Proposed Residential Development
31 Barkham Ride, Barkham

Transport Statement

For

A1 Roberts Properties

motion

Document Control Sheet

Proposed Residential Development

31 Barkham Ride, Barkham

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This document has been issued and amended as follows:

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1.0 Introduction

1.1 This Transport Statement has been prepared by Motion on behalf of A1 Roberts Properties in relation to the proposed construction of 35 static mobile homes at 31 Barkham Ride, Barkham (herein referred to as 'the site'). This report considers the highway and transport related matters in respect of the proposed development.

1.2 The site is located on the northern edge of Finchampstead and is approximately 2.3km south-west of Wokingham. To the south west, the site is bound by Barkham Ride, and to the south east is bound by a number of bungalows. The site benefits from close proximity to local bus stops, and the M4. The site is located within the administrative authority of Wokingham Borough Council.

1.3 A previous application was submitted for the construction of 26 no. dwellings following demolition of the existing dwelling and garage. (All matters reserved except for access), which was granted planning permission in June 2024 (Wokingham Borough Council reference: 230791). This recent consent is a material consideration in the determination of this new application.

1.4 The proposals seek planning permission for the demolition of the existing dwelling and the subsequent construction of 35 static mobile homes. Access will be achieved via an existing junction from Barkham Ride which serves the existing mobile home site to the east. The existing access serving the house on site will be formally stopped up. Appropriate levels of car and cycle parking will be provided in-line with relevant standards.

1.5 This Transport Statement has been prepared to address the highways aspects relating to the above proposals, specifically the proximity of the site to sustainable transport modes, as well as the impact of the proposal in traffic, parking and servicing terms.

1.6 The remainder of this Transport Statement is arranged as follows:

- Section 2 considers the relevant transport policy at local and national level;
- Section 3 identifies the baseline transport conditions in the area;
- Section 4 explains the development proposals;
- Section 5 considers the trip generation potential of the proposals;
- Section 6 provides a summary and conclusion.

2.0 Policy Context

2.1 The relevant transport policies are:

- National Planning Policy Framework – December 2024;
- Wokingham Adopted Core Strategy – January 2010;
- Wokingham Local Transport Plan

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 Paragraph 2 of the NPPF states that:

"The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements."

2.4 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

2.5 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.6 Paragraph 113 details the responsibilities of councils to set parking standards in accordance with the infrastructure of the local area as follows:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.7 Paragraph 115 of the NPPF states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

2.8 The footnote for paragraph 114 (c) emphasises that policies and decisions should not make use of, or reflect the former Design Bulletin 32, which was withdrawn in 2007, reinforcing the government's desire for new development, inter alia, to be context and design led rather than formulaic.

2.9 Paragraph 116 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.10 These four criteria (paragraph 115) and subsequent tests (paragraph 116) have been applied to the assessments presented in this TS in order to determine if the Proposed Development is acceptable in transport terms.

Local Policy

Wokingham Core Strategy

2.11 The Wokingham Core Strategy was adopted in 2010. It sets out how the borough will develop in the period until 2026. Policy CP6 – Managing Travel Demand sets out policies relevant to transport near the site. The policy reads as follows:

"Planning permission will be granted for schemes that:

a) Provide for sustainable forms of transport to allow choice;

b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;

c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;

d) Provide appropriate vehicular parking, having regard to car ownership;

e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;

f) Enhance road safety; and

g) Do not cause highway problems or lead to traffic related environmental problems."

Wokingham Local Transport Plan

2.12 Wokingham Borough Council's Local Transport Plan provides details of how the council plans to improve transport within Wokingham between the years 2011 to 2026. The Local Transport Plan highlights the boroughs 5 LTP goals, which are listed below:

- Highways Goal: *"To have a resilient, safe highway network that balances capacity for all users, enhances the economic prospects of the Borough, and promotes sustainable travel."*
- Active Travel Goal: *"To work with partners to promote walking and cycling as a health enhancing physical activity for all of our residents through providing:*

- *Connected, convenient, safe and signed pedestrian networks across the Borough to enhance existing networks;*
- *New cycleways integrated with the existing cycle network; and*
- *Improved cycle parking at stations, businesses and schools"*

- Public Transport Goal: "*To promote an integrated and inclusive public transport network that provides a convenient, acceptable, reliable and affordable alternative to car travel. "*
- Smarter Choices and Demand Management Goal: *"To enable people who live, visit and work in the Borough to make informed, safe and sustainable travel decisions from a range of transport options."*
- Strategic Projects Goal: *"To manage the demand for travel in order to ensure that people have a high level of access to different destinations, with sufficient choice, whilst minimising the adverse effects of congestion."*

Parking Standards

2.13 The Parking Standards for Wokingham are contained as an Appendix to the Local Plan. The standards split the borough into three categories: Urban, Town and Fringe and Village. The parking standards for dwellings vary based on these categories.

2.14 The car parking standards for privately owned houses are contained in Table 2.1 below.

No. of habitable rooms		Unallocated demand								
	Allocated	0	1	2	0	1	2	0	1	2
	No. of bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	1.1	0.3		1.1	0.2		1.2	0.4	
4	2	1.2	0.4	0.0	1.2	0.4	0.0	1.3	0.4	0.1
5	2-3	1.4	0.5	0.1	1.6	0.6	0.1	1.5	0.6	0.1
6	3	1.6	0.7	0.1	1.7	0.8	0.1	1.7	0.8	0.2
7	3-4	1.8	0.9	0.2	2.0	1.0	0.2	2.0	1.0	0.2
8 or more	4	2.1	1.1	0.3	2.2	1.2	0.3	2.2	1.3	0.4

Table 2.1 – Wokingham Parking Standards for Owned Houses

2.15 Cycle parking standards across the Wokingham Borough are not dependent on the accessibility of the area. Cycle parking standards for the brough are contained in Table 2.2 below.

No. Habitable Rooms	Required Cycle Parking
1 or 2 habitable rooms	1 per dwelling
3 habitable rooms	1 per dwelling
4 or 5 habitable rooms	2 per dwelling
6 habitable rooms	3 per dwelling

Table 2.2 – Wokingham Cycle Parking Standards

Summary

2.16 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the accessibility of a proposal. Furthermore, appropriate provision should be made for parking and enabling access by more sustainable modes of transport.

2.17 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals on the highway network.

3.0 Baseline Conditions

Overview

3.1 This section provides information on the site and surrounding area, including a review of the local highway network and opportunities to access the site by more sustainable forms of travel.

The Site

3.2 The site is located to the north of the built up area of Finchampstead and 2.3km south west of Wokingham. The site is located along Barkham Ride, adjacent to Rook's Nest Wood Country Park. The site benefits from close proximity to local bus stops and the M4, as well as a number of amenities within walking distance. The site is situated within the administrative authority of the Wokingham Borough Council. The site in relation to strategic transport links is shown in Figure 3.1 below.

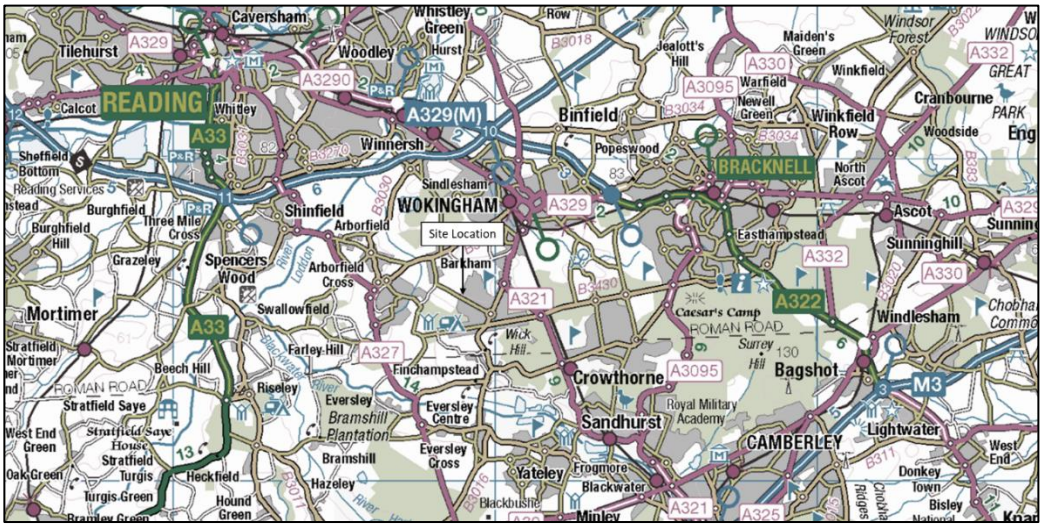


Figure 3.1 – Strategic Site Location

3.3 The area surrounding the site is predominantly residential. The site in relation to the local area is shown in Figure 3.2.

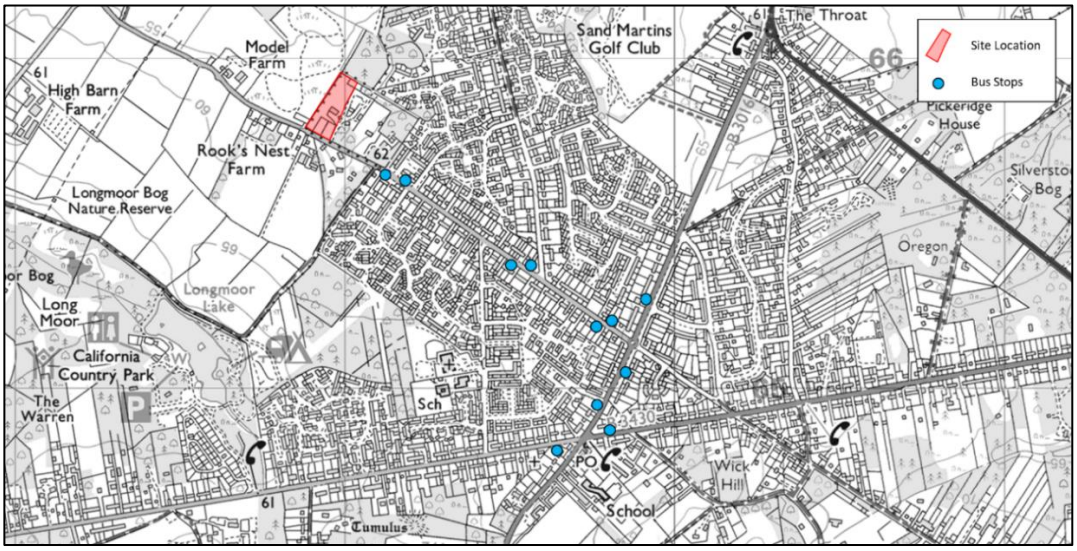


Figure 3.2 – Site Location Plan

Accessibility by Non-Car Modes

3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, include:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot…but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

3.5 The NPPF recognises that "*the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "*having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot*".

3.6 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that "*81% of all trips under one mile are walks",* making it the most frequent mode of travel for very short distances.

3.7 The following paragraphs outline the existing opportunities for travel to the site via the more sustainable forms of transport, including on foot, by cycle and public transport.

Accessibility on Foot

3.8 The site is accessible on foot via the footway on the north eastern edge of Barkham Ride. Approximately 210 metres south east of the site, a footway is established on the southern edge of the road. These footways provide access into the residential area of Finchampstead, where residents can access a range of amenities.

3.9 While Barkham Ride is not lit in the immediate vicinity of the site, street lighting is provided from approximately 250m south east of the site and continues throughout the majority of the residential area.

Accessibility by Cycle

3.10 Government guidance in respect of cycling indicates that people are prepared to cycle up to 5km in order to access local facilities or travel to work. Within 5km of the site, cyclists can reach:

- Wokingham – 4.5km;
- Barkham – 2.5km;
- Finchampstead – 1.8km.

3.11 While there are no designated cycling facilities on the roads in the vicinity of the site, it is considered they are suitable for cycling due to the wide width of the roads.

3.12 Wokingham Borough Council has produced mapping showing recommended and designated cycling routes throughout the borough, these routes are shown in Figure 3.3 below.

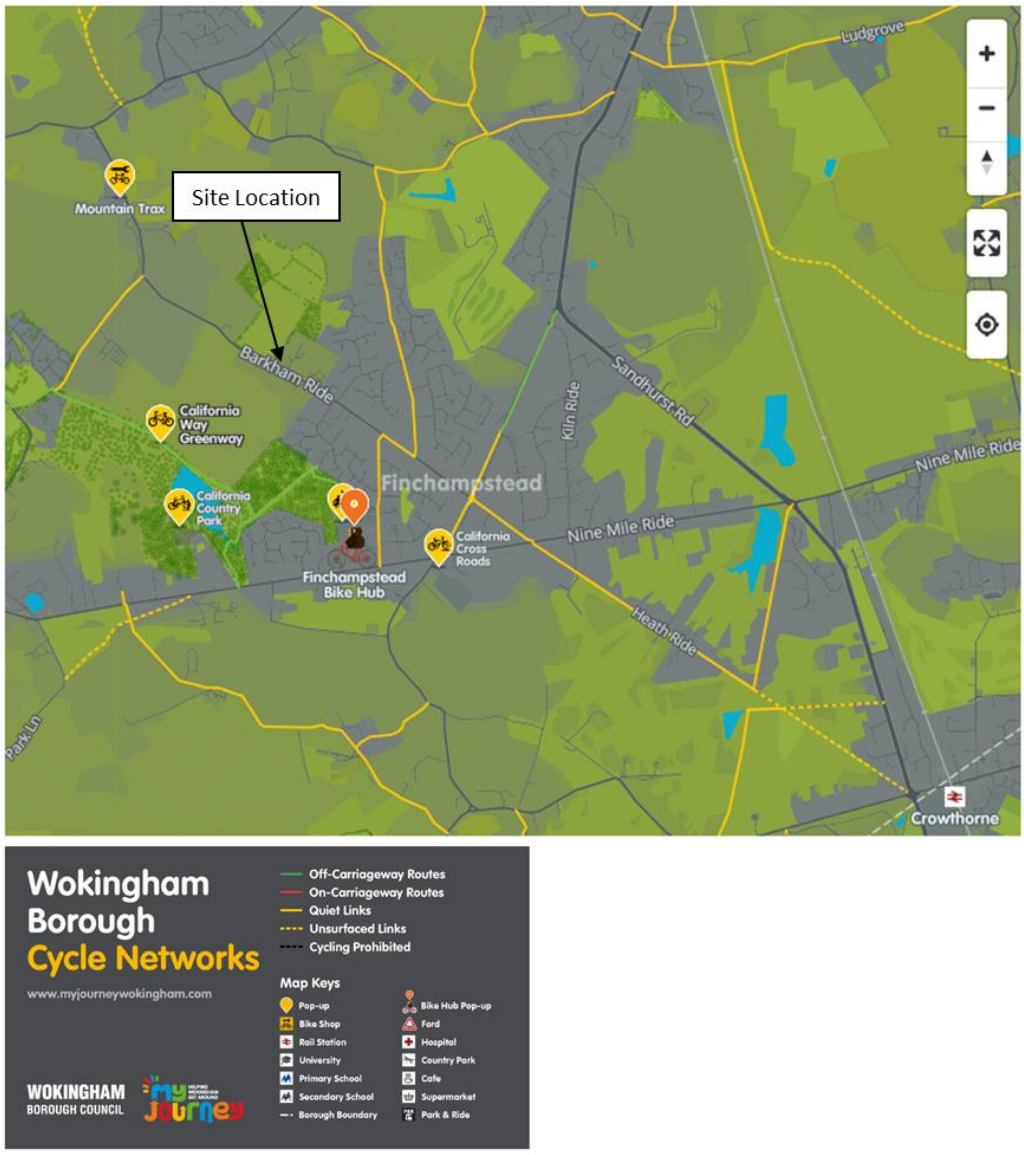


Figure 3.3 – Local Cycling Routes

3.13 Figure 3.3 demonstrates that there are a range of recommended cycling routes in the vicinity of the site that provide access towards Wokingham and Crowthorne railway station.

