120	2124	2127	2131	2135	2139	2142	2146	2150	2154	2157	2201	2207	2212		2217	2223	2227	2232	2237	2242	2247	2252	
Farringdon	2123	2127	2130	2134	2138	2142	2145	2149	2153	2157	2200	2204	2210	2215		2220	2226	2230	2235	2240	2245	2250	2255	
Liverpool St ⇄ Plts 15–17																								
Liverpool St ⊖ Plts A & B	2126	2130	2133	2137	2141	2145	2148	2152	2156	2200	2203	2207	2213	2218		2223	2229	2233	2238	2243	2248	2253	2258	
Whitechapel	2128	2132	2135	2139	2143	2147	2150	2154	2158	2202	2205	2209	2215	2220		2225	2231	2235	2240	2245	2250	2255	2300	
Canary Wharf		2136		2143		2151		2158		2206		2213		2224			2235		2244		2254		2304	
Custom House		2140		2147		2155		2202		2210		2217		2228			2239		2248		2258		2308	
Woolwich		2145		2152		2200		2207		2215		2222		2232			2243		2252		2302		2312	
Abbey Wood		2151		2158		2206		2213		2221		2230		2238			2250		2258		2310		2318	
Stratford	2134		2141		2149		2156		2204		2211		2221			2231		2241		2251		2301	
Maryland	2136		2143		2151		2158		2206		2213		2223			2233		2243		2253		2303	
Forest Gate	2138		2145		2153		2200		2208		2215		2225			2235		2245		2255		2305	
Manor Park	2141		2148		2156		2203		2211		2218		2228			2238		2248		2258		2308	
Ilford	2143		2150		2158		2205		2213		2220		2230			2240		2250		2300		2310	
Seven Kings	2146		2153		2201		2208		2216		2223		2234			2243		2253		2303		2313	
Goodmayes	2148		2155		2203		2210		2218		2225		2236			2245		2255		2305		2315	
Chadwell Heath	2150		2157		2205		2212		2220		2227		2238			2247		2257		2307		2317	
Romford	2154		2201		2209		2216		2224		2231		2242			2251		2301		2311		2321	
Gidea Park	2157		2204		2212		2219		2227		2234		2244			2254		2304		2314		2324	
Harold Wood	2200		2207		2215		2222		2230		2237		2247			2257		2307		2317		2327	
Brentwood	2204		2211		2219		2226		2234		2241		2251			2301		2311		2321		2331	
Shenfield	2211		2217		2225		2232		2241		2247		2257			2307		2317		2327		2337	

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Saturdays

Reading			2159						2229						2257		2319					
Twyford			2204						2234						2302		2324					
Maidenhead			2211						2241						2309		2331					
Taplow			2214						2244						2312		2334					
Burnham			2217						2247						2315		2337					
Slough			2221						2251						2319		2341					
Langley			2225						2255						2325		2345					
Iver			2227						2257						2327		2347					
West Drayton			2230						2300						2330		2350					
Heathrow Terminal 5		2220									2300					2330					0007	
Heathrow Terminal 4	2215				2230			2245						2315					2347			
Heathrow Terminals 2 & 3	2221	2225			2236			2251			2306			2321		2336			2352		0012	
Hayes & Harlington	2227	2232	2235		2242			2257	2305		2312			2327	2335	2342	2354		2359		0024	
Southall	2230		2238		2245			2300	2308		2315			2330	2338	2345	2357		0002		0027	
Hanwell	2233				2248			2303			2318			2333		2348						
West Ealing	2235	2239			2250			2305			2320			2335		2350						
Ealing Broadway	2237	2241	2245		2252			2307	2315		2322			2337	2345	2352	0002		0006		0032	
Acton Main Line	2240				2255			2310			2325			2340		2355						
Paddington ⊖ Plts A & B	2252		2257	2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2352	2359	0007		0014		0022		
Paddington ⇄ Plts 11 & 12		2250															0011		0015		0043	
Bond Street	2255		2300	2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	0002	0010		0017		0025		
Tottenham Court Road	2257		2302	2307	2312	2317	2322	2327	2332	2337	2342	2347	2352	2357	0004	0012		0019		0027		
Farringdon	2300		2305	2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	0001	0007	0015		0022		0030		
Liverpool St ⇄ Plts 15–17																						0055
Liverpool St ⊖ Plts A & B	2303		2308	2313	2318	2323	2328	2333	2338	2343	2348	2353	2358	0003	0010	0018		0025		0033		
Whitechapel	2305		2310	2315	2320	2325	2330	2335	2340	2345	2350	2355	0001	0005	0012	0020		0027		0035		
Canary Wharf			2314		2324		2334		2344		2354		0005		0016							
Custom House			2318		2328		2338		2348		2358		0008		0020							
Woolwich			2322		2332		2342		2352		0002		0012		0024							
Abbey Wood			2328		2338		2348		2358		0008		0018		0030							
Stratford	2311			2321		2331		2341		2351		0001		0011		0028				0041		0102
Maryland	2313			2323		2333		2343		2353		0003		0013		0030				0043		0104
Forest Gate	2315			2325		2335		2345		2355		0005		0015		0032				0045		0106
Manor Park	2318			2328		2338		2348		2358		0008		0017		0034				0048		0109
Ilford	2320			2330		2340		2350		0001		0010		0020		0037				0050		0112
Seven Kings	2323			2333		2343		2353		0003		0013		0023		0040				0053		0114
Goodmayes	2325			2335		2345		2355		0005		0015		0025		0042				0055		0116
Chadwell Heath	2327			2337		2347		2357		0007		0017		0027		0044				0057		0118
Romford	2331			2341		2351		0001		0011		0021		0031		0048				0101		0122
Gidea Park	2334			2344		2354		0004		0014		0024		0033		0050				0104		0125
Harold Wood	2337			2347		2357		0007		0017		0027		0036		0053				0107		0128
Brentwood	2341			2351		0001		0011		0021		0031		0040		0057				0111		0132
Shenfield	2347			2357		0007		0017		0027		0037		0046		0103				0117		0138

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Sundays

Reading												0653											
Twyford												0658											
Maidenhead												0705								0740			
Taplow																							
Burnham																							
Slough												0712								0746			
Langley												0715								0750			
Iver												0718								0752			
West Drayton												0721								0755			
Heathrow Terminal 5	0549			0619				0649							0719							0749	
Heathrow Terminal 4		0603				0633				0703								0733					0803
Heathrow Terminals 2 & 3	0554	0609		0624		0639		0654		0709					0724			0739				0754	0809
Hayes & Harlington	0600	0615		0630		0645		0700		0716		0726			0731			0746		0800		0804	0816
Southall	0603	0618		0633		0648		0703		0719		0729			0734			0749		0803		0807	0819
Hanwell																						0810	0822
West Ealing																						0812	0824
Ealing Broadway	0608	0623		0638		0653		0708		0723		0733			0738			0753		0807		0814	0826
Acton Main Line																						0817	0829
Paddington Plts A & B														0744		0752	0759	0807	0814		0822	0829	0837
Paddington Plts 11 & 12	0617	0632		0647		0702		0717		0732		0742			0747					0816			
Bond Street														0747		0755	0802	0810	0817		0825	0832	0840
Tottenham Court Road														0749		0757	0804	0812	0819		0827	0834	0842
Farringdon														0752		0800	0807	0815	0822		0830	0837	0845
Liverpool St Plts 15–17			0632		0649		0702		0719		0732		0748										
Liverpool St Plts A & B														0755		0803	0810	0818	0825		0833	0840	0848
Whitechapel														0757		0805	0812	0820	0827		0835	0842	0850
Canary Wharf														0801			0816		0831			0846	
Custom House														0805			0820		0835			0850	
Woolwich														0809			0824		0839			0854	
Abbey Wood														0815			0830		0845			0900	
Stratford			0639		0656		0709		0726		0739		0755			0811		0826			0841		0856
Maryland			0641		0658		0711		0728		0741		0757			0813		0828			0843		0858
Forest Gate			0643		0700		0713		0730		0743		0759			0815		0830			0845		0900
Manor Park			0646		0703		0716		0733		0746		0802			0818		0833			0848		0903
Ilford			0648		0705		0718		0735		0748		0804			0820		0835			0850		0905
Seven Kings			0651		0708		0721		0738		0751		0807			0823		0838			0853		0908
Goodmayes			0653		0710		0723		0740		0753		0809			0825		0840			0855		0910
Chadwell Heath			0655		0712		0725		0742		0755		0811			0827		0842			0857		0912
Romford			0659		0716		0729		0746		0759		0815			0831		0846			0901		0916
Gidea Park			0702		0719		0732		0749		0802		0818			0834		0849			0904		0919
Harold Wood			0705		0722		0735		0752		0805		0821			0837		0852			0907		0922
Brentwood			0709		0726		0739		0756		0809		0825			0841		0856			0911		0926
Shenfield			0715		0732		0745		0802		0815		0831			0847		0902			0917		0932

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Sundays

Reading		0753					0823						0853						0923				
Twyford		0758					0828						0858						0928				
Maidenhead		0806					0836						0906						0936				
Taplow		0809					0839						0909						0939				
Burnham		0812					0842						0912						0942				
Slough		0816					0846						0916						0946				
Langley		0819					0849						0919						0949				
Iver		0822					0852						0922						0952				
West Drayton		0825					0855						0925						0956				
Heathrow Terminal 5				0819					0849						0919						0949		
Heathrow Terminal 4					0834						0904						0934						1000
Heathrow Terminals 2 & 3				0824	0839				0854		0909				0924		0939				0954		1006
Hayes & Harlington		0830		0833	0846		0900		0903		0916		0930		0933		0946		1000		1003		1012
Southall		0833		0836	0849		0903		0906		0919		0933		0936		0949		1003		1006		1015
Hanwell				0839	0852				0909		0922				0939		0952				1009		1018
West Ealing				0841	0854				0911		0924				0941		0954				1011		1020
Ealing Broadway		0837		0844	0856		0907		0914		0926		0937		0944		0956		1007		1014		1022
Acton Main Line				0846	0859				0916		0929				0946		0959				1016		1025
Paddington Plts A & B	0844		0852	0859	0907	0914		0922	0927	0932	0937	0942	0947	0952	0957	1002	1007	1012	1017	1022	1026	1030	1034
Paddington Plts 11 & 12		0846					0916																
Bond Street	0847		0855	0902	0910	0917		0925	0930	0935	0940	0945	0950	0955	1000	1005	1010	1015	1020	1025	1029	1033	1037
Tottenham Court Road	0849		0857	0904	0912	0919		0927	0932	0937	0942	0947	0952	0957	1002	1007	1012	1017	1022	1027	1031	1035	1039
Farringdon	0852		0900	0907	0915	0922		0930	0935	0940	0945	0950	0955	1000	1005	1010	1015	1020	1025	1030	1034	1038	1042
Liverpool St Plts 15–17																							
Liverpool St Plts A & B	0855		0903	0910	0918	0925		0933	0938	0943	0948	0953	0958	1003	1008	1013	1018	1023	1028	1033	1037	1041	1045
Whitechapel	0857		0905	0912	0920	0927		0935	0940	0945	0950	0955	1000	1005	1010	1015	1020	1025	1030	1035	1039	1043	1047
Canary Wharf	0901			0916		0931			0944	0949		0959	1005		1014	1020		1029	1035		1043		1051
Custom House	0905			0920		0935			0948	0953		1003	1009		1018	1024		1033	1039		1047		1055
Woolwich	0909			0924		0939			0952	0958		1008	1014		1022	1029		1037	1044		1052		1100
Abbey Wood	0915			0930		0945			0958	1004		1014	1021		1028	1036		1043	1051		1058		1106
Stratford			0911		0926			0941			0956			1011			1026			1041		1049	
Maryland			0913		0928			0943			0958			1013			1028			1043		1051	
Forest Gate			0915		0930			0945			1000			1015			1030			1045		1053	
Manor Park			0918		0933			0948			1003			1018			1033			1048		1056	
Ilford			0920		0935			0950			1005			1020			1035			1050		1058	
Seven Kings			0923		0938			0953			1008			1023			1038			1053		1101	
Goodmayes			0925		0940			0955			1010			1025			1040			1055		1103	
Chadwell Heath			0927		0942			0957			1012			1027			1042			1057		1105	
Romford			0931		0946			1001			1016			1031			1046			1101		1109	
Gidea Park			0934		0949			1004			1019			1034			1049			1104		1114	
Harold Wood			0937		0952			1007			1022			1037			1052			1107			
Brentwood			0941		0956			1011			1026			1041			1056			1111			
Shenfield			0947		1002			1017			1032			1047			1102			1117			

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Sundays

Reading						0959								1029										1959
Twyford						1004								1034										2004
Maidenhead		0959				1011				1029				1041					1959					2011
Taplow						1014								1044										2014
Burnham		1004				1017				1034				1047					2004					2017
Slough		1008				1021				1038				1051					2008					2021
Langley		1012				1025				1042				1055					2012					2025
Iver		1014								1044									2014					
West Drayton		1017				1030				1047				1100					2017					2030
Heathrow Terminal 5					1020								1050									2020		
Heathrow Terminal 4				1015				1030				1045				1100					2015			
Heathrow Terminals 2 & 3				1021	1025			1036				1051	1055			1106					2021	2025		
Hayes & Harlington		1022		1027	1032	1035		1042		1052		1057	1102	1105		1112			2022		2027	2032	2035	
Southall		1025		1030		1038		1045		1055		1100		1108		1115			2025		2030		2038	
Hanwell				1033				1048				1103				1118					2033			
West Ealing				1035	1039			1050				1105	1109			1120					2035	2039		
Ealing Broadway		1029		1037	1041	1045		1052		1059		1107	1111	1115		1122			2029		2037	2041	2045	
Acton Main Line				1040				1055				1110				1125	then				2040			
Paddington ⊖ Plts A & B	1037	1041	1045	1049	1052	1056	1100	1104	1107	1111	1115	1119	1122	1126	1130	1134	at	2037	2041	2045	2049	2052	2056	
Paddington ⇄ Plts 11 & 12																	the							
Bond Street	1040	1044	1048	1052	1055	1059	1103	1107	1110	1114	1118	1122	1125	1129	1133	1137	same	2040	2044	2048	2052	2055	2059	
Tottenham Court Road	1042	1046	1050	1054	1057	1101	1105	1109	1112	1116	1120	1124	1127	1131	1135	1139	time	2042	2046	2050	2054	2057	2101	
Farringdon	1045	1049	1053	1057	1100	1104	1108	1112	1115	1119	1123	1127	1130	1134	1138	1142	past	2045	2049	2053	2057	2100	2104	
Liverpool St ⇄ Plts 15–17																	each							
Liverpool St ⊖ Plts A & B	1048	1052	1056	1100	1103	1107	1111	1115	1118	1122	1126	1130	1133	1137	1141	1145	hour	2048	2052	2056	2100	2103	2107	
Whitechapel	1050	1054	1058	1102	1105	1109	1113	1117	1120	1124	1128	1132	1135	1139	1143	1147	until	2050	2054	2058	2102	2105	2109	
Canary Wharf		1058		1106		1113		1121		1128		1136		1143		1151			2058		2106		2113	
Custom House		1102		1110		1117		1125		1132		1140		1147		1155			2102		2110		2117	
Woolwich		1107		1115		1122		1130		1137		1145		1152		1200			2107		2115		2122	
Abbey Wood		1113		1121		1128		1136		1143		1151		1158		1206			2113		2121		2128	
Stratford	1056		1104		1111		1119		1126		1134		1141		1149			2056		2104		2111		
Maryland	1058		1106		1113		1121		1128		1136		1143		1151			2058		2106		2113		
Forest Gate	1100		1108		1115		1123		1130		1138		1145		1153			2100		2108		2115		
Manor Park	1103		1111		1118		1126		1133		1141		1148		1156			2103		2111		2118		
Ilford	1105		1113		1120		1128		1135		1143		1150		1158			2105		2113		2120		
Seven Kings	1108		1116		1123		1131		1138		1146		1153		1201			2108		2116		2123		
Goodmayes	1110		1118		1125		1133		1140		1148		1155		1203			2110		2118		2125		
Chadwell Heath	1112		1120		1127		1135		1142		1150		1157		1205			2112		2120		2127		
Romford	1116		1124		1131		1139		1146		1154		1201		1209			2116		2124		2131		
Gidea Park	1119		1129		1134		1144		1149		1159		1204		1214			2119		2129		2134		
Harold Wood	1122				1137				1152				1207					2122				2137		
Brentwood	1126				1141				1156				1211					2126				2141		
Shenfield	1132				1147				1202				1217					2132				2147		

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Sundays

Reading								2029								2059						2129	
Twyford								2034								2104						2134	
Maidenhead				2029				2041				2059				2111		2129				2141	
Taplow								2044								2114						2144	
Burnham				2034				2047				2104				2117		2134				2147	
Slough				2038				2051				2108				2121		2138				2151	
Langley				2042				2055				2112				2125		2142				2155	
Iver				2044								2114						2144				2157	
West Drayton				2047				2100				2117				2131		2147				2201	
Heathrow Terminal 5							2050								2120						2150		
Heathrow Terminal 4		2030				2045				2100				2115			2130			2145			2200
Heathrow Terminals 2 & 3		2036				2051	2055			2106				2121	2125		2136			2151	2155		2206
Hayes & Harlington		2042		2052		2057	2102	2105		2112		2122		2127	2132	2136	2142	2152		2157	2202	2206	2212
Southall		2045		2055		2100		2108		2115		2125		2130		2139	2145	2155		2200		2209	2215
Hanwell		2048				2103				2118				2133			2148			2203			2218
West Ealing		2050				2105	2109			2120				2135	2139		2150			2205	2209		2220
Ealing Broadway		2052		2059		2107	2111	2115		2122		2129		2137	2141	2145	2152	2159		2207	2211	2215	2222
Acton Main Line		2055				2110				2125				2140			2155			2210			2225
Paddington ⊖ Plts A & B	2100	2104	2107	2111	2115	2119	2122	2126	2130	2134	2137	2141	2145	2149	2152	2159	2207		2214		2222	2229	2237
Paddington ⇄ Plts 11 & 12																		2211		2218			
Bond Street	2103	2107	2110	2114	2118	2122	2125	2129	2133	2137	2140	2144	2148	2152	2155	2202	2210		2217		2225	2232	2240
Tottenham Court Road	2105	2109	2112	2116	2120	2124	2127	2131	2135	2139	2142	2146	2150	2154	2157	2204	2212		2219		2227	2234	2242
Farringdon	2108	2112	2115	2119	2123	2127	2130	2134	2138	2142	2145	2149	2153	2157	2200	2207	2215		2222		2230	2237	2245
Liverpool St ⇄ Plts 15–17																							
Liverpool St ⊖ Plts A & B	2111	2115	2118	2122	2126	2130	2133	2137	2141	2145	2148	2152	2156	2200	2203	2210	2218		2225		2233	2240	2248
Whitechapel	2113	2117	2120	2124	2128	2132	2135	2139	2143	2147	2150	2154	2158	2202	2205	2212	2220		2227		2235	2242	2250
Canary Wharf		2121		2128		2136		2143		2151		2158		2206		2216			2231			2246	
Custom House		2125		2132		2140		2147		2155		2202		2210		2220			2235			2250	
Woolwich		2130		2137		2145		2152		2200		2207		2215		2224			2239			2254	
Abbey Wood		2136		2143		2151		2158		2206		2213		2221		2230			2245			2300	
Stratford	2119		2126		2134		2141		2149		2156		2204		2211		2226				2241		2256
Maryland	2121		2128		2136		2143		2151		2158		2206		2213		2228				2243		2258
Forest Gate	2123		2130		2138		2145		2153		2200		2208		2215		2230				2245		2300
Manor Park	2126		2133		2141		2148		2156		2203		2211		2218		2233				2248		2303
Ilford	2128		2135		2143		2150		2158		2205		2213		2220		2235				2250		2305
Seven Kings	2131		2138		2146		2153		2201		2208		2216		2223		2238				2253		2308
Goodmayes	2133		2140		2148		2155		2203		2210		2218		2225		2240				2255		2310
Chadwell Heath	2135		2142		2150		2157		2205		2212		2220		2227		2242				2257		2312
Romford	2139		2146		2154		2201		2209		2216		2224		2231		2246				2301		2316
Gidea Park	2144		2149		2159		2204		2214		2219		2229		2234		2249				2304		2319
Harold Wood			2152				2207				2222				2237		2252				2307		2322
Brentwood			2156				2211				2226				2241		2256				2311		2326
Shenfield			2202				2217				2232				2247		2302				2317		2332

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Elizabeth line – Eastbound

All services shown are operated by Elizabeth line

Sundays

Reading			2159				2228					2258				2316					
Twyford			2204				2233					2303				2321					
Maidenhead			2211				2240					2310				2329					
Taplow			2214				2243					2313				2332					
Burnham			2217				2246					2316				2335					
Slough			2221				2250					2320				2339					
Langley			2225				2254					2324				2342					
Iver			2227				2256					2326				2345					
West Drayton			2230				2259					2329				2348					
Heathrow Terminal 5				2231					2301					2331					0007	
Heathrow Terminal 4		2215				2247					2317						2347				
Heathrow Terminals 2 & 3		2221		2236		2252			2307		2322			2337			2352			0012	
Hayes & Harlington		2227	2235	2242		2259	2303		2314		2329	2333		2344		2356	0002			0019	
Southall		2230	2238	2245		2302	2306		2317		2332	2336		2347		2359	0005			0022	
Hanwell		2233		2248																	
West Ealing		2235		2250																	
Ealing Broadway		2237	2242	2252		2307	2310		2322		2337	2340		2351		0003	0010			0026	
Acton Main Line		2240		2255																	
Paddington ⊖ Plts A & B	2244																				
Paddington ⇄ Plts 11 & 12		2248	2251	2302		2318	2319		2332		2346	2349		0002		0012	0018			0035	
Bond Street	2247																				
Tottenham Court Road	2249																				
Farringdon	2252																				
Liverpool St ⇄ Plts 15–17					2304			2319		2334			2349		0005			0019	0034		0055
Liverpool St ⊖ Plts A & B	2255																				
Whitechapel	2257																				
Canary Wharf	2301																				
Custom House	2305																				
Woolwich	2309																				
Abbey Wood	2315																				
Stratford					2311			2326		2341			2356		0012			0026	0041		0102
Maryland					2313			2328		2343			2358		0014			0028	0043		0104
Forest Gate					2315			2330		2345			0001		0016			0030	0045		0106
Manor Park					2318			2333		2348			0003		0019			0033	0048		0109
Ilford					2320			2335		2350			0005		0021			0035	0050		0112
Seven Kings					2323			2338		2353			0008		0024			0038	0053		0114
Goodmayes					2325			2340		2355			0010		0026			0040	0055		0116
Chadwell Heath					2327			2342		2357			0012		0028			0042	0057		0118
Romford					2331			2346		0001			0016		0032			0046	0101		0122
Gidea Park					2334			2349		0004			0019		0035			0049	0104		0125
Harold Wood					2337			2352		0007			0022		0038			0052	0107		0128
Brentwood					2341			2356		0011			0026		0042			0056	0111		0132
Shenfield					2347			0003		0017			0032		0048			0102	0117		0138

Valid from Sunday 10 December 2023 until Saturday 1 June 2024

Annex C

PERSONAL INJURY ACCIDENT DATA

Location: A206 & A2026, Dartford

5 years personal injury crash data up to 31/07/2023

KCC Ref number: EXT/268/23

Crash Severity

- Slight
- Serious
- Fatal

Kent County Council
kent.gov.uk

Date: 14-November-2023
Time: 10:11:24

Title: **A206 & A2026, Dartford**

Requested output:**D - Print Crash Report**

Date: 14-November-2023

Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

There were 21 reported crashes resulting in injury

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No U Grid 553919E** **Section 001 Ref 174636N**	SERIOUS	01/12/2022	5	11:40	L	Dry	Fine		R.TURN	M/C
	PRIORY RD SOUTH, J/W A2026 VICTORIA RD, DARTFORD.								Dartford		
	V2 WAS AT THE JUNCTION OF PRIORY RD AND VICTORIA RD WAITING TO TURN ONTO VICTORIA RD. R1 CAME DOWN VICTORIA RD AND WENT TO TURN RIGHT INTO PRIORY RD WHEN THEY TOOK THE TURN TOO SHARPLY AND PILLION FOOTREST ON OFFSIDE COLLIDED WITH THE FRONT OFFSIDE OF V2 WHICH WAS STATIONARY AT THE TIME.						Veh1, m/cycle > 500cc, NW -> S Veh2, car, S -> SE				Casualties 1 Vehicles 2
2	**Road No A2026 Grid 553918E** **Section 017 Ref 174642N**	SERIOUS	27/02/2023	2	22:38	DRK STL	Dry	Fine		R.TURN	
	A2026, VICTORIA RD J/W PRIORY RD SOUTH, DARTFORD.								Dartford		
	V1 has cut across V2 while trying to enter Priory Rd.						Veh1, car, S -> SE Veh2, car, SE -> NW				Casualties 3 Vehicles 2
3	**Road No A2026 Grid 553756E** **Section 018 Ref 174799N**	SLIGHT	23/08/2021	2	21:16	DRK STL	Dry	Fine		R.TURN	M/C
	A2026, BURNHAM RD J/W FRANCIS RD, DARTFORD								Dartford		
	D2 was travelling up Burnham Rd going towards a large roundabout at the top of the road. As D2 was about to go past Francis Rd, saw V1 wanting to turn right from Francis Rd into Burnham Rd, the other driver did not wait for D2 to drive past and drove in front of D2, D2 tried to stop but was unable to as V1 moved in front quite fast.						Veh1, m/cycle 125 - 500cc, W -> SE Veh2, m/cycle > 500cc, SE -> NW				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A2026 Grid 553725E** **Section Ref 174846N**	SERIOUS	22/02/2022	3	17:23	DRK STL	Dry	Fine	SE	S.VEH	GV
	A2026, BURNHAM RD, DARTFORD (MAPPED TO COORDS)								Dartford		PED
	C1 was walking on Burnham Road on the path, V1 swerved onto the path and collided with C1.						Veh1, goods < 3.5t, SE -> NW				Casualties 1 Vehicles 1
5	**Road No A2026 Grid 553626E** **Section 020 Ref 174974N**	SERIOUS	13/06/2023	3	18:30	L	Dry	Fine			P/C
	A2026, BURNHAM RD, DARTFORD, (MAPPED TO COORDS).								Dartford		
	OLR: R2 was cycling back home from work. V1 involved in the accident was parked on the left pavement. As R2 reached the level of the car behind it, the driver opened right front door. R2 crashed into the door seconds later as they did not have the time to brake or swerve. R2 hit the door head on. The bike fell to the ground and R2 fell, bumping head on the road.						Veh1, car, P -> P Veh2, pedal cycle, SE -> NW				Casualties 1 Vehicles 2
6	**Road No A2026 Grid 553632E** **Section 020 Ref 174975N**	SLIGHT	05/10/2019	7	04:14	DRK STL	Dry	Fine		+VE	
	A2026 BURNHAM RD, DARTFORD (MAPPED TO COORDS)								Dartford		
	V1 was travelling southeast on Burnham Rd when it collided with V2, which was parked. V1 overturned from the impact and V2 was shunted into V3. D1 failed a roadside breath test. (AGE FOR V2 AND V3 NOT KNOWN)						Veh1, car, NW -> SE Veh2, car, P -> P Veh3, car, P -> P				Casualties 1 Vehicles 3

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
7	**Road No A2026 Grid 553528E** **Section 022 Ref 175114N**	SERIOUS	12/06/2020	6	19:51	L	Dry	Fine		S.VEH	
	A2026 BURNHAM RD, DARTFORD (MAPPED TO COORDS)								Dartford		
	D1 was travelling southeast on Burnham Rd when a cat allegedly ran across the road causing D1 to swerve onto the nearside pavement, travel through a mesh fence into an industrial estate and collide with some concrete barricades.						Veh1, car, NW -> SE			Casualties 1 Vehicles 1	
8	**Road No A2026 Grid 553521E** **Section 022 Ref 175124N**	SERIOUS	16/11/2021	3	16:15	L	Dry	Fine	SW	S.VEH	
	A2026 BURNHAM RD J/W SHELL PETROL GARAGE, DARTFORD								Dartford		PED
	C1 crossed the road in a south-westerly direction towards the central refuge when V1 turned left out of the Shell garage and collided with C1, knocking them to the ground.						Veh1, car, NE -> SE			Casualties 1 Vehicles 1	
9	**Road No A2026 Grid 553413E** **Section 024 Ref 175216N**	SERIOUS	20/06/2021	1	13:15	L	Dry	Fine		O/TAKE R.TURN	M/C
	A2026, BURNHAM RD J/W BURNHAM CRESCENT, DARTFORD MARSHES.								Dartford		
	V1 has been behind V2 on Burnham Rd travelling from roundabout eastbound towards town centre. V1 has not seen V2 indication to turn right into Burnham Crescent and has come on the right hand side of V2 and swerved to avoid collision. In doing so has mounted the kerb and collided with the wall on the end garden of a property- 151 Burnham Rd. Has collided into wall with right side of leg/body, wearing no protective gear, resulting in injuries to knee/leg area. (VRM FOR V1 UNKNOWN)						Veh1, m/cycle 125 - 500cc, NW -> SE Veh2, car, NW -> W			Casualties 1 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	**Road No A2026 Grid 553370E** **Section 001 Ref 175247N**	SERIOUS	11/09/2021	7	20:20	DRK NSL	Dry	Fine			M/C
	A2026, BURNHAM RD, J/W PRIVATE DRIVE, DARTFORD								Dartford		
	OLR: D2 was pulling out and V1 didn't want to stop. V2 was pulling out of driveway, checked V1 was from a far distance so D2 decided to join the road and D1 must of been travelling at speed around 50 because just drove straight into V2. D1 wasn't willing to hand over details.						Veh1, car, SE -> NW Veh2, m/cycle <= 50cc, SW -> NE				Casualties 1 Vehicles 2
11	**Road No A2026 Grid 553307E** **Section 001 Ref 175303N**	SLIGHT	17/06/2023	7	12:52	L	Dry	Fine			HGV
	A2026, BURNHAM RD J/W SANDPIT RD, DARTFORD.								Dartford		
	OLR: V2 was driving along the A2026 and noticed V1/truck to their left on Sandpit Rd was not slowing to a stop. Realising that they would not stop and D2 did not have enough time to stop, so swerved to try to get out of the way and avoid a head on collision. V1 details not given.						Veh1, goods > 7.5t, E -> W Veh2, car, NW -> SE				Casualties 1 Vehicles 2
12	**Road No A206 Grid 553258E** **Section 026 Ref 175313N**	SLIGHT	14/07/2021	4	06:00	L	Dry	Fine			GV
	A206, BURNHAM RD J/W RNDBT, DARTFORD								Dartford		
	OLR: D2 was driving on left lane from Shell fuel station, on Burnham Rd approaching roundabout and slowing to give way to oncoming vehicles and V2 was hit behind by V1.						Veh1, car, SE -> W Veh2, goods < 3.5t, SE -> W				Casualties 1 Vehicles 2

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	**Road No A2026 Grid 553261E** **Section 026 Ref 175313N**	SLIGHT	22/09/2021	4	12:05	L	Dry	Fine			
	A2026, BURNHAM RD J/W RNDBT, DARTFORD								Dartford		
	D2 was in the left lane approaching Burnham Rd roundabout, heading towards Bexley recycle centre. D2 was going to turn left, stopped to give way to traffic from the right at the roundabout. V2 was then hit hard from behind by V1. D1 refused to give details then drove off.						Veh1, car, SE -> NW Veh2, car, SE -> W			Casualties 1 Vehicles 2	
14	**Road No A206 Grid 553265E** **Section 026 Ref 175330N**	SLIGHT	27/05/2021	5	09:00	L	Dry	Fine		O/TAKE	HGV
	A206, BURNHAM RD RNDBT J/W BOB DUNN WAY, DARTFORD.								Dartford		
	V1 has undertaken V2 on a rndbt. V2 has not seen V1 and has collided with V1 causing slight damage.						Veh1, car, NE -> W Veh2, goods > 7.5t, NE -> W			Casualties 1 Vehicles 2	
15	**Road No A206 Grid 553214E** **Section 001 Ref 175331N**	SLIGHT	18/11/2018	1	02:18	DRK STU	Wet/Damp	Fine		+VE	
	A2026 BURNHAM ROAD ROUNDABOUT JW A206 UNIVERSITY WAY DARTFORD								Dartford		
	V1 failed to stop and was being pursued by V2, a marked Police vehicle. V1 lost control on the rndbt of the A206 j/w A2026 and left the carriageway. V1 struck a lamppost and D1 decamped but was detained and arrested nearby.						Veh1, car, SE -> NW Veh2, car, SE -> NW			Casualties 1 Vehicles 2	

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	**Road No A206 Grid 553273E** **Section 026 Ref 175349N**	SLIGHT	18/11/2018	1	14:26	L	Dry	Fine		R.TURN	M/C
	A206 THAMES RD RNDBT J/W A206 BOB DUNN WAY, DARTFORD								Dartford		
	V2 ENTERED THE RNDBT FROM THAMES RD ABOUT TO PASS BOB DUNN WAY WHEN V1 PULLED OUT ONTO THE RNDBT. V3 ALSO PULLED OUT ONTO THE RNDBT AT THE SAME TIME AS V1. V2 SWERVED INTO THE PATH OF V3. V3 THEN TRIED TO BRAKE BUT COLLIDED WITH THE REAR OF V2. V1 DROVE OFF – MINIMAL DETAILS RECORDED.						Veh1, car, NE -> SE Veh2, m/cycle <= 50cc, W -> SE Veh3, car, NE -> SE				Casualties 1 Vehicles 3
17	**Road No A206 Grid 553272E** **Section 026 Ref 175357N**	SLIGHT	06/09/2021	2	17:37	L	Dry	Fine			P/C
	A206 BURNHAM RD RNDBT J/W A206 BOB DUNN WAY, DARTFORD								Dartford		
	V2 was travelling east on Thames Rd and entered the rndbt intending to join Burnham Rd. While passing Bob Dunn Way, V1 pulled onto the rndbt and collided with the nearside of V2. (No age or postcode for V1).						Veh1, car, NE -> SE Veh2, pedal cycle, SW -> SE				Casualties 1 Vehicles 2
18	**Road No A206 Grid 553267E** **Section 026 Ref 175361N**	SLIGHT	12/09/2019	5	18:50	L	Dry	Fine			M/C
	A206 BURNHAM RD RNDBT J/W A2026 BURNHAM RD, DARTFORD								Dartford		
	V1 was travelling southwest on Bob Dunn Way intending to turn right onto Thames Rd. V2 was on the rndbt heading east when V1 pulled out into their path. D1 claimed their vision was impaired by sunlight.						Veh1, car, NE -> W Veh2, m/cycle 50 - 125cc, W -> SE				Casualties 1 Vehicles 2

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
19	**Road No A206 Grid 553279E** **Section 026 Ref 175382N**	SLIGHT	01/04/2023	7	18:35	L	Dry	Fine			GV
	A206, BOB DUNN WAY J/W BURNHAM RD RNDBT, DARTFORD.								Dartford		
	OLR: D2 wanted to switch lanes on Bob Dunn Way. D2 saw V1 that was behind on the right lane and was not signalling to allow D2 to pass safely, so they let V1 pass them. Once it was in front, it continued to drive in its lane, D2 then switched lanes behind them and changed to the left lane as they were about to turn left on the roundabout. Suddenly V1 changed lanes at the end of the roundabout and hit V2. V1 did not stop and simply drove away at full speed.						Veh1, goods < 3.5t, NE -> SW Veh2, car, NE -> SW				Casualties 1 Vehicles 2
20	**Road No A206 Grid 553273E** **Section 026 Ref 175382N**	SLIGHT	15/01/2019	3	17:28	DRK STL	Dry	Fine	NW	S.VEH	
	A206, BOB DUNN WAY J/W BURNHAM RD, DARTFORD.								Dartford		PED
	V1 WAS TRAVELLING DOWN BOB DUNN WAY TOWARDS THE RNDBT IN THE FAR RIGHT HAND LANE. STATES THAT THEY WERE SLOWING DOWN ON APPROACH TO THE RNDBT, TRAVELLING AT AROUND 30-40 MPH WHEN THE PEDESTRIAN WALKED ACROSS THE OTHER TWO LANES AND ONTO THEIR LANE AND HIT THE NEARSIDE OF V1. D1 ATTEMPTED TO BRAKE AND SKIDDED, HAD NOT BEEN DRINKING AND WITNESS CORROBORATED THIS ACCOUNT. AS INFORMATION STANDS, PEDESTRIAN APPEARS AT FAULT.						Veh1, car, NE -> SW				Casualties 2 Vehicles 1

Key

Involved
- *PED* Pedestrian
- *HGV* Heavy Goods Vehicle
- *GV* Goods Vehicle
- *M/C* Motor Cycle
- *P/C* Pedal Cycle
- *PSV* Bus/Coach

Street Lighting
- *L* Daylight
- *STL* Street Lights
- *USL* Street LIghts Unlit
- *NSL* No Street Lights
- *STU* Street Lights Unknown

FACTORS
- *+VE* Positive Breath Test
- *R.TURN* Right Turn Manoeuvre
- *O/TAKE* Overtaking Manoeuvre
- *S.VEH* Single Vehicle

Special Conditions
- *ATS OUT* Traffic Lights Not Working
- *ATS DEF* Traffic Lights Defective
- *SIGNS* Road Signs Defective or Obscurred
- *RD WRKS* Road Works
- *Surface* Road Surface Defective

D-PRINT CRASH REPORT

14-Nov-2023
10:11:24

A206 & A2026, Dartford
Accident Date BETWEEN '01-Aug-2018' AND '31-Jul-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
21	**Road No A206 Grid 553254E** **Section 026 Ref 175386N**	SLIGHT	10/04/2019	4	05:30	L	Dry	Fine		S.VEH	
	A206 BURNHAM RD RNDBT J/W A206 BOB DUNN WAY, DARTFORD								Dartford		
	V1 WAS ON THE RNDBT TRAVELLING TOWARDS BOB DUNN WAY WHEN THE CRANE ARM OF V1 STARTED TO WOBBLE LEFT AND THEN RIGHT. D1 TRIED TO CORRECT THIS BUT THE CRANE ARM SWUNG FURTHER LEFT AND V1 OVERTURNED.						Veh1, Mobile Crane, S -> NE			Casualties 1 Vehicles 1	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

Street Lighting

L	*Daylight*
STL	*Street Lights*
USL	*Street LIghts Unlit*
NSL	*No Street Lights*
STU	*Street Lights Unknown*

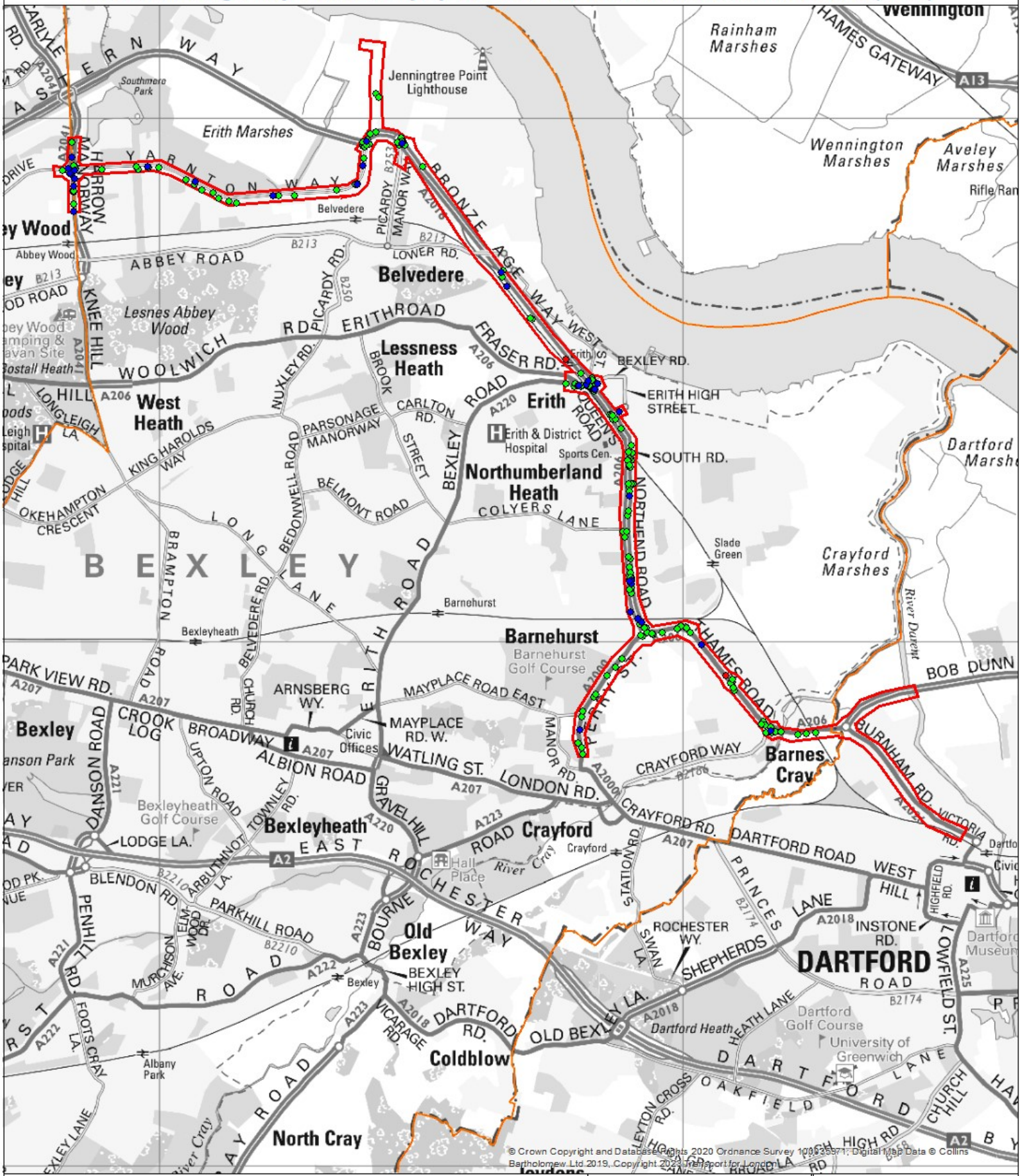
FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

B18 Bronze Age Way Personal Injury Collisions 60 months to end of June 2023 (Prov)



Severity of collision

Slight	1 (185)	2 (0)	3 (0)	4 (0)	5 (0)
Serious	1 (33)	2 (0)	3 (0)	4 (0)	5 (0)
Fatal	1 (2)	2 (0)	3 (0)	4 (0)	5 (0)

N

0 0.5 1 Km

PRINTED BY:

COLLSTATS 3 - TfL City Planning

DATE:

25/10/2023

B18 Bronze Age Way Personal Injury Collisions 60 months to end of June 2023 (Prov)

SUMMARY OF COLLISIONS SELECTED SITE REFERENCE AND DESCRIPTION	DATE PERIOD	COLLISION COUNT
TOPIC BASED QUERY		220

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

TOPIC BASED QUERY

1

01180118572	TUE 03/07/2018 19:40	LIGHT	A206 J/W BEXLEY RD				18 NODE 172	551170/177960
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	M ROUNDABOUT	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(45 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(45 YRS - F - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)					

2

01180118878	WED 04/07/2018 19:20	LIGHT	QUEENS RD 20M NW OF J/W JAMES WATT WAY				18 NODE 252	551439/177747
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(14 YRS - M - REDA)	SLIGHT	PEDESTRIAN		STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ	(29 YRS - M - REDACT)		MOVING OFF		(N TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)						

3

01180119479	SAT 07/07/2018 14:20		LIGHT	NFL THAMES RD J/W INDUSTRIAL ESTATE ACCESS RD			18 LINK 124-138	552610/175400
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(32 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	CAR BT - NOT REQ		(82 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(33 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
V001	B	107 (TEMPORARY ROAD LAYOUT (EG. CONTRAFLOW))						

4

01180119487	SAT 07/07/2018 16:00		LIGHT	NORTHEND RD 80M S OF J/W BRDG RD			18 LINK 137-143	551600/176380
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(39 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(42 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	003 (001)	(7 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(39 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ		(40 YRS - M - REDACT)		CHNG LANE - LEFT	(N TO S) N/S HIT FIRST	J/P - UNKN
V002	B	405 (FAILED TO LOOK PROPERLY)						

5

01180120912	SAT 14/07/2018 02:22	DARK	QUEENS RD J/W JAMES WATT WAY			18 NODE 252		551460/177710
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(42 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(38 YRS - F - REDACT)		MOVING OFF	(E TO W) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(64 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP

V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	A	403 (POOR TURN OR MANOEUVRE)
V001	A	408 (SUDDEN BRAKING)			

6

01180121423	MON 16/07/2018 23:20	DARK	EASTERN WAY J/W YARNTON RD			18 NODE 239		549580/179830
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

APPARENTLY THE DRIVER OF V001, WAS TRAVELLING AT SPEED ONTO THE EASTERN WAY, (REDACTED) ROADABOUT (REDACTED) HE HAS SUBSEQUENTLY LOST CONTROL OF THE BIKE, CLOSE TO ONE OF THE EXITS AND HIT THE CURB CAUSING HIM AND HIS PASSENGER TO COME OFF THE BIKE AND SUSTAIN INJURIES. (REDACTED)

CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(21 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX			
VEHICLE	001 (000)	M/C >500CC BT - NEG	(23 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(N TO SW) DID NOT IMPACT	J/P - UNKN L/ROUNDABOUT

V001	A	306 (EXCEEDING SPEED LIMIT)	V001	A	409 (SWERVED)
V001	A	410 (LOSS OF CONTROL)			

7

01180122742	MON 23/07/2018 15:10		LIGHT	BEXLEY RD J/W ERITH ROUNDABOUT			18 NODE 189	551260/177970
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M

APPARENTLY V001 WAS DRIVING ALONG BEXLEY ROAD APPROACHING ERITH ROUNDABOUT, HEADING TOWARDS WALNUT TREE ROAD. AS V001 EDGED CLOSER TO THE JUNCTION, V001 HAD TO BRAKE SHARPLY AS A CAR CAME ROUND THE ROUNDABOUT AT SPEED. AS V001 STOPPED, THE C001; A PASSENGER, WAS SHUNTED FORWARD HITTING HER HEAD ON A POLE INSIDE THE BUS, CAUSING A CUT ABOVE HER RIGHT EYE.

CASUALTY	001 (001)	(94 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NEG	(53 YRS - M - REDACT)		MOVING OFF	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)					

8

01180123349	THU 26/07/2018 08:30		LIGHT	NFL NORTHEND RD J/W COLYERS LANE			18 NODE 154	551550/176810
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(55 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED	(55 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(31 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

9

01180123385	THU 26/07/2018 13:00		LIGHT	YARNTON WAY 478M E OF J/W WALDRIST WAY			18 LINK 239-772	549350/179460
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(36 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(43 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(36 YRS - M - REDACT)		WAITING - HELD UP	(SW TO SE) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ		(43 YRS - M - REDACT)		WAITING - HELD UP	(SW TO SE) BACK HIT FIRST	COMMUTING
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(24 YRS - M - REDACT)	CARAVAN	G/AHEAD - OTHER	(SW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK
V003	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V003 A	509 (DISTRACTION IN VEHICLE)	

10

01180125528	MON 06/08/2018 16:29		LIGHT	PERRY ST 200M N OF J/W MAYPLACE RD EAST			18 LINK 109-137	551320/175590
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(24 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(24 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V001 A	403 (POOR TURN OR MANOEUVRE)	

11

01180125677	TUE 07/08/2018 09:45		LIGHT	NORTHEND RD J/W LARNER RD			18 LINK 154-168		551579/177213
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	UNKNOWN S/R	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(49 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

12

01180127102	MON 13/08/2018 09:19		LIGHT	NFL - BRONZE AGE WAY 82M NW OF J/W BEXLEY RD			18 LINK 189-238		551220/178060
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(18 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(18 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN	

13

01180129676	THU 30/08/2018 09:30		LIGHT	THAMES RD J/W CRAYFORD WAY			18 NODE 124	552675/175338
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(68 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(40 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(W TO S) DID NOT IMPACT	JOURNEY P/O WORK JCT MID
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)			V001 B	403 (POOR TURN OR MANOEUVRE)	

14

01180130187	SAT 01/09/2018 15:40		LIGHT	BEXLEY RD J/W VICTORIA RD			18 LINK 172-189	551219/177957
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	M ROUNDABOUT	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(28 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	MOVING OFF	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

15

01180134494	SUN 23/09/2018 20:14	DARK	NORTHEND RD J/W BRDG RD			18 NODE 143		551600/176480
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M

APPARENTLY VEHICLE 001 WAS TRAVELING SOUTHBOUND ON THE A206 NORTHEND ROAD WHEN THE FRONT PASSENGER HAS NOTICED A PEDESTRIAN ON THE NEARSIDE IN THE ROAD AND ALERTED THE DRIVER. THE DRIVER OF VEHICLE 001 HAS THEN APPLIED HIS BRAKES AND THE VEHICLE HAS SKIDDED AROUND 6 METRES BEFORE HAVING IMPACT WITH THE PEDESTRIAN WHOM HAS STEPPED OUT INTO THE ROAD NOT PAYING ATTENTION. THE PEDESTRIAN WAS ON AN ATS CONTROLLED CROSSING HOWEVER THE ATS WAS DISPLAYING GREEN FOR THE VEHICLES AT THE TIME OF IMPACT. THE PEDESTRIAN HAS HAD IMPACT WITH THE VEHICLE 001 WINDSCREEN AND THE VEHICLE CAME TO A STOP AROUND TWO METRES AFTER IMPACT. (REDACTED)

CASUALTY	001 (001)	(33 YRS - M - REDA)	SERIOUS	PEDESTRIAN		UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(54 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	B	810 (DISABILITY OR ILLNESS, MENTAL OR PHYSICAL)	

16

01180135827	SAT 29/09/2018 16:45	LIGHT	BRONZE AGE WAY J/W FRASER RD			18 NODE 189		551270/177980
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG	(49 YRS - M - REDACT)		MOVING OFF		(E TO NE) O/S HIT FIRST	J/P - UNKN L/ROUNDABOUT
VEHICLE	002 (000)	PED CYCLE BT - N/A	(35 YRS - M - REDACT)		TURNING RIGHT		(E TO NE) N/S HIT FIRST	J/P - UNKN L/ROUNDABOUT
V002	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))						

17

01180135831	SAT 29/09/2018 15:10		LIGHT	CRAYFORD WAY J/W CRAYFORD WAY			18 NODE 124	552670/175330
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

APPARENTLY VEHICLE 1 WAS TRAVELLING AROUND THE ROUNDABOUT. VEHICLE 2 WAS APPROACHING THE ROUNDABOUT AND DID NOT STOP AT THE GIVE-WAY LINE, VEHICLE 1 HAD PRIORITY. VEHICLE 2 CONTINUED ONTO THE ROUNDABOUT, HITTING VEHICLE 1 FROM BEHIND CAUSING THE VEHICLE TO CRASH AND VEHICLE 2 WENT UP THE ROUNDABOUT AND STOPPED.

CASUALTY	001 (001)	(50 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT PROVD	(50 YRS - M - REDACT)	G/AHEAD - R-HAND BEND	(SW TO NE) BACK HIT FIRST	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - POS	(25 YRS - M - REDACT)	G/AHEAD - OTHER	(E TO E) FRONT HIT FIRST	J/P - UNKN	
V002	A	501 (IMPAIRED BY ALCOHOL)					

18

01180137528	MON 08/10/2018 04:35		DARK	BRONZE AGE WAY 270M N OF J/W WALNUT TREE RD			18 LINK 189-238	551100/178170
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

VEHICLES 1 & 2 WERE MOVING SOUTH EAST ALONG BRONZE AGE WAY TOWARDS THE JUNCTION WITH BEXLEY ROAD . APPARENTLY VEHICLE 1 HAS COLLIDED WITH VEHICLE 2 CAUSING THE RIDER TO BE DISMOUNTED AND THROWN INTO BUSHES ON THE ROADSIDE. VEHICLE 1 FAILED TO STOP.

CASUALTY	001 (002)	(60 YRS - M - REDA)	FATAL	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER		(NW TO SE) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(60 YRS - M - REDACT)	G/AHEAD - OTHER		(NW TO SE) BACK HIT FIRST	COMMUTING	
V001	A	710 (VEHICLE BLIND SPOT)		V001	A	104 (INADEQUATE OR MASKED SIGNS OR ROAD MARKINGS)		

19

01180138251	THU 11/10/2018 09:05		LIGHT	BEXLEY RD J/W VICTORIA RD				18 NODE 189	551300/177955
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(10 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(33 YRS - F - REDACT)		TURNING RIGHT		(S TO E) FRONT HIT FIRST	SCHOOL - TAKING JCT MID
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ		(47 YRS - M - REDACT)	ARTICULATED VEH	G/AHEAD - OTHER		(W TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

20

01180140668	MON 22/10/2018 14:15		LIGHT	NORTHEND RD 25M S OF J/W BRDG RD				18 LINK 137-143	551600/176420
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(36 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (003)	(44 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(26 YRS - F - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ		(36 YRS - F - REDACT)		G/AHEAD - OTHER		(N TO S) BACK HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - NOT REQ		(59 YRS - M - REDACT)		TURNING - LEFT		(NW TO SE) BACK HIT FIRST	J/P - UNKN
V001 V001	A A	410 (LOSS OF CONTROL) 605 (LEARNER OR INEXPERIENCED DRIVER)				V001	A	603 (NERVOUS, UNCERTAIN OR PANIC)	

21

01180141538	FRI 26/10/2018 19:11		DARK	YARTON WAY 50M E OF J/W KALE RD			18 LINK 239-772	548264/179505
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(50 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO E) N/S HIT FIRST	J/P - UNKN
C001	A	802 (FAILED TO LOOK PROPERLY)					

22

01180143244	SUN 04/11/2018 00:45		DARK	NORTH END RD J/W BRDG RD			18 NODE 143	551589/176472
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(50 YRS - M - REDACT)	CHNG LANE - RIGHT		(N TO N) O/S HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	LONDON BUS BT - NEG	(60 YRS - M - REDACT)	TURNING RIGHT		(W TO N) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
V002	B	405 (FAILED TO LOOK PROPERLY)					

23

01180145276	TUE 13/11/2018 08:51		LIGHT	BRONZE AGE WAY J/W WALNUT TREE RD			18 NODE 189	551270/177990
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NOT REQ	(51 YRS - M - REDACT)	SNGL TRAILER	MOVING OFF	(NW TO SE) BACK HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002	B	203 (DEFECTIVE BRAKES)			V002 B	408 (SUDDEN BRAKING)	

24

01180145875	SUN 11/11/2018 12:50		LIGHT	THAMES RD 170M S OF J/W KENNET RD			18 LINK 124-138	552390/175640
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PEDN PHASE ATS	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(44 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(44 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN

25

01180146278	SAT 17/11/2018 14:45		LIGHT	THOMAS RD J/W THAMES RD			18 NODE 138		552052/176084
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SLIP ROAD	ROUNDABOUT	AUTO SIG	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(21 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(21 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(21 YRS - F - REDACT)		TURNING - LEFT	(SW TO NE) FRONT HIT FIRST	J/P - UNKN L/ROUNDABOUT	
V001	A	403 (POOR TURN OR MANOEUVRE)				V001 A	605 (LEARNER OR INEXPERIENCED DRIVER)		

26

01180148561	WED 21/11/2018 17:56		DARK	QUEENS RD J/W ERITH ROUNDABOUT			18 LINK 189-252		551300/177940
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT MID	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT MID	

27

01180151417	TUE 11/12/2018 08:15		LIGHT	THAMES RD J/W CRAYFORD WAY			18 NODE 124		552669/175350
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ		(44 YRS - M - REDACT)	ARTICULATED VEH	G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(58 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP	
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)		

28

01190161146	SAT 02/02/2019 20:40		LIGHT	A2016, NR JUNCT WTH A2016.			18 NODE 189		551316/177995
SELF-REPORTED		ROAD-WET	FINE - H WIND	ROUNDABOUT	ROUNDABOUT	UNKNOWN S/R	ZEBRA XING		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(42 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(42 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

29

01190161606	TUE 05/02/2019 05:10		LIGHT	NFL: ON NORTHEND RD,			18 LINK 143-154		551588/176579
SELF-REPORTED		ROAD-DRY	RAINING	ROUNDABOUT	ROUNDABOUT	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(24 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(24 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	

30

01190164955	FRI 22/02/2019 16:00		LIGHT	HOWBURY LANE, 5 METRES EAST OF JUNCT WTH THAMES RD.			18 NODE 138		552020/176123
POLICE - AT SCENE		ROAD-DRY	FOG/MIST	ROUNDABOUT	ROUNDABOUT	AUTO SIG	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(33 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(33 YRS - F - REDACT)		SLOWING/STOPPING	(N TO SW) BACK HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ		(36 YRS - F - REDACT)		SLOWING/STOPPING	(N TO SW) FRONT HIT FIRST	JCT APP	
V002	B	201 (TYRES ILLEGAL, DEFECTIVE OR UNDER-INFLATED)							

31

01190165937	WED 27/02/2019 23:50		LIGHT	CLYDESDALE WAY, 10 METRES NORTH OF JUNCT WTH N/A.			18 NODE 238	549843/179860
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(41 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(S TO N) N/S HIT FIRST	JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)						

32

01190166518	SAT 02/03/2019 14:01		LIGHT	YARNTON WAY, NR JUNCT WTH KALE RD.			18 LINK 239-772	548204/179541
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (001)	(56 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK
V001	A	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)						

33

01190166866	MON 04/03/2019 10:20		LIGHT	NFL - NORTHEND RD, NR JUNCT WTH WESSEX DRIVE			18 LINK 137-143	551591/176409
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(26 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

34

01190166936	MON 04/03/2019 17:00		LIGHT	HARROW MANORWAY, NR JUNCT WTH EYNSHAM DRIVE.			18 NODE 772	547322/179583
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M

I WAS CRAWLING IN TRAFFIC IN FIRST GEAR AND AS THE VAN IN FRONT OF ME PULLED AWAY FURTHER, A SCHOOL GIRL (AROUND 12 YEARS OLD) RAN OUT FROM MY LEFT HAND SIDE AND AS I SLAMMED ON THE BREAKS I MADE A SMALL IMPACT WHICH MADE HER STUMBLE BUT NOT FALL OVER. THE GIRL RAN TO THE OTHER SIDE OF THE ROAD AND I WOUND MY WINDOW DOWN AND ASKED HER TO STAY THERE WHILST I PULLED OVER INTO THE CARWASH CAR PARK. (REDACTED) AND SHE WAS STANDING WITH A MEMBER OF THE PUBLIC. (REDACTED)

CASUALTY	001 (001)	(12 YRS - F - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(18 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	JCT APP

35

01190167965	SAT 09/03/2019 10:40	LIGHT	PERRY ST, 25 METRES SOUTH OF JUNCT WTH MAYPLACE RD EAST.. NREST CLASSIFIED RD WAS A2001		18 LINK 109-113	551213/175340
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M

VEH001 WAS TRAVELLING ALONG PERRY STREET IN THE DIRECTION OF CRAYFORD, AS THEY WAS DRIVING ALONG THEY SAW A FEMALE STANDING AT THE SIDE OF THE ROAD, THE FEMALE WAS ON HER PHONE SHE THEN STOOD OUT INTO THE ROAD CAUSING VEH001 TO COLLIDE WITH HER

CASUALTY	001 (001)	(51 YRS - F - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(28 YRS - F - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	
C001	A	802 (FAILED TO LOOK PROPERLY)		C001	A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

36

01190168740	TUE 12/03/2019 22:09	DARK	ISIS REACH, NORMAN RD, BELVEDERE, 300 METRES NORTH OF JUNCT WTH EASTERN WAY.. NREST CLASSIFIED RD WAS A2016. NREST CLASSIFIED RD WAS A2016		18 CELL 549500/180000	549650/180196
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(34 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NEG	(43 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING
V001	A	405 (FAILED TO LOOK PROPERLY)		V001	A	304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)				

37

01190168828	WED 13/03/2019 10:30		LIGHT	YARNTON WAY, NR JUNCT WTH ST KATHERINES WAY.			18 LINK 239-772	547994/179634
POLICE - AT SCENE		ROAD-DRY	FINE - H WIND	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(72 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(72 YRS - F - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	E/MAIN RD
V001	A	410 (LOSS OF CONTROL)						

38

01190168940	WED 13/03/2019 16:32		LIGHT	HARROW MANORWAY, 10 METRES NORTH OF JUNCT WTH CORALINE WALK.			06 LINK 702-772	547349/179545
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

APPARENTLY VEHICLE 001 WAS TRAVELING NORTH ALONG THE A2041, (REDACTED), SE2 TOWARDS THE ROUNDABOUT AT THE JUNCTION OF EYNSHAM DRIVE, SE2 WHEN THE DRIVER HAS ALLEGEDLY DRIVEN OVER THE FOOT OF THE INJURED PARTY AS THEY WERE CROSSING THE ROAD TRAVELLING FROM THE WEST TO EAST. (REDACTED)

CASUALTY	001 (001)	(12 YRS - F - REDA)		SERIOUS	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)				C001 B	802 (FAILED TO LOOK PROPERLY)	

39

01190168956	THU 14/03/2019 05:30		DARK	YARTON WAY, NR JUNCT WTH WALDRIST WAY.			18 LINK 239-772		548909/179417
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(40 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	GOODS > 7.5T BT - NOT REQ		(32 YRS - M - REDACT)		MOVING OFF	(W TO E) O/S HIT FIRST	JOURNEY P/O WORK E/MAIN RD	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(40 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	COMMUTING JCT CLEARED	
V001	A	710 (VEHICLE BLIND SPOT)							

40

01190169197	FRI 15/03/2019 08:14		LIGHT	ERITH ROUNDABOUT, NR JUNCT WTH QUEENS RD.			18 NODE 189		551294/177951
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(24 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	GOODS > 7.5T BT - NOT REQ		(34 YRS - M - REDACT)	ARTICULATED VEH	G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	JOURNEY P/O WORK	
VEHICLE	002 (000)	CAR BT - NOT PROVD		(24 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	COMMUTING	
V001	B	405 (FAILED TO LOOK PROPERLY)				V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

41

01190169735	MON 18/03/2019 00:50		DARK	THAMES RD, 50 METRES WEST OF JUNCT WTH HOWBURY LANE.			18 LINK 137-138	551957/176114
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(34 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NEG		(32 YRS - M - REDACT)		TURNING - LEFT	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NEG		(34 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	
V002	A	403 (POOR TURN OR MANOEUVRE)				V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

42

01190172093	FRI 29/03/2019 05:15		DARK	LOCATION UNCERTAIN CRAYFORD WAY DARTFORD			18 LINK 123-124	552634/175319
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	NO JUN IN 20M		UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(32 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	COMMUTING
VEHICLE	002 (000)	BUS/COACH >=17 PAX BT - DRV NOT CONTACTED		(52 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

43

01190177031	THU 25/04/2019 16:15		LIGHT	THAMES RD, NR JUNCT WTH NORTH END RD.			18 LINK 137-138	551770/176069
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(37 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(22 YRS - M - REDACT)	SLOWING/STOPPING	(E TO W) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(37 YRS - F - REDACT)	WAITING - HELD UP	(P TO P) BACK HIT FIRST	COMMUTING JCT APP
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				

44

01190177602	SUN 28/04/2019 15:09		LIGHT	BRDG RD, NR JUNCT WTH NORTHEND RD.			18 NODE 143	551600/176490
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(49 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

45

01190178199	FRI 29/03/2019 14:15		LIGHT	THAMES RD, 30 METRES EAST OF JUNCT WTH CRAYFORD WAY.			18 LINK 124-726	552873/175304
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(55 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(53 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(55 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) FRONT HIT FIRST	J/P - UNKN

46

01190178217	WED 01/05/2019 17:45		LIGHT	JAMES WATT WAY, 2 METRES WEST OF JUNCT WTH QUEENS RD.			18 NODE 252	551482/177708
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(21 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG		(23 YRS - F - REDACT)		WAITING - HELD UP	(E TO W) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NEG		(30 YRS - M - REDACT)		O/TAKING - NEARSIDE	(E TO W) FRONT HIT FIRST	JCT APP

V002	A	408 (SUDDEN BRAKING)	V002	A
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	A

410 (LOSS OF CONTROL)
602 (CARELESS, RECKLESS OR IN A HURRY)

47

01190178801	FRI 03/05/2019 22:25	DARK	NORTHEND RD, 94 METRES NORTH OF JUNCT WTH THAMES RD.. NREST CLASSIFIED RD WAS A206	18 LINK 137-143	551681/176161
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	PELICAN OR SIML	CTRL - AUTH PERSON

APPARENTLY VEHICLE 1 WAS TRAVELLING FROM NORTH TO SOUTH ON NORTHEND ROAD, THE TRAFFIC WAS SLOWING DOWN ON APPROACH TO THE ROUNDABOUT. GIVEN HOW THE VEHICLE HAS ENDED UP, IT WOULD APPEAR THAT VEHICLE 1 WAS TRAVELLING AT SPEED ALONG NORTHEND ROAD, THE TRAFFIC HAS COME TO A STOP AND THE DRIVER HAS LOST CONTROL TRYING TO SLOW DOWN. THE NEARSIDE HAS HIT THE PAVEMENT AND THE VEHICLE HAS BOUNCED UP ONTO THE PAVEMENT, HIT THE WALL AND GOT STUCK BETWEEN THE POLES.

CASUALTY	001 (001)	(37 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)	G/AHEAD - OTHER		(NW TO SE) FRONT HIT FIRST	J/P - UNKN
V001	A	601 (AGGRESSIVE DRIVING)		V001	A	409 (SWERVED)	
V001	A	306 (EXCEEDING SPEED LIMIT)		V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))	

48

01190180229	SAT 11/05/2019 14:04	LIGHT	JAMES WATT WAY, 62 METRES EAST OF JUNCT WTH QUEENS RD.. NREST CLASSIFIED RD WAS A206	18 LINK 191-252	551512/177769
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY VEHICLE 001 HAS COME AROUND THE CORNER AND LOST CONTROL AT A SLOW SPEED THE DRIVER HAS BLACKED OUT AND HIT THE BUS STOP, THE DRIVER HAS NO MEDICAL CONDITIONS AND PASSED THE BREATH TEST.

CASUALTY	001 (001)	(11 YRS - F - REDA)	SERIOUS	VEH/PILLION PAX	STANDING PASSENGER		
CASUALTY	002 (001)	(20 YRS - F - REDA)	SLIGHT	PEDESTRIAN		STILL	UNKNOWN/OTHER
VEHICLE	001 (000)	LONDON BUS BT - NEG	(55 YRS - M - REDACT)	G/AHEAD - OTHER		(SW TO NE) FRONT HIT FIRST	
V001	A	410 (LOSS OF CONTROL)					

49

01190181457	WED 15/05/2019 10:30		LIGHT	LOCATION UNCERTAIN HARROW MANORWAY YARNTON WAY (STOP B)			06 LINK 702-772	547342/179490
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SLIP ROAD	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M	UNKNOWN S/R
ROAD CROSSING								
CASUALTY	001 (001)	(35 YRS - F - REDA)		SERIOUS	PEDESTRIAN	SE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

50

01190183233	SAT 25/05/2019 18:50		DARK	HARROW MANOR WAY , 15 METRES SOUTH OF JUNCT WTH YARNTON WAY.			18 NODE 772	547319/179590
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(13 YRS - F - REDA)		SERIOUS	PEDESTRIAN	NW BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(45 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	B	106 (TRAFFIC CALMING (EG. SPEED CUSHIONS, ROAD HUMPS, CHICANES))						

51

01190184736	MON 03/06/2019 03:00		DARK	BRONZE AGE WAY, NR JUNCT WTH LOEWER RD.			18 LINK 189-238	550617/178795
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	SLIP RD	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(46 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO SE) FRONT HIT FIRST J/P - UNKN E/SLIP RD
VEHICLE	002 (000)	CAR BT - NOT REQ	(46 YRS - M - REDACT)		SLOWING/STOPPING	(NW TO SE) BACK HIT FIRST JOURNEY P/O WORK JCT APP

V001	A	601 (AGGRESSIVE DRIVING)	V001	A 902 (VEHICLE IN COURSE OF CRIME)
V002	A	903 (EMERGENCY VEHICLE ON A CALL)		

52

01190188330	WED 19/06/2019 19:55		LIGHT	BOUNDARY ST, NR JUNCT WTH NORTHEND RD.			18 LINK 154-168	551616/177219
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (002)	(57 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NEG	(33 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(57 YRS - F - REDACT)		TURNING RIGHT	(S TO E) FRONT HIT FIRST E/MAIN RD
VEHICLE	003 (000)	CAR BT - NEG	(18 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST JCT APP

V002	A	410 (LOSS OF CONTROL)	V002	B 405 (FAILED TO LOOK PROPERLY)
V002	B	401 (JUNCTION OVERSHOOT)		

53

01190188594	FRI 21/06/2019 00:26	DARK	YARNTON WAY, 64 METRES NORTH OF JUNCT WTH NORMAN RD.	18 LINK 239-772	549555/179647
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY VE001 STOPPED FOR POLICE JUST BEFORE HARTSLOCK DRIVE, (REDACTED), BEFORE OFFICERS COULD EXIT THEIR VEHICLE VE001 MADE OFF AT SPEED AND OUT OF SIGHT ALONG YARNTON WAY TOWARDS EASTERN WAY, AS THE VEHICLE APPROACHED THE JUNCTION TO NORMAN ROAD IT HAS LOST CONTROL CLIPPED A KERB, HIT A LAMPPOST CONTINUED ONTO THE OPPOSITE CARRIAGEWAY HITTING VE002 THAT WAS PARKED AND COMING TO A STOP ON A GRASS VERGE OPPOSITE 124 NORMAN ROAD.

