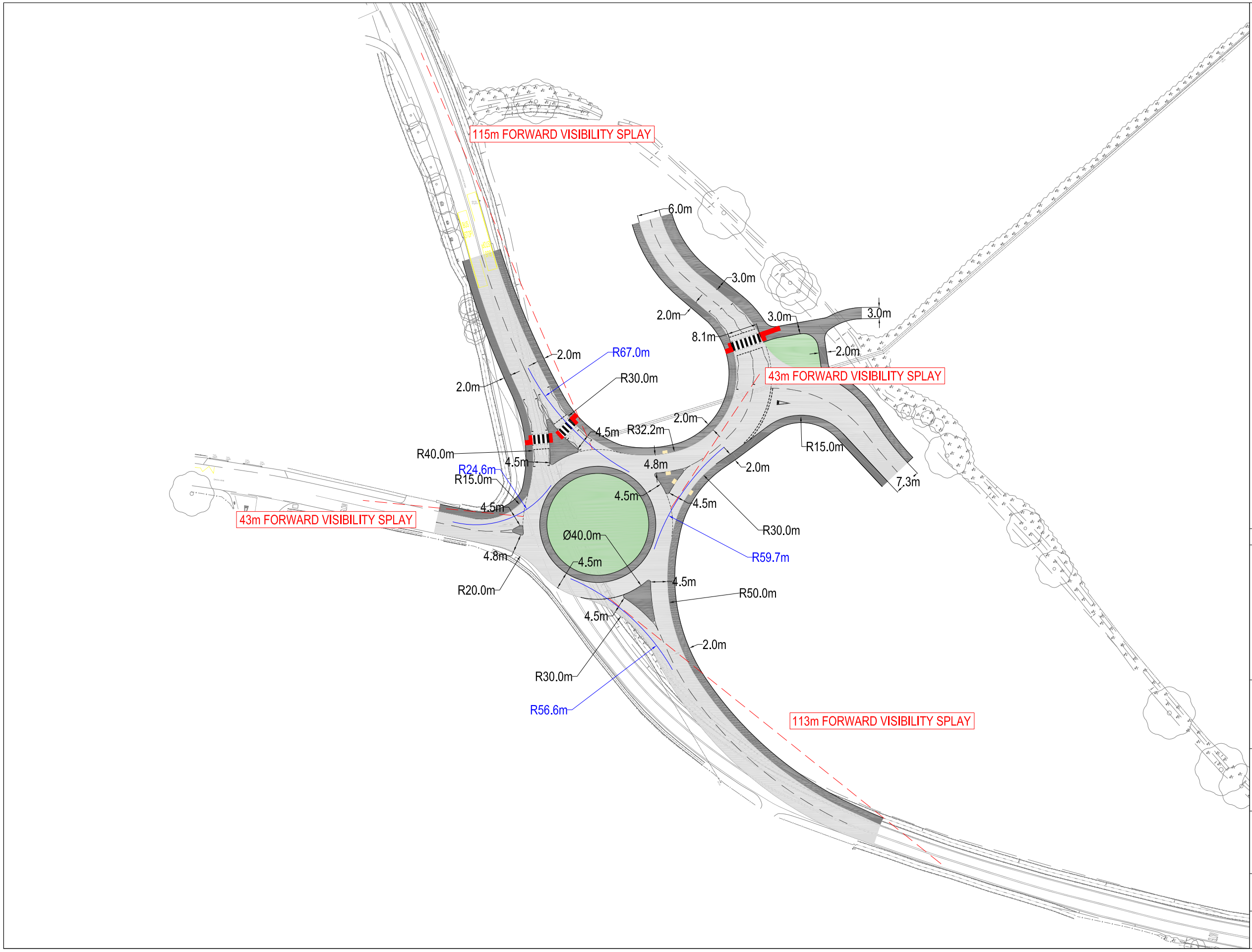
Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
B	DRAWING UPDATED IN LINE WITH LHA AND ATE FEEDBACK	05.08.25	MF	JP
A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM

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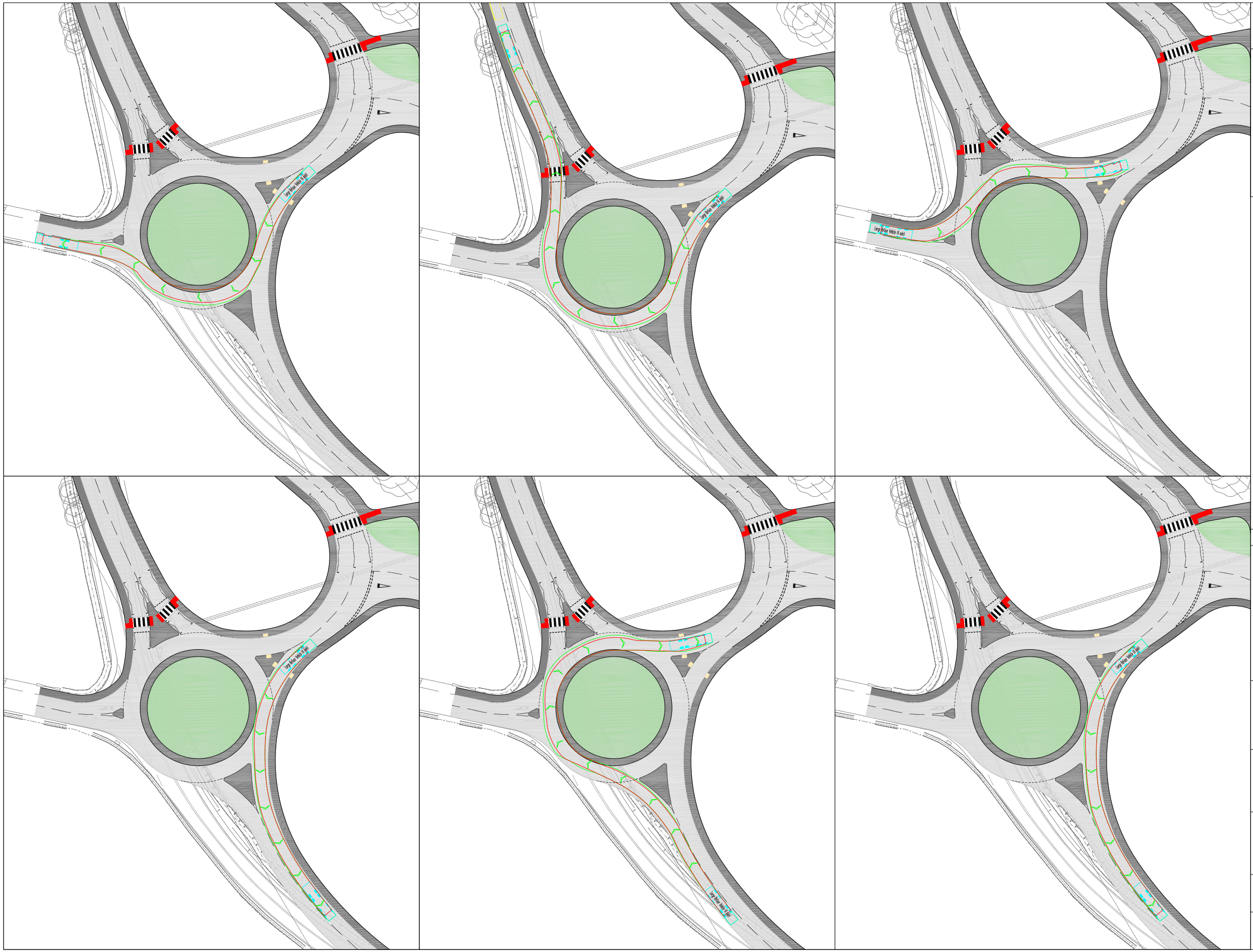
CLIENT
RICHBOROUGH

PROJECT
SPENCERS WOOD

TITLE
PROPOSED SITE ACCESS ROUNDABOUT JUNCTION

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1000	A3	06.02.24

PROJECT NO.	DRAWING NO.	REV
T23591	001	B



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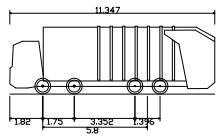

Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REV	DESCRIPTION	DATE	BY	AUTH
B	DRAWING UPDATED IN LINE WITH LHA AND ATE FEEDBACK	05.08.25	MF	JP
A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM

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CLIENT
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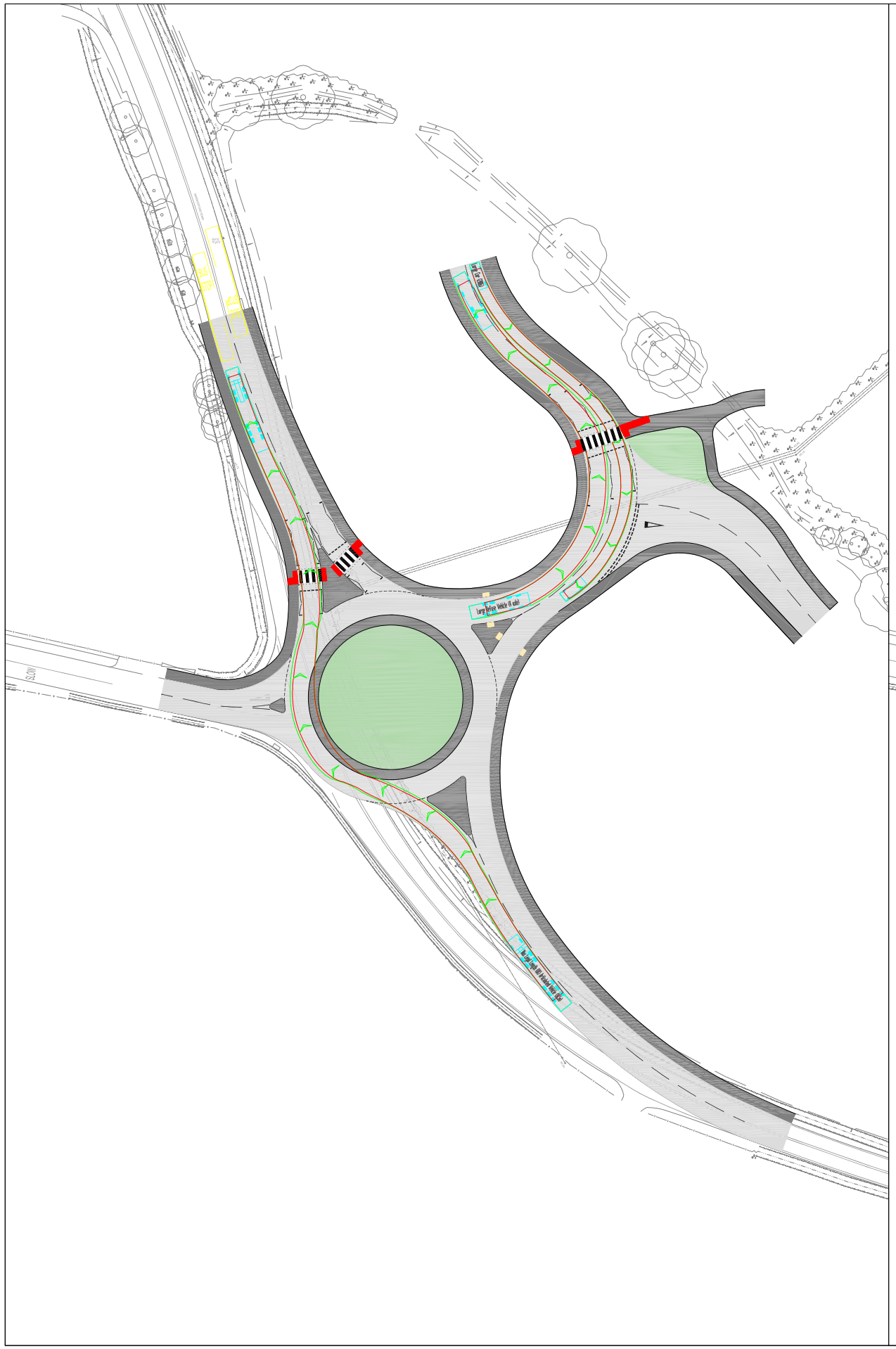
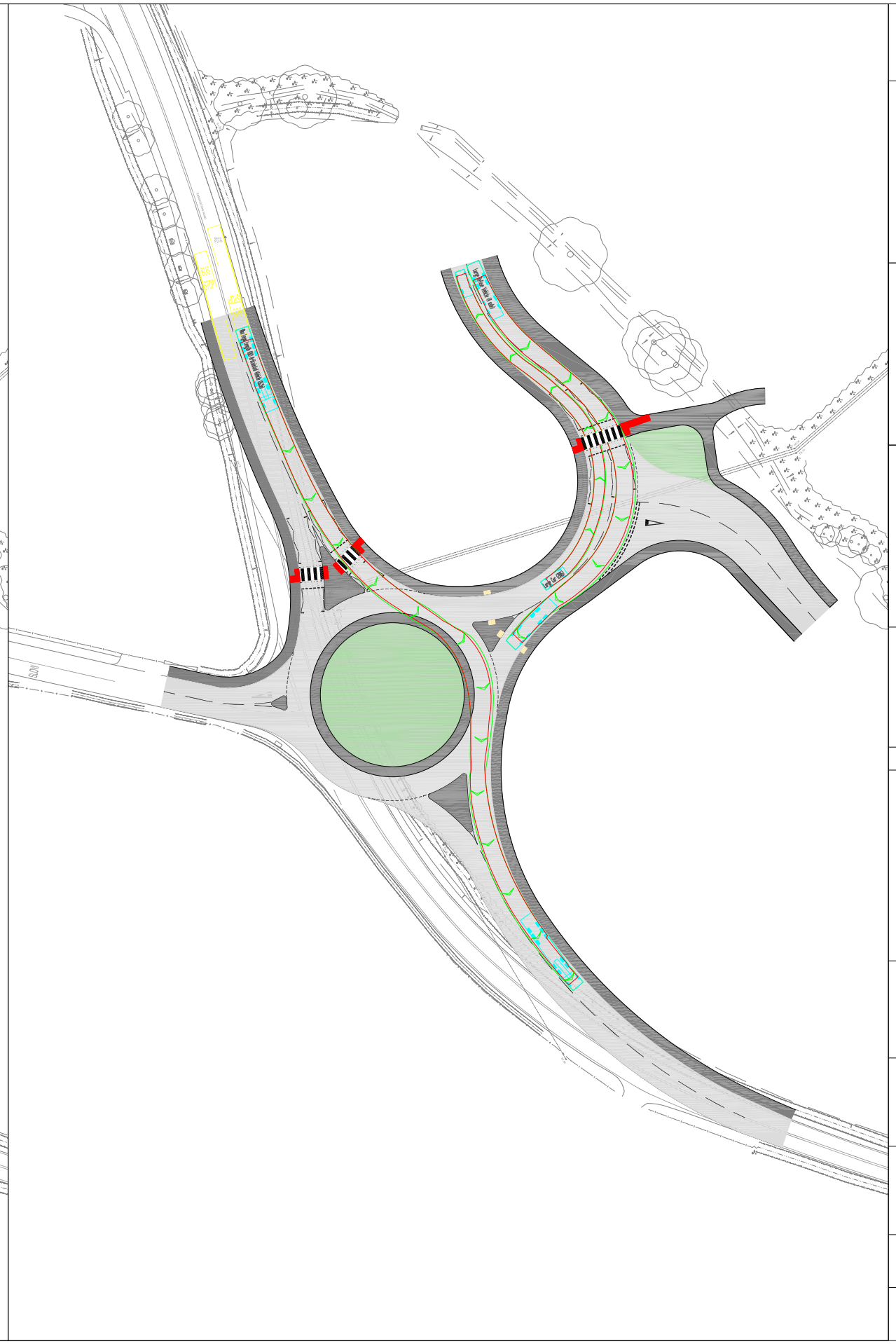
PROJECT
SPENCERS WOOD

TITLE
PROPOSED SITE ACCESS
ROUNDABOUT SWEPT PATHS 01

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1000	A3	06.02.24

PROJECT NO.	DRAWING NO.	REV
T23591	002	B





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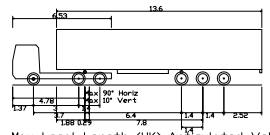
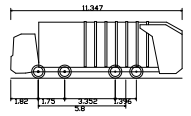


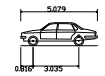
Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.410m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.60s
Wall to Wall Turning Radius	11.330m



Large Car (2006)

Overall Length	5.079m
Overall Width	1.876m
Overall Body Height	1.536m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DESCRIPTION	DATE	BY	AUTH
B	DRAWING UPDATED IN LINE WITH LHA AND ATE FEEDBACK	05.08.25	MF	JP
A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM

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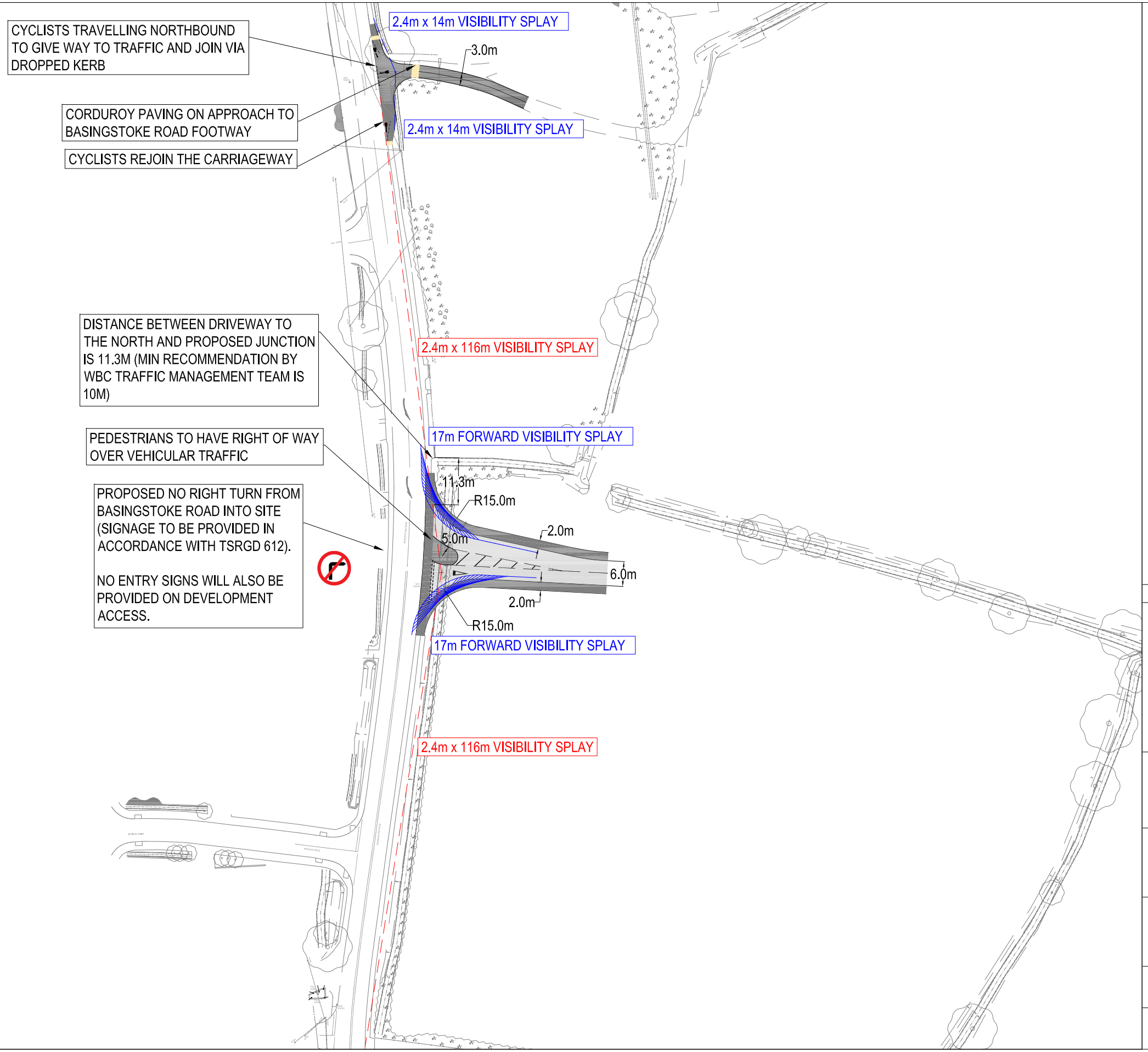
RICHBOROUGH

PROJECT
SPENCERS WOOD

TITLE
PROPOSED SITE ACCESS ROUNDABOUT SWEPT PATHS 02

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1000	A3	06.02.24

PROJECT NO.	DRAWING NO.	REV
T23591	003	B



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REV	DESCRIPTION	DATE	BY	AUTH
B	DRAWING UPDATED IN RESPONSE TO RSA 1 AND LHA/ATE FEEDBACK	05.08.25	MF	JP
A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM

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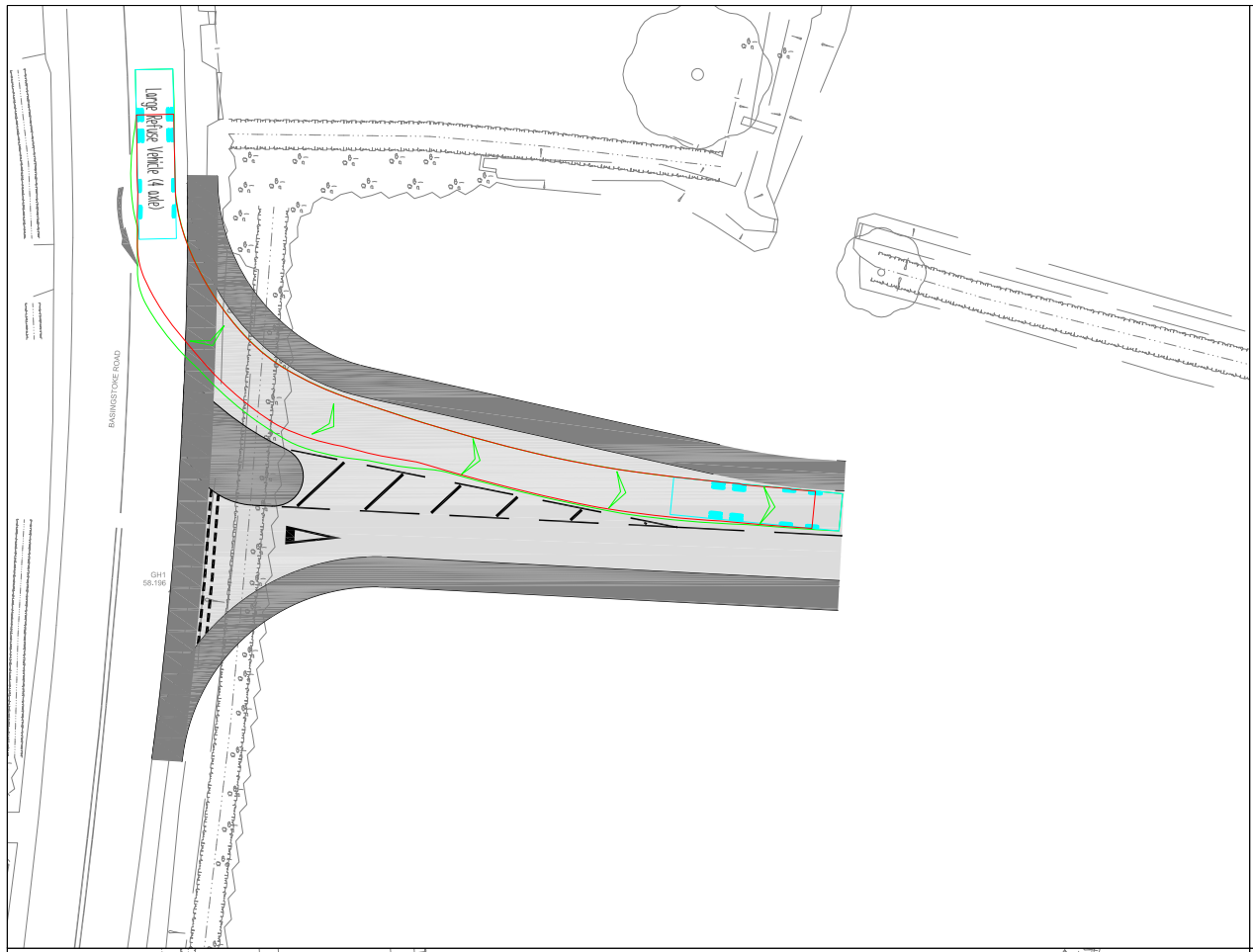
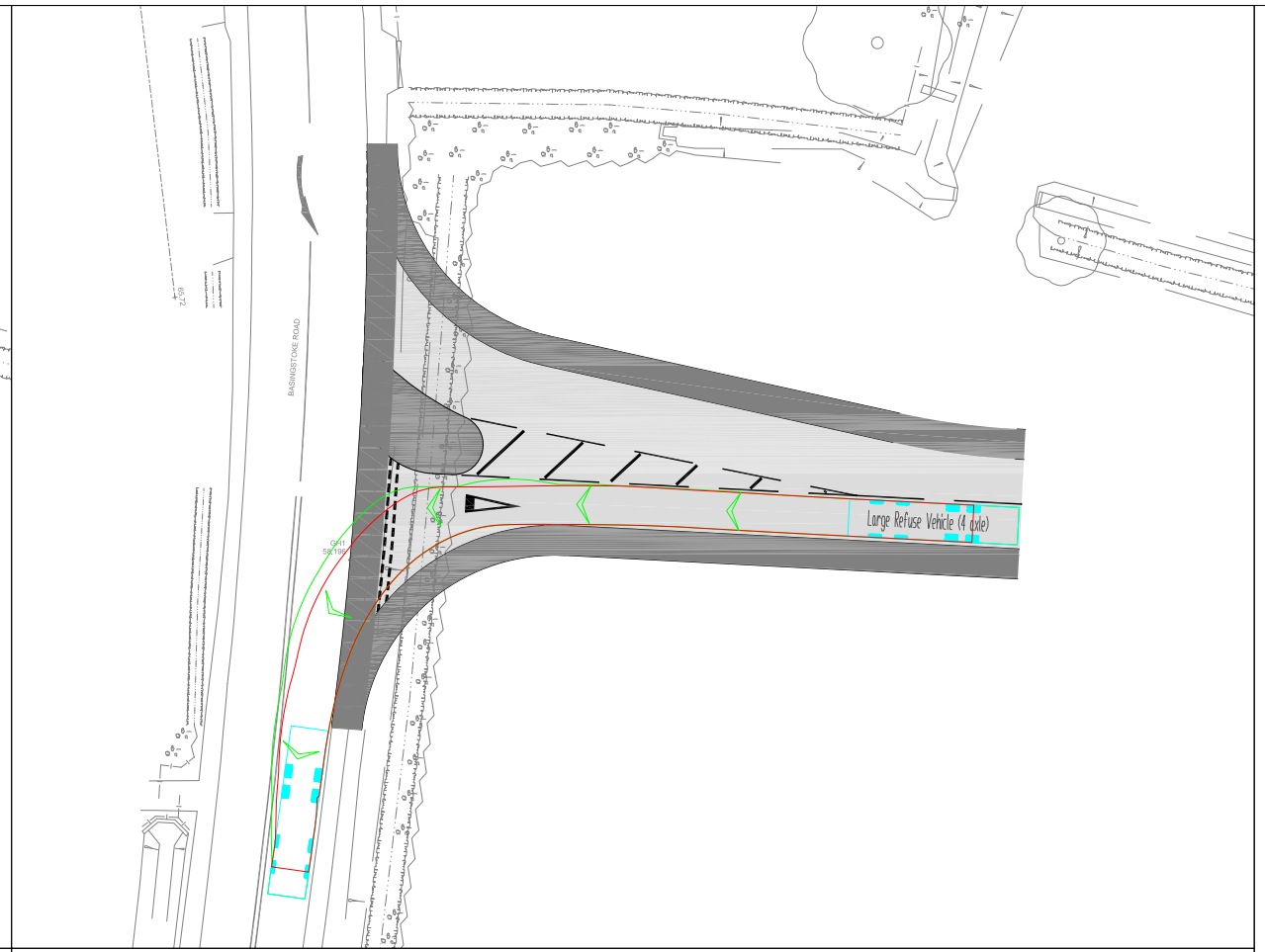
PROJECT
SPENCERS WOOD

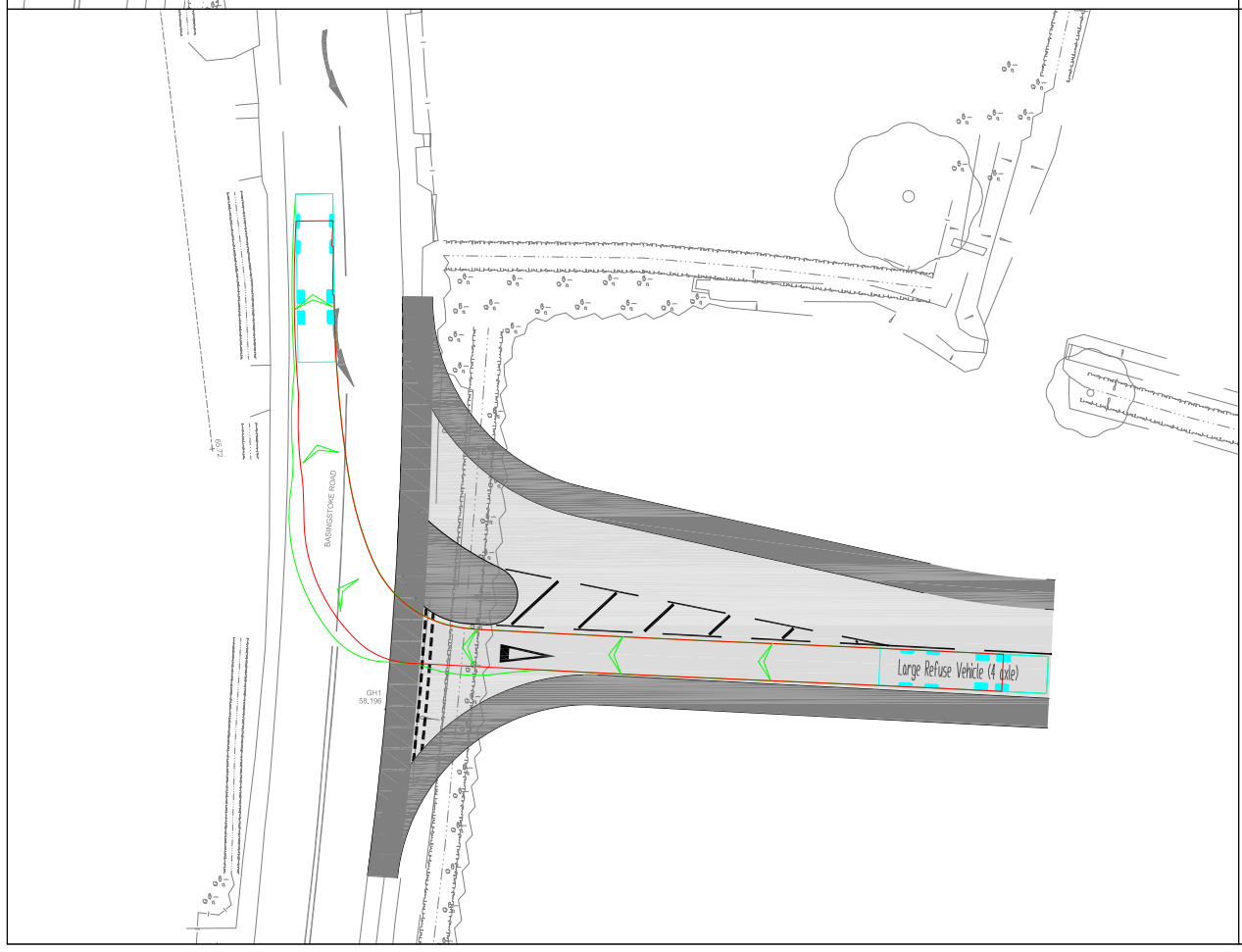
TITLE
PROPOSED SITE ACCESS PRIORITY JUNCTION & PED/CYCLE ACCESS

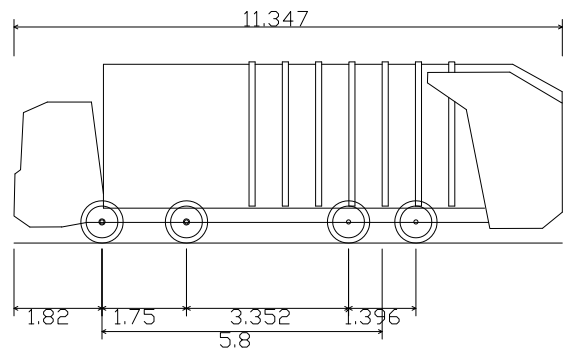
DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:1000	A3	06.02.24

PROJECT NO.	DRAWING NO.	REV
T23591	004	B









Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

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A	DRAWING UPDATED IN LINE WITH CLIENT REQUIREMENTS	19.03.24	JP	GM

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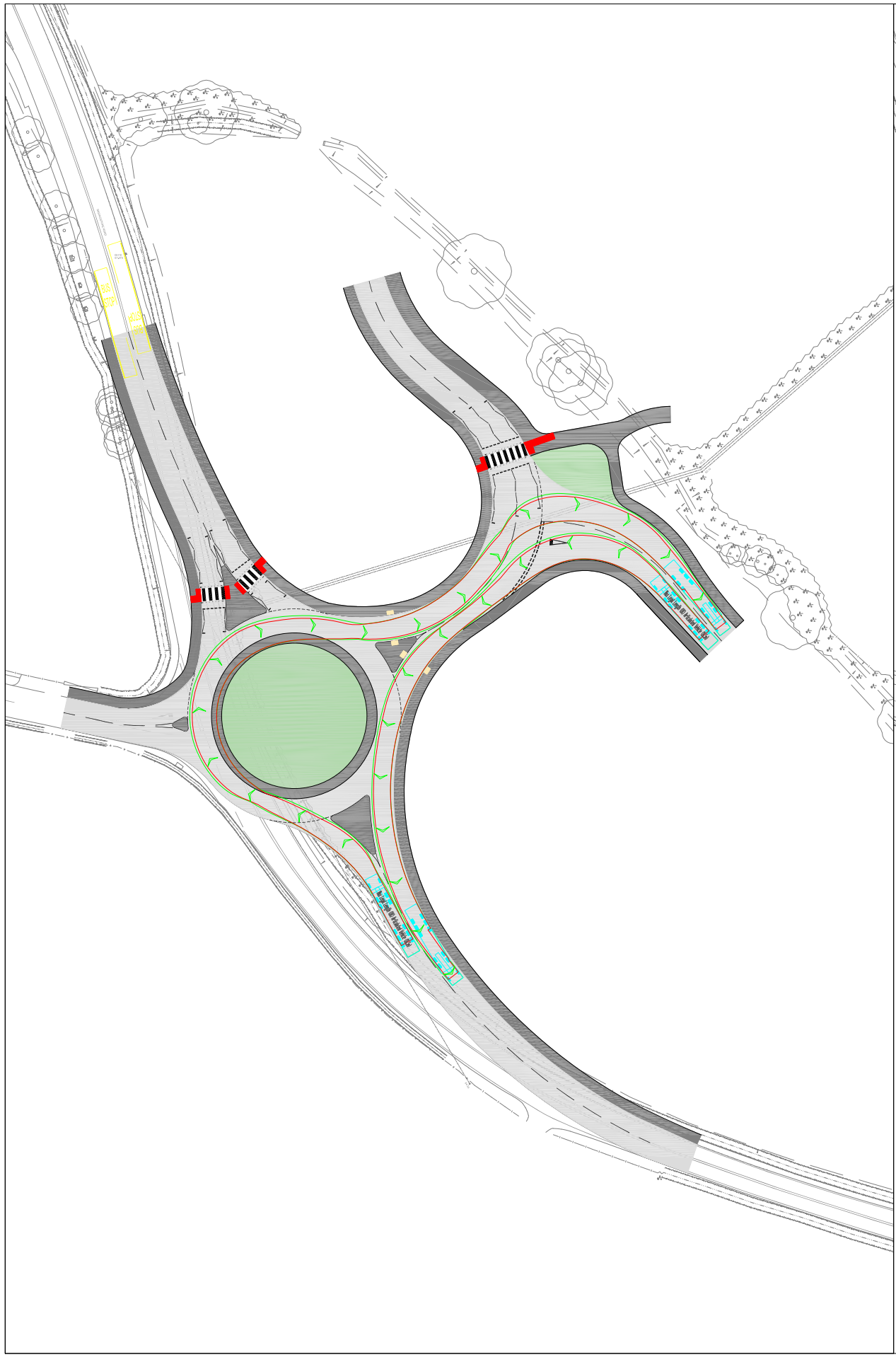
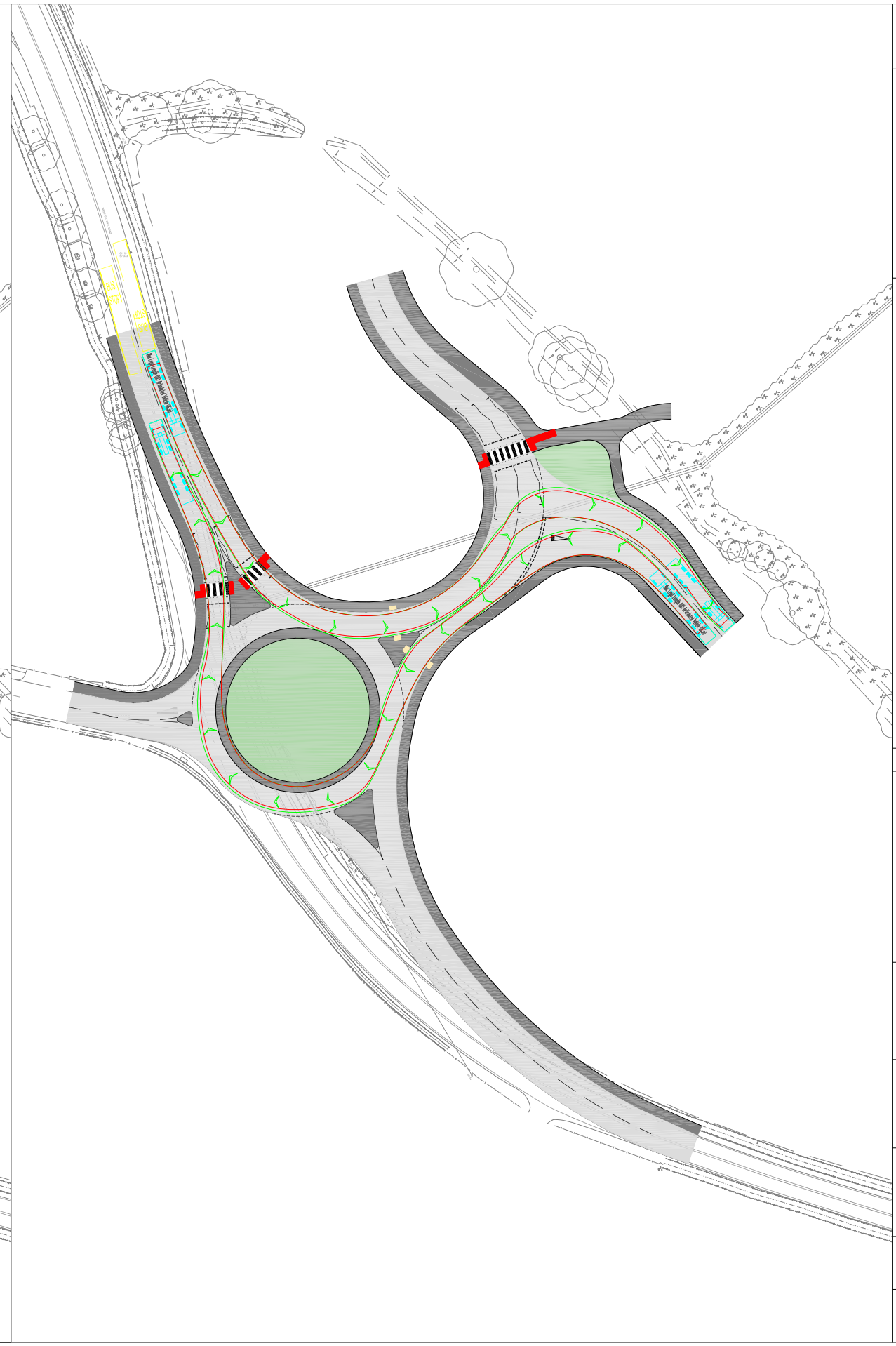
PROJECT
SPENCERS WOOD

TITLE
PROPOSED SITE ACCESS PRIORITY JUNCTION SWEPT PATHS 01

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
CR	JP	1:500	A3	06.02.24

PROJECT NO.	DRAWING NO.	REV
T23591	005	B





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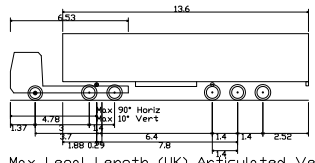

Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

REV	DESCRIPTION	DATE	BY	AUTH

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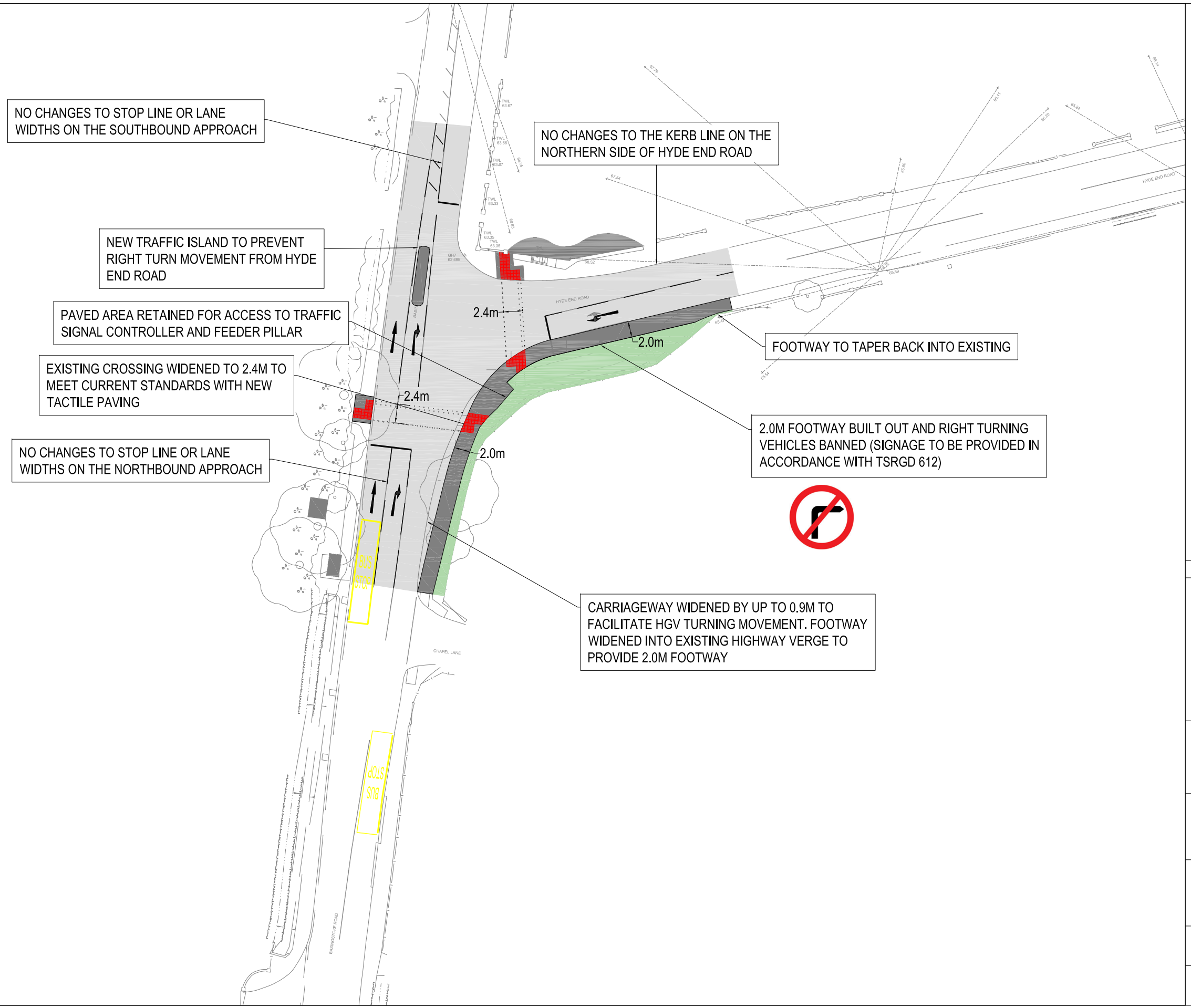
PROJECT
SPENCERS WOOD

TITLE
PROPOSED SITE ACCESS
ROUNDABOUT SWEPT PATHS 03

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MF	JP	1:1000	A3	05.08.25

PROJECT NO.	DRAWING NO.	REV
T23591	006	-



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CLIENT
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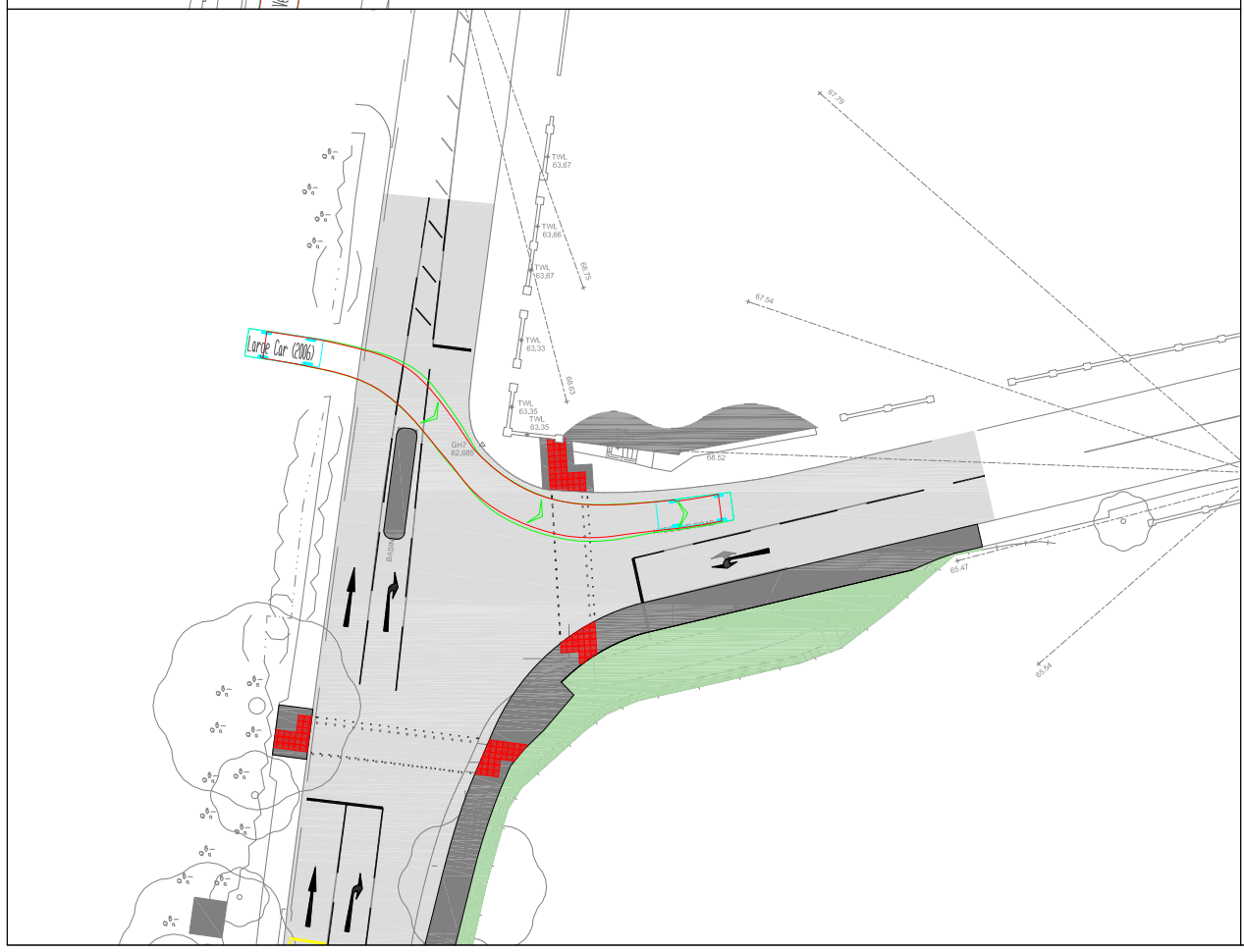
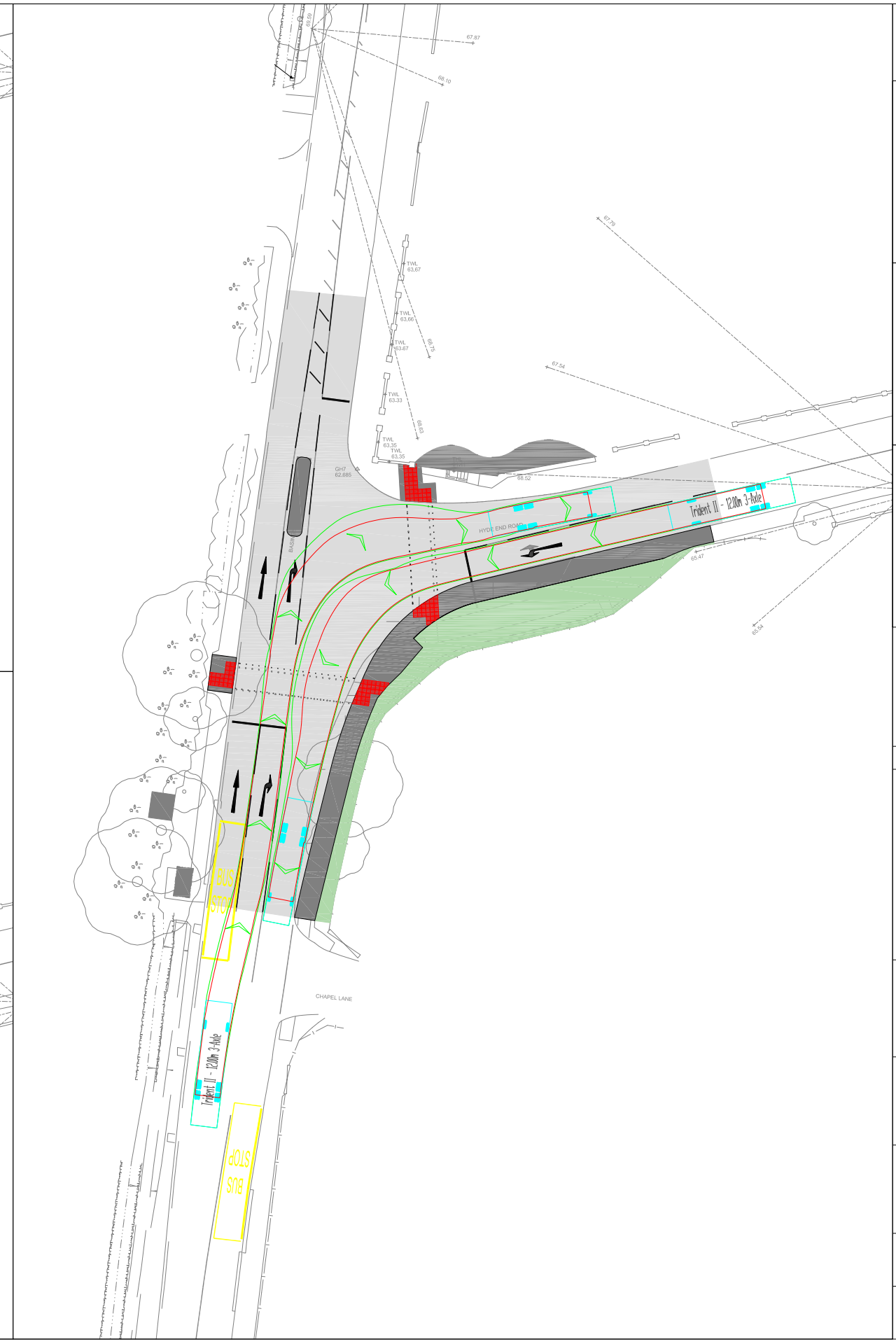
PROJECT
SPENCERS WOOD

TITLE
PROPOSED HYDE END ROAD JUNCTION MITIGATION SCHEME

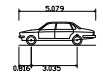
DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MF	JP	1:500	A3	06.08.25

PROJECT NO.	DRAWING NO.	REV
T23591	007	-



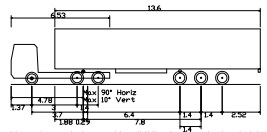


1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.
3. ALL VEHICLE TRACKING UNDERTAKEN AT 15KM/HR.



Large Car (2006)

Overall Length	5.079m
Overall Width	1.826m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
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Overall Body Height	3.681m
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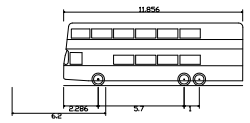
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



Trident II - 12.00m 3-Axle

Overall Length	11.856m
Overall Width	2.496m
Overall Body Height	4.140m
Min Body Ground Clearance	0.311m
Track Width	2.369m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DESCRIPTION	DATE	BY	AUTH

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RICHBOROUGH

PROJECT
SPENCERS WOOD

TITLE
HYDE END ROAD JUNCTION
MITIGATION SCHEME SWEPT PATHS

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
MF	JP	1:500	A3	06.08.25

PROJECT NO.	DRAWING NO.	REV
T23591	008	-

Appendix A

Appendix A1 WBC Consultation Response

Date: 13 March 2025
Application: 250517

WOKINGHAM
BOROUGH COUNCIL

WBC Highways

Development Management & Compliance
P.O. Box 157
Shute End, Wokingham
Berkshire, RG40 1BN
Tel: (0118) 974 6000
Minicom No: (0118) 974 6991

Dear WBC Highways,

Outline Planning Approval Consultation
Application Number: 250517
Applicant: Mr Marc Wilson
Site Address: Land Off Basingstoke Road, To the south and west of Spencers W
Parish: Shinfield
Grid Reference: Easting - 471901, Northing - 166069
Type of Development: Major All other developments
Proposal: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space, SANG provision and associated infrastructure.
Case Officer: Helen Maynard

Development Management has received the above application and we require your comments on the proposal using the recommended memorandum below. The documents associated with this are available to view in NEC DM using the application number 250517. Alternatively, public documents are available to view on the Council's planning application search page: Wokingham Borough Council Online Planning.

Please index your response into NEC DM against the application. If you are recommending conditions, you should give a reason with reference to relevant policies. A list of standard conditions can be found on the Z Drive at: Z:\Standard Planning Conditions.

Your observations are required in respect of this application within **10 working days** of the above date or **15 working days** if the development type is classed as a major development.

Yours sincerely,

Public: Information that can be seen and used by everyone inside and outside the Council.

Development Management & Compliance

Public: Information that can be seen and used by everyone inside and outside the Council.

M E M O R A N D U M

From:	Gordon Adam Development Control		
Service	WBC Highways	**App No:**	250517
Address:	Land Off Basingstoke Road, To the south and west of Spencers W.		
Proposal:	Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space, SANG provision and associated infrastructure.		
Type of Development:	Major All other developments		
Site Visit Made:	Yes/No		

Summary Of Recommendations

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

Comments On Proposal

General

1. Highways understands that this outline application is for up to 420 dwellings, 80 bed care home, a local centre, employment and a 2FE primary school off Basingstoke Road.
2. Highways welcomed the opportunity of providing pre-application comments under 243014.
3. Due to the size of the proposed development, highways would have expected to have had technical meetings.
4. This application is supported by a Planning Statement, a Transport Assessment (including junction assessment) and a Framework Travel Plan, which are welcomed.

Parking

5. The planning statement states that sufficient parking spaces would be provided for all uses which is welcome.

Public: Information that can be seen and used by everyone inside and outside the Council.

6. The proposed parking allocation for residential and other uses are specified in Appendix F, which is welcome.
7. All parking spaces would need to be 5m x 2.5m or 6m x 2.5m if parallel spaces.
8. If parking courtyards are proposed, these would need to have at least 6m behind the spaces for safe manoeuvring.

Residential Parking

9. Highways requested as part of pre-application comments that the Borough's parking calculator be used based on an illustrative masterplan and housing mix. This has not been submitted. The illustrative masterplan will need to be submitted.
10. Highways understand that the number of habitable rooms of dwellings have not been confirmed.
11. That being said, highways have carried out an assessment using the parking calculator and based on the information submitted there would be 662 allocated spaces, 84 visitor spaces and 75 unallocated spaces.
12. In addition, there is also proposed to be 160 garages.
13. There would need to be a good distribution of visitor spaces across the development.
14. Each garage would need to have minimum internal dimensions of 6m x 3m, or 7m x 3m for cycle storage.
15. The private drives would need to be at least 3.1m wide to ensure a cycle or rubbish wheelie bin can pass a parked car.
16. The proposed 10 flats above the proposed community hall, as shown in F-3 in Appendix F would need to be included in the residential parking calculations and not with the non-residential.

