



UPPER CULHAM FARM, HENLEY

TRANSPORT STATEMENT

July 2026

DS Equine

EQUESTRIAN USE
UPPER CULHAM FARM
HENLEY

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Prepared by:	Izzie Drohan	February 2025
Checked by:	Laura Jones	February 2025
Approved by:	Harry Cross	February 2025

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
2-3	May 25	IDR	Finalised Site Layout	HLC
4	June 26	LEJ	Highway Comments	HLC

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DS Equine



Paul Basham Associates Ltd
The Lambourn
Wyndyke Furlong
Abingdon
OX14 1UJ

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UPPER CULHAM FARM
HENLEY

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of DS Equine to support a change of use planning application from arable land to an equestrian development comprising, 3 x American Barns, an Outdoor Arena, as well as a Grass Schooling field, a Stick and Ball Field and a Polo Field at Upper Culham Farm, Henley. The site location is outlined below in **Figure 1**.

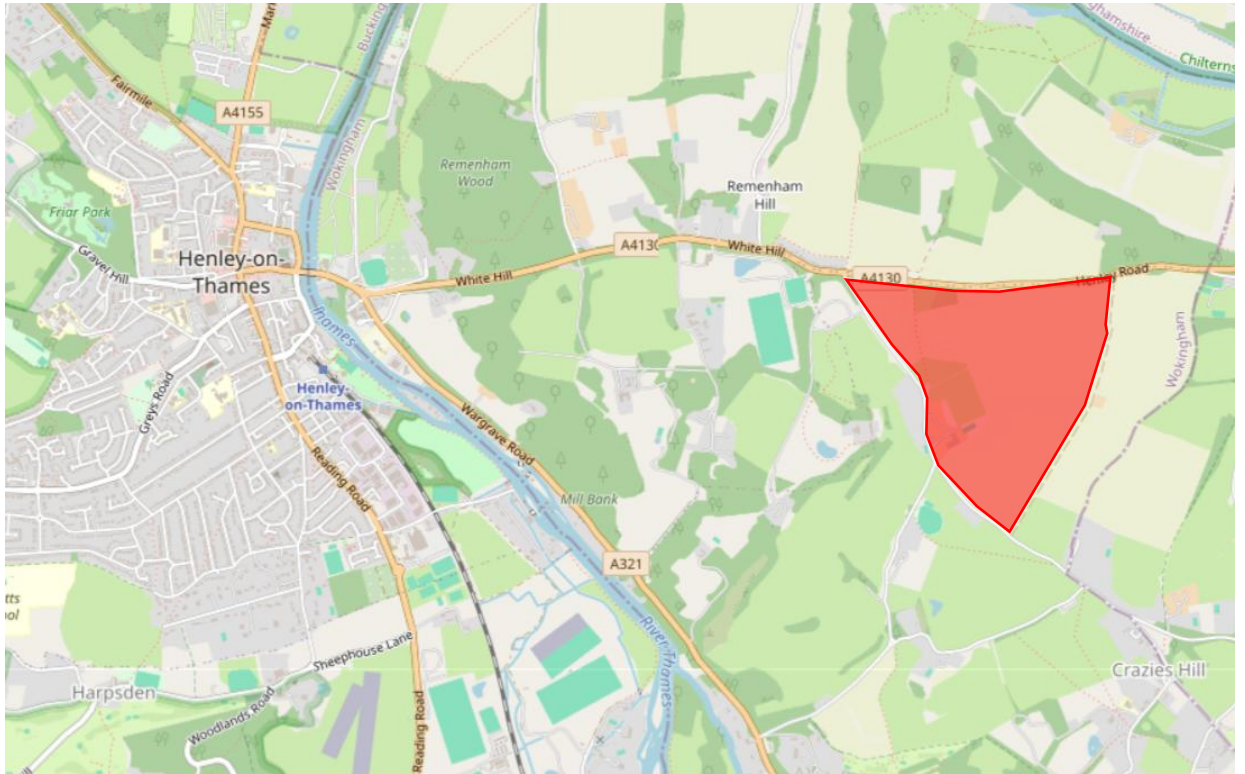


Figure 1: Site Location

- 1.2 This revision to the Transport Statement seeks to address comments made by Wokingham Borough Council highway authority in June 2026. The correspondence is attached as **Appendix A**.
- 1.3 The subsequent sections of this Transport Statement (TS) will consider the existing conditions, Personal Injury Accident (PIA) data and the proposed development in relation to access, parking and trip generation.

2. EXISTING CONDITIONS

- 2.1 The site is located approximately 3.4km to the east of Henley-on-Thames and approximately 9.5km west of Maidenhead. The site currently comprises undeveloped land and is bound to the north by A4130 and to the south, east and west by undeveloped land. The existing conditions along the site frontage off the A4130 are summarised within **Photograph 1**.



Photograph 1: Existing Site Conditions

- 2.2 The existing site is currently accessed off Culham Lane, located to the south west of the site, via a bellmouth arrangement that is equipped with gates set back approximately 11m from the highway with the access measuring 5.4m wide. Culham Lane joins to A4130 at its northern extent. The existing site access is demonstrated within **Photograph 2**.



Photograph 2: Existing Access Arrangements off Culham Lane (Source: Google Maps)

Local Road Network

- 2.3 The A4130 is a single carriageway road that measures approximately 6.8m wide and is subject to national speed limit. The A4130 is of an east-west alignment and continues for approximately 3km west before reaching Henley-on-Thames. Approximately 5km east, the A4130 connects with the Burchetts Green Roundabout, providing a link with the A404 and Maidenhead.
- 2.4 There are no formal footways within the vicinity of the site, however, this is considered to be characteristic of the site and nature of the development with site users likely arriving via private vehicles.

Existing Traffic Conditions

- 2.5 In January 2025, 2 x 7-day ATC surveys were undertaken along the A4130, with the exact locations that the tubes were installed outlined in **Photographs 3** and **4**, with the results of the two ATC surveys summarised in **Table 1** and the full outputs attached as **Appendix B**.

A4310	Daily Flow (7-day Average)	85 th percentile Speeds (mph)
Eastbound	4392	51.2
Westbound	3705	54.6

Table 1: ATC Results



Photograph 3: Eastbound ATC Location



Photograph 4: Westbound ATC Location

- 2.6 As summarised within **Table 1**, 85th percentile speeds along the A4130 are 54.6mph westbound and 51.2mph eastbound. In terms of 7-day average traffic flows, the A4130 typically accommodates 4392 vehicles eastbound and 3705 vehicles westbound.

Bus Services

- 2.7 Within proximity of the site, the 238/239 bus services operates Monday – Saturday, with the 238 service operating Tuesdays and Thursdays and the 239 service operating Mondays, Wednesdays and Fridays.

Both bus services facilitate 3 services a day. The 239 bus service also operates 2 services on Saturdays. However, it should be noted it is unlikely that public transport would be utilised as part of the development proposals due to the nature of the equestrian use with most site users travelling via private vehicles.

Personal Injury Accident (PIA) Data

- 2.8 Personal Injury Accident (PIA) data has been assessed to consider the existing safety conditions of the local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of the incidents that have occurred within the vicinity of the site. The PIA data has been obtained from the Department for Transport's Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the latest five-year period between 2019 – 2023. The data demonstrates there is no accident history on the local road network within the vicinity of the site access. Therefore, there are no existing highway safety issues which would be exacerbated by the proposals.

3. PROPOSED DEVELOPMENT

- 3.1 The proposals include the development of 3 x American Barns, an Outdoor Arena, as well as a Grass Schooling field, a Stick and Ball Field and a Polo Field as well as a newly constructed bellmouth arrangement off the A4130. The proposed development will be for private use, with no events with spectators held onsite. A copy of the site layout is attached within **Appendix C**.

Access Arrangements

- 3.2 The proposed development will be accessed via a newly constructed bellmouth arrangement off the A4130. The access will measure 8.5m wide with 10m radii on both sides to allow for the access and egress of articulated vehicles as the largest vehicle anticipated to require access. Gates are proposed on the internal access and have been set back 10m from the public highway as requested by Wokingham Borough highways. A general arrangement plan of the proposed access is attached as **Appendix D**.
- 3.3 Due to the nature of the roads within Henley, it is anticipated that articulated vehicles will not travel through Henley and will therefore access and egress the site from/to the east via the A404. Vehicle tracking (attached as **Appendix E**) has been undertaken of an articulated vehicle, with a car capable of passing at the access. This is however anticipated to be an infrequent occurrence on the basis that articulated lorries would only access the site on a monthly basis for hay deliveries and a weekly basis for bedding deliveries. Deliveries would be managed so as not to occur at the same time and to ensure deliveries occur during off-peak periods. The access geometries are therefore considered to be sufficient to accommodate the very modest impact of the proposals, as supported by the forecast trip generation set out within the subsequent section of this report.
- 3.4 Additionally, vehicle tracking of a Land Rover with horsebox has been undertaken (attached as **Appendix E**), which highlights that two of these vehicles can pass each other concurrently. It should be noted this is anticipated to be an infrequent occurrence.

Visibility

- 3.5 The A4130 is subject to a 60mph speed limit in the vicinity of the site. Therefore, as previously outlined in order to inform speeds along the A4130, 2 x 7-day ATCs were installed, with the results summarised in Table 1 and full outputs attached as **Appendix C**. The results demonstrate 85th percentile speeds of 54.6mph westbound and 51.2mph eastbound. Visibility splays measuring 2.4m x 215m in the primary and secondary directions have been demonstrated to be achievable within **Appendix D** and demonstrate that sufficient visibility is achievable in both directions within land owned either by the

client or highways subject to the maintenance of vegetation to keep the visibility splay clear 0.6m – 2m above ground. A tangential visibility splay has also been provided measuring 2.4m x 60m.

- 3.6 **Appendix D** also demonstrates a vertical visibility splay for the primary and secondary directions in accordance with 60mph speeds. Sufficient vertical visibility is achievable in the secondary direction from a driver eye height of 1.05m to 0.26m-2m above ground level. In the primary direction vertical visibility has been demonstrated to be achievable from a driver eye height of 1.05m to 0.4m-2m above ground. This is considered to be a minor departure from standard with the vertical visibility splay presented remaining to allow for the very infrequent scenario in this locality of seeing a small child (0.6m above ground), and therefore cyclists (despite cyclists would be travelling significantly slower). Moreover, the height of a standard car is 1.488m in height and therefore the majority of the vehicle body can be clearly seen from the access.

Stage 1 Road Safety Audit

- 3.7 A Stage 1 Road Safety Audit (RSA) was undertaken by M&S traffic Ltd in September 2025 with the RSA report and designer's response to address the comments raised attached as **Appendix F**.

Trip Generation

Proposed Trip Generation

- 3.8 Considering that the site will be accessed off a new bellmouth arrangement, all trips associated with the site have been treated as additional. Information regarding the trip generation has been provided by the client, with this contained in **Appendix G**, demonstrating the proposed hours of operation are between 05:30am to 18:30pm. It is forecast that the proposed development will result in a worst-case trip generation of 11 movements between 0800-0900 as the network AM peak and no movements between 1700-1800 as the network PM peak. This equates to approximately 1 additional movement every 5 minutes in the AM peak.
- 3.9 Whilst horses will be kept onsite on a day to day basis, on occasion for tournaments, horses will be transported to other locations. In this scenario, and when accounting for an unrealistic scenario where all deliveries occur at the same time, the proposals will result in total of 68 movements across a day, equating to an average of 6 additional movements each hour or one additional trip every 10 minutes. This in itself is not considered to represent a significant trip impact, and even less so when considering a more realistic scenario whereby deliveries are managed so as not to occur on the same day as each other and neither on the same day as game transportation.

- 3.10 On the above basis, the proposals will not have a material impact on the existing safety or operation of the local highway network.

Parking Provision

- 3.11 In the absence of any relevant car parking standards within the Wokingham Borough car parking standards SPD (October 2011), the proposed car parking demand has been informed by operational information obtained from the occupier, and supported by a parking accumulation assessment set out within the highway response note (538.0015/HRN/1), which as a worst-case outlines that the proposed site would generate a maximum demand for 18 car parking spaces. The level of vehicular trip generation and parking provision will not result in a detriment to the operation of the local road network.
- 3.12 As supported by **Appendix C**, 30 car parking spaces have been shown within the parking area which includes 7 Electric Vehicle (EV) charging spaces. In addition 4 articulated lorry spaces have been provided. A vehicle tracking exercise (attached as **Appendix E**) demonstrates that an articulated lorry is capable of entering the parking area, manoeuvring into the spaces provided and exiting in a forward gear.

Deliveries

- 3.13 The largest vehicles anticipated to visit the site are horseboxes in addition to the bedding delivery. Both of which are anticipated to occur via a 16.5m articulated lorry. This equates to an average of 1 articulated lorry delivery per week, with sufficient room available within the site to accommodate these. Vehicle tracking has been completed and is attached within **Appendix E**. Deliveries will be managed so as to ensure they do not occur at the same time, and occur outside of peak periods.

Emergency Access

- 3.14 Swept path analysis of a fire appliance has been undertaken (**Appendix E**), demonstrating that this vehicle is capable of accessing the internal road space between the barns, turning and exiting in a forward gear.

4. SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of DS Equine to support a change of use planning application from arable land to an equestrian development comprising 3 x American Barns, an Outdoor Arena, as well as a Grass Schooling field, a Stick and Ball Field and a Polo Field at Upper Culham Farm, Henley.
- 4.2 This revision to the Transport Statement seeks to address comments made by Wokingham Borough Council highway authority in June 2026.
- 4.3 The site is located approximately 3.4km to the east of Henley-on-Thames and approximately 9.5km west of Maidenhead. The site currently comprises undeveloped land and is bound to the north by A4130 and to the south, east and west by undeveloped land. The PIA data from the latest five-year period between 2019 – 2023 demonstrated there is no accident history on the local road network within the vicinity of the site access. Therefore, there are no existing highway safety issues which would be exacerbated by the proposals.
- 4.4 The site will be accessed off a newly constructed bellmouth arrangement that will measure 8.5m wide with 10m radii on both sides. Due to the nature of the roads within Henley it is anticipated that articulated vehicles will not travel through Henley and will therefore access and egress the site from/to the east via A404. Additionally, vehicle tracking of a Land rover with horsebox has been undertaken, which highlights that two of which vehicles can pass each other concurrently.
- 4.5 In order to inform visibility splays, 2 x 7-day ATCs were installed along the A4130, resulting in 85th percentile speeds of 54.6mph westbound and 51.2mph eastbound. Sufficient visibility is achievable in both directions in accordance with 60mph speeds as requested by Wokingham Borough Council highway authority subject to the maintenance of vegetation to keep the visibility splay clear 0.6m – 2m above ground. Vertical visibility splays have also been provided demonstrating suitable visibility in the vertical plane is achievable from a driver's eye height of 1.05 to 0.26-2m above ground in the secondary direction and 1.05m to 0.4m-2m above ground in the primary direction. This is in excess of 0.6m required to see a small child (although considered to be an infrequent situation), and therefore a cyclist (albeit cyclists would be travelling significantly slower than 60mph).
- 4.6 It has been demonstrated that the proposals will have a very minimal impact upon the existing operation of the local road network, particularly when also considering a small number of trips are also associated to the existing use.

- 4.7 The access will lead into an internal access road. Currently 30 spaces are proposed to be provided on-site which has been supported by a parking accumulation assessment and therefore the level of vehicular trip generation and parking provision will not result in a detriment to the operation of the local road network. Therefore, as per the client's experience and the trip generation detailed below, the proposed level of provision of 30 car parking spaces is considered appropriate and will result in no overspill parking occurring on the local road network.
- 4.8 This Transport Statement (TS) has demonstrated that the proposals would not result in a significant impact upon the existing safety or operation of the local road network. Therefore, Paul Basham Associates would encourage the local highway authority to look favourably upon this application with regard to highway matters.

Date: 23 September 2025
Application: 251143



**WOKINGHAM
BOROUGH COUNCIL**

WBC Highways

Development Management &
Compliance

P.O. Box 157

Shute End, Wokingham

Berkshire, RG40 1BN

Tel: (0118) 974 6000

Minicom No: (0118) 974 6991

Dear WBC Highways,

Full Planning Approval Consultation

Application Number: 251143

Applicant: Mr Sarkis Gabrelian

Site Address: Upper Culham Farm, Upper Culham Lane, Remenham Hill,
Wokingham, RG10 8NR

Parish: Invalid code

Grid Reference: Easting - 479041, Northing - 182070

Type of Development: Major All other developments

Proposal: Full application for change of use of arable land to Equestrian use, construction of polo field, levelling of land for stick & ball and schooling fields, 3x American Barns, 2x horse walkers, exercise track, irrigation pond, pump house, sand turnout corrals, horse rehabilitation pool, conversion of existing barn into staff day facilities, construction of pavilion, construction of estate tracks, creation of new main access, creation of open storage yard and associated works.

Case Officer: Marcus Watts

Development Management has received the above application, and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 251143. Alternatively, public documents are available to view on the Council's planning application search page: [Wokingham Borough Council Online Planning](#).

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be requested from the case officer.

MEMORANDUM

From:	BA / JP		
Service	WBC Highways	App No:	251143
Address:	Upper Culham Farm, Upper Culham Lane, Remenham Hill, Wokingham, RG10 8NR.		
Proposal:	Full application for change of use of arable land to Equestrian use, construction of polo field, levelling of land for stick & ball and schooling fields, 3x American Barns, 2x horse walkers, exercise track, irrigation pond, pump house, sand turnout corrals, horse rehabilitation pool, conversion of existing barn into staff day facilities, construction of pavilion, construction of estate tracks, creation of new main access, creation of open storage yard and associated works.		
Type of Development:	Major All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

- ☐ No comment
- ☐ No objection
- ☐ No objection subject to conditions (and reasons) **stated below**
- ☒ Request further information before determination as **stated below**
- ☒ Objection due to the reason(s) **stated below**

Comments On Proposal

Introduction

An initial response regarding highways/transport matters was provided on 15th August 2025, additional comments provided dated 22nd October 2025 and 20th February 2026 (via email).

Highways comments dated 8th October 2025 remain unaddressed are indicated in blue. Additional Highways comments dated 1st May 2026 are indicated in orange. Some of the information and amendments requested on 15th August 2025 and 8th October 2025 by the LHA has not been provided. This information is required prior to determination of the application.

This is a full application of change of use of arable land to Equestrian use for polo sport facilities.

Pre-application advice (Ref. 223381) has been provided by the HDC for the site to be accessed via Upper Culham Lane. The current proposal will be accessed via the A4130 Henley Road.

A Transport Statement (TS) prepared by Paul Basham Associates and a planning statement prepared by DS Equine have been submitted in support of the planning application.

In response to these comments, the agent has issued a Highways Response Note (dated September 2025), a Delivery and Servicing Plan (dated September 2025), a Stage 1 RSA dated 24th September 2025 and an additional drawing demonstrating visibility for a 60mph speed limit (dated 13.03.26).

The LHA have attempted to work cooperatively with the agent/applicant in allowing amendments/mitigation to make the application acceptable. However, the amendments and mitigation requested have not been provided to the satisfaction of the LHA.

Sustainability

1. The applicant has confirmed that the proposed development is solely for private use, with no events with spectators held onsite. No individual pedestrian/cyclist will access the site.
2. In view of the nature of the proposal, which is not open for public events, the LHA has no objection to the sustainability of the site location. If the site and land use were to be open for public events, then the LHA would have concerns about access to the site via sustainable travel modes and the likelihood there will be high levels of car dependency.

Vehicle Access

1. The existing site access off Upper Culham Lane will be stopped up.
2. The applicant has reassessed the tangential visibility splays to the west to be 2.4m x 61.4m in Drawing 538.0015-0001 (P02), and the tangential visibility could cover the required SSD on the nearside edge of carriageway.
3. The applicant has confirmed that any vegetation within the visibility splay envelope will be maintained to 0.6m-2m above ground, which is welcomed.
4. These would include the tree to the east of the access, the hedge to the west of the access, and the verge of the northern side of the A4130 Henley Road.
5. As the proposed access will be provided onto a classified A road (the A4130 Henley Road), a Stage 1 Road Safety Audit for the proposed access has been submitted. The RSA mentions that the changes in vertical and horizontal profile reduces the effective visibility splay from the proposed access, and the applicant has suggested that visibility is achievable subject to maintenance of vegetation so as to keep the visibility splay envelope clear 0.6m-2m above ground.
6. The details of the auditor's qualifications have been submitted retrospectively to the Local Highways Authority to demonstrate the independent auditor is suitably qualified.

7. The LHA has cross-examined the proposed access arrangement with the levelling. The visibility splay to the east likely has a difference in level between circa 97.68AOD and 99.52AOD, the applicant is required to assess the effective visibility splay incorporating the level difference regardless of the vegetation.
8. The applicant has submitted a cross section Drawing No. 538.0015-0006 (Rev. P02) to demonstrate visibility of 215m SSD in the vertical plane from 1.05m eye height to 0.6m above ground, which does not fully comply with the requirements in DMRB CD109.
9. It shall be noted that while vegetation and obstructions shall be kept clear 0.6-2m above the ground, the required SSD is measured between driver's eye heights of 1.05m-2m and object heights of 0.26m-2m from the road surface over the full stopping sight distance in accordance with Figure 3.1 of DMRB CD109.
10. Meanwhile, the cross section of tangential visibility splays to the west also has to be assessed.
11. Given the proposed access falls within the national speed limit, speed reduction measures (e.g. introducing 50mph speed limit zone along the site frontage) will be recommended near the proposed access. Drawing No. 538.0015-0007 (Rev. P01) is submitted to demonstrate the visibility splays of 2.4m x 215m for national speed limit. The applicant is required to indicate the tangential visibility on this revised drawing. The Highways Authority will determine with if speed reduction measures will be required subject to the revised cross section drawings.
12. In view of the traffic flow and speed along the site frontage, the LHA advises setting back the gate by a minimum of 20m to provide sufficient clearance with the A4130. The applicant has agreed to set back the gate to ensure that there is 20m of space between the carriageway and the gate to accommodate a 16.5m articulated vehicle which the DSP identifies will serve the site. Proposed site plans have been updated to reflect the proposed gate position, which is welcomed.
13. The proposed access has been revised to 8.5m wide access with 10m radii bellmouth. The swept paths in Appendix D have demonstrated that the largest vehicle and a large car can pass each other, which is acceptable.

Site Layout and Internal Road Design

1. The submitted swept paths have been extended to cover the manoeuvring at the first bend (the 90-degree bend). It is noted that the vehicle body and chassis of the articulated vehicle will overrun the edge of the carriageway at the first bend. Localised widening of the bend is likely required to facilitate HGV movement. Despite the applicant has smoothened the first bend by increasing the radius of the bend, a revised swept path analysis is still expected.
2. The internal estate road width has been increased to 6m wide to accommodate two-way traffic of heavy vehicles, which is acceptable.
3. 90-degree bends shall be avoided whenever possible.

Parking Provisions

1. 30 no. parking spaces are proposed for the development
2. The applicant has now provided the breakdown details of the operations of the development, including the anticipated hourly traffic movements, operating hours of the development, and the estimated hourly parking accumulation. Parking has been assessed based on cumulative demand, which is welcomed.
3. The applicant proposes all parking to be provided within the 'truck parking' area.
4. Given all parked cars will be owned by different individuals, the LHA expects all parking spaces of suitable dimensions (including cars and heavy vehicles) to be clearly marked on the site plan. Sufficient aisle clearances are required for vehicle manoeuvring at forward gear. 'Proposed Parking Layout' is submitted with 30 no. car parking spaces and 4 no. truck parking for articulated vehicles, which are sufficient for the proposed operations.
5. Dedicated pedestrian route is not available for car users to enter or leave the truck parking. The LHA advises car parking and loading/unloading of HGVs to be carried out in separated areas to ensure the safety of site users.

Electric Vehicle Charging

1. Non-residential buildings with more than 10 parking spaces will be expected to provide a minimum of one EVCP, and cable route for EVCP in a minimum of one fifth of the total number of remaining parking spaces, under the latest Building Regulations (Approved Document S). These details are indicated on 'Proposed Parking Layout', which is welcomed.
2. The EVCP has to be indicated on a plan. This will also subject to further authorisation via Building Control.

Trip Generation

1. The trip generation has been reassessed based on the daily peak operations hours and the peak hours of the local highway network, which is welcomed.
2. It is confirmed that the horses will be kept in the barns on-site, or transportation of horses are required per time.
3. The proposed breakdown details of the operations confirms that there will be a maximum of 11 and 15 two-way movements during the peak operations hours in the morning and afternoon, respectively, and will avoid the peak hours of the highways network, which is welcomed.

Delivery, Servicing and Refuse Collection

1. A framework Delivery and Servicing Plan is submitted. It is confirmed that deliveries will be managed to avoid occurring on a single day and to avoid the network peak hours, which is welcomed.
2. The LHA is aware that the breakdown details of the operations of the development has not included refuse collection. The applicant confirms that refuse collection would occur once per week. The Highways assume this will be arranged by private collection.
3. Despite the applicant has smoothened the internal bends in the revised site layout, a revised swept path analysis is still expected.

4. Swept path analysis for fire tender is acceptable.
5. A 20m turning circle is proposed to facilitate turning of HGVs, which is welcomed.
6. As commented under 'Parking' section, the LHA advises car parking and loading/unloading of HGVs to be carried out in separated areas to ensure the safety of site users.
7. The applicant confirms that deliveries will be loaded/unloaded within the truck parking area via forklift, and transported to the storage barn, which is acceptable. The applicant is required to include those details in the framework DSP.
8. The applicant is expected to indicate the location of the proposed bin storage area within suitable carrying distance. While swept path analysis for refuse collection vehicle has not been submitted, the Highways Authority can accept the swept path analysis for 16.5m long articulated lorry in forward gear to serve as a proxy to refuse vehicles.

Framework Construction Management Plan

1. A framework Construction Management Plan would be required to be submitted. While the applicant suggests that the details can only be provided appoint the appointment of contractor and a full CMS will be conditioned, a framework CMS will still be needed given the site is accessed via A4130 Henley Road. At a minimum, the applicant will be expected to:
 - Propose the phases of development.
 - Estimate the construction traffic and no. of workers during different phases.
 - Ensure sufficient loading/unloading, parking and turning area can be provided within the red line to accommodate all site traffic. Otherwise, mitigation measures shall be included.
 - Indicate the construction site access and confirm construction site gate will be set back by the length of the largest vehicle access the site to avoid construction vehicle overhanging on public highways. Otherwise, alternative access management measures shall be proposed.
 - Provide the proposed route of the construction vehicles, to ensure they will not pass-through town centre and have the least impacts to the residential area.

Reasons for Refusal

Reason for Refusal – Visibility from Proposed Access

The applicant has not demonstrated visibility from the proposed access junction for the 60mph speed limit in accordance with DMRB. Visibility should be demonstrated in both the horizontal and vertical plane. This would result in a highway safety risk to users of the highway. The development is therefore contrary to Wokingham Core Strategy CP6 and Paragraphs 115 – 117 of the National Planning Policy Framework.