CASUALTY	001 (001)	(32 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD	(32 YRS - M - REDACT)	G/AHEAD - OTHER		(SW TO NE) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) FRONT HIT FIRST	J/P - UNKN
V001	A	902 (VEHICLE IN COURSE OF CRIME)		V001	A	501 (IMPAIRED BY ALCOHOL)	
V001	A	410 (LOSS OF CONTROL)					

54

01190192160	SUN 07/07/2019 21:57	DARK	THAMES RD, 30 METRES NORTH OF JUNCT WTH KENNET RD.	18 LINK 124-138	552326/175749
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	NO XING FACIL IN 50M	NONE IN 50M

APPARENTLY VEHICLE 1 WAS TRAVELLING ON THAMES ROAD IN THE DIRECTION TOWARDS DARTFORD. INDEPENDENT WITNESS HAVE SAID THAT VEHICLE 1 WAS TRAVELLING AT SPEED IN EXCESS OF SPEEDS OF 70-80 MPH. VEHICLE 1 HAS THEN CLIPPED THE CURB, LOOSING CONTROL FORCING THE VEHICLE ON TO ITS SIDE AND COLLIDED WITH THE METAL RAILING CENTRAL RESERVATION. (REDACTED)

CASUALTY	001 (001)	(18 YRS - M - REDA)	FATAL	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD	(18 YRS - M - REDACT)	G/AHEAD - OTHER		(NW TO SE) O/S HIT FIRST	J/P - UNKN
V001	A	403 (POOR TURN OR MANOEUVRE)		V001	A	306 (EXCEEDING SPEED LIMIT)	

55

01190195487	TUE 23/07/2019 14:58		LIGHT	HARROW MANORWAY, 126 METRES NORTH OF JUNCT WTH YARNTON WAY.			06 LINK 725-772	547331/179825
POLICE - AT SCENE		ROAD-DRY	RAINING	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
V002	A	601 (AGGRESSIVE DRIVING)					

56

01190196257	FRI 26/07/2019 19:15		LIGHT	YARNTON WAY, NR JUNCT WTH KALE RD.			18 LINK 239-772	548271/179524
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

VEHICLE 2 AND VEHICLE 3 WERE BEING FOLLOWED BY VEHICLE 1. VEHICLE 1 CRASHED INTO VEHICLE 2, KNOCKING IT OVER AND ONTO THE PAVEMENT. VEHICLE 1 THEN CRASHED INTO VEHICLE 3, ALL APPEARED TO BE DELIBERATE ACTS. VEHICLE MADE OFF FROM SCENE, FAILED TO STOP.

CASUALTY	001 (002)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (003)	(19 YRS - M - REDA)	SERIOUS	VEH/PILLION PAX				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ	(18 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	601 (AGGRESSIVE DRIVING)			V003	A	901 (STOLEN VEHICLE)	

57

01190198497	THU 08/08/2019 17:19		LIGHT	THAMES RD, 100 METRES WEST OF JUNCT WTH BURNHAM RD.. NREST CLASSIFIED RD WAS A2026. NREST CLASSIFIED RD WAS A2026			18 LINK 124-726	553013/175316
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(44 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ		(38 YRS - M - REDACT)		WAITING - TURN LEFT	(S TO W) N/S HIT FIRST	
V002	A	405 (FAILED TO LOOK PROPERLY)				V001 A	309 (VEHICLE TRAVELLING ALONG PAVEMENT)	

58

01190199594	THU 15/08/2019 02:00		DARK	HORSE ROUNDABOUT, NR JUNCT WTH PICARDY MANORWAY.			18 LINK 189-238	549875/179801
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NEG		(44 YRS - M - REDACT)	SNGL TRAILER	MOVING OFF	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	410 (LOSS OF CONTROL)						

59

01190205059	FRI 13/09/2019 08:30		LIGHT	YARTON WAY, NR JUNCT WTH EASTERN WAY.			18 NODE 239	549554/179794
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(63 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	GOODS > 7.5T BT - NOT REQ	(43 YRS - M - REDACT)	ARTICULATED VEH	WAITING - HELD UP	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT PROVD	(63 YRS - F - REDACT)		WAITING - TURN LEFT	(S TO W) O/S HIT FIRST	SCHOOL - TAKING
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V001 A	405 (FAILED TO LOOK PROPERLY)	

60

01190206735	SAT 21/09/2019 01:39		DARK	EYNSHAM DRIVE, NR JUNCT WTH HORROW MONOR WAY SE2.			18 NODE 772	547301/179617
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(41 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(41 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	
VEHICLE	002 (000)	CAR BT - POS	(34 YRS - M - REDACT)		REVERSING	(S TO N) BACK HIT FIRST	J/P - UNKN
V002	A	901 (STOLEN VEHICLE)					

61

01190207326	MON 23/09/2019 13:15		LIGHT	HARROW MANORWAY, NR JUNCT WTH THISTLEBROOK.			06 LINK 702-772	547344/179448
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(78 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (001)	(63 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(26 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK JCT APP
V001	A	408 (SUDDEN BRAKING)						

62

01190207549	TUE 24/09/2019 22:35		DARK	LOCATION UNCERTAIN (MOST PROBABLY ON A206 JUST NORTH OF JUNCT WTH BRDG RD) : ON BARNETT CLOSE ERITH DA, NR JUNCT WTH BRDG CLOSE.			18 NODE 143	551587/176488
SELF-REPORTED		ROAD-DRY	RAINING - H WIND	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(58 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(58 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

63

01190209888	SUN 06/10/2019 13:30		LIGHT	THAMES RD, NR JUNCT WTH HOWBURY LANE.			18 LINK 137-138	551980/176129
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(21 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(21 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

64

01190211759	TUE 15/10/2019 08:45		LIGHT	HORSE ROUNDABOUT, NR JUNCT WTH ANDERSON WAY.			18 NODE 238	549862/179829
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	SCHOOL - TAKING L/ROUNDABOUT
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ	(38 YRS - M - REDACT)	ARTICULATED VEH	TURNING RIGHT	(N TO W) O/S HIT FIRST	JOURNEY P/O WORK L/ROUNDABOUT

V001	A	603 (NERVOUS, UNCERTAIN OR PANIC)	V002	A	405 (FAILED TO LOOK PROPERLY)

65

01190212319	WED 16/10/2019 06:35		LIGHT	YARNTON WAY, NR JUNCT WTH EASTERN WAY.			18 NODE 239	549555/179803
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(56 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(56 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(NE TO SW) UNKNOWN S/R	J/P - UNKN

66

01190213263	SAT 19/10/2019 09:55		LIGHT	TANNERS CLOSE, NR JUNCT WTH PERRY ST .			18 LINK 109-137	551417/175753
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	UNKNOWN S/R	CNTL REFUGE N/O CTRLS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(31 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

67

01190213895	FRI 25/10/2019 10:10		LIGHT	YARNTON WAY, 25 METRES NORTH OF JUNCT WTH HAILEY RD.			18 LINK 239-772	549508/179513
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(31 YRS - M - REDACT)	G/AHEAD - L-HAND BEND		(SW TO N) FRONT HIT FIRST	COMMUTING
V001	A	410 (LOSS OF CONTROL)			V001	A	403 (POOR TURN OR MANOEUVRE)	
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))						

68

01190216740	THU 07/11/2019 14:30		LIGHT	BEXLEY RD, 20 METRES NORTH OF JUNCT WTH VICTORIA RD.			18 LINK 172-189	551226/177968
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(39 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(49 YRS - F - REDACT)	G/AHEAD - OTHER		(S TO N) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(39 YRS - F - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JCT APP
V002	A	605 (LEARNER OR INEXPERIENCED DRIVER)			V002	B	410 (LOSS OF CONTROL)	
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

69

01190216768	THU 07/11/2019 16:25		LIGHT	QUEENS RD, NR JUNCT WTH JAMES WATT WAY.			18 LINK 154-168		551589/177347
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(11 YRS - M - REDA)		SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS O/SIDE - MASKED		
VEHICLE	001 (000)	CAR BT - NOT REQ		(54 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JCT MID	
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)				C001	A	802 (FAILED TO LOOK PROPERLY)	

70

01190216915	FRI 08/11/2019 08:30		LIGHT	NORTHEND RD, 100 METRES EAST OF JUNCT WTH BOUNDARY RD.			18 LINK 154-168		551599/177393
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(40 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(40 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	SCHOOL - TAKING	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(34 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN	
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

71

01190219506	TUE 19/11/2019 23:37		DARK	PICARDY MANORWAY, NR JUNCT WTH HORSE ROUNDABOUT.			18 NODE 238	549833/179803
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	SCHOOL - RIDING
VEHICLE	002 (000)	CAR BT - NOT REQ	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) DID NOT IMPACT	JCT MID
VEHICLE	003 (000)	CAR BT - NOT REQ	(35 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) DID NOT IMPACT	JCT APP
VEHICLE	004 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	005 (000)	CAR BT - NOT REQ	(50 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) DID NOT IMPACT	JCT APP

V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V001	A	601 (AGGRESSIVE DRIVING)

72

01190220990	TUE 26/11/2019 16:53		DARK	HARROW MANORWAY, NR JUNCT WTH GODSTOW RD.			06 LINK 725-772	547327/179706
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

(REDACTED) WHEN SIGNALLED TO STOP 0001 DROVE OFF AT SPEED FAILING TO STOP. PURSUIT WASN'T IN PROGRESS FOR LONG, 0001 APPROACHED THE ROUNDABOUT EXITING ON THE JUNCTION TOWARDS CROSSWAYS. 0002 SAW POLICE BEHIND DUE TO ITS BLUE LIGHTS, DRIVER MOVED OVER TOWARDS THE NEARSIDE OF THE ROAD (CYCLE LANE). 0001 WENT TO OVERTAKE 0002 ON THE NEARSIDE MOUNTING THE PAVEMENT. 0001 COLLIDED WITH 0002 AND CRASHED INTO A LAMPPOST JUNCTION WITH GODSTOW ROAD ABBEY WOOD. WHILST MOUNTING THE PAVEMENT, 0001 HIT CASUALTY 0001 BEFORE DECAMPING THE VEHICLE AND RUNNING OFF DOWN GODSTOW ROAD. (REDACTED) 0001 WAS CRASHED INTO A LAMPPOST JUNCTION WITH GODSTOW ROAD. (REDACTED)

CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(47 YRS - M - REDA)	SERIOUS	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT PROVD	(32 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT PROVD	(22 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK L/ROUNDABOUT
VEHICLE	003 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK L/ROUNDABOUT

V001	A	306 (EXCEEDING SPEED LIMIT)	V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
C002	A	902 (VEHICLE IN COURSE OF CRIME)	C002	B	903 (EMERGENCY VEHICLE ON A CALL)

73

01190223161	FRI 06/12/2019 01:49		DARK	ERITH ROUNDABOUT, NR JUNCT WTH BRONZE AGE WAY.			18 NODE 189		551283/177991
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(48 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(58 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ		(48 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(S TO N) N/S HIT FIRST	JOURNEY P/O WORK JCT APP	

V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V001	B	410 (LOSS OF CONTROL)
V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)	V001	A	501 (IMPAIRED BY ALCOHOL)

74

01190223228	MON 02/12/2019 08:45		LIGHT	CRAYFORD WAY, NR JUNCT WTH THAMES RD.			18 NODE 124		552671/175318
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ROUNDABOUT	ROUNDABOUT	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(37 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(37 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	GOODS ? T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

75

01190223538	SUN 08/12/2019 01:10		DARK	NORTHEND RD, 10 METRES NORTH OF JUNCT WTH BOUNDARY ST.			18 LINK 154-168	551586/177185
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	L/ROUNDABOUT
V001	A	410 (LOSS OF CONTROL)				V001 A	501 (IMPAIRED BY ALCOHOL)	

76

01190224362	WED 11/12/2019 17:42		DARK	YARNTON WAY, NR JUNCT WTH WOLVERCOTE RD.			18 LINK 239-772	547841/179620
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ		(42 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ		(32 YRS - F - REDACT)		TURNING RIGHT	(W TO S) FRONT HIT FIRST	COMMUTING L/ROUNDABOUT
V001	A	405 (FAILED TO LOOK PROPERLY)						

77

01200229280	THU 09/01/2020 06:05		DARK	PEARESWOOD RD, NR JUNCT WTH NORTHEND RD.			18 LINK 154-168	551577/176972
SELF-REPORTED		ROAD-WET	RAINING	DUAL CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(41 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

78

01200230476	WED 15/01/2020 07:10		LIGHT	PERRY ST 55 METERS SOUTH OF JUNCT WTH CLAREMONT CRESECENT (118 PERRY ST)			18 LINK 109-113	551228/175150
SELF-REPORTED		FLOOD	RAINING	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(44 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	GOODS ? T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

79

01200230653	WED 15/01/2020 18:00		DARK	LOWER RD, NR JUNCT WTH BRONZE AGE WAY.			18 LINK 81-194	550625/178846
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(35 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG		(66 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NEG		(39 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(S TO N) FRONT HIT FIRST	COMMUTING
V002	A	405 (FAILED TO LOOK PROPERLY)						

80

01200230907	THU 16/01/2020 17:44		DARK	BRONZE AGE WAY, ERITH, KENT, 427 METRES SOUTH OF JUNCT WTH LOWER RD.			18 LINK 189-238	550846/178476
SELF-REPORTED		ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(19 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	
VEHICLE	002 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

81

01200231407	SUN 19/01/2020 11:23		LIGHT	PIER RD, NR JUNCT WTH BEXLEY RD.			18 NODE 189		551325/177940
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT	GIVEWAY /UNCONT	PEDN PHASE ATS		CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(31 YRS - M - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	JCT APP	
VEHICLE	002 (000)	CAR BT - NOT PROVD		(31 YRS - M - REDACT)		SLOWING/STOPPING	(NE TO SW) DID NOT IMPACT	J/P - UNKN JCT APP	
V001	A	601 (AGGRESSIVE DRIVING)				V001 A	510 (DISTRACTION OUTSIDE VEHICLE)		
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)							

82

01200232252	THU 23/01/2020 15:27		LIGHT	THAMES RD, NR JUNCT WTH NORTHEND RD.			18 NODE 137		551760/176074
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	AUTO SIG	UNKNOWN S/R		CTRL - SCH XING PTRL
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(33 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - N/A		(? YRS - - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST		

83

01200232268	THU 23/01/2020 15:30		LIGHT	YARNTON WAY, NR JUNCT WTH NORTHWOOD PLACE .			18 LINK 239-772	548533/179372
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(13 YRS - M - REDA)		SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(57 YRS - F - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))						

84

01200235620	MON 10/02/2020 09:15		LIGHT	NORTHEND RD, 50 METRES SOUTH OF JUNCT WTH EVERSLEY AVENUE.			18 LINK 137-143	551650/176187
POLICE - AT SCENE		ROAD-DRY	FINE - H WIND	DUAL CWY	NO JUN IN 20M		PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(70 YRS - F - REDA)		SERIOUS	PEDESTRIAN	STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(38 YRS - M - REDACT)		REVERSING	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)						

85

01200238140	SUN 23/02/2020 14:25		LIGHT	NORTHEND RD, 55 METRES SOUTH OF JUNCT WTH DELL VIEW RD			18 LINK 154-168		551587/177160
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(7 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	002 (002)	(7 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(20 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - NOT REQ		(34 YRS - F - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	J/P - UNKN	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

86

01200238449	TUE 25/02/2020 18:35		DARK	BRONZE AGE WAY, NR JUNCT WTH WALNUT TREE RD .			18 NODE 189		551281/177993
POLICE - AT SCENE		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING		CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(61 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(25 YRS - M - REDACT)		TURNING RIGHT	(S TO E) DID NOT IMPACT	JOURNEY P/O WORK L/ROUNDABOUT	
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)							

87

01200241200	TUE 10/03/2020 09:03		LIGHT	HORSE ROUNDABOUT, NR JUNCT WTH PICARDY MANOR WAY.			18 NODE 238	549850/179819
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD		(33 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	COMMUTING L/ROUNDABOUT
VEHICLE	002 (000)	GOODS > 7.5T BT - NEG		(45 YRS - M - REDACT)	ARTICULATED VEH	TURNING RIGHT	(S TO E) FRONT HIT FIRST	JOURNEY P/O WORK
V002	A	403 (POOR TURN OR MANOEUVRE)				V001 A	405 (FAILED TO LOOK PROPERLY)	

88

01200241671	TUE 03/03/2020 07:45		LIGHT	PERRY ST, NR JUNCT WTH NORTHEND RD.			18 NODE 137	551677/176057
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(25 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(25 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(21 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

89

01200242136	SAT 14/03/2020 22:41	DARK	QUEENS RD, NR JUNCT WTH JAMES WATT WAY.			18 NODE 252		551454/177745
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(18 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	003 (002)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	004 (002)	(? YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
CASUALTY	005 (003)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(19 YRS - M - REDACT)		CHNG LANE - RIGHT	(NW TO SE) BACK HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ	(19 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP	
VEHICLE	003 (000)	CAR BT - NOT REQ	(28 YRS - M - REDACT)		WAITING - HELD UP	(NW TO SE) BACK HIT FIRST	J/P - UNKN JCT APP	

V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)	V001	B	405 (FAILED TO LOOK PROPERLY)
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)	V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	A	999 (OTHER - PLEASE SPECIFY BELOW)			

90

01200244625	WED 08/04/2020 10:30	LIGHT	THAMES RD , NR JUNCT WTH MILL PLACE			18 NODE 124		552625/175375
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(49 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	OTHER VEH BT - NOT REQ	(49 YRS - M - REDACT)		G/AHEAD - OTHER	(SW TO NE) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID	
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ	(45 YRS - M - REDACT)	ARTICULATED VEH	WAITING - HELD UP	(SW TO NE) BACK HIT FIRST	JOURNEY P/O WORK JCT MID	

V001	B	408 (SUDDEN BRAKING)

91

01200248745	FRI 22/05/2020 05:20		LIGHT	HOWBURY LANE, NR JUNCT WTH THAMES RD.			18 NODE 138	552023/176118
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(46 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(46 YRS - M - REDACT)		WAITING - HELD UP	(MOVE UNKN) BACK HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

92

01200249037	FRI 22/05/2020 16:15		LIGHT	EYNSHAM DRIVE HARROW MANOR WAY (STOP S), 85 METRES WEST OF JUNCT WTH HARROW MANOR WAY.. NREST CLASSIFIED RD WAS A2041			06 CELL 547000/179500	547257/179610
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(44 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

93

01200250642	FRI 05/06/2020 20:27		LIGHT	COLYERS LANE, NR JUNCT WTH NORTH END RD.			18 NODE 154	551536/176853
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(39 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

94

01200252035	WED 17/06/2020 06:15		LIGHT	BRONZE AGE WAY, NR JUNCT WTH BEXLEY RD.			18 NODE 189	551267/177984
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN L/ROUNDABOUT
VEHICLE	002 (000)	PED CYCLE BT - N/A		(42 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT MID
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

95

01200252891	TUE 23/06/2020 08:55		LIGHT	YARNTON WAY, NR JUNCT WTH NORMAN RD.			18 LINK 239-772	549497/179505
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(61 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		MOVING OFF	(S TO N) DID NOT IMPACT	J/P - UNKN JCT MID
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)						

96

01200253097	WED 24/06/2020 07:15		LIGHT	BEXLEY RD, NR JUNCT WTH FRASER RD.			18 NODE 172	551172/177979
POLICE - AT SCENE		ROAD-DRY	WEATHER-OTHER	ONE-WAY ST	M ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(47 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(37 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT PROVD		(47 YRS - M - REDACT)		WAITING - HELD UP	(NW TO SE) BACK HIT FIRST	JOURNEY P/O WORK
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	510 (DISTRACTION OUTSIDE VEHICLE)	

97

01200254750	FRI 03/07/2020 15:33		LIGHT	QUEENS RD, NR JUNCT WTH JAMES WATT WAY .				18 NODE 252	551463/177741
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG		PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(14 YRS - F - REDA)		SLIGHT	PEDESTRIAN		W BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ		(40 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
C002	A	802 (FAILED TO LOOK PROPERLY)				C002	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	

98

01200255055	MON 06/07/2020 01:50		DARK	NORTHEND RD, NR JUNCT WTH BRDG RD .				18 NODE 143	551602/176473
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(21 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(21 YRS - F - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NEG		(31 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)							

99

01200255386	TUE 07/07/2020 17:58		LIGHT	BRONZE AGE WAY, 200 METRES SOUTH OF JUNCT WTH PICARDY MANOR WAY.. NREST CLASSIFIED RD WAS B253			18 LINK 189-238	550011/179635
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(32 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	J/P - UNKN
V001	A	410 (LOSS OF CONTROL)						

100

01200260254	FRI 19/06/2020 17:15		LIGHT	THAMES RD, NR JUNCT WTH PARKSIDE AVENUE.			18 NODE 137	551719/176115
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(30 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

101

01200261837	THU 13/08/2020 12:45		LIGHT	PERRY ST, NR JUNCT WTH TANNERS CLOSE.			18 LINK 109-137		551482/175814
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(38 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(19 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ		(64 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	JCT APP	
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(55 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK JCT APP	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V003	B	408 (SUDDEN BRAKING)	

102

01200262382	SUN 16/08/2020 23:24		DARK	YARTON WAY, NR JUNCT WTH WOLVERCOTE RD, THAMESMEAD.			18 LINK 239-772		547825/179641
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(26 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(63 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST		
VEHICLE	002 (000)	CAR BT - NOT REQ		(30 YRS - M - REDACT)		U-TURN	(W TO W) N/S HIT FIRST	L/ROUNDABOUT	
V001 V002	A B	403 (POOR TURN OR MANOEUVRE) 405 (FAILED TO LOOK PROPERLY)				V001	A	405 (FAILED TO LOOK PROPERLY)	

103

01200263568	SUN 23/08/2020 15:00		LIGHT	NORTHEND RD, NR JUNCT WTH COLYERS RD.			18 NODE 154	551566/176854
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(26 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(26 YRS - F - REDACT)	TURNING RIGHT	(W TO S) O/S HIT FIRST	E/MAIN RD
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ	(? YRS - M - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID

V002	A	405 (FAILED TO LOOK PROPERLY)	V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)
V002	A	901 (STOLEN VEHICLE)	V002	B	306 (EXCEEDING SPEED LIMIT)

104

01200264230	WED 26/08/2020 23:38		DARK	ERITH ROUNDABOUT, 3 METRES NORTH OF JUNCT WTH WALNUT TREE RD.			18 NODE 189	551304/177987
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - POS	(35 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	
VEHICLE	002 (000)	CAR BT - NOT REQ	(32 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	L/ROUNDABOUT

V001	A	501 (IMPAIRED BY ALCOHOL)

105

01200266280	MON 07/09/2020 13:48		LIGHT	PERRY ST, NR JUNCT WTH CLAREMONT CRESCENT.			18 LINK 109-113	551225/175205
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(22 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT PROVD		(22 YRS - M - REDACT)		TURNING RIGHT	(N TO SW) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(64 YRS - F - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				V002 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

106

01200267404	SAT 12/09/2020 17:35		LIGHT	HARROW MANOR WAY, NR JUNCT WTH YARTON WAY.			18 NODE 772	547351/179609
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(32 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(58 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A		(32 YRS - M - REDACT)		TURNING - LEFT	(S TO W) N/S HIT FIRST	L/ROUNDABOUT
V001	A	405 (FAILED TO LOOK PROPERLY)				V002 A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)	

107

01200267787	MON 14/09/2020 14:11		LIGHT	NORTHEND RD, NR JUNCT WTH BRDG RD.			18 LINK 143-154	551594/176644
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(42 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(23 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(0 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(42 YRS - F - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ		(61 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

108

01200270154	SAT 26/09/2020 01:10		DARK	CRAYFORD WAY, NR JUNCT WTH THAMES RD.			18 NODE 124	552666/175357
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(30 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(31 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

109

01200271310	FRI 02/10/2020 08:05		LIGHT	YARNTON WAY, 85 METRES EAST OF JUNCT WTH ALSIKE RD.			18 LINK 239-772	548408/179438
POLICE - AT SCENE		ROAD-WET	RAINING - H WIND	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(12 YRS - M - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG		(45 YRS - F - REDACT)	SLOWING/STOPPING		(NE TO SW) N/S HIT FIRST	SCHOOL - TAKING
V001	B	405 (FAILED TO LOOK PROPERLY)						

110

01200271839	SUN 04/10/2020 14:19		LIGHT	SLIP RD LEADING FROM LOWER RD, NR JUNCT WTH BRONZE AGE WAY.			18 LINK 81-194	550611/178834
POLICE - AT SCENE		ROAD-WET	RAINING	SLIP ROAD	SLIP RD	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(27 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
CASUALTY	002 (001)	(16 YRS - M - REDA)		SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT PROVD		(27 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	J/P - UNKN E/SLIP RD
VEHICLE	002 (000)	CAR BT - NOT REQ		(36 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK E/SLIP RD
V001	A	601 (AGGRESSIVE DRIVING)				V001 A	306 (EXCEEDING SPEED LIMIT)	
V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)				V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

111

01200271941	MON 05/10/2020 09:24		LIGHT	YARNTON WAY, 70 METRES EAST OF JUNCT WTH WOLVERCOTE RD.			18 LINK 239-772	547910/179639
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(12 YRS - M - REDA)		SERIOUS	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	COMMUTING
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)	

112

01200274337	SAT 17/10/2020 17:37		LIGHT	NORTHEND RD, NR JUNCT WTH BRDG RD.			18 NODE 143	551599/176455
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(62 YRS - M - REDA)		SERIOUS	PEDESTRIAN	STILL	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(41 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	JCT CLEARED
V001	A	710 (VEHICLE BLIND SPOT)						

113

01200274526	SUN 18/10/2020 20:05		DARK	NORTHEND RD, NR JUNCT WTH BRDG RD.			18 NODE 143	551587/176514
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(6 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(36 YRS - M - REDACT)		G/AHEAD - OTHER	(NE TO SW) N/S HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(28 YRS - F - REDACT)		WAITING - TURN RIGHT	(E TO NW) FRONT HIT FIRST	JCT MID
V001	B	401 (JUNCTION OVERSHOOT)				V002 B	401 (JUNCTION OVERSHOOT)	

114

01200275011	WED 21/10/2020 12:30		LIGHT	SOUTH RD, 43 METRES SOUTH OF JUNCT WTH THANET RD.			18 LINK 154-168	551592/177348
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(64 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(64 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

115

01200275344	FRI 16/10/2020 19:50		DARK	HARROW MANORWAY, NR JUNCT WTH ROUNDABOUT.			06 LINK 702-772	547345/179298
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(52 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(52 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK L/ROUNDABOUT
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN L/ROUNDABOUT

116

01200279520	FRI 06/11/2020 14:30		LIGHT	QUEENS RD, NR JUNCT WTH A 206, ERITH ROUNDABOUT, ERITH DA8 1TL, UK.			18 NODE 189	551314/177923
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(43 YRS - UNKNOWN - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

117

01200279849	TUE 17/11/2020 15:40		LIGHT	BEXLEY RD, NR JUNCT WTH WALNUT TREE RD.			18 NODE 189	551303/177985
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(20 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(17 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG		(20 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) N/S HIT FIRST	
VEHICLE	002 (000)	GOODS > 7.5T BT - NEG		(63 YRS - M - REDACT)	ARTICULATED VEH	G/AHEAD - OTHER	(NW TO SE) O/S HIT FIRST	JOURNEY P/O WORK

V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)
V001	B	308 (FOLLOWING TOO CLOSE)	V001	A	403 (POOR TURN OR MANOEUVRE)
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)			

118

01200280800	MON 23/11/2020 17:40		DARK	PERRY ST, NR JUNCT WTH MAY PLACE EAST .			18 NODE 109	551222/175441
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (003)	(58 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (003)	(15 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG		(45 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	003 (000)	CAR BT - NEG		(36 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING E/MAIN RD

V002	A	901 (STOLEN VEHICLE)	V001	A	903 (EMERGENCY VEHICLE ON A CALL)

119

01200281831	THU 12/11/2020 09:40		LIGHT	THAMES RD, 25 METRES NORTH OF JUNCT WTH KENNET RD.			18 LINK 124-138	552373/175705
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(42 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(42 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

120

01200283450	TUE 08/12/2020 08:40		LIGHT	YARNTON WAY, NR JUNCT WTH EASTERN WAY.			18 NODE 239	549568/179804
SELF-REPORTED		ROAD-WET	WEATHER-OTHER	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN L/ROUNDABOUT

121

01200285539	FRI 18/12/2020 21:16		DARK	NORTHEND RD, NR JUNCT WTH BRDG RD.				18 LINK 143-154	551589/176474
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(40 YRS - F - REDA)		SERIOUS	PEDESTRIAN		N BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NEG		(23 YRS - F - REDACT)		G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	JCT CLEARED
C001	B	806 (IMPAIRED BY ALCOHOL)							

122

01200286158	WED 23/12/2020 03:33		DARK	HORSE ROUNDABOUT, NR JUNCT WTH PICARDY MANOR WAY.				18 NODE 238	549847/179819
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	DUAL CWY	ROUNDABOUT	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(38 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(38 YRS - M - REDACT)		G/AHEAD - OTHER		(SE TO NW) FRONT HIT FIRST	JOURNEY P/O WORK
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V001	B	503 (FATIGUE)	
V001	A	306 (EXCEEDING SPEED LIMIT)							

123

01210287234	FRI 01/01/2021 20:30		DARK	NORTH END RD, NR JUNCT WTH BRDG RD.			18 NODE 143	551599/176500
POLICE - AT SCENE		ROAD-WET	FINE - H WIND	DUAL CWY	CROSSROADS	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(4 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER	
CASUALTY	002 (003)	(47 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(14 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) FRONT HIT FIRST J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(35 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) BACK HIT FIRST JCT APP
VEHICLE	003 (000)	CAR BT - NOT REQ	(47 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) N/S HIT FIRST JOURNEY P/O WORK JCT APP
VEHICLE	004 (000)	CAR BT - NOT REQ	(40 YRS - F - REDACT)		WAITING - HELD UP	(S TO N) FRONT HIT FIRST JCT APP

V001	A	601 (AGGRESSIVE DRIVING)	V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	901 (STOLEN VEHICLE)	V001	A	605 (LEARNER OR INEXPERIENCED DRIVER)

124

01210287648	TUE 05/01/2021 20:58		DARK	EASTERN WAY, NR JUNCT WTH YARNTON WAY.			18 NODE 239	549552/179826
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(68 YRS - F - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ	(31 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST J/P - UNKN
VEHICLE	003 (000)	CAR BT - NOT REQ	(47 YRS - M - REDACT)		MOVING OFF	(W TO E) BACK HIT FIRST J/P - UNKN

V002	B	501 (IMPAIRED BY ALCOHOL)	V002	A	401 (JUNCTION OVERSHOOT)
V002	A	306 (EXCEEDING SPEED LIMIT)			

125

01210288044	FRI 08/01/2021 18:55		DARK	NORTHEND RD, NR JUNCT WTH BRDG RD .			18 LINK 143-154	551598/176537
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(23 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(26 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)						

126

01210292464	THU 11/02/2021 11:58		LIGHT	HARROW MANORWAY, NR JUNCT WTH YARNTON WAY.			18 NODE 772	547333/179610
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(27 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(27 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R

127

01210293691	SUN 21/02/2021 20:20		DARK	NORMAN RD, NR JUNCT WTH NORMAN RD.			18 CELL 549500/180000		549672/180169
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(25 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C >500CC BT - NOT PROVD		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) BACK HIT FIRST	JCT MID	
VEHICLE	002 (000)	M/C 51-125CC BT - NEG		(17 YRS - M - REDACT)		MOVING OFF	(P TO E) O/S HIT FIRST	JCT MID	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001 A	607 (UNFAMILIAR WITH MODEL OF VEHICLE)		
V001	B	403 (POOR TURN OR MANOEUVRE)				V002 B	403 (POOR TURN OR MANOEUVRE)		

128

01210293824	MON 22/02/2021 14:50		LIGHT	NORTHEND RD, ERITH, KENT, 184 METRES SOUTH OF JUNCT WTH COLYERS LANE.			18 LINK 143-154		551582/176657
SELF-REPORTED		ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M		PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(32 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN	

129

01210296335	WED 10/03/2021 16:15		LIGHT	NORTHEND RD, NR JUNCT WTH PERRY ST, DARTFORD, KENT.			18 NODE 137		551688/176055
SELF-REPORTED		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(53 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(53 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(28 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

130

01210296394	FRI 12/03/2021 12:50		LIGHT	SOUTH RD, NR JUNCT WTH THANET RD.			18 LINK 154-168		551590/177409
SELF-REPORTED		ROAD-DRY	FINE - H WIND	DUAL CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(30 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	GOODS > 7.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	SNGL TRAILER	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

131

01210301193	MON 12/04/2021 06:25		LIGHT	HARROW MANORWAY, NR JUNCT WTH THISTLEBROOK.			06 LINK 702-772	547340/179453
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SLIP ROAD	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(26 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

132

01210302632	MON 19/04/2021 16:58		LIGHT	THAMES RD, 64 METRES WEST OF JUNCT WTH HOWBURY LANE.			18 LINK 137-138	551952/176112
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(15 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(69 YRS - F - REDACT)		WAITING - HELD UP	(W TO E) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	OTHER VEH BT - NOT REQ		(15 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN
V002	A	405 (FAILED TO LOOK PROPERLY)						

133

01210303795	SUN 25/04/2021 14:20		LIGHT	WALNUT TREE RD , 30 METRES NORTH OF JUNCT WTH ERITH ROUNDABOUT.			18 LINK 189-192	551302/178022
SELF-REPORTED		ROAD-DRY	FINE - H WIND	ONE-WAY ST	NO JUN IN 20M		ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(29 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

134

01210306093	FRI 07/05/2021 14:20		LIGHT	NORTHEND RD, NR JUNCT WTH BRDG RD, ERITH DA8.			18 LINK 137-143	551595/176465
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(26 YRS - M - REDA)		SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	M/C 126-500CC BT - NOT REQ		(20 YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)				V001 A	405 (FAILED TO LOOK PROPERLY)	

135

01210306935	WED 12/05/2021 15:50		LIGHT	THANET RD, NR JUNCT WTH SOUTH RD.			18 LINK 154-168	551583/177396
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(29 YRS - M - REDACT)		TURNING - LEFT	(N TO E) DID NOT IMPACT	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(26 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)						

136

01210306987	TUE 11/05/2021 15:40		LIGHT	NORTHEND RD, NR JUNCT WTH THAMES RD.			18 NODE 137	551718/176113
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	DUAL CWY	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(35 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

137

01210308741	FRI 21/05/2021 20:06		LIGHT	YARNTON WAY, DA17, 118 METRES NORTH OF JUNCT WTH HAILEY RD.			18 LINK 239-772	549561/179704
POLICE - AT SCENE		ROAD-WET	WEATHER-OTHER	DUAL CWY	NO JUN IN 20M		PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD		(27 YRS - M - REDACT)		MOVING OFF	(S TO N) FRONT HIT FIRST	J/P - UNKN
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))				V001	A	410 (LOSS OF CONTROL)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)				V001	A	410 (LOSS OF CONTROL)

138

01210309312	MON 24/05/2021 14:09		LIGHT	NORTHEND RD , NR JUNCT WTH BRDG RD.			18 NODE 143	551589/176477
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(64 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(64 YRS - F - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	COMMUTING JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ		(29 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	003 (000)	CAR BT - NOT REQ		(61 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) BACK HIT FIRST	J/P - UNKN JCT CLEARED
V002	B	203 (DEFECTIVE BRAKES)				V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	410 (LOSS OF CONTROL)						

139

01210309631	WED 26/05/2021 10:30		LIGHT	HARROW MANORWAY, 50 METRES NORTH OF JUNCT WTH THISTLEBROOK.			06 LINK 702-772	547342/179451
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(52 YRS - F - REDA)		SLIGHT	PEDESTRIAN	N BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(52 YRS - M - REDACT)	CHNG LANE - LEFT		(S TO N) O/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(36 YRS - M - REDACT)	CHNG LANE - RIGHT		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK
V001	A	405 (FAILED TO LOOK PROPERLY)						

140

01210312318	TUE 08/06/2021 15:18		LIGHT	YARNTON WAY, 76 METRES WEST OF JUNCT WTH ST KATHERINES RD.			18 LINK 239-772	547914/179628
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(13 YRS - F - REDA)		SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(32 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	SCHOOL - TAKING
C001	B	802 (FAILED TO LOOK PROPERLY)						

141

01210313600	MON 14/06/2021 12:39		LIGHT	HORSE ROUNDABOUT, NR JUNCT WTH PICARDY MANORWAY.			18 NODE 238	549851/179820
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(19 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	003 (002)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(19 YRS - M - REDACT)		MOVING OFF	(E TO W) BACK HIT FIRST	
VEHICLE	002 (000)	CAR BT - NOT REQ		(28 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	
VEHICLE	003 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(25 YRS - M - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK

V002	A	408 (SUDDEN BRAKING)	V003	B	308 (FOLLOWING TOO CLOSE)
V001	B	308 (FOLLOWING TOO CLOSE)	V002	A	605 (LEARNER OR INEXPERIENCED DRIVER)

142

01210315185	TUE 22/06/2021 19:30		LIGHT	HARROW MANORWAY, NR JUNCT WTH EASTERN WAY, SE2 (LOCATION UNCERTAIN, PIN DROP AT J/W YARNTON WAY)			18 NODE 772	547358/179622
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(43 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	
VEHICLE	002 (000)	M/C >500CC BT - NOT REQ		(29 YRS - M - REDACT)		TURNING - LEFT	(N TO E) FRONT HIT FIRST	L/ROUNDABOUT

V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V002	A	403 (POOR TURN OR MANOEUVRE)

143

01210317335	SUN 04/07/2021 15:02		LIGHT	HARROW MANORWAY, NR JUNCT WTH EYNESHAM DRIVE.			18 NODE 772	547304/179627
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(56 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(57 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A		(56 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	JCT MID
V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)				V001 A	405 (FAILED TO LOOK PROPERLY)	

144

01210318911	TUE 13/07/2021 17:05		LIGHT	FISH ROUNDABOUT, NR JUNCT WTH BEXLEY RD.			18 NODE 172	551194/177968
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(52 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(52 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

145

01210319280	THU 15/07/2021 20:28		LIGHT	THAMES RD, 100 METRES WEST OF JUNCT WTH HOWBURY LANE.			18 LINK 124-138		552135/175985
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(49 YRS - F - REDA)		SERIOUS	DRIVER/RIDER				
CASUALTY	002 (002)	(10 YRS - F - REDA)		SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - REFUSED		(18 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(N TO W) FRONT HIT FIRST		
VEHICLE	002 (000)	CAR BT - NOT PROVD		(49 YRS - F - REDACT)		G/AHEAD - L-HAND BEND	(W TO N) FRONT HIT FIRST		
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(41 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) DID NOT IMPACT	JOURNEY P/O WORK	
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED		(41 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(N TO W) DID NOT IMPACT	JOURNEY P/O WORK	
V001	A	901 (STOLEN VEHICLE)				V001 A	902 (VEHICLE IN COURSE OF CRIME)		
V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)				V001 A	601 (AGGRESSIVE DRIVING)		

146

01210320528	FRI 23/07/2021 11:42		LIGHT	BRONZE AGE WAY, 50 METRES EAST OF JUNCT WTH LOWER RD.. NREST CLASSIFIED RD WAS B213			18 LINK 189-238		550649/178726
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (003)	(55 YRS - M - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(45 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	CAR BT - NOT REQ		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN	
VEHICLE	003 (000)	CAR BT - NOT REQ		(55 YRS - M - REDACT)		SLOWING/STOPPING	(E TO W) BACK HIT FIRST	J/P - UNKN	
V002	A	410 (LOSS OF CONTROL)				V001 A	410 (LOSS OF CONTROL)		

147

01210320616	FRI 23/07/2021 18:30		LIGHT	EASTERN WAY, NR JUNCT WTH CLYDESDALE WAY.			18 LINK 238-239		549608/179887
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(36 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(36 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) N/S HIT FIRST	COMMUTING JCT MID	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(30 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING JCT MID	
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	307 (TRAVELLING TOO FAST FOR CONDITIONS)		

148

01210320823	SUN 25/07/2021 11:05		LIGHT	QUEENS RD, NR JUNCT WTH BEXLEY RD.			18 NODE 189		551274/177986
POLICE - AT SCENE		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(29 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(29 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(SE TO NE) O/S HIT FIRST	J/P - UNKN L/ROUNDABOUT	
VEHICLE	002 (000)	CAR BT - NOT REQ		(35 YRS - F - REDACT)		G/AHEAD - R-HAND BEND	(SE TO NE) O/S HIT FIRST	J/P - UNKN L/ROUNDABOUT	
V001	A	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)				V001 B	403 (POOR TURN OR MANOEUVRE)		
V001	B	405 (FAILED TO LOOK PROPERLY)							

149

01210322993	FRI 06/08/2021 10:00		LIGHT	SHERMANBURY CLOSE, 30 METRES NORTH OF JUNCT WTH THANET RD, ERITH . (DESCRIPTION SUGGESTS OCCURRED ON QUEENS RD)			18 LINK 154-168	551611/177452
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (003)	(22 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	
VEHICLE	002 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	
VEHICLE	003 (000)	CAR BT - NOT REQ	(22 YRS - F - REDACT)	G/AHEAD - OTHER	(S TO N) O/S HIT FIRST	

V002	A	405 (FAILED TO LOOK PROPERLY)	V002	A	408 (SUDDEN BRAKING)
V002	A	410 (LOSS OF CONTROL)			

150

01210323322	SAT 07/08/2021 21:25		DARK	THAMES RD, NR JUNCT WTH KENNET RD ROUNDABOUT.			18 LINK 124-138	552360/175694
SELF-REPORTED		ROAD-DRY	WEATHER-UNKNOWN	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(? YRS - UNKNOWN - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(48 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(65 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN JCT MID

151

01210326385	WED 18/08/2021 15:00		LIGHT	BEXLEY RD, NR JUNCT WTH QUEENS RD ROUNDABOUT.			18 NODE 189	551273/177967
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(42 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R
VEHICLE	002 (000)	M/C >500CC BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

152

01210329609	TUE 07/09/2021 06:07		LIGHT	THAMES RD, NR JUNCT WTH KENNET RD.			18 LINK 124-138	552372/175722
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(67 YRS - F - REDA)	SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(SE TO NW) FRONT HIT FIRST	J/P - UNKN L/ROUNDABOUT

V001	A	405 (FAILED TO LOOK PROPERLY)	V001	A	407 (TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	C001	B	802 (FAILED TO LOOK PROPERLY)
C001	B	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)			

153

01210329731	MON 06/09/2021 15:00		LIGHT	CLYDESDALE WAY, NR JUNCT WTH YARNTON WAY.			18 NODE 239		549602/179807
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(27 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(74 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

154

01210333859	MON 27/09/2021 11:18		LIGHT	BEXLEY RD, NR JUNCT WTH QUEENS RD.			18 NODE 189		551289/177953
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(26 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NEG		(40 YRS - M - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NEG		(44 YRS - M - REDACT)		WAITING - HELD UP	(W TO E) BACK HIT FIRST	JOURNEY P/O WORK JCT APP	
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)							

155

01210336284	FRI 08/10/2021 16:08		LIGHT	ERITH ROUNDABOUT, NR JUNCT WTH BRONZE AGE WAY.			18 NODE 189		551272/178001
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(36 YRS - M - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(36 YRS - M - REDACT)		O/TAKING - NEARSIDE	(E TO W) O/S HIT FIRST	JCT MID	
VEHICLE	002 (000)	CAR BT - NOT REQ		(60 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) N/S HIT FIRST	L/ROUNDABOUT	
V001	A	403 (POOR TURN OR MANOEUVRE)				V002 B	405 (FAILED TO LOOK PROPERLY)		

156

01210337720	FRI 15/10/2021 15:05		LIGHT	FRASER RD , NR JUNCT WTH BRONZE AGE WAY.			18 NODE 189		551266/177969
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	AUTO SIG	ZEBRA XING		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(34 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(34 YRS - F - REDACT)		WAITING - HELD UP	(SW TO NE) BACK HIT FIRST	J/P - UNKN JCT APP	

157

01210338945	WED 20/10/2021 21:25		DARK	CRAYFORD WAY, NR JUNCT WTH THAMES RD.			18 LINK 124-726	552706/175323
SELF-REPORTED		ROAD-WET	RAINING - H WIND	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(45 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(21 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(45 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(57 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

158

01210340196	THU 28/10/2021 13:33		LIGHT	NORTH END RD, 50 METRES NORTH OF JUNCT WTH COLYERS LANE .			18 LINK 154-168	551579/177008
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT PROVD		(48 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT PROVD		(29 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - NOT REQ		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN

V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V003	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	A	408 (SUDDEN BRAKING)	V001	A	601 (AGGRESSIVE DRIVING)
V002	A	601 (AGGRESSIVE DRIVING)			

159

01210342233	SAT 06/11/2021 23:30		DARK	HARROW MANOR WAY, SE2, NR JUNCT WTH YARNTON WAY, SE2.			18 NODE 772	547352/179632
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(30 YRS - M - REDACT)		MOVING OFF	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	PED CYCLE BT - N/A		(31 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(W TO E) FRONT HIT FIRST	L/ROUNDABOUT
V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)				V002 A	507 (RIDER WEARING DARK CLOTHING AT NIGHT)	

160

01210343182	THU 11/11/2021 11:55		LIGHT	YARNTON WAY, NR JUNCT WTH NORMAN RD.			18 LINK 239-772	549508/179504
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(21 YRS - M - REDA)		SERIOUS	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(26 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(38 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

161

01210344823	FRI 19/11/2021 09:40		LIGHT	BEXLEY RD, NR JUNCT WTH QUEENS RD.			18 NODE 189	551274/177962
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(1 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(48 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) DID NOT IMPACT	JOURNEY P/O WORK
V001	A	408 (SUDDEN BRAKING)						

162

01210345975	THU 25/11/2021 08:59		LIGHT	BEXLEY RD, NR JUNCT WTH QUEENS RD.			18 NODE 189	551316/177959
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(33 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(33 YRS - F - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	J/P - UNKN L/ROUNDABOUT
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ		(28 YRS - M - REDACT)	ARTICULATED VEH	G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V002	B	403 (POOR TURN OR MANOEUVRE)						

163

01210347375	WED 01/12/2021 08:10		LIGHT	PERRY ST, NR JUNCT WTH CLAREMONT CRESCENT.			18 LINK 109-113		551197/175239
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(28 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(47 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

164

01210348701	TUE 07/12/2021 15:15		LIGHT	F4WC GG ERITH, NR JUNCT WTH YARNTON WAY.			18 NODE 772		547355/179636
SELF-REPORTED		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(39 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	003 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(39 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

165

01210349152	THU 09/12/2021 18:40		DARK	THAMES RD, NR JUNCT WTH THAMES RD.			18 LINK 124-726	552748/175326
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(50 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(50 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

166

01210349697	SUN 12/12/2021 20:28		DARK	QUEENS RD, NR JUNCT WTH ERITH ROUNDABOUT.			18 NODE 189	551299/177947
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(61 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(61 YRS - M - REDACT)	WAITING - HELD UP	(E TO W) BACK HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - NOT REQ	(69 YRS - F - REDACT)	WAITING - HELD UP	(E TO W) FRONT HIT FIRST	J/P - UNKN
V002	B	405 (FAILED TO LOOK PROPERLY)		V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

167

01210349803	MON 13/12/2021 12:50		LIGHT	BRONZE AGE WAY, NR JUNCT WTH BRONZE AGE WAY.			18 LINK 189-238	550614/178797
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	SLIP RD	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(49 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(49 YRS - F - REDACT)		CHNG LANE - RIGHT	(S TO N) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ		(26 YRS - M - REDACT)	ARTICULATED VEH	CHNG LANE - RIGHT	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)						

168

01210349912	MON 13/12/2021 20:16		DARK	YARNTON WAY , NR JUNCT WTH WALDRIST WAY.			18 LINK 239-772	548865/179416
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(28 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG		(28 YRS - M - REDACT)		TURNING RIGHT	(E TO N) N/S HIT FIRST	COMMUTING JCT MID
VEHICLE	002 (000)	M/C >500CC BT - NOT PROVD		(28 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	306 (EXCEEDING SPEED LIMIT)				V002 A	601 (AGGRESSIVE DRIVING)	
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

169

01210350626	FRI 17/12/2021 21:00		DARK	BRDG RD, ERITH, KENT, NR JUNCT WTH NORTHEND RD, ERITH .			18 NODE 143	551598/176503
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (003)	(48 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(21 YRS - M - REDACT)	O/TAKING - MOVING VEH	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(34 YRS - M - REDACT)	WAITING - HELD UP	(E TO W) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED
VEHICLE	003 (000)	CAR BT - NOT PROVD	(48 YRS - F - REDACT)	MOVING OFF	(E TO W) FRONT HIT FIRST	COMMUTING JCT MID

V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	B	405 (FAILED TO LOOK PROPERLY)			

170

01210352228	WED 29/12/2021 04:50		DARK	BRDG RD, NR JUNCT WTH NORTHEND RD.			18 NODE 143	551600/176474
SELF-REPORTED		UNKNOWN S/R	RAINING	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(22 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	AGRICL VEH BT - DRV NOT CONTACTED	(35 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R J/P - UNKN UNKNOWN S/R

171

01210352320	WED 29/12/2021 17:30		DARK	NORTHEND RD, 91 METRES SOUTH OF JUNCT WTH BOUNDRY RD, NR TESCO EXPRESS.			18 LINK 154-168	551589/177127
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(31 YRS - M - REDA)		SERIOUS	PEDESTRIAN	E BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

172

01220353099	WED 05/01/2022 12:35		LIGHT	PERRY ST, NR JUNCT WTH MAYPLACE RD EAST.			18 NODE 109	551231/175477
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (003)	(64 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(30 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ		(56 YRS - F - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	JCT CLEARED
VEHICLE	003 (000)	CAR BT - NOT REQ		(64 YRS - M - REDACT)		SLOWING/STOPPING	(S TO N) BACK HIT FIRST	COMMUTING JCT CLEARED
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

173

01220353218	THU 06/01/2022 10:41		LIGHT	BEXLEY RD, NR JUNCT WTH BEXLEY RD.			18 NODE 189	551294/177954
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(43 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(43 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

174

01220353261	THU 06/01/2022 16:20		DARK	HARROW MANORWAY, NR JUNCT WTH YARNTON WAY SE2.			18 NODE 772	547343/179648
POLICE - AT SCENE		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	CTRL - SCH XING PTRL
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(54 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(43 YRS - F - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	PED CYCLE BT - N/A		(54 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(W TO E) FRONT HIT FIRST	COMMUTING
V001	B	701 (STATIONARY OR PARKED VEHICLE(S))				V001 B	707 (RAIN, SLEET, SNOW OR FOG)	

175

01220354255	FRI 07/01/2022 05:50		DARK	YARNTON WAY, NR JUNCT WTH YARNTON WAY.				18 NODE 239	549566/179789
SELF-REPORTED		ROAD-WET	RAINING	DUAL CWY	ROUNDABOUT	GIVEWAY /UNCONT		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A		(29 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(57 YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

176

01220354427	THU 13/01/2022 06:45		DARK	BEXLEY RD, NR JUNCT WTH FRASER RD, BEXLEY, KENT.				18 NODE 172	551200/177965
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT		CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(35 YRS - M - REDA)		SERIOUS	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NEG		(30 YRS - M - REDACT)		TURNING RIGHT		(S TO NE) FRONT HIT FIRST	COMMUTING L/ROUNDABOUT
V001	A	403 (POOR TURN OR MANOEUVRE)				V001	A	709 (VISOR OR WINDSCREEN DIRTY, SCRATCHED OR FROSTEI	

177

01220355337	TUE 18/01/2022 07:20		LIGHT	SOUTH RD, 50 METRES NORTH OF JUNCT WTH THANET RD.			18 LINK 154-168	551582/177456
POLICE - AT SCENE		ROAD-WET	WEATHER-OTHER	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(36 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(53 YRS - M - REDACT)	CHNG LANE - LEFT		(W TO E) N/S HIT FIRST	COMMUTING
VEHICLE	002 (000)	M/C 51-125CC BT - NOT REQ		(36 YRS - F - REDACT)	CHNG LANE - RIGHT		(E TO W) O/S HIT FIRST	COMMUTING
V001	A	405 (FAILED TO LOOK PROPERLY)						

178

01220359636	THU 10/02/2022 16:20		LIGHT	EVERSLEY AVENUE, 50 METRES WEST OF JUNCT WTH NORTHEND RD, A206.			18 CELL 551500/176000	551598/176236
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(12 YRS - M - REDA)		SERIOUS	PEDESTRIAN	S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(34 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	
C001	A	802 (FAILED TO LOOK PROPERLY)						

179

01220363069	TUE 01/03/2022 16:34		LIGHT	LOWER RD, NR JUNCT WTH LOWER RD.			18 LINK 81-194		550623/178847
SELF-REPORTED		ROAD-WET	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(41 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(41 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

180

01220365387	MON 14/03/2022 18:39		DARK	BEXLEY RD, NR JUNCT WTH QUEENS RD.			18 NODE 189		551348/177984
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(17 YRS - M - REDA)		SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(41 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	COMMUTING	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(17 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID	
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)							

181

01220373468	FRI 29/04/2022 12:39		LIGHT	NORTHWOOD PLACE, 2 METRES NORTH OF JUNCT WTH YARNTON WAY .			18 CELL 548500/179000	548591/179358
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(30 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	PARKED		(P TO P) DID NOT IMPACT	J/P - UNKN L/MAIN RD
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(42 YRS - M - REDACT)	REVERSING		(S TO N) BACK HIT FIRST	JOURNEY P/O WORK L/MAIN RD
V002	B	405 (FAILED TO LOOK PROPERLY)					

182

01220374131	SUN 01/05/2022 11:10		LIGHT	THAMES RD, NR JUNCT WTH NORTHEND RD.			18 NODE 137	551724/176082
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(? YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(40 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

183

01220374687	TUE 05/04/2022 21:45		DARK	ERITH ROUNDABOUT, NR JUNCT WTH QUEEN'S RD.			18 NODE 189	551282/177957
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(23 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(23 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R

184

01220376069	FRI 13/05/2022 00:20		DARK	HARROW MANORWAY, NR JUNCT WTH LENSBURY WAY.			06 LINK 702-772	547345/179349
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(30 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	004 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

185

01220377794	SAT 21/05/2022 18:58		LIGHT	SOUTH RD, NR JUNCT WTH THANET RD.			18 LINK 154-168	551572/177394
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT	PEDESTRIAN	SW BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(37 YRS - M - REDACT)	O/TAKING - MOVING VEH		(SE TO NW) FRONT HIT FIRST	JCT APP
V001	B	409 (SWERVED)					

186

01220378181	WED 11/05/2022 11:15		LIGHT	PERRY ST, NR JUNCT WTH PARKSIDE AVENUE.			18 NODE 137	551677/176056
SELF-REPORTED		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(24 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(24 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

187

01220378208	TUE 24/05/2022 00:30		DARK	BRONZE AGE WAY, NR JUNCT WTH PICARDY MANORWAY.			18 NODE 238	549850/179820
POLICE - AT SCENE		ROAD-WET	RAINING	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(18 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NEG		(19 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))				V001 A	410 (LOSS OF CONTROL)	
V001	A	306 (EXCEEDING SPEED LIMIT)						

188

01220381687	FRI 10/06/2022 09:30		LIGHT	YARNTON WAY, LONDON SE2, NR JUNCT WTH SOUTHMERE DRIVE.			18 LINK 239-772	547556/179618
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(41 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(41 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

189

01220382136	MON 13/06/2022 18:54		LIGHT	YARNTON WAY, NR JUNCT WTH ALSIKE RD.			18 LINK 239-772	548325/179463
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(52 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	002 (001)	(42 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
CASUALTY	003 (001)	(56 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(42 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN

V002	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)	V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	601 (AGGRESSIVE DRIVING)	V002	A	306 (EXCEEDING SPEED LIMIT)

190

01220388072	THU 07/07/2022 12:41		LIGHT	THAMES RD, NR JUNCT WTH KENNET RD.			18 LINK 124-138	552380/175662
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(25 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(43 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

191

01220388864	SAT 16/07/2022 22:05	DARK	ERITH ROUNDABOUT, NR JUNCT WTH BEXLEY RD .			18 NODE 189		551306/177964
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(31 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) N/S HIT FIRST	L/ROUNDABOUT	
VEHICLE	002 (000)	CAR BT - NOT REQ	(27 YRS - M - REDACT)		TURNING RIGHT	(NW TO W) O/S HIT FIRST	L/ROUNDABOUT	

V002	A	405 (FAILED TO LOOK PROPERLY)	V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	409 (SWERVED)			

192

01220394174	MON 15/08/2022 18:09	LIGHT	PICARDY MANORWAY, NR JUNCT WTH YARNTON WAY.			18 NODE 239		549578/179803
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(22 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	003 (002)	(5 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(22 YRS - F - REDACT)		TURNING RIGHT	(N TO W) BACK HIT FIRST	L/ROUNDABOUT	
VEHICLE	002 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	L/ROUNDABOUT	

V001	B	403 (POOR TURN OR MANOEUVRE)

193

01220396001	THU 25/08/2022 15:40		LIGHT	COMPTON PLACE, NR JUNCT WTH JAMES WATT WAY.			18 LINK 168-252	551525/177637
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(45 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(45 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R

194

01220397989	TUE 06/09/2022 14:02		LIGHT	ERITH ROUNDABOUT, NR JUNCT WTH QUEENS RD.			18 NODE 189	551287/177958
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(38 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(38 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

195

01220398072	WED 07/09/2022 08:43		LIGHT	THAMES RD, 10 METRES EAST OF JUNCT WTH NORTHEND RD.			18 NODE 137	551763/176072
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	ROUNDABOUT	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(21 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) N/S HIT FIRST	COMMUTING L/ROUNDABOUT
VEHICLE	002 (000)	GOODS > 7.5T BT - NOT REQ	(45 YRS - M - REDACT)	ARTICULATED VEH	G/AHEAD - OTHER		(W TO E) O/S HIT FIRST	JOURNEY P/O WORK L/ROUNDABOUT

V002	A	710 (VEHICLE BLIND SPOT)	V001	B	405 (FAILED TO LOOK PROPERLY)
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	B	405 (FAILED TO LOOK PROPERLY)

196

01220399799	FRI 16/09/2022 20:28		DARK	WALNUT TREE RD, NR JUNCT WTH ERITH ROUNDABOUT.			18 NODE 189	551299/178007
POLICE - AT SCENE		ROAD-DRY	WEATHER-OTHER	ROUNDABOUT	ROUNDABOUT	AUTH PER	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(31 YRS - M - REDA)	SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED

V001	A	306 (EXCEEDING SPEED LIMIT)	V001	A	405 (FAILED TO LOOK PROPERLY)
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

197

01220400559	THU 22/09/2022 08:40		LIGHT	PERRY ST, NR JUNCT WTH HOLMESDALE GROVE.			18 LINK 109-137	551533/175880
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(37 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(40 YRS - F - REDACT)		WAITING - TURN RIGHT	(W TO S) O/S HIT FIRST	J/P - UNKN JCT APP

V001	B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)	V002	B	405 (FAILED TO LOOK PROPERLY)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

198

01220401572	TUE 27/09/2022 23:14		DARK	THAMES RD, 50 METRES EAST OF JUNCT WTH NORTH END RD.. NREST CLASSIFIED RD WAS A206			18 LINK 137-138	551839/176084
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(71 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(71 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(W TO E) O/S HIT FIRST	COMMUTING

V001	B	503 (FATIGUE)	V001	B	505 (ILLNESS OR DISABILITY, MENTAL OR PHYSICAL)

199

01220405506	WED 19/10/2022 21:45		DARK	NORTHEND RD, NR JUNCT WTH PARKSIDE AVENUE.			18 NODE 137	551700/176113
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(17 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - F - REDACT)		TURNING - LEFT	(SW TO W) FRONT HIT FIRST	J/P - UNKN L/ROUNDABOUT
VEHICLE	002 (000)	CAR BT - NOT REQ	(22 YRS - M - REDACT)		TURNING - LEFT	(SW TO W) N/S HIT FIRST	J/P - UNKN L/ROUNDABOUT

V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)	V002	B	602 (CARELESS, RECKLESS OR IN A HURRY)

200

01220408399	FRI 04/11/2022 12:10		LIGHT	BRONZE AGE WAY, 1600 METRES SOUTH OF JUNCT WTH HORSE ROUNDABOUT.			18 LINK 189-238	550833/178480
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(44 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(44 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN

201

01220409789	WED 09/11/2022 14:21		LIGHT	HORSE ROUNDABOUT, NR JUNCT WTH ANDERSON WAY.			18 NODE 238	549851/179834
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(54 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	J/P - UNKN

202

01220410594	MON 14/11/2022 13:55		LIGHT	HARROW MANORWAY, NR JUNCT WTH YARNTON WAY.			18 NODE 772	547310/179597
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(29 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(29 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R

203

01220412363	THU 24/11/2022 01:45	DARK	PERRY ST, 100 METRES SOUTH OF JUNCT WTH TANNERS CLOSE.			18 LINK 109-137	551328/175606
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(18 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		PARKED	(P TO P) BACK HIT FIRST	J/P - UNKN

V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))	V001	B	109 (ANIMAL OR OBJECT IN CARRIAGEWAY)
V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)	V001	A	605 (LEARNER OR INEXPERIENCED DRIVER)

204

01220412780	FRI 25/11/2022 19:47	DARK	QUEENS RD, 250 METRES SOUTH OF JUNCT WTH JAMES WATT WAY.			18 LINK 154-168	551604/177510
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(54 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - POS	(43 YRS - M - REDACT)		O/TAKING - MOVING VEH	(NW TO SE) O/S HIT FIRST	
VEHICLE	002 (000)	CAR BT - NOT REQ	(54 YRS - M - REDACT)		WAITING - HELD UP	(SE TO NW) O/S HIT FIRST	
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(23 YRS - F - REDACT)		MOVING OFF	(NW TO SE) O/S HIT FIRST	J/P - UNKN

V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

205

01220415307	FRI 25/11/2022 16:35		LIGHT	PERRY ST, NR JUNCT WTH A206.				18 NODE 137	551676/176061
SELF-REPORTED		ROAD-DRY	WEATHER-OTHER	ROUNDABOUT	ROUNDABOUT	AUTO SIG		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(13 YRS - M - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	LONDON BUS BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R

206

01220417321	MON 19/12/2022 18:24		DARK	YARNTON WAY, NR JUNCT WTH CENTURION WAY.				18 LINK 239-772	549029/179414
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	PEDESTRIAN		W BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NOT REQ		(41 YRS - F - REDACT)		G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	JCT APP
V001	B	405 (FAILED TO LOOK PROPERLY)				V001	A	109 (ANIMAL OR OBJECT IN CARRIAGEWAY)	

207

01220417778	THU 22/12/2022 05:27		LIGHT	BOUNDARY ST, NR JUNCT WTH NORTHEND RD.			18 LINK 154-168		551601/177218
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(50 YRS - UNKNOWN - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(50 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		MOVING OFF	(E TO W) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

208

01220420998	MON 13/06/2022 13:32		LIGHT	THAMES RD, NR JUNCT WTH CRAYSIDE INDUSTRIAL ESTATE.			18 LINK 124-726		552937/175312
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	OTHER JUN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	UNKNOWN (S/R)			
VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED		(29 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R	
VEHICLE	002 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R	

209

01230422204	THU 12/01/2023 17:25	DARK	NORTHEND RD, NR JUNCT WTH PARKSIDE AVENUE.			18 LINK 137-143		551666/176143
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(32 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	GOODS ? T BT - DRV NOT CONTACTED	(29 YRS - M - REDACT)	UNKNOWN S/R	REVERSING	(SE TO SW) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

210

01230422869	SAT 21/01/2023 13:10	LIGHT	PICARDY MANORWAY, NR JUNCT WTH NORMAN RD.			18 LINK 238-239		549655/179903
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(28 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(55 YRS - M - REDACT)		SLOWING/STOPPING	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ	(28 YRS - F - REDACT)		WAITING - HELD UP	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP	
VEHICLE	003 (000)	CAR BT - NOT REQ	(42 YRS - F - REDACT)		SLOWING/STOPPING	(W TO E) BACK HIT FIRST	J/P - UNKN JCT MID	
V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)			V001 A	510 (DISTRACTION OUTSIDE VEHICLE)		
V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)						

211

01230423380	TUE 24/01/2023 17:55		DARK	IRON MILL LANE, NR JUNCT WTH THAMES RD.			18 LINK 124-138	552596/175378
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(19 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(19 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

212

01230428040	SUN 19/02/2023 14:07		LIGHT	SOUTH RD, 30 METRES SOUTH OF JUNCT WTH THANET RD.			18 LINK 154-168	551580/177218
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) BACK HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT MID

213

01230429642	MON 27/02/2023 10:15		LIGHT	QUEENS RD, NR JUNCT WTH QUEENS RD ROUNDABOUT.			18 NODE 189	551317/177935
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(44 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(44 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

214

01230436419	FRI 07/04/2023 23:14		DARK	YARNTON WAY, 80 METRES NORTH OF JUNCT WTH NORTHWOOD PLACE.			18 LINK 239-772	548453/179396
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PELICAN OR SIML	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK
V001	A	206 (OVERLOADED OR POORLY LOADED VEHICLE OR TRAILER)						

215

01230437261	THU 13/04/2023 18:47		LIGHT	PICARDY MANORWAY, NR JUNCT WTH YARNTON WAY.			18 NODE 239		549586/179845
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(56 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ		(35 YRS - M - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	COMMUTING JCT MID	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(56 YRS - M - REDACT)		MOVING OFF	(W TO E) BACK HIT FIRST	JOURNEY P/O WORK JCT MID	
V001	B	308 (FOLLOWING TOO CLOSE)				V001	B	405 (FAILED TO LOOK PROPERLY)	

216

01230438805	TUE 11/04/2023 22:00		DARK	HORSE ROUNDABOUT, NR JUNCT WTH BRONZE AGE WAY.			18 NODE 238		549855/179819
SELF-REPORTED		ROAD-WET	RAINING	ROUNDABOUT	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(17 YRS - M - REDA)		SERIOUS	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

217

01230441362	FRI 05/05/2023 07:36		LIGHT	SOUTH RD, NR JUNCT WTH THANET RD.				18 LINK 154-168	551589/177356
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R		CNTL REFUGE N/O CTRLS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(17 YRS - F - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	M/C <= 50CC BT - DRV NOT CONTACTED		(55 YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