Accessibility by Bus

3.14 As illustrated in Figure 3.2, there are a number of bus stops within walking distance of the site. The closest stops to the site located 240m south east of the site on Barkham Ride, these stops serve the '3' Leopard service.

3.15 The stops on Finchampstead Road are located 1.2km south-east of the site, these serve the '3' Leopard, 125, 125A, 125B, 145 and 406 bus services.

3.16 The details of these services are contained in Table 3.1 below.

Service	Route	Approximate Frequency		
		Mon-Fri	Saturday	Sunday
3 Leopard	Reading – Royal Berkshire Hospital – Shinfield – Arborfield Cross – Finchampstead – Wokingham	Hourly	Hourly	No service
125	Wokingham – Crowthorne	10:05, 12:10 & 14:15	10:00 & 11:59	No service
	Crowthorne – Wokingham	10:30, 12:35 & 14:40	10:56 & 12:56	No service
125A	Wokingham – Crowthorne	17:25 & 18:20	No service	No service
	Crowthorne – Wokingham	07:08 & 07:58	No service	No service
125B	Wokingham – Crowthorne	07:27 & 08:42	No service	No service
	Crowthorne – Wokingham	16:52 & 17:52	No service	No service
145	Three Mile Cross – Riseley – Swallowfield – Finchampstead – Wokingham – Barkham – Arborfield Cross – Sindlesham – Winnersh	10:18 & 12:33 on Tuesdays	No service	No service
406	Finchampstead – Farnborough Park College of Technology	*School Bus*	No service	No service

Table 3.1 – Local Bus Services

3.17 Table 3.1 demonstrates that there are a variety of bus services available in the vicinity of the site. These services offer access to a range of destinations including Wokingham, Reading and Winnersh.

Accessibility by Rail

3.18 The site is located in between Wokingham railway station and Crowthorne railway station. Wokingham station is located 4.6km north east of the site, while Crowthorne Station is located 4.1km south east of the site, both take 15 minutes to access by bike.

3.19 Wokingham station offers a wider variety of rail services than Crowthorne station (which only operates trains between Redhill and Reading) and there are also a variety of buses which can provide access between the site and the station, as such, the review of rail accessibility focuses on Wokingham Station. The services operating from Wokingham railway station are contained in Table 3.2 below.

Destination	Route	Approximate Frequency		
		Weekday AM Peak	Weekday PM Peak	Saturday Daytime
Reading	Wokingham – Winnersh – Winnersh Triangle – Earley – Reading	4 every hour	4 every hour	4 every hour
London Waterloo	Wokingham – Bracknell – Martins Heron – Ascot – Sunningdale – Longcross – Virginia Water – Egham – Staines – Feltham – Twickenham – Richmond – Clapham Junction – London Waterloo	Every 30 minutes	Every 30 minutes	Every 30 minutes
Gatwick Airport	Wokingham – Blackwater – North Camp – Guildford – Dorking (Deepdene) – Reigate – Redhill – Gatwick Airport	2 every Hour	2 every Hour	2 every Hour

Table 3.2 – Services from Wokingham Railway Station

Access to Local Facilities

3.20 Due to the site's location on the northern edge of Finchampstead there are a range of amenities within walking distance of the site including schools, shops and healthcare facilities. The distance of these amenities from the site, and the time taken to access them by walk and cycle is contained in Table 3.3 below.

Amenity	Distance	Walk Time	Cycle Time
One Stop	700m	9 minutes	2 minutes
FBC Community Centre	1,000m	13 minutes	3 minutes
Gorse Ride Play Area	1,000m	13 minutes	3 minutes
Gorse Ride Infant School	1,100m	13 minutes	4 minutes
Gorse Ride Junior School	1,100m	14 minutes	4 minutes
Nine Mile Veterinary Hospital	1,400m	18 minutes	5 minutes
Co-op Food	1,500m	19 minutes	6 minutes
Jats Pharmacy	1,500m	20 minutes	6 minutes
White Dental	1,500m	20 minutes	6 minutes
Nine Mile Ride Primary	1,600m	21 minutes	6 minutes
Finchampstead Surgery	1,700m	22 minutes	6 minutes

Table 3.3 – Local Amenities

3.21 Table 3.3 indicates that there are a variety of amenities within walking distance of the site, which enables residents to carry out daily tasks without relying on the private car. Further amenities can be accessed in Wokingham and Crowthorne, which are within cycling distance of the site.

Highway Network

3.22 Vehicular access to the site will be achieved via Barkham Ride. Barkham Ride is a single carriageway road operating a 40mph speed limit in the vicinity of the site. The speed limit along road decreases to 30mph approximately 230m south east of the site access. The road connects with Finchampstead Road in the south and provides access to Barkham village in the north.

3.23 Finchampstead Road is a single carriageway residential street operating a 30mph speed limit. The road provides access to Wokingham in the north.

Road Safety Review

3.24 Consideration has been given to crashmap.com to identify any incidents that have occurred on the road network surrounding the site in the last 5 years (up until the end of 2022). One accident has occurred on the road network bordering the site, this accident was 'slight' in severity.

3.25 The accident occurred in 2019 and involved a vehicle in the act of turning left getting hit by the vehicle from behind. The driver of one of the vehicles sustained slight injuries. The accident occurred in the dark during dry conditions.

3.26 The above accident record is not considered excessive over a 5 year period. The singular accident is not considered to have occurred due to a fault in the highway network and is more likely due to driver error. As a result, the increase in traffic associated with the development is unlikely to cause any road safety issues.

Summary of Existing Conditions

3.27 Based on the above, it can be concluded that the site is located in a sustainable location and can be accessed on foot, by cycle and by a variety of modes of public transport. Furthermore, there are a variety of amenities within walking distance, reducing reliance on the private car for residents carrying out daily tasks.

3.28 The PIC data suggests there is no perceived accident problem in the last 5 years. Only one accident has occurred within the vicinity of the site, which does not highlight any concerns for highway safety. The site is therefore in compliance with policy guidance.

4.0 Development Proposal

4.1 Development proposals for the site include the demolition of the existing dwelling and the subsequent construction of 35 static mobile homes along with a community hall. The architects site layout is attached for site reference at **Appendix A.**

4.2 The development will be in accordance with the Model Standards 2008 for Caravan Sites in England. Design codes within the document include:

- *"No caravan shall be stationed within 2 metres of any road or communal car park within the site or more than 50 metres from such a road within the site;…*
- *Roads shall be designed to provide adequate access for emergency vehicles and routes within the site for such vehicles must be kept clear of obstruction at all times;…*
- *New two way roads shall not be less than 3.7 metres wide, or if they are designed for and used by one way traffic, not less than 3 metres wide.'*

Access Arrangements

4.3 Vehicular access to the site will be achieved an existing access from Barkham Ride which currently serves an existing static mobile home site to the immediate east. The existing access serving the dwelling on site will be formally stopped up.

4.4 The access road through the site will link up with the adjoining site, creating a one-way system for refuse collection, deliveries and residents. There will be continuous signs across the site to advise this, as well as a 10mph speed limit as is existing.

4.5 An ATC survey was carried out on Barkham Ride as part of the previous planning consent between Monday 9th January 2023 and Sunday 15th January 2023. The full survey results are contained at **Appendix B** of this report. This survey is still considered relevant as the revised access location is very close by, whilst the data is still less than two years old.

4.6 The 85th percentile speeds in both directions along Barkham Ride are as follows:

- Westbound – 42.3mph
- Eastbound – 40mph

4.7 DMRB states that for roads operating at 43mph (70kph), visibility splays of 2.4 x 120m are required. While speeds along the road are marginally slower than this, for robustness, visibility splays of 120m have been provided in both directions from the site access. These are shown on the drawing attached at **Appendix C**.

4.8 Based on the above, it is considered that the intensification of the existing access junction is acceptable as the access benefits from sufficient visibility in both directions to cater for observed vehicle speeds.

Parking Provision

4.9 Parking at the development will be provided in accordance with local standards. As set out in Section 2, the parking standards for the site are contained in an Appendix to the Wokingham Borough Local Plan. The standards consider the site to be located in an urban location and as such each static mobile home will be provided with 2 car parking spaces each.

4.10 The community building will be provided with 6 car parking spaces, which is deemed sufficient given the size of the development and the fact that the community building will only serve residents and not external guests (other than those potentially visiting a resident).

Servicing and Refuse Collection

4.11 Servicing and refuse collection will occur within the site, with the layout designed to allow a large refuse vehicle to manoeuvre within the site. The site will have a looped internal access road which will connect with the neighbouring static mobile homes internal access road.

4.12 Swept path analysis demonstrating the route a refuse vehicle would take through the site has been shown in the drawing attached at **Appendix D**. Swept path analysis of a fire appliance is also contained with this appendix.

4.13 The above swept path analysis of the fire appliance correlates with the requests made by the highway authority as part of the aforementioned planning consent for housing on site.

4.14 Refuse collection will be via a private service, which mirrors the existing situation for the adjacent site. It is anticipated that the existing service will be extended into the development site. The refuse vehicle currently in operation is a 6.7 metre long Mitsubishi canter, as shown within the above drawings.

Sustainability Assessment

4.15 As part of the aforementioned planning consent, the highway authority requested an audit of the walking and cycling environment to local services including any identified improvements required. This audit was undertaken as part of the previous consent and is replicated below.

4.16 The audit sought to identify any improvements to the local highway network that would aid in creating a safe and accessible pedestrian route for both walking and cycling.

4.17 A footway is present on the northern boundary of Barkham Ride. Whilst this footway does not meet the preferred minimum unobstructed width of 2m, it is an existing footway and it is evident that pedestrians use this footway as a direct route to Finchampstead.

4.18 Cyclists would currently utilise the carriageway as opposed to sharing the footway with pedestrians. There is no existing accident record suggesting that Barkham Ride is unsafe for cyclists. Considering the limited additional cycle demand generated by the proposals, it is considered appropriate for cyclists to continue using the carriageway.

4.19 While Barkham Ride is not lit in the immediate vicinity of the site, street lighting is provided from approximately 250m south east of the site and continues throughout the majority of the residential area.

4.20 A footway on the southern boundary of the road is established approximately 250m southeast of the site and provides direct access for pedestrians to a range of amenities.

4.21 Dropped kerbs are present at the Woodside Close access approximately 225m to the east of the site, however there is no tactile paving at the access junction which could increase risk of injury to mobility or vision impaired pedestrians. Providing tactile paving at the Woodside Close access junction could increase the walkability of the environment. The dropped kerbs at the Woodside Close access junction is illustrated below in Figure 4.1.

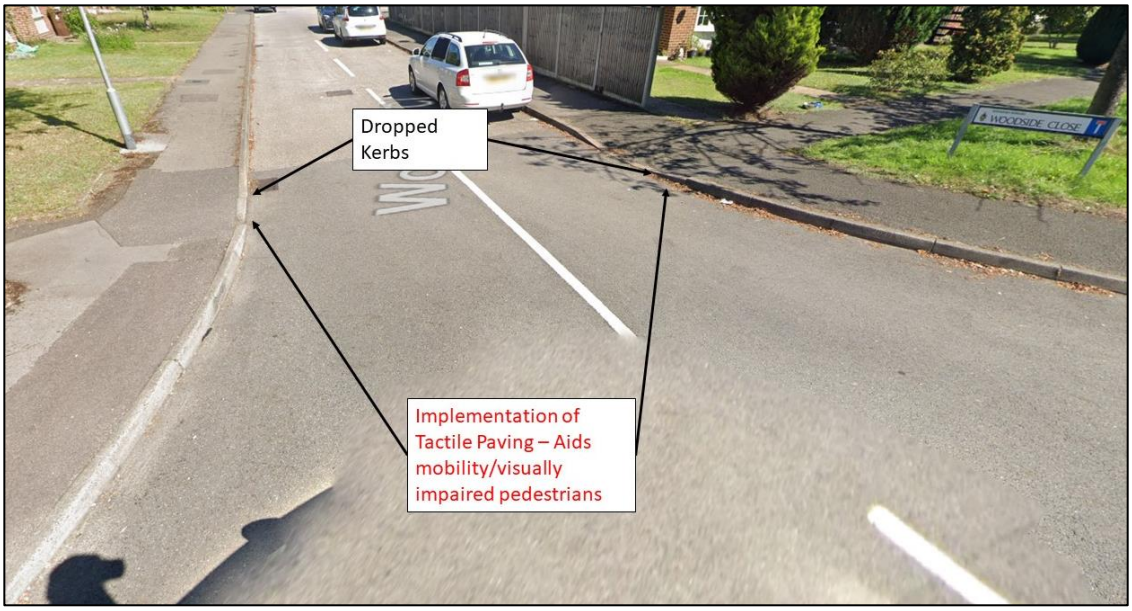


Figure 4.1 – Proposed Improvements

4.22 The footways to the east of Woodside Close junction are provided with street lighting and connect the site to the St James Road Bus Stop which serves an hourly '3 Leopard' bus service from Reading to Wokingham. The St James Road access junction is located approximately 300m east of the site and similarly to the Woodside Close access junction, there are dropped kerbs without tactile paving present at the end of the bell mouth curve as illustrated below in Figure 4.2.

4.23 The provision of tactile paving, similarly to the Woodside Close access junction, would increase the walkability of the area and reduce the risk of injury to mobility or visually impaired pedestrians.

Figure 4.2 – Proposed Improvements

4.24 There is a signalised pedestrian crossing located approximately 600m southeast of the site. The signalised pedestrian crossing is appropriately marked and contains both dropped kerbs and tactile paving which provides a safe and accessible crossing to either side of Barkham Ride. The pedestrian crossing also allows for safe access to the One Stop convenience store located approximately 50m to the east. The signalised pedestrian crossing is illustrated below in Figure 4.3.

