

Land North of Sun Lane, Riseley

Transport Statement

Client: **Wellington Estate and 3West Group**

23 January 2026

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REPORT DETAILS

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1. INTRODUCTION

1.1 Background

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has been commissioned by Wellington Estate and 3West Group to produce a Transport Statement (TS) in relation to an outline planning application with all matters reserved except for access, for a residential development on Land North of Sun Lane, Riseley.
- 1.1.2 The description of the development is for an Outline application with all matters reserved except for access for the construction of up to 44 dwellings, including affordable housing together with access, landscaping and associated infrastructure (cross boundary application).
- 1.1.3 The TS considers the impacts of the proposals in relation to transport including the site connectivity, parking provision and access arrangements, road safety and vehicle trip generation. It has been produced to inform both Wokingham Borough Council (WBC) and Hampshire County Council (HCC) on the highways and transport implications of the proposals, given that the majority of the site lies within WBC, although part of the access road and Sun Lane falls within HCC.

1.2 Scope of Report

- 1.2.1 The scope of work has considered policies and advice set out in the National Planning Policy Framework (NPPF), Manual for Streets (MfS), the WBC Local Development Plan (LDP), Riseley Village Design Statement SPG, WBC Parking Standards SPG, as well as considering our previous experience of other similar sites. It also considers HCC Technical Guidance Notes.
- 1.2.2 As such, the TS has been structured to include the following:
 - A description of the existing conditions including, site location, existing use of the site, highway network, road safety analysis and existing travel behaviour in the surrounding area
 - Consideration of planning context
 - Review of the connectivity of the site by sustainable modes of travel
 - Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking and servicing and delivery arrangements
 - Forecast vehicle trip generation
 - Consideration of the impact of the proposals on the local highway network

2. EXISTING SITUATION

2.1 Site Location, Use and Access

- 2.1.1 The site is located on the southwestern edge of Riseley which is a village in West Berkshire, adjacent to the border with Hampshire. The site is located approximately 10km to the south of Reading and 12km to the northeast of Basingstoke.
- 2.1.2 The site is bound by Bull Lane to the north, residential properties to the south and east, and Sun Lane to the southwest. It is approximately 60m north of the B3349 and 90m to the east of the A33.
- 2.1.3 The indicative location of the site in its local context, is provided in Figure 2-1.
- 2.1.4 It is currently undeveloped land with a gated field access onto Bull Lane to the north, broadly centrally located on the northwestern boundary.

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Relevant Planning Applications

2.2.1 An outline planning application (Ref: 16/02989/OUT) was submitted in November 2016 for land at Odiham Road, Riseley, seeking permission for the development of up to 83 residential dwellings, with vehicular access from Odiham Road, together with public open space, ancillary works and associated infrastructure. The application was submitted with all matters reserved except for access and was granted planning permission in November 2017.

2.2.2 A Transport Statement was submitted in support of the application and is available on the planning portal. The Transport Statement included an assessment of the site's sustainable accessibility, and Hart District Council provided the following comments in relation to transport matters in the officer's report:

- *"Pedestrian mobility and accessibility is considered limited as there are no essential facilities within walking distance of the development as schools, doctors or retail areas. It is not ideal, however these are existing conditions of Riseley and the fact of people living in there for years makes of it a valid precedent."*
- *"The bus offer at Riseley is not particularly wide, however due to the number of residents at this location it is considered enough and acceptable for the new development to be adequately served by public bus. One hour frequency buses are in accordance to the demand of the population and make sense on travel patterns terms."*
- *"A perfect rail connectivity will not characterise the site as the nearest train stations are only reachable by bus or private vehicle. However they are within a reasonable distance following different official recommendations and bus connections are provided to them, therefore it is considered acceptable."*

2.2.3 As such, the council and highway authority considered the site to have an appropriate level of pedestrian access to existing services on the basis this is an existing village and there is already an existing precedent set in this regard. In addition, they considered a one hour bus service and the rail connectivity to be acceptable.

2.2.4 The permitted development, which has since been constructed, is located to the south-east of the application site, west of Basingstoke Road, and is accessed from Odiham Road. Given the close proximity of the two sites, the principles underpinning the acceptance of the existing connectivity and accessibility are considered to also apply to proposed residential development.

2.3 Local Highway network

Sun Lane

2.3.1 Sun Lane is a single track lane which forms a junction with Basingstoke Road B3349 at its southern extent and continues as Bull Lane at its northern extent. Sun Lane runs along the western extent of the site and provides access to Coldharbour Cottage and Woodmans Cottage.

2.3.2 Sun Lane is adopted and is rural in nature, predominantly flanked by grass verges and hedgerows, with no footway provision. The grass verges provide opportunities for pedestrians to step off the carriageway should this be required.

Bull Lane

2.3.3 Bull Lane continues on from Sun Lane at its western extent running east to form a junction with the B3349 Basingstoke Road.

- 2.3.4 For the majority of its extent, Bull Lane is a single track lane and rural in nature, predominantly flanked by grass verges and hedgerows, with no footway provision. The grass verges provide opportunities for pedestrians to step off the carriageway should this be required.
- 2.3.5 Bull Lane is adopted highway and runs along the northern extent of the site. There is an existing gated field access onto Bull Lane, broadly centrally located on the northwestern boundary.
- 2.3.6 Bull Lane provides access to numerous residential properties, including the residential cul-de-sac of Yeosfield and Russett Close, as well as the local public house (Bull at Riseley).

B3349 Basingstoke Road

- 2.3.7 The B3349 Basingstoke Road forms a north-south alignment, connecting to the A33 at its northern extent in Three Mile Cross. At its southern extent, Basingstoke Road forms a junction with another single carriageway road also known as the B3349, which in turn routes west to form the eastern arm of a roundabout with the A33 and Welsh Lane.
- 2.3.8 Basingstoke Road is subject to a 30mph speed limit on approach to the village of Riseley and serves Sun Lane, from where the site will be accessed. The 30mph speed limit starts just north of the Sun Lane/Basingstoke Road junction, with national speed limit restrictions to the south of this.
- 2.3.9 Basingstoke Road is a two-way single carriageway, with footways located on both sides of the carriageway connecting into the village. The footway on the eastern side of the carriageway continues north, connecting Riseley to the village of Swallowfield.

A33

- 2.3.10 The A33 is a major road running through the counties of Berkshire and Hampshire. Within the vicinity of the site, it routes north forming Junction 11 of the M4 just to the south of Reading. To the south, the A33 routes into Basingstoke and provides access to Junction 6 of the M3.

2.4 Road Safety

- 2.4.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the two-year period prior to the pandemic between 1st January 2018 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2024. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.
- 2.4.2 The data has been reviewed using the Crashmap website. The study area within the analysis covers the local highway network within the vicinity of the site. The locations of the recorded PIAs are shown in Figure 2-2.

Figure 2-2: Location of Recorded PIAs



Source: Crashmap

- 2.4.3 Over the seven-year period, one PIA occurred within the study area, which was recorded as 'slight' in nature. There were no serious or fatal incidents recorded during this period.
- 2.4.4 The accident was located on the B3349, approximately 20m to the east of its junction with Basingstoke Road. The incident involved three vehicles and two casualties. No pedestrians or cyclists were involved.
- 2.4.5 No PIAs occurred within the vicinity of Sun Lane, at the Sun Lane / Basingstoke Road junction or along Basingstoke Road within the village. None of the PIAs involved pedestrians or cyclists, including within the entire village outside of the study area. As such, there is no evidence of a road safety issue relating to pedestrian or cyclist movements within Riseley.
- 2.4.6 There were no clusters of four or more PIAs occurring in the same location, therefore no evidence to suggest a re-occurring road safety issue.
- 2.4.7 Although all incidents are regrettable, the PIAs that occurred within the time period do not indicate a specific pattern or an issue with the geometry of the highway that would be exacerbated by the

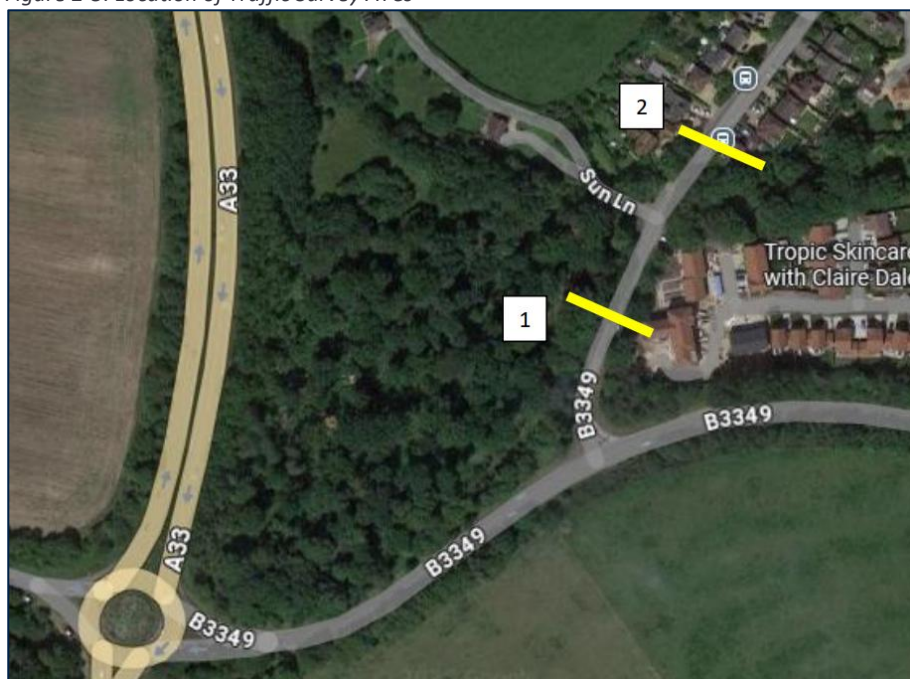
proposals, particularly on Sun Lane and Basingstoke Road. It also does not show any evidence of a safety issue for access from the site to the local facilities in the village, particularly for pedestrian and cyclist movements.

- 2.4.8 As such, there is no evidence of a road safety issue on any of these routes including for pedestrians, who safely share the carriageway with vehicles along Sun Lane and Bull Lane.

2.5 Traffic Flows and Speeds

- 2.5.1 Automatic traffic count (ATC) survey data has been obtained on Basingstoke Road to the north and south of the existing Sun Lane junction. The surveys were undertaken by independent traffic survey specialists, Auto Surveys Ltd. The approximate location of the two ATCs are shown in Figure 2-3. The ATCs collected traffic speeds and flows for seven continuous days between Tuesday 8th July 2025 and Monday 14th July 2025 in order to obtain speed data against which visibility splays can be considered.

Figure 2-3: Location of Traffic Survey ATCs



- 2.5.2 A summary of the survey results, in terms of the 85th percentile recorded speeds in each direction is set out in Table 2-1.

Table 2-1: 2024 Recorded 85th Percentile Speeds on Basingstoke Road

Survey	Northbound	Southbound
1. Southern Survey	33.7 mph	34.6 mph
2. Northern Survey	38.0 mph	40.1 mph

- 2.5.3 The ATCs showed that the speeds were higher in each direction to the north of the site rather than the south and as such, both northbound and southbound speeds from this location have been used to inform visibility splay analysis for robustness.

- 2.5.4 A summary of the survey results, in terms of recorded flows in each direction during the peak hours and across an average day is set out in Table 2-2, and the raw data is attached at Appendix A.

Table 2-2: 2024 Recorded Flows Speeds on Wilsom Road

Survey	AM Peak (08:00-09:00)	PM Peak (16:00-17:00)	Daily (7 Day Ave.)
Southern Survey			

Survey	AM Peak (08:00-09:00)	PM Peak (16:00-17:00)	Daily (7 Day Ave.)
Northbound	57	80	809
Southbound	67	42	738
Two-Way	124	122	1547
Northern Survey			
Northbound	60	82	839
Southbound	66	43	743
Two-Way	126	125	1582

2.6 Modal Share

- 2.6.1 A review of census travel to work mode share data has been undertaken. Given that the 2021 census took place during the pandemic, the 2011 results have been reviewed, as these are considered more appropriate for considering the modal share of journeys to work.
- 2.6.2 The site is located within Output Area (OA) Wokingham E00084234. Table 2-3 shows how the existing residents of these areas currently travel to work, as well as a comparison with the entire Wokingham District as obtained from 2011 Census data (via Nomis dataset QS701EW).

Table 2-3: Journey to Work Mode Split (Census 2011)

Mode	E00084234	Wokingham
Public Transport	5%	4%
Car Driver	86%	69%
Motorcycle	0%	1%
Car Passenger	4%	6%
Bicycle	2%	1%
On Foot	2%	18%
Other	1%	1%
Total	100%	100%

- 2.6.3 The census data shows that 90% of residents living in Output Area E00084234 travel to work using their car/motorcycle/car share, with 2% walking, 5% travelling by public transport, and 2% cycling.
- 2.6.4 These statistics have been adjusted to exclude working from home. If this was included, c.13% of residents currently in work, do so from home rather than commuting and this is likely to have significantly increased since 2011.
- 2.6.5 It is noted that travelling to work is only one journey purpose during peak hours from a residential site. A significant proportion of journeys will also be for education, leisure, and local retail purposes, with some of these facilities and services being located in Riseley or within walking distance.
- 2.6.6 The data demonstrates that there is some potential for walking, cycling, and public transport trips to be made to and from the site and that these movements already occur, without evidence of a safety issue, in this area.

2.7 Car Ownership

- 2.7.1 The 2021 Census data for car ownership levels by household has been reviewed, considering the area in which the site is situated (OA Wokingham E00084234). The output area boundary is provided in Figure 2-4.

Figure 2-4: Census 2021 output area for car ownership analysis



Source: Office for National Statistics

2.7.2 The car ownership statistics are presented in Table 2-4 for the Wokingham E00084234 Output Area. It shows an average of 1.93 cars per household in the surrounding area and that 26% of households own one car or less.

Table 2-4: Census 2021 car ownership per household

Number of cars or vans	Households	Number of cars	Average car ownership
No cars or vans in household	6	0	0
1 car or van in household	31	31	1
2 cars or vans in household	58	116	2
3 or more cars or vans in household	25	85*	3+
Total: all households	120	232	1.93

*a factor of 3.38 applied, derived from national research

3. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

- 3.1.1 This section sets out the alternative modes of travel available for potential future residents of the site. The connectivity of the site has been considered in the context of the development proposals and the surrounding area and uses.

3.2 Walking and Cycling

Walking Infrastructure and Routes

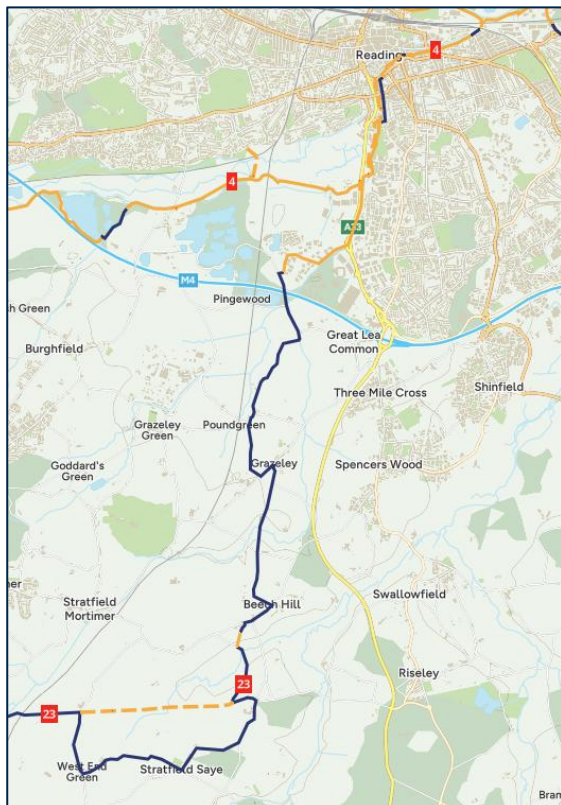
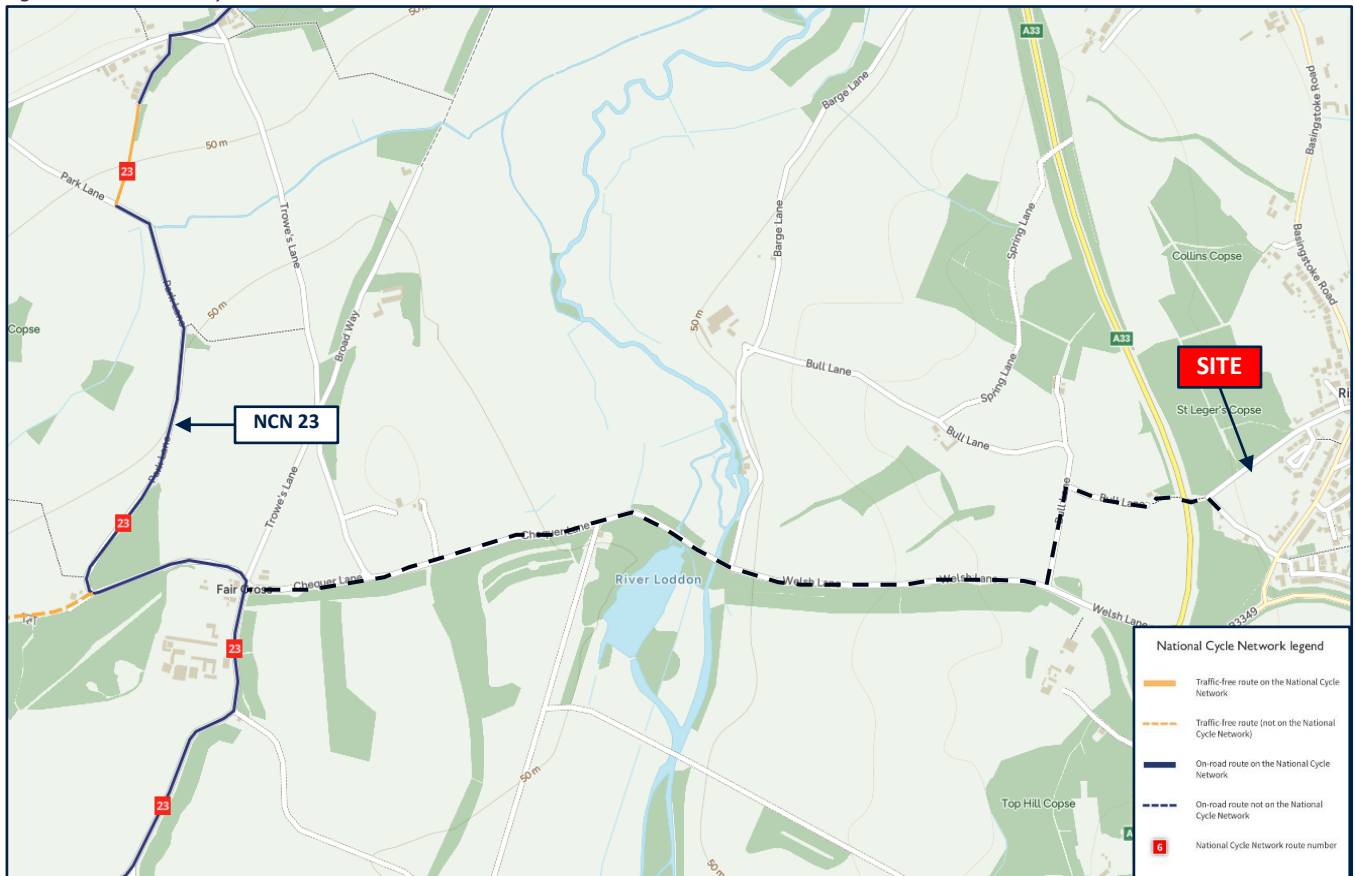
- 3.2.1 The site accesses directly onto Sun Lane to its southern extent. Sun Lane is a rural lane which currently accommodates the shared use of pedestrians and cyclists, given the minimal level of traffic on this route. The geometry of Sun Lane would limit vehicle speeds, therefore making it suitable for pedestrians to share the space with vehicles. There is no evidence to suggest an existing road safety issue in relation to pedestrians using Sun Lane.
- 3.2.2 Sun Lane connects to Bull Lane at its northwestern extent. Bull Lane routes in a northeast – southwest alignment which provides an alternative route for pedestrians. Along Bull Lanes extent, verge is available which allows pedestrians to step off the carriageway where needed.
- 3.2.3 The southern extent of Sun Lane connects to the B3349, Basingstoke Road, where a c.2m wide footway provision is provided on the eastern and western extents of the carriageway. These footways provide a connection to bus stops and into the village of Riseley. The footway on the eastern side of the carriageway continues north connecting to the village of Swallowfield.

Cycling Infrastructure and Routes

- 3.2.4 Within the immediate vicinity of the site there are no dedicated cycling routes, although the local roads within Riseley are unlikely to carry significant traffic flows and there is no evidence of an existing road safety issue for cycling.
- 3.2.5 As such, it is considered appropriate for cyclists to share carriageway space with vehicles. This is consistent with Department for Transport (DfT) guidance, LTN 1/20 (July 2020), which states at Chapter 7 ‘Quiet mixed traffic streets and lanes’ that “On existing streets where the principal function is access to local properties, and on rural lanes where traffic flows are light, there is less need for separate cycle facilities” and that “where motor traffic flows are light and speeds are low, cyclists are likely to be able to cycle on-carriageway in mixed traffic” (para. 7.1.1).
- 3.2.6 Approximately 2.6km to the west of the site, National Cycle Route (NCN) 23 can be accessed which provides access to the southern extent of Reading to the north, as shown in Figure 3-1. This route runs from Reading to Southampton via Basingstoke, Alresford, Winchester and Eastleigh. The section between Reading and Basingstoke is locally known as the Calleva Trail and forms a key section of the National Cycle Network in Hampshire; the route follows traffic-free and on-road sections between Basingstoke Town Centre and Chineham, and then follows quiet lanes passing Silchester and then through West Berkshire and on to Reading.
- 3.2.7 Within the vicinity of the site, NCN Route 23 can be accessed via Bull Lane and Welsh Lane, which already accommodates frequent cycling movements as shown on the Strava Heat Map (Figure 3-2), which indicates relative cycling activity based on recorded Strava trips, with brighter purple/white showing higher concentrations. This may include the highway network or traffic free routes such as

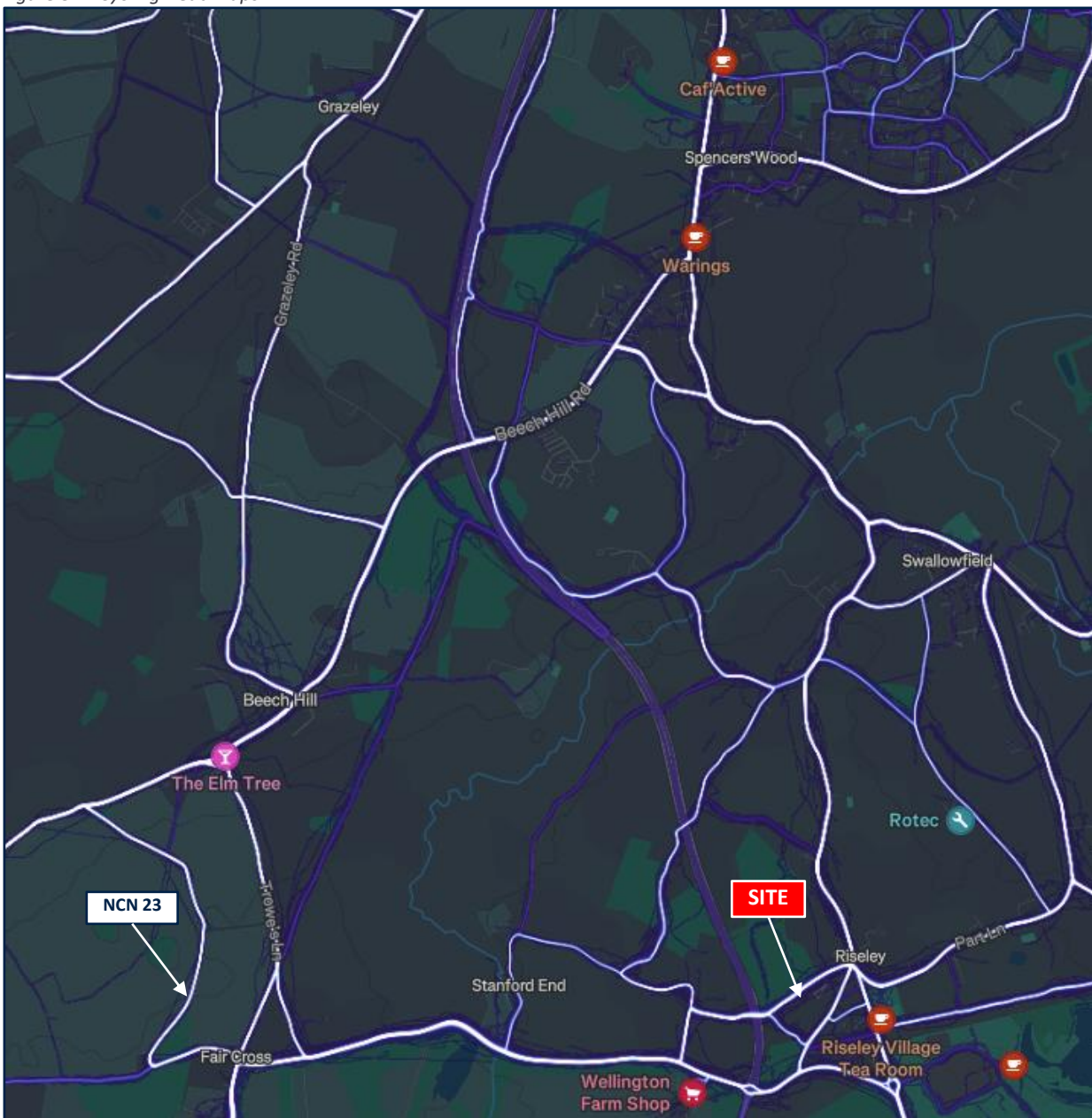
towpaths or bridleways. Although, the data cannot be quantified publicly, it offers an indication of cycle usage surrounding the development site.