218

01230443343	TUE 16/05/2023 16:00		LIGHT	BEXLEY RD, 67 METRES WEST OF JUNCT WTH FRASER RD.				18 LINK 160-172	551104/177978
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M			NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(6 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(68 YRS - M - REDACT)		SLOWING/STOPPING		(N TO S) DID NOT IMPACT	SCHOOL - TAKING
V001	A	405 (FAILED TO LOOK PROPERLY)							

219

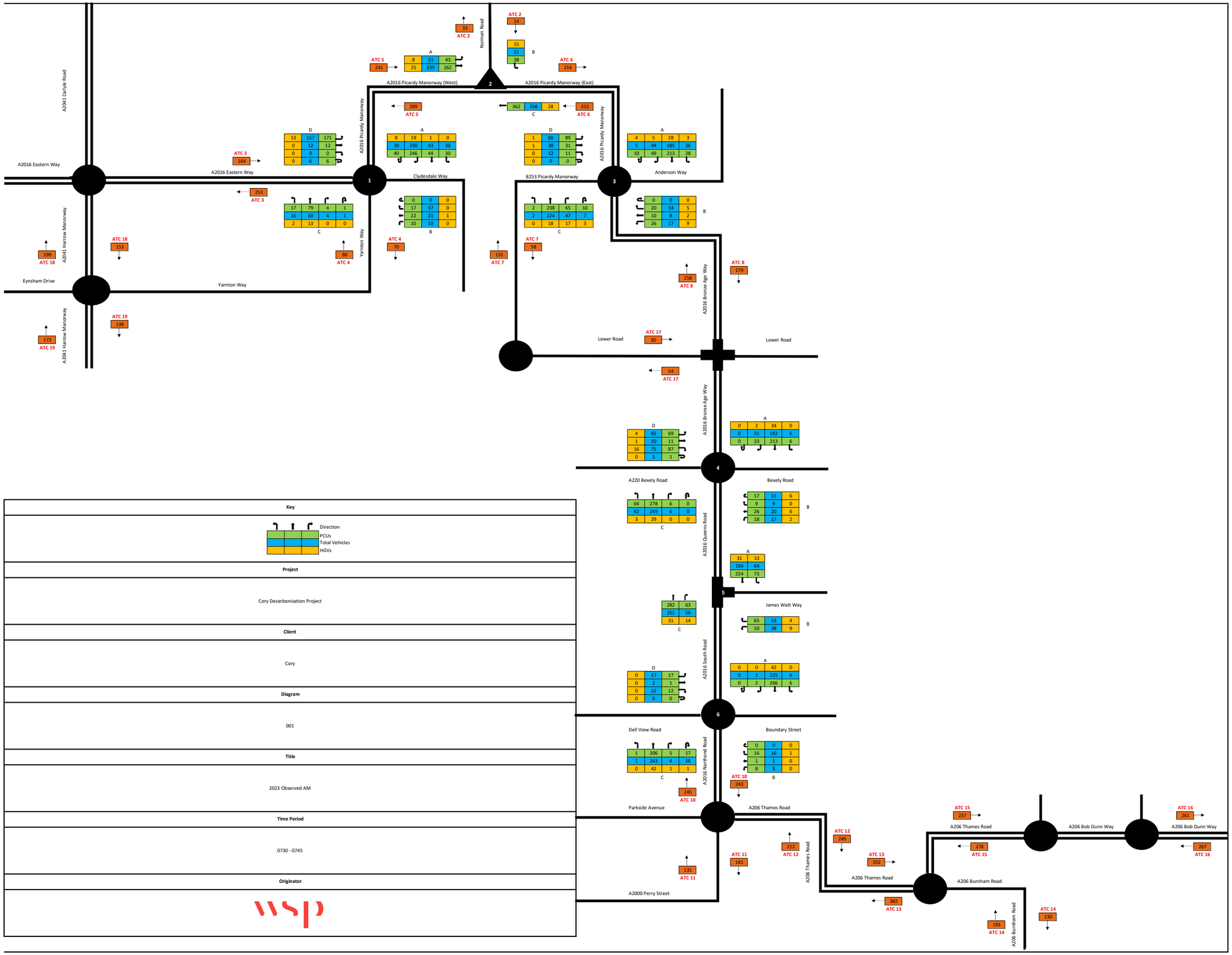
01230446825	SAT 03/06/2023 12:00		LIGHT	YARNTON WAY, NR JUNCT WTH YARNTON WAY.			18 NODE 238		549816/179821
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(10 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	002 (001)	(7 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
CASUALTY	003 (001)	(38 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(43 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID	
VEHICLE	002 (000)	CAR BT - NOT REQ		(33 YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	J/P - UNKN	
V002	B	408 (SUDDEN BRAKING)				V001 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)		

220

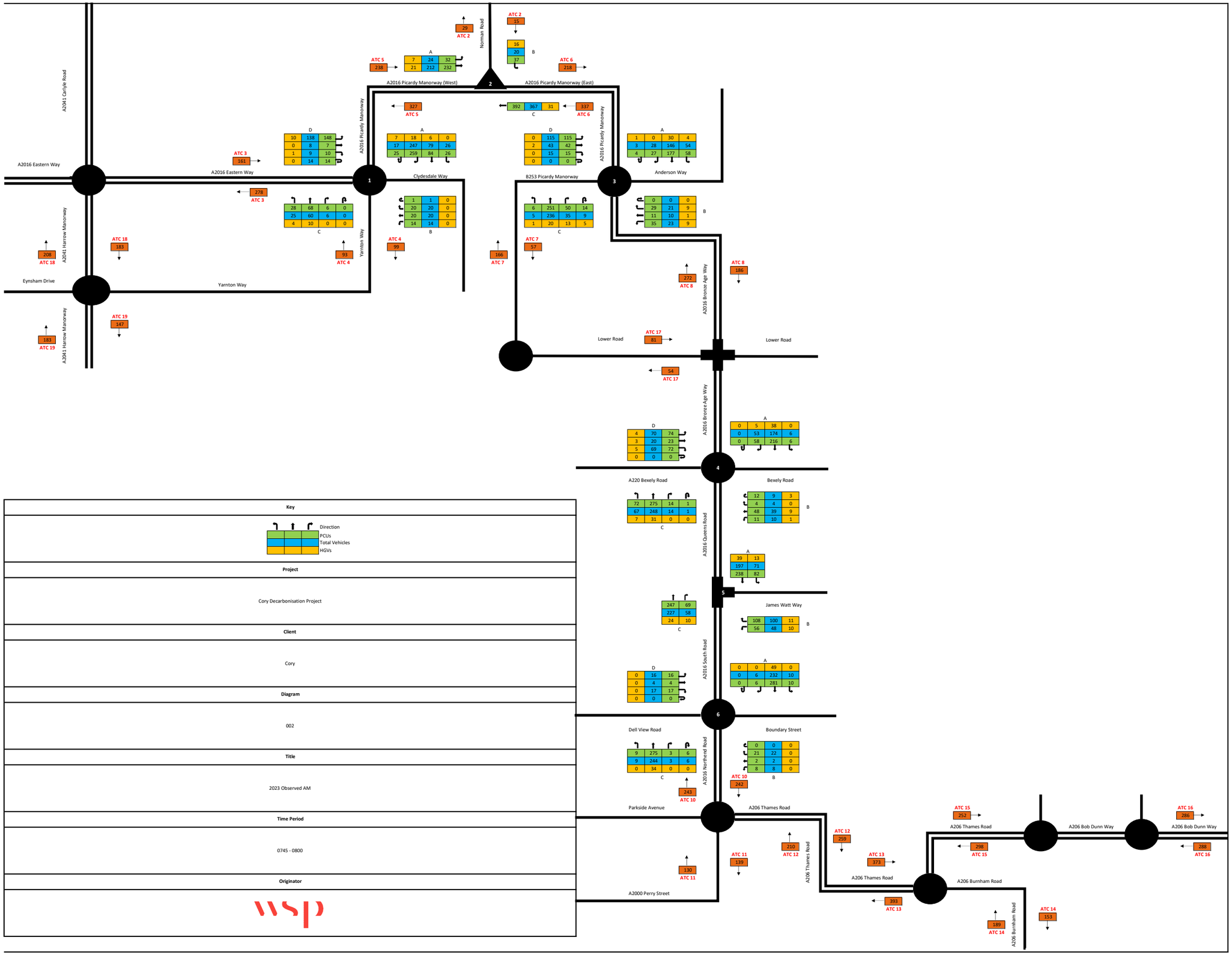
01230448977	WED 31/05/2023 13:50		LIGHT	BEXLEY RD, NR JUNCT WTH BRONZE AGE WAY.			18 NODE 189		551283/177965
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ROUNDABOUT	ROUNDABOUT	GIVEWAY /UNCONT	UNKNOWN S/R		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(49 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(49 YRS - F - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(W TO E) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(W TO E) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

Annex D

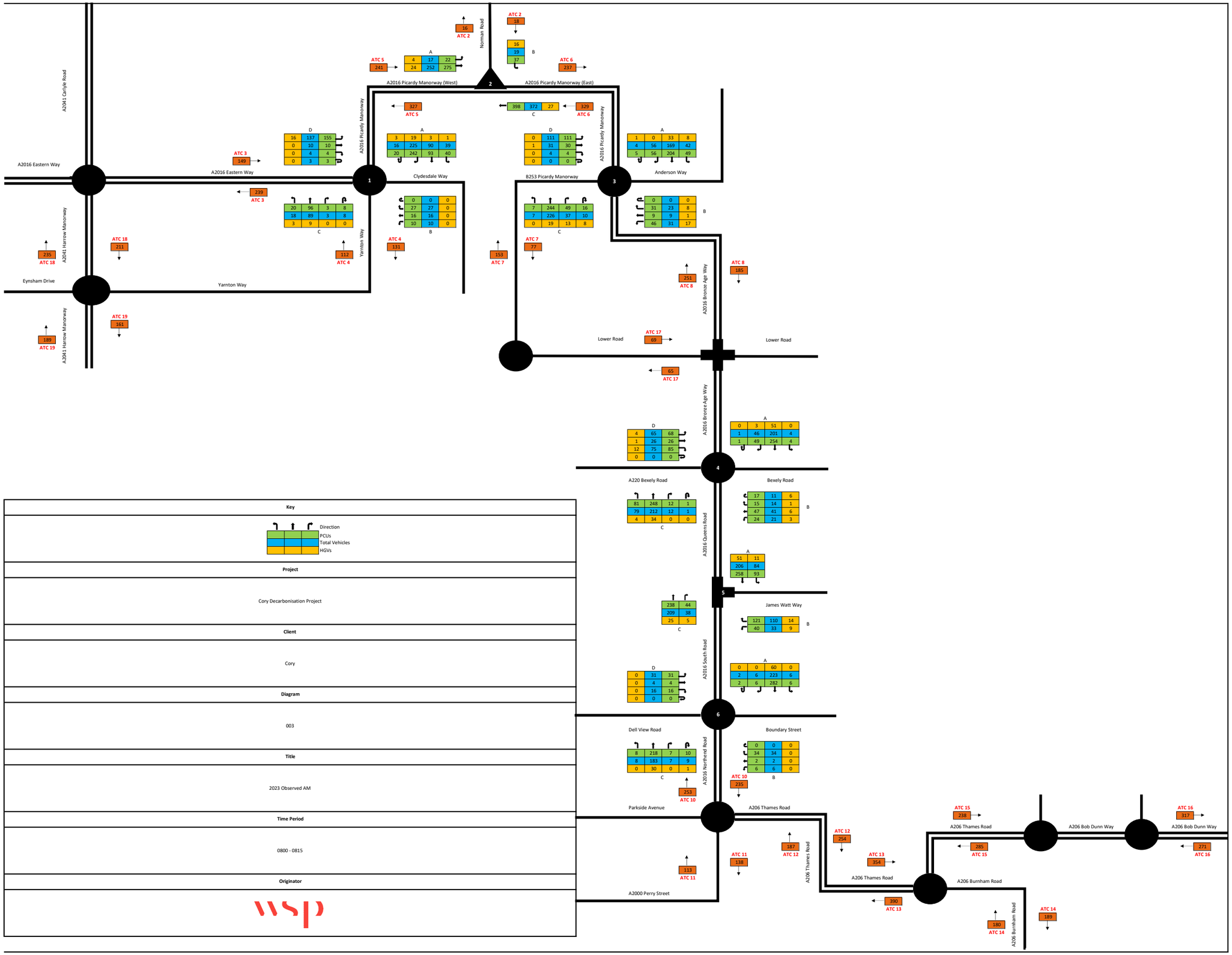
NETWORK FLOW DIAGRAMS



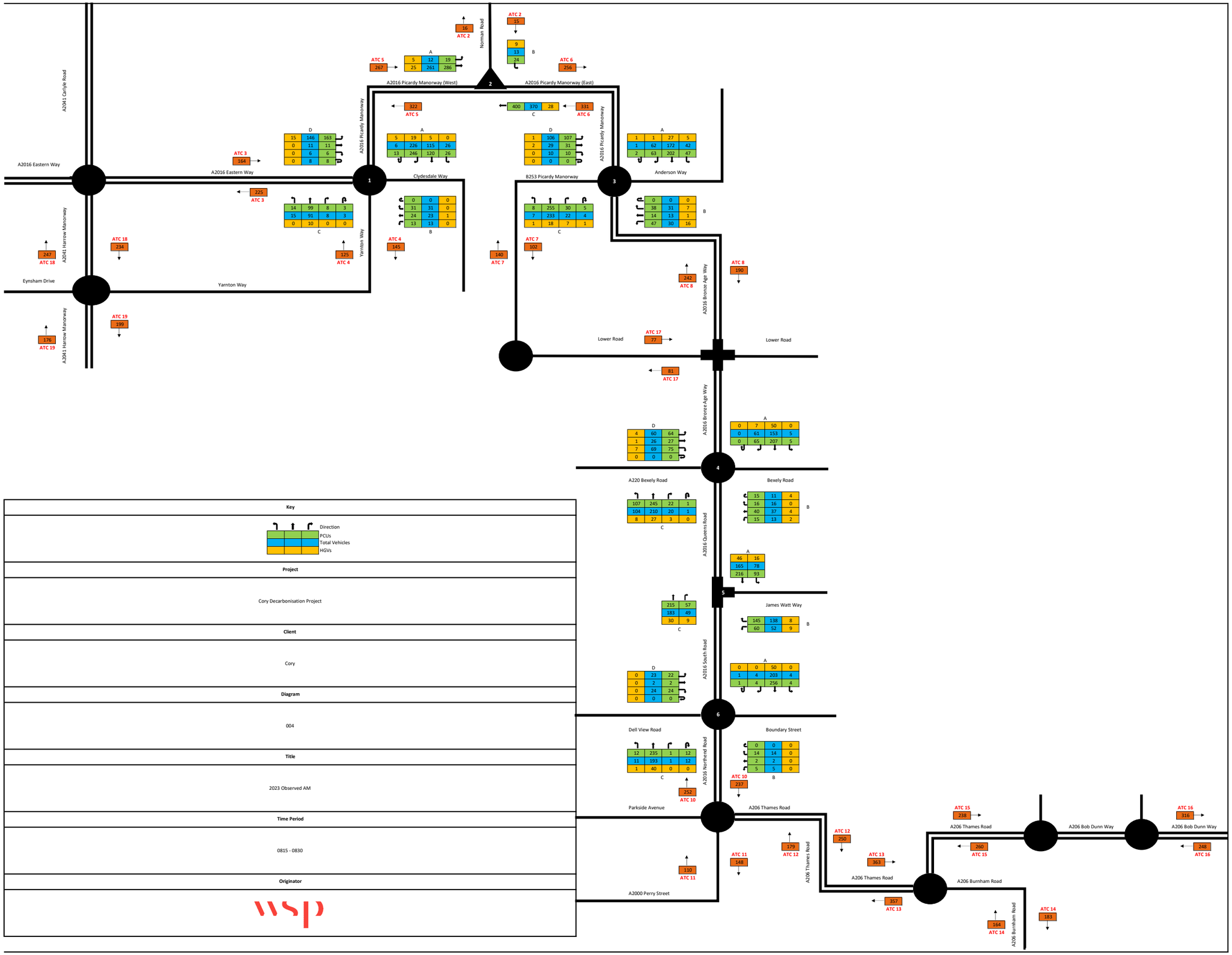
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
001
Title
2023 Observed AM
Time Period
0730 - 0745
Originator
wsp

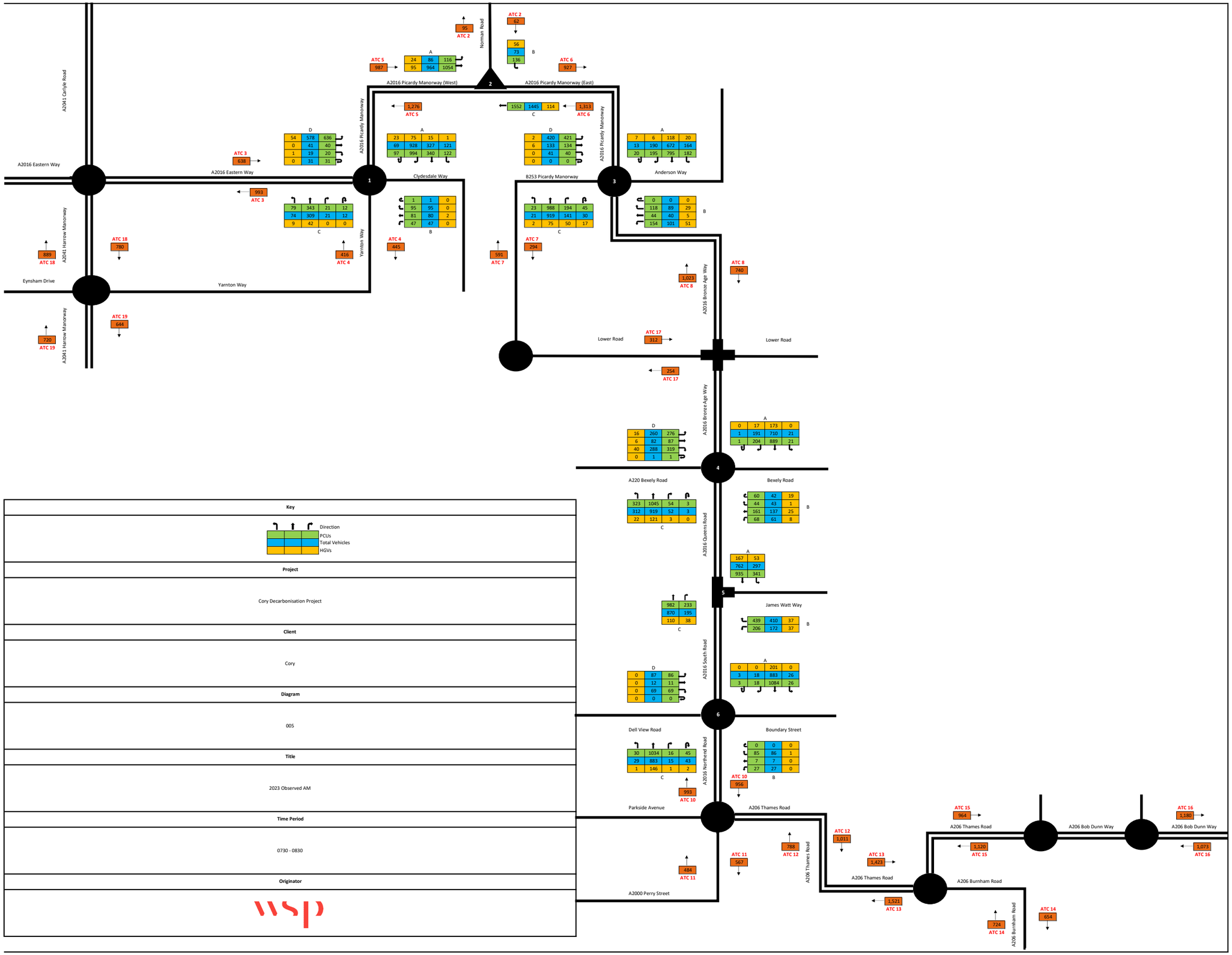


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
002
Title
2023 Observed AM
Time Period
0745 - 0800
Originator
wsp

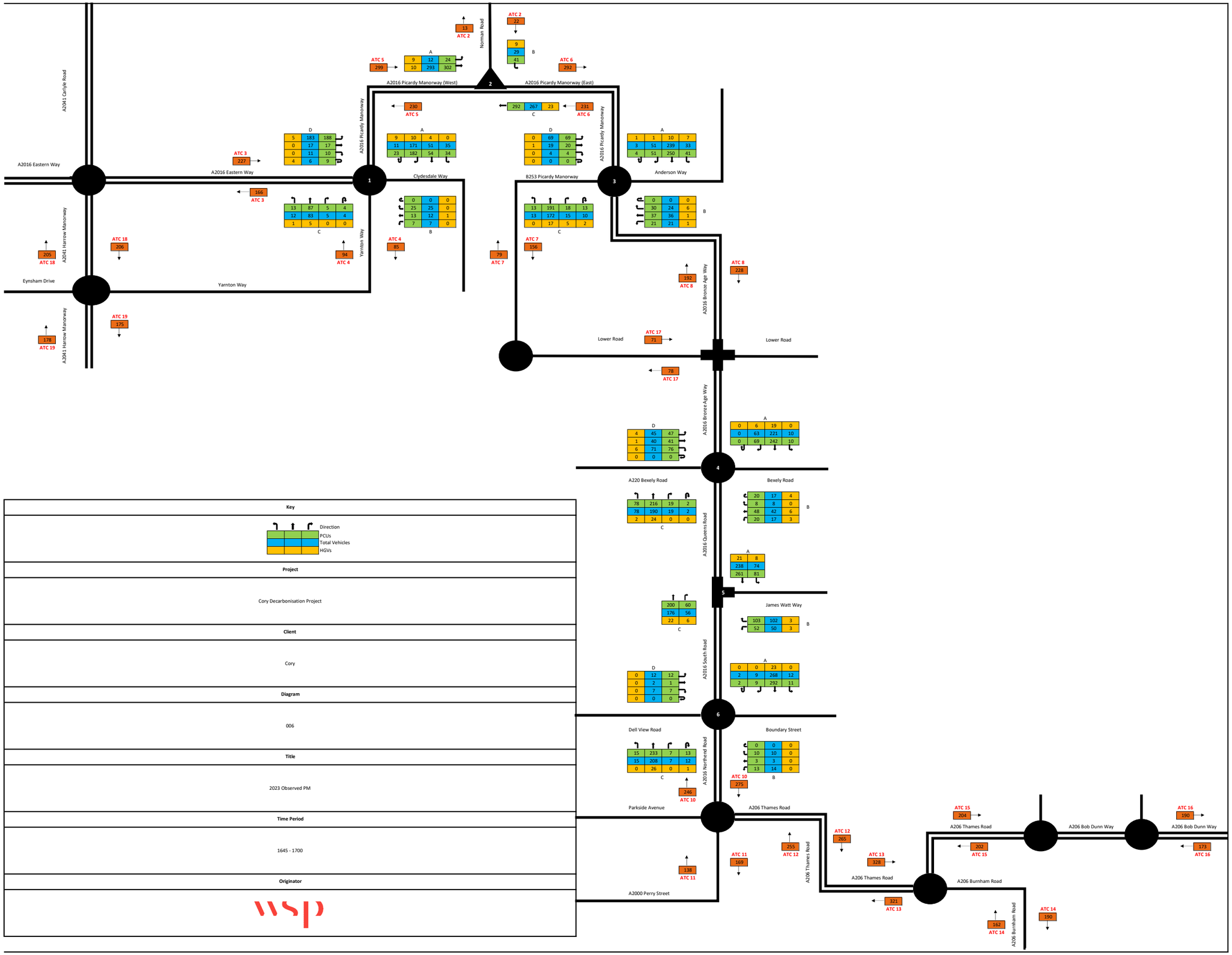


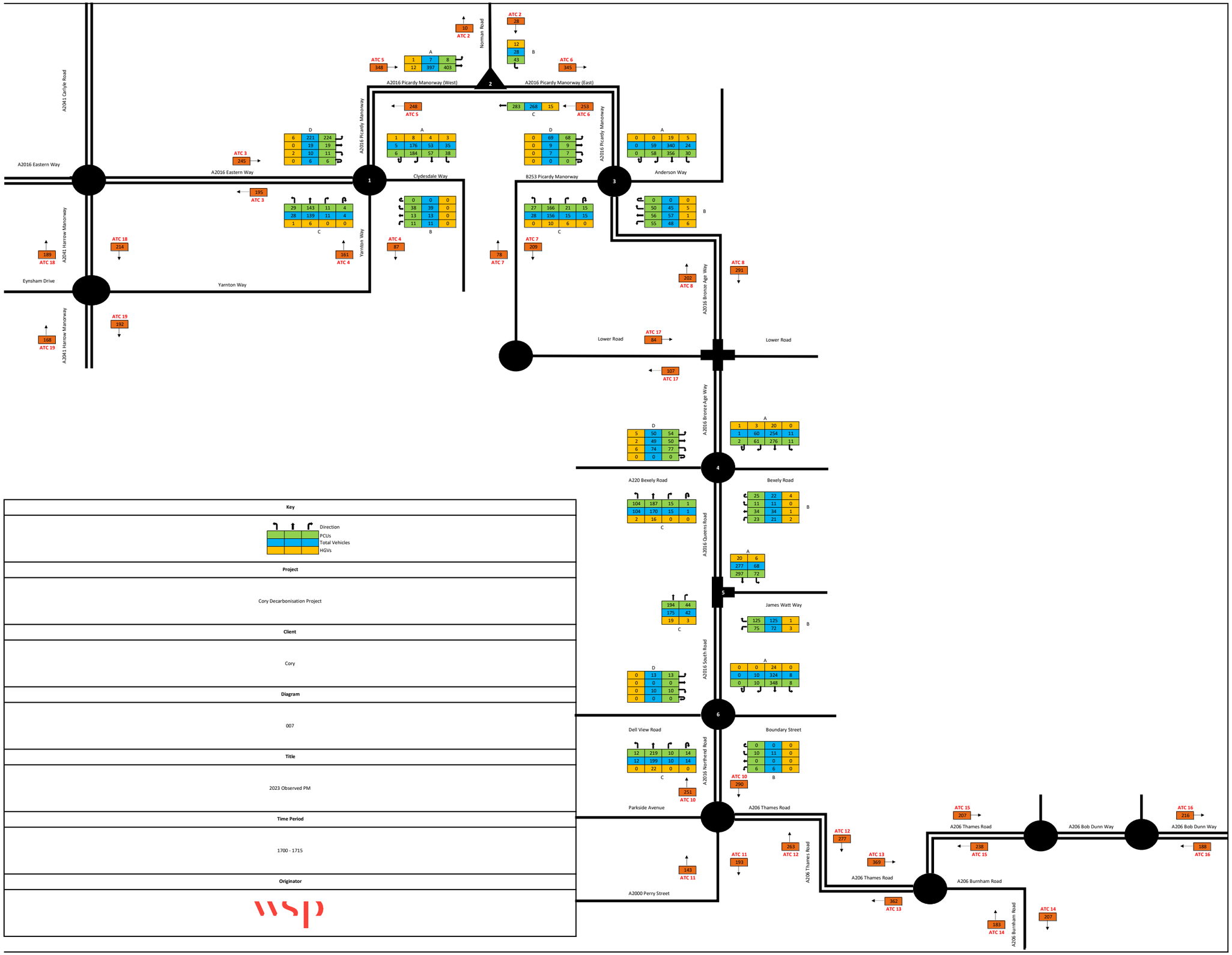
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
003
Title
2023 Observed AM
Time Period
0800 - 0815
Originator
wsp

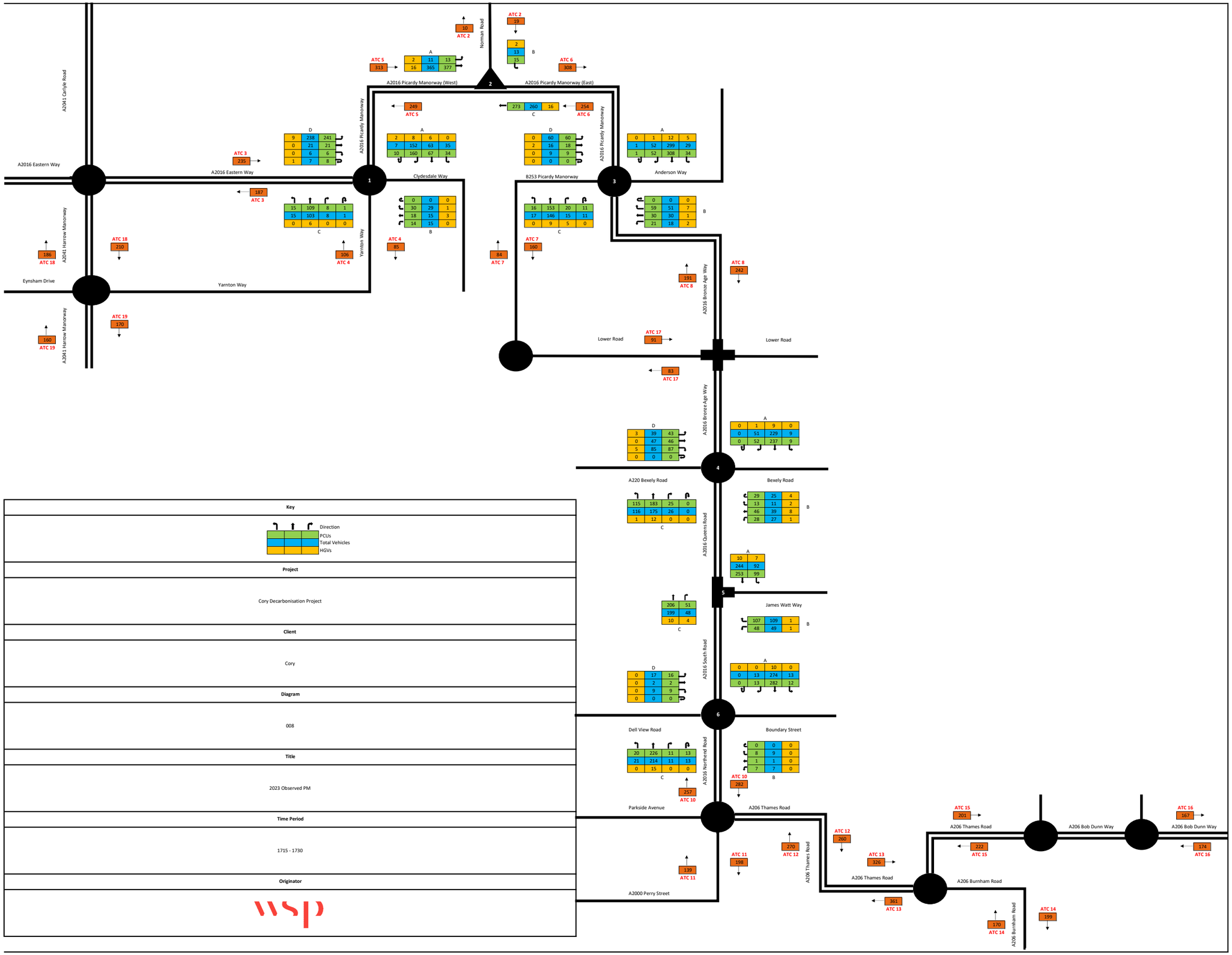

A2041 Carlyle Road
A2016 Eastern Way
A2041 Harrow Manorway
Eynsham Drive
Yarnton Way
A2016 Picardy Manorway
Norman Road
A2016 Picardy Manorway (West)
A2016 Picardy Manorway (East)
Clydesdale Way
B253 Picardy Manorway
Anderson Way
A2016 Bronze Age Way
Lower Road
A220 Bexely Road
Bexely Road
A2016 Queens Road
James Watt Way
A2016 South Road
Dell View Road
Boundary Street
A2016 Northend Road
Parkside Avenue
A206 Thames Road
A2000 Perry Street
A206 Bob Dunn Way
A206 Burnham Road
A206 Burnham Road
ATC 2
ATC 3
ATC 4
ATC 5
ATC 6
ATC 7
ATC 8
ATC 10
ATC 11
ATC 12
ATC 13
ATC 14
ATC 15
ATC 16
ATC 17
ATC 18
ATC 19
Direction
PCUs
Total Vehicles
HGVs
Key
Project
Cory Decarbonisation Project
Client
Cory
Diagram
004
Title
2023 Observed AM
Time Period
0815 - 0830
Originator



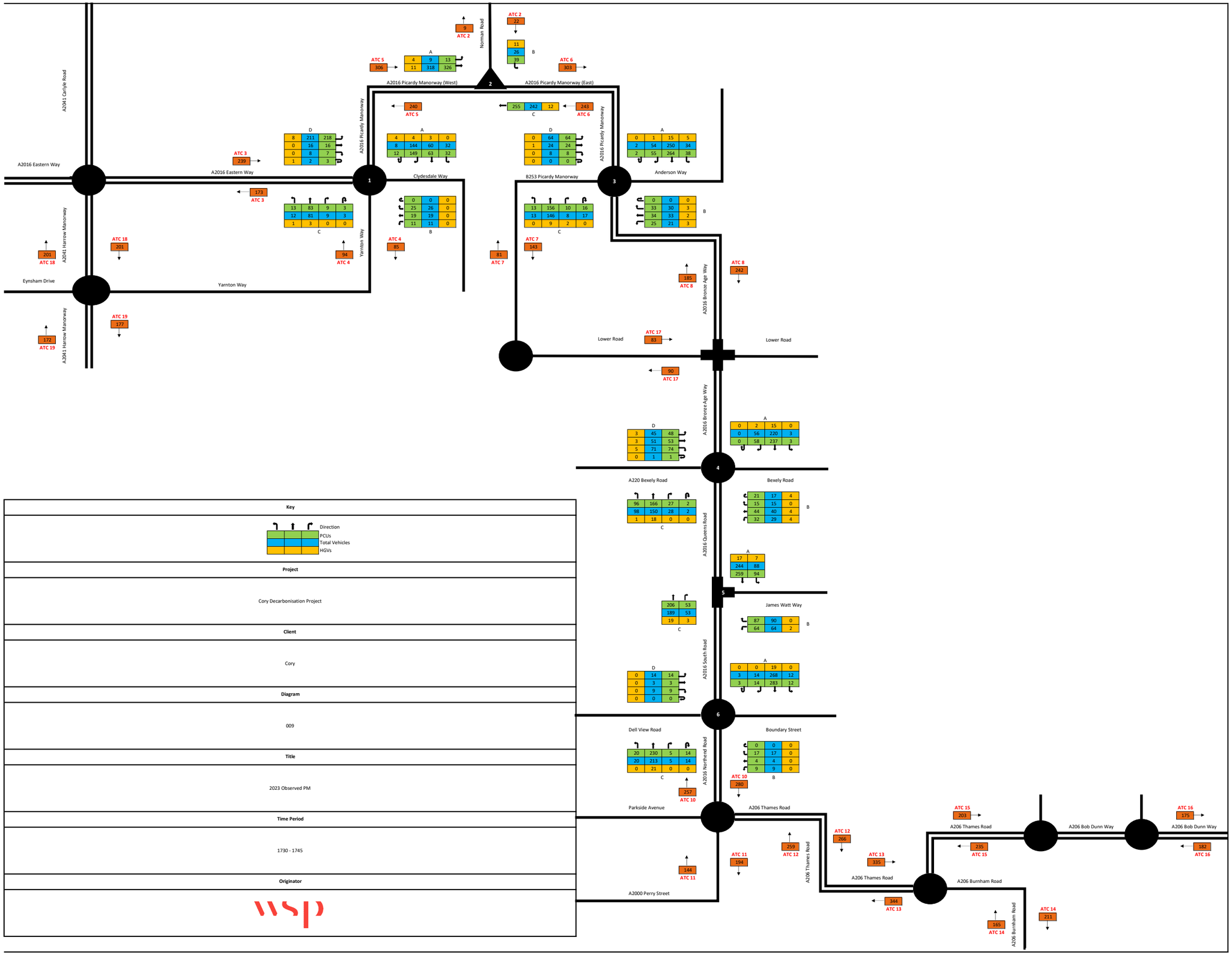
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
005
Title
2023 Observed AM
Time Period
0730 - 0830
Originator
wsp


A2041 Carlyle Road
A2016 Eastern Way
A2041 Harrow Manorway
Eynsham Drive
Yarnton Way
A2016 Picardy Manorway
Clydesdale Way
Norman Road
A2016 Picardy Manorway (West)
A2016 Picardy Manorway (East)
B253 Picardy Manorway
Anderson Way
A2016 Bronze Age Way
Lower Road
A220 Bexely Road
Bexely Road
A2016 Queens Road
James Watt Way
A2016 South Road
Dell View Road
Boundary Street
A2016 Northend Road
Parkside Avenue
A206 Thames Road
A2000 Perry Street
A206 Bob Dunn Way
A206 Burnham Road
A206 Burnham Road
ATC 2
ATC 3
ATC 4
ATC 5
ATC 6
ATC 7
ATC 8
ATC 10
ATC 11
ATC 12
ATC 13
ATC 14
ATC 15
ATC 16
ATC 17
ATC 18
ATC 19
Direction
PCUs
Total Vehicles
HGVs
Key
Project
Cory Decarbonisation Project
Client
Cory
Diagram
006
Title
2023 Observed PM
Time Period
1645 - 1700
Originator

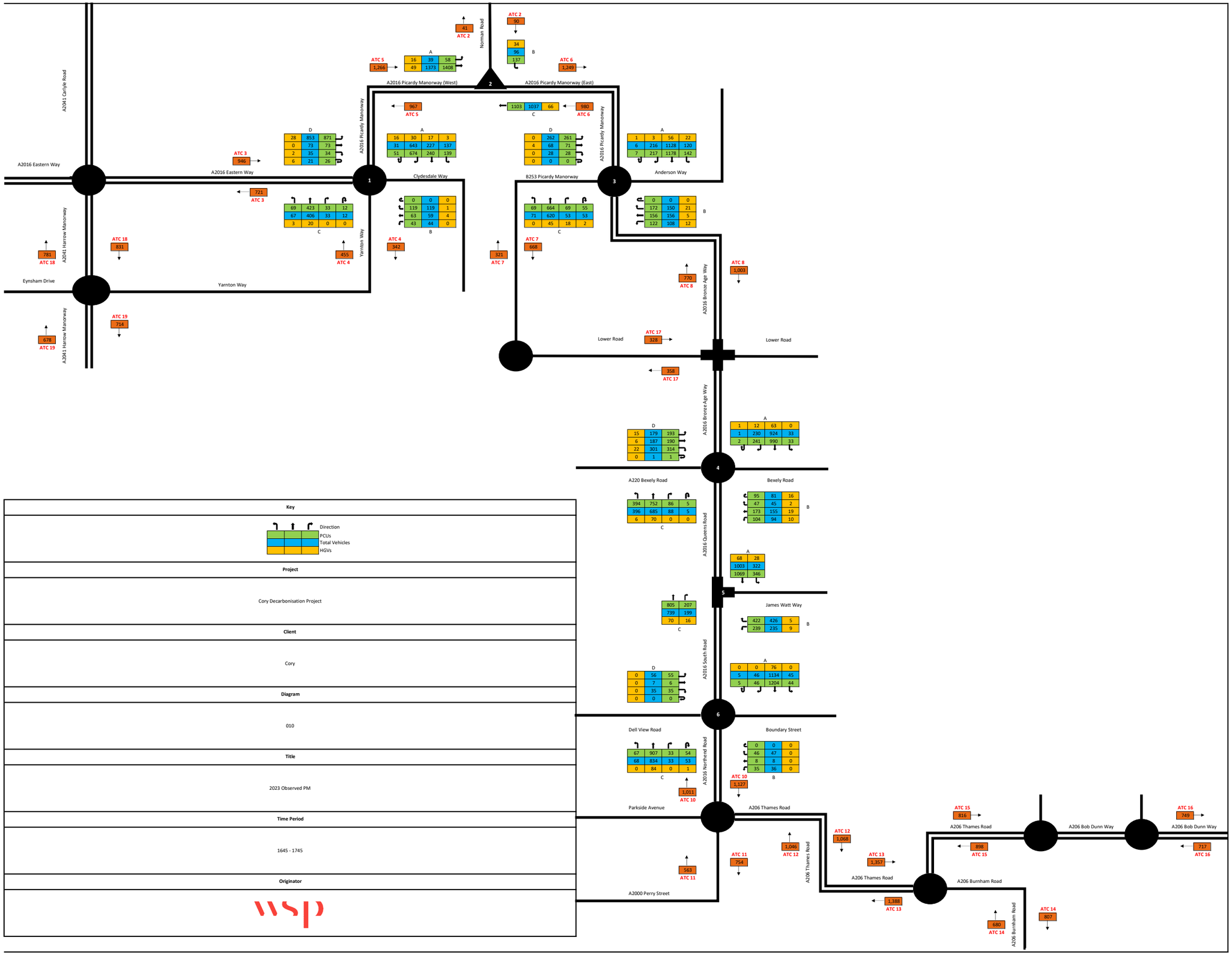

A2041 Carlyle Road
A2016 Eastern Way
A2041 Harrow Manorway
Eynsham Drive
Yarnton Way
A2041 Harrow Manorway
A2016 Picardy Manorway (West)
A2016 Picardy Manorway (East)
A2016 Picardy Manorway
Norman Road
Clydesdale Way
B253 Picardy Manorway
Anderson Way
A2016 Bronze Age Way
Lower Road
A220 Bexely Road
Bexely Road
A2016 Queens Road
James Watt Way
A2016 South Road
Dell View Road
Boundary Street
A2016 Northend Road
Parkside Avenue
A206 Thames Road
A2000 Perry Street
A206 Bob Dunn Way
A206 Burnham Road
A206 Burnham Road
ATC 2
ATC 3
ATC 4
ATC 5
ATC 6
ATC 7
ATC 8
ATC 10
ATC 11
ATC 12
ATC 13
ATC 14
ATC 15
ATC 16
ATC 17
ATC 18
ATC 19
Direction
PCUs
Total Vehicles
HGVs
Key
Project
Cory Decarbonisation Project
Client
Cory
Diagram
007
Title
2023 Observed PM
Time Period
1700 - 1715
Originator



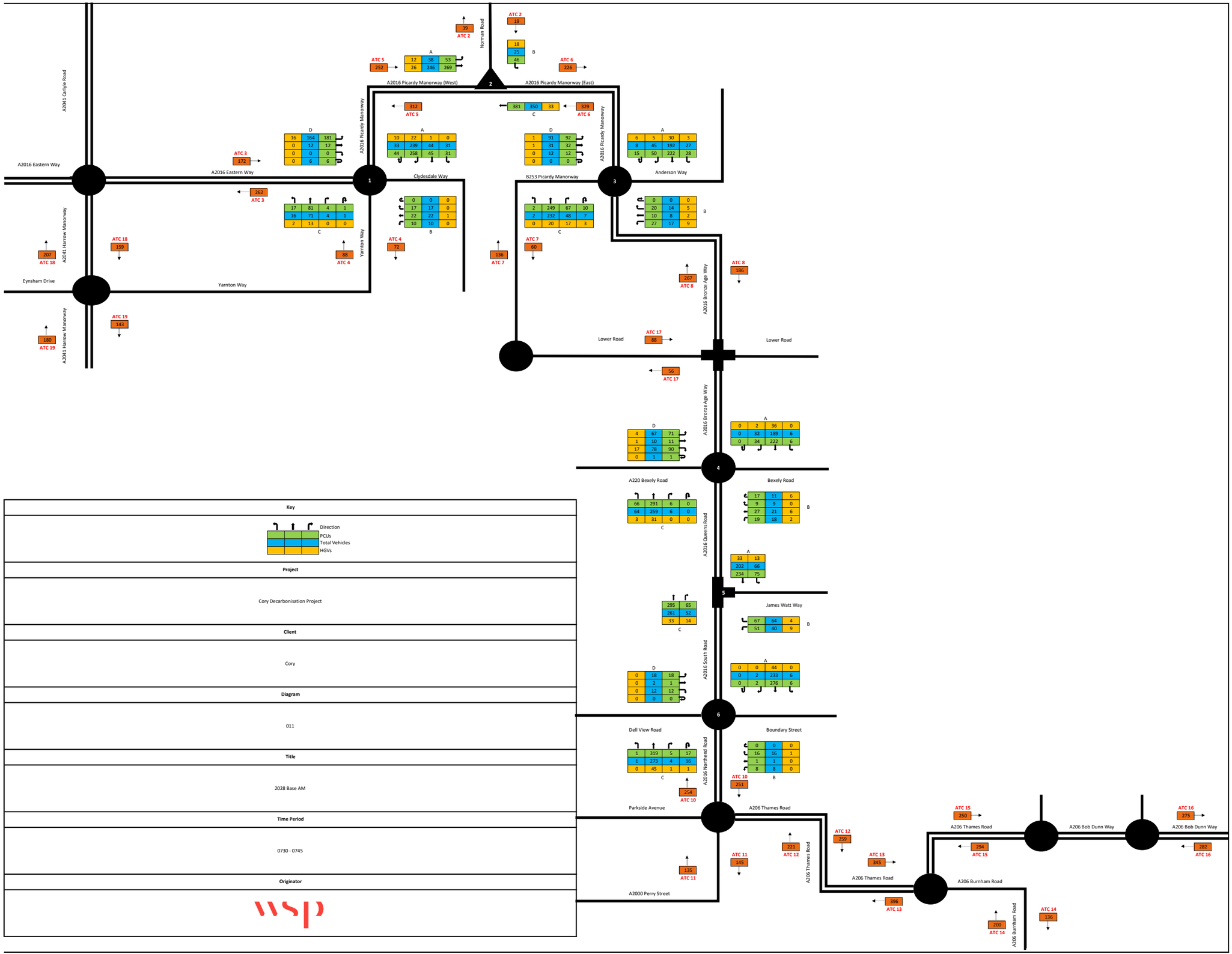
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
008
Title
2023 Observed PM
Time Period
1715 - 1730
Originator
wsp



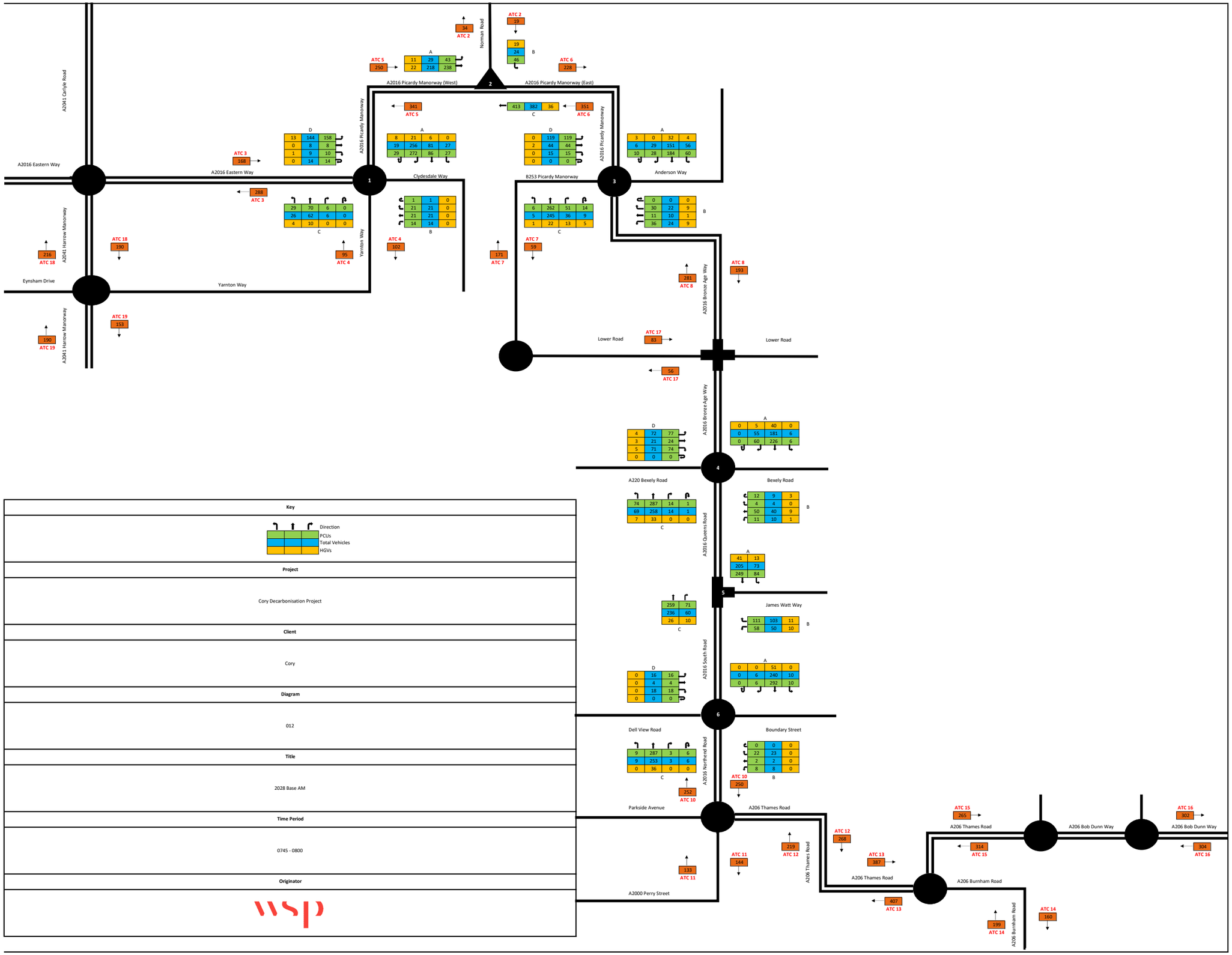
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
009
Title
2023 Observed PM
Time Period
1730 - 1745
Originator
wsp



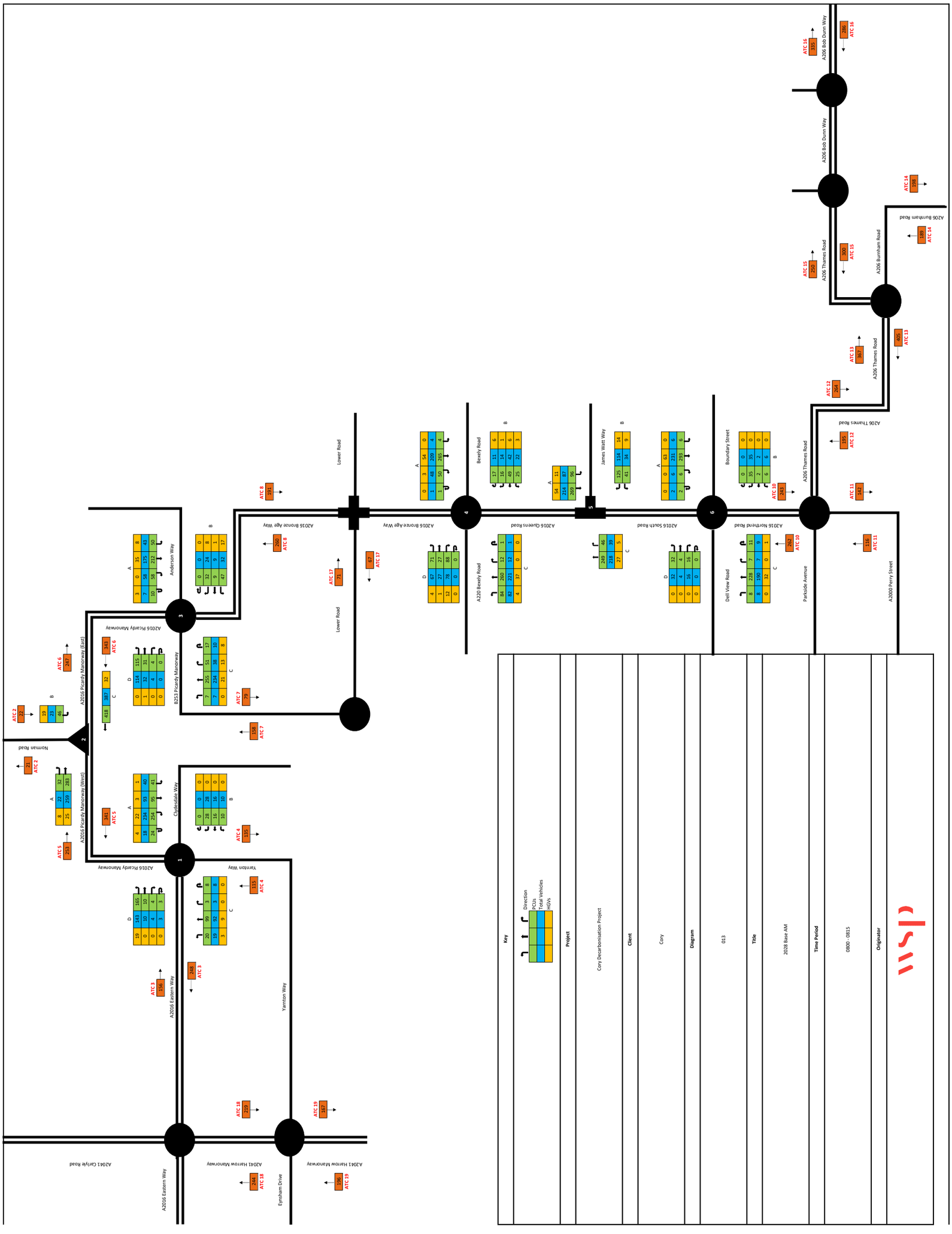
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
010
Title
2023 Observed PM
Time Period
1645 - 1745
Originator
wsp

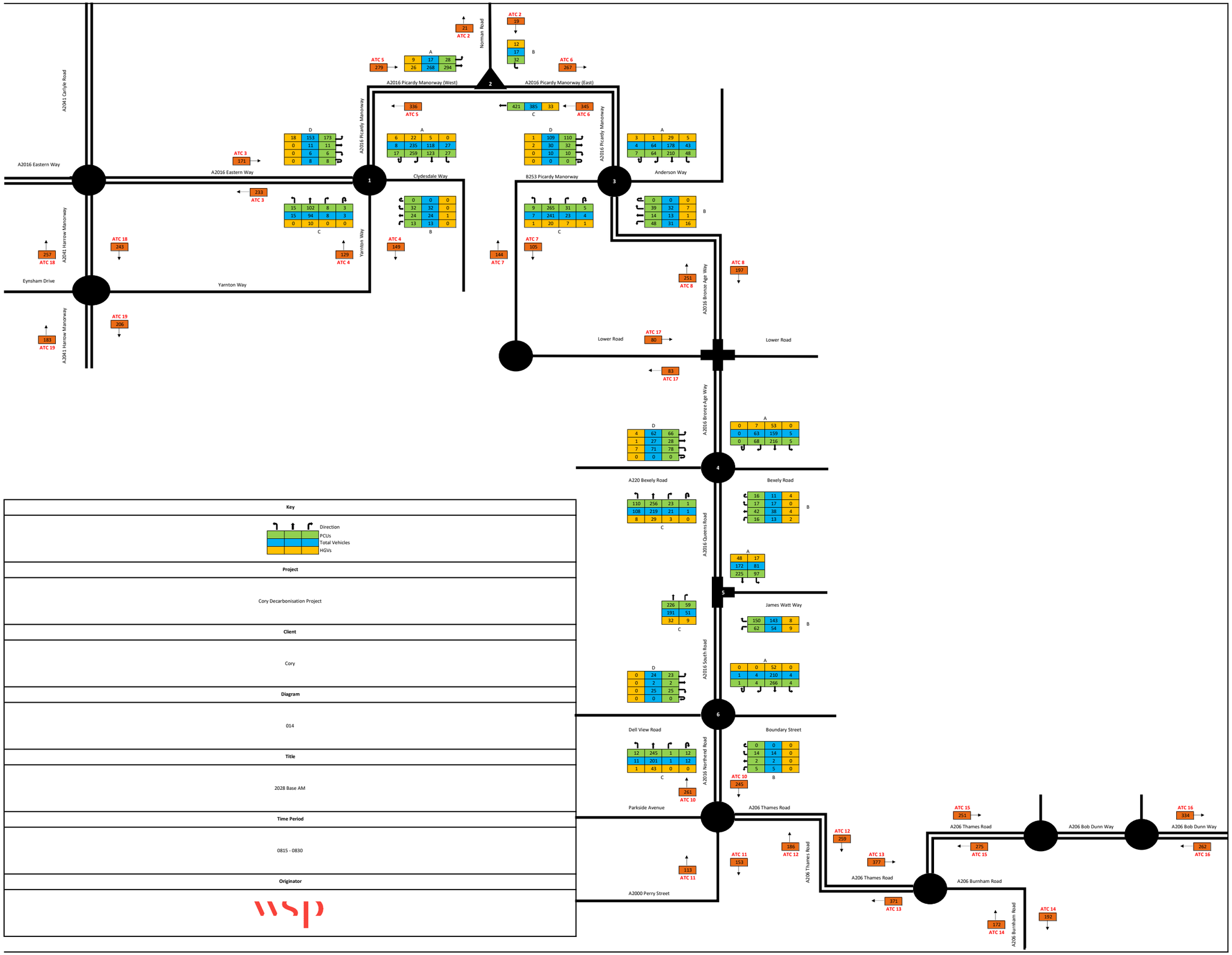


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
011
Title
2028 Base AM
Time Period
0730 - 0745
Originator
wsp

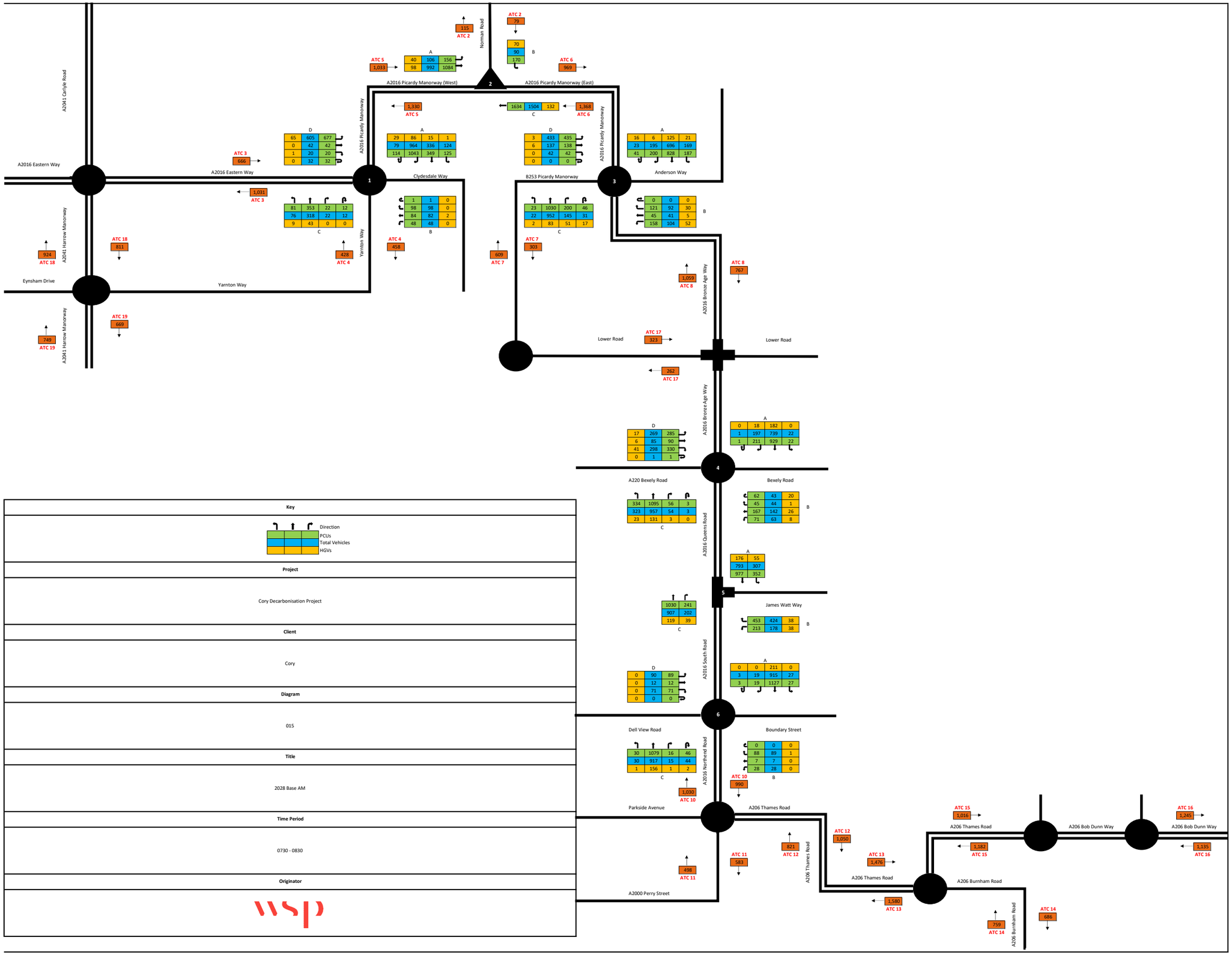


Key
Direction / PCUs / Total Vehicles / HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
012
Title
2028 Base AM
Time Period
0745 - 0800
Originator
wsp

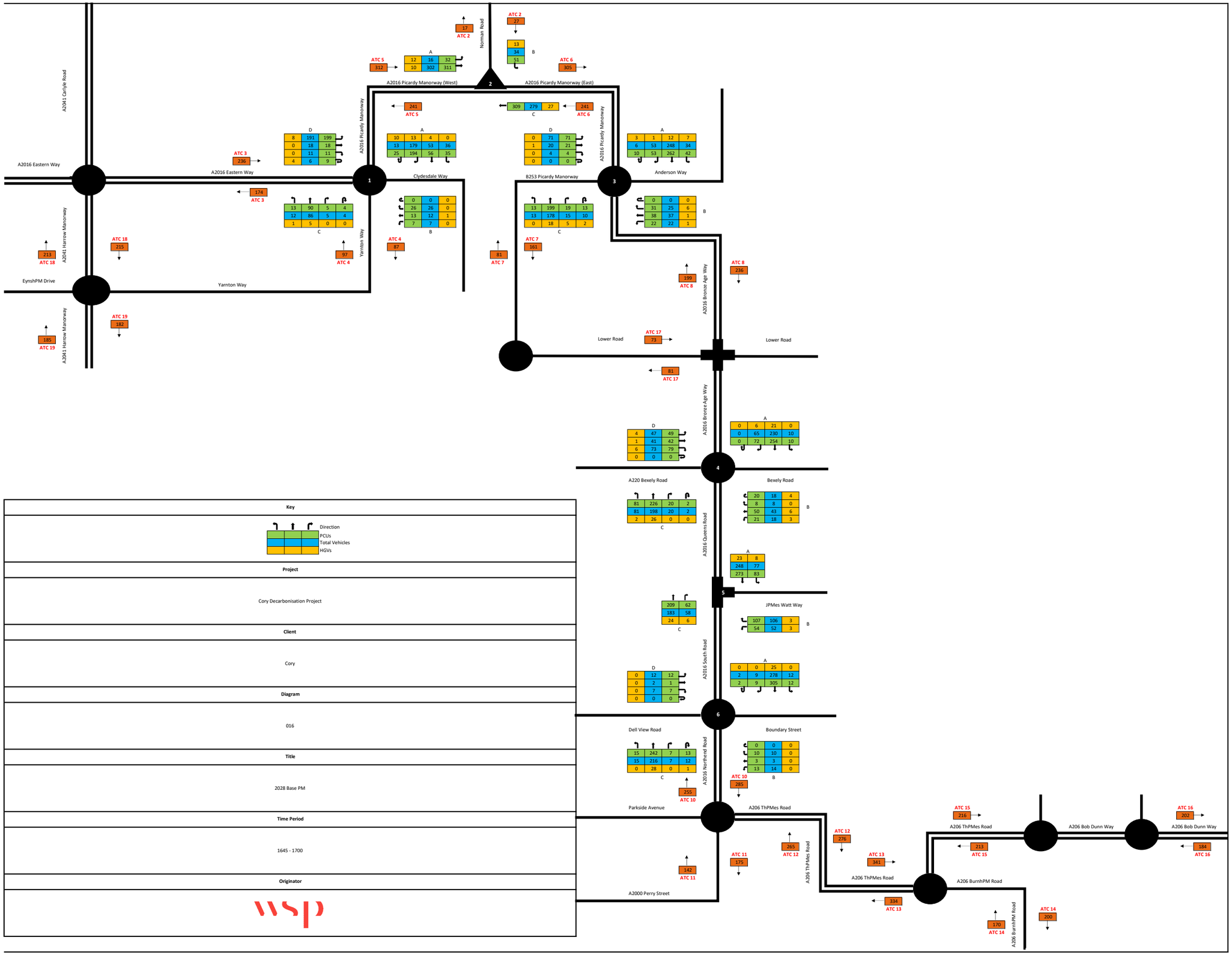

A2016 Picardy Manorway
A2016 Picardy Manorway (East)
A2016 Picardy Manorway (West)
Lower Road
Lowell Road
Clydesdale Way
Yarnton Way
Anderson Way
B253 Picardy Manorway
A2016 Bronze Age Way
A2016 Queens Road
A2016 South Road
A2016 Northend Road
A206 Thames Road
A206 Burnham Road
A206 Bob Dunn Way
A206 Burnham Road
A206 Thames Road
A206 Thames Road
Boundary Street
James Watt Way
Bexely Road
A2041 Carlyle Road
A2041 Harrow Manorway
A2041 Harrow Manorway
A2016 Eastern Way
A2016 Eastern Way
Eynsham Drive
Yarnton Way
Norman Road
A2000 Perry Street
Parkside Avenue
Dell View Road
A220 Bexely Road
Key
Direction
PCUs
Total Vehicles
HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
013
Title
2028 Base AM
Time Period
0800 - 0815
Originator
WSP



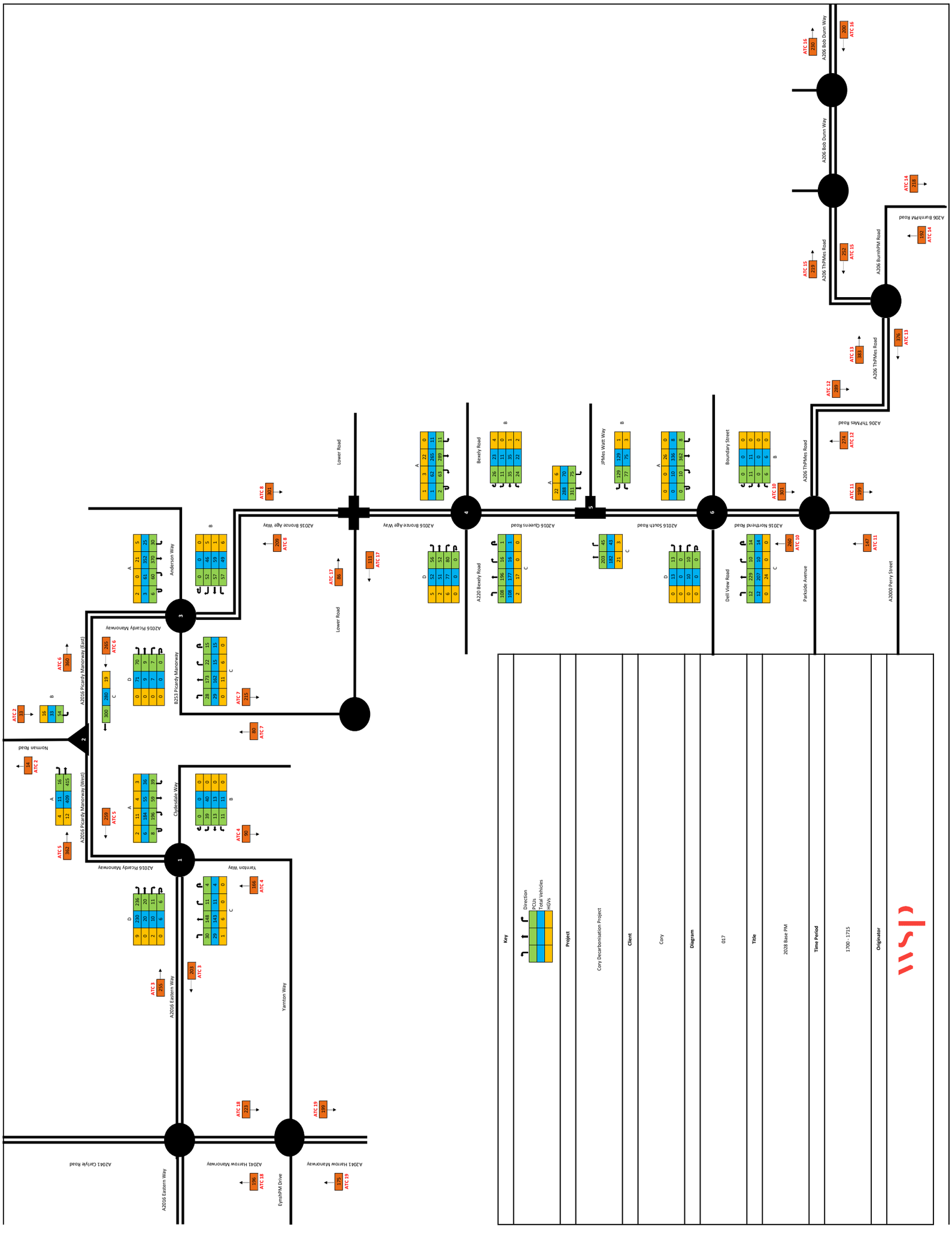
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
014
Title
2028 Base AM
Time Period
0815 - 0830
Originator
wsp

