LAND REAR OF LANGLEY COMMON ROAD, BARKHAM

TRANSPORT STATEMENT

06 May 2025

EVOKE

LAND REAR OF LANGLEY COMMON ROAD, BARKHAM

TRANSPORT STATEMENT

PROJECT DETAILS	
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1. Introduction

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by the Applicant to provide transport and highways advice to support an Outline Planning Application for 27 residential dwellings and a new overflow car parking area for The Coombes C Of E Primary School on land to the rear of Langley Common and south of School Road, Barkham ('site'). The local planning and highway authority is Wokingham Borough Council (WBC).

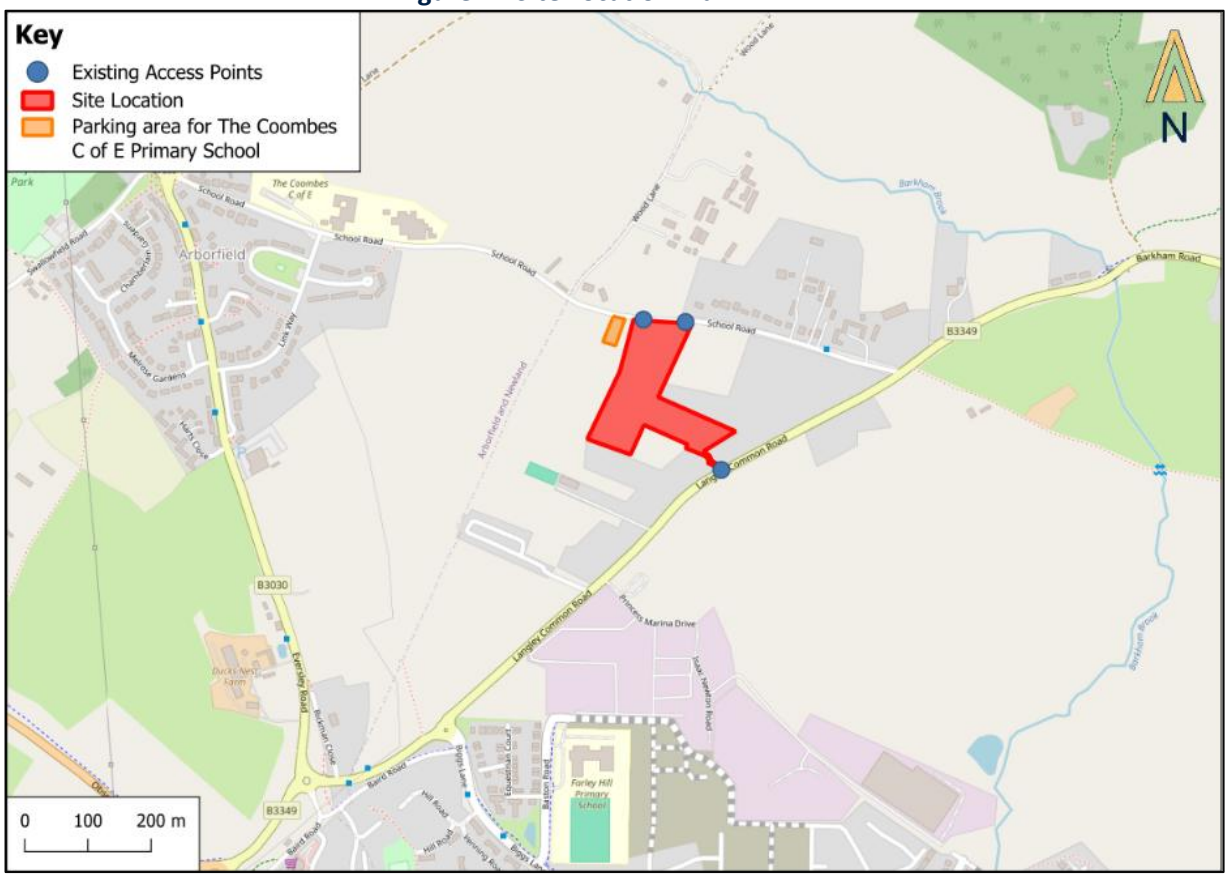
1.2. Site Location and Context

1.2.1. The site comprises open green space and is bound by further green space to the south and west, School Road to the north and by gardens to the east, with Langley Common Road located beyond this.

1.2.2. Existing field gates provide access at two points off School Road, located to the far north east and north of the site. A further access is provided to the south east of the site at Langley Common Road, with the access road running between a field gate and two residential properties (no. 30 and 32), located at the eastern extent of the residential site, before connecting with Langley Common Road at a dropped kerb.

1.2.3. The residential site location (in red) and parking for The Coombes C of E Primary School (orange) and existing access points (blue) are outlined in Figure 1 below.

Figure 1 –Site Location Plan



Source: OpenStreetMap

1.3. Proposed Development

1.3.1. The 'Proposed Development' comprises 27 residential dwellings and a new parking area to the west of the site (10 parking spaces), which is proposed for use by The Coombes C of E Primary School (the local

school) and parents/guardians at school drop-off and pick-up times. The indicative site layout is included as **Appendix A.**

1.3.2. Access to the residential element of the site and the car park are proposed from School Road, with an emergency and active travel access from Langley Common Road.

1.4. Planning History

1.4.1. A previous outline planning application (ref: 172165) was submitted (which also included the parcel to the west of the now proposed site) in July 2017 for the "*erection of 70 Dwellings (access to be considered and all other matters reserved)*." The application was refused in April 2019 with two of the 11 reasons (reasons four and seven) for objection relating to highways/transport. Reasons four and seven are summarised below for reference:

- **Reason for refusal 4**: site is in an unsustainable location which would not encourage a modal shift towards sustainable modes of transport, due to its countryside location, distance to facilities and services, limited public transport links and poor quality of the walking/cycling environment, which is contrary to a number of policies within the WBC Managing Development Delivery Local Plan (MDD), the WBC Design Guide and the NPPF; and
- **Reason for refusal 7**: insufficient information has been submitted and it has not been demonstrated that the proposed development would have a safe vehicular access onto School Road, that adequate manoeuvrability on site is achievable or that adequate levels of parking have been proposed which is contrary to a number of policies within the WBC Managing Development Delivery Local Plan (MDD), the WBC Design Guide and the NPPF

1.4.2. The supporting Officer's Report, also dated April 2019, included comments raised by WBC Highways. These are summarised below in Table 1. In preparing the report, Evoke has taken relevant historical feedback into consideration and has outlined where these matters have been addressed.

Table 1 – WBC Highways on previous outline planning application

WBC Comment	Evoke Response
Highways, parking and sustainable location	
Trip rates used from WBC strategic traffic model and are acceptable. The level of trips would not have an adverse impact on the highway network.	A comparison between the previously utilised WBC strategic traffic model trip rates and up-to-date trip rates from TRICS is included in **Section 5.**
More information on the access proposals, including visibility splays and swept path analysis should be included.	The access proposals are set out in **Section 4**, which include a 1:500 drawing utilising surveyed speeds, as well as the 30mph speed limit, to inform the visibility splays and includes swept path analysis. The drawing is provided as **Appendix C.** The same information has been provided for the other proposed access off School Road to serve the proposed parking area for use by the local school during drop-off and pick-up times. The drawing is provided as **Appendix F.**
Further information is required to demonstrate the layout of the site meets the relevant vehicle manoeuvring standards: this information would come forward with a reserved matters application, however it is not demonstrated that the quantum and density of development would be acceptable on the site.	Swept path analysis of the internal site for a fire tender and WBC refuse vehicle is discussed in **Section 4** and provided in **Appendix D and E.**
RSA Stage 1 and designer's comments will be required for the proposed access.	A Stage 1 RSA and Designers Response for the access can be provided if required by WBC for this application.

Service margins of 2m wide will need to be provided on both sides of the road.	Service margins have been provided in accordance with WBC Guidance. These are included on the indicative layout plan included at **Appendix A.**
The proposed pedestrian link to Langley Common Road is noted and the application will need to consider the existing vehicle access to 30 and 32 Langley Common Road.	A pedestrian link (and emergency access) to Langley Common Road is retained as part of this new application, provided via the existing access between 30 and 32. This is discussed further in **Section 3.**
A Framework Construction Method Statement (CMS) and Framework Travel Plan (FTP) was expected, but can be secured through a planning condition	The proposed quantum of development has been significantly reduced when compared with the previous application (from 70 to 27 dwellings). As such, and in line with Table 2.2 of the WBC Residential Travel Plan Guidance document (2011), a travel planning document is no longer required. Nonetheless, the Applicant wishes to prioritise sustainable transport for future residents of the development with measures/infrastructure set out in **Section 3.** Key principles of construction which would be enforced throughout the construction stages of the development are set out in **Section 3.**
Parking	
Although an outline application, WBC Highways expect a parking assessment to have been carried out, based on the suggested mix of house types. Detail on garage widths and cycle parking design/location was also provided.	A parking assessment, utilising the WBC Parking Calculation Spreadsheet, has been undertaken and is summarised in **Section 3**.
Unsustainable Location	
Comments were raised with regards to the perceived unsustainable location of the site, including: • The occupiers of the houses would be reliant on amenities outside of the application site and within other areas unrelated to the dwellings • Residents would have to travel to other areas for basic amenities • The location of the development would be contrary to CP6 as the site would not be within walking distance to a broad range of facilities and services and would fail encourage a modal shift away from individuals using private motor vehicles • It is not clear which bus stops are being referred to in the supporting documents and the existing services do not provide a realistic or desirable choice of public transport	This TS sets out (in **Section 3 and 4**): • Detailed information on the existing sustainable transport options available from the site • Infrastructure and improvements that the site proposes to deliver to help to ensure sustainable transport is a realistic option for future residents
Policy CP17 of the CS further states that proposals within limited development locations should be limited to 25 dwellings: reflecting the limited range of facilities and services within those settlement limits. The proposal is for 70 dwellings to the east of this village and will substantially exceed the threshold of 25 new dwellings that has been identified to reflect the settlements existing amenities	The proposed quantum of development has significantly reduced to 27 dwellings, which now closely aligns with Policy CP17 of the CS (Core Strategy).

1.5. Report Structure

1.5.1. The aim of this Transport Statement (TS) is to present the transport strategy for the site and to assess the potential transport impacts associated with the anticipated number of trips as a result of the development and has been produced with consideration of the National Planning Policy Framework

(NPPF), Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' and local guidance.

1.5.2. Following this introductory section, this TS is set out as follows:

- **Section 2: Transport Policy** – Provides a summary of the current national and local planning and transport policy that is relevant to the proposed development
- **Section 3**: **Existing Situation and Accessibility Characteristics** -Describes the existing transport and highways conditions at the site and within the surrounding area;
- **Section 4**: **Proposed Development –** Outlines the development proposals, including access arrangements, delivery and servicing strategy and car and cycle parking arrangements. This section also includes key principles of construction which would be enforced throughout the construction stage of the development;
- **Section 5**: **Trip Generation and Development Impact –** Outlines the multi-modal trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
- **Section 6**: **Summary and Conclusions –** Outlines the findings of this TS and summarises the proposed development in transport and highway terms.

2. Relevant Policy and Existing Situation

2.1. Policy Considerations

2.1.1. The key transport policy documents at a national, regional and local level have been considered when assessing the development proposals. These include the key policy documents outlined below:

National Policy and Guidance

- National Planning Policy Framework (December 2024); and
- Planning Practice Guidance (PPG) – Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014).

Regional and Local Policy and Design Guidance

- Wokingham Borough Local Development Framework - Adopted Core Strategy Development Plan Document (2010);
- Wokingham Borough Managing Development Delivery Document (Local Plan) (2014);
- Wokingham's Draft Local Plan Update 2023 – 2040 Proposed Submission Plan;
- Wokingham's Local Development Scheme 2024 - 2027 (2024);
- WBC Local Transport Plan 4 (LTP4) (2023);
- WBC Active Travel Plan (2011 – 2026);
- Wokingham Local Cycling and Walking Infrastructure Plan (LCWIP) (2023);
- Wokingham Parking Standards Study Report (October 2011);
- Wokingham's Cycling Infrastructure Style Guide (October 2013);
- Wokingham Borough Parking Plan (April 2011);
- Arborfield and Barkham Neighbourhood Plan (2019); and
- WBC Waste Management Facilities in New Development - Guidance Notes for Developers (2021).

Design Guidance

- National Design Guide (October 2019);
- Design Manual for Roads and Bridges (DMRB);
- Manual for Street (MfS 2007) and Manual for Streets 2 (MfS2 2010);
- Inclusive Mobility – A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure;
- WBC Borough Design Guide - Supplementary Planning Document (2012); and
- WBC Living Streets - A Highways Guide for Developers in Wokingham (2019).

2.1.2. Further details on some of the key policy documents are set out below, with the site being designed and being well positioned to align with and contribute to the policy requirements.

2.2. Key Policy Details

National Planning Policy Framework (December 2024)

2.2.1. NPPF Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

2.2.2. In terms of development in more rural settings, the NPPF also states in Paragraph 89 that:

- *"Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist."*

2.2.3. The NPPF acknowledges in Paragraph 110 that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

WBC Core Strategy (2010)

2.2.4. The Core Strategy was adopted in 2010, and set out the council's guidelines for the development of Wokingham as a whole over the next 16 years.

2.2.5. In Section 4, the document lays out the Core Strategy Policies, of which CP1 (Sustainable Development), CP3 (General Principles for Development), CP4 (Infrastructure Requirements), CP6 (Managing Travel Demand), CP9 (Managing Travel Demand) and CP11 (Proposals outside Development Limits) have been considered relevant and are referred to throughout this report.

2.2.6. Policy CP17 also outlines that development in rural settings should be limited to 25 dwellings to reflect the limited range of facilities and services within those settlement limits. Therefore, the development proposals have been progressed with this in mind, but also with cognisance to the improving accessibility characteristics of the site, through both the Proposed Development, and construction of Arborfield Green to the east, as discussed further in Chapter 5.

WBC Managing Development Delivery Document (2014)

2.2.7. The Managing Development Delivery Document (MDD) was adopted in 2014 is an extension to the Core Strategy, and in particular provides a series of design principles that should inform all new development proposals taking place within the borough.

2.2.8. Appendix 2 of this document lays out the parking standards for new developments, and classifies the ward in which this development is taking place as an "urban" area.

Wokingham's Draft Local Plan Update 2023 – 2040 Proposed Submission Plan

2.2.9. WBC consulted on the Regulation 19 update to the Local Plan between September and November 2024. The Draft Local Plan sets out the planning policies proposed to manage development across the borough to 2040. Once adopted, it will replace the WBC Core Strategy (2010) and the Managing Development Delivery Document (2014). The vision for WBC as set out in the Local Plan is:

- A borough that focuses on the needs of our communities.
- A borough that will be sustainable for generations to come.
- A borough where people choose to live, learn and work because both the places we build and the places we protect are valued and enriching

2.2.10. The Local Plan also sets out a number of objectives. The objectives around "a vision for sustainability" are particularly relevant to highways/transport, with key points stating:

- Action is required to combat the effects of climate change;

- Key to that will be locating most of the new development in locations that reduce car dependency and provide opportunities to make walking, cycling and public transport a viable, attractive and easy options;
- High quality digital connectivity will be embraced to limit the need to travel;
- The move away from petrol and diesel cars towards cleaner means of transport, such as electric cars, will help achieve improvements in air quality

2.2.11. The objective around "a vision for the right kind of growth" also refers to how "*promoting healthier lifestyles and reducing the dominance of private cars, including traffic and congestion, a sustainable pattern of development will be supported which maximises opportunities for active travel such as walking, cycling and wheeling, and public transport*."

WBC Living Streets: A Highways Guide for Developers in Wokingham (2019)

2.2.12. The WBC Living Streets Highways Design Guide outlines the key principles to follow when producing new highway layouts for all types of development, stating that this should be used in conjunction with the Wokingham Borough Design Guide (2012). The document sets out how WBC "*supports the design principles advocated within MfS1 and MfS2 and encourages users of this guide to apply these in the design process for any development proposals*".

WBC Local Transport Plan 4 (LTP4) (2023)

2.2.13. The LTP is a strategic document that sets out the approach for all aspects of transport across WBC.

2.2.14. LTP4 looks back at what has happened since 2011 and considers the views of WBC residents and their changing and current travel habits and trends. It also takes account of changes in national and regional policy, and the council's own updated goals and objectives. The LTP vision has three key themes, as set out below:

- Create healthy and safe places;
- Develop the economy; and
- Reduce environmental impacts.

2.2.15. Objectives are set out under each theme, with the objective titled "support sustainable development" under the "develop the economy" theme being particularly relevant, with measures and actions set out such as:

- Development layouts in accordance with Wokingham 'Living Streets' design guide to provide streets that are attractive to and permeable for pedestrians and cyclists;
- Continue to promote contributions to My Journey for all new developments as an option instead of Travel Plans;
- Provide and retain appropriate levels of secure cycle parking, vehicular parking and electric vehicle charging provision;
- High quality sustainable travel options to/from all strategic development locations; and
- Delivery of off-site infrastructure required to support new strategic development.

3. Existing Development and Accessibility Characteristics

3.1.1. This chapter summarises the existing use of and access to the site, as well as the accessibility characteristics of the development and existing highway conditions.

3.2. Existing Development

3.2.1. The site is located on land to the south of School Road and to the west of Langley Common Road as shown at Figure 1. The site currently forms open green space. An example of the existing form of the site is illustrated below in Figure 2.

Figure 2 – Existing Site

3.2.2. Field accesses are provided at two points off School Road, located to the far east and centre of northern extent of the site. An additional gated access is provided off Langley Common Road to the east and measures approximately 4.4m in width. The connecting access road which runs between the field gate at the site and Langley Common Road, and passes between two residential properties (number 30 and 32) measures approximately 9.2m in width.

3.2.3. The northern (central) field access to the site, located off School Lane, is shown below in Figure 3, with access from Langley Common Road shown in Figure 4.

Figure 3 – Example of Existing Site Access (School Road)

Figure 4 – Example of Existing Site Access (Langley Common Road)

3.3. Walking

3.3.1. Within the immediate vicinity of the site and to the north, School Road benefits from existing pedestrian footways located along both sides of the carriageway, measuring approximately 1.5m in width.

3.3.2. To the west of the northern site boundary, the footway which runs along the northern side of School Road terminates at the junction with Wood Lane, while the footway which runs along the southern side of School Road continues (and increases in width to approximately 2m) to provide access to The Coombes C of E Primary School, before reaching the centre of Arborfield Cross. A signalised pedestrian crossing point is provided between the School Road footway and the school.

3.3.3. To the east of the northern site boundary, the footway continues along both sides of School Road, before reaching the junction with the B334 Barkham Road after approximately 250m. A 1.5m wide footway is also present along the western side of the B334 Barkham Road, providing access to the local bus stops which are located to the immediate south of the School Road / B334 Barkham Road junction.

3.3.4. Examples of the existing footways within the vicinity of the site and described above, is included in Figure 5 below.

Figure 5 – Examples of Existing Footways

3.3.5. WBC also enacted an Order 202 in August 2024 to "*prohibit motor vehicles from entering or proceeding along School Road, Arborfield, in either direction, between a point 19.0metres north-west of the centreline of Wood Lane and a point 20.5 metres north-west of that centre. Pedal cycles, emergency service vehicles and local buses will be exempted from the restrictions*." The stopping up is enforced by bollards, as illustrated below in Figure 6.