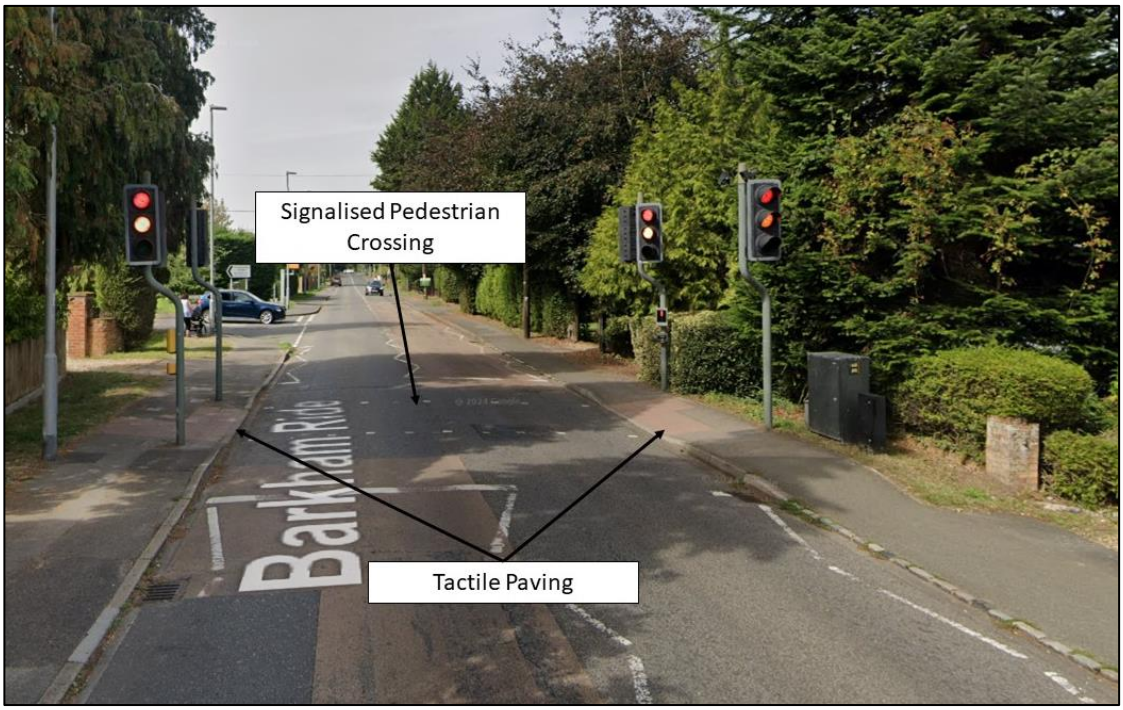
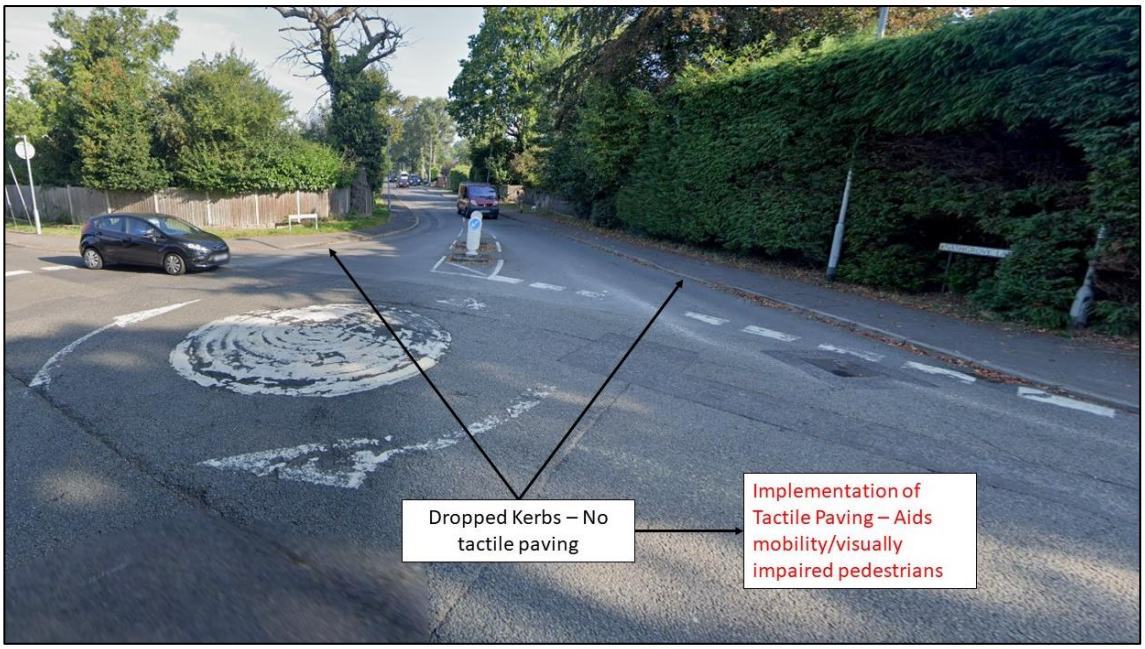


Figure 4.3 – Existing Crossing Location

4.25 A roundabout is located approximately 60m east of the One Stop convenience store and 850 south east of the site. There is a crossing on the northern side of the roundabout with dropped kerbs and a refuge island, however there is no tactile paving at the dropped kerb. As mentioned above, tactile paving would



provide safe and suitable access towards the amenities within Finchampstead. The roundabout is illustrated below in Figure 4.4.

Figure 4.4 – Proposed Improvements

Summary

4.26 Based on the above audit, it is considered appropriate to provide mitigation in the form of the following:

- Tactile paving at the junction of Woodside Close with Barkham Ride;
- Tactile paving at the junction of St James Road with Barkham Ride; and
- Tactile paving at the roundabout junction of Nashgrove Lane with Barkham Ride.

4.27 It is envisaged that the above would be secured either via a Section 106 contribution, or implemented as part of any Section 278 works.

5.0 Trip Generation

Overview

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). It is during these periods that traffic flows associated with the development and those on the adjacent highway network are likely to be at their greatest. The information provided within this section considers these peak hours as well as the daily movements (07:00-19:00).

Previous Application

5.2 Within the previous application planning consent was granted for 26 units. Within the Transport Statement that was submitted with the application, the below table was provided for trip generation.

Mode of Travel	***Weekday AM Peak (08:00-09:00)***		***Weekday PM Peak (17:00-18:00)***		***Weekday Daily Movements***	
	Arr	***Dep***	***Arr***	***Dep***	***Arr***	***Dep***
Total Person Trip Rates	*0.246*	*0.731*	*0.519*	*0.339*	*3.972*	*4.190*
Total Person Trips	*6*	*19*	*13*	*9*	*103*	*109*
Vehicular Trip Rates	*0.176*	*0.353*	*0.328*	*0.201*	*2.470*	*2.522*
Vehicular Trips	*5*	*9*	*9*	*5*	*64*	*66*

Table 5.1 – Previous application trip generation

5.3 Table 5.1 indicates that the previous application could generate an increase of 25 total person trips in the morning peak hour, 14 of which would be vehicular and increase of 22 total person trips in the evening peak hour, 14 of which would be vehicular. Across a daily profile the site could generate an increase of 212 total person trips, of which 130 would be vehicular.

Residential Trip Generation

5.4 In order to establish trip rates for the proposed development, all dwellings are assessed as privately owned flats. Although the dwellings are not flats, they are all two-bed single storey static mobile homes which will not produce as many car movements as a family home. The TRICS database does not contain any relevant data relating to static homes, and therefore an assessment sing flats is considered a suitable compromise.

5.5 The trip generation potential for the 35 proposed dwellings has been assessed based on trip rates derived from the TRICS database using the category '03 – Residential: C – Flats Privately Owned' under the following criteria:

- Locations in England (excluding Greater London); and,
- Areas classed as 'Edge of Town' and 'Suburban Area'.

5.6 The predicted trip generation of the site for the proposed 35 units, is contained in Table 5.2 below. The full TRICS report is contained at **Appendix E.**

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.098	0.528	0.387	0.172	2.370	2.644
Total Person Trips	3	18	14	6	83	93
Vehicular Trip Rates	0.055	0.179	0.170	0.084	1.113	1.204
Vehicular Trips	2	6	5	3	39	42

Table 5.2 – Vehicular and person trip rates and trip generation

5.7 Table 5.2 indicates that the proposed dwellings could generate 21 total person movements in the weekday morning peak hour, of which 8 could be vehicular. In the evening peak hour, the proposed dwellings could generate 20 total person movements, of which 8 could be vehicular. Over an average weekday, the proposed dwellings could generate 176 two-way total person trips, of which 81 could be vehicular.

5.8 The new application shows a significant reduction in the number of vehicle movements in comparison to the previous application, which would lead to less impact on the local highway network.

5.9 The proposals are therefore considered to represent a betterment when compared to the previous consent. This is particularly relevant when considering the proposals seek to use the existing access to the east via the existing static mobile home site. This would mean that the existing access is removed.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared by Motion on behalf of A1 Roberts Properties in relation to the proposed construction of 35 static mobile homes at 31 Barkham Ride, Barkham.

6.2 The site is located on the northern edge of Finchampstead and is approximately 2.3km south-west of Wokingham. To the south west, the site is bound by Barkham Ride, and to the south east is bound by a number of bungalows. The site benefits from close proximity to local bus stops, and the M4. The site is located within the administrative authority of Wokingham Borough Council.

6.3 A previous application was submitted for the construction of 26 no. dwellings following demolition of the existing dwelling and garage. (All matters reserved except for access), which was granted planning permission in June 2028 (Wokingham Borough Council reference: 230791).

6.4 In summary, this Transport Statement has identified the following:

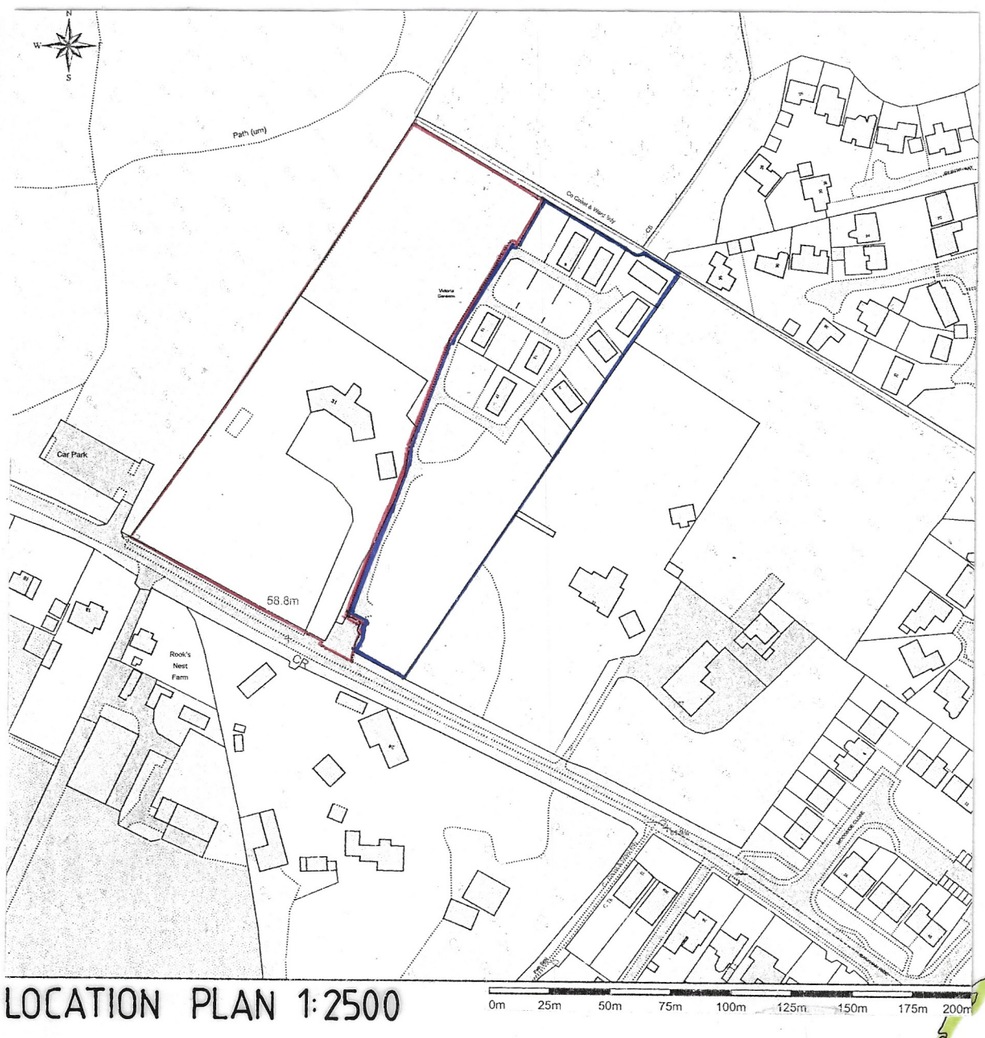
- Bus services are accessible within close proximity of the site;
- Regular rail services are available from both Wokingham and Crowthorne stations;
- The site benefits from on foot access to the residential area of Finchampstead, where amenities can be accessed;
- Suitable vehicular access to the site will be achieved from Barkham Rise;
- Appropriate levels of car and cycle parking will be provided on-site;
- The proposals would not lead to a material increase in traffic generation on the surrounding network in the weekday peak hours and over a typical weekday. Indeed, the level of traffic generated would be less than the previous consent.

Conclusion

6.5 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there will not be any demonstrable harms arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic or transport related reasons why the development should not be granted planning consent.

Appendix A

Site Plan



LOCATION PLAN 1:2500

0m 25m 50m 75m 100m 125m 150m 175m 200m

SITE AREA = 1·501ha = 3·710 acres

ACCOMMODATION

7no Omar Heritage units
16no Omar Ikon units
12no Omar Image units
35no Total

Notes

All dimensions and levels on site are to be checked prior to commencement of work.

EXISTING SURFACE NATUR DITCH

EXISTING CONIFERS REMOVED TO REAR BOUNDARY

pond

Residents community building and garden

Victoria Gardens

OUTLINE OF EXISTING DWELLING AND GARAGE TO BE DEMOLISHED

EXISTING ACCESS TO NO 31 BARKHAM RIDE BLOCKED OFF AND HEDGE TO MATCH EXISTING PLANTED ALONG BOUNDARY

EXISTING ACCESS TO BE USED FOR EXTENSION TO SITE.

Barkham Ride

SITE PLAN 1:500 0 5 10 15 20 30

EXISTING TREES WITH ROOT PROTECT AREA.

EXISTING HEDGE SCREENING.

PROPOSED HEDGING.

PROPOSED SHRUB LANDSCAPING.

PROPOSED GRASSED AREA.

