

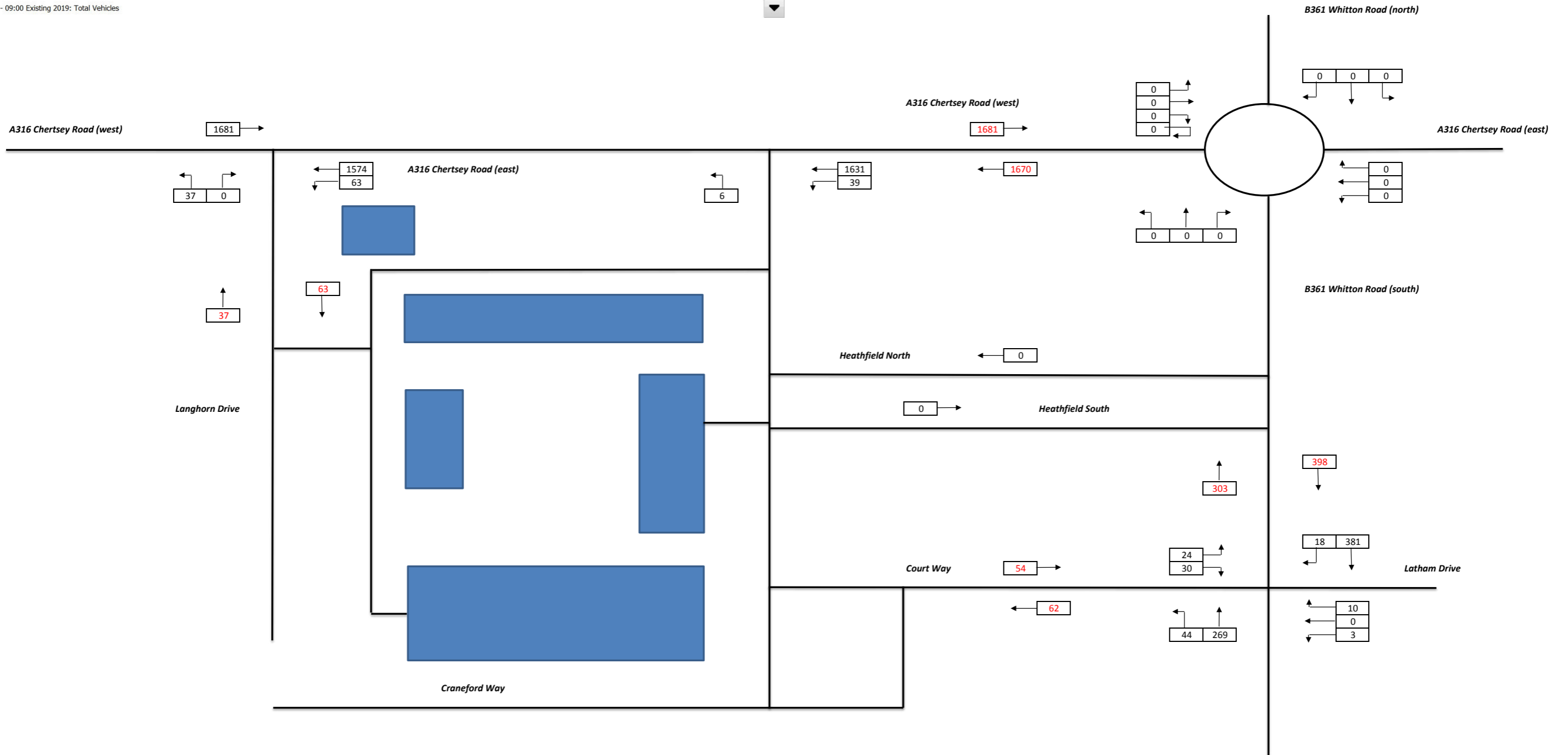
Appendices

Appendix A

2019 Baseline traffic flow diagrams

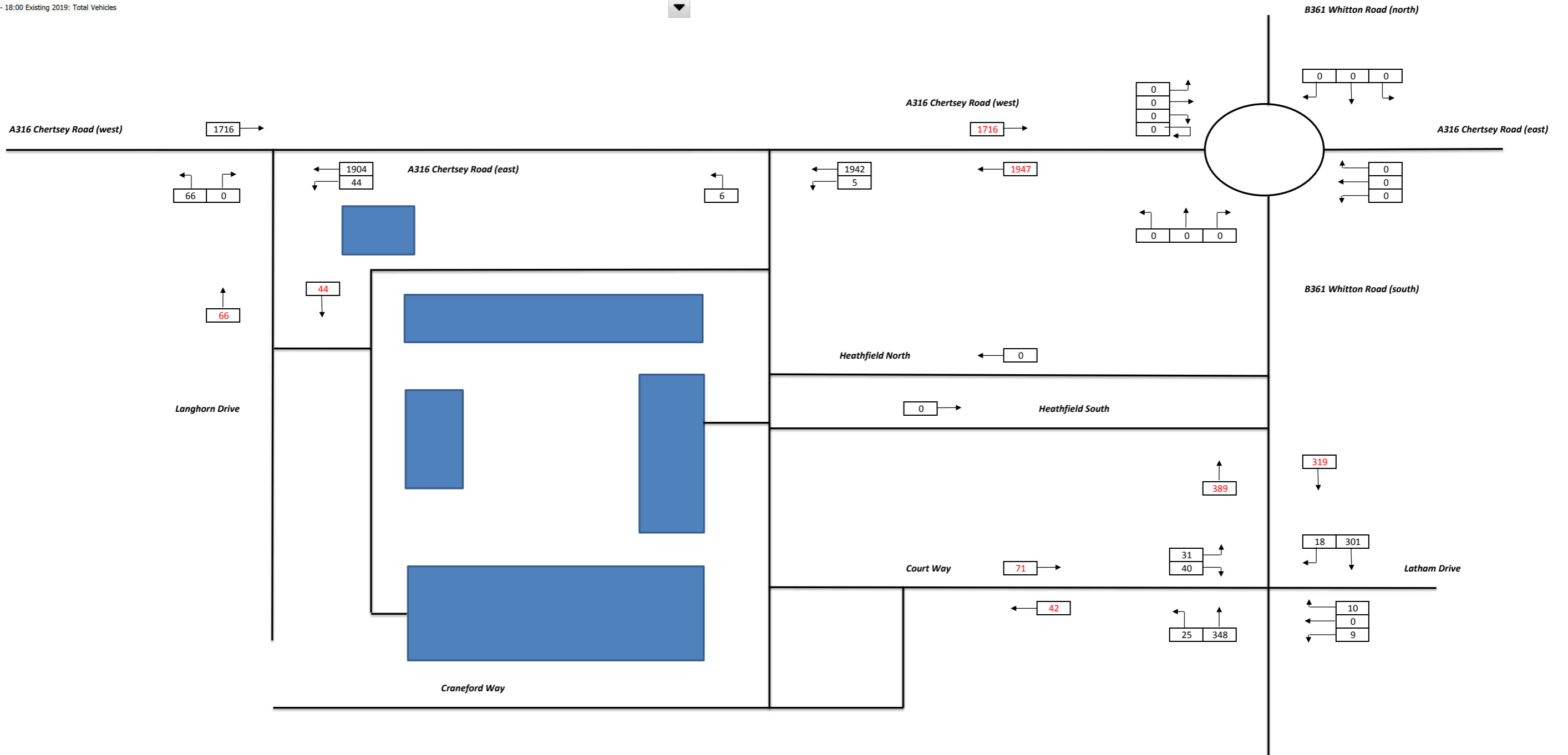
30713 Richmond Education and Enterprise Campus
08:00 - 09:00 Existing 2019: Total Vehicles

08:00 - 09:00 Existing 2019: Total Vehicles



30713 Richmond Education and Enterprise Campus
17:00 - 18:00 Existing 2019: Total Vehicles

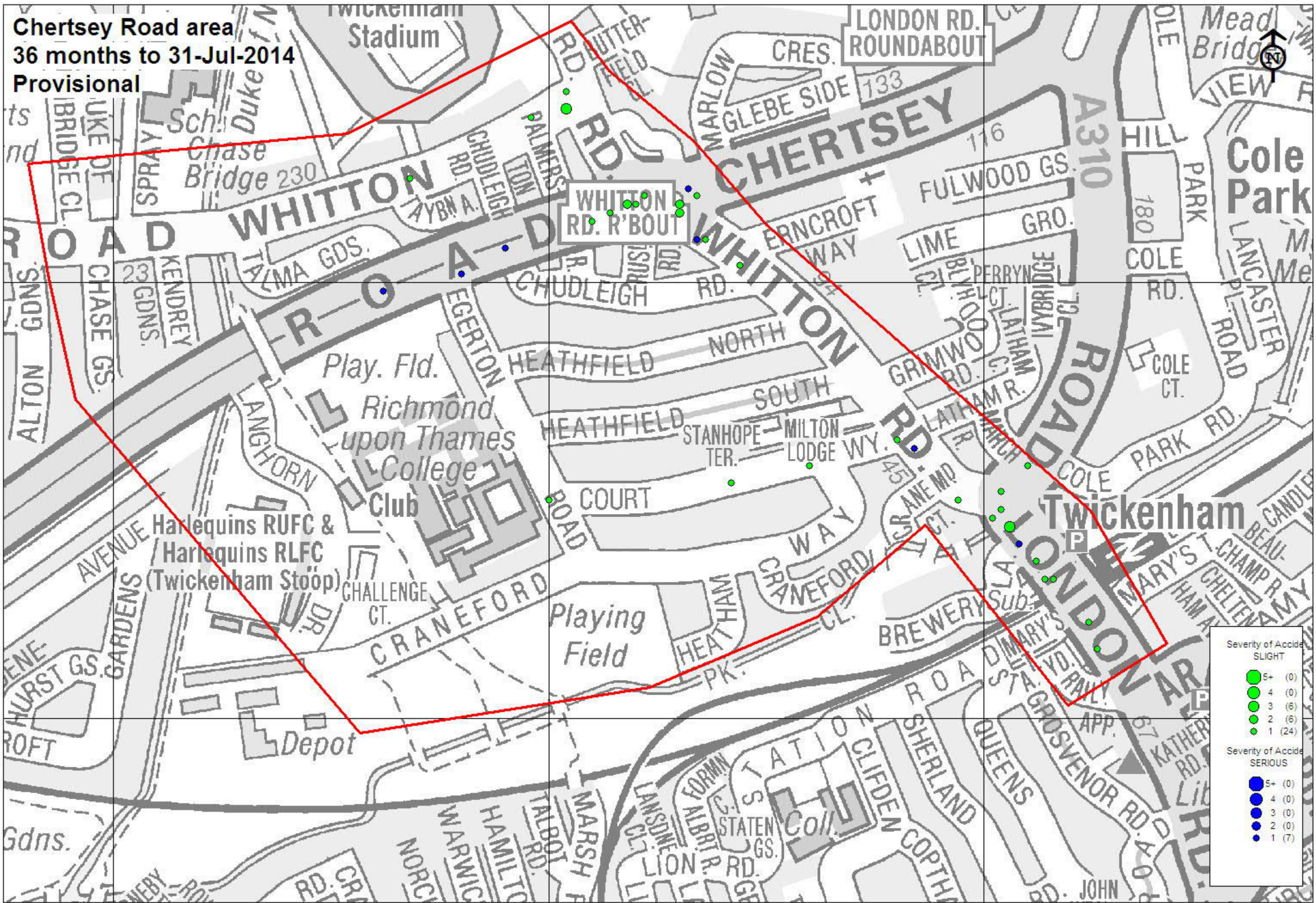
17:00 - 18:00 Existing 2019: Total Vehicles



Appendix B

Personal Injury Accident data

Chertsey Road area
 36 months to 31-Jul-2014
 Provisional



Severity of Accident	
SLIGHT	
5+	(0)
4	(0)
3	(6)
2	(6)
1	(24)
SERIOUS	
5+	(0)
4	(0)
3	(0)
2	(0)
1	(7)



Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
LP01 GIS AREA Chertsey Road area (P)	36 MTS TO JUL-2014	43

The description of how the accident 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


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

1 0111TW60261 MON 29/08/11 22:25 DARK ROUNDABOUT CHERTSEY ROAD J/W WHITTON ROAD 24 NODE 107 515600 / 174090
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M OTH AUTH PER
 DRV V2 BECAME CONFUSED WITH ATS & MOVED OFF @ RED ATS COLLIDING WITH V1 & CAUSING IT TO OVERTURN

CASUALTY 001 (001) (31 Yrs - M TW15) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (31 Yrs - M TW15) GOING AHEAD OTHER SE TO NW JCT MID
 BT - NEGATIVE OVERTURN N/S HIT FIRST

VEHICLE 002 (001) CAR (50 Yrs - F SW18) GOING AHEAD OTHER SW TO NE JCT MID
 BT - NEGATIVE FRONT HIT FIRST

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

V002 A 603 (NERVOUS/UNCERTAIN/ PANIC)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