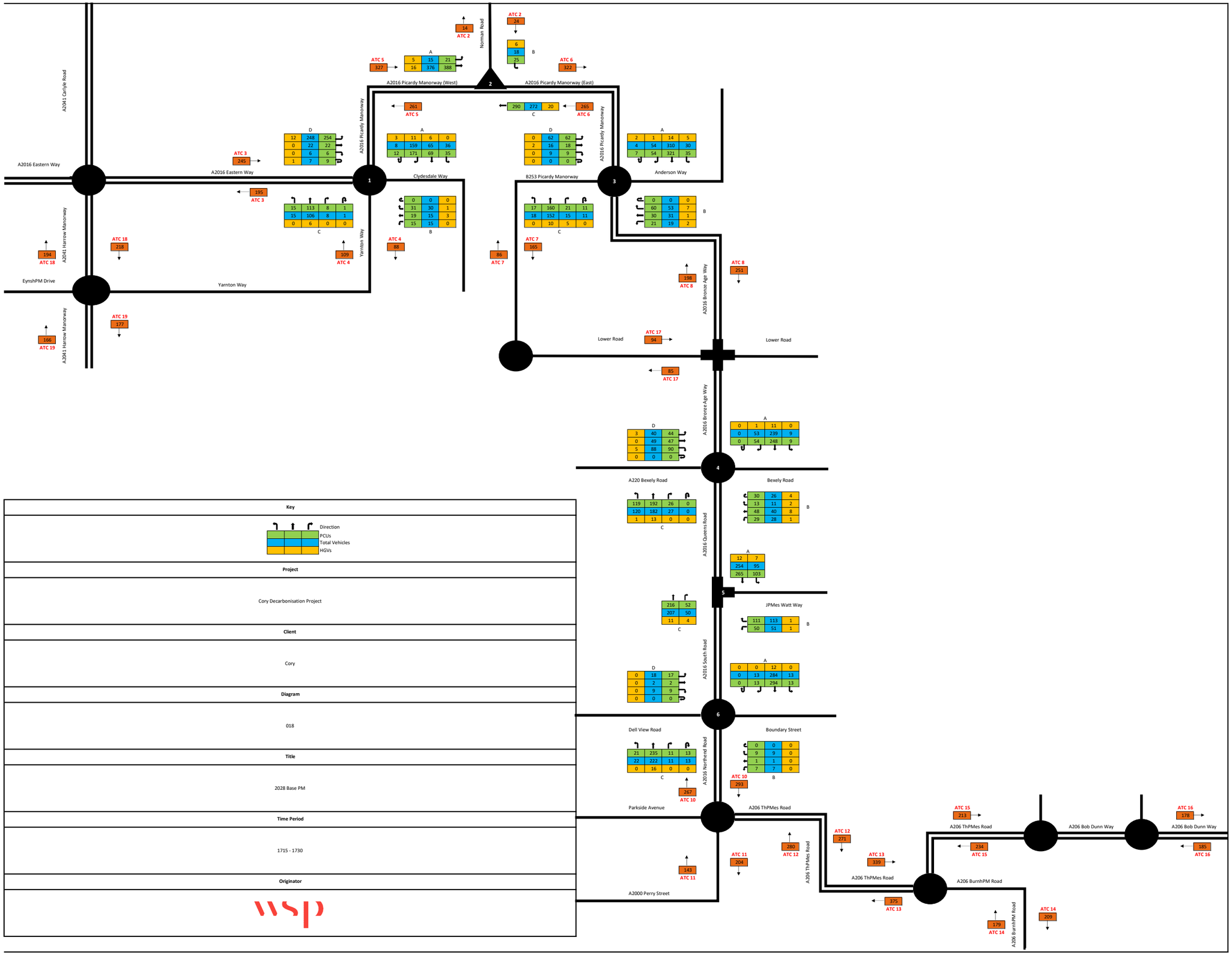


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
015
Title
2028 Base AM
Time Period
0730 - 0830
Originator
wsp

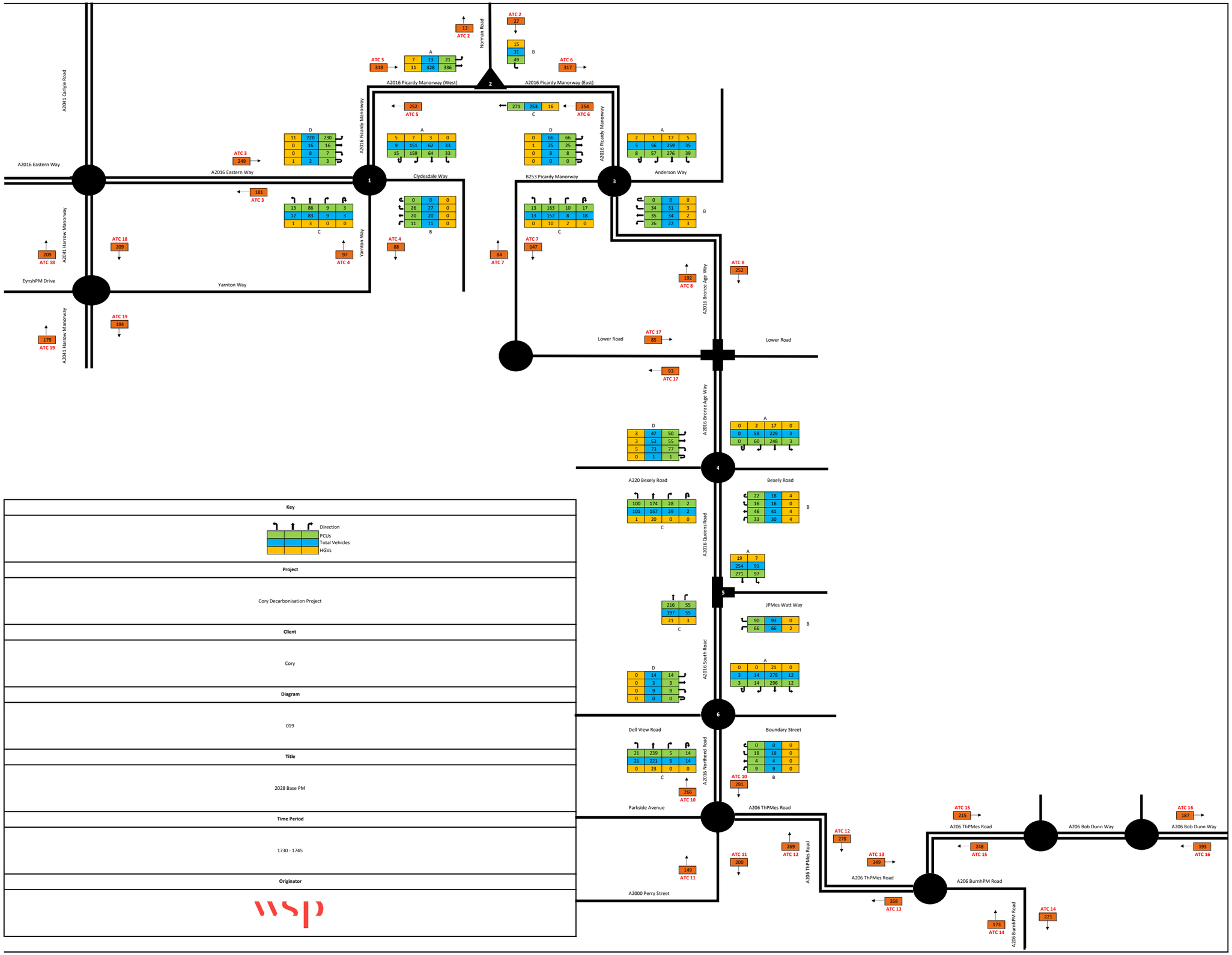


Key
Direction / PCUs / Total Vehicles / HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
016
Title
2028 Base PM
Time Period
1645 - 1700
Originator
wsp

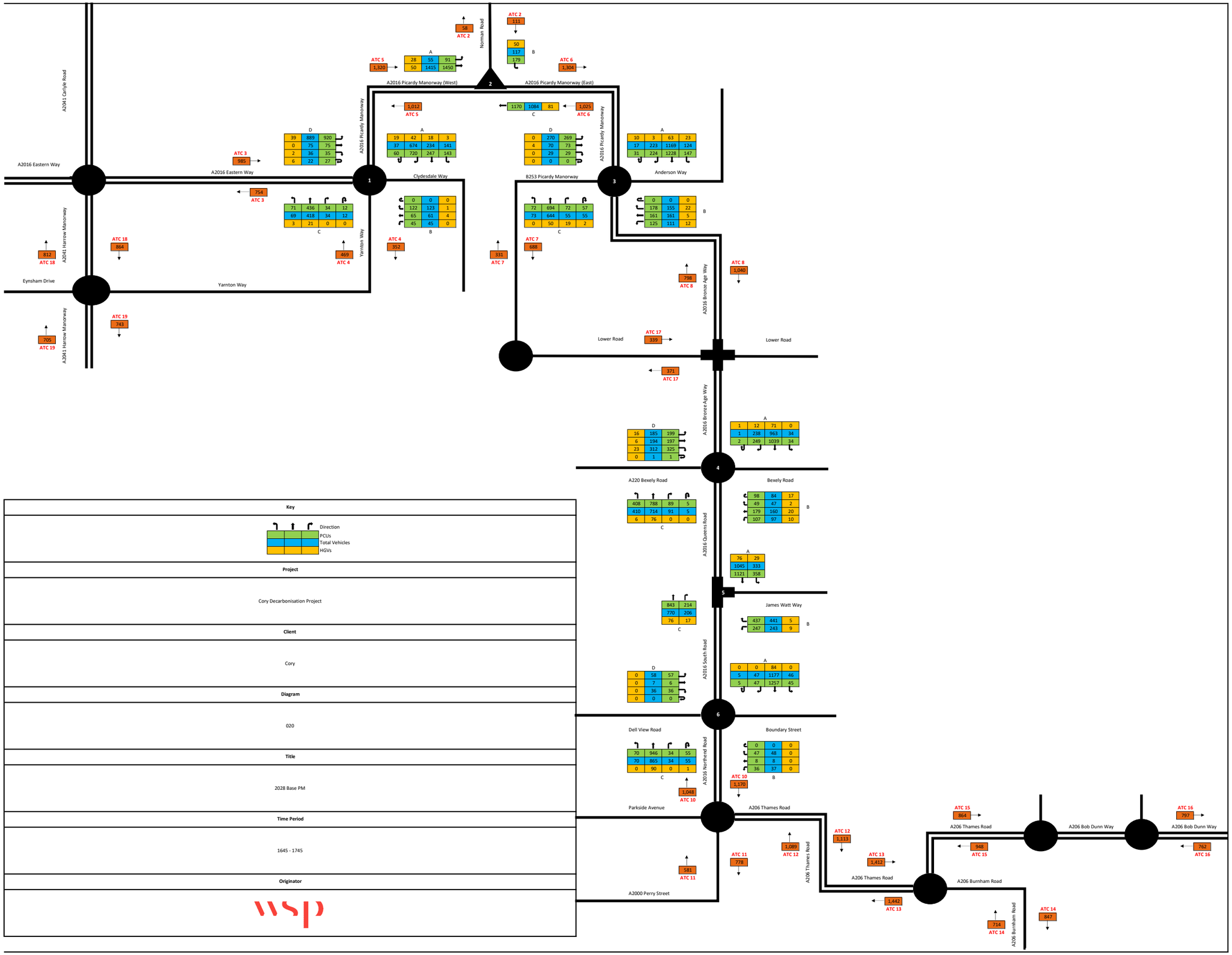

A206 Bob Dunn Way
A206 ThPMes Road
A206 BurnhPM Road
A206 TrPMes Road
A206 Northend Road
A206 Southend Road
A206 Queens Road
A206 Bronze Age Way
A206 Picardy Manorway (East)
A206 Picardy Manorway (West)
A206 Picardy Manorway
A206 Eastern Way
A206 Harrow Manorway
A206 Carlyle Road
Lower Road
Lowe Road
Bexely Road
JPMetr Watt Way
Boundary Street
Dell View Road
Parkside Avenue
A2000 Perry Street
A220 Bexely Road
B253 Picardy Manorway
Anderson Way
Clydesdale Way
Yarnton Way
Eynshpfm Drive
Norman Road
ATC 1
ATC 2
ATC 3
ATC 4
ATC 5
ATC 6
ATC 7
ATC 8
ATC 9
ATC 10
ATC 11
ATC 12
ATC 13
ATC 14
ATC 15
ATC 16
ATC 17
ATC 18
ATC 19
Key
Direction
PCUs
Total Vehicles
HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
017
Title
2028 Base PM
Time Period
1700 - 1715
Originator



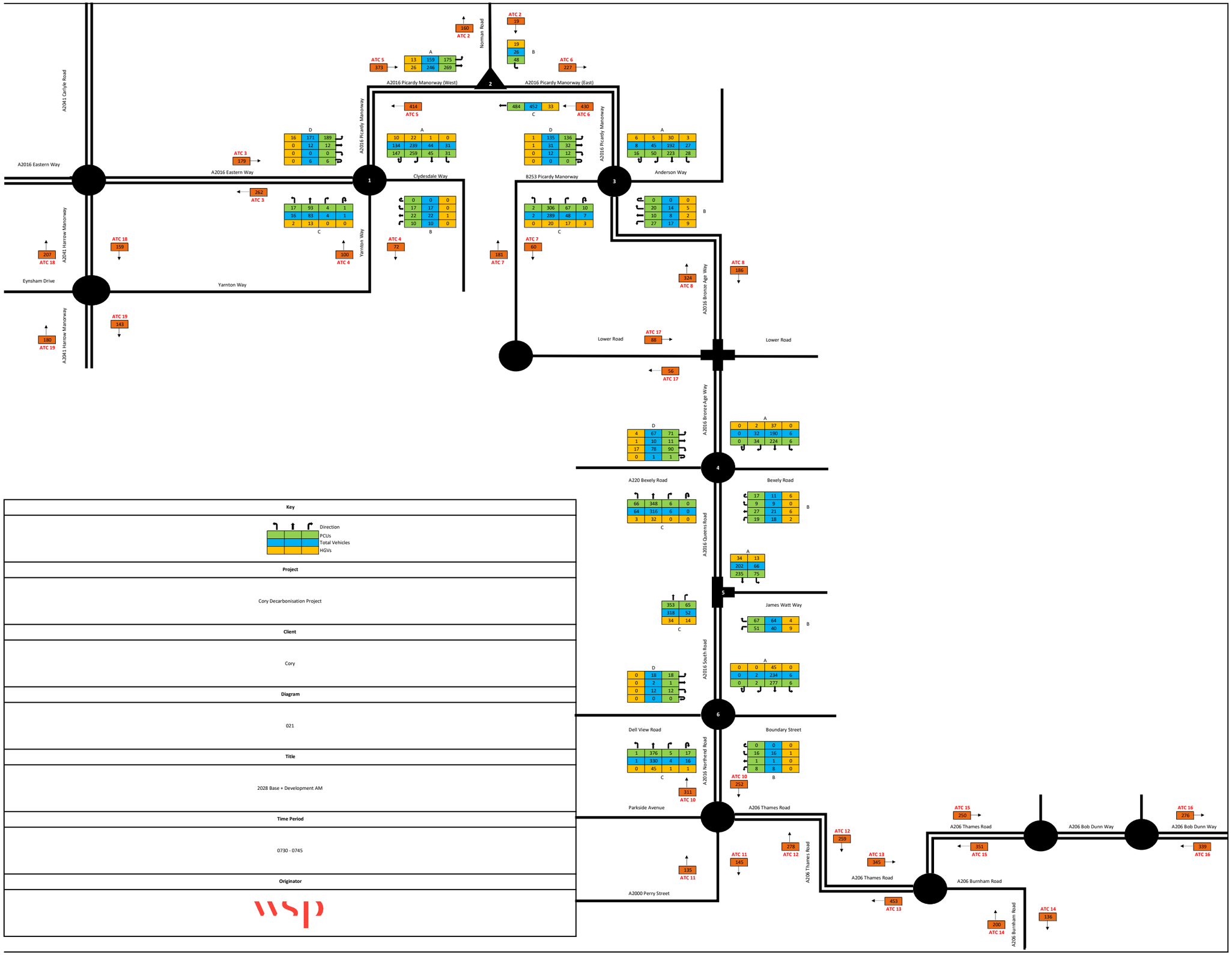
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
018
Title
2028 Base PM
Time Period
1715 - 1730
Originator
wsp



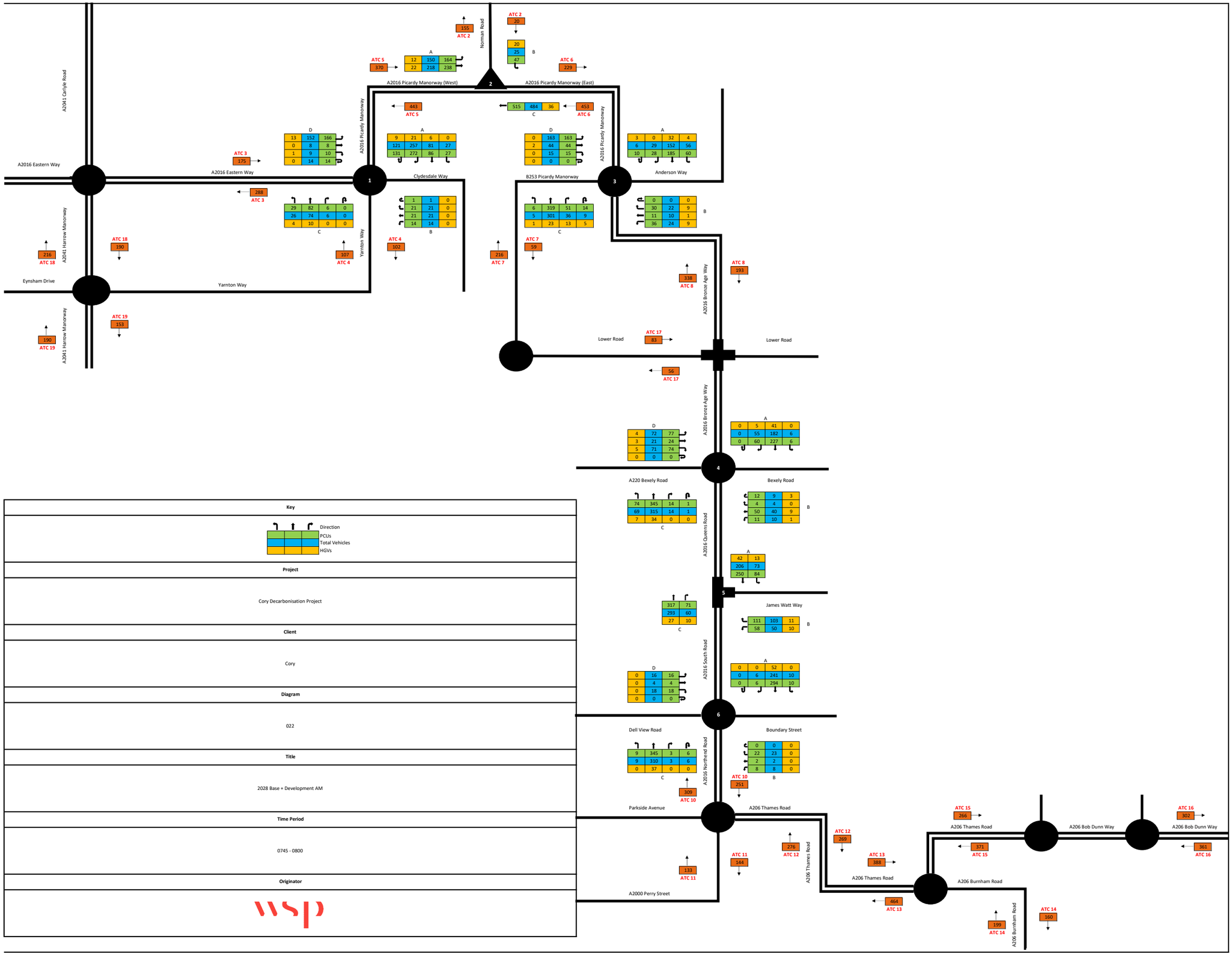
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
019
Title
2028 Base PM
Time Period
1730 - 1745
Originator
wsp



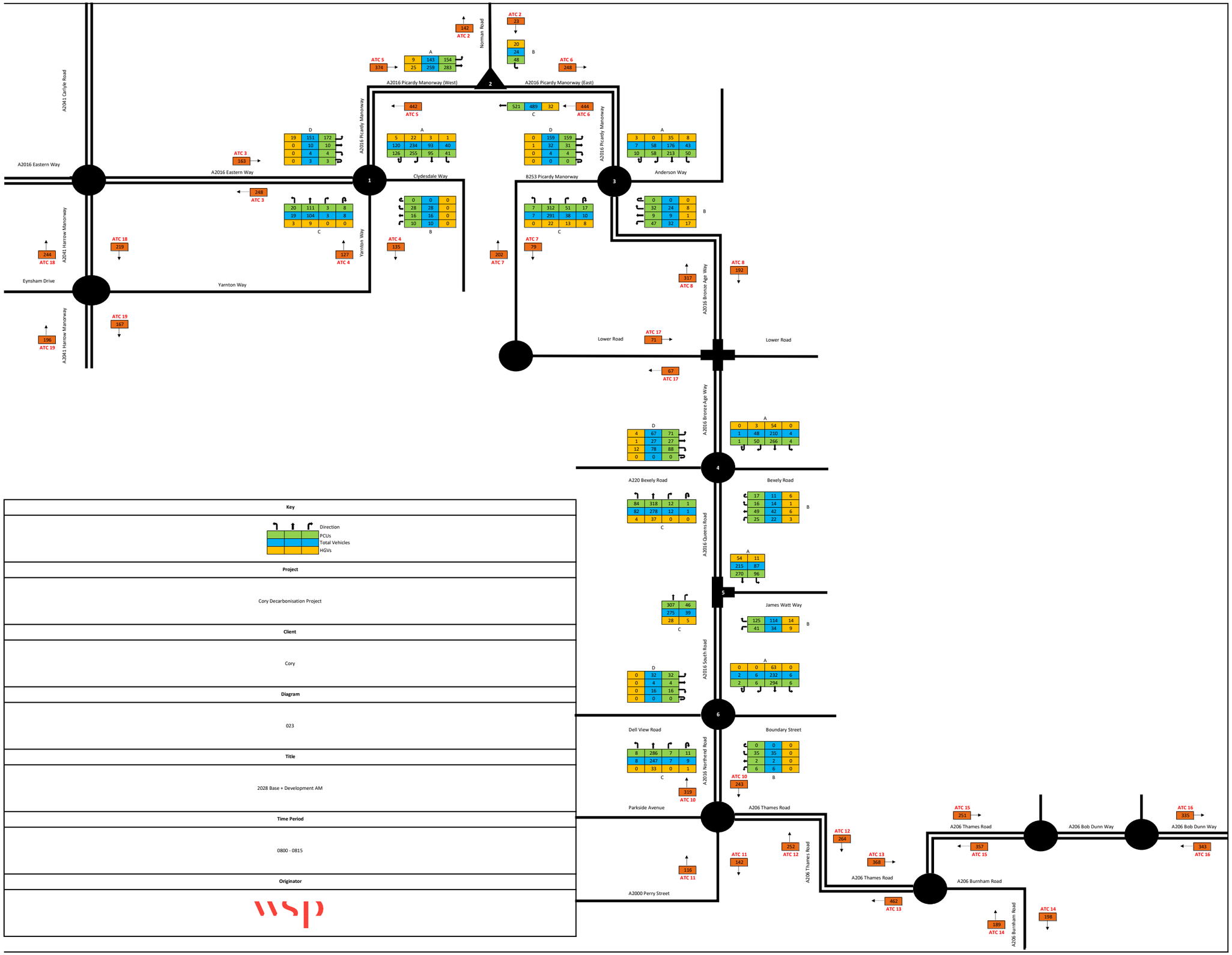
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
020
Title
2028 Base PM
Time Period
1645 - 1745
Originator
wsp



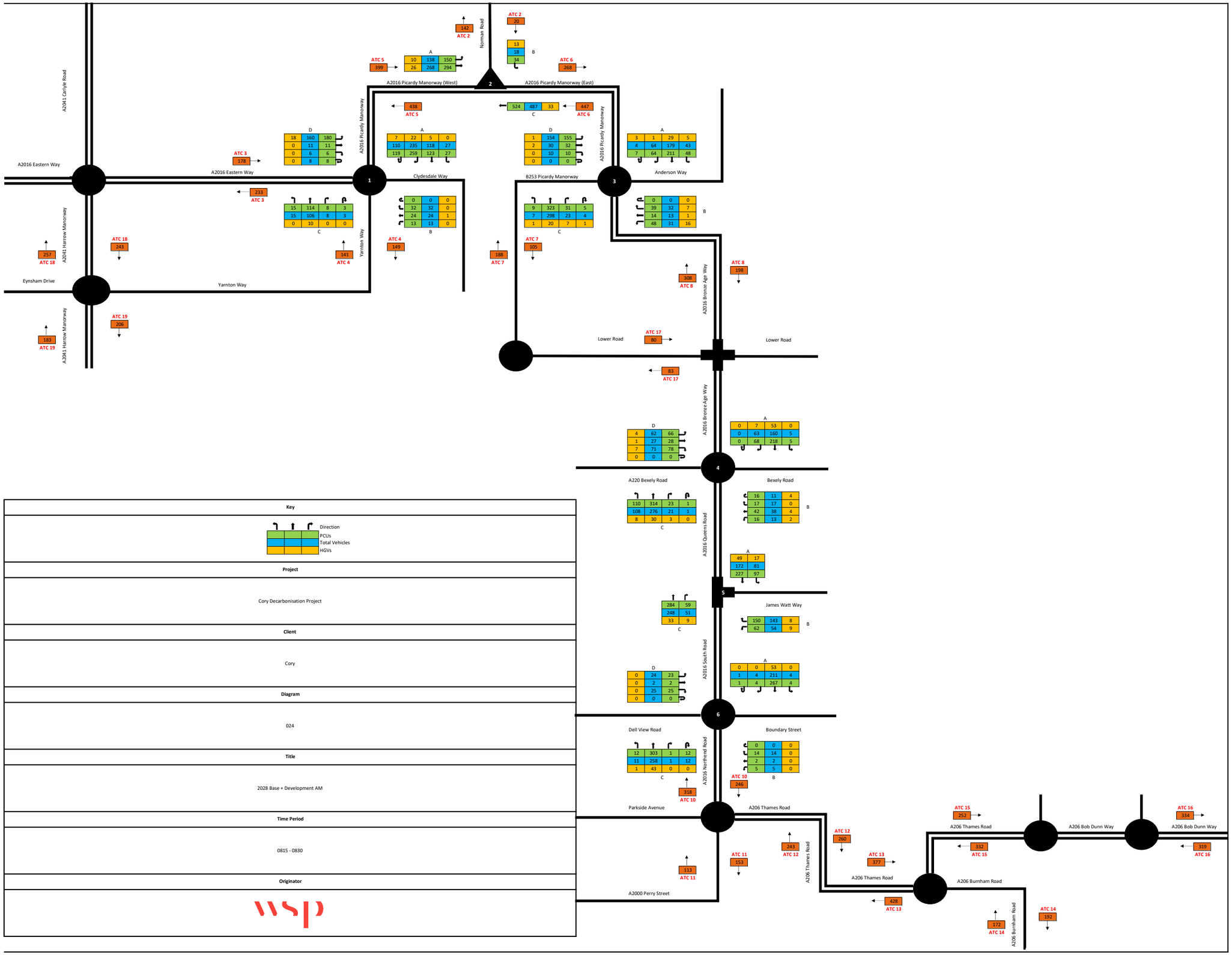
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
021
Title
2028 Base + Development AM
Time Period
0730 - 0745
Originator
wsp



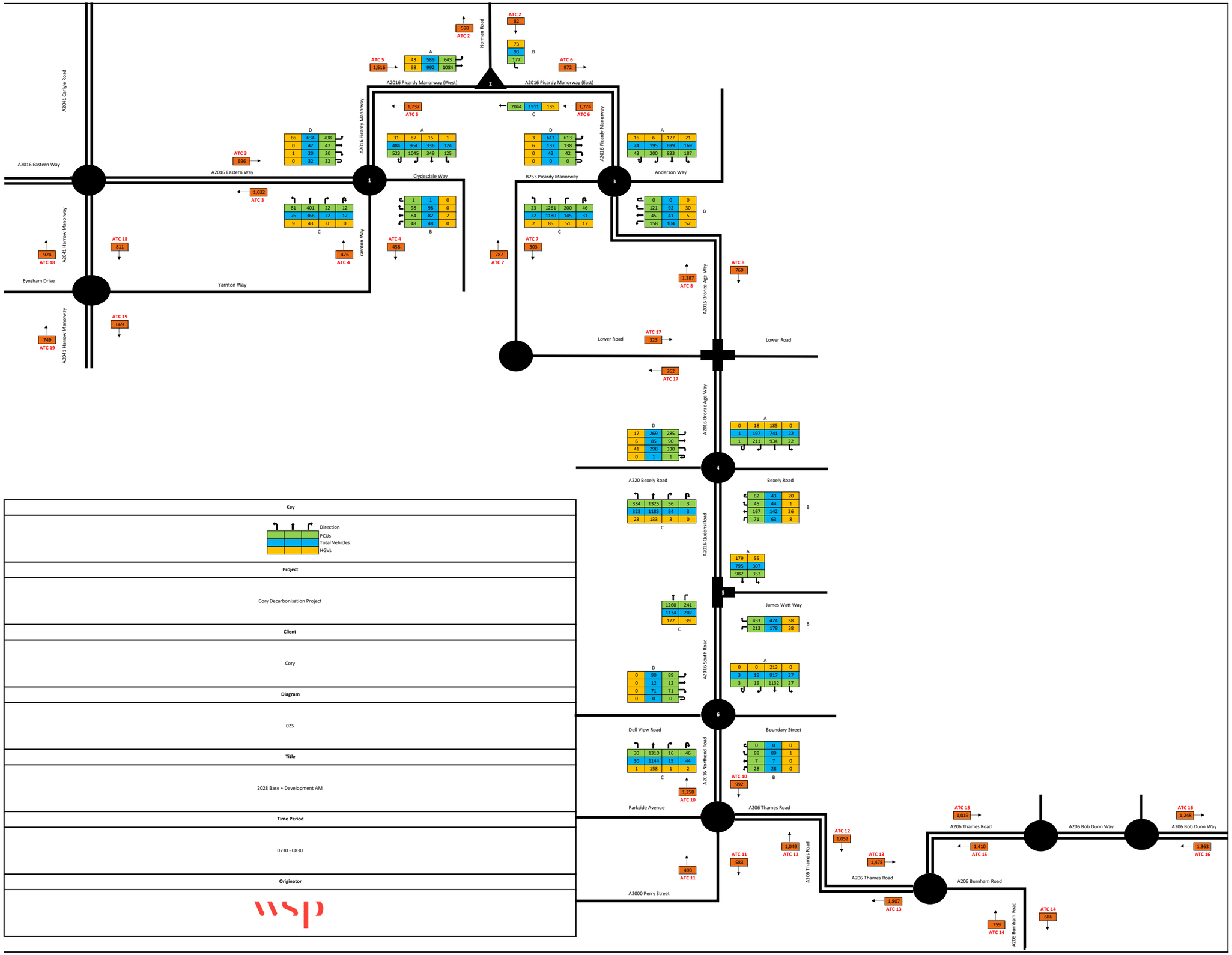
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
022
Title
2028 Base + Development AM
Time Period
0745 - 0800
Originator
wsp



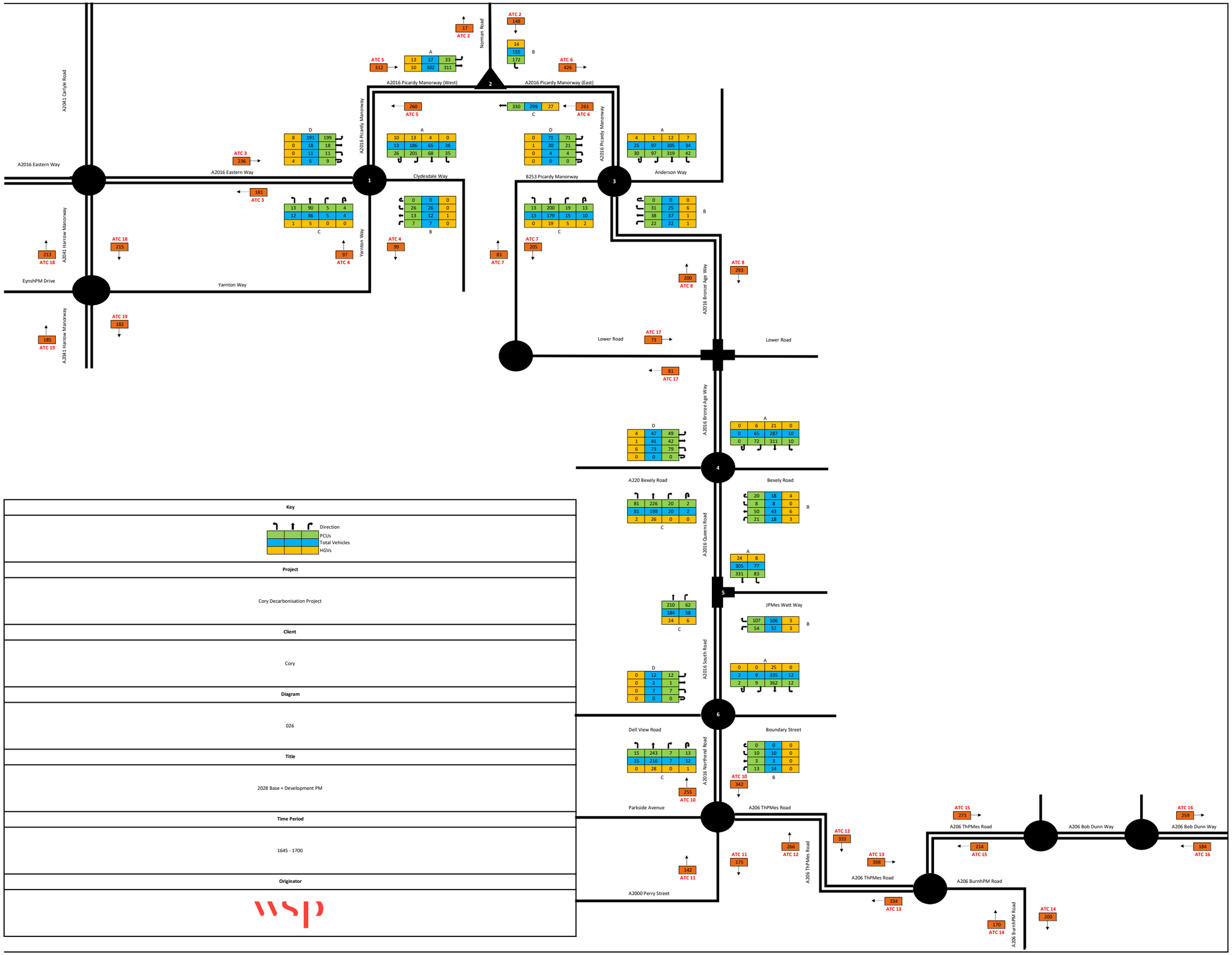
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
023
Title
2028 Base + Development AM
Time Period
0800 - 0815
Originator
wsp



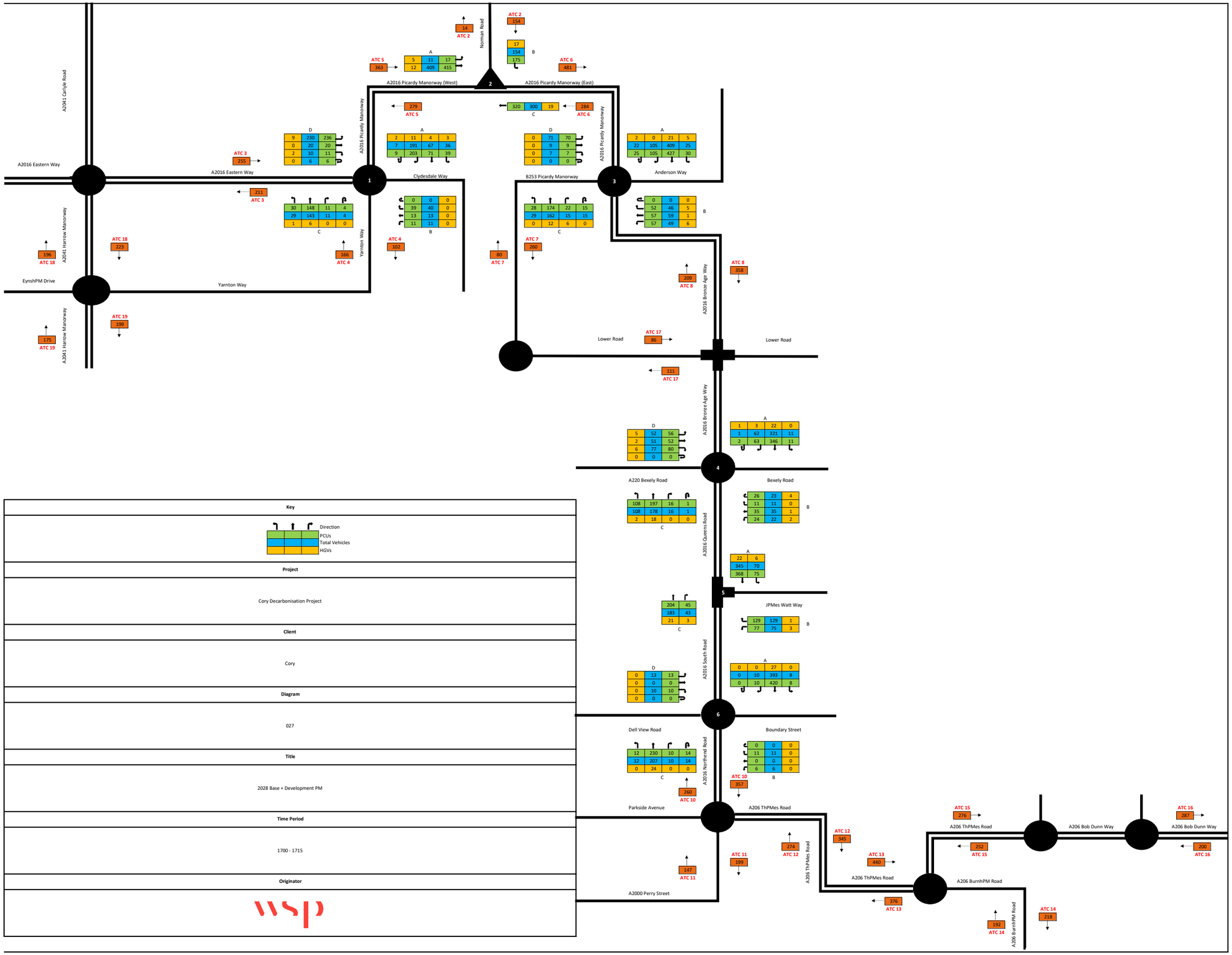
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
024
Title
2028 Base + Development AM
Time Period
0815 - 0830
Originator
wsp



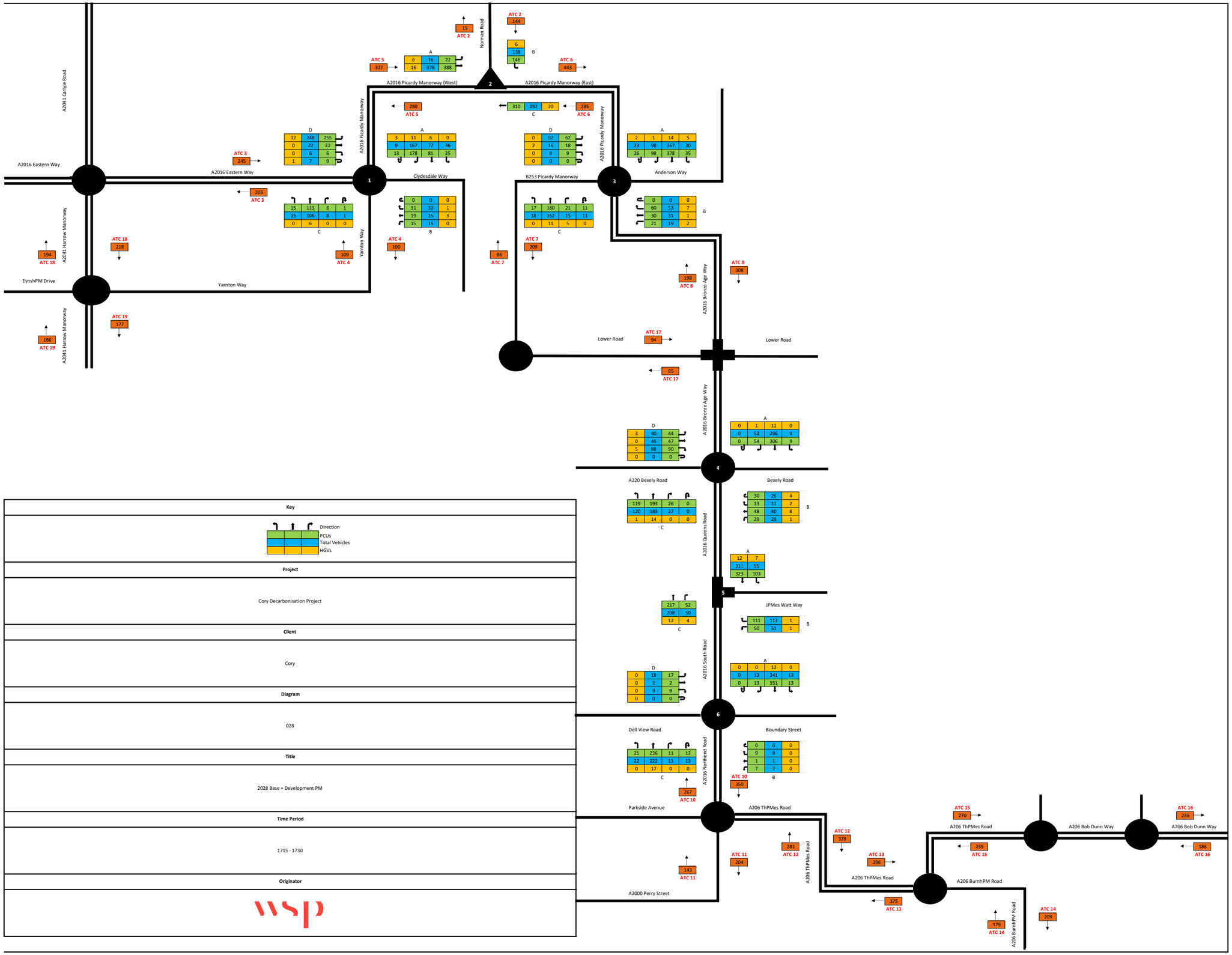
Key
Direction / PCUs / Total Vehicles / HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
025
Title
2028 Base + Development AM
Time Period
0730 - 0830
Originator
wsp



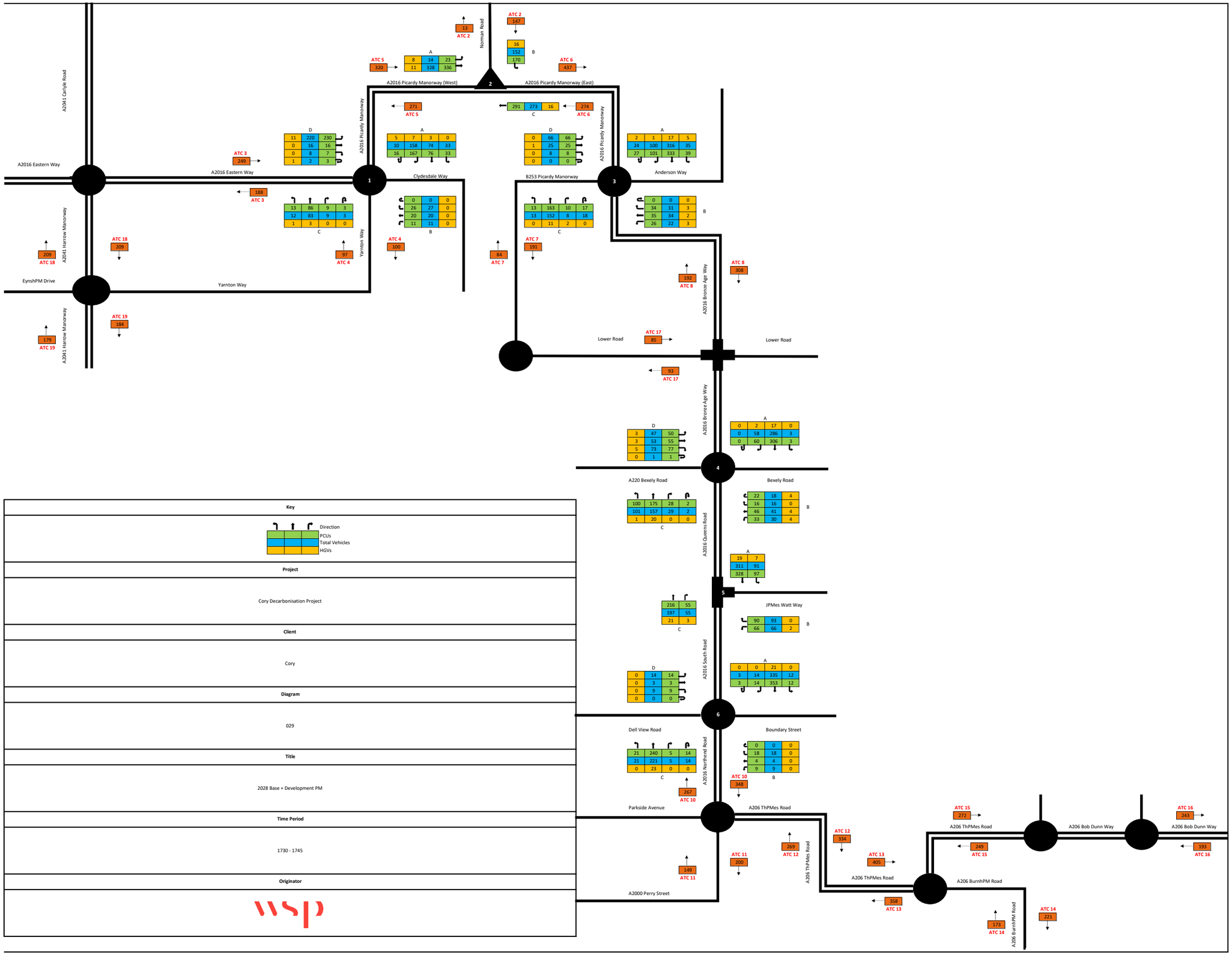
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
026
Title
2028 Base + Development PM
Time Period
1645 - 1700
Originator
wsp



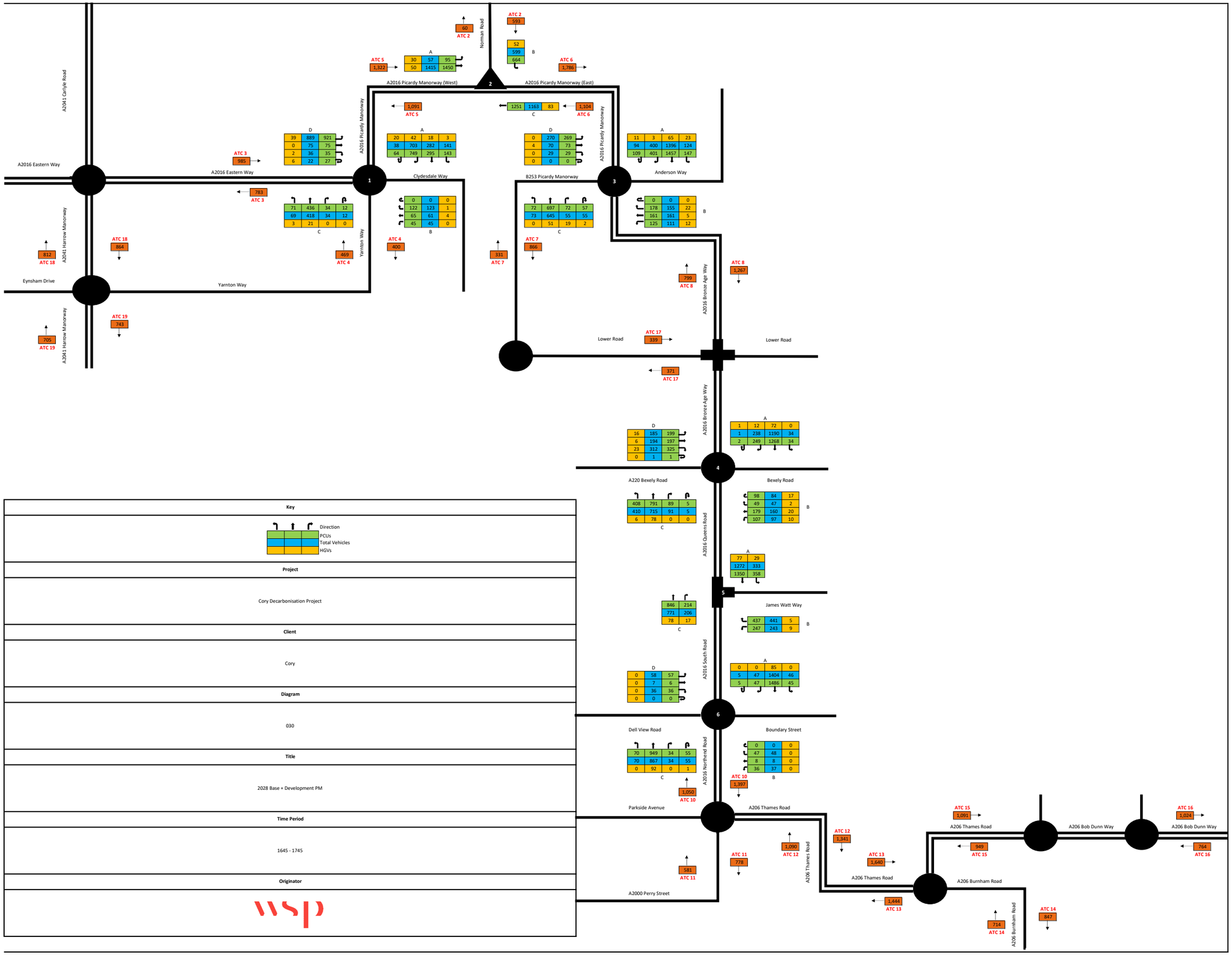
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
027
Title
2028 Base + Development PM
Time Period
1700 - 1715
Originator
wsp

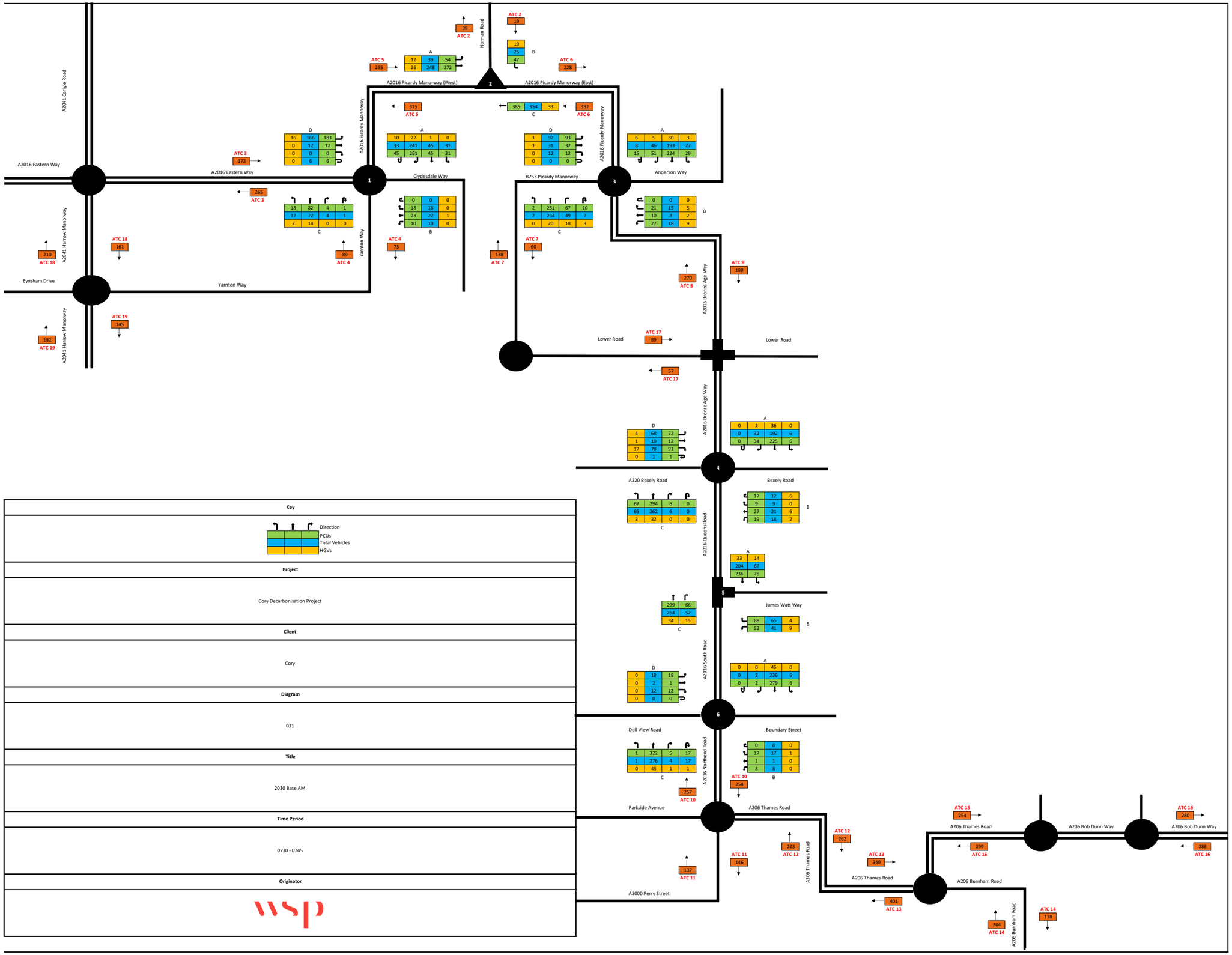


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
028
Title
2028 Base + Development PM
Time Period
1715 - 1730
Originator
wsp

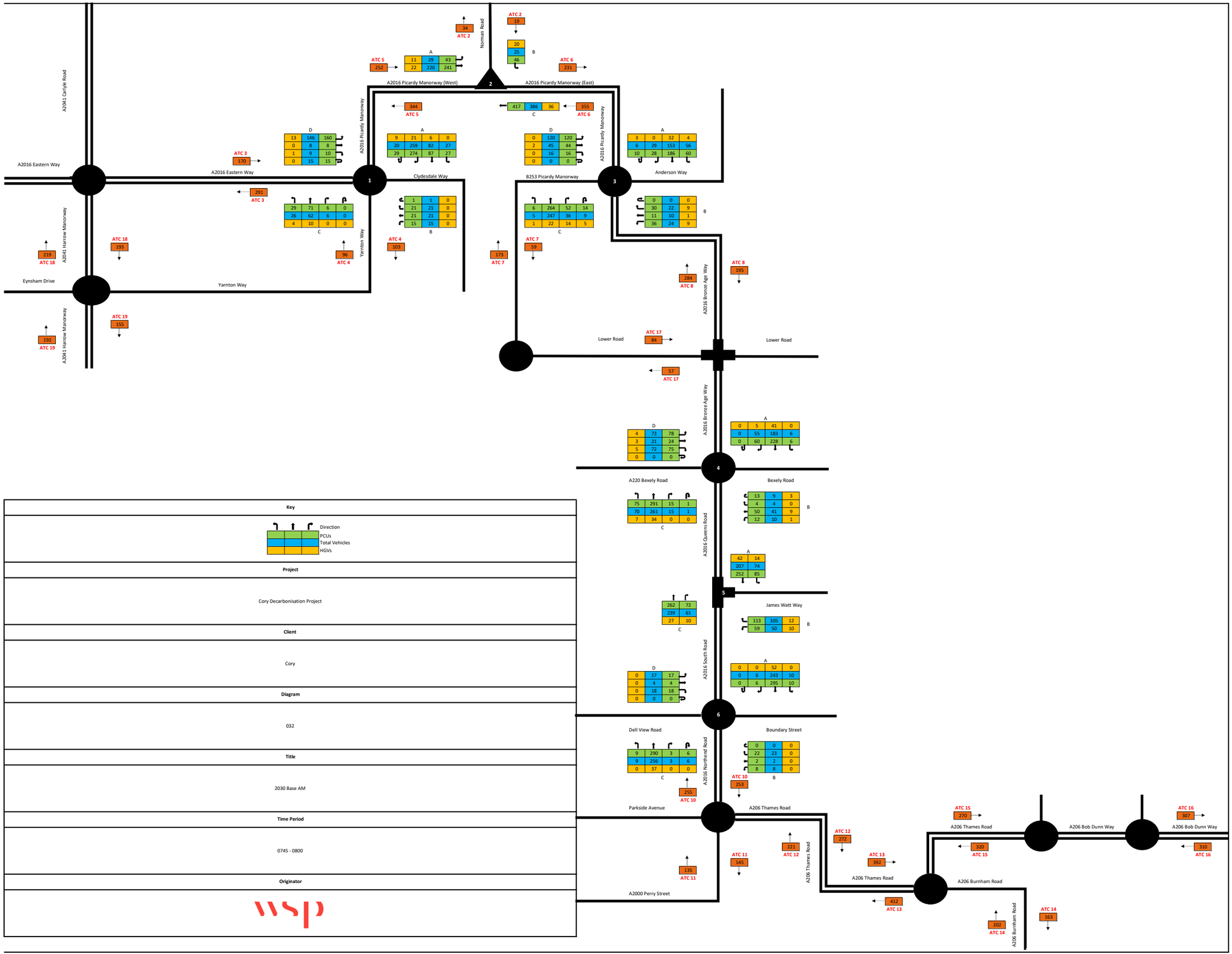


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
029
Title
2028 Base + Development PM
Time Period
1730 - 1745
Originator
wsp

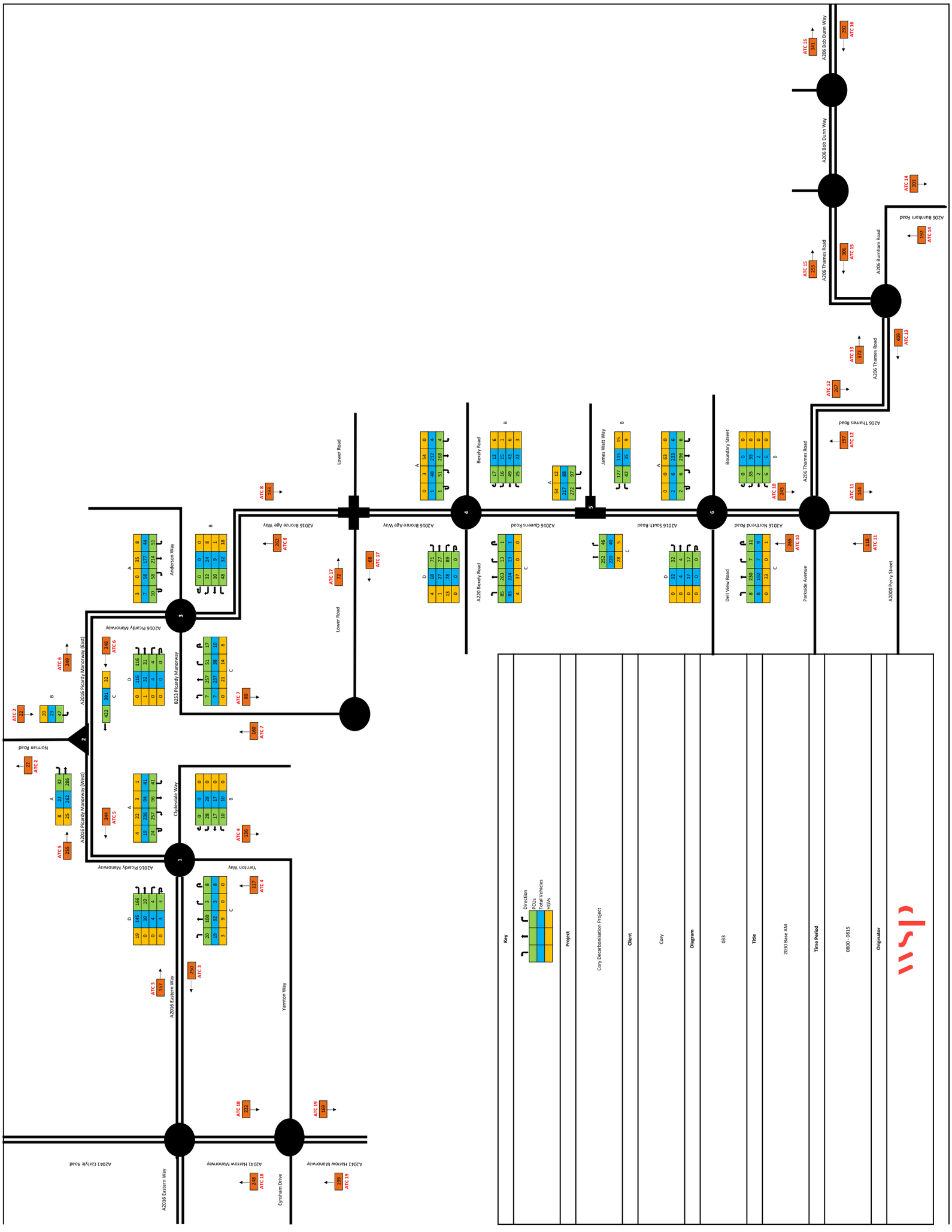

A2041 Carlyle Road
A2016 Eastern Way
A2041 Harrow Manorway
Eynsham Drive
Yarnton Way
A2016 Picardy Manorway
Clydesdale Way
Norman Road
A2016 Picardy Manorway (West)
A2016 Picardy Manorway (East)
B253 Picardy Manorway
Anderson Way
A2016 Bronze Age Way
Lower Road
A220 Bexely Road
Bexely Road
A2016 Queens Road
James Watt Way
A2016 South Road
Dell View Road
Boundary Street
A2016 Northend Road
Parkside Avenue
A206 Thames Road
A2000 Perry Street
A206 Bob Dunn Way
A206 Burnham Road
A206 Burnham Road
A
B
C
D
Direction
PCUs
Total Vehicles
HGVs
Key
Project
Cory Decarbonisation Project
Client
Cory
Diagram
030
Title
2028 Base + Development PM
Time Period
1645 - 1745
Originator
wsp

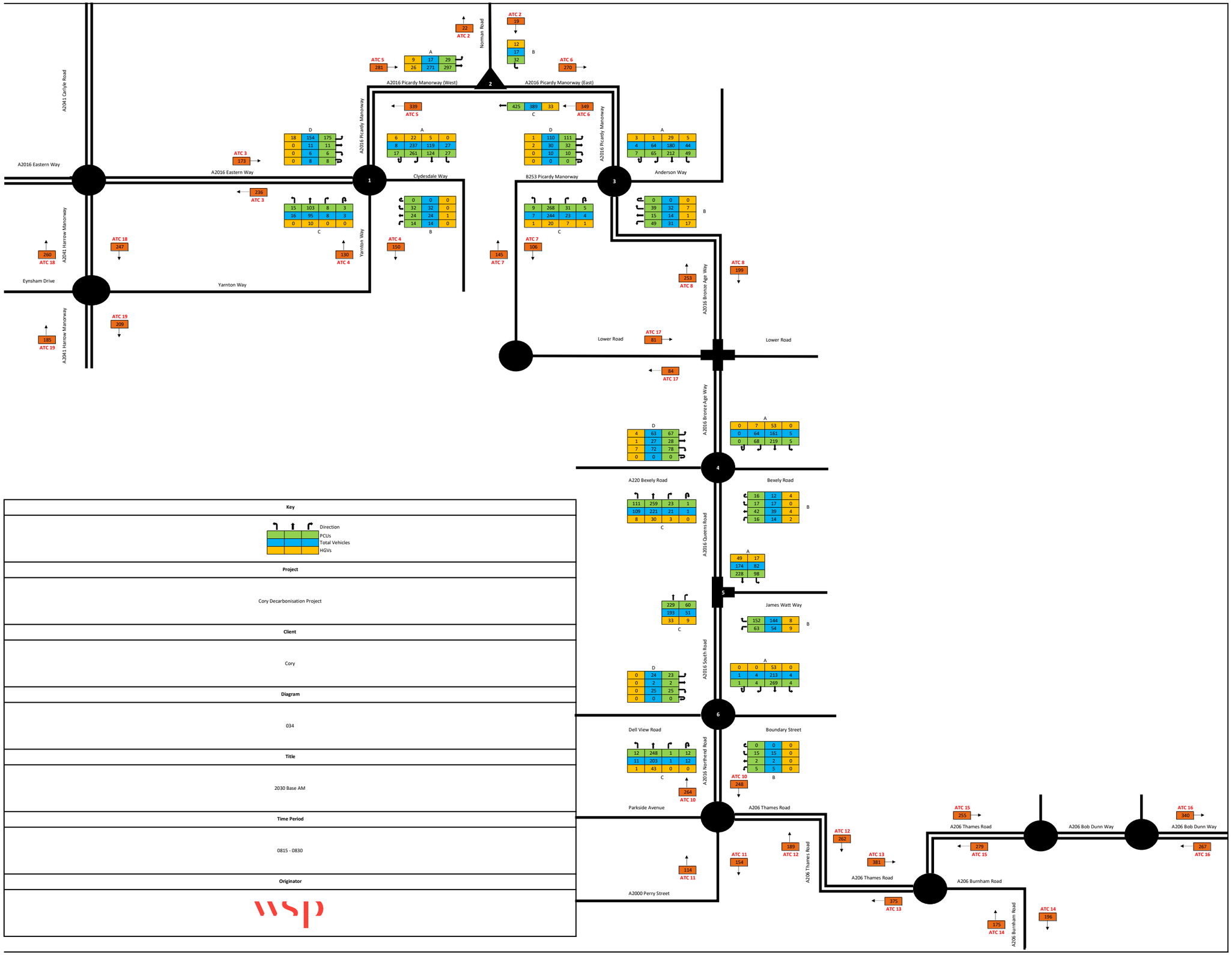


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
031
Title
2030 Base AM
Time Period
0730 - 0745
Originator
wsp