Figure 3-1: National Cycle Network



Source: Sustrans

Figure 3-2: Cycling Heat Maps

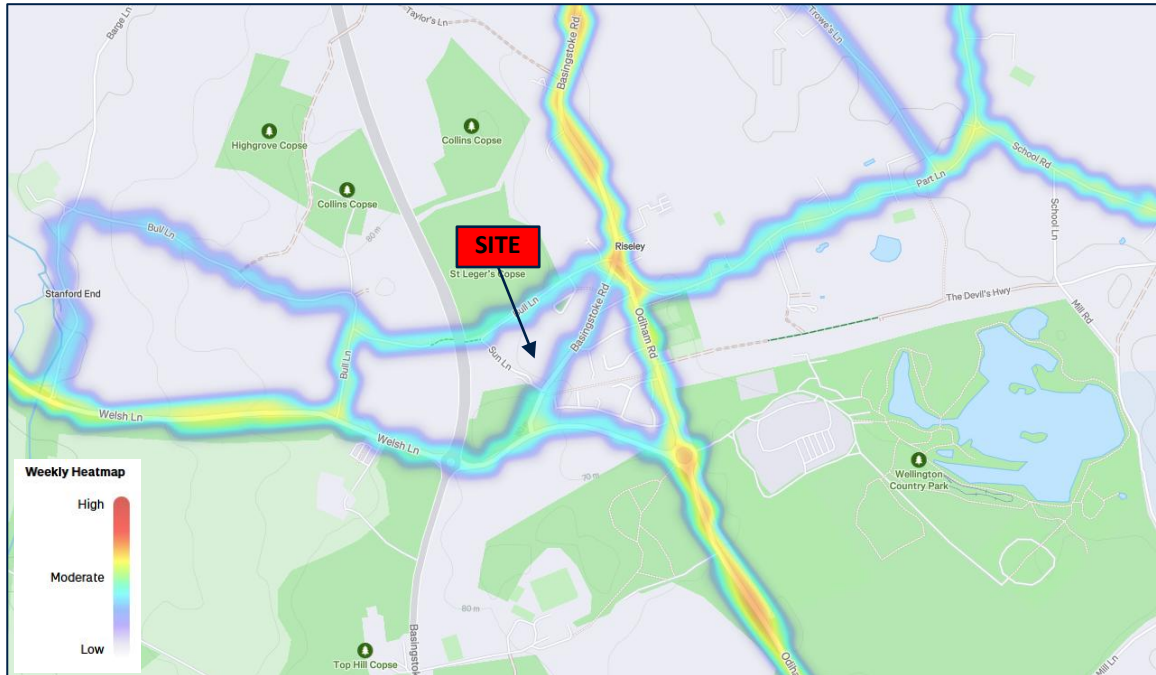


Source: Strava

Relative cycling activity based on recorded Strava trips, with brighter purple/white showing higher concentrations.

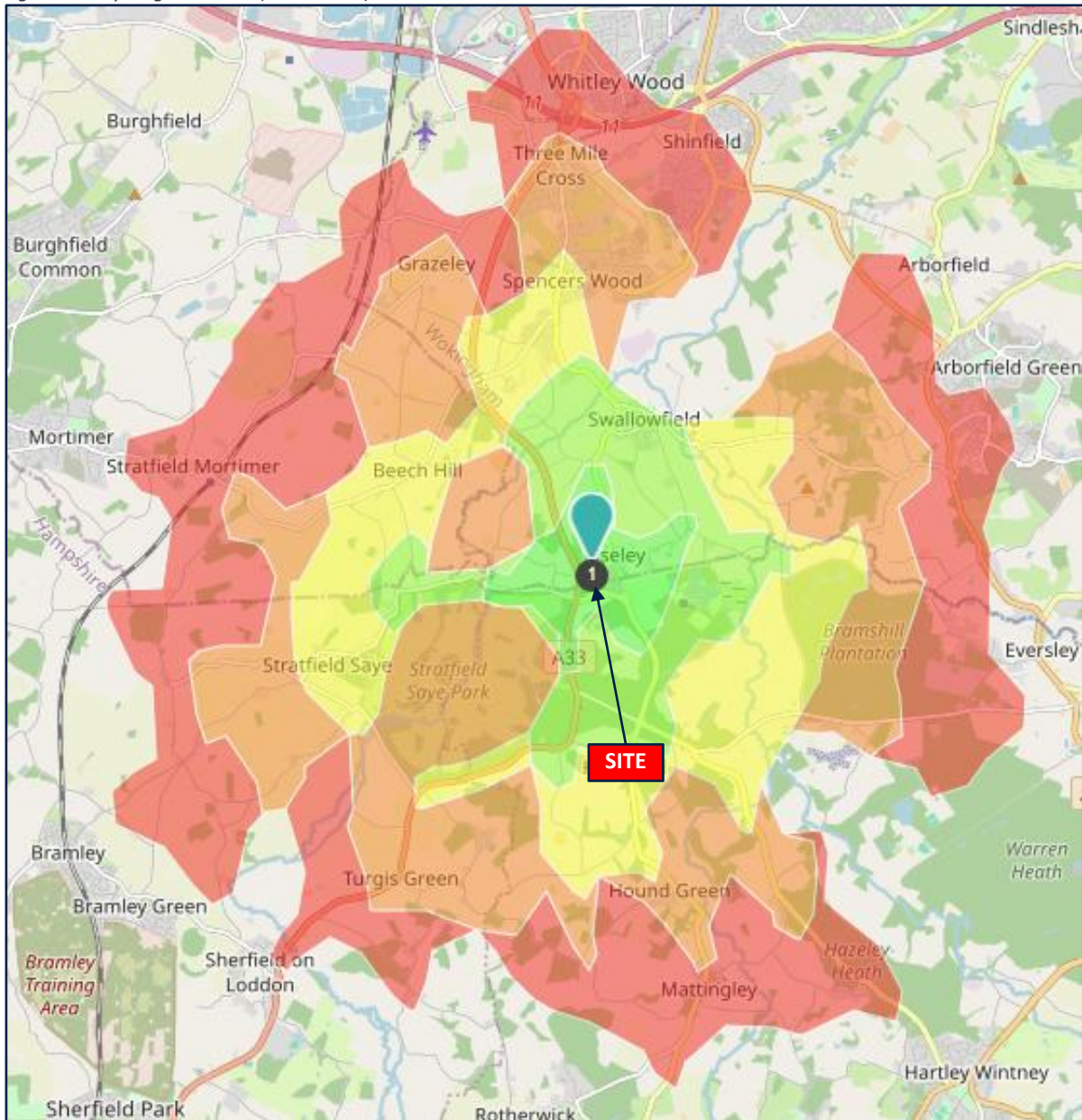
- 3.2.8 In addition, Strava provides a weekly cycling heatmap, as shown in Figure 3-3, which demonstrates that Odiham Road/Basingstoke Road has a moderate to high use by cyclists, as shown from the key. To the north, this route connects into Reading.

Figure 3-3: Strava Weekly Cycling Heatmap



- 3.2.9 To consider cycling journeys, the Openroute Service has been used to generate cycle isochrones at five minute intervals up to a total of 25 minutes (c.8km) using roads and cycle routes (i.e., not straight line distances). This has been shown in Figure 3-4.

Figure 3-4: Cycling Isochrone (25-minutes)



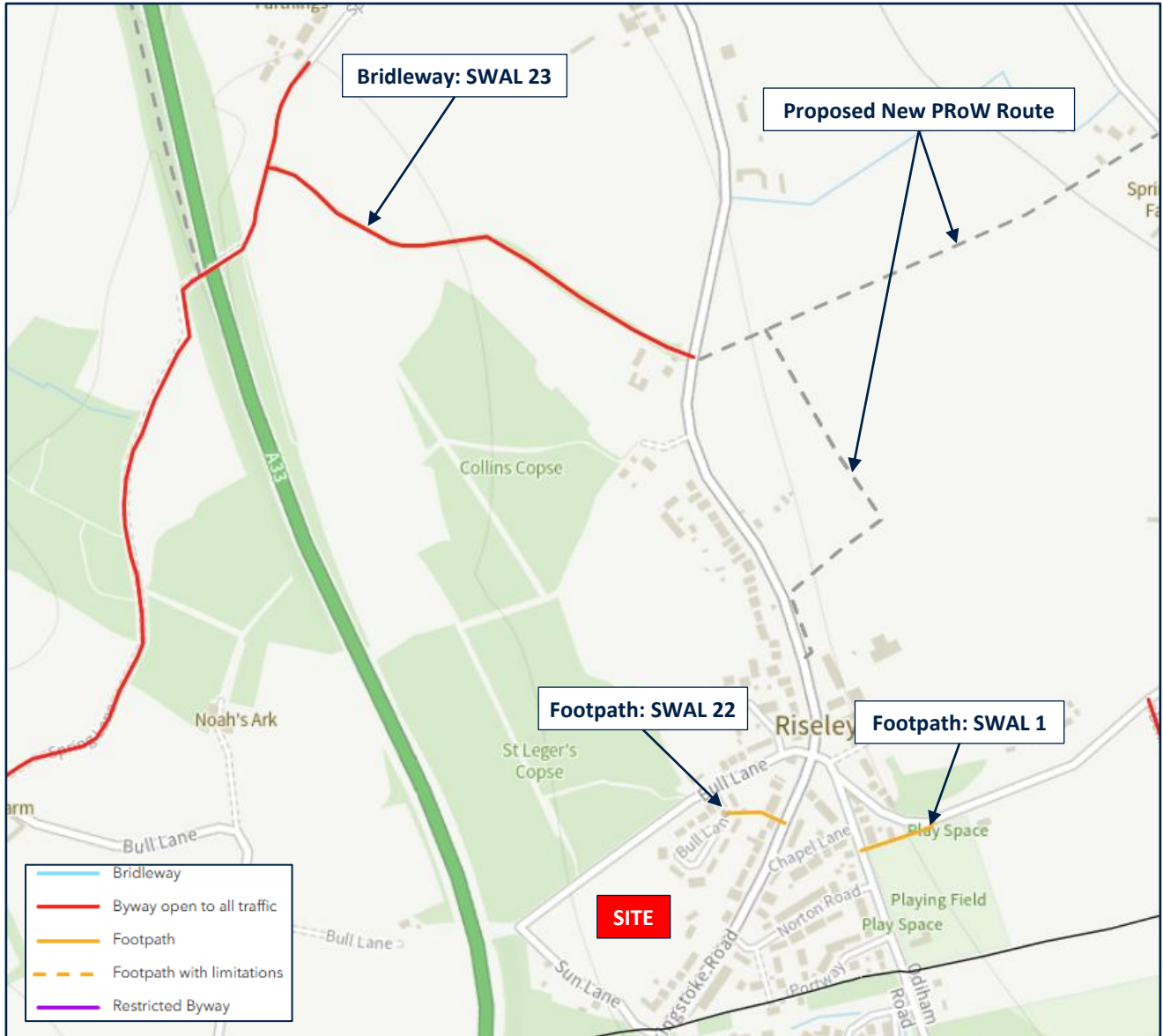
Source: Openroute Services

- 3.2.10 The isochrones are generated based on speeds dependent on the surface and highway type. The majority (if not all) of the routes used would be paved and as such would be subject to an 18kph speed based on the parameters in the software. A five minute isochrone would therefore cover a distance of 1.5km, with a 25 minute isochrone therefore covering a distance of 7.5km.
- 3.2.11 The Department for Transport (DfT) LTN1/20 Cycle Infrastructure Design states at para. 2.2.2 that *“Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people”* (c.8km). As such, this is broadly in accordance with the relevant design guidance (indeed, cycle journeys to the site could originate from slightly greater distances, up to 8km from the site, in accordance with the guidance).
- 3.2.12 The isochrones show that the NCN 23 route is within an appropriate cycling distance from the site, as such it provides a connection to the southern extent of Reading which also falls within an appropriate cycling distance from the site.

3.3 Public Rights of Way

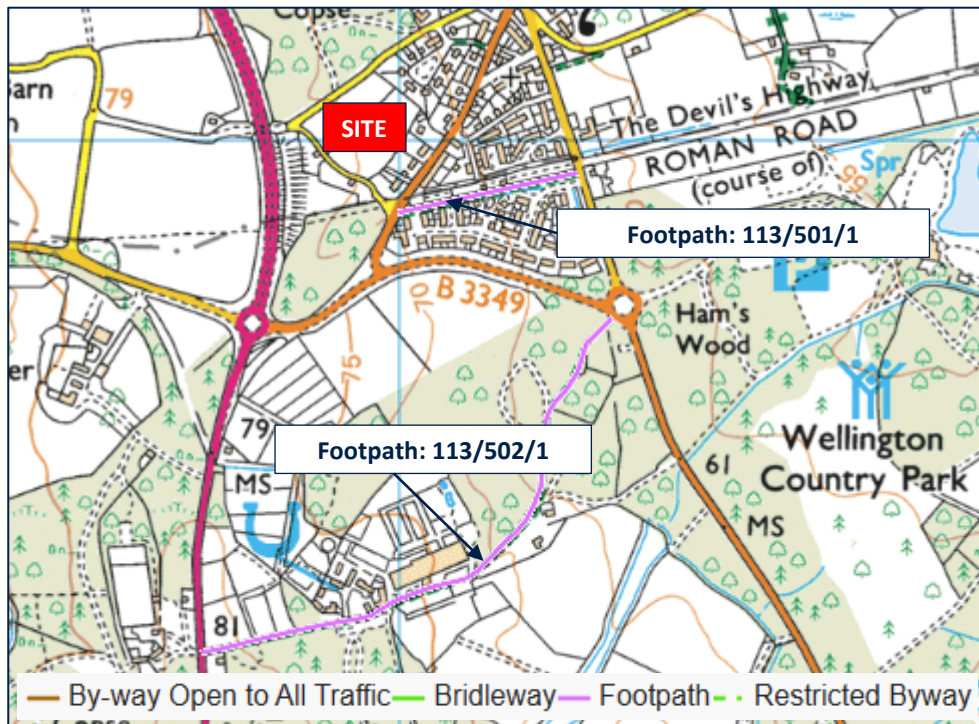
3.3.1 Within the vicinity of the site there are established Public Rights of Way (PRoW) routes. Their location within the context of the site is shown in Figure 3-5 and Figure 3-6.

Figure 3-5: Public Rights of Way within the vicinity of the site



Source: Wokingham Borough Council

Figure 3-6: Public Rights of Way within the vicinity of the site



Source: Hart District Council

- 3.3.2 Approximately 315m to the northeast of the site, Public Footpath SWAL 22 can be accessed which provides access to B3349, Basingstoke Road.
- 3.3.3 Public Footpath SWAL 1 can be accessed c.460m to the east of the site, which provides access to the playing fields and Part Lane to the eastern extent of Riseley.
- 3.3.4 Additionally, footpath 113/501/1 can be accessed from Basingstoke Road via Sun Lane; this provides a route between Basingstoke Road and Odiham Road where there are facilities such as Riseley Memorial Hall and Riseley Tennis Club.
- 3.3.5 Further PRoW routes have been proposed to improve connectivity to Riseley and provide alternative routes for pedestrians. The proposed route would provide a new link from Riseley to Footpath 17 and Footpath 16 to Swallowfield Village. In addition, it would also connect to Bridleway SWAL 23 which routes to the north providing a connection to Penny Farthings.
- 3.3.6 As such, the public rights of way offer further potential for encouraging walking movements to and from the site.

3.4 Distances to Facilities

- 3.4.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.
 - Department for Transport (DfT) – Manual for Streets (2007): MfS states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
 - CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about ‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’.

- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
- DfT – National Travel Survey 2016 Report (NTS2016)– This suggests on page 16 that 80% of all trips under 1 mile (1.6km) were made by walking. Page 19 suggests that the average walking trip was 16 minutes in time (equating to around 1.3km based on a walking speed of 3mph).
- DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that “Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people” (c.8km).
- DMRB – Although superseded by CD143, TA91/05 Provision for Non-Motorised Users provided useful guidance on walking and cycling distances, which remains helpful in this regard. Paragraph 2.2 of TA91/05 states that 2 miles is ‘a distance that could easily be walked by the majority of people’. Paragraph 2.3 also continues by stating that ‘Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles’ (3.2km).
- With regard to cycling, TA91/05 states (paragraph 2.11) that ‘Cycling is used for accessing a variety of different destinations up to a range of around 5 miles.’ At paragraph 2.9, TA91/05 states that 5 miles (c.8km) is a distance ‘that could easily be cycled by the majority of people’.

3.4.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40-minute walk. Sites with a range of facilities within 1.6km are considered to be within a ‘walkable neighbourhood’ and would be highly sustainable locations.

3.4.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.

3.4.4 To demonstrate the site’s connectivity, facilities within appropriate distances which are accessed via the outlined suitable and established routes have been summarised in Table 3-1. These facilities have been summarised based on approximate travel distances from the site access via the appropriate routes, not straight-line distances. The location of these facilities in the context of the site are shown in Figure 3-7.

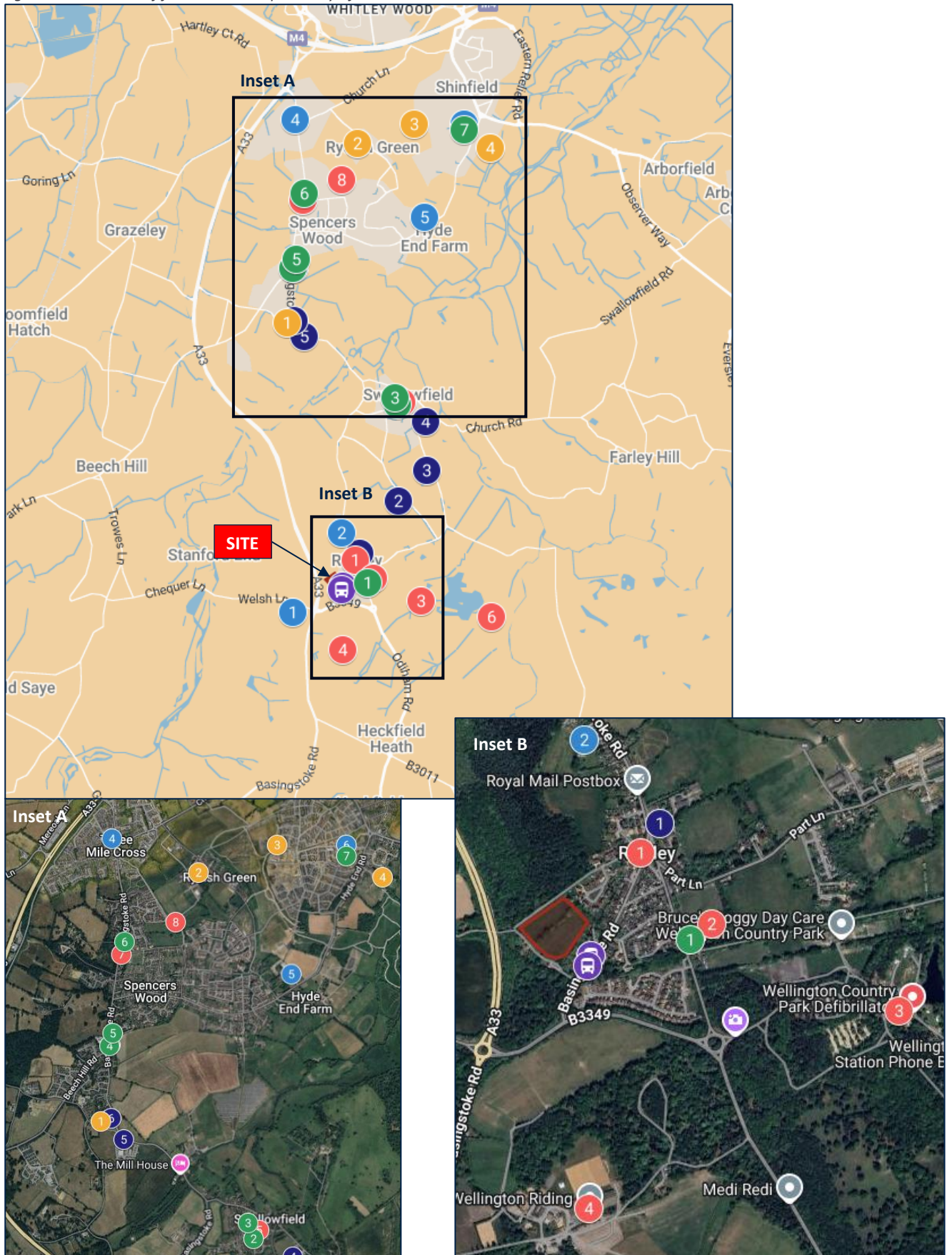
Table 3-1: Proximity of the site to local facilities and services

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Community Facilities				
1	Riseley Memorial Hall and Tea Room	510	6	2
2	Swallowfield Post Office and Parish Stores	2610	33	8
3	Swallowfield Medical Practice	2680	34	8
4	Spencers Wood Post Office	4060	-	13
5	Valley Veterinary Group - Spencers Wood Vet Surgery	4160	-	13
6	St Michael's & All Angels Church	4860	-	15
7	Shinfield Pharmacy	7230	-	23
Public Transport				
	Dog And Partridge (SB)	110	1	0.3
	Dog And Partridge (NB)	130	2	0.4
Retail				
1	Wellington Farm Shop	705	9	2
2	Village Maid Cheese	910	11	3
3	One Stop	4060	-	13
4	Budgens	5665	-	18
5	Shinfield Garden Centre	5945	-	19
6	Lidl	7030	-	22

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Education				
1	Lambs Lane Primary School	3555	44	11
2	Oakbank School	6400	-	20
3	Alder Grove Church of England Primary School	6535	-	20
4	Shinfield St Mary's CE Junior School	7325	-	23
Leisure				
1	Bull at Riseley Public House	440	6	1
2	Riseley Tennis Club	570	7	2
3	Wellington Country Park	1140	14	4
4	Wellington Riding	1430	18	4
5	The Crown Public House	2645	33	8
6	Wellesley Water Meadow	3185	40	10
7	Farriers Arms Public House	4790	-	15
8	Spencers Wood Youth Football Club	5445	-	17
Employment				
1	Riseley Business Park	550	7	2
2	Valley Produce	2050	26	6
3	DeepWater Yard	2300	29	7
4	Brookside Business Centre	3105	39	10
5	Lambs Farm Business Park	3330	-	10
6	Heron Industrial Estate	3660	-	11

* Based on walking speeds of 80 metres per minute and Cycling Speeds of 320 metres per minute. Walking travel times above 40 minutes have been excluded.