Date:	22 nd May 2026	Signed:	Ben Amey / Jennifer Pang
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Formatted Table



SITE: ATC 1 - A4130 Upper Culham Farm (51.537052, -0.855029)

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

	Eastbound	Westbound
Total	37194	31878
Mean Speed	45.6	47.7
85%	51.6	54.6



SITE: ATC 1 - A4130 Upper Culham Farm

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.537052, -0.855029

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

15 January 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	19	16	0	2	0	0	0	0	1	0	0	0	0	0	0	43.8	49.5
0100	8	7	0	0	0	0	0	0	1	0	0	0	0	0	0	41.2	-
0200	7	4	0	1	0	0	0	0	2	0	0	0	0	0	0	44.8	-
0300	12	10	0	1	0	1	0	0	0	0	0	0	0	0	0	47.8	55.9
0400	44	30	0	9	2	0	0	1	2	0	0	0	0	0	0	50.7	59
0500	96	80	0	9	2	1	0	3	1	0	0	0	0	0	0	47.7	54.3
0600	294	257	1	32	0	4	0	0	0	0	0	0	0	0	0	46.7	51.7
0700	466	414	2	37	2	3	1	2	1	0	0	0	0	4	0	41.3	48.5
0800	537	485	0	39	1	1	0	2	2	3	0	0	0	4	0	44.9	50.8
0900	381	335	1	40	1	2	0	0	0	2	0	0	0	0	0	44.9	50.6
1000	317	256	1	48	2	4	0	1	1	2	0	0	0	1	1	45.6	51.1
1100	346	269	1	56	2	7	0	4	3	1	0	0	0	3	0	43.4	48.6
1200	344	278	0	54	1	3	0	2	2	2	0	0	0	1	1	45.9	52.2
1300	322	264	1	44	1	5	0	2	1	0	0	0	0	3	1	45.3	50.9
1400	378	320	0	50	0	2	0	2	3	1	0	0	0	0	0	45.1	50.3
1500	447	392	2	45	0	2	0	1	2	0	0	0	0	2	1	45.7	51.1
1600	520	458	2	53	0	2	0	0	5	0	0	0	0	0	0	45.2	51.2
1700	490	460	2	25	0	0	0	0	0	1	0	0	0	2	0	43.1	47.9
1800	326	301	2	21	1	0	0	0	1	0	0	0	0	0	0	42.6	48.3
1900	168	158	0	8	0	0	0	1	1	0	0	0	0	0	0	45.4	50.9
2000	104	92	0	10	1	0	0	0	1	0	0	0	0	0	0	45.3	51
2100	97	84	0	11	0	0	0	0	0	0	0	0	0	2	0	44.4	52.2
2200	46	42	0	3	0	0	0	0	0	0	0	0	0	1	0	41.7	46.8
2300	24	22	0	1	0	0	0	1	0	0	0	0	0	0	0	40.5	47.6
07-19	4874	4232	14	512	11	31	1	16	21	12	0	0	0	20	4	44.4	50.3
06-22	5537	4823	15	573	12	35	1	17	23	12	0	0	0	22	4	44.6	50.4
06-00	5607	4887	15	577	12	35	1	18	23	12	0	0	0	23	4	44.5	50.4
00-00	5793	5034	15	599	16	37	1	22	30	12	0	0	0	23	4	44.6	50.6

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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	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	44.8	51.9
0100	14	8	0	4	0	0	0	0	2	0	0	0	0	0	0	42.2	49
0200	7	2	0	3	0	1	0	1	0	0	0	0	0	0	0	44	-
0300	14	9	0	4	1	0	0	0	0	0	0	0	0	0	0	41.6	47.8
0400	50	35	0	9	2	1	0	1	1	1	0	0	0	0	0	46.7	55.4
0500	96	84	0	9	1	1	0	1	0	0	0	0	0	0	0	46.6	53.4
0600	259	211	1	42	1	3	0	0	0	0	0	0	0	1	0	45.1	50.6
0700	460	417	0	35	0	1	0	0	2	0	0	0	0	4	1	44.4	49.9
0800	490	438	2	43	1	1	0	0	2	3	0	0	0	0	0	44.2	49.6
0900	374	314	3	50	2	2	0	1	1	1	0	0	0	0	0	45.7	52
1000	286	236	3	38	2	5	0	1	0	0	0	0	0	1	0	45.6	52
1100	316	253	4	53	1	1	0	2	0	0	0	0	0	2	0	45.6	51.1
1200	353	293	3	47	3	1	0	3	1	2	0	0	0	0	0	45.5	50.7
1300	318	269	1	44	1	1	0	0	1	1	0	0	0	0	0	47	52.5
1400	367	305	1	51	1	3	0	3	1	0	0	0	0	2	0	47.5	53.8
1500	441	369	1	59	2	0	0	1	3	1	0	0	0	4	1	45.1	51.5
1600	569	506	2	55	0	1	0	0	2	1	0	0	0	1	1	44.5	49.8
1700	523	484	0	35	0	0	0	2	0	0	0	0	0	2	0	42.4	47
1800	300	283	0	16	0	0	0	0	1	0	0	0	0	0	0	44.2	49.9
1900	144	136	0	8	0	0	0	0	0	0	0	0	0	0	0	46.9	53.4
2000	108	101	0	7	0	0	0	0	0	0	0	0	0	0	0	49.5	57
2100	132	120	1	7	0	0	0	1	0	0	0	0	0	3	0	49.3	55.1
2200	68	61	0	6	0	0	0	1	0	0	0	0	0	0	0	48	53.9
2300	35	27	0	5	0	0	0	0	1	0	0	0	0	2	0	47.7	55.9
07-19	4797	4167	20	526	13	16	0	13	14	9	0	0	0	16	3	45	50.7
06-22	5440	4735	22	590	14	19	0	14	14	9	0	0	0	20	3	45.2	51.1
06-00	5543	4823	22	601	14	19	0	15	15	9	0	0	0	22	3	45.3	51.2
00-00	5737	4972	22	632	18	22	0	18	18	10	0	0	0	22	3	45.3	51.2

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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	20	16	0	4	0	0	0	0	0	0	0	0	0	0	0	49.9	59.1
0100	13	10	1	0	0	0	0	1	1	0	0	0	0	0	0	45	57.3
0200	11	7	0	2	0	0	0	0	2	0	0	0	0	0	0	51.2	54.2
0300	20	11	1	6	1	1	0	0	0	0	0	0	0	0	0	51.8	59.4
0400	35	29	0	2	3	0	0	1	0	0	0	0	0	0	0	49.8	56.9
0500	83	68	2	10	1	0	0	1	1	0	0	0	0	0	0	51.8	57.7
0600	220	183	0	30	1	1	0	3	0	1	0	0	0	1	0	48.9	54.7
0700	406	362	1	34	2	2	0	0	1	0	0	0	0	2	2	45.7	52
0800	412	359	2	42	2	4	0	2	1	0	0	0	0	0	0	46.6	51.6
0900	375	318	2	45	1	5	0	0	1	2	0	0	0	1	0	46.6	51.9
1000	334	274	2	45	1	2	0	3	1	3	0	0	0	3	0	46.6	52.5
1100	338	276	2	52	1	5	0	0	1	0	0	0	0	1	0	45.7	51.8
1200	407	339	4	52	1	5	0	1	0	2	0	0	0	1	2	46	52.7
1300	314	260	4	42	1	1	1	4	0	0	0	0	0	0	1	48.1	53.8
1400	388	337	2	41	0	2	1	2	1	1	0	0	0	1	0	47.4	52.7
1500	463	406	2	49	1	1	0	0	1	0	0	0	0	2	1	46.1	51.9
1600	493	428	3	53	0	2	0	0	0	1	0	0	0	6	0	45.9	50.2
1700	454	423	0	27	1	0	0	1	1	0	0	0	0	1	0	43.8	49.9
1800	247	231	1	12	1	0	0	0	1	0	0	0	0	1	0	46.4	51.9
1900	143	132	1	8	1	0	0	1	0	0	0	0	0	0	0	48.3	54.4
2000	84	77	0	6	0	0	0	0	0	0	0	0	0	1	0	49.5	58.5
2100	96	92	0	1	0	0	0	0	1	0	0	1	0	1	0	47.4	53
2200	88	86	0	2	0	0	0	0	0	0	0	0	0	0	0	49.5	57.5
2300	43	38	0	2	0	0	0	2	0	0	0	0	0	1	0	50	59.1
07-19	4631	4013	25	494	12	29	2	13	9	9	0	0	0	19	6	46.2	51.9
06-22	5174	4497	26	539	14	30	2	17	10	10	0	1	0	22	6	46.4	52.2
06-00	5305	4621	26	543	14	30	2	19	10	10	0	1	0	23	6	46.5	52.3
00-00	5487	4762	30	567	19	31	2	22	14	10	0	1	0	23	6	46.6	52.7

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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	22	18	0	3	0	1	0	0	0	0	0	0	0	0	0	48.7	54.2
0100	20	18	0	1	0	0	0	1	0	0	0	0	0	0	0	51.8	61.8
0200	16	14	0	1	0	0	0	0	1	0	0	0	0	0	0	50.9	61.7
0300	21	17	0	0	2	0	0	0	2	0	0	0	0	0	0	51.6	61.1
0400	29	20	0	6	0	1	0	0	2	0	0	0	0	0	0	49.5	60.1
0500	49	43	0	5	0	0	0	0	1	0	0	0	0	0	0	50.1	57.3
0600	83	66	0	15	1	0	0	1	0	0	0	0	0	0	0	49.6	55.8
0700	142	130	0	12	0	0	0	0	0	0	0	0	0	0	0	49.2	56.9
0800	232	214	1	13	1	1	0	0	1	0	0	0	0	1	0	48.9	56.3
0900	259	246	0	12	0	0	1	0	0	0	0	0	0	0	0	48	53.6
1000	350	331	2	14	0	1	1	0	0	0	0	0	0	1	0	48.5	55
1100	392	372	2	15	0	1	0	1	0	0	0	0	0	1	0	47	52.2
1200	504	473	0	27	1	1	0	1	0	0	0	0	0	1	0	45.4	52.4
1300	378	354	1	19	1	0	0	1	0	0	0	0	0	2	0	47.2	53.9
1400	330	312	0	15	0	0	0	0	0	0	0	0	0	3	0	47.7	53.3
1500	372	352	0	18	0	0	0	0	0	0	0	0	0	2	0	47.7	53.1
1600	381	370	0	10	1	0	0	0	0	0	0	0	0	0	0	45.2	51.3
1700	314	302	1	8	0	1	0	0	0	0	0	0	0	2	0	44.4	51.1
1800	241	234	0	6	0	0	0	0	1	0	0	0	0	0	0	45.9	52
1900	124	120	0	3	0	0	0	0	0	0	0	0	0	1	0	49	54.7
2000	100	93	0	5	0	0	0	0	0	0	1	0	0	1	0	47	54.5
2100	92	85	0	4	0	0	0	0	2	0	0	0	0	1	0	47.3	53.1
2200	108	102	0	4	0	0	0	1	0	0	0	0	0	1	0	45.3	49.8
2300	66	65	0	0	0	0	0	1	0	0	0	0	0	0	0	47.7	54.3
07-19	3895	3690	7	169	4	5	2	3	2	0	0	0	0	13	0	46.9	53.1
06-22	4294	4054	7	196	5	5	2	4	4	0	1	0	0	16	0	47	53.2
06-00	4468	4221	7	200	5	5	2	6	4	0	1	0	0	17	0	47	53.2
00-00	4625	4351	7	216	7	7	2	7	10	0	1	0	0	17	0	47.1	53.5

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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	43	40	0	2	0	0	0	1	0	0	0	0	0	0	0	47.3	53
0100	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	46.9	52.2
0200	12	10	0	1	0	0	0	0	1	0	0	0	0	0	0	47	53.9
0300	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	51.4	56.6
0400	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	50.2	58.6
0500	38	35	0	3	0	0	0	0	0	0	0	0	0	0	0	53.7	61.5
0600	70	67	0	1	1	0	0	0	0	1	0	0	0	0	0	49.8	56.5
0700	83	77	1	4	0	0	0	0	1	0	0	0	0	0	0	48.4	55.1
0800	136	125	2	8	0	1	0	0	0	0	0	0	0	0	0	49.3	54.8
0900	229	220	0	5	2	0	0	1	0	0	0	0	0	0	1	46.8	53.6
1000	296	280	3	9	0	2	1	1	0	0	0	0	0	0	0	45.8	52
1100	344	316	2	26	0	0	0	0	0	0	0	0	0	0	0	46.1	50.6
1200	333	324	0	6	0	0	0	0	0	0	0	0	0	1	2	46.7	52.4
1300	335	321	3	9	0	0	0	0	0	0	0	0	0	2	0	46.6	52.6
1400	366	352	0	13	0	0	0	0	0	0	0	0	0	1	0	45.8	51.6
1500	314	306	1	7	0	0	0	0	0	0	0	0	0	0	0	46.4	52.3
1600	327	314	0	10	0	0	0	2	1	0	0	0	0	0	0	46.6	52.6
1700	297	285	0	10	0	0	0	0	0	0	0	0	0	2	0	44.4	49.3
1800	199	193	0	5	0	0	0	0	0	0	0	0	0	1	0	45.1	51.3
1900	185	181	0	3	0	0	0	0	1	0	0	0	0	0	0	47.4	53.8
2000	118	114	0	4	0	0	0	0	0	0	0	0	0	0	0	47	53.1
2100	72	68	0	2	1	1	0	0	0	0	0	0	0	0	0	49.6	55.8
2200	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	49.2	53.6
2300	24	22	0	1	0	0	0	0	1	0	0	0	0	0	0	49.5	55.4
07-19	3259	3113	12	112	2	3	1	4	2	0	0	0	0	7	3	46.3	52.1
06-22	3704	3543	12	122	4	4	1	4	3	1	0	0	0	7	3	46.5	52.3
06-00	3757	3592	12	125	4	4	1	4	4	1	0	0	0	7	3	46.5	52.5
00-00	3925	3749	12	134	4	4	1	5	5	1	0	0	0	7	3	46.6	52.7

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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	15	13	0	1	0	0	0	0	1	0	0	0	0	0	0	46.2	55.6
0100	11	7	0	1	0	0	0	1	2	0	0	0	0	0	0	50.5	66.6
0200	7	5	0	0	0	0	0	0	2	0	0	0	0	0	0	42.3	-
0300	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	55.4	62.6
0400	35	29	0	4	1	0	0	0	0	0	0	0	0	1	0	52.1	60.8
0500	97	77	1	14	1	0	0	1	1	0	0	0	0	2	0	50.5	57.1
0600	300	257	0	38	1	0	0	1	0	1	0	0	0	1	1	45.8	51.2
0700	465	418	2	37	1	3	0	1	0	0	0	0	0	1	2	44.2	49.2
0800	516	438	5	54	2	9	0	4	1	0	0	0	0	2	1	45.8	51.8
0900	397	335	2	43	1	9	0	1	5	1	0	0	0	0	0	47.1	52.3
1000	304	234	0	47	2	12	0	4	3	1	0	0	0	0	1	46.4	51.3
1100	317	250	4	47	2	7	0	2	2	1	0	0	0	2	0	45.4	51.8
1200	322	260	2	53	1	3	0	0	2	0	0	0	0	1	0	46.3	52.1
1300	355	283	5	51	3	7	0	4	1	0	0	0	0	1	0	46.3	51.7
1400	322	259	3	43	1	7	0	0	3	2	0	0	0	4	0	45.8	52.1
1500	439	362	8	52	3	5	2	2	0	2	0	0	0	2	1	44.2	50.3
1600	502	436	1	57	1	1	0	2	1	0	0	0	0	3	0	46.1	51.7
1700	517	485	0	25	0	0	0	1	0	0	0	1	0	4	1	41.2	46.3
1800	298	274	4	19	0	0	1	0	0	0	0	0	0	0	0	40.8	46
1900	160	155	0	5	0	0	0	0	0	0	0	0	0	0	0	42.3	49.8
2000	100	91	0	6	0	0	0	0	1	0	0	0	0	2	0	40.8	48.6
2100	60	57	0	1	0	0	0	0	0	0	0	0	0	2	0	44.5	50.5
2200	28	23	0	4	0	0	0	0	1	0	0	0	0	0	0	41.7	50
2300	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	40.3	46.1
07-19	4754	4034	36	528	17	63	3	21	18	7	0	1	0	20	6	44.9	50.8
06-22	5374	4594	36	578	18	63	3	22	19	8	0	1	0	25	7	44.8	50.8
06-00	5428	4642	36	583	18	63	3	22	20	8	0	1	0	25	7	44.8	50.7
00-00	5605	4782	37	606	20	63	3	24	26	8	0	1	0	28	7	44.9	51

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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	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	41.6	49.5
0100	5	2	0	1	0	0	0	1	1	0	0	0	0	0	0	41.1 -	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6 -	
0300	12	8	1	2	0	0	0	0	1	0	0	0	0	0	0	43.1	48.2
0400	42	34	0	6	1	0	0	0	0	0	0	0	0	1	0	47.1	54.6
0500	113	93	1	14	1	0	0	0	2	0	0	0	0	2	0	44.9	49.2
0600	274	235	0	33	0	1	0	1	0	1	0	0	0	2	1	44.3	50
0700	517	461	1	41	2	4	0	0	3	1	0	0	0	4	0	40.7	45.9
0800	585	532	0	41	2	2	1	1	3	2	0	0	0	1	0	44.9	50.6
0900	406	344	3	45	0	7	1	2	2	1	0	0	0	0	1	46.4	51.2
1000	335	272	0	50	3	4	1	0	2	2	0	0	0	0	1	45.2	52.1
1100	300	236	6	48	3	2	0	2	2	0	0	0	0	0	1	46.2	53.1
1200	334	278	3	47	0	2	0	0	2	1	0	0	0	0	1	46.4	51.9
1300	342	275	3	53	2	3	1	1	2	1	0	0	0	1	0	45.9	50.6
1400	360	301	1	42	2	5	1	2	2	2	0	0	0	2	0	45.6	51.4
1500	493	418	3	59	2	4	0	1	3	1	0	0	0	2	0	44.5	50.4
1600	493	440	2	48	1	0	0	0	0	0	0	0	0	2	0	44.8	50
1700	541	507	2	30	0	0	0	0	1	0	0	0	0	1	0	42.3	46.8
1800	351	322	2	24	0	0	1	0	0	1	0	0	0	1	0	42.7	47.8
1900	187	175	1	9	0	1	0	0	1	0	0	0	0	0	0	45.7	52
2000	141	134	1	5	0	0	0	0	1	0	0	0	0	0	0	45.9	52.3
2100	91	86	0	5	0	0	0	0	0	0	0	0	0	0	0	48.5	56.2
2200	58	56	0	1	0	0	0	0	0	0	0	0	0	1	0	49.2	54.1
2300	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	50	55.8
07-19	5057	4386	26	528	17	33	6	9	22	12	0	0	0	14	4	44.4	50.2
06-22	5750	5016	28	580	17	35	6	10	24	13	0	0	0	16	5	44.6	50.4
06-00	5834	5097	28	582	17	35	6	10	24	13	0	0	0	17	5	44.6	50.6
00-00	6022	5249	30	606	19	35	6	11	28	13	0	0	0	20	5	44.6	50.6



SITE: ATC 1 - A4130 Upper Culham Farm

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.537052, -0.855029

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

15 January 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	19	0	0	0	0	4	5	8	1	1	0	0	0	0	0	0	43.8	49.5
0100	8	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	41.2	-
0200	7	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	44.8	-
0300	12	0	0	0	0	1	1	6	3	0	1	0	0	0	0	0	47.8	55.9
0400	44	0	0	0	0	0	6	17	10	6	3	2	0	0	0	0	50.7	59
0500	96	0	0	0	0	0	33	35	15	12	0	1	0	0	0	0	47.7	54.3
0600	294	0	0	0	0	1	87	125	66	15	0	0	0	0	0	0	46.7	51.7
0700	466	0	0	7	43	75	137	155	40	8	1	0	0	0	0	0	41.3	48.5
0800	537	0	0	0	12	37	157	223	86	20	2	0	0	0	0	0	44.9	50.8
0900	381	0	0	0	3	25	127	153	62	11	0	0	0	0	0	0	44.9	50.6
1000	317	0	1	0	1	9	106	131	60	8	0	1	0	0	0	0	45.6	51.1
1100	346	1	0	0	1	31	148	126	34	4	0	1	0	0	0	0	43.4	48.6
1200	344	0	1	0	0	12	117	127	70	16	1	0	0	0	0	0	45.9	52.2
1300	322	1	0	0	1	19	98	131	64	5	2	1	0	0	0	0	45.3	50.9
1400	378	1	0	1	3	21	109	173	61	9	0	0	0	0	0	0	45.1	50.3
1500	447	0	1	0	0	14	142	189	86	15	0	0	0	0	0	0	45.7	51.1
1600	520	0	0	0	4	32	152	218	100	12	2	0	0	0	0	0	45.2	51.2
1700	490	0	0	0	1	57	210	188	31	3	0	0	0	0	0	0	43.1	47.9
1800	326	0	0	0	8	52	127	106	27	5	0	1	0	0	0	0	42.6	48.3
1900	168	0	0	0	0	14	52	69	23	4	6	0	0	0	0	0	45.4	50.9
2000	104	0	0	0	0	6	35	38	21	4	0	0	0	0	0	0	45.3	51
2100	97	0	0	1	1	21	20	28	20	6	0	0	0	0	0	0	44.4	52.2
2200	46	0	0	0	2	7	19	16	1	1	0	0	0	0	0	0	41.7	46.8
2300	24	0	0	0	2	6	7	7	2	0	0	0	0	0	0	0	40.5	47.6
07-19	4874	3	3	8	77	384	1630	1920	721	116	8	4	0	0	0	0	44.4	50.3
06-22	5537	3	3	9	78	426	1824	2180	851	145	14	4	0	0	0	0	44.6	50.4
06-00	5607	3	3	9	82	439	1850	2203	854	146	14	4	0	0	0	0	44.5	50.4
00-00	5793	3	3	9	83	445	1899	2276	885	165	18	7	0	0	0	0	44.6	50.6

16 January 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	13	0	0	0	1	0	5	2	4	1	0	0	0	0	0	0	44.8	51.9
0100	14	0	0	0	0	3	6	4	1	0	0	0	0	0	0	0	42.2	49
0200	7	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	44	-
0300	14	0	0	0	1	3	3	6	1	0	0	0	0	0	0	0	41.6	47.8
0400	50	0	0	0	0	4	8	27	6	4	1	0	0	0	0	0	46.7	55.4
0500	96	0	0	0	0	4	25	39	21	7	0	0	0	0	0	0	46.6	53.4
0600	259	0	0	0	0	17	92	95	42	11	2	0	0	0	0	0	45.1	50.6
0700	460	1	0	0	1	42	159	186	61	8	2	0	0	0	0	0	44.4	49.9
0800	490	0	0	0	4	36	207	173	55	15	0	0	0	0	0	0	44.2	49.6
0900	374	0	1	2	4	10	123	137	81	15	1	0	0	0	0	0	45.7	52
1000	286	0	0	0	0	30	73	111	61	10	0	1	0	0	0	0	45.6	52
1100	316	0	0	0	1	24	83	145	41	21	1	0	0	0	0	0	45.6	51.1
1200	353	1	0	0	0	19	112	151	59	11	0	0	0	0	0	0	45.5	50.7
1300	318	0	0	0	1	12	73	139	74	18	1	0	0	0	0	0	47	52.5
1400	367	0	0	0	1	8	84	152	92	25	5	0	0	0	0	0	47.5	53.8
1500	441	0	0	0	1	56	113	174	76	18	3	0	0	0	0	0	45.1	51.5
1600	569	1	0	0	1	44	193	244	71	14	0	1	0	0	0	0	44.5	49.8
1700	523	0	0	0	7	65	250	170	28	2	1	0	0	0	0	0	42.4	47
1800	300	0	0	0	3	25	110	115	40	5	2	0	0	0	0	0	44.2	49.9
1900	144	0	0	0	0	9	41	47	36	5	5	1	0	0	0	0	46.9	53.4
2000	108	0	0	0	0	4	16	40	30	13	5	0	0	0	0	0	49.5	57
2100	132	0	0	0	0	5	13	55	42	12	5	0	0	0	0	0	49.3	55.1
2200	68	0	0	0	0	2	14	30	15	5	2	0	0	0	0	0	48	53.9
2300	35	0	0	0	2	1	7	12	8	4	1	0	0	0	0	0	47.7	55.9
07-19	4797	3	1	2	24	371	1580	1897	739	162	16	2	0	0	0	0	45	50.7
06-22	5440	3	1	2	24	406	1742	2134	889	203	33	3	0	0	0	0	45.2	51.1
06-00	5543	3	1	2	26	409	1763	2176	912	212	36	3	0	0	0	0	45.3	51.2
00-00	5737	3	1	2	28	423	1814	2257	945	224	37	3	0	0	0	0	45.3	51.2

17 January 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	20	0	0	0	0	2	2	7	5	3	1	0	0	0	0	0	49.9	59.1
0100	13	0	0	0	0	2	5	2	2	2	0	0	0	0	0	0	45	57.3
0200	11	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	51.2	54.2
0300	20	0	0	0	0	1	1	4	8	6	0	0	0	0	0	0	51.8	59.4
0400	35	0	0	0	0	0	5	13	12	5	0	0	0	0	0	0	49.8	56.9
0500	83	0	0	0	0	0	8	26	26	19	3	0	1	0	0	0	51.8	57.7
0600	220	0	0	0	0	3	30	101	64	18	3	1	0	0	0	0	48.9	54.7
0700	406	0	0	1	5	24	115	151	95	14	1	0	0	0	0	0	45.7	52
0800	412	0	0	0	0	15	103	184	94	16	0	0	0	0	0	0	46.6	51.6
0900	375	0	0	0	0	18	92	171	65	26	3	0	0	0	0	0	46.6	51.9
1000	334	0	0	0	0	10	84	163	56	19	1	0	1	0	0	0	46.6	52.5
1100	338	0	0	1	1	28	89	148	55	11	3	1	1	0	0	0	45.7	51.8
1200	407	0	2	0	6	17	118	140	101	18	5	0	0	0	0	0	46	52.7
1300	314	0	0	1	0	9	49	137	87	29	2	0	0	0	0	0	48.1	53.8
1400	388	0	0	0	0	5	87	178	93	23	2	0	0	0	0	0	47.4	52.7
1500	463	1	0	0	1	21	130	188	96	19	6	1	0	0	0	0	46.1	51.9
1600	493	0	0	0	1	19	132	253	70	17	1	0	0	0	0	0	45.9	50.2
1700	454	0	0	0	2	65	146	173	51	17	0	0	0	0	0	0	43.8	49.9
1800	247	0	0	0	0	13	75	100	41	14	3	1	0	0	0	0	46.4	51.9
1900	143	0	0	0	0	1	31	62	33	12	4	0	0	0	0	0	48.3	54.4
2000	84	0	0	0	0	2	19	22	24	12	5	0	0	0	0	0	49.5	58.5
2100	96	0	0	0	0	2	23	39	26	4	2	0	0	0	0	0	47.4	53
2200	88	0	0	0	0	1	14	36	21	13	3	0	0	0	0	0	49.5	57.5
2300	43	0	0	0	0	2	11	9	12	7	1	1	0	0	0	0	50	59.1
07-19	4631	1	2	3	16	244	1220	1986	904	223	27	3	2	0	0	0	46.2	51.9
06-22	5174	1	2	3	16	252	1323	2210	1051	269	41	4	2	0	0	0	46.4	52.2
06-00	5305	1	2	3	16	255	1348	2255	1084	289	45	5	2	0	0	0	46.5	52.3
00-00	5487	1	2	3	16	260	1369	2311	1144	324	49	5	3	0	0	0	46.6	52.7

18 January 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	22	0	0	0	0	1	2	11	6	1	1	0	0	0	0	0	48.7	54.2
0100	20	0	0	0	0	0	5	4	5	3	2	1	0	0	0	0	51.8	61.8
0200	16	0	0	0	1	0	0	6	6	1	2	0	0	0	0	0	50.9	61.7
0300	21	0	0	0	0	0	4	6	5	4	1	0	1	0	0	0	51.6	61.1
0400	29	0	0	0	0	4	3	7	9	4	2	0	0	0	0	0	49.5	60.1
0500	49	0	0	0	0	0	7	18	16	6	2	0	0	0	0	0	50.1	57.3
0600	83	0	0	0	0	2	10	36	23	9	1	1	1	0	0	0	49.6	55.8
0700	142	0	0	0	0	5	22	52	39	20	4	0	0	0	0	0	49.2	56.9
0800	232	0	0	0	2	7	32	88	65	34	3	1	0	0	0	0	48.9	56.3
0900	259	0	0	0	0	2	52	113	72	18	2	0	0	0	0	0	48	53.6
1000	350	0	0	0	0	5	58	152	93	37	4	1	0	0	0	0	48.5	55
1100	392	0	0	0	0	13	78	191	85	24	1	0	0	0	0	0	47	52.2
1200	504	0	8	22	2	12	122	204	112	18	3	1	0	0	0	0	45.4	52.4
1300	378	0	0	0	1	19	88	144	92	32	2	0	0	0	0	0	47.2	53.9
1400	330	0	1	0	1	3	72	130	99	19	4	1	0	0	0	0	47.7	53.3
1500	372	0	0	0	0	2	67	177	100	25	1	0	0	0	0	0	47.7	53.1
1600	381	0	0	0	1	35	115	147	71	12	0	0	0	0	0	0	45.2	51.3
1700	314	0	0	0	11	16	112	110	50	12	2	1	0	0	0	0	44.4	51.1
1800	241	0	0	0	0	16	66	101	47	10	0	1	0	0	0	0	45.9	52
1900	124	0	0	0	0	4	22	43	42	11	0	0	1	1	0	0	49	54.7
2000	100	0	0	0	0	7	21	40	26	5	1	0	0	0	0	0	47	54.5
2100	92	0	0	0	0	4	19	38	24	4	3	0	0	0	0	0	47.3	53.1
2200	108	0	0	0	1	4	36	49	14	4	0	0	0	0	0	0	45.3	49.8
2300	66	0	0	0	0	4	13	26	16	7	0	0	0	0	0	0	47.7	54.3
07-19	3895	0	9	22	18	135	884	1609	925	261	26	6	0	0	0	0	46.9	53.1
06-22	4294	0	9	22	18	152	956	1766	1040	290	31	7	2	1	0	0	47	53.2
06-00	4468	0	9	22	19	160	1005	1841	1070	301	31	7	2	1	0	0	47	53.2
00-00	4625	0	9	22	20	165	1026	1893	1117	320	41	8	3	1	0	0	47.1	53.5