A : POND AMENDED TO ACCORD WITH LANMORE CONSULTING DRAINAGE REPORT 8:01:25

Project

Proposed mobile homes
Victoria Gardens Extension
31 Barkham Ride
FINCHAMPSTEAD
Berks

Client

Mr T Roberts

Drawing

SITE PLAN

Scale 1:500 at A2

Date December 2024

Paul Edwards Architecture
12 Sandy Lane, Barkham, Wokingham, Berks RG41 4DB
Tel: 01189772925 Mob: 07831837415 E-mail: paul@pauledwardsarchitecture.co.uk

Job 2680 Dwg. 06 A

Appendix B

ATC Survey Results

VEHICLE SPEED AND VOLUME SURVEY – BARKHAM RIDE, FINCHAMPSTEAD RG40 4EU.

DATASETS:

Site: [Wokingham] Barkham Ride, T. Pole 20 m east of Rooks Nest Farm
Direction: 6 - West bound A>B, East bound B>A. Lane: 0
Survey Duration: 00:00 09 January 2023 => 00:00 16 January 2023
File: Wokingham16Jan2023.EC0 (Plus)
Algorithm: Advanced.

PROFILE:

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 80 mph.
Units: Non-Metric (ft, mi, f/s, mph, lb, ton).

DEFINITIONS / ABBREVIATIONS*

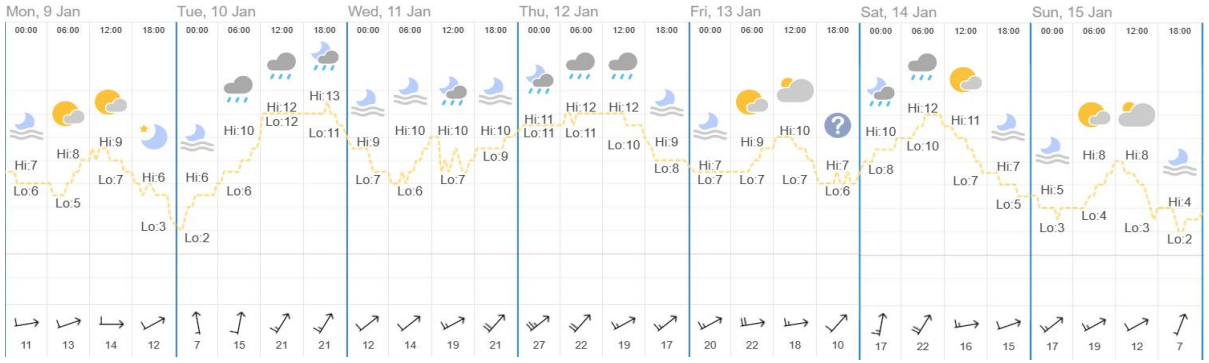
Time - Time period commencing. (1-hour summaries given).
Total - Total number of vehicles counted in time period.
RunTot - Running or cumulative total of vehicles over survey period.
Vbin
30 (eg) - Number of vehicles between 30 and 35 mph (30.0 – 34.9).
35
Mean - Mean speed.
Vmin - Minimum speed.
Vmax - Maximum speed.
n> PSL 40 - Number of vehicles exceeding Posted Speed Limit (40 mph).
%> PSL 40 - Percentage of vehicles exceeding Posted Speed Limit (40 mph).
Vpp 85 - 85th percentile speed.

*Not all definitions may be used in a single report.

VEHICLE CLASSES

1	Bicycle	
2	Motor Cycle	
3	Car / Van	(cars and vans - without trailer).
4	Car / Van (T)	(cars and vans towing trailer).
5	R2 / Bus	(HGV / bus 2-axle rigid).
6	R3 / Bus	(HGV / bus 3-axle rigid).
7	R4	(HGV 4-axle rigid).
8	A3	(HGV 3-axle articulated).
9	A4	(HGV 4-axle articulated).
10	A5	(HGV 5-axle articulated).
11	A6	(HGV 6-axle articulated).
12	A6 [2]	(HGV 6-axle articulated comprising two trailers).
13	A7 [2]	(HGV 7 + axle articulated comprising two trailers).

Seven Day Weather Report



Mon 09	January	2023	Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	39.3	41.7	44.2	1	50	-
0100	1	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	44.6	44.6	44.6	1	100	-
0200	3	6	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	39.9	50	62.2	2	66.7	-
0300	2	8	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	38.1	41.2	44.4	1	50	-
0400	4	12	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	35.6	41.5	50.4	2	50	-
0500	32	44	0	0	0	0	1	1	3	12	4	6	4	1	0	0	0	0	22.3	41.4	55.8	15	46.9	48.5
0600	143	187	0	0	0	1	1	4	19	43	51	15	7	1	0	0	1	0	16.6	40.3	70.5	75	52.4	45.4
0700	351	538	0	0	0	0	0	12	82	170	71	15	1	0	0	0	0	0	25.5	37.5	51.4	87	24.8	41.8
0800	421	959	0	0	0	2	7	31	132	157	73	16	2	1	0	0	0	0	18.6	36.1	57	92	21.9	40.9
0900	239	1198	0	0	0	2	1	4	68	108	47	7	2	0	0	0	0	0	19.1	37.1	51.6	56	23.4	40.9
1000	178	1376	0	0	0	5	2	13	42	75	25	16	0	0	0	0	0	0	15.4	36.4	48.4	41	23	42.1
1100	192	1568	0	0	1	1	3	16	60	77	32	2	0	0	0	0	0	0	13.2	35.6	48.7	34	17.7	40.7
1200	205	1773	0	0	0	2	4	16	57	80	35	9	2	0	0	0	0	0	17.9	36.2	52	46	22.4	40.9
1300	199	1972	0	0	1	0	8	16	51	74	39	6	4	0	0	0	0	0	13.5	36.5	54.5	49	24.6	41.6
1400	219	2191	0	0	0	3	4	16	37	103	47	6	3	0	0	0	0	0	18.5	37	52.4	56	25.6	41.2
1500	269	2460	0	0	1	1	3	14	87	108	41	9	2	1	1	1	0	0	15	36.6	68.5	55	20.4	41.2
1600	308	2768	0	0	0	0	8	18	112	115	45	7	3	0	0	0	0	0	21.7	35.9	54.1	55	17.9	40.3
1700	239	3007	0	0	0	0	2	15	63	108	35	12	2	2	0	0	0	0	21.8	37.1	59.7	51	21.3	41.4
1800	194	3201	0	0	0	0	0	9	46	86	38	11	2	1	1	0	0	0	26.2	37.7	60.7	53	27.3	42.1
1900	141	3342	0	0	0	1	2	5	33	54	39	4	3	0	0	0	0	0	16.4	37.4	53.9	46	32.6	42.5
2000	86	3428	0	0	0	1	0	5	10	33	24	10	2	0	1	0	0	0	19.5	39.3	61.9	37	43	44.5
2100	47	3475	0	0	0	0	0	2	9	15	11	4	2	4	0	0	0	0	28.6	40.2	58.9	21	44.7	48.3
2200	32	3507	0	0	1	0	0	3	7	12	4	1	2	2	0	0	0	0	13.8	38	59.5	9	28.1	43.6
2300	**10**	**3517**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**41.2**	**48.9**	**7**	**70**	**-**
07-19	**3014**	**3517**	**0**	**0**	**3**	**16**	**42**	**180**	**837**	**1261**	**528**	**116**	**23**	**5**	**2**	**1**	**0**	**0**	**13.2**	**36.6**	**68.5**	**675**	**22.4**	**41.4**
06-22	**3431**	**3517**	**0**	**0**	**3**	**19**	**45**	**196**	**908**	**1406**	**653**	**149**	**37**	**10**	**3**	**1**	**1**	**0**	**13.2**	**36.9**	**70.5**	**854**	**24.9**	**41.8**
06-00	**3473**	**3517**	**0**	**0**	**4**	**19**	**45**	**201**	**915**	**1419**	**660**	**154**	**39**	**12**	**3**	**1**	**1**	**0**	**13.2**	**36.9**	**70.5**	**870**	**25.1**	**41.8**
00-00	**3517**	**3517**	**0**	**0**	**4**	**19**	**46**	**202**	**918**	**1436**	**668**	**161**	**44**	**13**	**4**	**1**	**1**	**0**	**13.2**	**37**	**70.5**	**892**	**25.4**	**41.8**

Tue 10	January	2023	Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	8	3525	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	29.5	35.9	40.5	2	25	-
0100	1	3526	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	34.9	34.9	34.9	0	0	-
0200	2	3528	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	40.4	42	43.5	2	100	-
0300	2	3530	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	32.1	37.3	42.6	1	50	-
0400	3	3533	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	33.3	38.1	43.3	1	33.3	-
0500	30	3563	0	0	0	0	1	0	2	12	6	5	3	1	0	0	0	0	22	41.6	57.4	15	50	49.2
0600	127	3690	0	0	0	1	0	4	20	52	32	11	6	1	0	0	0	0	19.1	39.2	58	50	39.4	44.3
0700	387	4077	0	0	0	0	0	28	117	177	58	7	0	0	0	0	0	0	25.4	36.2	48.8	65	16.8	40
0800	465	4542	0	0	0	0	1	51	153	183	65	11	0	1	0	0	0	0	24.4	35.6	59.9	77	16.6	40
0900	303	4845	0	0	0	0	4	16	98	123	48	11	2	1	0	0	0	0	20.3	36.5	57.9	62	20.5	41.2
1000	185	5030	0	0	0	1	4	23	58	66	27	4	2	0	0	0	0	0	18.1	35.4	53.8	33	17.8	40.9
1100	197	5227	0	0	0	1	1	11	79	64	31	9	1	0	0	0	0	0	16.9	36	53.8	41	20.8	41.2
1200	205	5432	0	0	0	2	2	13	53	94	32	8	1	0	0	0	0	0	16.2	36.6	51.4	41	20	41.4
1300	195	5627	0	0	1	0	4	15	61	68	37	6	2	1	0	0	0	0	14.4	36.2	55.3	46	23.6	41.2
1400	165	5792	0	0	0	0	1	13	39	82	22	5	1	1	1	0	0	0	21	36.8	60.3	30	18.2	41.2
1500	285	6077	0	0	1	0	2	25	78	117	51	9	1	0	1	0	0	0	13.5	36.2	60.1	62	21.8	41.2
1600	262	6339	0	0	0	0	4	25	79	93	50	10	1	0	0	0	0	0	20.7	36.2	51.1	61	23.3	40.5
1700	259	6598	0	0	0	1	4	29	82	110	27	4	0	2	0	0	0	0	18.2	35.5	59.1	33	12.7	39.6
1800	203	6801	0	0	1	1	10	9	49	86	34	10	3	0	0	0	0	0	14	36.5	54.2	47	23.2	41.6
1900	146	6947	0	0	0	0	1	16	34	60	28	6	1	0	0	0	0	0	22.6	36.7	51.8	35	24	41.2
2000	93	7040	0	0	0	0	0	8	18	32	26	8	1	0	0	0	0	0	25.1	38.1	50.6	35	37.6	43.4
2100	59	7099	0	0	0	0	0	5	10	13	18	11	0	2	0	0	0	0	25.2	39.8	58.7	31	52.5	45.9
2200	**27**	**7126**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**11**	**5**	**3**	**2**	**0**	**1**	**0**	**0**	**0**	**29.8**	**40.7**	**62.9**	**11**	**40.7**	**46.3**
2300	**14**	**7140**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**31.1**	**40.5**	**48.5**	**7**	**50**	**46.5**
07-19	**3111**	**7140**	**0**	**0**	**3**	**6**	**37**	**258**	**946**	**1263**	**482**	**94**	**14**	**6**	**2**	**0**	**0**	**0**	**13.5**	**36.1**	**60.3**	**598**	**19.2**	**40.7**
06-22	**3536**	**7140**	**0**	**0**	**3**	**7**	**38**	**291**	**1028**	**1420**	**586**	**130**	**22**	**9**	**2**	**0**	**0**	**0**	**13.5**	**36.4**	**60.3**	**749**	**21.2**	**41.2**
06-00	3577	7140	0	0	3	7	38	292	1033	1437	593	138	24	9	3	0	0	0	13.5	36.4	62.9	767	21.4	41.2
00-00	**3623**	**7140**	0	0	**3**	**7**	**39**	**293**	**1040**	**1453**	**605**	**143**	**27**	**10**	**3**	**0**	**0**	**0**	**13.5**	**36.5**	**62.9**	788	21.7	41.2

Wed 11 Time	January Total	2023 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	8	7148	0	0	0	0	0	0	1	2	1	1	3	0	0	0	0	0	33.8	45	52.9	5	62.5	-
0100	0	7148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0200	2	7150	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	36.7	40.5	44.2	1	50	-
0300	1	7151	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	32	32	32	0	0	-
0400	2	7153	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	30.2	35.9	41.6	1	50	-
0500	33	7186	0	0	0	0	0	0	3	6	12	8	4	0	0	0	0	0	33.8	42.9	53.5	24	72.7	47.9
0600	125	7311	0	0	0	1	2	0	8	37	48	26	2	1	0	0	0	0	17	41.1	58	77	61.6	45.6
0700	380	7691	0	0	0	0	2	5	58	184	107	16	7	1	0	0	0	0	21.6	38.6	57.1	131	34.5	42.5
0800	453	8144	0	0	1	2	7	37	95	205	86	19	1	0	0	0	0	0	14.7	36.5	50.9	106	23.4	40.9
0900	224	8368	0	0	1	2	4	14	58	99	40	6	0	0	0	0	0	0	12.5	36.2	48.4	46	20.5	40.7
1000	211	8579	0	0	0	2	1	26	58	92	27	5	0	0	0	0	0	0	17.9	35.6	49.4	32	15.2	39.8
1100	202	8781	0	0	0	0	3	12	50	75	45	12	4	1	0	0	0	0	20.8	37.6	57.6	62	30.7	42.7
1200	197	8978	0	0	0	0	3	13	43	88	37	10	3	0	0	0	0	0	22.4	37.2	52.4	50	25.4	41.6
1300	211	9189	0	0	0	2	2	11	59	87	41	8	1	0	0	0	0	0	15.3	36.7	50.1	50	23.7	41.2
1400	223	9412	0	0	1	0	2	16	50	98	43	12	1	0	0	0	0	0	14.8	37.1	54.6	56	25.1	41.8
1500	294	9706	0	0	0	0	9	34	116	97	32	5	1	0	0	0	0	0	22.5	34.7	54.9	38	12.9	39.1
1600	264	9970	0	0	1	2	10	35	106	85	20	3	2	0	0	0	0	0	14.4	34.1	54.6	25	9.5	38.9
1700	265	10235	0	0	0	0	9	28	89	95	32	8	3	1	0	0	0	0	20.8	35.4	56.9	44	16.6	40.5
1800	222	10457	0	0	0	0	2	7	57	98	39	16	3	0	0	0	0	0	22.7	37.7	53.3	58	26.1	42.9
1900	142	10599	0	0	0	0	1	4	34	57	35	9	2	0	0	0	0	0	21.1	38.1	50.8	46	32.4	43.2
2000	81	10680	0	0	0	0	0	0	21	24	28	7	0	0	1	0	0	0	30.4	39.1	60.5	36	44.4	43.8
2100	**63**	**10743**	**0**	**0**	**0**	**0**	**0**	**2**	**12**	**31**	**5**	**8**	**3**	**2**	**0**	**0**	**0**	**0**	**26.2**	**39.3**	**55.9**	**18**	**28.6**	**47.4**
2200	**43**	**10786**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**12**	**13**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**27.7**	**39.4**	**52.4**	**20**	**46.5**	**45**
2300	**15**	**10801**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**34.1**	**42**	**59.1**	**10**	**66.7**	**46.3**
07-19	**3146**	**10801**	**0**	**0**	**4**	**10**	**54**	**238**	**839**	**1303**	**549**	**120**	**26**	**3**	**0**	**0**	**0**	**0**	**12.5**	**36.5**	**57.6**	**698**	**22.2**	**41.2**
06-22	3557	10801	0	0	4	11	57	244	914	1452	665	170	33	6	1	0	0	0	12.5	36.8	60.5	875	24.6	41.6
06-00	**3615**	**10801**	0	0	**4**	**11**	**57**	**245**	**925**	**1468**	**684**	**178**	**35**	**7**	**1**	**0**	**0**	**0**	**12.5**	**36.9**	**60.5**	905	25	41.6
00-00	**3661**	**10801**	**0**	**0**	**4**	**11**	**57**	**245**	**931**	**1477**	**699**	**187**	**42**	**7**	**1**	**0**	**0**	**0**	**12.5**	**36.9**	**60.5**	936	25.6	41.8