Figure 6 – Stopping Up Bollards, School Road

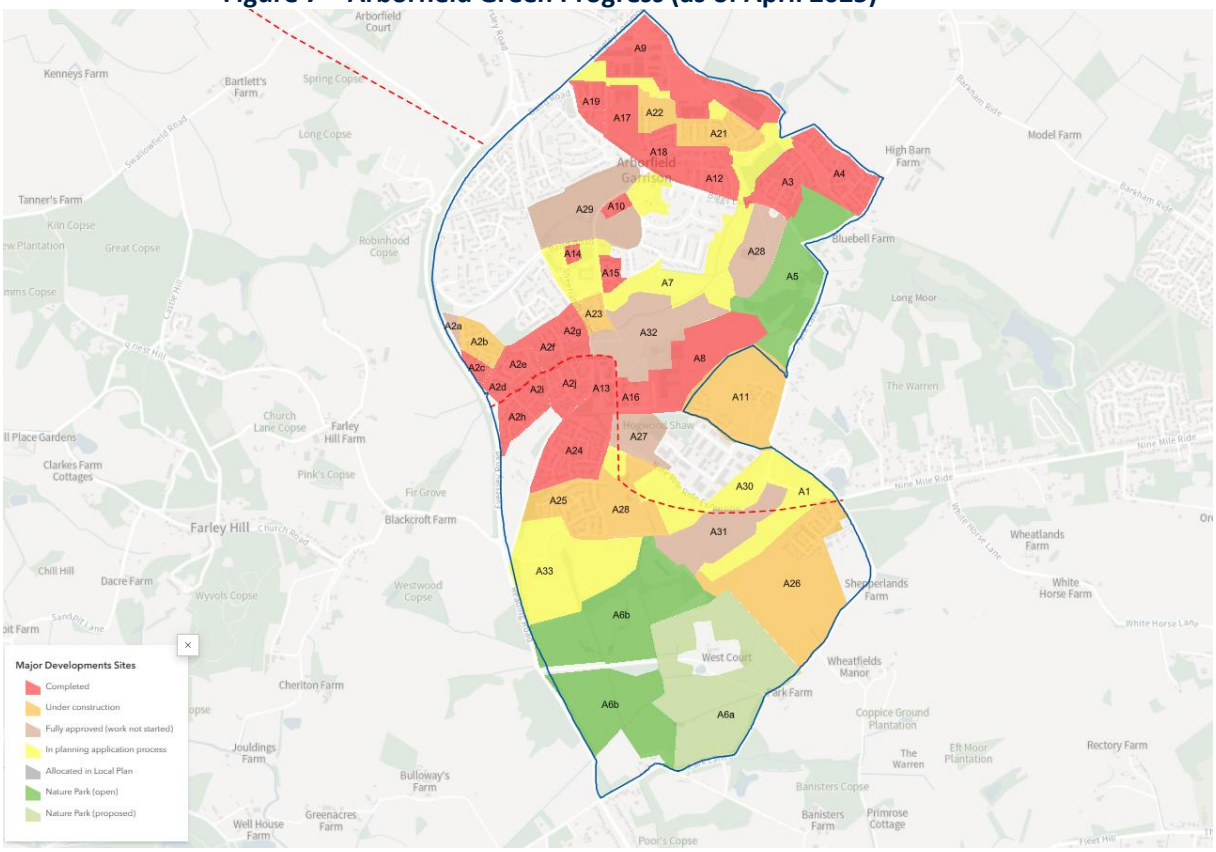
3.3.6. To the south east of the site, access is available via a shared surface to Langley Common Road, which in turn facilitates access south and south east towards Arborfield Green. The footway which runs continuously on the western side between School Road to the north and Eversley Road to the south is c1.3m-1.5m along its extent, but narrows or widens over short extents.

3.3.7. The application site is located near to Arborfield Green, which comprises the former Arborfield Garrison and Hogwood Farm which are being developed into a sustainable new village, including the following:

- 3,500 new homes;
- Schools and sports pitches;
- A district centre with a food store, shops, community centre and leisure centre;
- Restaurants, cafés and other typical district centre uses;
- Children's play parks, including a skate park;
- Community gardens and allotments;
- Nature parks;
- New roads, footpaths, and cycle and bridleways.

3.3.8. Figure 7 shows progress on the site at the time of writing, and indicates that a lot of development immediately to the south and east of Langley Common Road is now under construction or complete, which includes Farley Hill Primary School (Plot A17), as well as improvements to the local active travel network including greenways throughout the site.

Figure 7 – Arborfield Green Progress (as of April 2025)



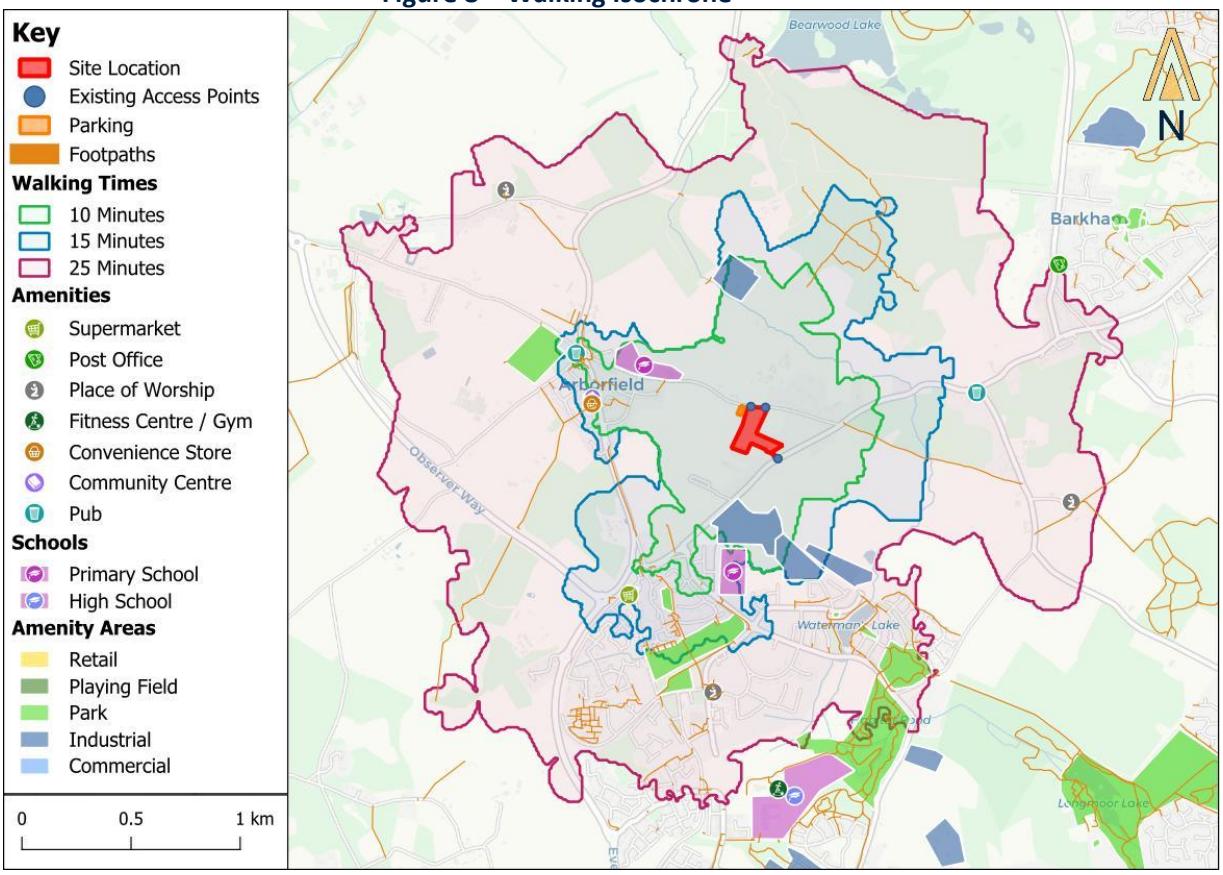
Source: Wokingham Borough Council (https://storymaps.arcgis.com/stories/937e2f3dffd0415a8d51bdf9a4851c3a)

3.3.9. To enable an assessment of the viability of walking and cycling for trips to and from the site and accessibility it is appropriate to establish the distance that people are generally prepared to walk and the destinations that exist within these distances. Manual for Streets states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. Similar guidance is set out within the WBC Design Guide where the aim is for a sustainable development to create walkable neighbourhoods, with a range of facilities within 10 minutes walking distance of residential areas, which encourage people to travel on foot or by bicycle.

3.3.10. Additionally, the Institute of Highways and Transportation's (IHT) guidance, Guidelines for Providing for Journeys on Foot (2000), states in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres (around 25 minutes).

3.3.11. Based on the above, Figure 8 below shows a walking isochrone which demonstrates the areas, walking routes and amenities which can be reached within a 10, 15 and 25 minute walk from the residential part of the site.

Figure 8 – Walking Isochrone



Source: OpenStreetMap

3.3.12. The assessment shows that the following amenities are accessible within 10 minute walk (approximately 800m) from the site:

- 1 x primary school (The Coombes C of E Primary School and Farley Hill Primary School);
- A pub (The Bull);
- A convenience store (Londis); and
- Bus stops (on Langley Common Road and Eversley Road).

3.3.13. Further amenities are accessible the following journey times, including:

- 10-15 minutes of the site:
  - Farley Hill Primary School (just over 10 minutes);
  - A supermarket (Co-op Food);
  - A number of green spaces;
  - A number of industrial and employment areas;
  - Arborfield Green;
  - A large number of additional bus stops.

- 15-25 minutes of the site:
  - A post office in Barkham;
  - Three places of worship, including one located to the north of Arborfield Cross and one to the north of Arborfield Green; and,
  - The Arborfield Green future community district centre which will include food store, shops, community centre and leisure centre.

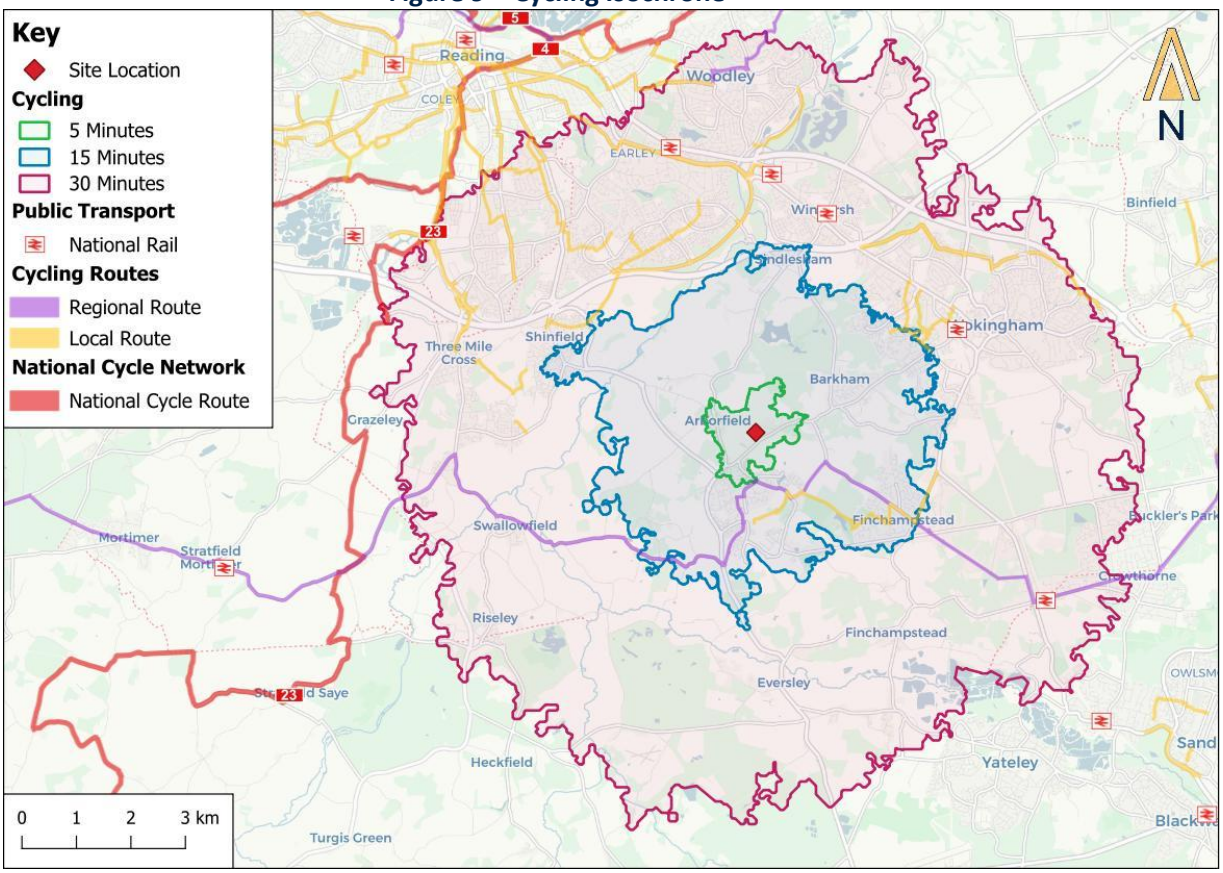
3.3.14. These amenities are all accessible via the existing pedestrian infrastructure, including along School Lane and Langley Common Road outlined above. As shown on Figure 8, there is also a number of designated footways within walking distance of the site, providing off-road walking routes to amenities and for leisure purposes. The above therefore demonstrates that the Proposed Development will have good access to local facilities and amenities, particularly primary education, thereby reducing the need to use the car to travel to/from the site.

3.4. Cycling

3.4.1. Cycling is considered an important mode of sustainable travel, and five miles (8.0km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design). The majority of the routes used would be surfaced and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

3.4.2. Figure 9 shows a cycle isochrone which indicates the areas and railway stations that can be reached within a 5, 15 and 30 minute cycle of the site.

Figure 9 – Cycling Isochrone



Source: OpenStreetMap

3.4.3. Wokingham railway station is accessible in just over 15 minutes from the from the site by bicycle, while additional railway stations such as Winnersh and Crowthorne are accessible within a 30-minute cycle from the site. Further details on services accessible from the closest station is set out below, as well as the cycle parking facilities available at the station.

3.4.4. As also illustrated on Figure 9, the site benefits from being within close proximity to a number of designated cycling routes. For example, a regional route runs on an east to west axis to the south of the site and is accessible in just over 5 minutes from the site. The regional route links key local destinations such as Mortimer, Swallowfield, Finchampstead and Crowthorne. National Cycle Route 23 is also accessible within a 30 minute cycle from the site, which provides access to Reading in the north (and further afield) and to Stratford Saye in the south (and further afield). A large number of local cycle routes are also accessible within a 15 and 30 minute cycle from the site.

3.4.5. Overall, the site is well connected by good pedestrian and cycle facilities, ensuring that walking and cycling are both viable modes of travel to and from the site and can readily form part of a sustainable mode of transport.

3.5. Public Transport Accessibility

Bus Services

3.5.1. The nearest bus stops to the site are located along Langley Common Road, approximately 400m to the east of the northern access point, which equates to a six-minute walk.

3.5.2. Additional bus stops are located within Arborfield Cross on Eversley Road, approximately 850m to the south west of the site, which equates to a 12 minute walk.

3.5.3. Details of the bus services available from these stops are shown below in Table 2.

Table 2 – Bus Service Summary

Service Number	Route	Approximate Frequency		
		Monday-Friday	Saturday	Sunday
Langley Common Road				
154	Stratfield Saye – Beech Hill – Reading	One service on Thursdays	-	-
F52	Farnborough – Yateley - Crowthorne	Reading FC match days only		
Eversley Road				
3 Leopard	Reading Station to Wokingham via Royal Berkshire Hospital, Shinfield, Arborfield	Every 30 minutes	Every 30 minutes	Every 30 minute

Rail Services

3.5.4. The closest train station to the site is Wokingham Railway Station, located approximately 5.5km from the site which equates to an 18 minute cycle. This station provides frequent services to Reading, London Waterloo and Gatwick Airport.

3.5.5. Wokingham Railway Station benefits from 118 cycle parking spaces, located within a sheltered storage area with CCTV. The station is a Category A station in terms of accessibility, with all platforms having step free access.

3.5.6. The level of accessibility to bus and rail services to a range of destinations help to ensure that travel to and from the site by public transport is a viable mode.

3.6. Local Highway Network

3.6.1. As noted above, School Road forms the northern border of the site. School Road is subject to a 30mph speed limit and measures approximately 6.3m in width. School Road within the vicinity of the site is shown below in Figure 10.

Figure 10 – School Road (near the Site)

3.6.2. School Road continues to the west of the site, becoming a 20mph speed limit past the existing primary school, to meet a roundabout within Arborfield Cross, albeit and as noted above, vehicles are not able to travel west from towards Arborfield Cross due to the restriction (bollards) implemented in 2024 west of the junction with Wood Lane.

3.6.3. To the west of the bollards, School Road was subject to improvements in approximately 2022, including resurfacing, landscaping and the provision of car parking spaces.

3.6.4. School Road also continues to the east of the site, meeting the B3449 Barkham Road / School Road junction. The B3449 Langley Common Road continues south from this point, and is subject to a 40mph speed limit and provides access to Arborfield in the south. The B3449 Barkham Road also continues north from this point, and is also subject to a 40mph speed limit and provides access to Barkham.

3.6.5. An Automatic Traffic Counter (ATC) was placed on School Road at the location of the proposed residential access (as set out further below) for seven days between Saturday 8th March and Friday 14th March 2025. A summary of the two-way traffic flows and speeds are presented in Table 3, with the raw ATC data attached at **Appendix B**.

Table 3 – School Lane ATC Summary

Day	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	EB	WB	Two-way	EB	WB	Two-way	EB	WB	Two-way
Saturday (8th)	4	9	13	8	9	17	159	158	317
Sunday (9th)	6	6	12	7	5	12	107	96	203
Monday (10th)	9	18	27	7	13	20	128	125	253
Tuesday (11th)	9	12	21	13	16	29	129	124	253
Wednesday (12th)	10	9	19	9	9	18	116	109	225
Thursday (13th)	11	11	22	9	17	26	117	117	234
Friday (14th)	12	16	28	11	1	12	144	142	286
Weekday Average	**10**	**13**	**23**	**10**	**14**	**24**	**127**	**123**	**250**
Day Average	**9**	**12**	**21**	**9**	**12**	**21**	**129**	**124**	**253**
Average Speed							**27.7**	**31.1**	**29.4**
85th Percentile Speed							**34.2**	**38.9**	**36.5**

3.6.6. The ATC indicates low traffic flows along School Road, with a weekday average traffic flow of 23 two-way vehicle movements during the AM peak hour (08:00 – 09:00), 24 two-way vehicle movements during the PM peak hour (17:00 – 18:00) and 250 two-way vehicle movements over the daily period.

3.6.7. With regards to vehicle speeds, the ATC recorded an 85th percentile speed of 34.2mph for eastbound traffic, and 38.9mph for westbound traffic. These speeds are over the 30mph speed limit of School Road. This is envisaged to reflect the relatively rural nature of the road, as well as the good visibility, and well as low traffic numbers which will influence the 85th percentile. The average speeds are aligned with the speed limit, with an average speed of 27.7mph for eastbound traffic and 31.1mph for westbound traffic.

3.7. Parking (associated with Coombes C of E Primary School)

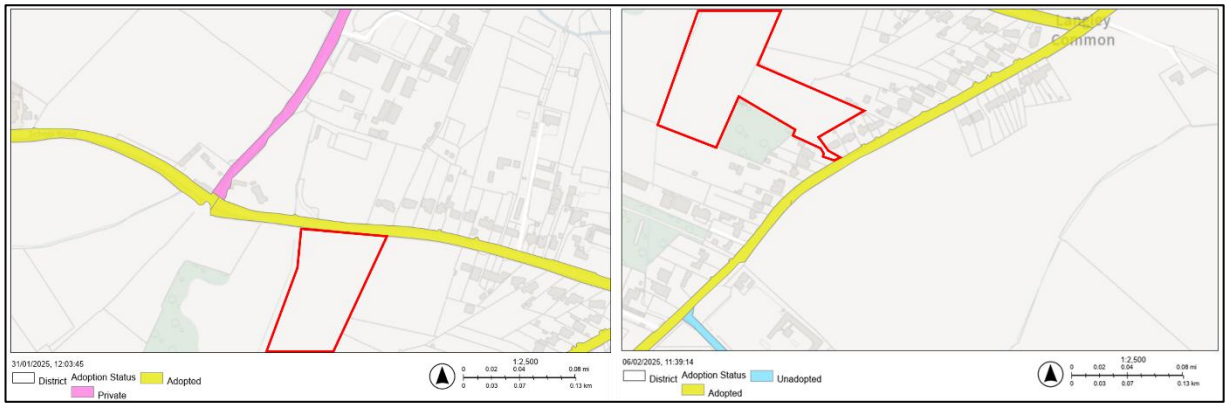
3.7.1. The Coombes C of E Primary School is located to the west of the site and within walking distance. It is understood that overspill car parking occurs along School Road, including east of the new bollards during school drop-off and pick-up times. This was also observed during the site audit (3 February 2025) where 10 cars were parked to the east of the bollards informally and on street. A photo illustrating this has not been included for the purpose of data privacy.

3.7.2. As such, and as set out further below, the site seeks to improve this situation by providing a dedicated parking area within the red line boundary of the site for use by the School and parents/guardians during school drop-off and pick-up times.

3.8. Highway Boundary

3.8.1. Highway boundary data has been obtained from WBC to show the extent of the adopted highway on School Lane and Langley Common Road within the vicinity of the site. This is replicated below in Figure 11.