2 0111TW60353 FRI 18/11/11 20:00 DARK R/ABOUT CHERTSEY ROAD J/W WHITTON ROAD 24 NODE 107 515610 / 174100

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 PULLED ONTO R/ABOUT & COLLIDED WITH V1 CAUSING RIDER TO FALL OFF

CASUALTY 001 (001) (26 Yrs - F TW14) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 50-125CC (26 Yrs - F TW14) GOING AHEAD OTHER SW TO NE JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) CAR (57 Yrs - M TW2) GOING AHEAD OTHER NW TO SE JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional
LP01 GIS AREA Chertsey Road area (P)
36 MTS TO JUL-2014 SORTED BY DATE

3 0111TW60413 THU 08/12/11 15:55 LIGHT LONDON ROAD 115M SOUTH EAST J/W WHITTON RAOD 24 LINK 136-675 516080 / 173660
 POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 RIDER V1 HAD CHILD SITTING ON HANDLEBARS & LOST CONTROL CAUSING BOTH TO FALL OFF
 CASUALTY 001 (001) (41 Yrs - F TW2) SLIGHT DRIVER/RIDER
 CASUALTY 002 (001) (5 Yrs - M TW2) SLIGHT PASSENGER

Sch Attended : N/K

VEHICLE 001 (000) PEDAL CYCLE (41 Yrs - F TW2)
 BT - NOT APPLICABLE

GOING AHEAD OTHER NW TO SE
 DID NOT IMPACT

V001 A 410 (LOSS OF CONTROL)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)

4 0111TW60410 THU 15/12/11 11:30 LIGHT COURT WAY 100M WEST J/W CRANEFORD WAY 24 CELL 515500/173500 515710 / 173770
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 V1 & V2 FAILED TO GIVEWAY TO EACH OTHER & COLLIDED DUE TO ROAD BEING NARROWED BY PARKED VEHICLES

CASUALTY 001 (002) (17 Yrs - M W12) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (63 Yrs - M TW10)
 BT - NEGATIVE

GOING AHEAD OTHER W TO E
 FRONT HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (17 Yrs - M W12)
 BT - NOT REQUESTED

GOING AHEAD OTHER E TO W
 FRONT HIT FIRST

V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V002 A 405 (FAILED TO LOOK PROPERLY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P)							36 MTS TO JUL-2014 SORTED BY DATE	
5	0112TW60008	TUE 10/01/12 07:19	LIGHT	CHERTSEY ROAD J/W WHITTON ROAD.	24	NODE 107	515650 / 174080	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ROUNDAABOUT	ROUNDAABOUT	AUTO SIG	PEDN PHASE AT ATS	
V2 (CYCLIST) WAS WEAVING THROUGH TRAFFIC AND RODE INTO REAR OF V1 WHO WAS STATIONARY AT RED ATS.								
CASUALTY 001 (002) (46 Yrs - M TW7)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	CAR	(56 Yrs - F TW2)	GOING AHEAD RIGHT BEND	W TO SE	COMM TO/FROM WORK	JCT MID	
BT - NOT REQUESTED			BACK HIT FIRST					
VEHICLE	002 (001)	PEDAL CYCLE	(46 Yrs - M TW7)	GOING AHEAD RIGHT BEND	W TO SE	COMM TO/FROM WORK	JCT MID	
BT - NOT APPLICABLE			FRONT HIT FIRST					
V002 A 403 (POOR TURN OR MANOEUVRE)				V002 A 308 (FOLLOWING TOO CLOSE)				
V002 A 405 (FAILED TO LOOK PROPERLY)				V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
6	0112TW60064	WED 01/02/12 18:00	DARK	WHITTON ROAD 45M NORTH WEST J/W LONDON ROAD	24	LINK 107-136	515970 / 173750	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	ZEBRA		
PED WALKING BICYCLE ACROSS ZEBRA CROSSING WAS HIT BY V1 WHO FTS								
CASUALTY 001 (001) (27 Yrs - F TW1)			SLIGHT	PEDESTRIAN		CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS O/SIDE		
VEHICLE	001 (000)	CAR	(? Yrs - U UNKN)	GOING AHEAD OTHER	NW TO SE	FRONT HIT FIRST		
BT - DRV NOT CONTACTED								
V001 A 306 (EXCEEDING SPEED LIMIT)				V001 A 405 (FAILED TO LOOK PROPERLY)				
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)								
7	0112TW60044	MON 06/02/12 17:00	DARK	LONDON ROAD 30M SOUTH EAST J/W WHITTON ROAD	24	LINK 136-675	516030 / 173720	
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	ZEBRA		
V1 DROVE INTO REAR OF V2 WHO WAS STATIONARY @ ZEBRA CROSSING								
CASUALTY 001 (001) (30 Yrs - M W12)			SLIGHT	DRIVER/RIDER				
VEHICLE	001 (002)	M/C 50-125CC	(30 Yrs - M W12)	GOING AHEAD OTHER	SE TO NW	FRONT HIT FIRST		
BT - NOT REQUESTED								
VEHICLE	002 (001)	CAR	(42 Yrs - M TW8)	GOING AHEAD HELD UP	SE TO NW	BACK HIT FIRST		
BT - NOT REQUESTED								
V001 A 308 (FOLLOWING TOO CLOSE)				V001 A 405 (FAILED TO LOOK PROPERLY)				
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)								


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P)										36 MTS TO JUL-2014 SORTED BY DATE	
8	0112TW60055	SAT 11/02/12 13:00	LIGHT	LONDON ROAD 85M SOUTH EAST J/W WHITTON ROAD	24	LINK 136-675				516060 / 173680	
POLICE - OVER COU ROAD-DRY			WEATHER-FINE	DUAL CWY	NO JUN IN 20M	PELICAN OR SIMILAR					
UNK V1 TRAVELLING @ SPEED HIT PED WHO WAS WAITING TO CROSS ROAD ON PED CROSSING											
CASUALTY 001 (001) (22 Yrs - M TW19)			SLIGHT	PEDESTRIAN	ON REFUGE	SW BOUND					
VEHICLE 001 (000) CAR			(? Yrs - M UNKN)	GOING AHEAD OTHER	SE TO NW	FRONT HIT FIRST					
BT - DRV NOT CONTACTED											
V001 A 306 (EXCEEDING SPEED LIMIT)					V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)						
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					C001 B 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)						
9	0112TW60052	SUN 12/02/12 05:54	DARK	RUGBY ROAD 15M NORTH J/W WHITTON ROAD	24	LINK 81-107				515520 / 174220	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	ROUNDAABOUT	GIVE WAY/UNCONT NO XING FACILITY IN 50M					
V2 WHOSE DRV & PASS DECAMPED CROSSED INTO WRONG SIDE OF ROAD & COLLIDED WITH V1											
CASUALTY 001 (001) (42 Yrs - F TW2)			SLIGHT	DRIVER/RIDER							
VEHICLE 001 (002) CAR			(42 Yrs - F TW2)	GOING AHEAD OTHER	N TO S	JCT APP					
BT - NOT REQUESTED											
VEHICLE 002 (001) CAR			(? Yrs - U UNKN)	GOING AHEAD OTHER	S TO N	JCT CLEARED					
BT - DRV NOT CONTACTED											
V002 A 601 (AGGRESSIVE DRIVING)					V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)						
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)					V002 A 306 (EXCEEDING SPEED LIMIT)						
10	0112TW60124	MON 26/03/12 18:45	LIGHT	WHITTON ROAD J/W RUGBY ROAD	24	LINK 81-107				515520 / 174200	
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	ROUNDAABOUT MINI	GIVE WAY/UNCONT NO XING FACILITY IN 50M						
V2 (CYCLIST) CHANGED LANES & COLLIDED WITH V1											
CASUALTY 001 (002) (22 Yrs - F UNKN)			SLIGHT	DRIVER/RIDER							
VEHICLE 001 (002) CAR			(45 Yrs - F TW2)	GOING AHEAD LEFT BEND	SE TO SW	JCT MID					
BT - NOT REQUESTED											
VEHICLE 002 (001) PEDAL CYCLE			(22 Yrs - F UNKN)	GOING AHEAD LEFT BEND	SE TO SW	JCT MID					
BT - NOT APPLICABLE											
V002 A 403 (POOR TURN OR MANOEUVRE)					V002 A 405 (FAILED TO LOOK PROPERLY)						
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)											


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P)	36 MTS TO JUL-2014 SORTED BY DATE
---	--

11 0112TW60148 THU 05/04/12 17:30 LIGHT R/ABOUT WHITTON ROAD J/W CHERTSEY ROAD	24	NODE 107	515590 / 174090
--	----	----------	-----------------

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 WAS USING 2 LANES TO GO ROUND THE R/ABOUT & COLLIDED WITH V1

CASUALTY 001 (001) (32 Yrs - M TW1) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (31 Yrs - M N15) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (32 Yrs - M TW1)
BT - NOT REQUESTED

GOING AHEAD OTHER SE TO NW
N/S HIT FIRST

JCT MID

VEHICLE 002 (001) BUS/COACH (59 Yrs - M TW7)
BT - DRV NOT CONTACTED

GOING AHEAD OTHER SE TO NW JNY PART OF WORK
O/S HIT FIRST

JCT MID

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 405 (FAILED TO LOOK PROPERLY)

12 0112TW60153 MON 30/04/12 08:35 LIGHT WHITTON ROAD J/W COURT WAY	24	LINK 107-136	515900 / 173820
--	----	--------------	-----------------

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 SWERVED ACROSS ROAD & COLLIDED HEAD ON WITH V1

CASUALTY 001 (001) (49 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (49 Yrs - F TW7)
BT - NOT REQUESTED

GOING AHEAD OTHER NW TO SE
FRONT HIT FIRST

JCT MID

VEHICLE 002 (001) CAR (43 Yrs - F TW13)
BT - NOT REQUESTED

CHANGE LANE TO RIGHT SE TO NW
FRONT HIT FIRST

JCT MID

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional
LP01 GIS AREA Chertsey Road area (P)
36 MTS TO JUL-2014 SORTED BY DATE
13 0112TW60157 SUN 13/05/12 00:11 DARK LONDON ROAD 60M NORTH WEST J/W RAILWAY APPROACH 24 LINK 136-675 516120 / 173610

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M

INTOXICATED PED WALKED INTO PATH V1 WHO SWERVED BUT COULD NOT AVOID PED

CASUALTY 001 (001) (27 Yrs - M TW1) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) SW BOUND FROM DRIVERS N/SIDE

 VEHICLE 001 (000) M/C 50-125CC (23 Yrs - M TW5) GOING AHEAD OTHER NW TO SE
 BT - NOT REQUESTED FRONT HIT FIRST

C001 A 806 (IMPAIRED BY ALCOHOL)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

14 0112TW60250 TUE 17/07/12 17:15 LIGHT LONDON ROAD J/W MARCH ROAD 24 NODE 136 516020 / 173760

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 WHO FTS TURNED LEFT COLLIDING WITH V1 (CYCLIST) CAUSING RIDER TO FALL OFF

CASUALTY 001 (001) (27 Yrs - M TW7) SLIGHT DRIVER/RIDER

 VEHICLE 001 (002) PEDAL CYCLE (27 Yrs - M TW7) TURNING RIGHT SE TO NE JCT MID
 BT - NOT APPLICABLE FRONT HIT FIRST

 VEHICLE 002 (001) CAR (? Yrs - M UNKN) TURNING LEFT SW TO NW JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

15 0112TW60266 TUE 31/07/12 12:33 LIGHT CHERTSEY ROAD 45M SOUTH WEST J/W WHITTON ROAD R/ABOUT 24 LINK 68-107 515550 / 174070

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M ZEBRA

V3 DROVE INTO REAR OF V1 & PUSHED IT INTO REAR V2

CASUALTY 001 (001) (30 Yrs - M TW3) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (42 Yrs - M TW18) SLIGHT DRIVER/RIDER

VEHICLE 001 (003) CAR (30 Yrs - M TW3) GOING AHEAD HELD UP SW TO NE
BT - NOT PROVD (MEDCL REASONS) BACK HIT FIRST

VEHICLE 002 (001) CAR (42 Yrs - M TW18) GOING AHEAD HELD UP SW TO NE
BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 003 (001) CAR (49 Yrs - M BH17) GOING AHEAD OTHER SW TO NE
BT - NEGATIVE FRONT HIT FIRST

V003 A 308 (FOLLOWING TOO CLOSE)

V003 A 405 (FAILED TO LOOK PROPERLY)

V003 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V003 A 602 (CARELESS/RECKLESS/IN A HURRY)

16 0112TW60284 TUE 31/07/12 16:45 LIGHT WHITTON ROAD 37M NORTH WEST J/W ERNCROFT WAY 24 LINK 107-136 515670 / 174050

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V2 PULLED OUT OF LINE OF TRAFFIC INTO PATH OF V1 WHO WAS OVERTAKING ON THE OFFSIDE

CASUALTY 001 (001) (22 Yrs - M CM16) SERIOUS DRIVER/RIDER

VEHICLE 001 (002) M/C <= 50CC (22 Yrs - M CM16) OVERTAKE STAT VEH O/S SE TO NW
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) CAR (42 Yrs - M KT15) CHANGE LANE TO RIGHT SE TO NW
BT - DRV NOT CONTACTED O/S HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

17 0112TW60431 SAT 22/12/12 11:45 LIGHT WHITTON ROAD J/W RUGBY ROAD 24 LINK 81-107 515520 / 174200
 POLICE - OVER COU ROAD-WET RAINING SINGLE CWY MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V2 HAS TURNED LEFT ACROSS PATH OF V1 CAUSING COLLISION.