Figure 3-7: Location of facilities within proximity of the site



Source: Google Maps

Note: Numbers and colours correlate to Table 3-1

- 3.4.5 Table 3-1 and Figure 3-7 shows there are some facilities and services situated within walking distance from the site. Within Riseley there are some facilities and services, which consist of a public house, employment uses, bus stops, cheese shop, tennis courts and Memorial Hall and tea rooms. A further range of facilities and services can be accessed within an appropriate cycling distance from the site, these consist of a post office, convenience store, primary school, supermarkets, public house, pharmacy, church and GP.
- 3.4.6 The site is considered to be situated in a location which makes it possible for some journeys to be made by foot or cycle. This will encourage some trips to be made by walking and cycling and reduce the reliance on the private car.
- 3.4.7 As outlined in Section 2.2, the connectivity by sustainable modes of travel and the proximity of facilities was considered acceptable for the recently approved and completed development (Ref: 16/02989/OUT). Due to the close proximity of the sites, this conclusion should also remain valid for the proposed development.
- 3.4.8 In addition, the NPPF states in paragraph 83 that, *"To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby."*
- 3.4.9 The site is therefore considered to be in accordance with the NPPF para 83, as it will support the local services within Riseley, as well as the other local villages such as Swallowfield and Spencers Wood, with facilities in these areas being located within suitable cycling distance.

3.5 Public Transport

Bus

- 3.5.1 The closest bus stops are the 'Dog and Partridge' which are located on the B3349 Basingstoke Road approximately 140 metres (two-minute walk) to the east of the site.
- 3.5.2 The northbound stops are served by the 145 service, while the southbound stops are served by the 145 and 600 services. The 145 service operates only on Tuesdays and provides one service across the day between Three Mile Cross and Winnersh. The 600 service operates Monday to Saturday, with an hourly service from 06:12-23:05 between Reading – Mere oak Park & Ride – TVSP/ Swallowfield/ Riseley.
- 3.5.3 Based on the times of operation, potential future residents of the site can use the 600 service for commuting purposes to Reading. The bus service therefore provides a feasible option for people working full-time in these areas. The service can also be used to access destinations for leisure, retail, and health purposes as well as connecting to rail services within Reading.
- 3.5.4 It is considered that the site has reasonable accessibility by bus, particularly given the semi-rural location and this offers a realistic travel option for residents of the site. As noted in Section 2.2, the Local Planning Authority previously accepted that the level of public transport provision in Riseley, although limited, is reflective of the settlement's existing characteristics and is sufficient to support residential development. This position remains applicable to the proposed site given its close proximity to the recently approved and implemented development. Accordingly, the available bus services are considered appropriate and will assist in minimising reliance on the private car for some journeys to and from the site.

Rail Services

- 3.5.5 The closest rail station to the site is Reading, which is a 13.5km cycle from the site, which equates to approximately a 42 minute cycle. Reading station is the second largest interchange outside of London, and there are around 140 trains to Reading from London Paddington a day. Trains to Reading station are provided by both Great Western Railway and South Western Railway.
- 3.5.6 The station provides 344 sheltered cycle parking spaces which are located in front of the station and in the underground short and long stay car parks. Additionally, the station benefits from a multi storey car park with 1387 spaces, including 14 accessible spaces.
- 3.5.7 The station benefits from a ticket office and ticket machines, sheltered waiting areas, and step-free access to all platforms.
- 3.5.8 Great Western Railway operate services linking to the station to destinations including Cardiff, London, Heathrow Airport, Didcot, Oxford, Bristol, Gatwick Airport, Cheltenham and Basingstoke. During the peak hours, the London Paddington service operates with approximately 13-15 services an hour, which equates to a service on average every 4-5 minutes.
- 3.5.9 As such, it would be attractive to use rail services for commuting purposes, particularly to London, although rail could be used for other journey purposes such as leisure, retail and education purposes. A combined cycle and rail journey has good potential for replacing car journeys and reducing the requirement for travelling by car. Albeit a combined car and rail journey would provide a realistic opportunity for future residents of the site.
- 3.5.10 In addition, the station can be accessed via bus service 600, which provides an hourly service connecting to stops in close proximity to the site. Access to Reading station by bus is estimated to take approximately 50 minutes, inclusive of walking time to and from the bus stops and station. As such, a combined bus and rail journey offers a realistic travel option for future residents for both commuting and leisure trips. As noted in Section 2.2, it was previously acknowledged that rail connectivity in this location is acceptable, given the opportunity for multi-modal journeys.

3.6 Summary

- 3.6.1 Paragraph 110 of the NPPF states that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”*.
- 3.6.2 The development site is located within a semi-rural setting, and future residents of the site are provided with a genuine choice of transport modes, which is in line with the NPPF, considering this rural setting.
- 3.6.3 Riseley is provided with a public house, employment opportunities, memorial hall and tearoom, tennis courts and bus stops all of which can be accessed via walking from the site. To the north of the site further services and amenities can be accessed within an appropriate cycling distance from the site. These services and amenities include post office, convenience store, primary school, supermarkets, public house, pharmacy, church and GP.
- 3.6.4 When considering cycling, southern areas of Reading are within a suitable cycling distance with NCN Route 23 offering a key route for cyclists when travelling to the north. As such, the site offers future residents the potential to travel by cycling.

- 3.6.5 There are bus stops c.130m from the site. While the level of bus service provision reflects the site's rural setting and the nature of the surrounding bus routes, the site nonetheless benefits from a degree of accessibility by bus, offering a viable travel option for future residents. In particular, the available bus services provide connections to key destinations, including Reading Station, enabling onward rail journeys. This level of provision will assist in minimising vehicle trip generation from the site and reduce the reliance on private car ownership.
- 3.6.6 Potential future residents would have a realistic choice of modes of travel for all journey purposes, which will assist in constraining the level of vehicle generation from the site and minimise the impact of the development.

4. DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 This section summarises the details of the proposals, albeit recognising the application is in outline, as well as setting out the access strategy. The planning application is in outline with all matters reserved except access. For this reason, the proposed site access is presented and discussed in detail, but internal layout matters are discussed in principle only.

4.1.2 The development proposals seek permission for delivery of a new residential development of up to 44 dwellings, with an indicative layout comprising of the following:

- 8no. One-bedroom maisonettes
- 17no. Two-bedroom houses
- 15no. Three-bedroom houses
- 4no. Four-bedroom houses

4.1.3 The indicative site layout is shown in Appendix B.

4.2 Access Arrangements

Vehicle Access

4.2.1 The development proposals include junction amendments to the existing Sun Lane/B3349 Basingstoke Road junction and the realignment of Sun Lane to provide an access road, with adjacent footway, which connects into the site. The existing Sun Lane is then tied in at a new minor access junction, as this will mainly serve a single property. The amended access comprises of a 5.5m carriageway width and 10m junction radii. A general arrangement design of the proposed access arrangements is provided within Appendix C. Swept paths of a refuse vehicle turning in and out from Basingstoke Road without conflict are provided in Appendix D.

4.2.2 Visibility from the access has been provided in accordance with the HCC Visibility Splay Calculator and MfS2 based on the recorded 85th percentile speeds set out in Section 2. Based on the over 60kph formula, and applying the desirable minimum criteria, this equates to a 103.8m visibility to and from the north and 95.3m visibility to and from the south. For robustness, the speeds have not been adjusted by a wet weather factor. These splays are demonstrated in the drawing in Appendix C.

4.2.3 The alignment of the new access road broadly follows the existing Sun Lane alignment on the western edge of the carriageway as closely as possible, and the existing Sun Lane carriageway is to be tied into the new site access road via a new minor priority junction type arrangement. The proposed junction is provided with visibility splays of 2m x 25m, in line with 20mph speeds.

4.2.4 In addition, the access to Coldharbour Cottage would be to extend the existing driveway on its existing alignment to tie into the improved Sun Lane. These works are all within the existing adopted highway and would remain in the adopted highway. This driveway access has been provided with visibility splays of 2m x 25m, in line with 20mph speeds, as shown on the general arrangement drawing attached at Appendix C, which also shows the extent of the adopted highway. The visibility at both of these new access points would be broadly similar to currently and the design of the access road would assist in minimising vehicle speeds to 20mph.

4.2.5 All visibility splays can be accommodated within the adopted highway or within the site boundary and there would be no restrictions between a height of 0.6m and 2m along the splays, as vegetation would

be removed or trimmed back to accommodate the splays. As such, the access can be delivered appropriately.

Walking and Cycling Access

- 4.2.6 A footway of 2m in width is provided on the northern side of the access, which ties into the existing footway on Basingstoke Road. An informal pedestrian crossing is proposed with dropped kerbs and tactile paving located just north of the access. Pedestrian visibility splays of 1m x 103.8m to the north and 1m x 95.3m to the south have been provided, in line with recorded 85th percentile speeds.
- 4.2.7 The existing access onto Bull Lane has also been retained in the scheme which allows pedestrians and cyclists to access areas of Riseley on the shared carriageway arrangement. This is considered suitable as a secondary access route given the minimal level of vehicle movements on this route and as this is already used for this purpose. However, a formal pedestrian route is also provided adjacent to the main site access. The provision of two connections for walking enables the site to be well connected and fully permeable with its surrounds.
- 4.2.8 The NPPF does not require or advocate a 'one size fits all' approach. The NPPF states that *"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"* (ref: para 110). In line with this, the proposed access arrangements and improvements to provide a crossing on Basingstoke Road to encourage walking are considered to be in accordance with the NPPF.

4.3 Site Layout

- 4.3.1 The application is to be submitted in outline with means of access to be considered at this time, with the internal site layout details a matter reserved for determination at a later date. Notwithstanding, the following principles will apply, and have been tested through the evolution of the indicative masterplan included at Appendix B:
- The 5.5m access road will continue into the site as the main spine road which can serve dwellings along its frontage and enable access to internal driveways and shared space areas
 - The internal site layout will be designed to minimise the speeds of vehicular traffic and prioritise walking and cycling movements and will include the provision of shared space surfaces, where appropriate
 - The site will be designed to keep speeds to 20mph or below and suitable forward visibility around bends would be provided for 15-20mph speeds (15-25m)
 - Access road with minimum inside radii width of 40m
 - Refuse vehicles will be able to manoeuvre around the site safely and appropriately, with access road widths appropriate to accommodate these vehicles. Where required, turning heads can be provided within the site. As such, refuse vehicles will be able to enter and exit the site in forward gear.
- 4.3.2 The site layout would therefore be designed to be safe and suitable for a residential development of up to 44 dwellings and accommodate all vehicles likely to use the site.

4.4 Parking

- 4.4.1 As this is an outline application and the masterplan is illustrative, all details of parking can be agreed as part of the reserved matters application. However, this section sets out the standards which would be applicable to the scheme.

Car Parking

- 4.4.2 The Wokingham Borough Council Parking Standards Study report (2011) provides the parking standards that would be applicable to the proposal. An extract of the parking standards table from the report is shown in Figure 4-1.

Figure 4-1: WBC Parking Standards - Table C3-3

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

- 4.4.3 The demand for unallocated spaces would be based on 'Village' calculations for two allocated spaces per dwelling.
- 4.4.4 In addition, visitor parking provision should be provided for all dwellings that have one or more allocated spaces on the basis of 0.2 spaces per dwelling.
- 4.4.5 Car parking will be provided in accordance with the standards set out in Table C3-3 in Figure 4-1.

Cycle Parking

- 4.4.6 The Wokingham Borough Council Parking Standards Study report (2011) provides the cycle parking standards that would be applicable to the proposal.
- 4.4.7 As these are residential dwellings, there will be sufficient space provided for on-plot cycle storage for a minimum of one space per dwelling, within the curtilage of each dwelling in line with the guidance. Details of cycle parking will be provided at the reserved matters stage.

4.5 Servicing and Refuse Collection

- 4.5.1 Servicing would mainly relate to refuse collection which would be undertaken internally within the site. Swept path analysis of a refuse vehicle has been undertaken (Appendix D) which demonstrates that a refuse can enter and exit the site from Basingstoke Road without conflict. Swept path analysis will be undertaken at reserved matters stage of the internal layout to demonstrate that appropriate access and manoeuvring can be achieved.
- 4.5.2 MfS states Building Regulations on refuse collection distances in that waste collection vehicles should be able to get within 25 metres of the storage points and residents should not carry waste further than 35 metres. At the reserved matters stage, it will be demonstrated that the arrangements are in line with Building Regulations (and MfS) and considered safe and appropriate.
- 4.5.3 A fire tender will also be able to get within 45 metres of all properties and turn within the site, if needed.

5. TRIP GENERATION AND IMPACTS

5.1 Introduction

- 5.1.1 This section sets out the estimated trip generation of the proposed development using the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of use, scale, location, accessibility, and surrounding population.
- 5.1.2 The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. Trip rates have been obtained and applied to establish the forecast trip generation during peak hours on a weekday and over a daily period.
- 5.1.3 The trip generation is based on historic surveys of similar sites and there has been changes to travel behaviour since the pandemic with increases in flexible and home working which are not reflected in surveys of these existing pre-covid sites. As such, the trip generation is considered to be robust and may not be reflected in the generation from the site.

5.2 Proposed Trip Generation

- 5.2.1 The TRICS category '03 - RESIDENTIAL/A – HOUSES PRIVATELY OWNED' has been selected to derive trip rates for the potential residential development. Although there may be flats and affordable dwellings on the site, which are likely to generate a lower level of vehicle movements, the use of surveys in this category is considered a robust worst case.
- 5.2.2 The following parameters have been applied to the search criteria to obtain sites of a similar nature:
- Located in England and Wales (excluding London)
 - Vehicle Surveys
 - Sites between 25 and 70 dwellings
 - Village Locations
 - From 2010 onwards
 - Removal of Surveys of Sites with over 125,000 population within five miles
- 5.2.3 The application of these parameters resulted in identifying three comparable sites. The resultant vehicle trip rates, and vehicle trip generation based upon the proposed 44 dwellings are summarised in Table 5-1. The full TRICS report is included in Appendix E.

Table 5-1: Proposed Development Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per dwelling)			Trip Generation (44 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.174	0.38	0.554	8	17	25
PM Peak (17:00-18:00)	0.421	0.14	0.561	19	6	25
12 Hours (07:00-19:00)	2.215	2.321	4.536	97	102	199

- 5.2.4 Table 5-1 demonstrates that the proposed development is forecast to generate 25 two-way vehicular movements during the AM (0800 – 0900) network peak hour and 25 two-way vehicular movements during the PM (1700 – 1800) network peak hour. This equates to approximately one vehicle every 2-3 minutes on average, during the peak hours.
- 5.2.5 Over a 12-hour period, the proposed development is forecast to generate 199 two-way vehicle movements.

- 5.2.6 This level of vehicle movements would have a minimal impact on the operation of the highway network. As such, the proposals are consistent with NPPF as the minimal increase in traffic would not have a severe impact on highway operation or an unacceptable impact on road safety.
- 5.2.7 This level of movements can also be suitably accommodated at the proposed site access, with a simple priority junction being the suitable arrangement at this location.

6. SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 This Transport Statement (TS) has been provided to support an outline planning application with all matters reserved except for access, for up to 44 dwellings together with access, landscaping and associated infrastructure (cross boundary application).
- 6.1.2 The application site ('the site') is located on the western edge of Riseley to the northeast of Sun Lane and to the south of Bull Lane.
- 6.1.3 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the proposals in terms of location, connectivity, highway safety, parking, access, and the impact on the local highway network.
- 6.1.4 The development proposals include junction amendments to the existing Sun Lane/B3349 Basingstoke Road junction and the realignment of Sun Lane to provide access to the site. As an outline application, the details associated with the internal layout, parking provision, and servicing is reserved for determination at a later date. Notwithstanding, as a statement of intent, the parking provision will be fully in accordance with the WBC parking standards, and the layout will accommodate service and delivery vehicles appropriately to enter and exit the site in a forward gear.
- 6.1.5 The development site is located within a semi-rural setting, and future residents of the site are provided with an appropriate choice of transport modes considering the setting. The site location is broadly the same as that accepted for a recently approved and developed site nearby, with the access by sustainable modes being considered acceptable by the local planning authority at that location.
- 6.1.6 Proposals to encourage walking include the provision of a new dropped kerb crossing on Basingstoke Road, as well as a footway linking into the site. An existing access will be retained onto Bull Lane. As such, residents are able to walk to and from local facilities appropriately and this is in accordance with NPPF (para 110), considering the semi-rural location.
- 6.1.7 Road safety data has been analysed and there is no evidence of a highway safety issue within the vicinity of the site which would be exacerbated by the proposals. There were no incidents within proximity to the Sun Lane / Basingstoke Road access and no incidents have occurred which involved pedestrians or cyclists over the most recent seven-year period.
- 6.1.8 Trip generation analysis forecasts that the proposals would generate approximately one vehicle per 2-3 minutes during the network peak hours. This is a minimal level of vehicle movements and would not lead to a severe impact on the highway network. The access arrangements can also suitably accommodate this level of movements.

6.2 Conclusions

- 6.2.1 The development would not have an unacceptable impact on road safety and the access arrangements will provide safe and suitable access for the proposed residential use.
- 6.2.2 The proposals will not have a severe impact on the operation of the highway network and suitable mitigation which is proportionate to the scheme has been proposed.
- 6.2.3 Consequently, the analysis within this TS demonstrates that there are no significant highways or transportation matters that should preclude the local planning authority from approving this application.

Appendix A Traffic Survey Data

Site 1 - 51.360102, -0.967639

BASINGSTOKE ROAD – LOOKING SOUTHBOUND

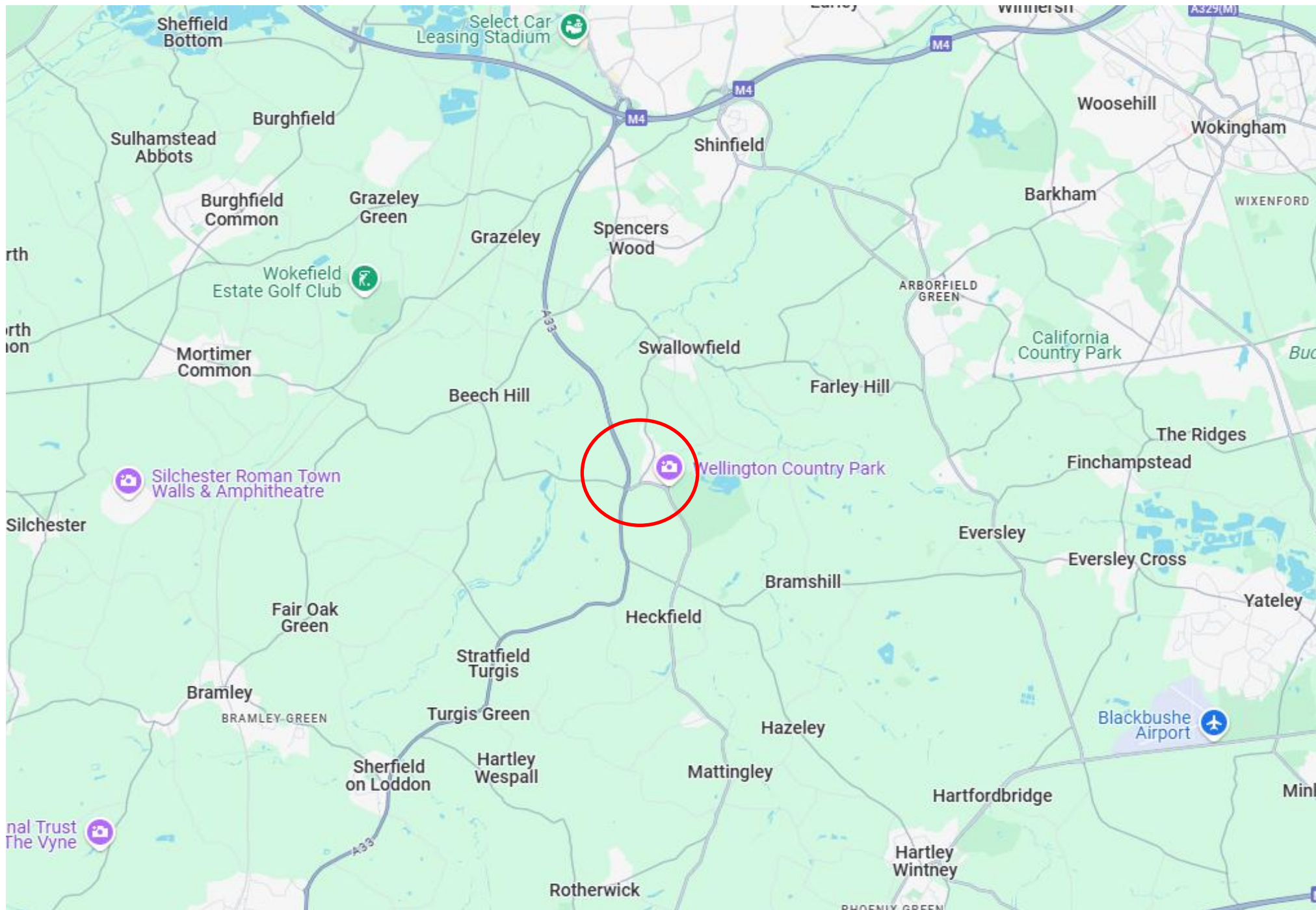


Site 2 - 51.3609446,-0.9669281

BASINGSTOKE ROAD – LOOKING SOUTHBOUND





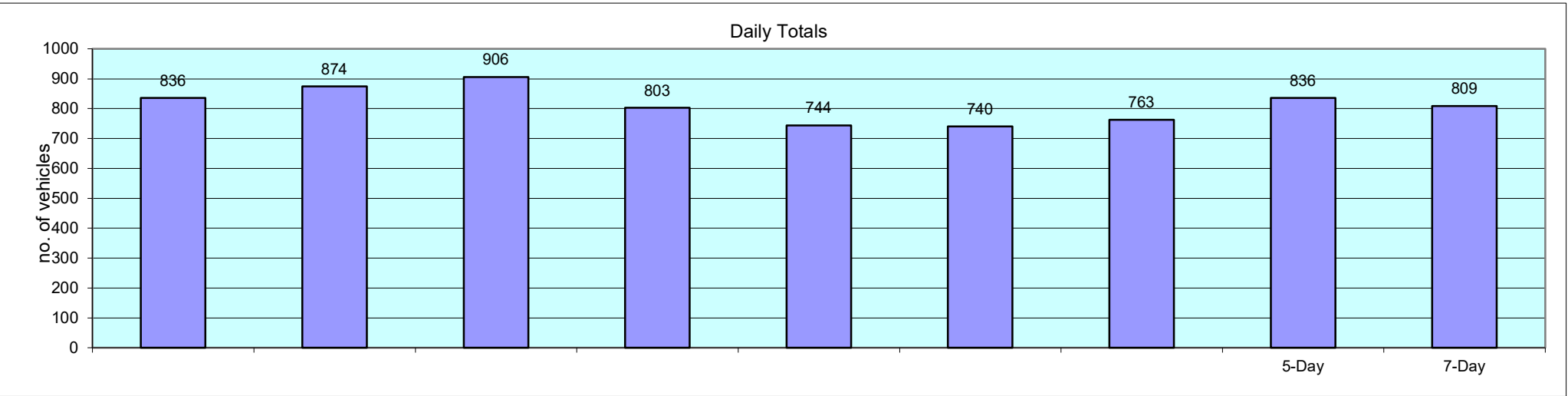


14658		RISELEY								
		JULY 2025								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 14658001	Basingstoke Road Riseley (South of Sun Lane) 51.360102, -0.967639	Channel: Northbound	Tue 08-Jul-25	Mon 14-Jul-25	NSL	5666	836	809	33.7	28.2
		Channel: Southbound	Tue 08-Jul-25	Mon 14-Jul-25		5166	765	738	34.6	28.6