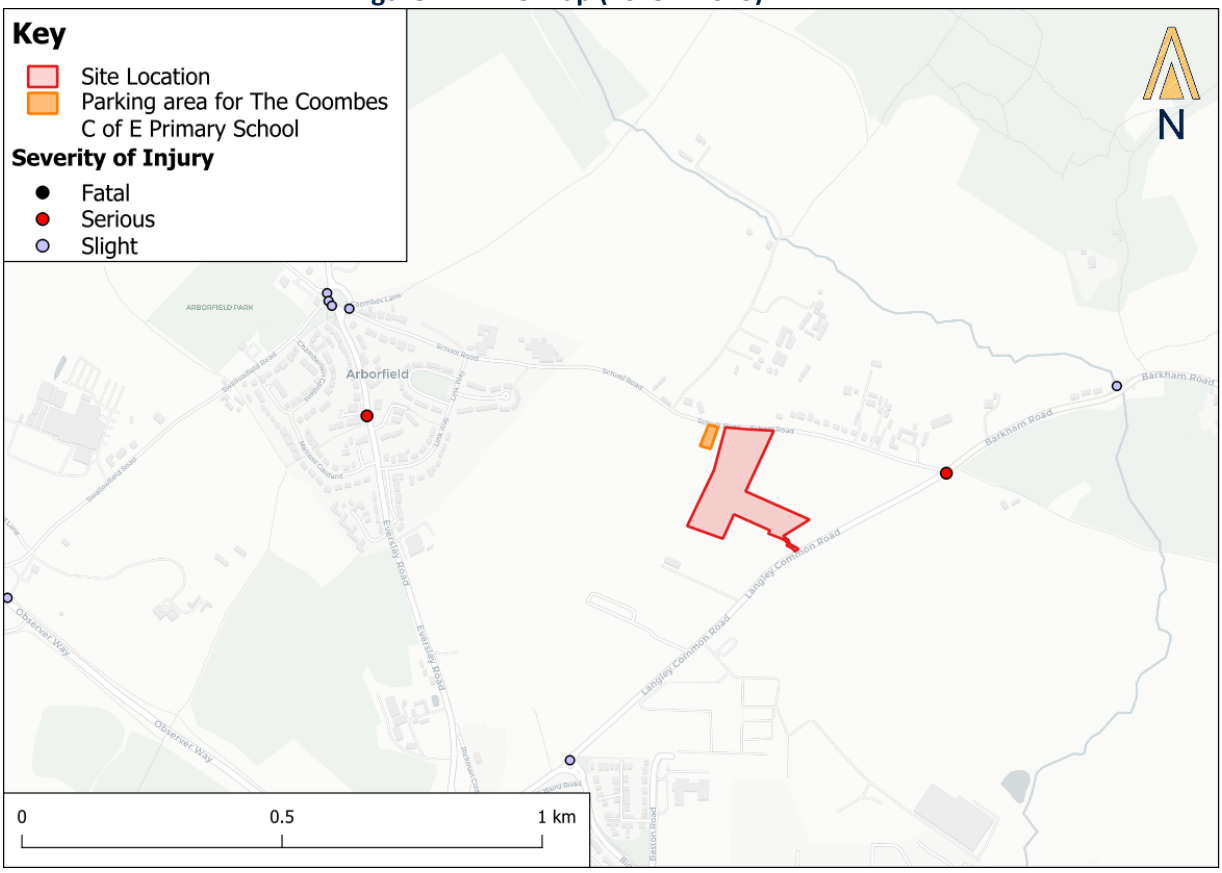
Figure 11 – Highway Boundary



3.9. Road Safety

3.9.1. A review of the most recently available five-year period of injury data (2019 - 2023) has been undertaken using data supplied by the Department for Transport (DfT) for the area surrounding the site. The results are shown in Figure 12.

Figure 12 – PIC Map (2019 – 2023)



Source: QGIS, CartoDB, and DfT

3.9.2. As shown in Figure 12, over the most recently available five-year period of data, no collisions have occurred within the immediate vicinity of the site access points either on School Road or Langley Common Road.

3.9.3. The closest collision located to the site is at the School Road/B3349 Barkham Road junction where a collision occurred in 2020 that resulted in serious injury. The data suggests that this involved two vehicles, and did not involve a HGV, pedestrian or cyclist.

3.9.4. While any incident is regrettable, there does not appear to be a safety issue within the vicinity of the site, nor does there appear to be a trend in collisions further afield. It is therefore considered that there are no existing road safety issues identified within the immediate of the site which may be exacerbated as a result of any future development.

3.10. Car Ownership

3.10.1. Car ownership data from the 2021 Census has been analysed at LSOA level, to determine the likelihood of future residents having to own a car.

Table 4 – 2021 Car Ownership Data

No. of Cars	2021 Data		
	All households	Percentage	Potential Parking Demand
No cars or vans in household	36	5%	0
1 car or van in household	338	43%	338
2 cars or vans in household	342	43%	684
3 cars or vans in household	77	10%	231
TOTAL	**793**	**100%**	**1253**
Parking Demand per Dwelling	**1.58**		
Parking Demand (27 Dwellings)	**42**		

3.10.2. As demonstrated in Table 4, 5% of households within the LSOA in which the site is located (as per the 2021 census) do not own a car, with 43% owing one car, 43% owning two cars and only 10% owning three or more cars. Relating this to the potential parking demand for the proposed 27 dwellings, this would equate to a total of 42 cars being owned by prospective residents.

3.11. Summary

3.11.1. Currently, the site is open green space with two field accesses off School Road and a gated access off Langley Common Road.

3.11.2. The site provides access to a range of local amenities and facilities, which are accessible by active travel, as well as buses, and which could cater for future end-users and visitors to and from the site. The availability of access to green open space, leisure routes, home deliveries and broadband and key amenities and facilities, including The Coombes C of E Primary School and Convenience Store (Londis) close to homes will help to create a place to live and work, and ultimately shows that the site is a sustainable location when considering its context. The sustainability of the site will continue to be enhanced by the construction of Arborfield Green to the south, which will offer new facilities and amenities within walking and cycling distance of the site.

3.11.3. Bollards restricting traffic movements to the west of the site on School Road have recently been implemented. A review of existing highway conditions by a site visit (3 February 2025) and an ATC on School Road (8 March to 14 March 2025) identified that School Road adjacent to the site is lightly trafficked, and that informal parking from Coombes C of E Primary School occurs on School Road. The Proposed Development aims to address the latter by providing dedicated parking for the school. Average recorded speeds were consistent with the speed limit, with the 85th percentile speed 34.2mph for eastbound traffic, and 38.9mph for westbound traffic.

3.11.4. A review of recent collision data (2019-2023) reveals no accidents in the immediate vicinity of the site access points, with the nearest incident being a serious injury collision at the School Road/Barkham Road junction in 2020.

3.11.5. An analysis of car ownership data for the area shows that the average household near to the site would be expected to own 1.58 cars per household, therefore equating to an estimated 42 vehicles being owned by the 27 total proposed households.

4. Proposed Development

4.1. Context

4.1.1. This chapter of the report outlines the Proposed Development, access arrangements, car and cycle parking and servicing strategy for the site. It also sets out the construction principles for the site.

4.2. Proposed Development

4.2.1. The Proposed Development comprises the following:

"Outline application for a phased development of 27 dwellings (including 3 self/custom build plots), including the creation of a new vehicular access onto School Road, a pedestrian access onto Langley Common Road and landscaping, infrastructure and overflow parking (with all matters reserved except access into the site)."

4.2.2. The indicative site layout is included as **Appendix A.**

4.2.3. The 'Transport Vision' for the site is to reduce the need to travel and to create an accessible development which offers residents real and sustainable travel choices where they need to travel offsite. This includes responding to new ways of living/working by supporting co-living through unit layouts and by offering green space and high-quality links to leisure routes. Where travel is required offsite, the aim is to provide an environment which challenges the need to use a private, single occupancy car, through offering effective connections to local services (e.g. primary school) and the public transport network by active travel, and through contributing financially to the area's overarching objective to provide alternatives to use of the private motor vehicle.

4.2.4. As the outline planning application moves forward to the reserved matters stages, the design of each individual unit will progress. The 2021 census revealed that the resident population of the LSOA Wokingham 018B had good appetite and ability to work from home (41% of total population over 16), and this has continued post-covid with latest government figures indicating that 44% still continue to work from home some of the time or all of the time[1]. High-speed broadband is also available in the area. As a result, it is not unreasonable to expect that some of the new residents would work from home given the nature of the site, and home office space or home working areas could be incorporated into the individual design of each unit to help limit the need to travel at detailed design if appropriate.

4.2.5. Parents/guardians utilise School Road (to the west of the site and to the east of the existing bollards) during school drop-off and pick-up times as there is not sufficient parking provided closer to the School. This was also observed during the site audit where 10 cars were parked to the east of the bollards. As such, the site proposes to provide a dedicated parking area with 10 car parking spaces to the west of the site for use by parents/guardians s during school drop-off and pick-up times to help with informal parking and to hopefully relieve motor vehicle activity on School Road nearer the School (to the east of the bollards) where there is likely to be a high mix of pedestrian, cycle and vehicle activity.

4.3. Proposed Vehicular Access Arrangements

Residential

4.3.1. To serve the residential element of the site, the proposals involve the creation of a new vehicular access, located off School Road. The access has been designed in line with WBC's "Living Streets – A Highways

[1] *Public opinions and social trends, Great Britain: working arrangements, March 2025*

Guide for Developers in Wokingham" as well as MfS1 and MfS2. As such, the access is proposed to be designed at 5.5m wide, with a 6m kerb radii and a 2m wide footway at the access on both sides of the carriageway, as shown at **Appendix C**. A raised table is proposed at the access to slow vehicle speeds within the site.

4.3.2. Within the site, houses are typically only located on one side of the road, and therefore in these locations a footway is located on this side of the road only, with a service margin located on the opposite side of the road in line with "Living Streets – A Highways Guide for Developers in Wokingham".

4.3.3. School Road is subject to a 30mph speed limit within the within the vicinity of the site access and therefore in accordance with MfS requirements, visibility splays of 2.4m x 43m are shown from the proposed site access. Visibility splays in accordance with the posted speed limit and MfS requirements are achievable from the site access as shown in **Appendix C.**

4.3.4. The proposed access design (**Appendix C**) also demonstrates visibility splays in accordance with the recorded 85th percentile speeds along School Road within the vicinity of the site; 38.8mph westbound and 34.2mph eastbound. It should be noted that visibility can be achieved within the highway boundary and/or land under the control of the Applicant.

4.3.5. The proposed access has been designed to ensure that all vehicles anticipated to use the site are able to access and egress in a forward gear. Swept path analysis has been undertaken which demonstrates how the largest vehicle anticipated to enter the site (a 10.675m WBC refuse vehicle) is able to access and egress the site access from all directions in a forward gear and is included as **Appendix D.**

4.3.6. In addition to the above, it is proposed to make use of the existing access off Langley Common Road to create an emergency access (and active travel link), with the existing field gate replaced by lockable bollards in order to improve permeability for walkers and cyclists. As noted above, the existing access into the site via the existing metal gate measures approximately 4.4m in width and therefore the minimum width of 3.7m, as required as part of the Fire Safety Approved Document B and BS9999 Code of practice for fire safety, is achievable. This is further evidenced by swept path analysis at **Appendix E,** which shows that a fire tender is able to access and egress the site using the emergency access, as well as the main access, in a forward gear.

Car Park for The Coombes C of E Primary School

4.3.7. A new vehicular access located off School Road is also proposed to serve the overflow car park for the local primary school, which is to be located to the west of the residential element of the site and within the red line boundary.

4.3.8. The access mirrors the design of the proposed residential access detailed above, being 6.0m wide, with a 6m kerb radii and a 2m wide footway on the western side of the car park (given demand will be to/from the school to the west). Dropped kerbs along the School Road footway with tactile paving are provided on either side of the access. The arrangement is shown on the proposed access arrangement drawing attached at **Appendix F.** The drawing also illustrates that the required visibility is achievable.

4.4. Pedestrian and Cycle Access Arrangements

4.4.1. As noted above, and in line with the WBC's "Living Streets – A Highways Guide for Developers in Wokingham", the proposed access off School Road includes for a 2m wide footway on both sides of the carriageway. Once inside the site, the following continuous footway provision is proposed:

- The footway is proposed to continue along the eastern side of the access road into the site to provide access to "Number 1".

- The footway is proposed to continue along the western side of the access road into the site where it would:
  - Provide a 2m footway along the access road on the relevant side of the carriageway where development is proposed (which can also be used as a service margin);
  - Provide an off-road 2m footway to the rear of the proposed dwellings which links to the above footway at two points. This will be a pleasant walking route which runs along the existing stream and one of the areas proposed to benefit from Biodiversity Net Gain (BNG) enhancements; and
  - Link to the proposed active travel link located to the eastern extent of the site to provide access onto Langley Common Road where a pedestrian footway is accessible along the western side of the carriageway. This would reduce the walking distance/time to the local bus stop, as well as to Arborfield Green and its associated amenities and it would improve permeability through the site and between Arborfield Green and Arborfield Cross, including Coombes C of E School.

4.4.2. The pedestrian provision will be complemented with dropped kerbs and tactile paving to assist with the movement of pedestrians throughout the site. Raised tables are also proposed throughout the site at internal junctions and turning heads; raised tables act as a traffic calming measure and can provide a safer, more convenient crossing point for pedestrians.

4.4.3. Cyclists will be able to benefit from the proposed active travel link to Langley Common Road, and whilst they will be expected to travel on carriageway through the site, this will be in a low speed and low trafficked environment.

4.5. Internal Layout

4.5.1. The proposed internal layout will be subject to a reserved matters application and will be designed in accordance with the relevant guidance in place at the time. Nonetheless, an Illustrative Masterplan (**Appendix A**) has been provided to demonstrate that the number of dwellings envisaged on the site and associated supporting infrastructure can be delivered whilst meeting relevant policy and local guidance. Further details on the Illustrative Masterplan are set out below.

4.5.2. In line with the "WBC's "Living Streets – A Highways Guide for Developers in Wokingham" document, a 5m carriageway is proposed within the site which is sufficient to support the simultaneous two-way flow of vehicles. The proposed internal layout is centred around a closed 'cul-de-sac' arrangement, where the volume of traffic is much lower than 100 vehicles per hour and where parking is designated within parking courts for each dwelling. As set out above, the provision of a 2m wide footway/maintenance strip within the site provides a safe pedestrian route between dwelling.

4.5.3. Two turning heads are proposed within the Proposed Development, with one being located at the southern extent of the site, and the other towards the eastern extent of the site, to ensure that all vehicles are able to access and egress the site in forward gear.

4.6. Car Parking Provision

Residential

4.6.1. As detailed above, the exact parking provision and overall layout will be considered as part of a future reserved matters application and is not fixed as part of this outline planning application.

4.6.2. However, parking will be provided in line with WBC's standards and therefore the "Parking Demand Calculation Spreadsheet" which provides guidance to developers on parking demand for residential

developments across WBC. The tool is based on the parking demand technical report produced by WBC Technical Services Team by WSP, with the site falling under the "Urban" development location.

4.6.3. As shown on the Illustrative Masterplan, each dwelling is proposed to have two allocated car parking spaces providing a total of 44 allocated spaces, with a further 13 visitor parking spaces provided throughout the site. The total has been based on the "Parking Demand Calculation Spreadsheet" and can be provided to WBC if required. In line with WBC standards, all parallel parking spaces would be delivered at a size of 2.5m x 5m.

4.6.4. With regards to electric vehicle parking, this will be provided in accordance with Part S of the Building Regulations, and this will be agreed with WBC Building Control in due course if the application is successful. Part S requires that every new home with associated parking within the site boundary must have an electric vehicle charge point.

Overflow Car Park for The Coombes C of E Primary School

4.6.5. Ten car parking spaces are proposed within the overflow car park located to the west of the residential element of the site for use by The Coombes C of E Primary School parents/guardians during school drop-off and pick-up times only. These will be provided delivered at a size of 2.5m x 5m with a 6.0m aisle width.

4.7. Cycle Parking Provision

4.7.1. Minimum requirements for cycle parking are provided in the WBC Parking Standards Study Report, Key Doc 5 and Cycle Infrastructure Style Guide (WBC, 2013), with the following cycle parking provision required:

- Up to 3 habitable rooms: 1 per dwelling
- Between 4 and 5 habitable rooms: 2 per dwelling
- 6 and over habitable rooms: 3 per dwelling

4.7.2. The exact provision and design will be considered as part of a future reserved matters application and is not fixed as part of this outline planning application. However, cycle parking provision will be provided in accordance with the latest standards used by WBC.

4.8. Deliveries and Servicing

4.8.1. The internal layout will be reserved for future consideration and is not fixed within this outline planning application. Nonetheless, the internal site has been designed to demonstrate that relevant standards can be achieved for the development.

4.8.2. The internal road network is designed to facilitate the manoeuvrability and navigation of refuse vehicles in accordance with WC's Design Guidance. The provision of a turning head to the south of the site ensures that refuse vehicles and other servicing vehicles would not have to reverse more than 20m. Waste collection and recycling points will not be more than 25 metres from the edge of the carriageway.

4.8.3. Swept path analysis has been undertaken which demonstrates how a WBC refuse vehicle can safely manoeuvre around the site in a forward gear, making use of the dedicated turning heads where relevant and this is included as **Appendix G.**

4.8.4. Access to the Proposed Development for servicing and deliveries will primarily comprise the following:

- Refuse collection vehicles;
- Delivery of goods and grocery shopping;
- Post and mail deliveries and collections; and
- Ad-hoc removal vans, particularly upon first occupation of the site.

4.9. Framework Travel Plan

4.9.1. As noted above, WBC Highways comments on the previous outline planning application (ref:172165 for 70 residential dwellings) noted how a Framework Travel Plan (FTP) was expected to be submitted with the planning application, however in the absence of this, it could be secured through a planning condition. Table 2.2 of the WBC Residential Travel Plan Guidance document (2011) sets out probable travel plan requirements for different development proposals of different thresholds. WBC state that for "single use residential developments (including primarily residential developments with some small scale ancillary land uses)", a Residential Travel Plan Statement would be required for developments of between 50 and 80 residential dwellings. Larger residential developments (typically 80 or more dwellings) require a 'Full Residential Travel Plan'.

4.9.2. As the development is now proposing 27 dwellings, a travel planning document would no longer be required. Nonetheless, the Applicant wishes to prioritise sustainable transport for future residents of the development and such, the site includes:

- Active travel link to Langley Common Road, reducing the travel distance to the bus stops located along Langley Common Road and to Arborfield Green;
- A segregated footway around the site, providing off-road routes for pedestrians;
- 2m footway provided from School Road access and through the site as alternative route;
- Provision of sheltered and secure cycle parking;
- Provision of charging facilities for e-bikes;
- Provision of electric vehicle charging points; and
- Provision of home offices to limit the need to travel.

4.9.3. These measures will help to provide a genuine choice of transport mode for future residents, in line with Paragraph 110 of the NPPF.

4.9.4. It is also noted that where a Travel Plan is not provided, WBC may seek a contribution towards 'My Journey' of up to £540 per dwelling which would be used to support the area's overarching objectives of providing alternatives to use of the private motor vehicle, and therefore with reference to the guidance above, the Applicant would be open to discussion on this.

4.10. Construction Traffic Management

4.10.1. As noted above, the WBC Highways comments on the previous outline planning application at the site (ref:172165 for 70 residential dwellings) noted how a Construction Method Statement (CMS) was expected to be submitted with the planning application, however in the absence of this, it could be secured through a planning condition.

4.10.2. As such, this TS has sought to outline the key principles of construction which would be enforced throughout the construction stages of the development. This information is set out below.

Construction Details

4.10.3. Access for the construction of the Proposed Development will take place via either the existing field access point(s) off School Road as shown on Figure 1 above, or via the proposed new access point off School Lane once constructed.

Construction Traffic Management

4.10.4. In delivering the Proposed Development, it is expected that a series of key principles will be adopted that will help to manage and mitigate, where feasible, the impacts arising from construction traffic travelling to and from the site.

Construction Vehicle Routing

4.10.5. Dedicated routes for construction vehicles travelling to and from the site will be set out and agreed with WBC as LHA.

4.10.6. Given the traffic restrictions to the west of the site on School Road which is enforced by bollards and prohibits vehicles travelling from Arborfield Cross in an eastbound direction to the site, nor are they are able to make this journey in reverse. As such, construction traffic will access the site from the east, accessing School Road from the B3349 Barkham Road / School Road junction and would make this journey in reverse to egress the site.

4.10.7. The routes will be shared with the contractors and sub-contractors as part of the briefing process by the Construction site Manager.

Deliveries

4.10.8. The site Manager will regularly evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with delivery companies, the site Manager will, as far as practical, ensure that the deliveries are spread out across the week and across the day to minimise any potential disruption.

4.10.9. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the site Manager to ensure that construction deliveries are managed in an efficient manor with minimal disruption and delays.

4.10.10. The proposed construction compound will provide a waiting area with sufficient capacity for waiting delivery vehicles off highway. Delivery drivers will be required to contact the site Manager to give an indicative delivery time to ensure that the delivery space and banksmen (if required) are ready.

4.10.11. Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or loading / unloading taking longer than expected to avoid any vehicles waiting.

4.10.12. The Applicant will provide banksmen to assist with the manoeuvring of delivery vehicles in to and out of the construction compound, as well as any internal movements throughout the application site.

4.10.13. Where possible, all deliveries by goods vehicles (>3.5 tonnes) will be undertaken outside of the highway peaks of 08:00-09:00 and 17:00-18:00 and outside of school drop-off and pick-up times.

Muck Control

4.10.14. Mud and debris on the road are regarded as one of the main environmental nuisances and safety problems arising from construction sites. A wheel washing facility and/or road cleaning facilities will be provided if appropriate for the construction works to ensure levels of mud and debris on roadways near the application site is minimised.

4.10.15. The contractor will ensure that the area around the application site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt. Hard standing areas will be provided for the loading / unloading of vehicles to minimise the risk of muck spreading.

4.11. Summary

4.11.1. 27 residential dwellings and an overflow car park for The Coombes C of E Primary School are proposed. Primary Access to the site and associated parking area for The Coombes C of E School will be taken from School Road and has been designed in accordance with Wokingham Borough Council's (WBC) "Living Streets" guidelines and MfS standards. This access prioritises safety with features like a raised table for

speed reduction and visibility splays that meet both the posted speed limit and recorded speeds. Furthermore, an existing access point to Langley Common Road is proposed as an emergency access and active travel link, enhancing site permeability and connectivity to nearby amenities.