CASUALTY 001 (001) (29 Yrs - M TW1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (29 Yrs - M TW1) GOING AHEAD OTHER S TO N JCT MID
 BT - NOT APPLICABLE O/S HIT FIRST

VEHICLE 002 (001) TAXI (? Yrs - U UNKN) TURNING LEFT SE TO SW JCT MID
 BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

18 0113TW60001 WED 16/01/13 06:49 LIGHT LONDON ROAD 100M S/E J/W WHITTON ROAD 24 LINK 136-675 516070 / 173660

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

PED HAS RAN ACROSS THE ROAD INTO PATH OF V1 CAUSING COLLISION.

CASUALTY 001 (001) (55 Yrs - F TW11) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) M/C 50-125CC (36 Yrs - M KT8) OVERTAKING NEARSIDE SE TO NW JNY PART OF WORK
 BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

19 0113TW60017 WED 30/01/13 20:45 DARK WHITTON ROAD J/W TAYBEN AVENUE 24 LINK 81-107 515340 / 174120

POLICE - OVER COU ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 HAS CYCLED ACROSS THE ROAD AS V2 WAS EXITING THE CARPARK. V2 COLLIDED WITH V1.

CASUALTY 001 (001) (25 Yrs - M TW4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (25 Yrs - M TW4) GOING AHEAD OTHER SW TO NE JCT CLEARED
 BT - NOT APPLICABLE N/S HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD OTHER N TO S JCT CLEARED
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

20 0113TW60052 MON 18/02/13 20:09 DARK NFL: CHERTSEY ROAD 43M E J/W WHITTON ROAD 24 NODE 107 515660 / 174108

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT AUTO SIG PEDN PHASE AT ATS

V1, V2 EAST-BD EXITING ROUNDABOUT; V1 COLLIDED WITH RUNNER ON PEDX, V2 SHUNTED V1

CASUALTY 001 (001) (42 Yrs - M TW7) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS O/SIDE

VEHICLE 001 (002) CAR (48 Yrs - M SW6) SLOWING OR STOPPING W TO E LEAVING R'ABOUT
BT - NEGATIVE BACK HIT FIRST

VEHICLE 002 (001) CAR (28 Yrs - F TW13) SLOWING OR STOPPING W TO E JCT CLEARED
BT - NOT REQUESTED SKIDDED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

21 0113TW60086 SAT 02/03/13 19:05 DARK WHITTON ROAD J/W RUGBY ROAD 24 LINK 81-107 515520 / 174200

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT MINI GIVE WAY/UNCONT NO XING FACILITY IN 50M
ROADWORKS

V2 WENT THROUGH A TEMP A.T.S ON RED AND HIT V1'S N/S

CASUALTY 001 (002) (54 Yrs - M TW2) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (52 Yrs - F TW2) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (000) CAR (42 Yrs - M HP2) TURNING RIGHT SE TO N JCT MID
BT - NEGATIVE N/S HIT FIRST

VEHICLE 002 (000) CAR (54 Yrs - M TW2) GOING AHEAD RIGHT BEND SW TO SE JCT MID
BT - NEGATIVE FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

22 0113TW60066 MON 04/03/13 11:51 LIGHT CHERTSEY ROAD 23M NE OF EGERTON ROAD 24 LINK 68-107 515400 / 174010

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M PELICAN OR SIMILAR

V1 HIT THE PED ON THE PELICAN CROSSING

CASUALTY 001 (001) (? Yrs - F) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING N BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (17 Yrs - M KT3) GOING AHEAD OTHER NE TO SW FRONT HIT FIRST
BT - NEGATIVE

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

23 0113TW60079 FRI 15/03/13 22:09 DARK LONDON ROAD 43M NE OF COLE PARK ROAD 24 LINK 136-144 516050 / 173790
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 WENT INTO THE BACK OF PARKED V2

CASUALTY 001 (001) (38 Yrs - F TW7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (38 Yrs - F TW7) GOING AHEAD OTHER NE TO SW
 BT - NOT REQUESTED FRONT HIT FIRST

HIT PARKED VEH
 PARKED

VEHICLE 002 (000) CAR (38 Yrs - M TW1) P TO P
 BT - DRV NOT CONTACTED BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

24 0113TW60085 TUE 19/03/13 14:10 LIGHT NFL- LONDON ROAD J/W WHITTON ROAD 24 NODE 136 516010 / 173730
 POLICE - OVER COU ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT PELICAN OR SIMILAR

V2 DROVE INTO REAR OF V1 WHO WAS STATIONARY IN TRAFFIC

CASUALTY 001 (001) (52 Yrs - M SL2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (52 Yrs - M SL2) WAITING TO TURN RIGHT SE TO NE JCT MID
 BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - F UNKN) GOING AHEAD OTHER SE TO NW JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)

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

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

25 0113TW60095 WED 03/04/13 21:40 DARK CHERTSEY RD J/W CHUDLEIGH RD 24 LINK 68-107 515450 / 174040

POLICE - AT SCENE ROAD-DRY FINE/HIGH WINDS DUAL CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS

PED DISOBEYED PED PHASE ATS, COLLIDING WITH V1.

CASUALTY 001 (001) (24 Yrs - M TW5) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (22 Yrs - F UNKN) SLIGHT PASSENGER FRONT SEAT

CASUALTY 003 (001) (22 Yrs - M TW2) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (24 Yrs - M TW5) SLOWING OR STOPPING SW TO NE JCT MID
BT - NEGATIVE SKIDDED FRONT HIT FIRST

C003 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

C003 A 809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)

C003 A 802 (FAILED TO LOOK PROPERLY)

C003 A 808 (CARELESS/RECKLESS/IN A HURRY)

26 0113TW60102 WED 03/04/13 08:45 LIGHT CHERTSEY RD J/W WHITTON RD 24 NODE 107 515590 / 174090

POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT AUTO SIG PEDN PHASE AT ATS

V2 TURNED LEFT AS V1 ON O/S. V1 AND V2 COLLIDED.

CASUALTY 001 (001) (36 Yrs - F TW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (36 Yrs - F TW2) GOING AHEAD LEFT BEND SW TO N JNY PART OF WORK JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (001) GDS => 7.5T (? Yrs - M X-UK) ARTIC TURNING LEFT SW TO NW JCT MID
BT - DRV NOT CONTACTED O/S HIT FIRST

FOREIGN REG LHD

V002 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 405 (FAILED TO LOOK PROPERLY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional
LP01 GIS AREA Chertsey Road area (P)
36 MTS TO JUL-2014 SORTED BY DATE
27 0113TW60169 SAT 01/06/13 07:06 LIGHT CHERTSEY ROAD J/W WHITTON ROAD 24 NODE 107 515650 / 174090

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA

V2 HAS FAILED TO GIVE WAY AT ROUNDABOUT AND CONTINUED COLLIDING WITH V1.

CASUALTY 001 (001) (30 Yrs - M TW2) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (29 Yrs - M KT6) SLIGHT DRIVER/RIDER

 VEHICLE 001 (002) M/C > 500CC (30 Yrs - M TW2)
 BT - DRV NOT CONTACTED

 GOING AHEAD RIGHT BEND NW TO SW JNY PART OF WORK
 N/S HIT FIRST

JCT MID

 VEHICLE 002 (001) M/C > 500CC (29 Yrs - M KT6)
 BT - DRV NOT CONTACTED

 MOVING OFF NE TO SW JNY PART OF WORK
 FRONT HIT FIRST

JCT MID

V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V002 A 405 (FAILED TO LOOK PROPERLY)

28 0113TW60204 SUN 16/06/13 19:30 LIGHT CHERTSEY ROAD J/W WHITTON
24 NODE 107
515570 / 174080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY ROUNDABOUT GIVE WAY/UNCONT ZEBRA

V1 HAS CHANGED LANES ACROSS PATH OF SOLO V2 WHO WAS FILTERING THROUGH TRAFFIC CAUSING COLLISION.

CASUALTY 001 (002) (21 Yrs - M SW15) SLIGHT DRIVER/RIDER

 VEHICLE 001 (002) CAR (30 Yrs - F BN3)
 BT - NEGATIVE

 CHANGE LANE TO RIGHT SW TO NE
 O/S HIT FIRST

JCT APP

 VEHICLE 002 (001) M/C 50-125CC (21 Yrs - M SW15)
 BT - NOT PROVD (MEDCL REASONS)

 OVERTAKING NEARSIDE SW TO NE
 N/S HIT FIRST

JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 710 (VISION AFFECTED - VEHICLE BLIND SPOT)

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

29 0113TW60220 FRI 28/06/13 16:35 LIGHT WHITTON ROAD R/ABOUT J/W CHERTSEY ROAD & WHITTON ROAD 24 NODE 107 515650 / 174080

POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT GIVE WAY/UNCONT ZEBRA

V1 PULLED ONTO R/ABOUT CAUSING V2 TO BRAKE HARD & SWERVE TO AVOID AN ACCIDENT V3 COULD NOT STOP & HIT V2

CASUALTY 001 (003) (29 Yrs - M TW13) SLIGHT DRIVER/RIDER

CASUALTY 002 (003) (? Yrs - F W6) SLIGHT PASSENGER

VEHICLE 001 (000) CAR (38 Yrs - M TW2)
BT - NOT REQUESTED

GOING AHEAD OTHER NE TO SW
DID NOT IMPACT

JCT MID

VEHICLE 002 (003) CAR (? Yrs - M GU15)
BT - NOT REQUESTED

GOING AHEAD RIGHT BEND SW TO SE
BACK HIT FIRST

JCT MID

VEHICLE 003 (002) M/C > 500CC (29 Yrs - M TW13)
BT - NOT REQUESTED

GOING AHEAD RIGHT BEND SW TO SE
FRONT HIT FIRST

JCT MID

V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)

V001 A 405 (FAILED TO LOOK PROPERLY)

V002 A 408 (SUDDEN BRAKING)

V002 A 409 (SWERVED)

V003 A 308 (FOLLOWING TOO CLOSE)

30 0113TW60224 WED 03/07/13 00:30 DARK LONDON ROAD 30M SOUTH EAST J/W WHITTON ROAD 24 LINK 136-675 516030 / 173720

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M ZEBRA

RIDER ON V1 WAS RIDING ON FOOTPATH @ THE PED CROSSING RODE OFF KERB & HIT DRAIN COVER LOST CONTROL & FELL OFF

CASUALTY 001 (001) (43 Yrs - M TW2) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) PEDAL CYCLE (43 Yrs - M TW2)
BT - NOT APPLICABLE

CHANGE LANE TO LEFT SE TO NW
FRONT HIT FIRST

FOOTWAY

V001 A 309 (VEHICLE TRAVELLING ALONG PAVEMENT)

V001 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT)

V001 A 410 (LOSS OF CONTROL)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 403 (POOR TURN OR MANOEUVRE)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P)

36 MTS TO JUL-2014 SORTED BY DATE

31 0113TW60232 WED 10/07/13 12:19 LIGHT NFL COURT WAY J/W CRANEFORD WAY 24 CELL 515500/173500 515800 / 173790
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 PED CROSSED RD AND GOT HIT BY V1. V1 FTS

CASUALTY 001 (001) (32 Yrs - F TW2) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) S BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - U UNKN) GOING AHEAD OTHER W TO E JCT APP
 BT - DRV NOT CONTACTED FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

32 0113TW60260 MON 29/07/13 17:17 LIGHT CHERTSEY ROAD 20M WEST J/W MARLOW CRESCENT 24 LINK 107-144 515670 / 174100
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
 DRV V1 LOST CONTROL & HIT REAR V2 & PUSHED IT INTO V3 WHICH THEN HIT V4

CASUALTY 001 (002) (35 Yrs - M TW15) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (40 Yrs - F TW2) GOING AHEAD OTHER NE TO SW JCT CLEARED
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) GDS =< 3.5T (35 Yrs - M TW15) GOING AHEAD HELD UP NE TO SW JCT CLEARED
 BT - NOT REQUESTED BACK HIT FIRST

VEHICLE 003 (002) CAR (35 Yrs - F TW13) GOING AHEAD HELD UP NE TO SW JCT MID
 BT - NOT REQUESTED O/S HIT FIRST

VEHICLE 004 (003) CAR (38 Yrs - M RM6) GOING AHEAD HELD UP NE TO SW JCT MID
 BT - NOT REQUESTED BACK HIT FIRST

V001 A 410 (LOSS OF CONTROL)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional
LP01 GIS AREA Chertsey Road area (P)
36 MTS TO JUL-2014 SORTED BY DATE