Thu 12 Time	January Total	2023 RunTot	Westbound Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vmin	Mean	Vmax	>PSL 40	>PSL% 40	Vpp 85
0000	7	10808	0	0	0	0	0	0	1	4	1	0	1	0	0	0	0	0	32.1	39.7	52.9	2	28.6	-
0100	4	10812	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	29.5	36.5	46	1	25	-
0200	2	10814	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	33.4	36.2	38.9	0	0	-
0300	3	10817	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	32.6	34.8	38.1	0	0	-
0400	5	10822	0	0	0	0	0	0	1	1	2	0	0	0	1	0	0	0	34.9	42.7	60.5	3	60	-
0500	34	10856	0	0	0	0	0	0	7	10	7	6	3	0	1	0	0	0	31.8	41.5	60.3	17	50	48.5
0600	117	10973	0	0	0	1	3	1	14	40	39	12	5	2	0	0	0	0	19.7	40.1	56	58	49.6	45
0700	388	11361	0	1	2	3	3	18	86	196	65	11	1	1	1	0	0	0	8.1	36.9	61.6	79	20.4	41.2
0800	490	11851	0	0	0	0	3	27	167	203	71	16	3	0	0	0	0	0	23.8	36.2	51.8	90	18.4	40.5
0900	235	12086	0	0	0	1	6	13	41	108	52	9	4	1	0	0	0	0	16	37.5	58.4	66	28.1	42.3
1000	180	12266	0	0	2	1	1	12	48	72	31	11	1	1	0	0	0	0	13.3	36.9	55.4	44	24.4	42.1
1100	211	12477	0	0	0	0	1	13	60	89	34	11	2	0	1	0	0	0	24.3	37.1	63.4	48	22.7	42.5
1200	201	12678	0	0	1	2	6	4	48	85	34	14	6	0	0	1	0	0	12.9	37.5	66.9	55	27.4	42.7
1300	242	12920	0	0	0	1	3	16	64	80	54	16	7	1	0	0	0	0	15.9	37.4	58.7	78	32.2	42.7
1400	204	13124	0	0	0	1	8	46	70	53	22	2	1	1	0	0	0	0	19.7	33.8	56.2	26	12.7	38.9
1500	271	13395	0	0	1	1	3	38	91	98	32	6	0	1	0	0	0	0	14.2	35	59.1	39	14.4	39.4
1600	273	13668	0	0	0	1	6	27	90	97	36	11	2	3	0	0	0	0	19	35.9	59.5	52	19	40.7
1700	250	13918	0	0	0	0	9	34	65	94	34	11	3	0	0	0	0	0	23.4	35.7	53	48	19.2	41.6
1800	205	14123	0	0	0	0	6	10	59	73	46	6	4	1	0	0	0	0	21.1	36.9	56.1	57	27.8	41.4
1900	182	14305	0	0	0	3	2	9	42	77	39	6	3	0	1	0	0	0	15.1	37.3	60.7	49	26.9	42.3
2000	**105**	**14410**	**0**	**0**	**0**	**0**	**0**	**6**	**17**	**38**	**32**	**7**	**3**	**1**	**1**	**0**	**0**	**0**	**25.5**	**39.2**	**62.2**	**44**	**41.9**	**44.5**
2100	**72**	**14482**	**0**	**0**	**0**	**0**	**1**	**4**	**10**	**32**	**15**	**6**	**3**	**0**	**1**	**0**	**0**	**0**	**22.3**	**38.8**	**61.5**	**25**	**34.7**	**43.4**
2200	**38**	**14520**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**11**	**15**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**31.1**	**41**	**57.3**	**22**	**57.9**	**45.6**
2300	**23**	**14543**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**5**	**9**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**29**	**41.9**	**62**	**15**	**65.2**	**48.1**
07-19	3150	14543	0	1	6	11	55	258	889	1248	511	124	34	10	2	1	0	0	8.1	36.4	66.9	682	21.7	41.4
06-22	**3626**	**14543**	**0**	**1**	**6**	**15**	**61**	**278**	**972**	**1435**	**636**	**155**	**48**	**13**	**5**	**1**	**0**	**0**	**8.1**	**36.7**	**66.9**	858	23.7	41.8
06-00	**3687**	**14543**	**0**	**1**	**6**	**15**	**61**	**279**	**979**	**1451**	**660**	**163**	**51**	**14**	**6**	**1**	**0**	**0**	**8.1**	**36.8**	**66.9**	895	24.3	41.8
00-00	**3742**	**14543**	**0**	**1**	**6**	**15**	**61**	**280**	**992**	**1469**	**670**	**170**	**55**	**14**	**8**	**1**	**0**	**0**	**8.1**	**36.8**	**66.9**	918	24.5	42.1

Fri 13	January	2023	Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	6	14549	0	0	0	0	0	0	0	3	0	1	0	1	0	0	1	0	36.9	48.5	71.9	3	50	-
0100	4	14553	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	30.9	35.4	39.6	0	0	-
0200	4	14557	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	34.9	42.4	57.4	2	50	-
0300	1	14558	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	33.9	33.9	33.9	0	0	-
0400	5	14563	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	0	37.2	43.5	55.8	3	60	-
0500	31	14594	0	0	0	0	0	1	1	10	8	8	2	0	0	1	0	0	29.6	43.2	67.3	19	61.3	47.9
0600	116	14710	0	0	0	1	5	3	15	40	34	16	2	0	0	0	0	0	17.5	38.8	51	52	44.8	45
0700	329	15039	0	0	0	1	0	5	53	152	92	16	7	1	2	0	0	0	16.4	38.9	61.9	118	35.9	42.9
0800	447	15486	0	0	1	5	7	28	133	187	68	16	1	1	0	0	0	0	12.8	36.1	55.9	86	19.2	40.7
0900	244	15730	0	0	0	1	2	10	66	103	42	15	3	2	0	0	0	0	16	37.4	56.2	62	25.4	42.3
1000	212	15942	0	0	0	0	4	8	66	78	46	6	4	0	0	0	0	0	20.9	37.1	52.4	56	26.4	42.3
1100	207	16149	0	0	0	2	0	9	76	79	29	9	1	1	1	0	0	0	16.4	36.5	62.8	41	19.8	41.4
1200	238	16387	0	0	0	2	3	20	54	102	42	12	3	0	0	0	0	0	15.4	36.9	54.8	57	23.9	41.4
1300	234	16621	0	0	0	1	3	19	47	95	49	15	5	0	0	0	0	0	17.5	37.4	53.4	69	29.5	42.3
1400	272	16893	0	0	0	1	4	20	65	99	64	14	2	2	1	0	0	0	16.7	37.4	62.5	83	30.5	42.3
1500	290	17183	0	0	0	1	8	29	55	117	60	15	5	0	0	0	0	0	19.5	36.8	53.2	80	27.6	41.8
1600	305	17488	0	0	0	2	4	9	81	129	57	18	2	2	0	1	0	0	16.2	37.4	69.8	80	26.2	42.1
1700	261	17749	0	0	0	0	1	14	67	104	52	17	4	1	1	0	0	0	24.9	37.6	63.1	75	28.7	42.5
1800	204	17953	0	0	0	0	6	22	38	79	41	16	1	1	0	0	0	0	21.9	37	55.8	59	28.9	42.5
1900	**130**	**18083**	**0**	**0**	**0**	**0**	**2**	**3**	**29**	**46**	**31**	**13**	**2**	**1**	**1**	**2**	**0**	**0**	**20.6**	**39**	**68.4**	**50**	**38.5**	**44.5**
2000	**80**	**18163**	**0**	**0**	**0**	**1**	**1**	**0**	**16**	**27**	**21**	**7**	**3**	**2**	**2**	**0**	**0**	**0**	**17.8**	**40.1**	**64.2**	**35**	**43.8**	**45.4**
2100	**51**	**18214**	**0**	**0**	**0**	**0**	**1**	**2**	**14**	**20**	**6**	**4**	**2**	**2**	**0**	**0**	**0**	**0**	**23.1**	**38.2**	**57.1**	**14**	**27.5**	**43.4**
2200	**44**	**18258**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**13**	**17**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**33.1**	**39.7**	**52.2**	**23**	**52.3**	**43.6**
2300	30	18288	**0**	**0**	0	0	0	0	5	10	13	1	1	0	0	0	0	0	30.7	39.1	50.6	15	50	42.3
07-19	**3243**	**18288**	**0**	**0**	**1**	**16**	**42**	**193**	**801**	**1324**	**642**	**169**	**38**	**11**	**5**	**1**	**0**	**0**	**12.8**	**37.2**	**69.8**	866	26.7	42.1
06-22	**3620**	**18288**	**0**	**0**	**1**	**18**	**51**	**201**	**875**	**1457**	**734**	**209**	**47**	**16**	**8**	**3**	**0**	**0**	**12.8**	**37.4**	**69.8**	1017	28.1	42.5
06-00	**3694**	**18288**	**0**	**0**	**1**	**18**	**51**	**201**	**888**	**1480**	**764**	**215**	**49**	**16**	**8**	**3**	**0**	**0**	**12.8**	**37.4**	**69.8**	1055	28.6	42.5
00-00	3745	18288	0	0	1	18	51	202	893	1498	775	224	51	19	8	4	1	0	12.8	37.5	71.9	1082	28.9	42.5

Sat 14	January	2023	Westbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	16	18304	0	0	0	0	1	2	2	7	4	0	0	0	0	0	0	0	22.2	35.8	44.1	4	25	40.5
0100	3	18307	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	30.3	37.3	41.4	2	66.7	-
0200	4	18311	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	28.3	37.8	43.7	2	50	-
0300	6	18317	0	0	0	0	0	0	3	0	0	1	1	0	1	0	0	0	30.9	42.5	60.3	3	50	-
0400	4	18321	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	37	43.4	55.2	2	50	-
0500	16	18337	0	0	0	0	0	0	4	5	4	3	0	0	0	0	0	0	31.3	39.5	48.9	7	43.8	45.4
0600	42	18379	0	0	0	0	0	0	7	19	12	3	1	0	0	0	0	0	31.4	39.6	52.7	16	38.1	44.7
0700	88	18467	0	0	0	0	1	2	25	36	16	7	1	0	0	0	0	0	25	37.6	50	24	27.3	42.1
0800	140	18607	0	0	0	0	1	14	23	64	29	6	2	1	0	0	0	0	23.2	37.3	56.9	38	27.1	42.3
0900	230	18837	0	0	0	3	9	13	67	103	21	8	4	2	0	0	0	0	18.1	35.9	56.9	35	15.2	40.3
1000	242	19079	0	0	0	0	3	15	56	95	53	13	6	1	0	0	0	0	22.8	37.6	55.3	73	30.2	42.9
1100	289	19368	0	0	0	1	6	18	91	124	40	7	1	1	0	0	0	0	18	36.1	56.2	49	17	40.7
1200	227	19595	0	0	0	1	0	15	61	79	47	22	1	1	0	0	0	0	17.8	37.6	58.1	71	31.3	42.9
1300	284	19879	0	0	0	1	3	15	65	131	44	19	3	3	0	0	0	0	20	37.3	58.9	69	24.3	42.1
1400	251	20130	0	0	0	0	2	9	67	110	44	16	3	0	0	0	0	0	22.2	37.5	52.6	63	25.1	42.1
1500	253	20383	0	0	0	3	11	13	58	114	44	7	2	1	0	0	0	0	16.9	36.3	55.2	54	21.3	41.2
1600	183	20566	0	0	0	1	0	6	39	65	54	12	5	1	0	0	0	0	17.6	38.6	57.9	72	39.3	43.6
1700	199	20765	0	0	0	0	1	3	52	93	29	11	3	3	4	0	0	0	24.3	38.4	62.8	50	25.1	43.4
1800	**141**	**20906**	**0**	**0**	**0**	**1**	**4**	**8**	**34**	**51**	**27**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**19.3**	**37.2**	**59**	**43**	**30.5**	**43.4**
1900	**112**	**21018**	**0**	**0**	**0**	**1**	**0**	**1**	**19**	**45**	**30**	**9**	**5**	**2**	**0**	**0**	**0**	**0**	**16.7**	**39.5**	**59.5**	**46**	**41.1**	**44.7**
2000	**66**	**21084**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**34**	**13**	**2**	**0**	**3**	**0**	**0**	**1**	**0**	**26**	**39.3**	**71.4**	**19**	**28.8**	**42.1**
2100	**54**	**21138**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**19**	**13**	**6**	**2**	**1**	**1**	**0**	**0**	**0**	**27.8**	**40**	**62.7**	**23**	**42.6**	**45.4**
2200	**43**	**21181**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**16**	**11**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**28.7**	**38.8**	**58.6**	17	39.5	43.2
2300	**46**	**21227**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**18**	**11**	**6**	**0**	**3**	**0**	**0**	**0**	**0**	**29.6**	**40**	**59.7**	20	43.5	45.4
07-19	**2527**	**21227**	**0**	**0**	**0**	**11**	**41**	**131**	**638**	**1065**	**448**	**142**	**32**	**15**	**4**	**0**	**0**	**0**	**16.9**	**37.2**	**62.8**	641	25.4	42.1
06-22	**2801**	**21227**	**0**	**0**	**0**	**12**	**41**	**134**	**687**	**1182**	**516**	**162**	**40**	**21**	**5**	**0**	**1**	**0**	**16.7**	**37.4**	**71.4**	745	26.6	42.3
06-00	2890	21227	0	0	0	12	41	137	702	1216	538	172	41	25	5	0	1	0	16.7	37.5	71.4	782	27.1	42.3
00-00	2939	21227	0	0	0	12	42	140	712	1231	551	176	42	26	6	0	1	0	16.7	37.5	71.4	802	27.3	42.5