4.11.2. Pedestrian and cycle infrastructure is integrated into the development, promoting sustainable transportation. A network of footways, including off-road routes and dropped kerbs with tactile paving, ensures safe and accessible movement throughout the site. The creation of an active travel link to Langley Common Road further encourages cycling and walking, and will help to reduce walking and cycling journey times for those travelling between Langley Common Road / Arborfield Green and School Road / The Coombes C of E School / Arborfield Cross, thereby helping to improve accessibility and reduce reliance on private vehicles.

4.11.3. The internal layout of the development is designed to accommodate various vehicle types, including WBC refuse collection vehicles, with each dwelling allocated two parking spaces and additional visitor parking strategically distributed throughout the site. Electric vehicle charging points are also incorporated and will be delivered in accordance with the prevailing standards at the time of Reserved Matters (likely to be Part S of the Building Regulations), reflecting a commitment to sustainable transportation.

4.11.4. While a formal travel plan is not mandatory, the site demonstrates a commitment to sustainable transport through various measures, including dedicated cycle parking, e-bike charging facilities, and aforementioned pedestrian and cycle infrastructure. The applicant is also open to discussing contributing to the "My Journey" initiative, further supporting sustainable transport goals.

4.11.5. As acknowledged in Paragraph 110 of the NPPF, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. Nevertheless, and in accordance with the NPPF, the site offers a genuine choice of transport modes including more sustainable modes of transport such as cycling, e-bikes, electric vehicles, whilst the provision of home offices and the availability of home delivery services helps to limit the need to travel.

4.11.6. Considering WBC Highways' comments on the previous application at the site with regards to expectation for a CMS to have been submitted at application stage (which would be secured through condition instead), this section of the TS has also outlined key CMS measures which would be implemented with the construction of the site. This plan includes designated construction vehicle routes, scheduled deliveries to minimize congestion, and muck control measures to maintain road cleanliness. The applicant's proactive approach to construction management underscores a commitment to minimizing the development's impact on the surrounding community.

5. Trip Generation and Development Impact

5.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS database (Version 7.11.4) has been interrogated, alongside trip rates used in Local Plan modelling, to determine the likely trip generation of the Proposed Development and subsequent impacts.

5.2. Existing Site

5.2.1. The site currently comprises open green space and it has therefore been assumed that the site does not currently generate trips.

5.3. Proposed Residential Trip Generation

TRICS Trip Rates/Trip Generation

5.3.1. Multi-modal trip rates have been calculated using TRICS to inform the trip estimates for the site. The TRICS database has been interrogated to obtain trip rates for residential sites in locations with similar characteristics. The following parameters were used:

- Residential – Houses Privately Owned;
- Multi-modal surveys;
- Sites in England (with sites in Greater London excluded);
- Surveys undertaken Monday to Friday only;
- 10-60 dwellings;
- Neighbourhood Centre and Suburban Areas only;
- Sites with a car ownership level less than 1.6;
- Surveys which did not occur during COVID.

5.3.2. The total person trip rates for the Proposed Development are outlined in Table 5 with the full TRICS outputs attached at **Appendix H.** The trip rates have subsequently been applied to the proposed 27 dwellings to calculate the expected movements by mode of travel for the AM Peak, PM Peak and Daily (07:00-19:00).

Table 5 – TRICS Trip Rates (Multi-modal)

Trip Rates	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles / Drivers	0.164	0.398	0.562	0.342	0.159	0.501	2.386	2.529	4.915
Car Passengers	0.011	0.18	0.191	0.143	0.074	0.217	0.721	0.839	1.56
Pedestrians	0.10	0.31	0.41	0.10	0.08	0.18	1.07	1.15	2.22
Cyclists	0.01	0.04	0.05	0.02	0.03	0.05	0.15	0.15	0.30
Public Transport Users	0.01	0.04	0.05	0.03	0.02	0.05	0.03	0.02	0.05
Person Trips	0.29	0.97	1.26	0.63	0.37	1.00	4.36	4.69	9.04

Table 6 – Proposed Development Trip Generation

Trip Rates	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (17:00-19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles / Drivers	4	11	15	9	4	13	64	68	132
Car Passengers	0	5	5	4	2	6	19	23	42
Pedestrians	3	8	11	3	2	5	29	31	60
Cyclists	0	1	1	1	1	2	4	4	8
Public Transport Users	0	1	1	1	1	2	1	1	2
Person Trips	7	26	33	18	10	28	117	127	244

5.3.3. The data outlined in Table 5 shows that the Proposed Development is anticipated to generate 33 person trips in the AM peak period and 28 person trips in the PM peak hour period, with a total of 244 two-way trips across the daily period.

5.3.4. When considering vehicle trips only, Table 5 demonstrates that the Proposed Development is anticipated to generate 15 two-way vehicle trips in the AM peak, 13 two-way vehicle trips in the PM peak with a total of 132 two-way vehicle trips across the daily period.

5.3.5. In reality the number of trips on foot will be higher, given the proximity of the site to the school. Also, a proportion of future residents would also utilise the bus services available within the vicinity of the site, especially those available from Eversley Road which are accessible within a 12 minute walk from the site.

WBC STM4 Trip Rates/Trip Generation

5.3.6. The "*Wokingham Strategic Transport Model 4 Highway Model Forecasting Methodology*" report (July 2018) (WBC STM4) is a WBC Local Plan evidence base document and sets out updated assumptions for trip rates, committed developments, National Road Traffic Forecasts, fuel and income adjustment factors, and SDL internalisation.

5.3.7. The WBC STM4 is a multi-modal model consisting of Highway, Public Transport and Variable Demand Models. This Highway Model Forecasting Report focuses on the development of the highway forecast scenarios (AM and PM only), which are used to inform infrastructure scheme delivery in the borough.

5.3.8. Section 2.4 of the report (Committed Development) calculates the trip generation from the committed development within WBC borough, which were determined from a selection of representative sites in the TRICS trip generation database.

5.3.9. Car and LGV trip rates are set out in Table 5 of the document and are replicated below. These trip rates have consequently been applied to the total quantum of development proposed at this site. (27 residential dwellings). Daily trip rates or person trip rates are not set out in the report and the HGV trip rate is set to '0' for this use class.

Table 7 – WBC STM4 Vehicle Trip Rates

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Car and LGV Trip Rate (per dwelling)	0.170	0.410	0.580	0.360	0.160	0.510
Car and LGV Trips (27 dwellings)	5	11	16	10	4	14

5.3.10. Applying the WBC STM4 residential trip rates for cars and LGV's to the proposed quantum of development identifies that the site is anticipated to generate 16 two-way car and LGV trips in the AM peak period and 14 person trips two-way car and LGV trips in the PM peak period.

5.3.11. When compared to the TRICS vehicle trip generation above the results are very similar and evidence that the trip rates adopted are appropriate for this site. A comparison between the WBC STM4 trip rates (applied to the quantum of development) and the separate TRICS trip rates (applied to the quantum of development) in the AM and PM peak periods is set out below in Table 8.

Table 8 – WMC STM4 and TRICS Trip Generation Comparison

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
STM4 Total Vehicle Trip Generation (27 dwellings)	5	11	16	10	4	14
TRICS Total Vehicle Trip Generation (27 dwellings)	4	11	15	9	4	13
Difference	-1	0	-1	-1	0	-1

5.4. Proposed Parking Area Trip Generation

5.4.1. The site also proposes to provide a dedicated parking area comprising 10 car parking spaces to the west of the site for use by parents/guardians etc of The Coombes C of E Primary School (the local school) during school drop-off and pick-up times. It is understood that the School gates are open from 8:35am until 8:45am for drop-off, and pick-up occurs at approximately 15:20pm.

5.4.2. With regards to trip generation, it can be assumed that parents/guardians etc would arrive and depart within the hourly periods of 08:00 – 09:00 for drop-off, and between 15:00 – 16:00 for pick-up. School Road within the vicinity of the site is already used as overflow parking for parents/guardians; 10 cars were observed as being parked here for the school pick-up during the site audit. Therefore, it is expected that these vehicles would instead use the car park, with 10 movements in and 10 movements out of the car park during the school peak hours. The proposed parking will formalise this arrangement and improve conditions for all users on School Road.

5.5. Consideration of Development Impacts

5.5.1. The low level of additional trips generated by the Proposed Development can be accommodated on the relevant infrastructure / mode of transport. This includes vehicle trips which would generate a maximum of 11 trips in one direction and 15 movements two-way in either the AM or PM peak hours. This is equivalent to an average of one additional vehicle in a specific direction every five to six minutes. This would be well within the daily variation of trips within the area and through any junction.

5.5.2. Considering the bollards located on School Road to the west of the site which restrict traffic movement in this direction, it is anticipated that all vehicle traffic would route to/from the east from the site to meet the B3349 Barkham Road / School Road junction. Since the closure of School Lane to through traffic in 2024, and as evidenced by the ATC included at Chapter 3, traffic levels on School Road and therefore turning to/from the B4339 have reduced and are low, and as such the addition of a maximum of 15 vehicles turning to/from School Road in the AM peak, and 14 vehicles turning to/from School Road in the PM peak would not be expected to have a significant or severe effect on the operation of this junction. From this, point trips would split north towards Barkham and south towards Arborfield, therefore further reducing the number of additional vehicles on any one part of the network.

5.5.3. Furthermore, due to the low traffic levels on School Road, and the ability to meet visibility and swept path requirements east and west from each of the site access points, there are not expected to be any operational or capacity issues at the proposed site access points.

5.5.4. Through the additional car park proposed, it is expected that conditions will be improved on School Road for all users, with parking formalised and encouraged to use this area rather than park on road.

5.6. Summary

5.6.1. The appraisal conducted within this Chapter illustrates that the Proposed Development will lead to a small increase in person trips and vehicle trips on the local highway network, with a maximum increase of 11 vehicles in one direction or 15 two-way vehicles in the AM peak. The increase in trips by mode is considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure.

6. Summary and Conclusions

6.1.1. Evoke has been commissioned by the Applicant to provide transport and highways advice to support an outline planning application (with all matters reserved except access) for the construction of 27 residential dwellings on land to the rear of Langley Common and south of School Road, Barkham.

6.1.2. The proposals also include a new parking area to the west of the site (10 spaces), which can be used by The Coombes Primary School (the local school) and parents/guardians at school drop-off and pick-up times.

6.1.3. In line with the Paragraph 110 of the NPPF and Policy CP6 of the Wokingham Core Strategy, the TS has demonstrated that the site provides access to a range of local amenities, which are accessible by sustainable modes of transport choices and which could cater for future end-users and visitors to and from the site. As part of the Proposed Development, the below measures are also proposed which will also support sustainable travel:

- Active travel link (and emergency access) to Langley Common Road, reducing the travel distance to the bus stops located along Langley Common Road and to Arborfield Green and its amenities;
- A segregated footway around the site, providing off-road routes for pedestrians;
- 2m footway provided from School Road access and through the site as alternative route;
- Provision of sheltered and secure cycle parking;
- Provision of charging facilities for e-bikes and cars; and,
- Provision of home offices to limit the need to travel.

6.1.4. The Arborfield Green garden village development will also progressively offer increasing access to more facilities which are within 15-25 minutes on foot and 5 minutes by bicycle.

6.1.5. The proposed quantum of development has also been significantly reduced relative to the previous application and is now commensurate with the requirements of WBC Policy CP17 of the Core Strategy. Given the smaller scale of development, and in line with Table 2.2 of the WBC Residential Travel Plan Guidance document (2011), a travel planning document is no longer required. Nonetheless, the Applicant wishes to prioritise sustainable transport for future residents of the development as set out above and is also open to engagement with WBC regarding the 'My Journey' contribution to further support sustainable travel.

6.1.6. An Illustrative Masterplan has been produced to demonstrate that the site can accommodate the number of dwellings, parking spaces and the associated infrastructure for which permission is sought and that the relevant standards can be achieved. Swept path drawings have been included to further demonstrate this. The internal layout of the site will be subject to a reserved matters application, and vehicle (including disabled and electric vehicle) and cycle parking will be provided in accordance with WBC parking standards.

6.1.7. The TS has also set out the site access proposals, with two new all mode accesses proposed off School Road to serve the residential element of the site and the proposed car park for the local school and an emergency access / active travel link from Langley Common Road, which combined will improve permeability and journey times between School Road and Langley Common Road for pedestrian and cyclists. Visibility splays associated with both surveyed speeds (from the ATC) and with the speed limit (30mph) have been shown as being achievable for both the School Road access locations, as have the relevant vehicle manoeuvres through swept path analysis. In accordance with the NPPF, it has been demonstrated that the site can achieve a safe, suitable and satisfactory access for the quantum of the development.

6.1.8. A review of the expected multi-modal trip generation for the Proposed Development using TRICS identifies 33 two-way person trips are expected to be generated in the AM peak with 28 two-way person trips in the PM peak. Of this total, 15 two-way vehicle trips in the AM peak and 13 in the PM peak are expected, with the remainder by sustainable forms of travel as defined by the NPPF (e.g. walking, cycling, public transport and car sharing). Vehicular trip rates based on Wokingham Strategic Transport Model 4 (WBC STM4) estimates 16 two-way vehicle trips in the AM peak and 14 in the PM peak, therefore identifying that the trip rates used are robust and suitable for assessing vehicle movements. In terms of the car park for the local school, this is expected to formalise parking in the area, which currently parks on street thereby improving conditions for all users rather than generating new vehicle trips.

6.1.9. The traffic survey completed on School Road indicates low traffic levels and that the capacity of the site access is not a material consideration. Similarly, low traffic levels turning to and from B3349 Barkham Road / School Road are also observed since the closure of School Road to through traffic in 2024. At a maximum of 15 additional two-way vehicles turning to and from this junction in an hour, this is not expected to have a significant effect on the operation of the junction, whilst a review of collision data in the area identifies no historical road safety issues.

6.1.10. Overall, it can therefore be concluded that the Proposed Development prioritises sustainable transport modes given the type of development and its location, provides safe and suitable access for all users and can provide an internal layout which is in accordance with the relevant standards and guidance. Furthermore, it would not result in a severe residual impact on the surrounding local highway network or result in an unacceptable impact on highway safety and is therefore in accordance with Paragraph 115 and 116 of the NPPF (December 2024). Therefore, there is no reason why this development should not be permitted in transport and highways terms.

Appendix A – Indicative Layout Plans

Pond

Drain

Langley Common

B3349

27,696 m²
14,560 m²

16,083 m²

3,640 m²

1 398 m²
2 377 m²
3 638 m²
4 382 m²
5 251 m²
6 265 m²
7 272 m²
8 273 m²
9 394 m²
10 355 m²
11 217 m²
12 233 m²
13 188 m²
14 244 m²
15 244 m²
16 208 m²
17 231 m²
18 228 m²
19 228 m²
20 193 m²
21 326 m²
22 398 m²
23 470 m²
24 504 m²
25 564 m²
26 460 m²
27 388 m²

0 5 10 20 50m
SCALE 1:500
N

NOTES

ORIGINAL A1

THIS DRAWING IS PREPARED FOR OUTLINE PLANNING SUBMISSION ONLY. THIS DRAWING IS BASED ON OS INFORMATION LICENCED UNTIL FEB '26 AND SURVEY INFORMATION BY TERRAINSURVEYS. THE PROPOSAL IS SUBJECT TO FURTHER DETAILED DESIGN AND PLANNING APPROVAL.

AREAS SHOWN ARE APPROXIMATE, AND SUBJECT TO DETAILED DESIGN.
NOT FOR CONSTRUCTION

KEY

- 50 m² — PLANNING SITE BOUNDARY
- 50 m² — OTHER SITE AREA WITHIN APPLICANT OWNERSHIP
- ROAD
- CROSSING / PRIVATE ROAD
- FOOTPATH
- 50 m² — PUBLIC OPEN SPACE
- 24 50 m² — PRIVATE DWELLING PLOT NUMBER / SIZE
- 25 50 m² — PRIVATE SELF/CUSTOM BUILT DWELLING PLOT NUMBER / SIZE
- PRIVATE PARKING SPACE
- ACCESSIBLE SPACE
- VISITOR SPACE
- DWELLING
- PITCHED ROOFS
- FLAT ROOF / DORMER
- **EXISTING TREES:** EXISTING TREES (SITE SURVEY)
- FOLIAGE
- **ARBORICULTURAL DETAIL:** TREE CANOPY
- TREE RPA (CAT A, B)
- CAT A, B, C, U TRUNK
- **PROPOSED:** TREE CANOPY
- TREE TRUNK
- FOLIAGE / HEDGEROW

28/04/2025 ISSUE FOR DESIGN TEAM COORDINATION

Rev

Client

Mr Wenman

Site

Land Rear of Langley Common and South of School Road, Barkham

Drawing title

INDICATIVE SITE PLAN

Scale @ Drawing Size	Drawn	Checked
1:500 @A1	**CH**	**HW**

Status

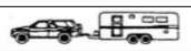
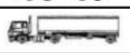
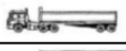
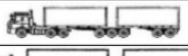
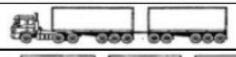
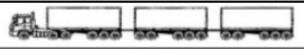
OUTLINE PLANNING

HIVES ARCHITECTS
SINCE 1934

Hives Architects LLP
Quadrant House, Broad Street, Reading, RG1 7QE
0118 958 7331, info@hivesarchitects.co.uk

Project	Drawing	Revision
2901	**005**	**P5**

Appendix B – ATC Survey Results

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

SITE: SCHOOL ROAD LOCATION: Attached to tree

GRID REFERENCE: 51.395510, -0.895832 DIRECTION: EASTBOUND SPEED LIMIT: 30

08 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.8	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0700	7	2	0	1	0	1	0	0	0	1	0	0	0	0	2	25.7	-
0800	4	2	0	0	0	0	0	0	0	0	0	0	0	1	1	25.9	-
0900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	27.9	-
1000	9	5	0	0	0	2	0	0	0	0	1	0	0	0	1	25.8	-
1100	24	18	1	2	0	2	0	0	0	0	0	0	0	0	1	25.9	31.4
1200	19	18	0	0	0	0	0	0	0	0	0	0	0	0	1	28	31.9
1300	27	20	0	1	0	0	0	0	0	0	0	0	0	4	2	27.2	31.6
1400	12	10	0	0	0	0	0	0	0	1	0	0	0	0	1	24.2	32
1500	14	9	0	2	0	0	0	0	0	0	0	0	0	1	2	30.3	36.6
1600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29	-
1700	8	6	0	0	0	0	0	0	0	0	0	0	0	0	2	26.2	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	-
1900	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	30.9	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
2100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
2300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
07-19	**134**	**99**	**1**	**7**	**0**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**6**	**13**	**27**	**32.6**
06-22	**152**	**117**	**1**	**7**	**0**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**6**	**13**	**27.6**	**33.6**
06-00	**157**	**121**	**1**	**8**	**0**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**6**	**13**	**27.8**	**34.2**
00-00	**159**	**121**	**1**	**9**	**0**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**6**	**14**	**27.8**	**34.2**

09 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	22.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0700	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0800	6	2	0	1	0	0	0	0	0	0	0	0	0	1	2	24.7	-
0900	9	5	0	2	0	0	0	0	0	0	0	0	0	0	2	26.1	-
1000	12	5	1	0	0	3	0	0	0	0	1	0	0	0	2	25.3	31.1
1100	12	3	0	0	0	2	0	0	0	0	0	1	0	1	5	24.9	34.6
1200	13	8	0	0	0	1	0	0	0	0	0	0	0	0	4	26.1	35.4
1300	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	33.1	-
1400	9	7	0	0	0	1	0	0	0	0	0	0	0	0	1	27.8	-
1500	7	6	0	0	0	0	0	0	0	0	0	0	0	0	1	26.3	-
1600	6	3	0	0	0	0	0	0	0	0	0	0	0	2	1	27.4	-
1700	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	28.7	-
1800	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	28.5	-
1900	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	25	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
2100	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	26.6	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	19.4	-
07-19	**93**	**56**	**1**	**5**	**0**	**7**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**4**	**18**	**26.8**	**33.1**
06-22	**103**	**62**	**1**	**7**	**0**	**7**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**4**	**19**	**26.8**	**32.6**
06-00	**105**	**63**	**1**	**7**	**0**	**7**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**4**	**19**	**26.8**	**32.8**
00-00	**107**	**64**	**1**	**7**	**0**	**7**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**4**	**20**	**26.7**	**32.7**

10 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	9	6	0	1	0	0	0	0	0	0	0	0	0	1	1	29.5	-
0700	12	8	0	1	0	1	0	0	0	1	0	0	0	0	1	25.7	31.3
0800	9	8	0	0	0	0	0	0	0	0	0	0	0	1	0	25.4	-
0900	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	36.9	-
1000	9	5	1	3	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1200	10	6	0	2	0	0	0	0	0	0	0	0	0	0	2	26.3	-
1300	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	30.8	-
1400	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	26.8	-
1500	22	19	0	1	0	0	0	0	0	0	0	0	0	1	1	25.4	31.5
1600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	27.2	-
1700	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	31.6	-
1800	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	30.5	-
1900	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	22.2	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
2100	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	23.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
07-19	**111**	**86**	**2**	**13**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**5**	**27.6**	**32.5**
06-22	**126**	**96**	**2**	**14**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**7**	**27.6**	**32.8**
06-00	**128**	**98**	**2**	**14**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**7**	**27.7**	**33.6**
00-00	**128**	**98**	**2**	**14**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**4**	**7**	**27.7**	**33.6**