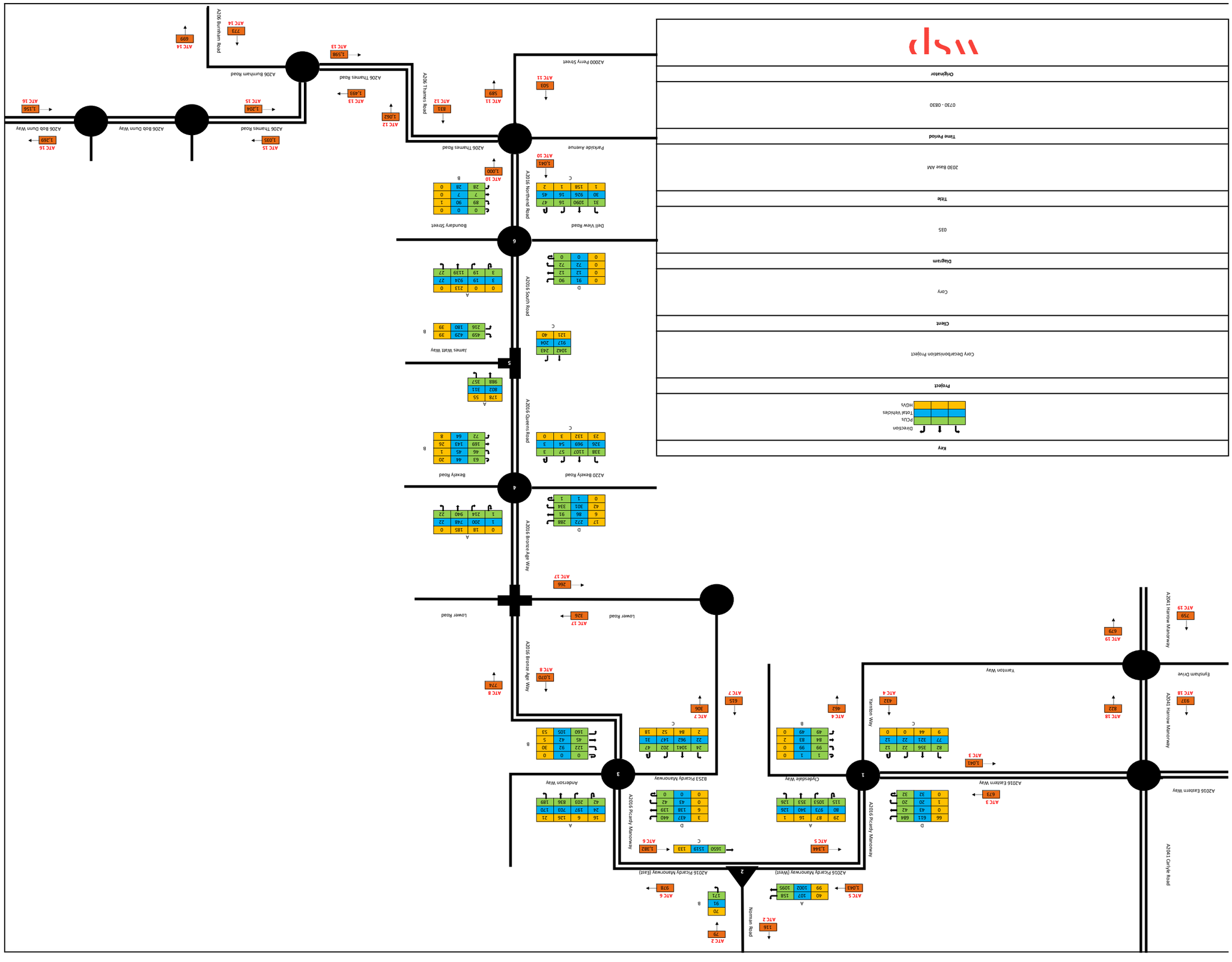


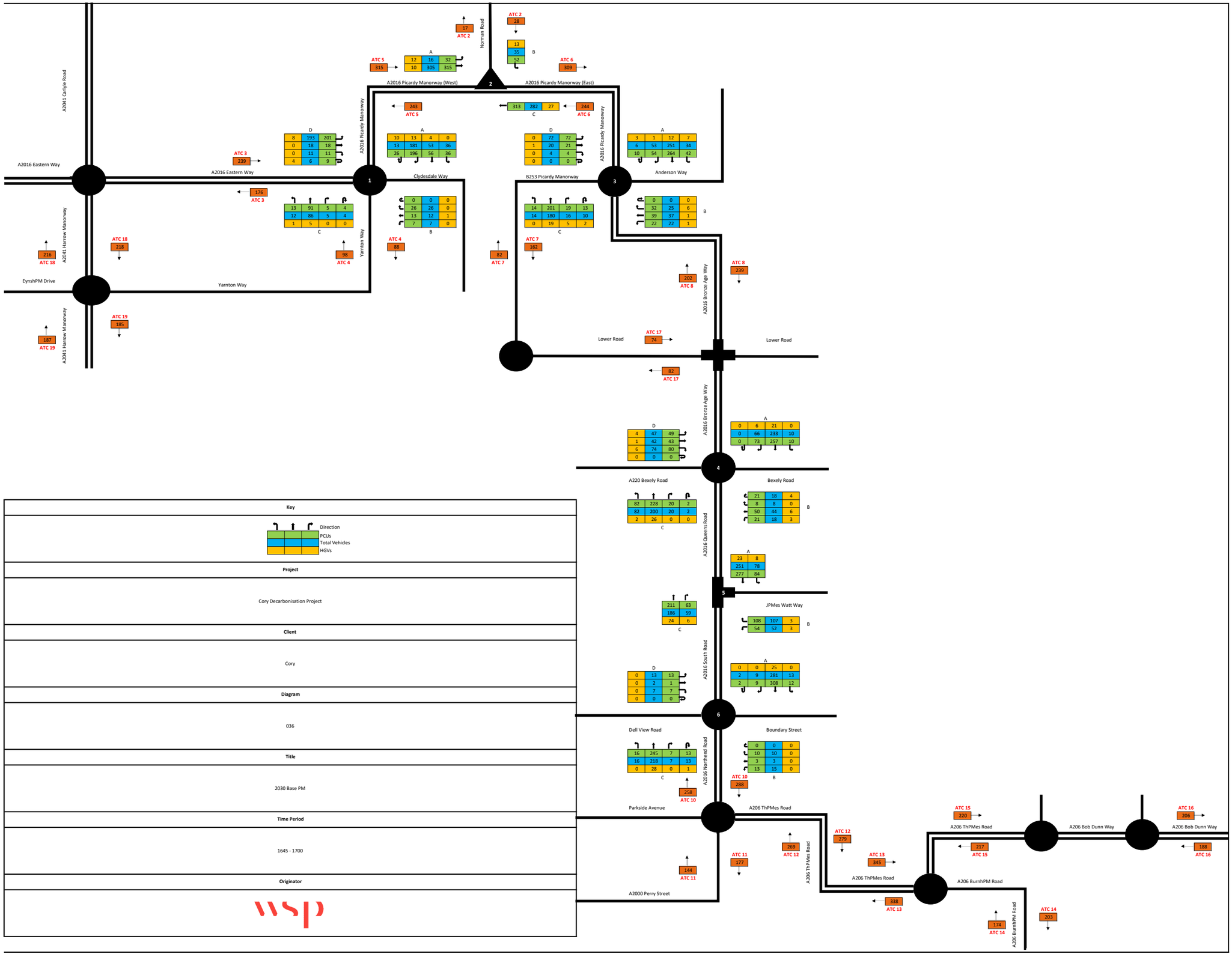
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
032
Title
2030 Base AM
Time Period
0745 - 0800
Originator
wsp


Key
Direction
PCUs
Total Vehicles
HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
033
Title
2030 Base AM
Time Period
0800 - 0815
Originator
A206 Thames Road
A206 Bob Dunn Way
A206 Burnham Road
A206 Burnham Road
A206 Thames Road
A206 Thames Road
A2016 Northend Road
A2016 South Road
A2016 Queens Road
A2016 Bronze Age Way
A2016 Bronze Age Way
A2016 Picardy Manorway
A2016 Picardy Manorway (East)
A2016 Picardy Manorway (West)
A2016 Picardy Manorway
A2041 Carlyle Road
A2041 Harrow Manorway
A2041 Harrow Manorway
A2016 Eastern Way
A2016 Eastern Way
Eynsham Drive
Yarnton Way
Yarnton Way
Norman Road
Clydesdale Way
Lower Road
Lower Road
Anderson Way
B253 Picardy Manorway
A220 Bexely Road
Bexely Road
James Watt Way
Boundary Street
Dell View Road
Parkside Avenue
A2000 Perry Street
A206 Burnham Road
ATC 1
ATC 2
ATC 3
ATC 4
ATC 5
ATC 6
ATC 7
ATC 8
ATC 9
ATC 10
ATC 11
ATC 12
ATC 13
ATC 14
ATC 15
ATC 16
ATC 17
ATC 18
ATC 19

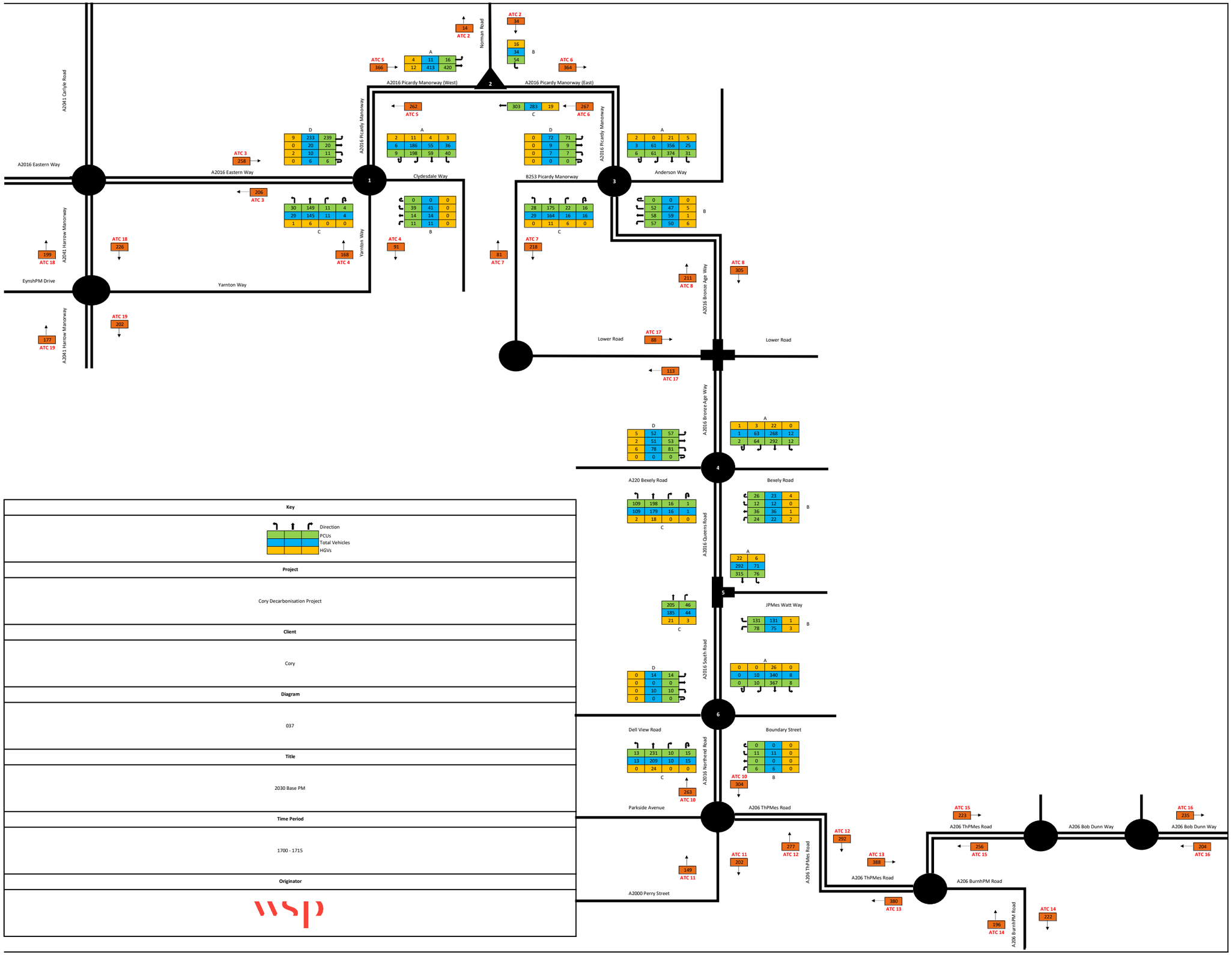


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
034
Title
2030 Base AM
Time Period
0815 - 0830
Originator
wsp

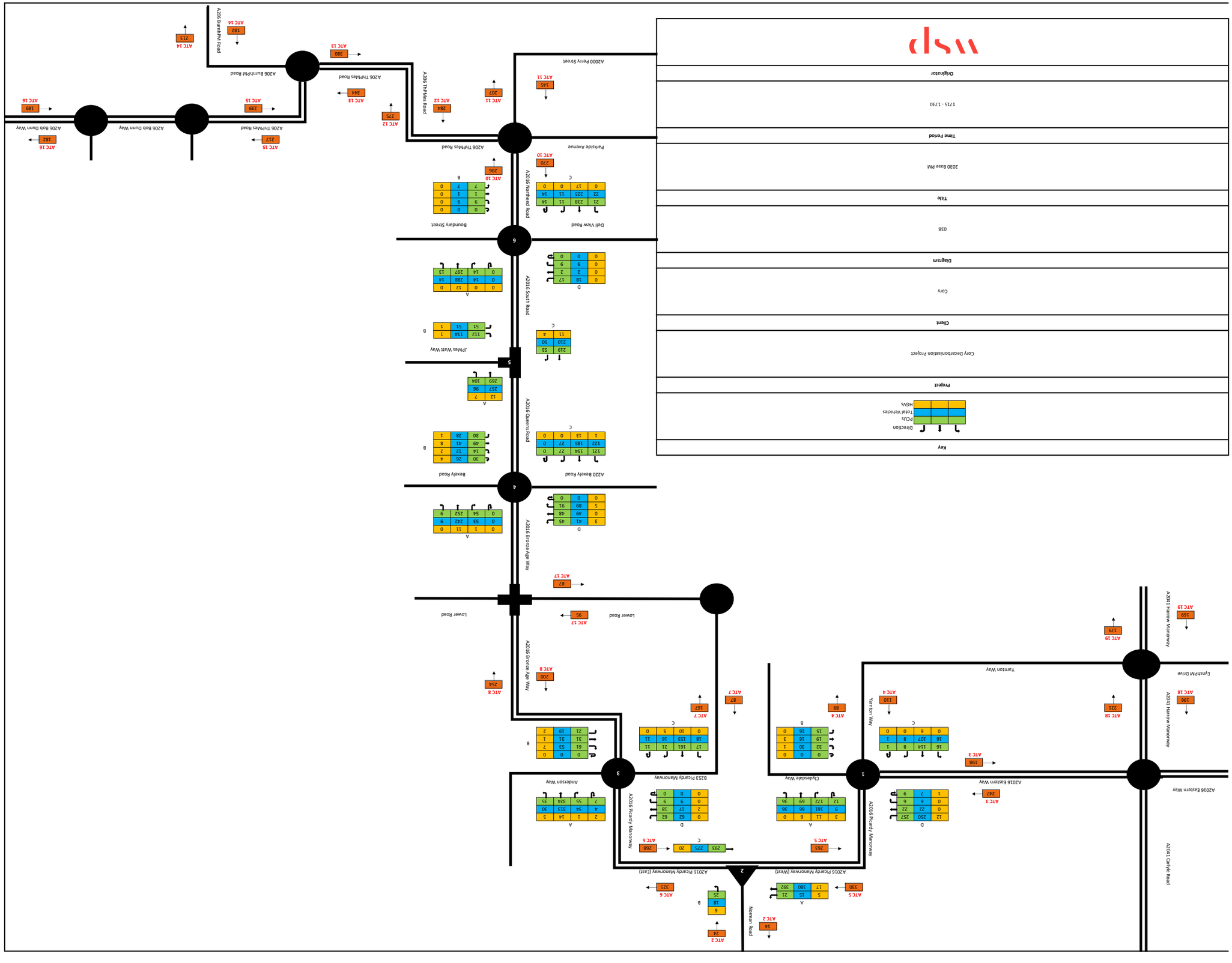

Key
Direction
PCUs
Total Vehicles
HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
035
Title
2030 Base AM
Time Period
0730 - 0830
Originator
dsp
A2000 Perry Street
ATC 11
503
589
ATC 11
A206 Thames Road
ATC 12
831
1,062
ATC 12
Parkside Avenue
A206 Thames Road
ATC 13
1,493
1,598
ATC 13
A206 Burnham Road
ATC 14
773
699
ATC 14
A206 Thames Road
ATC 15
1,204
1,035
ATC 15
A206 Bob Dunn Way
ATC 16
1,156
1,269
ATC 16
A206 Bob Dunn Way
A2016 Bronze Age Way
A2016 Northend Road
A2016 South Road
A2016 Queens Road
A220 Bexley Road
A220 Bexley Road
Bell View Road
Boundary Street
James Watt Way
Bexley Road
Bexley Road
ATC 10
1,000
ATC 10
1,041
ATC 10
A
B
C
D
1
2
3
4
5
6
A2016 Picardy Manorway (West)
A2016 Picardy Manorway (East)
A2016 Picardy Manorway
A2016 Eastern Way
A2041 Harrow Manorway
A2041 Carlyle Road
Norman Road
Lower Road
Lower Road
Andrews Way
B253 Picardy Manorway
Clydesdale Way
Yarnton Way
Eynsham Drive
ATC 2
79
ATC 2
116
ATC 5
1,043
ATC 5
1,344
ATC 6
978
ATC 6
1,382
ATC 7
306
ATC 7
615
ATC 8
724
ATC 8
1,070
ATC 17
326
ATC 17
266
ATC 4
462
ATC 4
432
ATC 3
1,041
ATC 3
673
ATC 18
832
ATC 18
937
ATC 19
679
ATC 19
759

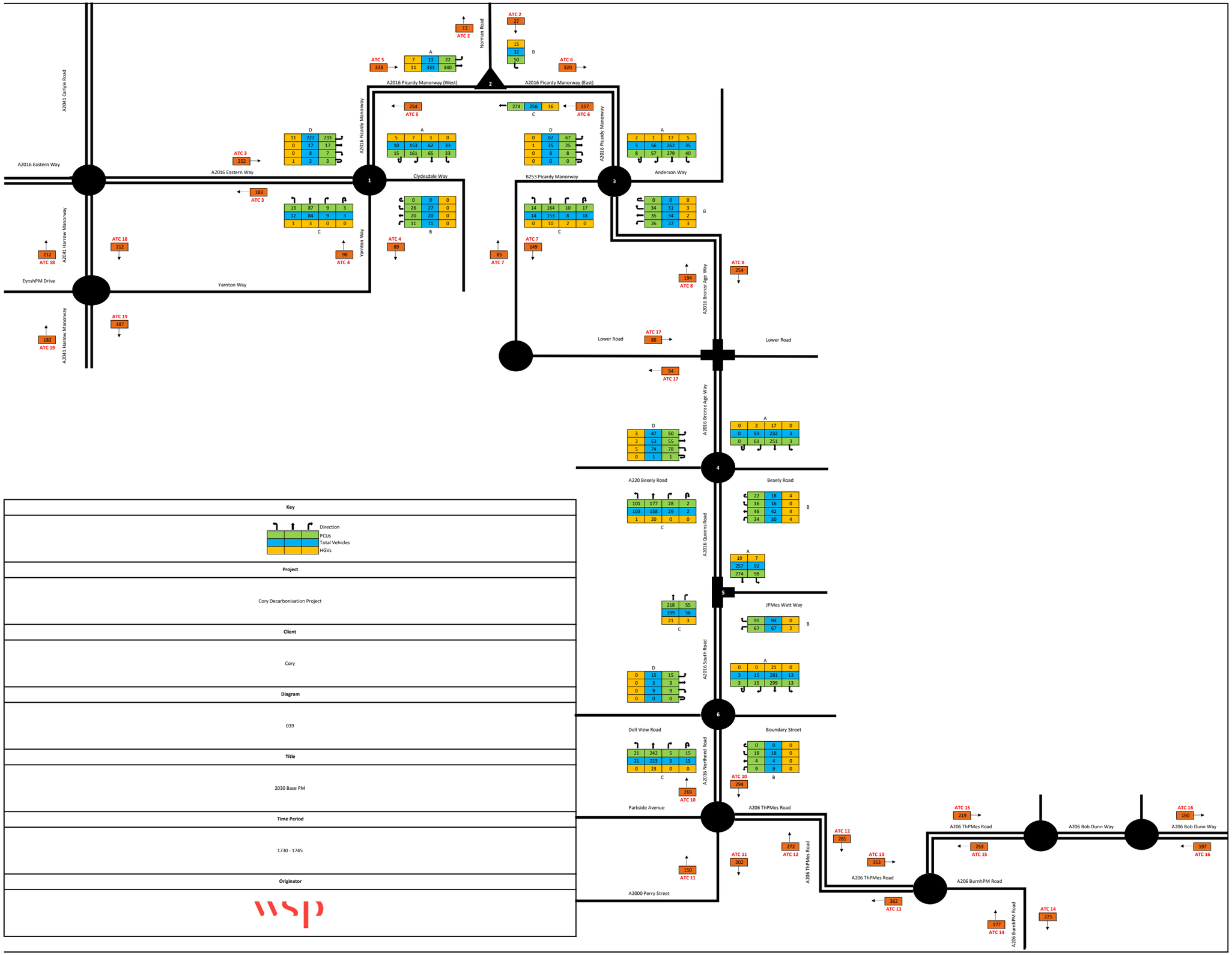


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
036
Title
2030 Base PM
Time Period
1645 - 1700
Originator
wsp

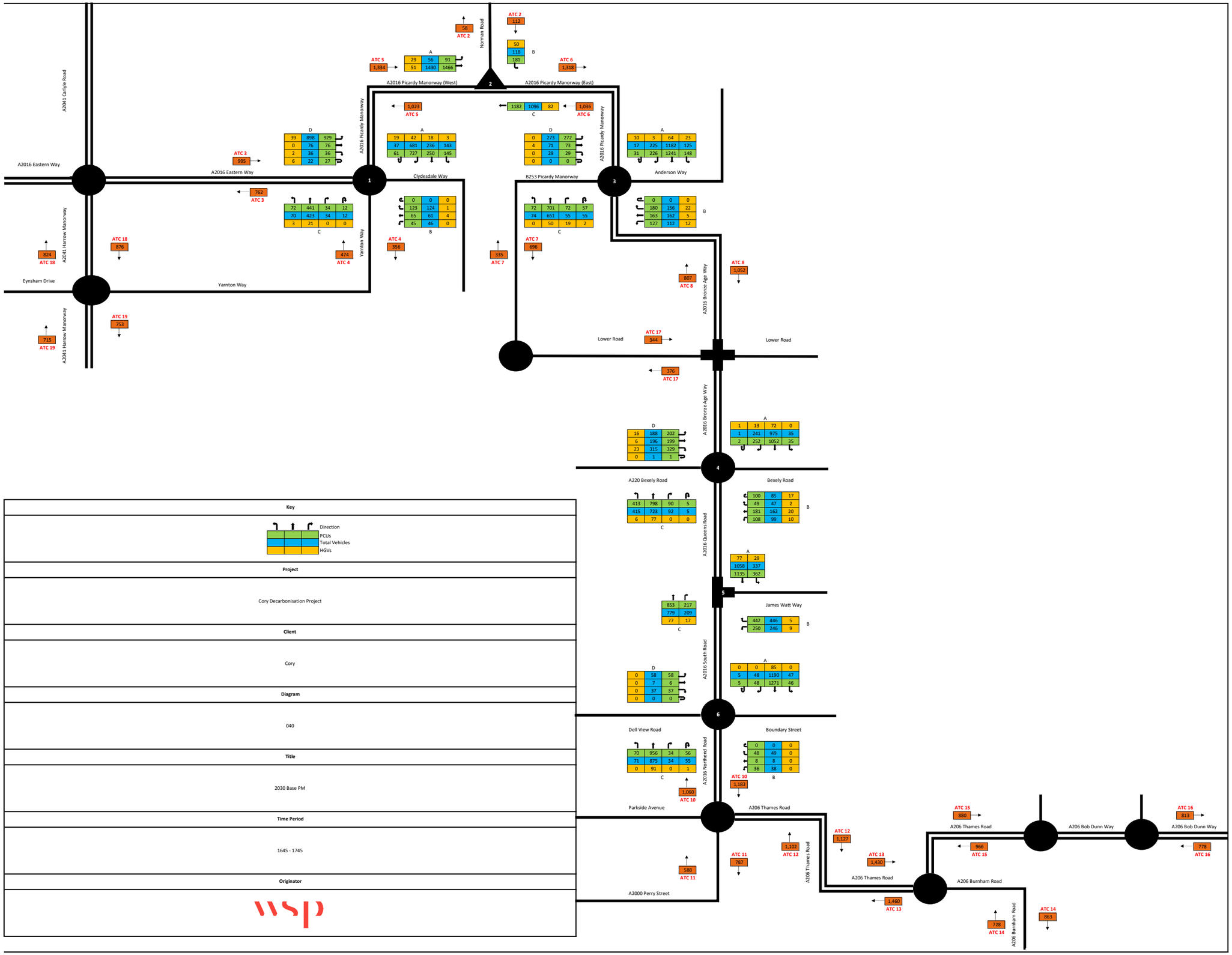


Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
037
Title
2030 Base PM
Time Period
1700 - 1715
Originator
wsp

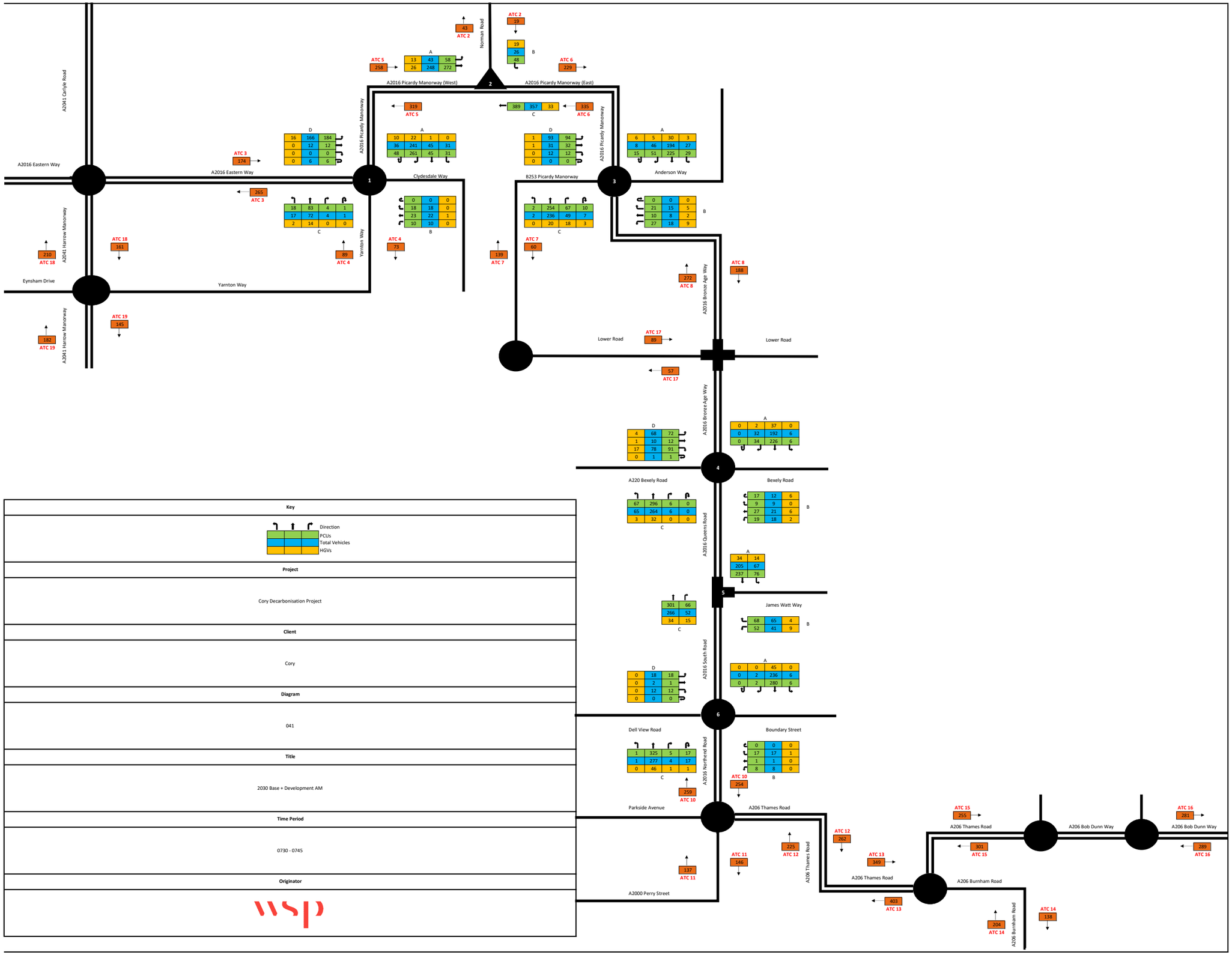

Key
Direction
PCUs
Total Vehicles
HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
038
Title
2030 Base PM
Time Period
1715 - 1730
Originator
dsm
A2000 Perry Street
A220 Bexley Road
A2016 Queens Road
A2016 Bronze Age Way
A2016 South Road
A2016 Northend Road
A2016 Riverdy Manorway
A2016 Picardy Manorway (West)
A2016 Picardy Manorway (East)
A2016 Eastern Way
A2041 Harrow Manorway
A2041 Carlyle Road
A206 TrPrMes Road
A206 BurnhPM Road
A206 Bob Dunn Way
Parkside Avenue
Bell View Road
Boundary Street
Bexley Road
JPMes Watt Way
Anderson Way
B253 Picardy Manorway
Lower Road
Chelsdale Way
Yarnton Way
EynshPM Drive
Norman Road
1
2
3
4
5
6
ATC 2
ATC 3
ATC 4
ATC 5
ATC 6
ATC 7
ATC 8
ATC 10
ATC 11
ATC 12
ATC 13
ATC 14
ATC 15
ATC 16
ATC 17
ATC 18
ATC 19



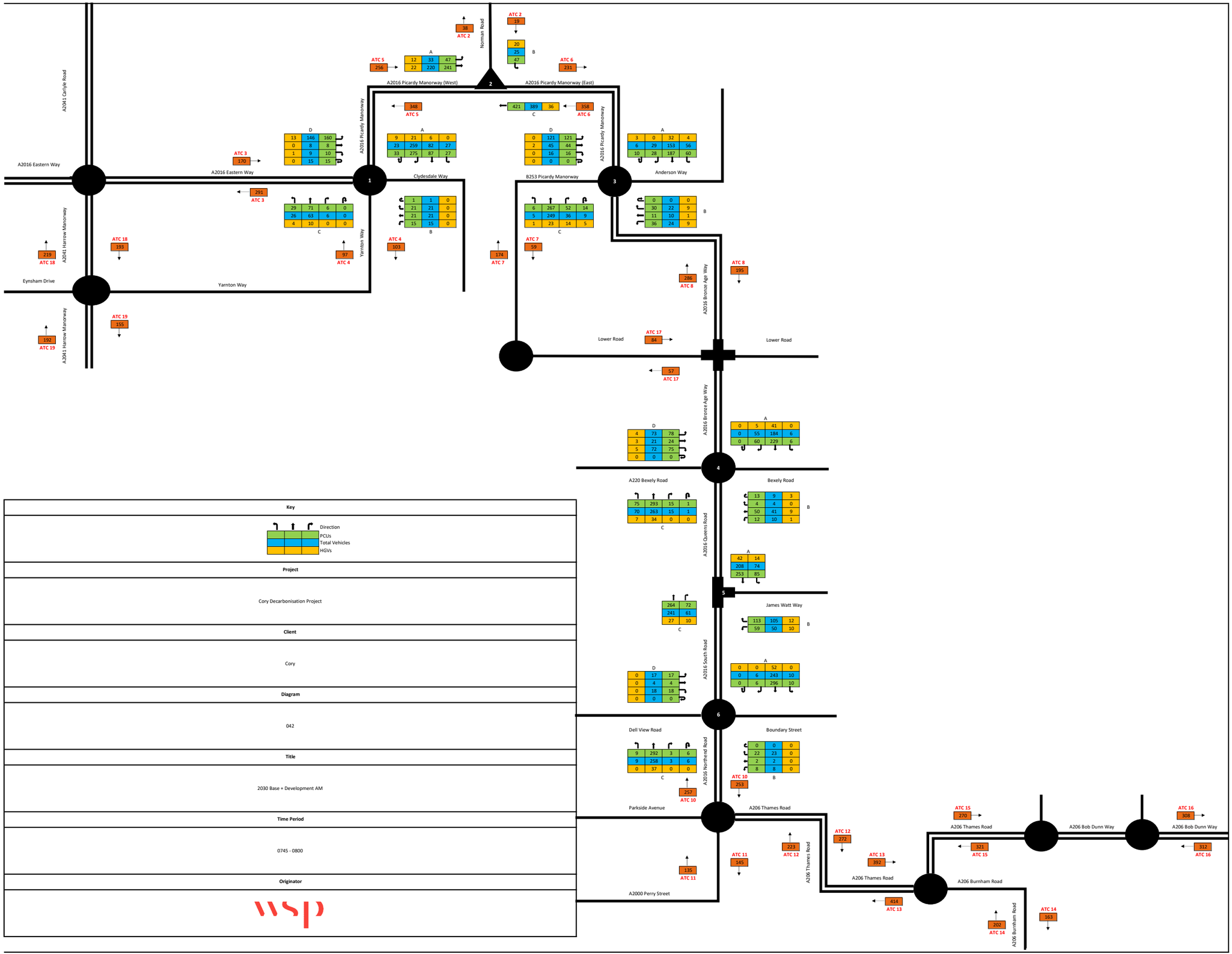
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
039
Title
2030 Base PM
Time Period
1730 - 1745
Originator
wsp



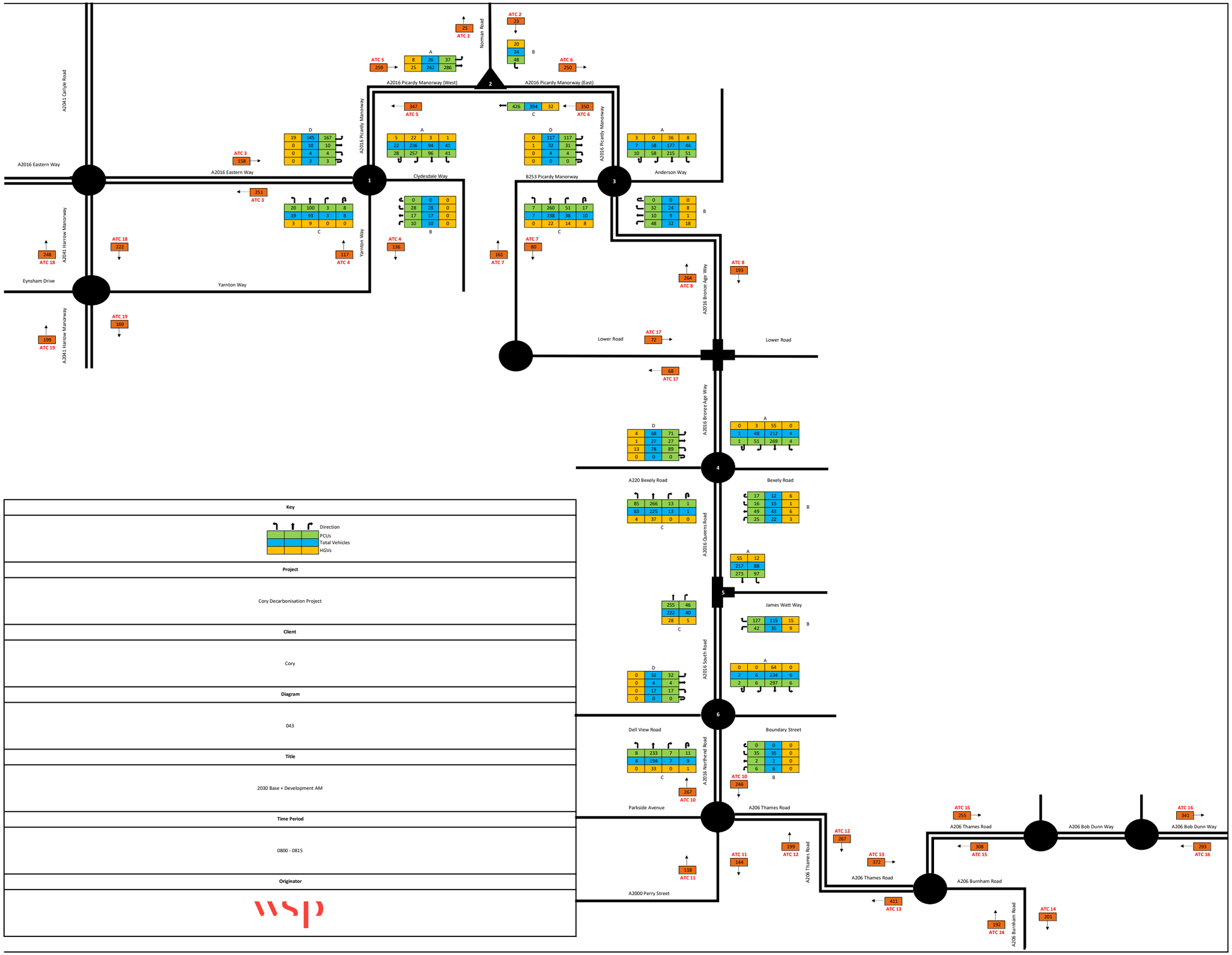
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
040
Title
2030 Base PM
Time Period
1645 - 1745
Originator
wsp



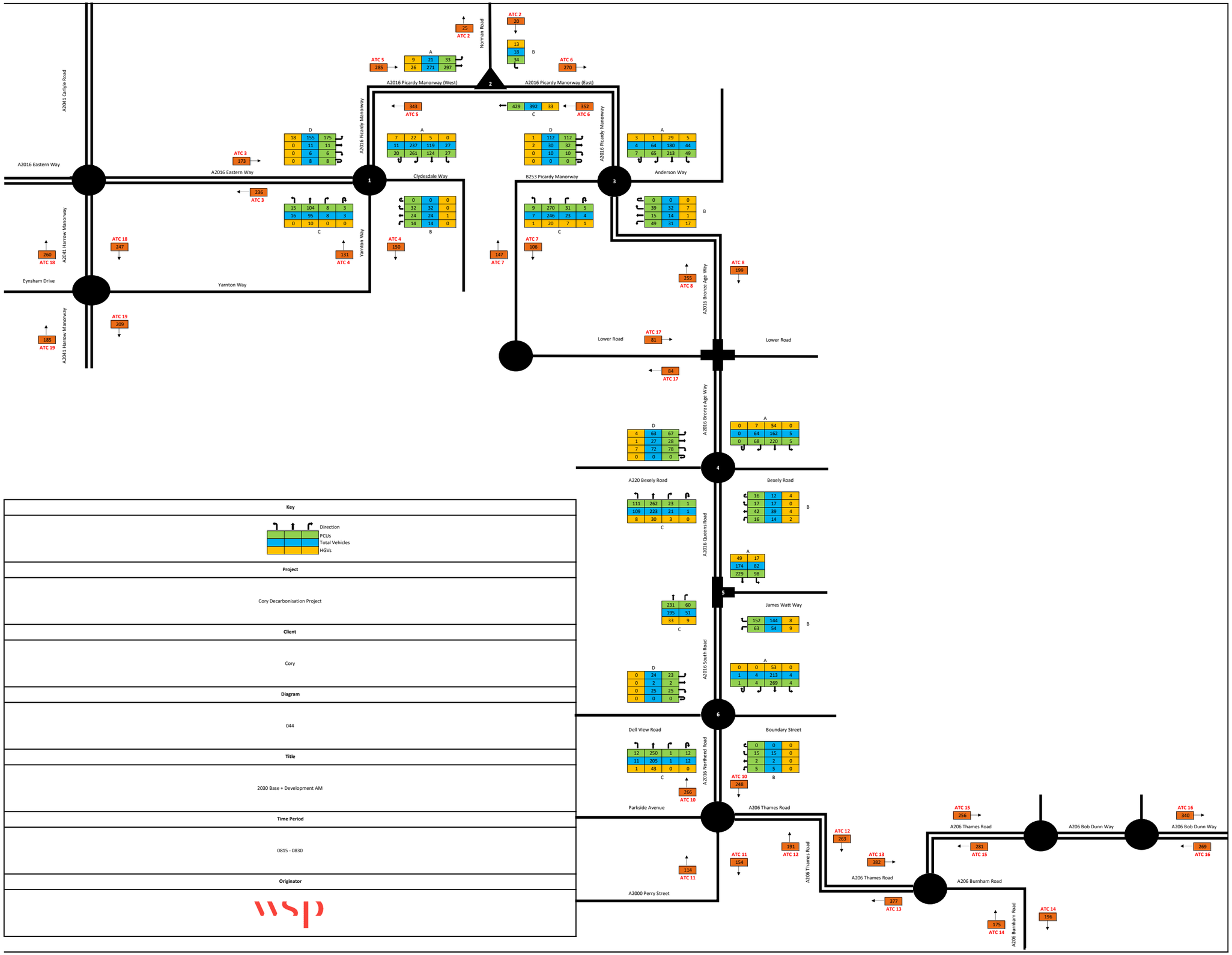
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
041
Title
2030 Base + Development AM
Time Period
0730 - 0745
Originator
wsp



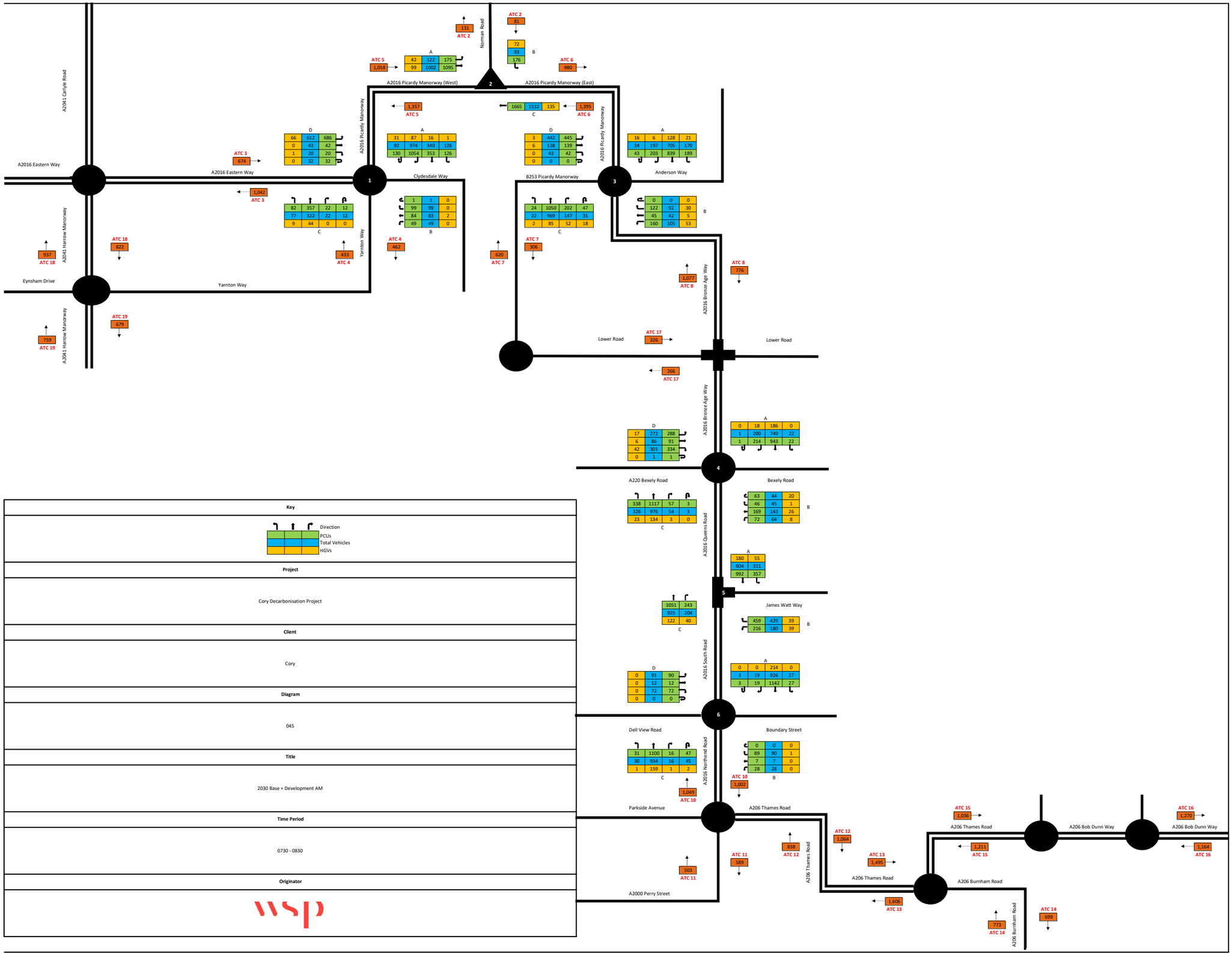
Key
Direction / PCUs / Total Vehicles / HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
042
Title
2030 Base + Development AM
Time Period
0745 - 0800
Originator
wsp



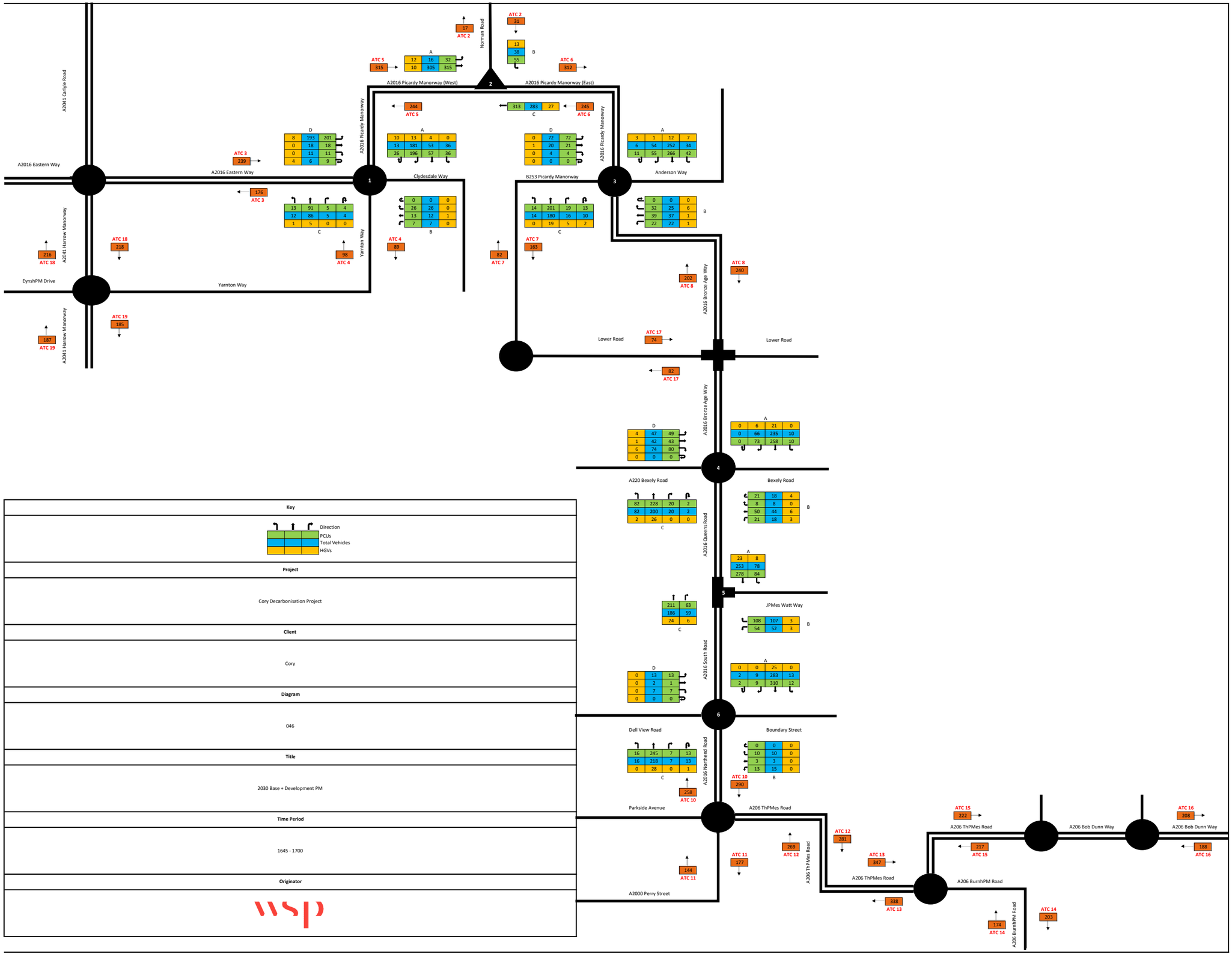
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
043
Title
2030 Base + Development AM
Time Period
0800 - 0815
Originator
wsp



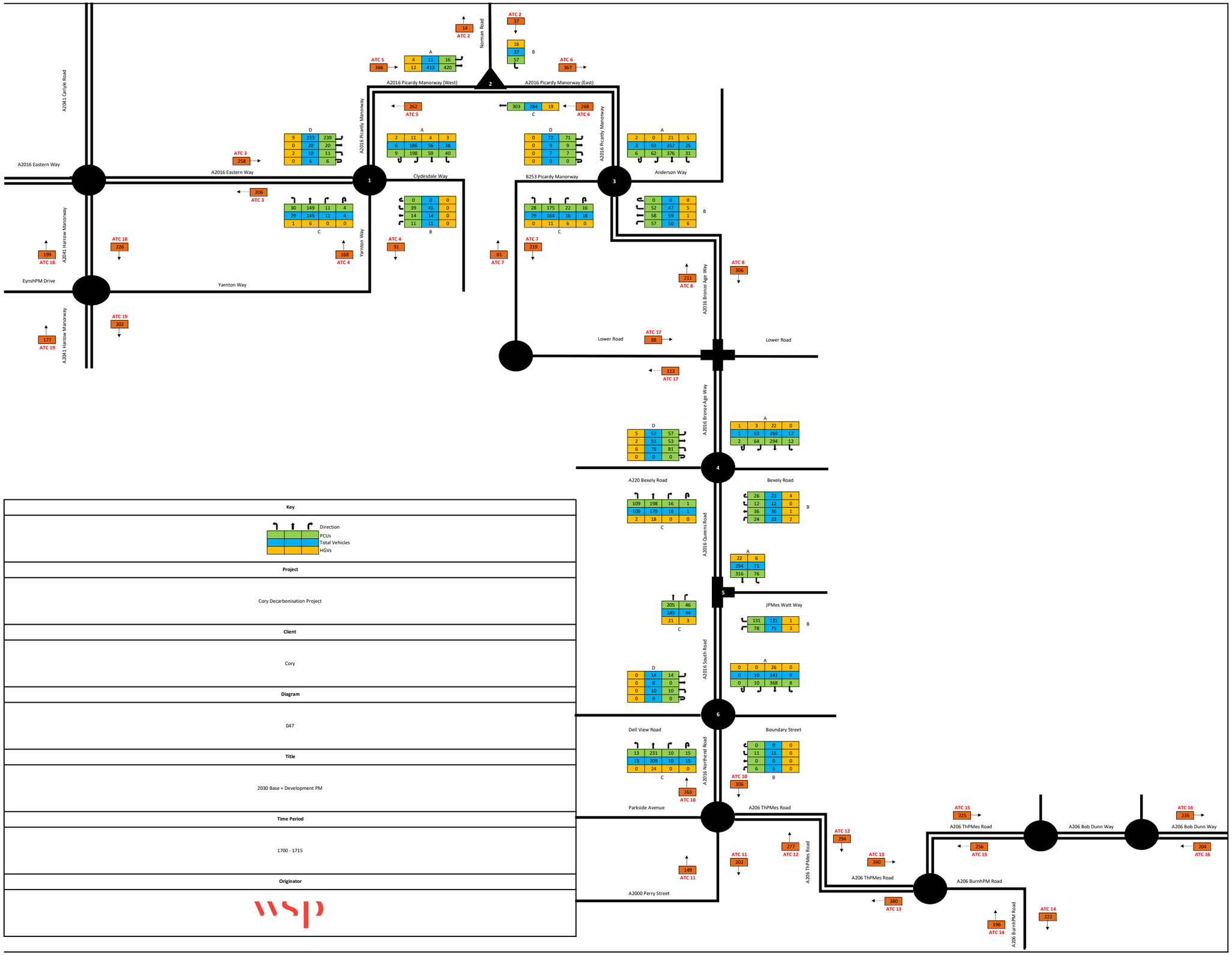
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
044
Title
2030 Base + Development AM
Time Period
0815 - 0830
Originator
wsp



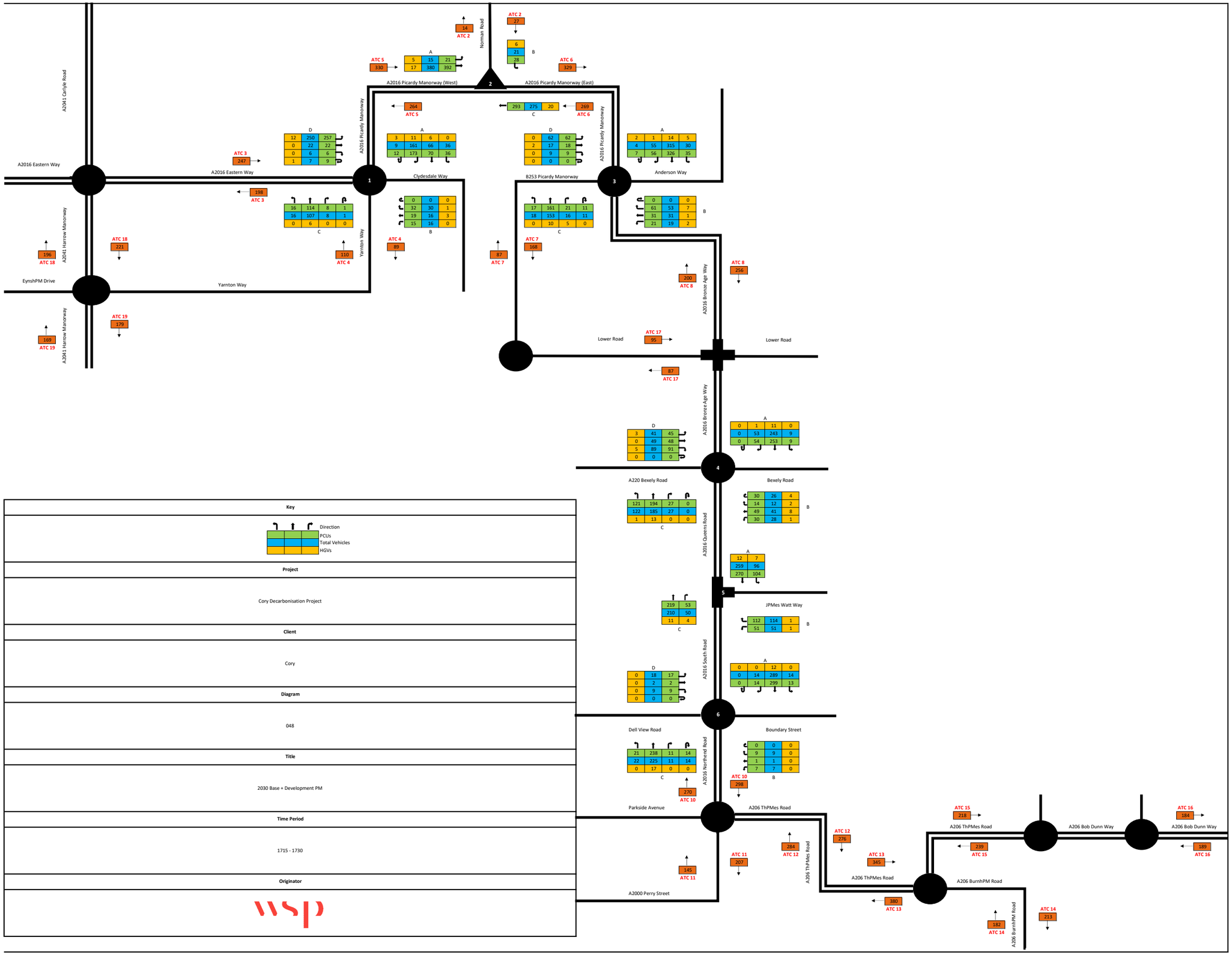
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
045
Title
2030 Base + Development AM
Time Period
0730 - 0830
Originator
wsp



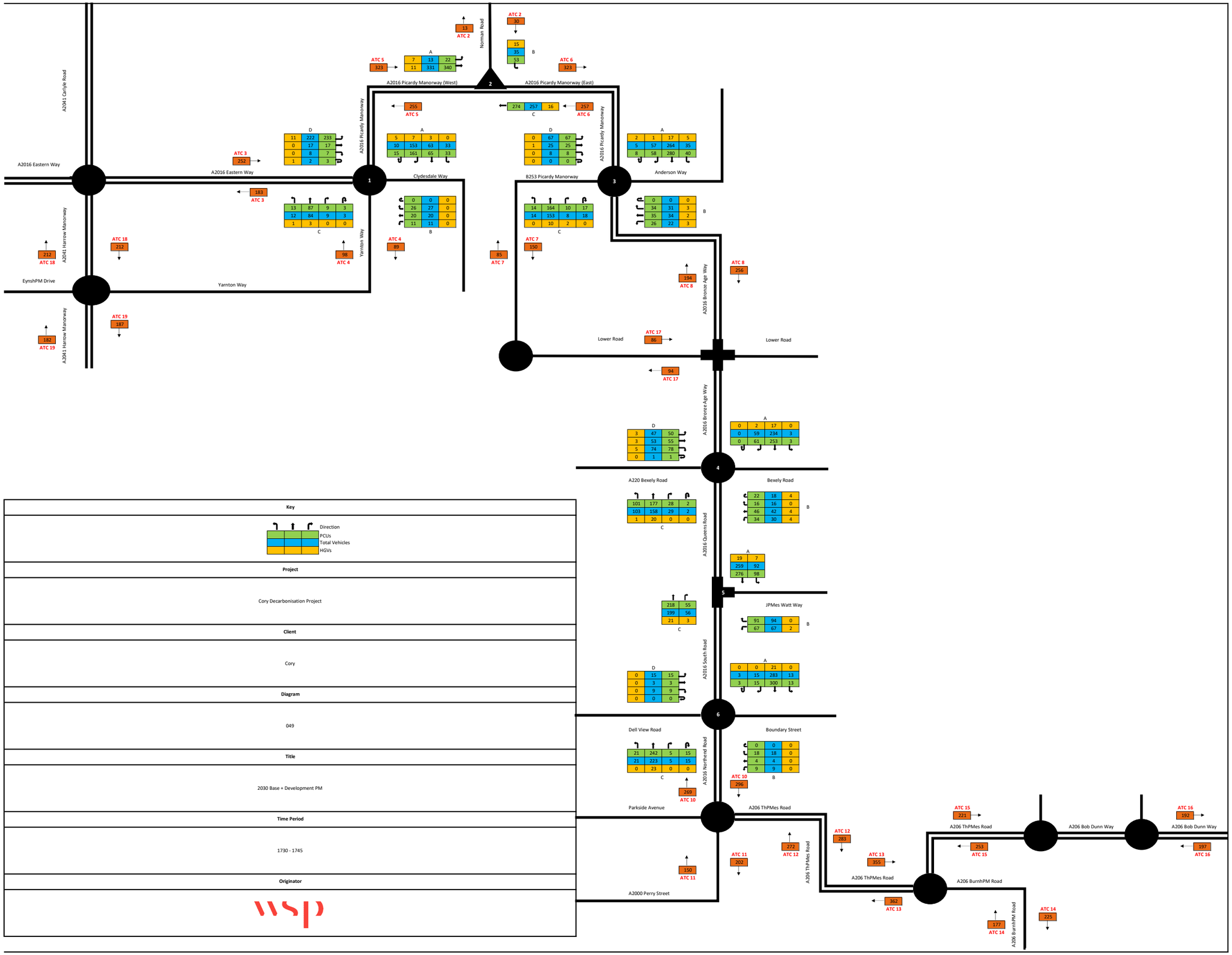
Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
046
Title
2030 Base + Development PM
Time Period
1645 - 1700
Originator
wsp



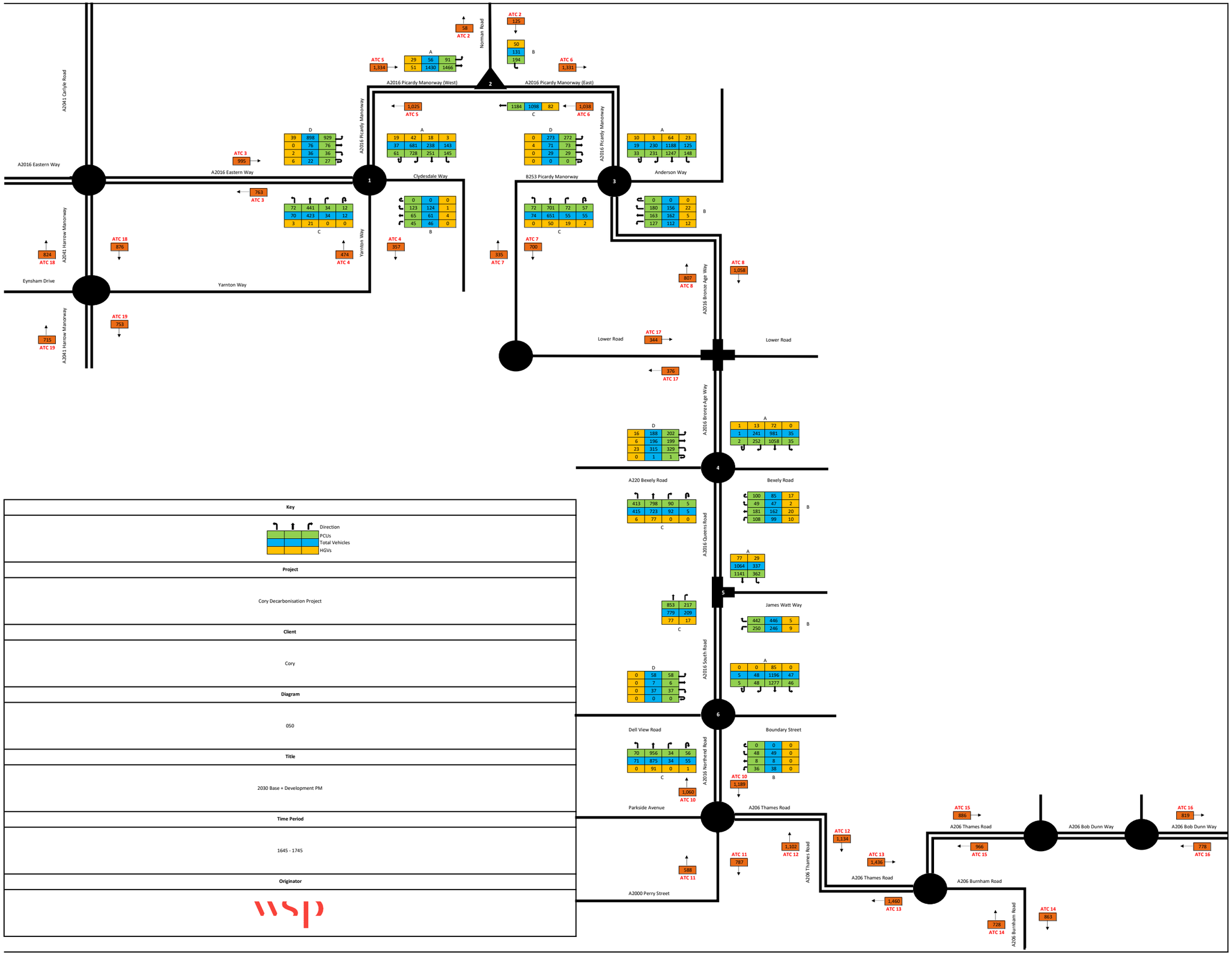
Key
Direction / PCUs / Total Vehicles / HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
047
Title
2030 Base + Development PM
Time Period
1700 - 1715
Originator
wsp



Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
048
Title
2030 Base + Development PM
Time Period
1715 - 1730
Originator
wsp



Key
Direction / PCUs / Total Vehicles / HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
049
Title
2030 Base + Development PM
Time Period
1730 - 1745
Originator
wsp



Key
Direction PCUs Total Vehicles HGVs
Project
Cory Decarbonisation Project
Client
Cory
Diagram
050
Title
2030 Base + Development PM
Time Period
1645 - 1745
Originator
wsp

Annex E

JUNCTION MODEL OUTPUT REPORTS

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.0.1.1519

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: A2016 Brone Age Way_Queens Rd_Bexley Rd_Walnut Tree Rd.j10
Path: \\uk.wspgroup.com\central data\Projects\70090xxx\70090329 - Cory CCUS DCO Delivery\03 WIP\TP Transport (Land)\02 Analysis\Modelling\Junctions\Junctions 10
Report generation date: 27/11/2023 12:11:20

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
1 - A2016 Brozne Age Way	D1	1.4	4.40	0.53	A	D2	1.9	5.41	0.64	A
3 - Bexley Road		0.9	9.78	0.43	A		1.7	14.92	0.61	B
4 - A206 Queens Road		2.2	5.65	0.67	A		1.6	4.62	0.60	A
5 - A206 W		3.7	20.07	0.78	C		2.4	12.50	0.70	B
	2028									
1 - A2016 Brozne Age Way	D3	1.5	4.73	0.56	A	D4	2.2	6.05	0.68	A
3 - Bexley Road		1.0	10.93	0.47	B		2.2	18.55	0.67	C
4 - A206 Queens Road		2.6	6.36	0.70	A		1.8	5.05	0.63	A
5 - A206 W		5.2	27.49	0.83	D		2.9	14.87	0.74	B
	2028 + Dev									
1 - A2016 Brozne Age Way	D5	1.5	4.73	0.56	A	D6	4.0	9.40	0.79	A
3 - Bexley Road		1.0	10.93	0.47	B		5.3	45.80	0.83	E
4 - A206 Queens Road		4.6	9.79	0.81	A		1.8	5.07	0.63	A
5 - A206 W		21.8	115.83	0.98	F		3.0	14.96	0.74	B
	2030									
1 - A2016 Brozne Age Way	D7	1.6	4.83	0.57	A	D8	2.3	6.29	0.69	A
3 - Bexley Road		1.1	11.37	0.48	B		2.4	20.07	0.69	C
4 - A206 Queens Road		2.7	6.59	0.71	A		1.9	5.20	0.64	A
5 - A206 W		5.9	30.90	0.85	D		3.2	15.87	0.75	C
	2030 + Dev									
1 - A2016 Brozne Age Way	D9	1.6	4.84	0.57	A	D10	2.4	6.35	0.69	A
3 - Bexley Road		1.1	11.42	0.48	B		2.4	20.42	0.69	C
4 - A206 Queens Road		2.8	6.70	0.72	A		1.9	5.20	0.64	A
5 - A206 W		6.2	32.27	0.86	D		3.2	15.87	0.75	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	06/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKAXG056
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15
D2	2023	PM	DIRECT	16:45	17:45	60	15
D3	2028	AM	DIRECT	07:30	08:30	60	15
D4	2028	PM	DIRECT	16:45	17:45	60	15
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15
D7	2030	AM	DIRECT	07:30	08:30	60	15
D8	2030	PM	DIRECT	16:45	17:45	60	15
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D1 - 2023, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.42	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A2016 Brozne Age Way		
2	Walnut Tree Road		
3	Bexley Road		
4	A206 Queens Road		
5	A206 W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A2016 Brozne Age Way	7.40	9.21	32.4	14.5	48.2	48.0		
2 - Walnut Tree Road								✓
3 - Bexley Road	4.60	6.64	5.7	18.0	48.2	45.0	✓	
4 - A206 Queens Road	7.40	9.63	9.5	11.0	48.2	34.0		
5 - A206 W	4.47	8.30	5.2	12.4	48.2	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A2016 Brozne Age Way	0.744	2489
2 - Walnut Tree Road		
3 - Bexley Road	0.578	1588
4 - A206 Queens Road	0.751	2488
5 - A206 W	0.566	1562