Sun 15	January	2023	Westbound																					
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	23	21250	0	0	0	0	0	2	7	8	4	1	1	0	0	0	0	0	27.5	37.5	53.5	6	26.1	42.3
0100	10	21260	0	0	0	0	0	0	1	4	3	2	0	0	0	0	0	0	32.8	41.1	49.7	5	50	-
0200	4	21264	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	38	40.5	43.5	2	50	-
0300	5	21269	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	28.6	32	38.1	0	0	-
0400	4	21273	0	0	0	0	0	1	0	2	0	0	0	1	0	0	0	0	29.1	40.2	58.2	**1**	**25**	**-**
0500	9	21282	0	0	0	0	0	0	2	0	1	4	1	1	0	0	0	0	32.5	45.5	57.2	7	77.8	-
0600	16	21298	0	0	0	0	0	0	2	4	5	2	3	0	0	0	0	0	32.2	42	53.1	10	62.5	50.1
0700	42	21340	0	0	0	0	0	2	2	19	15	3	1	0	0	0	0	0	29	39.8	51.6	**19**	**45.2**	**43.2**
0800	71	21411	0	0	0	0	0	0	9	26	23	12	1	0	0	0	0	0	31.3	40.4	50.7	**36**	**50.7**	**45.6**
0900	153	21564	0	0	0	0	0	4	27	67	38	9	6	1	0	1	0	0	25.2	39.2	69.3	**55**	**35.9**	**43.2**
1000	219	21783	0	0	0	0	2	3	32	100	59	19	3	0	1	0	0	0	22.5	39	63.3	**82**	**37.4**	**43.2**
1100	220	22003	0	0	0	1	3	8	39	94	52	19	2	0	1	1	0	0	19.4	38.5	68.4	75	34.1	43.2
1200	269	22272	0	0	5	2	4	15	53	119	52	15	2	1	1	0	0	0	13.7	37	60.4	71	26.4	42.5
1300	216	22488	0	0	0	0	4	8	49	81	56	11	3	4	0	0	0	0	21.4	38.1	59.8	74	34.3	42.9
1400	196	22684	0	0	0	2	2	2	43	90	39	10	7	1	0	0	0	0	15.4	38.2	58.9	57	29.1	42.9
1500	196	22880	0	0	3	2	2	7	46	74	46	13	2	1	0	0	0	0	12.3	37.5	55.6	62	31.6	43.2
1600	195	23075	0	0	0	1	1	13	37	77	51	9	5	0	0	1	0	0	18.1	37.9	69.9	66	33.8	42.9
1700	**160**	**23235**	**0**	**0**	**1**	**0**	**2**	**5**	**37**	**54**	**47**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**13.5**	**38**	**52.4**	61	38.1	42.7
1800	**105**	**23340**	**0**	**0**	**0**	**0**	**1**	**3**	**21**	**38**	**24**	**14**	**1**	**2**	**1**	**0**	**0**	**0**	**24.7**	**39.4**	**61.7**	42	40	45
1900	**86**	**23426**	**0**	**0**	**0**	**0**	**1**	**4**	**19**	**33**	**20**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**25**	**38.4**	**55.8**	29	33.7	43.4
2000	**71**	**23497**	**0**	**0**	**0**	**0**	**1**	**3**	**6**	**36**	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**21.3**	**38.7**	**51.9**	25	35.2	42.5
2100	**32**	**23529**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**10**	**5**	**3**	**1**	**0**	**0**	**0**	**0**	**32.9**	**42.2**	**58.4**	19	59.4	47.6
2200	**16**	**23545**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**7**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**36.1**	**43.8**	**65.9**	11	68.8	49.9
2300	**7**	**23552**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**34.9**	**42.5**	**59.4**	4	57.1	-
07-19	**2042**	**23552**	**0**	**0**	**9**	**8**	**21**	**70**	**395**	**839**	**502**	**145**	**36**	**10**	**4**	**3**	**0**	**0**	**12.3**	**38.3**	**69.9**	700	34.3	43.2
06-22	**2247**	**23552**	**0**	**0**	**9**	**8**	**23**	**77**	**424**	**923**	**557**	**161**	**46**	**12**	**4**	**3**	**0**	**0**	**12.3**	**38.4**	**69.9**	783	34.8	43.4
06-00	2270	23552	0	0	9	8	23	77	425	930	567	163	47	13	4	4	0	0	12.3	38.4	69.9	798	35.2	43.4
00-00	2325	23552	0	0	9	8	23	82	437	947	577	170	49	15	4	4	0	0	12.3	38.5	69.9	819	35.2	43.4

Summary			Westbound																					
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
	23552	**23552**	**0**	**1**	**27**	**90**	**319**	**1444**	**5923**	**9511**	**4545**	**1231**	**310**	**104**	**34**	**10**	**3**	**0**	**8.1**	**37.2**	**71.9**	**6237**	**26.5**	**42.3**

Mon 09	January	2023	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	6	6	0	0	0	0	1	0	1	1	1	0	1	1	0	0	0	0	24.1	41	57.2	3	50	-
0100	4	10	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	26.5	38.6	47.7	2	50	-
0200	3	13	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	35.6	40.6	46.9	1	33.3	-
0300	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	0	0	-
0400	3	16	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	38.8	45.3	53.1	2	66.7	-
0500	10	26	0	0	0	0	0	0	2	4	1	2	1	0	0	0	0	0	32.1	40.3	53.1	4	40	-
0600	46	72	0	0	0	1	0	5	10	15	8	5	2	0	0	0	0	0	18.9	38	53	15	32.6	44.3
0700	171	243	0	0	0	0	5	27	68	53	15	1	2	0	0	0	0	0	21.8	34.3	52.5	18	10.5	38.9
0800	272	515	0	0	0	0	9	24	74	111	42	8	4	0	0	0	0	0	23.6	36	51.1	54	19.9	40.7
0900	216	731	0	0	0	0	7	29	74	75	25	6	0	0	0	0	0	0	20.4	34.7	48.7	31	14.4	39.8
1000	178	909	0	0	0	3	3	5	64	76	25	1	1	0	0	0	0	0	15.9	35.5	50.1	27	15.2	39.8
1100	172	1081	0	1	1	2	4	15	52	61	33	2	1	0	0	0	0	0	8.7	35.4	51.3	36	20.9	40.9
1200	213	1294	0	0	0	4	7	13	73	83	23	9	1	0	0	0	0	0	16.8	35.4	53.3	33	15.5	40
1300	214	1508	0	0	1	0	5	36	74	70	18	7	1	2	0	0	0	0	11.1	34.7	59.9	28	13.1	39.6
1400	248	1756	0	0	0	0	2	24	91	101	20	7	3	0	0	0	0	0	23.9	35.5	53.3	30	12.1	39.6
1500	265	2021	0	0	0	0	2	23	100	97	37	4	2	0	0	0	0	0	22.4	35.6	52.1	43	16.2	40
1600	287	2308	1	0	1	4	10	34	110	100	25	2	0	0	0	0	0	0	1	34	49.5	27	9.4	38.7
1700	355	2663	0	0	0	0	14	68	148	97	24	4	0	0	0	0	0	0	21	33.3	48	28	7.9	38
1800	246	2909	0	0	0	3	0	28	100	94	19	2	0	0	0	0	0	0	17.2	34.7	45.3	21	8.5	38.7
1900	159	3068	0	0	0	4	3	13	44	56	30	6	2	1	0	0	0	0	16.4	36	59.5	39	24.5	41.2
2000	100	3168	0	0	0	0	0	4	20	46	23	7	0	0	0	0	0	0	27.4	37.9	49.9	30	30	41.4
2100	90	3258	0	0	0	0	0	6	17	36	19	8	2	2	0	0	0	0	28.1	38.7	59.2	31	34.4	43.4
2200	55	3313	0	0	0	0	0	1	16	18	9	6	3	1	1	0	0	0	29	39.3	60.3	20	36.4	47.9
2300	**19**	**3332**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**6**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**29.9**	**39.3**	**48.8**	**9**	**47.4**	**43.8**
07-19	**2837**	**3332**	**1**	**1**	**3**	**16**	**68**	**326**	**1028**	**1018**	**306**	**53**	**15**	**2**	**0**	**0**	**0**	**0**	**1**	**34.8**	**59.9**	**376**	**13.3**	**39.6**
06-22	**3232**	**3332**	**1**	**1**	**3**	**21**	**71**	**354**	**1119**	**1171**	**386**	**79**	**21**	**5**	**0**	**0**	**0**	**0**	**1**	**35.1**	**59.9**	**491**	**15.2**	**39.8**
06-00	**3306**	**3332**	**1**	**1**	**3**	**21**	**71**	**356**	**1138**	**1195**	**401**	**88**	**24**	**6**	**1**	**0**	**0**	**0**	**1**	**35.2**	**60.3**	**520**	**15.7**	**40**
00-00	**3332**	**3332**	**1**	**1**	**3**	**21**	**72**	**357**	**1141**	**1204**	**405**	**92**	**27**	**7**	**1**	**0**	**0**	**0**	**1**	**35.3**	**60.3**	**532**	**16**	**40**

Tue 10	January	2023	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	7	3339	0	0	0	0	0	0	2	3	1	0	1	0	0	0	0	0	30.8	38.4	51	2	28.6	-
0100	15	3354	0	0	0	0	1	0	2	5	7	0	0	0	0	0	0	0	22.6	37.8	43	7	46.7	41.8
0200	9	3363	0	0	0	0	0	0	1	5	3	0	0	0	0	0	0	0	34.2	38.9	43.3	3	33.3	-
0300	4	3367	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	32.4	46.7	55.9	3	75	-
0400	4	3371	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	34.7	37.4	39.2	0	0	-
0500	9	3380	0	0	0	0	0	0	3	3	2	1	0	0	0	0	0	0	32.1	37.9	46.1	3	33.3	-
0600	41	3421	0	0	0	0	1	5	10	13	5	5	2	0	0	0	0	0	22.4	37.4	54.1	12	29.3	45.4
0700	170	3591	0	0	0	2	20	35	76	29	8	0	0	0	0	0	0	0	18.4	31.7	44.9	8	4.7	36.5
0800	239	3830	0	0	0	0	1	23	98	89	26	2	0	0	0	0	0	0	21	35.1	48.8	28	11.7	39.1
0900	226	4056	0	0	0	1	5	33	86	83	14	4	0	0	0	0	0	0	19.8	34.2	47.5	18	8	38.5
1000	161	4217	0	0	0	0	4	29	63	43	12	8	2	0	0	0	0	0	21.9	34.5	53.8	22	13.7	39.4
1100	210	4427	0	0	1	1	5	24	66	86	17	8	2	0	0	0	0	0	10.1	35.3	51	27	12.9	39.8
1200	193	4620	0	0	0	0	1	22	87	65	14	4	0	0	0	0	0	0	24.6	34.7	47.6	18	9.3	38.5
1300	210	4830	1	1	5	8	8	16	88	60	17	5	1	0	0	0	0	0	2.9	33	51	23	11	38.7
1400	219	5049	0	2	3	4	7	24	69	78	26	5	0	0	1	0	0	0	6	34.3	60.3	32	14.6	39.8
1500	243	5292	0	0	1	2	3	8	86	101	30	11	1	0	0	0	0	0	14.4	35.9	52.2	42	17.3	40.5
1600	318	5610	1	0	0	0	9	44	143	99	20	1	1	0	0	0	0	0	1.2	33.7	51.6	22	6.9	38
1700	374	5984	0	0	0	0	6	38	200	114	13	3	0	0	0	0	0	0	20	33.7	46.4	16	4.3	37.1
1800	267	6251	0	0	1	2	8	37	110	81	23	3	2	0	0	0	0	0	14	34.2	54.2	28	10.5	38.5
1900	166	6417	0	0	0	0	1	15	53	70	24	3	0	0	0	0	0	0	24.8	35.9	47.9	27	16.3	40.3
2000	108	6525	0	0	0	1	0	4	38	37	18	6	2	0	1	0	1	0	17.5	37.5	70.1	28	25.9	42.5
2100	79	6604	0	0	0	0	0	3	28	24	17	6	1	0	0	0	0	0	27.4	37.4	50.8	24	30.4	43.6
2200	**61**	**6665**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**24**	**18**	**3**	**1**	**0**	**1**	**0**	**1**	**0**	**25.4**	**39.5**	**72.7**	**24**	**39.3**	**43.8**
2300	**16**	**6681**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**4**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**22.4**	**39.3**	**56.3**	**7**	**43.8**	**48.3**
07-19	**2830**	**6681**	**2**	**3**	**11**	**20**	**77**	**333**	**1172**	**928**	**220**	**54**	**9**	**0**	**1**	**0**	**0**	**0**	**1.2**	**34.2**	**60.3**	**284**	**10**	**38.9**
06-22	**3224**	**6681**	**2**	**3**	**11**	**21**	**79**	**360**	**1301**	**1072**	**284**	**74**	**14**	**0**	**2**	**0**	**1**	**0**	**1.2**	**34.5**	**70.1**	**375**	**11.6**	**39.1**
06-00	3301	6681	2	3	11	21	80	362	1316	1100	305	79	16	1	3	0	2	0	1.2	34.6	72.7	406	12.3	39.4
00-00	**3349**	**6681**	2	3	**11**	**21**	**81**	**362**	**1326**	**1119**	**319**	**80**	**17**	**3**	**3**	**0**	**2**	**0**	**1.2**	**34.7**	**72.7**	424	12.7	39.4