ROSELEY						Site No: 14658001		Location		Basingstoke Road, Roseley (South of Sun Lane)									
Tue 08-Jul-25 to Mon 14-Jul-25						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	LESS THAN SEVEN AXLE TRAILER ARTIC	SIX AXLE TRAILER ARTIC	SEVEN OR MORE AXLE TRAILER ARTIC					
Tue 08-Jul-25																			
00:00	1	0	1	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	3	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	6	0	0	0	0	0	0	0	0	0	0	0	0	0					
05:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0					
06:00	24	0	18	6	0	0	0	0	0	0	0	0	0	0					
07:00	64	1	59	12	1	1	0	0	0	0	0	0	0	0					
08:00	62	1	52	7	0	1	0	0	1	0	0	0	0	0					
09:00	44	1	34	6	0	0	1	0	1	0	0	0	0	0					
10:00	47	0	38	8	0	0	0	0	1	0	0	0	0	0					
11:00	87	0	42	12	1	1	1	0	0	0	0	0	0	0					
12:00	41	2	30	9	0	0	0	0	0	0	0	0	0	0					
13:00	46	0	37	8	0	0	1	0	0	0	0	0	0	0					
14:00	39	2	24	13	0	0	0	0	0	0	0	0	0	0					
15:00	44	1	36	5	0	0	0	0	2	0	0	0	0	0					
16:00	84	2	76	4	0	1	0	0	0	0	0	0	0	0					
17:00	114	1	106	7	0	0	0	0	0	0	0	0	0	0					
18:00	60	1	53	6	0	0	0	0	0	0	0	0	0	0					
19:00	42	0	38	4	0	0	0	0	0	0	0	0	0	0					
20:00	27	3	24	0	0	0	0	0	0	0	0	0	0	0					
21:00	29	1	28	0	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0					
12H:7-19	662	12	587	97	2	4	3	0	5	0	0	2	0	0					
16H:6-22	814	16	778	107	2	4	3	0	5	0	0	2	0	0					
18H:6-24	824	16	685	107	2	4	3	0	5	0	0	2	0	0					
24H:0-24	836	16	694	110	2	4	3	0	5	0	0	2	0	0					
Wed 09-Jul-25																			
00:00	2	0	0	1	0	1	0	0	0	0	0	0	0	0					
01:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0					
02:00	2	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	3	0	2	0	0	0	0	0	0	0	0	0	0	0					
05:00	7	0	5	2	0	0	0	0	0	0	0	0	0	0					
06:00	20	0	12	7	0	0	0	0	0	1	0	0	0	0					
07:00	60	0	45	14	0	1	0	0	0	0	0	0	0	0					
08:00	61	0	65	14	0	1	0	0	1	0	0	0	0	0					
09:00	41	0	28	12	0	1	0	0	0	0	0	0	0	0					
10:00	43	0	37	6	0	0	0	0	0	0	0	0	0	0					
11:00	90	2	37	10	0	0	1	0	0	0	0	0	0	0					
12:00	39	1	31	6	0	0	1	0	0	0	0	0	0	0					
13:00	41	0	41	8	0	0	0	0	0	0	0	0	0	0					
14:00	65	2	52	7	0	0	3	0	0	0	0	0	1	0					
15:00	63	3	45	14	0	0	1	0	0	0	0	0	0	0					
16:00	79	1	64	11	0	1	2	0	0	0	0	0	0	0					
17:00	92	0	84	8	0	0	0	0	0	0	0	0	0	0					
18:00	63	1	58	4	0	0	0	0	0	0	0	0	0	0					
19:00	46	2	31	7	0	0	0	0	0	0	0	0	0	0					
20:00	22	0	17	4	0	1	0	0	0	0	0	0	0	0					
21:00	22	0	22	0	0	0	0	0	0	0	0	0	0	0					
22:00	18	0	17	1	0	0	0	0	0	0	0	0	0	0					
23:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0					
12H:7-19	727	12	587	114	0	4	8	0	1	0	0	1	0	0					
16H:6-22	811	14	678	132	0	4	8	0	1	0	0	1	0	0					
18H:6-24	888	14	683	135	0	5	8	0	1	1	0	1	0	0					
24H:0-24	874	16	702	139	0	5	8	0	1	1	0	1	0	0					
Thu 10-Jul-25																			
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	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	3	0	3	0	0	0	0	0	0	0	0	0	0	0					
05:00	9	2	7	0	0	0	0	0	0	0	0	0	0	0					
06:00	24	0	17	7	0	0	0	0	0	0	0	0	0	0					
07:00	55	3	39	13	0	0	0	0	0	0	0	0	0	0					
08:00	73	0	65	7	0	1	0	0	0	0	0	0	0	0					
09:00	71	0	55	15	0	1	0	0	0	0	0	0	0	0					
10:00	60	0	38	9	0	1	0	0	0	0	0	0	0	0					
11:00	41	1	32	6	1	1	0	0	0	0	0	0	0	0					
12:00	81	1	37	11	0	1	1	0	0	0	0	0	0	0					
13:00	99	1	44	10	1	0	2	0	0	0	0	0	0	0					
14:00	62	1	42	7	0	1	0	0	1	0	0	0	0	0					
15:00	46	1	40	4	0	1	0	0	0	0	0	0	0	0					
16:00	71	2	57	11	0	0	1	0	0	0	0	0	0	0					
17:00	102	2	94	6	0	0	0	0	0	0	0	0	0	0					
18:00	72	0	67	5	0	0	0	0	0	0	0	0	0	0					
19:00	48	0	47	2	0	0	0	0	0	0	0	0	0	0					
20:00	34	0	31	3	0	0	0	0	0	0	0	0	0	0					
21:00	23	0	22	1	0	0	0	0	0	0	0	0	0	0					
22:00	9	0	8	1	0	0	0	0	0	0	0	0	0	0					
23:00	6	0	4	2	0	0	0	0	0	0	0	0	0	0					
12H:7-19	743	13	610	104	2	7	4	0	2	0	0	1	0	0					
16H:6-22	813	13	727	117	2	7	4	0	2	0	0	1	0	0					
18H:6-24	888	13	739	120	2	7	4	0	2	0	0	1	0	0					
24H:0-24	874	16	702	139	0	5	8	0	1	1	0	1	0	0					
Fri 11-Jul-25																			
00:00	4	0	3	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
04:00	3	0	1	0	0	0	2	0	0	0	0	0	0	0					
05:00	9	0	7	2	0	0	0	0	0	0	0	0	0	0					
06:00	20	0	15	5	0	0	0	0	0	0	0	0	0	0					
07:00	55	1	44	9	0	1	0	0	0	0	0	0	0	0					
08:00	63	1	55	6	0	0	1	0	0	0	0	0	0	0					
09:00	41	0	33	7	1	0	0	0	0	0	0	0	0	0					
10:00	63	0	38	15	1	0	1	0	0	0	0	0	0	0					
11:00	62	2	45	9	0	3	2	0	0	0	0	0	0	0					
12:00	83	0	45	8	0	0	0	0	0	0	0	0	0	0					
13:00	99	1	41	8	0	0	0	0	0	0	0	0	0	0					
14:00	70	1	61	8	0	0	0	0	0	0	0	0	0	0					
15:00	50	2	38	10	0	0	0	0	0	0	0	0	0	0					
16:00	99	1	52	6	0	0	0	0	0	0	0	0	0	0					
17:00	99	5	60	4	0	0	0	0	0	0	0	0	0	0					
18:00	41	1	39	1	0	0	0	0	0	0	0	0	0	0					
19:00	41	0	38	2	0	0	1	0	0	0	0	0	0	0					
20:00	21	2	17	2	0	0	0	0	0	0	0	0	0	0					
21:00	14	1	11	1	0	0	0	0	1	0	0	0	0	0					
22:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0					
23:00	8	0	8	0	0	0	0	0	0	0	0	0	0	0					
12H:7-19	666	16	549	89	4	4	4	0	0	0	0	1	0	0					
16H:6-22	813	13	629	99	4	4	4	0	0	0	0	1	0	0					
18H:6-24	781	19	647	101	4	4	5	0	1	0	0	1	0	0					
24H:0-24	803	18	664	103	4	4	5	0	1	0	0	1	0	0					
Sat 12-Jul-25																			
00:																			

08-Jul-25 to Mon 14-Jul-25				RISELEY		Site No: 1465801		Location		Basingstoke Road, Riseley (South of Sun Lane)			
Channel: Northbound													
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %		
Tue 08-Jul-25													
00:00	1	0	0.0	1	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	3	100.0	0	0.0	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	0	-	-	0	-	0	-	0	-	0	-		
05:00	4	0	0.0	3	75.0	1	25.0	0	0.0	0	0.0		
06:00	24	0	0.0	18	75.0	6	25.0	0	0.0	0	0.0		
07:00	54	1	1.9	39	72.2	12	22.2	1	1.9	1	1.9		
08:00	62	1	1.6	52	83.9	7	11.3	2	3.2	0	0.0		
09:00	44	1	2.3	34	77.3	6	13.6	3	6.8	0	0.0		
10:00	47	0	0.0	38	80.9	6	12.8	1	2.1	0	0.0		
11:00	67	0	0.0	42	73.7	12	21.1	2	3.5	1	1.8		
12:00	41	2	4.9	30	73.2	9	22.0	0	0.0	0	0.0		
13:00	46	0	0.0	37	80.4	8	17.4	1	2.2	0	0.0		
14:00	39	2	5.1	24	61.5	13	33.3	0	0.0	0	0.0		
15:00	44	1	2.3	36	81.8	5	11.4	2	4.6	0	0.0		
16:00	84	2	2.4	76	90.5	4	4.8	2	2.4	0	0.0		
17:00	114	1	0.9	106	93.0	7	6.1	0	0.0	0	0.0		
18:00	60	1	1.7	53	88.3	6	10.0	0	0.0	0	0.0		
19:00	42	0	0.0	38	90.5	4	9.5	0	0.0	0	0.0		
20:00	27	3	11.1	24	88.9	0	0.0	0	0.0	0	0.0		
21:00	29	1	3.5	28	96.6	0	0.0	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	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0		
12H7-19	692	12	1.7	667	81.9	97	14.0	14	2.0	2	0.3		
18H6-22	814	16	2.0	678	82.9	107	13.1	14	1.7	2	0.3		
18H6-24	824	16	1.9	685	83.1	107	13.0	14	1.7	2	0.2		
24H6-24	836	16	1.9	694	83.0	110	13.2	14	1.7	2	0.2		
Wed 09-Jul-25													
00:00	2	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0		
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0		
02:00	2	1	50.0	1	50.0	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	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0		
05:00	7	0	0.0	5	71.4	2	28.6	0	0.0	0	0.0		
06:00	20	0	0.0	12	60.0	7	35.0	1	5.0	0	0.0		
07:00	60	0	0.0	45	75.0	14	23.3	1	1.7	0	0.0		
08:00	81	0	0.0	65	80.3	14	17.3	2	2.5	0	0.0		
09:00	41	0	0.0	28	68.3	12	29.3	1	2.4	0	0.0		
10:00	43	0	0.0	37	86.0	6	14.0	0	0.0	0	0.0		
11:00	60	2	4.0	37	74.0	10	20.0	1	2.0	0	0.0		
12:00	39	1	2.6	31	79.5	6	15.4	1	2.6	0	0.0		
13:00	61	2	3.9	41	80.4	8	15.7	0	0.0	0	0.0		
14:00	66	2	3.1	52	80.0	7	10.6	4	6.2	0	0.0		
15:00	63	3	4.8	45	71.4	14	22.2	1	1.6	0	0.0		
16:00	79	1	1.3	64	81.0	11	13.9	3	3.8	0	0.0		
17:00	92	0	0.0	84	91.3	8	8.7	0	0.0	0	0.0		
18:00	63	1	1.6	58	92.1	4	6.4	0	0.0	0	0.0		
19:00	49	2	5.0	31	77.5	7	17.5	0	0.0	0	0.0		
20:00	22	0	0.0	17	77.3	4	18.2	1	4.6	0	0.0		
21:00	22	0	0.0	22	100.0	0	0.0	0	0.0	0	0.0		
22:00	18	0	0.0	17	94.4	1	5.6	0	0.0	0	0.0		
23:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0		
12H7-19	727	12	1.7	687	86.7	114	15.7	14	1.9	0	0.0		
18H6-22	831	14	1.7	689	82.9	132	15.9	16	1.9	2	0.3		
18H6-24	858	14	1.6	693	80.8	135	15.7	16	1.9	0	0.0		
24H6-24	874	16	1.8	702	80.3	139	15.9	17	2.0	0	0.0		
Thu 10-Jul-25													
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	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	3	0	0.0	3	100.0	0	0.0	0	0.0	0	0.0		
05:00	9	2	22.2	7	77.8	0	0.0	0	0.0	0	0.0		
06:00	24	0	0.0	17	70.8	7	29.2	0	0.0	0	0.0		
07:00	55	3	5.5	39	70.9	13	23.6	0	0.0	0	0.0		
08:00	73	0	0.0	45	61.6	7	9.6	1	1.4	0	0.0		
09:00	71	0	0.0	55	77.5	15	21.1	1	1.4	0	0.0		
10:00	60	1	2.0	38	76.0	9	24.0	2	4.0	0	0.0		
11:00	41	1	2.4	32	78.1	6	14.6	1	2.4	1	2.4		
12:00	61	1	2.0	37	72.6	11	21.6	2	3.9	0	0.0		
13:00	69	1	1.7	44	80.0	10	17.0	3	5.1	1	1.7		
14:00	62	1	1.9	42	80.8	7	13.5	2	3.9	0	0.0		
15:00	46	1	2.2	40	87.0	4	8.7	1	2.2	0	0.0		
16:00	71	2	2.8	67	80.3	11	15.5	1	1.4	0	0.0		
17:00	102	2	2.0	94	92.2	6	5.9	0	0.0	0	0.0		
18:00	72	0	0.0	67	93.1	5	6.9	0	0.0	0	0.0		
19:00	49	0	0.0	47	95.9	2	4.1	0	0.0	0	0.0		
20:00	34	0	0.0	31	91.2	3	8.8	0	0.0	0	0.0		
21:00	23	0	0.0	22	95.7	1	4.4	0	0.0	0	0.0		
22:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0		
23:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0		
12H7-19	743	13	1.8	670	82.1	104	14.0	14	1.9	2	0.3		
18H6-22	873	13	1.5	727	83.3	134	17.1	14	1.6	4	0.5		
18H6-24	888	13	1.5	739	83.2	120	13.5	14	1.6	2	0.2		
24H6-24	906	15	1.7	753	83.1	122	13.5	14	1.6	2	0.2		
Fri 11-Jul-25													
00:00	4	0	0.0	3	75.0	0	0.0	1	25.0	0	0.0		
01:00	2	0	0.0	2	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	0	0	-	0	-	0	-	0	-	0	-		
04:00	3	0	0.0	1	33.3	0	0.0	2	66.7	0	0.0		
05:00	9	2	22.2	7	77.8	0	0.0	0	0.0	0	0.0		
06:00	20	0	0.0	15	75.0	5	25.0	0	0.0	0	0.0		
07:00	55	1	1.8	44	80.0	9	16.4	1	1.8	0	0.0		
08:00	63	1	1.6	55	87.3	6	9.5	1	1.6	0	0.0		
09:00	41	0	0.0	33	80.5	7	17.1	0	0.0	1	2.4		
10:00	63	0	0.0	36	57.1	15	23.8	1	1.9	0	0.0		
11:00	62	2	3.2	45	72.6	9	14.5	6	9.7	0	0.0		
12:00	63	0	0.0	45	84.9	8	15.1	0	0.0	0	0.0		
13:00	69	1	2.0	41	82.0	6	12.0	0	0.0	2	4.0		
14:00	70	1	1.4	61	87.1	8	11.4	0	0.0	0	0.0		
15:00	60	2	4.0	38	76.0	10	20.0	0	0.0	0	0.0		
16:00	69	1	1.7	62	86.1	6	10.0	0	0.0	0	0.0		
17:00	69	5	7.3	60	87.0	4	5.8	0	0.0	0	0.0		
18:00	41	1	2.4	39	95.1	1	2.4	0	0.0	0	0.0		
19:00	41	0	0.0	38	92.7	2	4.9	1	2.4	0	0.0		
20:00	21	2	9.5	17	81.0	2	9.5	0	0.0	0	0.0		
21:00	14	1	7.1	11	78.6	1	7.1	1	7.1	0	0.0		
22:00	11	0	0.0	9	81.8	2	18.2	0	0.0	0	0.0		
23:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0		
12H7-19	666	15	2.3	649	82.4	89	13.4	9	1.4	4	0.6		
18H6-22	762	18	2.4	630	82.9	99	13.0	11	1.4	4	0.5		
18H6-24	781	18	2.3	647	82.8	101	12.8	11	1.4	4	0.5		
24H6-24	803	19	2.2	664	82.7	103	12.8	14	1.7	4	0.5		
Sat 12-Jul-25													
00:00	5	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0		
01:00	4	1	25.0	3	75.0	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	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0		
04:00	0	0	-	0	-	0	-	0	-	0	-		
05:00	2	0											

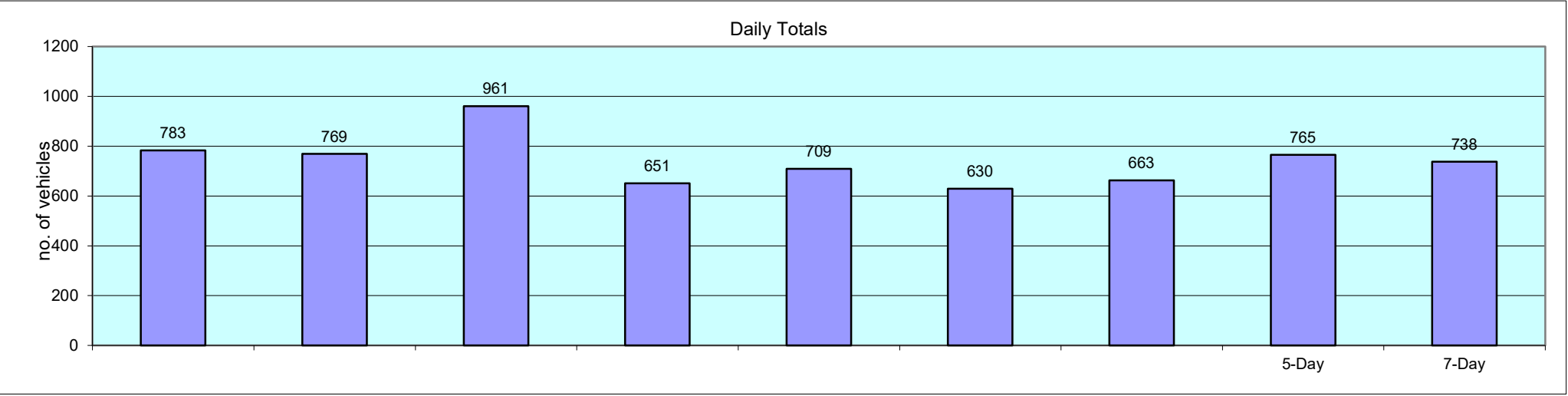
14658	RISELEY		Site No: 14658001		Location		Basingstoke Road, Riseley (South of Sun Lane)			
	Channel: Northbound									
TIME PERIOD	Tue 08-Jul-25	Wed 09-Jul-25	Thu 10-Jul-25	Fri 11-Jul-25	Sat 12-Jul-25	Sun 13-Jul-25	Mon 14-Jul-25	5-Day Av	7-Day Av	
Week Begin: 08-Jul-25										
00:00	1	2	2	4	5	6	3	2	3	
01:00	2	1	2	2	4	5	2	2	3	
02:00	3	2	0	4	3	1	2	2	2	
03:00	2	1	2	0	1	2	2	1	1	
04:00	0	3	3	3	0	0	0	2	1	
05:00	4	7	9	9	2	6	9	8	7	
06:00	24	20	24	20	7	26	20	22	20	
07:00	54	60	55	55	21	15	49	55	44	
08:00	62	81	73	63	37	36	63	68	59	
09:00	44	41	71	41	29	54	50	49	47	
10:00	47	43	50	53	74	58	34	45	51	
11:00	57	50	41	62	49	65	50	52	53	
12:00	41	39	51	53	52	87	45	46	53	
13:00	46	51	59	50	74	69	49	51	57	
14:00	39	65	52	70	83	52	44	54	58	
15:00	44	63	46	50	62	68	57	52	56	
16:00	84	79	71	59	51	42	53	69	63	
17:00	114	92	102	69	58	27	102	96	81	
18:00	60	63	72	41	40	36	50	57	52	
19:00	42	40	49	41	23	21	25	39	34	
20:00	27	22	34	21	22	26	14	24	24	
21:00	29	22	23	14	19	17	20	22	21	
22:00	9	18	9	11	19	16	16	13	14	
23:00	1	9	6	8	9	5	4	6	6	
12H,7-19	692	727	743	666	630	609	646	695	673	
16H,6-22	814	831	873	762	701	699	725	801	772	
18H,6-24	824	858	888	781	729	720	745	819	792	
24H,0-24	836	874	906	803	744	740	763	836	809	
Am	08:00	08:00	08:00	08:00	10:00	11:00	08:00			
Peak	62	81	73	63	74	65	63			
Pm	17:00	17:00	17:00	14:00	14:00	12:00	17:00			
Peak	114	92	102	70	83	87	102			