11 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	7	5	0	0	0	0	0	0	0	0	0	0	0	1	1	30.9	-
0700	16	8	0	4	0	0	0	0	0	1	0	0	0	0	3	26.5	30.5
0800	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
0900	7	4	0	3	0	0	0	0	0	0	0	0	0	0	0	27.4	-
1000	10	6	0	3	0	0	0	0	0	0	0	0	0	1	0	26.5	-
1100	7	4	0	1	0	0	0	0	0	0	0	0	0	0	2	27.8	-
1200	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
1300	6	3	0	1	0	0	0	0	1	1	0	0	0	0	0	27.8	-
1400	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	26.2	-
1500	17	15	0	2	0	0	0	0	0	0	0	0	0	0	0	27.7	35.5
1600	7	4	0	0	0	1	0	0	0	0	0	0	0	1	1	25.1	-
1700	13	10	0	1	0	0	0	0	0	0	0	0	0	1	1	33	42.4
1800	8	6	0	1	0	0	0	0	0	0	0	0	0	0	1	27.2	-
1900	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	19.5	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**119**	**86**	**0**	**17**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**9**	**27.9**	**34**
06-22	**129**	**93**	**0**	**17**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**10**	**28**	**34.1**
06-00	**129**	**93**	**0**	**17**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**10**	**28**	**34.1**
00-00	**129**	**93**	**0**	**17**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**10**	**28**	**34.1**

12 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.2	-
0600	8	5	0	1	0	0	0	0	0	0	0	0	0	1	1	30	-
0700	13	8	0	2	0	0	0	0	0	1	0	0	0	1	1	24.7	34.5
0800	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1000	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	27.7	-
1100	9	4	0	3	0	0	0	0	0	0	0	0	0	1	1	26.9	-
1200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	-
1300	8	3	0	4	0	0	0	0	0	0	0	0	0	1	0	20	-
1400	8	6	0	0	0	0	0	0	0	1	0	0	0	0	1	30.5	-
1500	19	16	0	2	0	1	0	0	0	0	0	0	0	0	0	26.8	33.7
1600	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1700	9	5	0	0	0	0	0	0	0	0	0	0	0	1	3	24.4	-
1800	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
1900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	24.4	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**99**	**72**	**0**	**14**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**6**	**27.1**	**34**
06-22	**115**	**84**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**7**	**27.1**	**34.3**
06-00	**115**	**84**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**7**	**27.1**	**34.3**
00-00	**116**	**84**	**0**	**16**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**5**	**8**	**27**	**34.2**

13 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13.8	-
0600	11	8	0	1	0	0	0	0	0	0	0	0	0	1	1	29.1	35.7
0700	9	5	0	2	0	0	0	0	0	1	0	0	0	1	0	25.3	-
0800	11	10	0	0	0	1	0	0	0	0	0	0	0	0	0	29.4	35.5
0900	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	28.5	-
1000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	-
1100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	-
1200	6	4	0	1	0	0	0	0	0	0	0	0	0	0	1	30.1	-
1300	4	3	0	0	0	1	0	0	0	0	0	0	0	0	0	26.1	-
1400	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	28.3	-
1500	18	15	0	2	0	0	0	0	0	0	0	0	0	0	1	26.9	30.9
1600	7	4	0	1	0	0	0	0	0	0	0	0	0	1	1	28.7	-
1700	9	7	0	0	0	0	0	0	0	0	0	0	0	1	1	30.7	-
1800	14	10	0	0	0	0	0	0	0	0	0	0	0	0	4	27.3	37.9
1900	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27.1	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**101**	**77**	**0**	**9**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**4**	**8**	**28.3**	**35.6**
06-22	**115**	**88**	**0**	**10**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**9**	**28.4**	**35.5**
06-00	**116**	**89**	**0**	**10**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**9**	**28.6**	**35.6**
00-00	**117**	**89**	**0**	**10**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**10**	**28.4**	**35.5**

14 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	21.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	12	7	0	2	1	0	0	0	0	0	0	0	0	0	2	29	35.1
0700	10	7	0	1	0	0	0	0	1	0	0	0	0	0	1	25.9	-
0800	12	9	0	1	0	1	0	0	0	0	0	0	0	1	0	27.6	40.8
0900	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	28.6	-
1000	6	5	0	0	0	1	0	0	0	0	0	0	0	0	0	31.6	-
1100	10	5	0	2	0	0	0	0	0	0	0	0	0	0	3	28.3	-
1200	11	5	0	4	0	0	0	0	0	0	0	0	0	1	1	27.4	38.7
1300	8	3	0	2	0	1	0	0	0	0	0	0	0	0	2	27.7	-
1400	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	31.7	-
1500	23	21	0	0	0	1	0	0	0	0	0	0	0	0	1	27.9	34.4
1600	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	-
1700	11	8	0	0	0	0	0	0	0	0	0	0	0	0	3	24.7	33.3
1800	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	-
1900	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.8	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.6	-
2100	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	25.3	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**121**	**87**	**0**	**16**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**11**	**28.1**	**36.1**
06-22	**142**	**102**	**0**	**18**	**1**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**13**	**28.3**	**35.6**
06-00	**142**	**102**	**0**	**18**	**1**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**13**	**28.3**	**35.6**
00-00	**144**	**103**	**0**	**18**	**1**	**4**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**2**	**13**	**28.3**	**35.5**

Kestrel SURVEYS

SITE: SCHOOL ROAD LOCATION: Attached to tree

GRID REFERENCE: 51.395510, -0.895832 DIRECTION: EASTBOUND SPEED LIMIT: 30

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-
0600	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.9	-
0700	7	0	1	3	1	2	0	0	0	0	0	0	0	0	0	0	25.7	-
0800	4	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	25.9	-
0900	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	27.9	-
1000	9	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	25.8	-
1100	24	0	2	7	11	4	0	0	0	0	0	0	0	0	0	0	25.9	31.4
1200	19	1	0	2	12	3	1	0	0	0	0	0	0	0	0	0	28	31.9
1300	27	0	1	6	15	4	1	0	0	0	0	0	0	0	0	0	27.2	31.6
1400	12	0	2	6	1	3	0	0	0	0	0	0	0	0	0	0	24.2	32
1500	14	0	0	2	6	5	1	0	0	0	0	0	0	0	0	0	30.3	36.6
1600	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	29	-
1700	8	1	1	0	4	1	0	1	0	0	0	0	0	0	0	0	26.2	-
1800	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.3	-
1900	10	0	0	0	6	3	1	0	0	0	0	0	0	0	0	0	30.9	-
2000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	39.3	-
2100	4	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	30.6	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.5	-
2300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	37.2	-
07-19	**134**	**3**	**7**	**31**	**63**	**25**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**32.6**
06-22	**152**	**3**	**7**	**32**	**72**	**30**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**33.6**
06-00	**157**	**3**	**7**	**32**	**73**	**32**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**34.2**
00-00	**159**	**3**	**8**	**32**	**73**	**33**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.8**	**34.2**

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0700	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0800	6	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	24.7	-
0900	9	0	1	2	5	1	0	0	0	0	0	0	0	0	0	0	26.1	-
1000	12	0	0	6	5	1	0	0	0	0	0	0	0	0	0	0	25.3	31.1
1100	12	0	2	6	2	1	1	0	0	0	0	0	0	0	0	0	24.9	34.6
1200	13	0	2	3	4	4	0	0	0	0	0	0	0	0	0	0	26.1	35.4
1300	6	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	33.1	-
1400	9	0	1	1	5	1	1	0	0	0	0	0	0	0	0	0	27.8	-
1500	7	1	0	1	3	2	0	0	0	0	0	0	0	0	0	0	26.3	-
1600	6	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	27.4	-
1700	7	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	28.7	-
1800	5	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	28.5	-
1900	5	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	25	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	31	-
2100	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	26.6	-
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.3	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19.4	-
07-19	**93**	**2**	**7**	**26**	**34**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**33.1**
06-22	**103**	**2**	**7**	**29**	**41**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**32.6**
06-00	**105**	**2**	**7**	**30**	**41**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.8**	**32.8**
00-00	**107**	**2**	**8**	**30**	**42**	**20**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.7**	**32.7**

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	9	0	1	2	3	1	2	0	0	0	0	0	0	0	0	0	29.5	-
0700	12	0	3	1	5	3	0	0	0	0	0	0	0	0	0	0	25.7	31.3
0800	9	1	0	2	4	1	1	0	0	0	0	0	0	0	0	0	25.4	-
0900	4	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	36.9	-
1000	9	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	25.5	-
1100	5	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	29.5	-
1200	10	0	0	3	6	1	0	0	0	0	0	0	0	0	0	0	26.3	-
1300	10	0	0	1	5	4	0	0	0	0	0	0	0	0	0	0	30.8	-
1400	8	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	26.8	-
1500	22	1	1	8	9	3	0	0	0	0	0	0	0	0	0	0	25.4	31.5
1600	7	0	1	1	2	3	0	0	0	0	0	0	0	0	0	0	27.2	-
1700	7	0	0	2	3	1	0	0	1	0	0	0	0	0	0	0	31.6	-
1800	8	0	0	1	4	2	1	0	0	0	0	0	0	0	0	0	30.5	-
1900	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	22.2	-
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37.1	-
2100	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	23.6	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.6	-
07-19	**111**	**2**	**5**	**26**	**50**	**22**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**32.5**
06-22	**126**	**2**	**7**	**30**	**55**	**24**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.6**	**32.8**
06-00	**128**	**2**	**7**	**30**	**55**	**26**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**33.6**
00-00	**128**	**2**	**7**	**30**	**55**	**26**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.7**	**33.6**

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0600	7	0	1	0	2	3	1	0	0	0	0	0	0	0	0	0	30.9	-
0700	16	0	1	5	9	1	0	0	0	0	0	0	0	0	0	0	26.5	30.5
0800	9	0	0	0	7	2	0	0	0	0	0	0	0	0	0	0	29.2	-
0900	7	0	0	2	4	1	0	0	0	0	0	0	0	0	0	0	27.4	-
1000	10	1	0	4	2	3	0	0	0	0	0	0	0	0	0	0	26.5	-
1100	7	0	2	0	2	2	0	1	0	0	0	0	0	0	0	0	27.8	-
1200	10	0	1	1	3	5	0	0	0	0	0	0	0	0	0	0	29.2	-
1300	6	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	27.8	-
1400	9	1	1	2	2	2	0	1	0	0	0	0	0	0	0	0	26.2	-
1500	17	0	0	6	7	3	1	0	0	0	0	0	0	0	0	0	27.7	35.5
1600	7	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	25.1	-
1700	13	0	0	1	6	3	2	1	0	0	0	0	0	0	0	0	33	42.4
1800	8	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	27.2	-
1900	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.5	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.3	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	**119**	**2**	**5**	**30**	**49**	**27**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.9**	**34**
06-22	**129**	**2**	**7**	**31**	**52**	**30**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**34.1**
06-00	**129**	**2**	**7**	**31**	**52**	**30**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**34.1**
00-00	**129**	**2**	**7**	**31**	**52**	**30**	**4**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**34.1**

12 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.2	-
0600	8	0	1	1	2	3	1	0	0	0	0	0	0	0	0	0	30	-
0700	13	1	1	5	3	3	0	0	0	0	0	0	0	0	0	0	24.7	34.5
0800	10	0	0	1	4	4	1	0	0	0	0	0	0	0	0	0	31	-
0900	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	28.4	-
1000	7	0	1	1	2	3	0	0	0	0	0	0	0	0	0	0	27.7	-
1100	9	0	1	1	5	2	0	0	0	0	0	0	0	0	0	0	26.9	-
1200	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.3	-
1300	8	1	3	2	2	0	0	0	0	0	0	0	0	0	0	0	20	-
1400	8	0	1	1	1	4	1	0	0	0	0	0	0	0	0	0	30.5	-
1500	19	1	0	4	9	5	0	0	0	0	0	0	0	0	0	0	26.8	33.7
1600	8	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	29.5	-
1700	9	0	2	4	2	0	0	1	0	0	0	0	0	0	0	0	24.4	-
1800	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.2	-
1900	5	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	24.4	-
2000	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.6	-
2100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
07-19	**99**	**3**	**9**	**22**	**32**	**30**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.1**	**34**
06-22	**115**	**3**	**12**	**26**	**35**	**35**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.1**	**34.3**
06-00	**115**	**3**	**12**	**26**	**35**	**35**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.1**	**34.3**
00-00	**116**	**3**	**13**	**26**	**35**	**35**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**34.2**

13 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	13.8	-
0600	11	0	1	1	5	4	0	0	0	0	0	0	0	0	0	0	29.1	35.7
0700	9	1	0	3	3	2	0	0	0	0	0	0	0	0	0	0	25.3	-
0800	11	0	1	1	6	2	0	1	0	0	0	0	0	0	0	0	29.4	35.5
0900	6	0	2	0	1	2	1	0	0	0	0	0	0	0	0	0	28.5	-
1000	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	33.6	-
1100	5	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	29.5	-
1200	6	0	0	1	3	1	1	0	0	0	0	0	0	0	0	0	30.1	-
1300	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	26.1	-
1400	8	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	28.3	-
1500	18	1	0	4	11	2	0	0	0	0	0	0	0	0	0	0	26.9	30.9
1600	7	0	0	2	3	1	0	1	0	0	0	0	0	0	0	0	28.7	-
1700	9	0	1	0	5	2	0	1	0	0	0	0	0	0	0	0	30.7	-
1800	14	0	2	3	4	3	2	0	0	0	0	0	0	0	0	0	27.3	37.9
1900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.3	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	27.1	-
2200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**101**	**2**	**7**	**19**	**42**	**21**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.6**
06-22	**115**	**2**	**8**	**20**	**49**	**26**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**35.5**
06-00	**116**	**2**	**8**	**20**	**49**	**26**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.6**	**35.6**
00-00	**117**	**2**	**9**	**20**	**49**	**26**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.4**	**35.5**

14 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	12	0	2	0	4	6	0	0	0	0	0	0	0	0	0	0	29	35.1
0700	10	0	1	2	6	0	1	0	0	0	0	0	0	0	0	0	25.9	-
0800	12	1	2	0	5	2	1	1	0	0	0	0	0	0	0	0	27.6	40.8
0900	6	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	28.6	-
1000	6	0	1	0	1	2	2	0	0	0	0	0	0	0	0	0	31.6	-
1100	10	0	2	1	3	3	1	0	0	0	0	0	0	0	0	0	28.3	-
1200	11	0	2	3	3	2	0	1	0	0	0	0	0	0	0	0	27.4	38.7
1300	8	0	0	2	4	2	0	0	0	0	0	0	0	0	0	0	27.7	-
1400	7	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	31.7	-
1500	23	2	0	2	11	6	2	0	0	0	0	0	0	0	0	0	27.9	34.4
1600	7	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	27.3	-
1700	11	0	3	4	0	4	0	0	0	0	0	0	0	0	0	0	24.7	33.3
1800	10	1	0	0	4	2	2	1	0	0	0	0	0	0	0	0	31.4	-
1900	6	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	31.8	-
2000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-
2100	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	25.3	-
07-19	**121**	**4**	**11**	**18**	**47**	**29**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.1**	**36.1**
06-22	**142**	**4**	**13**	**19**	**56**	**37**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.6**
06-00	**142**	**4**	**13**	**19**	**56**	**37**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.6**
00-00	**144**	**4**	**13**	**20**	**57**	**37**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.3**	**35.5**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	900	18	65	189	363	207	42	14	2	0	0	0	0	0	0	0	27.7	34.2

Kestrel SURVEYS

SITE: SCHOOL ROAD

LOCATION: Attached to tree

GRID REFERENCE: 51.395510, -0.895832

DIRECTION: EASTBOUND

SPEED LIMIT: 30

	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Averages	
	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar	1-5.	1-7.
Hour									
0000-0100	0	2	0	0	0	0	0	0	0.3
0100-0200	1	0	0	0	0	0	1	0.2	0.3
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	1	0.2	0.1
0500-0600	1	0	0	0	1	1	0	0.4	0.4
0600-0700	2	2	9	7	8	11	12	9.4	7.3
0700-0800	7	1	12	16	13	9	10	12	9.7
0800-0900	4	6	9	9	10	11	12	10.2	8.7
0900-1000	5	9	4	7	3	6	6	5.2	5.7
1000-1100	9	12	9	10	7	4	6	7.2	8.1
1100-1200	24	12	5	7	9	5	10	7.2	10.3
1200-1300	19	13	10	10	3	6	11	8	10.3
1300-1400	27	6	10	6	8	4	8	7.2	9.9
1400-1500	12	9	8	9	8	8	7	8	8.7
1500-1600	14	7	22	17	19	18	23	19.8	17.1
1600-1700	3	6	7	7	8	7	7	7.2	6.4
1700-1800	8	7	7	13	9	9	11	9.8	9.1
1800-1900	2	5	8	8	2	14	10	8.4	7
1900-2000	10	5	2	2	5	1	6	3.2	4.4
2000-2100	2	1	1	1	2	0	1	1	1.1
2100-2200	4	2	3	0	1	2	2	1.6	2
2200-2300	1	1	0	0	0	1	0	0.2	0.4
2300-2400	4	1	2	0	0	0	0	0.4	1
Totals									
0700-1900	134	93	111	119	99	101	121	110.2	111.1
0600-2200	152	103	126	129	115	115	142	125.4	126
0600-0000	157	105	128	129	115	116	142	126	127.4
0000-0000	159	107	128	129	116	117	144	126.8	128.6
AM Peak	1100	1100	700	700	700	800	800		
	24	12	12	16	13	11	12		
PM Peak	1300	1200	1500	1500	1500	1500	1500		
	27	13	22	17	19	18	23		

SITE: SCHOOL ROAD LOCATION: Attached to tree

GRID REFERENCE: 51.395510, -0.895832 DIRECTION: WESTBOUND SPEED LIMIT: 30

08 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0700	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23.4	-
0800	9	6	0	1	0	0	0	0	0	0	0	0	0	0	2	32.7	-
0900	12	7	0	1	0	0	0	0	0	1	0	0	0	2	1	31.1	42.1
1000	13	5	1	1	0	2	0	0	0	1	0	0	0	0	3	27.2	37.4
1100	17	15	0	1	0	1	0	0	0	0	0	0	0	0	0	29.2	35.3
1200	25	21	0	0	0	1	0	0	0	0	0	0	0	1	2	29.3	36.8
1300	11	8	0	1	0	0	0	0	0	0	0	0	0	0	2	28.8	32.8
1400	13	10	0	1	0	0	0	0	1	0	0	0	0	0	1	32	41.8
1500	16	12	0	2	0	0	0	0	0	0	0	0	0	2	0	34.8	39.6
1600	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	32	-
1700	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	31.8	-
1800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14.6	-
1900	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
2000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	44.2	-
2100	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	52.6	-
07-19	**133**	**96**	**1**	**8**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**16**	**30.4**	**38.5**
06-22	**152**	**114**	**1**	**9**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**16**	**31.2**	**40.1**
06-00	**157**	**119**	**1**	**9**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**16**	**31.6**	**40.3**
00-00	**158**	**119**	**1**	**10**	**0**	**4**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**5**	**16**	**31.6**	**40.3**

09 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20.2	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.1	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	6	1	0	1	0	0	0	0	0	0	0	0	0	1	3	30.4	-
0900	11	5	0	2	0	0	0	0	0	0	0	0	0	0	4	29.7	39.8
1000	7	5	1	0	0	0	0	0	0	0	0	0	0	0	1	33.2	-
1100	6	2	0	0	0	0	0	0	0	0	0	0	0	0	4	24.8	-
1200	6	3	0	0	0	1	0	0	0	0	0	0	0	0	2	32.9	-
1300	12	8	0	2	0	0	0	0	0	0	0	0	0	0	2	34.6	45
1400	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	35	40.4
1500	6	5	0	0	0	0	0	0	0	0	0	0	0	0	1	29.2	-
1600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
1700	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	-
1800	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7.7	-
1900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	-
2000	3	2	0	0	0	0	0	0	0	1	0	0	0	0	0	31.7	-
2100	4	2	0	1	0	0	0	0	1	0	0	0	0	0	0	29.5	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**80**	**54**	**1**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**17**	**31.9**	**39.9**
06-22	**92**	**63**	**1**	**6**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**17**	**31.8**	**39.7**
06-00	**93**	**64**	**1**	**6**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**17**	**31.9**	**39.9**
00-00	**96**	**65**	**1**	**7**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**18**	**31.9**	**40**