19 January 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	43	0	0	0	0	1	10	23	6	1	1	1	0	0	0	0	47.3	53
0100	28	0	0	0	0	0	8	14	4	1	1	0	0	0	0	0	46.9	52.2
0200	12	0	0	0	0	0	4	4	3	1	0	0	0	0	0	0	47	53.9
0300	21	0	0	0	0	0	3	2	12	4	0	0	0	0	0	0	51.4	56.6
0400	26	0	0	0	0	1	5	9	4	4	3	0	0	0	0	0	50.2	58.6
0500	38	0	0	0	0	1	4	5	15	8	3	1	1	0	0	0	53.7	61.5
0600	70	0	0	0	0	1	7	29	22	8	3	0	0	0	0	0	49.8	56.5
0700	83	0	0	0	0	1	21	30	20	8	2	1	0	0	0	0	48.4	55.1
0800	136	0	0	0	0	3	15	65	36	14	2	1	0	0	0	0	49.3	54.8
0900	229	0	1	0	1	9	54	97	45	17	5	0	0	0	0	0	46.8	53.6
1000	296	0	0	1	0	31	82	96	67	19	0	0	0	0	0	0	45.8	52
1100	344	0	0	0	0	10	81	186	55	12	0	0	0	0	0	0	46.1	50.6
1200	333	1	2	0	1	5	75	148	85	14	2	0	0	0	0	0	46.7	52.4
1300	335	0	0	0	6	13	71	146	77	20	1	1	0	0	0	0	46.6	52.6
1400	366	0	0	0	2	6	129	156	55	17	1	0	0	0	0	0	45.8	51.6
1500	314	0	0	0	0	22	69	140	62	18	2	1	0	0	0	0	46.4	52.3
1600	327	0	0	0	0	11	87	147	59	21	2	0	0	0	0	0	46.6	52.6
1700	297	0	0	0	0	25	110	123	26	10	3	0	0	0	0	0	44.4	49.3
1800	199	0	0	0	1	14	73	66	36	9	0	0	0	0	0	0	45.1	51.3
1900	185	0	0	0	0	6	33	92	40	11	2	1	0	0	0	0	47.4	53.8
2000	118	0	0	0	0	2	32	46	28	9	1	0	0	0	0	0	47	53.1
2100	72	0	0	0	0	1	11	27	23	6	4	0	0	0	0	0	49.6	55.8
2200	29	0	0	0	0	0	4	13	10	1	1	0	0	0	0	0	49.2	53.6
2300	24	0	0	0	0	1	2	10	8	2	1	0	0	0	0	0	49.5	55.4
07-19	3259	1	3	1	11	150	867	1400	623	179	20	4	0	0	0	0	46.3	52.1
06-22	3704	1	3	1	11	160	950	1594	736	213	30	5	0	0	0	0	46.5	52.3
06-00	3757	1	3	1	11	161	956	1617	754	216	32	5	0	0	0	0	46.5	52.5
00-00	3925	1	3	1	11	164	990	1674	798	235	40	7	1	0	0	0	46.6	52.7

20 January 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	15	0	0	0	0	2	3	5	3	2	0	0	0	0	0	0	46.2	55.6
0100	11	0	0	0	0	0	4	2	3	0	1	0	1	0	0	0	50.5	66.6
0200	7	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	42.3	-
0300	12	0	0	0	0	0	1	2	3	5	0	1	0	0	0	0	55.4	62.6
0400	35	0	0	0	0	0	5	12	4	11	3	0	0	0	0	0	52.1	60.8
0500	97	0	0	0	0	2	12	31	31	20	0	1	0	0	0	0	50.5	57.1
0600	300	0	1	7	5	10	53	153	60	11	0	0	0	0	0	0	45.8	51.2
0700	465	2	7	2	0	19	160	220	41	12	2	0	0	0	0	0	44.2	49.2
0800	516	0	1	0	1	19	164	205	109	16	1	0	0	0	0	0	45.8	51.8
0900	397	0	0	0	0	15	74	194	92	18	4	0	0	0	0	0	47.1	52.3
1000	304	0	0	0	0	15	72	144	57	14	2	0	0	0	0	0	46.4	51.3
1100	317	0	0	0	7	24	80	136	61	8	1	0	0	0	0	0	45.4	51.8
1200	322	0	0	0	0	15	91	130	68	15	0	3	0	0	0	0	46.3	52.1
1300	355	0	0	0	1	11	96	161	69	17	0	0	0	0	0	0	46.3	51.7
1400	322	0	0	8	7	7	80	131	65	21	3	0	0	0	0	0	45.8	52.1
1500	439	0	5	9	4	23	124	197	68	8	1	0	0	0	0	0	44.2	50.3
1600	502	0	0	0	7	5	155	223	86	25	1	0	0	0	0	0	46.1	51.7
1700	517	1	0	1	21	85	237	148	21	3	0	0	0	0	0	0	41.2	46.3
1800	298	0	0	0	7	70	140	66	13	1	1	0	0	0	0	0	40.8	46
1900	160	0	0	1	1	34	61	39	22	2	0	0	0	0	0	0	42.3	49.8
2000	100	0	0	0	8	23	36	19	13	1	0	0	0	0	0	0	40.8	48.6
2100	60	0	0	0	3	4	14	28	8	3	0	0	0	0	0	0	44.5	50.5
2200	28	0	0	0	4	2	12	6	4	0	0	0	0	0	0	0	41.7	50
2300	26	0	0	0	1	7	11	5	1	1	0	0	0	0	0	0	40.3	46.1
07-19	4754	3	13	20	55	308	1473	1955	750	158	16	3	0	0	0	0	44.9	50.8
06-22	5374	3	14	28	72	379	1637	2194	853	175	16	3	0	0	0	0	44.8	50.8
06-00	5428	3	14	28	77	388	1660	2205	858	176	16	3	0	0	0	0	44.8	50.7
00-00	5605	3	14	28	77	394	1687	2259	903	214	20	5	1	0	0	0	44.9	51

21 January 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	14	0	0	0	0	4	5	4	1	0	0	0	0	0	0	0	41.6	49.5
0100	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	41.1	-
0200	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37.6	-
0300	12	0	0	0	0	1	7	3	1	0	0	0	0	0	0	0	43.1	48.2
0400	42	0	0	0	1	4	8	13	13	3	0	0	0	0	0	0	47.1	54.6
0500	113	0	0	0	2	5	34	59	11	1	0	0	0	0	0	0	44.9	49.2
0600	274	0	1	0	1	23	98	106	38	5	2	0	0	0	0	0	44.3	50
0700	517	0	0	0	6	136	223	139	13	0	0	0	0	0	0	0	40.7	45.9
0800	585	0	0	0	0	34	218	223	91	17	2	0	0	0	0	0	44.9	50.6
0900	406	0	0	0	2	9	89	220	70	16	0	0	0	0	0	0	46.4	51.2
1000	335	0	2	5	6	24	85	122	68	19	3	1	0	0	0	0	45.2	52.1
1100	300	0	1	1	6	22	63	114	71	19	3	0	0	0	0	0	46.2	53.1
1200	334	0	0	1	0	15	84	140	81	13	0	0	0	0	0	0	46.4	51.9
1300	342	0	0	0	0	12	94	171	49	15	1	0	0	0	0	0	45.9	50.6
1400	360	0	0	0	2	27	94	157	65	13	2	0	0	0	0	0	45.6	51.4
1500	493	0	0	0	3	55	160	191	67	15	1	0	1	0	0	0	44.5	50.4
1600	493	0	0	0	0	24	190	198	71	10	0	0	0	0	0	0	44.8	50
1700	541	0	0	0	3	68	260	173	34	3	0	0	0	0	0	0	42.3	46.8
1800	351	0	0	0	1	48	162	109	28	3	0	0	0	0	0	0	42.7	47.8
1900	187	0	0	0	11	6	41	87	29	12	1	0	0	0	0	0	45.7	52
2000	141	0	0	0	4	13	35	52	25	10	2	0	0	0	0	0	45.9	52.3
2100	91	0	0	0	0	0	24	35	18	9	4	1	0	0	0	0	48.5	56.2
2200	58	0	0	0	1	2	7	23	18	3	3	0	1	0	0	0	49.2	54.1
2300	26	0	0	0	0	0	5	9	9	2	0	0	1	0	0	0	50	55.8
07-19	5057	0	3	7	29	474	1722	1957	708	143	12	1	1	0	0	0	44.4	50.2
06-22	5750	0	4	7	45	516	1920	2237	818	179	21	2	1	0	0	0	44.6	50.4
06-00	5834	0	4	7	46	518	1932	2269	845	184	24	2	3	0	0	0	44.6	50.6
00-00	6022	0	4	7	49	535	1988	2350	871	188	25	2	3	0	0	0	44.6	50.6

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
--	37194	11	36	72	284	2386	10773	15020	6663	1670	230	37	11	1	0	0	45.6	51.6



SITE: ATC 1 - A4130 Upper Culham Farm

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.537052, -0.855029

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	15-Jan	16-Jan	17-Jan	18-Jan	19-Jan	20-Jan	21-Jan	1-5.	1-7.
Hour									
0000-0100	19	13	20	22	43	15	14	16.2	20.9
0100-0200	8	14	13	20	28	11	5	10.2	14.1
0200-0300	7	7	11	16	12	7	2	6.8	8.9
0300-0400	12	14	20	21	21	12	12	14	16
0400-0500	44	50	35	29	26	35	42	41.2	37.3
0500-0600	96	96	83	49	38	97	113	97	81.7
0600-0700	294	259	220	83	70	300	274	269.4	214.3
0700-0800	466	460	406	142	83	465	517	462.8	362.7
0800-0900	537	490	412	232	136	516	585	508	415.4
0900-1000	381	374	375	259	229	397	406	386.6	345.9
1000-1100	317	286	334	350	296	304	335	315.2	317.4
1100-1200	346	316	338	392	344	317	300	323.4	336.1
1200-1300	344	353	407	504	333	322	334	352	371
1300-1400	322	318	314	378	335	355	342	330.2	337.7
1400-1500	378	367	388	330	366	322	360	363	358.7
1500-1600	447	441	463	372	314	439	493	456.6	424.1
1600-1700	520	569	493	381	327	502	493	515.4	469.3
1700-1800	490	523	454	314	297	517	541	505	448
1800-1900	326	300	247	241	199	298	351	304.4	280.3
1900-2000	168	144	143	124	185	160	187	160.4	158.7
2000-2100	104	108	84	100	118	100	141	107.4	107.9
2100-2200	97	132	96	92	72	60	91	95.2	91.4
2200-2300	46	68	88	108	29	28	58	57.6	60.7
2300-2400	24	35	43	66	24	26	26	30.8	34.9
Totals									
0700-1900	4874	4797	4631	3895	3259	4754	5057	4822.6	4466.7
0600-2200	5537	5440	5174	4294	3704	5374	5750	5455	5039
0600-0000	5607	5543	5305	4468	3757	5428	5834	5543.4	5134.6
0000-0000	5793	5737	5487	4625	3925	5605	6022	5728.8	5313.4
AM Peak	800	800	800	1100	1100	800	800		
	537	490	412	392	344	516	585		
PM Peak	1600	1600	1600	1200	1400	1700	1700		
	520	569	493	504	366	517	541		



SITE: ATC 1 - A4130 Upper Culham Farm

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.537052, -0.855029

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 January 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	19	16	0	2	0	0	0	1	0	0	0	0	0	0	0	46.6	53
0100	8	4	0	3	1	0	0	0	0	0	0	0	0	0	0	55.5 -	
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	53 -	
0300	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	50.6 -	
0400	16	9	0	5	0	0	0	0	2	0	0	0	0	0	0	50.5	59.1
0500	58	41	1	13	1	1	0	0	0	1	0	0	0	0	0	52.9	62.9
0600	231	180	0	38	4	3	0	1	3	2	0	0	0	0	0	46.5	52.9
0700	504	388	1	97	7	3	0	2	0	2	0	3	0	1	0	42.7	49.2
0800	363	297	3	49	10	0	0	2	0	0	0	0	0	2	0	46.4	51.7
0900	270	211	5	39	5	4	0	3	0	2	0	0	0	1	0	47.4	52.9
1000	293	222	0	54	6	4	1	1	1	1	0	0	0	3	0	45.9	53.2
1100	244	176	0	54	6	3	0	1	1	1	0	0	0	2	0	46.7	52.8
1200	291	209	5	56	15	0	0	3	0	1	0	0	0	2	0	48.1	53.6
1300	272	208	3	41	12	4	0	0	2	2	0	0	0	0	0	48.9	55.1
1400	307	240	2	47	11	3	0	0	0	2	0	0	0	0	2	49.5	55.8
1500	352	282	2	51	7	5	0	0	1	3	0	0	0	1	0	47.8	53.7
1600	417	343	1	56	11	2	0	0	0	0	0	0	0	2	2	47.3	54
1700	340	307	2	21	8	0	0	0	1	1	0	0	0	0	0	43.8	49.4
1800	337	298	1	24	5	5	0	0	0	1	0	0	0	3	0	45.2	50.1
1900	205	179	0	21	4	0	0	0	0	0	0	0	0	1	0	47.7	53.8
2000	143	120	0	20	2	0	0	0	0	0	0	0	0	1	0	48.8	55.2
2100	108	92	0	13	1	0	0	0	1	0	0	0	0	1	0	48.2	53.3
2200	76	67	0	6	2	0	0	0	1	0	0	0	0	0	0	45.8	54.5
2300	42	40	0	1	0	0	0	1	0	0	0	0	0	0	0	41.2	50
07-19	3990	3181	25	589	103	33	1	12	6	16	0	3	0	17	4	46.4	52.8
06-22	4677	3752	25	681	114	36	1	13	10	18	0	3	0	20	4	46.6	52.9
06-00	4795	3859	25	688	116	36	1	14	11	18	0	3	0	20	4	46.5	52.9
00-00	4907	3937	26	714	118	37	1	15	13	19	0	3	0	20	4	46.6	53

16 January 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	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	43.4	50.8
0100	5	2	0	2	0	0	0	1	0	0	0	0	0	0	0	43.1	-
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0300	13	7	0	5	0	0	0	0	1	0	0	0	0	0	0	45.1	52.8
0400	19	9	0	8	1	1	0	0	0	0	0	0	0	0	0	48.9	59.8
0500	52	34	0	17	1	0	0	0	0	0	0	0	0	0	0	45.7	54.6
0600	233	173	4	49	2	2	0	2	1	0	0	0	0	0	0	43.7	50.1
0700	482	368	4	88	13	2	1	1	0	3	0	0	0	2	0	43.8	49.3
0800	429	353	0	52	16	4	0	1	0	0	0	0	0	1	2	47.7	53.9
0900	305	234	2	49	10	3	1	3	0	2	0	0	0	1	0	46	52.1
1000	280	216	0	50	8	1	0	1	0	3	0	0	0	1	0	47.7	54.1
1100	255	183	4	47	14	2	1	1	0	1	1	0	0	1	0	47.3	52
1200	278	192	2	61	12	2	0	1	3	2	0	0	0	1	2	47.3	54.3
1300	294	222	1	42	16	5	0	1	1	5	0	0	0	1	0	46.3	53.4
1400	264	177	2	57	10	7	1	0	5	3	0	0	0	2	0	48.8	55.3
1500	337	263	1	52	12	5	0	0	0	2	0	1	0	1	0	48.5	55
1600	358	302	0	41	11	1	0	0	0	0	0	0	0	2	1	48.1	53.6
1700	354	324	2	22	2	1	0	0	0	1	0	0	0	2	0	44.1	50
1800	345	314	0	23	4	3	0	0	0	0	0	0	0	1	0	47.2	52.8
1900	241	198	0	30	8	2	0	0	0	1	0	0	0	2	0	48.5	55.4
2000	145	125	0	14	4	1	0	0	0	0	0	0	0	1	0	52.2	58.4
2100	111	94	0	12	2	1	0	0	1	0	0	0	0	1	0	52.6	59.5
2200	70	63	0	4	3	0	0	0	0	0	0	0	0	0	0	55.4	61.4
2300	50	41	0	5	3	1	0	0	0	0	0	0	0	0	0	55.8	60.8
07-19	3981	3148	18	584	128	36	4	9	9	22	1	1	0	16	5	46.8	53.1
06-22	4711	3738	22	689	144	42	4	11	11	23	1	1	0	20	5	47	53.5
06-00	4831	3842	22	698	150	43	4	11	11	23	1	1	0	20	5	47.2	53.8
00-00	4942	3913	22	733	152	44	4	12	12	23	1	1	0	20	5	47.2	53.8

17 January 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	17	12	2	1	1	0	0	1	0	0	0	0	0	0	0	51	59.2
0100	6	4	0	1	0	0	0	0	0	1	0	0	0	0	0	55.5 -	
0200	10	6	0	4	0	0	0	0	0	0	0	0	0	0	0	52.2 -	
0300	10	4	0	3	1	0	0	0	1	1	0	0	0	0	0	61 -	
0400	19	14	0	5	0	0	0	0	0	0	0	0	0	0	0	53	62.4
0500	47	31	1	10	2	2	0	0	1	0	0	0	0	0	0	52.8	65.2
0600	204	158	2	32	3	4	0	0	1	3	0	0	0	1	0	48.6	54.4
0700	478	359	4	87	14	3	1	0	3	5	0	0	0	2	0	43.1	49.5
0800	367	288	2	53	16	5	0	0	1	1	0	0	0	1	0	48.9	54.4
0900	300	220	1	61	7	4	0	0	1	3	0	0	0	2	1	48.7	55.1
1000	283	220	3	41	8	6	0	0	0	2	0	0	0	1	2	49	54
1100	301	202	4	51	19	7	0	2	2	6	0	0	0	2	6	49	56.1
1200	311	219	4	49	23	5	1	2	1	3	0	0	0	2	2	49.9	55.4
1300	280	216	1	47	8	0	0	2	0	3	0	0	0	3	0	48.5	55.1
1400	305	238	2	46	10	3	0	3	0	2	0	0	0	1	0	47	55.2
1500	361	291	2	46	14	4	0	0	0	2	0	0	0	2	0	48.2	54.9
1600	311	258	0	39	9	1	0	1	1	0	0	0	0	2	0	49.3	55.8
1700	312	276	1	28	5	0	0	1	0	0	0	0	0	1	0	45.3	52.3
1800	267	240	0	21	4	1	0	0	0	0	0	0	0	1	0	47.5	54.7
1900	200	170	0	19	7	4	0	0	0	0	0	0	0	0	0	51.1	55.5
2000	109	87	0	16	3	2	0	0	1	0	0	0	0	0	0	51.9	57.9
2100	107	90	1	9	4	1	0	1	0	1	0	0	0	0	0	51	58
2200	85	76	0	6	2	0	0	0	1	0	0	0	0	0	0	53.8	61.8
2300	57	51	0	3	2	0	0	0	0	1	0	0	0	0	0	56.4	64.2
07-19	3876	3027	24	569	137	39	2	11	9	27	0	0	0	20	11	47.7	54.4
06-22	4496	3532	27	645	154	50	2	12	11	31	0	0	0	21	11	48	54.6
06-00	4638	3659	27	654	158	50	2	12	12	32	0	0	0	21	11	48.3	54.9
00-00	4747	3730	30	678	162	52	2	13	14	34	0	0	0	21	11	48.4	55

18 January 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	29	24	0	4	0	0	0	1	0	0	0	0	0	0	0	51.4	57.5
0100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	53.7	61.7
0200	6	4	0	0	0	0	0	1	0	1	0	0	0	0	0	51.9 -	
0300	12	6	0	4	1	0	0	0	1	0	0	0	0	0	0	56.5	65.7
0400	10	7	0	2	1	0	0	0	0	0	0	0	0	0	0	52 -	
0500	27	22	0	4	1	0	0	0	0	0	0	0	0	0	0	54.3	61.7
0600	106	75	2	25	4	0	0	0	0	0	0	0	0	0	0	52	59.8
0700	158	119	0	29	5	3	1	0	0	0	0	0	0	1	0	51.3	58.9
0800	233	193	1	28	8	2	1	0	0	0	0	0	0	0	0	52.8	58.4
0900	279	216	0	36	13	3	0	0	0	0	0	0	0	11	0	51.3	57.7
1000	302	259	1	21	13	7	0	1	0	0	0	0	0	0	0	50.9	56.5
1100	390	339	0	35	11	2	1	0	1	0	0	0	0	1	0	49.3	55
1200	285	248	0	23	9	1	0	2	0	1	0	0	0	1	0	51.7	57.2
1300	291	255	0	20	13	2	0	0	0	0	0	0	0	1	0	50.1	56.4
1400	283	247	2	22	9	1	0	0	0	0	0	0	0	1	1	50.5	57.2
1500	271	235	0	23	11	1	0	0	0	1	0	0	0	0	0	50.3	57.1
1600	281	254	0	19	6	1	0	0	1	0	0	0	0	0	0	48	54.4
1700	265	234	0	21	7	1	0	0	0	0	0	0	0	1	1	46.2	52.1
1800	219	178	0	21	17	3	0	0	0	0	0	0	0	0	0	50.3	55.5
1900	165	140	1	15	3	4	0	0	1	1	0	0	0	0	0	50.4	58.7
2000	102	89	0	10	2	1	0	0	0	0	0	0	0	0	0	52	58.2
2100	94	82	0	10	2	0	0	0	0	0	0	0	0	0	0	50.7	58.6
2200	104	87	0	11	3	1	0	1	0	1	0	0	0	0	0	50.1	57
2300	87	79	0	6	1	0	0	0	1	0	0	0	0	0	0	51.1	59
07-19	3257	2777	4	298	122	27	3	3	2	2	0	0	0	17	2	50.1	56.5
06-22	3724	3163	7	358	133	32	3	3	3	3	0	0	0	17	2	50.3	56.8
06-00	3915	3329	7	375	137	33	3	4	4	4	0	0	0	17	2	50.3	56.9
00-00	4012	3404	7	390	140	33	3	6	5	5	0	0	0	17	2	50.4	57

19 January 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	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	52.2	57.8
0100	17	14	0	3	0	0	0	0	0	0	0	0	0	0	0	51	62.3
0200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	49.9 -	
0300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	56.1 -	
0400	9	6	0	2	0	0	0	0	0	1	0	0	0	0	0	55.1 -	
0500	19	13	0	3	2	0	0	0	1	0	0	0	0	0	0	53.6	63.6
0600	50	46	0	4	0	0	0	0	0	0	0	0	0	0	0	52.7	60.8
0700	91	77	0	9	3	2	0	0	0	0	0	0	0	0	0	51.6	59
0800	121	100	0	11	8	1	0	0	0	0	0	0	0	0	1	51.8	58.2
0900	195	163	0	23	4	1	0	2	0	0	0	0	0	1	1	50.6	57.2
1000	216	178	0	21	10	0	0	0	0	0	0	0	0	6	1	51.4	57.2
1100	316	285	1	25	4	0	0	0	0	0	0	0	0	0	1	49.8	56.2
1200	314	272	1	27	11	1	0	0	0	0	0	0	0	0	2	49.6	54.7
1300	317	283	0	24	9	0	0	1	0	0	0	0	0	0	0	48.8	54.8
1400	241	216	1	14	9	0	0	0	0	0	0	0	0	1	0	50.7	56.6
1500	294	261	1	22	7	1	0	1	1	0	0	0	0	0	0	49.1	55.7
1600	223	188	1	16	16	2	0	0	0	0	0	0	0	0	0	50.5	57
1700	244	216	1	20	6	1	0	0	0	0	0	0	0	0	0	47	53.2
1800	213	198	0	10	4	0	0	1	0	0	0	0	0	0	0	49.2	56.4
1900	159	144	0	12	2	1	0	0	0	0	0	0	0	0	0	49.9	56.5
2000	107	93	0	10	2	2	0	0	0	0	0	0	0	0	0	52.2	58.9
2100	83	72	0	7	3	0	0	0	1	0	0	0	0	0	0	52.6	60.2
2200	65	57	0	8	0	0	0	0	0	0	0	0	0	0	0	53.4	59.5
2300	29	27	0	1	1	0	0	0	0	0	0	0	0	0	0	53.2	64.2
07-19	2785	2437	6	222	91	9	0	5	1	0	0	0	0	8	6	49.8	56.1
06-22	3184	2792	6	255	98	12	0	5	2	0	0	0	0	8	6	50	56.5
06-00	3278	2876	6	264	99	12	0	5	2	0	0	0	0	8	6	50.1	56.6
00-00	3374	2959	6	273	101	12	0	5	3	1	0	0	0	8	6	50.1	56.7

20 January 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	15	13	0	1	0	0	0	1	0	0	0	0	0	0	0	53.4	63.6
0100	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	53.2	-
0200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	52.1	-
0300	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	50.7	-
0400	20	10	0	6	1	1	0	0	1	1	0	0	0	0	0	54.2	63.3
0500	70	47	4	15	3	0	0	0	0	1	0	0	0	0	0	50.4	57.5
0600	231	170	6	34	7	7	0	2	0	3	0	0	0	2	0	44.8	51.1
0700	513	395	6	89	10	1	0	2	3	4	0	1	0	2	0	43.3	49.3
0800	422	339	6	56	7	2	1	4	2	0	0	0	0	5	0	46.3	53.7
0900	297	218	5	57	10	3	0	1	1	2	0	0	0	0	0	46.9	53.4
1000	273	207	2	53	5	2	0	2	0	2	0	0	0	0	0	48.2	54.2
1100	262	188	7	43	12	5	0	1	2	4	0	0	0	0	0	48	53.5
1200	320	230	7	56	12	3	0	4	3	3	0	0	0	2	0	48.3	54
1300	270	194	7	43	11	5	3	0	3	4	0	0	0	0	0	48.9	55.7
1400	255	190	3	45	5	2	1	6	0	2	0	0	0	1	0	49.2	56.1
1500	362	277	0	66	10	5	0	0	0	3	0	0	0	1	0	48.6	54.4
1600	347	276	2	49	14	0	1	0	0	2	0	0	0	1	2	49.4	55.6
1700	368	320	2	38	5	2	0	0	0	0	0	0	0	1	0	44.7	50.6
1800	314	282	2	21	2	1	0	0	1	0	0	0	0	4	1	43.8	49.9
1900	178	159	0	17	2	0	0	0	0	0	0	0	0	0	0	46.4	52.8
2000	110	98	0	12	0	0	0	0	0	0	0	0	0	0	0	41.5	47.7
2100	87	81	0	5	0	0	0	0	0	0	0	0	0	1	0	41.8	49.6
2200	80	79	0	1	0	0	0	0	0	0	0	0	0	0	0	41.5	48.5
2300	57	49	0	7	1	0	0	0	0	0	0	0	0	0	0	38.1	46.4
07-19	4003	3116	49	616	103	31	6	20	15	26	0	1	0	17	3	46.9	53.4
06-22	4609	3624	55	684	112	38	6	22	15	29	0	1	0	20	3	46.5	53
06-00	4746	3752	55	692	113	38	6	22	15	29	0	1	0	20	3	46.3	52.9
00-00	4875	3843	59	717	117	39	6	23	16	31	0	1	0	20	3	46.5	53.1

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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	13	11	0	1	0	0	0	1	0	0	0	0	0	0	0	41.8	49.5
0100	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	38.8	-
0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0300	12	6	0	5	0	0	0	0	1	0	0	0	0	0	0	43	51.9
0400	21	15	0	4	0	0	0	0	2	0	0	0	0	0	0	46	54
0500	67	43	1	18	1	0	0	0	0	4	0	0	0	0	0	43.7	52
0600	235	181	5	33	3	5	0	2	3	3	0	0	0	0	0	41.8	47.8
0700	459	356	7	88	0	2	1	1	2	0	0	0	0	2	0	39.4	45.4
0800	389	318	1	51	8	3	0	1	2	4	0	0	0	1	0	46.1	52.1
0900	302	227	3	57	9	2	0	1	0	1	0	0	0	2	0	48.1	53.5
1000	287	213	2	49	14	5	1	1	0	1	0	0	0	1	0	48.6	54.1
1100	272	205	1	52	7	3	0	0	0	4	0	0	0	0	0	49.4	55.7
1200	313	227	4	53	10	4	0	4	2	5	0	0	0	3	1	45.8	52.6
1300	274	205	3	42	9	11	0	0	3	1	0	0	0	0	0	48.9	53.8
1400	301	238	4	42	6	5	0	1	2	1	0	0	0	2	0	48.1	54.9
1500	327	249	2	58	9	3	1	0	0	0	1	0	0	1	3	46.8	54.8
1600	393	325	1	49	6	5	0	1	0	3	0	0	0	3	0	46.5	52.8
1700	385	354	1	25	3	0	0	0	0	0	0	0	0	2	0	44.3	49.5
1800	342	314	1	21	3	0	0	0	1	0	0	0	0	2	0	45.8	50.8
1900	232	214	1	11	4	1	0	0	1	0	0	0	0	0	0	48.6	53.4
2000	142	130	0	9	2	0	0	0	0	0	0	0	0	1	0	50	56.9
2100	115	102	0	9	2	1	1	0	0	0	0	0	0	0	0	50.8	56.7
2200	93	84	3	6	0	0	0	0	0	0	0	0	0	0	0	52.4	57.4
2300	40	36	0	3	0	0	0	0	1	0	0	0	0	0	0	52.1	60.6
07-19	4044	3231	30	587	84	43	3	10	12	20	1	0	0	19	4	46.1	52.7
06-22	4768	3858	36	649	95	50	4	12	16	23	1	0	0	20	4	46.2	52.9
06-00	4901	3978	39	658	95	50	4	12	17	23	1	0	0	20	4	46.4	53.1
00-00	5021	4058	40	687	96	50	4	13	21	27	1	0	0	20	4	46.3	53.1