33 0113TW60329 WED 04/09/13 09:06 LIGHT COURT WAY J/W EGERTON ROAD 24 CELL 515500/173500 515500 / 173750
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 PED WALKED OUT INTO PATH OF V1
 CASUALTY 001 (001) (17 Yrs - F TW3) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (68 Yrs - M TW7) GOING AHEAD OTHER N TO S JNY PART OF WORK JCT APP
 BT - NEGATIVE FRONT HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

34 0113TW60348 SAT 28/09/13 16:18 LIGHT LONDON ROAD 53M SE OF J/W WHITTON ROAD 24 LINK 136-675 516040 / 173700
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
 V2 WAS PULLING OUT TURNING RIGHT AND WAS HIT ON THE NEARSIDE BY V1
 CASUALTY 001 (002) (20 Yrs - M TW7) SERIOUS PASSENGER FRONT SEAT
 CASUALTY 002 (001) (13 Yrs - F TW2) SLIGHT PASSENGER BACK SEAT
 VEHICLE 001 (002) CAR (52 Yrs - M TW2) GOING AHEAD OTHER NW TO SE
 BT - NEGATIVE FRONT HIT FIRST
 VEHICLE 002 (001) CAR (33 Yrs - M TW7) TURNING RIGHT NE TO NW
 BT - NEGATIVE N/S HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 A 401 (JUNCTION OVERSHOOT)

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

35 0113TW60402 WED 30/10/13 15:41 LIGHT CHERTSEY ROAD J/W WHITTON ROAD 24 NODE 107 515650 / 174090
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE ROUNDABOUT ROUNDABOUT AUTO SIG PEDN PHASE AT ATS
 ROAD SIGN DEF

EASTBD V1 CHANGED LANE TO LEFT, CAUSED V2 TO COLLIDE AND V3 TO COLLIDE WITH V2

CASUALTY 001 (003) (29 Yrs - F TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (25 Yrs - F PL28) CHANGE LANE TO LEFT W TO NE JCT MID
 BT - NEGATIVE DID NOT IMPACT

VEHICLE 002 (003) CAR (30 Yrs - M SW4) CHANGE LANE TO LEFT W TO NE JNY PART OF WORK JCT MID
 BT - NEGATIVE BACK HIT FIRST

VEHICLE 003 (002) M/C > 500CC (29 Yrs - F TW13) GOING AHEAD RIGHT BEND W TO SE JCT MID
 BT - NEGATIVE FRONT HIT FIRST

V001 A 104 (INADEQUATE/MASKED SIGNS OR ROAD MARKINGS)

V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

V001 B 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)

V003 B 408 (SUDDEN BRAKING)

36 0113TW60454 MON 25/11/13 14:50 LIGHT WHITTON ROAD 20M SOUTH EAST J/W COURT WAY 24 LINK 107-136 515920 / 173810

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS GIVE WAY/UNCONT ZEBRA

PED CROSSING ROAD ON ZEBRA CROSSING WAS HIT BY PASSING V1 WHO ALSO RAN OVER PEDS FOOT & THEN FTS

CASUALTY 001 (001) (17 Yrs - F TW8) SERIOUS PEDESTRIAN CROSSING ROAD ON PED XING NE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (? Yrs - M UNKN) GOING AHEAD OTHER SE TO NW JCT APP
 BT - DRV NOT CONTACTED N/S HIT FIRST

V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)

V001 A 405 (FAILED TO LOOK PROPERLY)

V001 A 602 (CARELESS/RECKLESS/IN A HURRY)


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

37 0114TW60069 WED 05/02/14 08:13 LIGHT WHITTON ROAD J/W PALMERSTON ROAD 24 LINK 81-107 515480 / 174190
 POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
 PED CAS STEPPED SOUTHBD INTO PATH OF V1; PED HAD NOT SEEN V1 ON HIS RIGHT
 CASUALTY 001 (001) (17 Yrs - M 1) SLIGHT PEDESTRIAN CROSSING ROAD WITHIN 50M XING S BOUND FROM DRIVERS N/SIDE
 VEHICLE 001 (000) CAR (? Yrs - U 1) GOING AHEAD OTHER W TO E JCT MID
 BT - DRV NOT CONTACTED N/S HIT FIRST

C001 A 802 (FAILED TO LOOK PROPERLY)

38 0114TW60090 THU 06/02/14 19:10 DARK CHERTSEY ROAD J/W TALMA GARDENS 24 LINK 68-107 515310 / 173990
 POLICE - OVER COU ROAD-WET RAINING/HIGH WINDS DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 ON MAIN ROAD NORTHEAST-BD STRUCK ON HER N/S BY V2 JOINING MAIN ROAD
 CASUALTY 001 (001) (33 Yrs - F TW2) SERIOUS DRIVER/RIDER
 VEHICLE 001 (002) PEDAL CYCLE (33 Yrs - F TW2) GOING AHEAD OTHER SW TO NE COMM TO/FROM WORK JCT MID
 BT - NOT APPLICABLE N/S HIT FIRST
 VEHICLE 002 (001) CAR (? Yrs - M 1) TURNING LEFT NW TO NE JCT MID
 BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 B 405 (FAILED TO LOOK PROPERLY)

V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

39 0114TW60106 TUE 11/03/14 12:40 LIGHT CHERTSEY ROAD J/W CHUDLEIGH ROAD 24 LINK 107-136 515720 / 174020
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
 V1 AND V2 NW-FACING SE OF ROUNDABOUT BOTH MOVED OFF AND COLLIDED MISTAKING OTHERS INTENTIONS
 CASUALTY 001 (001) (44 Yrs - M TW12) SLIGHT DRIVER/RIDER
 VEHICLE 001 (002) CAR (44 Yrs - M TW12) GOING AHEAD OTHER SE TO NW JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST
 VEHICLE 002 (001) GDS =< 3.5T (24 Yrs - M SE17) MOVING OFF SE TO NW JNY PART OF WORK JCT MID
 BT - NEGATIVE O/S HIT FIRST


Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

40 0114TW60130 WED 26/03/14 16:20 LIGHT NFL: WHITTON ROAD 42M S J/W CHERTSEY ROAD 24 LINK 107-136 515680 / 174050
 POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN AUTO SIG PEDN PHASE AT ATS
 V1, V2 NORTHBD APPROACHED ATS; BOTH BRAKED; V1 FOOT SLIPPED, SHUNTED V2

CASUALTY 001 (002) (31 Yrs - F TW13) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (68 Yrs - M TW1) SLOWING OR STOPPING SE TO NW JCT APP
 BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (31 Yrs - F TW13) SLOWING OR STOPPING SE TO NW PUPIL RIDING TO/FROM SCH JCT APP
 BT - NEGATIVE BACK HIT FIRST

V001 A 410 (LOSS OF CONTROL)

41 0114TW60190 SUN 27/04/14 12:55 LIGHT LONDON ROAD J/W WHITTON ROAD 24 NODE 136 516020 / 173740
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MULTI JUN AUTO SIG PEDN PHASE AT ATS
 V1, V2 JOINED MAIN ROAD, BEARING RIGHT, STOPPED AT SECONDARY ATS; V1 SHUNTED V2

CASUALTY 001 (002) (38 Yrs - M KT6) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) CAR (50 Yrs - M TW1) GOING AHEAD RIGHT BEND SW TO SE JCT MID
 BT - NOT REQUESTED FRONT HIT FIRST

VEHICLE 002 (001) M/C 50-125CC (38 Yrs - M KT6) GOING AHEAD RIGHT BEND W TO SE ENTERING FROM SLIP
 BT - NOT REQUESTED BACK HIT FIRST

V002 A 403 (POOR TURN OR MANOEUVRE)

V002 A 405 (FAILED TO LOOK PROPERLY)

V002 A 408 (SUDDEN BRAKING)

V002 A 104 (INADEQUATE/MASKED SIGNS OR ROAD MARKINGS)

V002 A 603 (NERVOUS/UNCERTAIN/ PANIC)

42 0114TW60214 SAT 17/05/14 23:10 DARK NFL: LONDON ROAD 35M S J/W WHITTON ROAD 24 LINK 136-675 516030 / 173720
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
 PED IN CWY - NOT INJ

SE-BD V1 PASSED THROUGH GREEN PELICAN ATS, FORCED TO BRAKE HARD TO AVOID MALE IN ROAD; STANDING MALE PASSENGER FELL

CASUALTY 001 (001) (? Yrs - M 1) SLIGHT PASSENGER STANDING ON PSV

VEHICLE 001 (000) BUS/COACH (49 Yrs - M TW4) SLOWING OR STOPPING NW TO SE JNY PART OF WORK
 BT - NOT REQUESTED DID NOT IMPACT

V001 A 408 (SUDDEN BRAKING)



Chertsey Road area - 36 months to 31-Jul-2014 - Provisional

LP01 GIS AREA Chertsey Road area (P) 36 MTS TO JUL-2014 SORTED BY DATE

43 0114TW60237 FRI 06/06/14 08:22 LIGHT NFL: LONDON ROAD 62M NW J/W ARRAGON ROAD 24 LINK 136-675 516130 / 173580
 POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY NO JUN IN 20M NO XING FACILITY IN 50M
 V1 GEARS LOCKED UP THROWING HIM OUT OF CONTROL AND FALLING OFF THE BIKE - [CYCLE GEARS LOCKED UP (V001)]
 CASUALTY 001 (001) (36 Yrs - M TW2) SLIGHT DRIVER/RIDER
 VEHICLE 001 (000) PEDAL CYCLE (36 Yrs - M TW2) SLOWING OR STOPPING SE TO NW
 BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 999 (OTHER FACTOR)

End of Accidents for LP01 GIS AREA Chertsey Road area (P)

End of Report

Appendix C

2019 Baseline junction capacity assessment reports

TRL LIMITED

(C) COPYRIGHT 2010

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

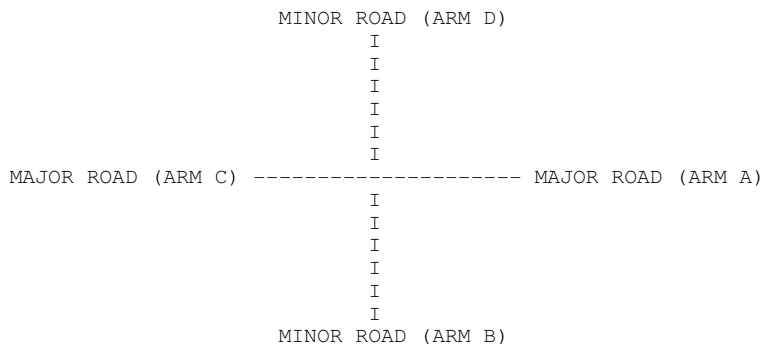
Run with file:-
"T:\30000_projects\30713 Richmond Education and Enterprise Campus\Calculations\Revised Scheme\
Junction Assessment\PICADY\Whitton Road - Court Way - AM Peak Hour - revised scheme.vpi"
(drive-on-the-left) at 14:18:38 on Monday, 1 June 2015

RUN INFORMATION

RUN TITLE : Whitton Road / Court Way AM Peak Hour
LOCATION : Richmond College
DATE : 28/05/15
CLIENT : Cascade Consulting
ENUMERATOR : Chris Pringle [TPP079]
JOB NUMBER : 30713
STATUS : Preliminary
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Whitton Road (South)
ARM B IS Court Way
ARM C IS Whitton Road (North)
ARM D IS Latham Road

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.50 M.	I	(W) 6.50 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 60.00 M.	I	(VA-D) 195.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I	NO (0)	I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 19.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 30.0 M.	I	(VD-C) 22.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.78 M.	I	(WD-A) 4.15 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

.SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	693.02		0.26		0.10	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	711.22		0.27		0.11	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	538.81		0.24		0.24		0.24		0.24	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I		0.10		0.15		0.35		0.12	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	551.52		0.25		0.25		0.25		0.25	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I		0.10		0.16		0.35		0.12	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-B	STREAM	A-C	STREAM	A-D	I
I	608.71		0.23		0.23		0.33	I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	STREAM	C-D	I
I	686.89		0.26		0.37		0.26	I

B-D Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	538.81		0.24		0.24		0.10		0.35	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-A	STREAM	C-D	STREAM	C-D	STREAM	C-D	I
I		0.15		0.15					I

B-D Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B	I
I	538.81		0.24		0.24		0.10		0.35	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-A	STREAM	C-D	STREAM	C-D	STREAM	C-D	I
I		0.15		0.15					I

D-B Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-B	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-D	I
I	551.52		0.25		0.25		0.10		0.35	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-B	STREAM	A-B	I
I		0.16		0.16					I

D-B Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-D	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-D	I
I	551.52		0.25		0.25		0.10		0.35	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-C	STREAM	A-B	STREAM	A-B	STREAM	A-B	I
I		0.16		0.16					I