Non-Residential

Highways would have expected to see a framework car parking management plan to be submitted.

17. The proposed parking provisions for residential care home, GP surgery, primary school and outdoor pitches would need to be provided in line with the current Borough Parking Standards which are set out below and not the size of the proposed provision.

Use Class	**Car Parking Allocation**
Residential Car Homes	1 per full time equivalent staff member and 1 visitor space per 3 residents
Health Centre	1 per full time staff and 3 per consulting room
Primary School	1 per full time staff
Outdoor Pitches	20 spaces per pitch and 1 per 10 spectator seats

18. While the land allocations of the non-residential uses have not been identified, an illustrative masterplan would need to be submitted to ensure sufficient space on site have been reserved for the proposed uses.

Public: Information that can be seen and used by everyone inside and outside the Council.

19. For the school, care home and health centre an indicative level of full-time equivalent staff would need to be submitted.
20. For the other proposed land uses, based on the illustrative mix, the parking is in line with Borough standards which is welcome.
21. All parking spaces would need to be 5m x 2.5m and there would need to be at least 6m behind the spaces for safe manoeuvring.
22. As part of any reserved matter applications of the primary school, pick-up and drop-off spaces would be expected.
23. Disabled spaces for non-residential uses would need to be provided in line with standards and be located in close proximity to the main accesses.
24. Highways would have expected to see a framework car parking management plan to be submitted.

Cycle Parking

25. Cycle parking for other uses would be in line with the parking standards set out in Table 3 of the TA, which is welcomed.
26. Sheltered and secured on-plot cycle parking would be proposed for each dwelling, either in sheds or in garages. For any provisions in garage, the minimum dimensions of the are at least 7m x 3m.
27. For flats, cycle parking would need to be in secure communal cycle stores. Each space would need to be 2m x 0.9m. Highways would also recommend that cycle visitor cycle parking.
28. The communal cycle stores would need to be accessible and close to the entrances to each block of flats.

Electric Vehicle Charging

29. The transport assessment states that charging points would be provided in accordance Brough Standards.
30. However, Borough standards have been replaced by Building Control Regulations Approved Document S as set out in highways pre-application comments.

Accesses

31. Highways understand that two access points are proposed onto the B3349 Basingstoke Road, the main access point would be conversion of the existing priority junction at Back Lane to a 4-arm roundabout and the secondary access would be a new priority junction north of the proposed roundabout.
32. The PIA assessment suggests that PIAs were usually due to excessive speed. Highways would recommend that the speed limit from Beech Hill Road to south of the proposed roundabout be reduced to 30mph. Highways would also recommend that in support of this reduction in the speed limit, there would need to be speed reduction measures.
33. Lamp columns and telegraph poles would need to be moved as part of this design and at the applicant’s expense.
34. Once the modelling and the design have been agreed, then and only then will a Road Safety Audit and designer’s comments be required to be submitted

Public: Information that can be seen and used by everyone inside and outside the Council.

Proposed Roundabout

35. The access road width of the roundabout is proposed to be 6.5m, with 2m wide footways on both sides of the carriageway tying to the existing footway network on Basingstoke Road.
36. Highways is concerned with the alignment of the proposed access road and would prefer to see a straighter alignment as highways would have expected to see swept paths of two refuse vehicles passing each other.

Proposed Priority Junction

37. A secondary vehicular access would be via a new priority junction with the B3349 Basingstoke Road, circa 300m north of the proposed roundabout.
38. The access road width of the priority junction is proposed to be 6m, with 2m wide footways on both sides of the carriageway tying to the existing footway network on Basingstoke Road.
39. No right-turn from Basingstoke Road south into the site would be proposed for the priority junction.
40. The proposed priority junction is close to the existing dwelling “Three Pots” on Basingstoke Road. The Traffic Management team recommend a minimum distance of 10m between a junction and a dropped crossing. As the proposed junction would be adjacent to an existing driveway, clarification will be required that the proposed junction is outside the 10m distance. This will need to be shown on a plan.

Strategic Modelling

41. A scoping report for carrying out the strategic modelling for this proposed development was submitted and agreed.
42. The applicant paid for the modelling to be run, and the outputs requested were provided to the consultant.
43. Please note that the modelling was carried out for 480 dwellings, 4,000sqm of employment and a 1 form entry primary school (210 pupils) .
44. The current proposal is for 420 dwellings, 80 bed care home, 2 form entry primary school, retail, employment, GPs surgery. Highways would have expected to see an assessment of the differences between the level of trips between what was modelled and what is proposed.
45. That being said, it appears that the traffic flows included in the TA were those from the Strategic Modelling.
46. The rerouting between B3349 Basingstoke Road and Grovelands Road will lead to 30% increase in link flows along The Square during the AM peak in 2032. Similar applies to diverted traffic along Lamb Lane between Beech Hill Road and B3349 Basingstoke Road. The capacity of these links shall be reviewed.

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Local Junction Modelling

47. As part of the approved modelling scoping report and pre-application comments, the following junctions would need to be assessed using local junction modelling software, namely :-

- B3349 Basingstoke Road / Back Lane priority roundabout (new site access);
- B3349 Basingstoke Road / Site Access priority junction (new junction);
- B3349 Basingstoke Road / B3349 Hyde End Road traffic signal junction;
- Basingstoke Road / Church Lane proposed signalised junction.
- A33/Basingstoke Road traffic signal junction; and
- M4 Junction 11

48. The turning movements for these junctions have been provided to the applicant's consultants.
49. Highways have reviewed the outputs and have identified that no additional junctions need to be assessed.
50. Highways have recommended that an numerical assessment of the changes in flows for M4 Junction 11 and Basingstoke Road/A33 would be acceptable.
51. All the remaining junctions would need to be modelled and that full modelling output, plans showing the geometries of the junctions and turning flow plans would need to be submitted.
52. Highways have also recommended that full turning count surveys would need to be carried out for the existing junction for input into the junction modelling
53. Highways realise that some of the flows in the flow diagrams and junction model outputs are different from the strategic model outputs, particularly for flows along Basingstoke Road. Clarifications of model inputs are required.
54. All agreed junctions operating above 85% and with a positive increase in V/C values are expected to be modelled and the net increases in V/C shall be mitigated.
55. It is disappointed that the junction model outputs for these junctions have not been provided, and mitigations are not proposed.
56. In particular, the existing T-junction at B3349 Basingstoke Road/Back Lane is expected to be modelled as part of the base junction models.
57. Please note that no future year junction modelling will be assessed until the base junction models have been approved.
58. The Borough does have junction models for the Hyde End and Church Lane signalised junctions. These can be provided on request.

Traffic Data

59. It is welcomed that ATC data was collected in December 2023 over a 7-day period at the proposed vehicular access, for the total number of vehicles per hour and traffic speed data in both directions in Appendix B.
60. Highways would have expected the period of collection to have been over a 2-week period to ascertain whether or not there were any obvious trends. However, a 7-day period is acceptable.
61. The 7-day speed data for survey site have been provided and a summary of the mean speed and 85%ile speed have also been provided, which is

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welcomed. However, highways would have expected the survey data also to include the weekday AM and PM flows to ensure a quicker assessment.

Trip Rates

62. The Borough's approved trip rates were used in the Transport Assessment which is welcome.

Distribution

63. The strategic modelling distribution was adopted for this assessment which is welcome.

Pedestrian and Cycling

64. A 3.5m wide segregated pedestrian and cycle access are proposed to the north of the priority junction, which is welcomed, this would need to be secured by bollards. Highways would recommend that the width of this be increased to 3.7m so that this could be used for an emergency access.
65. It is proposed that in addition there would be segregated pedestrian/cycle accesses connecting to Barracks Lane, the existing PROW off Hyde End Road and the park via Century Drive. The PROW to the north of the site that connects with Hyde End Road is proposed to be improved to provide all-weather surfacing and lighting. This is welcome, though discussions will need to be had with the PROW officer regarding lighting.
66. Pedestrian access connects with the existing bus stops (Grovelands Road) along Hyde End Road is proposed, which is welcomed.
67. The proposed roundabout will have dropped kerbs and tactile paving which would provide pedestrian access to bus stop son Basingstoke Road, Primary school and employment.
68. As this is an outline application with all matters reserved apart from access, full details of how these routes connect with the existing network will need to be provided.

Sustainability Assessment

69. A sustainability assessment has been undertaken to local services and bus stops, which is welcomed.
70. Included in the assessment are walk distances to local services which is welcome. However, clarification is required on where the distances have been calculated from. For this assessment, highways would need to see the distance from a midpoint in the site and that actual walk distance are used.
71. Highways would also expect to see the walk distances to the nearest bus stops.

Active Travel Modes

72. A LTN 1/20 route audit has been submitted with potential improvements are identified, which is welcomed. However, the audit focuses on cycling route. The Highways would still expect to see an Active Travel Assessment for the

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routes to the external services and suggested improvements to be carried out, which would cover all active travel modes.

73. As the land allocation are reserved for future determination, Highways would need to see actual walk distances to local services such as shop, schools, surgery, employment and bus stops from a mid-point of the wider site.
74. It is true that local services such as the nursery, primary school, bus stops, industrial estates and some local shops are within an acceptable walk distance from parts of the site. However, for more day-to-day activities such as work, secondary schools and weekly shopping that would imply longer journeys less likely made by active travel modes.

Public Transports

75. The bus service (600) runs between Reading and Spencers Wood calling at two pairs of bus stops on Basingstoke Road (Back Lane and Barracks Lane). Another route 600 runs between Thames Valley Science Park to Reading calling at the bus stops on Hyde End Road (Grovelands Road).
76. The existing bus stops north of Back Lane would probably be affected by the proposed roundabout, therefore relocations for these bus stops would be expected.
77. Bus routes of 600 are running hourly on Mondays to Saturdays and no service on Sundays and therefore cannot be described as a good service as set out in CP6.
78. Enhancement on existing bus stops (Back Lane (both directions), Barracks Lane (SB) and Grovelands Road (both directions)) would need to be considered.
79. Highways would be seeking a contribution to improve the bus services of £368 per dwelling. In addition, a contribution of £25,000 for each of the 4 nearest stops. These will be included in the s106 agreement.
80. Highways would recommend that the walking environment to these bus stops would need to be improved.

<u>Active Travel Assessment</u>

81. Active Travel England requested that the Borough carried out an Active Travel Assessment using their toolkit. This is required to be carried out and submitted to the Borough.

<u>Visibility Splays</u>

82. Visibility splays for the proposed new vehicular accesses have been submitted with reference to the speed limits of 40mph.
83. Due to the nature of Basingstoke Road, highways would have expected to see speed survey data.
84. It is welcome that 2 sites were surveyed, one in the vicinity of the location of the proposed priority junction (Site 1) and one to the north of the proposed roundabout (Site 2) which is welcome.
85. This data produced 85th %ile speeds for site 1 of 41.5 and 40.9 mph and (North and southbound respectively) and for site 240.8 and 41.2 mph (north and southbound accordingly).

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86. The visibility splays would need to be based on the 85th %ile. The calculations of the visibility splays would need to be submitted.
87. For proposed roundabout, visibility is expected to be measured in accordance with the requirements of DMRB CD116.
88. For proposed priority junction, forward visibility splays along the bend shall be provided.
89. Any landscaping within the splays would need to be maintained so that it is less than 0.6m high.
90. Pedestrian and cycling visibility splays need to be provided for the proposed access onto Basingstoke Road as well as the other pedestrian accesses.

Swept Path Analysis

91. Swept paths for a refuse vehicle with acceptable dimensions have been submitted which is welcome.
92. All movement swept paths for the roundabout would be required as only some movements have been submitted.
93. The swept paths of a refuse vehicle and a large car passing each other on the site roads are provided, which is welcomed. In addition, highways would need to see 2 refuse vehicles passing each other on the bend of the proposed access road at the roundabout.
94. Swept paths of a refuse vehicle for the 3 allowed movements at the secondary access have been submitted. These have been reviewed and are acceptable.
95. Highways would also need to see the swept paths for the fire tender accessing and egressing the main access as well as the secondary access.
96. Please note that the dimensions of the fire tender approved by the Borough are as follows:

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.910m

97. As this outline application does not include an illustrative site plan, Highways would need to see swept paths of the above vehicles travelling through the development in reserved matters stage.
98. The proposed configuration of the roundabout could potentially be too tight for 16.5m long articulated vehicle to manoeuvre. Minor revision of configuration would need to be considered

Site Roads

99. All roads would need to be built to Borough standards.
100. It is proposed that the primary, secondary and tertiary site access roads and all footways/cycleways would be offered for adoption, and the final extents

for adoption would be confirmed as part of a reserved matters application, which is welcomed.

101. For site roads to be adopted, these would need to be delivered through s38 agreement with the Borough. The Borough would also require agreement on inspection fees and commuted sums. The adoption plans, fees and commuted sums would need to be included in the s106 agreement.
102. For any remaining site roads are to remain private, this would also need to be included in a s106 agreement, including details of the management company set up to look after the maintenance of the roads, the Borough's inspection fee and the APC Bond.
103. 2m wide pavements would need to be provided on the site roads.
104. Forward visibility splays would need to be provided at any proposed bends.

Lighting

105. As part of this planning application a lighting strategy would need to be submitted.

Delivery and Servicing Plans

106. Separate framework delivery and servicing Plan would need to be submitted for each of the land uses.

Framework Travel Plan

107. A Framework Travel Plans has been submitted which is welcome.
108. Comments that have been included above on walk distances to local services are relevant for this document.
109. Highways would have expected to see indicative mode shares based on the 2011 Census data and indicative targets to have been included in this document together with the first travel plans surveys to be carried out within 6 months of occupancy.
110. Due to the size of the development, highways would have expected to see car clubs mentioned.
111. It is welcome that a travel plan co-ordinator would be about prior 3 months prior to occupation. This role would need to have sufficient time and resources for the role.
112. An indicative action plan has been submitted which is welcome. Highways would have expected to see included in the plan, indicative travel plan, travel plan surveys and delivery of full travel plan.
113. Highways would recommend a contribution of £612 per dwelling for MyJourney in lieu of a residential travel plan.

Framework Construction Environmental Management Plan

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114. Due to the size and location of the proposed development, highways would have expected a framework Construction Environmental Management Plan to have been submitted. This document needs to be submitted.

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Section 106 contributions

115. Bus service contribution for bus route 600 at £xxx per dwelling.
116. MyJourney Contribution pf £612 index linked per dwelling.
117. A contribution of up to £6500 index linked for speed limit reduction.
118. A contribution of £100,000 for improvements to the two nearest pairs of bus stops.
119. There may be other contributions required that may be identified through the review of highway impacts.

Conditions & Reasons (if required)

Please use this section to detail any conditions that are required to make this development acceptable in planning terms. All conditions should be accompanied by reasons.

Date:	9th April 2025	**Signed:**	Gordon Adam

Appendix A2 Active Travel England Consultation Response

Active Travel England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 250517
Our Ref: ATE/25/00395/OUT
Date: 04 April 2025

Active Travel England Planning Response
Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Wokingham Borough Council

Application Ref: 250517

Site Address: Land Off Basingstoke Road To the south and west of Spencers Wood, Padworth, Reading

Description of development: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space, SANG provision and associated infrastructure.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~

b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~

c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this application.

It is understood that the site is not allocated in the existing or emerging Local Plan; however, it has been promoted as a housing site.

To date, ATE has not been involved in any pre-planning or planning applications related to this site.

2.0 Summary

ATE has reviewed the application against the criteria outlined in our updated planning assessment toolkit, national planning policy, and active travel design guidance.

Following our review, the following key issues require further consideration. Consequently, ATE is issuing a deferral response pending further analysis, as detailed below.

3.0 Areas of Concern

1. Trip Generation Analysis and Travel Plan Targets

Trip Generation:

It has not been possible to identify data for active travel trips as part of the reported trip generation, or indeed for public transport. To better understand the potential for active travel trips within these proposals, it would be beneficial for the applicant to provide forecasts for walking and cycling trips. This should ideally be presented as all-day trips as well as peak-hour data to ensure transparency regarding the expected number of walking and cycling trips generated by the proposals across the day.

Travel Plan:

It has not been possible to identify modal split targets within the Framework Travel Plan. The plan states: ‘The precise targets and measures will be finalised following occupation of each unit within the development and the results of the initial travel surveys.’ ATE has concerns with this approach and would welcome the provision of baseline modal splits and targets for all modes, including walking and cycling, over a minimum five-year monitoring period. This baseline can be revisited following occupation and the completion of initial travel surveys.

It is noted that Wokingham Borough Council operates the ‘My Journey Wokingham’ initiative, which addresses travel planning measures within the borough. The applicant should confirm whether the absence of mode share targets relates to this programme and whether the Highway Authority has agreed to this approach.

Ideally, both trip generation and travel plan targets should take a vision-led approach to establish robust and forward-looking targets for sustainable transport, as outlined in the updated NPPF.

2. Accessibility

The Transport Assessment (TA) references the Institute of Highways and Transportation guidelines for assessing suggested walking distances to key services. The Manual for Streets (MfS) and the National Design Guide (2021) are also referenced, considering 2km as the maximum acceptable walking distance.

Table 8 lists local facilities. Generally, there is considered to be a reasonable number of facilities within the aforementioned guideline distances. It is also noted that the proposals will include on-site facilities such as a primary school and a convenience store, which will improve accessibility.

The applicant has also provided information on bus accessibility, confirming that bus stops are within the recommended 400m distance from parts of the site. However, the applicant should confirm that all residential dwellings will be within 400m walking distance of a bus stop, not just those points referenced.

Although some services are within a manageable walking distance, cycling can be a viable alternative for short trips. However, assessing the attractiveness of both walking and cycling requires an evaluation of the quality of anticipated routes, as outlined below.

3. Active Travel Route Audit

It is noted and welcomed that the applicant has undertaken an ‘LTN 1/20 Route Audit’ as well as completing the Cycle Level of Service Tool (CLoS). This is considered a thorough assessment and useful for evaluating both walking and cycling routes. However, the assessment could be strengthened with supporting maps showing the assessed routes and photographs of identified deficiencies. It would also be beneficial for the applicant to clarify why these particular routes have been selected, for example, in relation to the amenities they provide access to and their accessibility from the site.

Ideally, this assessment should take into account Inclusive Mobility guidance, particularly regarding pavement widths. It is noted that a short pedestrian accessibility assessment has been provided, which notes footway widths of 1.8m in some areas. This does not comply with Inclusive Mobility’s 2.0m requirement.

4. Off-Site Transport Infrastructure

Main Site Access T23591 001 A:

Paragraph 10.7.1 of LTN 1/20 states that roundabouts account for around 20% of all reported cyclist killed or seriously injured (KSI) casualties, with standard UK geometry often proving hazardous, particularly due to flared entries and exits.

The proposed roundabout junction has been designed to DMRB standards and lacks dedicated cycle facilities. LTN 1/20 highlights that roundabouts with flared geometry and no cycle facilities are unsuitable for most cyclists and pose significant risks even for experienced riders.

It is unclear whether the Highway Authority has raised specific concerns regarding this arrangement. However, the applicant should consider revised geometry aligned with LTN 1/20 principles. This could include:

- Grass verges with a domed apex on all arms instead of recessed easy-exit arrangements, which encourage higher vehicle speeds and less steering correction.
- A central overrun area to narrow lanes while still accommodating HGV trailer overrun (as per CD 116 of DMRB).

Three nearby roundabouts have been identified as providing a better level of service for pedestrians and cyclists on Nine Mile Ride. See links:

Roundabout 1
Roundabout 2
Roundabout 3

Further enhancements could include:

- A reduction of the speed limit to 30mph (currently understood to be 40mph).
- Zebra crossings on all arms to aid pedestrian priority.
- Surface treatment improvements to address stopping distances and enhance the quality of place.

Examples of side road zebras:

Example 1: Bristol
Example 2: Islington

Proposed Site Access – Priority Junction A (T23591 004 A)

It is not entirely clear why this additional vehicular access is required, and further clarification on this matter would be appreciated.

Nonetheless, the proposed junction lacks adequate side road treatment and should be reconsidered to include a raised table in accordance with LTN 1/20, Manual for Streets, and Inclusive Mobility guidance. This would enhance pedestrian safety and provide greater priority at the junction.

Proposed Shared Pedestrian and Cycle Access (North)

The inclusion of this access is welcomed. However, there is no detail on how cyclists will safely transition to and from this route when traveling both northbound and southbound on the B3349 or when exiting the site. Examples of how this could be managed are provided in Roundabout 1.

Figure 5.9: Illustrative Landscape Masterplan indicates an access point south of Benham Drive, but detailed drawings for this access have not been identified.

Generally, the red line plan extends into and along the B3349, but it offers only limited improvements for pedestrians and cyclists. Additionally, it leaves a section unconnected.

Further steps should be taken to enhance pedestrian and cycling infrastructure along the entire site frontage with the B3349. Ideally, dedicated cycle tracks should be secured on both sides of the highway, given the deficiencies identified in the LTN 1/20 Route Audit. If constraints exist, the applicant should consider shared-use facilities designed to LTN 1/20 standards.

LTN 1/20 Route Audit

This assessment is thorough and has identified multiple deficiencies, with all routes scoring poorly. The recommended improvements are fully supported. However, it remains unclear how the applicant intends to implement these improvements—whether they will be delivered directly or as part of a financial contribution toward sustainable travel enhancements. This should be clarified.

Additionally, the assessment includes a helpful review of the Local Cycling and Walking Infrastructure Plan (LCWIP). Further information on how this application will contribute to these enhancements would be beneficial.

Green Route

It is understood that the B3349 is identified as a Green Route within both the existing (Policy CC03: Green Infrastructure, Trees and Landscaping) and emerging Local Plan (Policy C4: Green and Blue Infrastructure and Public Rights of Way, and Policy C3: Active Travel). The applicant should set out how improvements to walking and cycling links along the B3349 align with the requirements of these policies for walking, wheeling, and cycling.

6. Placemaking and Permeability

As the proposals are in outline, it is not possible to comment on the full detail of the design approach; however, the following observations have been made:

Site Frontage and Speed:

The proposed development is, in parts, set back from the B3349, missing an opportunity to create an active frontage. A strong frontage is necessary to:

- Remind drivers they are in a residential area where pedestrian and cyclist activity is expected, including crossing the B3349.
- Help integrate the development into the built environment.
- Improve natural surveillance and enhance safety.

Permeability:

Several pedestrian and cycle links are proposed along the northern boundary. ATE considers these connections essential for ensuring adequate connectivity. However, these links are only shown as ‘Connection Points’ on Figure 5.9: Illustrative Landscape Masterplan and as ‘potential connections’ within the Development Framework Plan and Design and Access Statement (DAS). ATE has concerns that these connections are not currently secured and would not support the proposals unless all these links are guaranteed as.

Without these connections, journey times will significantly increase, and the safety and attractiveness of walking and cycling to and from the site would decrease, while permeability would be seriously undermined.

Failing to deliver these links due to land ownership constraints will not be acceptable, as the development will fail to meet the tests for creating cohesive and joined-up communities, as set out within NPPF 96a, which expects street layouts to allow for easy pedestrian and cycle connections within and between neighbourhoods. Moreover, much of the assessment within the TA would be undermined, particularly the LTN 1/20 Route Audit

It is also considered that a further connection to Blackwater Close should be provided. ATE would welcome clairty on whether this could be acehived.

7. Cycle Parking

Detailed plans for cycle storage facilities should be provided in accordance with LTN 1/20 and local guidance at an appropriate time. Cycle parking should be as convenient as car parking, with unobstructed access to secure facilities provided by the developer.

4.0 Next Steps

ATE requests that the local planning authority shares this response with the applicant’s agent. We would welcome additional details and amendments in line with the above comments, with a view to providing a further response/appropriate wording for conditions as required.

Appendix A3 National Highways Consultation Response

National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Michelle Berrington (Head of Planning & Development)
Operations Directorate
South East Region
National Highways
Planningse@nationalhighways.co.uk

To: Wokingham Borough Council, FAO: Development Management & Compliance

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 250517

Location: Land Off Basingstoke Road, To the south and west of Spencers Wood

Proposal: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space, SANG provision and associated infrastructure.

National Highways Ref: NH/25/11245

Referring to the consultation on a planning application dated 19 May 2025, referenced above, in the vicinity of the M4 motorway that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

~~a) offer no objection (see reasons at Annex A);~~

~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~

c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.[1]

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:	**Date: 05/06/2025**
Name: Mrs Beata Ginn	**Position:** Assistant Spatial Planner Area 3 Assistant Spatial Planner National Highways planningSE@nationalhighways.co.uk
National Highways **Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ** **Beata.Ginn@nationalhighways.co.uk**	

[1] Where relevant, further information will be provided within Annex A.

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways is concerned with proposals that may have the potential to impact on the safe and efficient operation of the SRN, in this case the M4 motorway, and in particular M4 J11.

We reviewed all available information which includes a detailed Transport Assessment (TA). As detailed in section 5.9 of the TA, the trip generation previously produced for pre-application advice has been used despite changes to the scheme since this time. In particular, there has been a reduction of 60 dwellings and the addition of an 80-bed care home. Having reviewed the changes to the scheme, we agree that they would not significantly alter the trip generation of the proposals and therefore agree that the trip generation as presented in Table 14 of the TA is reasonable.

Strategic VISUM modelling has been undertaken for the proposals which has also been used to calculate distribution and assignment of development trips. It is shown in Appendix H of the TA that the development will result in the addition of 37 AM and 28 PM trips to the M4 eastbound off-slip and 50 AM and 39 PM trips to the M4 westbound off-slip. Section 6 of the TA has reported on available capacity at several junctions based on the VISUM modelling, however for M4 J11 this is only provided for the A33 approach, not the M4 off-slips. As a first step, National Highways requests that further information regarding the capacity and queueing at the M4 J11 off-slips is provided. Noting that a significant number of development trips are being added to the off-slips which are known to experience severe peak time congestion resulting in mainline queueing, a full junction capacity assessment of M4 J11 may be required. The applicant should provide their VISUM modelling files covering M4 J11 to National Highways so that we can review the inputs and outputs.

Based on the above there are several outstanding matters which will need to be resolved before we can agree to the traffic impact of this proposal.

Recommendation:

National Highways recommends that the Local Planning Authority does not grant planning permission for the application ref: 250517 until 5 September 2025 to enable the applicant to supply required information and for us to review it. This does not prevent the authority, if they so wish, to either refuse the application or agree an extension of time beyond 5 September 2025.

Reason: To allow National Highways to understand the impact of the development on the safe and efficient operation of the Strategic Road Network and provide the Local Planning Authority with fully informed advice.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.
Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

Appendix B

WBC Car Parking Allocations for Residential Dwellings

Table C3-1: Flats owned – unallocated parking demand based on number of allocated spaces

Number of Habitable Rooms	Number of Bedrooms	No Allocated Spaces	1 Allocated Space	2 Allocated Spaces
1	Studio	0.7*	0.0*	-
2	1	0.3	0.0	0.0
3	1-2	0.6	0.1	0.0
4	2	1.1	0.3	0.0
5 or more	2-3	1.5	0.5	0.0

Table C3-2: Flats rented/shared – unallocated parking demand based on number of allocated spaces

Number of Habitable Rooms	Number of Bedrooms	No Allocated Spaces	1 Allocated Space	2 Allocated Spaces
1	Studio	0.5*	0.0*	-
2	1	0.6	0.1	0.0
3	1-2	0.9	0.2	0.0
4	2	1.0	0.3	0.1
5 or more	2-3	1.0*	0.2*	0.0*

Table C3-3: Houses owned – unallocated parking demand based on number of allocated spaces

Number of Habitable Rooms	Number of Bedrooms	No Allocated Spaces	1 Allocated Space	2 Allocated Spaces
3 or less	1-2	1.2	0.4	-
4	2	1.3	0.4	0.1
5	2-3	1.5	0.6	0.1
6	3	1.7	0.8	0.2
7	3-4	2.0	1.0	0.2
8 or more	4	2.2	1.3	0.4

Table C3-4: Houses rented/shared – unallocated parking demand based on number of allocated spaces

Number of Habitable Rooms	Number of Bedrooms	No Allocated Spaces	1 Allocated Space	2 Allocated Spaces
3 or less	1-2	0.9	0.2	-
4	2	1.0	0.3	0.0
5	2-3	1.4	0.2	0.1
6	3	1.3*	0.5*	0.1*
7	3-4	1.6*	0.7*	0.2*
8 or more	4	2.0*	1.0*	0.3*

*Allocated parking demand figures based on Wokingham wide area rather than Lower Layer Super Output Area level due to small sample size (applies to all tables above)

N.B. All tables above show village parking standards

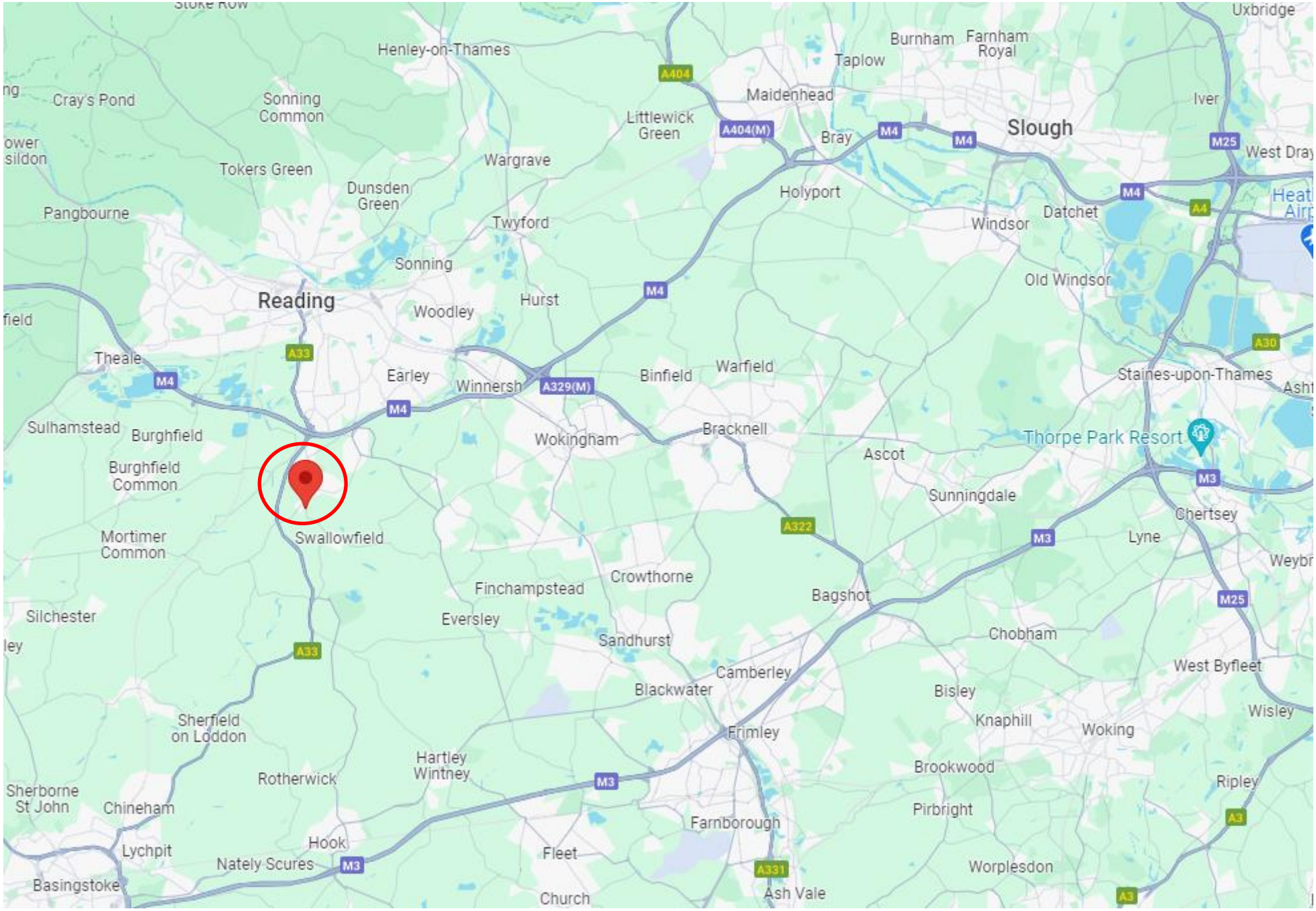
Appendix C

ATC Data

Site 1 51.3890625,-0.9742163 BASINGSTOKE RD – LOOKING SOUTH

Site 2 51.385968,-0.9734824 BASINGSTOKE RD – LOOKING NORTH

Perfect Nails
Spencerswood
Norman Rise
Norman Rise
Diana Cl
Beech Hill Rd
Spencer Wood Stores
Convenience Store
Hill View
B3349
The LPA Solicitor
1
La Petite Bouche Bakery
Langford Ave
Cook Grv
Beatty Rise Play Area
Beatty Rise
Benham Dr
Benham Dr
Elisha Cl
Beech Hill Rd
Basingstoke Rd
Scruffs
White House Ln
Grant & Stone Reading
Builders Merchants
Lambs Ln
Lambs Ln
D & S Agricultural
Engineers
ATM Cashpoint Group
Holme Dodsworth
Metals Ltd- Reading
Lambs Lane
Primary School
Baltec UK
2
Siretta
Lambs Ln
Back Ln
Back Ln
Back Ln
Beech Hill Rd
Alltrade


Stoke Row
Henley-on-Thames
Cray's Pond
Sonning Common
Tokers Green
Dunsden Green
Wargrave
Pangbourne
Twyford
Sonning
Reading
Woodley
Hurst
Theale
Earley
Winnersh
Sulhamstead
Burghfield
Burghfield Common
Mortimer Common
Swallowfield
Silchester
Sherfield on Loddon
Sherborne St John
Chineham
Lychpit
Basingstoke
Hook
Nately Scures
Rotherwick
Hartley Wintney
Finchampstead
Eversley
Crowthorne
Sandhurst
Wokingham
Binfield
Warfield
Bracknell
Ascot
Sunningdale
Bagshot
Camberley
Blackwater
Frimley
Farnborough
Fleet
Church
Ash Vale
Chobham
Bisley
Knaphill
Woking
Brookwood
Pirbright
Worplesdon
West Byfleet
Wisley
Ripley
Chertsey
Lyne
Staines-upon-Thames
Thorpe Park Resort
Old Windsor
Windsor
Datchet
Holyport
Bray
Maidenhead
Littlewick Green
Taplow
Burnham
Farnham Royal
Slough
Iver
Uxbridge
West Dray
Heat
Air
A404
A404(M)
M4
A33
A329(M)
A322
M3
M25
A30
A4
A3
A331

12922		SPENCERS WOOD								
		DECEMBER 2023								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12922001	Site 1 - Basingstoke Rd, Spencers Wood 51.38906, -0.97421	Channel: Northbound	Fri 01-Dec-23	Thu 07-Dec-23	40	22646	3769	3235	41.5	36.4
		Channel: Southbound	Fri 01-Dec-23	Thu 07-Dec-23		17906	2909	2558	40.9	36.2

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Dec-23														
00:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
04:00	**14**	0	10	2	0	0	2	0	0	0	0	0	0	0
05:00	**31**	1	22	7	1	0	0	0	0	0	0	0	0	0
06:00	**191**	1	137	47	3	3	0	0	0	0	0	0	0	0
07:00	**251**	3	158	83	4	2	0	0	1	0	0	0	0	0
08:00	**290**	0	221	63	3	2	1	0	0	0	0	0	0	0
09:00	**227**	1	164	54	2	1	4	0	0	0	0	1	0	0
10:00	**224**	0	159	55	1	7	0	1	1	0	0	0	0	0
11:00	**230**	1	175	50	3	1	0	0	0	0	0	0	0	0
12:00	**194**	2	144	43	2	2	1	0	0	0	0	0	0	0
13:00	**212**	1	155	47	5	2	0	0	1	0	0	1	0	0
14:00	**285**	5	219	59	1	1	0	0	0	0	0	0	0	0
15:00	**382**	3	299	76	4	0	0	0	0	0	0	0	0	0
16:00	**437**	1	362	68	2	2	1	0	0	0	0	1	0	0
17:00	**271**	3	226	37	2	1	0	0	2	0	0	0	0	0
18:00	**118**	0	99	18	1	0	0	0	0	0	0	0	0	0
19:00	**78**	0	62	15	1	0	0	0	0	0	0	0	0	0
20:00	**49**	0	45	3	1	0	0	0	0	0	0	0	0	0
21:00	**34**	0	28	6	0	0	0	0	0	0	0	0	0	0
22:00	**44**	0	34	9	1	0	0	0	0	0	0	0	0	0
23:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3121**	**20**	**2381**	**653**	**30**	**21**	**7**	**1**	**5**	**0**	**0**	**3**	**0**	**0**
16H,6-22	**3473**	**21**	**2653**	**724**	**35**	**24**	**7**	**1**	**5**	**0**	**0**	**3**	**0**	**0**
18H,6-24	**3527**	**21**	**2695**	**735**	**36**	**24**	**7**	**1**	**5**	**0**	**0**	**3**	**0**	**0**
24H,0-24	**3587**	**22**	**2738**	**748**	**37**	**24**	**9**	**1**	**5**	**0**	**0**	**3**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Dec-23														
00:00	**19**	0	12	7	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
05:00	**10**	0	7	3	0	0	0	0	0	0	0	0	0	0
06:00	**34**	0	23	9	2	0	0	0	0	0	0	0	0	0
07:00	**87**	0	64	21	1	0	1	0	0	0	0	0	0	0
08:00	**139**	0	122	16	1	0	0	0	0	0	0	0	0	0
09:00	**170**	0	149	20	1	0	0	0	0	0	0	0	0	0
10:00	**185**	1	150	31	1	1	0	0	0	0	1	0	0	0
11:00	**173**	3	149	19	1	0	1	0	0	0	0	0	0	0
12:00	**192**	1	158	32	1	0	0	0	0	0	0	0	0	0
13:00	**161**	1	128	30	1	0	0	0	1	0	0	0	0	0
14:00	**176**	1	140	33	1	1	0	0	0	0	0	0	0	0
15:00	**172**	2	143	25	1	1	0	0	0	0	0	0	0	0
16:00	**156**	1	132	22	1	0	0	0	0	0	0	0	0	0
17:00	**122**	0	101	20	1	0	0	0	0	0	0	0	0	0
18:00	**98**	1	83	13	1	0	0	0	0	0	0	0	0	0
19:00	**60**	2	50	7	1	0	0	0	0	0	0	0	0	0
20:00	**57**	0	50	6	1	0	0	0	0	0	0	0	0	0
21:00	**33**	0	26	7	0	0	0	0	0	0	0	0	0	0
22:00	**30**	0	26	3	1	0	0	0	0	0	0	0	0	0
23:00	**30**	0	28	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1831**	**11**	**1519**	**282**	**12**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**2015**	**13**	**1668**	**311**	**16**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**2075**	**13**	**1722**	**316**	**17**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**2115**	**13**	**1751**	**327**	**17**	**3**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Dec-23														
00:00	**12**	0	9	3	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
05:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
06:00	**15**	0	11	4	0	0	0	0	0	0	0	0	0	0
07:00	**46**	2	32	11	1	0	0	0	0	0	0	0	0	0
08:00	**91**	0	80	11	0	0	0	0	0	0	0	0	0	0
09:00	**135**	2	112	19	1	0	1	0	0	0	0	0	0	0
10:00	**152**	1	132	19	0	0	0	0	0	0	0	0	0	0
11:00	**149**	1	133	15	0	0	0	0	0	0	0	0	0	0
12:00	**170**	1	145	23	0	1	0	0	0	0	0	0	0	0
13:00	**138**	2	114	21	0	0	0	0	1	0	0	0	0	0
14:00	**133**	1	117	15	0	0	0	0	0	0	0	0	0	0
15:00	**167**	0	140	26	0	0	1	0	0	0	0	0	0	0
16:00	**163**	1	144	18	0	0	0	0	0	0	0	0	0	0
17:00	**104**	0	93	10	0	0	0	0	1	0	0	0	0	0
18:00	**72**	0	64	7	0	0	1	0	0	0	0	0	0	0
19:00	**63**	0	54	9	0	0	0	0	0	0	0	0	0	0
20:00	**32**	0	27	5	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	12	2	0	0	0	0	0	0	0	0	0	0
22:00	**9**	0	9	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1520**	**11**	**1306**	**195**	**2**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1644**	**11**	**1410**	**215**	**2**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1657**	**11**	**1423**	**215**	**2**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1688**	**11**	**1447**	**222**	**2**	**1**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Dec-23														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
04:00	**12**	0	8	2	0	2	0	0	0	0	0	0	0	0
05:00	**45**	1	35	8	1	0	0	0	0	0	0	0	0	0
06:00	**264**	4	190	66	3	1	0	0	0	0	0	0	0	0
07:00	**342**	1	252	79	4	4	0	0	2	0	0	0	0	0
08:00	**306**	1	236	64	1	4	0	0	0	0	0	0	0	0
09:00	**203**	0	150	45	2	0	1	0	3	0	0	2	0	0
10:00	**176**	3	134	32	2	2	2	0	0	0	0	1	0	0
11:00	**213**	0	176	32	3	2	0	0	0	0	0	0	0	0
12:00	**201**	3	163	29	1	2	0	0	2	0	0	1	0	0
13:00	**181**	1	132	39	2	3	3	0	0	0	0	1	0	0
14:00	**280**	0	227	48	1	4	0	0	0	0	0	0	0	0
15:00	**323**	0	264	55	4	0	0	0	0	0	0	0	0	0
16:00	**378**	4	304	69	0	0	0	0	1	0	0	0	0	0
17:00	**226**	0	198	26	1	1	0	0	0	0	0	0	0	0
18:00	**119**	0	107	10	1	0	1	0	0	0	0	0	0	0
19:00	**69**	0	55	13	1	0	0	0	0	0	0	0	0	0
20:00	**47**	0	38	8	1	0	0	0	0	0	0	0	0	0
21:00	**32**	0	28	4	0	0	0	0	0	0	0	0	0	0
22:00	**18**	0	15	2	1	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	0	0	1	0	0	0	0	0	0	0	0
12H,7-19	**2948**	**13**	**2343**	**528**	**22**	**22**	**7**	**0**	**8**	**0**	**0**	**5**	**0**	**0**
16H,6-22	**3360**	**17**	**2654**	**619**	**27**	**23**	**7**	**0**	**8**	**0**	**0**	**5**	**0**	**0**
18H,6-24	**3382**	**17**	**2672**	**621**	**28**	**24**	**7**	**0**	**8**	**0**	**0**	**5**	**0**	**0**
24H,0-24	**3447**	**18**	**2722**	**632**	**29**	**26**	**7**	**0**	**8**	**0**	**0**	**5**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Dec-23														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
05:00	**56**	1	42	12	1	0	0	0	0	0	0	0	0	0
06:00	**302**	0	216	79	4	3	0	0	0	0	0	0	0	0
07:00	**359**	1	256	91	4	5	0	0	1	0	1	0	0	0
08:00	**371**	0	290	74	0	2	1	1	3	0	0	0	0	0
09:00	**286**	1	210	64	3	7	0	0	0	0	0	1	0	0
10:00	**213**	1	157	49	3	3	0	0	0	0	0	0	0	0
11:00	**190**	0	137	47	2	3	1	0	0	0	0	0	0	0
12:00	**179**	0	137	36	4	0	0	0	2	0	0	0	0	0
13:00	**241**	1	169	66	2	1	1	0	1	0	0	0	0	0
14:00	**297**	0	229	60	4	3	1	0	0	0	0	0	0	0
15:00	**345**	1	276	59	3	4	0	0	2	0	0	0	0	0
16:00	**454**	4	365	79	2	4	0	0	0	0	0	0	0	0
17:00	**327**	0	281	43	1	1	1	0	0	0	0	0	0	0
18:00	**132**	0	116	15	1	0	0	0	0	0	0	0	0	0
19:00	**65**	0	48	16	1	0	0	0	0	0	0	0	0	0
20:00	**51**	0	44	6	1	0	0	0	0	0	0	0	0	0
21:00	**35**	0	29	6	0	0	0	0	0	0	0	0	0	0
22:00	**17**	0	14	2	1	0	0	0	0	0	0	0	0	0
23:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3394**	**9**	**2623**	**683**	**29**	**33**	**5**	**1**	**9**	**0**	**1**	**1**	**0**	**0**
16H,6-22	**3847**	**9**	**2960**	**790**	**35**	**36**	**5**	**1**	**9**	**0**	**1**	**1**	**0**	**0**
18H,6-24	**3871**	**9**	**2980**	**793**	**36**	**36**	**5**	**1**	**9**	**0**	**1**	**1**	**0**	**0**
24H,0-24	**3950**	**10**	**3040**	**810**	**37**	**36**	**5**	**1**	**9**	**0**	**1**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Dec-23														
00:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
04:00	**13**	0	10	2	0	0	1	0	0	0	0	0	0	0
05:00	**53**	1	38	13	1	0	0	0	0	0	0	0	0	0
06:00	**260**	1	187	67	3	1	0	0	1	0	0	0	0	0
07:00	**398**	1	285	98	7	4	0	0	3	0	0	0	0	0
08:00	**361**	1	286	70	1	1	1	0	1	0	0	0	0	0
09:00	**219**	2	152	55	2	3	0	0	3	0	2	0	0	0
10:00	**257**	1	205	47	2	0	1	0	0	0	0	1	0	0
11:00	**205**	0	153	43	3	4	1	0	1	0	0	0	0	0
12:00	**218**	0	166	48	1	2	1	0	0	0	0	0	0	0
13:00	**221**	0	174	41	3	1	0	0	1	0	1	0	0	0
14:00	**255**	1	190	57	3	2	1	0	0	1	0	0	0	0
15:00	**334**	0	254	73	3	1	0	0	1	0	1	1	0	0
16:00	**460**	4	375	76	0	2	0	0	2	1	0	0	0	0
17:00	**349**	1	290	55	3	0	0	0	0	0	0	0	0	0
18:00	**177**	0	148	26	2	1	0	0	0	0	0	0	0	0
19:00	**72**	0	59	12	1	0	0	0	0	0	0	0	0	0
20:00	**38**	0	32	5	0	1	0	0	0	0	0	0	0	0
21:00	**42**	0	38	4	0	0	0	0	0	0	0	0	0	0
22:00	**20**	0	18	1	1	0	0	0	0	0	0	0	0	0
23:00	**9**	0	6	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3454**	**11**	**2678**	**689**	**30**	**21**	**5**	**0**	**12**	**2**	**4**	**2**	**0**	**0**
16H,6-22	**3866**	**12**	**2994**	**777**	**34**	**23**	**5**	**0**	**13**	**2**	**4**	**2**	**0**	**0**
18H,6-24	**3895**	**12**	**3018**	**781**	**35**	**23**	**5**	**0**	**13**	**2**	**4**	**2**	**0**	**0**
24H,0-24	**3978**	**13**	**3082**	**797**	**36**	**23**	**6**	**0**	**13**	**2**	**4**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

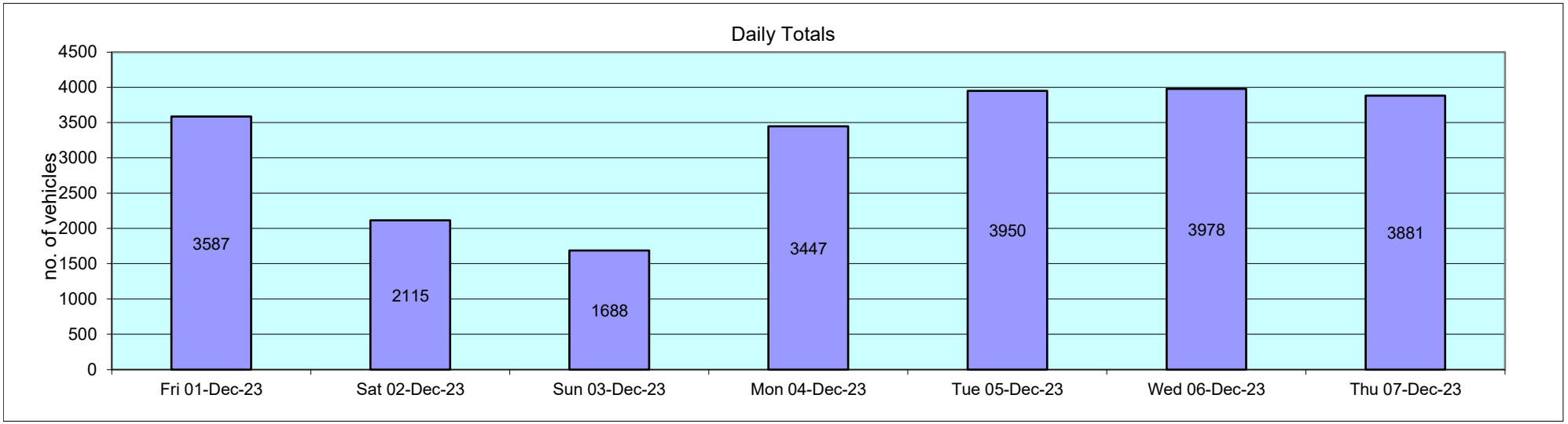
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 07-Dec-23														
00:00	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**7**	0	4	2	0	0	0	0	0	0	1	0	0	0
04:00	**10**	0	7	2	0	0	1	0	0	0	0	0	0	0
05:00	**55**	1	41	12	1	0	0	0	0	0	0	0	0	0
06:00	**240**	1	173	57	6	1	1	0	0	0	0	1	0	0
07:00	**379**	3	281	83	5	6	0	0	1	0	0	0	0	0
08:00	**364**	0	293	63	3	3	0	0	1	0	0	1	0	0
09:00	**215**	0	165	43	3	3	0	0	1	0	0	0	0	0
10:00	**233**	2	172	51	3	4	0	0	1	0	0	0	0	0
11:00	**218**	3	161	47	3	3	0	0	1	0	0	0	0	0
12:00	**201**	0	145	50	3	0	3	0	0	0	0	0	0	0
13:00	**217**	1	173	38	1	2	0	0	1	0	0	1	0	0
14:00	**287**	0	231	52	1	2	1	0	0	0	0	0	0	0
15:00	**341**	4	266	68	2	1	0	0	0	0	0	0	0	0
16:00	**420**	2	355	63	0	0	0	0	0	0	0	0	0	0
17:00	**375**	0	316	49	4	0	1	0	4	0	0	0	1	0
18:00	**118**	1	101	15	1	0	0	0	0	0	0	0	0	0
19:00	**65**	0	55	9	1	0	0	0	0	0	0	0	0	0
20:00	**47**	0	38	8	1	0	0	0	0	0	0	0	0	0
21:00	**37**	0	31	6	0	0	0	0	0	0	0	0	0	0
22:00	**36**	0	31	4	1	0	0	0	0	0	0	0	0	0
23:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3368**	**16**	**2659**	**622**	**29**	**24**	**5**	**0**	**10**	**0**	**0**	**2**	**1**	**0**
16H,6-22	**3757**	**17**	**2956**	**702**	**37**	**25**	**6**	**0**	**10**	**0**	**0**	**3**	**1**	**0**
18H,6-24	**3801**	**17**	**2994**	**707**	**38**	**25**	**6**	**0**	**10**	**0**	**0**	**3**	**1**	**0**
24H,0-24	**3881**	**18**	**3052**	**725**	**39**	**25**	**7**	**0**	**10**	**0**	**1**	**3**	**1**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Fri 01-Dec-23	**3587**	22	2738	748	37	24	9	1	5	0	0	3	0	0
Sat 02-Dec-23	**2115**	13	1751	327	17	3	2	0	1	0	1	0	0	0
Sun 03-Dec-23	**1688**	11	1447	222	2	1	3	0	2	0	0	0	0	0
Mon 04-Dec-23	**3447**	18	2722	632	29	26	7	0	8	0	0	5	0	0
Tue 05-Dec-23	**3950**	10	3040	810	37	36	5	1	9	0	1	1	0	0
Wed 06-Dec-23	**3978**	13	3082	797	36	23	6	0	13	2	4	2	0	0
Thu 07-Dec-23	**3881**	18	3052	725	39	25	7	0	10	0	1	3	1	0
Total Vehicles														
[--]	**22646**	105	17832	4261	197	138	39	2	48	2	7	14	1	0



Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Dec-23											
00:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
04:00	**14**	0	0.0	10	71.4	2	14.3	2	14.3	0	0.0
05:00	**31**	1	3.2	22	71.0	7	22.6	0	0.0	1	3.2
06:00	**191**	1	0.5	137	71.7	47	24.6	3	1.6	3	1.6
07:00	**251**	3	1.2	158	63.0	83	33.1	3	1.2	4	1.6
08:00	**290**	0	0.0	221	76.2	63	21.7	3	1.0	3	1.0
09:00	**227**	1	0.4	164	72.3	54	23.8	6	2.6	2	0.9
10:00	**224**	0	0.0	159	71.0	55	24.6	9	4.0	1	0.5
11:00	**230**	1	0.4	175	76.1	50	21.7	1	0.4	3	1.3
12:00	**194**	2	1.0	144	74.2	43	22.2	3	1.6	2	1.0
13:00	**212**	1	0.5	155	73.1	47	22.2	4	1.9	5	2.4
14:00	**285**	5	1.8	219	76.8	59	20.7	1	0.4	1	0.4
15:00	**382**	3	0.8	299	78.3	76	19.9	0	0.0	4	1.1
16:00	**437**	1	0.2	362	82.8	68	15.6	4	0.9	2	0.5
17:00	**271**	3	1.1	226	83.4	37	13.7	3	1.1	2	0.7
18:00	**118**	0	0.0	99	83.9	18	15.3	0	0.0	1	0.9
19:00	**78**	0	0.0	62	79.5	15	19.2	0	0.0	1	1.3
20:00	**49**	0	0.0	45	91.8	3	6.1	0	0.0	1	2.0
21:00	**34**	0	0.0	28	82.4	6	17.7	0	0.0	0	0.0
22:00	**44**	0	0.0	34	77.3	9	20.5	0	0.0	1	2.3
23:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
12H,7-19	**3121**	**20**	**0.6**	**2381**	**76.3**	**653**	**20.9**	**37**	**1.2**	**30**	**1.0**
16H,6-22	**3473**	**21**	**0.6**	**2653**	**76.4**	**724**	**20.9**	**40**	**1.2**	**35**	**1.0**
18H,6-24	**3527**	**21**	**0.6**	**2695**	**76.4**	**735**	**20.8**	**40**	**1.1**	**36**	**1.0**
24H,0-24	**3587**	**22**	**0.6**	**2738**	**76.3**	**748**	**20.9**	**42**	**1.2**	**37**	**1.0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Dec-23											
00:00	**19**	0	0.0	12	63.2	7	36.8	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
05:00	**10**	0	0.0	7	70.0	3	30.0	0	0.0	0	0.0
06:00	**34**	0	0.0	23	67.7	9	26.5	0	0.0	2	5.9
07:00	**87**	0	0.0	64	73.6	21	24.1	1	1.2	1	1.2
08:00	**139**	0	0.0	122	87.8	16	11.5	0	0.0	1	0.7
09:00	**170**	0	0.0	149	87.7	20	11.8	0	0.0	1	0.6
10:00	**185**	1	0.5	150	81.1	31	16.8	2	1.1	1	0.5
11:00	**173**	3	1.7	149	86.1	19	11.0	1	0.6	1	0.6
12:00	**192**	1	0.5	158	82.3	32	16.7	0	0.0	1	0.5
13:00	**161**	1	0.6	128	79.5	30	18.6	1	0.6	1	0.6
14:00	**176**	1	0.6	140	79.6	33	18.8	1	0.6	1	0.6
15:00	**172**	2	1.2	143	83.1	25	14.5	1	0.6	1	0.6
16:00	**156**	1	0.6	132	84.6	22	14.1	0	0.0	1	0.6
17:00	**122**	0	0.0	101	82.8	20	16.4	0	0.0	1	0.8
18:00	**98**	1	1.0	83	84.7	13	13.3	0	0.0	1	1.0
19:00	**60**	2	3.3	50	83.3	7	11.7	0	0.0	1	1.7
20:00	**57**	0	0.0	50	87.7	6	10.5	0	0.0	1	1.8
21:00	**33**	0	0.0	26	78.8	7	21.2	0	0.0	0	0.0
22:00	**30**	0	0.0	26	86.7	3	10.0	0	0.0	1	3.3
23:00	**30**	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
12H,7-19	**1831**	**11**	**0.6**	**1519**	**83.0**	**282**	**15.4**	**7**	**0.4**	**12**	**0.7**
16H,6-22	**2015**	**13**	**0.7**	**1668**	**82.8**	**311**	**15.4**	**7**	**0.4**	**16**	**0.8**
18H,6-24	**2075**	**13**	**0.6**	**1722**	**83.0**	**316**	**15.2**	**7**	**0.3**	**17**	**0.8**
24H,0-24	**2115**	**13**	**0.6**	**1751**	**82.8**	**327**	**15.5**	**7**	**0.3**	**17**	**0.8**