SITE: ATC 1 - A4130 Upper Culham Farm

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.537052, -0.855029

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 January 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	19	0	0	1	0	0	4	7	5	2	0	0	0	0	0	0	46.6	53
0100	8	0	0	0	0	0	0	2	2	3	0	1	0	0	0	0	55.5 -	
0200	6	0	0	0	0	0	1	1	3	0	1	0	0	0	0	0	53 -	
0300	5	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	50.6 -	
0400	16	0	0	0	0	1	2	3	7	2	1	0	0	0	0	0	50.5	59.1
0500	58	0	0	0	0	3	5	13	14	13	6	4	0	0	0	0	52.9	62.9
0600	231	0	0	0	0	14	58	98	46	15	0	0	0	0	0	0	46.5	52.9
0700	504	0	0	0	28	58	190	159	62	7	0	0	0	0	0	0	42.7	49.2
0800	363	0	0	0	2	21	78	163	84	12	3	0	0	0	0	0	46.4	51.7
0900	270	0	1	0	2	12	51	111	71	20	2	0	0	0	0	0	47.4	52.9
1000	293	0	0	0	6	29	67	104	67	18	2	0	0	0	0	0	45.9	53.2
1100	244	1	0	0	1	2	69	106	51	11	2	0	1	0	0	0	46.7	52.8
1200	291	0	0	0	4	7	37	139	83	15	6	0	0	0	0	0	48.1	53.6
1300	272	0	0	0	1	4	52	81	99	29	5	1	0	0	0	0	48.9	55.1
1400	307	0	0	1	3	2	41	114	103	36	7	0	0	0	0	0	49.5	55.8
1500	352	0	0	2	1	21	56	127	121	19	4	1	0	0	0	0	47.8	53.7
1600	417	0	0	1	3	16	101	145	116	31	3	1	0	0	0	0	47.3	54
1700	340	0	0	3	1	32	126	131	44	3	0	0	0	0	0	0	43.8	49.4
1800	337	0	0	0	3	24	96	157	43	9	2	2	1	0	0	0	45.2	50.1
1900	205	0	0	1	0	4	48	79	58	11	4	0	0	0	0	0	47.7	53.8
2000	143	0	0	0	0	3	25	63	33	12	5	1	0	1	0	0	48.8	55.2
2100	108	0	0	0	1	0	24	42	30	10	0	1	0	0	0	0	48.2	53.3
2200	76	0	0	0	1	10	22	22	14	7	0	0	0	0	0	0	45.8	54.5
2300	42	0	0	0	1	14	14	7	5	0	1	0	0	0	0	0	41.2	50
07-19	3990	1	1	7	55	228	964	1537	944	210	36	5	2	0	0	0	46.4	52.8
06-22	4677	1	1	8	56	249	1119	1819	1111	258	45	7	2	1	0	0	46.6	52.9
06-00	4795	1	1	8	58	273	1155	1848	1130	265	46	7	2	1	0	0	46.5	52.9
00-00	4907	1	1	9	58	277	1168	1875	1163	286	54	12	2	1	0	0	46.6	53

16 January 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	19	0	0	0	0	1	9	5	4	0	0	0	0	0	0	0	43.4	50.8
0100	5	0	0	1	0	0	0	3	1	0	0	0	0	0	0	0	43.1	-
0200	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	44.5	-
0300	13	0	0	0	0	1	4	4	4	0	0	0	0	0	0	0	45.1	52.8
0400	19	0	0	0	0	2	2	7	4	2	2	0	0	0	0	0	48.9	59.8
0500	52	0	0	1	0	6	16	16	7	5	1	0	0	0	0	0	45.7	54.6
0600	233	0	0	1	6	38	58	90	36	4	0	0	0	0	0	0	43.7	50.1
0700	482	0	1	0	0	65	159	191	58	7	1	0	0	0	0	0	43.8	49.3
0800	429	0	0	1	1	11	89	168	128	29	2	0	0	0	0	0	47.7	53.9
0900	305	0	1	2	5	24	64	129	62	15	2	0	1	0	0	0	46	52.1
1000	280	0	0	0	1	5	53	145	48	23	5	0	0	0	0	0	47.7	54.1
1100	255	0	0	0	1	3	75	92	62	18	4	0	0	0	0	0	47.3	52
1200	278	2	0	0	1	10	65	102	76	15	5	2	0	0	0	0	47.3	54.3
1300	294	0	0	2	0	26	70	102	82	10	2	0	0	0	0	0	46.3	53.4
1400	264	0	0	0	1	3	60	87	75	31	4	3	0	0	0	0	48.8	55.3
1500	337	0	0	0	2	9	52	139	95	38	2	0	0	0	0	0	48.5	55
1600	358	0	1	0	0	6	54	169	100	23	5	0	0	0	0	0	48.1	53.6
1700	354	0	0	0	5	33	127	129	53	7	0	0	0	0	0	0	44.1	50
1800	345	0	0	1	0	5	90	145	80	18	5	1	0	0	0	0	47.2	52.8
1900	241	0	0	0	2	18	19	103	67	23	7	2	0	0	0	0	48.5	55.4
2000	145	0	0	0	0	2	8	41	58	28	8	0	0	0	0	0	52.2	58.4
2100	111	0	0	0	1	0	8	28	43	20	9	2	0	0	0	0	52.6	59.5
2200	70	0	0	0	0	0	3	12	24	23	5	2	1	0	0	0	55.4	61.4
2300	50	0	0	0	0	0	0	11	18	17	0	2	1	0	0	1	55.8	60.8
07-19	3981	2	3	6	17	200	958	1598	919	234	37	6	1	0	0	0	46.8	53.1
06-22	4711	2	3	7	26	258	1051	1860	1123	309	61	10	1	0	0	0	47	53.5
06-00	4831	2	3	7	26	258	1054	1883	1165	349	66	14	3	0	0	1	47.2	53.8
00-00	4942	2	3	9	26	269	1086	1918	1186	356	69	14	3	0	0	1	47.2	53.8

17 January 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	17	0	0	1	0	0	0	5	5	4	2	0	0	0	0	0	51	59.2
0100	6	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	55.5	-
0200	10	0	0	0	0	0	1	3	3	3	0	0	0	0	0	0	52.2	-
0300	10	0	0	0	0	0	0	1	3	2	2	1	0	0	1	0	61	-
0400	19	0	0	0	0	0	1	3	11	0	4	0	0	0	0	0	53	62.4
0500	47	0	0	1	1	2	2	13	13	5	6	3	1	0	0	0	52.8	65.2
0600	204	0	0	0	0	4	43	80	55	18	2	0	2	0	0	0	48.6	54.4
0700	478	0	1	6	33	41	143	188	57	9	0	0	0	0	0	0	43.1	49.5
0800	367	0	0	0	1	5	59	144	124	29	5	0	0	0	0	0	48.9	54.4
0900	300	0	0	0	0	7	59	119	78	28	6	2	1	0	0	0	48.7	55.1
1000	283	0	0	1	1	1	44	106	105	18	6	1	0	0	0	0	49	54
1100	301	0	1	1	5	9	35	123	79	30	13	3	1	1	0	0	49	56.1
1200	311	0	0	1	1	1	33	111	130	30	3	0	1	0	0	0	49.9	55.4
1300	280	0	0	0	1	7	55	99	83	29	6	0	0	0	0	0	48.5	55.1
1400	305	0	1	1	5	21	57	111	70	34	5	0	0	0	0	0	47	55.2
1500	361	0	0	0	2	12	66	139	96	42	3	0	1	0	0	0	48.2	54.9
1600	311	0	0	0	1	1	47	127	91	39	5	0	0	0	0	0	49.3	55.8
1700	312	0	0	0	2	37	87	111	61	12	2	0	0	0	0	0	45.3	52.3
1800	267	0	0	0	0	15	64	92	67	24	4	0	1	0	0	0	47.5	54.7
1900	200	0	0	0	0	0	17	67	89	18	5	1	1	2	0	0	51.1	55.5
2000	109	0	0	0	1	0	14	19	53	13	8	1	0	0	0	0	51.9	57.9
2100	107	0	0	0	0	0	13	40	32	17	3	0	2	0	0	0	51	58
2200	85	0	0	0	0	0	5	23	30	15	9	2	0	1	0	0	53.8	61.8
2300	57	0	0	0	0	0	3	10	12	20	10	1	0	1	0	0	56.4	64.2
07-19	3876	0	3	10	52	157	749	1470	1041	324	58	6	5	1	0	0	47.7	54.4
06-22	4496	0	3	10	53	161	836	1676	1270	390	76	8	10	3	0	0	48	54.6
06-00	4638	0	3	10	53	161	844	1709	1312	425	95	11	10	5	0	0	48.3	54.9
00-00	4747	0	3	12	54	163	848	1735	1349	442	109	15	11	5	1	0	48.4	55

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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	29	0	0	0	0	1	3	8	9	7	1	0	0	0	0	0	51.4	57.5
0100	13	0	0	1	0	0	1	1	3	6	0	0	0	1	0	0	53.7	61.7
0200	6	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	51.9 -	
0300	12	0	0	0	0	0	2	0	4	4	1	0	0	1	0	0	56.5	65.7
0400	10	0	0	0	0	0	2	2	2	3	1	0	0	0	0	0	52 -	
0500	27	0	0	0	0	0	3	2	14	5	0	3	0	0	0	0	54.3	61.7
0600	106	0	1	0	0	1	11	20	41	22	9	1	0	0	0	0	52	59.8
0700	158	0	0	0	0	0	13	58	46	29	11	1	0	0	0	0	51.3	58.9
0800	233	0	0	0	0	0	10	56	109	49	7	1	0	1	0	0	52.8	58.4
0900	279	0	0	1	1	7	18	79	114	40	13	5	1	0	0	0	51.3	57.7
1000	302	0	0	1	0	3	23	105	123	34	9	2	1	0	1	0	50.9	56.5
1100	390	0	0	0	1	4	46	158	131	42	8	0	0	0	0	0	49.3	55
1200	285	0	3	0	0	0	7	88	133	43	9	2	0	0	0	0	51.7	57.2
1300	291	0	0	1	2	4	26	115	95	36	8	4	0	0	0	0	50.1	56.4
1400	283	1	0	1	0	6	22	95	101	43	13	1	0	0	0	0	50.5	57.2
1500	271	0	0	0	1	7	38	81	90	41	10	2	1	0	0	0	50.3	57.1
1600	281	0	0	1	1	13	48	113	72	29	3	1	0	0	0	0	48	54.4
1700	265	0	0	0	2	17	61	117	52	14	2	0	0	0	0	0	46.2	52.1
1800	219	0	0	0	0	1	16	90	82	26	3	1	0	0	0	0	50.3	55.5
1900	165	0	0	0	0	14	18	33	56	32	11	1	0	0	0	0	50.4	58.7
2000	102	0	0	0	0	0	8	33	36	19	4	2	0	0	0	0	52	58.2
2100	94	0	0	0	0	0	14	32	27	18	2	1	0	0	0	0	50.7	58.6
2200	104	0	0	0	0	0	17	31	39	12	5	0	0	0	0	0	50.1	57
2300	87	0	0	0	1	2	9	31	20	18	5	0	1	0	0	0	51.1	59
07-19	3257	1	3	5	8	62	328	1155	1148	426	96	20	3	1	1	0	50.1	56.5
06-22	3724	1	4	5	8	77	379	1273	1308	517	122	25	3	1	1	0	50.3	56.8
06-00	3915	1	4	5	9	79	405	1335	1367	547	132	25	4	1	1	0	50.3	56.9
00-00	4012	1	4	6	9	80	417	1349	1402	573	135	28	4	3	1	0	50.4	57

19 January 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	32	0	0	0	0	0	2	11	13	4	1	1	0	0	0	0	52.2	57.8
0100	17	0	0	1	0	0	3	2	7	2	0	2	0	0	0	0	51	62.3
0200	9	0	0	0	0	0	0	5	3	1	0	0	0	0	0	0	49.9	-
0300	10	0	0	0	0	0	1	1	2	4	2	0	0	0	0	0	56.1	-
0400	9	0	0	0	0	0	0	2	4	1	1	1	0	0	0	0	55.1	-
0500	19	0	0	0	0	0	0	8	6	2	2	1	0	0	0	0	53.6	63.6
0600	50	0	0	1	0	0	4	10	18	14	3	0	0	0	0	0	52.7	60.8
0700	91	0	0	1	0	0	12	24	30	16	5	3	0	0	0	0	51.6	59
0800	121	0	1	0	0	2	10	33	47	18	6	1	2	1	0	0	51.8	58.2
0900	195	0	1	0	0	9	12	65	59	44	4	0	1	0	0	0	50.6	57.2
1000	216	0	1	0	0	1	11	68	92	32	10	0	0	0	1	0	51.4	57.2
1100	316	0	1	2	1	1	47	103	108	44	7	2	0	0	0	0	49.8	56.2
1200	314	0	0	0	0	0	34	125	121	32	2	0	0	0	0	0	49.6	54.7
1300	317	0	0	0	1	8	47	124	103	27	4	2	0	1	0	0	48.8	54.8
1400	241	0	0	0	0	0	30	81	85	36	7	0	2	0	0	0	50.7	56.6
1500	294	0	2	0	1	6	35	111	100	31	7	1	0	0	0	0	49.1	55.7
1600	223	0	0	0	2	3	31	59	85	36	7	0	0	0	0	0	50.5	57
1700	244	0	0	0	0	8	54	109	53	18	2	0	0	0	0	0	47	53.2
1800	213	0	0	0	1	3	40	74	56	28	11	0	0	0	0	0	49.2	56.4
1900	159	0	0	0	1	7	22	44	58	18	8	0	1	0	0	0	49.9	56.5
2000	107	0	0	0	0	0	6	35	38	22	6	0	0	0	0	0	52.2	58.9
2100	83	0	0	0	0	3	9	17	26	24	3	1	0	0	0	0	52.6	60.2
2200	65	0	0	0	0	0	2	15	28	14	6	0	0	0	0	0	53.4	59.5
2300	29	0	0	0	0	0	0	12	8	4	4	1	0	0	0	0	53.2	64.2
07-19	2785	0	6	3	6	41	363	976	939	362	72	9	5	2	1	0	49.8	56.1
06-22	3184	0	6	4	7	51	404	1082	1079	440	92	10	6	2	1	0	50	56.5
06-00	3278	0	6	4	7	51	406	1109	1115	458	102	11	6	2	1	0	50.1	56.6
00-00	3374	0	6	5	7	51	412	1138	1150	472	108	16	6	2	1	0	50.1	56.7

20 January 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	15	0	0	0	0	1	3	0	3	5	3	0	0	0	0	0	53.4	63.6
0100	8	0	0	0	0	0	0	1	6	0	1	0	0	0	0	0	53.2	-
0200	8	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	52.1	-
0300	8	0	0	0	0	0	0	3	4	1	0	0	0	0	0	0	50.7	-
0400	20	0	0	0	0	0	1	5	7	4	2	0	1	0	0	0	54.2	63.3
0500	70	0	0	0	0	1	10	20	26	9	4	0	0	0	0	0	50.4	57.5
0600	231	0	0	3	0	17	74	91	42	4	0	0	0	0	0	0	44.8	51.1
0700	513	0	1	1	1	90	152	197	67	4	0	0	0	0	0	0	43.3	49.3
0800	422	0	0	3	8	26	116	138	98	30	2	0	1	0	0	0	46.3	53.7
0900	297	0	1	1	1	12	72	110	77	20	3	0	0	0	0	0	46.9	53.4
1000	273	0	0	0	2	13	36	114	87	18	3	0	0	0	0	0	48.2	54.2
1100	262	0	1	0	3	8	48	91	87	17	6	1	0	0	0	0	48	53.5
1200	320	0	0	0	2	2	58	134	101	20	3	0	0	0	0	0	48.3	54
1300	270	0	0	2	1	5	40	102	81	30	9	0	0	0	0	0	48.9	55.7
1400	255	0	1	1	5	0	41	90	76	34	7	0	0	0	0	0	49.2	56.1
1500	362	0	1	3	2	10	41	162	107	28	6	1	1	0	0	0	48.6	54.4
1600	347	0	0	0	1	12	33	139	124	32	4	1	1	0	0	0	49.4	55.6
1700	368	0	0	0	12	18	120	147	65	4	2	0	0	0	0	0	44.7	50.6
1800	314	0	0	0	6	24	137	98	42	6	1	0	0	0	0	0	43.8	49.9
1900	178	0	0	0	0	7	52	73	36	7	2	1	0	0	0	0	46.4	52.8
2000	110	0	0	0	7	24	43	23	10	3	0	0	0	0	0	0	41.5	47.7
2100	87	0	0	0	3	17	39	16	8	4	0	0	0	0	0	0	41.8	49.6
2200	80	0	0	0	8	12	30	23	6	1	0	0	0	0	0	0	41.5	48.5
2300	57	0	0	0	3	32	12	5	4	1	0	0	0	0	0	0	38.1	46.4
07-19	4003	0	5	11	44	220	894	1522	1012	243	46	3	3	0	0	0	46.9	53.4
06-22	4609	0	5	14	54	285	1102	1725	1108	261	48	4	3	0	0	0	46.5	53
06-00	4746	0	5	14	65	329	1144	1753	1118	263	48	4	3	0	0	0	46.3	52.9
00-00	4875	0	5	14	65	331	1158	1785	1167	283	59	4	4	0	0	0	46.5	53.1

21 January 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	13	0	0	0	1	3	3	5	1	0	0	0	0	0	0	0	41.8	49.5
0100	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	38.8	-
0200	4	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	43.7	-
0300	12	0	0	0	1	0	5	4	1	1	0	0	0	0	0	0	43	51.9
0400	21	0	0	0	0	2	6	8	4	1	0	0	0	0	0	0	46	54
0500	67	0	1	0	5	8	16	21	13	3	0	0	0	0	0	0	43.7	52
0600	235	0	1	0	4	49	96	66	13	6	0	0	0	0	0	0	41.8	47.8
0700	459	0	0	0	18	152	194	77	15	2	1	0	0	0	0	0	39.4	45.4
0800	389	0	0	0	1	28	106	144	92	16	2	0	0	0	0	0	46.1	52.1
0900	302	0	0	0	6	1	44	135	92	19	5	0	0	0	0	0	48.1	53.5
1000	287	0	0	2	2	6	40	105	103	25	3	1	0	0	0	0	48.6	54.1
1100	272	0	1	0	1	0	32	129	72	30	6	1	0	0	0	0	49.4	55.7
1200	313	0	1	1	1	22	91	116	62	17	2	0	0	0	0	0	45.8	52.6
1300	274	0	1	3	1	2	25	129	84	26	3	0	0	0	0	0	48.9	53.8
1400	301	0	1	0	2	6	64	109	89	24	4	2	0	0	0	0	48.1	54.9
1500	327	0	5	7	26	2	35	114	101	34	3	0	0	0	0	0	46.8	54.8
1600	393	0	0	0	2	31	96	144	96	22	2	0	0	0	0	0	46.5	52.8
1700	385	0	0	0	0	32	143	157	46	6	0	1	0	0	0	0	44.3	49.5
1800	342	0	0	0	0	9	111	150	65	7	0	0	0	0	0	0	45.8	50.8
1900	232	0	0	0	0	1	36	104	76	13	1	0	1	0	0	0	48.6	53.4
2000	142	0	0	0	0	1	21	52	44	20	3	1	0	0	0	0	50	56.9
2100	115	0	0	0	0	0	14	38	39	17	6	1	0	0	0	0	50.8	56.7
2200	93	0	0	0	0	0	2	35	37	11	7	1	0	0	0	0	52.4	57.4
2300	40	0	0	0	0	3	3	8	16	6	3	0	0	1	0	0	52.1	60.6
07-19	4044	0	9	13	60	291	981	1509	917	228	31	5	0	0	0	0	46.1	52.7
06-22	4768	0	10	13	64	342	1148	1769	1089	284	41	7	1	0	0	0	46.2	52.9
06-00	4901	0	10	13	64	345	1153	1812	1142	301	51	8	1	1	0	0	46.4	53.1
00-00	5021	0	11	13	71	361	1184	1853	1161	306	51	8	1	1	0	0	46.3	53.1

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
--	31878	4	33	68	290	1532	6273	11653	8578	2718	585	97	31	12	3	1	47.7	54.6



SITE: ATC 1 - A4130 Upper Culham Farm

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.537052, -0.855029

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	15-Jan	16-Jan	17-Jan	18-Jan	19-Jan	20-Jan	21-Jan	1-5.	1-7.
Hour									
0000-0100	19	19	17	29	32	15	13	16.6	20.6
0100-0200	8	5	6	13	17	8	3	6	8.6
0200-0300	6	3	10	6	9	8	4	6.2	6.6
0300-0400	5	13	10	12	10	8	12	9.6	10
0400-0500	16	19	19	10	9	20	21	19	16.3
0500-0600	58	52	47	27	19	70	67	58.8	48.6
0600-0700	231	233	204	106	50	231	235	226.8	184.3
0700-0800	504	482	478	158	91	513	459	487.2	383.6
0800-0900	363	429	367	233	121	422	389	394	332
0900-1000	270	305	300	279	195	297	302	294.8	278.3
1000-1100	293	280	283	302	216	273	287	283.2	276.3
1100-1200	244	255	301	390	316	262	272	266.8	291.4
1200-1300	291	278	311	285	314	320	313	302.6	301.7
1300-1400	272	294	280	291	317	270	274	278	285.4
1400-1500	307	264	305	283	241	255	301	286.4	279.4
1500-1600	352	337	361	271	294	362	327	347.8	329.1
1600-1700	417	358	311	281	223	347	393	365.2	332.9
1700-1800	340	354	312	265	244	368	385	351.8	324
1800-1900	337	345	267	219	213	314	342	321	291
1900-2000	205	241	200	165	159	178	232	211.2	197.1
2000-2100	143	145	109	102	107	110	142	129.8	122.6
2100-2200	108	111	107	94	83	87	115	105.6	100.7
2200-2300	76	70	85	104	65	80	93	80.8	81.9
2300-2400	42	50	57	87	29	57	40	49.2	51.7
Totals									
0700-1900	3990	3981	3876	3257	2785	4003	4044	3978.8	3705.1
0600-2200	4677	4711	4496	3724	3184	4609	4768	4652.2	4309.9
0600-0000	4795	4831	4638	3915	3278	4746	4901	4782.2	4443.4
0000-0000	4907	4942	4747	4012	3374	4875	5021	4898.4	4554
AM Peak	700	700	700	1100	1100	700	700		
	504	482	478	390	316	513	459		
PM Peak	1600	1600	1500	1300	1300	1700	1600		
	417	358	361	291	317	368	393		



SITE: ATC 2 - A4130 Upper Culham Farm (51.537007, -0.858941)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	$d(1) \geq 1.7m, d(1) \leq 3.2m$ & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, $d(1) \geq 2.1m, d(1) \leq 3.2m, d(2) \geq 2.1m$ & 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		Light
14	M/C	2	1 OR 2	Motorcycle	$d(1) \geq 1.18m, d(1) \leq 1.7m$ & axles=2		
15	CYCLE	2	1 OR 2	Cycle	$d(1) < 1.18$ & axles=2		

	Eastbound	Westbound
Total	36590	31944
Mean Speed	45.1	46.3
85%	51.2	52.5



SITE: ATC 2 - A4130 Upper Culham Farm

LOCATION: Attached to tree

GRID REFERENCE: 51.537007, -0.858941

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

15 January 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	19	16	0	2	0	0	0	0	1	0	0	0	0	0	0	43.8	50.6
0100	8	7	0	0	0	0	0	0	1	0	0	0	0	0	0	41.2	-
0200	6	3	0	1	0	0	0	1	0	1	0	0	0	0	0	46.5	-
0300	12	10	0	1	0	1	0	0	0	0	0	0	0	0	0	47.3	55
0400	43	28	0	9	3	0	0	1	2	0	0	0	0	0	0	49.7	58.7
0500	97	83	0	7	3	1	0	2	1	0	0	0	0	0	0	46.3	52.6
0600	296	258	1	32	1	3	0	0	1	0	0	0	0	0	0	45.8	51
0700	462	409	3	40	0	3	0	1	1	0	0	0	0	4	1	41	47.8
0800	532	480	0	40	1	1	0	1	3	1	0	1	0	4	0	45.3	50.8
0900	377	334	0	35	2	3	0	0	0	3	0	0	0	0	0	44.9	49.9
1000	311	247	1	48	5	5	0	2	1	1	0	0	0	1	0	45.3	50.9
1100	339	253	2	65	0	8	0	3	3	2	0	0	0	3	0	44	49.5
1200	337	275	2	49	1	3	0	1	2	3	0	0	0	1	0	45.6	51.4
1300	308	248	1	46	1	5	0	3	1	0	0	0	0	3	0	45	50.5
1400	367	317	1	42	2	1	0	1	2	1	0	0	0	0	0	43.9	49.4
1500	446	395	5	38	1	2	0	1	1	1	0	0	0	1	1	45.1	51.2
1600	504	443	1	51	1	3	0	0	4	1	0	0	0	0	0	45.3	51.1
1700	486	456	2	25	0	0	0	0	1	0	0	0	0	2	0	42.9	48.5
1800	324	303	1	18	0	0	0	0	2	0	0	0	0	0	0	42.6	48.6
1900	163	152	0	9	0	0	0	1	1	0	0	0	0	0	0	45	51.2
2000	104	92	0	10	1	0	0	0	0	0	1	0	0	0	0	45	51.8
2100	99	87	0	10	0	0	0	0	0	0	0	0	0	2	0	44.5	52
2200	45	40	0	4	0	0	0	0	0	0	0	0	0	1	0	40.4	46.6
2300	25	23	0	1	0	0	0	1	0	0	0	0	0	0	0	38.8	48
07-19	4793	4160	19	497	14	34	0	13	21	13	0	1	0	19	2	44.2	50.1
06-22	5455	4749	20	558	16	37	0	14	23	13	1	1	0	21	2	44.3	50.2
06-00	5525	4812	20	563	16	37	0	15	23	13	1	1	0	22	2	44.3	50.2
00-00	5710	4959	20	583	22	39	0	19	28	14	1	1	0	22	2	44.4	50.3

16 January 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	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	42.8	54.2
0100	14	8	0	4	0	0	0	0	1	1	0	0	0	0	0	39.9	48.6
0200	8	4	0	2	0	1	0	1	0	0	0	0	0	0	0	41.1 -	
0300	14	9	0	5	0	0	0	0	0	0	0	0	0	0	0	42.4	49.5
0400	50	34	0	10	2	1	0	1	1	1	0	0	0	0	0	45.2	51.2
0500	94	83	0	8	1	1	0	1	0	0	0	0	0	0	0	44.7	52.3
0600	257	209	1	42	1	3	0	0	0	0	0	0	0	1	0	43.7	49.5
0700	463	423	1	31	0	1	0	1	1	1	0	0	0	4	0	44.2	49.4
0800	476	423	2	42	1	3	0	0	2	2	0	0	0	1	0	45.1	50.4
0900	373	310	2	53	1	4	0	1	1	1	0	0	0	0	0	45.7	51.6
1000	277	227	4	36	2	5	0	1	0	1	0	0	0	1	0	46.2	51.9
1100	313	251	4	53	1	1	0	1	0	0	0	0	0	2	0	45.8	51.3
1200	350	288	3	50	3	0	0	3	1	1	0	0	0	1	0	45.4	50.5
1300	308	261	1	42	1	1	0	0	1	1	0	0	0	0	0	46.7	52.5
1400	369	313	1	46	1	1	0	2	1	0	0	0	0	3	1	46.6	52.4
1500	425	352	3	55	1	3	0	0	3	2	0	0	0	5	1	45.1	50.8
1600	560	492	2	58	1	1	0	1	2	2	0	0	0	1	0	44.4	49.4
1700	523	481	0	36	2	0	0	1	0	0	0	0	0	2	1	41.7	46.9
1800	290	273	1	14	1	0	0	0	1	0	0	0	0	0	0	43.8	49.7
1900	138	129	0	9	0	0	0	0	0	0	0	0	0	0	0	46.6	53.1
2000	103	97	0	6	0	0	0	0	0	0	0	0	0	0	0	48.2	54.9
2100	130	119	1	6	0	0	0	1	0	0	0	0	0	3	0	48.3	56.1
2200	67	59	0	7	0	0	0	0	1	0	0	0	0	0	0	45.9	52.7
2300	33	25	0	5	0	0	0	0	1	0	0	0	0	2	0	46.7	56.3
07-19	4727	4094	24	516	15	20	0	11	13	11	0	0	0	20	3	44.9	50.6
06-22	5355	4648	26	579	16	23	0	12	13	11	0	0	0	24	3	45	50.8
06-00	5455	4732	26	591	16	23	0	12	15	11	0	0	0	26	3	45	50.9
00-00	5647	4880	26	622	19	26	0	15	17	13	0	0	0	26	3	45	50.9