Wed 11	January	2023	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	7	6688	0	0	0	0	0	0	1	2	2	1	1	0	0	0	0	0	30.8	42.6	53.9	4	57.1	-
0100	2	6690	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	33.2	35.7	38.1	0	0	-
0200	5	6695	0	0	0	0	0	0	1	3	0	0	0	1	0	0	0	0	30.7	39.9	57.8	1	20	-
0300	2	6697	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	27.4	36.2	44.9	1	50	-
0400	3	6700	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	35	37.9	43.7	1	33.3	-
0500	6	6706	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	35.9	39.3	43.5	2	33.3	-
0600	50	6756	0	0	0	0	1	5	11	22	8	1	2	0	0	0	0	0	22.3	36.8	51.7	11	22	41.8
0700	175	6931	2	0	0	0	3	12	85	50	17	6	0	0	0	0	0	0	0.8	34.7	49	23	13.1	39.4
0800	268	7199	0	0	0	6	4	21	87	96	43	10	1	0	0	0	0	0	16.5	35.7	52	54	20.1	41.2
0900	217	7416	0	3	10	2	9	17	65	82	25	3	1	0	0	0	0	0	7.1	33.5	51.5	29	13.4	39.1
1000	162	7578	0	0	0	0	0	12	48	67	30	5	0	0	0	0	0	0	25.2	36.3	49.6	35	21.6	40.9
1100	211	7789	0	0	0	1	2	19	66	90	28	5	0	0	0	0	0	0	18.7	35.7	48.3	33	15.6	39.8
1200	195	7984	0	0	0	0	8	18	53	87	25	3	1	0	0	0	0	0	21.4	35.3	51	29	14.9	39.8
1300	197	8181	0	0	0	0	1	13	53	92	27	9	2	0	0	0	0	0	23.4	36.4	53.7	38	19.3	40.7
1400	238	8419	0	0	1	6	13	30	71	89	23	3	2	0	0	0	0	0	12.3	34	53.8	28	11.8	39.1
1500	253	8672	0	0	0	2	1	28	121	74	27	0	0	0	0	0	0	0	17.1	34.2	44.8	27	10.7	38.5
1600	312	8984	0	0	0	5	12	54	140	83	15	3	0	0	0	0	0	0	15.7	33	48.1	18	5.8	37.4
1700	367	9351	1	0	0	1	9	53	156	125	19	3	0	0	0	0	0	0	1	33.7	46.5	22	6	37.8
1800	254	9605	0	0	0	4	5	30	104	89	15	7	0	0	0	0	0	0	16.8	34.1	50	22	8.7	38.3
1900	175	9780	0	0	0	1	2	15	62	69	16	9	1	0	0	0	0	0	17.9	35.6	54.8	26	14.9	39.8
2000	118	9898	0	0	0	0	2	6	31	48	22	8	1	0	0	0	0	0	21.6	36.8	50.7	31	26.3	41.6
2100	**87**	**9985**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**39**	**22**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**26.9**	**38.6**	**56.9**	**29**	**33.3**	**42.7**
2200	**69**	**10054**	**0**	**0**	**0**	**0**	**0**	**2**	**19**	**32**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**27.4**	**37.2**	**50.8**	**16**	**23.2**	**42.5**
2300	**28**	**10082**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**8**	**9**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**28.9**	**40.1**	**58.4**	**14**	**50**	**45**
07-19	**2849**	**10082**	**3**	**3**	**11**	**27**	**67**	**307**	**1049**	**1024**	**294**	**57**	**7**	**0**	**0**	**0**	**0**	**0**	**0.8**	**34.6**	**53.8**	**358**	**12.6**	**39.1**
06-22	3279	10082	3	3	11	28	72	336	1169	1202	362	79	13	1	0	0	0	0	0.8	34.8	56.9	455	13.9	39.6
06-00	**3376**	**10082**	3	3	**11**	**28**	**72**	**339**	**1193**	**1242**	**386**	**82**	**15**	**2**	**0**	**0**	**0**	**0**	**0.8**	**34.9**	**58.4**	485	14.4	39.8
00-00	**3401**	**10082**	**3**	**3**	**11**	**28**	**72**	**340**	**1198**	**1252**	**392**	**83**	**16**	**3**	**0**	**0**	**0**	**0**	**0.8**	**35**	**58.4**	494	14.5	39.8

Thu 12	January	2023	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	9	10091	0	0	0	0	0	1	3	1	1	1	1	1	0	0	0	0	27.9	40	55.4	4	44.4	-
0100	3	10094	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	35.6	40.7	46.4	2	66.7	-
0200	3	10097	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	39.9	43.2	45	2	66.7	-
0300	3	10100	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	32.3	37.4	44.1	1	33.3	-
0400	2	10102	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	33.3	39.6	45.8	1	50	-
0500	12	10114	0	0	0	0	0	0	4	5	1	1	1	0	0	0	0	0	31	38.2	50.4	3	25	43.8
0600	40	10154	0	0	0	1	2	1	11	14	8	3	0	0	0	0	0	0	18.3	36.4	49.4	11	27.5	41.4
0700	163	10317	0	0	0	1	3	37	56	49	14	1	2	0	0	0	0	0	19	33.9	51.6	17	10.4	39.1
0800	284	10601	0	0	0	1	9	48	86	100	30	6	3	1	0	0	0	0	20	34.8	57	40	14.1	39.6
0900	204	10805	0	0	0	0	7	20	69	82	25	0	0	1	0	0	0	0	21.1	35	55.7	26	12.7	39.4
1000	149	10954	0	0	0	0	3	11	41	66	23	2	2	1	0	0	0	0	21.1	36.2	57.3	28	18.8	40.5
1100	192	11146	0	0	0	0	0	17	78	64	24	8	1	0	0	0	0	0	26.1	35.7	51.8	33	17.2	40.3
1200	205	11351	0	0	0	0	10	29	56	70	34	4	1	1	0	0	0	0	20.2	35.1	55.5	40	19.5	40.9
1300	239	11590	1	0	0	3	12	30	84	78	23	6	2	0	0	0	0	0	0.7	34.1	54.5	31	13	39.4
1400	216	11806	0	0	1	1	5	27	92	72	12	5	1	0	0	0	0	0	11	34.2	50.6	18	8.3	38.9
1500	236	12042	0	0	0	2	2	25	92	91	21	1	1	1	0	0	0	0	15.8	34.7	55.5	24	10.2	38.5
1600	324	12366	0	0	0	3	22	35	141	100	18	4	0	1	0	0	0	0	19	33.5	57.5	23	7.1	37.6
1700	372	12738	0	0	4	6	14	58	147	114	26	3	0	0	0	0	0	0	12.2	33.2	49.3	29	7.8	37.8
1800	278	13016	0	0	0	1	6	16	94	122	34	2	2	1	0	0	0	0	15.7	35.8	59.8	39	14	39.6
1900	170	13186	0	0	0	0	4	13	42	81	19	7	2	1	1	0	0	0	23.5	36.6	63.6	30	17.6	40.9
2000	**124**	**13310**	**0**	**0**	**0**	**0**	**1**	**9**	**35**	**46**	**22**	**5**	**5**	**0**	**1**	**0**	**0**	**0**	**24.5**	**37.4**	**61.7**	**33**	**26.6**	**41.4**
2100	**83**	**13393**	**0**	**0**	**0**	**1**	**1**	**2**	**21**	**38**	**12**	**5**	**2**	**1**	**0**	**0**	**0**	**0**	**19.6**	**37.5**	**59.6**	**20**	**24.1**	**42.3**
2200	**71**	**13464**	**0**	**0**	**0**	**0**	**0**	**5**	**14**	**28**	**18**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**27.1**	**38.8**	**62.9**	**24**	**33.8**	**43.2**
2300	**26**	**13490**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**10**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**21.6**	**38.6**	**54.7**	**10**	**38.5**	**44.1**
07-19	2862	13490	1	0	5	18	93	353	1036	1008	284	42	15	7	0	0	0	0	0.7	34.5	59.8	348	12.2	39.1
06-22	**3279**	**13490**	**1**	**0**	**5**	**20**	**101**	**378**	**1145**	**1187**	**345**	**62**	**24**	**9**	**2**	**0**	**0**	**0**	**0.7**	**34.9**	**63.6**	442	13.5	39.6
06-00	**3376**	**13490**	**1**	**0**	**5**	**20**	**102**	**383**	**1164**	**1225**	**370**	**67**	**26**	**10**	**3**	**0**	**0**	**0**	**0.7**	**35**	**63.6**	476	14.1	39.6
00-00	**3408**	**13490**	**1**	**0**	**5**	**20**	**102**	**384**	**1173**	**1234**	**376**	**71**	**28**	**11**	**3**	**0**	**0**	**0**	**0.7**	**35**	**63.6**	489	14.3	39.8

Fri 13	January	2023	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	10	13500	0	0	0	0	0	2	1	2	3	0	1	1	0	0	0	0	26.8	40.3	59.6	5	50	-
0100	8	13508	0	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	32.9	38	49.1	2	25	-
0200	21	13529	0	0	0	0	0	0	3	7	9	2	0	0	0	0	0	0	31.5	39.5	47.4	11	52.4	43.8
0300	1	13530	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	53.6	53.6	53.6	1	100	-
0400	2	13532	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	35.7	41.9	48.1	1	50	-
0500	9	13541	0	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	34.7	41.8	49.5	5	55.6	-
0600	38	13579	0	0	0	2	0	0	9	17	6	4	0	0	0	0	0	0	16.7	37.6	48.6	10	26.3	42.5
0700	168	13747	0	0	0	0	10	16	57	61	22	2	0	0	0	0	0	0	21	34.7	46.2	24	14.3	39.8
0800	272	14019	0	0	1	8	21	38	82	89	24	7	1	1	0	0	0	0	10.2	33.5	57.7	33	12.1	39.1
0900	224	14243	0	0	0	1	6	22	99	76	16	3	1	0	0	0	0	0	19.2	34.5	51.2	20	8.9	38.7
1000	217	14460	0	0	0	0	5	33	83	62	24	8	1	0	1	0	0	0	20.7	34.8	60.2	34	15.7	40
1100	202	14662	0	0	0	2	0	14	54	100	27	5	0	0	0	0	0	0	16.6	36.2	49.1	32	15.8	40.3
1200	212	14874	1	0	1	0	10	30	73	67	24	4	1	1	0	0	0	0	1.2	34.3	59.5	30	14.2	39.6
1300	196	15070	0	0	0	0	4	21	65	74	29	3	0	0	0	0	0	0	23.6	35.3	48.4	32	16.3	40
1400	234	15304	0	0	0	0	1	27	59	111	26	6	3	1	0	0	0	0	22.2	36	57.4	36	15.4	40
1500	304	15608	0	0	0	2	13	40	102	110	30	6	0	0	1	0	0	0	19.3	34.6	65	37	12.2	39.1
1600	355	15963	0	0	1	2	10	27	121	144	41	8	0	0	0	1	0	0	15	35.3	69.8	50	14.1	39.6
1700	321	16284	0	0	1	5	8	41	132	99	31	4	0	0	0	0	0	0	13.8	34	48.2	35	10.9	38.7
1800	230	16514	0	0	0	0	0	11	79	102	29	8	0	0	1	0	0	0	26.1	36.4	61.9	38	16.5	40.3
1900	**155**	**16669**	**0**	**0**	**0**	**0**	**5**	**9**	**32**	**66**	**28**	**10**	**2**	**3**	**0**	**0**	**0**	**0**	**22.4**	**37.5**	**59.2**	**43**	**27.7**	**42.5**
2000	**108**	**16777**	**0**	**0**	**0**	**1**	**1**	**4**	**22**	**47**	**17**	**9**	**4**	**1**	**0**	**0**	**2**	**0**	**18.9**	**39**	**74.9**	**33**	**30.6**	**44.7**
2100	**60**	**16837**	**0**	**0**	**0**	**0**	**0**	**1**	**21**	**18**	**16**	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**28**	**38.2**	**64.5**	**20**	**33.3**	**42.3**
2200	**59**	**16896**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**24**	**14**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**29.7**	**39**	**60.3**	**20**	**33.9**	**43.2**
2300	44	16940	**0**	**0**	0	0	0	2	14	16	4	4	2	2	0	0	0	0	28.9	38.3	58.1	12	27.3	45.4
07-19	**2935**	**16940**	**1**	**0**	**4**	**20**	**88**	**320**	**1006**	**1095**	**323**	**64**	**7**	**3**	**3**	**1**	**0**	**0**	**1.2**	**34.9**	**69.8**	401	13.7	39.6
06-22	**3296**	**16940**	**1**	**0**	**4**	**23**	**94**	**334**	**1090**	**1243**	**390**	**88**	**14**	**7**	**5**	**1**	**2**	**0**	**1.2**	**35.3**	**74.9**	507	15.4	40
06-00	**3399**	**16940**	**1**	**0**	**4**	**23**	**94**	**337**	**1118**	**1283**	**408**	**95**	**17**	**10**	**6**	**1**	**2**	**0**	**1.2**	**35.4**	**74.9**	539	15.9	40
00-00	3450	16940	1	0	4	23	94	339	1126	1299	424	101	19	11	6	1	2	0	1.2	35.4	74.9	564	16.3	40.3

Sat 14	January	2023	Eastbound																				
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	20	16960	0	0	0	0	0	1	5	6	5	1	1	0	0	1	0	0	27	39.2	65.5	8	40	43.8
0100	18	16978	0	0	0	0	1	1	6	6	2	0	0	2	0	0	0	0	22.5	37.2	56.8	4	22.2	41.8
0200	11	16989	0	0	0	0	0	0	5	2	3	1	0	0	0	0	0	0	30.6	37.8	48	4	36.4	42.3
0300	7	16996	0	0	0	0	0	0	3	1	2	1	0	0	0	0	0	0	31.7	38.1	45.6	3	42.9	-
0400	4	17000	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	34.2	38.3	42.4	1	25	-
0500	13	17013	0	0	0	0	0	0	3	4	1	4	1	0	0	0	0	0	34.3	41.1	54.1	6	46.2	46.1
0600	18	17031	0	0	0	0	1	1	6	7	1	2	0	0	0	0	0	0	24.7	36.1	45.9	3	16.7	39.4
0700	49	17080	0	0	0	0	1	2	23	14	5	1	1	1	1	0	0	0	24	36.5	63.2	9	18.4	42.7
0800	113	17193	0	0	0	0	0	9	48	40	12	3	1	0	0	0	0	0	26.6	35.4	50.2	16	14.2	39.6
0900	158	17351	0	0	0	1	2	14	72	45	19	4	0	1	0	0	0	0	17.6	35.1	55.1	24	15.2	39.6
1000	210	17561	0	0	0	0	0	12	100	65	27	6	0	0	0	0	0	0	25.6	35.5	47.5	33	15.7	40
1100	247	17808	0	0	0	0	4	26	85	87	36	3	2	3	1	0	0	0	23	35.8	61.9	45	18.2	40.5
1200	253	18061	0	0	1	1	4	13	77	105	43	6	2	1	0	0	0	0	14.8	36.3	56.8	52	20.6	40.7
1300	240	18301	0	0	1	3	2	35	83	83	26	6	0	0	1	0	0	0	14	34.8	61.7	33	13.8	39.6
1400	230	18531	0	0	1	4	6	17	71	99	24	7	0	0	1	0	0	0	13.5	35.5	63	32	13.9	39.6
1500	195	18726	0	0	3	0	8	27	75	65	15	1	1	0	0	0	0	0	12.3	33.6	51.1	17	8.7	38.3
1600	237	18963	0	0	0	1	3	20	91	89	23	4	3	1	1	1	0	0	18.5	35.7	68.3	33	13.9	39.4
1700	231	19194	0	0	0	0	0	19	78	96	30	5	2	1	0	0	0	0	27.9	36.1	57.8	38	16.5	40.3
1800	**175**	**19369**	**0**	**0**	**1**	**2**	**2**	**14**	**69**	**51**	**29**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**14.3**	**35.6**	**58.8**	**36**	**20.6**	**40.9**
1900	**146**	**19515**	**0**	**0**	**0**	**0**	**2**	**10**	**60**	**49**	**14**	**8**	**2**	**0**	**0**	**0**	**0**	**1**	**23.9**	**36**	**76.4**	**25**	**17.1**	**40.5**
2000	**84**	**19599**	**0**	**0**	**0**	**0**	**3**	**4**	**14**	**37**	**18**	**5**	**1**	**0**	**0**	**1**	**1**	**0**	**23.2**	**38.3**	**73.7**	**26**	**31**	**42.7**
2100	**52**	**19651**	**0**	**0**	**0**	**1**	**0**	**1**	**17**	**23**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**17.9**	**36.7**	**53.2**	**10**	**19.2**	**40.9**
2200	**62**	**19713**	**0**	**0**	**0**	**2**	**3**	**2**	**14**	**24**	**10**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**16.3**	**36.9**	**53.9**	17	27.4	42.9
2300	**58**	**19771**	**0**	**0**	**0**	**0**	**0**	**3**	**15**	**24**	**10**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**26.7**	**38.3**	**57.8**	16	27.6	43.4
07-19	**2338**	**19771**	**0**	**0**	**7**	**12**	**32**	**208**	**872**	**839**	**289**	**49**	**12**	**12**	**5**	**1**	**0**	**0**	**12.3**	**35.5**	**68.3**	368	15.7	40
06-22	**2638**	**19771**	**0**	**0**	**7**	**13**	**38**	**224**	**969**	**955**	**328**	**67**	**16**	**12**	**5**	**2**	**1**	**1**	**12.3**	**35.6**	**76.4**	432	16.4	40.3
06-00	2758	19771	0	0	7	15	41	229	998	1003	348	71	24	13	5	2	1	1	12.3	35.7	76.4	465	16.9	40.3
00-00	2831	19771	0	0	7	15	42	231	1021	1024	362	78	26	15	5	3	1	1	12.3	35.8	76.4	491	17.3	40.5