Data produced by
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12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Dec-23											
00:00	**12**	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
05:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
06:00	**15**	0	0.0	11	73.3	4	26.7	0	0.0	0	0.0
07:00	**46**	2	4.4	32	69.6	11	23.9	0	0.0	1	2.2
08:00	**91**	0	0.0	80	87.9	11	12.1	0	0.0	0	0.0
09:00	**135**	2	1.5	112	83.0	19	14.1	1	0.7	1	0.7
10:00	**152**	1	0.7	132	86.8	19	12.5	0	0.0	0	0.0
11:00	**149**	1	0.7	133	89.3	15	10.1	0	0.0	0	0.0
12:00	**170**	1	0.6	145	85.3	23	13.5	1	0.6	0	0.0
13:00	**138**	2	1.5	114	82.6	21	15.2	1	0.7	0	0.0
14:00	**133**	1	0.8	117	88.0	15	11.3	0	0.0	0	0.0
15:00	**167**	0	0.0	140	83.8	26	15.6	1	0.6	0	0.0
16:00	**163**	1	0.6	144	88.3	18	11.0	0	0.0	0	0.0
17:00	**104**	0	0.0	93	89.4	10	9.6	1	1.0	0	0.0
18:00	**72**	0	0.0	64	88.9	7	9.7	1	1.4	0	0.0
19:00	**63**	0	0.0	54	85.7	9	14.3	0	0.0	0	0.0
20:00	**32**	0	0.0	27	84.4	5	15.6	0	0.0	0	0.0
21:00	**14**	0	0.0	12	85.7	2	14.3	0	0.0	0	0.0
22:00	**9**	0	0.0	9	100.0	0	0.0	0	0.0	0	0.0
23:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1520**	**11**	**0.7**	**1306**	**85.9**	**195**	**12.8**	**6**	**0.4**	**2**	**0.1**
16H,6-22	**1644**	**11**	**0.7**	**1410**	**85.8**	**215**	**13.1**	**6**	**0.4**	**2**	**0.1**
18H,6-24	**1657**	**11**	**0.7**	**1423**	**85.9**	**215**	**13.0**	**6**	**0.4**	**2**	**0.1**
24H,0-24	**1688**	**11**	**0.7**	**1447**	**85.7**	**222**	**13.2**	**6**	**0.4**	**2**	**0.1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Dec-23											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
04:00	**12**	0	0.0	8	66.7	2	16.7	2	16.7	0	0.0
05:00	**45**	1	2.2	35	77.8	8	17.8	0	0.0	1	2.2
06:00	**264**	4	1.5	190	72.0	66	25.0	1	0.4	3	1.1
07:00	**342**	1	0.3	252	73.7	79	23.1	6	1.8	4	1.2
08:00	**306**	1	0.3	236	77.1	64	20.9	4	1.3	1	0.3
09:00	**203**	0	0.0	150	73.9	45	22.2	6	3.0	2	1.0
10:00	**176**	3	1.7	134	76.1	32	18.2	5	2.8	2	1.1
11:00	**213**	0	0.0	176	82.6	32	15.0	2	0.9	3	1.4
12:00	**201**	3	1.5	163	81.1	29	14.4	5	2.5	1	0.5
13:00	**181**	1	0.6	132	72.9	39	21.6	7	3.9	2	1.1
14:00	**280**	0	0.0	227	81.1	48	17.1	4	1.4	1	0.4
15:00	**323**	0	0.0	264	81.7	55	17.0	0	0.0	4	1.2
16:00	**378**	4	1.1	304	80.4	69	18.3	1	0.3	0	0.0
17:00	**226**	0	0.0	198	87.6	26	11.5	1	0.4	1	0.4
18:00	**119**	0	0.0	107	89.9	10	8.4	1	0.8	1	0.8
19:00	**69**	0	0.0	55	79.7	13	18.8	0	0.0	1	1.5
20:00	**47**	0	0.0	38	80.9	8	17.0	0	0.0	1	2.1
21:00	**32**	0	0.0	28	87.5	4	12.5	0	0.0	0	0.0
22:00	**18**	0	0.0	15	83.3	2	11.1	0	0.0	1	5.6
23:00	**4**	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0
12H,7-19	**2948**	**13**	**0.4**	**2343**	**79.5**	**528**	**17.9**	**42**	**1.4**	**22**	**0.8**
16H,6-22	**3360**	**17**	**0.5**	**2654**	**79.0**	**619**	**18.4**	**43**	**1.3**	**27**	**0.8**
18H,6-24	**3382**	**17**	**0.5**	**2672**	**79.0**	**621**	**18.4**	**44**	**1.3**	**28**	**0.8**
24H,0-24	**3447**	**18**	**0.5**	**2722**	**79.0**	**632**	**18.3**	**46**	**1.3**	**29**	**0.8**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Dec-23											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
03:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
04:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
05:00	**56**	1	1.8	42	75.0	12	21.4	0	0.0	1	1.8
06:00	**302**	0	0.0	216	71.5	79	26.2	3	1.0	4	1.3
07:00	**359**	1	0.3	256	71.3	91	25.4	7	2.0	4	1.1
08:00	**371**	0	0.0	290	78.2	74	20.0	7	1.9	0	0.0
09:00	**286**	1	0.4	210	73.4	64	22.4	8	2.8	3	1.1
10:00	**213**	1	0.5	157	73.7	49	23.0	3	1.4	3	1.4
11:00	**190**	0	0.0	137	72.1	47	24.7	4	2.1	2	1.1
12:00	**179**	0	0.0	137	76.5	36	20.1	2	1.1	4	2.2
13:00	**241**	1	0.4	169	70.1	66	27.4	3	1.2	2	0.8
14:00	**297**	0	0.0	229	77.1	60	20.2	4	1.4	4	1.4
15:00	**345**	1	0.3	276	80.0	59	17.1	6	1.7	3	0.9
16:00	**454**	4	0.9	365	80.4	79	17.4	4	0.9	2	0.4
17:00	**327**	0	0.0	281	85.9	43	13.2	2	0.6	1	0.3
18:00	**132**	0	0.0	116	87.9	15	11.4	0	0.0	1	0.8
19:00	**65**	0	0.0	48	73.9	16	24.6	0	0.0	1	1.5
20:00	**51**	0	0.0	44	86.3	6	11.8	0	0.0	1	2.0
21:00	**35**	0	0.0	29	82.9	6	17.1	0	0.0	0	0.0
22:00	**17**	0	0.0	14	82.4	2	11.8	0	0.0	1	5.9
23:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	**3394**	**9**	**0.3**	**2623**	**77.3**	**683**	**20.1**	**50**	**1.5**	**29**	**0.9**
16H,6-22	**3847**	**9**	**0.2**	**2960**	**76.9**	**790**	**20.5**	**53**	**1.4**	**35**	**0.9**
18H,6-24	**3871**	**9**	**0.2**	**2980**	**77.0**	**793**	**20.5**	**53**	**1.4**	**36**	**0.9**
24H,0-24	**3950**	**10**	**0.3**	**3040**	**77.0**	**810**	**20.5**	**53**	**1.3**	**37**	**0.9**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Dec-23											
00:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
04:00	**13**	0	0.0	10	76.9	2	15.4	1	7.7	0	0.0
05:00	**53**	1	1.9	38	71.7	13	24.5	0	0.0	1	1.9
06:00	**260**	1	0.4	187	71.9	67	25.8	2	0.8	3	1.2
07:00	**398**	1	0.3	285	71.6	98	24.6	7	1.8	7	1.8
08:00	**361**	1	0.3	286	79.2	70	19.4	3	0.8	1	0.3
09:00	**219**	2	0.9	152	69.4	55	25.1	8	3.7	2	0.9
10:00	**257**	1	0.4	205	79.8	47	18.3	2	0.8	2	0.8
11:00	**205**	0	0.0	153	74.6	43	21.0	6	2.9	3	1.5
12:00	**218**	0	0.0	166	76.2	48	22.0	3	1.4	1	0.5
13:00	**221**	0	0.0	174	78.7	41	18.6	3	1.4	3	1.4
14:00	**255**	1	0.4	190	74.5	57	22.4	4	1.6	3	1.2
15:00	**334**	0	0.0	254	76.1	73	21.9	4	1.2	3	0.9
16:00	**460**	4	0.9	375	81.5	76	16.5	5	1.1	0	0.0
17:00	**349**	1	0.3	290	83.1	55	15.8	0	0.0	3	0.9
18:00	**177**	0	0.0	148	83.6	26	14.7	1	0.6	2	1.1
19:00	**72**	0	0.0	59	81.9	12	16.7	0	0.0	1	1.4
20:00	**38**	0	0.0	32	84.2	5	13.2	1	2.6	0	0.0
21:00	**42**	0	0.0	38	90.5	4	9.5	0	0.0	0	0.0
22:00	**20**	0	0.0	18	90.0	1	5.0	0	0.0	1	5.0
23:00	**9**	0	0.0	6	66.7	3	33.3	0	0.0	0	0.0
12H,7-19	**3454**	**11**	**0.3**	**2678**	**77.5**	**689**	**20.0**	**46**	**1.3**	**30**	**0.9**
16H,6-22	**3866**	**12**	**0.3**	**2994**	**77.4**	**777**	**20.1**	**49**	**1.3**	**34**	**0.9**
18H,6-24	**3895**	**12**	**0.3**	**3018**	**77.5**	**781**	**20.1**	**49**	**1.3**	**35**	**0.9**
24H,0-24	**3978**	**13**	**0.3**	**3082**	**77.5**	**797**	**20.0**	**50**	**1.3**	**36**	**0.9**

Data produced by
Auto Surveys Ltd

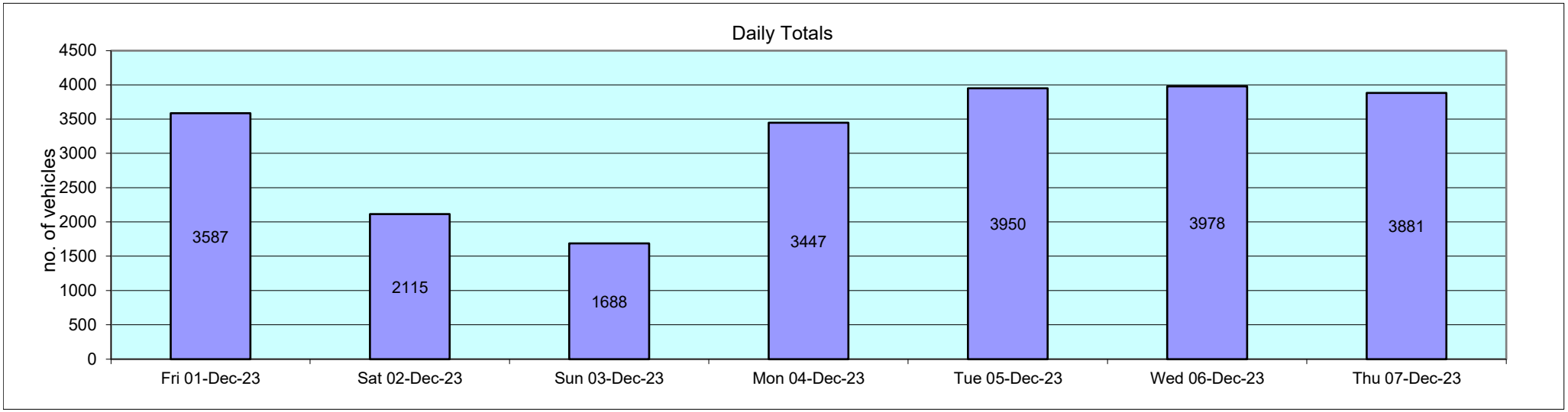
12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 07-Dec-23											
00:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**7**	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
04:00	**10**	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
05:00	**55**	1	1.8	41	74.6	12	21.8	0	0.0	1	1.8
06:00	**240**	1	0.4	173	72.1	57	23.8	3	1.3	6	2.5
07:00	**379**	3	0.8	281	74.1	83	21.9	7	1.9	5	1.3
08:00	**364**	0	0.0	293	80.5	63	17.3	5	1.4	3	0.8
09:00	**215**	0	0.0	165	76.7	43	20.0	4	1.9	3	1.4
10:00	**233**	2	0.9	172	73.8	51	21.9	5	2.2	3	1.3
11:00	**218**	3	1.4	161	73.9	47	21.6	4	1.8	3	1.4
12:00	**201**	0	0.0	145	72.1	50	24.9	3	1.5	3	1.5
13:00	**217**	1	0.5	173	79.7	38	17.5	4	1.8	1	0.5
14:00	**287**	0	0.0	231	80.5	52	18.1	3	1.1	1	0.4
15:00	**341**	4	1.2	266	78.0	68	19.9	1	0.3	2	0.6
16:00	**420**	2	0.5	355	84.5	63	15.0	0	0.0	0	0.0
17:00	**375**	0	0.0	316	84.3	49	13.1	6	1.6	4	1.1
18:00	**118**	1	0.9	101	85.6	15	12.7	0	0.0	1	0.9
19:00	**65**	0	0.0	55	84.6	9	13.9	0	0.0	1	1.5
20:00	**47**	0	0.0	38	80.9	8	17.0	0	0.0	1	2.1
21:00	**37**	0	0.0	31	83.8	6	16.2	0	0.0	0	0.0
22:00	**36**	0	0.0	31	86.1	4	11.1	0	0.0	1	2.8
23:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	**3368**	**16**	**0.5**	**2659**	**79.0**	**622**	**18.5**	**42**	**1.3**	**29**	**0.9**
16H,6-22	**3757**	**17**	**0.5**	**2956**	**78.7**	**702**	**18.7**	**45**	**1.2**	**37**	**1.0**
18H,6-24	**3801**	**17**	**0.5**	**2994**	**78.8**	**707**	**18.6**	**45**	**1.2**	**38**	**1.0**
24H,0-24	**3881**	**18**	**0.5**	**3052**	**78.6**	**725**	**18.7**	**47**	**1.2**	**39**	**1.0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 01-Dec-23	**3587**	22	0.6	2738	76.3	748	20.9	42	1.2	37	1.0
Sat 02-Dec-23	**2115**	13	0.6	1751	82.8	327	15.5	7	0.3	17	0.8
Sun 03-Dec-23	**1688**	11	0.7	1447	85.7	222	13.2	6	0.4	2	0.1
Mon 04-Dec-23	**3447**	18	0.5	2722	79.0	632	18.3	46	1.3	29	0.8
Tue 05-Dec-23	**3950**	10	0.3	3040	77.0	810	20.5	53	1.3	37	0.9
Wed 06-Dec-23	**3978**	13	0.3	3082	77.5	797	20.0	50	1.3	36	0.9
Thu 07-Dec-23	**3881**	18	0.5	3052	78.6	725	18.7	47	1.2	39	1.0
Total Vehicles											
[--]	**22646**	105	0.5	17832	79.6	4261	18.1	251	1.0	197	0.8



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12922			SPENCERS WOOD					Site No: 12922001			Location	Site 1 - Basingstoke Rd, Spencers Wood				
Fri 01-Dec-23 to Thu 07-Dec-23								Channel: Northbound								
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 01-Dec-23																
00:00	**4**	-	42.3	2.8	0	0	0	0	0	0	1	3	0	0	0	0
01:00	**4**	-	46	3.2	0	0	0	0	0	0	0	2	2	0	0	0
02:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**6**	-	33.5	4.7	0	0	0	0	2	2	2	0	0	0	0	0
04:00	**14**	44.5	38.1	7.8	0	0	0	1	1	3	5	2	1	1	0	0
05:00	**31**	41.9	37.9	4.8	0	0	0	0	3	5	17	5	1	0	0	0
06:00	**191**	41.6	36.9	5.5	0	0	1	2	20	54	82	25	6	0	1	0
07:00	**251**	40.7	35.8	5.8	0	3	4	3	25	80	105	27	4	0	0	0
08:00	**290**	40.7	36.2	4.9	0	0	1	4	31	99	117	35	3	0	0	0
09:00	**227**	41.7	37.1	5.2	0	1	0	1	16	71	99	32	5	2	0	0
10:00	**224**	40.9	36.7	5.4	0	1	0	7	17	60	107	25	6	1	0	0
11:00	**230**	42.4	37.2	5.6	1	0	0	2	22	62	98	36	7	2	0	0
12:00	**194**	41.5	36.9	5.8	0	2	1	5	14	46	94	26	5	1	0	0
13:00	**212**	42.9	37.8	5.2	0	0	1	2	16	43	103	39	8	0	0	0
14:00	**285**	42.7	37.3	5.6	0	1	0	7	20	73	123	52	6	3	0	0
15:00	**382**	40.4	35.6	5	0	0	1	12	38	149	142	36	4	0	0	0
16:00	**437**	38.8	33.7	4.9	0	3	2	8	93	206	104	20	1	0	0	0
17:00	**271**	40.2	35	6.1	2	1	2	9	42	86	104	21	2	2	0	0
18:00	**118**	43.8	37.9	6	0	1	0	0	10	31	46	21	7	2	0	0
19:00	**78**	45.3	37.8	6.4	0	0	1	1	5	25	26	9	11	0	0	0
20:00	**49**	43.6	38.1	6.8	0	0	0	2	6	5	21	14	0	0	0	1
21:00	**34**	40.8	36	6	0	1	0	0	3	11	14	5	0	0	0	0
22:00	**44**	41.6	35.1	8.3	2	0	1	1	4	12	16	7	1	0	0	0
23:00	**10**	42.7	37.5	4.8	0	0	0	0	0	5	2	3	0	0	0	0
12H,7-19	**3121**	**40.9**	**36.1**	**5.5**	**3**	**13**	**12**	**60**	**344**	**1006**	**1242**	**370**	**58**	**13**	**0**	**0**
16H,6-22	**3473**	**41**	**36.2**	**5.6**	**3**	**14**	**14**	**65**	**378**	**1101**	**1385**	**423**	**75**	**13**	**1**	**1**
18H,6-24	**3527**	**41**	**36.2**	**5.6**	**5**	**14**	**15**	**66**	**382**	**1118**	**1403**	**433**	**76**	**13**	**1**	**1**
24H,0-24	**3587**	**41**	**36.3**	**5.6**	**5**	**14**	**15**	**67**	**388**	**1128**	**1428**	**446**	**80**	**14**	**1**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 02-Dec-23																
00:00	**19**	47.6	38	10.5	0	1	0	0	4	2	6	2	2	1	1	0
01:00	**5**	-	41.5	5.8	0	0	0	0	0	1	1	2	1	0	0	0
02:00	**2**	-	28.5	1.8	0	0	0	0	2	0	0	0	0	0	0	0
03:00	**1**	-	53.5	-	0	0	0	0	0	0	0	0	0	1	0	0
04:00	**3**	-	35.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
05:00	**10**	46	39.5	7.8	0	0	0	0	1	3	2	2	1	1	0	0
06:00	**34**	44.4	39.2	5.6	0	0	0	0	2	6	15	8	2	1	0	0
07:00	**87**	43.9	38.3	5.4	0	0	0	1	4	23	34	20	4	1	0	0
08:00	**139**	43.8	38	6	1	0	0	0	9	40	49	33	4	3	0	0
09:00	**170**	43.8	37.8	5.8	0	0	0	0	28	26	68	40	7	1	0	0
10:00	**185**	43.4	37.5	5.3	0	0	0	1	17	54	64	43	6	0	0	0
11:00	**173**	42.9	37.2	6.2	2	0	1	3	10	46	73	30	8	0	0	0
12:00	**192**	42.6	37.7	5.3	0	1	0	3	10	44	95	31	7	1	0	0
13:00	**161**	43.4	37.5	6.4	1	1	1	1	15	36	63	38	3	1	1	0
14:00	**176**	42.4	37.3	5.9	0	2	0	3	11	46	79	28	5	1	1	0
15:00	**172**	41.9	37.5	5	0	0	0	0	16	42	83	26	2	3	0	0
16:00	**156**	40.9	36.2	5.5	0	2	0	1	15	55	60	21	1	1	0	0
17:00	**122**	40.7	36.4	5.2	0	0	0	3	11	41	51	11	5	0	0	0
18:00	**98**	41.3	36.6	5.5	0	0	0	2	7	39	34	12	2	2	0	0
19:00	**60**	43.8	37.9	6.1	0	0	0	1	3	20	22	8	4	2	0	0
20:00	**57**	42.8	37.1	6.8	0	0	0	2	6	17	19	11	0	1	0	1
21:00	**33**	42.1	36.2	5.5	0	0	0	0	7	8	11	7	0	0	0	0
22:00	**30**	41	36.5	6.3	0	0	1	1	2	7	14	4	1	0	0	0
23:00	**30**	44	38.7	6.6	0	0	0	1	1	7	13	5	2	0	1	0
12H,7-19	**1831**	**42.9**	**37.3**	**5.7**	**4**	**6**	**2**	**18**	**153**	**492**	**753**	**333**	**54**	**14**	**2**	**0**
16H,6-22	**2015**	**43**	**37.4**	**5.7**	**4**	**6**	**2**	**21**	**171**	**543**	**820**	**367**	**60**	**18**	**2**	**1**
18H,6-24	**2075**	**43**	**37.4**	**5.7**	**4**	**6**	**3**	**23**	**174**	**557**	**847**	**376**	**63**	**18**	**3**	**1**
24H,0-24	**2115**	**43.1**	**37.4**	**5.8**	**4**	**7**	**3**	**23**	**182**	**564**	**856**	**383**	**67**	**21**	**4**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 03-Dec-23																
00:00	**12**	43.1	37.3	7.2	0	0	1	0	0	3	4	4	0	0	0	0
01:00	**3**	-	33.5	5	0	0	0	0	1	1	1	0	0	0	0	0
02:00	**5**	-	36.5	5.8	0	0	0	0	1	1	2	1	0	0	0	0
03:00	**2**	-	38.5	14.1	0	0	0	0	1	0	0	0	1	0	0	0
04:00	**4**	-	38.5	6	0	0	0	0	0	2	0	2	0	0	0	0
05:00	**5**	-	38.5	7.9	0	0	0	0	1	1	1	1	1	0	0	0
06:00	**15**	44.8	41.2	4	0	0	0	0	0	1	6	7	1	0	0	0
07:00	**46**	43.9	38.2	6.9	0	0	0	1	5	9	19	8	3	0	0	1
08:00	**91**	43.5	38.2	5.9	1	0	0	0	4	21	41	20	2	2	0	0
09:00	**135**	42.4	36.9	6	1	0	1	2	9	41	55	19	7	0	0	0
10:00	**152**	41.9	37.3	5	0	1	0	2	9	37	75	26	2	0	0	0
11:00	**149**	42.7	37.6	5	0	0	0	2	6	46	64	24	7	0	0	0
12:00	**170**	41.8	36.4	5.5	0	0	1	3	18	60	58	24	6	0	0	0
13:00	**138**	43.2	38.3	5.2	0	0	0	1	10	24	70	27	5	0	1	0
14:00	**133**	43	36.9	7	3	0	0	1	12	36	54	16	11	0	0	0
15:00	**167**	40.1	35.9	5.2	1	0	1	1	15	59	78	10	1	0	1	0
16:00	**163**	40.7	36.9	4.2	0	0	0	1	5	60	77	18	2	0	0	0
17:00	**104**	42	37.1	5.4	0	0	0	2	9	30	44	15	3	1	0	0
18:00	**72**	42.4	36.6	6.3	1	0	0	2	6	21	27	13	2	0	0	0
19:00	**63**	43.3	37.9	5.1	0	0	0	0	4	19	24	13	3	0	0	0
20:00	**32**	45.7	38.7	6.8	0	0	0	1	3	7	9	7	5	0	0	0
21:00	**14**	43	38.1	5.9	0	0	0	0	1	4	6	1	2	0	0	0
22:00	**9**	-	39.6	6.1	0	0	0	0	1	1	3	3	1	0	0	0
23:00	**4**	-	39.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
12H,7-19	**1520**	**42.1**	**37.1**	**5.5**	**7**	**1**	**3**	**18**	**108**	**444**	**662**	**220**	**51**	**3**	**2**	**1**
16H,6-22	**1644**	**42.4**	**37.2**	**5.6**	**7**	**1**	**3**	**19**	**116**	**475**	**707**	**248**	**62**	**3**	**2**	**1**
18H,6-24	**1657**	**42.4**	**37.2**	**5.6**	**7**	**1**	**3**	**19**	**117**	**477**	**711**	**253**	**63**	**3**	**2**	**1**
24H,0-24	**1688**	**42.5**	**37.2**	**5.6**	**7**	**1**	**4**	**19**	**121**	**485**	**719**	**261**	**65**	**3**	**2**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 04-Dec-23																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
03:00	**6**	-	41	9.4	0	0	0	0	1	1	1	1	1	1	0	0
04:00	**12**	45.3	37.3	6.2	0	0	0	0	1	5	4	0	2	0	0	0
05:00	**45**	45.6	39.4	6.5	0	0	0	1	5	5	14	14	6	0	0	0
06:00	**264**	40.6	36.2	5.3	0	1	0	4	30	83	114	26	4	2	0	0
07:00	**342**	40.7	36.1	5.5	0	2	4	8	31	101	152	40	4	0	0	0
08:00	**306**	40.8	36.6	6.4	1	4	7	4	17	72	160	29	8	4	0	0
09:00	**203**	41.9	36.3	5.8	2	0	0	1	21	77	66	29	7	0	0	0
10:00	**176**	42.9	36.9	5.5	0	0	1	6	8	64	56	38	3	0	0	0
11:00	**213**	42.9	37.6	5.2	0	0	1	1	8	74	83	35	10	1	0	0
12:00	**201**	40.6	36.1	5.4	0	1	1	5	18	65	87	20	3	1	0	0
13:00	**181**	41.1	37	5	1	0	0	2	11	50	89	27	1	0	0	0
14:00	**280**	40	34.8	5.5	0	0	4	14	34	106	99	20	3	0	0	0
15:00	**323**	39.4	33.6	6.2	0	3	11	17	50	131	90	18	2	1	0	0
16:00	**378**	39.8	34.3	5.9	0	3	15	8	45	162	117	24	4	0	0	0
17:00	**226**	41.1	36.7	4.7	0	1	0	1	14	81	94	34	1	0	0	0
18:00	**119**	40.4	36.1	4.8	0	0	0	2	9	50	45	11	1	1	0	0
19:00	**69**	41.1	36.3	5.6	0	0	2	1	4	23	28	10	1	0	0	0
20:00	**47**	44.2	39.1	4.7	0	0	0	0	1	11	18	15	2	0	0	0
21:00	**32**	43.3	37.9	5.8	0	0	0	1	3	5	15	6	2	0	0	0
22:00	**18**	44	36.8	7.6	0	0	0	1	2	7	3	3	1	1	0	0
23:00	**4**	-	43.5	8.2	0	0	0	0	0	1	0	2	0	1	0	0
12H,7-19	**2948**	**40.7**	**35.8**	**5.7**	**4**	**14**	**44**	**69**	**266**	**1033**	**1138**	**325**	**47**	**8**	**0**	**0**
16H,6-22	**3360**	**40.8**	**35.9**	**5.7**	**4**	**15**	**46**	**75**	**304**	**1155**	**1313**	**382**	**56**	**10**	**0**	**0**
18H,6-24	**3382**	**40.8**	**35.9**	**5.7**	**4**	**15**	**46**	**76**	**306**	**1163**	**1316**	**387**	**57**	**12**	**0**	**0**
24H,0-24	**3447**	**40.9**	**36**	**5.8**	**4**	**15**	**46**	**77**	**313**	**1174**	**1335**	**404**	**66**	**13**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 05-Dec-23																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	-	42.3	8.5	0	0	0	0	0	1	1	1	0	1	0	0
02:00	**4**	-	38.5	12.9	0	0	0	1	0	1	0	1	0	1	0	0
03:00	**4**	-	32.3	2.8	0	0	0	0	1	3	0	0	0	0	0	0
04:00	**11**	44.6	38.5	6.4	0	0	0	0	1	4	1	4	1	0	0	0
05:00	**56**	44.6	38.5	6	0	0	0	0	4	19	11	18	3	1	0	0
06:00	**302**	40.6	34.6	7.4	6	3	9	16	29	81	121	33	4	0	0	0
07:00	**359**	40.8	35.4	6	0	3	4	14	47	112	130	43	6	0	0	0
08:00	**371**	40.5	33.8	7.9	3	15	17	18	30	124	119	39	5	1	0	0
09:00	**286**	40.5	35.5	5.5	0	2	1	13	24	102	111	32	1	0	0	0
10:00	**213**	41.5	37.1	5.1	0	0	0	0	18	69	91	26	6	3	0	0
11:00	**190**	42.3	37.5	4.9	0	0	0	3	9	56	85	30	7	0	0	0
12:00	**179**	42.8	37.3	5.6	0	0	1	0	17	54	69	30	5	3	0	0
13:00	**241**	41	36.5	6	2	0	1	6	21	68	107	26	8	2	0	0
14:00	**297**	40.8	35.8	5.4	0	0	2	6	43	97	108	37	3	1	0	0
15:00	**345**	40	35.2	4.9	0	1	2	6	41	145	123	24	3	0	0	0
16:00	**454**	39.6	33.6	6.7	5	7	12	10	83	175	130	25	6	1	0	0
17:00	**327**	40.4	35.7	5.1	0	1	0	8	38	118	127	33	0	2	0	0
18:00	**132**	42.6	37.3	5.4	0	0	0	1	11	43	50	21	5	0	1	0
19:00	**65**	43.8	38.3	6.7	0	1	0	0	2	20	25	12	3	1	0	1
20:00	**51**	44	38.3	5.7	0	0	0	1	1	17	16	13	2	1	0	0
21:00	**35**	43.7	38.8	4.7	0	0	0	0	1	8	16	8	2	0	0	0
22:00	**17**	43.5	38.5	4.6	0	0	0	0	0	6	5	6	0	0	0	0
23:00	**7**	-	42.1	5.7	0	0	0	0	0	0	4	2	0	1	0	0
12H,7-19	**3394**	**40.7**	**35.5**	**6**	**10**	**29**	**40**	**85**	**382**	**1163**	**1250**	**366**	**55**	**13**	**1**	**0**
16H,6-22	**3847**	**40.8**	**35.6**	**6.2**	**16**	**33**	**49**	**102**	**415**	**1289**	**1428**	**432**	**66**	**15**	**1**	**1**
18H,6-24	**3871**	**40.8**	**35.6**	**6.2**	**16**	**33**	**49**	**102**	**415**	**1295**	**1437**	**440**	**66**	**16**	**1**	**1**
24H,0-24	**3950**	**40.9**	**35.6**	**6.2**	**16**	**33**	**49**	**103**	**421**	**1323**	**1450**	**464**	**70**	**19**	**1**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 06-Dec-23																
00:00	**7**	-	37.8	5.5	0	0	0	0	1	1	3	2	0	0	0	0
01:00	**3**	-	28.5	5	0	0	0	1	1	1	0	0	0	0	0	0
02:00	**2**	-	46	3.5	0	0	0	0	0	0	0	1	1	0	0	0
03:00	**5**	-	34.5	6.6	0	0	0	0	2	1	1	1	0	0	0	0
04:00	**13**	44.6	38.9	6.4	0	0	0	0	2	2	3	5	1	0	0	0
05:00	**53**	44.1	39	5.8	0	0	0	0	3	13	18	17	0	1	1	0
06:00	**260**	42.4	37.3	5.6	0	0	0	10	17	64	118	42	6	3	0	0
07:00	**398**	40.7	36.3	4.7	0	0	0	2	39	149	157	46	5	0	0	0
08:00	**361**	40.8	36	5.7	1	2	5	4	31	125	145	42	5	1	0	0
09:00	**219**	40.9	37.4	4.2	0	0	0	1	10	61	116	28	3	0	0	0
10:00	**257**	43	37.4	5.3	1	0	0	3	16	75	98	61	3	0	0	0
11:00	**205**	40.5	36.3	4.9	0	0	0	3	15	81	83	20	1	1	1	0
12:00	**218**	43.2	37.8	5	0	0	0	1	12	64	89	43	8	1	0	0
13:00	**221**	42.3	37.6	4.7	0	0	0	2	8	69	99	37	5	1	0	0
14:00	**255**	41.6	37.1	5.3	1	0	0	1	21	75	114	34	6	3	0	0
15:00	**334**	40.4	34.6	5.9	0	2	2	14	62	118	96	37	2	1	0	0
16:00	**460**	39.7	34.1	5.9	0	6	10	18	66	189	136	34	1	0	0	0
17:00	**349**	39.6	34.6	5	0	2	0	14	49	141	126	15	2	0	0	0
18:00	**177**	42	36.7	5.8	0	1	1	1	16	64	63	20	10	1	0	0
19:00	**72**	42	37.9	4.5	0	0	0	1	3	15	39	13	1	0	0	0
20:00	**38**	43.3	38.2	6.5	0	0	0	0	3	11	16	4	2	1	1	0
21:00	**42**	43.3	37.9	5.7	0	0	0	0	5	9	17	9	1	1	0	0
22:00	**20**	44.9	40	5.8	0	0	0	0	0	6	5	7	1	1	0	0
23:00	**9**	-	39.1	6	0	0	0	0	1	2	1	5	0	0	0	0
12H,7-19	**3454**	**40.8**	**36**	**5.4**	**3**	**13**	**18**	**64**	**345**	**1211**	**1322**	**417**	**51**	**9**	**1**	**0**
16H,6-22	**3866**	**40.9**	**36.2**	**5.4**	**3**	**13**	**18**	**75**	**373**	**1310**	**1512**	**485**	**61**	**14**	**2**	**0**
18H,6-24	**3895**	**41**	**36.2**	**5.5**	**3**	**13**	**18**	**75**	**374**	**1318**	**1518**	**497**	**62**	**15**	**2**	**0**
24H,0-24	**3978**	**41.1**	**36.3**	**5.5**	**3**	**13**	**18**	**76**	**383**	**1336**	**1543**	**523**	**64**	**16**	**3**	**0**

Data produced by
Auto Surveys Ltd

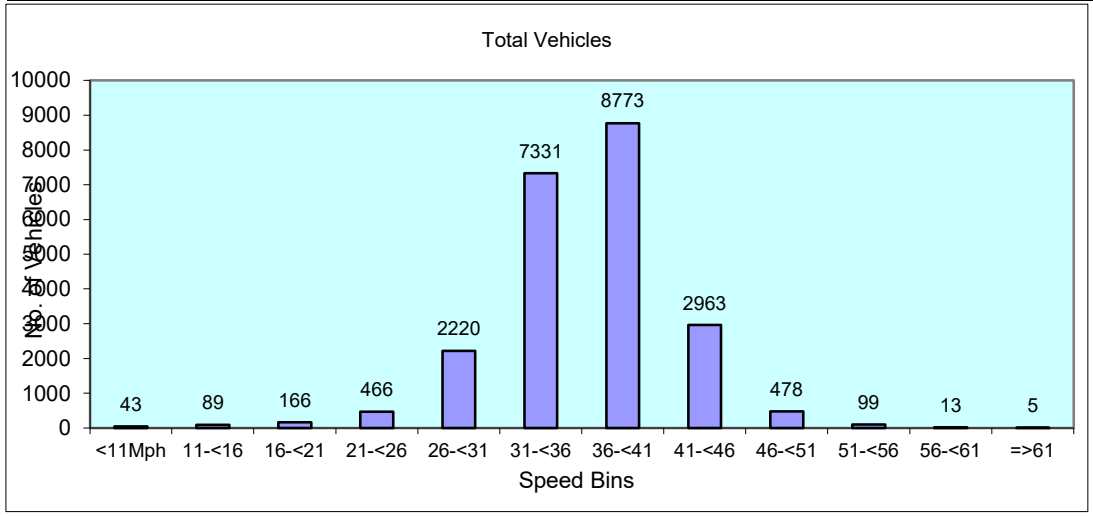
12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

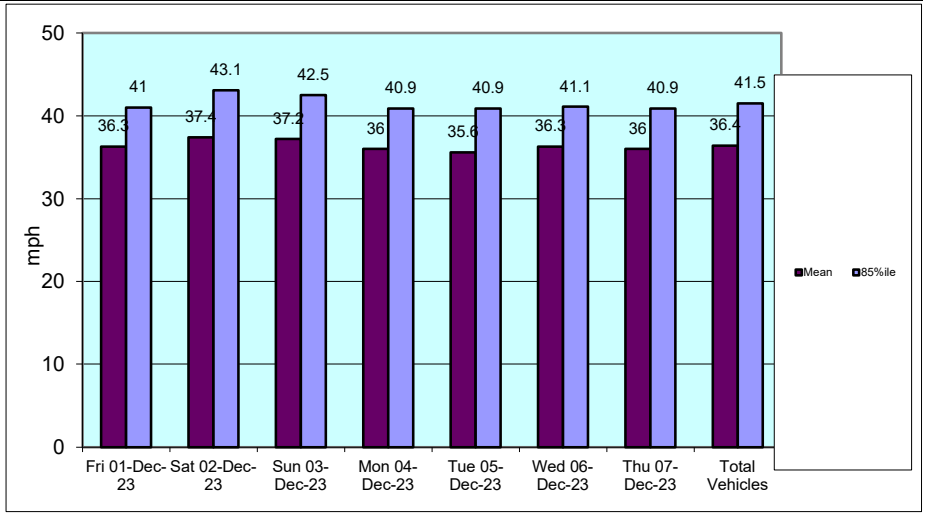
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 07-Dec-23																
00:00	**3**	-	35.2	5.9	0	0	0	0	1	0	2	0	0	0	0	0
01:00	**3**	-	36.8	10.4	0	0	0	0	1	1	0	0	1	0	0	0
02:00	**2**	-	51	3.5	0	0	0	0	0	0	0	0	1	1	0	0
03:00	**7**	-	36.4	7.1	0	0	0	0	2	2	0	3	0	0	0	0
04:00	**10**	46	41.5	6.4	0	0	0	0	0	2	3	3	1	1	0	0
05:00	**55**	45.1	39.1	5.7	0	0	0	0	4	12	18	15	6	0	0	0
06:00	**240**	42.3	37.3	5.2	0	0	0	3	19	67	103	43	3	1	1	0
07:00	**379**	40.9	35.8	5.5	0	0	6	10	38	133	138	49	5	0	0	0
08:00	**364**	41.6	36.5	5.6	2	2	1	4	30	116	147	58	4	0	0	0
09:00	**215**	40.9	36.5	4.6	0	0	0	1	18	79	86	28	3	0	0	0
10:00	**233**	42.3	36.6	5.6	0	0	2	6	20	73	86	41	4	1	0	0
11:00	**218**	40.9	36.9	5.5	0	1	0	5	14	65	102	22	6	3	0	0
12:00	**201**	42.8	37.6	5.6	1	0	0	3	15	46	92	37	5	2	0	0
13:00	**217**	41.9	37.4	4.7	0	0	0	0	16	62	100	33	6	0	0	0
14:00	**287**	40.9	36.5	4.8	0	0	0	1	22	120	103	33	6	2	0	0
15:00	**341**	39.9	34.9	4.9	0	0	0	4	66	133	111	24	2	1	0	0
16:00	**420**	39.7	34.7	4.9	0	0	3	14	57	176	143	26	1	0	0	0
17:00	**375**	38.7	32.2	6.6	1	3	19	41	68	139	87	15	2	0	0	0
18:00	**118**	42.1	36.7	6.1	0	0	0	3	12	41	41	13	6	1	1	0
19:00	**65**	41.7	36.7	5.2	0	0	0	2	6	17	28	12	0	0	0	0
20:00	**47**	41.4	36.8	6.5	0	0	0	2	2	19	16	6	1	0	0	1
21:00	**37**	42.8	38	5.3	0	0	0	2	0	8	18	8	1	0	0	0
22:00	**36**	43.8	38.9	4.8	0	0	0	0	1	8	16	9	2	0	0	0
23:00	**8**	-	39.8	4.7	0	0	0	0	0	2	2	4	0	0	0	0
12H,7-19	**3368**	**40.7**	**35.7**	**5.6**	**4**	**6**	**31**	**92**	**376**	**1183**	**1236**	**379**	**50**	**10**	**1**	**0**
16H,6-22	**3757**	**40.8**	**35.9**	**5.6**	**4**	**6**	**31**	**101**	**403**	**1294**	**1401**	**448**	**55**	**11**	**2**	**1**
18H,6-24	**3801**	**40.9**	**35.9**	**5.6**	**4**	**6**	**31**	**101**	**404**	**1304**	**1419**	**461**	**57**	**11**	**2**	**1**
24H,0-24	**3881**	**40.9**	**36**	**5.6**	**4**	**6**	**31**	**101**	**412**	**1321**	**1442**	**482**	**66**	**13**	**2**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Fri 01-Dec-23	**3587**	41	36.3	5.6	5	14	15	67	388	1128	1428	446	80	14	1	1
Sat 02-Dec-23	**2115**	43.1	37.4	5.8	4	7	3	23	182	564	856	383	67	21	4	1
Sun 03-Dec-23	**1688**	42.5	37.2	5.6	7	1	4	19	121	485	719	261	65	3	2	1
Mon 04-Dec-23	**3447**	40.9	36	5.8	4	15	46	77	313	1174	1335	404	66	13	0	0
Tue 05-Dec-23	**3950**	40.9	35.6	6.2	16	33	49	103	421	1323	1450	464	70	19	1	1
Wed 06-Dec-23	**3978**	41.1	36.3	5.5	3	13	18	76	383	1336	1543	523	64	16	3	0
Thu 07-Dec-23	**3881**	40.9	36	5.6	4	6	31	101	412	1321	1442	482	66	13	2	1
Total Vehicles																
[--]	**22646**	41.5	36.4	5.7	43	89	166	466	2220	7331	8773	2963	478	99	13	5





Data produced by
Auto Surveys Ltd

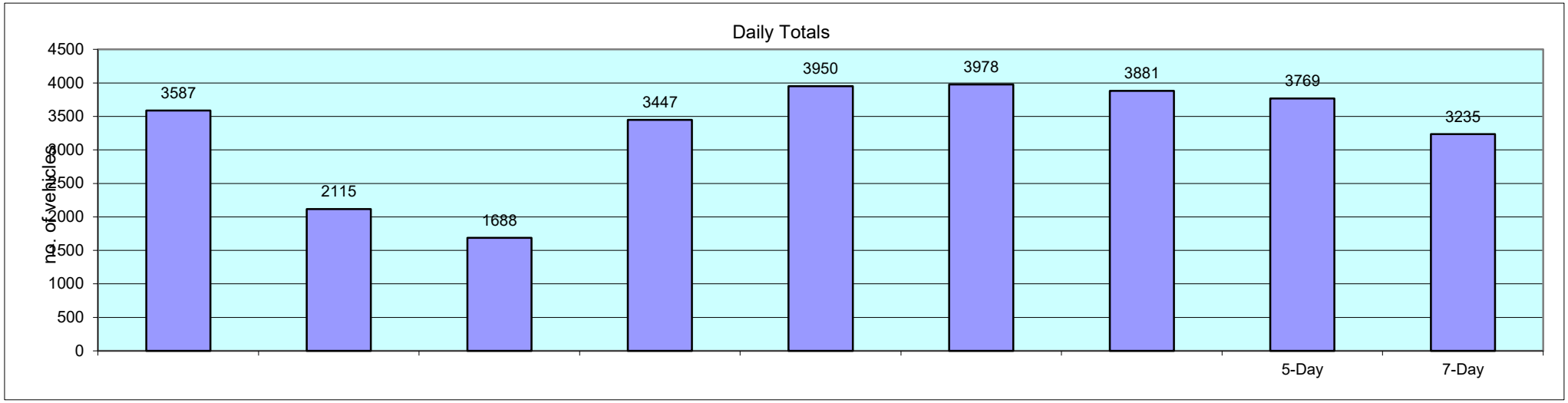
12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
		Channel: Northbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av
Week Begin: 01-Dec-23									
00:00	**4**	19	12	0	0	7	3	3	6
01:00	**4**	5	3	0	4	3	3	3	3
02:00	**1**	2	5	2	4	2	2	2	3
03:00	**6**	1	2	6	4	5	7	6	4
04:00	**14**	3	4	12	11	13	10	12	10
05:00	**31**	10	5	45	56	53	55	48	36
06:00	**191**	34	15	264	302	260	240	251	187
07:00	**251**	87	46	342	359	398	379	346	266
08:00	**290**	139	91	306	371	361	364	338	275
09:00	**227**	170	135	203	286	219	215	230	208
10:00	**224**	185	152	176	213	257	233	221	206
11:00	**230**	173	149	213	190	205	218	211	197
12:00	**194**	192	170	201	179	218	201	199	194
13:00	**212**	161	138	181	241	221	217	214	196
14:00	**285**	176	133	280	297	255	287	281	245
15:00	**382**	172	167	323	345	334	341	345	295
16:00	**437**	156	163	378	454	460	420	430	353
17:00	**271**	122	104	226	327	349	375	310	253
18:00	**118**	98	72	119	132	177	118	133	119
19:00	**78**	60	63	69	65	72	65	70	67
20:00	**49**	57	32	47	51	38	47	46	46
21:00	**34**	33	14	32	35	42	37	36	32
22:00	**44**	30	9	18	17	20	36	27	25
23:00	**10**	30	4	4	7	9	8	8	10
12H,7-19	**3121**	**1831**	**1520**	**2948**	**3394**	**3454**	**3368**	**3257**	**2805**
16H,6-22	**3473**	**2015**	**1644**	**3360**	**3847**	**3866**	**3757**	**3661**	**3137**
18H,6-24	**3527**	**2075**	**1657**	**3382**	**3871**	**3895**	**3801**	**3695**	**3173**
24H,0-24	**3587**	**2115**	**1688**	**3447**	**3950**	**3978**	**3881**	**3769**	**3235**
Am	**08:00**	**10:00**	**10:00**	**07:00**	**08:00**	**07:00**	**07:00**		
Peak	**290**	**185**	**152**	**342**	**371**	**398**	**379**		
Pm	**16:00**	**12:00**	**12:00**	**16:00**	**16:00**	**16:00**	**16:00**		
Peak	**437**	**192**	**170**	**378**	**454**	**460**	**420**		

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
		Channel: Northbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Dec-23														
00:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	**6**	2	1	3	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	7	4	0	0	0	0	0	0	0	0	0	0
05:00	**39**	1	28	7	1	2	0	0	0	0	0	0	0	0
06:00	**119**	0	84	32	2	1	0	0	0	0	0	0	0	0
07:00	**269**	1	221	40	2	1	0	0	2	0	1	1	0	0
08:00	**250**	1	217	28	1	2	1	0	0	0	0	0	0	0
09:00	**183**	0	129	44	2	2	3	0	1	0	2	0	0	0
10:00	**179**	0	138	35	1	2	3	0	0	0	0	0	0	0
11:00	**176**	0	147	26	2	0	1	0	0	0	0	0	0	0
12:00	**201**	3	174	18	2	0	3	0	0	0	1	0	0	0
13:00	**196**	1	158	33	3	1	0	0	0	0	0	0	0	0
14:00	**255**	5	220	28	1	0	0	0	1	0	0	0	0	0
15:00	**270**	3	225	39	2	0	0	0	0	0	1	0	0	0
16:00	**191**	1	167	19	3	1	0	0	0	0	0	0	0	0
17:00	**168**	3	153	11	1	0	0	0	0	0	0	0	0	0
18:00	**133**	2	123	7	1	0	0	0	0	0	0	0	0	0
19:00	**81**	0	73	7	1	0	0	0	0	0	0	0	0	0
20:00	**54**	0	48	5	0	1	0	0	0	0	0	0	0	0
21:00	**47**	0	44	3	0	0	0	0	0	0	0	0	0	0
22:00	**44**	0	40	3	1	0	0	0	0	0	0	0	0	0
23:00	**22**	0	19	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2471**	**20**	**2072**	**328**	**21**	**9**	**11**	**0**	**4**	**0**	**5**	**1**	**0**	**0**
16H,6-22	**2772**	**20**	**2321**	**375**	**24**	**11**	**11**	**0**	**4**	**0**	**5**	**1**	**0**	**0**
18H,6-24	**2838**	**20**	**2380**	**381**	**25**	**11**	**11**	**0**	**4**	**0**	**5**	**1**	**0**	**0**
24H,0-24	**2906**	**23**	**2426**	**397**	**26**	**13**	**11**	**0**	**4**	**0**	**5**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Dec-23														
00:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	3	2	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
05:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
06:00	**27**	0	24	2	1	0	0	0	0	0	0	0	0	0
07:00	**64**	0	51	12	1	0	0	0	0	0	0	0	0	0
08:00	**82**	0	71	7	2	2	0	0	0	0	0	0	0	0
09:00	**158**	0	137	18	1	0	1	0	0	0	1	0	0	0
10:00	**164**	2	146	15	1	0	0	0	0	0	0	0	0	0
11:00	**164**	0	152	11	1	0	0	0	0	0	0	0	0	0
12:00	**167**	0	146	20	1	0	0	0	0	0	0	0	0	0
13:00	**166**	5	144	15	1	0	1	0	0	0	0	0	0	0
14:00	**152**	1	134	15	1	0	0	0	1	0	0	0	0	0
15:00	**153**	1	140	11	0	1	0	0	0	0	0	0	0	0
16:00	**149**	0	129	18	1	0	0	0	1	0	0	0	0	0
17:00	**104**	0	98	5	1	0	0	0	0	0	0	0	0	0
18:00	**95**	3	83	8	0	1	0	0	0	0	0	0	0	0
19:00	**58**	0	50	7	1	0	0	0	0	0	0	0	0	0
20:00	**33**	0	31	1	1	0	0	0	0	0	0	0	0	0
21:00	**33**	0	30	3	0	0	0	0	0	0	0	0	0	0
22:00	**29**	0	27	1	0	1	0	0	0	0	0	0	0	0
23:00	**27**	0	23	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1618**	**12**	**1431**	**155**	**11**	**4**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**1769**	**12**	**1566**	**168**	**14**	**4**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**1825**	**12**	**1616**	**173**	**14**	**5**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**1860**	**12**	**1643**	**181**	**14**	**5**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Dec-23														
00:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
01:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
06:00	**20**	0	17	3	0	0	0	0	0	0	0	0	0	0
07:00	**47**	1	32	12	0	1	1	0	0	0	0	0	0	0
08:00	**56**	0	50	6	0	0	0	0	0	0	0	0	0	0
09:00	**113**	2	101	9	0	0	1	0	0	0	0	0	0	0
10:00	**137**	1	127	9	0	0	0	0	0	0	0	0	0	0
11:00	**155**	1	139	14	0	0	0	0	1	0	0	0	0	0
12:00	**141**	2	128	10	1	0	0	0	0	0	0	0	0	0
13:00	**145**	1	131	13	0	0	0	0	0	0	0	0	0	0
14:00	**133**	1	120	12	0	0	0	0	0	0	0	0	0	0
15:00	**140**	4	125	11	0	0	0	0	0	0	0	0	0	0
16:00	**117**	0	110	7	0	0	0	0	0	0	0	0	0	0
17:00	**92**	0	87	5	0	0	0	0	0	0	0	0	0	0
18:00	**66**	0	63	3	0	0	0	0	0	0	0	0	0	0
19:00	**46**	0	42	4	0	0	0	0	0	0	0	0	0	0
20:00	**31**	0	30	1	0	0	0	0	0	0	0	0	0	0
21:00	**15**	0	14	1	0	0	0	0	0	0	0	0	0	0
22:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
23:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1342**	**13**	**1213**	**111**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1454**	**13**	**1316**	**120**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1467**	**13**	**1327**	**122**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1499**	**13**	**1356**	**125**	**1**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922001 Location Site 1 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Dec-23														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
05:00	**40**	1	31	7	0	1	0	0	0	0	0	0	0	0
06:00	**126**	1	94	28	2	1	0	0	0	0	0	0	0	0
07:00	**252**	5	215	27	2	1	1	0	1	0	0	0	0	0
08:00	**248**	0	209	32	3	1	0	0	1	0	1	1	0	0
09:00	**174**	0	135	30	4	0	0	0	3	0	0	2	0	0
10:00	**172**	0	141	24	3	1	1	0	2	0	0	0	0	0
11:00	**198**	1	159	32	2	1	0	0	1	0	0	2	0	0
12:00	**175**	3	150	18	3	0	0	0	0	0	0	1	0	0
13:00	**185**	0	151	31	0	1	1	0	1	0	0	0	0	0
14:00	**263**	1	230	29	1	1	0	0	1	0	0	0	0	0
15:00	**236**	0	203	29	3	0	1	0	0	0	0	0	0	0
16:00	**219**	4	180	32	2	0	1	0	0	0	0	0	0	0
17:00	**178**	0	163	14	1	0	0	0	0	0	0	0	0	0
18:00	**115**	1	108	5	1	0	0	0	0	0	0	0	0	0
19:00	**57**	0	48	5	1	1	1	0	0	0	0	1	0	0
20:00	**36**	0	31	4	0	1	0	0	0	0	0	0	0	0
21:00	**32**	0	28	4	0	0	0	0	0	0	0	0	0	0
22:00	**27**	0	20	6	1	0	0	0	0	0	0	0	0	0
23:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2415**	**15**	**2044**	**303**	**25**	**6**	**5**	**0**	**10**	**0**	**1**	**6**	**0**	**0**
16H,6-22	**2666**	**16**	**2245**	**344**	**28**	**9**	**6**	**0**	**10**	**0**	**1**	**7**	**0**	**0**
18H,6-24	**2700**	**16**	**2272**	**350**	**29**	**9**	**6**	**0**	**10**	**0**	**1**	**7**	**0**	**0**
24H,0-24	**2753**	**17**	**2314**	**359**	**29**	**10**	**6**	**0**	**10**	**0**	**1**	**7**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Dec-23														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**10**	0	6	4	0	0	0	0	0	0	0	0	0	0
05:00	**34**	1	28	4	1	0	0	0	0	0	0	0	0	0
06:00	**160**	1	117	36	2	2	1	0	1	0	0	0	0	0
07:00	**241**	3	206	30	1	1	0	0	0	0	0	0	0	0
08:00	**280**	0	253	24	0	3	0	0	0	0	0	0	0	0
09:00	**214**	0	163	47	2	1	1	0	0	0	0	0	0	0
10:00	**175**	0	139	30	3	1	1	1	0	0	0	0	0	0
11:00	**175**	1	140	32	1	1	0	0	0	0	0	0	0	0
12:00	**171**	0	144	24	3	0	0	0	0	0	0	0	0	0
13:00	**202**	0	169	30	1	0	1	0	1	0	0	0	0	0
14:00	**235**	0	202	28	3	0	1	0	1	0	0	0	0	0
15:00	**261**	0	221	36	2	1	0	0	0	0	0	1	0	0
16:00	**215**	2	187	23	2	0	1	0	0	0	0	0	0	0
17:00	**199**	3	180	15	0	0	0	1	0	0	0	0	0	0
18:00	**129**	1	118	9	1	0	0	0	0	0	0	0	0	0
19:00	**74**	0	64	8	1	0	0	0	0	0	0	1	0	0
20:00	**60**	0	52	7	1	0	0	0	0	0	0	0	0	0
21:00	**21**	0	19	2	0	0	0	0	0	0	0	0	0	0
22:00	**27**	0	22	4	1	0	0	0	0	0	0	0	0	0
23:00	**11**	0	10	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2497**	**10**	**2122**	**328**	**19**	**8**	**5**	**2**	**2**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**2812**	**11**	**2374**	**381**	**23**	**10**	**6**	**2**	**3**	**0**	**0**	**2**	**0**	**0**
18H,6-24	**2850**	**11**	**2406**	**386**	**24**	**10**	**6**	**2**	**3**	**0**	**0**	**2**	**0**	**0**
24H,0-24	**2903**	**12**	**2447**	**396**	**25**	**10**	**6**	**2**	**3**	**0**	**0**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Dec-23														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
05:00	**38**	1	30	6	0	1	0	0	0	0	0	0	0	0
06:00	**134**	0	104	28	1	1	0	0	0	0	0	0	0	0
07:00	**282**	1	243	35	0	1	0	0	2	0	0	0	0	0
08:00	**275**	1	239	32	0	1	0	0	2	0	0	0	0	0
09:00	**195**	0	154	34	2	1	1	0	3	0	0	0	0	0
10:00	**189**	1	150	30	2	1	4	1	0	0	0	0	0	0
11:00	**199**	0	151	43	1	3	0	0	0	0	0	1	0	0
12:00	**200**	3	163	28	0	0	3	1	1	0	1	0	0	0
13:00	**202**	3	158	36	2	2	0	0	0	0	0	1	0	0
14:00	**249**	1	196	44	1	2	0	0	4	0	0	1	0	0
15:00	**276**	1	236	35	1	1	1	0	1	0	0	0	0	0
16:00	**240**	4	204	31	1	0	0	0	0	0	0	0	0	0
17:00	**195**	1	175	16	1	1	0	1	0	0	0	0	0	0
18:00	**127**	1	118	6	0	1	0	0	1	0	0	0	0	0
19:00	**97**	1	86	9	0	1	0	0	0	0	0	0	0	0
20:00	**53**	0	51	1	0	1	0	0	0	0	0	0	0	0
21:00	**53**	0	51	2	0	0	0	0	0	0	0	0	0	0
22:00	**27**	0	25	0	1	0	0	0	0	0	1	0	0	0
23:00	**12**	0	10	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2629**	**17**	**2187**	**370**	**11**	**14**	**9**	**3**	**14**	**0**	**1**	**3**	**0**	**0**
16H,6-22	**2966**	**18**	**2479**	**410**	**12**	**17**	**9**	**3**	**14**	**0**	**1**	**3**	**0**	**0**
18H,6-24	**3005**	**18**	**2514**	**412**	**13**	**17**	**9**	**3**	**14**	**0**	**2**	**3**	**0**	**0**
24H,0-24	**3060**	**19**	**2558**	**421**	**13**	**18**	**9**	**3**	**14**	**0**	**2**	**3**	**0**	**0**