17 January 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	21	17	0	4	0	0	0	0	0	0	0	0	0	0	0	48.5	59.7
0100	14	11	1	0	0	0	0	1	1	0	0	0	0	0	0	43.8	54.4
0200	11	7	0	2	0	0	0	0	1	1	0	0	0	0	0	48	52.8
0300	20	11	2	6	0	1	0	0	0	0	0	0	0	0	0	48.3	56.4
0400	36	30	0	2	3	0	0	1	0	0	0	0	0	0	0	48.5	57.3
0500	79	66	0	8	2	0	0	2	1	0	0	0	0	0	0	49.7	56.5
0600	216	178	1	30	0	1	0	5	1	0	0	0	0	0	0	47.1	52.8
0700	403	359	0	34	2	2	1	1	1	0	0	0	0	2	1	45.1	51.7
0800	397	342	3	43	1	6	0	1	1	0	0	0	0	0	0	46	51.8
0900	365	299	1	52	3	4	0	1	0	3	0	0	0	2	0	46.1	51.8
1000	326	262	2	46	3	3	0	2	1	3	0	0	0	4	0	46.2	51.3
1100	328	266	3	50	2	3	0	0	1	0	0	0	0	2	1	44.9	51.6
1200	386	315	2	55	2	6	0	3	0	1	0	0	0	1	1	45.7	52.8
1300	305	252	3	39	1	1	1	5	1	0	0	0	0	0	2	47.3	52.6
1400	391	338	4	41	1	2	1	2	1	0	0	0	0	1	0	47	52.6
1500	453	393	0	50	2	3	0	0	2	1	0	0	0	2	0	45.7	51.3
1600	497	434	3	53	0	1	0	0	0	0	0	0	0	6	0	45.7	50.7
1700	452	419	0	29	1	0	0	1	1	0	0	0	0	1	0	43.1	49
1800	239	224	1	12	0	0	0	0	1	0	0	0	0	1	0	44.7	50.8
1900	140	128	0	9	2	0	0	1	0	0	0	0	0	0	0	47.1	54.1
2000	84	77	0	6	0	0	0	0	0	0	0	0	0	1	0	47.3	54.6
2100	94	89	0	2	0	0	0	0	2	0	0	0	0	1	0	46.2	51.8
2200	87	84	0	3	0	0	0	0	0	0	0	0	0	0	0	47.9	54.5
2300	44	39	0	2	0	0	0	1	0	1	0	0	0	1	0	47.8	57.7
07-19	4542	3903	22	504	18	31	3	16	10	8	0	0	0	22	5	45.6	51.6
06-22	5076	4375	23	551	20	32	3	22	13	8	0	0	0	24	5	45.7	51.7
06-00	5207	4498	23	556	20	32	3	23	13	9	0	0	0	25	5	45.8	51.8
00-00	5388	4640	26	578	25	33	3	27	16	10	0	0	0	25	5	45.9	52

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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	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	47.6	54
0100	20	18	0	1	0	0	0	1	0	0	0	0	0	0	0	49.5	60.2
0200	16	14	0	1	0	0	0	0	1	0	0	0	0	0	0	49.3	59.7
0300	22	19	0	0	2	0	0	1	0	0	0	0	0	0	0	50.6	61.9
0400	29	22	0	4	0	1	0	0	2	0	0	0	0	0	0	47.9	56.7
0500	49	43	0	5	0	0	0	0	1	0	0	0	0	0	0	49.1	56.7
0600	84	67	0	15	1	0	0	1	0	0	0	0	0	0	0	49.2	55.1
0700	139	128	0	11	0	0	0	0	0	0	0	0	0	0	0	47.9	56
0800	226	208	1	14	0	1	0	0	1	0	0	0	0	1	0	48	55
0900	251	235	1	13	0	0	1	1	0	0	0	0	0	0	0	47.2	52.6
1000	339	319	1	16	0	1	1	0	0	0	0	0	0	1	0	47.8	54
1100	385	366	1	15	0	1	0	1	0	0	0	0	0	1	0	46.8	52
1200	494	465	0	23	2	1	0	0	0	0	0	0	0	1	2	45	52
1300	376	351	2	19	1	0	0	0	0	0	0	0	0	3	0	47.2	53.5
1400	323	306	0	14	0	0	0	0	0	0	0	0	0	3	0	47.7	53.2
1500	365	345	0	19	0	0	0	0	0	0	0	0	0	1	0	47.2	51.7
1600	379	367	0	10	2	0	0	0	0	0	0	0	0	0	0	45.1	51.1
1700	308	295	0	9	1	0	1	0	0	0	0	0	0	2	0	43.8	50.3
1800	236	228	1	6	0	0	0	0	1	0	0	0	0	0	0	44.3	50.4
1900	121	117	0	3	0	0	0	0	0	0	0	0	0	1	0	47.9	54.5
2000	95	88	0	5	0	0	0	0	0	1	0	0	0	1	0	44.8	51.8
2100	89	83	0	3	0	0	0	0	2	0	0	0	0	1	0	45.4	52.1
2200	104	98	0	4	0	0	0	1	0	0	0	0	0	1	0	44.2	49.7
2300	64	63	0	0	0	0	0	1	0	0	0	0	0	0	0	46.5	54
07-19	3821	3613	7	169	6	4	3	2	2	0	0	0	0	13	2	46.4	52.6
06-22	4210	3968	7	195	7	4	3	3	4	1	0	0	0	16	2	46.4	52.6
06-00	4378	4129	7	199	7	4	3	5	4	1	0	0	0	17	2	46.4	52.6
00-00	4535	4263	7	213	9	5	3	7	8	1	0	0	0	17	2	46.5	52.7

19 January 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	41	38	0	2	0	0	0	1	0	0	0	0	0	0	0	45.2	50
0100	28	26	0	1	0	0	0	0	1	0	0	0	0	0	0	47.7	55.9
0200	12	10	0	1	0	0	0	0	1	0	0	0	0	0	0	44.1	55
0300	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	50.6	57.3
0400	26	23	0	3	0	0	0	0	0	0	0	0	0	0	0	47.7	59.6
0500	40	37	0	3	0	0	0	0	0	0	0	0	0	0	0	51.8	59.4
0600	68	65	0	2	1	0	0	0	0	0	0	0	0	0	0	48.3	54.4
0700	83	77	1	3	1	0	0	0	0	1	0	0	0	0	0	47	54.5
0800	138	125	1	11	0	0	0	1	0	0	0	0	0	0	0	47.8	54.5
0900	225	214	1	6	2	0	0	1	0	0	0	0	0	0	1	46	52.5
1000	291	276	2	10	0	1	1	1	0	0	0	0	0	0	0	45	51.6
1100	336	307	2	26	0	0	0	0	0	0	0	0	0	0	1	45.3	50.2
1200	324	318	0	3	0	1	0	0	0	0	0	0	0	1	1	45.9	51.8
1300	329	313	2	12	0	0	0	0	0	0	0	0	0	2	0	46.3	53
1400	357	341	0	15	0	0	0	0	0	0	0	0	0	1	0	45.3	50.3
1500	310	301	1	8	0	0	0	0	0	0	0	0	0	0	0	45.3	50.9
1600	327	314	0	10	0	0	0	1	1	0	0	0	0	0	1	46.1	51.8
1700	296	282	0	12	0	0	0	0	0	0	0	0	0	2	0	42.9	48.6
1800	192	185	0	6	0	0	0	0	0	0	0	0	0	1	0	43.9	51.3
1900	175	170	0	4	0	0	0	0	1	0	0	0	0	0	0	46.2	52.9
2000	114	109	0	5	0	0	0	0	0	0	0	0	0	0	0	44.6	51.9
2100	73	70	0	2	1	0	0	0	0	0	0	0	0	0	0	47.4	54.8
2200	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	47.7	52.3
2300	24	22	0	1	0	0	0	0	1	0	0	0	0	0	0	48.1	54.6
07-19	3208	3053	10	122	3	2	1	4	1	1	0	0	0	7	4	45.4	51.6
06-22	3638	3467	10	135	5	2	1	4	2	1	0	0	0	7	4	45.5	51.8
06-00	3690	3515	10	138	5	2	1	4	3	1	0	0	0	7	4	45.6	51.8
00-00	3858	3670	10	148	5	2	1	5	5	1	0	0	0	7	4	45.7	52

20 January 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	15	13	0	1	0	0	0	0	1	0	0	0	0	0	0	46.3	53.4
0100	10	6	0	1	0	0	0	1	2	0	0	0	0	0	0	46.5 -	
0200	8	6	0	0	0	0	0	0	2	0	0	0	0	0	0	40.9 -	
0300	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	52.4	61
0400	36	29	0	4	2	0	0	0	0	0	0	0	0	1	0	49.8	56.3
0500	96	77	1	14	0	0	0	1	1	0	0	0	0	2	0	48.9	56.2
0600	297	253	0	38	2	0	0	2	1	0	0	0	0	1	0	45.2	50.5
0700	468	423	2	37	1	3	0	1	0	0	0	0	0	1	0	44.4	49.3
0800	497	421	3	49	3	12	0	5	2	0	0	0	0	2	0	45.7	51.8
0900	390	333	2	40	1	8	0	1	4	1	0	0	0	0	0	46.5	51.8
1000	296	230	2	47	1	7	0	4	3	1	0	0	0	1	0	46.1	51.9
1100	323	254	1	48	3	7	0	4	1	2	0	0	0	3	0	45.4	51
1200	314	253	3	50	0	4	0	0	2	0	0	0	0	1	1	46.1	51.7
1300	351	286	5	45	3	6	0	3	2	0	0	0	0	1	0	46	51.8
1400	318	258	4	40	2	8	0	0	3	1	0	0	0	2	0	46	52.3
1500	431	361	4	47	1	6	1	1	4	0	0	0	0	4	2	44.1	49.8
1600	500	439	1	54	1	1	0	2	0	0	0	0	0	2	0	46.2	52.2
1700	512	473	3	29	1	0	0	1	1	1	0	0	0	3	0	41	47.3
1800	302	277	3	19	0	0	1	0	0	0	0	0	0	2	0	40.5	45.8
1900	159	153	0	6	0	0	0	0	0	0	0	0	0	0	0	41.9	48.2
2000	100	92	0	6	0	0	0	0	1	0	0	0	0	1	0	38.7	48.6
2100	61	58	0	1	0	0	0	0	0	0	0	0	0	2	0	44	51.2
2200	28	23	0	3	0	0	0	0	1	0	0	0	0	0	1	38.8	49.4
2300	26	25	0	1	0	0	0	0	0	0	0	0	0	0	0	38.5	43.9
07-19	4702	4008	33	505	17	62	2	22	22	6	0	0	0	22	3	44.8	50.8
06-22	5319	4564	33	556	19	62	2	24	24	6	0	0	0	26	3	44.6	50.7
06-00	5373	4612	33	560	19	62	2	24	25	6	0	0	0	26	4	44.5	50.7
00-00	5550	4752	34	583	21	62	2	26	31	6	0	0	0	29	4	44.7	50.9

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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	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	38.6	45.8
0100	5	2	0	1	0	0	0	1	1	0	0	0	0	0	0	39.1	-
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0300	12	8	1	2	0	0	0	0	0	1	0	0	0	0	0	39.5	42.7
0400	39	29	0	7	1	0	0	0	0	1	0	0	0	1	0	46.4	53.7
0500	111	90	1	15	1	0	0	1	1	0	0	0	0	2	0	43.3	48.4
0600	274	238	0	32	0	1	0	0	0	1	0	0	0	2	0	43.2	48.8
0700	518	464	1	40	2	3	0	0	2	1	0	0	0	4	1	40.3	46.4
0800	573	511	1	49	2	4	0	1	3	1	0	0	0	0	1	45	50.4
0900	402	336	5	47	0	8	0	3	2	1	0	0	0	0	0	46.3	50.7
1000	327	266	2	51	3	1	1	0	0	2	0	1	0	0	0	46	52.4
1100	285	223	5	46	4	2	0	2	2	0	0	0	0	1	0	46.1	52.3
1200	328	269	2	46	4	4	0	0	1	1	0	0	0	0	1	45.9	51.9
1300	336	266	2	56	5	3	1	0	2	1	0	0	0	0	0	45.5	50.7
1400	350	293	1	41	2	4	0	1	1	2	1	0	0	4	0	44.9	50.1
1500	481	408	4	54	2	5	0	1	4	2	0	0	0	1	0	43.8	49.3
1600	483	433	3	45	1	0	0	0	0	0	0	0	0	1	0	44.8	50.8
1700	533	496	1	34	0	0	0	0	1	0	0	0	0	1	0	41.9	47.3
1800	338	311	1	23	0	1	1	0	0	0	0	0	0	1	0	41.9	47.9
1900	184	173	1	9	0	0	0	0	1	0	0	0	0	0	0	44.8	51.8
2000	136	128	0	6	0	0	0	1	1	0	0	0	0	0	0	44.8	51.7
2100	92	88	0	4	0	0	0	0	0	0	0	0	0	0	0	47.3	53.8
2200	55	52	0	2	0	0	0	0	0	0	0	0	0	1	0	48.6	55.6
2300	24	23	0	1	0	0	0	0	0	0	0	0	0	0	0	50	57.3
07-19	4954	4276	28	532	25	35	3	8	18	11	1	1	0	13	3	44.2	50
06-22	5640	4903	29	583	25	36	3	9	20	12	1	1	0	15	3	44.2	50.1
06-00	5719	4978	29	586	25	36	3	9	20	12	1	1	0	16	3	44.3	50.2
00-00	5902	5122	31	612	27	36	3	11	22	14	1	1	0	19	3	44.2	50.2



SITE: ATC 2 - A4130 Upper Culham Farm

LOCATION: Attached to tree

GRID REFERENCE: 51.537007, -0.858941

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

15 January 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	19	0	0	0	0	5	5	5	3	1	0	0	0	0	0	0	43.8	50.6
0100	8	0	0	0	1	0	3	4	0	0	0	0	0	0	0	0	41.2	-
0200	6	0	0	0	0	0	3	2	0	1	0	0	0	0	0	0	46.5	-
0300	12	0	0	0	0	1	3	3	4	0	1	0	0	0	0	0	47.3	55
0400	43	0	0	0	0	0	6	17	11	7	1	1	0	0	0	0	49.7	58.7
0500	97	0	0	0	0	0	40	31	17	9	0	0	0	0	0	0	46.3	52.6
0600	296	0	0	0	0	13	84	137	47	15	0	0	0	0	0	0	45.8	51
0700	462	1	0	23	21	57	183	136	32	8	1	0	0	0	0	0	41	47.8
0800	532	0	0	1	24	24	129	243	94	17	0	0	0	0	0	0	45.3	50.8
0900	377	0	0	0	0	27	129	159	52	10	0	0	0	0	0	0	44.9	49.9
1000	311	0	0	0	0	17	109	120	53	10	1	1	0	0	0	0	45.3	50.9
1100	339	0	0	1	5	23	133	127	44	4	2	0	0	0	0	0	44	49.5
1200	337	0	0	0	0	17	110	130	65	14	1	0	0	0	0	0	45.6	51.4
1300	308	0	0	0	2	20	107	124	44	9	1	1	0	0	0	0	45	50.5
1400	367	0	0	1	8	37	115	152	46	8	0	0	0	0	0	0	43.9	49.4
1500	446	1	0	0	1	30	152	169	81	9	3	0	0	0	0	0	45.1	51.2
1600	504	0	0	0	1	38	155	206	84	19	1	0	0	0	0	0	45.3	51.1
1700	486	0	0	0	2	72	194	172	44	2	0	0	0	0	0	0	42.9	48.5
1800	324	0	0	0	6	58	122	103	29	5	1	0	0	0	0	0	42.6	48.6
1900	163	0	0	0	0	18	54	59	21	6	3	0	2	0	0	0	45	51.2
2000	104	0	0	0	0	7	38	36	22	1	0	0	0	0	0	0	45	51.8
2100	99	0	0	0	2	16	27	29	20	5	0	0	0	0	0	0	44.5	52
2200	45	0	0	0	3	12	15	12	2	1	0	0	0	0	0	0	40.4	46.6
2300	25	0	0	1	1	11	6	5	1	0	0	0	0	0	0	0	38.8	48
07-19	4793	2	0	26	70	420	1638	1841	668	115	11	2	0	0	0	0	44.2	50.1
06-22	5455	2	0	26	72	474	1841	2102	778	142	14	2	2	0	0	0	44.3	50.2
06-00	5525	2	0	27	76	497	1862	2119	781	143	14	2	2	0	0	0	44.3	50.2
00-00	5710	2	0	27	77	503	1922	2181	816	161	16	3	2	0	0	0	44.4	50.3

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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	12	0	0	0	1	3	2	4	1	1	0	0	0	0	0	0	42.8	54.2
0100	14	0	0	0	0	4	7	3	0	0	0	0	0	0	0	0	39.9	48.6
0200	8	0	0	0	1	0	4	3	0	0	0	0	0	0	0	0	41.1	-
0300	14	0	0	0	0	3	5	5	1	0	0	0	0	0	0	0	42.4	49.5
0400	50	0	0	0	1	3	18	18	8	1	1	0	0	0	0	0	45.2	51.2
0500	94	0	0	0	1	12	28	31	18	4	0	0	0	0	0	0	44.7	52.3
0600	257	0	0	0	4	24	111	83	24	11	0	0	0	0	0	0	43.7	49.5
0700	463	0	0	0	0	44	158	199	52	10	0	0	0	0	0	0	44.2	49.4
0800	476	0	0	0	8	18	172	188	73	17	0	0	0	0	0	0	45.1	50.4
0900	373	0	1	0	3	17	116	136	88	10	1	0	1	0	0	0	45.7	51.6
1000	277	0	0	0	1	27	53	119	60	16	1	0	0	0	0	0	46.2	51.9
1100	313	0	0	0	1	21	88	135	48	19	0	1	0	0	0	0	45.8	51.3
1200	350	0	0	0	0	23	104	159	49	15	0	0	0	0	0	0	45.4	50.5
1300	308	0	0	0	0	4	83	132	72	16	1	0	0	0	0	0	46.7	52.5
1400	369	0	1	0	2	7	89	166	84	18	2	0	0	0	0	0	46.6	52.4
1500	425	0	0	0	5	36	120	182	69	9	4	0	0	0	0	0	45.1	50.8
1600	560	0	0	0	0	43	206	232	61	17	1	0	0	0	0	0	44.4	49.4
1700	523	0	0	0	6	92	242	158	21	4	0	0	0	0	0	0	41.7	46.9
1800	290	0	0	0	0	40	99	110	33	6	1	1	0	0	0	0	43.8	49.7
1900	138	0	0	0	0	11	37	44	38	5	2	1	0	0	0	0	46.6	53.1
2000	103	0	0	0	0	4	21	45	20	9	2	2	0	0	0	0	48.2	54.9
2100	130	0	0	0	0	3	34	45	28	17	2	1	0	0	0	0	48.3	56.1
2200	67	0	0	0	1	5	16	30	9	6	0	0	0	0	0	0	45.9	52.7
2300	33	0	0	0	2	3	8	8	7	3	1	1	0	0	0	0	46.7	56.3
07-19	4727	0	2	0	26	372	1530	1916	710	157	11	2	1	0	0	0	44.9	50.6
06-22	5355	0	2	0	30	414	1733	2133	820	199	17	6	1	0	0	0	45	50.8
06-00	5455	0	2	0	33	422	1757	2171	836	208	18	7	1	0	0	0	45	50.9
00-00	5647	0	2	0	37	447	1821	2235	864	214	19	7	1	0	0	0	45	50.9

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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	21	0	0	0	0	1	6	6	4	2	1	1	0	0	0	0	48.5	59.7
0100	14	0	0	0	2	1	3	6	0	2	0	0	0	0	0	0	43.8	54.4
0200	11	0	0	0	0	0	2	5	4	0	0	0	0	0	0	0	48	52.8
0300	20	0	0	0	0	2	1	9	5	3	0	0	0	0	0	0	48.3	56.4
0400	36	0	0	0	0	0	10	10	10	5	1	0	0	0	0	0	48.5	57.3
0500	79	0	0	0	0	1	17	19	29	11	1	1	0	0	0	0	49.7	56.5
0600	216	0	0	0	0	6	51	94	50	12	2	1	0	0	0	0	47.1	52.8
0700	403	0	1	4	8	28	118	138	88	17	0	1	0	0	0	0	45.1	51.7
0800	397	0	0	0	2	16	106	179	79	14	1	0	0	0	0	0	46	51.8
0900	365	0	0	0	0	19	116	141	59	26	4	0	0	0	0	0	46.1	51.8
1000	326	0	0	0	0	10	95	142	63	15	0	1	0	0	0	0	46.2	51.3
1100	328	0	0	3	7	20	101	123	64	7	1	2	0	0	0	0	44.9	51.6
1200	386	0	1	0	8	19	113	142	81	18	3	1	0	0	0	0	45.7	52.8
1300	305	1	0	2	2	3	61	135	82	17	1	1	0	0	0	0	47.3	52.6
1400	391	0	0	0	0	5	100	172	95	18	1	0	0	0	0	0	47	52.6
1500	453	0	0	0	1	26	116	210	85	10	3	1	1	0	0	0	45.7	51.3
1600	497	0	0	0	0	28	126	250	80	12	0	0	1	0	0	0	45.7	50.7
1700	452	0	0	0	7	77	165	143	46	14	0	0	0	0	0	0	43.1	49
1800	239	0	0	0	0	22	79	95	26	14	3	0	0	0	0	0	44.7	50.8
1900	140	0	0	0	0	3	40	59	25	9	3	1	0	0	0	0	47.1	54.1
2000	84	0	0	1	2	5	17	25	26	5	3	0	0	0	0	0	47.3	54.6
2100	94	0	0	0	0	6	23	42	18	4	1	0	0	0	0	0	46.2	51.8
2200	87	0	0	0	0	1	21	37	17	8	3	0	0	0	0	0	47.9	54.5
2300	44	0	0	1	0	2	10	14	9	7	0	1	0	0	0	0	47.8	57.7
07-19	4542	1	2	9	35	273	1296	1870	848	182	17	7	2	0	0	0	45.6	51.6
06-22	5076	1	2	10	37	293	1427	2090	967	212	26	9	2	0	0	0	45.7	51.7
06-00	5207	1	2	11	37	296	1458	2141	993	227	29	10	2	0	0	0	45.8	51.8
00-00	5388	1	2	11	39	301	1497	2196	1045	250	32	12	2	0	0	0	45.9	52

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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	21	0	0	0	0	1	3	12	4	1	0	0	0	0	0	0	47.6	54
0100	20	0	0	0	0	2	5	3	3	6	0	1	0	0	0	0	49.5	60.2
0200	16	0	0	0	1	0	1	8	3	1	2	0	0	0	0	0	49.3	59.7
0300	22	0	0	0	0	1	5	7	2	4	2	0	1	0	0	0	50.6	61.9
0400	29	0	0	0	1	2	5	8	7	6	0	0	0	0	0	0	47.9	56.7
0500	49	0	0	0	0	1	8	17	15	7	1	0	0	0	0	0	49.1	56.7
0600	84	0	0	0	0	2	15	28	30	6	0	2	1	0	0	0	49.2	55.1
0700	139	0	0	0	0	7	29	52	30	19	2	0	0	0	0	0	47.9	56
0800	226	0	0	0	0	11	48	81	62	22	1	1	0	0	0	0	48	55
0900	251	0	0	0	0	0	63	120	51	15	2	0	0	0	0	0	47.2	52.6
1000	339	0	1	0	0	6	66	136	101	29	0	0	0	0	0	0	47.8	54
1100	385	0	0	0	0	11	89	184	75	26	0	0	0	0	0	0	46.8	52
1200	494	9	16	4	0	12	125	201	99	23	5	0	0	0	0	0	45	52
1300	376	0	0	0	0	19	87	149	89	26	5	1	0	0	0	0	47.2	53.5
1400	323	0	0	0	0	5	71	140	87	18	2	0	0	0	0	0	47.7	53.2
1500	365	0	0	0	0	5	79	184	80	16	1	0	0	0	0	0	47.2	51.7
1600	379	0	0	0	0	38	110	155	62	13	1	0	0	0	0	0	45.1	51.1
1700	308	0	0	0	9	47	85	113	44	8	2	0	0	0	0	0	43.8	50.3
1800	236	0	0	0	6	16	86	88	33	6	1	0	0	0	0	0	44.3	50.4
1900	121	0	0	0	0	5	25	47	31	11	0	2	0	0	0	0	47.9	54.5
2000	95	0	0	0	1	13	24	34	19	4	0	0	0	0	0	0	44.8	51.8
2100	89	0	0	0	0	7	29	32	15	6	0	0	0	0	0	0	45.4	52.1
2200	104	0	0	0	0	9	37	43	11	3	1	0	0	0	0	0	44.2	49.7
2300	64	0	0	0	1	2	19	24	12	6	0	0	0	0	0	0	46.5	54
07-19	3821	9	17	4	15	177	938	1603	813	221	22	2	0	0	0	0	46.4	52.6
06-22	4210	9	17	4	16	204	1031	1744	908	248	22	6	1	0	0	0	46.4	52.6
06-00	4378	9	17	4	17	215	1087	1811	931	257	23	6	1	0	0	0	46.4	52.6
00-00	4535	9	17	4	19	222	1114	1866	965	282	28	7	2	0	0	0	46.5	52.7

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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	41	0	0	0	0	6	13	16	3	1	1	1	0	0	0	0	45.2	50
0100	28	0	0	0	0	2	7	11	4	3	0	1	0	0	0	0	47.7	55.9
0200	12	0	0	0	0	2	4	3	2	1	0	0	0	0	0	0	44.1	55
0300	21	0	0	0	0	1	3	3	9	5	0	0	0	0	0	0	50.6	57.3
0400	26	0	0	0	0	4	4	8	5	4	1	0	0	0	0	0	47.7	59.6
0500	40	0	0	0	0	1	5	9	16	7	0	2	0	0	0	0	51.8	59.4
0600	68	0	0	0	0	5	10	26	19	7	1	0	0	0	0	0	48.3	54.4
0700	83	0	0	0	0	6	21	30	17	7	1	1	0	0	0	0	47	54.5
0800	138	0	0	0	0	9	21	65	29	11	3	0	0	0	0	0	47.8	54.5
0900	225	2	4	0	1	10	50	91	49	12	6	0	0	0	0	0	46	52.5
1000	291	0	0	2	13	24	72	102	66	12	0	0	0	0	0	0	45	51.6
1100	336	1	0	0	3	15	85	173	52	7	0	0	0	0	0	0	45.3	50.2
1200	324	0	4	1	1	18	80	135	68	16	1	0	0	0	0	0	45.9	51.8
1300	329	0	0	0	6	14	82	146	64	14	2	1	0	0	0	0	46.3	53
1400	357	0	0	0	0	11	133	149	51	13	0	0	0	0	0	0	45.3	50.3
1500	310	0	0	0	1	23	90	134	49	13	0	0	0	0	0	0	45.3	50.9
1600	327	0	0	0	0	19	94	132	65	15	2	0	0	0	0	0	46.1	51.8
1700	296	0	0	0	1	49	125	93	21	5	2	0	0	0	0	0	42.9	48.6
1800	192	0	0	0	3	27	72	57	25	6	2	0	0	0	0	0	43.9	51.3
1900	175	0	0	0	0	17	43	73	31	8	1	2	0	0	0	0	46.2	52.9
2000	114	0	0	0	2	13	32	45	16	5	1	0	0	0	0	0	44.6	51.9
2100	73	0	0	0	0	5	17	25	18	6	2	0	0	0	0	0	47.4	54.8
2200	28	0	0	0	0	1	4	13	8	2	0	0	0	0	0	0	47.7	52.3
2300	24	0	0	0	0	2	1	10	8	3	0	0	0	0	0	0	48.1	54.6
07-19	3208	3	8	3	29	225	925	1307	556	131	19	2	0	0	0	0	45.4	51.6
06-22	3638	3	8	3	31	265	1027	1476	640	157	24	4	0	0	0	0	45.5	51.8
06-00	3690	3	8	3	31	268	1032	1499	656	162	24	4	0	0	0	0	45.6	51.8
00-00	3858	3	8	3	31	284	1068	1549	695	183	26	8	0	0	0	0	45.7	52