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	1	21	0	889	204
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	44	60	0	68	161
	4 - A206 Queens Road	1045	54	0	3	323
	5 - A206 W	276	87	0	319	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	0	0	0	24	9
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	2	45	0	13	18
	4 - A206 Queens Road	13	6	0	0	7
	5 - A206 W	6	7	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.53	4.40	1.4	A
2 - Walnut Tree Road				
3 - Bexley Road	0.43	9.78	0.9	A
4 - A206 Queens Road	0.67	5.65	2.2	A
5 - A206 W	0.78	20.07	3.7	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1115	515	2106	0.529	1110	1.3	4.327	A
2 - Walnut Tree Road		1405						
3 - Bexley Road	333	1405	775	0.429	329	0.9	9.489	A
4 - A206 Queens Road	1425	467	2137	0.667	1416	2.2	5.495	A
5 - A206 W	683	1199	883	0.773	669	3.4	17.484	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1115	524	2100	0.531	1115	1.4	4.402	A
2 - Walnut Tree Road		1417						
3 - Bexley Road	333	1417	769	0.433	333	0.9	9.776	A
4 - A206 Queens Road	1425	471	2134	0.668	1425	2.2	5.647	A
5 - A206 W	683	1207	879	0.777	682	3.6	19.887	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1115	524	2099	0.531	1115	1.4	4.403	A
2 - Walnut Tree Road		1417						
3 - Bexley Road	333	1417	769	0.433	333	0.9	9.782	A
4 - A206 Queens Road	1425	471	2134	0.668	1425	2.2	5.650	A
5 - A206 W	683	1207	879	0.777	683	3.7	20.025	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1115	524	2099	0.531	1115	1.4	4.403	A
2 - Walnut Tree Road		1417						
3 - Bexley Road	333	1417	769	0.433	333	0.9	9.785	A
4 - A206 Queens Road	1425	471	2134	0.668	1425	2.2	5.650	A
5 - A206 W	683	1207	879	0.777	683	3.7	20.071	C

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D2 - 2023, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	7.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.61	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	2	33	0	990	241
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	47	95	0	104	173
	4 - A206 Queens Road	752	86	0	5	394
	5 - A206 W	193	190	0	314	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	100	0	0	7	5
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	4	20	0	11	12
	4 - A206 Queens Road	10	0	0	0	2
	5 - A206 W	8	3	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.64	5.41	1.9	A
2 - Walnut Tree Road				
3 - Bexley Road	0.61	14.92	1.7	B
4 - A206 Queens Road	0.60	4.62	1.6	A
5 - A206 W	0.70	12.50	2.4	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1266	682	1981	0.639	1259	1.9	5.252	A
2 - Walnut Tree Road		1542						
3 - Bexley Road	419	1542	697	0.601	412	1.6	13.947	B
4 - A206 Queens Road	1237	553	2073	0.597	1231	1.6	4.524	A
5 - A206 W	698	981	1007	0.693	689	2.3	11.694	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1266	691	1975	0.641	1266	1.9	5.403	A
2 - Walnut Tree Road		1553						
3 - Bexley Road	419	1553	690	0.607	419	1.7	14.885	B
4 - A206 Queens Road	1237	559	2068	0.598	1237	1.6	4.615	A
5 - A206 W	698	987	1003	0.696	698	2.4	12.471	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1266	691	1975	0.641	1266	1.9	5.406	A
2 - Walnut Tree Road		1553						
3 - Bexley Road	419	1553	690	0.607	419	1.7	14.914	B
4 - A206 Queens Road	1237	559	2068	0.598	1237	1.6	4.616	A
5 - A206 W	698	987	1003	0.696	698	2.4	12.493	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1266	691	1975	0.641	1266	1.9	5.406	A
2 - Walnut Tree Road		1553						
3 - Bexley Road	419	1553	690	0.607	419	1.7	14.924	B
4 - A206 Queens Road	1237	559	2068	0.598	1237	1.6	4.616	A
5 - A206 W	698	987	1003	0.696	698	2.4	12.501	B

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D3 - 2028, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	10.30	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.30	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2028	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	1	22	0	929	211
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	45	62	0	71	167
	4 - A206 Queens Road	1095	56	0	3	334
	5 - A206 W	285	90	0	330	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	0	0	0	25	9
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	2	45	0	13	18
	4 - A206 Queens Road	14	6	0	0	7
	5 - A206 W	6	7	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.56	4.73	1.5	A
2 - Walnut Tree Road				
3 - Bexley Road	0.47	10.93	1.0	B
4 - A206 Queens Road	0.70	6.36	2.6	A
5 - A206 W	0.83	27.49	5.2	D

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1163	530	2095	0.555	1157	1.5	4.622	A
2 - Walnut Tree Road		1461						
3 - Bexley Road	345	1461	744	0.464	341	1.0	10.493	B
4 - A206 Queens Road	1488	483	2125	0.700	1478	2.6	6.137	A
5 - A206 W	706	1253	853	0.828	688	4.6	21.961	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1163	541	2087	0.557	1163	1.5	4.722	A
2 - Walnut Tree Road		1474						
3 - Bexley Road	345	1474	736	0.469	345	1.0	10.906	B
4 - A206 Queens Road	1488	487	2122	0.701	1488	2.6	6.354	A
5 - A206 W	706	1262	848	0.833	704	5.0	26.840	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1163	542	2086	0.558	1163	1.5	4.725	A
2 - Walnut Tree Road		1475						
3 - Bexley Road	345	1475	735	0.469	345	1.0	10.921	B
4 - A206 Queens Road	1488	487	2122	0.701	1488	2.6	6.357	A
5 - A206 W	706	1262	848	0.833	705	5.1	27.314	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1163	542	2086	0.558	1163	1.5	4.726	A
2 - Walnut Tree Road		1475						
3 - Bexley Road	345	1475	735	0.469	345	1.0	10.926	B
4 - A206 Queens Road	1488	487	2122	0.701	1488	2.6	6.360	A
5 - A206 W	706	1262	848	0.833	706	5.2	27.485	D

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D4 - 2028, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	8.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.84	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2028	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	2	34	0	1039	249
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	49	98	0	107	179
	4 - A206 Queens Road	788	89	0	5	408
	5 - A206 W	199	197	0	325	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	100	0	0	7	5
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	4	20	0	11	12
	4 - A206 Queens Road	11	0	0	0	2
	5 - A206 W	8	3	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.68	6.05	2.2	A
2 - Walnut Tree Road				
3 - Bexley Road	0.67	18.55	2.2	C
4 - A206 Queens Road	0.63	5.05	1.8	A
5 - A206 W	0.74	14.87	2.9	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1324	705	1965	0.674	1315	2.2	5.830	A
2 - Walnut Tree Road		1608						
3 - Bexley Road	433	1608	659	0.657	425	2.0	16.788	C
4 - A206 Queens Road	1290	570	2059	0.626	1283	1.8	4.925	A
5 - A206 W	722	1023	983	0.735	711	2.8	13.553	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1324	715	1957	0.676	1324	2.2	6.047	A
2 - Walnut Tree Road		1621						
3 - Bexley Road	433	1621	651	0.665	433	2.2	18.454	C
4 - A206 Queens Road	1290	578	2054	0.628	1290	1.8	5.047	A
5 - A206 W	722	1031	979	0.738	722	2.9	14.804	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1324	715	1957	0.676	1324	2.2	6.054	A
2 - Walnut Tree Road		1621						
3 - Bexley Road	433	1621	651	0.665	433	2.2	18.532	C
4 - A206 Queens Road	1290	578	2054	0.628	1290	1.8	5.051	A
5 - A206 W	722	1031	979	0.738	722	2.9	14.853	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1324	715	1957	0.676	1324	2.2	6.054	A
2 - Walnut Tree Road		1621						
3 - Bexley Road	433	1621	651	0.665	433	2.2	18.553	C
4 - A206 Queens Road	1290	578	2054	0.628	1290	1.8	5.051	A
5 - A206 W	722	1031	979	0.738	722	2.9	14.868	B

2028 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D5 - 2028 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	27.40	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	27.40	D

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	1	22	0	934	211
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	45	62	0	71	167
	4 - A206 Queens Road	1325	56	0	3	334
	5 - A206 W	285	90	0	330	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	0	0	0	25	9
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	2	45	0	13	18
	4 - A206 Queens Road	11	6	0	0	7
	5 - A206 W	6	7	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.56	4.73	1.5	A
2 - Walnut Tree Road				
3 - Bexley Road	0.47	10.93	1.0	B
4 - A206 Queens Road	0.81	9.79	4.6	A
5 - A206 W	0.98	115.83	21.8	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1168	514	2107	0.554	1162	1.5	4.591	A
2 - Walnut Tree Road		1453						
3 - Bexley Road	345	1453	748	0.461	341	1.0	10.386	B
4 - A206 Queens Road	1718	483	2125	0.808	1700	4.4	8.986	A
5 - A206 W	706	1477	726	0.972	661	11.2	45.990	E

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1168	531	2094	0.558	1168	1.5	4.709	A
2 - Walnut Tree Road		1471						
3 - Bexley Road	345	1471	738	0.468	345	1.0	10.855	B
4 - A206 Queens Road	1718	487	2122	0.810	1717	4.5	9.756	A
5 - A206 W	706	1492	718	0.983	687	15.9	83.562	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1168	534	2092	0.558	1168	1.5	4.723	A
2 - Walnut Tree Road		1474						
3 - Bexley Road	345	1474	736	0.469	345	1.0	10.904	B
4 - A206 Queens Road	1718	487	2122	0.810	1718	4.6	9.780	A
5 - A206 W	706	1492	718	0.984	693	19.2	102.152	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1168	536	2090	0.559	1168	1.5	4.729	A
2 - Walnut Tree Road		1475						
3 - Bexley Road	345	1475	735	0.469	345	1.0	10.929	B
4 - A206 Queens Road	1718	487	2122	0.810	1718	4.6	9.788	A
5 - A206 W	706	1492	718	0.984	696	21.8	115.833	F

2028 + Dev , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D6 - 2028 + Dev , PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	12.95	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.95	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	2	34	0	1268	249
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	49	98	0	107	179
	4 - A206 Queens Road	791	89	0	5	408
	5 - A206 W	199	197	0	325	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	100	0	0	6	5
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	4	20	0	11	12
	4 - A206 Queens Road	11	0	0	0	2
	5 - A206 W	8	3	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.79	9.40	4.0	A
2 - Walnut Tree Road				
3 - Bexley Road	0.83	45.80	5.3	E
4 - A206 Queens Road	0.63	5.07	1.8	A
5 - A206 W	0.74	14.96	3.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1553	703	1966	0.790	1538	3.8	8.606	A
2 - Walnut Tree Road		1830						
3 - Bexley Road	433	1830	530	0.817	416	4.1	32.164	D
4 - A206 Queens Road	1293	563	2065	0.626	1288	1.8	4.910	A
5 - A206 W	722	1024	983	0.735	711	2.8	13.558	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1553	714	1958	0.793	1552	3.9	9.361	A
2 - Walnut Tree Road		1849						
3 - Bexley Road	433	1849	519	0.834	430	4.9	43.187	E
4 - A206 Queens Road	1293	576	2055	0.629	1293	1.8	5.058	A
5 - A206 W	722	1033	977	0.739	722	2.9	14.869	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1553	715	1957	0.793	1553	4.0	9.396	A
2 - Walnut Tree Road		1850						
3 - Bexley Road	433	1850	519	0.835	432	5.1	45.088	E
4 - A206 Queens Road	1293	577	2054	0.629	1293	1.8	5.067	A
5 - A206 W	722	1034	977	0.739	722	2.9	14.938	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1553	715	1957	0.793	1553	4.0	9.405	A
2 - Walnut Tree Road		1850						
3 - Bexley Road	433	1850	519	0.835	432	5.3	45.796	E
4 - A206 Queens Road	1293	578	2054	0.630	1293	1.8	5.069	A
5 - A206 W	722	1034	977	0.739	722	3.0	14.963	B

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D7 - 2030, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.12	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.12	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	1	22	0	940	214
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	46	63	0	72	169
	4 - A206 Queens Road	1107	57	0	3	338
	5 - A206 W	288	91	0	334	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	0	0	0	25	9
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	2	45	0	13	18
	4 - A206 Queens Road	14	6	0	0	7
	5 - A206 W	6	7	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.57	4.83	1.6	A
2 - Walnut Tree Road				
3 - Bexley Road	0.48	11.37	1.1	B
4 - A206 Queens Road	0.71	6.59	2.7	A
5 - A206 W	0.85	30.90	5.9	D

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1177	536	2090	0.563	1171	1.5	4.713	A
2 - Walnut Tree Road		1477						
3 - Bexley Road	350	1477	734	0.477	346	1.1	10.878	B
4 - A206 Queens Road	1505	489	2120	0.710	1494	2.7	6.340	A
5 - A206 W	714	1267	845	0.845	694	5.0	23.722	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1177	548	2082	0.565	1177	1.6	4.821	A
2 - Walnut Tree Road		1492						
3 - Bexley Road	350	1492	725	0.482	350	1.1	11.346	B
4 - A206 Queens Road	1505	494	2117	0.711	1505	2.7	6.585	A
5 - A206 W	714	1277	839	0.851	712	5.6	29.906	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1177	549	2081	0.566	1177	1.6	4.825	A
2 - Walnut Tree Road		1493						
3 - Bexley Road	350	1493	725	0.483	350	1.1	11.367	B
4 - A206 Queens Road	1505	494	2117	0.711	1505	2.7	6.588	A
5 - A206 W	714	1277	839	0.851	713	5.8	30.627	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1177	549	2081	0.566	1177	1.6	4.826	A
2 - Walnut Tree Road		1493						
3 - Bexley Road	350	1493	725	0.483	350	1.1	11.370	B
4 - A206 Queens Road	1505	494	2117	0.711	1505	2.7	6.591	A
5 - A206 W	714	1277	839	0.851	714	5.9	30.902	D

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D8 - 2030, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	2	35	0	1052	252
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	49	100	0	108	181
	4 - A206 Queens Road	798	90	0	5	413
	5 - A206 W	202	199	0	329	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	100	0	0	7	5
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	4	20	0	11	12
	4 - A206 Queens Road	11	0	0	0	2
	5 - A206 W	8	3	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.69	6.29	2.3	A
2 - Walnut Tree Road				
3 - Bexley Road	0.69	20.07	2.4	C
4 - A206 Queens Road	0.64	5.20	1.9	A
5 - A206 W	0.75	15.87	3.2	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1341	713	1959	0.685	1332	2.3	6.033	A
2 - Walnut Tree Road		1627						
3 - Bexley Road	438	1627	647	0.676	429	2.2	17.900	C
4 - A206 Queens Road	1306	577	2055	0.636	1299	1.8	5.056	A
5 - A206 W	731	1036	976	0.749	719	3.0	14.300	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1341	723	1951	0.687	1341	2.3	6.281	A
2 - Walnut Tree Road		1641						
3 - Bexley Road	438	1641	640	0.685	437	2.3	19.935	C
4 - A206 Queens Road	1306	585	2049	0.638	1306	1.9	5.192	A
5 - A206 W	731	1044	971	0.753	730	3.1	15.785	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1341	724	1951	0.688	1341	2.3	6.286	A
2 - Walnut Tree Road		1641						
3 - Bexley Road	438	1641	639	0.685	438	2.4	20.039	C
4 - A206 Queens Road	1306	585	2048	0.638	1306	1.9	5.195	A
5 - A206 W	731	1044	971	0.753	731	3.2	15.853	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1341	724	1950	0.688	1341	2.3	6.289	A
2 - Walnut Tree Road		1641						
3 - Bexley Road	438	1641	639	0.685	438	2.4	20.074	C
4 - A206 Queens Road	1306	585	2048	0.638	1306	1.9	5.196	A
5 - A206 W	731	1044	971	0.753	731	3.2	15.874	C

2030 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D9 - 2030 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	11.41	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.41	B

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	1	22	0	943	214
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	46	63	0	72	169
	4 - A206 Queens Road	1117	57	0	3	338
	5 - A206 W	288	91	0	334	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	0	0	0	25	9
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	2	45	0	13	18
	4 - A206 Queens Road	14	6	0	0	7
	5 - A206 W	6	7	0	14	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.57	4.84	1.6	A
2 - Walnut Tree Road				
3 - Bexley Road	0.48	11.42	1.1	B
4 - A206 Queens Road	0.72	6.70	2.8	A
5 - A206 W	0.86	32.27	6.2	D

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1180	535	2091	0.564	1174	1.6	4.725	A
2 - Walnut Tree Road		1480						
3 - Bexley Road	350	1480	732	0.478	346	1.1	10.919	B
4 - A206 Queens Road	1515	489	2120	0.715	1504	2.7	6.437	A
5 - A206 W	714	1277	839	0.851	693	5.2	24.393	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1180	548	2082	0.567	1180	1.6	4.837	A
2 - Walnut Tree Road		1495						
3 - Bexley Road	350	1495	724	0.484	350	1.1	11.397	B
4 - A206 Queens Road	1515	494	2117	0.716	1515	2.8	6.695	A
5 - A206 W	714	1287	834	0.856	712	5.8	31.110	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1180	548	2081	0.567	1180	1.6	4.841	A
2 - Walnut Tree Road		1496						
3 - Bexley Road	350	1496	723	0.484	350	1.1	11.420	B
4 - A206 Queens Road	1515	494	2117	0.716	1515	2.8	6.698	A
5 - A206 W	714	1287	834	0.856	713	6.0	31.946	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1180	549	2081	0.567	1180	1.6	4.842	A
2 - Walnut Tree Road		1496						
3 - Bexley Road	350	1496	723	0.484	350	1.1	11.423	B
4 - A206 Queens Road	1515	494	2117	0.716	1515	2.8	6.701	A
5 - A206 W	714	1287	834	0.856	714	6.2	32.269	D

2030 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - A2016 Brozne Age Way - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Profile Type	D10 - 2030 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	9.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.39	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 Brozne Age Way		✓	100.000
2 - Walnut Tree Road			
3 - Bexley Road		✓	100.000
4 - A206 Queens Road		✓	100.000
5 - A206 W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	2	35	0	1058	252
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	49	100	0	108	181
	4 - A206 Queens Road	798	90	0	5	413
	5 - A206 W	202	199	0	329	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - A2016 Brozne Age Way	2 - Walnut Tree Road	3 - Bexley Road	4 - A206 Queens Road	5 - A206 W
From	1 - A2016 Brozne Age Way	100	0	0	7	5
	2 - Walnut Tree Road	0	0	0	0	0
	3 - Bexley Road	4	20	0	11	12
	4 - A206 Queens Road	11	0	0	0	2
	5 - A206 W	8	3	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 Brozne Age Way	0.69	6.35	2.4	A
2 - Walnut Tree Road				
3 - Bexley Road	0.69	20.42	2.4	C
4 - A206 Queens Road	0.64	5.20	1.9	A
5 - A206 W	0.75	15.87	3.2	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1347	713	1959	0.688	1338	2.3	6.087	A
2 - Walnut Tree Road		1633						
3 - Bexley Road	438	1633	644	0.680	429	2.2	18.155	C
4 - A206 Queens Road	1306	576	2055	0.636	1299	1.8	5.055	A
5 - A206 W	731	1036	976	0.749	719	3.0	14.299	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1347	723	1951	0.690	1347	2.3	6.343	A
2 - Walnut Tree Road		1647						
3 - Bexley Road	438	1647	636	0.689	437	2.4	20.273	C
4 - A206 Queens Road	1306	585	2049	0.638	1306	1.9	5.192	A
5 - A206 W	731	1044	971	0.753	730	3.1	15.785	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1347	724	1951	0.691	1347	2.4	6.349	A
2 - Walnut Tree Road		1647						
3 - Bexley Road	438	1647	636	0.689	438	2.4	20.389	C
4 - A206 Queens Road	1306	585	2048	0.638	1306	1.9	5.195	A
5 - A206 W	731	1044	971	0.753	731	3.2	15.853	C

17:30 - 17:45

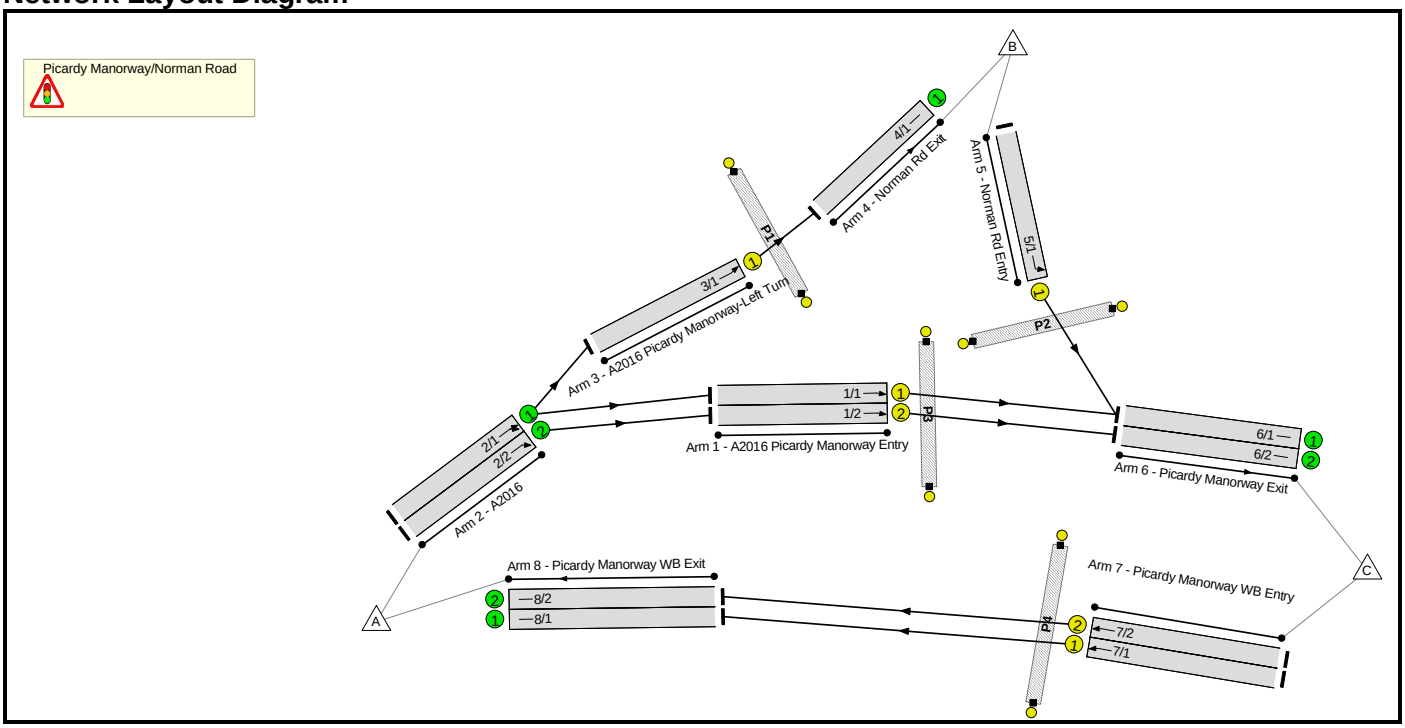
Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 Brozne Age Way	1347	724	1950	0.691	1347	2.4	6.352	A
2 - Walnut Tree Road		1647						
3 - Bexley Road	438	1647	636	0.689	438	2.4	20.421	C
4 - A206 Queens Road	1306	585	2048	0.638	1306	1.9	5.196	A
5 - A206 W	731	1044	971	0.753	731	3.2	15.874	C

Full Input Data And Results

User and Project Details

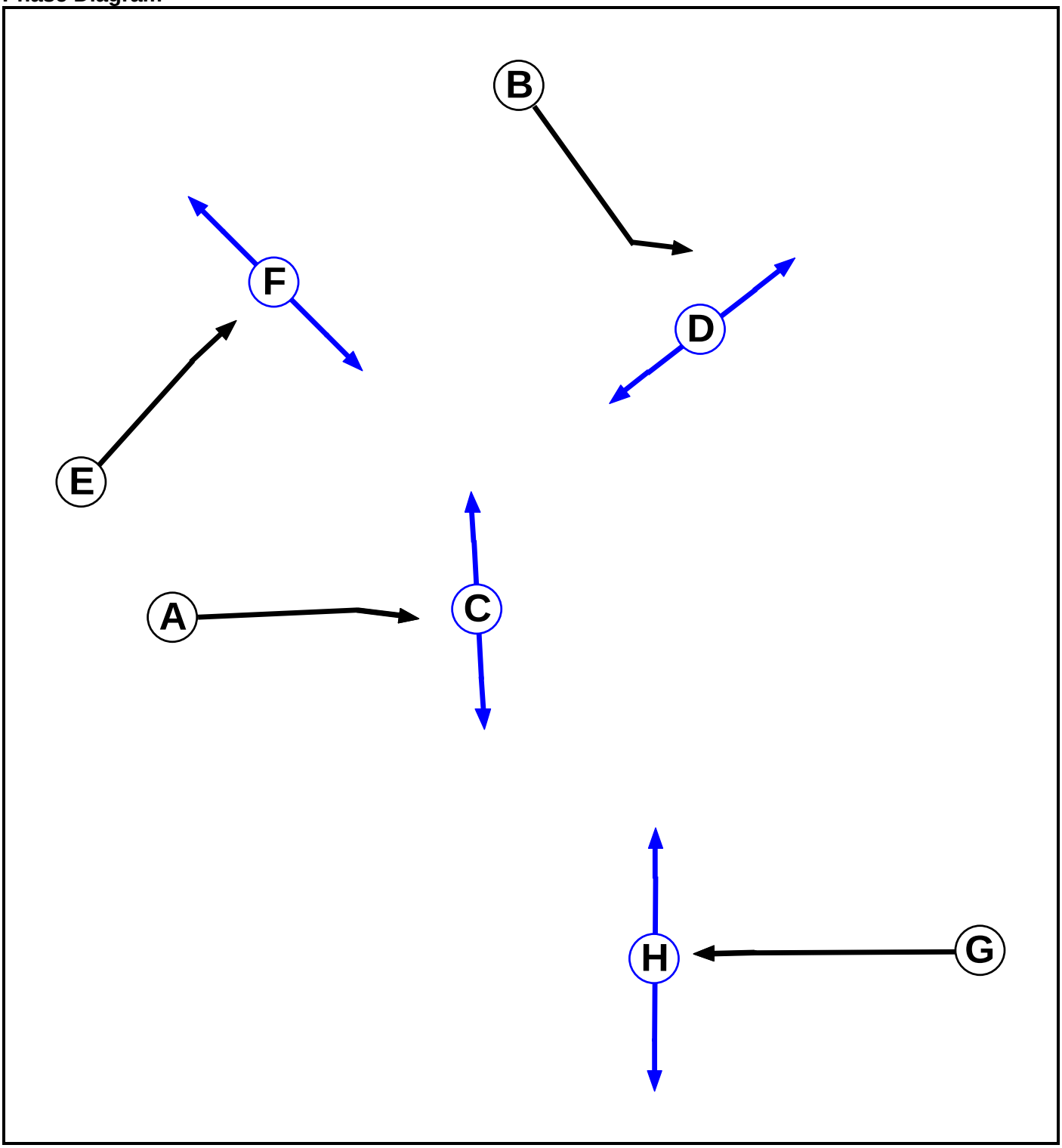
Project:	
Title:	
Location:	
Additional detail:	
File name:	A2016 Picardy Manorway_Norman Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Pedestrian	1		6	6
D	Pedestrian	1		6	6
E	Traffic	2		7	7
F	Pedestrian	2		6	6
G	Traffic	3		7	7
H	Pedestrian	3		6	6

Phase Intergreens Matrix

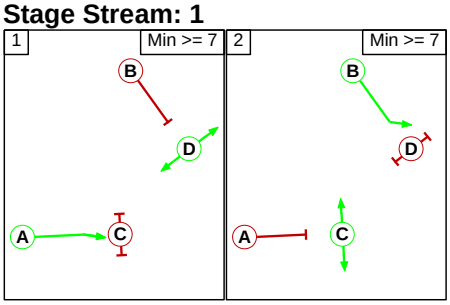
		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		5	5	-	-	-	-	-
	B	5		-	5	-	-	-	-
	C	8	-		-	-	-	-	-
	D	-	8	-		-	-	-	-
	E	-	-	-	-		5	-	-
	F	-	-	-	-	8		-	-
	G	-	-	-	-	-	-		5
	H	-	-	-	-	-	-	9	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F
3	1	G
3	2	H

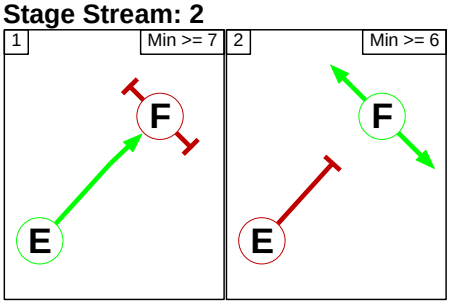
Stage Diagram

Stage Stream: 1

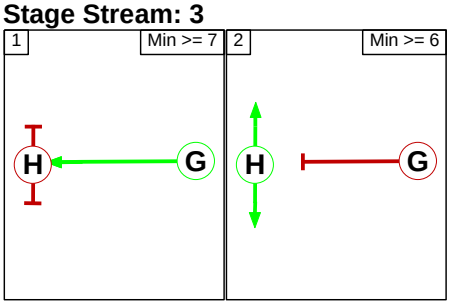


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 3

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

	To Stage		
From Stage		1	2
	1		8
	2	8	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	8	

Full Input Data And Results

Stage Stream: 3

	To Stage		
		1	2
From Stage	1		5
	2	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Picardy Manorway/Norman Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Picardy Manorway/Norman Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A2016 Picardy Manorway Entry)	U	A	2	3	9.4	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
1/2 (A2016 Picardy Manorway Entry)	U	A	2	3	9.4	Geom	-	3.25	0.00	Y	Arm 6 Ahead	Inf
2/1 (A2016)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (A2016)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (A2016 Picardy Manorway-Left Turn)	U	E	2	3	8.5	Geom	-	3.70	0.00	Y	Arm 4 Ahead	Inf
4/1 (Norman Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Norman Rd Entry)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	8.00
6/1 (Picardy Manorway Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Picardy Manorway Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Picardy Manorway WB Entry)	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Ahead	Inf
7/2 (Picardy Manorway WB Entry)	U	G	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 8 Ahead	Inf
8/1 (Picardy Manorway WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Picardy Manorway WB Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM'	07:30	08:30	01:00	
2: '2023 PM'	16:45	17:45	01:00	
3: '2028 AM'	07:30	08:30	01:00	
4: '2028 PM'	16:45	17:45	01:00	
5: '2028 + Dev AM'	07:30	08:30	01:00	
6: '2028 + Dev PM'	16:45	17:45	01:00	
7: '2030 AM'	07:30	08:30	01:00	
8: '2030 PM'	16:45	17:45	01:00	
9: '2030 + Dev AM'	07:30	08:30	01:00	
10: '2030 + Dev PM'	16:45	17:45	01:00	

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	116	1054	1170
	B	0	0	136	136
	C	1552	0	0	1552
	Tot.	1552	116	1190	2858

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2023 AM
Junction: Picardy Manorway/Norman Road	
1/1	527
1/2	527
2/1	643
2/2	527
3/1	116
4/1	116
5/1	136
6/1	663
6/2	527
7/1	776
7/2	776
8/1	776
8/2	776

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	58	1408	1466
	B	0	0	137	137
	C	1103	0	0	1103
	Tot.	1103	58	1545	2706

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 PM
Junction: Picardy Manorway/Norman Road	
1/1	704
1/2	704
2/1	762
2/2	704
3/1	58
4/1	58
5/1	137
6/1	841
6/2	704
7/1	551
7/2	552
8/1	551
8/2	552

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 AM' (FG3: '2028 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	156	1084	1240
	B	0	0	170	170
	C	1634	0	0	1634
	Tot.	1634	156	1254	3044

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 AM
Junction: Picardy Manorway/Norman Road	
1/1	542
1/2	542
2/1	698
2/2	542
3/1	156
4/1	156
5/1	170
6/1	712
6/2	542
7/1	817
7/2	817
8/1	817
8/2	817

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 PM' (FG4: '2028 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	91	1450	1541
	B	0	0	179	179
	C	1170	0	0	1170
	Tot.	1170	91	1629	2890

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 PM
Junction: Picardy Manorway/Norman Road	
1/1	725
1/2	725
2/1	816
2/2	725
3/1	91
4/1	91
5/1	179
6/1	904
6/2	725
7/1	585
7/2	585
8/1	585
8/2	585

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 + Dev AM' (FG5: '2028 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	643	1084	1727
	B	0	0	177	177
	C	2044	0	0	2044
	Tot.	2044	643	1261	3948

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 + Dev AM
Junction: Picardy Manorway/Norman Road	
1/1	542
1/2	542
2/1	1185
2/2	542
3/1	643
4/1	643
5/1	177
6/1	719
6/2	542
7/1	1022
7/2	1022
8/1	1022
8/2	1022

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 + Dev PM' (FG6: '2028 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	95	1450	1545
	B	0	0	664	664
	C	1251	0	0	1251
	Tot.	1251	95	2114	3460

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 + Dev PM
Junction: Picardy Manorway/Norman Road	
1/1	725
1/2	725
2/1	820
2/2	725
3/1	95
4/1	95
5/1	664
6/1	1389
6/2	725
7/1	625
7/2	626
8/1	625
8/2	626

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2030 AM' (FG7: '2030 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	158	1095	1253
	B	0	0	171	171
	C	1650	0	0	1650
	Tot.	1650	158	1266	3074

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2030 AM
Junction: Picardy Manorway/Norman Road	
1/1	547
1/2	548
2/1	705
2/2	548
3/1	158
4/1	158
5/1	171
6/1	718
6/2	548
7/1	825
7/2	825
8/1	825
8/2	825

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2030 PM' (FG8: '2030 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	91	1466	1557
	B	0	0	181	181
	C	1182	0	0	1182
	Tot.	1182	91	1647	2920

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2030 PM
Junction: Picardy Manorway/Norman Road	
1/1	733
1/2	733
2/1	824
2/2	733
3/1	91
4/1	91
5/1	181
6/1	914
6/2	733
7/1	591
7/2	591
8/1	591
8/2	591

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2030 + Dev AM' (FG9: '2030 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	175	1095	1270
	B	0	0	176	176
	C	1665	0	0	1665
	Tot.	1665	175	1271	3111

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2030 + Dev AM
Junction: Picardy Manorway/Norman Road	
1/1	547
1/2	548
2/1	722
2/2	548
3/1	175
4/1	175
5/1	176
6/1	723
6/2	548
7/1	832
7/2	833
8/1	832
8/2	833

Full Input Data And Results

Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 + Dev PM' (FG10: '2030 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	91	1466	1557
	B	0	0	194	194
	C	1184	0	0	1184
	Tot.	1184	91	1660	2935

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2030 + Dev PM
Junction: Picardy Manorway/Norman Road	
1/1	733
1/2	733
2/1	824
2/2	733
3/1	91
4/1	91
5/1	194
6/1	927
6/2	733
7/1	592
7/2	592
8/1	592
8/2	592

Full Input Data And Results

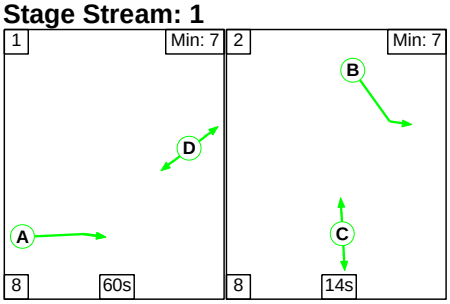
Lane Saturation Flows

Junction: Picardy Manorway/Norman Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
1/2 (A2016 Picardy Manorway Entry)	3.25	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1940	1940
2/1 (A2016 Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (A2016 Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (A2016 Picardy Manorway-Left Turn)	3.70	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1985	1985
4/1 (Norman Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Norman Rd Entry)	3.50	0.00	Y	Arm 6 Left	8.00	100.0 %	1655	1655
6/1 (Picardy Manorway Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Picardy Manorway Exit Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
7/2 (Picardy Manorway WB Entry)	3.25	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1940	1940
8/1 (Picardy Manorway WB Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Picardy Manorway WB Exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

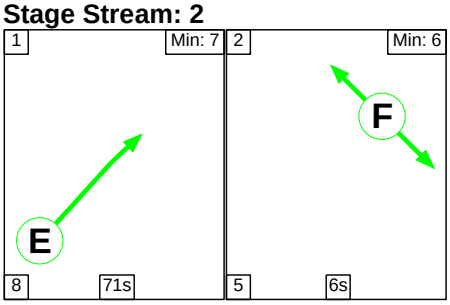
Stage Sequence Diagram

Stage Stream: 1

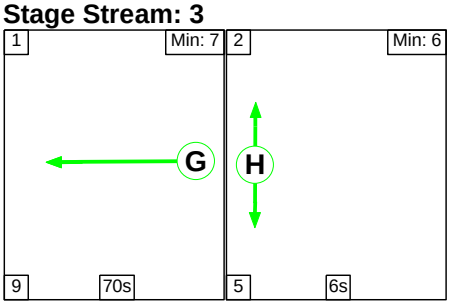


Full Input Data And Results

Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	60	14
Change Point	0	68

Stage Stream: 2

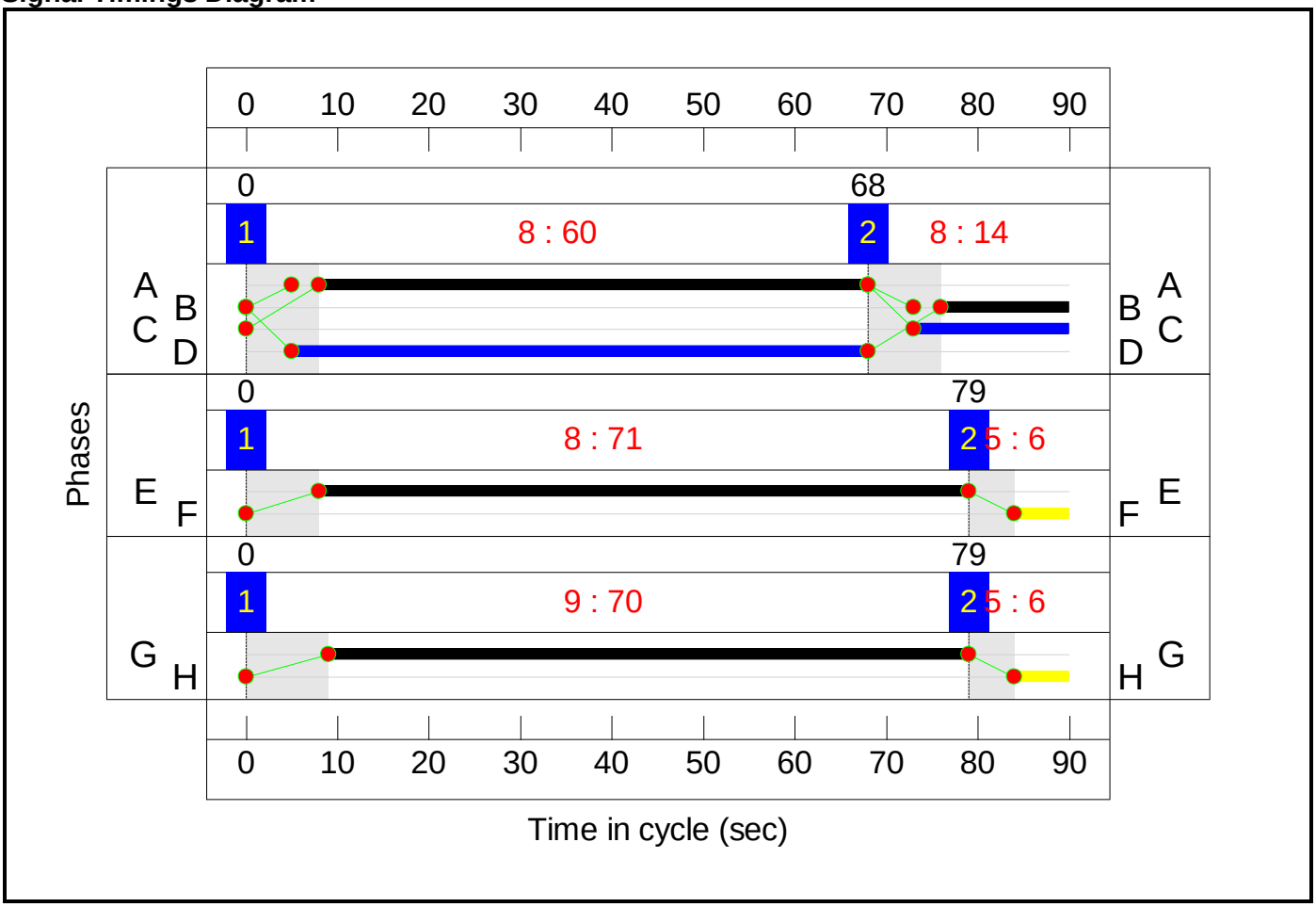
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

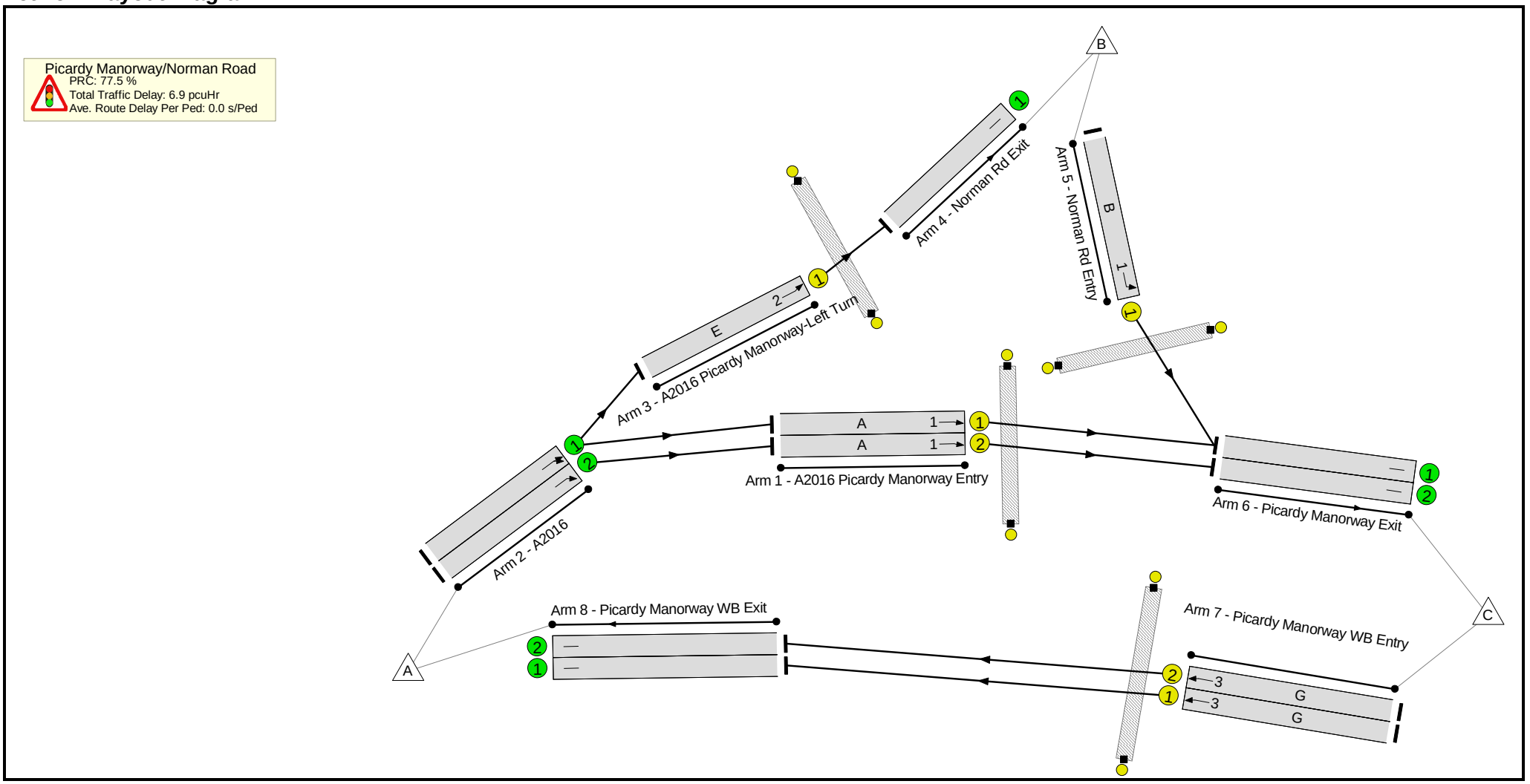
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.7%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.7%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	60	-	527	1940	1315	40.1%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	60	-	527	1940	1315	40.1%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	116	1985	1588	7.3%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	116	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	14	-	136	1655	276	49.3%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	663	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	776	1940	1530	50.7%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	776	1940	1530	50.7%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	776	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	63	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	17	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

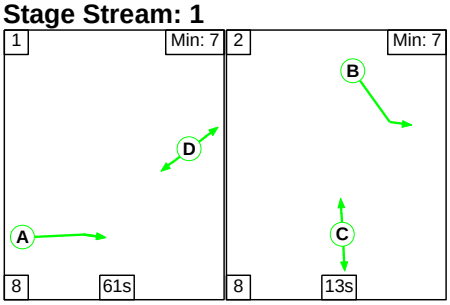
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.7**	**2.2**	**0.0**	**6.9**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**4.7**	**2.2**	**0.0**	**6.9**	**-**	**-**	**-**	**-**
1/1	527	527	-	-	-	0.9	0.3	-	1.3	8.7	5.7	0.3	6.0
1/2	527	527	-	-	-	0.9	0.3	-	1.3	8.7	5.7	0.3	6.0
2/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	116	116	-	-	-	0.1	0.0	-	0.1	3.1	0.6	0.0	0.7
4/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	136	136	-	-	-	1.3	0.5	-	1.8	46.8	3.1	0.5	3.5
6/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	776	776	-	-	-	0.7	0.5	-	1.2	5.7	6.7	0.5	7.2
7/2	776	776	-	-	-	0.7	0.5	-	1.2	5.7	6.7	0.5	7.2
8/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	82.5	Total Delay for Signalled Lanes (pcuHr):	4.32	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	1132.1	Total Delay for Signalled Lanes (pcuHr):	0.10	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	77.5	Total Delay for Signalled Lanes (pcuHr):	2.47	Cycle Time (s): 90
	PRC Over All Lanes (%):	77.5	Total Delay Over All Lanes(pcuHr):	6.89	

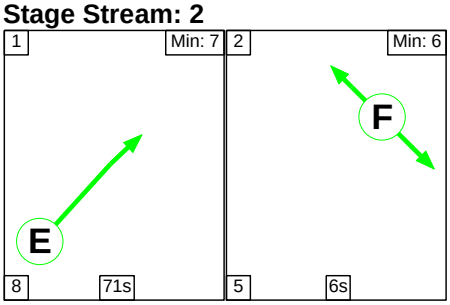
Full Input Data And Results
Scenario 2: '2023 PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

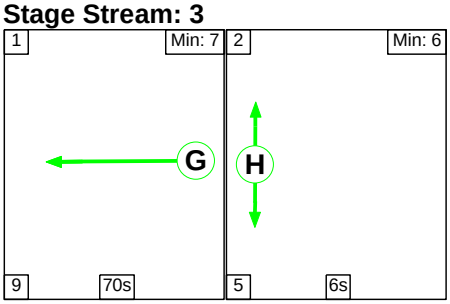
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	61	13
Change Point	0	69

Stage Stream: 2

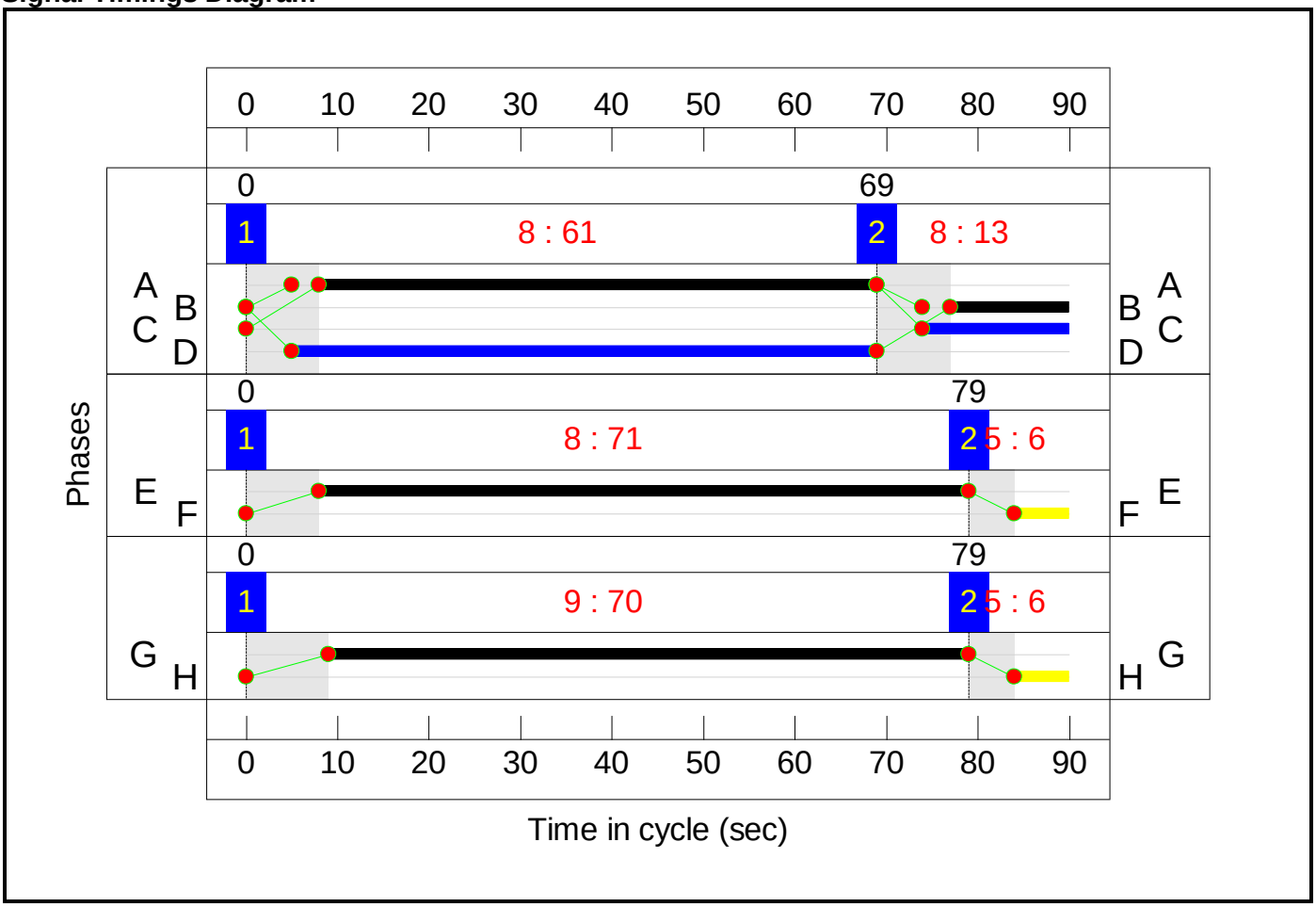
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

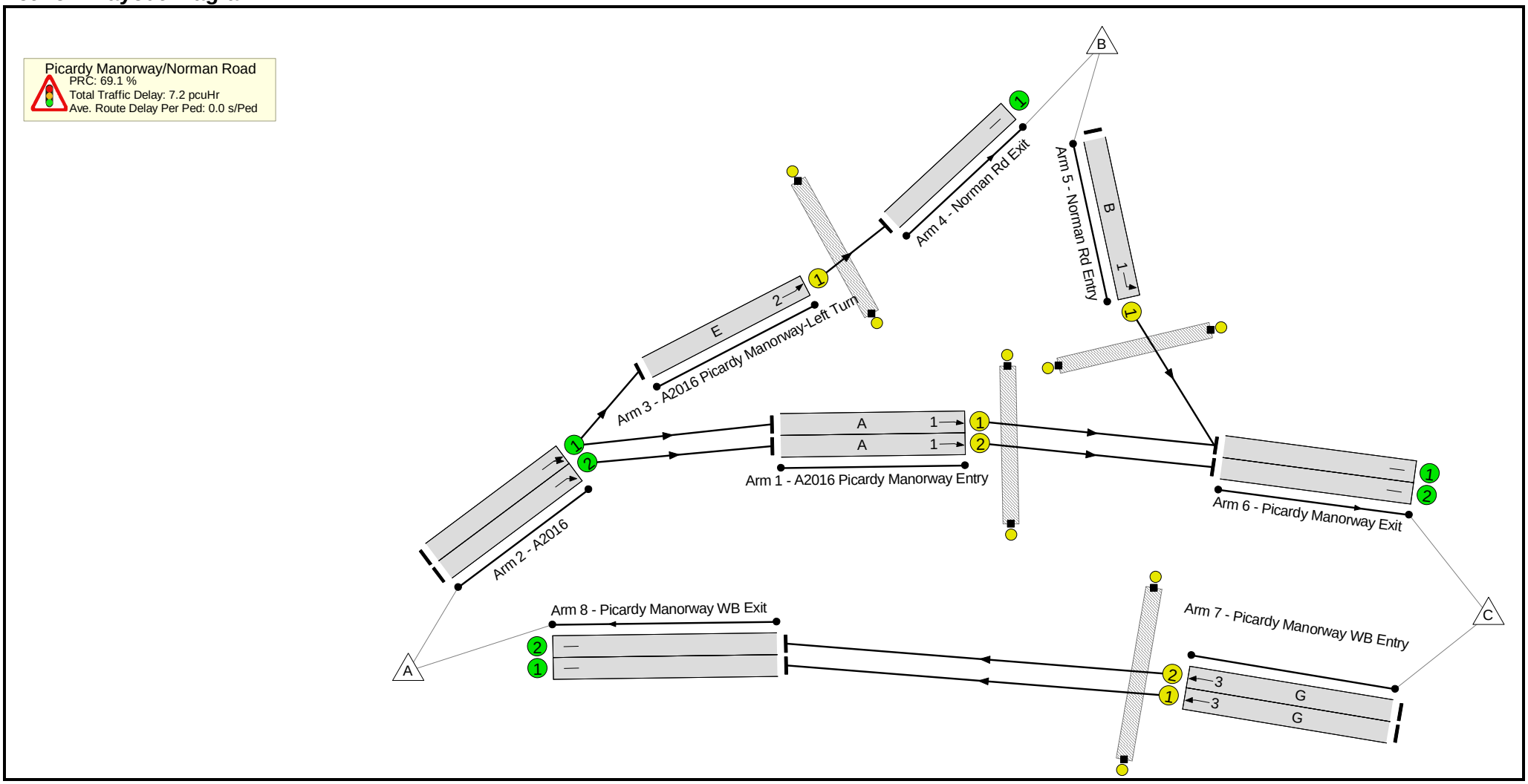
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.2%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.2%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	61	-	704	1940	1336	52.7%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	61	-	704	1940	1336	52.7%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	58	1985	1588	3.7%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	13	-	137	1655	257	53.2%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	551	1940	1530	36.0%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	552	1940	1530	36.1%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	64	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	16	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

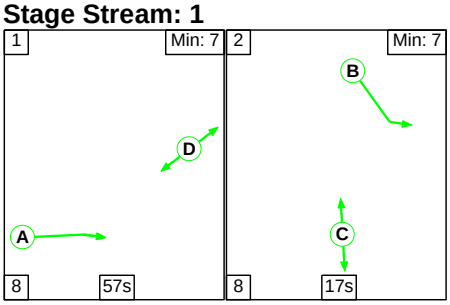
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**4.9**	**2.3**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**4.9**	**2.3**	**0.0**	**7.2**	**-**	**-**	**-**	**-**
1/1	704	704	-	-	-	1.3	0.6	-	1.9	9.7	8.4	0.6	9.0
1/2	704	704	-	-	-	1.3	0.6	-	1.9	9.7	8.4	0.6	9.0
2/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	58	58	-	-	-	0.0	0.0	-	0.0	3.1	0.3	0.0	0.3
4/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	137	137	-	-	-	1.3	0.6	-	1.9	49.8	3.1	0.6	3.7
6/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	551	551	-	-	-	0.4	0.3	-	0.7	4.6	4.0	0.3	4.3
7/2	552	552	-	-	-	0.4	0.3	-	0.7	4.6	4.0	0.3	4.3
8/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	69.1	Total Delay for Signalled Lanes (pcuHr):	5.68	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	2364.1	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	149.5	Total Delay for Signalled Lanes (pcuHr):	1.42	Cycle Time (s): 90
	PRC Over All Lanes (%):	69.1	Total Delay Over All Lanes(pcuHr):	7.15	

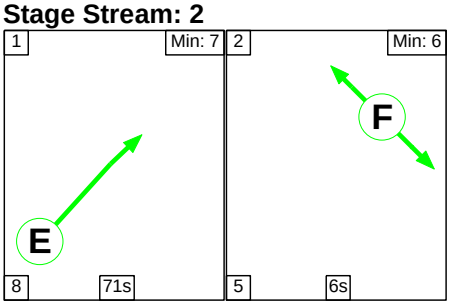
Full Input Data And Results
Scenario 3: '2028 AM' (FG3: '2028 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

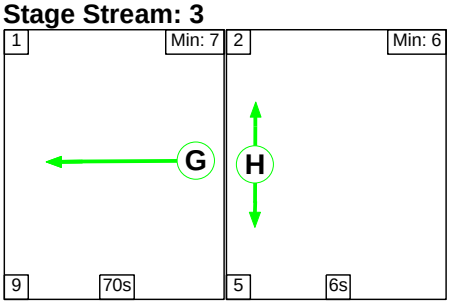
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	57	17
Change Point	0	65

Stage Stream: 2

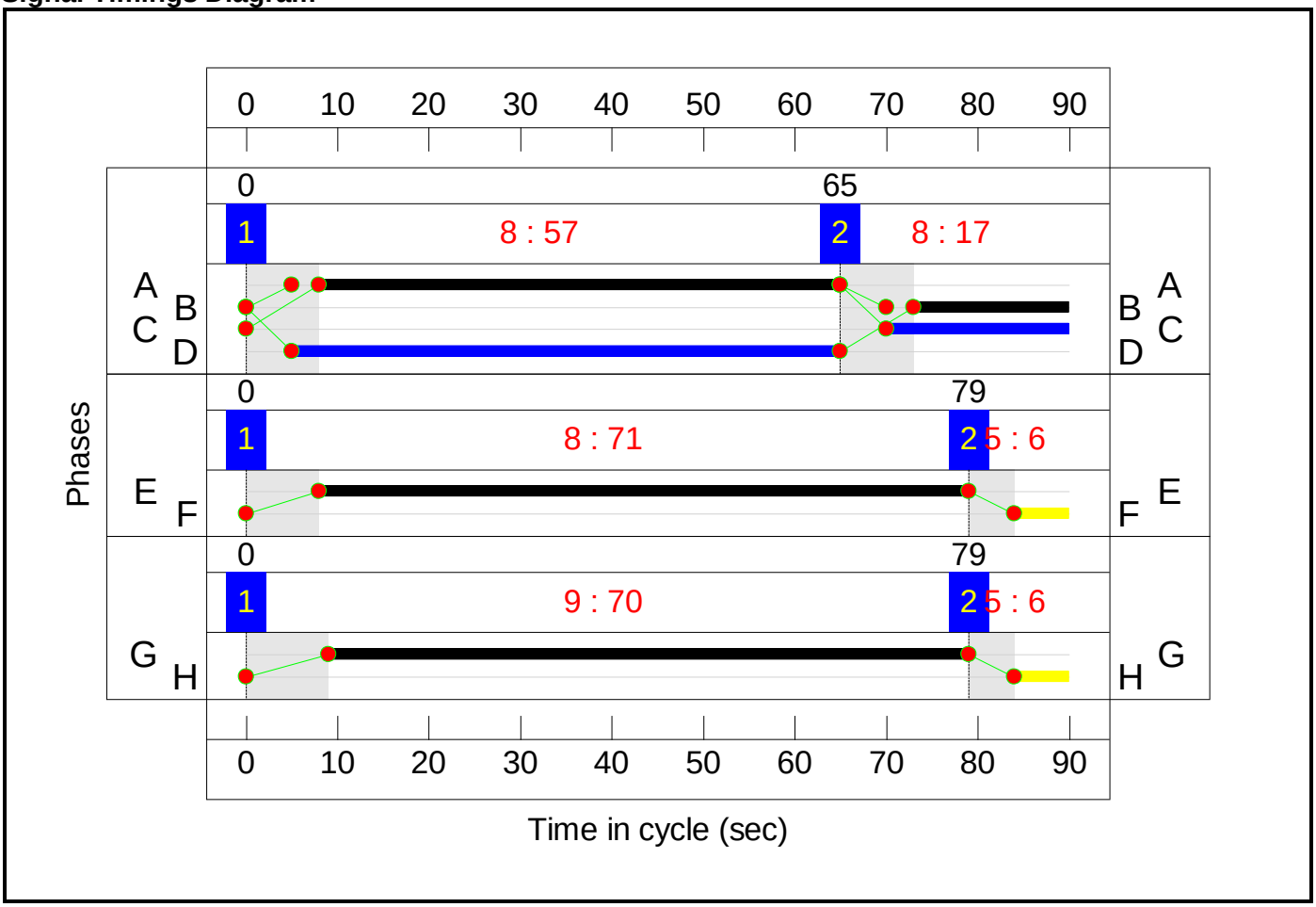
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

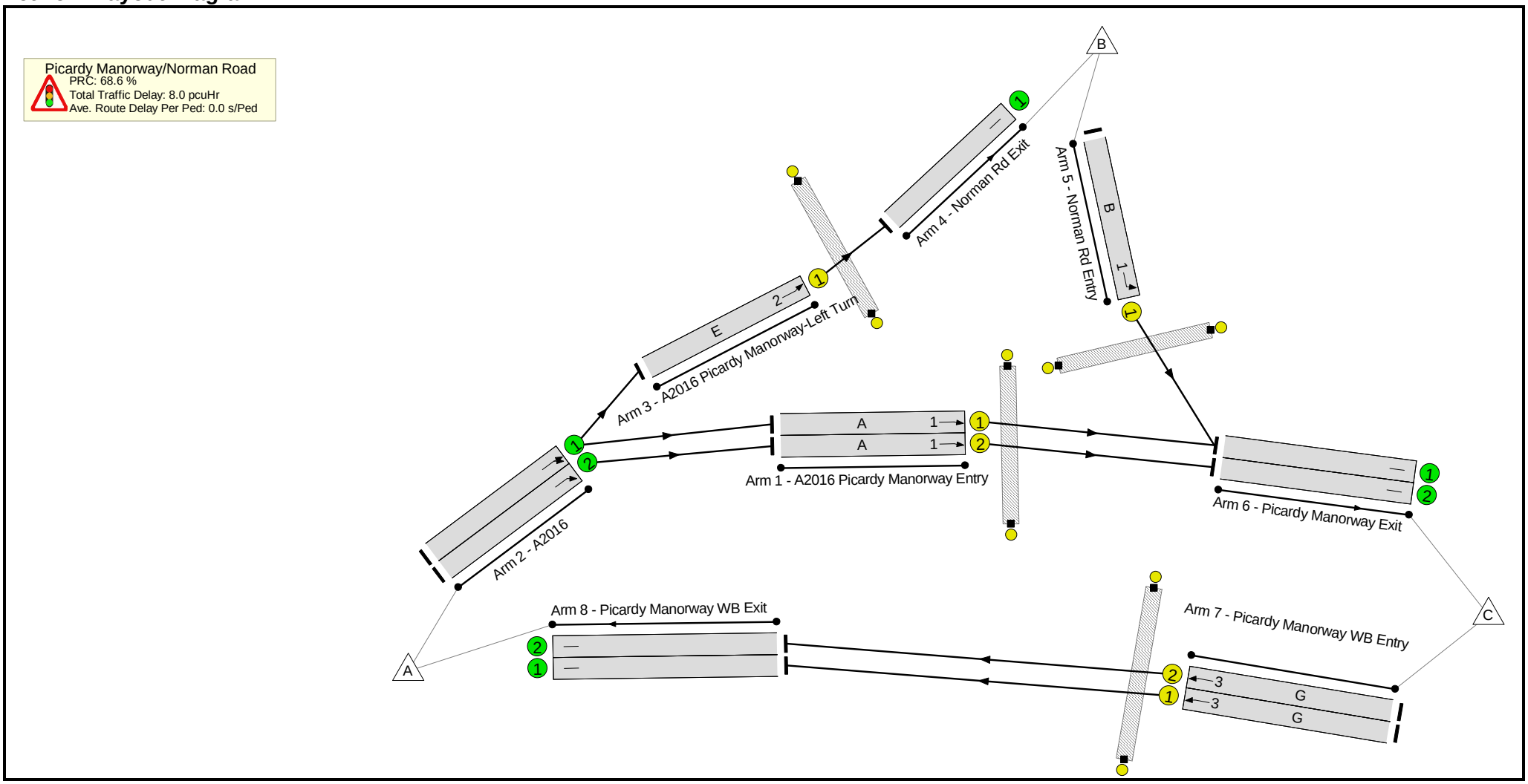
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.4%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.4%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	542	1940	1250	43.4%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	542	1940	1250	43.4%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	156	1985	1588	9.8%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	156	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	17	-	170	1655	331	51.4%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	712	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	817	1940	1530	53.4%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	817	1940	1530	53.4%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	817	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	60	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	20	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.6**	**2.5**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**5.6**	**2.5**	**0.0**	**8.0**	**-**	**-**	**-**	**-**
1/1	542	542	-	-	-	1.2	0.4	-	1.6	10.4	6.6	0.4	7.0
1/2	542	542	-	-	-	1.2	0.4	-	1.6	10.4	6.6	0.4	7.0
2/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	156	156	-	-	-	0.1	0.1	-	0.1	3.2	0.8	0.1	0.9
4/1	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	170	170	-	-	-	1.5	0.5	-	2.0	43.2	3.8	0.5	4.3
6/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	817	817	-	-	-	0.8	0.6	-	1.4	6.0	7.3	0.6	7.8
7/2	817	817	-	-	-	0.8	0.6	-	1.4	6.0	7.3	0.6	7.8
8/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

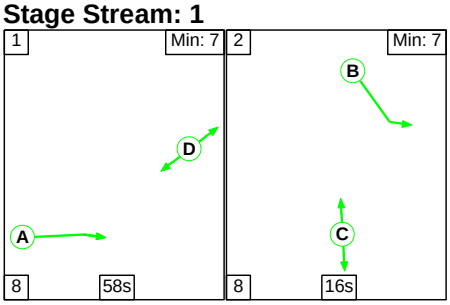
C1	Stream: 1 PRC for Signalled Lanes (%):	75.2	Total Delay for Signalled Lanes (pcuHr):	5.18	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	816.2	Total Delay for Signalled Lanes (pcuHr):	0.14	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	68.6	Total Delay for Signalled Lanes (pcuHr):	2.72	Cycle Time (s): 90
	PRC Over All Lanes (%):	68.6	Total Delay Over All Lanes(pcuHr):	8.04	

Full Input Data And Results

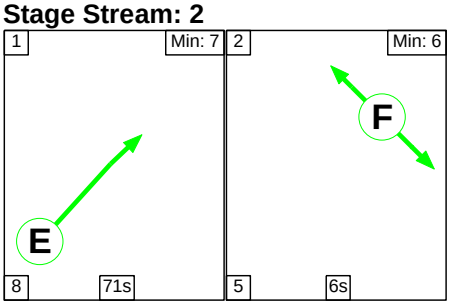
Scenario 4: '2028 PM' (FG4: '2028 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

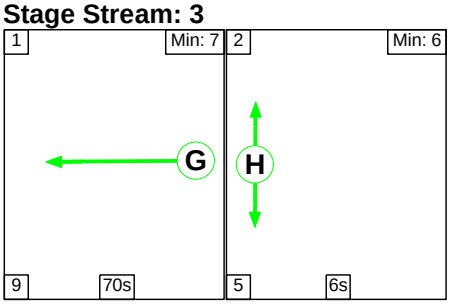
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	58	16
Change Point	0	66