10 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0700	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	30.9	-
0800	18	15	0	3	0	0	0	0	0	0	0	0	0	0	0	30.6	36
0900	6	4	0	0	0	0	0	0	0	0	0	0	0	0	2	31.1	-
1000	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	24.5	-
1100	7	4	1	2	0	0	0	0	0	0	0	0	0	0	0	34	-
1200	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	32.4	-
1300	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	32.3	-
1400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	28.4	-
1500	22	18	0	3	0	0	0	0	0	0	0	0	0	1	0	29.6	34.7
1600	10	6	0	2	0	1	0	0	0	1	0	0	0	0	0	33	-
1700	13	11	0	0	0	0	0	1	0	0	0	0	0	1	0	33.8	45.4
1800	5	2	0	1	0	0	0	0	0	0	0	0	0	1	1	23.3	-
1900	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	33.6	-
2000	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	32.3	-
2100	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-
07-19	**110**	**83**	**2**	**15**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**4**	**30.8**	**37.8**
06-22	**123**	**94**	**2**	**15**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**5**	**31.2**	**38.5**
06-00	**125**	**96**	**2**	**15**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**5**	**31.2**	**38.2**
00-00	**125**	**96**	**2**	**15**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**4**	**5**	**31.2**	**38.2**

11 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0700	5	3	0	1	0	0	0	0	0	0	0	0	0	0	1	29.1	-
0800	12	9	0	1	0	0	0	0	0	0	0	0	0	1	1	33.2	39
0900	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	34.2	-
1000	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	31.8	-
1100	7	3	0	1	0	0	0	0	0	0	0	0	0	0	3	24.2	-
1200	9	7	0	0	0	0	0	0	1	1	0	0	0	0	0	28.8	-
1300	5	1	0	3	0	0	0	0	0	0	0	0	0	0	1	31.5	-
1400	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	29.8	-
1500	18	14	0	3	0	0	0	0	0	1	0	0	0	0	0	30	38.3
1600	12	8	0	1	0	1	0	0	0	0	0	0	0	0	2	30	36.6
1700	16	12	0	1	0	0	0	0	0	0	0	0	0	1	2	35.8	47.1
1800	7	4	0	1	0	0	0	0	0	0	0	0	0	0	2	30.8	-
1900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	35.4	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.9	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**117**	**80**	**0**	**18**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**12**	**31.1**	**38.9**
06-22	**123**	**85**	**0**	**18**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**12**	**31.5**	**38.9**
06-00	**124**	**86**	**0**	**18**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**12**	**31.5**	**38.9**
00-00	**124**	**86**	**0**	**18**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**12**	**31.5**	**38.9**

12 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-
0700	11	9	0	0	0	0	0	0	0	0	0	0	0	0	2	25.6	34.7
0800	9	8	0	0	0	0	0	0	0	0	0	0	0	0	1	27.6	-
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
1000	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	30.5	-
1100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31.9	-
1200	3	2	0	0	0	1	0	0	0	0	0	0	0	0	0	28.2	-
1300	6	2	0	4	0	0	0	0	0	0	0	0	0	0	0	23.5	-
1400	13	9	0	1	0	0	0	0	1	0	0	0	0	1	1	27.3	34.4
1500	25	15	0	5	1	1	0	0	0	1	0	0	0	0	2	27.1	34.6
1600	7	4	0	2	0	0	0	0	0	0	0	0	0	1	0	30.7	-
1700	9	7	0	0	0	0	0	0	0	0	0	0	0	1	1	32.2	-
1800	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
1900	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30.4	-
2000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
2100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.4	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**99**	**69**	**0**	**15**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**	**28.5**	**36.4**
06-22	**109**	**78**	**0**	**16**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**	**29.1**	**36.6**
06-00	**109**	**78**	**0**	**16**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**	**29.1**	**36.6**
00-00	**109**	**78**	**0**	**16**	**1**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**	**29.1**	**36.6**

13 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0700	6	4	0	0	0	0	0	0	0	0	0	0	0	0	2	27.2	-
0800	11	9	0	0	0	1	0	0	0	0	0	0	0	0	1	27.8	35.2
0900	7	5	0	1	0	0	0	0	0	0	0	0	0	1	0	28.2	-
1000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	6	3	0	1	0	1	0	0	0	0	1	0	0	0	0	32.4	-
1300	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	28.3	-
1400	16	11	0	2	1	1	0	0	0	0	0	0	0	0	1	26.7	34.4
1500	16	12	0	3	0	0	0	0	1	0	0	0	0	0	0	32	37.8
1600	9	7	0	0	0	0	0	0	0	0	0	0	0	1	1	34	-
1700	17	13	0	1	0	0	0	0	0	0	0	0	0	1	2	31.7	39.9
1800	8	6	0	0	0	0	0	0	0	0	0	0	0	1	1	28.8	-
1900	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	-
2000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
2100	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	50.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**103**	**76**	**0**	**9**	**1**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**8**	**30.2**	**38.3**
06-22	**114**	**86**	**0**	**10**	**1**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**8**	**30.8**	**38.6**
06-00	**116**	**88**	**0**	**10**	**1**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**8**	**31.2**	**39**
00-00	**117**	**89**	**0**	**10**	**1**	**3**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**8**	**31.2**	**38.9**

14 March 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	28.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0600	5	3	0	0	1	0	0	0	0	0	0	0	0	0	1	30.2	-
0700	4	2	0	1	0	0	0	0	0	0	0	0	0	0	1	26.4	-
0800	16	9	0	5	0	0	0	0	0	0	0	0	0	0	2	25.9	34.8
0900	7	4	0	1	0	1	0	0	0	0	0	0	0	0	1	25.7	-
1000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	36.4	-
1100	9	5	0	1	0	0	0	0	0	0	1	0	0	0	2	32	-
1200	9	7	0	1	0	0	0	0	0	0	0	0	0	0	1	31.3	-
1300	5	3	0	2	0	0	0	0	0	0	0	0	0	0	0	35.7	-
1400	10	6	0	3	0	0	0	0	0	1	0	0	0	0	0	33.6	-
1500	23	19	0	3	0	1	0	0	0	0	0	0	0	0	0	31.2	35.9
1600	8	6	0	0	0	0	0	0	1	0	0	0	0	0	1	32.8	-
1700	15	10	0	1	0	1	0	0	0	0	0	0	0	0	3	30.9	37.6
1800	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	31.8	-
1900	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	26.9	-
2000	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	33.7	-
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	27	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**122**	**85**	**0**	**19**	**0**	**3**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**12**	**30.8**	**38.3**
06-22	**136**	**95**	**0**	**19**	**1**	**3**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**1**	**13**	**31**	**38.7**
06-00	**138**	**97**	**0**	**19**	**1**	**3**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**1**	**13**	**31**	**38.7**
00-00	**142**	**100**	**0**	**19**	**1**	**3**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**1**	**13**	**31**	**38.8**

SITE: SCHOOL ROAD LOCATION: Attached to tree

GRID REFERENCE: 51.395510, -0.895832 DIRECTION: WESTBOUND SPEED LIMIT: 30

08 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.5	-
0700	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0800	9	0	0	2	1	4	2	0	0	0	0	0	0	0	0	0	32.7	-
0900	12	0	0	3	4	3	1	1	0	0	0	0	0	0	0	0	31.1	42.1
1000	13	2	0	1	5	3	2	0	0	0	0	0	0	0	0	0	27.2	37.4
1100	17	0	0	4	7	5	1	0	0	0	0	0	0	0	0	0	29.2	35.3
1200	25	1	1	3	11	7	2	0	0	0	0	0	0	0	0	0	29.3	36.8
1300	11	0	0	2	8	0	1	0	0	0	0	0	0	0	0	0	28.8	32.8
1400	13	0	2	2	1	4	3	1	0	0	0	0	0	0	0	0	32	41.8
1500	16	0	0	1	1	10	3	1	0	0	0	0	0	0	0	0	34.8	39.6
1600	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	32	-
1700	9	0	1	0	5	0	1	2	0	0	0	0	0	0	0	0	31.8	-
1800	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
1900	9	0	1	0	1	2	2	2	0	1	0	0	0	0	0	0	38.3	-
2000	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	44.2	-
2100	6	0	0	1	3	1	0	1	0	0	0	0	0	0	0	0	31.3	-
2200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.1	-
2300	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	52.6	-
07-19	**133**	**3**	**5**	**21**	**44**	**38**	**17**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.4**	**38.5**
06-22	**152**	**3**	**6**	**22**	**48**	**42**	**20**	**10**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**40.1**
06-00	**157**	**3**	**6**	**22**	**48**	**45**	**21**	**10**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**31.6**	**40.3**
00-00	**158**	**3**	**6**	**22**	**48**	**45**	**22**	**10**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**31.6**	**40.3**

09 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	39	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20.2	-
0600	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.1	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	6	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	30.4	-
0900	11	0	0	3	3	3	2	0	0	0	0	0	0	0	0	0	29.7	39.8
1000	7	0	0	0	3	3	0	1	0	0	0	0	0	0	0	0	33.2	-
1100	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	24.8	-
1200	6	0	1	0	1	1	2	1	0	0	0	0	0	0	0	0	32.9	-
1300	12	0	1	2	1	2	4	1	1	0	0	0	0	0	0	0	34.6	45
1400	12	0	0	0	3	7	1	1	0	0	0	0	0	0	0	0	35	40.4
1500	6	0	0	1	3	2	0	0	0	0	0	0	0	0	0	0	29.2	-
1600	8	0	0	2	0	2	4	0	0	0	0	0	0	0	0	0	34.4	-
1700	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	33.8	-
1800	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	-
1900	4	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	33.7	-
2000	3	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	31.7	-
2100	4	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	29.5	-
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**80**	**1**	**2**	**15**	**18**	**23**	**16**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**39.9**
06-22	**92**	**1**	**2**	**16**	**24**	**25**	**19**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**39.7**
06-00	**93**	**1**	**2**	**16**	**24**	**25**	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**39.9**
00-00	**96**	**1**	**2**	**17**	**24**	**26**	**20**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.9**	**40**

10 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.5	-
0700	5	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	30.9	-
0800	18	0	0	1	11	4	1	0	1	0	0	0	0	0	0	0	30.6	36
0900	6	0	0	2	1	1	2	0	0	0	0	0	0	0	0	0	31.1	-
1000	5	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	24.5	-
1100	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	34	-
1200	5	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	32.4	-
1300	9	1	0	0	2	4	2	0	0	0	0	0	0	0	0	0	32.3	-
1400	5	0	1	0	2	1	1	0	0	0	0	0	0	0	0	0	28.4	-
1500	22	0	0	5	8	7	2	0	0	0	0	0	0	0	0	0	29.6	34.7
1600	10	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	33	-
1700	13	0	0	2	5	2	2	1	0	1	0	0	0	0	0	0	33.8	45.4
1800	5	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	23.3	-
1900	5	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	33.6	-
2000	4	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	32.3	-
2100	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	35.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	35.8	-
07-19	**110**	**3**	**3**	**12**	**40**	**33**	**16**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**37.8**
06-22	**123**	**3**	**3**	**14**	**43**	**37**	**18**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**38.5**
06-00	**125**	**3**	**3**	**14**	**43**	**39**	**18**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**38.2**
00-00	**125**	**3**	**3**	**14**	**43**	**39**	**18**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**38.2**

11 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	35.7	-
0700	5	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	29.1	-
0800	12	0	0	2	1	6	3	0	0	0	0	0	0	0	0	0	33.2	39
0900	7	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	34.2	-
1000	10	0	0	1	4	3	2	0	0	0	0	0	0	0	0	0	31.8	-
1100	7	1	2	1	0	2	1	0	0	0	0	0	0	0	0	0	24.2	-
1200	9	0	1	1	5	1	1	0	0	0	0	0	0	0	0	0	28.8	-
1300	5	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	31.5	-
1400	9	1	0	1	1	5	1	0	0	0	0	0	0	0	0	0	29.8	-
1500	18	0	0	4	8	3	3	0	0	0	0	0	0	0	0	0	30	38.3
1600	12	0	0	3	4	5	0	0	0	0	0	0	0	0	0	0	30	36.6
1700	16	0	2	1	1	4	4	4	0	0	0	0	0	0	0	0	35.8	47.1
1800	7	0	0	2	2	1	2	0	0	0	0	0	0	0	0	0	30.8	-
1900	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
2000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.9	-
2100	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	40	-
2200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**117**	**2**	**5**	**20**	**30**	**36**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.1**	**38.9**
06-22	**123**	**2**	**5**	**20**	**30**	**39**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.5**	**38.9**
06-00	**124**	**2**	**5**	**20**	**31**	**39**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.5**	**38.9**
00-00	**124**	**2**	**5**	**20**	**31**	**39**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.5**	**38.9**

12 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.4	-
0700	11	2	0	2	4	3	0	0	0	0	0	0	0	0	0	0	25.6	34.7
0800	9	0	1	0	6	2	0	0	0	0	0	0	0	0	0	0	27.6	-
0900	4	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	34.8	-
1000	5	0	1	1	0	2	1	0	0	0	0	0	0	0	0	0	30.5	-
1100	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.9	-
1200	3	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	28.2	-
1300	6	1	1	0	3	1	0	0	0	0	0	0	0	0	0	0	23.5	-
1400	13	1	1	2	4	4	1	0	0	0	0	0	0	0	0	0	27.3	34.4
1500	25	1	1	6	12	4	1	0	0	0	0	0	0	0	0	0	27.1	34.6
1600	7	0	1	0	3	2	1	0	0	0	0	0	0	0	0	0	30.7	-
1700	9	0	0	1	1	6	1	0	0	0	0	0	0	0	0	0	32.2	-
1800	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	35.5	-
1900	5	0	0	1	1	3	0	0	0	0	0	0	0	0	0	0	30.4	-
2000	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	32.7	-
2100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.4	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**99**	**5**	**7**	**13**	**36**	**28**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28.5**	**36.4**
06-22	**109**	**5**	**7**	**14**	**38**	**31**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**36.6**
06-00	**109**	**5**	**7**	**14**	**38**	**31**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**36.6**
00-00	**109**	**5**	**7**	**14**	**38**	**31**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29.1**	**36.6**

13 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	37.8	-
0700	6	0	1	1	1	3	0	0	0	0	0	0	0	0	0	0	27.2	-
0800	11	0	2	1	5	2	1	0	0	0	0	0	0	0	0	0	27.8	35.2
0900	7	0	0	2	3	1	1	0	0	0	0	0	0	0	0	0	28.2	-
1000	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	40.5	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	6	1	0	0	1	1	3	0	0	0	0	0	0	0	0	0	32.4	-
1300	4	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	28.3	-
1400	16	1	3	1	5	5	1	0	0	0	0	0	0	0	0	0	26.7	34.4
1500	16	0	0	0	8	5	3	0	0	0	0	0	0	0	0	0	32	37.8
1600	9	0	1	0	1	3	4	0	0	0	0	0	0	0	0	0	34	-
1700	17	0	3	0	2	7	4	1	0	0	0	0	0	0	0	0	31.7	39.9
1800	8	1	1	0	3	1	1	1	0	0	0	0	0	0	0	0	28.8	-
1900	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	38.5	-
2000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.1	-
2100	5	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	36.6	-
2200	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	50.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**103**	**3**	**11**	**6**	**30**	**31**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.2**	**38.3**
06-22	**114**	**3**	**11**	**6**	**32**	**35**	**22**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**38.6**
06-00	**116**	**3**	**11**	**6**	**32**	**35**	**22**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**39**
00-00	**117**	**3**	**11**	**6**	**32**	**36**	**22**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.2**	**38.9**

14 March 2025

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	34.4	-
0600	5	0	1	1	0	1	2	0	0	0	0	0	0	0	0	0	30.2	-
0700	4	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	26.4	-
0800	16	2	1	2	7	3	1	0	0	0	0	0	0	0	0	0	25.9	34.8
0900	7	1	1	1	1	3	0	0	0	0	0	0	0	0	0	0	25.7	-
1000	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	36.4	-
1100	9	1	1	1	0	3	2	0	0	1	0	0	0	0	0	0	32	-
1200	9	0	0	1	2	6	0	0	0	0	0	0	0	0	0	0	31.3	-
1300	5	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	35.7	-
1400	10	1	0	0	0	6	3	0	0	0	0	0	0	0	0	0	33.6	-
1500	23	0	0	3	7	11	2	0	0	0	0	0	0	0	0	0	31.2	35.9
1600	8	0	0	1	1	4	2	0	0	0	0	0	0	0	0	0	32.8	-
1700	15	0	3	0	2	6	4	0	0	0	0	0	0	0	0	0	30.9	37.6
1800	10	1	1	0	1	4	3	0	0	0	0	0	0	0	0	0	31.8	-
1900	4	1	0	1	0	1	1	0	0	0	0	0	0	0	0	0	26.9	-
2000	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	33.7	-
2100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	48.8	-
2200	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	27	-
07-19	**122**	**6**	**7**	**10**	**26**	**50**	**20**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**30.8**	**38.3**
06-22	**136**	**7**	**8**	**12**	**27**	**53**	**25**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**38.7**
06-00	**138**	**7**	**8**	**13**	**28**	**53**	**25**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**38.7**
00-00	**142**	**7**	**8**	**13**	**29**	**55**	**26**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**38.8**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	871	24	42	106	245	271	142	32	5	3	0	1	0	0	0	0	31.1	38.9

SITE: SCHOOL ROAD

LOCATION: Attached to tree

GRID REFERENCE: 51.395510, -0.895832

DIRECTION: WESTBOUND

	Sat	Sun	Mon	Tue	Wed	Thu	Fri
	08-Mar	09-Mar	10-Mar	11-Mar	12-Mar	13-Mar	14-Mar
Hour							
0000-0100	0	0	0	0	0	1	1
0100-0200	1	2	0	0	0	0	0
0200-0300	0	0	0	0	0	0	0
0300-0400	0	0	0	0	0	0	0
0400-0500	0	0	0	0	0	0	0
0500-0600	0	1	0	0	0	0	3
0600-0700	2	1	1	2	2	3	5
0700-0800	2	0	5	5	11	6	4
0800-0900	9	6	18	12	9	11	16
0900-1000	12	11	6	7	4	7	7
1000-1100	13	7	5	10	5	3	6
1100-1200	17	6	7	7	3	0	9
1200-1300	25	6	5	9	3	6	9
1300-1400	11	12	9	5	6	4	5
1400-1500	13	12	5	9	13	16	10
1500-1600	16	6	22	18	25	16	23
1600-1700	5	8	10	12	7	9	8
1700-1800	9	5	13	16	9	17	15
1800-1900	1	1	5	7	4	8	10
1900-2000	9	4	5	1	5	2	4
2000-2100	2	3	4	1	2	1	3
2100-2200	6	4	3	2	1	5	2
2200-2300	3	1	0	1	0	2	2
2300-2400	2	0	2	0	0	0	0
Totals							
0700-1900	133	80	110	117	99	103	122
0600-2200	152	92	123	123	109	114	136
0600-0000	157	93	125	124	109	116	138
0000-0000	158	96	125	124	109	117	142
AM Peak	1100	900	800	800	700	800	800
	17	11	18	12	11	11	16
PM Peak	1200	1400	1500	1500	1500	1700	1500
	25	12	22	18	25	17	23

SPEED LIMIT: 30

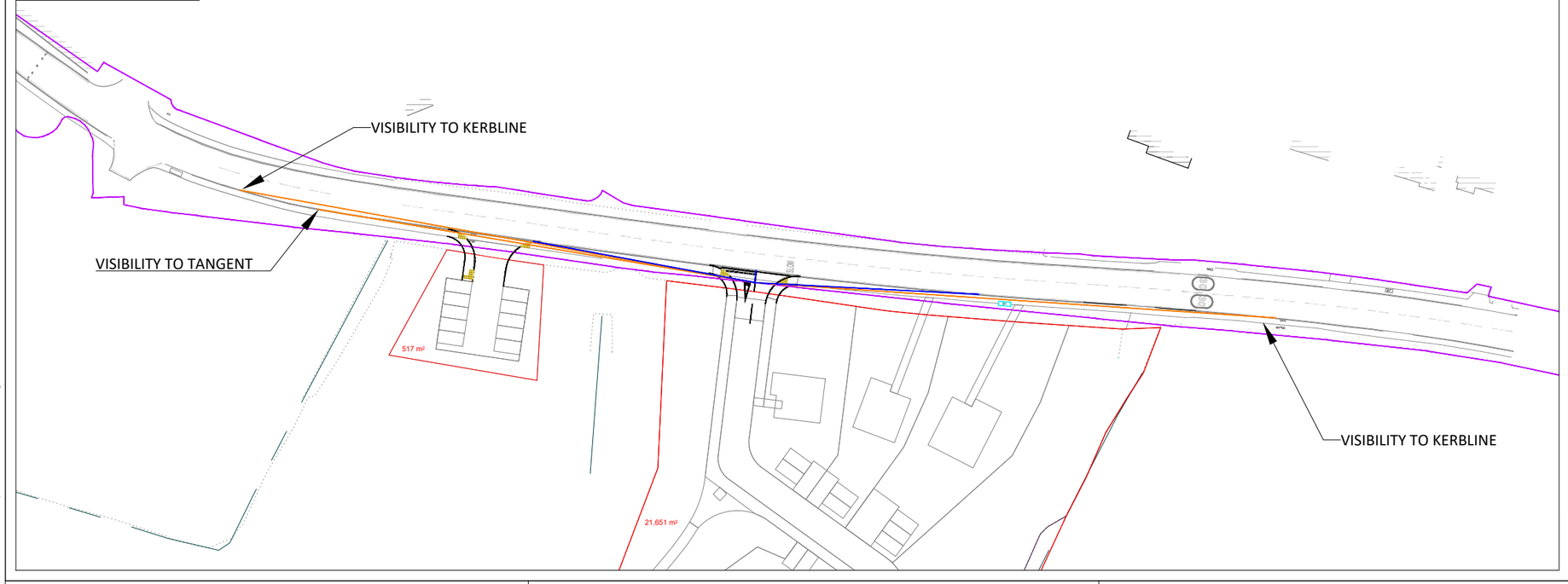
Averages

1-5.	1-7.
0.4	0.3
0	0.4
0	0
0	0
0	0
0.6	0.6
2.6	2.3
6.2	4.7
13.2	11.6
6.2	7.7
5.8	7
5.2	7
6.4	9
5.8	7.4
10.6	11.1
20.8	18
9.2	8.4
14	12
6.8	5.1
3.4	4.3
2.2	2.3
2.6	3.3
1	1.3
0.4	0.6
110.2	109.1
121	121.3
122.4	123.1
123.4	124.4

Appendix C – Preliminary Access Design – Residential

SITE ACCESS DIMENSIONS
SCALE: 1:500 @ A3

SITE ACCESS VISIBILITY
SCALE: 1:1,000 @ A3



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.
3. THE POSTED SPEED LIMIT ON SCHOOL LANE IS 30 MPH.
4. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 38.9 MPH WESTBOUND & 34.2 MPH EASTBOUND ON SCHOOL LANE BETWEEN 8.03.25 AND 14.03.25. VISIBILITY IN BOTH DIRECTIONS HAS BEEN ASSESSED AGAINST THE HIGHER SPEED OF 38.9 MPH.