RISELEY				Site No: 14658001		Location		Basingstoke Road, Riseley (South of Sun Lane)			
Tue 08-Jul-25 to Mon 14-Jul-25											
Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 08-Jul-25											
00:00	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	1	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	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	20	0	0.0	15	75.0	4	20.0	0	0.0	1	5.0
07:00	128	2	1.6	98	77.6	23	18.3	1	0.8	2	1.6
08:00	87	2	2.3	75	86.2	8	9.2	1	1.2	1	1.2
09:00	86	2	3.6	41	74.6	9	16.4	1	1.8	2	3.6
10:00	43	0	0.0	30	69.8	10	23.3	2	4.7	1	2.3
11:00	39	0	0.0	26	66.7	9	23.1	1	2.6	3	7.7
12:00	46	1	2.2	35	76.1	8	17.4	1	2.2	1	2.2
13:00	36	0	0.0	31	86.1	4	11.1	0	0.0	1	2.8
14:00	44	0	0.0	36	81.8	7	15.9	0	0.0	1	2.3
15:00	39	0	0.0	28	71.8	9	23.1	1	2.6	1	2.6
16:00	82	0	0.0	35	67.3	12	23.1	3	5.8	2	3.9
17:00	59	3	5.1	49	83.1	6	10.2	0	0.0	1	1.7
18:00	49	0	0.0	41	83.7	7	14.3	1	2.0	0	0.0
19:00	34	0	0.0	29	85.3	4	11.8	0	0.0	1	2.9
20:00	19	0	0.0	17	89.5	1	5.3	0	0.0	1	5.3
21:00	14	0	0.0	12	85.7	1	7.1	0	0.0	1	7.1
22:00	12	0	0.0	12	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	0	0.0	0	0.0	0	0.0	1	100.0
12H7-19	978	10	1.3	858	77.8	112	16.6	12	1.8	16	2.4
18H6-22	762	10	1.3	688	122	16.8	12	1.6	29	2.6	
18H6-24	775	10	1.3	610	78.7	122	15.7	12	1.6	21	2.7
24H6-24	783	10	1.3	617	78.8	123	15.7	12	1.5	21	2.7
Wed 09-Jul-25											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	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	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	8	1	12.5	3	37.5	3	37.5	0	0.0	1	12.5
06:00	30	0	0.0	24	80.0	5	16.7	0	0.0	1	3.3
07:00	119	0	0.0	101	84.9	15	12.6	1	0.8	2	1.7
08:00	66	1	1.5	53	81.5	9	13.9	1	1.5	1	1.5
09:00	80	0	0.0	39	78.0	6	12.0	4	8.0	1	2.0
10:00	49	1	2.0	35	71.4	12	24.5	0	0.0	1	2.0
11:00	47	2	4.3	33	70.2	11	23.4	0	0.0	1	2.1
12:00	81	0	0.0	33	64.7	13	25.5	4	7.8	1	2.0
13:00	43	2	4.7	36	83.7	4	9.3	0	0.0	1	2.3
14:00	61	2	3.9	37	72.6	11	21.6	0	0.0	1	2.0
15:00	40	1	2.5	27	67.5	11	27.5	0	0.0	1	2.5
16:00	46	0	0.0	39	84.8	6	13.0	0	0.0	1	2.2
17:00	62	4	7.7	36	69.2	11	21.2	0	0.0	1	1.9
18:00	40	2	5.0	29	72.5	7	17.5	1	2.5	1	2.5
19:00	26	0	0.0	20	76.9	5	19.2	0	0.0	1	3.9
20:00	23	2	8.7	13	56.5	7	30.4	0	0.0	1	4.4
21:00	13	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
22:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
23:00	2	0	0.0	1	50.0	0	0.0	0	0.0	1	50.0
12H7-19	653	15	2.3	498	76.3	116	17.8	11	1.7	13	2.0
18H6-22	745	17	2.3	684	76.1	124	16.8	12	1.6	16	2.2
18H6-24	763	17	2.3	672	76.6	135	17.9	12	1.6	17	2.3
24H6-24	769	18	2.3	679	75.3	142	18.5	12	1.6	18	2.3
Thu 10-Jul-25											
00:00	3	1	33.3	2	66.7	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	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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	37	0	0.0	26	70.3	9	24.3	1	2.7	1	2.7
07:00	142	3	2.1	108	76.1	26	18.3	2	1.4	3	2.1
08:00	133	0	0.0	99	74.4	29	21.8	3	2.3	13	10.5
09:00	83	0	0.0	42	79.3	8	15.1	0	0.0	3	5.7
10:00	48	0	0.0	40	83.3	6	12.5	1	2.1	1	2.1
11:00	62	0	0.0	40	76.9	11	21.2	0	0.0	1	1.9
12:00	89	1	1.7	46	78.0	10	17.0	0	0.0	2	3.4
13:00	46	2	4.3	42	91.3	10	21.7	1	2.2	1	2.2
14:00	67	2	3.5	35	61.4	17	29.8	1	1.8	2	3.5
15:00	43	2	4.7	28	65.1	11	25.6	1	2.3	1	2.3
16:00	87	0	0.0	69	79.3	16	18.4	2	2.3	0	0.0
17:00	61	1	2.0	40	78.4	8	15.7	1	2.0	1	2.0
18:00	38	2	5.3	31	81.6	4	10.5	0	0.0	1	2.6
19:00	26	0	0.0	23	88.5	2	7.7	0	0.0	1	3.9
20:00	33	0	0.0	28	84.9	4	12.1	0	0.0	1	3.0
21:00	19	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
22:00	16	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
23:00	7	0	0.0	4	57.1	2	28.6	0	0.0	1	14.3
12H7-19	809	13	1.6	610	76.4	166	19.3	12	1.8	18	2.2
18H6-22	924	16	1.4	703	73.4	174	18.8	13	1.4	21	2.3
18H6-24	947	13	1.4	723	76.4	176	18.6	13	1.4	22	2.3
24H6-24	961	14	1.6	734	76.4	178	18.5	13	1.4	22	2.3
Fri 11-Jul-25											
00:00	4	0	0.0	4	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	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	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	3	0	0.0	1	33.3	1	66.7	0	0.0	0	0.0
06:00	23	1	4.4	12	52.2	9	39.1	0	0.0	1	4.4
07:00	96	1	1.8	45	60.4	8	14.3	1	1.8	1	1.8
08:00	96	1	1.8	40	71.4	12	12.4	1	1.8	2	3.6
09:00	46	3	6.7	36	80.0	4	8.9	0	0.0	2	4.4
10:00	86	0	0.0	41	73.2	14	25.0	0	0.0	1	1.8
11:00	37	3	8.1	23	62.2	10	27.0	0	0.0	1	2.7
12:00	44	0	0.0	33	75.0	9	20.5	0	0.0	2	4.6
13:00	83	0	0.0	36	67.8	16	31.2	0	0.0	1	1.9
14:00	42	0	0.0	33	78.6	6	14.3	2	4.8	1	2.4
15:00	36	1	2.9	24	68.6	9	25.7	0	0.0	1	2.9
16:00	38	1	2.6	28	73.7	7	18.4	2	5.3	0	0.0
17:00	41	3	7.3	28	68.3	8	19.5	1	2.4	1	2.4
18:00	37	1	2.7	29	78.4	5	13.5	1	2.7	1	2.7
19:00	26	1	4.0	22	84.6	1	4.0	0	0.0	1	4.0
20:00	18	0	0.0	17	94.4	0	0.0	0	0.0	1	5.6
21:00	13	0	0.0	10	76.9	2	15.4	0	0.0	1	7.7
22:00	11	0	0.0	8	72.7	2	18.2	1	9.1	0	0.0
23:00	9	0	0.0	8	88.9	0	0.0	0	0.0	1	11.1
12H7-19	648	16	2.6	396	73.3	108	28.0	8	1.8	14	2.6
18H6-22	619	16	2.6	457	73.8	129	19.4	8	1.3	18	2.9
18H6-24	639	16	2.6	473	74.0	122	19.1	9	1.4	19	3.0
24H6-24	651	16	2.6	482	74.0	125	19.2	9	1.4	19	2.9
Sat 12-Jul-25											
00:00	6	0	0.0	5	100.0	0	0.0	0	0.0	0	0.0
01:00	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
02:00	6	0	0.0	3	60.0	2	60.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0</

Figure 10 consists of two histograms. The left histogram, titled 'Total Vehicles', shows the distribution of vehicle speeds. The x-axis is labeled 'Speed Bins' and ranges from 17 to 71 mph. The y-axis is labeled 'Total Vehicles' and ranges from 0 to 3500. The distribution is unimodal and slightly right-skewed, with a peak in the 20-21 mph bin. The right histogram shows the distribution of vehicle counts over time. The x-axis is labeled 'Time' and ranges from 10:00 AM to 1:00 PM. The y-axis is labeled 'm/s' and ranges from 0 to 40. The distribution is unimodal and slightly left-skewed, with a peak around 12:00 PM.

14658	RISELEY		Site No: 14658001		Location		Basingstoke Road, Riseley (South of Sun Lane)				
											Channel: Southbound
									5-Day	7-Day	
TIME PERIOD	Tue 08-Jul-25	Wed 09-Jul-25	Thu 10-Jul-25	Fri 11-Jul-25	Sat 12-Jul-25	Sun 13-Jul-25	Mon 14-Jul-25	Av	Av		
Week Begin: 08-Jul-25											
00:00	0	2	3	4	5	3	1	2	3		
01:00	1	1	1	1	4	2	2	1	2		
02:00	1	1	0	1	5	2	1	1	2		
03:00	0	1	2	1	0	0	0	1	1		
04:00	0	3	2	2	0	2	1	2	1		
05:00	6	8	6	3	5	3	3	5	5		
06:00	20	30	37	23	5	5	25	27	21		
07:00	126	119	142	56	24	12	65	102	78		
08:00	87	65	133	56	30	31	59	80	66		
09:00	55	50	53	45	56	41	36	48	48		
10:00	43	49	48	56	100	61	44	48	57		
11:00	39	47	52	37	92	68	45	44	54		
12:00	46	51	59	44	48	66	43	49	51		
13:00	36	43	46	53	59	47	38	43	46		
14:00	44	51	57	42	37	40	42	47	45		
15:00	39	40	43	35	51	43	47	41	43		
16:00	52	46	87	38	56	34	43	53	51		
17:00	59	52	51	41	28	48	49	50	47		
18:00	49	40	38	37	26	35	50	43	39		
19:00	34	26	26	25	33	26	19	26	27		
20:00	19	23	33	18	17	37	24	23	24		
21:00	14	13	19	13	12	13	13	14	14		
22:00	12	6	16	11	8	9	8	11	10		
23:00	1	2	7	9	8	2	5	5	5		
12H,7-19	675	653	809	540	607	526	561	648	624		
16H,6-22	762	745	924	619	674	607	642	738	710		
18H,6-24	775	753	947	639	690	618	655	754	725		
24H,0-24	783	769	961	651	709	630	663	765	738		
Am	07:00	07:00	07:00	10:00	10:00	11:00	07:00				
Peak	126	119	142	56	100	68	65				
Pm	17:00	17:00	16:00	13:00	13:00	12:00	18:00				
Peak	59	52	87	53	59	66	50				



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					

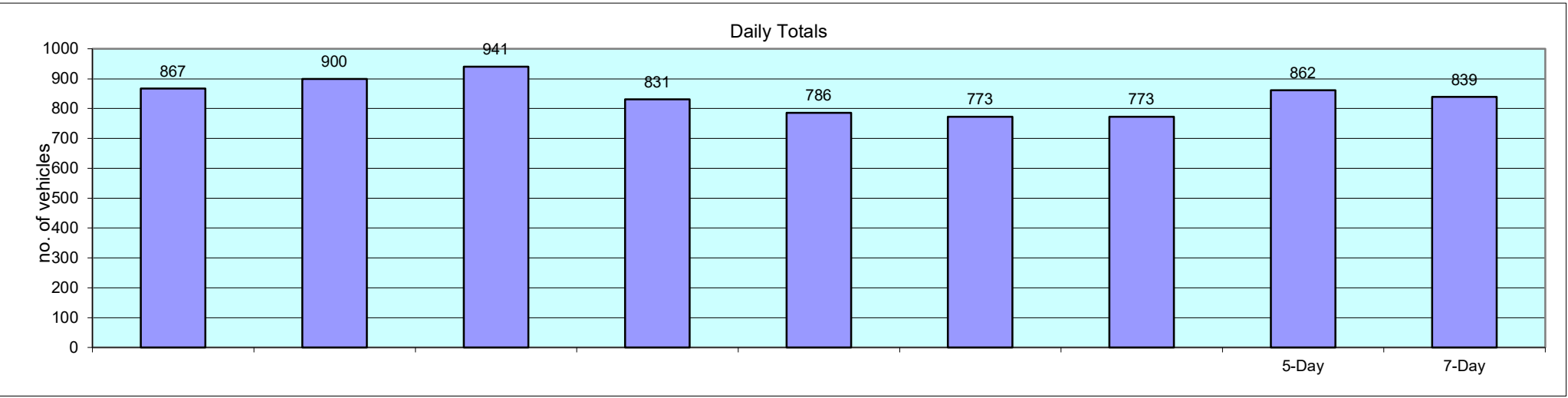
14658		RISELEY								
		JULY 2025								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 14658002	Basingstoke Rd Riseley (North of Sun Lane) 51.360944, -0.966928	Channel: Northbound	Tue 08-Jul-25	Mon 14-Jul-25	30	5871	862	839	38.0	32.2
		Channel: Southbound	Tue 08-Jul-25	Mon 14-Jul-25		5199	776	743	40.1	33.6

Date	no. of vehicles
Tue 08-Jul-25	887
Wed 09-Jul-25	900
Thu 10-Jul-25	941
Fri 11-Jul-25	831
Sat 12-Jul-25	786
Sun 13-Jul-25	773
Mon 14-Jul-25	773

RISELEY				Site No: 14658002		Location		Basingstoke Rd, Riseley (North of Sun Lane)			
Channel: Northbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 08-Jul-25											
00:00	1	0	0.0	1	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	3	100.0	0	0.0	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	0	0	-	0	-	0	-	0	-	0	-
05:00	6	1	20.0	3	60.0	1	20.0	0	0.0	0	0.0
06:00	25	0	0.0	18	72.0	6	24.0	1	4.0	0	0.0
07:00	61	1	1.6	42	68.9	15	24.6	2	3.3	1	1.6
08:00	64	2	3.1	53	82.8	7	10.9	2	3.1	0	0.0
09:00	49	1	2.0	36	73.5	7	14.3	5	10.2	0	0.0
10:00	51	0	0.0	35	68.6	10	19.6	5	9.8	1	2.0
11:00	66	0	0.0	38	57.6	14	21.2	3	4.5	1	1.8
12:00	41	1	2.4	28	68.3	12	29.3	0	0.0	0	0.0
13:00	45	0	0.0	34	75.6	11	24.4	0	0.0	0	0.0
14:00	42	3	7.1	25	59.5	13	31.0	1	2.4	0	0.0
15:00	80	1	1.2	41	51.3	6	7.5	2	2.5	0	0.0
16:00	88	3	3.4	77	87.5	7	7.9	1	1.1	0	0.0
17:00	115	1	0.9	103	89.6	10	8.7	1	0.9	0	0.0
18:00	62	1	1.6	53	85.5	8	12.9	0	0.0	0	0.0
19:00	39	0	0.0	33	84.6	6	15.4	0	0.0	0	0.0
20:00	27	3	11.1	23	85.2	1	3.7	0	0.0	0	0.0
21:00	29	1	3.5	28	96.6	0	0.0	0	0.0	0	0.0
22:00	8	0	0.0	8	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	1	100.0	0	0.0	0	0.0	0	0.0
12H7-19	726	14	1.9	685	77.8	128	16.6	23	3.2	3	0.4
18H6-22	841	18	2.1	687	78.1	133	15.7	24	2.8	3	0.4
18H6-24	854	18	2.1	676	79.2	133	15.6	24	2.8	3	0.4
24H6-24	867	19	2.2	685	79.0	136	15.7	24	2.8	3	0.4
Wed 09-Jul-25											
00:00	2	0	0.0	0	0.0	1	50.0	1	50.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	2	1	50.0	1	50.0	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	1	33.3	2	66.7	0	0.0	0	0.0	0	0.0
05:00	8	1	12.5	5	62.5	2	25.0	0	0.0	0	0.0
06:00	21	1	4.8	11	52.4	8	38.1	1	4.8	0	0.0
07:00	61	0	0.0	41	67.2	18	29.5	2	3.3	0	0.0
08:00	85	0	0.0	66	77.7	16	18.8	2	2.4	1	1.2
09:00	43	0	0.0	22	51.2	19	44.2	2	4.7	0	0.0
10:00	42	0	0.0	33	78.6	9	21.4	0	0.0	0	0.0
11:00	64	2	3.1	37	57.8	14	21.9	1	1.9	0	0.0
12:00	42	1	2.4	31	73.8	8	19.1	2	4.8	0	0.0
13:00	64	1	1.6	41	64.1	9	14.1	2	3.1	0	0.0
14:00	63	3	4.8	48	76.2	10	15.9	2	3.2	0	0.0
15:00	65	3	4.6	45	69.2	17	26.2	0	0.0	0	0.0
16:00	81	2	2.5	64	79.0	13	16.1	2	2.5	0	0.0
17:00	92	0	0.0	80	87.0	12	13.0	0	0.0	0	0.0
18:00	64	1	1.6	56	87.5	7	10.9	0	0.0	0	0.0
19:00	45	2	4.4	34	75.6	9	20.0	0	0.0	0	0.0
20:00	24	0	0.0	18	75.0	4	16.7	2	8.3	0	0.0
21:00	20	0	0.0	18	90.0	2	10.0	0	0.0	0	0.0
22:00	18	0	0.0	16	88.9	1	5.6	0	0.0	0	0.0
23:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
12H7-19	746	13	1.7	684	78.6	142	16.4	18	2.9	2	0.3
18H6-22	866	16	1.9	645	74.5	175	17.5	19	2.9	2	0.3
18H6-24	883	16	1.8	687	78.5	179	18.3	19	2.9	2	0.3
24H6-24	909	19	2.1	676	75.1	183	18.3	20	2.9	2	0.3
Thu 10-Jul-25											
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	0	0	-	0	-	0	-	0	-	0	-
03:00	2	0	0.0	0	0.0	2	100.0	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	9	2	22.2	6	66.7	1	11.1	0	0.0	0	0.0
06:00	26	1	3.9	15	57.7	10	38.5	0	0.0	0	0.0
07:00	57	3	5.3	38	66.7	15	26.3	1	1.8	0	0.0
08:00	79	0	0.0	64	81.0	12	15.2	3	3.8	0	0.0
09:00	71	0	0.0	50	70.4	20	28.2	1	1.4	0	0.0
10:00	53	1	1.9	36	67.9	14	26.4	2	3.8	0	0.0
11:00	40	2	5.0	27	67.5	8	20.0	2	5.0	1	2.5
12:00	54	0	0.0	38	70.4	13	24.1	3	5.6	0	0.0
13:00	63	2	3.2	43	68.3	14	22.2	3	4.8	1	1.6
14:00	61	1	1.6	38	74.5	8	15.7	3	5.9	1	2.0
15:00	48	1	2.1	38	79.2	7	14.6	1	2.1	1	2.1
16:00	72	3	4.2	53	73.6	15	20.8	1	1.4	0	0.0
17:00	103	2	1.9	92	89.3	8	7.8	1	1.0	0	0.0
18:00	74	0	0.0	63	85.1	9	12.2	2	2.7	0	0.0
19:00	58	2	3.5	49	84.5	4	6.9	3	5.2	0	0.0
20:00	34	1	2.9	28	82.4	4	11.8	1	2.9	0	0.0
21:00	25	0	0.0	23	92.0	2	8.0	0	0.0	0	0.0
22:00	9	0	0.0	8	88.9	1	11.1	0	0.0	0	0.0
23:00	6	0	0.0	4	66.7	2	33.3	0	0.0	0	0.0
12H7-19	765	15	2.0	680	78.8	143	16.7	23	3.9	4	0.6
18H6-22	905	16	1.8	695	76.8	163	16.0	27	3.9	4	0.6
18H6-24	923	19	2.1	707	76.6	166	16.6	27	3.9	4	0.6
24H6-24	941	21	2.2	720	76.5	169	16.0	27	3.9	4	0.6
Fri 11-Jul-25											
00:00	4	0	0.0	4	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	4	0	0.0	4	100.0	0	0.0	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	3	0	0.0	0	0.0	1	33.3	2	66.7	0	0.0
05:00	9	0	0.0	7	77.8	2	22.2	0	0.0	0	0.0
06:00	20	1	5.0	12	60.0	7	35.0	0	0.0	0	0.0
07:00	57	1	1.8	45	79.0	10	17.5	1	1.8	0	0.0
08:00	67	2	3.0	54	80.6	10	14.9	2	3.0	0	0.0
09:00	42	0	0.0	29	69.1	9	21.4	3	7.1	1	2.4
10:00	55	0	0.0	36	65.5	19	34.6	0	0.0	0	0.0
11:00	62	3	4.8	46	74.2	8	12.9	5	8.1	0	0.0
12:00	53	1	1.9	39	73.6	12	22.6	1	1.9	0	0.0
13:00	53	1	1.9	42	79.3	8	15.1	1	1.9	1	1.9
14:00	76	3	4.0	58	76.3	13	17.1	2	2.6	0	0.0
15:00	53	3	5.7	38	71.7	10	18.9	2	3.8	0	0.0
16:00	99	1	1.7	47	47.5	9	9.0	2	2.0	0	0.0
17:00	73	4	5.5	49	67.1	19	26.0	1	1.4	0	0.0
18:00	42	0	0.0	38	90.5	2	4.8	2	4.8	0	0.0
19:00	49	0	0.0	37	75.5	2	4.1	0	0.0	0	0.0
20:00	21	3	14.3	14	66.7	3	14.3	1	4.8	0	0.0
21:00	15	2	13.3	12	80.0	1	6.7	0	0.0	0	0.0
22:00	12	0	0.0	9	75.0	3	25.0	0	0.0	0	0.0
23:00	9	1	11.1	7	77.8	1	11.1	0	0.0	0	0.0
12H7-19	692	19	2.8	621	76.3	129	16.6	21	3.9	2	0.3
18H6-22	758	16	2.1	646	76.8	142	16.0	23	3.9	4	0.6
18H6-24	809	26	3.2	612	75.7	146	16.1	23	3.8	2	0.3
24H6-24	831	26	3.1	629	75.7	149	17.9	25	3.9	2	0.3
Sat 12-Jul-25											
00:00	5	0	0.0	4	80.0	1	20.0	0	0.0	0	0.0
01:00	4	1	25.0	3	75.0	0	0.0	0	0.0	0	0.0
02:00	3	1	33.3	2	66.7	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	6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.