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I
I	D	I	100		I

Demand set: 2022 Baseline

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Baseline

		TURNING PROPORTIONS												
		TURNING COUNTS												
		(PERCENTAGE OF H.V.S)												
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D					
07.45 - 08.00	ARM A		0.000	0.090		0.910	0.000							
			0.0	7.0		71.0	0.0							
			(0.0)	(0.0)		(9.0)	(0.0)							
	ARM B		0.667	0.000		0.333	0.000							
			22.0	0.0		11.0	0.0							
			(0.0)	(0.0)		(0.0)	(0.0)							
	ARM C		0.943	0.057		0.000	0.000							
			83.0	5.0		0.0	0.0							
			(8.9)	(0.0)		(0.0)	(0.0)							
	ARM D		0.333	0.000		0.667	0.000							
			1.0	0.0		2.0	0.0							
			(0.0)	(0.0)		(0.0)	(0.0)							
08.00 - 08.15	ARM A		0.000	0.139		0.861	0.000							
			0.0	11.0		68.0	0.0							
			(0.0)	(0.0)		(3.1)	(0.0)							
	ARM B		0.571	0.000		0.429	0.000							
			8.0	0.0		6.0	0.0							
			(3.4)	(0.0)		(0.0)	(0.0)							
	ARM C		0.960	0.040		0.000	0.000							
			97.0	4.0		0.0	0.0							
			(4.3)	(0.0)		(0.0)	(0.0)							
	ARM D		0.250	0.000		0.750	0.000							
			1.0	0.0		3.0	0.0							
			(0.0)	(0.0)		(0.0)	(0.0)							
08.15 - 08.30	ARM A		0.000	0.139		0.861	0.000							
			0.0	11.0		68.0	0.0							
			(0.0)	(0.0)		(3.1)	(0.0)							
	ARM B		0.571	0.000		0.429	0.000							
			8.0	0.0		6.0	0.0							
			(3.4)	(0.0)		(0.0)	(0.0)							
	ARM C		0.960	0.040		0.000	0.000							
			97.0	4.0		0.0	0.0							
			(4.3)	(0.0)		(0.0)	(0.0)							
	ARM D		0.250	0.000		0.750	0.000							
			1.0	0.0		3.0	0.0							
			(0.0)	(0.0)		(0.0)	(0.0)							
08.30 - 08.45	ARM A		0.000	0.139		0.861	0.000							
			0.0	11.0		68.0	0.0							
			(0.0)	(0.0)		(3.1)	(0.0)							
	ARM B		0.571	0.000		0.429	0.000							
			8.0	0.0		6.0	0.0							
			(3.4)	(0.0)		(0.0)	(0.0)							
	ARM C		0.960	0.040		0.000	0.000							
			97.0	4.0		0.0	0.0							
			(4.3)	(0.0)		(0.0)	(0.0)							
	ARM D		0.250	0.000		0.750	0.000							
			1.0	0.0		3.0	0.0							
			(0.0)	(0.0)		(0.0)	(0.0)							
08.45 - 09.00	ARM A		0.000	0.139		0.861	0.000							
			0.0	11.0		68.0	0.0							
			(0.0)	(0.0)		(3.1)	(0.0)							
	ARM B		0.571	0.000		0.429	0.000							
			8.0	0.0		6.0	0.0							
			(3.4)	(0.0)		(0.0)	(0.0)							
	ARM C		0.960	0.040		0.000	0.000							
			97.0	4.0		0.0	0.0							
			(4.3)	(0.0)		(0.0)	(0.0)							

I I (4.3)I (0.0)I (0.0)I (0.0)I

TIME	ARM	TYPE	FL	FL	FL	FL	FL	FL	FL
09.00 - 09.15	ARM A	D	0.250	0.000	0.750	0.000	0.000	0.000	0.000
			1.0	0.0	3.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM B		0.500	0.000	0.500	0.000	0.000	0.000	0.000
			6.0	0.0	6.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM C		0.936	0.064	0.000	0.000	0.000	0.000	0.000
			88.0	6.0	0.0	0.0	0.0	0.0	0.0
			(3.6)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
	ARM D		0.000	0.000	0.000	0.000	0.000	0.000	0.000
			0.0	0.0	0.0	0.0	0.0	0.0	0.0
			(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
 THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS
 THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

A PEDESTRIAN CROSSING FLOW:

ARM	LENGTH OF CROSSING (M)	QUEUEING SPACE BETWEEN CROSSING AND JUNCTION ENTRY (VEHS)	QUEUEING SPACE WITHOUT BLOCKING BACK INTO JUNCTION (VEHS)
(ENTRY)	(EXIT)	(LEFT)	(RIGHT)
A	6.00		1.0
			1.0

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
 AND FOR TIME PERIOD 1

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
07.45-08.00									
B-ACD	2.20	7.48	0.294		0.00	0.41	5.8		0.19
A-BC	5.20	27.94	0.186	1.7	0.00	0.46	6.6		0.04
A-D	0.00	0.00	0.195	1.7	0.00	0.00	0.0		
D-ABC	0.20	7.35	0.027		0.00	0.03	0.4		0.14
C-ABD	0.33	8.85	0.038		0.00	0.04	0.6		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.00-08.15									
B-ACD	0.93	7.61	0.123		0.41	0.14	2.2		0.15
A-BC	5.27	26.61	0.198	3.2	0.46	0.49	7.3		0.05
A-D	0.00	0.00	0.208	3.2	0.00	0.00	0.0		
D-ABC	0.27	7.17	0.037		0.03	0.04	0.6		0.14
C-ABD	0.27	8.89	0.030		0.04	0.03	0.5		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.15-08.30									
B-ACD	0.93	7.62	0.123		0.14	0.14	2.1		0.15
A-BC	5.27	22.24	0.237	9.1	0.49	0.62	9.0		0.06
A-D	0.00	0.00	0.249	9.1	0.00	0.00	0.0		
D-ABC	0.27	7.17	0.037		0.04	0.04	0.6		0.14
C-ABD	0.27	8.89	0.030		0.03	0.03	0.5		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.30-08.45									
B-ACD	0.93	7.61	0.123		0.14	0.14	2.1		0.15
A-BC	5.27	26.26	0.201	3.6	0.62	0.51	7.8		0.05
A-D	0.00	0.00	0.211	3.6	0.00	0.00	0.0		
D-ABC	0.27	7.17	0.037		0.04	0.04	0.6		0.14
C-ABD	0.27	8.89	0.030		0.03	0.03	0.5		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
08.45-09.00									
B-ACD	0.93	7.62	0.123		0.14	0.14	2.1		0.15
A-BC	5.27	25.66	0.205	4.3	0.51	0.52	7.7		0.05
A-D	0.00	0.00	0.216	4.3	0.00	0.00	0.0		
D-ABC	0.27	7.17	0.037		0.04	0.04	0.6		0.14
C-ABD	0.27	8.89	0.030		0.03	0.03	0.5		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-ACD	0.87	8.23	0.105		0.14	0.12	1.8		0.14
A-BC	4.20	27.63	0.152	2.1	0.52	0.36	5.5		0.04
A-D	0.00	0.00	0.160	2.1	0.00	0.00	0.0		
D-ABC	0.00	7.35	0.000		0.04	0.00	0.0		0.00
C-ABD	0.40	9.07	0.045		0.03	0.05	0.7		0.12

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.4
08.15	0.1
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.2
08.30	0.3
08.45	0.2
09.00	0.2
09.15	0.2

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.2
08.15	0.3
08.30	0.3
08.45	0.3
09.00	0.3
09.15	0.2

QUEUE FOR STREAM D-ABC

TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-ABD

TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I		
I	I	I	I	I	* DELAY *	I	* DELAY *	I		
I	I	I	I	I	I	I	I	I		
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)	(MIN/VEH)	I
I	B-ACD	I	102.0	I	68.0	I	16.2	I	0.16	I
I	A-BC	I	457.0	I	304.7	I	44.0	I	0.10	I
I	A-D	I	0.0	I	0.0	I	0.00	I	0.00	I
I	D-ABC	I	19.0	I	12.7	I	2.7	I	0.14	I
I	C-ABD	I	27.1	I	18.0	I	3.2	I	0.12	I
I	ALL	I	1165.0	I	776.7	I	66.0	I	0.06	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

TRL LIMITED

(C) COPYRIGHT 2010

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

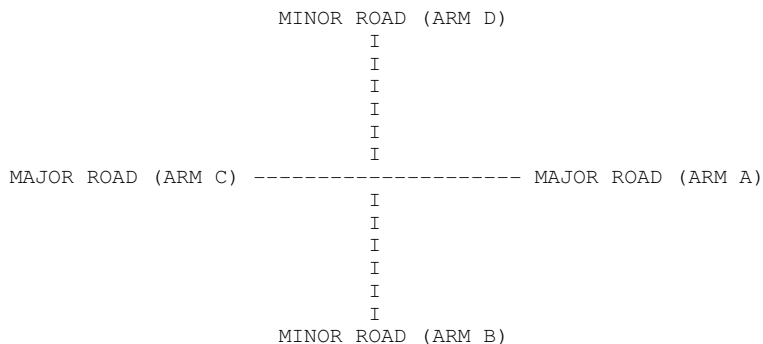
"T:\30000_projects\30713 Richmond Education and Enterprise Campus\Calculations\Revised Scheme\
Junction Assessment\PICADY\Whitton Road - Court Way - PM Peak Hour - revised scheme.vpi"
(drive-on-the-left) at 14:21:59 on Monday, 1 June 2015

RUN INFORMATION

RUN TITLE : Whitton Road / Court Way PM Peak Hour
LOCATION : Richmond College
DATE : 24/11/14
CLIENT : Cascade Consulting
ENUMERATOR : Chris Pringle [TPP079]
JOB NUMBER : 30713
STATUS : Preliminary
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS Whitton Road (South)
ARM B IS Court Way
ARM C IS Whitton Road (North)
ARM D IS Latham Road

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I	MINOR ROAD D	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 6.50 M.	I	(W) 6.50 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 0.00 M.	I	(WCR) 0.00 M.	I
I		I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I	(WA-D) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 60.00 M.	I	(VA-D) 195.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	YES (1)	I	NO (0)	I
I		I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 23.0 M.	I	(VD-A) 19.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 30.0 M.	I	(VD-C) 22.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.78 M.	I	(WD-A) 4.15 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I	(WD-C) 0.00 M.	I

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

STREAM B-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	693.02		0.26		0.10	I

STREAM D-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-A	STREAM	C-A	STREAM	C-D	I
I	711.22		0.27		0.11	I

STREAM B-A

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-D	STREAM	D-A	STREAM	D-B	I
I	538.81		0.24		0.24		0.24		0.24	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	A-B	STREAM	C-A	STREAM	C-B	STREAM	D-C	I
I		0.10		0.15		0.35		0.12	I

STREAM D-C

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM D-C	STREAM	C-A	STREAM	C-B	STREAM	B-C	STREAM	B-D	I
I	551.52		0.25		0.25		0.25		0.25	I

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM	C-D	STREAM	A-C	STREAM	A-D	STREAM	B-A	I
I		0.10		0.16		0.35		0.12	I

STREAM C-B

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-B	STREAM	A-C	STREAM	A-D	I
I	608.71		0.23		0.23		0.33	I

STREAM A-D

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM A-D	STREAM	C-A	STREAM	C-B	STREAM	C-D	I
I	686.89		0.26		0.37		0.26	I

B-D Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B
I	538.81		0.24		0.24		0.10		0.35

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM	C-A	STREAM	C-D	STREAM	C-D
I		0.15		0.15		

B-D Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-D	STREAM	A-C	STREAM	A-D	STREAM	A-B	STREAM	C-B
I	538.81		0.24		0.24		0.10		0.35

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM	C-A	STREAM	C-D	STREAM	C-D
I		0.15		0.15		

D-B Stream From Left Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM D-B	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-D
I	551.52		0.25		0.25		0.10		0.35

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM	A-C	STREAM	A-B	STREAM	A-B
I		0.16		0.16		

D-B Stream From Right Hand Lane

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM B-D	STREAM	C-A	STREAM	C-B	STREAM	C-D	STREAM	A-D
I	551.52		0.25		0.25		0.10		0.35

I	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing
I	STREAM	A-C	STREAM	A-B	STREAM	A-B
I		0.16		0.16		

TRAFFIC DEMAND DATA

I	ARM	I	FLOW	SCALE(%)	I
I	A	I	100		I
I	B	I	100		I
I	C	I	100		I
I	D	I	100		I

Demand set: 2022 Baseline
 TIME PERIOD BEGINS 16.45 AND ENDS 18.15
 LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Baseline