KEY

- 2.4m x 43m MfS VISIBILITY TO KERBLINE (30 MPH)
- 2.4m x 100m DMRB VISIBILITY SPLAYS (38.9 MPH)
- SITE BOUNDARY
- HIGHWAY BOUNDARY

Rev	Amendment	Drn	App	Date
-	Initial Drawing	TW	PT	31.03.25

EVOKE
Evoke Transport Consultants Limited
R+ Building
2 Blagrave Street
Reading, RG1 1AZ

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name
LAND REAR OF LANGLEY COMMON, BARKHAM

Drawing Title
SITE ACCESS ARRANGEMENT AND VISIBILITY SPLAYS

Client
ET PLANNING

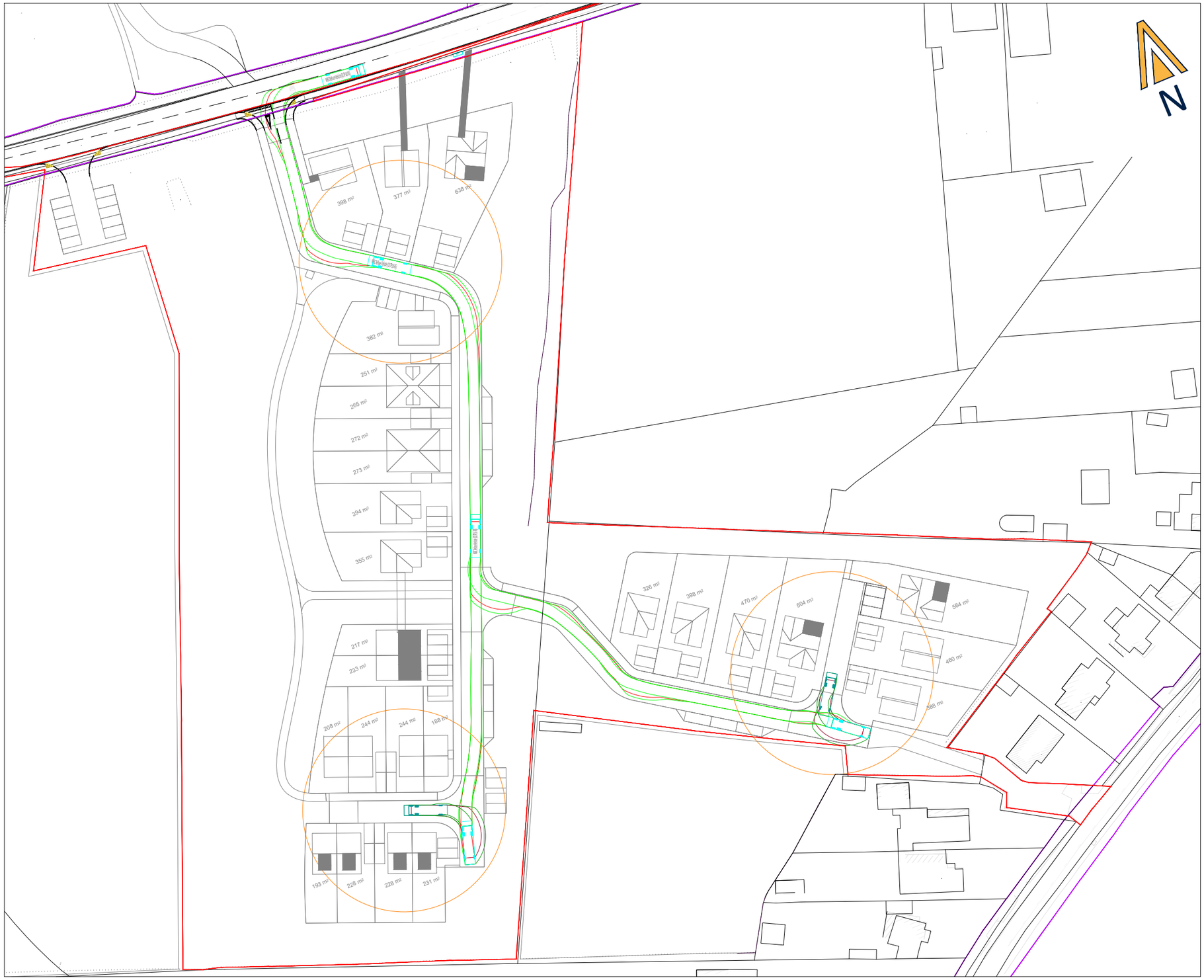
Drawn by	Approved by	Date
TW	PT	31.03.25

Scale: AS STATED
Job No: R-25-0003
Drawing No: R-25-0003/001
Rev: -

DRAFT

C:\Users\TimWilcox\Evoke Transport\Evoke Projects - Documents\2025\R-25-0003 Land Rear of Langley Common, Barkham\50 Drawings\51 AutoCAD\R-25-0003.001 GAA.dwg

Appendix D – WBC Refuse Vehicle Swept Path Analysis



NOTES

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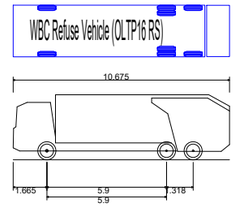
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

VEHICLE PROFILE

WBC Refuse Vehicle (OLTP16 RS)



Overall Length	10.675m
Overall Width	2.550m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.900m

KEY

- 25M OPERATIVE BIN CARRY DISTANCE
- SITE BOUNDARY
- HIGHWAY BOUNDARY

VEHICLE TRACKS

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

Rev				
-	Initial Drawing	TW	PK	02.05.25
Rev	Amendment	Drn	App	Date

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Project Name
LAND REAR OF LANGLEY COMMON, BARKHAM

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE - ACCESS

Client
ET PLANNING

Drawn by	Approved by	Date
TW	PK	02.05.25

Scale	Job No
1:1,000 @ A3	R-25-0003

Drawing No	Rev
R-25-0003/002	-

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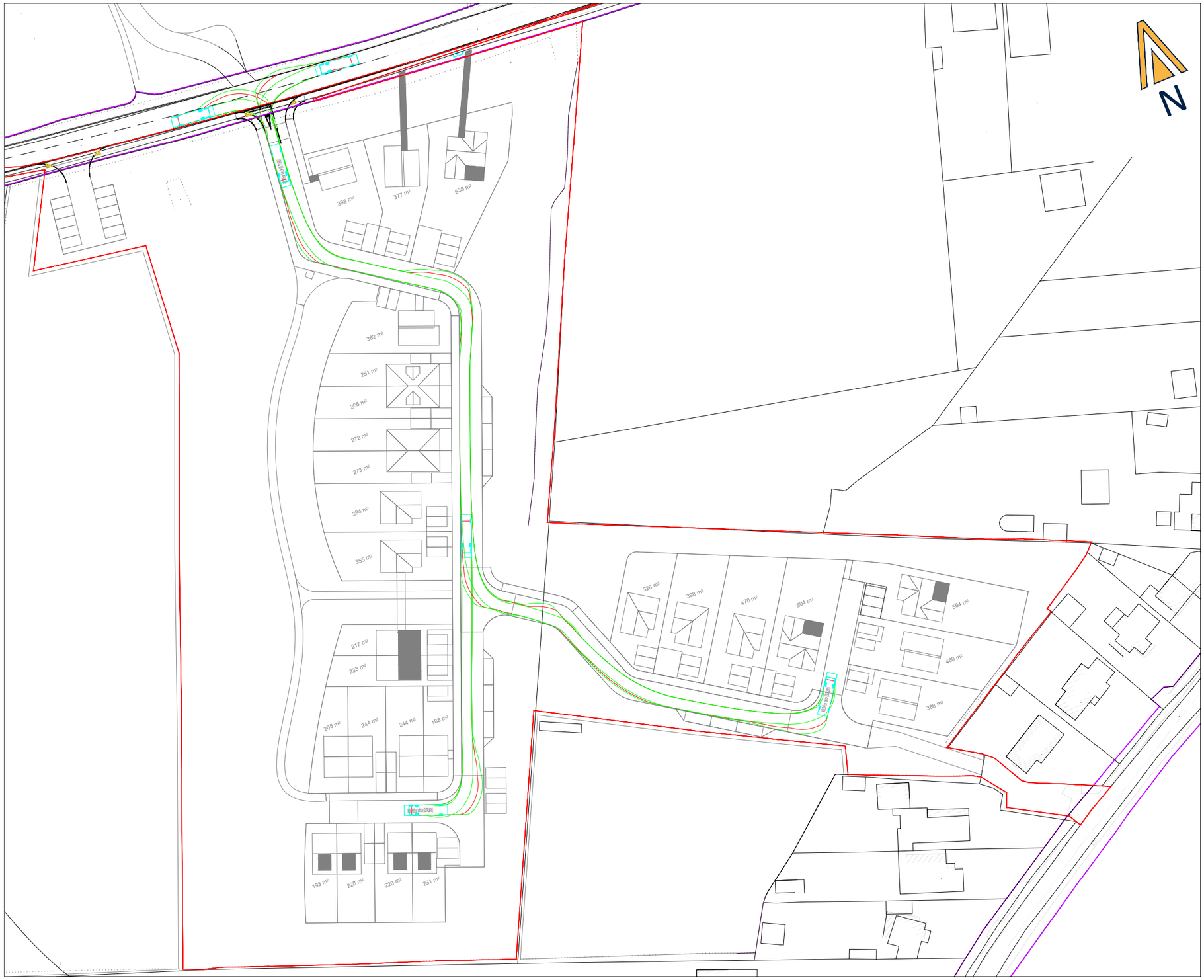
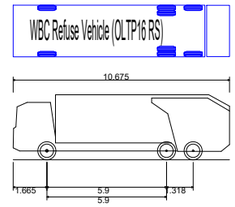


NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

VEHICLE PROFILE

WBC Refuse Vehicle (OLTP16 RS)



Overall Length	10.675m
Overall Width	2.550m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.900m

KEY

- SITE BOUNDARY
- HIGHWAY BOUNDARY

VEHICLE TRACKS

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

Rev				
-	Initial Drawing	TW	PK	02.05.25
Rev	Amendment	Drn	App	Date

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W: www.evoketransport.co.uk

Project Name
LAND REAR OF LANGLEY COMMON, BARKHAM

Drawing Title
SWEPT PATH ANALYSIS
REFUSE VEHICLE - EGRESS

Client
ET PLANNING

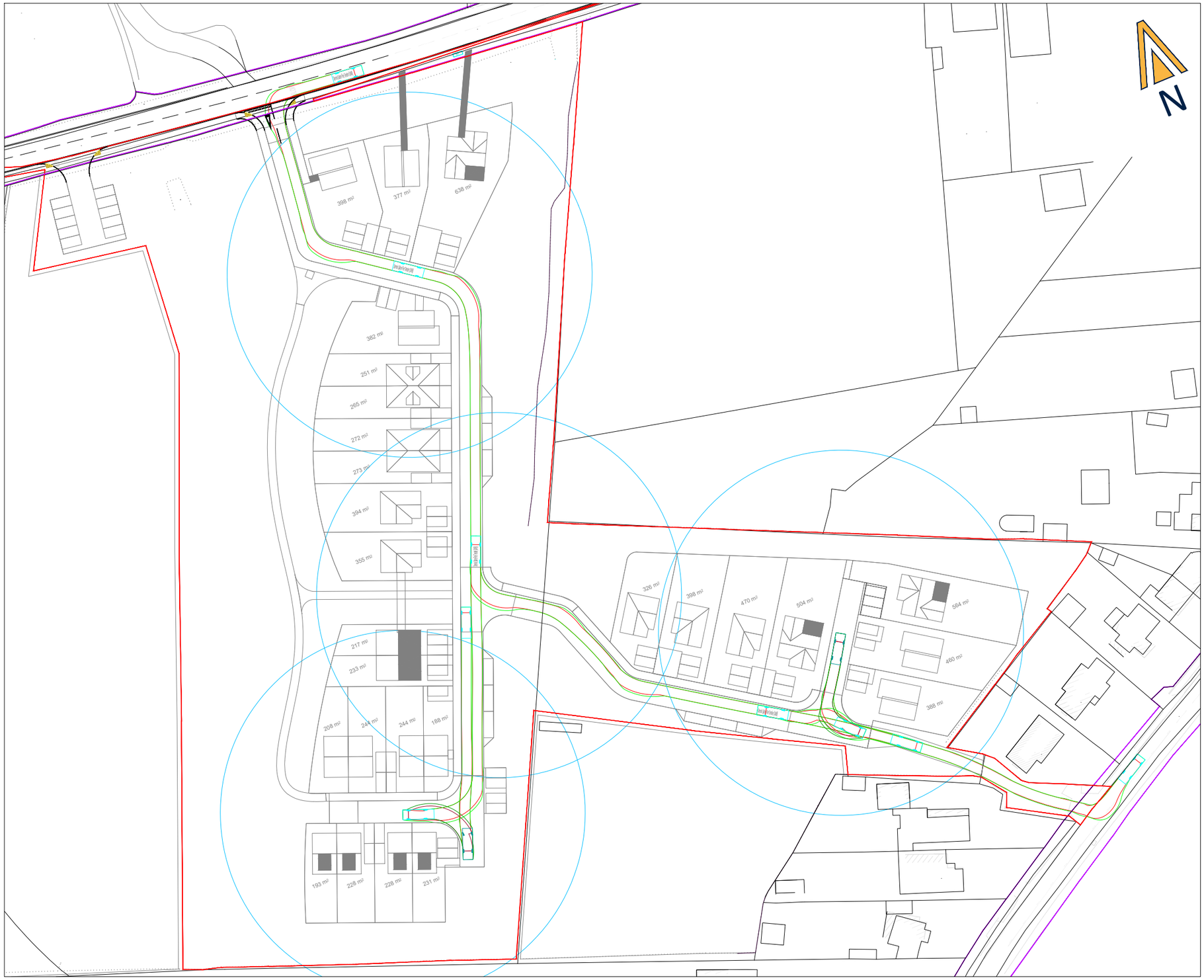
Drawn by	Approved by	Date
TW	PK	02.05.25

Scale	Job No
1:1,000 @ A3	R-25-0003

Drawing No	Rev
R-25-0003/003	-

C:\Users\TimWilcox\Evoke Transport\Evoke Projects - Documents\2025\R-25-0003 Land Rear of Langley Common, Barkham\50 Drawings\51 AutoCAD\R-25-0003.003 SPA.dwg

Appendix E – Fire Tender Swept Path Analysis



N

NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

VEHICLE PROFILE

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

KEY

- 45m HOSE DISTANCE
- SITE BOUNDARY
- HIGHWAY BOUNDARY

VEHICLE TRACKS

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

Rev	Amendment	Drn	App	Date
-	Initial Drawing	TW	PK	02.05.25

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Project Name
LAND REAR OF LANGLEY COMMON, BARKHAM

Drawing Title
SWEPT PATH ANALYSIS
FIRE TENDER - NORTH TO SOUTH

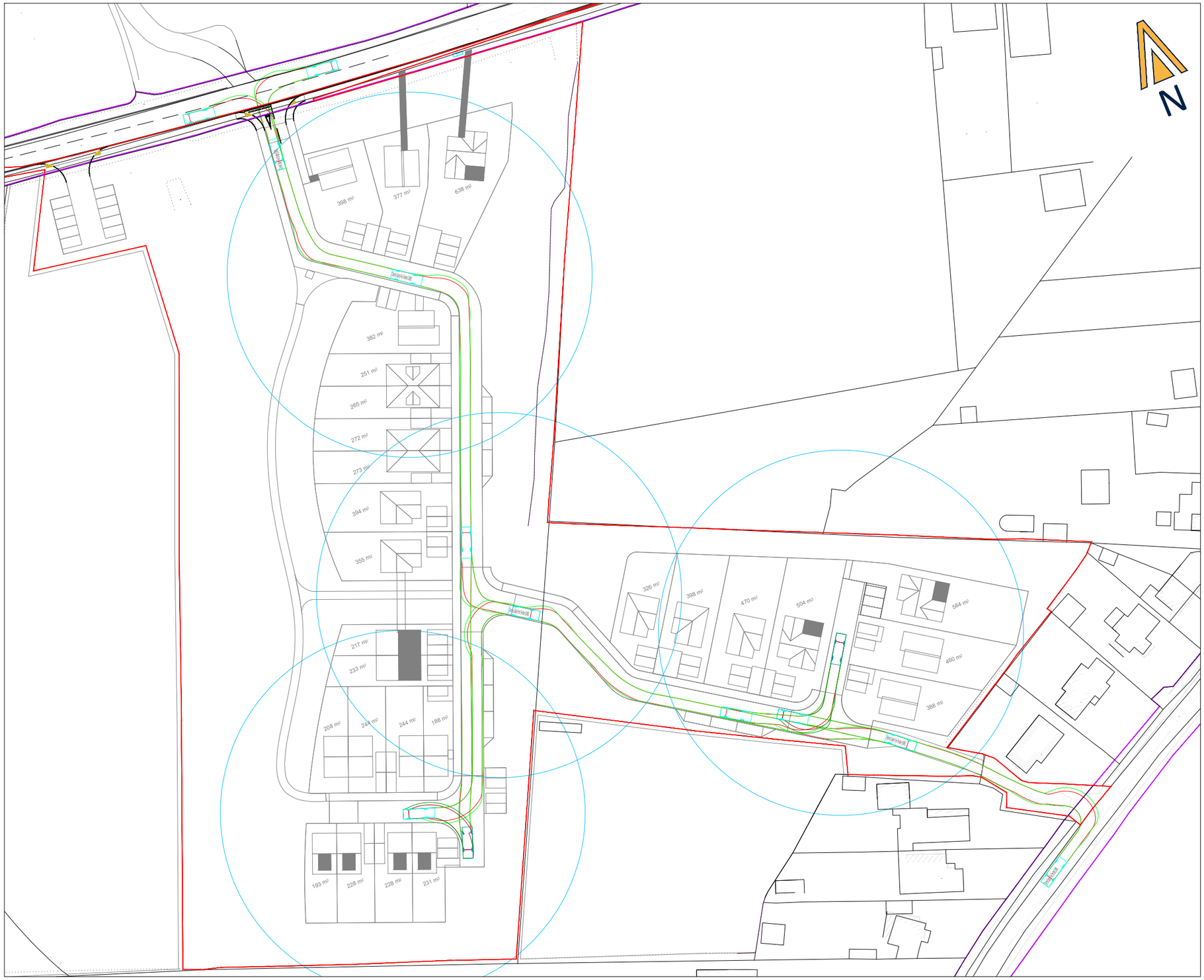
Client
ET PLANNING

Drawn by	Approved by	Date
TW	PK	02.05.25

Scale	Job No
1:1,000 @ A3	R-25-0003

Drawing No	Rev
R-25-0003/004	-

C:\Users\TimWilcox\Evoke Transport\Evoke Projects - Documents\2025\R-25-0003 Land Rear of Langley Common, Barkham\50 Drawings\51 AutoCAD\R-25-0003.004 SPA.dwg



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

VEHICLE PROFILE

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

KEY

- 45m HOSE DISTANCE
- SITE BOUNDARY
- HIGHWAY BOUNDARY

VEHICLE TRACKS

- BODY OUTLINE FORWARD MANOEUVRE
- BODY OUTLINE REVERSE MANOEUVRE
- CHASSIS OUTLINE FORWARD MANOEUVRE
- CHASSIS OUTLINE REVERSE MANOEUVRE

Rev				
-	Initial Drawing	TW	PK	02.05.25
Rev	Amendment	Drn	App	Date

Evoke Transport Consultants Limited
R+ Building
2 Blagrave Street
Reading, RG1 1AZ