RISELEY										Site No: 14658002		Location Basingstoke Rd, Riseley (North of Sun Lane)														
Tue 08-Jul-25 to Mon 14-Jul-25										Channel: Northbound																
Time Period	Total Vehicles	85thile Speed	Mean Speed	Stand. Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	>=56										
Tue 08-Jul-25																										
00:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0										
01:00	2	-	28.5	14.1	0	0	0	1	0	0	0	1	0	0	0	0										
02:00	3	-	46.8	10.4	0	0	0	0	0	0	0	1	1	0	0	0										
03:00	2	-	33.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0										
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0										
05:00	8	-	41.5	3.1	0	0	0	0	0	0	0	2	3	0	0	0										
06:00	25	42.5	36.5	5.4	0	0	0	0	0	4	8	7	6	0	0	0										
07:00	81	39.6	34.5	5.3	0	0	0	1	1	9	31	13	5	1	0	0										
08:00	64	38.2	33.4	5.6	0	0	0	1	1	18	29	11	1	3	0	0										
09:00	49	38.6	31.9	6.9	0	1	2	5	12	18	6	5	0	0	0	0										
10:00	51	38.1	31.6	7.3	0	2	0	1	5	11	20	9	3	0	0	0										
11:00	56	39.5	33.4	6.4	0	0	1	1	5	7	24	13	5	0	0	0										
12:00	41	39	33	6.2	0	0	0	2	3	7	17	9	3	0	0	0										
13:00	46	35.7	32.6	4.2	0	0	0	0	2	12	25	6	1	0	0	0										
14:00	42	35.7	31.2	5.8	0	0	0	0	6	17	13	3	2	1	0	0										
15:00	50	39.5	33.5	7.1	0	0	2	0	4	9	15	17	1	2	0	0										
16:00	88	38.6	33	5.6	0	0	1	1	4	21	39	16	6	0	0	0										
17:00	115	39.4	34	5.8	0	0	2	0	2	26	46	31	5	3	0	0										
18:00	62	38.9	33.4	5.6	0	0	0	1	4	14	22	19	1	1	0	0										
19:00	39	35.7	31.6	5.3	0	0	0	2	1	14	16	5	1	0	0	0										
20:00	27	38.9	32.2	6.9	0	1	0	0	3	7	8	6	2	0	0	0										
21:00	29	39	34	4.9	0	0	0	0	1	6	13	7	2	0	0	0										
22:00	8	-	33.5	3	0	0	0	0	0	1	6	1	0	0	0	0										
23:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0										
12M,7-19	725	39	33.1	6	9	2	7	10	42	163	299	163	38	11	8	0										
16M,6-22	845	38.1	33.2	6	9	2	8	12	47	194	344	178	49	11	8	0										
18M,6-24	854	38.1	33.2	6	9	2	8	12	47	196	351	179	49	11	8	0										
24M,6-24	867	38.2	33.3	6.1	9	2	8	13	47	196	352	184	53	11	8	1										
Wed 09-Jul-25																										
00:00	2	-	38.5	1.8	0	0	0	0	0	0	0	2	0	0	0	0										
01:00	1	-	23.5	-	0	0	0	0	1	0	0	0	0	0	0	0										
02:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0										
03:00	1	-	33.5	-	0	0	0	0	0	0	1	0	0	0	0	0										
04:00	3	-	31.8	3.1	0	0	0	0	0	1	2	0	0	0	0	0										
05:00	8	-	35.4	7.6	0	0	0	1	0	0	2	4	1	0	0	0										
06:00	21	44.1	38	5.9	0	0	0	0	2	7	4	7	1	0	0	0										
07:00	61	40.3	34.7	6.1	0	0	1	0	1	9	31	11	5	3	0	0										
08:00	85	38.4	33.6	5	0	0	0	0	4	16	41	18	2	2	0	0										
09:00	43	38.5	33.4	6.5	0	2	5	2	5	21	12	1	0	0	0	0										
10:00	42	37.6	31.7	6.7	0	0	2	1	2	11	17	7	2	0	0	0										
11:00	54	35.9	31.1	6.6	0	1	1	1	7	10	26	6	2	0	0	0										
12:00	53	39.2	32.3	5.1	0	0	1	3	4	7	17	5	3	1	1	0										
13:00	54	37	31.9	6	0	0	0	1	4	21	18	7	2	0	1	0										
14:00	63	38.4	32.8	5.3	0	0	0	2	2	18	24	15	2	0	0	0										
15:00	65	38.6	32.5	6.1	0	0	0	2	6	16	28	9	6	0	0	0										
16:00	81	37.4	32	5.8	0	0	0	2	8	24	31	12	3	1	0	0										
17:00	82	35.6	31.8	6.7	0	1	1	0	1	39	39	9	2	0	0	0										
18:00	64	37.5	32.7	4.9	0	0	0	0	5	16	30	10	3	0	0	0										
19:00	45	35	29.1	6.8	0	0	1	3	10	15	11	3	1	1	0	0										
20:00	24	43.4	35.8	7.2	0	0	0	1	4	12	1	1	1	1	1	0										
21:00	20	37.5	33.3	4.1	0	0	0	0	0	6	9	5	0	0	0	0										
22:00	18	35.7	31.6	5.4	0	0	0	1	1	5	8	3	0	0	0	0										
23:00	5	-	33.5	6.7	0	0	0	0	0	3	2	0	0	0	0	0										
12M,7-19	746	38.1	32.9	5.8	9	1	6	15	46	194	321	121	33	7	2	0										
16M,6-22	856	38.7	32.8	6	9	1	7	18	57	221	360	134	45	10	3	0										
18M,6-24	863	38.4	32.6	6	9	1	7	18	57	226	370	142	61	16	0	0										
24M,6-24	860	38.8	32.6	6.1	9	1	7	20	60	230	376	143	49	11	3	0										
Thu 10-Jul-25																										
00:00	2	-	31	3.5	0	0	0	0	0	1	1	0	0	0	0	0										
01:00	2	-	38.5	7.1	0	0	0	0	0	0	1	0	1	0	0	0										
02:00	4	-	33.5	1.6	0	0	0	0	0	0	4	0	0	0	0	0										
03:00	2	-	33.5	1.8	0	0	0	0	0	0	2	0	0	0	0	0										
04:00	3	-	31.8	5.9	0	0	0	0	0	2	0	1	0	0	0	0										
05:00	9	-	37.9	2.2	0	0	0	0	0	0	1	8	0	0	0	0										
06:00	28	44.5	37.2	7.4	0	0	1	0	4	7	4	8	2	0	0	0										
07:00	57	41	34.6	5.5	0	0	0	0	1	13	25	9	8	1	0	0										
08:00	79	37.2	32.7	5.6	0	1	0	6	17	41	7	0	0	0	0	0										
09:00	71	37.4	32.9	4.8	0	1	1	2	22	33	10	4	0	0	0	0										
10:00	53	37.6	32.3	5.2	0	0	0	0	4	19	18	11	0	1	0	0										
11:00	40	37.9	30.9	6.4	0	0	0	2	7	12	9	9	1	0	0	0										
12:00	54	38.3	33.1	5.7	0	0	1	2	16	22	8	4	1	0	0	0										
13:00	63	37.9	32	6.7	0	0	1	1	5	23	20	8	2	3	0	0										
14:00	51	38.5	32.9	4.2	0	0	0	0	2	12	28	8	1	0	0	0										
15:00	48	36.9	32.9	5	0	0	1	15	15	23	7	1	1	0	0	0										
16:00	72	37.7	32.3	6.8	0	0	2	4	3	13	36	8	5	1	0	0										
17:00	103	36.7	34.2	5.4	0	0	1	0	1	24	44	23	9	1	0	0										
18:00	74	40.6	34.4	6.2	0	0	1	4	16	16	18	8	2	0	0	0										
19:00	58	34.6	28.8	6.4	0	0	4	4	2	26	18	4	0	0	0	0										
20:00	24	43.8	36.1	6.9	0	0	1	2	4	13	11	3	0	0	0	0										
21:00	25	37.3	32.5	5.3	0	1	1	1	8	10	3	1	1	1	0	0										
22:00	9	-	36.8	8.7	0	0	0	0	1	1	3	1	1	2	0	0										
23:00	5	-	33.5	7.1	0	0	0	0	0	1	2	1	0	0	0	0										
12M,7-19	765	38.8	33.1	5.7	9	0	6	9	11	36	202	124	128	50	11	8										
16M,6-22	908	38.7	32.8	6	9	0	10	19	43	253	379	140	59	14	0	0										
18M,6-24	894	38.8	32.8	6.1	9	0	10	19	45	255	375	142	61	16	0	0										
24M,6-24	841	38.8	32.8	6.1	9	0	10	20	45	260	382	145	62	17	8	0										
Fri 11-Jul-25																										
00:00	4	-	24.8	2.8	0	0	0	0	0	3	1	0	0	0	0	0										
01:00	2	-	36	3.5	0	0	0	0	0	0	1	1	0	0	0	0										
02:00	4	-	33.5	1.6	0	0	0	0	0	0	4	0	0	0	0	0										
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0										
04:00	3	-	38.5	5	0	0	0	0	0	0	1	1	1	0	0	0										
05:00	9	-	37.9	2.2	0	0	0	0	0	0	1	8	0	0	0	0										
06:00	29	38.9	33.5	5.8	0	0	0	1	5	7	6	1	0	0	0	0										
07:00	57	37.8	32.8	4.9	0	0	0	0	3	19	22	11	2	0	0	0										
08:00	67	35	30.4	5.9	0	0	2	2	7	22	29	2														

14658	RISELEY			Site No: 14658002		Location		Basingstoke Rd, Riseley (North of Sun Lane)		
Channel: Northbound										
								5-Day	7-Day	
TIME PERIOD	Tue 08-Jul-25	Wed 09-Jul-25	Thu 10-Jul-25	Fri 11-Jul-25	Sat 12-Jul-25	Sun 13-Jul-25	Mon 14-Jul-25	Av	Av	
Week Begin: 08-Jul-25										
00:00	1	2	2	4	5	6	3	2	3	
01:00	2	1	2	2	4	4	2	2	2	
02:00	3	2	0	4	3	1	2	2	2	
03:00	2	1	2	0	1	2	2	1	1	
04:00	0	3	3	3	0	0	0	2	1	
05:00	5	8	9	9	3	6	9	8	7	
06:00	25	21	26	20	8	27	21	23	21	
07:00	61	61	57	57	21	16	52	58	46	
08:00	64	85	79	67	38	38	62	71	62	
09:00	49	43	71	42	33	57	53	52	50	
10:00	51	42	53	55	80	56	36	47	53	
11:00	56	54	40	62	59	68	51	53	56	
12:00	41	42	54	53	57	91	46	47	55	
13:00	46	54	63	53	72	78	48	53	59	
14:00	42	63	51	76	89	53	47	56	60	
15:00	50	65	48	53	70	69	57	55	59	
16:00	88	81	72	59	52	50	53	71	65	
17:00	115	92	103	73	59	28	107	98	82	
18:00	62	64	74	42	43	39	47	58	53	
19:00	39	45	58	40	22	22	22	41	35	
20:00	27	24	34	21	22	25	14	24	24	
21:00	29	20	25	15	19	16	19	22	20	
22:00	8	18	9	12	19	16	16	13	14	
23:00	1	9	6	9	7	5	4	6	6	
12H,7-19	725	746	765	692	673	643	659	717	700	
16H,6-22	845	856	908	788	744	733	735	826	801	
18H,6-24	854	883	923	809	770	754	755	845	821	
24H,0-24	867	900	941	831	786	773	773	862	839	
Am	08:00	08:00	08:00	08:00	10:00	11:00	08:00			
Peak	64	85	79	67	80	68	62			
Pm	17:00	17:00	17:00	14:00	14:00	12:00	17:00			
Peak	115	92	103	76	89	91	107			



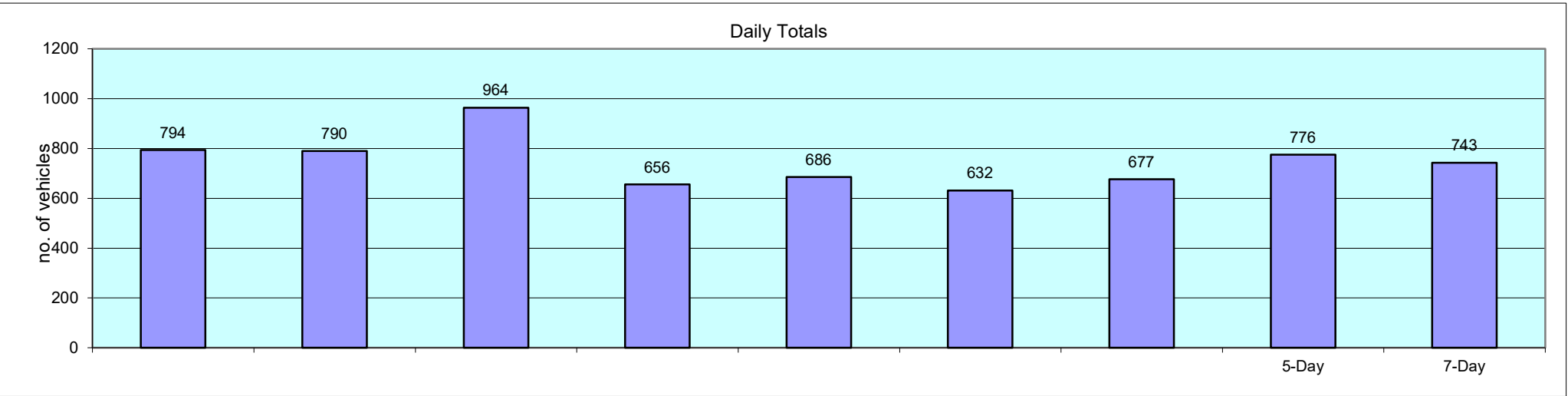
ROSELEY				Site No: 14658002		Location		Basingstoke Rd, Riseley (North of Sun Lane)																							
Tue 08-Jul-25 to Mon 14-Jul-25																Channel: Southbound															
TIME PERIOD		TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	SIX OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE OR MORE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC																
Tue 08-Jul-25																															
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
01:00	1	1	0	1	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	0																
03:00	0	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	0																
05:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0																
06:00	19	0	14	4	1	0	0	0	0	0	0	0	0	0	0																
07:00	132	2	109	18	3	0	0	0	0	0	0	0	0	0	0																
08:00	85	2	78	4	1	0	0	0	0	0	0	0	0	0	0																
09:00	86	1	45	7	3	0	0	0	0	0	0	0	0	0	0																
10:00	42	0	27	11	2	1	0	0	0	0	0	0	0	1	0																
11:00	38	0	26	8	3	0	0	0	0	1	0	0	0	0	0																
12:00	46	1	36	7	1	1	0	0	0	0	0	0	0	0	0																
13:00	37	1	32	3	1	0	0	0	0	0	0	0	0	0	0																
14:00	47	1	38	5	1	1	1	0	0	0	0	0	0	0	0																
15:00	40	0	29	9	1	0	0	0	0	0	1	0	0	0	0																
16:00	53	0	38	12	1	2	0	0	0	0	0	0	0	0	0																
17:00	63	3	55	4	1	0	0	0	0	0	0	0	0	0	0																
18:00	47	0	41	4	1	1	0	0	0	0	0	0	0	0	0																
19:00	36	0	32	3	1	0	0	0	0	0	0	0	0	0	0																
20:00	19	0	17	1	1	0	0	0	0	0	0	0	0	0	0																
21:00	14	0	12	1	1	0	0	0	0	0	0	0	0	0	0																
22:00	11	0	11	0	0	0	0	0	0	0	0	0	0	0	0																
23:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0																
12H:7-19	686	11	554	92	19	6	1	0	1	0	1	0	1	0	0																
16H:6-22	774	11	629	101	23	7	1	0	1	1	0	1	1	0	0																
18H:6-24	786	11	640	101	23	7	1	0	1	1	0	1	1	0	0																
24H:0-24	794	11	647	102	23	7	1	0	1	1	0	1	1	0	0																
Wed 09-Jul-25																															
00:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0																
01:00	1	0	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	0																
03:00	1	0	1	0	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	0																
05:00	8	1	3	3	1	0	0	0	0	0	0	0	0	0	0																
06:00	29	0	24	4	1	0	0	0	0	0	0	0	0	0	0																
07:00	119	1	109	7	2	1	0	0	0	0	0	0	0	0	0																
08:00	63	1	54	6	1	0	0	0	0	1	0	0	0	0	0																
09:00	80	0	38	6	2	1	1	0	0	2	0	0	0	0	0																
10:00	61	1	40	9	1	0	0	0	0	0	0	0	0	0	0																
11:00	82	2	40	9	1	0	0	0	0	0	0	0	0	0	0																
12:00	85	0	36	14	1	2	1	0	0	0	0	0	0	0	0																
13:00	41	2	35	3	1	0	0	0	0	0	0	0	0	0	0																
14:00	55	3	41	10	0	1	0	0	0	0	0	0	0	0	0																
15:00	42	1	31	9	1	0	0	0	0	0	0	0	0	0	0																
16:00	63	0	46	6	1	0	0	0	0	0	0	0	0	0	0																
17:00	53	4	41	7	1	0	0	0	0	0	0	0	0	0	0																
18:00	40	2	29	8	1	0	0	0	0	0	0	0	0	0	0																
19:00	27	1	21	4	1	0	0	0	0	0	0	0	0	0	0																
20:00	22	2	12	5	1	0	1	0	0	0	0	1	0	0	0																
21:00	13	0	11	1	0	1	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	0																
23:00	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0																
12H:7-19	674	17	539	94	13	5	2	0	3	0	0	0	1	0	0																
16H:6-22	765	20	607	108	19	6	3	0	3	0	2	1	1	1	0																
18H:6-24	774	20	614	109	17	8	3	0	3	0	1	1	1	1	0																
24H:0-24	790	21	621	116	18	8	3	0	3	0	1	1	1	1	0																
Thu 10-Jul-25																															
00:00	3	1	2	0	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	0																
02:00	0	0	0	0	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	0																
04:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0																
05:00	6	0	5	1	0	0	0	0	0	0	0	0	0	0	0																
06:00	37	0	28	7	1	0	0	0	0	0	0	0	0	1	0																
07:00	138	3	113	18	3	0	0	0	0	0	0	0	0	1	0																
08:00	136	0	112	21	2	0	1	0	0	0	0	0	0	0	0																
09:00	83	1	41	8	3	0	0	0	0	0	0	0	0	0	0																
10:00	44	0	35	6	1	0	0	0	0	0	0	0	0	0	0																
11:00	54	0	44	9	1	0	0	0	0	0	0	0	0	0	0																
12:00	84	1	42	8	1	2	0	0	0	0	0	0	0	0	0																
13:00	45	2	36	5	1	0	0	0	0	1	0	0	0	0	0																
14:00	65	1	34	16	2	1	0	0	0	1	0	0	0	0	0																
15:00	46	1	33	9	1	0	1	0	0	0	0	1	0	0	0																
16:00	90	0	76	12	0	0	1	0	0	1	0	0	0	0	0																
17:00	53	2	44	6	1	0	0	0	0	0	0	0	0	0	0																
18:00	40	2	35	3	0	0	0	0	0	0	0	0	0	0	0																
19:00	26	0	23	2	1	0	0	0	0	0	0	0	0	0	0																
20:00	36	0	31	4	1	0	0	0	0	0	0	0	0	0	0																
21:00	18	0	12	4	0	1	0	0	0	0	0	1	0	0	0																
22:00	18	0	18	0	0	0	0	0	0	0	0	0	0	0	0																
23:00	7	0	4	2	1	0	0	0	0	0	0	0	0	0	0																
12H:7-19	808	13	645	121	16	4	4	0	3	0	0	1	1	1	0																
16H:6-22	925	13	739	138	19	6	3	0	4	0	2	2	1	1	0																
18H:6-24	990	13	781	140	20	8	4	0	3	0	0	2	2	0	0																
24H:0-24	964	14	773	141	20	8	4	0	3	0	0	2	2	0	0																
Fri 11-Jul-25																															
00:00	4	0	4	0	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	0																
02:00	0	0	0	0	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	0																
04:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0																
05:00	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0																
06:00	23	2	15	5	1	0	0	0	0	0	0	0	0	0	0																
07:00	91	1	42	4	2	0	0	0	0	2	0	0	0	0	0																
08:00	83	1	43	7	1	1	0	0	0	0	0	0	0	0	0																
09:00	47	2	40	2	1	1	1	0	0	0	0	0	0	0	0																
10:00	54	1	40	11	1	0	0	0	0	0	0	0	0	0	0																
11:00	41	3	29	9	0	0	0	0	0	0	0	0	0	0	0																
12:00	44	0	36	5	2	0	0	0	0	0	0	0	1	0	0																
13:00	61	0	37	12	1	1	0	0	0	0	0	0	0	0	0																
14:00	46	0	35	6	1	1	2	0	0	0	0	0	0	0	0																
15:00	36	1	25	9	1	0	0	0	0	0	0	0	0	0	0																
16:00	41	1	32	6	0	1	0	0	0	0	0	0	0	1	0																
17:00	39	3	29	5	1	0	0	0	0	0	0	0	0	0	0																
18:00	37	0	33	3	1	0	0	0	0	0	0	0	0	0	0																
19:00	25	1	22	0	1	0	0	0	0	0	0	0	0	0	0																
20:00	19	0	18	0</																											