		TURNING PROPORTIONS											
		TURNING COUNTS											
		(PERCENTAGE OF H.V.S)											
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	ARM	D				
16.45 - 17.00	ARM A		0.000	0.029	0.971	0.000							
			0.0	3.0	101.0	0.0							
			(0.0)	(0.0)	(5.2)	(0.0)							
	ARM B		0.273	0.000	0.727	0.000							
			3.0	0.0	8.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
	ARM C		0.985	0.015	0.000	0.000							
			67.0	1.0	0.0	0.0							
			(7.8)	(0.0)	(0.0)	(0.0)							
	ARM D		0.000	0.000	1.000	0.000							
			0.0	0.0	0.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
17.00 - 17.15	ARM A		0.000	0.064	0.936	0.000							
			0.0	6.0	88.0	0.0							
			(0.0)	(0.0)	(3.9)	(0.0)							
	ARM B		0.588	0.000	0.412	0.000							
			10.0	0.0	7.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
	ARM C		0.951	0.049	0.000	0.000							
			77.0	4.0	0.0	0.0							
			(2.4)	(0.0)	(0.0)	(0.0)							
	ARM D		0.400	0.000	0.600	0.000							
			2.0	0.0	3.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
17.15 - 17.30	ARM A		0.000	0.064	0.936	0.000							
			0.0	6.0	88.0	0.0							
			(0.0)	(0.0)	(3.9)	(0.0)							
	ARM B		0.556	0.000	0.444	0.000							
			10.0	0.0	8.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
	ARM C		0.951	0.049	0.000	0.000							
			77.0	4.0	0.0	0.0							
			(2.4)	(0.0)	(0.0)	(0.0)							
	ARM D		0.400	0.000	0.600	0.000							
			2.0	0.0	3.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
17.30 - 17.45	ARM A		0.000	0.064	0.936	0.000							
			0.0	6.0	88.0	0.0							
			(0.0)	(0.0)	(3.9)	(0.0)							
	ARM B		0.556	0.000	0.444	0.000							
			10.0	0.0	8.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
	ARM C		0.951	0.049	0.000	0.000							
			77.0	4.0	0.0	0.0							
			(2.4)	(0.0)	(0.0)	(0.0)							
	ARM D		0.400	0.000	0.600	0.000							
			2.0	0.0	3.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
17.45 - 18.00	ARM A		0.000	0.064	0.936	0.000							
			0.0	6.0	88.0	0.0							
			(0.0)	(0.0)	(3.9)	(0.0)							
	ARM B		0.556	0.000	0.444	0.000							
			10.0	0.0	8.0	0.0							
			(0.0)	(0.0)	(0.0)	(0.0)							
	ARM C		0.951	0.049	0.000	0.000							
			77.0	4.0	0.0	0.0							
			(2.4)	(0.0)	(0.0)	(0.0)							

I I (2.4)I (0.0)I (0.0)I (0.0)I

Table with 10 columns: I, I, I, I, I, I, I, I, I, I. It lists traffic flow data for different arms (A, B, C, D) and time segments (18.00-18.15).

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA
THE TURNING PROPORTIONS USED VARY BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES BETWEEN TIME SEGMENTS
THE PERCENTAGE OF HEAVY VEHICLES VARIES OVER TURNING MOVEMENTS

PEDESTRIAN CROSSING DATA

A PEDESTRIAN CROSSING FLOW:

Table with 6 columns: I, I, I, I, I, I. It shows pedestrian crossing flow data for Arm A, including length of crossing and queuing space.

QUEUE AND DELAY INFORMATION FOR EACH 15 MIN TIME SEGMENT

FOR COMBINED DEMAND SETS
AND FOR TIME PERIOD 1

Table with 11 columns: I, I, I, I, I, I, I, I, I, I, I. It provides queue and delay information for time segment 16.45-17.00.

Table with 11 columns: I, I, I, I, I, I, I, I, I, I, I. It provides queue and delay information for time segment 17.00-17.15.

Table with 11 columns: I, I, I, I, I, I, I, I, I, I, I. It provides queue and delay information for time segment 17.15-17.30.

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.30-17.45									
B-ACD	1.20	7.65	0.157		0.19	0.19	2.8		0.16
A-BC	6.33	26.26	0.241	3.6	0.79	0.64	9.9		0.05
A-D	0.00	0.00	0.253	3.6	0.00	0.00	0.0		
D-ABC	0.33	7.76	0.043		0.04	0.04	0.7		0.13
C-ABD	0.27	8.62	0.031		0.03	0.03	0.5		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
17.45-18.00									
B-ACD	1.20	7.65	0.157		0.19	0.19	2.8		0.16
A-BC	6.33	25.66	0.247	4.3	0.64	0.65	9.8		0.05
A-D	0.00	0.00	0.259	4.3	0.00	0.00	0.0		
D-ABC	0.33	7.77	0.043		0.04	0.04	0.7		0.13
C-ABD	0.27	8.62	0.031		0.03	0.03	0.5		0.12

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-ACD	0.93	7.70	0.121		0.19	0.14	2.2		0.15
A-BC	6.00	27.63	0.217	2.1	0.65	0.56	8.6		0.05
A-D	0.00	0.00	0.228	2.1	0.00	0.00	0.0		
D-ABC	0.13	6.85	0.019		0.04	0.02	0.3		0.15
C-ABD	0.27	8.75	0.031		0.03	0.03	0.5		0.12

WARNING NO MARGINAL ANALYSIS OF CAPACITIES AS MAJOR ROAD BLOCKING MAY OCCUR

QUEUE FOR STREAM B-ACD

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.2
18.00	0.2
18.15	0.1

QUEUE FOR STREAM A-BC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4
17.45	0.3
18.00	0.3
18.15	0.3

QUEUE FOR STREAM A-D

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.3
17.15	0.3
17.30	0.4
17.45	0.3
18.00	0.3
18.15	0.3

QUEUE FOR STREAM D-ABC

TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-ABD

TIME	NO. OF
SEGMENT	VEHICLES
ENDING	IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

I	STREAM	I	TOTAL DEMAND	I	* QUEUEING *	I	* INCLUSIVE QUEUEING *	I						
I	I	I	I	I	* DELAY *	I	* DELAY *	I						
I	I	I	I	I	I	I	I	I						
I	I	(VEH)	(VEH/H)	I	(MIN)	(MIN/VEH)	I	(MIN)						
I	I			I			I	(MIN/VEH)						
I	B-ACD	I	101.0	I	67.3	I	15.2	I	0.15	I	15.2	I	0.15	I
I	A-BC	I	574.0	I	382.7	I	58.9	I	0.10	I	58.9	I	0.10	I
I	A-D	I	0.0	I	0.0	I	0.0	I	0.00	I	0.0	I	0.00	I
I	D-ABC	I	23.0	I	15.3	I	3.1	I	0.14	I	3.1	I	0.14	I
I	C-ABD	I	21.1	I	14.0	I	2.5	I	0.12	I	2.5	I	0.12	I
I	ALL	I	1170.0	I	780.0	I	79.7	I	0.07	I	79.7	I	0.07	I

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

TRL LIMITED

(C) COPYRIGHT 2010

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

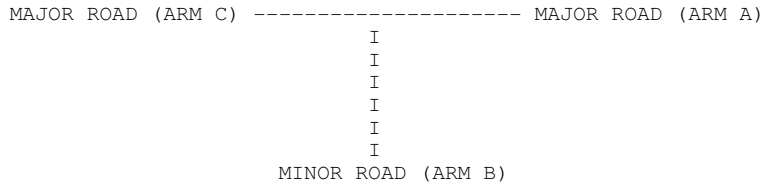
"T:\30000_projects\30713 Richmond Education and Enterprise Campus\Calculations\Revised Scheme\
Junction Assessment\PICADY\A316 Chertsey Road - Egerton Road - AM Peak Hour - revised scheme.vpi"
(drive-on-the-left) at 14:09:54 on Monday, 1 June 2015

RUN INFORMATION

RUN TITLE : A316 Chertsey Road / Egerton Road - AM Peak Hour
LOCATION : Richmond College
DATE : 02/12/14
CLIENT : Cascade Consulting
ENUMERATOR : Chris Pringle [TPP079]
JOB NUMBER : 30713
STATUS : Preliminary
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A316 Chertsey Road (East)
ARM B IS Egerton Road
ARM C IS A316 Chertsey Road (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 16.46 M.
CENTRAL RESERVE WIDTH	(WCR) 2.16 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 250.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 98.0 M.
- VISIBILITY TO RIGHT	(VB-A) 100.0 M.
- LANE 1 WIDTH	(WB-C) 3.66 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
732.28	0.15	0.06

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
625.86	0.15	0.06	0.09	0.21

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
718.74	0.15	0.15

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2022 Baseline

TIME PERIOD BEGINS 07.45 AND ENDS 09.15

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Baseline

TURNING PROPORTIONS
 TURNING COUNTS
 (PERCENTAGE OF H.V.S)

TIME FROM/TO I ARM A I ARM B I ARM C I

07.45 - 08.00	ARM A	0.000	0.010	0.990	0.0	519.0	(3.5)
		(0.0)	(0.0)	(3.5)			
	ARM B	0.000	0.000	0.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			
	ARM C	0.000	0.000	0.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			

08.00 - 08.15	ARM A	0.000	0.000	1.000	0.0	477.0	(4.6)
		(0.0)	(0.0)	(4.6)			
	ARM B	0.000	0.000	1.000	0.0	2.0	(0.0)
		(0.0)	(0.0)	(0.0)			
	ARM C	0.000	0.000	0.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			

08.15 - 08.30	ARM A	0.000	0.019	0.981	0.0	412.0	(3.6)
		(0.0)	(0.0)	(3.6)			
	ARM B	0.000	0.000	1.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			
	ARM C	0.000	0.000	0.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			

08.30 - 08.45	ARM A	0.000	0.029	0.971	0.0	428.0	(3.5)
		(0.0)	(0.0)	(3.5)			
	ARM B	0.000	0.000	1.000	0.0	2.0	(0.0)
		(0.0)	(0.0)	(0.0)			
	ARM C	0.000	0.000	0.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			

08.45 - 09.00	ARM A	0.000	0.051	0.949	0.0	350.0	(3.4)
		(0.0)	(0.0)	(3.4)			
	ARM B	0.000	0.000	1.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			
	ARM C	0.000	0.000	0.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			

09.00 - 09.15	ARM A	0.000	0.025	0.975	0.0	357.0	(7.0)
		(0.0)	(0.0)	(7.0)			
	ARM B	0.000	0.000	1.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			
	ARM C	0.000	0.000	0.000	0.0	0.0	(0.0)
		(0.0)	(0.0)	(0.0)			

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.07	8.23	0.008		0.02	0.01	0.1		0.12
C-A	0.00								
C-B	0.00	7.29	0.000		0.00	0.00	0.0		0.00
A-B	0.60								
A-C	23.80								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN)
B-AC	8.0	5.3	1.0	0.13
C-A	0.0	0.0		
C-B	0.0	0.0	0.0	0.00
A-B	54.0	36.0		
A-C	2543.0	1695.3		
ALL	2605.0	1736.7	1.0	0.00

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

TRL LIMITED

(C) COPYRIGHT 2010

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

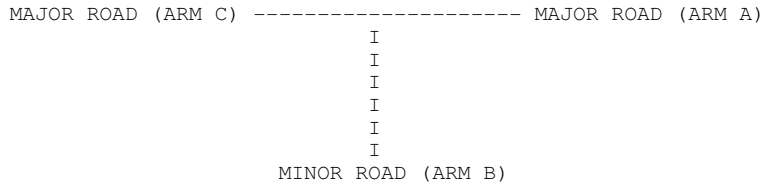
"T:\30000_projects\30713 Richmond Education and Enterprise Campus\Calculations\Revised Scheme\
Junction Assessment\PICADY\A316 Chertsey Road - Egerton Road - PM Peak Hour - revised scheme.vpi"
(drive-on-the-left) at 14:14:49 on Monday, 1 June 2015

RUN INFORMATION

RUN TITLE : A316 Chertsey Road / Egerton Road - PM Peak Hour
LOCATION : Richmond College
DATE : 02/12/14
CLIENT : Cascade Consulting
ENUMERATOR : Chris Pringle [TPP079]
JOB NUMBER : 30713
STATUS : Preliminary
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A316 Chertsey Road (East)
ARM B IS Egerton Road
ARM C IS A316 Chertsey Road (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

DATA ITEM	MINOR ROAD B
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W) 16.46 M.
CENTRAL RESERVE WIDTH	(WCR) 2.16 M.
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B) 2.20 M.
- VISIBILITY	(VC-B) 250.00 M.
- BLOCKS TRAFFIC (SPACES)	NO (0)
MINOR ROAD - VISIBILITY TO LEFT	(VB-C) 98.0 M.
- VISIBILITY TO RIGHT	(VB-A) 100.0 M.
- LANE 1 WIDTH	(WB-C) 3.66 M.
- LANE 2 WIDTH	(WB-A) 0.00 M.