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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	15	0	0	0	0	2	0	9	4	0	0	0	0	0	0	0	46.3	53.4
0100	10	0	0	0	0	2	3	2	2	0	0	1	0	0	0	0	46.5	-
0200	8	0	0	0	1	1	2	4	0	0	0	0	0	0	0	0	40.9	-
0300	12	0	0	0	0	0	2	3	3	3	0	1	0	0	0	0	52.4	61
0400	36	0	0	0	0	0	9	9	11	6	1	0	0	0	0	0	49.8	56.3
0500	96	0	0	0	0	6	15	31	29	13	2	0	0	0	0	0	48.9	56.2
0600	297	0	2	2	2	25	60	146	50	8	2	0	0	0	0	0	45.2	50.5
0700	468	0	0	7	1	36	139	221	51	10	2	1	0	0	0	0	44.4	49.3
0800	497	0	0	0	0	14	187	178	100	15	3	0	0	0	0	0	45.7	51.8
0900	390	0	0	0	0	14	100	180	79	14	2	1	0	0	0	0	46.5	51.8
1000	296	0	0	0	0	11	95	118	58	13	1	0	0	0	0	0	46.1	51.9
1100	323	0	0	0	0	27	91	133	61	10	1	0	0	0	0	0	45.4	51
1200	314	1	0	0	0	14	94	126	64	12	1	2	0	0	0	0	46.1	51.7
1300	351	0	0	1	0	19	96	140	81	14	0	0	0	0	0	0	46	51.8
1400	318	0	0	4	4	12	85	120	73	16	3	1	0	0	0	0	46	52.3
1500	431	0	4	9	3	24	138	187	57	9	0	0	0	0	0	0	44.1	49.8
1600	500	0	0	0	0	9	173	201	93	22	2	0	0	0	0	0	46.2	52.2
1700	512	0	0	1	22	105	220	131	29	4	0	0	0	0	0	0	41	47.3
1800	302	0	0	0	6	71	144	64	14	3	0	0	0	0	0	0	40.5	45.8
1900	159	0	0	0	1	43	54	42	18	1	0	0	0	0	0	0	41.9	48.2
2000	100	0	2	4	11	20	32	21	9	1	0	0	0	0	0	0	38.7	48.6
2100	61	0	0	0	1	7	20	20	12	1	0	0	0	0	0	0	44	51.2
2200	28	1	0	0	4	6	8	5	4	0	0	0	0	0	0	0	38.8	49.4
2300	26	0	0	0	3	8	10	4	0	1	0	0	0	0	0	0	38.5	43.9
07-19	4702	1	4	22	36	356	1562	1799	760	142	15	5	0	0	0	0	44.8	50.8
06-22	5319	1	8	28	51	451	1728	2028	849	153	17	5	0	0	0	0	44.6	50.7
06-00	5373	2	8	28	58	465	1746	2037	853	154	17	5	0	0	0	0	44.5	50.7
00-00	5550	2	8	28	59	476	1777	2095	902	176	20	7	0	0	0	0	44.7	50.9

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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	14	0	0	0	2	5	5	2	0	0	0	0	0	0	0	0	38.6	45.8
0100	5	0	0	0	1	2	0	2	0	0	0	0	0	0	0	0	39.1	-
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	38.5	-
0300	12	0	0	0	1	2	8	0	1	0	0	0	0	0	0	0	39.5	42.7
0400	39	0	0	0	3	1	5	17	9	4	0	0	0	0	0	0	46.4	53.7
0500	111	0	0	0	2	11	44	43	10	0	1	0	0	0	0	0	43.3	48.4
0600	274	0	0	0	4	33	115	93	20	8	1	0	0	0	0	0	43.2	48.8
0700	518	1	1	0	24	124	228	116	20	4	0	0	0	0	0	0	40.3	46.4
0800	573	0	0	0	3	33	190	244	88	15	0	0	0	0	0	0	45	50.4
0900	402	0	0	0	0	6	103	210	70	13	0	0	0	0	0	0	46.3	50.7
1000	327	0	0	0	1	32	82	119	76	13	4	0	0	0	0	0	46	52.4
1100	285	0	0	0	5	18	69	111	63	19	0	0	0	0	0	0	46.1	52.3
1200	328	0	1	0	0	15	85	154	63	10	0	0	0	0	0	0	45.9	51.9
1300	336	0	0	0	0	14	114	144	54	9	0	1	0	0	0	0	45.5	50.7
1400	350	0	0	0	5	21	115	148	47	13	1	0	0	0	0	0	44.9	50.1
1500	481	0	0	1	1	52	172	188	57	10	0	0	0	0	0	0	43.8	49.3
1600	483	0	0	0	0	31	169	187	87	9	0	0	0	0	0	0	44.8	50.8
1700	533	0	0	0	9	90	237	156	39	2	0	0	0	0	0	0	41.9	47.3
1800	338	0	0	2	11	52	144	104	18	5	1	1	0	0	0	0	41.9	47.9
1900	184	0	2	8	3	5	44	84	28	8	1	1	0	0	0	0	44.8	51.8
2000	136	0	0	0	4	13	38	52	22	6	0	1	0	0	0	0	44.8	51.7
2100	92	0	0	0	0	1	30	36	15	4	5	1	0	0	0	0	47.3	53.8
2200	55	0	0	0	1	2	12	15	18	4	1	1	1	0	0	0	48.6	55.6
2300	24	0	0	0	0	1	4	7	6	5	0	1	0	0	0	0	50	57.3
07-19	4954	1	2	3	59	488	1708	1881	682	122	6	2	0	0	0	0	44.2	50
06-22	5640	1	4	11	70	540	1935	2146	767	148	13	5	0	0	0	0	44.2	50.1
06-00	5719	1	4	11	71	543	1951	2168	791	157	14	7	1	0	0	0	44.3	50.2
00-00	5902	1	4	11	80	565	2013	2233	811	161	15	7	1	0	0	0	44.2	50.2

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
--	36590	18	41	84	342	2798	11212	14355	6098	1427	156	51	8	0	0	0	45.1	51.2



SITE: ATC 2 - A4130 Upper Culham Farm

LOCATION: Attached to tree

GRID REFERENCE: 51.537007, -0.858941

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	15-Jan	16-Jan	17-Jan	18-Jan	19-Jan	20-Jan	21-Jan	1-5.	1-7.
Hour									
0000-0100	19	12	21	21	41	15	14	16.2	20.4
0100-0200	8	14	14	20	28	10	5	10.2	14.1
0200-0300	6	8	11	16	12	8	2	7	9
0300-0400	12	14	20	22	21	12	12	14	16.1
0400-0500	43	50	36	29	26	36	39	40.8	37
0500-0600	97	94	79	49	40	96	111	95.4	80.9
0600-0700	296	257	216	84	68	297	274	268	213.1
0700-0800	462	463	403	139	83	468	518	462.8	362.3
0800-0900	532	476	397	226	138	497	573	495	405.6
0900-1000	377	373	365	251	225	390	402	381.4	340.4
1000-1100	311	277	326	339	291	296	327	307.4	309.6
1100-1200	339	313	328	385	336	323	285	317.6	329.9
1200-1300	337	350	386	494	324	314	328	343	361.9
1300-1400	308	308	305	376	329	351	336	321.6	330.4
1400-1500	367	369	391	323	357	318	350	359	353.6
1500-1600	446	425	453	365	310	431	481	447.2	415.9
1600-1700	504	560	497	379	327	500	483	508.8	464.3
1700-1800	486	523	452	308	296	512	533	501.2	444.3
1800-1900	324	290	239	236	192	302	338	298.6	274.4
1900-2000	163	138	140	121	175	159	184	156.8	154.3
2000-2100	104	103	84	95	114	100	136	105.4	105.1
2100-2200	99	130	94	89	73	61	92	95.2	91.1
2200-2300	45	67	87	104	28	28	55	56.4	59.1
2300-2400	25	33	44	64	24	26	24	30.4	34.3
Totals									
0700-1900	4793	4727	4542	3821	3208	4702	4954	4743.6	4392.4
0600-2200	5455	5355	5076	4210	3638	5319	5640	5369	4956.1
0600-0000	5525	5455	5207	4378	3690	5373	5719	5455.8	5049.6
0000-0000	5710	5647	5388	4535	3858	5550	5902	5639.4	5227.1
AM Peak	800	800	700	1100	1100	800	800		
	532	476	403	385	336	497	573		
PM Peak	1600	1600	1600	1200	1400	1700	1700		
	504	560	497	494	357	512	533		



SITE: ATC 2 - A4130 Upper Culham Farm

LOCATION: Attached to tree

GRID REFERENCE: 51.537007, -0.858941

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 January 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	19	16	0	2	0	0	0	1	0	0	0	0	0	0	0	47.7	57
0100	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	56.2 -	
0200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	54.6 -	
0300	5	2	0	3	0	0	0	0	0	0	0	0	0	0	0	49.2 -	
0400	15	6	0	4	2	0	0	0	1	2	0	0	0	0	0	48.4	54.7
0500	57	42	0	11	2	0	0	0	0	2	0	0	0	0	0	51.5	60.7
0600	234	194	1	30	2	2	0	0	1	2	1	0	0	1	0	44.4	50.4
0700	510	419	3	75	1	2	0	4	2	3	0	0	0	1	0	40.7	46.6
0800	364	310	2	46	0	1	0	2	0	0	0	0	0	3	0	44.6	49.7
0900	268	215	1	37	5	4	0	3	0	2	0	0	0	1	0	45.5	51.2
1000	294	225	1	53	5	2	0	3	1	2	0	0	0	2	0	44.4	50
1100	242	180	1	50	3	3	0	0	0	2	0	0	0	2	1	46	51.3
1200	288	226	3	46	3	1	0	3	1	2	0	0	0	3	0	46.6	51.7
1300	270	215	3	38	5	4	0	0	0	4	0	0	0	1	0	47.3	52.5
1400	308	248	2	48	5	0	0	1	0	4	0	0	0	0	0	47.7	52.8
1500	347	292	1	48	1	2	0	0	0	1	0	0	0	2	0	46.4	52
1600	417	362	4	46	3	0	0	0	0	0	0	0	0	2	0	46.4	52.1
1700	345	324	1	18	0	0	0	1	0	1	0	0	0	0	0	42.9	48.6
1800	338	312	1	18	1	2	0	1	0	0	0	0	0	3	0	44.5	50.1
1900	203	186	0	16	0	0	0	0	0	0	0	0	0	1	0	47.1	53.1
2000	143	124	0	17	1	0	0	0	0	0	0	0	0	1	0	48.7	55.1
2100	108	95	0	11	0	0	0	0	1	0	0	0	0	1	0	48.1	54.4
2200	76	72	0	3	0	0	0	0	0	1	0	0	0	0	0	45.2	53.4
2300	42	40	0	1	0	0	0	1	0	0	0	0	0	0	0	39.8	49.1
07-19	3991	3328	23	523	32	21	0	18	4	21	0	0	0	20	1	45	50.9
06-22	4679	3927	24	597	35	23	0	18	6	23	1	0	0	24	1	45.2	51.1
06-00	4797	4039	24	601	35	23	0	19	6	24	1	0	0	24	1	45.2	51.1
00-00	4907	4117	24	623	39	23	0	20	7	28	1	0	0	24	1	45.3	51.3

16 January 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	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	43	48.9
0100	5	2	0	2	0	0	0	1	0	0	0	0	0	0	0	44.2 -	
0200	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	45.5 -	
0300	13	8	0	4	0	0	0	0	1	0	0	0	0	0	0	44.5	52.7
0400	19	10	0	8	1	0	0	0	0	0	0	0	0	0	0	49	58.4
0500	53	34	0	18	1	0	0	0	0	0	0	0	0	0	0	45.5	54.7
0600	228	177	3	40	1	2	1	1	3	0	0	0	0	0	0	43.1	49.8
0700	489	389	4	85	2	2	1	1	0	2	0	0	0	3	0	42.9	48
0800	420	361	1	52	2	1	0	1	0	1	0	0	0	1	0	45.7	51.7
0900	312	252	0	45	5	4	2	1	0	2	0	0	0	1	0	44.9	50.4
1000	282	222	1	53	0	1	0	0	1	3	0	0	0	1	0	46.3	51.2
1100	252	197	2	43	2	2	0	3	0	1	1	0	0	1	0	46	51.3
1200	283	210	2	64	1	2	0	1	1	2	0	0	0	0	0	45.8	52.2
1300	295	236	1	42	4	2	0	1	3	4	0	0	0	2	0	45.9	52.7
1400	274	214	1	45	3	2	1	1	2	3	0	0	0	2	0	46.8	52.5
1500	335	285	1	43	3	0	0	0	0	1	1	0	0	1	0	46.9	53
1600	349	312	0	32	1	1	0	0	0	0	0	0	0	2	1	46.7	52.1
1700	355	331	0	20	1	0	0	0	0	1	0	0	0	2	0	43.3	49.2
1800	345	324	0	19	0	1	0	0	0	0	0	0	0	1	0	46.6	52.5
1900	242	216	0	20	3	0	0	0	0	1	0	0	0	2	0	47.7	54.4
2000	146	127	0	14	4	0	0	0	0	0	0	0	0	1	0	51.2	56.8
2100	111	99	0	7	1	1	0	1	0	1	0	0	0	1	0	51.9	58
2200	69	64	0	2	2	1	0	0	0	0	0	0	0	0	0	53.9	61.4
2300	50	44	0	4	2	0	0	0	0	0	0	0	0	0	0	53.9	58.8
07-19	3991	3333	13	543	24	18	4	9	7	20	2	0	0	17	1	45.5	51.4
06-22	4718	3952	16	624	33	21	5	11	10	22	2	0	0	21	1	45.8	51.9
06-00	4837	4060	16	630	37	22	5	11	10	22	2	0	0	21	1	46	52.1
00-00	4949	4133	16	665	39	22	5	12	11	22	2	0	0	21	1	46	52.1

17 January 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	18	14	1	2	0	0	0	1	0	0	0	0	0	0	0	51.4	59
0100	6	4	0	1	0	0	0	0	1	0	0	0	0	0	0	53.7 -	
0200	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	51.8 -	
0300	10	4	0	4	0	0	0	0	1	1	0	0	0	0	0	61 -	
0400	19	14	0	5	0	0	0	0	0	0	0	0	0	0	0	51.6	61.1
0500	46	29	1	11	3	0	0	0	1	1	0	0	0	0	0	50.8	60.9
0600	202	158	2	31	2	3	0	2	2	0	0	0	0	2	0	47.2	53
0700	481	379	4	80	7	3	1	0	2	3	0	0	0	2	0	41.5	47.4
0800	364	306	0	44	5	3	0	1	1	3	0	0	0	1	0	47	52.9
0900	291	231	0	45	5	3	0	0	0	4	0	1	0	2	0	46.3	52.7
1000	276	217	2	43	6	5	0	0	0	2	0	0	0	1	0	46.8	51.8
1100	296	222	1	48	7	5	0	2	4	4	0	0	0	1	2	47.4	52.9
1200	303	233	3	48	7	2	1	2	1	2	0	0	1	2	1	47.7	52.5
1300	278	219	3	41	4	2	0	3	0	2	0	0	0	4	0	46.9	53.4
1400	311	257	2	43	1	4	0	2	0	1	0	0	0	1	0	46	52.1
1500	360	304	3	46	1	0	0	0	0	3	0	0	0	3	0	46.4	52.4
1600	310	272	0	33	2	0	0	1	0	0	0	0	0	2	0	47.1	53.2
1700	311	279	1	25	3	1	0	1	0	0	0	0	0	1	0	44.7	50.8
1800	267	247	0	18	1	0	0	0	0	0	0	0	0	1	0	46.1	51.7
1900	204	188	0	11	4	1	0	0	0	0	0	0	0	0	0	49.5	55.3
2000	112	102	0	7	1	1	0	0	1	0	0	0	0	0	0	50.5	56.9
2100	108	93	1	7	5	0	0	1	0	1	0	0	0	0	0	50	54.8
2200	88	78	1	5	4	0	0	0	0	0	0	0	0	0	0	52.6	60.6
2300	54	52	0	1	0	0	0	0	1	0	0	0	0	0	0	54.5	63.3
07-19	3848	3166	19	514	49	28	2	12	8	24	0	1	1	21	3	46	52.1
06-22	4474	3707	22	570	61	33	2	15	11	25	0	1	1	23	3	46.4	52.5
06-00	4616	3837	23	576	65	33	2	15	12	25	0	1	1	23	3	46.6	52.7
00-00	4725	3910	25	601	68	33	2	16	15	27	0	1	1	23	3	46.7	52.9

18 January 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	32	26	0	4	1	0	0	1	0	0	0	0	0	0	0	51.3	57.7
0100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	55.7	63.4
0200	6	4	0	0	0	0	0	1	0	1	0	0	0	0	0	48.5 -	
0300	15	10	0	4	0	0	0	0	1	0	0	0	0	0	0	55.6	63.4
0400	10	8	0	2	0	0	0	0	0	0	0	0	0	0	0	49.7 -	
0500	27	21	0	5	1	0	0	0	0	0	0	0	0	0	0	53.5	61.7
0600	105	82	0	19	2	1	0	0	1	0	0	0	0	0	0	50.7	57.6
0700	163	129	0	28	4	0	1	0	0	0	0	0	0	1	0	49.6	57
0800	235	208	1	21	4	1	0	0	0	0	0	0	0	0	0	49.8	54.2
0900	281	238	0	29	2	1	0	0	0	1	0	0	0	10	0	48.8	53.8
1000	308	284	3	18	1	0	0	1	0	0	0	0	0	1	0	48.6	53.5
1100	391	356	0	24	9	0	1	0	0	0	0	0	0	1	0	47.5	52.8
1200	295	276	0	14	4	0	0	0	1	0	0	0	0	0	0	49.1	54.4
1300	291	271	0	15	4	0	0	0	0	0	0	0	0	1	0	48.3	53.4
1400	278	259	1	11	4	1	0	0	0	0	0	0	0	1	1	47.8	53.6
1500	276	258	0	13	3	1	0	1	0	0	0	0	0	0	0	47.9	53.5
1600	282	260	0	17	3	0	0	0	1	0	0	0	0	1	0	46	52
1700	264	242	0	18	2	0	0	1	0	0	0	0	0	1	0	45.4	51.3
1800	225	208	0	12	4	1	0	0	0	0	0	0	0	0	0	48.5	52.7
1900	167	148	0	12	3	0	0	0	1	1	0	0	0	0	2	48.9	58
2000	106	95	0	8	3	0	0	0	0	0	0	0	0	0	0	50.7	57
2100	91	83	0	6	1	0	0	1	0	0	0	0	0	0	0	50.5	56.9
2200	105	95	0	7	1	0	0	1	0	1	0	0	0	0	0	49.5	56.5
2300	88	82	0	5	0	0	0	0	1	0	0	0	0	0	0	50.3	57.4
07-19	3289	2989	5	220	44	5	2	3	2	1	0	0	0	17	1	48	53.4
06-22	3758	3397	5	265	53	6	2	4	4	2	0	0	0	17	3	48.3	53.9
06-00	3951	3574	5	277	54	6	2	5	5	3	0	0	0	17	3	48.3	54.1
00-00	4054	3655	5	293	56	6	2	7	6	4	0	0	0	17	3	48.5	54.4

19 January 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	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5	55.8
0100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	52.3	61.5
0200	9	8	0	1	0	0	0	0	0	0	0	0	0	0	0	48.8 -	
0300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	54.6 -	
0400	9	6	0	2	0	0	0	0	0	1	0	0	0	0	0	54.4 -	
0500	19	15	0	2	1	0	0	0	1	0	0	0	0	0	0	53.6	59.3
0600	51	45	0	6	0	0	0	0	0	0	0	0	0	0	0	51.6	60.2
0700	89	81	0	8	0	0	0	0	0	0	0	0	0	0	0	50.4	58.7
0800	120	111	0	6	2	0	0	0	0	0	0	0	0	0	1	49	56.1
0900	191	170	0	17	1	0	0	1	1	0	0	0	0	1	0	47.9	55.3
1000	222	199	0	14	2	0	0	0	0	0	0	0	0	6	1	49.1	53.8
1100	318	298	1	17	1	0	0	0	0	0	0	0	0	0	1	47.3	53.4
1200	312	289	1	20	2	0	0	0	0	0	0	0	0	0	0	46.7	51.6
1300	319	295	2	19	2	0	0	0	0	1	0	0	0	0	0	46.3	51.9
1400	243	232	0	9	1	0	0	0	0	0	0	0	0	1	0	48.6	53.7
1500	293	267	3	19	1	1	0	1	1	0	0	0	0	0	0	47.5	52.8
1600	226	215	0	9	2	0	0	0	0	0	0	0	0	0	0	48.6	54
1700	249	236	2	11	0	0	0	0	0	0	0	0	0	0	0	45.8	51.6
1800	214	207	0	6	1	0	0	0	0	0	0	0	0	0	0	48.4	55.3
1900	158	148	0	8	0	2	0	0	0	0	0	0	0	0	0	48.5	55.2
2000	106	96	0	6	4	0	0	0	0	0	0	0	0	0	0	50.7	55.9
2100	83	76	0	5	1	0	0	0	1	0	0	0	0	0	0	52	59.8
2200	64	56	0	8	0	0	0	0	0	0	0	0	0	0	0	53.1	61.3
2300	29	27	0	1	1	0	0	0	0	0	0	0	0	0	0	53.9	63.8
07-19	2796	2600	9	155	15	1	0	2	2	1	0	0	0	8	3	47.7	53.6
06-22	3194	2965	9	180	20	3	0	2	3	1	0	0	0	8	3	48	54
06-00	3287	3048	9	189	21	3	0	2	3	1	0	0	0	8	3	48.1	54.2
00-00	3382	3133	9	196	22	3	0	2	4	2	0	0	0	8	3	48.2	54.5

20 January 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	15	13	0	1	0	0	0	1	0	0	0	0	0	0	0	52.3	63.5
0100	7	6	0	0	0	0	0	0	1	0	0	0	0	0	0	49.7	-
0200	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	48.8	-
0300	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	50.7	-
0400	20	17	0	1	1	0	0	0	1	0	0	0	0	0	0	51.6	58.9
0500	68	49	3	13	1	0	0	1	0	1	0	0	0	0	0	49.1	57
0600	232	183	6	31	0	5	0	3	0	2	0	0	0	1	1	44.1	49.6
0700	522	430	3	73	3	5	0	2	2	2	0	0	0	2	0	42	47.9
0800	424	352	3	53	6	1	1	3	0	0	0	1	0	4	0	44.7	50.2
0900	297	226	6	52	5	2	0	2	0	3	0	0	0	1	0	45.2	51.1
1000	277	215	3	46	6	4	0	1	0	2	0	0	0	0	0	46.6	51
1100	259	195	6	40	3	7	0	3	0	4	0	0	0	1	0	47.1	51.8
1200	319	241	5	56	3	2	0	5	1	4	0	0	0	2	0	46.4	51.2
1300	270	205	5	41	4	5	1	0	3	3	0	0	0	1	2	48.1	53.5
1400	253	199	2	36	3	4	0	3	2	2	0	1	0	1	0	47.4	53.2
1500	366	287	0	69	5	0	0	0	0	3	0	0	0	1	1	47.4	52.6
1600	351	300	1	45	1	0	1	0	1	1	0	0	0	1	0	47.7	53.1
1700	363	325	1	34	1	0	0	0	0	0	0	0	0	1	1	43.4	49.5
1800	316	290	0	17	1	1	0	1	1	0	0	0	0	5	0	42.8	48.9
1900	176	165	0	11	0	0	0	0	0	0	0	0	0	0	0	44.3	50.7
2000	113	102	0	10	1	0	0	0	0	0	0	0	0	0	0	40.6	47.5
2100	87	81	0	5	0	0	0	0	0	0	0	0	0	1	0	40.7	46.1
2200	80	79	0	1	0	0	0	0	0	0	0	0	0	0	0	41.5	47.7
2300	57	50	0	7	0	0	0	0	0	0	0	0	0	0	0	38.1	45.3
07-19	4017	3265	35	562	41	31	3	20	10	24	0	2	0	20	4	45.5	51.2
06-22	4625	3796	41	619	42	36	3	23	10	26	0	2	0	22	5	45.1	51.1
06-00	4762	3925	41	627	42	36	3	23	10	26	0	2	0	22	5	45	51
00-00	4889	4023	44	646	44	36	3	25	12	27	0	2	0	22	5	45.1	51.1

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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	13	11	0	1	0	0	0	1	0	0	0	0	0	0	0	42.9	50.6
0100	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	41.2	-
0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	44.2	-
0300	12	6	0	5	0	0	0	0	1	0	0	0	0	0	0	44.6	52.6
0400	19	12	0	4	0	0	0	0	2	1	0	0	0	0	0	47.4	53
0500	66	43	1	16	1	0	0	0	1	3	1	0	0	0	0	42.9	50.7
0600	240	186	4	36	3	5	0	1	3	2	0	0	0	0	0	41.2	47.9
0700	463	375	5	75	2	2	1	0	1	0	0	0	0	2	0	38.7	44.1
0800	388	324	1	47	5	3	0	2	3	2	0	0	0	1	0	45.2	50.1
0900	301	240	2	49	5	1	0	2	0	1	0	0	0	1	0	46.7	51.8
1000	286	222	3	53	3	1	1	2	0	0	0	0	0	1	0	46.7	52.2
1100	278	213	0	49	6	5	0	1	1	3	0	0	0	0	0	47.2	52.9
1200	312	243	3	46	5	2	0	3	2	5	0	0	0	2	1	43.4	49.5
1300	279	220	3	42	4	4	0	1	1	2	0	0	0	1	1	47.4	52.7
1400	299	246	2	38	4	5	0	0	1	0	0	0	0	3	0	46.3	51.8
1500	327	263	3	52	3	4	0	0	0	1	0	0	0	1	0	45	52.5
1600	391	339	1	43	2	1	0	0	1	2	0	0	0	2	0	45.8	51.5
1700	388	359	2	24	1	0	0	0	0	0	0	0	0	2	0	43.5	49.3
1800	339	317	1	17	1	0	0	0	0	0	0	1	0	2	0	44.9	49.9
1900	239	226	1	11	1	0	0	0	0	0	0	0	0	0	0	48.1	54.2
2000	140	128	0	9	1	0	0	0	0	1	0	0	0	1	0	49.9	56.1
2100	115	101	0	14	0	0	0	0	0	0	0	0	0	0	0	50.9	58.2
2200	95	87	3	5	0	0	0	0	0	0	0	0	0	0	0	50.9	57.7
2300	41	36	0	4	0	0	0	0	1	0	0	0	0	0	0	53.7	61.9
07-19	4051	3361	26	535	41	28	2	11	10	16	0	1	0	18	2	44.8	50.9
06-22	4785	4002	31	605	46	33	2	12	13	19	0	1	0	19	2	45.1	51.3
06-00	4921	4125	34	614	46	33	2	12	14	19	0	1	0	19	2	45.2	51.6
00-00	5038	4202	35	641	47	33	2	13	19	23	1	1	0	19	2	45.2	51.6



SITE: ATC 2 - A4130 Upper Culham Farm

LOCATION: Attached to tree

GRID REFERENCE: 51.537007, -0.858941

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

15 January 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	19	0	0	0	0	2	3	7	4	3	0	0	0	0	0	0	47.7	57
0100	8	0	0	0	0	0	0	2	1	4	0	1	0	0	0	0	56.2	-
0200	6	0	0	0	0	0	0	1	1	0	3	1	0	0	0	0	54.6	-
0300	5	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	49.2	-
0400	15	0	0	0	1	0	3	4	6	0	1	0	0	0	0	0	48.4	54.7
0500	57	0	0	0	0	3	9	9	21	8	4	3	0	0	0	0	51.5	60.7
0600	234	0	0	0	0	30	72	89	35	6	2	0	0	0	0	0	44.4	50.4
0700	510	0	0	2	45	85	206	137	29	6	0	0	0	0	0	0	40.7	46.6
0800	364	0	0	0	6	27	118	160	47	6	0	0	0	0	0	0	44.6	49.7
0900	268	0	0	0	0	11	87	113	46	10	1	0	0	0	0	0	45.5	51.2
1000	294	0	0	0	8	27	87	125	39	7	1	0	0	0	0	0	44.4	50
1100	242	0	0	1	0	7	72	103	49	9	0	0	1	0	0	0	46	51.3
1200	288	0	0	0	0	12	67	140	54	12	2	1	0	0	0	0	46.6	51.7
1300	270	0	0	0	0	0	65	120	69	14	2	0	0	0	0	0	47.3	52.5
1400	308	0	0	0	0	5	61	146	76	16	3	0	1	0	0	0	47.7	52.8
1500	347	0	0	0	0	10	98	143	81	12	3	0	0	0	0	0	46.4	52
1600	417	0	0	0	1	21	112	174	90	15	4	0	0	0	0	0	46.4	52.1
1700	345	0	0	0	3	48	152	109	30	2	1	0	0	0	0	0	42.9	48.6
1800	338	0	0	0	0	35	116	127	53	4	1	2	0	0	0	0	44.5	50.1
1900	203	0	0	0	0	4	50	85	52	9	3	0	0	0	0	0	47.1	53.1
2000	143	0	0	0	0	3	28	60	32	10	7	3	0	0	0	0	48.7	55.1
2100	108	0	0	0	0	1	26	40	33	7	1	0	0	0	0	0	48.1	54.4
2200	76	0	0	0	2	8	23	24	15	2	2	0	0	0	0	0	45.2	53.4
2300	42	0	0	0	2	12	19	4	5	0	0	0	0	0	0	0	39.8	49.1
07-19	3991	0	0	3	63	288	1241	1597	663	113	18	3	2	0	0	0	45	50.9
06-22	4679	0	0	3	63	326	1417	1871	815	145	31	6	2	0	0	0	45.2	51.1
06-00	4797	0	0	3	67	346	1459	1899	835	147	33	6	2	0	0	0	45.2	51.1
00-00	4907	0	0	3	68	351	1476	1923	870	165	39	10	2	0	0	0	45.3	51.3