RISELEY				Site No: 14658002		Location		Basingstoke Rd, Riseley (North of Sun Lane)			
08-Jul-25 to 14-Jul-25											
Channel: Southbound											
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 08-Jul-25											
00:00	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	1	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	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	19	0	0.0	14	73.7	4	21.1	0	0.0	1	5.3
07:00	132	2	1.5	109	82.6	18	13.6	0	0.0	3	2.3
08:00	85	2	2.4	78	91.8	4	4.7	0	0.0	1	1.2
09:00	86	1	1.8	45	80.4	7	12.5	0	0.0	3	5.4
10:00	42	0	0.0	27	64.3	11	26.2	2	4.8	2	4.8
11:00	38	0	0.0	26	68.4	8	21.1	1	2.6	3	7.9
12:00	46	1	2.2	36	78.3	7	15.2	1	2.2	1	2.2
13:00	37	1	2.7	32	86.5	3	8.1	0	0.0	1	2.7
14:00	47	1	2.1	38	80.9	5	10.6	2	4.3	1	2.1
15:00	40	0	0.0	29	72.5	9	22.5	1	2.5	1	2.5
16:00	63	0	0.0	38	71.7	12	22.6	2	3.8	1	1.9
17:00	63	3	4.8	55	87.3	4	6.4	0	0.0	1	1.6
18:00	47	0	0.0	41	87.2	4	8.5	1	2.1	1	2.1
19:00	36	0	0.0	32	88.9	3	8.3	0	0.0	1	2.8
20:00	19	0	0.0	17	89.5	1	5.3	0	0.0	1	5.3
21:00	14	0	0.0	12	85.7	1	7.1	0	0.0	1	7.1
22:00	11	0	0.0	11	100.0	0	0.0	0	0.0	0	0.0
23:00	1	0	0.0	0	0.0	0	0.0	1	100.0	0	0.0
12H-7-19	696	11	1.6	654	89.8	92	13.4	18	1.9	19	2.8
18H-6-22	774	11	1.4	639	81.4	101	13.1	19	1.3	23	3.0
18H-6-24	786	11	1.4	640	81.4	101	12.9	11	1.4	23	2.9
24H-6-24	794	11	1.4	647	81.5	102	12.9	11	1.4	23	2.9
Wed 09-Jul-25											
00:00	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
01:00	1	0	0.0	0	0.0	1	100.0	0	0.0	0	0.0
02:00	1	0	0.0	0	0.0	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	8	1	12.5	3	37.5	3	37.5	0	0.0	1	12.5
06:00	29	0	0.0	24	82.8	4	13.8	0	0.0	1	3.5
07:00	119	1	0.8	108	90.8	7	5.9	1	0.8	2	1.7
08:00	63	1	1.6	54	86.7	6	9.5	1	1.6	1	1.6
09:00	80	0	0.0	38	76.0	6	12.0	4	8.0	2	4.0
10:00	81	1	2.0	40	78.4	9	17.7	0	0.0	1	2.0
11:00	82	2	3.9	40	76.9	9	17.3	0	0.0	1	1.9
12:00	85	0	0.0	36	85.5	14	25.5	4	7.3	1	1.8
13:00	41	2	4.9	35	85.4	3	7.3	0	0.0	1	2.4
14:00	55	3	5.5	41	74.6	10	18.2	1	1.8	0	0.0
15:00	42	1	2.4	31	73.8	9	21.4	0	0.0	1	2.4
16:00	63	0	0.0	46	86.0	6	11.3	0	0.0	1	1.9
17:00	53	4	7.6	41	77.4	7	13.2	0	0.0	1	1.9
18:00	40	2	5.0	29	72.5	8	20.0	0	0.0	1	2.5
19:00	27	1	3.7	21	77.8	4	14.8	0	0.0	1	3.7
20:00	22	2	9.1	12	54.6	5	22.7	2	9.1	1	4.6
21:00	13	0	0.0	11	84.6	1	7.7	1	7.7	0	0.0
22:00	7	0	0.0	6	85.7	1	14.3	0	0.0	0	0.0
23:00	2	0	0.0	1	50.0	0	0.0	0	0.0	1	50.0
12H-7-19	674	17	2.5	639	89.0	94	14.0	11	1.6	13	1.9
18H-6-22	765	20	2.6	697	78.4	108	14.1	14	1.7	16	2.1
18H-6-24	774	20	2.6	614	79.3	109	14.1	14	1.8	17	2.2
24H-6-24	789	21	2.7	621	78.6	116	14.7	14	1.8	18	2.3
Thu 10-Jul-25											
00:00	3	1	33.3	2	66.7	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	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	2	0	0.0	2	100.0	0	0.0	0	0.0	0	0.0
05:00	6	0	0.0	5	83.3	1	16.7	0	0.0	0	0.0
06:00	37	0	0.0	28	75.7	7	18.9	1	2.7	1	2.7
07:00	138	3	2.2	113	81.9	18	13.0	1	0.7	3	2.2
08:00	136	0	0.0	112	82.4	21	15.4	1	0.7	2	1.5
09:00	83	1	1.9	41	77.4	8	15.1	0	0.0	3	5.7
10:00	44	0	0.0	35	79.6	6	13.6	2	4.6	1	2.3
11:00	54	0	0.0	44	81.5	9	16.7	0	0.0	1	1.9
12:00	54	1	1.9	42	77.8	8	14.8	2	3.7	1	1.9
13:00	45	2	4.4	36	80.0	5	11.1	1	2.2	1	2.2
14:00	65	1	1.8	34	61.8	16	29.1	2	3.6	2	3.6
15:00	46	1	2.2	33	71.7	9	19.6	2	4.4	1	2.2
16:00	89	0	0.0	76	84.3	12	13.3	2	2.2	0	0.0
17:00	63	2	3.8	44	83.0	6	11.3	0	0.0	1	1.9
18:00	40	2	5.0	35	87.5	3	7.5	0	0.0	0	0.0
19:00	26	0	0.0	23	88.5	2	7.7	0	0.0	1	3.9
20:00	36	0	0.0	31	86.1	4	11.1	0	0.0	1	2.8
21:00	18	0	0.0	12	66.7	4	22.2	2	11.1	0	0.0
22:00	18	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
23:00	7	0	0.0	4	57.1	2	28.6	0	0.0	1	14.3
12H-7-19	898	13	1.6	645	79.8	121	16.0	13	1.6	16	2.0
18H-6-22	925	13	1.4	738	79.8	138	14.9	16	1.7	19	2.1
18H-6-24	950	13	1.4	781	86.1	140	14.7	16	1.7	20	2.1
24H-6-24	964	14	1.5	773	80.2	141	14.6	16	1.7	20	2.1
Fri 11-Jul-25											
00:00	4	0	0.0	4	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	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	2	0	0.0	1	50.0	1	50.0	0	0.0	0	0.0
05:00	3	0	0.0	1	33.3	2	66.7	0	0.0	0	0.0
06:00	23	2	8.7	15	65.2	5	21.7	0	0.0	1	4.4
07:00	81	1	2.0	42	82.4	4	7.8	2	3.9	2	3.9
08:00	93	1	1.9	43	81.7	7	13.2	1	1.9	1	1.9
09:00	47	2	4.3	40	85.1	2	4.3	2	4.3	1	2.1
10:00	54	1	1.9	40	76.1	11	20.4	1	1.9	1	1.9
11:00	41	3	7.3	29	70.7	9	22.0	0	0.0	0	0.0
12:00	44	0	0.0	36	81.8	5	11.4	1	2.3	2	4.6
13:00	81	0	0.0	37	72.6	12	23.5	1	2.0	1	2.2
14:00	46	0	0.0	35	76.1	7	15.2	3	6.5	1	2.2
15:00	36	1	2.8	25	69.4	9	25.0	0	0.0	1	2.8
16:00	41	1	2.4	32	78.1	6	14.6	2	4.6	0	0.0
17:00	39	3	7.7	29	74.4	5	12.8	1	2.6	1	2.6
18:00	37	0	0.0	33	89.2	3	8.1	0	0.0	1	2.7
19:00	26	1	4.0	22	88.0	2	8.0	1	4.0	1	4.0
20:00	19	0	0.0	18	94.7	0	0.0	0	0.0	1	5.3
21:00	16	0	0.0	14	87.5	1	6.3	0	0.0	1	6.3
22:00	12	0	0.0	9	75.0	2	16.7	1	8.3	0	0.0
23:00	9	0	0.0	8	88.9	0	0.0	0	0.0	1	11.1
12H-7-19	540	13	2.4	491	78.9	89	14.8	14	2.6	12	2.2
18H-6-22	623	16	2.5	490	78.7	88	14.9	15	2.4	16	2.6
18H-6-24	644	16	2.5	597	78.7	88	13.7	16	2.5	17	2.6
24H-6-24	656	16	2.4	616	78.7	91	13.9	16	2.4	17	2.6
Sat 12-Jul-25											
00:00	6	0	0.0	6	100.0	0	0.0	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	6	0	0.0	3	50.0	2	33.3	0	0.0	0	0.0
03:00	0	0	-	0	-	0	-	0	-	0	-
04:00	0	0	-	0	-	0	-	0	-	0	-
05:00	5										

Figure 1 consists of two bar charts. The left chart, titled 'Total Velocities', shows the distribution of total velocities across speed bins. The x-axis is labeled 'Speed Bins' and ranges from <0-80 to >90. The y-axis is labeled 'Total Velocities' and ranges from 0 to 2000. The bars are blue, and the total number of velocities for each bin is labeled above the bar. The right chart, titled 'Distribution of Total Velocities by Speed Bin', shows the distribution of total velocities across speed bins. The x-axis is labeled 'Speed Bins' and ranges from <0-80 to >90. The y-axis is labeled 'N' and ranges from 0 to 1000. The bars are blue, and the total number of velocities for each bin is labeled above the bar. A color scale for the number of velocities (N) is shown on the right, ranging from 0 to 1000.

Speed Bin	Total Velocities (Left Chart)	N (Right Chart)
<0-80	0	0
0-11	12	12
11-18	78	78
18-21	138	138
21-26	265	265
26-33	1915	1915
33-41	1915	1915
41-51	1184	1184
51-60	388	388
60-70	120	120
70-80	48	48
>90	12	12

14658	RISELEY		Site No: 14658002		Location		Basingstoke Rd, Riseley (North of Sun Lane)				
											Channel: Southbound
									5-Day	7-Day	
TIME PERIOD	Tue 08-Jul-25	Wed 09-Jul-25	Thu 10-Jul-25	Fri 11-Jul-25	Sat 12-Jul-25	Sun 13-Jul-25	Mon 14-Jul-25	Av	Av		
Week Begin: 08-Jul-25											
00:00	0	2	3	4	6	3	1	2	3		
01:00	1	1	1	1	3	1	2	1	1		
02:00	1	1	0	1	5	2	1	1	2		
03:00	0	1	2	1	0	0	0	1	1		
04:00	0	3	2	2	0	1	1	2	1		
05:00	6	8	6	3	5	3	3	5	5		
06:00	19	29	37	23	5	5	25	27	20		
07:00	132	119	138	51	24	12	69	102	78		
08:00	85	63	136	53	28	33	60	79	65		
09:00	56	50	53	47	53	43	38	49	49		
10:00	42	51	44	54	94	61	45	47	56		
11:00	38	52	54	41	91	72	49	47	57		
12:00	46	55	54	44	49	67	45	49	51		
13:00	37	41	45	51	60	42	39	43	45		
14:00	47	55	55	46	35	41	41	49	46		
15:00	40	42	46	36	48	43	49	43	43		
16:00	53	53	90	41	53	35	43	56	53		
17:00	63	53	53	39	27	48	47	51	47		
18:00	47	40	40	37	24	36	51	43	39		
19:00	36	27	26	25	34	26	18	26	27		
20:00	19	22	36	19	17	35	23	24	24		
21:00	14	13	18	16	11	12	13	15	14		
22:00	11	7	18	12	7	9	9	11	10		
23:00	1	2	7	9	7	2	5	5	5		
12H,7-19	686	674	808	540	586	533	576	657	629		
16H,6-22	774	765	925	623	653	611	655	748	715		
18H,6-24	786	774	950	644	667	622	669	765	730		
24H,0-24	794	790	964	656	686	632	677	776	743		
Am	07:00	07:00	07:00	10:00	10:00	11:00	07:00				
Peak	132	119	138	54	94	72	69				
Pm	17:00	14:00	16:00	13:00	13:00	12:00	18:00				
Peak	63	55	90	51	60	67	51				



Classification Schemes

Scheme F Classification Scheme (Non-metric)

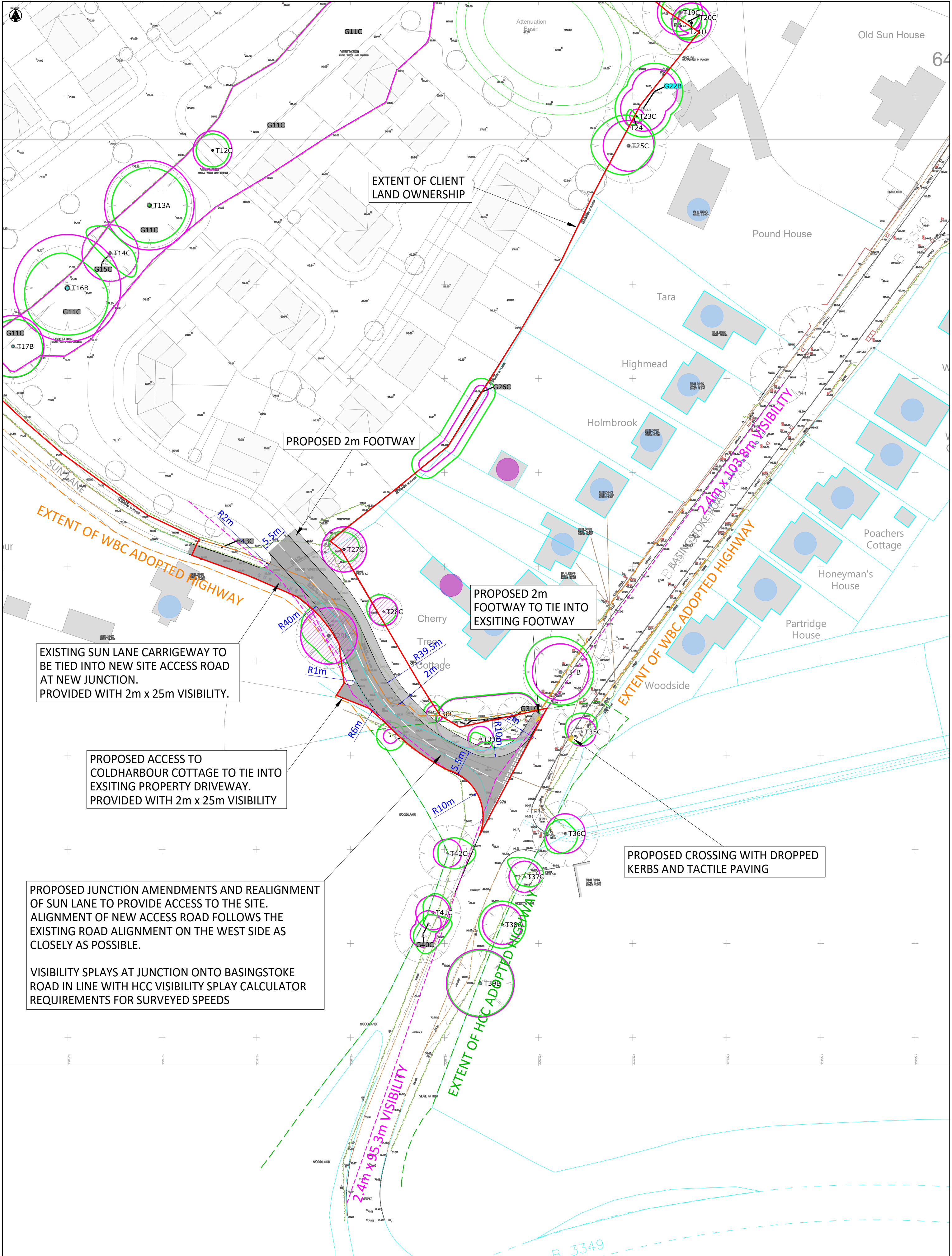
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

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					

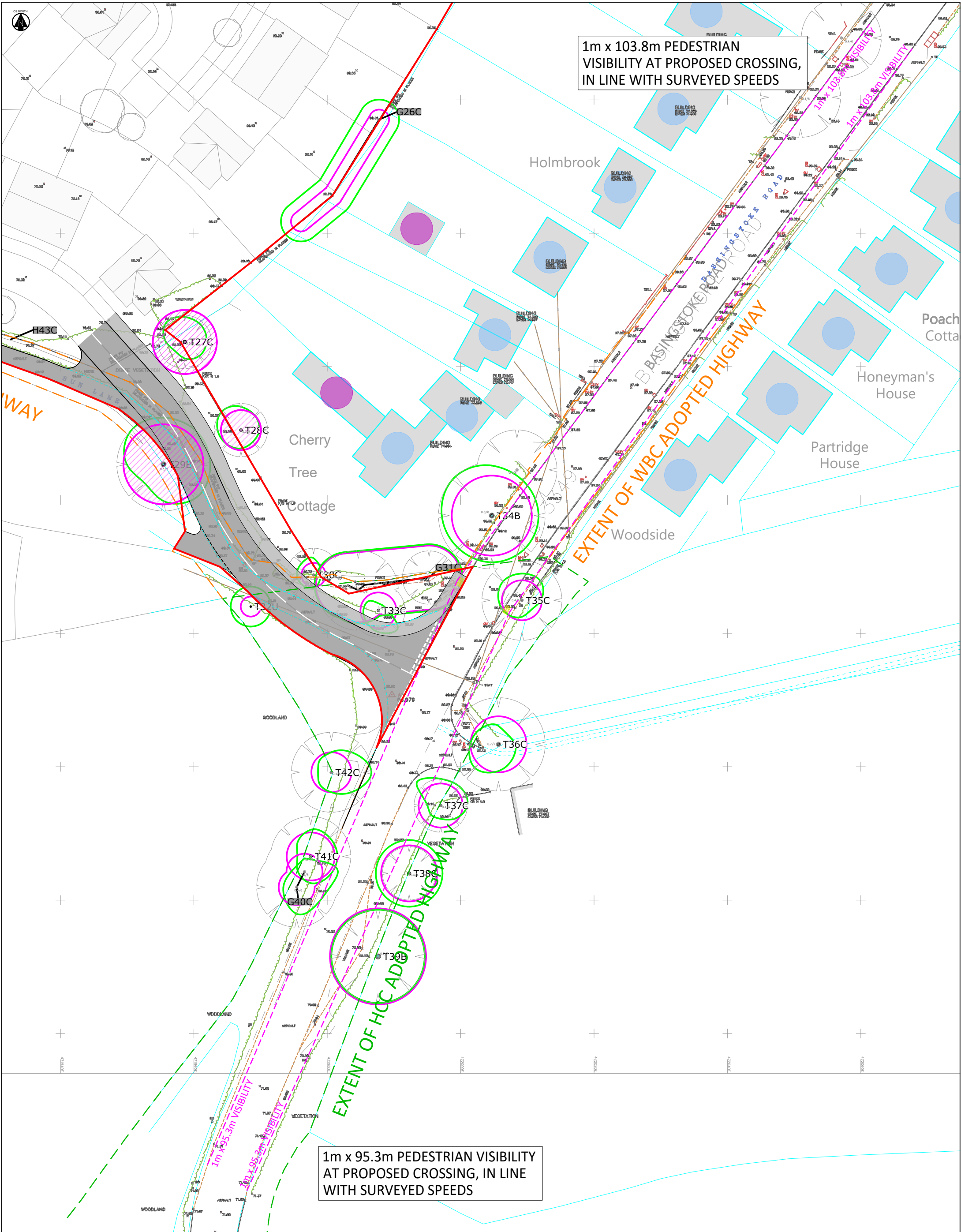
Appendix B Proposed Site Layout



Appendix C Access Design



KEY PLAN	SCALE BAR	NOTES	REVISIONS (CONTINUED)	REVISIONS	Apex TRANSPORT PLANNING		CLOCKWISE BRUNEL HOUSE CARTOFT CF24 0HA t: 02020 619 361 e: carl@apex-tp.co.uk	RUNWAY EAST 351 VICTORIA STREET BRISTOL BS1 1PU t: 0117 427 0414 e: ryan@apex-tp.co.uk	TITLE
--- VISIBILITY SPLAYS AT 2m x 25m		1. This drawing has been prepared for planning application purposes only and is preliminary in nature. It is not suitable for construction purposes. 2. The content of this drawing is subject to detailed design considerations such as, but not limited to: ground conditions, utilities and existing structures; appropriate drainage levels; signage; lighting; etc. 3. Where information has been obtained from third party sources (including highway authority records and utility data), such information has been verified upon a good faith basis available at the time of preparation. No responsibility is accepted for inaccuracies or omissions within third party data. 4. The extent of adopted highway shown herein is based on third party information and is not a guarantee of accuracy. Verification with the relevant highway authority is recommended. 5. This drawing is based on Ordnance Survey mapping, Ordnance Survey © Crown Copyright 2025. All rights reserved. 6. This drawing has been prepared to aid in the preparation of a planning application. It is not intended to be used for construction purposes and should not be relied upon for construction. 7. All dimensions and levels are to be confirmed on site prior to any detailed design or construction works. 8. This drawing has been prepared solely for the benefit of the Client in support of a planning application. No third party may rely upon this drawing without the prior written consent of Apex Transport Planning, and no responsibility or liability is accepted by any third party. 9. This drawing does not constitute technical approval and is not suitable for use in support of any Section 38, Section 276, or other highway agreement without further design development and formal approval.		P06 23/01/26 Sixth Issue AC DC P05 15/01/26 Fifth Issue AC DC P04 16/11/25 Fourth Issue DC DC P03 12/11/25 Third Issue DC DC P02 12/09/25 Second Issue DC DC P01 05/09/25 First Issue AC DC Rev Date Description By App	CLIENT	 WELLINGTON 3West Group		PROPOSED SITE ACCESS GENERAL ARRANGEMENT DESIGN ONTO BASINGSTOKE ROAD	
--- EXISTING SUN LANE CARRIAGEWAY ALIGNMENT	 SCALE BAR (1:500)								
● ROOT PROTECTION AREA (T27 - T29)					PROJECT	 WELLINGTON 3West Group			
					LAND NORTH OF SUN LANE, RISELEY				
								</	



SCALE BAR

0m10m20m

SCALE BAR (1:500)

NOTES

1. This drawing has been prepared for planning application purposes only and is preliminary in nature. It is not suitable for construction purposes.

2. The content of this drawing is subject to detailed design considerations such as, but not limited to: ground conditions, utilities and statutory undertakers' apparatus, drainage, levels, signage, lighting, structures.

3. Where information has been obtained from third-party sources (including highway authority records and utility data), such information has been relied upon in good faith as available at the time of preparation. No responsibility is accepted for inaccuracies or omissions within third-party data.

4. The extent of adopted highway shown (where indicated) has been based on third-party information and is indicative only. Verification with the relevant highway authority is recommended.

5. This drawing is based on Ordnance Survey mapping: Ordnance Survey © Crown Copyright 2026. All rights reserved. Licence number 100022412.

6. This drawing has been prepared to scale based on the best information available at the time of preparation. While reasonable care has been taken in its production, the drawing should be used for illustrative and planning assessment purposes only and should not be relied upon uncritically.

7. All dimensions and levels are to be confirmed on site prior to any detailed design or construction works.

8. This drawing has been prepared solely for the benefit of the Client in support of a planning application. No third party may rely upon this drawing without the prior written consent of Apex Transport Planning, and no responsibility or liability is accepted to any third party.

9. This drawing does not constitute technical approval and is not suitable for use in support of any Section 38, Section 278, or other highway agreement without further design development and formal approval.

REVISIONS

Rev	Date	Description	By	App
P06	23/01/26	Sixth Issue	AC	DC
P05	15/01/26	Fifth Issue	AC	DC
P04	16/12/25	Fourth Issue	AC	DC
P03	12/11/25	Third Issue	DC	DC
P02	12/09/25	Second Issue	DC	DC
P01	05/09/25	First Issue	AC	DC
Rev	Date	Description	By	App

Apex

TRANSPORT PLANNING

CLOCKWISE

BRUNEL HOUSE

CARDIFF

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e: cardiff@apextp.co.uk

RUNWAY EAST

101 VICTORIA STREET

BRISTOL

BS1 6PU

t: 0117 427 0414

e: bristol@apextp.co.uk

WELLINGTON

3West Group

CLIENT

PROJECT

LAND NORTH OF SUN LANE, RISELEY

TITLE

PROPOSED PEDESTRIAN CROSSING VISIBILITY SPLAYS

PROJECT NO.