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

Intercept For Stream B-C	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
732.28	0.15	0.06

Intercept For Stream B-A	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B	Slope For Opposing Stream C-A	Slope For Opposing Stream C-B
625.86	0.15	0.06	0.09	0.21

Intercept For Stream C-B	Slope For Opposing Stream A-C	Slope For Opposing Stream A-B
718.74	0.15	0.15

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

ARM	FLOW SCALE (%)
A	100
B	100
C	100

Demand set: 2022 Baseline

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set:		2022 Baseline						
		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
16.45 - 17.00	ARM A		0.000	0.017	0.983			
			0.0	9.0	513.0			
			(0.0)	(0.0)	(2.2)			
	ARM B		0.000	0.000	1.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
	17.00 - 17.15	ARM A		0.000	0.002	0.998		
				0.0	1.0	494.0		
				(0.0)	(0.0)	(2.0)		
ARM B			0.000	0.000	1.000			
			0.0	0.0	2.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
17.15 - 17.30		ARM A		0.000	0.002	0.998		
				0.0	1.0	494.0		
				(0.0)	(0.0)	(2.0)		
	ARM B		0.000	0.000	1.000			
			0.0	0.0	2.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
	17.30 - 17.45	ARM A		0.000	0.002	0.998		
				0.0	1.0	494.0		
				(0.0)	(0.0)	(2.0)		
ARM B			0.000	0.000	1.000			
			0.0	0.0	2.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
17.45 - 18.00		ARM A		0.000	0.002	0.998		
				0.0	1.0	494.0		
				(0.0)	(0.0)	(2.0)		
	ARM B		0.000	0.000	1.000			
			0.0	0.0	2.0			
			(0.0)	(0.0)	(0.0)			
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
	18.00 - 18.15	ARM A		0.000	0.002	0.998		
				0.0	1.0	547.0		
				(0.0)	(0.0)	(1.8)		
ARM B			0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.00	6.78	0.000		0.02	0.00	0.0		0.00
C-A	0.00								
C-B	0.00	6.04	0.000		0.00	0.00	0.0		0.00
A-B	0.06								
A-C	34.47								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN)
B-AC	9.0	6.0	1.3	0.14
C-A	0.0	0.0		
C-B	0.0	0.0	0.0	0.00
A-B	13.9	9.3		
A-C	3006.1	2004.0		
ALL	3029.0	2019.3	1.3	0.00

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

TRL LIMITED

(C) COPYRIGHT 2010

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

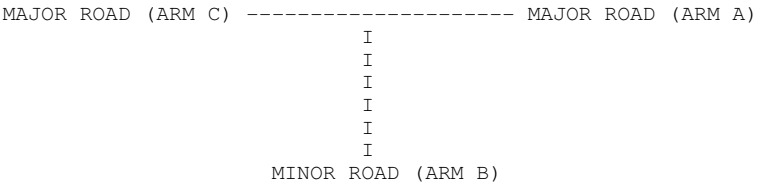
Run with file:-
"T:\30000_projects\30713 Richmond Education and Enterprise Campus\Calculations\Junction Assessment\PICADY\
Model Files\A316 Chertsey Road - Langhorn Drive - AM Peak Hour.vpi"
(drive-on-the-left) at 13:50:21 on Tuesday, 21 April 2015

RUN INFORMATION

RUN TITLE : A316 Chertsey Road / Langhorn Drive AM Peak Hour
LOCATION : Richmond College
DATE : 02/12/14
CLIENT : Cascade Consulting
ENUMERATOR : Chris Pringle [TPP079]
JOB NUMBER : 30713
STATUS : Preliminary
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A316 Chertsey Road (East)
ARM B IS Langhorn Drive
ARM C IS A316 Chertsey Road (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 18.33 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 1.48 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 61.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 43.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.28 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	669.26		0.12		0.05	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	550.79		0.11		0.05		0.07		0.16	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	718.74		0.13		0.13	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2022 Baseline
 TIME PERIOD BEGINS 07.45 AND ENDS 09.15
 LENGTH OF TIME PERIOD - 90 MIN.
 LENGTH OF TIME SEGMENT - 15 MIN.
 DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set:		2022 Baseline						
		TURNING PROPORTIONS						
		TURNING COUNTS						
		(PERCENTAGE OF H.V.S)						
TIME	FROM/TO	ARM	A	ARM	B	ARM	C	
07.45 - 08.00	ARM A		0.000	0.048	0.952			
			0.0	25.0	494.0			
			(0.0)	(12.0)	(3.0)			
	ARM B		0.000	0.000	1.000			
			0.0	0.0	26.0			
			(0.0)	(0.0)	(11.5)			
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
	08.00 - 08.15	ARM A		0.000	0.027	0.973		
				0.0	13.0	465.0		
				(0.0)	(0.0)	(4.7)		
ARM B			0.000	0.000	1.000			
			0.0	0.0	20.0			
			(0.0)	(0.0)	(65.0)			
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
08.15 - 08.30		ARM A		0.000	0.029	0.971		
				0.0	12.0	400.0		
				(0.0)	(0.0)	(3.8)		
	ARM B		0.000	0.000	1.000			
			0.0	0.0	8.0			
			(0.0)	(0.0)	(50.0)			
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
	08.30 - 08.45	ARM A		0.000	0.059	0.941		
				0.0	25.0	402.0		
				(0.0)	(0.0)	(3.7)		
ARM B			0.000	0.000	1.000			
			0.0	0.0	5.0			
			(0.0)	(0.0)	(20.0)			
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
08.45 - 09.00		ARM A		0.000	0.043	0.957		
				0.0	15.0	335.0		
				(0.0)	(6.7)	(3.3)		
	ARM B		0.000	0.000	1.000			
			0.0	0.0	4.0			
			(0.0)	(0.0)	(50.0)			
	ARM C		0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			
	09.00 - 09.15	ARM A		0.000	0.070	0.930		
				0.0	25.0	332.0		
				(0.0)	(12.0)	(6.6)		
ARM B			0.000	0.000	1.000			
			0.0	0.0	7.0			
			(0.0)	(0.0)	(14.3)			
ARM C			0.000	0.000	0.000			
			0.0	0.0	0.0			
			(0.0)	(0.0)	(0.0)			

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
09.00-09.15									
B-AC	0.47	7.18	0.065		0.05	0.07	1.0		0.15
C-A	0.00								
C-B	0.00	7.90	0.000		0.00	0.00	0.0		0.00
A-B	1.67								
A-C	22.13								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.4
08.15	0.4
08.30	0.1
08.45	0.1
09.00	0.1
09.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
08.00	0.0
08.15	0.0
08.30	0.0
08.45	0.0
09.00	0.0
09.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	DEMAND (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN)
B-AC	70.0	46.7	16.0	0.23
C-A	0.0	0.0		
C-B	0.0	0.0	0.0	0.00
A-B	115.0	76.7		
A-C	2428.0	1618.7		
ALL	2613.0	1742.0	16.0	0.01

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

*****END OF RUN*****

==== end of file =====

TRL LIMITED

(C) COPYRIGHT 2010

CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 5.1 ANALYSIS PROGRAM
RELEASE 5.0 (JUNE 2010)

ADAPTED FROM PICADY/3 WHICH IS CROWN COPYRIGHT
BY PERMISSION OF THE CONTROLLER OF HMSO

FOR SALES AND DISTRIBUTION INFORMATION,
PROGRAM ADVICE AND MAINTENANCE CONTACT:
TRL SOFTWARE SALES
TEL: CROWTHORNE (01344) 770758, FAX: 770356
EMAIL: software@trl.co.uk

THE USER OF THIS COMPUTER PROGRAM FOR THE SOLUTION OF AN ENGINEERING PROBLEM IS
IN NO WAY RELIEVED OF HIS/HER RESPONSIBILITY FOR THE CORRECTNESS OF THE SOLUTION

Run with file:-

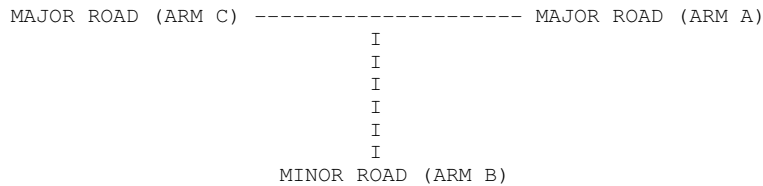
"T:\30000_projects\30713 Richmond Education and Enterprise Campus\Calculations\Junction Assessment\PICADY\
Model Files\A316 Chertsey Road - Langhorn Drive - PM Peak Hour.vpi"
(drive-on-the-left) at 14:14:07 on Tuesday, 21 April 2015

RUN INFORMATION

RUN TITLE : A316 Chertsey Road / Langhorn Drive PM Peak Hour
LOCATION : Richmond College
DATE : 02/12/14
CLIENT : Cascade Consulting
ENUMERATOR : Chris Pringle [TPP079]
JOB NUMBER : 30713
STATUS : Preliminary
DESCRIPTION :

MAJOR/MINOR JUNCTION CAPACITY AND DELAY

INPUT DATA



ARM A IS A316 Chertsey Road (East)
ARM B IS Langhorn Drive
ARM C IS A316 Chertsey Road (West)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B
STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C
ETC.

 GEOMETRIC DATA

I	DATA ITEM	I	MINOR ROAD B	I
I	TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	I	(W) 18.33 M.	I
I	CENTRAL RESERVE WIDTH	I	(WCR) 1.48 M.	I
I		I		I
I	MAJOR ROAD RIGHT TURN - WIDTH	I	(WC-B) 2.20 M.	I
I	- VISIBILITY	I	(VC-B) 250.00 M.	I
I	- BLOCKS TRAFFIC (SPACES)	I	NO (0)	I
I		I		I
I	MINOR ROAD - VISIBILITY TO LEFT	I	(VB-C) 61.0 M.	I
I	- VISIBILITY TO RIGHT	I	(VB-A) 43.0 M.	I
I	- LANE 1 WIDTH	I	(WB-C) 3.28 M.	I
I	- LANE 2 WIDTH	I	(WB-A) 0.00 M.	I

 .SLOPES AND INTERCEPT

(NB:Streams may be combined, in which case capacity will be adjusted)

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-C	STREAM	A-C	STREAM	A-B	I
I	669.26		0.12		0.05	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	Slope For	Opposing	I
I	STREAM B-A	STREAM	A-C	STREAM	A-B	STREAM	C-A	STREAM	C-B	I
I	550.79		0.11		0.05		0.07		0.16	I

I	Intercept For	Slope For	Opposing	Slope For	Opposing	I
I	STREAM C-B	STREAM	A-C	STREAM	A-B	I
I	718.74		0.13		0.13	I

(NB These values do not allow for any site specific corrections)

 TRAFFIC DEMAND DATA

I	ARM	I	FLOW SCALE (%)	I
I	A	I	100	I
I	B	I	100	I
I	C	I	100	I

Demand set: 2022 Baseline

TIME PERIOD BEGINS 16.45 AND ENDS 18.15

LENGTH OF TIME PERIOD - 90 MIN.

LENGTH OF TIME SEGMENT - 15 MIN.

DEMAND FLOW PROFILES ARE INPUT DIRECTLY

Demand set: 2022 Baseline

TURNING PROPORTIONS
 TURNING COUNTS
 (PERCENTAGE OF H.V.S)

TIME FROM/TO I ARM A I ARM B I ARM C I

16.45 - 17.00	ARM A	0.000	0.043	0.957	0.0	22.0	492.0	(0.0)	(13.6)	(1.6)
	ARM B	0.000	0.000	1.000	0.0	0.0	10.0	(0.0)	(0.0)	(0.0)
	ARM C	0.000	0.000	0.000	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

17.00 - 17.15	ARM A	0.000	0.034	0.966	0.0	18.0	504.0	(0.0)	(22.2)	(3.0)
	ARM B	0.000	0.000	1.000	0.0	0.0	20.0	(0.0)	(0.0)	(0.0)
	ARM C	0.000	0.000	0.000	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

17.15 - 17.30	ARM A	0.000	0.019	0.981	0.0	9.0	456.0	(0.0)	(33.3)	(0.7)
	ARM B	0.000	0.000	1.000	0.0	0.0	22.0	(0.0)	(0.0)	(0.0)
	ARM C	0.000	0.000	0.000	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

17.30 - 17.45	ARM A	0.000	0.016	0.984	0.0	8.0	505.0	(0.0)	(12.5)	(1.0)
	ARM B	0.000	0.000	1.000	0.0	0.0	10.0	(0.0)	(0.0)	(0.0)
	ARM C	0.000	0.000	0.000	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

17.45 - 18.00	ARM A	0.000	0.019	0.981	0.0	9.0	470.0	(0.0)	(11.1)	(1.3)
	ARM B	0.000	0.000	1.000	0.0	0.0	15.0	(0.0)	(0.0)	(0.0)
	ARM C	0.000	0.000	0.000	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

18.00 - 18.15	ARM A	0.000	0.029	0.971	0.0	15.0	502.0	(0.0)	(0.0)	(1.8)
	ARM B	0.000	0.000	1.000	0.0	0.0	7.0	(0.0)	(0.0)	(0.0)
	ARM C	0.000	0.000	0.000	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)	AVERAGE DELAY PER ARRIVING VEHICLE (MIN)
18.00-18.15									
B-AC	0.47	7.01	0.067		0.16	0.07	1.1		0.15
C-A	0.00								
C-B	0.00	6.77	0.000		0.00	0.00	0.0		0.00
A-B	1.00								
A-C	33.47								

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.1
17.15	0.2
17.30	0.2
17.45	0.1
18.00	0.2
18.15	0.1

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE
17.00	0.0
17.15	0.0
17.30	0.0
17.45	0.0
18.00	0.0
18.15	0.0

QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND (VEH)	CAPACITY (VEH/H)	* QUEUEING * * DELAY * (MIN)	* INCLUSIVE QUEUEING * * DELAY * (MIN)
B-AC	84.0	56.0	13.4	13.4
C-A	0.0	0.0		
C-B	0.0	0.0	0.0	0.0
A-B	80.4	53.6		
A-C	2911.6	1941.1		
ALL	3076.0	2050.7	13.4	13.4