Data produced by
Auto Surveys Ltd

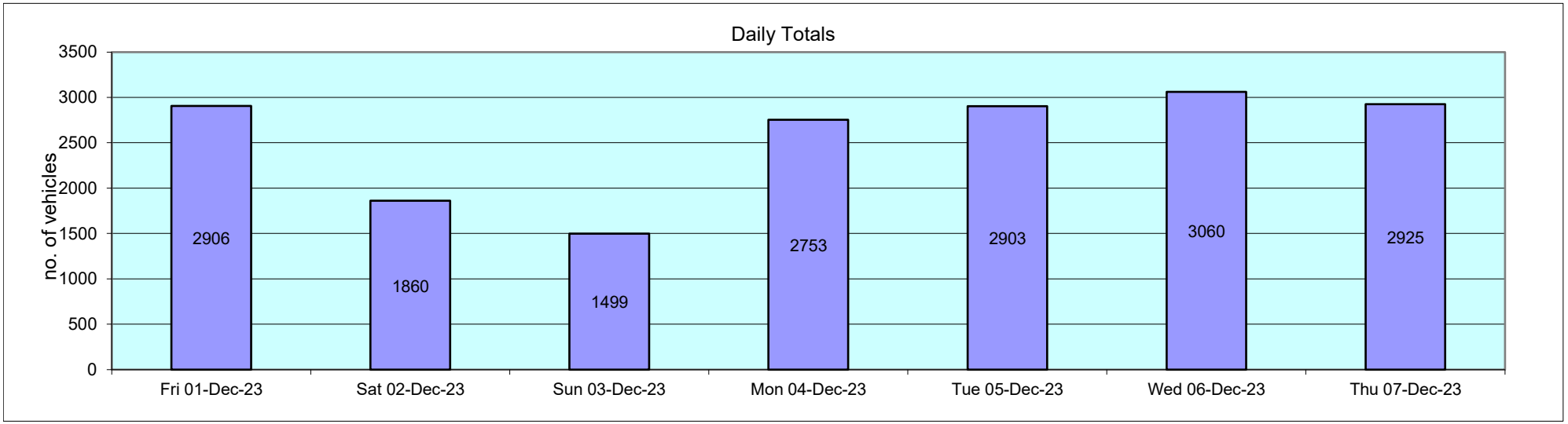
12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 07-Dec-23														
00:00	**3**	1	1	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	1	1	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	4	2	0	0	1	0	0	0	0	0	0	0
05:00	**34**	1	21	11	1	0	0	0	0	0	0	0	0	0
06:00	**139**	2	105	26	2	2	2	0	0	0	0	0	0	0
07:00	**284**	2	238	43	1	0	0	0	0	0	0	0	0	0
08:00	**238**	3	200	33	0	2	0	0	0	0	0	0	0	0
09:00	**182**	0	144	31	3	1	2	0	1	0	0	0	0	0
10:00	**168**	0	143	23	1	0	0	0	0	0	1	0	0	0
11:00	**238**	2	178	48	1	3	4	0	1	0	0	1	0	0
12:00	**196**	0	159	30	1	2	3	0	0	0	0	1	0	0
13:00	**188**	0	154	29	0	3	1	0	1	0	0	0	0	0
14:00	**244**	0	203	37	2	2	0	0	0	0	0	0	0	0
15:00	**238**	2	190	42	1	0	1	0	2	0	0	0	0	0
16:00	**222**	3	191	24	2	2	0	0	0	0	0	0	0	0
17:00	**186**	0	171	13	1	0	1	0	0	0	0	0	0	0
18:00	**113**	1	100	11	1	0	0	0	0	0	0	0	0	0
19:00	**83**	0	73	8	0	1	0	0	0	0	0	1	0	0
20:00	**66**	1	60	4	0	1	0	0	0	0	0	0	0	0
21:00	**54**	0	47	7	0	0	0	0	0	0	0	0	0	0
22:00	**29**	0	28	0	1	0	0	0	0	0	0	0	0	0
23:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2497**	**13**	**2071**	**364**	**14**	**15**	**12**	**0**	**5**	**0**	**1**	**2**	**0**	**0**
16H,6-22	**2839**	**16**	**2356**	**409**	**16**	**19**	**14**	**0**	**5**	**0**	**1**	**3**	**0**	**0**
18H,6-24	**2876**	**16**	**2391**	**410**	**17**	**19**	**14**	**0**	**5**	**0**	**1**	**3**	**0**	**0**
24H,0-24	**2925**	**18**	**2421**	**425**	**18**	**19**	**15**	**0**	**5**	**0**	**1**	**3**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Fri 01-Dec-23	**2906**	23	2426	397	26	13	11	0	4	0	5	1	0	0
Sat 02-Dec-23	**1860**	12	1643	181	14	5	2	0	2	0	1	0	0	0
Sun 03-Dec-23	**1499**	13	1356	125	1	1	2	0	1	0	0	0	0	0
Mon 04-Dec-23	**2753**	17	2314	359	29	10	6	0	10	0	1	7	0	0
Tue 05-Dec-23	**2903**	12	2447	396	25	10	6	2	3	0	0	2	0	0
Wed 06-Dec-23	**3060**	19	2558	421	13	18	9	3	14	0	2	3	0	0
Thu 07-Dec-23	**2925**	18	2421	425	18	19	15	0	5	0	1	3	0	0
Total Vehicles														
[--]	**17906**	114	15165	2304	126	76	51	5	39	0	10	16	0	0



Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Dec-23											
00:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**6**	2	33.3	1	16.7	3	50.0	0	0.0	0	0.0
04:00	**11**	0	0.0	7	63.6	4	36.4	0	0.0	0	0.0
05:00	**39**	1	2.6	28	71.8	7	18.0	2	5.1	1	2.6
06:00	**119**	0	0.0	84	70.6	32	26.9	1	0.8	2	1.7
07:00	**269**	1	0.4	221	82.2	40	14.9	5	1.9	2	0.7
08:00	**250**	1	0.4	217	86.8	28	11.2	3	1.2	1	0.4
09:00	**183**	0	0.0	129	70.5	44	24.0	8	4.4	2	1.1
10:00	**179**	0	0.0	138	77.1	35	19.6	5	2.8	1	0.6
11:00	**176**	0	0.0	147	83.5	26	14.8	1	0.6	2	1.1
12:00	**201**	3	1.5	174	86.6	18	9.0	4	2.0	2	1.0
13:00	**196**	1	0.5	158	80.6	33	16.8	1	0.5	3	1.5
14:00	**255**	5	2.0	220	86.3	28	11.0	1	0.4	1	0.4
15:00	**270**	3	1.1	225	83.3	39	14.4	1	0.4	2	0.7
16:00	**191**	1	0.5	167	87.4	19	10.0	1	0.5	3	1.6
17:00	**168**	3	1.8	153	91.1	11	6.6	0	0.0	1	0.6
18:00	**133**	2	1.5	123	92.5	7	5.3	0	0.0	1	0.8
19:00	**81**	0	0.0	73	90.1	7	8.6	0	0.0	1	1.2
20:00	**54**	0	0.0	48	88.9	5	9.3	1	1.9	0	0.0
21:00	**47**	0	0.0	44	93.6	3	6.4	0	0.0	0	0.0
22:00	**44**	0	0.0	40	90.9	3	6.8	0	0.0	1	2.3
23:00	**22**	0	0.0	19	86.4	3	13.6	0	0.0	0	0.0
12H,7-19	**2471**	**20**	**0.8**	**2072**	**83.9**	**328**	**13.3**	**30**	**1.2**	**21**	**0.9**
16H,6-22	**2772**	**20**	**0.7**	**2321**	**83.7**	**375**	**13.5**	**32**	**1.2**	**24**	**0.9**
18H,6-24	**2838**	**20**	**0.7**	**2380**	**83.9**	**381**	**13.4**	**32**	**1.1**	**25**	**0.9**
24H,0-24	**2906**	**23**	**0.8**	**2426**	**83.5**	**397**	**13.7**	**34**	**1.2**	**26**	**0.9**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Dec-23											
00:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	3	60.0	2	40.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
05:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
06:00	**27**	0	0.0	24	88.9	2	7.4	0	0.0	1	3.7
07:00	**64**	0	0.0	51	79.7	12	18.8	0	0.0	1	1.6
08:00	**82**	0	0.0	71	86.6	7	8.5	2	2.4	2	2.4
09:00	**158**	0	0.0	137	86.7	18	11.4	2	1.3	1	0.6
10:00	**164**	2	1.2	146	89.0	15	9.2	0	0.0	1	0.6
11:00	**164**	0	0.0	152	92.7	11	6.7	0	0.0	1	0.6
12:00	**167**	0	0.0	146	87.4	20	12.0	0	0.0	1	0.6
13:00	**166**	5	3.0	144	86.8	15	9.0	1	0.6	1	0.6
14:00	**152**	1	0.7	134	88.2	15	9.9	1	0.7	1	0.7
15:00	**153**	1	0.7	140	91.5	11	7.2	1	0.7	0	0.0
16:00	**149**	0	0.0	129	86.6	18	12.1	1	0.7	1	0.7
17:00	**104**	0	0.0	98	94.2	5	4.8	0	0.0	1	1.0
18:00	**95**	3	3.2	83	87.4	8	8.4	1	1.1	0	0.0
19:00	**58**	0	0.0	50	86.2	7	12.1	0	0.0	1	1.7
20:00	**33**	0	0.0	31	93.9	1	3.0	0	0.0	1	3.0
21:00	**33**	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
22:00	**29**	0	0.0	27	93.1	1	3.5	1	3.5	0	0.0
23:00	**27**	0	0.0	23	85.2	4	14.8	0	0.0	0	0.0
12H,7-19	**1618**	**12**	**0.7**	**1431**	**88.4**	**155**	**9.6**	**9**	**0.6**	**11**	**0.7**
16H,6-22	**1769**	**12**	**0.7**	**1566**	**88.5**	**168**	**9.5**	**9**	**0.5**	**14**	**0.8**
18H,6-24	**1825**	**12**	**0.7**	**1616**	**88.6**	**173**	**9.5**	**10**	**0.6**	**14**	**0.8**
24H,0-24	**1860**	**12**	**0.7**	**1643**	**88.3**	**181**	**9.7**	**10**	**0.5**	**14**	**0.8**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Dec-23											
00:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
01:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
06:00	**20**	0	0.0	17	85.0	3	15.0	0	0.0	0	0.0
07:00	**47**	1	2.1	32	68.1	12	25.5	2	4.3	0	0.0
08:00	**56**	0	0.0	50	89.3	6	10.7	0	0.0	0	0.0
09:00	**113**	2	1.8	101	89.4	9	8.0	1	0.9	0	0.0
10:00	**137**	1	0.7	127	92.7	9	6.6	0	0.0	0	0.0
11:00	**155**	1	0.7	139	89.7	14	9.0	1	0.7	0	0.0
12:00	**141**	2	1.4	128	90.8	10	7.1	0	0.0	1	0.7
13:00	**145**	1	0.7	131	90.3	13	9.0	0	0.0	0	0.0
14:00	**133**	1	0.8	120	90.2	12	9.0	0	0.0	0	0.0
15:00	**140**	4	2.9	125	89.3	11	7.9	0	0.0	0	0.0
16:00	**117**	0	0.0	110	94.0	7	6.0	0	0.0	0	0.0
17:00	**92**	0	0.0	87	94.6	5	5.4	0	0.0	0	0.0
18:00	**66**	0	0.0	63	95.5	3	4.6	0	0.0	0	0.0
19:00	**46**	0	0.0	42	91.3	4	8.7	0	0.0	0	0.0
20:00	**31**	0	0.0	30	96.8	1	3.2	0	0.0	0	0.0
21:00	**15**	0	0.0	14	93.3	1	6.7	0	0.0	0	0.0
22:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
23:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	**1342**	**13**	**1.0**	**1213**	**90.4**	**111**	**8.3**	**4**	**0.3**	**1**	**0.1**
16H,6-22	**1454**	**13**	**0.9**	**1316**	**90.5**	**120**	**8.3**	**4**	**0.3**	**1**	**0.1**
18H,6-24	**1467**	**13**	**0.9**	**1327**	**90.5**	**122**	**8.3**	**4**	**0.3**	**1**	**0.1**
24H,0-24	**1499**	**13**	**0.9**	**1356**	**90.5**	**125**	**8.3**	**4**	**0.3**	**1**	**0.1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Dec-23											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
05:00	**40**	1	2.5	31	77.5	7	17.5	1	2.5	0	0.0
06:00	**126**	1	0.8	94	74.6	28	22.2	1	0.8	2	1.6
07:00	**252**	5	2.0	215	85.3	27	10.7	3	1.2	2	0.8
08:00	**248**	0	0.0	209	84.3	32	12.9	4	1.6	3	1.2
09:00	**174**	0	0.0	135	77.6	30	17.2	5	2.9	4	2.3
10:00	**172**	0	0.0	141	82.0	24	14.0	4	2.3	3	1.7
11:00	**198**	1	0.5	159	80.3	32	16.2	4	2.0	2	1.0
12:00	**175**	3	1.7	150	85.7	18	10.3	1	0.6	3	1.7
13:00	**185**	0	0.0	151	81.6	31	16.8	3	1.6	0	0.0
14:00	**263**	1	0.4	230	87.5	29	11.0	2	0.8	1	0.4
15:00	**236**	0	0.0	203	86.0	29	12.3	1	0.4	3	1.3
16:00	**219**	4	1.8	180	82.2	32	14.6	1	0.5	2	0.9
17:00	**178**	0	0.0	163	91.6	14	7.9	0	0.0	1	0.6
18:00	**115**	1	0.9	108	93.9	5	4.4	0	0.0	1	0.9
19:00	**57**	0	0.0	48	84.2	5	8.8	3	5.3	1	1.8
20:00	**36**	0	0.0	31	86.1	4	11.1	1	2.8	0	0.0
21:00	**32**	0	0.0	28	87.5	4	12.5	0	0.0	0	0.0
22:00	**27**	0	0.0	20	74.1	6	22.2	0	0.0	1	3.7
23:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2415**	**15**	**0.6**	**2044**	**84.6**	**303**	**12.6**	**28**	**1.2**	**25**	**1.0**
16H,6-22	**2666**	**16**	**0.6**	**2245**	**84.2**	**344**	**12.9**	**33**	**1.2**	**28**	**1.1**
18H,6-24	**2700**	**16**	**0.6**	**2272**	**84.2**	**350**	**13.0**	**33**	**1.2**	**29**	**1.1**
24H,0-24	**2753**	**17**	**0.6**	**2314**	**84.1**	**359**	**13.0**	**34**	**1.2**	**29**	**1.1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Dec-23											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
02:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**10**	0	0.0	6	60.0	4	40.0	0	0.0	0	0.0
05:00	**34**	1	2.9	28	82.4	4	11.8	0	0.0	1	2.9
06:00	**160**	1	0.6	117	73.1	36	22.5	4	2.5	2	1.3
07:00	**241**	3	1.2	206	85.5	30	12.5	1	0.4	1	0.4
08:00	**280**	0	0.0	253	90.4	24	8.6	3	1.1	0	0.0
09:00	**214**	0	0.0	163	76.2	47	22.0	2	0.9	2	0.9
10:00	**175**	0	0.0	139	79.4	30	17.1	3	1.7	3	1.7
11:00	**175**	1	0.6	140	80.0	32	18.3	1	0.6	1	0.6
12:00	**171**	0	0.0	144	84.2	24	14.0	0	0.0	3	1.8
13:00	**202**	0	0.0	169	83.7	30	14.9	2	1.0	1	0.5
14:00	**235**	0	0.0	202	86.0	28	11.9	2	0.9	3	1.3
15:00	**261**	0	0.0	221	84.7	36	13.8	2	0.8	2	0.8
16:00	**215**	2	0.9	187	87.0	23	10.7	1	0.5	2	0.9
17:00	**199**	3	1.5	180	90.5	15	7.5	1	0.5	0	0.0
18:00	**129**	1	0.8	118	91.5	9	7.0	0	0.0	1	0.8
19:00	**74**	0	0.0	64	86.5	8	10.8	1	1.4	1	1.4
20:00	**60**	0	0.0	52	86.7	7	11.7	0	0.0	1	1.7
21:00	**21**	0	0.0	19	90.5	2	9.5	0	0.0	0	0.0
22:00	**27**	0	0.0	22	81.5	4	14.8	0	0.0	1	3.7
23:00	**11**	0	0.0	10	90.9	1	9.1	0	0.0	0	0.0
12H,7-19	**2497**	**10**	**0.4**	**2122**	**85.0**	**328**	**13.1**	**18**	**0.7**	**19**	**0.8**
16H,6-22	**2812**	**11**	**0.4**	**2374**	**84.4**	**381**	**13.6**	**23**	**0.8**	**23**	**0.8**
18H,6-24	**2850**	**11**	**0.4**	**2406**	**84.4**	**386**	**13.5**	**23**	**0.8**	**24**	**0.8**
24H,0-24	**2903**	**12**	**0.4**	**2447**	**84.3**	**396**	**13.6**	**23**	**0.8**	**25**	**0.9**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Dec-23											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
03:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
05:00	**38**	1	2.6	30	79.0	6	15.8	1	2.6	0	0.0
06:00	**134**	0	0.0	104	77.6	28	20.9	1	0.8	1	0.8
07:00	**282**	1	0.4	243	86.2	35	12.4	3	1.1	0	0.0
08:00	**275**	1	0.4	239	86.9	32	11.6	3	1.1	0	0.0
09:00	**195**	0	0.0	154	79.0	34	17.4	5	2.6	2	1.0
10:00	**189**	1	0.5	150	79.4	30	15.9	6	3.2	2	1.1
11:00	**199**	0	0.0	151	75.9	43	21.6	4	2.0	1	0.5
12:00	**200**	3	1.5	163	81.5	28	14.0	6	3.0	0	0.0
13:00	**202**	3	1.5	158	78.2	36	17.8	3	1.5	2	1.0
14:00	**249**	1	0.4	196	78.7	44	17.7	7	2.8	1	0.4
15:00	**276**	1	0.4	236	85.5	35	12.7	3	1.1	1	0.4
16:00	**240**	4	1.7	204	85.0	31	12.9	0	0.0	1	0.4
17:00	**195**	1	0.5	175	89.7	16	8.2	2	1.0	1	0.5
18:00	**127**	1	0.8	118	92.9	6	4.7	2	1.6	0	0.0
19:00	**97**	1	1.0	86	88.7	9	9.3	1	1.0	0	0.0
20:00	**53**	0	0.0	51	96.2	1	1.9	1	1.9	0	0.0
21:00	**53**	0	0.0	51	96.2	2	3.8	0	0.0	0	0.0
22:00	**27**	0	0.0	25	92.6	0	0.0	1	3.7	1	3.7
23:00	**12**	0	0.0	10	83.3	2	16.7	0	0.0	0	0.0
12H,7-19	**2629**	**17**	**0.7**	**2187**	**83.2**	**370**	**14.1**	**44**	**1.7**	**11**	**0.4**
16H,6-22	**2966**	**18**	**0.6**	**2479**	**83.6**	**410**	**13.8**	**47**	**1.6**	**12**	**0.4**
18H,6-24	**3005**	**18**	**0.6**	**2514**	**83.7**	**412**	**13.7**	**48**	**1.6**	**13**	**0.4**
24H,0-24	**3060**	**19**	**0.6**	**2558**	**83.6**	**421**	**13.8**	**49**	**1.6**	**13**	**0.4**

Data produced by
Auto Surveys Ltd

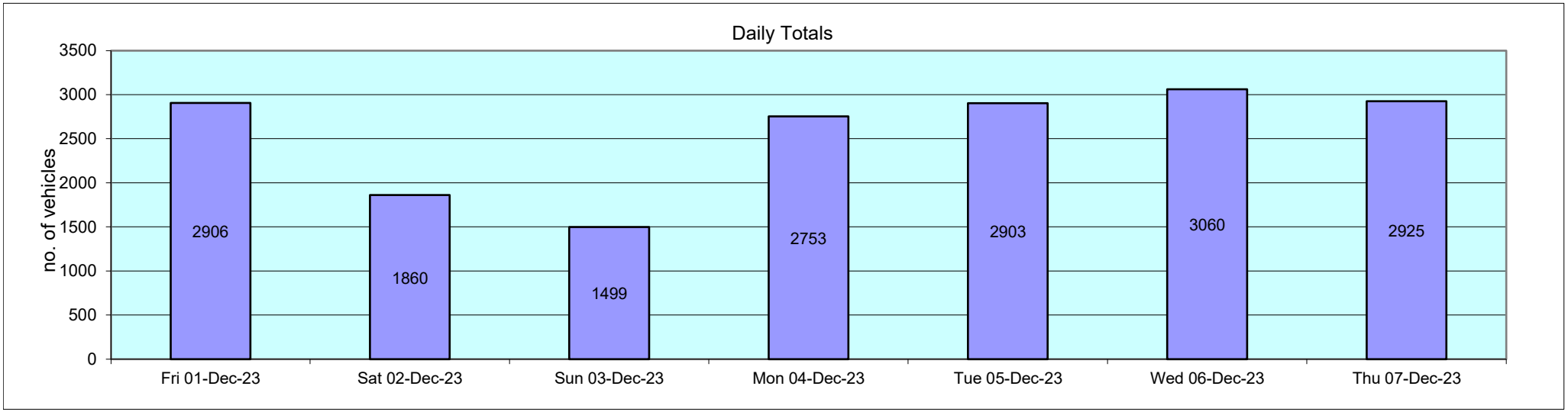
12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 07-Dec-23											
00:00	**3**	1	33.3	1	33.3	1	33.3	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**2**	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
04:00	**7**	0	0.0	4	57.1	2	28.6	1	14.3	0	0.0
05:00	**34**	1	2.9	21	61.8	11	32.4	0	0.0	1	2.9
06:00	**139**	2	1.4	105	75.5	26	18.7	4	2.9	2	1.4
07:00	**284**	2	0.7	238	83.8	43	15.1	0	0.0	1	0.4
08:00	**238**	3	1.3	200	84.0	33	13.9	2	0.8	0	0.0
09:00	**182**	0	0.0	144	79.1	31	17.0	4	2.2	3	1.7
10:00	**168**	0	0.0	143	85.1	23	13.7	1	0.6	1	0.6
11:00	**238**	2	0.8	178	74.8	48	20.2	9	3.8	1	0.4
12:00	**196**	0	0.0	159	81.1	30	15.3	6	3.1	1	0.5
13:00	**188**	0	0.0	154	81.9	29	15.4	5	2.7	0	0.0
14:00	**244**	0	0.0	203	83.2	37	15.2	2	0.8	2	0.8
15:00	**238**	2	0.8	190	79.8	42	17.7	3	1.3	1	0.4
16:00	**222**	3	1.4	191	86.0	24	10.8	2	0.9	2	0.9
17:00	**186**	0	0.0	171	91.9	13	7.0	1	0.5	1	0.5
18:00	**113**	1	0.9	100	88.5	11	9.7	0	0.0	1	0.9
19:00	**83**	0	0.0	73	88.0	8	9.6	2	2.4	0	0.0
20:00	**66**	1	1.5	60	90.9	4	6.1	1	1.5	0	0.0
21:00	**54**	0	0.0	47	87.0	7	13.0	0	0.0	0	0.0
22:00	**29**	0	0.0	28	96.6	0	0.0	0	0.0	1	3.5
23:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	**2497**	**13**	**0.5**	**2071**	**82.9**	**364**	**14.6**	**35**	**1.4**	**14**	**0.6**
16H,6-22	**2839**	**16**	**0.6**	**2356**	**83.0**	**409**	**14.4**	**42**	**1.5**	**16**	**0.6**
18H,6-24	**2876**	**16**	**0.6**	**2391**	**83.1**	**410**	**14.3**	**42**	**1.5**	**17**	**0.6**
24H,0-24	**2925**	**18**	**0.6**	**2421**	**82.8**	**425**	**14.5**	**43**	**1.5**	**18**	**0.6**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 01-Dec-23	**2906**	23	0.8	2426	83.5	397	13.7	34	1.2	26	0.9
Sat 02-Dec-23	**1860**	12	0.7	1643	88.3	181	9.7	10	0.5	14	0.8
Sun 03-Dec-23	**1499**	13	0.9	1356	90.5	125	8.3	4	0.3	1	0.1
Mon 04-Dec-23	**2753**	17	0.6	2314	84.1	359	13.0	34	1.2	29	1.1
Tue 05-Dec-23	**2903**	12	0.4	2447	84.3	396	13.6	23	0.8	25	0.9
Wed 06-Dec-23	**3060**	19	0.6	2558	83.6	421	13.8	49	1.6	13	0.4
Thu 07-Dec-23	**2925**	18	0.6	2421	82.8	425	14.5	43	1.5	18	0.6
Total Vehicles											
[--]	**17906**	114	0.7	15165	85.3	2304	12.4	197	1.0	126	0.7



Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 01-Dec-23																
00:00	**6**	-	41	8.3	0	0	0	0	0	2	2	0	1	1	0	0
01:00	**4**	-	42.3	4.9	0	0	0	0	0	0	2	1	1	0	0	0
02:00	**2**	-	38.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0
03:00	**6**	-	26.9	18.5	2	1	0	0	0	0	1	1	1	0	0	0
04:00	**11**	43.1	38.5	5.2	0	0	0	0	0	4	4	2	1	0	0	0
05:00	**39**	47.4	40.8	8.4	0	1	0	0	3	4	10	13	6	1	0	1
06:00	**119**	42.1	36.9	5.1	0	0	0	2	11	36	47	21	2	0	0	0
07:00	**269**	40.5	35.7	4.9	0	0	0	6	30	106	96	29	2	0	0	0
08:00	**250**	40.2	35.4	5.6	1	2	0	4	30	99	90	21	0	3	0	0
09:00	**183**	40.8	36.5	5.6	0	1	0	0	17	73	67	17	4	3	1	0
10:00	**179**	41.6	36	5.7	0	0	0	6	23	63	57	24	5	1	0	0
11:00	**176**	40.8	36.5	5.1	0	0	0	1	20	60	71	19	3	2	0	0
12:00	**201**	40.8	36.2	5.3	0	2	1	0	20	67	84	24	3	0	0	0
13:00	**196**	43.3	37	6.3	0	0	2	6	14	65	65	31	10	2	1	0
14:00	**255**	40.8	36.7	5.2	0	1	0	3	16	92	108	27	6	1	1	0
15:00	**270**	40	34.8	5.4	0	1	6	3	39	107	92	20	2	0	0	0
16:00	**191**	39.5	34.5	5.3	0	0	2	3	36	84	53	9	3	0	1	0
17:00	**168**	40.3	35.5	6	0	1	1	2	27	60	59	13	3	1	0	1
18:00	**133**	41.2	36.4	6.3	0	1	4	2	6	44	55	15	5	1	0	0
19:00	**81**	43	38.7	6.5	0	0	0	2	2	18	42	11	2	0	4	0
20:00	**54**	40.3	36.3	4.8	0	0	1	1	2	18	27	5	0	0	0	0
21:00	**47**	42.5	36.9	5.9	0	0	0	3	2	14	18	8	2	0	0	0
22:00	**44**	42.4	37.4	6.1	0	0	2	0	1	11	21	7	2	0	0	0
23:00	**22**	40.4	38.3	4.2	0	0	0	0	0	5	15	0	2	0	0	0
12H,7-19	**2471**	**40.7**	**35.9**	**5.6**	**1**	**9**	**16**	**36**	**278**	**920**	**897**	**249**	**46**	**14**	**4**	**1**
16H,6-22	**2772**	**40.8**	**36**	**5.6**	**1**	**9**	**17**	**44**	**295**	**1006**	**1031**	**294**	**52**	**14**	**8**	**1**
18H,6-24	**2838**	**40.8**	**36.1**	**5.6**	**1**	**9**	**19**	**44**	**296**	**1022**	**1067**	**301**	**56**	**14**	**8**	**1**
24H,0-24	**2906**	**40.9**	**36.1**	**5.7**	**3**	**11**	**19**	**44**	**299**	**1032**	**1088**	**318**	**66**	**16**	**8**	**2**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 02-Dec-23																
00:00	**11**	40.6	35.8	6.6	0	0	0	1	2	1	5	2	0	0	0	0
01:00	**3**	-	43.5	10	0	0	0	0	0	1	0	1	0	1	0	0
02:00	**5**	-	41.5	9.1	0	0	0	0	1	0	1	2	0	1	0	0
03:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	**4**	-	39.8	6.4	0	0	0	0	0	1	2	0	1	0	0	0
05:00	**11**	40.6	37.1	4.7	0	0	0	0	1	3	5	2	0	0	0	0
06:00	**27**	44.4	38.7	5.6	0	0	0	0	2	7	8	8	2	0	0	0
07:00	**64**	40.8	37.6	4.7	0	0	0	0	1	23	31	7	1	0	1	0
08:00	**82**	41.8	36.7	5.5	0	1	0	1	5	29	31	13	2	0	0	0
09:00	**158**	42.4	37.1	5.4	0	1	0	2	12	46	64	31	1	1	0	0
10:00	**164**	40.5	35.7	5.4	2	0	1	1	9	74	58	18	1	0	0	0
11:00	**164**	40.8	37.2	4.8	0	0	0	2	7	52	81	19	1	1	1	0
12:00	**167**	41.4	36.8	5.5	0	0	1	1	14	59	65	19	6	1	1	0
13:00	**166**	40.6	35.5	5.3	0	0	1	4	20	69	51	18	3	0	0	0
14:00	**152**	41.4	37.3	4.7	0	0	0	0	10	48	69	21	3	1	0	0
15:00	**153**	41.1	36.5	5.1	0	0	1	1	11	60	56	19	5	0	0	0
16:00	**149**	40.5	35.9	5	0	1	0	1	17	53	60	16	1	0	0	0
17:00	**104**	42.6	36.7	5.5	0	0	0	0	14	37	32	15	6	0	0	0
18:00	**95**	42.6	37.3	5.6	0	0	0	0	9	31	36	13	4	2	0	0
19:00	**58**	42.5	37.8	6.5	0	0	0	1	2	22	22	6	2	1	2	0
20:00	**33**	40.3	36.5	4.4	0	0	0	0	4	8	18	3	0	0	0	0
21:00	**33**	38.8	37.9	7.9	0	0	0	1	2	11	14	1	2	0	1	1
22:00	**29**	40.7	36.9	4.3	0	0	0	0	2	9	14	4	0	0	0	0
23:00	**27**	44.5	39.8	7.3	0	0	0	0	2	4	13	5	1	1	0	1
12H,7-19	**1618**	**41.2**	**36.6**	**5.2**	**2**	**3**	**4**	**13**	**129**	**581**	**634**	**209**	**34**	**6**	**3**	**0**
16H,6-22	**1769**	**41.3**	**36.7**	**5.3**	**2**	**3**	**4**	**15**	**139**	**629**	**696**	**227**	**40**	**7**	**6**	**1**
18H,6-24	**1825**	**41.4**	**36.7**	**5.4**	**2**	**3**	**4**	**15**	**143**	**642**	**723**	**236**	**41**	**8**	**6**	**2**
24H,0-24	**1860**	**41.5**	**36.8**	**5.4**	**2**	**3**	**4**	**16**	**147**	**648**	**736**	**244**	**42**	**10**	**6**	**2**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 03-Dec-23																
00:00	**13**	39.2	35.8	5	0	0	0	0	1	7	4	0	1	0	0	0
01:00	**6**	-	36	3.1	0	0	0	0	0	3	3	0	0	0	0	0
02:00	**5**	-	41.5	3.1	0	0	0	0	0	0	2	3	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**8**	-	41.6	6.1	0	0	0	0	0	1	3	3	0	1	0	0
06:00	**20**	43.5	39.3	7.4	0	0	0	0	2	3	9	5	0	0	0	1
07:00	**47**	43.5	38	5.5	0	0	1	0	1	14	18	11	2	0	0	0
08:00	**56**	41.6	37.6	5	0	0	1	1	2	9	33	10	0	0	0	0
09:00	**113**	40.9	35.6	6.6	1	1	2	4	12	27	50	15	1	0	0	0
10:00	**137**	40.6	36.7	4.4	0	0	1	0	5	52	63	14	2	0	0	0
11:00	**155**	39.9	34.9	5.2	0	1	0	4	22	66	49	11	2	0	0	0
12:00	**141**	38.9	33.7	5	0	1	0	6	27	63	38	6	0	0	0	0
13:00	**145**	42	37	5.1	0	1	0	1	9	47	60	24	3	0	0	0
14:00	**133**	40.8	36.2	5	0	0	0	1	16	47	51	15	3	0	0	0
15:00	**140**	40.4	36.3	4.8	0	0	0	1	15	46	64	11	2	1	0	0
16:00	**117**	41	37	4.7	0	0	0	0	8	42	49	14	4	0	0	0
17:00	**92**	40.4	35.7	5.5	0	0	0	5	10	29	38	8	2	0	0	0
18:00	**66**	41.9	37	5.7	0	0	0	0	6	26	22	9	0	3	0	0
19:00	**46**	41.4	36	6.3	0	0	1	0	5	20	12	7	0	0	1	0
20:00	**31**	42.1	37	6.1	0	0	0	1	2	11	11	4	1	1	0	0
21:00	**15**	41.4	36.5	5.5	0	0	0	0	3	3	6	3	0	0	0	0
22:00	**7**	-	36.4	3.1	0	0	0	0	0	3	4	0	0	0	0	0
23:00	**6**	-	40.2	5.3	0	0	0	0	0	1	3	1	1	0	0	0
12H,7-19	**1342**	**40.7**	**36.1**	**5.3**	**1**	**4**	**5**	**23**	**133**	**468**	**535**	**148**	**21**	**4**	**0**	**0**
16H,6-22	**1454**	**40.8**	**36.2**	**5.4**	**1**	**4**	**6**	**24**	**145**	**505**	**573**	**167**	**22**	**5**	**1**	**1**
18H,6-24	**1467**	**40.8**	**36.2**	**5.4**	**1**	**4**	**6**	**24**	**145**	**509**	**580**	**168**	**23**	**5**	**1**	**1**
24H,0-24	**1499**	**40.8**	**36.2**	**5.4**	**1**	**4**	**6**	**24**	**146**	**520**	**592**	**174**	**24**	**6**	**1**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 04-Dec-23																
00:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**11**	44.1	40.3	5.8	0	0	0	0	0	2	5	3	0	1	0	0
05:00	**40**	44.4	39.5	6.8	0	1	0	0	2	1	24	8	3	0	1	0
06:00	**126**	43.8	38.6	5.5	0	0	0	0	5	34	54	24	4	5	0	0
07:00	**252**	42.3	37.3	5.4	0	0	1	4	12	84	103	38	6	4	0	0
08:00	**248**	40.7	35.7	5.3	0	0	1	4	39	80	91	30	3	0	0	0
09:00	**174**	40.6	35.3	5.1	0	0	0	5	26	68	53	22	0	0	0	0
10:00	**172**	40.8	36.3	5.4	1	0	0	1	17	63	67	19	3	0	1	0
11:00	**198**	40.1	35.1	5.3	0	1	2	4	22	85	66	15	3	0	0	0
12:00	**175**	40.6	35.9	5.4	0	1	2	2	14	69	66	17	3	1	0	0
13:00	**185**	40.6	35.7	5.7	0	1	0	1	30	68	62	17	4	1	1	0
14:00	**263**	39.7	35	4.9	0	2	0	6	31	111	99	12	2	0	0	0
15:00	**236**	40.6	35.5	5.4	0	1	1	5	23	108	67	27	2	2	0	0
16:00	**219**	40.3	35.1	6.5	1	5	1	0	33	81	75	16	5	1	1	0
17:00	**178**	40.6	36.8	5	0	0	0	1	14	59	83	17	2	0	2	0
18:00	**115**	40.5	36.4	5.4	1	0	0	0	8	45	48	9	3	1	0	0
19:00	**57**	41.7	36.5	7	1	0	1	0	6	15	24	7	2	1	0	0
20:00	**36**	44.1	38.9	7.2	0	0	0	1	2	7	17	5	2	1	0	1
21:00	**32**	45.7	39.6	5.2	0	0	0	0	1	5	17	4	5	0	0	0
22:00	**27**	45.5	37.2	9.8	0	0	1	3	2	6	6	5	3	0	0	1
23:00	**7**	-	34.9	5.7	0	0	0	1	0	2	4	0	0	0	0	0
12H,7-19	**2415**	**40.6**	**35.8**	**5.4**	**3**	**11**	**8**	**33**	**269**	**921**	**880**	**239**	**36**	**10**	**5**	**0**
16H,6-22	**2666**	**40.8**	**36**	**5.6**	**4**	**11**	**9**	**34**	**283**	**982**	**992**	**279**	**49**	**17**	**5**	**1**
18H,6-24	**2700**	**40.8**	**36**	**5.6**	**4**	**11**	**10**	**38**	**285**	**990**	**1002**	**284**	**52**	**17**	**5**	**2**
24H,0-24	**2753**	**40.8**	**36.1**	**5.6**	**4**	**12**	**10**	**38**	**287**	**994**	**1032**	**295**	**55**	**18**	**6**	**2**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 05-Dec-23																
00:00	**2**	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
01:00	**2**	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	**3**	-	41.8	5.9	0	0	0	0	0	0	2	0	1	0	0	0
03:00	**2**	-	36	10.6	0	0	0	0	1	0	0	1	0	0	0	0
04:00	**10**	41	37	4.9	0	0	0	0	1	3	4	2	0	0	0	0
05:00	**34**	45.2	39.5	7.9	0	1	0	0	2	5	12	10	2	1	1	0
06:00	**160**	43.3	37.6	5.6	0	0	0	4	9	47	60	33	5	2	0	0
07:00	**241**	41.3	37	5.1	0	1	2	2	12	74	111	34	5	0	0	0
08:00	**280**	40.9	36.2	5.7	0	3	2	3	26	96	109	33	8	0	0	0
09:00	**214**	40.6	35.8	5	0	0	0	2	28	85	72	23	3	1	0	0
10:00	**175**	41.1	36.1	5.1	0	0	0	2	24	60	62	24	3	0	0	0
11:00	**175**	41	36.4	4.8	0	0	0	0	21	61	66	26	1	0	0	0
12:00	**171**	42	37.2	5.8	0	1	1	1	8	58	70	28	0	1	3	0
13:00	**202**	40.7	35.7	5.3	0	1	1	4	18	89	62	24	2	1	0	0
14:00	**235**	40	35.6	4.6	0	0	0	4	22	101	91	13	3	1	0	0
15:00	**261**	40.1	35.4	4.9	0	1	0	2	32	115	88	21	1	0	1	0
16:00	**215**	40.4	35.4	5.5	0	1	0	3	29	97	59	20	4	1	1	0
17:00	**199**	40.2	35.6	4.9	0	0	2	1	26	74	79	14	3	0	0	0
18:00	**129**	41.1	36	5.5	0	0	1	1	15	54	38	14	6	0	0	0
19:00	**74**	42.7	38.1	4.5	0	0	0	1	2	17	37	16	1	0	0	0
20:00	**60**	44.1	37.9	5.4	0	0	0	0	2	24	19	9	6	0	0	0
21:00	**21**	40.7	38.7	6.7	0	0	0	0	1	5	12	1	0	1	1	0
22:00	**27**	44.7	39.4	6.2	0	0	0	0	0	9	9	6	2	0	1	0
23:00	**11**	43.1	38	7.7	0	0	0	1	0	3	4	2	0	1	0	0
12H,7-19	**2497**	**40.7**	**36**	**5.2**	**0**	**8**	**9**	**25**	**261**	**964**	**907**	**274**	**39**	**5**	**5**	**0**
16H,6-22	**2812**	**40.9**	**36.2**	**5.3**	**0**	**8**	**9**	**30**	**275**	**1057**	**1035**	**333**	**51**	**8**	**6**	**0**
18H,6-24	**2850**	**40.9**	**36.2**	**5.3**	**0**	**8**	**9**	**31**	**275**	**1069**	**1048**	**341**	**53**	**9**	**7**	**0**
24H,0-24	**2903**	**41**	**36.3**	**5.3**	**0**	**9**	**9**	**31**	**279**	**1078**	**1068**	**354**	**57**	**10**	**8**	**0**

Data produced by
Auto Surveys Ltd

12922			SPENCERS WOOD				Site No: 12922001				Location	Site 1 - Basingstoke Rd, Spencers Wood				
Fri 01-Dec-23 to Thu 07-Dec-23							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 06-Dec-23																
00:00	**2**	-	38.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
01:00	**2**	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
02:00	**2**	-	33.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
03:00	**2**	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
04:00	**9**	-	36.8	8.4	0	0	0	1	0	4	2	1	0	1	0	0
05:00	**38**	46.8	40.9	7.9	0	1	0	0	1	4	14	11	5	1	0	1
06:00	**134**	42.7	37.6	5	0	0	1	0	4	46	55	22	6	0	0	0
07:00	**282**	40.8	36.7	5.2	0	0	1	5	30	67	141	32	4	1	1	0
08:00	**275**	40.5	36.1	4.7	0	0	2	1	22	113	106	27	4	0	0	0
09:00	**195**	40	34.8	5.8	0	2	2	5	27	82	59	14	3	1	0	0
10:00	**189**	39.8	32.9	7.5	0	5	11	15	29	58	56	12	2	1	0	0
11:00	**199**	40.9	36	5.4	0	0	0	2	30	69	68	25	3	2	0	0
12:00	**200**	40.6	36.3	5.1	0	0	2	2	15	73	85	21	1	0	0	1
13:00	**202**	42.1	37.2	5.7	0	0	2	1	13	66	83	28	6	1	1	1
14:00	**249**	39.8	35.3	4.4	0	0	0	2	30	111	90	14	1	1	0	0
15:00	**276**	39.4	34	5.5	0	0	5	14	45	116	79	14	3	0	0	0
16:00	**240**	40.2	35.5	5.3	0	1	1	4	33	83	96	19	2	0	1	0
17:00	**195**	40.4	35.7	5	0	1	0	1	25	77	70	19	1	1	0	0
18:00	**127**	44	37.6	6.2	0	1	0	2	12	32	45	26	8	1	0	0
19:00	**97**	40.9	36.2	6.3	0	0	1	5	7	34	36	8	4	2	0	0
20:00	**53**	42.9	37.6	5.7	0	0	0	0	5	16	19	12	0	0	1	0
21:00	**53**	43.5	38.1	5.8	0	0	0	0	5	13	20	13	1	0	1	0
22:00	**27**	45.1	40.7	6.6	0	0	0	0	0	6	9	9	2	0	0	1
23:00	**12**	45.3	40.6	5.6	0	0	0	0	0	3	3	4	2	0	0	0
12H,7-19	**2629**	**40.5**	**35.6**	**5.6**	**0**	**10**	**26**	**54**	**311**	**947**	**978**	**251**	**38**	**9**	**3**	**2**
16H,6-22	**2966**	**40.7**	**35.8**	**5.6**	**0**	**10**	**28**	**59**	**332**	**1056**	**1108**	**306**	**49**	**11**	**5**	**2**
18H,6-24	**3005**	**40.7**	**35.9**	**5.6**	**0**	**10**	**28**	**59**	**332**	**1065**	**1120**	**319**	**53**	**11**	**5**	**3**
24H,0-24	**3060**	**40.8**	**36**	**5.7**	**0**	**11**	**28**	**60**	**334**	**1074**	**1139**	**334**	**58**	**13**	**5**	**4**

Data produced by
Auto Surveys Ltd

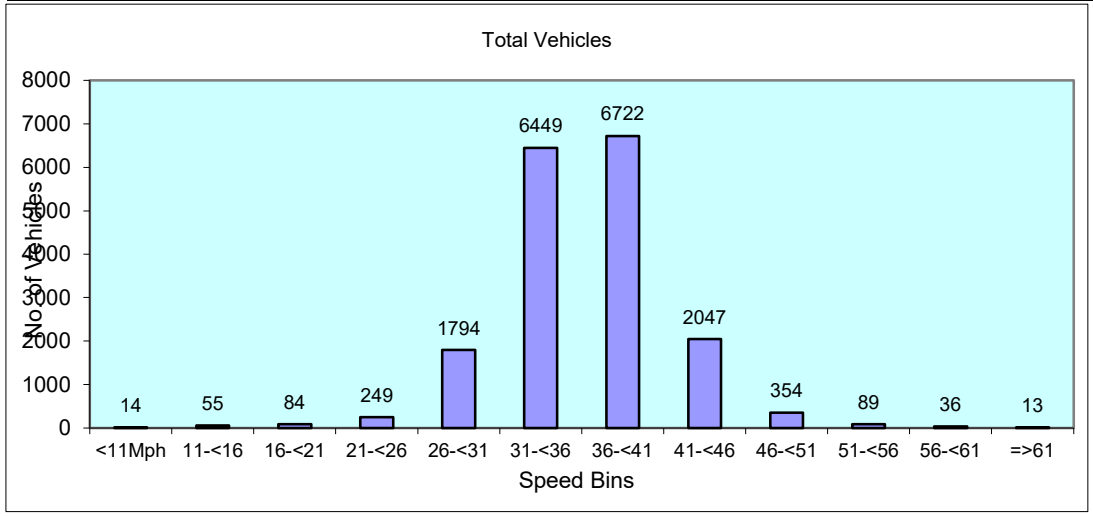
12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

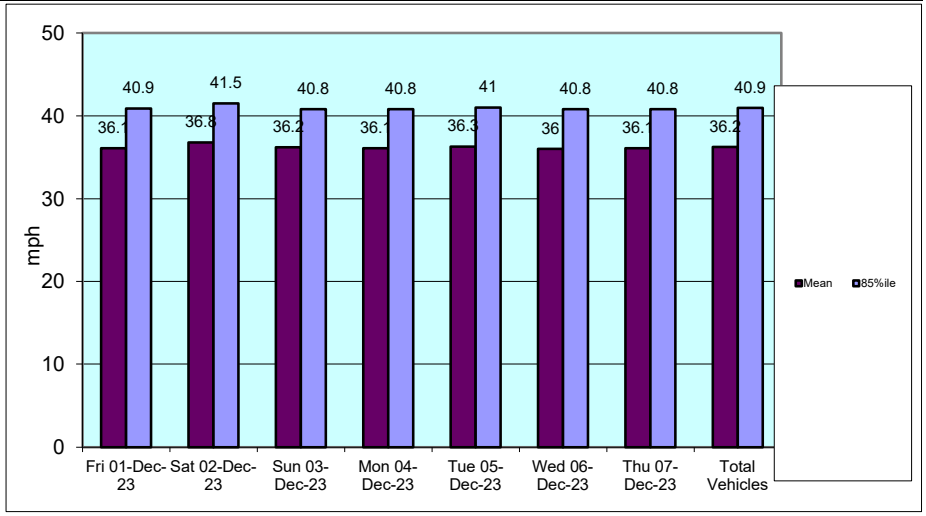
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 07-Dec-23																
00:00	**3**	-	25.2	5.9	0	0	1	0	2	0	0	0	0	0	0	0
01:00	**3**	-	35.2	3.1	0	0	0	0	0	2	1	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	-	46	3.5	0	0	0	0	0	0	0	1	1	0	0	0
04:00	**7**	-	37.8	11	0	0	0	1	1	2	0	1	1	1	0	0
05:00	**34**	44.7	38.6	7.7	0	1	0	0	1	9	13	6	1	3	0	0
06:00	**139**	43.6	38.2	5.3	0	0	0	1	7	37	58	28	6	2	0	0
07:00	**284**	40.8	36.6	4.9	0	0	1	3	26	88	128	33	5	0	0	0
08:00	**238**	40.8	36.4	5.1	0	0	1	5	20	76	104	27	5	0	0	0
09:00	**182**	40.8	35.8	5.2	0	0	0	1	29	66	61	22	2	1	0	0
10:00	**168**	40.6	36.7	5.5	0	0	0	2	17	53	77	12	4	2	0	1
11:00	**238**	40.1	35.2	4.8	0	0	0	2	32	114	65	22	2	1	0	0
12:00	**196**	40.8	36.7	4.9	0	0	0	1	10	84	74	23	1	2	1	0
13:00	**188**	40.5	36	5.4	0	0	0	3	22	74	67	14	7	0	1	0
14:00	**244**	39.8	34.9	5	1	0	2	4	30	108	81	17	1	0	0	0
15:00	**238**	40.4	35.5	5.3	2	1	0	4	16	108	80	26	1	0	0	0
16:00	**222**	40.1	35.2	5.3	0	1	1	6	29	86	79	17	3	0	0	0
17:00	**186**	40	35	5.2	1	0	0	1	33	76	58	15	1	1	0	0
18:00	**113**	42.5	37.1	5.3	0	1	0	0	9	35	44	22	2	0	0	0
19:00	**83**	40.9	36.6	4.8	0	0	0	1	6	30	34	10	2	0	0	0
20:00	**66**	43.6	36.1	7.2	0	1	1	1	6	30	13	7	6	1	0	0
21:00	**54**	43.7	38	6.9	0	0	1	0	4	15	19	12	1	1	0	1
22:00	**29**	43.8	38.5	4.8	0	0	0	0	1	9	8	11	0	0	0	0
23:00	**8**	-	39.8	7.5	0	0	0	0	1	1	3	2	0	1	0	0
12H,7-19	**2497**	**40.6**	**35.9**	**5.2**	**4**	**3**	**5**	**32**	**273**	**968**	**918**	**250**	**34**	**7**	**2**	**1**
16H,6-22	**2839**	**40.7**	**36**	**5.3**	**4**	**4**	**7**	**35**	**296**	**1080**	**1042**	**307**	**49**	**11**	**2**	**2**
18H,6-24	**2876**	**40.8**	**36.1**	**5.3**	**4**	**4**	**7**	**35**	**298**	**1090**	**1053**	**320**	**49**	**12**	**2**	**2**
24H,0-24	**2925**	**40.8**	**36.1**	**5.4**	**4**	**5**	**8**	**36**	**302**	**1103**	**1067**	**328**	**52**	**16**	**2**	**2**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location Site 1 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Fri 01-Dec-23	**2906**	40.9	36.1	5.7	3	11	19	44	299	1032	1088	318	66	16	8	2
Sat 02-Dec-23	**1860**	41.5	36.8	5.4	2	3	4	16	147	648	736	244	42	10	6	2
Sun 03-Dec-23	**1499**	40.8	36.2	5.4	1	4	6	24	146	520	592	174	24	6	1	1
Mon 04-Dec-23	**2753**	40.8	36.1	5.6	4	12	10	38	287	994	1032	295	55	18	6	2
Tue 05-Dec-23	**2903**	41	36.3	5.3	0	9	9	31	279	1078	1068	354	57	10	8	0
Wed 06-Dec-23	**3060**	40.8	36	5.7	0	11	28	60	334	1074	1139	334	58	13	5	4
Thu 07-Dec-23	**2925**	40.8	36.1	5.4	4	5	8	36	302	1103	1067	328	52	16	2	2
Total Vehicles																
[--]	**17906**	40.9	36.2	5.5	14	55	84	249	1794	6449	6722	2047	354	89	36	13





Data produced by
Auto Surveys Ltd

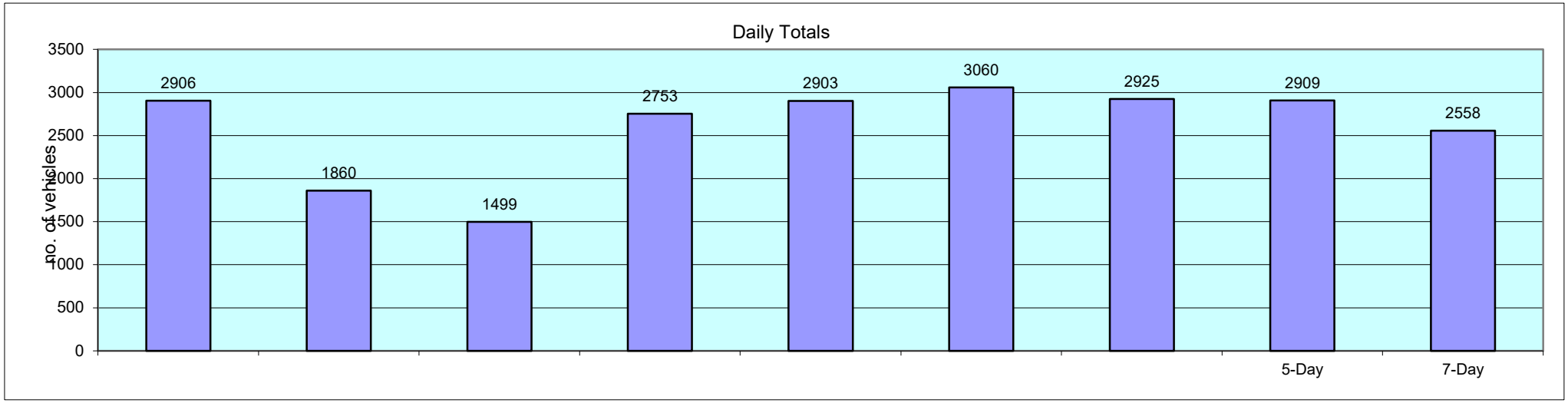
12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
		Channel: Southbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av
Week Begin: 01-Dec-23									
00:00	**6**	11	13	1	2	2	3	3	5
01:00	**4**	3	6	0	2	2	3	2	3
02:00	**2**	5	5	1	3	2	0	2	3
03:00	**6**	1	0	0	2	2	2	2	2
04:00	**11**	4	0	11	10	9	7	10	7
05:00	**39**	11	8	40	34	38	34	37	29
06:00	**119**	27	20	126	160	134	139	136	104
07:00	**269**	64	47	252	241	282	284	266	206
08:00	**250**	82	56	248	280	275	238	258	204
09:00	**183**	158	113	174	214	195	182	190	174
10:00	**179**	164	137	172	175	189	168	177	169
11:00	**176**	164	155	198	175	199	238	197	186
12:00	**201**	167	141	175	171	200	196	189	179
13:00	**196**	166	145	185	202	202	188	195	183
14:00	**255**	152	133	263	235	249	244	249	219
15:00	**270**	153	140	236	261	276	238	256	225
16:00	**191**	149	117	219	215	240	222	217	193
17:00	**168**	104	92	178	199	195	186	185	160
18:00	**133**	95	66	115	129	127	113	123	111
19:00	**81**	58	46	57	74	97	83	78	71
20:00	**54**	33	31	36	60	53	66	54	48
21:00	**47**	33	15	32	21	53	54	41	36
22:00	**44**	29	7	27	27	27	29	31	27
23:00	**22**	27	6	7	11	12	8	12	13
12H,7-19	**2471**	**1618**	**1342**	**2415**	**2497**	**2629**	**2497**	**2502**	**2210**
16H,6-22	**2772**	**1769**	**1454**	**2666**	**2812**	**2966**	**2839**	**2811**	**2468**
18H,6-24	**2838**	**1825**	**1467**	**2700**	**2850**	**3005**	**2876**	**2854**	**2509**
24H,0-24	**2906**	**1860**	**1499**	**2753**	**2903**	**3060**	**2925**	**2909**	**2558**
Am	**07:00**	**11:00**	**11:00**	**07:00**	**08:00**	**07:00**	**07:00**		
Peak	**269**	**164**	**155**	**252**	**280**	**282**	**284**		
Pm	**15:00**	**12:00**	**13:00**	**14:00**	**15:00**	**15:00**	**14:00**		
Peak	**270**	**167**	**145**	**263**	**261**	**276**	**244**		

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922001	Location	Site 1 - Basingstoke Rd, Spencers Wood
		Channel: Southbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av



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Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

12922		SPENCERS WOOD								
		DECEMBER 2023								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 12922002	Site 2 - Basingstoke Rd, Spencers Wood 51.38596, -0.97348	Channel: Northbound	Fri 01-Dec-23	Thu 07-Dec-23	40	20600	3453	2943	40.8	35.6
		Channel: Southbound	Fri 01-Dec-23	Thu 07-Dec-23		15883	2596	2269	41.2	36.5