C25-084

SCALE @ A3

1:500

STATUS DESCRIPTION

INFORMATION

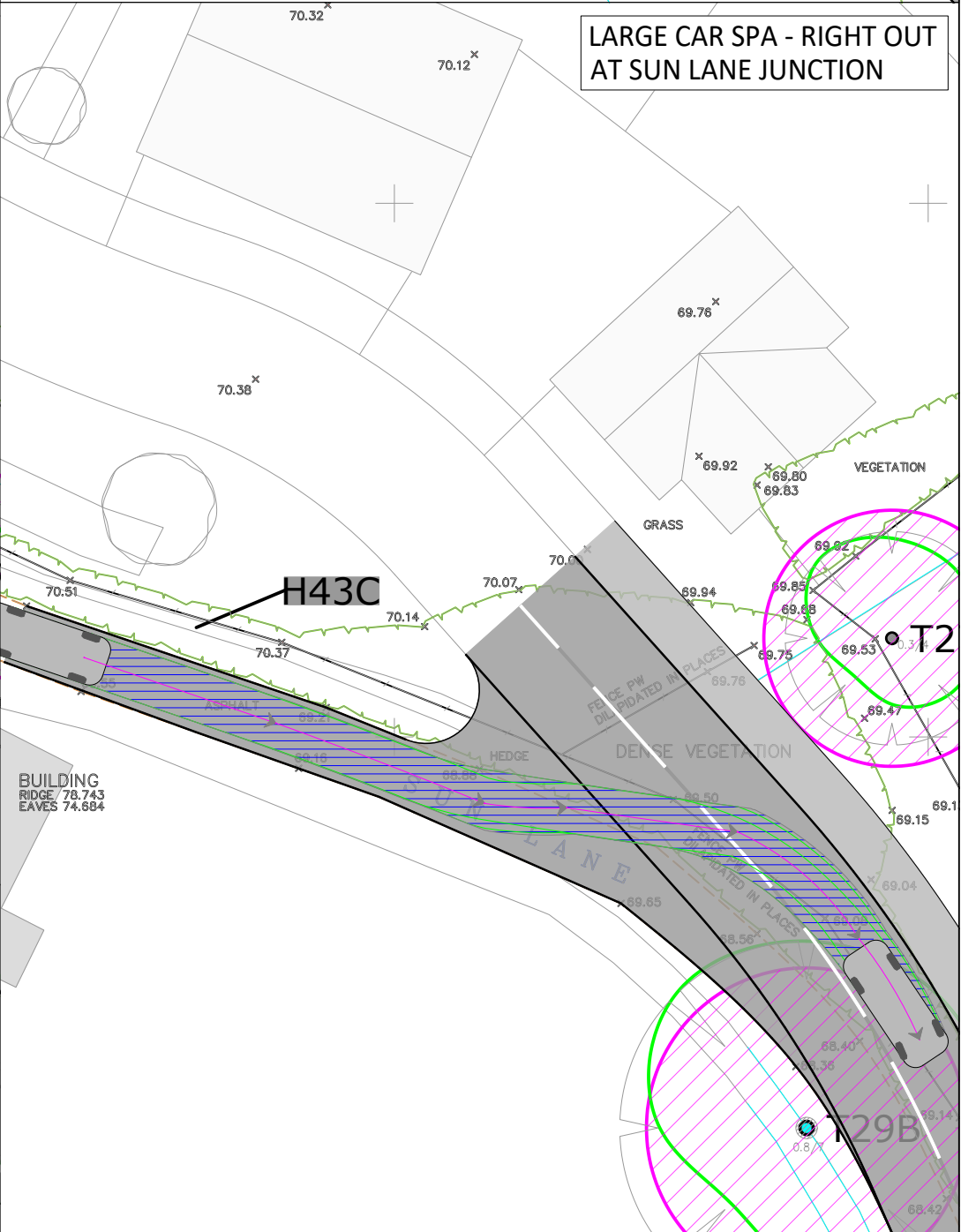
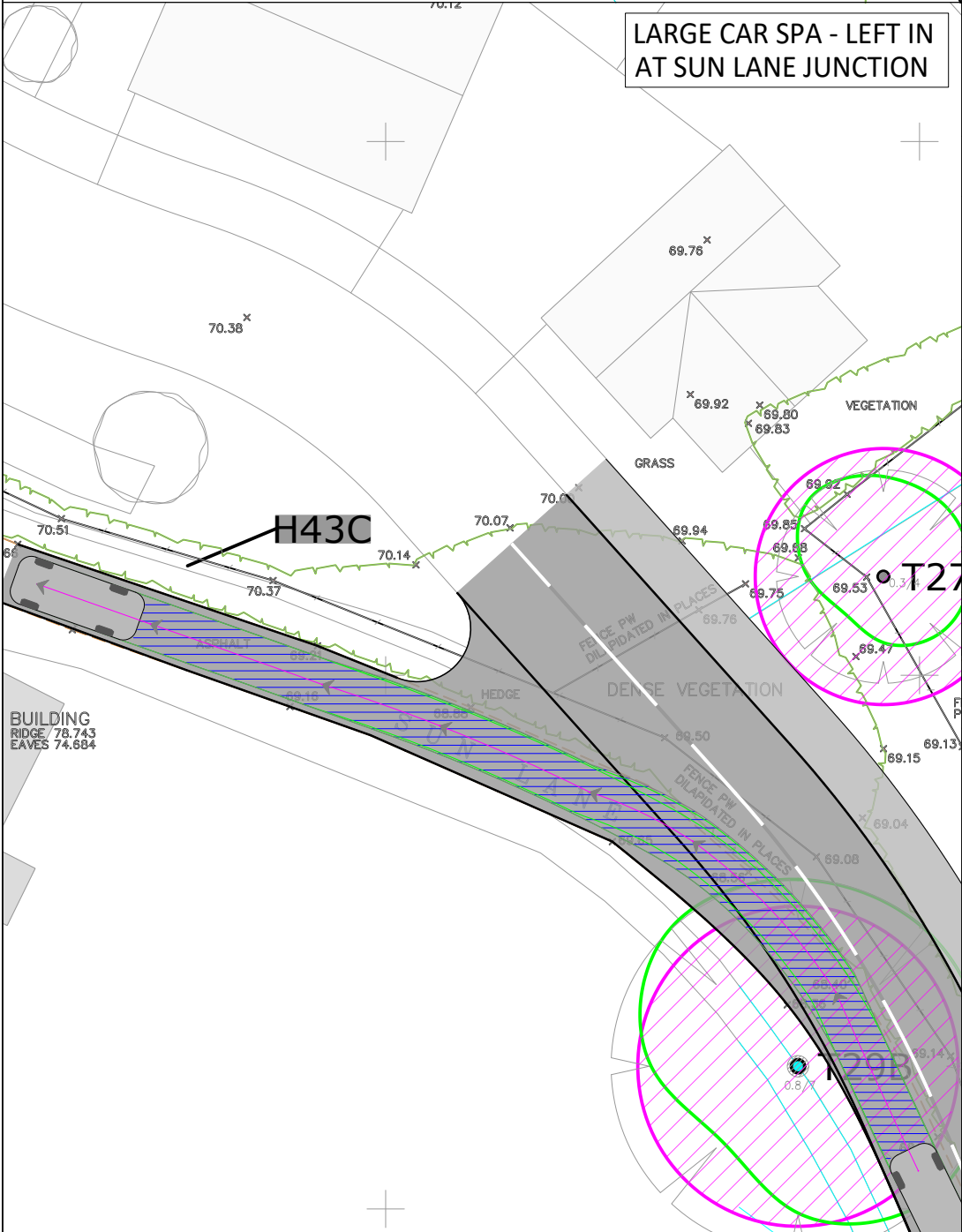
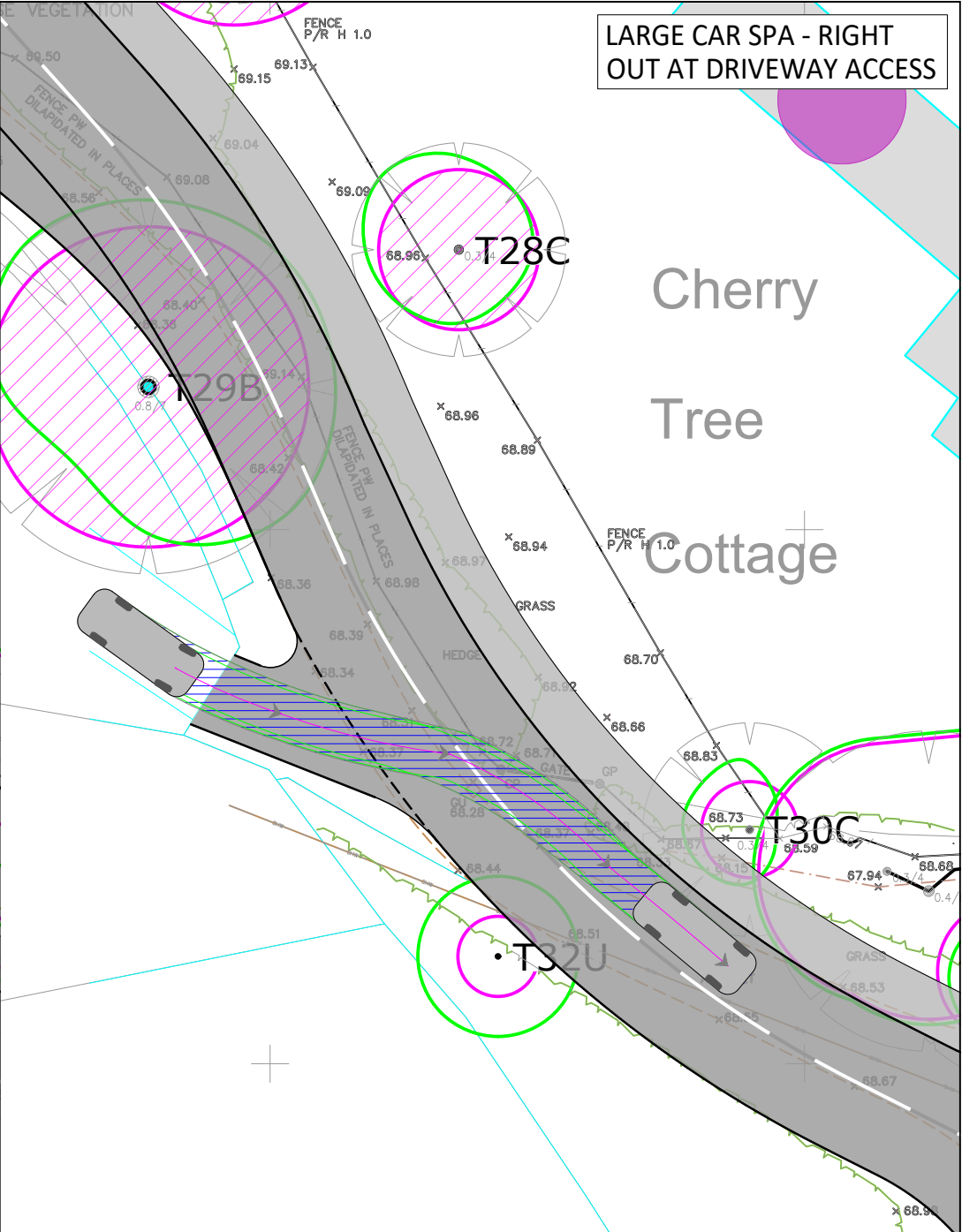
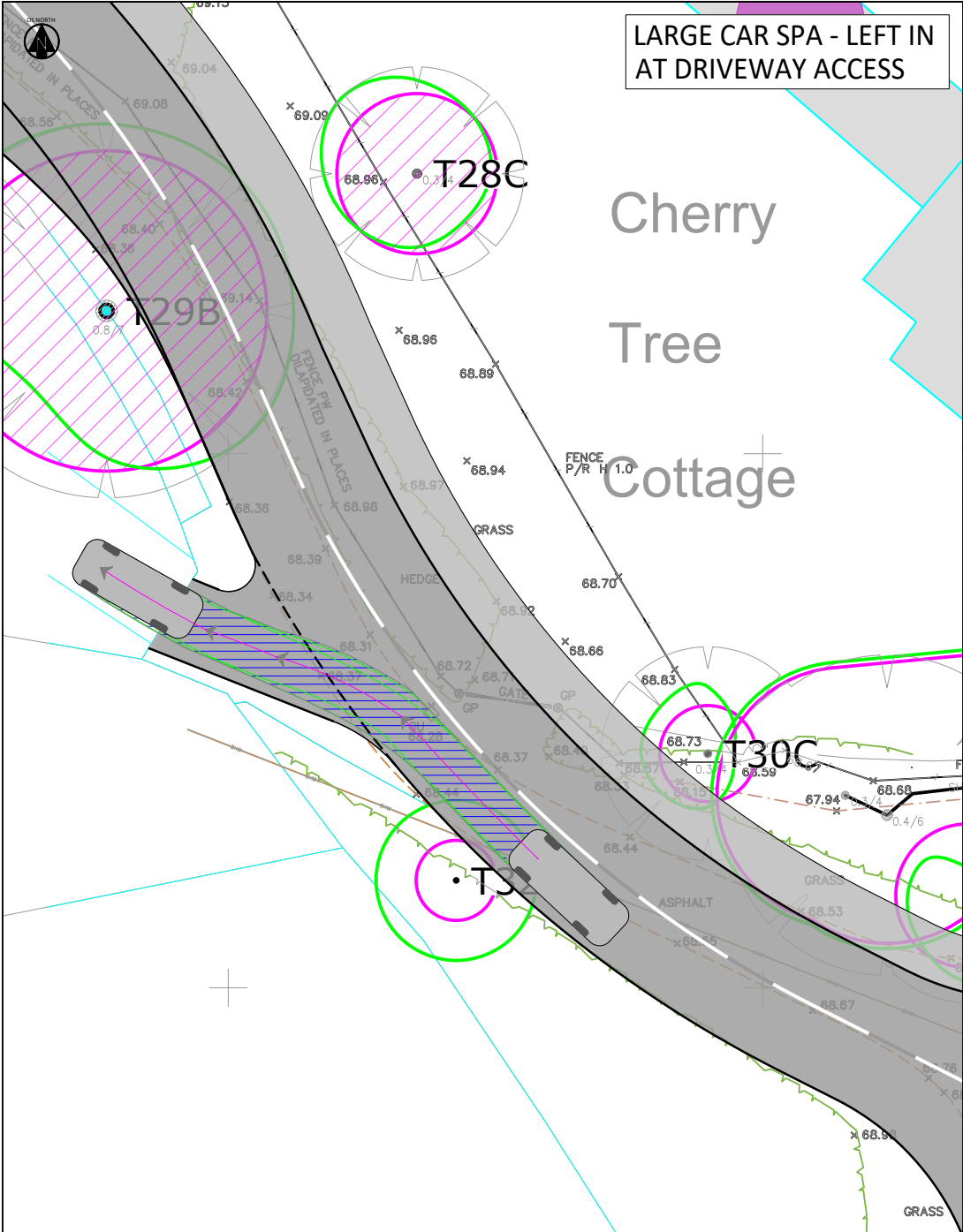
DRAWING NO.

C25084-ATP-DR-TP-002

STATUS

S2

Appendix D Swept Path Analysis



SCALE BAR

NOTES

4.96

BMW 5 Series Saloon

metres

Width : 1.87

Track : 1.87

Lock to Lock Time : 6.0

Steering Angle : 36.9

FORWARD

REVERSE

REVISIONS

Rev	Date	Description	By	App
P04	23/01/26	Fourth Issue	AC	DC
P03	15/01/26	Third Issue	AC	DC
P02	16/12/25	Second Issue	AC	DC
P01	03/09/25	First Issue	AC	DC

Apex

TRANSPORT PLANNING

CLOCKWISE BRUNEL HOUSE CARDIFF CF24 0HA

t: 02920 619 361 e: cardiff@apexp.co.uk

RUNWAY EAST 101 VICTORIA STREET BRISTOL BS1 6PU

t: 0117 427 0414 e: bristol@apexp.co.uk

WELLINGTON

3West Group

CLIENT

PROJECT

LAND NORTH OF SUN LANE, RISELEY

TITLE

SWEPT PATH ANALYSIS OF LARGE CAR

PROJECT NO.

C25-084

SCALE @ A3

1:250

STATUS DESCRIPTION

INFORMATION

DRAWING NO.

C25084-ATP-DR-TP-004

STATUS

S2

Appendix E TRICS Outputs – Private Units

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 day

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

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	25 to 70 (units:DWELLS)
Range Selected by User:	25 to 70 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	05/01/10 to 30/06/25

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

Selected survey days:	
Friday	1 days
Tuesday	2 days

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

Selected survey types:	
Manual count	3
Direction ATC Count	0

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

Selected Locations:	
Neighbourhood Centre	3 days

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

Selected Location Sub Categories:	
Village	3 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	2 days
Servicing vehicles Unknown	1 days

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Secondary Filtering Selection:

Use Class:

C3	3 surveys
----	-----------

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

Population within 500m Range:

72 - 3966

Population within 1 mile:

1,000 or Less	1 surveys
1,001 to 5,000	2 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	3 surveys
------------	-----------

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

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

1	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
BURY ROAD KENTFORD Neighbourhood Centre Village Site area: 2.680000066757202 hect Survey date: Friday 22/09/2017			
		Survey Type: Unknown	
2	SM-03-A-02	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre Village Site area: 2.869999885559082 hect Survey date: Tuesday 25/09/2018			
		Survey Type: Unknown	
3	SM-03-A-03	MIXED HOUSES	SOMERSET
HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre Village Site area: 2.6500000953674316 hect Survey date: Tuesday 25/09/2018			
		Survey Type: Unknown	

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30-04-2021	COVID
CA-03-A-07	27-05-2021	COVID
CS-03-A-03	27-10-2016	Not Comparable
CS-03-A-04	27-10-2016	Not Comparable
IM-03-A-01	21-05-2024	Not Comparable
IM-03-A-02	23-05-2024	Not Comparable
SC-03-A-10	14-09-2022	Not Comparable
SF-03-A-08	16-09-2020	COVID
WS-03-A-07	19-10-2017	Not Comparable
WS-03-A-16	09-11-2022	Not Comparable
WS-03-A-25	18-09-2024	Not Comparable

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.116	0.380	0.496
08:00-09:00	3	40	0.174	0.380	0.554
09:00-10:00	3	40	0.165	0.231	0.396
10:00-11:00	3	40	0.149	0.132	0.281
11:00-12:00	3	40	0.116	0.157	0.273
12:00-13:00	3	40	0.140	0.157	0.297
13:00-14:00	3	40	0.132	0.116	0.248
14:00-15:00	3	40	0.182	0.182	0.364
15:00-16:00	3	40	0.165	0.140	0.305
16:00-17:00	3	40	0.182	0.182	0.364
17:00-18:00	3	40	0.421	0.140	0.561
18:00-19:00	3	40	0.273	0.124	0.397
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.215	2.321	4.536

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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Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Parameter Summary:

Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date range:	22/09/2017 - 25/09/2018
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.000	0.017	0.017
08:00-09:00	3	40	0.025	0.074	0.099
09:00-10:00	3	40	0.000	0.033	0.033
10:00-11:00	3	40	0.017	0.000	0.017
11:00-12:00	3	40	0.000	0.017	0.017
12:00-13:00	3	40	0.025	0.000	0.025
13:00-14:00	3	40	0.000	0.000	0.000
14:00-15:00	3	40	0.025	0.000	0.025
15:00-16:00	3	40	0.041	0.025	0.066
16:00-17:00	3	40	0.050	0.008	0.058
17:00-18:00	3	40	0.041	0.083	0.124
18:00-19:00	3	40	0.025	0.000	0.025
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.249	0.257	0.506

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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Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Parameter Summary:

Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date range:	22/09/2017 - 25/09/2018
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.008	0.008	0.016
08:00-09:00	3	40	0.000	0.000	0.000
09:00-10:00	3	40	0.000	0.000	0.000
10:00-11:00	3	40	0.000	0.000	0.000
11:00-12:00	3	40	0.000	0.000	0.000
12:00-13:00	3	40	0.000	0.000	0.000
13:00-14:00	3	40	0.000	0.000	0.000
14:00-15:00	3	40	0.000	0.000	0.000
15:00-16:00	3	40	0.008	0.008	0.016
16:00-17:00	3	40	0.000	0.000	0.000
17:00-18:00	3	40	0.008	0.008	0.016
18:00-19:00	3	40	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					
Total Rates:			0.024	0.024	0.048

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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Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Parameter Summary:

Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date date range:	25/09/2018 - 25/09/2018
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.008	0.000	0.008
08:00-09:00	3	40	0.000	0.000	0.000
09:00-10:00	3	40	0.000	0.008	0.008
10:00-11:00	3	40	0.000	0.000	0.000
11:00-12:00	3	40	0.000	0.000	0.000
12:00-13:00	3	40	0.000	0.000	0.000
13:00-14:00	3	40	0.000	0.000	0.000
14:00-15:00	3	40	0.000	0.000	0.000
15:00-16:00	3	40	0.000	0.000	0.000
16:00-17:00	3	40	0.000	0.000	0.000
17:00-18:00	3	40	0.000	0.000	0.000
18:00-19:00	3	40	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					
Total Rates:			0.008	0.008	0.016

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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Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Parameter Summary:

Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date date range:	25/09/2018 - 25/09/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.017	0.008	0.025
08:00-09:00	3	40	0.000	0.008	0.008
09:00-10:00	3	40	0.000	0.000	0.000
10:00-11:00	3	40	0.000	0.008	0.008
11:00-12:00	3	40	0.000	0.000	0.000
12:00-13:00	3	40	0.000	0.000	0.000
13:00-14:00	3	40	0.000	0.000	0.000
14:00-15:00	3	40	0.000	0.000	0.000
15:00-16:00	3	40	0.000	0.000	0.000
16:00-17:00	3	40	0.000	0.000	0.000
17:00-18:00	3	40	0.017	0.008	0.025
18:00-19:00	3	40	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					
Total Rates:			0.034	0.032	0.066

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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Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Parameter Summary:

Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date date range:	22/09/2017 - 25/09/2018
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.074	0.331	0.405
08:00-09:00	3	40	0.124	0.339	0.463
09:00-10:00	3	40	0.132	0.198	0.330
10:00-11:00	3	40	0.132	0.107	0.239
11:00-12:00	3	40	0.083	0.116	0.199
12:00-13:00	3	40	0.099	0.107	0.206
13:00-14:00	3	40	0.116	0.099	0.215
14:00-15:00	3	40	0.140	0.149	0.289
15:00-16:00	3	40	0.157	0.132	0.289
16:00-17:00	3	40	0.165	0.140	0.305
17:00-18:00	3	40	0.339	0.099	0.438
18:00-19:00	3	40	0.264	0.107	0.371
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.825	1.924	3.749

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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Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Parameter Summary:

Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date range:	22/09/2017 - 25/09/2018
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.008	0.033	0.041
08:00-09:00	3	40	0.050	0.033	0.083
09:00-10:00	3	40	0.025	0.025	0.050
10:00-11:00	3	40	0.017	0.017	0.034
11:00-12:00	3	40	0.033	0.033	0.066
12:00-13:00	3	40	0.041	0.041	0.082
13:00-14:00	3	40	0.017	0.017	0.034
14:00-15:00	3	40	0.033	0.033	0.066
15:00-16:00	3	40	0.000	0.000	0.000
16:00-17:00	3	40	0.017	0.041	0.058
17:00-18:00	3	40	0.058	0.025	0.083
18:00-19:00	3	40	0.008	0.017	0.025
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.307	0.315	0.622

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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Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

Parameter Summary:

Trip rate parameter range selected:	25 - 70 (units: DWELLS)
Survey date date range:	22/09/2017 - 25/09/2018
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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.

Audit Code: 912000ef-b2f1-455b-b677-10e339eafce2

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	3	40	0.000	0.000	0.000
08:00-09:00	3	40	0.000	0.000	0.000
09:00-10:00	3	40	0.008	0.000	0.008
10:00-11:00	3	40	0.000	0.000	0.000
11:00-12:00	3	40	0.000	0.008	0.008
12:00-13:00	3	40	0.000	0.008	0.008
13:00-14:00	3	40	0.000	0.000	0.000
14:00-15:00	3	40	0.008	0.000	0.008
15:00-16:00	3	40	0.000	0.000	0.000
16:00-17:00	3	40	0.000	0.000	0.000
17:00-18:00	3	40	0.000	0.000	0.000
18:00-19:00	3	40	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					
Total Rates:			0.016	0.016	0.032

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:	25 - 70 (units: DWELLS)
Survey date date range:	22/09/2017 - 22/09/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	12
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.