Stage Stream: 2

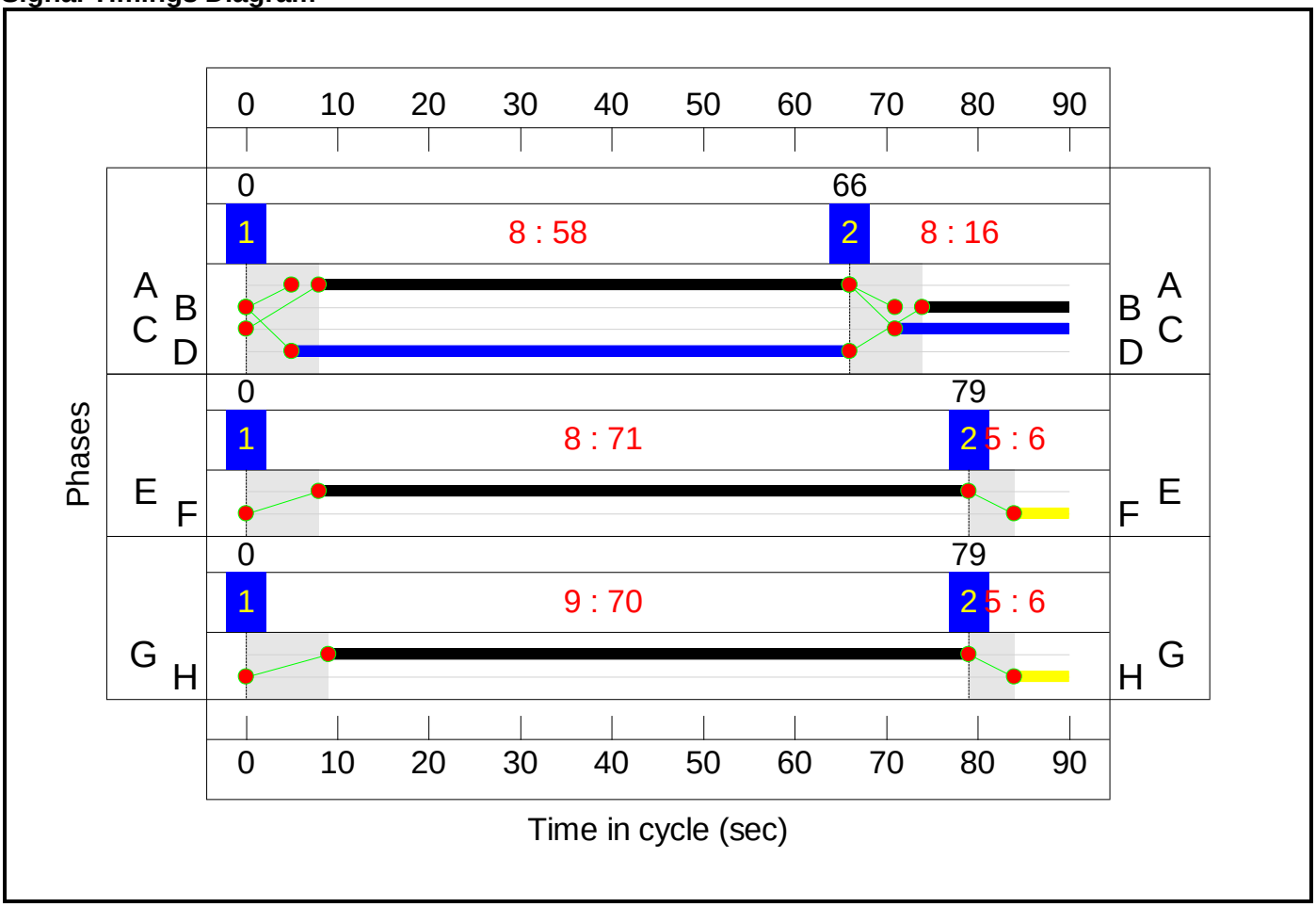
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

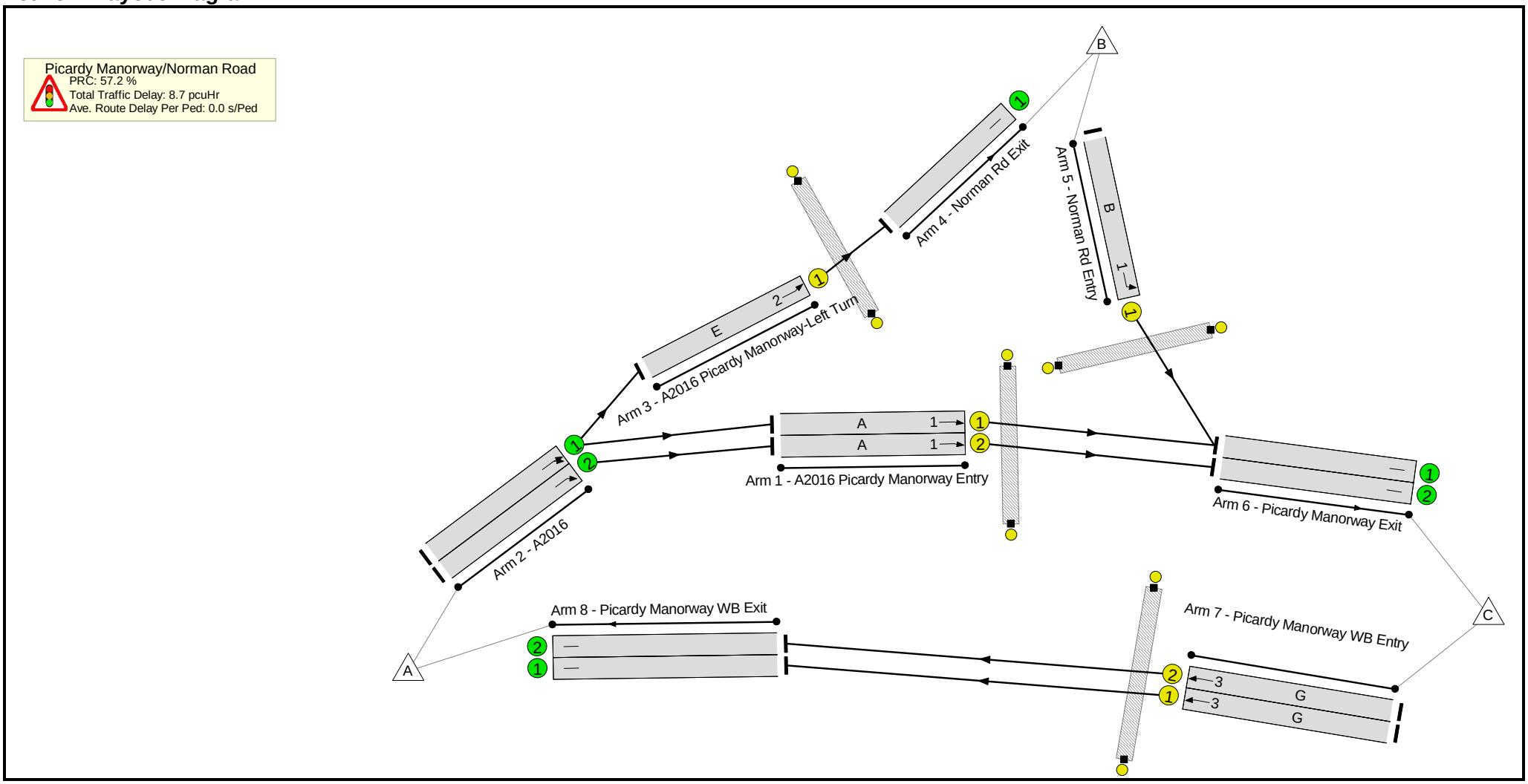
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.3%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.3%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	58	-	725	1940	1272	57.0%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	58	-	725	1940	1272	57.0%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	91	1985	1588	5.7%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	16	-	179	1655	313	57.3%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	904	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	585	1940	1530	38.2%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	585	1940	1530	38.2%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	61	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	19	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.1**	**2.6**	**0.0**	**8.7**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**6.1**	**2.6**	**0.0**	**8.7**	**-**	**-**	**-**	**-**
1/1	725	725	-	-	-	1.7	0.7	-	2.4	11.8	9.9	0.7	10.5
1/2	725	725	-	-	-	1.7	0.7	-	2.4	11.8	9.9	0.7	10.5
2/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	91	91	-	-	-	0.0	0.0	-	0.1	3.1	0.5	0.0	0.5
4/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	179	179	-	-	-	1.7	0.7	-	2.3	46.5	4.0	0.7	4.7
6/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	585	585	-	-	-	0.5	0.3	-	0.8	4.8	4.4	0.3	4.7
7/2	585	585	-	-	-	0.5	0.3	-	0.8	4.8	4.4	0.3	4.7
8/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

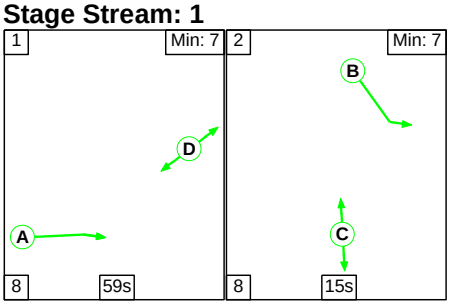
C1	Stream: 1 PRC for Signalled Lanes (%):	57.2	Total Delay for Signalled Lanes (pcuHr):	7.07	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	1470.5	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	135.5	Total Delay for Signalled Lanes (pcuHr):	1.55	Cycle Time (s): 90
	PRC Over All Lanes (%):	57.2	Total Delay Over All Lanes(pcuHr):	8.70	

Full Input Data And Results

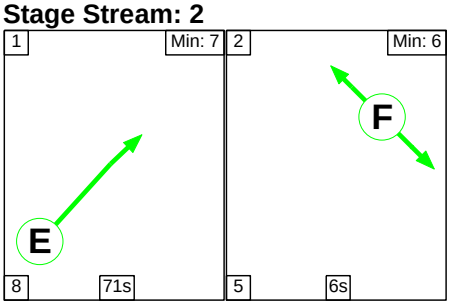
Scenario 5: '2028 + Dev AM' (FG5: '2028 + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

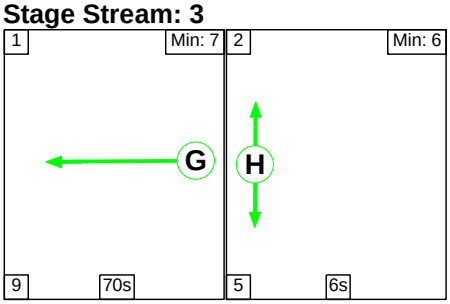
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	59	15
Change Point	0	67

Stage Stream: 2

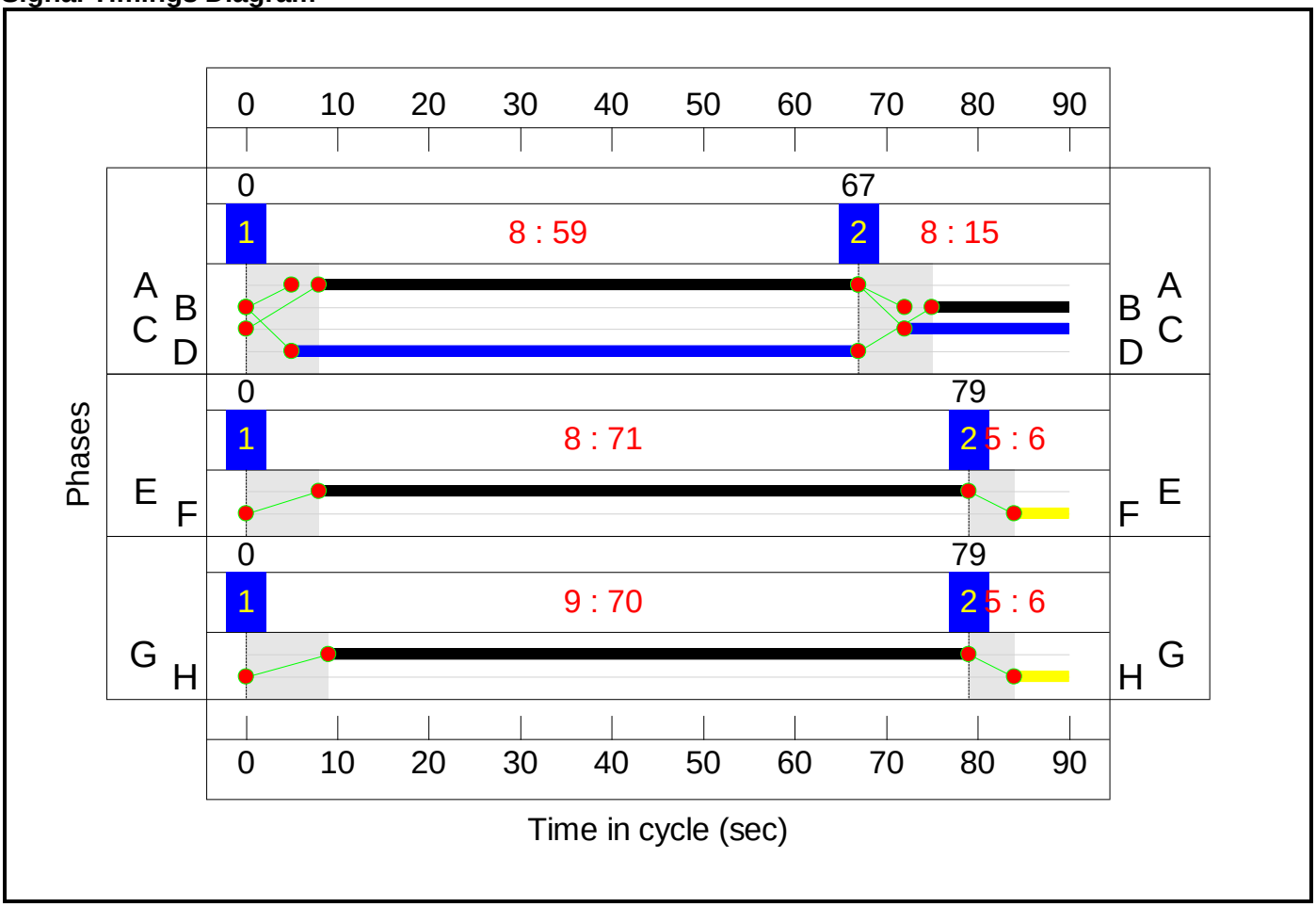
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

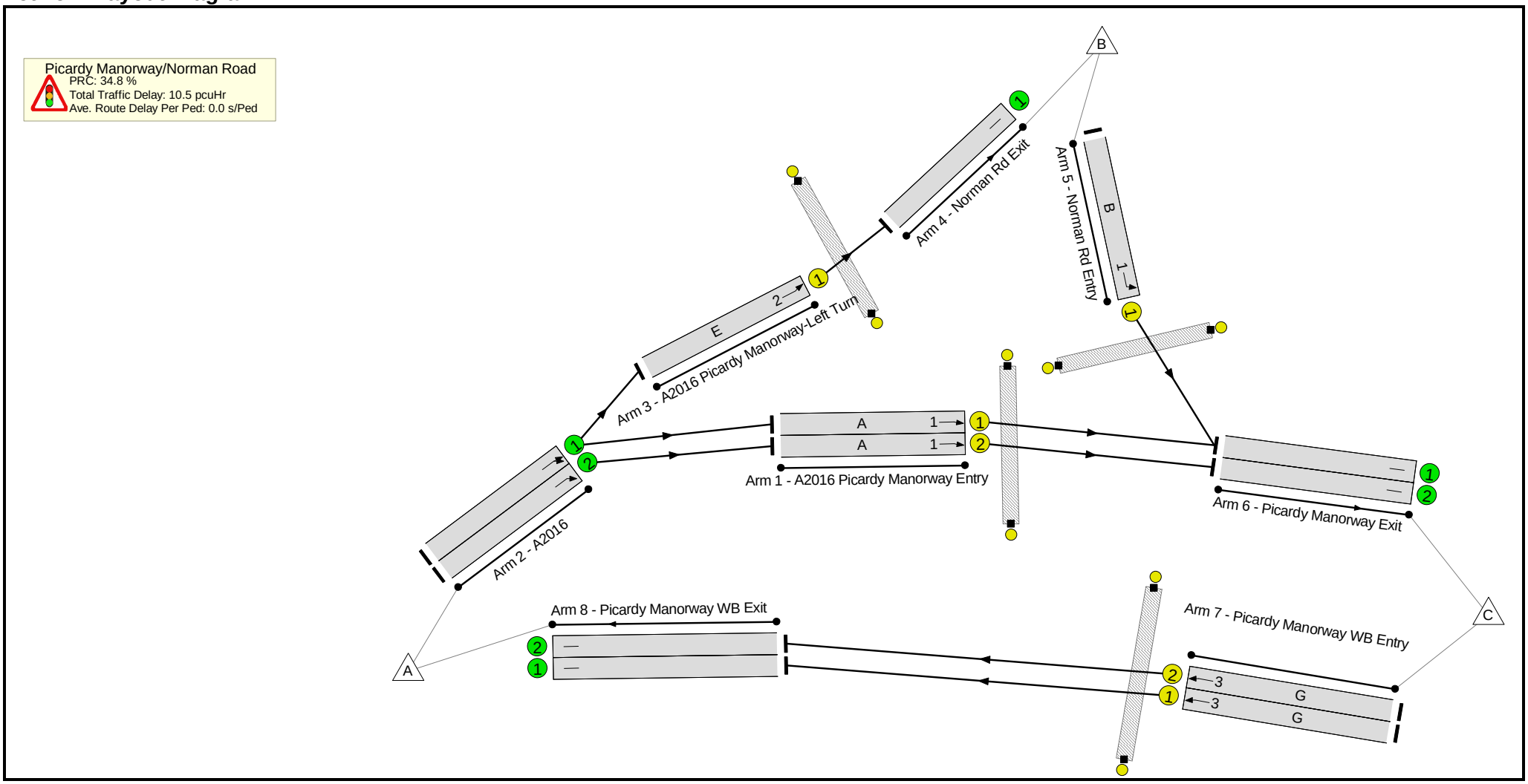
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.8%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.8%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	59	-	542	1940	1293	41.9%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	59	-	542	1940	1293	41.9%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	1185	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	643	1985	1588	40.5%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	15	-	177	1655	294	60.2%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	719	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	1022	1940	1530	66.8%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	1022	1940	1530	66.8%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	1022	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	18	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.8**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.8**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1	542	542	-	-	-	1.0	0.4	-	1.4	9.3	6.2	0.4	6.5
1/2	542	542	-	-	-	1.0	0.4	-	1.4	9.3	6.2	0.4	6.5
2/1	1185	1185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	643	643	-	-	-	0.5	0.3	-	0.8	4.6	4.6	0.3	5.0
4/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	177	177	-	-	-	1.7	0.7	-	2.4	49.2	4.0	0.7	4.8
6/1	719	719	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1022	1022	-	-	-	1.2	1.0	-	2.2	7.8	11.4	1.0	12.4
7/2	1022	1022	-	-	-	1.2	1.0	-	2.2	7.8	11.4	1.0	12.4
8/1	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	1022	1022	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

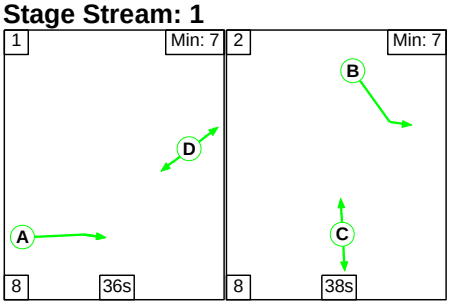
C1	Stream: 1 PRC for Signalled Lanes (%):	49.6	Total Delay for Signalled Lanes (pcuHr):	5.23	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	122.3	Total Delay for Signalled Lanes (pcuHr):	0.82	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	34.8	Total Delay for Signalled Lanes (pcuHr):	4.41	Cycle Time (s): 90
	PRC Over All Lanes (%):	34.8	Total Delay Over All Lanes(pcuHr):	10.46	

Full Input Data And Results

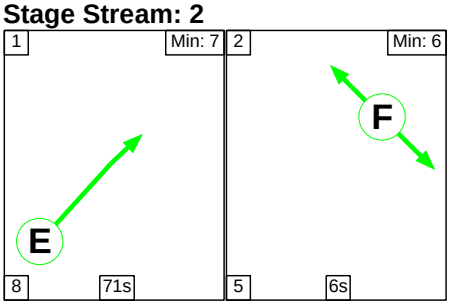
Scenario 6: '2028 + Dev PM' (FG6: '2028 + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

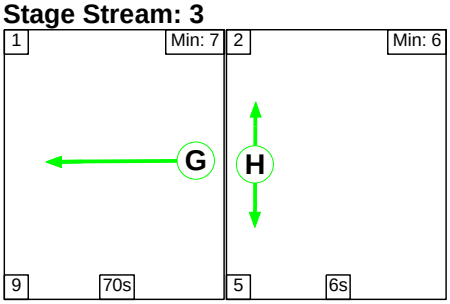
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	36	38
Change Point	0	44

Stage Stream: 2

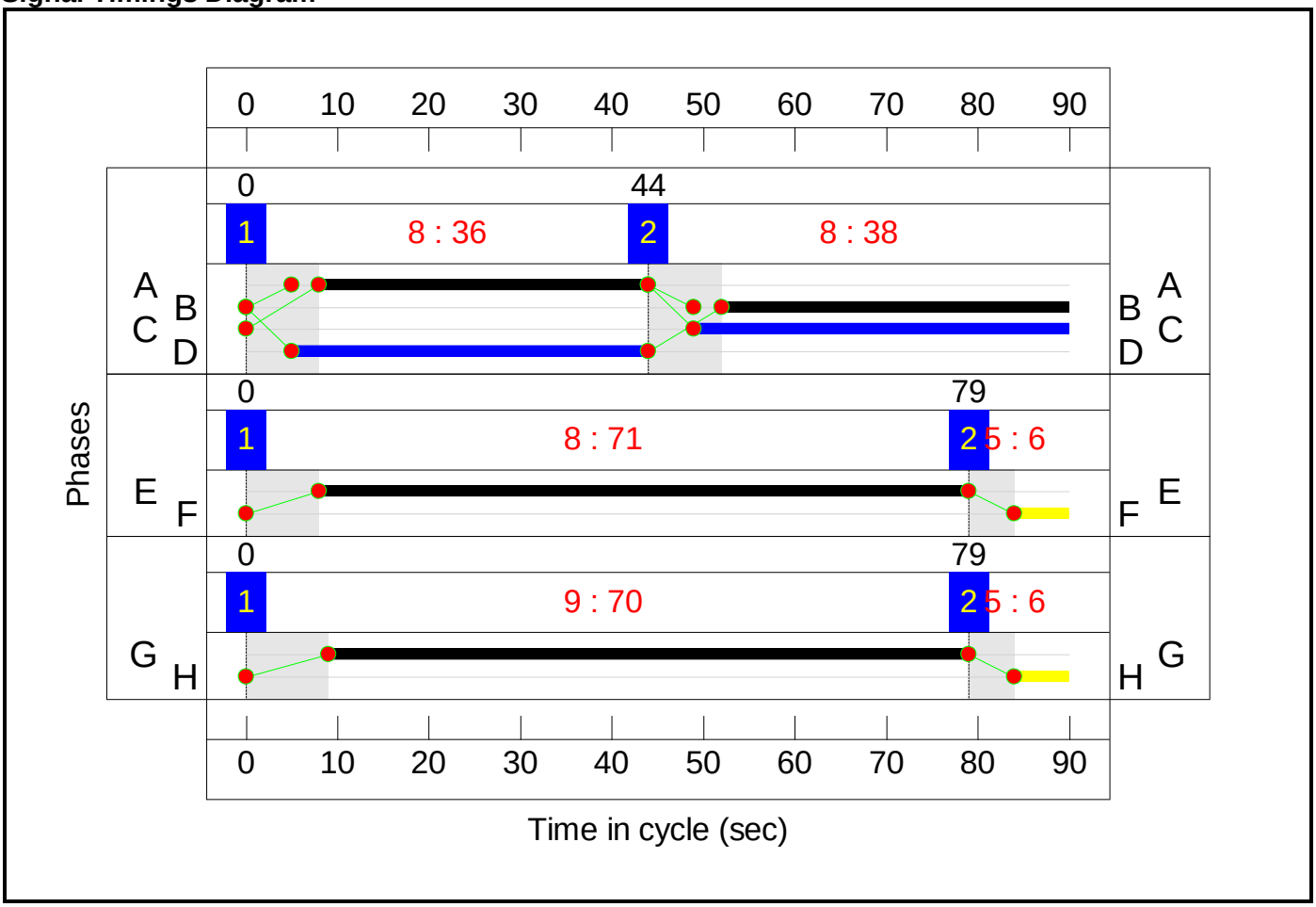
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

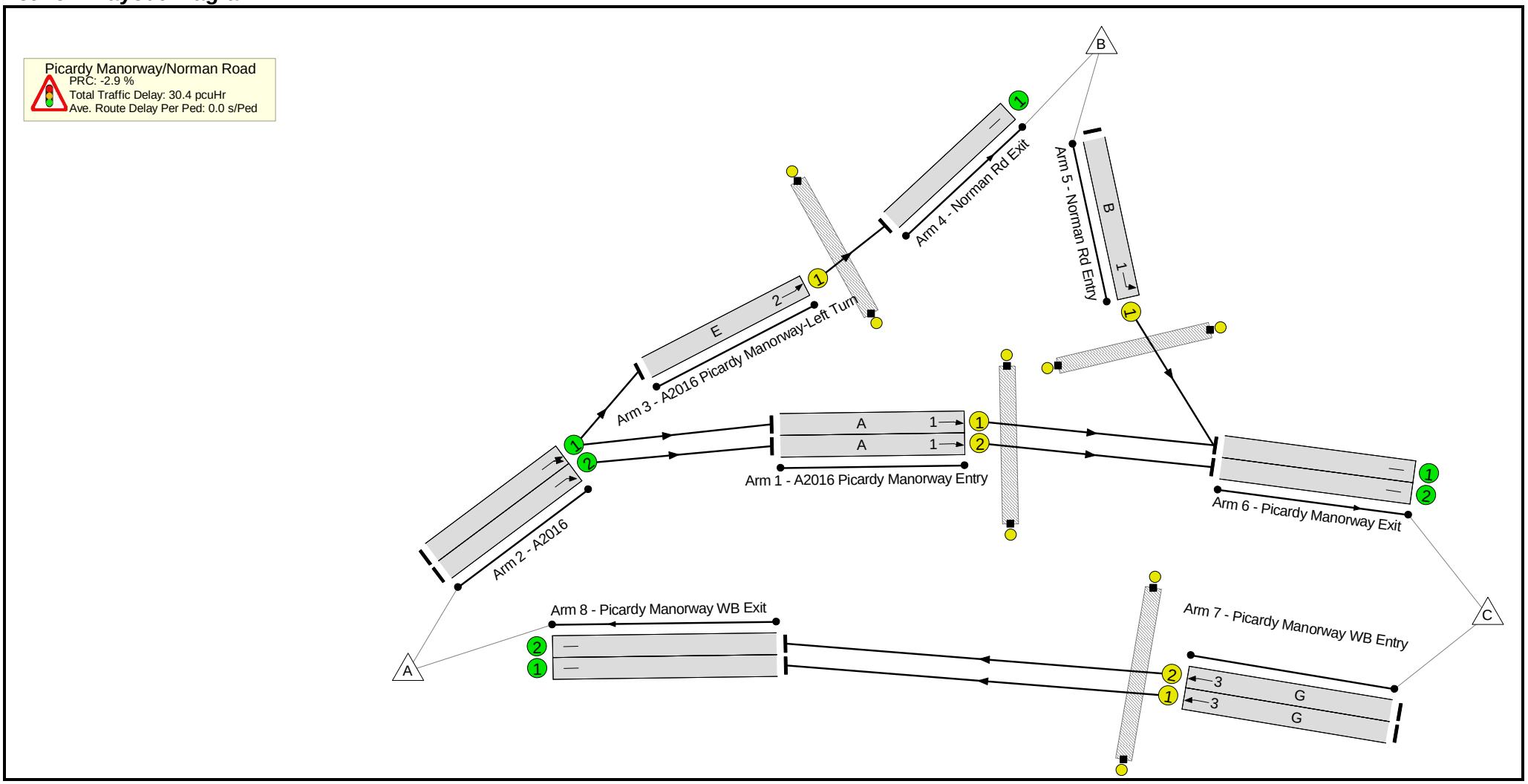
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.6%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.6%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	36	-	725	1940	798	90.9%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	36	-	725	1940	798	90.9%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	95	1985	1588	6.0%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	95	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	38	-	664	1655	717	92.6%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	1389	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	725	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	625	1940	1530	40.8%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	626	1940	1530	40.9%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	625	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	39	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	41	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**15.6**	**14.8**	**0.0**	**30.4**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**15.6**	**14.8**	**0.0**	**30.4**	**-**	**-**	**-**	**-**
1/1	725	725	-	-	-	5.0	4.5	-	9.5	47.0	16.9	4.5	21.4
1/2	725	725	-	-	-	5.0	4.5	-	9.5	47.0	16.9	4.5	21.4
2/1	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	95	95	-	-	-	0.1	0.0	-	0.1	3.1	0.5	0.0	0.5
4/1	95	95	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	664	664	-	-	-	4.5	5.2	-	9.7	52.4	15.7	5.2	20.9
6/1	1389	1389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	625	625	-	-	-	0.5	0.3	-	0.9	4.9	4.9	0.3	5.2
7/2	626	626	-	-	-	0.5	0.3	-	0.9	5.0	4.9	0.3	5.2
8/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

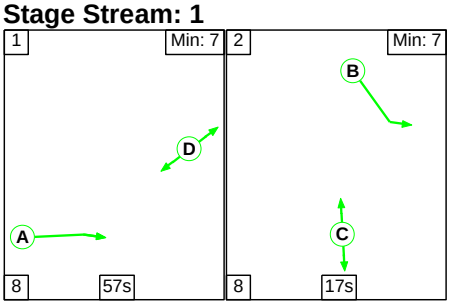
C1	Stream: 1 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	28.61	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	1404.4	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s):	90
C1	Stream: 3 PRC for Signalled Lanes (%):	120.0	Total Delay for Signalled Lanes (pcuHr):	1.72	Cycle Time (s):	90
	PRC Over All Lanes (%):	-2.9	Total Delay Over All Lanes(pcuHr):	30.41		

Full Input Data And Results

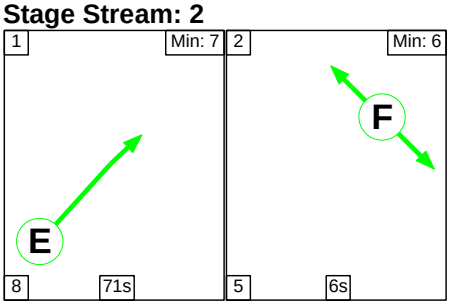
Scenario 7: '2030 AM' (FG7: '2030 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

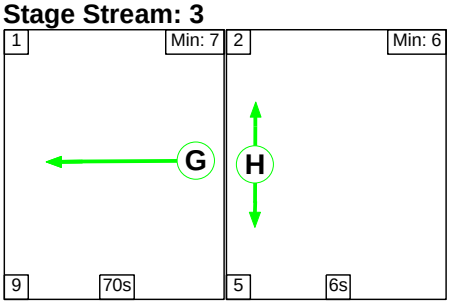
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	57	17
Change Point	0	65

Stage Stream: 2

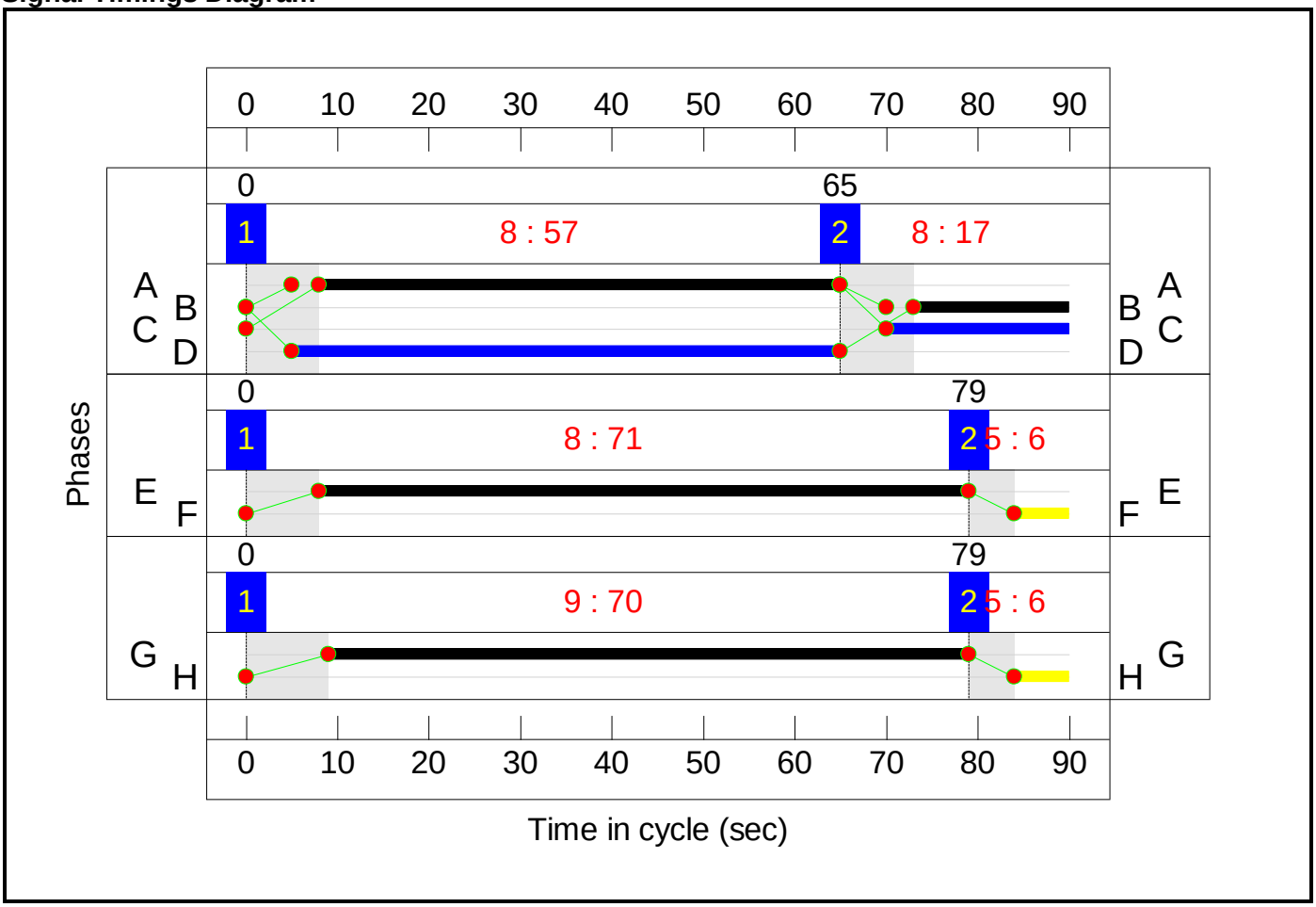
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

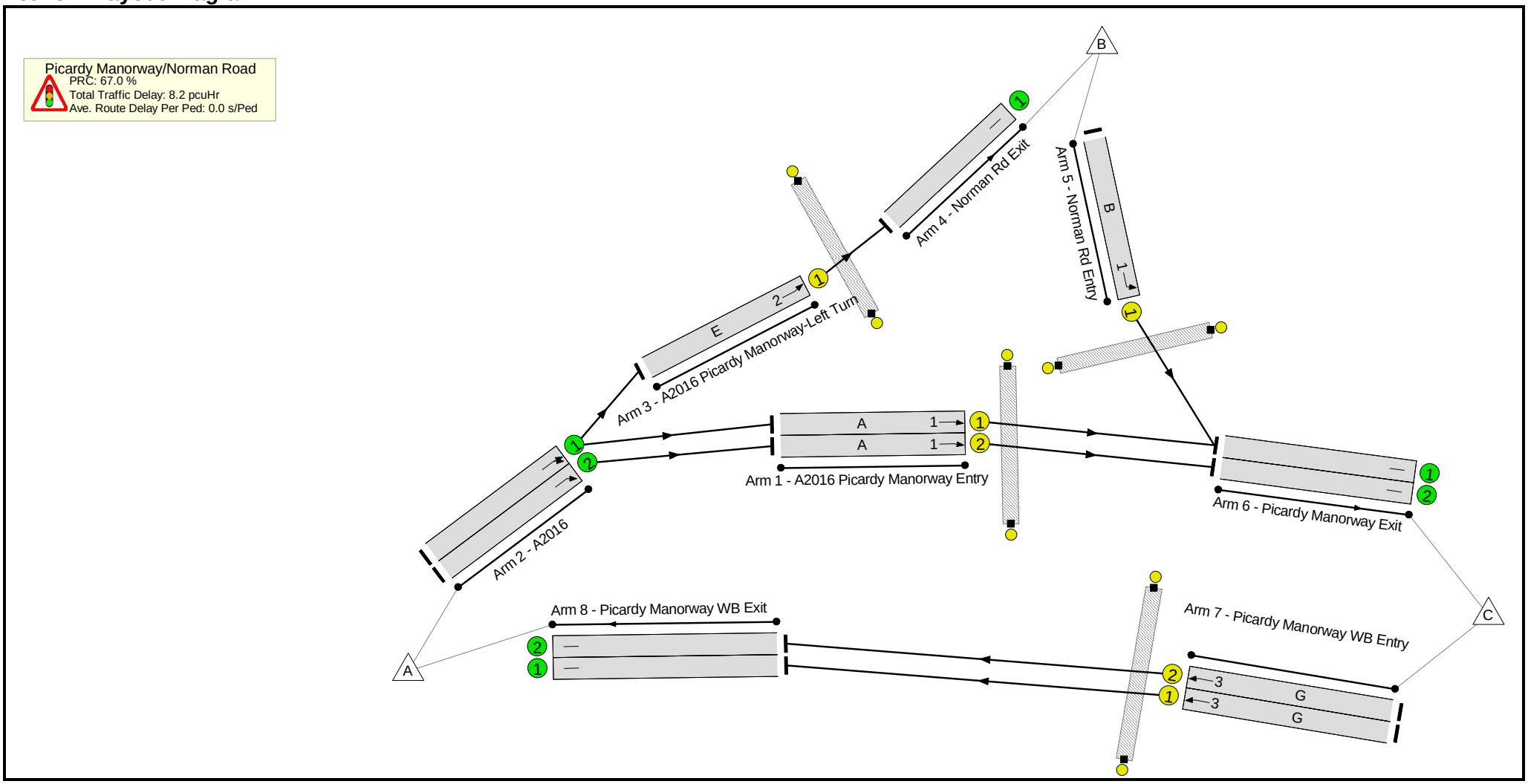
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.9%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**53.9%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	547	1940	1250	43.8%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	548	1940	1250	43.8%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	158	1985	1588	9.9%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	17	-	171	1655	331	51.7%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	718	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	825	1940	1530	53.9%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	825	1940	1530	53.9%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	825	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	60	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	20	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.6**	**2.5**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**5.6**	**2.5**	**0.0**	**8.2**	**-**	**-**	**-**	**-**
1/1	547	547	-	-	-	1.2	0.4	-	1.6	10.5	6.7	0.4	7.1
1/2	548	548	-	-	-	1.2	0.4	-	1.6	10.5	6.7	0.4	7.1
2/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	158	158	-	-	-	0.1	0.1	-	0.1	3.2	0.8	0.1	0.9
4/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	171	171	-	-	-	1.5	0.5	-	2.1	43.3	3.8	0.5	4.3
6/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	825	825	-	-	-	0.8	0.6	-	1.4	6.0	7.6	0.6	8.1
7/2	825	825	-	-	-	0.8	0.6	-	1.4	6.0	7.6	0.6	8.1
8/1	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	825	825	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

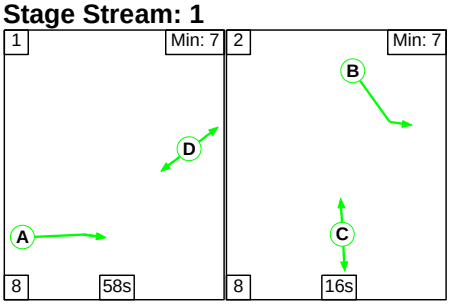
C1	Stream: 1 PRC for Signalled Lanes (%):	74.2	Total Delay for Signalled Lanes (pcuHr):	5.25	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	804.6	Total Delay for Signalled Lanes (pcuHr):	0.14	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	67.0	Total Delay for Signalled Lanes (pcuHr):	2.77	Cycle Time (s): 90
	PRC Over All Lanes (%):	67.0	Total Delay Over All Lanes(pcuHr):	8.16	

Full Input Data And Results

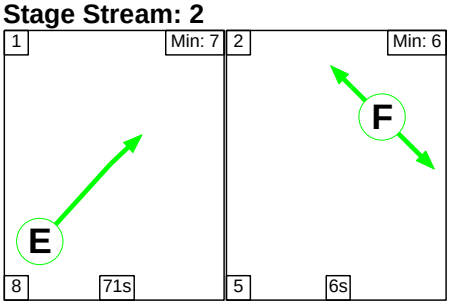
Scenario 8: '2030 PM' (FG8: '2030 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

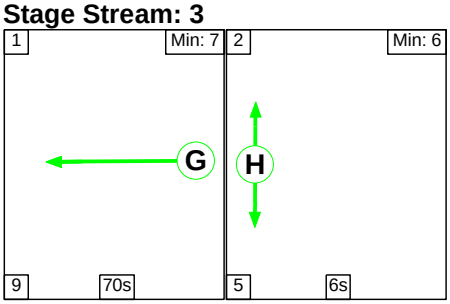
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	58	16
Change Point	0	66

Stage Stream: 2

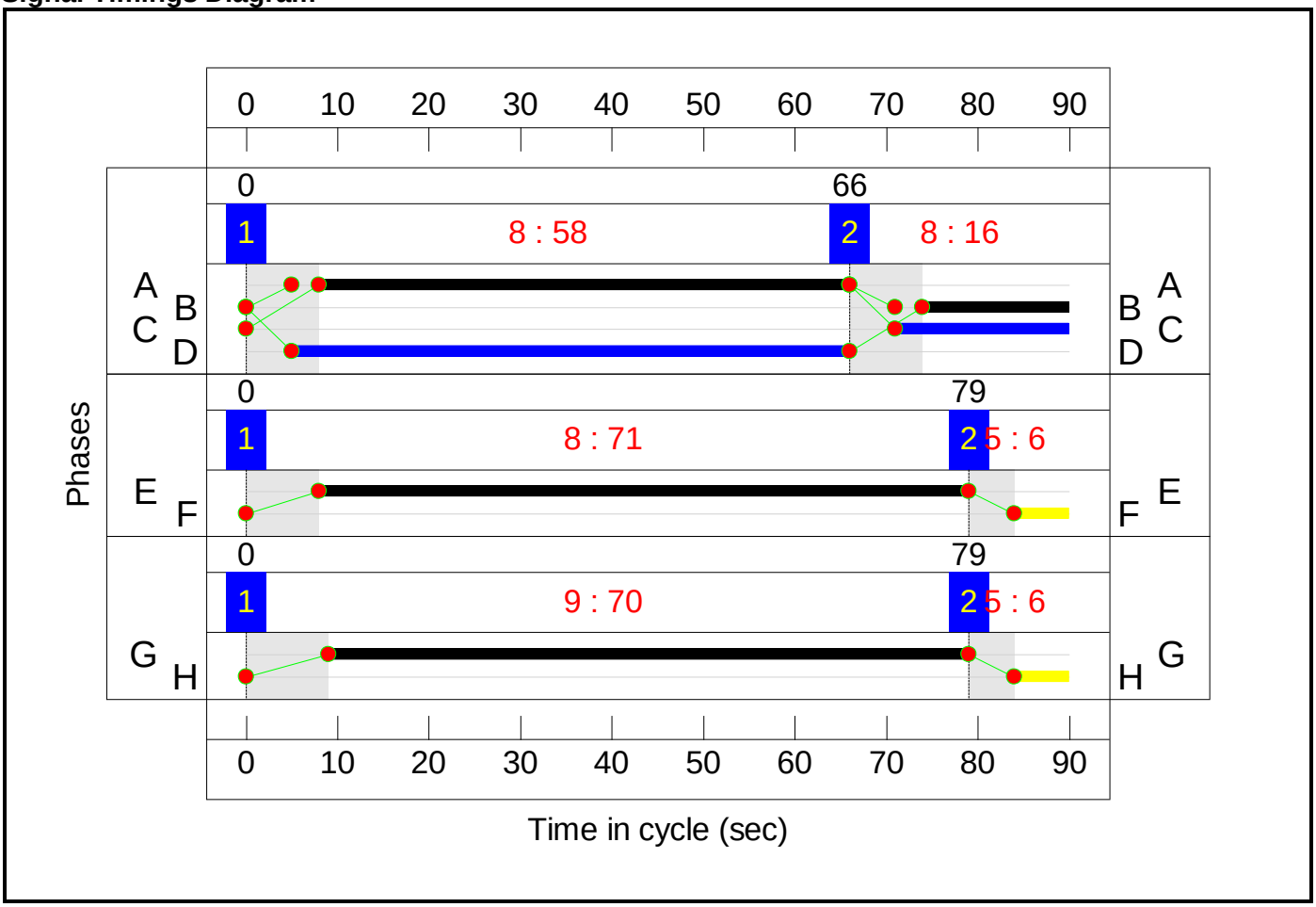
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

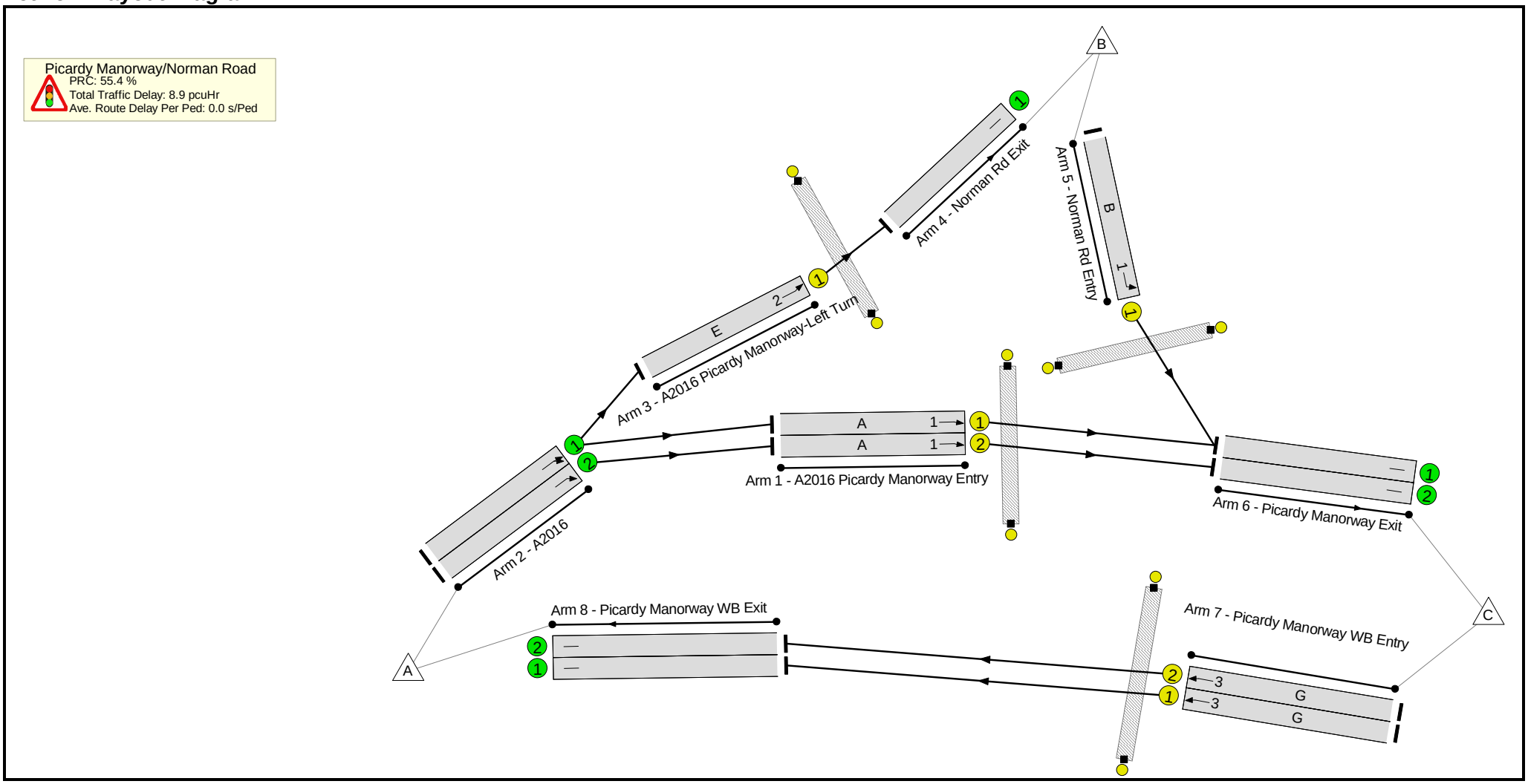
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.9%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.9%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	58	-	733	1940	1272	57.6%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	58	-	733	1940	1272	57.6%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	91	1985	1588	5.7%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	16	-	181	1655	313	57.9%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	914	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	591	1940	1530	38.6%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	591	1940	1530	38.6%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	61	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	19	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

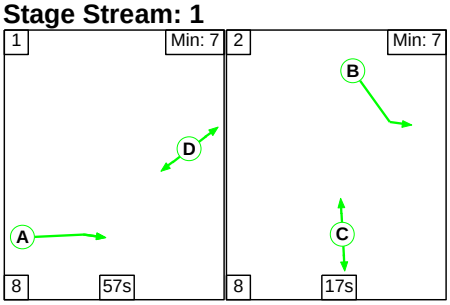
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.2**	**2.7**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**6.2**	**2.7**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
1/1	733	733	-	-	-	1.7	0.7	-	2.4	11.9	10.0	0.7	10.7
1/2	733	733	-	-	-	1.7	0.7	-	2.4	11.9	10.0	0.7	10.7
2/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	91	91	-	-	-	0.0	0.0	-	0.1	3.1	0.5	0.0	0.5
4/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	181	181	-	-	-	1.7	0.7	-	2.4	46.8	4.1	0.7	4.8
6/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	591	591	-	-	-	0.5	0.3	-	0.8	4.8	4.4	0.3	4.7
7/2	591	591	-	-	-	0.5	0.3	-	0.8	4.8	4.4	0.3	4.7
8/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	55.4	Total Delay for Signalled Lanes (pcuHr):	7.20	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	1470.5	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	133.1	Total Delay for Signalled Lanes (pcuHr):	1.58	Cycle Time (s): 90
	PRC Over All Lanes (%):	55.4	Total Delay Over All Lanes(pcuHr):	8.86	

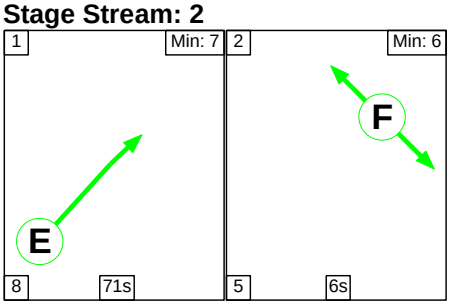
Full Input Data And Results
Scenario 9: '2030 + Dev AM' (FG9: '2030 + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

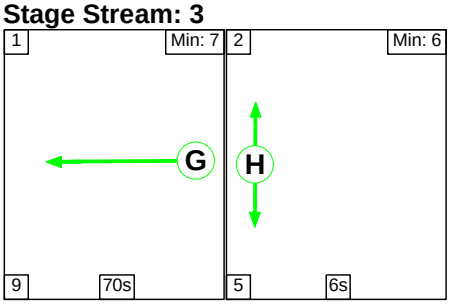
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	57	17
Change Point	0	65

Stage Stream: 2

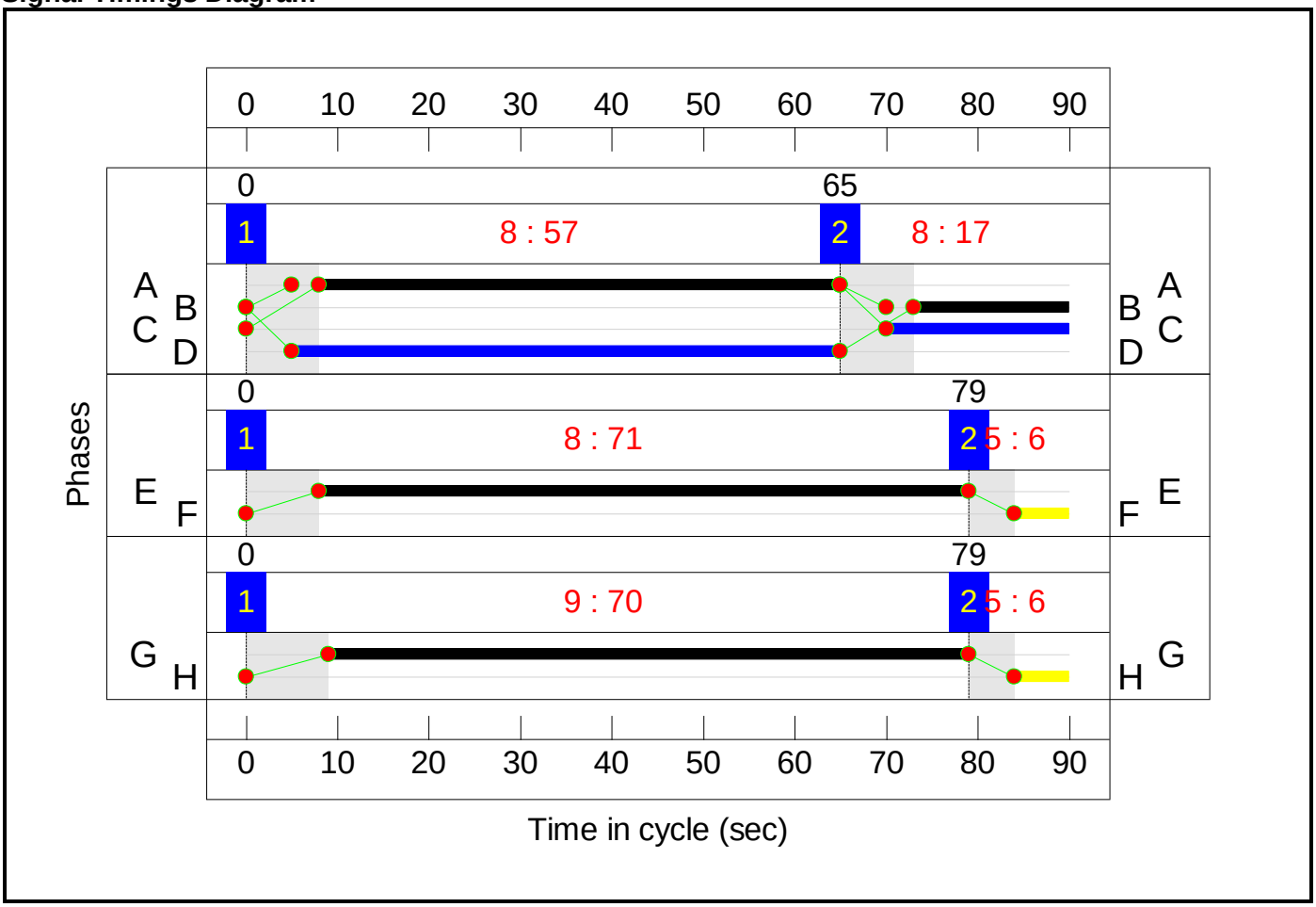
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

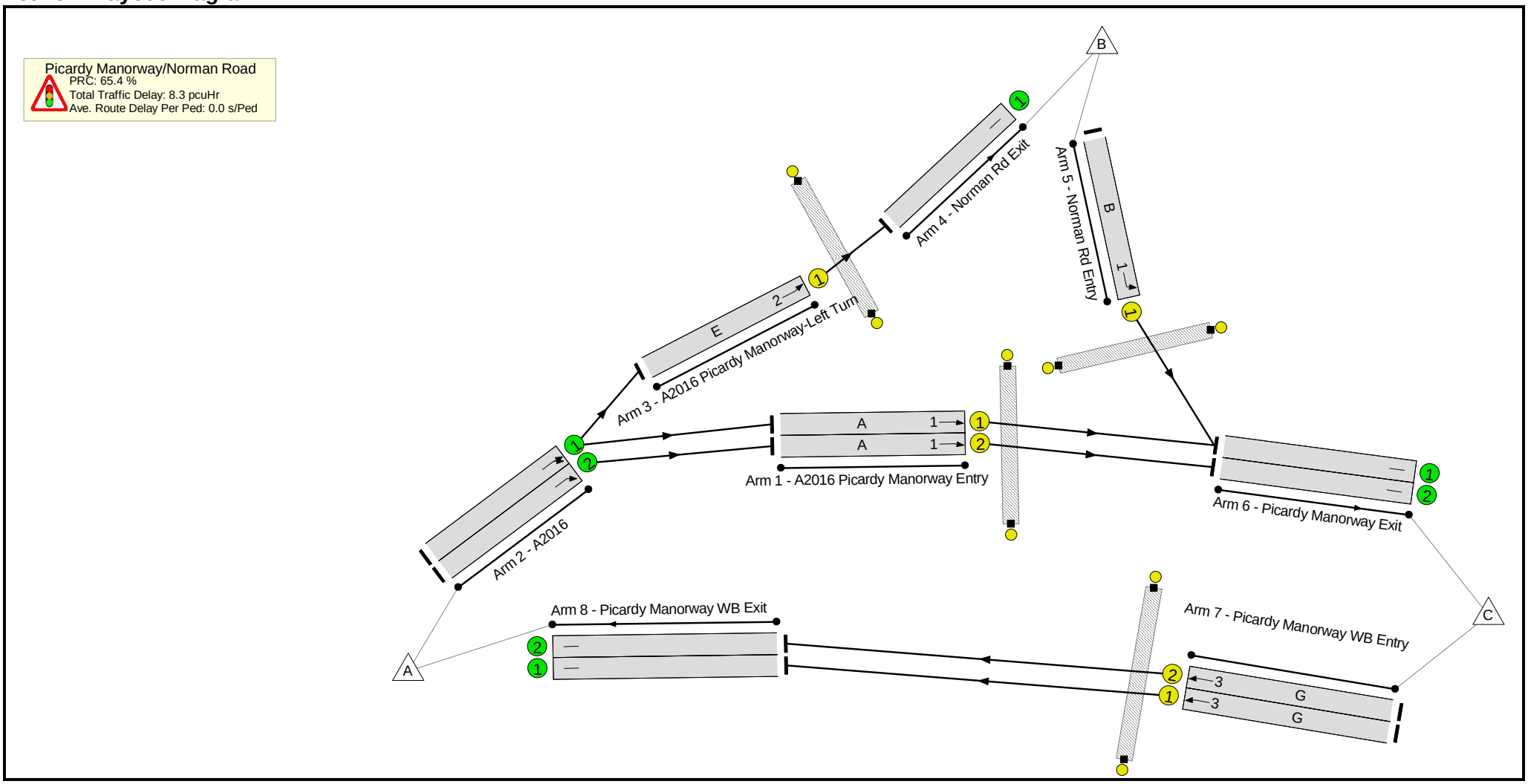
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.4%**
Picardy Manorway/Norman Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.4%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	547	1940	1250	43.8%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	548	1940	1250	43.8%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	722	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	175	1985	1588	11.0%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	175	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	17	-	176	1655	331	53.2%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	832	1940	1530	54.4%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	833	1940	1530	54.4%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	832	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	60	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	20	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.6**	**0.0**	**8.3**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**5.7**	**2.6**	**0.0**	**8.3**	**-**	**-**	**-**	**-**
1/1	547	547	-	-	-	1.2	0.4	-	1.6	10.5	6.7	0.4	7.1
1/2	548	548	-	-	-	1.2	0.4	-	1.6	10.5	6.7	0.4	7.1
2/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	175	175	-	-	-	0.1	0.1	-	0.2	3.3	0.9	0.1	1.0
4/1	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	176	176	-	-	-	1.6	0.6	-	2.1	43.8	3.9	0.6	4.5
6/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	832	832	-	-	-	0.8	0.6	-	1.4	6.1	7.6	0.6	8.2
7/2	833	833	-	-	-	0.8	0.6	-	1.4	6.1	7.6	0.6	8.2
8/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

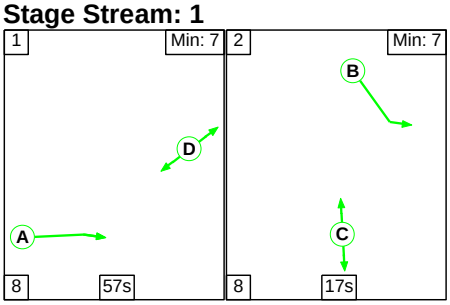
C1	Stream: 1 PRC for Signalled Lanes (%):	69.3	Total Delay for Signalled Lanes (pcuHr):	5.33	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	716.7	Total Delay for Signalled Lanes (pcuHr):	0.16	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	65.4	Total Delay for Signalled Lanes (pcuHr):	2.82	Cycle Time (s): 90
	PRC Over All Lanes (%):	65.4	Total Delay Over All Lanes(pcuHr):	8.30	

Full Input Data And Results

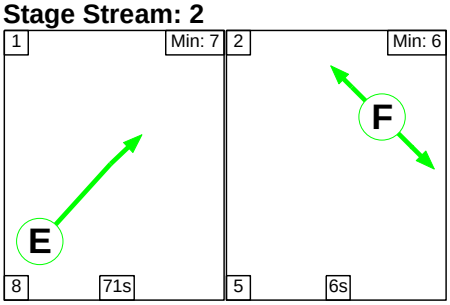
Scenario 10: '2030 + Dev PM' (FG10: '2030 + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

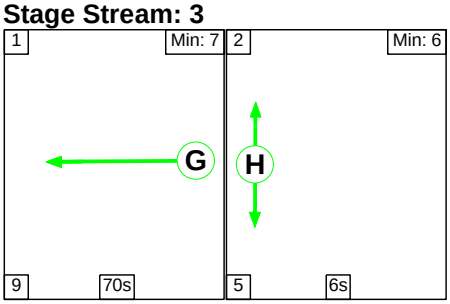
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	57	17
Change Point	0	65

Stage Stream: 2

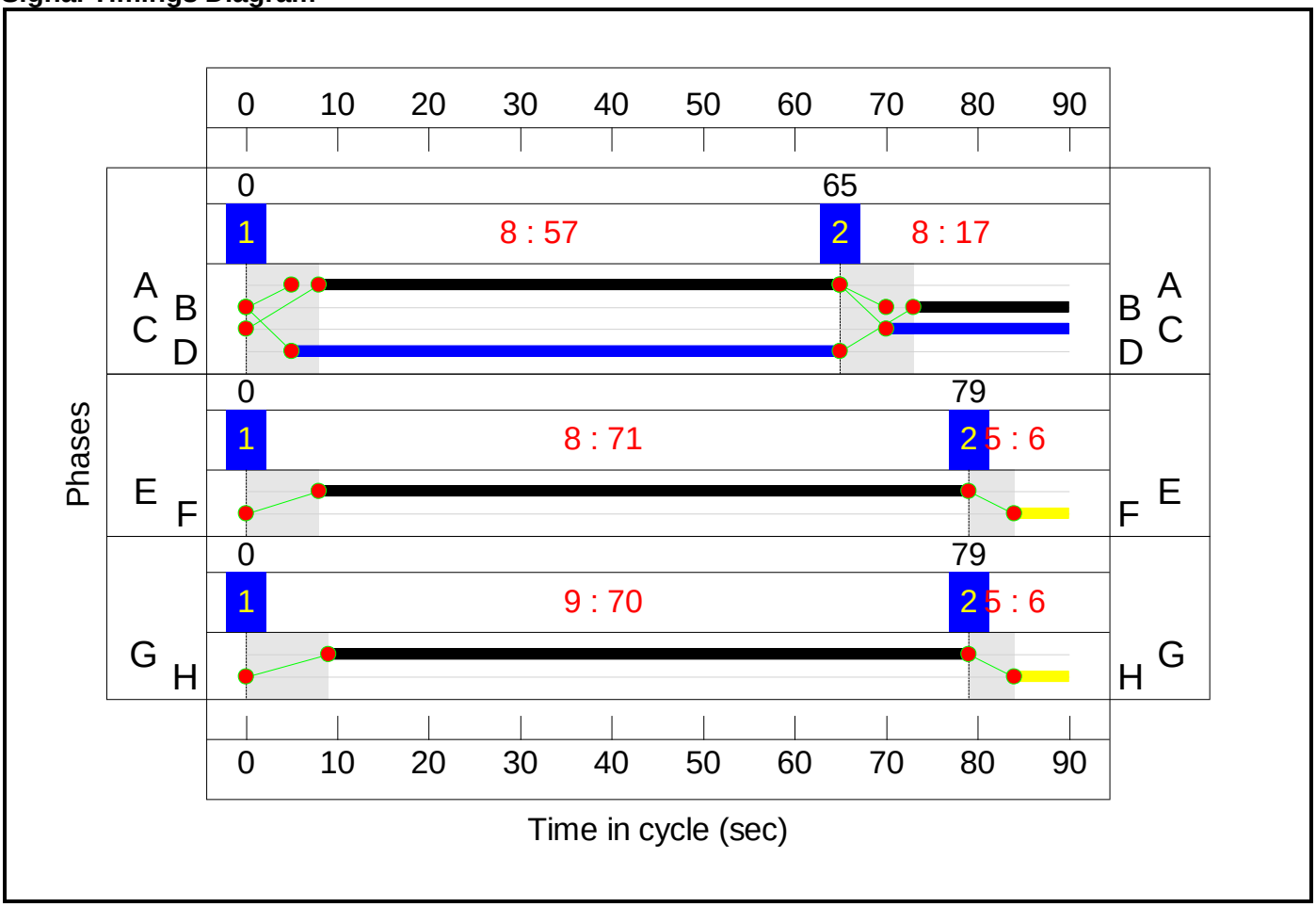
Stage	1	2
Duration	71	6
Change Point	0	79