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922002 Location Site 2 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Dec-23														
00:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**3**	0	1	2	0	0	0	0	0	0	0	0	0	0
04:00	**13**	0	10	1	0	0	2	0	0	0	0	0	0	0
05:00	**21**	1	16	3	1	0	0	0	0	0	0	0	0	0
06:00	**153**	2	121	27	2	1	0	0	0	0	0	0	0	0
07:00	**232**	3	179	45	4	1	0	0	0	0	0	0	0	0
08:00	**257**	0	207	46	1	0	2	0	1	0	0	0	0	0
09:00	**212**	1	172	31	2	0	5	0	1	0	0	0	0	0
10:00	**189**	0	143	43	0	1	0	1	1	0	0	0	0	0
11:00	**203**	1	169	30	2	0	0	0	1	0	0	0	0	0
12:00	**180**	1	151	21	3	2	1	0	0	0	0	1	0	0
13:00	**205**	1	163	35	5	1	0	0	0	0	0	0	0	0
14:00	**269**	3	220	44	1	0	0	0	1	0	0	0	0	0
15:00	**377**	3	328	43	2	0	1	0	0	0	0	0	0	0
16:00	**413**	1	366	44	0	1	0	0	1	0	0	0	0	0
17:00	**239**	1	222	14	1	0	1	0	0	0	0	0	0	0
18:00	**109**	0	101	7	1	0	0	0	0	0	0	0	0	0
19:00	**65**	0	61	2	1	0	0	0	1	0	0	0	0	0
20:00	**42**	0	39	2	0	1	0	0	0	0	0	0	0	0
21:00	**28**	0	27	1	0	0	0	0	0	0	0	0	0	0
22:00	**31**	0	28	2	1	0	0	0	0	0	0	0	0	0
23:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2885**	**15**	**2421**	**403**	**22**	**6**	**10**	**1**	**6**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**3173**	**17**	**2669**	**435**	**25**	**8**	**10**	**1**	**7**	**0**	**0**	**1**	**0**	**0**
18H,6-24	**3214**	**17**	**2707**	**437**	**26**	**8**	**10**	**1**	**7**	**0**	**0**	**1**	**0**	**0**
24H,0-24	**3259**	**18**	**2741**	**444**	**27**	**8**	**12**	**1**	**7**	**0**	**0**	**1**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Dec-23														
00:00	**15**	0	12	3	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	**9**	0	6	2	0	0	0	0	1	0	0	0	0	0
06:00	**30**	0	20	8	2	0	0	0	0	0	0	0	0	0
07:00	**65**	1	50	13	1	0	0	0	0	0	0	0	0	0
08:00	**110**	0	102	7	1	0	0	0	0	0	0	0	0	0
09:00	**149**	0	137	11	1	0	0	0	0	0	0	0	0	0
10:00	**162**	0	142	18	0	1	1	0	0	0	0	0	0	0
11:00	**145**	3	133	8	1	0	0	0	0	0	0	0	0	0
12:00	**172**	2	150	17	1	0	1	0	1	0	0	0	0	0
13:00	**144**	2	124	16	1	0	1	0	0	0	0	0	0	0
14:00	**162**	2	144	15	1	0	0	0	0	0	0	0	0	0
15:00	**158**	3	140	12	1	1	1	0	0	0	0	0	0	0
16:00	**137**	1	122	12	1	0	0	0	1	0	0	0	0	0
17:00	**111**	0	97	13	1	0	0	0	0	0	0	0	0	0
18:00	**82**	0	76	5	1	0	0	0	0	0	0	0	0	0
19:00	**57**	2	49	5	1	0	0	0	0	0	0	0	0	0
20:00	**50**	0	45	4	1	0	0	0	0	0	0	0	0	0
21:00	**28**	0	26	2	0	0	0	0	0	0	0	0	0	0
22:00	**26**	0	23	2	1	0	0	0	0	0	0	0	0	0
23:00	**26**	0	24	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1597**	**14**	**1417**	**147**	**11**	**2**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1762**	**16**	**1557**	**166**	**15**	**2**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1814**	**16**	**1604**	**170**	**16**	**2**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1846**	**16**	**1630**	**175**	**16**	**2**	**4**	**0**	**3**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922002 Location Site 2 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Dec-23														
00:00	**9**	0	7	2	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
04:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
05:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00	**15**	0	13	2	0	0	0	0	0	0	0	0	0	0
07:00	**34**	2	26	5	1	0	0	0	0	0	0	0	0	0
08:00	**75**	1	67	7	0	0	0	0	0	0	0	0	0	0
09:00	**114**	2	104	7	1	0	0	0	0	0	0	0	0	0
10:00	**135**	1	123	11	0	0	0	0	0	0	0	0	0	0
11:00	**138**	1	131	6	0	0	0	0	0	0	0	0	0	0
12:00	**150**	1	134	15	0	0	0	0	0	0	0	0	0	0
13:00	**121**	0	109	12	0	0	0	0	0	0	0	0	0	0
14:00	**122**	1	108	9	0	0	1	1	2	0	0	0	0	0
15:00	**154**	0	141	13	0	0	0	0	0	0	0	0	0	0
16:00	**143**	1	133	9	0	0	0	0	0	0	0	0	0	0
17:00	**95**	0	88	7	0	0	0	0	0	0	0	0	0	0
18:00	**61**	0	56	5	0	0	0	0	0	0	0	0	0	0
19:00	**54**	0	49	5	0	0	0	0	0	0	0	0	0	0
20:00	**30**	0	27	3	0	0	0	0	0	0	0	0	0	0
21:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
22:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
23:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1342**	**10**	**1220**	**106**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1455**	**10**	**1322**	**117**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1466**	**10**	**1333**	**117**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1489**	**10**	**1353**	**120**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Dec-23														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**5**	0	4	1	0	0	0	0	0	0	0	0	0	0
04:00	**7**	0	6	0	0	1	0	0	0	0	0	0	0	0
05:00	**36**	1	30	4	1	0	0	0	0	0	0	0	0	0
06:00	**218**	4	171	41	2	0	0	0	0	0	0	0	0	0
07:00	**321**	2	258	52	4	3	1	0	0	0	0	1	0	0
08:00	**289**	0	239	43	2	2	2	0	1	0	0	0	0	0
09:00	**169**	1	132	28	2	0	1	0	4	0	0	1	0	0
10:00	**161**	2	128	24	1	2	2	1	0	0	0	1	0	0
11:00	**177**	0	155	20	2	0	0	0	0	0	0	0	0	0
12:00	**183**	2	160	17	1	1	0	0	1	0	0	1	0	0
13:00	**162**	1	124	31	1	1	3	0	1	0	0	0	0	0
14:00	**266**	0	225	36	2	2	0	0	1	0	0	0	0	0
15:00	**299**	2	254	38	4	0	0	0	1	0	0	0	0	0
16:00	**348**	3	308	34	1	0	0	0	2	0	0	0	0	0
17:00	**217**	0	201	14	1	1	0	0	0	0	0	0	0	0
18:00	**108**	0	100	6	1	0	1	0	0	0	0	0	0	0
19:00	**59**	0	51	7	0	1	0	0	0	0	0	0	0	0
20:00	**45**	0	39	5	0	1	0	0	0	0	0	0	0	0
21:00	**29**	0	28	1	0	0	0	0	0	0	0	0	0	0
22:00	**12**	0	11	0	1	0	0	0	0	0	0	0	0	0
23:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2700**	**13**	**2284**	**343**	**22**	**12**	**10**	**1**	**11**	**0**	**0**	**4**	**0**	**0**
16H,6-22	**3051**	**17**	**2573**	**397**	**24**	**14**	**10**	**1**	**11**	**0**	**0**	**4**	**0**	**0**
18H,6-24	**3066**	**17**	**2586**	**398**	**25**	**14**	**10**	**1**	**11**	**0**	**0**	**4**	**0**	**0**
24H,0-24	**3116**	**18**	**2628**	**403**	**26**	**15**	**10**	**1**	**11**	**0**	**0**	**4**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Dec-23														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00	**40**	1	33	5	1	0	0	0	0	0	0	0	0	0
06:00	**256**	0	211	42	2	1	0	0	0	0	0	0	0	0
07:00	**331**	1	260	62	3	2	1	0	1	0	1	0	0	0
08:00	**354**	0	303	44	1	1	1	1	3	0	0	0	0	0
09:00	**269**	1	194	62	3	6	0	0	2	0	0	1	0	0
10:00	**192**	0	155	33	2	2	0	0	0	0	0	0	0	0
11:00	**180**	0	144	30	3	2	1	0	0	0	0	0	0	0
12:00	**165**	1	132	25	3	1	1	0	2	0	0	0	0	0
13:00	**221**	1	178	39	1	0	1	0	0	0	1	0	0	0
14:00	**279**	0	235	38	3	1	1	0	0	0	0	1	0	0
15:00	**334**	1	288	43	1	0	0	0	1	0	0	0	0	0
16:00	**432**	3	373	50	2	2	0	0	2	0	0	0	0	0
17:00	**311**	0	282	27	1	1	0	0	0	0	0	0	0	0
18:00	**120**	0	111	9	0	0	0	0	0	0	0	0	0	0
19:00	**62**	0	52	9	1	0	0	0	0	0	0	0	0	0
20:00	**47**	0	39	7	1	0	0	0	0	0	0	0	0	0
21:00	**35**	0	33	2	0	0	0	0	0	0	0	0	0	0
22:00	**17**	2	12	2	1	0	0	0	0	0	0	0	0	0
23:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3188**	**8**	**2655**	**462**	**23**	**18**	**6**	**1**	**11**	**0**	**2**	**2**	**0**	**0**
16H,6-22	**3588**	**8**	**2990**	**522**	**27**	**19**	**6**	**1**	**11**	**0**	**2**	**2**	**0**	**0**
18H,6-24	**3611**	**10**	**3007**	**525**	**28**	**19**	**6**	**1**	**11**	**0**	**2**	**2**	**0**	**0**
24H,0-24	**3663**	**11**	**3050**	**532**	**29**	**19**	**6**	**1**	**11**	**0**	**2**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Dec-23														
00:00	**7**	0	7	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
04:00	**10**	0	8	1	0	0	1	0	0	0	0	0	0	0
05:00	**46**	1	39	5	1	0	0	0	0	0	0	0	0	0
06:00	**233**	0	185	44	2	1	0	0	1	0	0	0	0	0
07:00	**377**	2	303	60	5	2	2	0	3	0	0	0	0	0
08:00	**344**	1	288	53	1	0	0	0	1	0	0	0	0	0
09:00	**205**	2	156	40	2	1	0	0	3	0	1	0	0	0
10:00	**232**	3	192	32	3	0	1	0	0	0	0	1	0	0
11:00	**179**	0	144	31	3	0	0	0	1	0	0	0	0	0
12:00	**197**	0	173	21	0	1	1	0	1	0	0	0	0	0
13:00	**196**	0	163	28	2	1	0	0	1	0	1	0	0	0
14:00	**247**	1	200	38	3	3	0	0	1	1	0	0	0	0
15:00	**315**	0	269	41	2	1	0	0	1	0	0	1	0	0
16:00	**453**	4	392	56	0	0	1	0	0	0	0	0	0	0
17:00	**330**	0	293	33	2	1	1	0	0	0	0	0	0	0
18:00	**154**	0	139	13	2	0	0	0	0	0	0	0	0	0
19:00	**59**	0	55	3	1	0	0	0	0	0	0	0	0	0
20:00	**31**	0	28	2	0	1	0	0	0	0	0	0	0	0
21:00	**38**	0	37	1	0	0	0	0	0	0	0	0	0	0
22:00	**18**	0	17	0	1	0	0	0	0	0	0	0	0	0
23:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3229**	**13**	**2712**	**446**	**25**	**10**	**6**	**0**	**12**	**1**	**2**	**2**	**0**	**0**
16H,6-22	**3590**	**13**	**3017**	**496**	**28**	**12**	**6**	**0**	**13**	**1**	**2**	**2**	**0**	**0**
18H,6-24	**3615**	**13**	**3040**	**497**	**29**	**12**	**6**	**0**	**13**	**1**	**2**	**2**	**0**	**0**
24H,0-24	**3682**	**14**	**3098**	**503**	**30**	**12**	**7**	**0**	**13**	**1**	**2**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922002 Location Site 2 - Basingstoke Rd, Spencers Wood

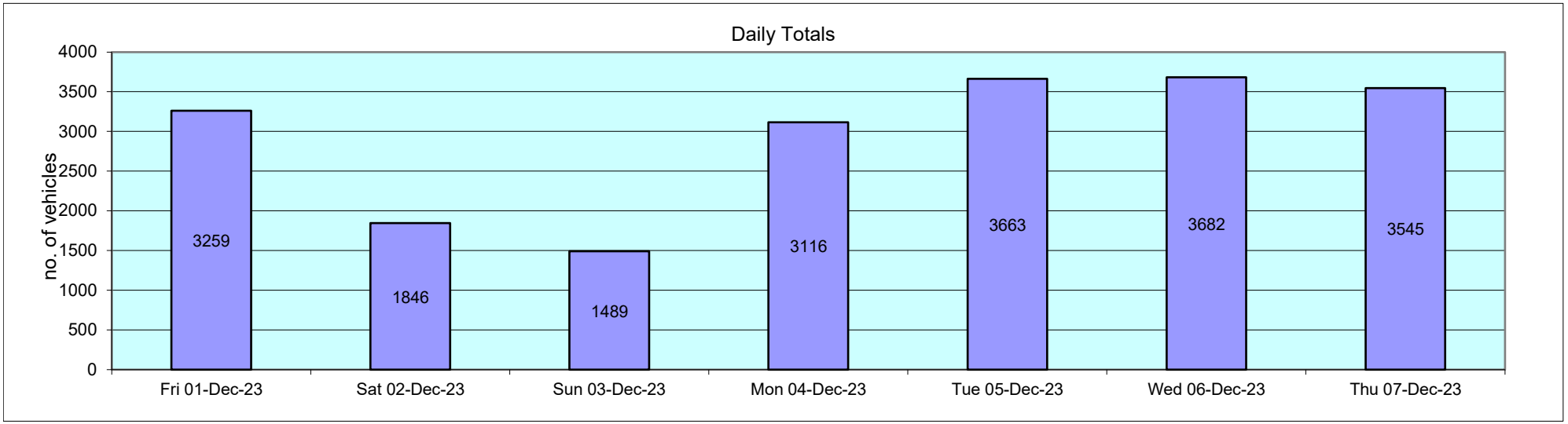
Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Northbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 07-Dec-23														
00:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
03:00	**6**	0	3	2	0	0	0	0	0	0	1	0	0	0
04:00	**11**	0	8	2	0	0	1	0	0	0	0	0	0	0
05:00	**40**	1	33	5	1	0	0	0	0	0	0	0	0	0
06:00	**199**	0	159	36	3	0	1	0	0	0	0	0	0	0
07:00	**360**	3	288	59	5	1	2	0	1	0	0	0	1	0
08:00	**339**	0	294	40	1	2	0	0	1	0	0	1	0	0
09:00	**190**	0	155	30	3	1	0	0	1	0	0	0	0	0
10:00	**215**	2	166	43	2	2	0	0	0	0	0	0	0	0
11:00	**198**	3	159	32	2	1	0	0	1	0	0	0	0	0
12:00	**175**	0	141	31	0	0	3	0	0	0	0	0	0	0
13:00	**203**	1	171	25	1	2	0	0	2	0	0	1	0	0
14:00	**253**	0	214	36	1	1	1	0	0	0	0	0	0	0
15:00	**319**	4	267	41	3	1	1	0	2	0	0	0	0	0
16:00	**392**	2	341	47	0	0	1	0	1	0	0	0	0	0
17:00	**361**	0	320	36	4	0	1	0	0	0	0	0	0	0
18:00	**108**	1	96	10	1	0	0	0	0	0	0	0	0	0
19:00	**56**	0	50	5	1	0	0	0	0	0	0	0	0	0
20:00	**37**	0	35	1	0	1	0	0	0	0	0	0	0	0
21:00	**34**	0	32	2	0	0	0	0	0	0	0	0	0	0
22:00	**33**	0	30	2	1	0	0	0	0	0	0	0	0	0
23:00	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**3113**	**16**	**2612**	**430**	**23**	**11**	**9**	**0**	**9**	**0**	**0**	**2**	**1**	**0**
16H,6-22	**3439**	**16**	**2888**	**474**	**27**	**12**	**10**	**0**	**9**	**0**	**0**	**2**	**1**	**0**
18H,6-24	**3482**	**16**	**2928**	**476**	**28**	**12**	**10**	**0**	**9**	**0**	**0**	**2**	**1**	**0**
24H,0-24	**3545**	**17**	**2977**	**486**	**29**	**12**	**11**	**0**	**9**	**0**	**1**	**2**	**1**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Fri 01-Dec-23	**3259**	18	2741	444	27	8	12	1	7	0	0	1	0	0
Sat 02-Dec-23	**1846**	16	1630	175	16	2	4	0	3	0	0	0	0	0
Sun 03-Dec-23	**1489**	10	1353	120	2	0	1	1	2	0	0	0	0	0
Mon 04-Dec-23	**3116**	18	2628	403	26	15	10	1	11	0	0	4	0	0
Tue 05-Dec-23	**3663**	11	3050	532	29	19	6	1	11	0	2	2	0	0
Wed 06-Dec-23	**3682**	14	3098	503	30	12	7	0	13	1	2	2	0	0
Thu 07-Dec-23	**3545**	17	2977	486	29	12	11	0	9	0	1	2	1	0
Total Vehicles														
[--]	**20600**	104	17477	2663	159	68	51	4	56	1	5	11	1	0



Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Dec-23											
00:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**3**	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
04:00	**13**	0	0.0	10	76.9	1	7.7	2	15.4	0	0.0
05:00	**21**	1	4.8	16	76.2	3	14.3	0	0.0	1	4.8
06:00	**153**	2	1.3	121	79.1	27	17.7	1	0.7	2	1.3
07:00	**232**	3	1.3	179	77.2	45	19.4	1	0.4	4	1.7
08:00	**257**	0	0.0	207	80.5	46	17.9	3	1.2	1	0.4
09:00	**212**	1	0.5	172	81.1	31	14.6	6	2.8	2	0.9
10:00	**189**	0	0.0	143	75.7	43	22.8	3	1.6	0	0.0
11:00	**203**	1	0.5	169	83.3	30	14.8	1	0.5	2	1.0
12:00	**180**	1	0.6	151	83.9	21	11.7	4	2.2	3	1.7
13:00	**205**	1	0.5	163	79.5	35	17.1	1	0.5	5	2.4
14:00	**269**	3	1.1	220	81.8	44	16.4	1	0.4	1	0.4
15:00	**377**	3	0.8	328	87.0	43	11.4	1	0.3	2	0.5
16:00	**413**	1	0.2	366	88.6	44	10.7	2	0.5	0	0.0
17:00	**239**	1	0.4	222	92.9	14	5.9	1	0.4	1	0.4
18:00	**109**	0	0.0	101	92.7	7	6.4	0	0.0	1	0.9
19:00	**65**	0	0.0	61	93.9	2	3.1	1	1.5	1	1.5
20:00	**42**	0	0.0	39	92.9	2	4.8	1	2.4	0	0.0
21:00	**28**	0	0.0	27	96.4	1	3.6	0	0.0	0	0.0
22:00	**31**	0	0.0	28	90.3	2	6.5	0	0.0	1	3.2
23:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2885**	**15**	**0.5**	**2421**	**83.9**	**403**	**14.0**	**24**	**0.8**	**22**	**0.8**
16H,6-22	**3173**	**17**	**0.5**	**2669**	**84.1**	**435**	**13.7**	**27**	**0.9**	**25**	**0.8**
18H,6-24	**3214**	**17**	**0.5**	**2707**	**84.2**	**437**	**13.6**	**27**	**0.8**	**26**	**0.8**
24H,0-24	**3259**	**18**	**0.6**	**2741**	**84.1**	**444**	**13.6**	**29**	**0.9**	**27**	**0.8**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Dec-23											
00:00	**15**	0	0.0	12	80.0	3	20.0	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
05:00	**9**	0	0.0	6	66.7	2	22.2	1	11.1	0	0.0
06:00	**30**	0	0.0	20	66.7	8	26.7	0	0.0	2	6.7
07:00	**65**	1	1.5	50	76.9	13	20.0	0	0.0	1	1.5
08:00	**110**	0	0.0	102	92.7	7	6.4	0	0.0	1	0.9
09:00	**149**	0	0.0	137	92.0	11	7.4	0	0.0	1	0.7
10:00	**162**	0	0.0	142	87.7	18	11.1	2	1.2	0	0.0
11:00	**145**	3	2.1	133	91.7	8	5.5	0	0.0	1	0.7
12:00	**172**	2	1.2	150	87.2	17	9.9	2	1.2	1	0.6
13:00	**144**	2	1.4	124	86.1	16	11.1	1	0.7	1	0.7
14:00	**162**	2	1.2	144	88.9	15	9.3	0	0.0	1	0.6
15:00	**158**	3	1.9	140	88.6	12	7.6	2	1.3	1	0.6
16:00	**137**	1	0.7	122	89.1	12	8.8	1	0.7	1	0.7
17:00	**111**	0	0.0	97	87.4	13	11.7	0	0.0	1	0.9
18:00	**82**	0	0.0	76	92.7	5	6.1	0	0.0	1	1.2
19:00	**57**	2	3.5	49	86.0	5	8.8	0	0.0	1	1.8
20:00	**50**	0	0.0	45	90.0	4	8.0	0	0.0	1	2.0
21:00	**28**	0	0.0	26	92.9	2	7.1	0	0.0	0	0.0
22:00	**26**	0	0.0	23	88.5	2	7.7	0	0.0	1	3.9
23:00	**26**	0	0.0	24	92.3	2	7.7	0	0.0	0	0.0
12H,7-19	**1597**	**14**	**0.9**	**1417**	**88.7**	**147**	**9.2**	**8**	**0.5**	**11**	**0.7**
16H,6-22	**1762**	**16**	**0.9**	**1557**	**88.4**	**166**	**9.4**	**8**	**0.5**	**15**	**0.9**
18H,6-24	**1814**	**16**	**0.9**	**1604**	**88.4**	**170**	**9.4**	**8**	**0.4**	**16**	**0.9**
24H,0-24	**1846**	**16**	**0.9**	**1630**	**88.3**	**175**	**9.5**	**9**	**0.5**	**16**	**0.9**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Dec-23											
00:00	**9**	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
04:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
05:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
06:00	**15**	0	0.0	13	86.7	2	13.3	0	0.0	0	0.0
07:00	**34**	2	5.9	26	76.5	5	14.7	0	0.0	1	2.9
08:00	**75**	1	1.3	67	89.3	7	9.3	0	0.0	0	0.0
09:00	**114**	2	1.8	104	91.2	7	6.1	0	0.0	1	0.9
10:00	**135**	1	0.7	123	91.1	11	8.2	0	0.0	0	0.0
11:00	**138**	1	0.7	131	94.9	6	4.4	0	0.0	0	0.0
12:00	**150**	1	0.7	134	89.3	15	10.0	0	0.0	0	0.0
13:00	**121**	0	0.0	109	90.1	12	9.9	0	0.0	0	0.0
14:00	**122**	1	0.8	108	88.5	9	7.4	4	3.3	0	0.0
15:00	**154**	0	0.0	141	91.6	13	8.4	0	0.0	0	0.0
16:00	**143**	1	0.7	133	93.0	9	6.3	0	0.0	0	0.0
17:00	**95**	0	0.0	88	92.6	7	7.4	0	0.0	0	0.0
18:00	**61**	0	0.0	56	91.8	5	8.2	0	0.0	0	0.0
19:00	**54**	0	0.0	49	90.7	5	9.3	0	0.0	0	0.0
20:00	**30**	0	0.0	27	90.0	3	10.0	0	0.0	0	0.0
21:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
22:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
23:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**1342**	**10**	**0.8**	**1220**	**90.9**	**106**	**7.9**	**4**	**0.3**	**2**	**0.2**
16H,6-22	**1455**	**10**	**0.7**	**1322**	**90.9**	**117**	**8.0**	**4**	**0.3**	**2**	**0.1**
18H,6-24	**1466**	**10**	**0.7**	**1333**	**90.9**	**117**	**8.0**	**4**	**0.3**	**2**	**0.1**
24H,0-24	**1489**	**10**	**0.7**	**1353**	**90.9**	**120**	**8.1**	**4**	**0.3**	**2**	**0.1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Dec-23											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**5**	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
04:00	**7**	0	0.0	6	85.7	0	0.0	1	14.3	0	0.0
05:00	**36**	1	2.8	30	83.3	4	11.1	0	0.0	1	2.8
06:00	**218**	4	1.8	171	78.4	41	18.8	0	0.0	2	0.9
07:00	**321**	2	0.6	258	80.4	52	16.2	5	1.6	4	1.3
08:00	**289**	0	0.0	239	82.7	43	14.9	5	1.7	2	0.7
09:00	**169**	1	0.6	132	78.1	28	16.6	6	3.6	2	1.2
10:00	**161**	2	1.2	128	79.5	24	14.9	6	3.7	1	0.6
11:00	**177**	0	0.0	155	87.6	20	11.3	0	0.0	2	1.1
12:00	**183**	2	1.1	160	87.4	17	9.3	3	1.6	1	0.6
13:00	**162**	1	0.6	124	76.5	31	19.1	5	3.1	1	0.6
14:00	**266**	0	0.0	225	84.6	36	13.5	3	1.1	2	0.8
15:00	**299**	2	0.7	254	85.0	38	12.7	1	0.3	4	1.3
16:00	**348**	3	0.9	308	88.5	34	9.8	2	0.6	1	0.3
17:00	**217**	0	0.0	201	92.6	14	6.5	1	0.5	1	0.5
18:00	**108**	0	0.0	100	92.6	6	5.6	1	0.9	1	0.9
19:00	**59**	0	0.0	51	86.4	7	11.9	1	1.7	0	0.0
20:00	**45**	0	0.0	39	86.7	5	11.1	1	2.2	0	0.0
21:00	**29**	0	0.0	28	96.6	1	3.5	0	0.0	0	0.0
22:00	**12**	0	0.0	11	91.7	0	0.0	0	0.0	1	8.3
23:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
12H,7-19	**2700**	**13**	**0.5**	**2284**	**84.6**	**343**	**12.7**	**38**	**1.4**	**22**	**0.8**
16H,6-22	**3051**	**17**	**0.6**	**2573**	**84.3**	**397**	**13.0**	**40**	**1.3**	**24**	**0.8**
18H,6-24	**3066**	**17**	**0.6**	**2586**	**84.3**	**398**	**13.0**	**40**	**1.3**	**25**	**0.8**
24H,0-24	**3116**	**18**	**0.6**	**2628**	**84.3**	**403**	**12.9**	**41**	**1.3**	**26**	**0.8**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Dec-23											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
02:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
05:00	**40**	1	2.5	33	82.5	5	12.5	0	0.0	1	2.5
06:00	**256**	0	0.0	211	82.4	42	16.4	1	0.4	2	0.8
07:00	**331**	1	0.3	260	78.6	62	18.7	5	1.5	3	0.9
08:00	**354**	0	0.0	303	85.6	44	12.4	6	1.7	1	0.3
09:00	**269**	1	0.4	194	72.1	62	23.1	9	3.4	3	1.1
10:00	**192**	0	0.0	155	80.7	33	17.2	2	1.0	2	1.0
11:00	**180**	0	0.0	144	80.0	30	16.7	3	1.7	3	1.7
12:00	**165**	1	0.6	132	80.0	25	15.2	4	2.4	3	1.8
13:00	**221**	1	0.5	178	80.5	39	17.7	2	0.9	1	0.5
14:00	**279**	0	0.0	235	84.2	38	13.6	3	1.1	3	1.1
15:00	**334**	1	0.3	288	86.2	43	12.9	1	0.3	1	0.3
16:00	**432**	3	0.7	373	86.3	50	11.6	4	0.9	2	0.5
17:00	**311**	0	0.0	282	90.7	27	8.7	1	0.3	1	0.3
18:00	**120**	0	0.0	111	92.5	9	7.5	0	0.0	0	0.0
19:00	**62**	0	0.0	52	83.9	9	14.5	0	0.0	1	1.6
20:00	**47**	0	0.0	39	83.0	7	14.9	0	0.0	1	2.1
21:00	**35**	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
22:00	**17**	2	11.8	12	70.6	2	11.8	0	0.0	1	5.9
23:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	**3188**	**8**	**0.3**	**2655**	**83.3**	**462**	**14.5**	**40**	**1.3**	**23**	**0.7**
16H,6-22	**3588**	**8**	**0.2**	**2990**	**83.3**	**522**	**14.6**	**41**	**1.1**	**27**	**0.8**
18H,6-24	**3611**	**10**	**0.3**	**3007**	**83.3**	**525**	**14.5**	**41**	**1.1**	**28**	**0.8**
24H,0-24	**3663**	**11**	**0.3**	**3050**	**83.3**	**532**	**14.5**	**41**	**1.1**	**29**	**0.8**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Dec-23											
00:00	**7**	0	0.0	7	100.0	0	0.0	0	0.0	0	0.0
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
04:00	**10**	0	0.0	8	80.0	1	10.0	1	10.0	0	0.0
05:00	**46**	1	2.2	39	84.8	5	10.9	0	0.0	1	2.2
06:00	**233**	0	0.0	185	79.4	44	18.9	2	0.9	2	0.9
07:00	**377**	2	0.5	303	80.4	60	15.9	7	1.9	5	1.3
08:00	**344**	1	0.3	288	83.7	53	15.4	1	0.3	1	0.3
09:00	**205**	2	1.0	156	76.1	40	19.5	5	2.4	2	1.0
10:00	**232**	3	1.3	192	82.8	32	13.8	2	0.9	3	1.3
11:00	**179**	0	0.0	144	80.5	31	17.3	1	0.6	3	1.7
12:00	**197**	0	0.0	173	87.8	21	10.7	3	1.5	0	0.0
13:00	**196**	0	0.0	163	83.2	28	14.3	3	1.5	2	1.0
14:00	**247**	1	0.4	200	81.0	38	15.4	5	2.0	3	1.2
15:00	**315**	0	0.0	269	85.4	41	13.0	3	1.0	2	0.6
16:00	**453**	4	0.9	392	86.5	56	12.4	1	0.2	0	0.0
17:00	**330**	0	0.0	293	88.8	33	10.0	2	0.6	2	0.6
18:00	**154**	0	0.0	139	90.3	13	8.4	0	0.0	2	1.3
19:00	**59**	0	0.0	55	93.2	3	5.1	0	0.0	1	1.7
20:00	**31**	0	0.0	28	90.3	2	6.5	1	3.2	0	0.0
21:00	**38**	0	0.0	37	97.4	1	2.6	0	0.0	0	0.0
22:00	**18**	0	0.0	17	94.4	0	0.0	0	0.0	1	5.6
23:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
12H,7-19	**3229**	**13**	**0.4**	**2712**	**84.0**	**446**	**13.8**	**33**	**1.0**	**25**	**0.8**
16H,6-22	**3590**	**13**	**0.4**	**3017**	**84.0**	**496**	**13.8**	**36**	**1.0**	**28**	**0.8**
18H,6-24	**3615**	**13**	**0.4**	**3040**	**84.1**	**497**	**13.8**	**36**	**1.0**	**29**	**0.8**
24H,0-24	**3682**	**14**	**0.4**	**3098**	**84.1**	**503**	**13.7**	**37**	**1.0**	**30**	**0.8**

Data produced by
Auto Surveys Ltd

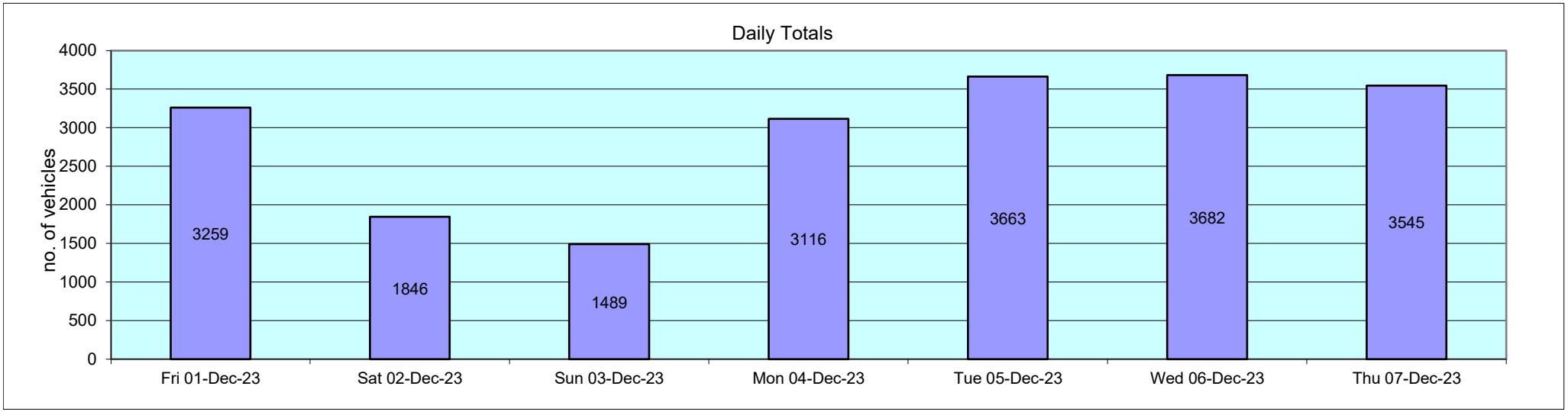
12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 07-Dec-23											
00:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
03:00	**6**	0	0.0	3	50.0	2	33.3	1	16.7	0	0.0
04:00	**11**	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
05:00	**40**	1	2.5	33	82.5	5	12.5	0	0.0	1	2.5
06:00	**199**	0	0.0	159	79.9	36	18.1	1	0.5	3	1.5
07:00	**360**	3	0.8	288	80.0	59	16.4	5	1.4	5	1.4
08:00	**339**	0	0.0	294	86.7	40	11.8	4	1.2	1	0.3
09:00	**190**	0	0.0	155	81.6	30	15.8	2	1.1	3	1.6
10:00	**215**	2	0.9	166	77.2	43	20.0	2	0.9	2	0.9
11:00	**198**	3	1.5	159	80.3	32	16.2	2	1.0	2	1.0
12:00	**175**	0	0.0	141	80.6	31	17.7	3	1.7	0	0.0
13:00	**203**	1	0.5	171	84.2	25	12.3	5	2.5	1	0.5
14:00	**253**	0	0.0	214	84.6	36	14.2	2	0.8	1	0.4
15:00	**319**	4	1.3	267	83.7	41	12.9	4	1.3	3	0.9
16:00	**392**	2	0.5	341	87.0	47	12.0	2	0.5	0	0.0
17:00	**361**	0	0.0	320	88.6	36	10.0	1	0.3	4	1.1
18:00	**108**	1	0.9	96	88.9	10	9.3	0	0.0	1	0.9
19:00	**56**	0	0.0	50	89.3	5	8.9	0	0.0	1	1.8
20:00	**37**	0	0.0	35	94.6	1	2.7	1	2.7	0	0.0
21:00	**34**	0	0.0	32	94.1	2	5.9	0	0.0	0	0.0
22:00	**33**	0	0.0	30	90.9	2	6.1	0	0.0	1	3.0
23:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**3113**	**16**	**0.5**	**2612**	**83.9**	**430**	**13.8**	**32**	**1.0**	**23**	**0.7**
16H,6-22	**3439**	**16**	**0.5**	**2888**	**84.0**	**474**	**13.8**	**34**	**1.0**	**27**	**0.8**
18H,6-24	**3482**	**16**	**0.5**	**2928**	**84.1**	**476**	**13.7**	**34**	**1.0**	**28**	**0.8**
24H,0-24	**3545**	**17**	**0.5**	**2977**	**84.0**	**486**	**13.7**	**36**	**1.0**	**29**	**0.8**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 01-Dec-23	**3259**	18	0.6	2741	84.1	444	13.6	29	0.9	27	0.8
Sat 02-Dec-23	**1846**	16	0.9	1630	88.3	175	9.5	9	0.5	16	0.9
Sun 03-Dec-23	**1489**	10	0.7	1353	90.9	120	8.1	4	0.3	2	0.1
Mon 04-Dec-23	**3116**	18	0.6	2628	84.3	403	12.9	41	1.3	26	0.8
Tue 05-Dec-23	**3663**	11	0.3	3050	83.3	532	14.5	41	1.1	29	0.8
Wed 06-Dec-23	**3682**	14	0.4	3098	84.1	503	13.7	37	1.0	30	0.8
Thu 07-Dec-23	**3545**	17	0.5	2977	84.0	486	13.7	36	1.0	29	0.8
Total Vehicles											
[--]	**20600**	104	0.5	17477	85.6	2663	12.3	197	0.9	159	0.7



Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 01-Dec-23																
00:00	**3**	-	31.8	3.1	0	0	0	0	1	2	0	0	0	0	0	0
01:00	**4**	-	42.3	2.8	0	0	0	0	0	0	1	3	0	0	0	0
02:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
03:00	**3**	-	28.5	5	0	0	0	1	1	1	0	0	0	0	0	0
04:00	**13**	41.9	37.3	5.3	0	0	0	0	2	2	6	3	0	0	0	0
05:00	**21**	40.7	36.4	5.3	0	0	0	1	2	5	10	3	0	0	0	0
06:00	**153**	40.7	36.2	5.9	0	1	2	5	9	48	69	15	2	2	0	0
07:00	**232**	39.9	34.8	5.5	0	2	1	8	36	82	86	15	2	0	0	0
08:00	**257**	40.1	34.2	6	0	1	1	22	50	69	92	21	1	0	0	0
09:00	**212**	40.3	34.7	5.8	0	1	0	15	33	68	73	21	1	0	0	0
10:00	**189**	41.4	36.2	5.7	0	0	0	9	21	56	72	25	6	0	0	0
11:00	**203**	41.4	36.4	5.7	0	0	3	5	21	57	84	27	6	0	0	0
12:00	**180**	40.4	35.6	6.2	2	1	2	5	15	59	77	15	4	0	0	0
13:00	**205**	40.7	35.9	5.4	0	1	0	5	22	73	77	24	2	1	0	0
14:00	**269**	40.8	35.8	5.6	0	0	0	5	46	82	100	30	2	4	0	0
15:00	**377**	39.7	33.8	6	2	2	5	17	79	130	116	24	2	0	0	0
16:00	**413**	39.1	34.3	4.8	0	0	2	15	52	217	103	23	0	0	1	0
17:00	**239**	40.2	34.8	6.4	1	2	8	6	31	73	97	16	5	0	0	0
18:00	**109**	40.9	36.5	5.2	0	0	1	3	6	37	46	14	2	0	0	0
19:00	**65**	43.1	37.2	6.3	0	0	0	1	8	19	23	9	4	0	1	0
20:00	**42**	42	37.8	5.4	0	0	0	0	1	16	17	6	1	0	1	0
21:00	**28**	42.3	36.5	5.3	0	0	0	0	3	12	7	5	1	0	0	0
22:00	**31**	41.9	37.4	5.3	0	0	0	1	2	7	15	5	1	0	0	0
23:00	**10**	41	35	5.5	0	0	0	0	2	5	1	2	0	0	0	0
12H,7-19	**2885**	**40.3**	**35**	**5.7**	**5**	**10**	**23**	**115**	**412**	**1003**	**1023**	**255**	**33**	**5**	**1**	**0**
16H,6-22	**3173**	**40.4**	**35.2**	**5.8**	**5**	**11**	**25**	**121**	**433**	**1098**	**1139**	**290**	**41**	**7**	**3**	**0**
18H,6-24	**3214**	**40.4**	**35.2**	**5.8**	**5**	**11**	**25**	**122**	**437**	**1110**	**1155**	**297**	**42**	**7**	**3**	**0**
24H,0-24	**3259**	**40.4**	**35.2**	**5.8**	**5**	**11**	**25**	**124**	**443**	**1120**	**1172**	**307**	**42**	**7**	**3**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 02-Dec-23																
00:00	**15**	46.6	36.5	9.5	0	0	1	0	4	2	4	1	2	1	0	0
01:00	**5**	-	37.5	5.6	0	0	0	0	1	0	3	1	0	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**1**	-	48.5	-	0	0	0	0	0	0	0	0	1	0	0	0
04:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
05:00	**9**	-	37.4	9	0	0	0	2	0	1	2	3	1	0	0	0
06:00	**30**	40.6	37	4.6	0	0	0	0	2	10	14	3	1	0	0	0
07:00	**65**	43.2	37.4	6.4	1	0	0	1	5	14	28	13	3	0	0	0
08:00	**110**	43.6	38.4	5.4	0	0	0	1	8	21	51	23	4	2	0	0
09:00	**149**	43.1	38.1	5	0	0	0	1	12	26	76	27	7	0	0	0
10:00	**162**	42.4	37.2	4.9	0	0	0	2	14	43	69	33	1	0	0	0
11:00	**145**	44.1	38.3	5.8	0	0	3	1	7	30	56	42	6	0	0	0
12:00	**172**	42.2	37.5	5.6	0	3	0	1	7	42	87	24	8	0	0	0
13:00	**144**	43.4	37.2	6.5	1	1	0	5	13	28	59	31	6	0	0	0
14:00	**162**	42	37.9	4.8	0	1	0	1	8	31	91	26	4	0	0	0
15:00	**158**	40.8	36.3	6.3	2	0	1	4	12	45	73	17	1	3	0	0
16:00	**137**	40.1	35.8	4.8	0	0	0	3	13	52	58	9	1	1	0	0
17:00	**111**	40.9	36.7	5	0	0	0	0	10	41	43	13	3	1	0	0
18:00	**82**	40.8	36.1	4.8	0	0	0	1	6	38	25	11	1	0	0	0
19:00	**57**	42.6	37.3	5.4	0	0	0	0	4	22	19	9	2	1	0	0
20:00	**50**	40.4	35.9	6.1	0	0	0	1	8	17	18	4	1	0	1	0
21:00	**28**	40.3	35.8	5.2	0	0	0	2	1	10	12	3	0	0	0	0
22:00	**26**	39.3	35.2	4	0	0	0	0	3	12	10	1	0	0	0	0
23:00	**26**	40	37.3	5.3	0	0	0	0	0	13	9	2	1	1	0	0
12H,7-19	**1597**	**42.5**	**37.3**	**5.5**	**4**	**5**	**4**	**21**	**115**	**411**	**716**	**269**	**45**	**7**	**0**	**0**
16H,6-22	**1762**	**42.4**	**37.2**	**5.5**	**4**	**5**	**4**	**24**	**130**	**470**	**779**	**288**	**49**	**8**	**1**	**0**
18H,6-24	**1814**	**42.3**	**37.2**	**5.5**	**4**	**5**	**4**	**24**	**133**	**495**	**798**	**291**	**50**	**9**	**1**	**0**
24H,0-24	**1846**	**42.4**	**37.2**	**5.6**	**4**	**5**	**5**	**26**	**138**	**499**	**807**	**297**	**54**	**10**	**1**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 03-Dec-23																
00:00	**9**	-	36.8	3.8	0	0	0	0	0	4	4	1	0	0	0	0
01:00	**3**	-	35.2	7.6	0	0	0	0	1	1	0	1	0	0	0	0
02:00	**4**	-	33.5	4.2	0	0	0	0	1	2	1	0	0	0	0	0
03:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
04:00	**3**	-	40.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
05:00	**3**	-	41.8	3.1	0	0	0	0	0	0	1	2	0	0	0	0
06:00	**15**	41.6	38.2	5	0	0	0	0	1	3	8	2	1	0	0	0
07:00	**34**	44.1	37.9	7.2	0	0	0	2	2	9	11	7	2	0	1	0
08:00	**75**	42.4	37.3	6.2	1	0	0	1	6	16	36	12	2	1	0	0
09:00	**114**	41.7	36.7	5.7	0	0	2	2	8	34	48	17	2	1	0	0
10:00	**135**	43.1	38.1	4.6	0	0	1	1	0	39	60	32	2	0	0	0
11:00	**138**	42.7	37.7	4.9	0	0	0	3	7	31	66	29	2	0	0	0
12:00	**150**	43.1	37.5	6	0	0	3	2	8	40	63	26	6	2	0	0
13:00	**121**	43	38.1	4.7	0	0	1	0	4	29	57	28	2	0	0	0
14:00	**122**	42.8	37.1	6.5	1	0	1	6	5	30	53	20	5	1	0	0
15:00	**154**	40.2	35.8	4.6	0	0	0	2	15	61	63	11	2	0	0	0
16:00	**143**	40.7	36.6	4.6	0	0	0	2	7	56	60	15	3	0	0	0
17:00	**95**	40.8	36.9	5.1	0	0	0	1	11	22	48	11	1	1	0	0
18:00	**61**	42.7	37.8	4.6	0	0	0	0	3	17	27	13	1	0	0	0
19:00	**54**	42.5	37.7	4.8	0	0	0	0	1	21	21	8	3	0	0	0
20:00	**30**	43.5	37.3	5.5	0	0	0	0	3	11	7	8	1	0	0	0
21:00	**14**	43.4	37.4	6.1	0	0	0	1	0	5	3	5	0	0	0	0
22:00	**6**	-	38.5	4.7	0	0	0	0	0	2	2	2	0	0	0	0
23:00	**5**	-	39.5	5.6	0	0	0	0	0	1	3	0	1	0	0	0
12H,7-19	**1342**	**42.3**	**37.2**	**5.3**	**2**	**0**	**8**	**22**	**76**	**384**	**592**	**221**	**30**	**6**	**1**	**0**
16H,6-22	**1455**	**42.4**	**37.3**	**5.3**	**2**	**0**	**8**	**23**	**81**	**424**	**631**	**244**	**35**	**6**	**1**	**0**
18H,6-24	**1466**	**42.4**	**37.3**	**5.3**	**2**	**0**	**8**	**23**	**81**	**427**	**636**	**246**	**36**	**6**	**1**	**0**
24H,0-24	**1489**	**42.4**	**37.3**	**5.3**	**2**	**0**	**8**	**23**	**83**	**435**	**642**	**253**	**36**	**6**	**1**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 04-Dec-23																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	-	41	3.5	0	0	0	0	0	0	1	1	0	0	0	0
03:00	**5**	-	38.5	7.9	0	0	0	0	1	1	1	1	1	0	0	0
04:00	**7**	-	40.6	3.1	0	0	0	0	0	0	4	3	0	0	0	0
05:00	**36**	44.8	39.2	6.2	0	0	0	1	4	2	14	12	3	0	0	0
06:00	**218**	40.5	35.6	6.1	0	2	7	2	18	77	87	19	5	1	0	0
07:00	**321**	39.8	34.3	5.8	1	1	8	9	56	111	114	19	2	0	0	0
08:00	**289**	40.1	35	5.6	0	0	0	15	46	102	101	18	5	2	0	0
09:00	**169**	40.1	34.7	6.3	0	1	4	7	24	64	52	11	5	1	0	0
10:00	**161**	40.8	35	6.4	0	0	5	9	25	39	61	21	1	0	0	0
11:00	**177**	40.4	36	4.9	0	0	0	5	14	67	72	16	3	0	0	0
12:00	**183**	40.1	35.3	5.2	0	0	1	8	21	63	76	12	2	0	0	0
13:00	**162**	40.3	34.7	5.9	1	0	2	9	19	64	49	17	1	0	0	0
14:00	**266**	39	33.4	5.4	0	0	2	26	47	103	79	8	1	0	0	0
15:00	**299**	38.9	33	6	0	2	11	22	53	116	85	8	1	1	0	0
16:00	**348**	39.1	33.2	6.2	0	11	2	15	67	146	87	18	2	0	0	0
17:00	**217**	40	35.5	4.5	0	0	0	3	26	88	83	16	1	0	0	0
18:00	**108**	40.7	36	4.8	0	0	0	0	17	35	42	14	0	0	0	0
19:00	**59**	40.7	35.9	5.2	0	0	0	2	7	19	23	8	0	0	0	0
20:00	**45**	40.4	36.4	4.6	0	0	0	0	4	17	19	4	1	0	0	0
21:00	**29**	40.2	35.9	5	0	0	0	0	4	11	11	2	1	0	0	0
22:00	**12**	44.4	38.5	6.2	0	0	0	0	1	4	2	4	1	0	0	0
23:00	**3**	-	43.5	5	0	0	0	0	0	0	1	1	1	0	0	0
12H,7-19	**2700**	**39.9**	**34.4**	**5.7**	**2**	**15**	**35**	**128**	**415**	**998**	**901**	**178**	**24**	**4**	**0**	**0**
16H,6-22	**3051**	**40**	**34.6**	**5.7**	**2**	**17**	**42**	**132**	**448**	**1122**	**1041**	**211**	**31**	**5**	**0**	**0**
18H,6-24	**3066**	**40**	**34.6**	**5.8**	**2**	**17**	**42**	**132**	**449**	**1126**	**1044**	**216**	**33**	**5**	**0**	**0**
24H,0-24	**3116**	**40.1**	**34.7**	**5.8**	**2**	**17**	**42**	**133**	**454**	**1129**	**1064**	**233**	**37**	**5**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 05-Dec-23																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**3**	-	43.5	10	0	0	0	0	0	1	0	1	0	1	0	0
02:00	**3**	-	40.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	-	39.3	2.5	0	0	0	0	0	0	5	1	0	0	0	0
05:00	**40**	43.8	38.6	5.2	0	0	0	0	1	12	15	10	1	1	0	0
06:00	**256**	40.5	35.2	6.1	0	2	9	5	25	92	93	26	4	0	0	0
07:00	**331**	39.8	34.9	5.6	1	3	6	8	32	130	131	18	2	0	0	0
08:00	**354**	39.6	33.5	6.2	1	2	9	25	65	122	105	24	1	0	0	0
09:00	**269**	39.7	34.5	5.1	0	0	3	11	39	112	85	19	0	0	0	0
10:00	**192**	40.2	35	5.4	0	0	2	6	28	75	62	16	3	0	0	0
11:00	**180**	40.9	35.9	5.6	0	0	1	10	16	58	69	23	3	0	0	0
12:00	**165**	40.5	35	6.1	0	0	3	5	31	52	54	15	4	1	0	0
13:00	**221**	40.7	35.8	5.3	0	0	0	6	30	75	82	23	5	0	0	0
14:00	**279**	39.8	33.5	6	0	0	1	22	79	82	69	23	2	1	0	0
15:00	**334**	39.3	33.8	5.7	1	1	8	19	45	137	109	13	1	0	0	0
16:00	**432**	38.5	33.5	4.9	0	0	6	15	90	204	103	12	1	1	0	0
17:00	**311**	39.8	35.2	4.6	0	0	0	3	50	119	120	17	2	0	0	0
18:00	**120**	42	37.7	5.2	0	0	0	2	8	27	61	17	3	2	0	0
19:00	**62**	43.1	37.7	6.6	0	0	0	1	6	17	24	10	2	1	0	1
20:00	**47**	43.9	37.8	5.5	0	0	0	0	4	16	12	13	2	0	0	0
21:00	**35**	42	37.2	4.8	0	0	0	0	2	13	13	6	1	0	0	0
22:00	**17**	40.1	35.6	4.9	0	0	0	0	3	6	6	2	0	0	0	0
23:00	**6**	-	40.2	4.3	0	0	0	0	0	1	2	3	0	0	0	0
12H,7-19	**3188**	**39.9**	**34.5**	**5.6**	**3**	**6**	**39**	**132**	**513**	**1193**	**1050**	**220**	**27**	**5**	**0**	**0**
16H,6-22	**3588**	**40.1**	**34.7**	**5.6**	**3**	**8**	**48**	**138**	**550**	**1331**	**1192**	**275**	**36**	**6**	**0**	**1**
18H,6-24	**3611**	**40.1**	**34.7**	**5.6**	**3**	**8**	**48**	**138**	**553**	**1338**	**1200**	**280**	**36**	**6**	**0**	**1**
24H,0-24	**3663**	**40.1**	**34.8**	**5.7**	**3**	**8**	**48**	**138**	**554**	**1352**	**1220**	**294**	**37**	**8**	**0**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 06-Dec-23																
00:00	**7**	-	33.5	5.9	0	0	0	1	1	2	3	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**2**	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
03:00	**2**	-	36	3.5	0	0	0	0	0	1	1	0	0	0	0	0
04:00	**10**	44.3	39.5	6.7	0	0	0	1	0	0	5	3	1	0	0	0
05:00	**46**	44.5	38.6	6.8	0	0	0	0	7	7	17	11	2	1	1	0
06:00	**233**	41.1	36.4	5.8	0	0	7	7	10	68	105	33	2	1	0	0
07:00	**377**	40.2	35.1	5.6	2	0	6	12	38	144	142	31	2	0	0	0
08:00	**344**	40	34.8	5.3	0	1	0	15	57	125	116	29	1	0	0	0
09:00	**205**	40.6	36.2	5	0	0	0	9	16	62	95	21	2	0	0	0
10:00	**232**	42	36.2	5.5	0	0	1	6	28	75	78	42	2	0	0	0
11:00	**179**	40.7	35.7	5.8	0	1	0	10	16	61	68	20	1	2	0	0
12:00	**197**	41.9	36.3	6.6	1	1	4	5	18	54	79	28	5	2	0	0
13:00	**196**	40.8	36.1	5.2	0	0	0	4	27	60	79	22	4	0	0	0
14:00	**247**	40.1	34.3	6.9	1	7	5	12	32	72	97	18	3	0	0	0
15:00	**315**	40.1	34	6.3	0	0	2	28	67	96	90	27	3	1	0	1
16:00	**453**	38.2	33	4.9	0	0	5	27	99	209	100	12	1	0	0	0
17:00	**330**	39.3	34.6	4.6	1	0	0	3	56	148	108	13	1	0	0	0
18:00	**154**	40.8	34.8	6.2	0	1	1	5	36	44	45	20	1	1	0	0
19:00	**59**	40.8	36.9	5.4	0	0	0	2	6	12	30	7	2	0	0	0
20:00	**31**	43.1	37.9	6.7	0	0	0	0	4	8	13	2	2	2	0	0
21:00	**38**	43.9	38.1	5.9	0	0	0	1	4	6	15	10	2	0	0	0
22:00	**18**	42.3	37.7	5.1	0	0	0	0	1	6	7	3	1	0	0	0
23:00	**7**	-	33.5	5.9	0	0	0	1	1	2	3	0	0	0	0	0
12H,7-19	**3229**	**40.2**	**34.8**	**5.7**	**5**	**11**	**24**	**136**	**490**	**1150**	**1097**	**283**	**26**	**6**	**0**	**1**
16H,6-22	**3590**	**40.4**	**35**	**5.7**	**5**	**11**	**31**	**146**	**514**	**1244**	**1260**	**335**	**34**	**9**	**0**	**1**
18H,6-24	**3615**	**40.4**	**35.1**	**5.7**	**5**	**11**	**31**	**147**	**516**	**1252**	**1270**	**338**	**35**	**9**	**0**	**1**
24H,0-24	**3682**	**40.4**	**35.1**	**5.8**	**5**	**11**	**31**	**149**	**524**	**1262**	**1296**	**354**	**38**	**10**	**1**	**1**

Data produced by
Auto Surveys Ltd

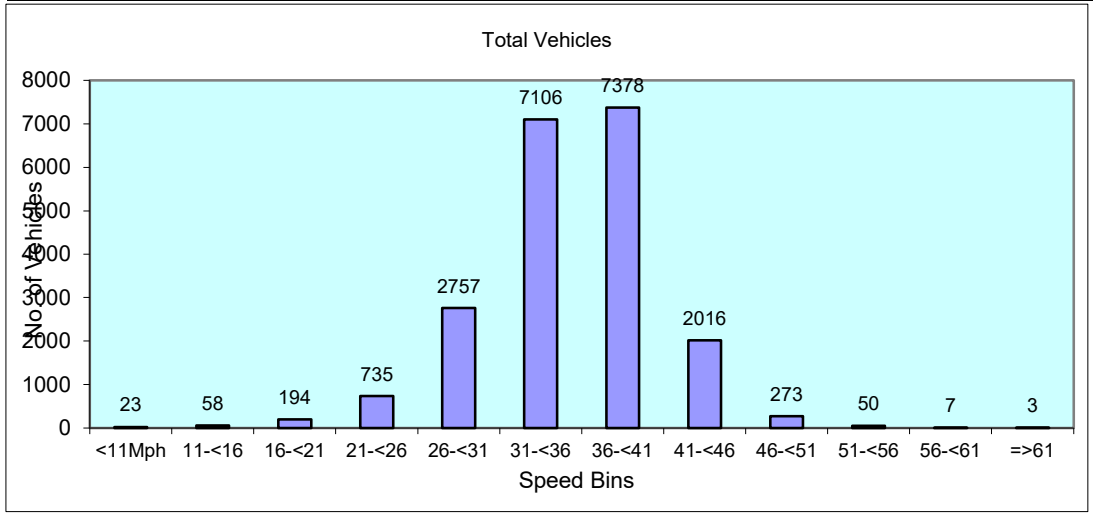
12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