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD
 * INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES
 WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD
 * THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS
 A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

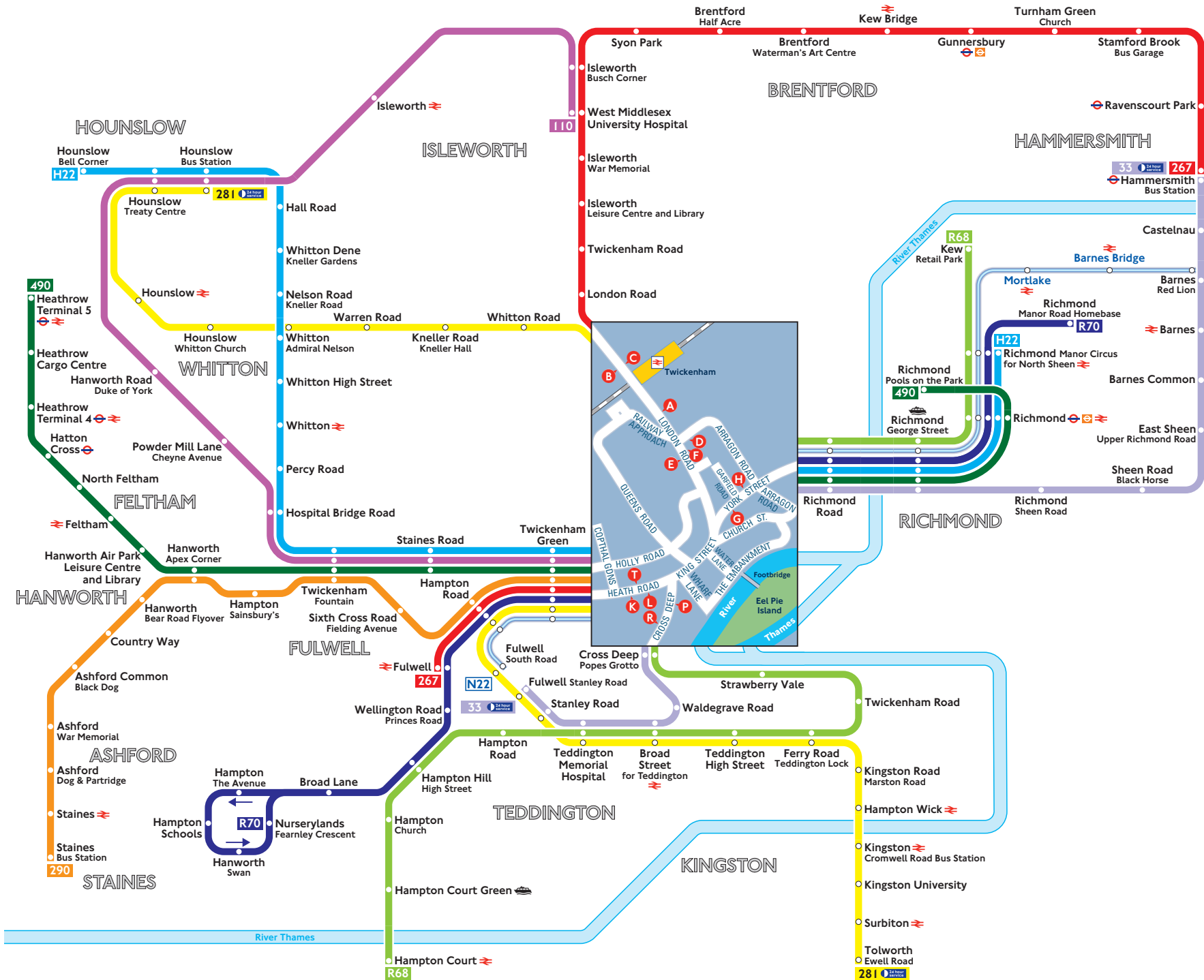
*****END OF RUN*****

==== end of file =====

Appendix D

Bus route maps

Buses from Twickenham



Route finder

Day buses including 24-hour services

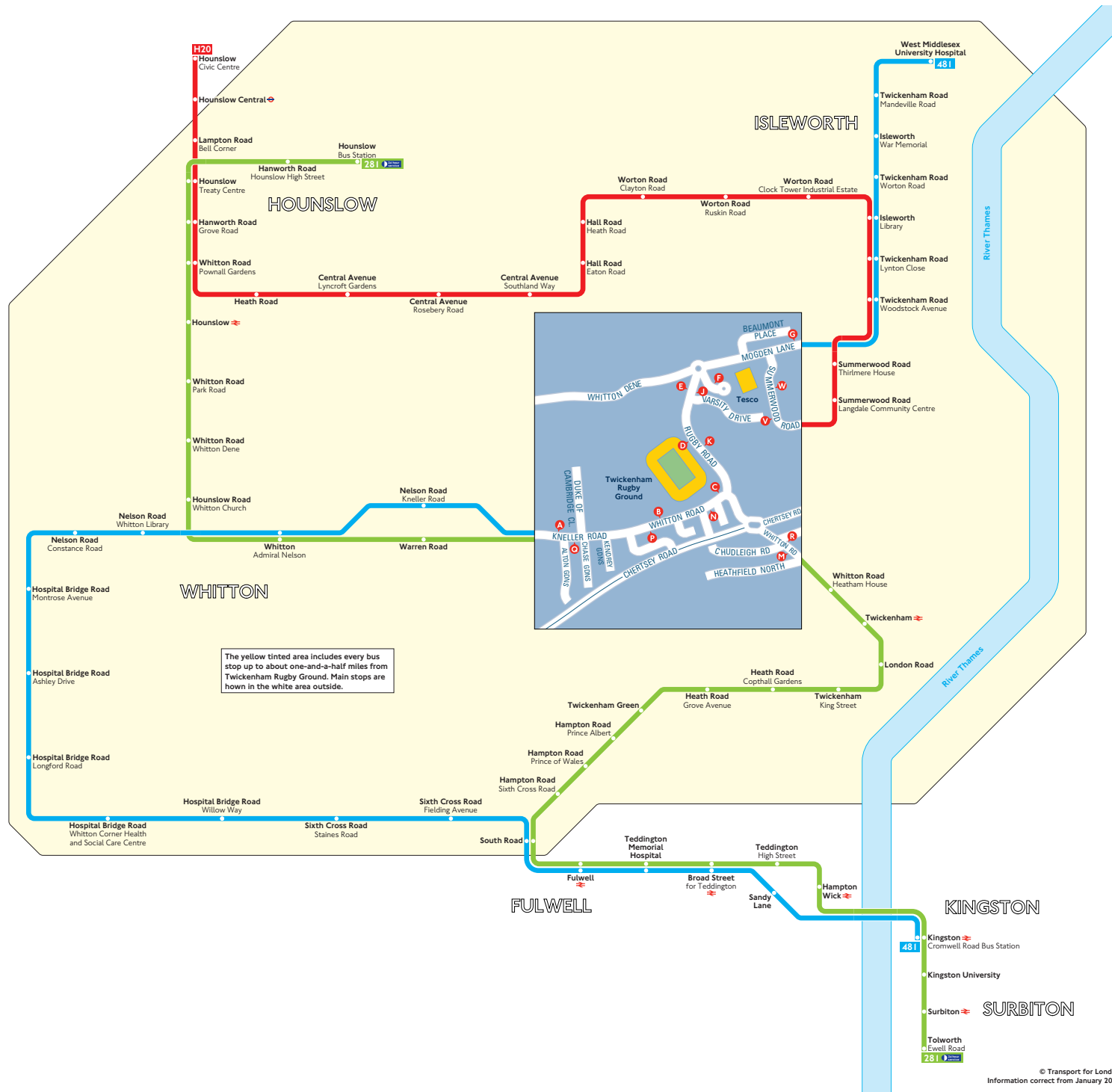
Bus route	Towards	Bus stops
33	Fulwell Hammersmith	G, P H, R
110	West Middlesex University Hospital	D, F, L
267	Fulwell Hammersmith	C, F, K B, E, T
281	Hounslow Tolworth	B, E, T C, F, K
290	Staines	D, F, K
490	Heathrow Terminal 5 Richmond	G, L H, T
H22	Hounslow Richmond	G, L H, T
R68	Hampton Court Kew	G, P H, R
R70	Hampton Richmond	G, K H, T

Night buses

Bus route	Towards	Bus stops
N22	Fulwell Piccadilly Circus	G, K H, T

During major events at Twickenham Rugby Ground buses will serve stop A instead of stop C.

Buses from Twickenham Rugby Ground



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Twickenham Rugby Ground. Main stops are shown in the white area outside.

Key

- Connections with London Underground
- Connections with National Rail
- Mondays to Saturdays except evenings

Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour routes

Bus route	Towards	Bus stops
281	Hounslow	M N P Q
	Tolworth	A B C R
481	Kingston	F J K N P Q
	West Middlesex University Hospital	A B C D E F G
H20	Hounslow	F W

Appendix E

Proposed development parameter plans

KEY TO DRAWING

- APPLICATION SITE BOUNDARY
- DEVELOPMENT ZONE BOUNDARIES
- EXISTING BUILDINGS
- BUILDING ZONE
- BUILDING ZONE - PODIUM AREA
- SPORTS PITCH ZONE
- COLLEGE DEVELOPMENT ZONE
- SCHOOLS DEVELOPMENT ZONE
- COLLEGE PLAYING FIELDS DEVELOPMENT ZONE
- RESIDENTIAL DEVELOPMENT ZONE
- TECH HUB DEVELOPMENT ZONE
- 8M CLEAR ZONE ADJACENT TO THE RIVER CRANE



Project
REEC Richmond Education & Enterprise Campus
 Prepared for
Richmond-upon-Thames College
 Client Location
 Richmond upon Thames College | Egerton Road | Twickenham | Middlesex | TW2 7SJ



HOK
 Qube, 90 Whitfield Street
 London, W1T 4EZ, UK
 t +44 (0) 20 7636 2006
 f +44 (0) 20 7636 1987

All reproduction & intellectual property rights reserved © 2014

- In Association with
- FUSION PM**
 Project Management
 9 Springfield Lyons Approach, Chelmsford, Essex, CM2 5LB
 - VALIDUS LM**
 Project Management
 90 Long Acre, Covent Garden, London WC2E 9RZ
 - CASCADE CONSULTING**
 Environmental Consultants
 The Courtyard, Ladycross Business Park, Hollow Lane, Dormansland, Surrey RH17 6PB
 - CGMS CONSULTING**
 Planning Consultants
 140 London Wall, London EC2 5DN
 - ATKINS**
 Design & Engineering Consultants
 Euston Tower, 286 Euston Road, London NW1 3AT United Kingdom



This drawing incorporates Ordnance Survey Information © Crown copyright and database rights 2014 Ordnance Survey 100019441
 Do not scale dimensions from drawings

No.	Description	Date
-	OPA SUBMISSION	2015.06.15

Drawn by: æ Reviewed by: AA
 Scale: 1:2000 @ A3
 Project No: 12.33036

Sheet Title:
**Building Zones
 Parameter Plan**

Original drawing is A3. Do not scale this drawing.
 Sheet Number:
PL-04

KEY TO DRAWING

- APPLICATION SITE BOUNDARY
- EXISTING BUILDINGS
- BUILDING ZONES
- ROADWAYS
- PREDOMINANTLY HARD LANDSCAPE
- PREDOMINANTLY SOFT LANDSCAPE
- PREDOMINANTLY GRASS SPORTS
- PREDOMINANTLY ALL-WEATHER SPORTS
- PREDOMINANTLY PRIVATE GARDENS
- PREDOMINANTLY SOFT LANDSCAPE WITH PODIUM PARKING UNDERNEATH
- EXISTING TREES
- NEW TREES



Project
REEC Richmond Education & Enterprise Campus

Prepared for
Richmond-upon-Thames College

Client Location
 Richmond upon Thames College | Egerton Road | Twickenham | Middlesex | TW2 7SJ



HOK
 Qube, 90 Whitfield Street
 London, W1T 4EZ, UK
 t +44 (0) 20 7636 2006
 f +44 (0) 20 7636 1987

All reproduction & intellectual property rights reserved © 2014

- In Association with
- FUSION PM**
 Project Management
 9 Springfield Lyons Approach, Chelmsford, Essex, CM2 5LB
 - VALIDUS LM**
 Project Management
 90 Long Acre, Covent Garden, London WC2E 9RZ
 - CASCADE CONSULTING**
 Environmental Consultants
 The Courtyard, Ladycross Business Park, Hollow Lane, Dormansland, Surrey RH17 6PB
 - CGMS CONSULTING**
 Planning Consultants
 140 London Wall, London EC2 5DN

This drawing incorporates Ordnance Survey Information © Crown copyright and database rights 2014 Ordnance Survey 100019441
 Do not scale dimensions from drawings

No.	Description	Date
-	OPA SUBMISSION	2015.06.15

Drawn by: æ Reviewed by: AA
 Scale: 1:2000 @ A3
 Project No: 12.33036

Sheet Title:
Illustrative Masterplan

Original drawing is A3. Do not scale this drawing.
 Sheet Number:
PL-17