Stage Stream: 3

Stage	1	2
Duration	70	6
Change Point	0	79

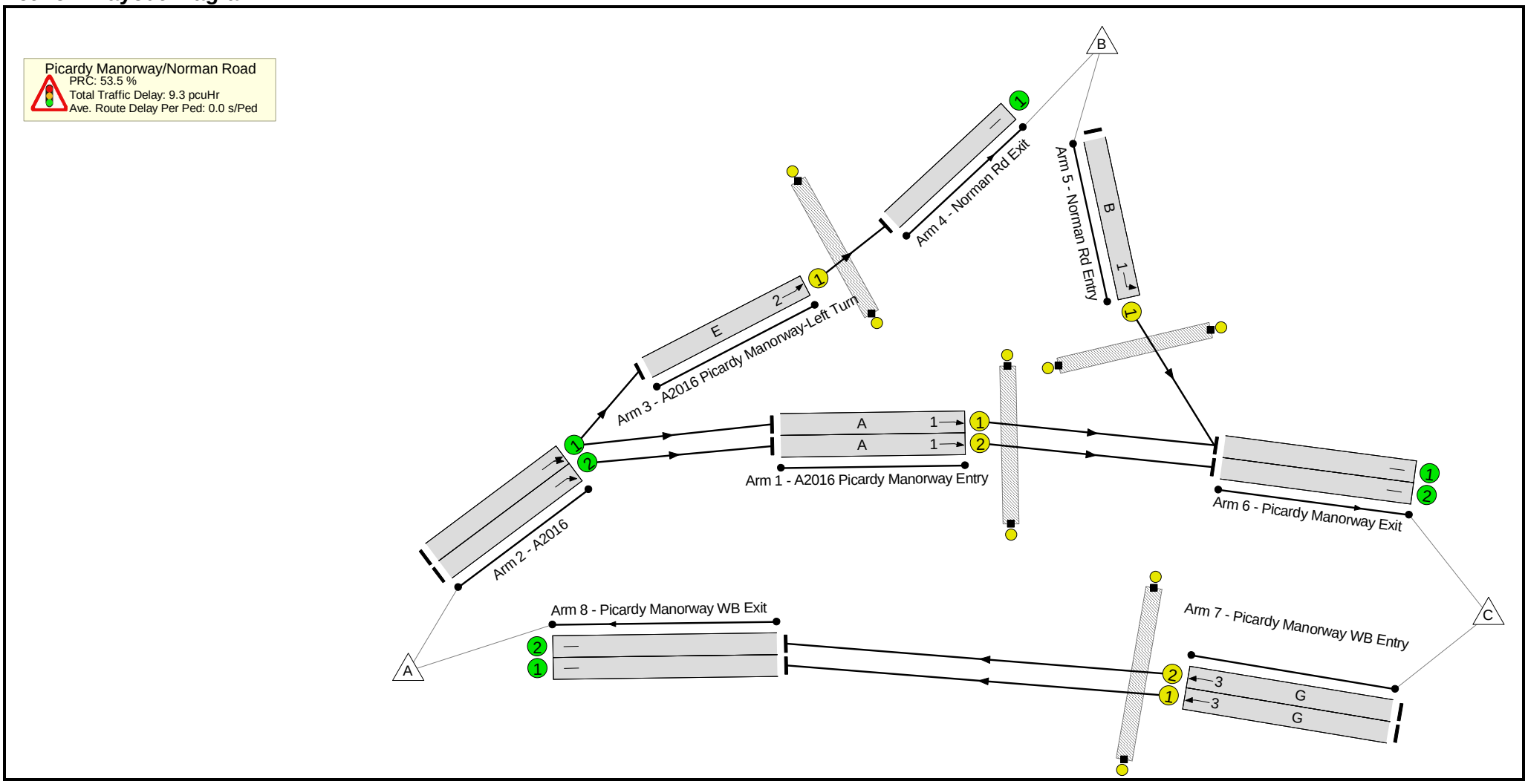
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.6%**
Picardy Manorway/Norman Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.6%**
1/1	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	733	1940	1250	58.6%
1/2	A2016 Picardy Manorway Entry Ahead	U	1	N/A	A		1	57	-	733	1940	1250	58.6%
2/1	A2016 Ahead Ahead2	U	N/A	N/A	-		-	-	-	824	Inf	Inf	0.0%
2/2	A2016 Ahead	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
3/1	A2016 Picardy Manorway-Left Turn Ahead	U	2	N/A	E		1	71	-	91	1985	1588	5.7%
4/1	Norman Rd Exit	U	N/A	N/A	-		-	-	-	91	Inf	Inf	0.0%
5/1	Norman Rd Entry Left	U	1	N/A	B		1	17	-	194	1655	331	58.6%
6/1	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
6/2	Picardy Manorway Exit	U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
7/1	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	592	1940	1530	38.7%
7/2	Picardy Manorway WB Entry Ahead	U	3	N/A	G		1	70	-	592	1940	1530	38.7%
8/1	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
8/2	Picardy Manorway WB Exit	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	2	-	F		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	D		1	60	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	C		1	20	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P4	Unnamed Ped Link	-	3	-	H		1	6	-	0	-	0	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.5**	**2.8**	**0.0**	**9.3**	**-**	**-**	**-**	**-**
Picardy Manorway/Norman Road	**-**	**-**	**0**	**0**	**0**	**6.5**	**2.8**	**0.0**	**9.3**	**-**	**-**	**-**	**-**
1/1	733	733	-	-	-	1.9	0.7	-	2.6	12.6	10.4	0.7	11.1
1/2	733	733	-	-	-	1.9	0.7	-	2.6	12.6	10.4	0.7	11.1
2/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	91	91	-	-	-	0.0	0.0	-	0.1	3.1	0.5	0.0	0.5
4/1	91	91	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	194	194	-	-	-	1.8	0.7	-	2.5	45.6	4.4	0.7	5.1
6/1	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	592	592	-	-	-	0.5	0.3	-	0.8	4.8	4.4	0.3	4.8
7/2	592	592	-	-	-	0.5	0.3	-	0.8	4.8	4.4	0.3	4.8
8/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1	Stream: 1 PRC for Signalled Lanes (%):	53.5	Total Delay for Signalled Lanes (pcuHr):	7.60	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	1470.5	Total Delay for Signalled Lanes (pcuHr):	0.08	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	132.7	Total Delay for Signalled Lanes (pcuHr):	1.58	Cycle Time (s): 90
	PRC Over All Lanes (%):	53.5	Total Delay Over All Lanes(pcuHr):	9.26	

Junctions 10

ARCADY 10 - Roundabout Module

Filename: A2016 South Rd_Boundary St_A206 Northend Rd_Dell View Rd.j10
Path: \\uk.wspgroup.com\central data\Projects\70090xxx\70090329 - Cory CCUS DCO Delivery\03 WIP\TP Transport (Land)\02 Analysis\Modelling\Junctions\Junctions 10
Report generation date: 27/11/2023 12:32:21

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
1 - A206 South Road	D1	1.3	4.18	0.52	A	D2	1.5	4.30	0.59	A
2 - Boundary Street		0.4	10.84	0.26	B		0.3	11.87	0.23	B
3 - A206 Northend Road		1.4	4.46	0.55	A		1.1	3.89	0.51	A
4 - Dell View Road		0.2	5.36	0.20	A		0.1	4.38	0.10	A
	2028									
1 - A206 South Road	D3	1.4	4.38	0.54	A	D4	1.7	4.60	0.62	A
2 - Boundary Street		0.4	11.79	0.29	B		0.3	13.14	0.25	B
3 - A206 Northend Road		1.5	4.71	0.57	A		1.2	4.07	0.54	A
4 - Dell View Road		0.3	5.64	0.21	A		0.1	4.53	0.11	A
	2028 + Dev									
1 - A206 South Road	D5	1.4	4.40	0.54	A	D6	2.7	6.29	0.72	A
2 - Boundary Street		0.4	11.88	0.29	B		0.6	22.27	0.36	C
3 - A206 Northend Road		2.4	6.22	0.68	A		1.3	4.12	0.54	A
4 - Dell View Road		0.3	7.13	0.25	A		0.1	4.54	0.11	A
	2030									
1 - A206 South Road	D7	1.5	4.44	0.55	A	D8	1.8	4.69	0.63	A
2 - Boundary Street		0.4	12.10	0.29	B		0.3	13.61	0.26	B
3 - A206 Northend Road		1.6	4.78	0.58	A		1.3	4.13	0.54	A
4 - Dell View Road		0.3	5.73	0.22	A		0.1	4.58	0.11	A
	2030 + Dev									
1 - A206 South Road	D9	1.5	4.45	0.55	A	D10	1.8	4.73	0.63	A
2 - Boundary Street		0.4	12.16	0.29	B		0.3	13.76	0.26	B
3 - A206 Northend Road		1.6	4.84	0.58	A		1.3	4.13	0.54	A
4 - Dell View Road		0.3	5.78	0.22	A		0.1	4.58	0.11	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	25/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKAXG056
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15
D2	2023	PM	DIRECT	16:45	17:45	60	15
D3	2028	AM	DIRECT	07:30	08:30	60	15
D4	2028	PM	DIRECT	16:45	17:45	60	15
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15
D7	2030	AM	DIRECT	07:30	08:30	60	15
D8	2030	PM	DIRECT	16:45	17:45	60	15
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2023, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.69	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A206 South Road		
2	Boundary Street		
3	A206 Northend Road		
4	Dell View Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A206 South Road	7.43	8.72	3.4	18.7	41.8	46.0		
2 - Boundary Street	3.26	5.35	1.8	13.4	41.8	41.0		
3 - A206 Northend Road	7.35	8.56	1.9	22.2	41.8	57.0		
4 - Dell View Road	3.68	6.87	13.5	19.4	41.8	55.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A206 South Road	0.735	2284
2 - Boundary Street	0.490	1051
3 - A206 Northend Road	0.698	2139
4 - Dell View Road	0.575	1518

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	3	26	1084	18
	2 - Boundary Street	85	0	27	7
	3 - A206 Northend Road	1034	16	45	30
	4 - Dell View Road	86	11	69	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	23	0
	2 - Boundary Street	1	0	0	0
	3 - A206 Northend Road	17	7	5	3
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.52	4.18	1.3	A
2 - Boundary Street	0.26	10.84	0.4	B
3 - A206 Northend Road	0.55	4.46	1.4	A
4 - Dell View Road	0.20	5.36	0.2	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1131	140	2181	0.519	1126	1.3	4.138	A
2 - Boundary Street	119	1213	456	0.261	118	0.3	10.660	B
3 - A206 Northend Road	1125	112	2061	0.546	1119	1.4	4.406	A
4 - Dell View Road	166	1177	842	0.197	165	0.2	5.312	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1131	141	2180	0.519	1131	1.3	4.179	A
2 - Boundary Street	119	1219	454	0.262	119	0.4	10.833	B
3 - A206 Northend Road	1125	113	2060	0.546	1125	1.4	4.460	A
4 - Dell View Road	166	1183	838	0.198	166	0.2	5.355	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1131	141	2180	0.519	1131	1.3	4.179	A
2 - Boundary Street	119	1219	454	0.262	119	0.4	10.835	B
3 - A206 Northend Road	1125	113	2060	0.546	1125	1.4	4.460	A
4 - Dell View Road	166	1183	838	0.198	166	0.2	5.355	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1131	141	2180	0.519	1131	1.3	4.179	A
2 - Boundary Street	119	1219	454	0.262	119	0.4	10.836	B
3 - A206 Northend Road	1125	113	2060	0.546	1125	1.4	4.460	A
4 - Dell View Road	166	1183	838	0.198	166	0.2	5.355	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2023, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	5	44	1204	46
	2 - Boundary Street	46	0	35	8
	3 - A206 Northend Road	907	33	54	67
	4 - Dell View Road	55	6	35	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	7	0
	2 - Boundary Street	0	0	0	0
	3 - A206 Northend Road	10	0	2	0
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.59	4.30	1.5	A
2 - Boundary Street	0.23	11.87	0.3	B
3 - A206 Northend Road	0.51	3.89	1.1	A
4 - Dell View Road	0.10	4.38	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1299	127	2190	0.593	1293	1.5	4.242	A
2 - Boundary Street	89	1338	395	0.225	88	0.3	11.663	B
3 - A206 Northend Road	1061	104	2067	0.513	1056	1.1	3.852	A
4 - Dell View Road	96	1040	920	0.104	96	0.1	4.363	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1299	128	2190	0.593	1299	1.5	4.301	A
2 - Boundary Street	89	1344	392	0.227	89	0.3	11.865	B
3 - A206 Northend Road	1061	105	2066	0.514	1061	1.1	3.888	A
4 - Dell View Road	96	1045	917	0.105	96	0.1	4.382	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1299	128	2190	0.593	1299	1.5	4.301	A
2 - Boundary Street	89	1344	392	0.227	89	0.3	11.868	B
3 - A206 Northend Road	1061	105	2066	0.514	1061	1.1	3.888	A
4 - Dell View Road	96	1045	917	0.105	96	0.1	4.382	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1299	128	2190	0.593	1299	1.5	4.301	A
2 - Boundary Street	89	1344	392	0.227	89	0.3	11.868	B
3 - A206 Northend Road	1061	105	2066	0.514	1061	1.1	3.888	A
4 - Dell View Road	96	1045	917	0.105	96	0.1	4.382	A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2028, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2028	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	3	27	1127	19
	2 - Boundary Street	88	0	28	7
	3 - A206 Northend Road	1079	16	46	30
	4 - Dell View Road	89	12	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	23	0
	2 - Boundary Street	1	0	0	0
	3 - A206 Northend Road	17	7	5	3
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.54	4.38	1.4	A
2 - Boundary Street	0.29	11.79	0.4	B
3 - A206 Northend Road	0.57	4.71	1.5	A
4 - Dell View Road	0.21	5.64	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1176	144	2178	0.540	1170	1.4	4.328	A
2 - Boundary Street	123	1260	434	0.284	121	0.4	11.559	B
3 - A206 Northend Road	1171	116	2058	0.569	1165	1.5	4.639	A
4 - Dell View Road	172	1225	814	0.211	171	0.3	5.589	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1176	145	2177	0.540	1176	1.4	4.379	A
2 - Boundary Street	123	1266	431	0.286	123	0.4	11.785	B
3 - A206 Northend Road	1171	117	2058	0.569	1171	1.5	4.707	A
4 - Dell View Road	172	1232	810	0.212	172	0.3	5.642	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1176	145	2177	0.540	1176	1.4	4.379	A
2 - Boundary Street	123	1266	431	0.286	123	0.4	11.788	B
3 - A206 Northend Road	1171	117	2058	0.569	1171	1.5	4.707	A
4 - Dell View Road	172	1232	810	0.212	172	0.3	5.642	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1176	145	2177	0.540	1176	1.4	4.379	A
2 - Boundary Street	123	1266	431	0.286	123	0.4	11.788	B
3 - A206 Northend Road	1171	117	2057	0.569	1171	1.5	4.707	A
4 - Dell View Road	172	1232	810	0.212	172	0.3	5.642	A

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2028, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.67	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2028	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	5	45	1257	47
	2 - Boundary Street	47	0	36	8
	3 - A206 Northend Road	946	34	55	70
	4 - Dell View Road	57	6	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	7	0
	2 - Boundary Street	0	0	0	0
	3 - A206 Northend Road	10	0	2	0
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.62	4.60	1.7	A
2 - Boundary Street	0.25	13.14	0.3	B
3 - A206 Northend Road	0.54	4.07	1.2	A
4 - Dell View Road	0.11	4.53	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1354	130	2188	0.619	1347	1.7	4.522	A
2 - Boundary Street	91	1393	368	0.247	90	0.3	12.864	B
3 - A206 Northend Road	1105	106	2065	0.535	1100	1.2	4.029	A
4 - Dell View Road	99	1082	896	0.110	99	0.1	4.509	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1354	131	2188	0.619	1354	1.7	4.596	A
2 - Boundary Street	91	1400	365	0.249	91	0.3	13.140	B
3 - A206 Northend Road	1105	107	2064	0.535	1105	1.2	4.072	A
4 - Dell View Road	99	1087	893	0.111	99	0.1	4.531	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1354	131	2188	0.619	1354	1.7	4.596	A
2 - Boundary Street	91	1400	365	0.249	91	0.3	13.143	B
3 - A206 Northend Road	1105	107	2064	0.535	1105	1.2	4.072	A
4 - Dell View Road	99	1087	893	0.111	99	0.1	4.531	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1354	131	2188	0.619	1354	1.7	4.596	A
2 - Boundary Street	91	1400	365	0.249	91	0.3	13.144	B
3 - A206 Northend Road	1105	107	2064	0.535	1105	1.2	4.072	A
4 - Dell View Road	99	1087	893	0.111	99	0.1	4.531	A

2028 + Dev , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2028 + Dev , AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	3	27	1132	19
	2 - Boundary Street	88	0	28	7
	3 - A206 Northend Road	1310	16	46	30
	4 - Dell View Road	89	12	71	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	23	0
	2 - Boundary Street	1	0	0	0
	3 - A206 Northend Road	14	7	5	3
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.54	4.40	1.4	A
2 - Boundary Street	0.29	11.88	0.4	B
3 - A206 Northend Road	0.68	6.22	2.4	A
4 - Dell View Road	0.25	7.13	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1181	144	2178	0.542	1175	1.4	4.350	A
2 - Boundary Street	123	1265	431	0.285	121	0.4	11.644	B
3 - A206 Northend Road	1402	116	2058	0.681	1393	2.4	6.045	A
4 - Dell View Road	172	1453	683	0.252	171	0.3	7.006	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1181	145	2177	0.542	1181	1.4	4.401	A
2 - Boundary Street	123	1271	428	0.287	123	0.4	11.880	B
3 - A206 Northend Road	1402	117	2058	0.681	1402	2.4	6.221	A
4 - Dell View Road	172	1463	677	0.254	172	0.3	7.124	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1181	145	2177	0.542	1181	1.4	4.401	A
2 - Boundary Street	123	1271	428	0.287	123	0.4	11.883	B
3 - A206 Northend Road	1402	117	2058	0.681	1402	2.4	6.223	A
4 - Dell View Road	172	1463	677	0.254	172	0.3	7.125	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1181	145	2177	0.542	1181	1.4	4.401	A
2 - Boundary Street	123	1271	428	0.287	123	0.4	11.883	B
3 - A206 Northend Road	1402	117	2057	0.681	1402	2.4	6.223	A
4 - Dell View Road	172	1463	677	0.254	172	0.3	7.125	A

2028 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2028 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.90	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	5	45	1486	47
	2 - Boundary Street	47	0	36	8
	3 - A206 Northend Road	949	34	55	70
	4 - Dell View Road	57	6	36	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	6	0
	2 - Boundary Street	0	0	0	0
	3 - A206 Northend Road	11	0	2	0
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.72	6.29	2.7	A
2 - Boundary Street	0.36	22.27	0.6	C
3 - A206 Northend Road	0.54	4.12	1.3	A
4 - Dell View Road	0.11	4.54	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1583	130	2188	0.723	1572	2.7	6.070	A
2 - Boundary Street	91	1618	258	0.353	89	0.5	21.046	C
3 - A206 Northend Road	1108	105	2066	0.536	1103	1.3	4.070	A
4 - Dell View Road	99	1084	895	0.111	99	0.1	4.517	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1583	131	2188	0.724	1583	2.7	6.281	A
2 - Boundary Street	91	1629	253	0.360	91	0.5	22.224	C
3 - A206 Northend Road	1108	107	2065	0.537	1108	1.3	4.116	A
4 - Dell View Road	99	1090	892	0.111	99	0.1	4.541	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1583	131	2188	0.724	1583	2.7	6.284	A
2 - Boundary Street	91	1629	253	0.360	91	0.6	22.254	C
3 - A206 Northend Road	1108	107	2064	0.537	1108	1.3	4.116	A
4 - Dell View Road	99	1090	892	0.111	99	0.1	4.541	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1583	131	2188	0.724	1583	2.7	6.286	A
2 - Boundary Street	91	1629	253	0.360	91	0.6	22.265	C
3 - A206 Northend Road	1108	107	2064	0.537	1108	1.3	4.116	A
4 - Dell View Road	99	1090	892	0.111	99	0.1	4.541	A

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D7 - 2030, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	3	27	1139	19
	2 - Boundary Street	89	0	28	7
	3 - A206 Northend Road	1090	16	47	31
	4 - Dell View Road	90	12	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	23	0
	2 - Boundary Street	1	0	0	0
	3 - A206 Northend Road	17	7	5	3
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.55	4.44	1.5	A
2 - Boundary Street	0.29	12.10	0.4	B
3 - A206 Northend Road	0.58	4.78	1.6	A
4 - Dell View Road	0.22	5.73	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1188	146	2177	0.546	1182	1.4	4.386	A
2 - Boundary Street	124	1274	427	0.291	122	0.4	11.849	B
3 - A206 Northend Road	1184	117	2058	0.575	1178	1.6	4.710	A
4 - Dell View Road	174	1238	807	0.216	173	0.3	5.672	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1188	147	2176	0.546	1188	1.5	4.439	A
2 - Boundary Street	124	1280	424	0.293	124	0.4	12.095	B
3 - A206 Northend Road	1184	118	2057	0.576	1184	1.6	4.780	A
4 - Dell View Road	174	1245	803	0.217	174	0.3	5.727	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1188	147	2176	0.546	1188	1.5	4.439	A
2 - Boundary Street	124	1280	424	0.293	124	0.4	12.097	B
3 - A206 Northend Road	1184	118	2057	0.576	1184	1.6	4.780	A
4 - Dell View Road	174	1245	802	0.217	174	0.3	5.727	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1188	147	2176	0.546	1188	1.5	4.439	A
2 - Boundary Street	124	1280	424	0.293	124	0.4	12.098	B
3 - A206 Northend Road	1184	118	2057	0.576	1184	1.6	4.780	A
4 - Dell View Road	174	1245	802	0.217	174	0.3	5.727	A

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D8 - 2030, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.76	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	5	46	1271	48
	2 - Boundary Street	48	0	36	8
	3 - A206 Northend Road	956	34	56	70
	4 - Dell View Road	58	6	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	7	0
	2 - Boundary Street	0	0	0	0
	3 - A206 Northend Road	10	0	2	0
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.63	4.69	1.8	A
2 - Boundary Street	0.26	13.61	0.3	B
3 - A206 Northend Road	0.54	4.13	1.3	A
4 - Dell View Road	0.11	4.58	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1370	132	2187	0.627	1363	1.8	4.615	A
2 - Boundary Street	92	1410	360	0.255	91	0.3	13.300	B
3 - A206 Northend Road	1116	108	2064	0.541	1111	1.3	4.081	A
4 - Dell View Road	101	1094	890	0.114	100	0.1	4.559	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1370	133	2186	0.627	1370	1.8	4.695	A
2 - Boundary Street	92	1417	357	0.258	92	0.3	13.603	B
3 - A206 Northend Road	1116	109	2063	0.541	1116	1.3	4.126	A
4 - Dell View Road	101	1099	886	0.114	101	0.1	4.583	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1370	133	2186	0.627	1370	1.8	4.695	A
2 - Boundary Street	92	1417	357	0.258	92	0.3	13.607	B
3 - A206 Northend Road	1116	109	2063	0.541	1116	1.3	4.126	A
4 - Dell View Road	101	1099	886	0.114	101	0.1	4.583	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1370	133	2186	0.627	1370	1.8	4.695	A
2 - Boundary Street	92	1417	357	0.258	92	0.3	13.607	B
3 - A206 Northend Road	1116	109	2063	0.541	1116	1.3	4.126	A
4 - Dell View Road	101	1099	886	0.114	101	0.1	4.583	A

2030 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D9 - 2030 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.07	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	3	27	1142	19
	2 - Boundary Street	89	0	28	7
	3 - A206 Northend Road	1100	16	47	31
	4 - Dell View Road	90	12	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	23	0
	2 - Boundary Street	1	0	0	0
	3 - A206 Northend Road	17	7	5	3
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.55	4.45	1.5	A
2 - Boundary Street	0.29	12.16	0.4	B
3 - A206 Northend Road	0.58	4.84	1.6	A
4 - Dell View Road	0.22	5.78	0.3	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1191	146	2177	0.547	1185	1.5	4.399	A
2 - Boundary Street	124	1277	425	0.292	122	0.4	11.906	B
3 - A206 Northend Road	1194	117	2058	0.580	1188	1.6	4.763	A
4 - Dell View Road	174	1248	801	0.217	173	0.3	5.723	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1191	147	2176	0.547	1191	1.5	4.453	A
2 - Boundary Street	124	1283	422	0.294	124	0.4	12.154	B
3 - A206 Northend Road	1194	118	2057	0.581	1194	1.6	4.836	A
4 - Dell View Road	174	1255	797	0.218	174	0.3	5.780	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1191	147	2176	0.547	1191	1.5	4.453	A
2 - Boundary Street	124	1283	422	0.294	124	0.4	12.157	B
3 - A206 Northend Road	1194	118	2057	0.581	1194	1.6	4.836	A
4 - Dell View Road	174	1255	797	0.218	174	0.3	5.780	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1191	147	2176	0.547	1191	1.5	4.453	A
2 - Boundary Street	124	1283	422	0.294	124	0.4	12.157	B
3 - A206 Northend Road	1194	118	2057	0.581	1194	1.6	4.836	A
4 - Dell View Road	174	1255	797	0.218	174	0.3	5.780	A

2030 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D10 - 2030 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A206 South Road		✓	100.000
2 - Boundary Street		✓	100.000
3 - A206 Northend Road		✓	100.000
4 - Dell View Road		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	5	46	1277	48
	2 - Boundary Street	48	0	36	8
	3 - A206 Northend Road	956	34	56	70
	4 - Dell View Road	58	6	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A206 South Road	2 - Boundary Street	3 - A206 Northend Road	4 - Dell View Road
From	1 - A206 South Road	0	0	7	0
	2 - Boundary Street	0	0	0	0
	3 - A206 Northend Road	10	0	2	0
	4 - Dell View Road	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A206 South Road	0.63	4.73	1.8	A
2 - Boundary Street	0.26	13.76	0.3	B
3 - A206 Northend Road	0.54	4.13	1.3	A
4 - Dell View Road	0.11	4.58	0.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1376	132	2187	0.629	1369	1.8	4.647	A
2 - Boundary Street	92	1416	357	0.258	91	0.3	13.441	B
3 - A206 Northend Road	1116	108	2064	0.541	1111	1.3	4.081	A
4 - Dell View Road	101	1094	890	0.114	100	0.1	4.559	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1376	133	2186	0.629	1376	1.8	4.729	A
2 - Boundary Street	92	1423	354	0.260	92	0.3	13.756	B
3 - A206 Northend Road	1116	109	2063	0.541	1116	1.3	4.126	A
4 - Dell View Road	101	1099	886	0.114	101	0.1	4.583	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1376	133	2186	0.629	1376	1.8	4.729	A
2 - Boundary Street	92	1423	354	0.260	92	0.3	13.760	B
3 - A206 Northend Road	1116	109	2063	0.541	1116	1.3	4.126	A
4 - Dell View Road	101	1099	886	0.114	101	0.1	4.583	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A206 South Road	1376	133	2186	0.629	1376	1.8	4.729	A
2 - Boundary Street	92	1423	354	0.260	92	0.3	13.760	B
3 - A206 Northend Road	1116	109	2063	0.541	1116	1.3	4.126	A
4 - Dell View Road	101	1099	886	0.114	101	0.1	4.583	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: A2016_B253 Picardy Manorway_Anderson Way.j10
Path: \\uk.wspgroup.com\central data\Projects\70090xxx\70090329 - Cory CCUS DCO Delivery\03 WIP\TP Transport (Land)\02 Analysis\Modelling\Junctions\Junctions 10
Report generation date: 27/11/2023 11:55:51

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
1 - A2016 N	D1	1.3	3.92	0.53	A	D2	2.0	4.58	0.65	A
2 - Anderson Way		0.3	2.86	0.15	A		0.4	2.99	0.26	A
3 - A2016 S		1.2	3.47	0.52	A		0.6	2.70	0.37	A
4 - B253		0.7	4.40	0.42	A		0.3	2.78	0.22	A
	2028									
1 - A2016 N	D3	1.5	4.24	0.56	A	D4	2.3	5.18	0.69	A
2 - Anderson Way		0.3	2.95	0.16	A		0.4	3.18	0.27	A
3 - A2016 S		1.3	3.71	0.54	A		0.7	2.85	0.39	A
4 - B253		0.8	4.82	0.45	A		0.3	2.89	0.23	A
	2028 + Dev									
1 - A2016 N	D5	1.5	4.27	0.56	A	D6	8.4	14.77	0.89	B
2 - Anderson Way		0.3	2.96	0.16	A		0.6	4.43	0.34	A
3 - A2016 S		2.0	4.60	0.64	A		0.8	3.30	0.43	A
4 - B253		1.8	8.39	0.65	A		0.3	3.01	0.23	A
	2030									
1 - A2016 N	D7	1.5	4.31	0.57	A	D8	2.4	5.29	0.70	A
2 - Anderson Way		0.3	2.97	0.16	A		0.4	3.22	0.28	A
3 - A2016 S		1.4	3.78	0.55	A		0.7	2.88	0.40	A
4 - B253		0.8	4.92	0.45	A		0.3	2.91	0.23	A
	2030 + Dev									
1 - A2016 N	D9	1.5	4.33	0.57	A	D10	2.5	5.39	0.70	A
2 - Anderson Way		0.3	2.98	0.16	A		0.4	3.24	0.28	A
3 - A2016 S		1.4	3.81	0.55	A		0.7	2.89	0.40	A
4 - B253		0.9	5.00	0.46	A		0.3	2.91	0.23	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	25/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKAXG056
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15
D2	2023	PM	DIRECT	16:45	17:45	60	15
D3	2028	AM	DIRECT	07:30	08:30	60	15
D4	2028	PM	DIRECT	16:45	17:45	60	15
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15
D7	2030	AM	DIRECT	07:30	08:30	60	15
D8	2030	PM	DIRECT	16:45	17:45	60	15
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2023, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.74	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A2016 N		
2	Anderson Way		
3	A2016 S		
4	B253		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A2016 N	7.63	10.52	4.9	30.1	62.1	45.0		
2 - Anderson Way	7.61	16.00	10.0	24.4	62.1	48.0		
3 - A2016 S	7.50	10.68	7.4	29.7	62.1	33.0		
4 - B253	4.96	10.26	22.8	17.2	62.1	45.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A2016 N	0.676	2524
2 - Anderson Way	0.725	2838
3 - A2016 S	0.715	2691
4 - B253	0.628	2278

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	20	182	795	195
	2 - Anderson Way	118	0	154	44
	3 - A2016 S	988	194	45	23
	4 - B253	421	134	40	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	54	12	18	3
	2 - Anderson Way	33	0	50	13
	3 - A2016 S	8	35	57	10
	4 - B253	0	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.53	3.92	1.3	A
2 - Anderson Way	0.15	2.86	0.3	A
3 - A2016 S	0.52	3.47	1.2	A
4 - B253	0.42	4.40	0.7	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1192	411	2246	0.531	1187	1.3	3.881	A
2 - Anderson Way	316	1090	2048	0.154	315	0.2	2.848	A
3 - A2016 S	1250	376	2423	0.516	1245	1.2	3.435	A
4 - B253	595	1360	1424	0.418	592	0.7	4.358	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1192	413	2245	0.531	1192	1.3	3.922	A
2 - Anderson Way	316	1095	2045	0.155	316	0.3	2.856	A
3 - A2016 S	1250	377	2422	0.516	1250	1.2	3.465	A
4 - B253	595	1365	1421	0.419	595	0.7	4.404	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1192	413	2245	0.531	1192	1.3	3.922	A
2 - Anderson Way	316	1095	2045	0.155	316	0.3	2.856	A
3 - A2016 S	1250	377	2422	0.516	1250	1.2	3.465	A
4 - B253	595	1365	1421	0.419	595	0.7	4.404	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1192	413	2245	0.531	1192	1.3	3.922	A
2 - Anderson Way	316	1095	2045	0.155	316	0.3	2.856	A
3 - A2016 S	1250	377	2422	0.516	1250	1.2	3.465	A
4 - B253	595	1365	1421	0.419	595	0.7	4.404	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2023, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.65	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	7	142	1178	217
	2 - Anderson Way	172	0	122	156
	3 - A2016 S	664	69	55	69
	4 - B253	261	71	28	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	17	18	5	1
	2 - Anderson Way	14	0	11	3
	3 - A2016 S	7	34	4	0
	4 - B253	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.65	4.58	2.0	A
2 - Anderson Way	0.26	2.99	0.4	A
3 - A2016 S	0.37	2.70	0.6	A
4 - B253	0.22	2.78	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1544	222	2374	0.650	1536	1.9	4.493	A
2 - Anderson Way	450	1478	1767	0.255	449	0.4	2.977	A
3 - A2016 S	857	550	2298	0.373	854	0.6	2.687	A
4 - B253	360	964	1673	0.215	359	0.3	2.768	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1544	223	2374	0.650	1544	1.9	4.578	A
2 - Anderson Way	450	1485	1762	0.255	450	0.4	2.994	A
3 - A2016 S	857	552	2296	0.373	857	0.6	2.699	A
4 - B253	360	967	1671	0.215	360	0.3	2.776	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1544	223	2374	0.650	1544	2.0	4.578	A
2 - Anderson Way	450	1485	1762	0.255	450	0.4	2.994	A
3 - A2016 S	857	552	2296	0.373	857	0.6	2.699	A
4 - B253	360	967	1671	0.215	360	0.3	2.776	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1544	223	2374	0.650	1544	2.0	4.578	A
2 - Anderson Way	450	1485	1762	0.255	450	0.4	2.994	A
3 - A2016 S	857	552	2296	0.373	857	0.6	2.699	A
4 - B253	360	967	1671	0.215	360	0.3	2.776	A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2028, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2028	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	41	187	828	200
	2 - Anderson Way	121	0	158	45
	3 - A2016 S	1030	200	46	23
	4 - B253	435	138	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	67	12	18	3
	2 - Anderson Way	33	0	50	13
	3 - A2016 S	9	35	57	10
	4 - B253	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.56	4.24	1.5	A
2 - Anderson Way	0.16	2.95	0.3	A
3 - A2016 S	0.54	3.71	1.3	A
4 - B253	0.45	4.82	0.8	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1256	424	2238	0.561	1250	1.5	4.187	A
2 - Anderson Way	324	1152	2004	0.162	323	0.3	2.937	A
3 - A2016 S	1299	405	2401	0.541	1294	1.3	3.674	A
4 - B253	615	1432	1379	0.446	612	0.8	4.757	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1256	426	2236	0.562	1256	1.5	4.240	A
2 - Anderson Way	324	1157	2000	0.162	324	0.3	2.947	A
3 - A2016 S	1299	407	2400	0.541	1299	1.3	3.713	A
4 - B253	615	1438	1375	0.447	615	0.8	4.819	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1256	426	2236	0.562	1256	1.5	4.240	A
2 - Anderson Way	324	1157	2000	0.162	324	0.3	2.947	A
3 - A2016 S	1299	407	2400	0.541	1299	1.3	3.713	A
4 - B253	615	1438	1375	0.447	615	0.8	4.820	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1256	426	2236	0.562	1256	1.5	4.240	A
2 - Anderson Way	324	1157	2000	0.162	324	0.3	2.947	A
3 - A2016 S	1299	407	2400	0.541	1299	1.3	3.713	A
4 - B253	615	1438	1375	0.447	615	0.8	4.820	A

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2028, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.03	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2028	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	31	147	1228	224
	2 - Anderson Way	178	0	125	161
	3 - A2016 S	694	72	57	72
	4 - B253	269	73	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	61	18	5	1
	2 - Anderson Way	14	0	11	3
	3 - A2016 S	8	34	4	0
	4 - B253	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.69	5.18	2.3	A
2 - Anderson Way	0.27	3.18	0.4	A
3 - A2016 S	0.39	2.85	0.7	A
4 - B253	0.23	2.89	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1630	230	2369	0.688	1621	2.3	5.050	A
2 - Anderson Way	464	1560	1707	0.272	462	0.4	3.152	A
3 - A2016 S	895	591	2268	0.395	892	0.7	2.838	A
4 - B253	371	1029	1632	0.227	370	0.3	2.881	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1630	231	2368	0.688	1630	2.3	5.174	A
2 - Anderson Way	464	1569	1701	0.273	464	0.4	3.175	A
3 - A2016 S	895	594	2266	0.395	895	0.7	2.853	A
4 - B253	371	1032	1630	0.228	371	0.3	2.890	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1630	231	2368	0.688	1630	2.3	5.177	A
2 - Anderson Way	464	1569	1701	0.273	464	0.4	3.175	A
3 - A2016 S	895	594	2266	0.395	895	0.7	2.853	A
4 - B253	371	1032	1630	0.228	371	0.3	2.890	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1630	231	2368	0.688	1630	2.3	5.177	A
2 - Anderson Way	464	1569	1701	0.273	464	0.4	3.175	A
3 - A2016 S	895	594	2266	0.395	895	0.7	2.853	A
4 - B253	371	1032	1630	0.228	371	0.3	2.890	A

2028 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2028 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.13	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	43	187	833	200
	2 - Anderson Way	121	0	158	45
	3 - A2016 S	1261	200	46	23
	4 - B253	613	138	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	68	12	18	3
	2 - Anderson Way	33	0	50	13
	3 - A2016 S	7	35	57	10
	4 - B253	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.56	4.27	1.5	A
2 - Anderson Way	0.16	2.96	0.3	A
3 - A2016 S	0.64	4.60	2.0	A
4 - B253	0.65	8.39	1.8	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1263	423	2238	0.564	1257	1.5	4.215	A
2 - Anderson Way	324	1158	1999	0.162	323	0.3	2.946	A
3 - A2016 S	1530	407	2400	0.638	1522	1.9	4.516	A
4 - B253	793	1663	1234	0.643	786	1.8	8.040	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1263	426	2236	0.565	1263	1.5	4.274	A
2 - Anderson Way	324	1164	1995	0.162	324	0.3	2.955	A
3 - A2016 S	1530	409	2399	0.638	1530	1.9	4.604	A
4 - B253	793	1671	1229	0.645	793	1.8	8.382	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1263	426	2236	0.565	1263	1.5	4.274	A
2 - Anderson Way	324	1164	1995	0.162	324	0.3	2.956	A
3 - A2016 S	1530	409	2399	0.638	1530	1.9	4.604	A
4 - B253	793	1671	1229	0.645	793	1.8	8.388	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1263	426	2236	0.565	1263	1.5	4.274	A
2 - Anderson Way	324	1164	1995	0.162	324	0.3	2.956	A
3 - A2016 S	1530	409	2399	0.638	1530	2.0	4.604	A
4 - B253	793	1671	1229	0.645	793	1.8	8.389	A

2028 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2028 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	9.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	109	147	1457	401
	2 - Anderson Way	178	0	125	161
	3 - A2016 S	697	72	57	72
	4 - B253	269	73	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	12	18	5	1
	2 - Anderson Way	14	0	11	3
	3 - A2016 S	8	34	4	0
	4 - B253	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.89	14.77	8.4	B
2 - Anderson Way	0.34	4.43	0.6	A
3 - A2016 S	0.43	3.30	0.8	A
4 - B253	0.23	3.01	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	2114	230	2369	0.892	2083	7.7	12.208	B
2 - Anderson Way	464	2024	1371	0.338	462	0.6	4.309	A
3 - A2016 S	898	840	2091	0.430	895	0.8	3.265	A
4 - B253	371	1108	1583	0.234	370	0.3	2.998	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	2114	231	2368	0.893	2112	8.2	14.538	B
2 - Anderson Way	464	2051	1352	0.343	464	0.6	4.426	A
3 - A2016 S	898	849	2085	0.431	898	0.8	3.298	A
4 - B253	371	1113	1579	0.235	371	0.3	3.011	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	2114	231	2368	0.893	2113	8.3	14.705	B
2 - Anderson Way	464	2052	1351	0.343	464	0.6	4.429	A
3 - A2016 S	898	849	2084	0.431	898	0.8	3.298	A
4 - B253	371	1113	1579	0.235	371	0.3	3.012	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	2114	231	2368	0.893	2114	8.4	14.769	B
2 - Anderson Way	464	2053	1351	0.344	464	0.6	4.431	A
3 - A2016 S	898	849	2084	0.431	898	0.8	3.298	A
4 - B253	371	1113	1579	0.235	371	0.3	3.012	A

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D7 - 2030, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	42	189	836	203
	2 - Anderson Way	122	0	160	45
	3 - A2016 S	1041	202	47	24
	4 - B253	440	139	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	67	12	18	3
	2 - Anderson Way	33	0	50	13
	3 - A2016 S	9	35	57	10
	4 - B253	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.57	4.31	1.5	A
2 - Anderson Way	0.16	2.97	0.3	A
3 - A2016 S	0.55	3.78	1.4	A
4 - B253	0.45	4.92	0.8	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1270	428	2235	0.568	1264	1.5	4.256	A
2 - Anderson Way	327	1164	1994	0.164	326	0.3	2.960	A
3 - A2016 S	1314	410	2398	0.548	1309	1.4	3.738	A
4 - B253	621	1448	1369	0.454	618	0.8	4.857	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1270	430	2234	0.569	1270	1.5	4.314	A
2 - Anderson Way	327	1170	1990	0.164	327	0.3	2.970	A
3 - A2016 S	1314	412	2397	0.548	1314	1.4	3.777	A
4 - B253	621	1454	1365	0.455	621	0.8	4.923	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1270	430	2234	0.569	1270	1.5	4.314	A
2 - Anderson Way	327	1170	1990	0.164	327	0.3	2.970	A
3 - A2016 S	1314	412	2397	0.548	1314	1.4	3.777	A
4 - B253	621	1454	1365	0.455	621	0.8	4.923	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1270	430	2234	0.569	1270	1.5	4.314	A
2 - Anderson Way	327	1170	1990	0.164	327	0.3	2.970	A
3 - A2016 S	1314	412	2397	0.548	1314	1.4	3.777	A
4 - B253	621	1454	1365	0.455	621	0.8	4.923	A

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D8 - 2030, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.10	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	31	148	1241	226
	2 - Anderson Way	180	0	127	163
	3 - A2016 S	701	72	57	72
	4 - B253	272	73	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	61	18	5	1
	2 - Anderson Way	14	0	11	3
	3 - A2016 S	8	34	4	0
	4 - B253	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.70	5.29	2.4	A
2 - Anderson Way	0.28	3.22	0.4	A
3 - A2016 S	0.40	2.88	0.7	A
4 - B253	0.23	2.91	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1646	230	2369	0.695	1637	2.4	5.155	A
2 - Anderson Way	470	1575	1697	0.277	468	0.4	3.195	A
3 - A2016 S	902	597	2264	0.398	899	0.7	2.861	A
4 - B253	374	1038	1627	0.230	373	0.3	2.900	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1646	231	2368	0.695	1646	2.4	5.289	A
2 - Anderson Way	470	1584	1690	0.278	470	0.4	3.219	A
3 - A2016 S	902	600	2262	0.399	902	0.7	2.877	A
4 - B253	374	1041	1625	0.230	374	0.3	2.910	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1646	231	2368	0.695	1646	2.4	5.291	A
2 - Anderson Way	470	1584	1690	0.278	470	0.4	3.219	A
3 - A2016 S	902	600	2262	0.399	902	0.7	2.877	A
4 - B253	374	1041	1625	0.230	374	0.3	2.910	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1646	231	2368	0.695	1646	2.4	5.291	A
2 - Anderson Way	470	1584	1690	0.278	470	0.4	3.219	A
3 - A2016 S	902	600	2262	0.399	902	0.7	2.877	A
4 - B253	374	1041	1625	0.230	374	0.3	2.910	A

2030 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D9 - 2030 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.13	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	43	189	839	203
	2 - Anderson Way	122	0	160	45
	3 - A2016 S	1050	202	47	24
	4 - B253	445	139	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	67	12	18	3
	2 - Anderson Way	33	0	50	13
	3 - A2016 S	9	35	57	10
	4 - B253	1	5	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.57	4.33	1.5	A
2 - Anderson Way	0.16	2.98	0.3	A
3 - A2016 S	0.55	3.81	1.4	A
4 - B253	0.46	5.00	0.9	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1274	428	2235	0.570	1268	1.5	4.275	A
2 - Anderson Way	327	1168	1991	0.164	326	0.3	2.965	A
3 - A2016 S	1323	411	2397	0.552	1317	1.4	3.770	A
4 - B253	626	1458	1363	0.459	623	0.9	4.928	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1274	430	2234	0.570	1274	1.5	4.333	A
2 - Anderson Way	327	1174	1987	0.165	327	0.3	2.975	A
3 - A2016 S	1323	413	2396	0.552	1323	1.4	3.810	A
4 - B253	626	1464	1359	0.461	626	0.9	4.999	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1274	430	2234	0.570	1274	1.5	4.333	A
2 - Anderson Way	327	1174	1987	0.165	327	0.3	2.975	A
3 - A2016 S	1323	413	2396	0.552	1323	1.4	3.810	A
4 - B253	626	1464	1359	0.461	626	0.9	4.999	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1274	430	2234	0.570	1274	1.5	4.333	A
2 - Anderson Way	327	1174	1987	0.165	327	0.3	2.975	A
3 - A2016 S	1323	413	2396	0.552	1323	1.4	3.810	A
4 - B253	626	1464	1359	0.461	626	0.9	4.999	A

2030 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D10 - 2030 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.16	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - A2016 N		✓	100.000
2 - Anderson Way		✓	100.000
3 - A2016 S		✓	100.000
4 - B253		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	33	148	1247	231
	2 - Anderson Way	180	0	127	163
	3 - A2016 S	701	72	57	72
	4 - B253	272	73	29	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - A2016 N	2 - Anderson Way	3 - A2016 S	4 - B253
From	1 - A2016 N	54	18	5	1
	2 - Anderson Way	14	0	11	3
	3 - A2016 S	8	34	4	0
	4 - B253	0	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A2016 N	0.70	5.39	2.5	A
2 - Anderson Way	0.28	3.24	0.4	A
3 - A2016 S	0.40	2.89	0.7	A
4 - B253	0.23	2.91	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1659	230	2369	0.700	1649	2.4	5.241	A
2 - Anderson Way	470	1588	1688	0.279	468	0.4	3.219	A
3 - A2016 S	902	604	2259	0.399	899	0.7	2.872	A
4 - B253	374	1040	1625	0.230	373	0.3	2.903	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1659	231	2368	0.701	1659	2.5	5.384	A
2 - Anderson Way	470	1597	1681	0.280	470	0.4	3.244	A
3 - A2016 S	902	607	2257	0.400	902	0.7	2.887	A
4 - B253	374	1043	1623	0.230	374	0.3	2.913	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1659	231	2368	0.701	1659	2.5	5.386	A
2 - Anderson Way	470	1597	1681	0.280	470	0.4	3.244	A
3 - A2016 S	902	607	2257	0.400	902	0.7	2.887	A
4 - B253	374	1043	1623	0.230	374	0.3	2.913	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A2016 N	1659	231	2368	0.701	1659	2.5	5.386	A
2 - Anderson Way	470	1597	1681	0.280	470	0.4	3.244	A
3 - A2016 S	902	607	2257	0.400	902	0.7	2.887	A
4 - B253	374	1043	1623	0.230	374	0.3	2.913	A

Junctions 10

ARCADY 10 - Roundabout Module

Filename: A2016_Clydesdale Way_Yarnton Way.j10
Path: \\uk.wspgroup.com\central data\Projects\70090xxx\70090329 - Cory CCUS DCO Delivery\03 WIP\TP Transport (Land)\02 Analysis\Modelling\Junctions\Junctions 10
Report generation date: 27/11/2023 11:35:49

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023									
1 - Picardy Manorway N	D1	1.4	3.30	0.57	A	D2	0.7	2.42	0.41	A
2 - Clydesdale Way		0.5	8.62	0.35	A		0.4	5.80	0.26	A
3 - Yarnton Way S		0.3	2.27	0.20	A		0.3	1.88	0.21	A
4 - Eastern Way W		0.6	2.86	0.35	A		1.0	3.60	0.49	A
	2028									
1 - Picardy Manorway N	D3	1.6	3.58	0.60	A	D4	0.8	2.55	0.44	A
2 - Clydesdale Way		0.6	9.59	0.38	A		0.4	6.16	0.28	A
3 - Yarnton Way S		0.3	2.37	0.22	A		0.3	1.94	0.22	A
4 - Eastern Way W		0.7	3.06	0.37	A		1.1	3.90	0.52	A
	2028 + Dev									
1 - Picardy Manorway N	D5	3.2	5.63	0.75	A	D6	0.9	2.69	0.47	A
2 - Clydesdale Way		1.2	19.53	0.55	C		0.4	6.57	0.29	A
3 - Yarnton Way S		0.4	3.03	0.28	A		0.3	1.97	0.22	A
4 - Eastern Way W		0.9	4.09	0.46	A		1.1	3.91	0.52	A
	2030									
1 - Picardy Manorway N	D7	1.7	3.63	0.60	A	D8	0.8	2.57	0.44	A
2 - Clydesdale Way		0.6	9.82	0.39	A		0.4	6.22	0.28	A
3 - Yarnton Way S		0.3	2.39	0.22	A		0.3	1.96	0.23	A
4 - Eastern Way W		0.7	3.08	0.38	A		1.2	3.96	0.53	A
	2030 + Dev									
1 - Picardy Manorway N	D9	1.7	3.69	0.61	A	D10	0.8	2.58	0.44	A
2 - Clydesdale Way		0.6	10.03	0.39	B		0.4	6.23	0.28	A
3 - Yarnton Way S		0.3	2.41	0.22	A		0.3	1.96	0.23	A
4 - Eastern Way W		0.7	3.11	0.38	A		1.2	3.96	0.53	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	25/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\UKAXG056
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15
D2	2023	PM	DIRECT	16:45	17:45	60	15
D3	2028	AM	DIRECT	07:30	08:30	60	15
D4	2028	PM	DIRECT	16:45	17:45	60	15
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15
D7	2030	AM	DIRECT	07:30	08:30	60	15
D8	2030	PM	DIRECT	16:45	17:45	60	15
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D1 - 2023, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.44	A

Junction Network

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

Arms

Arms

Arm	Name	Description	No give-way line
1	Picardy Manorway N		
2	Clydesdale Way		
3	Yarnton Way S		
4	Eastern Way W		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Picardy Manorway N	7.60	10.98	28.8	17.0	59.7	49.0		
2 - Clydesdale Way	4.24	6.04	3.9	17.6	59.7	58.0		
3 - Yarnton Way S	11.35	11.35	0.0	20.4	59.7	41.0		
4 - Eastern Way W	7.59	11.21	8.4	17.2	59.7	59.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Picardy Manorway N	0.734	2821
2 - Clydesdale Way	0.470	1348
3 - Yarnton Way S	0.829	3311
4 - Eastern Way W	0.662	2460

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	97	122	340	994
	2 - Clydesdale Way	95	1	47	81
	3 - Yarnton Way S	343	21	12	79
	4 - Eastern Way W	636	40	20	31

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	33	1	5	8
	2 - Clydesdale Way	0	0	0	3
	3 - Yarnton Way S	14	0	0	12
	4 - Eastern Way W	9	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.57	3.30	1.4	A
2 - Clydesdale Way	0.35	8.62	0.5	A
3 - Yarnton Way S	0.20	2.27	0.3	A
4 - Eastern Way W	0.35	2.86	0.6	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1553	125	2729	0.569	1547	1.4	3.273	A
2 - Clydesdale Way	224	1489	649	0.345	222	0.5	8.486	A
3 - Yarnton Way S	455	1293	2239	0.203	454	0.3	2.267	A
4 - Eastern Way W	727	567	2085	0.349	725	0.6	2.852	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1553	125	2729	0.569	1553	1.4	3.305	A
2 - Clydesdale Way	224	1494	646	0.347	224	0.5	8.618	A
3 - Yarnton Way S	455	1299	2235	0.204	455	0.3	2.275	A
4 - Eastern Way W	727	569	2083	0.349	727	0.6	2.864	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1553	125	2729	0.569	1553	1.4	3.305	A
2 - Clydesdale Way	224	1494	646	0.347	224	0.5	8.620	A
3 - Yarnton Way S	455	1299	2235	0.204	455	0.3	2.275	A
4 - Eastern Way W	727	569	2083	0.349	727	0.6	2.864	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1553	125	2729	0.569	1553	1.4	3.305	A
2 - Clydesdale Way	224	1494	646	0.347	224	0.5	8.620	A
3 - Yarnton Way S	455	1299	2235	0.204	455	0.3	2.275	A
4 - Eastern Way W	727	569	2083	0.349	727	0.6	2.864	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D2 - 2023, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	51	139	240	674
	2 - Clydesdale Way	119	0	43	63
	3 - Yarnton Way S	423	33	12	69
	4 - Eastern Way W	871	73	34	26

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	52	2	7	5
	2 - Clydesdale Way	1	0	0	7
	3 - Yarnton Way S	5	0	0	4
	4 - Eastern Way W	3	0	6	29

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.41	2.42	0.7	A
2 - Clydesdale Way	0.26	5.80	0.4	A
3 - Yarnton Way S	0.21	1.88	0.3	A
4 - Eastern Way W	0.49	3.60	1.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1104	177	2691	0.410	1101	0.7	2.409	A
2 - Clydesdale Way	225	1034	862	0.261	224	0.4	5.760	A
3 - Yarnton Way S	537	930	2541	0.211	536	0.3	1.875	A
4 - Eastern Way W	1004	636	2039	0.492	1000	1.0	3.571	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1104	178	2690	0.410	1104	0.7	2.418	A
2 - Clydesdale Way	225	1037	861	0.261	225	0.4	5.797	A
3 - Yarnton Way S	537	933	2538	0.212	537	0.3	1.877	A
4 - Eastern Way W	1004	638	2038	0.493	1004	1.0	3.601	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1104	178	2690	0.410	1104	0.7	2.418	A
2 - Clydesdale Way	225	1037	861	0.261	225	0.4	5.797	A
3 - Yarnton Way S	537	933	2538	0.212	537	0.3	1.877	A
4 - Eastern Way W	1004	638	2038	0.493	1004	1.0	3.601	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1104	178	2690	0.410	1104	0.7	2.418	A
2 - Clydesdale Way	225	1037	861	0.261	225	0.4	5.797	A
3 - Yarnton Way S	537	933	2538	0.212	537	0.3	1.877	A
4 - Eastern Way W	1004	638	2038	0.493	1004	1.0	3.601	A

2028, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D3 - 2028, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.72	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2028	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	114	125	349	1043
	2 - Clydesdale Way	98	1	48	84
	3 - Yarnton Way S	353	22	12	81
	4 - Eastern Way W	677	42	20	32

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	37	1	5	9
	2 - Clydesdale Way	0	0	0	3
	3 - Yarnton Way S	14	0	0	12
	4 - Eastern Way W	11	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.60	3.58	1.6	A
2 - Clydesdale Way	0.38	9.59	0.6	A
3 - Yarnton Way S	0.22	2.37	0.3	A
4 - Eastern Way W	0.37	3.06	0.7	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1631	129	2726	0.598	1625	1.6	3.542	A
2 - Clydesdale Way	231	1564	613	0.377	229	0.6	9.404	A
3 - Yarnton Way S	468	1365	2180	0.215	467	0.3	2.364	A
4 - Eastern Way W	771	598	2064	0.373	768	0.7	3.040	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1631	129	2726	0.598	1631	1.6	3.582	A
2 - Clydesdale Way	231	1570	610	0.378	231	0.6	9.589	A
3 - Yarnton Way S	468	1372	2174	0.215	468	0.3	2.373	A
4 - Eastern Way W	771	600	2063	0.374	771	0.7	3.056	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1631	129	2726	0.598	1631	1.6	3.582	A
2 - Clydesdale Way	231	1570	610	0.378	231	0.6	9.591	A
3 - Yarnton Way S	468	1372	2174	0.215	468	0.3	2.373	A
4 - Eastern Way W	771	600	2063	0.374	771	0.7	3.056	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1631	129	2726	0.598	1631	1.6	3.582	A
2 - Clydesdale Way	231	1570	610	0.378	231	0.6	9.591	A
3 - Yarnton Way S	468	1372	2174	0.215	468	0.3	2.373	A
4 - Eastern Way W	771	600	2063	0.374	771	0.7	3.056	A

2028, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D4 - 2028, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.19	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2028	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	60	143	247	720
	2 - Clydesdale Way	122	0	45	65
	3 - Yarnton Way S	436	34	12	71
	4 - Eastern Way W	920	75	35	27

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	51	2	7	6
	2 - Clydesdale Way	1	0	0	7
	3 - Yarnton Way S	5	0	0	4
	4 - Eastern Way W	4	0	6	29

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.44	2.55	0.8	A
2 - Clydesdale Way	0.28	6.16	0.4	A
3 - Yarnton Way S	0.22	1.94	0.3	A
4 - Eastern Way W	0.52	3.90	1.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1170	182	2687	0.435	1167	0.8	2.536	A
2 - Clydesdale Way	232	1098	832	0.279	230	0.4	6.109	A
3 - Yarnton Way S	553	990	2490	0.222	552	0.3	1.938	A
4 - Eastern Way W	1057	662	2022	0.523	1052	1.1	3.856	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1170	183	2686	0.436	1170	0.8	2.547	A
2 - Clydesdale Way	232	1101	831	0.279	232	0.4	6.156	A
3 - Yarnton Way S	553	994	2487	0.222	553	0.3	1.943	A
4 - Eastern Way W	1057	664	2020	0.523	1057	1.1	3.896	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1170	183	2686	0.436	1170	0.8	2.547	A
2 - Clydesdale Way	232	1101	831	0.279	232	0.4	6.156	A
3 - Yarnton Way S	553	994	2487	0.222	553	0.3	1.943	A
4 - Eastern Way W	1057	664	2020	0.523	1057	1.1	3.896	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1170	183	2686	0.436	1170	0.8	2.547	A
2 - Clydesdale Way	232	1101	831	0.279	232	0.4	6.156	A
3 - Yarnton Way S	553	994	2487	0.222	553	0.3	1.943	A
4 - Eastern Way W	1057	664	2020	0.523	1057	1.1	3.896	A

2028 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D5 - 2028 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.81	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2028 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	523	125	349	1045
	2 - Clydesdale Way	98	1	48	84
	3 - Yarnton Way S	401	22	12	81
	4 - Eastern Way W	708	42	20	32

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	6	1	5	9
	2 - Clydesdale Way	0	0	0	3
	3 - Yarnton Way S	12	0	0	12
	4 - Eastern Way W	10	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.75	5.63	3.2	A
2 - Clydesdale Way	0.55	19.53	1.2	C
3 - Yarnton Way S	0.28	3.03	0.4	A
4 - Eastern Way W	0.46	4.09	0.9	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	2042	128	2726	0.749	2030	3.1	5.443	A
2 - Clydesdale Way	231	1969	423	0.546	226	1.2	18.130	C
3 - Yarnton Way S	516	1770	1845	0.280	514	0.4	3.002	A
4 - Eastern Way W	802	1050	1765	0.454	798	0.9	4.042	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	2042	129	2726	0.749	2042	3.2	5.626	A
2 - Clydesdale Way	231	1981	417	0.554	231	1.2	19.475	C
3 - Yarnton Way S	516	1783	1834	0.281	516	0.4	3.034	A
4 - Eastern Way W	802	1057	1760	0.456	802	0.9	4.089	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	2042	129	2726	0.749	2042	3.2	5.628	A
2 - Clydesdale Way	231	1981	417	0.554	231	1.2	19.520	C
3 - Yarnton Way S	516	1783	1834	0.281	516	0.4	3.035	A
4 - Eastern Way W	802	1057	1760	0.456	802	0.9	4.089	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	2042	129	2726	0.749	2042	3.2	5.630	A
2 - Clydesdale Way	231	1981	417	0.554	231	1.2	19.531	C
3 - Yarnton Way S	516	1783	1834	0.281	516	0.4	3.035	A
4 - Eastern Way W	802	1057	1760	0.456	802	0.9	4.089	A

2028 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D6 - 2028 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2028 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	64	143	295	749
	2 - Clydesdale Way	122	0	45	65
	3 - Yarnton Way S	436	34	12	71
	4 - Eastern Way W	921	75	35	27

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	52	2	6	6
	2 - Clydesdale Way	1	0	0	7
	3 - Yarnton Way S	5	0	0	4
	4 - Eastern Way W	4	0	6	29

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.47	2.69	0.9	A
2 - Clydesdale Way	0.29	6.57	0.4	A
3 - Yarnton Way S	0.22	1.97	0.3	A
4 - Eastern Way W	0.52	3.91	1.1	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1251	182	2687	0.466	1247	0.9	2.673	A
2 - Clydesdale Way	232	1178	794	0.292	230	0.4	6.518	A
3 - Yarnton Way S	553	1023	2463	0.225	552	0.3	1.966	A
4 - Eastern Way W	1058	666	2019	0.524	1053	1.1	3.870	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1251	183	2686	0.466	1251	0.9	2.687	A
2 - Clydesdale Way	232	1182	793	0.293	232	0.4	6.574	A
3 - Yarnton Way S	553	1027	2460	0.225	553	0.3	1.971	A
4 - Eastern Way W	1058	668	2018	0.524	1058	1.1	3.911	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1251	183	2686	0.466	1251	0.9	2.687	A
2 - Clydesdale Way	232	1182	793	0.293	232	0.4	6.574	A
3 - Yarnton Way S	553	1027	2460	0.225	553	0.3	1.971	A
4 - Eastern Way W	1058	668	2018	0.524	1058	1.1	3.911	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1251	183	2686	0.466	1251	0.9	2.687	A
2 - Clydesdale Way	232	1182	793	0.293	232	0.4	6.574	A
3 - Yarnton Way S	553	1027	2460	0.225	553	0.3	1.971	A
4 - Eastern Way W	1058	668	2018	0.524	1058	1.1	3.911	A

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D7 - 2030, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.77	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	115	126	353	1053
	2 - Clydesdale Way	99	1	49	84
	3 - Yarnton Way S	356	22	12	82
	4 - Eastern Way W	684	42	20	32

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	36	1	5	9
	2 - Clydesdale Way	0	0	0	3
	3 - Yarnton Way S	14	0	0	12
	4 - Eastern Way W	11	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.60	3.63	1.7	A
2 - Clydesdale Way	0.39	9.82	0.6	A
3 - Yarnton Way S	0.22	2.39	0.3	A
4 - Eastern Way W	0.38	3.08	0.7	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1647	129	2726	0.604	1640	1.6	3.590	A
2 - Clydesdale Way	233	1579	606	0.384	231	0.6	9.621	A
3 - Yarnton Way S	472	1377	2170	0.218	471	0.3	2.383	A
4 - Eastern Way W	778	602	2061	0.377	775	0.7	3.064	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1647	129	2726	0.604	1647	1.7	3.634	A
2 - Clydesdale Way	233	1585	603	0.386	233	0.6	9.823	A
3 - Yarnton Way S	472	1384	2164	0.218	472	0.3	2.393	A
4 - Eastern Way W	778	605	2059	0.378	778	0.7	3.080	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1647	129	2726	0.604	1647	1.7	3.634	A
2 - Clydesdale Way	233	1585	603	0.386	233	0.6	9.825	A
3 - Yarnton Way S	472	1384	2164	0.218	472	0.3	2.393	A
4 - Eastern Way W	778	605	2059	0.378	778	0.7	3.080	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1647	129	2726	0.604	1647	1.7	3.634	A
2 - Clydesdale Way	233	1585	603	0.386	233	0.6	9.825	A
3 - Yarnton Way S	472	1384	2164	0.218	472	0.3	2.393	A
4 - Eastern Way W	778	605	2059	0.378	778	0.7	3.080	A

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D8 - 2030, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	61	145	250	727
	2 - Clydesdale Way	123	0	45	65
	3 - Yarnton Way S	441	34	12	72
	4 - Eastern Way W	929	76	36	27

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	51	2	7	6
	2 - Clydesdale Way	1	0	0	7
	3 - Yarnton Way S	5	0	0	4
	4 - Eastern Way W	4	0	6	29

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.44	2.57	0.8	A
2 - Clydesdale Way	0.28	6.22	0.4	A
3 - Yarnton Way S	0.23	1.96	0.3	A
4 - Eastern Way W	0.53	3.96	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1183	184	2686	0.441	1180	0.8	2.561	A
2 - Clydesdale Way	233	1110	827	0.282	231	0.4	6.177	A
3 - Yarnton Way S	559	999	2483	0.225	558	0.3	1.952	A
4 - Eastern Way W	1068	669	2017	0.529	1063	1.2	3.918	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1183	185	2685	0.441	1183	0.8	2.572	A
2 - Clydesdale Way	233	1113	825	0.282	233	0.4	6.225	A
3 - Yarnton Way S	559	1003	2480	0.225	559	0.3	1.956	A
4 - Eastern Way W	1068	671	2016	0.530	1068	1.2	3.960	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1183	185	2685	0.441	1183	0.8	2.572	A
2 - Clydesdale Way	233	1113	825	0.282	233	0.4	6.225	A
3 - Yarnton Way S	559	1003	2480	0.225	559	0.3	1.957	A
4 - Eastern Way W	1068	671	2016	0.530	1068	1.2	3.960	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1183	185	2685	0.441	1183	0.8	2.572	A
2 - Clydesdale Way	233	1113	825	0.282	233	0.4	6.225	A
3 - Yarnton Way S	559	1003	2480	0.225	559	0.3	1.957	A
4 - Eastern Way W	1068	671	2016	0.530	1068	1.2	3.960	A

2030 + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D9 - 2030 + Dev, AM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030 + Dev	AM	DIRECT	07:30	08:30	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	130	126	353	1054
	2 - Clydesdale Way	99	1	49	84
	3 - Yarnton Way S	357	22	12	82
	4 - Eastern Way W	686	42	20	32

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	33	1	5	9
	2 - Clydesdale Way	0	0	0	3
	3 - Yarnton Way S	14	0	0	12
	4 - Eastern Way W	11	0	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.61	3.69	1.7	A
2 - Clydesdale Way	0.39	10.03	0.6	B
3 - Yarnton Way S	0.22	2.41	0.3	A
4 - Eastern Way W	0.38	3.11	0.7	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1663	129	2726	0.610	1656	1.7	3.645	A
2 - Clydesdale Way	233	1595	599	0.389	230	0.6	9.814	A
3 - Yarnton Way S	473	1393	2157	0.219	472	0.3	2.403	A
4 - Eastern Way W	780	618	2051	0.380	777	0.7	3.095	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1663	129	2726	0.610	1663	1.7	3.690	A
2 - Clydesdale Way	233	1601	596	0.391	233	0.6	10.026	B
3 - Yarnton Way S	473	1400	2151	0.220	473	0.3	2.413	A
4 - Eastern Way W	780	621	2049	0.381	780	0.7	3.111	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1663	129	2726	0.610	1663	1.7	3.690	A
2 - Clydesdale Way	233	1601	596	0.391	233	0.6	10.029	B
3 - Yarnton Way S	473	1400	2151	0.220	473	0.3	2.413	A
4 - Eastern Way W	780	621	2049	0.381	780	0.7	3.111	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1663	129	2726	0.610	1663	1.7	3.690	A
2 - Clydesdale Way	233	1601	596	0.391	233	0.6	10.029	B
3 - Yarnton Way S	473	1400	2151	0.220	473	0.3	2.413	A
4 - Eastern Way W	780	621	2049	0.381	780	0.7	3.111	A

2030 + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Profile Type	D10 - 2030 + Dev, PM	The DIRECT profile type is intended to be used for demand that varies over time. You are using it with the 'Use O-D data' option, but your O-D data does not vary over time. Are you sure this is correct?

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030 + Dev	PM	DIRECT	16:45	17:45	60	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1 - Picardy Manorway N		✓	100.000
2 - Clydesdale Way		✓	100.000
3 - Yarnton Way S		✓	100.000
4 - Eastern Way W		✓	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	61	145	251	728
	2 - Clydesdale Way	123	0	45	65
	3 - Yarnton Way S	441	34	12	72
	4 - Eastern Way W	929	76	36	27

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Picardy Manorway N	2 - Clydesdale Way	3 - Yarnton Way S	4 - Eastern Way W
From	1 - Picardy Manorway N	51	2	7	6
	2 - Clydesdale Way	1	0	0	7
	3 - Yarnton Way S	5	0	0	4
	4 - Eastern Way W	4	0	6	29

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Picardy Manorway N	0.44	2.58	0.8	A
2 - Clydesdale Way	0.28	6.23	0.4	A
3 - Yarnton Way S	0.23	1.96	0.3	A
4 - Eastern Way W	0.53	3.96	1.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1185	184	2686	0.441	1182	0.8	2.564	A
2 - Clydesdale Way	233	1112	826	0.282	231	0.4	6.187	A
3 - Yarnton Way S	559	1000	2482	0.225	558	0.3	1.953	A
4 - Eastern Way W	1068	669	2017	0.529	1063	1.2	3.918	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1185	185	2685	0.441	1185	0.8	2.575	A
2 - Clydesdale Way	233	1115	824	0.283	233	0.4	6.234	A
3 - Yarnton Way S	559	1004	2479	0.225	559	0.3	1.957	A
4 - Eastern Way W	1068	671	2016	0.530	1068	1.2	3.960	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1185	185	2685	0.441	1185	0.8	2.575	A
2 - Clydesdale Way	233	1115	824	0.283	233	0.4	6.234	A
3 - Yarnton Way S	559	1004	2479	0.225	559	0.3	1.957	A
4 - Eastern Way W	1068	671	2016	0.530	1068	1.2	3.960	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Picardy Manorway N	1185	185	2685	0.441	1185	0.8	2.575	A
2 - Clydesdale Way	233	1115	824	0.283	233	0.4	6.234	A
3 - Yarnton Way S	559	1004	2479	0.225	559	0.3	1.957	A
4 - Eastern Way W	1068	671	2016	0.530	1068	1.2	3.960	A

DECARBONISATION

10 Dominion Street
Floor 5
Moorgate, London
EC2M 2EF
Contact Tel: 020 7417 5200
Email: enquiries@corygroup.co.uk
corygroup.co.uk