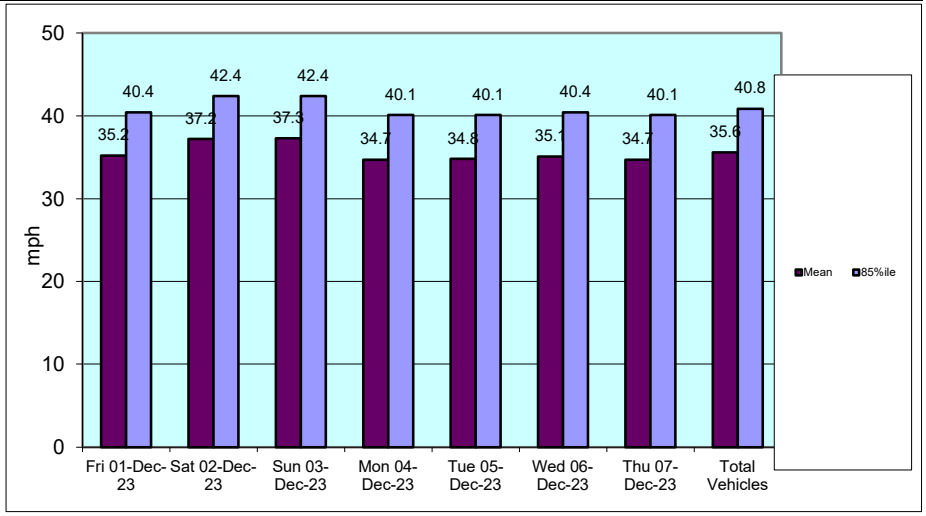
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 07-Dec-23																
00:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
01:00	**3**	-	33.5	8.8	0	0	0	0	2	0	0	1	0	0	0	0
02:00	**2**	-	43.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0
03:00	**6**	-	34.3	11.2	0	1	0	0	0	2	1	2	0	0	0	0
04:00	**11**	44.1	37.6	7.5	0	0	0	1	1	2	3	3	1	0	0	0
05:00	**40**	43.5	38	5.5	0	0	0	1	3	8	16	11	1	0	0	0
06:00	**199**	40.9	36	5.6	0	0	2	5	23	64	76	24	4	1	0	0
07:00	**360**	39.4	34.7	4.6	0	0	4	8	44	160	131	12	1	0	0	0
08:00	**339**	39.8	34.4	5.2	0	0	0	14	78	104	120	23	0	0	0	0
09:00	**190**	40.7	35.5	5.8	0	0	1	14	18	58	74	23	2	0	0	0
10:00	**215**	40.8	35.3	6.1	0	0	5	11	25	65	80	27	1	1	0	0
11:00	**198**	40.7	35	5.9	0	0	3	6	34	74	54	22	5	0	0	0
12:00	**175**	40.3	35.4	5.5	0	0	1	6	25	62	63	12	6	0	0	0
13:00	**203**	40.6	35.9	5.2	0	0	1	8	16	71	83	22	2	0	0	0
14:00	**253**	40	34	5.8	1	0	0	20	49	91	67	24	1	0	0	0
15:00	**319**	38.9	33.1	5.3	0	0	2	24	81	113	86	13	0	0	0	0
16:00	**392**	38.8	33.4	4.9	0	0	2	19	91	165	101	13	1	0	0	0
17:00	**361**	38.9	33.6	5.6	1	5	13	2	49	178	101	12	0	0	0	0
18:00	**108**	40.6	36.2	5.7	0	0	1	1	11	40	42	9	2	1	1	0
19:00	**56**	40.7	37.4	3.8	0	0	0	0	2	15	32	7	0	0	0	0
20:00	**37**	40.5	35.7	7.7	0	0	0	2	7	12	11	3	0	1	0	1
21:00	**34**	40.5	37	3.7	0	0	0	0	0	14	16	4	0	0	0	0
22:00	**33**	43.1	37.9	5.2	0	0	0	0	2	10	13	6	2	0	0	0
23:00	**10**	42.7	39.5	3.5	0	0	0	0	0	1	6	3	0	0	0	0
12H,7-19	**3113**	**39.8**	**34.4**	**5.5**	**2**	**5**	**33**	**133**	**521**	**1181**	**1002**	**212**	**21**	**2**	**1**	**0**
16H,6-22	**3439**	**40**	**34.6**	**5.5**	**2**	**5**	**35**	**140**	**553**	**1286**	**1137**	**250**	**25**	**4**	**1**	**1**
18H,6-24	**3482**	**40**	**34.7**	**5.5**	**2**	**5**	**35**	**140**	**555**	**1297**	**1156**	**259**	**27**	**4**	**1**	**1**
24H,0-24	**3545**	**40.1**	**34.7**	**5.5**	**2**	**6**	**35**	**142**	**561**	**1309**	**1177**	**278**	**29**	**4**	**1**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Northbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Fri 01-Dec-23	**3259**	40.4	35.2	5.8	5	11	25	124	443	1120	1172	307	42	7	3	0
Sat 02-Dec-23	**1846**	42.4	37.2	5.6	4	5	5	26	138	499	807	297	54	10	1	0
Sun 03-Dec-23	**1489**	42.4	37.3	5.3	2	0	8	23	83	435	642	253	36	6	1	0
Mon 04-Dec-23	**3116**	40.1	34.7	5.8	2	17	42	133	454	1129	1064	233	37	5	0	0
Tue 05-Dec-23	**3663**	40.1	34.8	5.7	3	8	48	138	554	1352	1220	294	37	8	0	1
Wed 06-Dec-23	**3682**	40.4	35.1	5.8	5	11	31	149	524	1262	1296	354	38	10	1	1
Thu 07-Dec-23	**3545**	40.1	34.7	5.5	2	6	35	142	561	1309	1177	278	29	4	1	1
Total Vehicles																
[--]	**20600**	40.8	35.6	5.6	23	58	194	735	2757	7106	7378	2016	273	50	7	3





Data produced by
Auto Surveys Ltd

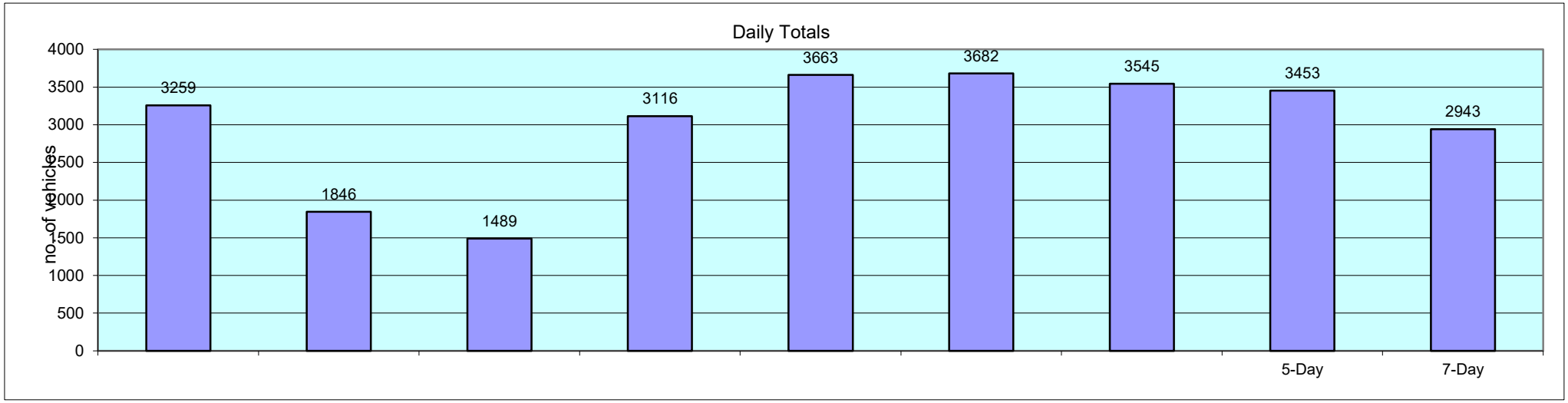
12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
		Channel: Northbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av
Week Begin: 01-Dec-23									
00:00	**3**	15	9	0	0	7	1	2	5
01:00	**4**	5	3	0	3	0	3	2	3
02:00	**1**	1	4	2	3	2	2	2	2
03:00	**3**	1	1	5	0	2	6	3	3
04:00	**13**	1	3	7	6	10	11	9	7
05:00	**21**	9	3	36	40	46	40	37	28
06:00	**153**	30	15	218	256	233	199	212	158
07:00	**232**	65	34	321	331	377	360	324	246
08:00	**257**	110	75	289	354	344	339	317	253
09:00	**212**	149	114	169	269	205	190	209	187
10:00	**189**	162	135	161	192	232	215	198	184
11:00	**203**	145	138	177	180	179	198	187	174
12:00	**180**	172	150	183	165	197	175	180	175
13:00	**205**	144	121	162	221	196	203	197	179
14:00	**269**	162	122	266	279	247	253	263	228
15:00	**377**	158	154	299	334	315	319	329	279
16:00	**413**	137	143	348	432	453	392	408	331
17:00	**239**	111	95	217	311	330	361	292	238
18:00	**109**	82	61	108	120	154	108	120	106
19:00	**65**	57	54	59	62	59	56	60	59
20:00	**42**	50	30	45	47	31	37	40	40
21:00	**28**	28	14	29	35	38	34	33	29
22:00	**31**	26	6	12	17	18	33	22	20
23:00	**10**	26	5	3	6	7	10	7	10
12H,7-19	**2885**	**1597**	**1342**	**2700**	**3188**	**3229**	**3113**	**3023**	**2579**
16H,6-22	**3173**	**1762**	**1455**	**3051**	**3588**	**3590**	**3439**	**3368**	**2865**
18H,6-24	**3214**	**1814**	**1466**	**3066**	**3611**	**3615**	**3482**	**3398**	**2895**
24H,0-24	**3259**	**1846**	**1489**	**3116**	**3663**	**3682**	**3545**	**3453**	**2943**
Am	**08:00**	**10:00**	**11:00**	**07:00**	**08:00**	**07:00**	**07:00**		
Peak	**257**	**162**	**138**	**321**	**354**	**377**	**360**		
Pm	**16:00**	**12:00**	**15:00**	**16:00**	**16:00**	**16:00**	**16:00**		
Peak	**413**	**172**	**154**	**348**	**432**	**453**	**392**		

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
		Channel: Northbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922002 Location Site 2 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 01-Dec-23														
00:00	**6**	0	6	0	0	0	0	0	0	0	0	0	0	0
01:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	**4**	0	1	3	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	3	3	0	0	0	0	0	0	0	0	0	0
05:00	**33**	1	25	6	1	0	0	0	0	0	0	0	0	0
06:00	**111**	0	83	24	1	3	0	0	0	0	0	0	0	0
07:00	**230**	1	197	27	0	2	2	0	0	0	0	1	0	0
08:00	**220**	1	195	21	1	1	0	1	0	0	0	0	0	0
09:00	**168**	0	120	37	2	2	4	0	1	0	2	0	0	0
10:00	**168**	0	137	28	1	0	2	0	0	0	0	0	0	0
11:00	**156**	0	130	24	1	0	0	1	0	0	0	0	0	0
12:00	**177**	3	158	15	1	0	0	0	0	0	0	0	0	0
13:00	**173**	0	141	30	1	0	0	0	1	0	0	0	0	0
14:00	**228**	3	191	31	1	0	1	0	1	0	0	0	0	0
15:00	**249**	3	209	34	1	1	0	0	1	0	0	0	0	0
16:00	**168**	1	153	11	2	0	1	0	0	0	0	0	0	0
17:00	**135**	1	123	9	1	0	1	0	0	0	0	0	0	0
18:00	**105**	1	98	5	0	0	0	0	0	0	0	1	0	0
19:00	**69**	0	63	5	1	0	0	0	0	0	0	0	0	0
20:00	**35**	0	32	2	0	1	0	0	0	0	0	0	0	0
21:00	**33**	0	30	3	0	0	0	0	0	0	0	0	0	0
22:00	**34**	0	32	1	1	0	0	0	0	0	0	0	0	0
23:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2177**	**14**	**1852**	**272**	**12**	**6**	**11**	**2**	**4**	**0**	**2**	**2**	**0**	**0**
16H,6-22	**2425**	**14**	**2060**	**306**	**14**	**10**	**11**	**2**	**4**	**0**	**2**	**2**	**0**	**0**
18H,6-24	**2475**	**14**	**2107**	**308**	**15**	**10**	**11**	**2**	**4**	**0**	**2**	**2**	**0**	**0**
24H,0-24	**2529**	**15**	**2144**	**323**	**16**	**10**	**11**	**2**	**4**	**0**	**2**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 02-Dec-23														
00:00	**7**	0	6	1	0	0	0	0	0	0	0	0	0	0
01:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	3	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**4**	0	2	2	0	0	0	0	0	0	0	0	0	0
05:00	**10**	0	8	2	0	0	0	0	0	0	0	0	0	0
06:00	**21**	0	18	2	1	0	0	0	0	0	0	0	0	0
07:00	**62**	0	50	11	1	0	0	0	0	0	0	0	0	0
08:00	**78**	1	65	8	2	2	0	0	0	0	0	0	0	0
09:00	**135**	0	117	16	0	0	1	0	0	0	1	0	0	0
10:00	**139**	2	123	13	1	0	0	0	0	0	0	0	0	0
11:00	**148**	2	134	11	1	0	0	0	0	0	0	0	0	0
12:00	**145**	0	130	14	1	0	0	0	0	0	0	0	0	0
13:00	**154**	5	137	11	0	0	1	0	0	0	0	0	0	0
14:00	**141**	1	124	14	0	1	0	0	1	0	0	0	0	0
15:00	**132**	1	120	8	1	1	0	0	1	0	0	0	0	0
16:00	**116**	1	98	16	1	0	0	0	0	0	0	0	0	0
17:00	**82**	0	77	4	1	0	0	0	0	0	0	0	0	0
18:00	**88**	2	80	5	1	0	0	0	0	0	0	0	0	0
19:00	**49**	0	42	6	1	0	0	0	0	0	0	0	0	0
20:00	**23**	0	22	0	1	0	0	0	0	0	0	0	0	0
21:00	**26**	0	25	1	0	0	0	0	0	0	0	0	0	0
22:00	**21**	0	19	1	1	0	0	0	0	0	0	0	0	0
23:00	**23**	0	20	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1420**	**15**	**1255**	**131**	**10**	**4**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
16H,6-22	**1539**	**15**	**1362**	**140**	**13**	**4**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
18H,6-24	**1583**	**15**	**1401**	**144**	**14**	**4**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**
24H,0-24	**1611**	**15**	**1423**	**150**	**14**	**4**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922002 Location Site 2 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 03-Dec-23														
00:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
01:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
02:00	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**9**	0	8	1	0	0	0	0	0	0	0	0	0	0
06:00	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
07:00	**45**	2	32	10	0	1	0	0	0	0	0	0	0	0
08:00	**52**	0	48	4	0	0	0	0	0	0	0	0	0	0
09:00	**112**	1	101	10	0	0	0	0	0	0	0	0	0	0
10:00	**125**	1	117	7	0	0	0	0	0	0	0	0	0	0
11:00	**138**	1	126	11	0	0	0	0	0	0	0	0	0	0
12:00	**120**	0	110	9	0	0	1	0	0	0	0	0	0	0
13:00	**130**	0	117	13	0	0	0	0	0	0	0	0	0	0
14:00	**107**	1	97	8	0	0	0	0	1	0	0	0	0	0
15:00	**128**	1	114	12	0	0	1	0	0	0	0	0	0	0
16:00	**94**	0	88	6	0	0	0	0	0	0	0	0	0	0
17:00	**76**	0	69	7	0	0	0	0	0	0	0	0	0	0
18:00	**50**	0	47	3	0	0	0	0	0	0	0	0	0	0
19:00	**27**	0	25	2	0	0	0	0	0	0	0	0	0	0
20:00	**23**	0	23	0	0	0	0	0	0	0	0	0	0	0
21:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
22:00	**4**	0	4	0	0	0	0	0	0	0	0	0	0	0
23:00	**4**	0	3	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**1177**	**7**	**1066**	**100**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
16H,6-22	**1258**	**7**	**1141**	**106**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
18H,6-24	**1266**	**7**	**1148**	**107**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
24H,0-24	**1291**	**7**	**1171**	**109**	**0**	**1**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 04-Dec-23														
00:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
05:00	**37**	1	28	7	1	0	0	0	0	0	0	0	0	0
06:00	**120**	0	95	23	2	0	0	0	0	0	0	0	0	0
07:00	**248**	6	223	18	0	0	0	0	1	0	0	0	0	0
08:00	**235**	0	196	32	1	2	1	0	1	0	1	1	0	0
09:00	**158**	1	122	26	3	0	2	0	1	1	0	2	0	0
10:00	**163**	0	135	24	1	2	0	0	1	0	0	0	0	0
11:00	**182**	1	149	27	2	0	0	0	1	0	0	2	0	0
12:00	**152**	3	125	21	1	1	1	0	0	0	0	0	0	0
13:00	**168**	3	133	29	2	0	1	0	0	0	0	0	0	0
14:00	**235**	1	205	27	1	0	0	0	1	0	0	0	0	0
15:00	**212**	2	179	29	2	0	0	0	0	0	0	0	0	0
16:00	**197**	3	162	31	1	0	0	0	0	0	0	0	0	0
17:00	**148**	0	133	14	0	1	0	0	0	0	0	0	0	0
18:00	**101**	1	95	4	1	0	0	0	0	0	0	0	0	0
19:00	**47**	0	39	6	1	0	0	0	0	0	0	1	0	0
20:00	**28**	0	24	3	0	1	0	0	0	0	0	0	0	0
21:00	**18**	0	15	3	0	0	0	0	0	0	0	0	0	0
22:00	**21**	0	17	3	0	1	0	0	0	0	0	0	0	0
23:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2199**	**21**	**1857**	**282**	**15**	**6**	**5**	**0**	**6**	**1**	**1**	**5**	**0**	**0**
16H,6-22	**2412**	**21**	**2030**	**317**	**18**	**7**	**5**	**0**	**6**	**1**	**1**	**6**	**0**	**0**
18H,6-24	**2435**	**21**	**2049**	**320**	**18**	**8**	**5**	**0**	**6**	**1**	**1**	**6**	**0**	**0**
24H,0-24	**2479**	**22**	**2082**	**329**	**19**	**8**	**5**	**0**	**6**	**1**	**1**	**6**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 05-Dec-23														
00:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**3**	0	2	1	0	0	0	0	0	0	0	0	0	0
03:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	1	4	0	0	0	0	0	0	0	0	0	0
05:00	**30**	1	25	3	1	0	0	0	0	0	0	0	0	0
06:00	**148**	1	110	34	1	0	1	0	0	0	1	0	0	0
07:00	**229**	3	199	25	0	2	0	0	0	0	0	0	0	0
08:00	**275**	0	244	30	0	1	0	0	0	0	0	0	0	0
09:00	**191**	0	142	46	0	1	1	0	1	0	0	0	0	0
10:00	**165**	0	132	25	3	2	3	0	0	0	0	0	0	0
11:00	**151**	1	121	26	2	0	1	0	0	0	0	0	0	0
12:00	**149**	0	125	22	2	0	0	0	0	0	0	0	0	0
13:00	**188**	1	154	31	1	0	1	0	0	0	0	0	0	0
14:00	**217**	0	186	28	1	0	1	0	1	0	0	0	0	0
15:00	**231**	0	194	34	2	0	0	0	0	0	0	1	0	0
16:00	**186**	2	165	17	1	0	1	0	0	0	0	0	0	0
17:00	**172**	3	157	11	0	0	1	0	0	0	0	0	0	0
18:00	**105**	1	96	7	1	0	0	0	0	0	0	0	0	0
19:00	**63**	1	53	6	0	2	0	0	0	0	0	1	0	0
20:00	**52**	0	46	5	0	1	0	0	0	0	0	0	0	0
21:00	**18**	0	16	2	0	0	0	0	0	0	0	0	0	0
22:00	**18**	0	13	4	1	0	0	0	0	0	0	0	0	0
23:00	**8**	0	7	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2259**	**11**	**1915**	**302**	**13**	**6**	**9**	**0**	**2**	**0**	**0**	**1**	**0**	**0**
16H,6-22	**2540**	**13**	**2140**	**349**	**14**	**9**	**10**	**0**	**2**	**0**	**1**	**2**	**0**	**0**
18H,6-24	**2566**	**13**	**2160**	**354**	**15**	**9**	**10**	**0**	**2**	**0**	**1**	**2**	**0**	**0**
24H,0-24	**2607**	**14**	**2191**	**362**	**16**	**9**	**10**	**0**	**2**	**0**	**1**	**2**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922002 Location Site 2 - Basingstoke Rd, Spencers Wood

Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 06-Dec-23														
00:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**6**	0	4	2	0	0	0	0	0	0	0	0	0	0
05:00	**34**	1	28	4	1	0	0	0	0	0	0	0	0	0
06:00	**123**	0	94	27	2	0	0	0	0	0	0	0	0	0
07:00	**284**	1	245	36	0	1	0	0	1	0	0	0	0	0
08:00	**261**	1	232	25	1	0	1	0	1	0	0	0	0	0
09:00	**187**	1	147	33	3	1	0	0	2	0	0	0	0	0
10:00	**180**	1	146	28	4	1	0	0	0	0	0	0	0	0
11:00	**171**	0	130	36	3	0	1	0	0	0	0	1	0	0
12:00	**180**	2	146	28	1	0	1	0	1	0	1	0	0	0
13:00	**180**	3	138	33	2	2	1	0	0	0	1	0	0	0
14:00	**228**	2	178	43	1	2	0	0	1	0	0	1	0	0
15:00	**242**	1	204	34	2	0	0	1	0	0	0	0	0	0
16:00	**219**	2	181	32	1	1	1	0	0	0	0	1	0	0
17:00	**171**	0	151	19	0	0	1	0	0	0	0	0	0	0
18:00	**106**	1	101	3	0	1	0	0	0	0	0	0	0	0
19:00	**68**	1	60	5	1	0	0	0	0	0	0	1	0	0
20:00	**36**	0	33	2	0	1	0	0	0	0	0	0	0	0
21:00	**40**	0	40	0	0	0	0	0	0	0	0	0	0	0
22:00	**21**	0	19	0	1	0	0	0	0	0	1	0	0	0
23:00	**11**	0	9	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2409**	**15**	**1999**	**350**	**18**	**9**	**6**	**1**	**6**	**0**	**2**	**3**	**0**	**0**
16H,6-22	**2676**	**16**	**2226**	**384**	**21**	**10**	**6**	**1**	**6**	**0**	**2**	**4**	**0**	**0**
18H,6-24	**2708**	**16**	**2254**	**386**	**22**	**10**	**6**	**1**	**6**	**0**	**3**	**4**	**0**	**0**
24H,0-24	**2752**	**17**	**2288**	**394**	**23**	**10**	**6**	**1**	**6**	**0**	**3**	**4**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922 SPENCERS WOOD Site No: 12922002 Location Site 2 - Basingstoke Rd, Spencers Wood

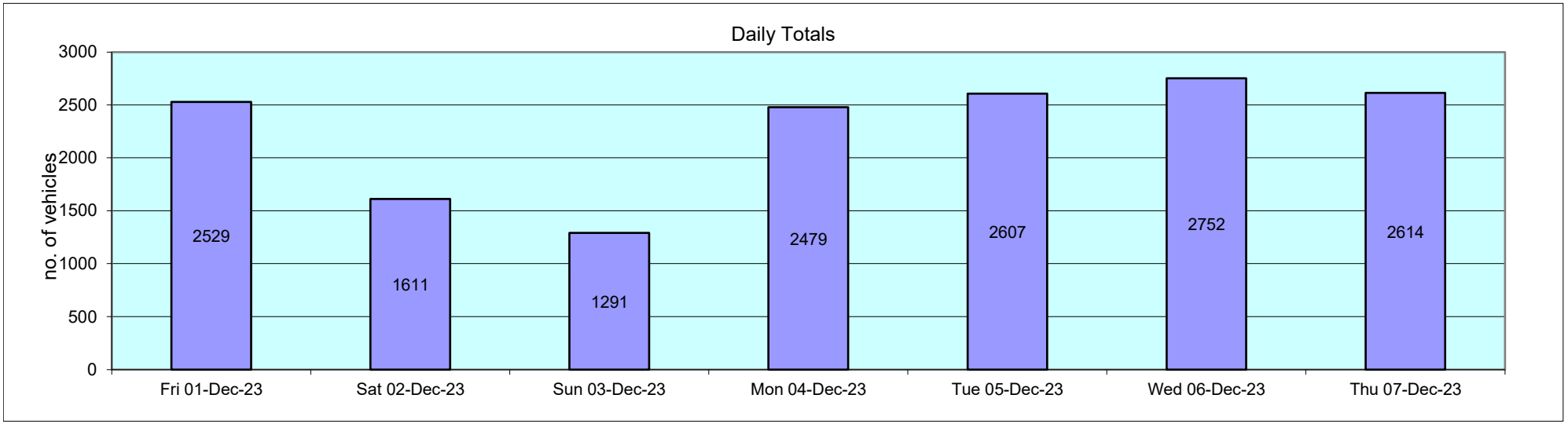
Fri 01-Dec-23 to Thu 07-Dec-23 Channel: Southbound

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 07-Dec-23														
00:00	**2**	1	1	0	0	0	0	0	0	0	0	0	0	0
01:00	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0
02:00	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0
04:00	**5**	0	2	2	0	0	1	0	0	0	0	0	0	0
05:00	**31**	1	23	6	1	0	0	0	0	0	0	0	0	0
06:00	**124**	1	98	22	1	1	1	0	0	0	0	0	0	0
07:00	**273**	3	228	39	2	1	0	0	0	0	0	0	0	0
08:00	**225**	2	194	27	1	0	0	0	1	0	0	0	0	0
09:00	**164**	0	132	27	2	2	1	0	0	0	0	0	0	0
10:00	**154**	0	133	18	1	0	0	0	1	0	1	0	0	0
11:00	**209**	2	155	43	2	1	4	1	0	0	0	1	0	0
12:00	**179**	0	148	24	1	1	3	0	0	0	0	2	0	0
13:00	**171**	0	140	26	1	2	0	1	1	0	0	0	0	0
14:00	**235**	0	191	40	1	3	0	0	0	0	0	0	0	0
15:00	**212**	1	166	41	3	0	0	0	1	0	0	0	0	0
16:00	**207**	2	184	19	0	1	0	0	1	0	0	0	0	0
17:00	**159**	0	141	17	1	0	0	0	0	0	0	0	0	0
18:00	**87**	1	75	10	1	0	0	0	0	0	0	0	0	0
19:00	**60**	0	49	9	1	0	0	0	0	0	0	1	0	0
20:00	**49**	0	45	3	0	1	0	0	0	0	0	0	0	0
21:00	**33**	0	29	4	0	0	0	0	0	0	0	0	0	0
22:00	**26**	0	24	1	0	1	0	0	0	0	0	0	0	0
23:00	**6**	0	5	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	**2275**	**11**	**1887**	**331**	**16**	**11**	**8**	**2**	**5**	**0**	**1**	**3**	**0**	**0**
16H,6-22	**2541**	**12**	**2108**	**369**	**18**	**13**	**9**	**2**	**5**	**0**	**1**	**4**	**0**	**0**
18H,6-24	**2573**	**12**	**2137**	**371**	**18**	**14**	**9**	**2**	**5**	**0**	**1**	**4**	**0**	**0**
24H,0-24	**2614**	**14**	**2165**	**380**	**19**	**14**	**10**	**2**	**5**	**0**	**1**	**4**	**0**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Fri 01-Dec-23	**2529**	15	2144	323	16	10	11	2	4	0	2	2	0	0
Sat 02-Dec-23	**1611**	15	1423	150	14	4	2	0	2	0	1	0	0	0
Sun 03-Dec-23	**1291**	7	1171	109	0	1	2	0	1	0	0	0	0	0
Mon 04-Dec-23	**2479**	22	2082	329	19	8	5	0	6	1	1	6	0	0
Tue 05-Dec-23	**2607**	14	2191	362	16	9	10	0	2	0	1	2	0	0
Wed 06-Dec-23	**2752**	17	2288	394	23	10	6	1	6	0	3	4	0	0
Thu 07-Dec-23	**2614**	14	2165	380	19	14	10	2	5	0	1	4	0	0
Total Vehicles														
[--]	**15883**	104	13464	2047	107	56	46	5	26	1	9	18	0	0



Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 01-Dec-23											
00:00	**6**	0	0.0	6	100.0	0	0.0	0	0.0	0	0.0
01:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**4**	0	0.0	1	25.0	3	75.0	0	0.0	0	0.0
04:00	**6**	0	0.0	3	50.0	3	50.0	0	0.0	0	0.0
05:00	**33**	1	3.0	25	75.8	6	18.2	0	0.0	1	3.0
06:00	**111**	0	0.0	83	74.8	24	21.6	3	2.7	1	0.9
07:00	**230**	1	0.4	197	85.7	27	11.7	5	2.2	0	0.0
08:00	**220**	1	0.5	195	88.6	21	9.6	2	0.9	1	0.5
09:00	**168**	0	0.0	120	71.4	37	22.0	9	5.4	2	1.2
10:00	**168**	0	0.0	137	81.6	28	16.7	2	1.2	1	0.6
11:00	**156**	0	0.0	130	83.3	24	15.4	1	0.6	1	0.6
12:00	**177**	3	1.7	158	89.3	15	8.5	0	0.0	1	0.6
13:00	**173**	0	0.0	141	81.5	30	17.3	1	0.6	1	0.6
14:00	**228**	3	1.3	191	83.8	31	13.6	2	0.9	1	0.4
15:00	**249**	3	1.2	209	83.9	34	13.7	2	0.8	1	0.4
16:00	**168**	1	0.6	153	91.1	11	6.6	1	0.6	2	1.2
17:00	**135**	1	0.7	123	91.1	9	6.7	1	0.7	1	0.7
18:00	**105**	1	1.0	98	93.3	5	4.8	1	1.0	0	0.0
19:00	**69**	0	0.0	63	91.3	5	7.3	0	0.0	1	1.5
20:00	**35**	0	0.0	32	91.4	2	5.7	1	2.9	0	0.0
21:00	**33**	0	0.0	30	90.9	3	9.1	0	0.0	0	0.0
22:00	**34**	0	0.0	32	94.1	1	2.9	0	0.0	1	2.9
23:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
12H,7-19	**2177**	**14**	**0.6**	**1852**	**85.1**	**272**	**12.5**	**27**	**1.2**	**12**	**0.6**
16H,6-22	**2425**	**14**	**0.6**	**2060**	**85.0**	**306**	**12.6**	**31**	**1.3**	**14**	**0.6**
18H,6-24	**2475**	**14**	**0.6**	**2107**	**85.1**	**308**	**12.4**	**31**	**1.3**	**15**	**0.6**
24H,0-24	**2529**	**15**	**0.6**	**2144**	**84.8**	**323**	**12.8**	**31**	**1.2**	**16**	**0.6**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 02-Dec-23											
00:00	**7**	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
01:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**4**	0	0.0	2	50.0	2	50.0	0	0.0	0	0.0
05:00	**10**	0	0.0	8	80.0	2	20.0	0	0.0	0	0.0
06:00	**21**	0	0.0	18	85.7	2	9.5	0	0.0	1	4.8
07:00	**62**	0	0.0	50	80.7	11	17.7	0	0.0	1	1.6
08:00	**78**	1	1.3	65	83.3	8	10.3	2	2.6	2	2.6
09:00	**135**	0	0.0	117	86.7	16	11.9	2	1.5	0	0.0
10:00	**139**	2	1.4	123	88.5	13	9.4	0	0.0	1	0.7
11:00	**148**	2	1.4	134	90.5	11	7.4	0	0.0	1	0.7
12:00	**145**	0	0.0	130	89.7	14	9.7	0	0.0	1	0.7
13:00	**154**	5	3.3	137	89.0	11	7.1	1	0.7	0	0.0
14:00	**141**	1	0.7	124	87.9	14	9.9	2	1.4	0	0.0
15:00	**132**	1	0.8	120	90.9	8	6.1	2	1.5	1	0.8
16:00	**116**	1	0.9	98	84.5	16	13.8	0	0.0	1	0.9
17:00	**82**	0	0.0	77	93.9	4	4.9	0	0.0	1	1.2
18:00	**88**	2	2.3	80	90.9	5	5.7	0	0.0	1	1.1
19:00	**49**	0	0.0	42	85.7	6	12.2	0	0.0	1	2.0
20:00	**23**	0	0.0	22	95.7	0	0.0	0	0.0	1	4.4
21:00	**26**	0	0.0	25	96.2	1	3.9	0	0.0	0	0.0
22:00	**21**	0	0.0	19	90.5	1	4.8	0	0.0	1	4.8
23:00	**23**	0	0.0	20	87.0	3	13.0	0	0.0	0	0.0
12H,7-19	**1420**	**15**	**1.1**	**1255**	**88.4**	**131**	**9.2**	**9**	**0.6**	**10**	**0.7**
16H,6-22	**1539**	**15**	**1.0**	**1362**	**88.5**	**140**	**9.1**	**9**	**0.6**	**13**	**0.8**
18H,6-24	**1583**	**15**	**1.0**	**1401**	**88.5**	**144**	**9.1**	**9**	**0.6**	**14**	**0.9**
24H,0-24	**1611**	**15**	**0.9**	**1423**	**88.3**	**150**	**9.3**	**9**	**0.6**	**14**	**0.9**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 03-Dec-23											
00:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
01:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
02:00	**5**	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**0**	0	-	0	-	0	-	0	-	0	-
05:00	**9**	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
06:00	**18**	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
07:00	**45**	2	4.4	32	71.1	10	22.2	1	2.2	0	0.0
08:00	**52**	0	0.0	48	92.3	4	7.7	0	0.0	0	0.0
09:00	**112**	1	0.9	101	90.2	10	8.9	0	0.0	0	0.0
10:00	**125**	1	0.8	117	93.6	7	5.6	0	0.0	0	0.0
11:00	**138**	1	0.7	126	91.3	11	8.0	0	0.0	0	0.0
12:00	**120**	0	0.0	110	91.7	9	7.5	1	0.8	0	0.0
13:00	**130**	0	0.0	117	90.0	13	10.0	0	0.0	0	0.0
14:00	**107**	1	0.9	97	90.7	8	7.5	1	0.9	0	0.0
15:00	**128**	1	0.8	114	89.1	12	9.4	1	0.8	0	0.0
16:00	**94**	0	0.0	88	93.6	6	6.4	0	0.0	0	0.0
17:00	**76**	0	0.0	69	90.8	7	9.2	0	0.0	0	0.0
18:00	**50**	0	0.0	47	94.0	3	6.0	0	0.0	0	0.0
19:00	**27**	0	0.0	25	92.6	2	7.4	0	0.0	0	0.0
20:00	**23**	0	0.0	23	100.0	0	0.0	0	0.0	0	0.0
21:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
22:00	**4**	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
23:00	**4**	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0
12H,7-19	**1177**	**7**	**0.6**	**1066**	**90.6**	**100**	**8.5**	**4**	**0.3**	**0**	**0.0**
16H,6-22	**1258**	**7**	**0.6**	**1141**	**90.7**	**106**	**8.4**	**4**	**0.3**	**0**	**0.0**
18H,6-24	**1266**	**7**	**0.6**	**1148**	**90.7**	**107**	**8.5**	**4**	**0.3**	**0**	**0.0**
24H,0-24	**1291**	**7**	**0.5**	**1171**	**90.7**	**109**	**8.4**	**4**	**0.3**	**0**	**0.0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 04-Dec-23											
00:00	**0**	0	-	0	-	0	-	0	-	0	-
01:00	**0**	0	-	0	-	0	-	0	-	0	-
02:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
05:00	**37**	1	2.7	28	75.7	7	18.9	0	0.0	1	2.7
06:00	**120**	0	0.0	95	79.2	23	19.2	0	0.0	2	1.7
07:00	**248**	6	2.4	223	89.9	18	7.3	1	0.4	0	0.0
08:00	**235**	0	0.0	196	83.4	32	13.6	6	2.6	1	0.4
09:00	**158**	1	0.6	122	77.2	26	16.5	6	3.8	3	1.9
10:00	**163**	0	0.0	135	82.8	24	14.7	3	1.8	1	0.6
11:00	**182**	1	0.6	149	81.9	27	14.8	3	1.7	2	1.1
12:00	**152**	3	2.0	125	82.2	21	13.8	2	1.3	1	0.7
13:00	**168**	3	1.8	133	79.2	29	17.3	1	0.6	2	1.2
14:00	**235**	1	0.4	205	87.2	27	11.5	1	0.4	1	0.4
15:00	**212**	2	0.9	179	84.4	29	13.7	0	0.0	2	0.9
16:00	**197**	3	1.5	162	82.2	31	15.7	0	0.0	1	0.5
17:00	**148**	0	0.0	133	89.9	14	9.5	1	0.7	0	0.0
18:00	**101**	1	1.0	95	94.1	4	4.0	0	0.0	1	1.0
19:00	**47**	0	0.0	39	83.0	6	12.8	1	2.1	1	2.1
20:00	**28**	0	0.0	24	85.7	3	10.7	1	3.6	0	0.0
21:00	**18**	0	0.0	15	83.3	3	16.7	0	0.0	0	0.0
22:00	**21**	0	0.0	17	81.0	3	14.3	1	4.8	0	0.0
23:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
12H,7-19	**2199**	**21**	**1.0**	**1857**	**84.5**	**282**	**12.8**	**24**	**1.1**	**15**	**0.7**
16H,6-22	**2412**	**21**	**0.9**	**2030**	**84.2**	**317**	**13.1**	**26**	**1.1**	**18**	**0.8**
18H,6-24	**2435**	**21**	**0.9**	**2049**	**84.2**	**320**	**13.1**	**27**	**1.1**	**18**	**0.7**
24H,0-24	**2479**	**22**	**0.9**	**2082**	**84.0**	**329**	**13.3**	**27**	**1.1**	**19**	**0.8**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 05-Dec-23											
00:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**3**	0	0.0	2	66.7	1	33.3	0	0.0	0	0.0
03:00	**0**	0	-	0	-	0	-	0	-	0	-
04:00	**5**	0	0.0	1	20.0	4	80.0	0	0.0	0	0.0
05:00	**30**	1	3.3	25	83.3	3	10.0	0	0.0	1	3.3
06:00	**148**	1	0.7	110	74.3	34	23.0	2	1.4	1	0.7
07:00	**229**	3	1.3	199	86.9	25	10.9	2	0.9	0	0.0
08:00	**275**	0	0.0	244	88.7	30	10.9	1	0.4	0	0.0
09:00	**191**	0	0.0	142	74.4	46	24.1	3	1.6	0	0.0
10:00	**165**	0	0.0	132	80.0	25	15.2	5	3.0	3	1.8
11:00	**151**	1	0.7	121	80.1	26	17.2	1	0.7	2	1.3
12:00	**149**	0	0.0	125	83.9	22	14.8	0	0.0	2	1.3
13:00	**188**	1	0.5	154	81.9	31	16.5	1	0.5	1	0.5
14:00	**217**	0	0.0	186	85.7	28	12.9	2	0.9	1	0.5
15:00	**231**	0	0.0	194	84.0	34	14.7	1	0.4	2	0.9
16:00	**186**	2	1.1	165	88.7	17	9.1	1	0.5	1	0.5
17:00	**172**	3	1.7	157	91.3	11	6.4	1	0.6	0	0.0
18:00	**105**	1	1.0	96	91.4	7	6.7	0	0.0	1	1.0
19:00	**63**	1	1.6	53	84.1	6	9.5	3	4.8	0	0.0
20:00	**52**	0	0.0	46	88.5	5	9.6	1	1.9	0	0.0
21:00	**18**	0	0.0	16	88.9	2	11.1	0	0.0	0	0.0
22:00	**18**	0	0.0	13	72.2	4	22.2	0	0.0	1	5.6
23:00	**8**	0	0.0	7	87.5	1	12.5	0	0.0	0	0.0
12H,7-19	**2259**	**11**	**0.5**	**1915**	**84.8**	**302**	**13.4**	**18**	**0.8**	**13**	**0.6**
16H,6-22	**2540**	**13**	**0.5**	**2140**	**84.3**	**349**	**13.7**	**24**	**0.9**	**14**	**0.6**
18H,6-24	**2566**	**13**	**0.5**	**2160**	**84.2**	**354**	**13.8**	**24**	**0.9**	**15**	**0.6**
24H,0-24	**2607**	**14**	**0.5**	**2191**	**84.0**	**362**	**13.9**	**24**	**0.9**	**16**	**0.6**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Wed 06-Dec-23											
00:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
01:00	**1**	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
02:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**6**	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
05:00	**34**	1	2.9	28	82.4	4	11.8	0	0.0	1	2.9
06:00	**123**	0	0.0	94	76.4	27	22.0	0	0.0	2	1.6
07:00	**284**	1	0.4	245	86.3	36	12.7	2	0.7	0	0.0
08:00	**261**	1	0.4	232	88.9	25	9.6	2	0.8	1	0.4
09:00	**187**	1	0.5	147	78.6	33	17.7	3	1.6	3	1.6
10:00	**180**	1	0.6	146	81.1	28	15.6	1	0.6	4	2.2
11:00	**171**	0	0.0	130	76.0	36	21.1	2	1.2	3	1.8
12:00	**180**	2	1.1	146	81.1	28	15.6	3	1.7	1	0.6
13:00	**180**	3	1.7	138	76.7	33	18.3	4	2.2	2	1.1
14:00	**228**	2	0.9	178	78.1	43	18.9	4	1.8	1	0.4
15:00	**242**	1	0.4	204	84.3	34	14.1	1	0.4	2	0.8
16:00	**219**	2	0.9	181	82.7	32	14.6	3	1.4	1	0.5
17:00	**171**	0	0.0	151	88.3	19	11.1	1	0.6	0	0.0
18:00	**106**	1	0.9	101	95.3	3	2.8	1	0.9	0	0.0
19:00	**68**	1	1.5	60	88.2	5	7.4	1	1.5	1	1.5
20:00	**36**	0	0.0	33	91.7	2	5.6	1	2.8	0	0.0
21:00	**40**	0	0.0	40	100.0	0	0.0	0	0.0	0	0.0
22:00	**21**	0	0.0	19	90.5	0	0.0	1	4.8	1	4.8
23:00	**11**	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0
12H,7-19	**2409**	**15**	**0.6**	**1999**	**83.0**	**350**	**14.5**	**27**	**1.1**	**18**	**0.8**
16H,6-22	**2676**	**16**	**0.6**	**2226**	**83.2**	**384**	**14.4**	**29**	**1.1**	**21**	**0.8**
18H,6-24	**2708**	**16**	**0.6**	**2254**	**83.2**	**386**	**14.3**	**30**	**1.1**	**22**	**0.8**
24H,0-24	**2752**	**17**	**0.6**	**2288**	**83.1**	**394**	**14.3**	**30**	**1.1**	**23**	**0.8**

Data produced by
Auto Surveys Ltd

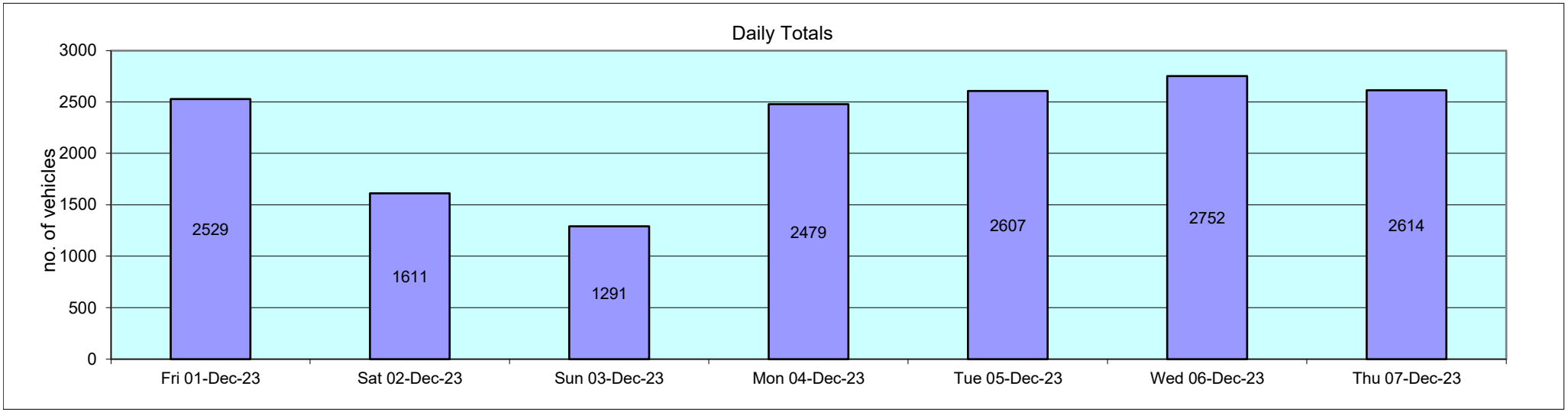
12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 07-Dec-23											
00:00	**2**	1	50.0	1	50.0	0	0.0	0	0.0	0	0.0
01:00	**2**	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
02:00	**0**	0	-	0	-	0	-	0	-	0	-
03:00	**1**	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
04:00	**5**	0	0.0	2	40.0	2	40.0	1	20.0	0	0.0
05:00	**31**	1	3.2	23	74.2	6	19.4	0	0.0	1	3.2
06:00	**124**	1	0.8	98	79.0	22	17.7	2	1.6	1	0.8
07:00	**273**	3	1.1	228	83.5	39	14.3	1	0.4	2	0.7
08:00	**225**	2	0.9	194	86.2	27	12.0	1	0.4	1	0.4
09:00	**164**	0	0.0	132	80.5	27	16.5	3	1.8	2	1.2
10:00	**154**	0	0.0	133	86.4	18	11.7	2	1.3	1	0.7
11:00	**209**	2	1.0	155	74.2	43	20.6	7	3.4	2	1.0
12:00	**179**	0	0.0	148	82.7	24	13.4	6	3.4	1	0.6
13:00	**171**	0	0.0	140	81.9	26	15.2	4	2.3	1	0.6
14:00	**235**	0	0.0	191	81.3	40	17.0	3	1.3	1	0.4
15:00	**212**	1	0.5	166	78.3	41	19.3	1	0.5	3	1.4
16:00	**207**	2	1.0	184	88.9	19	9.2	2	1.0	0	0.0
17:00	**159**	0	0.0	141	88.7	17	10.7	0	0.0	1	0.6
18:00	**87**	1	1.2	75	86.2	10	11.5	0	0.0	1	1.2
19:00	**60**	0	0.0	49	81.7	9	15.0	1	1.7	1	1.7
20:00	**49**	0	0.0	45	91.8	3	6.1	1	2.0	0	0.0
21:00	**33**	0	0.0	29	87.9	4	12.1	0	0.0	0	0.0
22:00	**26**	0	0.0	24	92.3	1	3.9	1	3.9	0	0.0
23:00	**6**	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
12H,7-19	**2275**	**11**	**0.5**	**1887**	**83.0**	**331**	**14.6**	**30**	**1.3**	**16**	**0.7**
16H,6-22	**2541**	**12**	**0.5**	**2108**	**83.0**	**369**	**14.5**	**34**	**1.3**	**18**	**0.7**
18H,6-24	**2573**	**12**	**0.5**	**2137**	**83.1**	**371**	**14.4**	**35**	**1.4**	**18**	**0.7**
24H,0-24	**2614**	**14**	**0.5**	**2165**	**82.8**	**380**	**14.5**	**36**	**1.4**	**19**	**0.7**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Fri 01-Dec-23	**2529**	15	0.6	2144	84.8	323	12.8	31	1.2	16	0.6
Sat 02-Dec-23	**1611**	15	0.9	1423	88.3	150	9.3	9	0.6	14	0.9
Sun 03-Dec-23	**1291**	7	0.5	1171	90.7	109	8.4	4	0.3	0	0.0
Mon 04-Dec-23	**2479**	22	0.9	2082	84.0	329	13.3	27	1.1	19	0.8
Tue 05-Dec-23	**2607**	14	0.5	2191	84.0	362	13.9	24	0.9	16	0.6
Wed 06-Dec-23	**2752**	17	0.6	2288	83.1	394	14.3	30	1.1	23	0.8
Thu 07-Dec-23	**2614**	14	0.5	2165	82.8	380	14.5	36	1.4	19	0.7
Total Vehicles											
[--]	**15883**	104	0.7	13464	85.4	2047	12.4	161	0.9	107	0.6



Data produced by
Auto Surveys Ltd

12922			SPENCERS WOOD				Site No: 12922002				Location	Site 2 - Basingstoke Rd, Spencers Wood				
Fri 01-Dec-23 to Thu 07-Dec-23							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Fri 01-Dec-23																
00:00	**6**	-	40.2	8.8	0	0	0	0	0	3	1	0	1	1	0	0
01:00	**4**	-	39.8	4.9	0	0	0	0	0	1	1	2	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**4**	-	38.5	12.3	0	0	0	1	0	0	2	0	0	1	0	0
04:00	**6**	-	37.7	4	0	0	0	0	0	2	3	1	0	0	0	0
05:00	**33**	45.3	37.1	8.8	0	1	0	2	2	9	12	2	3	1	1	0
06:00	**111**	41	34.8	5.7	0	0	0	6	20	43	25	16	1	0	0	0
07:00	**230**	39.9	34.6	5.1	0	1	0	7	38	97	67	20	0	0	0	0
08:00	**220**	39.9	34.6	5	0	1	0	1	49	83	68	18	0	0	0	0
09:00	**168**	40.3	35.4	5.1	0	0	0	5	22	65	59	15	1	1	0	0
10:00	**168**	41.3	36.8	5.1	0	0	0	1	11	68	61	22	2	3	0	0
11:00	**156**	41.9	36.9	5.5	0	0	4	0	9	50	65	23	5	0	0	0
12:00	**177**	41.5	36.5	5.6	0	1	2	2	17	51	74	27	3	0	0	0
13:00	**173**	41.7	37.7	5.4	0	0	0	2	12	40	90	19	7	1	2	0
14:00	**228**	40.9	36.5	5.1	0	0	0	2	20	89	84	26	6	0	1	0
15:00	**249**	40.5	36	5	0	0	1	3	33	77	108	24	3	0	0	0
16:00	**168**	39.9	35.1	4.7	0	0	0	2	24	75	53	13	0	1	0	0
17:00	**135**	42	36.2	5.5	0	0	2	0	15	51	42	22	3	0	0	0
18:00	**105**	42.3	36.5	5.5	0	0	1	3	7	39	34	19	2	0	0	0
19:00	**69**	40.4	37.6	4.9	0	0	0	0	4	17	42	2	3	0	1	0
20:00	**35**	40.2	36.5	4.1	0	0	0	0	3	11	18	3	0	0	0	0
21:00	**33**	42.1	37.7	4.2	0	0	0	0	1	10	15	7	0	0	0	0
22:00	**34**	40.8	37.5	4.1	0	0	0	0	0	13	16	4	1	0	0	0
23:00	**16**	41.2	36.9	4.2	0	0	0	0	0	8	5	3	0	0	0	0
12H,7-19	**2177**	**40.8**	**36**	**5.3**	**0**	**3**	**10**	**28**	**257**	**785**	**805**	**248**	**32**	**6**	**3**	**0**
16H,6-22	**2425**	**40.8**	**36**	**5.3**	**0**	**3**	**10**	**34**	**285**	**866**	**905**	**276**	**36**	**6**	**4**	**0**
18H,6-24	**2475**	**40.8**	**36**	**5.2**	**0**	**3**	**10**	**34**	**285**	**887**	**926**	**283**	**37**	**6**	**4**	**0**
24H,0-24	**2529**	**40.8**	**36.1**	**5.3**	**0**	**4**	**10**	**37**	**287**	**902**	**946**	**288**	**41**	**9**	**5**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sat 02-Dec-23																
00:00	**7**	-	39.2	3.7	0	0	0	0	0	1	4	2	0	0	0	0
01:00	**3**	-	40.2	5.9	0	0	0	0	0	1	0	2	0	0	0	0
02:00	**3**	-	41.8	5.9	0	0	0	0	0	0	2	0	1	0	0	0
03:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**4**	-	38.5	7.1	0	0	0	0	0	2	1	0	1	0	0	0
05:00	**10**	41	39.5	2.6	0	0	0	0	0	0	8	2	0	0	0	0
06:00	**21**	43.4	37.5	6	0	0	0	1	2	4	7	7	0	0	0	0
07:00	**62**	40.7	37.7	4.5	0	0	0	0	1	20	33	5	2	1	0	0
08:00	**78**	41.8	37.4	5.3	0	0	1	0	4	23	36	11	2	1	0	0
09:00	**135**	42.3	37.4	4.7	0	0	0	0	8	43	57	24	3	0	0	0
10:00	**139**	42.1	37.3	5.1	0	1	1	0	5	44	61	25	2	0	0	0
11:00	**148**	42.8	37.9	5.2	0	1	0	0	6	40	69	26	5	0	1	0
12:00	**145**	44.3	39	5.2	0	0	0	0	7	29	63	36	8	2	0	0
13:00	**154**	42.8	38.3	4.6	0	0	0	1	4	35	82	23	9	0	0	0
14:00	**141**	43.3	38	5.1	0	0	0	0	11	33	63	27	6	1	0	0
15:00	**132**	40.9	37.5	4.3	0	0	0	0	7	35	70	17	3	0	0	0
16:00	**116**	40.9	37	4.3	0	0	0	0	8	35	56	17	0	0	0	0
17:00	**82**	44.3	38.7	5.3	0	0	0	0	2	23	37	11	8	1	0	0
18:00	**88**	43.7	37.5	6	0	0	0	1	5	35	28	10	7	2	0	0
19:00	**49**	42.8	38	6.1	0	0	0	0	2	18	19	6	3	0	0	1
20:00	**23**	40	36.1	4.2	0	0	0	0	2	9	10	2	0	0	0	0
21:00	**26**	40	37.9	6.4	0	0	0	0	0	12	10	2	0	1	1	0
22:00	**21**	40.6	36.8	4.2	0	0	0	0	1	8	9	3	0	0	0	0
23:00	**23**	46.1	39.6	7.3	0	0	0	0	1	7	8	3	2	1	1	0
12H,7-19	**1420**	**42.8**	**37.8**	**5**	**0**	**2**	**2**	**2**	**68**	**395**	**655**	**232**	**55**	**8**	**1**	**0**
16H,6-22	**1539**	**42.8**	**37.8**	**5**	**0**	**2**	**2**	**3**	**74**	**438**	**701**	**249**	**58**	**9**	**2**	**1**
18H,6-24	**1583**	**42.8**	**37.8**	**5.1**	**0**	**2**	**2**	**3**	**76**	**453**	**718**	**255**	**60**	**10**	**3**	**1**
24H,0-24	**1611**	**42.8**	**37.9**	**5.1**	**0**	**2**	**2**	**3**	**76**	**457**	**734**	**261**	**62**	**10**	**3**	**1**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Sun 03-Dec-23																
00:00	**6**	-	36.8	6.2	0	0	0	0	0	4	1	0	1	0	0	0
01:00	**5**	-	34.5	2.6	0	0	0	0	0	4	1	0	0	0	0	0
02:00	**5**	-	37.5	2.6	0	0	0	0	0	1	4	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**9**	-	38.5	7.2	0	0	0	0	1	3	2	1	2	0	0	0
06:00	**18**	40.5	38.8	6.2	0	0	0	0	1	3	11	2	0	0	1	0
07:00	**45**	42.5	36.2	6.8	0	1	1	1	2	16	14	9	1	0	0	0
08:00	**52**	43	39	3.9	0	0	0	0	1	7	31	12	1	0	0	0
09:00	**112**	42.7	37.7	5.2	0	0	1	0	7	30	50	20	3	1	0	0
10:00	**125**	41.7	37.6	5.1	0	0	2	0	5	30	66	20	1	0	1	0
11:00	**138**	40.5	36.4	4.8	0	0	0	2	16	38	67	13	2	0	0	0
12:00	**120**	42.7	37.5	5.3	0	0	0	2	6	38	49	19	5	1	0	0
13:00	**130**	43.5	38.3	5.1	0	0	0	0	4	39	55	24	7	0	1	0
14:00	**107**	42.4	37.1	5.3	0	0	0	1	10	34	41	16	5	0	0	0
15:00	**128**	40.5	36.7	4.3	0	0	0	0	10	41	63	12	2	0	0	0
16:00	**94**	40.9	37.2	4.4	0	0	0	0	4	33	43	11	3	0	0	0
17:00	**76**	40.9	37.2	4.2	0	0	0	1	0	29	35	10	1	0	0	0
18:00	**50**	41	36.8	5.1	0	0	0	0	6	15	21	6	2	0	0	0
19:00	**27**	39.5	35.9	5.6	0	0	1	0	0	13	12	0	0	1	0	0
20:00	**23**	41.1	36.1	5.2	0	0	0	1	1	10	7	4	0	0	0	0
21:00	**13**	42.9	38.1	5	0	0	0	0	1	3	5	4	0	0	0	0
22:00	**4**	-	36	3.2	0	0	0	0	0	2	2	0	0	0	0	0
23:00	**4**	-	41	6.5	0	0	0	0	0	1	1	1	1	0	0	0
12H,7-19	**1177**	**41.9**	**37.3**	**5**	**0**	**1**	**4**	**7**	**71**	**350**	**535**	**172**	**33**	**2**	**2**	**0**
16H,6-22	**1258**	**41.9**	**37.3**	**5**	**0**	**1**	**5**	**8**	**74**	**379**	**570**	**182**	**33**	**3**	**3**	**0**
18H,6-24	**1266**	**41.9**	**37.3**	**5**	**0**	**1**	**5**	**8**	**74**	**382**	**573**	**183**	**34**	**3**	**3**	**0**
24H,0-24	**1291**	**41.9**	**37.3**	**5**	**0**	**1**	**5**	**8**	**75**	**394**	**581**	**184**	**37**	**3**	**3**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Mon 04-Dec-23																
00:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**6**	-	41	5.4	0	0	0	0	0	1	2	2	1	0	0	0
05:00	**37**	44.3	37.8	7.1	0	1	0	0	2	11	13	6	3	1	0	0
06:00	**120**	41.8	36.8	5.3	0	0	0	1	8	50	40	16	4	0	1	0
07:00	**248**	40.5	35.7	5.2	0	2	1	3	23	100	91	25	2	1	0	0
08:00	**235**	40.1	34.7	5.6	0	0	5	13	27	87	83	19	1	0	0	0
09:00	**158**	40.7	35.8	5.2	0	0	1	5	19	48	65	20	0	0	0	0
10:00	**163**	41.8	36.6	5	0	0	0	1	17	56	60	26	3	0	0	0
11:00	**182**	40.2	36	4.7	0	1	0	2	14	70	80	12	3	0	0	0
12:00	**152**	40.9	36.8	5.1	0	0	0	2	12	52	63	19	3	0	1	0
13:00	**168**	40.9	35.9	5.9	0	2	1	1	21	60	58	19	5	1	0	0
14:00	**235**	39.6	34.9	4.5	0	0	0	6	26	112	77	13	1	0	0	0
15:00	**212**	40.6	35.8	5.1	0	0	0	4	23	89	69	23	3	1	0	0
16:00	**197**	40.6	36	5.5	0	3	1	1	19	65	85	21	2	0	0	0
17:00	**148**	40.3	36.4	4.7	0	0	0	1	8	64	61	9	4	0	1	0
18:00	**101**	41.2	37.2	4.8	0	0	0	0	4	40	41	10	6	0	0	0
19:00	**47**	44	38.6	5.3	0	0	0	0	3	10	21	9	4	0	0	0
20:00	**28**	44.3	39.4	6	0	0	0	0	0	9	9	8	1	0	1	0
21:00	**18**	47	41	5.7	0	0	0	0	1	1	8	4	4	0	0	0
22:00	**21**	42.7	37.3	5.8	0	0	0	1	1	6	8	4	1	0	0	0
23:00	**2**	-	38.5	7.1	0	0	0	0	0	1	0	1	0	0	0	0
12H,7-19	**2199**	**40.5**	**35.9**	**5.2**	**0**	**8**	**9**	**39**	**213**	**843**	**833**	**216**	**33**	**3**	**2**	**0**
16H,6-22	**2412**	**40.7**	**36**	**5.3**	**0**	**8**	**9**	**40**	**225**	**913**	**911**	**253**	**46**	**3**	**4**	**0**
18H,6-24	**2435**	**40.7**	**36**	**5.3**	**0**	**8**	**9**	**41**	**226**	**920**	**919**	**258**	**47**	**3**	**4**	**0**
24H,0-24	**2479**	**40.7**	**36.1**	**5.3**	**0**	**9**	**9**	**41**	**228**	**933**	**934**	**266**	**51**	**4**	**4**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Tue 05-Dec-23																
00:00	**2**	-	43.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0
01:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	**3**	-	40.2	3.1	0	0	0	0	0	0	2	1	0	0	0	0
03:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	**5**	-	35.5	4.6	0	0	0	0	1	1	3	0	0	0	0	0
05:00	**30**	46	39.3	8.2	0	1	0	0	3	3	11	7	3	2	0	0
06:00	**148**	40.9	35.7	6.1	1	0	0	6	18	51	50	19	1	2	0	0
07:00	**229**	41.7	36.1	5.8	0	1	2	7	28	63	88	37	3	0	0	0
08:00	**275**	40.3	34.8	5.9	0	4	1	2	57	98	83	23	6	1	0	0
09:00	**191**	40.2	35.5	4.7	0	0	0	3	21	87	60	18	2	0	0	0
10:00	**165**	40.3	35.9	4.8	0	0	0	4	15	63	67	14	2	0	0	0
11:00	**151**	42.6	36.9	5.2	0	0	0	1	13	57	48	28	3	1	0	0
12:00	**149**	42.5	37.5	5	0	0	0	1	7	50	60	27	3	0	1	0
13:00	**188**	40.3	35.2	5.9	0	2	3	5	22	65	72	16	3	0	0	0
14:00	**217**	39.9	35.1	4.7	0	1	0	1	29	101	67	16	2	0	0	0
15:00	**231**	40.8	36.3	4.8	0	0	0	2	19	95	83	27	4	1	0	0
16:00	**186**	40.6	36	5.3	0	1	1	2	22	60	78	18	4	0	0	0
17:00	**172**	40.8	36.7	5.2	0	0	2	1	10	64	71	18	4	2	0	0
18:00	**105**	42.3	37.1	5.4	0	1	0	0	5	39	40	15	5	0	0	0
19:00	**63**	43	38.5	5.3	0	0	0	0	4	12	33	10	2	2	0	0
20:00	**52**	42.7	37.9	4.3	0	0	0	0	0	19	21	11	1	0	0	0
21:00	**18**	44	38.5	6.6	0	0	0	0	2	4	7	3	1	1	0	0
22:00	**18**	44	39.1	6.1	0	0	0	0	1	4	8	3	1	1	0	0
23:00	**8**	-	39.8	7.1	0	0	0	0	0	3	2	2	0	1	0	0
12H,7-19	**2259**	**40.8**	**35.9**	**5.3**	**0**	**10**	**9**	**29**	**248**	**842**	**817**	**257**	**41**	**5**	**1**	**0**
16H,6-22	**2540**	**40.9**	**36.1**	**5.4**	**1**	**10**	**9**	**35**	**272**	**928**	**928**	**300**	**46**	**10**	**1**	**0**
18H,6-24	**2566**	**40.9**	**36.1**	**5.4**	**1**	**10**	**9**	**35**	**273**	**935**	**938**	**305**	**47**	**12**	**1**	**0**
24H,0-24	**2607**	**40.9**	**36.1**	**5.5**	**1**	**11**	**9**	**35**	**277**	**939**	**955**	**314**	**51**	**14**	**1**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Wed 06-Dec-23																
00:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	**1**	-	43.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	**1**	-	33.5	-	0	0	0	0	0	1	0	0	0	0	0	0
04:00	**6**	-	35.2	8.2	0	0	0	1	0	3	1	0	1	0	0	0
05:00	**34**	46.7	39.5	8.6	0	1	0	0	3	6	10	8	3	2	1	0
06:00	**123**	41.6	37.2	4.9	0	0	0	1	11	31	59	17	4	0	0	0
07:00	**284**	40.5	35.6	5.4	0	1	1	4	39	108	97	27	6	1	0	0
08:00	**261**	40.1	34.7	5.7	0	4	0	6	47	93	87	22	2	0	0	0
09:00	**187**	40.9	35.9	5	0	0	0	0	27	74	59	24	2	1	0	0
10:00	**180**	40.7	36.3	5.4	1	0	0	3	19	53	81	20	2	1	0	0
11:00	**171**	41.7	36.8	5	0	0	0	4	10	59	68	29	0	1	0	0
12:00	**180**	41.1	36.8	4.8	0	0	1	1	14	57	79	27	0	1	0	0
13:00	**180**	41.8	36.6	6	0	0	1	3	21	59	65	22	6	1	2	0
14:00	**228**	40.4	35.5	5.1	0	0	0	5	39	70	90	23	1	0	0	0
15:00	**242**	39.9	35.1	4.6	0	0	0	1	43	96	83	18	1	0	0	0
16:00	**219**	39.5	34.6	5.3	0	2	4	7	23	88	87	8	0	0	0	0
17:00	**171**	40.5	36.2	4.5	0	0	0	0	15	69	68	17	1	1	0	0
18:00	**106**	43.9	38	5.9	0	1	0	0	9	24	44	20	8	0	0	0
19:00	**68**	40.9	36.5	5.5	0	0	1	1	6	20	30	8	2	0	0	0
20:00	**36**	42.5	38.5	5.3	0	0	0	0	1	9	18	7	0	0	1	0
21:00	**40**	42.9	38.6	4.1	0	0	0	0	0	10	20	9	1	0	0	0
22:00	**21**	46.6	40.4	8.3	0	0	0	1	0	5	6	5	3	0	0	1
23:00	**11**	48.1	41.7	6.6	0	0	0	0	0	2	4	2	2	1	0	0
12H,7-19	**2409**	**40.6**	**35.8**	**5.3**	**1**	**8**	**7**	**34**	**306**	**850**	**908**	**257**	**29**	**7**	**2**	**0**
16H,6-22	**2676**	**40.7**	**36**	**5.3**	**1**	**8**	**8**	**36**	**324**	**920**	**1035**	**298**	**36**	**7**	**3**	**0**
18H,6-24	**2708**	**40.8**	**36**	**5.3**	**1**	**8**	**8**	**37**	**324**	**927**	**1045**	**305**	**41**	**8**	**3**	**1**
24H,0-24	**2752**	**40.8**	**36.1**	**5.4**	**1**	**9**	**8**	**38**	**327**	**938**	**1057**	**314**	**45**	**10**	**4**	**1**