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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	19	0	0	0	0	3	7	7	2	0	0	0	0	0	0	0	43	48.9
0100	5	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	44.2	-
0200	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	45.5	-
0300	13	0	0	0	0	1	6	3	2	1	0	0	0	0	0	0	44.5	52.7
0400	19	0	0	0	0	2	3	4	6	3	1	0	0	0	0	0	49	58.4
0500	53	0	0	0	0	4	19	18	9	3	0	0	0	0	0	0	45.5	54.7
0600	228	0	0	0	8	41	65	79	34	1	0	0	0	0	0	0	43.1	49.8
0700	489	0	0	0	6	62	190	190	38	3	0	0	0	0	0	0	42.9	48
0800	420	0	0	0	0	30	112	165	94	18	1	0	0	0	0	0	45.7	51.7
0900	312	0	0	0	1	20	110	127	44	7	2	0	1	0	0	0	44.9	50.4
1000	282	0	0	0	0	1	82	140	43	14	2	0	0	0	0	0	46.3	51.2
1100	252	0	0	0	0	9	81	104	44	12	1	1	0	0	0	0	46	51.3
1200	283	0	0	0	4	12	84	107	61	11	4	0	0	0	0	0	45.8	52.2
1300	295	0	0	0	0	17	84	109	76	9	0	0	0	0	0	0	45.9	52.7
1400	274	0	0	0	1	6	80	105	62	17	2	1	0	0	0	0	46.8	52.5
1500	335	0	0	0	2	12	70	162	69	19	0	1	0	0	0	0	46.9	53
1600	349	0	0	1	0	5	83	165	78	17	0	0	0	0	0	0	46.7	52.1
1700	355	0	0	0	2	41	151	115	40	6	0	0	0	0	0	0	43.3	49.2
1800	345	0	0	0	0	3	114	135	73	14	6	0	0	0	0	0	46.6	52.5
1900	242	0	0	0	0	16	39	109	48	25	5	0	0	0	0	0	47.7	54.4
2000	146	0	0	0	0	0	12	48	58	24	2	2	0	0	0	0	51.2	56.8
2100	111	0	0	0	0	0	10	43	27	23	5	3	0	0	0	0	51.9	58
2200	69	0	0	0	0	0	3	15	29	14	6	2	0	0	0	0	53.9	61.4
2300	50	0	0	0	0	0	1	9	26	10	2	1	0	1	0	0	53.9	58.8
07-19	3991	0	0	1	16	218	1241	1624	722	147	18	3	1	0	0	0	45.5	51.4
06-22	4718	0	0	1	24	275	1367	1903	889	220	30	8	1	0	0	0	45.8	51.9
06-00	4837	0	0	1	24	275	1371	1927	944	244	38	11	1	1	0	0	46	52.1
00-00	4949	0	0	1	24	286	1409	1961	965	251	39	11	1	1	0	0	46	52.1

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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	18	0	0	0	0	0	1	8	5	2	2	0	0	0	0	0	51.4	59
0100	6	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	53.7	-
0200	10	0	0	0	0	0	2	1	4	3	0	0	0	0	0	0	51.8	-
0300	10	0	0	0	0	0	0	2	2	2	3	0	0	0	0	1	61	-
0400	19	0	0	0	0	0	4	4	7	3	1	0	0	0	0	0	51.6	61.1
0500	46	0	0	0	2	3	6	11	12	6	3	1	2	0	0	0	50.8	60.9
0600	202	0	0	0	0	6	51	83	48	11	2	1	0	0	0	0	47.2	53
0700	481	0	0	14	30	47	196	166	23	5	0	0	0	0	0	0	41.5	47.4
0800	364	0	0	0	0	8	88	165	78	21	4	0	0	0	0	0	47	52.9
0900	291	0	0	0	0	8	95	113	59	13	3	0	0	0	0	0	46.3	52.7
1000	276	0	0	0	0	6	62	126	70	11	1	0	0	0	0	0	46.8	51.8
1100	296	0	0	0	1	12	60	129	73	13	4	4	0	0	0	0	47.4	52.9
1200	303	0	0	0	0	1	60	143	81	15	0	3	0	0	0	0	47.7	52.5
1300	278	0	0	0	0	6	89	106	61	12	4	0	0	0	0	0	46.9	53.4
1400	311	0	0	0	5	23	81	108	79	15	0	0	0	0	0	0	46	52.1
1500	360	0	0	0	1	26	80	145	87	18	2	0	1	0	0	0	46.4	52.4
1600	310	0	0	0	0	10	62	144	73	20	1	0	0	0	0	0	47.1	53.2
1700	311	0	0	0	6	28	90	130	50	4	3	0	0	0	0	0	44.7	50.8
1800	267	0	0	0	0	16	75	109	55	11	0	1	0	0	0	0	46.1	51.7
1900	204	0	0	0	0	0	29	85	67	14	5	2	1	0	1	0	49.5	55.3
2000	112	0	0	0	0	0	15	40	37	16	2	1	1	0	0	0	50.5	56.9
2100	108	0	0	0	0	0	9	45	42	9	2	1	0	0	0	0	50	54.8
2200	88	0	0	0	0	1	5	28	25	21	8	0	0	0	0	0	52.6	60.6
2300	54	0	0	0	0	0	2	14	18	11	7	1	0	1	0	0	54.5	63.3
07-19	3848	0	0	14	43	191	1038	1584	789	158	22	8	1	0	0	0	46	52.1
06-22	4474	0	0	14	43	197	1142	1837	983	208	33	13	3	0	1	0	46.4	52.5
06-00	4616	0	0	14	43	198	1149	1879	1026	240	48	14	3	1	1	0	46.6	52.7
00-00	4725	0	0	14	45	201	1162	1907	1058	258	57	15	5	1	1	1	46.7	52.9

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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	32	0	0	0	0	1	2	9	14	5	1	0	0	0	0	0	51.3	57.7
0100	13	0	0	0	0	0	1	1	6	3	1	0	1	0	0	0	55.7	63.4
0200	6	0	0	0	0	0	2	1	2	1	0	0	0	0	0	0	48.5	-
0300	15	0	0	0	0	0	2	0	6	5	1	1	0	0	0	0	55.6	63.4
0400	10	0	0	0	0	0	3	2	3	1	1	0	0	0	0	0	49.7	-
0500	27	0	0	0	0	0	3	8	9	4	0	1	2	0	0	0	53.5	61.7
0600	105	0	0	0	0	5	12	29	36	19	3	0	1	0	0	0	50.7	57.6
0700	163	0	0	0	0	0	17	80	38	23	5	0	0	0	0	0	49.6	57
0800	235	0	0	0	0	0	17	102	95	19	1	1	0	0	0	0	49.8	54.2
0900	281	0	0	0	0	6	38	119	85	27	5	1	0	0	0	0	48.8	53.8
1000	308	0	0	0	0	3	40	163	75	17	6	2	0	1	1	0	48.6	53.5
1100	391	0	0	0	0	18	68	168	111	21	5	0	0	0	0	0	47.5	52.8
1200	295	0	0	0	0	0	20	154	94	26	1	0	0	0	0	0	49.1	54.4
1300	291	0	0	0	0	4	55	134	67	23	6	2	0	0	0	0	48.3	53.4
1400	278	0	1	0	0	4	61	116	69	22	3	2	0	0	0	0	47.8	53.6
1500	276	0	0	0	0	18	33	127	79	16	3	0	0	0	0	0	47.9	53.5
1600	282	0	0	0	1	23	69	119	54	14	2	0	0	0	0	0	46	52
1700	264	0	0	0	0	19	82	107	47	7	2	0	0	0	0	0	45.4	51.3
1800	225	0	0	0	0	0	42	106	57	14	3	3	0	0	0	0	48.5	52.7
1900	167	0	0	0	1	17	29	40	45	27	7	1	0	0	0	0	48.9	58
2000	106	0	0	0	1	0	13	33	39	16	3	0	0	1	0	0	50.7	57
2100	91	0	0	0	0	0	6	40	27	13	5	0	0	0	0	0	50.5	56.9
2200	105	0	0	0	0	2	17	40	28	10	6	2	0	0	0	0	49.5	56.5
2300	88	0	0	0	0	0	12	33	24	15	3	0	0	1	0	0	50.3	57.4
07-19	3289	0	1	0	1	95	542	1495	871	229	42	11	0	1	1	0	48	53.4
06-22	3758	0	1	0	3	117	602	1637	1018	304	60	12	1	2	1	0	48.3	53.9
06-00	3951	0	1	0	3	119	631	1710	1070	329	69	14	1	3	1	0	48.3	54.1
00-00	4054	0	1	0	3	120	644	1731	1110	348	73	16	4	3	1	0	48.5	54.4

19 January 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	32	0	0	0	0	2	4	10	12	4	0	0	0	0	0	0	49.5	55.8
0100	16	0	0	0	0	0	1	8	4	1	1	0	1	0	0	0	52.3	61.5
0200	9	0	0	0	0	0	1	5	2	1	0	0	0	0	0	0	48.8 -	
0300	10	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	54.6 -	
0400	9	0	0	0	0	0	0	2	4	1	2	0	0	0	0	0	54.4 -	
0500	19	0	0	0	0	0	0	6	7	4	1	1	0	0	0	0	53.6	59.3
0600	51	0	0	0	0	0	7	14	17	11	2	0	0	0	0	0	51.6	60.2
0700	89	0	0	0	0	2	13	30	24	16	1	2	1	0	0	0	50.4	58.7
0800	120	0	0	4	0	0	19	49	29	12	4	3	0	0	0	0	49	56.1
0900	191	1	0	0	7	3	27	79	53	18	3	0	0	0	0	0	47.9	55.3
1000	222	0	0	2	0	0	26	95	74	23	1	0	1	0	0	0	49.1	53.8
1100	318	0	0	1	0	10	68	133	85	18	3	0	0	0	0	0	47.3	53.4
1200	312	0	0	0	1	7	68	158	59	19	0	0	0	0	0	0	46.7	51.6
1300	319	0	0	0	3	15	78	141	70	11	0	1	0	0	0	0	46.3	51.9
1400	243	0	0	0	0	5	29	114	74	15	5	1	0	0	0	0	48.6	53.7
1500	293	0	0	1	0	11	56	128	80	15	1	1	0	0	0	0	47.5	52.8
1600	226	0	0	0	0	2	43	79	84	15	3	0	0	0	0	0	48.6	54
1700	249	0	0	0	0	16	75	105	41	9	3	0	0	0	0	0	45.8	51.6
1800	214	0	0	0	0	9	41	86	52	14	10	1	1	0	0	0	48.4	55.3
1900	158	0	0	0	5	1	29	59	44	11	7	1	1	0	0	0	48.5	55.2
2000	106	0	0	0	0	0	12	32	46	14	2	0	0	0	0	0	50.7	55.9
2100	83	0	0	0	0	3	9	15	27	24	5	0	0	0	0	0	52	59.8
2200	64	0	0	0	0	0	4	15	26	11	8	0	0	0	0	0	53.1	61.3
2300	29	0	0	0	0	0	0	10	10	3	3	3	0	0	0	0	53.9	63.8
07-19	2796	1	0	8	11	80	543	1197	725	185	34	9	3	0	0	0	47.7	53.6
06-22	3194	1	0	8	16	84	600	1317	859	245	50	10	4	0	0	0	48	54
06-00	3287	1	0	8	16	84	604	1342	895	259	61	13	4	0	0	0	48.1	54.2
00-00	3382	1	0	8	16	86	610	1375	927	275	65	14	5	0	0	0	48.2	54.5

20 January 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	15	0	0	0	1	1	2	0	4	4	3	0	0	0	0	0	52.3	63.5
0100	7	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	49.7	-
0200	8	0	0	0	0	0	2	2	3	1	0	0	0	0	0	0	48.8	-
0300	9	0	0	0	0	0	1	2	5	1	0	0	0	0	0	0	50.7	-
0400	20	0	0	0	0	0	2	7	8	1	1	0	1	0	0	0	51.6	58.9
0500	68	0	0	0	0	3	9	25	19	11	1	0	0	0	0	0	49.1	57
0600	232	0	0	0	0	19	94	85	30	3	1	0	0	0	0	0	44.1	49.6
0700	522	0	0	0	2	100	221	151	41	7	0	0	0	0	0	0	42	47.9
0800	424	0	0	1	8	28	136	177	63	9	1	1	0	0	0	0	44.7	50.2
0900	297	0	0	0	2	20	92	116	60	7	0	0	0	0	0	0	45.2	51.1
1000	277	0	0	0	0	2	61	153	51	6	4	0	0	0	0	0	46.6	51
1100	259	0	0	0	0	6	64	116	59	10	4	0	0	0	0	0	47.1	51.8
1200	319	0	0	0	0	11	79	161	54	13	1	0	0	0	0	0	46.4	51.2
1300	270	0	0	0	0	7	51	112	70	24	6	0	0	0	0	0	48.1	53.5
1400	253	0	0	1	6	3	46	110	68	16	2	1	0	0	0	0	47.4	53.2
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2000	113	0	0	0	8	30	39	23	12	1	0	0	0	0	0	0	40.6	47.5
2100	87	0	0	0	3	22	38	16	6	2	0	0	0	0	0	0	40.7	46.1
2200	80	0	0	1	2	12	39	21	4	1	0	0	0	0	0	0	41.5	47.7
2300	57	0	0	0	3	31	14	6	1	2	0	0	0	0	0	0	38.1	45.3
07-19	4017	0	1	7	29	269	1165	1655	733	131	23	3	1	0	0	0	45.5	51.2
06-22	4625	0	1	7	41	360	1399	1840	806	140	27	3	1	0	0	0	45.1	51.1
06-00	4762	0	1	8	46	403	1452	1867	811	143	27	3	1	0	0	0	45	51
00-00	4889	0	1	8	47	407	1469	1905	853	162	32	3	2	0	0	0	45.1	51.1

21 January 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	13	0	0	0	0	2	6	2	3	0	0	0	0	0	0	0	42.9	50.6
0100	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	41.2	-
0200	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	44.2	-
0300	12	0	0	0	0	1	4	5	1	0	1	0	0	0	0	0	44.6	52.6
0400	19	0	0	0	0	0	5	8	5	1	0	0	0	0	0	0	47.4	53
0500	66	0	0	0	6	6	22	21	11	0	0	0	0	0	0	0	42.9	50.7
0600	240	0	6	4	1	25	131	53	16	4	0	0	0	0	0	0	41.2	47.9
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1900	239	0	0	0	0	0	45	111	65	15	3	0	0	0	0	0	48.1	54.2
2000	140	0	0	0	0	0	18	55	45	19	3	0	0	0	0	0	49.9	56.1
2100	115	0	0	0	0	0	8	53	26	21	7	0	0	0	0	0	50.9	58.2
2200	95	0	0	0	1	0	8	35	27	17	7	0	0	0	0	0	50.9	57.7
2300	41	0	0	0	0	0	3	9	16	7	5	0	1	0	0	0	53.7	61.9
07-19	4051	0	0	26	61	328	1217	1596	682	120	20	1	0	0	0	0	44.8	50.9
06-22	4785	0	6	30	62	353	1419	1868	834	179	33	1	0	0	0	0	45.1	51.3
06-00	4921	0	6	30	63	353	1430	1912	877	203	45	1	1	0	0	0	45.2	51.6
00-00	5038	0	6	30	69	362	1471	1951	897	204	46	1	1	0	0	0	45.2	51.6

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
--	31944	1	8	64	272	1813	8241	12753	6680	1663	351	70	20	5	2	1	46.3	52.5



SITE: ATC 2 - A4130 Upper Culham Farm

LOCATION: Attached to tree

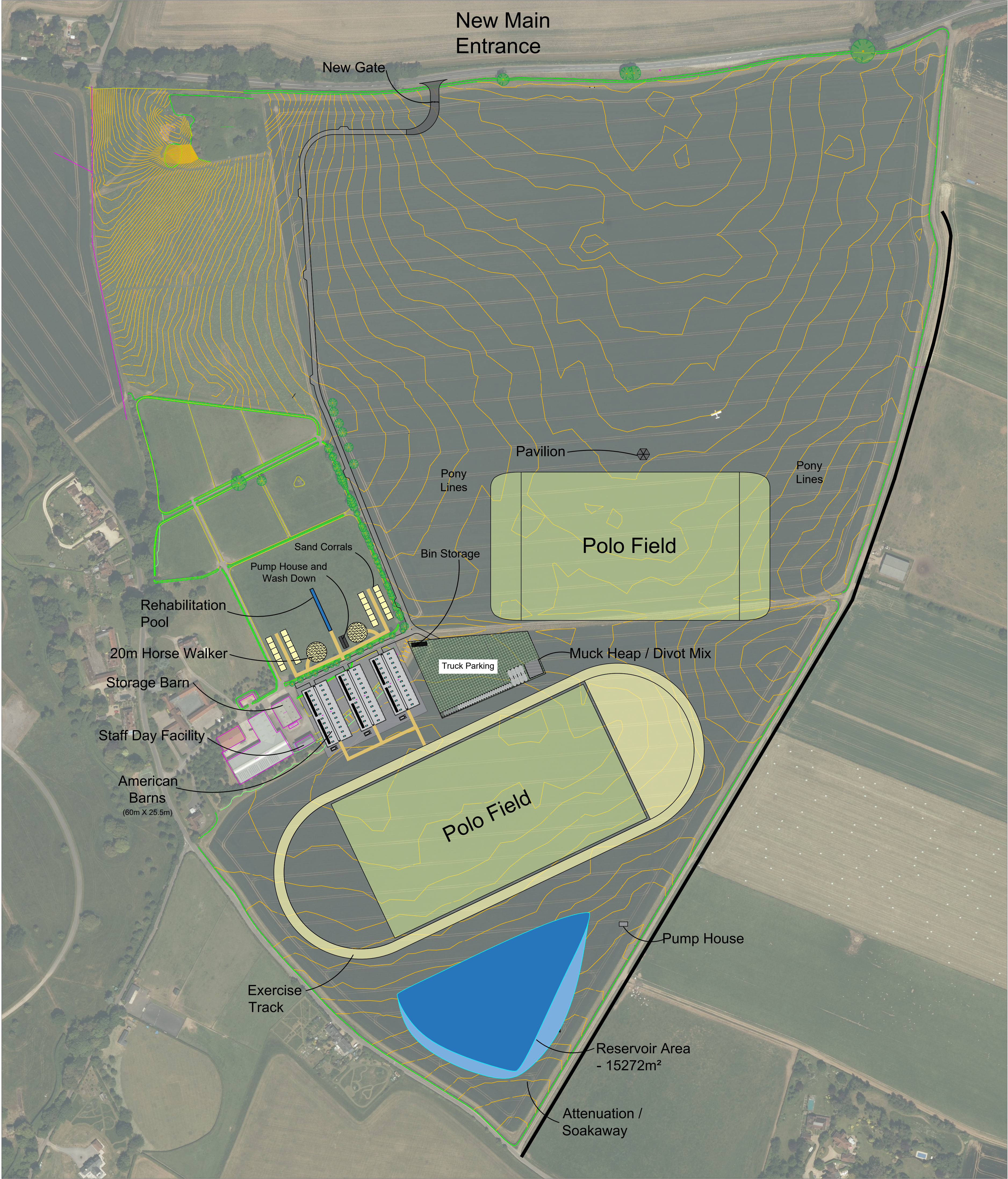
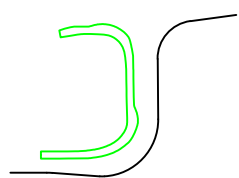
GRID REFERENCE: 51.537007, -0.858941

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Averages	
	15-Jan	16-Jan	17-Jan	18-Jan	19-Jan	20-Jan	21-Jan	1-5.	1-7.
Hour									
0000-0100	19	19	18	32	32	15	13	16.8	21.1
0100-0200	8	5	6	13	16	7	3	5.8	8.3
0200-0300	6	3	10	6	9	8	4	6.2	6.6
0300-0400	5	13	10	15	10	9	12	9.8	10.6
0400-0500	15	19	19	10	9	20	19	18.4	15.9
0500-0600	57	53	46	27	19	68	66	58	48
0600-0700	234	228	202	105	51	232	240	227.2	184.6
0700-0800	510	489	481	163	89	522	463	493	388.1
0800-0900	364	420	364	235	120	424	388	392	330.7
0900-1000	268	312	291	281	191	297	301	293.8	277.3
1000-1100	294	282	276	308	222	277	286	283	277.9
1100-1200	242	252	296	391	318	259	278	265.4	290.9
1200-1300	288	283	303	295	312	319	312	301	301.7
1300-1400	270	295	278	291	319	270	279	278.4	286
1400-1500	308	274	311	278	243	253	299	289	280.9
1500-1600	347	335	360	276	293	366	327	347	329.1
1600-1700	417	349	310	282	226	351	391	363.6	332.3
1700-1800	345	355	311	264	249	363	388	352.4	325
1800-1900	338	345	267	225	214	316	339	321	292
1900-2000	203	242	204	167	158	176	239	212.8	198.4
2000-2100	143	146	112	106	106	113	140	130.8	123.7
2100-2200	108	111	108	91	83	87	115	105.8	100.4
2200-2300	76	69	88	105	64	80	95	81.6	82.4
2300-2400	42	50	54	88	29	57	41	48.8	51.6
Totals									
0700-1900	3991	3991	3848	3289	2796	4017	4051	3979.6	3711.9
0600-2200	4679	4718	4474	3758	3194	4625	4785	4656.2	4319
0600-0000	4797	4837	4616	3951	3287	4762	4921	4786.6	4453
0000-0000	4907	4949	4725	4054	3382	4889	5038	4901.6	4563.4
AM Peak	700	700	700	1100	1100	700	700		
	510	489	481	391	318	522	463		
PM Peak	1600	1700	1500	1200	1300	1500	1600		
	417	355	360	295	319	366	391		

Appendix C



Key	
	Site Boundary
	8.5m Wide Road
	5m Wide Road
	3m Wide Track

EQUUS
DESIGN AND BUILD

+44 (0) 1865 920200
enquiries@equusdesignandbuild.com

Proposed Development
Upper Culham Farm

Client	
Site	Upper Culham Farm Henley, RG10 8NR
Phone	

- All dimensions in millimeters. All dimensions and levels to be checked by contractor prior to commencing work. Do not scale from drawings.

- Assume drawings not to scale, use figured dimensions.

- Work done shall confirm to the issued drawings and specifications. No changes to be made unless by prior consultation with Deveson Design & Equus Works.

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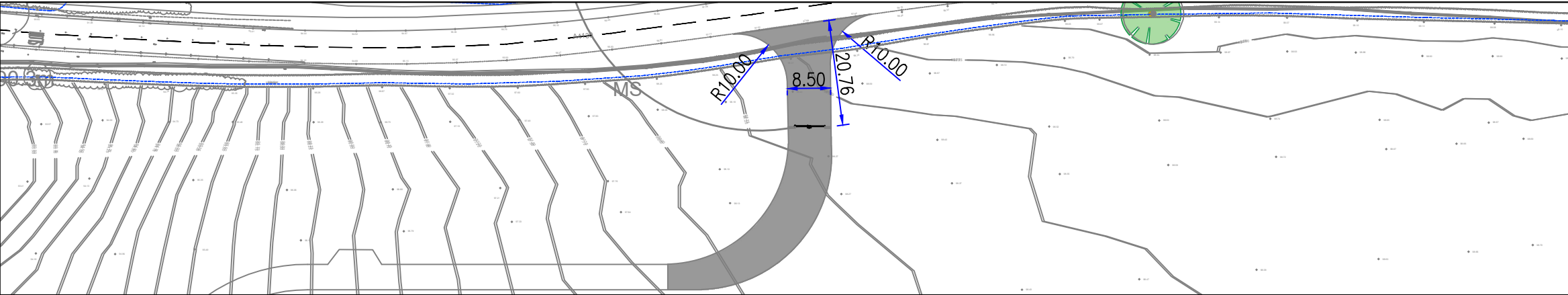
Client approved, no further changes
(sign)
(date)

Project No			
Drawing Title		Proposed Site Layout (Ariel)	
Drawing No			
Pages			
Drawn	AD	October 2025	
Review			
Leader			
Stage			N O R T H 
Scale	1:2000 (A1)		
Paper	A1		

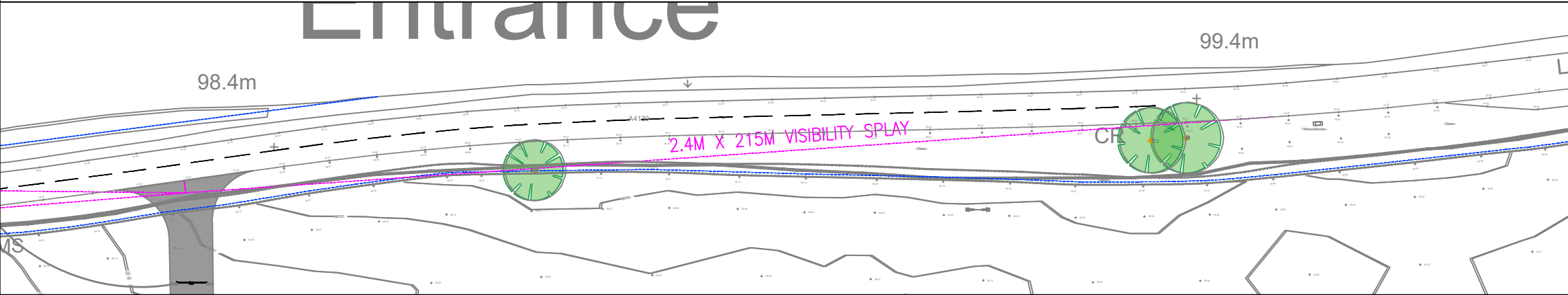
Proposed Site Layout (Ariel)
Scale 1:2000 (when printed at A1)



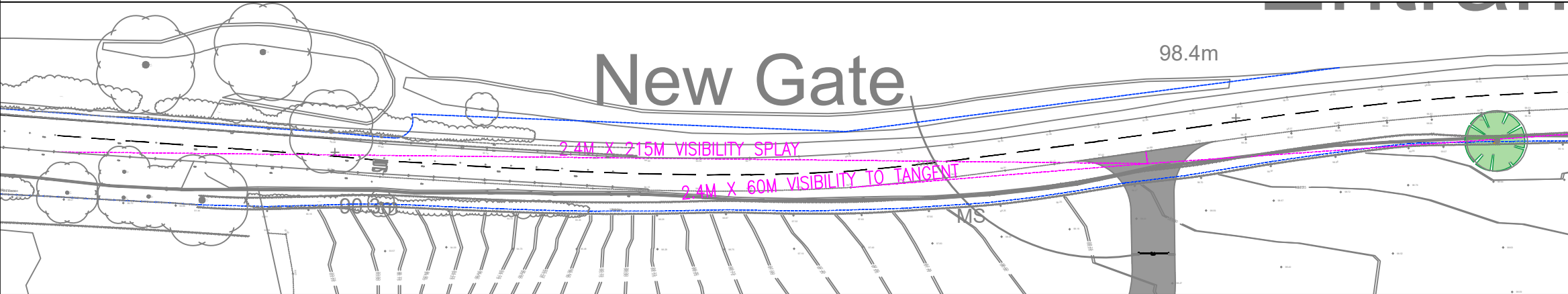
Appendix D



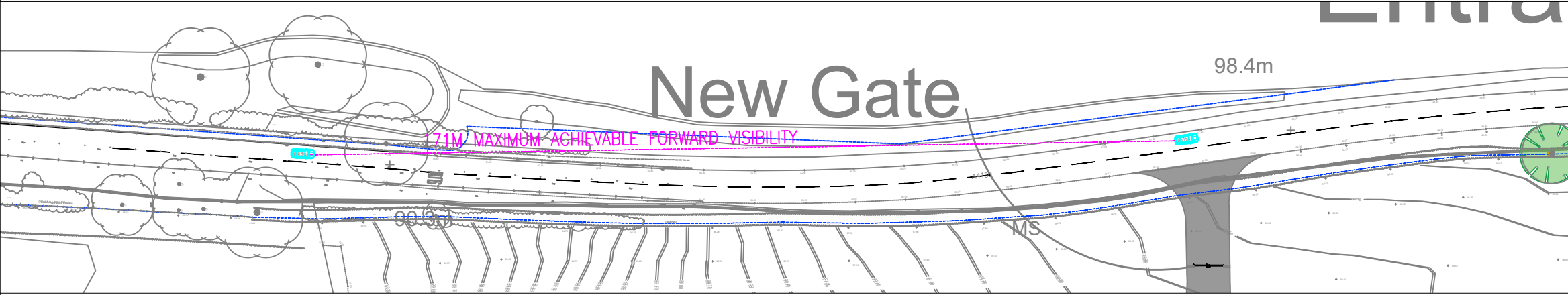
PROPOSED ACCESS DESIGN WITH DIMENSIONS (SCALE: 1:1000)



PROPOSED SITE ACCESS VISIBILITY SPLAY IN THE PRIMARY DIRECTION (SCALE: 1:1000)



PROPOSED SITE ACCESS VISIBILITY SPLAY IN THE SECONDARY DIRECTION AND FORWARD VISIBILITY SPLAY (SCALE 1:1000)



PROPOSED SITE ACCESS VISIBILITY SPLAY IN THE SECONDARY DIRECTION AND FORWARD VISIBILITY SPLAY (SCALE 1:1000)

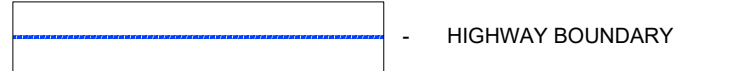
Project Name UPPER CULHAM FARM, HENLEY		Title PROPOSED SITE ACCESS DESIGN AND VISIBILITY SPLAYS		 Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com		Client 	
Project Phase PRELIMINARY							
P03		HIGHWAY COMMENTS		08.07.26		LEJ	
P02		UPDATED ACCESS		24.09.25		LMR	
P01		FIRST ISSUE		10.02.25		IDR	
Rev		Description		Date		By	
Date Created		Drawn By		Approved By		Suitability Code	
10.02.25		IDR		LEJ		-	
PBA Project Number		Scale		AS SHOWN		(AT A3)	
538.0015							
PBA Drawing No:		Revision		538.0015-0001		P03	

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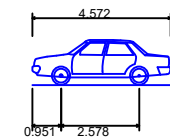
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- VISIBILITY SPLAYS ARE DRAWN TO 215M FOR 60MPH SPEEDS FOLLOWING AN ATC SURVEY WITH 85TH PERCENTILE SPEEDS OF 54.6MPH WESTBOUND AND 51.2MPH EASTBOUND.
- THE HIGHWAY BOUNDARY HAS BEEN TAKEN FROM WOKINGHAM BOROUGH COUNCIL'S OPEN DATA SOURCE BASED ON OS MAPPING AND THEREFORE DISCREPANCIES BETWEEN MAPPING MIGHT OCCUR.