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Project Name
LAND REAR OF LANGLEY COMMON, BARKHAM

Drawing Title
SWEPT PATH ANALYSIS
FIRE TENDER - SOUTH TO NORTH

Client
ET PLANNING

Drawn by	Approved by	Date
TW	PK	02.05.25

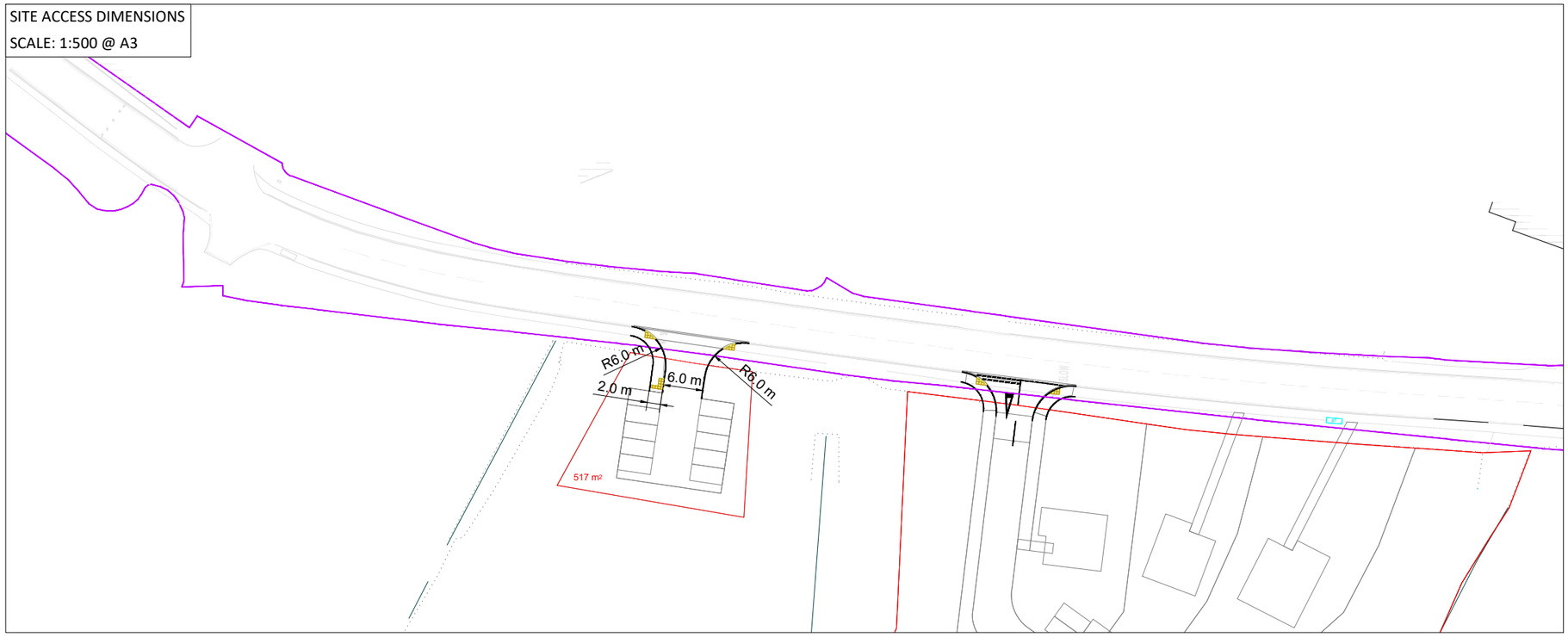
Scale	Job No
1:1,000 @ A3	R-25-0003

Drawing No	Rev
R-25-0003/005	-

C:\Users\TimWilcox\Evoke Transport\Evoke Projects - Documents\2025\R-25-0003 Land Rear of Langley Common, Barkham\50 Drawings\51 AutoCAD\R-25-0003.005 SPA.dwg

Appendix F – Preliminary Access Design – School Parking

SITE ACCESS DIMENSIONS
SCALE: 1:500 @ A3



SITE ACCESS VISIBILITY
SCALE: 1:1,000 @ A3

NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.
3. THE POSTED SPEED LIMIT ON SCHOOL LANE IS 30 MPH.
4. VISIBILITY SPLAYS ARE BASED ON THE RECORDED 85%ILE SPEEDS OF 38.9 MPH WESTBOUND & 34.2 MPH EASTBOUND ON SCHOOL LANE BETWEEN 8.03.25 AND 14.03.25. VISIBILITY IN BOTH DIRECTIONS HAS BEEN ASSESSED AGAINST THE HIGHER SPEED OF 38.9 MPH.

KEY

- 2.4m x 43m MfS VISIBILITY TO KERBLINE (30 MPH)
- 2.4m x 100m DMRB VISIBILITY SPLAYS (38.9 MPH)
- SITE BOUNDARY
- HIGHWAY BOUNDARY

Rev	Amendment	Drn	App	Date
-	Initial Drawing	TW	PT	31.03.25

EVOKE
Evoke Transport Consultants Limited
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Project Name
LAND REAR OF LANGLEY COMMON, BARKHAM

Drawing Title
CAR PARK ACCESS ARRANGEMENT AND VISIBILITY SPLAYS

Client
ET PLANNING

Drawn by	Approved by	Date
TW	PT	31.03.25

Scale: AS STATED
Job No: R-25-0003
Drawing No: R-25-0003/006
Rev: -

DRAFT

C:\Users\TimWilcox\Evoke Transport\Evoke Projects - Documents\2025\R-25-0003 Land Rear of Langley Common, Barkham\50 Drawings\51 AutoCAD\R-25-0003.006 GAA.dwg

Appendix G – TRICS Output

Calculation Reference: AUDIT-708001-250507-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
	SC	SURREY	1 days
03	SOUTH WEST		
	SD	SWINDON	1 days
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 10 to 58 (units:)
Range Selected by User: 10 to 60 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 23/05/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Neighbourhood Centre (PPS6 Local Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
Village	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	8 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

3 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

4 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

5 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

6 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

7 SC-03-A-10 MIXED HOUSES SURREY
GUILDFORD ROAD
ASH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 32
Survey date: WEDNESDAY *14/09/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

9 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

10 SM-03-A-02 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

11 SM-03-A-03 MIXED HOUSES SOMERSET
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY *25/09/18* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	COVID
CA-03-A-07	27/05/21	COVID
ES-03-A-06	16/06/21	COVID
IM-03-A-01	21/05/24	Location - Isle of Man
IM-03-A-02	23/05/24	Location - Isle of Man
WS-03-A-07	19/10/17	Housing Type
WS-03-A-16	09/11/22	Location and setting

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.085	11	34	0.289	11	34	0.374
08:00 - 09:00	11	34	0.164	11	34	0.398	11	34	0.562
09:00 - 10:00	11	34	0.172	11	34	0.196	11	34	0.368
10:00 - 11:00	11	34	0.149	11	34	0.180	11	34	0.329
11:00 - 12:00	11	34	0.159	11	34	0.154	11	34	0.313
12:00 - 13:00	11	34	0.162	11	34	0.178	11	34	0.340
13:00 - 14:00	11	34	0.178	11	34	0.194	11	34	0.372
14:00 - 15:00	11	34	0.188	11	34	0.231	11	34	0.419
15:00 - 16:00	11	34	0.273	11	34	0.231	11	34	0.504
16:00 - 17:00	11	34	0.257	11	34	0.178	11	34	0.435
17:00 - 18:00	11	34	0.342	11	34	0.159	11	34	0.501
18:00 - 19:00	11	34	0.257	11	34	0.141	11	34	0.398
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.386			2.529			4.915

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	10 - 58 (units:)
Survey date date range:	01/01/16 - 23/05/24
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.005	11	34	0.003	11	34	0.008
08:00 - 09:00	11	34	0.003	11	34	0.005	11	34	0.008
09:00 - 10:00	11	34	0.008	11	34	0.005	11	34	0.013
10:00 - 11:00	11	34	0.003	11	34	0.008	11	34	0.011
11:00 - 12:00	11	34	0.000	11	34	0.003	11	34	0.003
12:00 - 13:00	11	34	0.005	11	34	0.000	11	34	0.005
13:00 - 14:00	11	34	0.008	11	34	0.011	11	34	0.019
14:00 - 15:00	11	34	0.003	11	34	0.003	11	34	0.006
15:00 - 16:00	11	34	0.005	11	34	0.005	11	34	0.010
16:00 - 17:00	11	34	0.000	11	34	0.003	11	34	0.003
17:00 - 18:00	11	34	0.005	11	34	0.003	11	34	0.008
18:00 - 19:00	11	34	0.003	11	34	0.003	11	34	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.052			0.100

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.003	11	34	0.000	11	34	0.003
08:00 - 09:00	11	34	0.005	11	34	0.005	11	34	0.010
09:00 - 10:00	11	34	0.003	11	34	0.005	11	34	0.008
10:00 - 11:00	11	34	0.003	11	34	0.003	11	34	0.006
11:00 - 12:00	11	34	0.003	11	34	0.000	11	34	0.003
12:00 - 13:00	11	34	0.000	11	34	0.003	11	34	0.003
13:00 - 14:00	11	34	0.003	11	34	0.003	11	34	0.006
14:00 - 15:00	11	34	0.003	11	34	0.003	11	34	0.006
15:00 - 16:00	11	34	0.000	11	34	0.000	11	34	0.000
16:00 - 17:00	11	34	0.000	11	34	0.000	11	34	0.000
17:00 - 18:00	11	34	0.000	11	34	0.000	11	34	0.000
18:00 - 19:00	11	34	0.000	11	34	0.000	11	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.022			0.045

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.003	11	34	0.003	11	34	0.006
08:00 - 09:00	11	34	0.005	11	34	0.005	11	34	0.010
09:00 - 10:00	11	34	0.000	11	34	0.000	11	34	0.000
10:00 - 11:00	11	34	0.000	11	34	0.000	11	34	0.000
11:00 - 12:00	11	34	0.000	11	34	0.000	11	34	0.000
12:00 - 13:00	11	34	0.000	11	34	0.000	11	34	0.000
13:00 - 14:00	11	34	0.000	11	34	0.000	11	34	0.000
14:00 - 15:00	11	34	0.000	11	34	0.000	11	34	0.000
15:00 - 16:00	11	34	0.008	11	34	0.008	11	34	0.016
16:00 - 17:00	11	34	0.000	11	34	0.000	11	34	0.000
17:00 - 18:00	11	34	0.003	11	34	0.003	11	34	0.006
18:00 - 19:00	11	34	0.000	11	34	0.000	11	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.013	11	34	0.021	11	34	0.034
08:00 - 09:00	11	34	0.008	11	34	0.042	11	34	0.050
09:00 - 10:00	11	34	0.003	11	34	0.016	11	34	0.019
10:00 - 11:00	11	34	0.011	11	34	0.003	11	34	0.014
11:00 - 12:00	11	34	0.000	11	34	0.005	11	34	0.005
12:00 - 13:00	11	34	0.013	11	34	0.003	11	34	0.016
13:00 - 14:00	11	34	0.003	11	34	0.003	11	34	0.006
14:00 - 15:00	11	34	0.008	11	34	0.003	11	34	0.011
15:00 - 16:00	11	34	0.032	11	34	0.008	11	34	0.040
16:00 - 17:00	11	34	0.024	11	34	0.008	11	34	0.032
17:00 - 18:00	11	34	0.019	11	34	0.034	11	34	0.053
18:00 - 19:00	11	34	0.019	11	34	0.003	11	34	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.149			0.302

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.095	11	34	0.361	11	34	0.456
08:00 - 09:00	11	34	0.175	11	34	0.578	11	34	0.753
09:00 - 10:00	11	34	0.191	11	34	0.268	11	34	0.459
10:00 - 11:00	11	34	0.194	11	34	0.265	11	34	0.459
11:00 - 12:00	11	34	0.180	11	34	0.183	11	34	0.363
12:00 - 13:00	11	34	0.196	11	34	0.241	11	34	0.437
13:00 - 14:00	11	34	0.220	11	34	0.220	11	34	0.440
14:00 - 15:00	11	34	0.239	11	34	0.279	11	34	0.518
15:00 - 16:00	11	34	0.416	11	34	0.302	11	34	0.718
16:00 - 17:00	11	34	0.358	11	34	0.255	11	34	0.613
17:00 - 18:00	11	34	0.485	11	34	0.233	11	34	0.718
18:00 - 19:00	11	34	0.358	11	34	0.183	11	34	0.541
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.107			3.368			6.475

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.019	11	34	0.061	11	34	0.080
08:00 - 09:00	11	34	0.098	11	34	0.310	11	34	0.408
09:00 - 10:00	11	34	0.125	11	34	0.072	11	34	0.197
10:00 - 11:00	11	34	0.048	11	34	0.085	11	34	0.133
11:00 - 12:00	11	34	0.048	11	34	0.072	11	34	0.120
12:00 - 13:00	11	34	0.088	11	34	0.098	11	34	0.186
13:00 - 14:00	11	34	0.077	11	34	0.069	11	34	0.146
14:00 - 15:00	11	34	0.082	11	34	0.072	11	34	0.154
15:00 - 16:00	11	34	0.239	11	34	0.133	11	34	0.372
16:00 - 17:00	11	34	0.077	11	34	0.053	11	34	0.130
17:00 - 18:00	11	34	0.098	11	34	0.082	11	34	0.180
18:00 - 19:00	11	34	0.069	11	34	0.040	11	34	0.109
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.068			1.147			2.215

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.011	11	34	0.029	11	34	0.040
08:00 - 09:00	11	34	0.005	11	34	0.024	11	34	0.029
09:00 - 10:00	11	34	0.003	11	34	0.011	11	34	0.014
10:00 - 11:00	11	34	0.011	11	34	0.011	11	34	0.022
11:00 - 12:00	11	34	0.008	11	34	0.003	11	34	0.011
12:00 - 13:00	11	34	0.011	11	34	0.013	11	34	0.024
13:00 - 14:00	11	34	0.000	11	34	0.000	11	34	0.000
14:00 - 15:00	11	34	0.005	11	34	0.005	11	34	0.010
15:00 - 16:00	11	34	0.016	11	34	0.008	11	34	0.024
16:00 - 17:00	11	34	0.016	11	34	0.000	11	34	0.016
17:00 - 18:00	11	34	0.011	11	34	0.011	11	34	0.022
18:00 - 19:00	11	34	0.019	11	34	0.000	11	34	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.115			0.231

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.000	11	34	0.008	11	34	0.008
08:00 - 09:00	11	34	0.003	11	34	0.011	11	34	0.014
09:00 - 10:00	11	34	0.000	11	34	0.016	11	34	0.016
10:00 - 11:00	11	34	0.000	11	34	0.003	11	34	0.003
11:00 - 12:00	11	34	0.003	11	34	0.003	11	34	0.006
12:00 - 13:00	11	34	0.000	11	34	0.000	11	34	0.000
13:00 - 14:00	11	34	0.000	11	34	0.000	11	34	0.000
14:00 - 15:00	11	34	0.003	11	34	0.000	11	34	0.003
15:00 - 16:00	11	34	0.000	11	34	0.000	11	34	0.000
16:00 - 17:00	11	34	0.011	11	34	0.003	11	34	0.014
17:00 - 18:00	11	34	0.005	11	34	0.000	11	34	0.005
18:00 - 19:00	11	34	0.013	11	34	0.000	11	34	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.044			0.082

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.000	11	34	0.003	11	34	0.003
08:00 - 09:00	11	34	0.000	11	34	0.005	11	34	0.005
09:00 - 10:00	11	34	0.000	11	34	0.000	11	34	0.000
10:00 - 11:00	11	34	0.000	11	34	0.000	11	34	0.000
11:00 - 12:00	11	34	0.000	11	34	0.000	11	34	0.000
12:00 - 13:00	11	34	0.000	11	34	0.000	11	34	0.000
13:00 - 14:00	11	34	0.000	11	34	0.000	11	34	0.000
14:00 - 15:00	11	34	0.000	11	34	0.000	11	34	0.000
15:00 - 16:00	11	34	0.016	11	34	0.011	11	34	0.027
16:00 - 17:00	11	34	0.000	11	34	0.000	11	34	0.000
17:00 - 18:00	11	34	0.011	11	34	0.011	11	34	0.022
18:00 - 19:00	11	34	0.000	11	34	0.000	11	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.030			0.057

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.011	11	34	0.040	11	34	0.051
08:00 - 09:00	11	34	0.008	11	34	0.040	11	34	0.048
09:00 - 10:00	11	34	0.003	11	34	0.027	11	34	0.030
10:00 - 11:00	11	34	0.011	11	34	0.013	11	34	0.024
11:00 - 12:00	11	34	0.011	11	34	0.005	11	34	0.016
12:00 - 13:00	11	34	0.011	11	34	0.013	11	34	0.024
13:00 - 14:00	11	34	0.000	11	34	0.000	11	34	0.000
14:00 - 15:00	11	34	0.008	11	34	0.005	11	34	0.013
15:00 - 16:00	11	34	0.032	11	34	0.019	11	34	0.051
16:00 - 17:00	11	34	0.027	11	34	0.003	11	34	0.030
17:00 - 18:00	11	34	0.027	11	34	0.021	11	34	0.048
18:00 - 19:00	11	34	0.032	11	34	0.000	11	34	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.181			0.186			0.367

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.90

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.138	11	34	0.483	11	34	0.621
08:00 - 09:00	11	34	0.289	11	34	0.971	11	34	1.260
09:00 - 10:00	11	34	0.321	11	34	0.382	11	34	0.703
10:00 - 11:00	11	34	0.263	11	34	0.366	11	34	0.629
11:00 - 12:00	11	34	0.239	11	34	0.265	11	34	0.504
12:00 - 13:00	11	34	0.308	11	34	0.355	11	34	0.663
13:00 - 14:00	11	34	0.300	11	34	0.292	11	34	0.592
14:00 - 15:00	11	34	0.337	11	34	0.358	11	34	0.695
15:00 - 16:00	11	34	0.719	11	34	0.462	11	34	1.181
16:00 - 17:00	11	34	0.485	11	34	0.318	11	34	0.803
17:00 - 18:00	11	34	0.629	11	34	0.371	11	34	1.000
18:00 - 19:00	11	34	0.477	11	34	0.225	11	34	0.702
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.505			4.848			9.353

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.072	11	34	0.263	11	34	0.335
08:00 - 09:00	11	34	0.122	11	34	0.363	11	34	0.485
09:00 - 10:00	11	34	0.133	11	34	0.159	11	34	0.292
10:00 - 11:00	11	34	0.111	11	34	0.146	11	34	0.257
11:00 - 12:00	11	34	0.133	11	34	0.127	11	34	0.260
12:00 - 13:00	11	34	0.133	11	34	0.135	11	34	0.268
13:00 - 14:00	11	34	0.138	11	34	0.149	11	34	0.287
14:00 - 15:00	11	34	0.154	11	34	0.191	11	34	0.345
15:00 - 16:00	11	34	0.233	11	34	0.194	11	34	0.427
16:00 - 17:00	11	34	0.231	11	34	0.156	11	34	0.387
17:00 - 18:00	11	34	0.302	11	34	0.130	11	34	0.432
18:00 - 19:00	11	34	0.239	11	34	0.125	11	34	0.364
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.001			2.138			4.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.003	11	34	0.021	11	34	0.024
08:00 - 09:00	11	34	0.029	11	34	0.019	11	34	0.048
09:00 - 10:00	11	34	0.027	11	34	0.027	11	34	0.054
10:00 - 11:00	11	34	0.032	11	34	0.024	11	34	0.056
11:00 - 12:00	11	34	0.021	11	34	0.021	11	34	0.042
12:00 - 13:00	11	34	0.024	11	34	0.034	11	34	0.058
13:00 - 14:00	11	34	0.029	11	34	0.032	11	34	0.061
14:00 - 15:00	11	34	0.027	11	34	0.029	11	34	0.056
15:00 - 16:00	11	34	0.024	11	34	0.021	11	34	0.045
16:00 - 17:00	11	34	0.027	11	34	0.019	11	34	0.046
17:00 - 18:00	11	34	0.029	11	34	0.024	11	34	0.053
18:00 - 19:00	11	34	0.016	11	34	0.013	11	34	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.288			0.284			0.572

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	34	0.000	11	34	0.000	11	34	0.000
08:00 - 09:00	11	34	0.000	11	34	0.000	11	34	0.000
09:00 - 10:00	11	34	0.003	11	34	0.000	11	34	0.003
10:00 - 11:00	11	34	0.000	11	34	0.000	11	34	0.000
11:00 - 12:00	11	34	0.003	11	34	0.003	11	34	0.006
12:00 - 13:00	11	34	0.000	11	34	0.005	11	34	0.005
13:00 - 14:00	11	34	0.000	11	34	0.000	11	34	0.000
14:00 - 15:00	11	34	0.003	11	34	0.005	11	34	0.008
15:00 - 16:00	11	34	0.003	11	34	0.003	11	34	0.006
16:00 - 17:00	11	34	0.000	11	34	0.000	11	34	0.000
17:00 - 18:00	11	34	0.003	11	34	0.000	11	34	0.003
18:00 - 19:00	11	34	0.000	11	34	0.000	11	34	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*