Data produced by
Auto Surveys Ltd

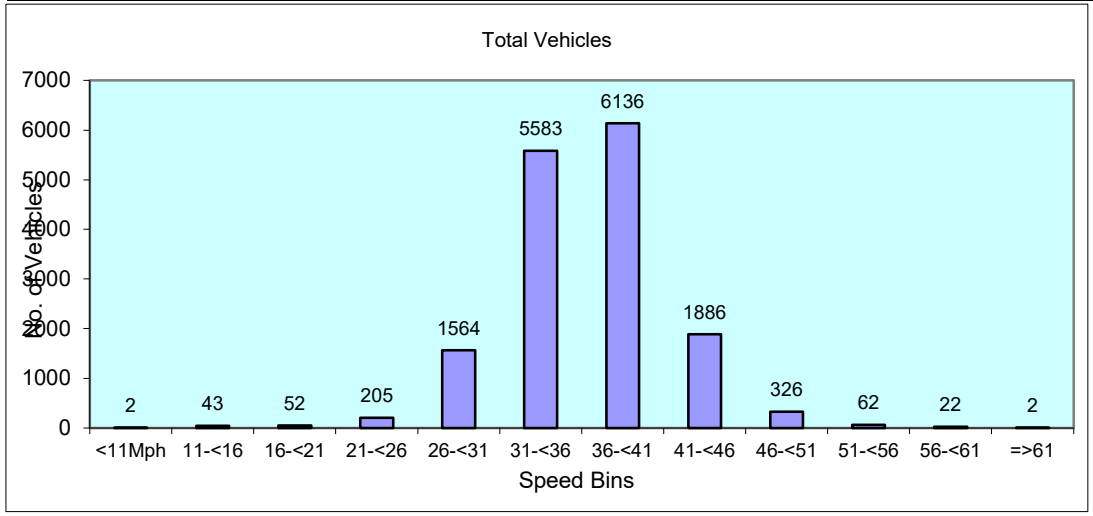
12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

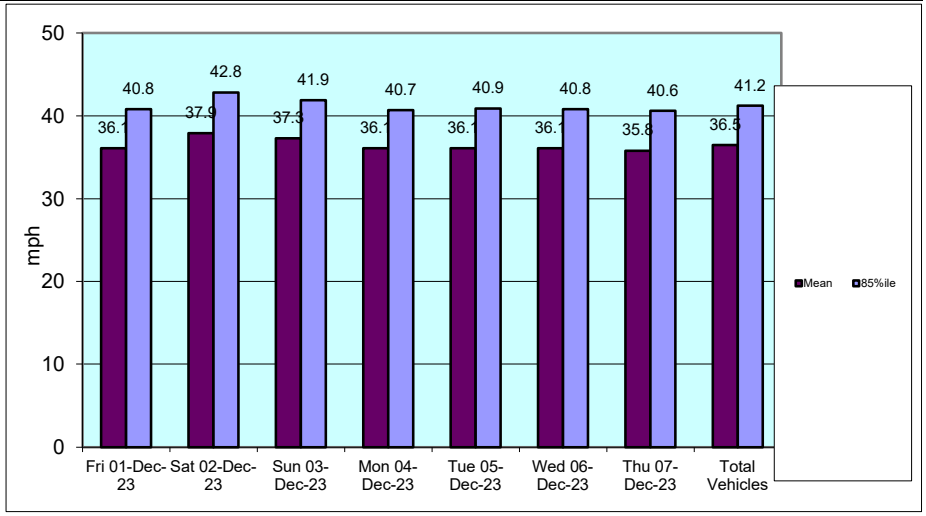
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Thu 07-Dec-23																
00:00	**2**	-	26	10.6	0	0	1	0	0	1	0	0	0	0	0	0
01:00	**2**	-	33.5	1.8	0	0	0	0	0	2	0	0	0	0	0	0
02:00	**0**	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	-	38.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	**5**	-	39.5	9	0	0	0	0	0	3	0	1	0	1	0	0
05:00	**31**	44.4	38.2	7.9	0	1	0	0	2	9	7	10	1	0	1	0
06:00	**124**	41	36.8	5.1	0	0	0	3	12	31	59	17	2	0	0	0
07:00	**273**	40.1	34.4	5.6	0	1	2	12	52	103	75	26	2	0	0	0
08:00	**225**	40.5	35.5	5.1	0	0	0	6	31	84	77	25	2	0	0	0
09:00	**164**	40.3	35.8	4.4	0	0	0	1	15	74	57	16	1	0	0	0
10:00	**154**	40.7	36.5	5.2	0	1	0	1	10	60	62	15	3	2	0	0
11:00	**209**	40.2	35.4	4.9	0	0	0	3	28	89	68	17	4	0	0	0
12:00	**179**	40.2	35.8	4.8	0	0	0	3	20	68	72	13	3	0	0	0
13:00	**171**	40.2	35.4	5.5	0	0	0	4	28	64	58	11	4	2	0	0
14:00	**235**	39.4	34.8	4.3	0	0	0	3	32	114	74	11	1	0	0	0
15:00	**212**	40.9	36.3	4.7	0	0	0	4	14	86	78	29	1	0	0	0
16:00	**207**	40.4	35.2	5.8	0	2	4	2	24	82	70	21	0	2	0	0
17:00	**159**	39.9	35.6	4.4	0	0	0	0	17	74	56	9	3	0	0	0
18:00	**87**	41.3	37.2	6.2	0	1	2	0	4	23	43	8	5	1	0	0
19:00	**60**	40.7	37.3	4.7	0	0	0	1	1	20	29	8	0	1	0	0
20:00	**49**	45	38.3	6.6	0	0	0	0	2	22	10	9	4	1	1	0
21:00	**33**	44.3	39.4	5.3	0	0	0	0	1	6	16	7	2	1	0	0
22:00	**26**	42.6	37.7	6.6	0	1	0	0	1	4	14	5	1	0	0	0
23:00	**6**	-	41	7	0	0	0	0	0	1	3	1	0	1	0	0
12H,7-19	**2275**	**40.3**	**35.5**	**5.1**	**0**	**5**	**8**	**39**	**275**	**921**	**790**	**201**	**29**	**7**	**0**	**0**
16H,6-22	**2541**	**40.5**	**35.7**	**5.2**	**0**	**5**	**8**	**43**	**291**	**1000**	**904**	**242**	**37**	**10**	**1**	**0**
18H,6-24	**2573**	**40.5**	**35.7**	**5.2**	**0**	**6**	**8**	**43**	**292**	**1005**	**921**	**248**	**38**	**11**	**1**	**0**
24H,0-24	**2614**	**40.6**	**35.8**	**5.3**	**0**	**7**	**9**	**43**	**294**	**1020**	**929**	**259**	**39**	**12**	**2**	**0**

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location Site 2 - Basingstoke Rd, Spencers Wood
Fri 01-Dec-23 to Thu 07-Dec-23		Channel: Southbound	

Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<11Mph	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	56-<61	=>61
Daily Totals																
Fri 01-Dec-23	**2529**	40.8	36.1	5.3	0	4	10	37	287	902	946	288	41	9	5	0
Sat 02-Dec-23	**1611**	42.8	37.9	5.1	0	2	2	3	76	457	734	261	62	10	3	1
Sun 03-Dec-23	**1291**	41.9	37.3	5	0	1	5	8	75	394	581	184	37	3	3	0
Mon 04-Dec-23	**2479**	40.7	36.1	5.3	0	9	9	41	228	933	934	266	51	4	4	0
Tue 05-Dec-23	**2607**	40.9	36.1	5.5	1	11	9	35	277	939	955	314	51	14	1	0
Wed 06-Dec-23	**2752**	40.8	36.1	5.4	1	9	8	38	327	938	1057	314	45	10	4	1
Thu 07-Dec-23	**2614**	40.6	35.8	5.3	0	7	9	43	294	1020	929	259	39	12	2	0
Total Vehicles																
[--]	**15883**	41.2	36.5	5.3	2	43	52	205	1564	5583	6136	1886	326	62	22	2





Data produced by
Auto Surveys Ltd

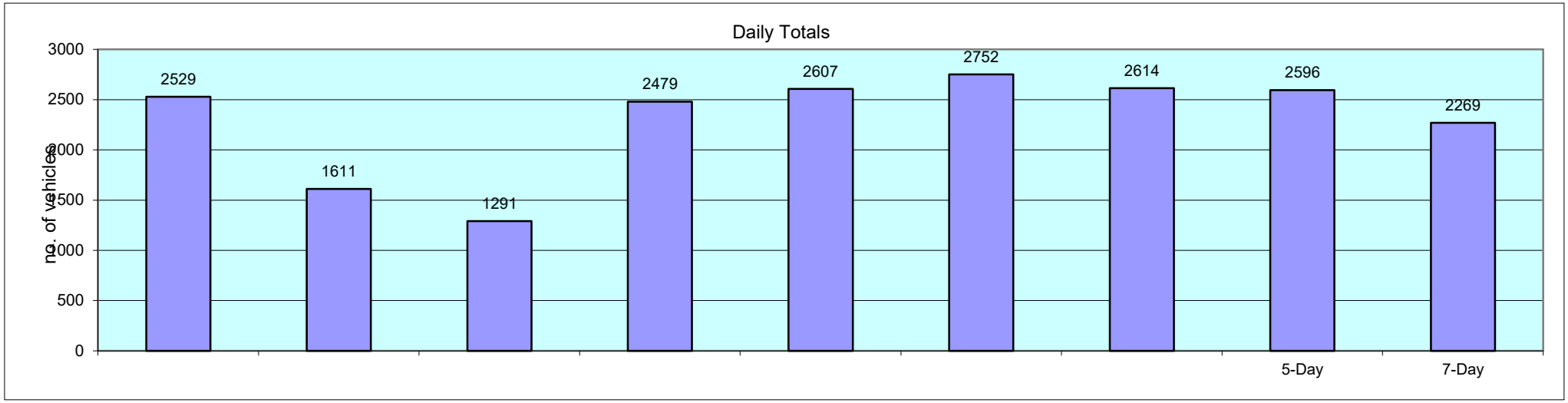
12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
		Channel: Southbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av
Week Begin: 01-Dec-23									
00:00	**6**	7	6	0	2	1	2	2	3
01:00	**4**	3	5	0	1	1	2	2	2
02:00	**1**	3	5	1	3	1	0	1	2
03:00	**4**	1	0	0	0	1	1	1	1
04:00	**6**	4	0	6	5	6	5	6	5
05:00	**33**	10	9	37	30	34	31	33	26
06:00	**111**	21	18	120	148	123	124	125	95
07:00	**230**	62	45	248	229	284	273	253	196
08:00	**220**	78	52	235	275	261	225	243	192
09:00	**168**	135	112	158	191	187	164	174	159
10:00	**168**	139	125	163	165	180	154	166	156
11:00	**156**	148	138	182	151	171	209	174	165
12:00	**177**	145	120	152	149	180	179	167	157
13:00	**173**	154	130	168	188	180	171	176	166
14:00	**228**	141	107	235	217	228	235	229	199
15:00	**249**	132	128	212	231	242	212	229	201
16:00	**168**	116	94	197	186	219	207	195	170
17:00	**135**	82	76	148	172	171	159	157	135
18:00	**105**	88	50	101	105	106	87	101	92
19:00	**69**	49	27	47	63	68	60	61	55
20:00	**35**	23	23	28	52	36	49	40	35
21:00	**33**	26	13	18	18	40	33	28	26
22:00	**34**	21	4	21	18	21	26	24	21
23:00	**16**	23	4	2	8	11	6	9	10
12H,7-19	**2177**	**1420**	**1177**	**2199**	**2259**	**2409**	**2275**	**2264**	**1988**
16H,6-22	**2425**	**1539**	**1258**	**2412**	**2540**	**2676**	**2541**	**2519**	**2199**
18H,6-24	**2475**	**1583**	**1266**	**2435**	**2566**	**2708**	**2573**	**2551**	**2229**
24H,0-24	**2529**	**1611**	**1291**	**2479**	**2607**	**2752**	**2614**	**2596**	**2269**
Am	**07:00**	**11:00**	**11:00**	**07:00**	**08:00**	**07:00**	**07:00**		
Peak	**230**	**148**	**138**	**248**	**275**	**284**	**273**		
Pm	**15:00**	**13:00**	**13:00**	**14:00**	**15:00**	**15:00**	**14:00**		
Peak	**249**	**154**	**130**	**235**	**231**	**242**	**235**		

Data produced by
Auto Surveys Ltd

12922	SPENCERS WOOD	Site No: 12922002	Location	Site 2 - Basingstoke Rd, Spencers Wood
		Channel: Southbound		

TIME PERIOD	Fri 01-Dec-23	Sat 02-Dec-23	Sun 03-Dec-23	Mon 04-Dec-23	Tue 05-Dec-23	Wed 06-Dec-23	Thu 07-Dec-23	5-Day Av	7-Day Av



Data produced by
Auto Surveys Ltd

Classification Schemes

Scheme F Classification Scheme (Non-metric)

Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

Appendix D

LTN 1/20 Assessment

Cycle Level of Service Tool Summary

KEY: Quality of Section
Low: Score < 50%
Intermediate: 50% <= Score < 70%
High: Score > 70%
Critical: Design fails due to one or more critical scores.

Overall	***Cohesion***	***Directness***	***Safety***	***Comfort***	***Attractiveness***	***Overall Score***	***Safety Critical?***
Route 1	50%	60%	19%	0%	0%	**24%**	No
Route 2	50%	50%	13%	38%	50%	**36%**	Yes
Route 3	50%	60%	31%	38%	50%	**44%**	No
Route 4	50%	70%	38%	38%	20%	**42%**	No
Route 5	50%	40%	38%	38%	60%	**44%**	No
Route 6	50%	50%	31%	38%	50%	**42%**	No

Route	Description
1	PRoW from site
2	Basingstoke Road - from Lambs Farm business park to Stanbury Gate
3	PRoW - Grovelands Road - Clares Green Road - Youth Football Club - Basingstoke Road - Caribou Walk - A33
4	Grovelands Road - Croft Road - Fullbrook Avenue - Hyde End Lane - Oakbank School
5	Appletree Lane - Clares Green Road - Basingstoke Road to Stanbury Gate
6	Century Drive - Simonds Grove - Marlow Place - Croft Road - Hyde End Lane

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Opportunity to connect at either end of route/Larchside Close
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Route is fairly direct
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	Cyclists are required to give way at Larchside Close
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	0	Unsignalised crossing of Larchside Close
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	Vegetation overgrown and rough ground
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%	2	Route is fairly flat
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	2	Larchside Close - small residential road
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph		N/A
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT		N/A
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.		N/A - route is off road
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	Conflict with Larchside Close
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	0	No road markings on route
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	No kerbside
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1	Route is along a PRoW, therefore no hazards
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	0	Along a PRoW footpath
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non slip surface – eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.	0	Along a PRoW footpath
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	No cycle provision
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	No signs
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	0	Route is unlit
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	0	Route is away from activity
	Impact on pedestrians, including people with disabilities	ntroduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	0	If cyclists were to use this route there would be not be sufficient space for both pedestrians and cyclists
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	0	No signs along route
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking
				Audit Score Total				12	

Audit Score Percentage	24%
Contain Critical?	No
Cohesion	50%
Directness	60%
Safety	19%
Comfort	0%
Attractiveness	0%

KEY: Quality of Section

0	Low: Score<50
1	Intermediate: 50<=Score<70
2	High: Score>70
C	Critical: Design fails due to one or more critical scores.

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	Cyclists can leave the route at any minor arm junction along the road
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	Cyclists share space with motor traffic
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	Route is fairly direct
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian only zones etc.	5. Stopping and give-way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	2 give-ways along 1.7km route
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists share space with motor traffic
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 to LTN 1/20	There are no sections of route which steeper than 2%		
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph		N/A
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	C	40mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	0	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 1.2m and 1.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (1.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	C	Lane widths approx. 3.5m
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and self-evident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists; min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	C	Cars park on side of road - cyclists would have to cycle around
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	Occasional uneven surface and joins in road
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete pavours with frequent joints.	Machine laid smooth and non slip surface – eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.	2	
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	No signs along route
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	2	
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Southern section of route near Back Lane is not overlooked
	Impact on pedestrians, including people with disabilities	ntroduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footway which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	Cyclists share space with motor traffic
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	To help direction at junctions
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking
							Audit Score Total	18	

KEY: Quality of Section	
0	Low - Score<50
1	Intermediate 50<=Score<70
2	High - Score>=70
C	Critical. Design fails due to one or more critical scores

Audit Score Percentage	36%
Contain Critical?	Yes
Cohesion	50%
Directness	50%
Safety	17%
Comfort	34%
Attractiveness	50%

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	2	
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1	
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	0	Cyclists give way to motor traffic at road junctions
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	1	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%	2	
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Basingstoke Road 40mph speed limit
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Basingstoke Road 40mph speed limit Grovelands Road 30mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	1	Over 5000 on Basingstoke Road, under for others
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	1	
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	1	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1	
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non slip surface – eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.	1	
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	1	
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	1	
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	
	Impact on pedestrians, including people with disabilities	ntroduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	
				Audit Score Total				22	

KEY: Quality of Section	
0	Low: Score<50
1	Intermediate: 50<=Score<70
2	High: Score>70
C	Critical: Design fails due to one or more critical scores.

Audit Score Percentage	44%
Contain Critical?	No
Cohesion	50%
Directness	60%
Safety	31%
Comfort	38%
Attractiveness	50%

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width in distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	2	
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists mostly share space with traffic
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose at appropriate speed.	1	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%	2	
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track. 85th percentile motor traffic speed max 30mph.	0	
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	
	Avoid complex design	Avoid complex designs which require users to process large amounts,of information. Good network design should be self explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Cyclists mostly share space with traffic
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand-laid materials, concrete pavious with frequent joints.	Machine laid smooth and non slip surface – eg Thin Surfacing, or firm and closelyjoined blocks undisturbed by turning heavy vehicles.	2	
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	No signs along route
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	0	
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Hyde End Lane section of route is not overlooked
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	0	Croft Road and Hyde End Lane do not have pedestrian footway and therefore would have to share with cyclists
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	1	Not a direct route
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking
Audit Score Total								21	

KEY: Quality of Section	
0	Low (Score=0)
1	Intermediate (0<Score<2)
2	High (Score=2)
C	Critical: Design fails due to one or more critical scores.

Audit Score Percentage	42%
Contain Critical?	No
Cohesion	50%
Directness	75%
Safety	38%
Comfort	58%
Attractiveness	25%

Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	0	
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian-only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	1	At Appletree Lane/Clares Green Road At Clares Green Road/Basingstoke Road
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	Cyclists share space with motor traffic
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose an appropriate speed.	0	Cyclists share space with motor traffic
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%	2	Route appears fairly flat
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	30mph speed limit
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	30mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track; 85th percentile motor traffic speed max 30mph.	0	clists share space with motor tra
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	
	Avoid complex design	Avoid complex designs which require users to process large amounts of information. Good network design should be self explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	2	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	Cars park on side of road - cyclists would have to cycle around
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	0	
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery, and potentially hazardous surface.	Hand-laid materials, concrete paviours with frequent joints.	Machine laid smooth and non slip surface – eg Thin Surfacing, or firm and closelyjointed blocks undisturbed by turning heavy vehicles.	2	
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	No signs
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	1	Clares Green Road is unlit
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	2	
	Impact on pedestrians, including people with disabilities	ntroduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	clists share space with motor tra
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	
Audit Score Total								22	

Audit Score Percentage	44%
Contain Critical?	No
Cohesion	50%
Directness	40%
Safety	38%
Comfort	38%
Attractiveness	60%

KEY: Quality of Section	
0	Low: Score<50
1	Intermediate: 50<=Score<70
2	High: Score>70
C	Critical: Design fails due to one or more critical scores.

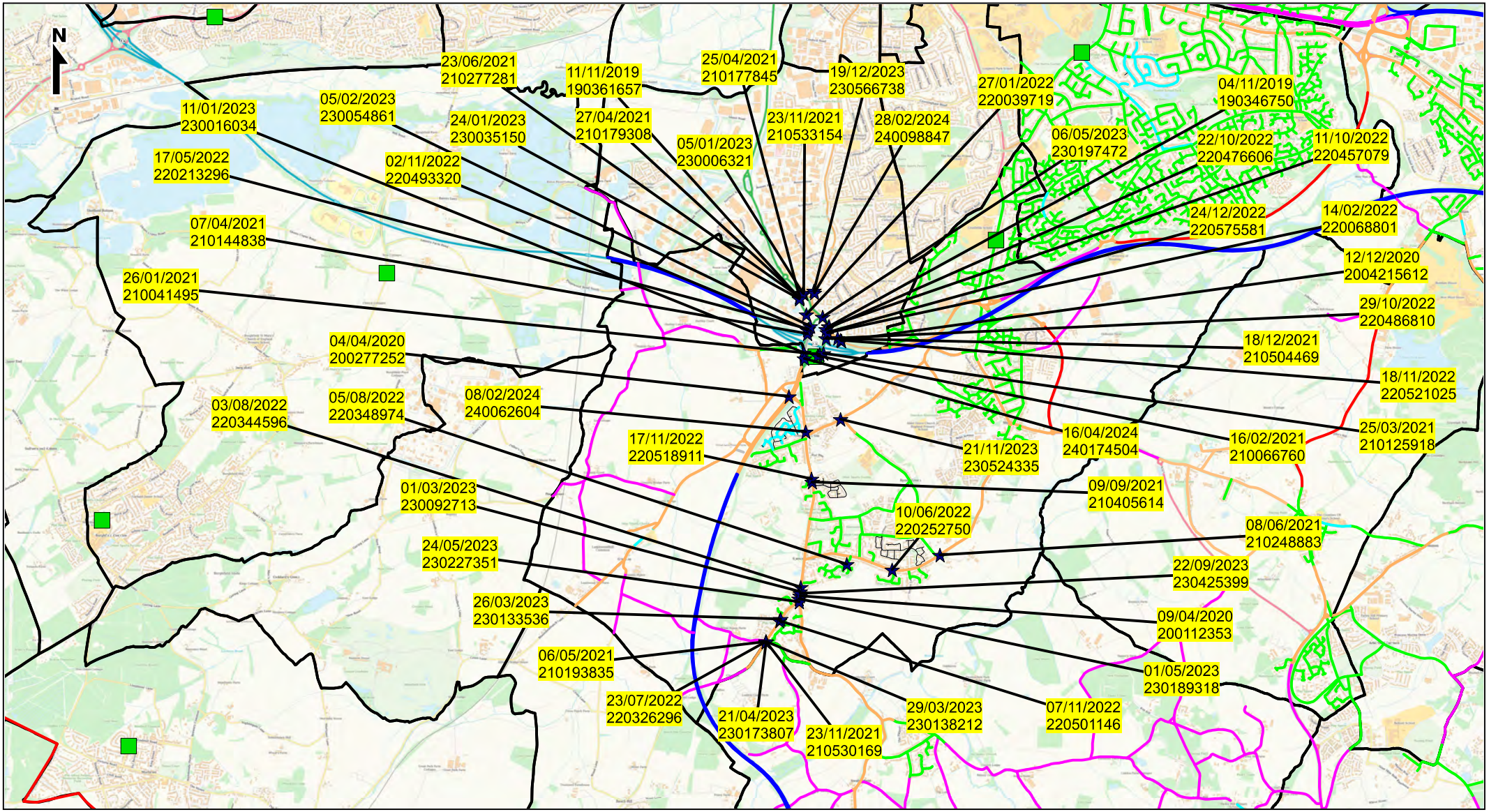
Key Requirement	Factor	Design principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey	1	
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed – cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2. Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions	1	
	Density of Network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3. Density of routes based on mesh width in distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 – 1000m	Route contributes to a network density mesh width <250m	1	
Directness	Distance	Routes should follow the shortest option available and be as near to the 'as the-crow-flies' distance as possible.	4. Deviation of route Deviation Factor is calculated by dividing the actual distance along the route by the straight line (crow-fly) distance, or shortest road alternative.		Deviation factor against straight line or shortest road alternative >1.4	Deviation factor against straight line or shortest road alternative 1.2 – 1.4	Deviation factor against straight line or shortest road alternative <1.2	1	
	Time: Frequency of required stops or give ways	The number of times a cyclist has to stop or loses right of way on a route should be minimised. This includes stopping and give ways at junctions or crossings, motorcycle barriers, pedestrian only zones etc.	5. Stopping and give way frequency		The number of stops or give ways on the route is more than 4 per km	The number of stops or give ways on the route is between 2 and 4 per km	The number of stops or give ways on the route is less than 2 per km	0	
	Time: Delay at junctions	The length of delay caused by junctions should be minimised. This includes assessing impact of multiple or single stage crossings, signal timings, toucan crossings etc.	6. Delay at junctions		Delay for cyclists at junctions is greater than for motor vehicles	Delay for cyclists at junctions is similar to delay for motor vehicles	Delay is shorter than for motor vehicles or cyclists are not required to stop at junctions (eg bypass at signals)	1	
	Time: Delay on links	The length of delay caused by not being able to bypass slow moving traffic.	7. Ability to maintain own speed on links		Cyclists travel at speed of slowest vehicle (including a cycle) ahead	Cyclists can usually pass slow traffic and other cyclists	Cyclists can always choose at appropriate speed.	1	
	Gradients	Routes should avoid steep gradients where possible. Uphill sections increase time, effort and discomfort. Where these are encountered, routes should be planned to minimise climbing gradient and allow users to retain momentum gained on the descent.	8. Gradient		Route includes sections steeper than the gradients recommended Chapter 5 of LTN 1/20	There are no sections of route steeper than the gradients recommended in Chapter 5 fo LTN 1/20	There are no sections of route which steeper than 2%	2	
Safety	Reduce/ remove speed differences where cyclists are sharing the carriageway	Where cyclists and motor vehicles are sharing the carriageway, the key to reducing severity of collisions is reducing the speeds of motor vehicles so that they more closely match that of cyclists. This is particularly important at points where risk of collision is greater, such as at junctions.	9. Motor traffic speed on approach and through junctions where cyclists are sharing the carriageway through the junction	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	0	Hyde End Road 40mph speed limit Others 30mph speed limit
			10. Motor traffic speed on sections of shared carriageway	85th percentile > 37mph (60kph)	85th percentile >30mph	85th percentile 20mph-30mph	85th percentile <20mph	1	Hyde End Road 40mph speed limit Others 30mph speed limit
	Avoid high motor traffic volumes where cyclists are sharing the carriageway	Cyclists should not be required to share the carriageway with high volumes of motor vehicles. This is particularly important at points where risk of collision is greater, such as at junctions.	11. Motor traffic volume on sections of shared carriageway, expressed as vehicles per peak hour	>10000 AADT, or >5% HGV	5000-10000 AADT and 2-5%HGV	2500-5000 and <2% HGV	0-2500 AADT	2	
	Risk of collision	Where speed differences and high motor vehicle flows cannot be reduced cyclists should be separated from traffic – see Figure 4.1. This separation can be achieved at varying degrees through on-road cycle lanes, hybrid tracks and off-road provision. Such segregation should reduce the risk of collision from beside or behind the cyclist.	12. Segregation to reduce risk of collision alongside or from behind	Cyclists sharing carriageway – nearside lane in critical range between 3.2m and 3.9m wide and traffic volumes prevent motor vehicles moving easily into opposite lane to pass cyclists.	Cyclists in unrestricted traffic lanes outside critical range (3.2m to 3.9m) or in cycle lanes less than 1.8m wide.	Cyclists in cycle lanes at least 1.8m wide on carriageway; 85th percentile motor traffic speed max 30mph.	Cyclists on route away from motor traffic (off road provision) or in offcarriageway cycle track. Cyclists in hybrid/light segregated track. 85th percentile motor traffic speed max 30mph.	0	
		A high proportion of collisions involving cyclists occur at junctions. Junctions therefore need particular attention to reduce the risk of collision. Junction treatments include: Minor/side roads – cyclist priority and/or speed reduction across side roads Major roads – separation of cyclists from motor traffic through junctions.	13. Conflicting movements at junctions		Side road junctions frequent and/ or untreated. Major junctions, conflicting cycle/ motor traffic movements not separated	Side road junctions infrequent and with effective entry treatments. Major junctions, principal conflicting cycle/ motor traffic movements separated.	Side roads closed or treated to blend in with footway. Major junctions, all conflicting cycle/motor traffic streams separated.	0	
	Avoid complex design	Avoid complex designs which require users to process large amounts,of information. Good network design should be self explanatory and selfevident to all road users. All users should understand where they and other road users should be and what movements they might make.	14. Legible road markings and road layout		Faded, old, unclear, complex road markings/ unclear or unfamiliar road layout	Generally legible road markings and road layout but some elements could be improved	Clear, understandable, simple road markings and road layout	1	
	Consider and reduce risk from kerbside activity	Routes should be assessed in terms of all multi-functional uses of a street including car parking, bus stops, parking, including collision with opened door.	15. Conflict with kerbside activity	Narrow cycle lanes <1.5m or less (including any buffer) alongside parking/loading	Significant conflict with kerbside activity (eg nearside cycle lane < 2m (including buffer) wide alongside kerbside parking)	Some conflict with kerbside activity – eg less frequent activity on nearside of cyclists, min 2m cycle lanes including buffer.	No/very limited conflict with kerbside activity or width of cycle lane including buffer exceeds 3m.	0	
	Reduce severity of collisions where they do occur	Wherever possible routes should include "evasion room" (such as grass verges) and avoid any unnecessary physical hazards such as guardrail, build outs, etc. to reduce the severity of a collision should it occur.	16. Evasion room and unnecessary hazards		Cyclists at risk of being trapped by physical hazards along more than half of the route.	The number of physical hazards could be further reduced	The route includes evasion room and avoids any physical hazards.	1	
Comfort	Surface quality	Density of defects including non cycle friendly ironworks, raised/sunken covers/ gullies, potholes, poor quality carriageway paint (eg from previous cycle lane)	17. Major and minor defects		Numerous minor defects or any number of major defects	Minor and occasional defects	Smooth high grip surface	1	
		Pavement or carriageway construction providing smooth and level surface	18. Surface type		Any bumpy, unbound, slippery and potentially hazardous surface.	Hand-laid materials, concrete pavious with frequent joints.	Machine laid smooth and non slip surface – eg Thin Surfacing, or firm and closelyjoined blocks undisturbed by turning heavy vehicles.	2	
	Effective width without conflict	Cyclists should be able to comfortably cycle without risk of conflict with other users both on and off road.	19. Desirable minimum widths according to volume of cyclists and route type (where cyclists are separated from motor vehicles).		More than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum values.	No more than 25% of the route includes cycle provision with widths which are no more than 25% below desirable minimum	Recommended widths are maintained throughout whole route	0	
	Wayfinding	Non-local cyclists should be able to navigate the routes without the need to refer to maps.	20. Signing		Route signing is poor with signs missing at key decision points.	Gaps identified in route signing which could be improved	Route is well signed with signs located at all decision points and junctions	0	
Attractiveness	Social safety and perceived vulnerability of user	Routes should be appealing and be perceived as safe and usable. Well used, well maintained, lit, overlooked routes are more attractive and therefore more likely to be used.	21. Lighting		Most or all of route is unlit	Short and infrequent unlit/ poorly lit sections	Route is lit to highway standards throughout	1	Hyde End Lane not lit
			22. Isolation		Route is generally away from activity	Route is mainly overlooked and is not far from activity throughout its length	Route is overlooked throughout its length	1	Hyde End Lane is not overlooked
	Impact on pedestrians, including people with disabilities	Introduction of dedicated on-road cycle provision can enable people to cycle on-road rather than using footways which are not suitable for shared use. Introducing cycling onto well used footpaths may reduce the quality of provision for both users, particularly if the shared use path does not meet recommended widths.	23. Impact on pedestrians, Pedestrian Comfort Level based on Pedestrian Comfort guide for London (Section 6.1)		Route impacts negatively on pedestrian provision, Pedestrian Comfort is at Level C or below.	No impact on pedestrian provision or Pedestrian Comfort Level remains at B or above.	Pedestrian provision enhanced by cycling provision, or Pedestrian Comfort Level remains at A	1	Cyclists would share space with any pedestrians using Hyde End Lane
	Minimise street clutter	Signing required to support scheme layout	24. Signs informative and consistent but not overbearing or of inappropriate size		Large number of signs needed, difficult to follow and/ or leading to clutter	Moderate amount of signing particularly around junctions.	Signing for wayfinding purposes only and not causing additional obstruction.	2	
	Secure cycle parking	Ease of access to secure cycle parking within businesses and on-street	25. Evidence of bicycles parked to street furniture or cycle stands		No additional cycle parking provided or inadequate provision in insecure nonoverlooked areas	Some secure cycle parking provided but not enough to meet demand	Secure cycle parking provided, sufficient to meet demand	0	No cycle parking
Audit Score Total								21	

Audit Score Percentage	42%
Contain Critical?	No
Cohesion	50%
Directness	60%
Safety	31%
Comfort	58%
Attractiveness	58%

KEY: Quality of Section	
0	Low (Score<30)
1	Intermediate (30<Score<70)
2	High (Score>70)
C	Critical: Design fails due to one or more critical scores.

Appendix E

PIA Data



WOKINGHAM BOROUGH COUNCIL

Page 1 of 1

Spencers Wood Accidents 01/06/2019 - 31/05/2024

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Selected Range of Accidents between dates 01/06/2019 and 31/05/2024
Selected using Manual Selection

SCALE	1 : 49620
DATE	25/10/2024
DRAWING No.	
DRAWN BY	
	AccsMap version 6.3

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 04/11/2019 Time 0906 Slight at A33 J/W B3270 READING
E: 471720 N: 168835 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
LGV1 TRAV NW TO SE ON RBT COLL/W RR LGV2 CAUSNG SHNT INTO C3.
Road Type Roundabout Vehicles 3 Casualties 1 Police Ref. 190346750 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from NE to S Stopping Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 69 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Goods over 3.5 tonnes and under 7.5 tonnes mgw Moving from NE to S Going ahead but held up Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 29 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 29 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Car Moving from NE to S Going ahead but held up Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Back Parts damaged: 0 Age of Driver 34 Sex of Driver Male Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 11/11/2019 Time 0750 Slight at A33 READING EX JUNCT N/K
E: 471444 N: 169102 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Daylight
C1 TRAV S TO N COLL/W MC2 TRN LFT S TO NW. C1 FTS.
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 190361657 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:	Junction restart	Vehicle 1	Very Likely
4th:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Changing lane to left Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted
Vehicle Reference 2 Motor Cycle over 125 cc and up to 500cc Moving from S to N Turning left Left hand drive No
On main carriageway Skidded
First point of impact Offside Parts damaged: 0 Age of Driver 21 Sex of Driver Female Breath test Refused to provide
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 04/04/2020 Time 0929 Slight at A33 J/W B3349 BASINGSTOKE ROAD READING
E: 471345 N: 168175 Junction Detail: 6 Control 2
Fine without high winds Road surface Dry Daylight
C1 TRAV SW TO NE APPRCHNG JUNCT COLL/W RR LGV2 SLWNG SW TO NE.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 200277252 Speed limit 40
Crossing: Control 0 Facilities 5 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Sudden braking	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 37 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Moving from S to NE Stopping Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 37 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 09/04/2020 Time 1420 Slight at B3349 BASINGSTOKE ROAD J/W ANVIL CLOSE SPENCERS WOOD
E: 471452 N: 166295 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
C2 REVRSNG E TO W COLL/W RR C1 WAITNG TO TRN RT E TO N.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 200112353 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: E06 Parish: 7511 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to N Waiting to turn right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 31 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from E to W Reversing Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 12/12/2020 Time 2154 Serious at B3270 APPX 264M SE J/W A33 READING
E: 471841 N: 168700 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 TRAV NW TO SE OVERTKNG VEH COLL/W C2 TRAV SE TO NW. C3 TRAV NW TO SE ALSO INVOLVED IN COLL. NO FURTHER DETAILS.
Road Type Single carriageway Vehicles 3 Casualties 4 Police Ref. 2004215612 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NN OO

Causation

	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

DANGEROUS OVERTAKE
Vehicle Reference 1 Car Moving from N to SE Overtaking stat vehicle O/S Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 24 Sex of Driver Male Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 55 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 55 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 26 Female Passenger Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 3 Car Moving from N to SE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 20 Sex of Driver Male Breath test Negative
Casualty Reference: 3 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 3
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 4 Age: 24 Female Passenger Severity: Serious Injured by vehicle: 3
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 26/01/2021 Time 0815 Slight at M4 EXIT SLIP J/W A33 READING
E: 471636 N: 168572 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C2 TRAV NE TO SW AT RBT DISOBEYED RED ATS & COLL/W C1 TRN RT SE TO NE.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 210041495 Speed limit 40
Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to NE Turning right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 26 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 16/02/2021 Time 1838 Slight at A33 J/W M4 J11 READING

E: 471618 N: 168559 Junction Detail: 1 Control 2

Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit

C2 TRN RT NE TO NW CHGND LN TO RT & COLL/W C1 TRAV NE TO SW . C2 FTS.

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 210066760 Speed limit 40

Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) MD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Offside Parts damaged: 0 Age of Driver 30 Sex of Driver Female Breath test Driver not contacted

Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 1

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to N Changing lane to right Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Nearside Parts damaged: 0 Age of Driver Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 25/03/2021 Time 1339 Slight at M4 J11 EXIT SLIP J/W A33 READING
E: 471672 N: 168581 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C1 TRAV NE TO SW COLL/W RR C2 STAT AT RED ATS WAITING TO TRAV NW TO SE.
Road Type Slip road Vehicles 2 Casualties 1 Police Ref. 210125918 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Inexperience with type of vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 40 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Car Moving from NE to S Going ahead but held up Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 58 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 40 Female Passenger Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 07/04/2021 Time 0023 Slight at A33 J/W B3270 READING
E: 471520 N: 168768 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
MC1 TRAV S TO N ON RBT LST CONT & RIDER FELL OFF.
Road Type Roundabout Vehicles 1 Casualties 1 Police Ref. 210144838 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Very Likely
2nd:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motorcycle over 500cc Moving from S to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 19 Sex of Driver Male Breath test Not provided (medical reasons)
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 25/04/2021 Time 1400 Slight at A33 J/W B3031 BASINGSTOKE ROAD READING
E: 471446 N: 169106 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C2 TRAV IN N/K DIR COLL/W C1 TRN RT SE TO NE
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 210177845 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Moving from SE to NE Turning right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 67 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 67 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 27/04/2021 Time 1750 Slight at A33 J/W B3031 BASINGSTOKE ROAD READING
E: 471443 N: 169112 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C1 TRAV SW TO NE ENT RBT & COLL/W C2 TRAV SE TO NW.
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 210179308 Speed limit 40
Crossing: Control 0 Facilities 5 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:	Disobeyed automatic traffic signal	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 21 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 21 Female Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 47 Sex of Driver Male Breath test Not requested

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 06/05/2021 Time 1529 Slight at BEECH HILL ROAD J/W WHITE HOUSE LANE SPENCERS WOOD
E: 471131 N: 165863 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV NW TO SE AT XRDS COLL/W C2 TRAV NE TO SW. C2 LFT C/WAY N/S & COLL/W ROAD SIGN.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 210193835 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: 1393 Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 37 Sex of Driver Female Breath test Not requested
Vehicle Reference 2 Car Moving from NE to S Going ahead other Left hand drive No
On main carriageway Skidded
First point of impact Offside Parts damaged: 0 Age of Driver 32 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 08/06/2021 Time 0100 Slight at B3349 HYDE END ROAD APPX 25M NE J/W CROFT ROAD SHINFIELD

E: 472769 N: 166681 Junction Detail: 0 Control

Fine without high winds Road surface Dry Darkness: no street lighting

C1 TRAV NE TO SW LST CONT. DRIVER C1 INTOX

Road Type Single carriageway Vehicles 1 Casualties 2 Police Ref. 210248883 Speed limit 40

Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Front Parts damaged: 0 Age of Driver 20 Sex of Driver Female Breath test Positive

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Slight Injured by vehicle: 1

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 16 Male Passenger Severity: Slight Injured by vehicle: 1

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 23/06/2021 Time 0825 Slight at A33 J/W B3031 BASINGSTOKE ROAD READING
E: 471450 N: 169111 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C2 TRAV IN N/K DIR AT RBT IN LN2 CHNGD LN TO LFT CAUSNG C1 TRN RT SE TO NE TO SWRV & COLL/W KERB. HGV2 FTS.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 210277281 Speed limit 40
Crossing: Control 0 Facilities 5 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) CO

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to NE Turning right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 33 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to NE Changing lane to left Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 09/09/2021 Time 1202 Slight at B3349 BASINGSTOKE ROAD J/W SEVENOAKS DRIVE SPENCERS WOOD
E: 471564 N: 167369 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: street lights present and lit
AGV1 TRAV IN N/K DIR COLL/W C2 TRAV S TO N.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 210405614 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Agricultural vehicle Moving from N to S Going ahead other Left hand drive No
On main carriageway Skidded and overturned
First point of impact Front Parts damaged: 0 Age of Driver 73 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 73 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Stopping Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 21 Sex of Driver Female Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 23/11/2021 Time 1359 Slight at BEECH HILL ROAD J/W WHITE HOUSE LANE SPENCERS WOOD
E: 471131 N: 165862 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV SE TO NW AT XRDS COLL/W C2 TRAV NE TO SW. C2 LFT C/WAY N/S & COLL/W TREE
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 210530169 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Loss of control	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway Skidded
First point of impact Front Parts damaged: 0 Age of Driver 26 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection:
Selected using Manual Selection

Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from NE to S Going ahead other Left hand drive No

On main carriageway Skidded

First point of impact Nearside Parts damaged: 0 Age of Driver 40 Sex of Driver Male Breath test Negative

Casualty Reference: 2 Age: 40 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 23/11/2021 Time 1430 Slight at A33 J/W B3031 BASINGSTOKE ROAD READING
E: 471484 N: 169145 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
LGV2 TRAV NW TO SE COLL/W RR C1 STAT AT RED ATS WAITNG TO TRAV NW TO SE. LGV2 FTS.
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 210533154 Speed limit 40
Crossing: Control 0 Facilities 5 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead but held up Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 26 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Moving from N to SE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 18/12/2021 Time 1035 Slight at A33 J/W B3270 READING
E: 471696 N: 168723 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C1 TRAV N TO S ON RBT DISOBEYED RED ATS & COLL/W C2 ENT RBT NE TO SW VIEW OBSCURED BY VEH.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 210504469 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) CM

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	Very Likely
4th:	Stationary or parked vehicle	Vehicle 2	Very Likely
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 51 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Car Moving from NE to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 74 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 74 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 27/01/2022 Time 0857 Slight at A33 READING EX JUNCT N/K
E: 471510 N: 168949 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Daylight
MBS2 TRAV SE TO NW COLL/W RR C1 STPPNG SE TO NW.
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 220039719 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Stopping Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 20 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 20 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Minibus Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 14/02/2022 Time 1452 Slight at A33 J/W B3270 READING
E: 471712 N: 168776 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C1 TRAV N TO S ON RBT DISOBEYED RED ATS & COLL/W C2 ENT RBT SE TO NW.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 220068801 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 76 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 32 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 32 Female Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 17/05/2022 Time 0845 Slight at M4 J/W A33 READING
E: 471530 N: 168811 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C2 ENT RBT SW TO NE COLL/W RR C1 STPPNG SUDD DUE TO VEH AHEAD CHANGING LNS. C2 FTS.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 220213296 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Stopping Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 32 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Friday 10/06/2022 Time 0750 Slight at B3349 HYDE END ROAD J/W CENTURY DRIVE SPENCERS WOOD
E: 472319 N: 166541 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
PED XING C/WAY SW TO NE COLL/W C1 TRAV SE TO NW.
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. 220252750 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) PY

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Casualty 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 64 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 13 Female Pedestrian Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location 5 Ped. Movement 1 Ped. Direction 2 Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 23/07/2022 Time 1535 Slight at BEECH HILL ROAD J/W WHITEHOUSE LANE SPENCERS WOOD
E: 471128 N: 165864 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV SW TO NE AT XRDS COLL/W C2 TRAV SE TO NW.
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 220326296 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
4th:	Inadequate/Masked signs or road markings	Vehicle 1	Very Likely
5th:	Vegetation	Vehicle 1	Very Likely
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 50 Sex of Driver Not traced Breath test Negative
Casualty Reference: 1 Age: 50 Female Passenger Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from SE to N Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Nearside Parts damaged: 0 Age of Driver 44 Sex of Driver Not traced Breath test Negative

Casualty Reference: 2 Age: 24 Female Passenger Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection:
Selected using Manual Selection

Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 03/08/2022 Time 1345 Slight at B3349 BASINGSTOKE ROAD SPENCERS WOOD EX LOC N/K
E: 471457 N: 166378 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
DRIVER C1 TRAV S TO N SUFFERED MED EP & LST CONT COLL/W LGV2 PRKD ON LAYBY.
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 220344596 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 71 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 71 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Moving from to Parked Left hand drive No

On lay-by or hard shoulder No skidding, jack-knifing or overturning

First point of impact Front Parts damaged: 0 Age of Driver 37 Sex of Driver Male Breath test Negative

Casualty Reference: 2 Age: 37 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Friday 05/08/2022 Time 1530 Slight at MONTGOMMERY DRIVE APPX 25M NE J/W MAGILL CLOSE SPENCERS WOOD
E: 471891 N: 166593 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
LGV2 TRAV IN N/K DIR PASSD C1 PRKD & COLL OCCRD. LGV2 FTS.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 220348974 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from to Parked Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 32 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 32 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver Sex of Driver Male Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 11/10/2022 Time 1507 Slight at A33 J/W M4 J11 READING

E: 471724 N: 168837 Junction Detail: 1 Control 2

Fine without high winds Road surface Dry Daylight

HGV1 TRAV N TO S ON RBT COLL/W C2 TRAV N TO S

Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 220457079 Speed limit 40

Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Vehicle blind spot	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	Possible
4th:	Other	Vehicle 1	Possible
5th:			
6th:			

CONES PLACED IN C/WAY.

Vehicle Reference 1 Goods 7.5 tonnes mgw and over Moving from N to S Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Nearside Parts damaged: 0 Age of Driver Sex of Driver Male Breath test Driver not contacted

Vehicle Reference 2 Car Moving from N to S Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Offside Parts damaged: 0 Age of Driver 26 Sex of Driver Female Breath test Not provided (medical reasons)

Casualty Reference: 1 Age: 26 Female Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 22/10/2022 Time 1826 Slight at A33 J/W B3270 READING
E: 471695 N: 168810 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Darkness: street lights present and lit

C2 TRAV N TO S AGAINST FLOW OF TRAFF CAUSED C3 TRAV S TO N IN LN2 TO SWRV INTO LN1 & COLL/W C1 TRAV S TO N. C2 FTS.