KEY



VEHICLE PROFILE



Skoda Octavia	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



PRELIMINARY

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6. VISIBILITY SPLAYS ARE BASED ON 60MPH SPEEDS FOLLOWING 85TH PERCENTILE SPEEDS OF 54.6MPH WESTBOUND AND 51.2MPH EASTBOUND FROM 2 X 7-DAY ATC SURVEYS UNDERTAKEN ALONG THE A4130.

KEY

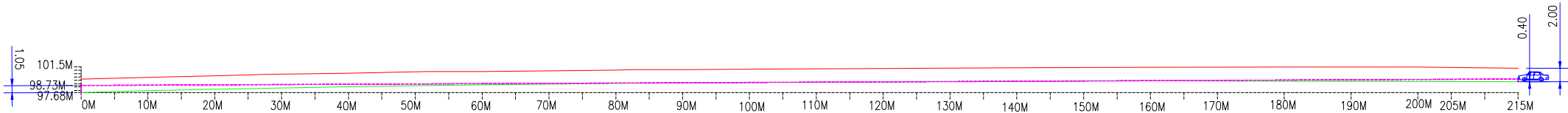
- 2M ABOVE GROUND
- VERTICAL VISIBILITY FROM 1.05 EYE HEIGHT TO 0.4M ABOVE GROUND IN PRIMARY DIRECTION AND 26M ABOVE GROUND IN SECONDARY DIRECTION
- GROUND LEVEL BASED ON TOPO



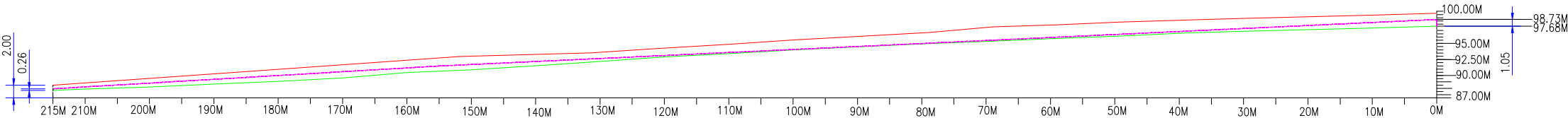
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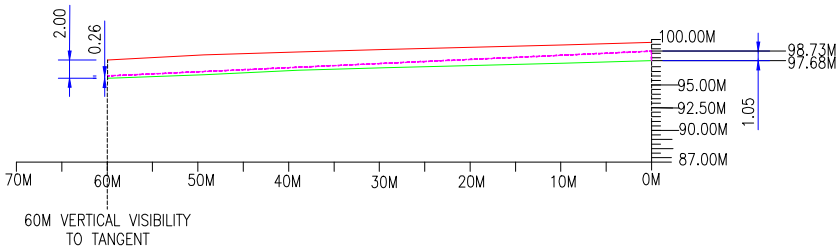
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P02	ADDRESSING HIGHWAYS COMMENTS	13.03.26	IDR	LEJ
P01	FIRST ISSUE	31.10.25	LEJ	IDR
Rev	Description	Date	By	App'd
	Date Created	Drawn By	Approved By	Suitability Code
	31.10.25	LEJ	IDR	-
	PBA Project Number	Scale	(AT A3)	
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PBA Drawing No:			Revision	
538.0015-0006			P03	



VERTICAL VISIBILITY SPLAY (PRIMARY DIRECTION)

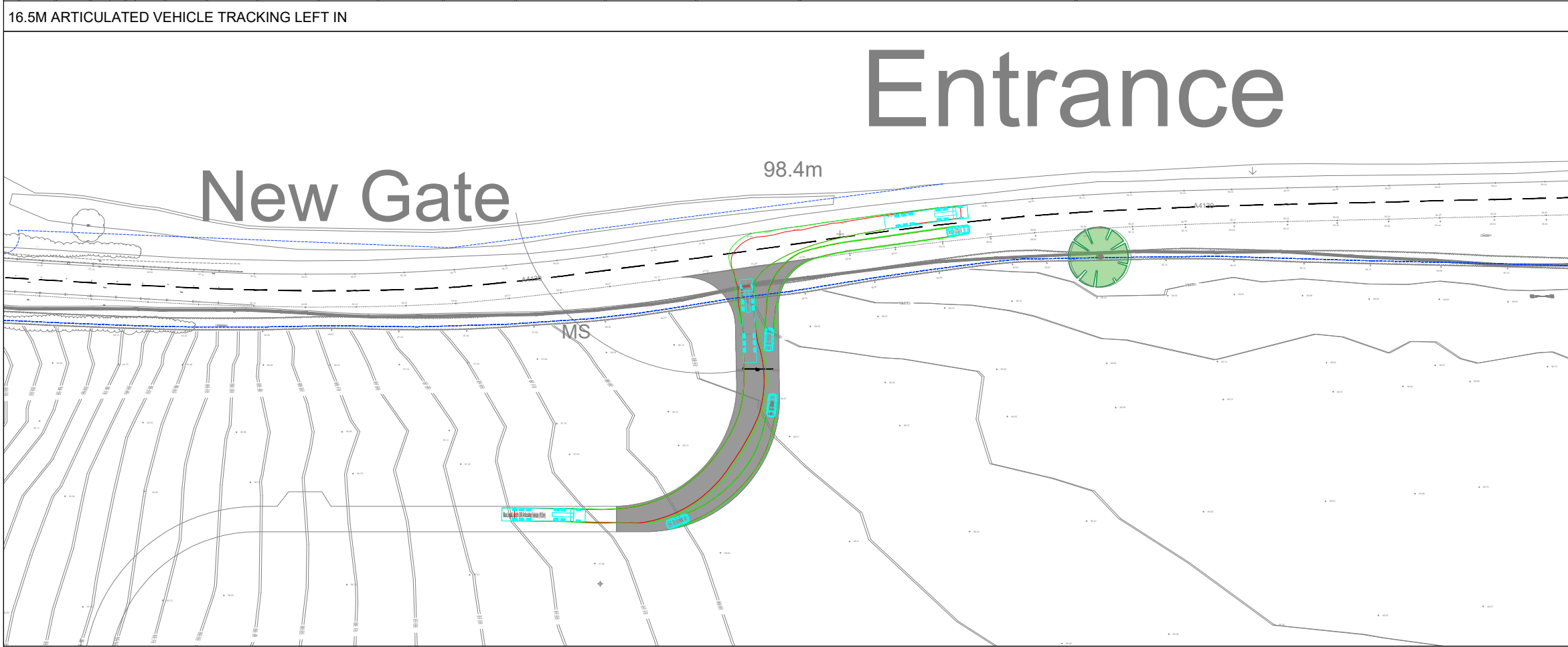
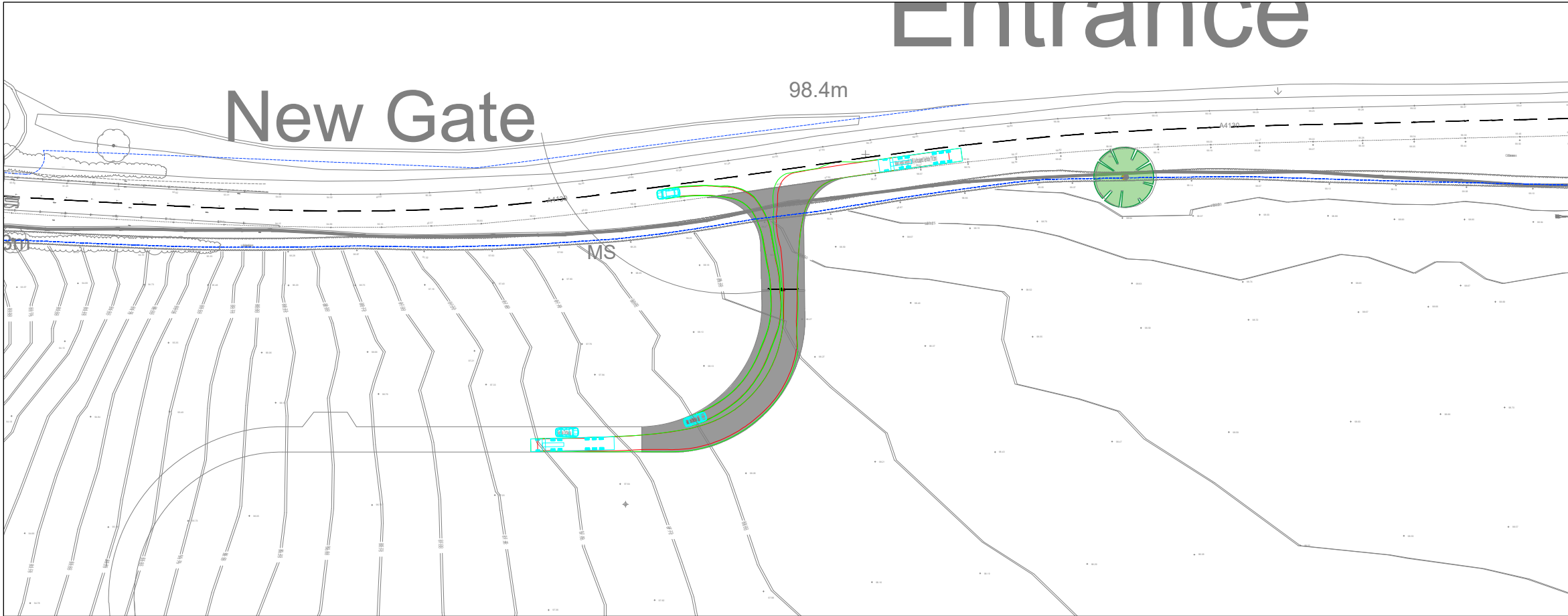


VERTICAL VISIBILITY SPLAY (SECONDARY DIRECTION)



VERTICAL VISIBILITY SPLAY (TANGENTIAL VISIBILITY IN THE SECONDARY DIRECTION)

Project Name UPPER CULHAM FARM, HENLEY	Title VERTICAL VISIBILITY ASSESSMENT	paulbasham associates Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com	Client DSEQUINE	Date Created 31.10.25	Drawn By LEJ	Approved By IDR	Suitability Code -
Project Phase PRELIMINARY			PBA Project Number 538.0015	Scale 1:1000 (AT A3)			
			PBA Drawing No: 538.0015-0006	Revision P03			

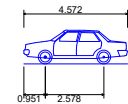
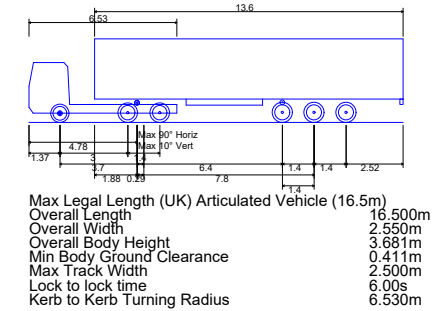


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VEHICLE PROFILE



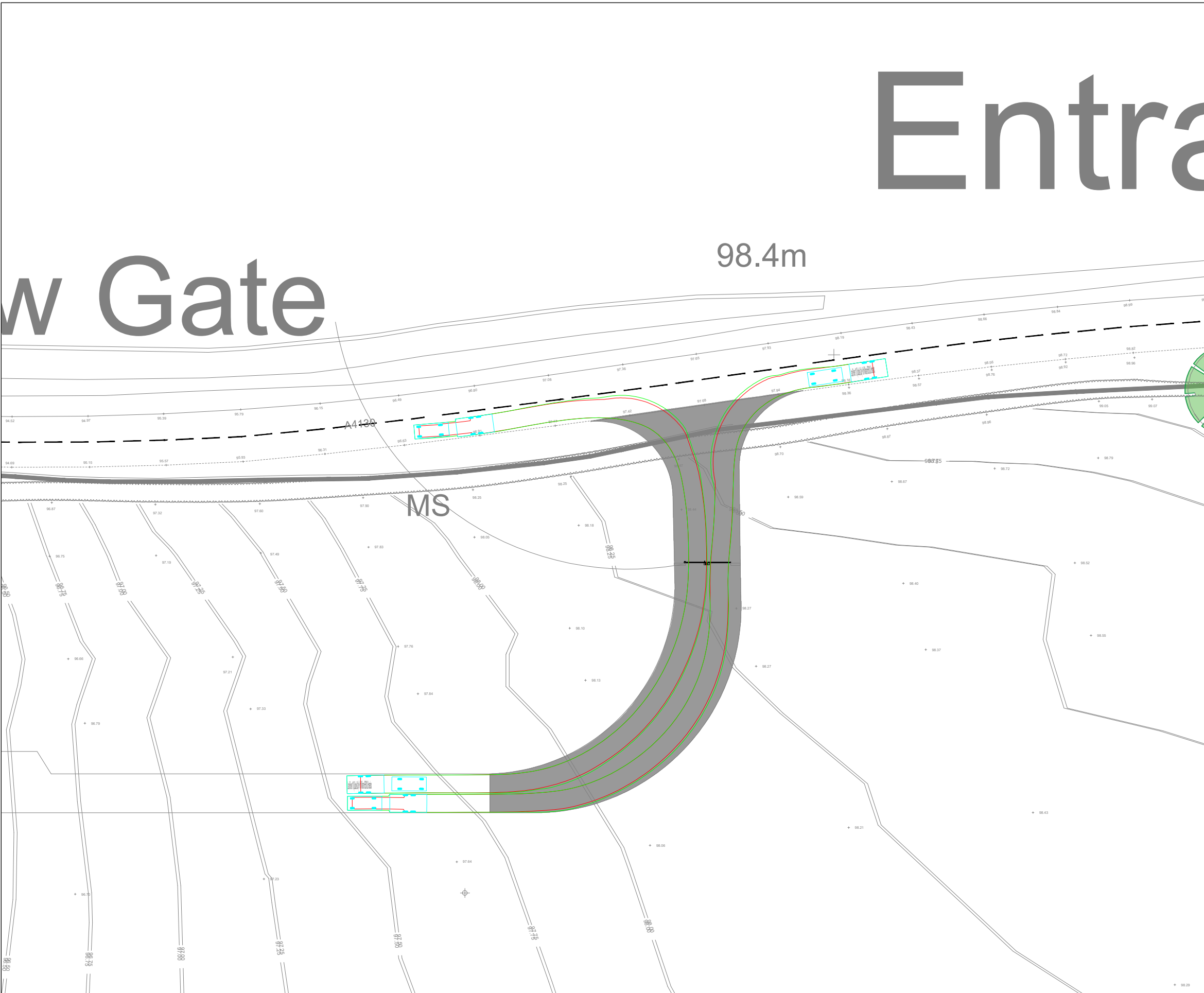
Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

P03	HIGHWAY COMMENTS	08.07.26	LEJ	HLC
P02	UPDATED ACCESS	24.09.25	LMR	LEJ
P01	FIRST ISSUE	10.02.25	IDR	LEJ
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
10.02.25	IDR	LEJ	-	
PBA Project Number		Scale	(AT A3)	
538.0015		1:1000		
PBA Drawing No:			Revision	
538.0015-0002			P03	

16.5M ARTICULATED VEHICLE TRACKING RIGHT OUT		Title		Client	
Project Name		PROPOSED SITE ACCESS 16.5M ARTICULATED VEHICLE SWEEP PATH ANALYSIS		DS EQUINE	
UPPER CULHAM FARM, HENLEY		Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com			
Project Phase					
PRELIMINARY					

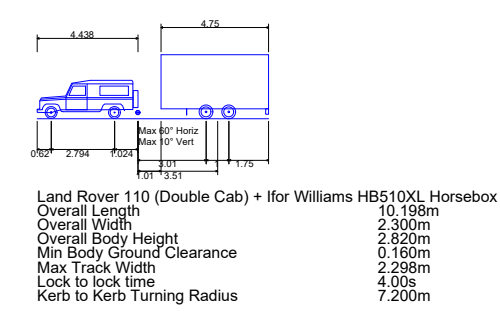


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VEHICLE PROFILE



PRELIMINARY

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Project Name	UPPER CULHAM FARM, HENLEY
Project Phase	PRELIMINARY

Title	PROPOSED SITE ACCESS HORSEBOX AND PRIVATE VEHICLE SWEEP PATH ANALYSIS
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paulbasham
associates

Paul Basham Associates Ltd
The Lambourn, Wyndyke Furlong, Abingdon,
Oxfordshire, OX14 1UJ
01235 352150
info@paulbashamassociates.com www.paulbashamassociates.com

Client



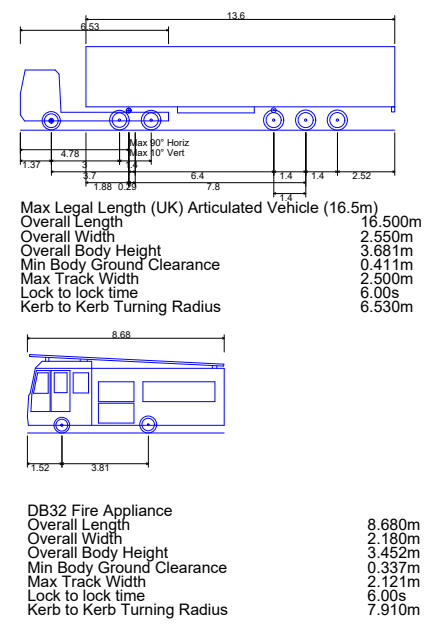
P02	HIGHWAY COMMENTS	08.07.26	LEJ	HLC
P01	FIRST ISSUE	10.02.25	IDR	LEJ
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
10.02.25	IDR	LEJ	-	
PBA Project Number		Scale	(AT A3)	
538.0015		1:500		
PBA Drawing No:			Revision	
538.0015-0003			P02	



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VEHICLE PROFILE



PRELIMINARY

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16.5M ARTICULATED VEHICLE TRACKING 1:500

FIRE APPLIANCE VEHICLE TRACKING 1:1000

Project Name UPPER CULHAM FARM, HENLEY	Title ARTICULATED AND FIRE APPLIANCE VEHICLE SWEEP PATH ANALYSIS
Project Phase PRELIMINARY	

Paul Basham Associates Ltd The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ 01235 352150 info@paulbashamassociates.com www.paulbashamassociates.com
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Client DSEQUINE

Date Created 22.09.25	Drawn By LME	Approved By LEJ	Suitability Code -
PBA Project Number 538.0015		Scale AS SHOWN (AT A3)	
PBA Drawing No: 538.0015-0005			Revision P02

P02	REVISED LAYOUT	08.07.26	LEJ	HLC
P01	FIRST ISSUE	24.09.25	LMR	LEJ
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
22.09.25	LME	LEJ	-	
PBA Project Number		Scale		
538.0015		AS SHOWN (AT A3)		
PBA Drawing No:				Revision
538.0015-0005				P02



M & S Traffic

Road Safety Audit Stage 1

Upper Culham Farm

A4130 Remenham Hill

Henley-on-Thames

Oxfordshire

Date: September 2025

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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Project Title Upper Culham Farm, Henley

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/25/538.0015/1/MM	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Alex Allen		23 rd September 2025
Designers Response	Luke Rodgers	Laura Jones	<i>Laura Jones</i>	24 th September 2025
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Luke Rodgers	-
Paul Basham Associates	Laura Jones	-
Paul Basham Associates	Izzie Drohan	-

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3 Items raised at the Stage 1 Audit	7
4 Issues identified during the Audit that are outside the terms of reference	9
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Appendix A..... List of drawings

Appendix B..... Comment Location Drawing

Appendix C..... Road Safety Audit Decision Log

Appendix D..... Design Organisation Statement

Appendix E..... Overseeing Organisation Statement

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a change of use planning application from arable land to an equestrian development comprising, three American Barns, an Outdoor Arena, as well as a Grass Schooling field, a Stick and Ball Field and a Polo Field at Upper Culham Farm, Henley, as below:

- The proposed development will be accessed via a newly constructed bellmouth arrangement on the southern side of the carriageway of the A4130 Remenham Hill.
- The access will measure 5m wide with 10m radii on both sides to allow for the access and egress of articulated vehicles as the largest vehicle anticipated to require access.
- Due to the nature of the roads within Henley it is anticipated that articulated vehicles will not travel through Henley and will therefore access and egress the site from / to the east via the A404.

The Audit was requested by the design organisation, Paul Basham Associates, The Lambourn, Wyndyke Furlong, Abingdon, Oxfordshire, OX14 1UJ on behalf of Wokingham Borough Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency

Alex Allen, AMIHE - Audit Team Member
RoSPA Cert. of Professional Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2025 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 18th September 2025 between 13:30 and 14:00. Weather conditions at the time were overcast and the road surface was dry. Traffic flows were moderate and free flow speeds were high. There were no pedestrian or cycle movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.

- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Eastbound approach to proposed access.

Summary: Insufficient forward visibility could increase the risk of rear end shunts.

No forward visibility splay has been provided to potential queuing right turning traffic, where a national speed limit applies on this section of the A4130 -see figure 1 below. An insufficient Stopping Sight Distance (SSD) could increase the risk of rear end shunts with queuing vehicles.



Figure 1: Visibility to the rear of stationary traffic.

RECOMMENDATION

It is recommended that the SSD to the rear of any queuing traffic should be provided and sufficient for vehicle approach speeds alternatively; that measures including but not restricted to introducing a right turn lane or relocating the junction where increased visibility can be achieved, should be introduced.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access

Summary: Lack of visibility could lead to side impact collisions or rear end shunts.

On the eastern approach to the proposed access, the A4130 climbs and bends, this change in vertical and horizontal profile reduces the effective visibility splay from the proposed access. Further there is vegetation present in the visibility splay -see figure 2 below. A lack of visibility could lead to side impact collisions or rear end shunts.



Figure 2: Carriageway alignment and vegetation.

RECOMMENDATION

It is recommended that visibility splays are unobstructed and take into account the vertical and horizontal alignment, alternatively that the junction be relocated where visibility is improved.

3.4 Non-Motorised User Provision

3.4.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1
ROAD SAFETY AUDIT**

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 23/09/2025

Audit Team Member

Alex Allen, AMIE
RoSPA Cert. of Professional Competency

Signed:  Date: 23/09/2025

M & S Traffic

Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX



+44 (0) 1634 307 498



contact@mstraffic.co.uk



www.mstraffic.co.uk

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
538.0015-0001 P02	PROPOSED SITE ACCESS DESIGN AND VISIBILITY SPLAYS
538.0015-0002 P02	PROPOSED SITE ACCESS 16.5M ARTICULATED VEHICLE SWEPT PATH ANALYSIS
Unnumbered	PROPOSED SITE LAYOUT

Supporting Documentation:

- Road Safety Audit Brief, Paul Basham Associates, September 2025
- Transport Statement, Paul Basham Associates, May 2025.
- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Alex Allen (Team Member).

Scheme: Upper Culham Farm, Henley

Date Audit Completed: 23rd September 2025

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.2.1 PROBLEM Location: Eastbound approach to proposed access. Summary: Insufficient forward visibility could increase the risk of rear end shunts. No forward visibility splay has been provided to potential queuing right turning traffic, where a national speed limit applies on this section of the A4130 -see figure 1. An insufficient Stopping Sight Distance (SSD) could increase the risk of rear end shunts with queuing vehicles.	It is recommended that the SSD to the rear of any queuing traffic should be provided and sufficient for vehicle approach speeds alternatively; that measures including but not restricted to introducing a right turn lane or relocating the junction where increased visibility can be achieved, should be introduced.	This is accepted and PBA drawing 538.0015.0001 has been updated to include a 157m forward visibility splay in the secondary direction, demonstrating a vehicle approaching in the eastbound direction is capable of seeing a vehicle waiting to turn right at the proposed access. The forward visibility splay has been provided in line with recorded eastbound vehicle speeds of 51.2mph. The forward visibility splay is contained on land within the public highway and all vegetation within the envelope is to be maintained so as to keep clear 0.6m-2m above ground.		

3.3.1 PROBLEM Location: Proposed access Summary: Lack of visibility could lead to side impact collisions or rear end shunts. On the eastern approach to the proposed access, the A4130 climbs and bends, this change in vertical and horizontal profile reduces the effective visibility splay from the proposed access. Further there is vegetation present in the visibility splay -see figure 2. A lack of visibility could lead to side impact collisions or rear end shunts.	It is recommended that visibility splays are unobstructed and take into account the vertical and horizontal alignment, alternatively that the junction be relocated where visibility is improved.	The junction has been located and designed to ensure that required horizontal visibility is achievable subject to maintenance of vegetation so as to keep the visibility splay envelope clear 0.6m-2m above ground. With regard to vertical visibility, drawing 538.0015-0007-P03 demonstrates visibility splays in the vertical plane. Suitable visibility has been demonstrated to be achievable in the secondary direction to 60mph speeds from a driver's eye height of 1.05m to 0.26-2m above ground. In the primary direction vertical visibility splays have been demonstrated to be achievable to 60mph speeds from a driver's eye height of 1.05m to 0.4m-2m above ground. This is excess of a small child (0.6m), with the majority of the body of a standard car also visible.		
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APPENDIX D: DESIGN ORGANISATION STATEMENT

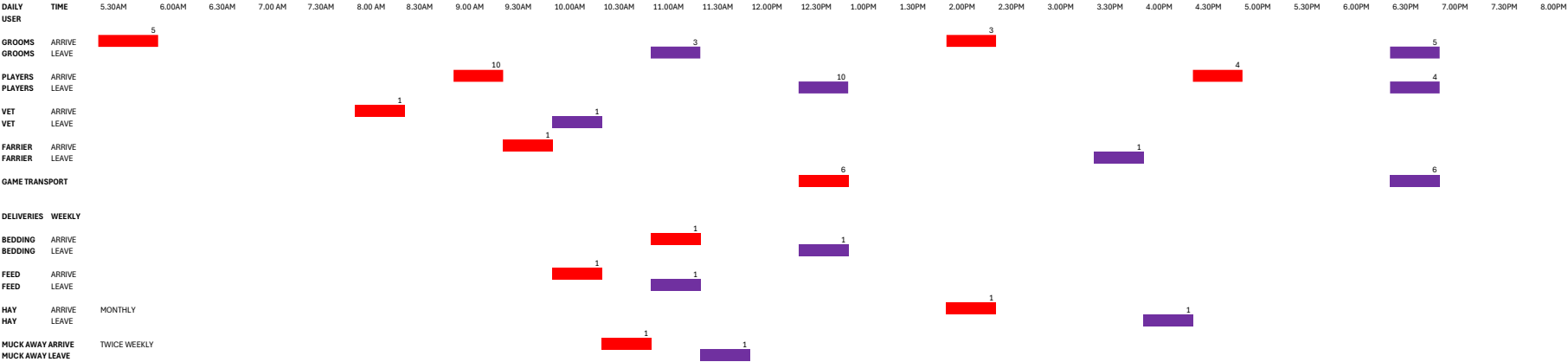
PROJECT NAME: Stage 1 Road Safety Audit, Upper Culham Farm, Henley	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	
Signed	
Position	
Organisation	Paul Basham Associates Ltd
Date	

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Road Safety Audit, Upper Culham Farm, Henley	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

TRIP GENERATION FIGURES FOR UPPER CULHAM FARM

DAILY MOVEMENTS AND DELIVERIES



Parking Accumulation

	Arrivals	Departures	Parking
Overnight	0	0	0
5	5	0	5
6	0	0	5
7	0	0	5
8	1	0	6
9	11	0	17
10	2	1	18
11	1	5	14
12	6	11	9
13	0	0	9
14	4	0	13
15	0	1	12
16	4	1	15
17	0	0	15
18	0	15	0
19	0	0	0