Sun 15	January	2023	Eastbound																					
Time	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
0000	27	19798	0	0	0	0	0	0	4	12	5	5	1	0	0	0	0	0	30.3	40.1	53.7	11	40.7	46.1
0100	10	19808	0	0	0	0	0	1	1	3	1	4	0	0	0	0	0	0	27	39.9	49.4	5	50	-
0200	6	19814	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	35.7	41.4	48.2	4	66.7	-
0300	5	19819	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	0	26.4	34.6	43.4	2	40	-
0400	4	19823	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	36.3	40.3	47.6	**1**	**25**	**-**
0500	3	19826	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	31.2	38.4	45.1	1	33.3	-
0600	15	19841	0	0	0	0	0	3	2	1	2	3	2	1	1	0	0	0	27.3	42.9	62.2	9	60	53.7
0700	28	19869	0	0	0	0	0	0	4	9	9	2	3	1	0	0	0	0	31.3	41.7	58.2	**15**	**53.6**	**48.1**
0800	50	19919	0	0	0	0	0	3	6	27	7	4	0	2	0	0	1	0	28.5	39.3	73.1	**14**	**28**	**44.7**
0900	118	20037	0	0	0	0	3	9	30	49	16	5	6	0	0	0	0	0	21.9	37	54.7	**27**	**22.9**	**41.8**
1000	153	20190	0	0	0	1	1	8	47	65	22	5	2	1	0	1	0	0	20	36.8	65	**31**	**20.3**	**41.4**
1100	221	20411	0	0	0	1	9	11	63	106	28	2	1	0	0	0	0	0	18.4	35.7	53	31	14	39.4
1200	216	20627	4	5	1	4	7	13	67	89	19	7	0	0	0	0	0	0	1.2	33.8	49.4	26	12	39.6
1300	216	20843	1	0	0	1	1	14	77	83	30	7	2	0	0	0	0	0	1.1	36	53.1	39	18.1	40.9
1400	214	21057	0	0	1	2	4	18	58	83	42	4	1	0	1	0	0	0	12.3	36.1	60.9	48	22.4	40.7
1500	188	21245	0	0	0	0	3	11	53	91	22	5	3	0	0	0	0	0	21.2	36.4	51.5	30	16	40
1600	176	21421	0	0	0	2	2	12	42	80	31	5	2	0	0	0	0	0	17.1	36.6	53.2	38	21.6	40.7
1700	**161**	**21582**	**0**	**0**	**0**	**1**	**1**	**12**	**50**	**61**	**25**	**9**	**1**	**0**	**1**	**0**	**0**	**0**	**15.6**	**36.4**	**63.2**	36	22.4	40.9
1800	**112**	**21694**	**0**	**0**	**0**	**1**	**0**	**5**	**23**	**46**	**28**	**5**	**2**	**2**	**0**	**0**	**0**	**0**	**17.8**	**38.2**	**56**	37	33	42.1
1900	**110**	**21804**	**0**	**0**	**0**	**2**	**3**	**2**	**25**	**45**	**25**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**17.3**	**37.5**	**57.1**	33	30	41.8
2000	**70**	**21874**	**0**	**0**	**0**	**0**	**0**	**3**	**16**	**27**	**18**	**4**	**0**	**1**	**0**	**0**	**1**	**0**	**29.4**	**38.7**	**72.1**	24	34.3	43.2
2100	**42**	**21916**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**19**	**11**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**29.2**	**39.7**	**65.7**	16	38.1	42.9
2200	**37**	**21953**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**13**	**12**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**29.5**	**41.2**	**54**	20	54.1	46.5
2300	**23**	**21976**	**0**	**0**	**0**	**0**	**0**	**3**	**2**	**7**	**4**	**5**	**0**	**2**	**0**	**0**	**0**	**0**	**27**	**40.4**	**58.9**	11	47.8	47.9
07-19	**1853**	**21976**	**5**	**5**	**2**	**13**	**31**	**116**	**520**	**789**	**279**	**60**	**23**	**6**	**2**	**1**	**1**	**0**	**1.1**	**36.3**	**73.1**	372	20.1	40.9
06-22	**2090**	**21976**	**5**	**5**	**2**	**15**	**34**	**125**	**569**	**881**	**335**	**75**	**28**	**9**	**3**	**2**	**2**	**0**	**1.1**	**36.6**	**73.1**	454	21.7	41.4
06-00	2150	21976	5	5	2	15	34	129	574	901	351	83	33	11	3	2	2	0	1.1	36.7	73.1	485	22.6	41.4
00-00	2205	21976	5	5	2	15	34	131	582	922	362	95	34	11	3	2	2	0	1.1	36.8	73.1	509	23.1	41.6

Summary			Eastbound																					
	Total	RunTot	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vmin	Mean	Vmax	>PSL	>PSL%	Vpp
			0	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75				40	40	85
			5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80						
	21976	**21976**	**13**	**12**	**43**	**143**	**497**	**2144**	**7567**	**8054**	**2640**	**600**	**167**	**61**	**21**	**6**	**7**	**1**	**0.7**	**35.3**	**76.4**	**3503**	**15.9**	**40**

Appendix C

Visibility Splay

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Rev.	Description	Drn	Chk	App	Date
A	Second Issue	GL	DM	DM	29/01/2025
-	First Issue	GL	DM	DM	20/12/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Visibility Splay

Scale: 1:1000 (@ A3)

Drawing: 2301002-001

Revision: A

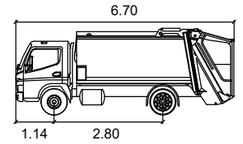
V:\archived Projects\A1bark 2301002\Drawings\a1bark A.dwg

Appendix D

Swept Path Analysis

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



Mitsubishi CANTER

	meters
Width	: 2.30
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 17.3

Rev.	Description	Drn	Chk	App	Date
C	Fourth Issue	GL	DM	DM	29/01/2025
B	Third Issue	GL	DM	DM	16/01/2025
A	Second Issue	GL	DM	DM	24/12/2024
-	First Issue	GL	DM	DM	20/12/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:1000 (@ A3)

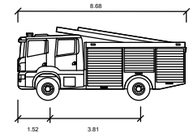
Drawing: 2301002-TK001

Revision: C

V:\archived Projects\A1bark 2301002\Drawings\a1bark A.dwg

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



DB32 Fire Appliance

		meters
Width	:	2.18
Track	:	2.12
Lock to Lock Time	:	6.0
Steering Angle	:	38.7

Rev.	Description	Drn	Chk	App	Date
B	Third Issue	GL	DM	DM	29/01/2025
A	Second Issue	GL	DM	DM	24/12/2024
-	First Issue	GL	DM	DM	20/12/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Swept Path Analysis
Fire Appliance

Scale: 1:1000 (@ A3)

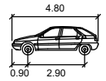
Drawing: 2301002-TK004

Revision: B

V:\archived Projects\A1bark 2301002\Drawings\a1bark A.dwg

Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.



SDV

	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8

Rev.	Description	Drn	Chk	App	Date
A	Second Issue	GL	DM	DM	29/01/2025
-	First Issue	GL	DM	DM	20/12/2024

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION

motion
Guildford - Reading - London
www.motion.co.uk

Client:
A1 Roberts Properties

Project:
Barkham Road

Title:
Swept Path Analysis
Car

Scale: 1:200 (@ A3)

Drawing: 2301002-TK003

Revision: A

V:\archived Projects\A1bark 2301002\Drawings\a1bark A.dwg

Appendix E

Full TRICS Output

Calculation Reference: AUDIT-734001-241220-1217

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	2

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	6
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	8 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	9 days

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

PTAL Rating:

No PTAL Present	11 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

2 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

4 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

5 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

6 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

7 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

8 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	135	
	Survey date: WEDNESDAY	*09/11/16*	*Survey Type: MANUAL*
10	SH-03-C-01	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: MONDAY	*19/06/23*	*Survey Type: MANUAL*
11	SH-03-C-02	BLOCK OF FLATS	SHROPSHIRE
	ABBEY FOREGATE		
	SHREWSBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	12	
	Survey date: FRIDAY	*16/06/23*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.15

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	62	0.053	11	62	0.166	11	62	0.219
08:00 - 09:00	11	62	0.057	11	62	0.187	11	62	0.244
09:00 - 10:00	11	62	0.091	11	62	0.114	11	62	0.205
10:00 - 11:00	11	62	0.080	11	62	0.093	11	62	0.173
11:00 - 12:00	11	62	0.063	11	62	0.080	11	62	0.143
12:00 - 13:00	11	62	0.089	11	62	0.093	11	62	0.182
13:00 - 14:00	11	62	0.072	11	62	0.093	11	62	0.165
14:00 - 15:00	11	62	0.077	11	62	0.079	11	62	0.156
15:00 - 16:00	11	62	0.131	11	62	0.067	11	62	0.198
16:00 - 17:00	11	62	0.117	11	62	0.085	11	62	0.202
17:00 - 18:00	11	62	0.168	11	62	0.085	11	62	0.253
18:00 - 19:00	11	62	0.120	11	62	0.072	11	62	0.192
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.118			1.214			2.332

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

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

Parameter summary

Trip rate parameter range selected:	9 - 184 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.15

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	62	0.069	11	62	0.356	11	62	0.425
08:00 - 09:00	11	62	0.098	11	62	0.528	11	62	0.626
09:00 - 10:00	11	62	0.175	11	62	0.270	11	62	0.445
10:00 - 11:00	11	62	0.149	11	62	0.200	11	62	0.349
11:00 - 12:00	11	62	0.131	11	62	0.194	11	62	0.325
12:00 - 13:00	11	62	0.190	11	62	0.177	11	62	0.367
13:00 - 14:00	11	62	0.136	11	62	0.174	11	62	0.310
14:00 - 15:00	11	62	0.180	11	62	0.174	11	62	0.354
15:00 - 16:00	11	62	0.288	11	62	0.128	11	62	0.416
16:00 - 17:00	11	62	0.266	11	62	0.134	11	62	0.400
17:00 - 18:00	11	62	0.387	11	62	0.172	11	62	0.559
18:00 - 19:00	11	62	0.301	11	62	0.137	11	62	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.370			2.644			5.014

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

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

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-241220-1240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	NG	NOTTINGHAM	2 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
08	NORTH WEST		
	MS	MERSEYSIDE	2 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 184 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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

Selected survey days:

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

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	3

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	7
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	8 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	4 days

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

Travel Plan:

Yes	2 days
No	10 days

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

PTAL Rating:

No PTAL Present	12 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

2 DY-03-C-03 BLOCKS OF FLATS DERBY
CAESAR STREET
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 HF-03-C-06 BLOCKS OF FLATS HERTFORDSHIRE
FERNDOWN ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: THURSDAY *08/06/23* *Survey Type: MANUAL*

4 HF-03-C-08 BLOCKS OF FLATS HERTFORDSHIRE
HAYLING ROAD
WATFORD
SOUTH OXHEY
Edge of Town
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *06/06/23* *Survey Type: MANUAL*

5 MS-03-C-02 BLOCKS OF FLATS MERSEYSIDE
SOUTH FERRY QUAY
LIVERPOOL
BRUNSWICK DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 184
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

6 MS-03-C-03 BLOCK OF FLATS MERSEYSIDE
MARINERS WHARF
LIVERPOOL
QUEENS DOCK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 9
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

7 NF-03-C-02 MIXED FLATS & HOUSES NORFOLK
HALL ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 82
Survey date: MONDAY *18/11/19* *Survey Type: MANUAL*

8 NG-03-C-01 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
LAWRENCE WAY
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 56
Survey date: TUESDAY *08/11/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 NG-03-C-02 HOUSES (SPLIT INTO FLATS) NOTTINGHAM
CASTLE MARINA ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 135
Survey date: WEDNESDAY *09/11/16* *Survey Type: MANUAL*

10 SH-03-C-01 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 47
Survey date: MONDAY *19/06/23* *Survey Type: MANUAL*

11 SH-03-C-02 BLOCK OF FLATS SHROPSHIRE
ABBEY FOREGATE
SHREWSBURY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: FRIDAY *16/06/23* *Survey Type: MANUAL*

12 TW-03-C-01 BLOCKS OF FLATS TYNE & WEAR
CAULDWELL AVENUE
WHITLEY BAY
MONKESEATON
Edge of Town
Residential Zone
Total No of Dwellings: 45
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.14

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	61	0.049	12	61	0.163	12	61	0.212
08:00 - 09:00	12	61	0.055	12	61	0.179	12	61	0.234
09:00 - 10:00	12	61	0.088	12	61	0.111	12	61	0.199
10:00 - 11:00	12	61	0.081	12	61	0.100	12	61	0.181
11:00 - 12:00	12	61	0.066	12	61	0.084	12	61	0.150
12:00 - 13:00	12	61	0.088	12	61	0.090	12	61	0.178
13:00 - 14:00	12	61	0.073	12	61	0.097	12	61	0.170
14:00 - 15:00	12	61	0.075	12	61	0.078	12	61	0.153
15:00 - 16:00	12	61	0.126	12	61	0.067	12	61	0.193
16:00 - 17:00	12	61	0.121	12	61	0.081	12	61	0.202
17:00 - 18:00	12	61	0.170	12	61	0.084	12	61	0.254
18:00 - 19:00	12	61	0.121	12	61	0.070	12	61	0.191
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.113			1.204			2.317

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

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

Parameter summary

Trip rate parameter range selected:	9 - 184 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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