Road Type Roundabout Vehicles 3 Casualties 1 Police Ref. 220476606 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 25 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 25 Female Passenger Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 Age of Driver Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Car Moving from S to N Changing lane to left Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Nearside Parts damaged: 0 Age of Driver Sex of Driver Male Breath test Not provided (medical reasons)

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 29/10/2022 Time 1327 Slight at B3270 READING EX LOC N/K
E: 471804 N: 168725 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
C1 UNDERTKNG U-TRN NW TO NW COLL/W MC2 TRAV NW TO SE OVERTKNG C1.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 220486810 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) UU OO

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 2	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to N U-turn Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 29 Sex of Driver Female Breath test Not requested
Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc Moving from N to SE Overtaking moving vehicle O/S Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 22 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 22 Female Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 02/11/2022 Time 0833 Slight at M4 J/11 EXIT SLIP J/W A33 READING
E: 471519 N: 168802 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C1 TRAV SW TO NE IN LN1 CHNGD LN TO RT CAUSNG C2 TRAV SW TO NE IN LN2 TO BRK & COLL/W C1 & C3 WAITNG TO TRAV SW TO NE.
Road Type Slip road Vehicles 3 Casualties 1 Police Ref. 220493320 Speed limit 70
Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) MD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to signal/Misleading signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Changing lane to right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 57 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 31 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Car Moving from S to NE Going ahead but held up Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Offside Parts damaged: 0 Age of Driver 34 Sex of Driver Female Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 07/11/2022 Time 0640 Slight at BEECH HILL ROAD APPX 25M SW J/W ALLFREY GROVE SPENCERS WOOD
E: 471258 N: 166058 Junction Detail: 0 Control
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
C1 TRAV SW TO NE LST CONT & LFT C/WAY O/S, COLL/W TREE & C2 PRKD. C1 OVERTRND.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 220501146 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 1	Possible
3rd:	Travelling too fast for conditions	Vehicle 1	Possible
4th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other Left hand drive No
On main carriageway Overturned
First point of impact Offside Parts damaged: 0 Age of Driver 56 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 56 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from to Parked Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Did not impact Parts damaged: 0 Age of Driver Sex of Driver Unknown Breath test Not requested

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 17/11/2022 Time 1711 Slight at B3349 BASINGSTOKE ROAD J/W MAYFLOWER MEADOWS SPENCERS WOOD
E: 471559 N: 167399 Junction Detail: 3 Control 4
Fine without high winds Road surface Wet/Damp Darkness: street lights present and lit
MC1 TRAV S TO N COLL/W RR C2 STAT AT RED ATS WAITNG TO TRAV S TO N.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 220518911 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Distraction in vehicle	Vehicle 1	Possible
3rd:	Driver using mobile phone	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 17 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead but held up Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 68 Sex of Driver Male Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Friday 18/11/2022 Time 2018 Slight at B3270 READING EX LOC N/K
E: 471832 N: 168706 Junction Detail: 0 Control
Fine without high winds Road surface Dry Darkness: street lights present and lit
C1 TRAV NW TO SE XED INTO OPP C/WAY & COLL/W C2 TRAV SE TO NW.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 220521025 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NN

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Other	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

C1 OVERTKNG ON WRONG SIDE OF C/WAY.
Vehicle Reference 1 Car Moving from N to SE Overtaking moving vehicle O/S Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 30 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 30 Female Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 30 Sex of Driver Male Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 24/12/2022 Time 0900 Slight at A33 J/W M4 J11 READING
E: 471708 N: 168779 Junction Detail: 1 Control 2
Fine without high winds Road surface Wet/Damp Daylight
C1 TRAV NE TO SW ON RBT COLL/W C2 TRAV SE TO NW.
Road Type Roundabout Vehicles 2 Casualties 2 Police Ref. 220575581 Speed limit 40
Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) CO

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed automatic traffic signal	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 67 Sex of Driver Male Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from SE to N Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Offside Parts damaged: 0 Age of Driver 35 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 35 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 34 Male Passenger Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 05/01/2023 Time 1445 Slight at A33 J/W B3031 BASINGSTOKE ROAD READING
E: 471477 N: 169151 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
LGV1 TRAV IN N/K DIR COLL/W RR C2 STAT IN QUEUING TRAFF CAUSNG SHNT INTO C3 & C4. LGV1 FTS.
Road Type Dual carriageway Vehicles 4 Casualties 2 Police Ref. 230006321 Speed limit 40
Crossing: Control 0 Facilities 5 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Moving from N to SE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 50 Sex of Driver Male Breath test Driver not contacted
Vehicle Reference 2 Car Moving from N to SE Going ahead but held up Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 23 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 23 Female Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection:
Selected using Manual Selection

Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Car Moving from N to SE Going ahead but held up Left hand drive No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 49 Sex of Driver Female Breath test Negative
Casualty Reference: 2 Age: 49 Female Driver/rider Severity: Slight Injured by vehicle: 3

Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 4 Car Moving from N to SE Going ahead but held up Left hand drive No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 47 Sex of Driver Male Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 11/01/2023 Time 1905 Slight at A33 J/W M4 J11 READING
E: 471487 N: 168589 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
C2 TRAV SW TO NE AT RBT STPPD MID JUNCT & C1 (EMERGENCY VEH) TRAV SE TO NW COLL/W C2.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 230016034 Speed limit 40
Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Emergency vehicle on call	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 37 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from S to NE Stopping Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 30 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 30 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 24/01/2023 Time 0925 Slight at A33 J/W B3031 BASINGSTOKE ROAD READING
E: 471444 N: 169096 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C2 TRN RT SE TO NE ON RBT CHNGD LN TO RT & COLL/W RR C1 STAT IN QUEUING TRAFF WAITNG TO TRAV SE TO NW.
C2 FTS.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 230035150 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) MD NB

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead but held up Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 27 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 27 Female Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from SE to NE Changing lane to right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 05/02/2023 Time 1615 Slight at A33 J/W M4 J12 READING
E: 471547 N: 168837 Junction Detail: 1 Control 2
Fine without high winds Road surface Dry Daylight
C2 TRAV S TO N IN LN2 CHNGD LN TO RT & COLL/W C1 TRAV S TO N IN LN3. C2 FTS.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 230054861 Speed limit 40
Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) MD

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 31 Sex of Driver Male Breath test Driver not contacted
Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Changing lane to right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 01/03/2023 Time 0913 Slight at B3349 BASINGSTOKE ROAD J/W BARRACKS LANE SPENCERS WOOD
E: 471451 N: 166334 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRN RT IN N/K DIR COLL/W PC2 TRAV SE TO NW. EXACT AGE OF RIDER PC2 N/K.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 230092713 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from SE to NE Turning right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 79 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Pedal Cycle Moving from SE to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 17 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Yes
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Sunday 26/03/2023 Time 1020 Serious at BEECH HILL ROAD J/W NORMAN RISE SPENCERS WOOD
E: 471268 N: 166075 Junction Detail: 3 Control 4
Raining without high winds Road surface Wet/Damp Daylight
C1 TRN LFT NW TO SE COLLL/W PC1 & PC2 BOTH TRAV SW TO NE.
Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. 230133536 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) LD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to NE Turning left Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 32 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Pedal Cycle Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 76 Sex of Driver Female Breath test Not applicable
Casualty Reference: 1 Age: 76 Female Driver/rider Severity: Serious Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Yes
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Pedal Cycle Moving from S to NE Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Nearside Parts damaged: 0 Age of Driver 76 Sex of Driver Female Breath test Not applicable

Casualty Reference: 2 Age: 76 Female Driver/rider Severity: Slight Injured by vehicle: 3

Seatbelt Not Applicable Cycle helmet Yes

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 29/03/2023 Time 1032 Slight at WHITEHOUSE LANE J/W BEECH HILL ROAD SPENCERS WOOD
E: 471129 N: 165866 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV SW TO NE AT XRDS COLL/W C2 TRAV NW TO SE. C2 LST CONT & COLL/W C3 UNDERTKNG U-TRN NE TO NE.
Road Type Single carriageway Vehicles 3 Casualties 2 Police Ref. 230138212 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to NE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 26 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 26 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from N to SE Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 46 Sex of Driver Female Breath test Negative

Casualty Reference: 2 Age: 46 Female Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 3 Car Moving from NE to NE U-turn Left hand drive No

On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 51 Sex of Driver Female Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Friday 21/04/2023 Time 1749 Slight at BEECH HILL ROAD J/W LAMBS LANE SPENCERS WOOD
E: 471130 N: 165862 Junction Detail: 6 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRAV SE TO NW, VIEW OBSTRUCTED BY PRKD VEH, COLL/W C2 TRAV NE TO SW.
Road Type Single carriageway Vehicles 2 Casualties 2 Police Ref. 230173807 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) XX

Causation

	Factor:	Participant:	Confidence:
1st:	Stationary or parked vehicle	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 2	Possible
4th:	Buildings, road signs, street furniture	Vehicle 1	Possible
5th:	Exceeding speed limit	Vehicle 1	Possible
6th:			

Vehicle Reference 1 Car Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 19 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 17 Male Passenger Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Car Moving from NE to S Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Front Parts damaged: 0 Age of Driver 56 Sex of Driver Female Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Monday 01/05/2023 Time 1750 Slight at B3349 BASINGSTOKE ROAD APPX 26M N J/W BEECH HILL ROAD SPENCERS WOOD
E: 471441 N: 166268 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
DRIVER C1 TRAV IN N/K DIR SUFFERED MED EP & COLL/W C2 TRAV IN N/K DIR. NO FURTHER DETAILS.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 230189318 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from S to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 83 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 83 Female Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from N to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Unknown Breath test Not requested

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Saturday 06/05/2023 Time 1232 Slight at A33 J/W M4 J12 READING
E: 471663 N: 168924 Junction Detail: 1 Control 2
Raining without high winds Road surface Wet/Damp Daylight
C1 TRAV NW TO SE ON RBT LST CONT & COLL/W RR C2 STAT WAITNG TO TRAV NW TO SE.
Road Type Roundabout Vehicles 2 Casualties 1 Police Ref. 230197472 Speed limit 40
Crossing: Control 0 Facilities 7 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) NB

Causation

	Factor:	Participant:	Confidence:
1st:	Inexperience with type of vehicle	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to SE Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 77 Sex of Driver Male Breath test Negative
Vehicle Reference 2 Car Moving from N to SE Going ahead but held up Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Back Parts damaged: 0 Age of Driver 38 Sex of Driver Male Breath test Negative
Casualty Reference: 1 Age: 38 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 24/05/2023 Time 0931 Slight at B3349 BASINGSTOKE ROAD J/W BEECH HILL ROAD SPENCERS WOOD
E: 471443 N: 166239 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Daylight
C1 TRN RT N TO SW COLL/W MC2 TRAV S TO N.
Road Type Single carriageway Vehicles 2 Casualties 3 Police Ref. 230227351 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) ID

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from N to S Turning right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 34 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 8 Male Passenger Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Casualty Reference: 2 Age: 6 Male Passenger Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection:
Selected using Manual Selection

Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 2 Motorcycle over 500cc Moving from S to N Going ahead other Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Front Parts damaged: 0 Age of Driver 64 Sex of Driver Male Breath test Negative

Casualty Reference: 3 Age: 64 Male Driver/rider Severity: Slight Injured by vehicle: 2

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Friday 22/09/2023 Time 0725 Slight at B3349 BASINGSTOKE ROAD APPX 25M N J/W ANVIL CLOSE SPENCERS WOOD
E: 471454 N: 166317 Junction Detail: 0 Control
Fine without high winds Road surface Dry Daylight
C1 XITING D/WAY TO TRN RT E TO N (VIEW OBSCURED) COLL/W PC2 TRAV N TO S PASSNG PRKD VEH.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 230425399 Speed limit 40
Crossing: Control 0 Facilities 4 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) RD

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Stationary or parked vehicle	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from E to N Turning right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 53 Sex of Driver Female Breath test Negative
Vehicle Reference 2 Pedal Cycle Moving from N to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 39 Sex of Driver Male Breath test Not applicable
Casualty Reference: 1 Age: 39 Male Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Yes
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 21/11/2023 Time 1621 Slight at CHURCH LANE J/W HYDE END LANE SHINFIELD
E: 471833 N: 167960 Junction Detail: 3 Control 4
Fine without high winds Road surface Dry Darkness: no street lighting
PED XING C/WAY SE TO NW COLL/W C1 TRAV NE TO SW.
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. 230524335 Speed limit 40
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) PY

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver 74 Sex of Driver Female Breath test Negative
Casualty Reference: 1 Age: 14 Female Pedestrian Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location 5 Ped. Movement 1 Ped. Direction 8 Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 19/12/2023 Time 0805 Slight at B3031 BASINGSTOKE ROAD READING EX JUNCT N/K
E: 471582 N: 169172 Junction Detail: 3 Control 2
Raining without high winds Road surface Wet/Damp Daylight
C2 TRN RT IN N/K DIR COLL/W C1 TRN LFT IN N/K DIR. NO FURTHER DETAILS.
Road Type Dual carriageway Vehicles 2 Casualties 1 Police Ref. 230566738 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
4th:	Slippery road (due to weather)	Vehicle 2	Possible
5th:			
6th:			

Vehicle Reference 1 Car Moving from NE to S Turning left Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 46 Sex of Driver Male Breath test Not requested
Vehicle Reference 2 Car Moving from N to S Turning right Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 36 Sex of Driver Female Breath test Not requested
Casualty Reference: 1 Age: 36 Female Driver/rider Severity: Slight Injured by vehicle: 2
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months
Selection: **Notes:**
Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Thursday 08/02/2024 Time 1752 Slight at B3349 BASINGSTOKE ROAD APPX 33M N J/W CHURCH LANE THREE MILE CROSS.
E: 471503 N: 167842 Junction Detail: 0 Control
Raining without high winds Road surface Wet/Damp Darkness: street lights present and lit
MC1 TRAV N TO S BRKD TO ALLOW PED TO X C/WAY & LST CONT ON WET C/WAY
Road Type Single carriageway Vehicles 1 Casualties 1 Police Ref. 240062604 Speed limit 30
Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) SG

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from N to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Nearside Parts damaged: 0 Age of Driver 19 Sex of Driver Male Breath test Not requested
Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Wednesday 28/02/2024 Time 1300 Serious at B3031 BASINGSTOKE ROAD J/W SENTINEL END READING
E: 471586 N: 169153 Junction Detail: 3 Control 2
Fine without high winds Road surface Dry Daylight
C2 TRAV NE TO SW COLL/W MS1 (MOBILITY SCOOTER). XING C/WAY SE TO NW USING PED XING.
Road Type Single carriageway Vehicles 2 Casualties 1 Police Ref. 240098847 Speed limit 30
Crossing: Control 0 Facilities 5 Local Authority: E06 Parish: 7201 Road Section: Accident Type(s) ZZ

Causation

	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Mobility Scooter Moving from SE to N Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Offside Parts damaged: 0 Age of Driver 56 Sex of Driver Female Breath test Driver not contacted
Casualty Reference: 1 Age: 56 Female Driver/rider Severity: Serious Injured by vehicle: 1
Seatbelt Not Applicable Cycle helmet Not a cyclist
Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from NE to S Going ahead other Left hand drive No
On main carriageway No skidding, jack-knifing or overturning
First point of impact Front Parts damaged: 0 Age of Driver Sex of Driver Female Breath test Driver not contacted

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection: **Notes:**

Selected using Manual Selection

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Tuesday 16/04/2024 Time 1716 Slight at A33 APPX 47M S J/W M4 J11 READING

E: 471492 N: 168534 Junction Detail: 0 Control

Fine without high winds Road surface Dry Daylight

LGV3 TRAV S TO N CHNGD LN TO RT CAUSNG MC1 TRAV S TO N CHNGNG LN TO LFT TO SWRV & COLL/W RR C2 STAT WAITNG TO TRAV S TO N.

Road Type Dual carriageway Vehicles 3 Casualties 1 Police Ref. 240174504 Speed limit 40

Crossing: Control 0 Facilities 0 Local Authority: E06 Parish: 7508 Road Section: Accident Type(s) MD MS

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoevre	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 3	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to look properly	Vehicle 3	Very Likely
5th:			
6th:			

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Moving from S to N Changing lane to left Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Front Parts damaged: 0 Age of Driver 19 Sex of Driver Male Breath test Negative

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight Injured by vehicle: 1

Seatbelt Not Applicable Cycle helmet Not a cyclist

Ped. Location Ped. Movement Ped. Direction Ped. Injury 0 School pupil: 0

Vehicle Reference 2 Car Moving from S to N Going ahead but held up Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Back Parts damaged: 0 Age of Driver 48 Sex of Driver Male Breath test Negative

Accidents between dates **01/06/2019** **and** **31/05/2024** (60) months

Selection:
Selected using Manual Selection

Notes:

CONFIDENTIAL ROAD ACCIDENT INFORMATION: NOT TO BE TRANSMITTED TO THIRD PARTIES

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Moving from S to N Changing lane to right Left hand drive No

On main carriageway No skidding, jack-knifing or overturning

First point of impact Did not impact Parts damaged: 0 Age of Driver Sex of Driver Unknown Breath test Driver not contacted

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	38	39
2-wheeled motor vehicles	0	0	7	7
Pedal cycles	0	1	2	3
Horses & other	0	1	0	1
Total	0	3	47	50

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	39	40
Passenger	0	1	10	11
Motorcycle rider	0	0	7	7
Cyclist	0	1	3	4
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	3	61	64

Number of casualties meeting the criteria: **64**

Appendix F

Visibility Calculations

T23591
Spencers Wood

Basingstoke Rd (N) Speed Survey (Priority Junction)
01/12/2023 - 07/12/2023

Direction	Volume	Speed	Wet Weather? *	Total
Northbound	**3587**	41		147067.0
	3447	40.9	2.5	149599.8
	3950	40.9	2.5	171430.0
	3978	41.1	2.5	173440.8
	3881	40.9	2.5	168435.4
Total	18843			809973

Average Dry Weather 85th Percentile Speed = 42.98535265

Direction	Volume	Speed	Wet Weather? *	Total
Southbound	**2906**	40.9		118855.4
	2753	40.8	2.5	119204.9
	2903	41	2.5	126280.5
	3060	40.8	2.5	132498.0
	2925	40.8	2.5	126652.5
Total	14547			623491

Average Dry Weather 85th Percentile Speed = 42.86047295

T23591
Spencers Wood

MfS Visibility Calculation (Priority Junction)

ABOVE 60 KPH DESIGN/MEASURED SPEED
Para 10.1.5 MfS2

Northbound

Calculation Params			Speed Survey Result	
v	19.21562		42.98535	mph
t	2			
d	2.45			
a	0	(gradient)		
SSD =	113.8	m	**Vis required =**	**116.2 m**

Southbound

Calculation Params			Speed Survey Result	
v	19.1598		42.86047	mph
t	2			
d	2.45			
a	0	(gradient)		
SSD =	113.2	m	**Vis required =**	**115.6 m**

T23591
Spencers Wood

Basingstoke Road (S) Speed Survey (Proposed Roundabout)
01/12/2023 - 07/12/2023

Direction	Volume	Speed	Wet Weather? *	Total
Northbound	**3259**	40.4		131663.6
	3116	40.1	2.5	132741.6
	3663	40.1	2.5	156043.8
	3682	40.4	2.5	157957.8
	3545	40.1	2.5	151017.0
Total	17265			729424

Average Dry Weather 85th Percentile Speed = 42.24869968

Direction	Volume	Speed	Wet Weather? *	Total
Southbound	**2529**	40.8		103183.2
	2479	40.7	2.5	107092.8
	2607	40.9	2.5	113143.8
	2752	40.8	2.5	119161.6
	2614	40.6	2.5	112663.4
Total	12981			555245

Average Dry Weather 85th Percentile Speed = 42.7736538

T23591
Spencers Wood

MfS Visibility Calculation (Proposed Roundabout)

ABOVE 60 KPH DESIGN/MEASURED SPEED
Para 10.1.5 MfS2

Northbound

Calculation Params			Speed Survey Result	
v	18.88632		42.2487	mph
t	2			
d	2.45			
a	0	(gradient)		
SSD =	110.6	m	**Vis required =**	**113.0 m**

Southbound

Calculation Params			Speed Survey Result	
v	19.12099		42.77365	mph
t	2			
d	2.45			
a	0	(gradient)		
SSD =	112.9	m	**Vis required =**	**115.3 m**

Appendix G

Proposed Development Parking Spaces by Land Use

Table G-1: Overall Residential Parking Provision

Parking Spaces	Number
Allocated Parking	662
Unallocated Parking	89
Garages	160
Visitor Parking	84
Total	**995**

Table G-2: Residential Parking Provision by House Type

Parking Spaces	Bed	Number	Strategy	Layout
Flats				
Private	1 Bed	16	1 x unallocated space	16 unallocated
Private	2 Bed	20	1 x unallocated space	20 unallocated
Affordable	1 Bed	31	1 x unallocated space	31 unallocated
Affordable	2 Bed	22	1 x unallocated space	22 unallocated
Houses				
Private	2 Bed	20	2 x allocated space	40 allocated
Private	3 Bed	114	2 x allocated space + 0.1 unallocated	228 allocated and 11.4 unallocated
Private	4 Bed	82	2 x allocated space + 0.3 unallocated	164 allocated and 24.6 unallocated
Affordable	2 Bed	42	2 x allocated space + 0.1 unallocated	84 allocated and 4.2 unallocated
Affordable	3 Bed	56	2 x allocated space + 0.1 unallocated	112 allocated and 5.6 unallocated
Affordable	4 Bed	17	2 x allocated space + 0.2 unallocated	34 allocated and 3.4 unallocated
Total	**995**	**420**	**-**	**-**

Table G-3: Other Land Use Parking Provision

Land Use	GIA (sqm/sqft)	Required Parking Provision	Provided Parking Provision	Shortfall
Care Home (80 bedrooms)	3,870/41,660 (across three floors)	40	40	0
GP Surgery	1,015/10,925 (across two floors)	40	40	0
Community Hall	380/4,090	19	19	0
10 2 Bedroom Residential Flats (above Community Hall)	-	15	15	0
Convenience Store	372/4,000	19	19	0
Commercial (Unit 1)	800/8,612	21	26	+5
Commercial (Unit 2)	800/8,612	21	22	+1
Commercial (Unit 3)	600/6,459	17	17	0
Total	**-**	**192**	**198**	**+6**

Appendix H

Framework Car Park Management Plan

Client:

Richborough

Project:

Land off Basingstoke Road
Spencers Wood

Project No:

T23591

Report Title:

Framework Car Park Management Plan

Prepared by:	NO
Authorised by:	MF
Rev:	A
Date:	21/08/2025

Hub Transport Planning Ltd
Floor 1B
4 Temple Row
Birmingham
B2 5HG
T. 0121 454 5530

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2.0 CAR PARK MANAGEMENT PLAN 3

FIGURES

1.1 Site Location Plan

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1.0 Introduction

Background

1.1 Hub Transport Planning Ltd has been commissioned by Richborough to provide transport advice for a proposed mixed-use residential and employment development off Basingstoke Road, Spencers Wood. The site location is shown on **Figure 1.1**.

1.2 The applicant is applying for a *"Hybrid planning application (part outline/ part detailed) comprising: Outline planning permission is sought with all matters reserved for future determination, save for the means of access via Basingstoke Road, for: up to 420 dwellings (Use Class C3), an 80 bed care home (Use Class C2), 1ha of employment land (Use Class E(g), primary school (Use Class F1), local centre (Use Classes E(a), (b), (c), (f)), GP Surgery (Use Class E(e), sports pitch and changing facility, public open space and a full application for the proposed Suitable Alternative Natural Greenspace (SANG), associated landscaping/car park"*.

1.3 A Transport Assessment (TA) rev B was submitted to support the planning application in March 2025, which included a sustainability appraisal, highway safety appraisal, access strategy and results from the strategic modelling undertaken using the Wokingham Strategic Transport Model (WSTM 4).

Purpose of the Report

1.4 Wokingham Borough Council (WBC) Highways Development Management team provided a formal response (dated 9th April 2025) to the planning application for the proposed development. Within this response, point 17 states that:

'Highways would have expected to see a framework car parking management plan to be submitted.

17. The proposed parking provisions for residential care home, GP surgery, primary school and outdoor pitches would need to be provided in line with the current Borough Parking Standards which are set out below and not the size of the proposed provision.'

Use Class	*Car Parking Allocation*
Residential Care Homes	*1 per full time equivalent staff member and 1 visitor space per 3 residents*
Health Centre	*1 per full time staff and 3 per consulting room*
Primary School	*1 per full time staff*
Outdoor Pitches	*20 spaces per pitch and 1 per 10 spectator seats*

1.5 Therefore, this Framework Car Park Management Plan for non-residential land uses on the site has been prepared in response to WBC's request.

Limitations of the Report

1.6 This report has been undertaken at the request of Richborough, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.

1.7 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Car Park Management Plan

Parking Space Allocation

2.1 A total of 198 car parking spaces are proposed for the six non-residential land uses with all of these spaces accessible from both site access junctions with the B3349 Basingstoke Road.

2.2 The car parking would be allocated directly to units on the site and the final layout of the car parks would be determined as part of a future reserved matters application.

2.3 Disabled parking spaces will be provided for each land use in line with WBC's parking standards. These spaces would be available for use by visitors or staff as long as a valid blue badge is displayed.

2.4 The proposed car parking spaces are broken down by land use/area below in Table 1.

Table 1 - Parking Provision

Use	WBC Policy Requirements	Total Spaces Provided	Shortfall
80-bed Care Home	1 per full time equivalent staff member and 1 visitor space per 3 residents	**40**	**0**
GP Surgery/Health Centre	1 per full time staff and 3 per consulting room	**40**	**0**
Sports pitch and changing facilities	20 spaces per pitch and 1 per 10 spectator seats	**32**	**0**
Convenience Store/Local Centre	1 space per 20sqm	**19**	**0**
Commercial Units/Employment	1 space per 25sqm up to 250sqm 1 space per 50sqm above 250sqm	**65**	**+6**
Primary School	1 per full time member of staff	**45**	**0**

2.5 Given the above, the proposed parking provision will be adequate to serve staff and visitor numbers for each unit without overspill onto the adjacent highway network.

2.6 A Framework Travel Plan (FTP) has been developed for the site and submitted as part of the planning application. The FTP indicates that a Travel Plan Coordinator (TPC) will be appointed for each land use and will implement measures to encourage walking and cycling, promote use of public transport, encourage car sharing, and promote measures to reduce the need to travel.

2.7 As well as baseline surveys and annual monitoring of mode of travel to site the FTP includes the following measures which would apply to all non-residential land uses within the site:

- Measures to promote and encourage walking and cycling:
  - Providing secure on-plot cycle parking, on-site lockers and showers/changing facilities;
  - Promote Bike 2 Work schemes; and
  - Promoting cycle hire and facilities at the mobility hub.
- Measures to promote and encourage public transport use:

- Providing detailed public transport information for staff (e.g., by displaying a bespoke public transport guide on information boards within staff rooms and canteen areas showing bus routes, fares and journey planning services).

- Measures to promote and encourage car-sharing:
  - Making employees and visitors aware of car sharing schemes and car club spaces provided at the mobility hub; and
  - Provide details of local taxi firms and ranks.

2.8 All of these measures have the potential to encourage use of alternative and more sustainable modes of travel and thereby reduce the need to travel.

Parking Management and Monitoring

2.9 A member of staff from each land use will be responsible for their respective car parks. Employees parking on site will be required to register their vehicles with their respective operations staff; i.e. to give the registration of any vehicle that they drive to site. This will enable the owner of the vehicle to be contacted in case of an emergency or should inappropriate parking occur. Visitors will also be requested to log vehicle registration details when signing in at the reception of the unit being visited.

2.10 Each car park will be lit and have CCTV for security purposes and to enable operating staff to monitor and address any inappropriate parking on their site. Grit bins will also be provided and grit would be applied by the operations team for each unit when required throughout the year. It is expected that WBC would grit roads and footways that are adopted within the site.

2.11 The operating staff for each land use will undertake surveys of their spaces from time to time, recording parking levels and any issues at different times of day. The information can then be used to potentially refine the parking strategy for the site on an ongoing basis.

2.12 Any day-to-day issues with car parking will be discussed between operation managers with the aim of resolving any issues. This monitoring and consultation process might result, for example, in units sharing their allocated spaces where the demands for each differs by time of day. It might also result in the trading of allocated spaces between the various operations.

Primary School Pick Up/Drop Off Arrangements

2.13 The primary school is considered to be located in a sustainable location, as a result a large number of pupils (accompanied by parents) are likely to walk to school from within the development and the surrounding catchment. However, it is recognised that despite its sustainable location some parents will choose to drive to/from school when dropping off and picking up pupils at the start and end of the school day.

2.14 Drop-off and pick-up facilities will be provided within the school site and the final number (and layout) of spaces will be confirmed as part of a future reserved matters application. School staff will be present in the drop-off/pick-up areas to monitor inappropriate parking.

Internal Highway Network Restrictions

2.15 As noted within the TA, it is proposed that the primary, secondary and tertiary site access roads and all footways/cycleways would be offered to WBC for adoption, which would be secured via a s106 contribution and delivered through a Section 38 agreement with WBC in due course. The final extents for adoption would be confirmed as part of a future reserved matters application.

2.16 At this stage, it is anticipated that the following measures will be implemented on the adopted highway network to discourage inappropriate parking on the local highway network:

- Double yellow lines at junctions to ensure that visibility and access to/from each land use can be retained; and
- Providing 'School Keep Clear' markings and signage outside the school.

2.17 Further detail will be provided as part of a future reserved matters application.

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Figures

Legend

- Site Location
- Bus Stops

Figure 1.1 - Site Location

Richborough

hub TRANSPORT PLANNING LTD

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0 200 400 m

Appendix I

Wokingham Borough Council Modelling Protocol

WOKINGHAM
BOROUGH COUNCIL

Protocol for use of the Wokingham Highway Model

Appendices

1. Highway Model Documents
2. Development Thresholds
3. Scoping Report
4. Trip Rates
5. Protocol Flow Diagram

Protocol

This protocol is for the use of Wokingham Strategic Highway Model or any other highways models prepared by or on behalf of Wokingham Borough Council (WBC). The modelling work is managed by WBC and carried out by WSP Ltd, to a scope of works provided to and agreed with WBC.

The Wokingham highway models are the property of the WBC. The models themselves, networks and matrices will not be released to external bodies.

All contact for access to the models must be through WBC Highways Development Control Team by emailing HighwaysDC@wokingham.gov.uk.

Highway Transport Model

WBC maintains a Wokingham Strategic Highways Model (hereafter referred to as WSTM). WSTM is based on 2015 transport data that represents an average weekday (Tuesday to Thursday). WSTM is available for

- AM peak hour (08:00-09:00)
- Inter peak hour (average 10:00 – 16:00)
- PM peak hour (17:00-18:00)

The current version is WSTM4 based on VISUM software.

To ensure compliance with modelling guidance the base year WSTM has been developed in accordance with the Department for Transport (DfT) web based Transport Analysis Guidance (WebTAG) on http://www.dft.gov.uk/webtag and the Design Manual for Roads and Bridges (DMRB) Volume 12. WBC will provide a copy

of the WSTM Local Model Validation Report (LMVR) for the base year models on request. (This is also available on the Council's website.)

The highway model is maintained on behalf of WBC by WSP Ltd.

A full suite of documents describing the modelling and forecasting can be found here and described in Appendix 1

https://www.wokingham.gov.uk/planning-policy/planning-policy-information/evidence-topics/.

Development Thresholds requiring modelling

Transport Assessments (TA) for new developments within the model area may need to use data from the traffic model to assist in demonstrating the impact of the development. This provides a consistent basis on which all development applications of a certain size can be assessed. The thresholds are based on the indicative thresholds contained in the DfT's Guidance on Transport Assessments.

WBC considers that all relevant planning applications should be tested using WSTM 4 subject to applying the thresholds in Appendix 2, but regardless of any existing consent. This is to take account of any changes on the network between one consent being granted and a resubmitted scheme. This requirement will be negotiated on a case by case basis between WBC and the developer (or their consultant).

Modelling Brief

The developer shall supply WBC with a proposed scope of work outlining the testing required. This will need to be discussed and agreed with WBC. What needs to be included in the modelling brief is set out in Appendix 3.

Without an approved scoping report, the model test will not be undertaken and WBC will be required to consider/determine applications based on information supplied which is unlikely to be adequate in terms of meeting the tests of CP4 and CP6 of the Core Strategy.

The approach adopted by WBC in the development of its Core Strategy is to use default trip rates which are detailed in the "Wokingham Strategic Transport Model Forecasting Approach" and is the Council's preferred approach. The trip rates can also be found in Appendix 4

If required, further assessment of different highway schemes or levels of development can be provided. This would need to be included in any scoping report as scenarios. WBC will advise on the additional costs for each scenario.

After consideration of the proposed scope of works and receipt of development details, WBC will confirm in writing the accepted modelling approach to be adopted.

Modelling Results

Model output, unless otherwise agreed, will be provided as set out in Wokingham Strategic Transport Model 4 (WSTM4) Highway Model Outputs report which is available on the Borough website.

The information can include:-

- Actual and Demand Flow
- Junction Turning Flow (only if requested)
- Delay
- Level of Service
- Volume over Capacity (VoC)

WBC will carry out a sense check on the data before it is released. It will be for the developer to use the data as necessary to support their application.

Copies of any reports or analysis generated by this work will be retained and may be used by the Council in any form. The models, including any modifications made as part of this work, will remain the property of the Council. WBC will undertake not to divulge this information to any other third party without first gaining the developer's agreement. However, once the information has been submitted as part of a planning application, it does become public.

Charges

Once the scoping report has been approved by both WBC and the developer, a costing of the work will be sent to the developer (or the consultant) for approval. All costs will be eligible for VAT.

All modelling requests will be charged with a 40% uplift to ensure that the traffic models are maintained and extended, where required, to support assessment of transport proposals within the Borough.

Charges are dependent on the work required to amend and run the traffic model(s) for the development scenarios requested. The amount of work will depend on whether the information requested is available from an existing scenario already modelled or whether it requires the development of new scenarios, modification of or new traffic model zones, network modifications and the number of model runs and analysis.

Work will not start until the Council has received cleared funds for carrying out the work.

Modelling Programme

Once the costing of the work has been agreed, a purchase order will need to be submitted to WBC and contain the following:-

- Name and address to where invoice will need to be sent
- Description of development and location
- Description of work
- Cost

On receipt of the purchase order, WBC will raise and send an invoice for the work. WBC will also raise a purchase order for WSP to carry out the work

Once the funds for the modelling work have cleared, the data will be issued within 10 to 15 working days, depending on the complexity of the work requested.

WBC will carry out a review of the data prior to sending out. If a problem has been identified with the data, WBC will inform the developer/consultant immediately with a revised delivery date.

Future Model Development

In accordance with S30 of the Town & Country Planning Act WBC reserves the right to update the model and the model protocol as necessary. Where reasonably practical this shall be notified to interested parties and/or on the Council's website but may affect the assessment of pre-application and planning applications.

The traffic model will be periodically updated to take account of committed developments. The Council will inform the developer of the appropriate Reference Case against which the developer's scheme/scenario will be compared.

Process Management

The management of the modelling will be the responsibility of WBC Highways DC. All contact will need to be through the following email address:-

HighwaysDC@wokingham.gov.uk

Highways DC will be responsible for arranging and assessing any modelling work whether required by developers or consultants. A modelling log will be maintained to track the progress of the requested modelling.

The modelling log will also identify versions of the master model that can then be updated once developments have received planning approval and hence treated as committed developments for future modelling runs.

Appendix 1 Suite of Documents

WSTM4 Data Collection Report

WSTM4 Local Model Validation Report

WSTM4 Local Model Validation Report Addendum

WSTM4 Forecasting Approach Report

WSTM4 Modelling Outputs Report

All these reports are available on the Borough website and are available at the following address: https://www.wokingham.gov.uk/planning-policy/planning-policy-information/evidence-topics/.

Appendix 2 Development Thresholds

Ref	Land Use		Threshold
1	A1 Food Retail	GFA	>800sqm
2	A1 Non Food Retail	GFA	>1500sqm
3	A2 Financial and Profession Services	GFA	>2500sqm
4	A3 Restaurants and Cafes	GFA	>2500sqm
5	A4 Drinking Establishment	GFA	>600sqm
6	A5 Hot Food Takeaway	GFA	>600sqm
7	B1 Business	GFA	>2500sqm
8	B2 General Industrial	GFA	>4000sqm
9	B8 Storage and Distribution	GFA	>5000sqm
10	C1 Hotels	Bed	> 100 beds
11	C2 Residential institutions – hospitals, nursing homes	Beds	>50 beds
12	C2 Residential institutions – residential education	Student	>150 students
13	C2 Residential institutions institutional hostels	Resident	>400 residents
14	C3 Dwellings (flats and houses)	Unit	>80 units
15	D1 Non-residential Institution	GFA	>1000sqm
16	New Primary School	Pupil	Not included
17	New Secondary School	Pupil	Not included
18	D2 Assembly and Leisure	GFA	>1500sqm

Appendix 3 Scoping report

The following items will need to be included in any submitted scoping report, namely:-

Administration

- Development Title
- Developer
- Consultant contact details, including email and telephone number
- Has the development already been discussed with the Planning Officer? Please give brief contact/discussion details and details of advice received.

Development details

- Development location plan (indicating red line boundaries - where these form part of wider Strategic Development Locations (SDL) the test must include an indication of development in the remaining land parcels).
- Description of the current use of the site (if any)
- The forecast year and time periods to be assessed
- Access locations (indicating the development served from each)
- Highway infrastructure changes
- Scaled layout plan of roads and key junctions within and adjacent to the development, separately indicating existing and proposed streets, controls to movement (including bus priorities) including design speed and entry capacity/green-time of junctions as appropriate
- Numbers of housing units and mix of housing (number of dwellings by number of habitable rooms) and indicative location of where these units are located
- Number and Gross Floor Area (GFA) of commercial units including type (by planning use class) including anticipated staff/visitors/customers, parking provision and access/parking controls, and indicative location of where these units are located.
- The initial list of junctions that information is required. (Please note that additional junction information may be required for junctions that WSTM4 indicate that there could be a problem caused by the development. This would be at an additional cost).
- Required outputs from the model.

Appendix 4 Modelling Trip Rates

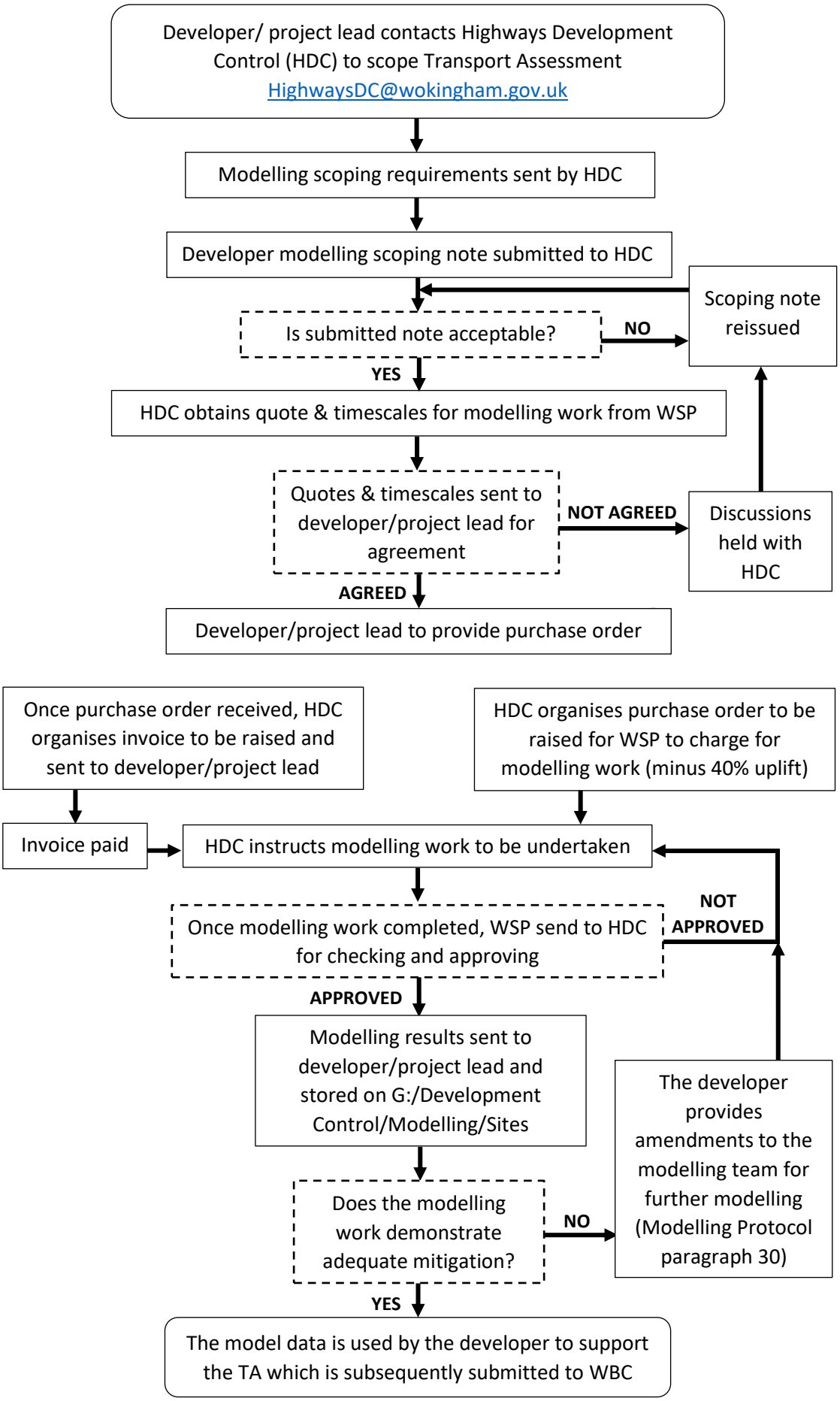
Car and Light Vehicles

	Development Type	Number of Sites	AM Peak Hour (0800-0900)			Av. Inter Peak Hour (1000-1600)			PM Peak Hour (1700-1800)		
			Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
1	Food Retail (A1) per 100sqm	1	2.64	2.14	4.77	6.33	6.09	12.43	6.23	6.89	13.11
2	ood Retail (A1) per 100sqm	3	0.20	0.04	0.25	2.56	2.51	5.07	1.57	1.62	3.19
3	Financial and Professional Services (A2) per 100sqm	10	2.20	0.19	2.39	0.42	0.57	0.99	0.23	1.98	2.22
4	rant & Café (A3) per 100sqm	2	0.00	0.00	0.00	1.68	1.51	3.20	2.68	0.83	3.51
5	Business (B1) per 100sqm	5	1.53	0.16	1.69	0.30	0.33	0.64	0.17	1.30	1.46
6	al Industry (B2) per 100sqm	6	0.51	0.19	0.70	0.22	0.24	0.46	0.10	0.49	0.59
7	or Distribution (B8) per 100sqm	3	0.07	0.06	0.13	0.09	0.10	0.19	0.04	0.09	0.14
8	Hotels (C1) per bed	4	0.33	0.91	1.24	0.27	0.30	0.57	0.59	0.28	0.86
9	Dwelling Houses (C3) per unit	13	0.17	0.41	0.58	0.18	0.18	0.36	0.36	0.16	0.51
10	Dwelling Flats (C3) per unit	8	0.06	0.18	0.25	0.11	0.11	0.22	0.19	0.10	0.29
11	esidential Institutions (D1) per 100sqm	5	6.75	3.60	10.36	5.22	5.26	10.48	3.47	4.64	8.11
12	Primary School (D1) per pupil	2	0.70	0.58	1.28	0.10	0.10	0.20	0.04	0.08	0.11
13	Secondary School (D1) per pupil	4	0.11	0.08	0.19	0.02	0.03	0.05	0.02	0.03	0.05
14	Leisure Centre (D2) per 100sqm	3	0.25	0.27	0.52	0.35	0.31	0.66	1.01	0.70	1.71
15	Cinema (D2) per 100sqm	2	0.00	0.00	0.00	1.11	0.77	1.89	1.10	1.04	2.14
16	Sports Hub (D2) per pitch	1	1.30	0.70	2.00	0.58	0.62	1.20	2.30	0.80	3.10

HGV trip rates

	Development Type	Number of Sites	AM Peak Hour (0800-0900)			Av. Inter Peak Hour (1000-1600)			PM Peak Hour (1700-1800)		
			Arrival	Departure	Total	Arrival	Departure	Total	Arrival	Departure	Total
1	Food Retail (A1) per 100sqm	1	0.02	0.06	0.08	0.04	0.03	0.06	0.01	0.02	0.03
2	ood Retail (A1) per 100sqm	3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	Financial and Professional Services (A2) per 100sqm	10	0.01	0.01	0.01	0.00	0.03	0.03	0.00	0.00	0.00
4	rant & Café (A3) per 100sqm	2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	Business (B1) per 100sqm	5	0.02	0.01	0.03	0.01	0.03	0.04	0.00	0.00	0.01
6	al Industry (B2) per 100sqm	6	0.02	0.01	0.03	0.02	0.03	0.04	0.01	0.01	0.01
7	r Distribution (B8) per 100sqm	3	0.01	0.01	0.03	0.02	0.03	0.05	0.02	0.01	0.03
8	Hotels (C1) per bed	4	0.01	0.01	0.02	0.01	0.01	0.02	0.00	0.00	0.00
9	Dwelling Houses (C3) per unit	13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	Dwelling Flats (C3) per unit	8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
11	esidential Institutions (D1) per 100sqm	5	0.00	0.00	0.00	0.02	0.02	0.05	0.00	0.00	0.00
12	Primary School (D1) per pupil	2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
13	Secondary School (D1) per pupil	4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	Leisure Centre (D2) per 100sqm	3	0.01	0.01	0.02	0.00	0.00	0.00	0.00	0.00	0.00
15	Cinema (D2) per 100sqm	2	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
16	Sports Hub (D2) per pitch	1	0.10	0.10	0.20	0.00	0.00	0.00	0.00	0.00	0.00

Appendix 5 Protocol Flow Diagram



Appendix J

Person Trip Rates TRICS Output

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.078**	**0.293**	**0.371**
08:00-09:00	**7**	**294**	**0.162**	**0.339**	**0.501**
09:00-10:00	**7**	**294**	**0.139**	**0.170**	**0.309**
10:00-11:00	**7**	**294**	**0.122**	**0.137**	**0.259**
11:00-12:00	**7**	**294**	**0.133**	**0.155**	**0.288**
12:00-13:00	**7**	**294**	**0.138**	**0.137**	**0.275**
13:00-14:00	**7**	**294**	**0.149**	**0.137**	**0.286**
14:00-15:00	**7**	**294**	**0.152**	**0.159**	**0.311**
15:00-16:00	**7**	**294**	**0.253**	**0.155**	**0.408**
16:00-17:00	**7**	**294**	**0.284**	**0.158**	**0.442**
17:00-18:00	**7**	**294**	**0.347**	**0.150**	**0.497**
18:00-19:00	**7**	**294**	**0.264**	**0.163**	**0.427**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.115**	**0.480**	**0.595**
08:00-09:00	**7**	**294**	**0.238**	**0.698**	**0.936**
09:00-10:00	**7**	**294**	**0.206**	**0.271**	**0.477**
10:00-11:00	**7**	**294**	**0.189**	**0.217**	**0.406**
11:00-12:00	**7**	**294**	**0.194**	**0.247**	**0.441**
12:00-13:00	**7**	**294**	**0.216**	**0.209**	**0.425**
13:00-14:00	**7**	**294**	**0.225**	**0.213**	**0.438**
14:00-15:00	**7**	**294**	**0.241**	**0.245**	**0.486**
15:00-16:00	**7**	**294**	**0.529**	**0.281**	**0.810**
16:00-17:00	**7**	**294**	**0.517**	**0.270**	**0.787**
17:00-18:00	**7**	**294**	**0.589**	**0.274**	**0.863**
18:00-19:00	**7**	**294**	**0.444**	**0.333**	**0.777**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.002**	**0.006**	**0.008**
08:00-09:00	**7**	**294**	**0.001**	**0.014**	**0.015**
09:00-10:00	**7**	**294**	**0.002**	**0.001**	**0.003**
10:00-11:00	**7**	**294**	**0.004**	**0.002**	**0.006**
11:00-12:00	**7**	**294**	**0.001**	**0.003**	**0.004**
12:00-13:00	**7**	**294**	**0.003**	**0.002**	**0.005**
13:00-14:00	**7**	**294**	**0.002**	**0.000**	**0.002**
14:00-15:00	**7**	**294**	**0.004**	**0.004**	**0.008**
15:00-16:00	**7**	**294**	**0.006**	**0.001**	**0.007**
16:00-17:00	**7**	**294**	**0.011**	**0.006**	**0.017**
17:00-18:00	**7**	**294**	**0.008**	**0.007**	**0.015**
18:00-19:00	**7**	**294**	**0.008**	**0.004**	**0.012**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.001**	**0.001**	**0.002**
08:00-09:00	**7**	**294**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**294**	**0.001**	**0.001**	**0.002**
10:00-11:00	**7**	**294**	**0.001**	**0.001**	**0.002**
11:00-12:00	**7**	**294**	**0.001**	**0.001**	**0.002**
12:00-13:00	**7**	**294**	**0.001**	**0.001**	**0.002**
13:00-14:00	**7**	**294**	**0.001**	**0.001**	**0.002**
14:00-15:00	**7**	**294**	**0.001**	**0.001**	**0.002**
15:00-16:00	**7**	**294**	**0.001**	**0.001**	**0.002**
16:00-17:00	**7**	**294**	**0.001**	**0.001**	**0.002**
17:00-18:00	**7**	**294**	**0.001**	**0.001**	**0.002**
18:00-19:00	**7**	**294**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	01/04/2019 - 01/04/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**294**	**0.001**	**0.001**	**0.002**
09:00-10:00	**7**	**294**	**0.003**	**0.002**	**0.005**
10:00-11:00	**7**	**294**	**0.002**	**0.001**	**0.003**
11:00-12:00	**7**	**294**	**0.002**	**0.003**	**0.005**
12:00-13:00	**7**	**294**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**294**	**0.001**	**0.001**	**0.002**
14:00-15:00	**7**	**294**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**294**	**0.001**	**0.001**	**0.002**
16:00-17:00	**7**	**294**	**0.000**	**0.001**	**0.001**
17:00-18:00	**7**	**294**	**0.001**	**0.000**	**0.001**
18:00-19:00	**7**	**294**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.003**	**0.004**	**0.007**
08:00-09:00	**7**	**294**	**0.005**	**0.005**	**0.010**
09:00-10:00	**7**	**294**	**0.002**	**0.002**	**0.004**
10:00-11:00	**7**	**294**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**294**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**294**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**294**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**294**	**0.002**	**0.001**	**0.003**
15:00-16:00	**7**	**294**	**0.002**	**0.003**	**0.005**
16:00-17:00	**7**	**294**	**0.002**	**0.002**	**0.004**
17:00-18:00	**7**	**294**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**294**	**0.001**	**0.001**	**0.002**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.063**	**0.252**	**0.315**
08:00-09:00	**7**	**294**	**0.138**	**0.307**	**0.445**
09:00-10:00	**7**	**294**	**0.114**	**0.147**	**0.261**
10:00-11:00	**7**	**294**	**0.102**	**0.119**	**0.221**
11:00-12:00	**7**	**294**	**0.110**	**0.131**	**0.241**
12:00-13:00	**7**	**294**	**0.122**	**0.120**	**0.242**
13:00-14:00	**7**	**294**	**0.128**	**0.112**	**0.240**
14:00-15:00	**7**	**294**	**0.135**	**0.140**	**0.275**
15:00-16:00	**7**	**294**	**0.233**	**0.130**	**0.363**
16:00-17:00	**7**	**294**	**0.251**	**0.136**	**0.387**
17:00-18:00	**7**	**294**	**0.310**	**0.134**	**0.444**
18:00-19:00	**7**	**294**	**0.242**	**0.151**	**0.393**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.009**	**0.034**	**0.043**
08:00-09:00	**7**	**294**	**0.016**	**0.023**	**0.039**
09:00-10:00	**7**	**294**	**0.018**	**0.017**	**0.035**
10:00-11:00	**7**	**294**	**0.016**	**0.014**	**0.030**
11:00-12:00	**7**	**294**	**0.020**	**0.019**	**0.039**
12:00-13:00	**7**	**294**	**0.014**	**0.015**	**0.029**
13:00-14:00	**7**	**294**	**0.017**	**0.022**	**0.039**
14:00-15:00	**7**	**294**	**0.013**	**0.016**	**0.029**
15:00-16:00	**7**	**294**	**0.013**	**0.017**	**0.030**
16:00-17:00	**7**	**294**	**0.027**	**0.017**	**0.044**
17:00-18:00	**7**	**294**	**0.031**	**0.013**	**0.044**
18:00-19:00	**7**	**294**	**0.019**	**0.008**	**0.027**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.001**	**0.002**	**0.003**
08:00-09:00	**7**	**294**	**0.001**	**0.002**	**0.003**
09:00-10:00	**7**	**294**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**294**	**0.000**	**0.001**	**0.001**
11:00-12:00	**7**	**294**	**0.000**	**0.001**	**0.001**
12:00-13:00	**7**	**294**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**294**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**294**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**294**	**0.002**	**0.002**	**0.004**
16:00-17:00	**7**	**294**	**0.002**	**0.000**	**0.002**
17:00-18:00	**7**	**294**	**0.002**	**0.001**	**0.003**
18:00-19:00	**7**	**294**	**0.001**	**0.002**	**0.003**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.094**	**0.413**	**0.507**
08:00-09:00	**7**	**294**	**0.211**	**0.605**	**0.816**
09:00-10:00	**7**	**294**	**0.173**	**0.239**	**0.412**
10:00-11:00	**7**	**294**	**0.160**	**0.191**	**0.351**
11:00-12:00	**7**	**294**	**0.176**	**0.223**	**0.399**
12:00-13:00	**7**	**294**	**0.189**	**0.183**	**0.372**
13:00-14:00	**7**	**294**	**0.198**	**0.190**	**0.388**
14:00-15:00	**7**	**294**	**0.210**	**0.210**	**0.420**
15:00-16:00	**7**	**294**	**0.442**	**0.229**	**0.671**
16:00-17:00	**7**	**294**	**0.450**	**0.225**	**0.675**
17:00-18:00	**7**	**294**	**0.517**	**0.218**	**0.735**
18:00-19:00	**7**	**294**	**0.380**	**0.261**	**0.641**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.018**	**0.039**	**0.057**
08:00-09:00	**7**	**294**	**0.027**	**0.064**	**0.091**
09:00-10:00	**7**	**294**	**0.030**	**0.029**	**0.059**
10:00-11:00	**7**	**294**	**0.024**	**0.020**	**0.044**
11:00-12:00	**7**	**294**	**0.016**	**0.019**	**0.035**
12:00-13:00	**7**	**294**	**0.024**	**0.022**	**0.046**
13:00-14:00	**7**	**294**	**0.024**	**0.020**	**0.044**
14:00-15:00	**7**	**294**	**0.026**	**0.031**	**0.057**
15:00-16:00	**7**	**294**	**0.068**	**0.045**	**0.113**
16:00-17:00	**7**	**294**	**0.047**	**0.035**	**0.082**
17:00-18:00	**7**	**294**	**0.053**	**0.045**	**0.098**
18:00-19:00	**7**	**294**	**0.039**	**0.062**	**0.101**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.001**	**0.022**	**0.023**
08:00-09:00	**7**	**294**	**0.000**	**0.016**	**0.016**
09:00-10:00	**7**	**294**	**0.000**	**0.002**	**0.002**
10:00-11:00	**7**	**294**	**0.001**	**0.004**	**0.005**
11:00-12:00	**7**	**294**	**0.000**	**0.001**	**0.001**
12:00-13:00	**7**	**294**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**294**	**0.001**	**0.003**	**0.004**
14:00-15:00	**7**	**294**	**0.001**	**0.000**	**0.001**
15:00-16:00	**7**	**294**	**0.013**	**0.005**	**0.018**
16:00-17:00	**7**	**294**	**0.009**	**0.004**	**0.013**
17:00-18:00	**7**	**294**	**0.011**	**0.003**	**0.014**
18:00-19:00	**7**	**294**	**0.017**	**0.006**	**0.023**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.000**	**0.017**	**0.017**
08:00-09:00	**7**	**294**	**0.000**	**0.011**	**0.011**
09:00-10:00	**7**	**294**	**0.000**	**0.001**	**0.001**
10:00-11:00	**7**	**294**	**0.001**	**0.002**	**0.003**
11:00-12:00	**7**	**294**	**0.000**	**0.001**	**0.001**
12:00-13:00	**7**	**294**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**294**	**0.001**	**0.003**	**0.004**
14:00-15:00	**7**	**294**	**0.001**	**0.000**	**0.001**
15:00-16:00	**7**	**294**	**0.012**	**0.003**	**0.015**
16:00-17:00	**7**	**294**	**0.008**	**0.003**	**0.011**
17:00-18:00	**7**	**294**	**0.007**	**0.002**	**0.009**
18:00-19:00	**7**	**294**	**0.013**	**0.005**	**0.018**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.*

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 27/09/2022
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**294**	**0.000**	**0.000**	**0.000**
09:00-10:00	**7**	**294**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**294**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**294**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**294**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**294**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**294**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**294**	**0.000**	**0.000**	**0.000**
16:00-17:00	**7**	**294**	**0.000**	**0.000**	**0.000**
17:00-18:00	**7**	**294**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**294**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	**7**	**294**	**0.000**	**0.005**	**0.005**
08:00-09:00	**7**	**294**	**0.000**	**0.005**	**0.005**
09:00-10:00	**7**	**294**	**0.000**	**0.001**	**0.001**
10:00-11:00	**7**	**294**	**0.000**	**0.001**	**0.001**
11:00-12:00	**7**	**294**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**294**	**0.000**	**0.000**	**0.000**
13:00-14:00	**7**	**294**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**294**	**0.000**	**0.000**	**0.000**
15:00-16:00	**7**	**294**	**0.001**	**0.002**	**0.003**
16:00-17:00	**7**	**294**	**0.001**	**0.000**	**0.001**
17:00-18:00	**7**	**294**	**0.003**	**0.001**	**0.004**
18:00-19:00	**7**	**294**	**0.004**	**0.001**	**0.005**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					

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.

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Parameter Summary:

Trip rate parameter range selected:	200 - 750 (units: DWELLS)
Survey date date range:	27/09/2017 - 22/09/2021
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
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.

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